

General Info

Beijing, CHN

N 40°04.4' E 116°35.7' Mag Var: 5.8°

Elevation: 115'

Public, Control Tower, IFR, Landing Fee, Customs

Fuel: 100-130, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 18L-36R 12467' x 197' asphalt

Runway 18R-36L 10499' x 164' asphalt

Runway 18L (179.0m) TDZE 115'

Lights: Edge, ALS, Centerline

Stopway Distance 197'

Runway 18R (179.0m) TDZE 115'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Stopway Distance 197'

Runway 36L (359.0m) TDZE 110'

Lights: Edge, ALS, Centerline

Stopway Distance 197'

Runway 36R (359.0m) TDZE 106'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Stopway Distance 197'

Communications InfoATIS **127.6**Tower West Tower **124.3**Tower East Tower **118.5**Tower East Tower **118.3** SecondaryGround West Ground Control **121.9** MFBeijing Ground Control **121.7** MFBeijing Clearance Delivery **121.9** SecondaryBeijing Clearance Delivery **121.6**Beijing Approach Control **125.05** SecondaryBeijing Approach Control **129.0** SecondaryBeijing Approach Control **127.75**Beijing Approach Control **126.5** SecondaryBeijing Approach Control **126.1**Beijing Approach Control **121.1**Beijing Approach Control **120.6**Beijing Approach Control **119.7**Beijing Approach Control **119.0****Notebook Info**

ZBAA/PEK
CAPITAL**JEPPESEN**

17 AUG 07

10-1P

Eff 30 Aug

BEIJING, PR OF CHINA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.6

1.2. TAXI PROCEDURES

For Taxiing Routings refer to 10-9 charts.

1.3. PARKING INFORMATION

Push-back required for all stands, except stands 261 thru 263, 265 thru 267, 701, 702 thru 718 (up to CAT C ACFT) and W104 thru W107.

Visual docking guidance system available for stands 205 thru 240.

1.4. OTHER INFORMATION

RWYs 18R & 36R right-hand circuit.

1.4.1. Simultaneous operations on parallel RWYs

RWYs 36L & 36R may be used for independent or dependent parallel ILS approaches.

RWYs 18L & 18R may be used for dependent parallel ILS approaches.

RWYs 18L & 18R may be used for independent parallel departures. Departing ACFT shall conduct first turn as soon as possible according to ATC instructions after become airborne when independent parallel departures implemented.

Upon receipt of approaching 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.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 280 KT between FL197 & 9850?

MAX 250 KT below 9850?

MAX 210 KT on final approach.

2.2. CAT II OPERATIONS

RWY 36R is approved for CAT II operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

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

TWY C5 is used by ACFT turn to South from TWY P5.

ZBAA/PEK
CAPITAL**JEPPESEN**

17 AUG 07

(10-1P1)

Eff 30 Aug

BEIJING, PR OF CHINA
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING**PUSH-BACK AND TAXIING**

Contact TWR before push-back and follow ATC instructions to taxi to de-icing holding position.

TAXIING TO DE-ICING POSITION

Taxi behind "FOLLOW ME" car to de-icing position.

BEFORE DE-ICING

Stop ACFT and follow marshalls instructions, shut down engines and release brakes after notification to be blocked by ground staff.

AFTER DE-ICING

Contact TWR for start-up.

If APU failure happens on the de-icing position, notify maintenance person immediately.

For De-icing positions refer to 10-9 charts.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

Departing ACFT shall contact Aerodrome Delivery Control for departure clearance not earlier than 10 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.

3.3. NOISE ABATEMENT PROCEDURES

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for take-off climb shall be implemented:

- | | |
|--------------------------|--|
| Take-off to 500m (1650') | - take-off power; |
| | - take-off flaps/slats; |
| | - climb at $V_2 + 20$ km/h (10 KT); |
| At 500m (1650') | - reduce thrust to not less than climb power; |
| | - climb at $V_2 + 20$ km/h (10 KT) with flaps/slats in take-off configuration; |
| At 950m (3120') | - accelerate to en-route climb speed and retract flaps/slats on schedule while maintaining a positive rate of climb. |

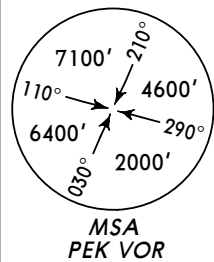
ZBAA/PEK
CAPITAL

JEPPESEN BEIJING, PR OF CHINA
31 MAR 06 10-2 Eff 13 Apr STAR

*ATIS
127.6

Apt Elev
115'

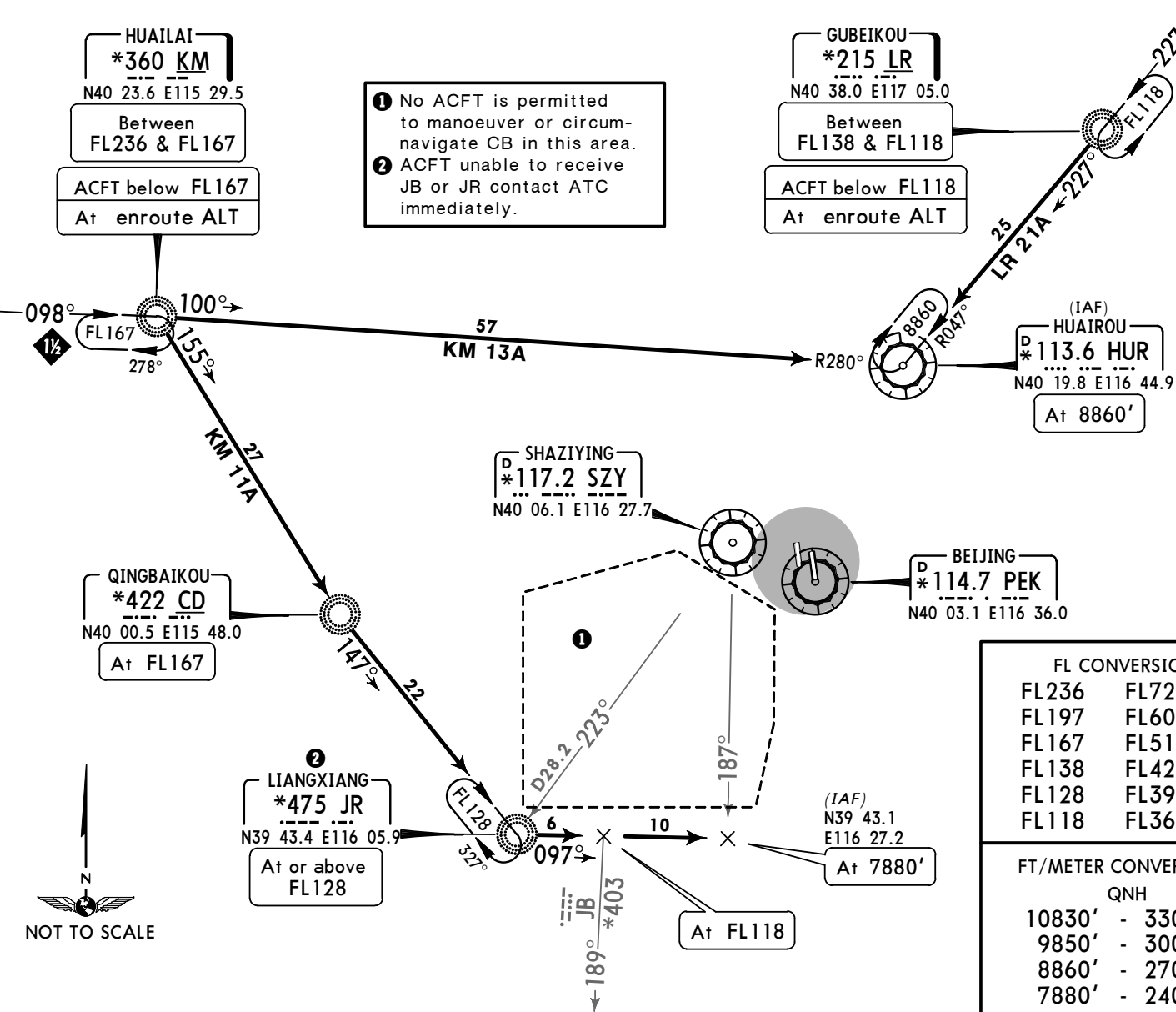
Alt Set: hPa
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



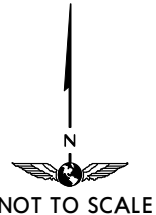
KM 11A, KM 13A, LR 21A
RWYS 36L/R ARRIVALS
FROM NORTH
SPEED MAX 280 KT BETWEEN FL197 & 9850'
MAX 250 KT BELOW 9850'
MAX 210 KT ON INITIAL APPROACH

FL CONVERSION	
FL236	FL7200m
FL197	FL6000m
FL167	FL5100m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m



1 No ACFT is permitted to manoeuvre or circumnavigate CB in this area.
2 ACFT unable to receive JB or JR contact ATC immediately.



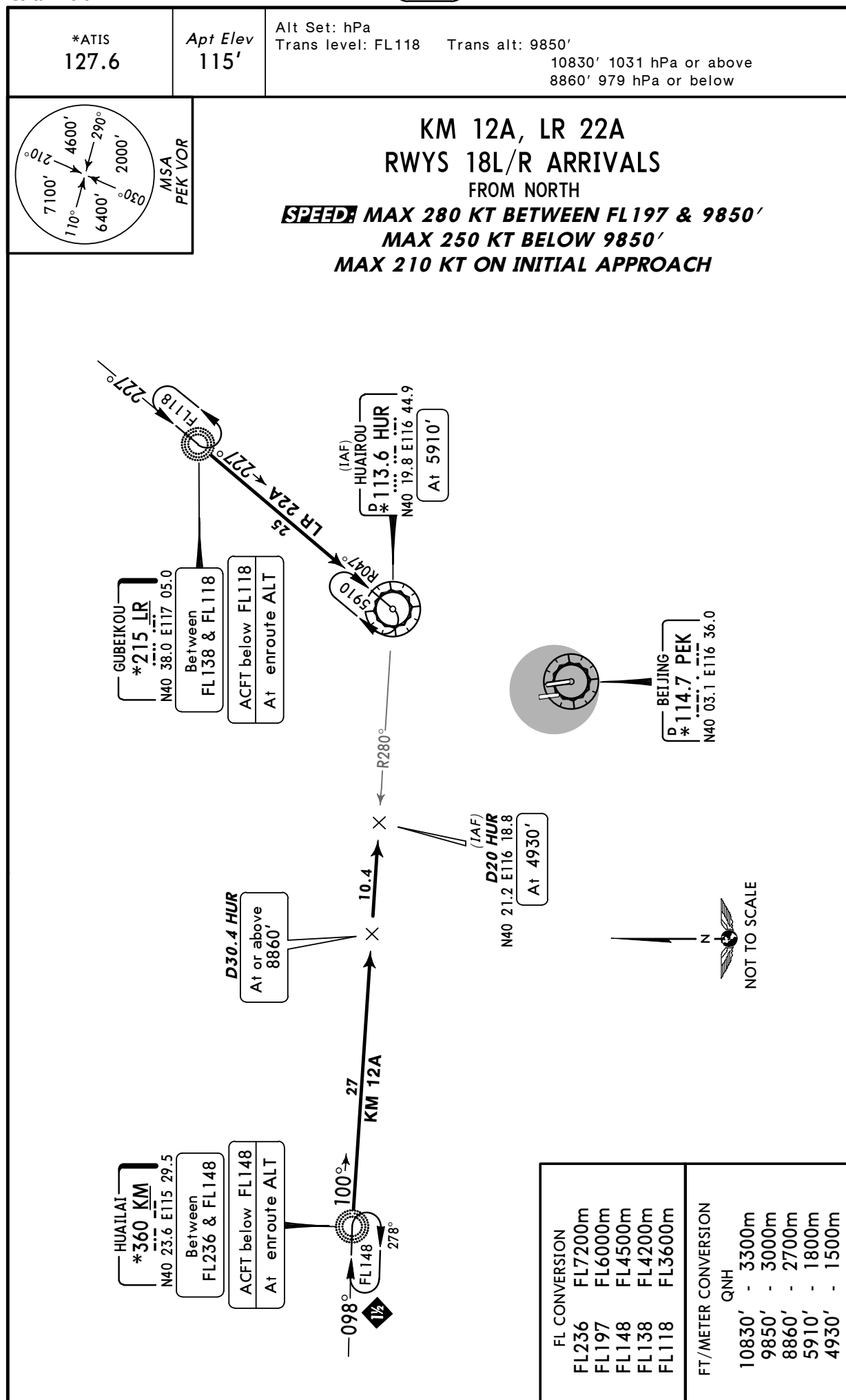
ZBAA/PEK
 CAPITAL

JEPPESSEN
 31 MAR 06 **10-2A**

BEIJING, PR OF CHINA

Eff 13 Apr

STAR



ZBAA/PEK
CAPITAL

JEPPESEN
4 AUG 06 **(10-2B)**

BEIJING, PR OF CHINA

STAR

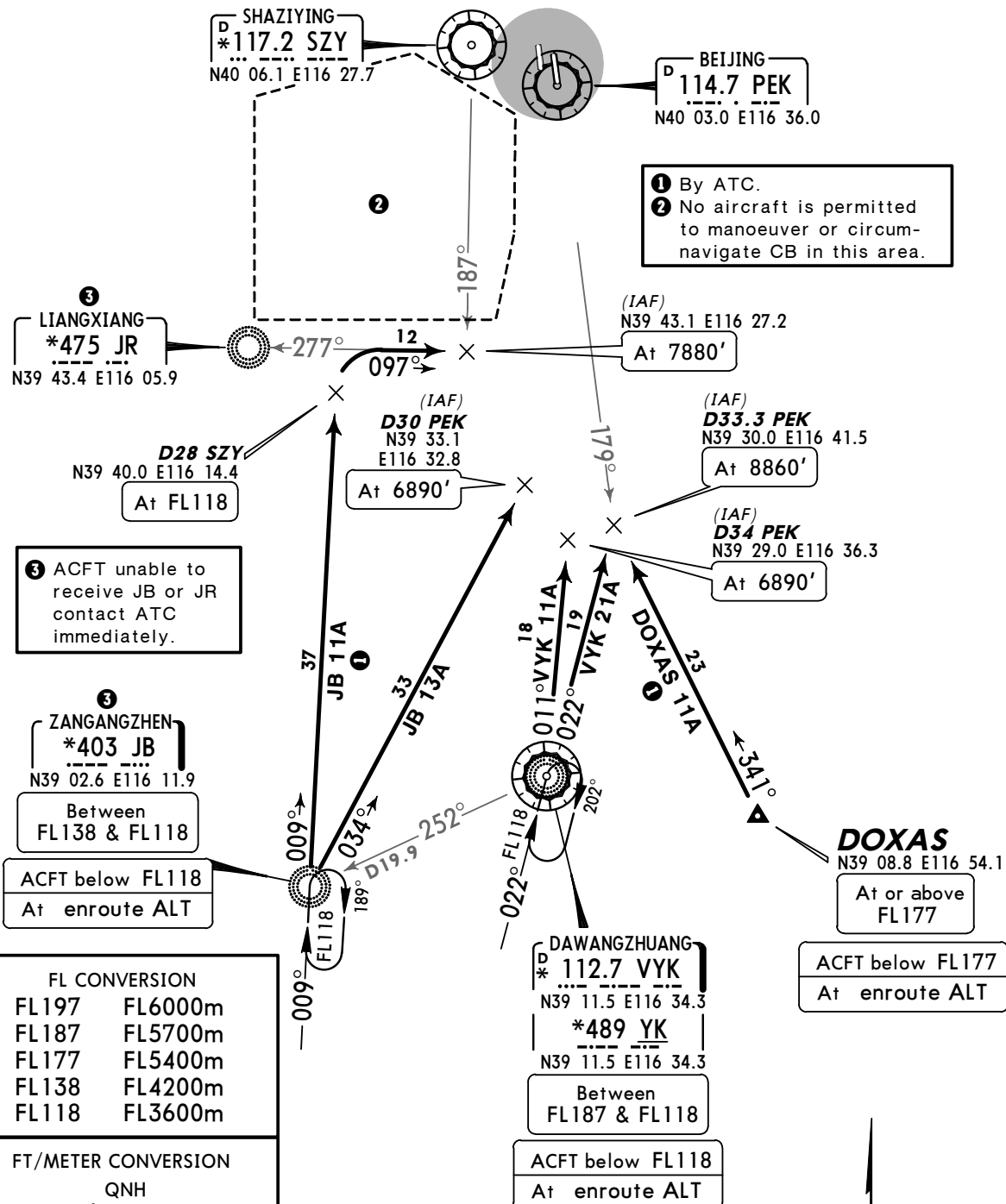
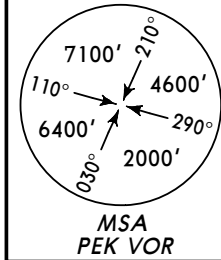
*ATIS
127.6

Apt Elev
115'

Alt Set: hPa
Trans level: FL118 Trans alt: 9850'

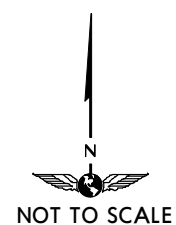
10830' 1031 hPa or above
8860' 979 hPa or below

DOXAS 11A [DOX11A], JB 11A, JB 13A
VYK 11A, VYK 21A
RWYS 36L/R ARRIVALS
FROM SOUTH
~~SPEED~~ MAX 280 KT BETWEEN FL197 & 9850'
MAX 250 KT BELOW 9850'
MAX 210 KT ON INITIAL APPROACH



FL CONVERSION	
FL197	FL6000m
FL187	FL5700m
FL177	FL5400m
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m



ZBAA/PEK
CAPITAL

JEPPESSEN
4 AUG 06 **10-2C**

BEIJING, PR OF CHINA

STAR

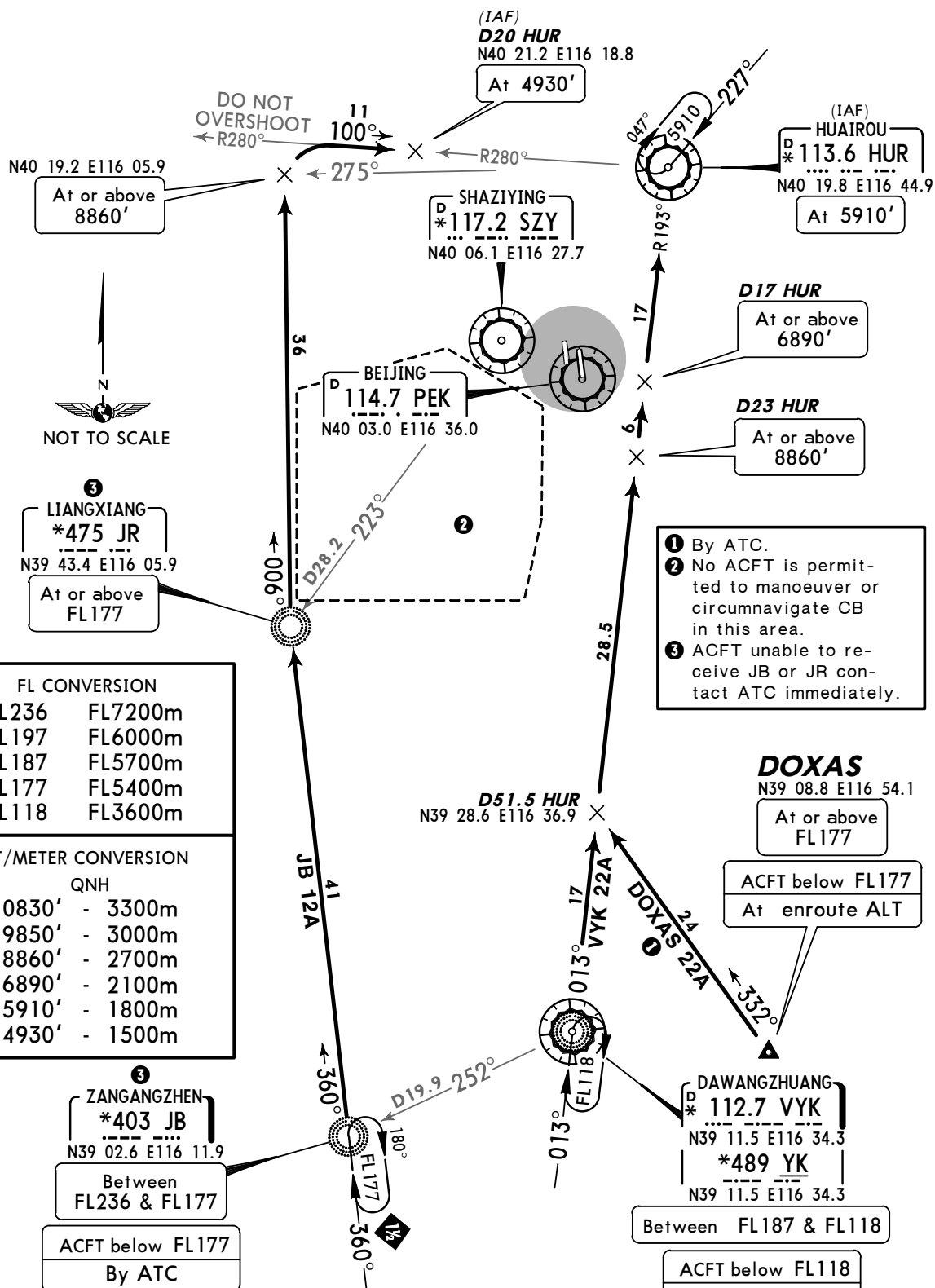
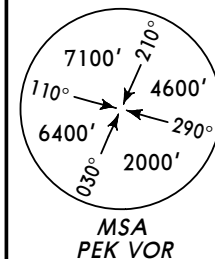
*ATIS
127.6

Apt Elev
115'

Alt Set: hPa
Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

DOXAS 22A [DOX22A], JB 12A, VYK 22A
RWYS 18L/R ARRIVALS
FROM SOUTH
***SPEED* MAX 280 KT BETWEEN FL197 & 9850'**
MAX 250 KT BELOW 9850'
MAX 210 KT ON INITIAL APPROACH



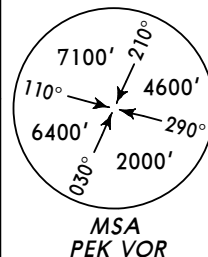
ZBAA/PEK
CAPITAL

JEPPesen
12 MAY 06 **10-3**

BEIJING, PR OF CHINA

SID

Apt Elev 115'
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



YV 11D, YV 13D, YV 15D **YV 12D**
RWY 36L DEPARTURES **RWY 18R DEPARTURE**
TO NORTH

FT/METER CONVERSION

QNH

690' - 210m
4930' - 1500m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL128 FL3900m
FL177 FL5400m



TANGHEKOU
***514 YV**
N40 44.0 E116 38.0
Between
FL128 & FL177
ACFT below FL128
At enroute ALT

- 1 By ATC.
- 2 No aircraft is permitted to manoeuvre or circumnavigate CB in this area.
- 3 Do not overfly.

HUAIROU
***113.6 HUR**
N40 19.8 E116 44.9

N40 16.0 E116 30.5

SHAZIYING
***117.2 SZY**
N40 06.1 E116 27.7

D2 HUR
N40 18.2
E116 43.3
At 4930'

At 690'

BEIJING CAPITAL
287 L
N40 06.8 E116 33.9

BEIJING
***114.7 PEK**
N40 03.1 E116 36.0

BEIJING CAPITAL
354 DK
N40 02.2 E116 34.7

At 8860'

XILIUHETUN
***395 WF**
N39 57.0 E116 52.0
At 4930'

Gnd speed-KT	75	100	150	200	250	300
5.6% 340' per NM	425	567	851	1134	1418	1701
5.3% 322' per NM	403	537	805	1073	1342	1610
5% 304' per NM	380	506	760	1013	1266	1519
4.8% 292' per NM	365	486	729	972	1215	1458
4.2% 255' per NM	319	425	638	851	1063	1276

ZBAA/PEK
CAPITAL

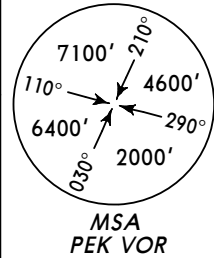
JEPPESSEN
12 MAY 06 (10-3A)

BEIJING, PR OF CHINA

SID

Apt Elev
115'

Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below



YV 21D 1, YV 23D
RWY 36R DEPARTURES
TO

YV 22D
RWY 18L DEPARTURE

TANGHEKOU
*514 YV
N40 44.0 E116 38.0

Between
FL128 & FL177

ACFT below FL128
At enroute ALT

FT/METER CONVERSION

QNH

660'	-	200m
4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL177	FL5400m



- ① By ATC.
- ② No aircraft is permitted to manoeuvre or circumnavigate CB in this area.
- ③ Do not overfly.

HUAIROU
D * 113.6 HUR
... ..
N40 19.8 E116 44.9

D2 HUR
N40 18.2
E116 43.3
At 4930'

BEIJING
D
* 114.7 PEK
N40 03.1 E116 36.0

At 8860'

XILIUHETUN
*395 WF
N39 57.0 E116 52.0
At 4930'

Gnd speed-KT	75	100	150	200	250	300
5.6% 340' per NM	425	567	851	1134	1418	1701
5% 304' per NM	380	506	760	1013	1266	1519
4.8% 292' per NM	365	486	729	972	1215	1458
4.2% 255' per NM	319	425	638	851	1063	1276

ZBAA/PEK
CAPITAL

12 MAY 06
JEPPESSEN
10-3B

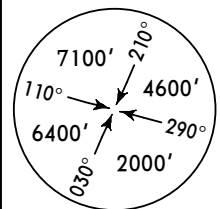
BEIJING, PR OF CHINA
SID

Apt Elev
115'

Trans level: FL118

Trans alt:

9850'
10830' 1031 hPa or above
8860' 979 hPa or below



MSA
PEK VOR

TONIL 11D [TON11D]
RWY 36L DEPARTURE

TONIL 12D [TON12D]
RWY 18R DEPARTURE
BY ATC
TO EAST



N40 08.3 E116 50.2

A↑ 4930'

089°→ 16
TONIL 11D

269°

BEIJING
D * 114.7 PEK
N40 03.1 E116 36.0

(Climb gradient 5%)
15
TONIL 12D

102°

29

24

TONIL
N39 54.0 E117 23.3

XILIUHETUN
* 395 WF
N39 57.0 E116 52.0

A↑ 4930'

A↑ 690'

BEIJING CAPITAL
287 L
N40 06.8 E116 33.9

BEIJING CAPITAL
354 DK
N40 02.2 E116 34.7

FT/METER CONVERSION

QNH
690' - 210m
4930' - 1500m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION
FL118 FL3600m

- 1 No aircraft is permitted to manoeuvre or circumnavigate CB in this area.
- 2 Do not overfly.

Gnd speed-KT	75	100	150	200	250	300
5% 304' per NM	380	506	760	1013	1266	1519

ZBAA/PEK
CAPITAL

12 MAY 06
JEPPESSEN
10-3C

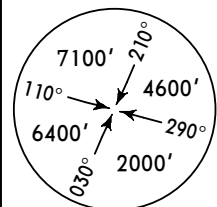
BEIJING, PR OF CHINA
SID

Apt Elev
115'

Trans level: FL118

Trans alt:

9850'
10830' 1031 hPa or above
8860' 979 hPa or below

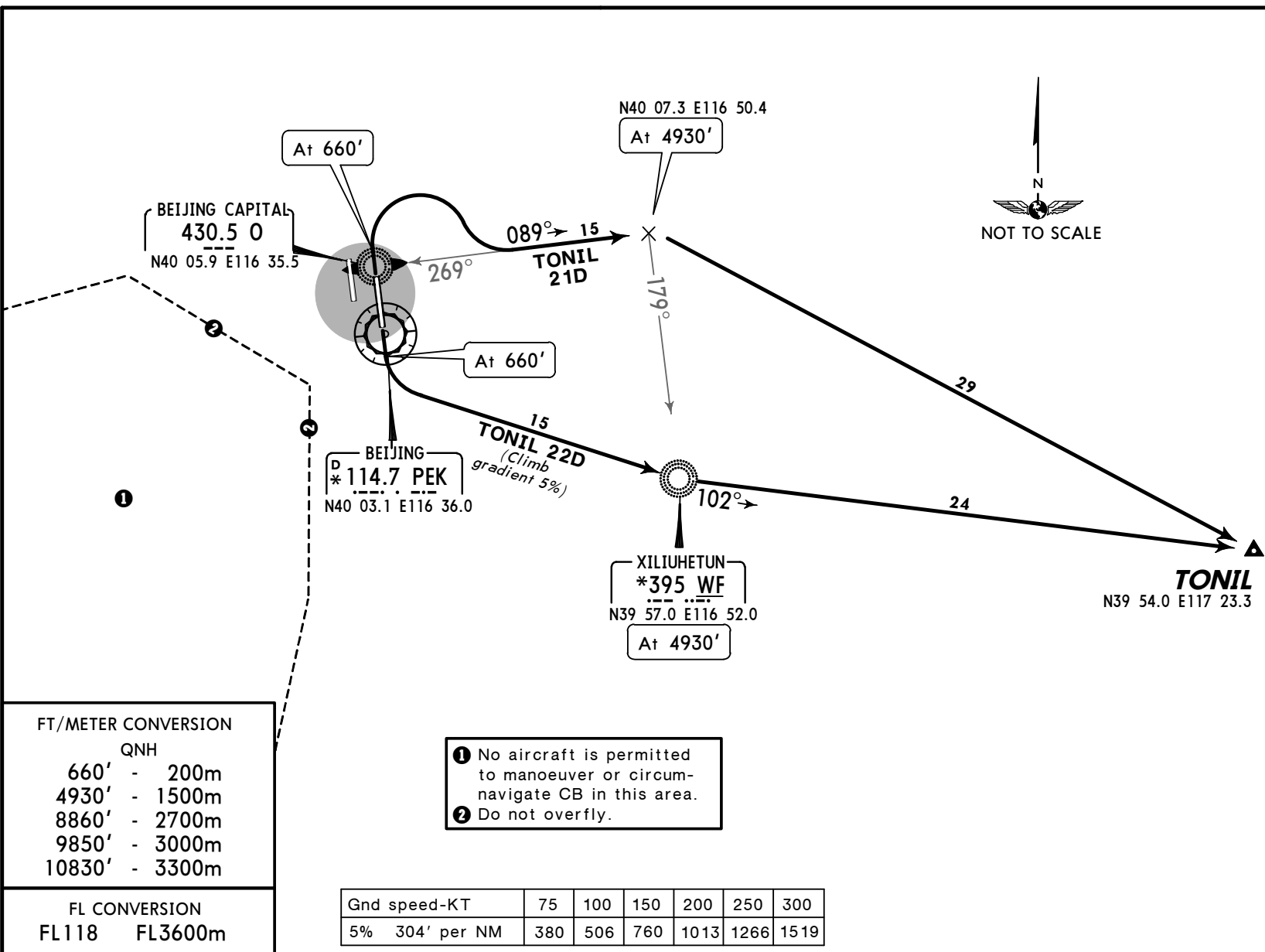
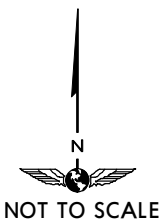


MSA
PEK VOR

TONIL 21D [TON21D]
RWY 36R DEPARTURE

TONIL 22D [TON22D]
RWY 18L DEPARTURE

BY ATC
TO EAST



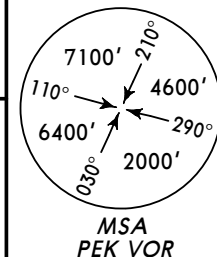
ZBAA/PEK
CAPITAL

JEPPesen
12 MAY 06 (10-3D)

BEIJING, PR OF CHINA

SID

Apt Elev 115'
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



VM 11D, VM 13D
VYK 11D, VYK 13D
RWY 36L DEPARTURES

JB 12D
VM 12D, VYK 12D
RWY 18R DEPARTURES

TO SOUTH

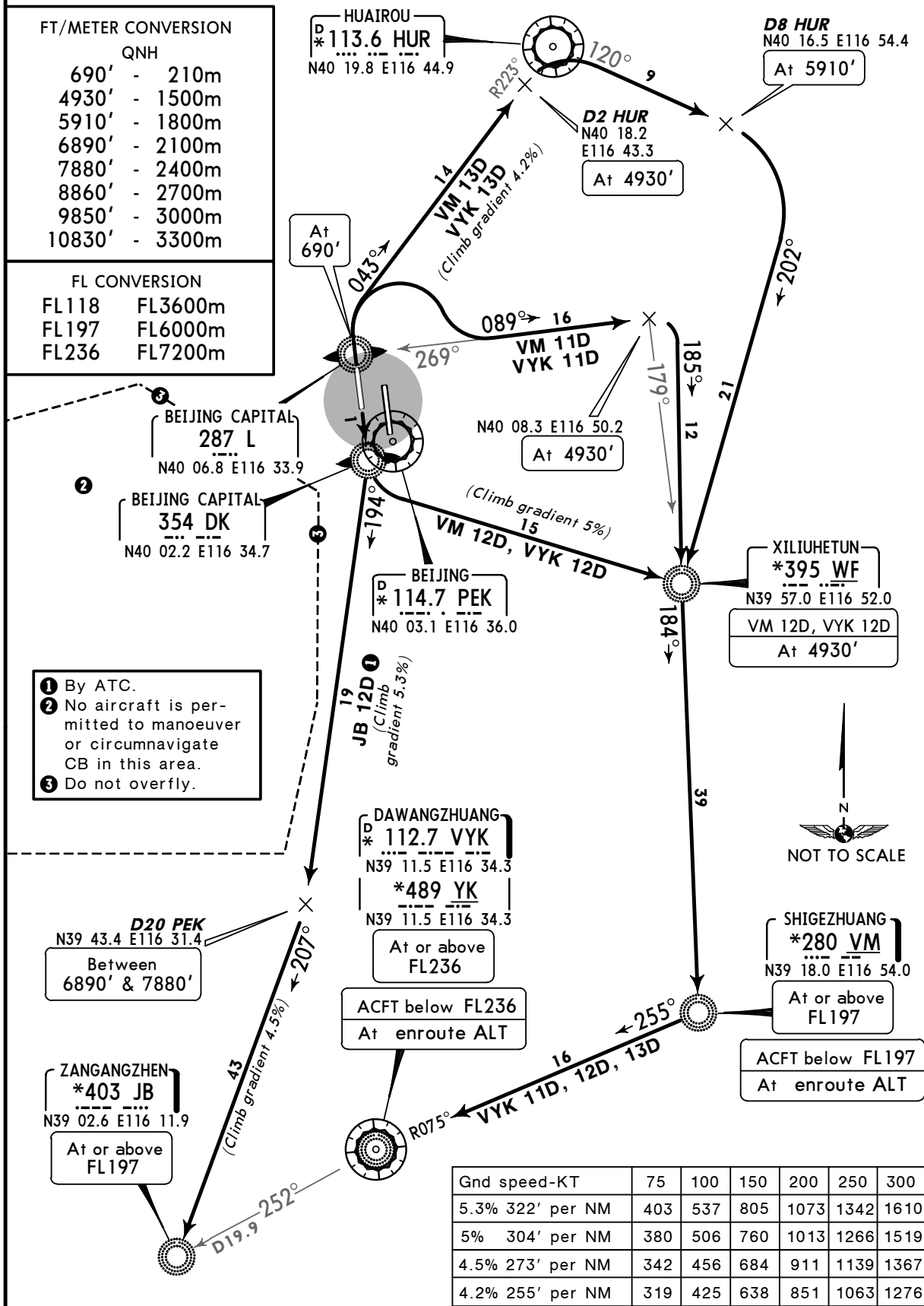
FT/METER CONVERSION

QNH

690'	-	210m
4930'	-	1500m
5910'	-	1800m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL197	FL6000m
FL236	FL7200m



Gnd speed-KT	75	100	150	200	250	300
5.3% 322' per NM	403	537	805	1073	1342	1610
5% 304' per NM	380	506	760	1013	1266	1519
4.5% 273' per NM	342	456	684	911	1139	1367
4.2% 255' per NM	319	425	638	851	1063	1276

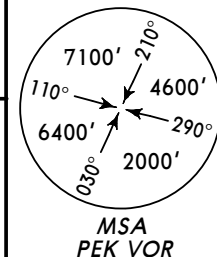
ZBAA/PEK
CAPITAL

JEPPESSEN
12 MAY 06 **(10-3E)**

BEIJING, PR OF CHINA

SID

Apt Elev 115'
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



VM 21D, VM 23D
VYK 21D, VYK 23D
RWY 36R DEPARTURES

JB 22D
VM 22D, VYK 22D
RWY 18L DEPARTURES
TO SOUTH

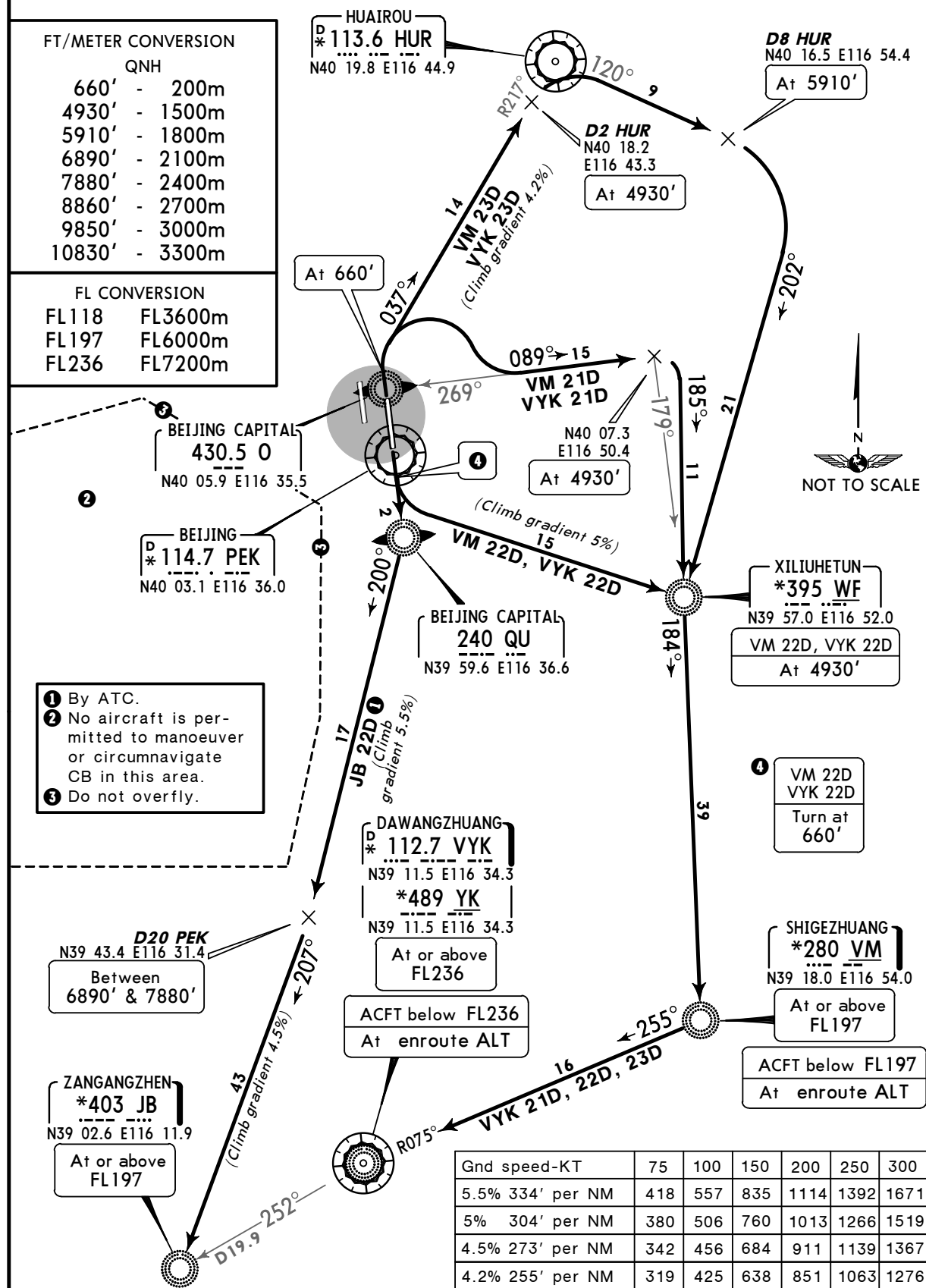
FT/METER CONVERSION

QNH

660'	-	200m
4930'	-	1500m
5910'	-	1800m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL197	FL6000m
FL236	FL7200m



Gnd speed-KT	75	100	150	200	250	300
5.5% 334' per NM	418	557	835	1114	1392	1671
5% 304' per NM	380	506	760	1013	1266	1519
4.5% 273' per NM	342	456	684	911	1139	1367
4.2% 255' per NM	319	425	638	851	1063	1276

ZBAA/PEK
CAPITAL

JEPPESEN
12 MAY 06 10-3F

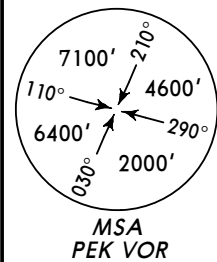
BEIJING, PR OF CHINA
SID

Apt Elev
115'

Trans level: FL118

Trans alt:

9850'
10830' 1031 hPa or above
8860' 979 hPa or below



RENOB 12D [REN12D], RENOB 14D [REN14D]
RWY 18R DEPARTURES
TO SOUTHWEST



SHAZIYING
D *117.2 SZY
N40 06.1 E116 27.7

BEIJING
D *114.7 PEK
N40 03.1 E116 36.0

BEIJING CAPITAL
354 DK
N40 02.2 E116 34.7

LIANGXIANG
*475 JR
N39 43.4 E116 05.9
(SZY R-223/D28.2)
At or above
FL138

D20 PEK
N39 43.4 E116 31.4
Between
6890' & 7880'

Gnd speed-KT	75	100	150	200	250	300
5.3% 322' per NM	403	537	805	1073	1342	1610

- 1 No aircraft is permitted to manoeuvre or circumnavigate CB in this area.
- 2 Do not overfly.

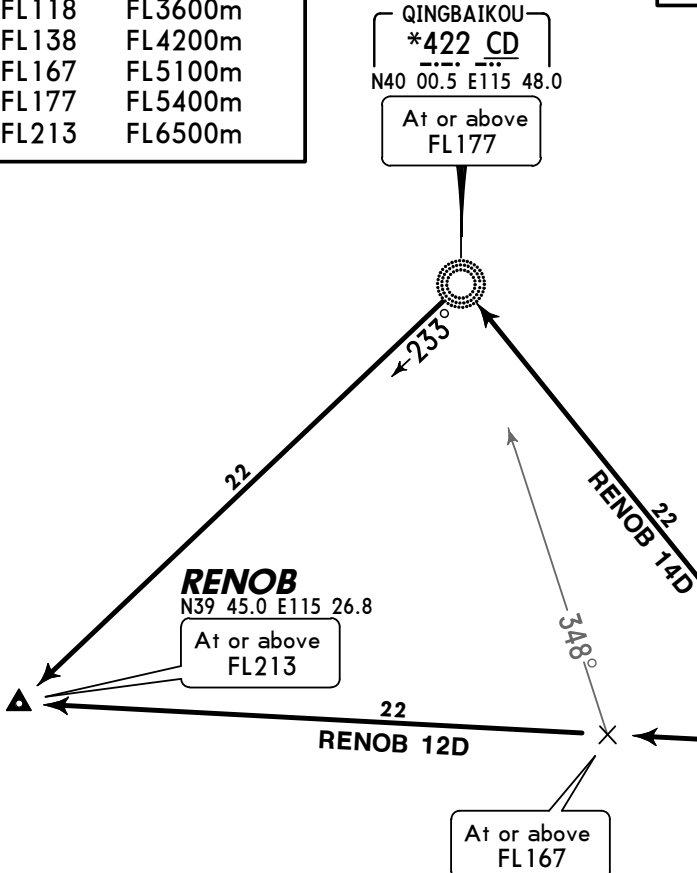
QINGBAIKOU
*422 CD
N40 00.5 E115 48.0
At or above
FL177

RENOB
N39 45.0 E115 26.8
At or above
FL213

At or above
FL167

FT/METER CONVERSION
QNH
6890' - 2100m
7880' - 2400m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION
FL118 FL3600m
FL138 FL4200m
FL167 FL5100m
FL177 FL5400m
FL213 FL6500m



ZBAA/PEK
CAPITAL

12 MAY 06
JEPPESEN
10-3G

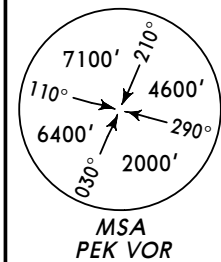
BEIJING, PR OF CHINA
SID

Apt Elev
115'

Trans level: FL118

Trans alt:

9850'
10830' 1031 hPa or above
8860' 979 hPa or below



RENOB 22D [REN22D], RENOB 24D [REN24D]
RWY 18L DEPARTURES
TO SOUTHWEST



SHAZIYING
*117.2 SZY
N40 06.1 E116 27.7

BEIJING
*114.7 PEK
N40 03.1 E116 36.0

BEIJING CAPITAL
240 QU
N39 59.6 E116 36.6

LIANGXIANG
*475 JR
N39 43.4 E116 05.9
(SZY R-223/D28.2)

D20 PEK
N39 43.4 E116 31.4
Between
6890' & 7880'

Gnd speed-KT	75	100	150	200	250	300
5.5% 334' per NM	418	557	835	1114	1392	1671

- 1 No aircraft is permitted to manoeuvre or circumnavigate CB in this area.
- 2 Do not overfly.

QINGBAIKOU
*422 CD
N40 00.5 E115 48.0

At or above
FL177

RENOB
N39 45.0 E115 26.8
At or above
FL213

At or above
FL167

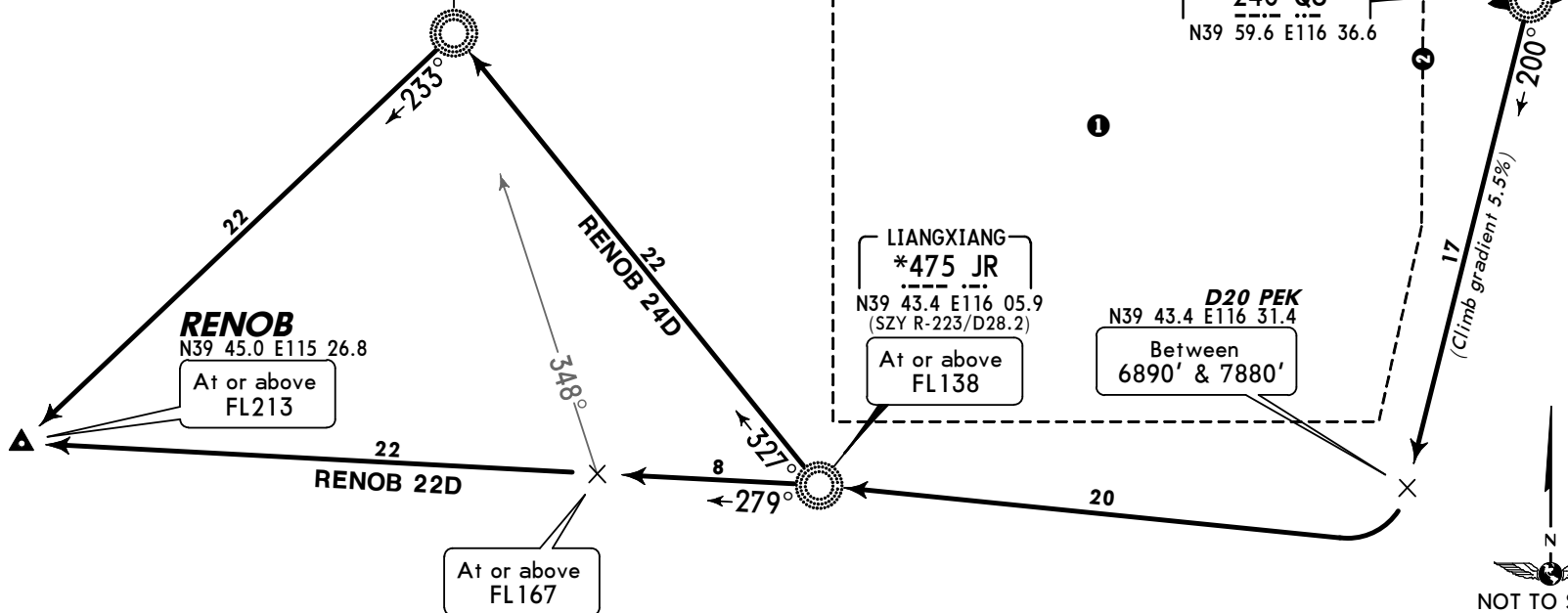
FT/METER CONVERSION

QNH

6890' - 2100m
7880' - 2400m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL138 FL4200m
FL167 FL5100m
FL177 FL5400m
FL213 FL6500m

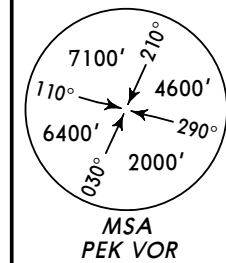


ZBAA/PEK
CAPITAL

JEPPesen
2 JUN 06 10-3H

BEIJING, PR OF CHINA
SID

Apt Elev
115'
Trans level: FL 118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



CD 11D, CD 13D
RWY 36L DEPARTURES
TO WEST
CD 12D, CD 14D
RWY 18R DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
10% 608' per NM	760	1013	1519	2025	2532	3038
6.6% 401' per NM	501	668	1003	1337	1671	2005
5.3% 322' per NM	403	537	805	1073	1342	1610

- 1 By ATC.
- 2 No aircraft is permitted to manoeuvre or circumnavigate CB in this area.
- 3 Do not overfly.

