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Airport Information For ZBAA

Terminal Charts For ZBAA

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Beijing Chn
IATA Code: PEK
Lat/Long: N40° 04.4' E116° 35.9'
Elevation: 115 ft

Airport Use: Public
Magnetic Variation: 6.8°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: 2336 Z
Sunset: 0901 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 128.65 Departure Service
ATIS 127.6 Arrival Service
Beijing Tower 118.6 Secondary
Beijing Tower 118.05
Beijing Tower 124.3
Beijing Tower 118.5
Beijing Tower 118.3 Secondary
Beijing Delivery Ground Control 121.65
Beijing Delivery Ground Control 121.6
Beijing Ground Control 121.9
Beijing Ground Control 121.85
Beijing Ground Control 121.8
Beijing Ground Control 121.75
Beijing Ground Control 121.95 Secondary
Beijing Ground Control 121.7
Beijing Departure Approach Control 124.4 Departure Service
Beijing Approach Control 125.5
Beijing Approach Control 124.7 Secondary
Beijing Approach Control 129.0 Secondary
Beijing Approach Control 127.75
Beijing Approach Control 126.5 Secondary
Beijing Approach Control 126.1
Beijing Approach Control 121.1
Beijing Approach Control 119.7
Beijing Approach Control 119.0
Beijing Approach Control 125.05 Secondary
Beijing Approach Control 120.6

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.

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.

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

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. GENERAL

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.

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.

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.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

Two ways applied for de-icing:

- 0600-1700LT de-icing at de-icing positions;
- 1700-0600LT de-icing at stands.

3.1.2. PUSH-BACK AND TAXIING

Contact Tower 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 after notification to be blocked by ground staff.

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

De-icing frequencies for engine idling are 121.62 and 121.97.

3.1.5. AFTER DE-ICING

Contact Tower for start-up.

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.

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:

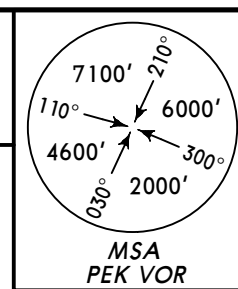
- Take-off to 500m (1650') - Take-off power;
 - take-off flaps/slats;
 - climb at $V_2 + 20\text{km/h}$ (10 KT).
- At 500m (1650') - Reduce thrust to not less than climb power;
 - climb at $V_2 + 20\text{km/h}$ (10 KT) with flaps/slats in take-off configuration.
- At 950m (3120') - Accelerate to en-route 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.

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
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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

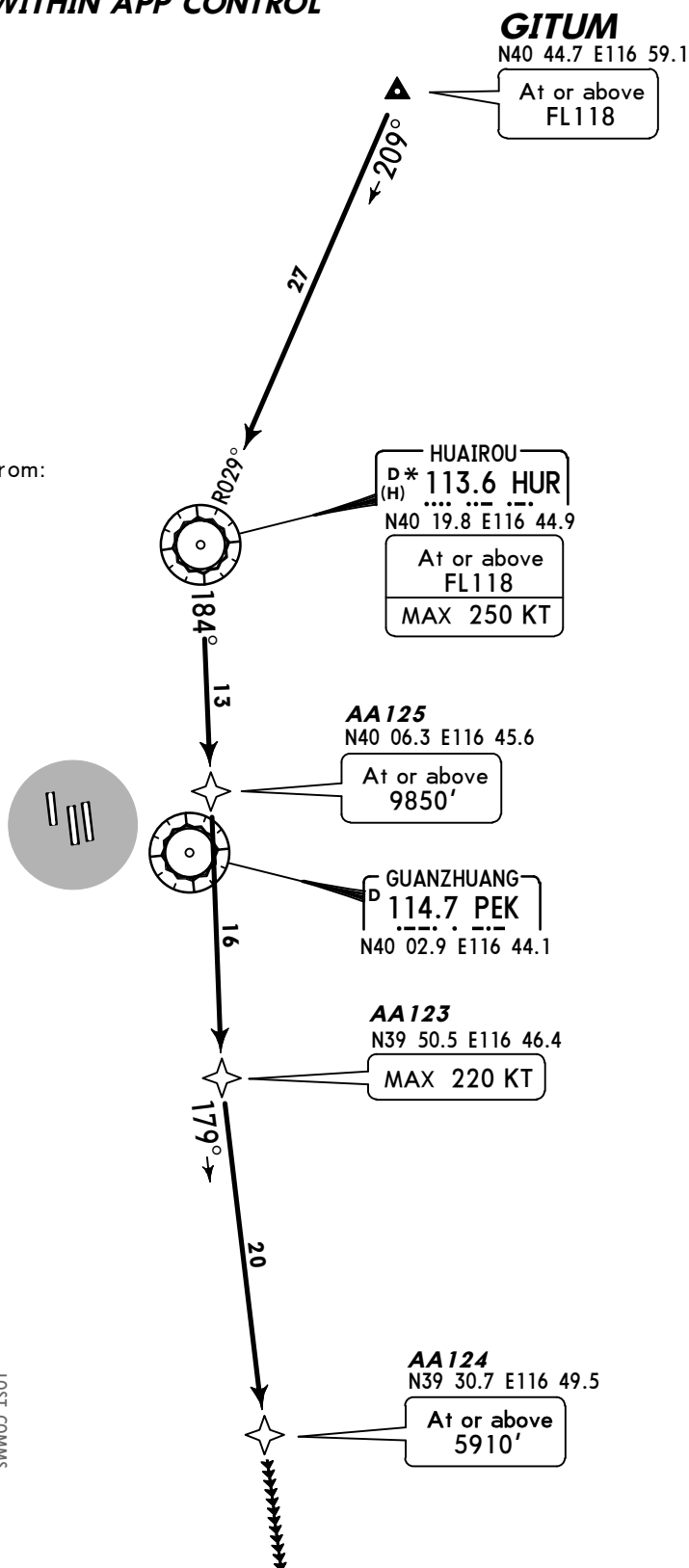
FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m

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 ▲ SSWWOC 1501 ▲ SSWWOC 1501 ▲ SSWWOC 1501



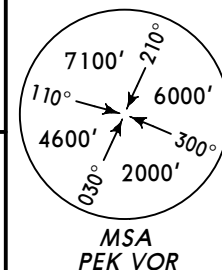
ROUTING

GITUM (FL118+) - HUR (FL118+; K250-) - AA125 (9850'+) - AA123 (K220-) - AA124 (5910'+).

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 7A [DOGA7A], VYK 7A **RWYS 36L/R, 01 RNAV ARRIVALS**

RNAV (GNSS, DME/DME/IRU)

RNAV 1

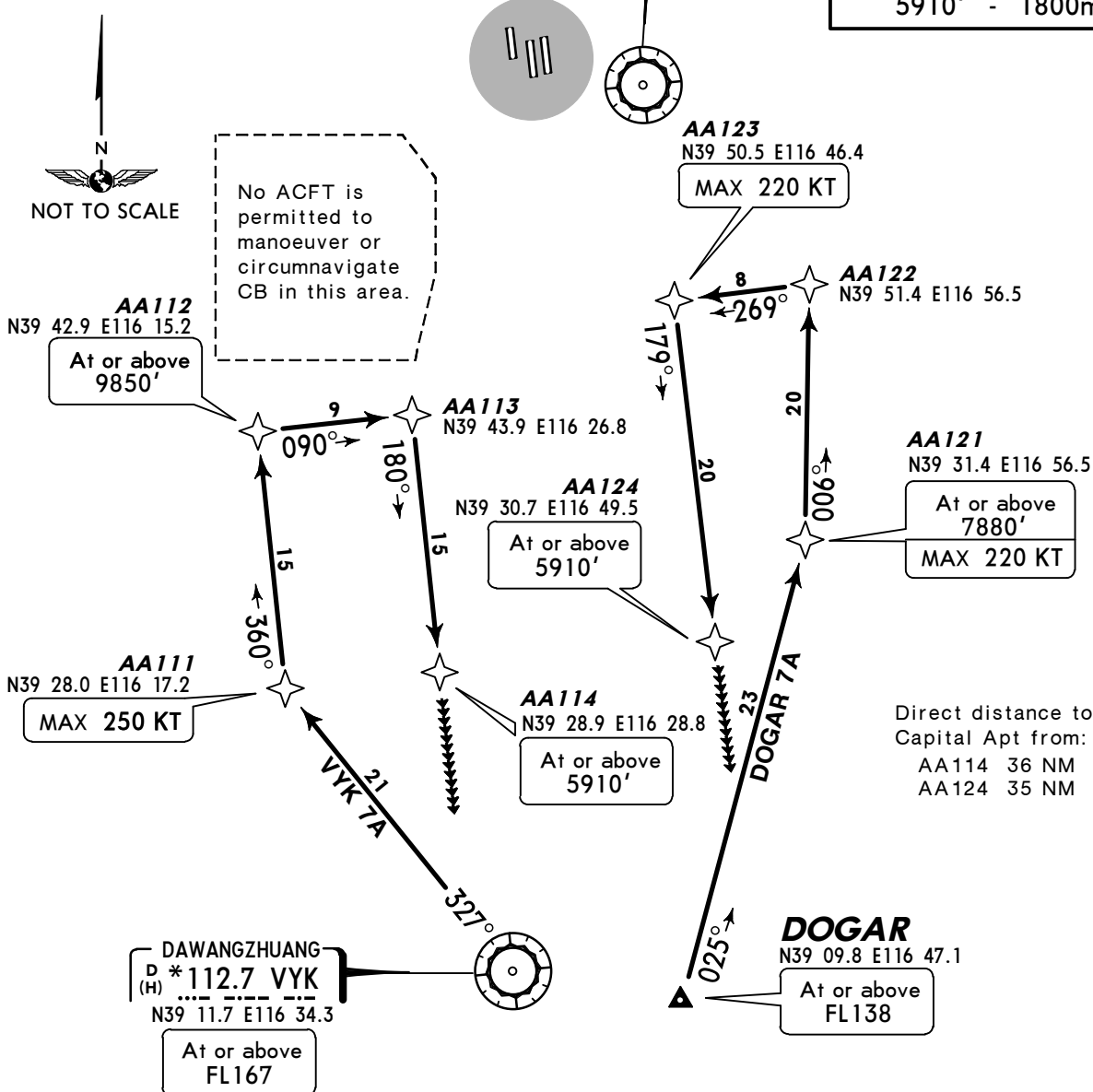
RADAR REQUIRED

~~SPEED~~ MAX 280 KT WITHIN APP CONTROL

FL CONVERSION	
FL167	FL5100m
FL138	FL4200m
FL118	FL3600m

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
DOGAR 7A:
 Keep track to AA124, turn RIGHT, intercept RWY 01 final approach course, then conduct approaching.
VYK 7A:
 Keep track to AA114, turn LEFT, intercept RWY 36L final approach course, then conduct approaching.
 ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT

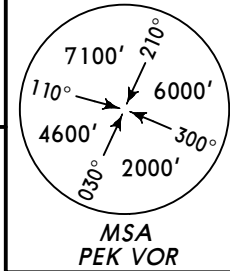


STAR	ROUTING
DOGAR 7A	DOGAR (FL138+) - AA121 (7880'+; K220-) - AA122 - AA123 (K220-) - AA124 (5910'+).
VYK 7A	VYK (FL167+) - AA111 (K250-) - AA112 (9850'+) - AA113 - AA114 (5910'+).

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

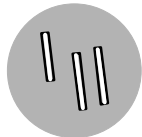


GITUM 01A [GITØ1A]
RWYS 01, 36R/L ARRIVAL
SPEED: MAX 280 KT WITHIN APP CONTROL

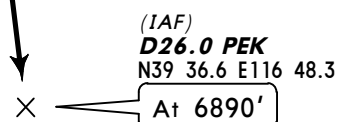
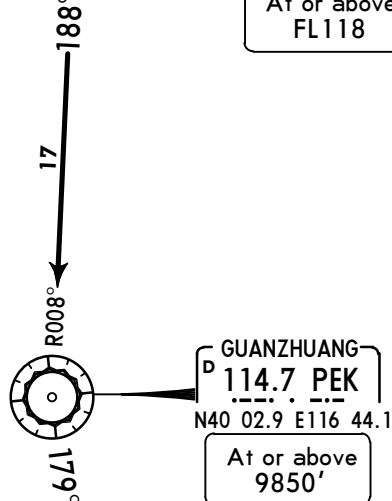
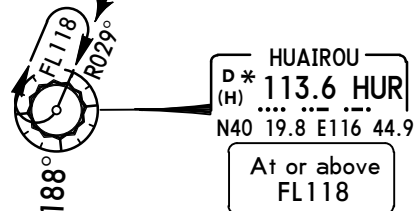
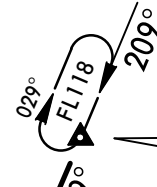
FL CONVERSION
FL118 FL3600m

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

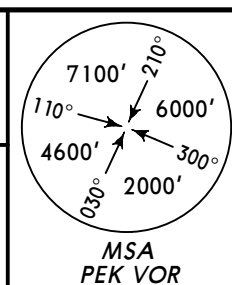
Direct distance from D26.0 PEK to:
Capital Apt 29 NM



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



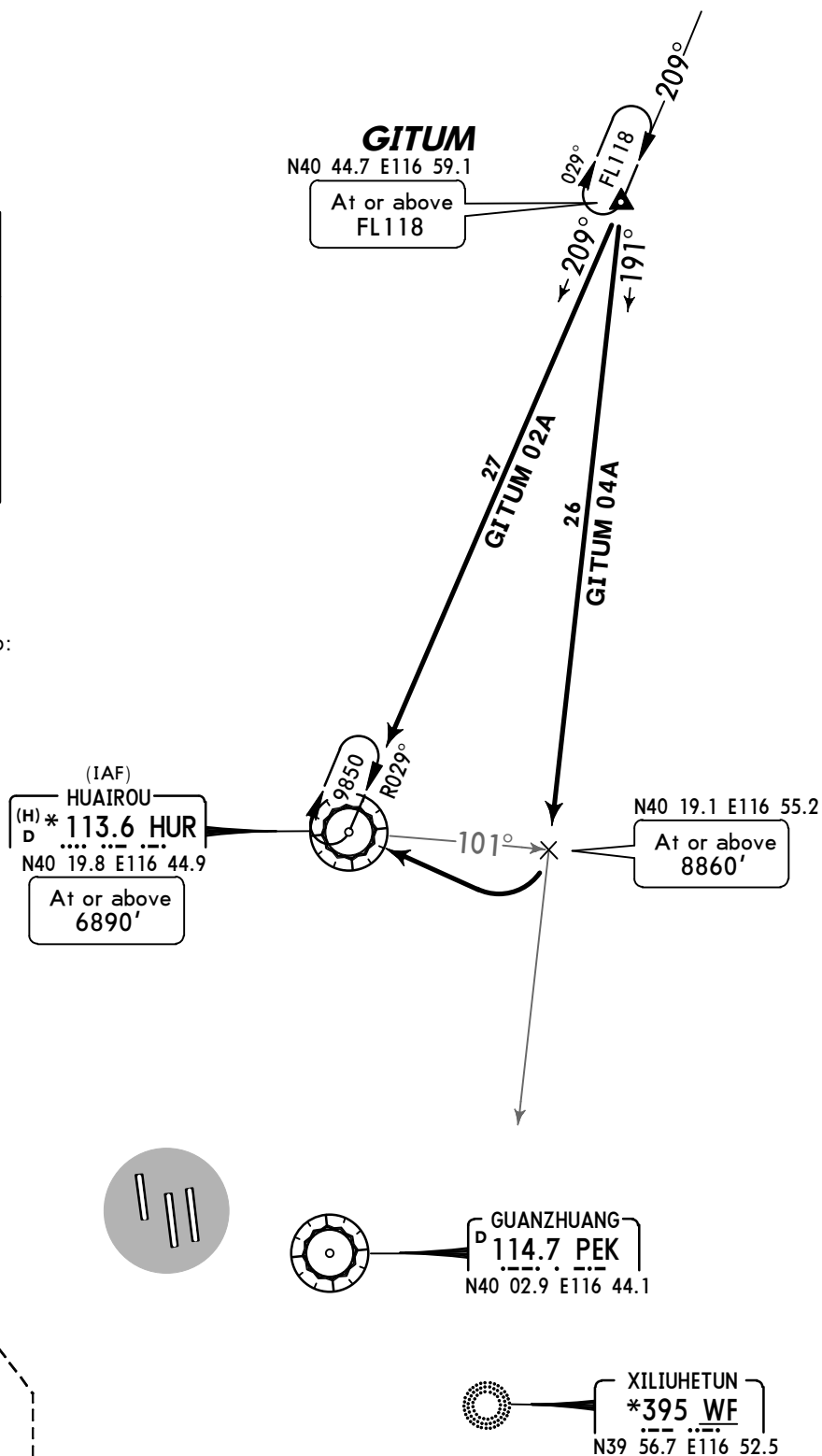
D-ATIS 127.6	Apt Elev 115'	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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GITUM 02A [GITØ2A], GITUM 04A [GITØ4A]
RWYS 18R/L, 19 ARRIVALS
~~SPEED~~ MAX 280 KT WITHIN APP CONTROL

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

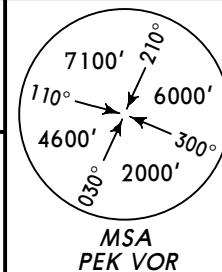


No ACFT is permitted to manoeuvre or circumnavigate CB in this area.

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
117.2 SZY
N40 06.1 E116 27.7

GUANZHUANG
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)
D26.0 PEK
N39 36.6 E116 48.3
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'

N39 35.9
E116 53.4
At 6890'

D37.8 SZY
N39 28.4
E116 13.6

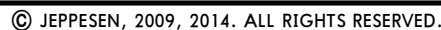
DAWANGZHUANG
(H) *112.7 VYK
N39 11.7 E116 34.3
At or above
FL167



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

DOGAR
N39 09.8 E116 47.1
At or above
FL138

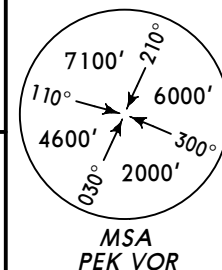
SPEED: MAX 280 KT WITHIN APP CONTROL



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

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

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

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

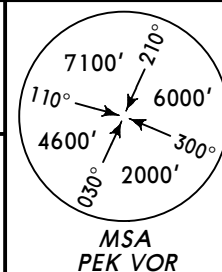
BOBAK
N39 07.6 E116 24.3
At or above
FL138

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



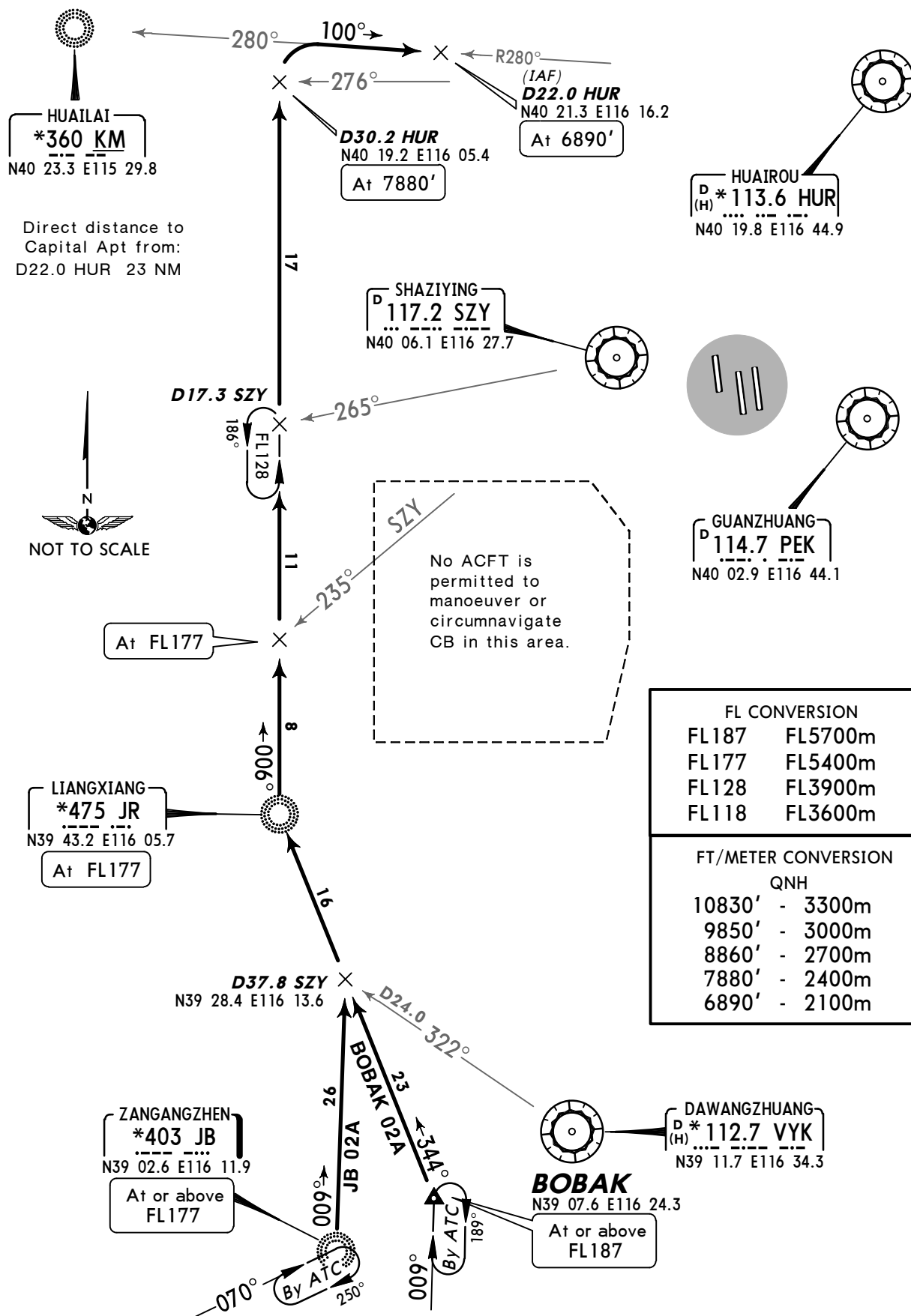
BOBAK 02A [BOBØ2A]

JB 02A

BY ATC

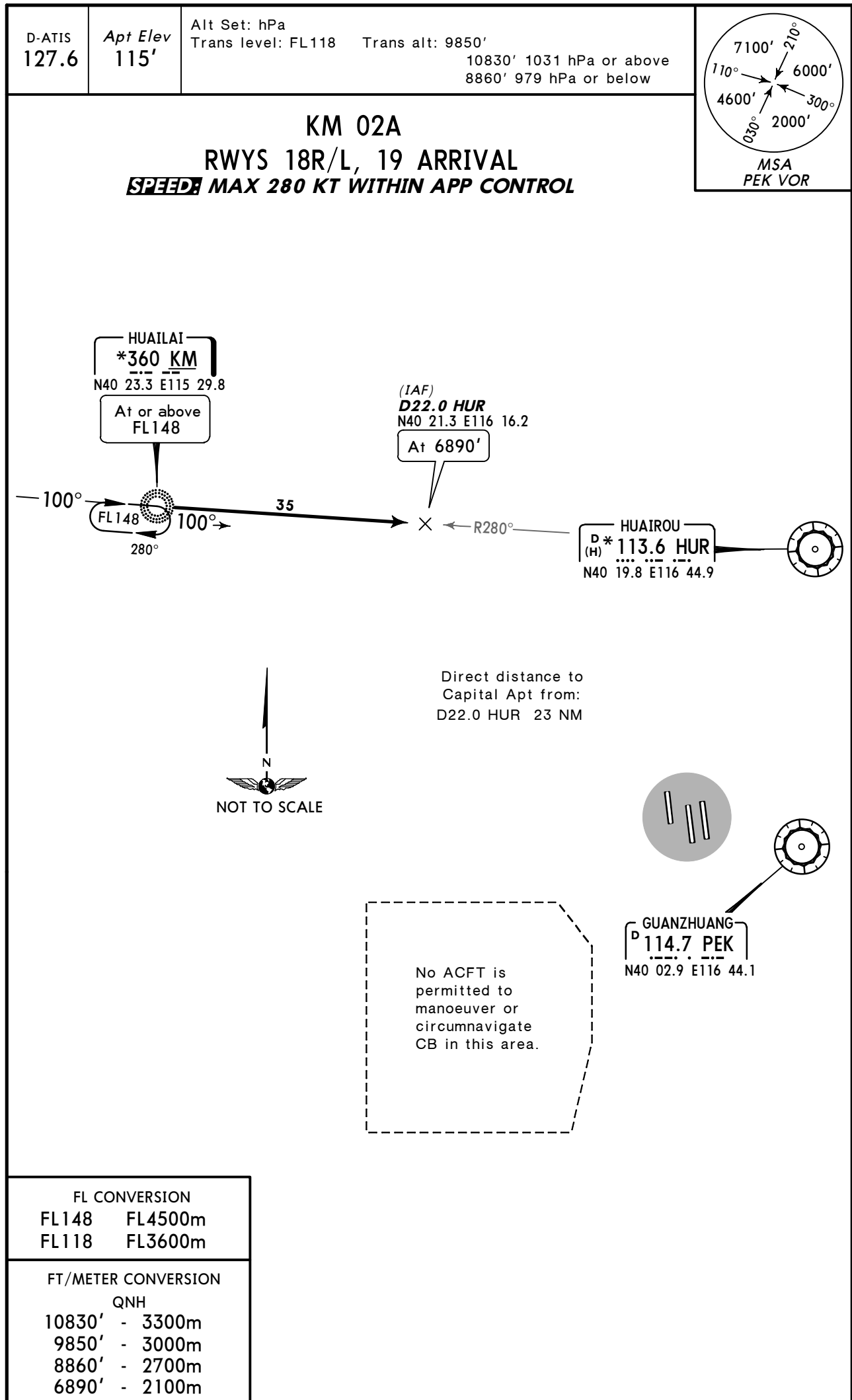
RWYS 18R/L, 19 ARRIVALS

~~SPEED~~ MAX 280 KT WITHIN APP CONTROL



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

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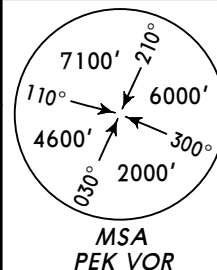
RNAV SID DESIGNATION	REFER TO CHART
CDY 8A, 8B	10-3A1
CDY 8C, 8D	10-3A2
LADIX 8A, 8B, 8E	10-3B
LADIX 8C, 8D, 8F	10-3C
RENOB 8A, 8B	10-3D
RENOB 8E	10-3E
RENOB 8C, 8D	10-3E1
RENOB 8F	10-3E2
SOSDI 8A, 8B	10-3F
SOSDI 8E	10-3G
SOSDI 8C, 8D	10-3G1
SOSDI 8F	10-3G2
TONIL 8A, 8B	10-3G3
TONIL 8C, 8D	10-3G4
YV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

FOR SID DESIGNATION REFER TO PAGE 10-3A

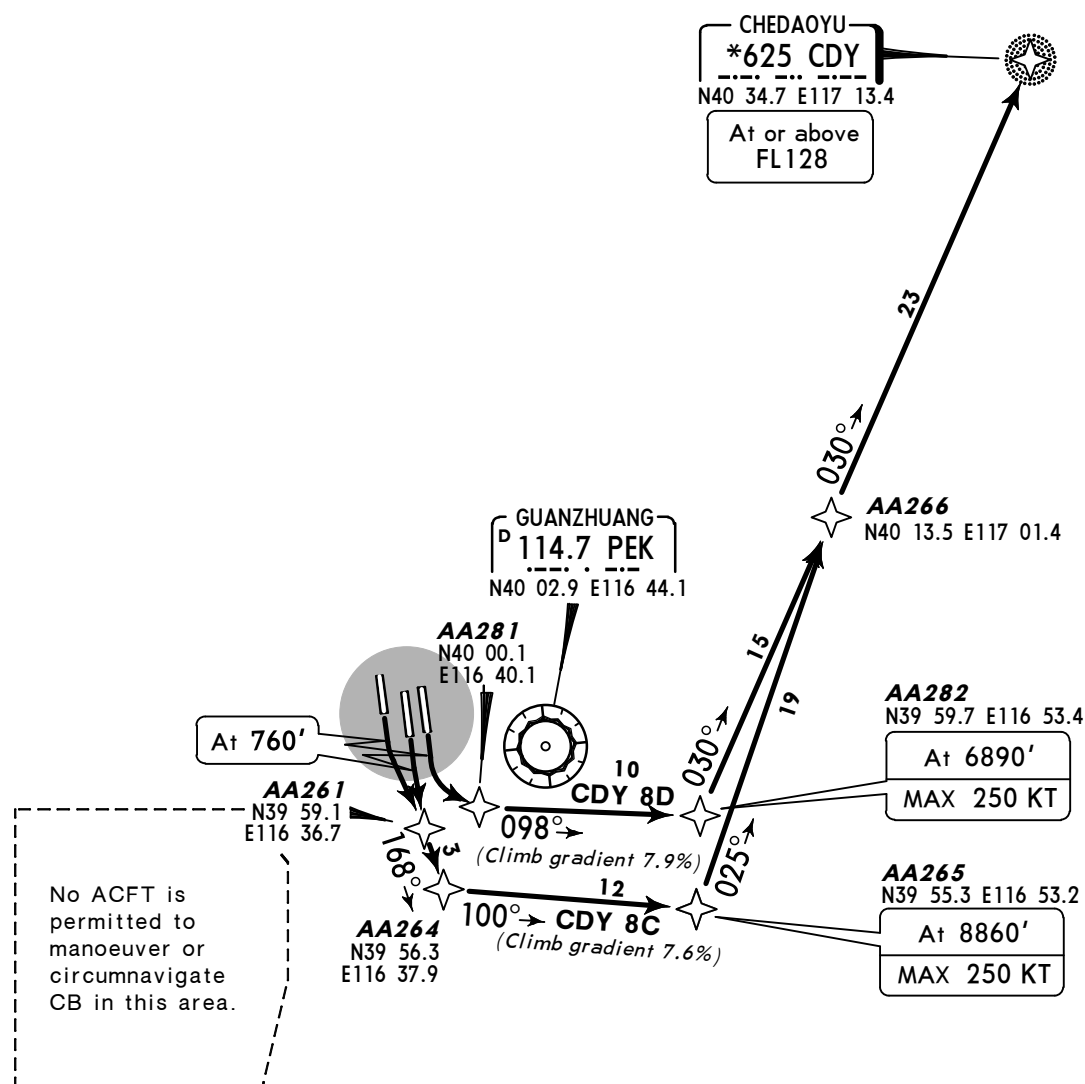
SID DESIGNATION	REFER TO CHART
CDY 11D, 21D, YV 11D, 12D, 13D, 21D	10-3K
CDY 31D, 41D, YV 31D, 32D, 41D	10-3L
CDY 51D, 61D, YV 51D, 52D, 61D	10-3M
LADIX 11D, 12D, 21D, TONIL 11D, 21D	10-3N
LADIX 31D, 32D, 41D, TONIL 31D, 41D	10-3P
LADIX 51D, 52D, 61D, TONIL 51D, 61D	10-3Q
RENOB 11D, 12D	10-3S
RENOB 21D, 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

Apt Elev
115'

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



CDY 8C, CDY 8D
RWYS 18R/L, 19 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



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
7.9% V/V (fpm)	600	800	1200	1600	2000	2400
7.6% V/V (fpm)	577	770	1154	1539	1924	2309

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

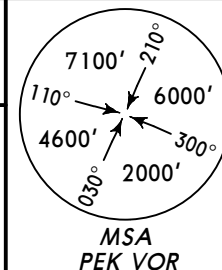
Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

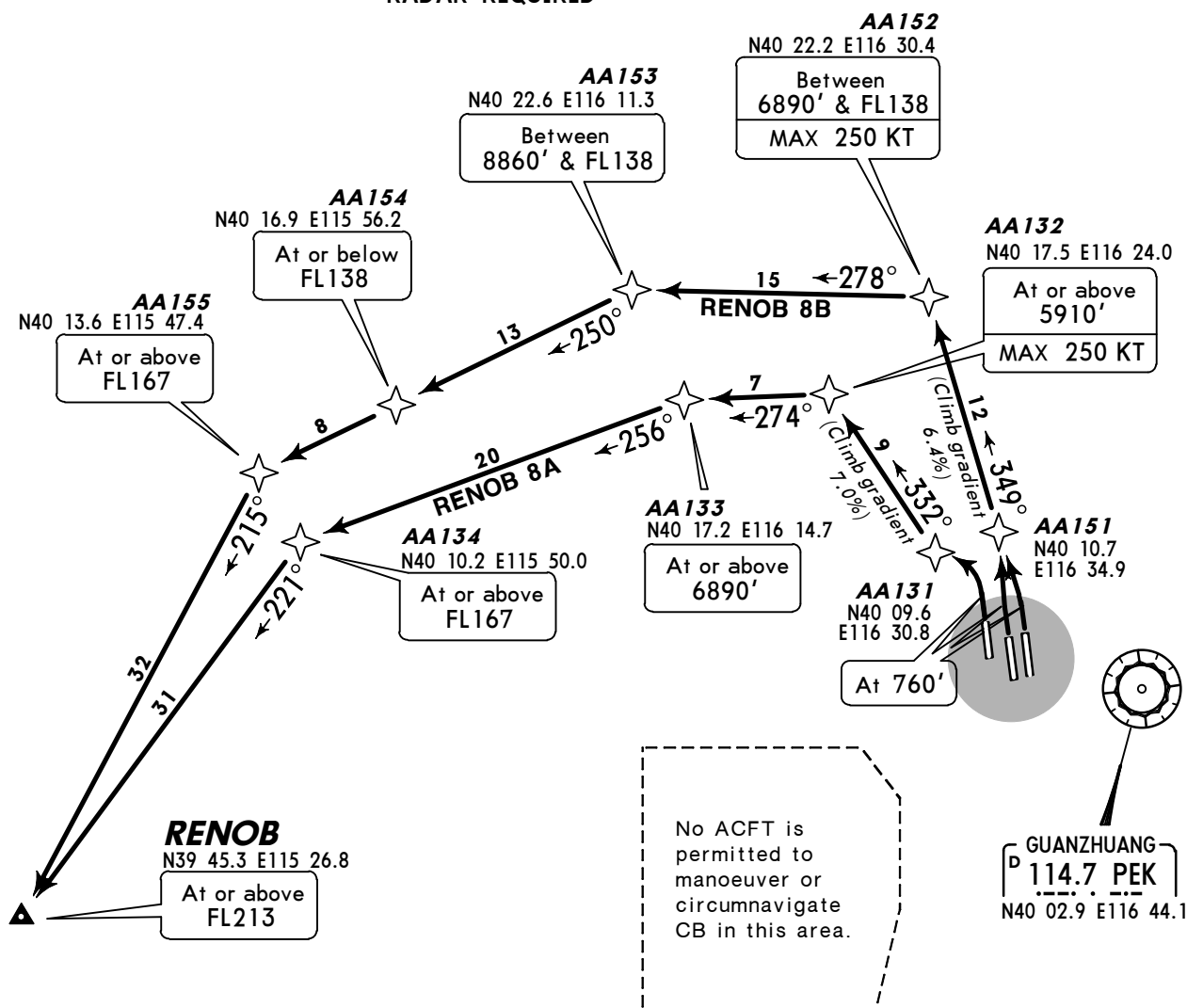


RENOB 8A [RENO8A], RENOB 8B [RENO8B]
RWYS 36L/R, 01 RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED



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

GUANZHUANG
D 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

FL 167 FL 5100m

FL213 FL6500m

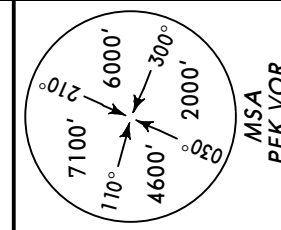
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
6.4% V/V (fpm)	486	648	972	1296	1620	1944

SID	RWY	ROUTING
RENOB 8A	36L	(760') - AA131 - AA132 (5910'+; K250-) - AA133 (6890'+) - AA134 (FL167+) - RENOBO (FL213+).
RENOB 8B	36R, 01	(760') - AA151 - AA152 (6890'+; FL138-; K250-) - AA153 (8860'+; FL138-) - AA154 (FL138-) - AA155 (FL167+) - RENOBO (FL213+).

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



ROUTING

(760') - AA171 - AA172 - AA176 - AA177 (FL128+) - AA115 (FL187+) -
RENOB (FL213+).

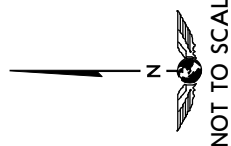
FT/METER CONVERSION

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

FL CONVERSION

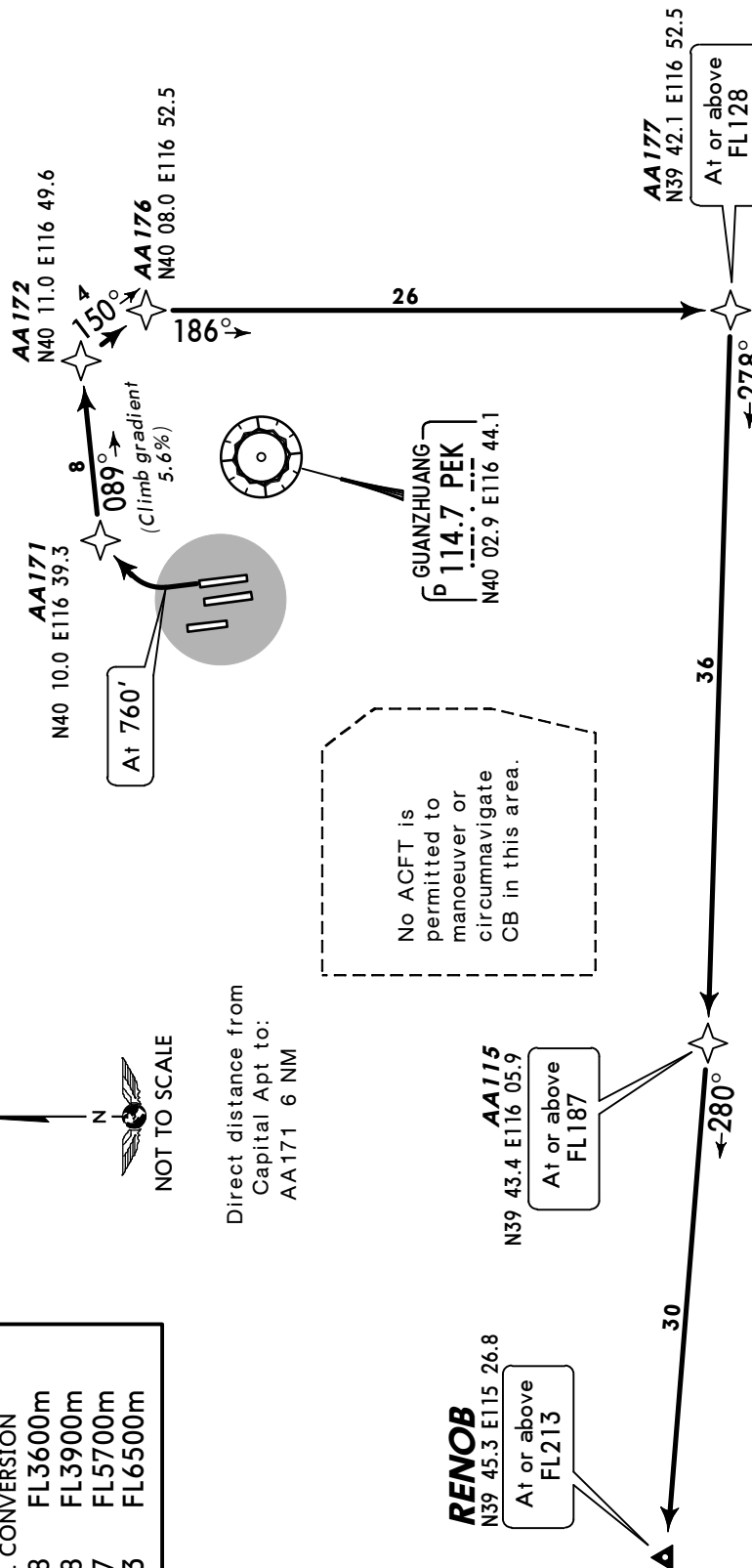
FL118	FL3600m
FL128	FL3900m
FL187	FL5700m
FL213	FL6500m

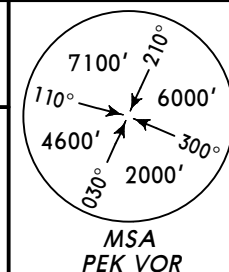
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701



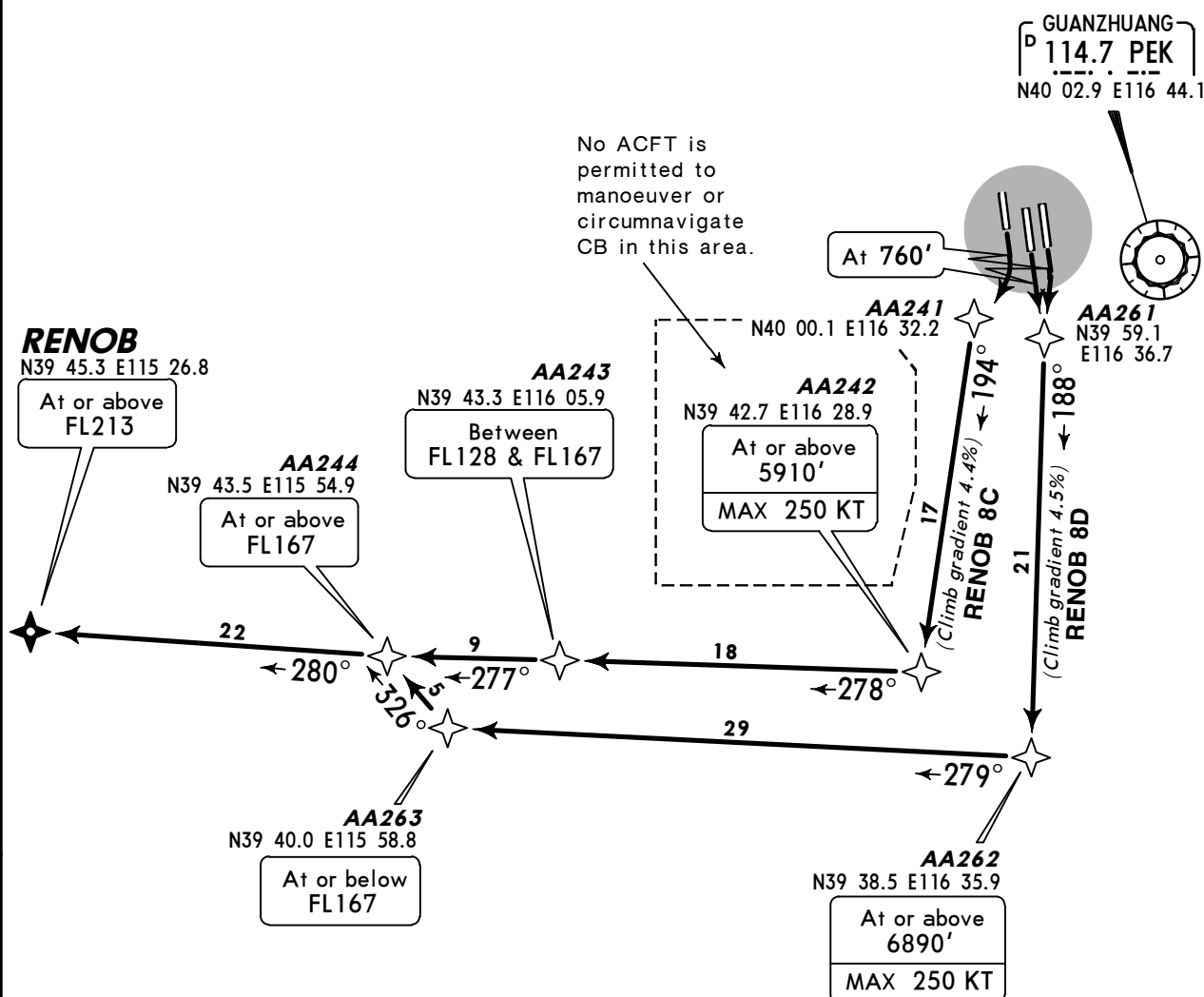
NOT TO SCALE

Direct distance from
Capital Apt to:
AA171 6 NM



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, 19 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
FL128	FL3900m
FL167	FL5100m
FL213	FL6500m



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

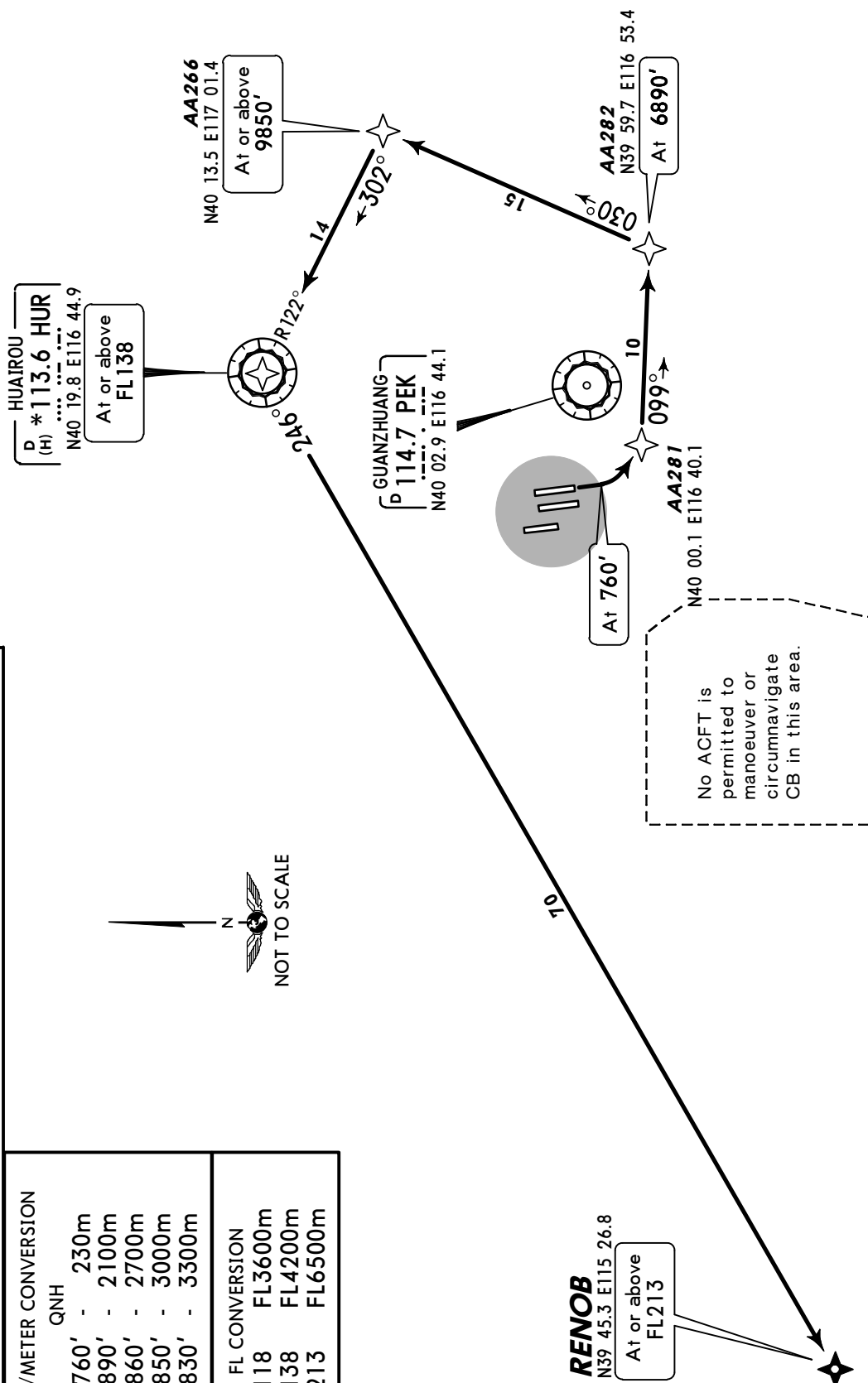
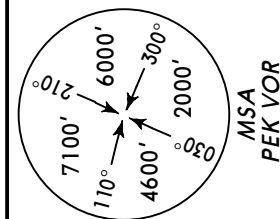
ROUTING

RENOB 8C	18R	(760') - AA241 - AA242 (5910'+; K250-) - AA243 (FL128+; FL167-) - AA244 (FL167+) - RENOB (FL213+).
RENOB 8D	18L, 19	(760') - AA261 - AA262 (6890'+; K250-) - AA263 (FL167-) - AA244 (FL167+) - RENOB (FL213+).

Apt Elev
115'

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

RENOB 8F [RENO8F]
RWY 19 RNAV DEPARTURE
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



ROUTING

(760') - AA281 - AA282 (6890') - AA266 (9850+) - HUR (FL138+) - RENOB (FL213+).

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118 FL3600m
FL138 FL4200m
FL213 FL6500m

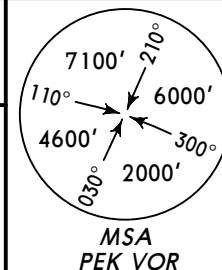
Apt Elev
115'

Trans level: FL118

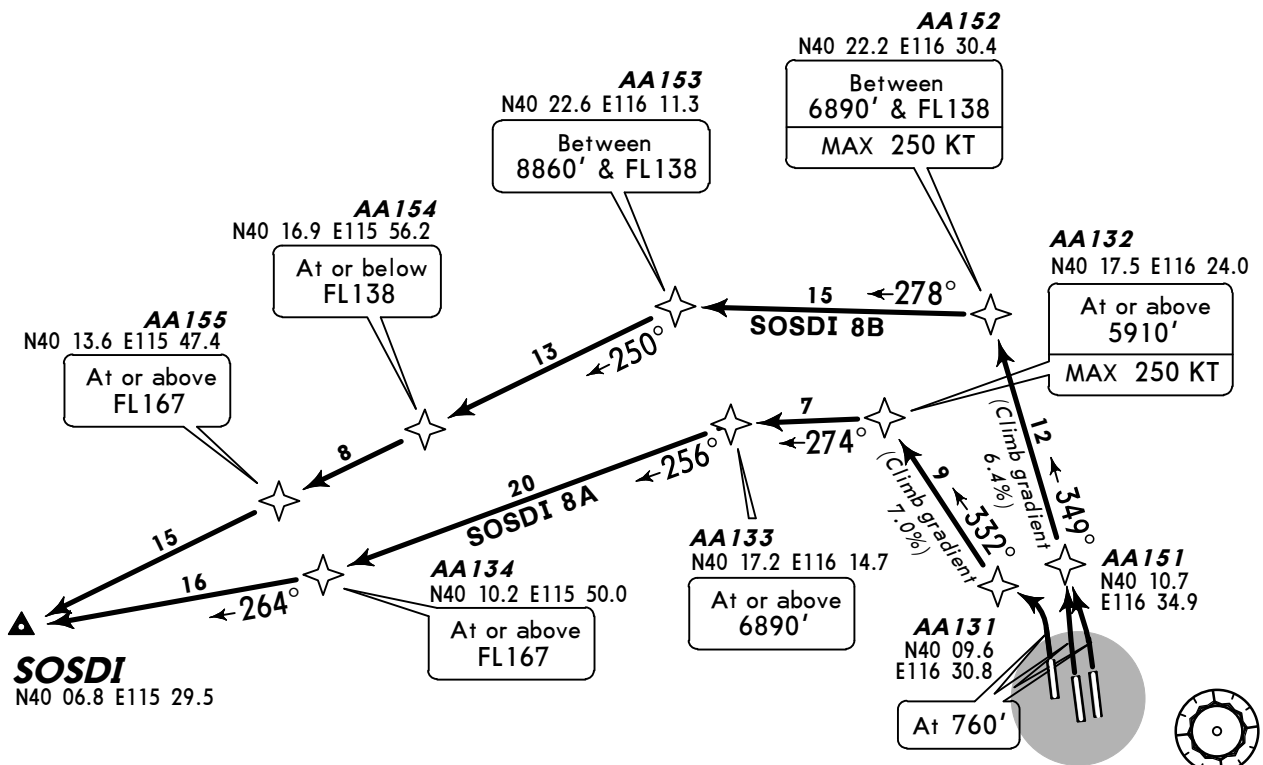
Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below



SOSDI 8A [SOSD8A], SOSDI 8B [SOSD8B]
RWYS 36L/R, 01 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



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

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

GUANZHUANG
P 114.7 PEK
N40 02.9 E116 44.1

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, 01	(760') - AA151 - AA152 (6890'+; FL138-; K250-) - AA153 (8860'+; FL138-) - AA154 (FL138-) - AA155 (FL167+) - SOSDI.

Apt Elev
115'

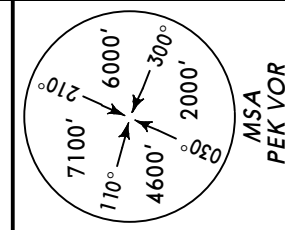
Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

SOSDI 8E [SOSD8E]
RWY 01 RNAV DEPARTURE
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



ROUTING

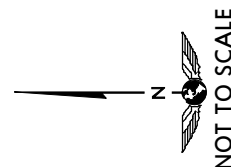
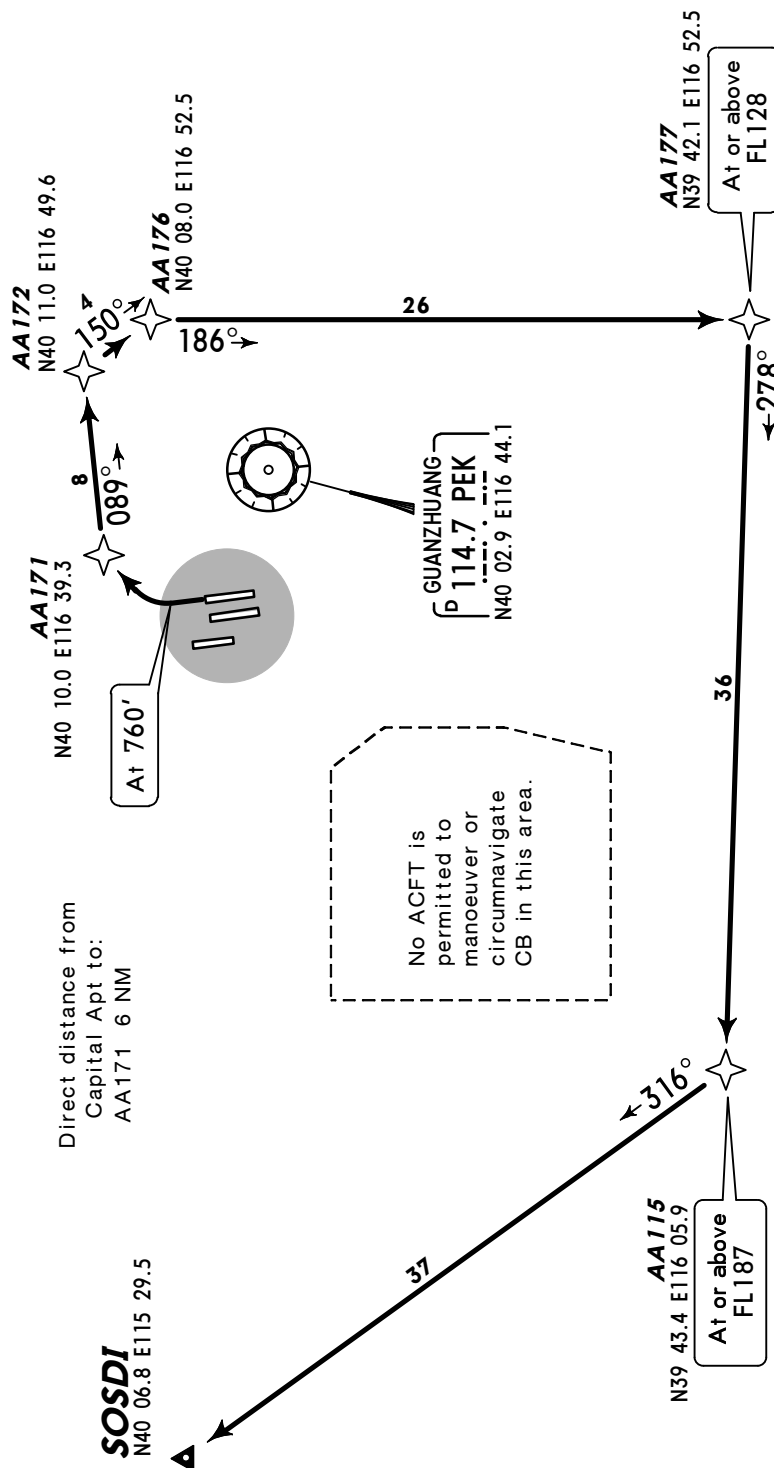
(760') - AA171 - AA172 - AA176 - AA177 (FL128+) - AA115 (FL187+) - SOSDI.

FT/METER CONVERSION

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

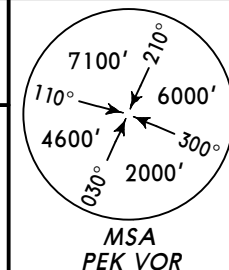
FL CONVERSION

FL118 FL3600m
FL128 FL3900m
FL187 FL5700m

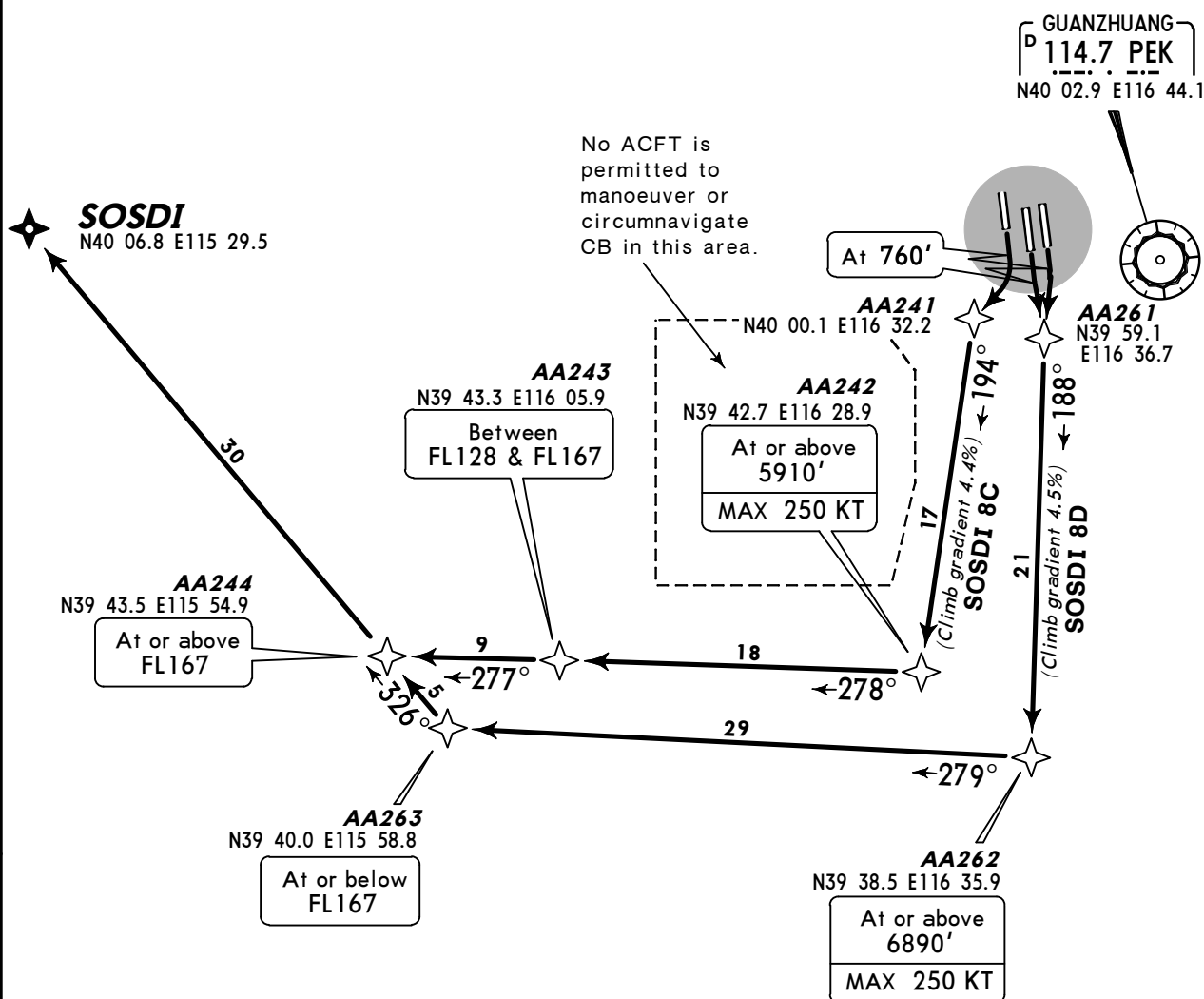


Apt Elev
115'

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, 19 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
FL128	FL3900m
FL167	FL5100m



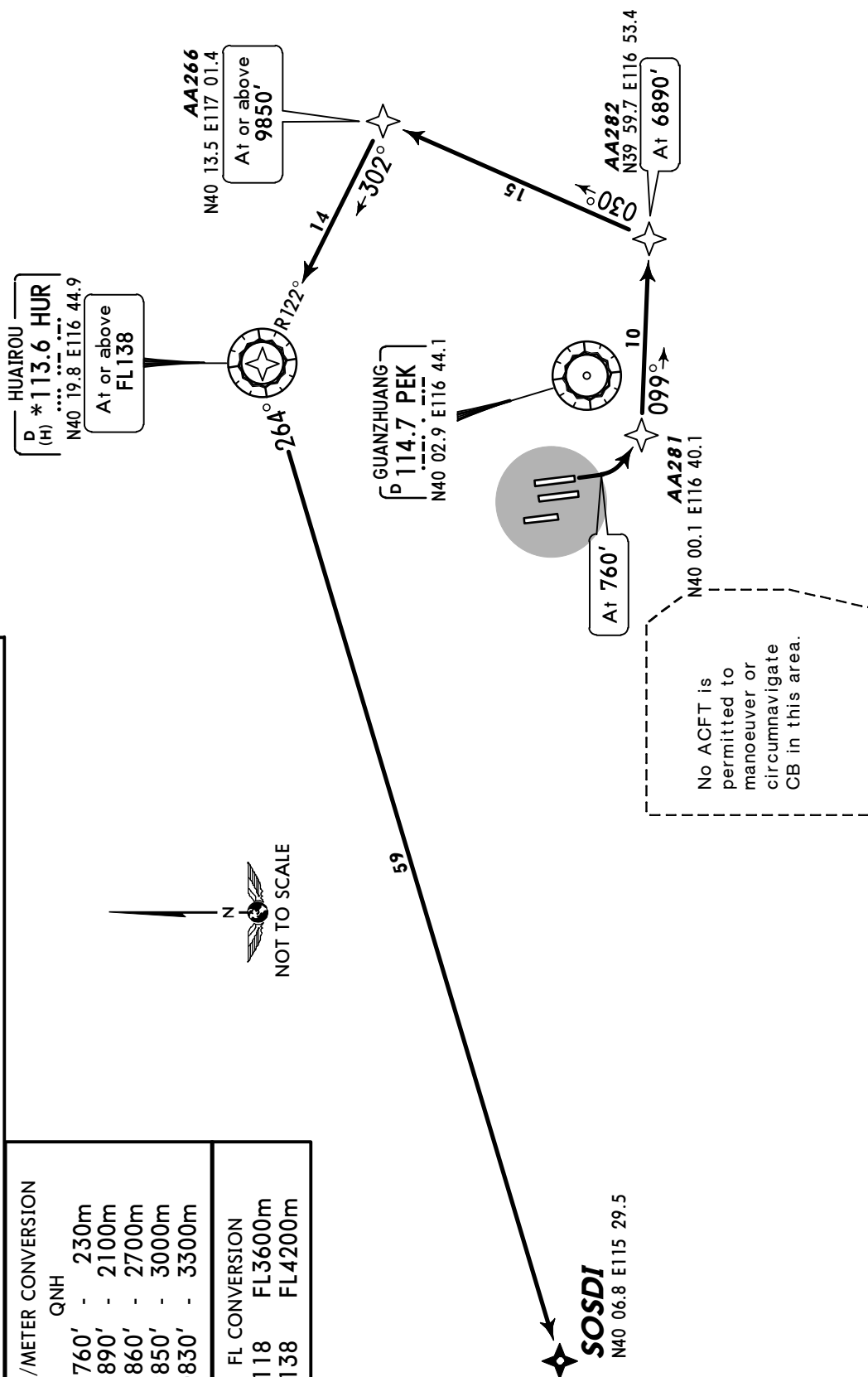
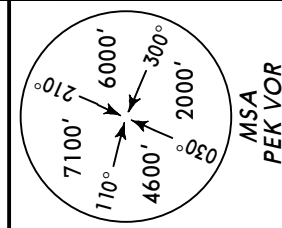
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.4% V/V (fpm)	334	446	668	891	1114	1337

SID	RWY	ROUTING
SOSDI 8C	18R	(760') - AA241 - AA242 (5910'+; K250-) - AA243 (FL128+; FL167-) - AA244 (FL167+) - SOSDI.
SOSDI 8D	18L, 19	(760') - AA261 - AA262 (6890'+; K250-) - AA263 (FL167-) - AA244 (FL167+) - SOSDI.

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') - AA266 (9850+) - HUR (FL138+) - SOSDI.

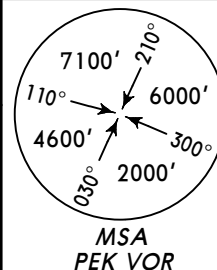
FT/METER CONVERSION

QNH

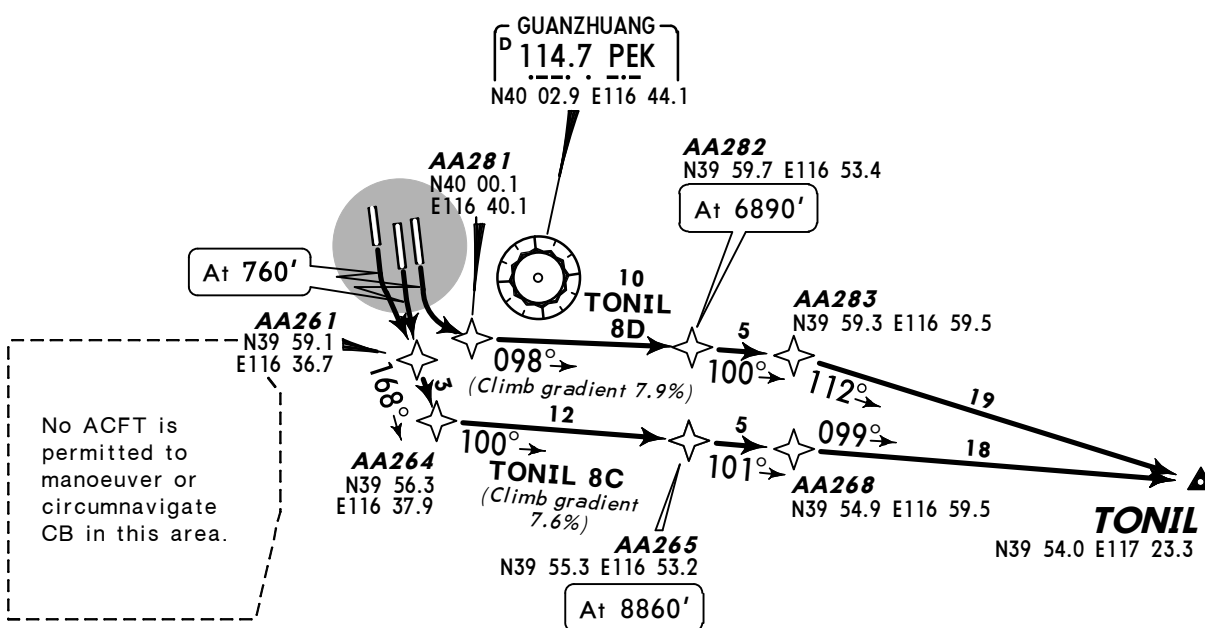
760' - 230m
6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL138 FL4200m

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

TONIL 8C [TONI8C], TONIL 8D [TONI8D]
RWYS 18R/L, 19 RNAV DEPARTURES
BY ATC
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



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

FT/METER CONVERSION

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

FL CONVERSION
FL118 FL3600m

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

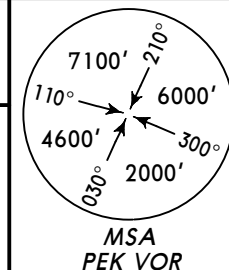
Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below



YV 8D, YV 8E
RWYS 18R/L, 19 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

TANGHEKOU
*514 YV
N40 44.0 E116 38.0

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.



Gnd speed-KT	75	100	150	200	250	300
7.9% 480' per NM	600	800	1200	1600	2000	2400
7.6% 462' per NM	577	770	1154	1539	1924	2309

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

Diagram of a VOR station circle with radial lines and bearings:

- Radial lines are labeled with bearings: 110°, 170°, 210°, 300°, and 030°.
- Distances from the station are labeled: 7100', 6000', 4600', and 2000'.
- The station is identified as **MSA PEK VOR**.

CDY 21D, YV 21D
RWY 18R DEPARTURES

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

- N40 13.8 E117 01.6
- At or above
FL128

XILIUHETUN
*395 WF
N39 56.7 E116 52.5
At or above
6890'

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

FL118	FL3600m
FL128	FL3900m

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

CDY 41D, YV 41D RWY 18L DEPARTURES

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

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

D20.5 HUR
N40 34.0 E117 04.3

YV 31D
(Climb gradient 5.3%)

YV 32D
25

YV 41D
20.5

CDY 31D
7

CDY 41D
23

HUAIROU
D * 113.6 HUR
N40 19.8 E116 44.9
At or below 8860'

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

XILIUHETUN
*395 WF
N39 56.7 E116 52.5
At 4930'

QINGSHAN
D 114.7 Q
N40 02.9 E116 44.1

CDY 31D
YV 32D

CDY 41D
YV 41D

FT/METER CONVERSION

FT	METER
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL	FL
FL118	FL3600m
FL128	FL3900m

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

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

CDY 61D, YV 61D RWY 19 DEPARTURES

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

YV 51D
(Climb gradient 5.3%)

25
YV 52D

YV 61D

~~20.5~~
~~51D~~

HUAIROU
D * 113.6 HUR
.... ..
N40 19.8 E116 44.9
At or below
8860'

At or above
FL128

At 760'

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

At 760'

XILIUHETUN
*395 WF
N39 56.7 E116 52.5
At 4930'

FT/METER CONVERSION

QNH

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

FL CONVERSION

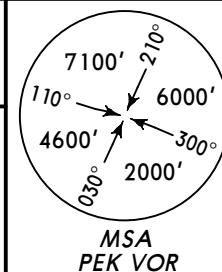
FL118	FL3600m
FL128	FL3900m

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

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

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

HUAIROU
D * 113.6 HUR
N40 19.8 E116 44.9
At or below
8860'

At or below
8860'

① By ATC.

At 760'

AMVIK
N40 04.0 E116 59.5
At or above
FL118

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

TONIL
N39 54.0
E117 23.3

XILIUHETUN
*395 WF
N39 56.7 E116 52.5
LADIX 11D, 12D
At or above
FL118
LADIX 21D
TONIL 21D
At or above
6890'

SHIGEZHUANG
*280 VM
N39 17.8 E116 54.1
At or above
FL197
ACFT below FL197
At enroute ALT

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

FT/METER CONVERSION

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

FL CONVERSION

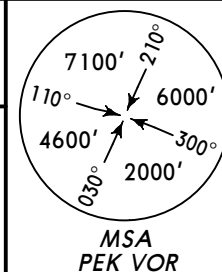
FL118	FL3600m
FL197	FL6000m



LADIX
N39 07.8 E116 59.6

Apt Elev
115'

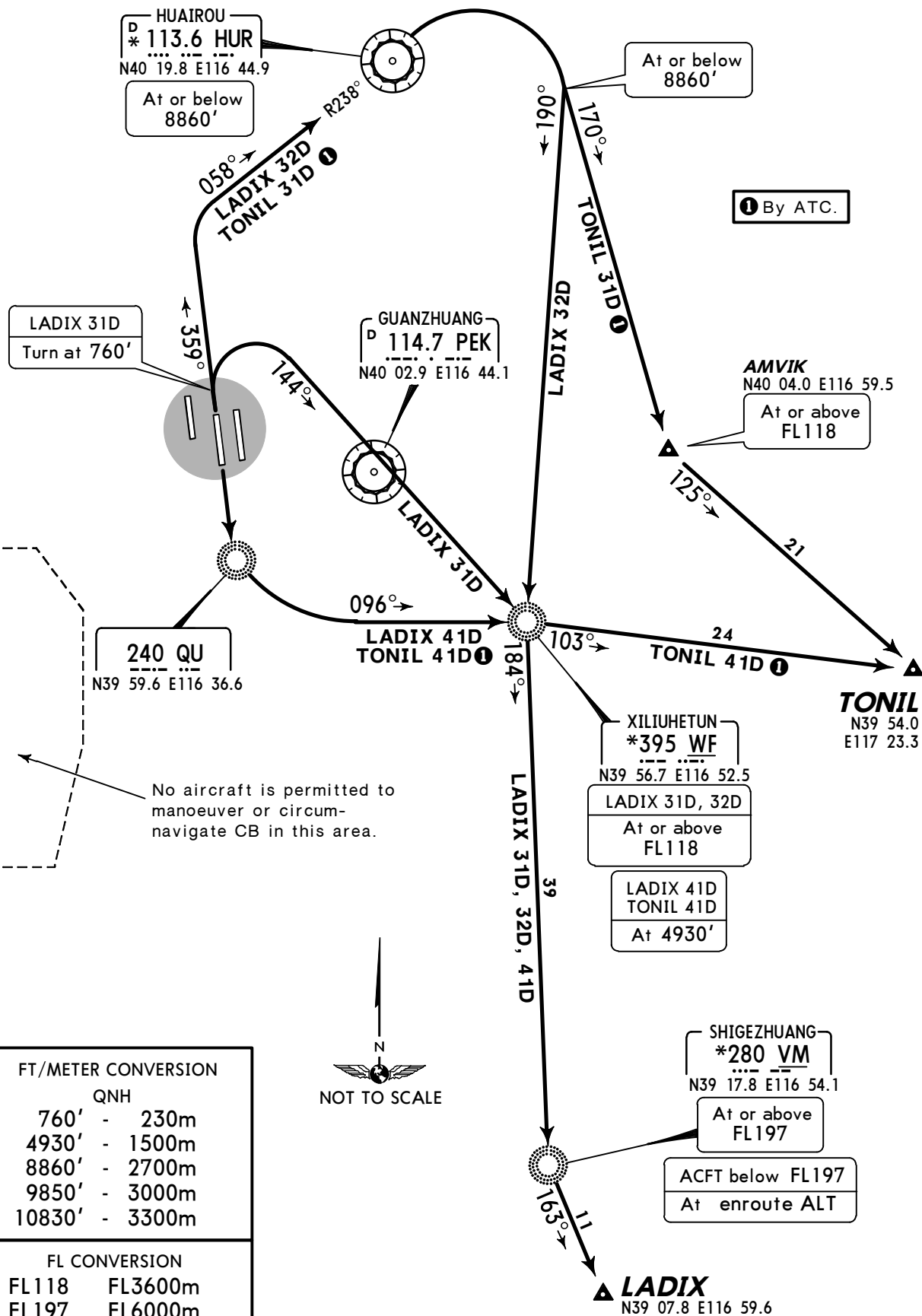
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



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

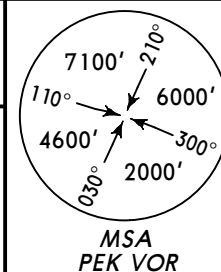
760'	-	230m
4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL197	FL6000m

Apt Elev
115'

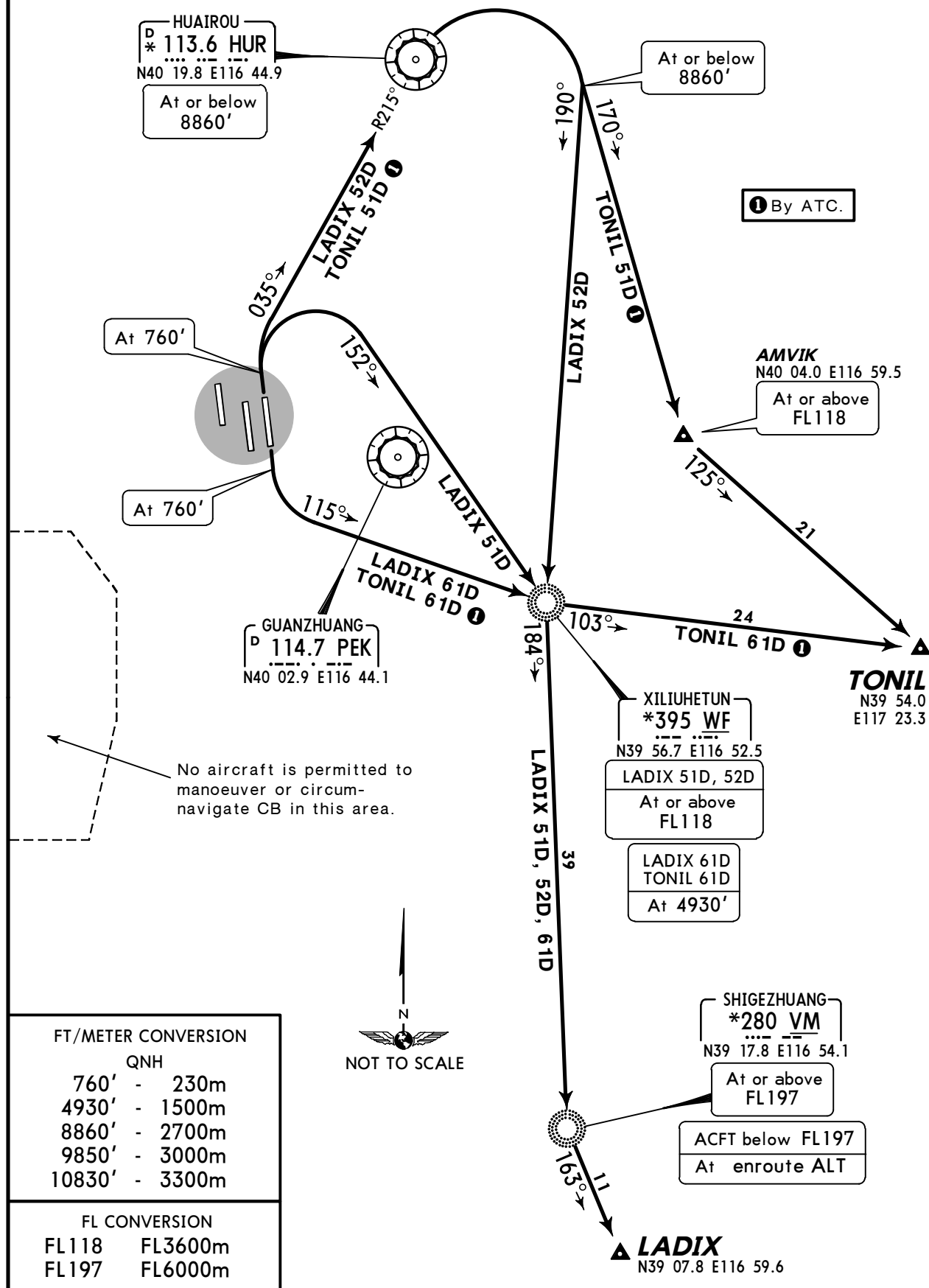
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



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

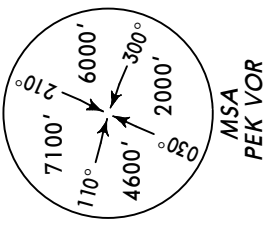
FL CONVERSION

FL118	FL3600m
FL197	FL6000m



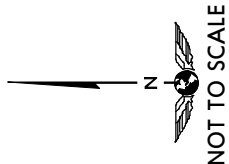
Apt Elev
115'

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



RENOB 11D [REN11D] ①, RENOB 12D [REN12D] RWY 36L DEPARTURES

① By ATC.



Direct distance from
Capital Apt to:
CU 11 NM
D23.3 HUR 21 NM

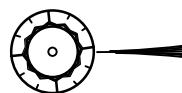
HUAIROU
D *113.6 HUR
(H)
N40 19.8 E116 44.9

At 5910'

D23.3 HUR
N40 17.4 E116 14.6

At 6890'

HUAIROU
380 OB
N40 17.3 E116 32.1



GUANZHANG
D 114.7 PEK
.....
N40 02.9 E116 44.1

RENOB 12D

RENOB 11D ①

At 760'

SHAHE

*555 CU
N40 07.3 E116 22.3

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

D40.0 HUR
At or above
FL138

D40.0 HUR
At or above
FL138

QINGBAIKOU
*422 CD
N40 00.8 E115 48.3

At or above
FL167

RENOB
N39 45.3 E115 26.8

At or above
FL213

FT/METER CONVERSION

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL167	FL5100m
FL213	FL6500m

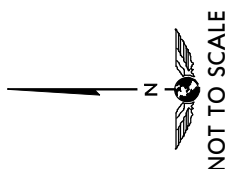
Apt Elev
115'

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

RENOB 21D [REN21D] ①
RENOB 22D [REN22D]
RENOB 23D [REN23D]
RWY 18R DEPARTURES

Direct distance from
Capital Apt to:
CU 11 NM
JR 31 NM

① By ATC.



Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

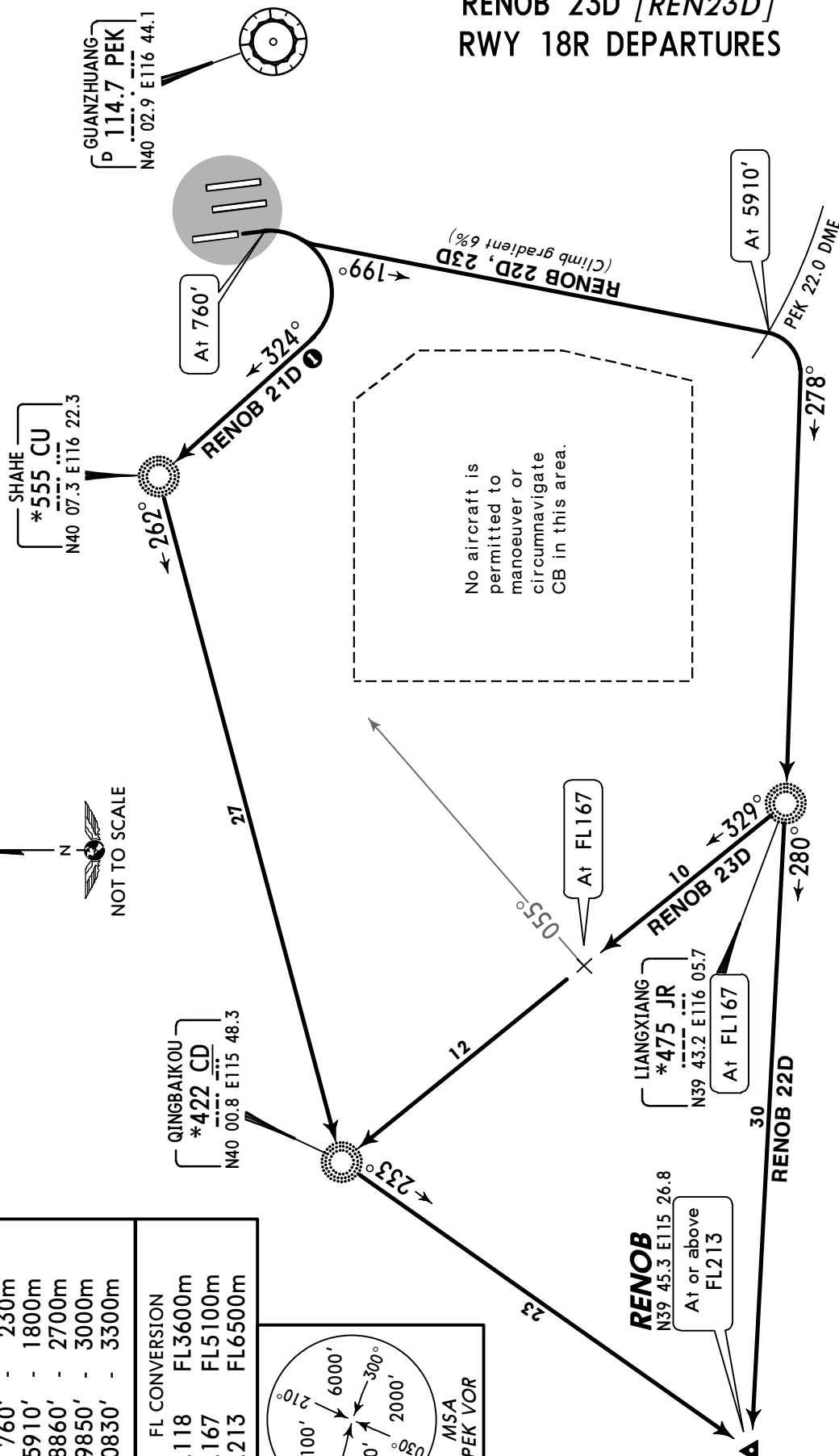
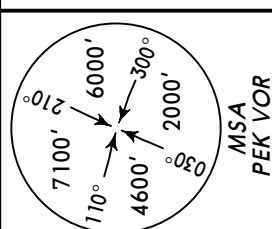
FT/METER CONVERSION

QNH

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

FL CONVERSION

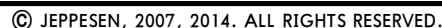
FL118 FL3600m
FL167 FL5100m
FL213 FL6500m



RENOB

NOT TO SCALE

FL118 FL3600m
FL138 FL4200m
FL167 FL5100m
FL213 FL6500m

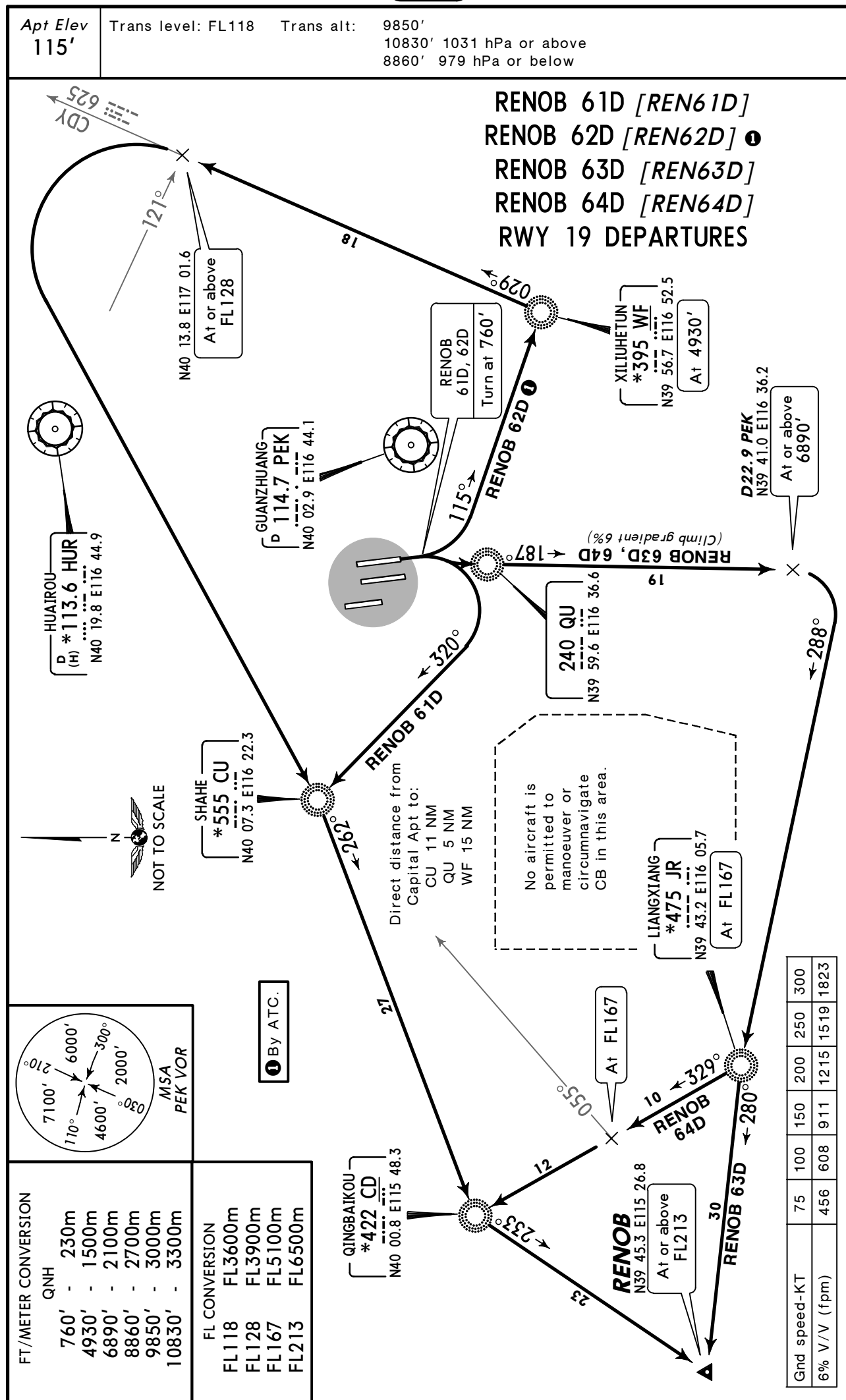
SID

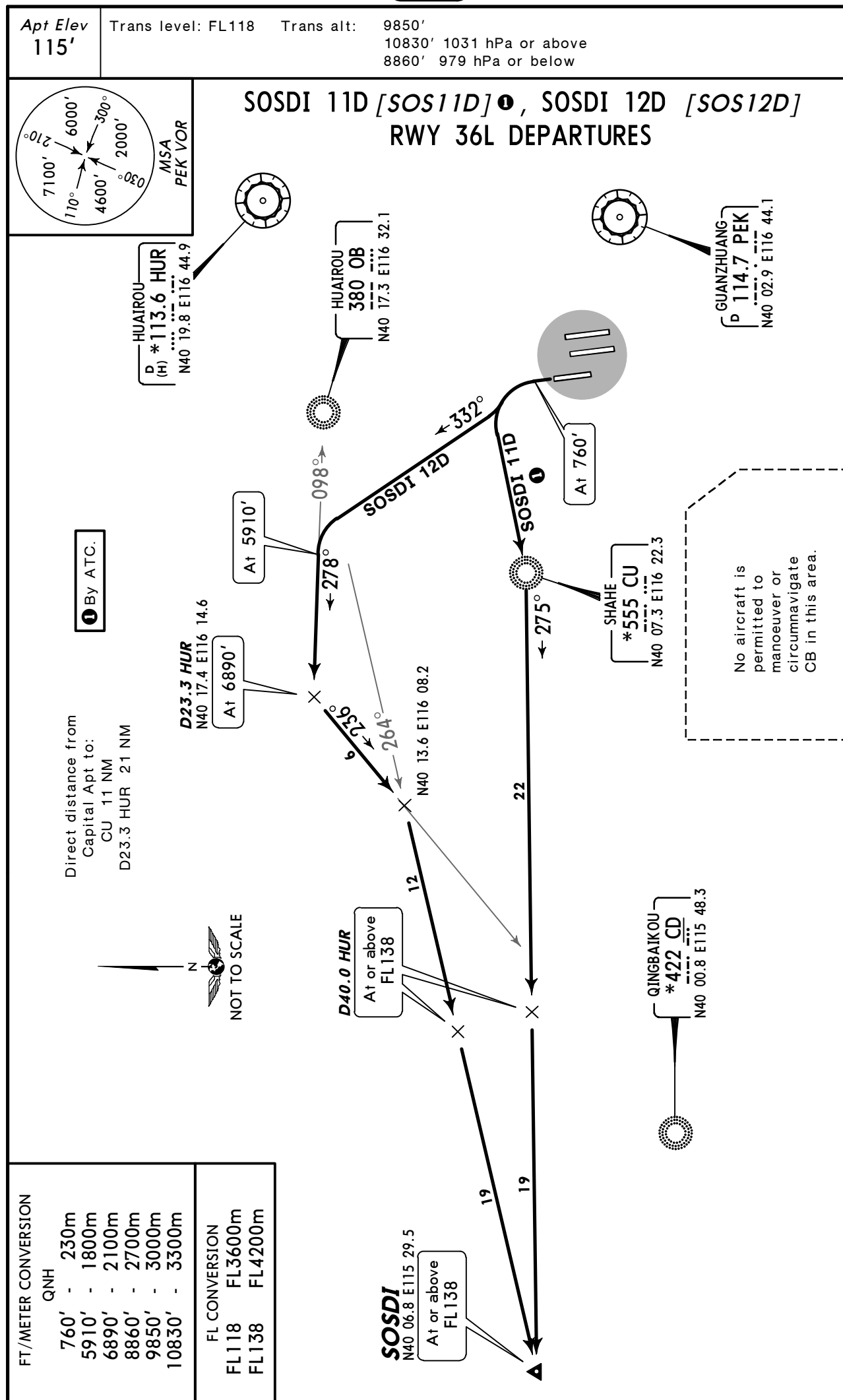
SID

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Apt Elev
115'

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





Apt Elev
115'

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

SOSDI 21D [SOS21D] ①, SOSDI 22D [SOS22D]
RWY 18R DEPARTURES

Direct distance from
Capital Apt to:
CU 11 NM
JR 31 NM

① By ATC.

SHAHE
*555 CU
N40 07.3 E116 22.3

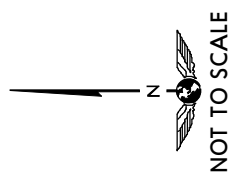
GUANZHANG
*114.7 PEK
N40 02.9 E116 44.1

SOSDI 21D ①
A+ 760'

SOSDI 22D
(Climb gradient 6%)

A+ 5910'
PEK 22.0 DME

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



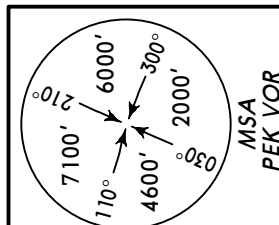
Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

SOSDI
N40 06.8 E115 29.5
A+ or above
FL138

QINGBAIKOU
*422 CD
N40 00.8 E115 48.3

A+ FL167

LIANGXIANG
*475 JR
N39 43.2 E116 05.7
A+ FL167

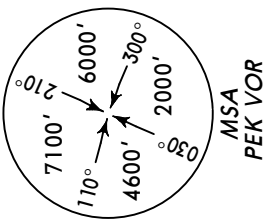


FT/METER CONVERSION	QNH
760'	- 230m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	FL
FL118	FL3600m
FL138	FL4200m
FL167	FL5100m

Apt Elev
115'

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



SOSDI 31D [SOS31D] ①, SOSDI 32D [SOS32D] RWY 36R DEPARTURES

① By ATC.

D25.8 HUR
N40 22.4 E116 11.3
Between
8860' & FL138

Direct distance from
Capital Apt to:
CU 11 NM
D25.8 HUR 26 NM

KM ---
*360

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

Between
6890' & FL138

N40 12.3 E116 00.7
At or above
FL138

SOSDI
N40 06.8 E115 29.5
At or above
FL138

SOSDI 31D
Turn at 760'

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

SHAHE
*555 CU
... ..
N40 07.3 E116 22.3

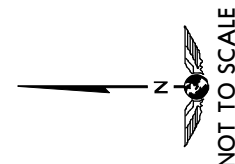
D40.0 HUR
At or above
FL138

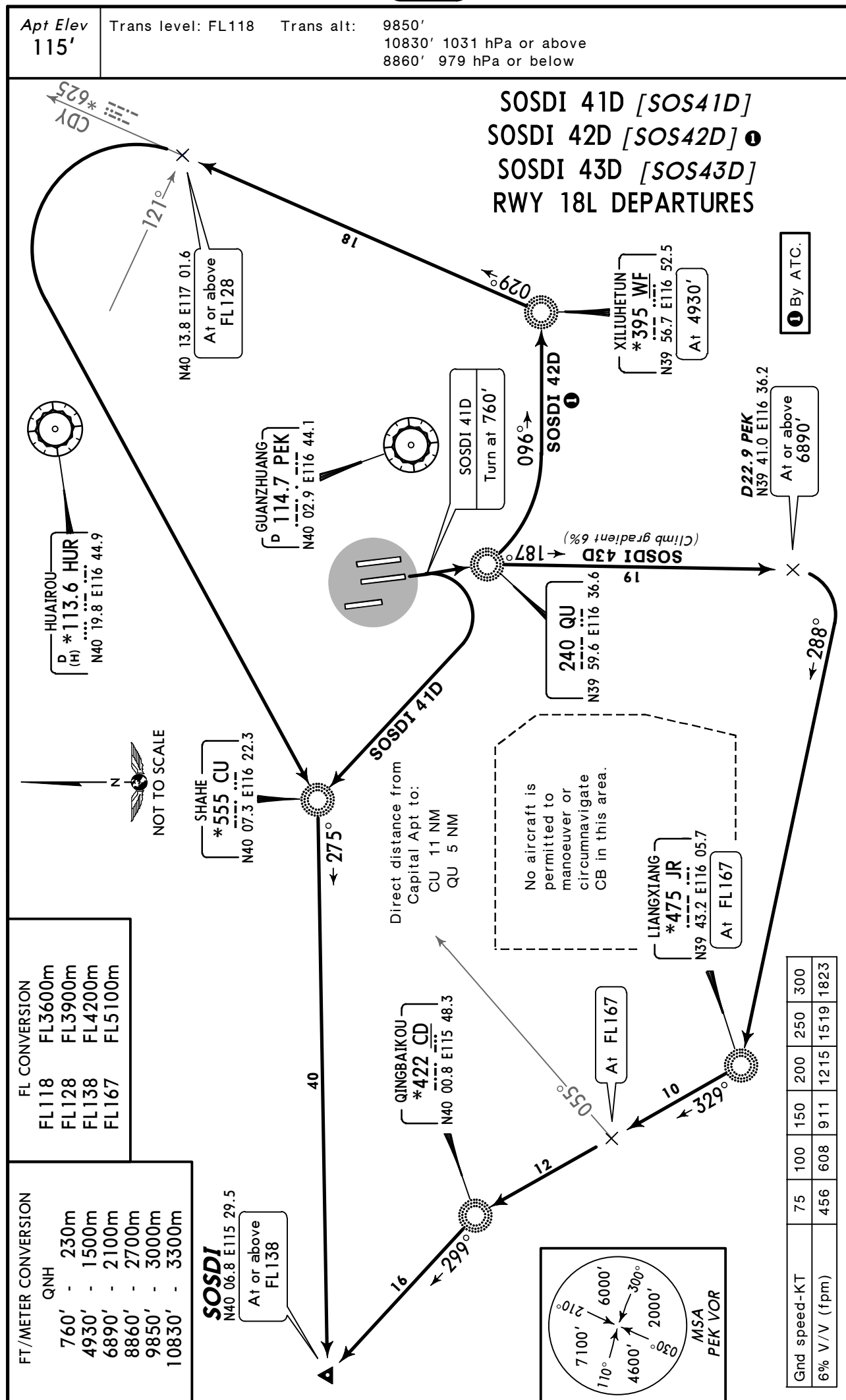
QINGBAIKOU
*422 CD
... ..
N40 00.8 E115 48.3

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

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

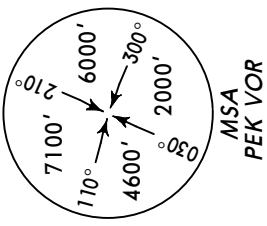
FL CONVERSION	
FL118	FL3600m
FL138	FL4200m



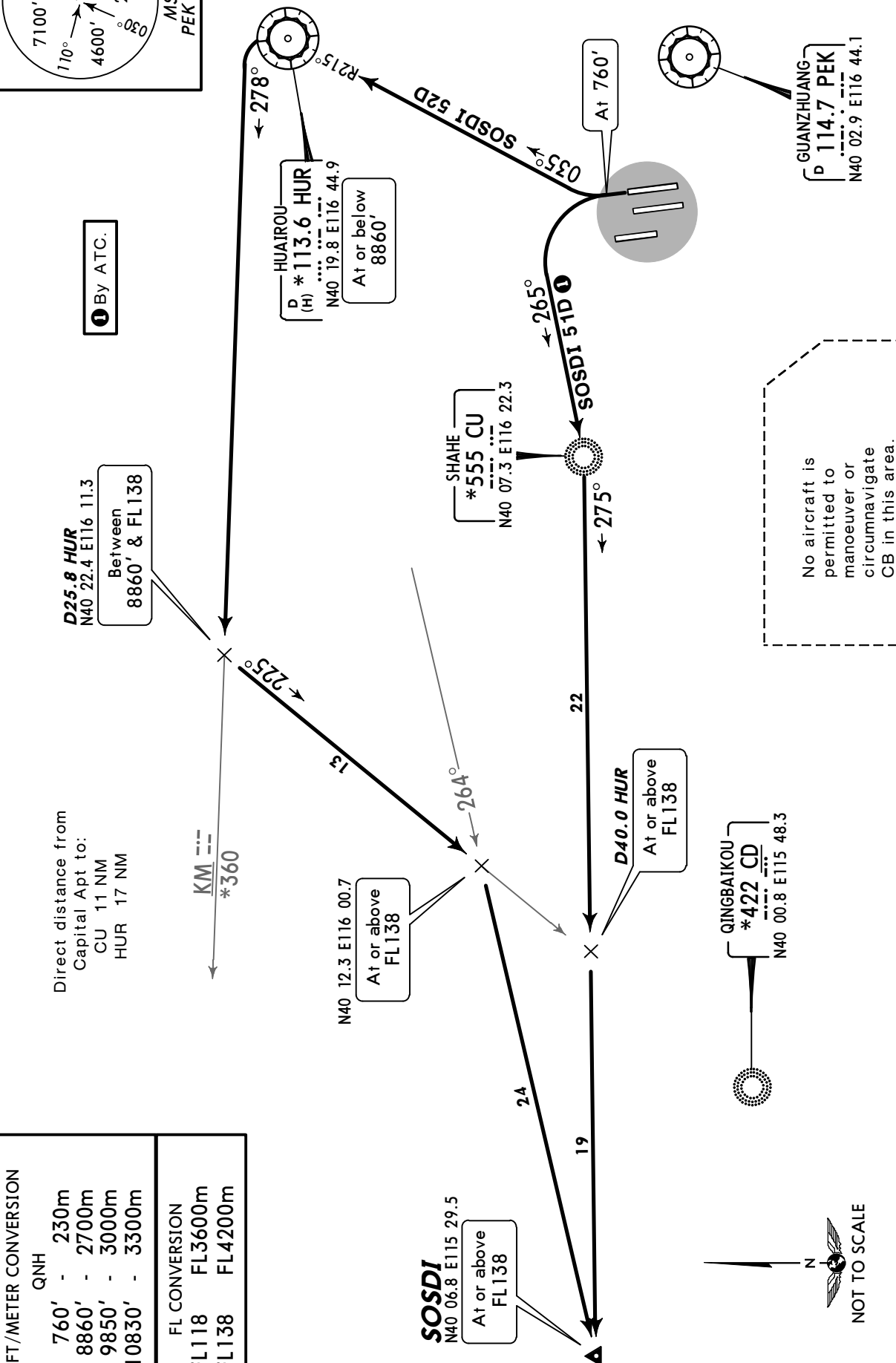


Apt Elev
115'

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



SOSDI 51D [SOS51D] ●, SOSDI 52D [SOS52D] RWY 01 DEPARTURES

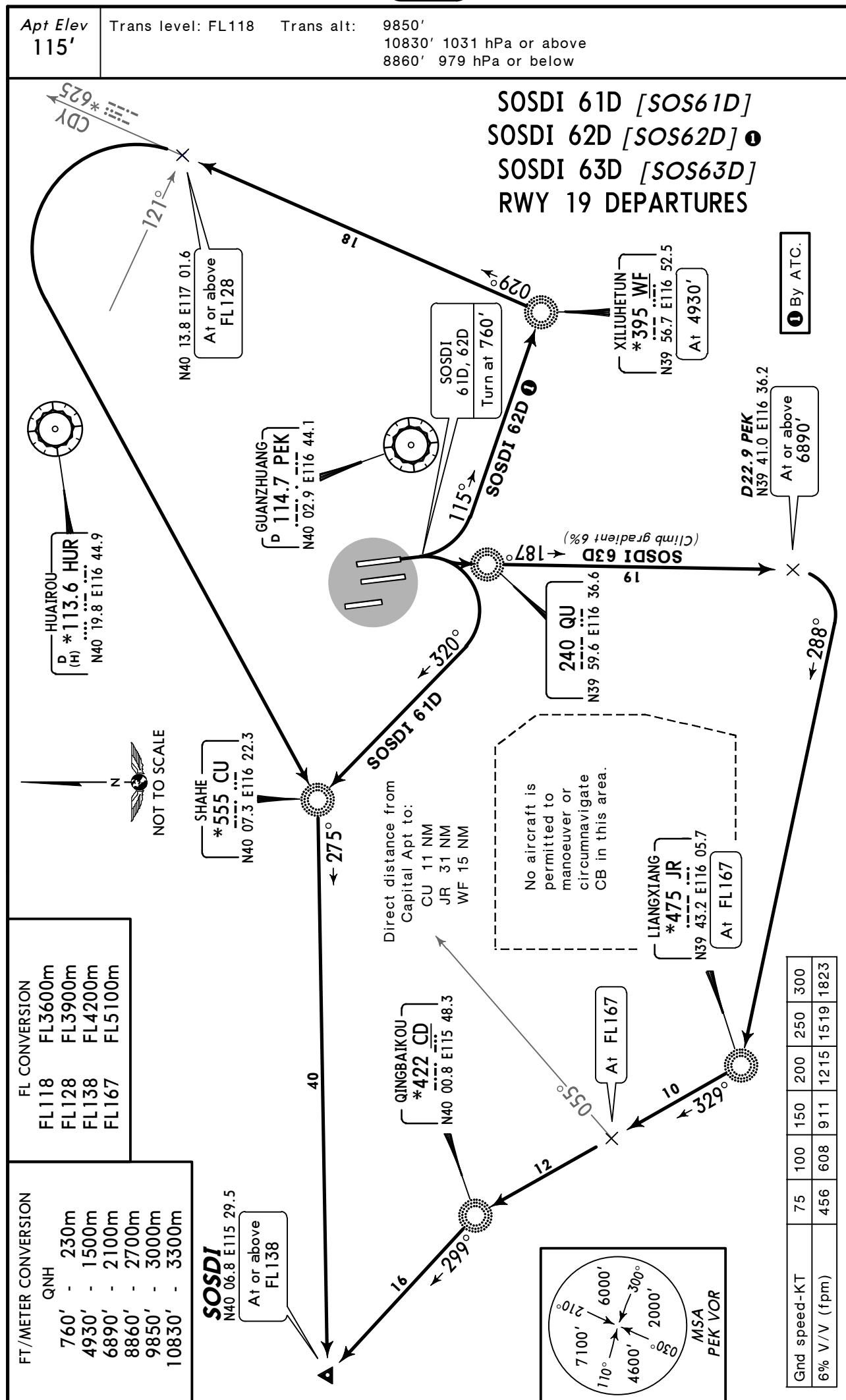


FT/METER CONVERSION

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

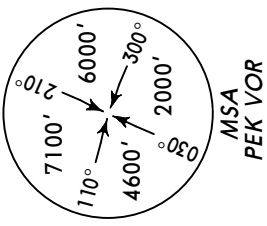
FL CONVERSION

FL118	FL3600m
FL138	FL4200m



Apt Elev
115'

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



KM 11D
RWY 36L DEPARTURE

KM 21D
RWY 18R DEPARTURE

CAT A & B

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

HUAIROU
380 OB
N40 17.3 E116 32.1

GUANZHANG
D 114.7 PEK
N40 02.9 E116 44.1

D23.3 HUR
N40 17.4 E116 14.6

At 6890'

At 5910'

286°

35

43

098°

278°

332°

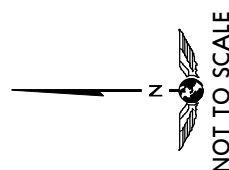
324°

SHAHE
*555 CU
N40 07.3 E116 22.3

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

By ATC.

Direct distance from
Capital Apt to:
CU 11 NM
D23.3 HUR 21 NM



HUAILAI
*360 KM
N40 23.3 E115 29.8

At or above
FL138

Below FL138
At enroute ALT

FT/METER CONVERSION

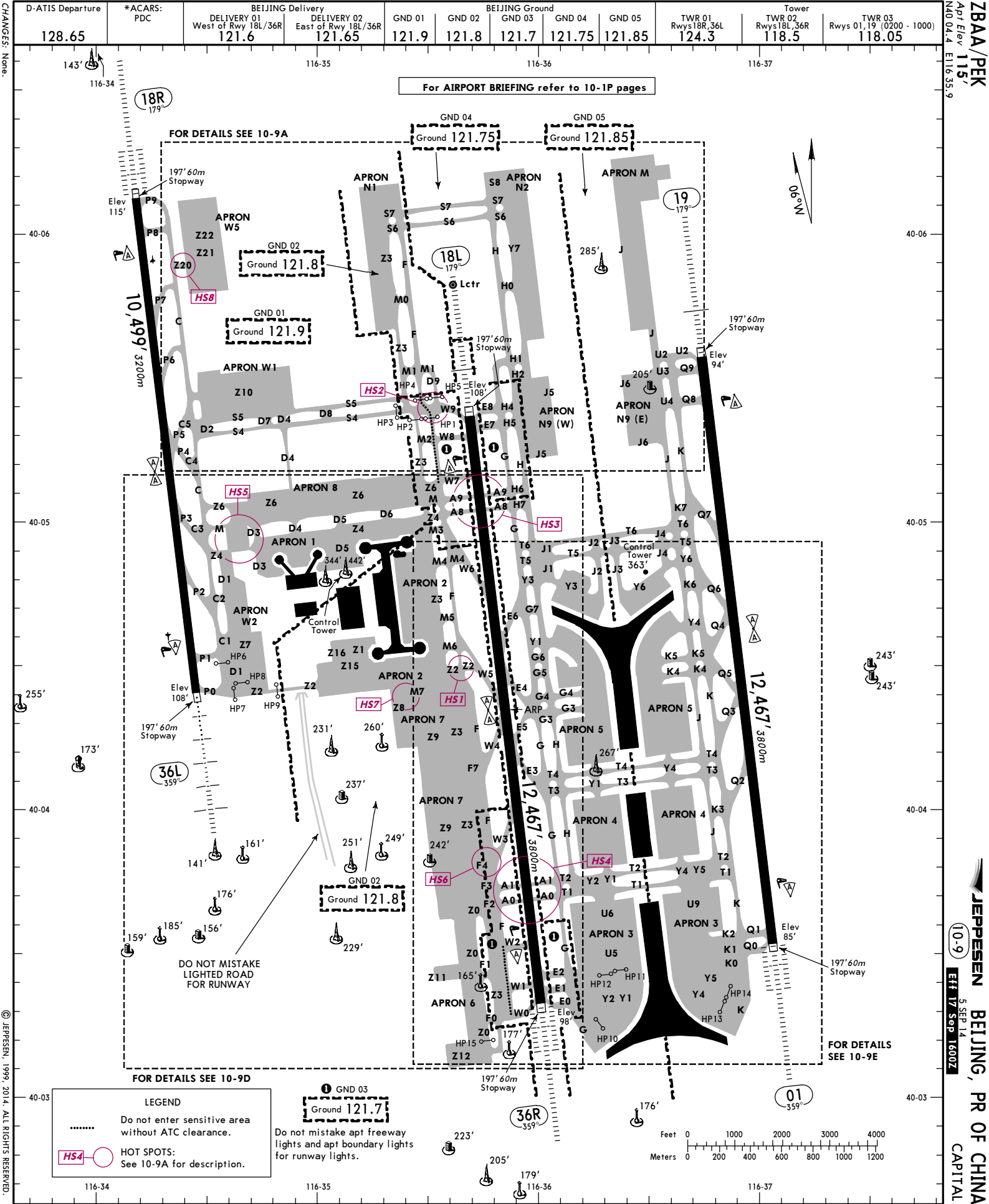
QNH	
760'	- 230m
5910'	- 1800m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m

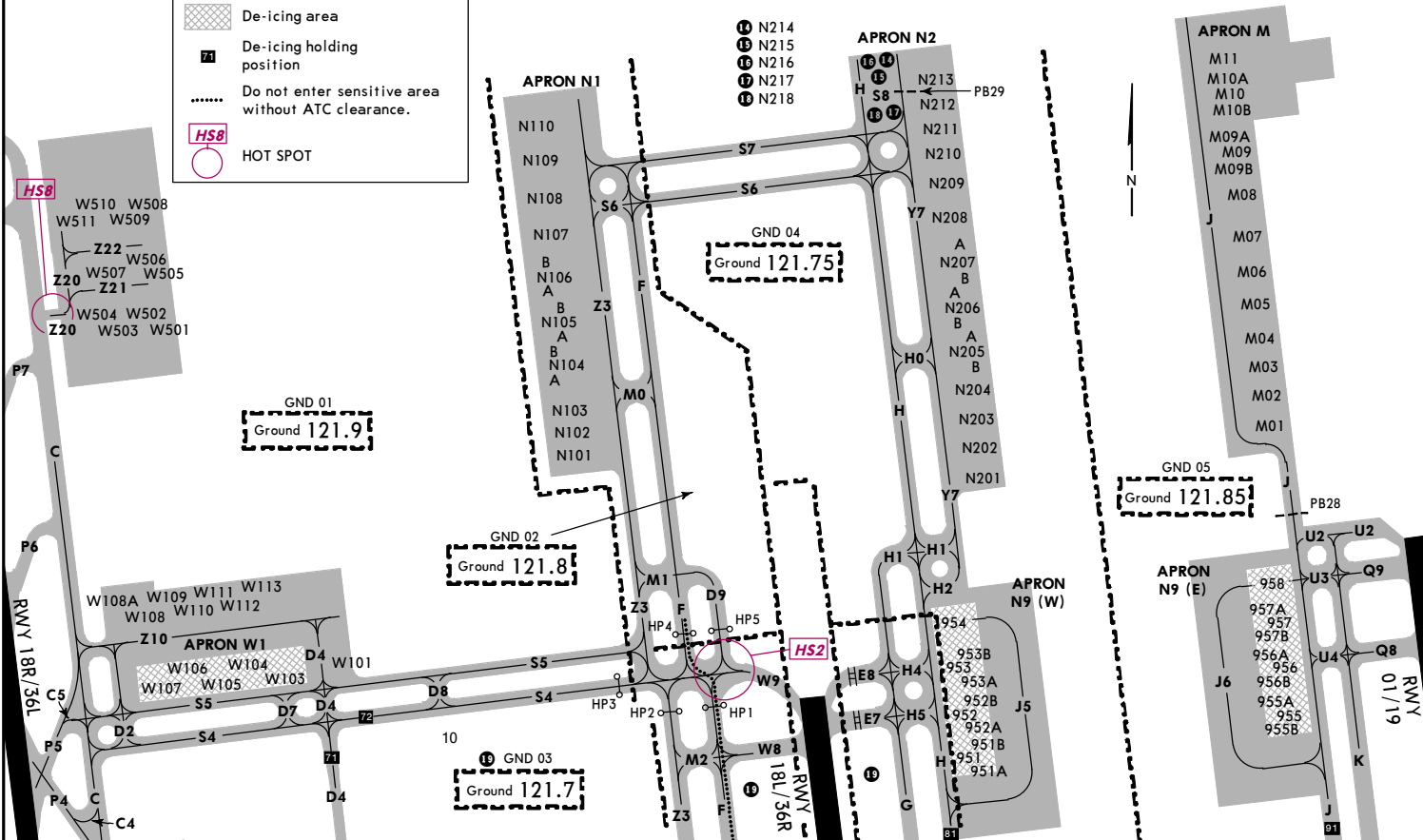
FL CONVERSION

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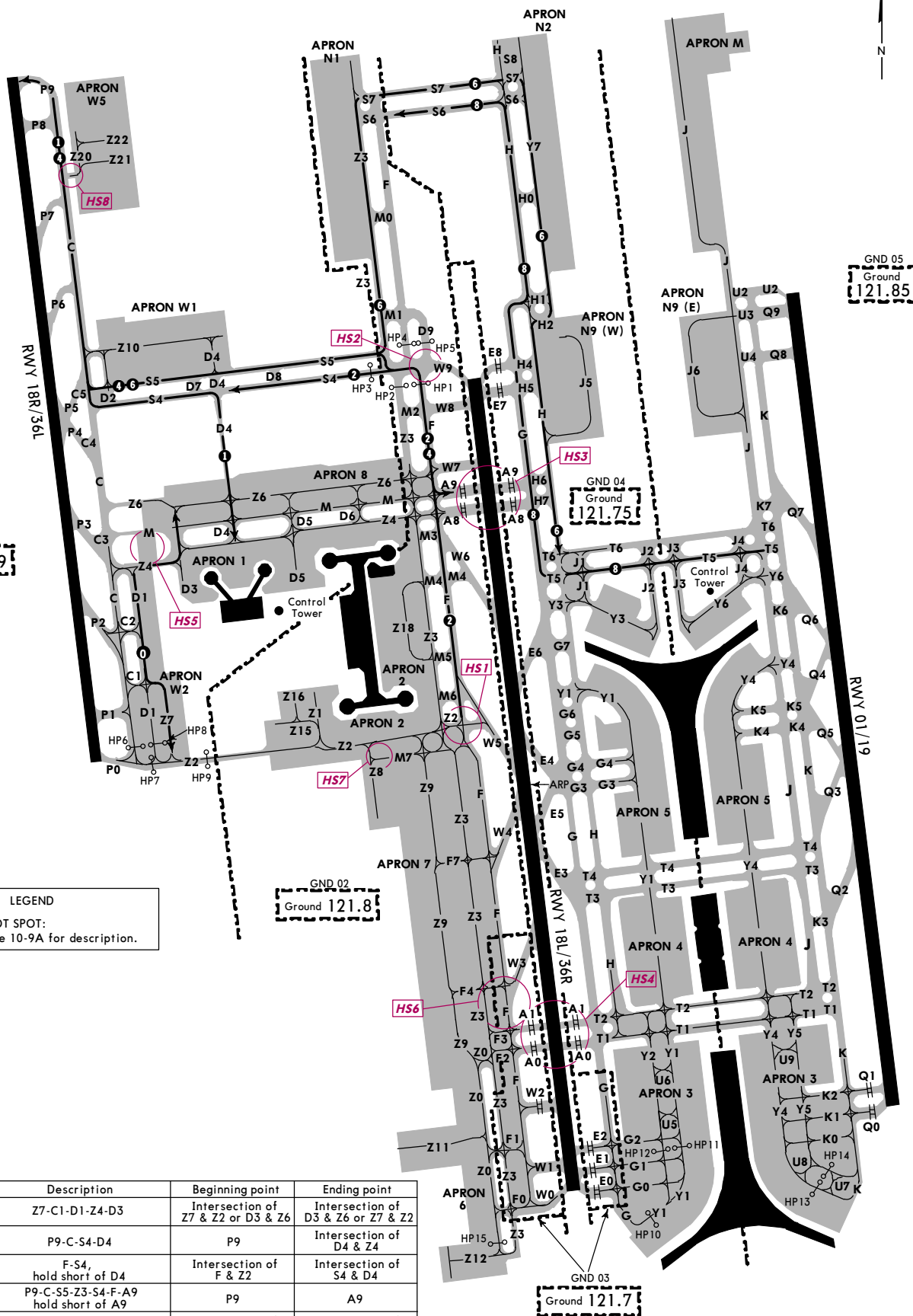
LEGEND

	Push-back position
	De-icing area
	De-icing holding position
	Do not enter sensitive area without ATC clearance.
	HOT SPOT



ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS	
		LANDING BEYOND		TAKE-OFF	WIDTH
RWY		Threshold	Glide Slope		
01	HIRL ① CL ② ALSF-II TDZ PAPI-L(3.0°)	RVR	11,466' 3495m		197'
19	HIRL ① CL ② HIALS SFL PAPI-L(3.2°)	RVR	11,516' 3510m	③	60m
① spacing 60m ② white, spacing 15m ③ TAKE-OFF RUN AVAILABLE Inform ATC upon receiving delivery clearance if full runway length is required. RWY 01: From rwy head 12,467' (3800m) twy Q1 int 12,221' (3725m) RWY 19: From rwy head 12,467' (3800m) twy Q9 int 12,221' (3725m) twy Q8 int 11,565' (3525m)					
18L	HIRL ④ CL ⑤ HIALS PAPI-L(3.0°)	⑥ RVR	11,522' 3512m	⑧	197'
36R	HIRL ④ CL ⑤ ALSF-II TDZ PAPI-L(3.0°)	⑦ RVR	11,483' 3500m		60m
④ spacing 60m ⑤ white, spacing 15m ⑥ HST-W4 & W3 ⑦ HST-W5 & W6 ⑧ TAKE-OFF RUN AVAILABLE Inform ATC upon receiving delivery clearance if full runway length is required. RWY 18L: From rwy head 12,467' (3800m) twy E7 int 12,221' (3725m) twy W6 int 12,073' (3680m) twy W7 int 11,220' (3420m) RWY 36R: From rwy head 12,467' (3800m) twy E1 int 12,221' (3725m) twy W1 int 12,073' (3680m) twy E2 int 11,893' (3625m) twy W2 int 11,220' (3420m)					
18R	HIRL ⑨ CL ⑩ ALSF-II TDZ PAPI-L(3.0°)	⑪ RVR	9514' 2900m	⑬	164'
36L	HIRL ⑨ CL ⑩ HIALS PAPI-L(3.0°)	⑫ RVR	9564' 2915m		50m
⑨ spacing 60m ⑩ white, spacing 30m ⑪ HST-P2, P3 & P4 ⑫ HST-P5, P6 & P7 ⑬ TAKE-OFF RUN AVAILABLE Inform ATC upon receiving delivery clearance if full runway length is required. RWY 18R: From rwy head 10,499' (3200m) twy P8 int 9777' (2980m) RWY 36L: From rwy head 10,499' (3200m) twy P1 int 9777' (2980m)					
HOT SPOTS					
For information only, not to be construed as ATC instructions.					
H51	Acft taxiing from Twy Z2 to F shall avoid entering W5 by mistake.	H56	Acft must not stay at this area when exit via W3. It may result in conflict with the acft taxiing from Twy A1 to the West.		
H52	Acft taxiing from Twy S4 to F shall avoid entering W9 by mistake.	H57	Acft with wingspan of more than 118' /36m shall avoid entering the area of H57.		
H53	Arriving acft must not exit via Twy A8 and A9.				
H54	Arriving acft must not exit via Twy A0 and A1.	H58	Acft entering apron W5 via Z20 shall avoid missing taxi/line Z21. There is only one entry/exit way for apron W5, departing acft shall contact ATC before entering Twy C via Z20.		
H55	Acft taxiing from Twy S4 and F to D3 shall avoid turning early and entering stands 816, 817 by mistake.				
Standard					
TAKE-OFF					
RWys 01, 36R		All RWys			
LVP must be in force					
HIRL and CL		RL and RCLM		RL	
A		B		C	
2 TURB Eng or 3 & 4 Eng		RVR 200m		RVR 250m	
D		RVR 250m		RVR 300m	
Other		VIS 1600m		RVR 400m	
				RVR 500m	

TAXI ROUTES FOR RWYS 01, 36L, 36R

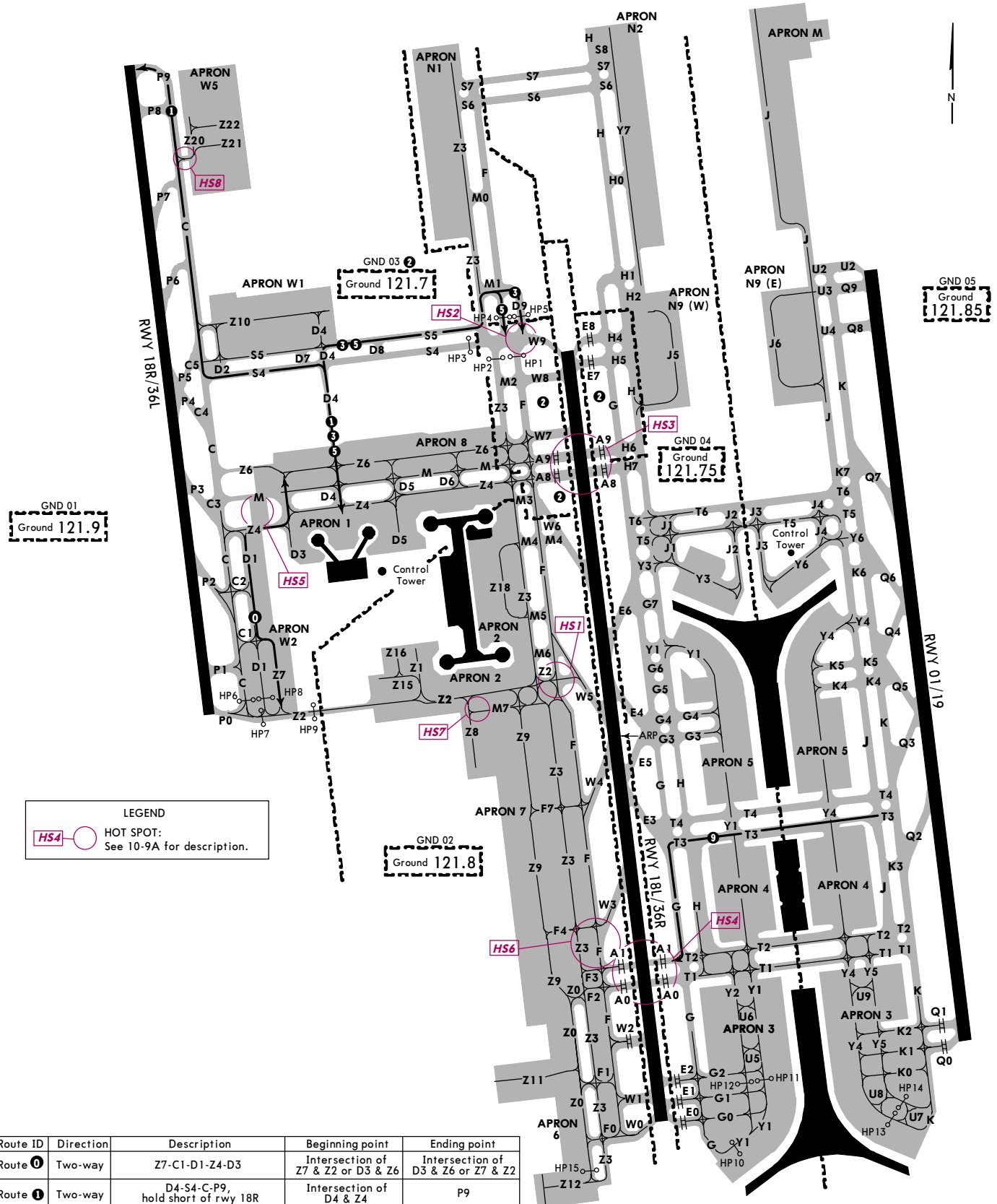


LEGEND

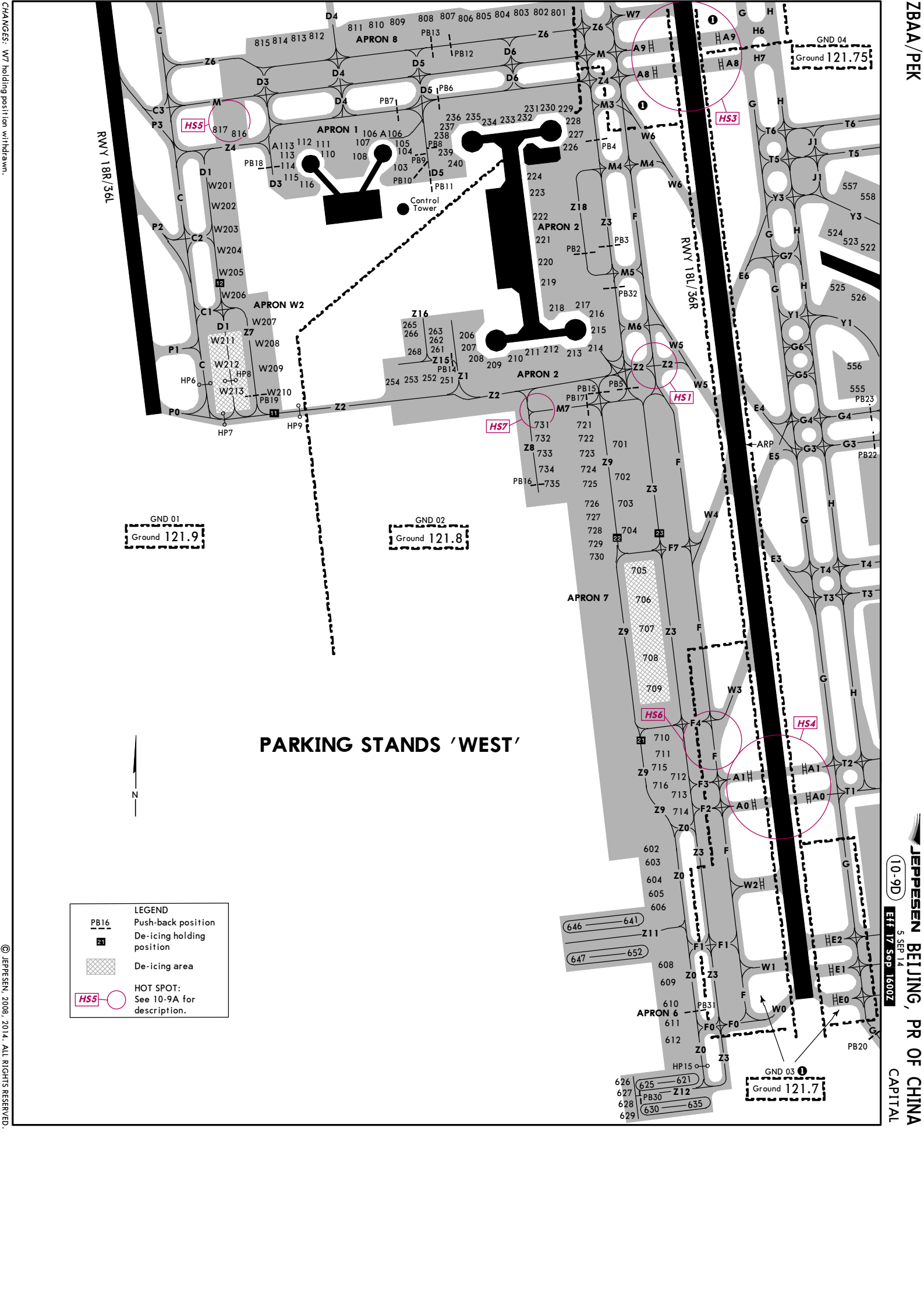
HS4 HOT SPOT:
See 10-9A for description.

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



Route ID	Direction	Description	Beginning point	Ending point
Route ①	Two-way	Z7-C1-D1-Z4-D3	Intersection of Z7 & Z2 or D3 & Z6	Intersection of D3 & Z6 or Z7 & Z2
Route ②	Two-way	D4-S4-C-P9, hold short of rwy 18R	Intersection of D4 & Z4	P9
Route ③	One-way	D4-S5-Z3-M1-D9, hold at HP5	Intersection of D4 & Z4	HP5
Route ④	One-way	D4-S5-Z3-M1-F, hold at HP4	Intersection of D4 & Z4	HP4
Route ⑤	One-way	T3-G-A1, hold short of rwy 36R	Intersection of T3 & K	A1

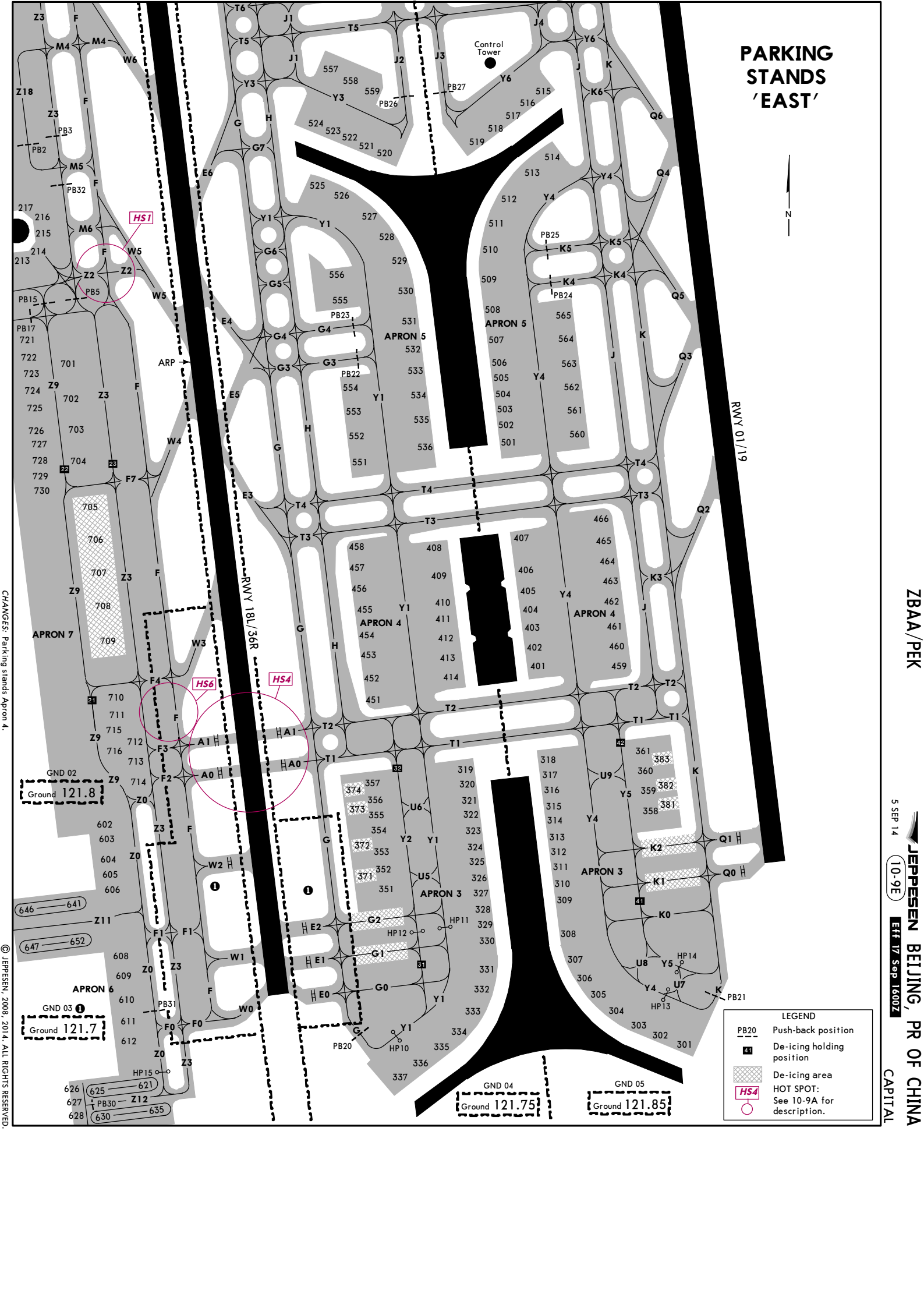


CHANGES: W7 holding position withdrawn.

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ZBAA/PEK

JEPPESEN BEIJING, PR OF CHINA
5 SEP 14
10-9D
Eff 17 Sep 1600Z
CAPITAL



PARKING STANDS 'EAST'



ZBAA/PEK

JEPPESSEN BEIJING, PR OF CHINA
CAPITAL
5 SEP 14
10-9E
EFF 17 Sep 1600Z

LEGEND

- PB20 Push-back position
- 41 De-icing holding position
- De-icing area
- HOT SPOT: See 10-9A for description.

CHANGES: Parking stands Apron 4.

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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
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	N40 03.6 E116 35.7
325 thru 328	N40 03.5 E116 36.4	604 thru 606	N40 03.5 E116 35.7
329 thru 331	N40 03.4 E116 36.4	608, 609	N40 03.4 E116 35.7
332 thru 334	N40 03.3 E116 36.4	610, 611	N40 03.3 E116 35.7
335 thru 337	N40 03.2 E116 36.3	612, 621 thru 623	N40 03.2 E116 35.7
351 thru 353	N40 03.5 E116 36.2	624 thru 627	N40 03.2 E116 35.6
354 thru 356	N40 03.6 E116 36.2	628 thru 631	N40 03.1 E116 35.6
357	N40 03.7 E116 36.2	632 thru 634	N40 03.1 E116 35.7
358, 359	N40 03.6 E116 36.8	635	N40 03.1 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	705, 706	N40 04.1 E116 35.6
453 thru 455	N40 03.9 E116 36.2	707, 708	N40 04.0 E116 35.6

INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
709	N40 03.9	E116 35.7	W203 thru W205	N40 04.7	E116 34.7
710, 711	N40 03.8	E116 35.7	W206 thru W208	N40 04.6	E116 34.7
712 thru 716	N40 03.7	E116 35.7	W209	N40 04.5	E116 34.7
721, 722	N40 04.4	E116 35.5	W210	N40 04.5	E116 34.8
723 thru 725	N40 04.3	E116 35.5	W501	N40 05.9	E116 34.6
726 thru 729	N40 04.2	E116 35.5	W502, W503	N40 05.9	E116 34.5
730	N40 04.1	E116 35.5	W504	N40 05.9	E116 34.4
731, 732	N40 04.4	E116 35.4	W505 thru W507	N40 05.9	E116 34.5
733 thru 735	N40 04.3	E116 35.4	W508, W509	N40 06.0	E116 34.5
801, 802	N40 05.1	E116 35.4	W510, W511	N40 06.0	E116 34.4
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			
951A thru 952B	N40 05.3	E116 36.0			
953A thru 953B	N40 05.4	E116 36.0			
954	N40 05.5	E116 35.9			
955A thru 955B	N40 05.3	E116 36.5			
956A thru 956B	N40 05.4	E116 36.5			
957A thru 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			
M09A thru M10B	N40 06.1	E116 36.4			
M11	N40 06.2	E116 36.4			
N101, N102	N40 05.7	E116 35.3			
N103 thru N104B	N40 05.8	E116 35.3			
N105A thru N105B	N40 05.9	E116 35.3			
N106A thru N106B	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 N205B	N40 05.8	E116 36.0			
N206A thru N206B	N40 05.9	E116 36.0			
N207A 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			
W202	N40 04.8	E116 34.7			

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5

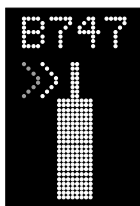
**START-OF-DOCKING**

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

**CAPTURE**

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

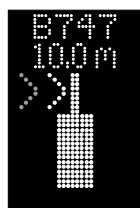
IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.

**TRACKING**

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

A flashing red arrow indicates the direction to turn.

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

**CLOSING RATE**

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

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

**ALIGNED TO CENTER**

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

**SLOW DOWN**

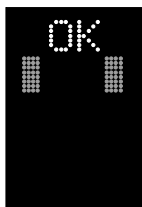
If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.

**AZIMUTH GUIDANCE**

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

**STOP POSITION REACHED**

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

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5**DOCKING COMPLETED**

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

OVERSHOOT

If the aircraft has 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.

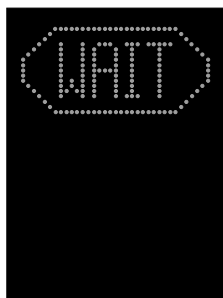
SYSTEM BREAKDOWN

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.

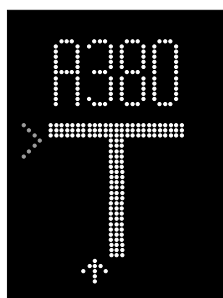
POWER FAILURE

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

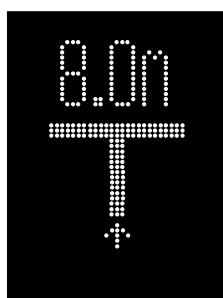
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

**START-OF-DOCKING**

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

**TRACKING**

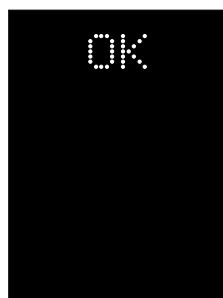
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centerline.

**ALIGNED TO CENTER**

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

**AZIMUTH GUIDANCE**

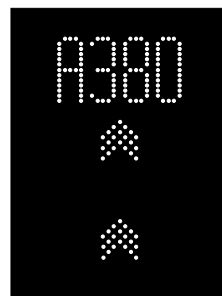
The aircraft is 13'/4m from the stop-position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.

**DOCKING COMPLETED**

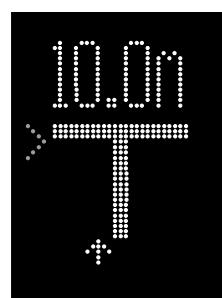
When the aircraft has parked, "OK" will be displayed.

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 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.

**SLOW DOWN**

If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" 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**

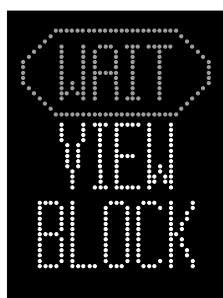
If the aircraft has overshoot the stop-position, "TOO FAR" will be displayed.



VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

**AIRCRAFT VERIFICATION FAILURE**

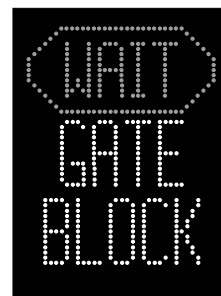
During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails, "STOP" and "ID FAIL" will be displayed. The pilot must not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

**VIEW BLOCKED**

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

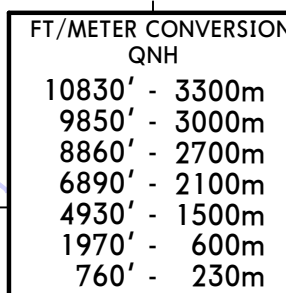
GATE BLOCKED

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

**ABNORMAL DOCKING PROCEED**

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





US OPS

Standard		STRAIGHT-IN LANDING RWY 01			LOC (GS out)		CIRCLE-TO-LAND	
ILS		CDFA			Not authorized		West of rwy	
DA(H)		BC: 331'(246')			MDA(H)		560'(475')	
A: 315'(230')		D: 348'(263')						
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			135					
C			1300m	1900m	2200m	180		870'(755') 3200m
D	205					870'(755') 3600m		
RVR 600m VIS 800m								

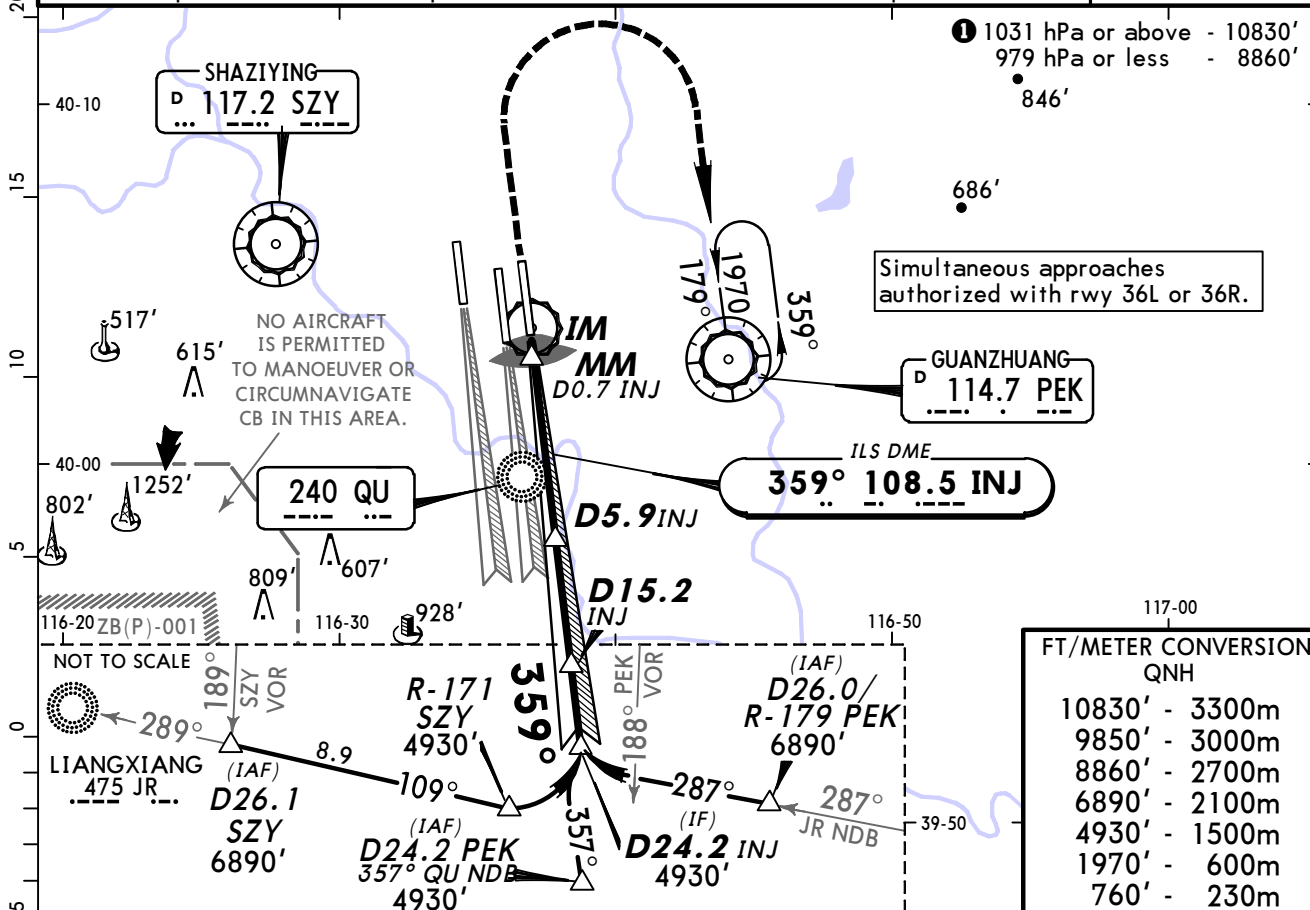
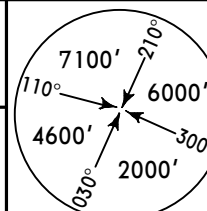
CHANGES: D-ATIS. Minimums.

ZBAA/PEK
CAPITAL

15 AUG 14
Eff 20 Aug 1600Z **(11-1A)**

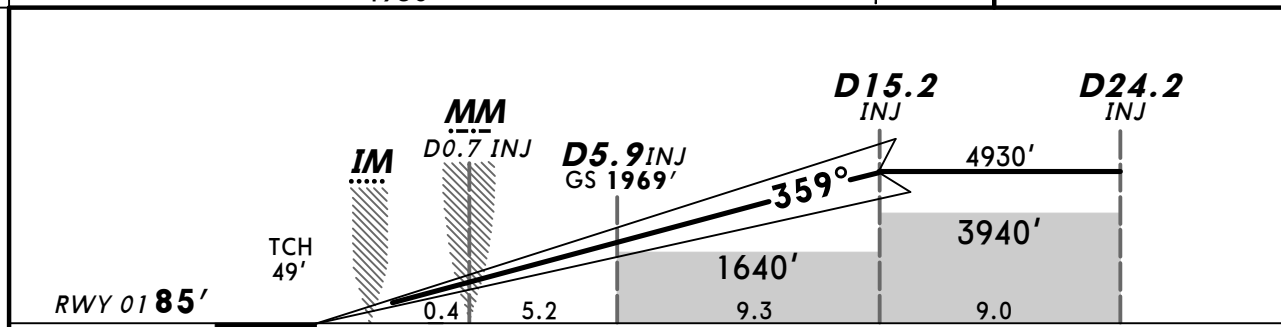
BEIJING, PR OF CHINA
CAT II ILS Rwy 01

D-ATIS Arrival 127.6	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1 120.6		*BEIJING Tower 118.05	Ground 121.85
LOC INJ 108.5	Final Aptch 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	MSA PEK VOR
1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.				



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	ALSF-II	760'	1970'	PEK 114.7
GS	3.00°	372	478	531	637	743	849	PAPI	↑	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			

ZBAA/PEK CAPITAL

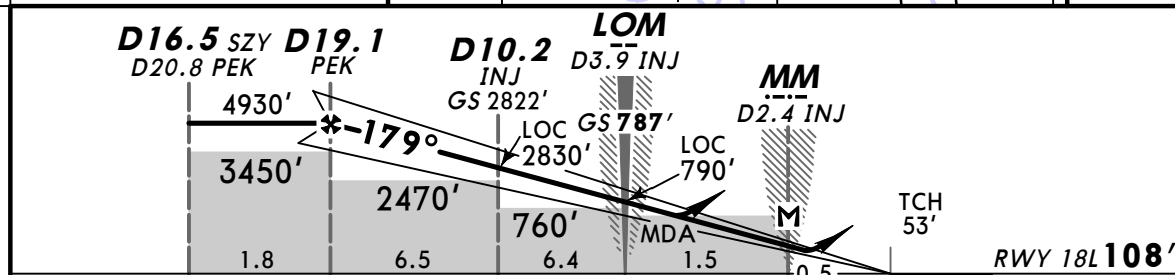
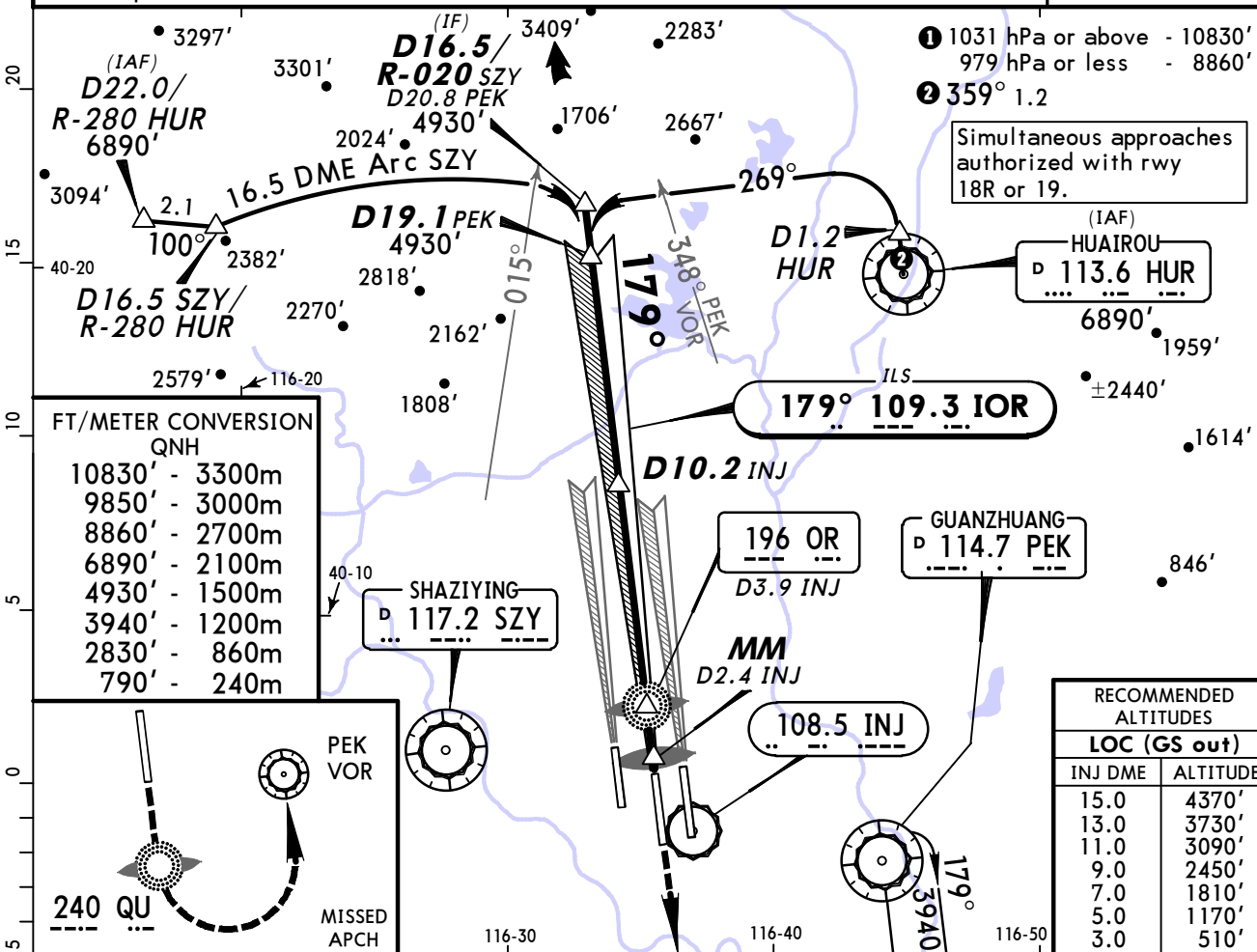
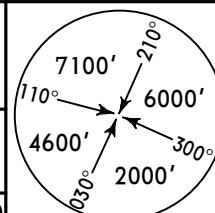
15 AUG 14

Eff 20 Aug 1600Z

11-2

BEIJING, PR OF CHINA
ILS DME Rwy 18L

D-ATIS Arrival 127.6	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1 120.6		BEIJING Tower 118.5	Ground Refer to chart 10-9
LOC IOR 109.3	Final Aptch Crs 179°	GS LOM 787' (679')	ILS DA(H) 308' (200')	Apt Elev 115' RWY 108'
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	Rwy Elev: 4 hPa	Trans level: FL 118	Trans alt: 9850' ①	MSA PEK VOR
Initial aptch MAX 210 KT.				



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

PANS OPS	STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND			
	ILS			LOC (GS out)	CDFA			
	DA(H) 308' (200')			MDA(H) 510' (402')				
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS	
	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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ZBAA/PEK
CAPITAL

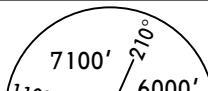
15 AUG 14
Eff 20 Aug 1600Z

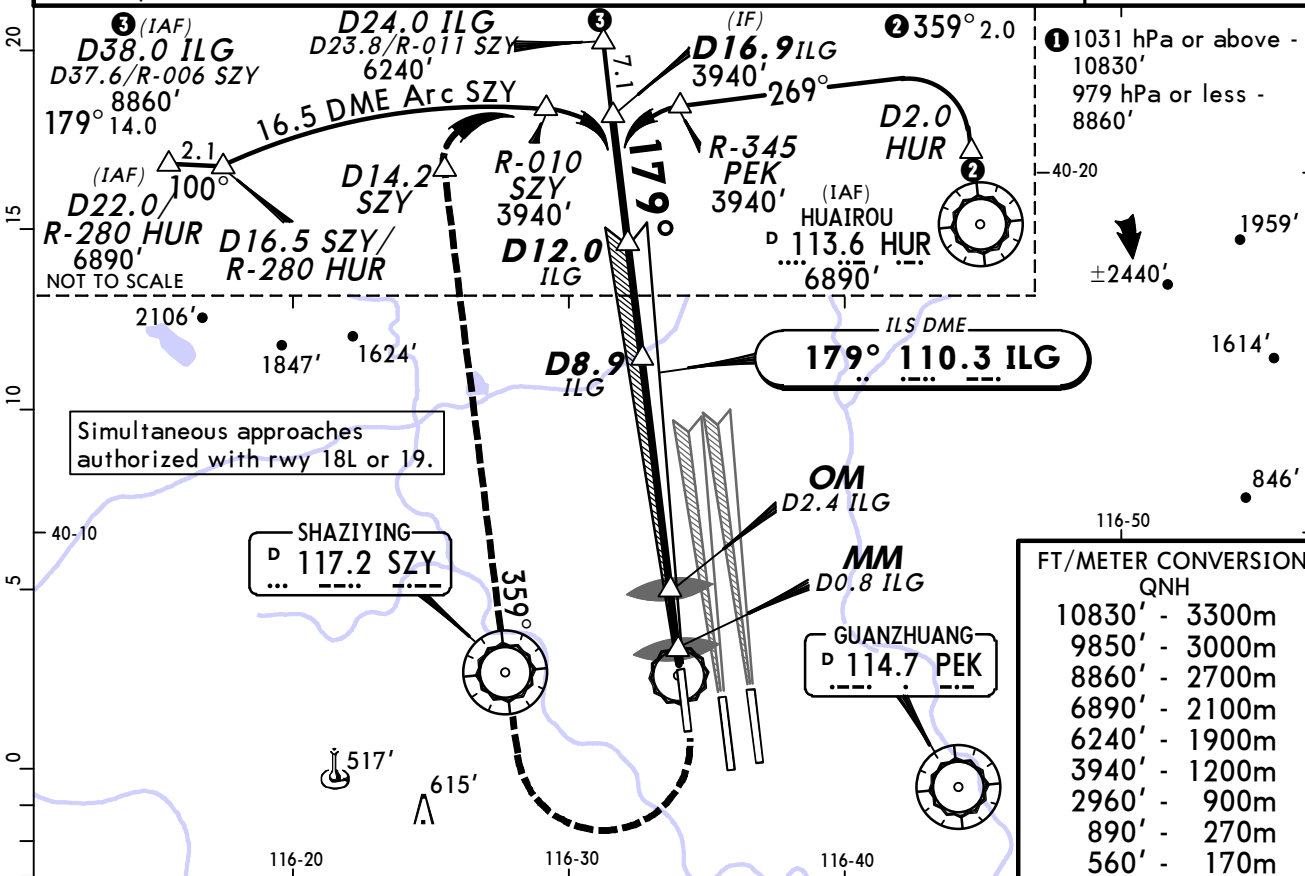
(11-3)

BEIJING, PR OF CHINA
ILS DME Rwy 18R

BRIEFING STRIP

TM

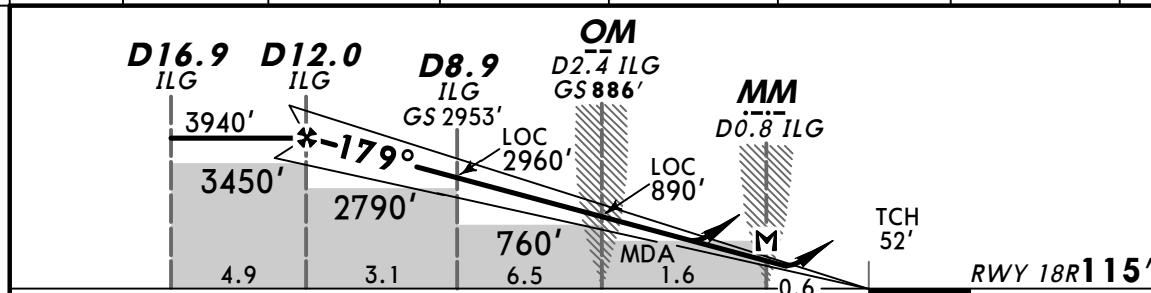
D-ATIS Arrival		BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1		BEIJING Tower		Ground	
127.6		120.6		124.3		121.9	
LOC ILG 110.3		Final Apch Crs 179°	GS OM 886' (771')	ILS DA(H) Refer to Minimums	Apt Elev 115' RWY 115'		
MISSED APCH: Climb STRAIGHT AHEAD to 560', then turn RIGHT to 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 apch MAX 210 KT.							MSA PEK VOR



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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at MM/D0.8 ILG							

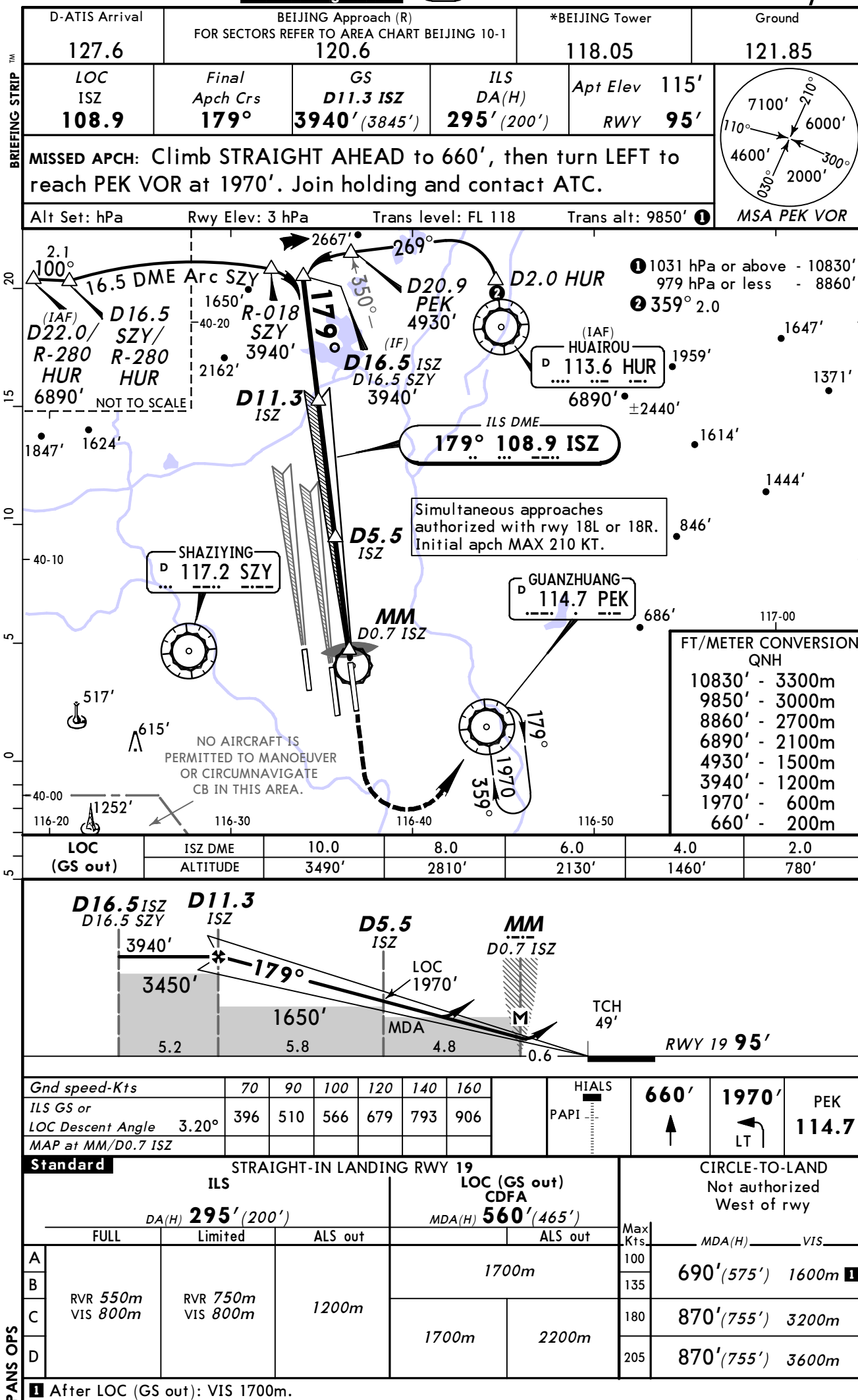
Standard ILS STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND	
DA(H) AB: 315' (200') CD: 328' (213') FULL Limited ALS out				Not authorized East of rwy MDA(H) VIS	
LOC (GS out) CDFA MDA(H) 500' (385')				Max Kts 100 135 180 205	
A				1500m	690' (575') 1600m
B					
C	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1800m	870' (755') 3200m
D					870' (755') 3600m

ZBAA/PEK
CAPITAL

15 AUG 14
Eff 20 Aug 1600Z

(11-4)

BEIJING, PR OF CHINA
ILS DME Rwy 19



CHANGES: D-ATIS. Minimums.

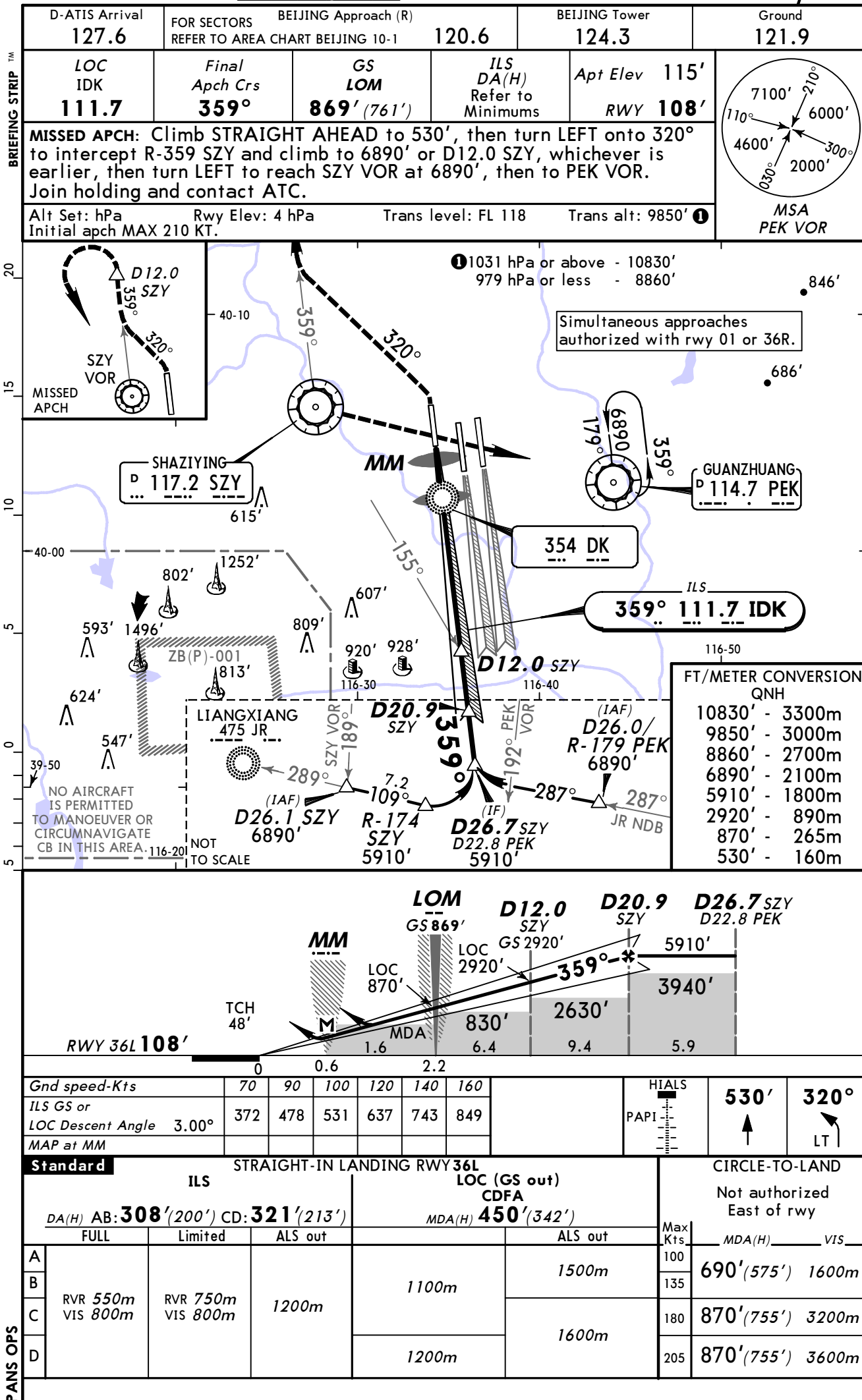
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ZBAA/PEK CAPITAL

15 AUG 14
Eff 20 Aug 1600Z

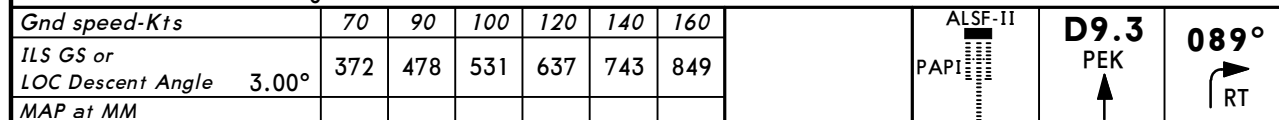
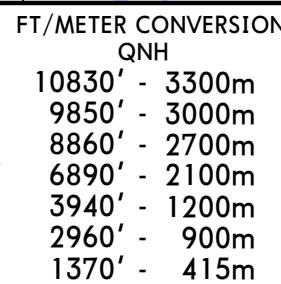
(11-5)

BEIJING, PR OF CHINA
ILS DME Rwy 36L



BEIJING, PR OF CHINA
ILS Rwy 36R

MSA
PEK VOR



PANS OPS

ZBAA/PEK CAPITAL

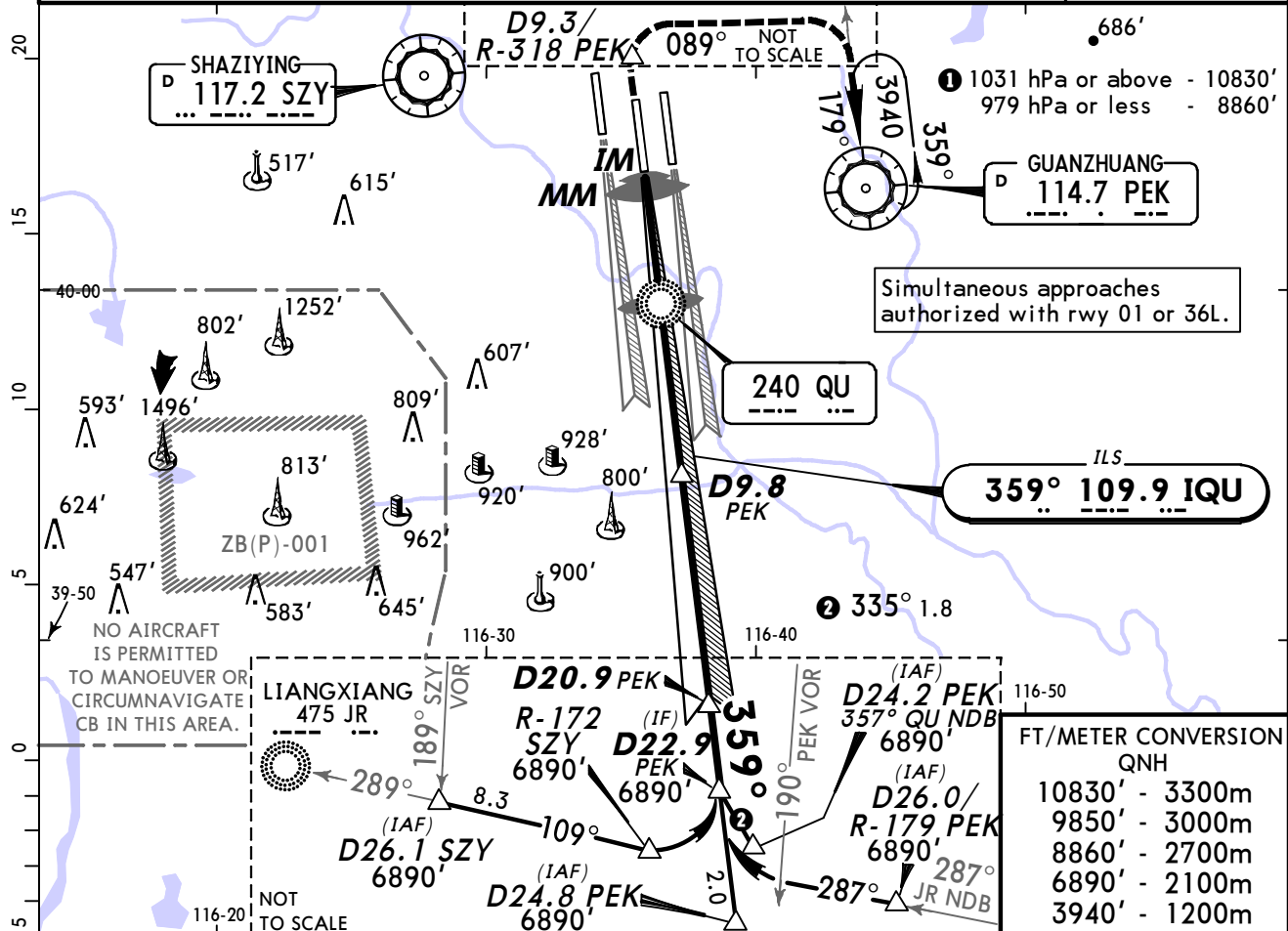
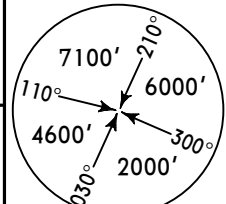
15 AUG 14
Eff 20 Aug 1600Z

11-6A

BEIJING, PR OF CHINA
CAT II ILS Rwy 36R

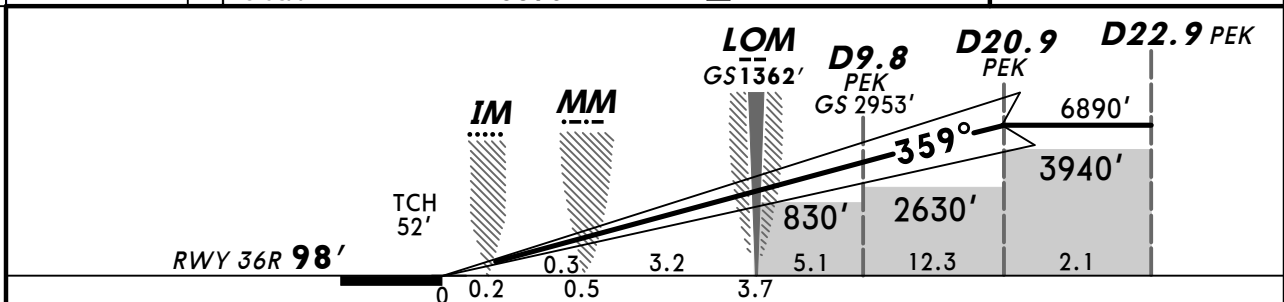
BRIEFING STRIP

D-ATIS Arrival 127.6	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1 120.6		BEIJING Tower 118.5	Ground Refer to chart 10-9
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	MSA PEK VOR
1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.				



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
3940'	1200m



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

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	

PANS OPS

CHANGES: D-ATIS. Minimums.

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BEIJING, (BEIJING CAPITAL - ZBAA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZBAA