

JEPPESEN

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69
W80
5250T

B339
5250

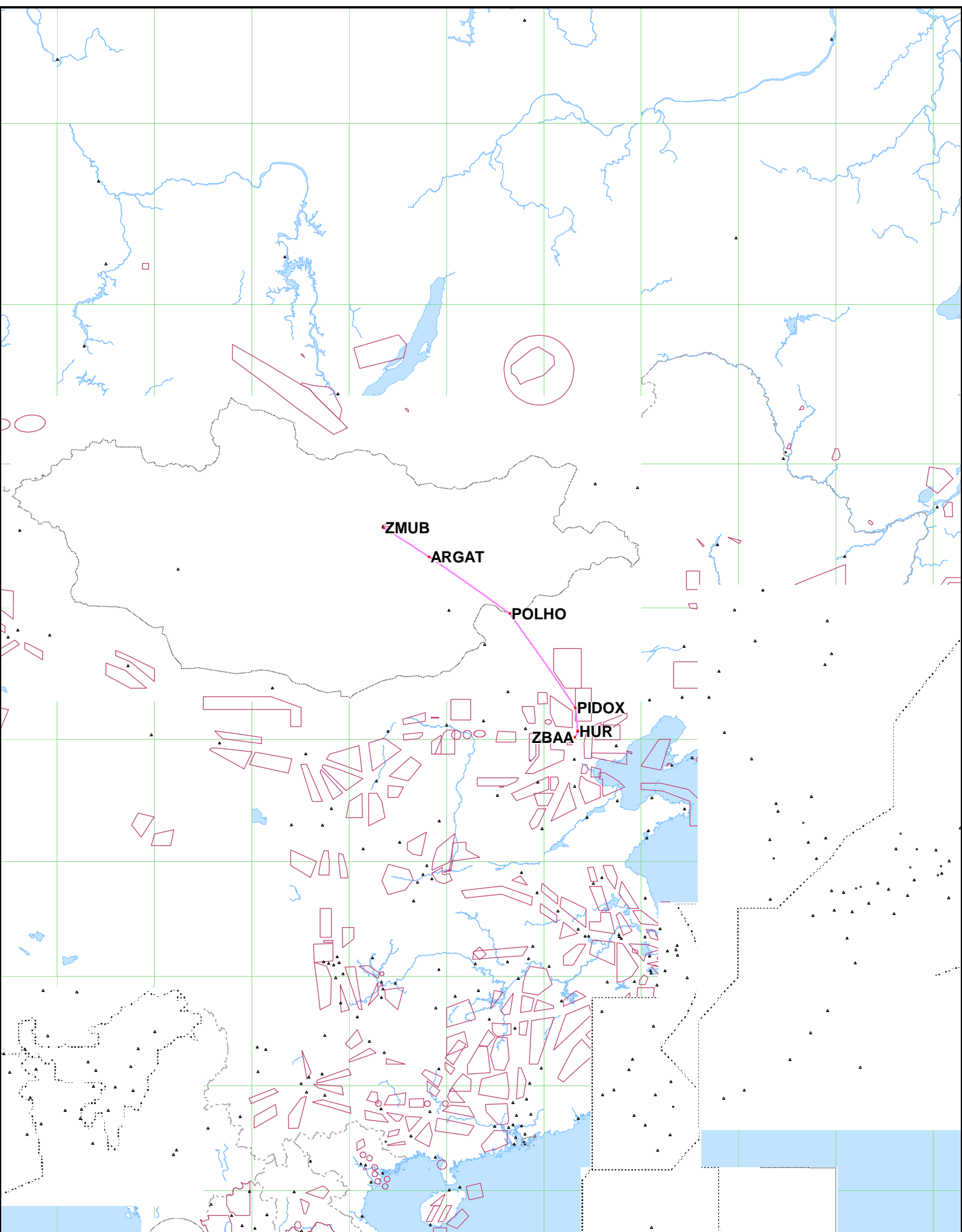
89
W41
5250T

**PROHIBITED
FLY OVER AREA**

UNL
GND

51

82



ZMUB/ULN

CHINGGIS KHAAN INTL

23 MAY 14

10-3

.Eff.29.May.



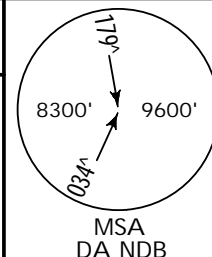
JEPPESEN

ULAANBAATAR, MONGOLIA

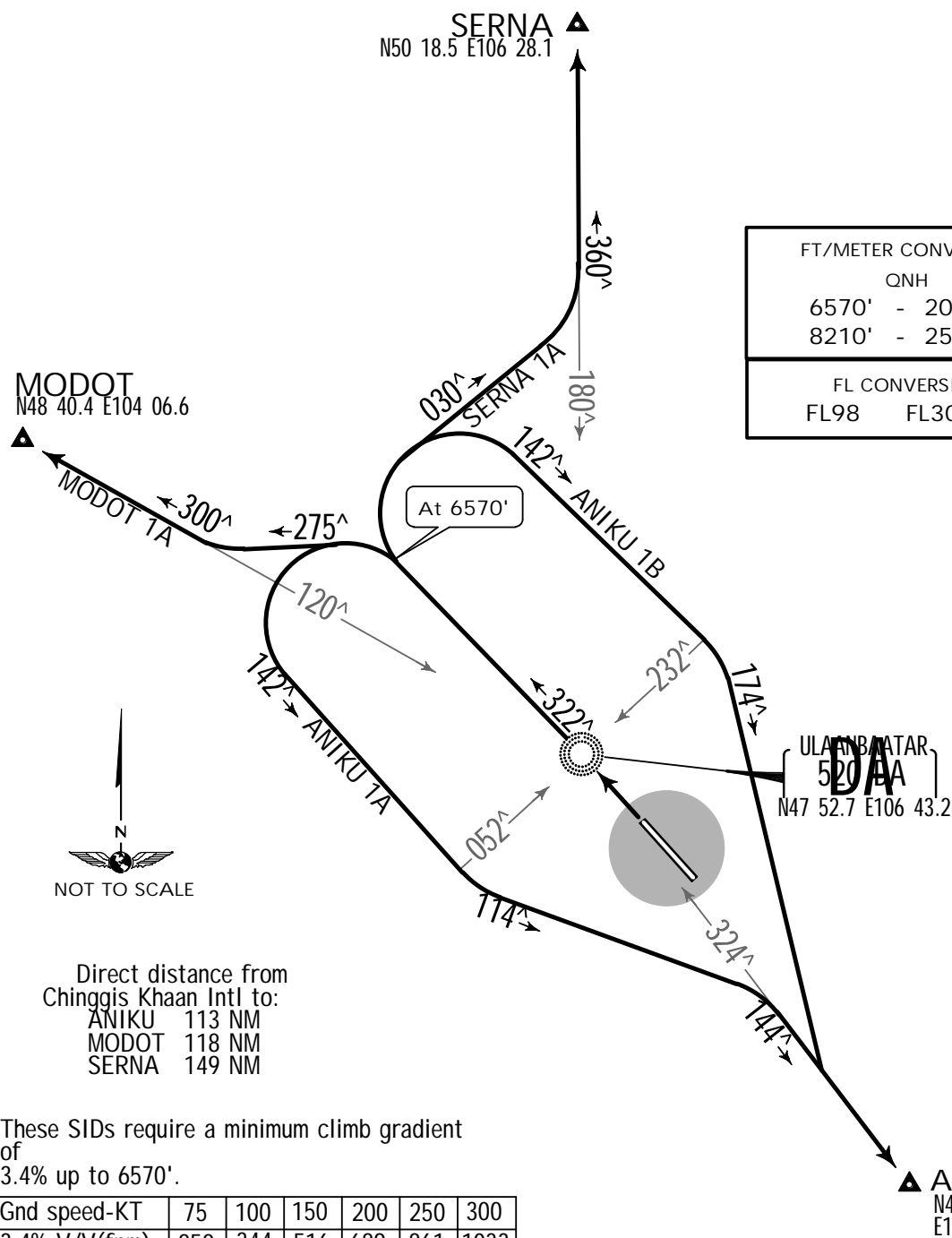
.SID.

Apt Elev
4364'

Trans level: FL98 Trans alt: 8210'



ANIKU 1A, ANIKU 1B MODOT 1A[MODO1A], SERNA 1A[SERN1A] RWY 32 DEPARTURES



FT/METER CONVERSION

QNH

6570' - 2000m

8210' - 2500m

FL CONVERSION

FL98 FL3000m

SID	ROUTING
ANIKU 1A	To DA, on 322° bearing up to 6570', turn LEFT, 142° track, when passing 052° bearing to DA turn LEFT, 114° track, intercept 144° bearing from DA to ANIKU.
ANIKU 1B	To DA, on 322° bearing up to 6570', turn RIGHT, 142° track, when passing 232° bearing to DA turn RIGHT, 174° track, intercept 144° bearing from DA to ANIKU.
MODOT 1A	To DA, on 322° bearing up to 6570', turn LEFT, 275° track, intercept 300° bearing from DA to MODOT.
SERNA 1A	To DA, on 322° bearing up to 6570', turn RIGHT, 030° track, intercept 360°

ZMUB/ULN

Apt Elev 4364'
N47 50.6 E106 46.1

21 FEB 14

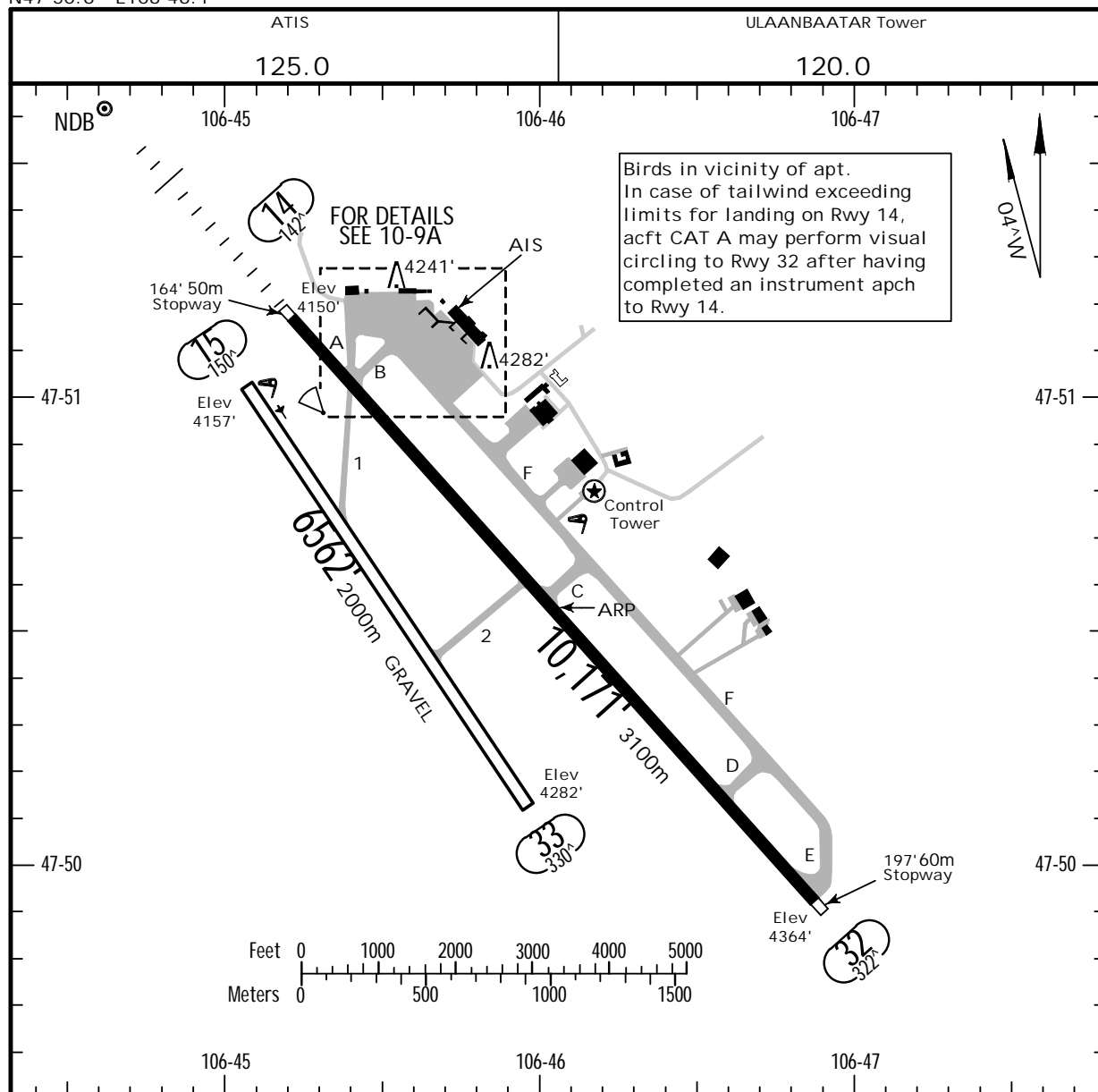
(10-9)

.Eff.6.Mar.

CHINGGIS KHAAN INTL

JEPPesen

ULAANBAATAR, MONGOLIA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
14	HIRL (60m) HIALS PAPI-L (angle 2.67^°) RVR		9320' 2841m	NA	148'
32	HIRL (60m) RVR				45m
15				NA	164'
33		NA			50m

TAKE-OFF

AIR CARRIER (JAA)

Rwy 32

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

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JEPPESEN

ULAANBAATAR, MONGOLIA

21 FEB 14

(10-9A)

.Eff.6.Mar.

CHINGGIS KHAAN INTL



INS COORDINATES

STAND No.	COORDINATES	ELEV
1 thru 4	N47 51.2 E106 45.5	4163
5	N47 51.2 E106 45.6	4167
6	N47 51.2 E106 45.6	4170
7	N47 51.1 E106 45.7	4170
8	N47 51.1 E106 45.7	4177
9	N47 51.1 E106 45.8	4180
10	N47 51.1 E106 45.8	4183
11	N47 51.1 E106 45.8	4180
12, 13	N47 51.0 E106 45.7	4183
14	N47 51.1 E106 45.7	4177

Stand 1 and 2 de-icing.

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JEPPESEN
 5 SEP 14
 Eff. 18 Sep. 10-9S

 Standard
ULAANBAATAR, MONGOLIA
 CHINGGIS KHAAN INTL

STRAIGHT-IN RWY	A	B	C	D
14 ILS Z or Y or X or U 1	4675' (525') 1500m	4675' (525') 1500m	4675' (525') 1700m	4675' (525') 2000m
ALS out	1600m	1600m	2400m	2800m
ILS Z or Y or X or U 2	4839' (689') 1500m	4839' (689') 1500m	4839' (689') 2400m	4839' (689') 2800m
ALS out	1600m	1600m	3200m	3600m
ILS Z or Y or X or U 3	5019' (869') 1500m	5019' (869') 1500m	5019' (869') 3200m	5019' (869') 3600m
ALS out	2000m	2000m	4000m	4400m
ILS W	5036' (886') 1500m	5036' (886') 1500m	5036' (886') 3200m	NOT AUTHORIZED
ALS out	2000m	2000m	4000m	
VOR	5810' (1660') 5000m	5810' (1660') 5000m	5810' (1660') 5000m	5810' (1660') 5000m
NDB	5810' (1660') 5000m	5810' (1660') 5000m	5810' (1660') 5000m	5810' (1660') 5000m
NDB-2	5910' (1760') 5000m	5910' (1760') 5000m	5910' (1760') 5000m	NOT AUTHORIZED

1 Missed apch climb gradient MIM 4.8%.

2 Missed apch climb gradient MIM 3.5%.

3 Missed apch climb gradient MIM 2.5%.

TAKE-OFF RWY 32

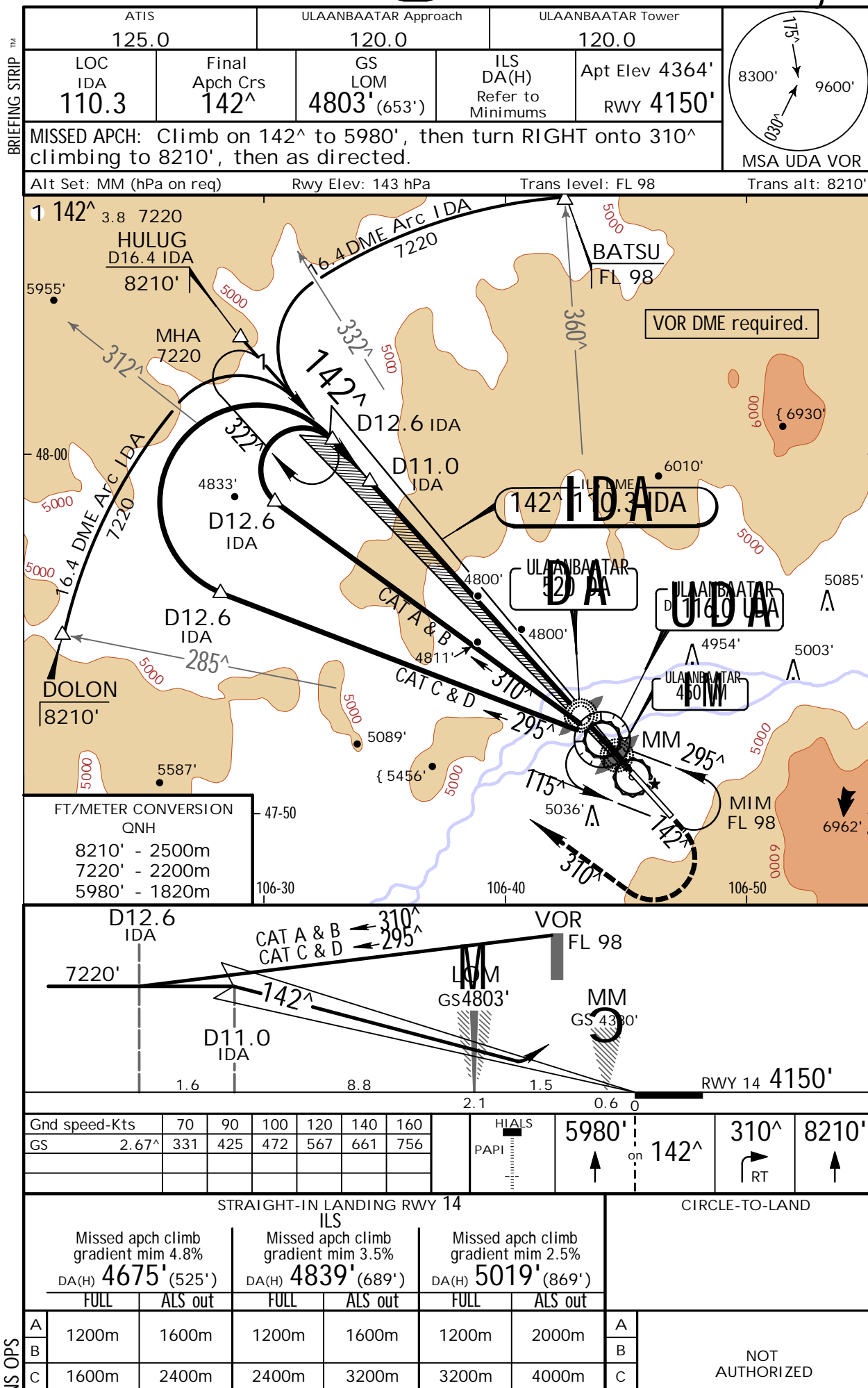
LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	250m 400m 500m 300m	500m

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CHINGGIS KHAAN INTL

JEPPESEN 21 FEB 14 (11-1) .Eff.6.Mar.

ULAANBAATAR, MONGOLIA
ILS DME Z Rwy 14



ZMUB/ULN

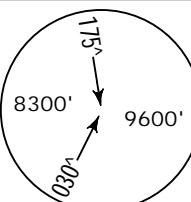
CHINGGIS KHAAN INTL

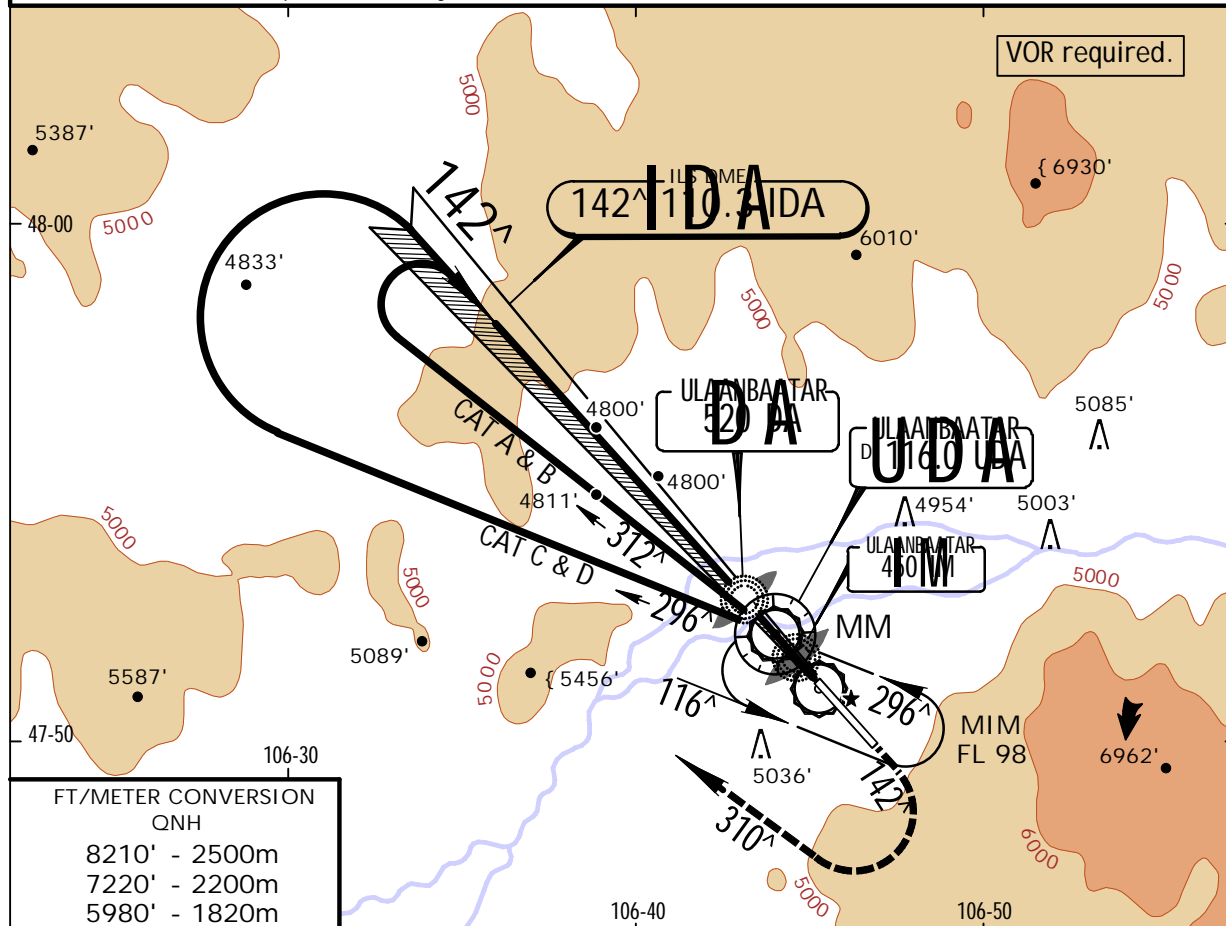
JEPPESEN

21 FEB 14 (11-2) .Eff.6.Mar.

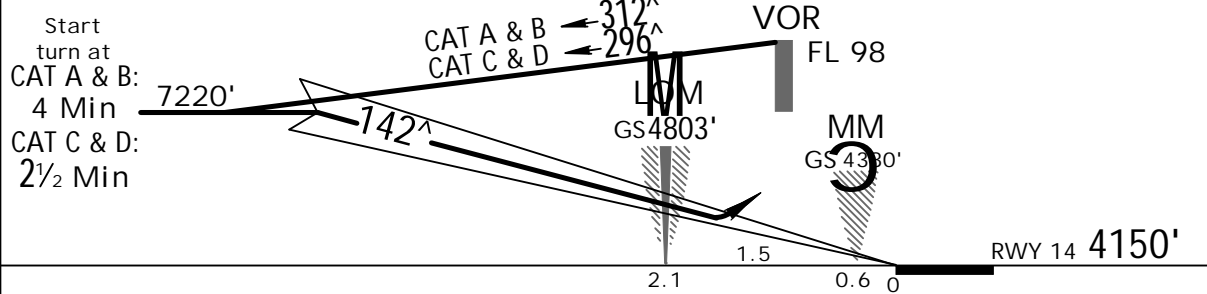
ULAANBAATAR, MONGOLIA
ILS DME Y Rwy 14

BRIEFING STRIP

ATIS 125.0		ULAANBAATAR Approach 120.0		ULAANBAATAR Tower 120.0		
LOC IDA 110.3	Final Apch Crs 142^	GS LOM 4803' (653')	ILS DA(H) Refer to Minimums	Apt Elev 4364' RWY 4150'		
MISSED APCH: Climb on 142^ to 5980', then turn RIGHT onto 310^ climbing to 8210', then as directed.						
Alt Set: MM (hPa on req)		Rwy Elev: 143 hPa		Trans level: FL 98		
						MSA UDA VOR Trans alt: 8210'



FT/METER CONVERSION QNH	
8210'	2500m
7220'	2200m
5980'	1820m



Gnd speed-Kts	70	90	100	120	140	160	HIALS		5980'	142^	310^	8210'
GS	2.67^	331	425	472	567	661	PAPI		↑	↑	RT	↑

STRAIGHT-IN LANDING RWY 14						CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.8%			Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%		NOT AUTHORIZED	
DA(H) 4675' (525')			DA(H) 4839' (689')		DA(H) 5019' (869')			
FULL		ALS out	FULL		ALS out	FULL		ALS out
A	1200m	1600m	1200m	1600m	1200m	2000m		A
B	1600m	2400m	2400m	3200m	3200m	4000m		B
C	1600m	2400m	2400m	3200m	3200m	4000m	C	
	1600m	2400m	2400m	3200m	3200m	4000m		


VS OPS

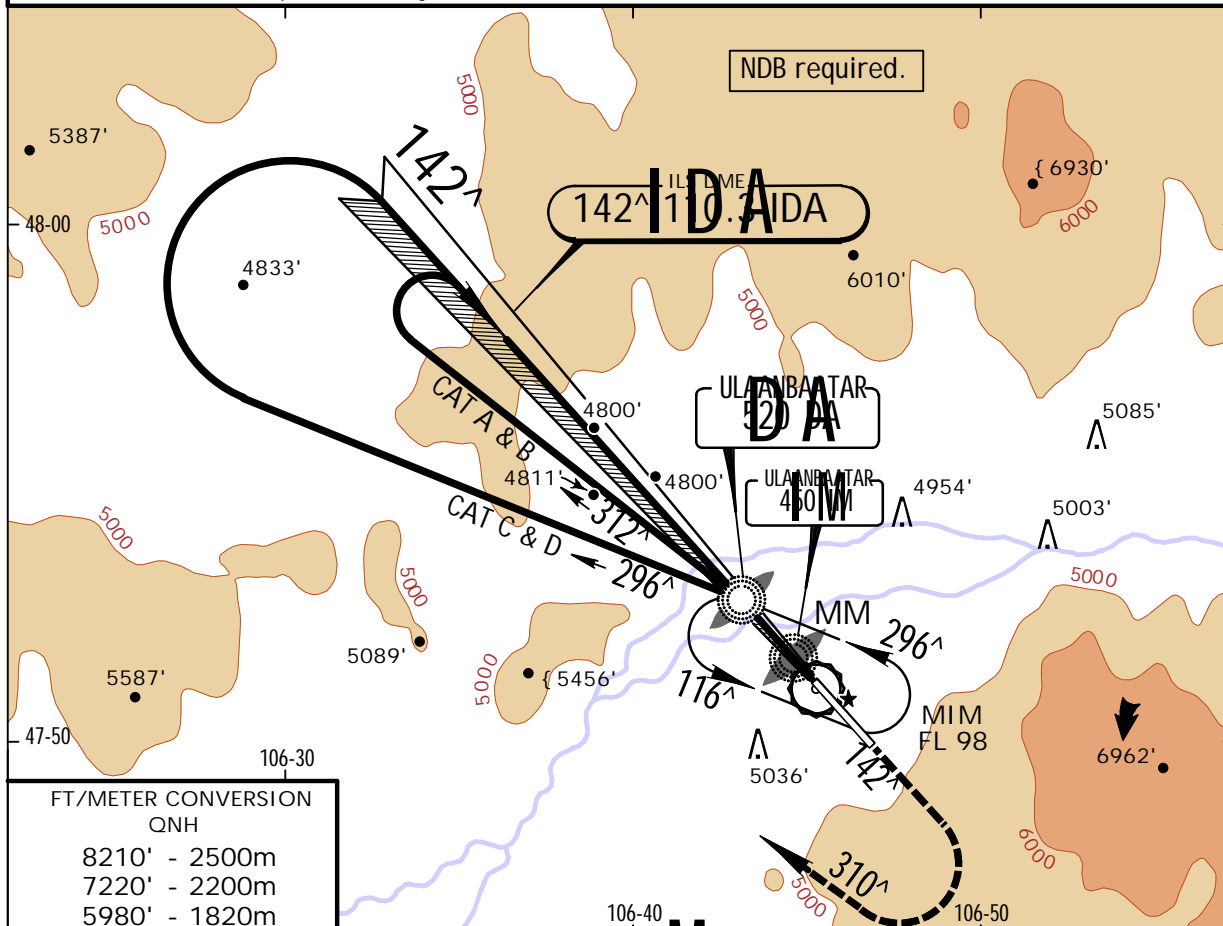
ZMUB/ULN
CHINGGIS KHAAN INTL

JEPPESEN
21 FEB 14 (11-3) .Eff.6.Mar.

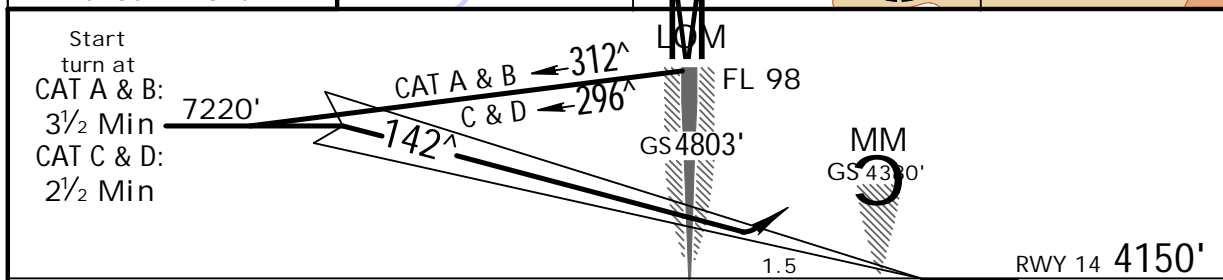
ULAANBAATAR, MONGOLIA
ILS DME X Rwy 14

BRIEFING STRIP

ATIS 125.0		ULAANBAATAR Approach 120.0		ULAANBAATAR Tower 120.0		
LOC IDA 110.3	Final Apch Crs 142^	GS LOM 4803'(653')	ILS DA(H) Refer to Minimums	Apt Elev 4364' RWY 4150'		
MISSED APCH: Climb on 142^ to 5980', then turn RIGHT onto 310^ climbing to 8210', then as directed by ATC.						
Alt Set: MM (hPa on req)		Rwy Elev: 143 hPa		Trans level: FL 98		
						Trans alt: 8210'



FT/METER CONVERSION QNH	
8210'	2500m
7220'	2200m
5980'	1820m



Gnd speed-Kts	70	90	100	120	140	160	HIALS		5980'	142^	310^	8210'
GS	2.67^	331	425	472	567	661	PAPI		↑	↑	RT	↑

STRAIGHT-IN LANDING RWY 14						CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.8%		Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%			
DA(H) 4675' (525')		DA(H) 4839' (689')		DA(H) 5019' (869')			
FULL	ALS out	FULL	ALS out	FULL	ALS out		
A	1200m	1600m	1200m	1600m	1200m	2000m	A
B							B
C	1600m	2400m	2400m	3200m	3200m	4000m	C
						NOT AUTHORIZED	

VS OPS

ZMUB/ULN

CHINGGIS KHAAN INTL

21 FEB 14
Eff. 6 Mar.

JEPPesen

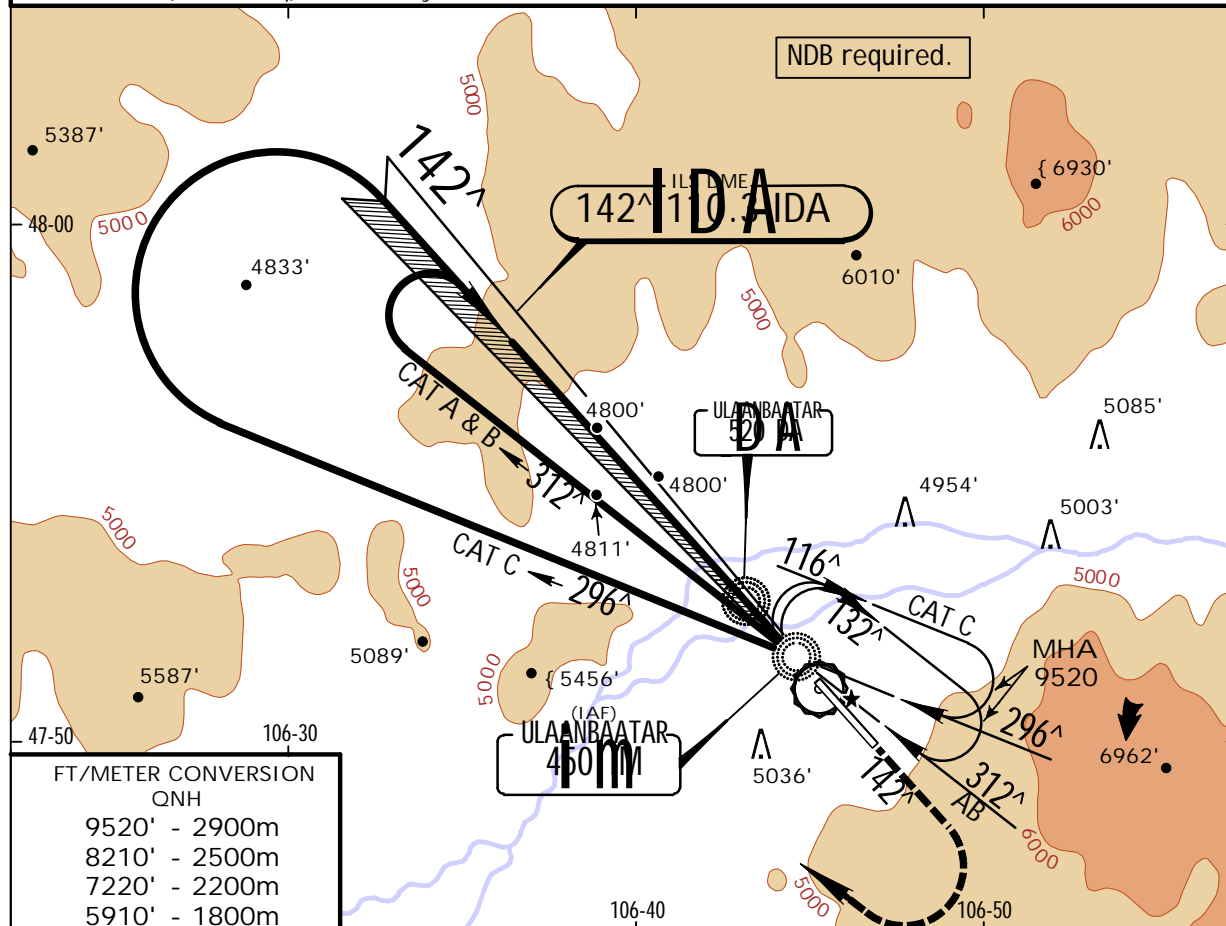
(11-4)

CAT A, B & C

ULAANBAATAR, MONGOLIA
ILS DME W Rwy 14

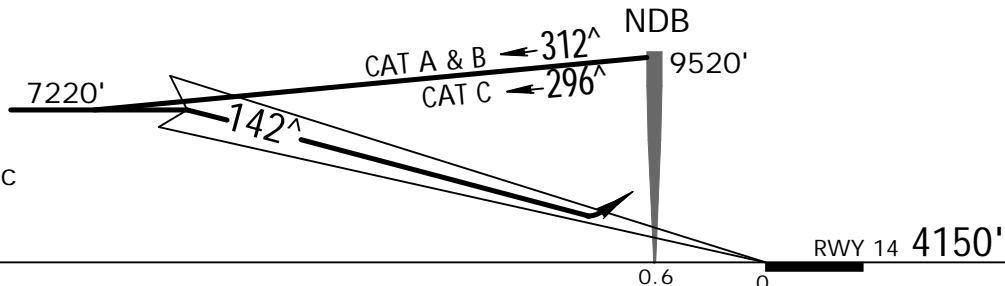
BRIEFING STRIP

ATIS 125.0		ULAANBAATAR Approach 120.0		ULAANBAATAR Tower 120.0		 MSA IM NDB
LOC IDA 110.3	Final Apch Crs 142^	GS No alt published	ILS DA(H) 5036' (886')	Apt Elev 4364' RWY 4150'		
MISSED APCH: Climb on 142^ to 5910', then turn RIGHT climbing to 7220', then as directed by ATC.						
Alt Set: MM (hPa on req)		Rwy Elev: 143 hPa		Trans level: FL 98		
						Trans alt: 8210'



FT/METER CONVERSION	
QNH	
9520' - 2900m	
8210' - 2500m	
7220' - 2200m	
5910' - 1800m	

Start
turn at
CAT A & B:
3 1/2 Min
CAT C:
2 Min 24 Sec



Gnd speed-Kts	70	90	100	120	140	160	
GS	2.67^	331	425	472	567	661	

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND		
ILS						
DA(H) 5036' (886')						
FULL		ALS out				
A	1200m		2000m		A	NOT AUTHORIZED
B					B	
C	3200m		4000m		C	
D	NOT AUTHORIZED			D		

VS OPS

ZMUB/ULN

CHINGGIS KHAAN INTL

5 SEP 14

(11-5)

.Eff.18.Sep.

JEPPesen

ULAANBAATAR, MONGOLIA

ILS DME U Rwy 14

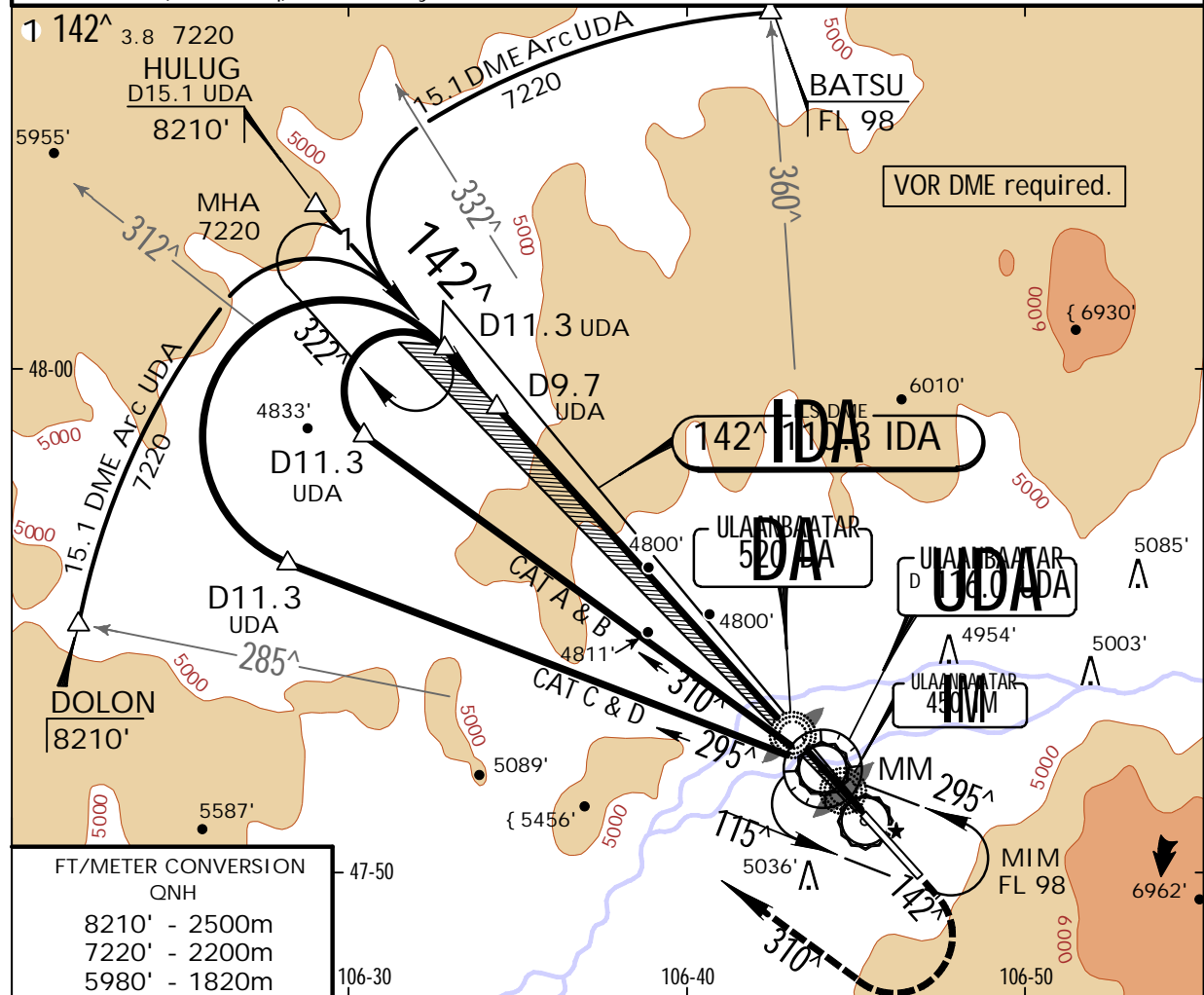
ATIS 125.0		ULAAANBAATAR Approach 120.0		ULAAANBAATAR Tower 120.0		<p>MSA ARP</p>
LOC IDA 110.3	Final Apch Crs 142^	GS LOM 4803' (653')	ILS DA(H) Refer to Minimums	Apt Elev 4364' RWY 4150'		
<p>DATE/TIME: 01/01/2025 10:00:00</p> <p>MISSION: 1. CLIMB TO 5980' ON 142^, 2. TURN RIGHT ON 310^, 3. CLIMB TO 8210', 4. AS DIRECTED.</p>						
<p>REMARKS: MISSED APCH: Climb on 142^ to 5980', then turn RIGHT onto 310^ climbing to 8210', then as directed.</p>						



Alt Set: MM (hPa on req)

Rwy Elev: 143 hPa

Trans level: FL 98

Trans alt: 8210'



Gnd speed-Kts	70	90	100	120	140	160	 PAPI	 HIALS	5980'	142^	310^	8210'
GS 2.67^	331	425	472	567	661	756			↑	on	↻ RT	↑

STRAIGHT-IN LANDING RWY 14							CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.8%			Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%		NOT AUTHORIZED		
DA(H) 4675' (525')			DA(H) 4839' (689')		DA(H) 5019' (869')				
FULL		ALS out	FULL		ALS out	FULL			
FULL		ALS out	FULL		ALS out	FULL			
A	1200m	1600m	1200m	1600m	1200m	2000m	A	NOT AUTHORIZED	
B							B		
C	1600m	2400m	2400m	3200m	3200m	4000m	C		

ZMUB/ULN

CHINGGIS KHAAN INTL



JEPPESSEN

ULAANBAATAR, MONGOLIA

VOR Rwy 14

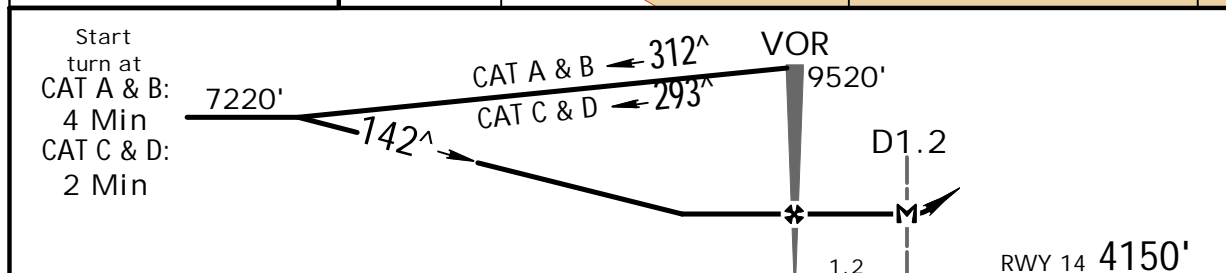
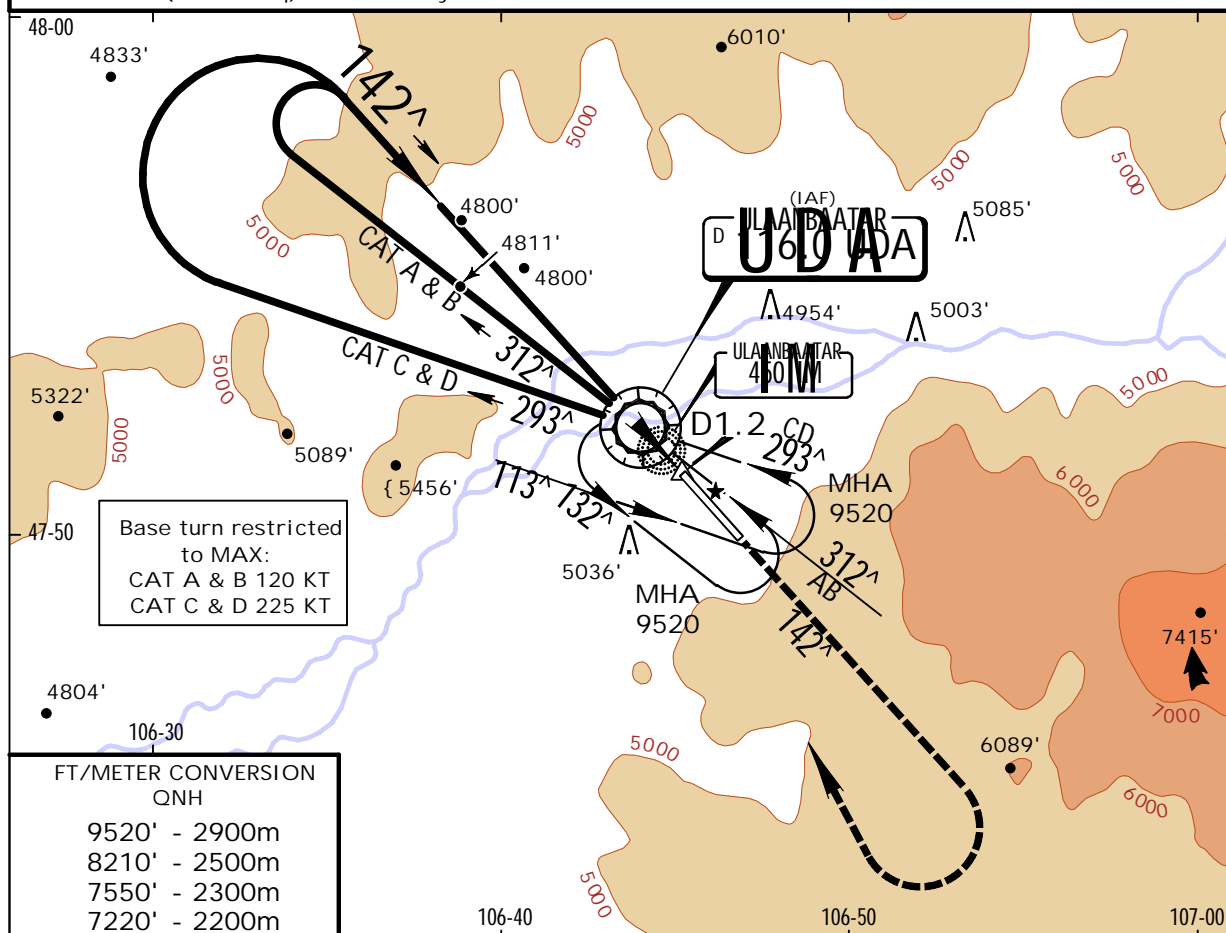
5 SEP 14

(13-1)

.Eff.18.Sep.

BRIEFING STRIP™

ATIS 125.0		ULAANBAATAR Approach 120.0		ULAANBAATAR Tower 120.0		 MSA ARP
VOR UDA 116.0	Final Apch Crs 142^	Minimum Alt No Alt published	MDA(H) 5810' (1660')	Apt Elev 4364' RWY 4150'		
MISSED APCH: Climb on 142^ to 7550', then turn RIGHT to VOR climbing to 9520'.						
Alt Set: MM (hPa on req)		Rwy Elev: 143 hPa		Trans level: FL 98		
						Trans alt: 8210'



MAP at D1.2				HIALS	7550'	142^	9520'	UDA 116.0
				PAPI	↑	on	RT	

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
MDA(H) 5810' (1660')							
ALS out							

A	5000m				A	NOT AUTHORIZED		
B					B			
C					C			
D					D			

NS OPS

ZMUB/ULN

CHINGGIS KHAAN INTL

**JEPPESEN**

5 SEP 14 (16-1) .Eff.18.Sep.

ULAANBAATAR, MONGOLIA

NDB Rwy 14

ATIS
ULAANBAATAR Approach
ULAANBAATAR Tower

125.0		120.0		120.0	
NDB DA 520	Final Apch Crs 142°	Minimum Alt No Alt published	MDA(H) 5810' (1660')	Apt Elev 4364' RWY 14 4150'	

MISSED APCH: Climb on 142° to 7550', then turn RIGHT to NDB climbing to 9520'.

Alt Set: MM (hPa on req) Rwy Elev: 143 hPa Trans level: FL 98 Trans alt: 8210'

MSA ARP

Base turn restricted to MAX:
 CAT A & B 130 KT
 CAT C & D 215 KT

FT/METER CONVERSION	
QNH	
9520'	- 2900m
8210'	- 2500m
7550'	- 2300m
7220'	- 2200m

Start turn at
 CAT A & B:
 3½ Min
 CAT C & D:
 2 Min

2.1
0
RWY 14 4150'

Gnd speed-Kts	70	90	100	120	140	160	HIALS		7550'	on 142°	9520'	DA 520
NDB to MAP	2.1	1:48	1:24	1:16	1:03	0:54	0:47	PAPI	↑		↻ RT	

STRAIGHT-IN LANDING RWY 14

MDA(H) **5810'** (1660')

ALS out

CIRCLE-TO-LAND

A
B
C
D

5000m

A
B
C
D

NOT AUTHORIZED

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CHINGGIS KHAAN INTL

5 SEP 14
Eff. 18 Sep.

(16-2)

CAT A, B & C



JEPPESEN

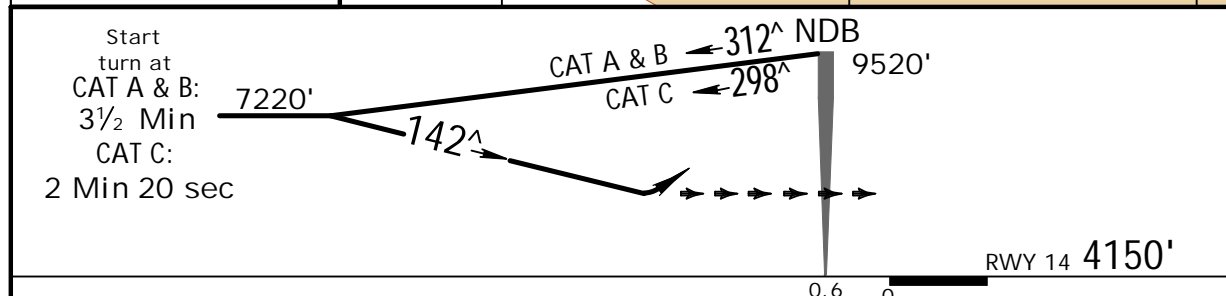
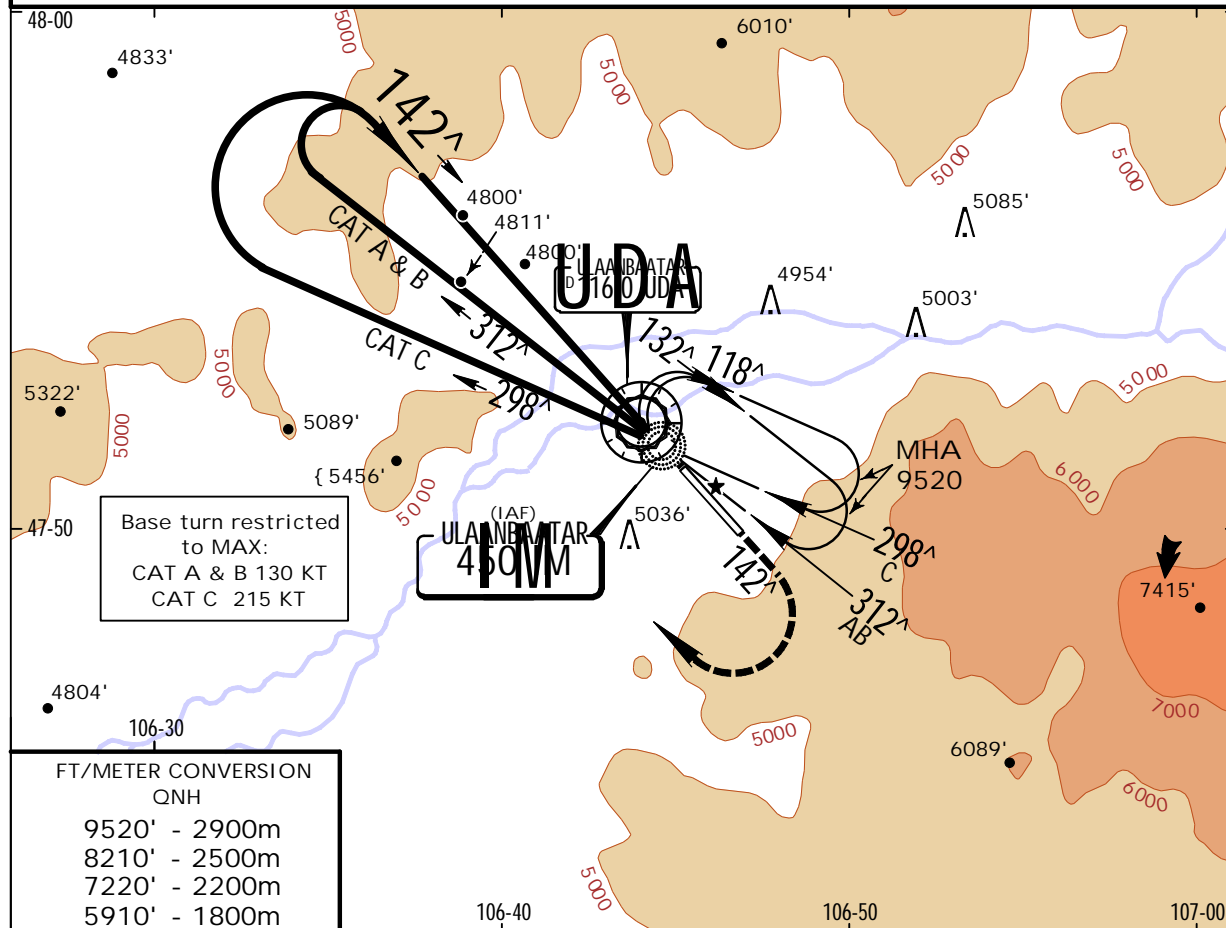
ULAANBAATAR, MONGOLIA

NDB-2 Rwy 14

BRIEFING STRIP™

ATIS 125.0		ULAANBAATAR Approach 120.0		ULAANBAATAR Tower 120.0		 MSA ARP
NDB IM 450	Final Apch Crs 142^	Minimum Alt No FAF	MDA(H) 5910' (1760')	Apt Elev 4364' RWY 14 4150'		
MISSED APCH: Climb on 142^ to 5910'. Passing NDB turn RIGHT climbing to 7220', then as directed by ATC.						
Alt Set: MM (hPa on req)		Rwy Elev: 143 hPa		Trans level: FL 98		

Trans alt: 8210'	
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				HIALS PAPI		5910'	142^
						↑	on

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
MDA(H) 5910' (1760')							
ALS out							
A	3200m			A	NOT AUTHORIZED		
B				B			
C	5000m			C			
D	NOT AUTHORIZED			D			

NS OPS

ZBAA/PEK

+ JEPPESEN

BEIJING, PR OF CHINA

CAPITAL

15 AUG 14

10-1P

.Eff. 20. Aug. 1600Z.

.AIRPORT BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS Arrival 127.6

D-ATIS Departure 128.65

1.2. RWY OPERATIONS

General rules for use of RWYs:

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

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

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

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

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

1.3. TAXI PROCEDURES

For taxiing routings refer to 10-9 charts.

RWY 18L/36R crossing rules:

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

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

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

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

Taxiing routes of special flight will be instructed by ATC.

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

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

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

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

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

TWY Z21 MAX wingspan 95'/29m.

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BEIJING, PR OF CHINA

CAPITAL

15 AUG 14

(10-1P1)

.Eff.20.Aug.1600Z.

.AIRPORT.BRIEFING.

1. GENERAL

1.4. PARKING INFORMATION

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

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

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

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

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

1.5. OTHER INFORMATION

RWYs 01 & 18R right-hand circuit.
Birds.

1.5.1. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

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

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

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

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

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

ZBAA/PEK

+ JEPPESEN

BEIJING, PR OF CHINA

CAPITAL

28 MAR 14

(10-1P2)

.Eff.3.Apr.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.1. 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.

2.2. 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.

2.3. OTHER INFORMATION

2.3.1. 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.

2.3.2. 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.

2.3.3. 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.

2.3.4. 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.

2.3.5. 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.

2.3.6. 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' /

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+ JEPPESEN

BEIJING, PR OF CHINA

CAPITAL

28 MAR 14

(10-1P3)

.Eff.3.Apr.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.4. 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.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

Two ways applied for de-icing:

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

3.1.2. PUSH-BACK AND TAXIING

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

3.1.3. TAXIING TO DE-ICING POSITION

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

3.1.4. BEFORE DE-ICING

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

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

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

3.1.5. AFTER DE-ICING

Contact Tower for start-up.

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

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

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

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

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

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

Operation during Snow Weather:

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

ZBAA/PEK

+ JEPPESEN

BEIJING, PR OF CHINA

CAPITAL

23 AUG 13

(10-1P4)

.AIRPORT.BRIEFING.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

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

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

3.4. RUNWAY OPERATIONS

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

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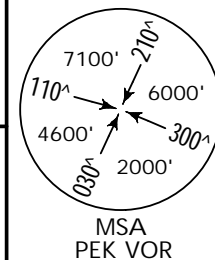
15 AUG 14 **JEPPESEN** 10-2

BEIJING, PR OF CHINA
.Eff.20.Aug.1600Z. .RNAV.STAR.

D-ATIS
127.6

Apt Elev
115'

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



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

RADAR REQUIRED

SPEED: MAX 280 KT WITHIN APP CONTROL

FL CONVERSION
FL118 FL3600m

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

Direct distance to Capital Apt from:
AA124 35 NM



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

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

GITUM
N40 44.7 E116 59.1
At or above
FL118

HUIR
D* (H) N40 19.8 E116 44.9
At or above
FL118
MAX 250 KT

AA125
N40 06.3 E116 45.6
At or above
9850'

PEK
D* (H) N40 02.9 E116 44.1

AA123
N39 50.5 E116 46.4
MAX 220 KT

AA124
N39 30.7 E116 49.5
At or above
5910'

ROUTING

ZBAA/PEK
CAPITAL

15 AUG 14

JEPPESEN

(10-2A)

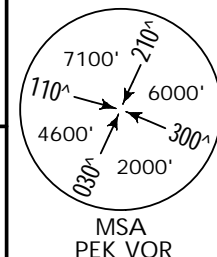
.Eff.20.Aug.1600Z.

BEIJING, PR OF CHINA
.RNAV.STAR.

D-ATIS
127.6

Apt Elev
115'

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



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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Keep track to HUR, then carry out
RWY 19 ILS DME Approach pro-
cedure.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

FL CONVERSION

FL128 FL3900m
FL118 FL3600m

FT/METER CONVERSION

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

Direct distance to Capital Apt from:
HUR 17 NM

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

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



AA233
N40 14.5 E116 46.2
At or above
7880'

AA235
N40 15.4 E116 56.0
At or above
8860'
MAX 200 KT

GITUM
N40 44.7 E116 59.1
At or above
FL118

AA234
N40 39.3 E116 52.9
At or below
FL128
MAX 220 KT

GZHUANG
D * PEK
(H)
N40 02.9 E116 44.1



NOT TO SCALE

ROUTING

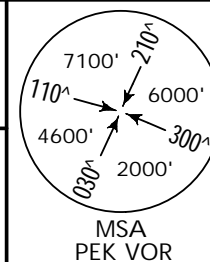
GITUM (FL118+) - AA234 (FL128-; K220-) - AA235 (8860'+; K200-) - AA233 (7880'+) -

ZBAA/PEK
CAPITAL

15 AUG 14 (10-2B) .Eff.20.Aug.1600Z.

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



DOGAR 7A [DOGA7A], VYK 7A
RWYS 36L/R, 01 RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1

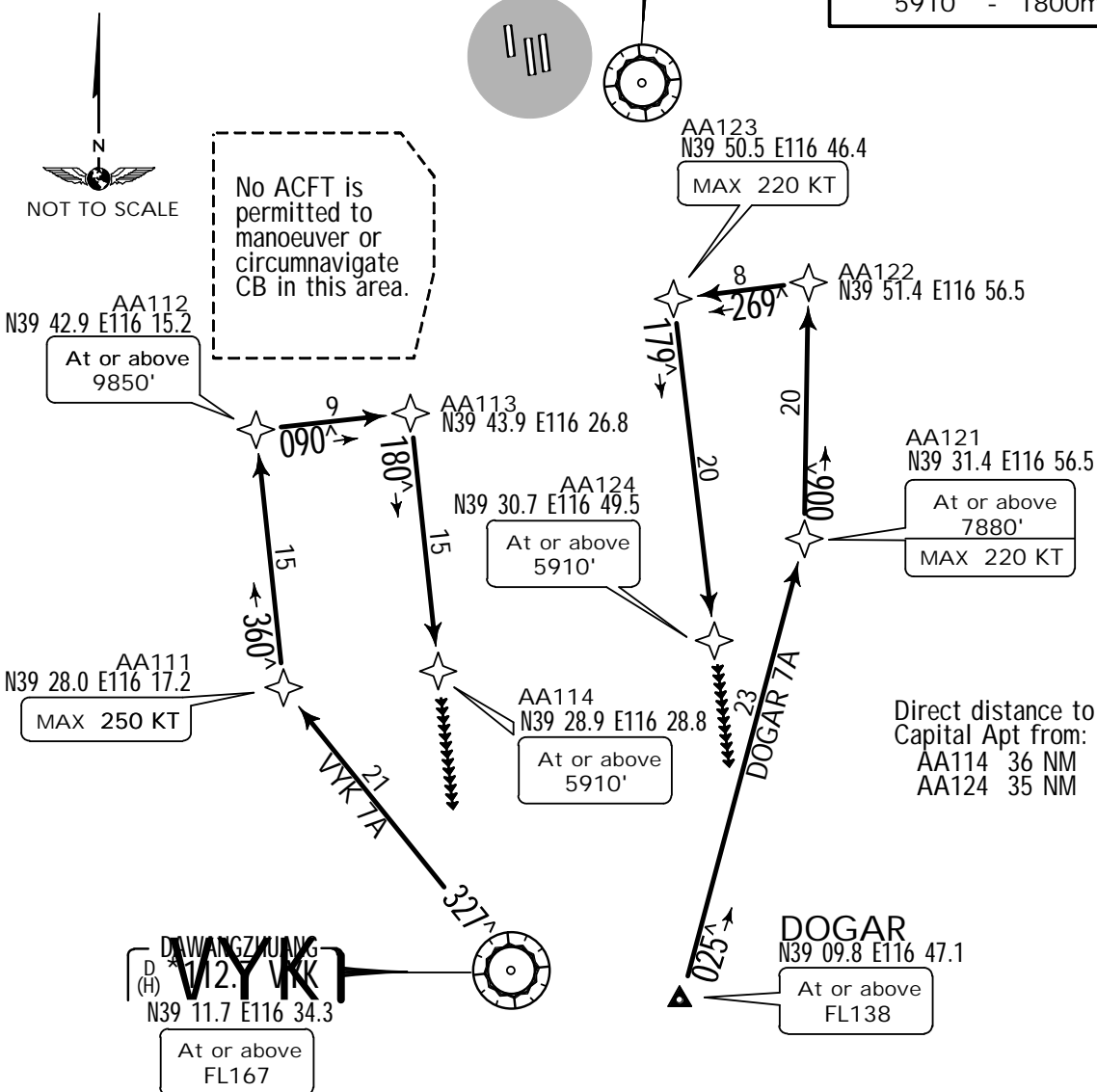
RADAR REQUIRED

SPEED: MAX 280 KT WITHIN APP CONTROL

FL CONVERSION	
FL167	FL5100m
FL138	FL4200m
FL118	FL3600m

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
DOGAR 7A:
Keep track to AA124, turn RIGHT,
intercept RWY 01 final approach
course, then conduct approaching.
VYK 7A:
Keep track to AA114, turn LEFT,
intercept RWY 36L final approach
course, then conduct approaching.
▲ SINWOC 1S01 ▲ SINWOC 1S01 ▲ SINWOC 1S01

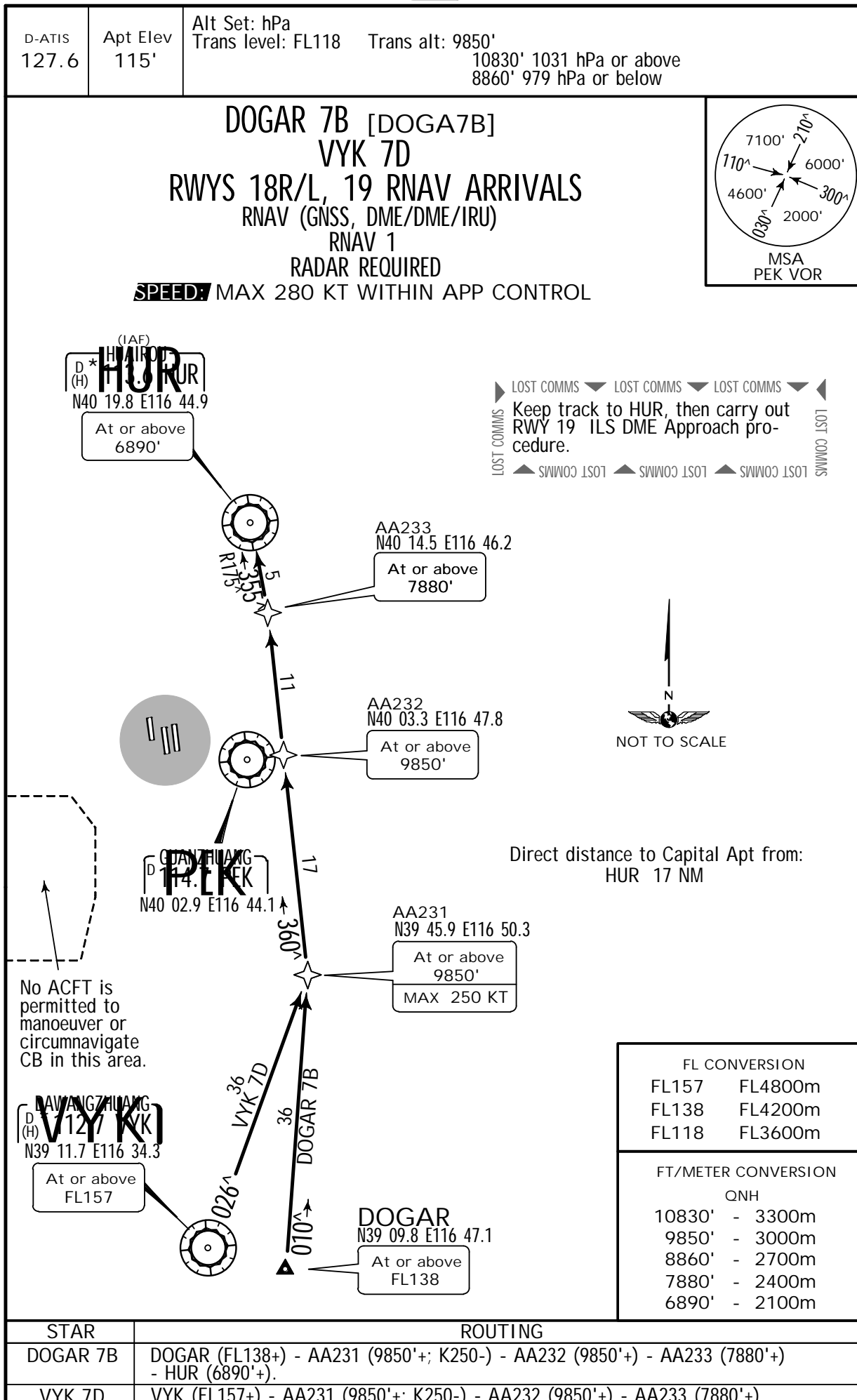


STAR	ROUTING
DOGAR 7A	DOGAR (FL138+) - AA121 (7880'+; K220-) - AA122 - AA123 (K220-) - AA124 (5910'+).

ZBAA/PEK
 CAPITAL

15 AUG 14 (10-2C) .Eff.20.Aug.1600Z.

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ZBAA/PEK
CAPITAL

15 AUG 14

JEPPESSEN

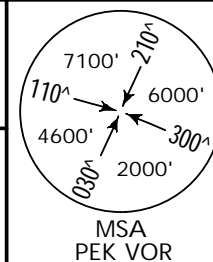
10-2D

.Eff.20.Aug.1600Z.

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Aug.1600Z. .RNAV.STAR.

.RNAV.STAR.

D-ATIS 127.6	Apt Elev 115'	Alt Set: hPa Trans level: FL118	Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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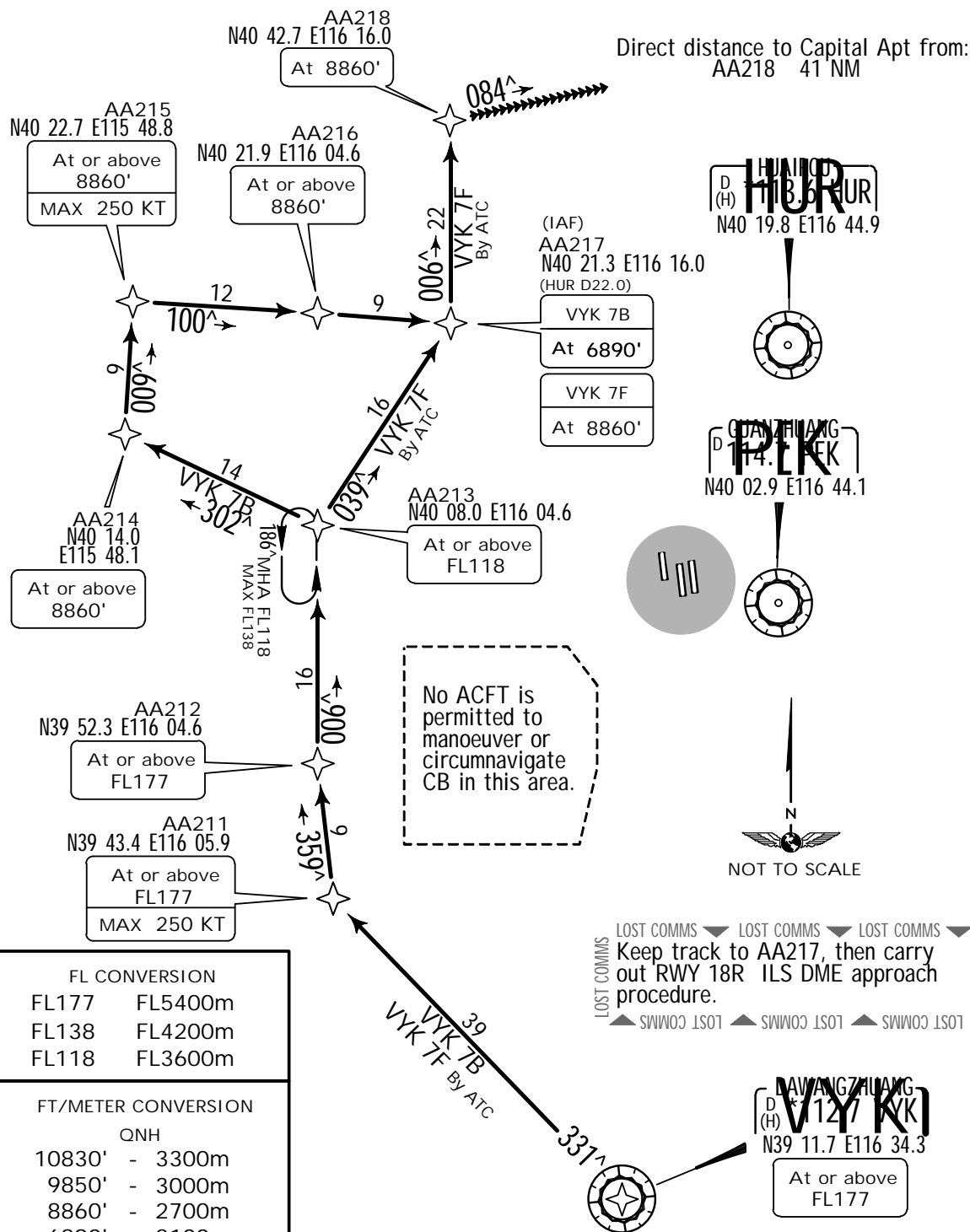
VYK 7B, VYK 7F
RWYS 18R/L, 19 RNAV ARRIVALS

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

STAR	ROUTING
VYK 7B	VYK (FL177+) - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA214 (8860'+) - AA215 (8860'+; K250-) - AA216 (8860'+) - AA217 (6890')
VYK 7F	VYK (FL177+) - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+)

ZBAA/PEK
CAPITAL

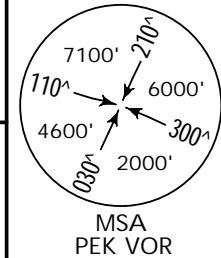
15 AUG 14 10-2E .Eff.20.Aug.1600Z.

BEIJING, PR OF CHINA
.RNAV.STAR.

D-ATIS
127.6

Apt Elev
115'

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



BOBAK 7A [BOBA7A], JB 7A
RWYS 36L/R, 01 RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
SPEED: MAX 280 KT WITHIN APP CONTROL

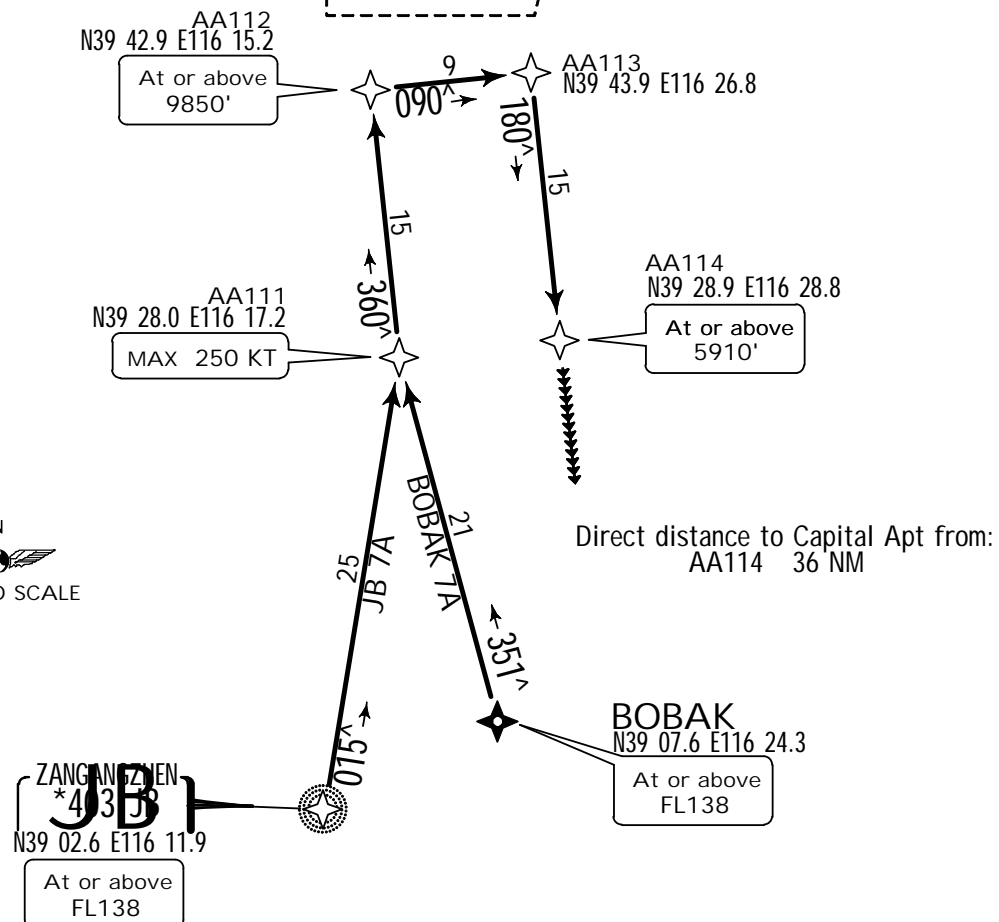
FL CONVERSION
FL138 FL4200m
FL118 FL3600m

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.
▲ S W W O O L S O T ▲ S W W O O L S O T ▲ S W W O O L S O T

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

GUAN HUANG
D 14. E 114.1
PEK
N40 02.9 E116 44.1



STAR	ROUTING
BOBAK 7A	BOBAK (FL138+) - AA111 (K250-) - AA112 (9850'+) - AA113 - AA114 (5910'+).

ZBAA/PEK

CAPITAL

15 AUG 14

JEPPesen

10-2F

.Eff.20.Aug.1600Z.

BEIJING, PR OF CHINA

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D-ATIS
127.6

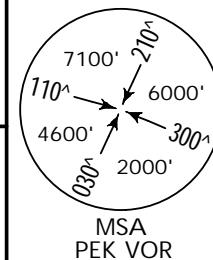
Apt Elev
115'

Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

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



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

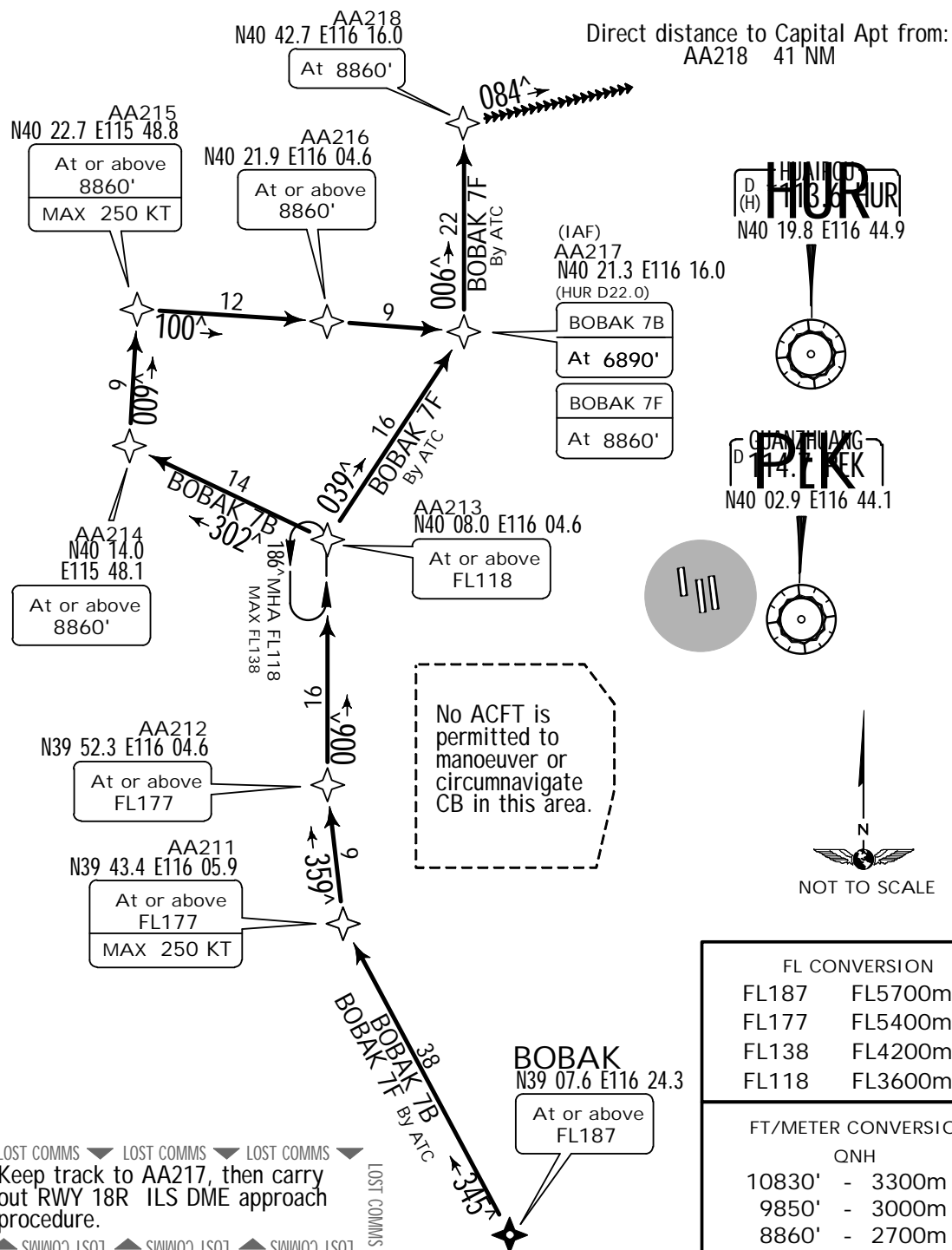
RWYS 18R/L, 19 RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

SPEED: MAX 280 KT WITHIN APP CONTROL



HUR
N40 19.8 E116 44.9

PEK
N40 02.9 E116 44.1



NOT TO SCALE

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+) - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+) - AA214 (8860'+) - AA215 (8860'+; K250-) - AA216 (8860'+) - AA217 (6890').
BOBAK 7F	BOBAK (FL187+) - AA211 (FL177+; K250-) - AA212 (FL177+) - AA213 (FL118+)

ZBAA/PEK
CAPITAL

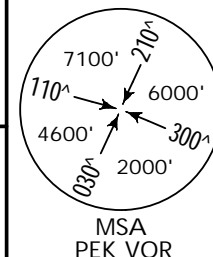
JEPPESEN
15 AUG 14 (10-2G)

BEIJING, PR OF CHINA
.Eff.20.Aug.1600Z.
.RNAV.STAR.

D-ATIS
127.6

Apt Elev
115'

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

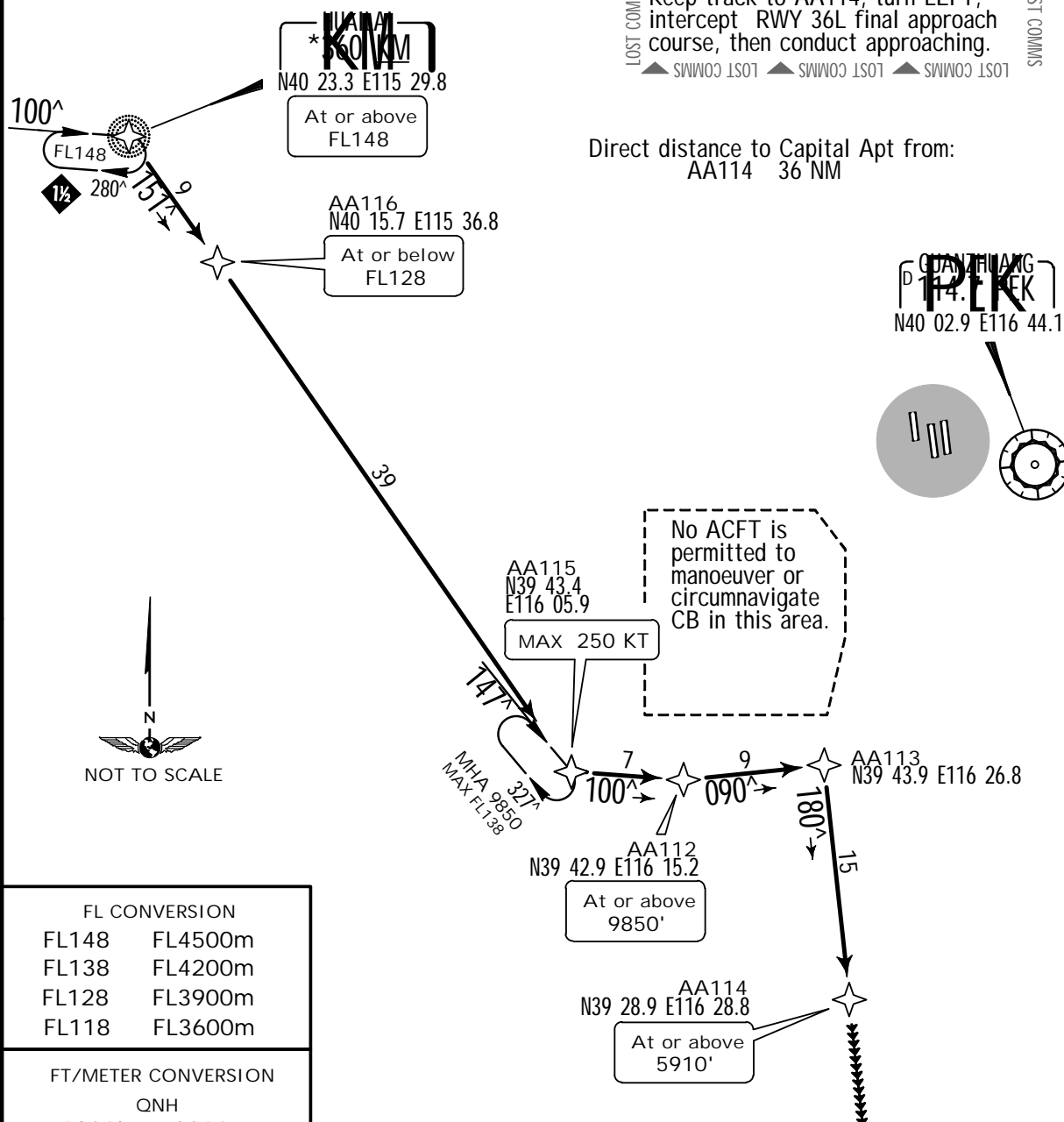


KM 7A
RWYS 36L/R, 01 RNAV ARRIVAL
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

SPEED: MAX 280 KT WITHIN APP CONTROL

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

Direct distance to Capital Apt from:
AA114 36 NM



FL CONVERSION	
FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

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

ROUTING

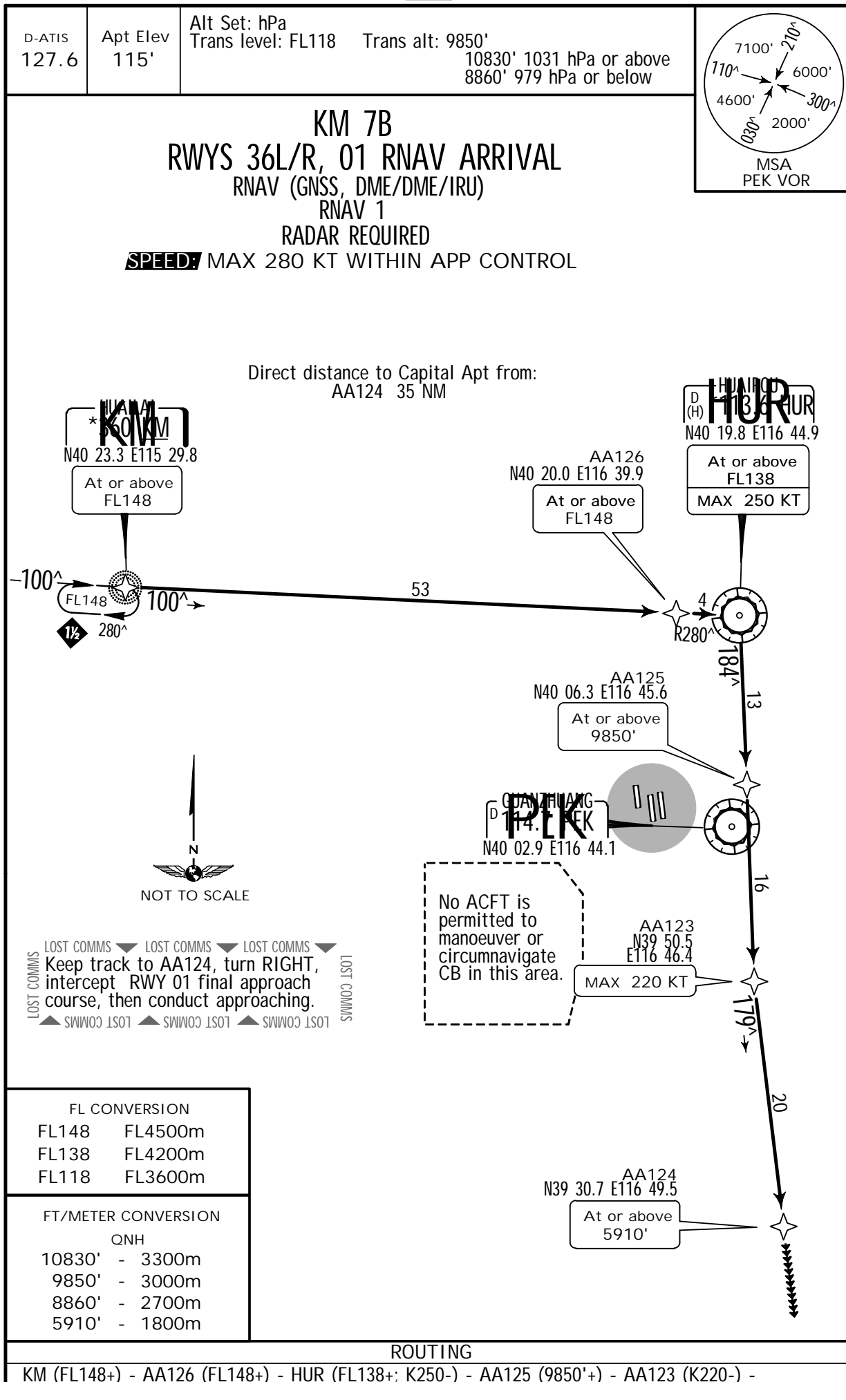
ZBAA/PEK
CAPITAL

15 AUG 14

(10-2H)

.Eff.20.Aug.1600Z.

