1. GENERAL

1.1. ATIS

D-ATIS 128.65
127.6 (Chinese)

1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For RECAT-CN Separation Standards see ATC pages.

1.3. LOW VISIBILITY OPERATIONS (LVO)

1.3.1. LVO CRITERIA

RWY 36L allows "HUD speacial CAT I" operation and take-off with RVR above 400m. RWY 36R allows "HUD special CAT I", CAT II, and CAT IIIA operations and take-off with RVR above 200m and HUD-based take-off with RVR no less than 150m. RWY 01 allows "HUD special CAT I" and CAT II operations, take-off with RVR above 200m, and HUD-based take-off with RVR no less than 90m.

During low visibilty operations, all departing ACFT must hold short of the RWY on the pattern B holding position.

When VIS is less than 800m or RVR of any RWY that can implement LVO is less than 550m, or when the ceiling is less than 60m, TWR will implement LVO procedures and select the RWY according to the following rules:

<table>
<tr><th>RVR (m)</th><th>RWY 36L</th><th>RWY 36R</th><th>RWY 01</th></tr>
<tr><td>550-450</td><td>take-off, landing (HUD special CAT I)</td><td>take-off, landing (CAT II, HUD special CAT I)</td><td>take-off, landing (CAT II, HUD special CAT I)</td></tr>
<tr><td>450-400</td><td>take-off</td><td rowspan="2">take-off, landing (CAT II)</td><td rowspan="2">take-off, landing (CAT II)</td></tr>
<tr><td>400-300</td><td rowspan="6">-</td></tr>
<tr><td>300-200</td><td>take-off, landing (CAT IIIA)</td><td>take-off</td></tr>
<tr><td>200-175</td><td>HUD take-off, landing (CAT IIIA)</td><td rowspan="3">HUD take-off</td></tr>
<tr><td>175-150</td><td>HUD take-off</td></tr>
<tr><td>150-90</td><td rowspan="2">-</td></tr>
<tr><td>less than 90</td><td>-</td></tr>
</table>

The flight crew intending to conduct CAT IIIA approach shall explicitly request it during their first contact with the approach control to facilitate the controller's understanding of the operational approach standards to be executed and timely adjust and protect the relevant protected areas.

The Follow-me provides guidance for ACFT that request assistance, based on instructions from the TWR or APN.

The Follow-me provides guidance services for ACFT that conducting CAT IIIA approaches and landings, take-off using HUD with RVR not below 150m, and take-off using HUD with RVR not below 90m.

For others, the Follow-me will provide guidance services based on the flight crew's requests.

During RWY 36R CAT IIIA operations, without any TWR permission, ACFT are forbidden to enter:

- TWY F (South of M7, including TWYs F0 thru F4, F7 between TWY F and TWYZ3).
- TWY G (South of T5, including TWYs T1 thru T4, G3 thru G7, W0, W2 thru W4, E0 thru E6, A0 and A1 between TWY G and TWY H).

1. GENERAL

1.3.2. LOW VISIBILITY TAKE-OFF BASED ON HUD

RWY 36R conducting take-off with RVR 150m based on HUD and RWY 01 conducting take-off with RVR 90m based on HUD shall satisfy following conditions:

- Special authorization for airlines, on-board HUD and crew members.

When conducting LVO, flight crew shall pay attention to ATIS and do self-check of HUD capabilities and weather conditions.

Flight crew shall report to ATC when applying for delivery clearance if it is capable of HUD take-off.

Flight crew will decide whether departure or not before entering into RWY according to the actual RVR situation. If flight crew decide to continue departing or taxiing back, Follow-me vehicle will detach or guide ACFT back.

All ACFT conducting take-off with HUD shall taxi on fixed route and be guided by Follow-me. For fixed routes refer to 10-9 charts.

During RWY 01 conducting HUD RVR 90m take-off, without any TWR permission, ACFT are forbidden to enter:

- TWY K (South of TWY K7, including TWYs T1 thru T6, K3 thru K6, Y4, Y6, Q0 thru Q7 between TWY K and TWY J).

1.4. RWY OPERATIONS

General rules for use of RWYs:

- RWY 01/19 is mainly used for arrival.
- RWY 18L/36R is mainly used for departure.
- RWY 18R/36L is used for departure and arrival.

The three parallel RWYs will be used for departure upon departure rush hour.

The three parallel RWYs will be used for arrival upon arrival rush hour.

Daily from 2330-0530LT, landing on RWY 01 and take-off on RWY 19 prohibited.

During changing the direction of RWY-in-use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC shall inform ACFT about ground wind direction and speed and instruct downwind take-off or landing for short time. If pilot decides not to take off or land on downwind RWY due to performance limits, inform ATC immediately.

1.5. TAXI PROCEDURES

For taxiing routings refer to 10-9 charts.

180° turnaround on TWYs is strictly forbidden.

Take-off and landing ACFT shall keep ADS-B equipment on while taxiing.

Set transponder on mode Sierra while taxiing.

RWY 18L/36R crossing rules:

- TWYs A0, A1, A8, A9 are available for crossing RWY 18L/36R.
  - Taxi following the instruction of GND Control to the holding position and hold short of RWY 18L/36R.
  - Request TWR Control for crossing clearance.
  - Verify any questions prior to crossing.
  - Repeat all the ATC instructions for clarity, then put in practice as soon as possible.
  - Finally, report to TWR Control "RWY vacated".

Flight crew shall monitor the TWR freq and watch the activities on the RWY 18L/36R and around.

ACFT shall finish RWY crossing and fully vacate RWY within 50 seconds after receiving ATC instructions of crossing RWY.

If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller before reaching the RWY holding point.

1. GENERAL

Requirements for flight crew:

- Listen carefully and read back the taxi instructions of Apron controller, especially for boundry-related instructions, verify any questions in time.
- Report to controller "Approaching to XX TWY, request to change to XX frequency" before reaching at handover point.

While crossing RWY 18L/36R after the take-off ACFT, flight crew shall be responsible for the safety distance with the ACFT to avoid the effect of wake turbulence.

If failure to change the assigned GND frequency, stop prior to the intersection of the two GND sectors and contact the original GND frequency.

Taxiing routes of special flight will be instructed by ATC.

Simultaneous taxiing on TWYs Y1 and Y2 (South part of TWY G1) is strictly forbidden.

When the mean wind speed reaches 10.8m/s or more at the APT, single engine taxi is strictly forbidden.

1.6. PARKING INFORMATION

Push-back required for all stands, except stands 251, 252, 261 thru 263, 816, 817, 951 thru 958, W103 thru W107 ACFT may taxi out by own power.

ACFT shall taxi in and be pushed back by tow tractors on stands 264, 267, 268, 622 thru 625, 630 thru 640, N110, N124, N128, N214, W101, W206, W301, W306, W501 thru 511, W612 thru W623. These stands are only available for ACFT parking, ground support activities such as passengers embarkation and disembarkation, refuelling, cargo loading and unloading is forbidden.

ACFT parking at business stands 636 thru 640 shall taxi in or be pushed back by tow tractor. Taxiing in and out by own power is strictly forbidden.

Visual docking guidance system available for stands 301 thru 337, 405 thru 410, 451 thru 466, 501 thru 536, 551 thru 556, 558 thru 565.

Wing lights of A330-200 are forbidden to turn on while rear door connecting with air bridge, contact Terminal Airfield Management Control Center for the clearance of turning on the wing lights and conduct after the air bridge retracted.

Taxi lights are forbidden to turn on unless the ground personnel have evacuated from the front of the taxi lights.

1.7. AUXILIARY POWER UNITS (APU)

APU alternative facility (include 400Hz power unit and ground air conditioner) using requirements.

For reducing carbon emission and noises, on stands 103, 104, 107 thru 111, 114thru 116, 205 thru 240, 301 thru 337, 401, 403, 405 thru 411, 413, 451thru466, 501 thru 536, 551 thru 556, 558 thru 565, 701 thru 704, 711thru714, 721 thru 735, 818 thru 821, 931thru940, N101 thru N110, N121thru N128, N201 thru N213, W201 thru W210, W301 and W311 shall follow the principle of 'use as much as possible', turn off APU and connect 400Hz power unit and ground air conditioner system.

Except for the following special situation, ACFT is forbidden to use APU during parking at above stands:

- 400Hz power unit and air conditioning system is unserviceable;
- ACFT needs APU to start up engine;
- APU is under maintainance;
- In case of exceptional circumstance influencing the regularity and safety of operation, such as extreme weather.
- In case of strong winds stop using ground air conditioners. The equipment connected to the ACFT shall be removed immediately.
- In lightning conditions, ground power and air conditioning equipment shall not be connected and removed.

1. GENERAL

In order to improve the efficiency of APU alternative docking operation, Beijing Capital APT will provide APU alternative operation service by "default docking", i.e. after the ACFT has stopped, the maintenance personnel will give the permission to dock and start the equipment docking operation.

The docking operation will begin after the ACFT has stopped.

