

ZBAA/PEK
CAPITAL

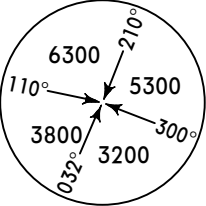
25 OCT 24
Eff 30 Oct 1600Z

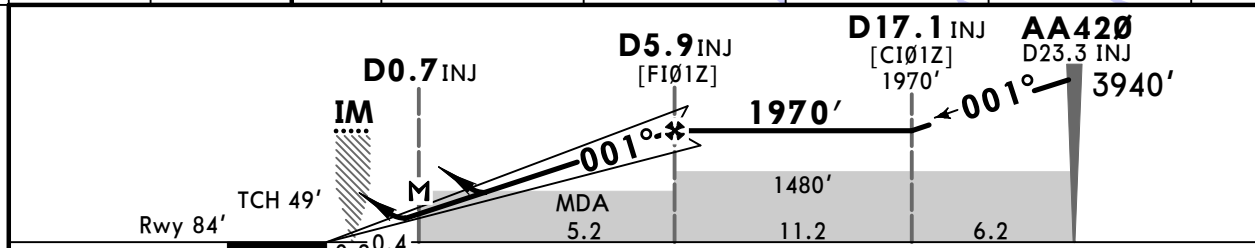
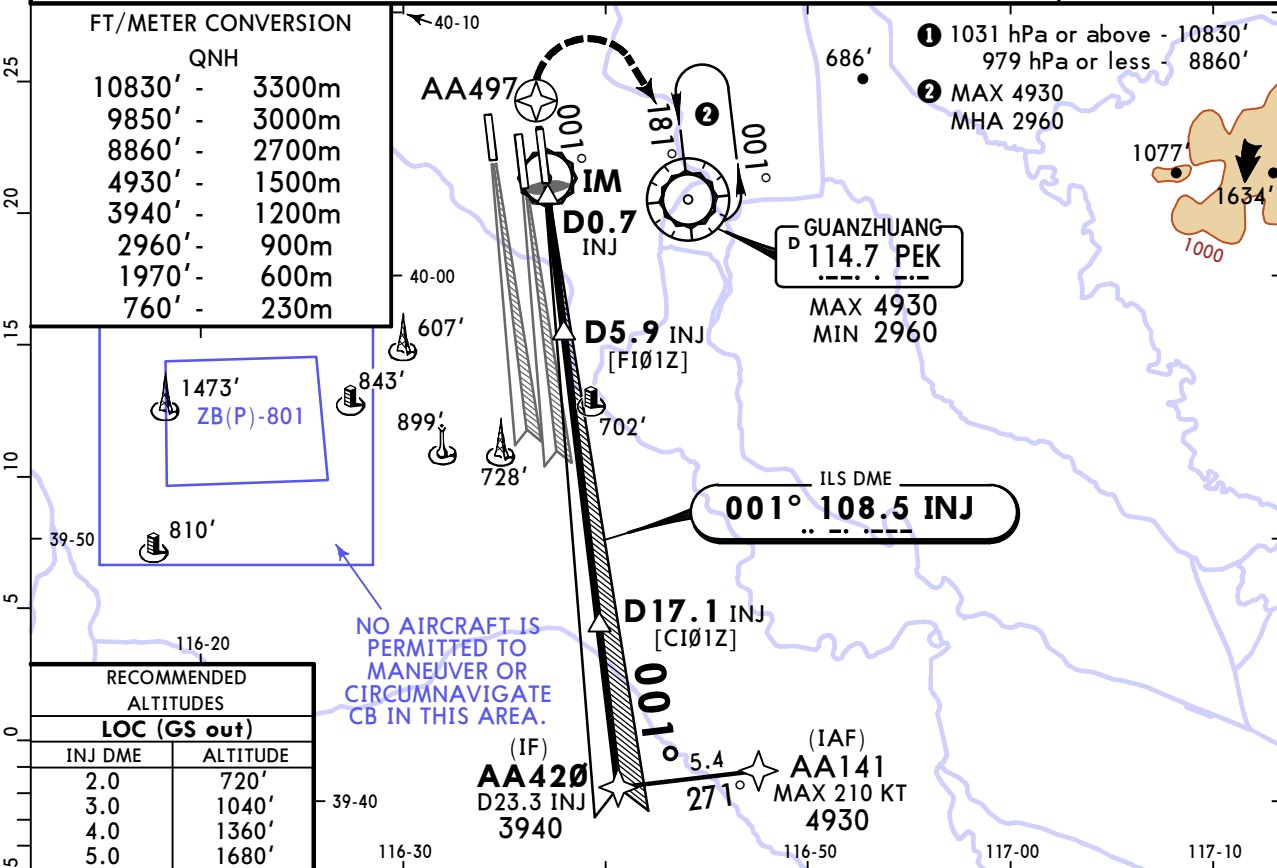
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(11-1)

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 01

BRIEFING STRIP™

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)					
APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X			
BEIJING Approach (R)				*BEIJING Tower	Ground					
APP14 126.3X	APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85
LOC INJ 108.5		Final Apch Crs 001°		D5.9 INJ 1970' (1886')		ILS DA(H) Refer to Minimums		Apt Elev 116' Rwy 84'		
MISSED APCH: Climb STRAIGHT AHEAD to AA497 at 760' or above, turn RIGHT to PEK VOR at MIN 2960'/MAX 4930', join the holding or as directed. Refer to minimums for missed apch climb gradient.										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	AA497	MIN	MAX 4930'	PEK
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	at 760'	MIN 2960'	114.7
MAP at D0.7 INJ											

State		STRAIGHT-IN LANDING				LOC (GS out)	
MACG MIN 5.0% (304'/NM)		ILS	MACG MIN 2.5% (152'/NM)		CDFA		
DA(H) 284' (200')			DA(H)	BC: 331' (247')	MDA(H) 560' (476')		
			A: 314' (230')	D: 347' (263')			
		ALS out	ALS out		ALS out		
A	R550m V800m	V1200m	R550m V800m R/V800m	V1400m	R/V1900m	V2800m	
B				V1500m			
C							
D				V1600m			

CHANGES: Communications, MSA, missed apch, WPTs, bearings, altitudes.

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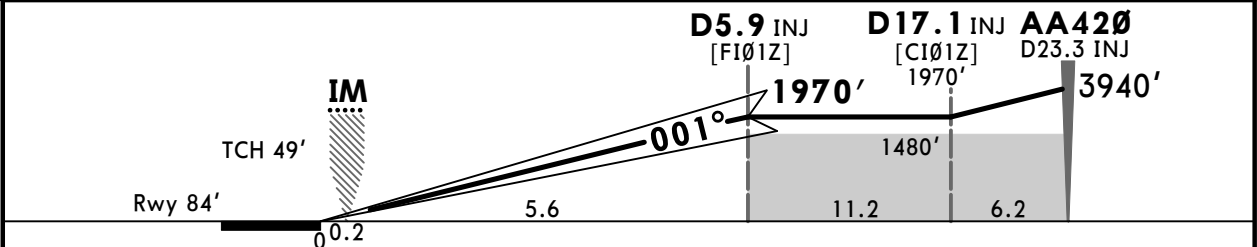
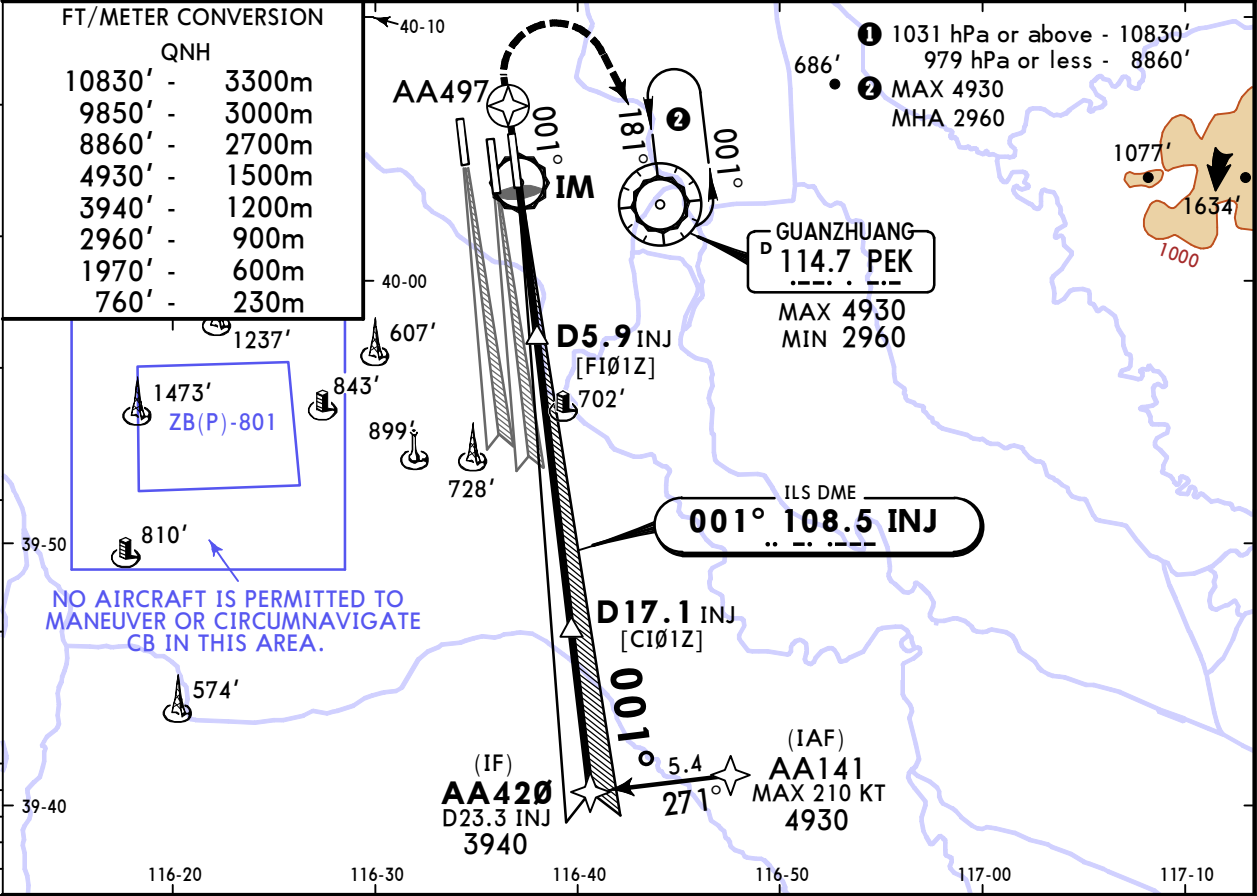
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CAPITAL

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JEPPESSEN
11-1AA

BEIJING, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 01

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)					
APP01 126.1X		APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
APP14 126.3X		APP15 125.8X	BEIJING Approach (R)		*BEIJING Tower	Ground				
APP16 124.4X		APP17 120.6	APP18 125.5X	*GND01 121.9		GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85	
LOC INJ 108.5		Final Apch Crs 001°		D5.9 INJ 1970' (1886')		CAT II ILS RA 112' DA(H) 184' (100')		Apt Elev 116' Rwy 84'		
MISSED APCH: Climb STRAIGHT AHEAD to AA497 at 760' or above, turn RIGHT to PEK VOR at MIN 2960'/MAX 4930', join the holding or as directed. Missed apch requires a minimum climb gradient of 5.0% (304/NM).										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR		
Special Aircrew and Aircraft Certification Required.										



