

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZBAD

Terminal Charts For ZBAD

Revision Letter For Cycle 11-2024

Change Notices

Notebook

## General Information

Location: BEIJING CHN  
ICAO/IATA: ZBAD / PKX  
Lat/Long: N39° 30.00', E116° 24.00'  
Elevation: 83 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 6.0° W

Fuel Types: Jet, Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 2049 Z  
Sunset: 1135 Z

## Runway Information

Runway: 01L  
Length x Width: 11155 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 73 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 11L  
Length x Width: 12467 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 68 ft  
Lighting: Edge, Centerline

Runway: 17L  
Length x Width: 12467 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 77 ft  
Lighting: Edge, ALS, Centerline

Runway: 17R  
Length x Width: 12467 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 77 ft  
Lighting: Edge, ALS, Centerline

Runway: 19R  
Length x Width: 11155 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 83 ft  
Lighting: Edge, ALS, Centerline

Runway: 29R  
Length x Width: 12467 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 71 ft  
Lighting: Edge, ALS, Centerline

Runway: 35L  
Length x Width: 12467 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 77 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35R  
Length x Width: 12467 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 77 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 128.400  
ATIS: 127.225 Non-English  
Daxing Tower: 118.825  
Daxing Tower: 118.725  
Daxing Tower: 118.375  
Daxing Tower: 124.350 Secondary  
Daxing Tower: 130.300 Secondary  
Daxing Tower: 130.425  
Daxing Ground: 122.600  
Daxing Ground: 121.975  
Daxing Ground: 121.775 Secondary  
Daxing Ground: 121.700  
Daxing Ground: 121.625  
Daxing Apron Ramp/Taxi: 122.700  
Daxing Apron Ramp/Taxi: 122.150  
Daxing Apron Ramp/Taxi: 121.775 Secondary  
Daxing Clearance Delivery: 122.825  
Daxing Clearance Delivery: 121.875  
Daxing Clearance Delivery: 121.775 Secondary  
Beijing Approach: 129.000  
Daxing Approach: 119.925  
Beijing Approach: 119.850  
Daxing Approach: 120.000  
Beijing Approach: 120.600  
Beijing Approach: 121.100  
Beijing Approach: 124.400  
Beijing Approach: 125.500  
Beijing Approach: 125.800  
Beijing Approach: 119.700  
Daxing Approach: 119.625 Secondary

Beijing Approach: 119.425 Secondary  
Beijing Approach: 127.750 Secondary  
Daxing Approach: 126.500

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4 AUG 23

20-1P

Eff 9 Aug 1600Z

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

D-ATIS 128.4  
127.225 (Chinese)

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

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

When VIS reduced to 1000m and still going to reduce in weather forecast, or ceiling is reduced to 90m and still going to reduce in weather forecast, TWR issues to commence preparation for LVP.

When RVR is less than 550m, or ceiling is less than 60m, and aerodrome and ATC have the capabilities of LVP after confirming, implementation of LVP will be issued by TWR.

When RVR is 550m or greater, or ceiling is 60m or greater and still going to be better in weather forecast, or aerodrome and ATC have no capability of LVP, TWR will terminate LVP.

ACFT operators conducting LVP shall be authorized by relative authorities.

Pilot shall obtain following information:

- weather forecasts;
- LVP is implementing.

When LVP is implementing, ACFT take-off with RVR not less than 400m and ACFT equipped with HUD landing with RVR not less 450m are also permitted.

When LVP is implementing, ACFT shall be guided by A-SMGCS IV, taxi along the green lights.

ACFT shall determine landing mode (CAT I, CAT II, CAT III) based on RVR, report to ATC when take off run, rolling, airborne and vacate RWY.

#### 1.3.2. USE OF RWYs

RWY 01L is usable for CAT II/IIIA/IIIB ILS.

RWY 01L and 35R is usable for low visibility take-off (HUD RVR 75m).

RWY 35L is usable for CAT II ILS.

Generally, RWYs 11L and 35R are used for departure, RWYs 01L and 35L are used for arrival. When RVR is less than 300m, RWYs 11L and 35R are used for departure, RWY 01L is used for arrival. When RVR is less than 150m, RWY 35R is used for departure, RWY 01L is used for arrival.

During LVP, A380 shall follow ATC instructions to use RWY 01L.

#### 1.3.3. TAXIING

All TWYs are available during LVP.

All ACFT shall hold short of RWY for departure at CAT II/III holding positions.

All departure/arrival ACFT may, if necessary, apply to TWR for Follow-me vehicle.

For arrival ACFT, Follow-me vehicle holds at designated holding position near THR by ATC, and guides ACFT to parking stand via designated taxi routes.

For departure ACFT, Follow-me vehicle guides ACFT from taxiing beginning position to main TWY via taxi routes designated by ATC.

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4 AUG 23

20-1P1

Eff 9 Aug 1600Z

AIRPORT BRIEFING

## 1. GENERAL

### 1.3.4. LOW VISIBILITY TAKE-OFF WITH RVR 75m BASED ON HUD

Conducting take-off with RVR 75m based on HUD shall satisfy following conditions:

- RVR is less than 150m, but no less than 75m;
- special authorization for airlines, on-board HUD and flight crew.

When preparing for LVP, airlines shall report to aerodrome AOC the flight information of applicable low visibility take-off flights.

When conducting LVP, flight crew shall pay attention to ATIS and conduct self-check over HUD capabilities and weather conditions.

If flight crew confirm it is capable of conducting take-off with RVR 75m based on HUD, flight crew shall report to ATC when applying for delivery clearance.

ACFT conducting take-off with RVR 75m based on HUD shall be guided by A-SMGCS while taxiing, if necessary could be guided by Follow-me vehicle.

### 1.3.5. LIGHT GUIDANCE

During operation of A-SMGCS, ACFT should taxi along green centerline lights. When centerline lights are not in operation, ACFT shall stop taxiing immediately until centerline lights resume normal.

If green centerline lights lead to two (include) or more directions are on, ACFT shall stop taxiing immediately, and report to ATC and confirm taxiing route.

Pilot should ensure ATC clearance is in accordance with lights while taxiing along the green light guidance. Otherwise, stop taxiing and re-confirm the clearance.

Pilot should observe surroundings carefully, monitor and comply with ATC instructions strictly, maintain sufficient situational awareness, and avoid errors or conflicts in taxiing caused by relying solely on green light guidance.

When an ACFT is holding or forward-following taxiing ahead, pilot shall pay attention and keep safety separation with other ACFT, especially when LVP is implementing.

### 1.3.6. LIGHT GUIDANCE OF A-SMGCS

During the operation of A-SMGCS IV, ACFT should follow the light guidance of A-SMGCS IV with green centerline light:

- Controller: "(ACFT call sign) follow green light."
- Pilot: "Follow green light, (ACFT call sign)."

Hold position due to green light guidance failure:

- Controller: "(ACFT call sign) hold position due to green light guidance failure."
- Pilot: "Hold position, (ACFT call sign)"

Cancel green light guidance, hold position (for further instruction):

- Controller: "(ACFT call sign), cancel green light guidance, hold position (for further instruction)."
- Pilot: "Cancel green light guidance, hold position, (ACFT call sign)."

Cancel green light guidance, follow voice instructions:

- Controller: "(ACFT call sign) cancel green light guidance, follow voice instructions, (appropriate instructions as necessary)."
- Pilot: "Cancel green light guidance, (appropriate instructions as necessary)."

When a stop-bar cannot be extinguished due to malfunction, radio communication will be used as follows:

- Controller: "(ACFT Call sign) stop-bar unserviceable, cross red stop-bar at (TWY number), (appropriate instructions as necessary)."
- Pilot: "Cross red stop-bar at (TWY number), (appropriate instructions as necessary), (ACFT Call sign)."

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19 JAN 24

**20-1P2****Eff 24 Jan 1600Z****AIRPORT BRIEFING**

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## 1. GENERAL

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### 1.4. RWY OPERATIONS

General rules for use of RWYs:

- RWYs 01L/19R and 17R/35L are mainly used for arrival.
- RWYs 11L and 17L/35R are mainly used for departure.

When ATC informs pilot that downwind component exceeds 3.5m/s (7 KT), but less than 5m/s (10 KT) and this is not acceptable due to ACFT performance, pilot shall report to ATC immediately.

During operation to North, ACFT approaching and landing on RWY 35L, 35R and 01L will encounter other ACFT taxiing or towing on TWYs T1 thru T3. Pilot shall strengthen visual observation.

Once ACFT vacated RWY, flight crew shall report to TWR "RWY vacated".

### 1.5. TAXI PROCEDURES

#### 1.5.1. GENERAL

180° turnaround on RWY is forbidden for all ACFT.

ACFT shall hold short of RWY at assigned holding position before entering RWY and wait for TWR clearance.

No ACFT shall taxi into TWYs T1 thru T3 without TWR clearance.

When the mean wind speed is 10.8m/s (21 KT) or greater, taxiing with single engine is strictly forbidden.

A380 shall be instructed to taxi by ATC.

A330-200: While rear-door of ACFT is connecting with boarding bridge, wing illumination lights must be switched off. If it needs lights, request to APT operation management department. Wing illumination lights can be switched on after boarding bridge is disconnected.

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

Listen carefully and read back taxi instructions of Apron controller, especially for boundary-related instructions, verify any questions in time.

Confirm consistency of ATC instructions and light information when taxiing by light guidance, or hold for confirming ATC instructions again. Stop immediately when taxiing the wrong way or into wrong stand, and inform ATC for next instruction.

Report to controller "Approaching to XX TWY, request to change to XX frequency" before reaching handover point.

If fail to change to assigned GND frequency, flight crew shall stop taxiing at handover point and report to previous controller.

Flight crew shall keep watching ATC-related activities and report observed activities to GND in time.

Taxi routes of special flight will be instructed by ATC.

While taxiing on TWYs parallel and next to RWY, pilots shall pay attention to other ACFT vacating RWY, keep safety separation and avoid ground conflicts.

TWY W2 wingspan restricted to less than 210'/64m when A380 on TWY W1 (South of T8). Use caution to avoid ground conflicts.

#### 1.5.2. RWY 17L/35R CROSSING RULES

ACFT shall taxi to RWY 17L/35R holding position and hold short of RWY if ACFT needs to cross RWY 17L/35R.

Flight crew shall apply for RWY crossing clearance via TWR frequency, once clearance received, cross RWY immediately, and verify any questions prior to crossing. Flight crew shall read back all ATC crossing instructions for clarity and report to TWR "RWY vacated" once finished.

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19 JAN 24

**20-1P3****Eff 24 Jan 1600Z****AIRPORT BRIEFING**

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## 1. GENERAL

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Flight crew shall monitor TWR frequency and watch activities on RWY and around. While crossing RWY after take-off ACFT, flight crew shall be responsible for separation with the ACFT to avoid effect of wake turbulence.

TWYs C2 thru C7 are generally available for crossing RWY 17L/35R.

When RWY 35R is in use, ACFT commonly cross RWY 35R via TWYs C5 thru C7 from West to East. When RWY 17L is in use, ACFT commonly cross RWY 17L via TWYs C2 thru C4 from West to East.

ACFT waiting for crossing RWY shall hold short of RWY and contact TWR. TWR is responsible for conducting to cross RWY.

### 1.5.3. USE OF STOP BARS

Any crossing is strictly forbidden when red stop bars are illuminated until the red stop bar lights are off and the green centerline lights on. Crossing the red stop bar lights is forbidden without ATC instruction "Cross the red stop bars on (TWY number)".

When entering or crossing RWY, pilot should ensure the red stop bars are extinguished and received ATC instructions, then crossing red stop bars is allowed.

When red stop bars are extinguished but the green centerline lights beyond the stop bars are not illuminated, or a conflict occurs between stop bar and ATC guidance, DO NOT cross stop bar and contact TWR ATC to reaffirm ATC instructions.

### 1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 101 thru 111, 120 thru 137, 140 thru 156, 160 thru 173, 180 thru 188 and 190 thru 198.

When ACFT taxi in stands 101 thru 173 by visual docking/parking guidance system, ground support vehicles are allowed to travel between ACFT and berth systems. If the signal reception is abnormal, flight crew switch to manual guidance.

ACFT parking at stands 101 thru 111, 120 thru 137, 140 thru 156, 160 thru 170, 172, 173, 180 thru 188, 190 thru 198, 401 thru 408, 411 thru 413, 415, 417 thru 419, 439, 441 thru 444, 446, 447, 451 thru 457, 461 thru 469, 471 thru 483, 501 thru 526, K312 and K331 shall keep APU off and use ground unit and ground air conditioning system.

ACFT with wingspan MAX 101.7'/31m parking within business apron shall set ground anchor on front wheel and both sides of main wheel.

### 1.7. OTHER

Birds.



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24 NOV 23

(20-1P4)

Eff 29 Nov 1600Z

AIRPORT BRIEFING

**2. ARRIVAL****2.1. CAT II/III OPERATIONS**

RWY 01L is approved for CAT II/III operations, RWY 35L is approved for CAT II operations. Special aircrew and ACFT certification required.

**2.2. RWY OPERATIONS**

RWY 17R/35L and RWY 17L/35R are parallel RWYs, spacing 760m, pilot shall pay attention to not landing on wrong RWY.

Located at 1750m West of RWY 17R/35L, a RWY is under construction and not available. Pilot shall pay attention to not land on the wrong RWY.

When approaching to RWY 35L, ACFT are to conduct RNAV ILS DME Z RWY 35L and CAT II RNAV ILS DME Z RWY 35L by default.

If flight crew chooses RNAV ILS DME Y RWY 35L or CAT II RNAV ILS DME RWY 35L, crew shall apply for and conduct procedure with ATC clearance.

"By ATC" procedures shall be requested in advance and conducted only after clearance has been obtained.

Requirements as follows to increase RWY operation capacity (except for wet or contaminated RWY):

- When carrying out approach procedure, flight crew shall plan which rapid exit TWY to use in advance and vacate RWY after landing as soon as possible.
- If ACFT will miss expected rapid exit TWY, speed up to vacate RWY.
- ACFT forbidden to hold on rapid exit TWY. If no next taxi instruction is received (voice or light guidance), landing ACFT shall continue taxi after vacating RWY until first parallel TWY.
- ACFT suggested to use following or closer TWY to vacate RWY after landing. If unable, inform APP controller before establishing on LOC.

RWY	ACFT Type	RECAT-CN Type	Rapid Exit TWY	Dist to THR
01L	Light	L	A2	5003' / 1525m
	Medium	M	A4	6152' / 1875m
	Heavy	B, C	A6	7300' / 2225m
	Super	J	A8	8448' / 2575m
19R	Light	L	A1	5003' / 1525m
	Medium	M	A3	6152' / 1875m
	Heavy	B, C	A5	7300' / 2225m
	Super	J	A7	8448' / 2575m
17L	Light	L	G5	6152' / 1875m
	Medium	M		
	Heavy	B, C	G3	7795' / 2376m
	Super	J		
35R	Light	L	G4	6148' / 1874m
	Medium	M		
	Heavy	B, C	G6	7785' / 2373m
	Super	J		
17R	Light	L	J1	4921' / 1500m
	Medium	M	J3	6070' / 1850m
	Heavy	B, C	J5	7218' / 2200m
	Super	J	NA	NA
35L	Light	L	J2	4921' / 1500m
	Medium	M	J4	6070' / 1850m
	Heavy	B, C	J6	7218' / 2200m
	Super	J	NA	NA

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24 NOV 23

20-1P5

Eff 29 Nov 1600Z

**AIRPORT BRIEFING**

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## **2. ARRIVAL**

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### **2.3. TAXI PROCEDURES**

ACFT shall keep ADS-B equipment on while taxiing.

Turn on transponder without altitude reporting while taxiing and towing. Turn off transponder after entering the stand.

When vacating RWY and initially contact GND, especially in low visibility conditions, flight crew shall report to GND which RWY is vacated from and TWYs in use.

For APN control areas refer to 20-9 charts. DAXING APN is responsible for taxiing and other control issues related to ACFT operation within these areas.

ACFT within APN control areas shall contact APN to obtain parking stand information and request further taxi instructions before entering apron areas.

During snow weather ACFT with four (or more) engines shall keep the outermost engines in idle state after vacating RWY until entering parking stands.

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## **3. DEPARTURE**

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### **3.1. DE-ICING**

#### **3.1.1. GENERAL**

ACFT shall de-ice at designated location. De-icing at stands is forbidden. Flight crew shall confirm whether de-icing is necessary when entering, and contact their own airline's AOC if de-icing is needed. De-icing tag for ACFT will be added into A-CDM by their airline's AOC or GND agency.

When taxiing into de-icing stands, flight crew shall keep watching carefully on support personnel in front of nose of ACFT. When taxiing out of de-icing stands, flight crew shall control throttle carefully and avoid exhausted gas causing damages to support personnel and equipment.

#### **3.1.2. DE-ICING PROCEDURES AT DESIGNATED LOCATION**

##### **3.1.2.1. DE-ICING DEMAND**

ACFT with de-icing demands shall report to Delivery controller when requesting delivery clearance.

##### **3.1.2.2. PUSH-BACK AND TAXIING**

ACFT shall be instructed by APN to push-back and taxi to de-icing holding point.

##### **3.1.2.3. DE-ICING HOLDING**

There are three de-icing holding positions:

###### **For De-icing Apron 1**

- holding area: TWY B, 197'/60m South of TWY B8;
- holding area: TWY C, 197'/60m North of TWY B8.

###### **For De-icing Apron 2**

- holding area: TWY W1 North of stand 703.

During period of holding at de-icing holding point, ACFT shall be forbidden to change VHF equipment frequency to de-icing frequency.

##### **3.1.2.4. TAXIING ON DE-ICING APRON**

Follow-me vehicle is available within de-icing apron. When Follow-me vehicle is just in front of ACFT, flight crew shall confirm with APN, then taxi following the Follow-me vehicle.

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25 AUG 23

20-1P6

Eff 6 Sep 1600Z

AIRPORT BRIEFING

### 3. DEPARTURE

#### 3.1.2.5. ENGINE-OFF DE-ICING

When ACFT parked at de-icing stand, change VHF frequency to de-icing frequency, contact De-icing controller via VHF, confirm de-icing demands and be prepared.

During de-icing, if any emergency, flight crew shall contact GND personnel immediately.

When de-icing ends, De-icing controller will inform flight crew de-icing code. Flight crew record code on demand.

Start up engine as instructed by GND personnel. Upon receiving changeover clearance from GND personnel, contact GND to apply for taxiing out.

If APU malfunction detected, flight crew shall report to their own airline's AOC before push-back, and AOC need to notify de-icing company to prepare GND electricity or gas source equipment. If APU malfunction detected during de-icing at designated location, flight crew shall report to De-icing controller immediately.

#### 3.1.2.6. ENGINE IDLE DE-ICING

No marshaller guidance, flight crew shall observe the "STOP" sign on the ground at LEFT side. When "STOP" sign at 9 o'clock direction of LEFT pilot, pilot shall brake and keep engine idle.

When ACFT parked at de-icing stand, change VHF frequency to de-icing frequency, contact De-icing controller via VHF, confirm de-icing demands and be prepared.

During de-icing, flight crew shall keep engine idle, do not move and keep de-icing frequency on. If any emergency, flight crew shall contact De-icing controller.

When de-icing ends, De-icing controller will inform flight crew de-icing code. Flight crew record code on demand.

Upon receiving changeover clearance from De-icing controller, contact previous GND to apply for taxiing out.

#### 3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

ACFT shall not apply for ATC delivery clearance 30 minutes earlier than ETD (target TSAT when ATFM system works).

ACFT shall obtain delivery clearance from DCL or voice broadcast by DAXING Delivery, DCL is available for 24h. When obtained delivery clearance, ACFT shall reply by DATA-LINK. Repeat or confirm by voice is not necessary.

If ACFT have to use full RWY length to take-off, contact Delivery Control upon receiving delivery clearance.

TWR controller will allocate TWY for the departure ACFT before entering RWY. If the TORA from the allocated TWY cannot meet safety departure, pilot should inform ATC timely.

For APN control areas refer to 20-9 charts. DAXING APN is responsible for push-back, taxiing and other control issues related to ACFT operation within these areas.

Push-back and taxi within APN control areas:

- ACFT shall request delivery clearance to DAXING Delivery.
- When ACFT is getting prepared and obtain clearance from DAXING Delivery, request push-back and engine start-up clearance to APN. "Getting prepared" means flight crew should ensure:
  - ACFT hatch is closed;
  - while ACFT pushing-back or starting up, nothing is in the safety area;
  - ACFT is ready for start-up;
  - ACFT connected with tow vehicle (except at stands taxiing in/out by own power).
- Flight crew shall report parking stand number to APN on initial contact with APN.

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25 AUG 23

20-1P7

Eff 6 Sep 1600Z

AIRPORT BRIEFING

**3. DEPARTURE**

- ACFT can be pushed back and get engine start-up after APN clearance, and flight crew shall confirm push-back direction and procedures with APN. Flight crew shall follow instructions within 3 minutes after obtaining clearance from APN. Clearance will be invalid if it exceeds 3 minutes, flight crew shall re-apply for clearance.

- ACFT shall apply for taxiing clearance to APN after push-back and start-up. Contact APN controller to confirm RWY-in-use and push-back direction when pushed back.

ACFT shall keep ADS-B equipment on while taxiing and push-back.

Turn on transponder without altitude reporting while taxiing, towing or push-back.

All stands, except stands on de-icing aprons, maintenance apron, stands 421 thru 423, 431 thru 438, K001 thru K016 and K101 thru K118 are push-back.

Stands K017 thru K033, K119 thru K136 and K305 thru K308 are push in/out. Taxiing in/out by its own power at these stands is strictly forbidden.

Stand K208 is push in/out and only used for engine run-ups.

ACFT parking at following stands for departure shall contact APN controller to obtain red/blue push-back instructions.

**Bridge Stands**

Stand	TWY/Push-back with Nose facing	
	Red	Blue
101	Y5/SE	Y5/NE
102, 103	Y5/SW	
104		Y5/N
105	Y5/S	Y5/S
126	Y5/NW	
127 thru 130		Y5/SE
131, 132	Y4/W	Y4/E
146	Z4/E	Z4/W
147	Z4/E	Z6/SW
148, 149	Z6/NE	
150		Z6/W
167, 168	M0/S	M0/N
169	M0/SE	
170, 171		M0/NW
187, 188	Z0/W	Z0/E
190, 191	Z0/E	Z0/W

**Remote Stands**

Stand	TWY/Push-back with Nose facing	
	Red	Blue
401, 402	E12/E	Y9/N
403 thru 405	Y9/S	
406, 407		E10/E
408	E/S	E/N
410 thru 415	Y5/NW	Y5/SE
417	Y5/SE	Y5/NW
418, 419	Y3/S	Y3/N
439, 441 thru 444	Z6/NE	Z6/SW

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BEIJING, PR OF CHINA

25 AUG 23

20-1P8

Eff 6 Sep 1600Z

AIRPORT BRIEFING

**3. DEPARTURE**

Stand	TWY/Push-back with Nose facing	
	Red	Blue
451 thru 453	B/N	B/S
454	B7/W	B7/E
455 thru 457	B7/E	B7/W
461, 462	M0/SE	M0/SW
464 thru 469, 471	C/N	C/S
472 thru 476	C/NE	C/SW
477 thru 483, 501 thru 525	C/E	C/W
701 thru 704	W2/N	W2/S
705	W1/N	W1/S
302, 304 thru 308	T6/W	T6/E
329 thru 331	T7/W	T7/E
345 thru 350	T6/E	T6/W
368, 370 thru 372	T7/E	T7/W

Within business apron ACFT shall be pushed back to stand K208 to conduct fast engine run-ups. ACFT shall conduct idle engine run-ups after informing business apron TWR and it shall be carried out at a designated stand.