1.8. FUEL DUMPING AREA

For fuel dumping area refer to chart 10-3Z.

1.9. OTHER INFORMATION

RWYs 01 and 18R right-hand circuit.
Birds.

1.9.1. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

All RWYs may be used for dependent parallel ILS approaches.

RWYs 36L, 18R, 19 and 01 may be used for independent parallel approaches, if operating condition requirements are met.

All parallel RWYs may be used for independent parallel departures. In order to keep the safety separation, the ACFT departing from RWY 36R/18L shall follow SID or departure instruction after take-off. And it is forbidden to deflect to both sides. The ACFT departing from RWY 36L/18R or RWY 01/19 shall follow SID or departure instruction as soon as possible after take-off. And it is forbidden to deflect to RWY 36R/18L.

Landing ACFT shall vacate the RWY as soon as possible (within 50 seconds from flying over RWY THR to vacating the RWY), otherwise inform TWR controller before landing.

Upon receipt of APCH clearance, the pilot shall monitor the operating situations of other ACFT in the vicinity using airborne equipment such as ACAS and establish the visual separation as practicable. Then report "visual separation established" when the controller notifies the relative position to other ACFT.

1.9.2. RADAR CONTROL RULES

For ACFT with SSR transponder:

- Set to model A as required;
- Code and altitude should both set to open, except required by ATC;
- For ACFT with transponder malfunction (including non-display or display error), pilot shall report to ATC controller before entering BEIJING APP;
- ACFT without SSR transponder shall report to ATC before entering into BEIJING APP.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. SELECTION OF RWY

RWY 36R used for Northbound operations, RWY 01 will be selected when RWY 36R not in service.

RWY 18L used for Southbound operations, RWY 19 will be selected when RWY 18L not in service.

2.1.2. SELECTION OF FLIGHT PATH

Follow STAR to IAF of landing RWY and execute ILS/DME approach.

2.2. SPEED RESTRICTIONS

- MAX 280 KT when flying below FL 197 (6000m) and above 9850' (3000m).
- MAX 250 KT when flying at 9850' (3000m) or below.
- MIN 180 KT until 8NM from touchdown point.
- MIN 160 KT until 6NM from touchdown point.

If these speed limitations can not be implemented, report to ATC as soon as possible.

2.3. NOISE ABATEMENT PROCEDURES

RWY 01/19 operation restriction for night noise control, landing ACFT perhaps shall circle for holding, suggest to increase reserve fuel capacity during 2330-0100LT daily.

2.4. CAT II/IIIA OPERATIONS

RWY 01 is approved for CAT II operations, RWY 36R is approved for CAT II/IIIA operations. Special aircrew and ACFT certification required.

2.5. TAXI PROCEDURES

Requirements as follows to increase RWY operation capacity (this does not apply to wet or contaminated RWY):

- ACFT shall finish fully vacating the RWY within 50 seconds (70 seconds for heavy type or above) after flying over RWY THR.
- If crew suppose they cannot fulfill the process within the required time, they have to inform ATC while they are contacting final frequency (no later than base turn or before establishing the LOC).

After vacating RWY, especially under conditions of low visibility, report the RWY designation and TWY designation on initial contact with GND.

TWY C4 is used by ACFT turn to North from TWY P4.

Operation during Snow Weather

Arriving ACFT with 4 engines (or more) shall keep the outside engines in idle state after vacating RWY until entering into stand.

For APN control areas refer to 10-9 pages. ACFT taxiing and other operations in the APN control area shall follow instructions of APN.

ACFT within APN control area shall contact APN for stands information and further taxiing clearance before entering apron.

2.6. OTHER INFORMATION

2.6.1. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 01

- ACFT beyond 5.4NM/10km from RWY THR, radar-vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, climb and maintain 1970'/600m, turn RIGHT, heading 090°. Contact BEIJING Approach.

2. ARRIVAL

2.6.2. EMERGENCY AVOIDANCE FOR RWY 18L

- ACFT climb along final course and maintain 6890'/2100m. Contact BEIJING Approach.

2.6.3. EMERGENCY AVOIDANCE FOR RWY 18R

- ACFT beyond 5.4NM/10km from RWY THR, radar-vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from TWY THR, climb and maintain 2960'/900m, turn RIGHT, heading 270°. Contact BEIJING Approach.

2.6.4. EMERGENCY AVOIDANCE FOR RWY 19

- ACFT beyond 5.4NM/10km from RWY THR, radar-vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, climb and maintain 1970'/600m, turn LEFT, heading 090°. Contact BEIJING Approach.

2.6.5. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 36L

- ACFT beyond 5.4NM/10km from RWY THR, climb and maintain 6890'/2100m, radar-vectoring. Contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, climb and maintain 6890'/2100m, turn LEFT, heading 300°. Contact BEIJING Approach.

2.6.6. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 36R

- ACFT climb along final course and maintain 6890'/2100m. Contact BEIJING Approach.

2.6.7. PROCEDURES FOR VISUAL APPROACHES

Visual separation can be implemented in Beijing Capital Intl APT. When using VFR separation on the final approach phase of IAPs, pilot shall follow the IAPs and keep visualizing to ensure a safety separation with other ACFT. When the ACFT descends to DA, some situations may be observed, such as the preceding ACFT is vacating the same RWY, or the departure ACFT is lifting off. Under such situation, pilot can make a missed approach at any moment if it is considered to be necessary and notify the controller immediately.

When reported ceiling is more than 750m and visibility is more than 5000m, all RWYs may be used for vectored visual approaches separately or simultaneously.

When conducting short final visual approach, downwind should be less than 5NM (9.3km).

Pilots should maintain continuous visual to APT of intended landing or the proceeding ACFT during visual approach.

Pilots should control the ACFT to avoid crossing the extended RWY centerline.

Pilots should comply with the following speed restrictions until otherwise instructed:

- IAS 180 KT to 8NM to touchdown;
- IAS 160 KT to 6NM to touchdown.

Advise ATC if unable to comply.

Lost of Radio Communication

In case of radio communication lost on base leg prior to the issuance of visual approach clearance, complete the final turn then commence the ILS approach to the designated RWY and contact Tower.

Vacate RWY as soon as able after landing.

After visual approach clearance is issued, it is not necessary for ATC to apply any other type of separation with ACFT on the adjacent extended RWY centerline.

Pilots may refer to the instrument landing system to align with the RWY centerline. If continuous visual approach cannot be completed, pilots should promptly switch to an instrument approach or go-around and advise ATC.

2. ARRIVAL

Emergency Procedures

When the pilot cannot complete the visual approach due to the inability to visually inspect the RWY or the following ACFT in the forward sequence: the controller shall assist the pilot to turn to instrument approach or command the pilot to go around or stop the approach according to the actual situation. Establish aspecified interval as soon as possible.

If the ACFT cannot continue to approach due to weather, RWY and other factors, the approach suspension method is as same approach procedure as instrument approach procedure .

3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

DCL service provided by TWR will be put into use. Pilot shall request DCL 40 minutes in prior before ETD. When obtained delivery clearance sent by ATC tower via data link, pilot shall reply by data link. Voice repeat of PDC shall not be required unless required by the appropriate ATS authority.

3.2. DE-ICING

3.2.1. GENERAL

Two ways applied for de-icing:

- De-icing at de-icing positions;
- De-icing at stands.

Contact TWR or AOC to confirm de-icing way.

When exiting de-icing stands, aircrew shall control throttle carefully, avoiding exhausted gas causing damage to support personnel and equipment.

If APU failure is detected for engine-off ACFT, aircrew shall report to TWR before push-back and contact AOC to apply for de-icing at parking stand and de-icing vehicle. When APU fails during de-icing at de-icing position, aircrew shall report to de-icing guide immediately and operate with suggestions.

3.2.2. DE-ICING AT DE-ICING POSITIONS

3.2.2.1. DE-ICING DEMAND

Before applying for delivery clearance, ACFT with de-icing demand shall report to AOC, then report to Delivery the de-icing demands.

3.2.2.2. PUSH-BACK AND TAXIING

ACFT shall follow ATC instructions to push back and taxi to de-icing holding position.

3. DEPARTURE

3.2.2.3. DE-ICING HOLDING

Refer also to 10-9 pages for depiction of de-icing areas and holding positions.

