

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZBAA

Terminal Charts For ZBAA

Revision Letter For Cycle 19-2016

Change Notices

Notebook

General Information

Location: BEIJING CHN
ICAO/IATA: ZBAA / PEK
Lat/Long: N40°04.4', E116°35.9'
Elevation: 115 ft

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

Fuel Types: 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: 2257 Z
Sunset: 0859 Z

Runway Information

Runway: 01
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 90 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 18L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 115 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 18R
Length x Width: 10499 ft x 164 ft

Surface Type: asphalt
TDZ-Elev: 115 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 19
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 98 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 36L
Length x Width: 10499 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 110 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 36R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 106 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Communication Information

ATIS: 127.600 Arrival Service
ATIS: 128.650 Departure Service
Beijing Tower: 118.500
Beijing Tower: 118.050
Beijing Tower: 118.300 Secondary
Beijing Tower: 118.600 Secondary
Beijing Tower: 124.300
Beijing Delivery Ground: 121.600
Beijing Ground: 121.750
Beijing Delivery Ground: 121.650
Beijing Ground: 121.900
Beijing Ground: 121.800
Beijing Ground: 121.700
Beijing Ground: 121.950 Secondary
Beijing Ground: 121.850
Beijing Approach: 126.500 Secondary
Beijing Approach: 126.100
Beijing Approach: 125.500

Beijing Approach: 125.050 Secondary
Beijing Approach: 120.600
Beijing Approach: 119.700
Beijing Approach: 119.000
Beijing Approach: 124.700 Secondary
Beijing Approach: 121.100
Beijing Approach: 129.000 Secondary
Beijing Departure Approach: 124.400 Departure Service
Beijing Approach: 127.750

ZBAA/PEK
CAPITAL

29 JAN 16

JEPPESEN
10-1P

BEIJING, PR OF CHINA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 127.6
D-ATIS Departure 128.65

1.2. RWY OPERATIONS

General rules for use of RWYs:

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

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

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

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

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

1.3. TAXI PROCEDURES

For taxiing routings refer to 10-9 charts.

RWY 18L/36R crossing rules:

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

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

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

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

When a stop bar is extinguished but the center line lights beyond the stop bar are not illuminated, or a conflict occurs between stop bar and ATC guidance, DO NOT cross the stop bar and contact ATC to reaffirm.

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

a. Controller: (ACFT ID) stop-bar unserviceable, cross red stop-bar at (TWY number).

Pilot: Cross red stop-bar at (TWY number), (ACFT ID).

b. Controller: (ACFT ID) stop-bar unserviceable, cross red stop-bar, via (TWY number) line up RWY (RWY number).

Pilot: Cross red stop-bar, via (TWY number) line up RWY (RWY number), (ACFT ID).

Taxiing routes of special flight will be instructed by ATC.

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

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

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JEPPesen

29 JAN 16

10-1P1

Eff 3 Feb 1600Z

BEIJING, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

TWYs Z8, Z20 and Z22 MAX wingspan 118?36m.

TWY Z11 MAX wingspan 79?24m.

TWYs Z12 and Z0 (South of HP15) MAX wingspan 112?34m.

TWY Z18 MAX wingspan 213?65m if ACFT with wingspan of more than 213?65m on TWY Z3 between M4 & M5.

TWY Z21 MAX wingspan 95?29m.

1.4. PARKING INFORMATION

Push-back required for all stands, except stands 251, 252, 261 thru 264, W103 thru W107, W505 thru W507 and 951 thru 958.

Visual docking guidance system available for stands at Apron 3 thru 5. For other stands ACFT shall be guided by marshaller.

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

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

On stands 301 thru 337, 401 thru 414 and 501 thru 536 ACFT should close APU and use 400 Hz power and air conditioning systems.

1.5. OTHER INFORMATION

RWYs 01 & 18R right-hand circuit.

Birds.

1.5.1. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

RWYs 36L, 36R & 01 may be used for independent parallel ILS approaches.

RWYs 18L, 18R & 19 may be used for dependent parallel ILS approaches.

All parallel RWYs may be used for independent parallel departures. Departing ACFT shall conduct first turn as soon as possible according to ATC instructions after becoming airborne when independent parallel departures implemented.

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

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

ZBAA/PEK
CAPITAL**JEPPESEN**

14 NOV 14

10-1P2

BEIJING, PR OF CHINA**AIRPORT BRIEFING**

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

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

2.2. CAT II OPERATIONS

RWY 01 and RWY 36R are approved for CAT II operations. Special aircrew and ACFT certification required.

Landing and departure ACFT shall be guided by Follow-me car.

When ACFT taking-off from RWY 36L or RWY 36R, RWY 36R and RWY 01 are available for arrival.

2.3. TAXI PROCEDURES

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

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

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

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

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

Operation during Snow Weather:

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

2.4. OTHER INFORMATION

2.4.1. EMERGENCY AVOIDANCE FOR RWY 01

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

2.4.2. EMERGENCY AVOIDANCE FOR RWY 18L

- ACFT beyond 5.4NM/10km from RWY THR, radar vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, keep track 179°, climb to 3940' / 1200m and maintain the altitude. Contact BEIJING Approach.

2.4.3. EMERGENCY AVOIDANCE FOR RWY 18R

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

2.4.4. EMERGENCY AVOIDANCE FOR RWY 19

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

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JEPPESEN
14 NOV 14 **(10-1P3)**

BEIJING, PR OF CHINA
AIRPORT BRIEFING

2. ARRIVAL

2.4.5. EMERGENCY AVOIDANCE FOR RWY 36L

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

2.4.6. EMERGENCY AVOIDANCE FOR RWY 36R

- ACFT beyond 5.4NM/10km from RWY THR, radar vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, keep track 359°, climb to 3940' / 1200m and maintain the altitude. Contact BEIJING Approach.

2.4.7. INDEPENDENT VISUAL APPROACHES (IVA)

IVA may be used during parallel operations in RWY 36L/36R/01 or RWY 18R/18L/19 direction. Depending on meteorological conditions they may be initiated from a turning to final or from an ILS APCH once the pilot is visual.

Important instructions and advisory information for pilots:

- Report preceding ACFT and/or RWY in sight as soon as possible.
- ATC shall give IVA expectation and assigned RWY to flight crew at initial contact. If no objection, that has been accepted.
- Manage IAS on base leg to ensure you do not overshoot centerline and on final to keep the intervals between ACFT. Standard terminal area speeds apply, 180 KT 10 NM from THR and 160 KT 5 NM from THR. If flight crew cannot fulfil required speed, inform ATC immediately.
- Fly accurate headings when being vectored to final. The vector for final will not be greater than 30 degrees.
- The phraseology will include "Cleared Independent Visual Approach".
- ATC will provide separations until cleared for a visual APCH. If ACFT is to follow a preceding ACFT to make the visual APCH, you will be responsible for the separation with the preceding ACFT, or you just have the RWY in sight to make the visual APCH but not the preceding ACFT, ATC will provide separations between you and the preceding ACFT.
- It is not necessary to apply any other type of separation with the other ACFT approaching on adjacent final after one ACFT is cleared for an IVA.
- Once the visual APCH has been issued and pilot has acknowledged receipt of the visual APCH clearance, the separation between ACFT and obstacles is in the charge of the flight crew.
- Do not pass through your assigned RWY centerline. Other ACFT will be operating on the adjacent APCH.
- ATC will provide type and wake turbulence category of preceding ACFT for all landing ACFTs which are tailing after heavy ACFTs and above (or B757).
- If necessary, ATC shall inform the traffic information of other relevant ACFT.
- Flight crew must respond to any TCAS alert in accordance with the procedures in the ACFT's flight manual.
- Accurately track extended RWY centerline during final.
- If for any reason, including radio failure or radio congestion, contact cannot be established or maintained with final ATC such that it prevents an instruction being issued by ATC or a vectoring request being made by the flight crew to enable intercept of final APCH course for the RWY assigned, then an ACFT shall initiate a turn in order to track the extended centerline of the RWY assigned and contact TWR.
- All medium ACFTs and below shall fully vacate RWY within 50 sec after touchdown, and all heavy ACFTs and above shall fully vacate RWY within 70 sec after touchdown. If flight crew cannot fulfil the process within the required time, pilot shall inform ATC in advance.

ZBAA/PEK
CAPITAL

JEPPESEN
20 MAY 16

10-1P4

BEIJING, PR OF CHINA
Eff 25 May 1600Z **AIRPORT BRIEFING**

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

Two ways applied for de-icing:

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

Contact AOC or Tower to confirm de-icing mode.

Contact AOCC (Phone 86-10-64535867/8) for service details.

At de-icing position:

- Notify de-icing intention.
- Notify Delivery Controller of the need of de-icing when applying for delivery clearance.

ACFT with APU failure shall notify Tower and apply to AOC for stand de-icing and de-icing truck before push-back.

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

De-icing frequencies for engine idling are 121.625 (East of RWY 36R/18L) and 121.975 (West of RWY 36R/18L).

3.1.2. PUSH-BACK AND TAXIING

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

3.1.3. TAXIING TO DE-ICING POSITION

Taxi behind Follow-me car to de-icing position.

3.1.4. BEFORE DE-ICING

Stop ACFT and follow marshallers instructions, shut down engines and release brakes upon maintenance person 通知 notification.

3.1.5. AFTER DE-ICING

Contact Ground for start-up clearance.

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

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

While pushed back from parking stand, verify the pushing direction and the approved RWY designation to GND control.

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

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

Operation during Snow Weather:

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

ZBAA/PEK
CAPITAL

JEPPESEN

BEIJING, PR OF CHINA

20 MAY 16

10-1P5

Eff 25 May 1600Z

AIRPORT BRIEFING

3. DEPARTURE

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 $V_2 + 20\text{km/h}$ (10 KT).
- At 500m (1650') - Reduce thrust to not less than climb power;
 - climb at $V_2 + 20\text{km/h}$ (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.

3.4. RUNWAY OPERATIONS

If ACFT needs full RWY length for take-off, contact BEIJING Delivery upon receiving delivery clearance.

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

ZBAA/PEK
CAPITAL

JEPPESEN
16 JAN 15 **10-2**

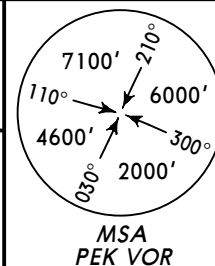
BEIJING, PR OF CHINA

RNAV STAR

D-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



GITUM 7A [GITU7A]
RWYS 36L/R, 01 RNAV ARRIVAL
RNAV (GNSS, DME/DME/IRU)
RNAV 1

RADAR REQUIRED

~~SPEED~~ MAX 280 KT WITHIN APP CONTROL

GITUM

N40 44.7 E116 59.1

At or above
FL118

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION

QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
5910' - 1800m

Direct distance to Capital Apt from:
AA124 35 NM



No ACFT is
permitted to
manoeuvre or
circumnavigate
CB in this area.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Keep track to AA124, turn RIGHT,
intercept RWY 01 final approach
course, then conduct approaching.
LOST COMMS ▲

AA128
N40 38.2 E116 47.6

MAX
250 KT

11
240°
207°
61

AA126
N40 19.9 E116 41.3

179°
17

AA125
N40 03.0 E116 44.0

At or above
9850'

GUANZHUANG
114.7 PEK
N40 02.9 E116 44.1

AA123
N39 50.4 E116 46.1

MAX
220 KT

AA127
N39 40.0 E116 47.9

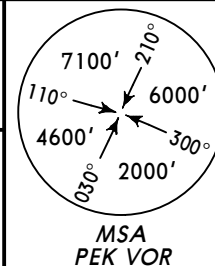
AA124
N39 30.7 E116 49.5

At or above
5910'

ROUTING

GITUM (FL118+) - AA128 (K250-) - AA126 - AA125 (9850'+) - AA123 (K220-) - AA127 -
AA124 (5910'+).

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



SPEED: MAX 280 KT WITHIN APP CONTROL

At or above
FL118

Keep track to HUR over AA233, then carry out RWY 19 ILS DME Approach procedure.

Direct distance to Capital Apt from:
AA236 18 NM

At or below
FL128

At or above
6890'

HUAIROU
D*
(H) 113.6 HUR
.... ..
N40 19.8 E116 44.9

At or above
8860'

AA233
N40 14.1 E116 42.2

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

No ACFT is permitted to manoeuvre or circumnavigate CB in this area.

6890' - 2100m

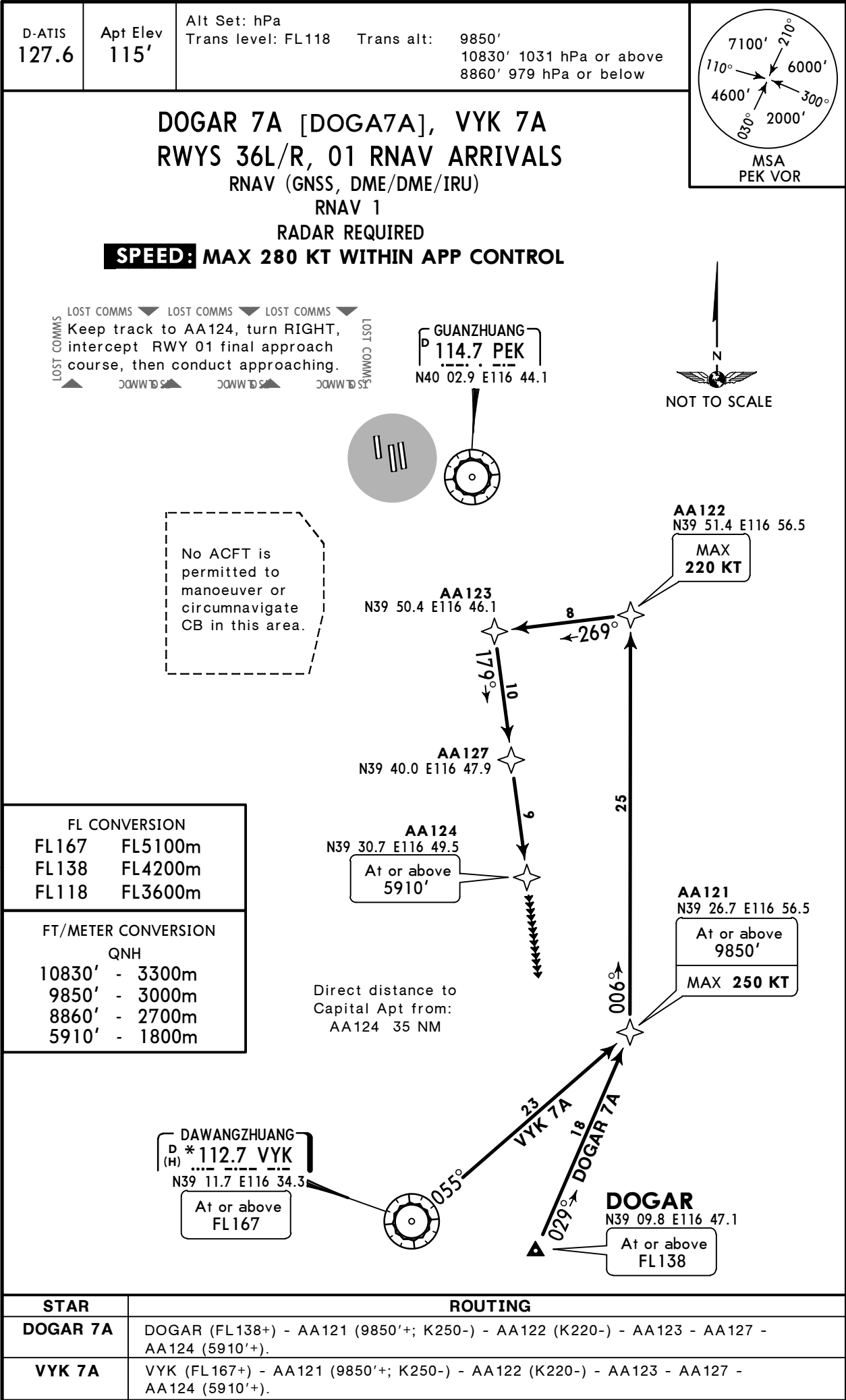
GITUM (FL118+) - AA234 (FL128-; K220-) - AA235 (8860'+; K200-) - AA233 - AA236 (6890'+).

ZBAA/PEK
CAPITAL

JEPPESEN
15 MAY 15 10-2B

BEIJING, PR OF CHINA
Eff 27 May 1600Z

RNAV STAR



ZBAA/PEK
CAPITAL

JEPPESEN
15 MAY 15 **(10-2C)**

BEIJING, PR OF CHINA

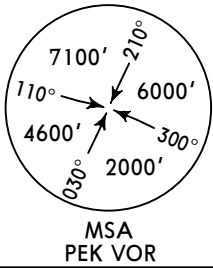
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RNAV STAR

D-ATIS
127.6

Apt Elev
115'

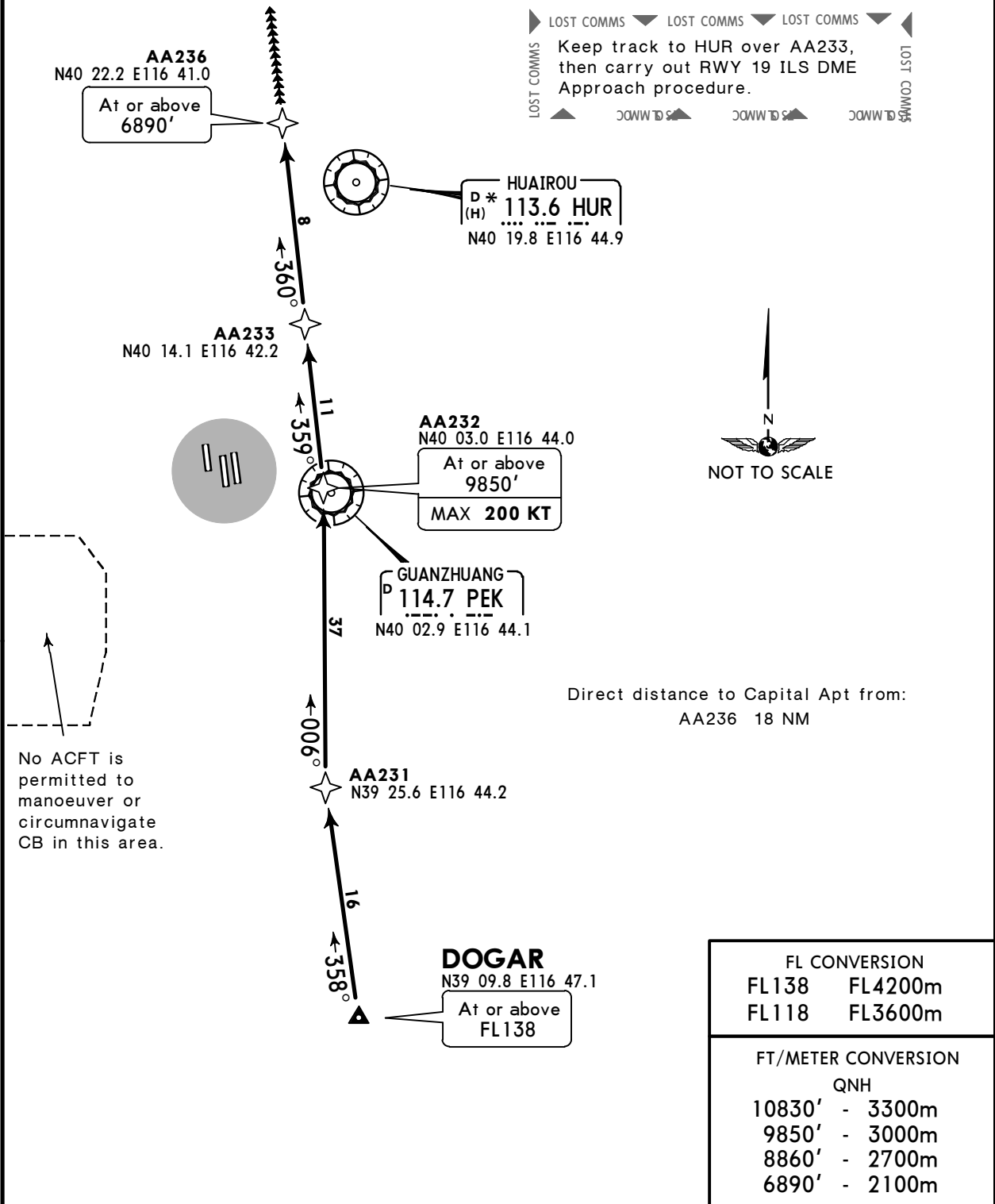
Alt Set: hPa
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



DOGAR 7B [DOGA7B]
RWYS 18R/L, 19 RNAV ARRIVAL
RNAV (GNSS, DME/DME/IRU)
RNAV 1

RADAR REQUIRED

SPEED: MAX 280 KT WITHIN APP CONTROL



ROUTING

DOGAR (FL138+) - AA231 - AA232 (9850'+; K200-) - AA233 - AA236 (6890'+).

ZBAA/PEK
CAPITAL

JEPPESSEN
13 NOV 15 **(10-2D)**

BEIJING, PR OF CHINA

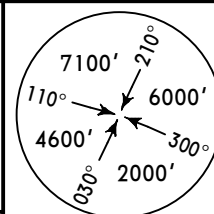
RNAV STAR

D-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

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



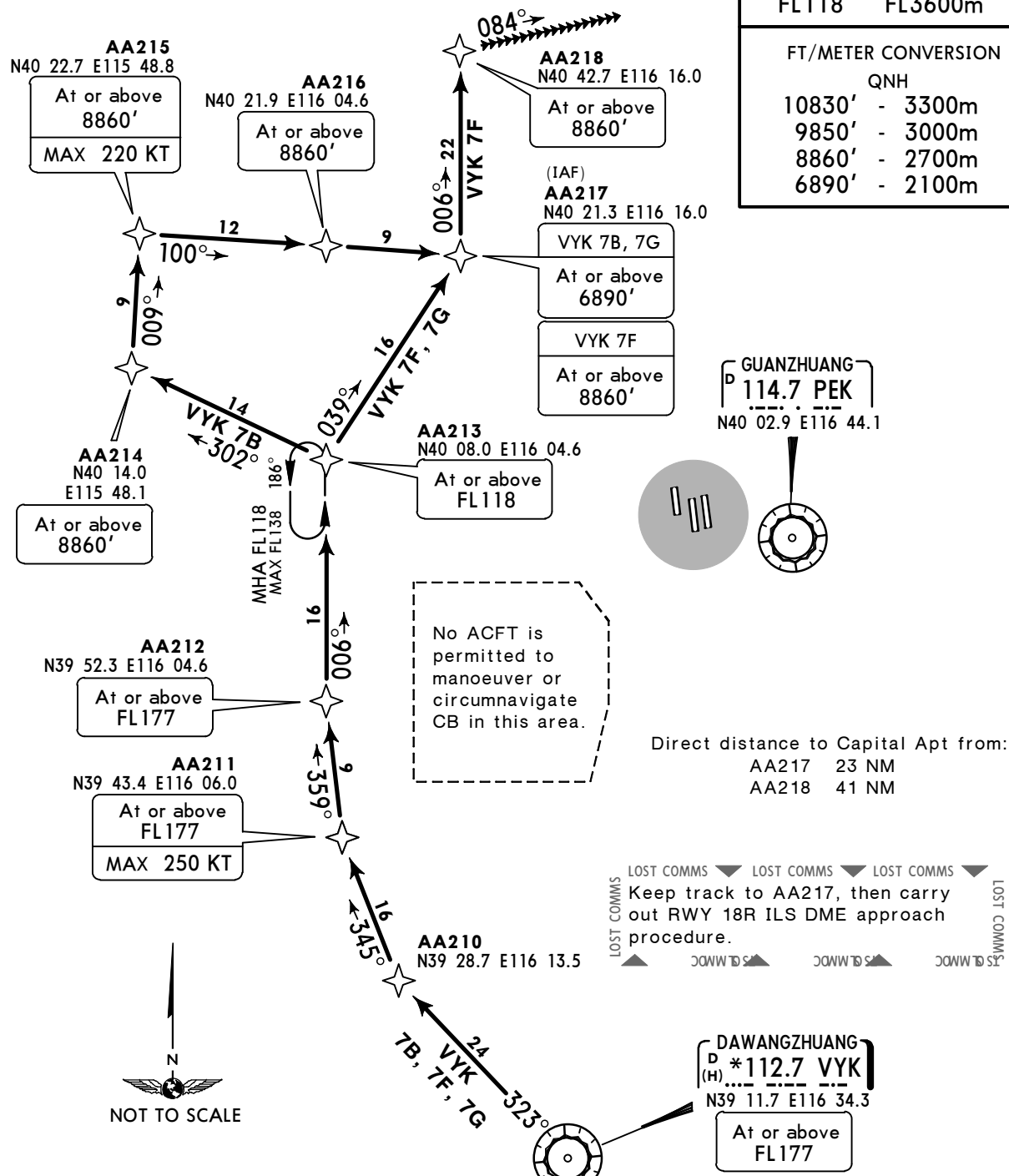
MSA
PEK VOR

VYK 7B, VYK 7F, VYK 7G
RWYS 18R/L, 19 RNAV ARRIVALS

SPEED: MAX 280 KT WITHIN APP CONTROL

FL CONVERSION
FL177 FL5400m
FL138 FL4200m
FL118 FL3600m

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



STAR

ROUTING

VYK 7B

VYK (FL177+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA214 (8860'+) - AA215 (8860'+; K220-) - AA216 (8860'+) - AA217 (6890'+).

VYK 7F

VYK (FL177+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA217 (8860'+) - AA218 (8860'+).

VYK 7G

VYK (FL177+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA217 (6890'+).

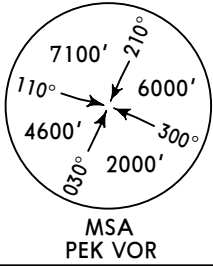
ZBAA/PEK
CAPITAL

JEPPESEN
13 NOV 15 **(10-2E)**

BEIJING, PR OF CHINA

RNAV STAR

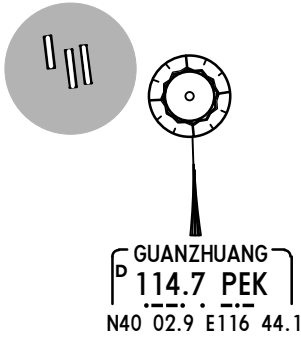
D-ATIS 127.6	Apt Elev 115'	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below 1. RADAR required. 2. GNSS or DME/DME/IRU required. 3. RNAV 1.
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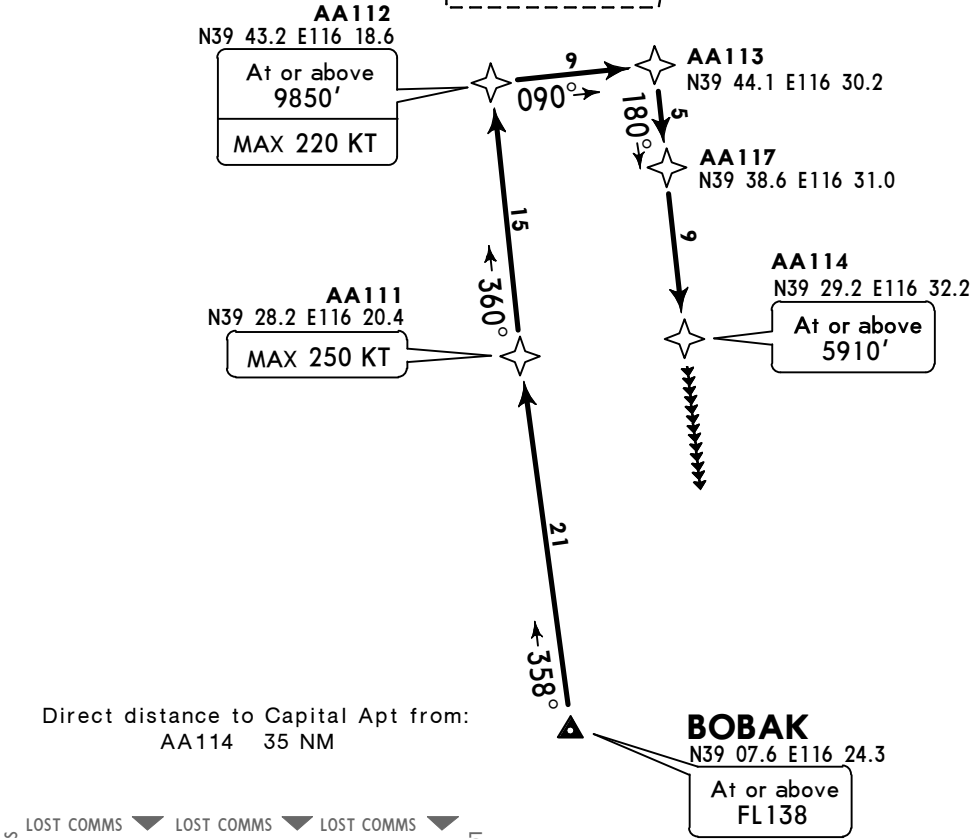
BOBAK 7A [BOBA7A]
RWYS 36L/R, 01 RNAV ARRIVAL
SPEED: MAX 280 KT WITHIN APP CONTROL

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m



No ACFT is permitted to manoeuvre or circumnavigate CB in this area.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Keep track to AA114, turn LEFT, intercept RWY 36L final approach course, then conduct approaching.
LOST COMMS ▲ ▲ ▲

ROUTING

BOBAK (FL138+) - AA111 (K250-) - AA112 (9850'+; K220-) - AA113 - AA117 - AA114 (5910'+).

ZBAA/PEK
CAPITAL

JEPPESSEN
26 DEC 14 **10-2F**

BEIJING, PR OF CHINA

Eff 7 Jan 1600Z

RNAV STAR

D-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

BOBAK 7B [BOBA7B], BOBAK 7F [BOBA7F] BOBAK 7G [BOBA7G]

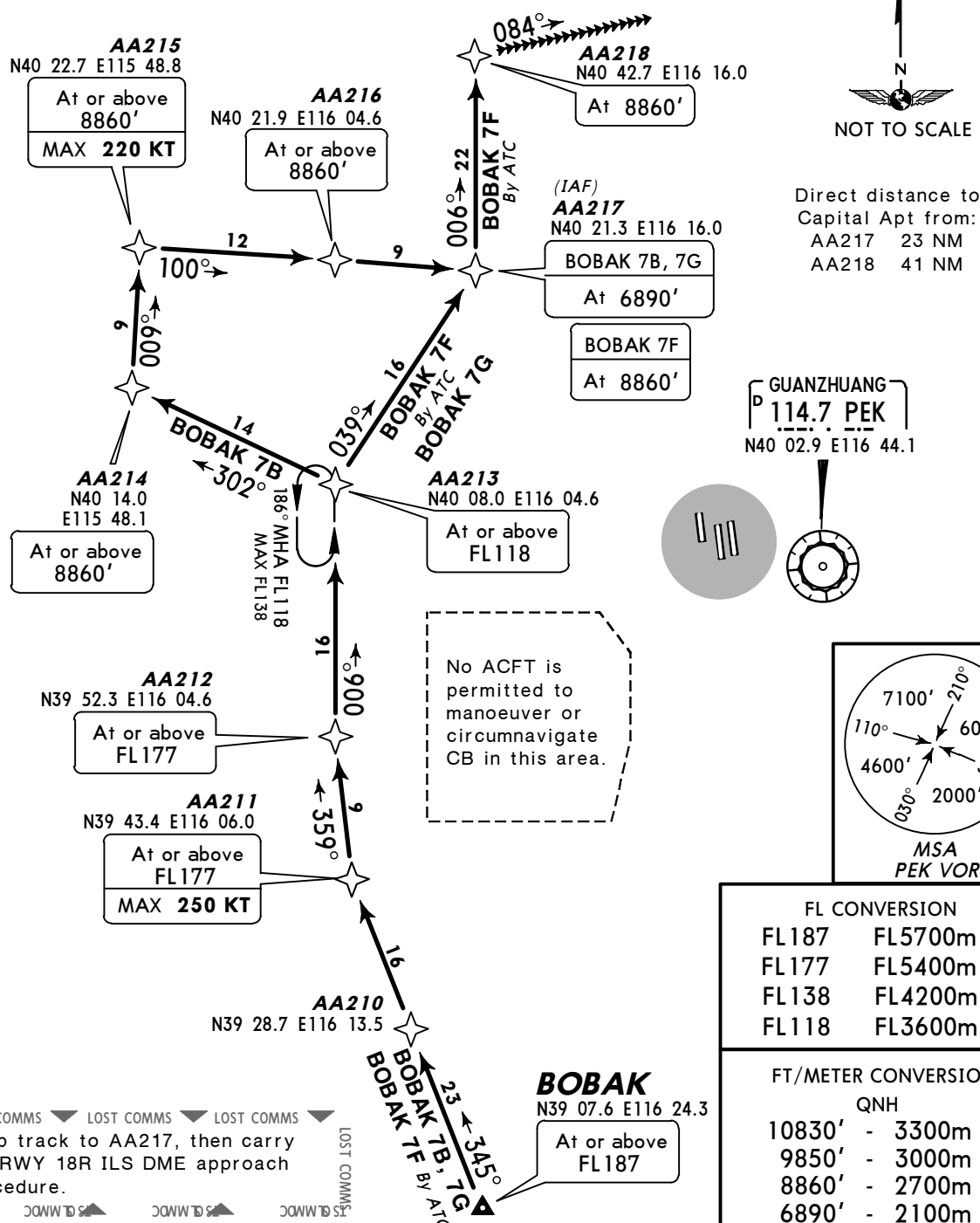
RWYS 18R/L, 19 RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

~~SPEED~~ MAX 280 KT WITHIN APP CONTROL



STAR	ROUTING
BOBAK 7B	BOBAK (FL187+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA214 (8860'+) - AA215 (8860'+; K220-) - AA216 (8860'+) - AA217 (6890').
BOBAK 7F By ATC	BOBAK (FL187+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA217 (8860') - AA218 (8860').
BOBAK 7G	BOBAK (FL187+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA217 (6890').

CHANGES: RNAV STAR BOBAK 7G established; RNAV STARs revised.

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ZBAA/PEK
CAPITAL

JEPPESEN
26 DEC 14 **10-2G**

BEIJING, PR OF CHINA

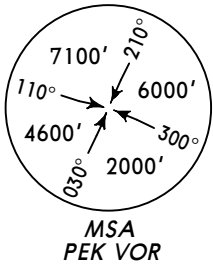
Eff 7 Jan 1600Z

RNAV STAR

D-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



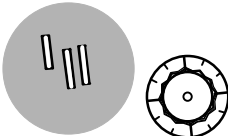
JB 7A
RWYS 36L/R, 01 RNAV ARRIVAL
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

~~SPEED~~ MAX 280 KT WITHIN APP CONTROL

FL CONVERSION
FL138 FL4200m
FL118 FL3600m

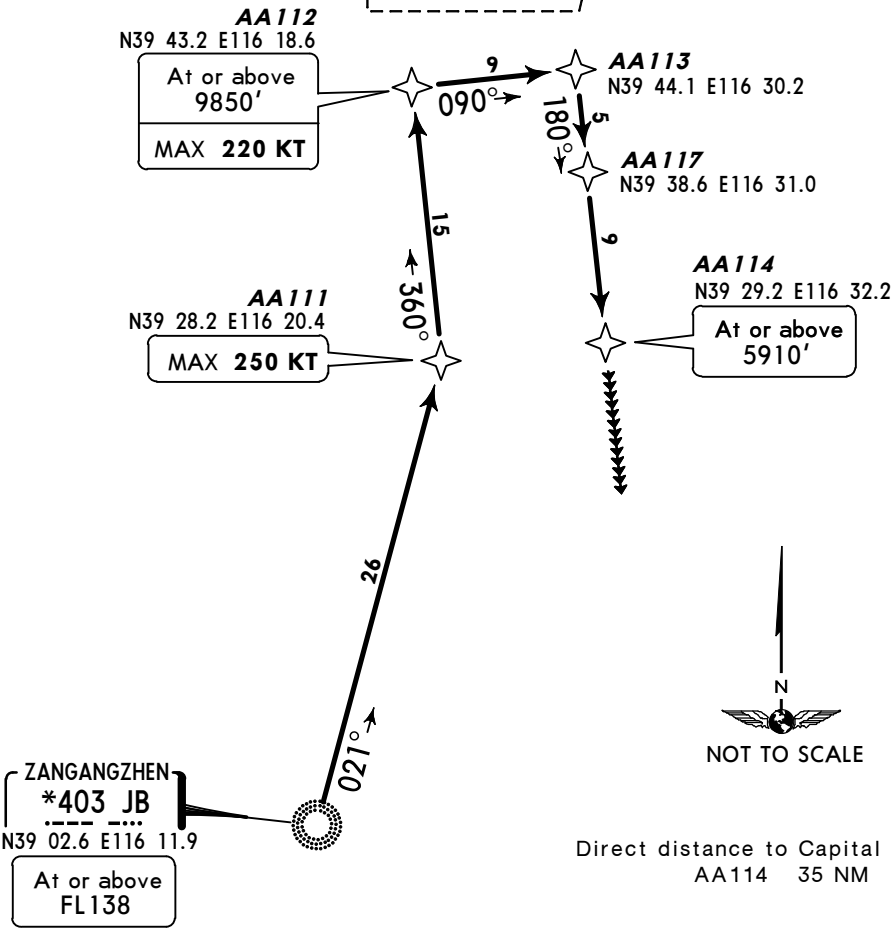
FT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
5910' - 1800m

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Keep track to AA114, turn LEFT,
intercept RWY 36L final approach
course, then conduct approaching.
LOST COMMS ▲ COMMS TO ▲ COMMS TO ▲ COMMS TO ▲



GUANZHUANG
114.7 PEK
N40 02.9 E116 44.1

No ACFT is
permitted to
manoeuvre or
circumnavigate
CB in this area.



Direct distance to Capital Apt from:
AA114 35 NM

ROUTING

JB (FL138+) - AA111 (K250-) - AA112 (9850'+; K220-) - AA113 - AA117 - AA114 (5910'+).

ZBAA/PEK
CAPITAL

JEPPESSEN
15 MAY 15

BEIJING, PR OF CHINA

Eff 27 May 1600Z

RNAV STAR

D-ATIS
127.6

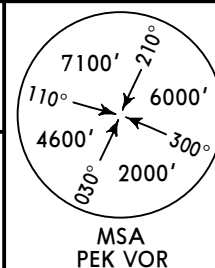
Apt Elev
115'

Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

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

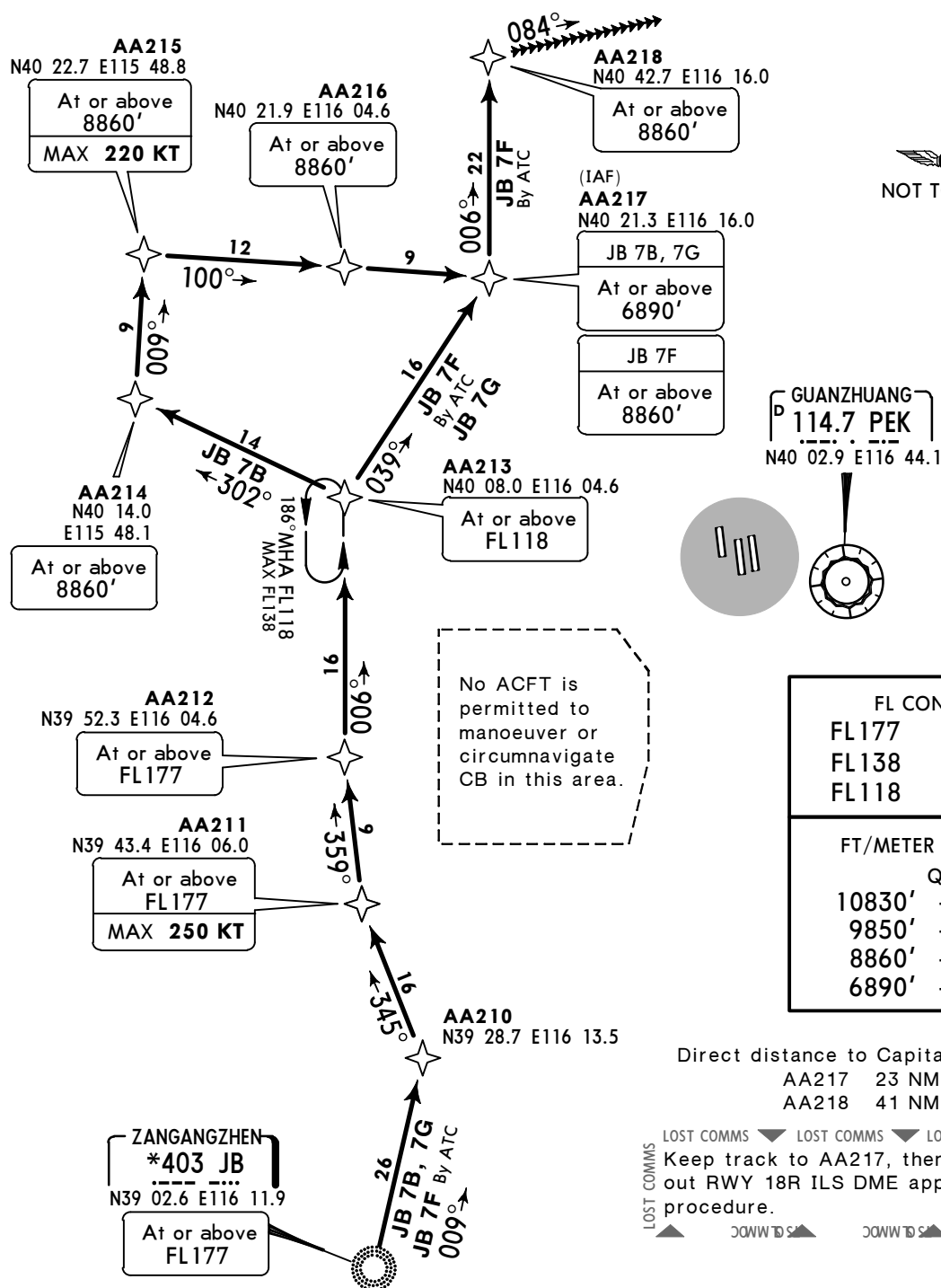


JB 7B, JB 7F, JB 7G
RWYS 18R/L, 19 RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

SPEED: MAX 280 KT WITHIN APP CONTROL



STAR	ROUTING
JB 7B	JB (FL177+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA214 (8860'+) - AA215 (8860'+; K220-) - AA216 (8860'+) - AA217 (6890'+).
JB 7F By ATC	JB (FL177+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA217 (8860'+) - AA218 (8860'+).
JB 7G	JB (FL177+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA217 (6890'+).

CHANGES: None.

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ZBAA/PEK
CAPITAL

JEPPESEN
15 MAY 15

10-2J

Eff 27 May 1600Z

BEIJING, PR OF CHINA

RNAV STAR

D-ATIS
127.6

Apt Elev
115'

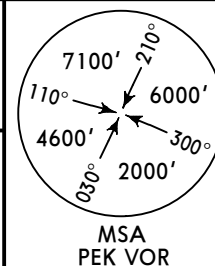
Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below



KM 7A, KM 7D
RWYS 36L/R, 01 RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)

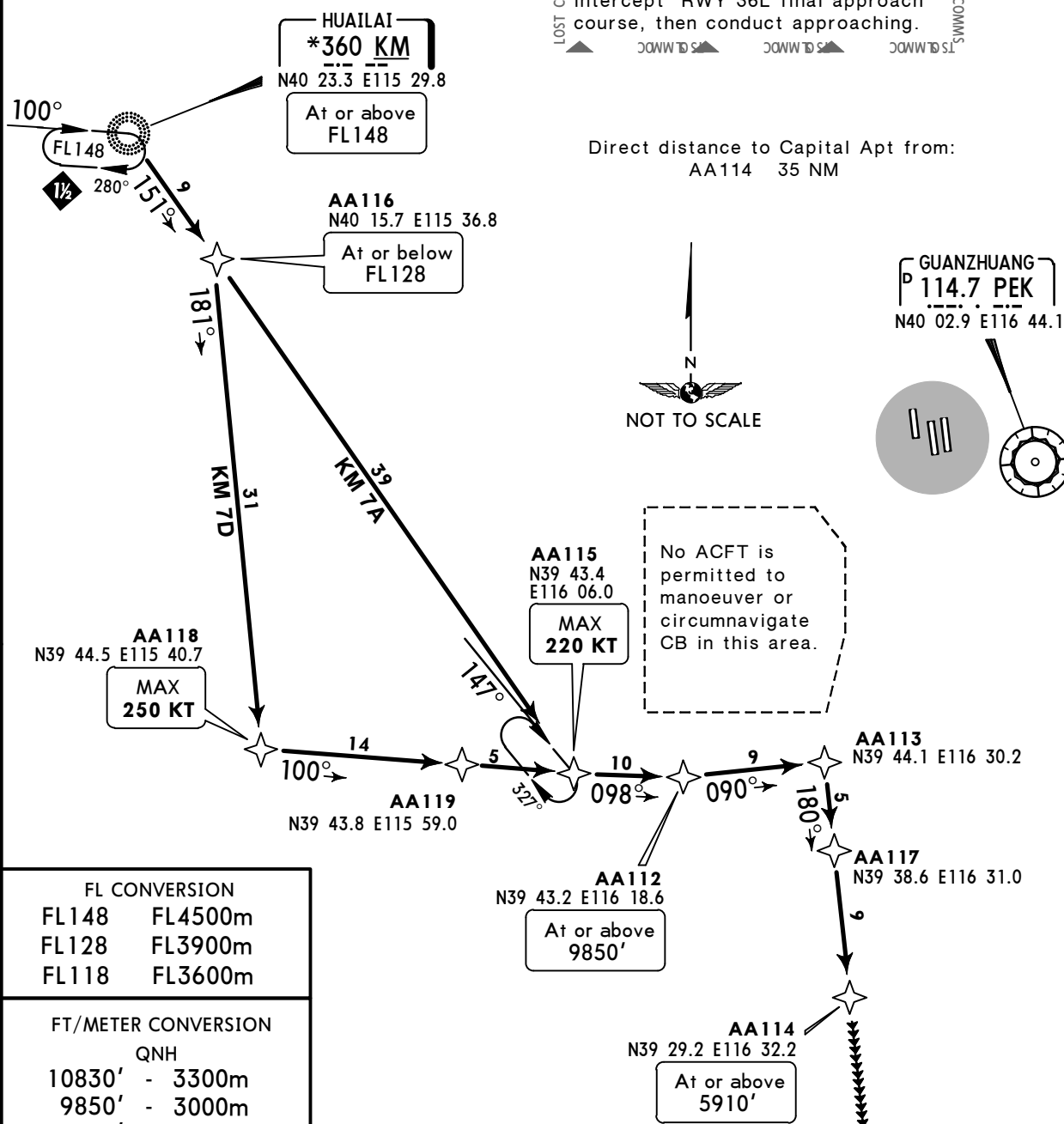
RNAV 1

RADAR REQUIRED

SPEED: MAX 280 KT WITHIN APP CONTROL

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Keep track to AA114, turn LEFT,
intercept RWY 36L final approach
course, then conduct approaching.

Direct distance to Capital Apt from:
AA114 35 NM



FL CONVERSION	
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m

STAR	ROUTING
KM 7A	KM (FL148+) - AA116 (FL128-) - AA115 (K220-) - AA112 (9850'+) - AA113 - AA117 - AA114 (5910'+).
KM 7D	KM (FL148+) - AA116 (FL128-) - AA118 (K250-) - AA119 - AA115 (K220-) - AA112 (9850'+) - AA113 - AA117 - AA114 (5910'+).

ZBAA/PEK
CAPITAL

JEPPESEN
16 OCT 15 **(10-2J1)**

BEIJING, PR OF CHINA

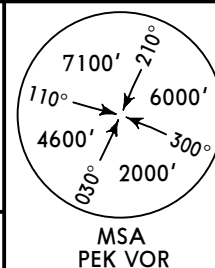
RNAV STAR

D-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

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**

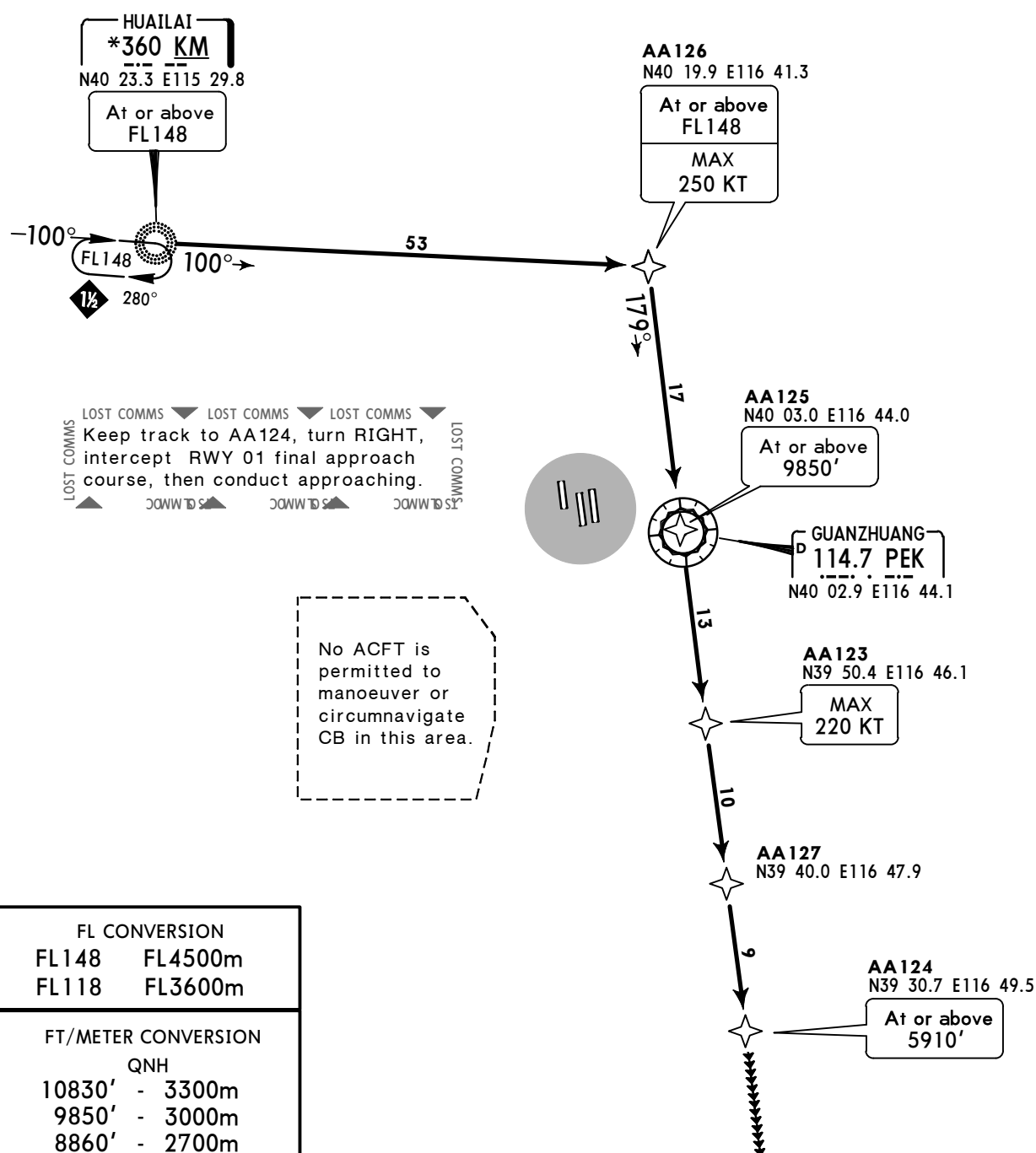


KM 7B

RWYS 36L/R, 01 RNAV ARRIVAL

SPEED: MAX 280 KT WITHIN APP CONTROL

Direct distance to Capital Apt from:
AA124 35 NM



FL CONVERSION
FL148 FL4500m
FL118 FL3600m

FT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
5910' - 1800m

ROUTING

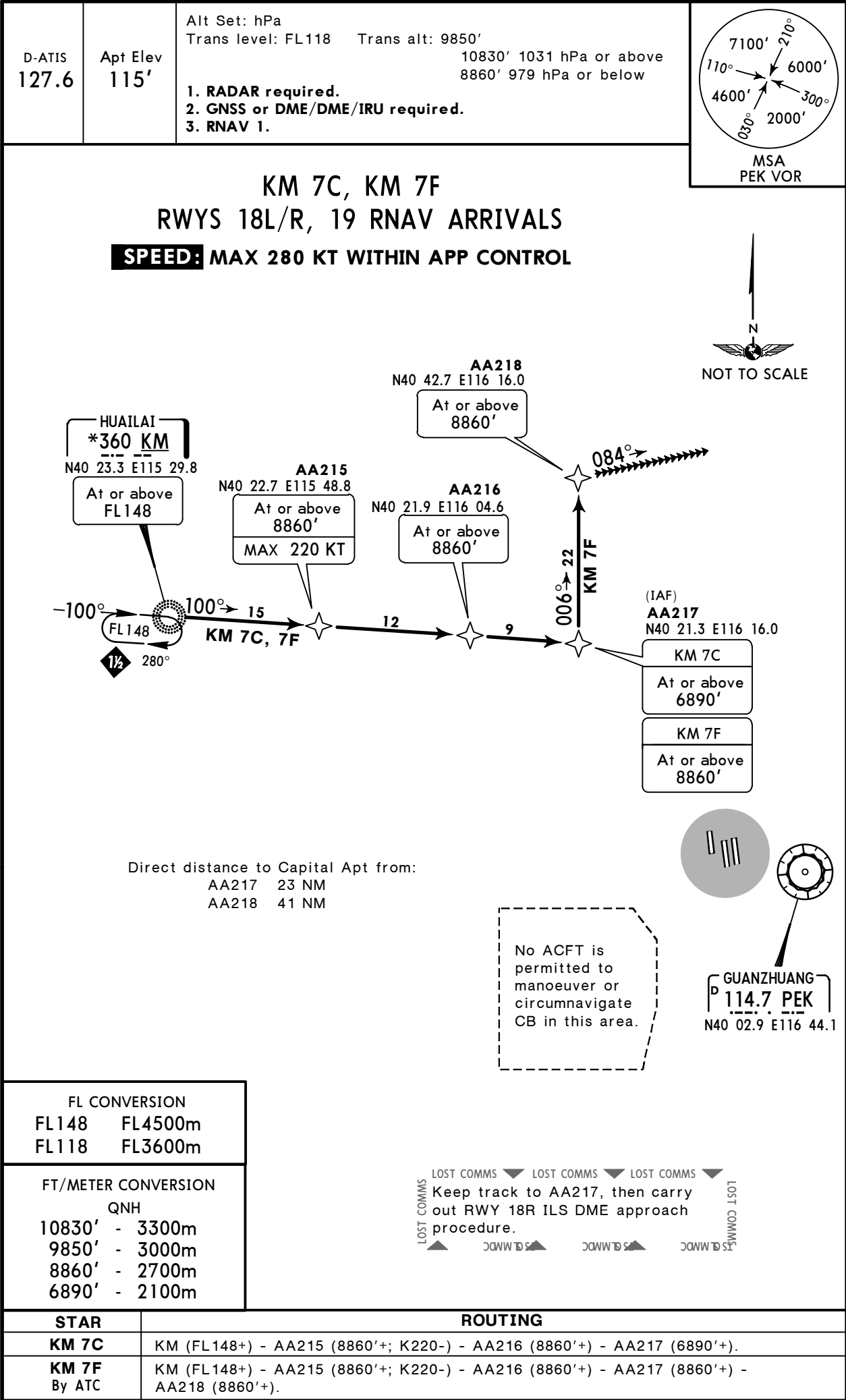
KM (FL148+) - AA126 (FL148+; K250-) - AA125 (9850'+) - AA123 (K220-) - AA127 - AA124 (5910'+).

ZBAA/PEK
CAPITAL

JEPPESEN
16 OCT 15 **(10-2J2)**

BEIJING, PR OF CHINA

RNAV STAR



ZBAA/PEK
CAPITAL

JEPPESEN
15 AUG 14

10-2K

Eff 20 Aug 1600Z

BEIJING, PR OF CHINA

STAR

D-ATIS
127.6

Apt Elev
115'

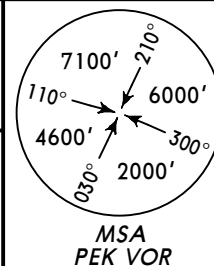
Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below



GITUM 01A [GITØ1A]
RWYS 01, 36R/L ARRIVAL
~~SPEED~~ MAX 280 KT WITHIN APP CONTROL

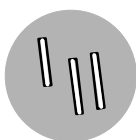
FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION

QNH

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

Direct distance from D26.0 PEK to:
Capital Apt 29 NM



No ACFT is
permitted to
manoeuvre or
circumnavigate
CB in this area.

GITUM
N40 44.7 E116 59.1
At or above
FL118

HUAIROU
D* 113.6 HUR
(H)
N40 19.8 E116 44.9
At or above
FL118

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1
At or above
9850'

(IAF)
D26.0 PEK
N39 36.6 E116 48.3
At 6890'

ZBAA/PEK
CAPITAL

JEPPESEN
15 AUG 14 **10-2L**

BEIJING, PR OF CHINA

Eff 20 Aug 1600Z

STAR

D-ATIS
127.6

Apt Elev
115'

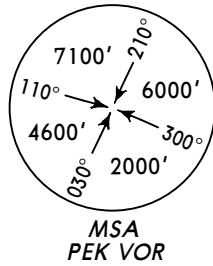
Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below



GITUM 02A [GITØ2A], GITUM 04A [GITØ4A]

RWYS 18R/L, 19 ARRIVALS

~~SPEED~~ MAX 280 KT WITHIN APP CONTROL

FL CONVERSION
FL118 FL3600m

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

Direct distance from HUR to:
Capital Apt 17 NM



(IAF)
HUAIROU
(H) * **113.6 HUR**
D
N40 19.8 E116 44.9
At or above
6890'

GITUM
N40 44.7 E116 59.1
At or above
FL118

At or above
FL118

N40 19.1 E116 55.2
At or above
8860'

GUANZHUANG
D **114.7 PEK**
.....
N40 02.9 E116 44.1

XILIUHETUN
* **395 WF**
.....
N39 56.7 E116 52.5

No ACFT is
permitted to
manoeuver or
circumnavigate
CB in this area.

ZBAA/PEK
CAPITAL

JEPPesen
15 AUG 14 **10-2M**

BEIJING, PR OF CHINA
Eff 20 Aug 1600Z

STAR

D-ATIS
127.6

Apt Elev
115'

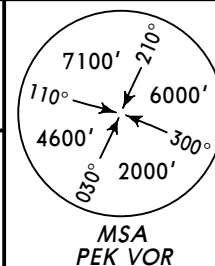
Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below



DOGAR 01A [DOGØ1A], DOGAR 03A [DOGØ3A]

VYK 01A, VYK 03A, VYK 05A, VYK 09A

RWYS 01, 36R/L ARRIVALS

~~SPEED~~ MAX 280 KT WITHIN APP CONTROL

Direct distance to
Capital Apt from:

D24.8 PEK 26 NM

D26.0 PEK 29 NM

D24.2 PEK 26 NM

D26.1 SZY 26 NM

SHAZIYING
D 117.2 SZY
N40 06.1 E116 27.7



GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1



XILIUHETUN
*395 WF
N39 56.7 E116 52.5



FL CONVERSION
FL167 FL5100m
FL138 FL4200m
FL118 FL3600m

240 QU
N39 59.6 E116 36.6
At or above
9850'

No ACFT is
permitted to
manoeuvre or
circumnavigate
CB in this area.

LIANGXIANG
*475 JR
N39 43.2 E116 05.7



N39 41.6
E116 14.5

At 9850'

(IAF)
D26.1 SZY
N39 40.0
E116 26.2

At 6890'

(IAF)
D24.8 PEK
N39 38.3 E116 39.9

At 6890'

(IAF)
D24.2 PEK
N39 38.8 E116 40.9

At 4930'
or at 6890'

(IAF)
D26.0 PEK
N39 36.6 E116 48.3

At 6890'

N39 35.9
E116 53.4

At 6890'

N39 33.0
E116 53.6

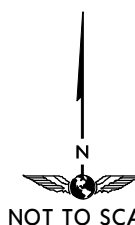
D37.8 SZY
N39 28.4
E116 13.6



DAWANGZHUANG
D (H) *112.7 VYK
N39 11.7 E116 34.3

At or above
FL167

N39 22.6
E116 44.2



FT/METER CONVERSION

QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m
4930' - 1500m

CHANGES: Communication.

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ZBAA/PEK
CAPITAL
JEPPesen
15 AUG 14

10-2N
Eff 20 Aug 1600Z
BEIJING, PR OF CHINA
STAR

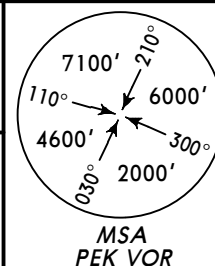
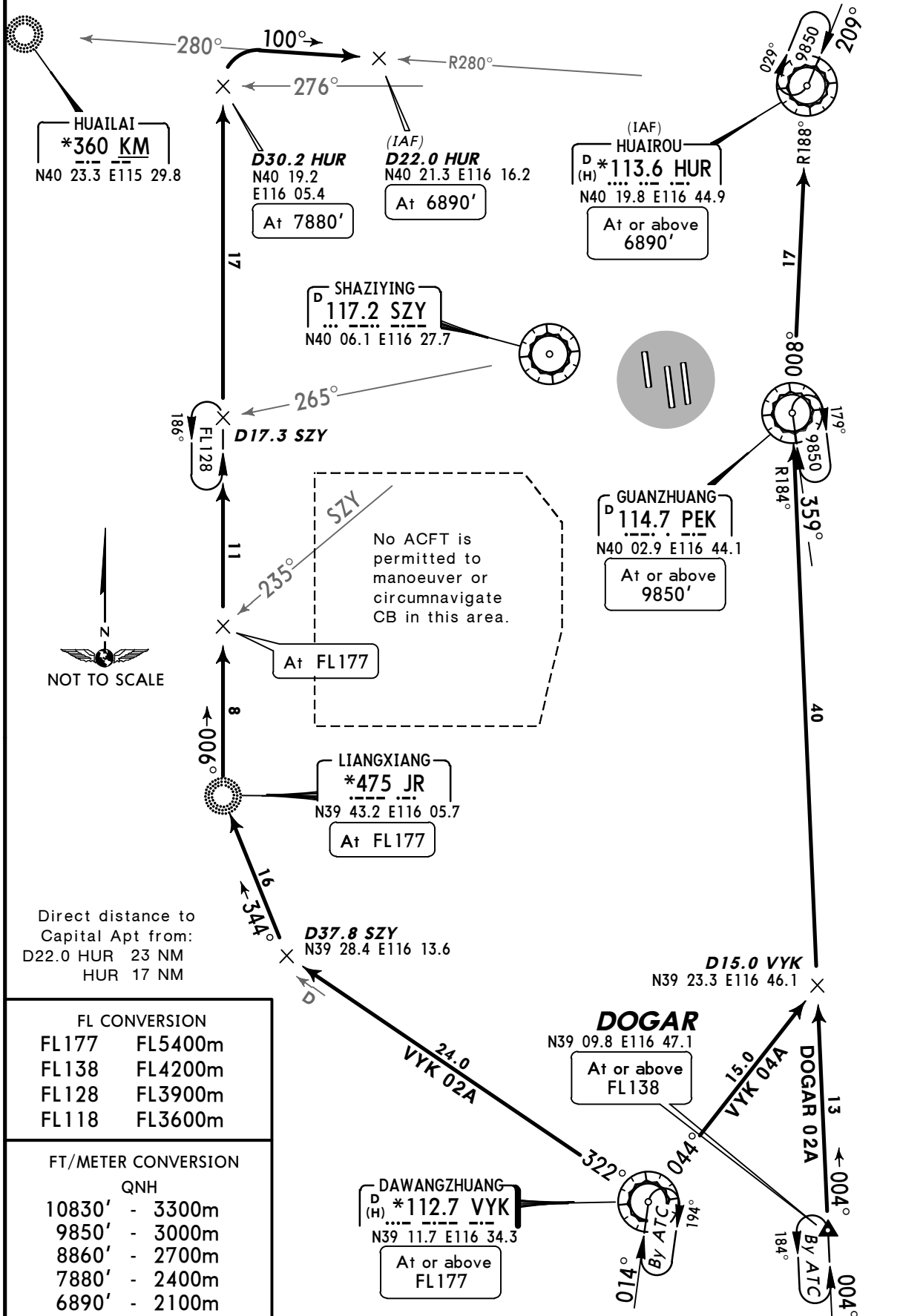
D-ATIS
127.6

Apt Elev
115'

Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

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

DOGAR 02A [DOGØ2A], VYK 02A, VYK 04A
RWYS 18R/L, 19 ARRIVALS
~~SPEED~~ MAX 280 KT WITHIN APP CONTROL


CHANGES: Communication.

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ZBAA/PEK
CAPITAL

JEPPESEN
15 AUG 14

10-2P

Eff 20 Aug 1600Z

BEIJING, PR OF CHINA

STAR

D-ATIS
127.6

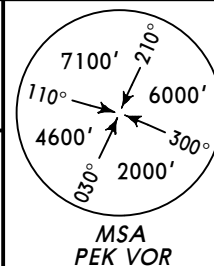
Apt Elev
115'

Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

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



BOBAK 01A [BOBØ1A]

BOBAK 03A [BOBØ3A]

JB 01A

BY ATC

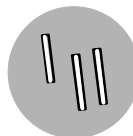
RWYS 01, 36R/L ARRIVALS

~~SPEED~~ MAX 280 KT

WITHIN APP CONTROL



No ACFT is
permitted to
manoeuvre or
circumnavigate
CB in this area.



SHAZIYING
D 117.2 SZY
N40 06.1 E116 27.7

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

LIANGXIANG
*475 JR
N39 43.2 E116 05.7

N39 41.6
E116 14.5
At 9850'

(IAF)
D26.1 SZY
N39 40.0
E116 26.2
At 6890'

Direct distance to
Capital Apt from:
D26.1 SZY 26 NM

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m

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

D37.8 SZY
N39 28.4 E116 13.6

BOBAK 01A

BOBAK 03A

JB 01A

ZANGANGZHEN
*403 JB
N39 02.6 E116 11.9
At or above
FL138



DAWANGZHUANG
D(H) *112.7 VYK
N39 11.7 E116 34.3

BOBAK
N39 07.6 E116 24.3
At or above
FL138

ZBAA/PEK
CAPITAL
JEPPESSEN
 15 AUG 14

10-2Q
Eff 20 Aug 1600Z
BEIJING, PR OF CHINA
STAR

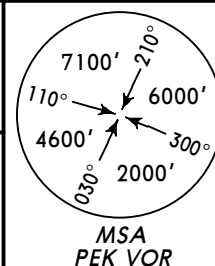
 D-ATIS
127.6

 Apt Elev
115'

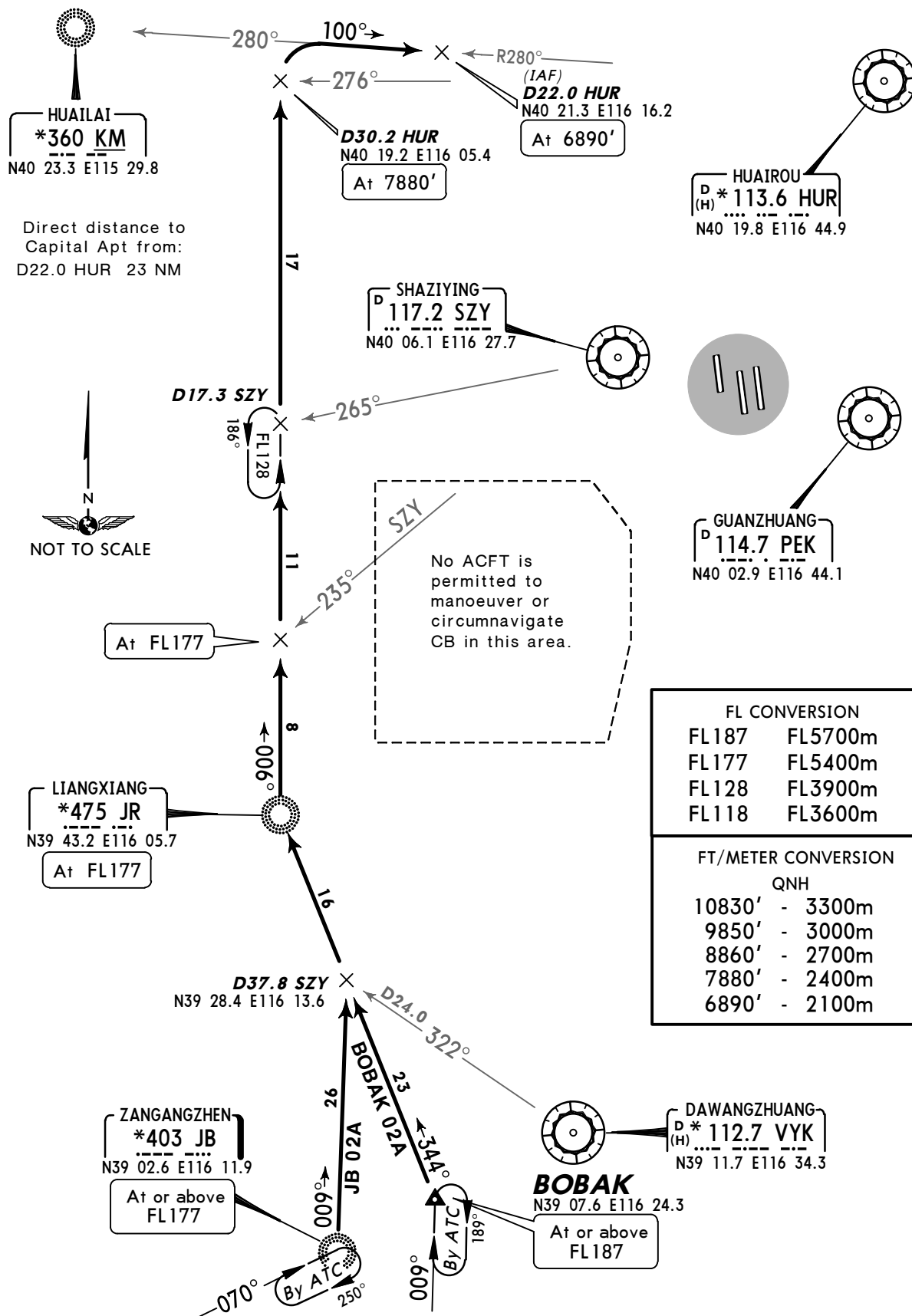
Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

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

BOBAK 02A [BOBØ2A]
JB 02A

BY ATC

RWYS 18R/L, 19 ARRIVALS
~~SPEED~~ MAX 280 KT WITHIN APP CONTROL


CHANGES: Communication.