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		AA497		MIN 760'		MAX 4930'		PEK 114.7	
GS	3.00°	372	478	531	637	743	PAPI		↑		at		RT			

State STRAIGHT-IN LANDING
CAT II ILS
RA 112'
DA(H) **184'** (100')
R 300m
① CAT D: R350m for manual operation below DH.

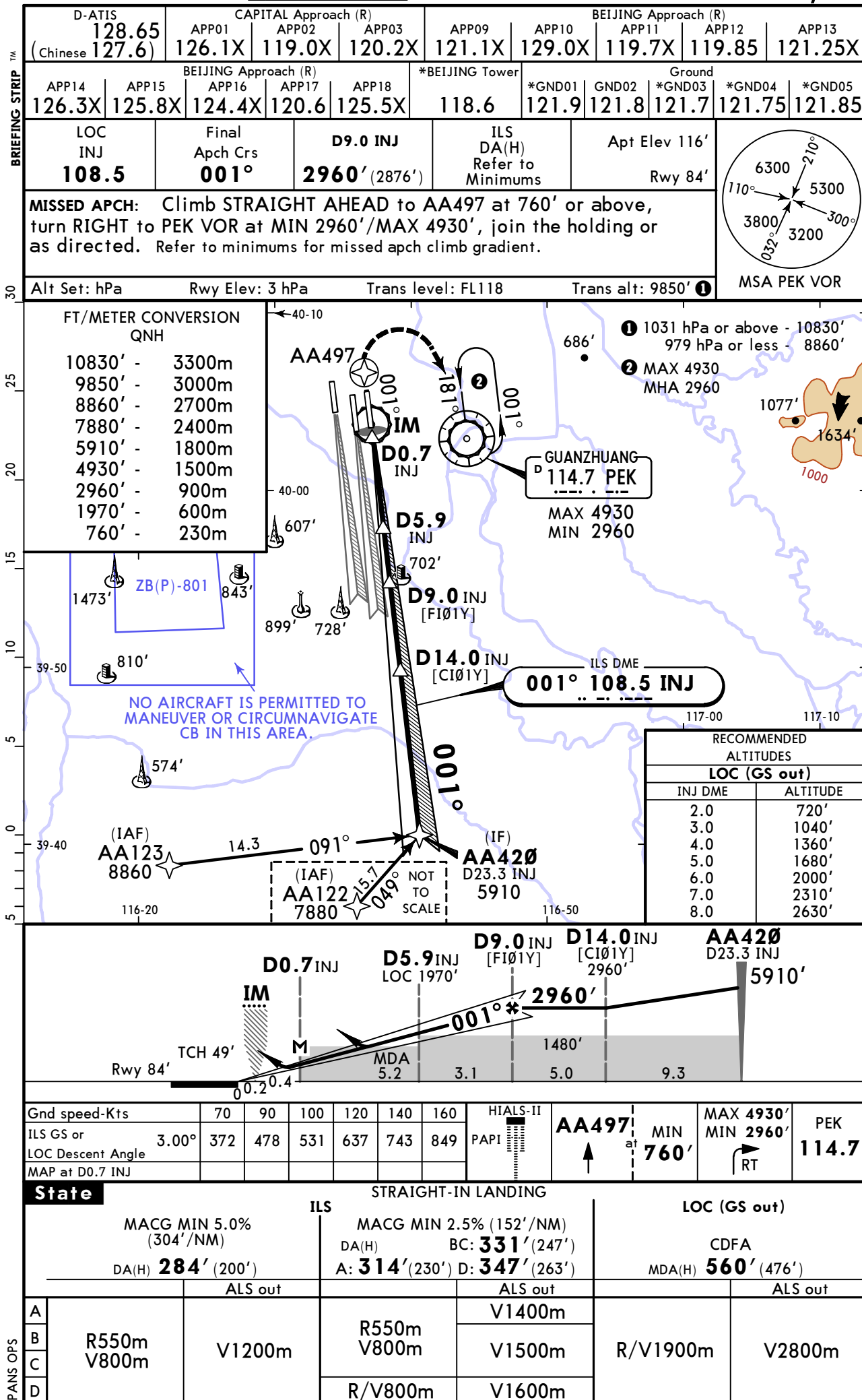
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(11-2)

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 01



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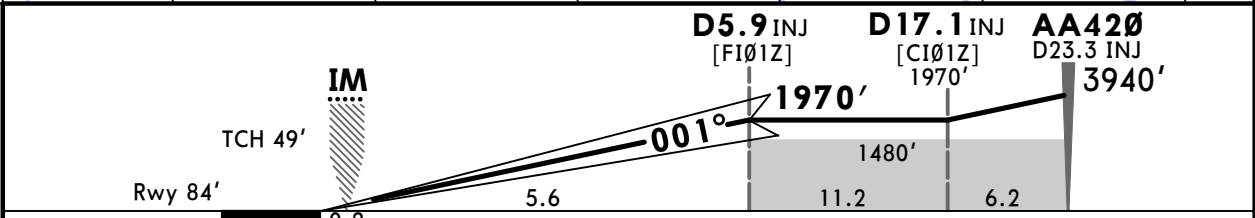
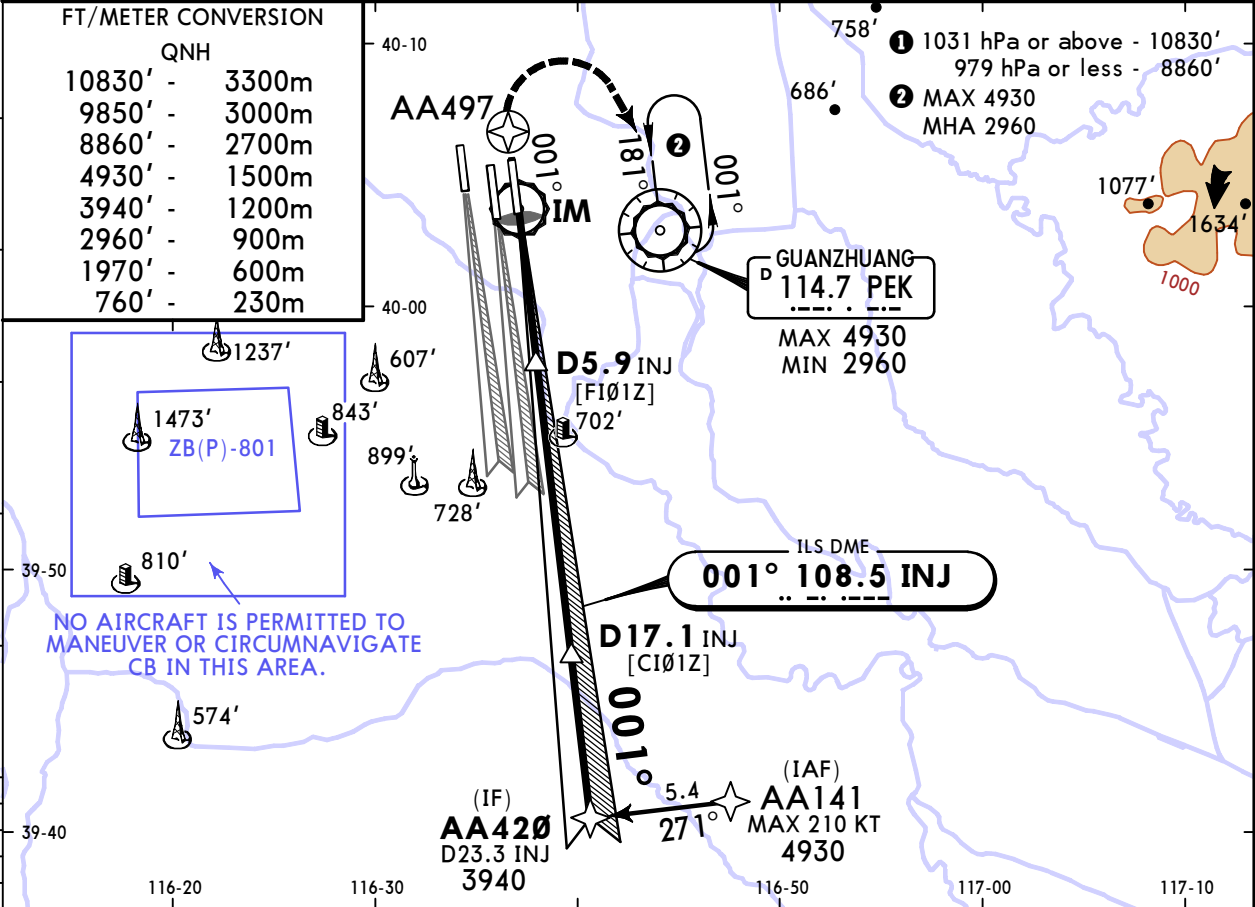
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BEIJING, PR OF CHINA

11-2BB

SA CAT I RNAV ILS DME Z Rwy 01

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)					
APP01 126.1X		APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
BEIJING Approach (R)				*BEIJING Tower		Ground				
APP14 126.3X	APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85
LOC INJ 108.5		Final Apch Crs 001°		D5.9 INJ 1970' (1886')		SA CAT I ILS RA 148' DA(H) 234' (150')		Apt Elev 116' Rwy 84'		
MISSED APCH: Climb STRAIGHT AHEAD to AA497 at 760' or above, turn RIGHT to PEK VOR at MIN 2960'/MAX 4930', join the holding or as directed. Missed apch requires a minimum climb gradient of 5.0% (304/NM).										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR		
Special Aircrew and Aircraft Certification Required.										



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		AA497		MIN 760'		MAX 4930'		PEK 114.7	
GS	3.00°	372	478	531	637	743	PAPI		↑		at		MIN 2960'		RT	

State		STRAIGHT-IN LANDING										
		SA CAT I ILS										
		RA 148'										
		DA(H) 234' (150')										
		R450m										
HUD required.												