QINGBAIKOU
*422 CD
N40 00.5 E115 48.0
At or above
FL177

FT/METER CONVERSION
QNH

660'	-	200m
690'	-	210m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL177	FL5400m

LIANGXIANG
*475 JR
N39 43.4 E116 05.9
At or above
FL138

SHAHE
*555 CU
N40 07.5 E116 22.2
At or above
6890'

SHAZIYING
*117.2 SZY
N40 06.1 E116 27.7

D20 PEK
N39 43.4 E116 31.4
Between
6890' & 7880'

BEIJING CAPITAL
287 L
N40 06.8 E116 33.9

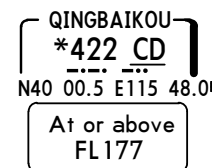
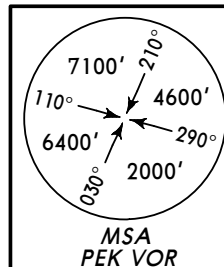
BEIJING
*114.7 PEK
N40 03.0 E116 36.0

BEIJING
354 DK
N40 02.2 E116 34.7

BEIJING, PR OF CHINA **SID**

9850' 10830' 1031 hPa or above
8860' 979 hPa or below

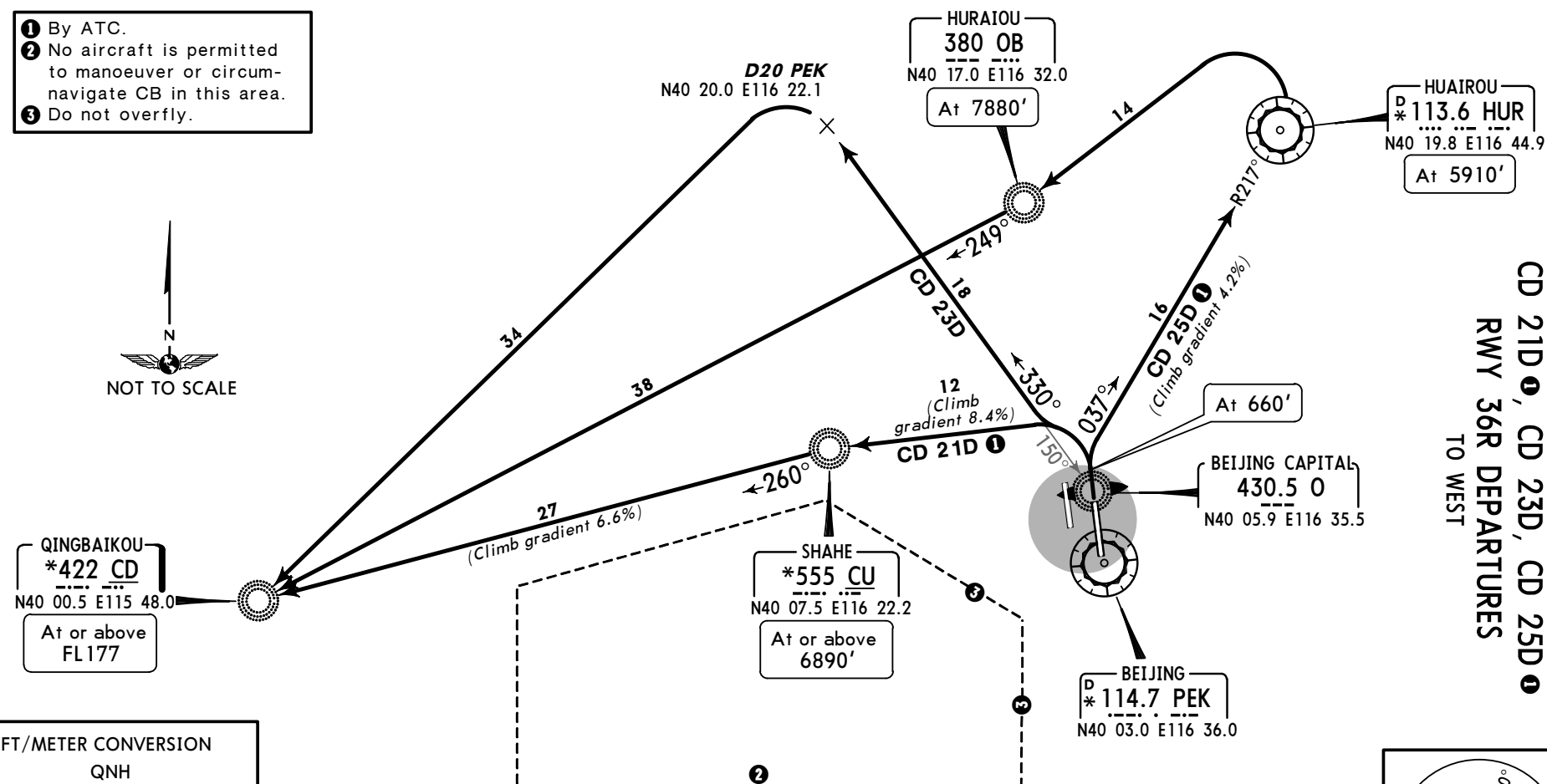
TO WEST



FT/METER CONVERSION	
QNH	
660'	- 200m
5910'	- 1800m
6890'	- 2100m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION
FL118 FL3600m
FL177 FL5400m

Gnd speed-KT	75	100	150	200	250	300
8.4% 510' per NM	638	851	1276	1701	2127	2552
6.6% 401' per NM	501	668	1003	1337	1671	2005
4.2% 255' per NM	319	425	638	851	1063	1276



ZBAA/PEK
CAPITAL

JEPPESEN
12 MAY 06 10-3K

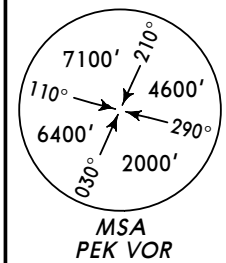
BEIJING, PR OF CHINA
SID

Apt Elev
115'

Trans level: FL118

Trans alt:

9850'
10830' 1031 hPa or above
8860' 979 hPa or below



CD 22D, CD 24D
RWY 18L DEPARTURES
TO WEST

Gnd speed-KT	75	100	150	200	250	300
5.5% 334' per NM	418	557	835	1114	1392	1671
5% 304' per NM	380	506	760	1013	1266	1519

- 1 By ATC.
- 2 No aircraft is permitted to manoeuvre or circumnavigate CB in this area.
- 3 Do not overfly.

QINGBAIKOU
*422 CD
N40 00.5 E115 48.0
At or above
FL177

FT/METER CONVERSION

QNH	
660'	- 200m
4930'	- 1500m
6890'	- 2100m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL167	FL5100m
FL177	FL5400m

LIANGXIANG
*475 JR
N39 43.4 E116 05.9
At or above
FL138

SHAHE
*555 CU
N40 07.5 E116 22.2
At or above
FL167

CAT A & B
At enroute ALT

SHAZIYING
*117.2 SZY
N40 06.1 E116 27.7

CD 22D
Turn at
660'

BEIJING CAPITAL
240 QU
N39 59.6 E116 36.6

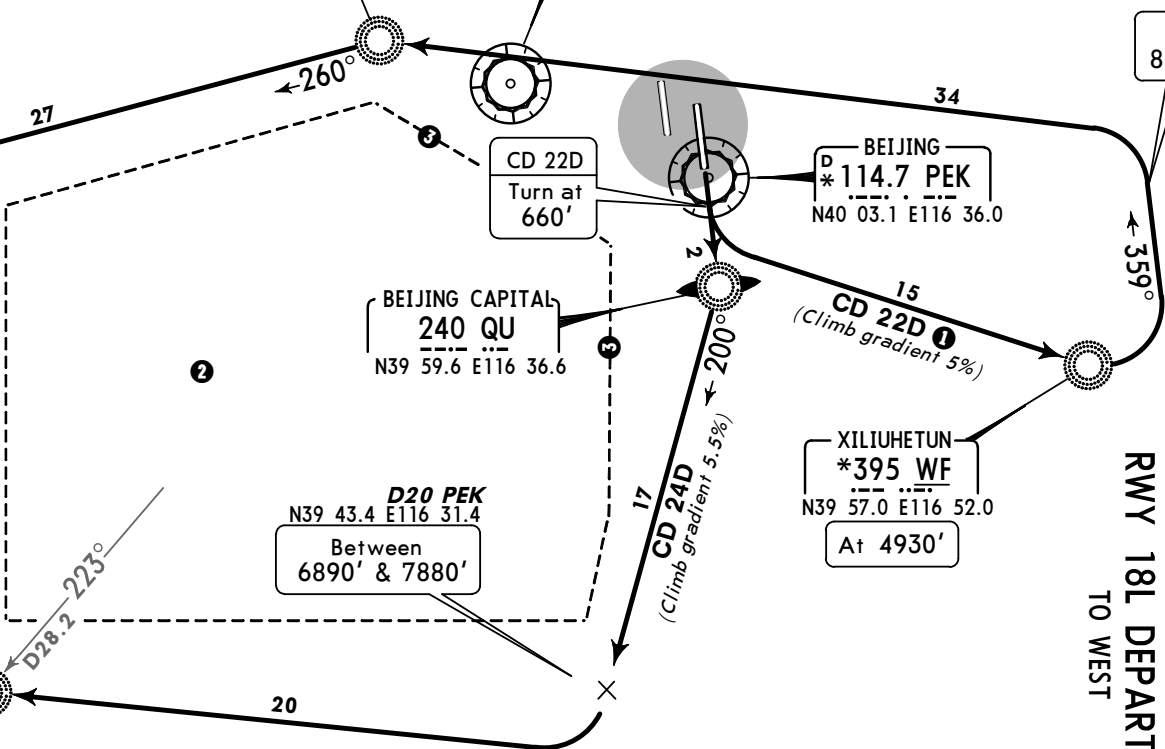
D20 PEK
N39 43.4 E116 31.4
Between
6890' & 7880'

BEIJING
*114.7 PEK
N40 03.1 E116 36.0

CD 22D 1
(Climb gradient 5%)

XILIUHETUN
*395 WF
N39 57.0 E116 52.0
At 4930'

CD 24D
(Climb gradient 5.5%)



ZBAA/PEK
CAPITAL

12 MAY 06
10-3L

BEIJING, PR OF CHINA

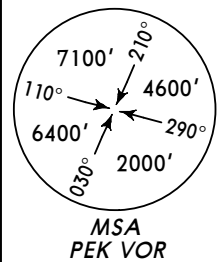
SID

Apt Elev
115'

Trans level: FL118

Trans alt:

9850'
10830' 1031 hPa or above
8860' 979 hPa or below



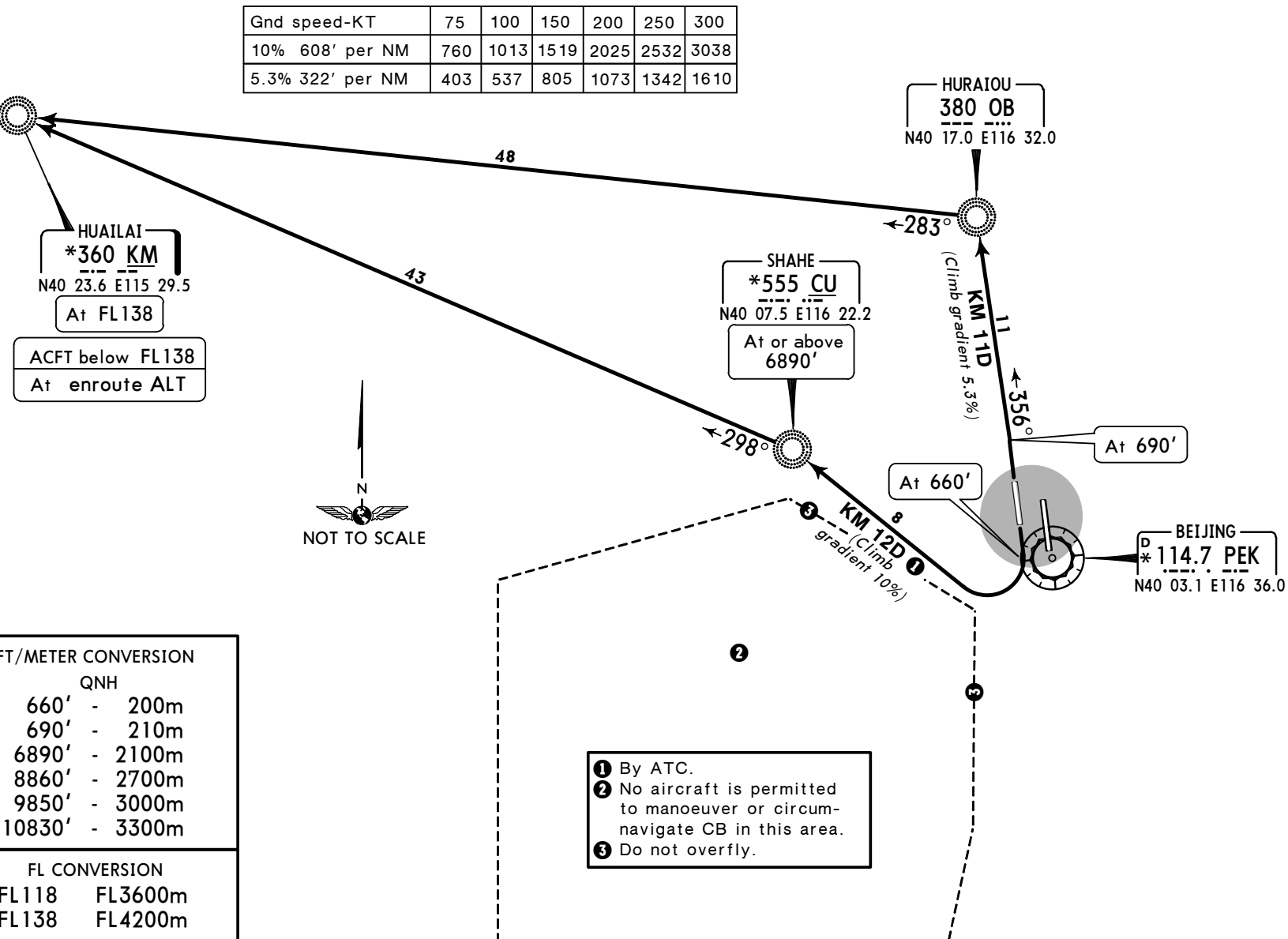
KM 11D

KM 12D

RWY 36L DEPARTURE

RWY 18R DEPARTURE

CAT A & B ONLY
TO NORTHWEST



Gnd speed-KT	75	100	150	200	250	300
10% 608' per NM	760	1013	1519	2025	2532	3038
5.3% 322' per NM	403	537	805	1073	1342	1610

FT/METER CONVERSION

QNH	
660'	- 200m
690'	- 210m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m

ZBAA/PEK
CAPITAL

12 MAY 06
10-3M

BEIJING, PR OF CHINA
SID

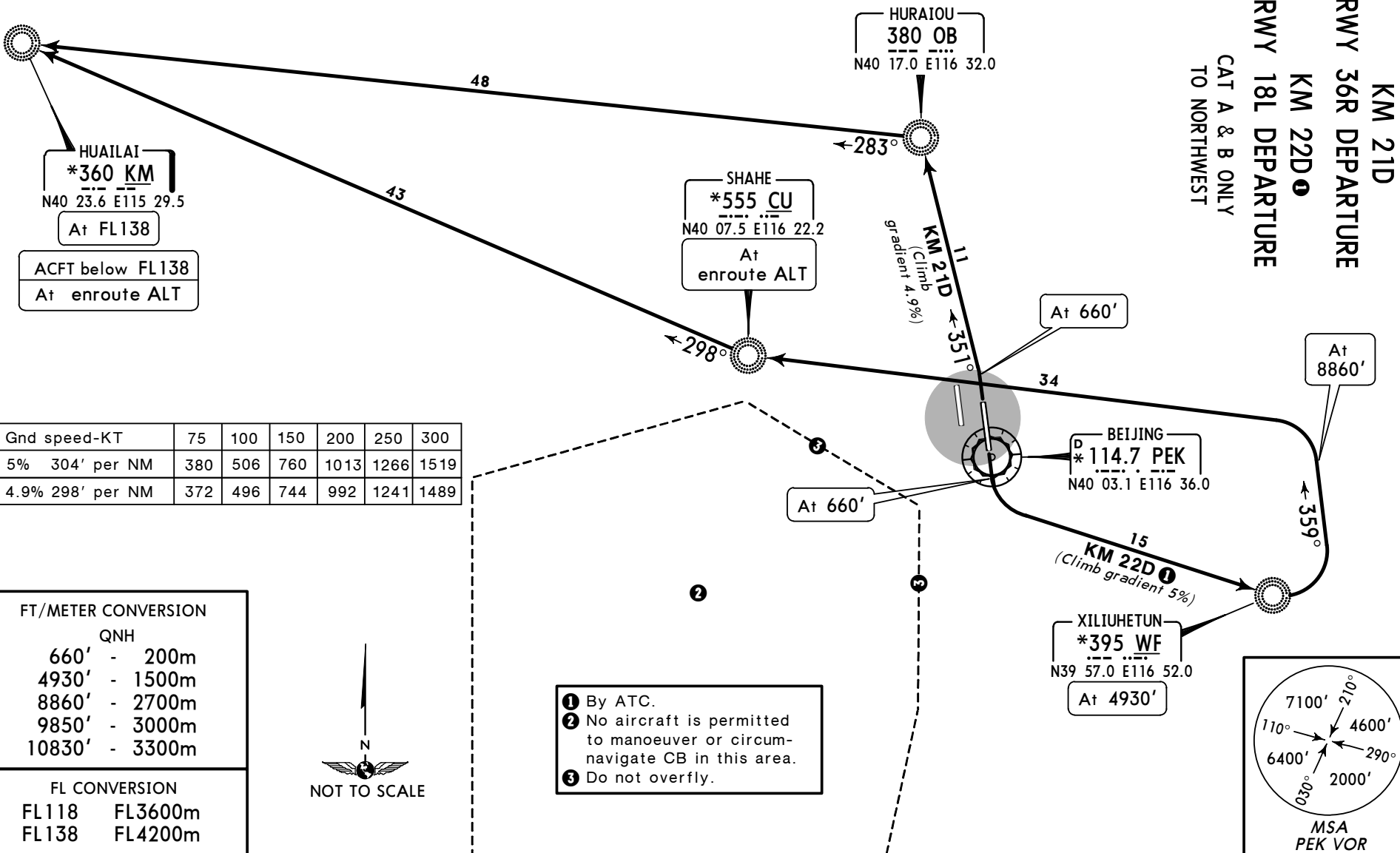
Apt Elev
115'

Trans level: FL118

Trans alt:

9850'
10830' 1031 hPa or above
8860' 979 hPa or below

KM 21D
RWY 36R DEPARTURE
KM 22D
RWY 18L DEPARTURE
CAT A & B ONLY
TO NORTHWEST



ZBAA/PEK

Apt Elev **115'**
N40 04.4 E116 35.7

BEIJING, PR OF CHINA

CAPITAL

21 SEP 07

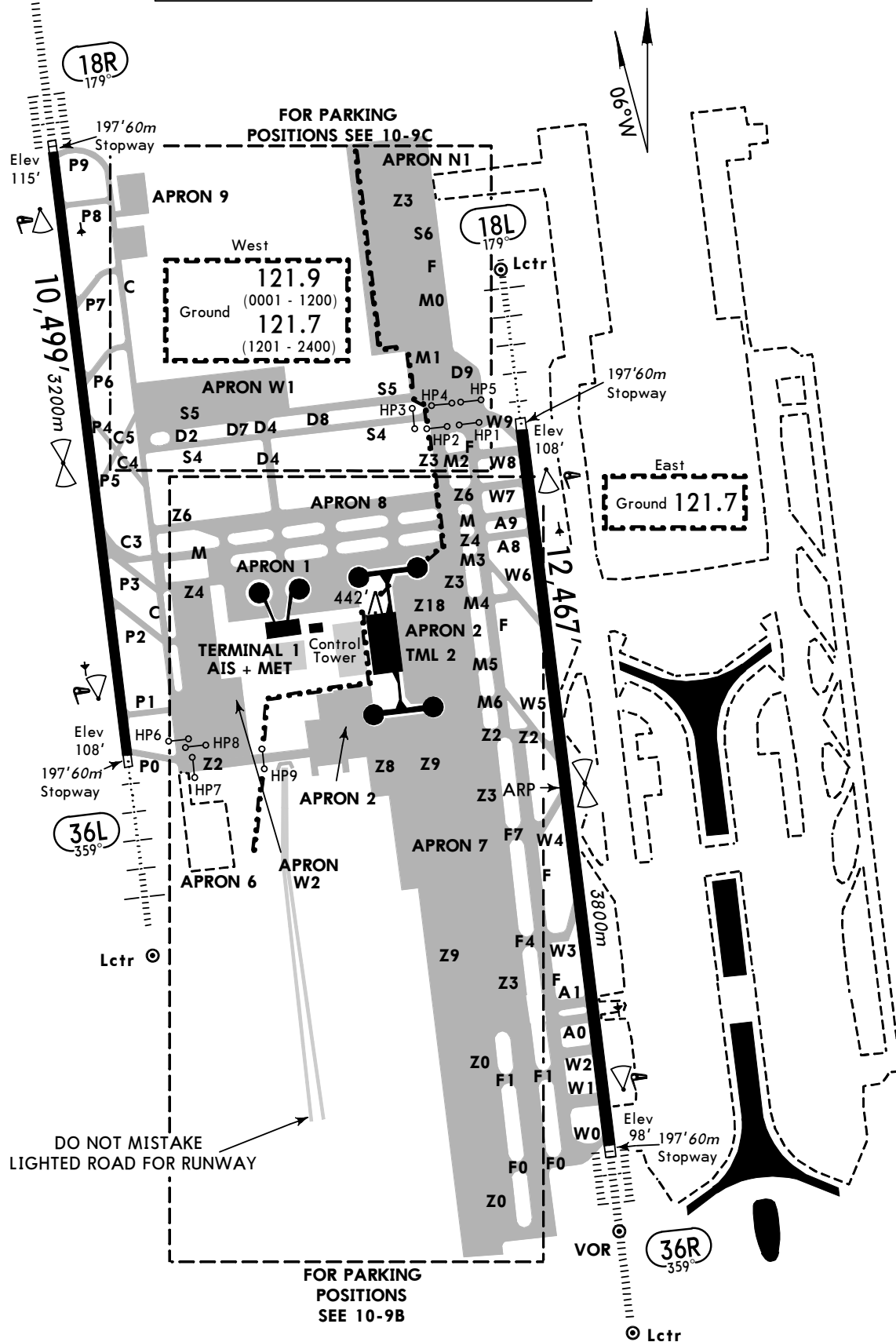
10-9

Eff 27 Sep

ATIS	BEIJING Delivery	BEIJING Ground			Tower	
		(0001 - 1200)		(1201 - 2400)	West	East
		West	East			
127.6	121.6	121.9	121.7	121.7	124.3	118.5

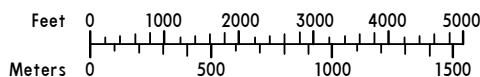
© Lctr

For AIRPORT BRIEFING refer to 10-1P pages



DO NOT MISTAKE
LIGHTED ROAD FOR RUNWAY

FOR PARKING
POSITIONS
SEE 10-9B



ZBAA/PEK

JEPPESEN

BEIJING, PR OF CHINA

21 SEP 0710-9A

Eff 27 Sep

CAPITAL

ADDITIONAL RUNWAY INFORMATION										
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH		
					LANDING BEYOND					
	Threshold	Glide Slope								
18L	HIRL ①	CL ②	HIALS	PAPI-L(3.0°)	③ RVR	11,483' 3500m	⑤	197' 60m		
36R	HIRL ①	CL ②	ALSF-II	TDZ PAPI-L(3.0°)	④ RVR	11,444' 3488m				
① spacing 60m ② white, spacing 15m ③ HST-W4 & W3. ④ HST-W5 & W6. ⑤ TAKE-OFF RUN AVAILABLE RWY 18L: From rwy head 12,467' (3800m) twy W8 int 11,909' (3630m) RWY 36R: From rwy head 12,467' (3800m) twy W1 int 11,909' (3630m)										
18R	HIRL ⑥	CL ⑦	ALSF-II	TDZ PAPI-L(3.0°)	⑧ RVR	9514' 2900m	⑩	164' 50m		
36L	HIRL ⑥	CL ⑦	HIALS	PAPI-L(3.0°)	⑨ RVR	9564' 2915m				
⑥ spacing 60m ⑦ white, spacing 30m ⑧ HST-P2, P3 & P4 ⑨ HST-P5, P6 & P7 ⑩ TAKE-OFF RUN AVAILABLE RWY 18R: From rwy head 10,499' (3200m) twy P8 int 9580' (2920m) RWY 36L: From rwy head 10,499' (3200m) twy P1 int 9580' (2920m)										
TAKE-OFF										
		Rwy 18L/36R LVP must be in force			All Rwys					
		HIRL and CL		RL and RCLM	RL	NIL (DAY only)				
2 TURB Eng or 3 & 4 Eng	A	RVR 200m	RVR 250m	RVR 400m	RVR 500m					
	B									
	C	RVR 250m	RVR 300m							
	D									
Other	VIS 1600m									

ZBAA/PEK

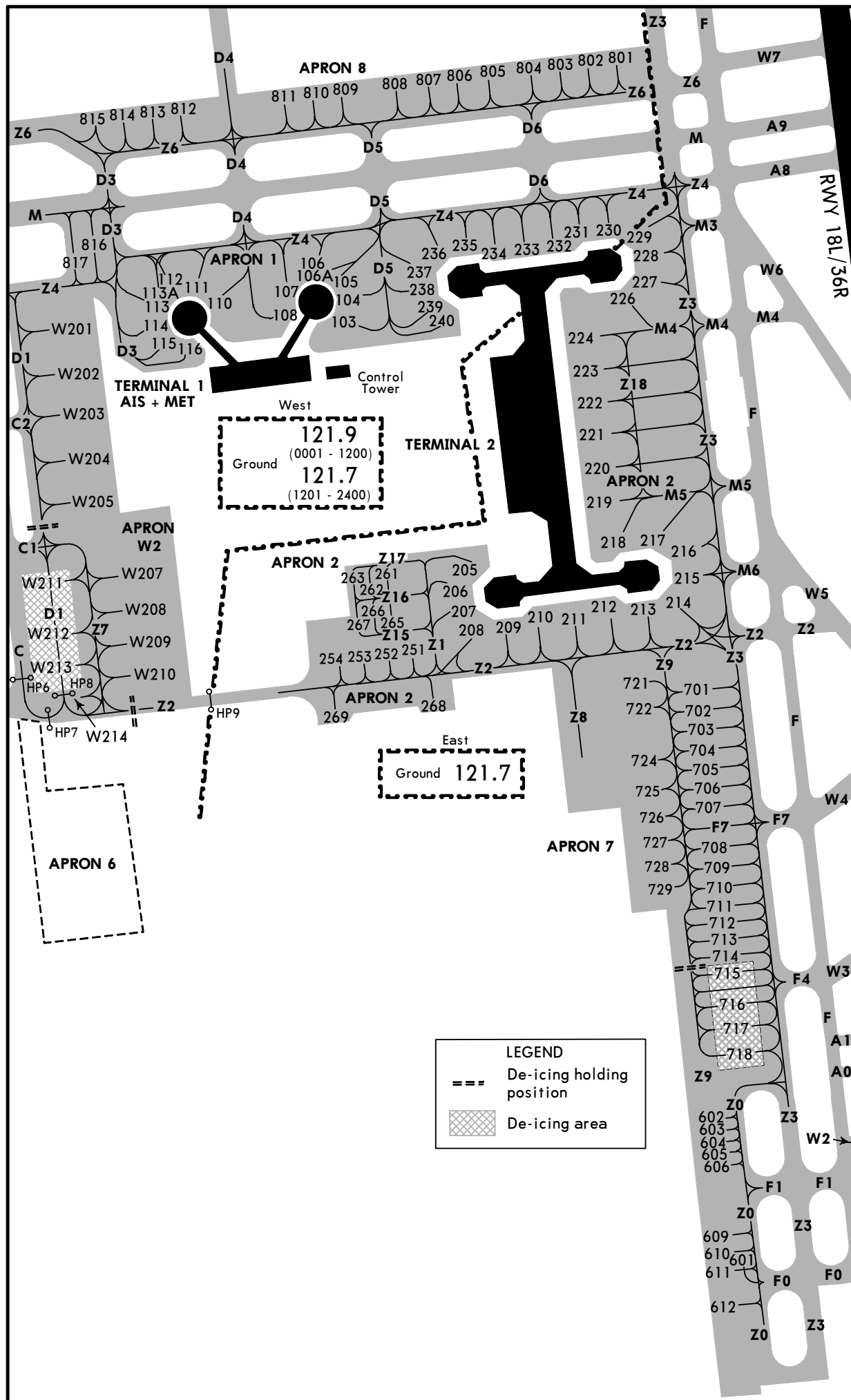
BEIJING, PR OF CHINA

21 SEP 07

10-9B

Eff 27 Sep

CAPITAL



CHANGES: Twys.

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ZBAA/PEK

JEPPESEN

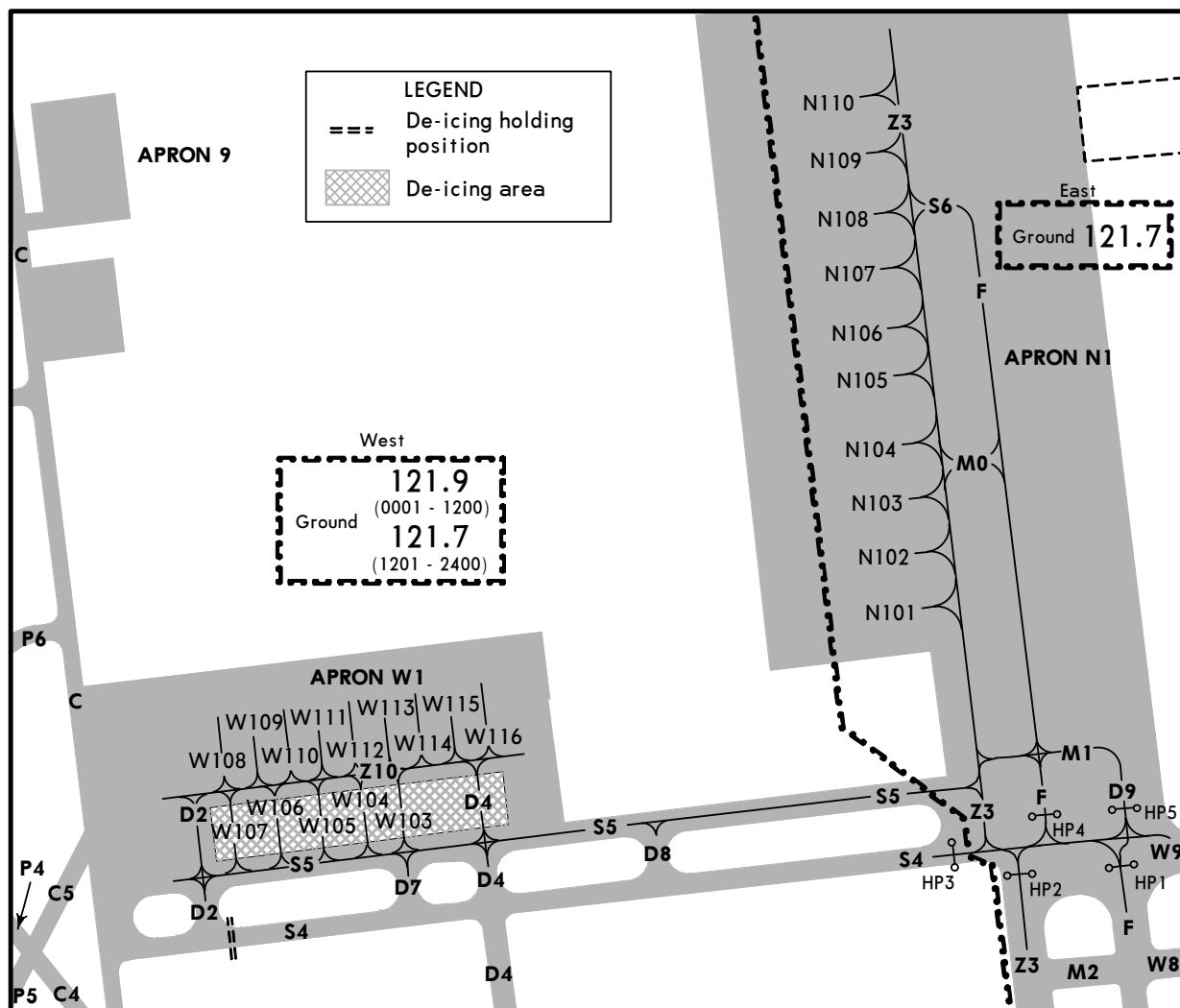
BEIJING, PR OF CHINA

21 SEP 07

10-9C

Eff 27 Sep

CAPITAL

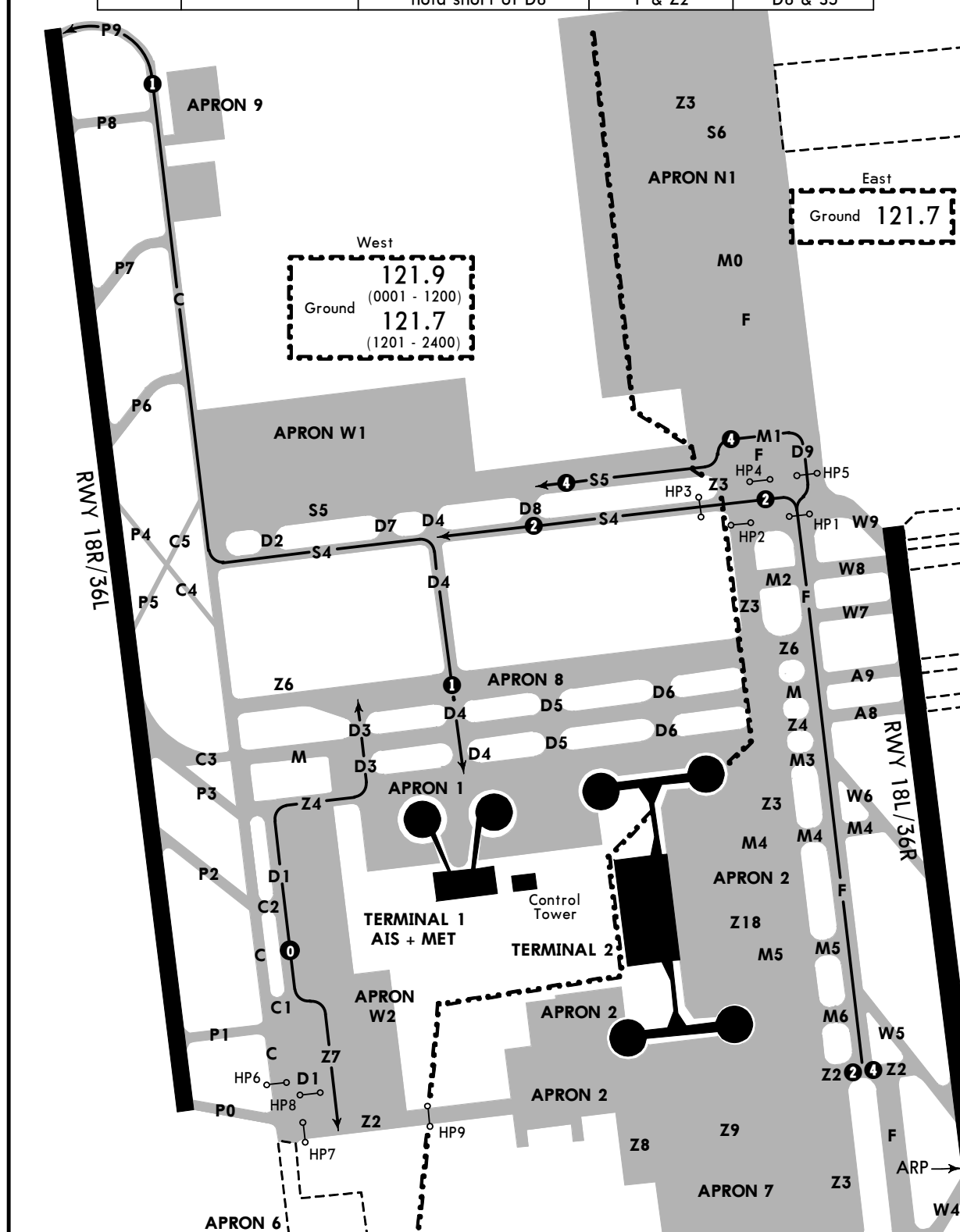


ZBAA/PEK**JEPPesen****BEIJING, PR OF CHINA**

21 SEP 07

10-9D**Eff 27 Sep****CAPITAL****TAXI ROUTES 0, 1, 2 & 4**

Route ID	Direction	Description	Beginning point	Ending point
Route 0	Two-way (depend on context of taxi instruction)	Z7-C1-D1-Z4-D3 or D3-Z4-D1-C1-Z7	Intersection of Z7 & Z2 or D3 & Z6	Intersection of D3 & Z6 or Z7 & Z2
Route 1	Two-way (depend on rwy in use)	36L/36R in use: P9-C-S4-D4	P9	Intersection of D4 & Z4
		18L/18R in use: D4-S4-C-P9 hold short of rwy 18R	Intersection of D4 & Z4	P9
Route 2	One-way	F-S4, hold short of D4 and contact Ground West	Intersection of F & Z2	Intersection of S4 & D4
Route 4	One-way	F-D9-M1-Z3-S5, hold short of D8	Intersection of F & Z2	Intersection of D8 & S5



CHANGES: Twys.

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ZBAA/PEK

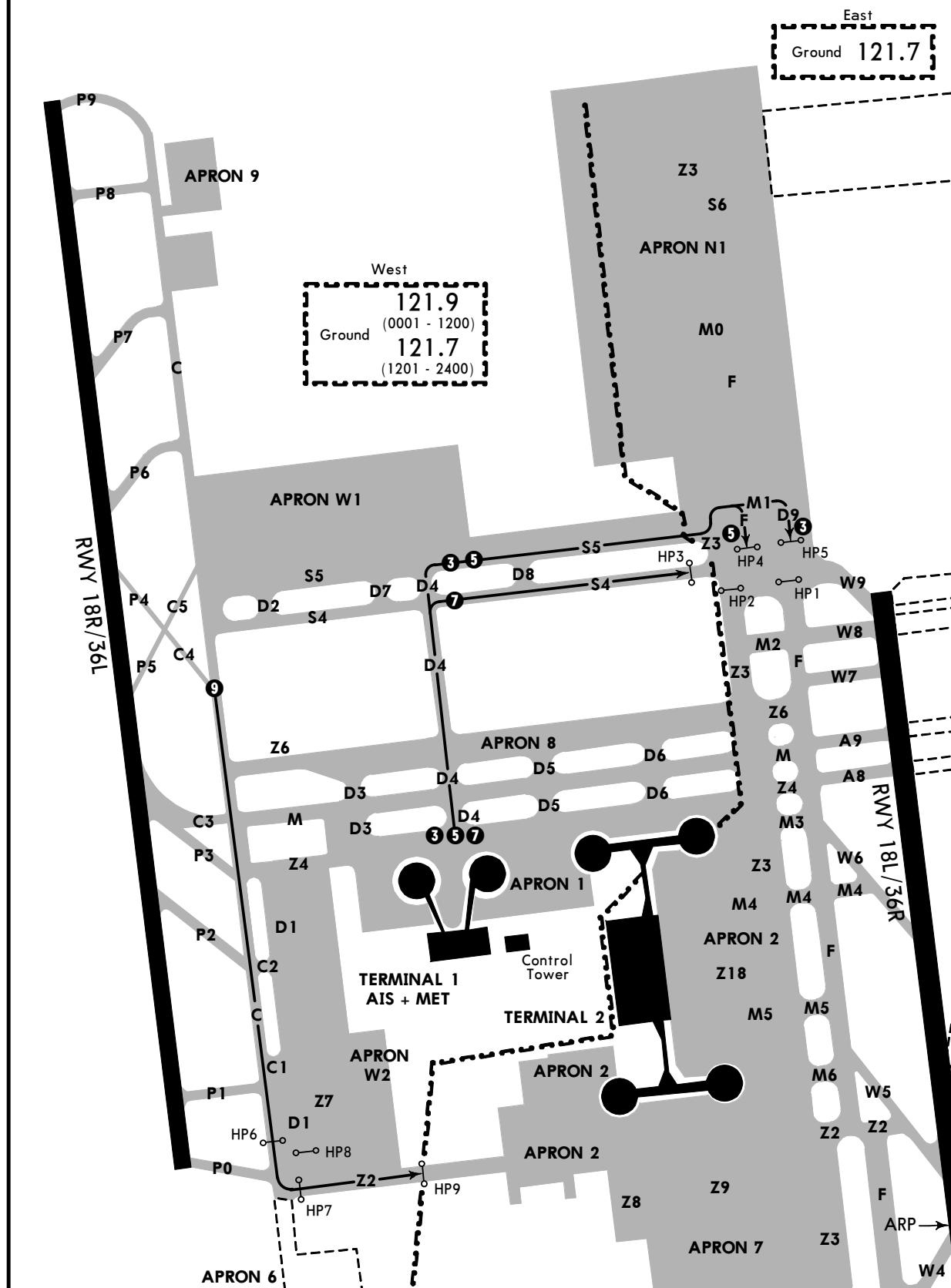
JEPPESEN
21 SEP 07 **10-9E** **Eff 27 Sep**

BEIJING, PR OF CHINA

CAPITAL

TAXI ROUTES 3, 5, 7 & 9

Route ID	Direction	Description	Beginning point	Ending point
Route ③	One-way	D4-S5-Z3-M1-D9 hold at HP5	Intersection of D4 & Z4	HP5
Route ⑤	One-way	D4-S5-Z3-M1-F hold at HP4	Intersection of D4 & Z4	HP4
Route ⑦	One-way	D4-S4, hold at HP3	Intersection of D4 & Z4	HP3
Route ⑨	One-way	C-Z2, hold at HP9	Intersection of C & P4	HP9

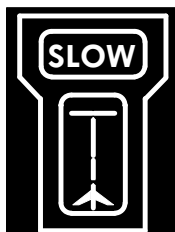


ZBAA/PEK**JEPPESEN**

22 SEP 06 (10-9F) Eff 28 Sep

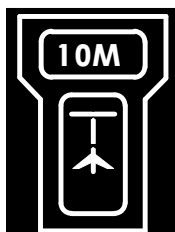
BEIJING, PR OF CHINA**CAPITAL****VISUAL DOCKING GUIDANCE SYSTEM****1. Gate Ready for Docking**

Acft type and flight number are alternated in a flashing sequence across the top of display board.

2. Acft detected

When the acft is detected, an acft symbol is displayed at the bottom of display board, and "SLOW" message is displayed across the top of display board to note pilot approaching slowly. At this point, the pilot will distance-to-go closure rates in these increments, as well as centerline guidance:

98'/30m to 66'/20m	16.4'/5m -steps
66'/20m to 33'/10m	6.6'/2m -steps
33'/10m to 3.3'/1m	3.3'/1m -steps
3.3'/1m to Stop	0.7'/0.2m -steps

3. Acft is on centerline

33'/10m to final stop position.

Important:
Approach slowly to final stop position.

4. Acft is RIGHT of centerline

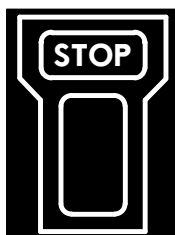
Correction LEFT is required.

5. Acft is LEFT of centerline

Correction RIGHT is required.

6. Acft prepare to stop

1.3'/0.4m to final stop position, prepare to stop the acft.

7. Display indicating:

STOP	- Stop now.
OK	- Docking point reached, successful docking.
ONBLOCK	- Docking procedure finished completely.
STOP TOO FAR	- Acft has gone beyond docking position.
ESTOP	- Emergency Stop
	- Stop acft immediately, wait for docking instructions from Apron Control to resume docking procedure.

- Before the docking procedure is completely finished, pilot should not turn off the engine or release the brakes.
- The suggested taxiing speed: During the docking procedure, the taxiing speed should be strictly controlled to decrease. When 33'/10m is displayed on the display unit, the acft should slow down to 0 KT until reaching the stop point.
- If the following events occur, the pilot must stop the docking procedure, wait for further instructions from Apron Control.
 - Displayed acft type and flight number are not consistent with the incoming acft;
 - Display board becomes unreadable or no display at all (loss of display);
 - ESTOP message is displayed;
 - Pilot believes system is transmitting erroneous docking data;
 - Display board illuminates error messages.
- If the system does not detect the acft (neither acft symbol in the lower part, nor distance information in the upper part of the display unit), and the pilot does not get a steady acft type read out on the top of display unit until the acft nose reached the passengers boarding bridge, pilot must stop immediately and wait for further instructions from Apron Control.

ZBAA/PEK**JEPPESEN**21 OCT 05
Eff 27 Oct **(10-9X)****JAA MINIMUMS**
BEIJING, PR OF CHINA
CAPITAL

STRAIGHT-IN RWY		A	B	C	D
18L	ILS DME	308' (200')	308' (200')	308' (200')	308' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	510' (402')	510' (402')	510' (402')	510' (402')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
18R	ILS DME ❶	315' (200')	315' (200')	328' (213')	328' (213')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ❶	500' (385')	500' (385')	500' (385')	500' (385')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
36L	ILS ❷❸	308' (200')	308' (200')	322' (214')	322' (214')
		R550m	R550m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ❷	450' (342')	450' (342')	450' (342')	450' (342')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
36R	CAT 2 ILS DME	198' (100')	198' (100')	198' (100')	198' (100')
		RA 106' R300m	RA 106' R300m	RA 106' R300m	RA 106' R300m
	ILS DME	298' (200')	298' (200')	298' (200')	298' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	430' (332')	430' (332')	430' (332')	430' (332')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	480' (382')	480' (382')	480' (382')	480' (382')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

❶ Missed apch climb gradient mim 5.0%.

❷ Missed apch climb gradient mim 3.0%.

❸ LMM out: NOT AUTHORIZED.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
❹	690' (575')	690' (575')	870' (755')	870' (755')
	V1500m	V1600m	V2400m	V3600m

❹ After apch to rwy 18L, 36R not authorized West of rwy.
After apch to rwy 18R, 36L not authorized East of rwy.

ZBAA/PEK



JAA MINIMUMS
BEIJING, PR OF CHINA
CAPITAL

TAKE-OFF RWY 18L, 36R

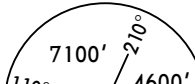
		LVP must be in Force			
		HIRL and CL	RL and RCLM	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A				
	B	<i>R200m</i>	<i>R250m</i>	<i>R400m</i>	<i>R500m</i>
	C				
	D	<i>R250m</i>	<i>R300m</i>		
Other		<i>V1600m</i>			

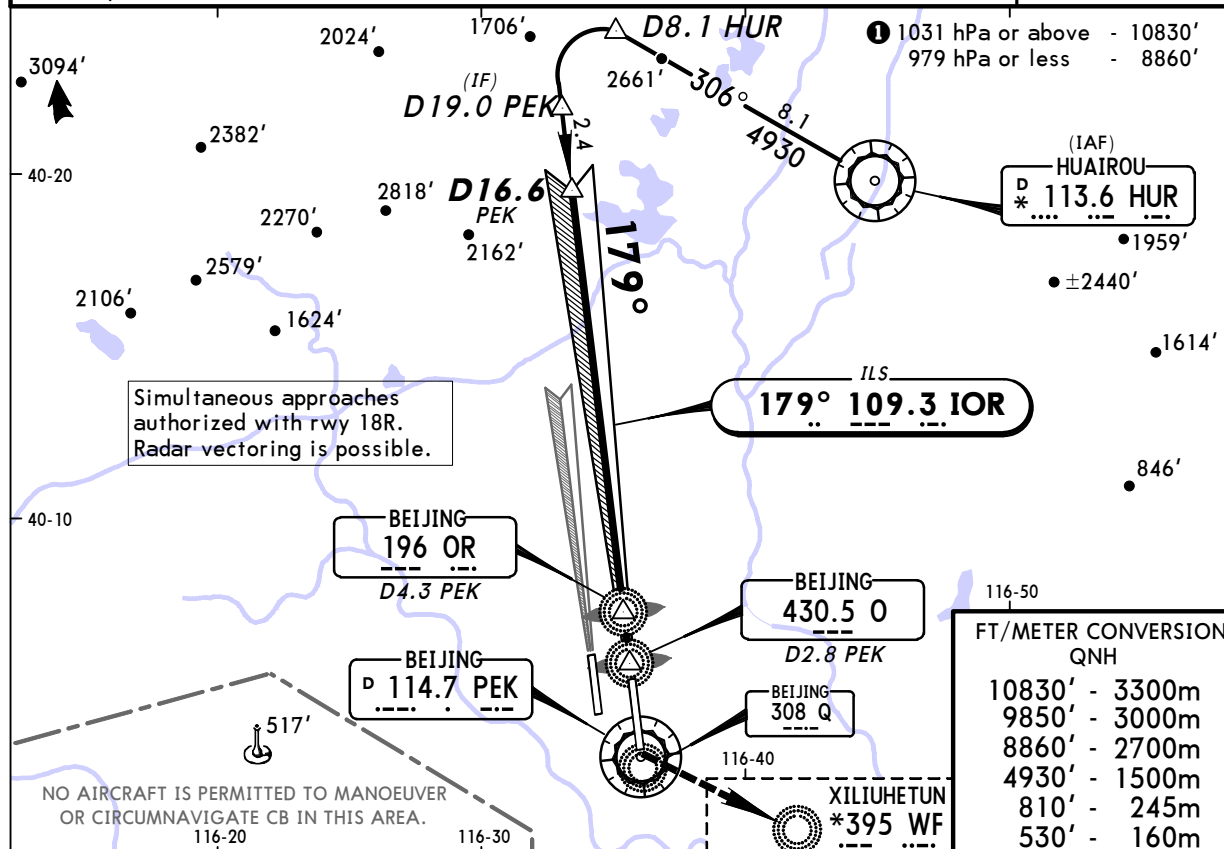
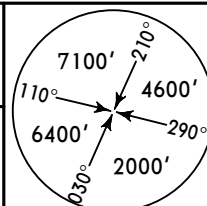
TAKE-OFF RWY 18R, 36L

			NIL (DAY only)
		RL	
2 TURB Eng or 3 & 4 Eng	A		
	B	<i>R400m</i>	<i>R500m</i>
	C		
	D		
Other		<i>V1600m</i>	

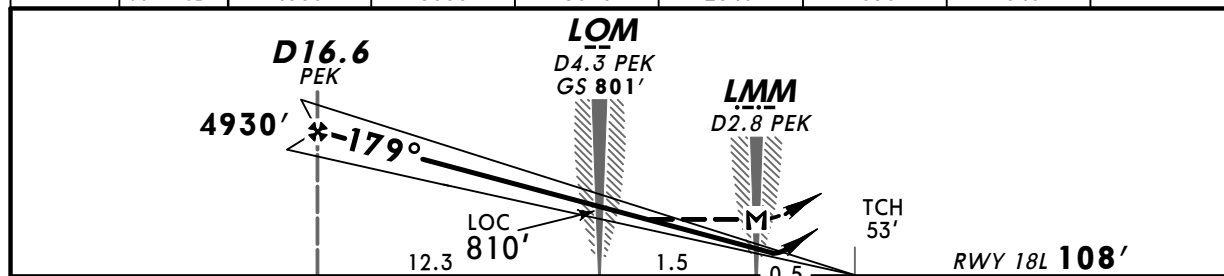
ZBAA/PEK
CAPITALJEPPesen
9 DEC 05 (11-1)BEIJING, PR OF CHINA
ILS DME Rwy 18L

BRIEFING STRIP

ATIS		BEIJING Approach		BEIJING Tower		Ground
127.6		119.0	120.6	West 124.3	East 118.5	121.7
LOC IOR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	115'	
109.3	179°	801' (693')	308' (200')	RWY	108'	
MISSED APCH: Climb STRAIGHT AHEAD to 530', turn LEFT to WF NDB at 4930', contact ATC.						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118		Trans alt: 9850'	MSA PEK VOR
Initial apch restricted to MAX 210 KT.						