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ZBAA/PEK
CAPITAL
JEPPesen
 15 AUG 14 **10-2S**
BEIJING, PR OF CHINA
STAR
Eff 20 Aug 1600Z
STAR

 D-ATIS
127.6

 Apt Elev
115'

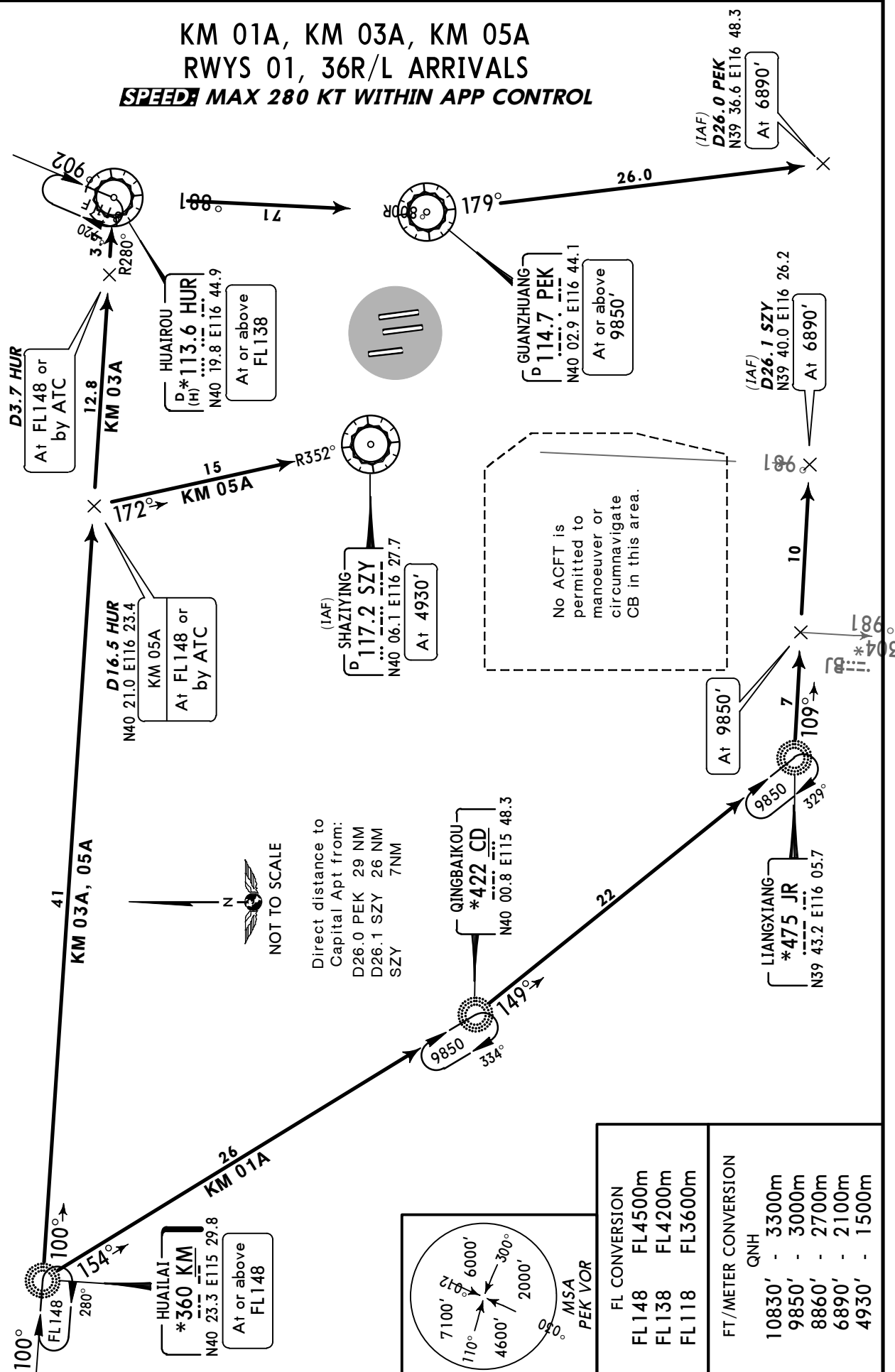
Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

KM 01A, KM 03A, KM 05A
RWYS 01, 36R/L ARRIVALS
~~SPEED~~ MAX 280 KT WITHIN APP CONTROL


ZBAA/PEK
CAPITAL

JEPPESEN
15 AUG 14 **(10-2T)**

BEIJING, PR OF CHINA

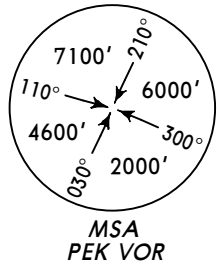
Eff 20 Aug 1600Z

STAR

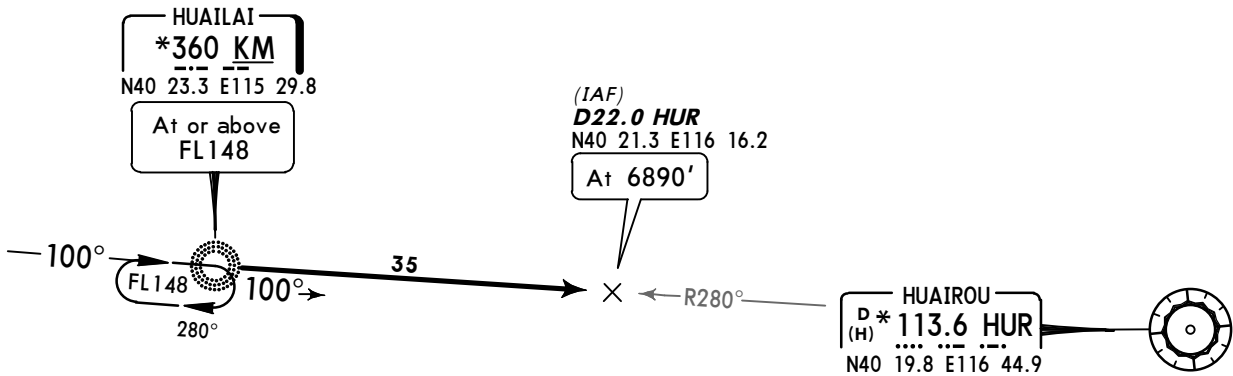
D-ATIS
127.6

Apt Elev
115'

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

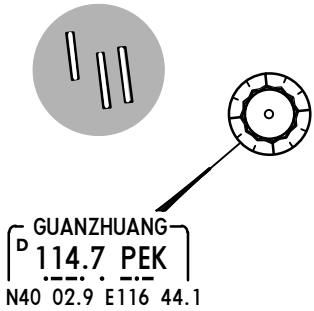


KM 02A
RWYS 18R/L, 19 ARRIVAL
~~SPEED~~ MAX 280 KT WITHIN APP CONTROL



Direct distance to
Capital Apt from:
D22.0 HUR 23 NM

No ACFT is
permitted to
manoeuvre or
circumnavigate
CB in this area.



FL CONVERSION
FL148 FL4500m
FL118 FL3600m

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

ZBAA/PEK
CAPITAL



26 DEC 14

10-3

Eff 7 Jan 1600Z

BEIJING, PR OF CHINA

RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
CDY 8A, 8B, 8E	10-3A1
CDY 8C, 8D	10-3A2
JB 8A, 8B	10-3A3
LADIX 8A, 8E, 8G	10-3B
LADIX 8C, 8D, 8F, 8H	10-3C
RENOB 8A, 8B	10-3D
RENOB 8E	10-3E
RENOB 8C, 8D	10-3E1
RENOB 8F	10-3E2
SOSDI 8A, 8B	10-3F
SOSDI 8E	10-3G
SOSDI 8C, 8D	10-3G1
SOSDI 8F	10-3G2
TONIL 8A, 8B, 8E	10-3G3
TONIL 8C, 8D	10-3G4
YV 8A, 8B, 8C, 8F	10-3H
YV 8D, 8E	10-3J

FOR SID DESIGNATION REFER TO PAGE 10-3A

ZBAA/PEK
CAPITAL

 **JEPPESEN**
26 DEC 14 **10-3A**

BEIJING, PR OF CHINA

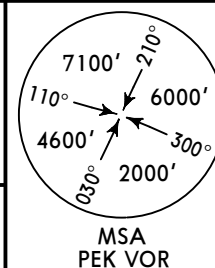
Eff 7 Jan 1600Z

SID

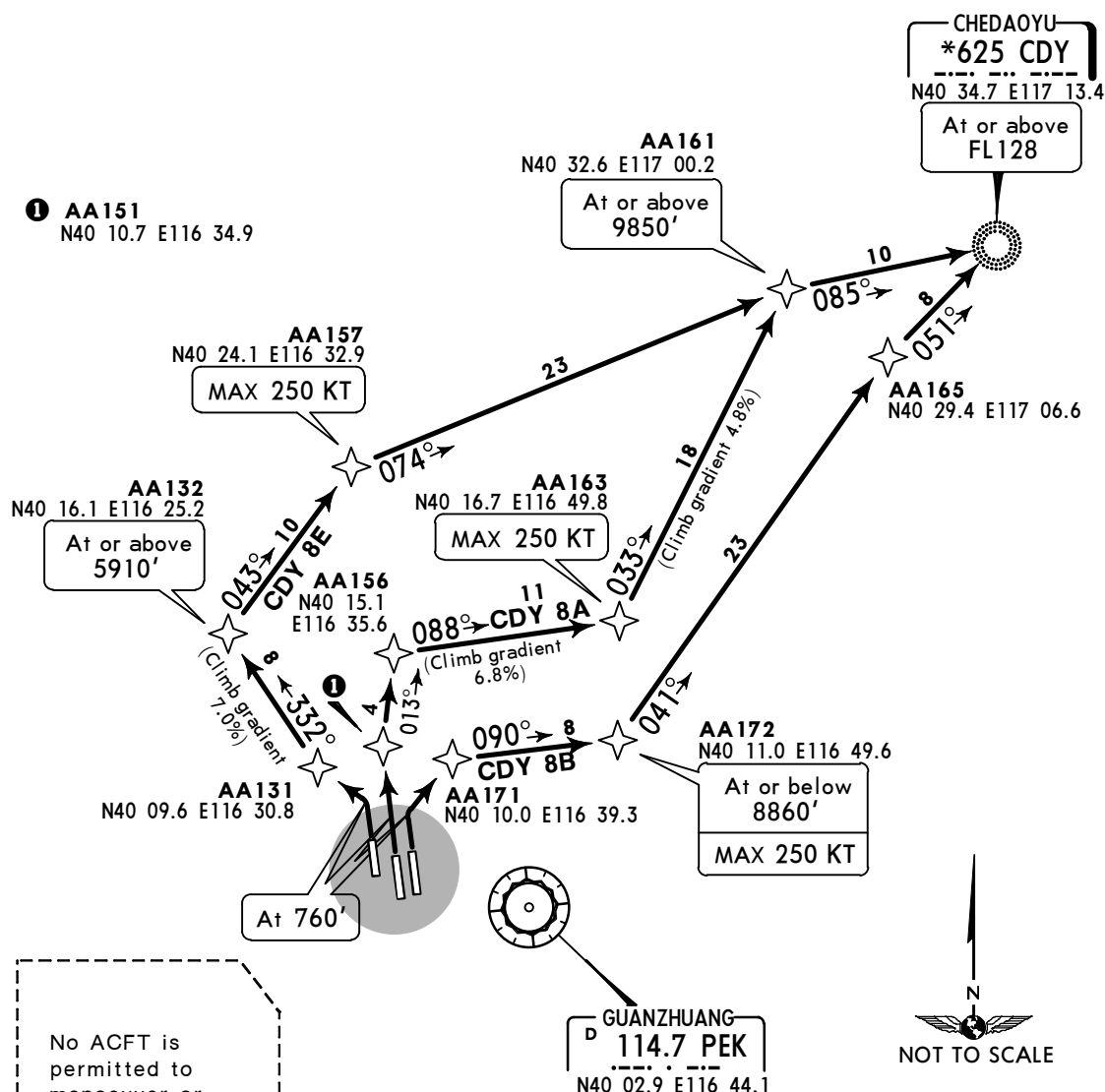
SID DESIGNATION	REFER TO CHART
CDY 11D, 21D, YV 11D, 12D, 13D, 21D	10-3K
CDY 31D, 41D, YV 31D, 32D, 41D	10-3L
CDY 51D, 61D, YV 51D, 52D, 61D	10-3M
LADIX 11D, 12D, 21D, TONIL 11D, 21D	10-3N
LADIX 31D, 32D, 41D, TONIL 31D, 41D	10-3P
LADIX 51D, 52D, 61D, TONIL 51D, 61D	10-3Q
RENOB 11D, 12D	10-3S
RENOB 21D, 22D, 23D	10-3T
RENOB 31D, 32D	10-3U
RENOB 41D, 42D, 43D, 44D	10-3V
RENOB 51D, 52D	10-3W
RENOB 61D, 62D, 63D, 64D	10-3X
SOSDI 11D, 12D	10-3X1
SOSDI 21D, 22D	10-3X2
SOSDI 31D, 32D	10-3X3
SOSDI 41D, 42D, 43D	10-3X4
SOSDI 51D, 52D	10-3X5
SOSDI 61D, 62D, 63D	10-3X6
KM 11D, 21D	10-3X7
KM 31D, 41D, 42D	10-3X8
KM 51D, 61D, 62D	10-3X9

ZBAA/PEK
CAPITAL
JEPPESEN
 16 OCT 15 **(10-3A1)**
BEIJING, PR OF CHINA
RNAV SID

 Apt Elev
115'

 Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below
 1. **RADAR required.**
 2. **GNSS or DME/DME/IRU required.**
 3. **RNAV 1.**


CDY 8A, CDY 8B, CDY 8E **RWYS 36R, 01, 36L RNAV DEPARTURES**



FT/METER CONVERSION

QNH	
760'	- 230m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.8% V/V (fpm)	516	689	1033	1377	1722	2066
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
CDY 8A	36R	(760') - AA151 - AA156 - AA163 (K250-) - AA161 (9850'+) - CDY (FL128+).
CDY 8B	01	(760') - AA171 - AA172 (8860'-; K250-) - AA165 - CDY (FL128+).
CDY 8E	36L	(760') - AA131 - AA132 (5910'+) - AA157 (K250-) - AA161 (9850'+) - CDY (FL128+).

ZBAA/PEK
CAPITAL

JEPPESEN
16 OCT 15 **(10-3A2)**

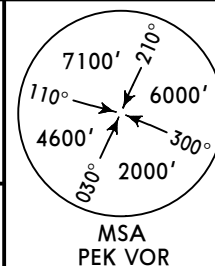
BEIJING, PR OF CHINA

RNAV SID

Apt Elev
115'

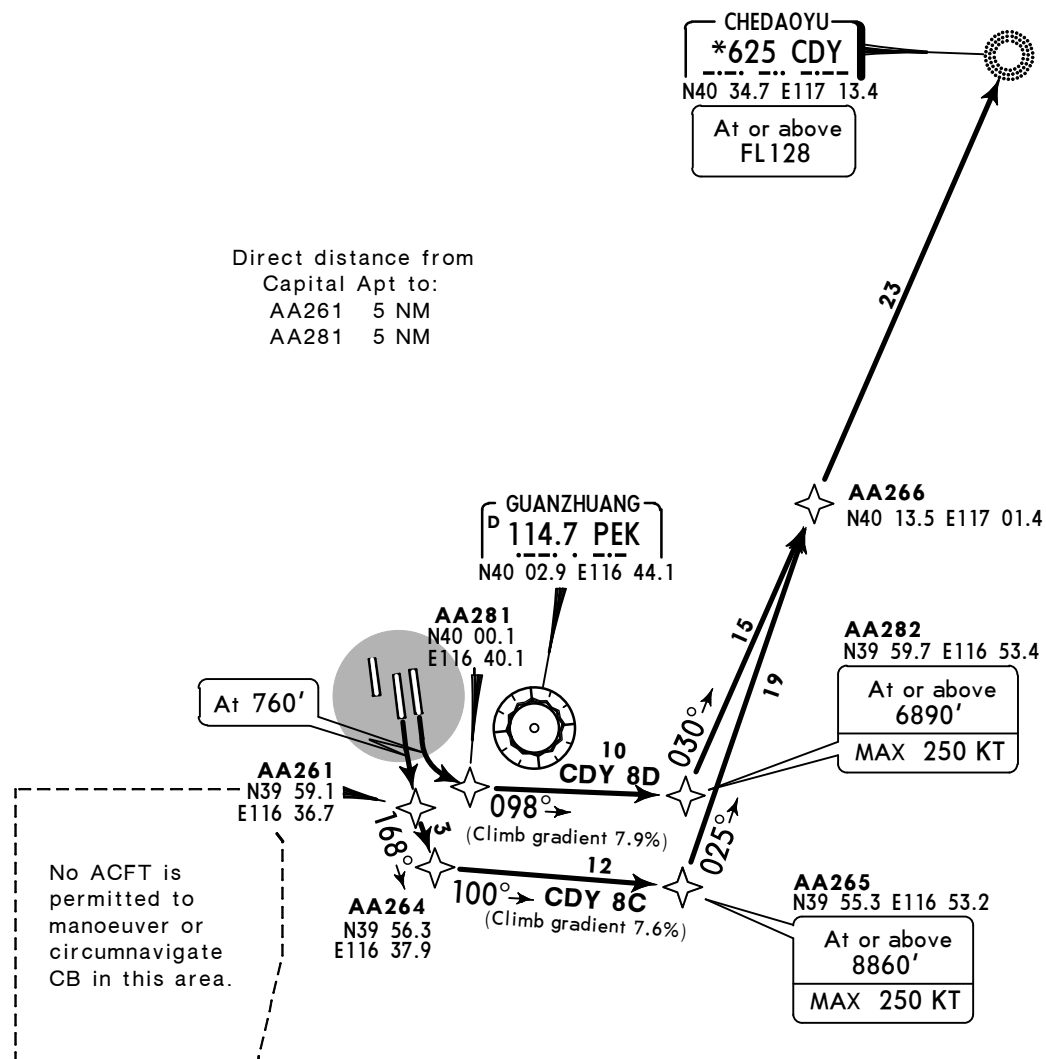
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



CDY 8C, CDY 8D
RWYS 18L, 19 RNAV DEPARTURES

Direct distance from
Capital Apt to:
AA261 5 NM
AA281 5 NM



FT/METER CONVERSION

QNH

760'	-	230m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m



Gnd speed-KT	75	100	150	200	250	300
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

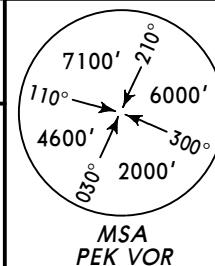
SID	RWY	ROUTING
CDY 8C	18L	(760') - AA261 - AA264 - AA265 (8860'+; K250-) - AA266 - CDY(FL128+).
CDY 8D	19	(760') - AA281 - AA282 (6890'+; K250-) - AA266 - CDY (FL128+).

CHANGES: Reissue.

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ZBAA/PEK
CAPITAL
JEPPESSEN BEIJING, PR OF CHINA
26 DEC 14 **10-3A3** Eff 7 Jan 1600Z **RNAV SID**

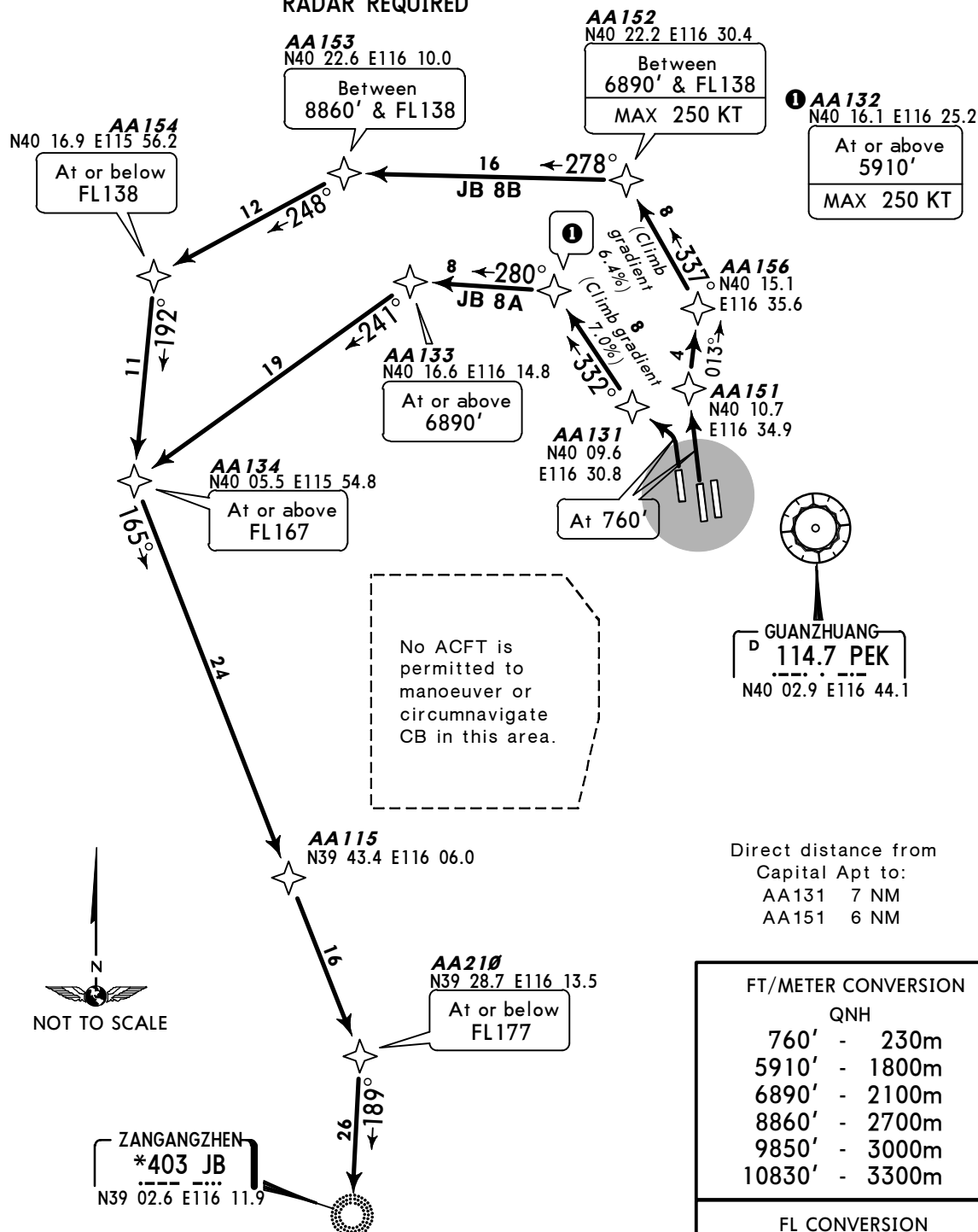
Apt Elev
115'

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

JB 8A, JB 8B
RWYS 36L/R RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED


FT/METER CONVERSION

QNH	
760'	230m
5910'	1800m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL167	FL5100m
FL177	FL5400m

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
JB 8A	36L	(760') - AA131 - AA132 (5910'+; K250-) - AA133 (6890'+) - AA134 (FL167+) - AA115 - AA210 (FL177-) - JB.
JB 8B	36R	(760') - AA151 - AA156 - AA152 (6890'+; FL138-; K250-) - AA153 (8860'+; FL138-) - AA154 (FL138-) - AA134 (FL167+) - AA115 - AA210 (FL177-) - JB.

CHANGES: New procedures at this airport.

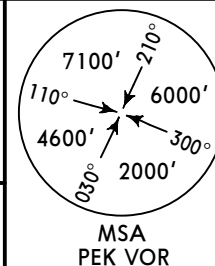
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ZBAA/PEK
CAPITAL
JEPPESSEN
29 JAN 16 **10-3B**
BEIJING, PR OF CHINA
RNAV SID

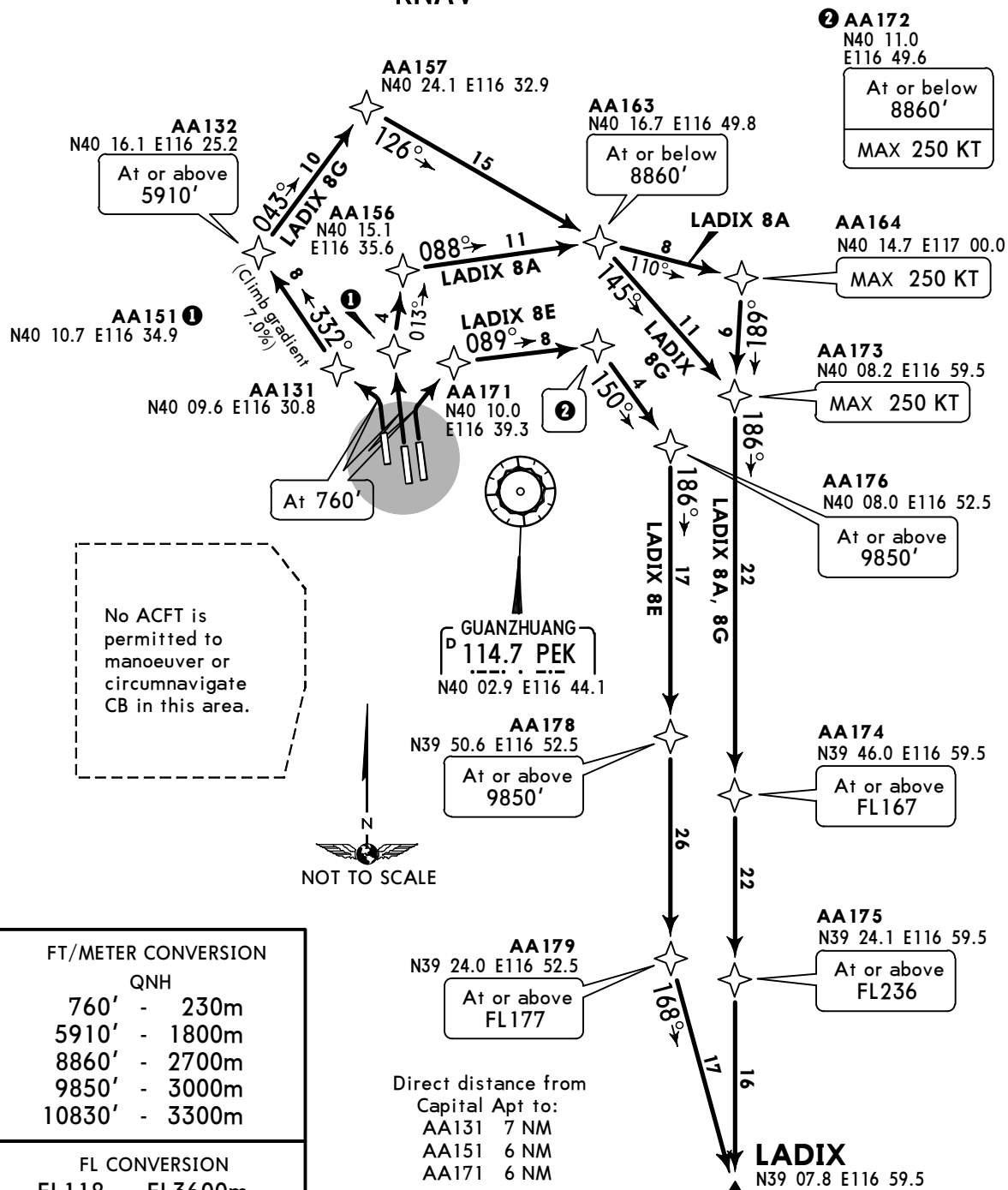
Apt Elev
115'

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

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



LADIX 8A [LADI8A], LADIX 8E [LADI8E] LADIX 8G [LADI8G] RNAV


FT/METER CONVERSION

QNH	
760'	230m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL118	FL3600m
FL167	FL5100m
FL177	FL5400m
FL236	FL7200m

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
LADIX 8A	36R	(760') - AA151 - AA156 - AA163 (8860'-) - AA164 (K250-) - AA173 (K250-) - AA174 (FL167+) - AA175 (FL236+) - LADIX.
LADIX 8E	01	(760') - AA171 - AA172 (8860'-; K250-) - AA176 (9850'+) - AA178 (9850'+) - AA179 (FL177+) - LADIX.
LADIX 8G	36L	(760') - AA131 - AA132 (5910'+) - AA157 - AA163 (8860'-) - AA173 (K250-) - AA174 (FL167+) - AA175 (FL236+) - LADIX.

ZBAA/PEK
CAPITAL

JEPPESSEN

BEIJING, PR OF CHINA

29 JAN 16

10-3C

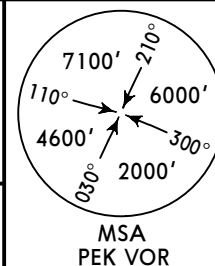
Eff 3 Feb 1600Z

RNAV SID

Apt Elev
115'

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

1. RADAR required.
2. GNSS or DME/DME/IRU required.
3. RNAV 1.



NOT TO SCALE

**LADIX 8C [LADI8C], LADIX 8D [LADI8D]
LADIX 8F [LADI8F], LADIX 8H [LADI8H]
RNAV**

AA261
N39 59.1 E116 36.7

GUANZHUANG
114.7 PEK
N40 02.9 E116 44.1

AA281
N40 00.1
E116 40.1

AA282
N39 59.7 E116 53.4
At or above
6890'

AA283
N39 59.3 E116 59.5
MAX 250 KT

No ACFT is
permitted to
manoeuvre or
circumnavigate
CB in this area.

AA241
N40 00.1 E116 32.2

AA242
N39 49.4 E116 30.2

AA243
N39 44.0 E116 29.1
At or above
5910'
MAX 250 KT

AA262
N39 38.5 E116 35.9

Direct distance from
Capital Apt to:
AA241 5 NM
AA261 5 NM
AA281 5 NM

AA269
N39 16.9 E116 35.2
At or above
FL138

AA179
N39 24.0 E116 52.5
At or above
FL177

AA175
N39 24.1 E116 59.5
At or above
FL217

FT/METER CONVERSION

	QNH
760'	230m
5910'	1800m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL	FL
FL118	FL3600m
FL138	FL4200m
FL148	FL4500m
FL177	FL5400m
FL217	FL6600m

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

LADIX
N39 07.8 E116 59.5

SID	RWY	ROUTING
LADIX 8C	18L	(760') - AA261 - AA264 - AA265 (8860'+; K250-) - AA179 (FL177+) - LADIX.
LADIX 8D	19	(760') - AA281 - AA282 (6890'+) - AA283 (K250-) - AA268 - AA174 (FL148+) - AA175 (FL217+) - LADIX.
LADIX 8F	18L	(760') - AA261 - AA262 - AA269 (FL138+) - LADIX.
LADIX 8H	18R	(760') - AA241 - AA242 - AA243 (5910'+; K250-) - AA179 (FL177+) - LADIX.

CHANGES: None.

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ZBAA/PEK
CAPITAL

JEPPESEN
15 MAY 15 **(10-3D)**

BEIJING, PR OF CHINA
Eff 27 May 1600Z

RNAV SID

Apt Elev
115'

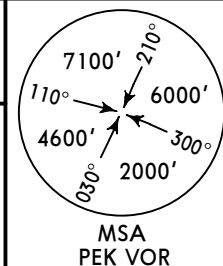
Trans level: FL118

Trans alt:

9850'

10830' 1031 hPa or above

8860' 979 hPa or below



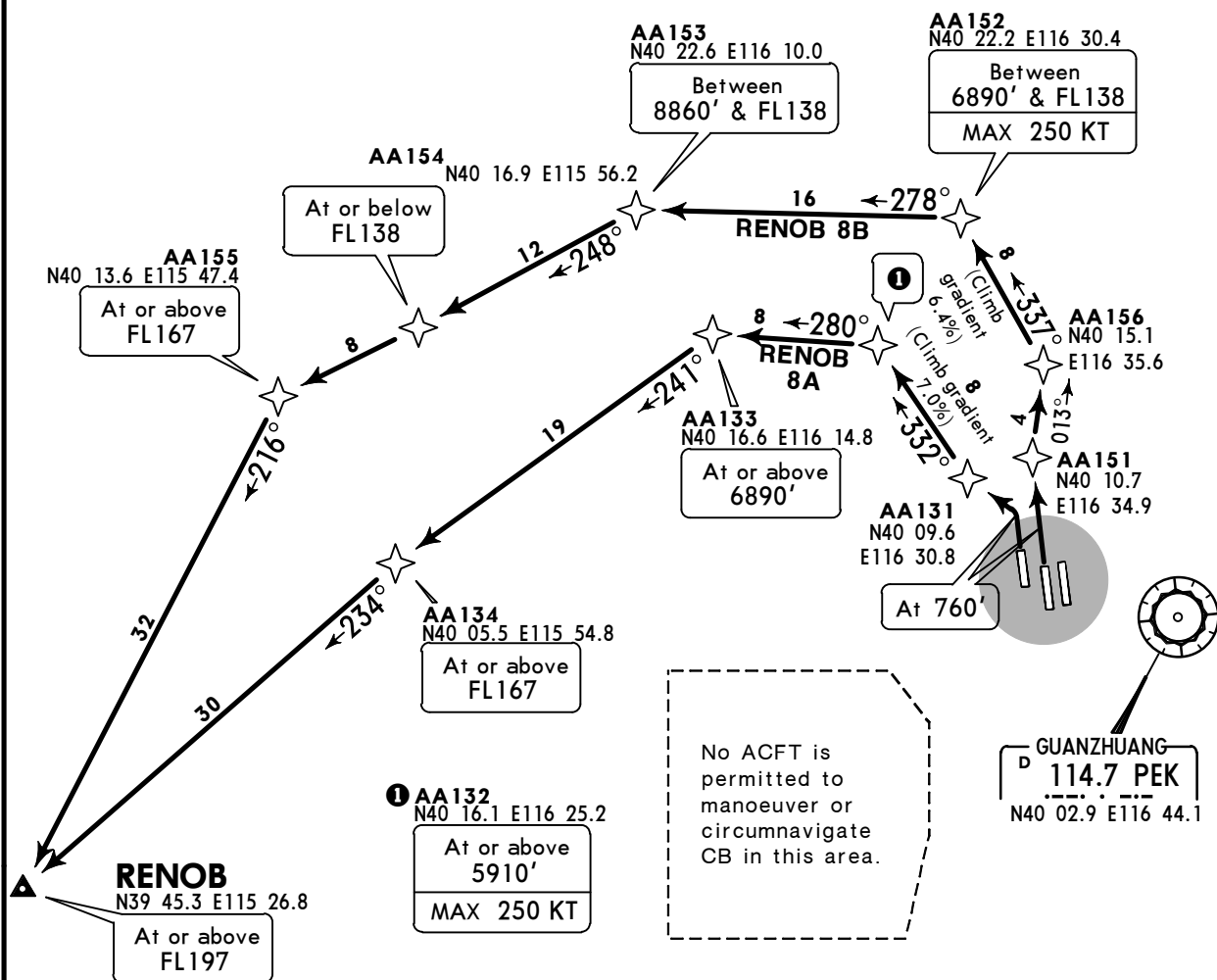
RENOB 8A [RENO8A], RENOB 8B [RENO8B]

RWYS 36L/R RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED



No ACFT is permitted to maneuver or circumnavigate CB in this area.

GUANZHUANG
114.7 PEK
N40 02.9 E116 44.1

Direct distance from

Capital Apt to:

AA131 7 NM

AA151 6 NM



FT/METER CONVERSION

QNH

760'	-	230m
5910'	-	1800m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL167	FL5100m
FL197	FL6000m

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
6.4% V/V (fpm)	486	648	972	1296	1620	1944

SID	RWY	ROUTING
RENOB 8A	36L	(760') - AA131 - AA132 (5910'+; K250-) - AA133 (6890'+) - AA134 (FL167+) - RENOB (FL197+).
RENOB 8B	36R	(760') - AA151 - AA152 - AA153 (6890'+; FL138-; K250-) - AA154 (8860'+; FL138-) - AA155 (FL167+) - RENOB (FL197+).

CHANGES: RNAV SIDs revised.