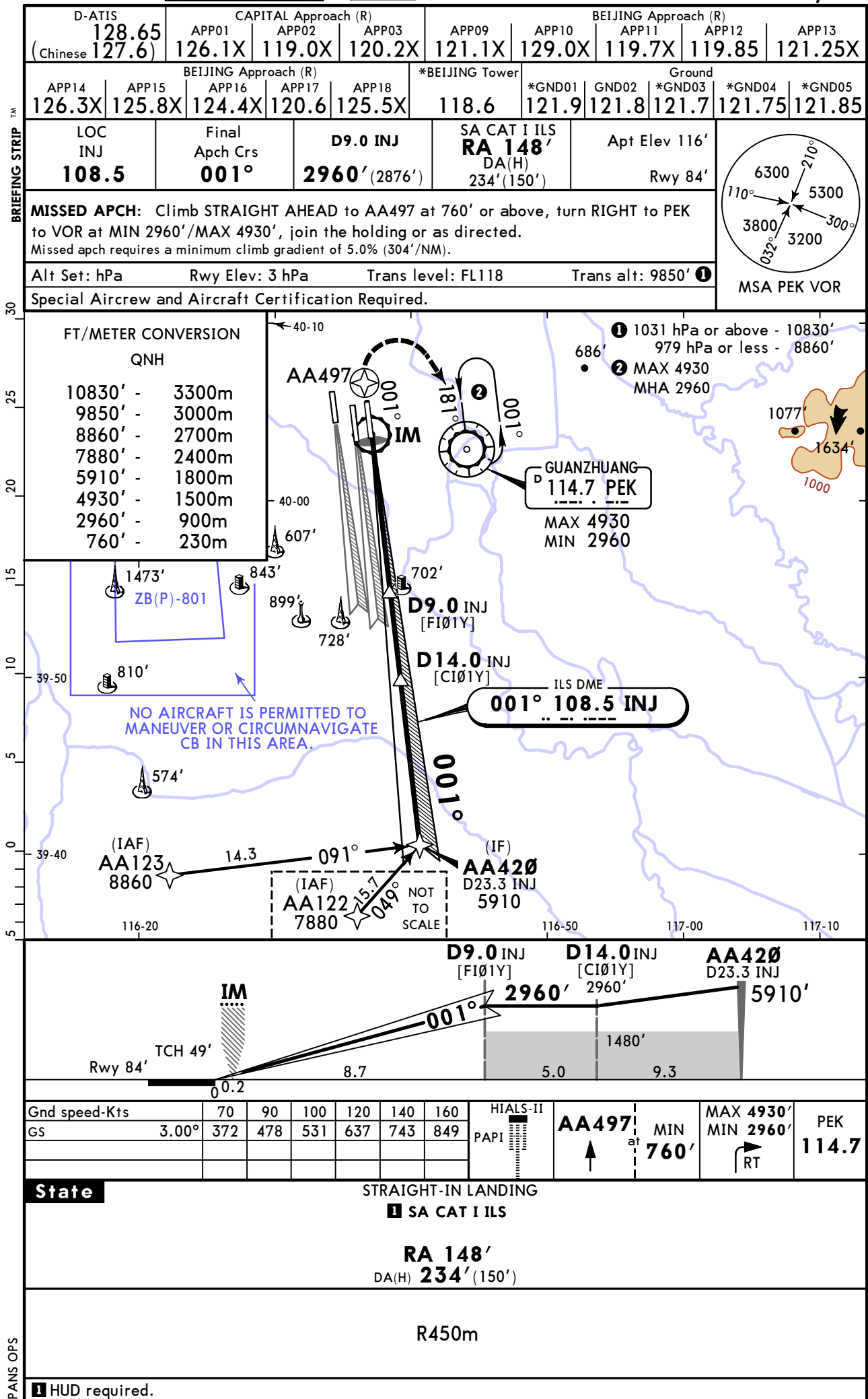
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BEIJING, PR OF CHINA

11-2CC SA CAT I RNAV ILS DME Y Rwy 01



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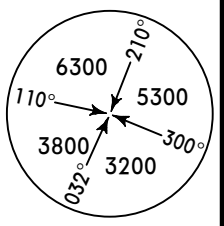
BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 18L

D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R) APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	BEIJING Approach (R) APP11 119.7X	APP12 119.85	APP13 121.25X
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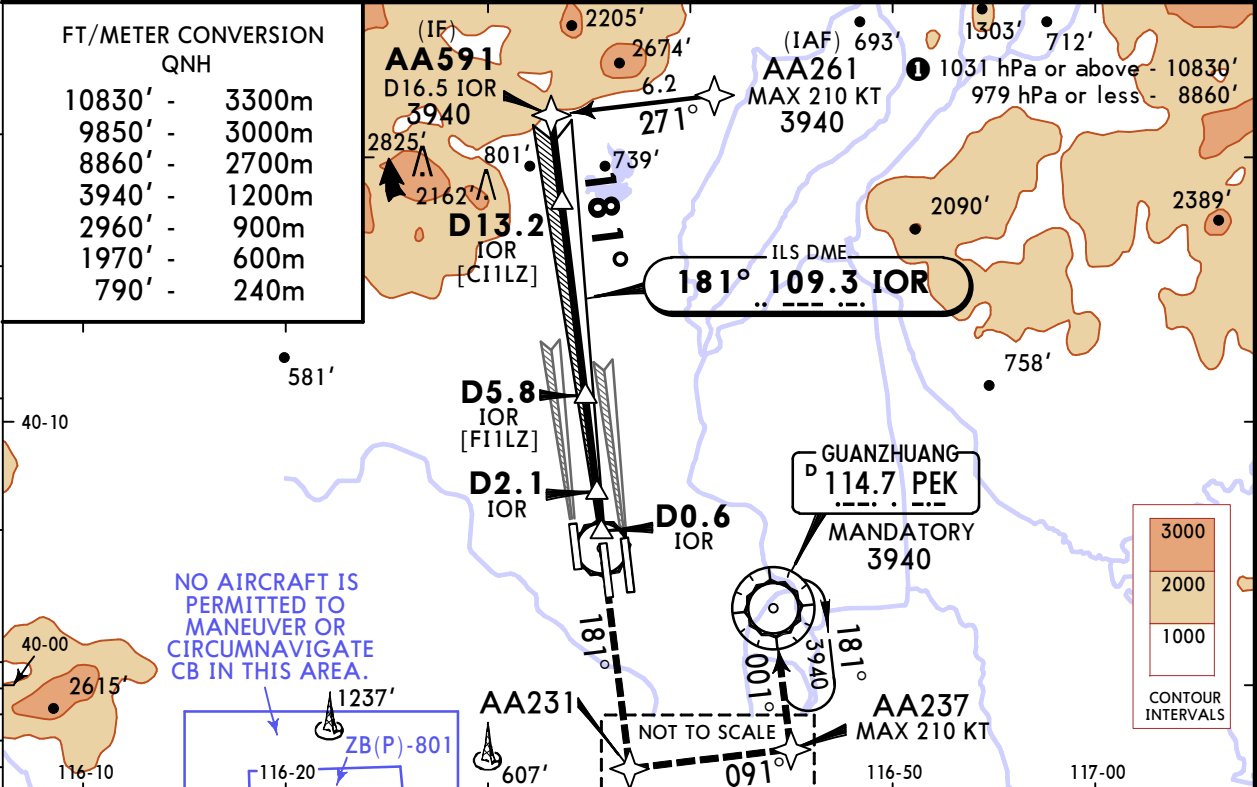
BEIJING Approach (R) APP14 126.3X	APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	BEIJING Tower 118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85
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LOC IOR 109.3	Final Apch Crs 181°	D5.8 IOR 1970' (1860')	ILS DA(H) 310' (200')	Apt Elev 116' Rwy 110'
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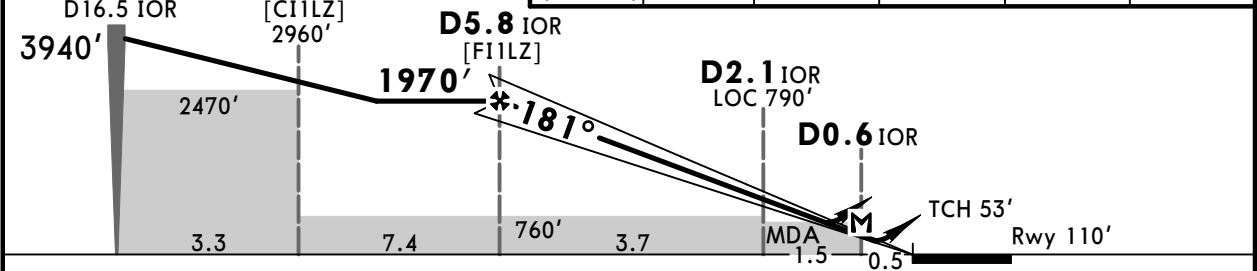
MISSED APCH: Climb STRAIGHT AHEAD to AA231 at 2960' or above, turn LEFT and fly to AA237, then fly to PEK VOR at 3940', join holding or as directed.



Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' ①



AA591 D16.5 IOR	D13.2 IOR [C11LZ]	LOC (GS out)	ILS DME 5.0	4.0	3.0	2.0
3940'	2960'	ALTITUDE	1710'	1390'	1070'	760'



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div>PAPI</div></div>	AA231 ↑ at MIN 2960'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.6 IOR								

State	ILS	LOC (GS out)
	DA(H) 310' (200')	CDFA MDA(H) 510' (400')
	ALS out	ALS out

A	R550m V800m	V1200m	R/V1500m	V2400m
B				
C				
D				

① R800m when a Flight Director or Autopilot or HUD to DA is not used.