When ACFT parking at stands 110, 111, 120, 123, 135 thru 137, 140, 141, 153, 156, 160, 161, 180, 183, 195 and 198 are fully pushed in place, flight crew shall taxi along blue taxiing lines by ATC instructions. If flight crew consider that they can not taxi by themselves, pilot shall apply for Follow-me vehicle service.

For ACFT parking at boarding bridge stands, keep engine idle while taxiing out.

For ACFT parking at boarding bridge stands, engine start-up during push-back is required. Boarding bridge stands may not be available for ACFT which can not fulfil this requirement.

During snow weather ACFT with four (or more) engines shall keep the outermost engines in idle state after pushing back until entering RWY.

**3.3. RWY OPERATIONS**

Requirements as follows to increase RWY operation capacity (except for wet or contaminated RWY):

- ACFT shall finish RWY alignment within 60 seconds from RWY holding position.
- ACFT shall begin to take-off run within 10 seconds after aligning with RWY centerline and receiving take-off clearance.
- If flight crew considers they can not fulfil the process within the required time, they shall inform TWR before reaching RWY holding position.

Generally, no initial heading will be issued in take-off clearance. ACFT not receiving initial heading, shall strictly follow SID procedures issued by ATC. Pilot shall begin to take-off run immediately upon receiving take-off clearance and stay on TWR frequency until receiving further ATC instructions.

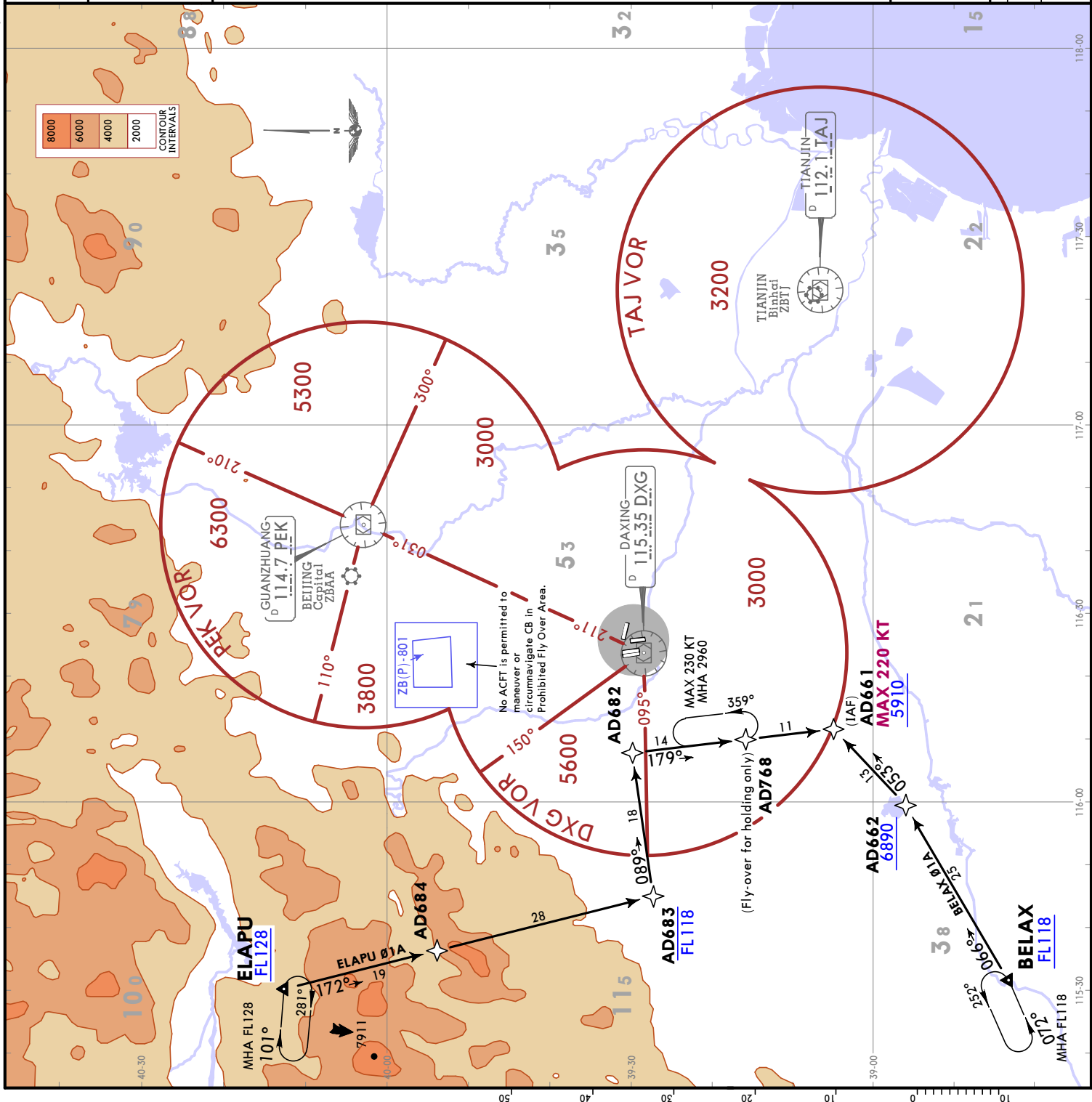


D-ATIS	Alt Set: hPa Trans level: FL118
128.4 (Chinese)	RNAV 1 GNSS
127.225	RADAR required.

**BELAX Ø1A [BELØ1A]**  
**ELAPU Ø1A [ELAØ1A]**  
**RNAV ARRIVALS**  
**(RWYS 01L, 35L/R)**

▼ LOST COMMS  
COMMS  
Refer to 20-2.  
▼ LOST COMMS  
▼ LOST COMMS  
▼ LOST COMMS

FL CONVERSION		FT./METER CONVERSION	
FL128	FL3900m	6890'	2100m
FL118	FL3600m	5910'	1800m
		2960'	900m
STAR		ROUTING	
<b>BELAX Ø1A</b>	BELAX (FL118+) - AD662 (6890+) - AD661 (K220-) - 5910+.		
<b>ELAPU Ø1A</b>	ELAPU (FL128+) - AD684 - AD683 (FL118-) - AD682 - AD768 - AD661 (K220-) - 5910+.		



**BEIJING, PR OF CHINA**

**ZBAD/PKX**  
DAXING  
JEPPESSEN  
29 SEP 23  
Eff 4 Oct 1600Z (20-2B)

**RNAV STAR**

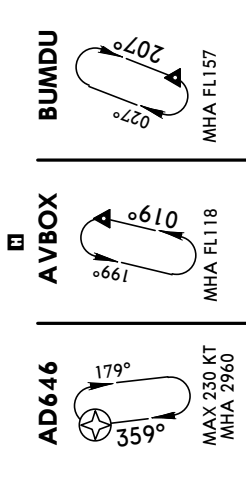
D-ATIS  
**128.4**  
(Chinese)  
**127.225**

Ait Set: hPa  
Trans level: FL118

Apt Elev  
**83**

RNAV 1 GNSS  
RADAR required.

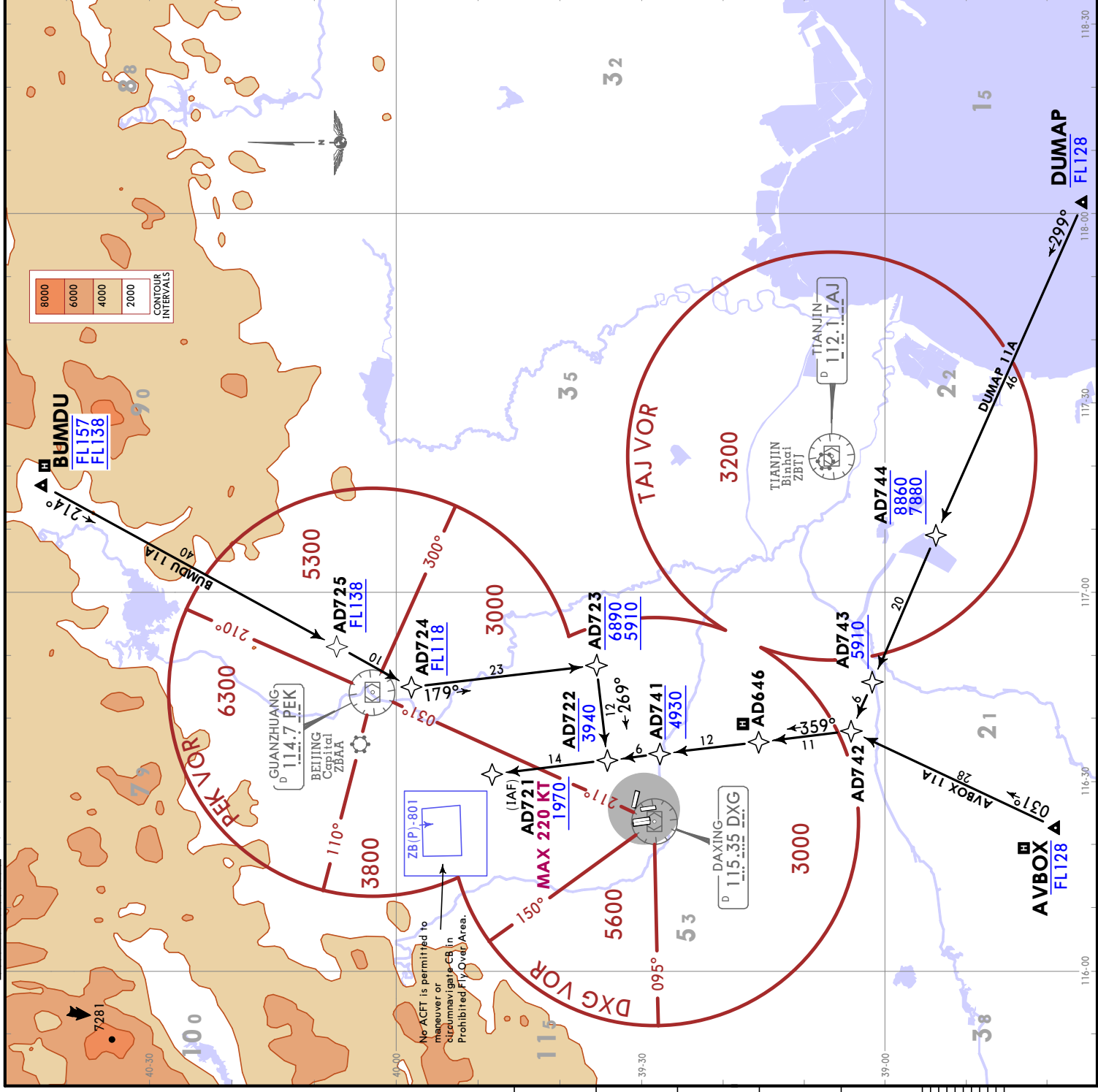
**AVBOX 11A [AVB11A]**  
**BUMDU 11A [BUM11A]**  
**DUMAP 11A [DUM11A]**  
**RNAV ARRIVALS**  
**(RWYS 17L/R, 19R)**



COMMS  
LOST COMMS  
Refer to 20-2.  
LOST COMMS

FL CONVERSION		FT/METER CONVERSION	
FL157	FL4800m	8860'	2700m
FL138	FL4200m	7880'	2400m
FL128	FL3900m	6890'	2100m
FL118	FL3600m	5910'	1800m
		4930'	1500m
		3940'	1200m
		2960'	900m
		1970'	600m

STAR	ROUTING
<b>AVBOX 11A</b>	AVBOX (FL128-) - AD742 - AD646 - AD741 (4930) - AD722 (3940-) - AD721 (K220-; 1970+).
<b>BUMDU 11A</b>	BUMDU (FL157+; FL138+) - AD725 (FL138+; 5910-) - AD724 (FL118+) - AD723 (6890+; 5910-) - AD722 (3940-) - AD721 (K220-; 1970+).
<b>DUMAP 11A</b>	DUMAP (FL128-) - AD744 (8860+; 7880+) - AD743 (5910+) - AD742 - AD646 - AD741 (4930) - AD722 (3940-) - AD721 (K220-; 1970+).





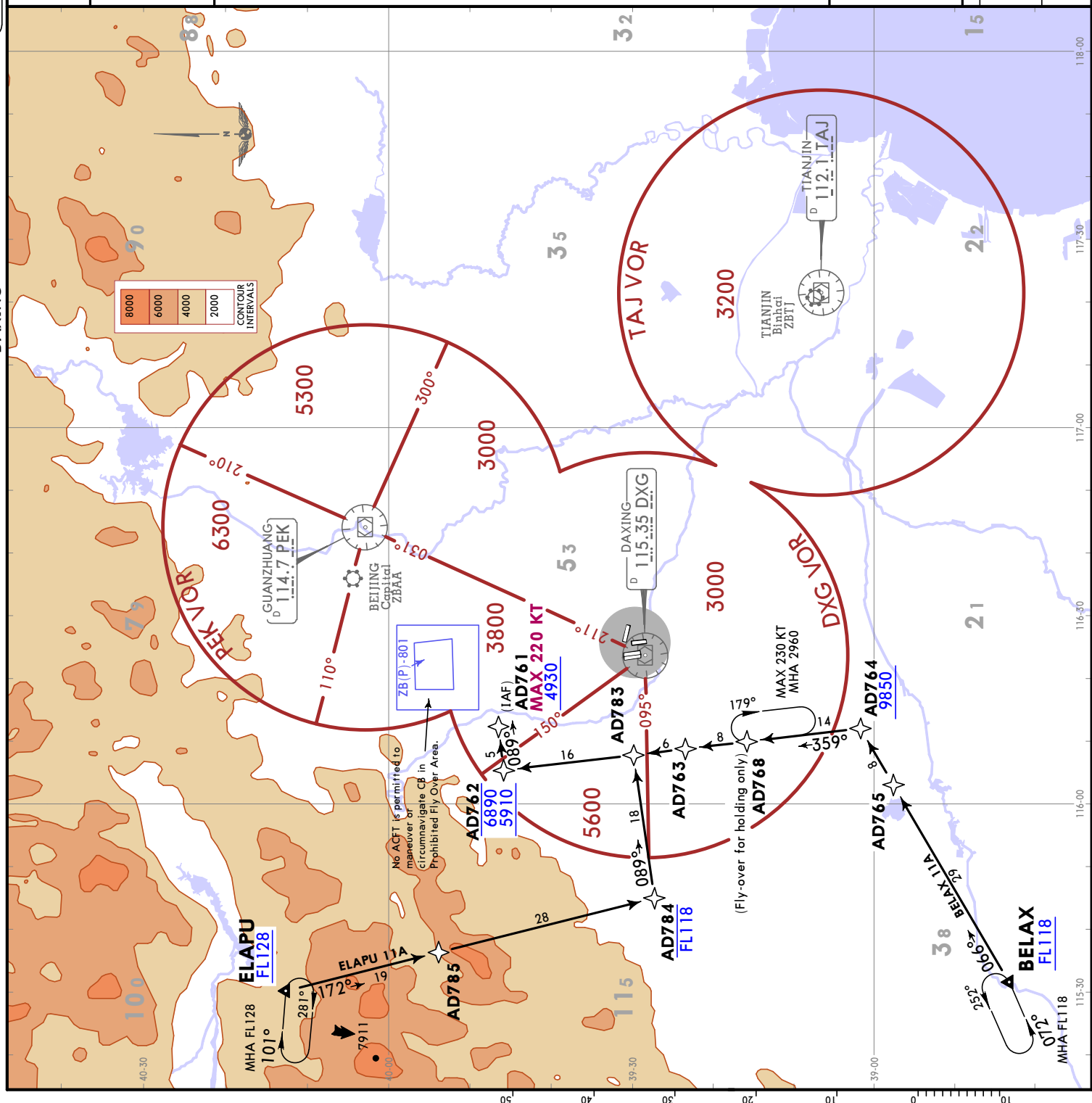
D-ATIS	Alt Set: hPa
128.4	Trans level: FL118
(Chinese)	RNAV 1 GNSS
127.225	RADAR required.

**BELAX 11A [BEL11A]**  
**ELAPU 11A [ELA11A]**  
**RNAV ARRIVALS**  
**(RWYS 17L/R, 19R)**

LOST COMMS → LOST COMMS  
 Refer to 20-2.  
 COMMS ← LOST COMMS

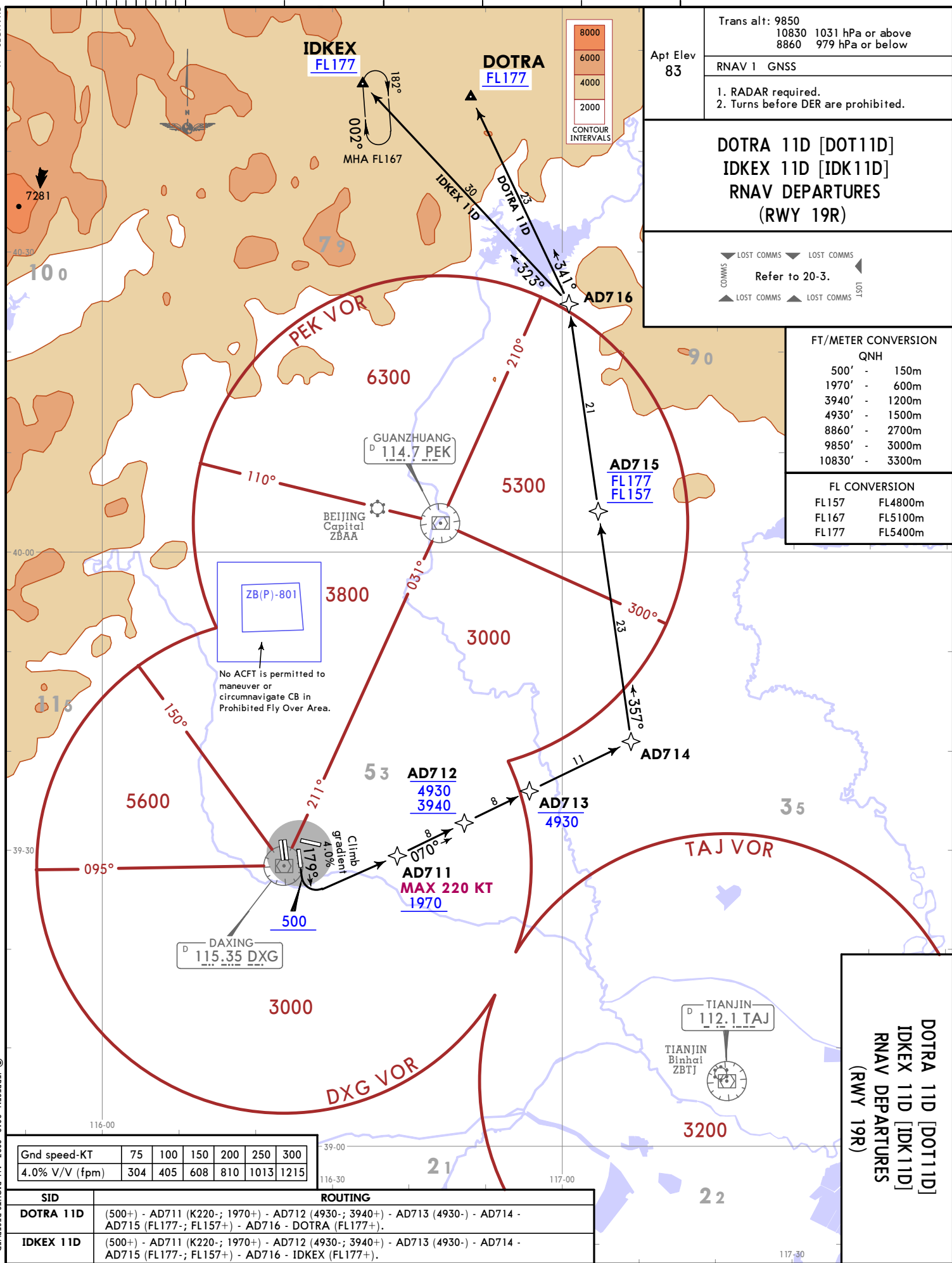
FL CONVERSION		FT./METER CONVERSION	
FL128	FL3900m	QNH	9850' - 3000m
FL118	FL3600m		6890' - 2100m
			5910' - 1800m
			4930' - 1500m
			2960' - 900m

ROUTING	
<b>STAR</b>	<b>BELAX (FL118+) - AD765 - AD764 (9850+ - AD768 - AD763 - AD783 - AD762 (6890-; 5910+) - AD761 (K220-; 4930+).</b>
<b>ELAPU 11A</b>	<b>ELAPU (FL128+) - AD785 - AD784 (FL118-) - AD783 - AD762 (6890-; 5910+) - AD761 (K220-; 4930+).</b>





CHANGES: None



Apt Elev 83	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS

1. RADAR required.  
2. Turns before DER are prohibited.

**DOTRA 11D [DOT11D]  
IDKEX 11D [IDK11D]  
RNAV DEPARTURES  
(RWY 19R)**

▼ LOST COMMS	▼ LOST COMMS	▼ LOST
Refer to 20-3.		
▲ LOST COMMS	▲ LOST COMMS	▲ LOST

FT/METER CONVERSION	
QNH	
500'	150m
1970'	600m
3940'	1200m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL157	FL4800m
FL167	FL5100m
FL177	FL5400m

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

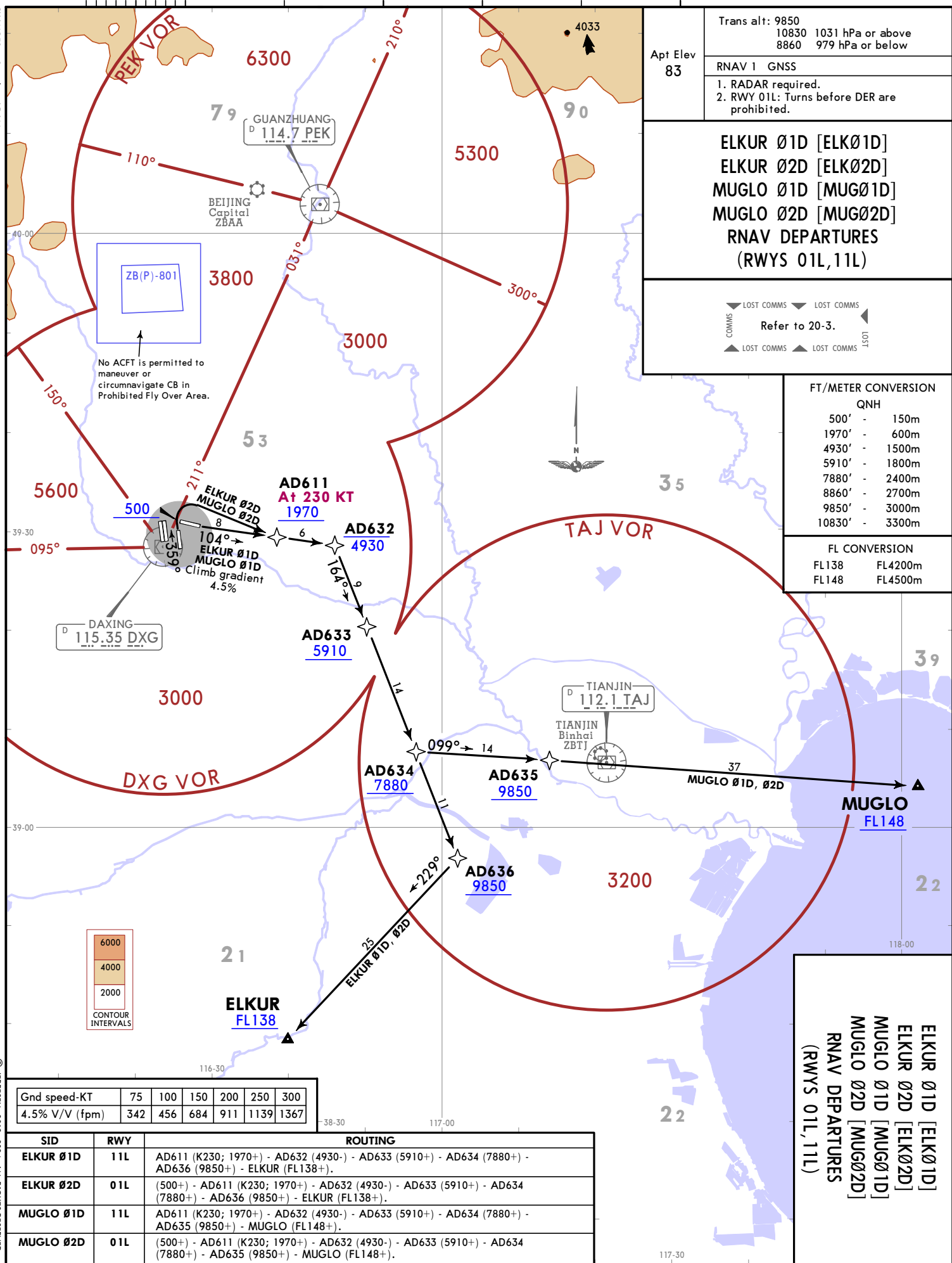
SID	ROUTING
<b>DOTRA 11D</b>	(500+) - AD711 (K220-; 1970+) - AD712 (4930-; 3940+) - AD713 (4930-) - AD714 - AD715 (FL177-; FL157+) - AD716 - DOTRA (FL177+).
<b>IDKEX 11D</b>	(500+) - AD711 (K220-; 1970+) - AD712 (4930-; 3940+) - AD713 (4930-) - AD714 - AD715 (FL177-; FL157+) - AD716 - IDKEX (FL177+).

**DOTRA 11D [DOT11D]  
IDKEX 11D [IDK11D]  
RNAV DEPARTURES  
(RWY 19R)**

ZBAD/PKX  
DAXING  
23 FEB 24 00:3A  
JEPPESSEN  
BEIJING, PR OF CHINA  
RNAV SID

CHANGES: Speed at AD611.

ZBAD/PKX  
DAXING  
JEPPESSEN  
23 FEB 24  
20-3B



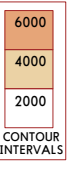
Apt Elev 83	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS

ELKUR 01D [ELK01D]  
ELKUR 02D [ELK02D]  
MUGLO 01D [MUG01D]  
MUGLO 02D [MUG02D]  
RNAV DEPARTURES  
(RWYS 01L, 11L)

Refer to 20-3.

FT/METER CONVERSION	
QNH	
500'	150m
1970'	600m
4930'	1500m
5910'	1800m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL138	FL4200m
FL148	FL4500m



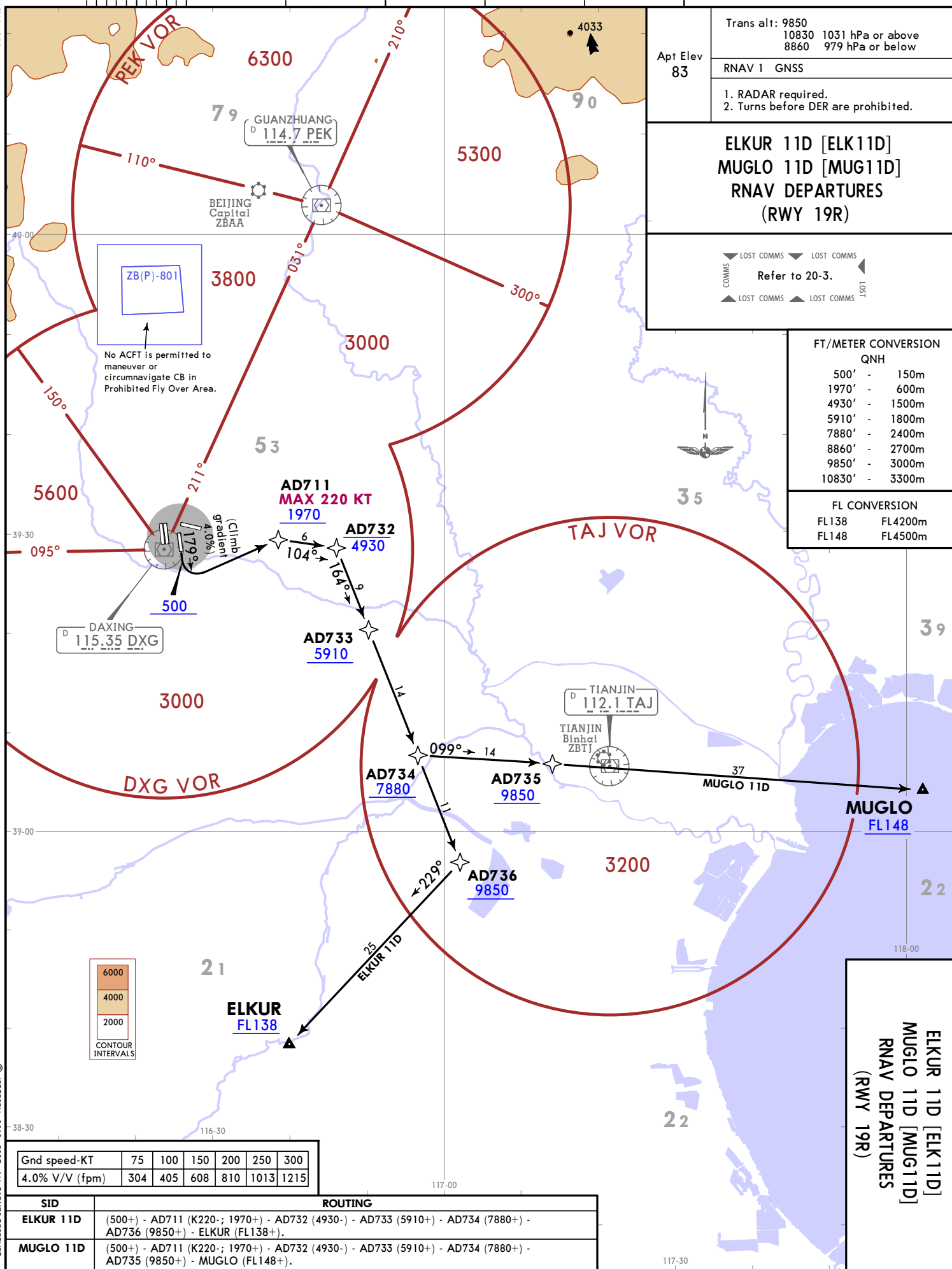
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING
ELKUR 01D	11L	AD611 (K230; 1970+) - AD632 (4930-) - AD633 (5910+) - AD634 (7880+) - AD636 (9850+) - ELKUR (FL138+).
ELKUR 02D	01L	(500+) - AD611 (K230; 1970+) - AD632 (4930-) - AD633 (5910+) - AD634 (7880+) - AD636 (9850+) - ELKUR (FL138+).
MUGLO 01D	11L	AD611 (K230; 1970+) - AD632 (4930-) - AD633 (5910+) - AD634 (7880+) - AD635 (9850+) - MUGLO (FL148+).
MUGLO 02D	01L	(500+) - AD611 (K230; 1970+) - AD632 (4930-) - AD633 (5910+) - AD634 (7880+) - AD635 (9850+) - MUGLO (FL148+).

ELKUR 01D [ELK01D]  
ELKUR 02D [ELK02D]  
MUGLO 01D [MUG01D]  
MUGLO 02D [MUG02D]  
RNAV DEPARTURES  
(RWYS 01L, 11L)

BEIJING, PR OF CHINA  
RNAV SID

CHANGES: None



ZBAD/PKX  
 DAXING  
 23 FEB 24 (20-3C)  
 JEPPESSEN  
 BEIJING, PR OF CHINA  
 RNAV SID

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	ROUTING
<b>ELKUR 11D</b>	(500+) - AD711 (K220-; 1970+) - AD732 (4930-) - AD733 (5910+) - AD734 (7880+) - AD736 (9850+) - ELKUR (FL138+).
<b>MUGLO 11D</b>	(500+) - AD711 (K220-; 1970+) - AD732 (4930-) - AD733 (5910+) - AD734 (7880+) - AD735 (9850+) - MUGLO (FL148+).

**BEIJING, PR OF CHINA**  
**RNAV SID**

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

Apt Elev  
83

RNAV 1 GNSS  
RADAR required.

**OMDEK Ø1D [OMDØ1D]**  
**OMDEK Ø2D [OMDØ2D]**  
**PEGSO Ø1D [PEGØ1D]**  
**PEGSO Ø2D [PEGØ2D]**  
**RNAV DEPARTURES**  
**(RWYS 35L/R)**

LOST COMMS  
Refer to 20-3.  
LOST COMMS

**FT/METER CONVERSION**

QNH	500'	150m
1970'	-	600m
2960'	-	900m
3940'	-	1200m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

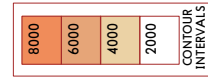
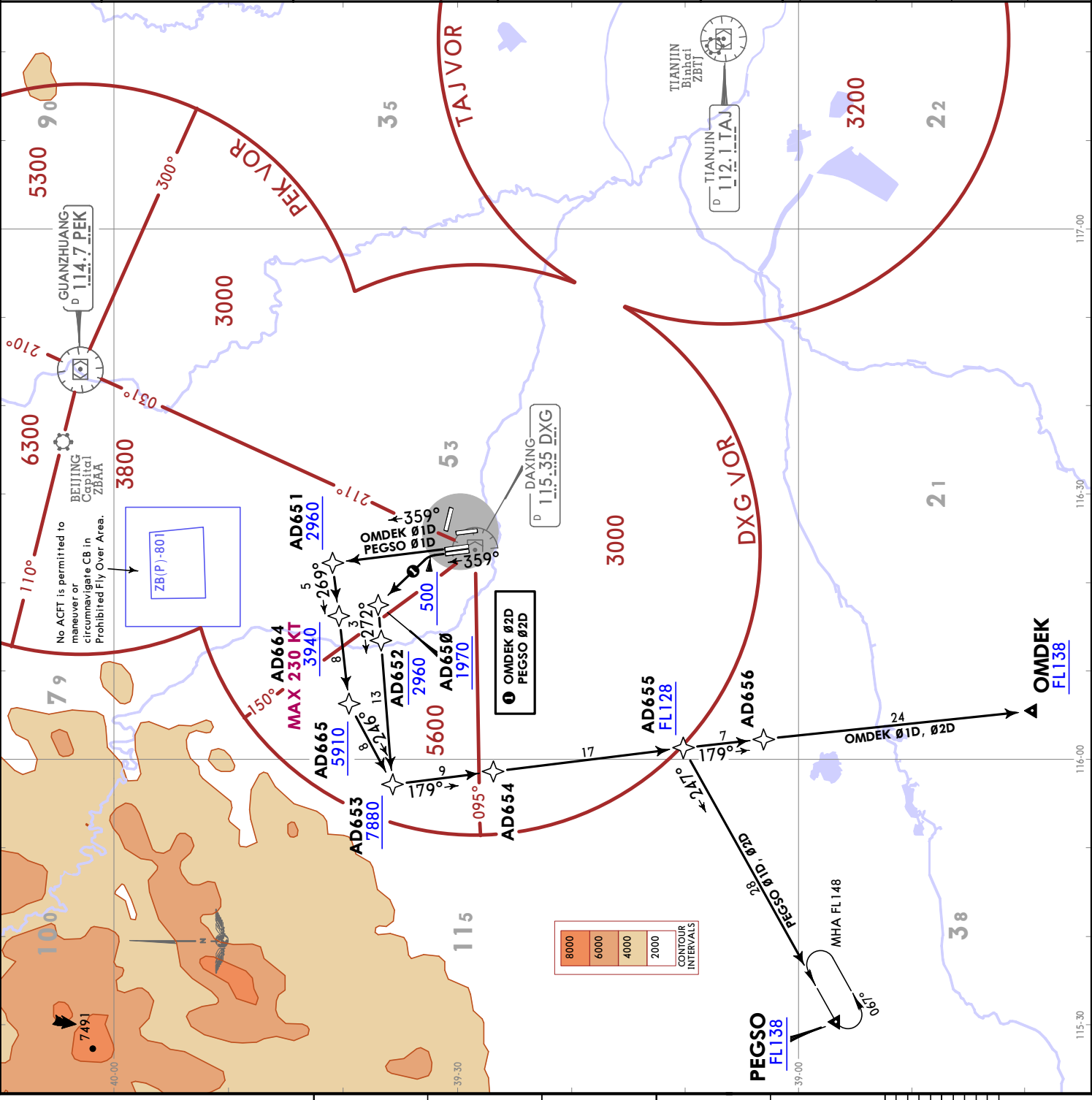
**FL CONVERSION**

FL CONVERSION	FL128	FL138	FL148
FL3900m			
FL4200m			
FL4500m			

SID	RWY	ROUTING
<b>OMDEK Ø1D</b>	<b>35R</b>	AD651 (2960+) - AD664 (K230+; 3940+) - AD665 (5910+) - AD653 (7880+) - AD654 - AD655 (FL128+) - AD656 - OMDEK (FL138+).
<b>OMDEK Ø2D</b>	<b>35L</b>	(500+) - AD65Ø (1970+) - AD652 (2960+) - AD653 (7880+) - AD654 - AD655 (FL128+) - AD656 - OMDEK (FL138+).
<b>PEGSO Ø1D</b>	<b>35R</b>	AD651 (2960+) - AD664 (K230+; 3940+) - AD665 (5910+) - AD653 (7880+) - AD654 - AD655 (FL128+) - PEGSO (FL138+).
<b>PEGSO Ø2D</b>	<b>35L</b>	(500+) - AD65Ø (1970+) - AD652 (2960+) - AD653 (7880+) - AD654 - AD655 (FL128+) - PEGSO (FL138+).

**ZBAD/PKX**  
**DAXING**

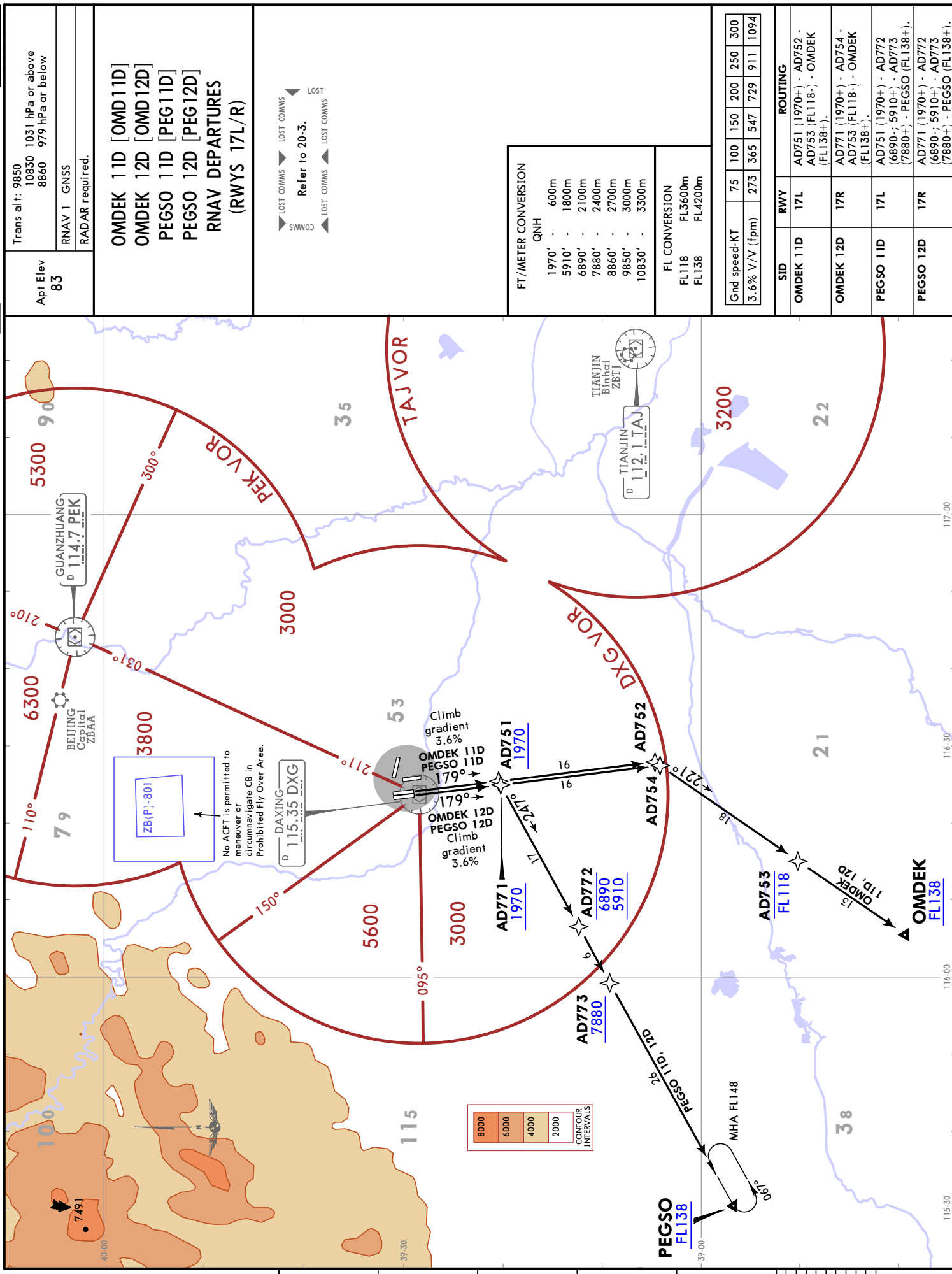
29 SEP 23 (20-3D) Eff 4 Oct 1600Z



**JEPPESEN**  
 29 SEP 23 (20-3E) Eff 4 Oct 1600Z

**ZBAD/PKX**  
 DAXING

**BEIJING, PR OF CHINA**  
**RNAV SID**



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

Apt Elev  
 83

RNAV 1 GNSS  
 RADAR required.

**OMDEK 11D [OMD11D]**  
**OMDEK 12D [OMD12D]**  
**PEGSO 11D [PEG11D]**  
**PEGSO 12D [PEG12D]**  
**RNAV DEPARTURES**  
**(RWYS 17L/R)**

LOST COMMS  
 Refer to 20-3.

FT/METER CONVERSION	
QNH	
1970' -	600m
5910' -	1800m
6890' -	2100m
7880' -	2400m
8860' -	2700m
9850' -	3000m
10830' -	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

Gnd speed-KT		3.6% V/V (fpm)	
75	100	150	200
250	300	729	1094

SID	RWY	ROUTING
OMDEK 11D	17L	AD751 (1970+) - AD752 - AD753 (FL118-) - OMDEK (FL138+)
OMDEK 12D	17R	AD771 (1970+) - AD754 - AD753 (FL118-) - OMDEK (FL138+)
PEGSO 11D	17L	AD751 (1970+) - AD772 (6890+; 5910+) - AD773 (7880+) - PEGSO (FL138+)
PEGSO 12D	17R	AD771 (1970+) - AD772 (6890+; 5910+) - AD773 (7880+) - PEGSO (FL138+)

**ZBAD/PKX**  
**DAXING** **JEPPESEN**  
19 JAN 24 **20-4** **Eff 24 Jan 1600Z****BEIJING, PR OF CHINA****NOISE**

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**NOISE ABATEMENT**

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LT minus 8 HOURS = UTC (Z)
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**DEPARTURE**

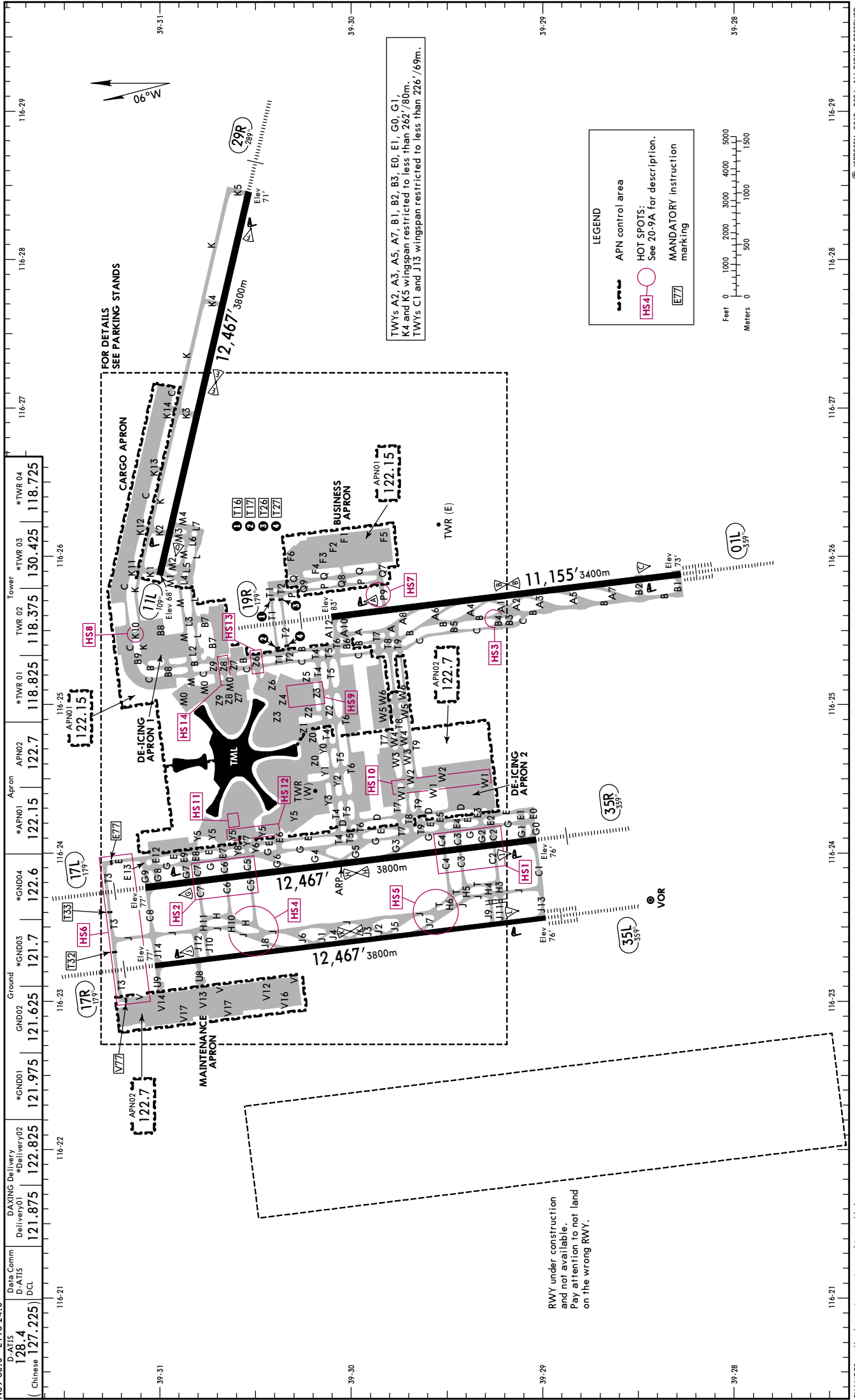
ACFT take-off noise abatement operation procedure is used for take-off and climbing phase. The purpose is to minimize the impact of noise on the ground in the premise of ensuring flight safety.