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ZBAA/PEK
CAPITAL

JEPPESEN
15 MAY 15 10-3E Ef

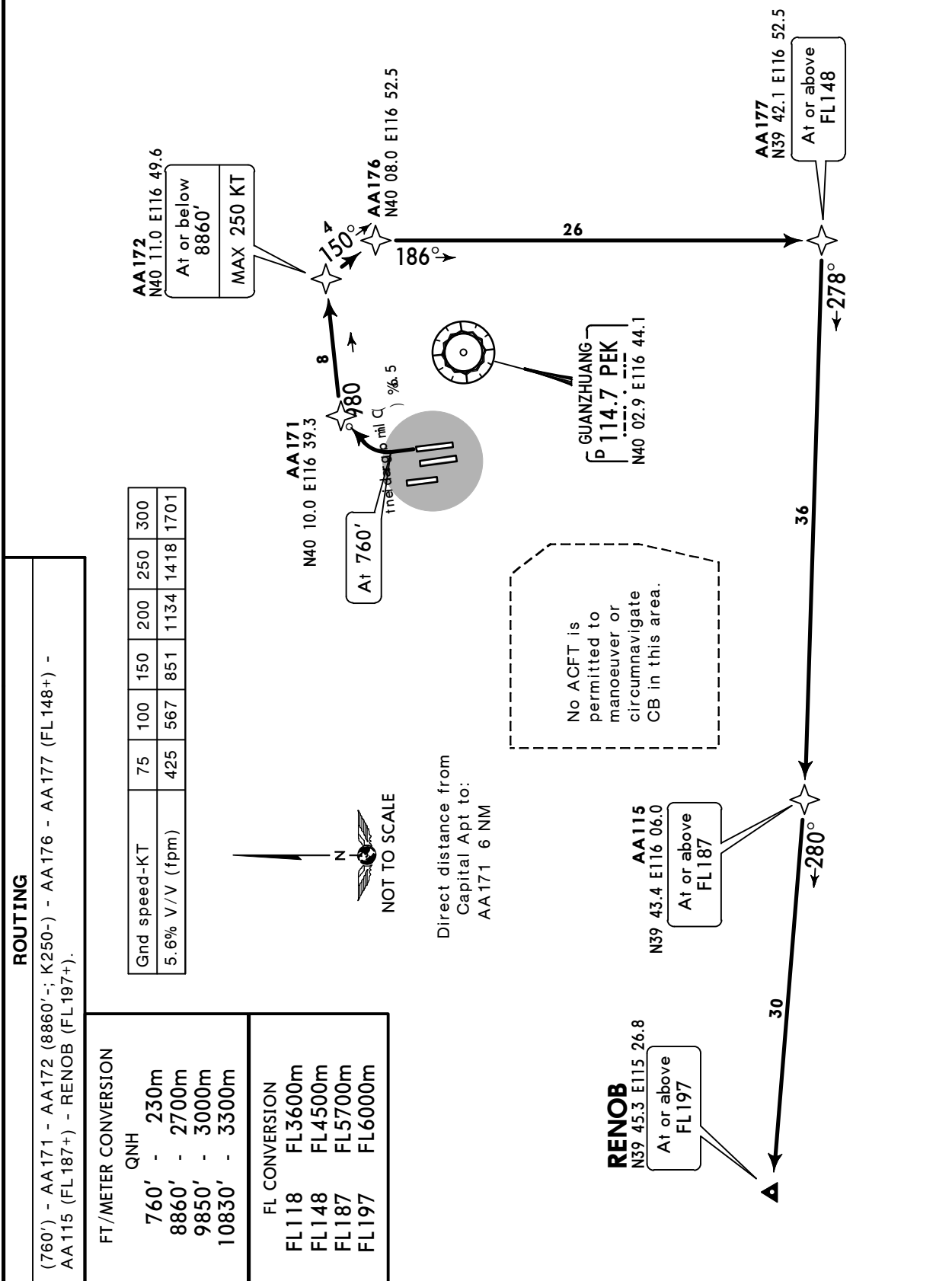
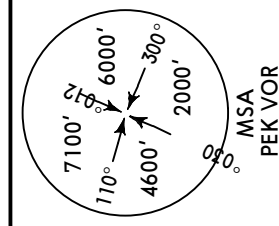
BEIJING, PR OF CHINA

RNAV SID

Apt Elev
115'

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

**RENOB 8E [RENO8E]
RWY 01 RNAV DEPARTURE
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED**



ZBAA/PEK
CAPITAL

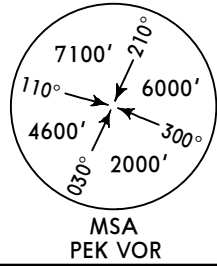
JEPPESEN
15 MAY 15 **10-3E1**

BEIJING, PR OF CHINA
Eff 27 May 1600Z

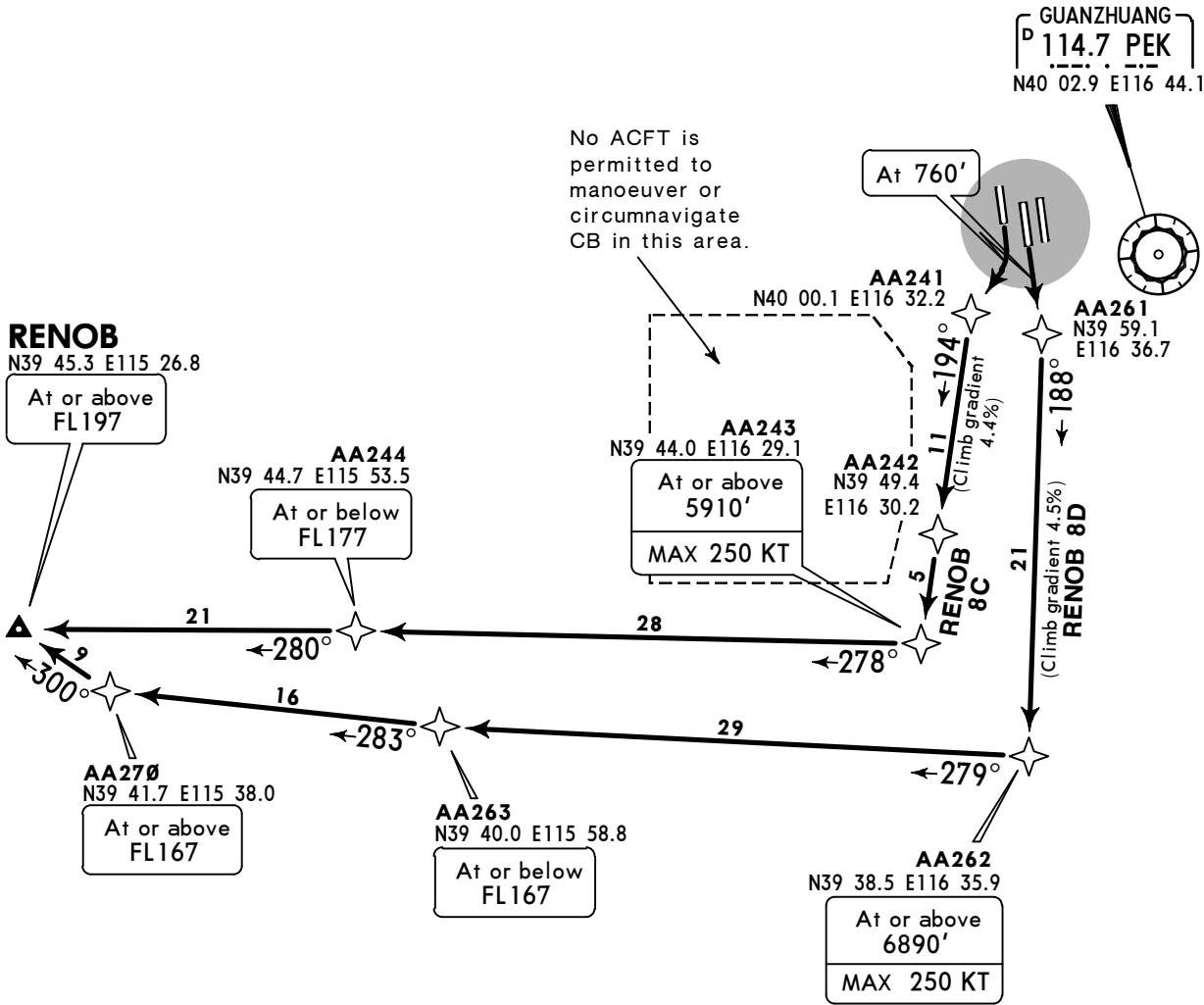
RNAV SID

Apt Elev
115'

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



RENOB 8C [RENO8C], RENOB 8D [RENO8D]
RWYS 18R/L RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION

QNH	
760'	230m
5910'	1800m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL118	FL3600m
FL167	FL5100m
FL177	FL5400m
FL197	FL6000m

Direct distance from
Capital Apt to:
AA241 5 NM
AA261 5 NM



Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.4% V/V (fpm)	334	446	668	891	1114	1337

SID	RWY	ROUTING
RENOB 8C	18R	(760') - AA241 - AA242 - AA243 (5910'+; K250-) - AA244 (FL177-) - RENOB (FL197+).
RENOB 8D	18L	(760') - AA261 - AA262 (6890'+; K250-) - AA263 (FL167-) - AA270 (FL167+) - RENOB (FL197+).

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ZBAA/PEK
CAPITAL

JEPPESEN
26 DEC 14 **(10-3F)**

BEIJING, PR OF CHINA

Eff 7 Jan 1600Z

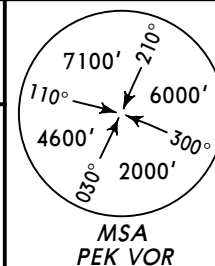
RNAV SID

Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

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



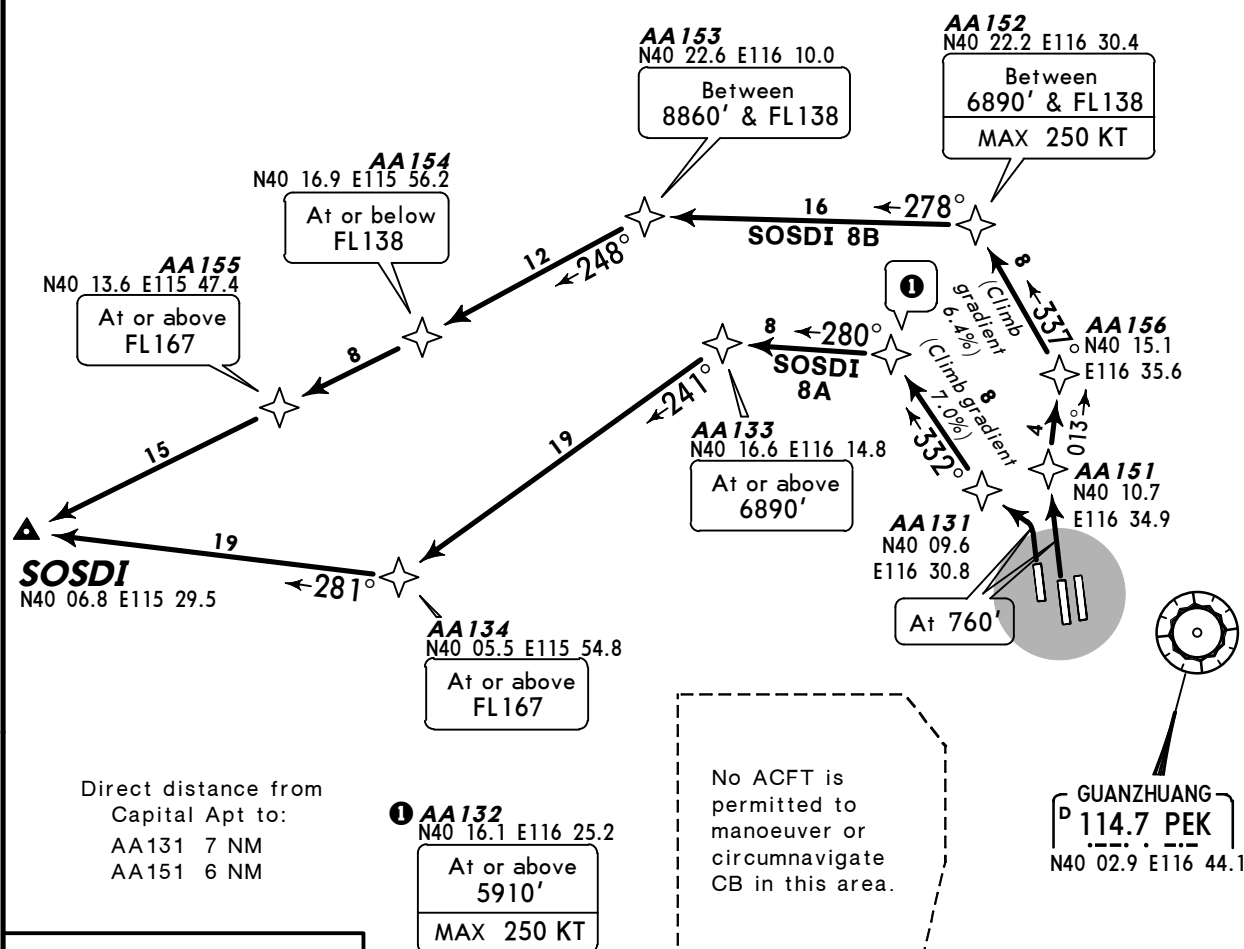
SOSDI 8A [SOSD8A], SOSDI 8B [SOSD8B]

RWYS 36L/R RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED



FT/METER CONVERSION

QNH

760'	-	230m
5910'	-	1800m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL167	FL5100m

NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
6.4% V/V (fpm)	486	648	972	1296	1620	1944

SID	RWY	ROUTING
SOSDI 8A	36L	(760') - AA131 - AA132 (5910'+; K250-) - AA133 (6890'+) - AA134 (FL167+) - SOSDI.
SOSDI 8B	36R	(760') - AA151 - AA156 - AA152 (6890'+; FL138-; K250-) - AA153 (8860'+; FL138-) - AA154 (FL138-) - AA155 (FL167+) - SOSDI.

CHANGES: RNAV SIDs revised.

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ZBAA/PEK
CAPITAL

JEPPESEN
26 DEC 14 **(10-3G1)**

BEIJING, PR OF CHINA

Eff 7 Jan 1600Z

RNAV SID

Apt Elev
115'

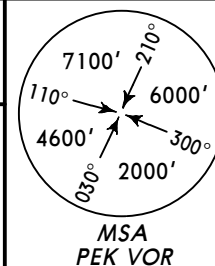
Trans level: FL118

Trans alt:

9850'

10830' 1031 hPa or above

8860' 979 hPa or below



SOSDI 8C [SOSD8C], SOSDI 8D [SOSD8D]

RWYS 18R/L RNAV DEPARTURES

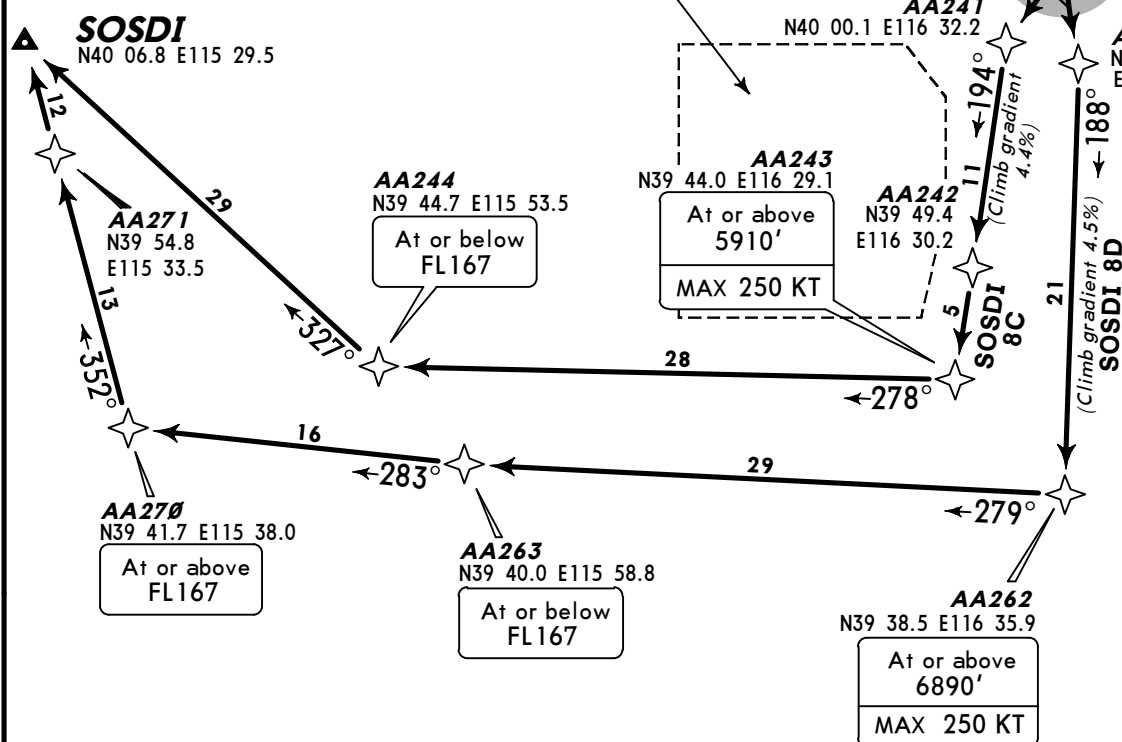
RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

GUANZHUANG
P 114.7 PEK
N40 02.9 E116 44.1

No ACFT is permitted to manoeuvre or circumnavigate CB in this area.



FT/METER CONVERSION

QNH

760'	-	230m
5910'	-	1800m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL167	FL5100m

Direct distance from

Capital Apt to:

AA241 5 NM

AA261 5 NM



Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.4% V/V (fpm)	334	446	668	891	1114	1337

SID	RWY	ROUTING
SOSDI 8C	18R	(760') - AA241 - AA242 - AA243 (5910'+; K250-) - AA244 (FL167-) - SOSDI.
SOSDI 8D	18L	(760') - AA261 - AA262 (6890'+; K250-) - AA263 (FL167-) - AA270 (FL167+) - AA271 - SOSDI.

CHANGES: RNAV SIDs revised.

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ZBAA/PEK
CAPITAL

JEPPESSEN
26 DEC 14 **(10-3G2)**

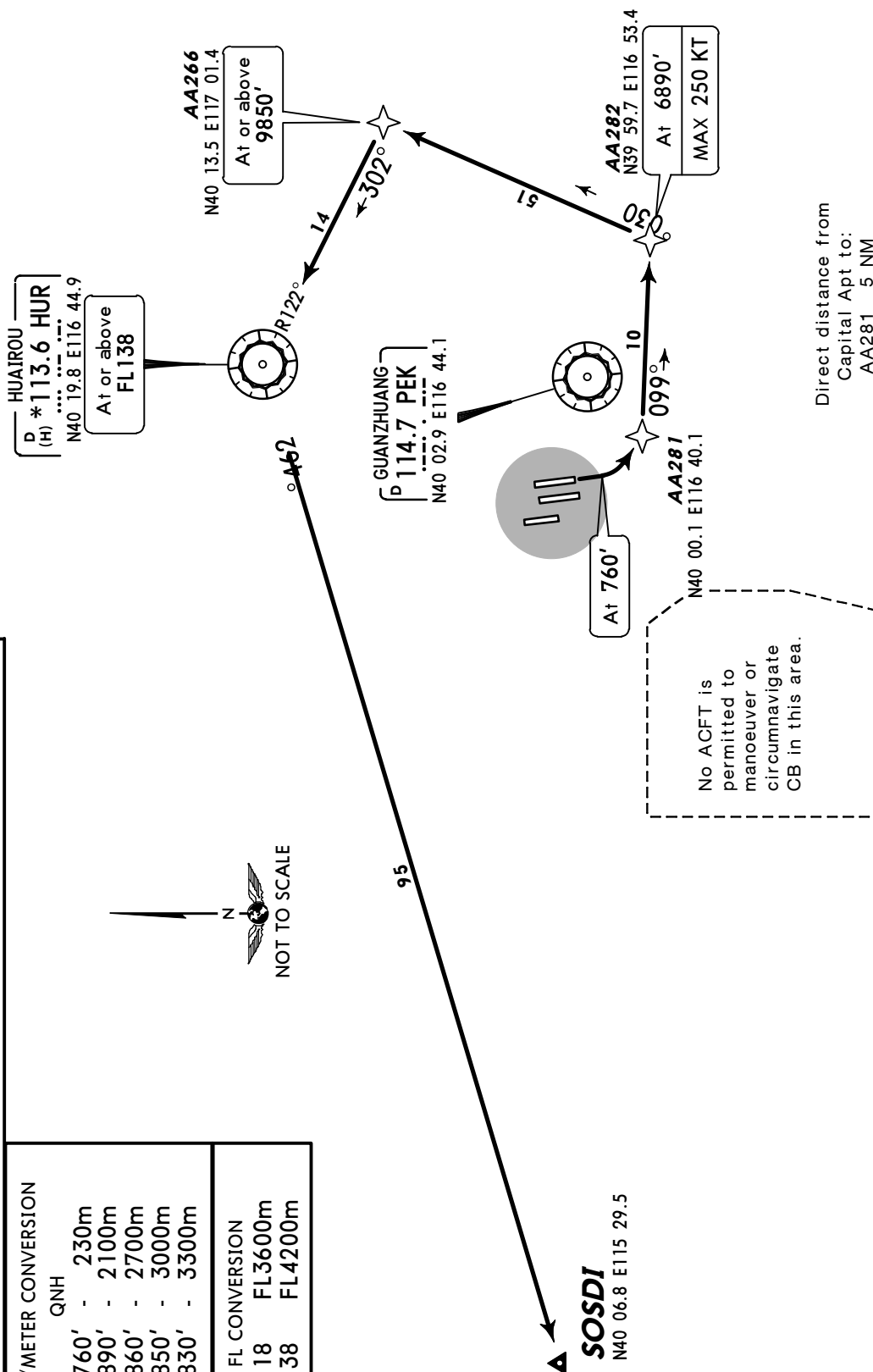
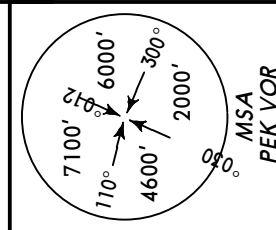
BEIJING, PR OF CHINA

RNAV SID

Apt Elev
115'

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

SOSDI 8F [SOSD8F]
RWY 19 RNAV DEPARTURE
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



ROUTING

(760') - AA281 - AA282 (6890'; K250-) - AA266 (9850+) - HUR (FL138+) - SOSDI.

FT/METER CONVERSION

QNH

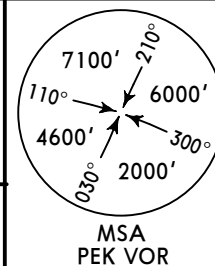
760' - 230m
6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

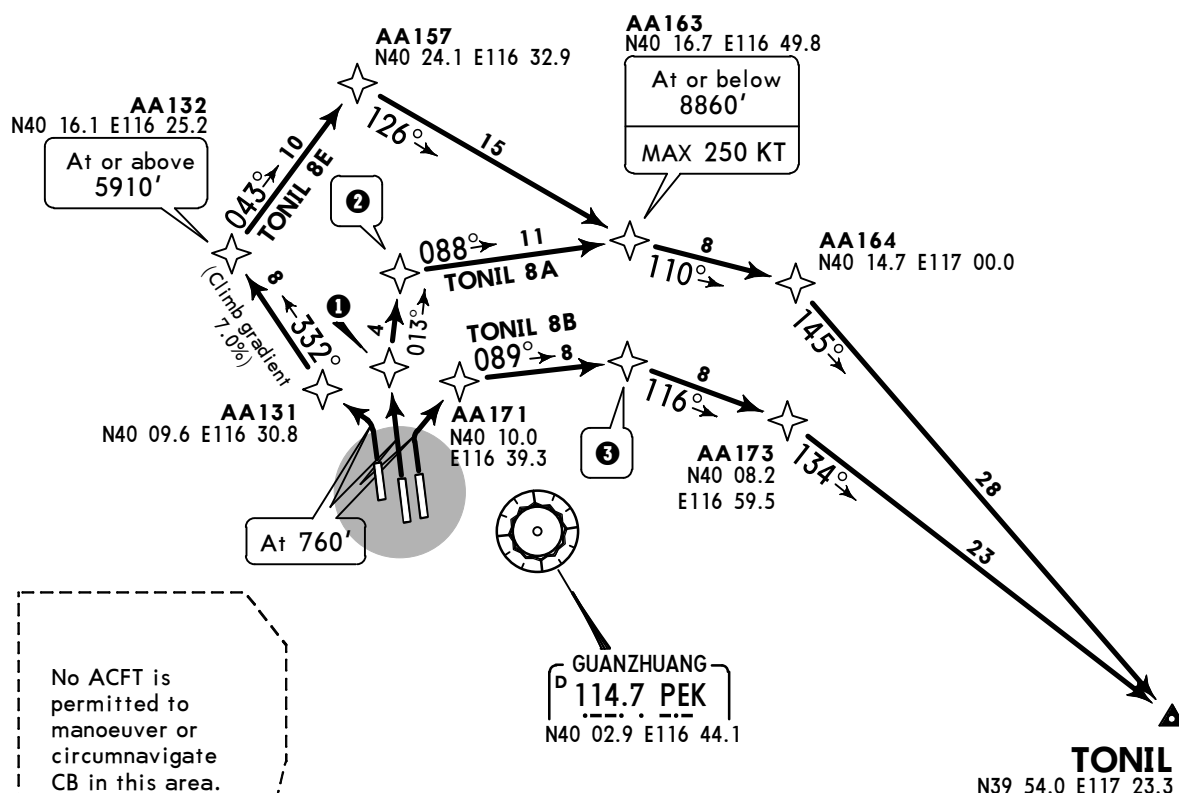
FL CONVERSION

FL118 FL3600m
FL138 FL4200m

ZBAA/PEK
CAPITAL
JEPPESSEN
29 JAN 16 **(10-3G3)**
BEIJING, PR OF CHINA
Eff 3 Feb 1600Z
RNAV SID

Apt Elev
115'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
1. RADAR required.
2. GNSS or DME/DME/IRU required.
3. RNAV 1.

TONIL 8A [TONI8A], TONIL 8B [TONI8B]
TONIL 8E [TONI8E]
RNAV
BY ATC

Direct distance from
Capital Apt to:
AA131 7 NM
AA151 6 NM
AA171 6 NM

No ACFT is
permitted to
manoeuvre or
circumnavigate
CB in this area.

- 1 AA151**
N40 10.7 E116 34.9
- 2 AA156**
N40 15.1 E116 35.6
MAX 250 KT
- 3 AA172**
N40 11.0 E116 49.6
At or below 8860'

FT/METER CONVERSION	
QNH	
760'	- 230m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

FL CONVERSION	
FL118	FL3600m

SID	RWY	ROUTING
TONIL 8A	36R	(760') - AA151 - AA156 (K250-) - AA163 (8860'-; K250-) - AA164 - TONIL.
TONIL 8B	01	(760') - AA171 - AA172 (8860'-) - AA173 - TONIL.
TONIL 8E	36L	(760') - AA131 - AA132 (5910'+) - AA157 - AA163 (8860'-; K250-) - AA164 - TONIL.

ZBAA/PEK
CAPITAL

JEPPesen
29 JAN 16 **10-3G4**

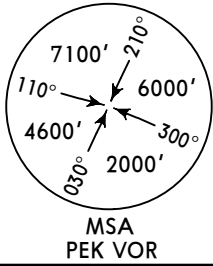
BEIJING, PR OF CHINA
Eff 3 Feb 1600Z

RNAV SID

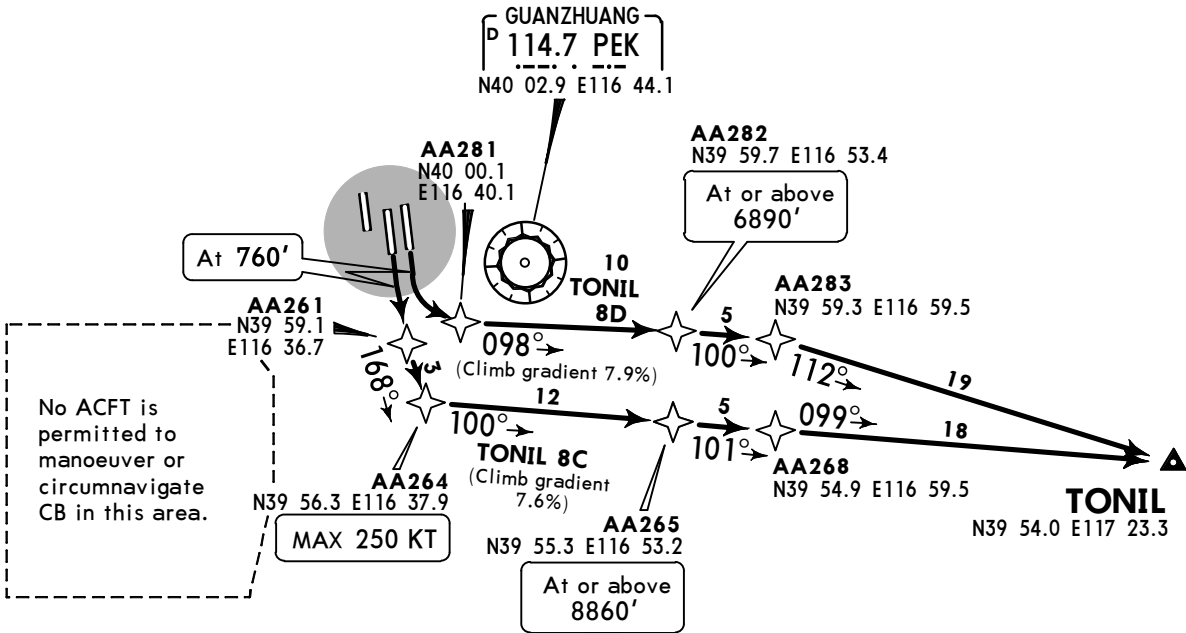
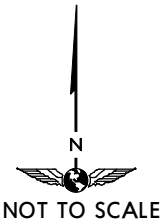
Apt Elev
115'

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

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



TONIL 8C [TONI8C]
TONIL 8D [TONI8D]
RNAV
BY ATC



Direct distance from
Capital Apt to:
AA261 5 NM
AA281 5 NM

Gnd speed-KT	75	100	150	200	250	300
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

FT/METER CONVERSION	
QNH	
760'	- 230m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION
FL118 FL3600m

SID	RWY	ROUTING
TONIL 8C	18L	(760') - AA261 - AA264 (K250-) - AA265 (8860'+) - AA268 - TONIL.
TONIL 8D	19	(760') - AA281 - AA282 (6890'+) - AA283 - TONIL.

ZBAA/PEK
CAPITAL

JEPPESSEN
18 DEC 15 **(10-3H)**

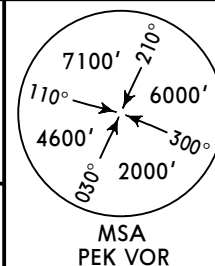
BEIJING, PR OF CHINA

RNAV SID

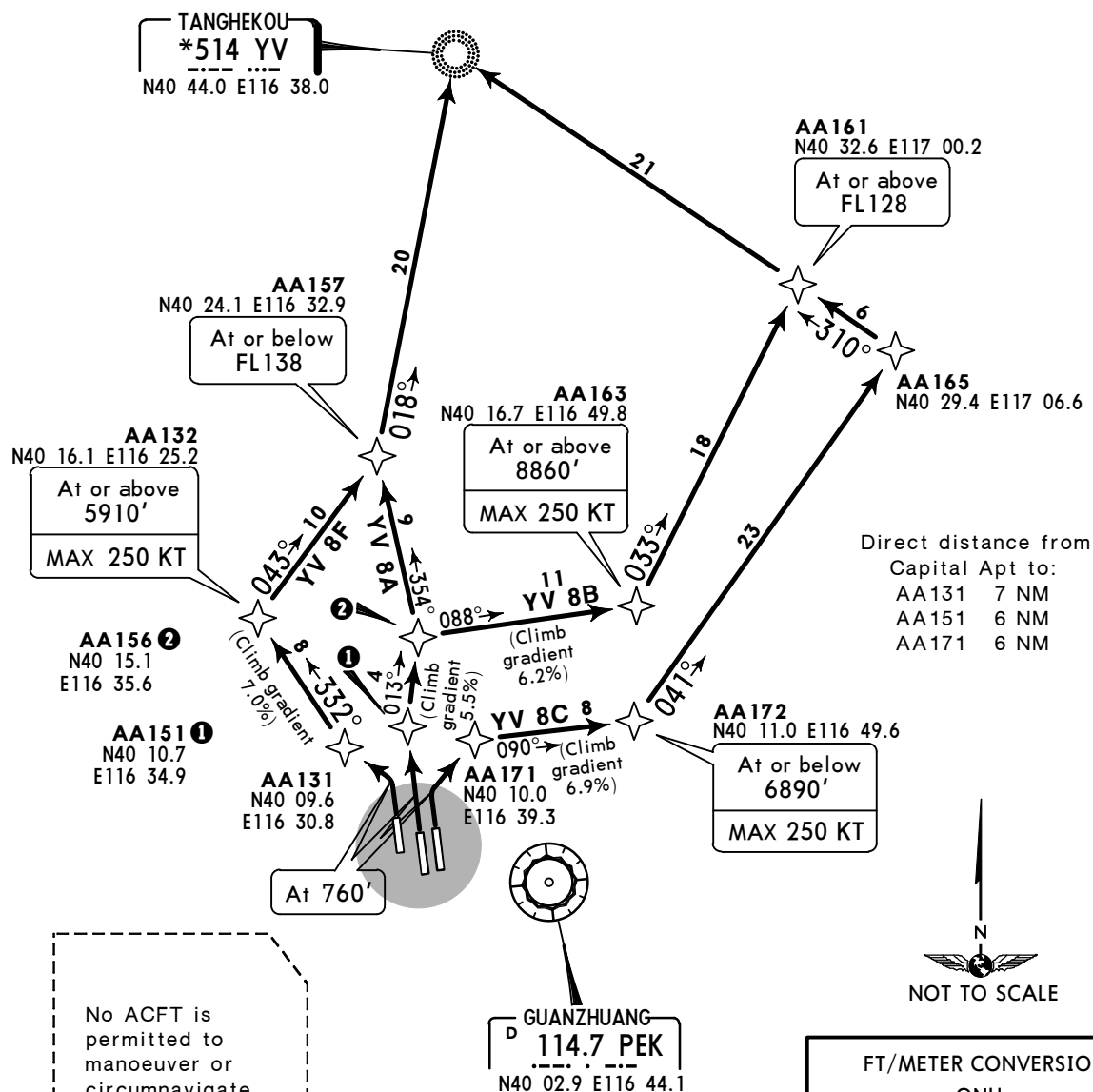
Apt Elev
115'

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

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



YV 8A, YV 8B, YV 8C, YV 8F
RWYS 36R, 01, 36L RNAV DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.2% V/V (fpm)	471	628	942	1256	1570	1884
6.9% V/V (fpm)	524	699	1048	1397	1747	2096
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION

QNH	
760'	- 230m
5910'	- 1800m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL138	FL4200m

SID	RWY	ROUTING
YV 8A	36R	(760') - AA151 - AA156 - AA157 (FL138-) - YV.
YV 8B		(760') - AA151 - AA156 - AA163 (8860'+; K250-) - AA161 (FL128+) - YV.
YV 8C	01	(760') - AA171 - AA172 (6890'-; K250-) - AA165 - AA161 (FL128+) - YV.
YV 8F	36L	(760') - AA131 - AA132 (5910'+; K250-) - AA157 (FL138-) - YV.

CHANGES: Track between AA156 and AA163.

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ZBAA/PEK
CAPITAL

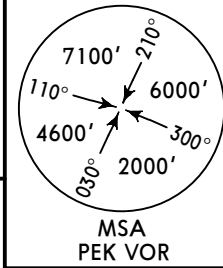
JEPPESEN
18 DEC 15 **(10-3J)**

BEIJING, PR OF CHINA

RNAV SID

Apt Elev
115'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
1. RADAR required.
2. GNSS or DME/DME/IRU required.
3. RNAV 1.



YV 8D, YV 8E
RWYS 18L, 19 RNAV DEPARTURES

TANGHEKOU
***514 YV**
N40 44.0 E116 38.0

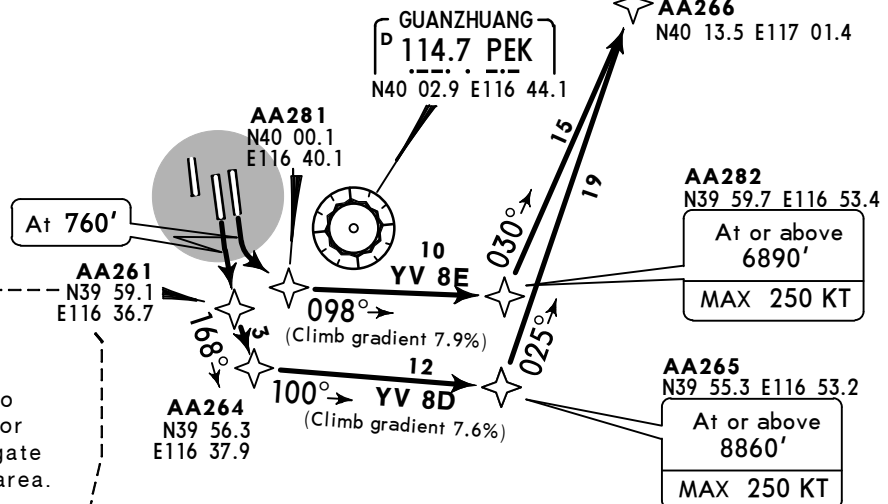
AA267
N40 30.4 E117 04.6
At or above
FL138

FT/METER CONVERSION

QNH	
760'	230m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m



No ACFT is permitted to manoeuvre or circumnavigate CB in this area.

Direct distance from Capital Apt to:
AA261 5 NM
AA281 5 NM



Gnd speed-KT	75	100	150	200	250	300
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

SID	RWY	ROUTING
YV 8D	18L	(760') - AA261 - AA264 - AA265 (8860'+; K250-) - AA266 - AA267 (FL138+) - YV.
YV 8E	19	(760') - AA281 - AA282 (6890'+; K250-) - AA266 - AA267 (FL138+) - YV.

CHANGES: None.

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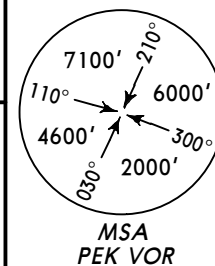
ZBAA/PEK
CAPITAL

JEPPESEN
5 JUL 13 **(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



CDY 11D, YV 11D
YV 12D, YV 13D
RWY 36L DEPARTURES

CDY 21D, YV 21D
RWY 18R DEPARTURES

TO NORTH

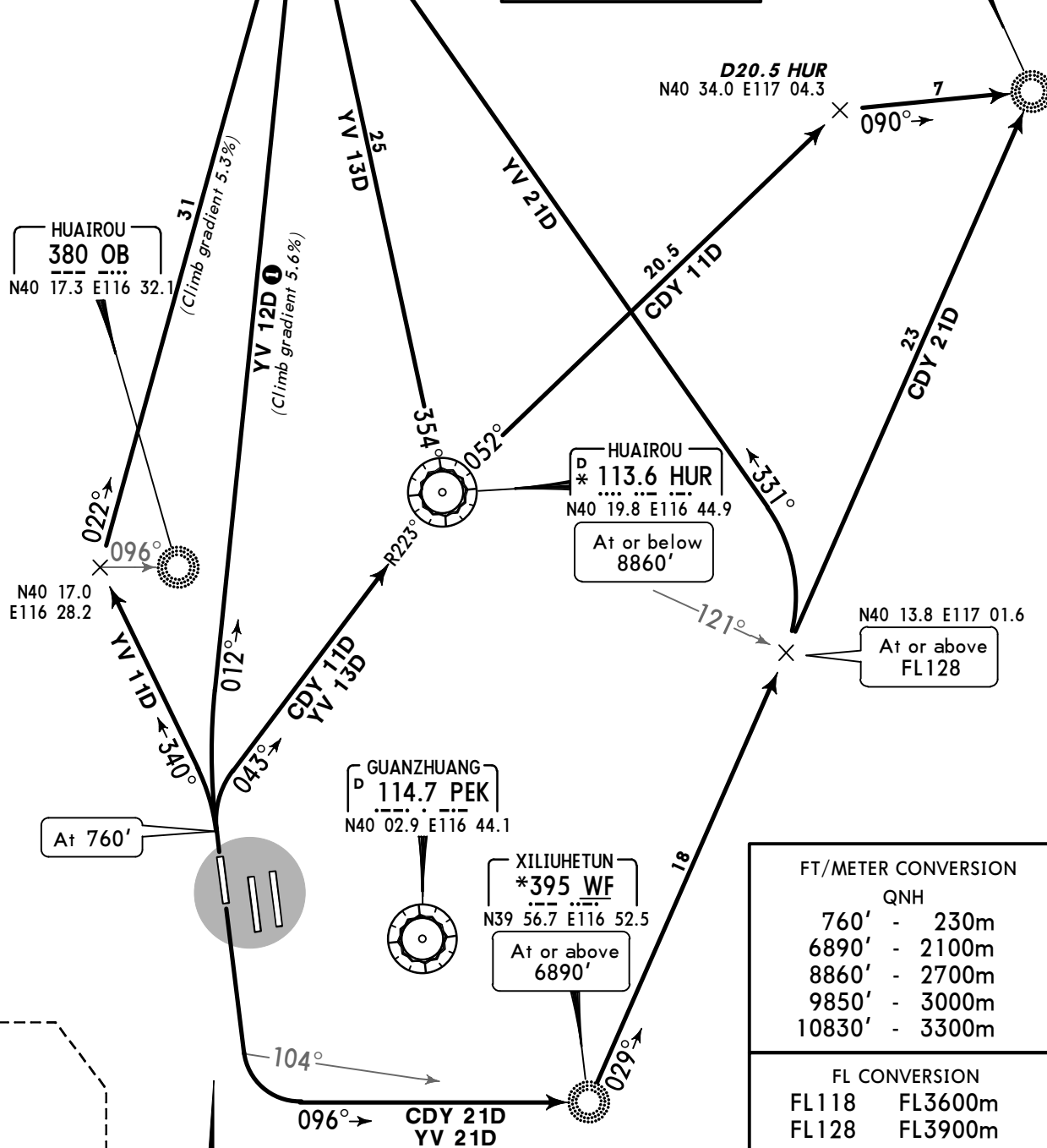
TANGHEKOU
***514 YV**
N40 44.0 E116 38.0

At or above
FL128

- 1 By ATC.
- 2 No aircraft is permitted to manoeuvre or circumnavigate CB in this area.

CHEDAOYU
***625 CDY**
N40 34.7 E117 13.4

At or above
FL128



2



NOT TO SCALE

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

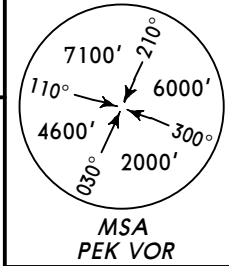
ZBAA/PEK
CAPITAL

JEPPESEN
5 JUL 13 **(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

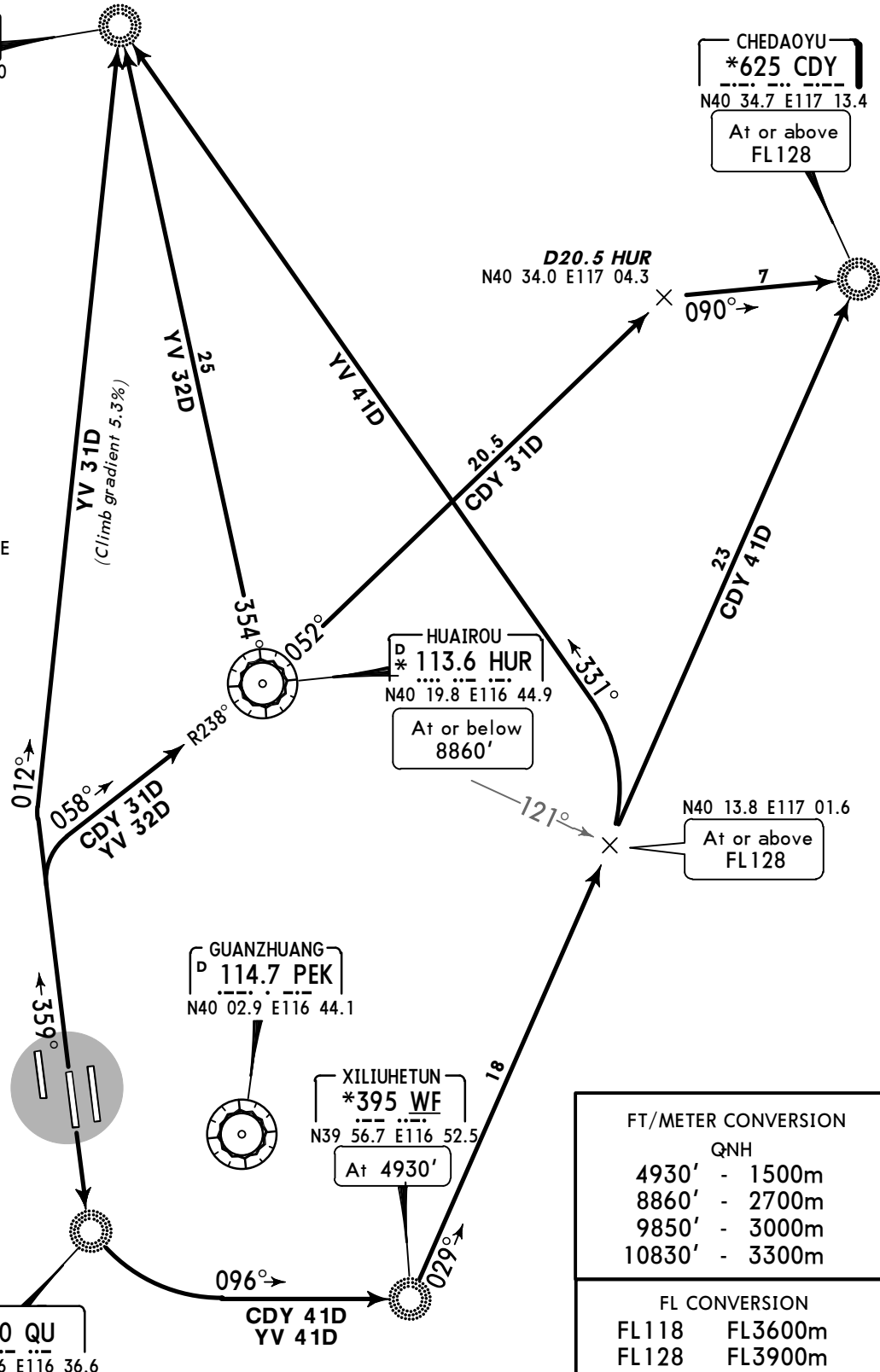


CDY 31D, YV 31D, YV 32D
RWY 36R DEPARTURES

CDY 41D, YV 41D
RWY 18L DEPARTURES
TO NORTH

TANGHEKOU
***514 YV**
N40 44.0 E116 38.0
At or above
FL128

CHEDAOYU
***625 CDY**
N40 34.7 E117 13.4
At or above
FL128



240 QU
N39 59.6 E116 36.6

No aircraft is permitted to
manoeuvre or circum-
navigate CB in this area.

FT/METER CONVERSION

QNH

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

FL CONVERSION

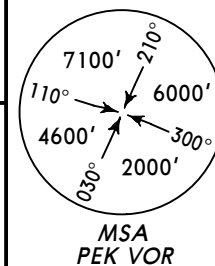
FL118	FL3600m
FL128	FL3900m

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



ZBAA/PEK
CAPITAL
JEPPESEN
 17 JUN 11 **(10-3N)**
BEIJING, PR OF CHINA
SID

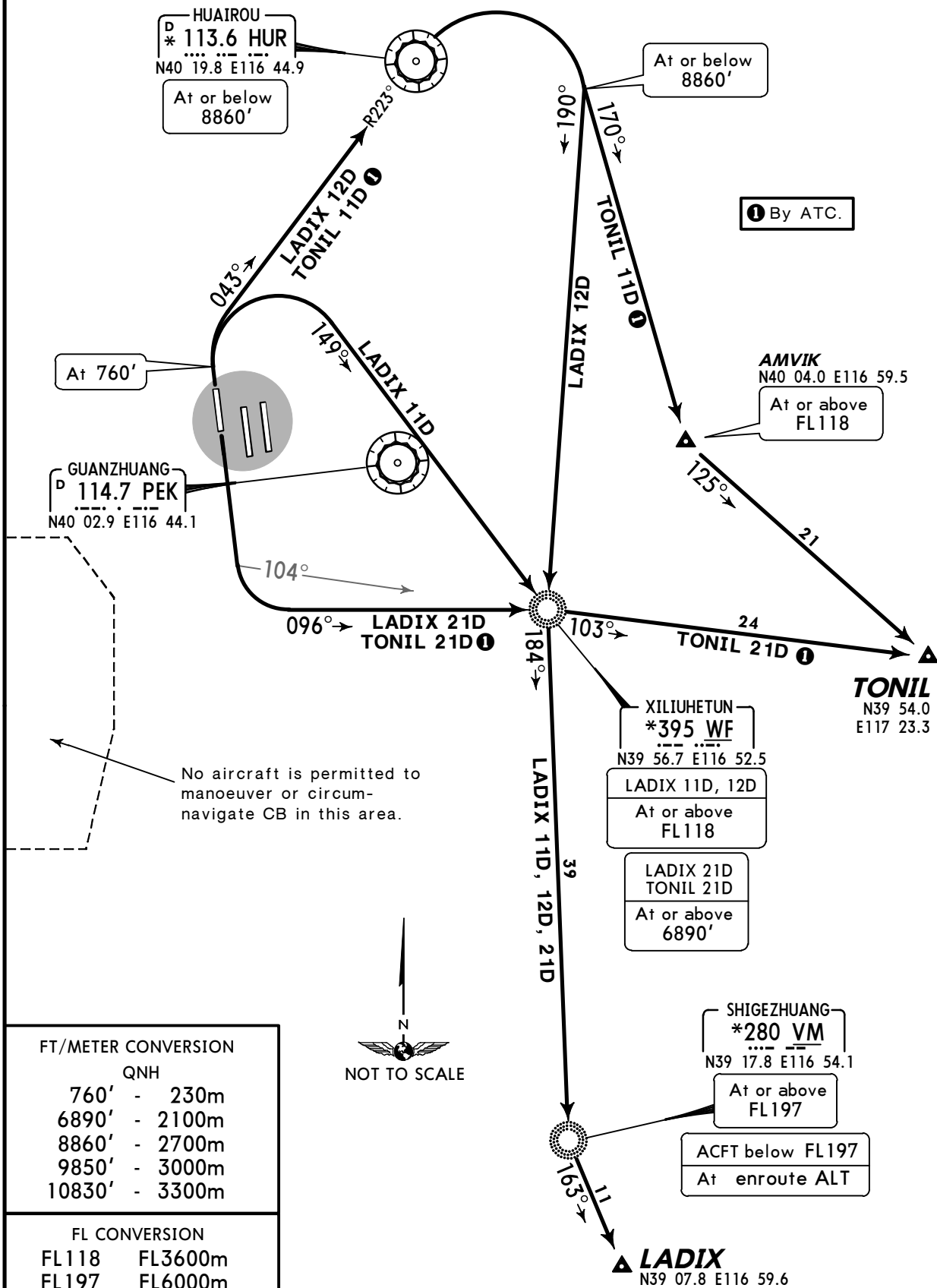
Apt Elev 115'
Trans level: FL118 **Trans alt:** 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below



LADIX 11D [LAD11D]
LADIX 12D [LAD12D]
TONIL 11D [TON11D] ①
RWY 36L DEPARTURES

LADIX 21D [LAD21D]
TONIL 21D [TON21D] ①
RWY 18R DEPARTURES

TO EAST & SOUTH



FT/METER CONVERSION
QNH

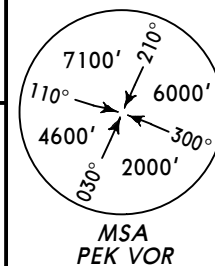
760' - 230m
 6890' - 2100m
 8860' - 2700m
 9850' - 3000m
 10830' - 3300m

FL CONVERSION

FL118 FL3600m
 FL197 FL6000m

ZBAA/PEK
CAPITAL
JEPPESEN
 5 JUL 13 **(10-3P)**
BEIJING, PR OF CHINA
SID

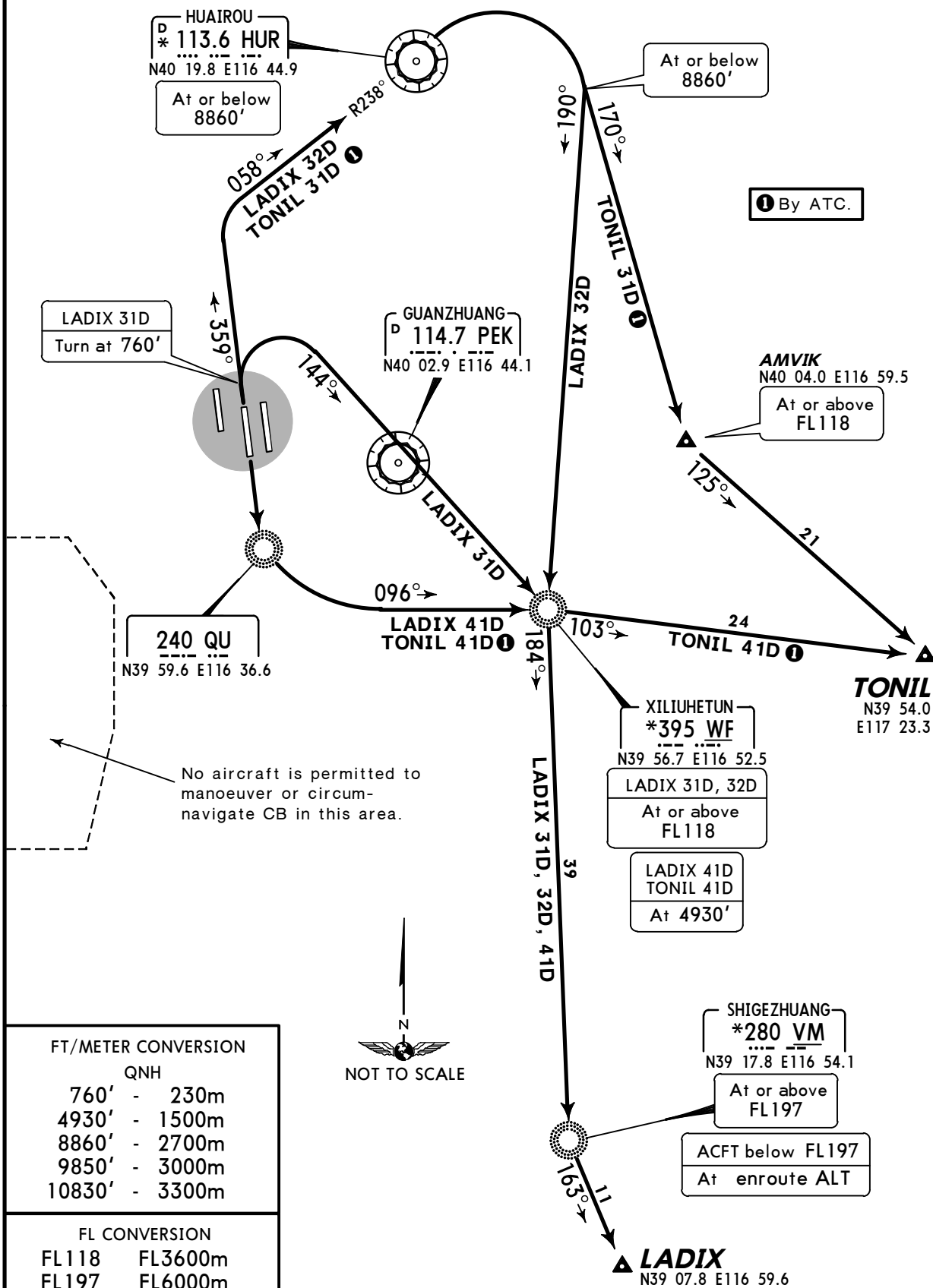
Apt Elev 115'
Trans level: FL118 **Trans alt:** 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below



LADIX 31D [LAD31D]
LADIX 32D [LAD32D]
TONIL 31D [TON31D] ①
RWY 36R DEPARTURES

LADIX 41D [LAD41D]
TONIL 41D [TON41D] ①
RWY 18L DEPARTURES

TO EAST & SOUTH



FT/METER CONVERSION
QNH

760' - 230m
 4930' - 1500m
 8860' - 2700m
 9850' - 3000m
 10830' - 3300m

FL CONVERSION

FL118 FL3600m
 FL197 FL6000m

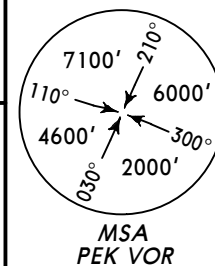
ZBAA/PEK
CAPITAL

JEPPESEN
5 JUL 13 **(10-3Q)**

BEIJING, PR OF CHINA
SID

Apt Elev
115'

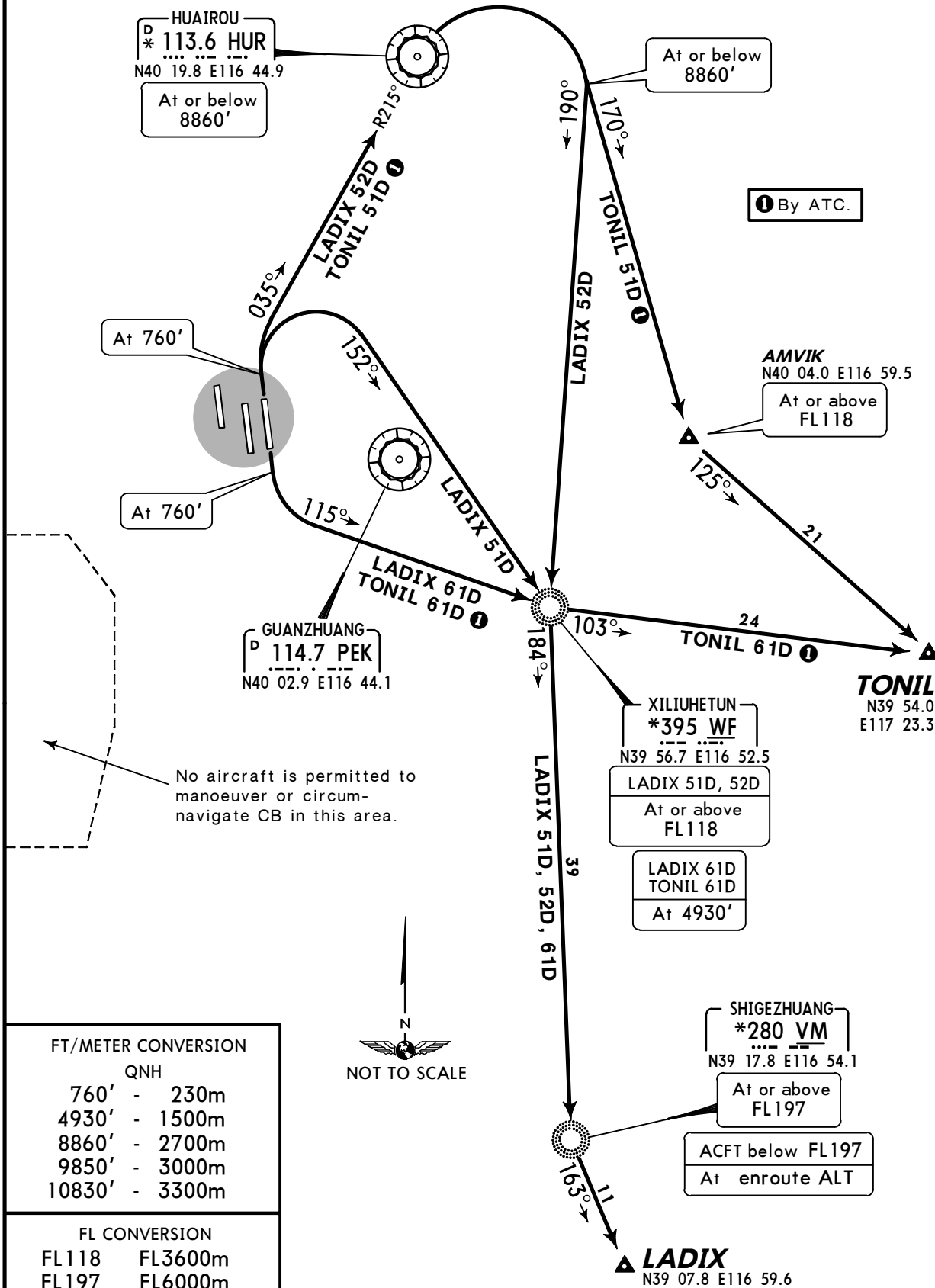
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



LADIX 51D [LAD51D]
LADIX 52D [LAD52D]
TONIL 51D [TON51D] ①
RWY 01 DEPARTURES

LADIX 61D [LAD61D]
TONIL 61D [TON61D] ①
RWY 19 DEPARTURES

TO EAST & SOUTH



FT/METER CONVERSION
QNH

760' - 230m
4930' - 1500m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL197 FL6000m

CHANGES: None.

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ZBAA/PEK
CAPITAL

JEPPESEN
28 MAR 14

10-3S

Eff 3 Apr

BEIJING, PR OF CHINA

SID

Apt Elev
115'

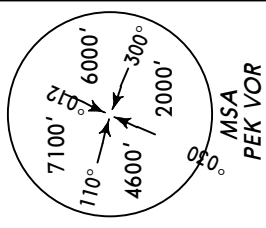
Trans level: FL118

Trans alt:

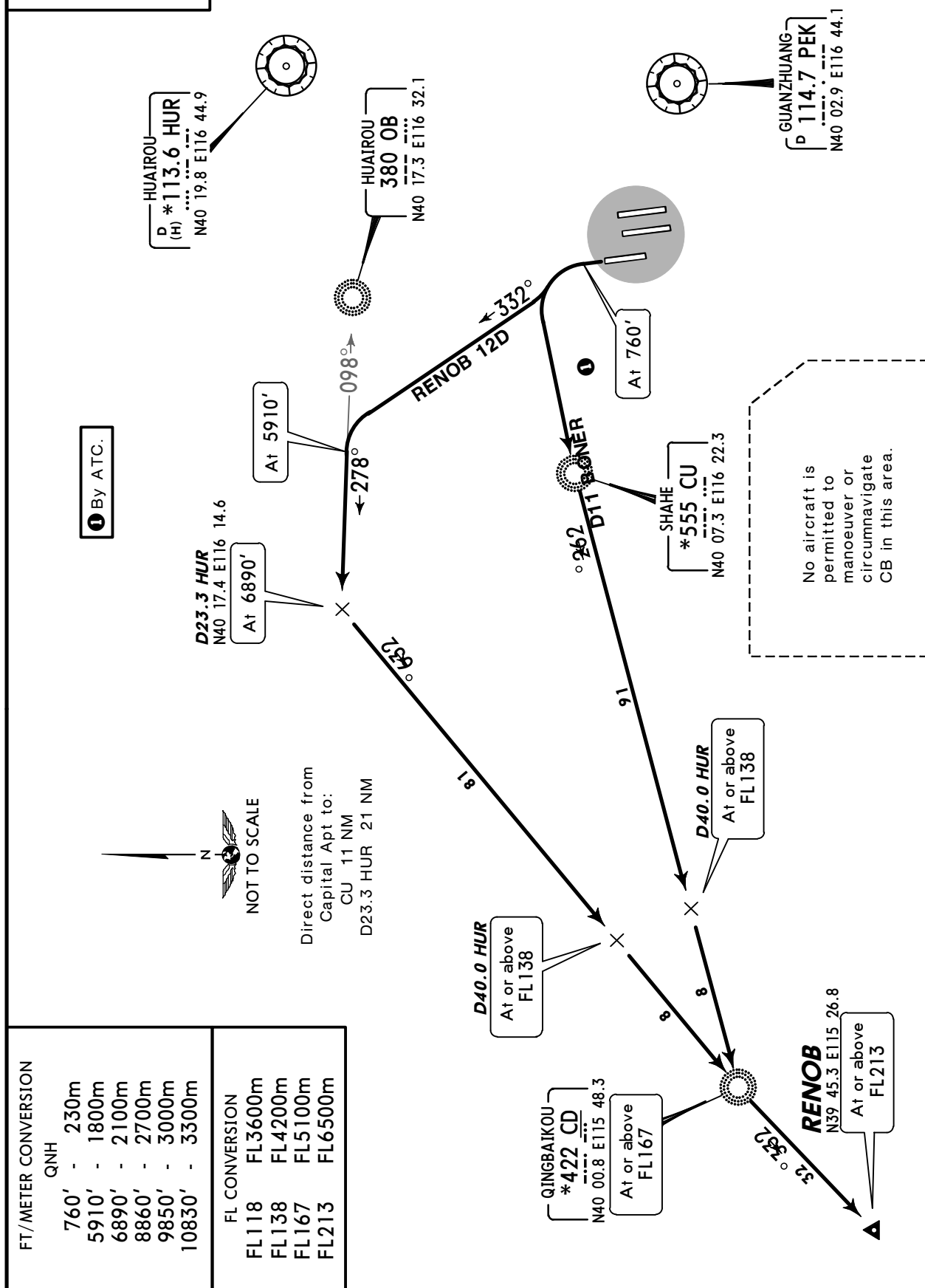
9850'

10830' 1031 hPa or above

8860' 979 hPa or below



RENOB 11D [REN11D] ●, RENOB 12D [REN12D] RWY 36L DEPARTURES



CHANGES: SID RENOB 12D revised.

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ZBAA/PEK
CAPITAL

JEPPESEN
28 MAR 14

10-3U

Eff 3 Apr

BEIJING, PR OF CHINA

SID

Apt Elev
115'

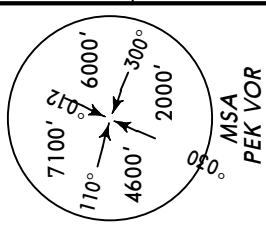
Trans level: FL118

Trans alt:

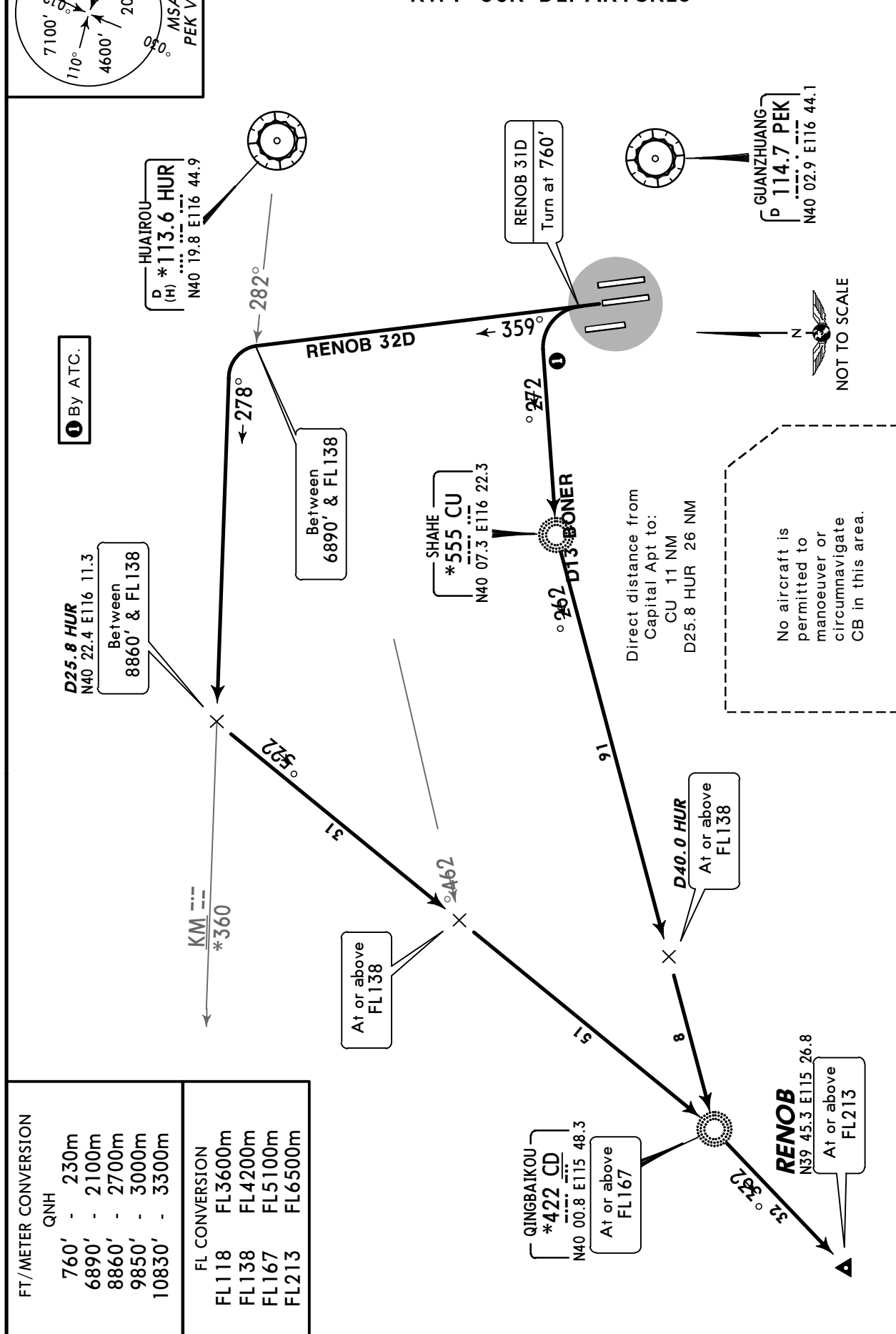
9850'

10830' 1031 hPa or above

8860' 979 hPa or below



RENOB 31D [REN31D] ●, RENOB 32D [REN32D] RWY 36R DEPARTURES



FT/METER CONVERSION

QNH	
760'	- 230m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL167	FL5100m
FL213	FL6500m

CHANGES: None.