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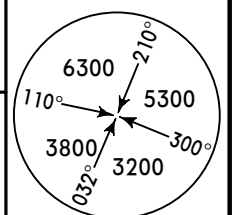
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RNAV ILS DME Y Rwy 18L

D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R) APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	BEIJING Approach (R) APP11 119.7X	APP12 119.85	APP13 121.25X
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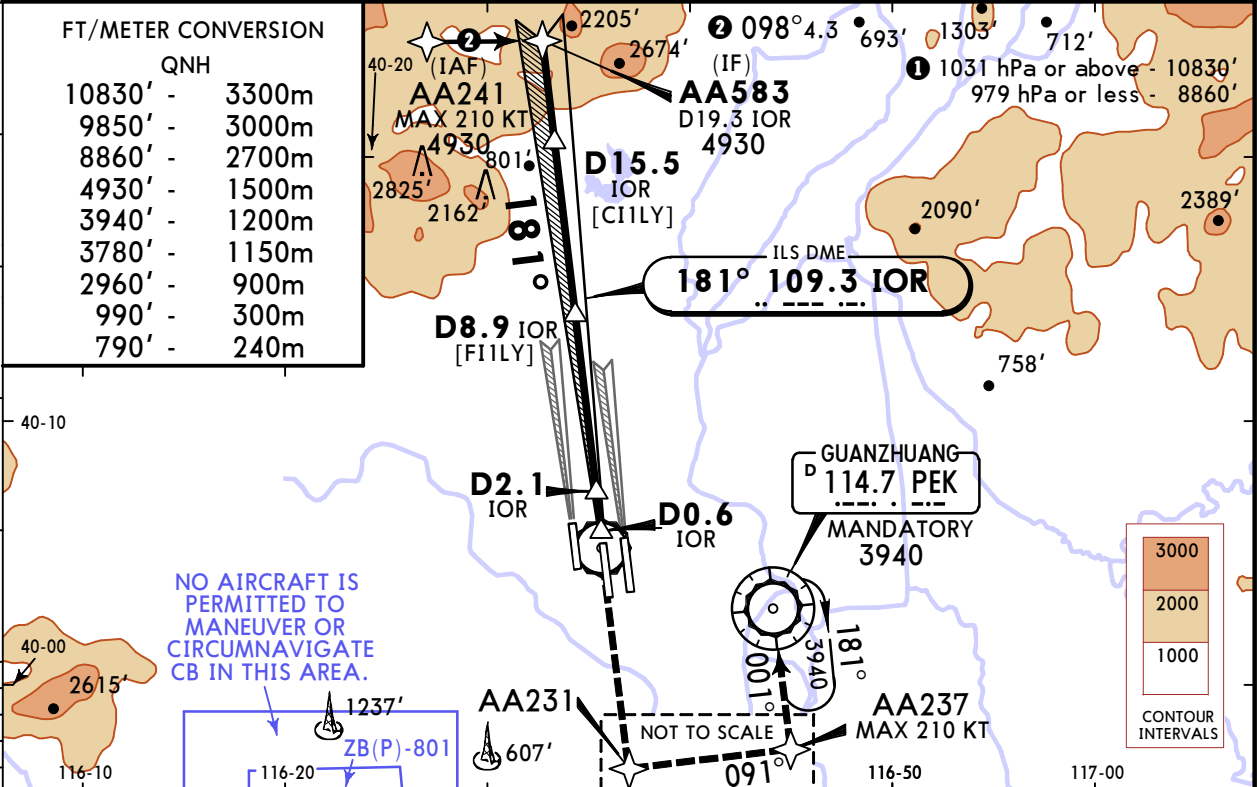
APP14 126.3X	APP15 125.8X	BEIJING Approach (R) APP16 124.4X	APP17 120.6	APP18 125.5X	BEIJING Tower 118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85
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LOC IOR 109.3	Final Apch Crs 181°	D8.9 IOR 2960' (2850')	ILS DA(H) 310' (200')	Apt Elev 116' Rwy 110'
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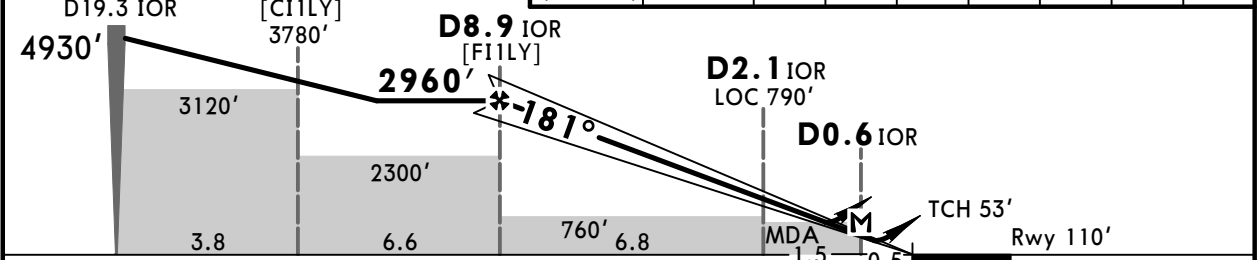
MISSED APCH: Climb STRAIGHT AHEAD to AA231 at 2960' or above, turn LEFT and fly to AA237, then fly to PEK VOR at 3940', join holding or as directed.



Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850'



AA583 D19.3 IOR	D15.5 IOR [CIILY]	D8.9 IOR [FIILY]	D2.1 IOR LOC 790'	D0.6 IOR	LOC (GS out)	IOR DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
4930'	3780'	2960'	790'			ALTITUDE	2670'	2350'	2030'	1710'	1390'	1070'	760'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	AA231	MIN
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	at 2960'
MAP at D0.6 IOR									

State		STRAIGHT-IN LANDING			
		ILS		LOC (GS out)	
		DA(H) 310' (200')		CDFA MDA(H) 510' (400')	
		ALS out		ALS out	
A	I R550m V800m	V1200m	R/V1500m	V2400m	
B					
C					
D					
I R800m when a Flight Director or Autopilot or HUD to DA is not used.					

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BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 18R

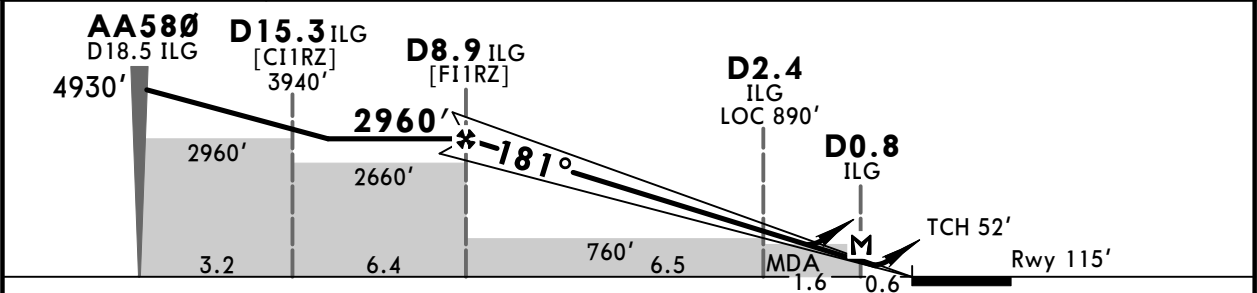
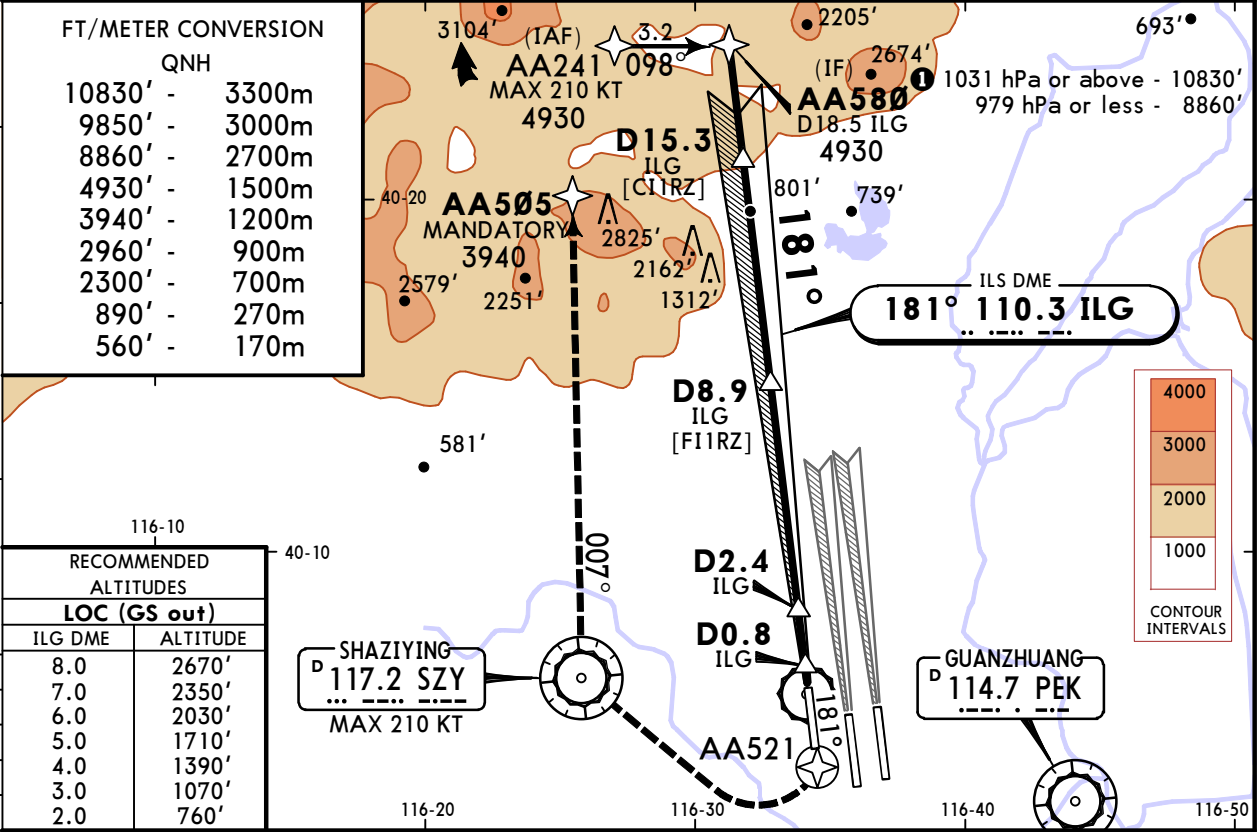
D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R) APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	BEIJING Approach (R) APP11 119.7X	APP12 119.85	APP13 121.25X
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APP14 126.3X	APP15 125.8X	BEIJING Approach (R) APP16 124.4X	APP17 120.6	APP18 125.5X	*BEIJING Tower 124.3	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85
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LOC ILG 110.3	Final Apch Crs 181°	D8.9 ILG 2960' (2845')	ILS DA(H) Refer to Minimums	Apt Elev 116' Rwy 115'
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MISSED APCH: Climb STRAIGHT AHEAD to AA521 at 560' or above, turn RIGHT to SZY VOR at 2300' or above, fly to AA505 at 3940' or as directed.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' 1



Gnd speed-Kts	70	90	100	120	140	160	HIALS	AA521	MIN	MIN	SZY
ILS GS or									560'	2300'	117.2
LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI		RT	
MAP at D0.8 ILG											

State				STRAIGHT-IN LANDING			
ILS		LOC (GS out)		ALS out		ALS out	
DA(H) AB: 315' (200') CD: 328' (213')		CDFA MDA(H) 500' (385')		V1200m		V2200m	
R550m V800m		R/V1300m		V1300m			
A							
B							
C							
D							