Beijing Daxing International Airport adopts NADP1 to reduce the noise near DER. In order to ensure flight safety, all pilots are required to execute the following noise abatement procedures:

- From departure to the 1600 (500m) use take-off power/flaps, maintain a climb speed of  $V_2 + 10$  KT (20km/h);
- At 1600 (500m) reduce engine power to climb thrust and maintain the original flaps and speed;
- At 3100 (950m) complete transition to normal en-route climb speed and retract flaps.

If the noise abatement procedures could not be implemented due to any reason except ATC, pilot shall inform ATC with a reasonable explanation before take-off (except for special flights such as calibration flights).





	116-21	116-22	116-23	116-24	116-25	116-26	116-27	116-28	116-29	39-28	39-29	39-30	39-31
D-ATIS													
D-ATIS	128.4												
D-ATIS	(Chinese 127.225)												
DAXING Delivery													
Delivery01	121.875	122.825											
Delivery02													
DCL													
Data Comm													
D-ATIS													
DCL													
*GND01	121.975												
*GND02	121.625												
*GND03	121.7	122.6											
*GND04	122.6												
*APN01	122.15												
*APN02	122.7												
*TWR 01	118.825												
*TWR 02	118.375												
*TWR 03	130.425												
*TWR 04	118.725												





ZBAD/PKX

 JEPPesen

EASA AIR OPS

29 JUL 22  
Eff 10 Aug 1600Z (20-9S)

BEIJING, PR OF CHINA  
DAXING

STRAIGHT-IN RWY	A	B	C	D
<b>01L</b> CAT 3B RNAV ILS DME	No DH R75m	No DH R75m	No DH R75m	No DH R75m
CAT 3A RNAV ILS DME	DH50' R200m	DH50' R200m	DH50' R200m	DH50' R200m
CAT 2 RNAV ILS DME	173' (100') RA100' R300m	173' (100') RA100' R300m	173' (100') RA100' R300m	173' (100') RA100' ① R300m
RNAV ILS DME FULL	273' (200') R550m V800m	273' (200') R550m V800m	273' (200') R550m V800m	273' (200') R550m V800m
TDZ or CL out	② R550m V800m	② R550m V800m	② R550m V800m	② R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC	820' (747') R/V3400m	820' (747') R/V3400m	820' (747') R/V3400m	820' (747') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
<b>17L</b> RNAV ILS DME Z or Y	290' (213') ④ R550m V800m	290' (213') ④ R550m V800m	307' (230') ④ R550m V800m	307' (230') ④ R550m V800m
FULL	R/V1300m	R/V1300m	R/V1400m	R/V1400m
ALS out	R/V1300m	R/V1300m	R/V1400m	R/V1400m
③ LOC Z or Y	820' (743') R/V3400m	820' (743') R/V3400m	820' (743') R/V3400m	820' (743') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
<b>17R</b> RNAV ILS DME Z or Y	277' (200') ④ R550m V800m	277' (200') ④ R550m V800m	277' (200') ④ R550m V800m	277' (200') ④ R550m V800m
FULL	R/V1200m	R/V1200m	R/V1200m	R/V1200m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC Z or Y	820' (743') R/V3400m	820' (743') R/V3400m	820' (743') R/V3400m	820' (743') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
<b>19R</b> RNAV ILS DME	283' (200') ④ R550m V800m	283' (200') ④ R550m V800m	283' (200') ④ R550m V800m	283' (200') ④ R550m V800m
FULL	R/V1200m	R/V1200m	R/V1200m	R/V1200m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC	830' (747') R/V3400m	830' (747') R/V3400m	830' (747') R/V3400m	830' (747') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
<b>29R</b> RNAV ILS DME	448' (377') R/V1400m	448' (377') R/V1400m	465' (394') R/V1400m	465' (394') R/V1400m
FULL	R/V1400m	R/V1400m	R/V1400m	R/V1400m
ALS out	R/V2200m	R/V2200m	R/V2300m	R/V2300m
③ LOC	820' (749') R/V3400m	820' (749') R/V3400m	820' (749') R/V3400m	820' (749') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
<b>35L</b> CAT 2 RNAV ILS DME	176' (100') RA102' R300m	176' (100') RA102' R300m	176' (100') RA102' R300m	176' (100') RA102' ① R300m
RNAV ILS DME FULL	276' (200') R550m V800m	276' (200') R550m V800m	276' (200') R550m V800m	276' (200') R550m V800m
TDZ or CL out	② R550m V800m	② R550m V800m	② R550m V800m	② R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC	820' (744') R/V3400m	820' (744') R/V3400m	820' (744') R/V3400m	820' (744') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m

① Without Autoland: R350m.

② R750m when a Flight Director or Autopilot or HUD to DA is not used.

③ Continuous Descent Final Approach.

④ R800m when a Flight Director or Autopilot or HUD to DA is not used.

ZBAD/PKX

 JEPPESEN

EASA AIR OPS

29 JUL 22  
Eff 10 Aug 1600Z 20-9S1

BEIJING, PR OF CHINA  
DAXING

STRAIGHT-IN RWY		A	B	C	D
35R	RNAV ILS DME	276' (200')	276' (200')	276' (200')	276' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	① R550m V800m	① R550m V800m	① R550m V800m	① R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	② LOC	820' (744')	820' (744')	820' (744')	820' (744')
	ALS out	R/V3400m	R/V3400m	R/V3400m	R/V3400m
		R/V4300m	R/V4300m	R/V4300m	R/V4300m

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

② Continuous Descent Final Approach.

TAKE-OFF

		LVP must be in force				All Rwys	
		Rwy 01L, 35R	Rwy 11L, 35L	Rwy 01L, 11L, 35L/R			
		RL & CL & RENL & HUD	RL & CL & RENL & HUD	RL & CL & 3 RVRs	RL & CL	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R75m	R150m	R150m	R200m	R400m V800m	R500m V800m
	B			R200m	R250m		
	C						
	D						
Other 1 & 2 Eng		Minimums not established by CAAC				V1600m	

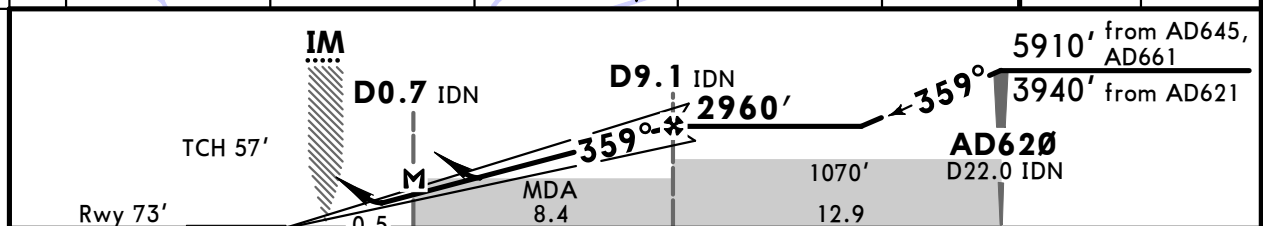
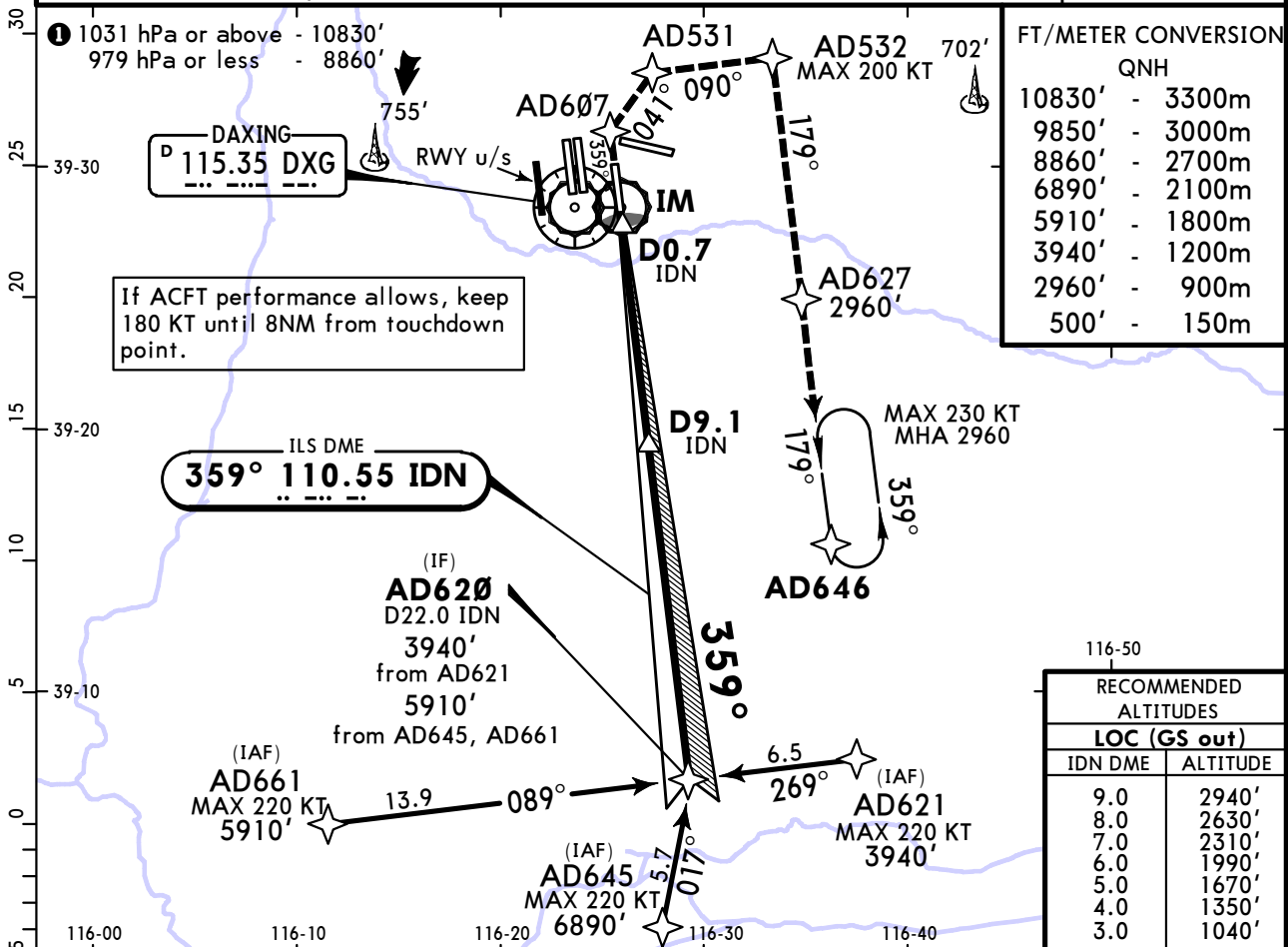
# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z

(21-1)

# BEIJING, PR OF CHINA RNAV ILS DME Rwy 01L

D-ATIS <b>128.4</b> (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IDN <b>110.55</b>	Final Apch Crs <b>359°</b>	D9.1 IDN <b>2960'</b> (2887')	ILS DA(H) <b>273'</b> (200')	Apt Elev 83' Rwy 73'		
<b>MISSED APCH:</b> Climb AHEAD to AD607 at 500' or above on 359°, turn RIGHT to AD531 on 041°, then to AD532 on 090° and continue to AD627, then to AD646 at 2960' or above on 179°, join holding or by ATC.						MSA DXG VOR
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' <b>!</b>



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	AD607	500'	AD531	041°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	↑	at or above	RT	
MAP at D0.7 IDN											

PANS OPS	State		STRAIGHT-IN LANDING		LOC (GS out) CDFA	
	ILS		DA(H) <b>273'</b> (200')		MDA(H) <b>820'</b> (747')	
	FULL	ALS out	FULL	ALS out	FULL	ALS out
	A					
B	R550m	V1200m	V3400m	V4300m		
C	V800m					
D						

CHANGES: D-ATIS frequency added.

**ZBAD/PKX**  
DAXING

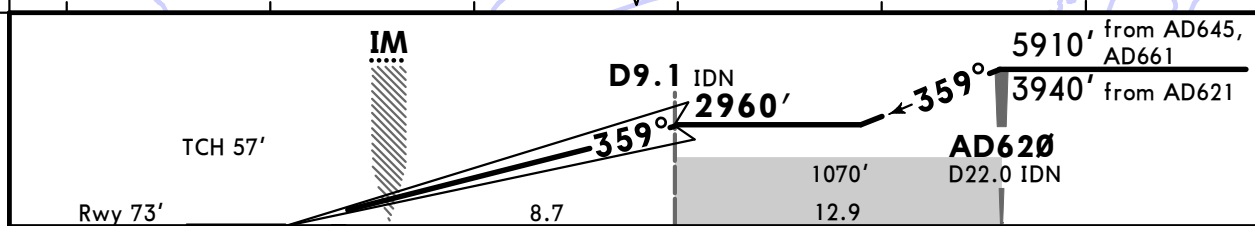
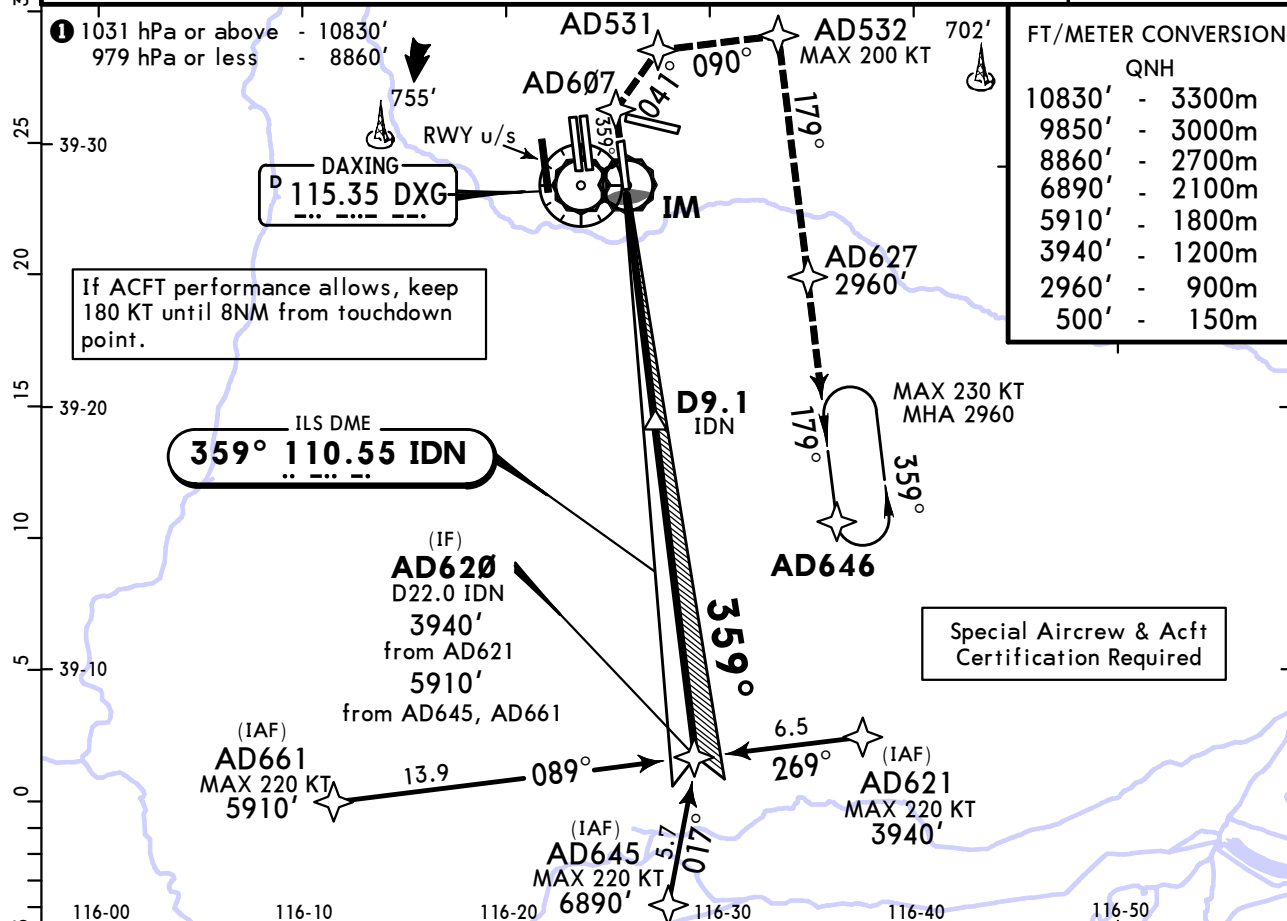
14 APR 23  
Eff 19 Apr 1600Z

**JEPPESSEN**

(21-1A)

**BEIJING, PR OF CHINA**  
CAT II/III RNAV ILS DME Rwy 01L

D-ATIS <b>128.4</b> (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725	
Ground				*GND01 121.975	GND02 121.625	*GND03 121.7	*GND04 122.6
LOC IDN <b>110.55</b>	Final Apch Crs <b>359°</b>	D9.1 IDN <b>2960'</b> (2887')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 83'	Rwy 73'		
<b>MISSED APCH:</b> Climb AHEAD to AD607 at 500' or above on 359°, turn RIGHT to AD531 on 041°, then to AD532 on 090° and continue to AD627, then to AD646 at 2960' or above on 179°, join holding or by ATC.							MSA DXG VOR
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' <b>1</b>	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	AD607 500' at or above AD531 on 041° RT
GS	3.00°	372	478	531	637	743		

<b>State</b>			STRAIGHT-IN LANDING		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS			
	DH RA 50'	RA 100'	DA(H) 173' (100')		
R75m	R175m	R300m			

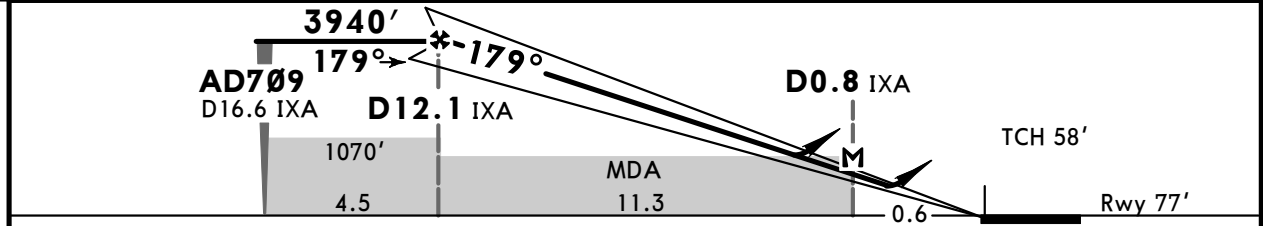
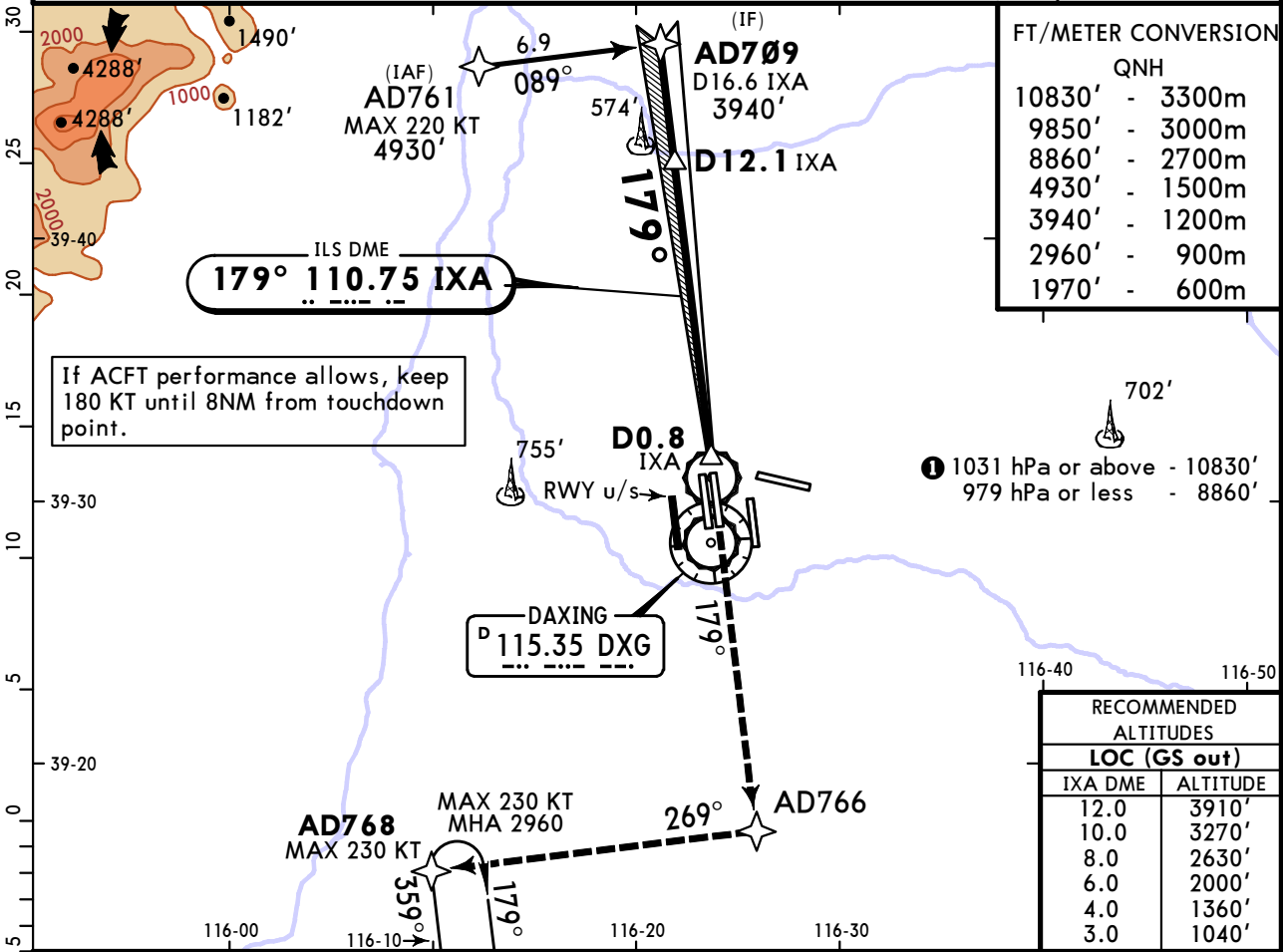
**1** CAT D: R350m for manual operation below DH.

# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z (21-2)

# BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 17L

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	DAXING Tower TWR01 118.825	DAXING Tower TWR02 118.375	DAXING Tower *TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXA 110.75	Final Apch Crs 179°	D12.1 IXA 3940' (3863')	ILS DA(H) Refer to Minimums	Apt Elev 83'	Rwy 77'	
<b>MISSED APCH: Climb STRAIGHT AHEAD on 179° to AD766 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.</b>						MSA DXG VOR
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' <b>①</b>



Gnd speed-Kts	70	90	100	120	140	160		<b>AD766</b> at <b>MIN 1970'</b>	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.8 IXA									

PANS OPS	<b>State</b>		<b>STRAIGHT-IN LANDING</b>		<b>LOC (GS out)</b>	
	ILS		CDFA		CDFA	
	DA(H) AB: <b>290'</b> (213') CD: <b>307'</b> (230')		MDA(H) <b>820'</b> (743')		MDA(H) <b>820'</b> (743')	
	FULL		ALS out		ALS out	
A			V1300m			
B					V3400m	
C	<b>R550m</b> <b>V800m</b>				V4300m	
D			V1400m			
<b>R800m</b> when a Flight Director or Autopilot or HUD to DA is not used.						



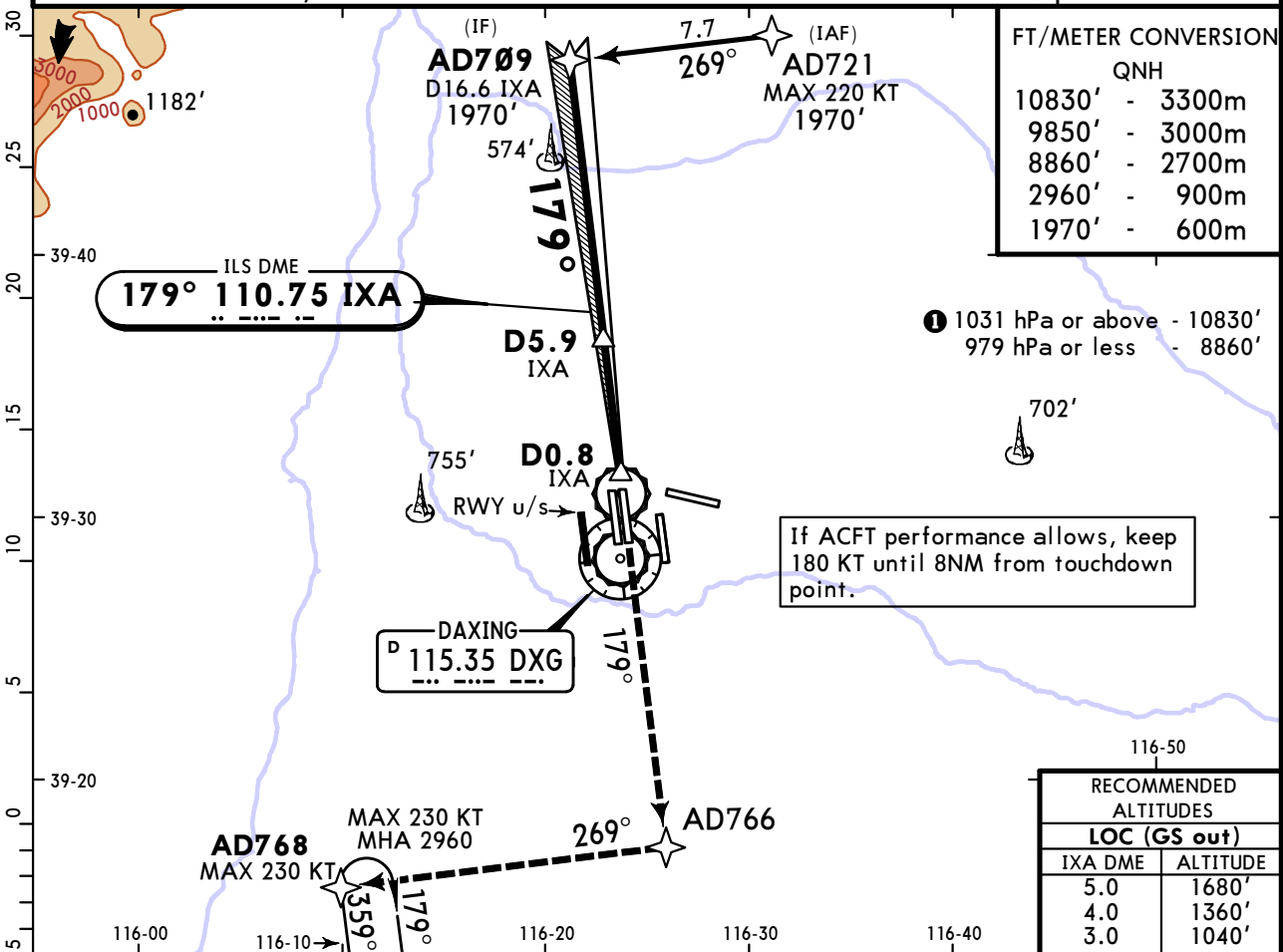
# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z

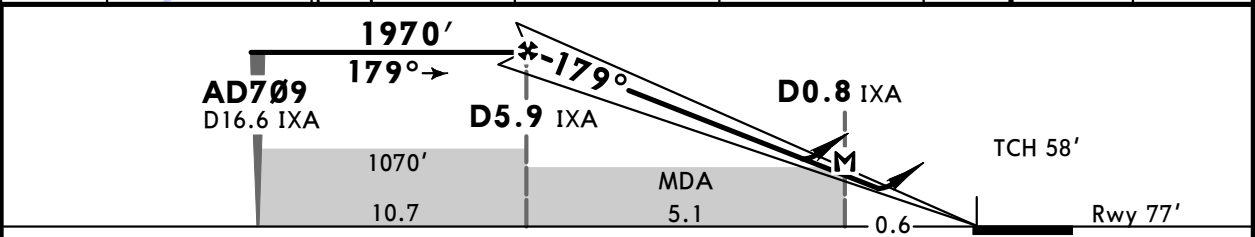
(21-3)

# BEIJING, PR OF CHINA RNAV ILS DME Y Rwy 17L

D-ATIS <b>128.4</b> (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXA <b>110.75</b>	Final Apch Crs <b>179°</b>	<b>D5.9 IXA</b> 1970' (1893')	ILS DA(H) Refer to Minimums	Apt Elev 83' Rwy 77'		
<b>MISSED APCH: Climb STRAIGHT AHEAD on 179° to AD766 at 1970'</b> <b>or above, turn RIGHT to AD768 at 2960' or above, join holding</b> <b>or by ATC.</b>						
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' <b>1</b>		



RECOMMENDED ALTITUDES	
LOC (GS out)	
IXA DME	ALTITUDE
5.0	1680'
4.0	1360'
3.0	1040'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.8 IXA								

State	ILS	STRAIGHT-IN LANDING	LOC (GS out) CDFA
	DA(H) AB: <b>290'</b> (213') CD: <b>307'</b> (230')		MDA(H) <b>820'</b> (743')
	FULL	ALS out	ALS out

A	<b>R550m</b> <b>V800m</b>	<b>V1300m</b>	<b>V3400m</b>	<b>V4300m</b>
B				
C		<b>V1400m</b>		
D				

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

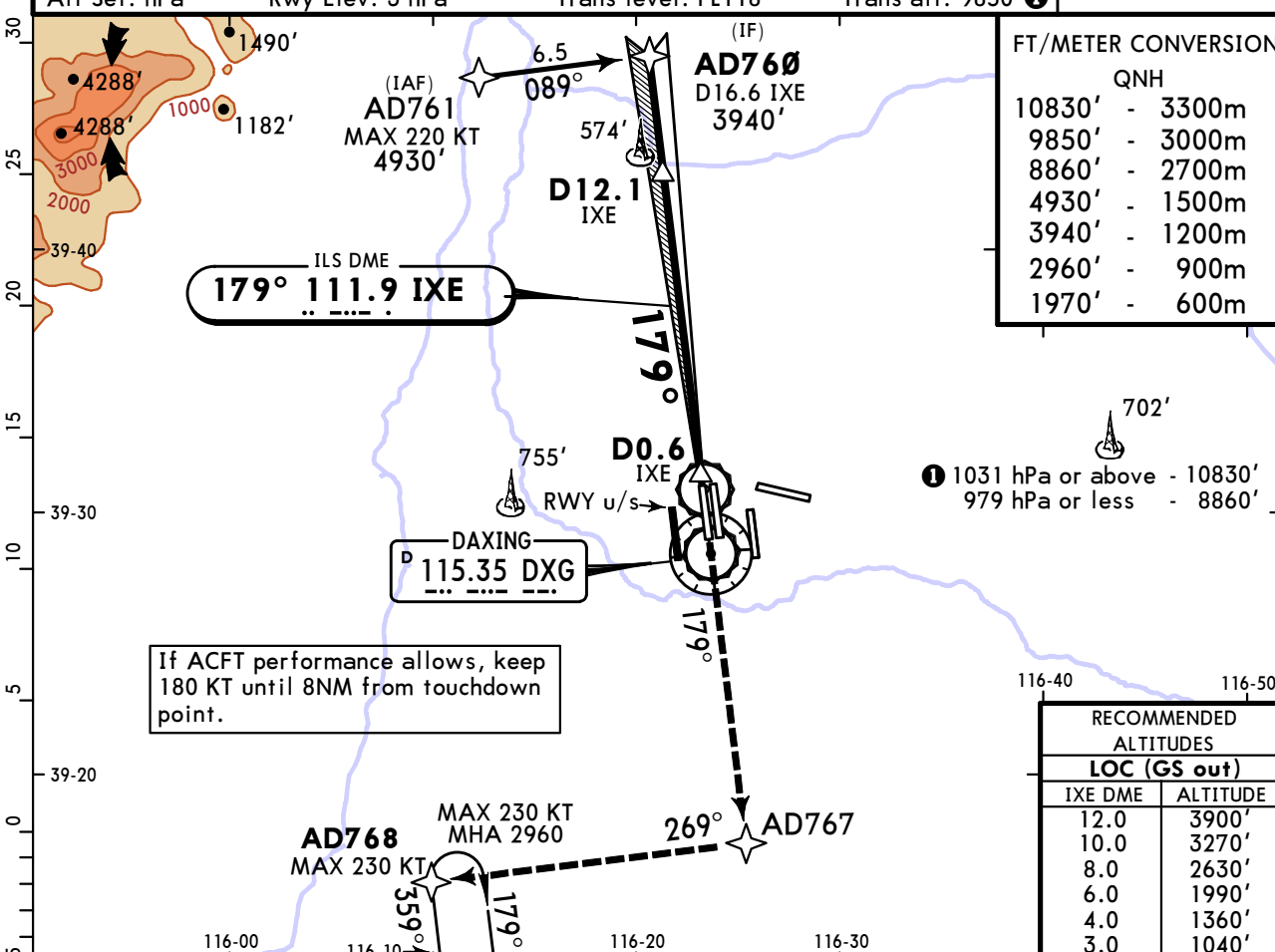
CHANGES: D-ATIS frequency added.

# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z (21-4)

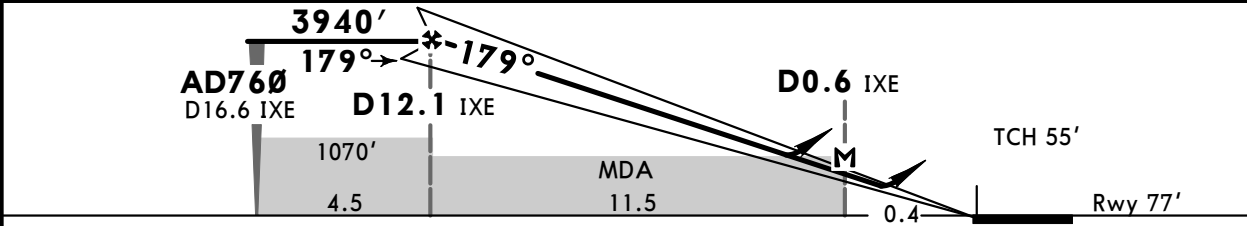
# BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 17R

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXE 111.9	Final Apch Crs 179°	D12.1 IXE 3940' (3863')	ILS DA(H) 277' (200')	Apt Elev 83' Rwy 77'		
<b>MISSED APCH: Climb STRAIGHT AHEAD on 179° to AD767 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.</b>						
Alt Set: hPa    Rwy Elev: 3 hPa    Trans level: FL118    Trans alt: 9850'						



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1970'	- 600m

RECOMMENDED ALTITUDES		
LOC (GS out)		
IXE DME	ALTITUDE	
12.0	3900'	
10.0	3270'	
8.0	2630'	
6.0	1990'	
4.0	1360'	
3.0	1040'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	AD767 at MIN 1970'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.6 IXE									

State	ILS		STRAIGHT-IN LANDING		LOC (GS out)	
	FULL	ALS out	FULL	ALS out	CDFA	ALS out
	DA(H) 277' (200')				MDA(H) 820' (743')	
A						
B						
C	R550m V800m	V1200m	V3400m		V4300m	
D						

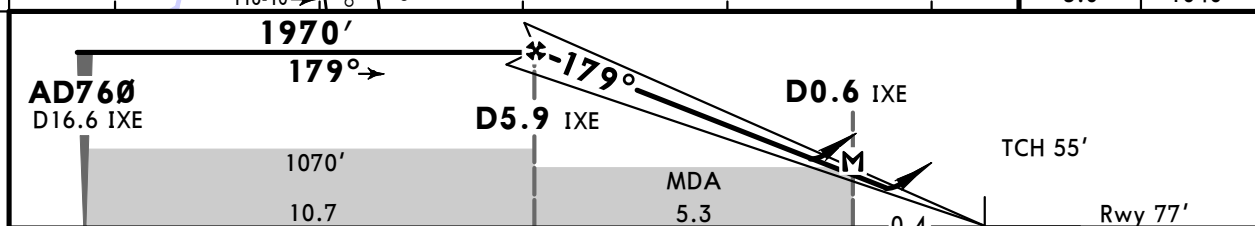
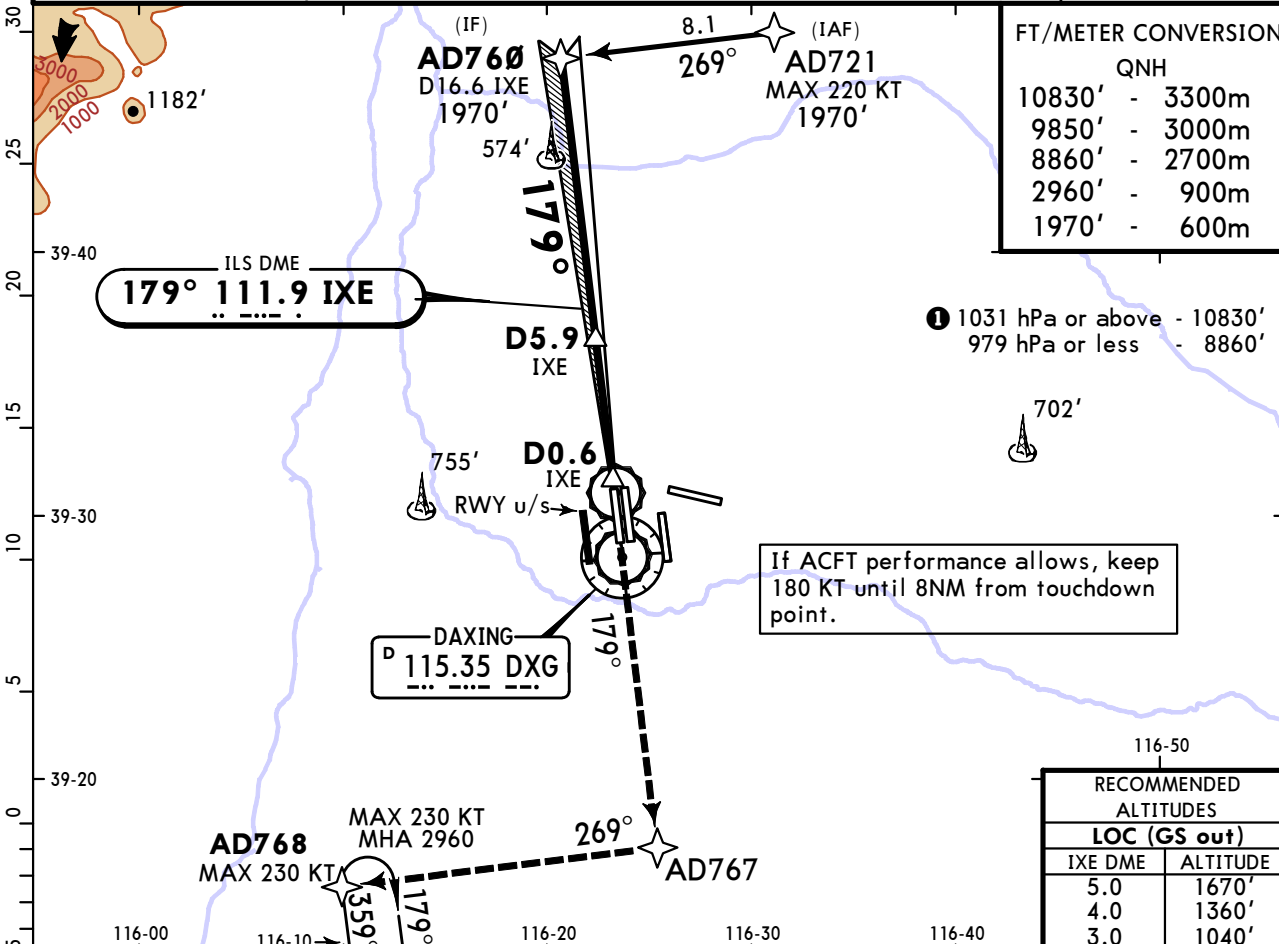
CHANGES: D-ATIS frequency added. © JEPPESEN, 2019, 2023. ALL RIGHTS RESERVED.

# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z (21-5)

# BEIJING, PR OF CHINA RNAV ILS DME Y Rwy 17R

BRIEFING STRIP™	D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
	*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
	LOC IXE 111.9	Final Apch Crs 179°	D5.9 IXE 1970' (1893')	ILS DA(H) 277' (200')	Apt Elev 83' Rwy 77'		
	<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD on 179° to AD767 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.</p>						<p>MSA DXG VOR</p>
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' ①	



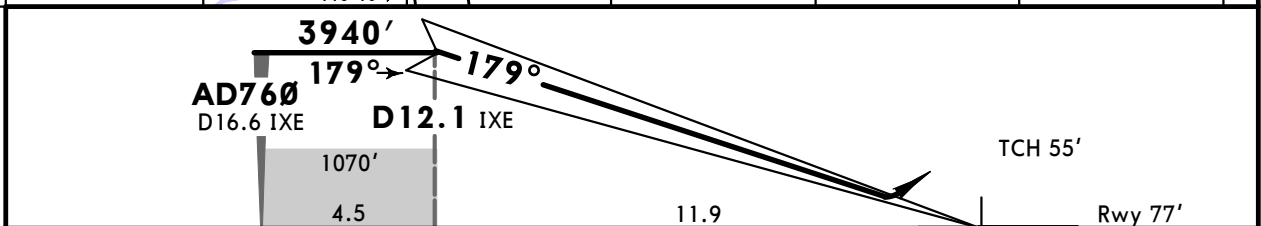
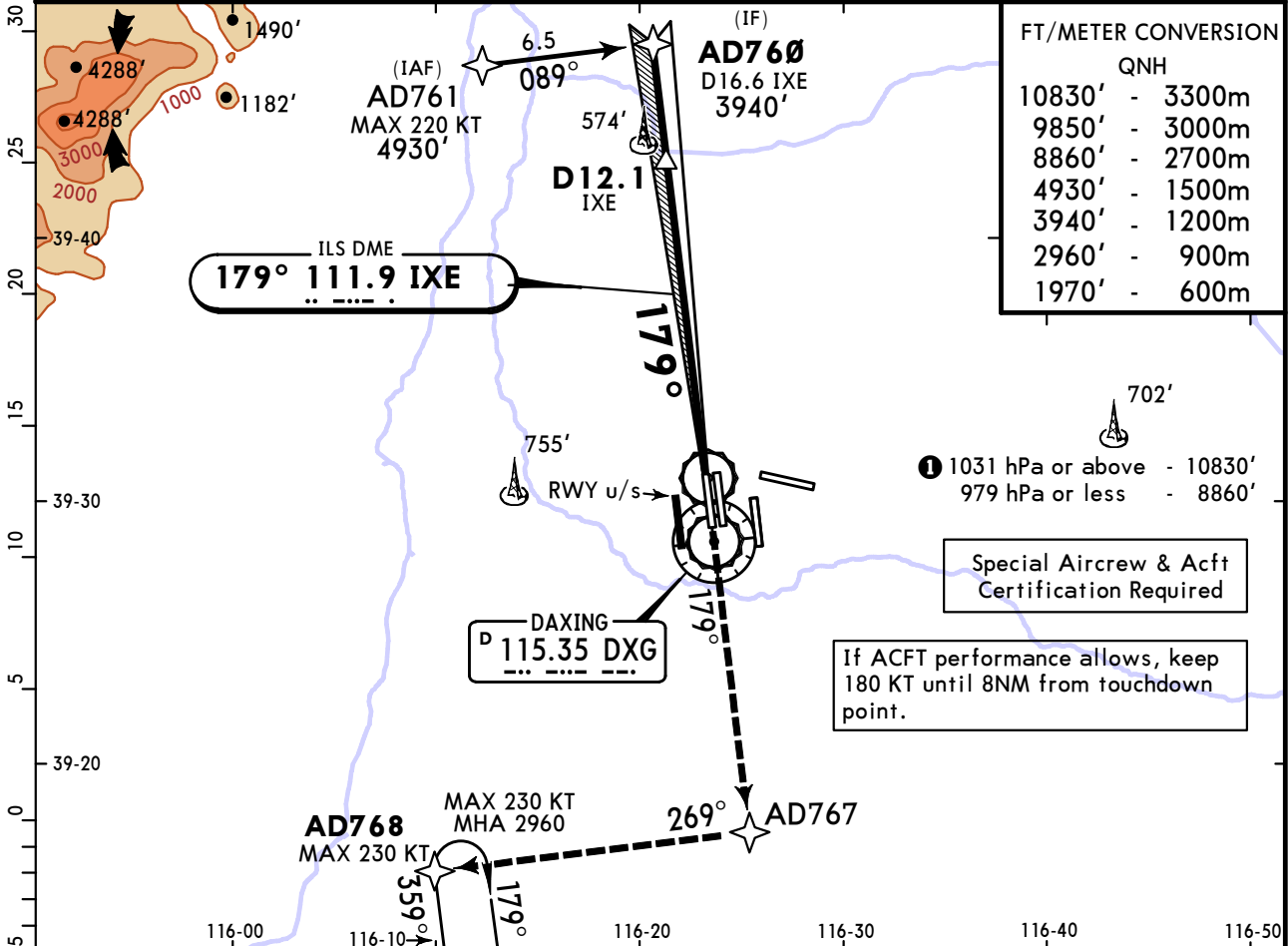
Gnd speed-Kts	70	90	100	120	140	160	<p>AD767 at MIN 1970'</p>	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.6 IXE								

