JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

JEPPESEN
JeppView for Windows

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: 2332 Z
Sunset: 0851 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: 124.300
Beijing Tower: 118.050 Secondary
Beijing Tower: 118.600
Beijing Tower: 118.500
Beijing Tower: 118.300 Secondary
Beijing Ground: 121.850
Beijing Ground: 121.950 Secondary
Beijing Ground: 121.900
Beijing Ground: 121.700
Beijing Ground: 121.750
Beijing Ground: 121.800
Beijing Clearance Delivery: 121.650
Beijing Clearance Delivery: 121.600
Beijing Approach: 121.100
Beijing Approach: 124.700 Secondary
Beijing Approach: 125.050 Secondary
Beijing Approach: 125.500
Beijing Approach: 119.000
Beijing Approach: 126.100
Beijing Approach: 126.500 Secondary
Beijing Approach: 119.700
Beijing Approach: 120.600
Beijing Approach: 127.750
Beijing Departure: 124.700 Secondary
Beijing Departure: 124.400

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 centerline 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.

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 263, W103 thru W107, 816, 817 and 951 thru 958.

ACFT shall taxi in and be pushed back by tow tractors on stands W101, W108A, W206, W501 thru W511, N110, N214 thru N218, M09L, M09R, M10L, M10R, M12 thru M14, 264, 267, 621 thru 625, 630 thru 640, 641 thru 652, 951L thru 953L and 951R thru 953R. Taxiing in and out by own power is strictly forbidden.

These stands are only available for ACFT parking, ground support activities such as passengers embarkation and disembarkation, refuelling, cargo loading and unloading is forbidden.

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 dependent 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. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

DCL service provided by TWR will be put into use. Pilot shall request DCL 20 minutes in prior before ETD.

3.2. DE-ICING

3.2.1. GENERAL

Two ways applied for de-icing:

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

Contact 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).

3.2.2. PUSH-BACK AND TAXIING

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

3.2.3. TAXIING TO DE-ICING POSITION

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

3.2.4. BEFORE DE-ICING

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

3.2.5. AFTER DE-ICING

Contact Ground for start-up clearance.

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

Departing ACFT shall contact Aerodrome Delivery Control for departure clearance not earlier than 10 minutes prior to push-out for engine start-up.

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

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

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

3. DEPARTURE

3.4. 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:

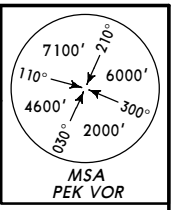
Take-off to 500m (1650')	- Take-off power; - take-off flaps/slats; - climb at V_2 + 20km/h (10 KT).
At 500m (1650')	- Reduce thrust to not less than climb power; - climb at V_2 + 20km/h (10 KT) with flaps/slats in take-off configuration.
At 950m (3120')	- Accelerate to en-route climb speed and retract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

3.5. 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	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



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

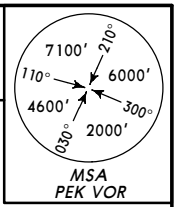
Direct distance to Capital Apt from:
AA124 35 NM

ROUTING

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

CHANGES: None.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



GITUM 7B *[GITU7B]*

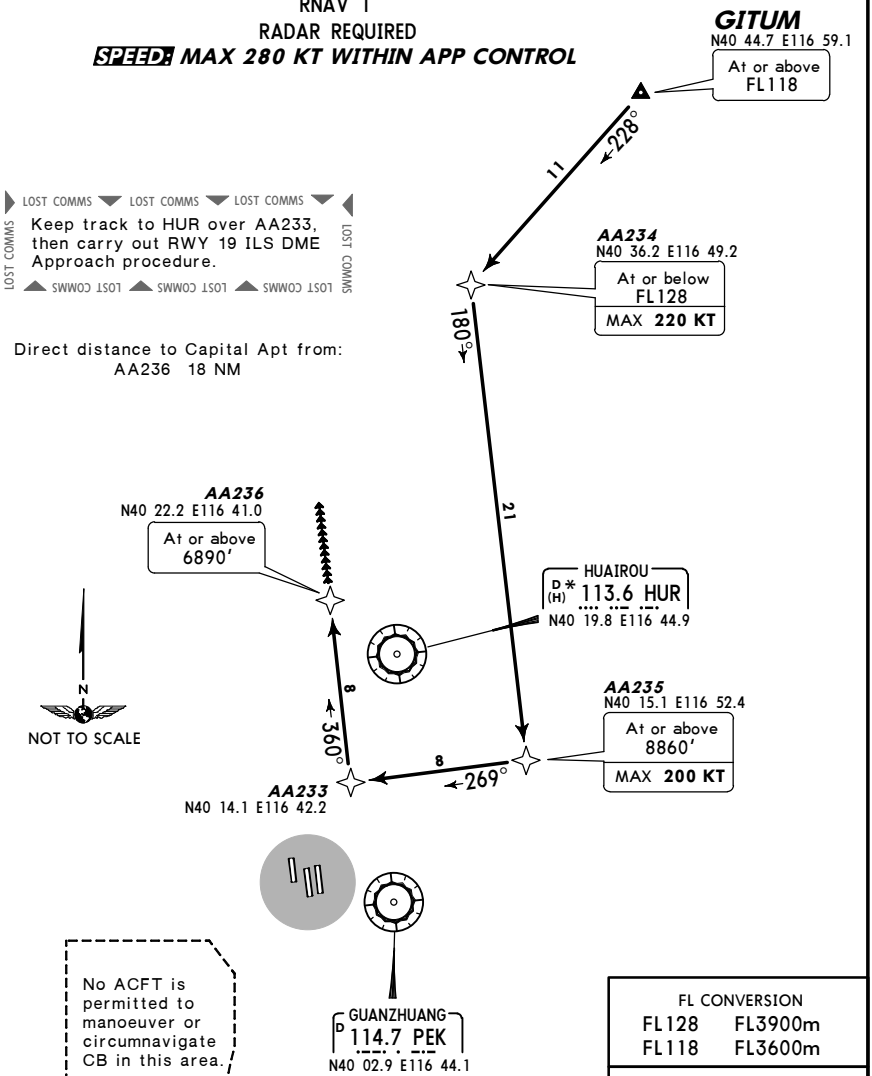
RWYS 18R/L, 19 RNAV ARRIVAL

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

SPEED: MAX 280 KT WITHIN APP CONTROL



FL CONVERSION	
FL128	FL3900m
FL118	FL3600m

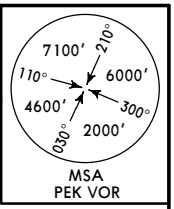
FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m

ROUTING

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

CHANGES: RNAV STAR GITUM 7D withdrawn; GITUM 7B revised.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



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

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

GUANZHUANG
P 114.7 PEK
N40 02.9 E116 44.1

N
NOT TO SCALE

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

AA122
N39 51.4 E116 56.5
MAX **220 KT**

AA123
N39 50.4 E116 46.1

8
269°
179°
10

AA127
N39 40.0 E116 47.9

6

AA124
N39 30.7 E116 49.5
At or above 5910′

25

AA121
N39 26.7 E116 56.5
At or above 9850′
MAX **250 KT**

090°

Direct distance to Capital Apt from: AA124 35 NM

FL CONVERSION	
FL167	FL5100m
FL138	FL4200m
FL118	FL3600m

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

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

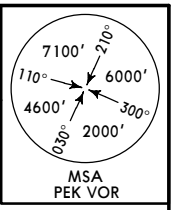
055°
23
VYK 7A
18
DOGAR 7A
029°

DOGAR
N39 09.8 E116 47.1
At or above FL138

STAR	ROUTING
DOGAR 7A	DOGAR (FL138+) - AA121 (9850′+; K250-) - AA122 (K220-) - AA123 - AA127 - AA124 (5910′+).
VYK 7A	VYK (FL167+) - AA121 (9850′+; K250-) - AA122 (K220-) - AA123 - AA127 - AA124 (5910′+).

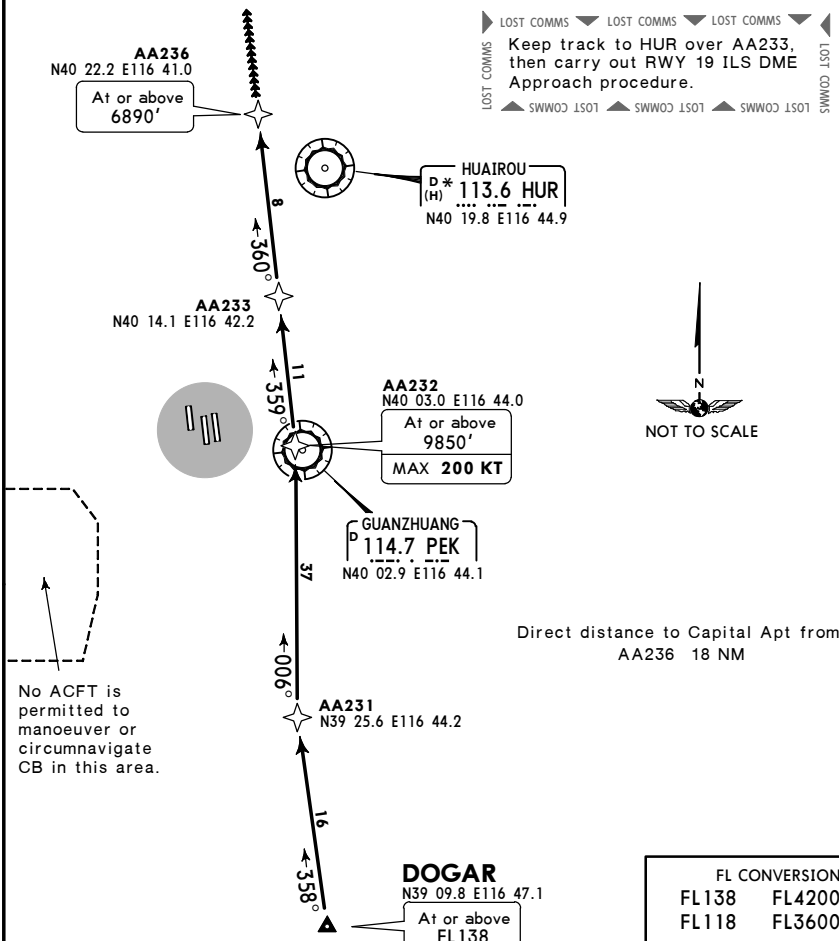
CHANGES: Distance between AA121 and AA122.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



MSA
PEK VOR

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



FL CONVERSION	
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION

QNH	
10830′	- 3300m
9850′	- 3000m
8860′	- 2700m
6890′	- 2100m

ROUTING

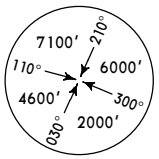
DOGAR (FL138+) - AA231 - AA232 (9850′+; K200-) - AA233 - AA236 (6890′+).

CHANGES: None.

D-ATIS	Apt Elev
127.6	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.**



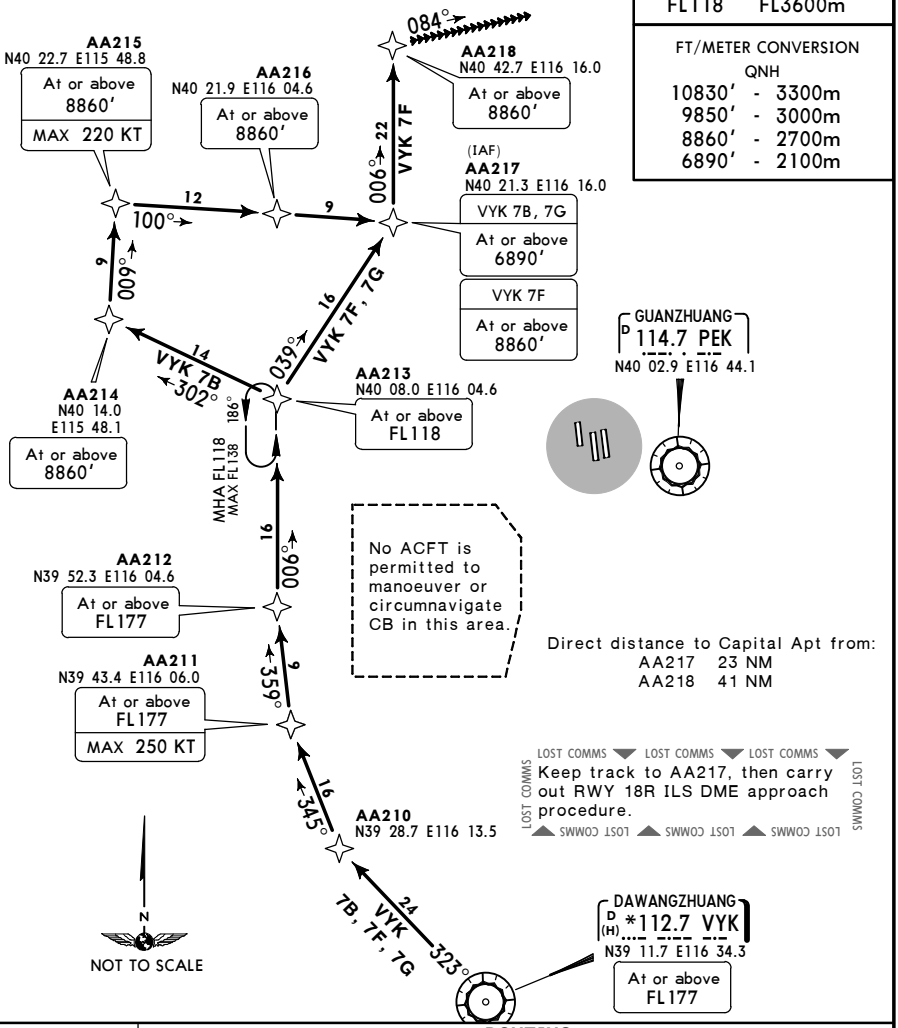
MSA
PEK VOR

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



Direct distance to Capital Apt from:
AA217 23 NM
AA218 41 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Keep track to AA217, then carry out RWY 18R ILS DME approach procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

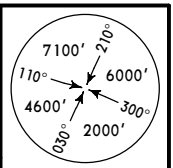
STAR	ROUTING
VYK 7B	VYK (FL177+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA214 (8860′+) - AA215 (8860′+; K220-) - AA216 (8860′+) - AA217 (6890′+).
VYK 7F By ATC	VYK (FL177+) - AA210 - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA217 (8860′+) - AA218 (8860′+).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

CHANGES: VYK 7B, speed restriction at AA215.

D-ATIS	Apt Elev
127.6	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

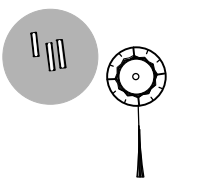
BOBAK 7A [BOBA7A]
RWYS 36L/R, 01 RNAV ARRIVAL

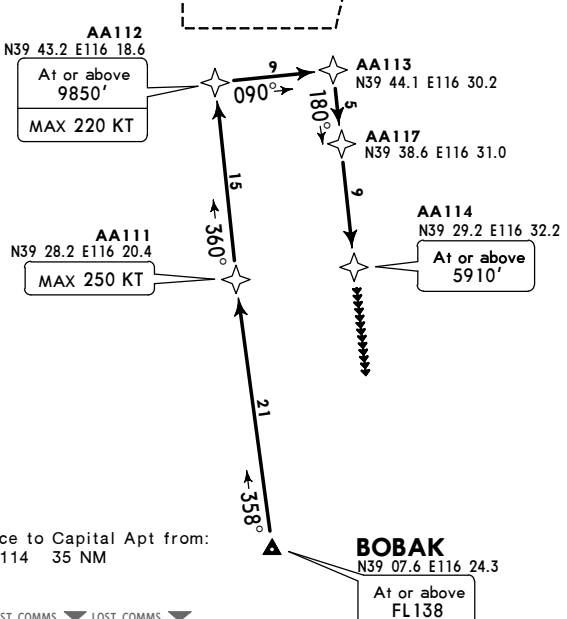
SPEED: MAX 280 KT WITHIN APP CONTROL

NOT TO SCALE

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m

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





Direct distance to Capital Apt from:
AA114 35 NM

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

ROUTING

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

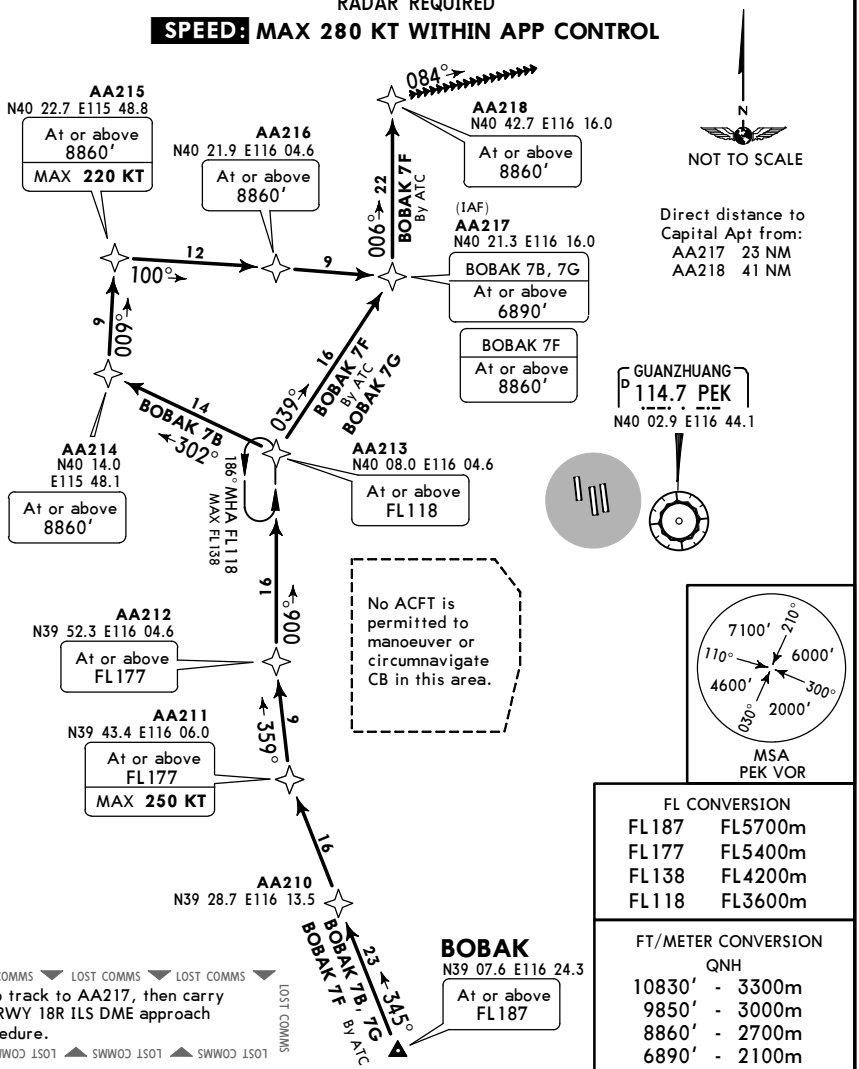
CHANGES: None.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	

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



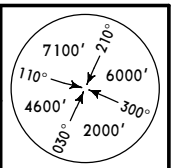
FL CONVERSION	
FL187	FL5700m
FL177	FL5400m
FL138	FL4200m
FL118	FL3600m

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

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: Reissue.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



MSA
PEK VOR

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 ▲ LOST COMMS ▲ LOST COMMS

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

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

AA112
N39 43.2 E116 18.6
At or above 9850′
MAX **220 KT**

9
090°
AA113
N39 44.1 E116 30.2
5
180°
AA117
N39 38.6 E116 31.0
9
AA114
N39 29.2 E116 32.2
At or above 5910′

15
360°
AA111
N39 28.2 E116 20.4
MAX **250 KT**

26
021°
ZANGANGZHEN
*403 JB
N39 02.6 E116 11.9
At or above FL138

N
NOT TO SCALE

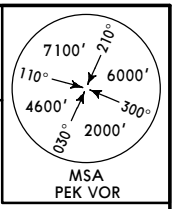
Direct distance to Capital Apt from:
AA114 35 NM

ROUTING

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

CHANGES: None.

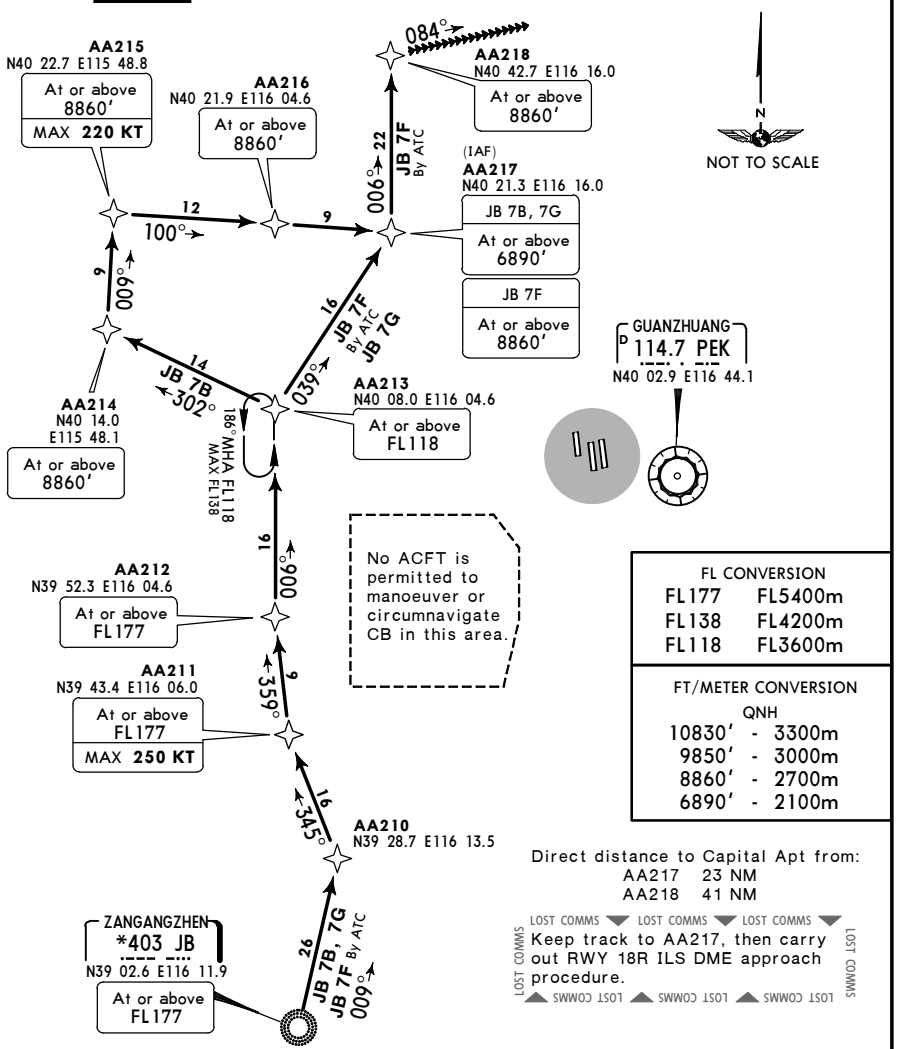
D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



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



FL CONVERSION	
FL177	FL5400m
FL138	FL4200m
FL118	FL3600m

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

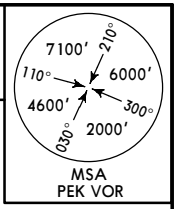
Direct distance to Capital Apt from:
AA217 23 NM
AA218 41 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Keep track to AA217, then carry out RWY 18R ILS DME approach procedure.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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.

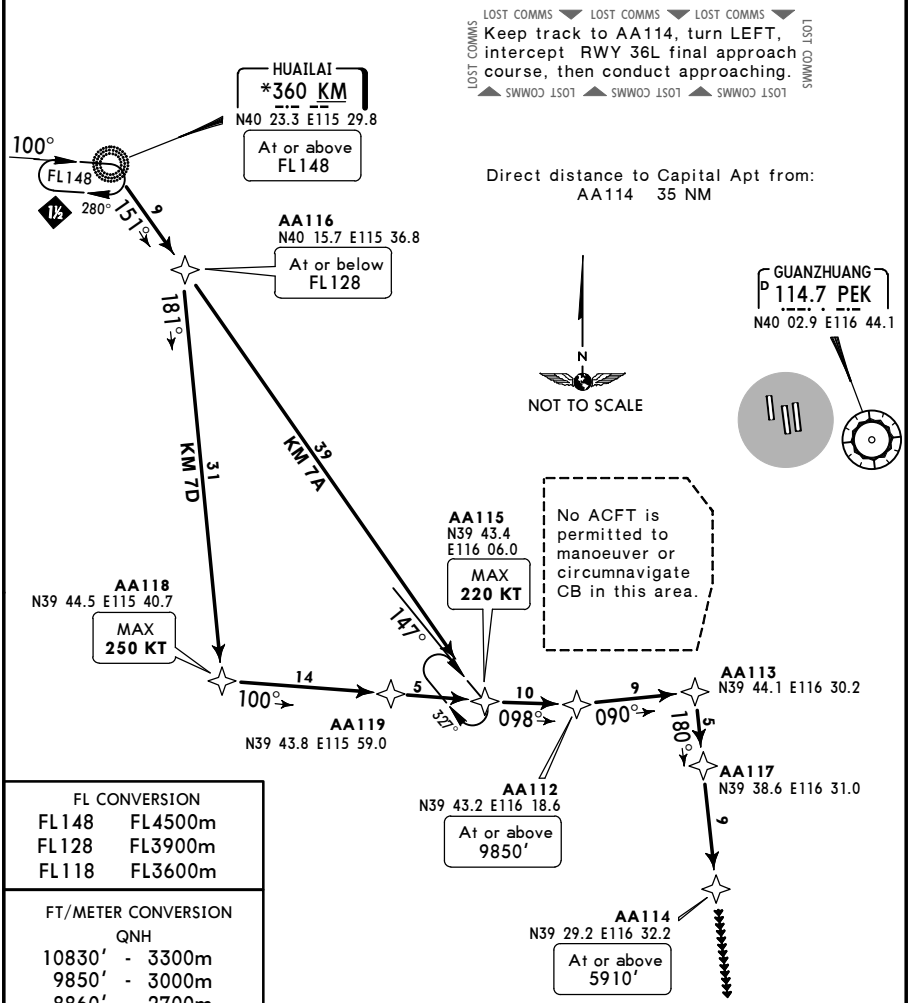
D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



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



FL CONVERSION	
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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

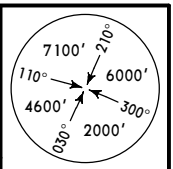
STAR	ROUTING
KM 7A	KM (FL148+) - AA116 (FL128-) - AA115 (K220-) - AA112 (9850′+) - AA113 - AA117 - AA114 (5910′+).
KM 7D	KM (FL148+) - AA116 (FL128-) - AA118 (K250-) - AA119 - AA115 (K220-) - AA112 (9850′+) - AA113 - AA117 - AA114 (5910′+).

CHANGES: Track and distance between AA115 and AA112.

D-ATIS	Apt Elev
127.6	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

KM 7B
RWYS 36L/R, 01 RNAV ARRIVAL

SPEED: MAX 280 KT WITHIN APP CONTROL

Direct distance to Capital Apt from:
AA124 35 NM

NOT TO SCALE

HUAILAI
*360 KM
N40 23.3 E115 29.8
At or above FL148

AA126
N40 19.9 E116 41.3
At or above FL148
MAX 250 KT

100°
FL148
100°
53
280°
179°
17

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

AA125
N40 03.0 E116 44.0
At or above 9850′

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

13

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

AA123
N39 50.4 E116 46.1
MAX 220 KT

10

AA127
N39 40.0 E116 47.9

9

AA124
N39 30.7 E116 49.5
At or above 5910′

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

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

ROUTING

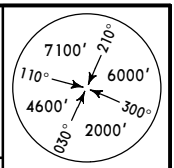
KM (FL148+) - AA126 (FL148+; K250-) - AA125 (9850′+) - AA123 (K220-) - AA127 - AA124 (5910′+).

CHANGES: None.

D-ATIS	Apt Elev
127.6	115′

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

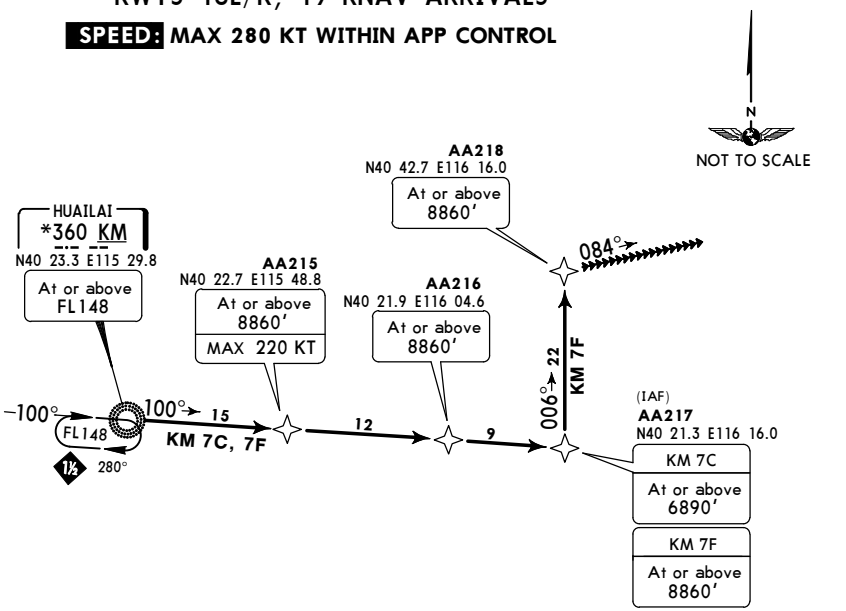
1. RADAR required.
2. GNSS or DME/DME/IRU required.
3. RNAV 1.



MSA
PEK VOR

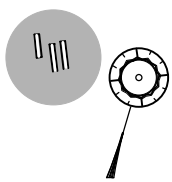
KM 7C, KM 7F
RWYS 18L/R, 19 RNAV ARRIVALS

SPEED: MAX 280 KT WITHIN APP CONTROL



Direct distance to Capital Apt from:
AA217 23 NM
AA218 41 NM

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



FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Keep track to AA217, then carry out RWY 18R ILS DME approach procedure.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

STAR	ROUTING
KM 7C	KM (FL148+) - AA215 (8860′+; K220-) - AA216 (8860′+) - AA217 (6890′+).
KM 7F By ATC	KM (FL148+) - AA215 (8860′+; K220-) - AA216 (8860′+) - AA217 (8860′+) - AA218 (8860′+).

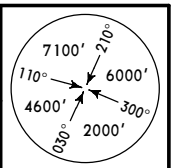
CHANGES: Reissue.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-2K)

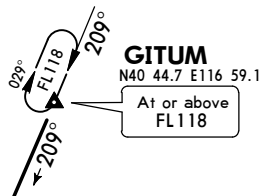
BEIJING, PR OF CHINA
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



MSA
PEK VOR

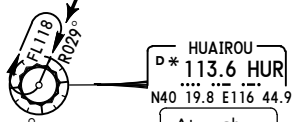
GITUM 01A [GITØ1A]
RWYS 01, 36R/L ARRIVAL
SPEED: MAX 280 KT WITHIN APP CONTROL



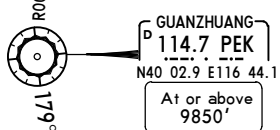
FL CONVERSION	
FL118	FL3600m

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

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

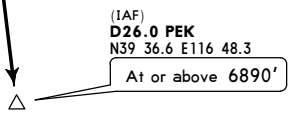


17



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

26.0



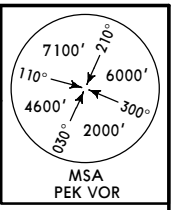
CHANGES: Reissue.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-2L)

BEIJING, PR OF CHINA
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



MSA
PEK VOR

GITUM 02A [GITØ2A] , GITUM 04A [GITØ4A]
RWYS 18R/L, 19 ARRIVALS

SPEED: MAX 280 KT BELOW 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

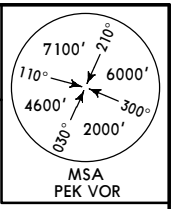
CHANGES: None.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-2M)

BEIJING, PR OF CHINA
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



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

D SHAZIYING
117.2 SZY
N40 06.1 E116 27.7

D GUANZHUANG
114.7 PEK
N40 02.9 E116 44.1

XILIUHETUN
*395 WF
N39 56.7 E116 52.5

240 QU
N39 59.6 E116 36.6
At or above 9850′

FL CONVERSION
FL167 FL5100m
FL138 FL4200m
FL118 FL3600m

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

LIANGXIANG
*475 JR
N39 43.2 E116 05.7

N39 41.6
E116 14.5
At or above 9850′

(IAF)
D26.1 SZY
N39 40.0
E116 26.2
At or above 6890′

(IAF)
D26.0 PEK
N39 36.6 E116 48.3
At or above 6890′

(IAF)
D24.8 PEK
N39 38.3 E116 39.9
At or above 6890′

N39 35.9
E116 53.4
At or above 6890′

(IAF)
D24.2 PEK
N39 38.8 E116 40.9
At 4930′ or at 6890′

N39 33.0
E116 53.6

D37.8 SZY
N39 28.4
E116 13.6

DAWANGZHUANG
D *112.7 VYK
N39 11.7 E116 34.3
At or above FL167

N39 22.6
E116 44.2

DOGAR
N39 09.8 E116 47.1
At or above FL138

VYK 05A 22
179°
289° 10 109°
189° R192° 359°
13 344° 600
189° D
JB *403
24.0 VYK 09A
322° 015° 041°
194° 014°
By ATC
27 VYK 01A, 05A
DOGAR 01A 16
12 DOGAR 03A VYK 03A
13 VYK 03A
DOGAR 01A, 03A 13
357° 004°
184°
By ATC
4 287° 3 004°

N
NOT TO SCALE

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

CHANGES: Reissue.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-2N)

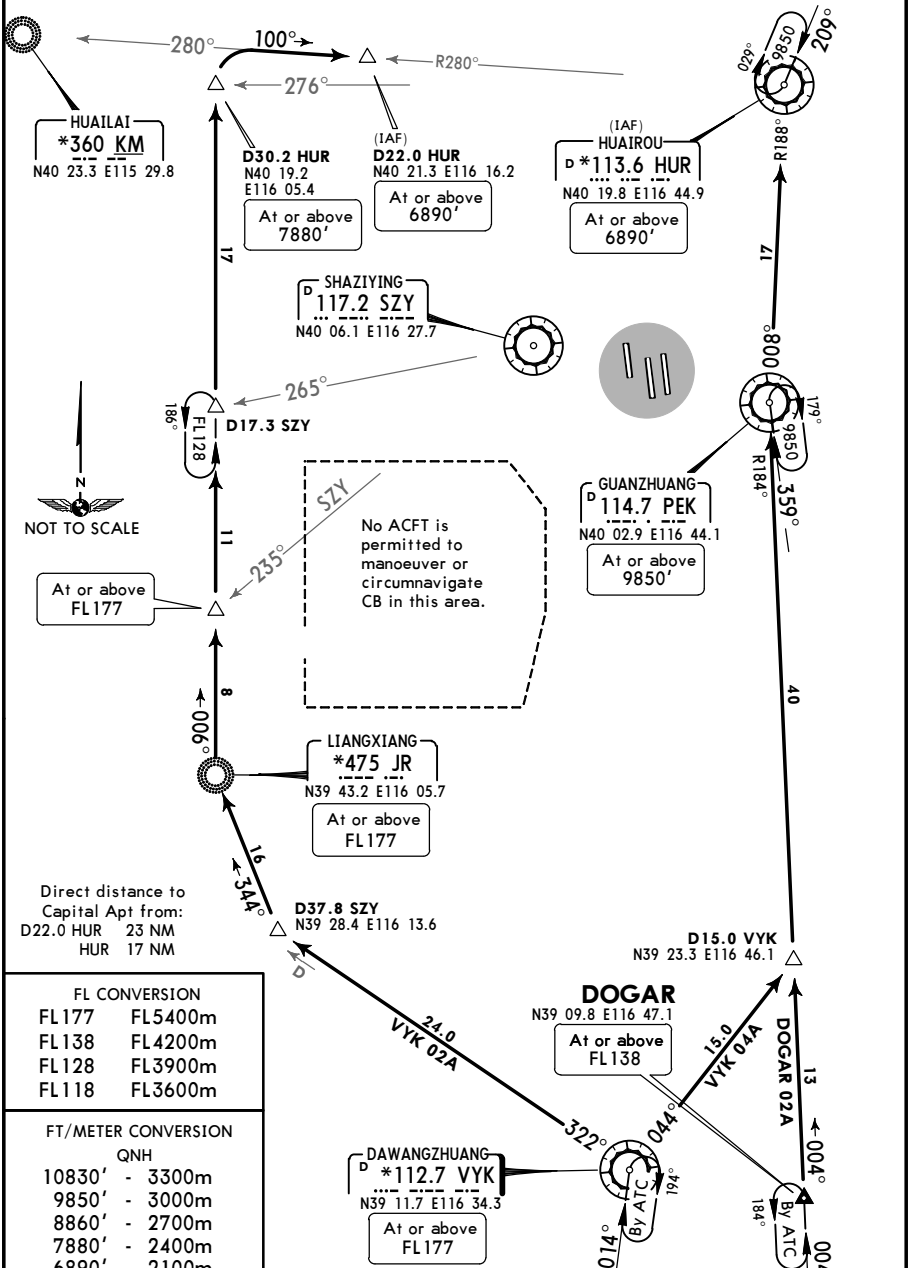
BEIJING, PR OF CHINA
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	

MSA
PEK VOR
7100′ 210° 6000′ 300° 2000′ 030° 4600′ 110°

DOGAR 02A [DOGØ2A] , VYK 02A, VYK 04A
RWYS 18R/L, 19 ARRIVALS

SPEED: MAX 280 KT WITHIN APP CONTROL



FL CONVERSION	
FL177	FL5400m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

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

CHANGES: Reissue.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-2P)

BEIJING, PR OF CHINA
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	

MSA
PEK VOR
7100′ 210° 110° 6000′ 4600′ 300° 030° 2000′

BOBAK 01A [BOBØ1A]
BOBAK 03A [BOBØ3A]

JB 01A
BY ATC

RWYS 01, 36R/L ARRIVALS
SPEED: MAX 280 KT
WITHIN APP CONTROL

N
NOT TO SCALE

SHAZIYING
D 117.2 SZY
N40 06.1 E116 27.7

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

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

N39 41.6 E116 14.5
At or above 9850′

(IAF)
D26.1 SZY
N39 40.0
E116 26.2
At or above 6890′

R189°

LIANGXIANG
*475 JR
N39 43.2 E116 05.7

289°
10
109°

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

13

D37.8 SZY
N39 28.4 E116 13.6

D24 322°

32
BOBAK 01A

26
JB 01A

BOBAK 03A
23

344°

009°

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

009°
By ATC
070°
By ATC
250°

DAWANGZHUANG
D *112.7 VYK
N39 11.7 E116 34.3

BOBAK
N39 07.6 E116 24.3
At or above FL138

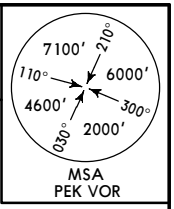
009°
By ATC
189°

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m

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

CHANGES: Reissue.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	

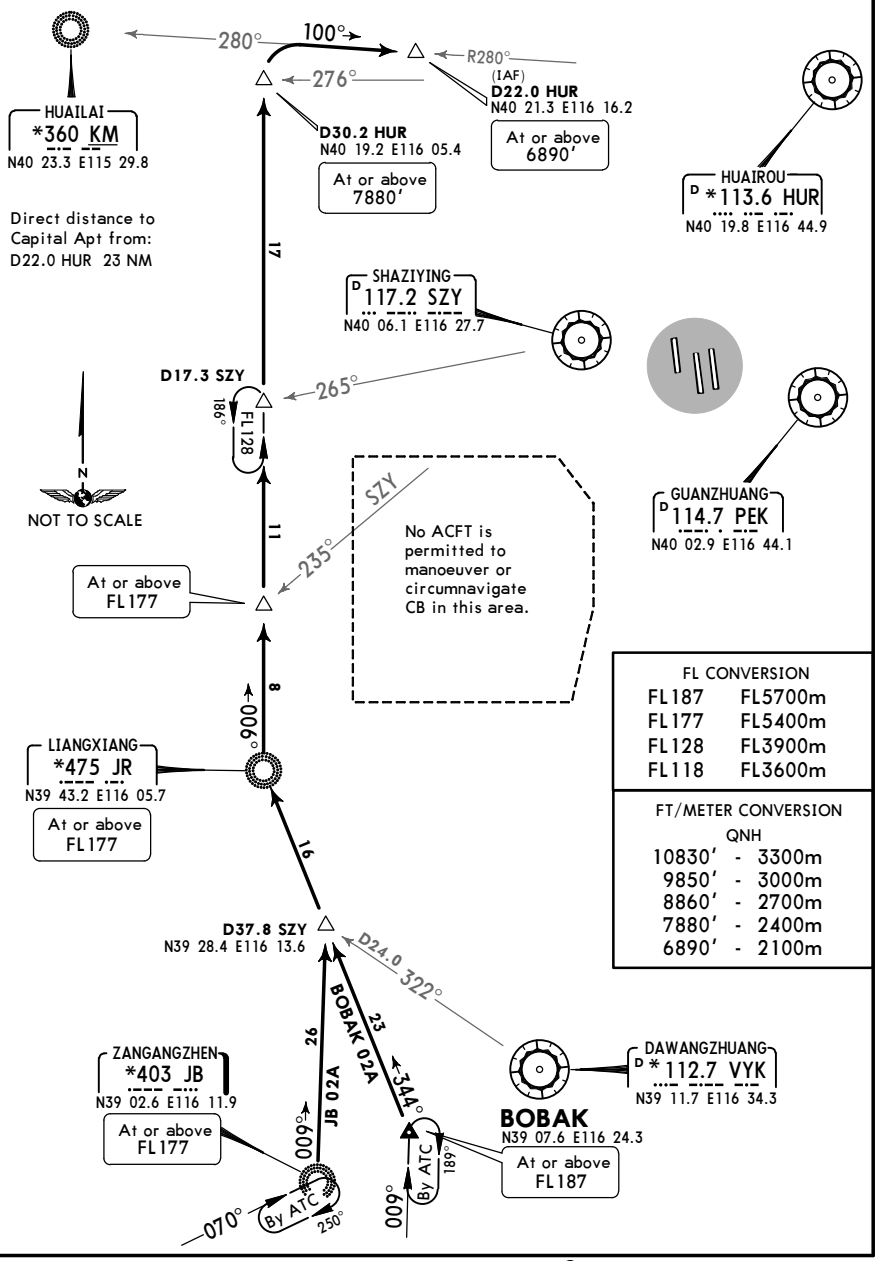


BOBAK 02A [BOBØ2A] JB 02A

BY ATC

RWYS 18R/L, 19 ARRIVALS

SPEED: MAX 280 KT WITHIN APP CONTROL



FL CONVERSION	
FL187	FL5700m
FL177	FL5400m
FL128	FL3900m
FL118	FL3600m

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

CHANGES: Reissue.

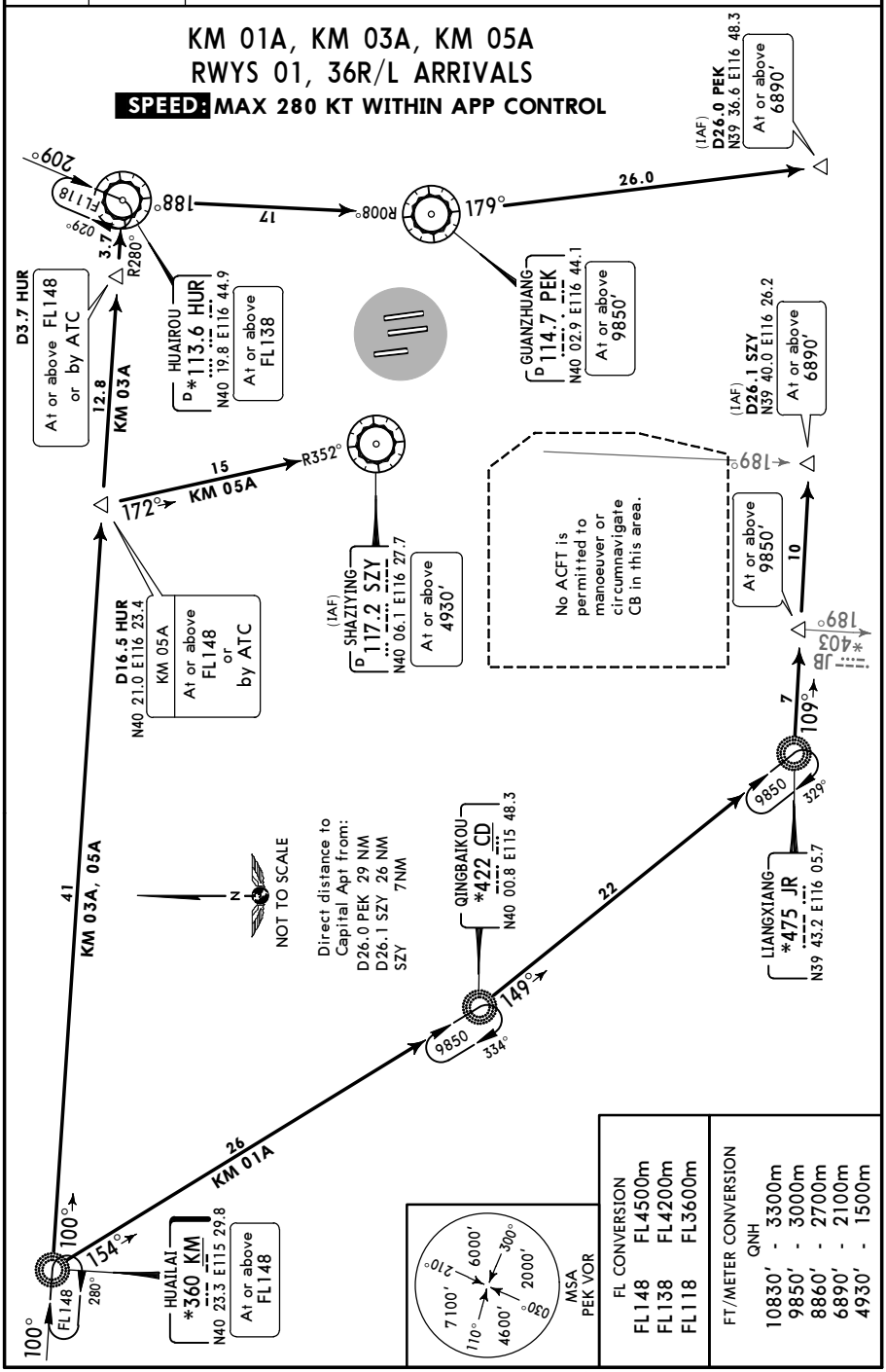
ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-2S)

BEIJING, PR OF CHINA
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
127.6	115'	

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



MSA
PEK VOR

FL CONVERSION

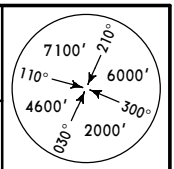
FL148	FL4500m
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION
QNH

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

CHANGES: Reissue.

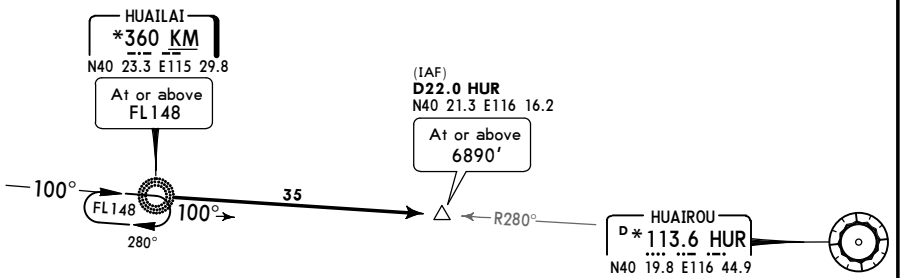
D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
127.6	115′	



MSA
PEK VOR

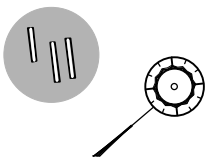
KM 02A
RWYS 18R/L, 19 ARRIVAL

SPEED: MAX 280 KT WITHIN APP CONTROL



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

NOT TO SCALE



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

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

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

CHANGES: Reissue.

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

CHANGES: RNAV SIDs established.

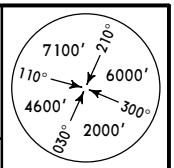
SID DESIGNATION	REFER TO CHART
CDY 11D, 21D, YV 11D, 12D, 13D, 21D	10-3K
CDY 31D, 41D, YV 31D, 32D, 41D	10-3L
CDY 51D, 61D, YV 51D, 52D, 61D	10-3M
LADIX 11D, 12D, 21D, TONIL 11D, 21D	10-3N
LADIX 31D, 32D, 41D, TONIL 31D, 41D	10-3P
LADIX 51D, 52D, 61D, TONIL 51D, 61D	10-3Q
RENOB 11D, 12D	10-3S
RENOB 21D,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

CHANGES: None.

Apt Elev
115′

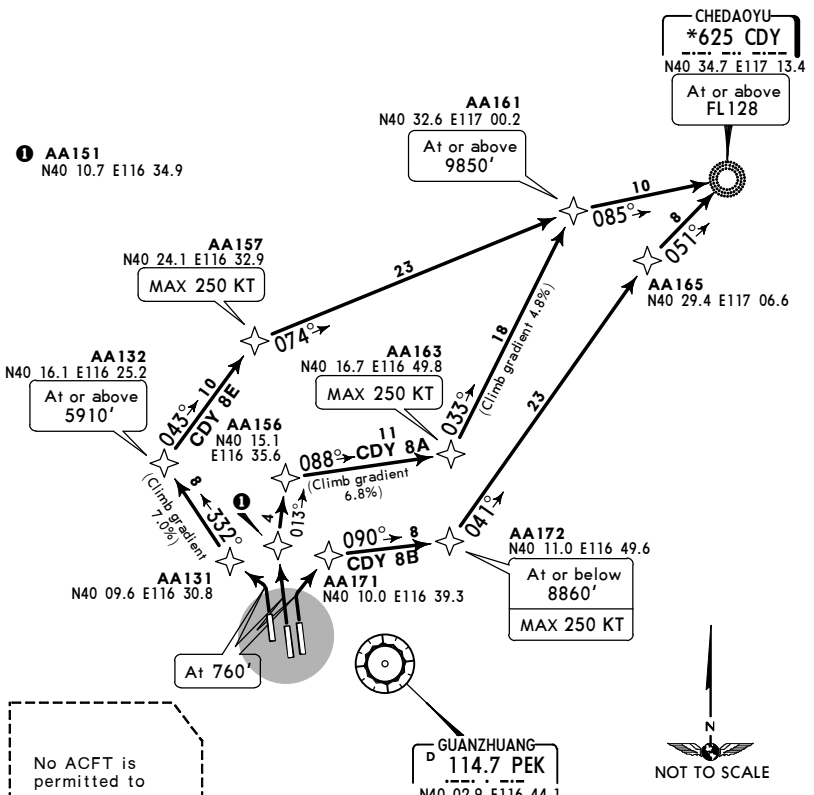
Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below

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



MSA
PEK VOR

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



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

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

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

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

FL CONVERSION
FL118 FL3600m
FL128 FL3900m

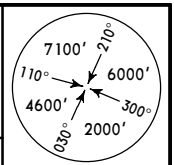
SID	RWY	ROUTING
CDY 8A	**36R**	(760′) - AA151 - AA156 - AA163 (K250-) - AA161 (9850′+) - CDY (FL128+).
CDY 8B	**01**	(760′) - AA171 - AA172 (8860′-; K250-) - AA165 - CDY (FL128+).
CDY 8E	**36L**	(760′) - AA131 - AA132 (5910′+) - AA157 (K250-) - AA161 (9850′+) - CDY (FL128+).

CHANGES: Reissue.

Apt Elev
115′

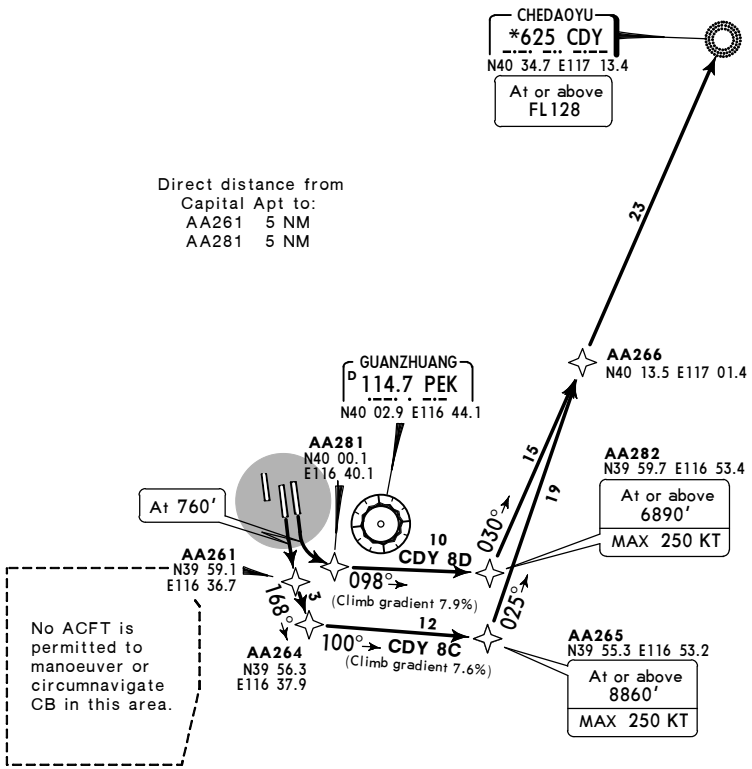
Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below

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



MSA
PEK VOR

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



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

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

N
NOT TO SCALE

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+).

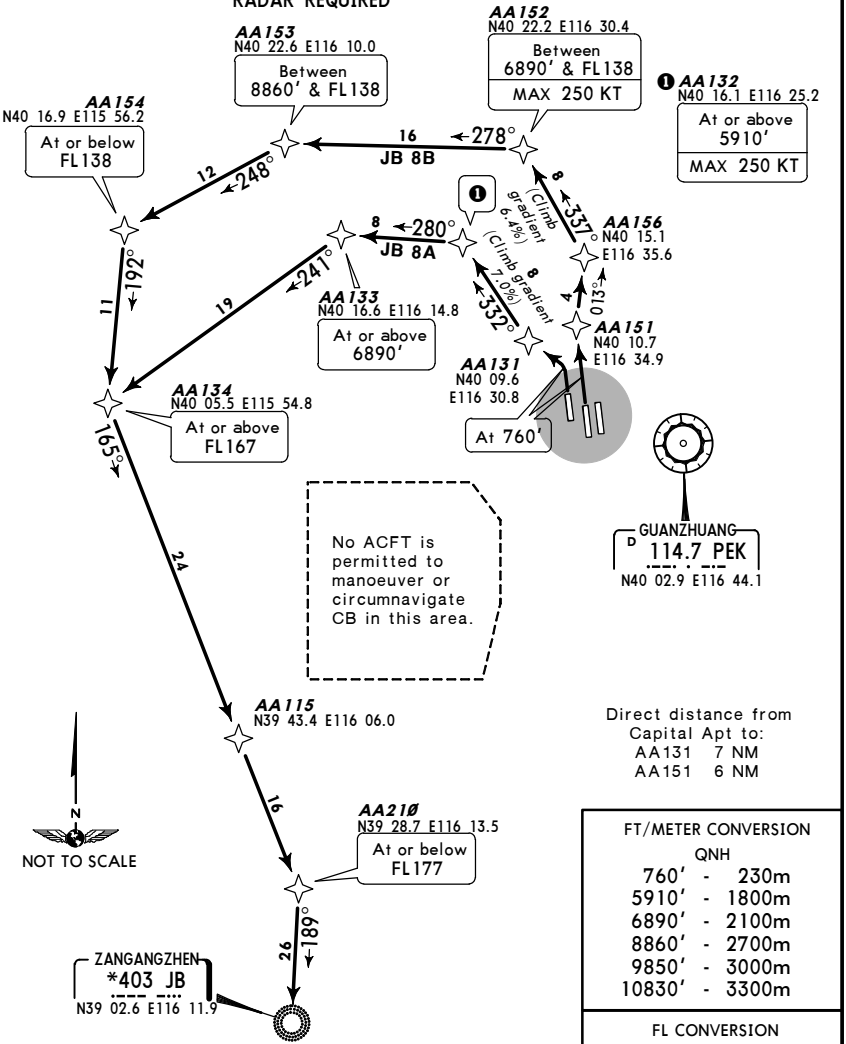
CHANGES: Reissue.

Apt Elev 115′

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

MSA
PEK VOR
7100′ 210° 6000′ 300° 2000′ 030° 4600′ 110°

JB 8A, JB 8B
RWYS 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



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
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

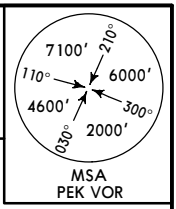
SID	RWY	ROUTING
JB 8A	36L	(760′) - AA131 - AA132 (5910′+; K250-) - AA133 (6890′+) - AA134 (FL167+) - AA115 - AA210 (FL177-) - JB.
JB 8B	36R	(760′) - AA151 - AA156 - AA152 (6890′+; FL138-; K250-) - AA153 (8860′+; FL138-) - AA154 (FL138-) - AA134 (FL167+) - AA115 - AA210 (FL177-) - JB.

CHANGES: New procedures at this airport.

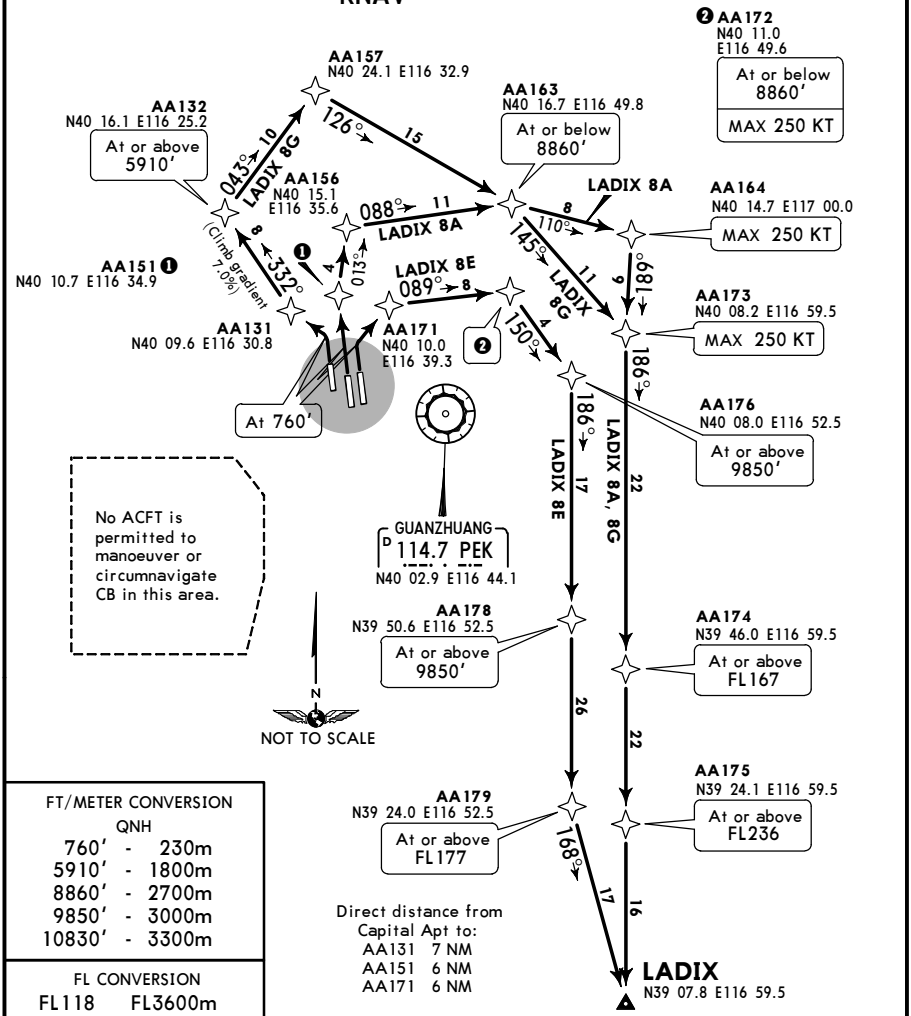
Apt Elev 115′

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

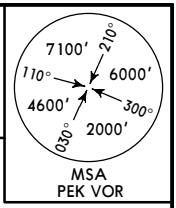
SID	RWY	ROUTING
LADIX 8A	**36R**	(760′) - AA151 - AA156 - AA163 (8860′-) - AA164 (K250-) - AA173 (K250-) - AA174 (FL167+) - AA175 (FL236+) - LADIX.
LADIX 8E	**01**	(760′) - AA171 - AA172 (8860′-; K250-) - AA176 (9850′+) - AA178 (9850′+) - AA179 (FL177+) - LADIX.
LADIX 8G	**36L**	(760′) - AA131 - AA132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

CHANGES: RNAV SID LADIX 8A revised.

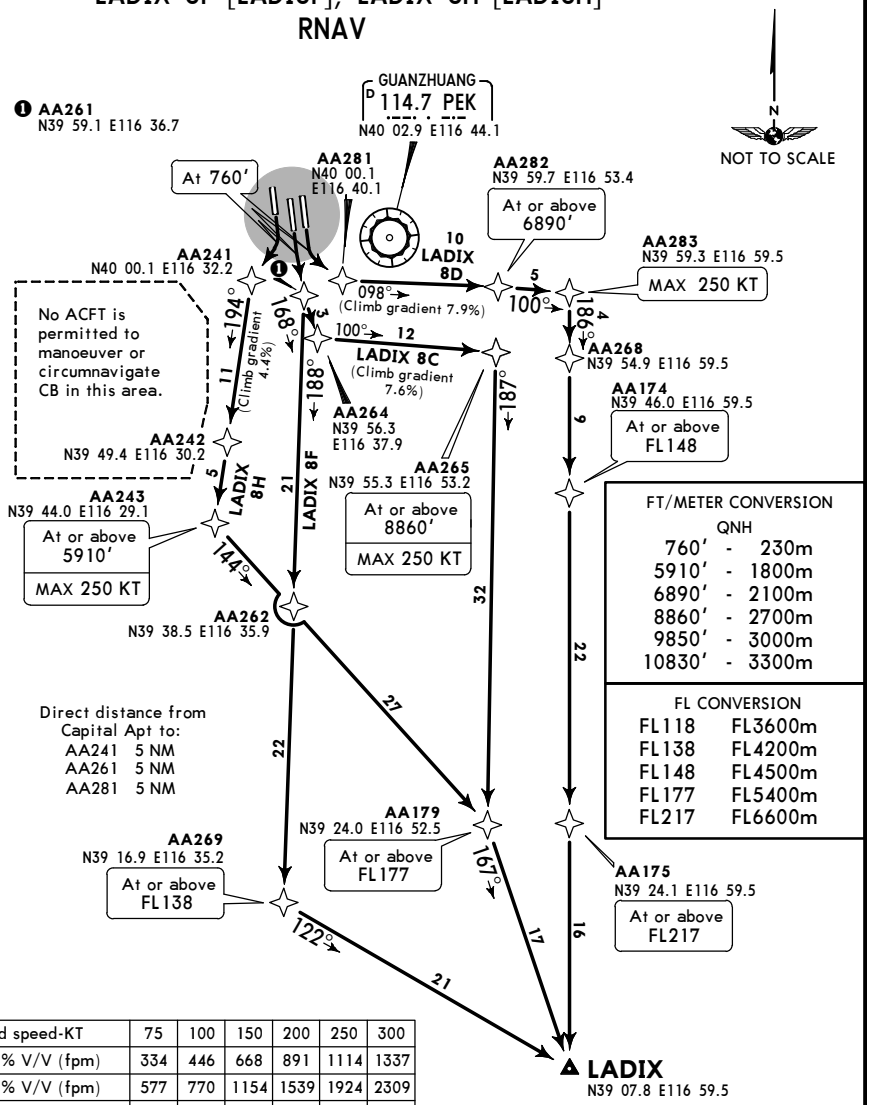
Apt Elev 115′

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

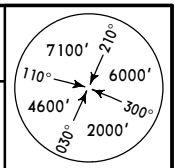


Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

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.

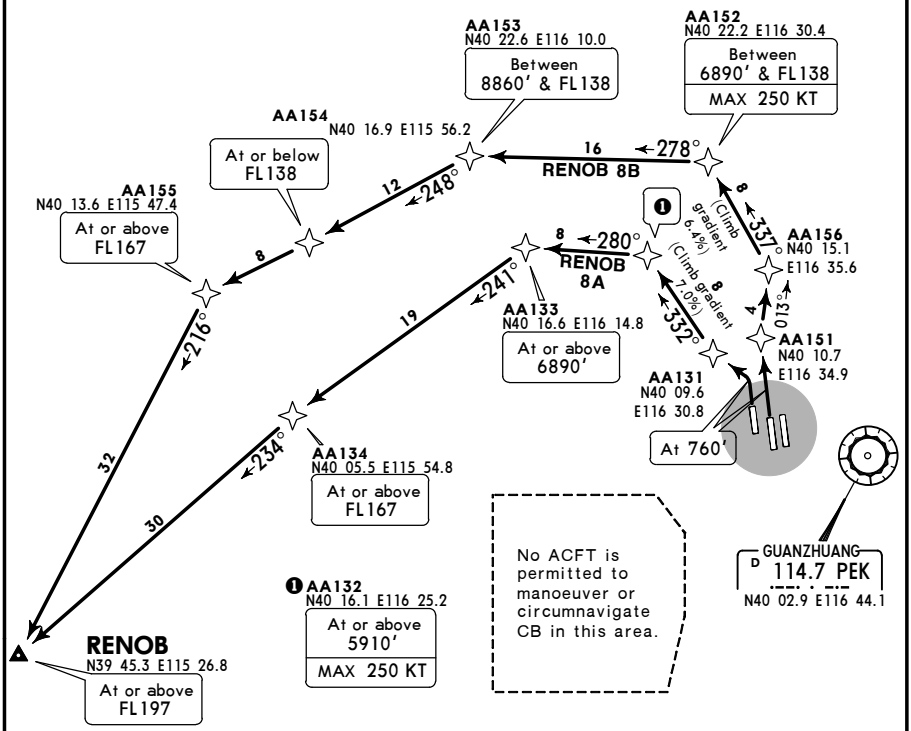
CHANGES: None.

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



MSA
PEK VOR

RENOB 8A [RENO8A], RENOB 8B [RENO8B]
RWYS 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



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

NOT TO SCALE

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

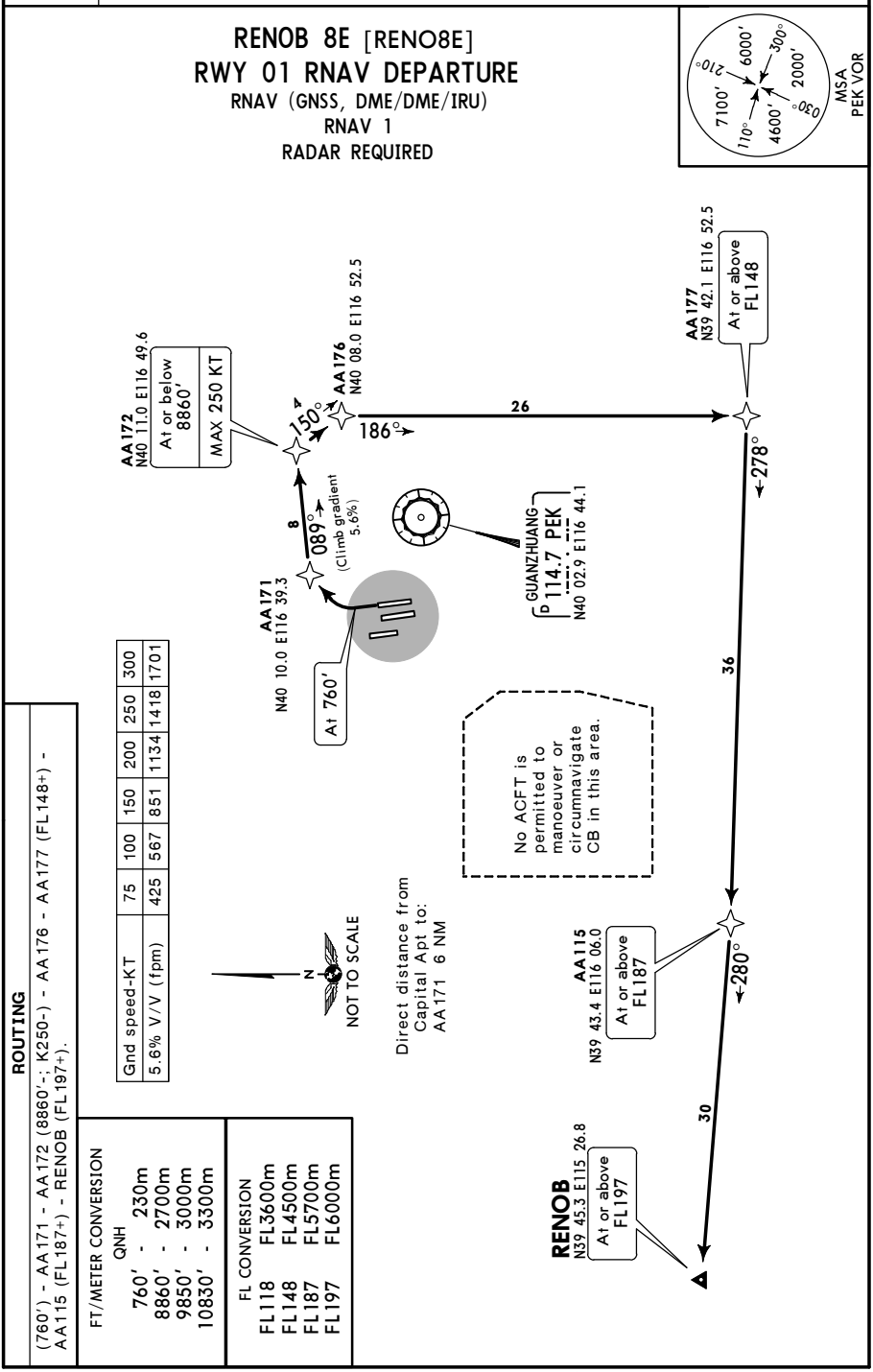
SID	RWY	ROUTING
RENOB 8A	36L	(760′) - AA131 - AA132 (5910′+; K250-) - AA133 (6890′+) - AA134 (FL167+) - RENOB (FL197+).
RENOB 8B	36R	(760′) - AA151 - AA156 - AA152 (6890′+; FL138-; K250-) - AA153 (8860′+; FL138-) - AA154 (FL138-) - AA155 (FL167+) - RENOB (FL197+).

CHANGES: RNAV SIDs revised.

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



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

ROUTING

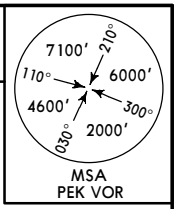
(760′) - AA171 - AA172 (8860′-; K250-) - AA176 - AA177 (FL148+) - AA115 (FL187+) - RENOB (FL197+).

FT/METER CONVERSION
QNH
760′ - 230m
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

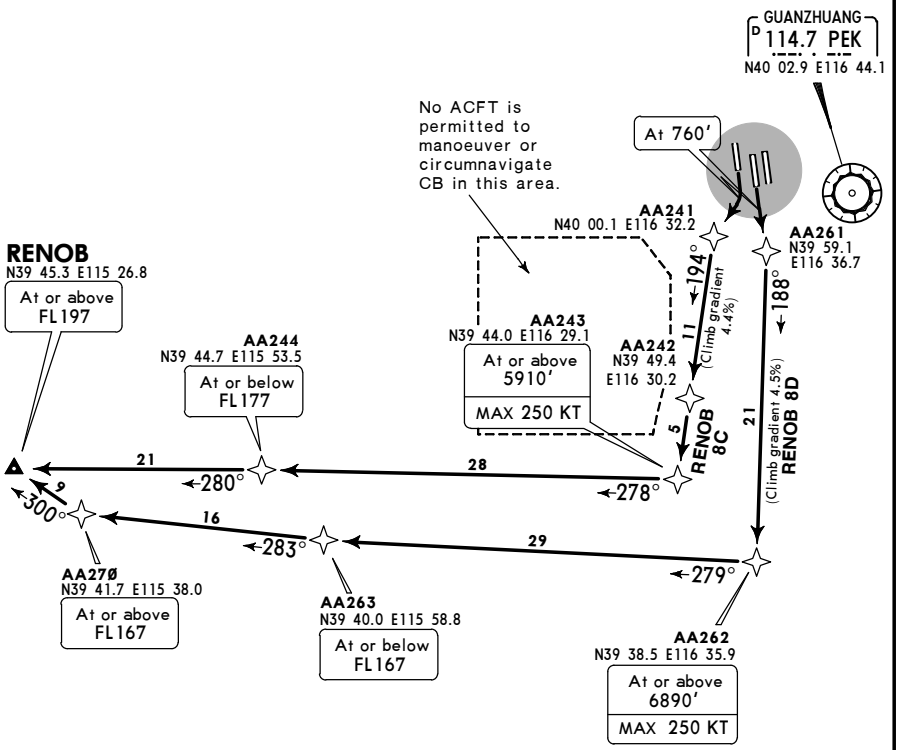
FL CONVERSION
FL118 FL3600m
FL148 FL4500m
FL187 FL5700m
FL197 FL6000m

CHANGES: Crossing at RENOB revised.

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



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

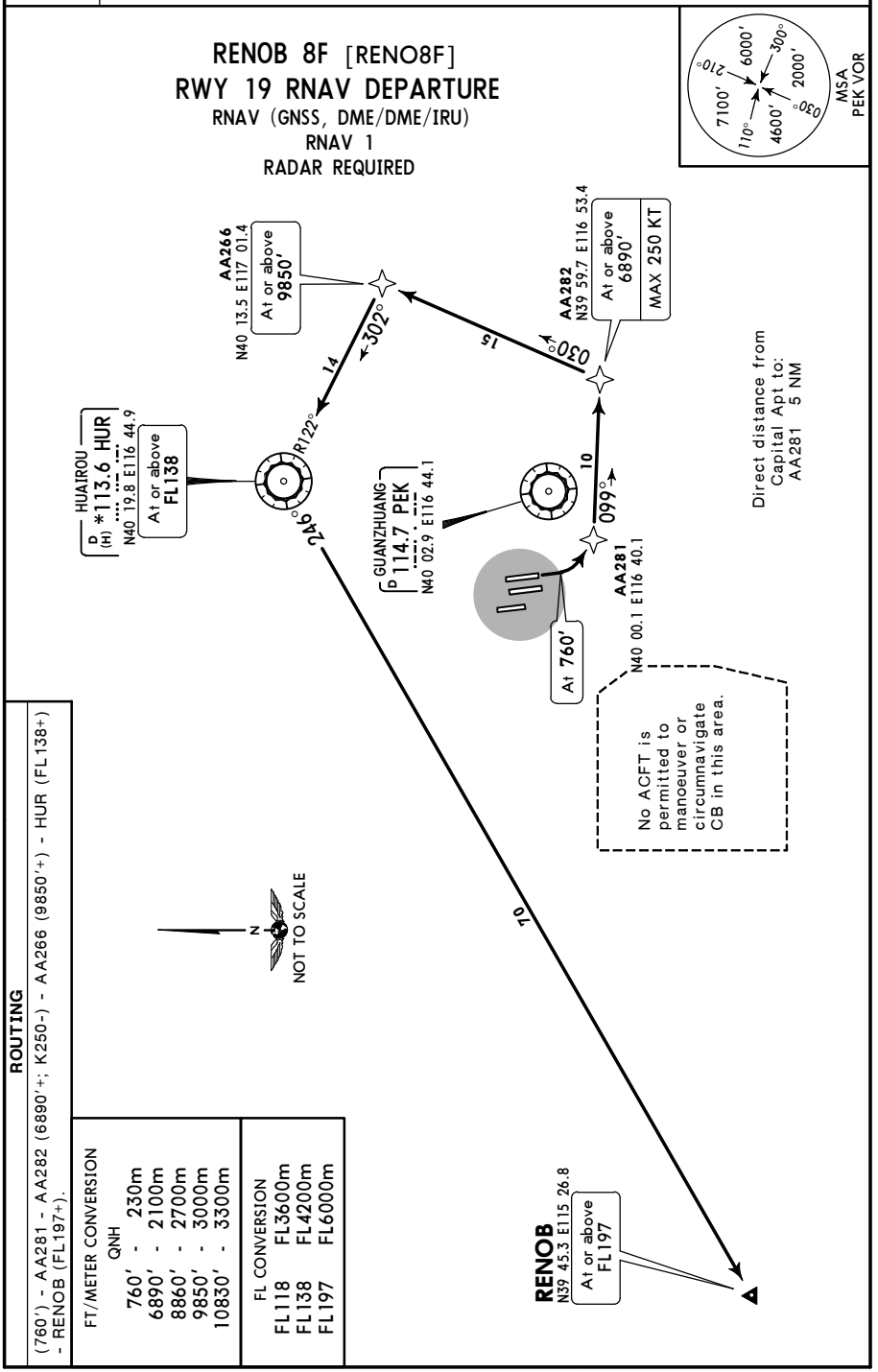
SID	RWY	ROUTING
RENOB 8C	18R	(760′) - AA241 - AA242 - AA243 (5910′+; K250-) - AA244 (FL177-) - RENOB (FL197+).
RENOB 8D	18L	(760′) - AA261 - AA262 (6890′+; K250-) - AA263 (FL167-) - AA270 (FL167+) - RENOB (FL197+).

CHANGES: RNAV SIDs revised.

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′+; K250-) - AA266 (9850′+) - HUR (FL138+) - RENOB (FL197+).

FT/METER CONVERSION

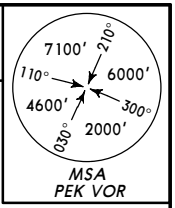
QNH	
760′ -	230m
6890′ -	2100m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION

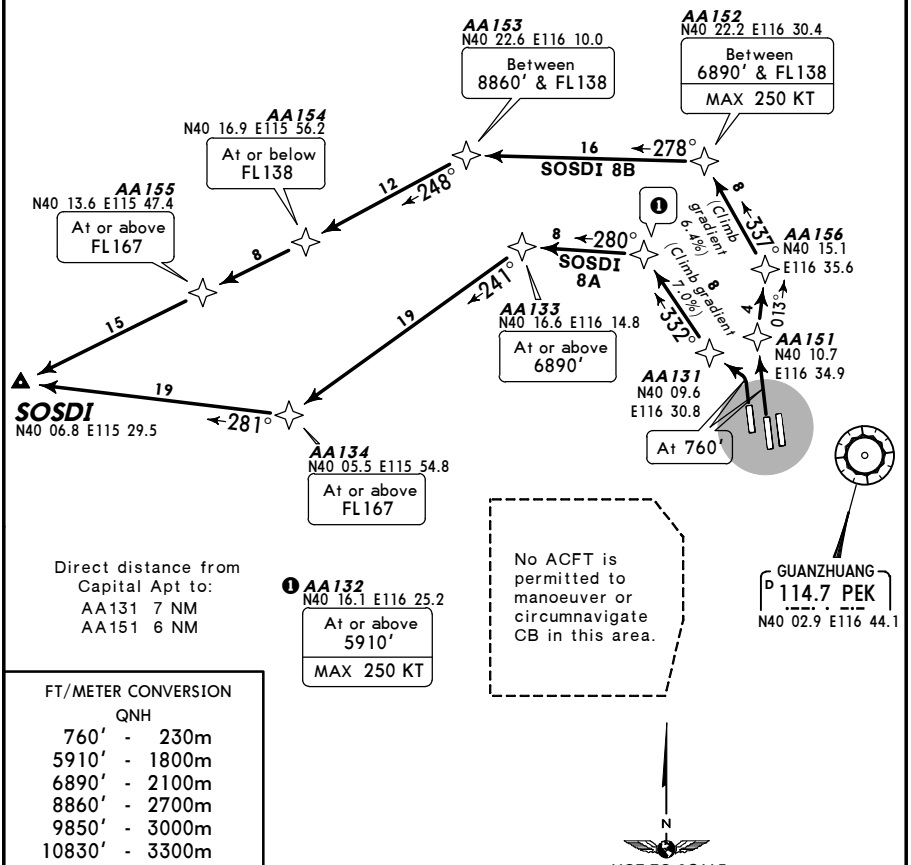
FL118	FL3600m
FL138	FL4200m
FL197	FL6000m

CHANGES: Crossing at RENOB revised.

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



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

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

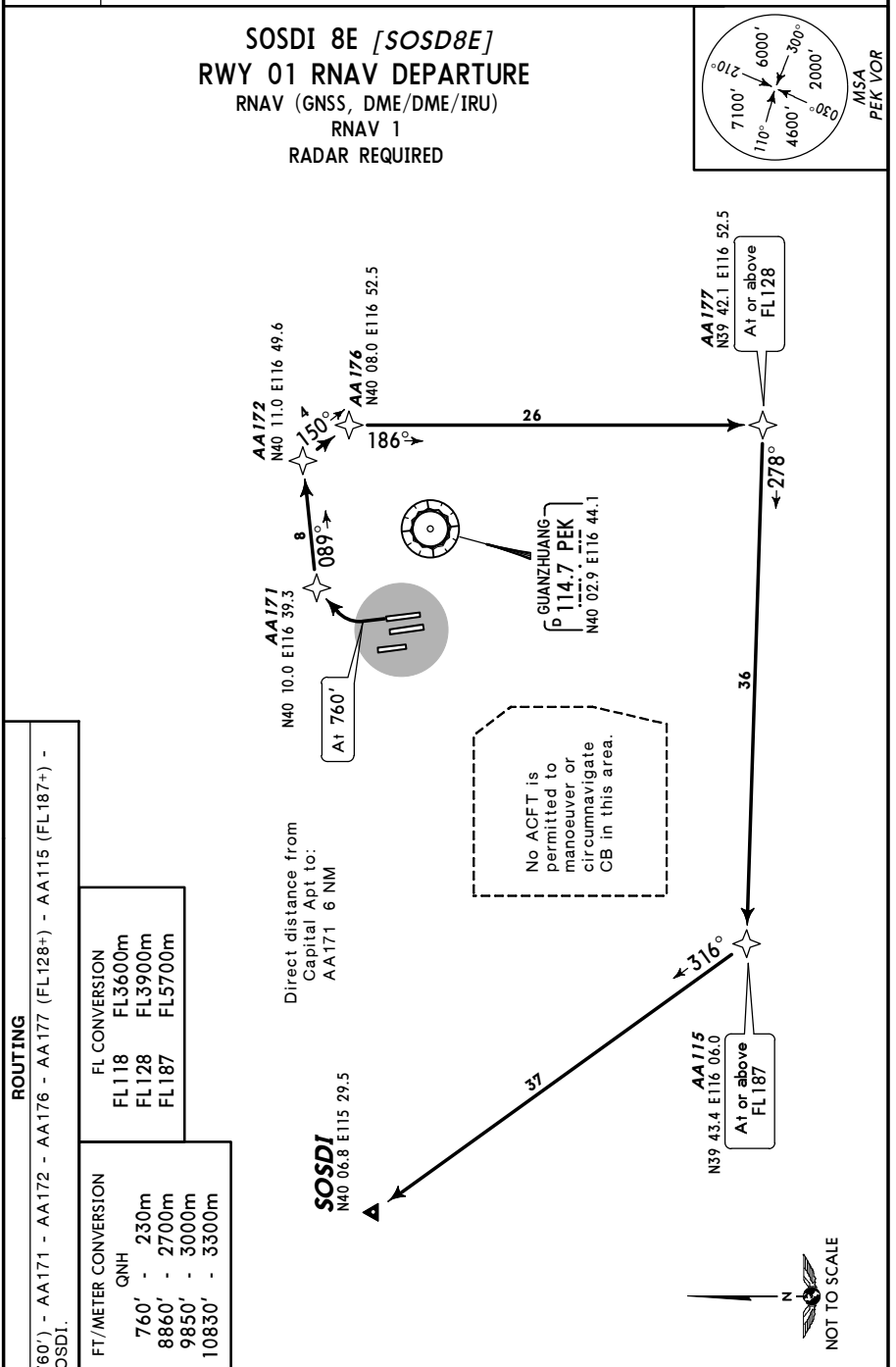
SID	RWY	ROUTING
SOSDI 8A	36L	(760′) - AA131 - AA132 (5910′+; K250-) - AA133 (6890′+) - AA134 (FL167+) - SOSDI.
SOSDI 8B	36R	(760′) - AA151 - AA156 - AA152 (6890′+; FL138-; K250-) - AA153 (8860′+; FL138-) - AA154 (FL138-) - AA155 (FL167+) - SOSDI.

CHANGES: RNAV SIDs revised.

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

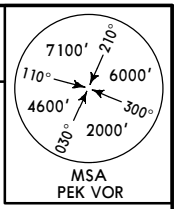
(760′) - AA171 - AA172 - AA176 - AA177 (FL128+) - AA115 (FL187+) - SOSDI.

FT/METER CONVERSION
QNH
760′ - 230m
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

FL CONVERSION
FL118 FL3600m
FL128 FL3900m
FL187 FL5700m

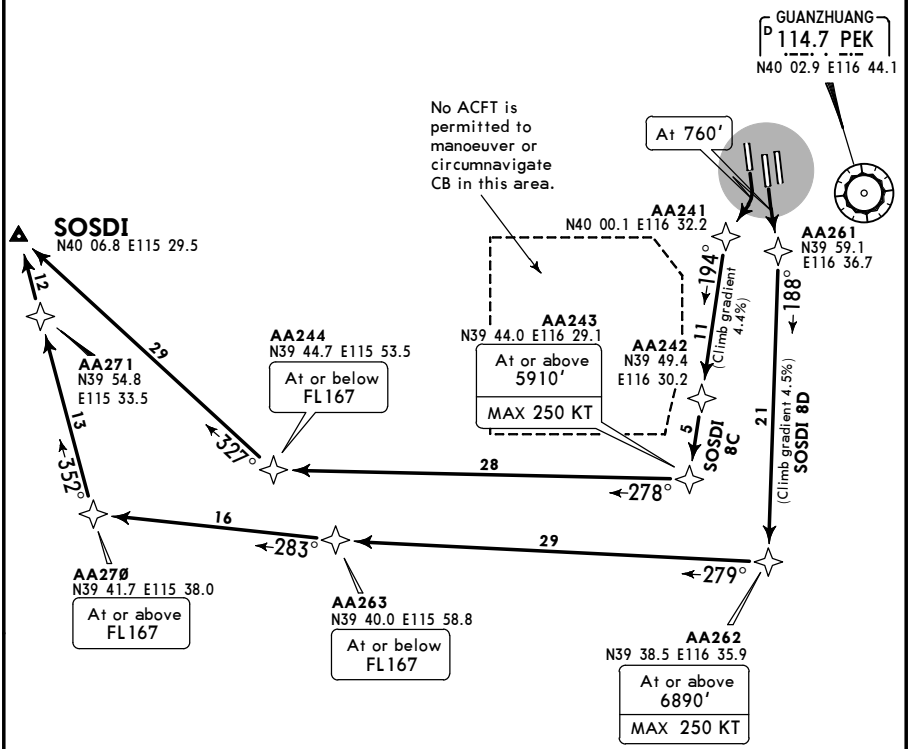
CHANGES: None.

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

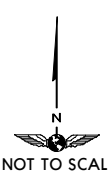


SOSDI 8C [SOSD8C], SOSDI 8D [SOSD8D]
RWYS 18R/L RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



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



FT/METER CONVERSION QNH	
760′	230m
5910′	1800m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
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 - AA243 (5910′+; K250-) - AA244 (FL167-) - SOSDI.
SOSDI 8D	18L	(760′) - AA261 - AA262 (6890′+; K250-) - AA263 (FL167-) - AA270 - (FL167+) - AA271 - SOSDI.

CHANGES: None.

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

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

MSA
PEK VOR
6000′
7100′
4600′
2000′
210°
300°
110°
030°

AA266
N40 13.5 E117 01.4
At or above 9850′

AA282
N39 59.7 E116 53.4
At or above 6890′
MAX 250 KT

HUAIROU
*113.6 HUR
N40 19.8 E116 44.9
At or above FL138

GUANZHUANG
114.7 PEK
N40 02.9 E116 44.1

AA281
N40 00.1 E116 40.1
At 760′

SOSDI
N40 06.8 E115 29.5

302°
14
R122°
264°
030°
15
099°
10
59

Direct distance from Capital Apt to: AA281 5 NM

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

N
NOT TO SCALE

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

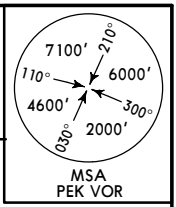
FL CONVERSION
FL118 FL3600m
FL138 FL4200m

CHANGES: Reissue.

Apt Elev 115′

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

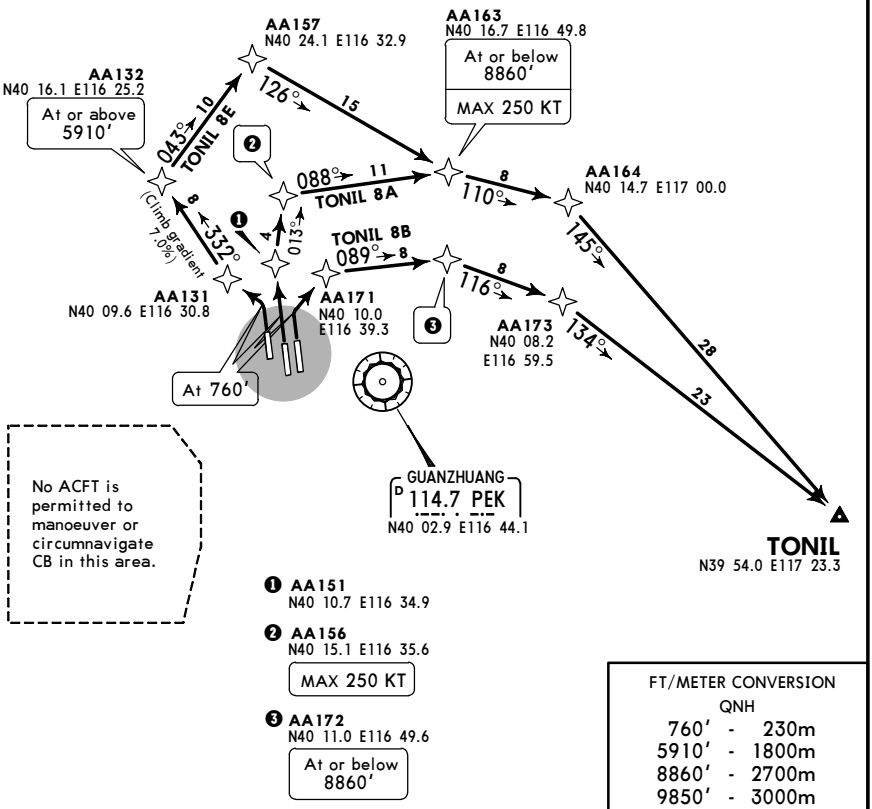
1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



MSA
PEK VOR

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



❶ **AA151**
N40 10.7 E116 34.9

❷ **AA156**
N40 15.1 E116 35.6
MAX 250 KT

❸ **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

FL CONVERSION
FL118 FL3600m

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

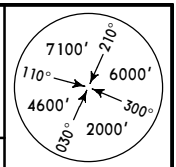
SID	RWY	ROUTING
TONIL 8A	**36R**	(760′) - AA151 - AA156 (K250-) - AA163 (8860′-; K250-) - AA164 - TONIL.
TONIL 8B	**01**	(760′) - AA171 - AA172 (8860′-) - AA173 - TONIL.
TONIL 8E	**36L**	(760′) - AA131 - AA132 (5910′+) - AA157 - AA163 (8860′-; K250-) - AA164 - TONIL.

CHANGES: RNAV SID TONIL 8A revised.

Apt Elev
115′

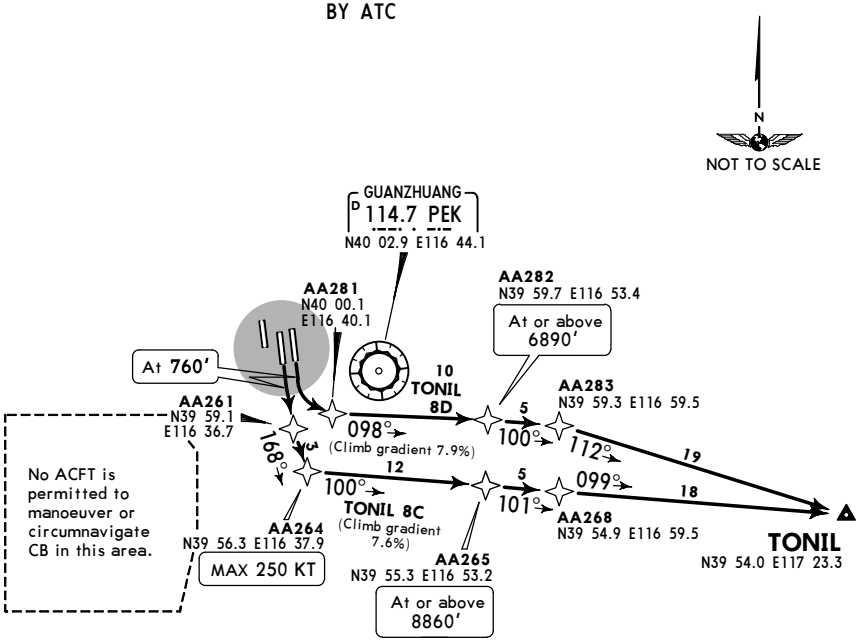
Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below

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



MSA
PEK VOR

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

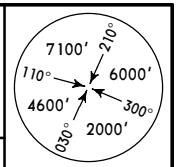
SID	RWY	ROUTING
TONIL 8C	**18L**	(760′) - AA261 - AA264 (K250-) - AA265 (8860′+) - AA268 - TONIL.
TONIL 8D	**19**	(760′) - AA281 - AA282 (6890′+) - AA283 - TONIL.

CHANGES: None.

Apt Elev
115′

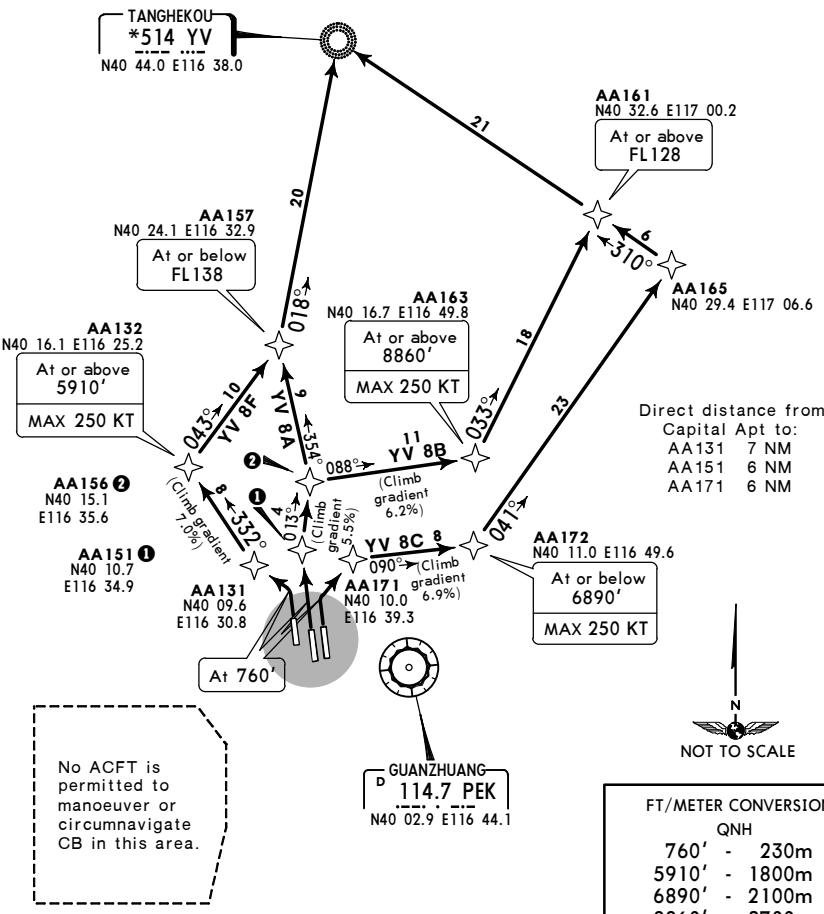
Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below

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



MSA
PEK VOR

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

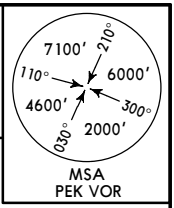
SID	RWY	ROUTING
YV 8A	36R	(760′) - AA151 - AA156 - AA157 (FL138-) - YV.
YV 8B		(760′) - AA151 - AA156 - AA163 (8860′+; K250-) - AA161 (FL128+) - YV.
YV 8C	01	(760′) - AA171 - AA172 (6890′-; K250-) - AA165 - AA161 (FL128+) - YV.
YV 8F	36L	(760′) - AA131 - AA132 (5910′+; K250-) - AA157 (FL138-) - YV.

CHANGES: Track between AA156 and AA163.

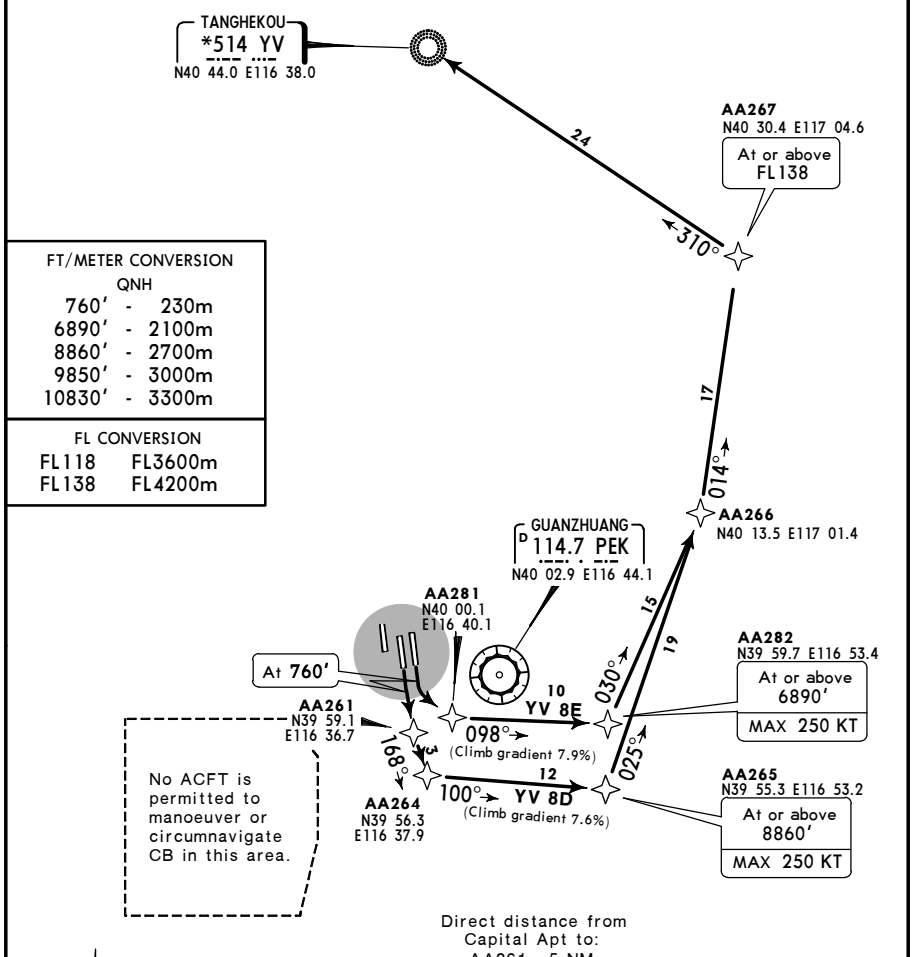
Apt Elev
115′

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



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

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

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

N
NOT TO SCALE

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.

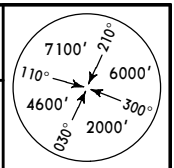
CHANGES: None.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3K)

BEIJING, PR OF CHINA
SID

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



MSA
PEK VOR

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

CDY 21D, YV 21D
RWY 18R DEPARTURES

❶ By ATC.
❷ No aircraft is permitted to manoeuver or circumnavigate CB in this area.

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

D20.5 HUR
N40 34.0 E117 04.3

HUAIROU
380 OB
N40 17.3 E116 32.1

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 or above 6890′

N40 17.0
E116 28.2

N40 13.8 E117 01.6
At or above FL128

At 760′

YV 13D 25
YV 21D
31 (Climb gradient 5.3%)
YV 12D ❶ (Climb gradient 5.6%)
20.5 CDY 11D
23 CDY 21D
7
090°
354°
052°
022°
096°
R223°
331°
121°
YV 11D 340°
012°
CDY 11D YV 13D 043°
18
029°
104°
096° CDY 21D YV 21D

❷

N
NOT TO SCALE

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
5.6% 340′ per NM	425	567	851	1134	1418	1701
5.3% 322′ per NM	403	537	805	1073	1342	1610

CHANGES: None.

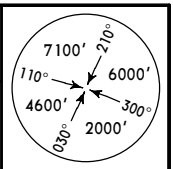
ZBAA/PEK
CAPITAL

JEPPESEN

7 OCT 16 (10-3L)

BEIJING, PR OF CHINA
SID

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



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

CDY 41D, YV 41D RWY 18L DEPARTURES

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

D20.5 HUR
N40 34.0 E117 04.3
090°
7

YV 31D
(Climb gradient 5.3%)

YV 32D
25

YV 41D

20.5
CDY 31D

23
CDY 41D

N
NOT TO SCALE

354°
052°
331°

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

012°
058°
R238°
CDY 31D
YV 32D

121°

N40 13.8 E117 01.6
At or above FL128

GUANZHUANG
D
114.7 PEK
N40 02.9 E116 44.1

359°

XILIUHETUN
*395 WF
N39 56.7 E116 52.5
At or above 4930′

18

029°

096°
CDY 41D
YV 41D

240 QU
N39 59.6 E116 36.6

No aircraft is permitted to manoeuver 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

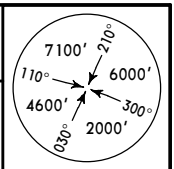
CHANGES: Reissue.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3M)

BEIJING, PR OF CHINA
SID

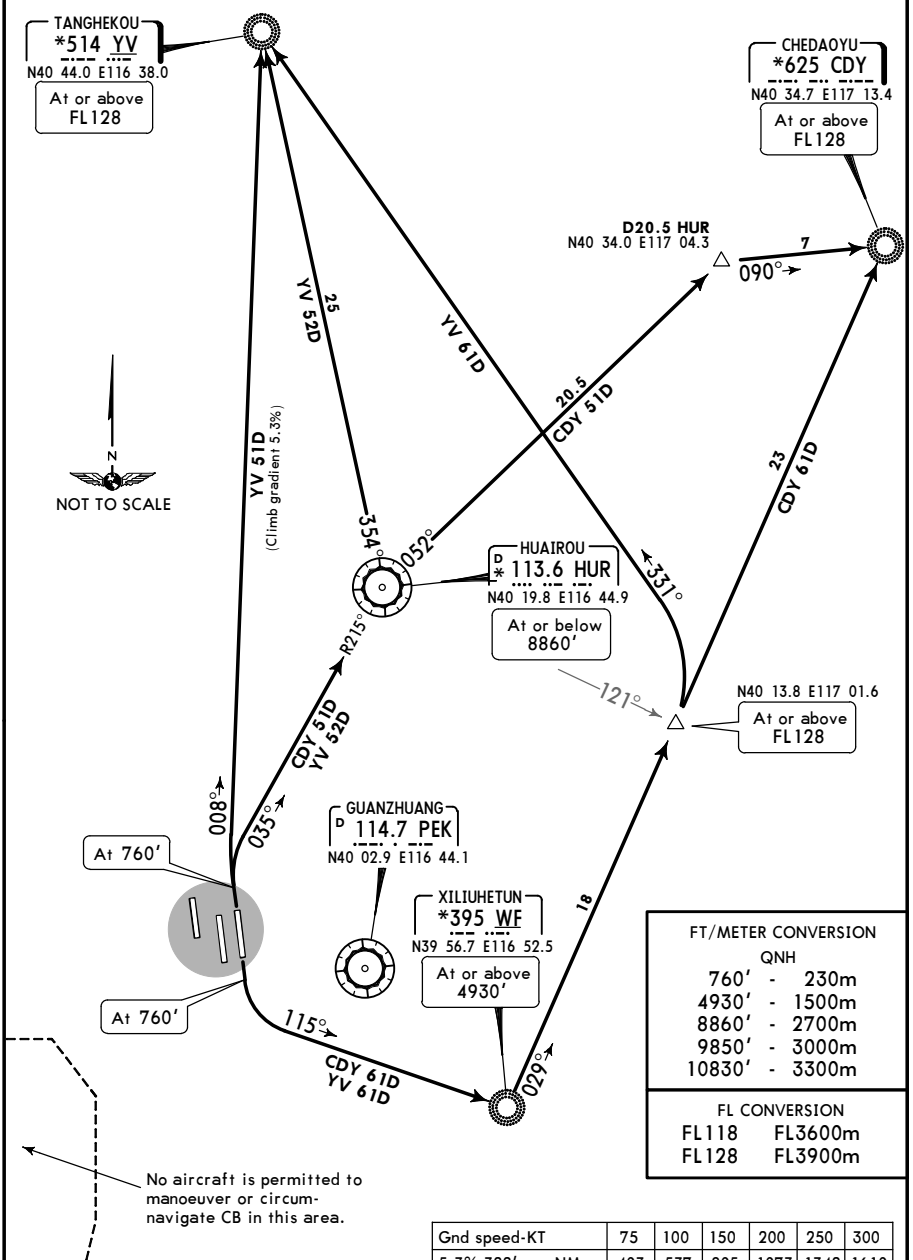
Apt Elev	Trans level: FL118	Trans alt:	9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
115′			



MSA
PEK VOR

CDY 51D, YV 51D, YV 52D
RWY 01 DEPARTURES

CDY 61D, YV 61D
RWY 19 DEPARTURES



FT/METER CONVERSION	
QNH	
760′	230m
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

CHANGES: Reissue.

ZBAA/PEK
CAPITAL

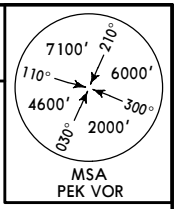
JEPPESEN
7 OCT 16 (10-3N)

BEIJING, PR OF CHINA
SID

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

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

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



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

R223°
LADIX 12D
TONIL 11D ❶
043°

190°
170°
At or below 8860′
TONIL 11D ❶
LADIX 12D

❶ By ATC.

At 760′

149°
LADIX 11D

AMVIK
N40 04.0 E116 59.5
At or above FL118

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

125°
21

104°

096°
LADIX 21D
TONIL 21D ❶

103°
24
TONIL 21D ❶

TONIL
N39 54.0
E117 23.3

184°

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

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

LADIX 11D, 12D, 21D
39

N
NOT TO SCALE

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

163°
11

LADIX
N39 07.8 E116 59.5

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

FL CONVERSION	
FL118	FL3600m
FL197	FL6000m

CHANGES: None.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3P)

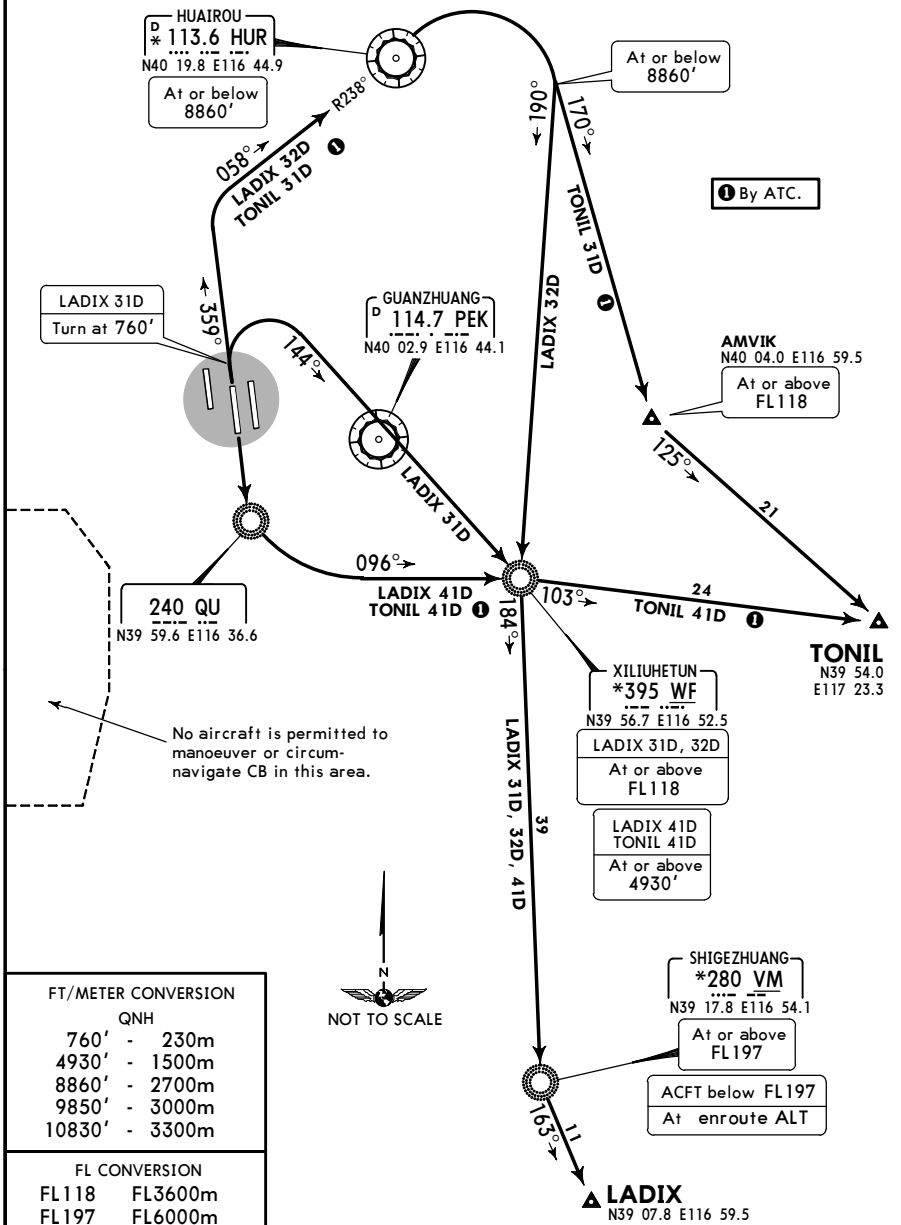
BEIJING, PR OF CHINA
SID

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

MSA
PEK VOR
7100′ 210° 6000′ 110° 300° 4600′ 030° 2000′

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

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



FT/METER CONVERSION	
QNH	
760′	230m
4930′	1500m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL197	FL6000m

CHANGES: None.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3Q)

BEIJING, PR OF CHINA
SID

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

MSA
PEK VOR
7100′ 210° 6000′ 110° 300° 4600′ 030° 2000′

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

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

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

R215° LADIX 52D TONIL 51D ❶
035°
At 760′
At 760′
152°
115°
LADIX 51D
LADIX 61D TONIL 61D ❶

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

190°
170°
At or below 8860′
TONIL 51D ❶
LADIX 52D
❶ By ATC.

AMVIK
N40 04.0 E116 59.5
At or above FL118
125°
21

103°
24
TONIL 61D ❶
TONIL
N39 54.0
E117 23.3

184°
XILIUHETUN
*395 WF
N39 56.7 E116 52.5
LADIX 51D, 52D
At or above FL118
LADIX 61D TONIL 61D
At or above 4930′

LADIX 51D, 52D, 61D
39

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

N
NOT TO SCALE

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

163°
11
LADIX
N39 07.8 E116 59.5

FT/METER CONVERSION QNH	
760′	230m
4930′	1500m
8860′	2700m
9850′	3000m
10830′	3300m

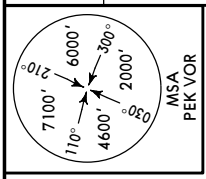
FL CONVERSION	
FL118	FL3600m
FL197	FL6000m

CHANGES: Reissue.

Apt Elev 115′

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

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



HUAIROU
D *113.6 HUR
N40 19.8 E116 44.9

HUAIROU
380 OB
N40 17.3 E116 32.1

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

❶ By ATC.

At or above 5910′

098°

278°

RENOB 12D

332°

RENOB 11D ❶

At 760′

262°

SHAHE
*555 CU
N40 07.3 E116 22.3

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

D23.3 HUR
N40 17.4 E116 14.6

At or above 6890′

256°

18

19

D40.0 HUR
At or above FL138

D40.0 HUR
At or above FL138

8

8

NOT TO SCALE

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

QINGBAIKOU
*422 CD
N40 00.8 E115 48.3

At or above FL167

325°

23

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

CHANGES: Reissue.

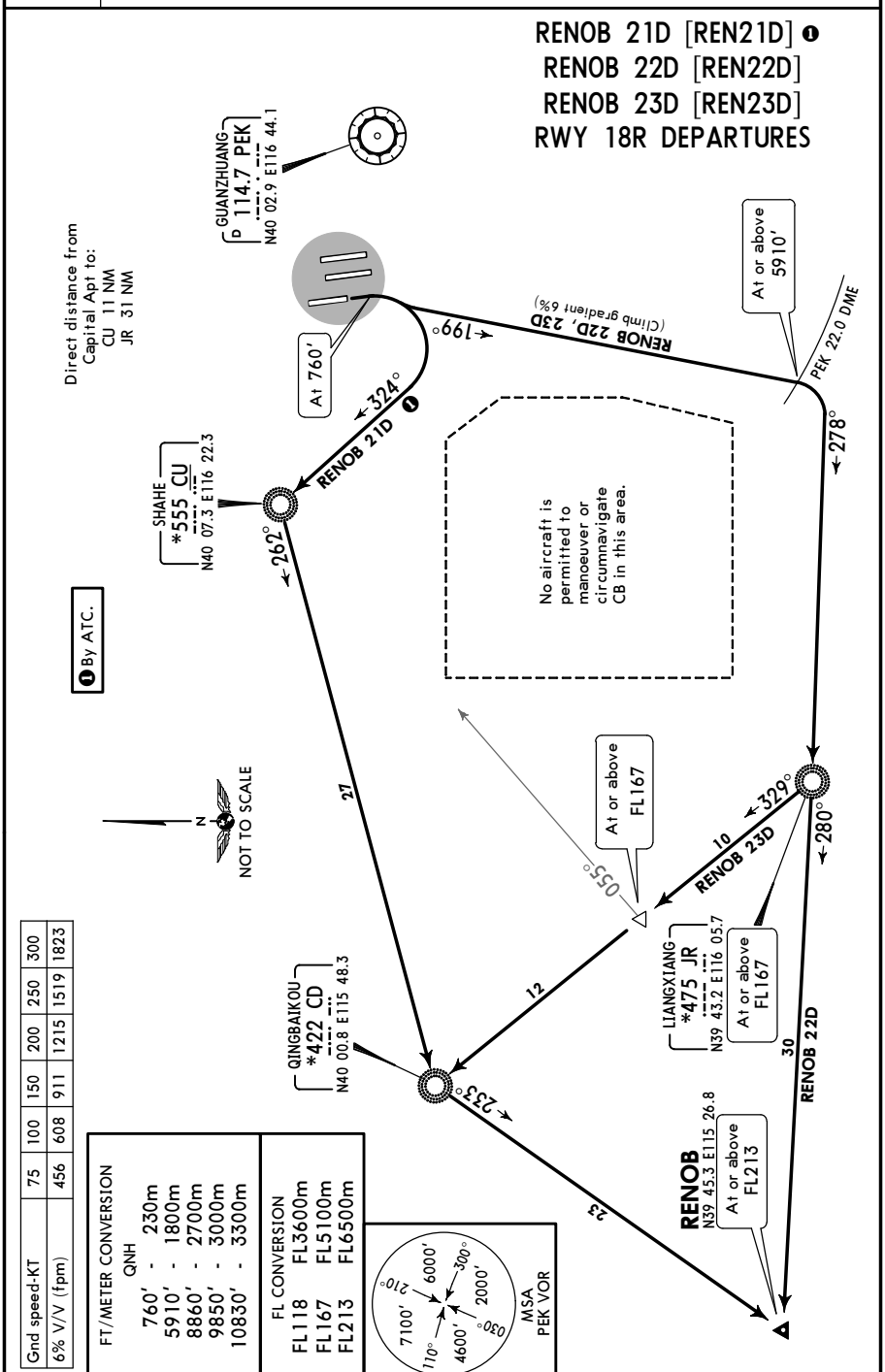
ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3T)

BEIJING, PR OF CHINA
SID

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

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



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

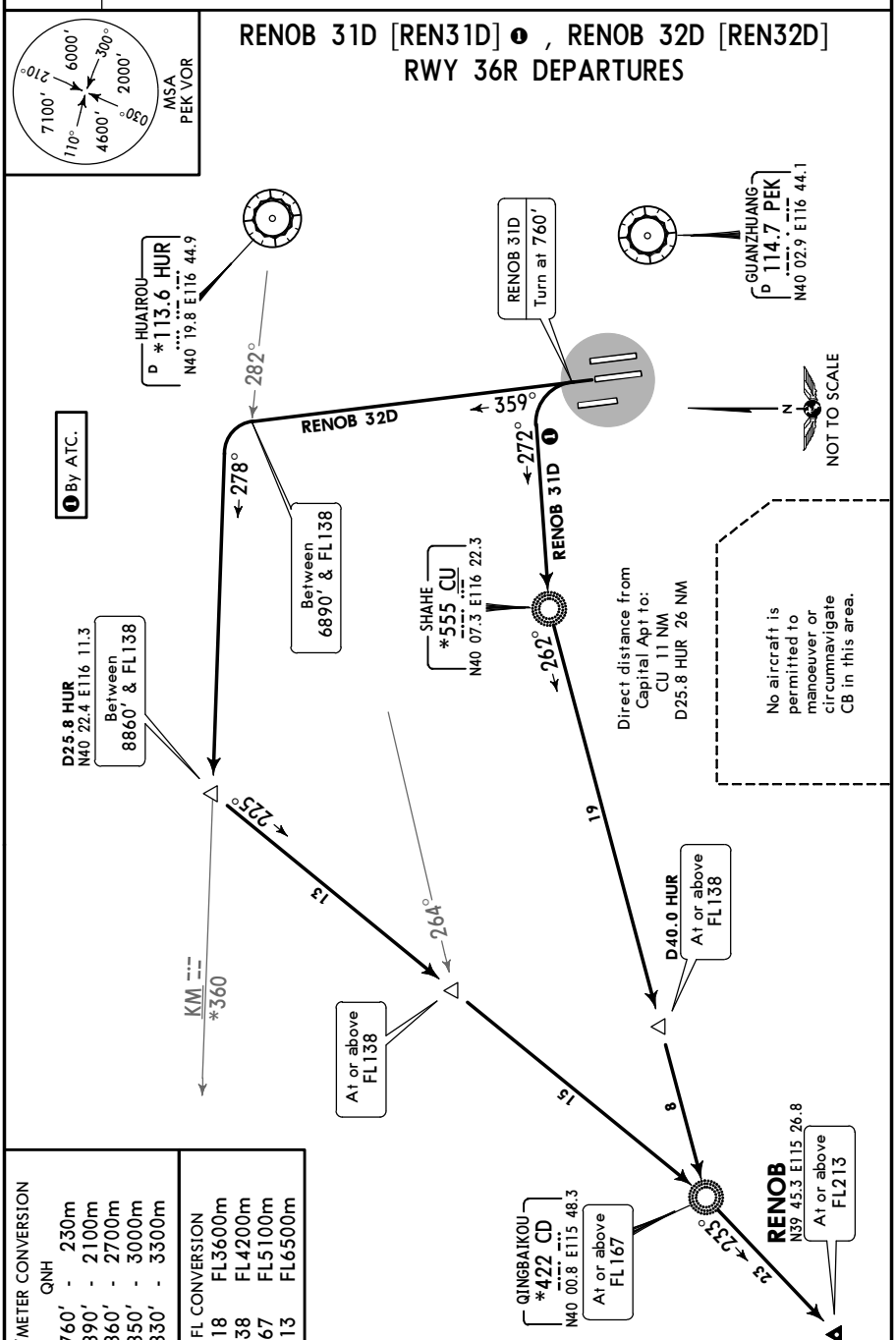
FT/METER CONVERSION
QNH
760′ - 230m
5910′ - 1800m
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

FL CONVERSION
FL118 FL3600m
FL167 FL5100m
FL213 FL6500m

CHANGES: Reissue.

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

RENOB 31D [REN31D] ❶ , 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.

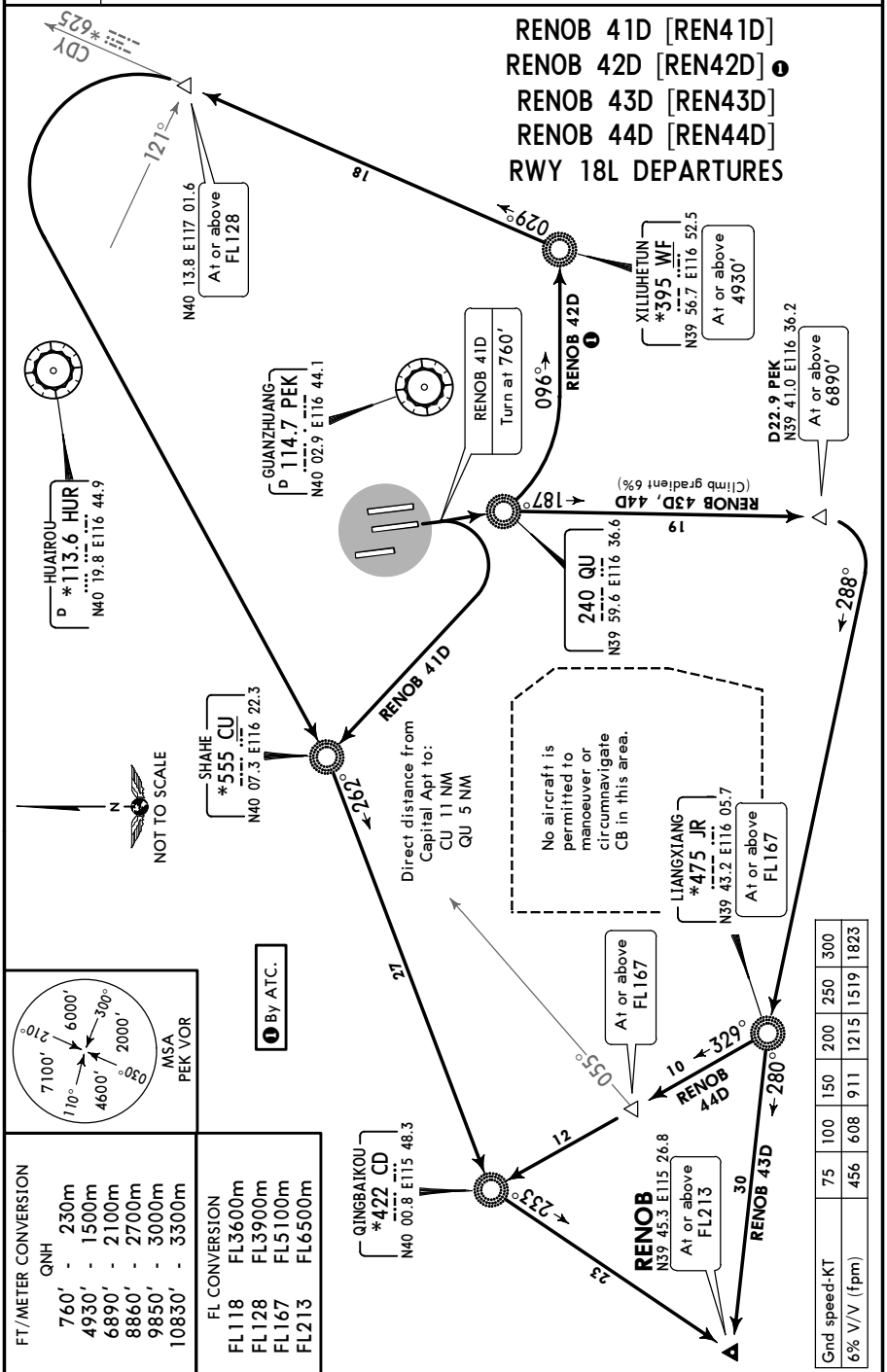
ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3V)

BEIJING, PR OF CHINA
SID

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

RENOB 41D [REN41D]
RENOB 42D [REN42D] ❶
RENOB 43D [REN43D]
RENOB 44D [REN44D]
RWY 18L DEPARTURES



FT/METER CONVERSION	
QNH	
760′ -	230m
4930′ -	1500m
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
6% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: Reissue.

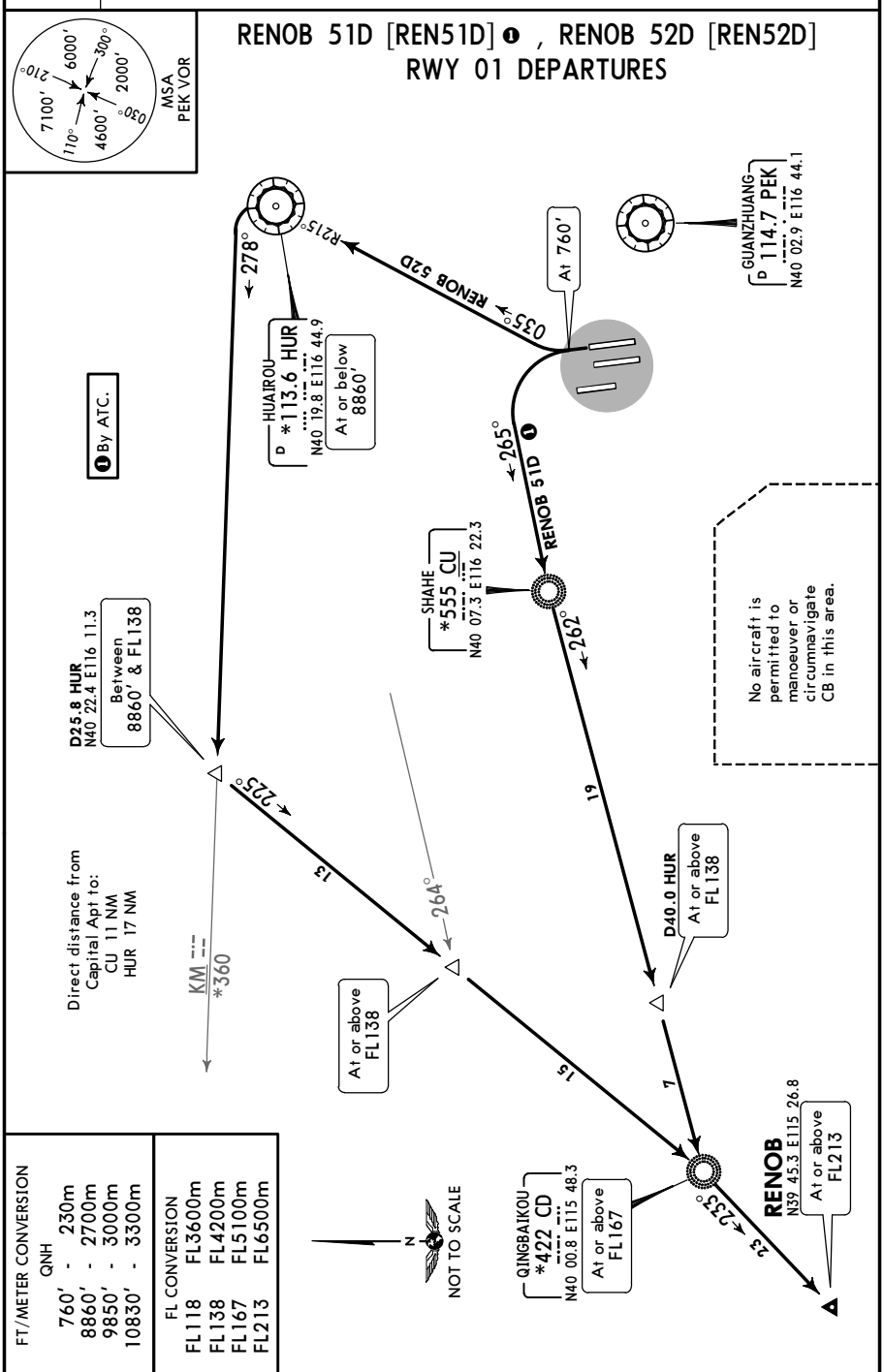
ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3W)

BEIJING, PR OF CHINA
SID

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

RENOB 51D [REN51D] ❶ , RENOB 52D [REN52D]
RWY 01 DEPARTURES



FT/METER CONVERSION QNH	
760′ -	230m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL167	FL5100m
FL213	FL6500m

CHANGES: None.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3X)

BEIJING, PR OF CHINA
SID

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

RENOB 61D [REN61D]
RENOB 62D [REN62D] ❶
RENOB 63D [REN63D]
RENOB 64D [REN64D]
RWY 19 DEPARTURES

CDV 625

121°

18

N40 13.8 E117 01.6
At or above FL128

029°

XILIUHETUN
*395 WF
N39 56.7 E116 52.5
At or above 4930′

RENOB 61D, 62D
Turn at 760′

RENOB 62D ❶

115°

GUANZHUANG
D 114.7 PEK
N40 02.9 E116 44.1

D22.9 PEK
N39 41.0 E116 36.2
At or above 6890′

HUAIROU
D *113.6 HUR
N40 19.8 E116 44.9

187°

RENOB 63D, 64D
(Climb gradient 6%)

19

240 QU
N39 59.6 E116 36.6

320°

288°

RENOB 61D

SHAHE
*555 CU
N40 07.3 E116 22.3

262°

NOT TO SCALE

Direct distance from Capital Apt to:
CU 11 NM
QU 5 NM
WF 15 NM

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

LIANGXIANG
*475 JR
N39 43.2 E116 05.7
At or above FL167

27

❶ By ATC.

At or above FL167

055°

329°

10

RENOB 64D

280°

12

233°

QINGBAIKOU
*422 CD
N40 00.8 E115 48.3

RENOB
N39 45.3 E115 26.8
At or above FL213

23

30

RENOB 63D

MSA
PEK VOR
6000′
3000′
2000′
7100′
4600′
210°
300°
030°
110°

FT/METER CONVERSION
QNH

760′	-	230m
4930′	-	1500m
6890′	-	2100m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL167	FL5100m
FL213	FL6500m

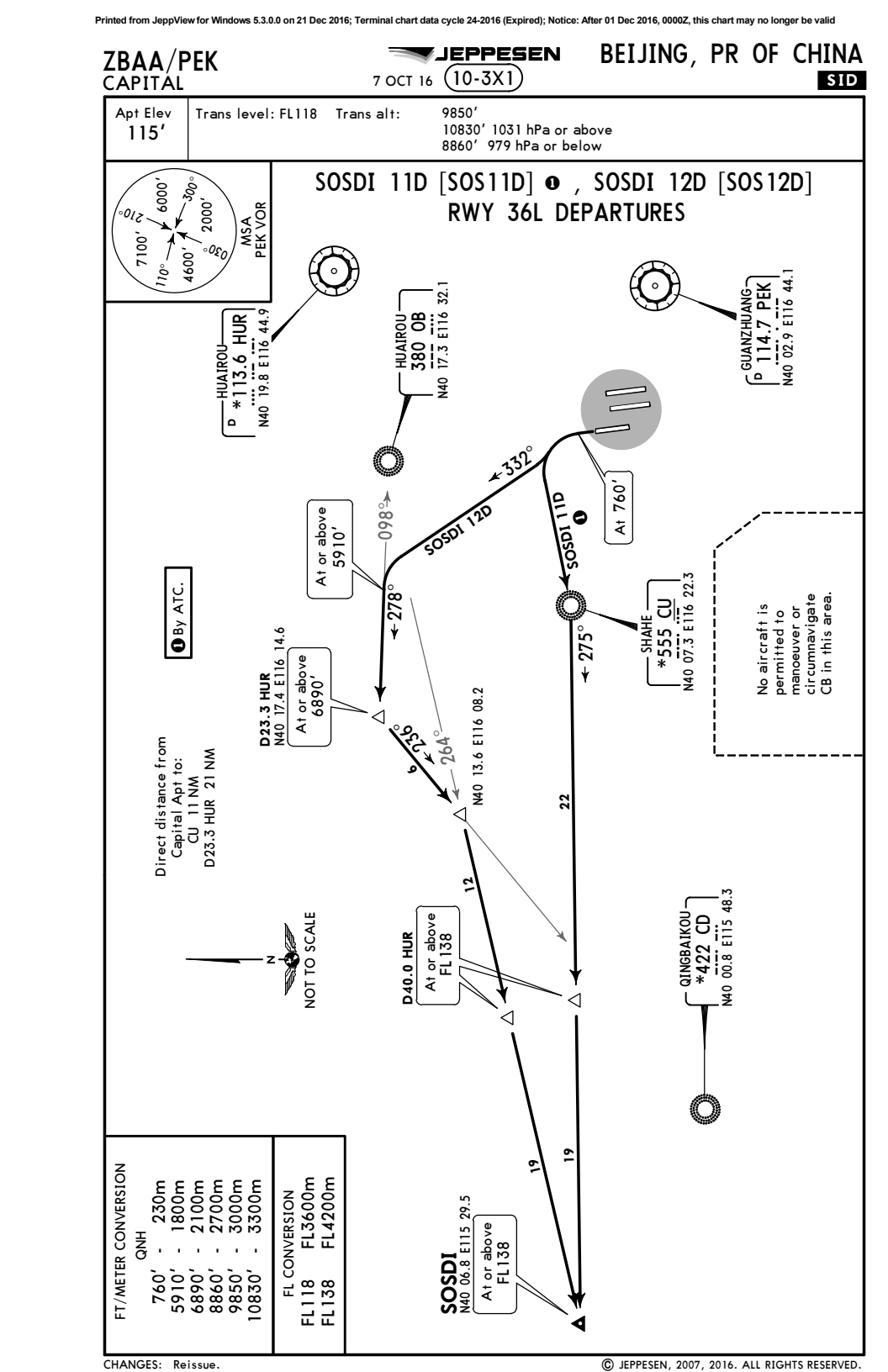
Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: Reissue.

Apt Elev 115′

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

SOSDI 11D [SOS11D] ❶ , SOSDI 12D [SOS12D]
RWY 36L DEPARTURES



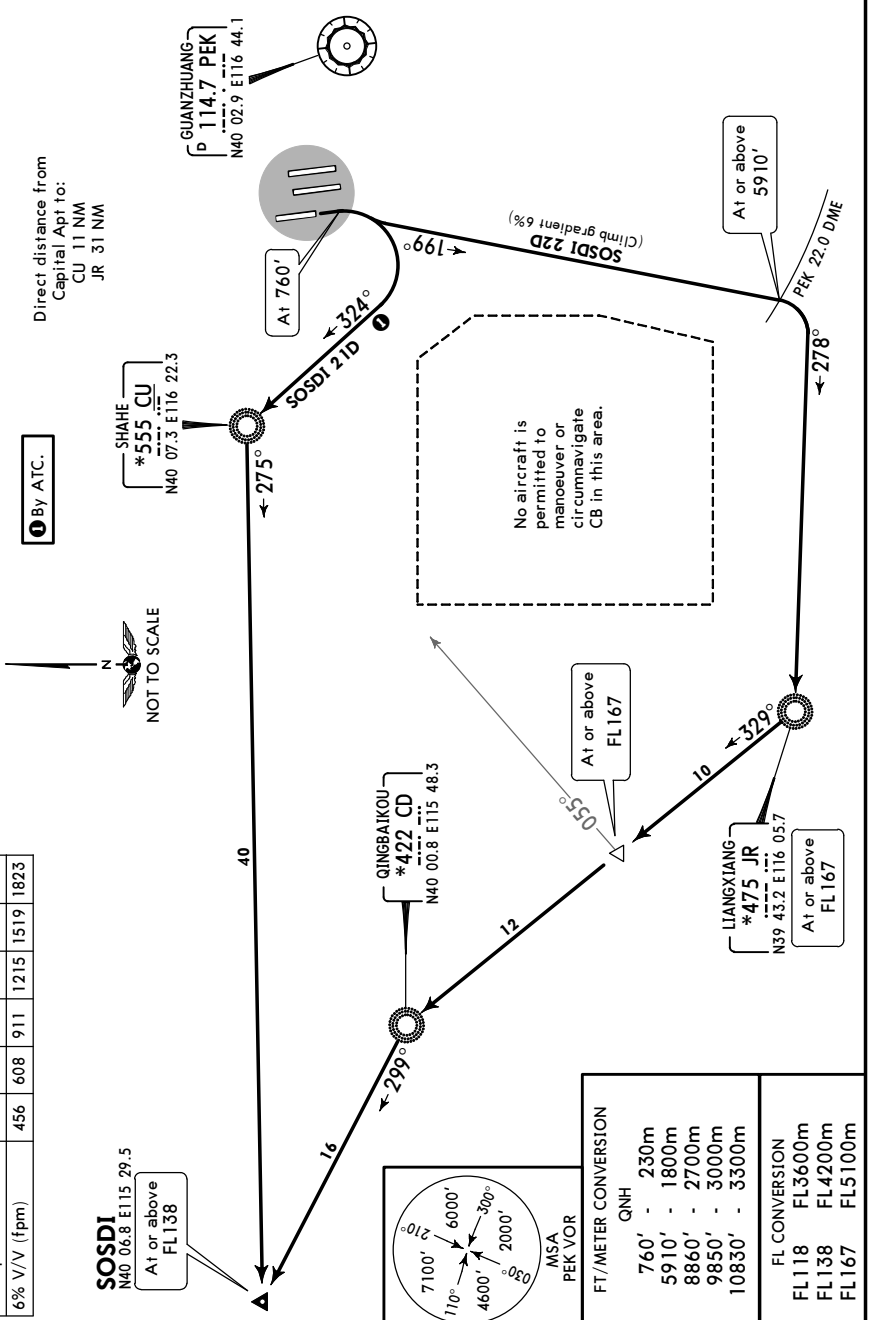
FT/METER CONVERSION QNH	
760′ -	230m
5910′ -	1800m
6890′ -	2100m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

CHANGES: Reissue.

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

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



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
FL138	FL4200m
FL167	FL5100m

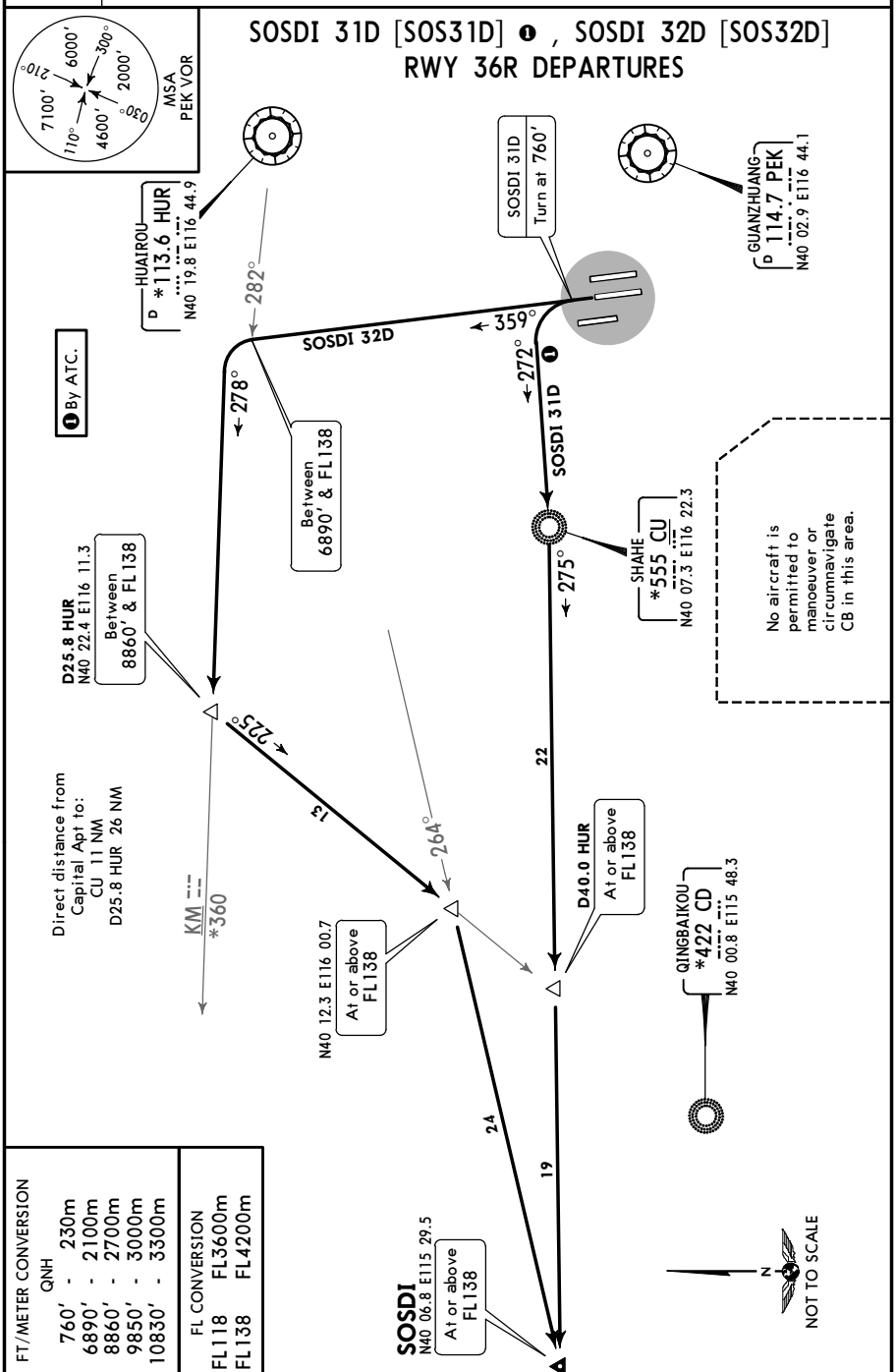
ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3X3)

BEIJING, PR OF CHINA
SID

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

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



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

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

CHANGES: None.

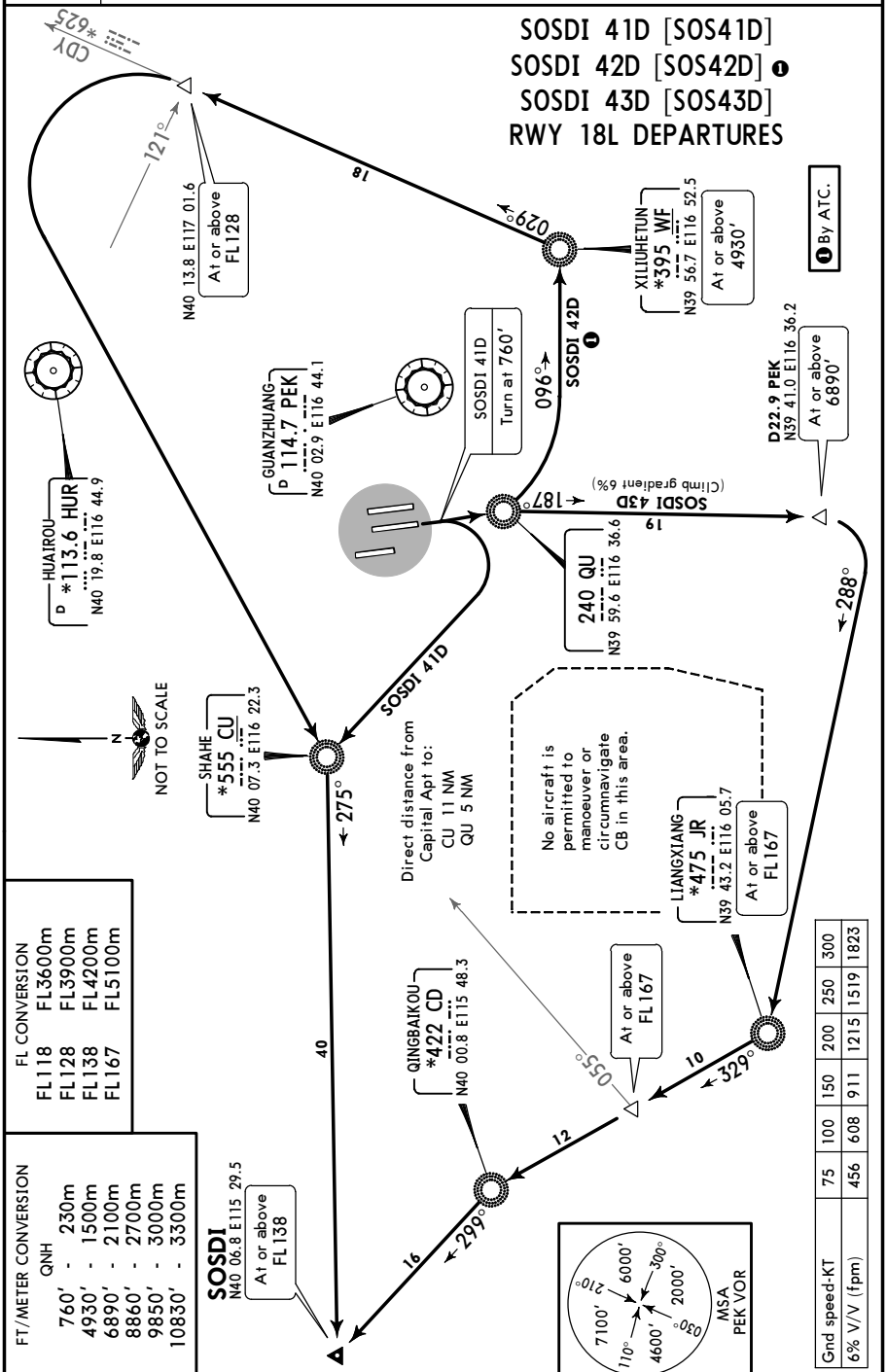
ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3X4)

BEIJING, PR OF CHINA
SID

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

SOSDI 41D [SOS41D]
SOSDI 42D [SOS42D] ❶
SOSDI 43D [SOS43D]
RWY 18L DEPARTURES



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

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL138	FL4200m
FL167	FL5100m

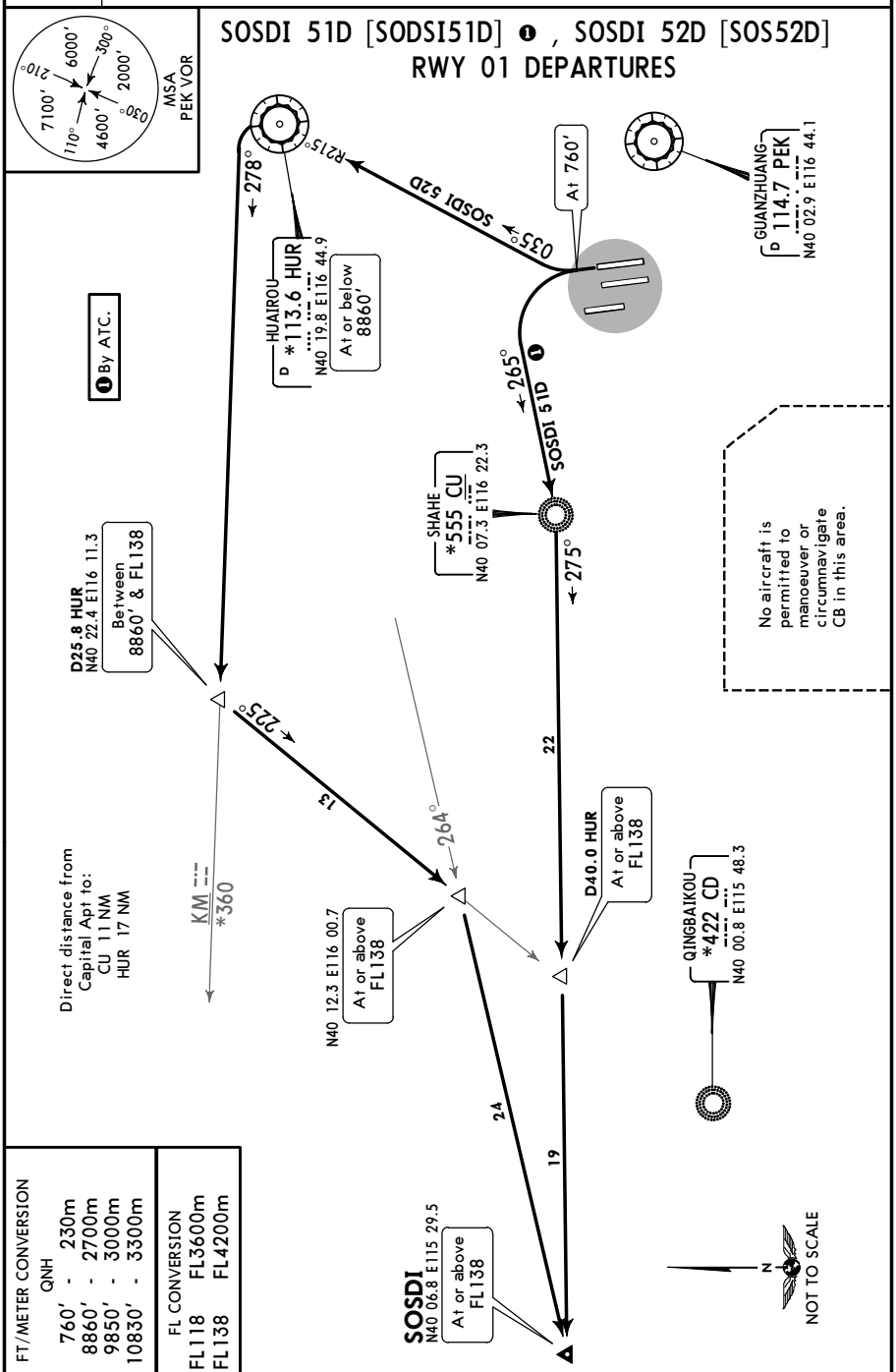
Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: Reissue.

Apt Elev 115′

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

SOSDI 51D [SODSI51D] ❶ , SOSDI 52D [SOS52D]
RWY 01 DEPARTURES



FT/METER CONVERSION QNH	
760′ -	230m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

CHANGES: None.

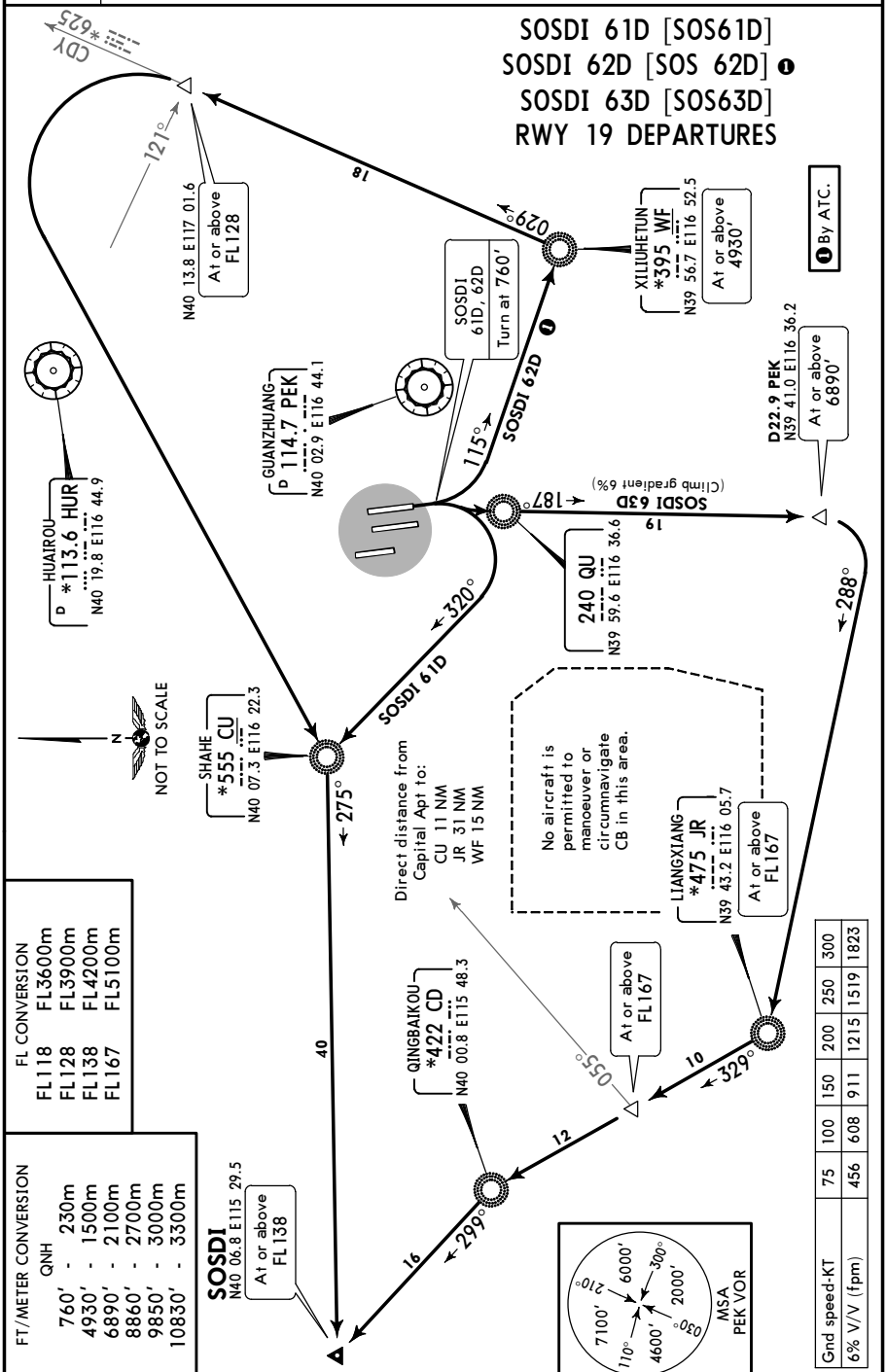
ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3X6)

BEIJING, PR OF CHINA
SID

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

SOSDI 61D [SOS61D]
SOSDI 62D [SOS 62D] ❶
SOSDI 63D [SOS63D]
RWY 19 DEPARTURES



FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL138	FL4200m
FL167	FL5100m

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

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

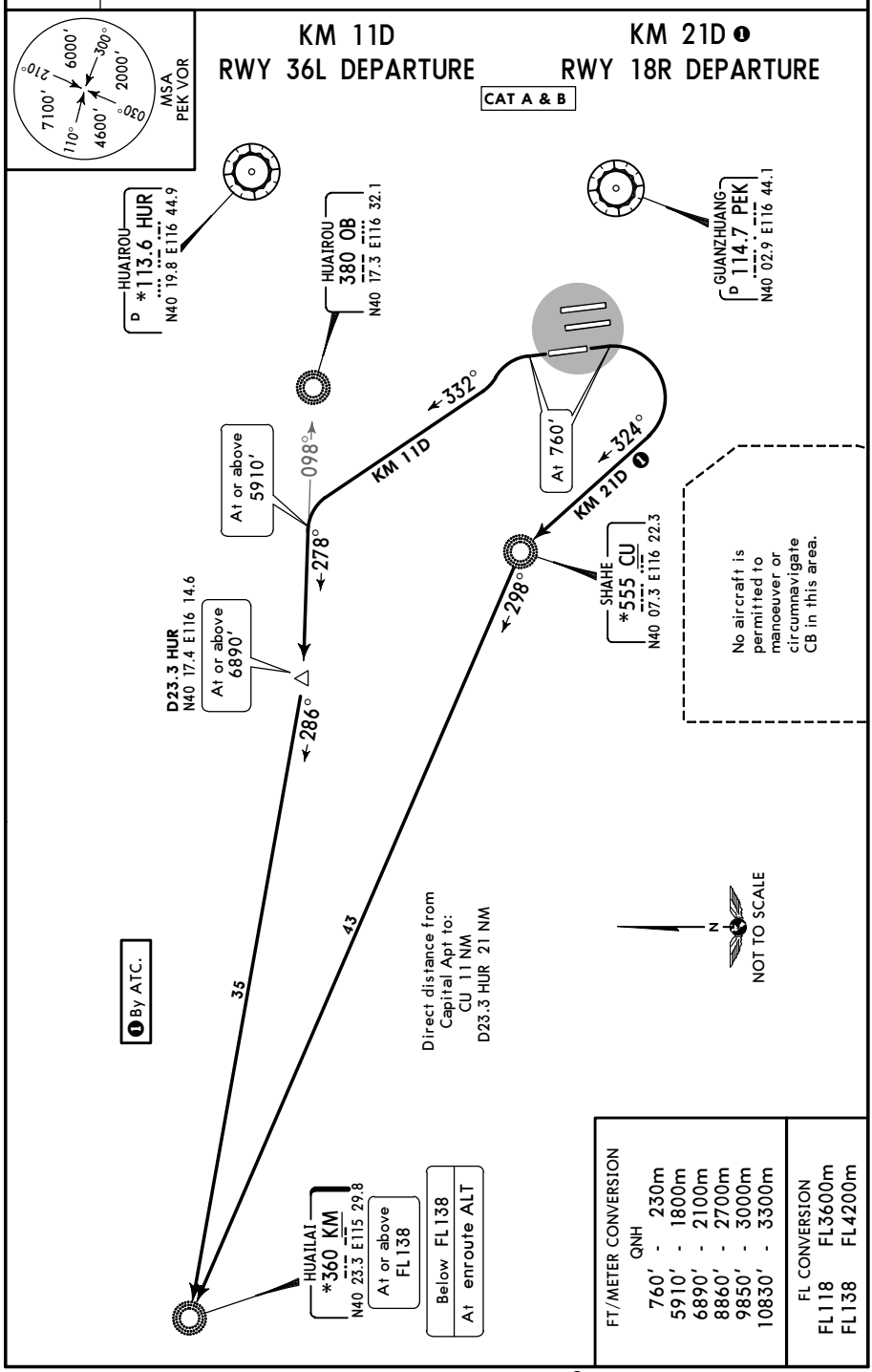
CHANGES: Reissue.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3X7)

BEIJING, PR OF CHINA
SID

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



FT/METER CONVERSION QNH	
760′ -	230m
5910′ -	1800m
6890′ -	2100m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

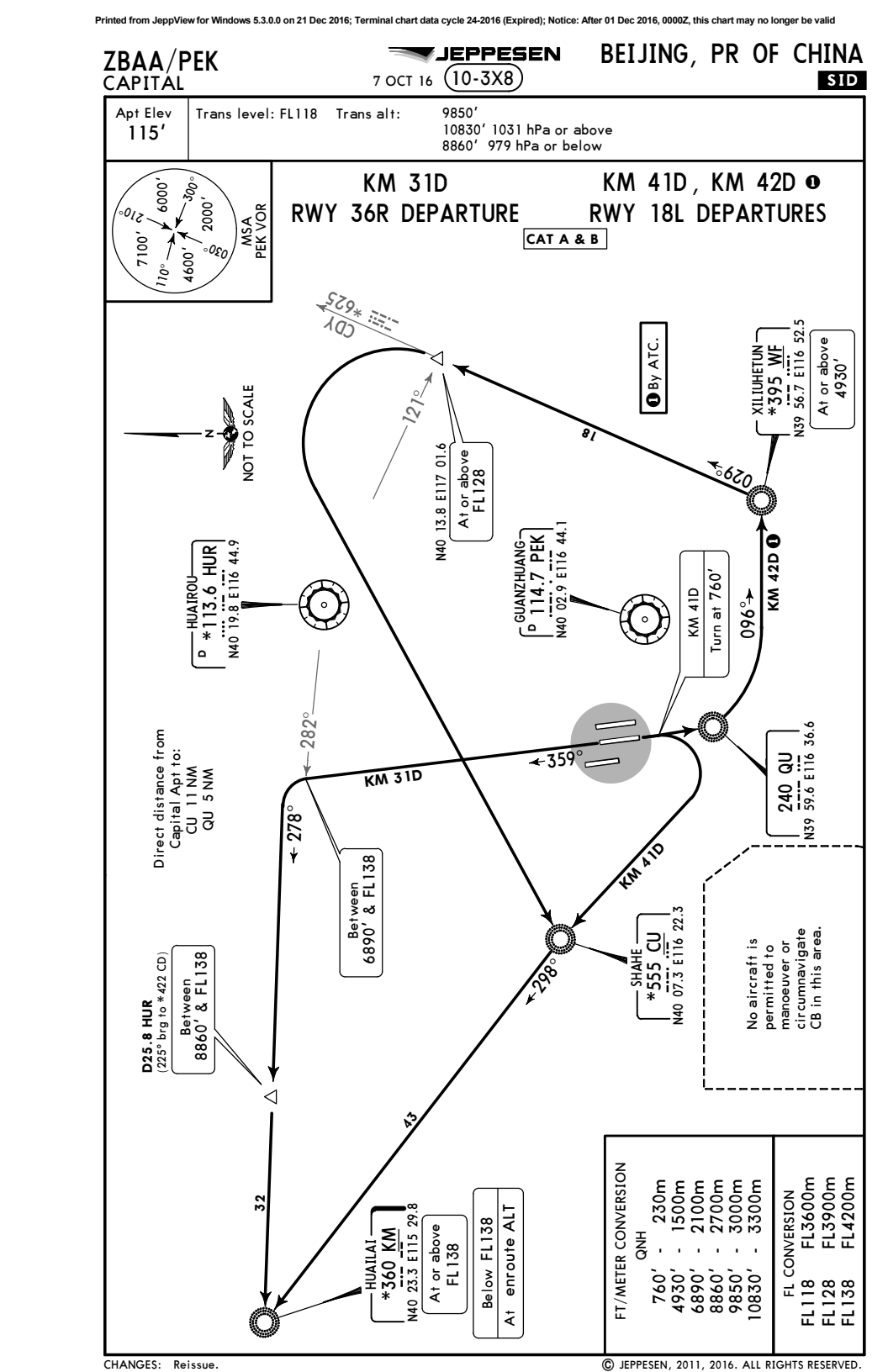
CHANGES: Reissue.

ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3X8)

BEIJING, PR OF CHINA
SID

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



CHANGES: Reissue.

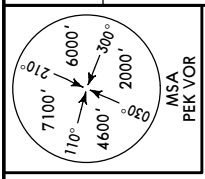
ZBAA/PEK
CAPITAL

JEPPESEN
7 OCT 16 (10-3X9)

BEIJING, PR OF CHINA
SID

Apt Elev 115′

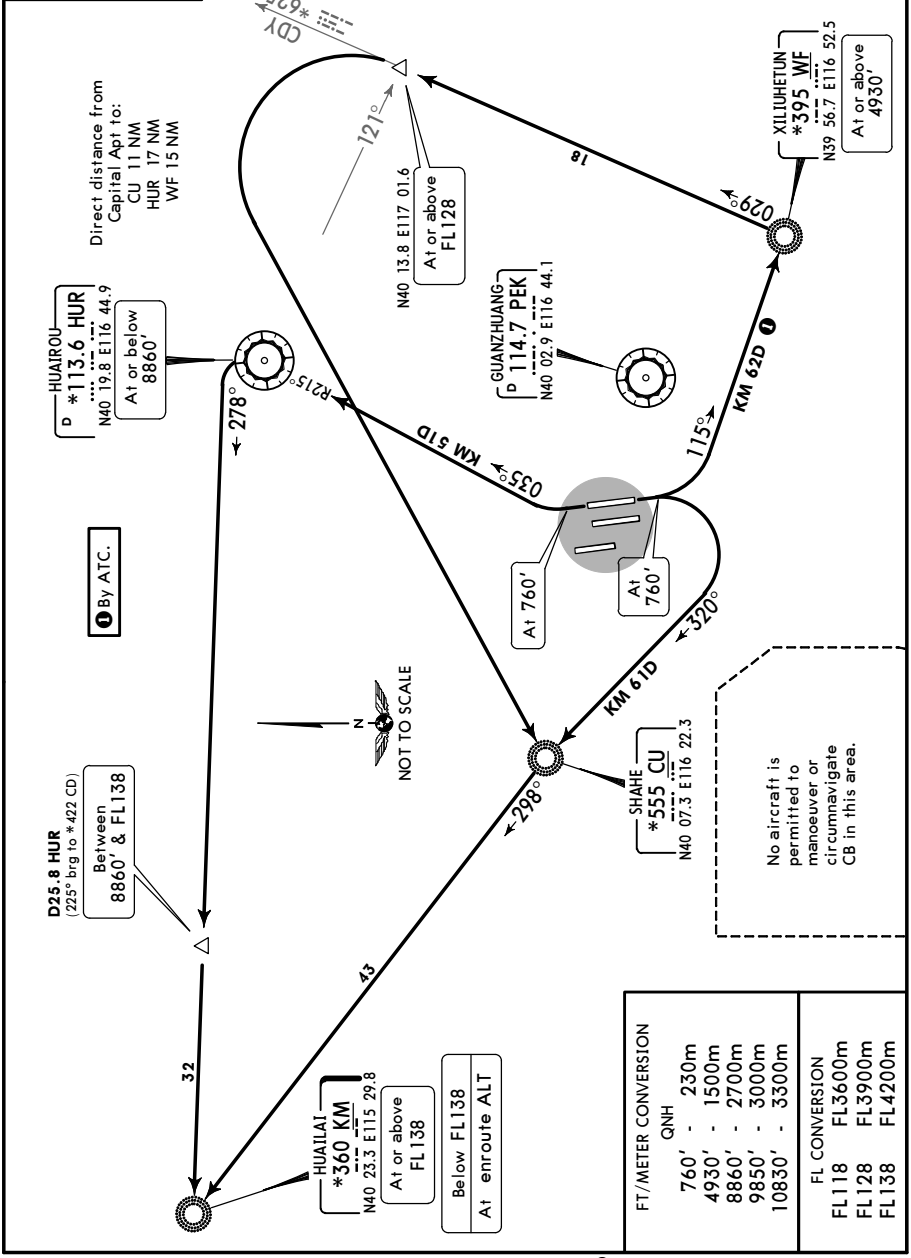
Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below



KM 51D
RWY 01 DEPARTURE

KM 61D, KM 62D ❶
RWY 19 DEPARTURES

CAT A & B



FT/METER CONVERSION
QNH

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL138	FL4200m

CHANGES: Reissue.

D-ATIS Departure	ACARS: D-ATIS DCL	BEIJING Delivery		BEIJING Ground					Tower		
		DELIVERY 01 West of Rwy 18L/36R	*DELIVERY 02 East of Rwy 18L/36R	*GND 01	GND 02	*GND 03	*GND 04	*GND 05	*TWR 01 Rwys 18R,36L	TWR 02 Rwys 18L,36R	*TWR 03 Rwys 01,19
128.65		121.6	121.65	121.9	121.8	121.7	121.75	121.85	124.3	118.5	118.6

CHANGES: Communications

For AIRPORT BRIEFING refer to 10-1P pages

FOR DETAILS SEE 10-9A

GND 04 Ground 121.75

GND 05 Ground 121.85

GND 02 Ground 121.8

GND 01 Ground 121.9

GND 03 Ground 121.7

18R 179°

18L 179°

19 179°

01 359°

36L 359°

36R 359°

10,499′ 3200m

12,467′ 3800m

12,467′ 3800m

N 90

APRON N1

APRON N2

APRON M

APRON W5

APRON W1

APRON N9 (W)

APRON N9 (E)

APRON 8

APRON 1

APRON 2

APRON W2

APRON 7

APRON 5

APRON 4

APRON 3

APRON 6

Control Tower

Control Tower

Lctr

197′60m Stopway

Elev 115′

Elev 108′

Elev 94′

Elev 85′

Elev 98′

205′

HS1 HS2 HS3 HS4 HS5 HS6 HS7 HS8

DO NOT MISTAKE LIGHTED ROAD FOR RUNWAY

FOR DETAILS SEE 10-9D

FOR DETAILS SEE 10-9E

LEGEND

Do not enter sensitive area without ATC clearance.

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

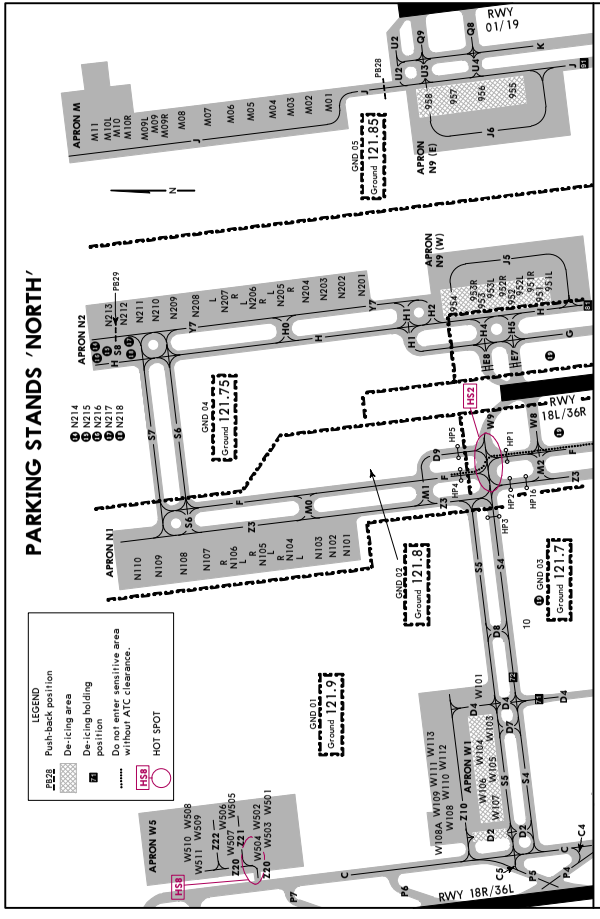
Do not mistake apt freeway lights and apt boundary lights for runway lights.

Feet 0 1000 2000 3000 4000

Meters 0 200 400 600 800 1000 1200

116-34 116-35 116-36 116-37

40-06 40-05 40-04 40-03



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL ❶ CL ❷	ALSF-II TDZ PAPI-L(3.0°) RVR		11,466′ 3495m	❸	197′ 60m
19	HIRL ❶ CL ❷	HIALS SFL PAPI-L(3.2°) RVR		11,516′ 3510m		

❶ spacing 60m
❷ white, spacing 15m
❸ 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 ❹ CL ❺	HIALS PAPI-L(3.0°) ❻ RVR		11,522′ 3512m	❽	197′ 60m
36R	HIRL ❹ CL ❺	ALSF-II TDZ PAPI-L(3.0°) ❼ RVR		11,483′ 3500m		

❹ spacing 60m
❺ white, spacing 15m
❻ HST-W4 & W3
❼ HST-W5 & W6
❽ 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 W8 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 ❾ CL ⓫	ALSF-II TDZ PAPI-L(3.0°) ⓫ RVR		9514′ 2900m	⓬	164′ 50m
36L	HIRL ❾ CL ⓫	HIALS PAPI-L(3.0°) ⓬ RVR		9564′ 2915m		

❾ spacing 60m
⓫ white, spacing 30m
⓫ HST-P2, P3 & P4
⓬ HST-P5, P6 & P7
⓬ 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 ACT instructions.

HS1 Acft taxiing from Twy Z2 to F shall avoid entering W5 by mistake.

HS2 Acft taxiing from Twy S4 to F shall avoid entering W9 by mistake.

HS3 Arriving acft must not exit via Twy A8 and A9.

HS4 Arriving acft must not exit via Twy A0 and A1.

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

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

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

HS8 Acft entering apron W5 via Z20 shall avoid missing taxilane Z21. There is only one entry/exit way for apron W5, departing acft shall contact ATC before entering Twy C via Z20.

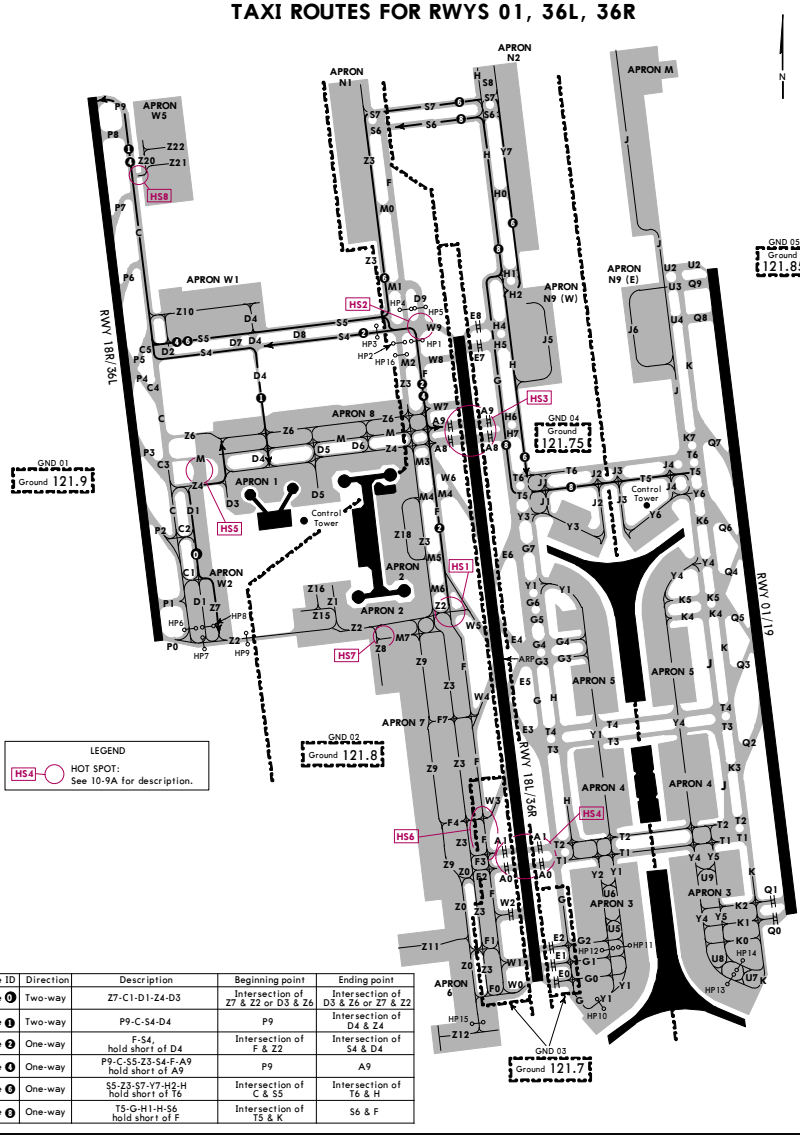
Standard TAKE-OFF

		Rwys 01, 36R LVP must be in force		All Rwys	
		HIRL and CL	RL and RCLM	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	RVR 200m	RVR 250m	RVR 400m	RVR 500m
	B				
	C				
	D	RVR 250m	RVR 300m		
Other				VIS1600m	

CHANGES: None.

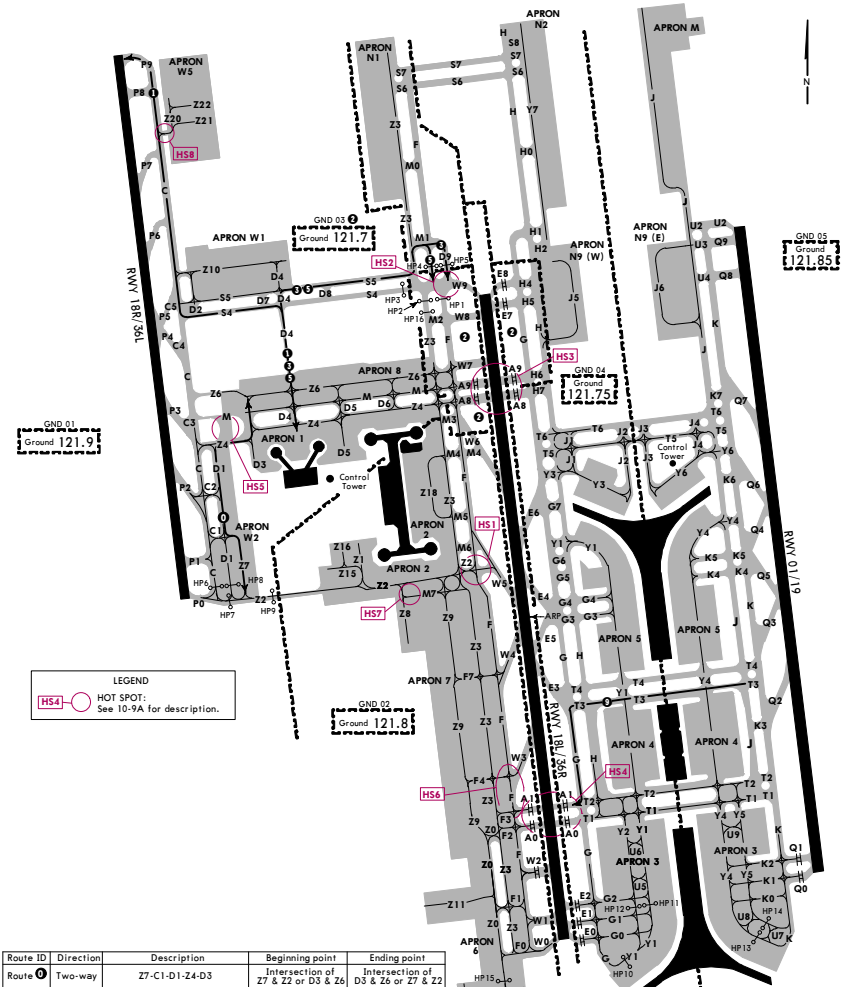
CHANGES: HP16 added.

TAXI ROUTES FOR RWYS 01, 36L, 36R



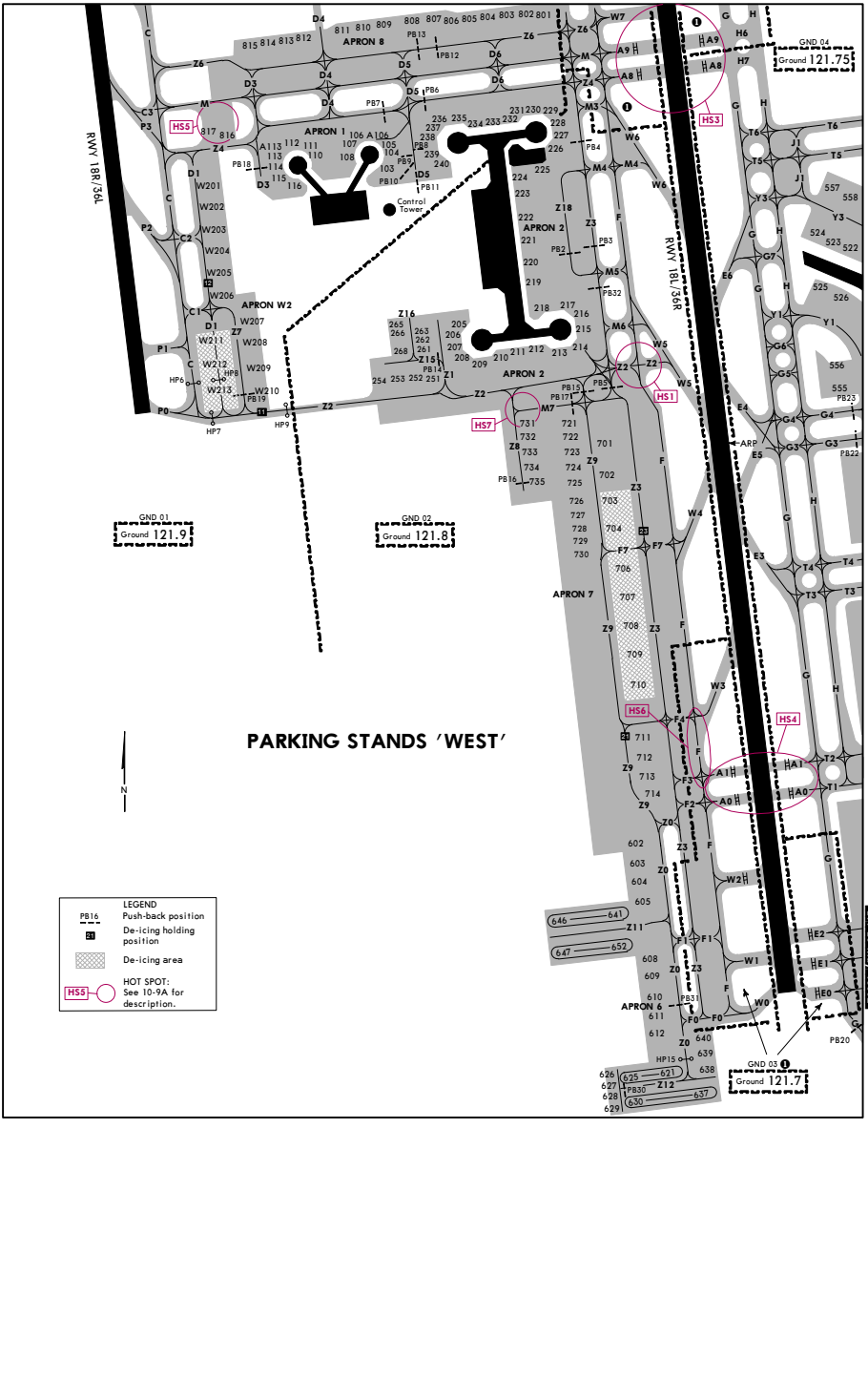
Route ID	Direction	Description	Beginning point	Ending point
Route 0	Two-way	Z7-C1-D1-Z4-D3	Intersection of Z7 & Z2 or D3 & Z6	Intersection of D3 & Z6 or Z7 & Z2
Route 1	Two-way	P9-C-S4-D4	P9	Intersection of D4 & Z4
Route 2	One-way	F-S4, hold short of D4	Intersection of F & Z2	Intersection of S4 & D4
Route 4	One-way	P9-C-S5-Z3-S4-F-A9 hold short of A9	P9	A9
Route 5	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

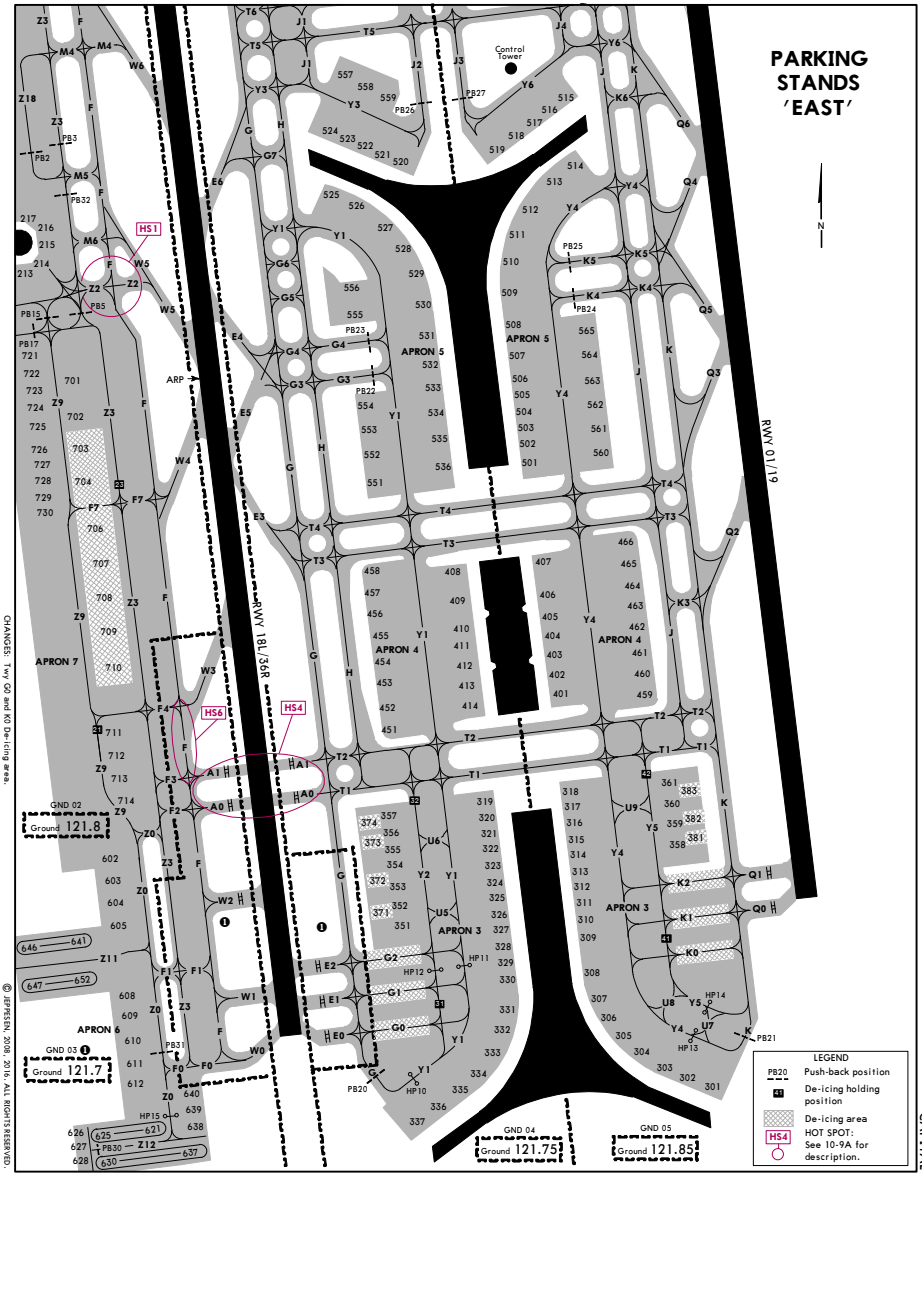
TAXI ROUTES FOR RWYS 18L, 18R, 19



Route ID	Direction	Description	Beginning point	Ending point
Route 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	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 5	One-way	D4-S5-Z3-M1-F, hold at HP4	Intersection of D4 & Z4	HP4
Route 9	One-way	T3-G-A1 hold short of rwy 36R	Intersection of T3 & K	A1

CHANGES: HP16 added





CHANGES: Twy G6 and K0 De-icing area.

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

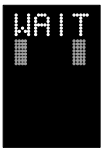
CHANGES: Stand 225 added.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
710	N40 03.9 E116 35.7	W202	N40 04.8 E116 34.7
711	N40 03.8 E116 35.7	W203 thru W205	N40 04.7 E116 34.7
712, 713	N40 03.7 E116 35.7	W206 thru W208	N40 04.6 E116 34.7
714	N40 03.7 E116 35.6	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		
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.

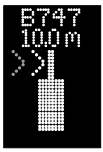
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



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.

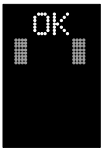
SLOW DOWN
If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.

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.

CHANGES: Chart title.

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



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

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

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

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

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

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

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

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

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

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

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

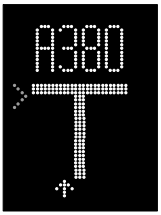
ERROR
If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes.

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

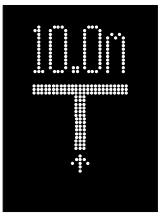
POWER FAILURE
In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

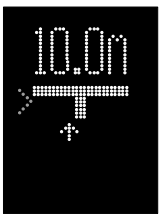
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



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.



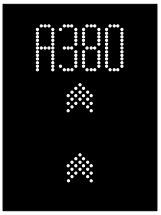
ALIGNED TO CENTER
The aircraft is 33'/10m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.



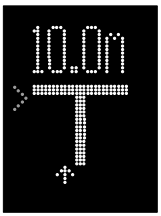
AZIMUTH GUIDANCE
The aircraft is 33'/10m from the stop-position. The yellow arrow indicates an aircraft to the left of the centerline, and the red flashing arrow indicates the direction to turn.

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.

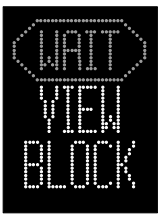
STOP POSITION REACHED
When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.

OVERSHOOT
If the aircraft has overshot 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.

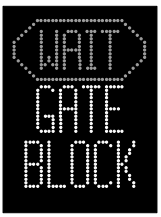


VIEW BLOCKED

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.

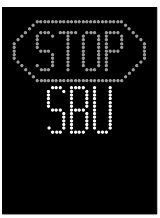
GATE BLOCKED

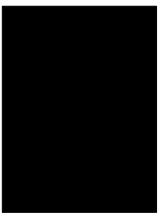
If an object is found blocking the view from the DGS to the planned stop-position, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed. The pilot must not proceed beyond the bridge without manual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





SPEED LIMIT

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

ZBAA/PEK
CAPITAL

JEPPESEN

4 NOV 16 (11-1) Eff 9 Nov 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	118.6	121.85

BRIEFING STRIP

LOC INJ	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 115' Rwy 85'
108.5	359°	D5.9 INJ 1969' (1884')		

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' ❶
Initial apch MAX 210 KT.

MSA
PEK VOR
7100' 210° 6000' 300° 2000' 030° 4600' 110°

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

SHAZIYING D 117.2 SZY

Simultaneous approaches authorized with rwy 36L or 36R.

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

IM MM D0.7 INJ

GUANZHUANG D 114.7 PEK

ILS DME 359° 108.5 INJ

240 QU

D5.9 INJ

D15.2 INJ

ZB(P)-001

ZB(R)-020

NOT TO SCALE

LIANGXIANG 475 JR

D26.1 SZY 6890'

R-171 SZY 4930'

D26.0/ R-179 PEK 6890'

D24.2 PEK 357° QU NDB 4930'

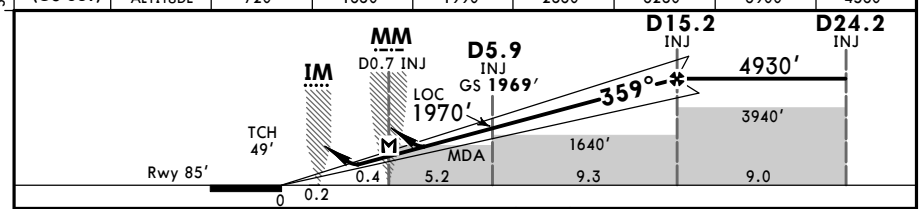
D24.2 INJ 4930'

SZY VOR PEK VOR JR NDB

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'



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

ALSF-II PAPI

760' ↑

1970' RT

PEK 114.7

PANS OPS

Standard STRAIGHT-IN LANDING RWY 01

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

LOC (GS out) CDFA
MDA(H) 560'(475')

CIRCLE-TO-LAND Not authorized West of rwy

	FULL	Limited	ALS out	LOC (GS out) CDFA ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1900m	100	690'(575')	1600m ❶
B					135		
C			1300m	1900m	180	870'(755')	3200m
D	RVR 600m VIS 800m			2200m	205	870'(755')	3600m

❶ After LOC (GS out): VIS 1900m.

CHANGES: Communications.

ZBAA/PEK
CAPITAL

JEPPESEN
4 NOV 16
Eff 9 Nov 1600Z
(11-1A)

BEIJING, PR OF CHINA
CAT II 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	118.6	121.85

BRIEFING STRIP™

LOC INJ	Final Apch Crs	GS	CAT II ILS	Apt Elev 115′
108.5	359°	D5.9 INJ 1969′(1884′)	RA112′ DA(H) 185′(100′)	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′ ❶

1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.

MSA
PEK VOR
7100′ 210° 6000′ 110° 300° 4600′ 2000′ 030°

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

SHAZIYING D 117.2 SZY

Simultaneous approaches authorized with rwy 36L or 36R.

GUANZHUANG D 114.7 PEK

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

240 QU

ILS DME 359° 108.5 INJ

IM
MM D0.7 INJ

D5.9 INJ

D15.2 INJ

ZB(P)-001

ZB(R)-020

NOT TO SCALE

LIANGXIANG 475 JR

D26.1 SZY 6890′

R-171 SZY 4930′

D26.0/ R-179 PEK 6890′

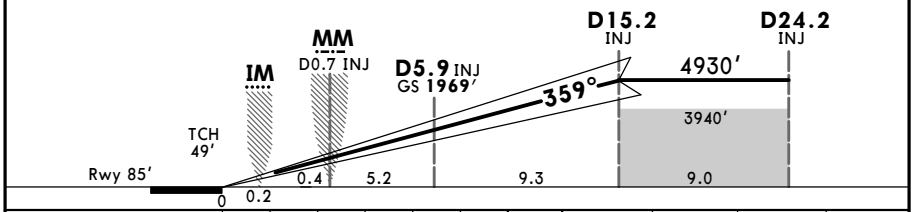
D24.2 PEK 357° QU NDB 4930′

D24.2 INJ 4930′

287° JR NDB

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
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 760′ | 1970′ RT | PEK 114.7

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 01
CAT II ILS

ABC	D
RA 112′ DA(H) 185′(100′)	RA 112′ DA(H) 185′(100′)
RVR 300m ❶	RVR 350m

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

ZBAA/PEK
CAPITAL

JEPPESEN

4 NOV 16 (11-2) Eff 9 Nov 1600Z

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
127.6	120.6	118.5	Refer to chart 10-9

LOC IOR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
109.3	179°	787′ (679′)	308′ (200′)	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′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR
7100′ 6000′ 4600′ 2000′
210° 110° 300° 330°

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′
❷ 359° 1.2

Simultaneous approaches authorized with rwy 18R or 19.

(IF) 3409′ 2283′
(IAF) D22.0/ R-280 HUR 6890′ 3297′ 3301′
D16.5/ R-020 SZY D20.8 PEK 4930′ 2024′ 1706′ 2667′
16.5 DME Arc SZY 3094′ 2.1 100° 2382′
D19.1 PEK 4930′ 2818′ 2270′ 2162′
D16.5 SZY/ R-280 HUR 2579′ 116-20 1808′
015° 179° 348° PEK VOR 269°
D1.2 HUR
(IAF) HUAIROU D 113.6 HUR 6890′ 1959′
ILS 179° 109.3 IOR ±2440′ 1614′
D10.2 INJ
196 OR D3.9 INJ
GUANZHUANG D 114.7 PEK 846′
40-10 SHAZIYING D 117.2 SZY
MM D2.4 INJ
108.5 INJ
40-20
20 15 10 5 0 5

FT/METER CONVERSION QNH

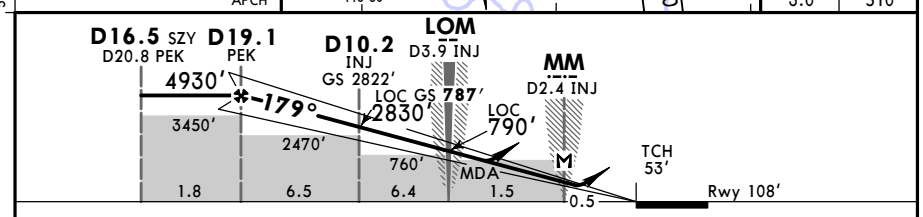
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
4930′	1500m
3940′	1200m
2830′	860m
790′	240m

PEK VOR
240 QU
MISSED APCH

116-30 116-40 116-50

RECOMMENDED ALTITUDES
LOC (GS out)

INJ DME	ALTITUDE
15.0	4370′
13.0	3730′
11.0	3090′
9.0	2450′
7.0	1810′
5.0	1170′
3.0	510′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D2.4 INJ							

HIALS PAPI | QU 240 | 3940′ LT | PEK 114.7

PANS OPS

Standard STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 308′ (200′) FULL	ILS DA(H) 308′ (200′) Limited	ILS DA(H) 308′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 510′ (402′)	LOC (GS out) CDFA MDA(H) 510′ (402′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1500m	
B					
C				1500m	1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	690′ (575′)	1600m
135		
180	870′ (755′)	3200m
205	870′ (755′)	3600m

CHANGES: None.

ZBAA/PEK
CAPITAL

JEPPESEN
4 NOV 16 (11-3) Eff 9 Nov 1600Z

BEIJING, PR OF CHINA
ILS DME Rwy 18R

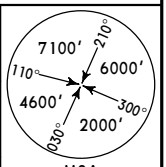
D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1	*BEIJING Tower	*Ground
127.6	120.6	124.3	121.9

BRIEFING STRIP™

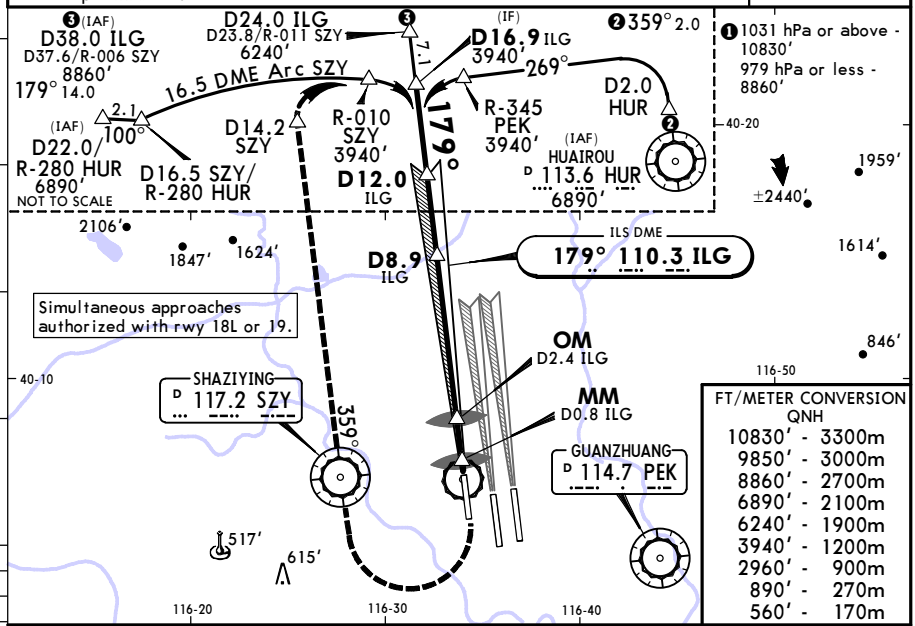
LOC ILG	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 115′ Rwy 115′
110.3	179°	886′ (771′)		

MISSED APCH: Climb STRAIGHT AHEAD to 560′, then turn RIGHT to SZY VOR. Intercept R-359 SZY, climb to 3940′ and contact ATC.

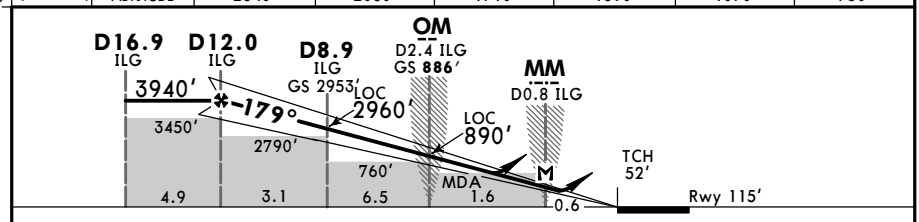
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.



MSA
PEK VOR



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

ALSF-II
PAPI
560′
SZY
117.2
RT

PANS OPS

Standard STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) AB: 315′(200′) CD: 328′(213′) FULL	ILS Limited	ILS ALS out	LOC (GS out) CDFA MDA(H) 500′(385′)	CIRCLE-TO-LAND ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1300m	1500m
B					
C					1800m
D					

Max Kts	MDA(H)	VIS
100	690′(575′)	1600m
135		
180	870′(755′)	3200m
205	870′(755′)	3600m

CHANGES: Communications.

ZBAA/PEK
CAPITAL

JEPPESEN
4 NOV 16 (11-4) Eff 9 Nov 1600Z

BEIJING, PR OF CHINA
ILS DME Rwy 19

D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1	*BEIJING Tower	*Ground
127.6	120.6	118.6	121.85

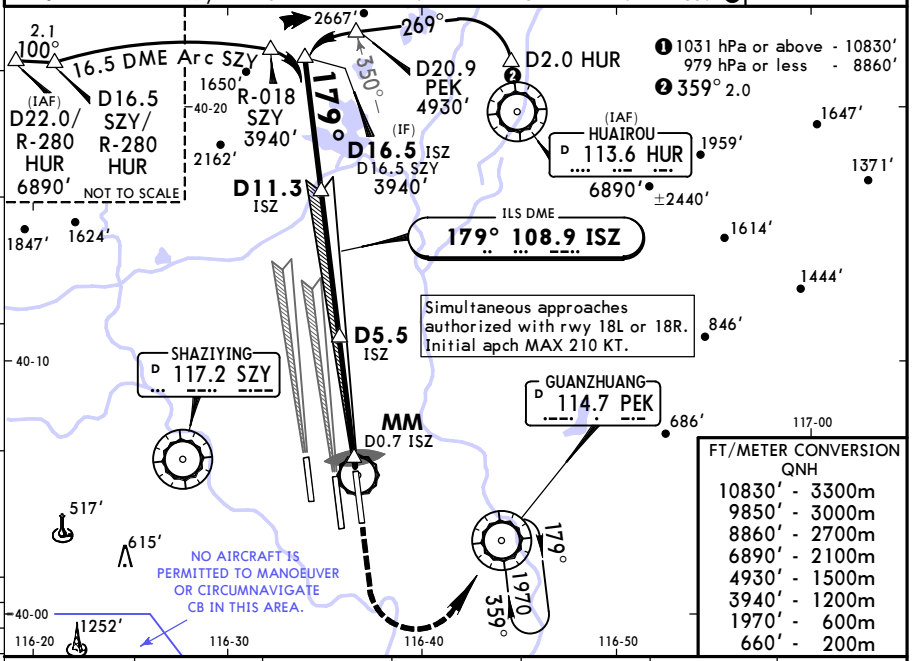
BRIEFING STRIP

LOC ISZ	Final Apch Crs	GS D11.3 ISZ	ILS DA(H)	Apt Elev 115′
108.9	179°	3940′(3845′)	295′(200′)	Rwy 95′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, then turn LEFT to reach PEK VOR at 1970′. Join holding and contact ATC.

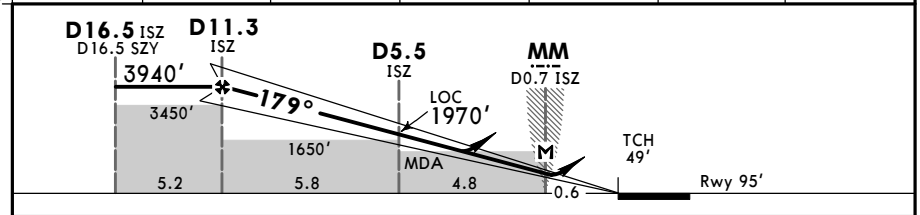
MSA PEK VOR: 7100′ (210°–110°), 6000′ (110°–300°), 4600′ (300°–030°), 2000′ (030°–210°)

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
4930′	1500m
3940′	1200m
1970′	600m
660′	200m

LOC (GS out)	ISZ DME	10.0	8.0	6.0	4.0	2.0
	ALTITUDE	3490′	2810′	2130′	1460′	780′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	906
MAP at MM/D0.7 ISZ							

HIALS
PAPI

660′ ↑

1970′ LT

PEK 114.7

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

	ILS DA(H) 295′(200′) FULL	ILS DA(H) 295′(200′) Limited	ILS DA(H) 295′(200′) ALS out	LOC (GS out) CDFA MDA(H) 560′(465′)	LOC (GS out) CDFA MDA(H) 560′(465′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1700m	
B					
C				1700m	2200m
D					

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	690′(575′)	1600m ❶
135		
180	870′(755′)	3200m
205	870′(755′)	3600m

❶ After LOC (GS out): VIS 1700m.

CHANGES: Communications.

ZBAA/PEK
CAPITAL

JEPPESEN
4 NOV 16 (11-5) Eff 9 Nov 1600Z

BEIJING, PR OF CHINA
ILS DME Rwy 36L

D-ATIS Arrival	FOR SECTORS / REFER TO AREA CHART BEIJING 10-1	BEIJING Approach (R)	*BEIJING Tower	*Ground
127.6		120.6	124.3	121.9

BRIEFING STRIP™

LOC IDK	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 115' / Rwy 108'
111.7	359°	869' (761')		

MISSED APCH: Climb STRAIGHT AHEAD to 530', then turn LEFT onto 320° to intercept R-359 SZY and climb to 6890' or D12.0 SZY, whichever is earlier, then turn LEFT to reach SZY VOR at 6890', then to PEK VOR. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850' ❶
Initial apch MAX 210 KT.

7100' 210° 6000' 110° 4600' 300° 2000' 030°
MSA
PEK VOR

❶1031 hPa or above - 10830'
979 hPa or less - 8860'

Simultaneous approaches authorized with rwy 01 or 36R.

D12.0 SZY 359° 320° SZY VOR MISSED APCH

SHAZIYING D 117.2 SZY 615'

GUANZHUANG D 114.7 PEK 6890' 179° 359°

354 DK

ILS 359° 111.7 IDK

ZB(P)-001

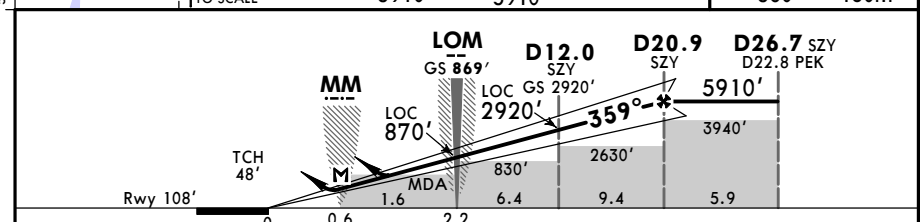
LIANGXIANG 475 JR

D12.0 SZY D20.9 SZY D26.1 SZY 6890' R-174 SZY 5910' D26.7 SZY D22.8 PEK 5910' D26.0/ R-179 PEK 6890' (IAF) JR NDB

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

NOT TO SCALE

FT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m
5910' - 1800m
2920' - 890m
870' - 265m
530' - 160m



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

HIALS PAPI 530' 320° LT

Standard STRAIGHT-IN LANDING RWY 36L

ILS DA(H) AB: 308' (200') CD: 321' (213')			LOC (GS out) CDFA MDA(H) 450' (342')		CIRCLE-TO-LAND Not authorized East of rwy		
FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1100m	1500m	100	690' (575')	1600m
B						135		
C				1600m		180	870' (755')	3200m
D				1200m		205	870' (755')	3600m

PANS OPS

CHANGES: Communications.

ZBAA/PEK
CAPITAL

15 AUG 14
Eff 20 Aug 1600Z

JEPPESEN

(11-6)

BEIJING, PR OF CHINA
ILS Rwy 36R

D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1	BEIJING Tower	Ground
127.6	120.6	118.5	Refer to chart 10-9

BRIEFING STRIP

LOC IQU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
109.9	359°	1362′(1264′)	298′(200′)	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′ ❶
Initial apch MAX 210 KT.

7100′ 210° 110° 6000′ 4600′ 300° 2000′ 030°
MSA
PEK VOR

D9.3/ R-318 PEK 089° NOT TO SCALE 179° 3940 359°
SHAZIYING D 117.2 SZY
GUANZHUANG D 114.7 PEK
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′
686′ 517′ 615′
IM MM
Simultaneous approaches authorized with rwy 01 or 36L.
240 QU
ILS 359° 109.9 IQU
D9.8 PEK
40-00 802′ 1252′ 607′ 809′ 593′ 1496′ ZB(P)-001 813′ 962′ 920′ 928′ 800′ 624′ 583′ 547′ 645′ 900′
39-50
NO AIRCRAFT IS PERMITTED TO MANOEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
❷ 335° 1.8
116-30 116-40 116-50
LIANGXIANG 475 JR
189° SZY VOR
D20.9 PEK
R-172 SZY 6890′
(IF) D22.9 PEK 6890′
359° ❷
PEK VOR
(IAF) D24.2 PEK 357° QU NDB 6890′
(IAF) D26.0/ R-179 PEK 6890′
289° 8.3 109°
(IAF) D26.1 SZY 6890′
(IAF) D24.8 PEK 6890′
2.0
287° JR NDB
287°
116-20 NOT TO SCALE

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

LOM GS1362′ D9.8 PEK GS 2953′ D20.9 PEK D22.9 PEK 6890′
IM MM LOC 2960′ LOC 1370′ 359° 3940′
TCH 52′ M MDA 830′ 2630′
RWY 36R 98′
0 0.2 0.3 0.5 3.2 3.7 5.1 12.3 2.1

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

ALSF-II PAPI D9.3 PEK 089° RT

PANS OPS

Standard STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 298′(200′) FULL	ILS DA(H) 298′(200′) Limited	ILS DA(H) 298′(200′) ALS out	LOC (GS out) CDFA MDA(H) 430′(332′)	LOC (GS out) CDFA MDA(H) 430′(332′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1100m	1500m
B					
C					
D				1200m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	690′(575′)	1600m
135		
180	870′(755′)	3200m
205	870′(755′)	3600m

CHANGES: D-ATIS. Minimums.

ZBAA/PEK
CAPITAL

15 AUG 14
Eff 20 Aug 1600Z

JEPPESEN

11-6A

BEIJING, PR OF CHINA
CAT II ILS Rwy 36R

D-ATIS Arrival	BEIJING Approach (R)	BEIJING Tower	Ground
127.6	FOR SECTORS REFER TO AREA CHART BEIJING 10-1 120.6	118.5	Refer to chart 10-9

BRIEFING STRIP

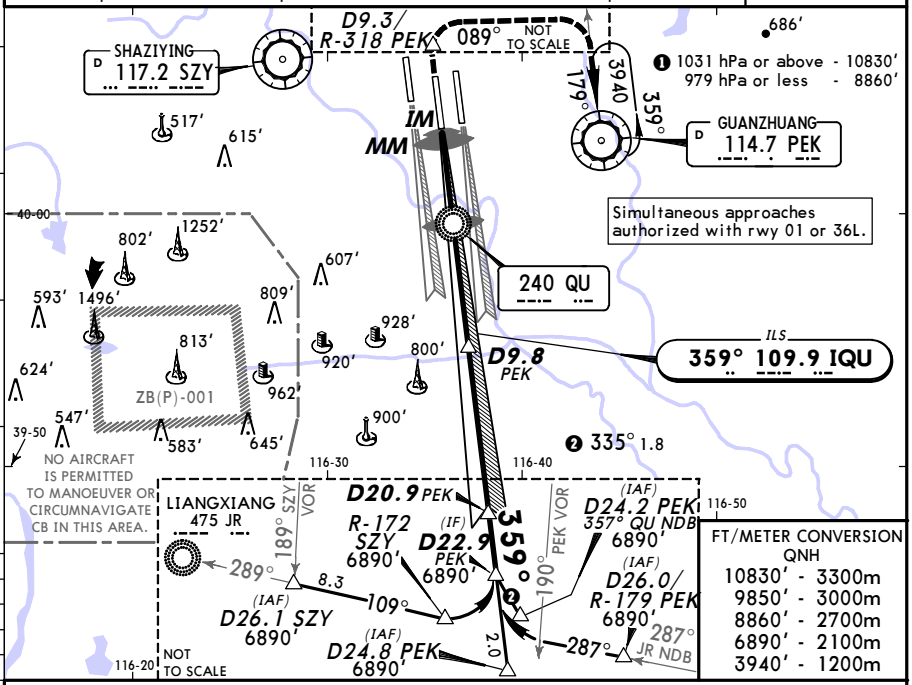
LOC	Final	GS	CAT II ILS	Apt Elev	115′
IQU	Apch Crs	LOM	RA 108′		
109.9	359°	1362′(1264′)	DA(H) 198′(100′)	RWY	98′

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.

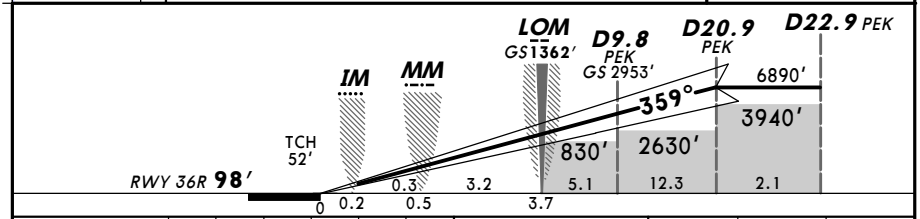
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶

1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.

MSA
PEK VOR
7100′ 210°–110° 6000′
4600′ 300°–230° 2000′



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
3940′	1200m



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

ALSF-II
PAPI

D9.3 PEK

089° RT

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **36R**
CAT II ILS

ABC	D
RA 108′ DA(H) **198′**(100′)	**RA 108′** DA(H) **198′**(100′)
RVR 300m	RVR 350m

CHANGES: D-ATIS. Minimums.

JEPPESEN
JeppView for Windows

Chart changes since cycle 23-2016

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.