LOC (GS out)	PEK DME ALTITUDE	15.0	13.0	11.0	9.0	7.0	5.0	3.0
		4360'	3680'	3010'	2340'	1690'	1040'	390'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	530'	WF 395
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI	↑	LT
MAP at LMM/D2.8 PEK									

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized West of rwy	
DA(H) 308' (200')		MDA(H) 510' (402')		MDA(H)	
FULL	ALS out		ALS out	Max Kts	
A				100	690' (575') 1600m
B				135	
C	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	180	870' (755') 3600m
D			RVR 1800m VIS 2000m	205	870' (755') 4000m

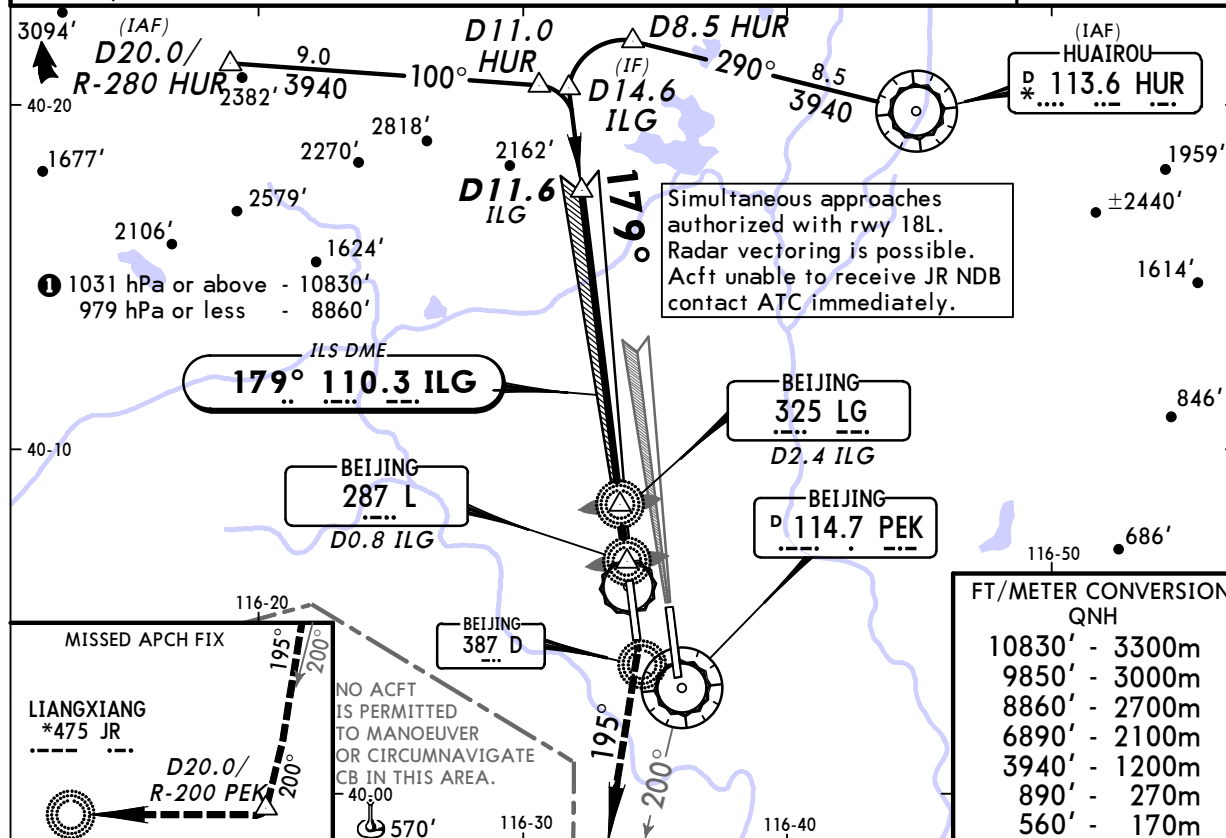
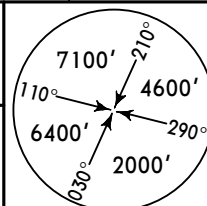
PANS OPS 4

ZBAA/PEK CAPITAL

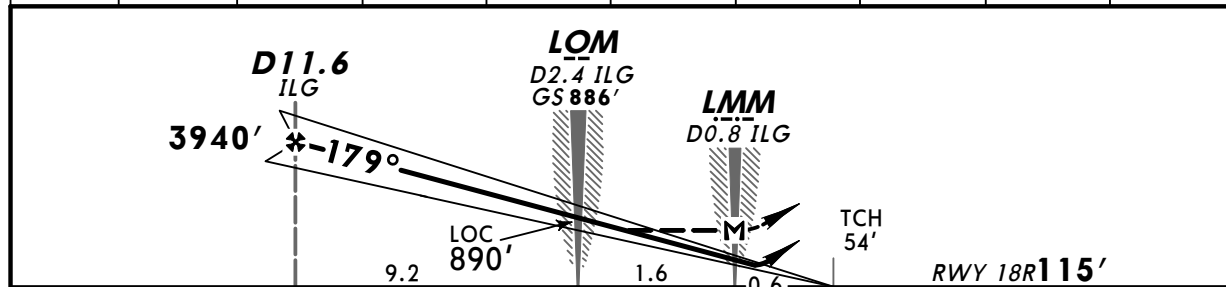
JEPPesen BEIJING, PR OF CHINA 9 DEC 05 (11-2) MISSED APCH CLIMB GRAD MIM 5.0% ILS DME Rwy 18R

BRIEFING STRIP

ATIS	BEIJING Approach		BEIJING Tower		Ground
127.6	126.1	120.6	West 124.3	East 118.5	(0001-1200) 121.9 (1201-2400) 121.7
LOC ILG 110.3	Final Apch Crs 179°	GS LOM 886' (771')	ILS DA(H) Refer to Minimums	Apt Elev 115' RWY 115'	
MISSED APCH: Climb STRAIGHT AHEAD to 560', then turn RIGHT on track 195°. Intercept R-200 PEK to D20.0 PEK at 6890' or above. Turn RIGHT to JR NDB at FL 138, contact ATC.					
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL 118	Trans alt: 9850' ①	MSA PEK VOR	
Initial apch restricted to MAX 210 KT.					



LOC (GS out)	ILG DME	11.0	9.0	7.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	3720'	3060'	2390'	1730'	1410'	1080'	760'	440'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	560'	195°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI	↑	RT
MAP at LMM/D0.8 ILG									

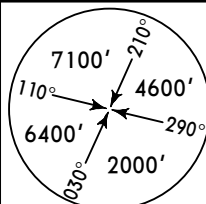
STRAIGHT-IN LANDING RWY 18R						CIRCLE-TO-LAND	
MISSED APCH CLIMB GRADIENT MIM 5.0%						Not authorized East of rwy	
ILS			LOC (GS out)				
DA(H) AB: 315' (200') CD: 328' (213')			MDA(H) 500' (385')				
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					100	690' (575') 1600m	
B					135		
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	180	870' (755') 3600m	
D				1200m	205	870' (755') 4000m	

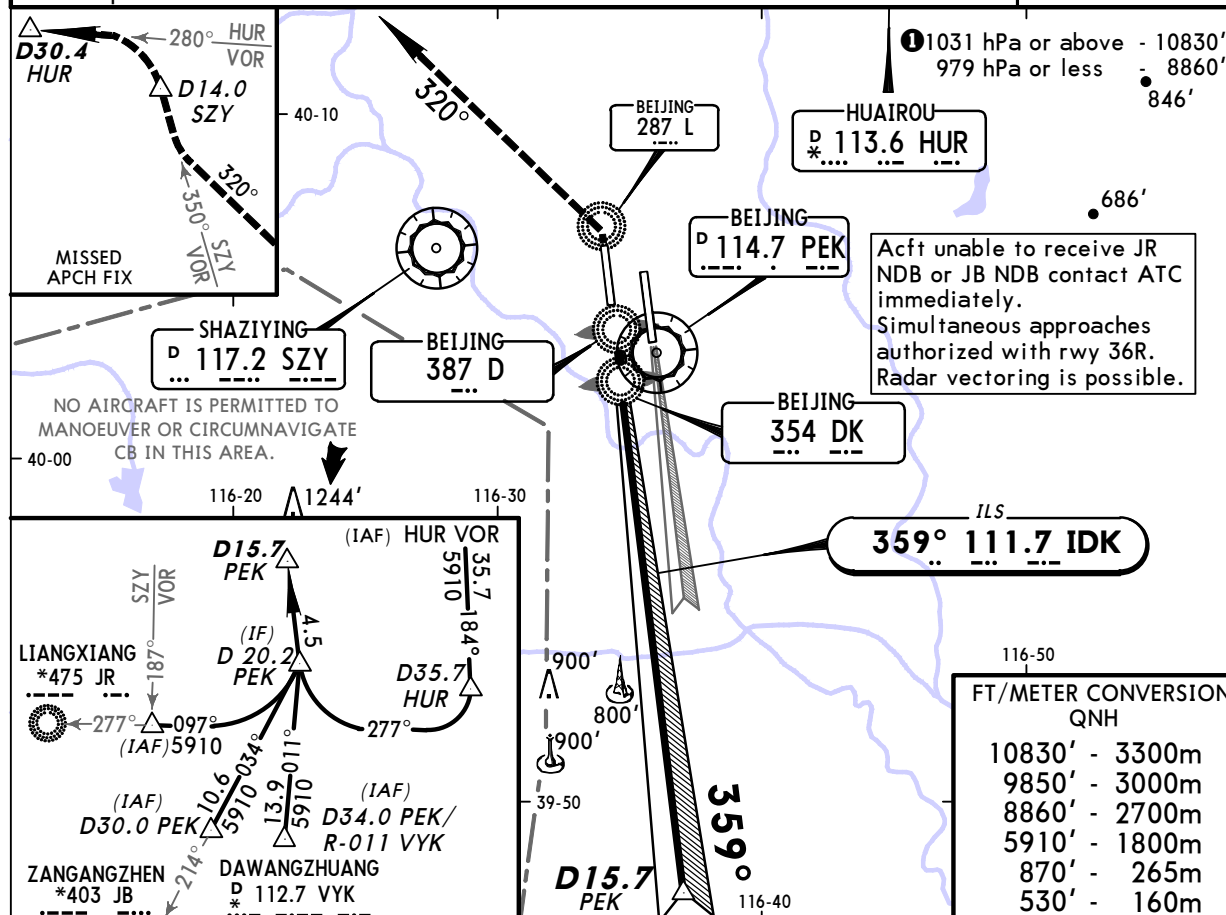
PANS OPS 4

ZBAA/PEK CAPITAL

JEPPESSEN BEIJING, PR OF CHINA
25 NOV 05 **(11-3)** MISSED APCH CLIMB
GRAD MIM 3.0% ILS DME Rwy 36L

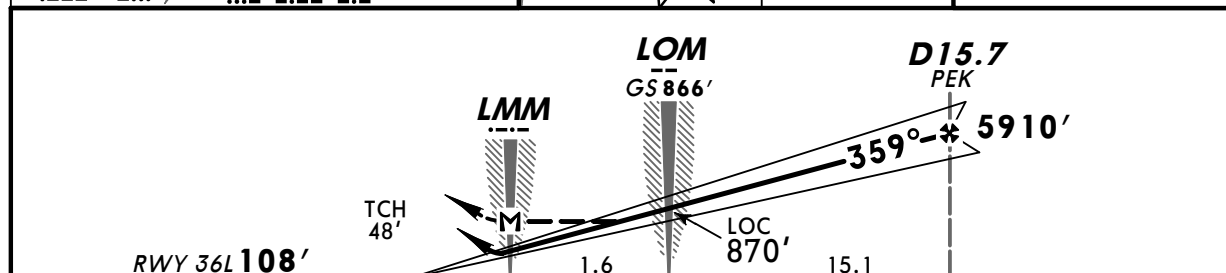
BRIEFING STRIP

ATIS 127.6		BEIJING Approach 126.1 120.6		BEIJING Tower West 124.3 East 118.5		Ground (0001-1200) 121.9 (1201-2400) 121.7	
LOC IDK 111.7	Final Apch Crs 359°	GS LOM 866' (758')	ILS DA(H) Refer to Minimums		Apt Elev 115'		
MISSED APCH: Climb STRAIGHT AHEAD to 530', then turn LEFT on track 320° to intercept R-350 SZY to D14.0 SZY, then turn LEFT on R-280 HUR to D30.4 HUR at 8860', contact ATC.							
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 118			
Initial apch restricted to MAX 210 KT.				Trans alt: 9850' ①		MSA PEK VOR	



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
870'	265m
530'	160m



Gnd speed-Kts	70	90	100	120	140	160	530' 320°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	
MAP at LMM							

STRAIGHT-IN LANDING RWY 36L Missed apch climb gradient mim 3.0%						CIRCLE-TO-LAND Not authorized East of rwy	
ILS DA(H) AB: 308' (200') CD: 322' (214')			LOC (GS out) MDA(H) 450' (342')			Max Kts	
FULL		ALS out	LMM out		ALS out	MDA(H)	
A						100	
B						135	
C						180	
D						205	
RVR 720m VIS 800m		1200m	RVR 720m VIS 800m		NOT AUTH	RVR 1500m VIS 1600m	
						RVR 1800m VIS 2000m	
						690' (575') 1600m	
						870' (755') 3600m	
						870' (755') 4000m	

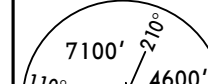
PANS OPS 4

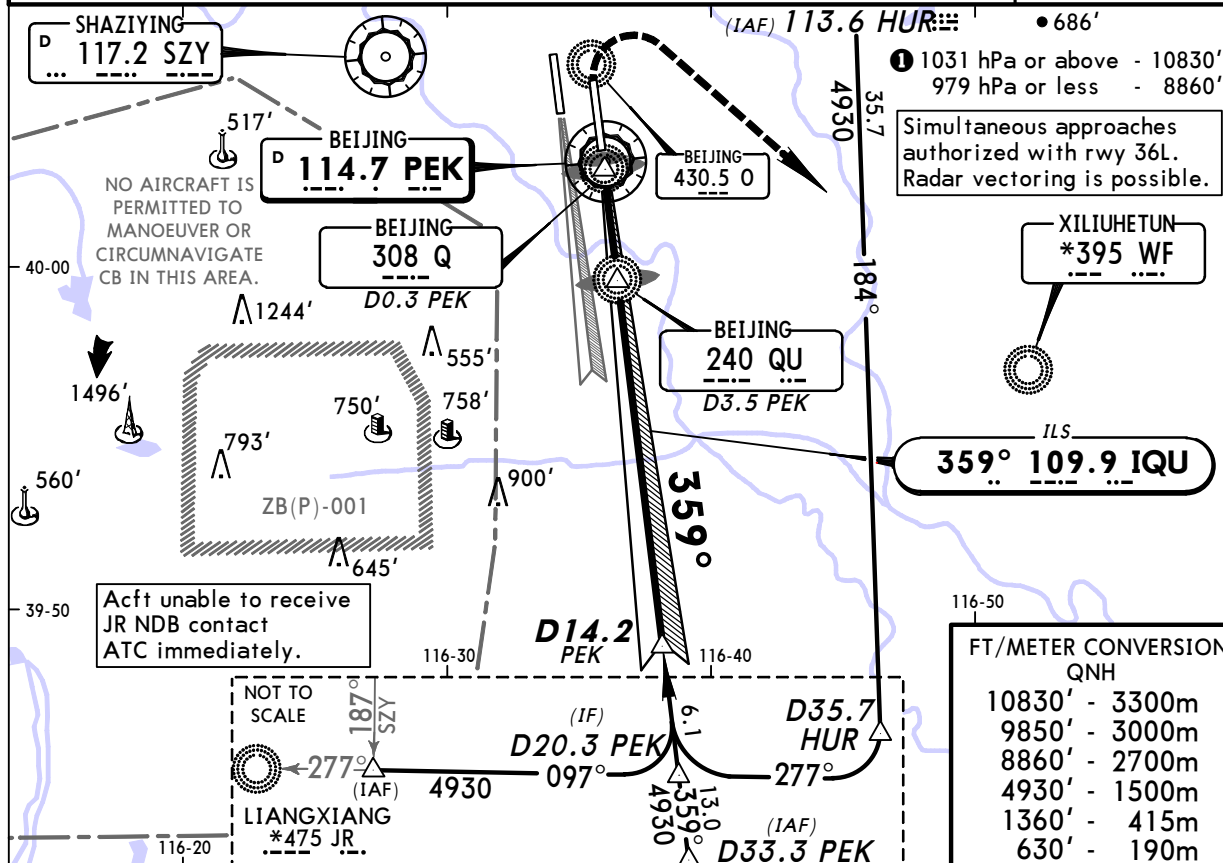
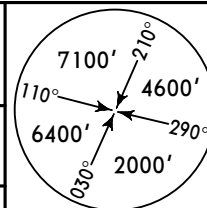
ZBAA/PEK
CAPITAL

JEPPesen
25 NOV 05 (11-4)

BEIJING, PR OF CHINA
ILS DME Rwy 36R

BRIEFING STRIP

ATIS		BEIJING Approach		BEIJING Tower		Ground
127.6		119.0 120.6		West 124.3	East 118.5	121.7
LOC IQU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	115'	
109.9	359°	1355' (1257')	298' (200')	RWY	98'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT to WF NDB at 4930', contact ATC.						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118	Trans alt: 9850' ①		
Initial apch restricted to MAX 210 KT.						MSA PEK VOR



① 1031 hPa or above - 10830'
979 hPa or less - 8860'

Simultaneous approaches authorized with rwy 36L. Radar vectoring is possible.

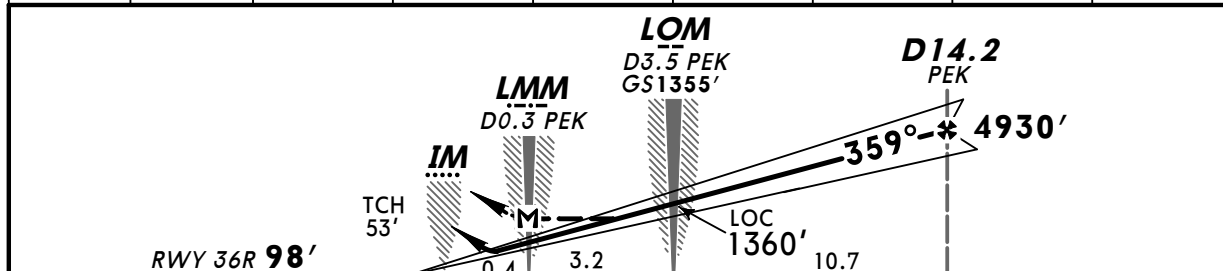
NO AIRCRAFT IS PERMITTED TO MANOEUVRE OR CIRCUMNAVIGATE CB IN THIS AREA.

Acft unable to receive JR NDB contact ATC immediately.

NOT TO SCALE

FT/METER CONVERSION	
QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
1360' -	415m
630' -	190m

LOC (GS out)	PEK DME	2.0	4.0	6.0	8.0	10.0	12.0	14.0
	ALTITUDE	870'	1520'	2170'	2840'	3510'	4180'	4870'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	630'	WF 395
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI	↑	RT
MAP at LMM/D0.3 PEK									

STRAIGHT-IN LANDING RWY 36R					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not authorized West of rwy	
DA(H) 298' (200')			MDA(H) 430' (332')			
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A					100	690' (575') 1600m
B					135	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	180	870' (755') 3600m
D				RVR 1500m VIS 1600m	205	870' (755') 4000m

PANS OPS 4

CHANGES: Notes added.