RWY	Corresponding De-icing Area	Holding Position Number	Light Guidance available	Line-up	De-icing Frequency (MHz)
36L	1 (W211 thru W213)	11	Yes	TWY Z2 (East of TWY Z7)	128.200
		12	Yes	TWY D1 (North of TWY C1)	
18L/R 36L/R	2 (TWY F7 (between Z3 and Z9), 706 thru 710)	21	Yes	TWY Z9 (South of TWY F4)	
		23	Yes	TWY Z3 (North of TWY F7)	
36R	3 (G1, G2, 371 thru 373)	31	Yes	TWY Y2 (South of TWY G1)	127.025
		32	Yes	TWY Y2 (North of TWY U6)	
01	4 (K1, K2, 381, 382)	41	Yes	TWY Y5 (South of TWY K1)	126.225
		42	Yes	TWY Y5 (North of TWY U9)	
18L/R 36L/R	7 (W103 thru W107)	71	Yes	TWY D4 (South of TWY S4)	128.200
		72	Yes	TWY S4 (East of TWY D4)	
RWY	**Corresponding De-icing Area**	**Holding Position Number**	**Light Guidance available**	**Line-up**	**De-icing Frequency (MHz)**
18L	8 (951 thru 954)	81	Yes	TWY H (South of TWY J5)	127.025
19	9 (955 thru 958)	91	Yes	TWY J (South of TWY J6)	126.225

ACFT shall follow the light to the de-icing stands when "flight number, FOLLOW THE LIGHT" is displayed.

If the light guidance of the deicing holding position is not available, ACFT waiting at the deicing holding position shall follow the Follow-me vehicle to the deicing stands.

3.2.2.4. ENGINE IDLE DE-ICING

No marshaller guidance. Follow the guidance to de-icing stands.

Observe "STOP" sign on the ground at LEFT side (10m/33' of RWY centerline). When "STOP" sign at 9 o'clock direction of left pilot, brake and keep engine idle. When ACFT arrived de-icing holding position, aircrew shall change one VHF equipment according to table 3.2.2.3. and contact engine idle de-icing guide via VHF, then confirm de-icing/anti-icing demand with de-icing guide.

When ACFT parked already, keep idle set parking brake and do de-icing preparations.

During de-icing period, aircrew shall keep engine idle, ACFT is prohibited to get moved, and keep engine idle de-icing frequency on.

If aircrew fails to contact personnel via VHF, turn off engine and turn on all lights on ACFT to inform de-icing guide.

When de-icing is completed, obtain change frequency clearance from de-icing guide and contact APN applying for taxiing out of de-icing stand.

If engine turned off during engine idle de-icing, engine-off de-icing shall be implemented with the instructions of de-icing guide.

3. DEPARTURE

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

Departure ACFT shall not apply for ATC delivery clearance 40 minutes earlier than ETD.

ACFT shall contact Aerodrome Delivery Control for departure clearance not earlier than 20 minutes prior to push out for engine start-up.

Fast engine run-ups in the vicinity of boarding bridges, on apron or TWYs are strictly forbidden.

For APN control areas refer to 10-9 pages. ACFT push-back, start-up, taxiing and other operations in the APN control area shall follow instructions of APN.

Within APN control areas ACFT pushing back shall:

- Obtain delivery, push-back and start-up clearance from delivery when ACFT standby.
- Flight crew shall inform stand number on initial contact with APN.
- ACFT shall push back and start up after APN clearance. Push-back direction and procedures shall be verified with APN. Follow APN instructions within 5 minutes, otherwise re-apply.
- Obtain taxiing clearance from APN after pushing back.

Requirements as follows to increase RWY operation capacity (this does not apply to wet or contaminated RWY):

- While preceding ACFT is departing or if RWY is not occupied, ACFT shall finish RWY alignment within 45 seconds (60 seconds for RWY 18L/36R) after receiving ATC instructions of entering RWY.
- While preceding ACFT is landing, ACFT shall finish RWY alignment within 50 seconds after receiving ATC instructions of entering RWY.
- If crew suppose they cannot fulfill the process within the required time, they have to inform ATC before reaching RWY holding point.

Operation during Snow Weather:
Departing ACFT with 4 engines (or more) shall keep the outside engines in idle state after pushing out until entering into RWY.

3.4. NOISE ABATEMENT PROCEDURES

Beijing Capital uses NADP1 issued by ICAO.

Upon condition of ensuring the safety of flight, all pilots are required to execute the following noise abatement procedures:

Take-off to 500m (1650')	- Take-off power; - take-off flaps; - climb at V_2 + 20km/h (10 KT).
At 500m (1650')	- Reduce engine power to climb thrust and maintain the original flaps and speed.
At 950m (3120')	- Begin transition to normal enroute climb speed and retract flaps.

3.5. COMMUNICATION FAILURE PROCEDURES

3.5.1. WHEN CHOOSING TO RETURN

Follow SID to the last waypoint of the SID, select nearest STAR, join STAR at first waypoint to the IAF of the landing RWY, execute ILS/DME approach.

3. DEPARTURE

3.5.2. SELECTION OF FIRST WAYPOINT

Select the start point of STAR at the respective end point of SID:

North Operation

IDKEX	turn RIGHT and fly to OSUBA, follow OSUBA7X
DOTRA	
MUGLO	turn RIGHT and fly to DUMAP, follow DUMAP9Z
IGMOR	
ELKUR	turn RIGHT and fly to AVBOX, follow AVBOX8Y
RUSDO	turn RIGHT and fly to GUVBA, follow GUVBA7X
BOTPU	

South Operation

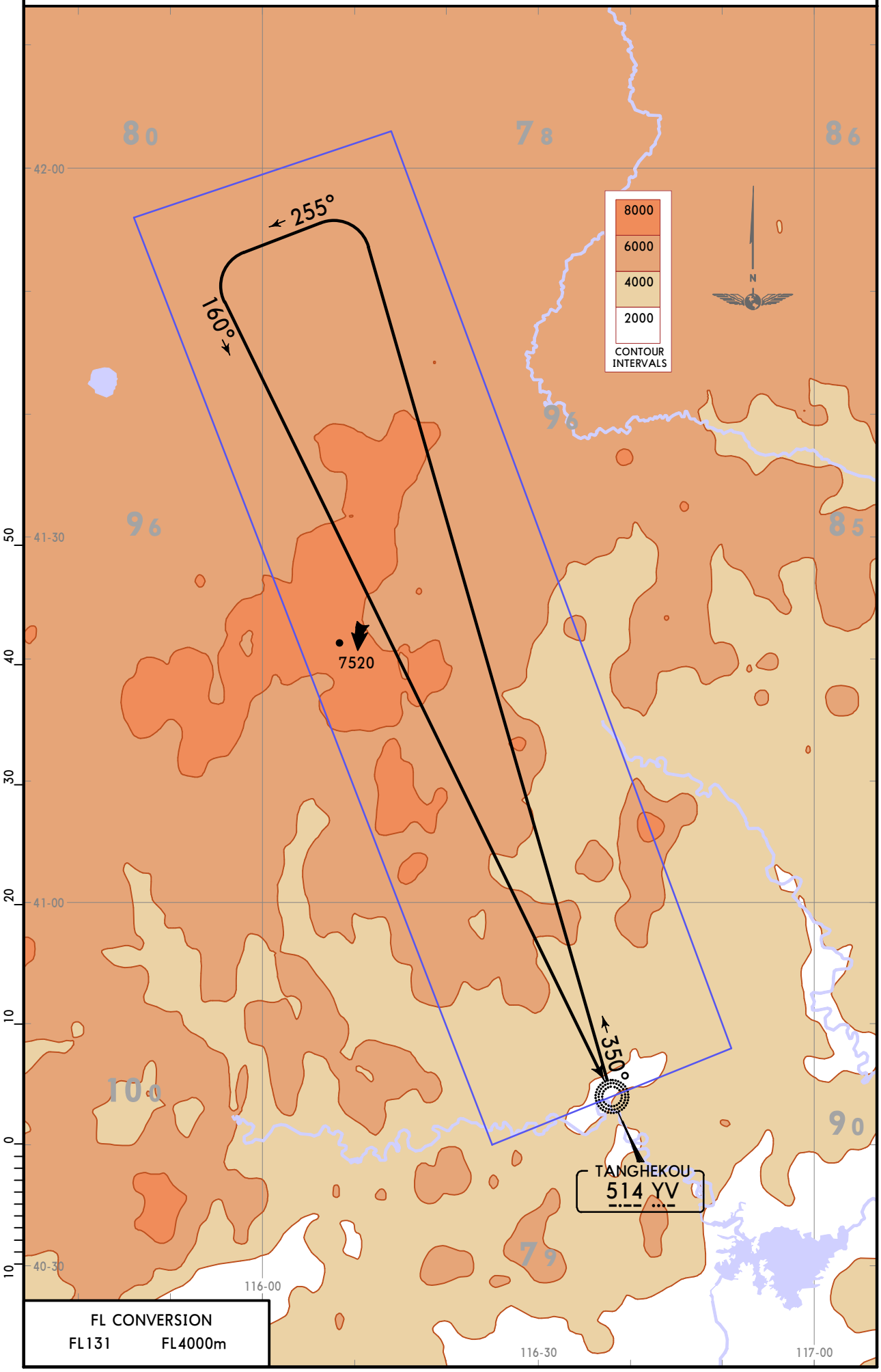
IDKEX	turn RIGHT and fly to OSUBA, follow OSUBA6J
DOTRA	
MUGLO	turn RIGHT and fly to DUMAP, follow DUMAP2G
IGMOR	
ELKUR	turn RIGHT and fly to AVBOX, follow AVBOX6J
RUSDO	turn RIGHT and fly to GUVBA, follow GUVBA6J(PMS)
BOTPU	

3.6. RWY OPERATIONS

TWR controller shall arrange the departure ACFT to use partial RWY to take-off. If the departure ACFT needs full RWY to take-off, contact controller upon receiving delivery clearance.