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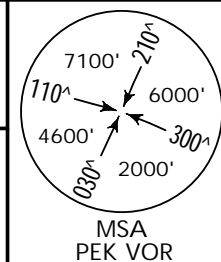


ZBAA/PEK
CAPITAL

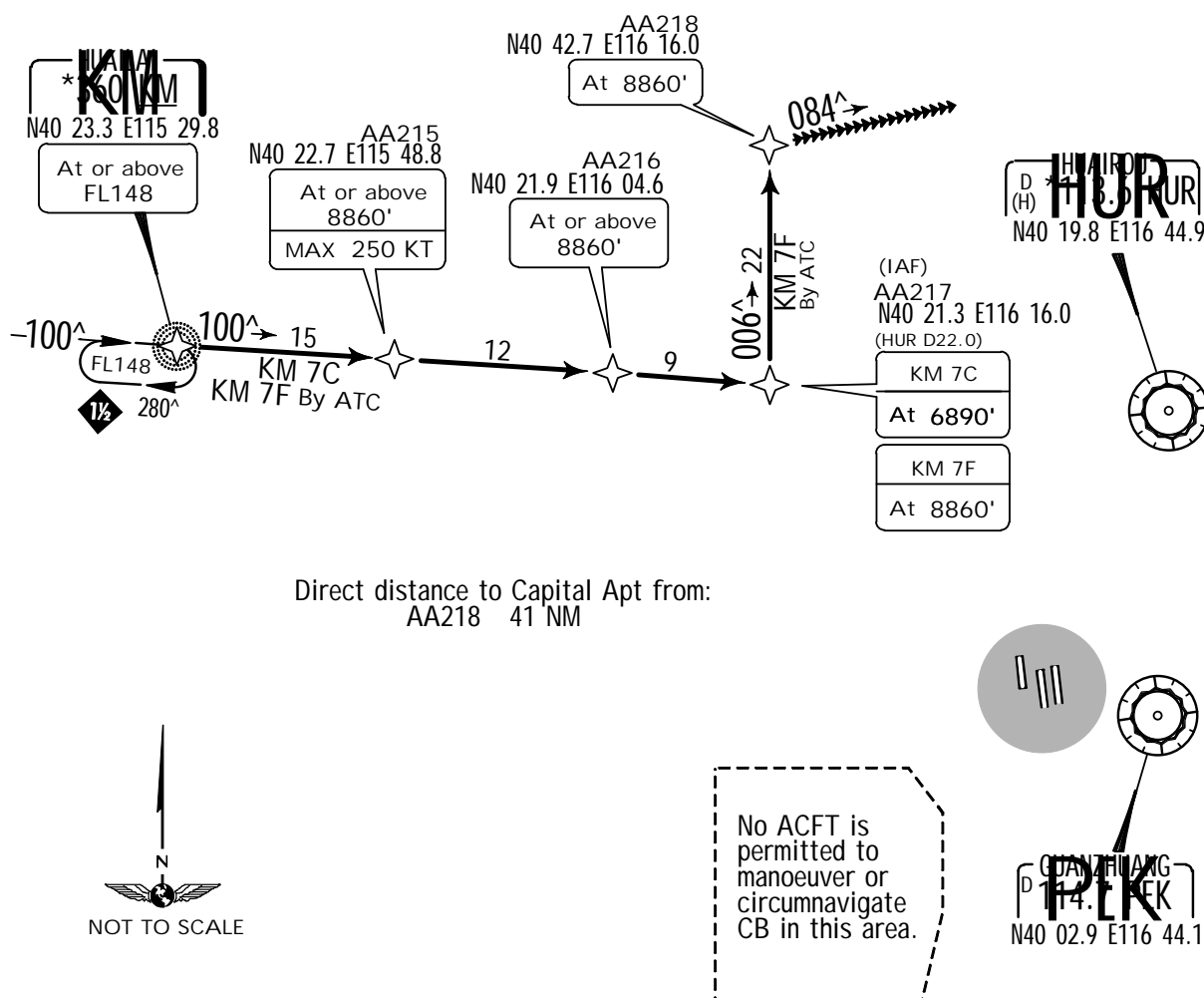
JEPPESEN
15 AUG 14 **(10-2J)** .Eff.20.Aug.1600Z.

BEIJING, PR OF CHINA
.RNAV.STAR.

D-ATIS 127.6	Apt Elev 115'	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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KM 7C, KM 7F
RWYS 18L/R, 19 RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
SPEED: MAX 280 KT WITHIN APP CONTROL



FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

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

STAR	ROUTING
KM 7C	KM (FL148+) - AA215 (8860'+; K250-) - AA216 (8860'+) - AA217 (6890').
KM 7F	KM (FL148+) - AA215 (8860'+; K250-) - AA216 (8860'+) - AA217 (8860') -

ZBAA/PEK
CAPITAL

15 AUG 14

JEPPESEN

(10-2K)

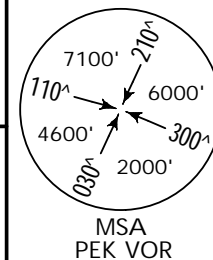
.Eff.20.Aug.1600Z.

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.STAR.

D-ATIS
127.6

Apt Elev
115'

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

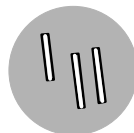


GITUM 01A [GIT~1A]
RWYS 01, 36R/L ARRIVAL
SPEED: MAX 280 KT WITHIN APP CONTROL

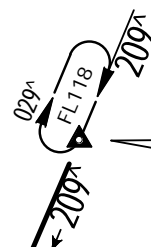
FL CONVERSION
FL118 FL3600m

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

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



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



GITUM
N40 44.7 E116 59.1
At or above
FL118



HUIJIAO
D *
(H)
N40 19.8 E116 44.9
At or above
FL118



GUANZHUANG
D
N40 02.9 E116 44.1
At or above
9850'



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

ZBAA/PEK
CAPITAL

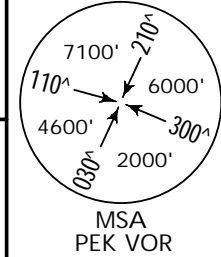
JEPPESEN
15 AUG 14 **10-2L** .Eff.20.Aug.1600Z.

BEIJING, PR OF CHINA
.STAR.

D-ATIS
127.6

Apt Elev
115'

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



GITUM 02A [GIT~2A], GITUM 04A [GIT~4A]

RWYS 18R/L, 19 ARRIVALS

SPEED: MAX 280 KT WITHIN APP CONTROL

FL CONVERSION
FL118 FL3600m

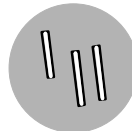
FT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m

Direct distance from HUR to:
Capital Apt 17 NM

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

GITUM
N40 44.7 E116 59.1
At or above
FL118

N40 19.1 E116 55.2
At or above
8860'



PEK
N40 02.9 E116 44.1

WU
N39 56.7 E116 52.5

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

ZBAA/PEK

CAPITAL

**JEPPESEN**

15 AUG 14

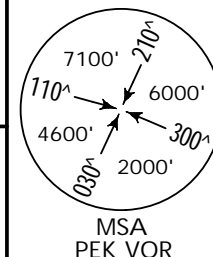
(10-2M)

.Eff.20.Aug.1600Z.

BEIJING, PR OF CHINA

.STAR.

D-ATIS 127.6	Apt Elev 115'	Alt Set: MPA Trans level: FL118	Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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DOGAR 01A [DOG~1A], DOGAR 03A [DOG~3A]
VYK 01A, VYK 03A, VYK 05A, VYK 09A
RWYS 01, 36R/L ARRIVALS

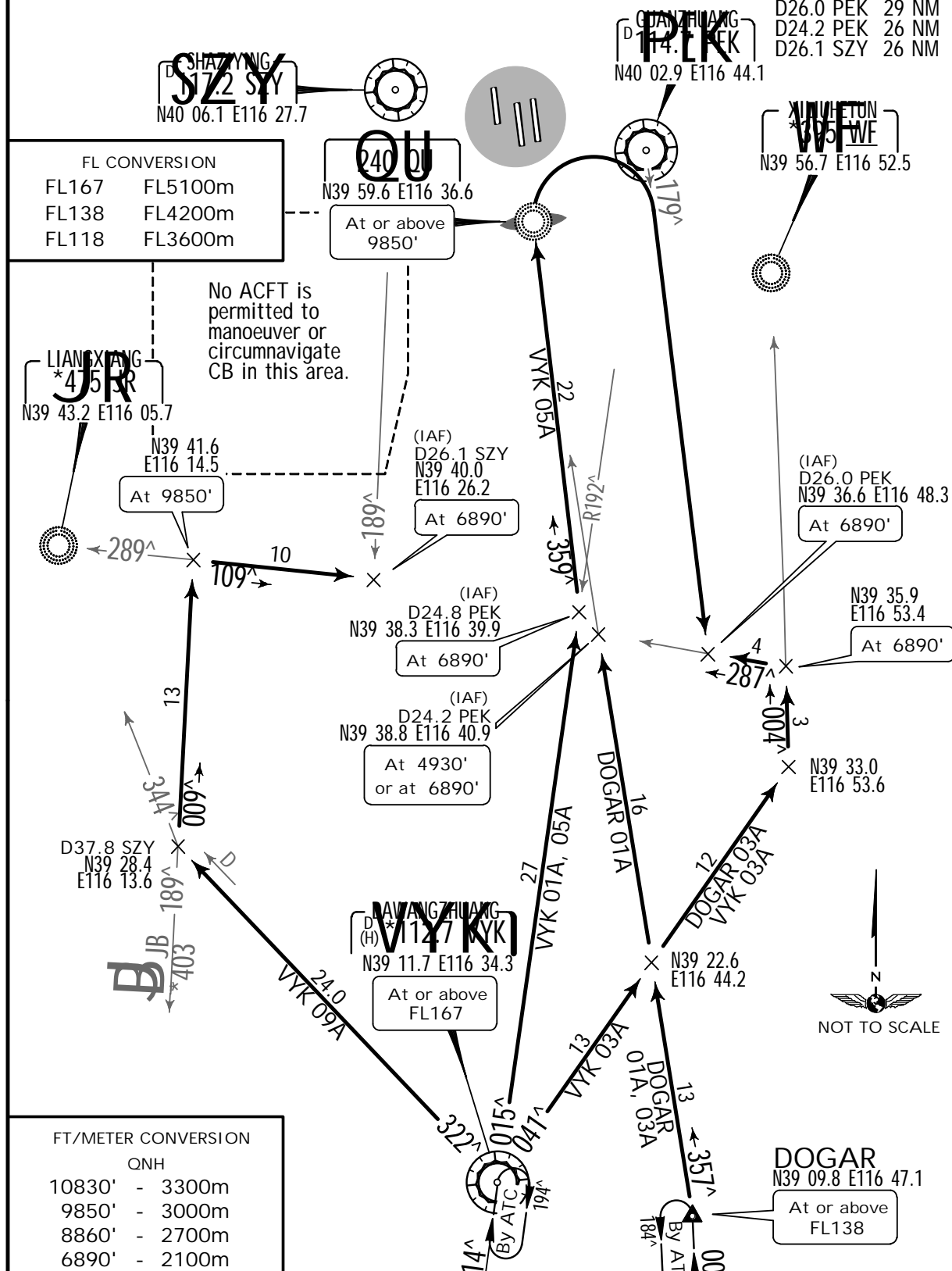
SPEED: MAX 280 KT WITHIN APP CONTROL

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

FL CONVERSION

FL167	FL5100m
FL138	FL4200m
FL118	FL3600m



FT/METER CONVERSION

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

ZBAA/PEK

CAPITAL

15 AUG 14

JEPPESSEN

10-2N

.Eff.20.Aug.1600Z.

BEIJING, PR OF CHINA

.STAR.

D-ATIS
127.6

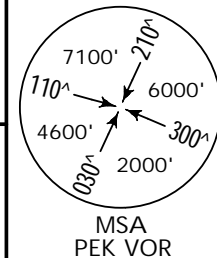
Apt Elev
115'

Alt Set: hPa

Trans level: FL118

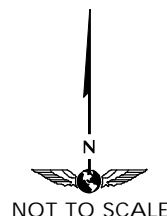
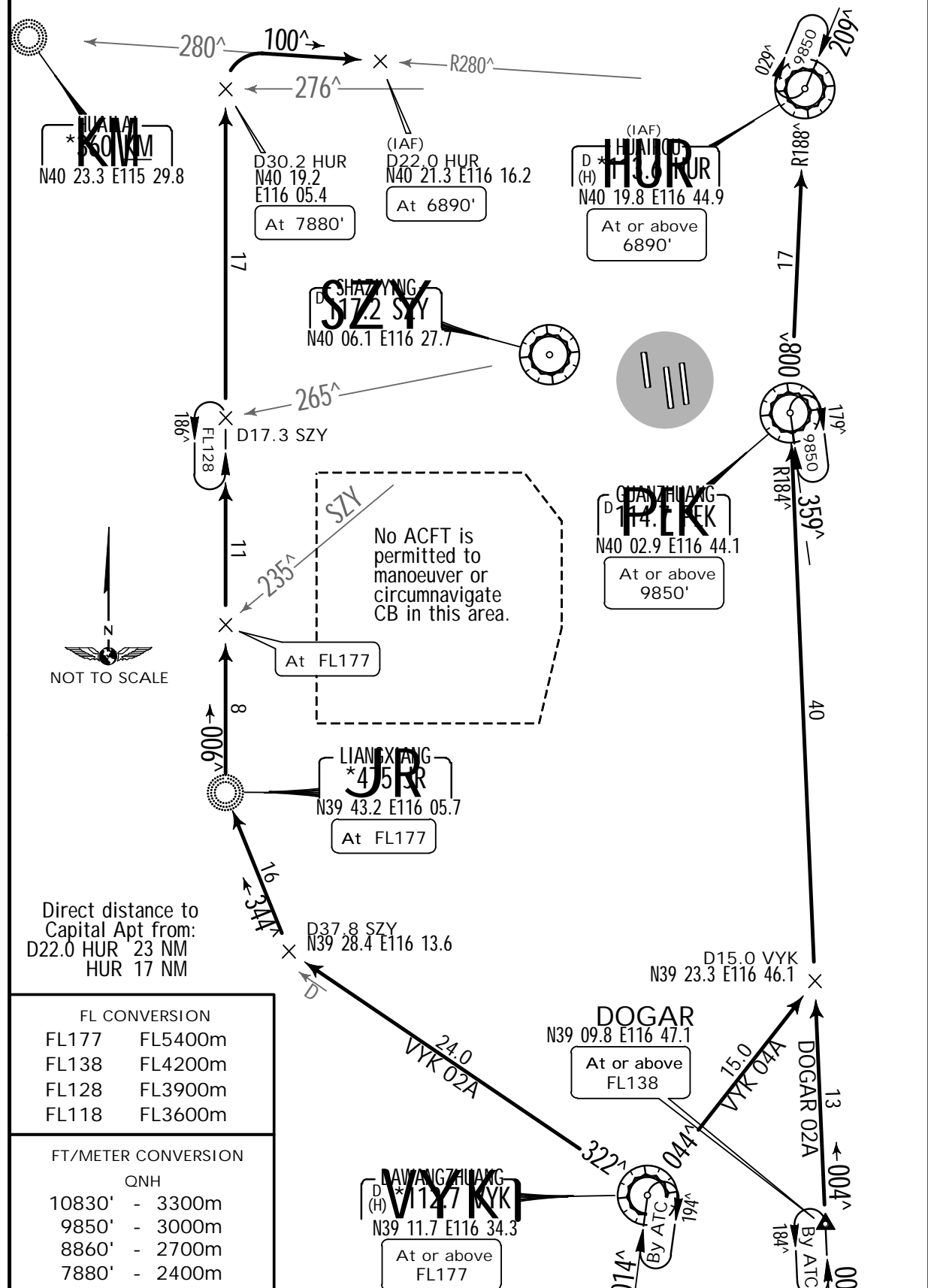
Trans alt: 9850'

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



DOGAR 02A [DOG~2A], VYK 02A, VYK 04A
RWYS 18R/L, 19 ARRIVALS

SPEED: MAX 280 KT WITHIN APP CONTROL



Direct distance to
Capital Apt from:
D22.0 HUR 23 NM
HUR 17 NM

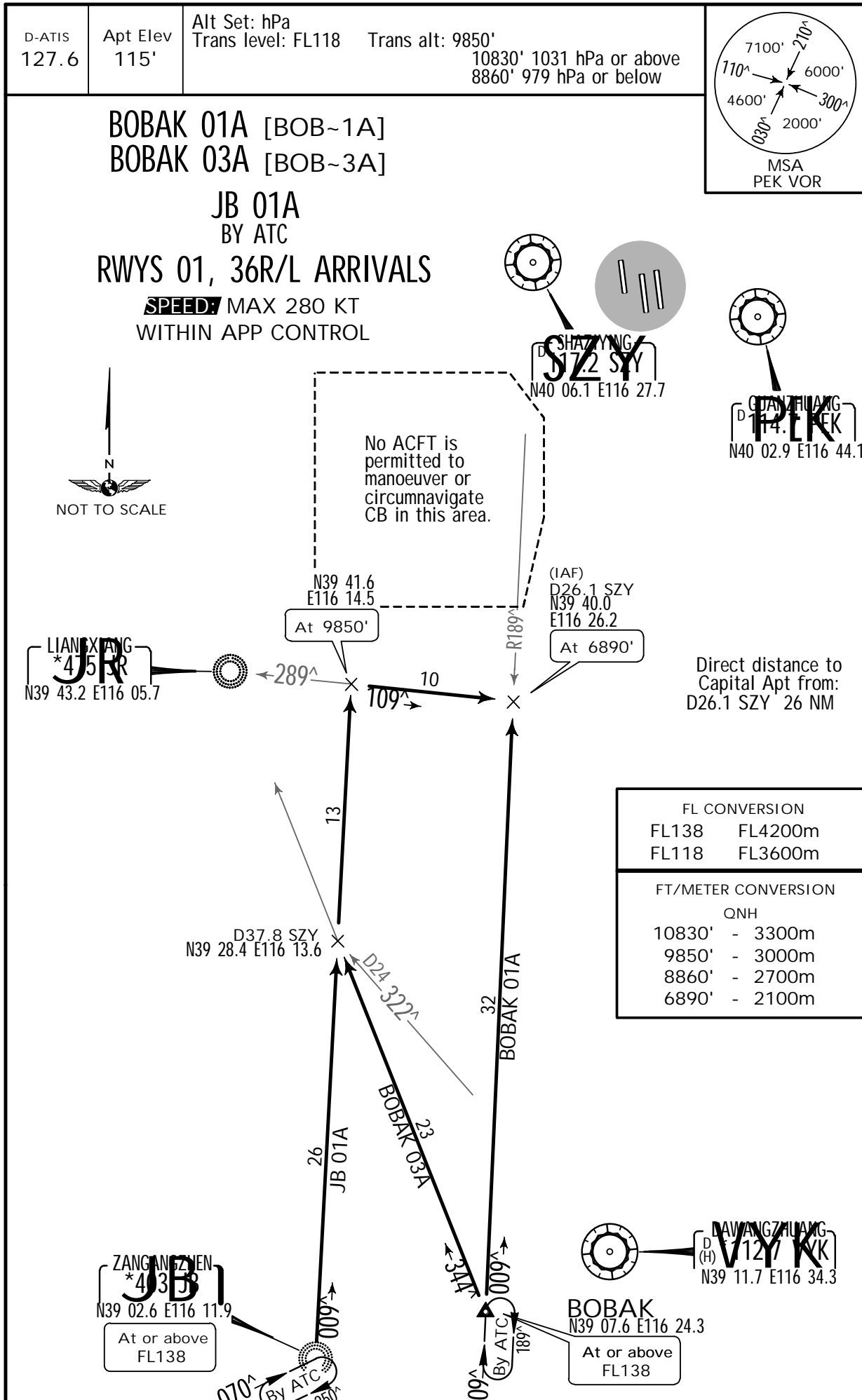
FL CONVERSION	
FL177	FL5400m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

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

ZBAA/PEK
CAPITAL

15 AUG 14 (10-2P) .Eff.20.Aug.1600Z.

BEIJING, PR OF CHINA
.STAR.



ZBAA/PEK
 CAPITAL

15 AUG 14

10-20

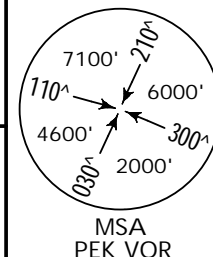
.Eff.20.Aug.1600Z.

BEIJING, PR OF CHINA
 .STAR.

D-ATIS
 127.6

Apt Elev
 115'

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



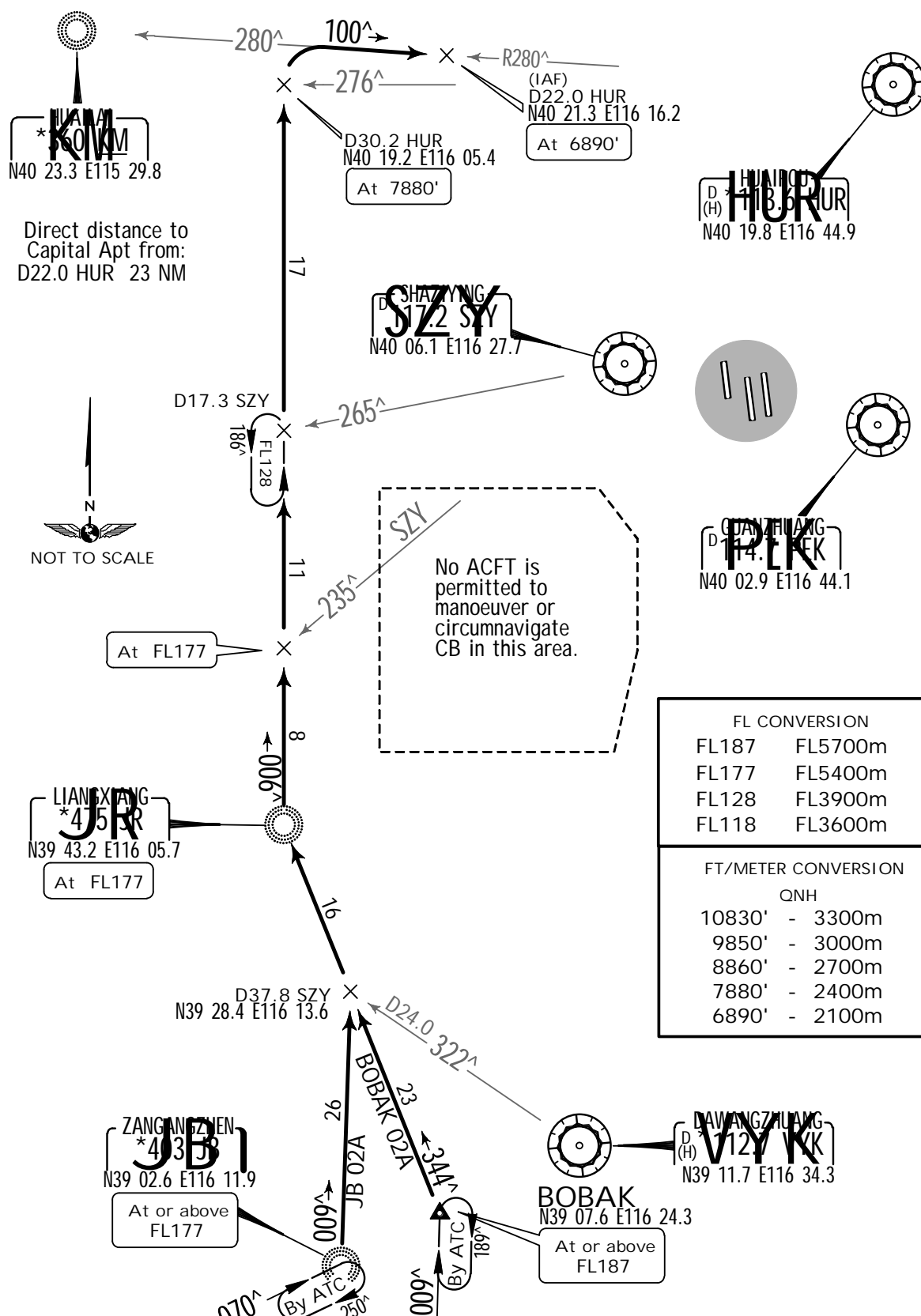
BOBAK 02A [BOB~2A]

JB 02A

BY ATC

RWYS 18R/L, 19 ARRIVALS

SPEED MAX 280 KT WITHIN APP CONTROL



ZBAA/PEK
CAPITAL

15 AUG 14

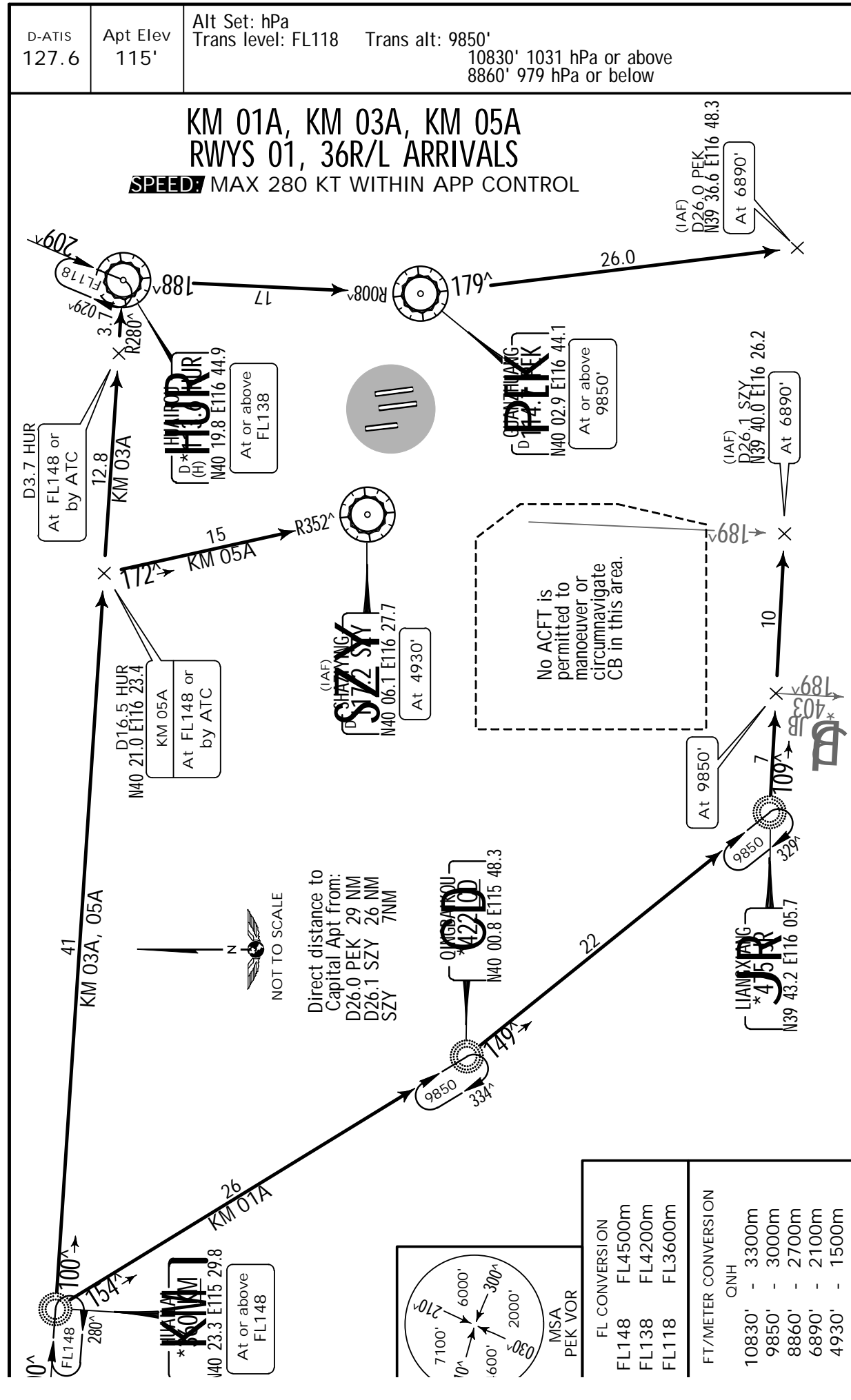
(10-2S)

.Eff.20.Aug.1600Z.

.STAR.


JEPPESSEN

BEIJING, PR OF CHINA



ZBAA/PEK
CAPITAL

15 AUG 14

JEPPESEN

10-2T

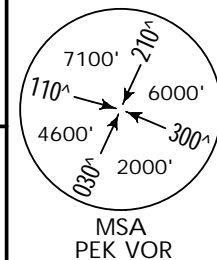
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BEIJING, PR OF CHINA
.STAR.

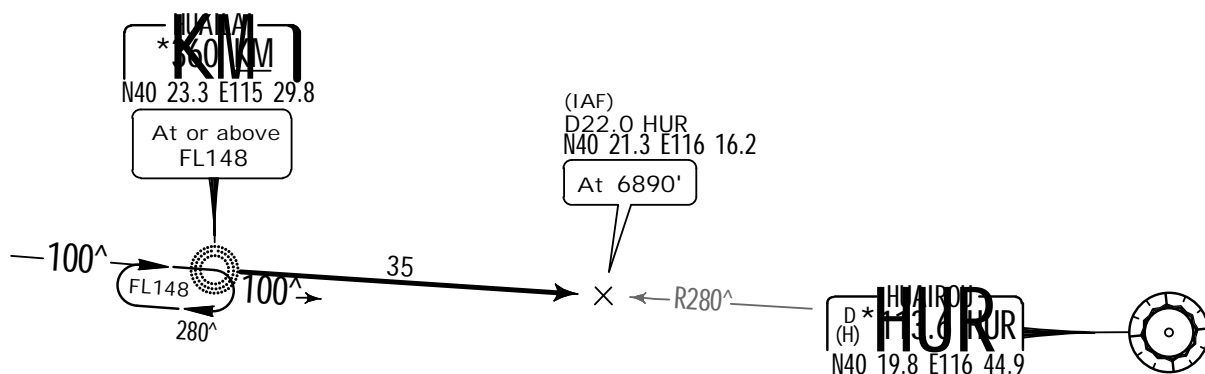
D-ATIS
127.6

Apt Elev
115'

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



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



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

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

PEK
D 114.1
N40 02.9 E116 44.1

FL CONVERSION
FL148 FL4500m
FL118 FL3600m

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

ZBAA/PEK
CAPITAL

JEPPESEN
18 APR 14 10-3
BEIJING, PR OF CHINA
.RNAV.SID.

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

FOR SID DESIGNATION REFER TO PAGE 10-3A

ZBAA/PEK
CAPITAL

JEPPESEN
18 APR 14 (10-3A)
BEIJING, PR OF CHINA
.SID.

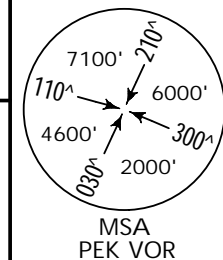
SID DESIGNATION	REFER TO CHART
CDY 11D, 21D, YV 11D, 12D, 13D, 21D	10-3K
CDY 31D, 41D, YV 31D, 32D, 41D	10-3L
CDY 51D, 61D, YV 51D, 52D, 61D	10-3M
LADIX 11D, 12D, 21D, TONIL 11D, 21D	10-3N
LADIX 31D, 32D, 41D, TONIL 31D, 41D	10-3P
LADIX 51D, 52D, 61D, TONIL 51D, 61D	10-3Q
RENOB 11D, 12D	10-3S
RENOB 21D,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

ZBAA/PEK
CAPITAL

JEPPESEN
9 DEC 11 **(10-3A1)** .Eff.15.Dec.

BEIJING, PR OF CHINA
.RNAV.SID.

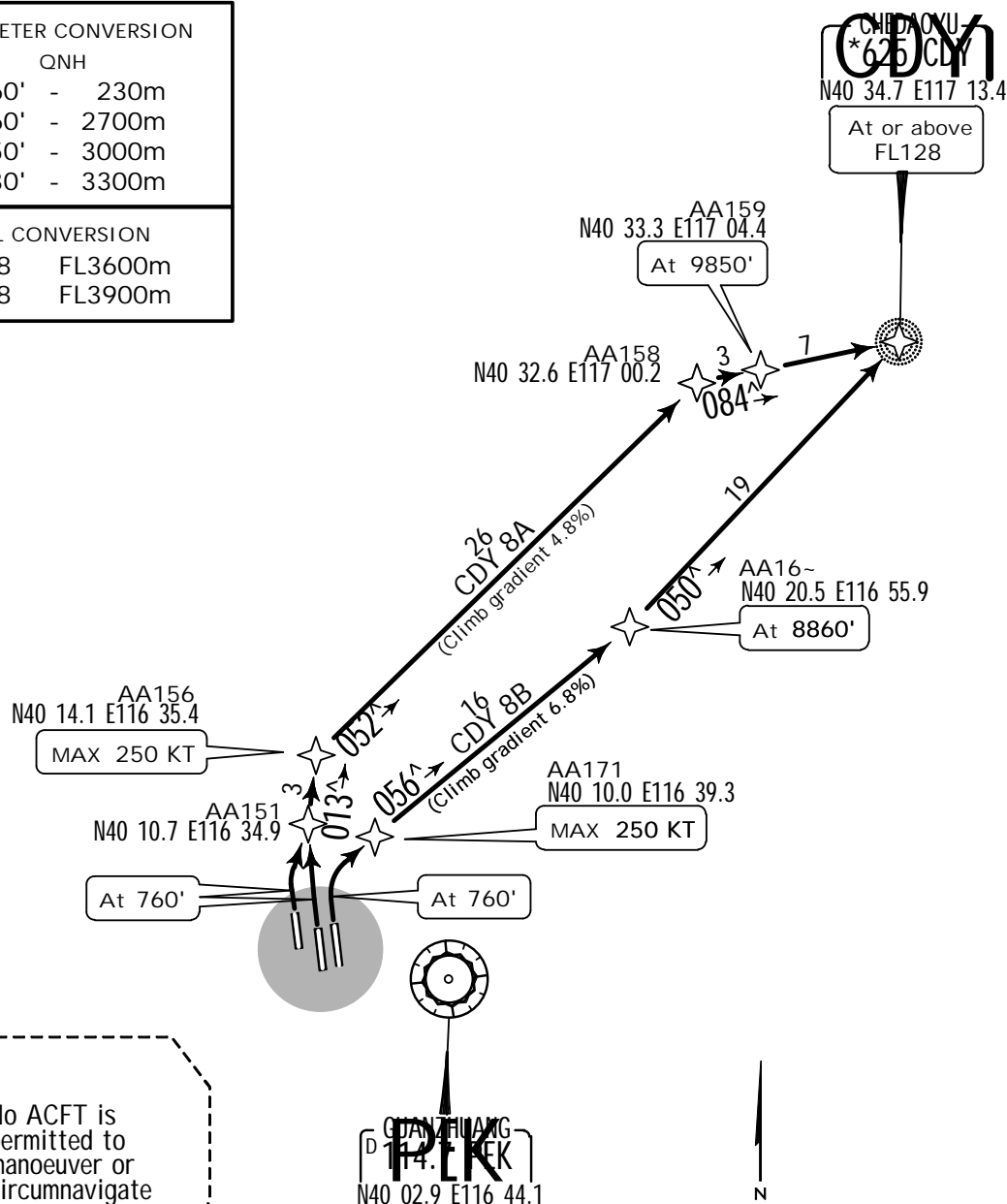
Apt Elev 115'
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



CDY 8A, CDY 8B
RWYS 36L/R, 01 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

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

FL CONVERSION
FL118 FL3600m
FL128 FL3900m



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



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

SID	RWY	ROUTING
CDY 8A	36L/R	(760') - AA151 - AA156 (K250-) - AA158 - AA159 (9850') - CDY (FL128+).

ZBAA/PEK

CAPITAL

JEPPESEN

9 DEC 11

(10-3A2)

.Eff.15.Dec.

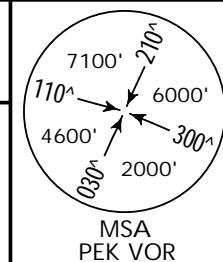
BEIJING, PR OF CHINA

.RNAV.SID.

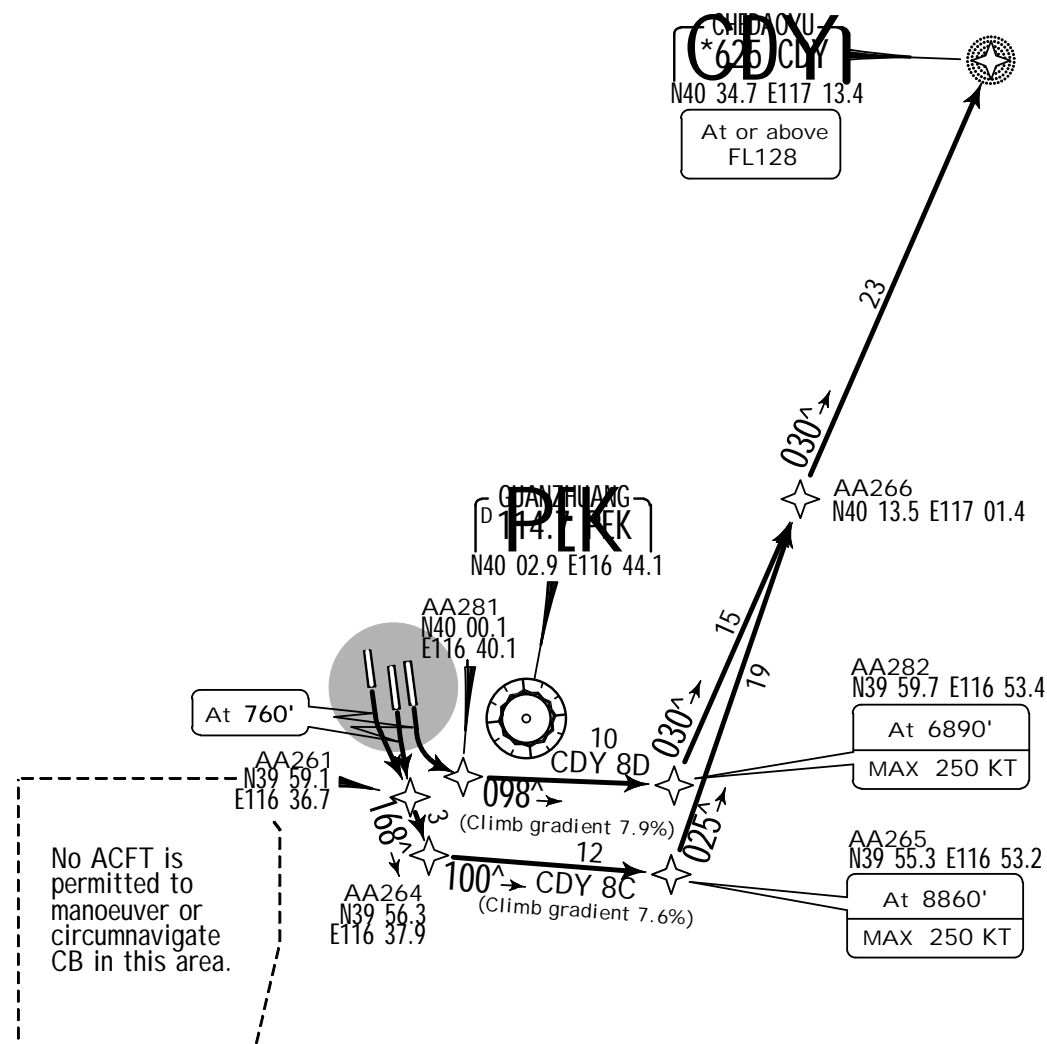
Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

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

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



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m



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

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

ZBAA/PEK

CAPITAL

9 DEC 11

10-3B

.Eff.15.Dec.

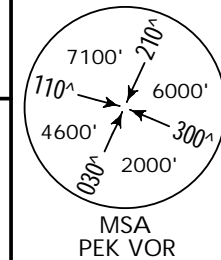
BEIJING, PR OF CHINA

.RNAV.SID.

Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

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

LADIX 8A [LADI8A], LADIX 8B [LADI8B]

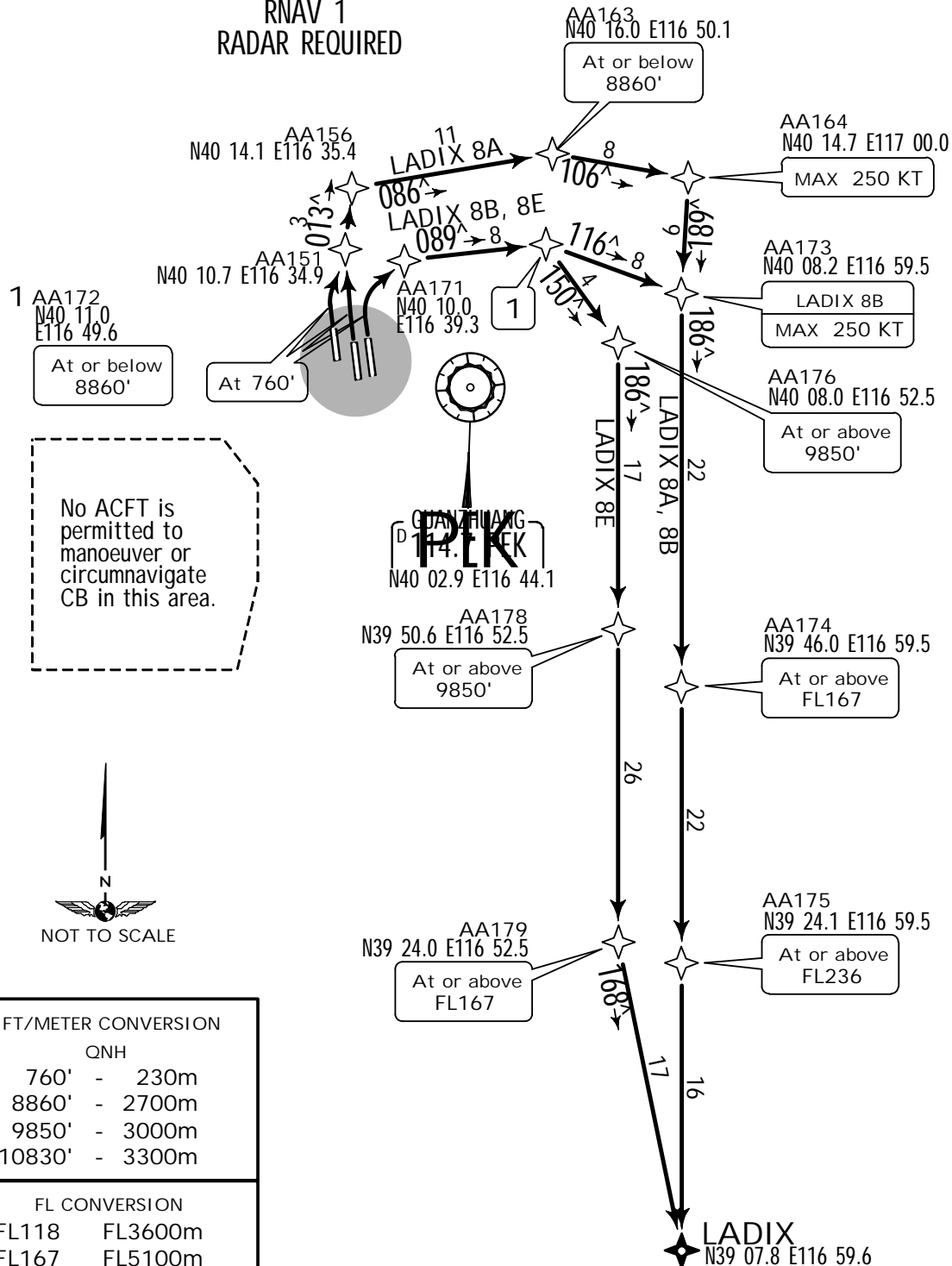
LADIX 8E [LADI8E]

RWYS 36L/R, 01 RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL167	FL5100m
FL236	FL7200m

SID	RWY	ROUTING
LADIX 8A	36L/R	(760') - AA151 - AA156 - AA163 (8860'-) - AA164 (K250-) - AA173 - AA174 (FL167+) - AA175 (FL236+) - LADIX.
LADIX 8B	01	(760') - AA171 - AA172 (8860'-) - AA173 (K250-) - AA174 (FL167+) - AA175 (FL236+) - LADIX.
LADIX 8E		(760') - AA171 - AA172 (8860'-) - AA176 (9850+) - AA178 (9850+) -

ZBAA/PEK

CAPITAL

9 DEC 11

JEPPESEN

10-3C

.Eff.15.Dec.

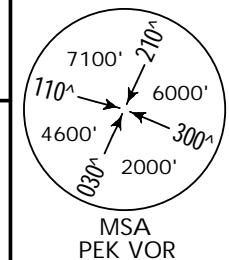
BEIJING, PR OF CHINA

.RNAV.SID.

Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

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

LADIX 8C [LADI8C], LADIX 8D [LADI8D]

LADIX 8F [LADI8F]

RWYS 18R/L, 19 RNAV DEPARTURES

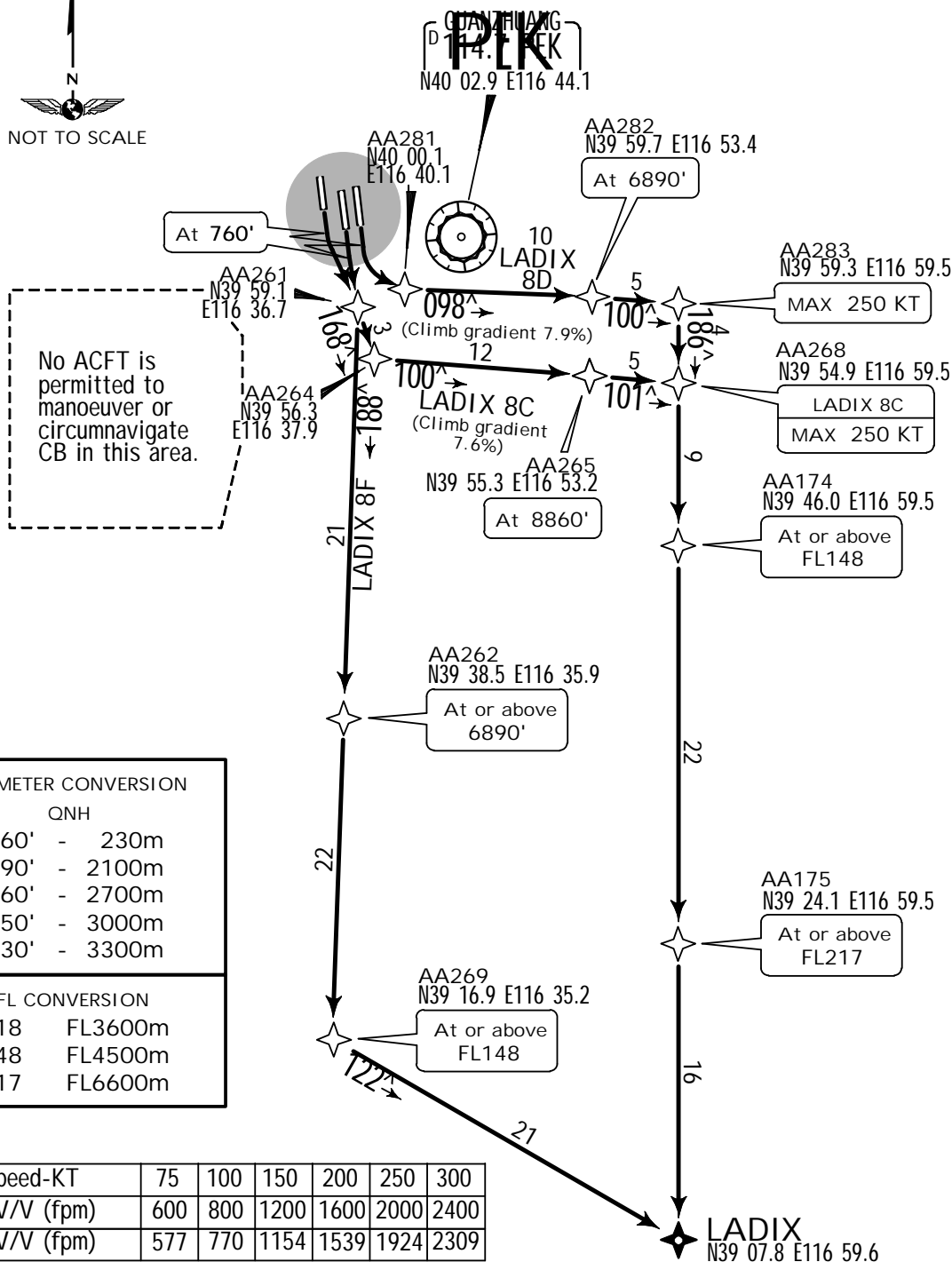
RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED



NOT TO SCALE



SID	RWY	ROUTING
LADIX 8C	18R/L	(760') - AA261 - AA264 - AA265 (8860') - AA268 (K250-) - AA174 (FL148+) - AA175 (FL217+) - LADIX.
LADIX 8D	19	(760') - AA281 - AA282 (6890') - AA283 (K250-) - AA268 - AA174 (FL148+) - AA175 (FL217+) - LADIX.

ZBAA/PEK

CAPITAL

28 MAR 14

JEPPESSEN

10-3D

Eff. 3 Apr.

BEIJING, PR OF CHINA

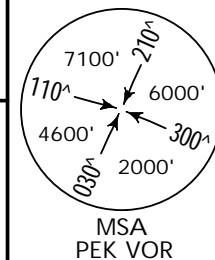
.RNAV.SID.

Apt Elev
115'

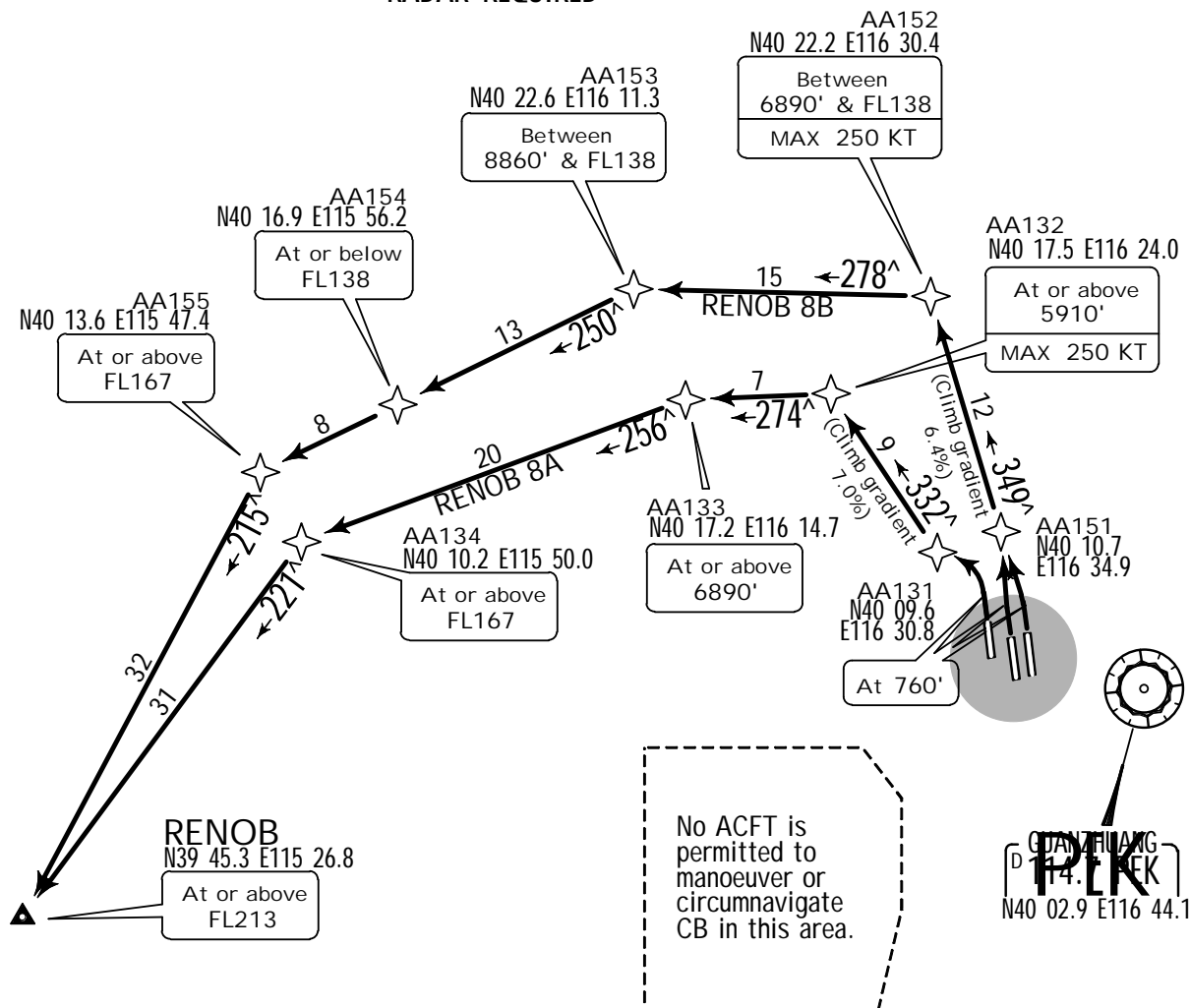
Trans level: FL118

Trans alt: 9850'

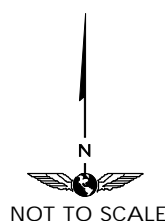
10830' 1031 hPa or above
8860' 979 hPa or below



RENOB 8A [RENO8A], RENOB 8B [RENO8B]
RWYS 36L/R, 01 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



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



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
FL213	FL6500m

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

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

ZBAA/PEK
CAPITAL

28 MAR 14

10-3E

.Eff.3.Apr.

BEIJING, PR OF CHINA
.RNAV.SID.

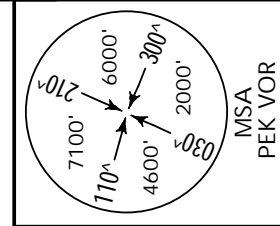
Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

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

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



ROUTING

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

FT/METER CONVERSION

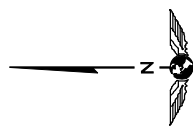
QNH

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

FL CONVERSION

FL118 FL3600m
FL128 FL3900m
FL187 FL5700m
FL213 FL6500m

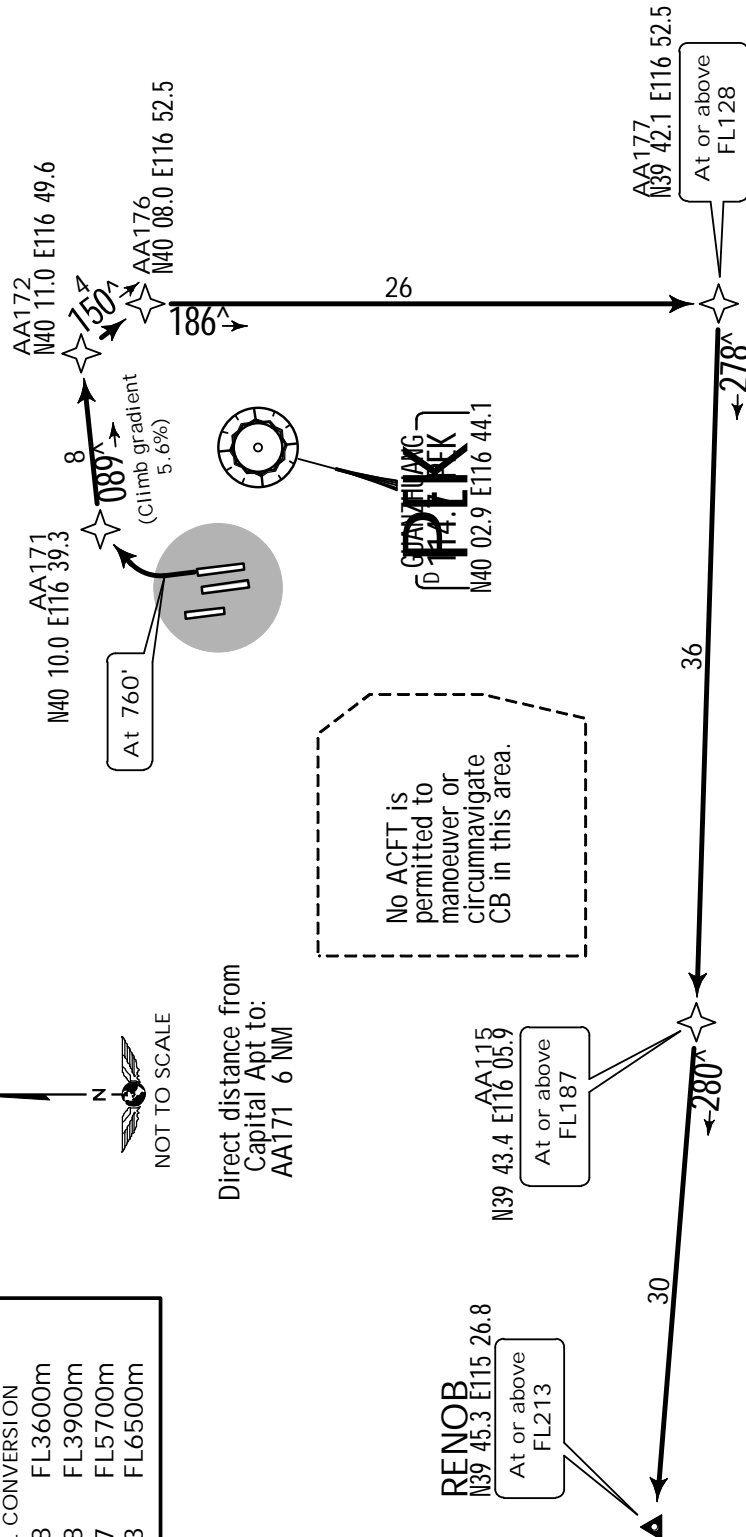
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701



NOT TO SCALE

Direct distance from
Capital Apt to:
AA171 6 NM

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



ZBAA/PEK

CAPITAL

JEPPESEN

9 DEC 11

10-3E1

.Eff.15.Dec.

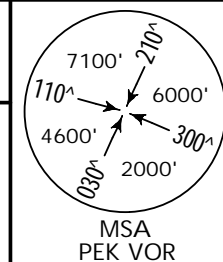
BEIJING, PR OF CHINA

.RNAV.SID.

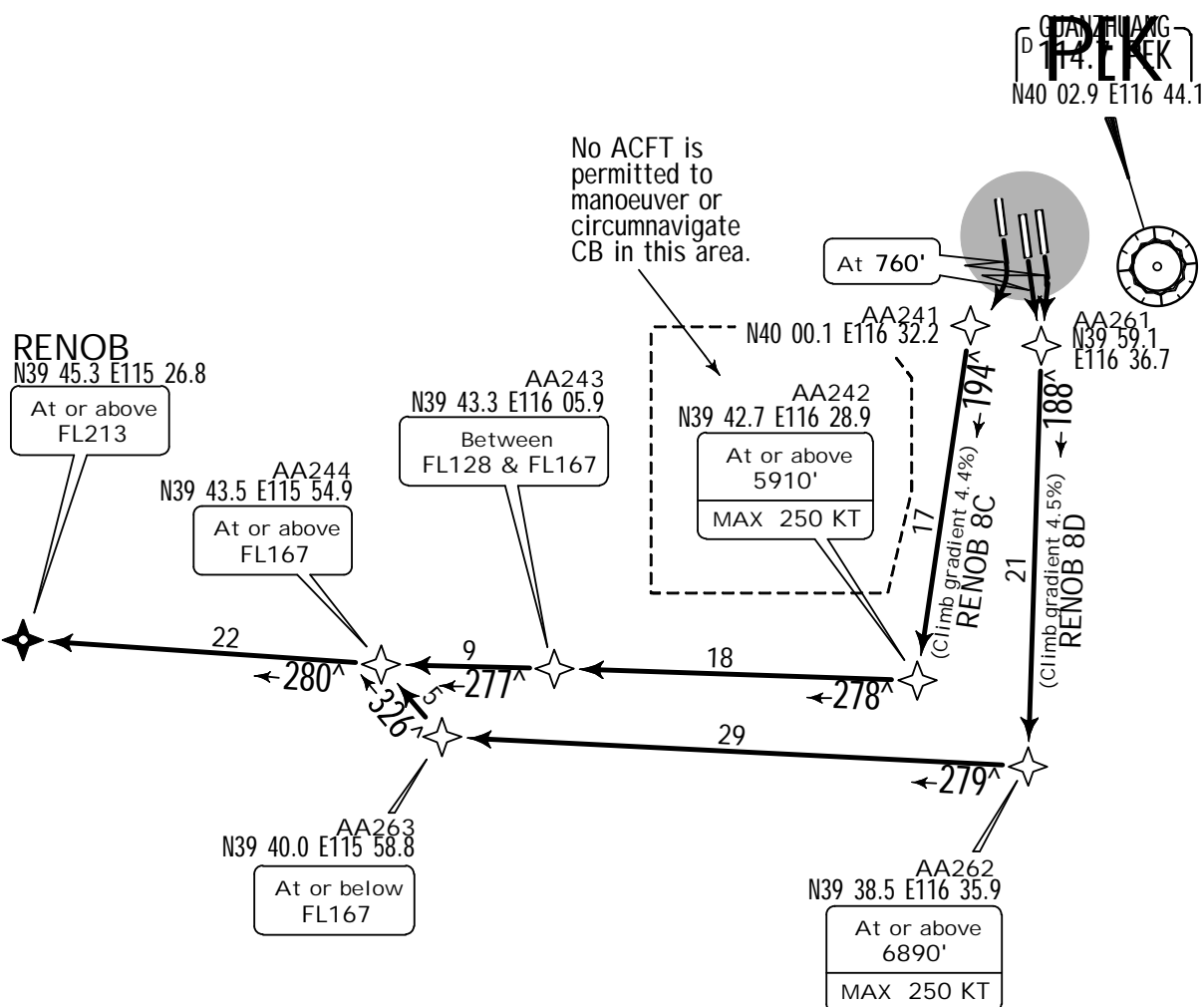
Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

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

RENOB 8C [RENO8C], RENOB 8D [RENO8D]
RWYS 18R/L, 19 RNAV DEPARTURES
 RNAV (GNSS, DME/DME/IRU)
 RNAV 1
 RADAR REQUIRED



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL167	FL5100m
FL213	FL6500m



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

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

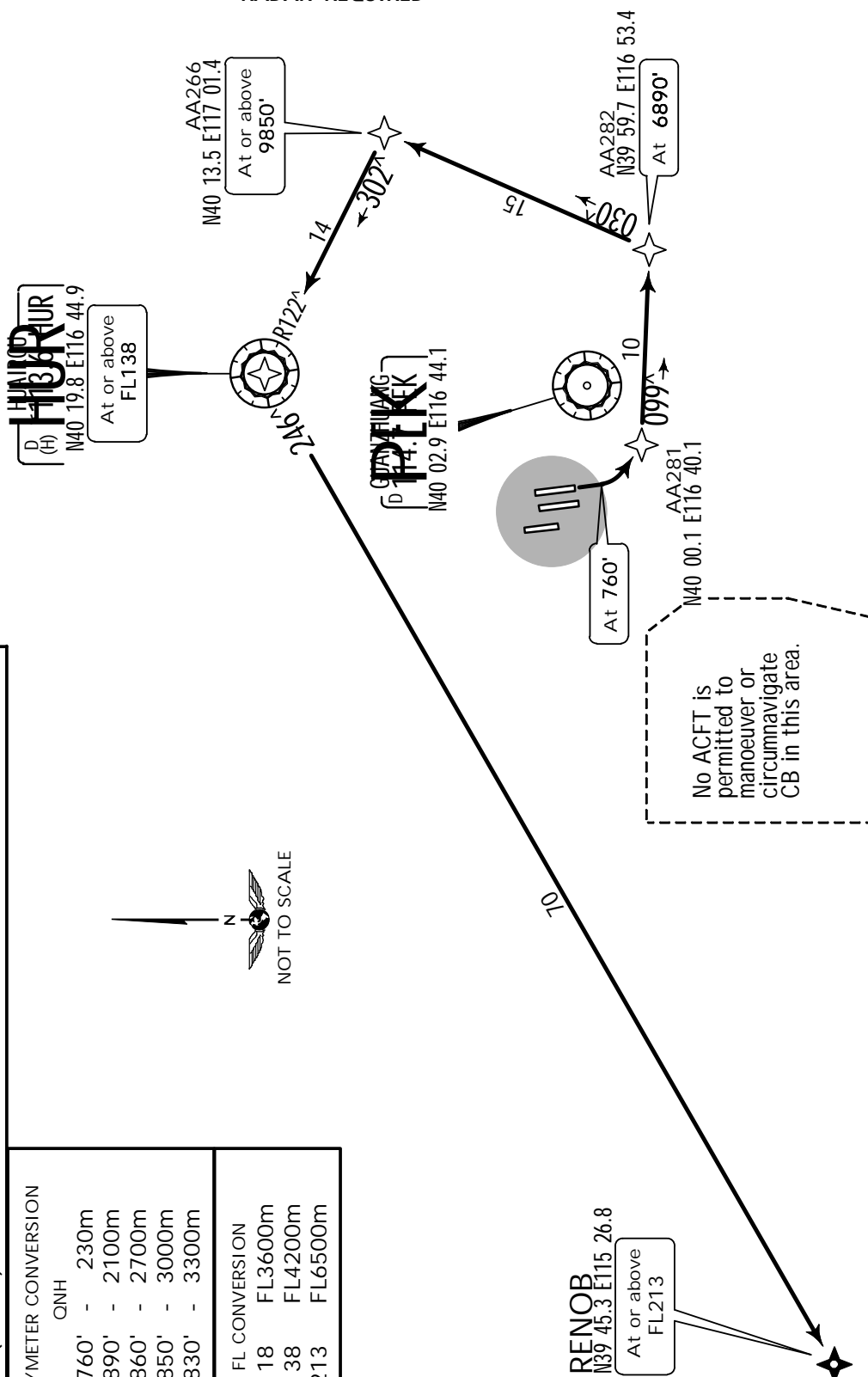
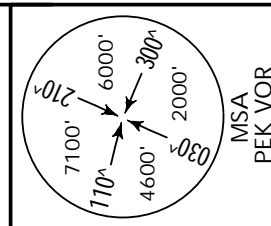
ZBAA/PEK
CAPITAL

JEPPESEN
9 DEC 11 (10-3E2) .Eff.15.Dec.

BEIJING, PR OF CHINA
.RNAV.SID.

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

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



ROUTING

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

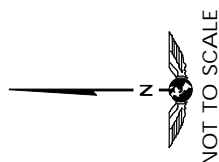
FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL213	FL6500m



RENOB
N39 45.3 E115 26.8
At or above
FL213

ZBAA/PEK

CAPITAL

28 MAR 14

JEPPESEN

10-3F

Eff. 3. Apr.

BEIJING, PR OF CHINA

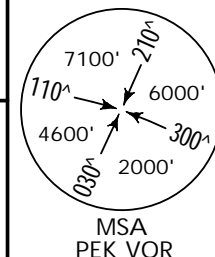
.RNAV.SID.

Apt Elev
115'

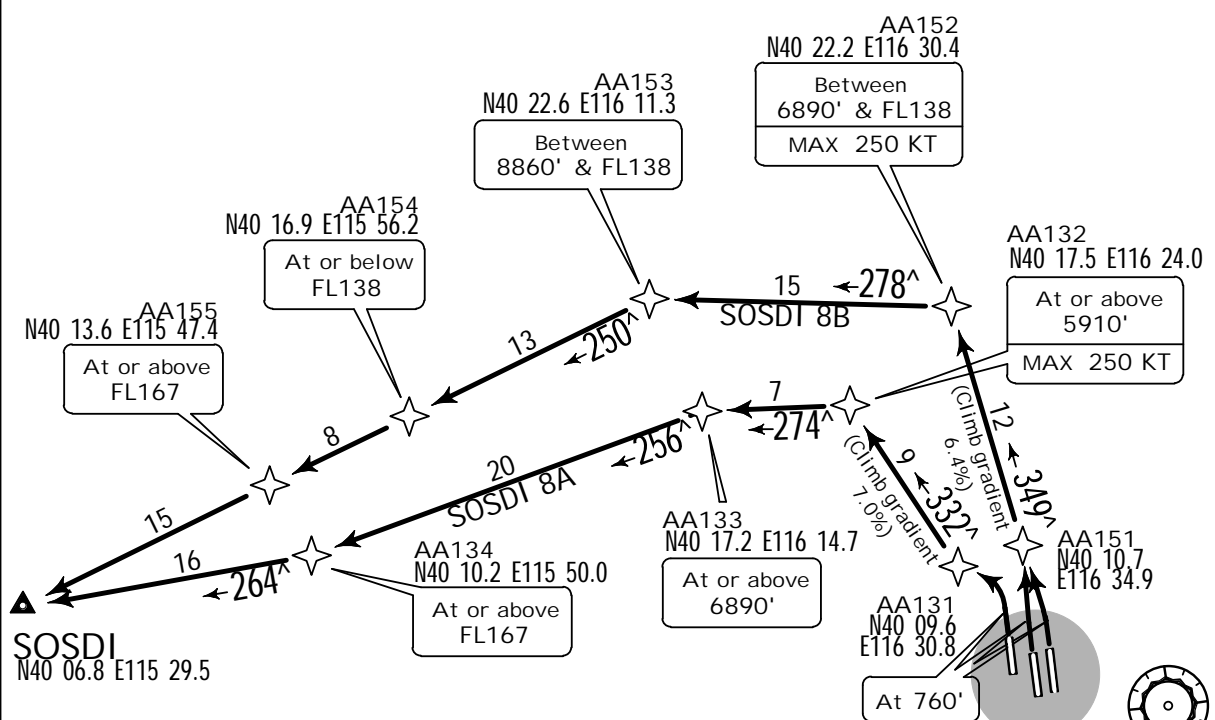
Trans level: FL118

Trans alt: 9850'

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



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



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

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

QNH
1014.1
ZBAA/PEK
N40 02.9 E116 44.1

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL167	FL5100m

NOT TO SCALE

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

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

ZBAA/PEK
CAPITAL

28 MAR 14

JEPPESEN

(10-3G)

.Eff.3.Apr.

BEIJING, PR OF CHINA

.RNAV.SID.

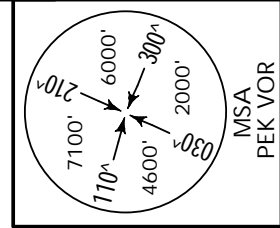
Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

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

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



ROUTING

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

FT/METER CONVERSION

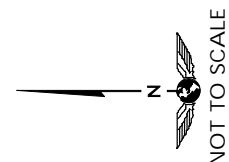
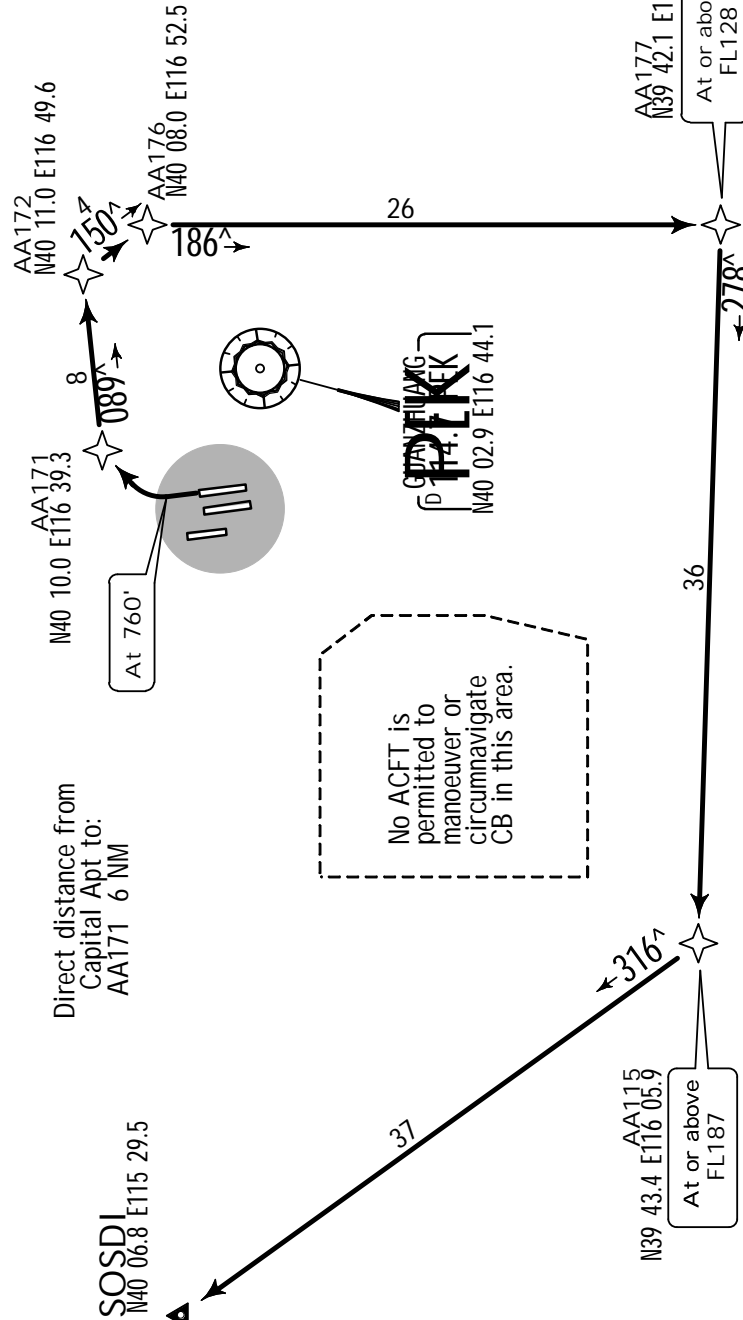
QNH
760' - 230m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL128 FL3900m
FL187 FL5700m

Direct distance from
Capital Apt to:
AA171 6 NM

SOSDI
N40 06.8 E115 29.5



ZBAA/PEK

CAPITAL

JEPPESEN

9 DEC 11

(10-3G1)

.Eff.15.Dec.

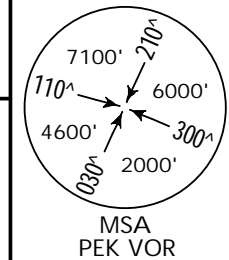
BEIJING, PR OF CHINA

.RNAV.SID.

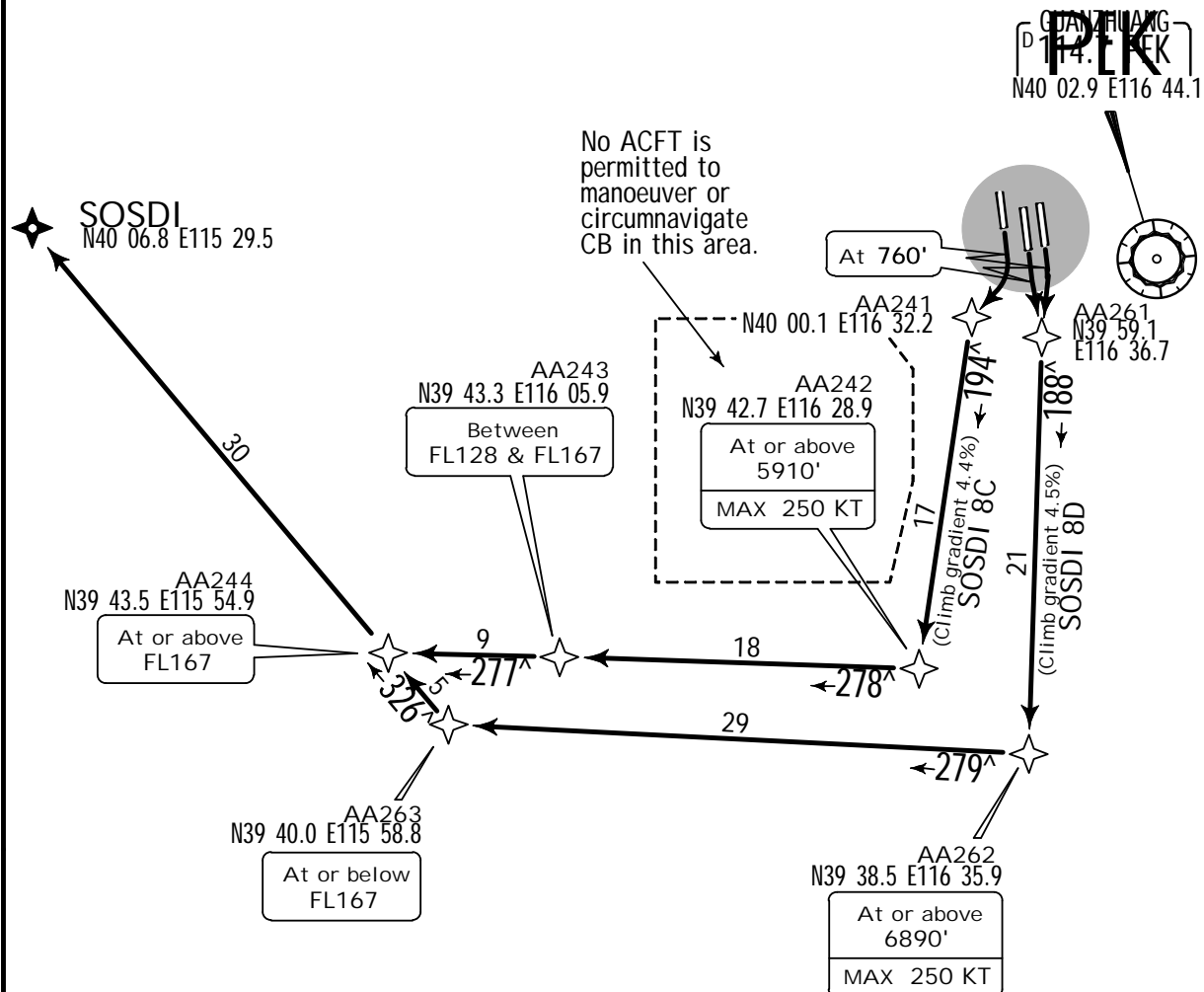
Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

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

SOSDI 8C [SOSD8C] , SOSDI 8D [SOSD8D]
RWYS 18R/L, 19 RNAV DEPARTURES
 RNAV (GNSS, DME/DME/IRU)
 RNAV 1
 RADAR REQUIRED



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL167	FL5100m



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

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

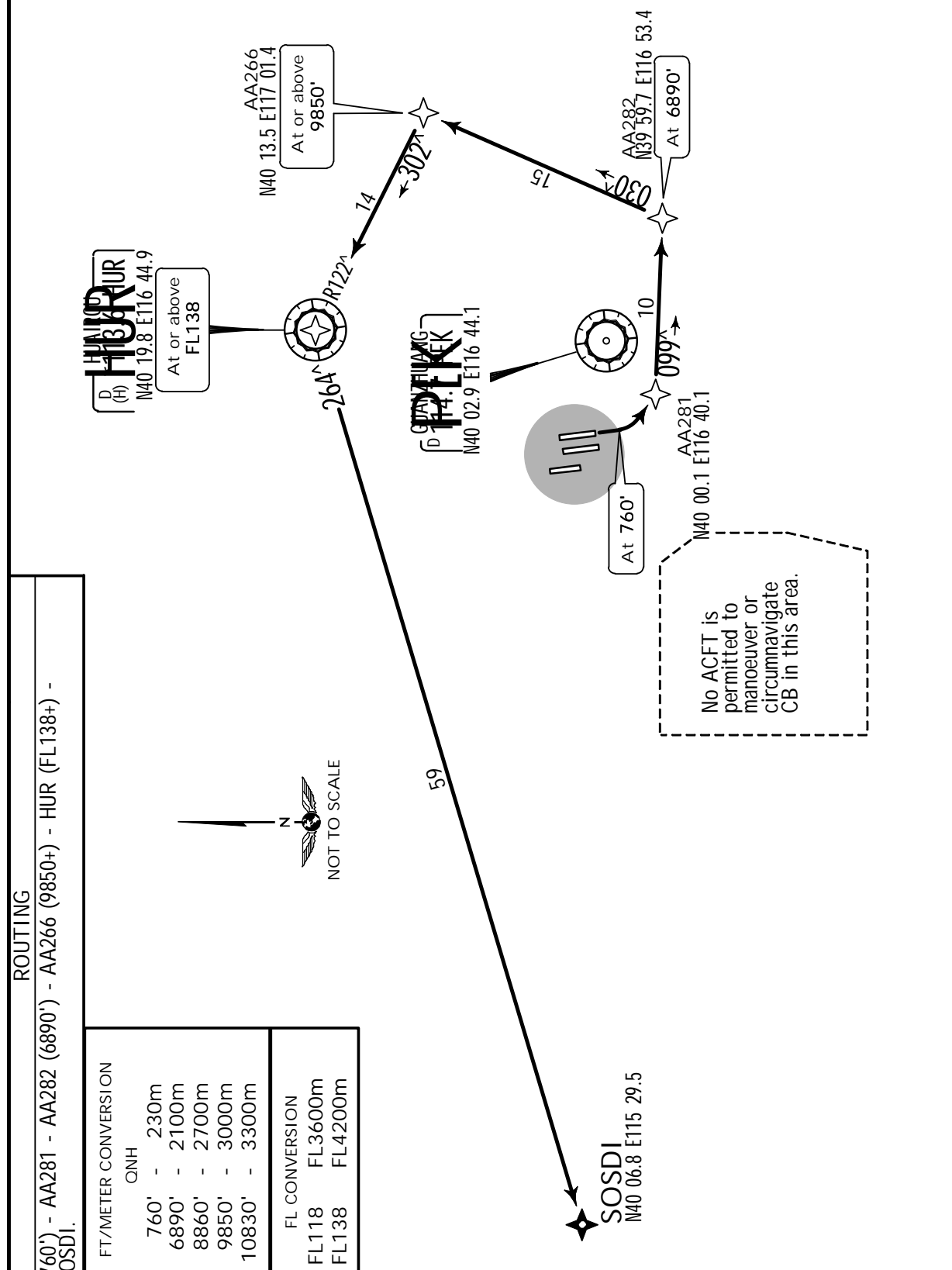
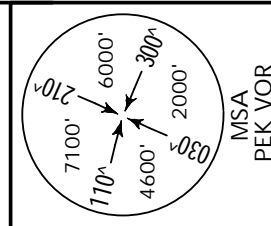
ZBAA/PEK
CAPITAL

JEPPESEN
9 DEC 11 (10-3G2) .Eff.15.Dec.

BEIJING, PR OF CHINA
.RNAV.SID.

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

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



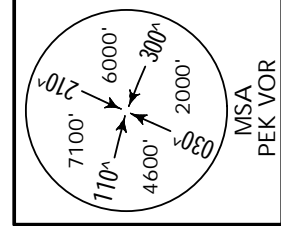
ZBAA/PEK
CAPITAL

JEPPESEN
9 DEC 11 **10-3G3** .Eff.15.Dec.

BEIJING, PR OF CHINA
.RNAV.SID.

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

TONIL 8A [TONI8A] , TONIL 8B [TONI8B]
RWYS 36L/R, 01 RNAV DEPARTURES
BY ATC
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



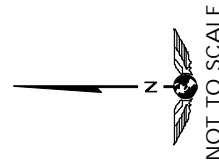
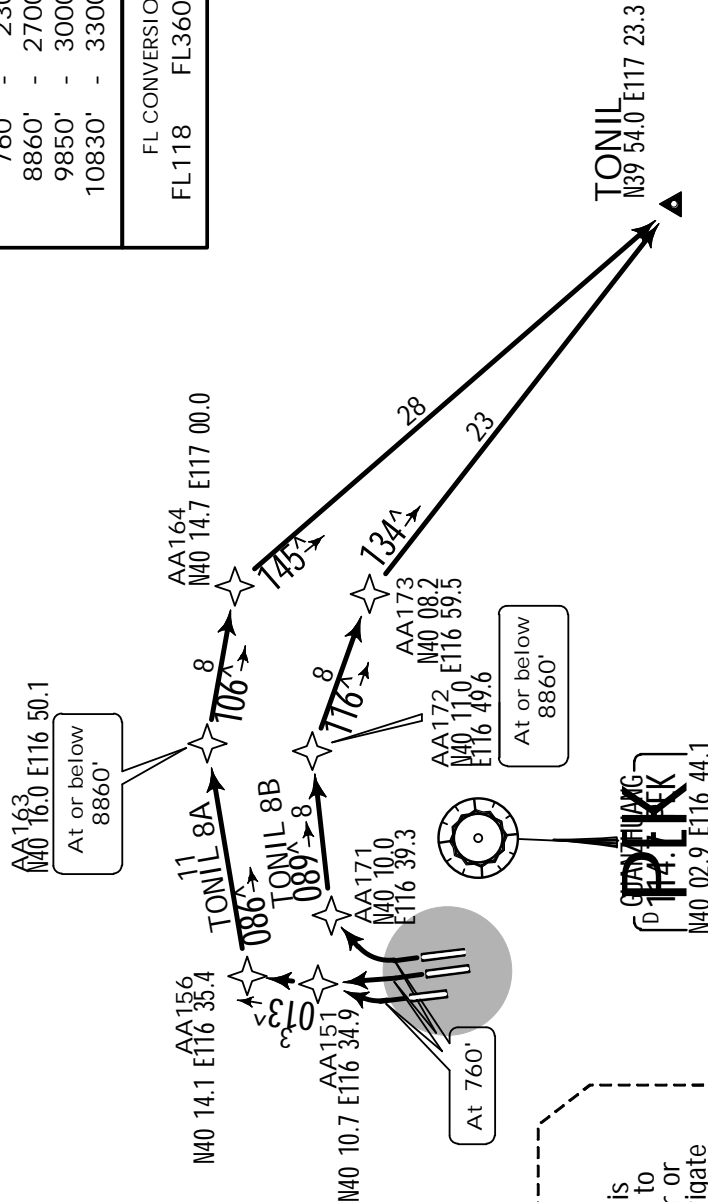
FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118 FL3600m



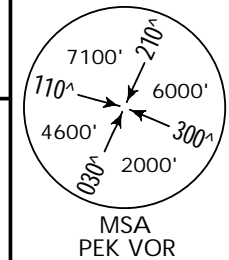
ROUTING

SID	RWY	ROUTING
TONIL 8A	36L/R	(760') - AA151 - AA156 - AA163 (8860'-) - AA164 - TONIL.
TONIL 8B	01	(760') - AA171 - AA172 (8860'-) - AA173 - TONIL.

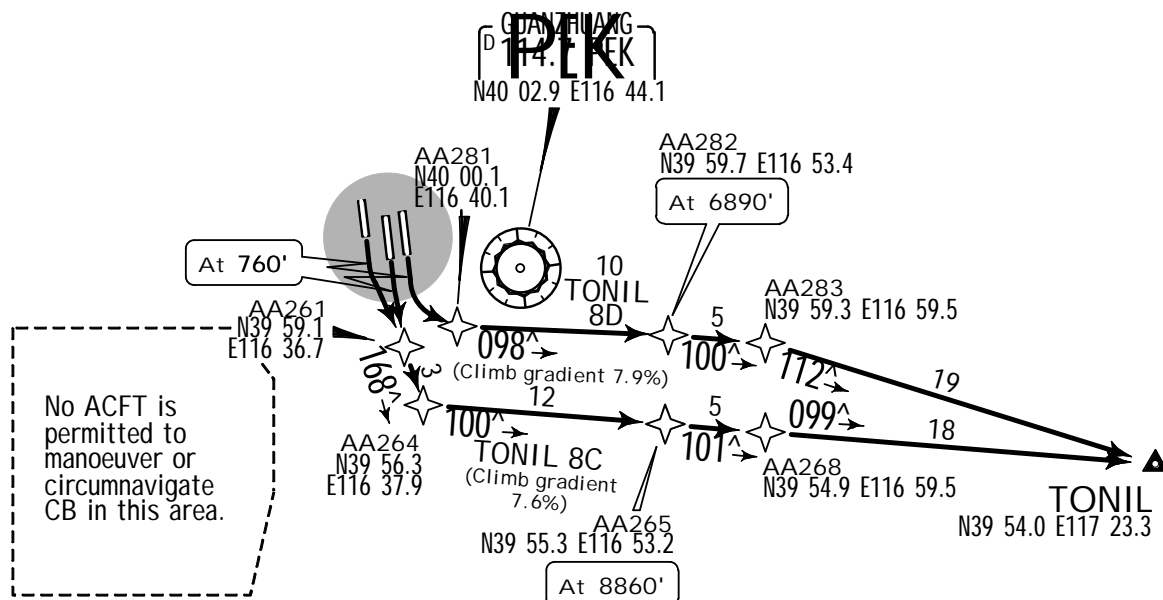
ZBAA/PEK
CAPITALJEPPESEN
9 DEC 11 (10-3G4) .Eff.15.Dec.BEIJING, PR OF CHINA
.RNAV.SID.Apt Elev
115'

Trans level: FL118

Trans alt: 9850'

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

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



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

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118 FL3600m

SID	RWY	ROUTING
TONIL 8C	18R/L	(760') - AA261 - AA264 - AA265 (8860') - AA268 - TONIL.

ZBAA/PEK

CAPITAL

JEPPESEN

26 JUN 09

10-3H

.Eff.2.Jul.

BEIJING, PR OF CHINA

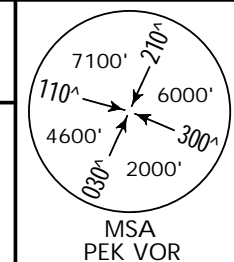
.RNAV.SID.

Apt Elev
115'

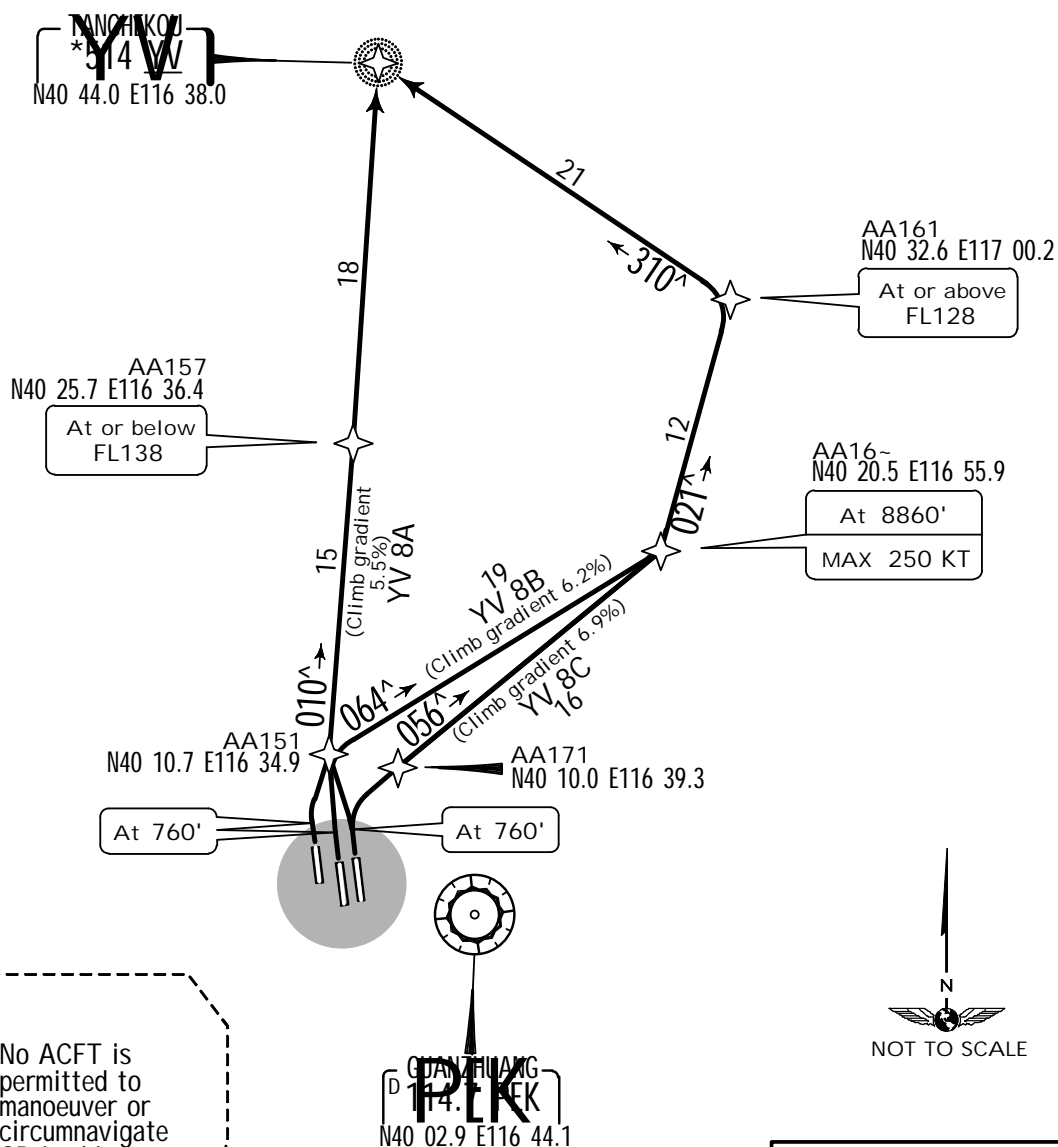
Trans level: FL118

Trans alt: 9850'

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



YV 8A, YV 8B, YV 8C
RWYS 36L/R, 01 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



Gnd speed-KT	75	100	150	200	250	300
6.9% 419' per NM	524	699	1048	1398	1747	2096
6.2% 377' per NM	471	628	942	1256	1570	1884
5.5% 334' per NM	418	557	835	1114	1392	1671

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL138	FL4200m

SID	RWY	ROUTING
YV 8A	36L/R, 01	(760') - AA151 - AA157 (FL138-) - YV.
YV 8B	36L/R	(760') - AA151- AA160 (8860'; K250-) - AA161 (FL128+) - YV.

ZBAA/PEK

CAPITAL

**JEPPESSEN**

26 JUN 09

10-3.J

.Eff.2.Jul.

BEIJING, PR OF CHINA

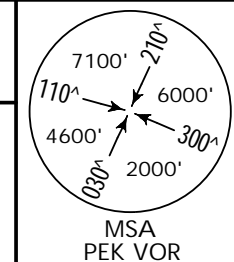
.RNAV.SID.

Apt Elev
115'

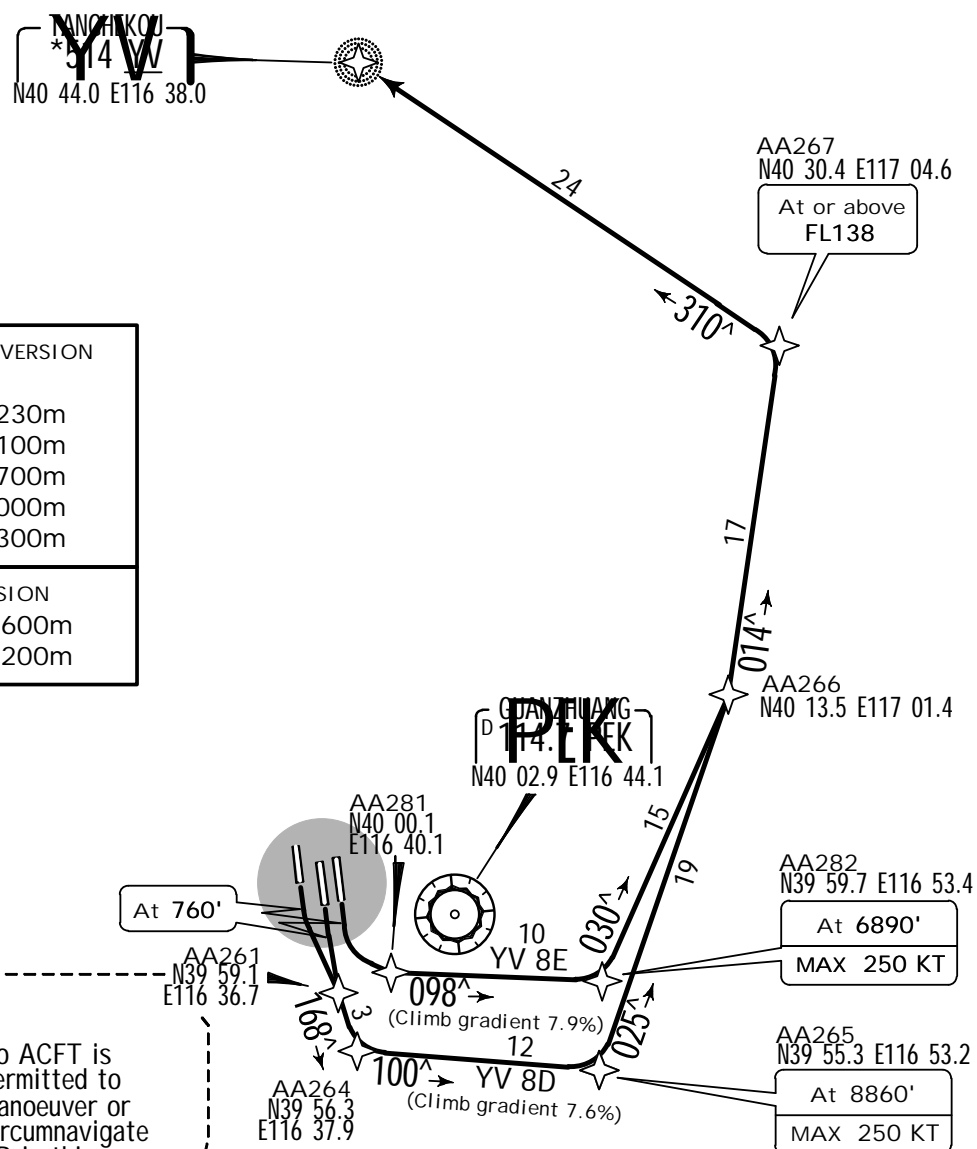
Trans level: FL118

Trans alt: 9850'

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



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



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m

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



NOT TO SCALE

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

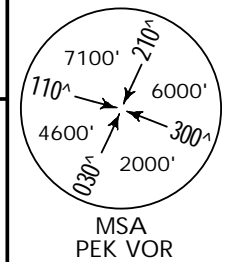
SID	RWY	ROUTING
YV 8D	18R/L	(760') - AA261 - AA264 - AA265 (8860'; K250-) - AA266 - AA267 (FL138+) - YV.

ZBAA/PEK
 CAPITAL

JEPPESEN
 5 JUL 13 10-3K

BEIJING, PR OF CHINA
 .SID.

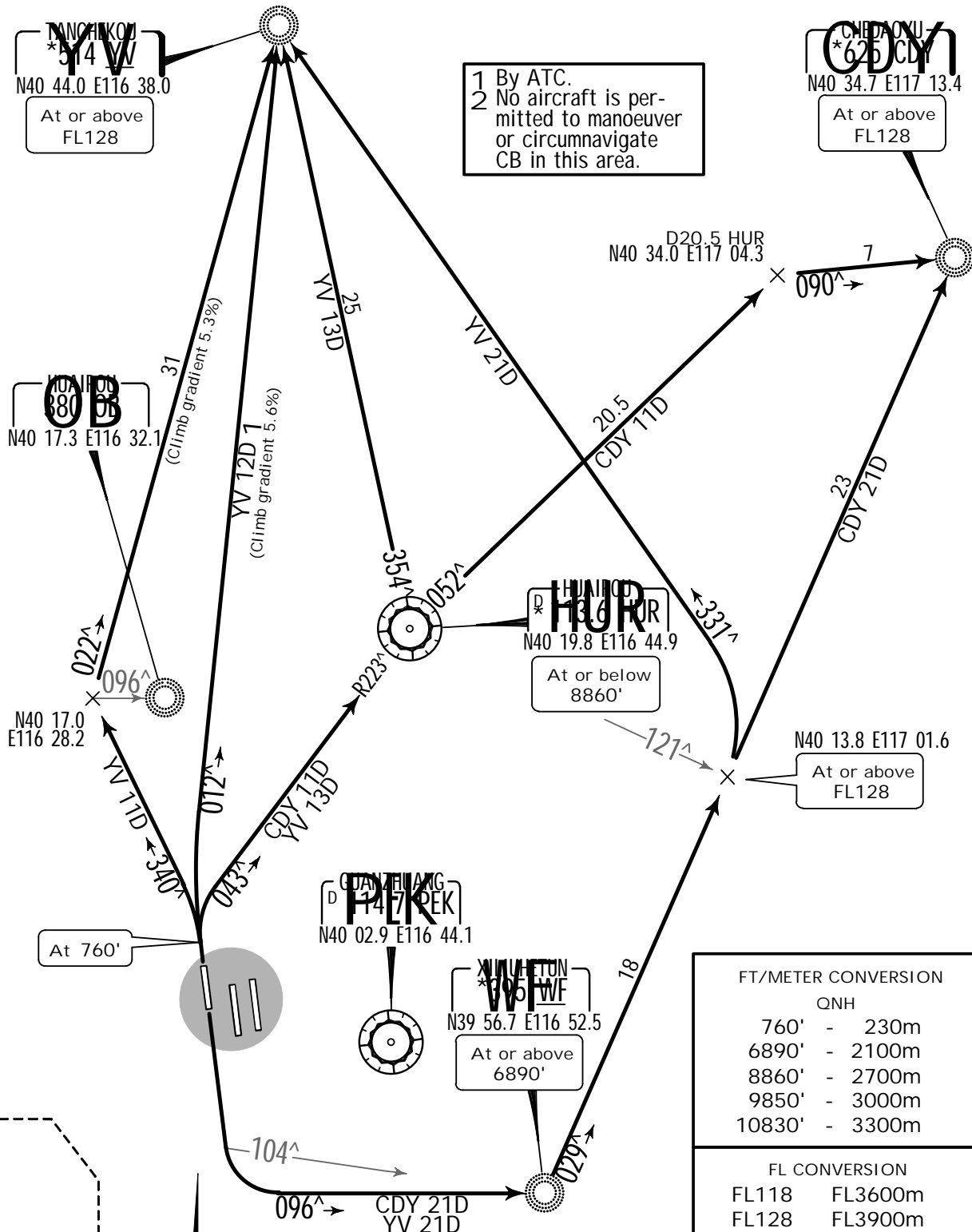
Apt Elev 115' Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below



CDY 11D, YV 11D
 YV 12D₁, YV 13D
 RWY 36L DEPARTURES

CDY 21D, YV 21D
 RWY 18R DEPARTURES

TO NORTH



2



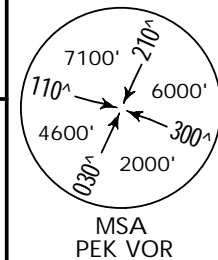
Gnd speed-KT	75	100	150	200	250	300
5.6% 340' per NM	425	567	851	1134	1418	1701
5.2% 222' per NM	402	527	785	1072	1342	1610

ZBAA/PEK
 CAPITAL

JEPPESEN
 5 JUL 13 (10-3L)

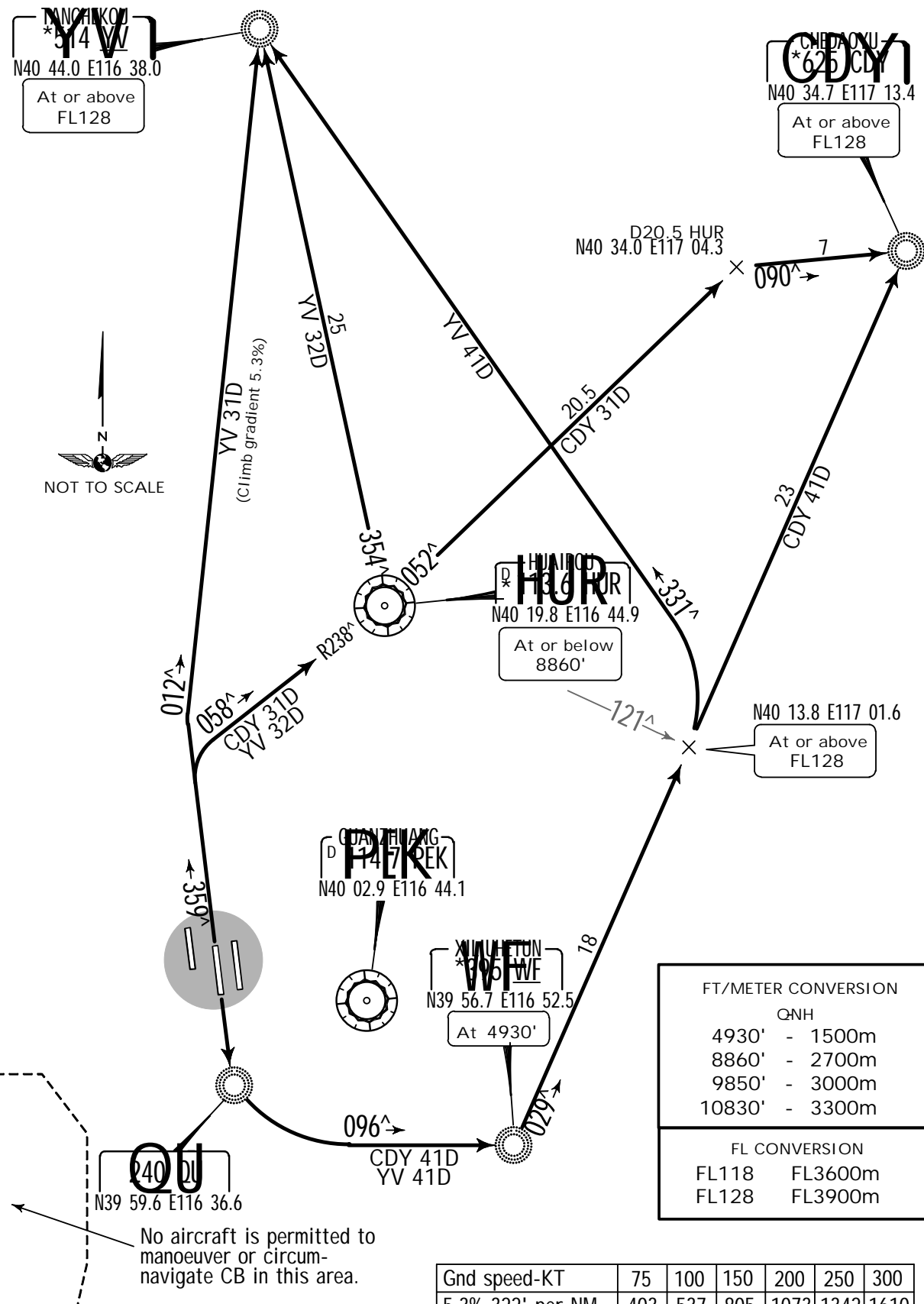
BEIJING, PR OF CHINA
 .SID.

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



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

CDY 41D, YV 41D
RWY 18L DEPARTURES



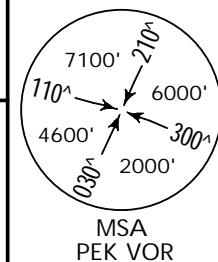
Gnd speed-KT	75	100	150	200	250	300
5.2% 222' per NM	402	527	805	1072	1242	1410

ZBAA/PEK
 CAPITAL

JEPPESEN
 17 JUN 11 (10-3M)

BEIJING, PR OF CHINA
 .SID.

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



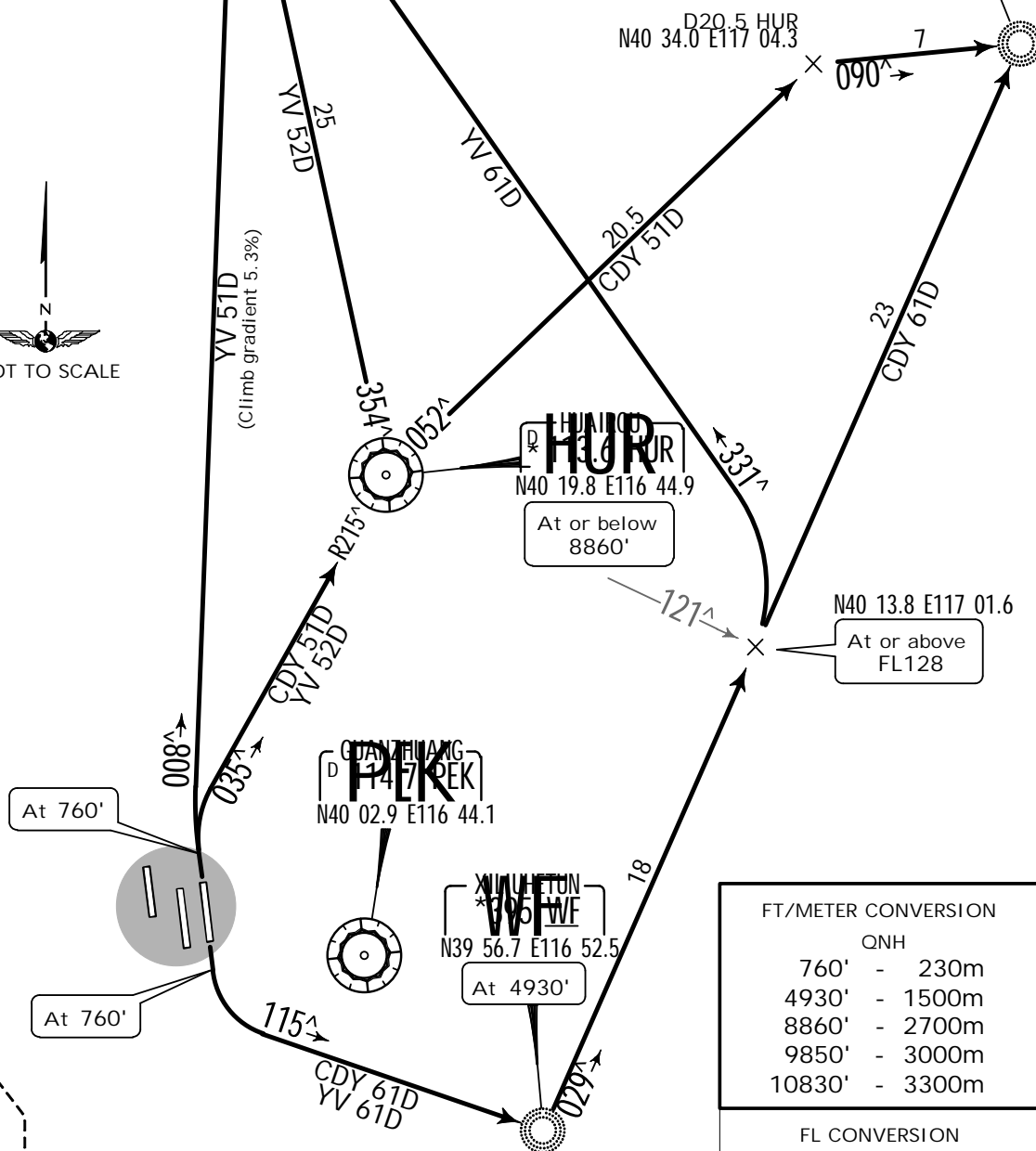
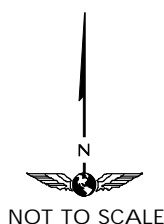
CDY 51D, YV 51D, YV 52D
RWY 01 DEPARTURES

CDY 61D, YV 61D
RWY 19 DEPARTURES

TO NORTH

YV 51D
 N40 44.0 E116 38.0
 At or above
 FL128

CDY 61D
 N40 34.7 E117 13.4
 At or above
 FL128



FT/METER CONVERSION

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m

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

Gnd speed-KT	75	100	150	200	250	300
5.2%	222'	282'	423'	564'	705'	846'

ZBAA/PEK

CAPITAL

17 JUN 11

JEPPESEN

10-3N

BEIJING, PR OF CHINA

.SID.

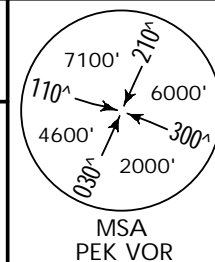
Apt Elev
115'

Trans level: FL118

Trans alt:

9850'

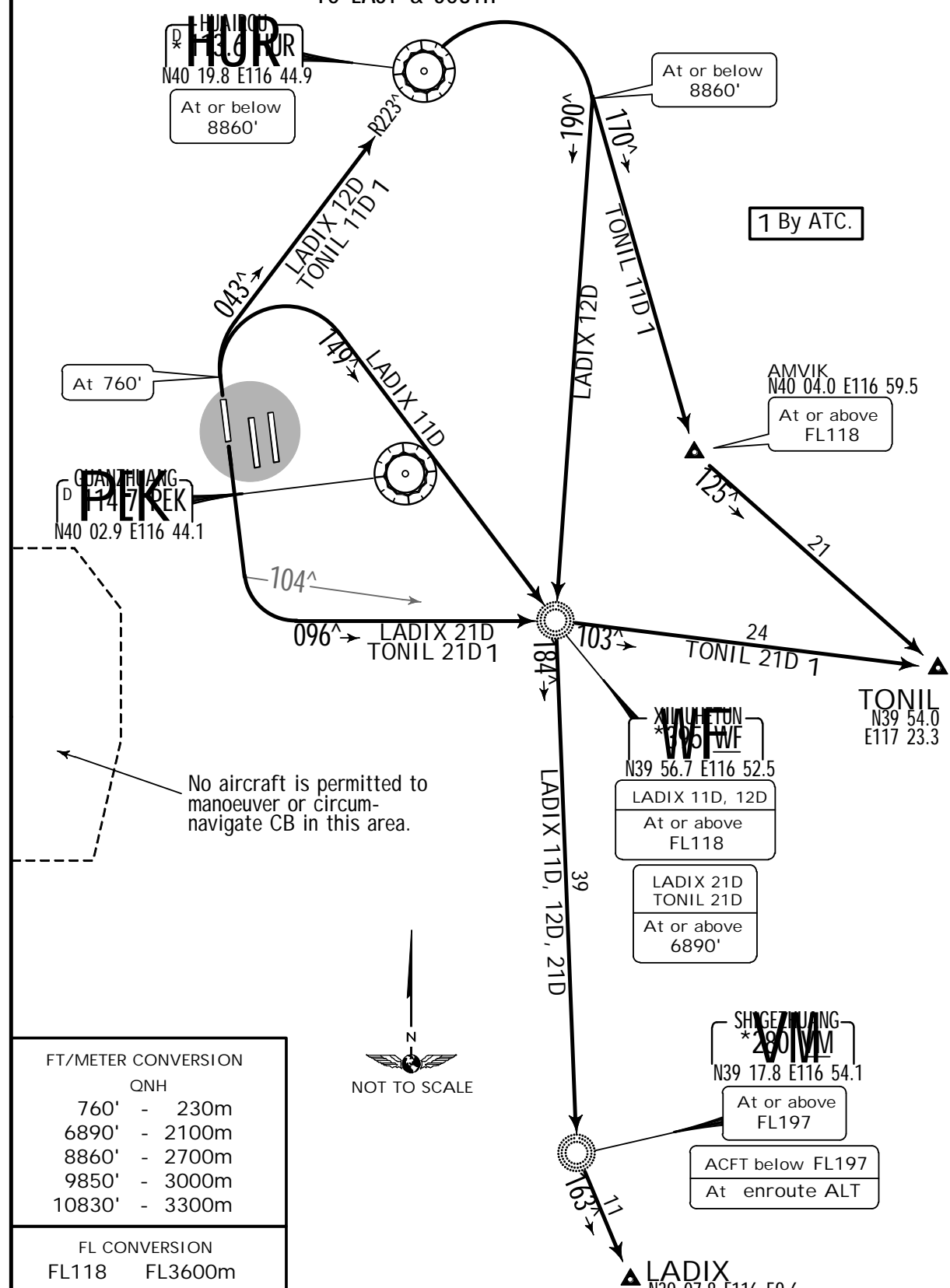
10830' 1031 hPa or above
8860' 979 hPa or below



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

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

TO EAST & SOUTH



FT/METER CONVERSION

QNH

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

FL CONVERSION

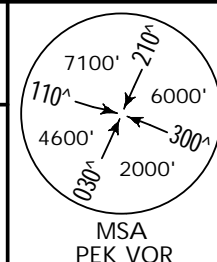
FL118 FL3600m

ZBAA/PEK
CAPITAL

JEPPESEN
5 JUL 13 10-3P

BEIJING, PR OF CHINA
.SID.

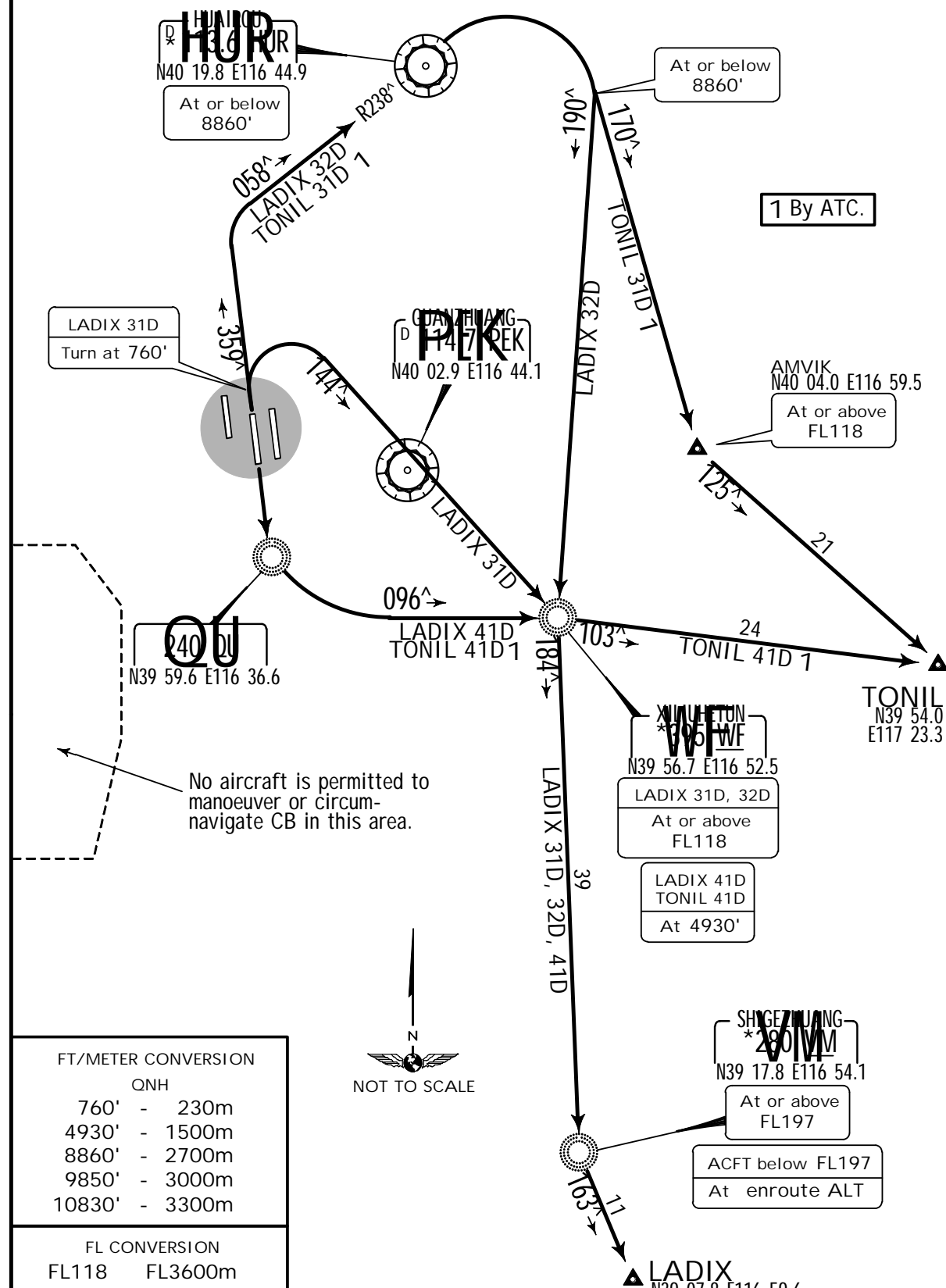
Apt Elev 115'
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



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

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

TO EAST & SOUTH



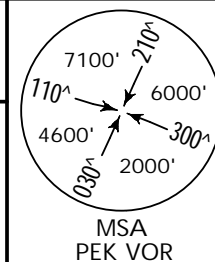
ZBAA/PEK
CAPITAL

JEPPESEN
5 JUL 13 10-3Q

BEIJING, PR OF CHINA
.SID.

Apt Elev
115'

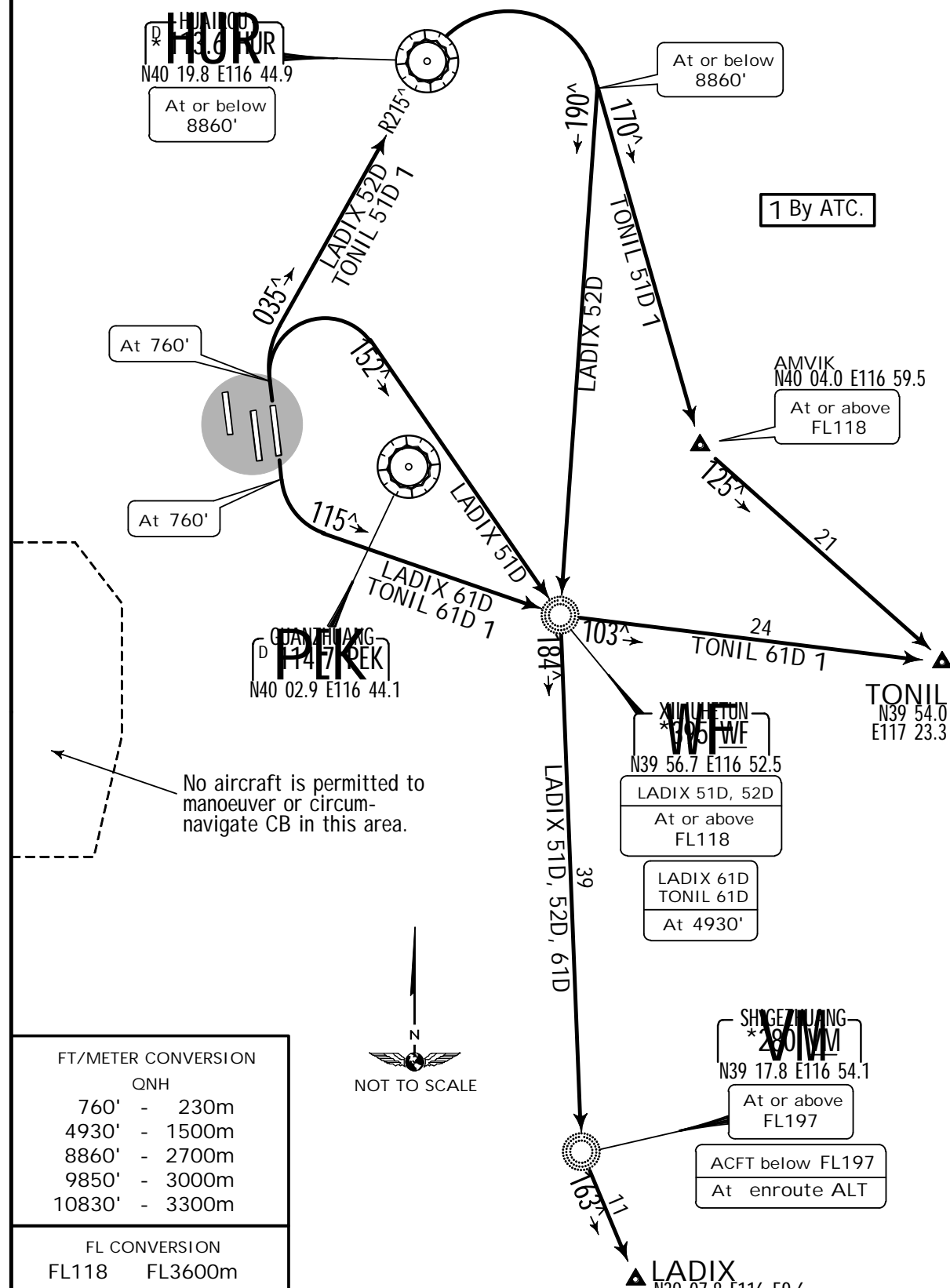
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



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

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

TO EAST & SOUTH



ZBAA/PEK

CAPITAL

**JEPPESEN**

BEIJING, PR OF CHINA

28 MAR 14

10-3S

.Eff.3.Apr.

.SID.

Apt Elev
115'

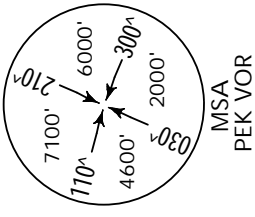
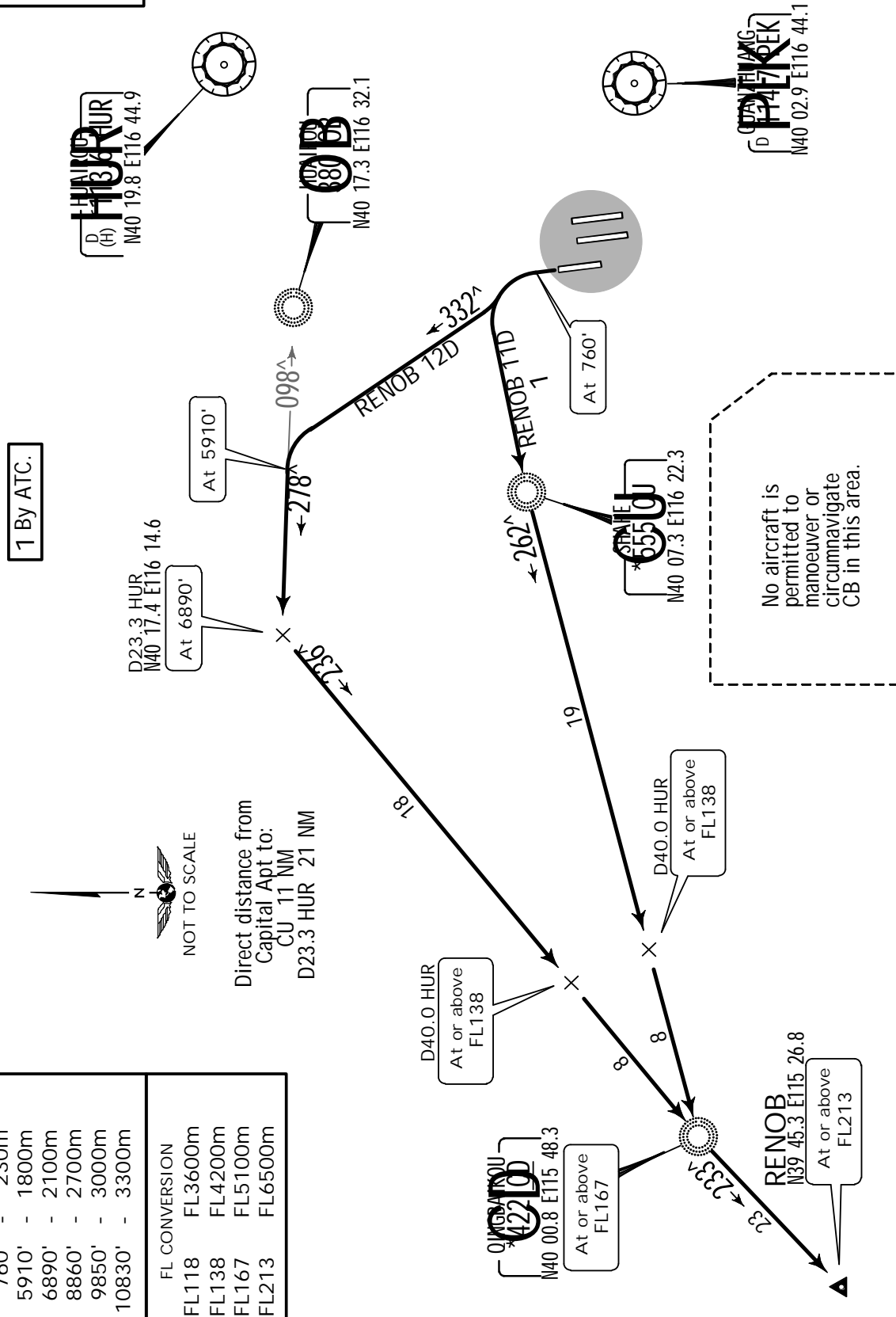
Trans level: FL118

Trans alt:

9850'

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

8860' 979 hPa or below

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

FT/METER CONVERSION

QNH

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

FL CONVERSION

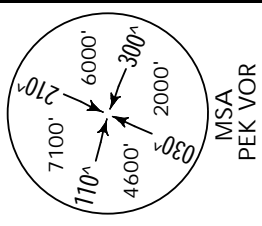
FL118	FL3600m
FL138	FL4200m
FL167	FL5100m
FL213	FL6500m

ZBAA/PEK
 CAPITAL

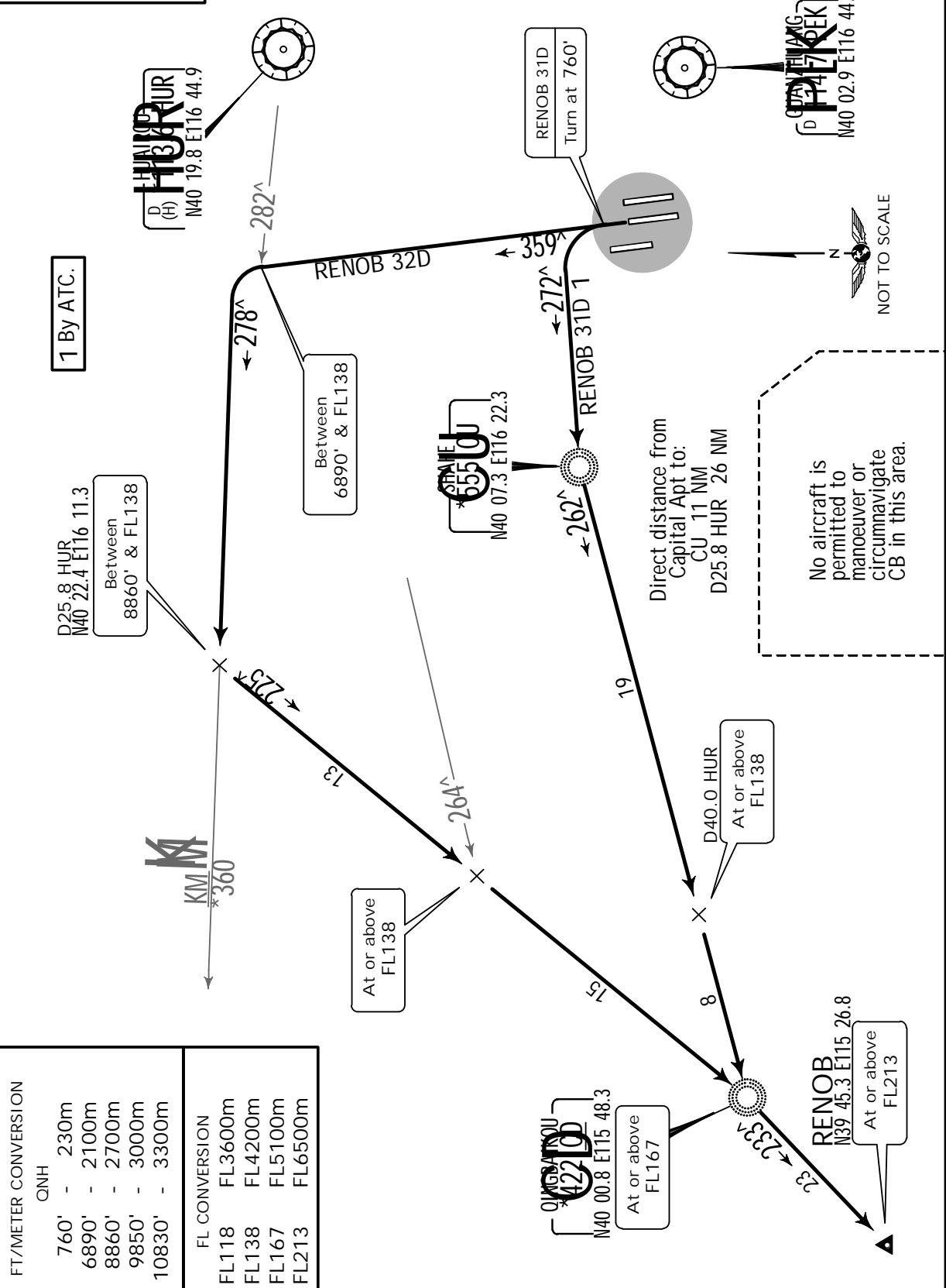
28 MAR 14 10-3U .Eff.3.Apr.

BEIJING, PR OF CHINA
 .SID.

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



RENOB 31D [REN31D] 1, 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

ZBAA/PEK

CAPITAL

**JEPPESEN**

28 MAR 14

10-3V

.Eff.3.Apr.

BEIJING, PR OF CHINA

.SID.

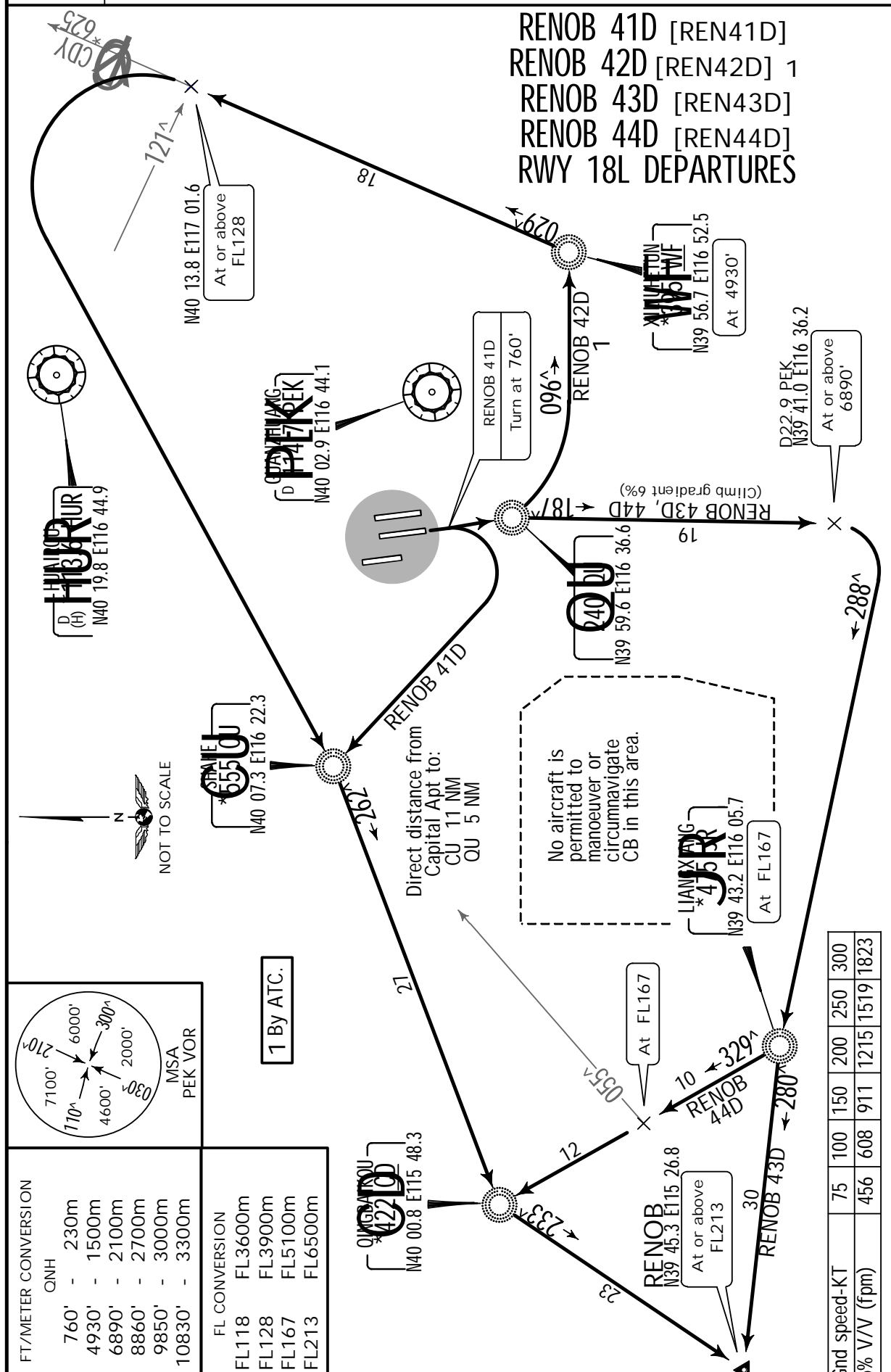
Apt Elev
115'

Trans level: FL118

Trans alt:

9850'

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



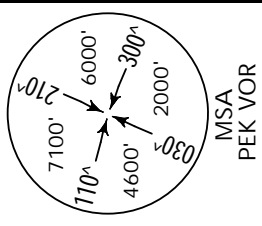
End speed-KT	75	100	150	200	250	300
% V/V (fpm)	456	608	911	1215	1519	1823

ZBAA/PEK
 CAPITAL

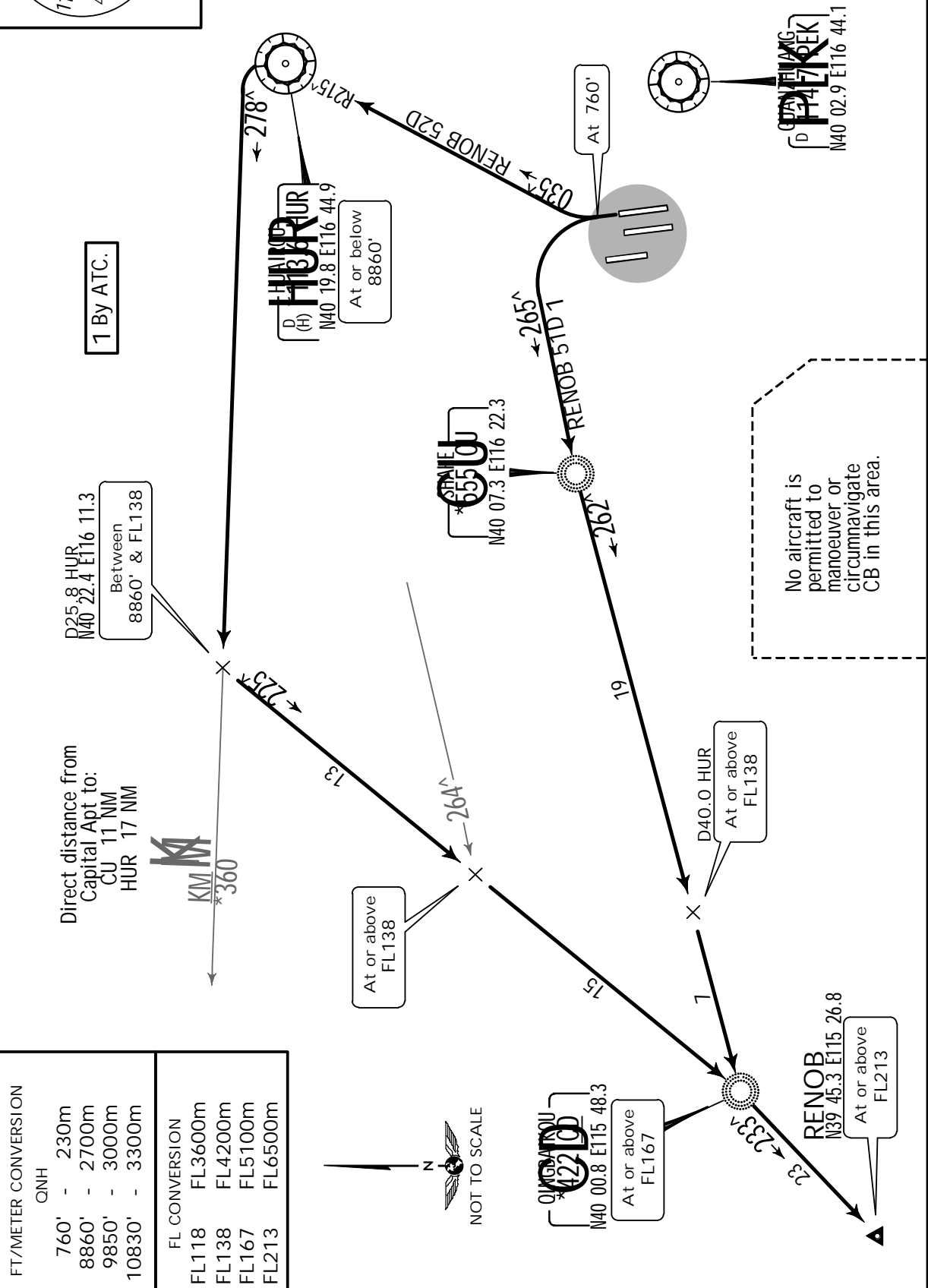
JEPPESEN
 28 MAR 14 10-3W .Eff.3.Apr.

BEIJING, PR OF CHINA
 .SID.

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

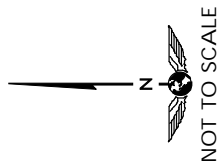


RENOB 51D [REN51D] 1, RENOB 52D [REN52D] RWY 01 DEPARTURES



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

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL167	FL5100m
FL213	FL6500m



ZBAA/PEK
 CAPITAL

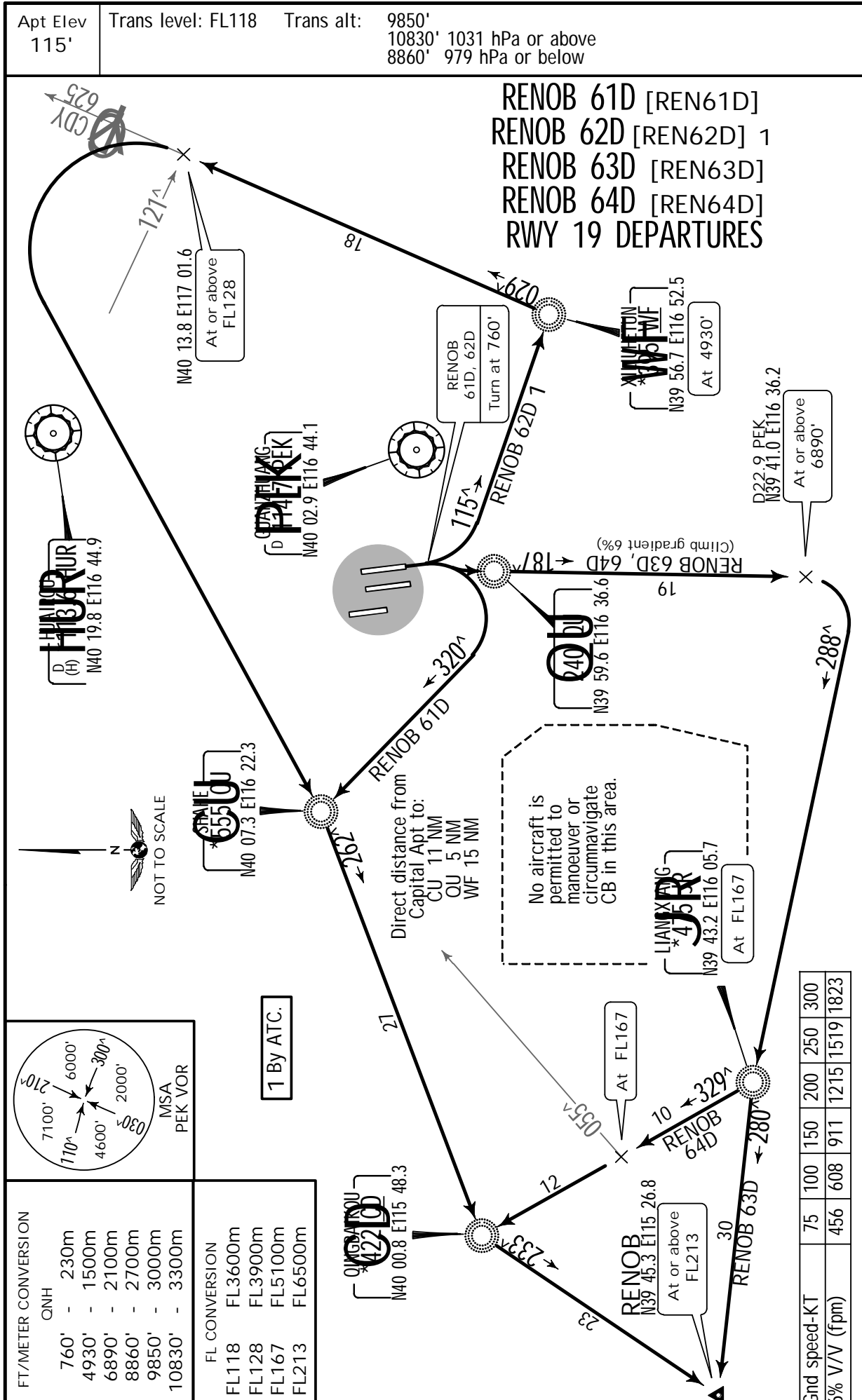
28 MAR 14

10-3X

.Eff.3.Apr.

BEIJING, PR OF CHINA

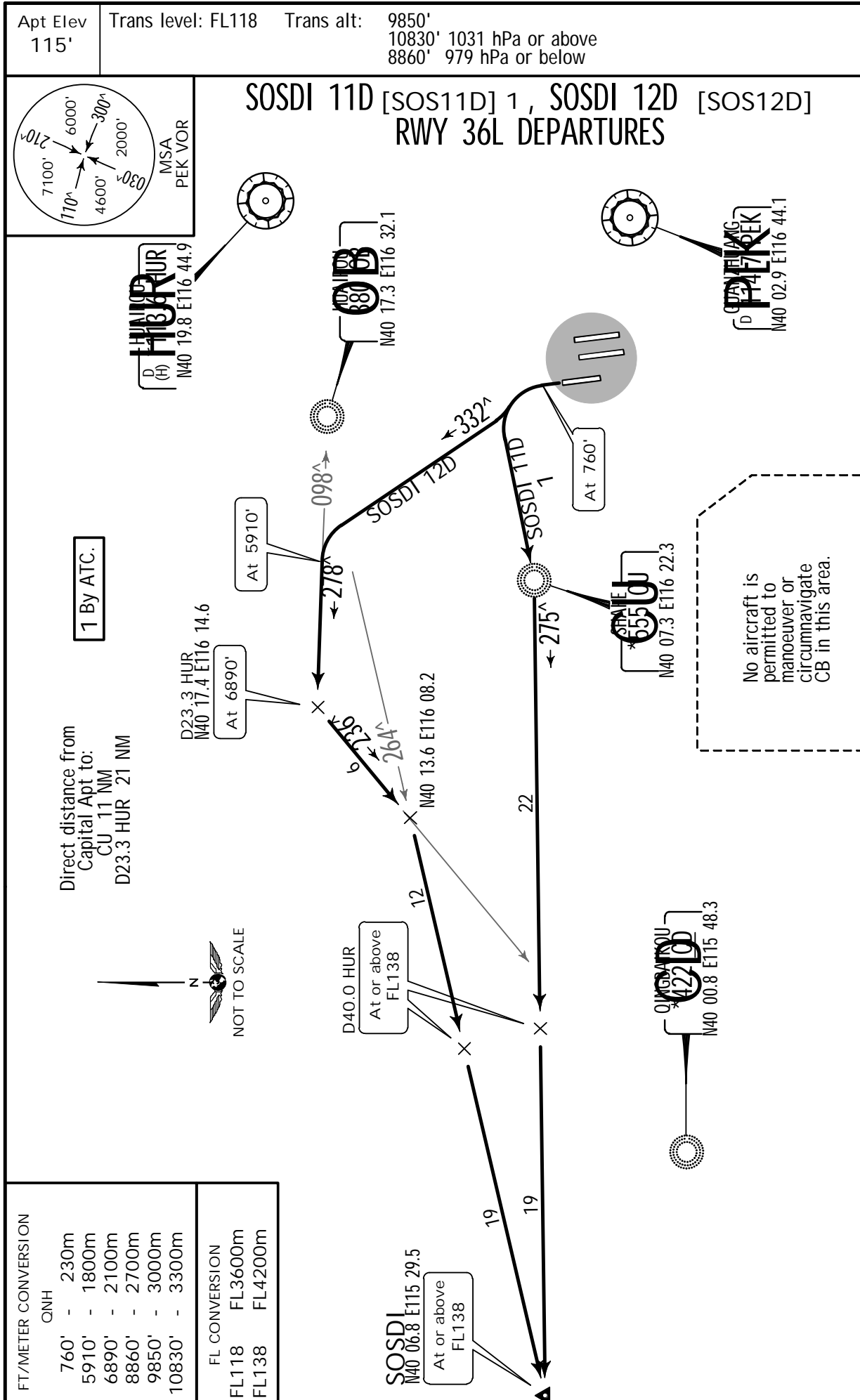
.SID.



ZBAA/PEK
 CAPITAL

JEPPESEN
 28 MAR 14 10-3X1 .Eff.3.Apr.

BEIJING, PR OF CHINA
 .SID.



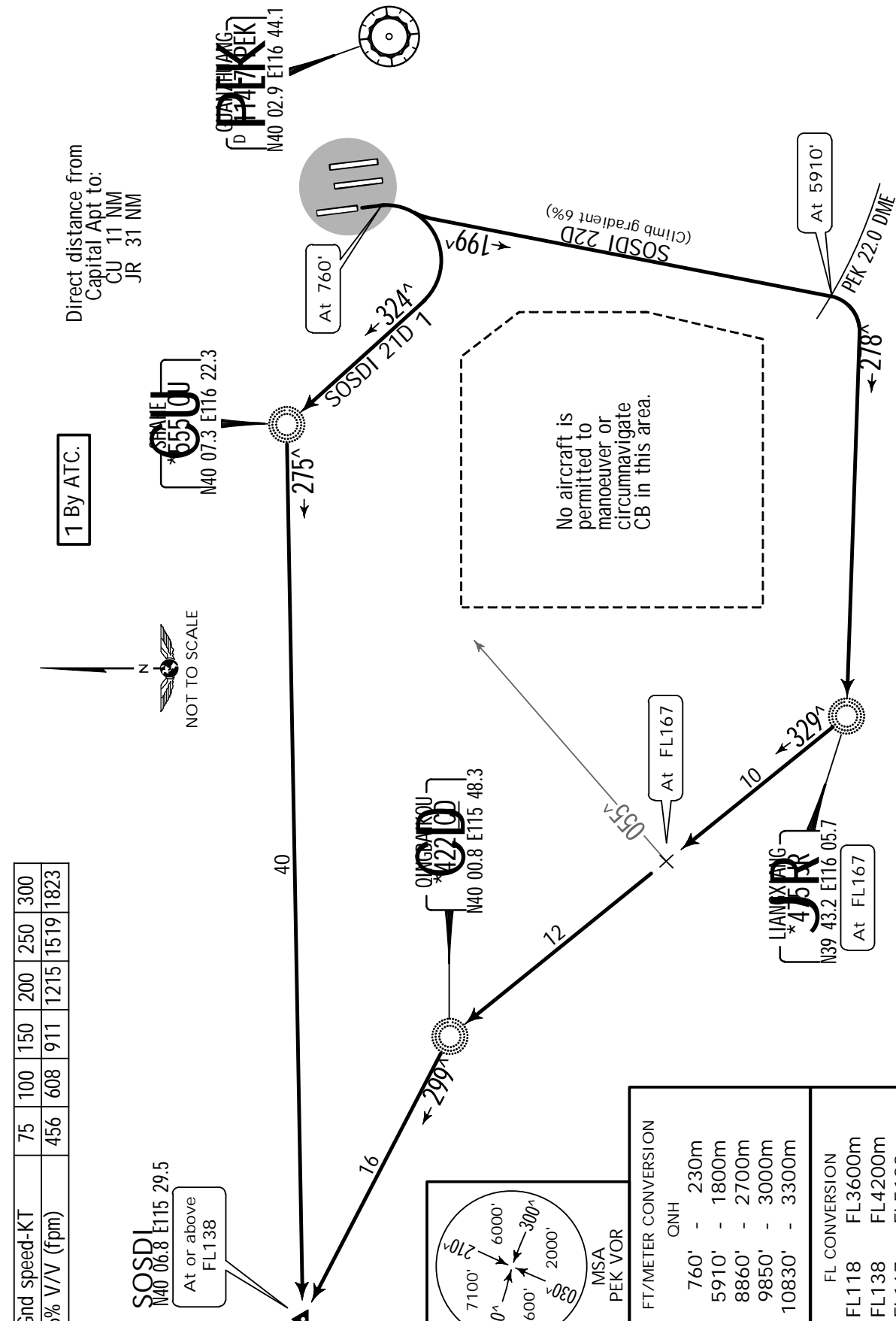
ZBAA/PEK
CAPITAL

JEPPESEN
28 MAR 14 10-3X2 Eff.3.Apr.

BEIJING, PR OF CHINA
.SID.

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

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



ZBAA/PEK
CAPITAL

28 MAR 14

JEPPESEN

BEIJING, PR OF CHINA

10-3X3

.Eff.3.Apr.

.SID.

Apt Elev
115'

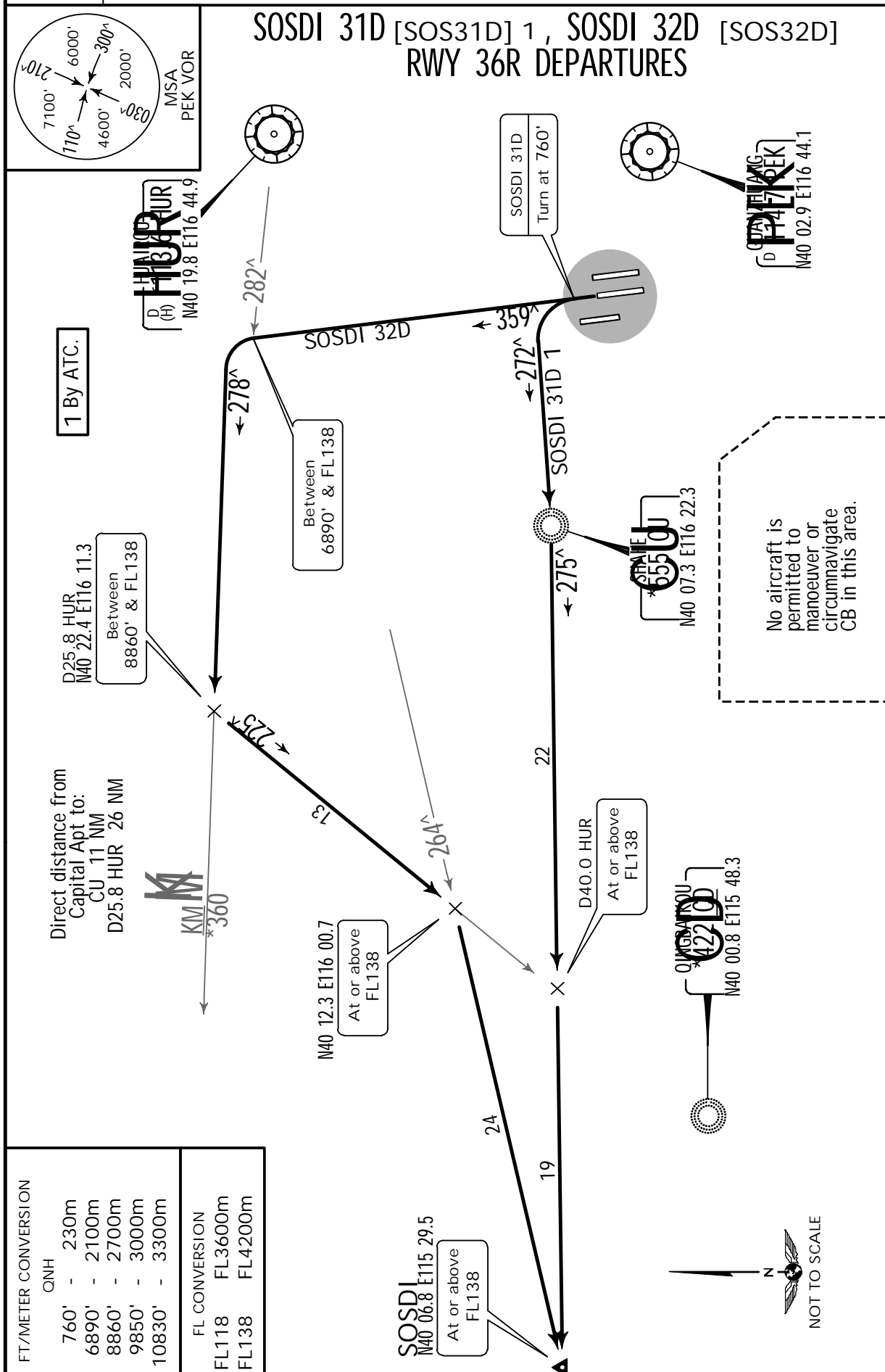
Trans level: FL118

Trans alt:

9850'

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

8860' 979 hPa or below

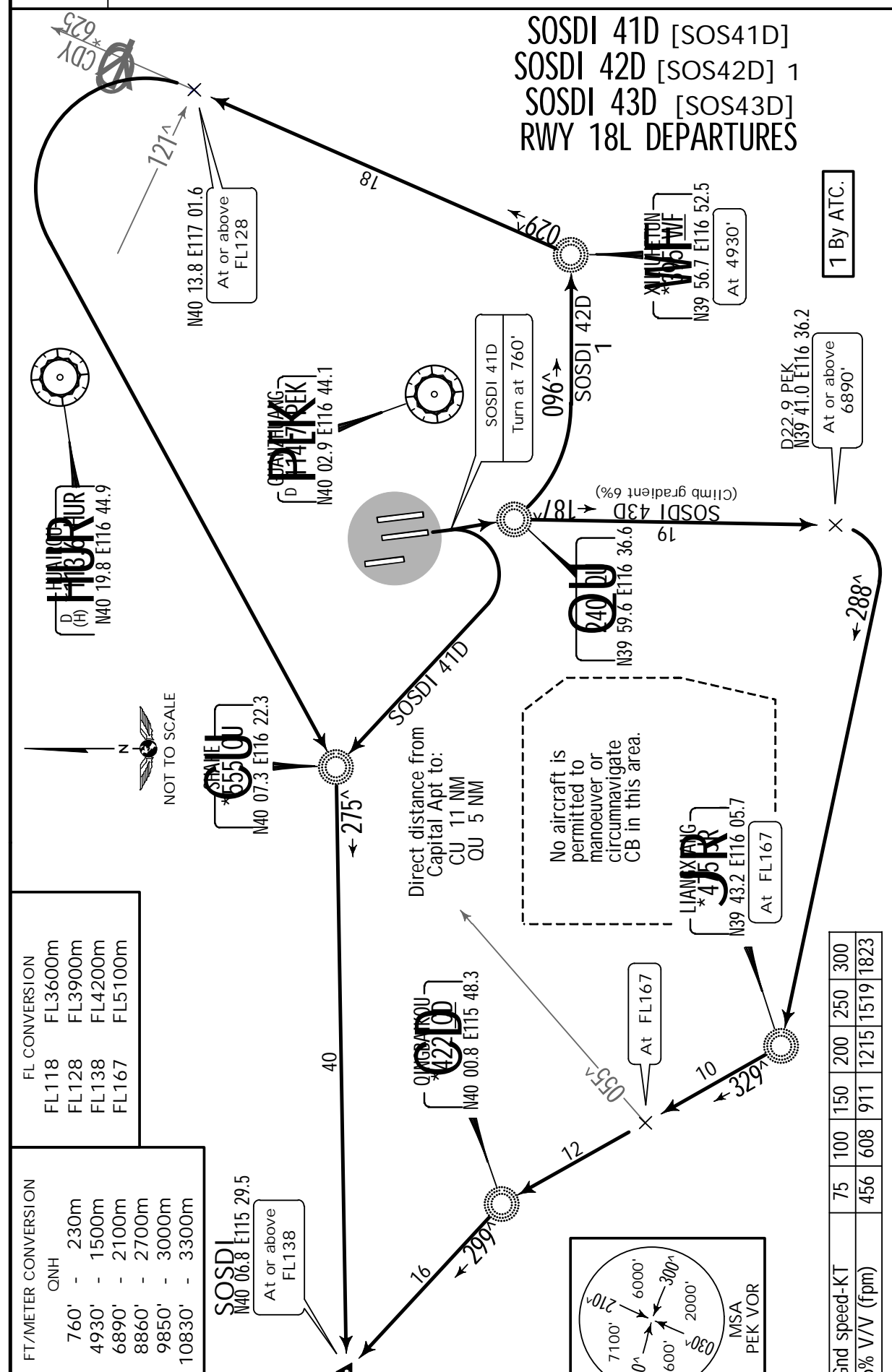


ZBAA/PEK
CAPITAL

JEPPESEN
28 MAR 14 10-3X4 .Eff.3.Apr.

BEIJING, PR OF CHINA
.SID.

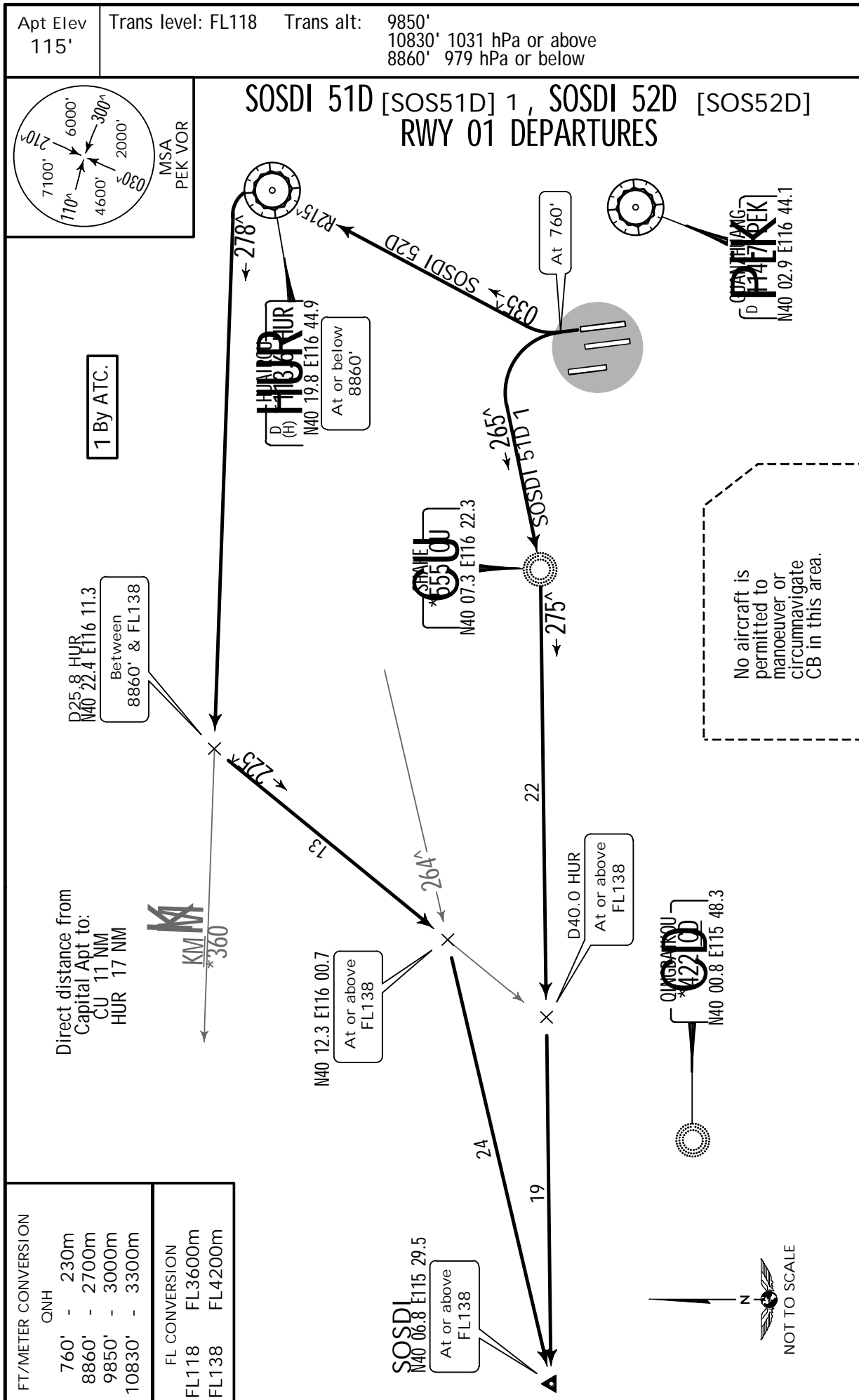
Apt Elev 115' Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



ZBAA/PEK
CAPITAL

JEPPESEN
28 MAR 14 10-3X5 .Eff.3.Apr.

BEIJING, PR OF CHINA
.SID.



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

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

ZBAA/PEK
CAPITAL

28 MAR 14

JEPPESEN

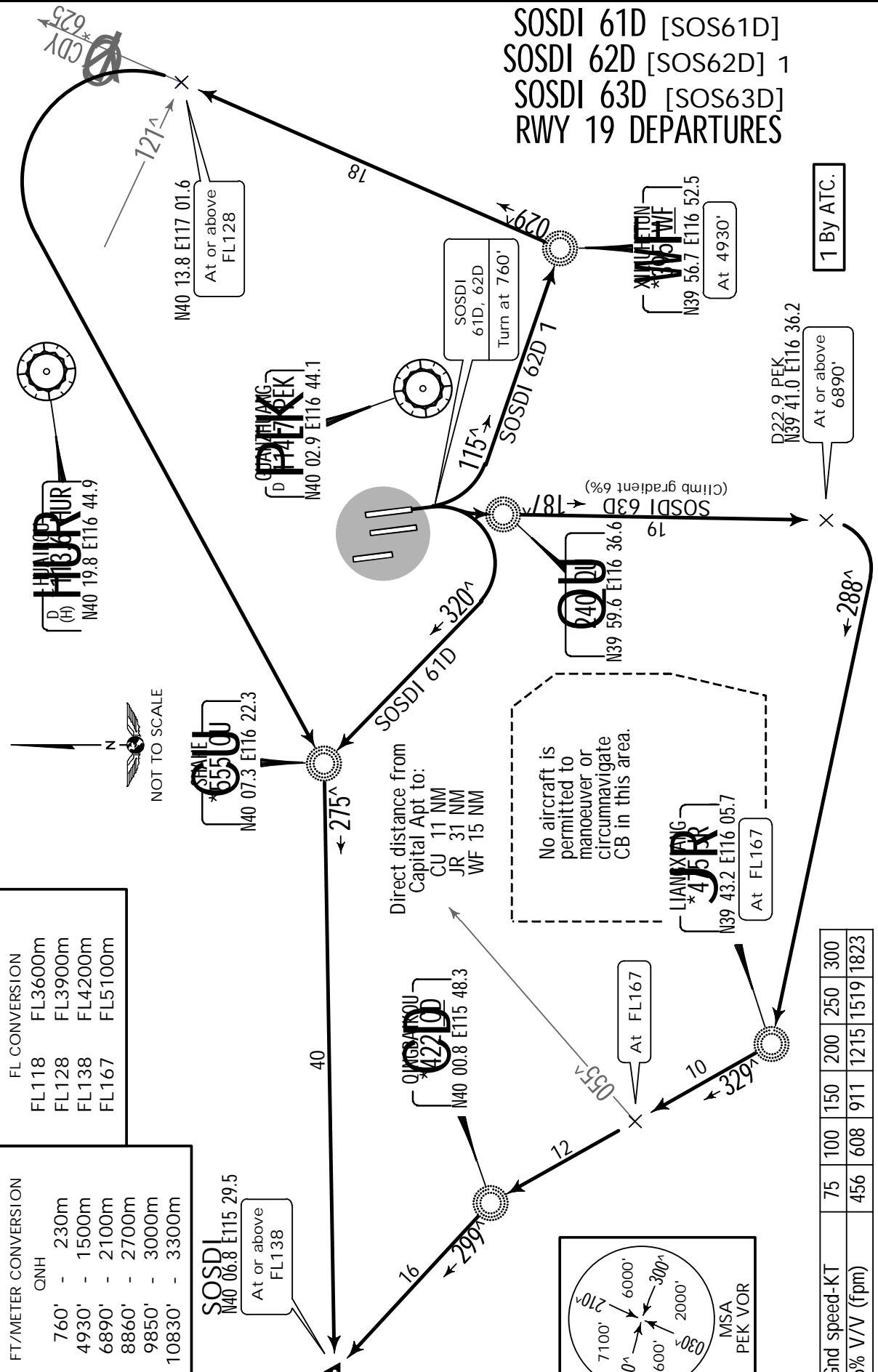
10-3X6

.Eff.3.Apr.

BEIJING, PR OF CHINA

.SID.

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

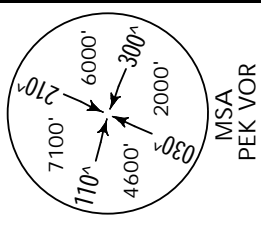


ZBAA/PEK
 CAPITAL

JEPPESEN
 28 MAR 14 10-3X7 .Eff.3.Apr.

BEIJING, PR OF CHINA
 .SID.

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



KM 11D
 RWY 36L DEPARTURE

KM 21D 1
 RWY 18R DEPARTURE

CAT A & B

D23.3 HUR
 N40 17.4 E116 14.6
 At 6890'

D23.3 HUR
 N40 17.4 E116 14.6
 At 6890'

D23.3 HUR
 N40 17.4 E116 14.6
 At 6890'

D23.3 HUR
 N40 17.4 E116 14.6
 At 6890'

At 5910'

098^

278^

332^

324^

At 760'

298^

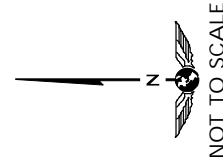
286^

43

35

1 By ATC.

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



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

FT/METER CONVERSION	
QNH	
760' - 230m	
5910' - 1800m	
6890' - 2100m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

* KONA
 N40 23.3 E115 29.8
 At or above
 FL138

Below FL138
 At enroute ALT

ZBAA/PEK

CAPITAL

**JEPPESEN**

28 MAR 14

(10-3X8)

.Eff.3.Apr.

BEIJING, PR OF CHINA

.SID.

Apt Elev
115'

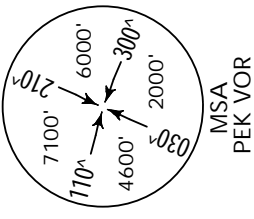
Trans level: FL118

Trans alt:

9850'

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

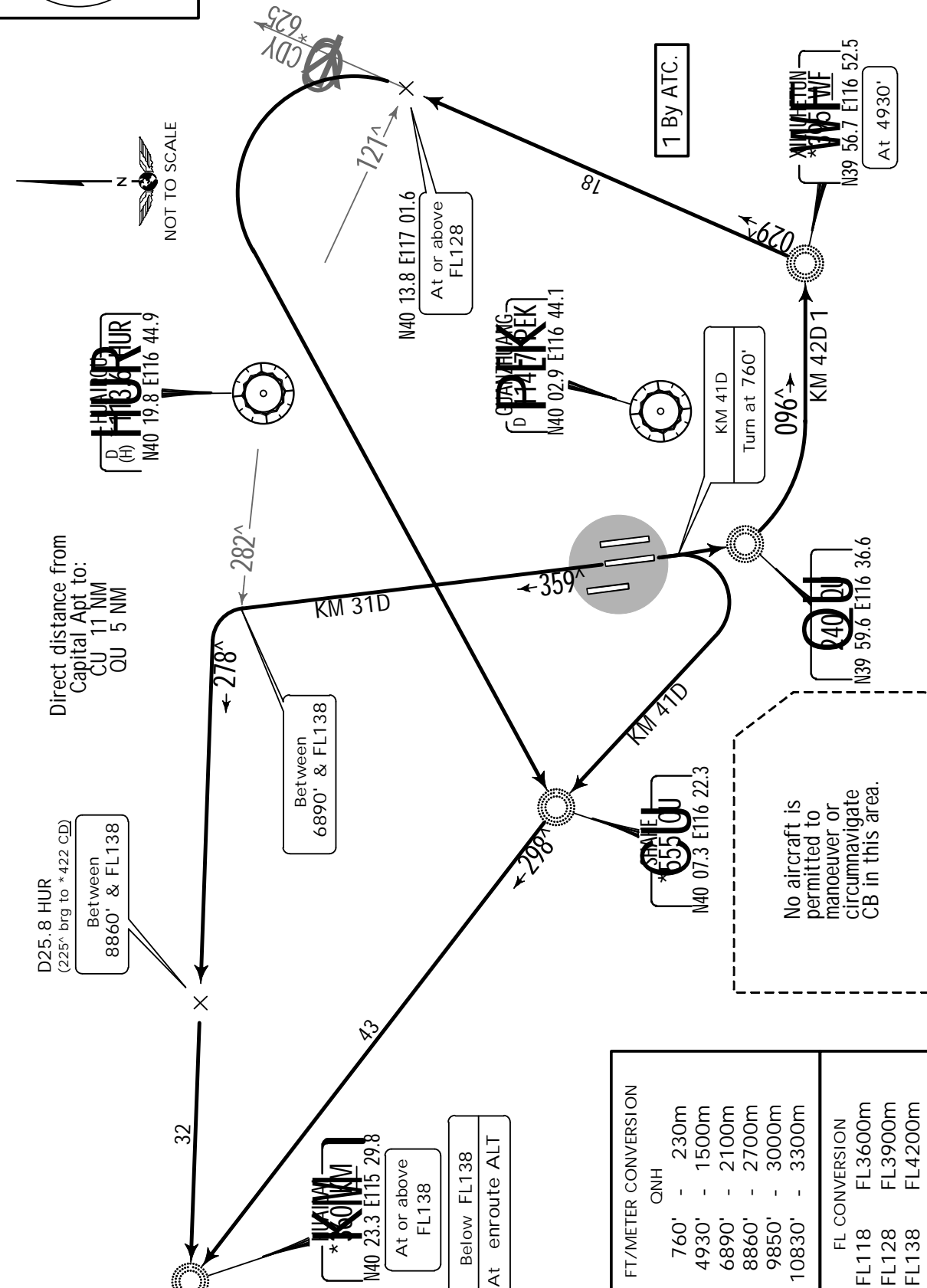
8860' 979 hPa or below



KM 31D
RWY 36R DEPARTURE

KM 41D, KM 42D 1
RWY 18L DEPARTURES

CAT A & B



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

FL CONVERSION
FL118 FL3600m
FL128 FL3900m
FL138 FL4200m

ZBAA/PEK
CAPITAL

28 MAR 14

JEPPESEN

BEIJING, PR OF CHINA

.SID.

10-3X9

.Eff.3.Apr.

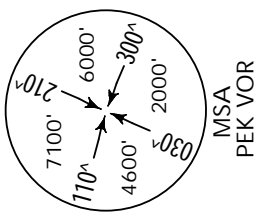
Apt Elev
115'

Trans level: FL118

Trans alt:

9850'

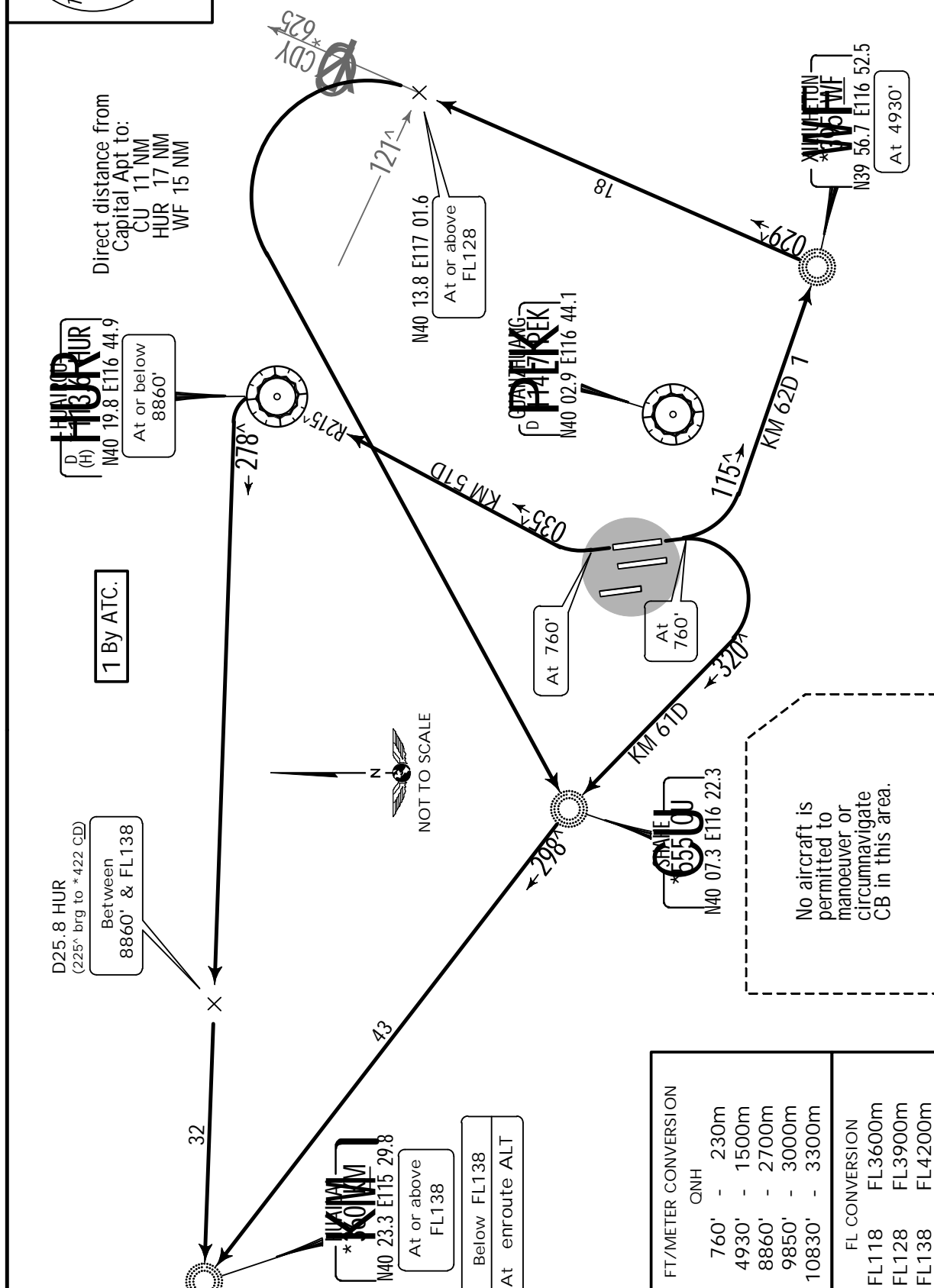
10830' 1031 hPa or above
8860' 979 hPa or below



KM 51D
RWY 01 DEPARTURE

KM 61D, KM 62D¹
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

ZBAA/PEK

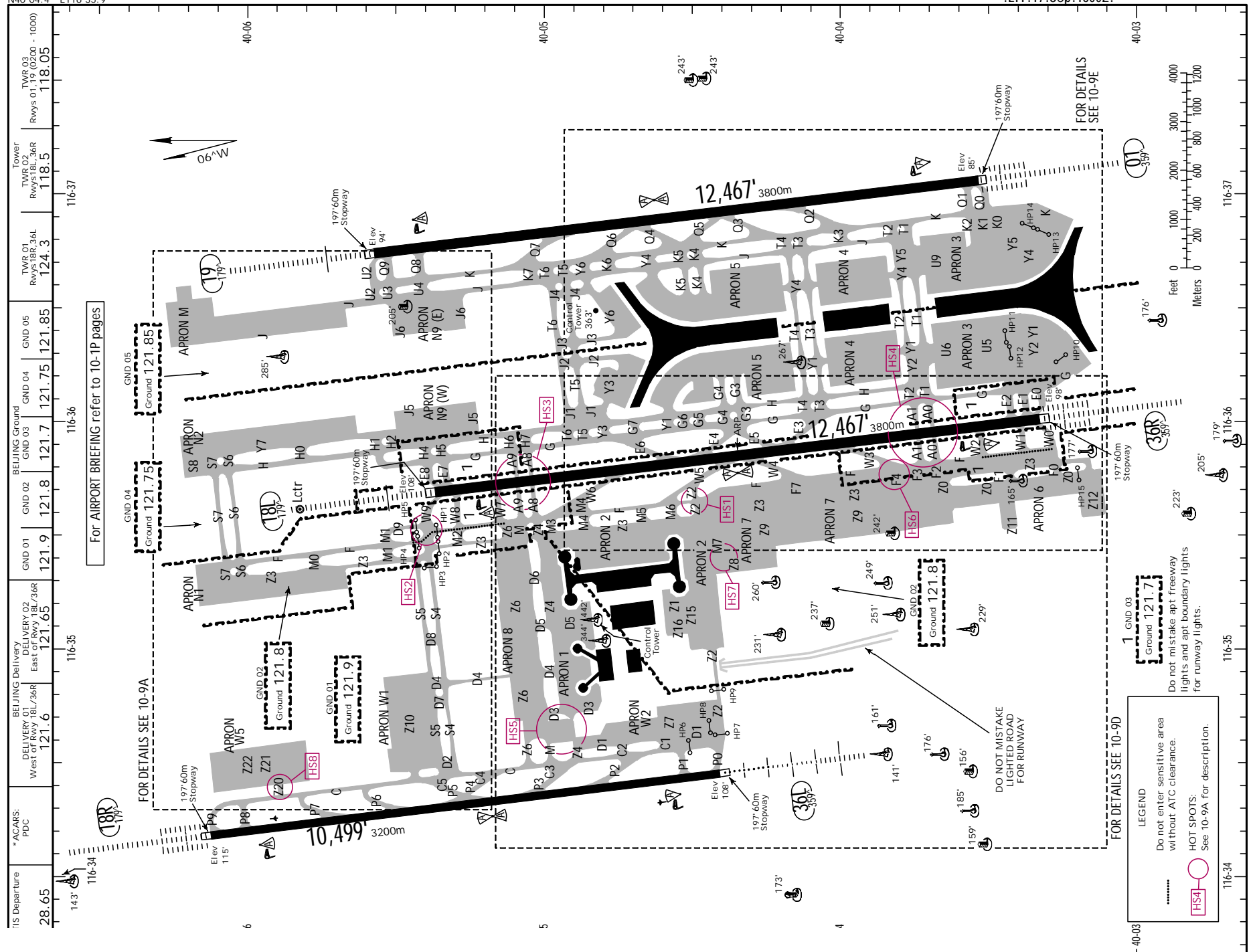
Apt Elev 115

N40 04.4 E116 35.9

JEPPESEN BEIJING, PR OF CHINA

(10-9) 5 SEP 14
Eff. 17 Sep. 1600Z.

CAPITAL

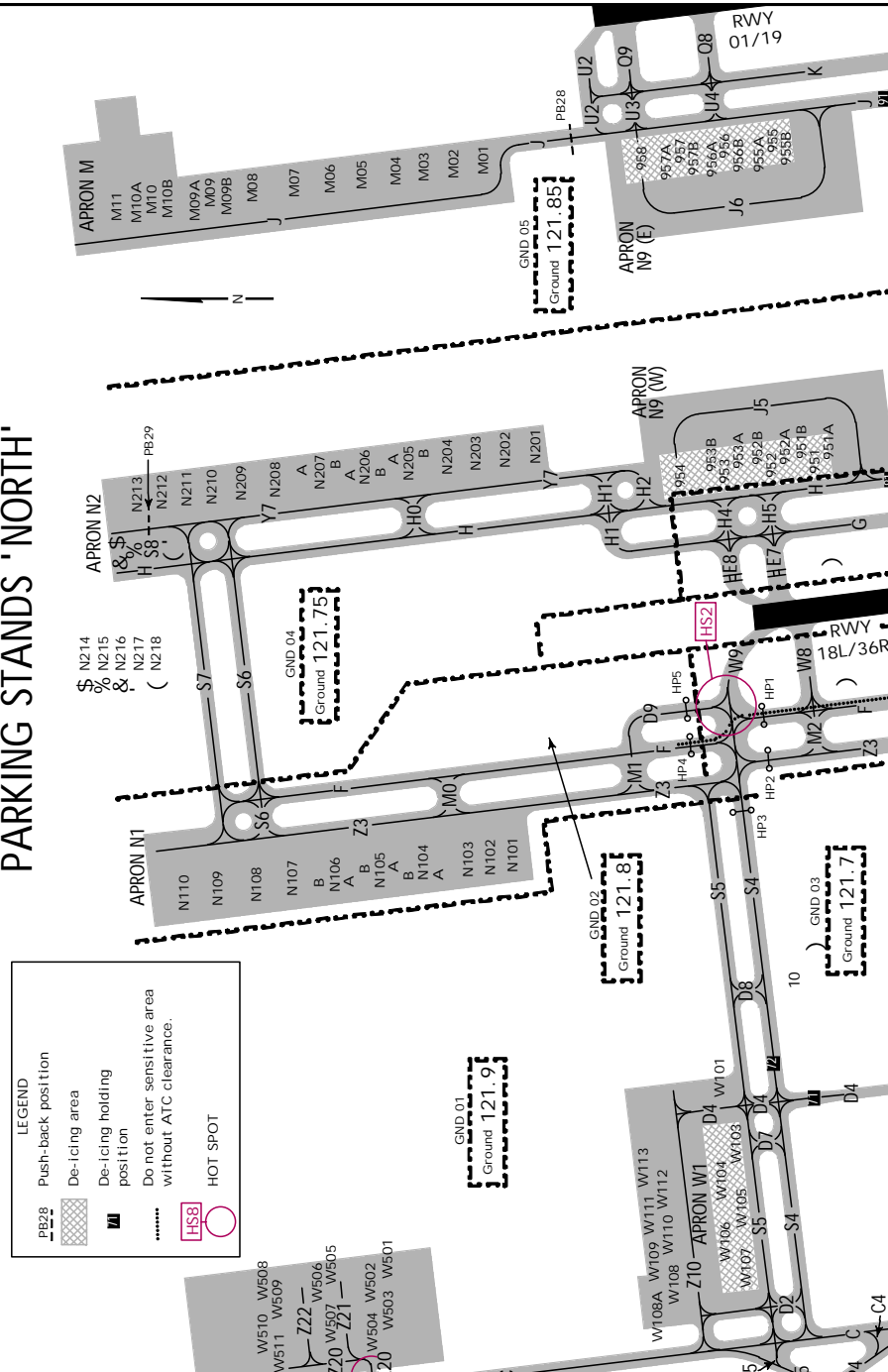


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5 SEP 14 10-9A

BEIJING, PR OF CHINA
CAPITAL

PARKING STANDS 'NORTH'



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
01	HIRL 1	CL 2	ALSF-II	TDZ	PAPI-L(3.0°)	RVR	11,466' 3495m	3	197' 60m
19	HIRL 1	CL 2	IALS	SFL	PAPI-L(3.2°)	RVR	11,516' 3510m		

- 1 spacing 60m
2 white, spacing 15m
3 TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 01:	RWY 19:
From rwy head 12,467' (3800m)	From rwy head 12,467' (3800m)
twy Q1 int 12,221' (3725m)	twy Q9 int 12,221' (3725m)
	twy Q8 int 11,565' (3525m)

18L	HIRL 4	CL 5	ALSIF-II	TDZ	PAPI-L(3.0°)	6 RVR	11,522' 3512m	8	197' 60m
36R	HIRL 4	CL 5	ALSIF-II	TDZ	PAPI-L(3.0°)	7 RVR	11,483' 3500m		

- 4 spacing 60m
5 white, spacing 15m
6 HST-W4 & W3
7 HST-W5 & W6
8 TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 18L:	RWY 36R:
From rwy head 12,467' (3800m)	From rwy head 12,467' (3800m)
twy E7 int 12,221' (3725m)	twy E1 int 12,221' (3725m)
twy W8 int 12,073' (3680m)	twy W1 int 12,073' (3680m)
twy W7 int 11,220' (3420m)	twy E2 int 11,893' (3625m)
	twy W2 int 11,220' (3420m)

18R	HIRL 9	CL 0	ALSIF-II	TDZ	PAPI-L(3.0°)	! RVR	9514' 2900m	#	164' 50m
36L	HIRL 9	CL 0	ALSIF-II	TDZ	PAPI-L(3.0°)	" RVR	9564' 2915m		

- 9 spacing 60m
0 white, spacing 30m
! HST-P2, P3 & P4
" HST-P5, P6 & P7
TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 18R:	RWY 36L:
From rwy head 10,499' (3200m)	From rwy head 10,499' (3200m)
twy P8 int 9777' (2980m)	twy P1 int 9777' (2980m)

HOT SPOTS

For information only, not to be construed as ATC instructions.

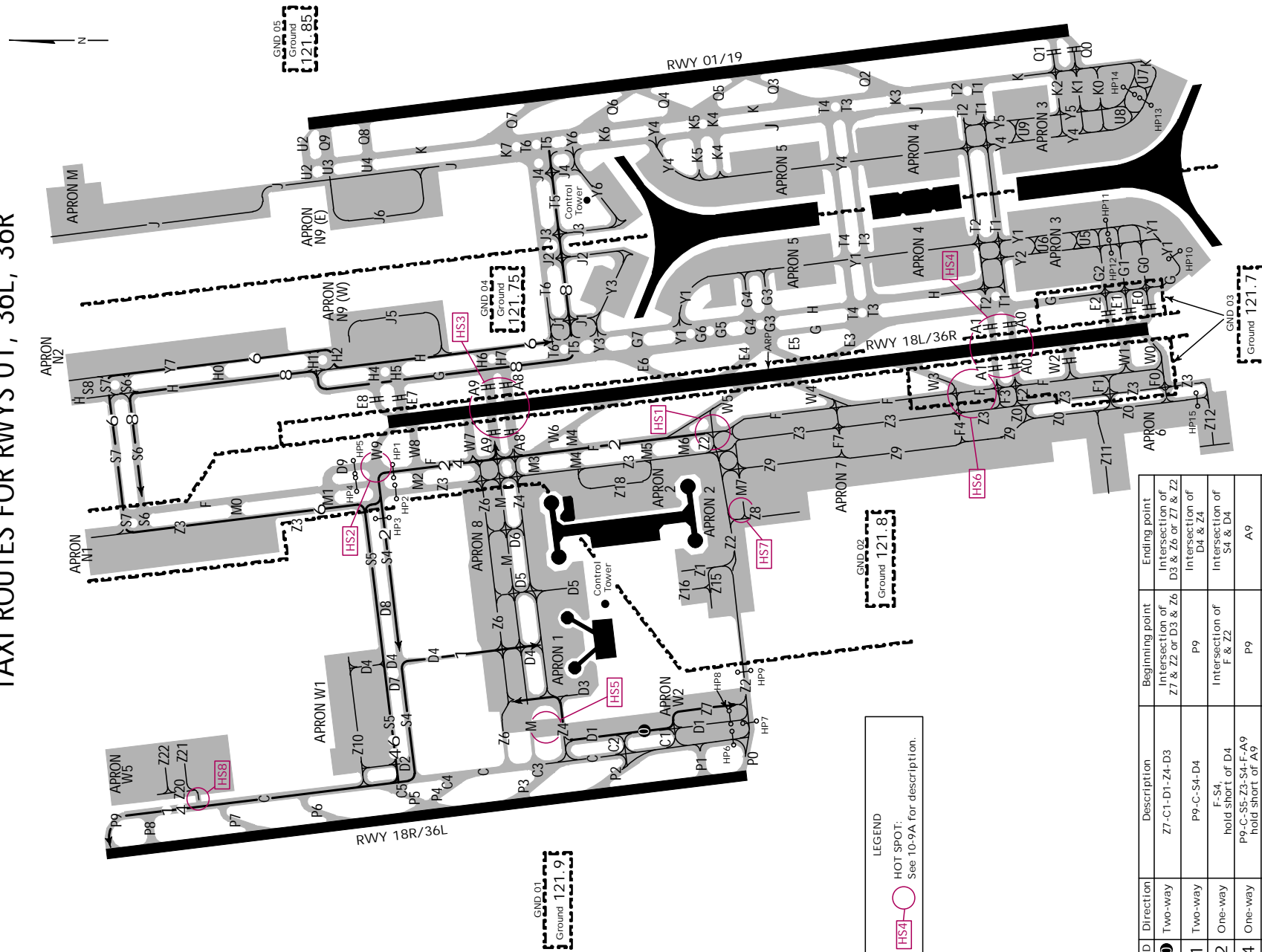
- HS1** Acft taxiing from Twy Z2 to F shall avoid entering W5 by mistake.
- HS2** Acft taxiing from Twy S4 to F shall avoid entering W9 by mistake.
- HS3** Arriving acft must not exit via Twy A8 and A9.
- HS4** Arriving acft must not exit via Twy A0 and A1.
- HS5** Acft taxiing from Twy S4 and F to D3 shall avoid turning early and entering stands 816, 817 by mistake.
- HS6** Acft must not stay at this area when exit via W3. It may result in conflict with the acft taxiing from Twy A1 to the West.
- HS7** Acft with wingspan of more than 118' /36m shall avoid entering the area of HS7.
- HS8** Acft entering apron W5 via Z20 shall avoid missing taxiway Z21. There is only one entry/exit way for apron W5, departing acft shall contact ATC before entering Twy C via Z20.

Standard.

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			

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TAXI ROUTES FOR RWYS 01, 36L, 36R



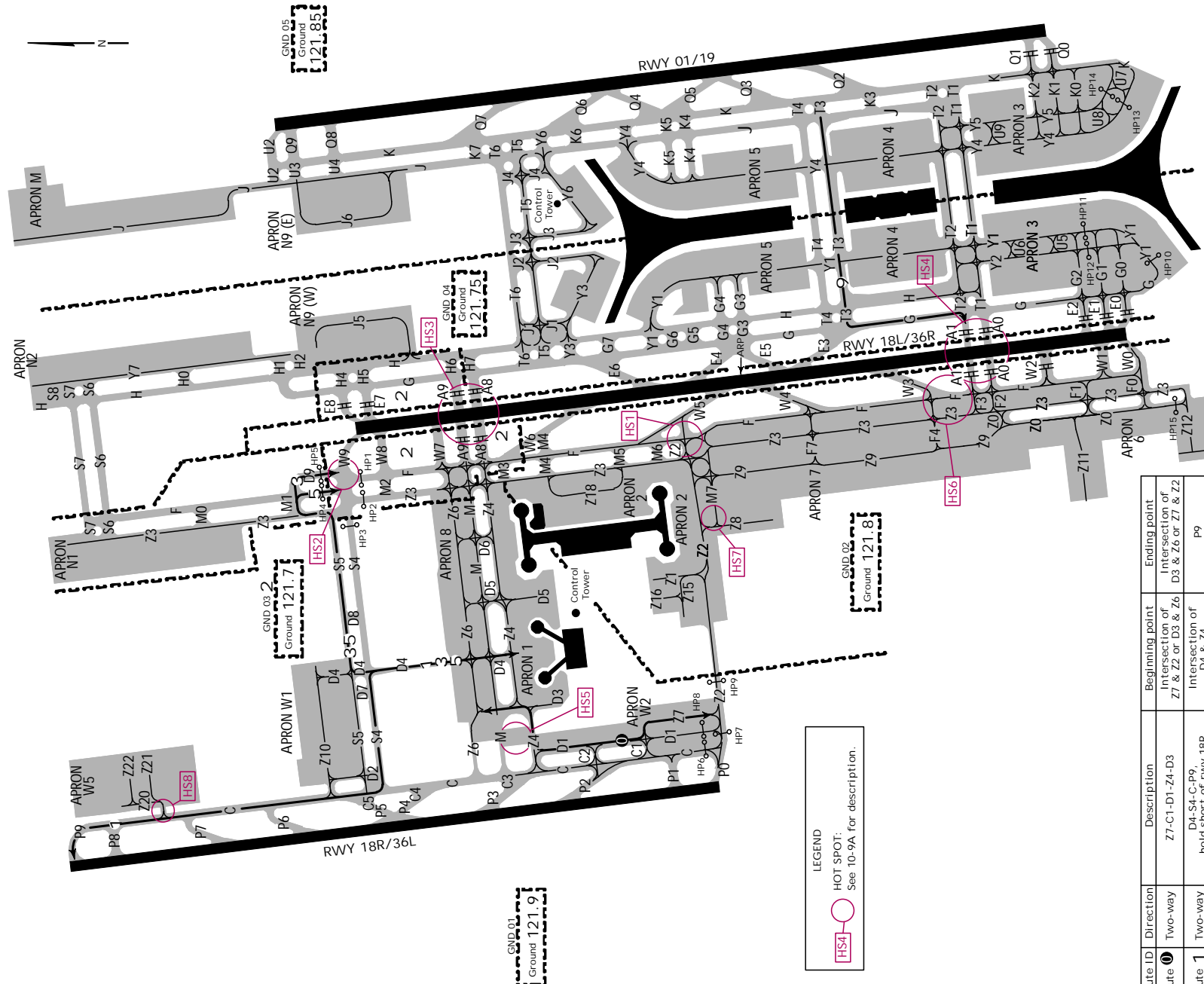
Route ID	Direction	Description	Beginning point	Ending point
Route 1	Two-way	Z7-C1-D1-Z4-D3	Intersection of Z7 & Z2 or D3 & Z6	Intersection of D3 & Z6 or Z7 & Z2
Route 2	Two-way	P9-C-S4-D4	P9	Intersection of D4 & Z4
Route 4	One-way	F-S4 hold short of D4	Intersection of F & Z2	Intersection of S4 & D4
Route 6	One-way	P9-C-S5-Z3-S4-F-A9 hold short of A9	P9	A9
Route 8	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

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5 SEP 14 (10-9C) .Eff.17.Sep.1600Z. CAPITAL

JEPPView 3.6.2.0

TAXI ROUTES FOR RWYS 18L, 18R, 19

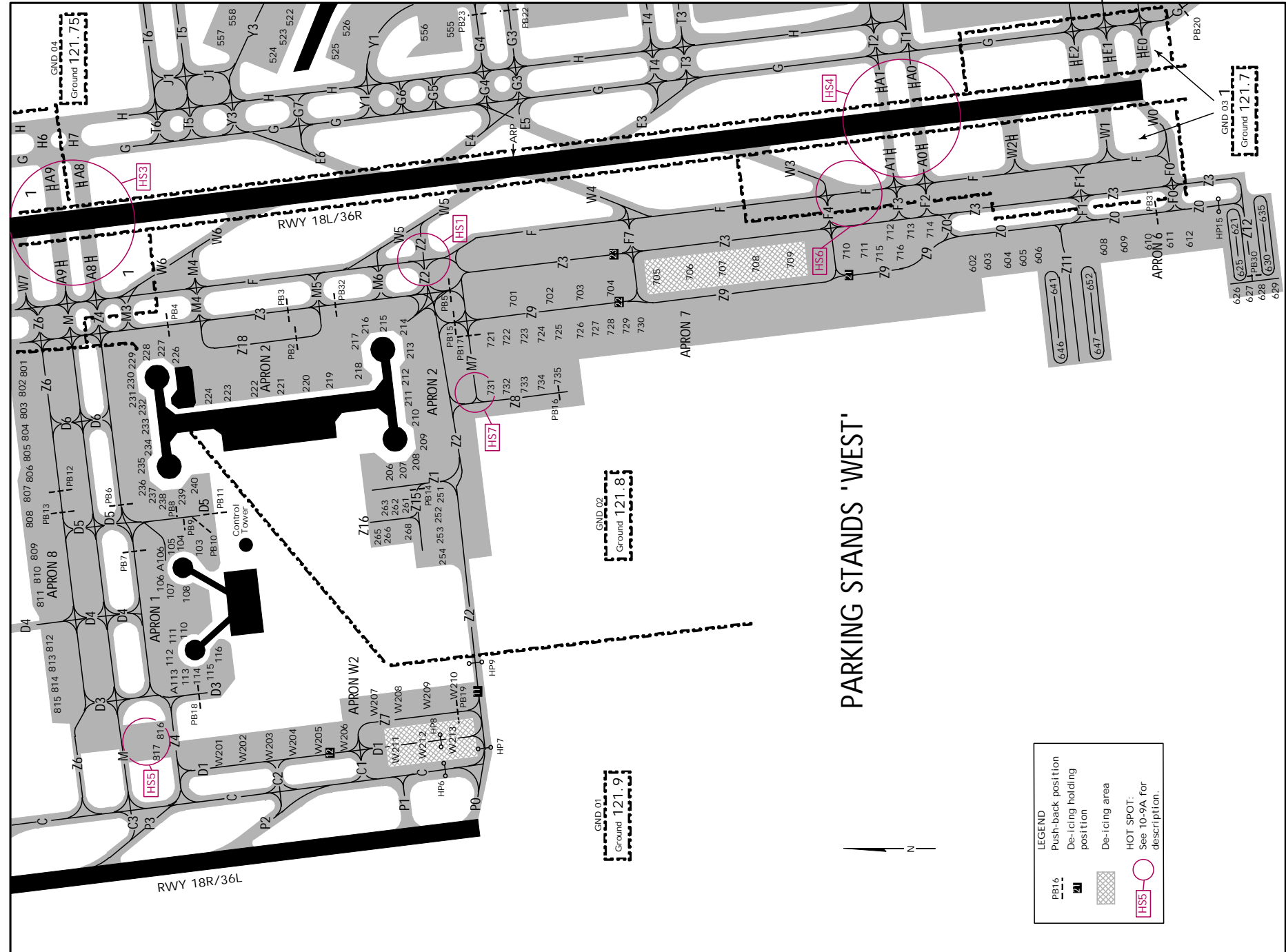


Route ID	Direction	Description	Beginning point	Ending point
Route 1	Two-way	Z7-C1-D1-Z4-D3	Intersection of Z7 & Z2 or D3 & Z6	Intersection of D3 & Z6 or Z7 & Z2
Route 2	Two-way	D4-S4-C-P9	Intersection of D4 & Z4	P9
Route 3	One-way	D4-S5-Z3-M1-D9, hold short of HP5	Intersection of D4 & Z4	HP5
Route 4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

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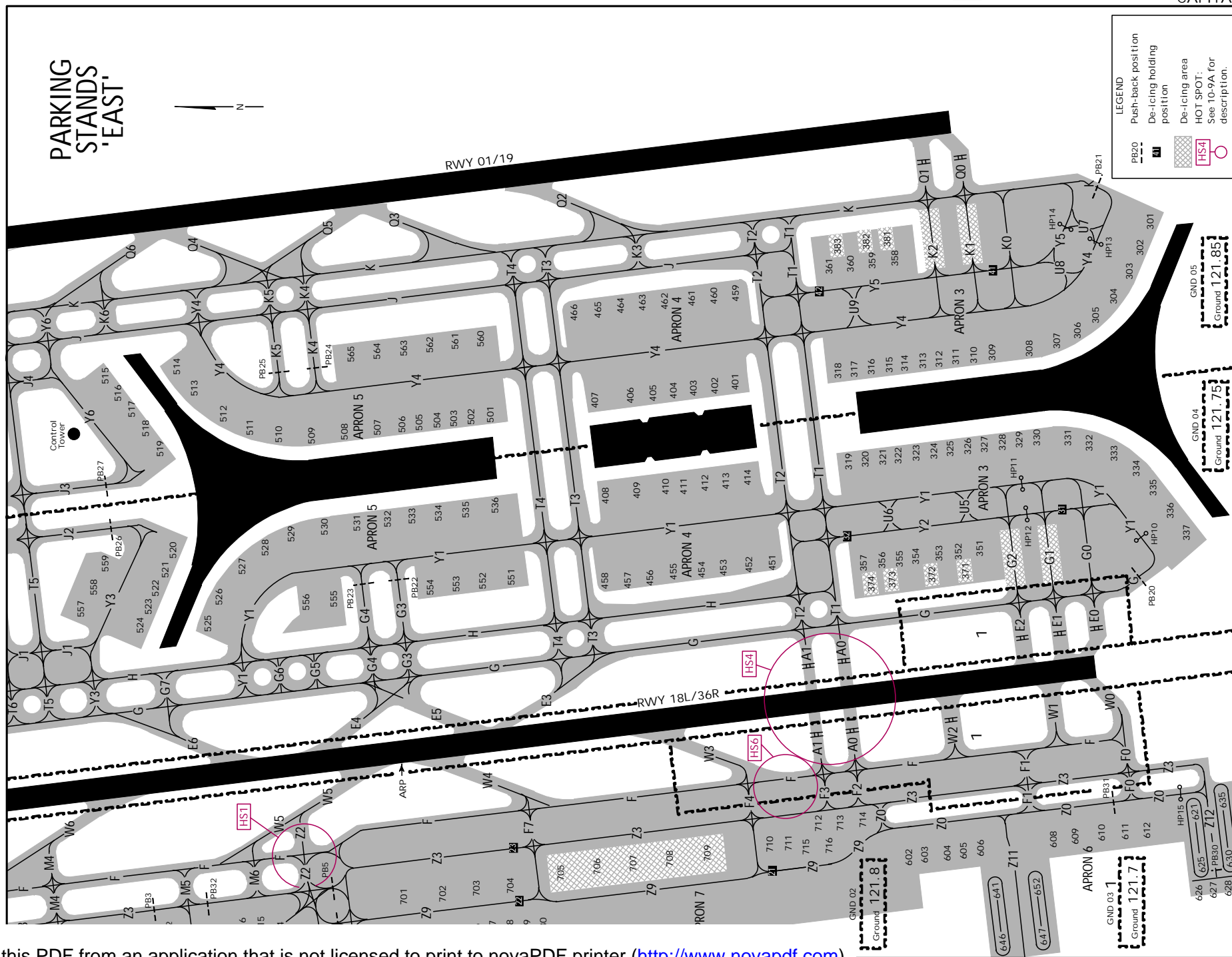
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5 SEP 14 (10-9E) .Eff.17.Sep.1600Z. CAPITAL



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BEIJING, PR OF CHINA

5 SEP 14

(10-9F)

.Eff.17.Sep.1600Z.

CAPITAL

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
103	N40 04.9 E116 35.0	456 thru 458	N40 04.0 E116 36.2
104	N40 04.9 E116 35.1	459 thru 462	N40 03.9 E116 36.7
105 thru 108	N40 04.9 E116 35.0	463 thru 465	N40 04.0 E116 36.7
110	N40 04.9 E116 34.9	466	N40 04.1 E116 36.7
111 thru 114	N40 04.9 E116 34.8	501, 502	N40 04.2 E116 36.5
115, 116	N40 04.8 E116 34.8	503 thru 506	N40 04.3 E116 36.5
205, 206	N40 04.6 E116 35.2	507, 508	N40 04.4 E116 36.5
207, 208	N40 04.5 E116 35.2	509, 510	N40 04.5 E116 36.5
209, 210	N40 04.5 E116 35.3	511, 512	N40 04.6 E116 36.5
211, 212	N40 04.5 E116 35.4	513	N40 04.6 E116 36.6
213, 214	N40 04.5 E116 35.5	514	N40 04.7 E116 36.6
215 thru 217	N40 04.6 E116 35.5	515	N40 04.8 E116 36.6
218, 219	N40 04.6 E116 35.4	516	N40 04.8 E116 36.5
220, 221	N40 04.7 E116 35.4	517, 518	N40 04.7 E116 36.5
222 thru 224	N40 04.8 E116 35.4	519	N40 04.7 E116 36.4
226	N40 04.9 E116 35.4	520	N40 04.7 E116 36.3
227, 228	N40 04.9 E116 35.5	521, 522	N40 04.7 E116 36.2
229 thru 231	N40 05.0 E116 35.4	523, 524	N40 04.7 E116 36.1
232 thru 234	N40 05.0 E116 35.3	525	N40 04.6 E116 36.1
235, 236	N40 05.0 E116 35.2	526, 527	N40 04.6 E116 36.2
237, 238	N40 04.9 E116 35.1	528	N40 04.5 E116 36.2
239, 240	N40 04.9 E116 35.2	529, 530	N40 04.5 E116 36.3
251 thru 253	N40 04.5 E116 35.1	531, 532	N40 04.4 E116 36.3
254	N40 04.5 E116 35.0	533, 534	N40 04.3 E116 36.3
261, 262	N40 04.5 E116 35.1	535, 536	N40 04.2 E116 36.3
263 thru 265	N40 04.6 E116 35.1	551 thru 553	N40 04.2 E116 36.2
266 thru 268	N40 04.5 E116 35.1	554	N40 04.3 E116 36.2
301	N40 03.2 E116 36.9	555	N40 04.4 E116 36.1
302, 303	N40 03.3 E116 36.8	556	N40 04.5 E116 36.1
304 thru 306	N40 03.3 E116 36.7	557	N40 04.8 E116 36.1
307, 308	N40 03.4 E116 36.6	558, 559	N40 04.8 E116 36.2
309 thru 312	N40 03.5 E116 36.6	560	N40 04.2 E116 36.6
313 thru 316	N40 03.6 E116 36.6	561 thru 563	N40 04.3 E116 36.6
317, 318	N40 03.7 E116 36.6	564, 565	N40 04.4 E116 36.6
319, 320	N40 03.7 E116 36.4	602	N40 03.6 E116 35.6
321 thru 324	N40 03.6 E116 36.4	603	N40 03.6 E116 35.7
325 thru 328	N40 03.5 E116 36.4	604 thru 606	N40 03.5 E116 35.7
329 thru 331	N40 03.4 E116 36.4	608, 609	N40 03.4 E116 35.7
332 thru 334	N40 03.3 E116 36.4	610, 611	N40 03.3 E116 35.7
335 thru 337	N40 03.2 E116 36.3	612, 621 thru 623	N40 03.2 E116 35.7
351 thru 353	N40 03.5 E116 36.2	624 thru 627	N40 03.2 E116 35.6
354 thru 356	N40 03.6 E116 36.2	628 thru 631	N40 03.1 E116 35.6
357	N40 03.7 E116 36.2	632 thru 634	N40 03.1 E116 35.7
358, 359	N40 03.6 E116 36.8	635	N40 03.1 E116 35.8
360, 361	N40 03.7 E116 36.8	641, 642	N40 03.5 E116 35.6
401, 402	N40 03.9 E116 36.6	643	N40 03.5 E116 35.5
403, 404	N40 03.9 E116 36.5	644, 645	N40 03.4 E116 35.5
405, 406	N40 04.0 E116 36.5	646	N40 03.4 E116 35.4
407	N40 04.1 E116 36.5	647 thru 649	N40 03.4 E116 35.5
408, 409	N40 04.0 E116 36.3	650 thru 652	N40 03.4 E116 35.6
410	N40 03.9 E116 36.3	701	N40 04.4 E116 35.6
411, 412	N40 03.9 E116 36.4	702	N40 04.3 E116 35.6
413, 414	N40 03.8 E116 36.4	703, 704	N40 04.2 E116 35.6
451, 452	N40 03.8 E116 36.2	705, 706	N40 04.1 E116 35.6

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5 SEP 14



JEPPESEN

(10-9G)

.Eff.17.Sep.1600Z.

BEIJING, PR OF CHINA

CAPITAL

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
709	N40 03.9 E116 35.7	W203 thru W205	N40 04.7 E116 34.7
710, 711	N40 03.8 E116 35.7	W206 thru W208	N40 04.6 E116 34.7
712 thru 716	N40 03.7 E116 35.7	W209	N40 04.5 E116 34.7
721, 722	N40 04.4 E116 35.5	W210	N40 04.5 E116 34.8
723 thru 725	N40 04.3 E116 35.5	W501	N40 05.9 E116 34.6
726 thru 729	N40 04.2 E116 35.5	W502, W503	N40 05.9 E116 34.5
730	N40 04.1 E116 35.5	W504	N40 05.9 E116 34.4
731, 732	N40 04.4 E116 35.4	W505 thru W507	N40 05.9 E116 34.5
733 thru 735	N40 04.3 E116 35.4	W508, W509	N40 06.0 E116 34.5
801, 802	N40 05.1 E116 35.4	W510, W511	N40 06.0 E116 34.4
803 thru 805	N40 05.1 E116 35.3		
806, 807	N40 05.1 E116 35.2		
808	N40 05.1 E116 35.1		
809, 810	N40 05.1 E116 35.0		
811	N40 05.1 E116 34.9		
812, 813	N40 05.1 E116 34.8		
814, 815	N40 05.1 E116 34.7		
816	N40 04.9 E116 34.7		
817	N40 04.9 E116 34.6		
951A thru 952B	N40 05.3 E116 36.0		
953A thru 953B	N40 05.4 E116 36.0		
954	N40 05.5 E116 35.9		
955A thru 955B	N40 05.3 E116 36.5		
956A thru 956B	N40 05.4 E116 36.5		
957A thru 958	N40 05.5 E116 36.5		
M01 thru M03	N40 05.8 E116 36.5		
M04	N40 05.9 E116 36.5		
M05	N40 05.9 E116 36.4		
M06 thru M08	N40 06.0 E116 36.4		
M09A thru M10B	N40 06.1 E116 36.4		
M11	N40 06.2 E116 36.4		
N101, N102	N40 05.7 E116 35.3		
N103 thru N104B	N40 05.8 E116 35.3		
N105A thru N105B	N40 05.9 E116 35.3		
N106A thru N106B	N40 05.9 E116 35.2		
N107, N108	N40 06.0 E116 35.2		
N109, N110	N40 06.1 E116 35.2		
N201 thru N203	N40 05.7 E116 36.0		
N204 thru N205B	N40 05.8 E116 36.0		
N206A thru N206B	N40 05.9 E116 36.0		
N207A thru N208	N40 06.0 E116 35.9		
N209 thru N211	N40 06.1 E116 35.9		
N212, N213	N40 06.2 E116 35.9		
N214 thru N216	N40 06.2 E116 35.8		
N217, N218	N40 06.1 E116 35.8		
W101	N40 05.4 E116 34.9		
W103	N40 05.4 E116 34.8		
W104, W105	N40 05.4 E116 34.7		
W106	N40 05.4 E116 34.6		
W107	N40 05.4 E116 34.5		
W108, W108A	N40 05.5 E116 34.5		
W109 thru W111	N40 05.5 E116 34.6		
W112, W113	N40 05.5 E116 34.7		
W201	N40 04.8 E116 34.6		

ZBAA/PEK

JEPPESEN

BEIJING, PR OF CHINA

5 SEP 14

(10-9H)

.Eff.17.Sep.1600Z.

CAPITAL

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



START-OF-DOCKING

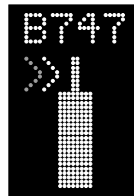
When the system is started, "WAIT" will be displayed.



CAPTURE

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

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

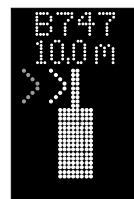


TRACKING

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

A flashing red arrow indicates the direction to turn.

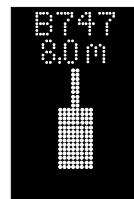
The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



CLOSING RATE

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

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



ALIGNED TO CENTER

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



SLOW DOWN

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



AZIMUTH GUIDANCE

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



STOP POSITION REACHED

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

ZBAA/PEK



JEPPESEN

BEIJING, PR OF CHINA

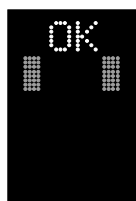
5 SEP 14

(10-9J)

.Eff.17.Sep.1600Z.

CAPITAL

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



DOCKING COMPLETED

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

OVERSHOOT

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

WAIT

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

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

SLOW

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

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

AIRCRAFT VERIFICATION FAILURE

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

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

GATE BLOCKED

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

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

VIEW BLOCKED

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

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

SBU-STOP

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

A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST

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

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

EMERGENCY STOP

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

CHOCKS ON

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

ERROR

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

SYSTEM BREAKDOWN

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

POWER FAILURE

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

ZBAA/PEK

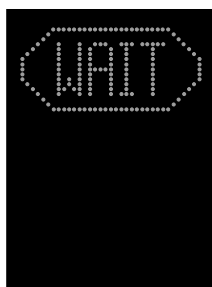
5 SEP 14 10-9K

.Eff.17.Sep.1600Z.

BEIJING, PR OF CHINA

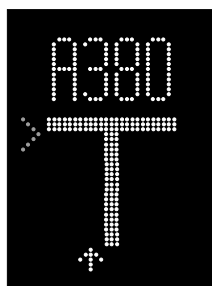
CAPITAL

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513



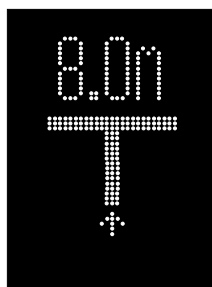
START-OF-DOCKING

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



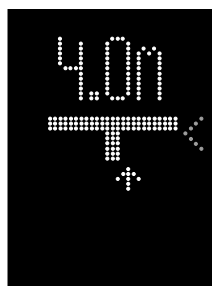
TRACKING

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



ALIGNED TO CENTER

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



AZIMUTH GUIDANCE

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

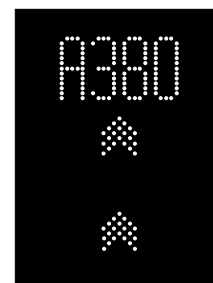


DOCKING COMPLETED

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

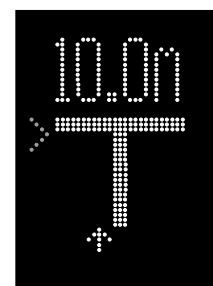
CAPTURE

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



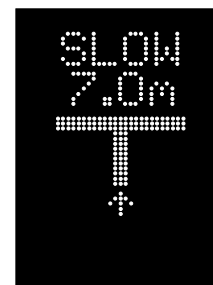
CLOSING RATE

Display of digital count-down will start when the aircraft is 98'/30m from stop position. When the aircraft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.



SLOW DOWN

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



STOP POSITION REACHED

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



OVERSHOOT

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



ZBAA/PEK

5 SEP 14 **JEPPESEN**

(10-9L)

.Eff.17.Sep.1600Z.

BEIJING, PR OF CHINA

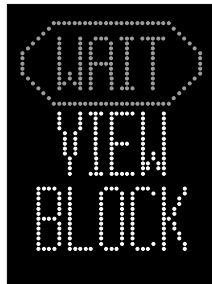
CAPITAL

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.

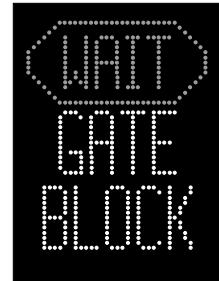


VIEW BLOCKED

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.



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15 AUG 14

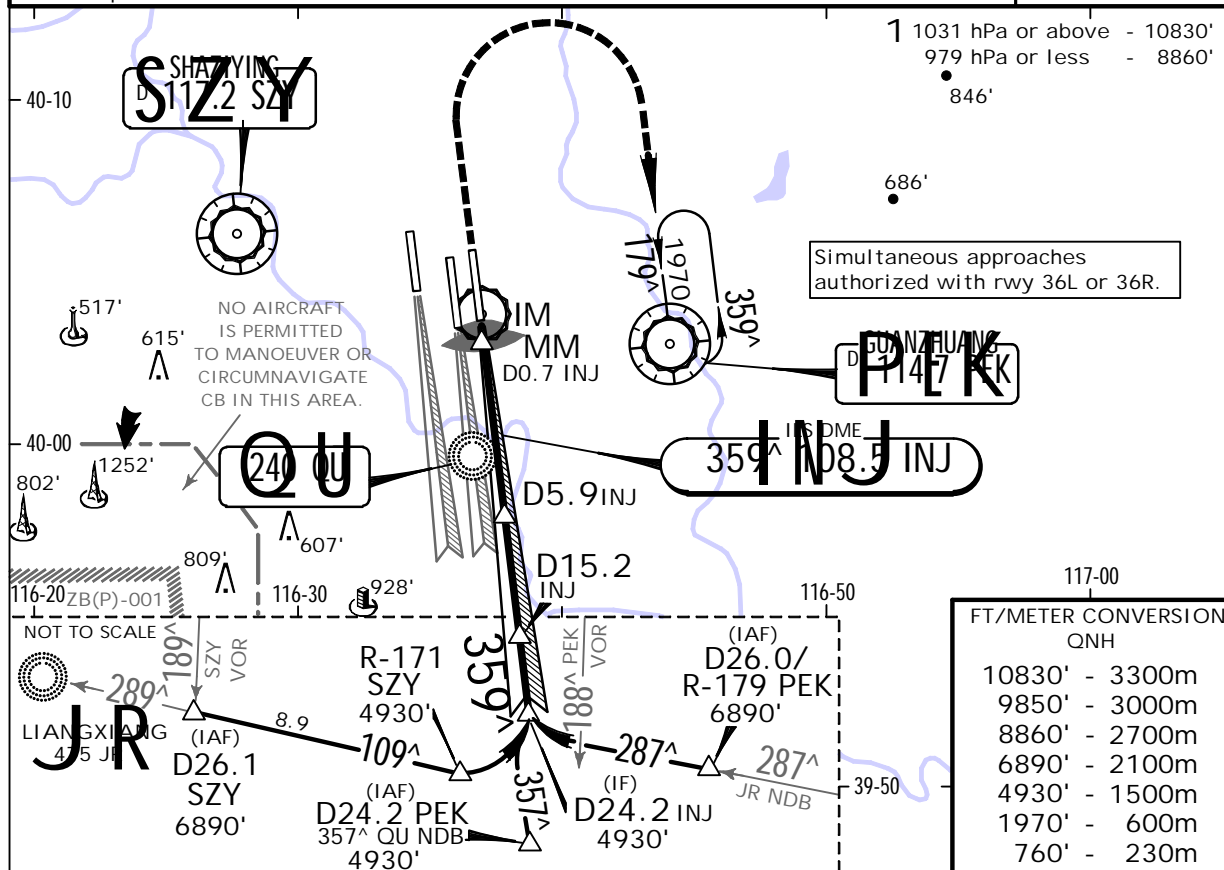
(11-1)

Eff. 20. Aug. 1600Z.

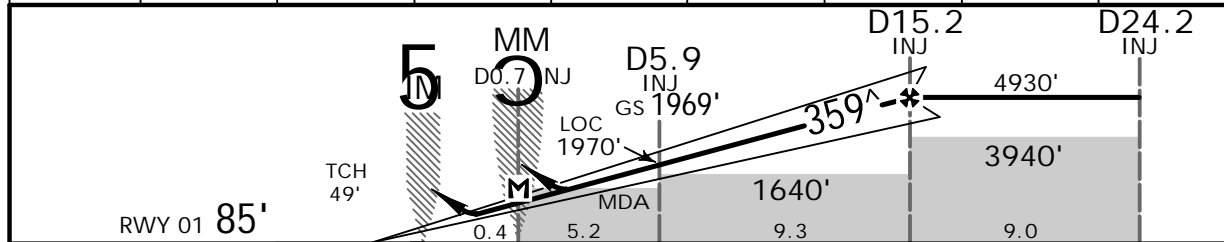
BEIJING, PR OF CHINA
ILS Rwy 01

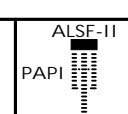
BRIEFING STRIP™

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



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		760'	1970'	PEK 114.7
ILS GS or LOC Descent Angle	372	478	531	637	743	849		↑	↻ RT	
MAP at MM/DO.7 INJ										

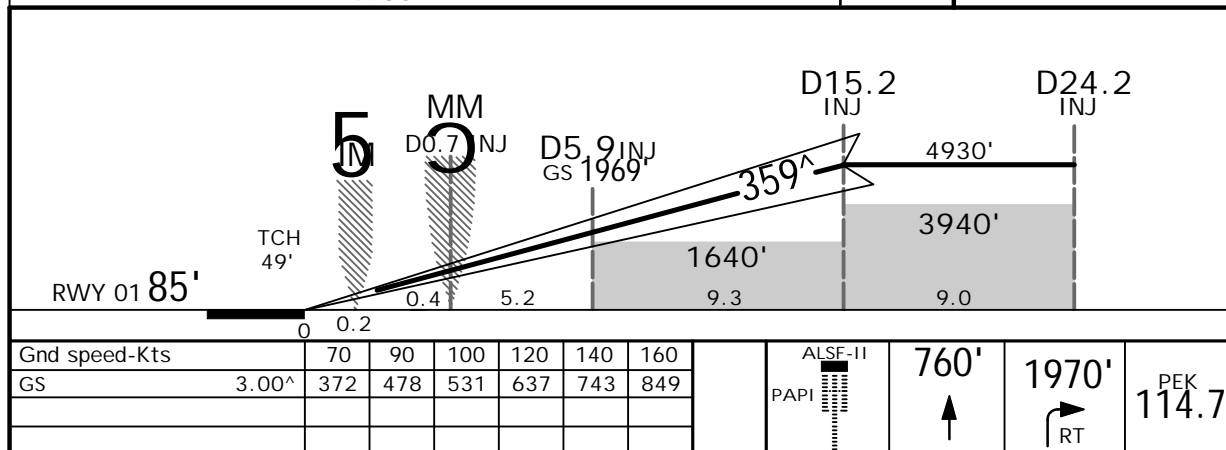
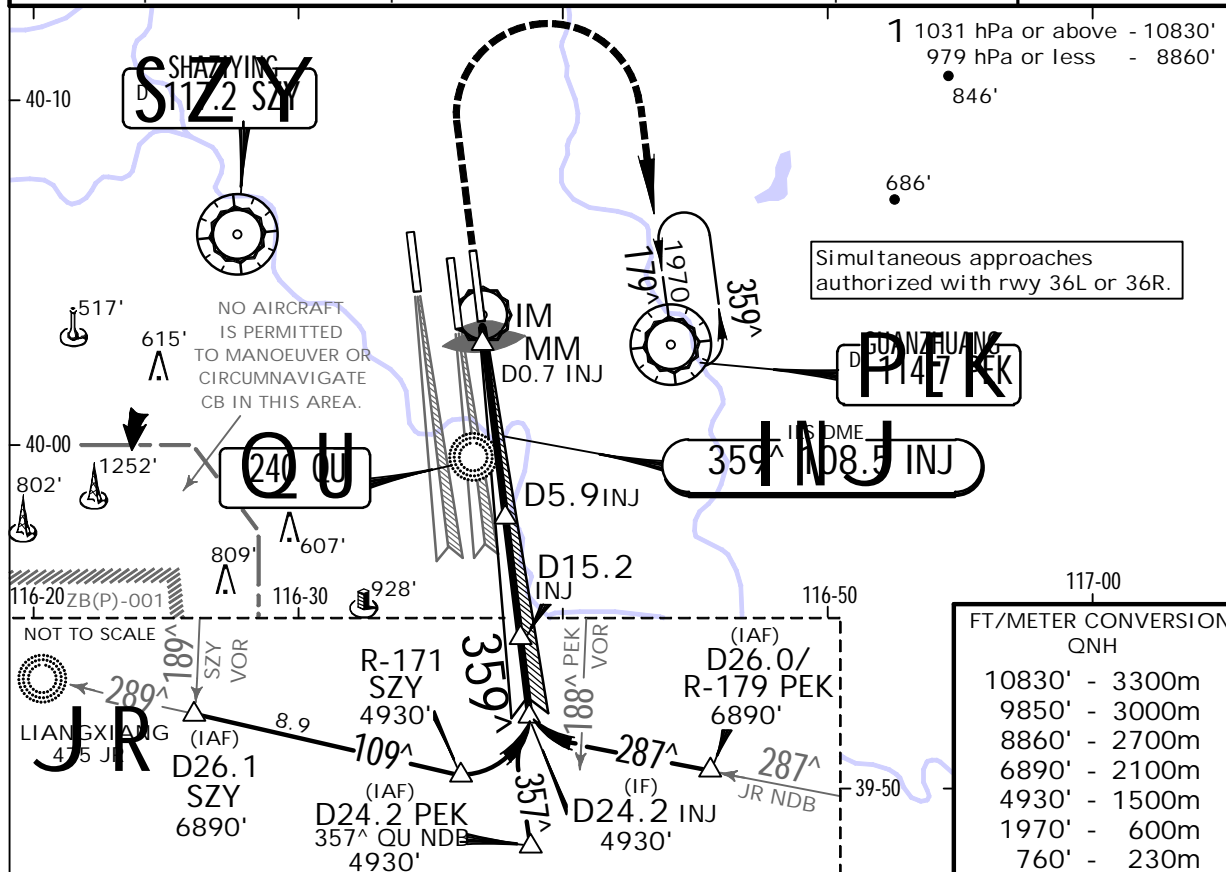
Standard.			STRAIGHT-IN LANDING RWY 01			CIRCLE-TO-LAND	
ILS			LOC (GS out)			Not authorized	
DA(H) 331' (246')			CDFA			West of rwy	
A: 315' (230')			MDA(H) 560' (475')				
D: 348' (263')							
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1900m		100	690'(575') 1600m 1
B					135		
C			1300m		1900m	2200m	180
D	RVR 600m VIS 800m				205	870'(755') 3600m	

ZBAA/PEK
CAPITAL

15 AUG 14
Eff. 20 Aug. 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		118.05		121.85	
LOC INJ 108.5	Final Apch Crs 359^	GS D5.9 INJ 1969' (1884')	CAT II RA112 DA(H) 185' (100')	Apt Elev 115'	RWY 85'		
<p>MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to reach PEK VOR at 1970'. Join holding and contact ATC.</p>							
<p>Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850' 1</p> <p>1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.</p>							



Standard.

STRAIGHT-IN LANDING RWY 01
CAT II ILS

ABC
RA 112'
DA(H) 185' (100')

RA 112'
DA(H) 185' (100')

RVR 300m

RVR 350m

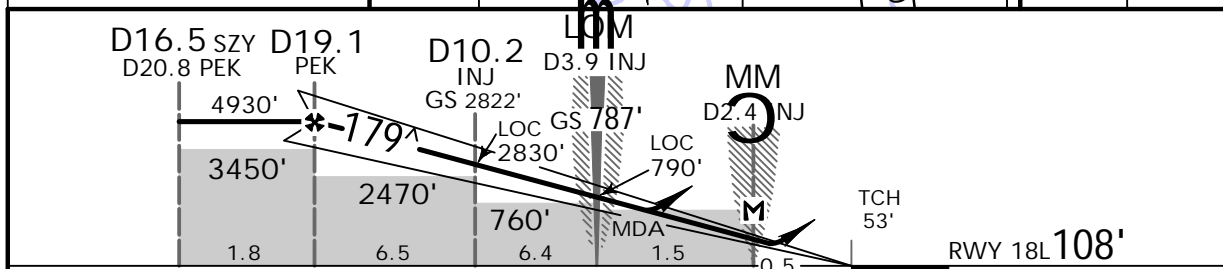
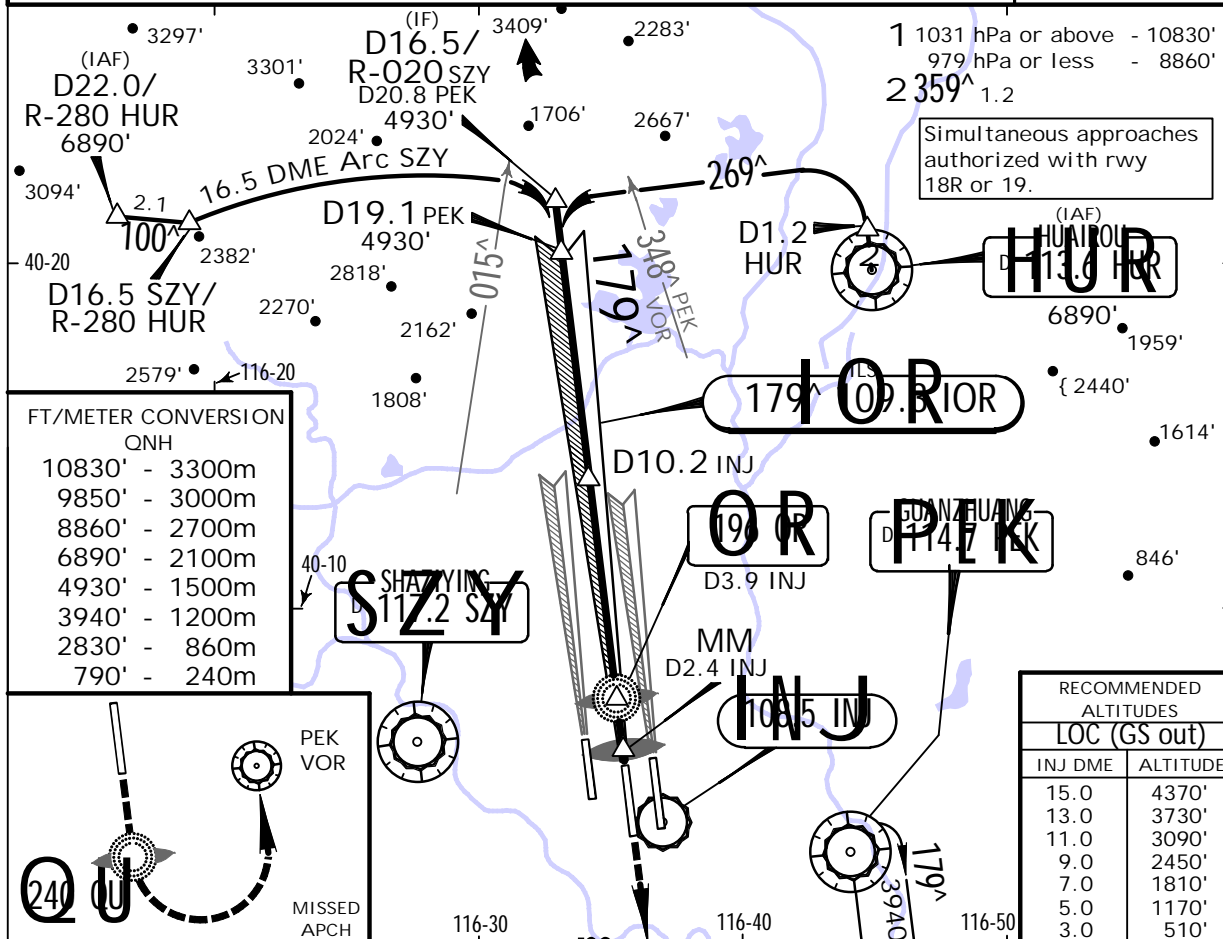
ZBAA/PEK
CAPITAL

15 AUG 14
Eff. 20.Aug.1600Z. (11-2)

BEIJING, PR OF CHINA
ILS DME Rwy 18L

BRIEFING STRIP

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



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

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

IS OPS

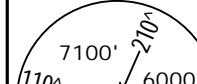
ZBAA/PEK
CAPITAL

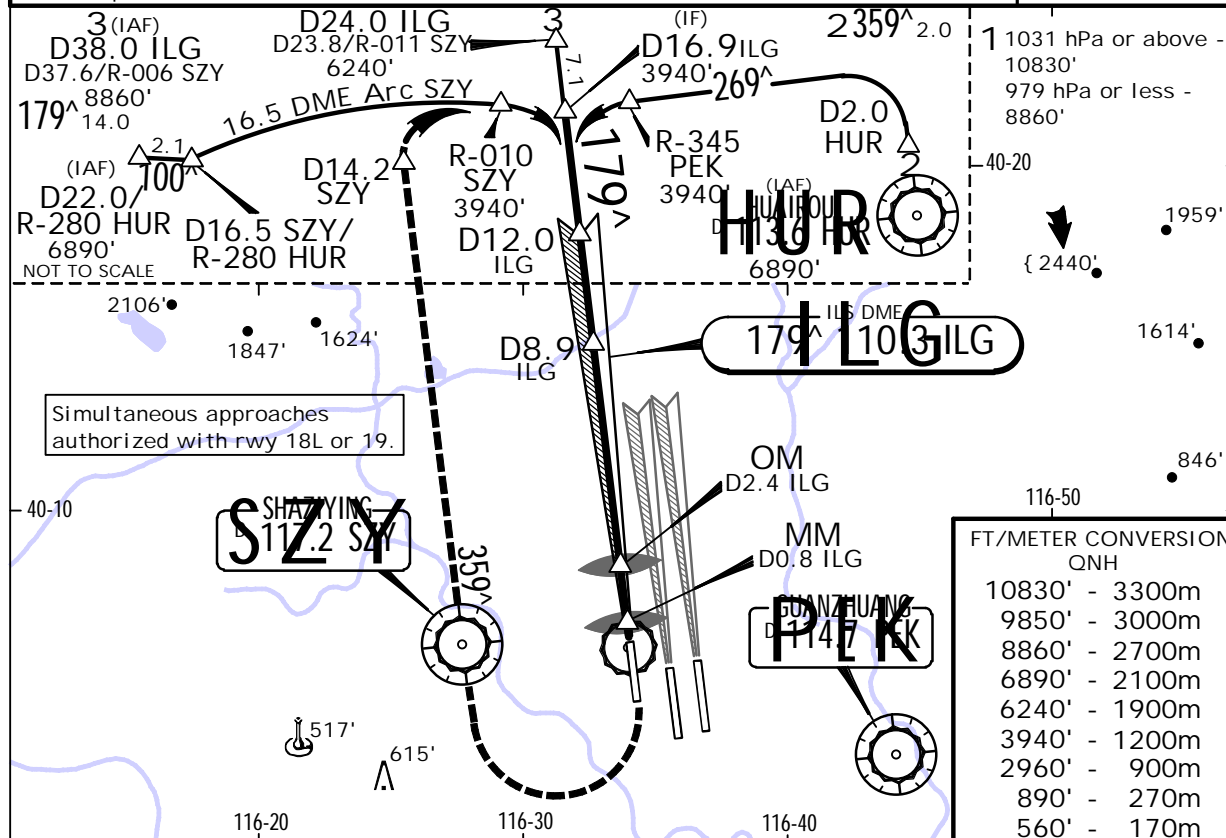
15 AUG 14
Eff. 20 AUG 1600Z (11-3)

JEPPESEN

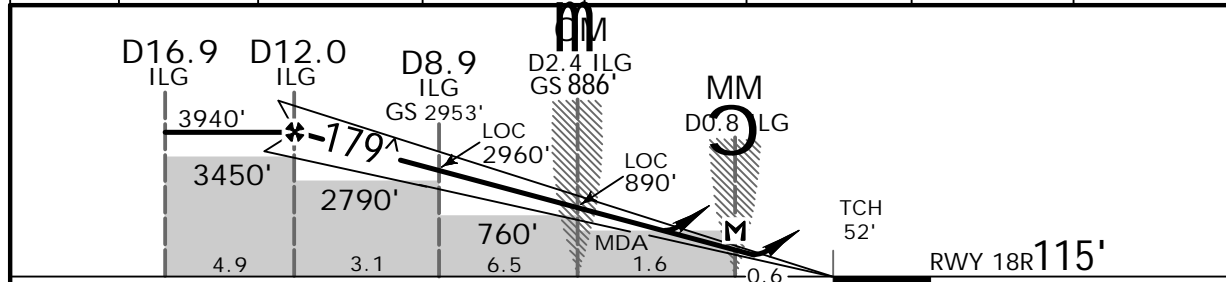
BEIJING, PR OF CHINA
ILS DME Rwy 18R

BRIEFING STRIP

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



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		560' ↑	117.2 RT
ILS GS or	372	478	531	637	743	849			
LOC Descent Angle 3.00°									
MAP at MM/D0.8 ILG									

Standard ILS				STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND	
DA(H) AB: 315' (200') CD: 328' (213') FULL Limited ALS out				LOC (GS out) 500' (385') CDFA MDA(H)		Not authorized East of rwy MDA(H) VIS	
A						100	690'(575') 1600m
B						135	
C	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1300m	1500m	180	870'(755') 3200m
D					1800m	205	870'(755') 3600m

IS OPS

ZBAA/PEK
CAPITAL

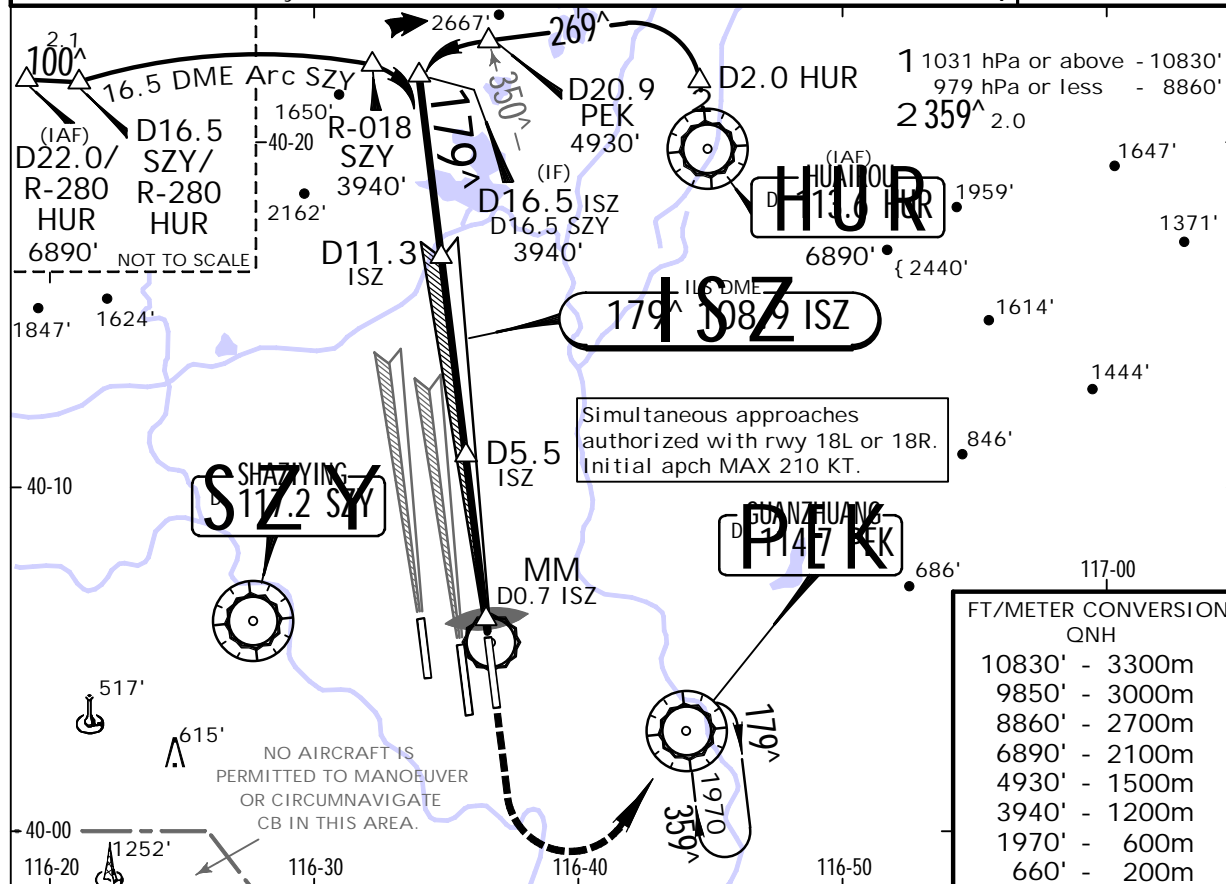
15 AUG 14
Eff. 20 Aug 1600Z. (11-4)

JEPPESSEN

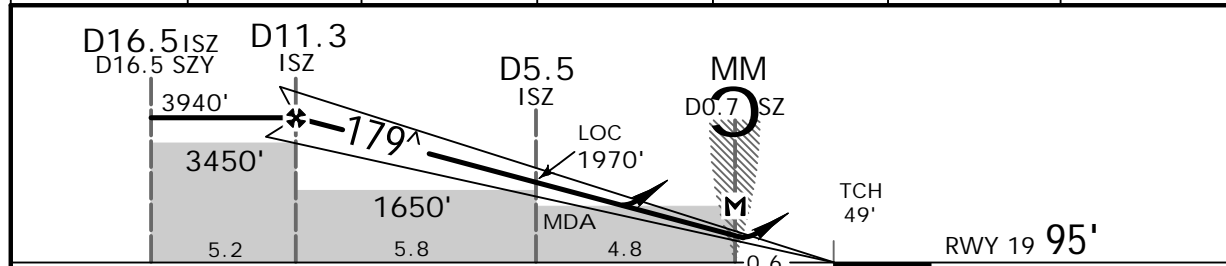
BEIJING, PR OF CHINA
ILS DME Rwy 19

BRIEFING STRIP™

D-ATIS Arrival		BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1		*BEIJING Tower		Ground	
127.6		120.6		118.05		121.85	
LOC ISZ 108.9	Final Apch Crs 179^	GS D11.3 ISZ 3940' (3845')	ILS DA(H) 295' (200')	Apt Elev 115' RWY 95'			
MISSED APCH: Climb STRAIGHT AHEAD to 660', then turn LEFT to reach PEK VOR at 1970'. Join holding and contact ATC.							
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850' 1							
MSA PEK VOR							



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		660'	1970'	PEK 114.7
ILS GS or LOC Descent Angle 3.20°	396	510	566	679	793	906				
MAP at MM/D0.7 ISZ										

Standard.				STRAIGHT-IN LANDING Rwy 19		LOC (GS out)		CIRCLE-TO-LAND	
				ILS		CDFA		Not authorized West of rwy	
				DA(H) 295' (200')		MDA(H) 560' (465')			
				FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A								100	
B								135	690'(575') 1600m 1
C	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m					180	870'(755') 3200m
D								205	870'(755') 3600m

IS OPS

ZBAA/PEK
CAPITAL

15 AUG 14
Eff. 20 Aug. 1600Z.

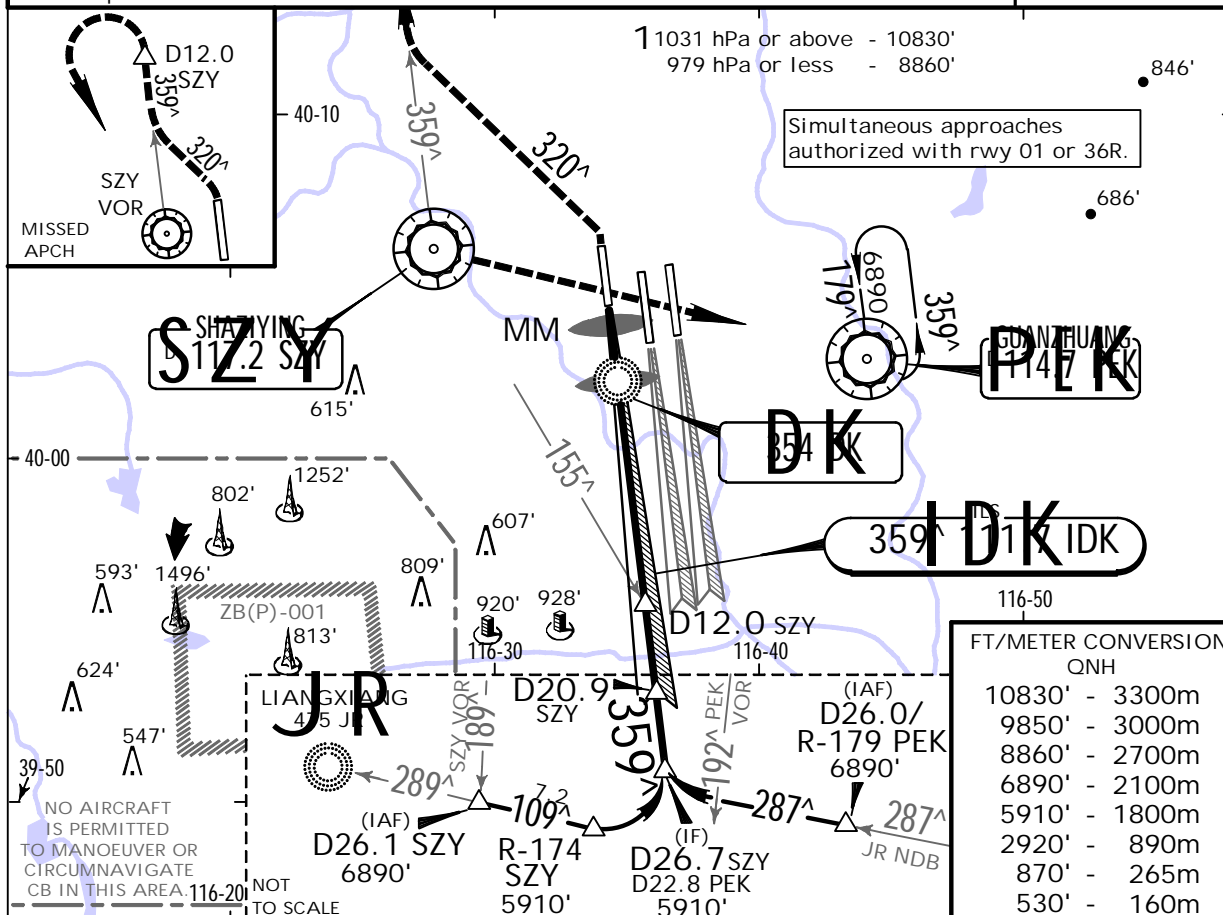
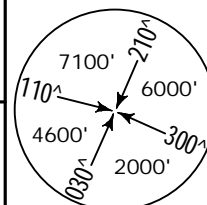
(11-5)

JEPPESSEN

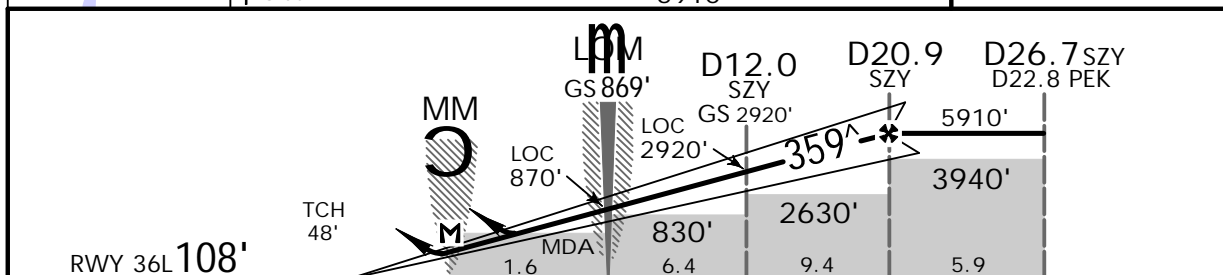
BEIJING, PR OF CHINA
ILS DME Rwy 36L

BRIEFING STRIP

D-ATIS Arrival 127.6	FOR SECTORS REFER TO AREA CHART BEIJING 10-1	BEIJING Approach (R) 120.6	BEIJING Tower 124.3	Ground 121.9
LOC IDK 111.7	Final Apch Crs 359 [^]	GS LOM 869' (761')	ILS DA(H) Refer to Minimums	Apt Elev 115' RWY 108'
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 Initial apch MAX 210 KT.	Rwy Elev: 4 hPa	Trans level: FL 118	Trans alt: 9850' 1	MSA PEK VOR



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									


Standard.			STRAIGHT-IN LANDING RWY 36L			CIRCLE-TO-LAND		
ILS			LOC (GS out)			Not authorized East of rwy		
DA(H) AB: 308' (200') CD: 321' (213')			MDA(H) 450' (342')					
FULL			Limited			ALS out		
A			B			C		
RVR 550m VIS 800m			RVR 750m VIS 800m			1200m		
C			D			1100m		
						1200m		
						1500m		
						1600m		
						Max Kts		
						100		
						135		
						180		
						205		
						690' (575') 1600m		
						870' (755') 3200m		
						870' (755') 3600m		

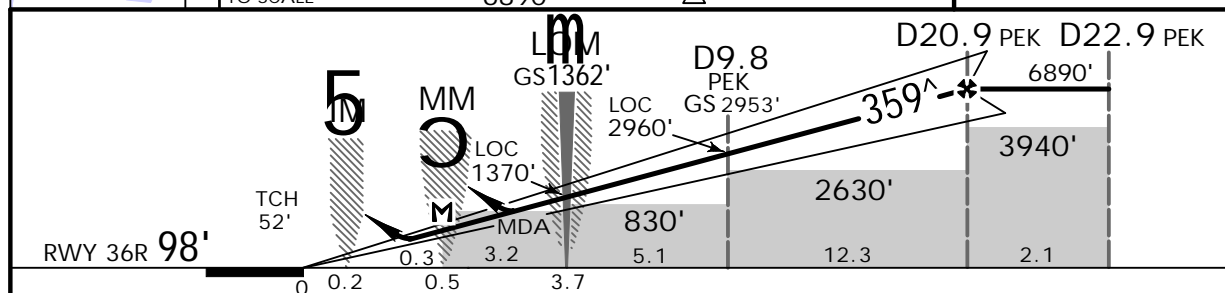
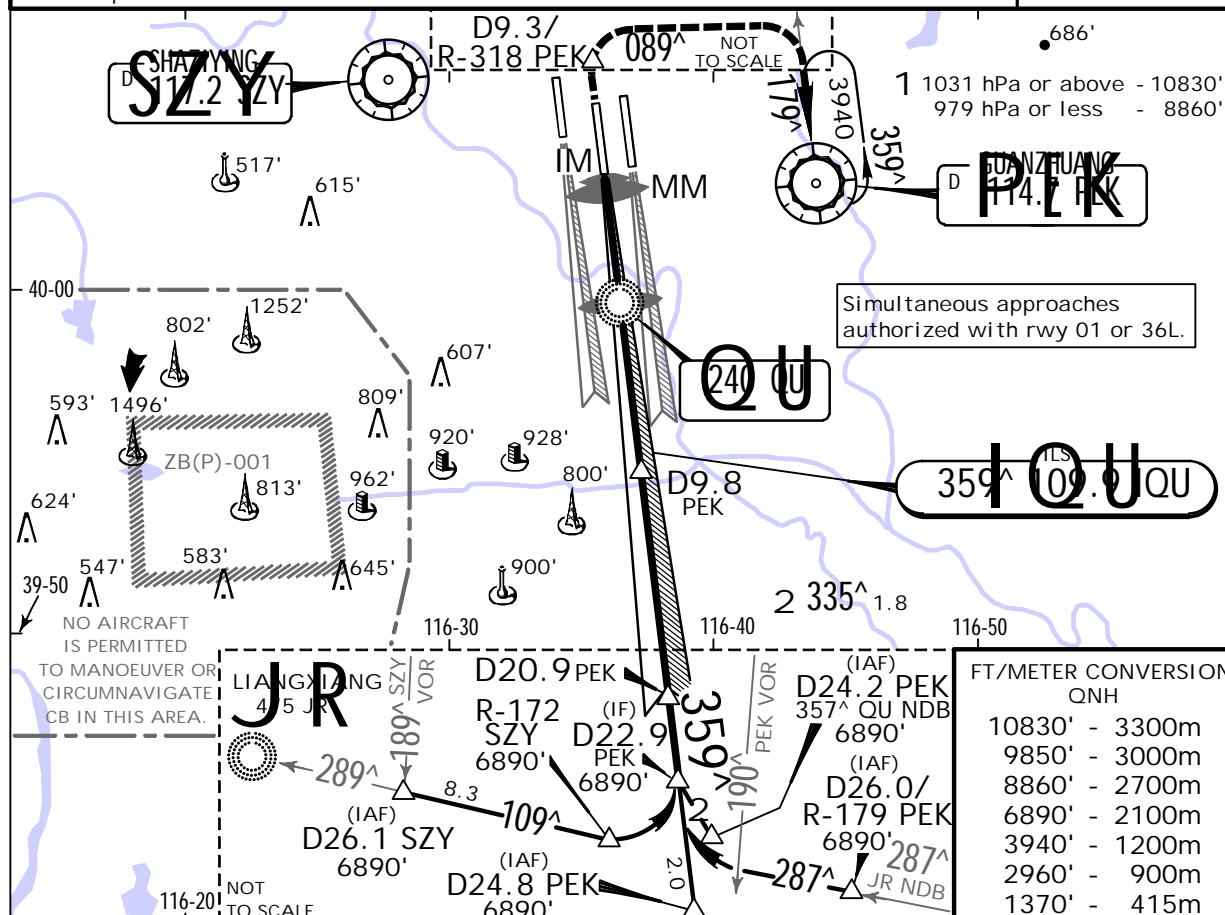
ZBAA/PEK
CAPITAL




15 AUG 14
Eff. 20 Aug 1600Z

JEPPESEN

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



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									

Standard.					CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 36R				LOC (GS out)				
ILS				CDFA				
298' (200')				MDA(H) 430' (332')				
FULL		Limited	ALS out	ALS out				
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1100m	1500m	Max Kts.	MDA(H)	VIS
B						100	690'(575')	1600m
C				135		870'(755')	3200m	
D				180		870'(755')	3200m	
				1200m		205	870'(755')	3600m

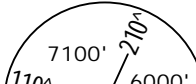
ZBAA/PEK
CAPITAL

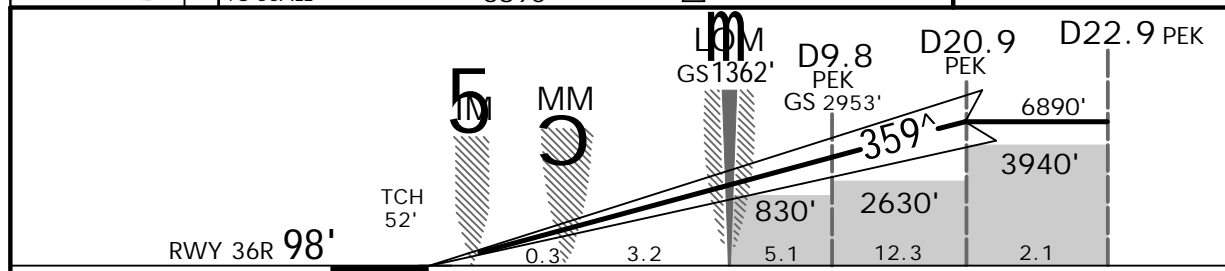
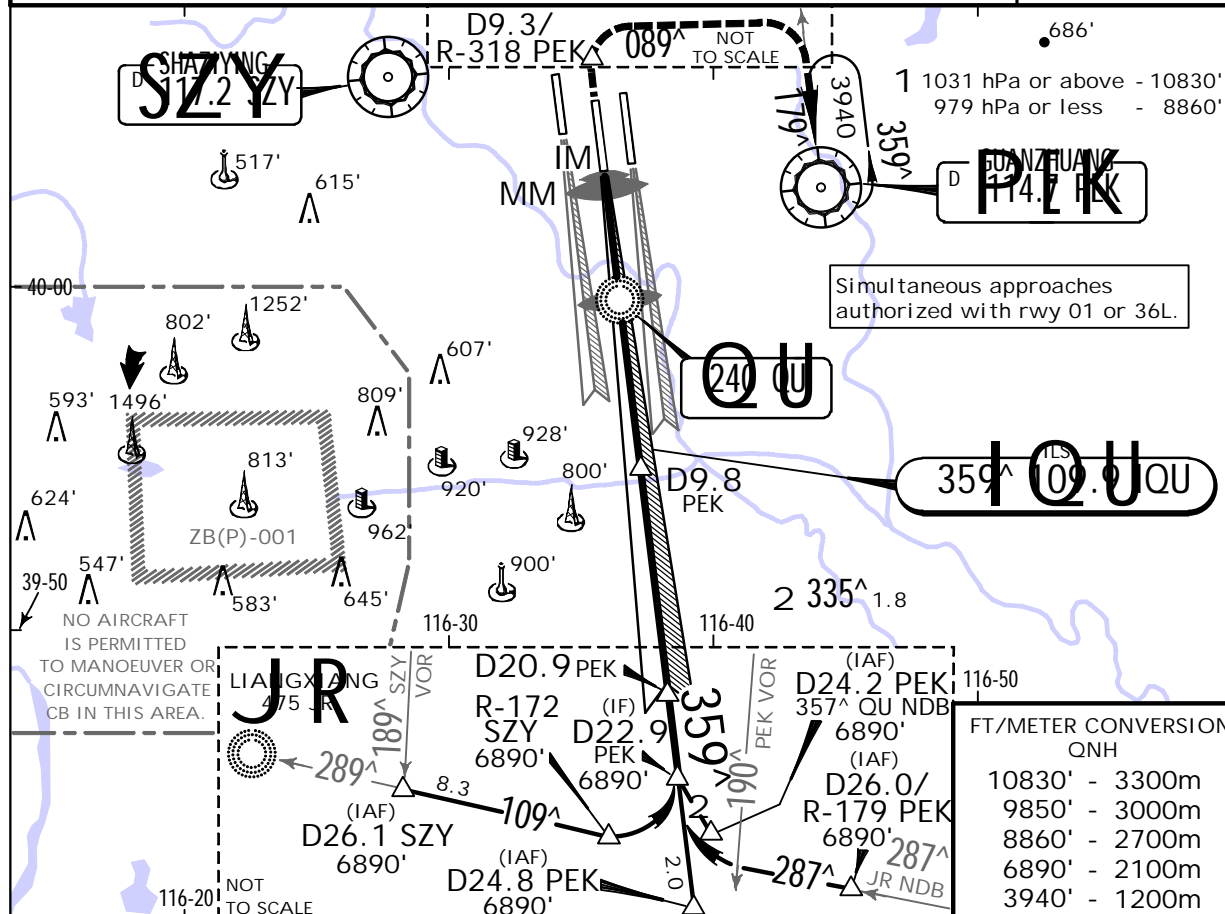
15 AUG 14
Eff. 20 Aug. 1600Z. (11-6A)

JEPPESSEN

BEIJING, PR OF CHINA
CAT II ILS Rwy 36R

BRIEFING STRIP

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



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

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

JS OPS