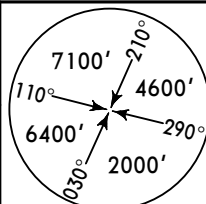
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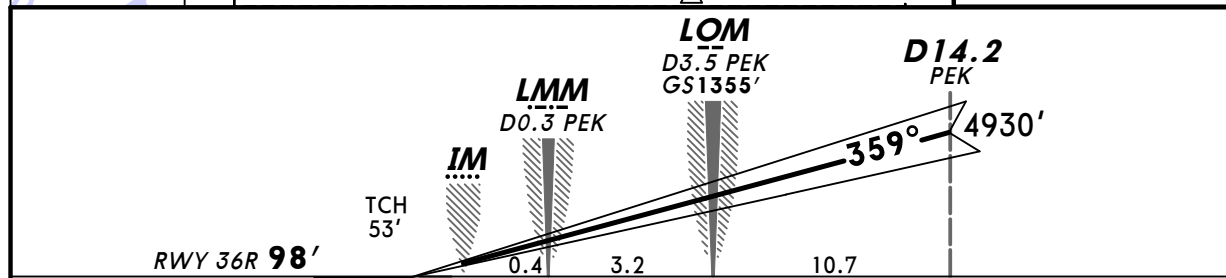
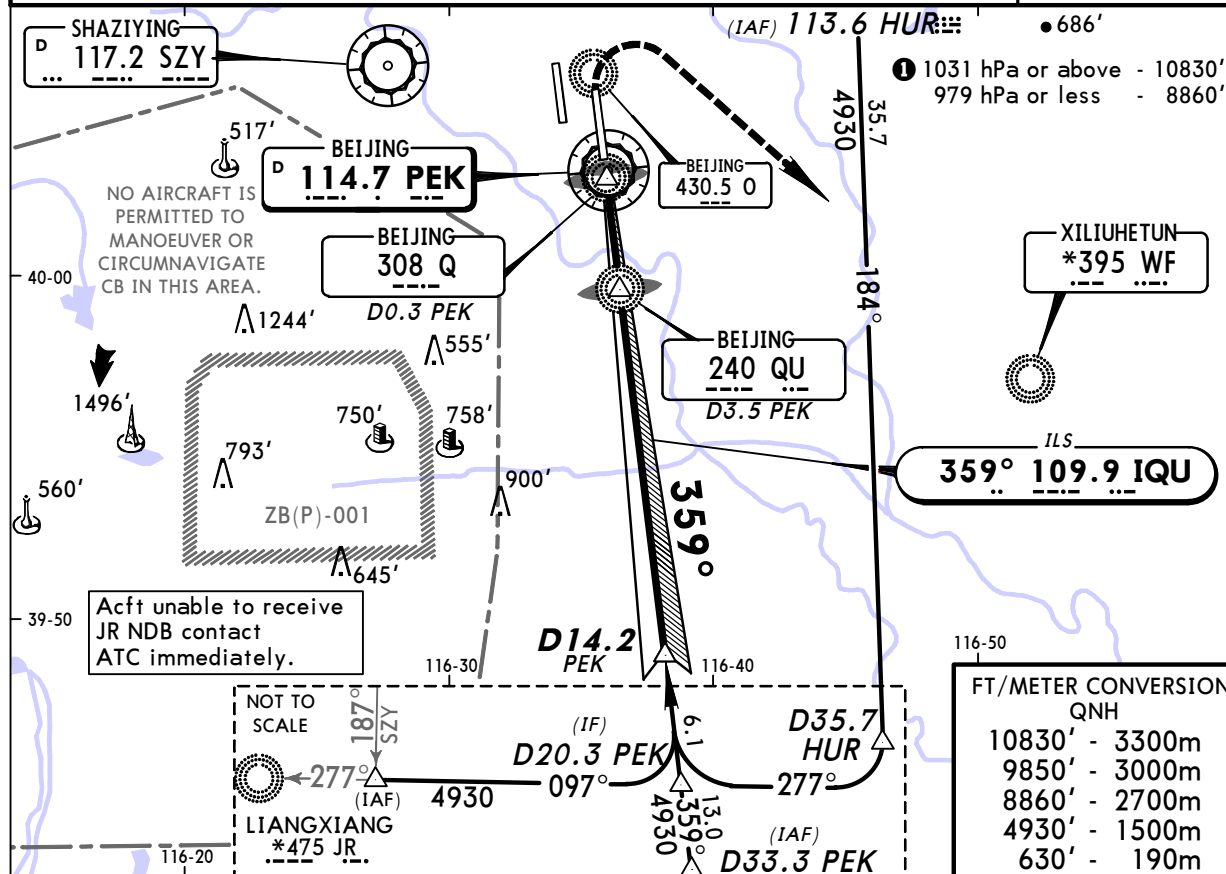
ZBAA/PEK
CAPITAL

JEPPESSEN
25 NOV 05 **(11-4A)**

BEIJING, PR OF CHINA
CAT II ILS DME Rwy 36R

BRIEFING STRIP

ATIS		BEIJING Approach		BEIJING Tower		Ground
127.6		119.0 120.6		West 124.3	East 118.5	121.7
LOC IQU 109.9	Final Apch Crs 359°	GS LOM 1355' (1257')	CAT II ILS RA 106' DA(H) 198' (100')		Apt Elev 115' RWY 98'	 MSA PEK VOR
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT to WF NDB at 4930', contact ATC.						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118		Trans alt: 9850' ①	
1. Special Aircrew & Acft Certification Required.						
2. Initial apch restricted to MAX 210 KT.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	630' ↑	WF 395 RT
GS 3.00°	377	484	538	646	753	861			

STRAIGHT-IN LANDING RWY 36R
CAT II ILS
ABCD

RA 106'
DA(H) 198' (100')

RVR 350m

PANS OPS 4

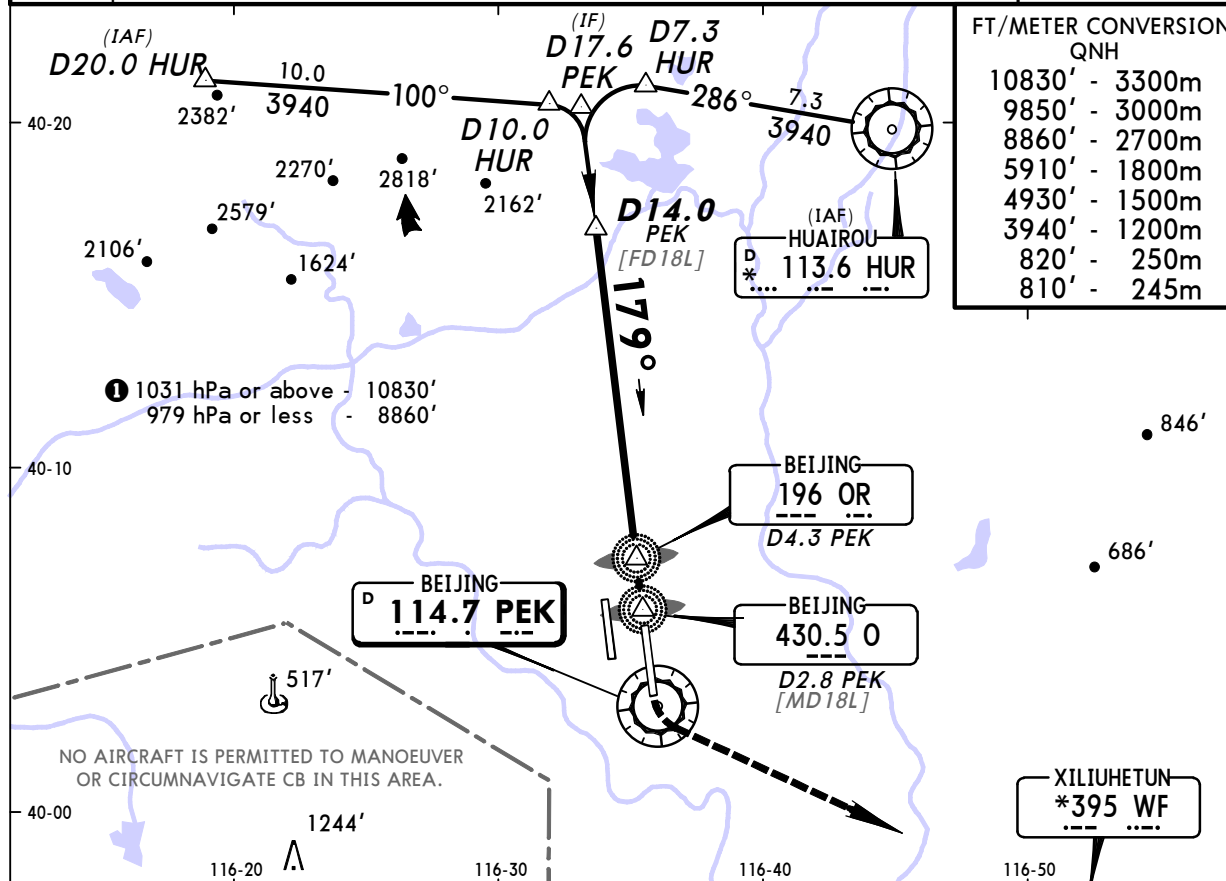
ZBAA/PEK
CAPITAL

JEPPesen
21 OCT 05 **(13-1)** Eff 27 Oct

BEIJING, PR OF CHINA
VOR DME Rwy 18L

BRIEFING STRIP

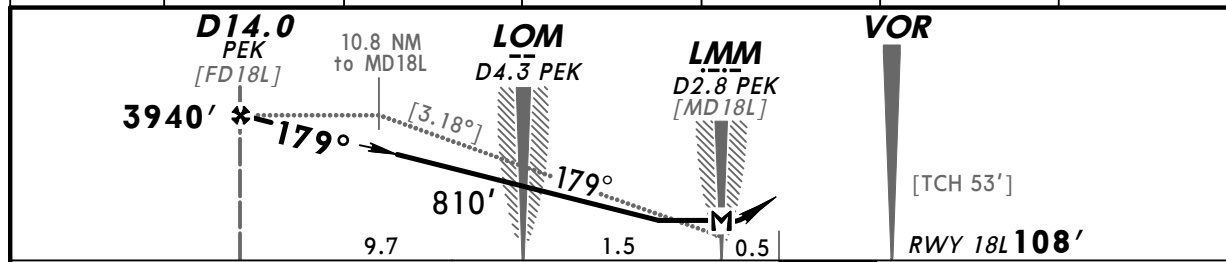
ATIS 127.6		BEIJING Approach 119.0 120.6		BEIJING Tower West 124.3 East 118.5		Ground 121.7
VOR PEK 114.7	Final Apch Crs 179°	Minimum Alt D14.0 PEK 3940' (3832')	MDA(H) 690' (582')	Apt Elev 115' RWY 108'	 MSA PEK VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 820', then turn LEFT to WF NBD at 4930', contact ATC.						
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850' ① Initial apch restricted to MAX 210 KT.						



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
820'	250m
810'	245m

PEK DME	13.0	11.0	9.0	7.0	5.0	3.0
ALTITUDE	3680'	3010'	2340'	1690'	1040'	390'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 820' WF 395 LT
Descent Gradient 5.5% or Descent angle [3.18°]	394	506	563	675	788	900	
MAP at LMM/D2.8 PEK							

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND	
MDA(H) 690' (582')				Not authorized West of rwy	
				Max Kts	MDA(H)
				100	690' (575') 1600m
				135	
				180	870' (755') 3600m
				205	870' (755') 4000m

PANS OPS 4

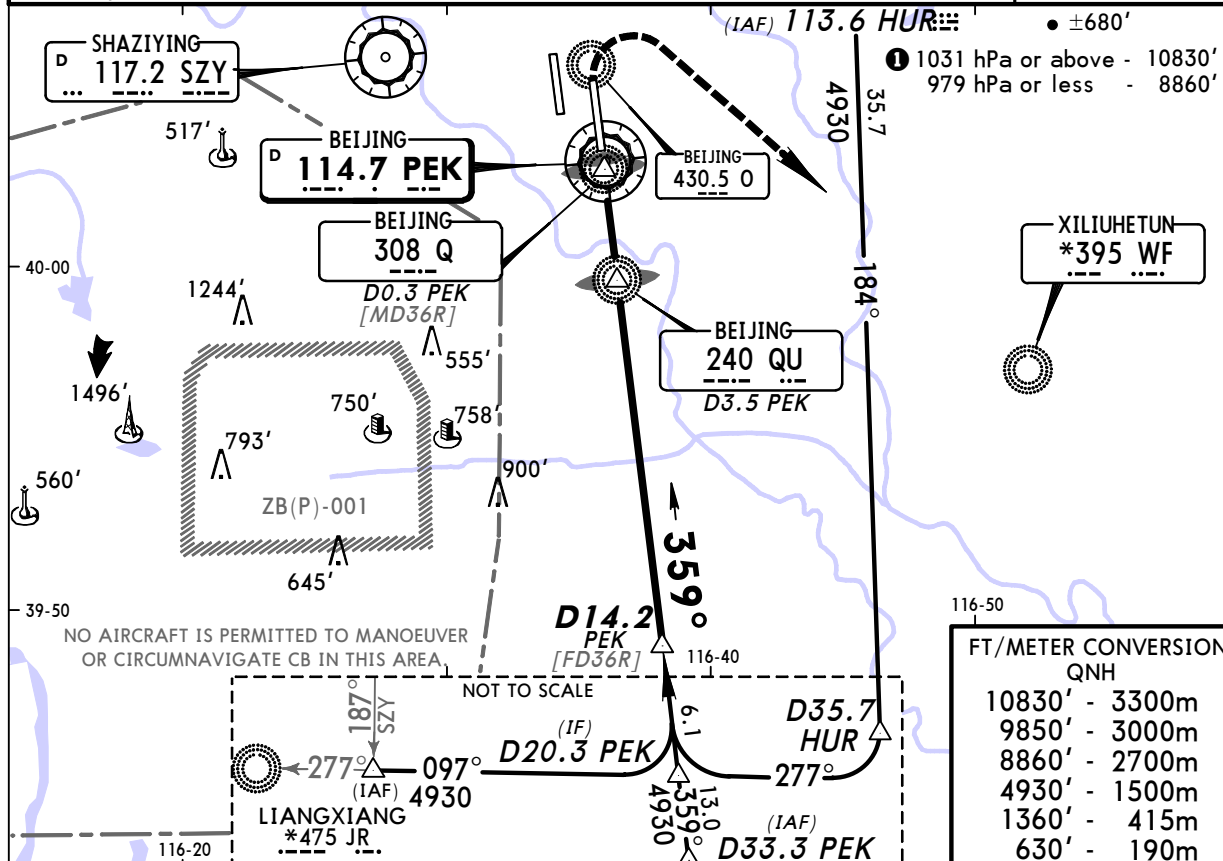
ZBAA/PEK CAPITAL

JEPPesen
21 OCT 05 **(13-2)** Eff 27 Oct

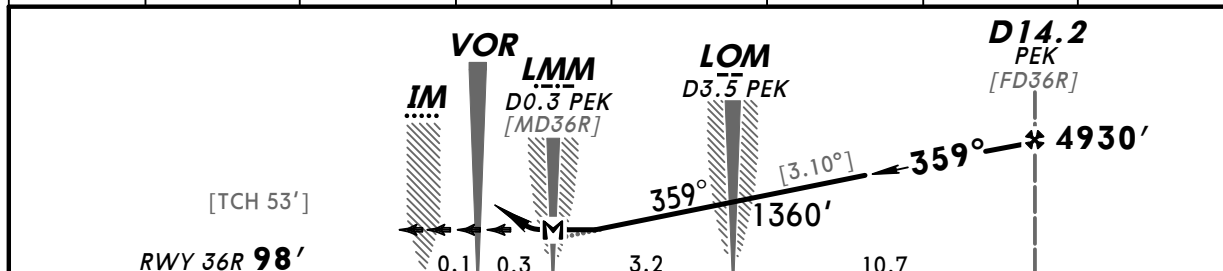
BEIJING, PR OF CHINA
VOR DME Rwy 36R

BRIEFING STRIP

ATIS 127.6		BEIJING Approach 119.0 120.6		BEIJING Tower West 124.3 East 118.5		Ground 121.7
VOR PEK 114.7	Final Apch Crs 359°	Minimum Alt D14.2 PEK 4930'(4832')	MDA(H) 480'(382')		Apt Elev 115' RWY 98'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT to WF NDB at 4930' contact ATC.						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118		Trans alt: 9850' ①	
Initial apch restricted to MAX 210 KT.		MSA PEK VOR				



PEK DME	2.0	4.0	6.0	8.0	10.0	12.0	14.0
ALTITUDE	870'	1520'	2170'	2840'	3510'	4180'	4870'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		630'	WF 395
Descent Gradient 5.4% or Descent angle [3.10°]	384	494	548	658	768	878	PAPI		↑	RT
MAP at LMM/D0.3 PEK										

STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND	
MDA(H) 480' (382')				Not authorized West of rwy	
		ALS out		Max Kts	MDA(H)
A				100	690' (575') 1600m
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m		135	
C				180	870' (755') 3600m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		205	870' (755') 4000m

PANS OPS 4