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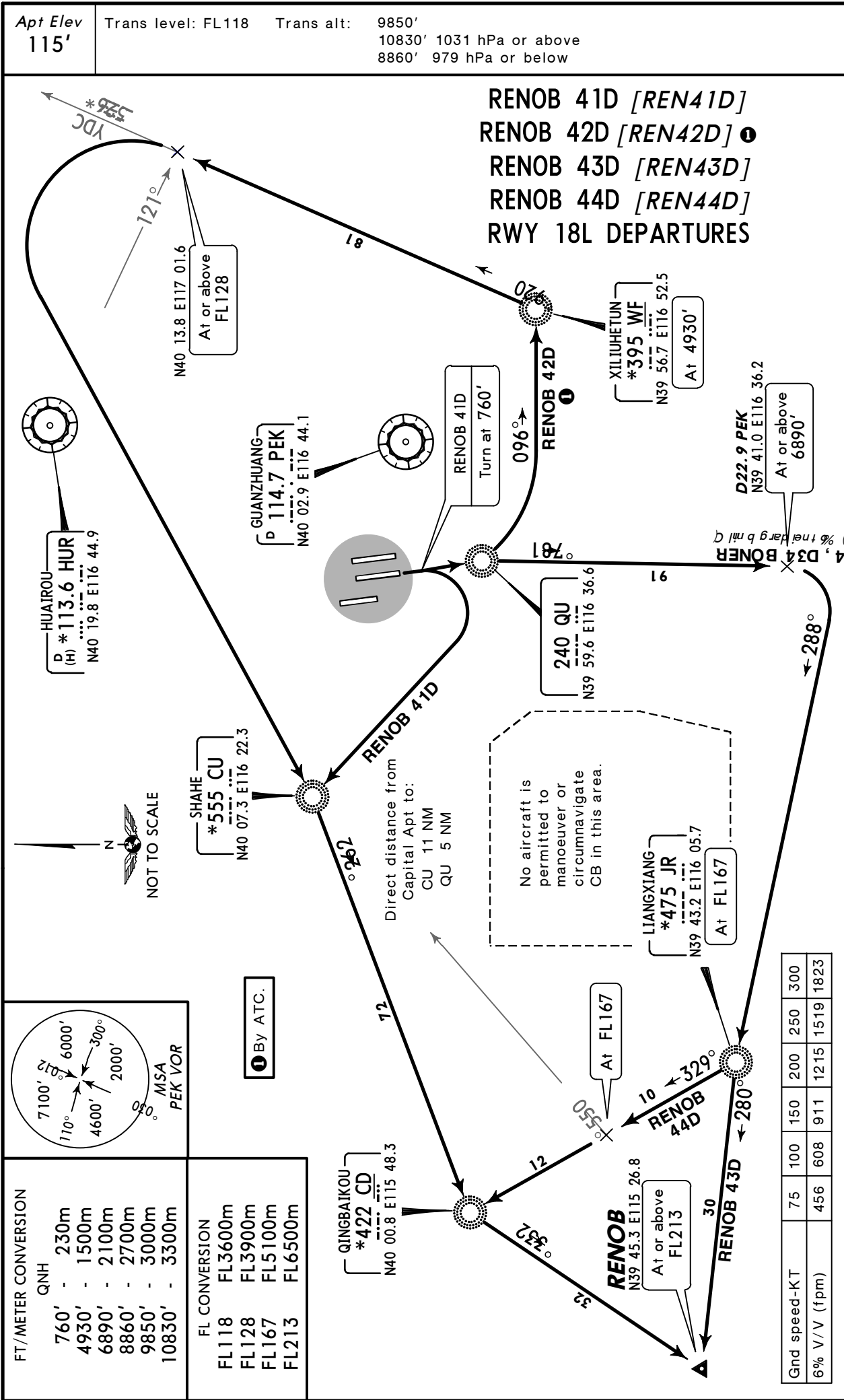
ZBAA/PEK
CAPITAL

28 MAR 14 10-3V

Eff 3 Apr

BEIJING, PR OF CHINA

SID

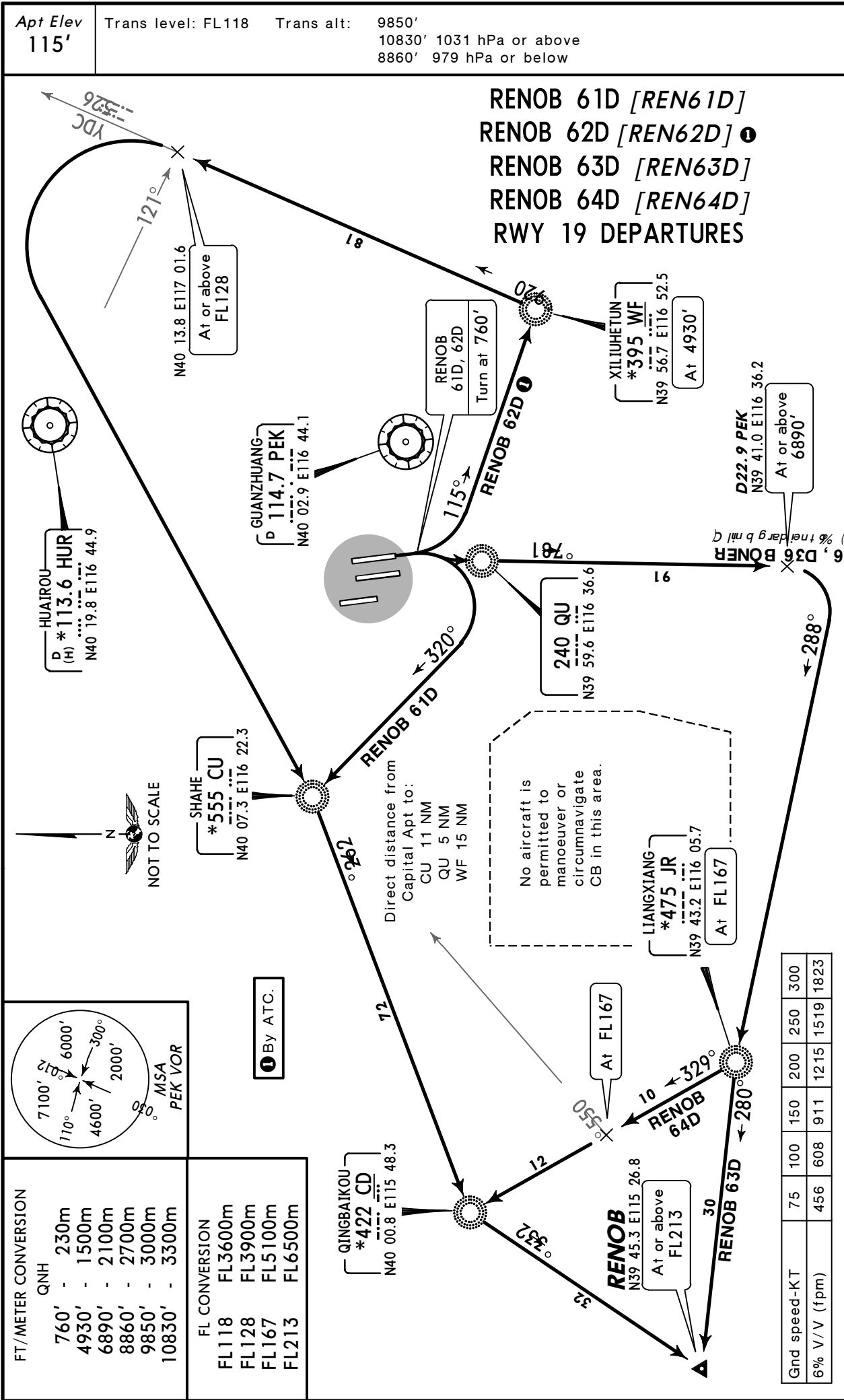


ZBAA/PEK
CAPITAL

28 MAR 14 10-3X Eff 3 Apr

BEIJING, PR OF CHINA

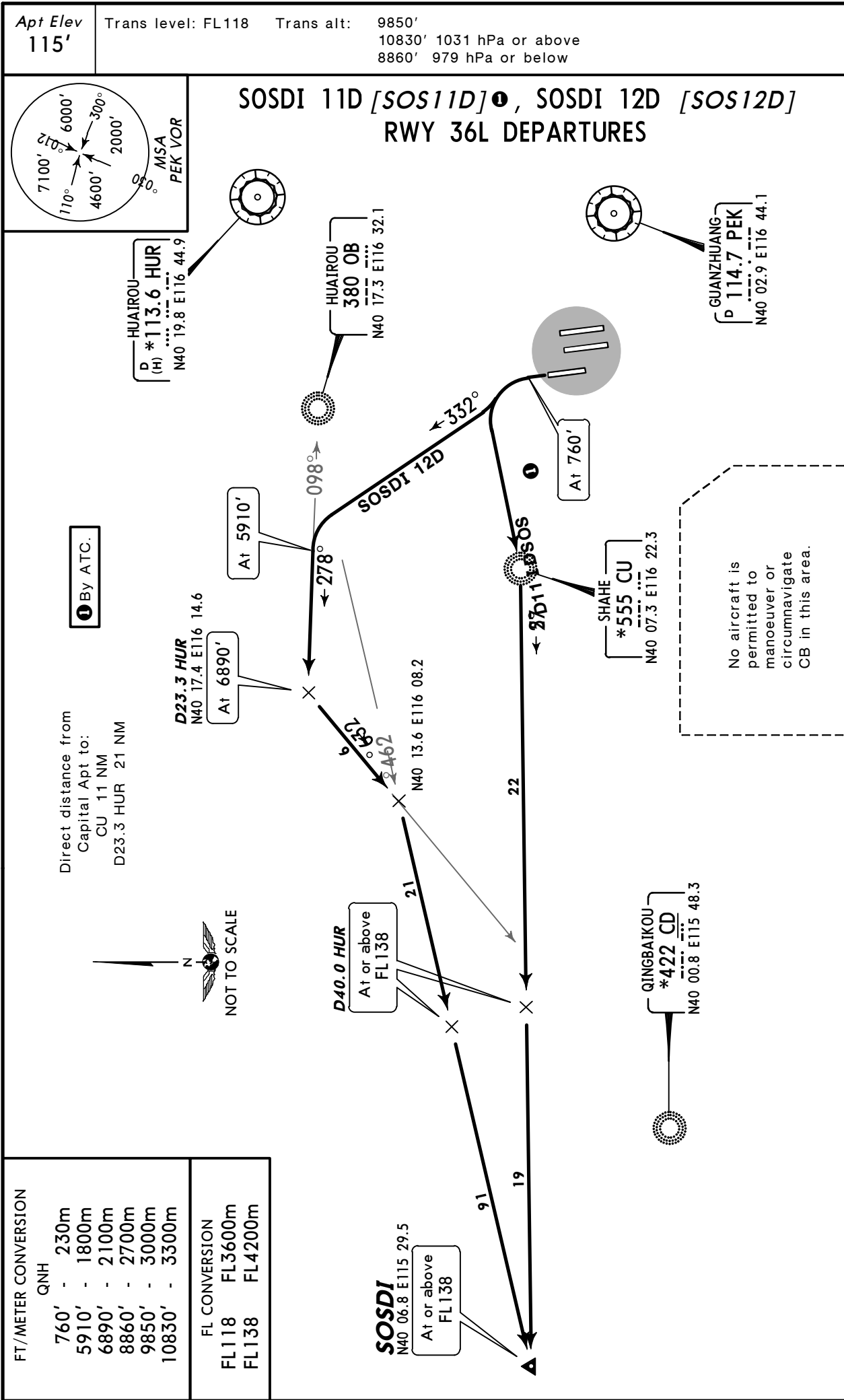
SID



ZBAA/PEK
CAPITAL

JEPPESEN **BEIJING, PR OF CHINA**
28 MAR 14 **10-3X1** **Eff 3 Apr**

SID

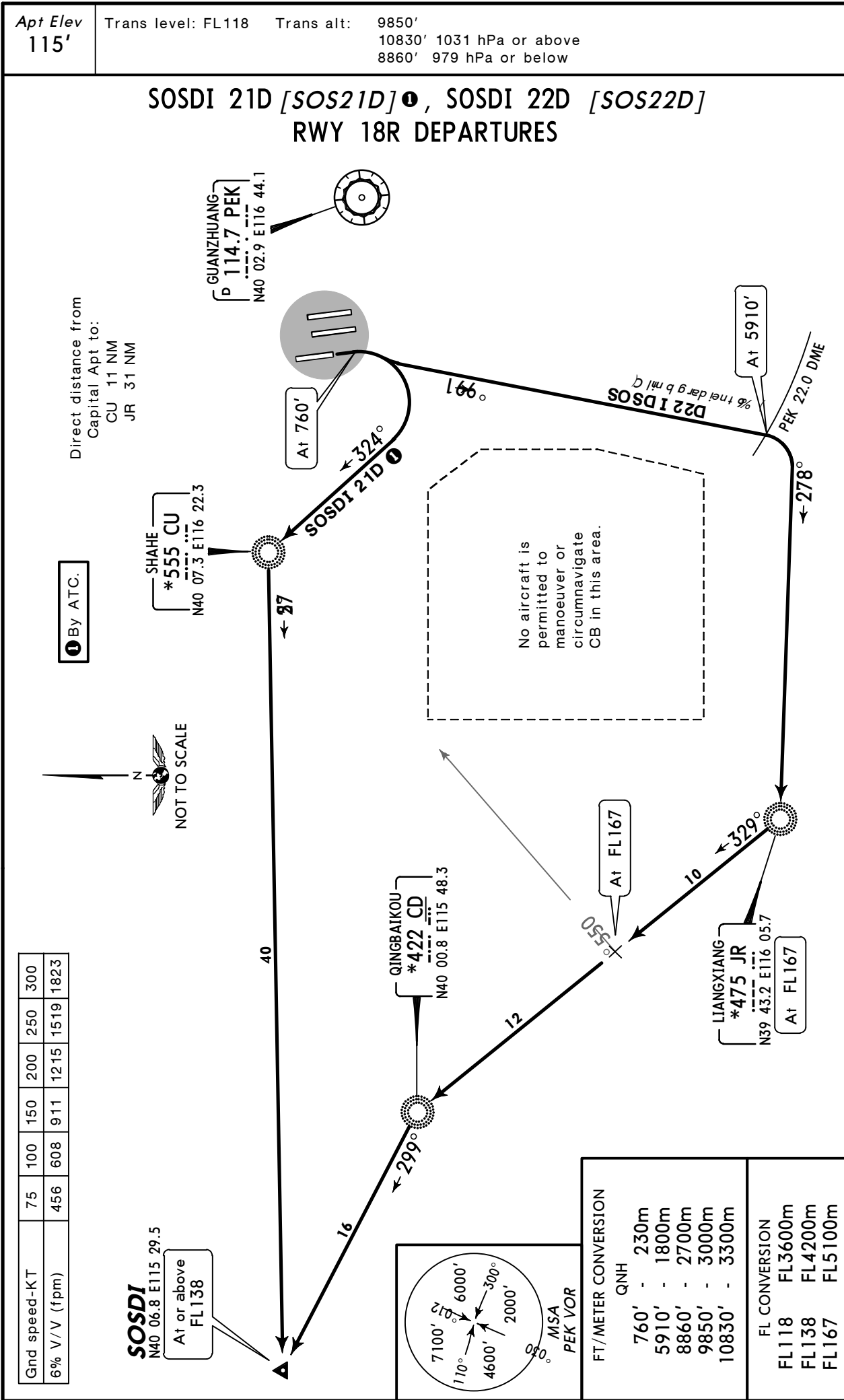


ZBAA/PEK
CAPITAL

JEPPESEN
28 MAR 14 **10-3X2**

BEIJING, PR OF CHINA

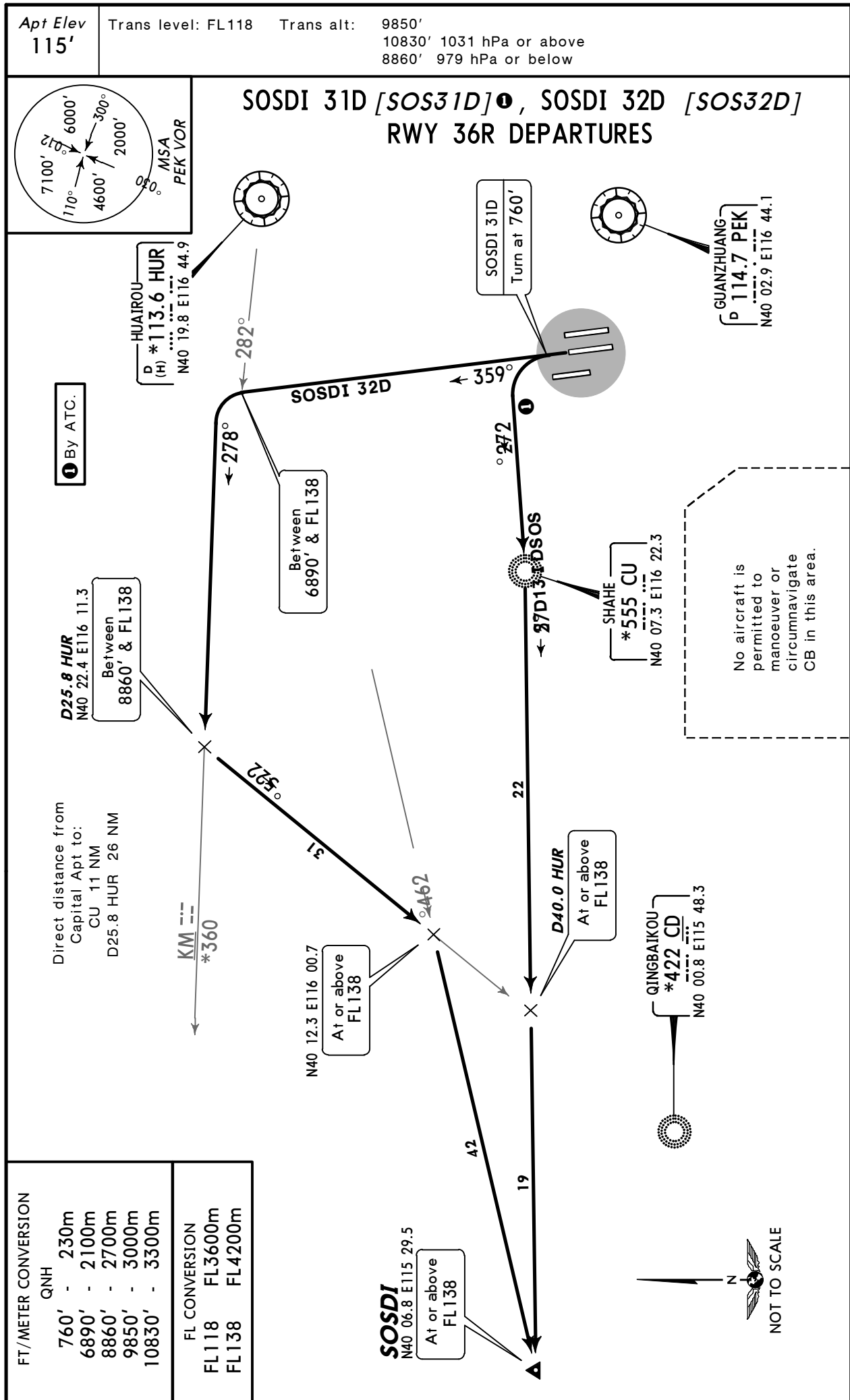
SID



ZBAA/PEK
CAPITAL

JEPPESSEN BI
28 MAR 14 (10-3X3) Eff 3 Apr

BEIJING, PR OF CHINA

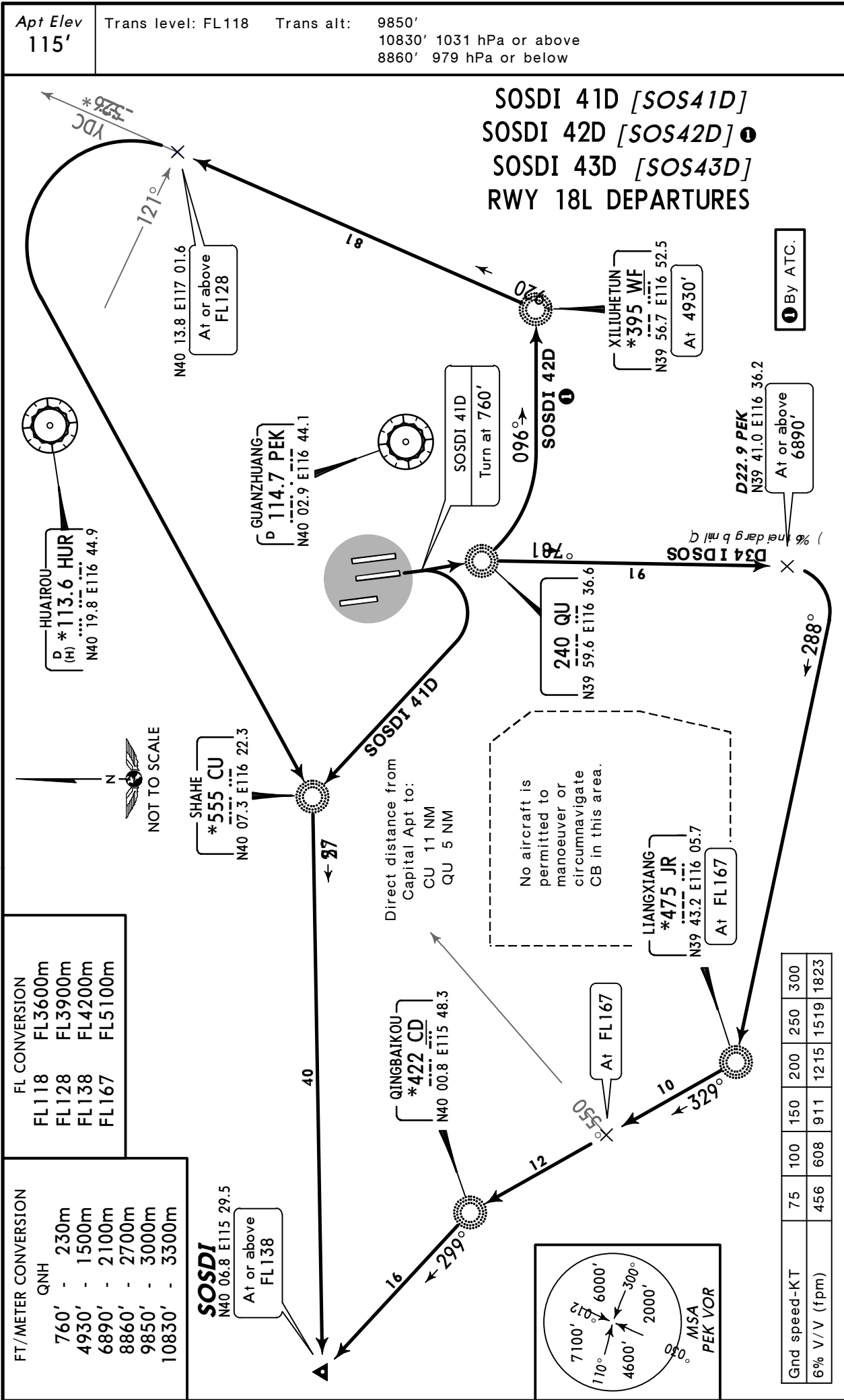
SID

ZBAA/PEK
CAPITAL

28 MAR 14 10-3X4 Eff 3 Apr

BEIJING, PR OF CHINA

SID

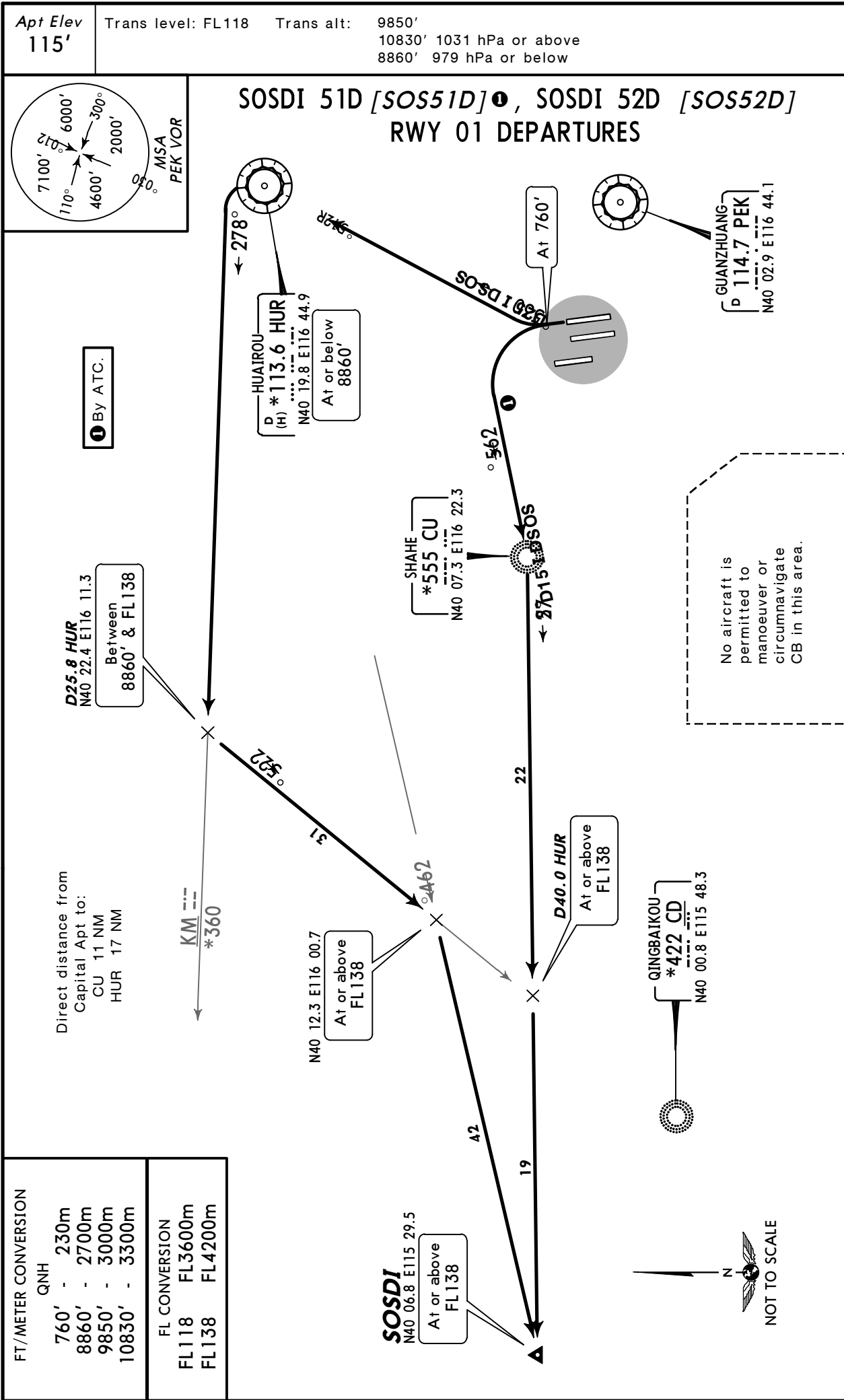


ZBAA/PEK
CAPITAL

JEPPESEN
28 MAR 14 **10-3X5**

BEIJING, PR OF CHINA

SID

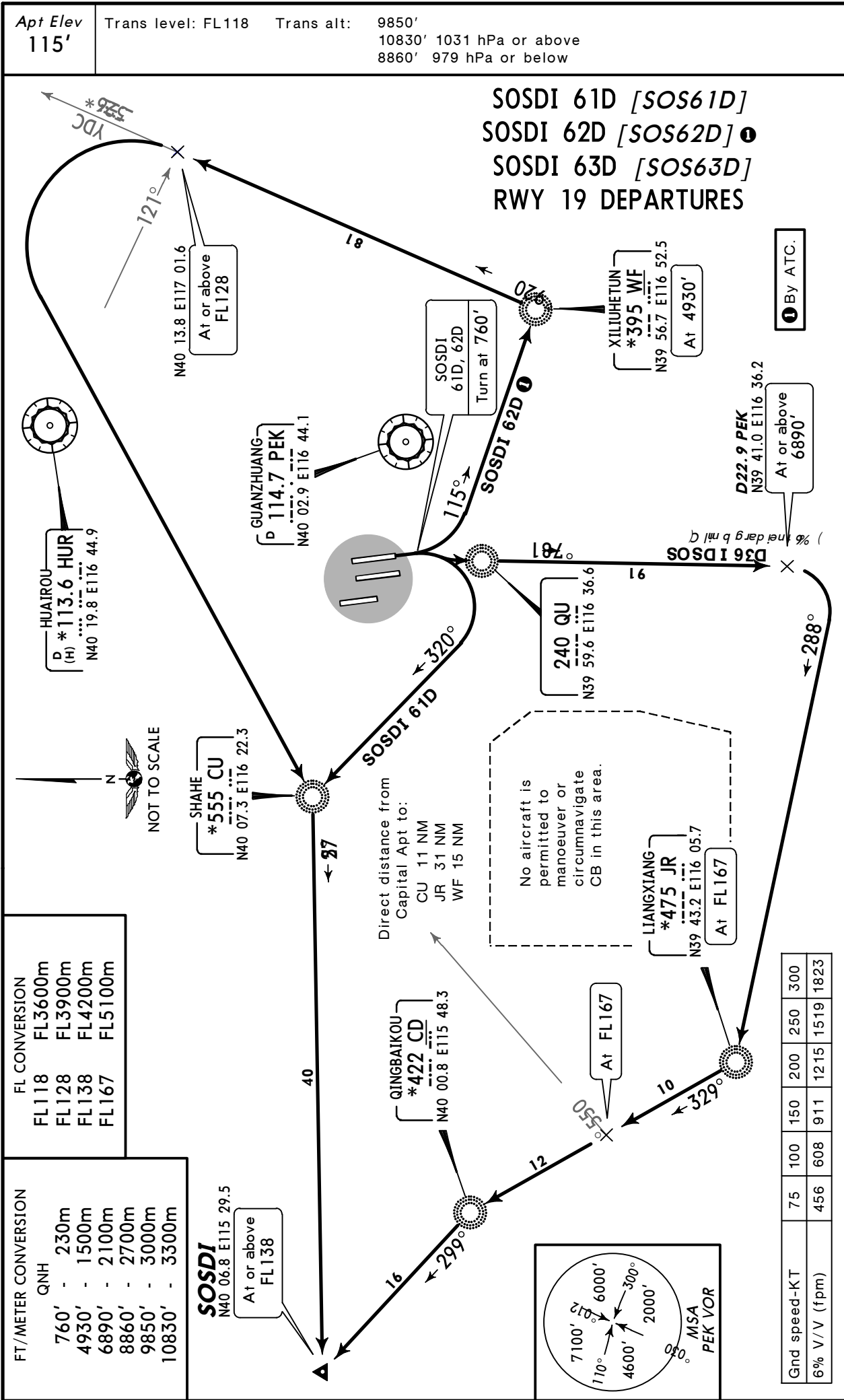


ZBAA/PEK
CAPITAL

JEPPESEN 28 MAR 14 **10-3X6** Eff 3 Apr

BEIJING, PR OF CHINA

SID



FL CONVERSION

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ZBAA/PEK
CAPITAL

JEPPESEN
28 MAR 14 **10-3X8**

BEIJING, PR OF CHINA

SID

Apt Elev
115'

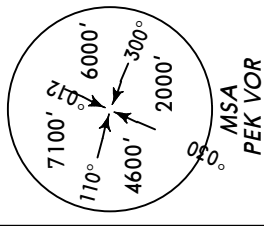
Trans level: FL118

Trans alt:

9850'

10830' 1031 hPa or above

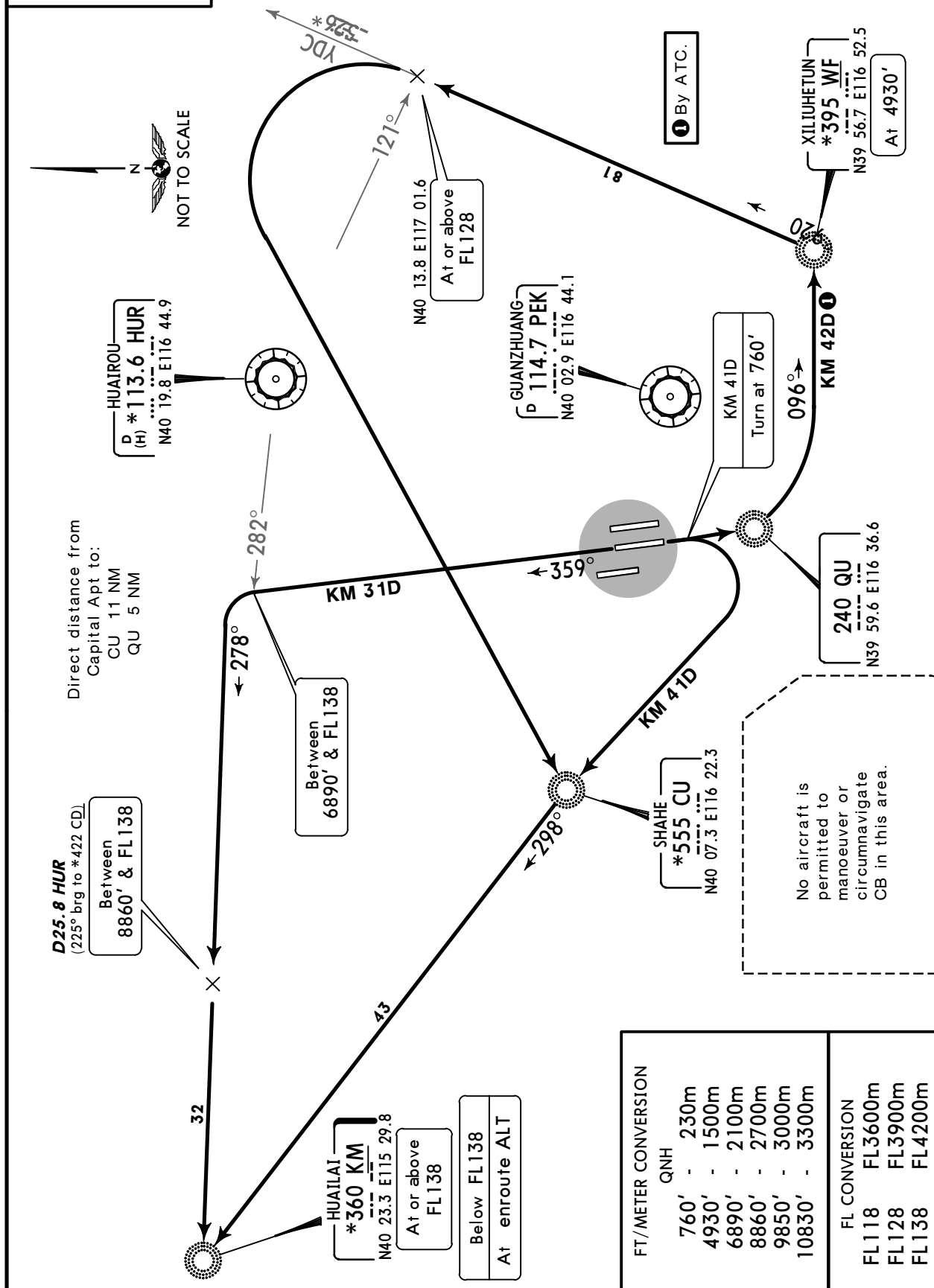
8860' 979 hPa or below



KM 31D
RWY 36R DEPARTURE

CAT A & B

KM 41D, KM 42D
RWY 18L DEPARTURES



D25.8 HUR

(225° brg to *422 CD)

Between
8860' & FL138

Direct distance from
Capital Apt to:
CU 11 NM
QU 5 NM

Between
6890' & FL138

HUAILAI
***360 KM**
N40 23.3 E115 29.8

At or above
FL138

Below FL138

At enroute ALT

FT/METER CONVERSION

QNH	FT	METER
760'	-	230m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL	CONVERSION
FL118	FL3600m
FL128	FL3900m
FL138	FL4200m

No aircraft is
permitted to
manoeuvre or
circumnavigate
CB in this area.

ZBAA/PEK
CAPITAL

JEPPESEN
28 MAR 14 **10-3X9**

BEIJING, PR OF CHINA

SID

Apt Elev
115'

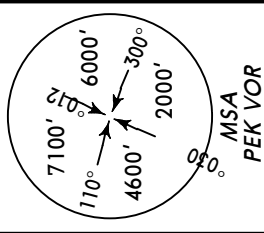
Trans level: FL118

Trans alt:

9850'

10830' 1031 hPa or above

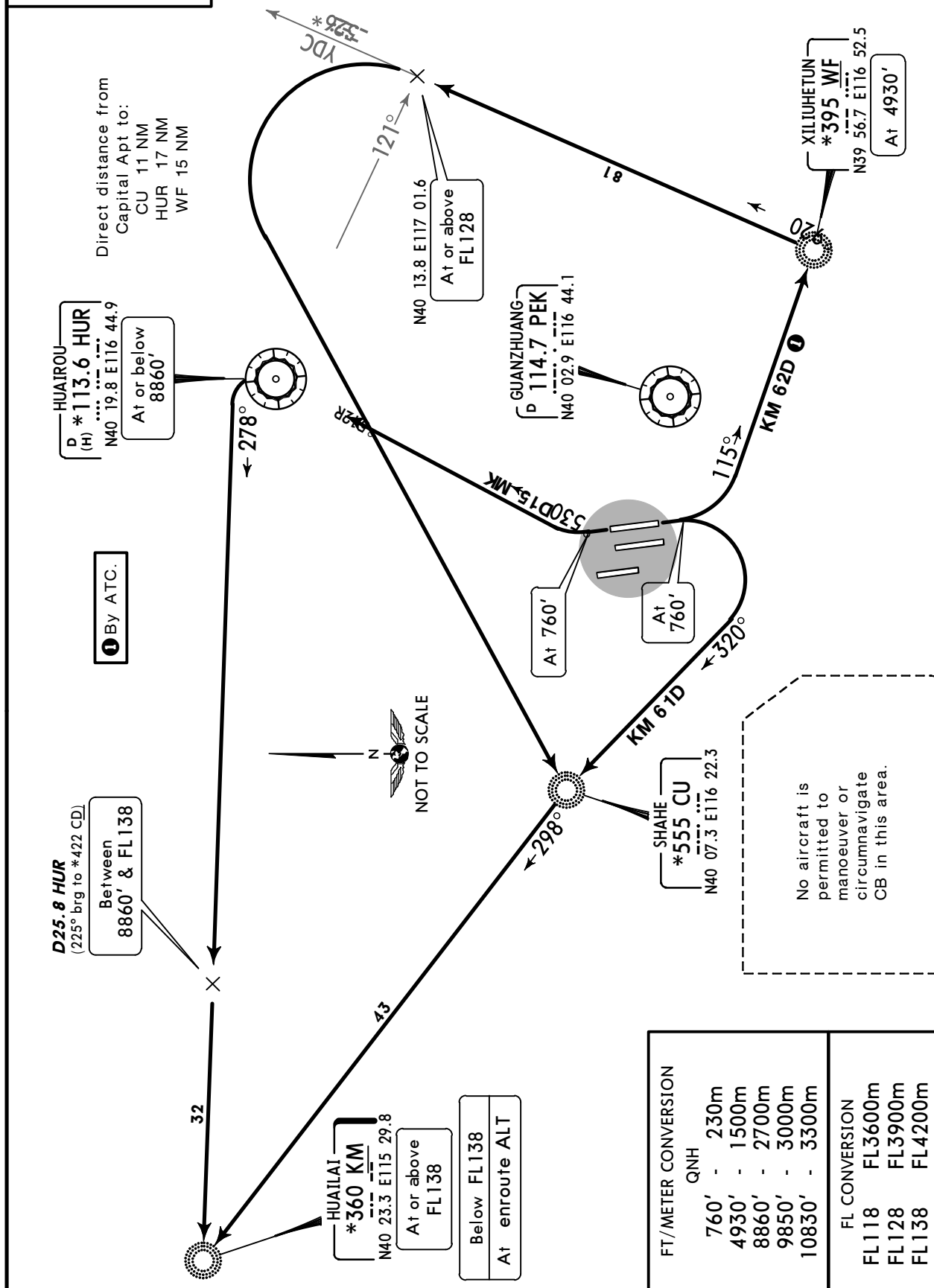
8860' 979 hPa or below



KM 51D
RWY 01 DEPARTURE

KM 61D, KM 62D
RWY 19 DEPARTURES

CAT A & B



D25.8 HUR

(225° brg to *422 CD)

Between
8860' & FL138

By ATC.

HUAIROU

***113.6 HUR**

N40 19.8 E116 44.9

At or below
8860'

Direct distance from
Capital Apt to:

CU 11 NM

HUR 17 NM

WF 15 NM

NOT TO SCALE

HUAILAI

***360 KM**

N40 23.3 E115 29.8

At or above
FL138

Below FL138

At enroute ALT

FT/METER CONVERSION

QNH

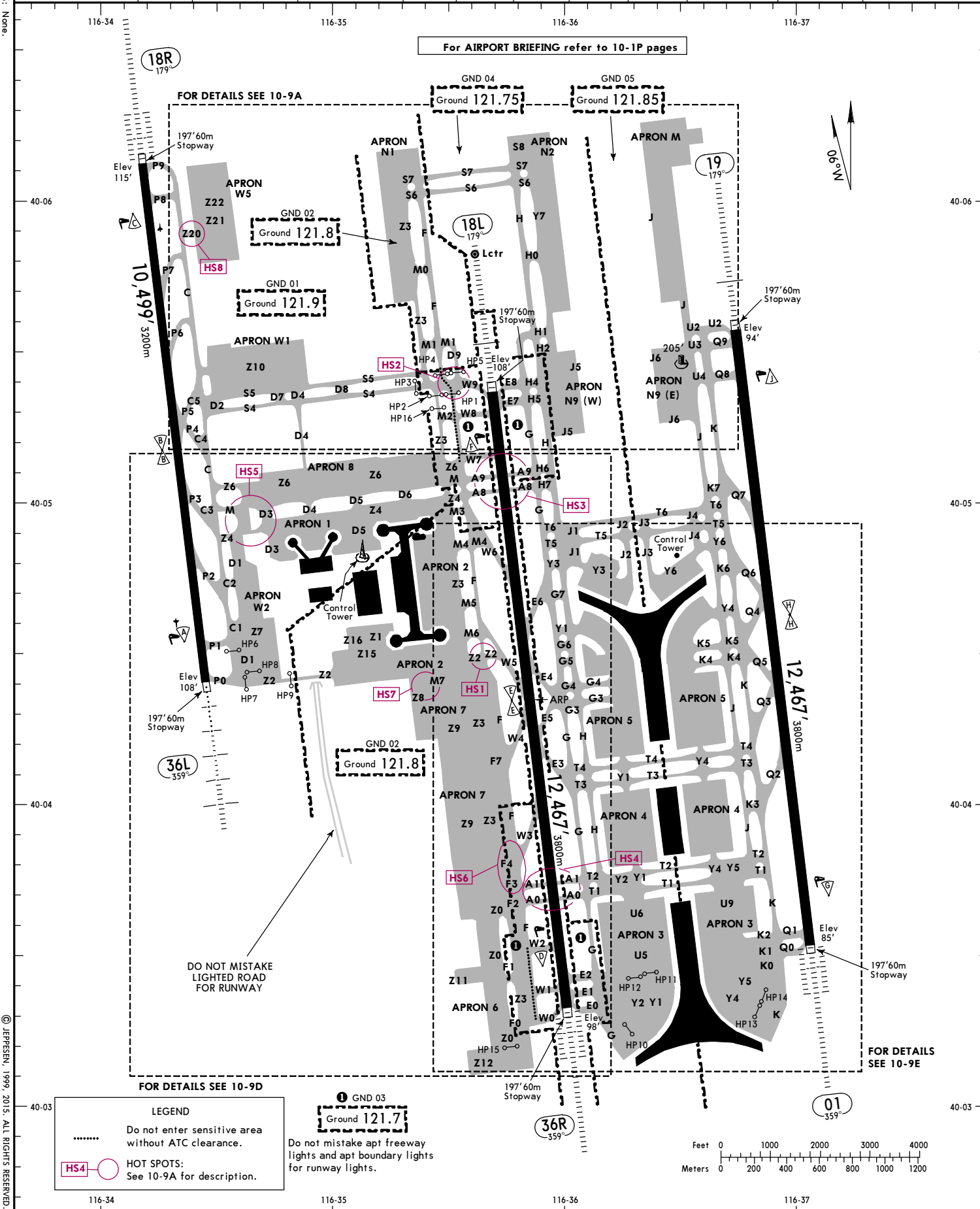
760' - 230m
4930' - 1500m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL128 FL3900m
FL138 FL4200m

No aircraft is
permitted to
manoeuvre or
circumnavigate
CB in this area.

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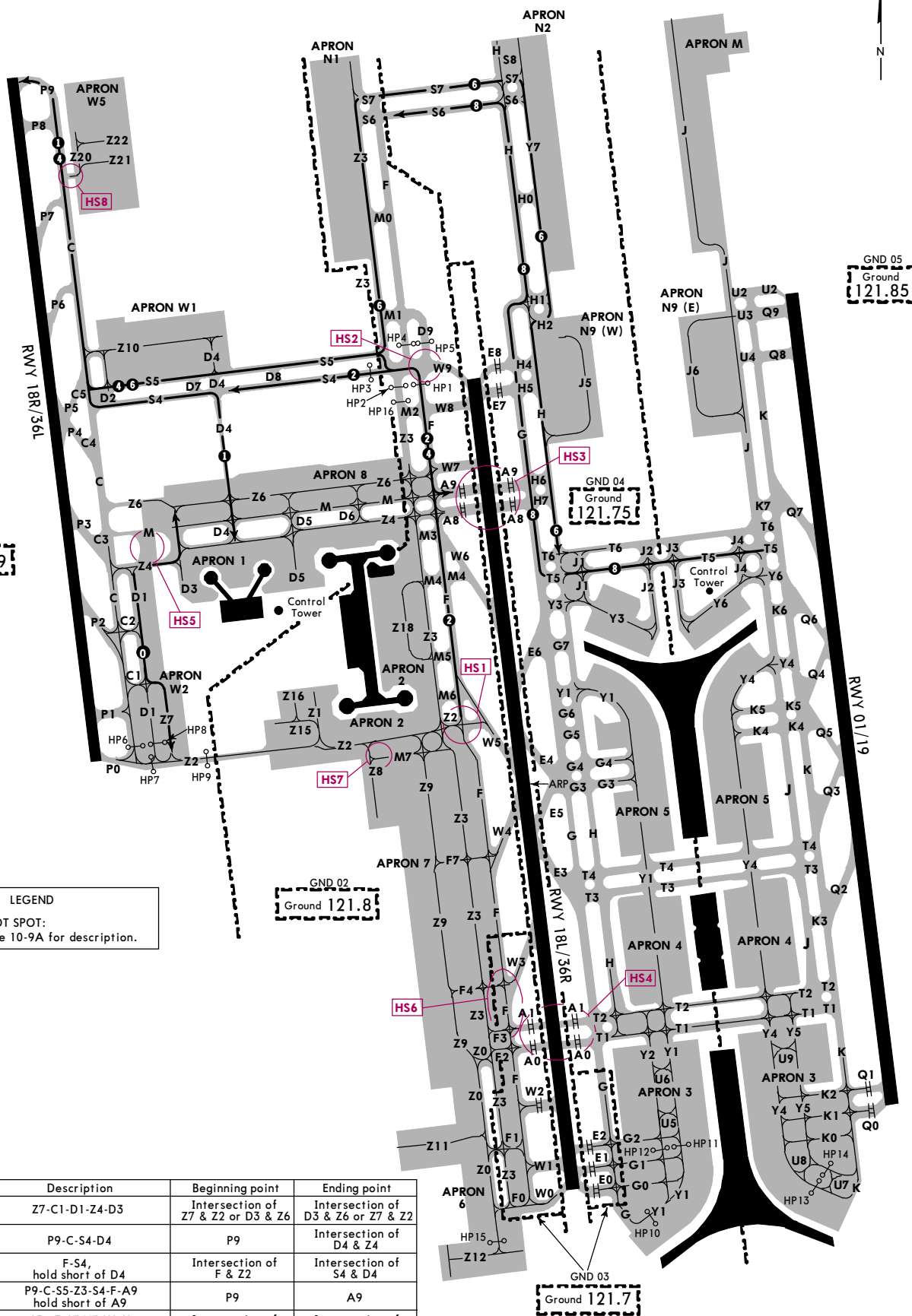


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CHANGES: HP16 added.

ZBAA/PEK

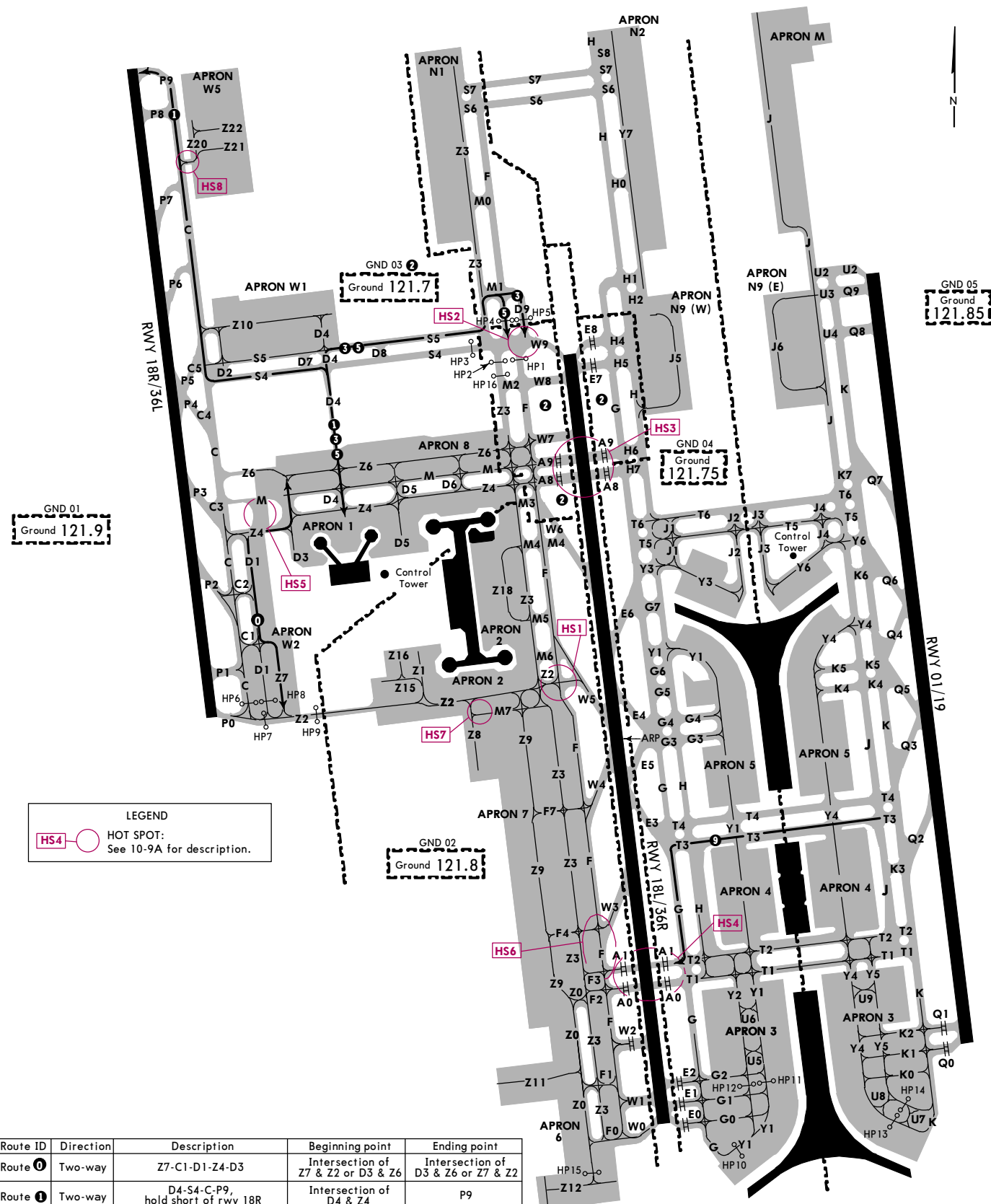
TAXI ROUTES FOR RWYS 01, 36L, 36R



LEGEND
HOT SPOT:
See 10-9A for description.

Route ID	Direction	Description	Beginning point	Ending point
Route 0	Two-way	Z7-C1-D1-Z4-D3	Intersection of Z7 & Z2 or D3 & Z6	Intersection of D3 & Z6 or Z7 & Z2
Route 1	Two-way	P9-C-S4-D4	P9	Intersection of D4 & Z4
Route 2	One-way	F-S4, hold short of D4	Intersection of F & Z2	Intersection of S4 & D4
Route 4	One-way	P9-C-S5-Z3-S4-F-A9 hold short of A9	P9	A9
Route 6	One-way	S5-Z3-S7-Y7-H2-H hold short of T6	Intersection of C & S5	Intersection of T6 & H
Route 8	One-way	T5-G-H1-H-S6 hold short of F	Intersection of T5 & K	S6 & F

TAXI ROUTES FOR RWYS 18L, 18R, 19



CHANGES: HP 16 added.

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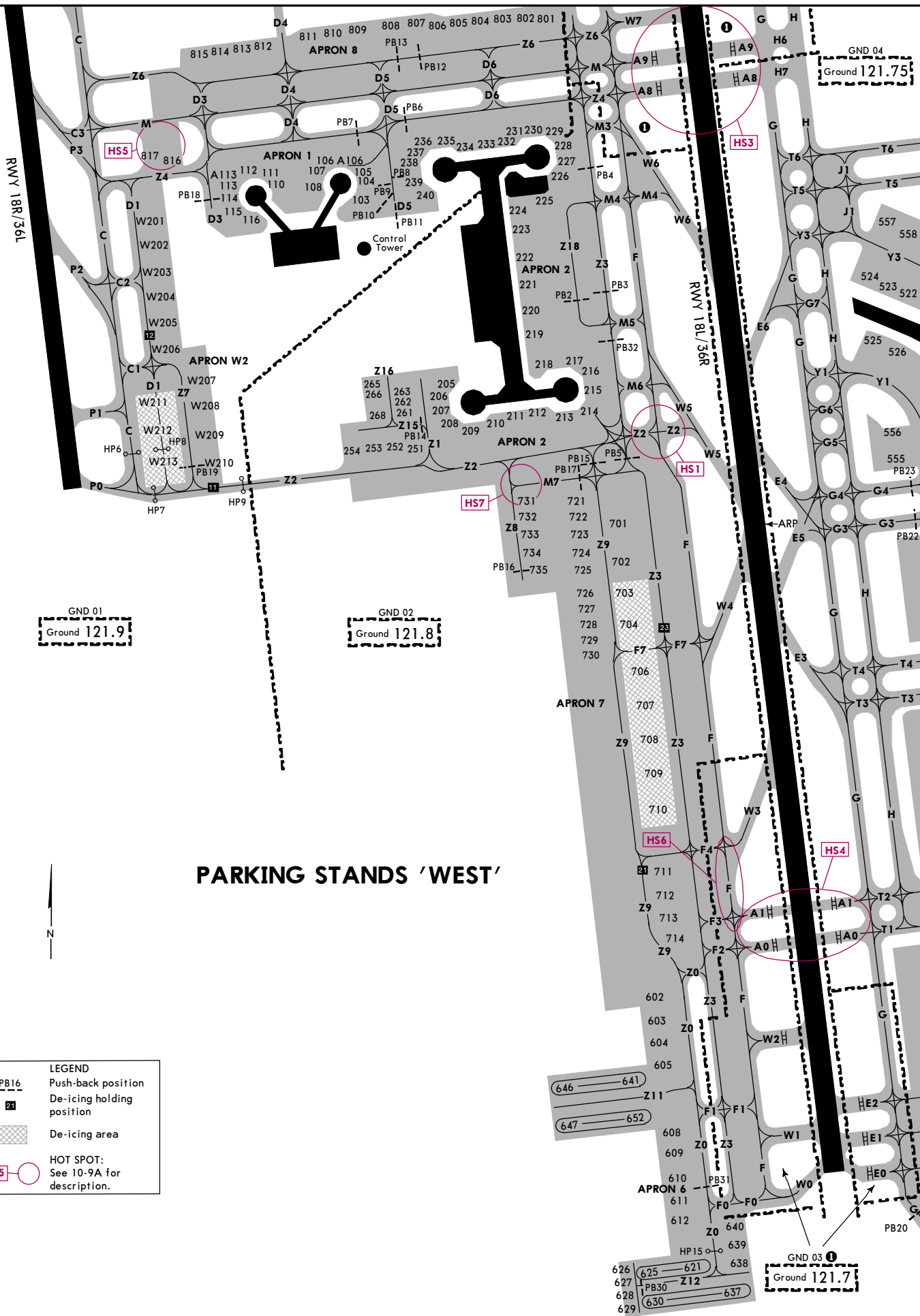
CHANGES: Stand 225 added.

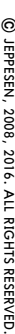
ZBAA/PEK

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JEPPESEN BEIJING, PR OF CHINA
10-9D
20 MAY 16
Eff 25 May 1600Z

CAPITAL





1

RWY 01/19

ZBAA/PEK

JEPPESSEN BEIJING, PR OF CHINA
20 MAY 16 10-9E **EFF 25 May 1600Z** CAPITAL

CAPITAL

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

20 MAY 16

(10-9F)

Eff 25 May 1600Z
CAPITAL

INS COORDINATES							
STAND No.	COORDINATES			STAND No.	COORDINATES		
103	N40 04.9	E116 35.0		456 thru 458	N40 04.0	E116 36.2	
104	N40 04.9	E116 35.1		459 thru 462	N40 03.9	E116 36.7	
105 thru 108	N40 04.9	E116 35.0		463 thru 465	N40 04.0	E116 36.7	
110	N40 04.9	E116 34.9		466	N40 04.1	E116 36.7	
111 thru 114	N40 04.9	E116 34.8		501, 502	N40 04.2	E116 36.5	
115, 116	N40 04.8	E116 34.8		503 thru 506	N40 04.3	E116 36.5	
205, 206	N40 04.6	E116 35.2		507, 508	N40 04.4	E116 36.5	
207, 208	N40 04.5	E116 35.2		509, 510	N40 04.5	E116 36.5	
209, 210	N40 04.5	E116 35.3		511, 512	N40 04.6	E116 36.5	
211, 212	N40 04.5	E116 35.4		513	N40 04.6	E116 36.6	
213, 214	N40 04.5	E116 35.5		514	N40 04.7	E116 36.6	
215 thru 217	N40 04.6	E116 35.5		515	N40 04.8	E116 36.6	
218, 219	N40 04.6	E116 35.4		516	N40 04.8	E116 36.5	
220, 221	N40 04.7	E116 35.4		517, 518	N40 04.7	E116 36.5	
222 thru 224	N40 04.8	E116 35.4		519	N40 04.7	E116 36.4	
225, 226	N40 04.9	E116 35.4		520	N40 04.7	E116 36.3	
227, 228	N40 04.9	E116 35.5		521, 522	N40 04.7	E116 36.2	
229 thru 231	N40 05.0	E116 35.4		523, 524	N40 04.7	E116 36.1	
232 thru 234	N40 05.0	E116 35.3		525	N40 04.6	E116 36.1	
235, 236	N40 05.0	E116 35.2		526, 527	N40 04.6	E116 36.2	
237, 238	N40 04.9	E116 35.1		528	N40 04.5	E116 36.2	
239, 240	N40 04.9	E116 35.2		529, 530	N40 04.5	E116 36.3	
251 thru 253	N40 04.5	E116 35.1		531, 532	N40 04.4	E116 36.3	
254	N40 04.5	E116 35.0		533, 534	N40 04.3	E116 36.3	
261, 262	N40 04.5	E116 35.1		535, 536	N40 04.2	E116 36.3	
263 thru 265	N40 04.6	E116 35.1		551 thru 553	N40 04.2	E116 36.2	
266 thru 268	N40 04.5	E116 35.1		554	N40 04.3	E116 36.2	
301	N40 03.2	E116 36.9		555	N40 04.4	E116 36.1	
302, 303	N40 03.3	E116 36.8		556	N40 04.5	E116 36.1	
304 thru 306	N40 03.3	E116 36.7		557	N40 04.8	E116 36.1	
307, 308	N40 03.4	E116 36.6		558, 559	N40 04.8	E116 36.2	
309 thru 312	N40 03.5	E116 36.6		560	N40 04.2	E116 36.6	
313 thru 316	N40 03.6	E116 36.6		561 thru 563	N40 04.3	E116 36.6	
317, 318	N40 03.7	E116 36.6		564, 565	N40 04.4	E116 36.6	
319, 320	N40 03.7	E116 36.4		602	N40 03.6	E116 35.6	
321 thru 324	N40 03.6	E116 36.4		603 thru 605	N40 03.5	E116 35.7	
325 thru 328	N40 03.5	E116 36.4		608, 609	N40 03.4	E116 35.7	
329 thru 331	N40 03.4	E116 36.4		610, 611	N40 03.3	E116 35.7	
332 thru 334	N40 03.3	E116 36.4		612, 621 thru 623	N40 03.2	E116 35.7	
335 thru 337	N40 03.2	E116 36.3		624 thru 627	N40 03.2	E116 35.6	
351 thru 353	N40 03.5	E116 36.2		628 thru 631	N40 03.1	E116 35.6	
354 thru 356	N40 03.6	E116 36.2		632 thru 634	N40 03.1	E116 35.7	
357	N40 03.7	E116 36.2		635 thru 637	N40 03.1	E116 35.8	
358, 359	N40 03.6	E116 36.8		638 thru 640	N40 03.2	E116 35.8	
360, 361	N40 03.7	E116 36.8		641, 642	N40 03.5	E116 35.6	
401, 402	N40 03.9	E116 36.6		643	N40 03.5	E116 35.5	
403, 404	N40 03.9	E116 36.5		644, 645	N40 03.4	E116 35.5	
405, 406	N40 04.0	E116 36.5		646	N40 03.4	E116 35.4	
407	N40 04.1	E116 36.5		647 thru 649	N40 03.4	E116 35.5	
408, 409	N40 04.0	E116 36.3		650 thru 652	N40 03.4	E116 35.6	
410	N40 03.9	E116 36.3		701	N40 04.4	E116 35.6	
411, 412	N40 03.9	E116 36.4		702	N40 04.3	E116 35.6	
413, 414	N40 03.8	E116 36.4		703, 704	N40 04.2	E116 35.6	
451, 452	N40 03.8	E116 36.2		706, 707	N40 04.1	E116 35.6	
453 thru 455	N40 03.9	E116 36.2		708, 709	N40 04.0	E116 35.6	

CHANGES: Stand 225 added.

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10-9G**Eff 25 May 1600Z****CAPITAL**

INS COORDINATES			
STAND No.	COORDINATES		STAND No.
710	N40 03.9	E116 35.7	W202
711	N40 03.8	E116 35.7	W203 thru W205
712, 713	N40 03.7	E116 35.7	W206 thru W208
714	N40 03.7	E116 35.6	W209
721, 722	N40 04.4	E116 35.5	W210
723 thru 725	N40 04.3	E116 35.5	W501
726 thru 729	N40 04.2	E116 35.5	W502, W503
730	N40 04.1	E116 35.5	W504
731, 732	N40 04.4	E116 35.4	W505 thru W507
733 thru 735	N40 04.3	E116 35.4	W508, W509
801, 802	N40 05.1	E116 35.4	W510, W511
803 thru 805	N40 05.1	E116 35.3	
806, 807	N40 05.1	E116 35.2	
808	N40 05.1	E116 35.1	
809, 810	N40 05.1	E116 35.0	
811	N40 05.1	E116 34.9	
812, 813	N40 05.1	E116 34.8	
814, 815	N40 05.1	E116 34.7	
816	N40 04.9	E116 34.7	
817	N40 04.9	E116 34.6	
951 thru 952L/R	N40 05.3	E116 36.0	
953, 953L/R	N40 05.4	E116 36.0	
954	N40 05.5	E116 35.9	
955	N40 05.3	E116 36.5	
956	N40 05.4	E116 36.5	
957, 958	N40 05.5	E116 36.5	
M01 thru M03	N40 05.8	E116 36.5	
M04	N40 05.9	E116 36.5	
M05	N40 05.9	E116 36.4	
M06 thru M08	N40 06.0	E116 36.4	
M09 thru M10L/R	N40 06.1	E116 36.4	
M11	N40 06.2	E116 36.4	
N101, N102	N40 05.7	E116 35.3	
N103 thru N104L/R	N40 05.8	E116 35.3	
N105, N105L/R	N40 05.9	E116 35.3	
N106, N106L/R	N40 05.9	E116 35.2	
N107, N108	N40 06.0	E116 35.2	
N109, N110	N40 06.1	E116 35.2	
N201 thru N203	N40 05.7	E116 36.0	
N204 thru N205L/R	N40 05.8	E116 36.0	
N206, N206L/R	N40 05.9	E116 36.0	
N207 thru N208	N40 06.0	E116 35.9	
N209 thru N211	N40 06.1	E116 35.9	
N212, N213	N40 06.2	E116 35.9	
N214 thru N216	N40 06.2	E116 35.8	
N217, N218	N40 06.1	E116 35.8	
W101	N40 05.4	E116 34.9	
W103	N40 05.4	E116 34.8	
W104, W105	N40 05.4	E116 34.7	
W106	N40 05.4	E116 34.6	
W107	N40 05.4	E116 34.5	
W108, W108A	N40 05.5	E116 34.5	
W109 thru W111	N40 05.5	E116 34.6	
W112, W113	N40 05.5	E116 34.7	
W201	N40 04.8	E116 34.6	

CHANGES: None.

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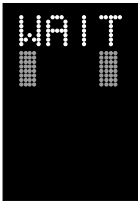
5 SEP 14

10-9H

Eff 17 Sep 1600Z

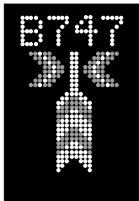
CAPITAL

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



START-OF-DOCKING

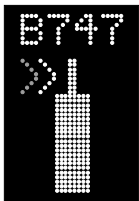
When the system is started, "WAIT" will be displayed.



CAPTURE

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

IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.

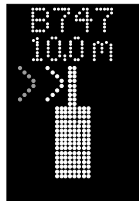


TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



CLOSING RATE

Display of digital countdown will start when the aircraft is 98'/30m from stop position.

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



ALIGNED TO CENTER

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



SLOW DOWN

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



AZIMUTH GUIDANCE

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



STOP POSITION REACHED

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

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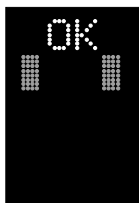
5 SEP 14

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Eff 17 Sep 1600Z

CAPITAL

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



DOCKING COMPLETED

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

OVERSHOOT

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

WAIT

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SLOW

The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR

GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED

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

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SBU-STOP

Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".

A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.

THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

EMERGENCY STOP

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

CHOCKS ON

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

ERROR

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

SYSTEM BREAKDOWN

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

POWER FAILURE

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

ZBAA/PEK

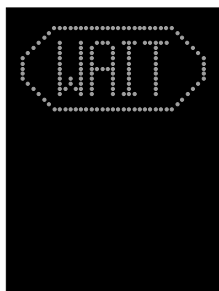
20 MAY 16 **10-9K**

Eff 25 May 1600Z

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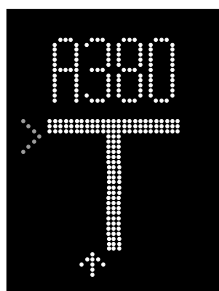
CAPITAL

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513



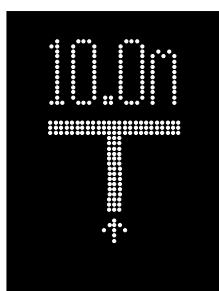
START-OF-DOCKING

When the system is started, "WAIT" will be displayed.



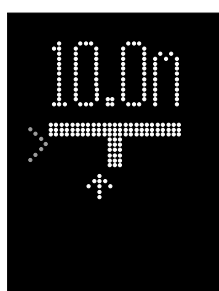
TRACKING

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



ALIGNED TO CENTER

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



AZIMUTH GUIDANCE

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



DOCKING COMPLETED

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

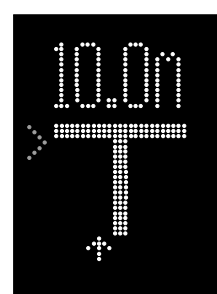
CAPTURE

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



CLOSING RATE

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



SLOW DOWN

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



STOP POSITION REACHED

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



OVERSHOOT

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



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VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

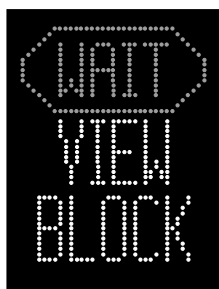


AIRCRAFT VERIFICATION FAILURE

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

GATE BLOCKED

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

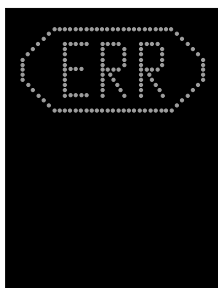


VIEW BLOCKED

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

ABNORMAL DOCKING PROCEED

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



SPEED LIMIT

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

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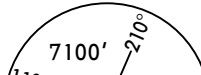
15 AUG 14

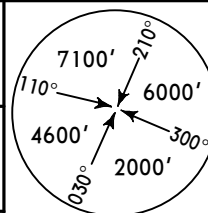
(11-1)

Eff 20 Aug 1600Z

BEIJING, PR OF CHINA

ILS Rwy 01

D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1		*BEIJING Tower	Ground
127.6	120.6		118.05	121.85
LOC INJ 108.5	Final Apch Crs 359°	GS D5.9 INJ 1969' (1884')	ILS DA(H) Refer to Minimums	Apt Elev 115' RWY 85'
<p>MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to reach PEK VOR at 1970'. Join holding and contact ATC.</p>				
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' ①	 <p>MSA PEK VOR</p>

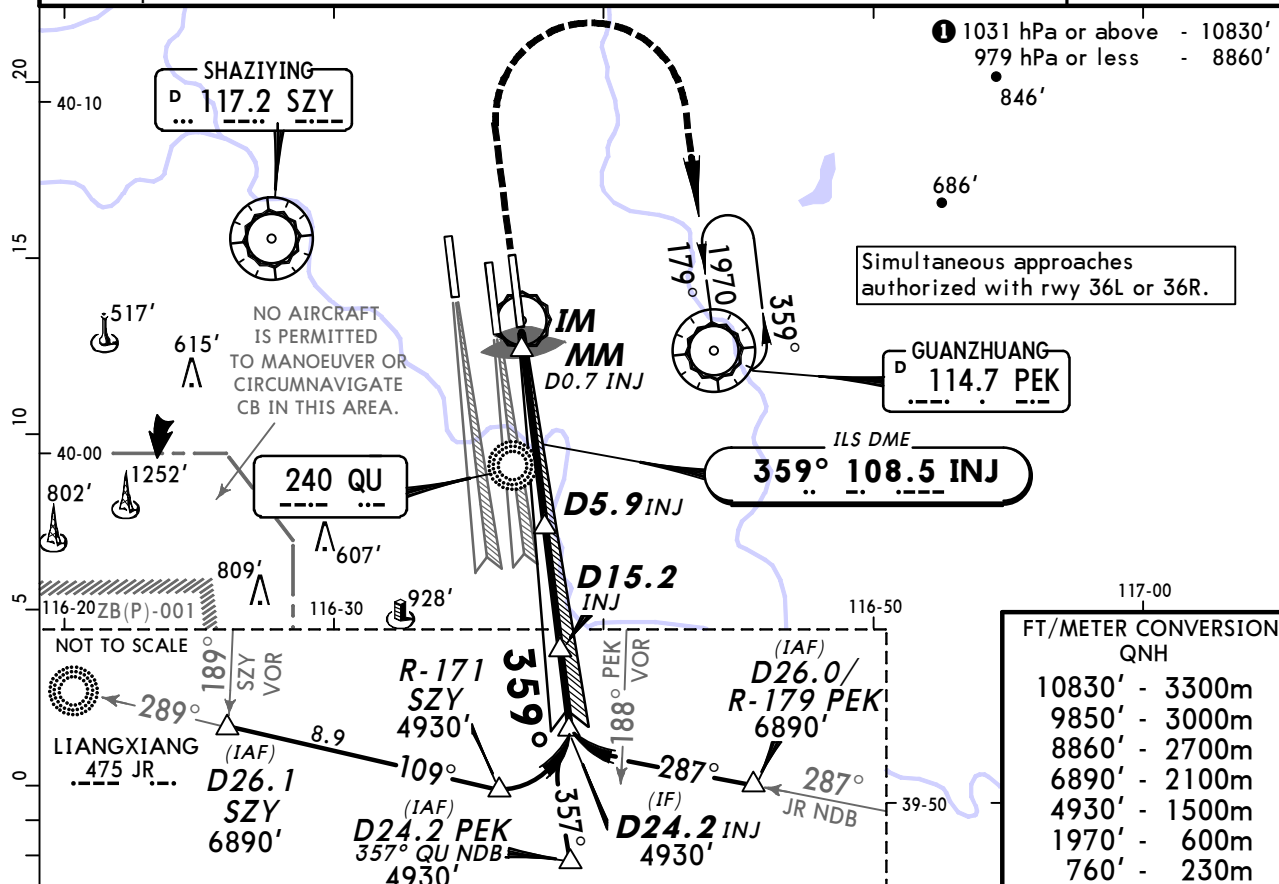


MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to reach PEK VOR at 1970'. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850'

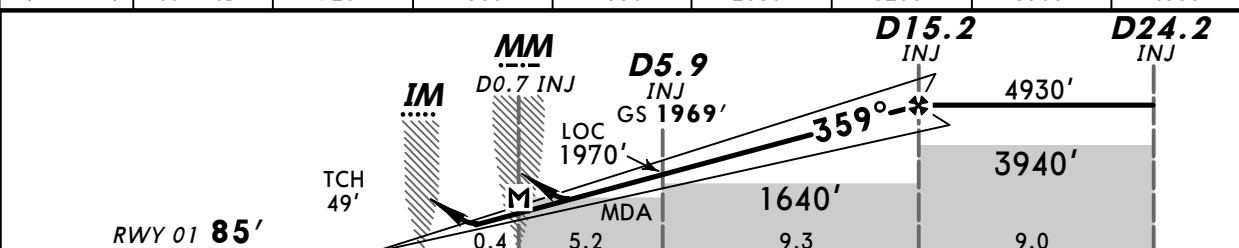
Initial apch MAX 210 KT.

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



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
4930'	- 1500m
1970'	- 600m
760'	- 230m

LOC (GS out)	INJ DME	2.0	4.0	6.0	8.0	10.0	12.0	14.0
	ALTITUDE	720'	1360'	1990'	2630'	3260'	3900'	4530'



		0 0.2																	
<i>Gnd speed-Kts</i>		70	90	100	120	140	160	<div><div>ALSIF-II</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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Standard	Assessment
<p>Standard 1: Content Knowledge</p> <p>1.1. Understands the nature of mathematics and the role of mathematics in the world.</p> <p>1.2. Understands the nature of mathematics and the role of mathematics in the world.</p> <p>1.3. Understands the nature of mathematics and the role of mathematics in the world.</p>	<p>1.1. Understands the nature of mathematics and the role of mathematics in the world.</p> <p>1.2. Understands the nature of mathematics and the role of mathematics in the world.</p> <p>1.3. Understands the nature of mathematics and the role of mathematics in the world.</p>

STRAIGHT-IN LANDING RWY 01

ILS

$DA(H)$ BC: **331'**(246')
 A: **315'**(230') D: **348'**(263')

LOC (GS out)

CDFA
MDA(H) **560'** (475')

CIRCLE-TO-LAND
Not authorized
West of rwy

FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1900m		100	690'(575') 1600m 1
B			1300m			180	
C				1900m	2200m		205
D	RVR 600m VIS 800m						

1 After LOC (GS out): VIS 1900m.

CHANGES: D-ATIS. Minimums.

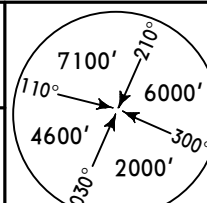
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ZBAA/PEK
CAPITAL

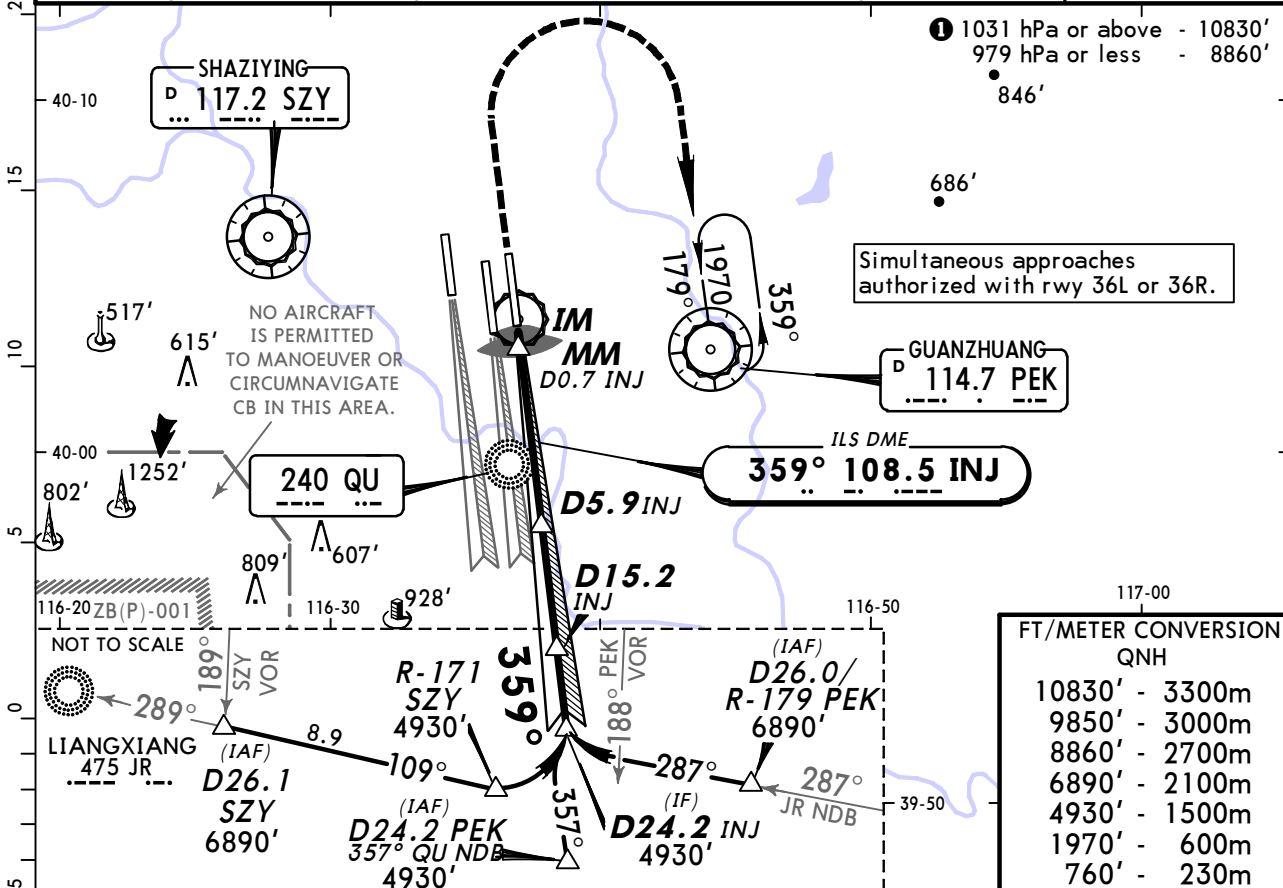
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BEIJING, PR OF CHINA
CAT II ILS Rwy 01

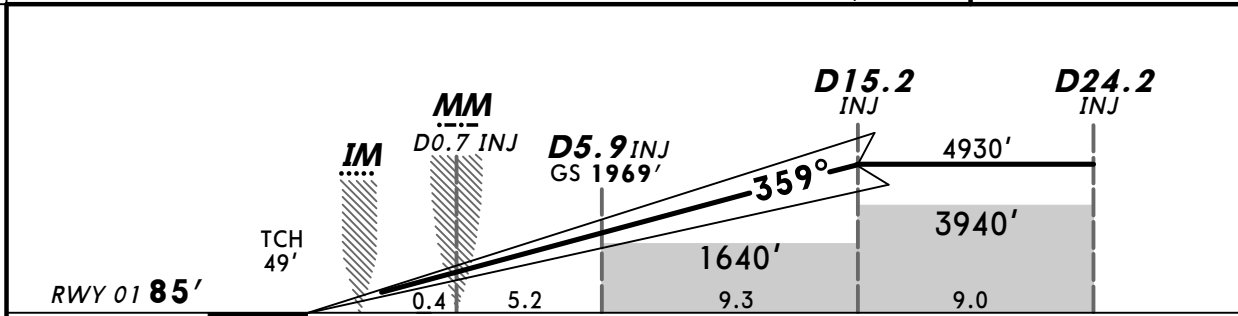
BRIEFING STRIP™	D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1		*BEIJING Tower	Ground
	127.6	120.6		118.05	121.85
	LOC INJ 108.5	Final Apch Crs 359°	GS D5.9 INJ 1969' (1884')	CAT II ILS RA 112' DA(H) 185' (100')	Apt Elev 115' RWY 85'
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to reach PEK VOR at 1970'. Join holding and contact ATC.					
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850' ① 1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.					



MSA
PEK VOR



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
4930'	1500m
1970'	600m
760'	230m



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	760'	1970'	PEK 114.7
GS	3.00°	372	478	531	637	743		↑	↻ RT	

Standard		STRAIGHT-IN LANDING RWY 01 CAT II ILS	
ABC RA 112' DA(H) 185' (100')		D RA 112' DA(H) 185' (100')	
RVR 300m		RVR 350m	

PANS OPS

ZBAA/PEK
CAPITAL

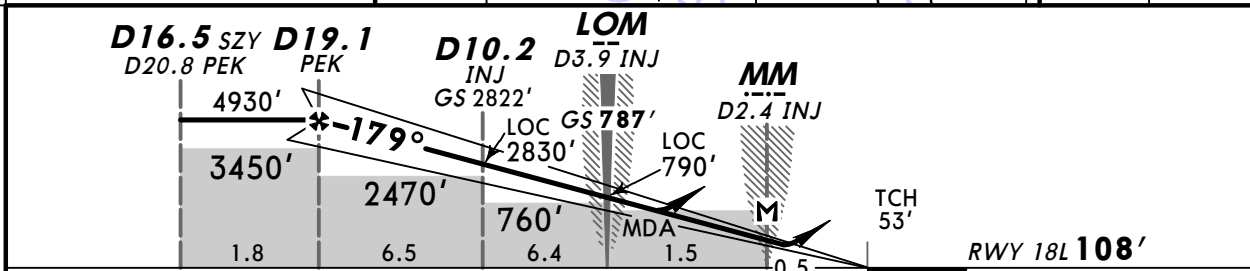
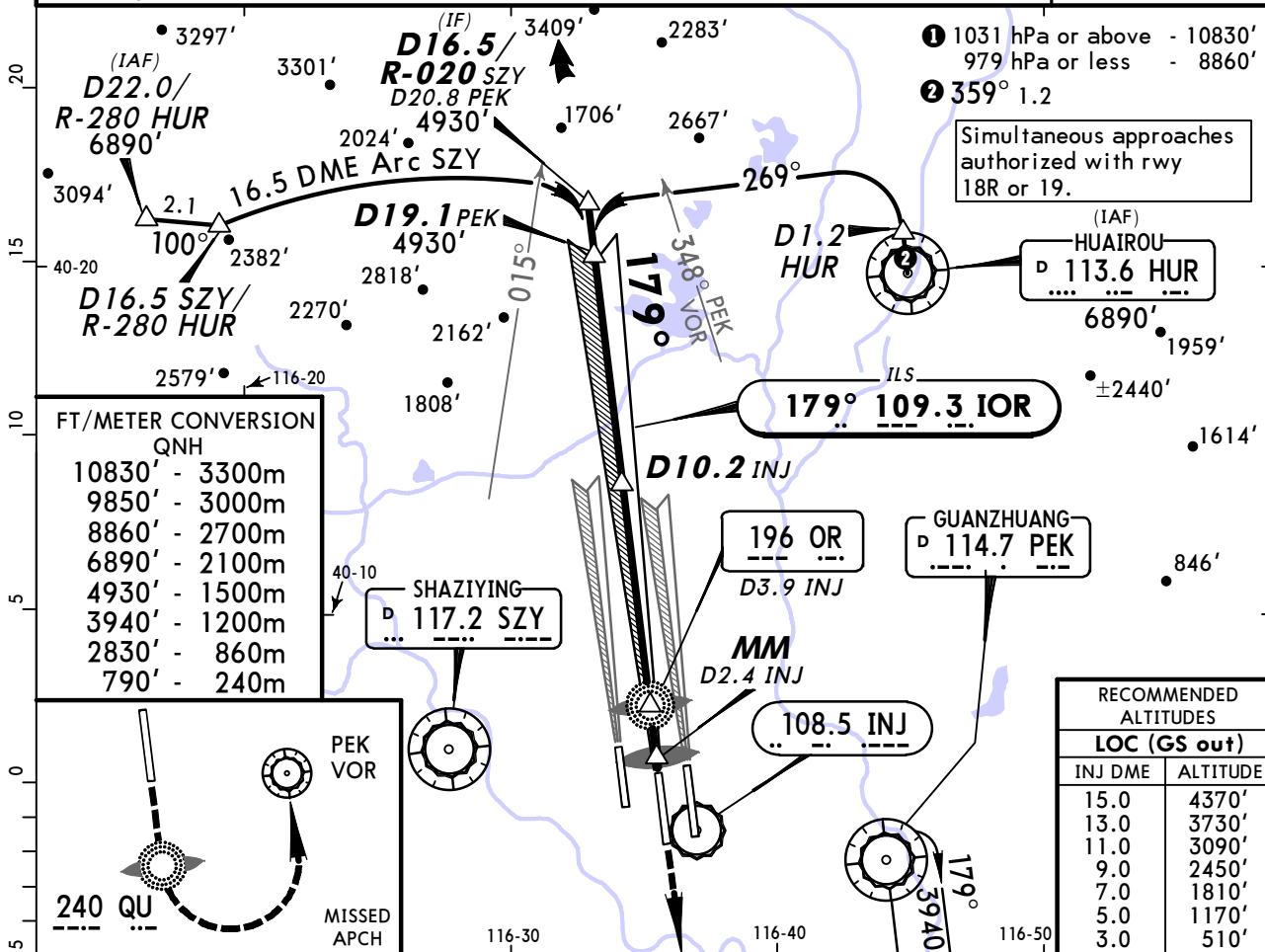
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(11-2)

BEIJING, PR OF CHINA
ILS DME Rwy 18L

BRIEFING STRIP™

D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1			BEIJING Tower	Ground Refer to chart 10-9
127.6	120.6			118.5	
LOC IOR 109.3	Final Apch Crs 179°	GS LOM 787' (679')	ILS DA(H) 308' (200')	Apt Elev 115' RWY 108'	<p>MSA PEK VOR</p>
MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach PEK VOR at 3940'. Join holding and contact ATC.					
Alt Set: hPa Initial apch MAX 210 KT.		Rwy Elev: 4 hPa	Trans level: FL 118	Trans alt: 9850' ①	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	QU	3940'	PEK
ILS GS or	372	478	531	637	743	849	PAPI	240	LT	114.7
LOC Descent Angle	3.00°									
MAP at MM/D2.4 INJ										

PANS OPS	STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND			
	ILS		LOC (GS out)		CDFA		MDA(H)	
	DA(H) 308' (200')		MDA(H) 510' (402')		ALS out		VIS	
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)		
A					100	690' (575')	1600m	
B					135			
C	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m		180	870' (755')	3200m	
D					205	870' (755')	3600m	

CHANGES: D-ATIS. Minimums.

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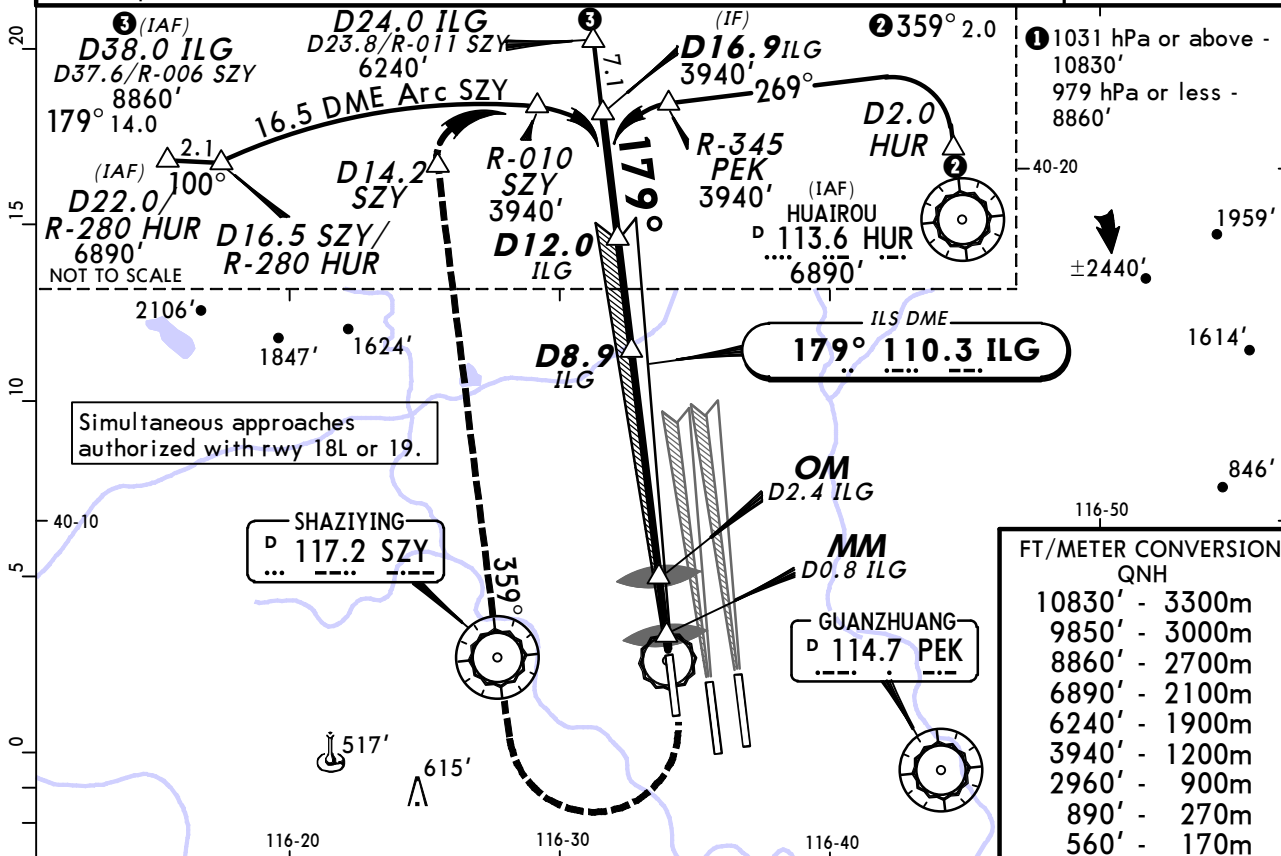
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BEIJING, PR OF CHINA ILS DME Rwy 18R

TM

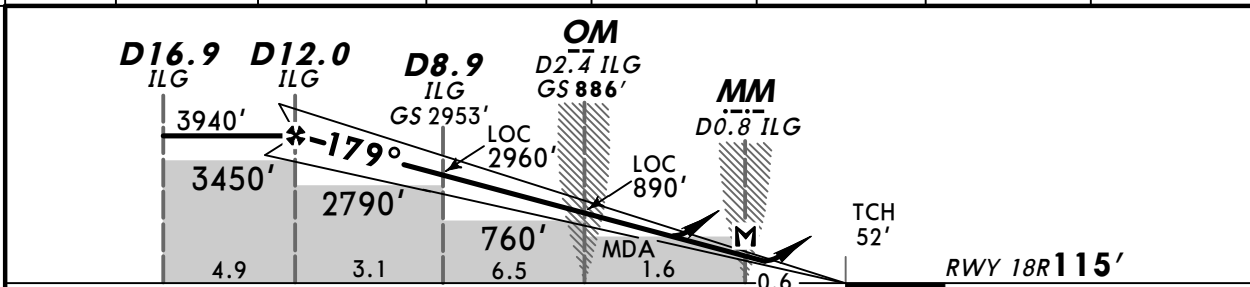
BRIEFING STRIP

D-ATIS Arrival		BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1		BEIJING Tower		Ground	
127.6		120.6		124.3		121.9	
LOC ILG 110.3		Final Aptch Crs 179°	GS OM 886' (771')	ILS DA(H) Refer to Minimums	Apt Elev 115' RWY 115'		<div>MSA PEK VOR</div>
MISSED APCH: Climb STRAIGHT AHEAD to 560', then turn RIGHT to SZY VOR. Intercept R-359 SZY, climb to 3940' and contact ATC.							
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850' ① Initial aptch MAX 210 KT.							



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
6240'	1900m
3940'	1200m
2960'	900m
890'	270m
560'	170m

LOC (GS out)	ILG DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2340'	2030'	1710'	1390'	1070'	750'



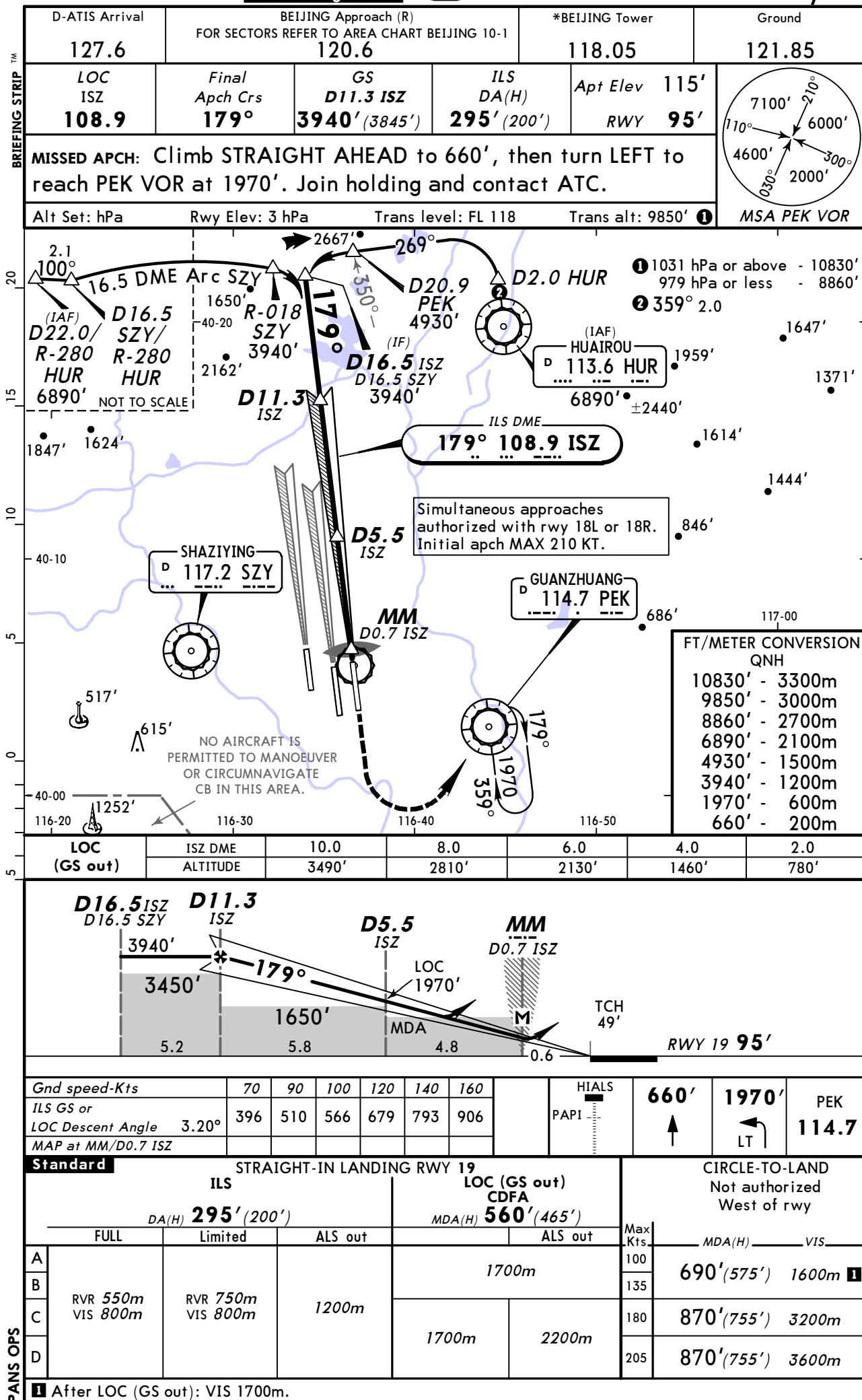
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 560' ↑ SZY 117.2 RT
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle 3.00°							
MAP at MM/D0.8 ILG							

Standard			STRAIGHT-IN LANDING RWY 18R			CIRCLE-TO-LAND	
ILS			LOC (GS out) CDFA			Not authorized East of rwy	
DA(H) AB: 315'(200') CD: 328'(213')			MDA(H) 500'(385')				
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1300m	1500m	100	690'(575') 1600m
B						135	
C						180	870'(755') 3200m
D						205	870'(755') 3600m

CHANGES: D-ATIS. Minimums.

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CAPITAL

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(11-4)
BEIJING, PR OF CHINA
ILS DME Rwy 19


CHANGES: D-ATIS. Minimums.

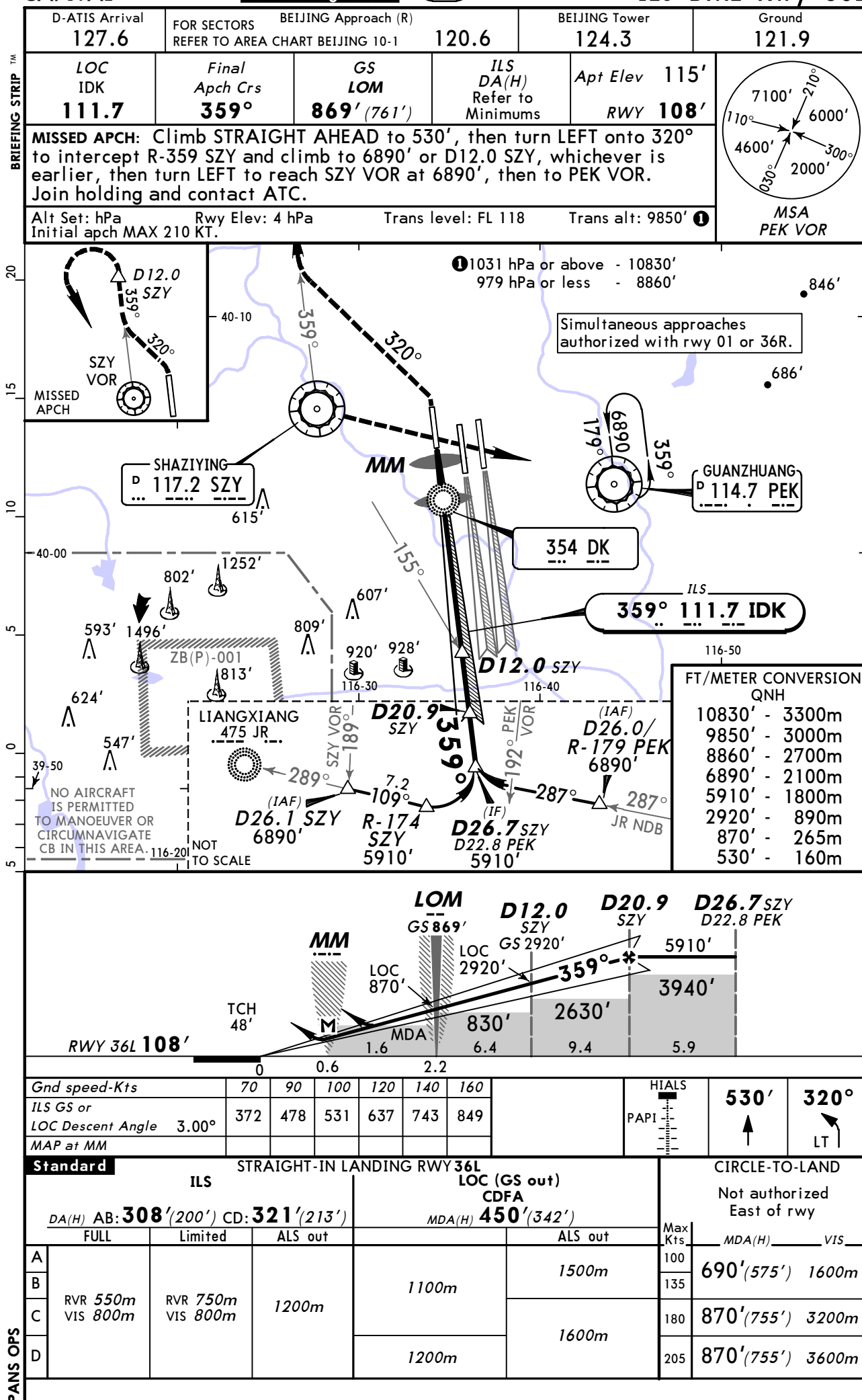
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CAPITAL

15 AUG 14
Eff 20 Aug 1600Z

11-5

BEIJING, PR OF CHINA
ILS DME Rwy 36L



ZBAA/PEK CAPITAL

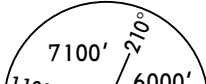
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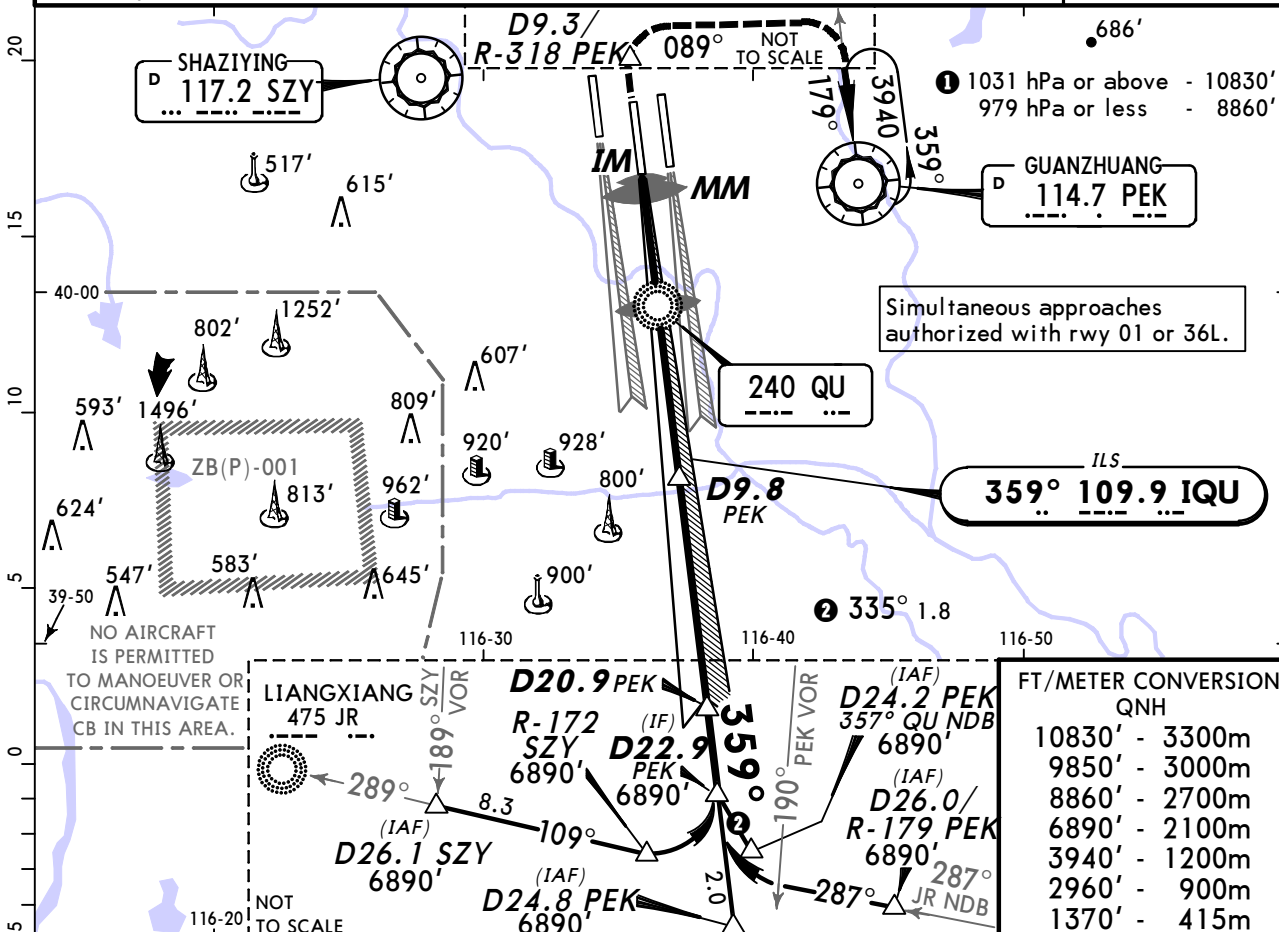
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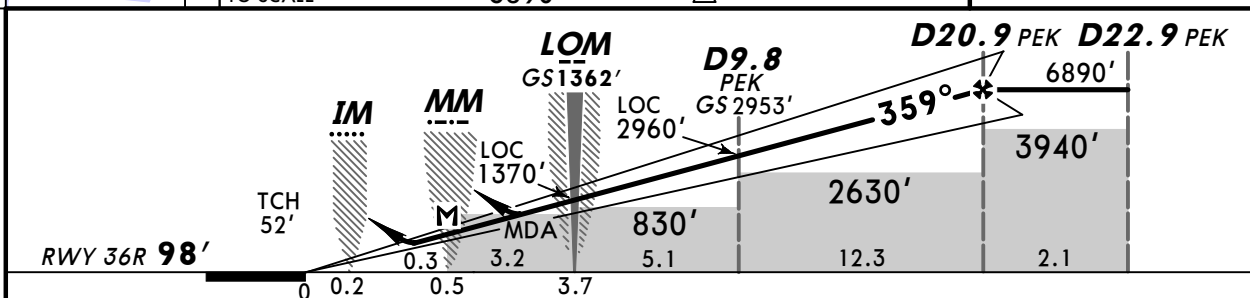
BEIJING, PR OF CHINA
ILS Rwy 36R

BRIEFING STRIP™

D-ATIS Arrival		BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1		BEIJING Tower		Ground Refer to chart 10-9	
127.6		120.6		118.5			
LOC IQU 109.9	Final Apch Crs 359°	GS LOM 1362'(1264')	ILS DA(H) 298'(200')	Apt Elev 115' RWY 98'			
MISSED APCH: Climb STRAIGHT AHEAD to D9.3/R-318 PEK, then turn RIGHT onto 089° to intercept R-359 PEK inbound and climb to reach PEK VOR at 3940'. Join holding and contact ATC.							
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850' ① Initial apch MAX 210 KT.							



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
3940'	1200m
2960'	900m
1370'	415m



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	D9.3 PEK ↑	089° RT
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at MM									

STRAIGHT-IN LANDING RWY 36R						CIRCLE-TO-LAND	
ILS			LOC (GS out) CDFA			Max Kts	MDA(H) VIS
DA(H) 298' (200')			MDA(H) 430' (332')				
FULL	Limited	ALS out		ALS out			
A						100	690' (575') 1600m
B						135	
C	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m		1500m	180	870' (755') 3200m
D				1200m		205	870' (755') 3600m

CHANGES: D-ATIS. Minimums.

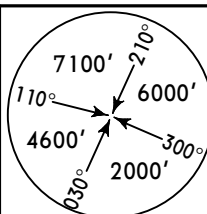
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ZBAA/PEK CAPITAL

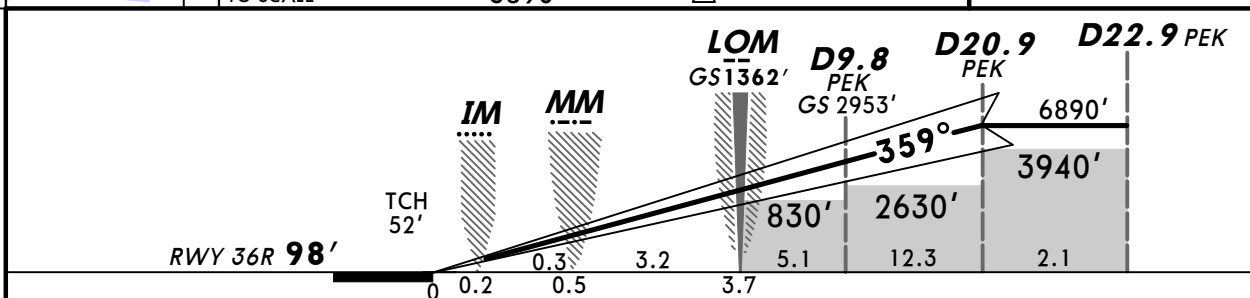
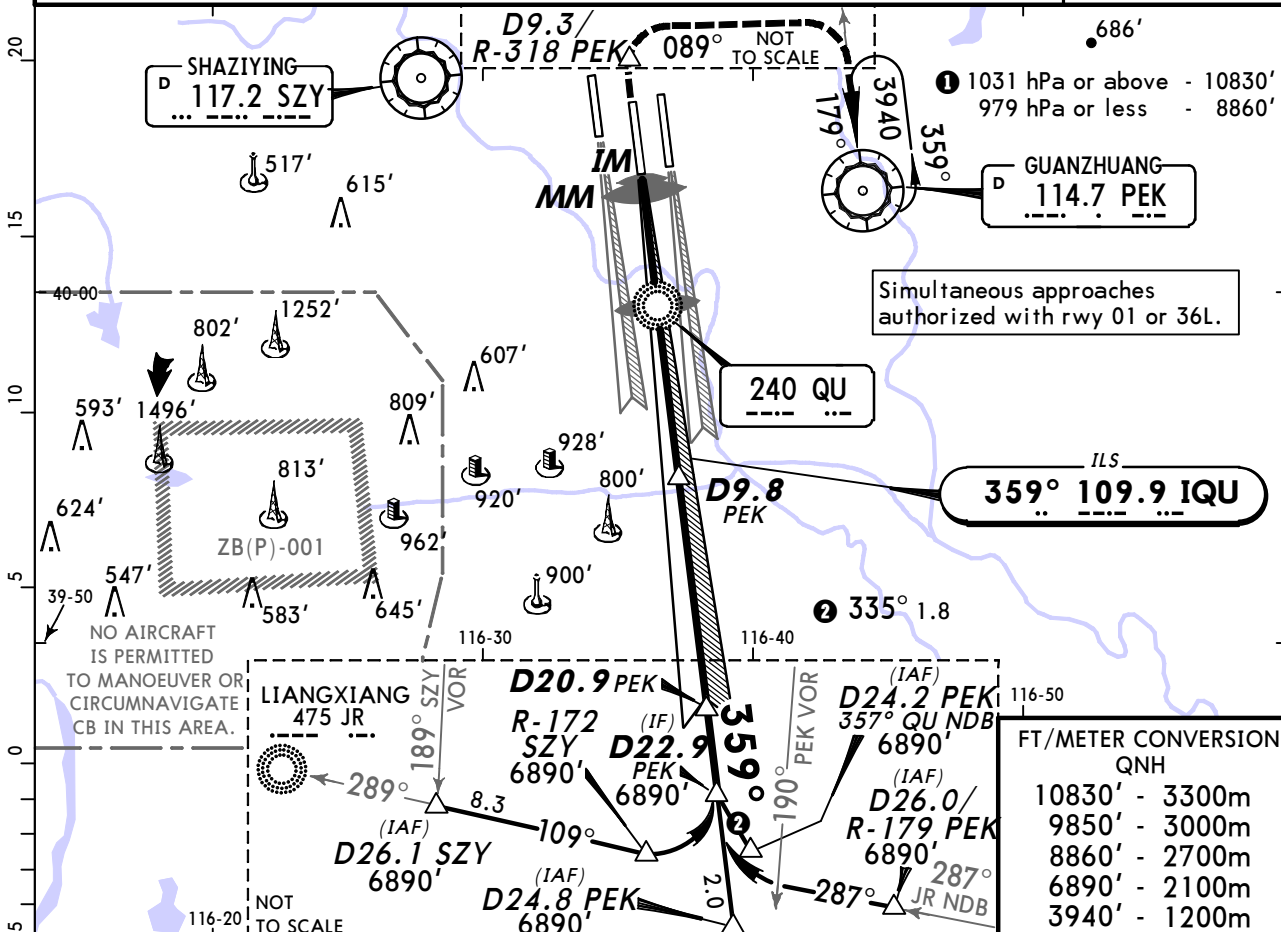
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BEIJING, PR OF CHINA CAT II ILS Rwy 36R

BRIEFING STRIP™

D-ATIS Arrival		BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1		BEIJING Tower		Ground Refer to chart 10-9			
127.6		120.6		118.5					
LOC IQU 109.9	Final Aptch Crs 359°	GS LOM 1362' (1264')	CAT II ILS RA 108' DA(H) 198' (100')	Apt Elev 115' RWY 98'					
MISSED APCH: Climb STRAIGHT AHEAD to D9.3/R-318 PEK, then turn RIGHT onto 089° to intercept R-359 PEK inbound and climb to reach PEK VOR at 3940'. Join holding and contact ATC.									
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118					Trans alt: 9850' ①	
1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.									

MSA
PEK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	D9.3 PEK ↑	089° RT
GS	3.00°	372	478	531	637	743			

Standard		STRAIGHT-IN LANDING RWY 36R CAT II ILS	
ABC RA 108' DA(H) 198' (100')		D RA 108' DA(H) 198' (100')	
RVR 300m		RVR 350m	

Chart changes since cycle 18-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BEIJING, (BEIJING CAPITAL - ZBAA)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZBAA

Chart Change Notices for Country CHN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20150429

End Date: No end date

At the following airports disregard the note "QNH on req" as QFE is avbl only: ZGNN, ZSQZ, ZSWX, ZYJM, ZYMD, ZYQQ and ZYYJ.