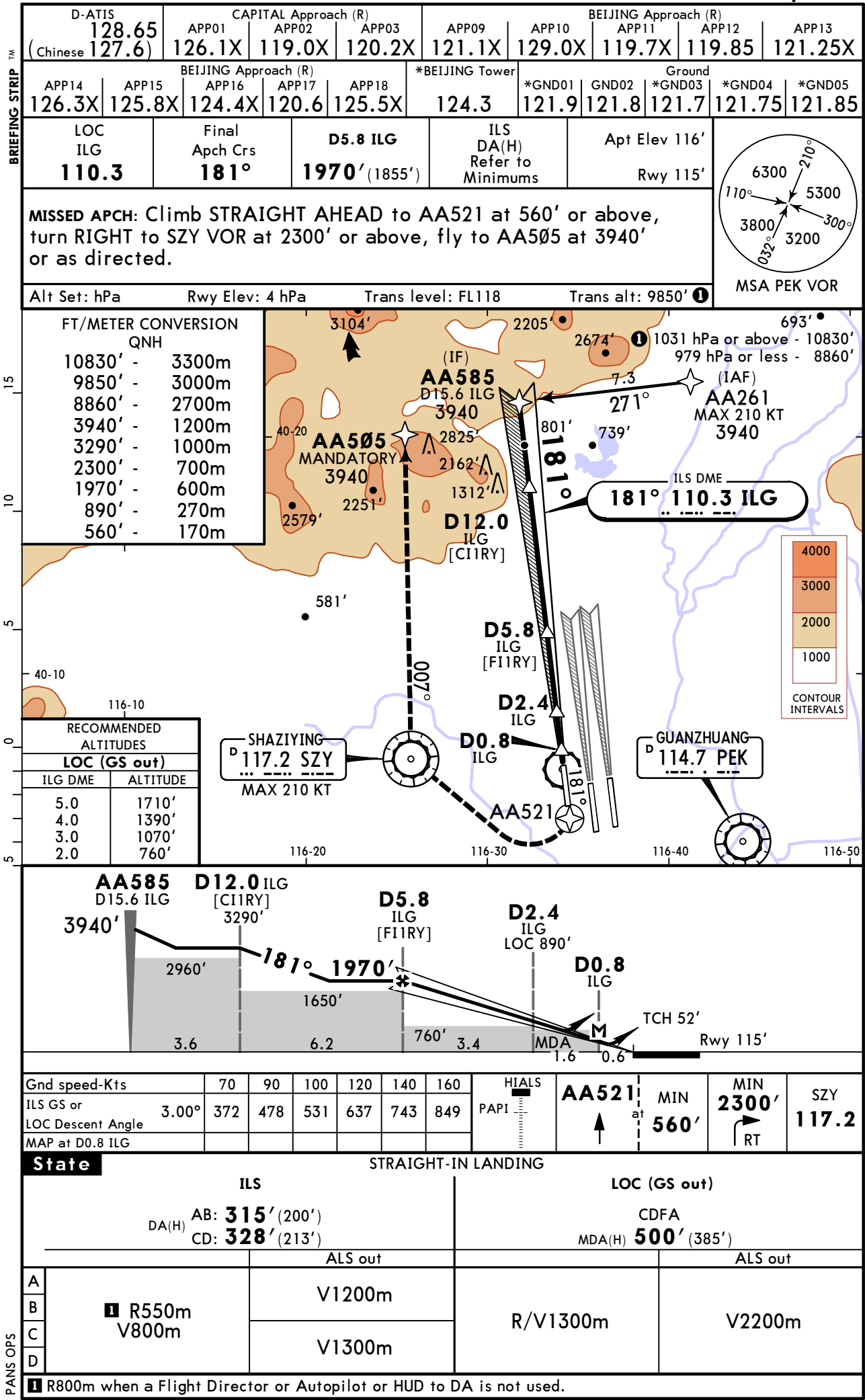
R800m when a Flight Director or Autopilot or HUD to DA is not used.

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CAPITAL

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BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 18R



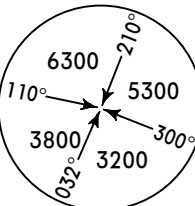
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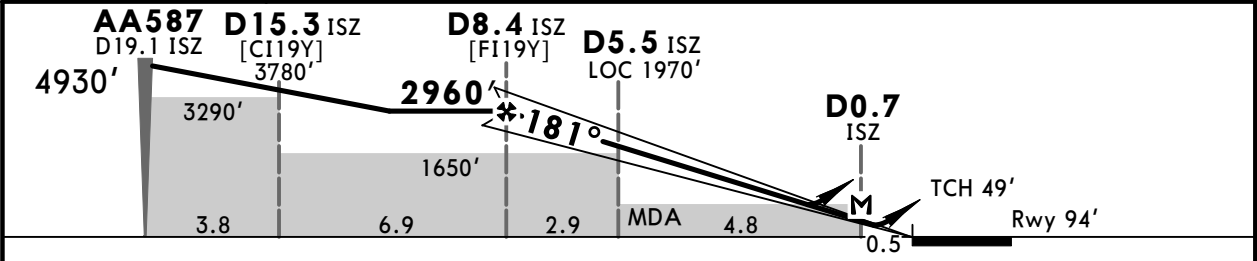
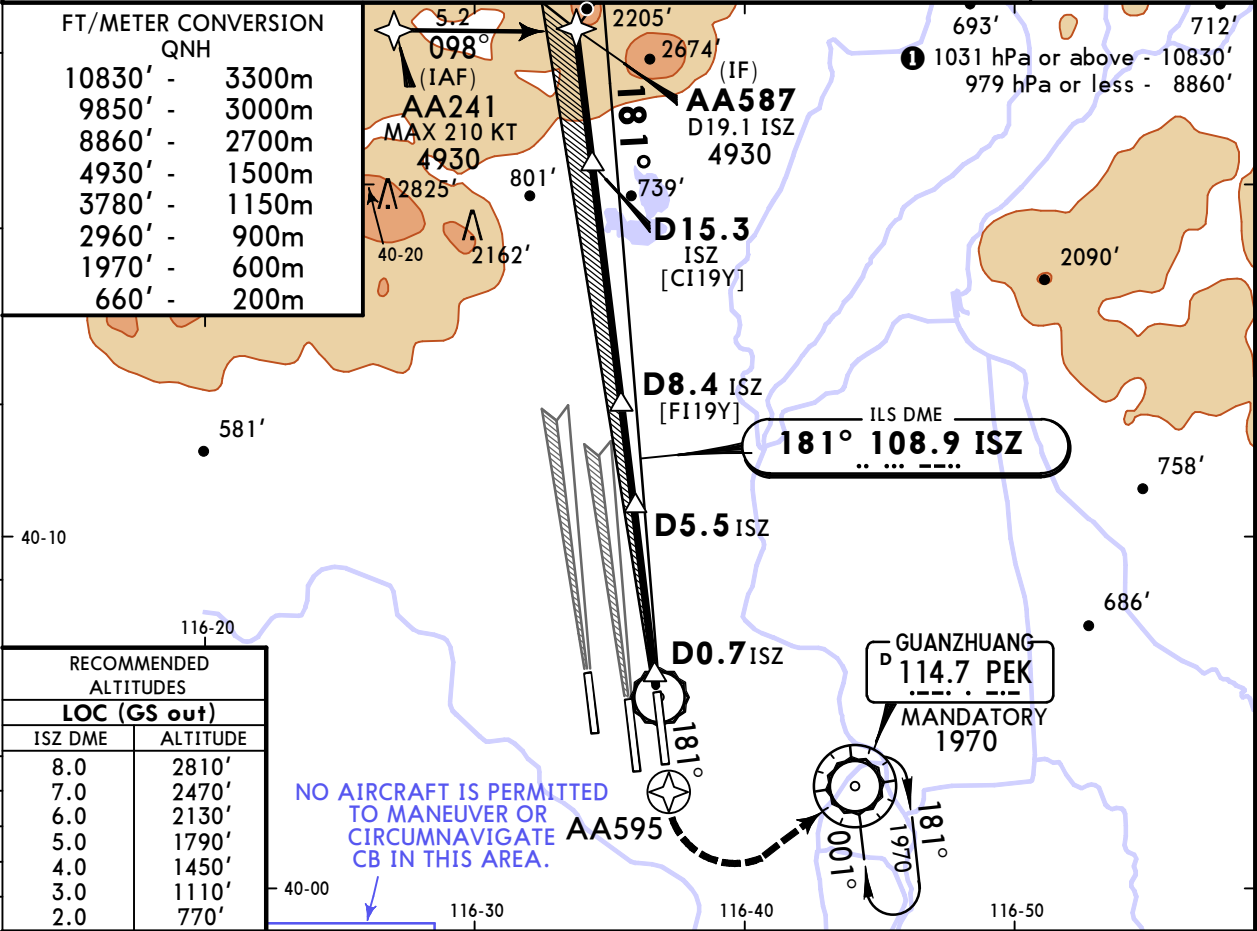
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Eff 30 Oct 1600Z

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BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 19

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R) APP01 126.1X APP02 119.0X APP03 120.2X			BEIJING Approach (R) APP09 121.1X APP10 129.0X APP11 119.7X APP12 119.85 APP13 121.25X					
BEIJING Approach (R) APP14 126.3X APP15 125.8X APP16 124.4X APP17 120.6 APP18 125.5X			*BEIJING Tower 118.6		Ground *GND01 121.9 GND02 121.8 *GND03 121.7 *GND04 121.75 *GND05 121.85					
LOC ISZ 108.9		Final Apch Crs 181°		D8.4 ISZ 2960' (2866')		ILS DA(H) 294' (200')		Apt Elev 116' Rwy 94'		
MISSED APCH: Climb STRAIGHT AHEAD to AA595 at 660' or above, turn LEFT to PEK VOR at 1970', join holding or as directed.										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR		



Gnd speed-Kts	70	90	100	120	140	160	HIALS	AA595	MIN	1970'	PEK
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	906	PAPI	at 660'	LT	114.7
MAP at D0.7 ISZ											

State	ILS	STRAIGHT-IN LANDING	LOC (GS out) CDFA
	DA(H) 294' (200')		MDA(H) 560' (466')
	ALS out		ALS out
A	R550m V800m	V1200m	R/V1700m V2600m
B			
C			
D			
R800m when a Flight Director or Autopilot or HUD to DA is not used.			

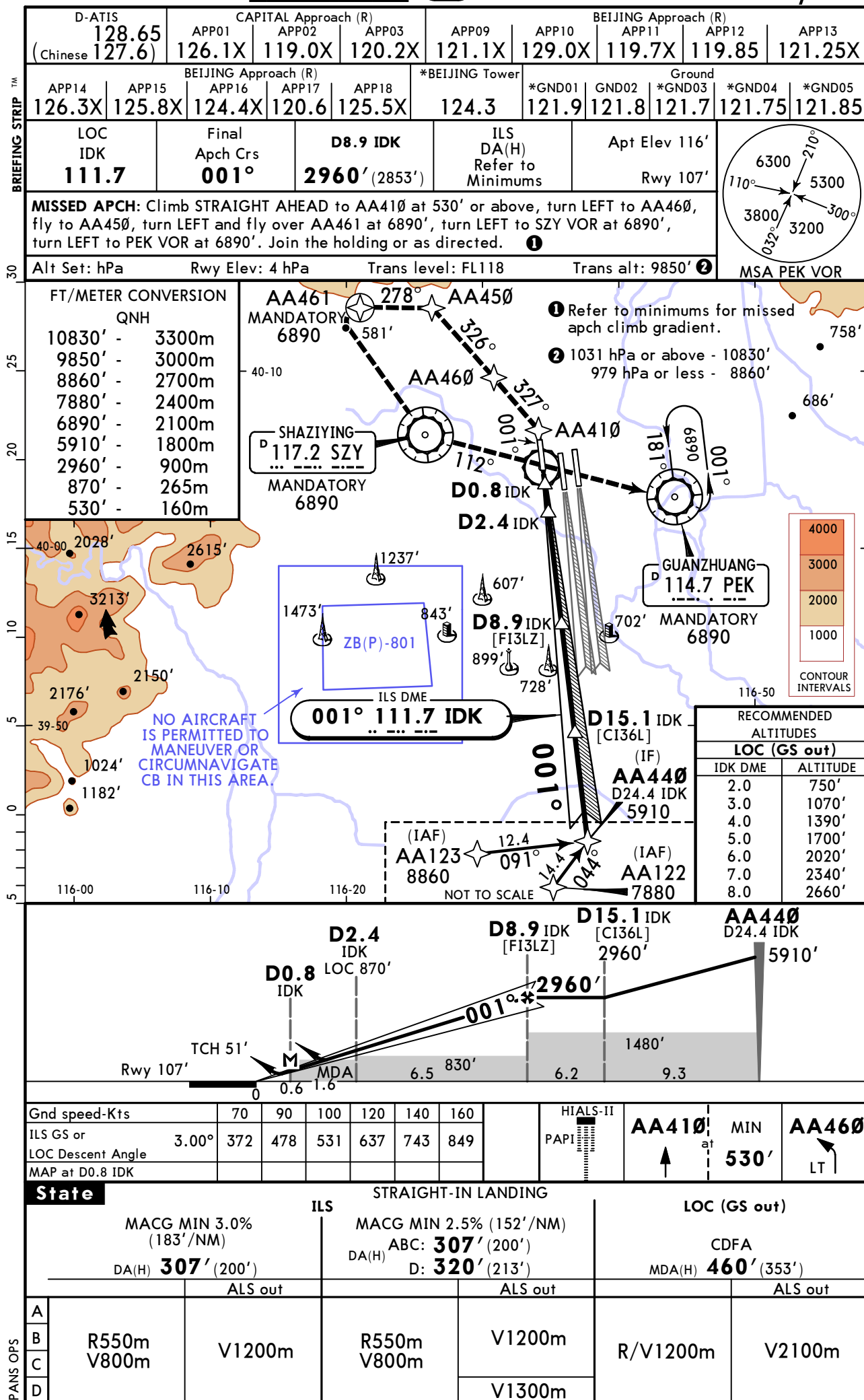
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RNAV ILS DME Z Rwy 36L

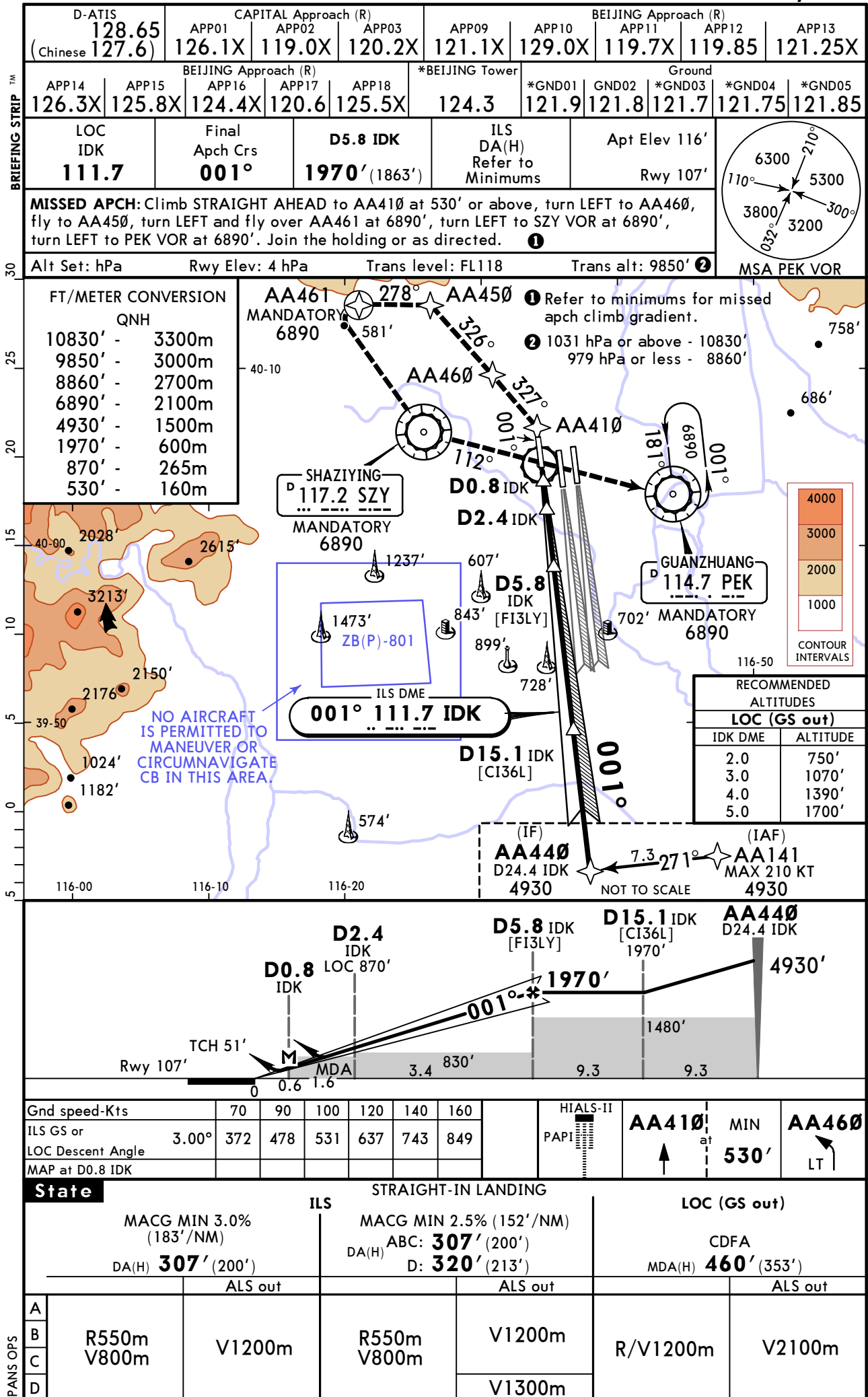


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BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 36L



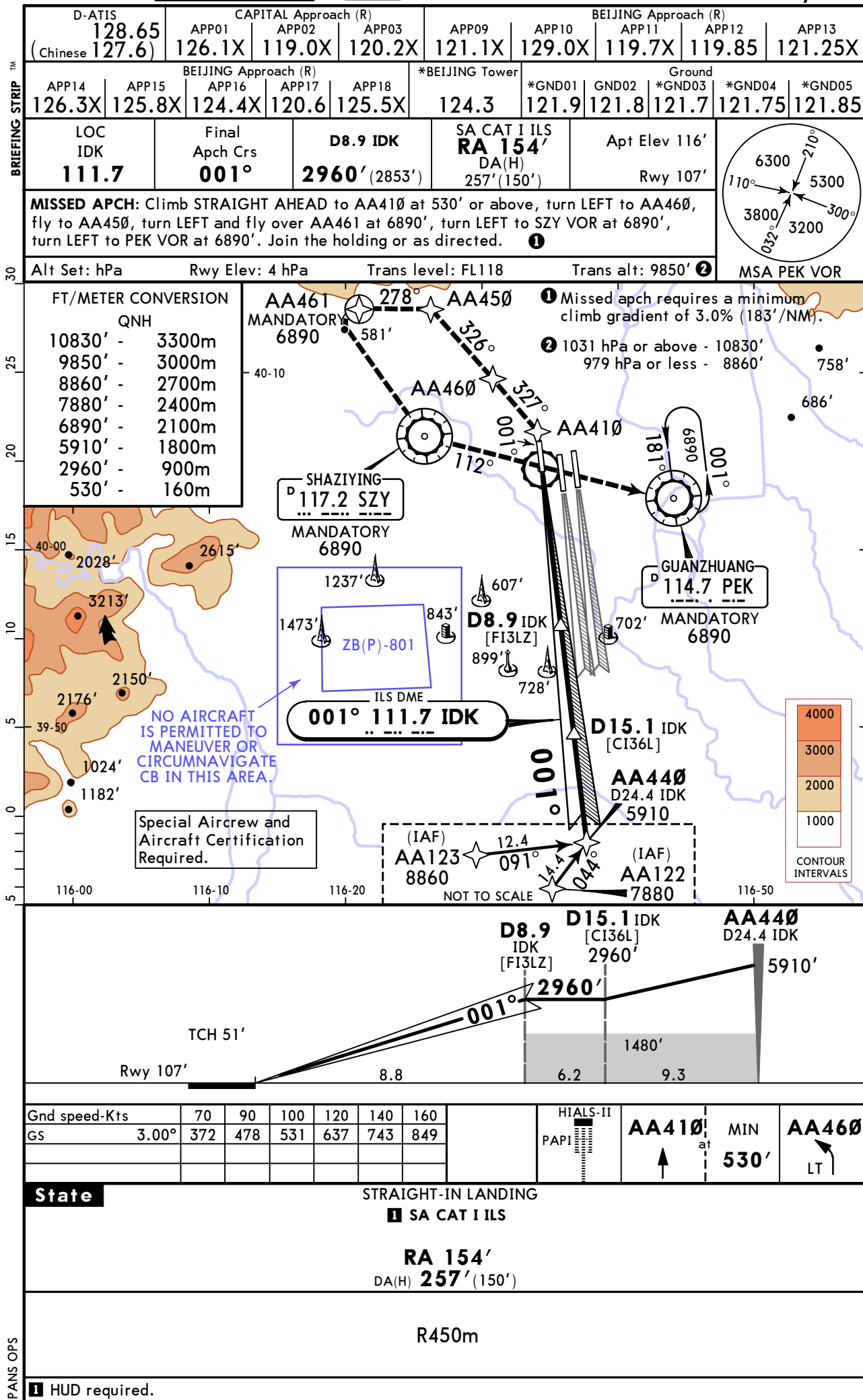
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CAPITAL

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11-10A SA CAT I RNAV ILS DME Z Rwy 36L



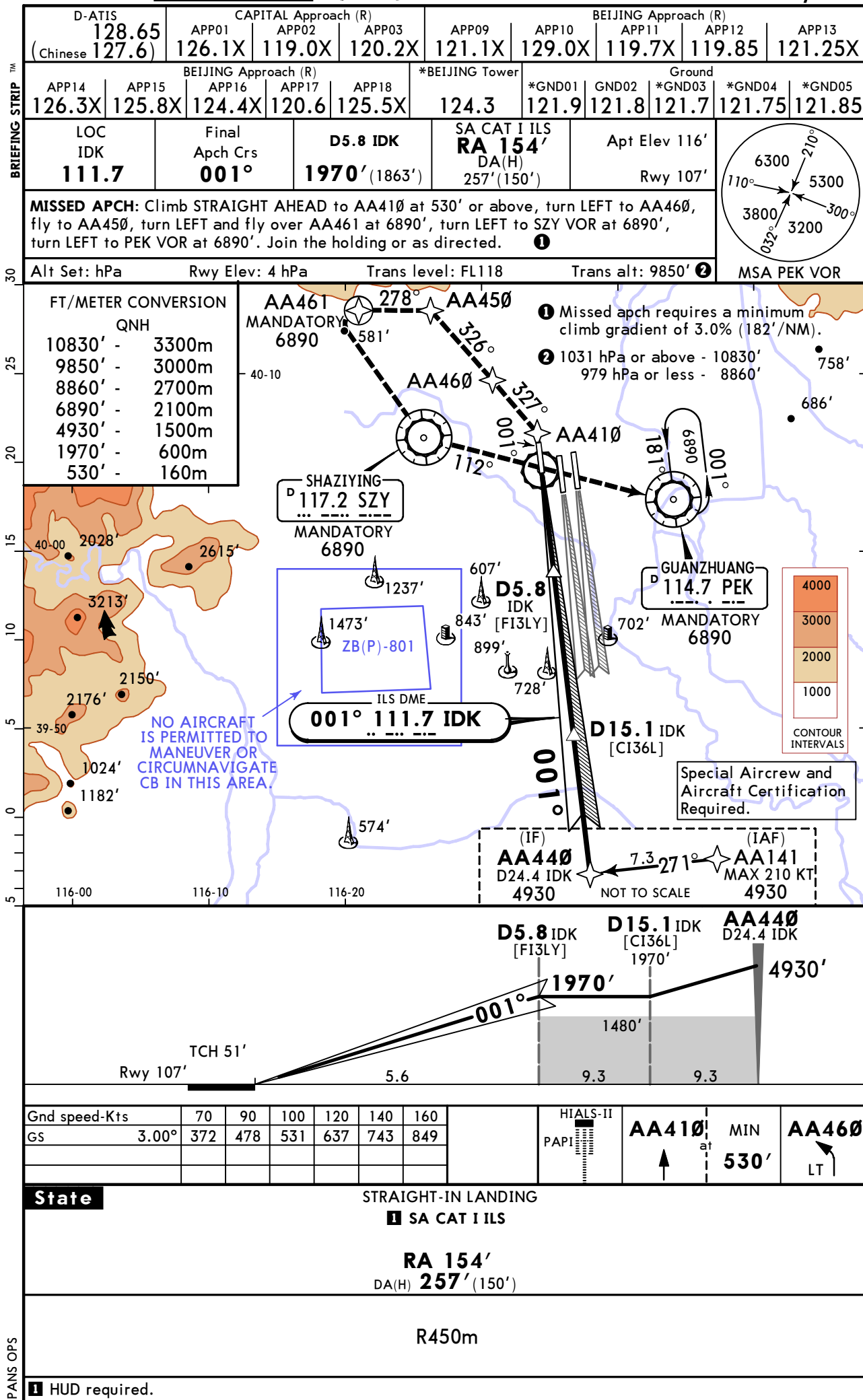
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CAPITAL

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(11-10B) SA CAT I RNAV ILS DME Y Rwy 36L

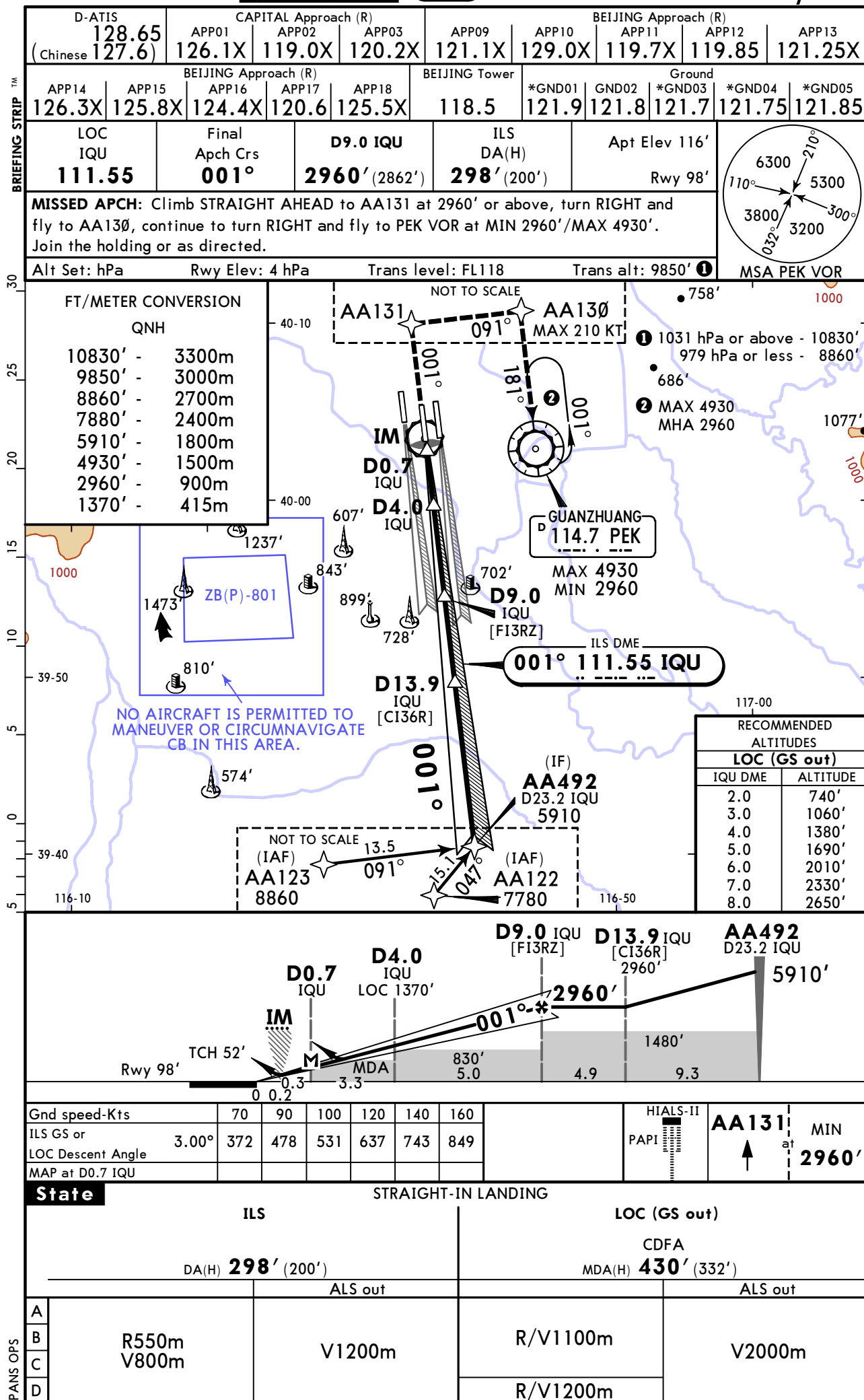


ZBAA/PEK
CAPITAL

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11-11

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 36R

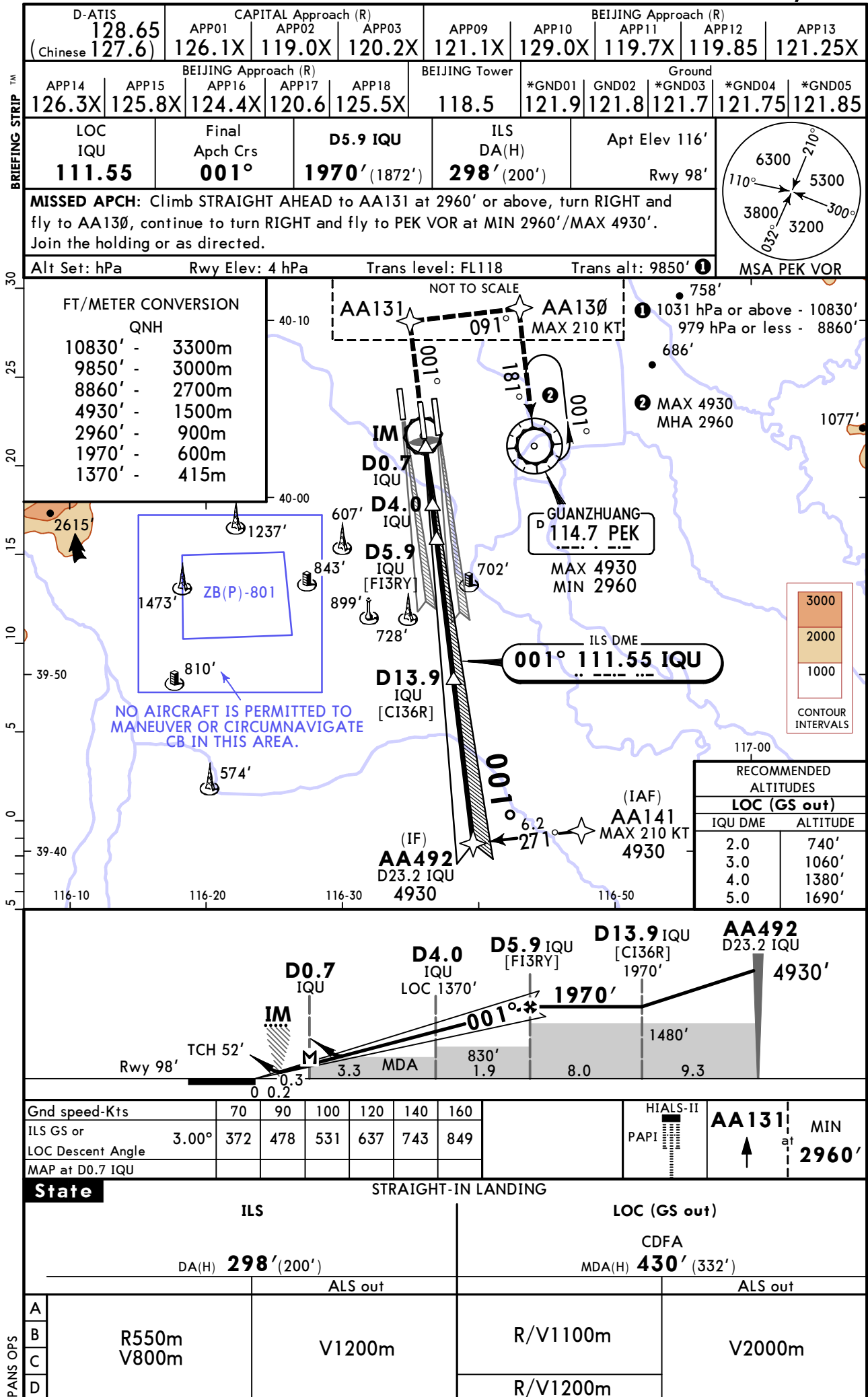


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CAPITAL

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BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 36R



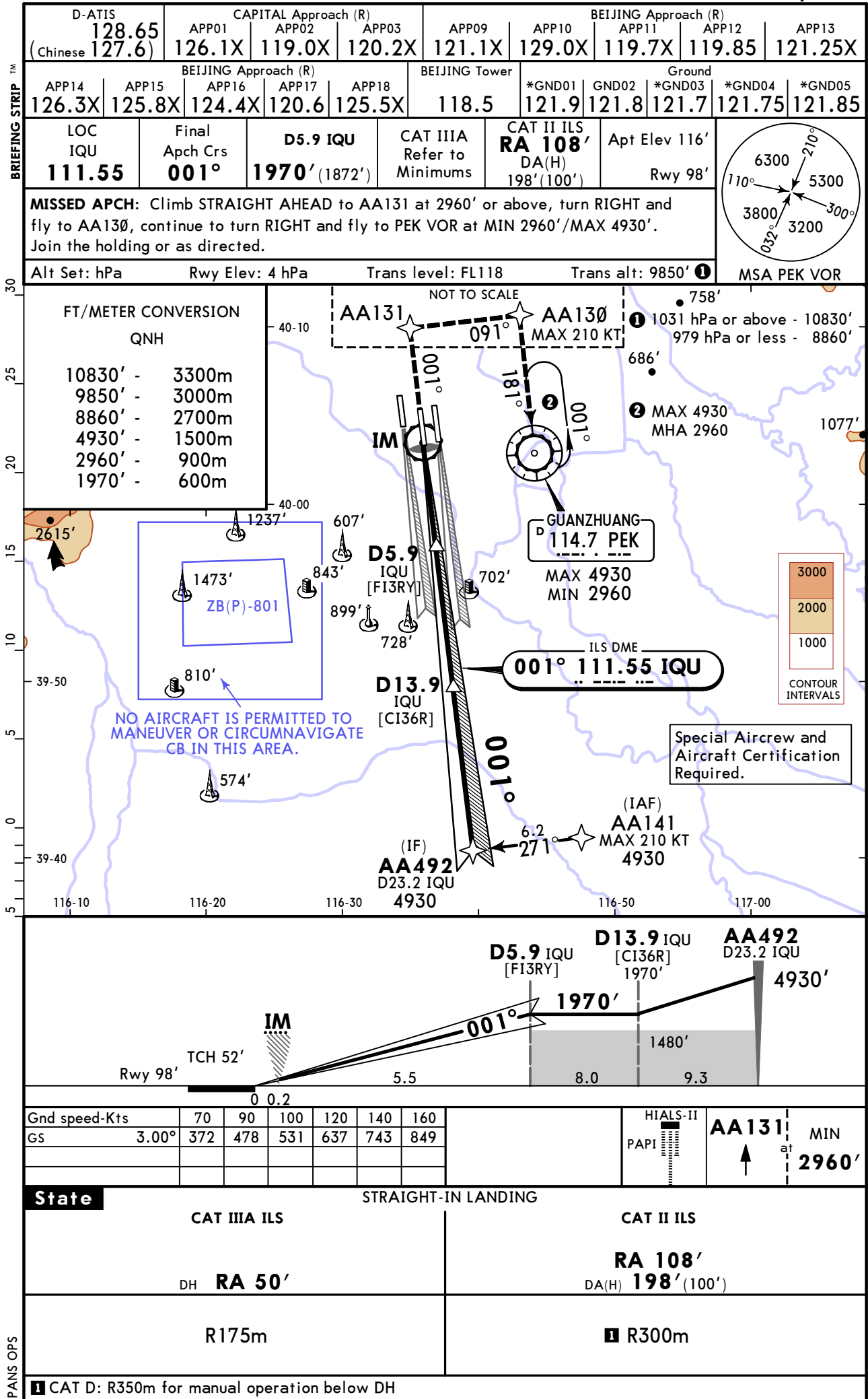
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CAPITAL

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JEPPESSEN

11-12A

BEIJING, PR OF CHINA
CAT II/III RNAV ILS DME Y Rwy 36R




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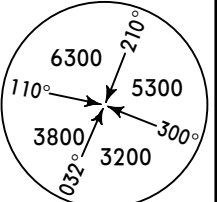
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JEPPESSEN
11-12B

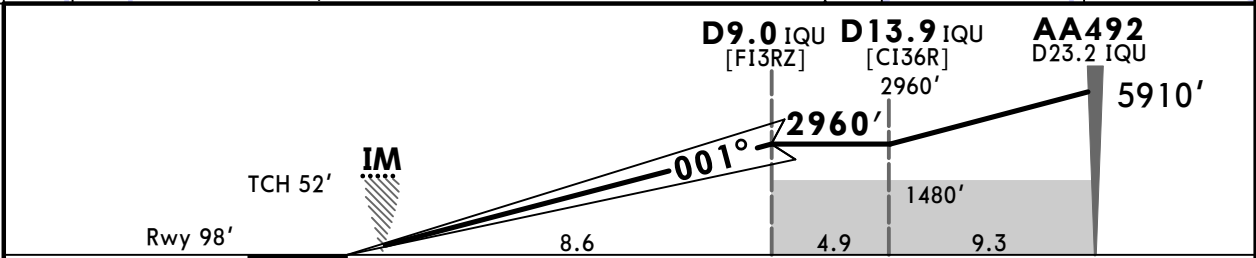
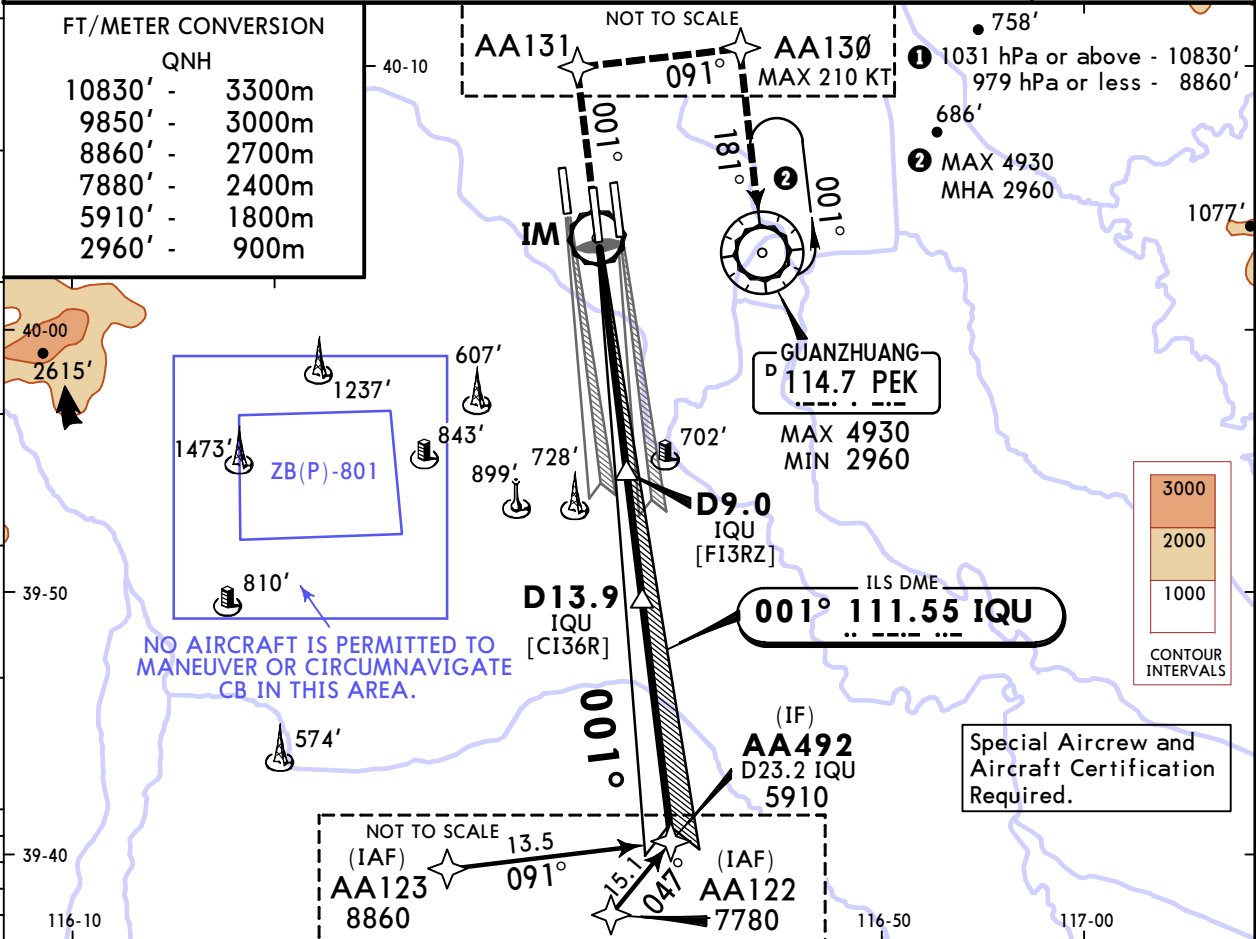
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SA CAT I RNAV ILS DME Z Rwy 36R

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)					
APP01 126.1X		APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
BEIJING Approach (R)					BEIJING Tower	Ground				
APP14 126.3X	APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85
LOC IQU 111.55		Final Apch Crs 001°		D9.0 IQU 2960' (2862')		SA CAT I ILS RA 157' DA(H) 248' (150')		Apt Elev 116' Rwy 98'		

MISSED APCH: Climb STRAIGHT AHEAD to AA131 at 2960' or above, turn RIGHT and fly to AA130, continue to turn RIGHT and fly to PEK VOR at MIN 2960'/MAX 4930'. Join the holding or as directed.



Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' MSA PEK VOR



0 0.2									HIALS-II		AA131		MIN	
Gnd speed-Kts	70	90	100	120	140	160			PAPI					
GS	3.00°	372	478	531	637	743	849							

State STRAIGHT-IN LANDING
SA CAT I ILS
RA 157'
DA(H) 248' (150')
R450m
HUD required.

ZBAA/PEK
CAPITAL

25 OCT 24
Eff 30 Oct 1600Z

JEPPESSEN

11-12C

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Y Rwy 36R