ACFT shall take off immediately after receiving take-off clearance by ATC, and keep watch on TWR frequency for further instructions.

ALTITUDE: MAIN FUEL DUMPING AREA ABOVE FL131



CHANGES: Reissue.

D-ATIS	ACARS:	DELIVERY 01	BEIJING	*DELIVERY 02	BEIJING Ground					Apron				Tower		
128.65 (Chinese 127.6)	D-ATIS DCL	West of Rwy 18L/36R 121.6	Delivery	East of Rwy 18L/36R 121.65	*GND 01 121.9	GND 02 121.8	*GND 03 121.7	*GND 04 121.75	*GND 05 121.85	APN 01 122.225	APN 02 122.625	APN 03 122.675	APN 04 122.125	*TWR 01 Rwys18R,36L 124.3	TWR 02 Rwys18L,36R 118.5	*TWR 03 Rwys 01,19 118.6

CHANGES: Apron N1 designation.

FOR DETAILS SEE PARKING STANDS NORTH

FOR DETAILS SEE PARKING STANDS WEST

FOR DETAILS SEE PARKING STANDS EAST

WARNING: Do not mistake apt freeway lights and apt boundary lights for rwy lights.

LEGEND
- APN control area
- GP critical area, do not enter without ATC clearance.
- HS4 HOT SPOTS: See AIRPORT INFO, TAKE-OFF MNMS for description.

08° W

18R 181°
18L 181°
19 181°
36L 001°
36R 001°
01 001°

10,499′ 3200m
12,467′ 3800m
12,467′ 3800m

APRON W1
APRON W2
APRON W5
APRON W6
APRON N1
APRON N2
APRON M
APRON 1
APRON 2
APRON 3
APRON 4
APRON 5
APRON 6
APRON 7
APRON 8
APRON 9 (E)
APRON 9 (W)

APN01 122.225
APN02 122.625
APN03 122.675
APN04 122.125

Control Tower
Lctr
ARP
Elev 115′
Elev 107′
Elev 110′
Elev 94′
Elev 84′
Elev 98′

DO NOT MISTAKE LIGHTED ROAD FOR RUNWAY

TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (btn T5 and T6), J3 (btn T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (btn H and J1), Y4, Y5, Y6 (btn J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (btn F2 and M4), Z3 (North of M1)	MAX 262′/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (btn F0 and HP14), Z3 (South of F2), Z9 (btn 714 and F7)	MAX 226′/69m
A8, A9, C, C1 thru C8, D1, D2 (South of C8), D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D8, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W4, W5, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btn 612 and F0, North of HP14), Z2, Z3 (btn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213′/65m
Z1	MAX 157′/48m
D2 (North of C8), D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Y7 (North of S7), Z0 (South of 612), Z8, Z12 (East of Z0), Z15, Z23 (West of W620)	MAX 118′/36m
Z23 (East of W620)	MAX 105′/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102′/31m
Z24	MAX 95′/29m
Z16	MAX 79′/24m

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 ACFT taxiing from TWY Z2 to F shall avoid entering W5 by mistake.

HS2 ACFT taxiing from TWY S4 to F shall avoid entering W9 by mistake.

HS3 Arriving ACFT must not exit RWY via TWY A8 and A9.
Departing ACFT must not enter RWY via TWY A8 and A9.
ACFT taxiing from TWY Z4 or M to TWY F shall avoid entering TWY A8 or A9 by mistake.
ACFT taxiing from TWY H6 or H7 to TWY G shall avoid entering TWY A8 or A9 by mistake.
Red lights are set at RWY holding position on both sides of RWY at TWY A8 and A9.
ACFT are forbidden to cross the RWY holding position without ATC permission.

HS4 Arriving ACFT must not exit RWY via TWY A0 and A1.
Departing ACFT must not enter RWY via TWY A0 and A1.
ACFT taxiing from TWY F2 or F3 to TWY F shall avoid entering TWY A0 or A1 by mistake.
ACFT taxiing from TWY T1 or T2 to TWY G shall avoid entering TWY A0 or A1 by mistake.

HS5 ACFT taxiing from TWY Z4 and M to D3 shall avoid turning early and entering stands 816, 817 by mistake.

HS6 When exiting Rwy 18L via W3, leave area as quickly as possible to avoid conflict with ACFT taxiing from TWY A1 to the West.

HS7 ACFT with wingspan of more than 118'/36m shall avoid entering the area of HS7. Taxi route Z9-M7-Z8 is only for ACFT with wingspan less than 118'/36m, except ACFT parking on stand 212.

HS9 ACFT taxiing northward via TWY Z0 shall avoid the ACFT taxiing southward on TWY Z9 and the aircraft taxiing on TWY Z0 that connect with TWY Z3.

HS10 ACFT taxiing southward via TWY F shall avoid entering TWY W5 by mistake.
When ACFT truning from TWY M5 to TWY F and taxiing southward shall avoid entering TWY W5 by mistake.

HS11 ACFT taxiing simultaneously on TWY F and TWY W6 shall be forbidden. ACFT taxiing on TWY F shall keep away from this area to avoid the ACFT vacating from TWY W6. ACFT taxiing northward on own power or by tow car shall avoid staying at this area.

HS12 TWY Z18 only AVBL for ACFT be pushed back. While turning to TWY Z3 from TWY M4 or TWY M5, ACFT shall observe TWY Z3 before turning and avoid any conflicts.

HS13 ACFT taxiing simultaneously on TWY Y1 south of TWY G1 and TWY Y2 south of TWY G1 shall be forbidden.

HS14 ACFT taxiing on TWY S5 shall leave the area of HP21 as quickly as possible to avoid conflict with ACFT vacating rapid exit TWY P5.
ACFT taxiing through this area shall observe cautiously. TWY S4 is operated westbound.
ACFT from West to East shall avoid entering TWY S4, otherwise a conflict may occur.

HS15 TWY W9 are in ILS critical area of RWY 18L.
ACFT shall be forbidden to enter W9 without authorization.

HS16 TWY W0 are in ILS critical area of RWY 36R.
ACFT shall be forbidden to enter TWY W0 without authorization.

HS17 ACFT taxiing through this area shall observe cautiously. TWY T5 is operated westbound.
ACFT from West to East shall avoid entering TWY T5, otherwise a conflict may occur.

HS18 ACFT taxiing through this area shall observe cautiously. TWY T6 is operated eastbound.
ACFT from East to West shall avoid entering TWY T6, otherwise a conflict may occur.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
01	❶HIRL ❷CL ❸HIALS-II SFL TDZ ❹PAPI ❺RVR		11,466' 3495m	❼	197' 60m
19	❶HIRL ❷CL ❸HIALS SFL PAPI-L(3.2°) ❻RVR		11,516' 3510m		

❶ spacing 60m ❷ spacing 15m ❸ length 900m ❹ PAPI-L(3.0°) ❺ HSTIL. HST-Q5, Q6 & Q7
❻ HSTIL. HST-Q4, Q3 & Q2
❼ TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 01:
From rwy head 12,467' (3800m)
twy Q1 int 12,221' (3725m)

RWY 19:
From rwy head 12,467' (3800m)
twy Q9 int 12,221' (3725m)
twy Q8 int 11,565' (3525m)

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
18L	❽HIRL ❾CL ❿HIALS SFL PAPI-L(3.0°) ⓫RVR		11,522' 3512m	⓮	197' 60m
36R	❽HIRL ❾CL ❿HIALS-II SFL TDZ ⓬PAPI ⓭RVR		11,483' 3500m		

❽ spacing 60m ❾ spacing 15m ❿ length 900m ⓫ HSTIL. HST-E4, E3, W4 & W3 ⓬ PAPI-L(3.0°)
⓭ HSTIL. HST-E5, E6, W5 & W6
⓮ TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 18L:
From rwy head 12,467' (3800m)
twy E7 int 12,221' (3725m)
twy W7 int 11,220' (3420m)

RWY 36R:
From rwy head 12,467' (3800m)
twy E1 int 12,221' (3725m)
twy E2 int 11,893' (3625m)
twy W2 int 11,220' (3420m)

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
18R	⓯HIRL ⓰CL ⓱HIALS SFL PAPI-L(3.0°) ⓲RVR		9515' 2900m	㉑	164' 50m
36L	⓯HIRL ⓰CL ⓱HIALS-II SFL TDZ ⓳PAPI ⓴RVR		9564' 2915m		

⓯ spacing 60m ⓰ spacing 15m ⓱ length 900m ⓲ HSTIL. HST-P2, P3 & P4 ⓳ PAPI-L(3.0°)
⓴ HSTIL. HST-P5, P6 & P7
㉑ TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

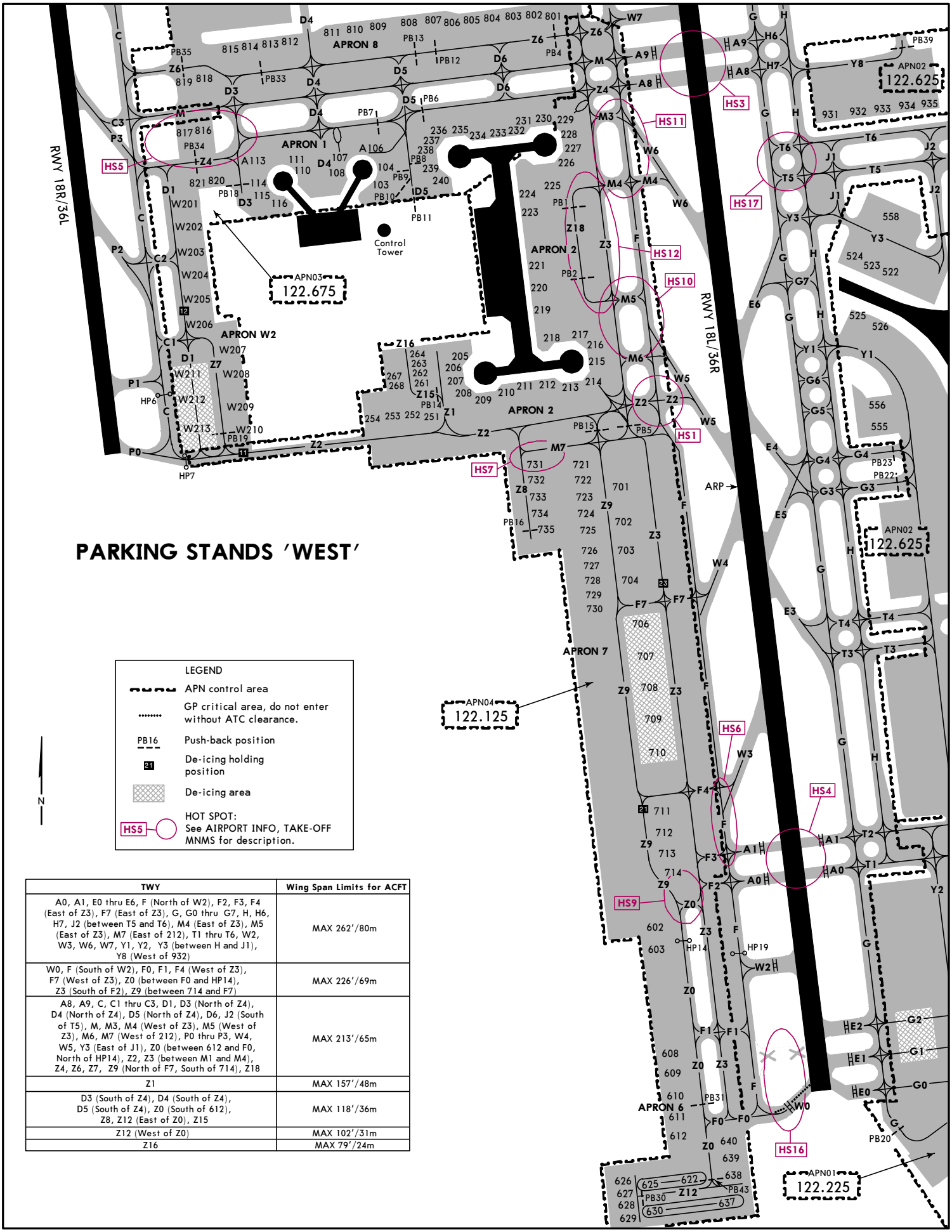
RWY 18R:
From rwy head 10,499' (3200m)
twy P8 int 9777' (2980m)

RWY 36L:
From rwy head 10,499' (3200m)
twy P1 int 9777' (2980m)

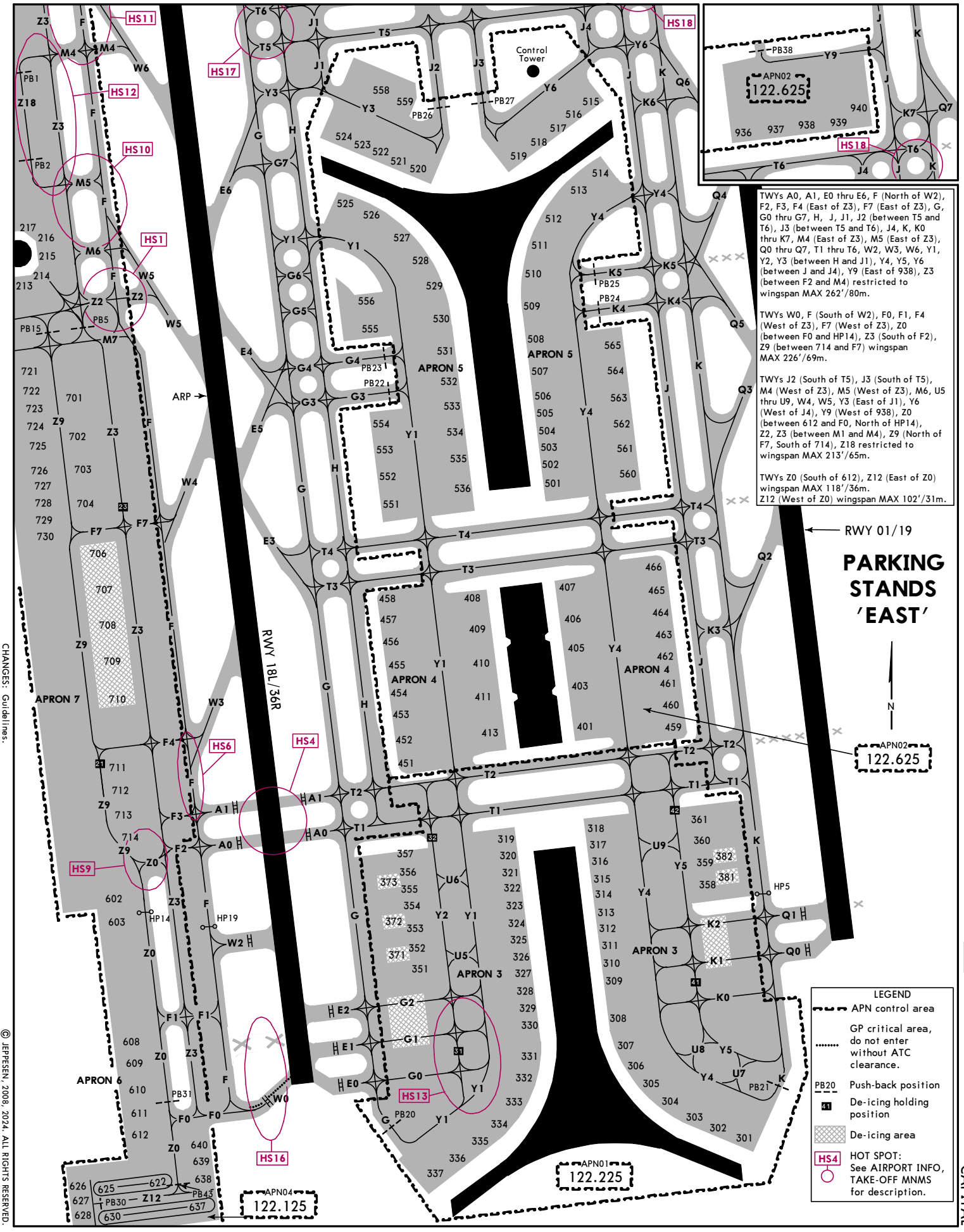
State — TAKE-OFF (with reliable alternate)

		Rwy 01		Rwy 36R		All Rwys	
		Low Visibility Take-off				RL	NIL (DAY only)
		HUD & RL & CL	RL & CL	HUD & RL & CL	RL & CL		
2 TURB Eng or 3 & 4 Eng	A	R90m	R200m	R150m	R200m	R400m V800m	R500m V800m
	B						
	C		R250m		R250m		
	D						
Other 1 & 2 Eng		Minimums not established by CAAC				V1600m	

CHANGES: None.



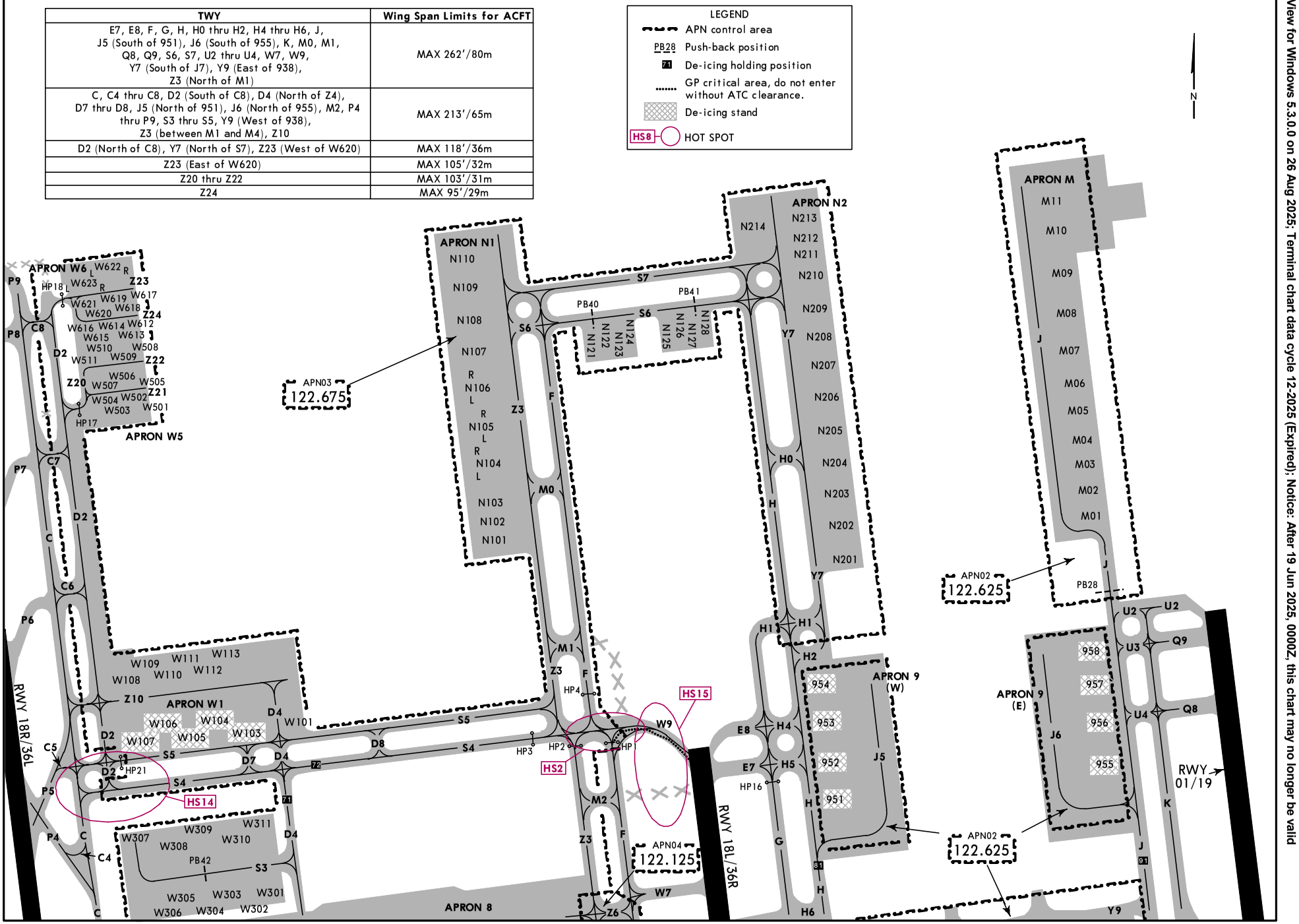
TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E6, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H6, H7, J2 (between T5 and T6), M4 (East of Z3), M5 (East of Z3), M7 (East of 212), T1 thru T6, W2, W3, W6, W7, Y1, Y2, Y3 (between H and J1), Y8 (West of 932)	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C3, D1, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6, J2 (South of T5), M, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P3, W4, W5, Y3 (East of J1), Z0 (between 612 and F0, North of HP14), Z2, Z3 (between M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z18	MAX 213'/65m
Z1	MAX 157'/48m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z0 (South of 612), Z8, Z12 (East of Z0), Z15	MAX 118'/36m
Z12 (West of Z0)	MAX 102'/31m
Z16	MAX 79'/24m



ZBAA/PEK
JEPPESEN BEIJING, PR OF CHINA
CAPITAL
20 SEP 24
10-9E
Eff 2 Oct 1600Z

PARKING STANDS 'NORTH'

TWY	Wing Span Limits for ACFT
E7, E8, F, G, H, H0 thru H2, H4 thru H6, J, J5 (South of 951), J6 (South of 955), K, M0, M1, Q8, Q9, S6, S7, U2 thru U4, W7, W9, Y7 (South of J7), Y9 (East of 938), Z3 (North of M1)	MAX 262'/80m
C, C4 thru C8, D2 (South of C8), D4 (North of Z4), D7 thru D8, J5 (North of 951), J6 (North of 955), M2, P4 thru P9, S3 thru S5, Y9 (West of 938), Z3 (between M1 and M4), Z10	MAX 213'/65m
D2 (North of C8), Y7 (North of S7), Z23 (West of W620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z20 thru Z22	MAX 103'/31m
Z24	MAX 95'/29m



CHANGES: Apron N1 designation.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
103	N40 04.9 E116 35.0	456 thru 458	N40 04.0 E116 36.2
104	N40 04.9 E116 35.1	459 thru 462	N40 03.9 E116 36.7
A106 thru 108	N40 04.9 E116 35.0	463 thru 465	N40 04.0 E116 36.7
110	N40 04.9 E116 34.9	466	N40 04.1 E116 36.7
111, A113, 114	N40 04.9 E116 34.8	501, 502	N40 04.2 E116 36.5
115, 116	N40 04.8 E116 34.8	503 thru 506	N40 04.3 E116 36.5
205, 206	N40 04.6 E116 35.2	507, 508	N40 04.4 E116 36.5
207, 208	N40 04.5 E116 35.2	509, 510	N40 04.5 E116 36.5
209, 210	N40 04.5 E116 35.3	511, 512	N40 04.6 E116 36.5
211, 212	N40 04.5 E116 35.4	513	N40 04.6 E116 36.6
213, 214	N40 04.5 E116 35.5	514	N40 04.7 E116 36.6
215 thru 217	N40 04.6 E116 35.5	515	N40 04.8 E116 36.6
218, 219	N40 04.6 E116 35.4	516	N40 04.8 E116 36.5
220, 221	N40 04.7 E116 35.4	517, 518	N40 04.7 E116 36.5
223, 224	N40 04.8 E116 35.4	519	N40 04.7 E116 36.4
225, 226	N40 04.9 E116 35.4	520	N40 04.7 E116 36.3
227, 228	N40 04.9 E116 35.5	521, 522	N40 04.7 E116 36.2
229 thru 231	N40 05.0 E116 35.4	523, 524	N40 04.7 E116 36.1
232 thru 234	N40 05.0 E116 35.3	525	N40 04.6 E116 36.1
235, 236	N40 05.0 E116 35.2	526, 527	N40 04.6 E116 36.2
237, 238	N40 04.9 E116 35.1	528	N40 04.5 E116 36.2
239, 240	N40 04.9 E116 35.2	529, 530	N40 04.5 E116 36.3
251 thru 253	N40 04.5 E116 35.1	531, 532	N40 04.4 E116 36.3
254	N40 04.5 E116 35.0	533, 534	N40 04.3 E116 36.3
261, 262	N40 04.5 E116 35.1	535, 536	N40 04.2 E116 36.3
263, 264	N40 04.6 E116 35.1	551 thru 553	N40 04.2 E116 36.2
267, 268	N40 04.5 E116 35.1	554	N40 04.3 E116 36.2
301	N40 03.2 E116 36.9	555	N40 04.4 E116 36.1
302, 303	N40 03.3 E116 36.8	556	N40 04.5 E116 36.1
304 thru 306	N40 03.3 E116 36.7	558, 559	N40 04.8 E116 36.2
307, 308	N40 03.4 E116 36.6	560	N40 04.2 E116 36.6
309 thru 312	N40 03.5 E116 36.6	561 thru 563	N40 04.3 E116 36.6
313 thru 316	N40 03.6 E116 36.6	564, 565	N40 04.4 E116 36.6
317, 318	N40 03.7 E116 36.6	602	N40 03.6 E116 35.6
319, 320	N40 03.7 E116 36.4	603	N40 03.5 E116 35.7
321 thru 324	N40 03.6 E116 36.4	608, 609	N40 03.4 E116 35.7
325 thru 328	N40 03.5 E116 36.4	610, 611	N40 03.3 E116 35.7
329 thru 331	N40 03.4 E116 36.4	612, 622 thru 623	N40 03.2 E116 35.7
332 thru 334	N40 03.3 E116 36.4	624 thru 627	N40 03.2 E116 35.6
335 thru 337	N40 03.2 E116 36.3	628 thru 631	N40 03.1 E116 35.6
351 thru 353	N40 03.5 E116 36.2	632 thru 634	N40 03.1 E116 35.7
354 thru 356	N40 03.6 E116 36.2	635 thru 637	N40 03.1 E116 35.8
357	N40 03.7 E116 36.2	638 thru 640	N40 03.2 E116 35.8
358, 359	N40 03.6 E116 36.8	701	N40 04.4 E116 35.6
360, 361	N40 03.7 E116 36.8	702	N40 04.3 E116 35.6
401	N40 03.9 E116 36.6	703, 704	N40 04.2 E116 35.6
403	N40 03.9 E116 36.5	706, 707	N40 04.1 E116 35.6
405, 406	N40 04.0 E116 36.5	708, 709	N40 04.0 E116 35.6
407	N40 04.1 E116 36.5		
408, 409	N40 04.0 E116 36.3		
410	N40 03.9 E116 36.3		
411	N40 03.9 E116 36.4		
413	N40 03.8 E116 36.4		
451, 452	N40 03.8 E116 36.2		
453 thru 455	N40 03.9 E116 36.2		

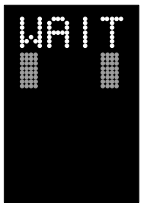
CHANGES: Stands 105, 106, 112 and 113 withdrawn.

INS COORDINATES

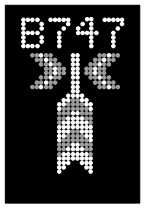
STAND No.	COORDINATES	STAND No.	COORDINATES
710	N40 03.9 E116 35.7	N209 thru N211	N40 06.1 E116 35.9
711	N40 03.8 E116 35.7	N212, N213	N40 06.2 E116 35.9
712, 713	N40 03.7 E116 35.7	N214	N40 06.1 E116 35.8
714	N40 03.7 E116 35.6	W101	N40 05.4 E116 34.9
721, 722	N40 04.4 E116 35.5	W103	N40 05.4 E116 34.8
723 thru 725	N40 04.3 E116 35.5	W104, W105	N40 05.4 E116 34.7
726 thru 729	N40 04.2 E116 35.5	W106	N40 05.4 E116 34.6
730	N40 04.1 E116 35.5	W107	N40 05.4 E116 34.5
731, 732	N40 04.4 E116 35.4	W108	N40 05.5 E116 34.5
733 thru 735	N40 04.3 E116 35.4	W109 thru W111	N40 05.5 E116 34.6
801, 802	N40 05.1 E116 35.4	W112, W113	N40 05.5 E116 34.7
803 thru 805	N40 05.1 E116 35.3	W201	N40 04.8 E116 34.6
806, 807	N40 05.1 E116 35.2	W202	N40 04.8 E116 34.7
808	N40 05.1 E116 35.1	W203 thru W205	N40 04.7 E116 34.7
809, 810	N40 05.1 E116 35.0	W206 thru W208	N40 04.6 E116 34.7
811	N40 05.1 E116 34.9	W209	N40 04.5 E116 34.7
812, 813	N40 05.1 E116 34.8	W210	N40 04.5 E116 34.8
814, 815	N40 05.1 E116 34.7	W301, W302	N40 05.2 E116 34.8
816	N40 04.9 E116 34.7	W310	N40 05.2 E116 34.7
817	N40 04.9 E116 34.6	W311	N40 05.2 E116 34.8
818	N40 05.0 E116 34.7	W501 thru W503	N40 05.9 E116 34.5
819	N40 05.0 E116 34.6	W504	N40 05.9 E116 34.4
820	N40 04.9 E116 34.7	W505, W506	N40 05.9 E116 34.5
821	N40 04.9 E116 34.6	W507	N40 05.9 E116 34.4
931	N40 05.0 E116 36.0	W508, W509	N40 06.0 E116 34.5
932, 933	N40 05.0 E116 36.1	W510, W511	N40 06.0 E116 34.4
934	N40 05.0 E116 36.2	W612 thru W614	N40 06.0 E116 34.5
935, 936	N40 05.0 E116 36.3	W615, W616	N40 06.0 E116 34.4
937, 938	N40 05.0 E116 36.4	W617, W618	N40 06.1 E116 34.5
939, 940	N40 05.0 E116 36.5	W619	N40 06.0 E116 34.5
951, 952	N40 05.3 E116 36.0	W620, W621	N40 06.0 E116 34.4
953	N40 05.4 E116 36.0	W622, W622L	N40 06.1 E116 34.4
954	N40 05.5 E116 35.9	W622R	N40 06.1 E116 34.5
955	N40 05.3 E116 36.5	W623 thru W623R	N40 06.1 E116 34.4
956	N40 05.4 E116 36.5		
957, 958	N40 05.5 E116 36.5		
M01 thru M03	N40 05.8 E116 36.5		
M04	N40 05.9 E116 36.5		
M05	N40 05.9 E116 36.4		
M06 thru M08	N40 06.0 E116 36.4		
M09, M10	N40 06.1 E116 36.4		
M11	N40 06.2 E116 36.4		
N101, N102	N40 05.7 E116 35.3		
N103 thru N104L/R	N40 05.8 E116 35.3		
N105, N105L/R	N40 05.9 E116 35.3		
N106, N106L/R	N40 05.9 E116 35.2		
N107, N108	N40 06.0 E116 35.2		
N109, N110	N40 06.1 E116 35.2		
N121 thru N124	N40 06.0 E116 35.5		
N125, N126	N40 06.0 E116 35.6		
N127, N128	N40 06.0 E116 35.7		
N201 thru N203	N40 05.7 E116 36.0		
N204, N205	N40 05.8 E116 36.0		
N206	N40 05.9 E116 36.0		
N207, N208	N40 06.0 E116 35.9		

CHANGES: Stands M09 L/R, M10 L/R, N205 L/R thru N207 L/R withdrawn.

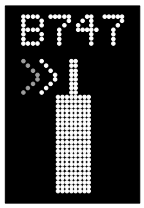
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



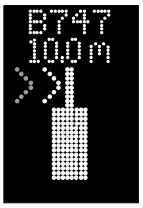
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



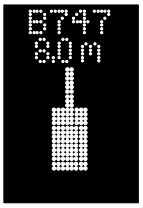
CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.
IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.



TRACKING
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.
A flashing red arrow indicates the direction to turn.
The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



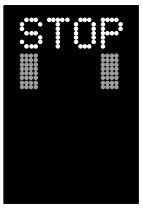
CLOSING RATE
Display of digital countdown will start when the aircraft is 98'/30m from stop position.
When the aircraft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.



ALIGNED TO CENTER
The aircraft is 26'/8m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

SLOW DOWN
If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.

AZIMUTH GUIDANCE
The aircraft is 13'/4m from the stop-position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.



STOP POSITION REACHED
When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5

DOCKING COMPLETED
When the aircraft has parked, "OK" will be displayed.

OVERSHOOT
If the aircraft has overshot the stop-position, "TOO FAR" will be displayed.

WAIT
If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SLOW
The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

AIRCRAFT VERIFICATION FAILURE
During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR

GATE BLOCKED
If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED
If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a view blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SBU-STOP
Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".
A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST
If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.
THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

EMERGENCY STOP
When the Emergency "Stop" button is pressed, "STOP" is displayed.

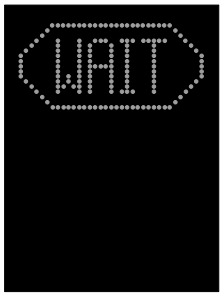
CHOCKS ON
"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

ERROR
If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes.

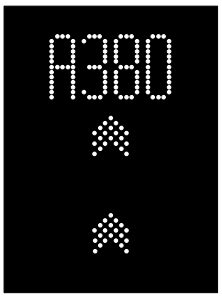
SYSTEM BREAKDOWN
In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

POWER FAILURE
In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

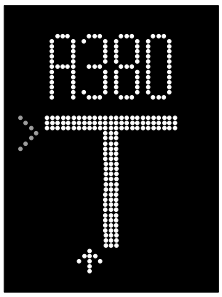
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513



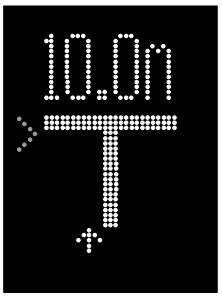
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



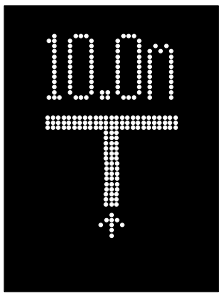
CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.



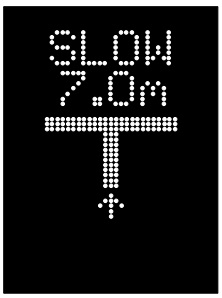
TRACKING
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centerline.



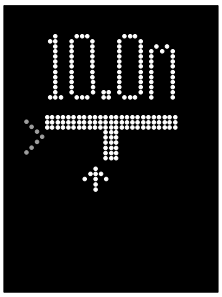
CLOSING RATE
Display of digital count-down will start when the aircraft is 98'/30m from stop position. When the aircraft is less than 49'/15m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.



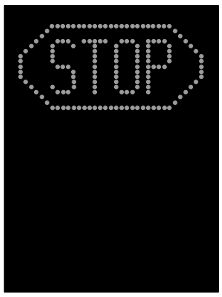
ALIGNED TO CENTER
The aircraft is 33'/10m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.



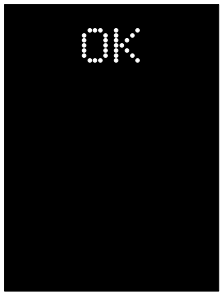
SLOW DOWN
If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" or "SLOW" as a warning to the pilot.



AZIMUTH GUIDANCE
The aircraft is 33'/10m from the stop-position. The yellow arrow indicates an aircraft to the left of the centerline, and the red flashing arrow indicates the direction to turn.



STOP POSITION REACHED
When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.



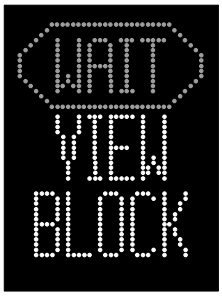
DOCKING COMPLETED
When the aircraft has parked, "OK" will be displayed.

OVERSHOOT
If the aircraft has overshot the stop-position, "TOO FAR" will be displayed.

CHANGES: Page reindexed.

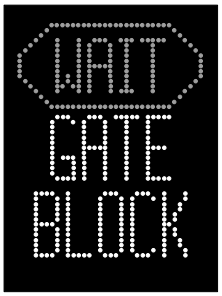
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

AIRCRAFT VERIFICATION FAILURE
During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails, "STOP" and "ID FAIL" will be displayed. The pilot must not proceed beyond the bridge without manual guidance.



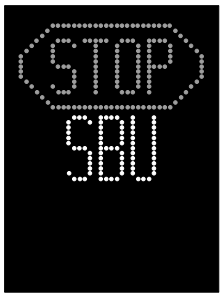
VIEW BLOCKED
If the view towards the aircraft is hindered, for instance by dirt on the window, the DGS will report a View blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

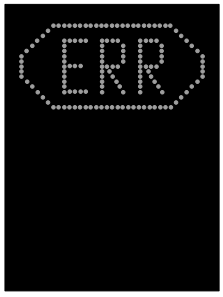
GATE BLOCKED
If an object is found blocking the view from the DGS to the planned stop-position, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed. The pilot must not proceed beyond the bridge without manual guidance, unless the "WAIT" message has been superseded by the closing rate bar.

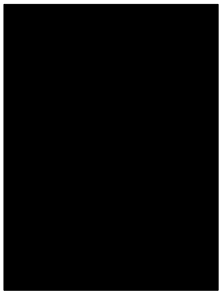


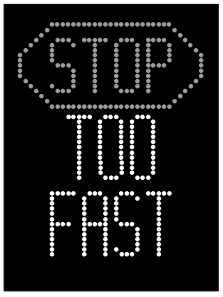
ABNORMAL DOCKING PROCEED

If the system displays the following information, the aircraft must not proceed without manual guidance.









SPEED LIMIT

The speed limit for the Visual Docking Guidance System is 2m/s.
Aircraft can't approach faster.

BEIJING, PR OF CHINA

CAPITAL

STRAIGHT-IN RWY		A	B	C	D
01	CAT 2 RNAV ILS DME Z or Y	**184**′(100′) **RA112**′ R300m	**184**′(100′) **RA112**′ R300m	**184**′(100′) **RA112**′ R300m	**184**′(100′) **RA112**′❶R300m
	❷ SA CAT 1 ILS DME Z or Y	**234**′(150′) **RA148**′ R450m	**234**′(150′) **RA148**′ R450m	**234**′(150′) **RA148**′ R450m	**234**′(150′) **RA148**′ R450m
	❸ RNAV ILS DME Z or Y	**284**′(200′) R550m V800m	**284**′(200′) R550m V800m	**284**′(200′) R550m V800m	**284**′(200′) R550m V800m
	TDZ or CL out	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❺ ILS DME Z or Y	**314**′(230′) R550m V800m	**331**′(247′) R550m V800m	**331**′(247′) R550m V800m	**347**′(263′) R/V800m
	TDZ or CL out	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m	R/V800m
	ALS out	R/V1400m	R/V1500m	R/V1500m	R/V1600m
	❻LOC	**560**′(476′) R/V1900m	**560**′(476′) R/V1900m	**560**′(476′) R/V1900m	**560**′(476′) R/V1900m
	ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m
18L	RNAV ILS DME Z or Y	**310**′(200′) ❼ R550m V800m	**310**′(200′) ❼ R550m V800m	**310**′(200′) ❼ R550m V800m	**310**′(200′) ❼ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❻LOC	**510**′(400′) R/V1500m	**510**′(400′) R/V1500m	**510**′(400′) R/V1500m	**510**′(400′) R/V1500m
	ALS out	R/V2400m	R/V2400m	R/V2400m	R/V2400m
18R	RNAV ILS DME Z or Y	**315**′(200′) ❼ R550m V800m	**315**′(200′) ❼ R550m V800m	**328**′(213′) ❼ R550m V800m	**328**′(213′) ❼ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1300m	R/V1300m
	❻LOC	**500**′(385′) R/V1300m	**500**′(385′) R/V1300m	**500**′(385′) R/V1300m	**500**′(385′) R/V1300m
	ALS out	R/V2200m	R/V2200m	R/V2200m	R/V2200m
19	RNAV ILS DME Z or Y	**294**′(200′) ❼ R550m V800m	**294**′(200′) ❼ R550m V800m	**294**′(200′) ❼ R550m V800m	**294**′(200′) ❼ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❻LOC	**560**′(466′) R/V1700m	**560**′(466′) R/V1700m	**560**′(466′) R/V1700m	**560**′(466′) R/V1700m
	ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m
36L	❷ SA CAT 1 ILS DME Z or Y	**257**′(150′) **RA154**′ R450m	**257**′(150′) **RA154**′ R450m	**257**′(150′) **RA154**′ R450m	**257**′(150′) **RA154**′ R450m
	❽ RNAV ILS DME Z or Y	**307**′(200′) R550m V800m	**307**′(200′) R550m V800m	**307**′(200′) R550m V800m	**307**′(200′) R550m V800m
	TDZ or CL out	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❺ RNAV ILS DME Z or Y	**307**′(200′) R550m V800m	**307**′(200′) R550m V800m	**307**′(200′) R550m V800m	**320**′(213′) R550m V800m
	TDZ or CL out	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1300m
	❻LOC	**460**′(353′) R/V1200m	**460**′(353′) R/V1200m	**460**′(353′) R/V1200m	**460**′(353′) R/V1200m
	ALS out	R/V2100m	R/V2100m	R/V2100m	R/V2100m

❶ Requires autoland or HUDLS, otherwise: R350m.
❷ HUD required.
❸ Missed approach climb gradient MIN 5.0% (304′/NM).
❹ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❺ Missed approach climb gradient MIN 2.5% (152′/NM).
❻ Continuous Descent Final Approach.
❼ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.
❽ Missed approach climb gradient MIN 3.0% (183′/NM).

CHANGES: RWY 36L LOC minimums.

BEIJING, PR OF CHINA

CAPITAL

STRAIGHT-IN RWY		A	B	C	D
36R	CAT 3A RNAV ILS DME Z or Y	**RA50**′ R175m	**RA50**′ R175m	**RA50**′ R175m	**RA50**′ R175m
	CAT 2 RNAV ILS DME Z or Y	**198**′(100′) **RA108**′ R300m	**198**′(100′) **RA108**′ R300m	**198**′(100′) **RA108**′ R300m	**198**′(100′) **RA108**′ ❶R300m
	❷ SA CAT 1 ILS DME Z or Y	**248**′(150′) **RA157**′ R450m	**248**′(150′) **RA157**′ R450m	**248**′(150′) **RA157**′ R450m	**248**′(150′) **RA157**′ R450m
	RNAV ILS DME Z or Y	**298**′(200′) R550m V800m	**298**′(200′) R550m V800m	**298**′(200′) R550m V800m	**298**′(200′) R550m V800m
	TDZ or CL out ALS out	❸ R550m V800m R/V1200m	❸ R550m V800m R/V1200m	❸ R550m V800m R/V1200m	❸ R550m V800m R/V1200m
	❹LOC	**430**′(332′)	**430**′(332′)	**430**′(332′)	**430**′(332′)
		R/V1100m	R/V1100m	R/V1100m	R/V1200m
	ALS out	R/V2000m	R/V2000m	R/V2000m	R/V2000m

❶ Requires autoland or HUDLS, otherwise: R350m.
❷ HUD required.
❸ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❹ Continuous Descent Final Approach.

TAKE-OFF

		Rwy 01		Rwy 36R		All Rwys	
		Low Visibility Take-off				RL	NIL (DAY only)
		HUD & RL & CL	RL & CL	HUD & RL & CL	RL & CL		
2 TURB Eng or 3 & 4 Eng	A	R90m	R200m	R150m	R200m	R400m V800m	R500m V800m
	B						
	C						
	D		R250m		R250m		
Other 1 & 2 Eng		Minimums not established by CAAC				V1600m	

CHANGES: None.