State	ILS STRAIGHT-IN LANDING		LOC (GS out) CDFA	
	FULL	ALS out	ALS out	ALS out
	DA(H) 277' (200')		MDA(H) 820' (743')	
A				
B				
C	R550m V800m	V1200m	V3400m	V4300m
D				

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

**ZBAD/PKX** **JEPPESEN** **BEIJING, PR OF CHINA**  
**DAXING** **Eff 19 Apr 1600Z** **(21-5A) SA CAT I RNAV ILS DME Z Rwy 17R**

D-ATIS <b>128.4</b> (Chinese <b>127.225</b> )	DAXING Approach APP05 <b>126.5</b> by ATC	BEIJING Approach APP15 <b>119.925</b> by ATC	*TWR01 <b>125.8</b> by ATC	DAXING Tower TWR02 <b>118.825</b>	*TWR04 <b>118.375</b>	*TWR04 <b>118.725</b>
*GND01 <b>121.975</b>	GND02 <b>121.625</b>	Ground <b>121.7</b>	*GND03 <b>121.7</b>	*GND04 <b>122.6</b>		
LOC IXE <b>111.9</b>	Final Apch Crs <b>179°</b>	D12.1 IXE <b>3940'</b> (3863')	SA CAT I ILS <b>RA 148'</b> DA(H) 227' (150')	Apt Elev 83'	Rwy 77'	
<b>MISSED APCH: Climb STRAIGHT AHEAD on 179° to AD767 at 1970'</b> <b>or above, turn RIGHT to AD768 at 2960' or above, join holding</b> <b>or by ATC.</b>						
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' <b>1</b>		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <b>AD767</b> at <b>MIN 1970'</b>
GS	3.00°	372	478	531	637	743	

**State** STRAIGHT-IN LANDING  
 SA CAT I ILS **1**

**RA 148'**  
 DA(H) **227'** (150')

R450m

**1** HUD required.

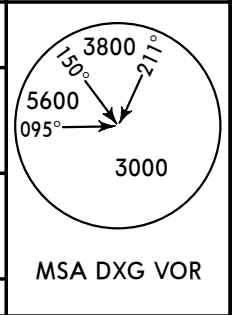
**ZBAD/PKX**  
**DAXING** 14 APR 23  
Eff 19 Apr 1600Z

**JEPPESEN**  
**(21-5B)**

**BEIJING, PR OF CHINA**  
**SA CAT I RNAV ILS DME Y Rwy 17R**

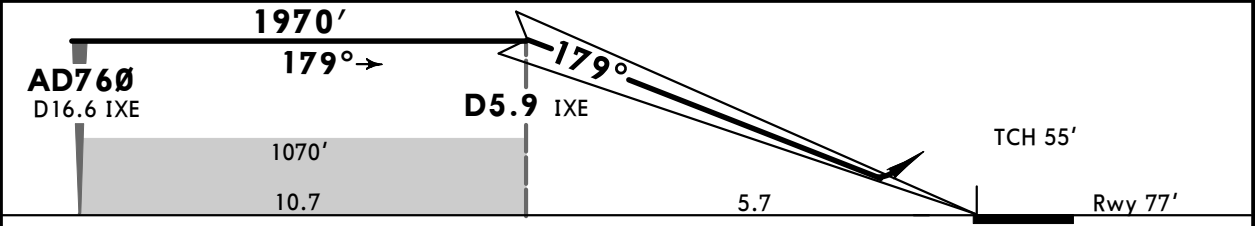
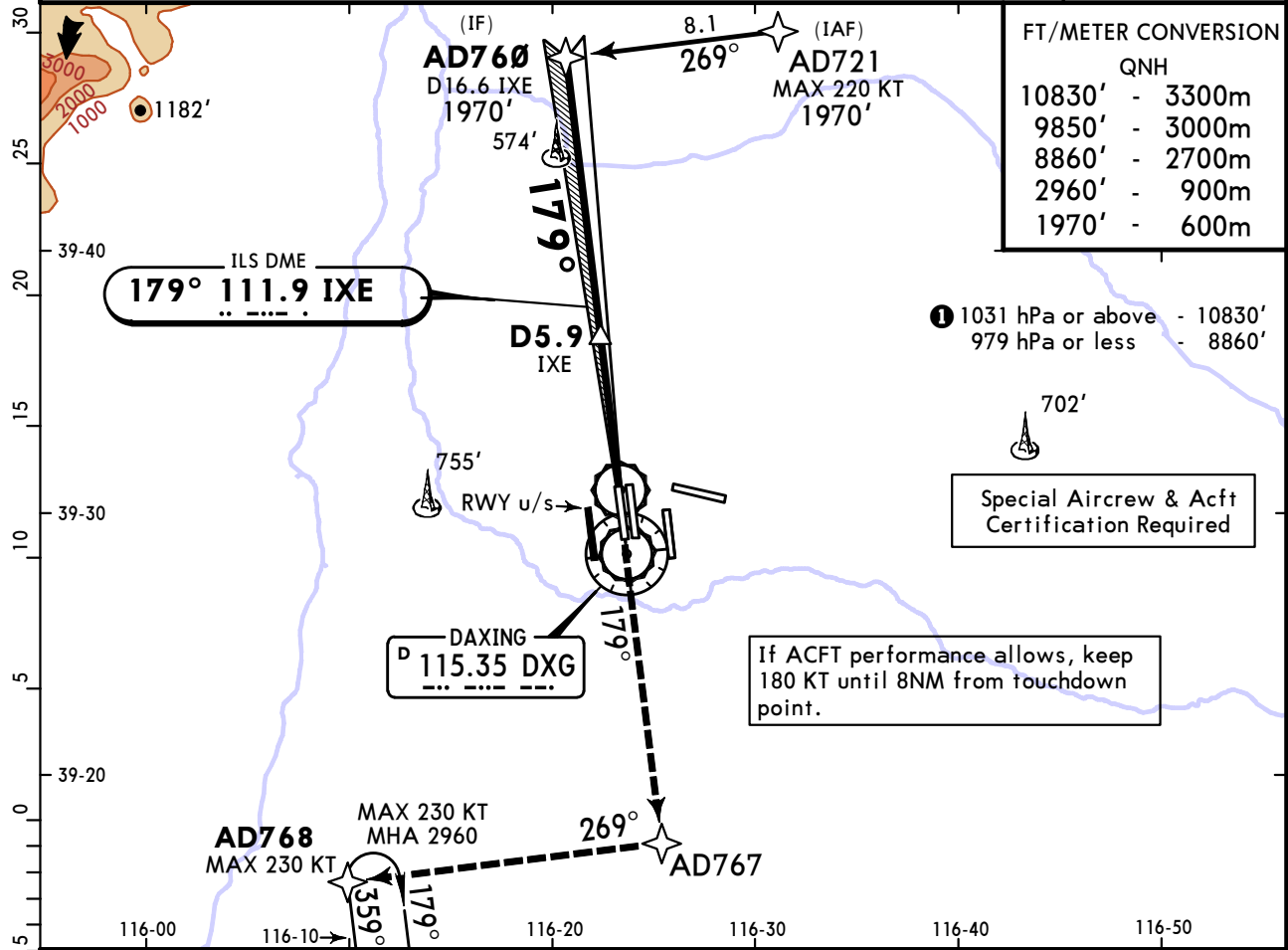
D-ATIS <b>128.4</b> <small>(Chinese 127.225)</small>	DAXING Approach APP05 <b>126.5</b> by ATC	BEIJING Approach APP15 <b>125.8</b> by ATC	DAXING Tower TWR01 <b>118.825</b>	TWR02 <b>118.375</b>	TWR04 <b>118.725</b>
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*GND01 <b>121.975</b>	GND02 <b>121.625</b>	Ground *GND03 <b>121.7</b>	*GND04 <b>122.6</b>
LOC IXE <b>111.9</b>	Final Apch Crs <b>179°</b>	D5.9 IXE <b>1970'</b> (1893')	SA CAT I ILS <b>RA 148'</b> DA(H) <b>227'</b> (150')
Apt Elev <b>83'</b>			Rwy <b>77'</b>



**MISSED APCH:** Climb STRAIGHT AHEAD on 179° to AD767 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.

Alt Set: hPa    Rwy Elev: 3 hPa    Trans level: FL118    Trans alt: 9850' **1**



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	<b>AD767</b> ↑ at <b>1970'</b> MIN
GS	3.00°	372	478	531	637	743		

**State** STRAIGHT-IN LANDING  
 SA CAT I ILS **1**  
**RA 148'**  
 DA(H) **227'** (150')

R450m  
**1** HUD required.

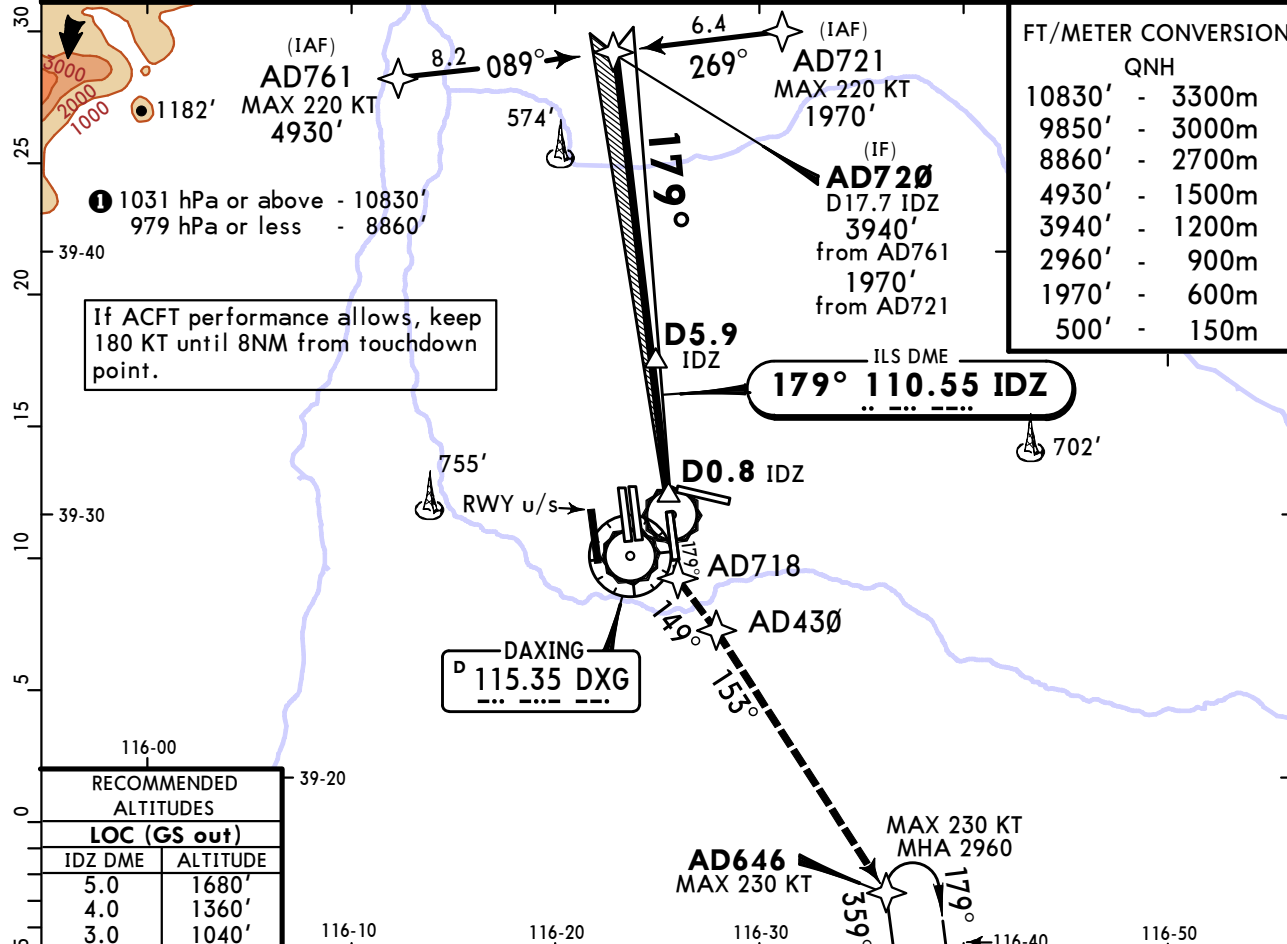
PANS OPS

# ZBAD/PKX DAXING

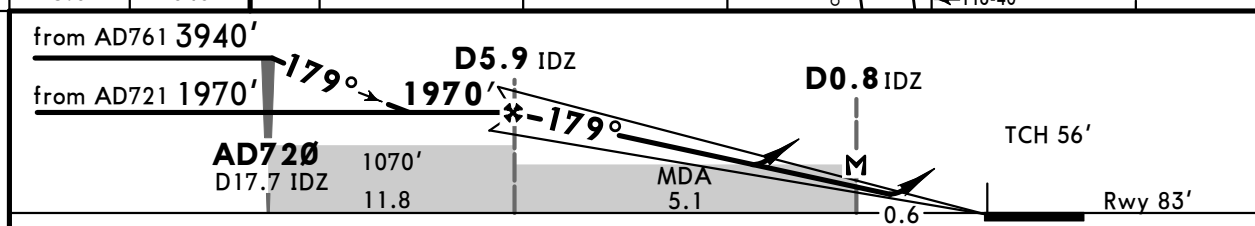
14 APR 23  
Eff 19 Apr 1600Z (21-6)

# BEIJING, PR OF CHINA RNAV ILS DME Rwy 19R

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IDZ 110.55	Final Apch Crs 179°	D5.9 IDZ 1970' (1887')	ILS DA(H) 283' (200')	Apt Elev 83' Rwy 83'		
<b>MISSED APCH:</b> Climb AHEAD to AD718 at 500' or above on 179°, turn LEFT to AD430 on 149°, turn RIGHT to AD646 at 2960' or above on 153°, join holding or by ATC.						
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' ①



RECOMMENDED ALTITUDES	
LOC (GS out)	
IDZ DME	ALTITUDE
5.0	1680'
4.0	1360'
3.0	1040'



Gnd speed-Kts	70	90	100	120	140	160		AD718: 500'	AD430: 500'
ILS GS or	3.00°	372	478	531	637	743		at or above	LT
LOC Descent Angle									on 149°

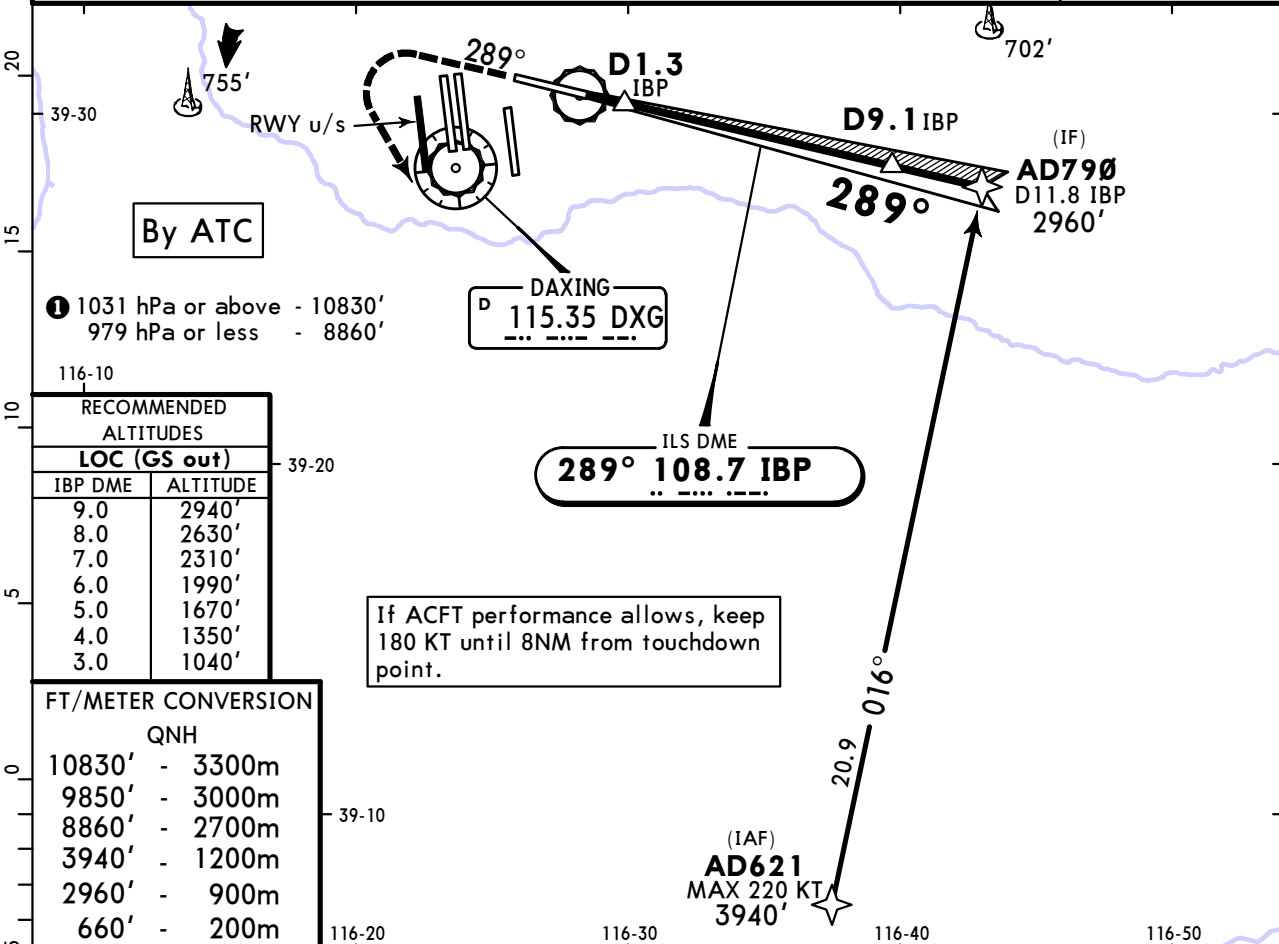
PANS OPS	State		STRAIGHT-IN LANDING	
	ILS		LOC (GS out)	
	DA(H) 283' (200')		CDFA MDA(H) 830' (747')	
	FULL	ALS out	ALS out	
A				
B				
C	R550m V800m	V1200m	V3400m	V4300m
D	R800m when a Flight Director or Autopilot or HUD to DA is not used.			

# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z (21-7)

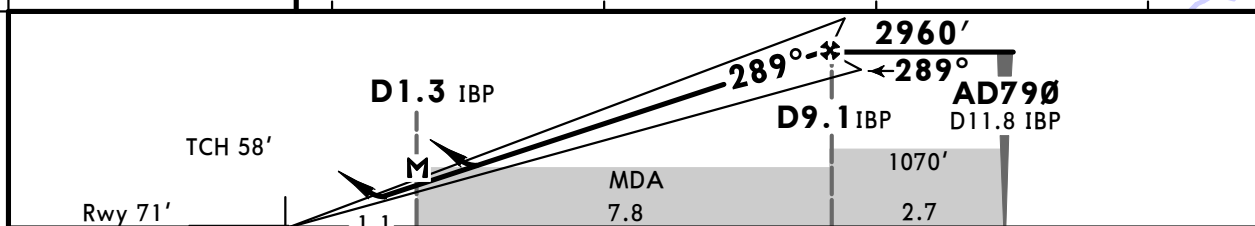
# BEIJING, PR OF CHINA RNAV ILS DME Rwy 29R

BRIEFING STRIP™	D-ATIS <b>128.4</b> (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
	*GND01 121.975	Ground GND02 121.625		*GND03 121.7	*GND04 122.6		
	LOC IBP <b>108.7</b>	Final Apch Crs <b>289°</b>	<b>D9.1 IBP</b> 2960' (2889')	ILS DA(H) Refer to Minimums	Apt Elev 83' Rwy 71'		
	<b>MISSED APCH: Climb STRAIGHT AHEAD to 660', turn LEFT (MAX 230 KT) to AD621 at 3940', or by ATC.</b> Do not turn before threshold.						MSA DXG VOR
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' ①	



RECOMMENDED ALTITUDES	
LOC (GS out)	
IBP DME	ALTITUDE
9.0	2940'
8.0	2630'
7.0	2310'
6.0	1990'
5.0	1670'
4.0	1350'
3.0	1040'

FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
3940'	1200m
2960'	900m
660'	200m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 660' ↑ 230 KT MAX LT ↓	AD621 at 3940'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.3 IBP								

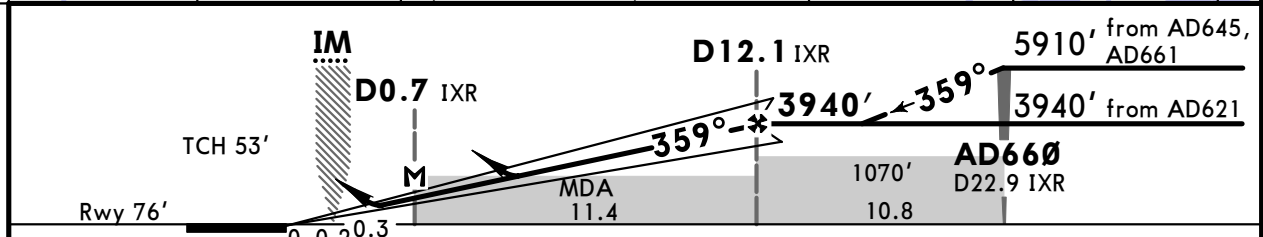
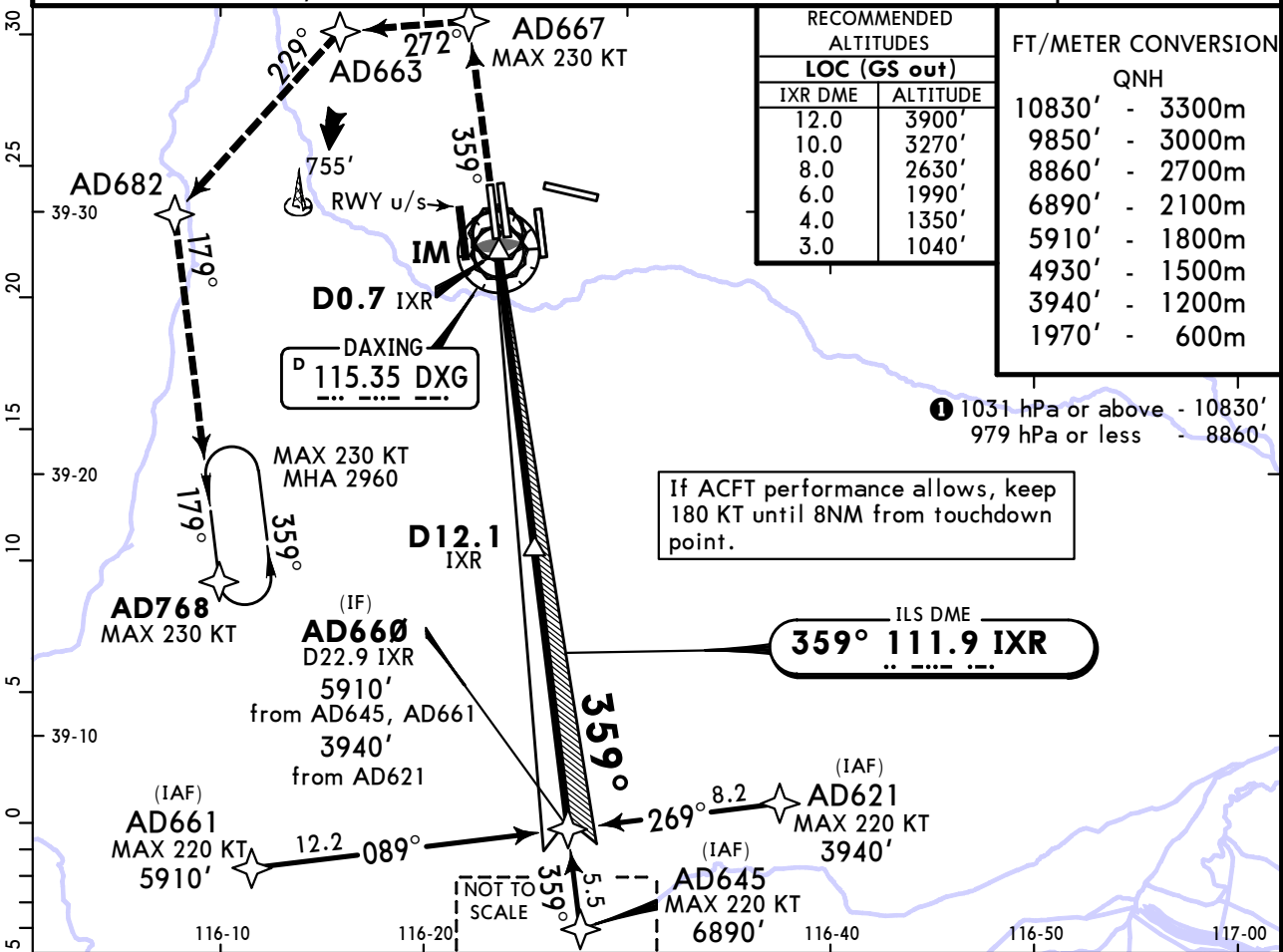
PANS OPS	State ILS STRAIGHT-IN LANDING		LOC (GS out) CDFA	
	FULL	ALS out	MDA(H)	ALS out
A	DA(H) AB: 448' (377') CD: 465' (394')		MDA(H) 820' (749')	
B	V2200m		V3400m	
C	R/V1400m		V4300m	
D	V2300m			

# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z (21-8)

# BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 35L

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground *GND03 121.7	*GND04 122.6			
LOC IXR 111.9	Final Apc Crs 359°	D12.1 IXR 3940' (3864')	ILS DA(H) 276' (200')	Apt Elev 83' Rwy 76'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to AD667, turn LEFT to AD663 MIN 1970' and MAX 3940', turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC.						
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' ①		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.7 IXR								

PANS OPS	State			
	ILS		STRAIGHT-IN LANDING	
	DA(H) 276' (200')		LOC (GS out) CDFA MDA(H) 820' (744')	
	FULL	ALS out	ALS out	ALS out
A				
B				
C	R550m V800m	V1200m	V3400m	V4300m
D				

CHANGES: New procedure.



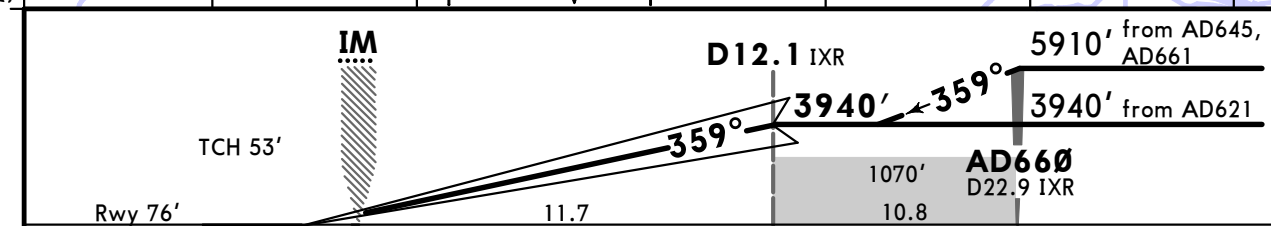
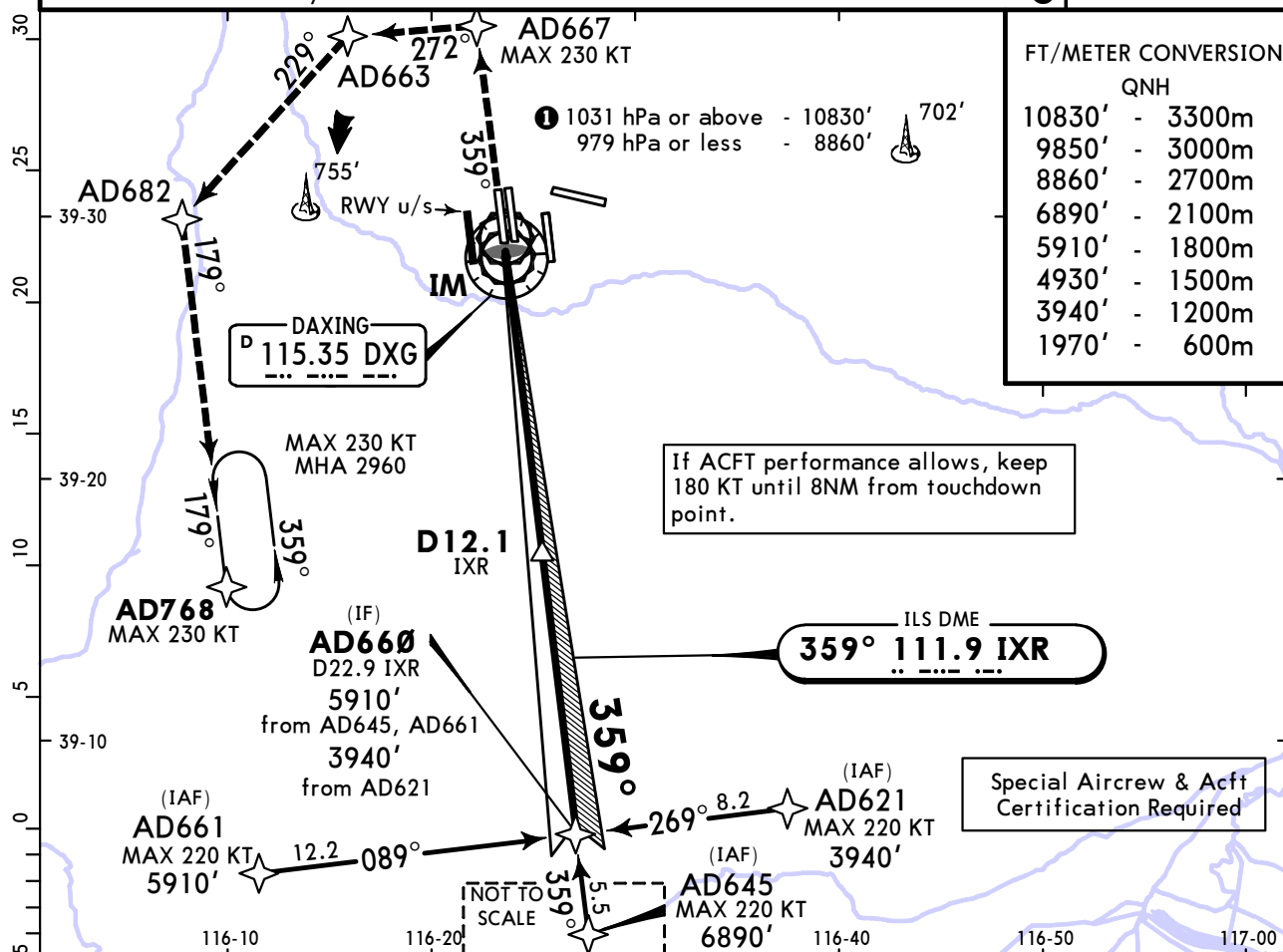
# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z (21-8A)

# BEIJING, PR OF CHINA CAT II RNAV ILS DME Z Rwy 35L



D-ATIS <b>128.4</b> (Chinese 127.225)		DAXING Approach APP05 126.5 by ATC		BEIJING Approach APP15 119.925 by ATC		BEIJING Approach APP15 125.8 by ATC		DAXING Tower TWR01 118.825		DAXING Tower TWR02 118.375		DAXING Tower *TWR04 118.725	
*GND01 121.975		GND02 121.625		Ground 121.7		*GND03 121.7		*GND04 122.6		<p>MSA DXG VOR</p>			
LOC IXR <b>111.9</b>	Final Apch Crs <b>359°</b>	D12.1 IXR <b>3940'</b> (3864')		CAT II ILS <b>RA 102'</b> DA(H) 176' (100')		Apt Elev 83'		Rwy 76'					
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to AD667, turn LEFT to AD663 MIN 1970' and MAX 3940', turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC.</p>													
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' <b>1</b>							



Gnd speed-Kts	70	90	100	120	140	160		<b>AD667</b> ↑	<b>AD663</b> ← LT	MAX <b>3940'</b> MIN <b>1970'</b>
GS	3.00°	372	478	531	637	743				

**State** STRAIGHT-IN LANDING  
CAT II ILS  
**RA 102'**  
DA(H) **176'** (100')

**R300m**

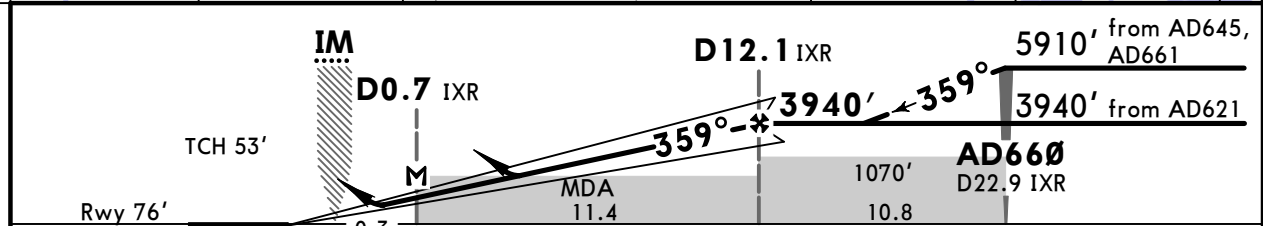
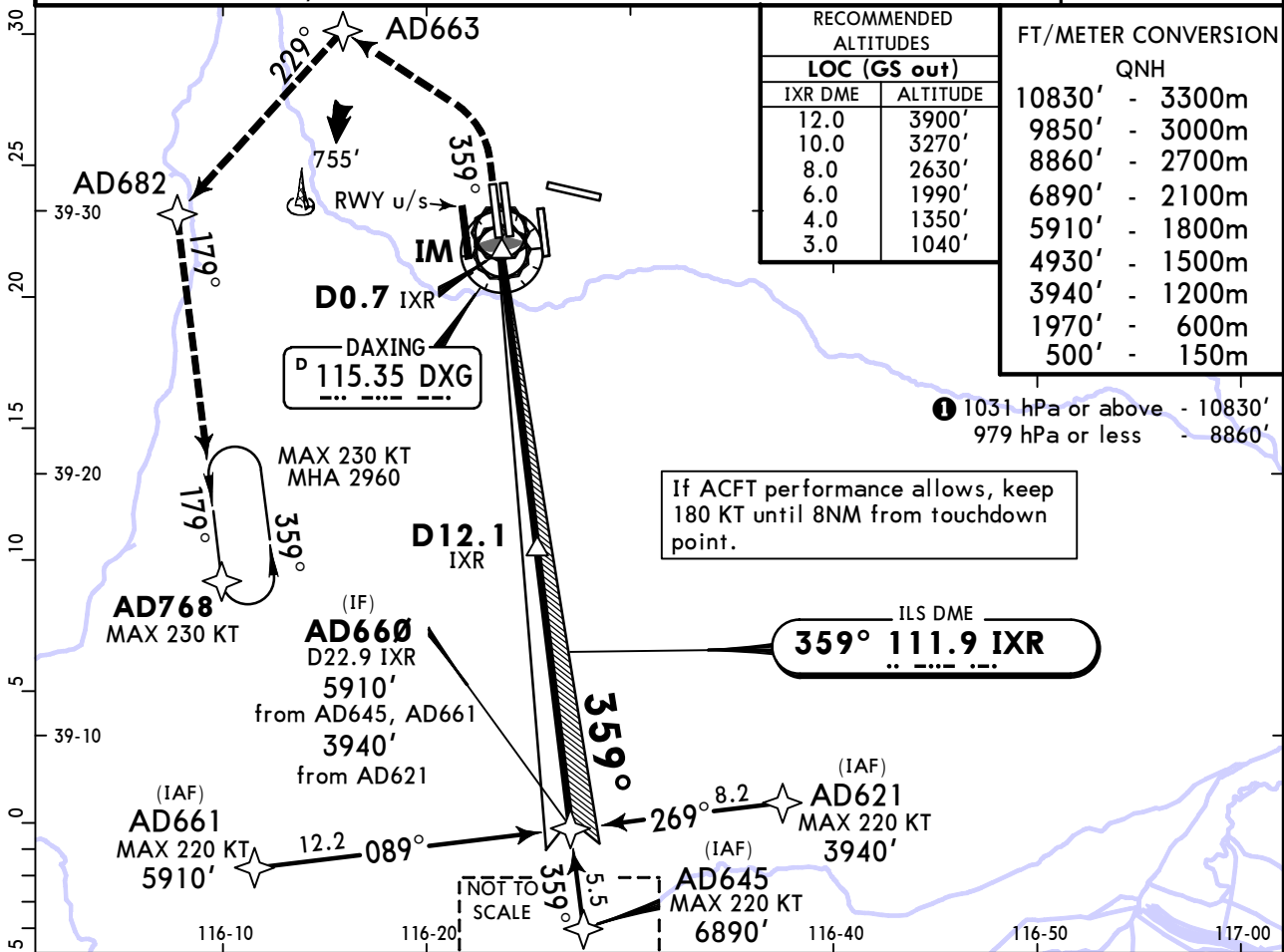
**1** CAT D: R350m for manual operation below DH.

# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z (21-9)

# BEIJING, PR OF CHINA RNAV ILS DME Y Rwy 35L

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	DAXING Tower TWR01 118.825	DAXING Tower TWR02 118.375	DAXING Tower *TWR04 118.725
*GND01 121.975	GND02 121.625	Ground *GND03 121.7	*GND04 122.6			
LOC IXR 111.9	Final Apc Crs 359°	D12.1 IXR 3940' (3864')	ILS DA(H) 276' (200')	Apt Elev 83' Rwy 76'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn LEFT to AD663 MIN 1970' and MAX 3940', turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC. Do not turn before threshold.						
Alt Set: hPa    Rwy Elev: 3 hPa    Trans level: FL118    Trans alt: 9850' ①						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	500' ↑ LT	AD663 at MAX 3940' MIN 1970'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				849
MAP at D0.7 IXR										

PANS OPS	State ILS		STRAIGHT-IN LANDING	
	FULL	ALS out	LOC (GS out) CDFA MDA(H) 820' (744')	ALS out
A				
B				
C	R550m V800m	V1200m	V3400m	V4300m
D				

# ZBAD/PKX DAXING

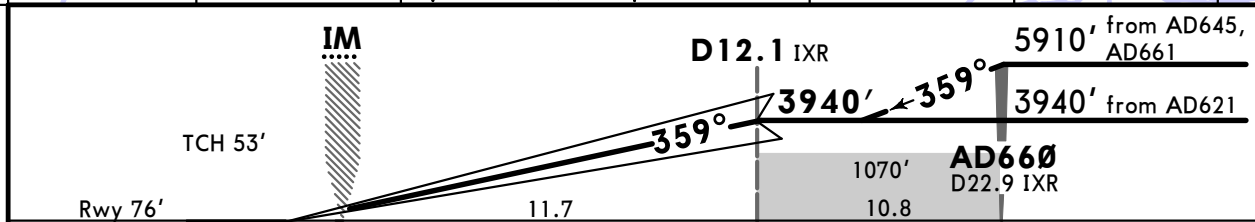
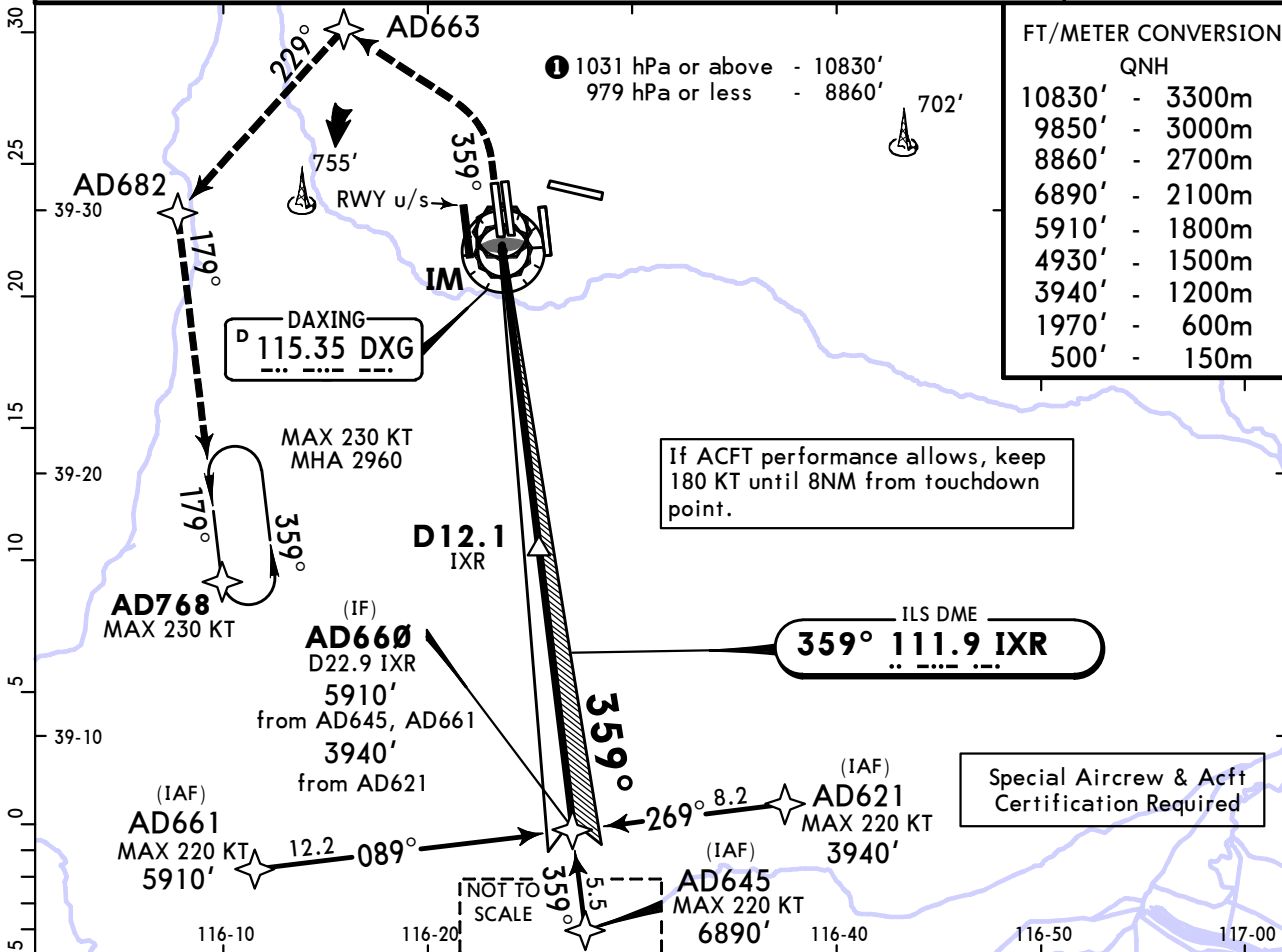
14 APR 23  
Eff 19 Apr 1600Z

JEPPESEN

(21-9A)

# BEIJING, PR OF CHINA CAT II RNAV ILS DME Y Rwy 35L

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXR 111.9	Final Apch Crs 359°	D12.1 IXR 3940' (3864')	CAT II ILS RA 102' DA(H) 176' (100')	Apt Elev 83'	Rwy 76'	
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn LEFT to AD663 MIN 1970' and MAX 3940', turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC. Do not turn before threshold.</p>						<p>MSA DXG VOR</p>
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' <b>1</b>			



Gnd speed-Kts	70	90	100	120	140	160		HTALS-II	500'	AD663	MAX 3940'
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	MIN 1970'

**State**

STRAIGHT-IN LANDING  
CAT II ILS  
RA 102'  
DA(H) 176' (100')

**1** R300m

**1** CAT D: R350m for manual operation below DH.

**ZBAD/PKX**  
**DAXING**

14 APR 23  
 Eff 19 Apr 1600Z

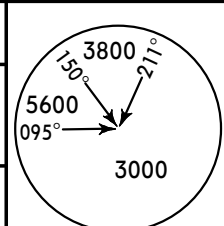
**JEPPESSEN**  
 (21-9B)

**BEIJING, PR OF CHINA**  
**SA CAT I RNAV ILS DME Z Rwy 35L**

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
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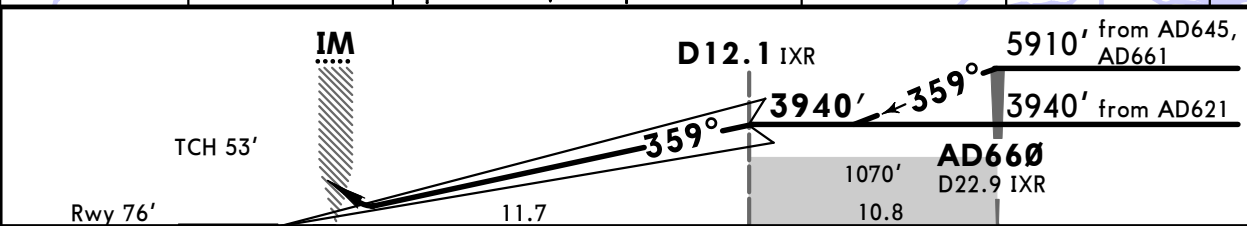
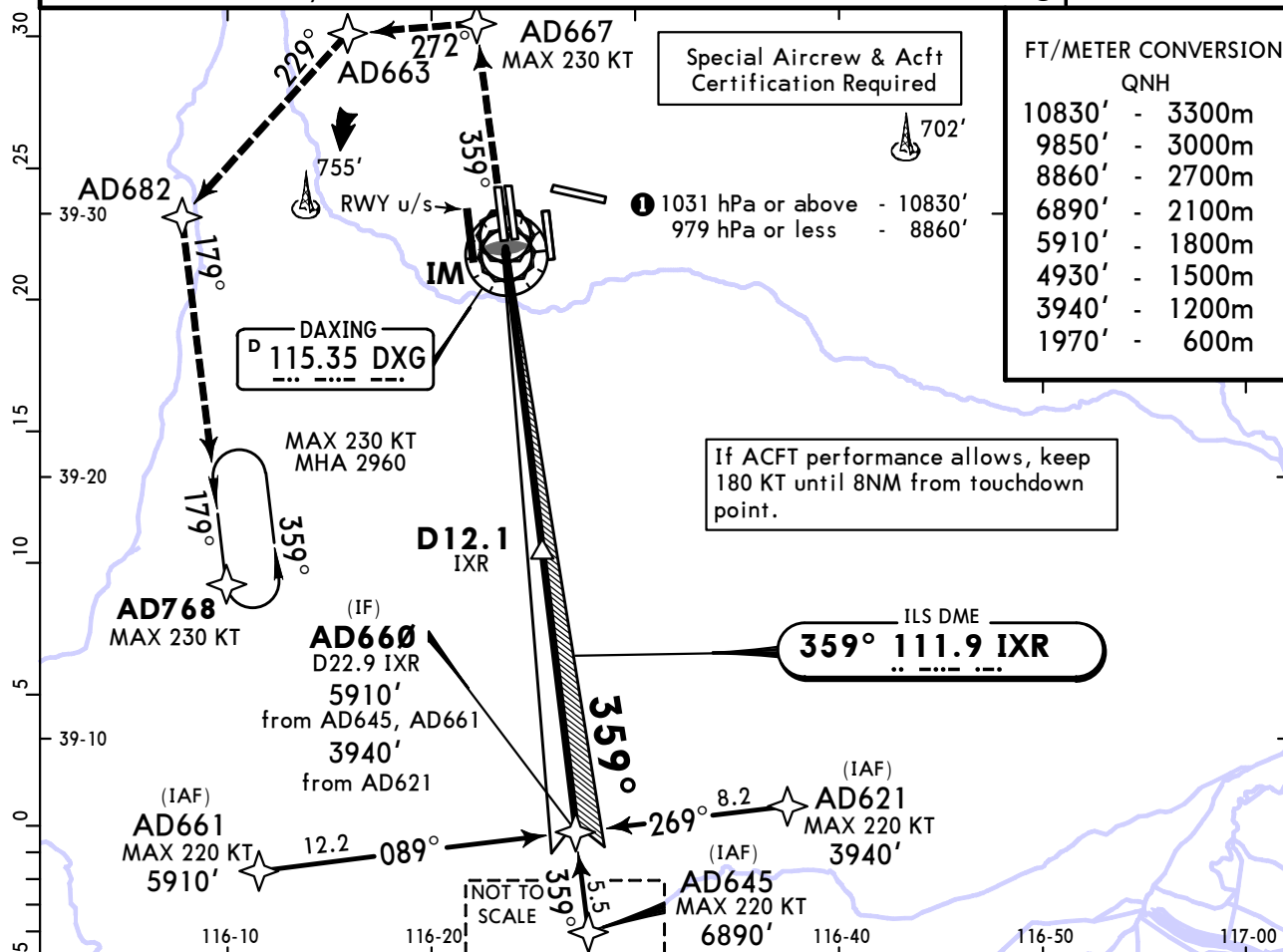
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6
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LOC IXR 111.9	Final Aph Crs 359°	D12.1 IXR 3940' (3864')	SA CAT I ILS RA 151' DA(H) 226' (150')	Apt Elev 83' Rwy 76'
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**MISSED APCH:** Climb STRAIGHT AHEAD to AD667, turn LEFT to AD663 MIN 1970' and MAX 3940', turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL118 Trans alt: 9850' ①



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	AD667 ↑	AD663 ←	MAX 3940' at MIN 1970'
GS	3.00°	372	478	531	637	743				

**State** STRAIGHT-IN LANDING  
**SA CAT I ILS ①**  
**RA 151'**  
 DA(H) 226' (150')

R450m  
 ① HUD required.

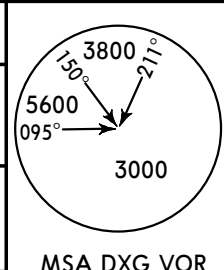
**ZBAD/PKX**  
**DAXING**

14 APR 23  
 Eff 19 Apr 1600Z

**JEPPESEN**  
 (21-9C)

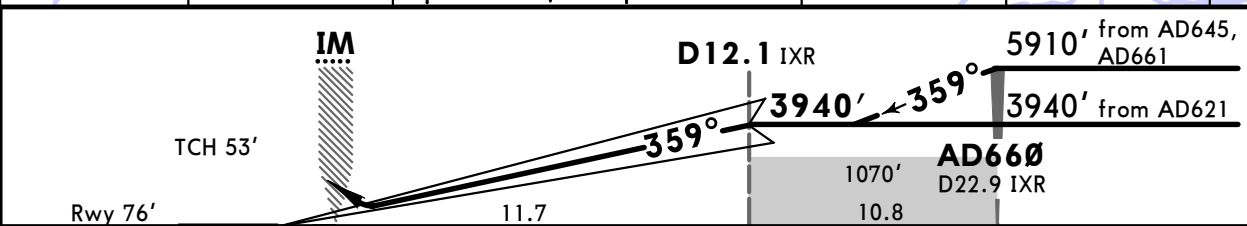
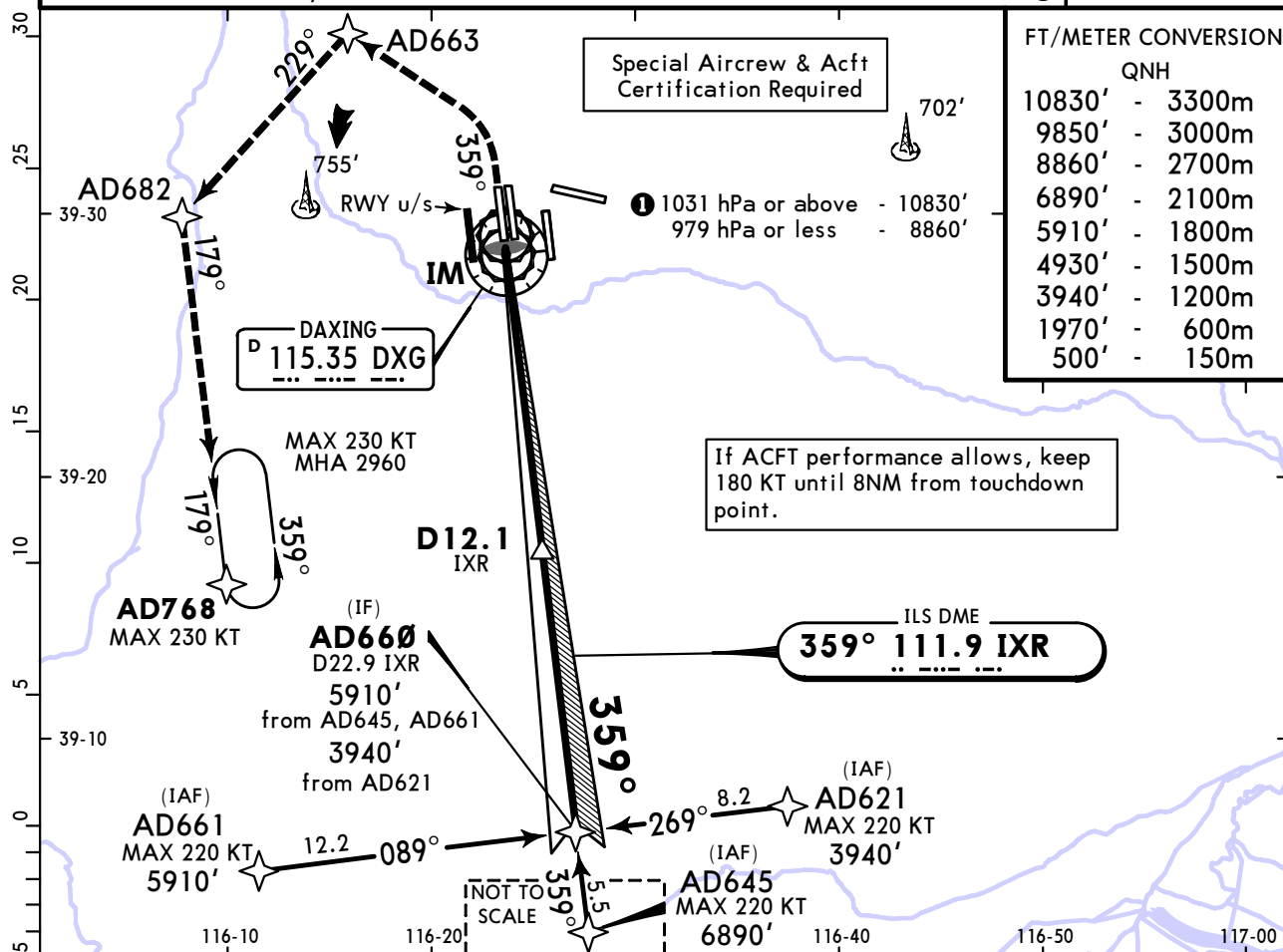
**BEIJING, PR OF CHINA**  
**SA CAT I RNAV ILS DME Y Rwy 35L**

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXR 111.9	Final Apth Crs 359°	D12.1 IXR 3940' (3864')	SA CAT I ILS RA 151' DA(H) 226' (150')	Apt Elev 83'	Rwy 76'	



**MISSED APCH:** Climb STRAIGHT AHEAD to 500', turn LEFT to AD663 MIN 1970' and MAX 3940', turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC. Do not turn before threshold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL118 Trans alt: 9850' ①



Gnd speed-Kts	70	90	100	120	140	160		HTALS-II	500'	AD663	MAX 3940'
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	MIN 1970'

**State** STRAIGHT-IN LANDING  
**SA CAT I ILS ①**  
**RA 151'**  
 DA(H) 226' (150')

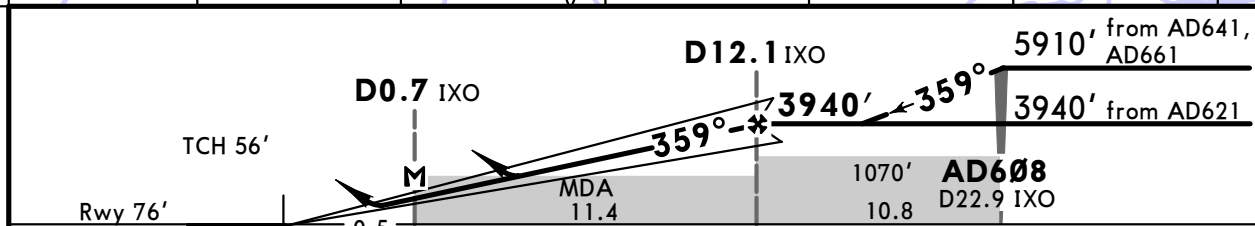
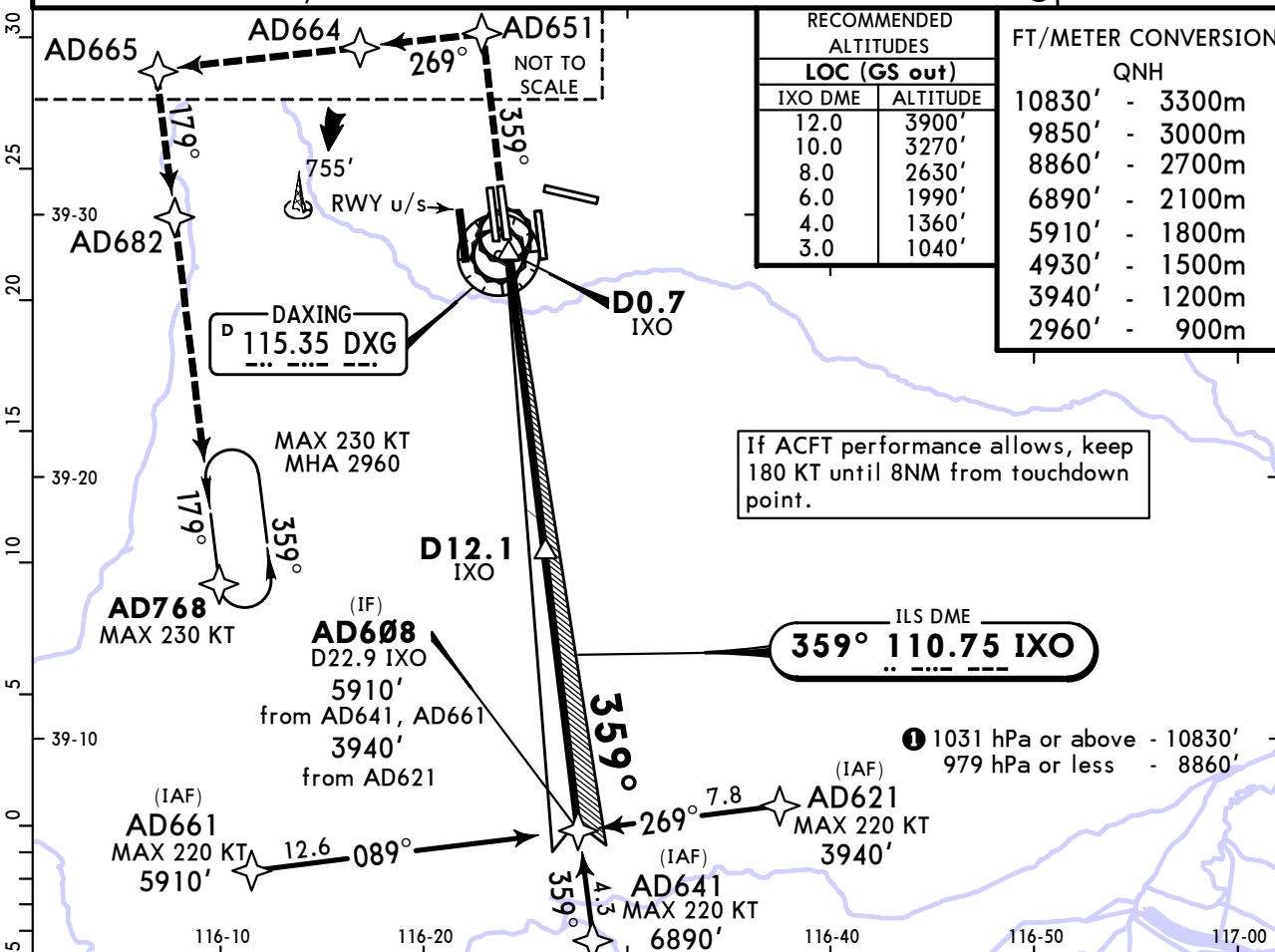
R450m  
 ① HUD required.

# ZBAD/PKX DAXING

14 APR 23  
Eff 19 Apr 1600Z

# BEIJING, PR OF CHINA RNAV ILS DME Rwy 35R

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXO 110.75	Final Apch Crs 359°	D12.1 IXO 3940' (3864')	ILS DA(H) 276' (200')	Apt Elev 83' Rwy 76'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD on 359° to AD651 at 2960' or above, turn LEFT to AD664 at 3940' or above, then to AD665 at 4930' or above, turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC.						MSA DXG VOR
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL118		Trans alt: 9850' <b>1</b>	



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.7 IXO								

State	ILS		STRAIGHT-IN LANDING		LOC (GS out)	
	FULL	ALS out	FULL	ALS out	CDFA	ALS out
	DA(H) 276' (200')				MDA(H) 820' (744')	
A						
B						
C	<b>1</b> R550m V800m	V1200m	V3400m	V4300m		
D	<b>1</b> R800m when a Flight Director or Autopilot or HUD to DA is not used.					

**ZBAD/PKX**  
**DAXING**

14 APR 23

**JEPPESEN**

**BEIJING, PR OF CHINA**

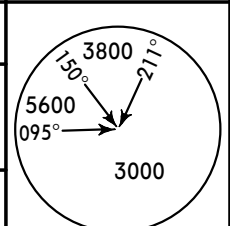
Eff 19 Apr 1600Z

**(21-10A) SA CAT I RNAV ILS DME Rwy 35R**

D-ATIS 128.4 (Chinese 127.225)	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
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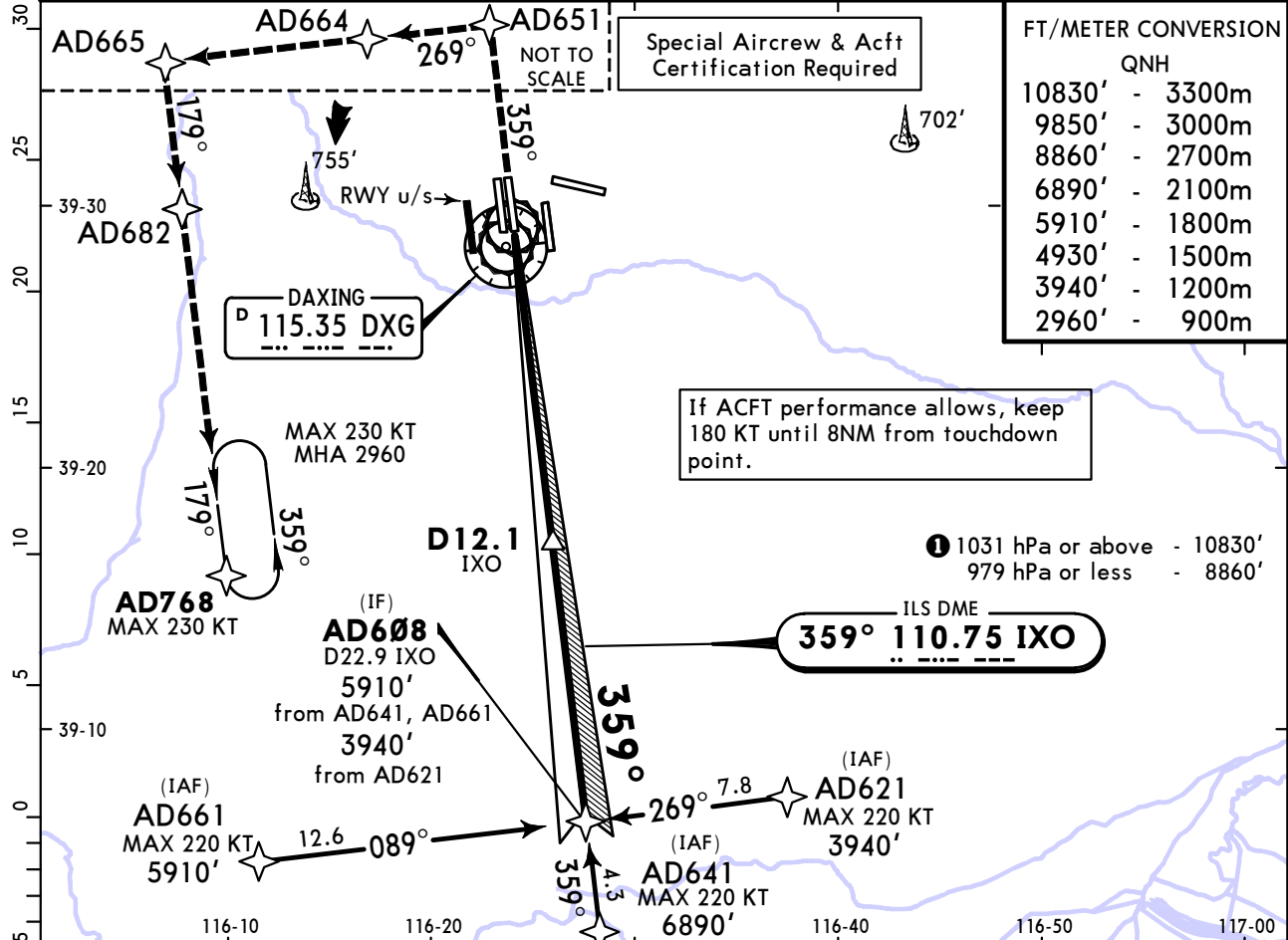
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6
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LOC IXO <b>110.75</b>	Final Apch Crs <b>359°</b>	D12.1 IXO <b>3940'</b> (3864')	SA CAT I ILS <b>RA 148'</b> DA(H) 226' (150')	Apt Elev 83' Rwy 76'
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**MISSED APCH:** Climb STRAIGHT AHEAD on 359° to AD651 at 2960' or above, turn LEFT to AD664 at 3940' or above, then to AD665 at 4930' or above, turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL118 Trans alt: 9850' **1**

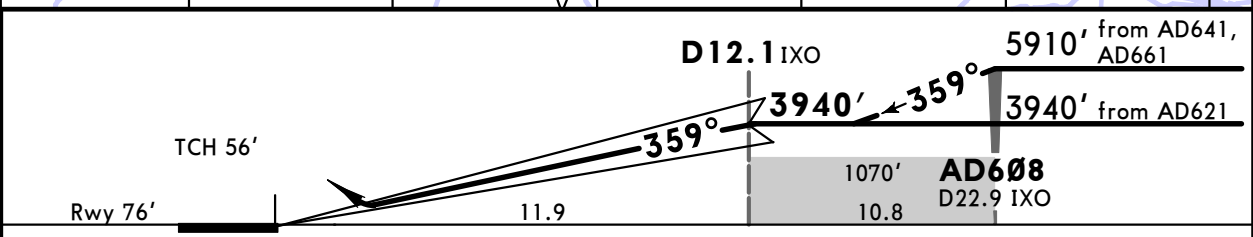


FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m

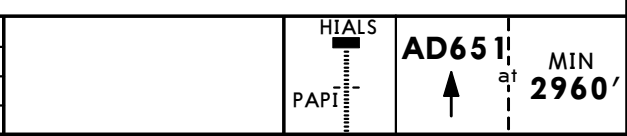
If ACFT performance allows, keep 180 KT until 8NM from touchdown point.

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

ILS DME  
**359° 110.75 IXO**



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849



**State** STRAIGHT-IN LANDING  
 SA CAT I ILS **1**  
**RA 148'**  
 DA(H) **226'** (150')

R450m  
**1** HUD required.

## Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**BEIJING, (DAXING - ZBAD)**



## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZBAD