DEPARTURE (ZBAA -> ZSSS): ZBAA (Beijing Capital)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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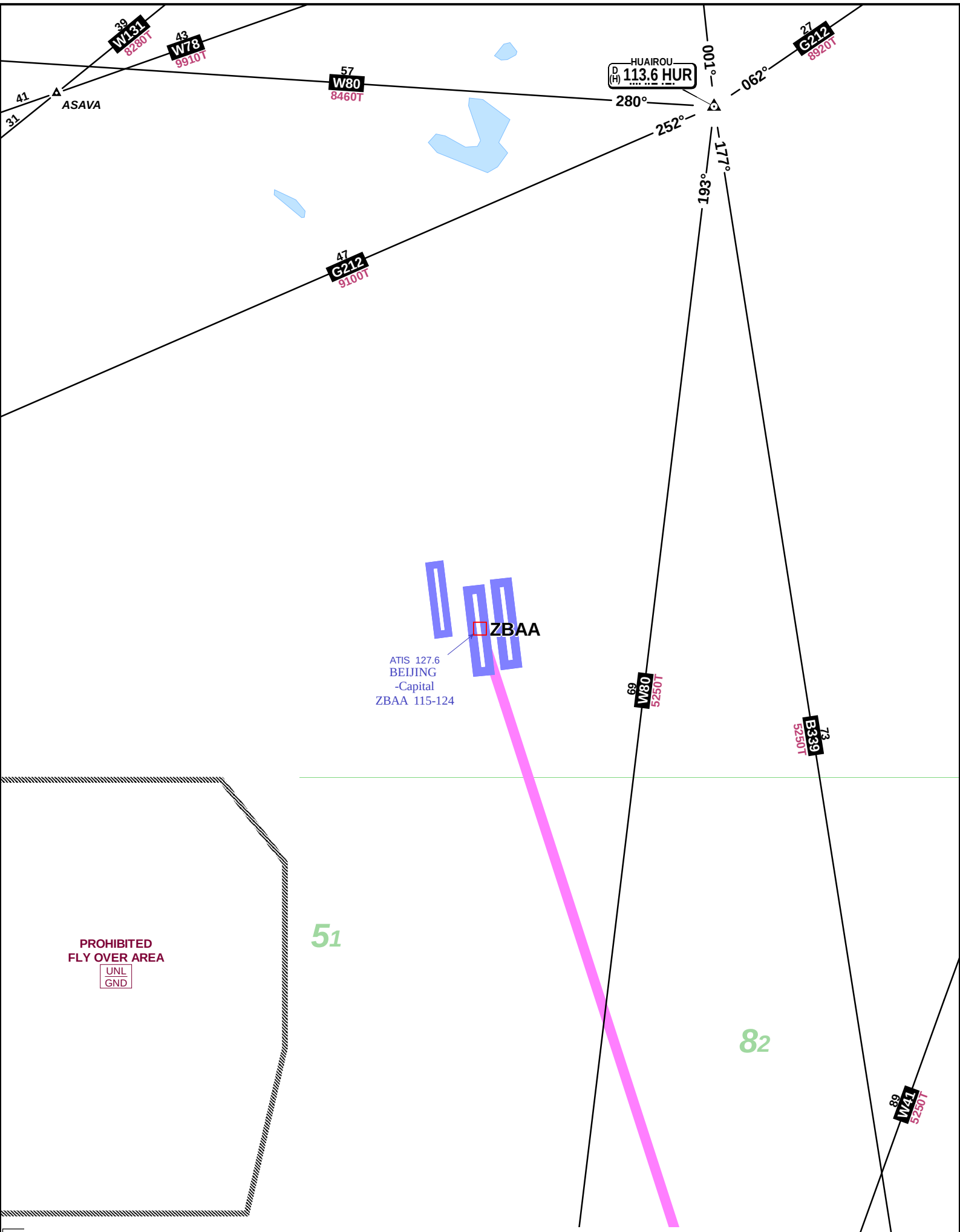
JeppView 3.6.2.0



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DESTINATION (ZBAA -> ZSSS): ZSSS (Hongqiao)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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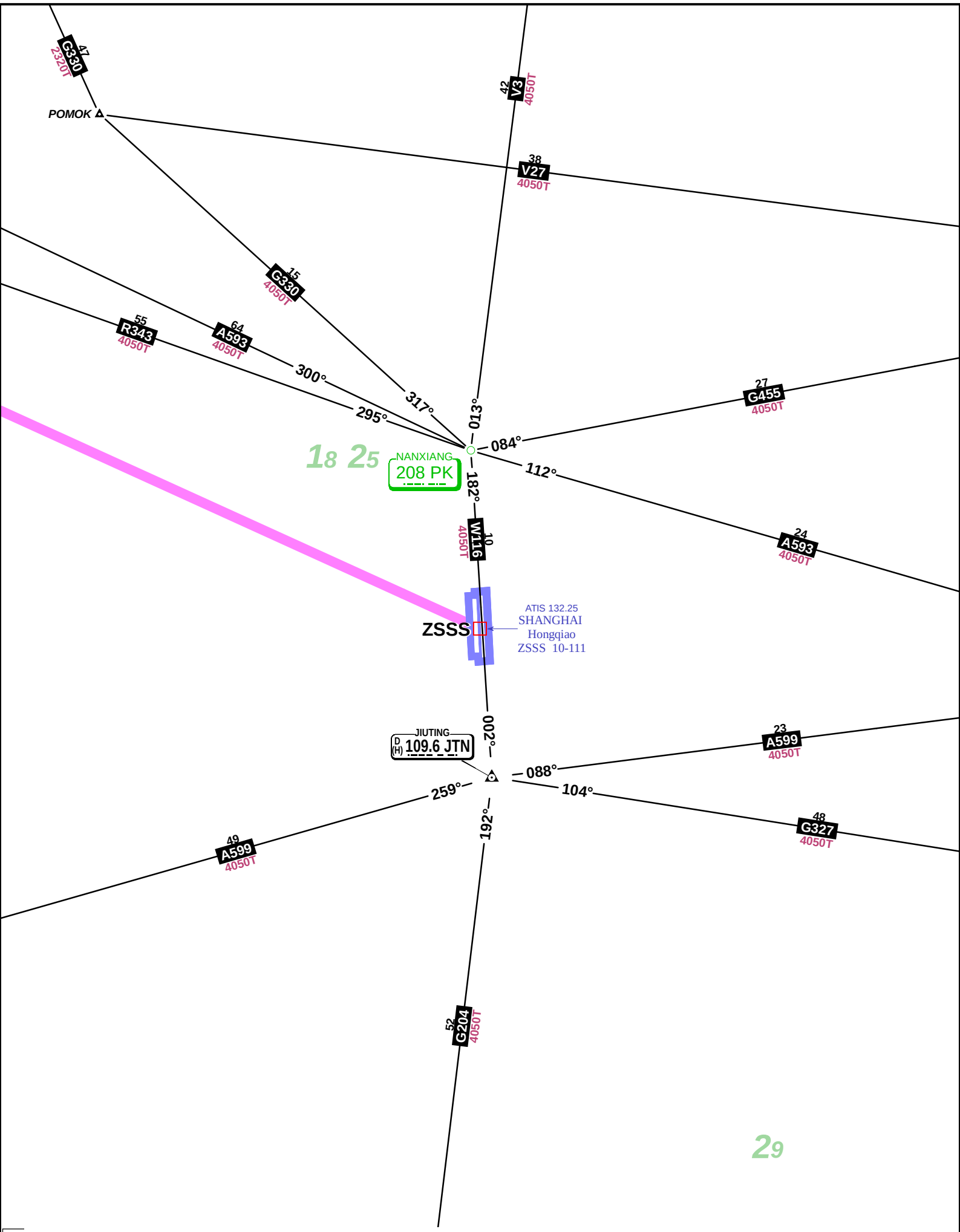
JeppView 3.6.2.0



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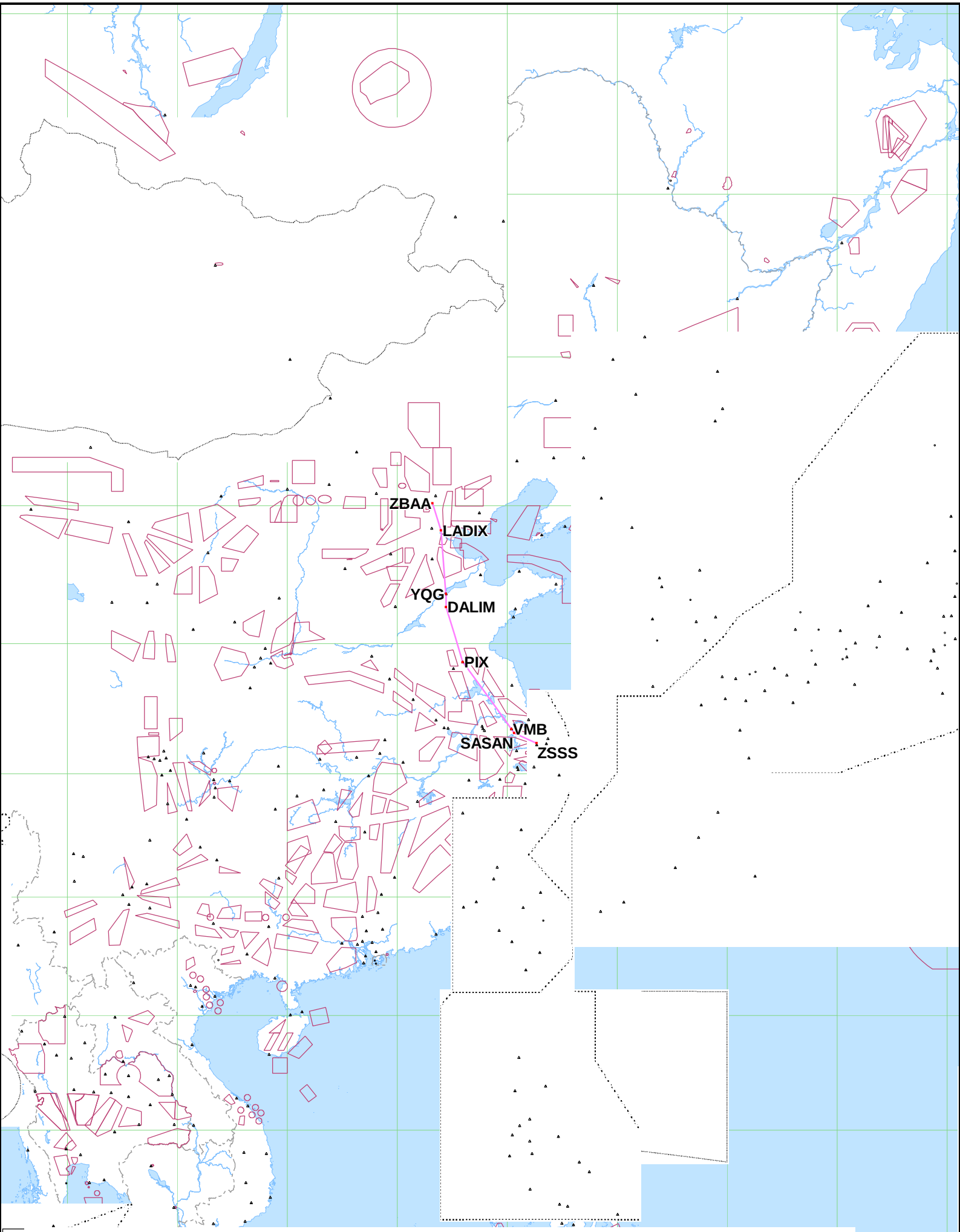
ZBAA -> ZSSS (Page 1 of 1)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:18852094 (1 inch = 258.55 naut mi). Printed on 20 Oct 2014

J E P P E S E N
JeppView 3.6.2.0



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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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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.

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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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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 marshallers instructions, shut down engines and release brakes after notification to be blocked by ground staff.

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

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

3.1.5. AFTER DE-ICING

Contact Tower for start-up.

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

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

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

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

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

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

Operation during Snow Weather:

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

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

3.4. RUNWAY OPERATIONS

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

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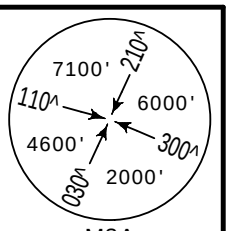
ZBAA/PEK CAPITAL

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

BEIJING, PR OF CHINA .RNAV.STAR.

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



MSA
PEK VOR

GITUM 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

NOT TO SCALE

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

GITUM
N40 44.7 E116 59.1
At or above FL118

209^
27
R029^
184^
13

HUAIROU
D* 113.6 HUR
(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'

GUANZHUANG
D 114.1 PEK
N40 02.9 E116 44.1

16
AA123
N39 50.5 E116 46.4
MAX 220 KT

179^
20

AA124
N39 30.7 E116 49.5
At or above 5910'

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

ROUTING

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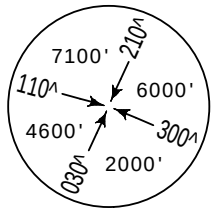
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 15 AUG 14 (10-2A) .Eff.20.Aug.1600Z. .RNAV.STAR.

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



MSA
PEK VOR

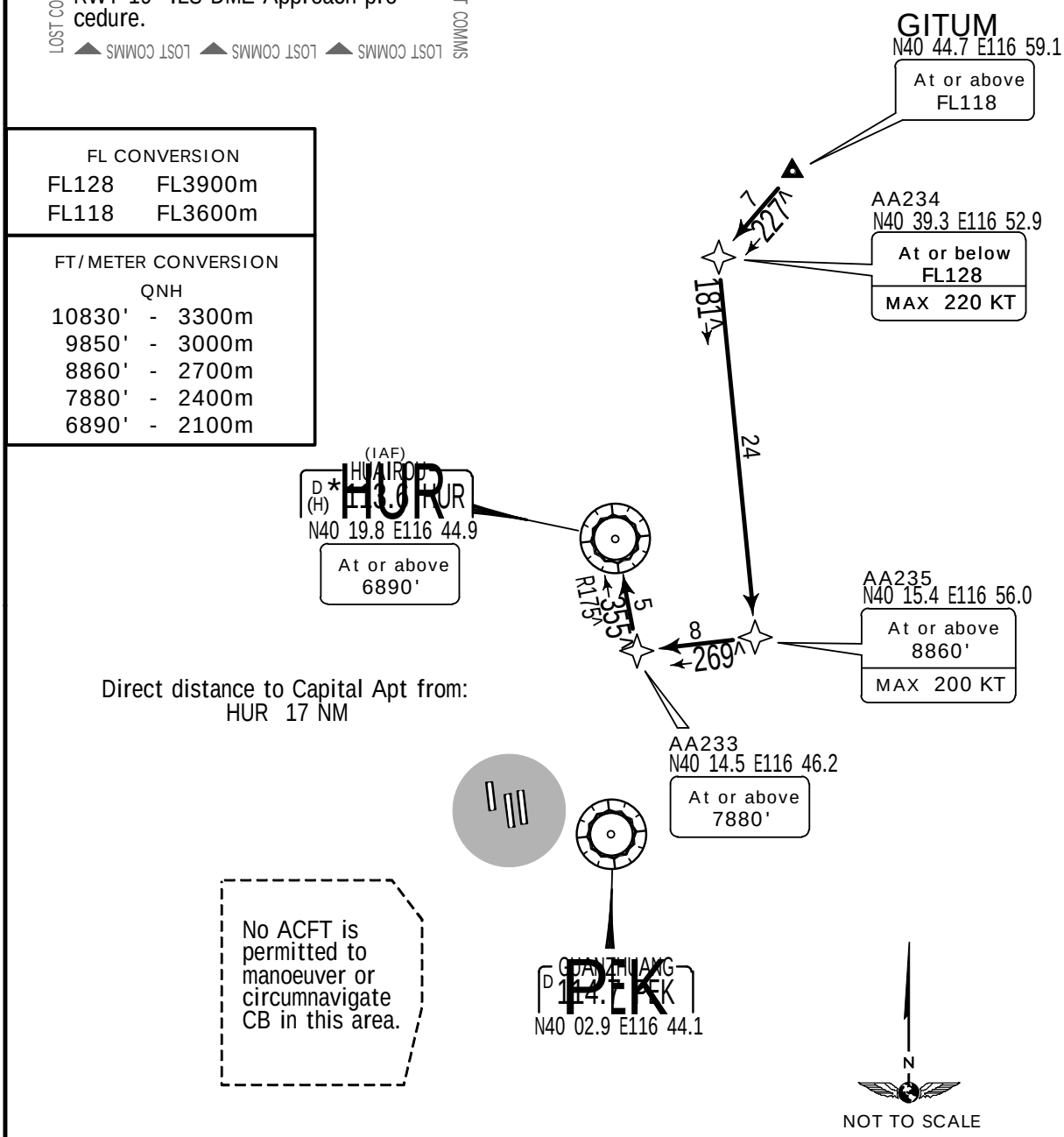
GITUM 7B [GITU7B]
RWYS 18R/L, 19 RNAV ARRIVAL

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
SPEED: MAX 280 KT WITHIN APP CONTROL

LOST COMMS: Keep track to HUR, then carry out RWY 19 ILS DME Approach procedure.

FL CONVERSION	
FL128	FL3900m
FL118	FL3600m

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



ROUTING

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

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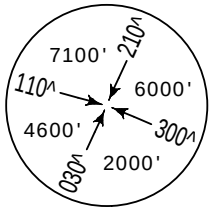
ZBAA/PEK BEIJING, PR OF CHINA
CAPITAL

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

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



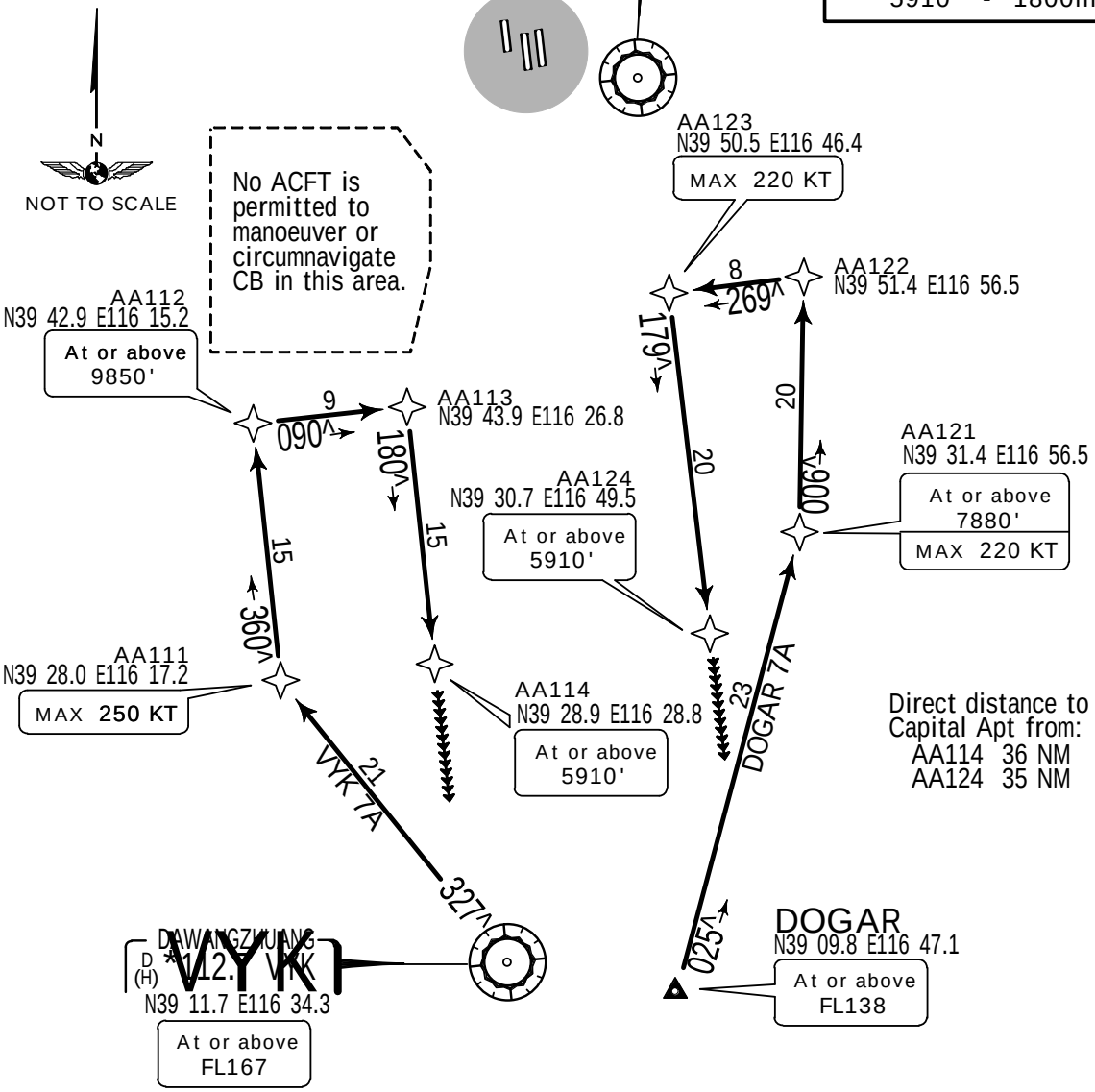
MSA
PEK VOR

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.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



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

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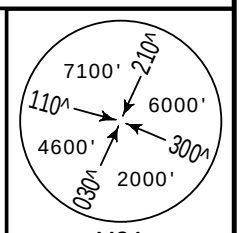
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

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

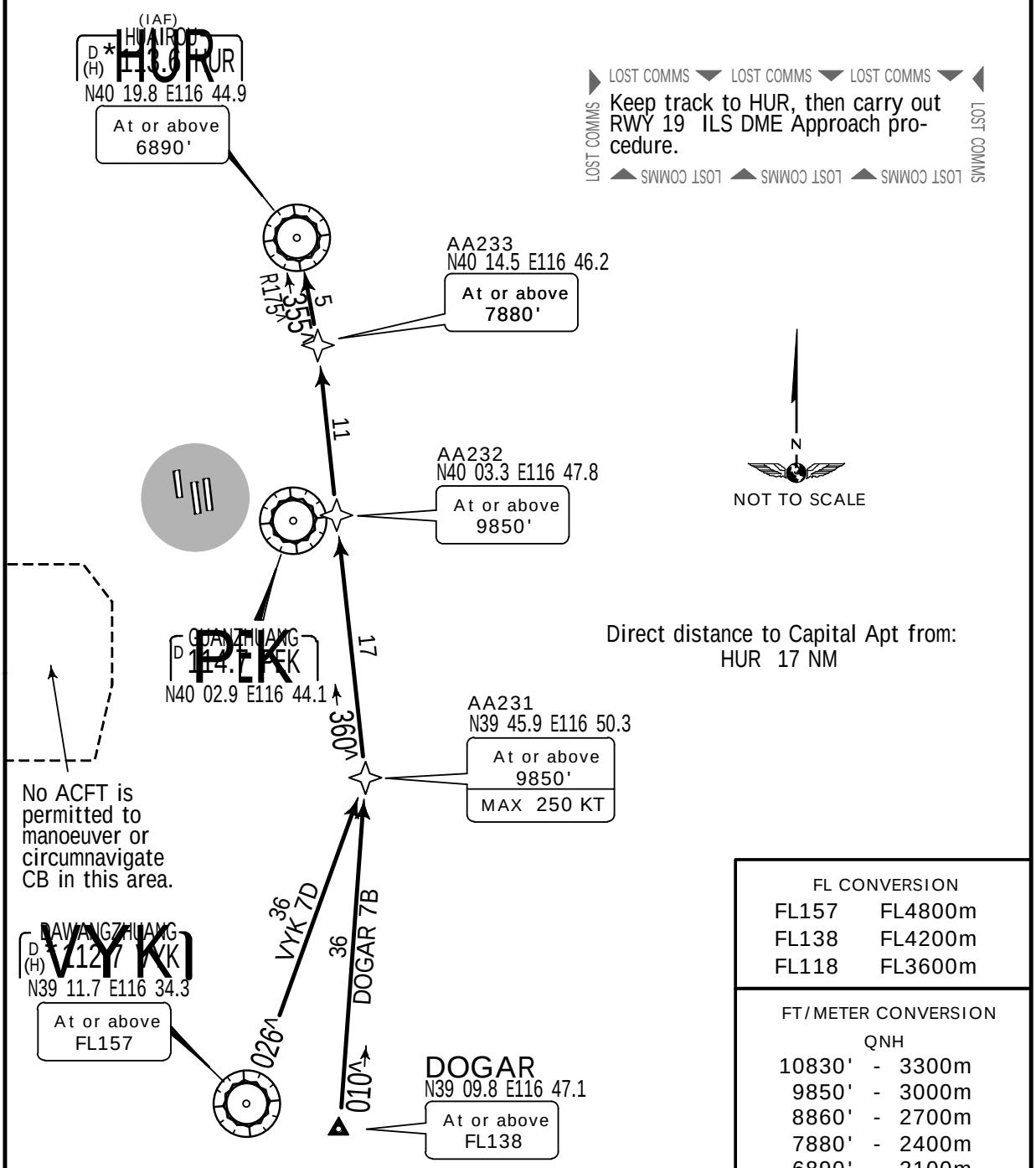
D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
127.6	115'	

DOGAR 7B [DOGA7B]
VYK 7D
RWYS 18R/L, 19 RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
SPEED: MAX 280 KT WITHIN APP CONTROL



MSA
PEK VOR



FL CONVERSION	
FL157	FL4800m
FL138	FL4200m
FL118	FL3600m

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

STAR	ROUTING
DOGAR 7B	DOGAR (FL138+) - AA231 (9850'+; K250-) - AA232 (9850'+) - AA233 (7880'+) - HUR (6890'+).
VYK 7D	VYK (FL157+) - AA231 (9850'+; K250-) - AA232 (9850'+) - AA233 (7880'+)

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ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

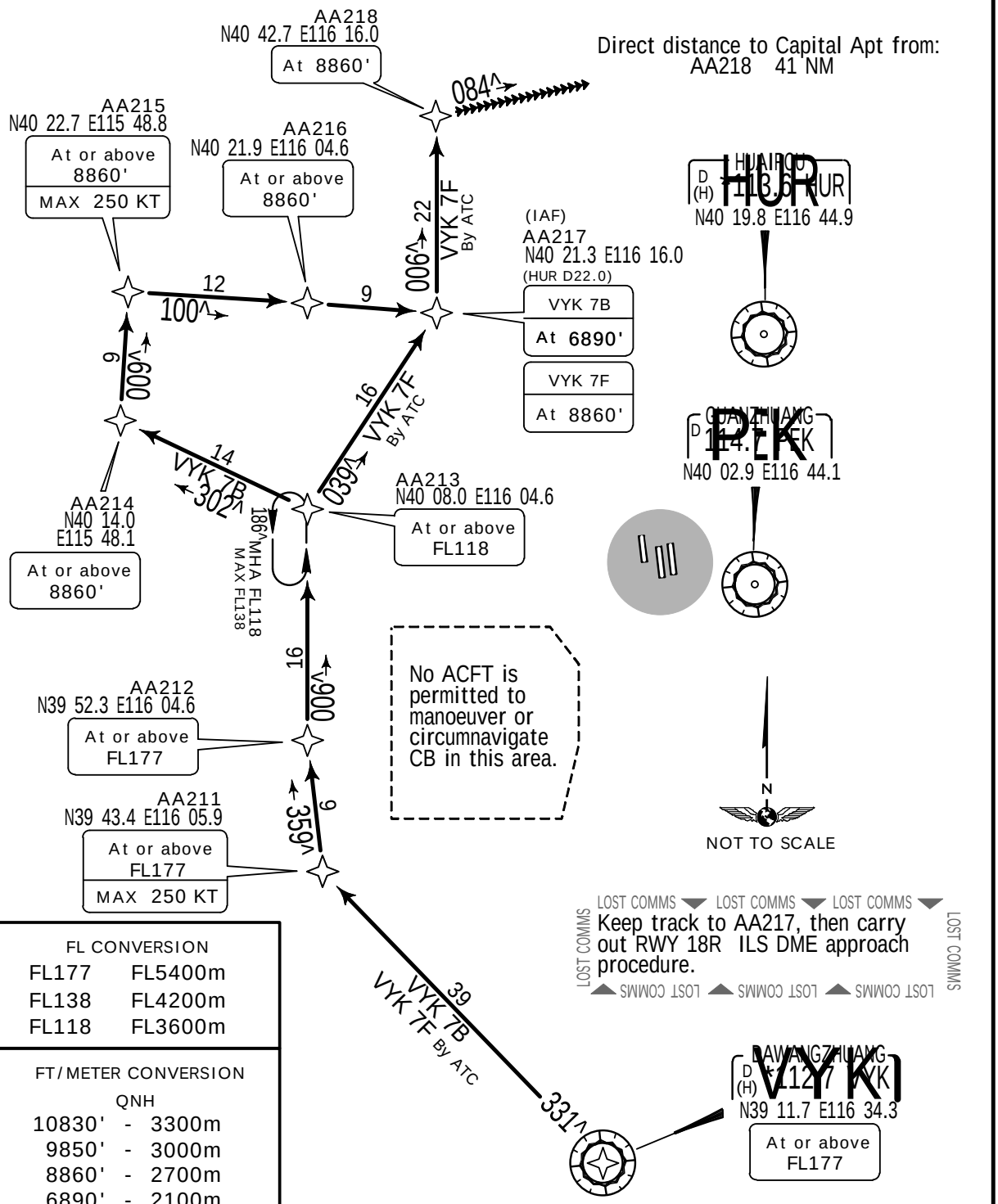
JEPPESEN 15 AUG 14 (10-2D) .Eff.20.Aug.1600Z. .RNAV.STAR.

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

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

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+)

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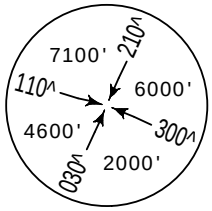
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 15 AUG 14 (10-2E) .Eff.20.Aug.1600Z. .RNAV.STAR.

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



MSA
PEK VOR

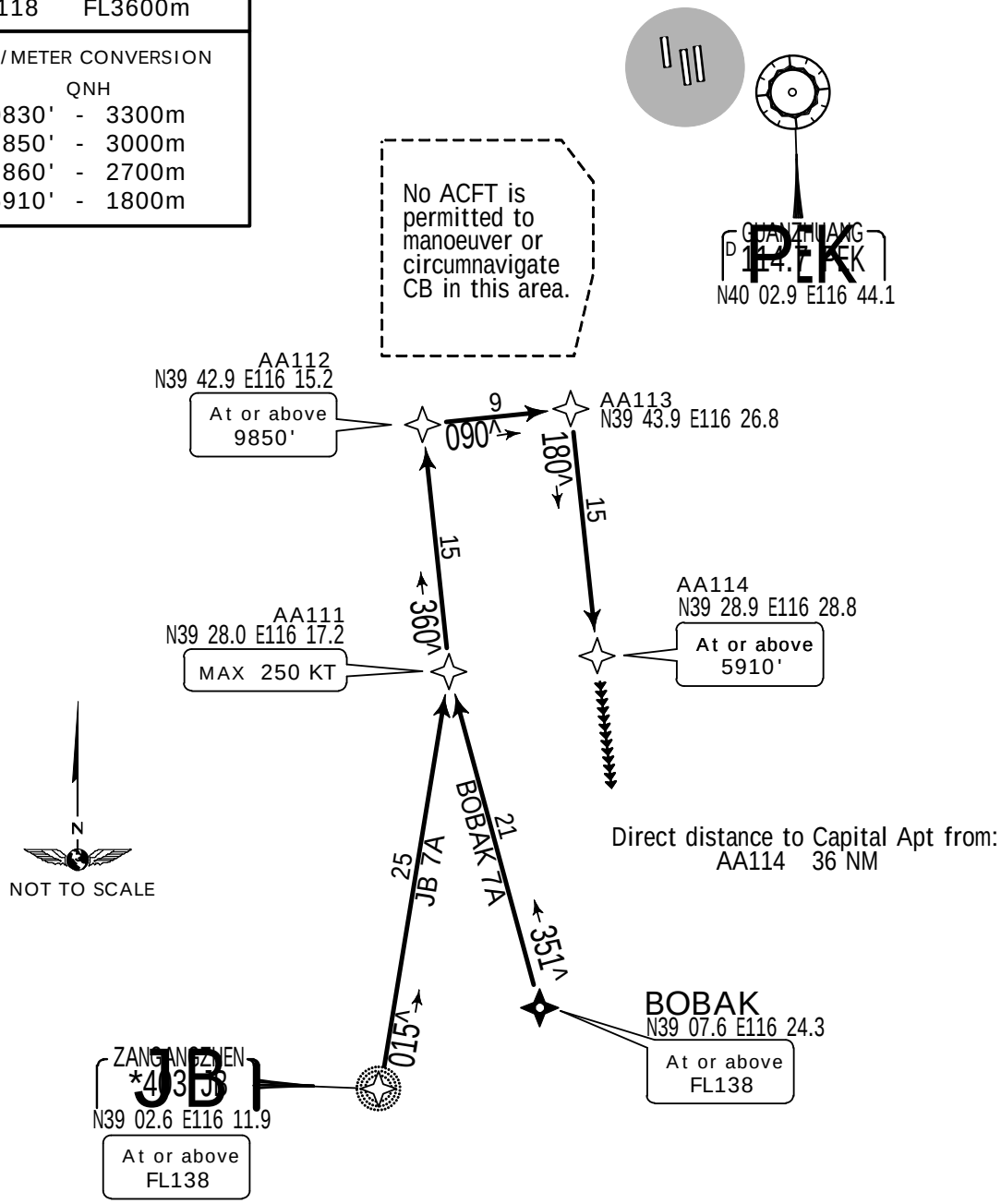
BOBAK 7A [BOBA7A], JB 7A
RWYS 36L/R, 01 RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
SPEED: MAX 280 KT WITHIN APP CONTROL

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

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m

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



Direct distance to Capital Apt from:
AA114 36 NM

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

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ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

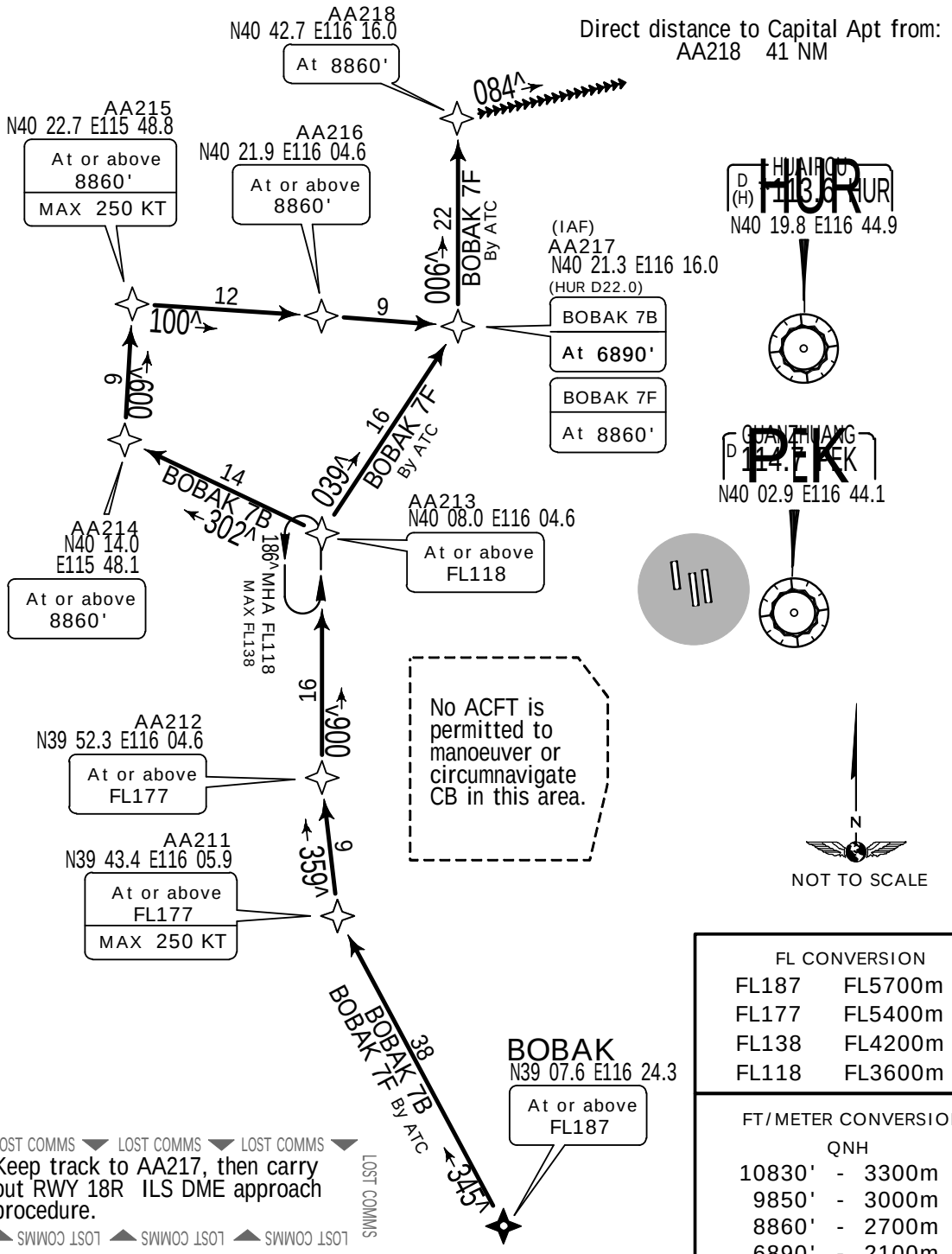
JEPPESEN 15 AUG 14 (10-2F) .Eff.20.Aug.1600Z. .RNAV.STAR.

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

MSA PEK VOR: 7100' 210^, 6000' 110^, 4600' 300^, 2000' 030^

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



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+)

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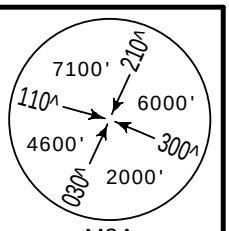
ZBAA/PEK CAPITAL

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

BEIJING, PR OF CHINA .RNAV.STAR.

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



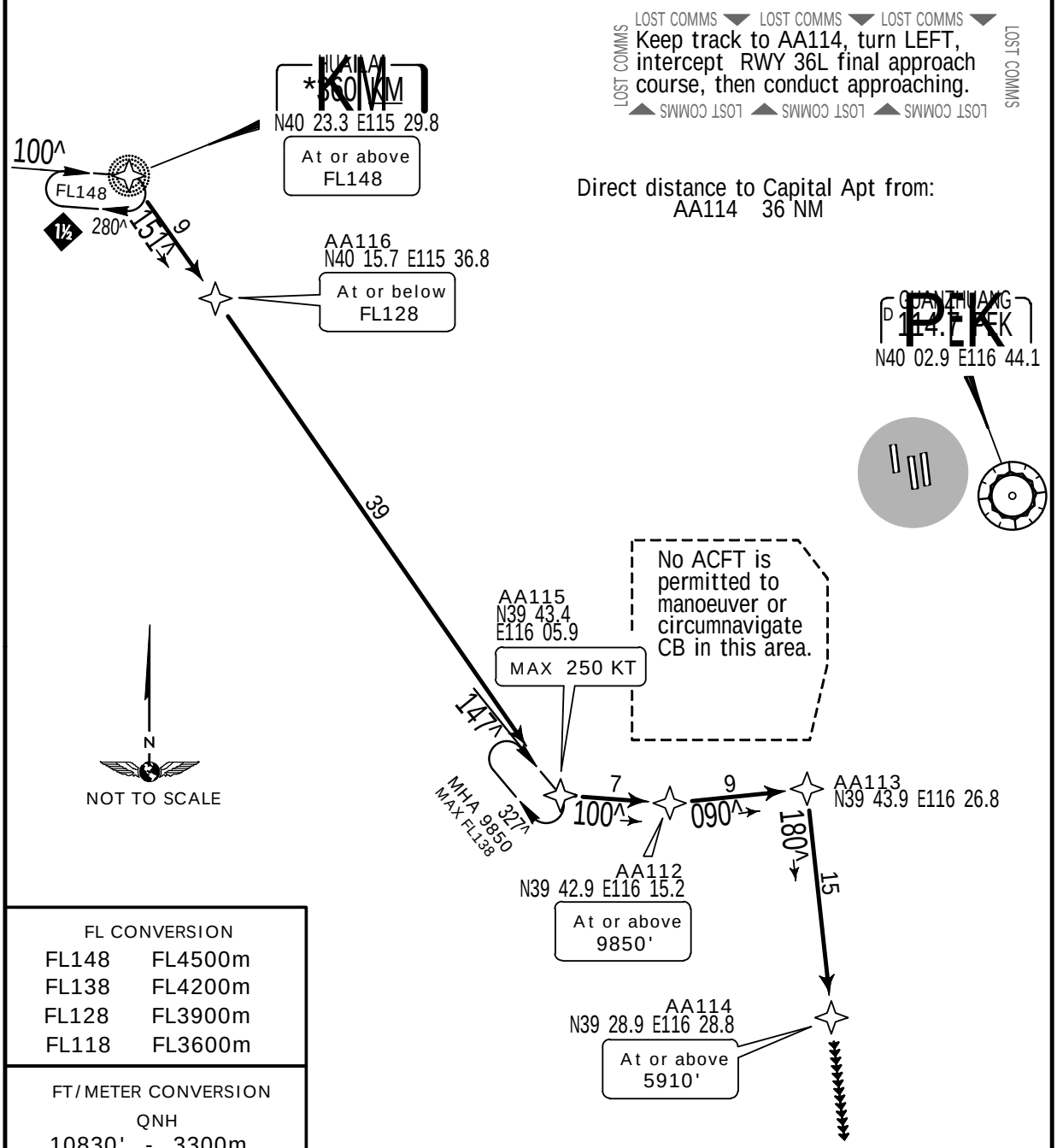
MSA
PEK VOR

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.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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

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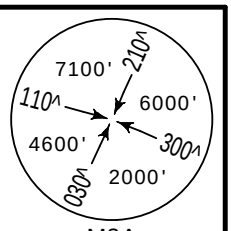
ZBAA/PEK CAPITAL

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

BEIJING, PR OF CHINA .RNAV.STAR.

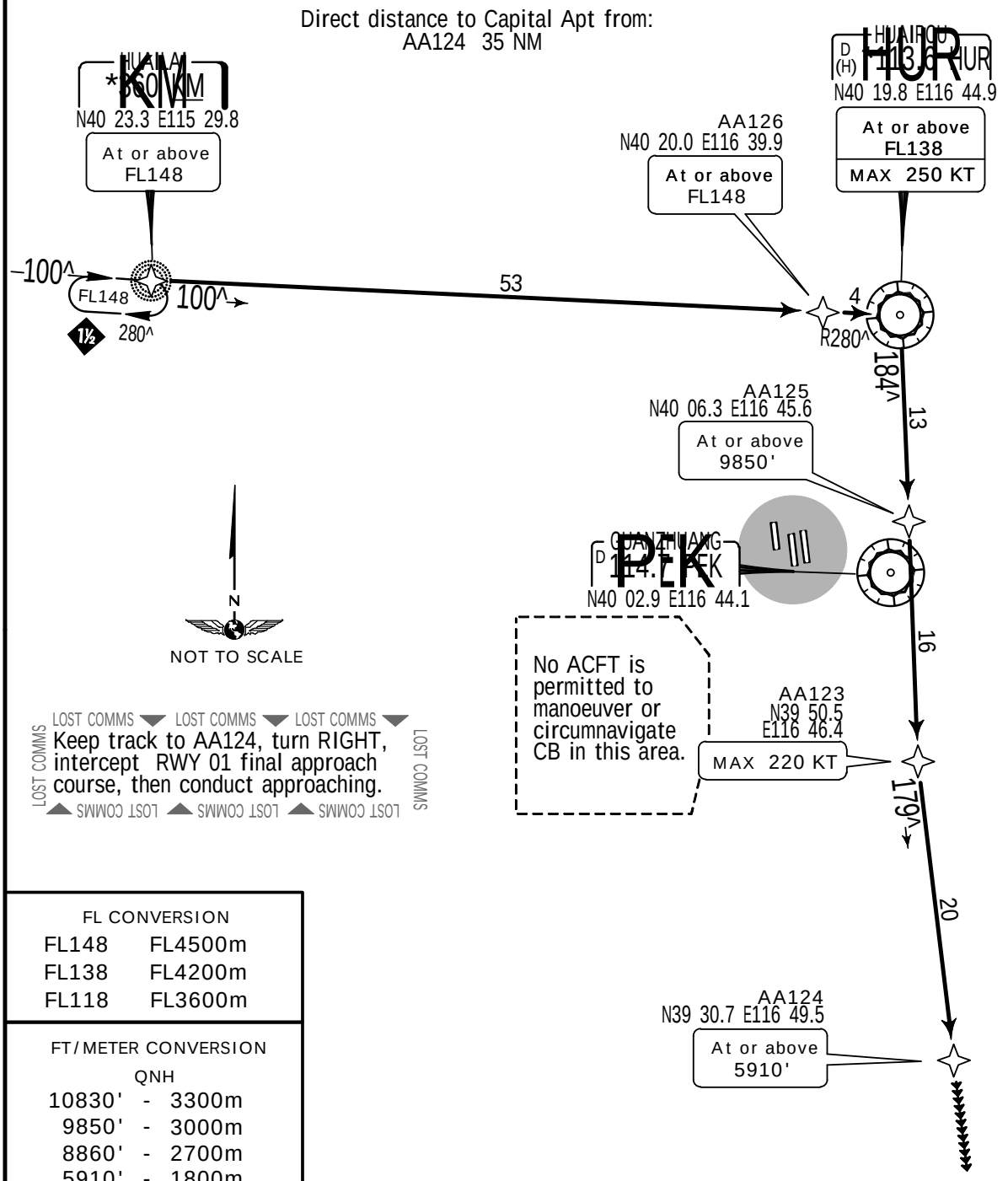
D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
127.6	115'	



MSA
PEK VOR

KM 7B
RWYS 36L/R, 01 RNAV ARRIVAL
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
SPEED: MAX 280 KT WITHIN APP CONTROL

Direct distance to Capital Apt from:
AA124 35 NM



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

FL CONVERSION	
FL148	FL4500m
FL138	FL4200m
FL118	FL3600m

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

ROUTING

KM (FL148+) - AA126 (FL148+) - HUR (FL138+; K250-) - AA125 (9850'+) - AA123 (K220-) -

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ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

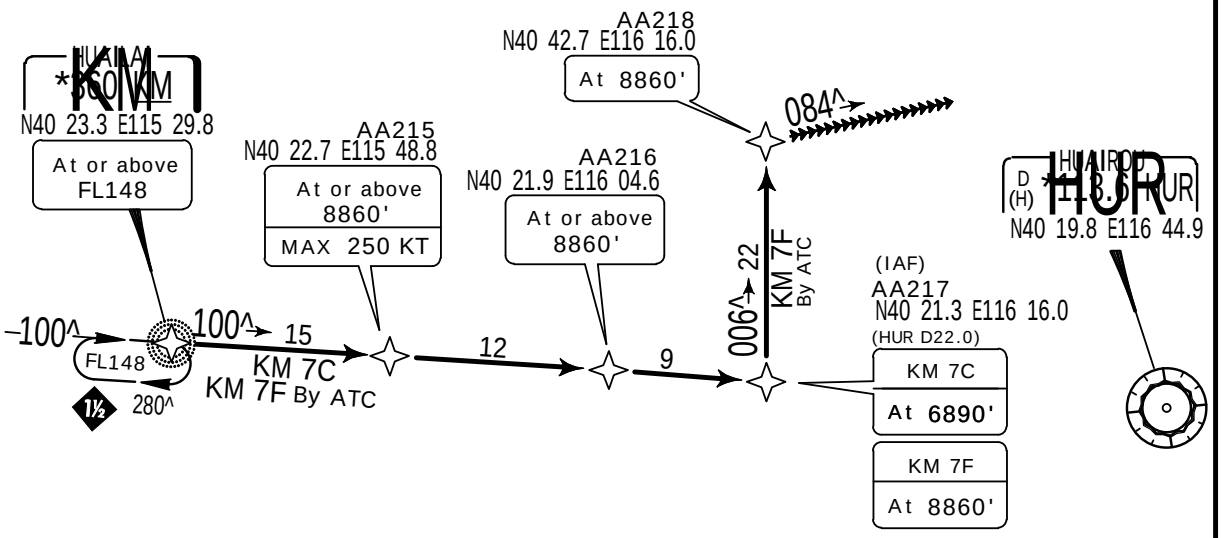
JEPPESEN 15 AUG 14 (10-2J) .Eff.20.Aug.1600Z. .RNAV.STAR.

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

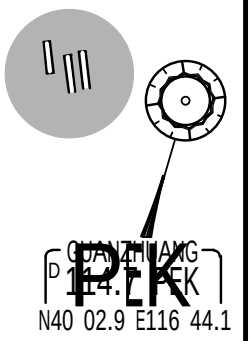
MSA PEK VOR: 7100' 210^, 6000' 300^, 2000' 030^, 4600' 110^

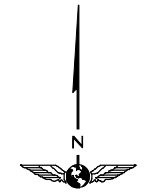
KM 7C, KM 7F
RWYS 18L/R, 19 RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
SPEED: MAX 280 KT WITHIN APP CONTROL



Direct distance to Capital Apt from:
AA218 41 NM





NOT TO SCALE

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

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

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

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

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

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ZBAA/PEK
CAPITAL

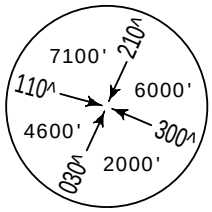
JEPPESEN

BEIJING, PR OF CHINA

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

.STAR.

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



MSA
PEK VOR

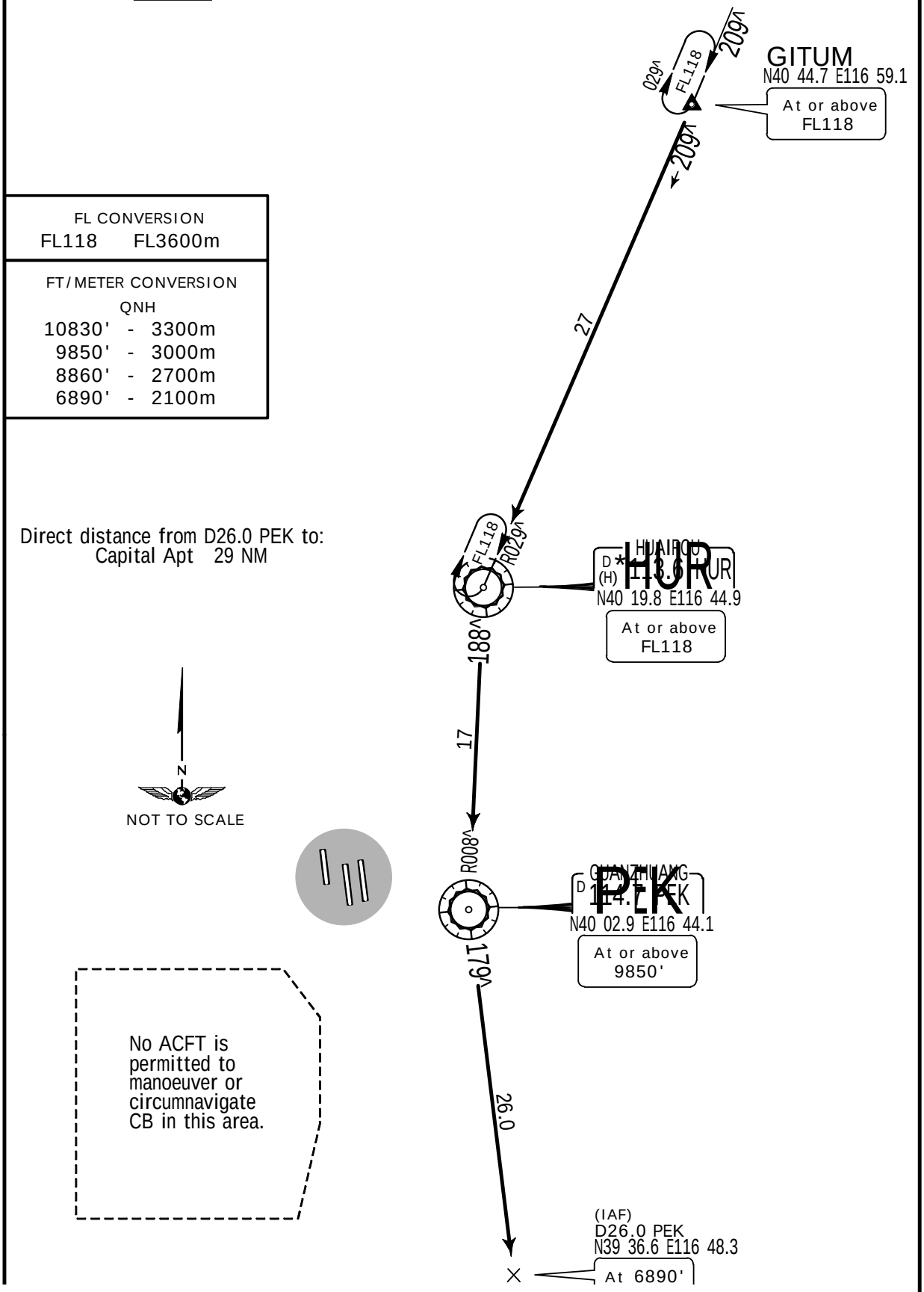
GITUM 01A [GIT~1A]
RWYS 01, 36R/L ARRIVAL

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



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ZBAA/PEK BEIJING, PR OF CHINA
CAPITAL

JEPPESEN 15 AUG 14 (10-2L) .Eff.20.Aug.1600Z. .STAR.

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

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

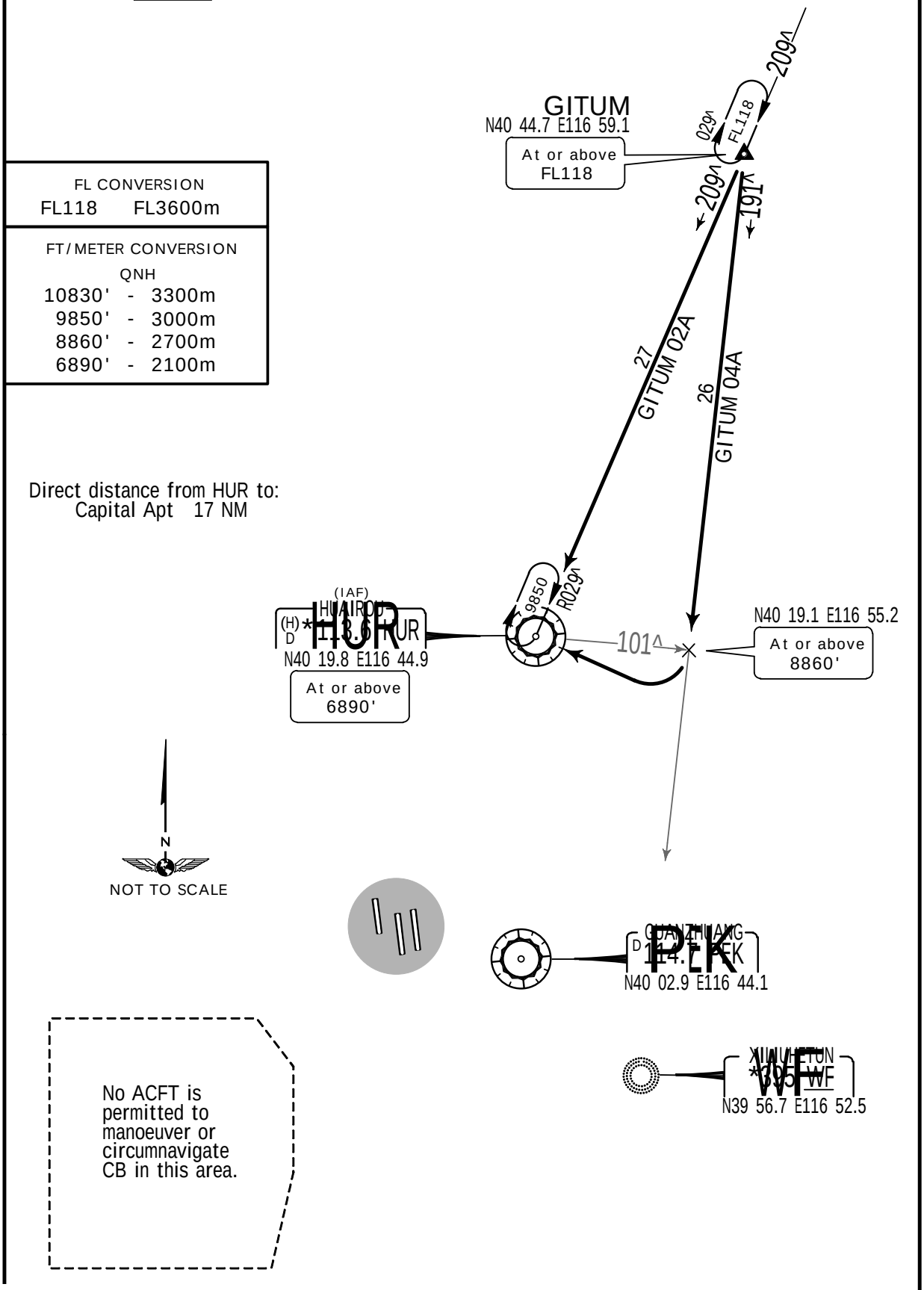
GITUM 02A [GIT~2A], GITUM 04A [GIT~4A]
RWYS 18R/L, 19 ARRIVALS

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



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ZBAA/PEK BEIJING, PR OF CHINA
CAPITAL

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

.STAR.

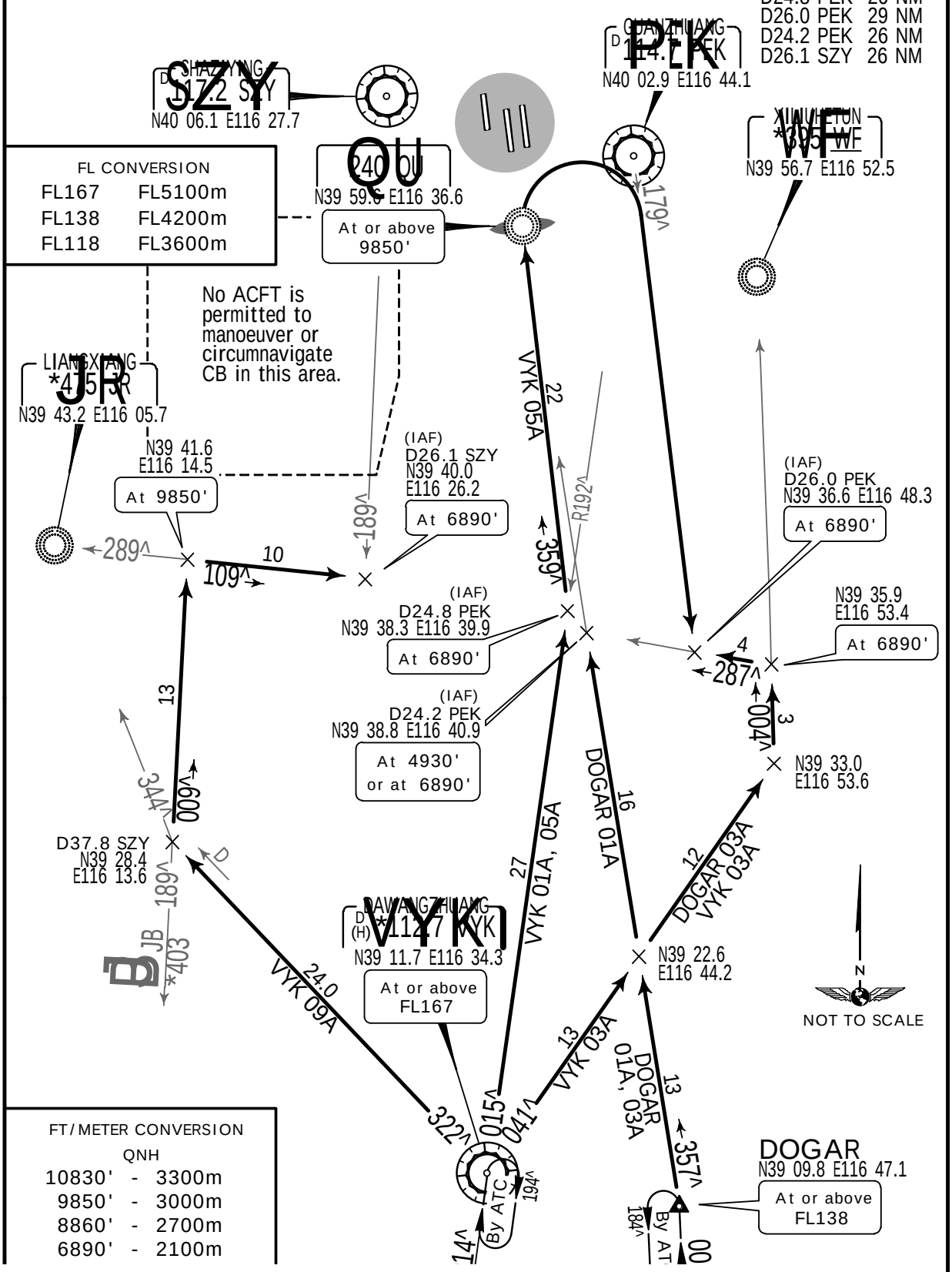
D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
127.6	115'	

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

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

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

FT/METER CONVERSION
QNH

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

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ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

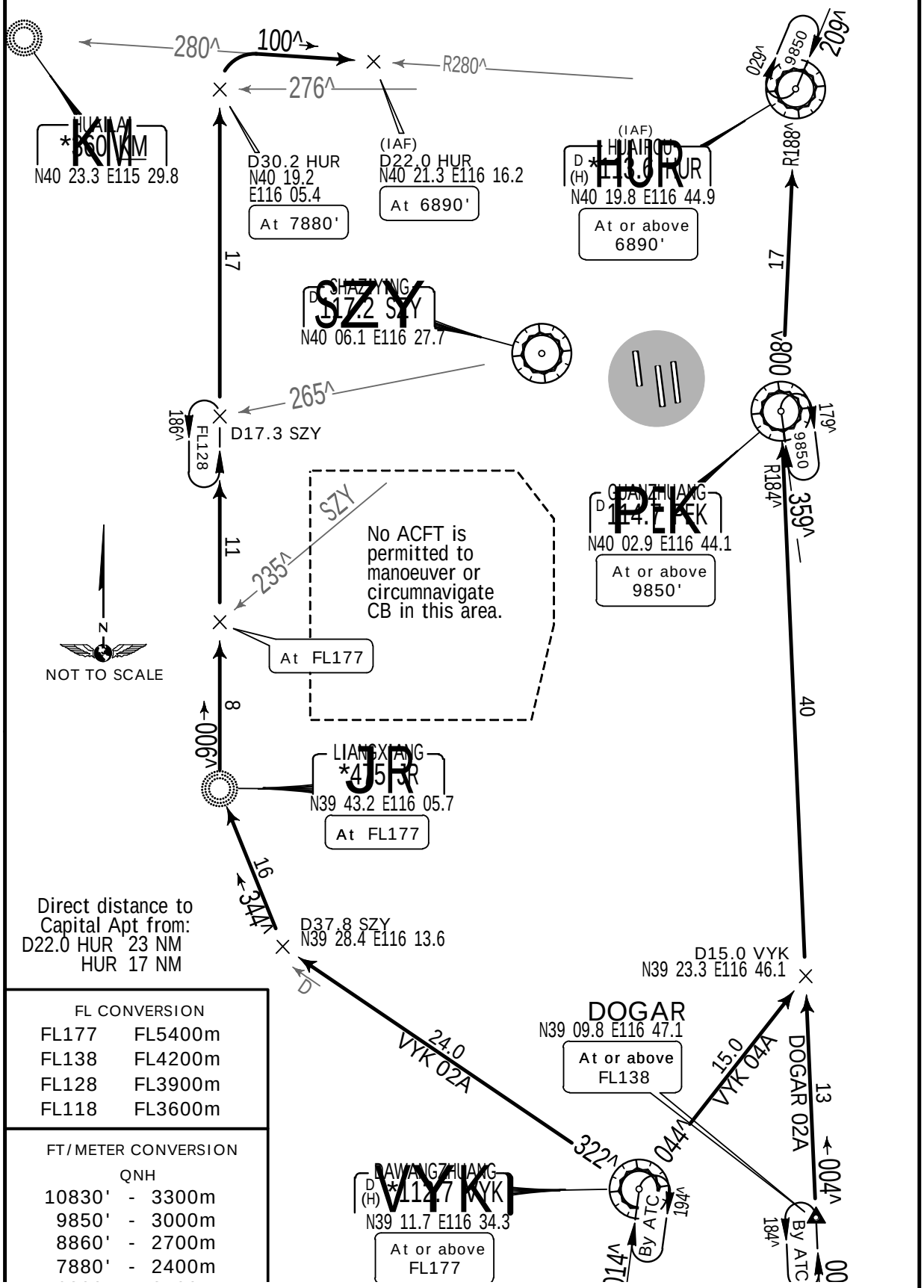
JEPPESEN 15 AUG 14 (10-2N) .Eff.20.Aug.1600Z. .STAR.

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

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

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

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ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA .STAR.

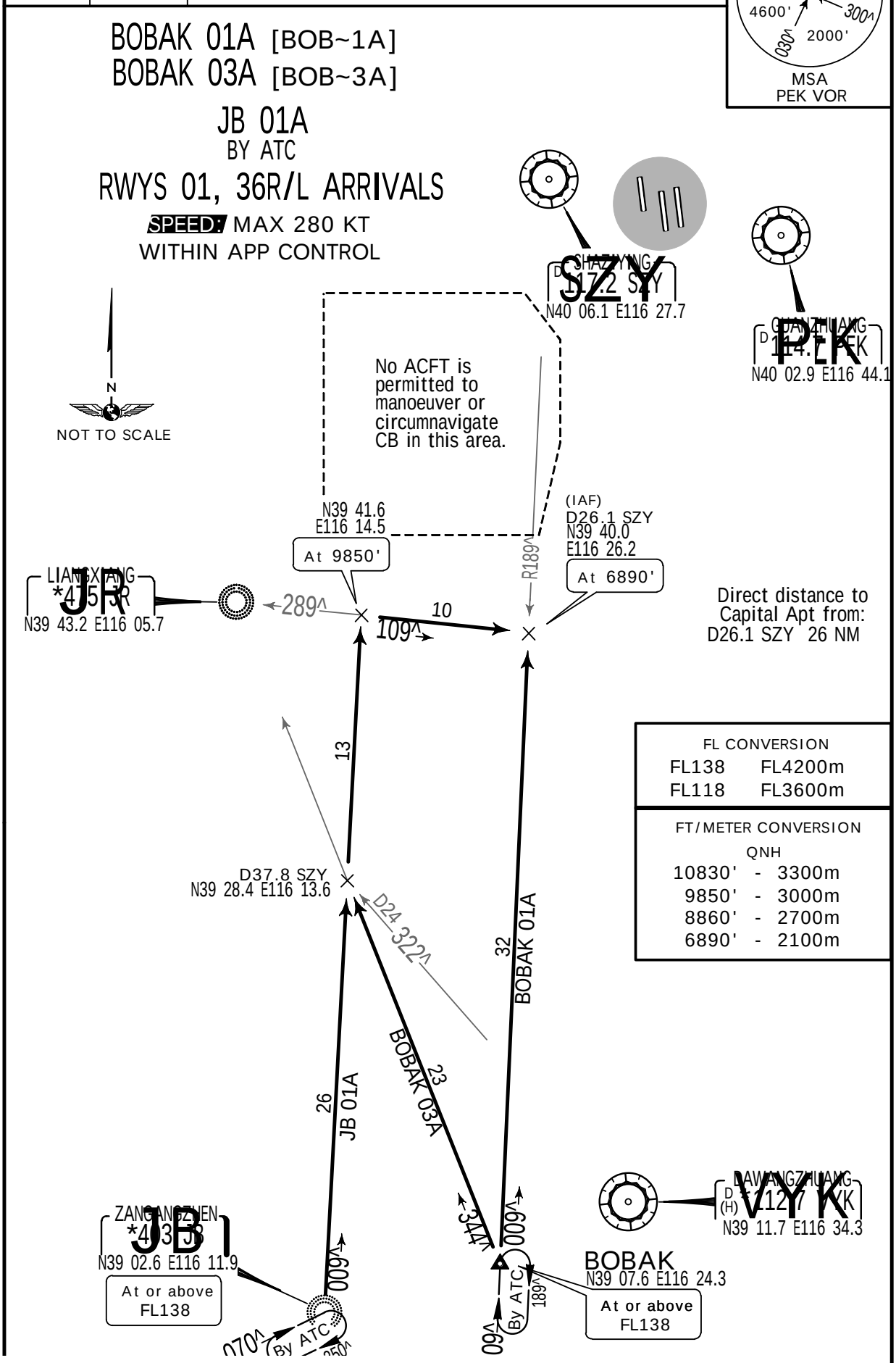
JEPPESEN 15 AUG 14 (10-2P) .Eff.20.Aug.1600Z.

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

MSA PEK VOR: 7100' 210^, 6000' 300^, 2000' 030^, 4600' 110^

BOBAK 01A [BOB~1A]
BOBAK 03A [BOB~3A]
JB 01A
BY ATC
RWYS 01, 36R/L ARRIVALS

SPEED: MAX 280 KT WITHIN APP CONTROL



FL CONVERSION	
FL138	FL4200m
FL118	FL3600m

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

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ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 15 AUG 14 (10-2Q) .Eff.20.Aug.1600Z. .STAR.

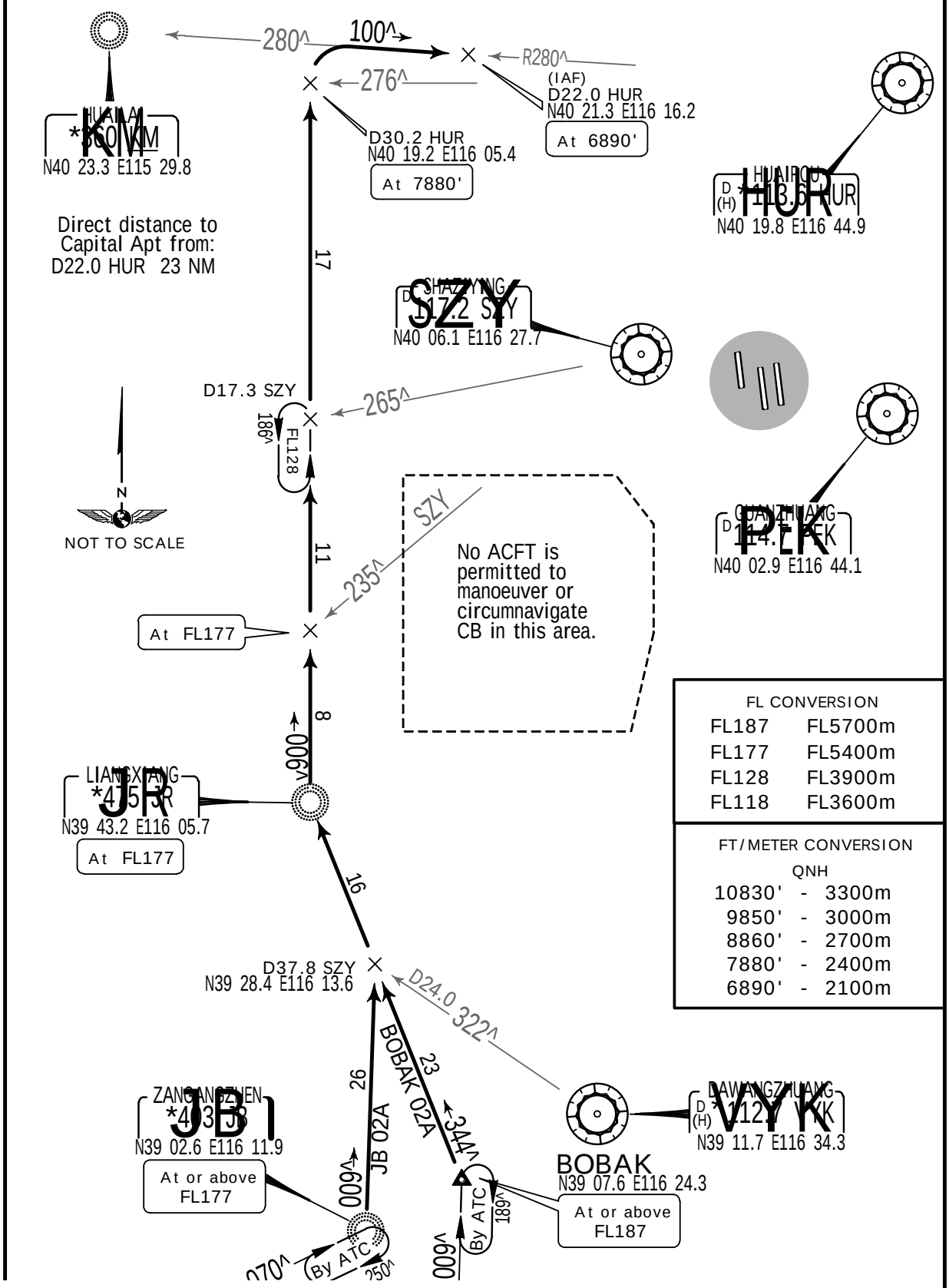
D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
127.6	115'	

MSA PEK VOR: 7100' 210^, 6000' 300^, 4600' 030^, 2000' 110^

BOBAK 02A [BOB~2A] — JB 02A BY ATC

RWYS 18R/L, 19 ARRIVALS

SPEED: MAX 280 KT WITHIN APP CONTROL



FL CONVERSION	
FL187	FL5700m
FL177	FL5400m
FL128	FL3900m
FL118	FL3600m

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

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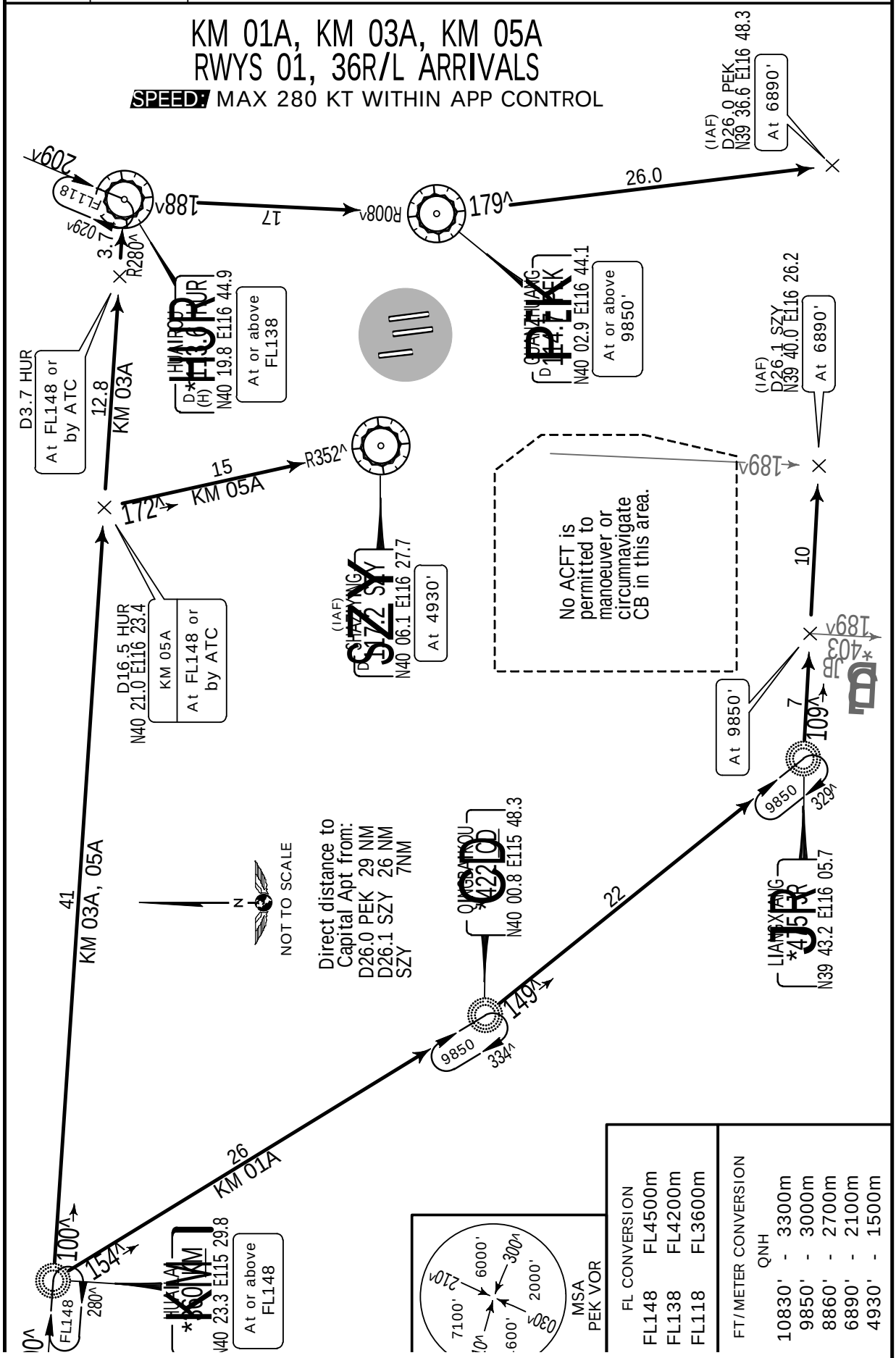
ZBAA/PEK BEIJING, PR OF CHINA
CAPITAL

JEPPESEN 15 AUG 14 (10-2S) .Eff.20.Aug.1600Z. .STAR.

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

KM 01A, KM 03A, KM 05A
RWYS 01, 36R/L ARRIVALS

SPEED: MAX 280 KT WITHIN APP CONTROL



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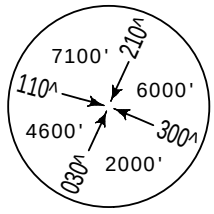
ZBAA/PEK BEIJING, PR OF CHINA

CAPITAL

JEPPESEN 15 AUG 14 (10-2T) .Eff.20.Aug.1600Z. .STAR.

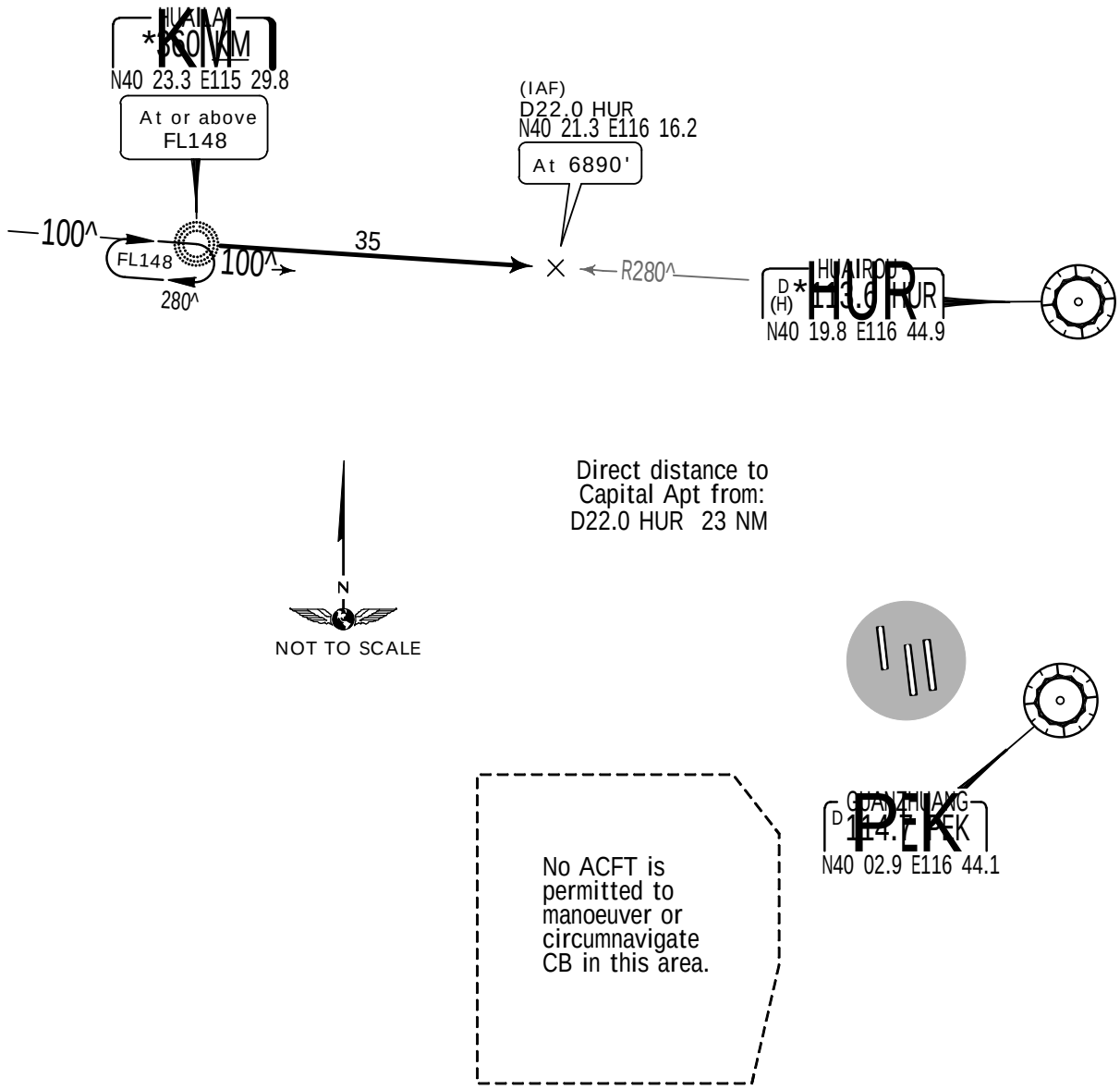
D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
127.6	115'	



MSA
PEK VOR

KM 02A
RWYS 18R/L, 19 ARRIVAL

SPEED: MAX 280 KT WITHIN APP CONTROL



FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

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

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

FOR SID DESIGNATION REFER TO PAGE 10-3A

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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

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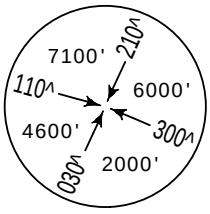
ZBAA/PEK
CAPITAL

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

BEIJING, PR OF CHINA
.RNAV.SID.

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



MSA
PEK VOR

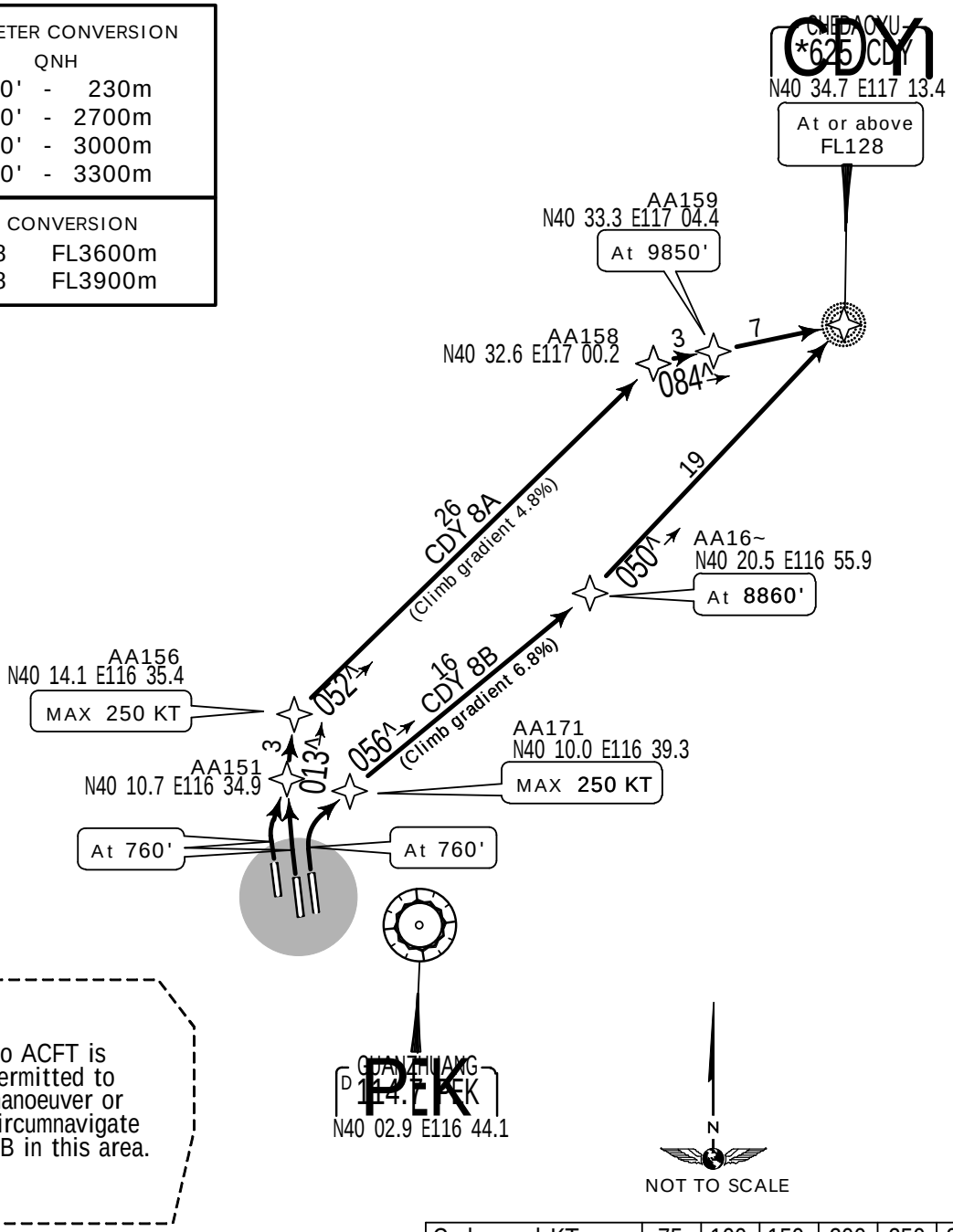
CDY 8A, CDY 8B
RWYS 36L/R, 01 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION
QNH

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m



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+).

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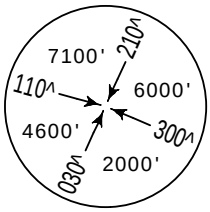
ZBAA/PEK CAPITAL

JEPPESEN 9 DEC 11 (10-3A2) .Eff.15.Dec.

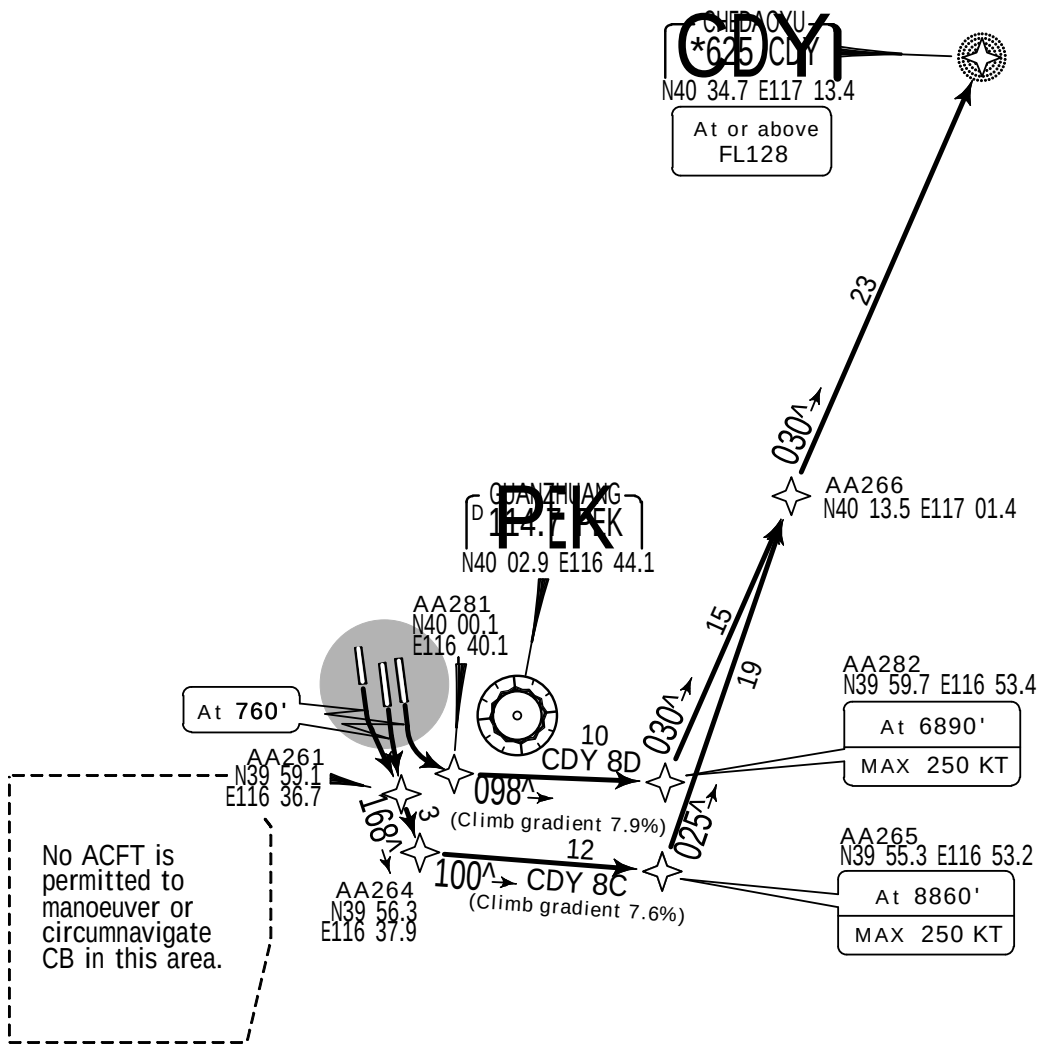
BEIJING, PR OF CHINA .RNAV.SID.

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



MSA
PEK VOR

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+).

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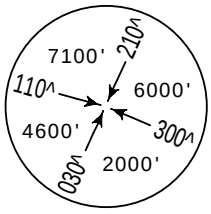
ZBAA/PEK CAPITAL

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

BEIJING, PR OF CHINA .RNAV.SID.

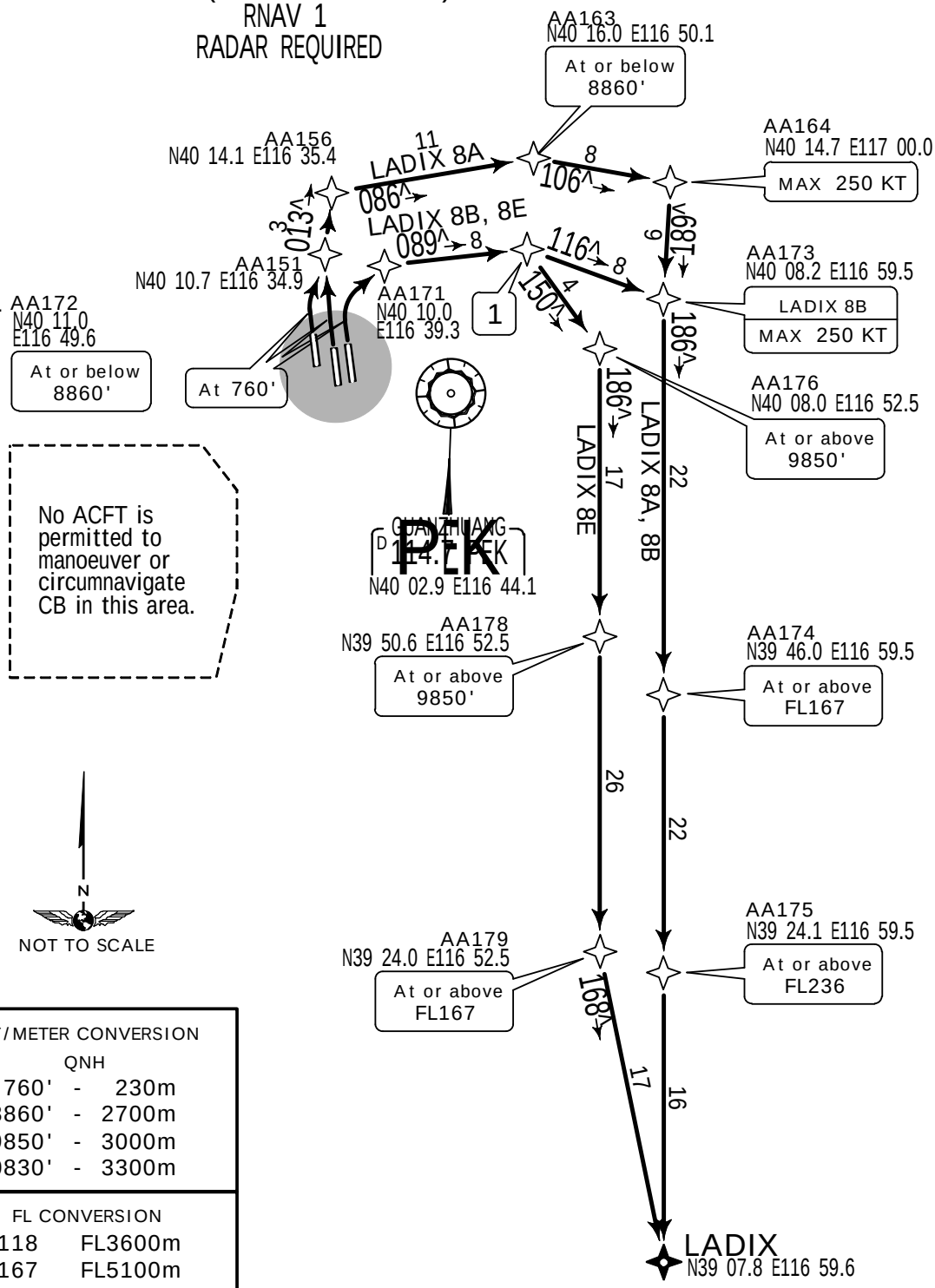
Apt Elev 115'	Trans level: FL118	Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below



MSA
PEK VOR

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+) -

CHANGES: RNAV SID LADIX 8E established.

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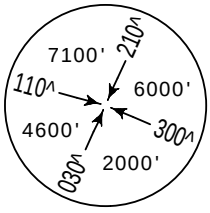
ZBAA/PEK CAPITAL

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

BEIJING, PR OF CHINA .RNAV.SID.

Apt Elev 115'

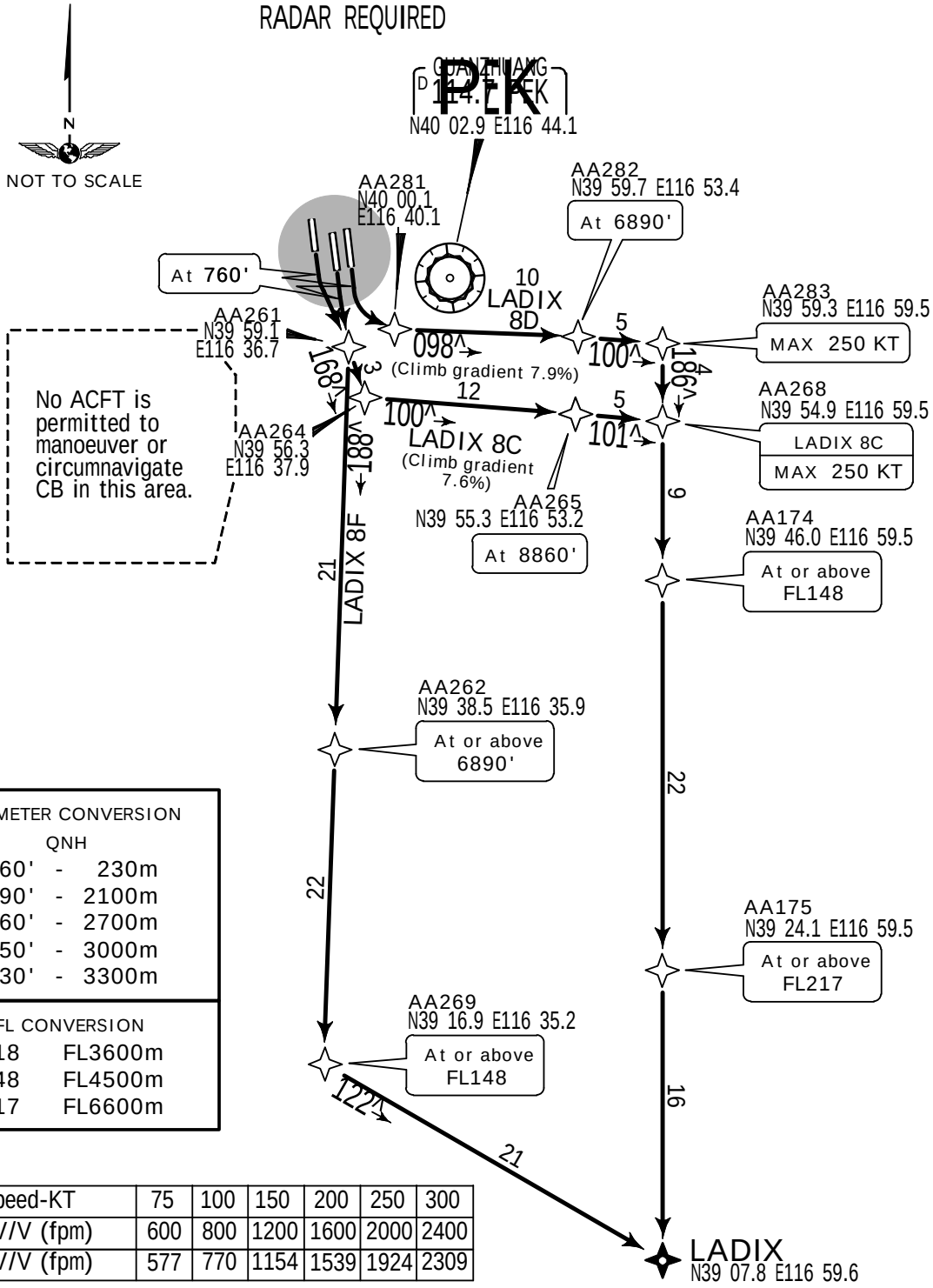
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



MSA
PEK VOR

LADIX 8C [LADI8C], LADIX 8D [LADI8D]
LADIX 8F [LADI8F]
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
FL148	FL4500m
FL217	FL6600m

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
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.

CHANGES: RNAV SID LADIX 8F established.

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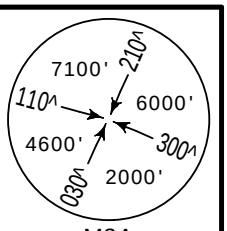
ZBAA/PEK BEIJING, PR OF CHINA
CAPITAL

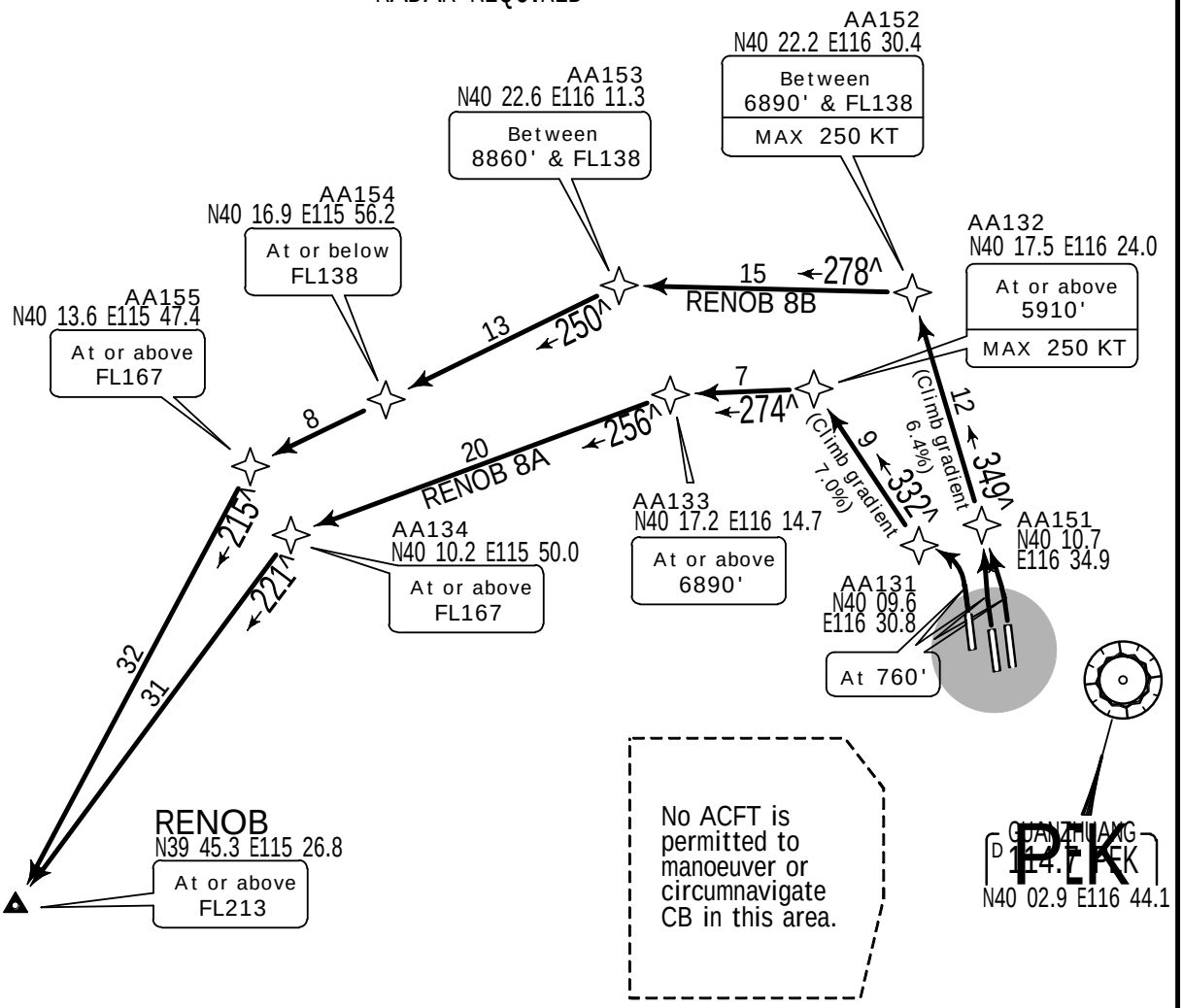
JEPPESEN 28 MAR 14 (10-3D) .Eff.3.Apr. .RNAV.SID.

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

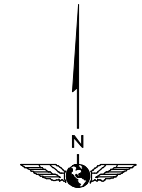


MSA
PEK VOR

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'+;

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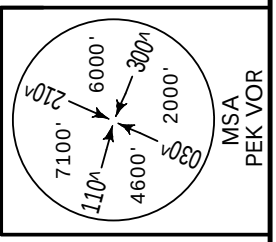
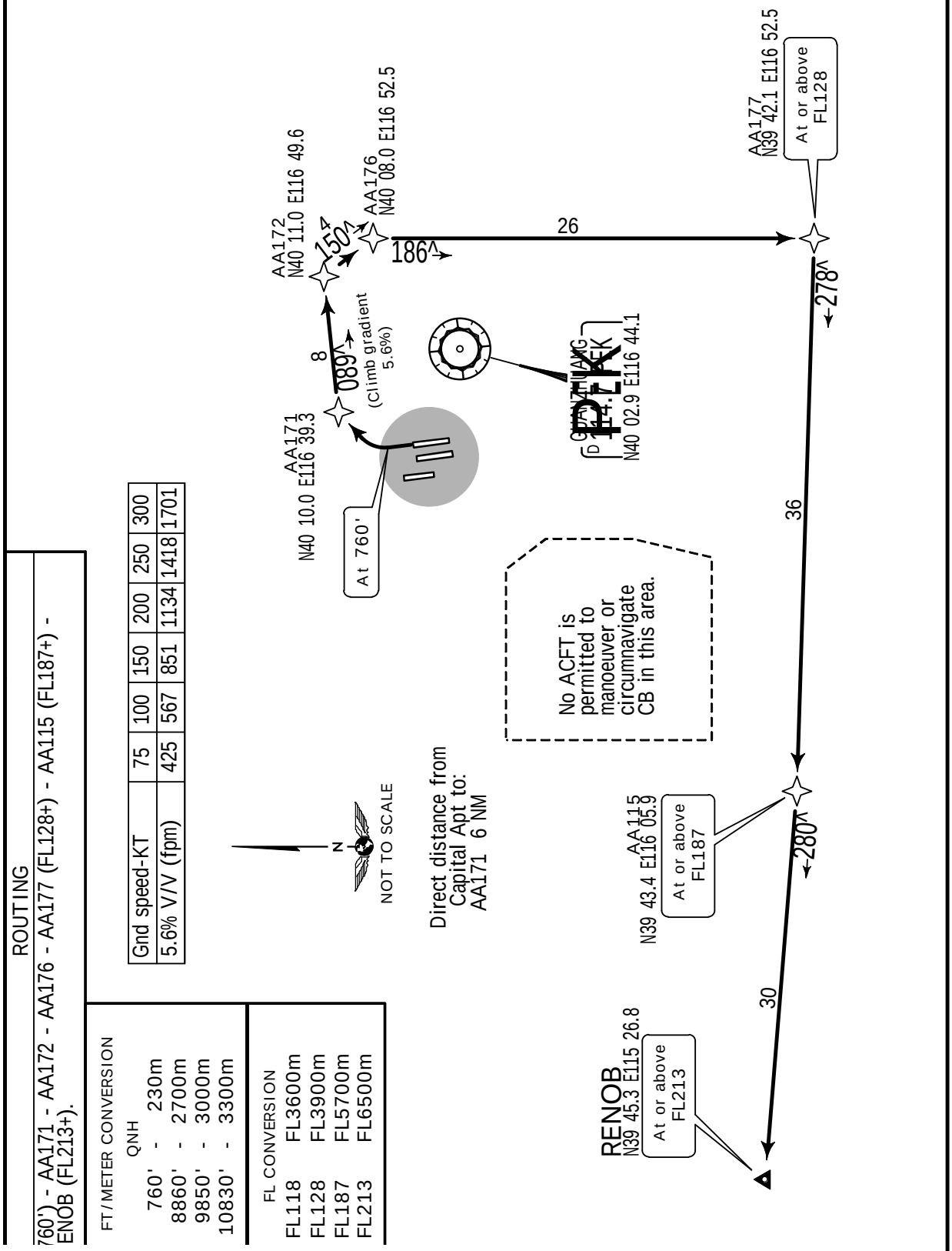
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3E) .Eff.3.Apr. .RNAV.SID.

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

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





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

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

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

FL CONVERSION
FL118 FL3600m
FL128 FL3900m
FL187 FL5700m
FL213 FL6500m

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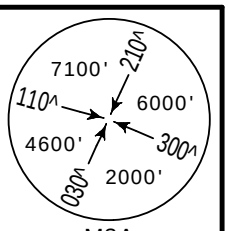
ZBAA/PEK CAPITAL

JEPPESEN 9 DEC 11 (10-3E1) .Eff.15.Dec.

BEIJING, PR OF CHINA .RNAV.SID.

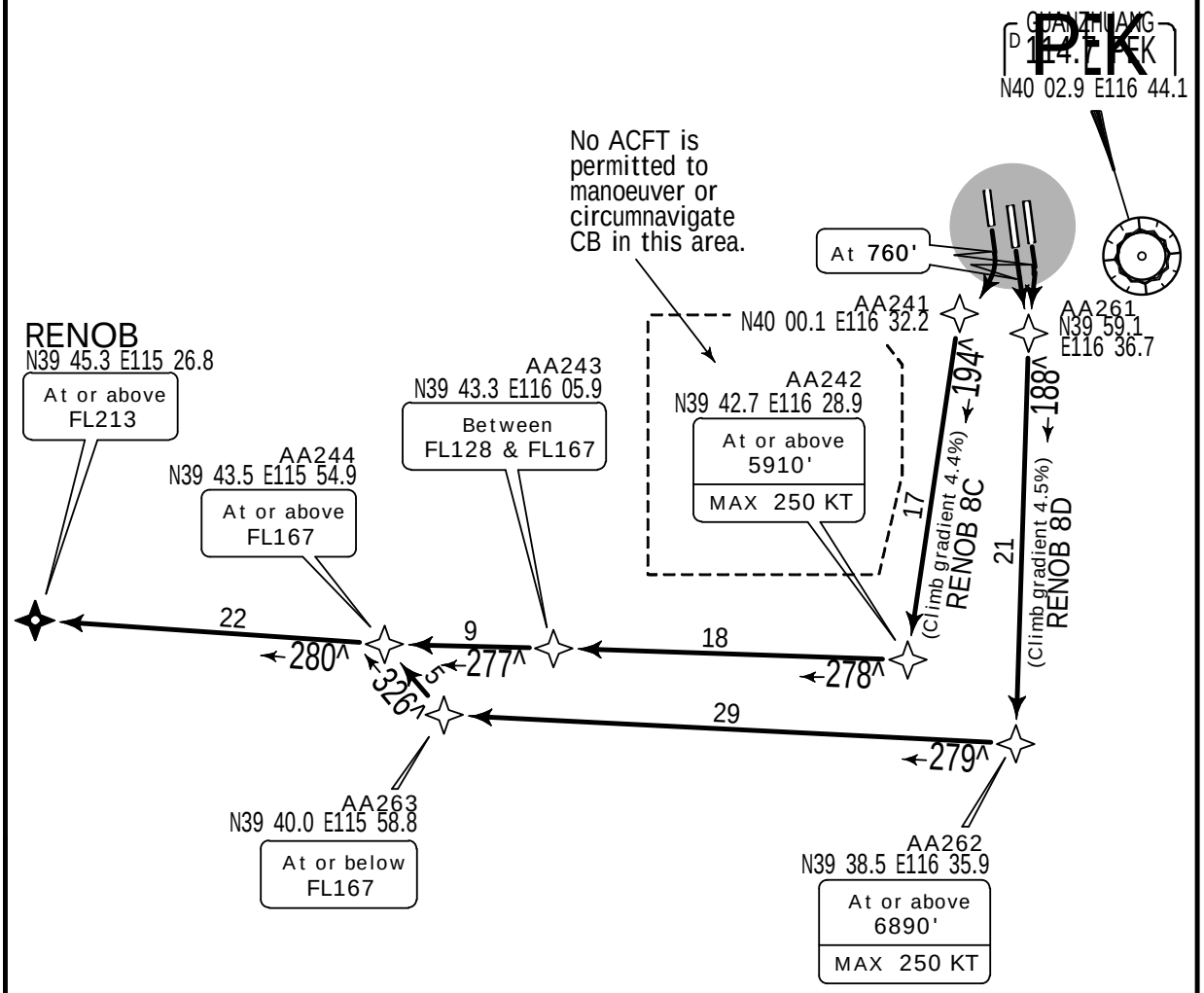
Apt Elev	Trans level: FL118	Trans alt: 9850'
115'		10830' 1031 hPa or above 8860' 979 hPa or below



MSA
PEK VOR

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

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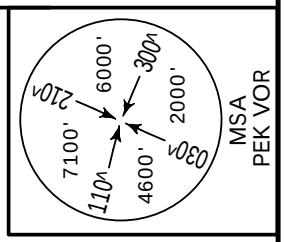
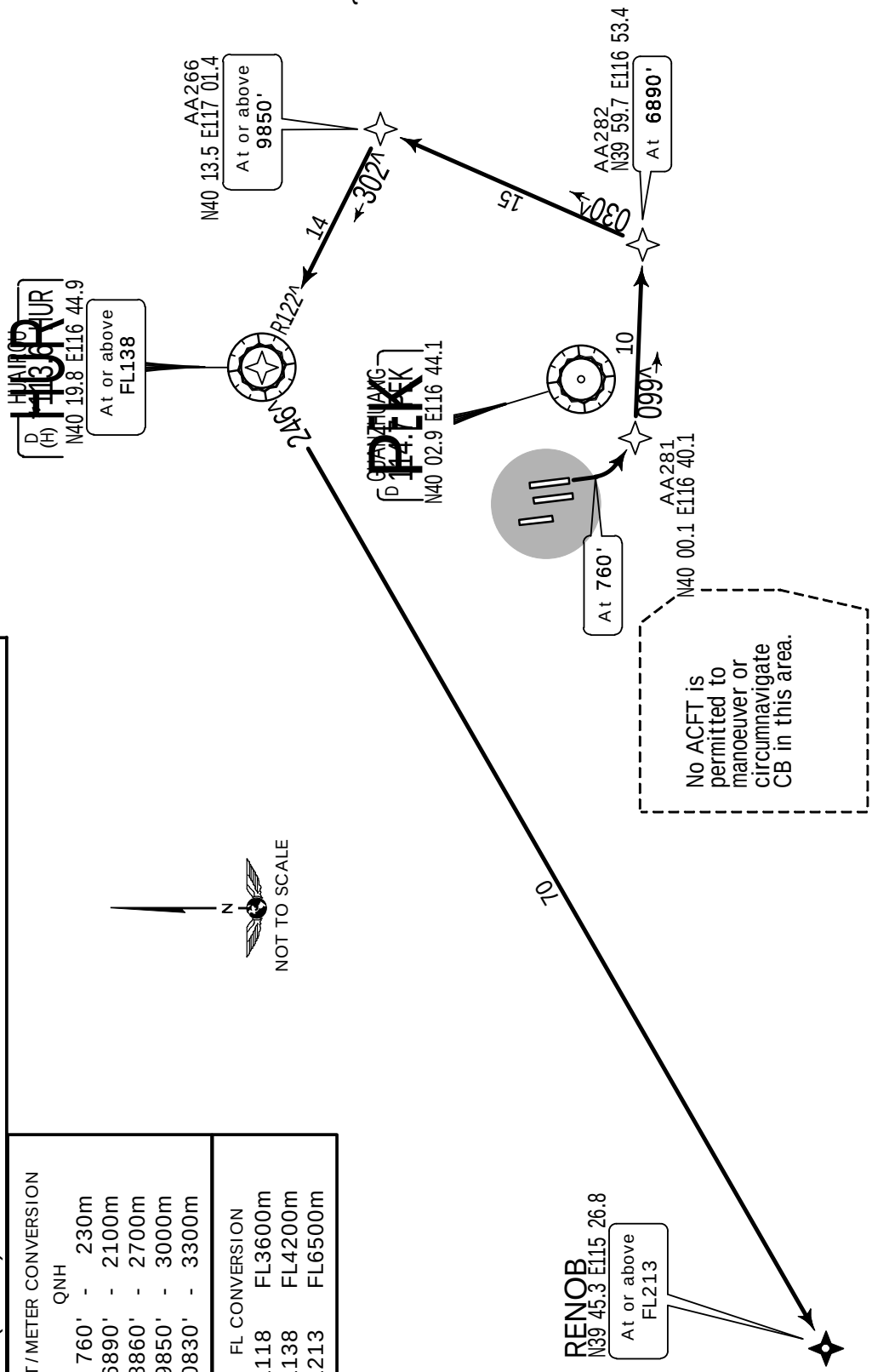
ZBAA/PEK BEIJING, PR OF CHINA
CAPITAL

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

Apt Elev	Trans level: FL118 Trans alt: 9850'
115'	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

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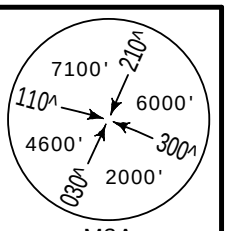
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3F) .Eff.3.Apr. .RNAV.SID.

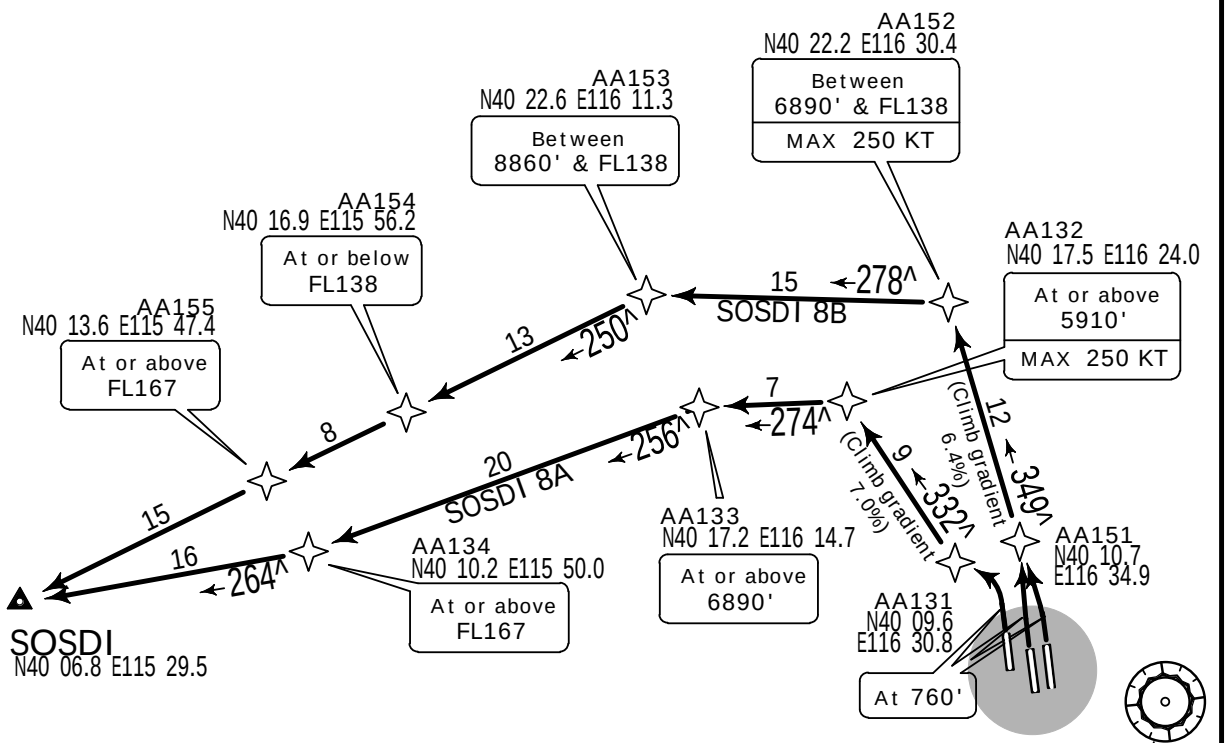
Apt Elev	Trans level: FL118	Trans alt: 9850'
115'		10830' 1031 hPa or above 8860' 979 hPa or below



MSA
PEK VOR

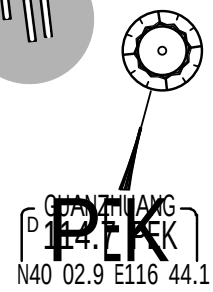
SOSDI 8A [SOSD8A], SOSDI 8B [SOSD8B]
RWYS 36L/R, 01 RNAV DEPARTURES

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 manoeuver or circumnavigate CB in this area.



N
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

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'+;

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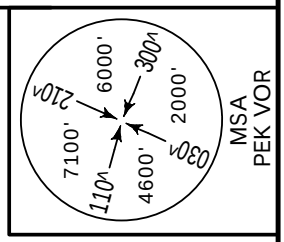
ZBAA/PEK
CAPITAL

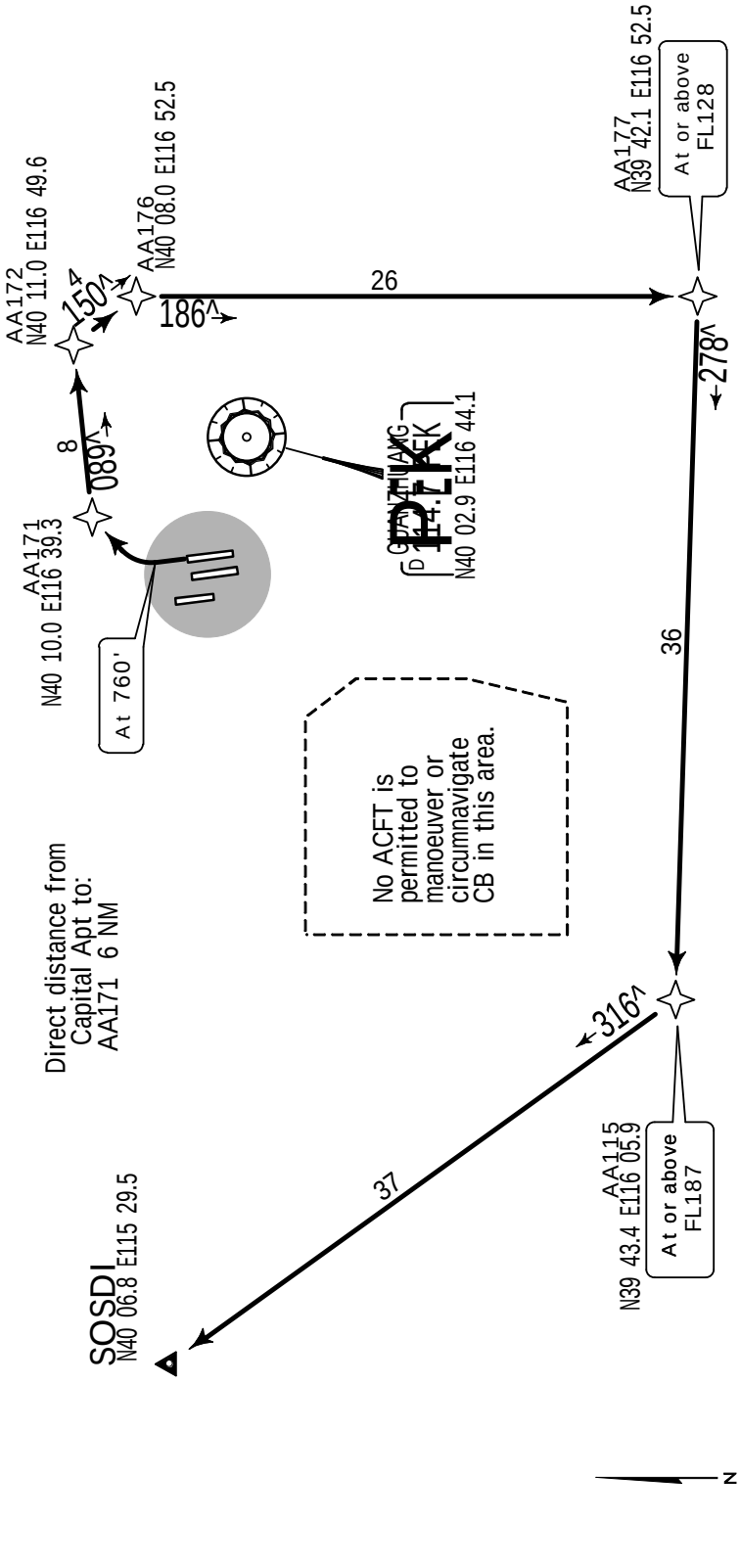
JEPPESEN 28 MAR 14 (10-3G) .Eff.3.Apr.

BEIJING, PR OF CHINA
.RNAV.SID.

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

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





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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL187	FL5700m

FT/METER CONVERSION
QNH

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

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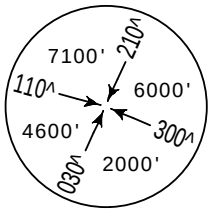
ZBAA/PEK CAPITAL

JEPPESEN 9 DEC 11 (10-3G1) .Eff.15.Dec.

BEIJING, PR OF CHINA .RNAV.SID.

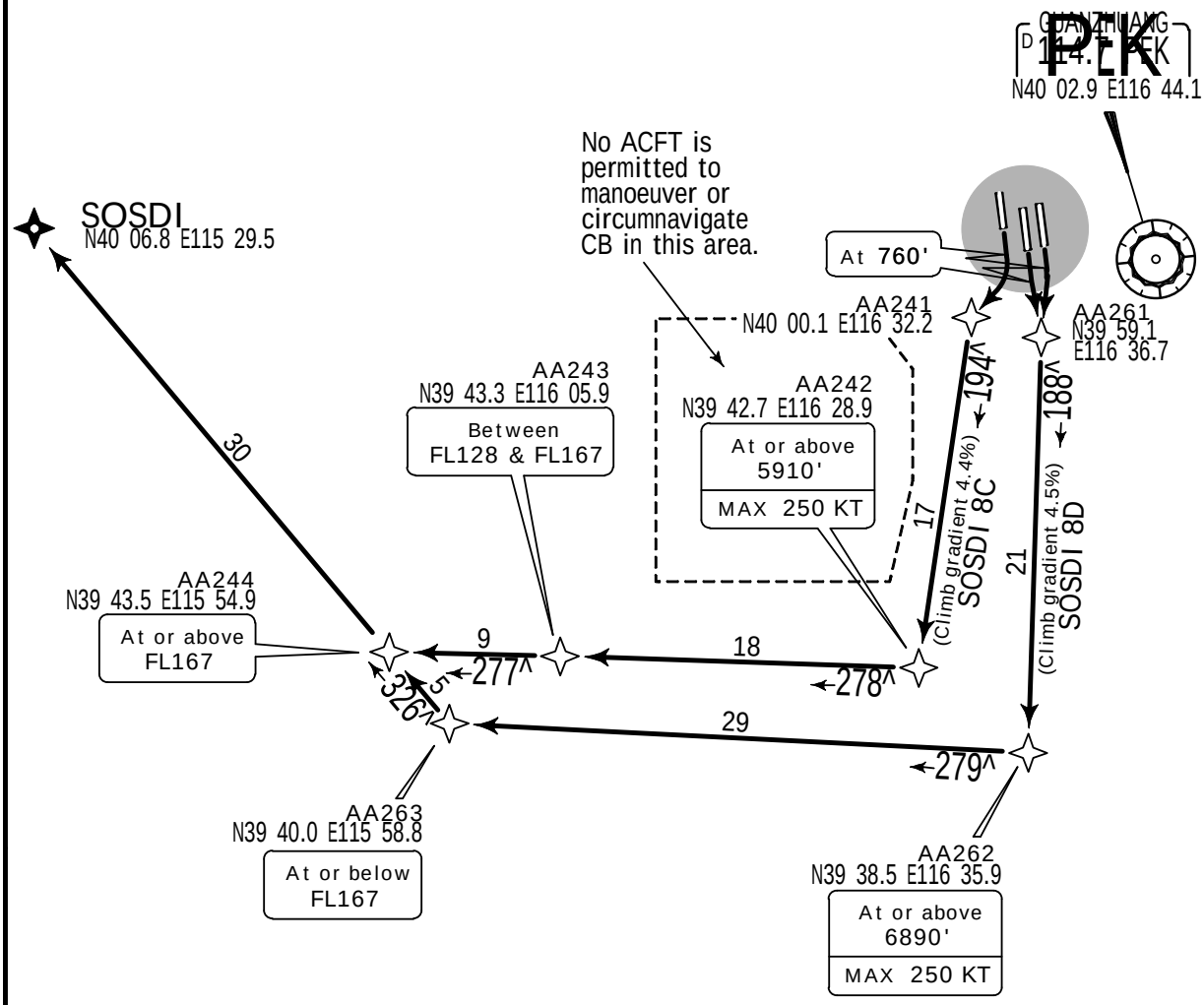
Apt Elev	Trans level: FL118	Trans alt: 9850'
115'		10830' 1031 hPa or above 8860' 979 hPa or below



MSA
PEK VOR

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

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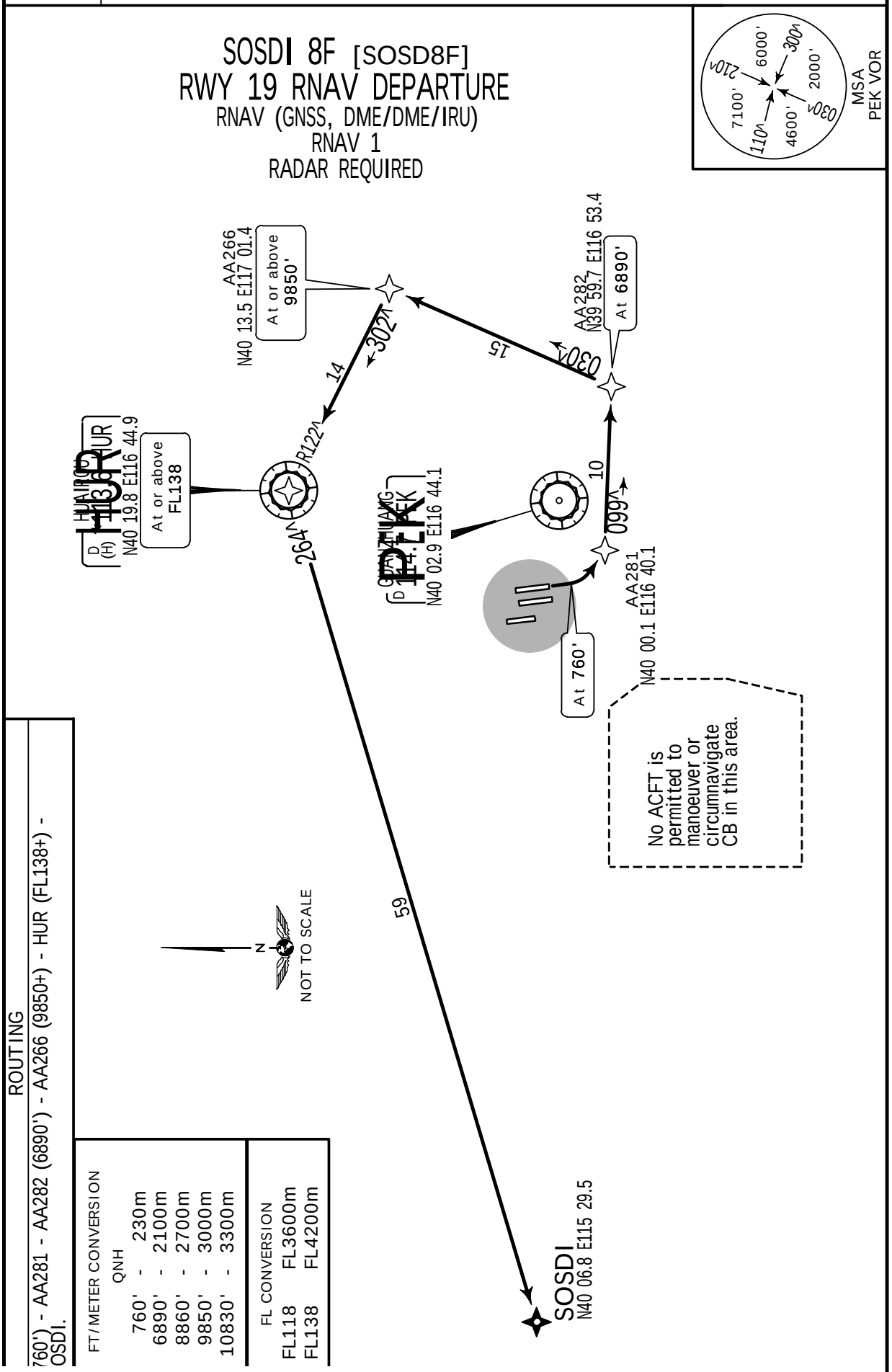
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

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

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

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



ROUTING

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

FT/METER CONVERSION
QNH

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m

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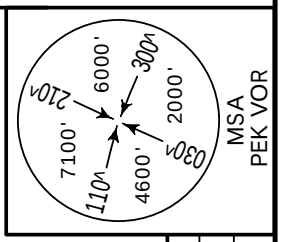
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 9 DEC 11 (10-3G3) .Eff.15.Dec. .RNAV.SID.

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

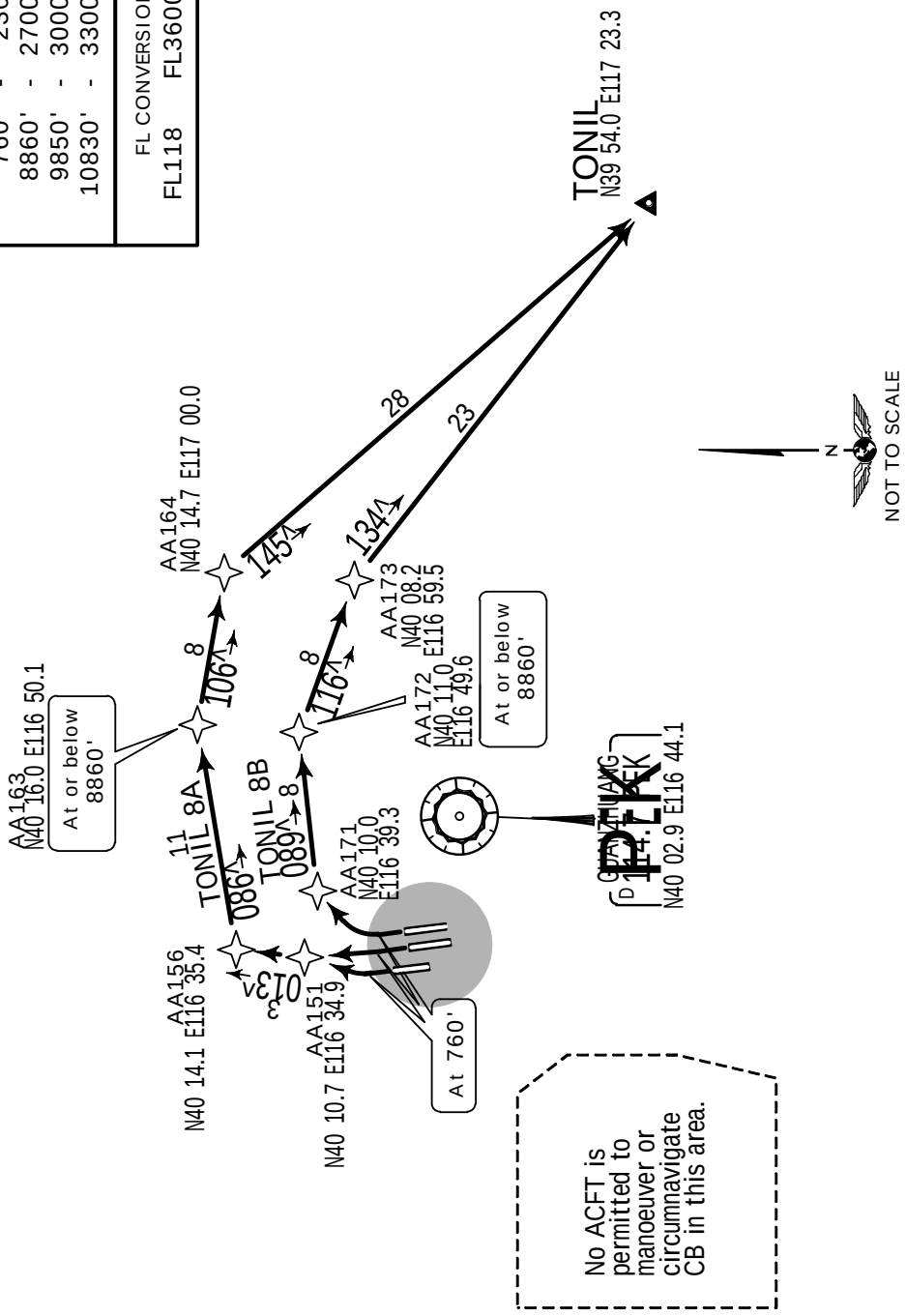
TONIL 8A [TONI8A], TONIL 8B [TONI8B]
RWYS 36L/R, 01 RNAV DEPARTURES

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



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

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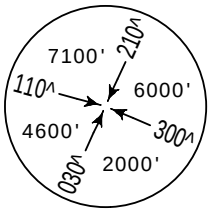
ZBAA/PEK CAPITAL

JEPPESEN 9 DEC 11 (10-3G4) .Eff.15.Dec.

BEIJING, PR OF CHINA .RNAV.SID.

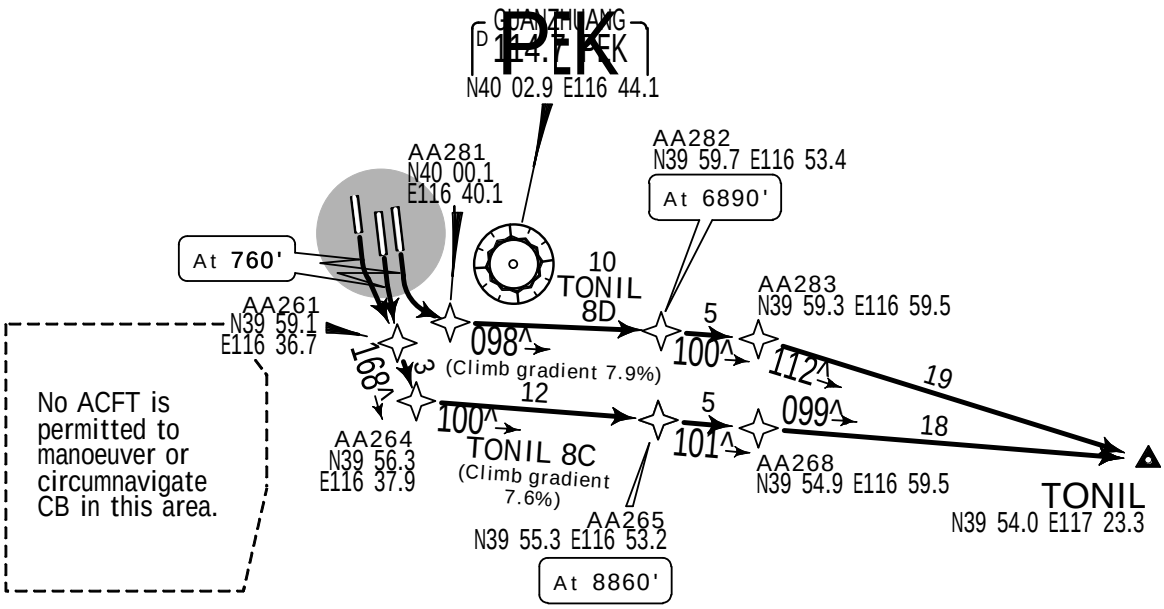
Apt Elev	Trans level: FL118	Trans alt: 9850'
115'		10830' 1031 hPa or above 8860' 979 hPa or below



MSA
PEK VOR

TONIL 8C [TONI8C], TONIL 8D [TONI8D]
RWYS 18R/L, 19 RNAV DEPARTURES

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



NOT TO SCALE

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

FL CONVERSION	
FL118	FL3600m

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

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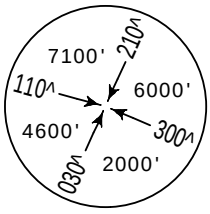
ZBAA/PEK CAPITAL

JEPPESEN 26 JUN 09 (10-3H) .Eff.2.Jul.

BEIJING, PR OF CHINA .RNAV.SID.

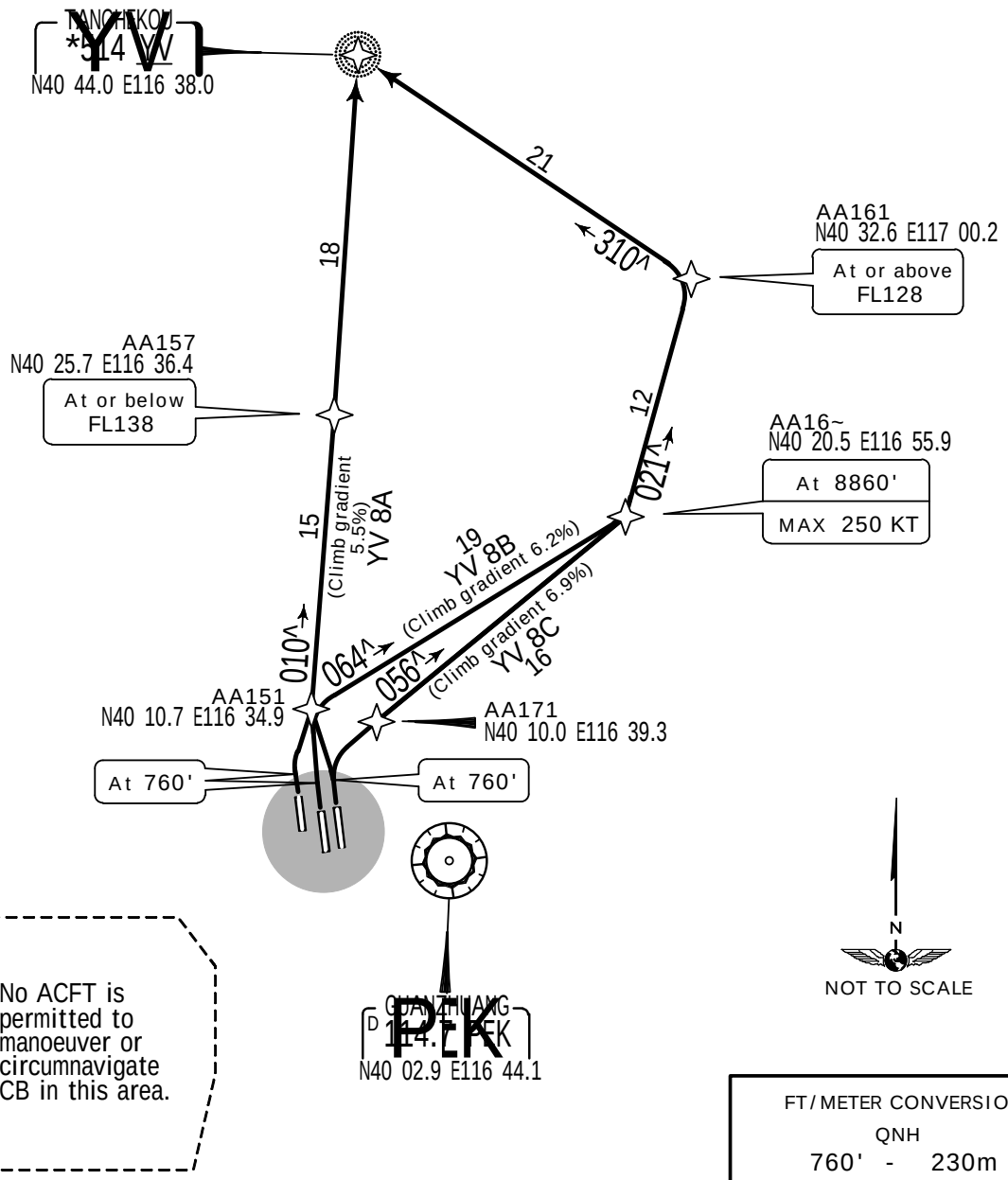
Apt Elev 115'

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



MSA
PEK VOR

YV 8A, YV 8B, YV 8C
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

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

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.

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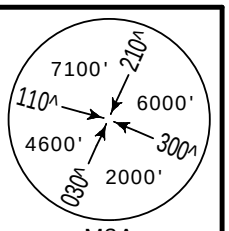
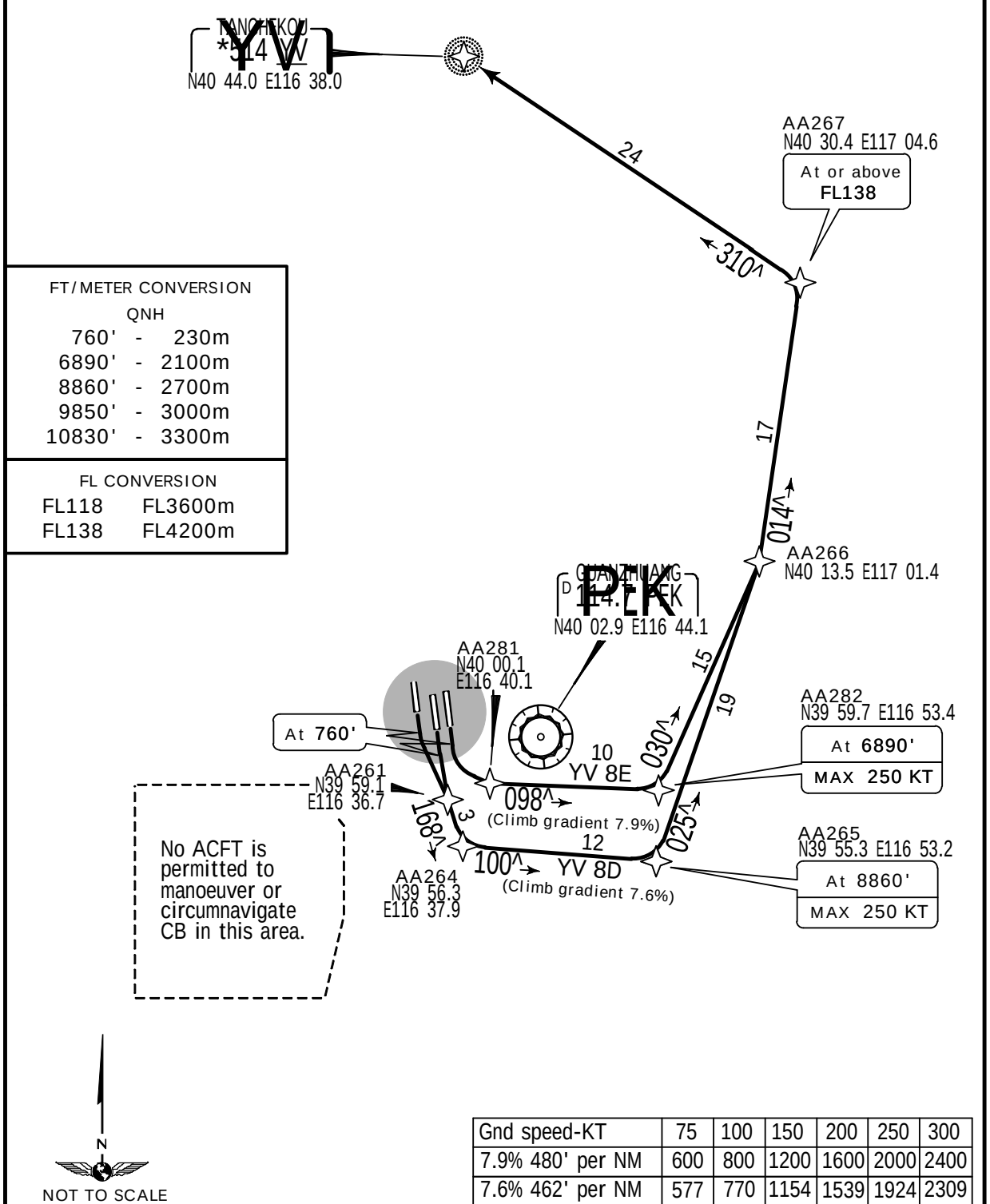
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 26 JUN 09 (10-3J) .Eff.2.Jul. .RNAV.SID.

Apt Elev	Trans level: FL118	Trans alt: 9850'
115'		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

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.

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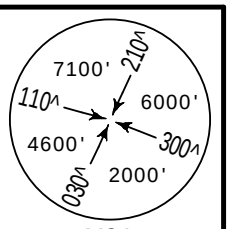
ZBAA/PEK CAPITAL

JEPPESEN 5 JUL 13 (10-3K)

BEIJING, PR OF CHINA .SID.

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

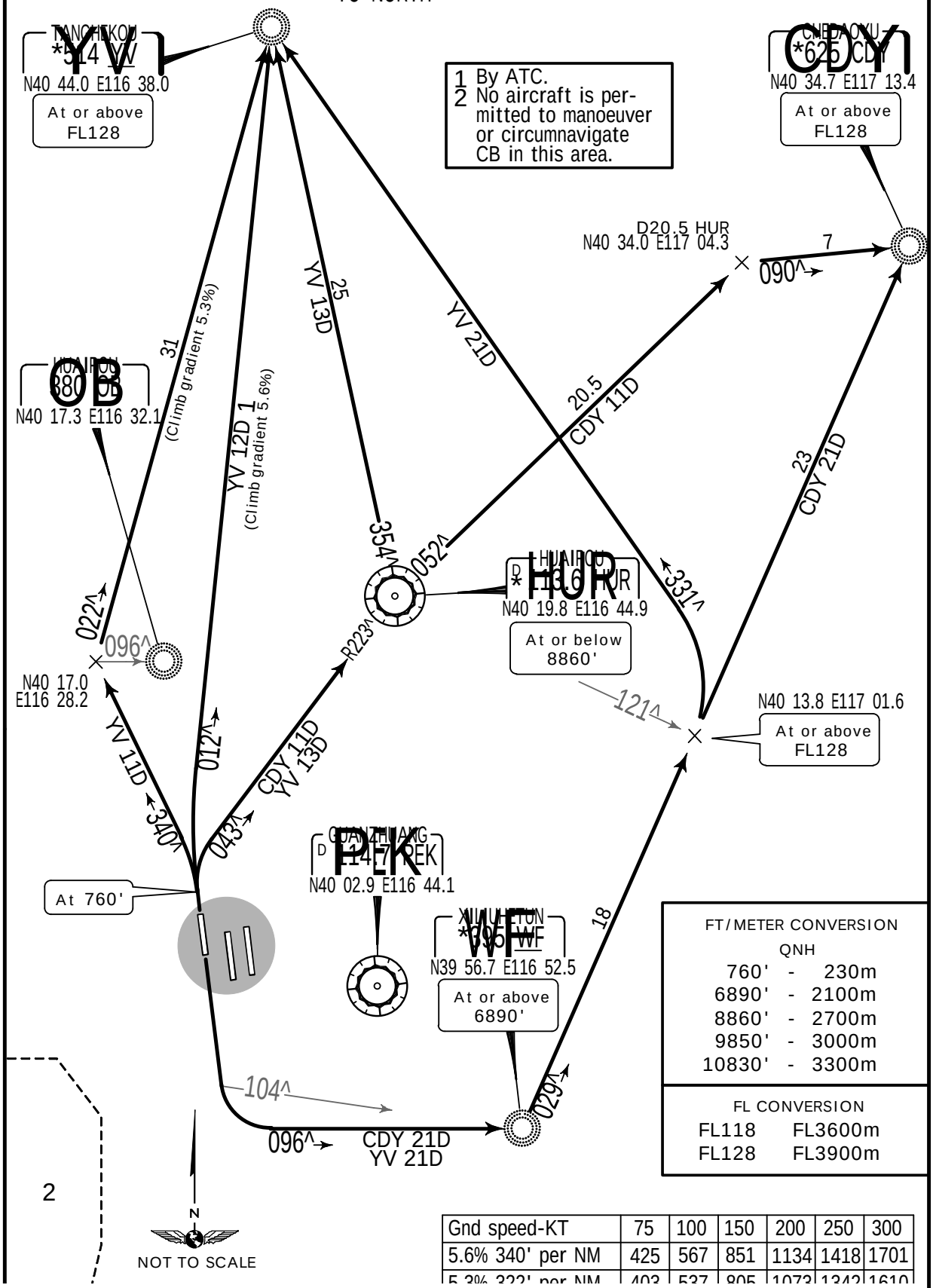


MSA
PEK VOR

CDY 11D, YV 11D
YV 12D 1, YV 13D
RWY 36L DEPARTURES

CDY 21D, YV 21D
RWY 18R DEPARTURES

TO NORTH



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

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

Gnd speed-KT	75	100	150	200	250	300
5.6% 340' per NM	425	567	851	1134	1418	1701
5.3% 322' per NM	403	537	805	1073	1342	1610

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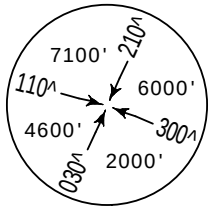
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA .SID.

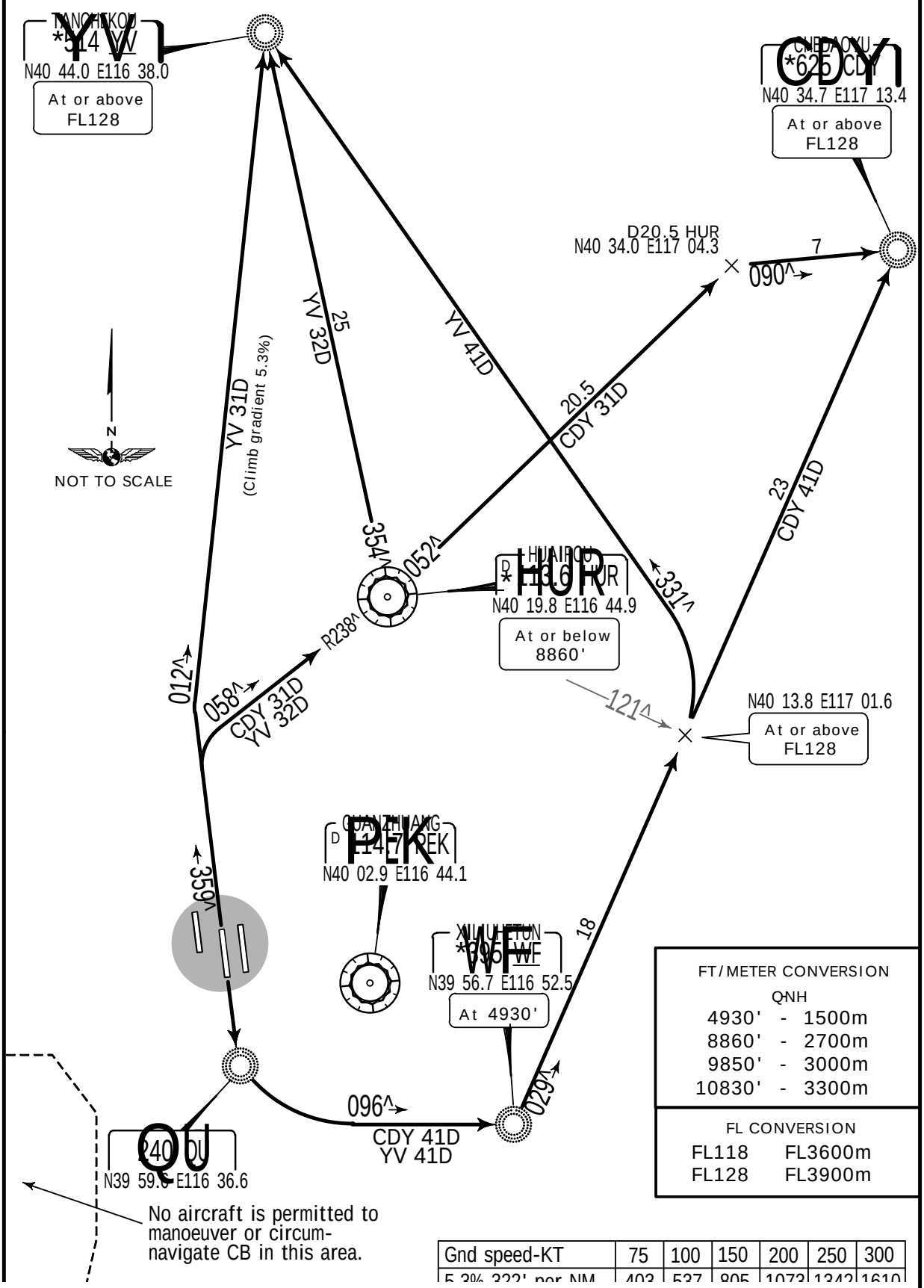
JEPPESEN 5 JUL 13 10-3L

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



MSA
PEK VOR

CDY 31D, YV 31D, YV 32D RWY 36R DEPARTURES
CDY 41D, YV 41D RWY 18L DEPARTURES
TO NORTH



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

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

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

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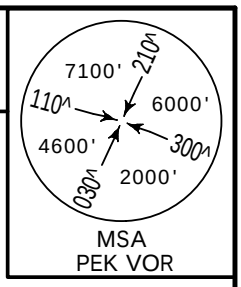
ZBAA/PEK CAPITAL

JEPPESEN 17 JUN 11 (10-3M)

BEIJING, PR OF CHINA .SID.

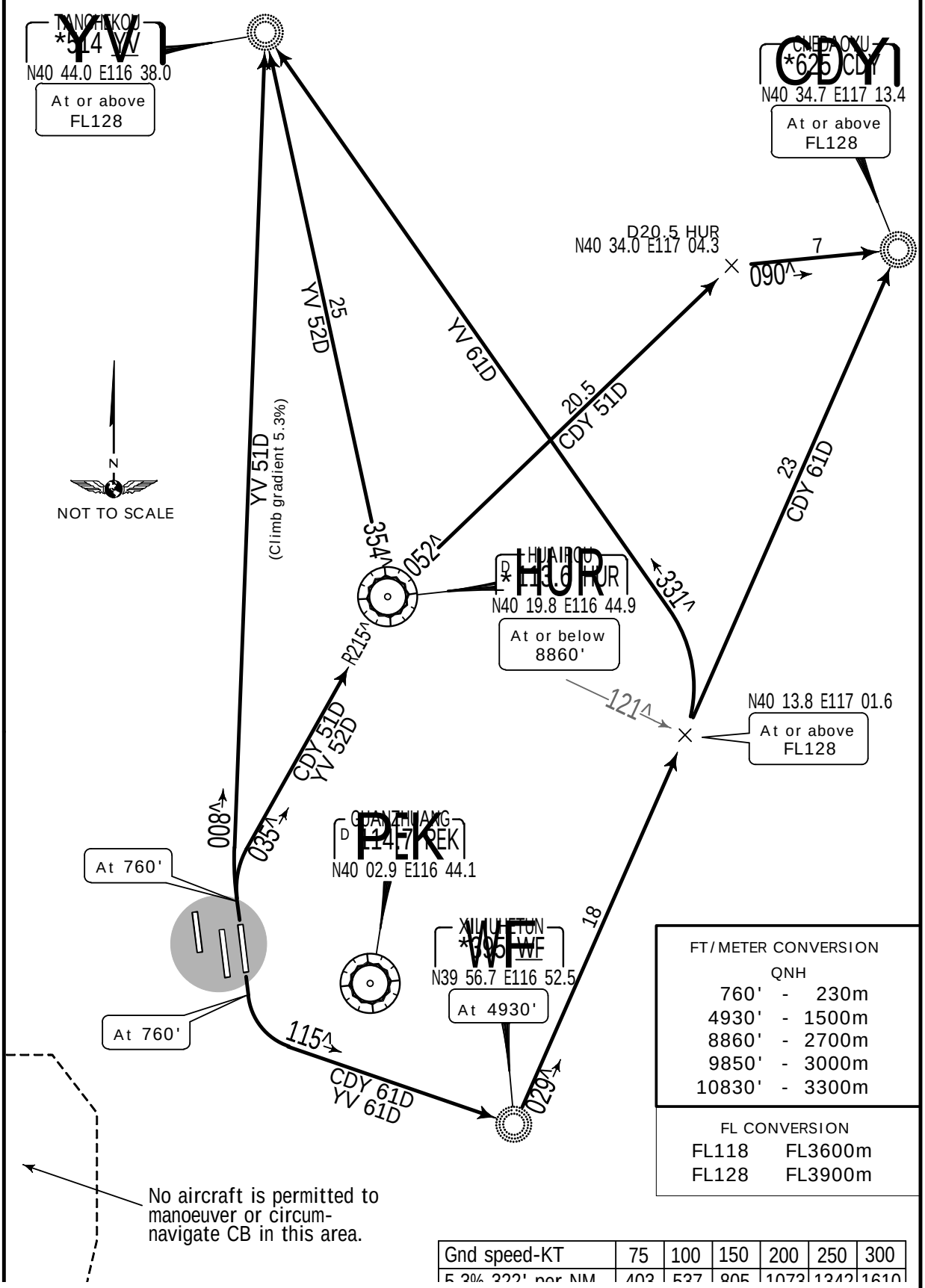
Apt Elev	Trans level: FL118	Trans alt:
115'		9850' 10830' 1031 hPa or above 8860' 979 hPa or below



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

CDY 61D, YV 61D RWY 19 DEPARTURES

TO NORTH



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

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

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

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ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA .SID.

JEPPESEN 17 JUN 11 (10-3N)

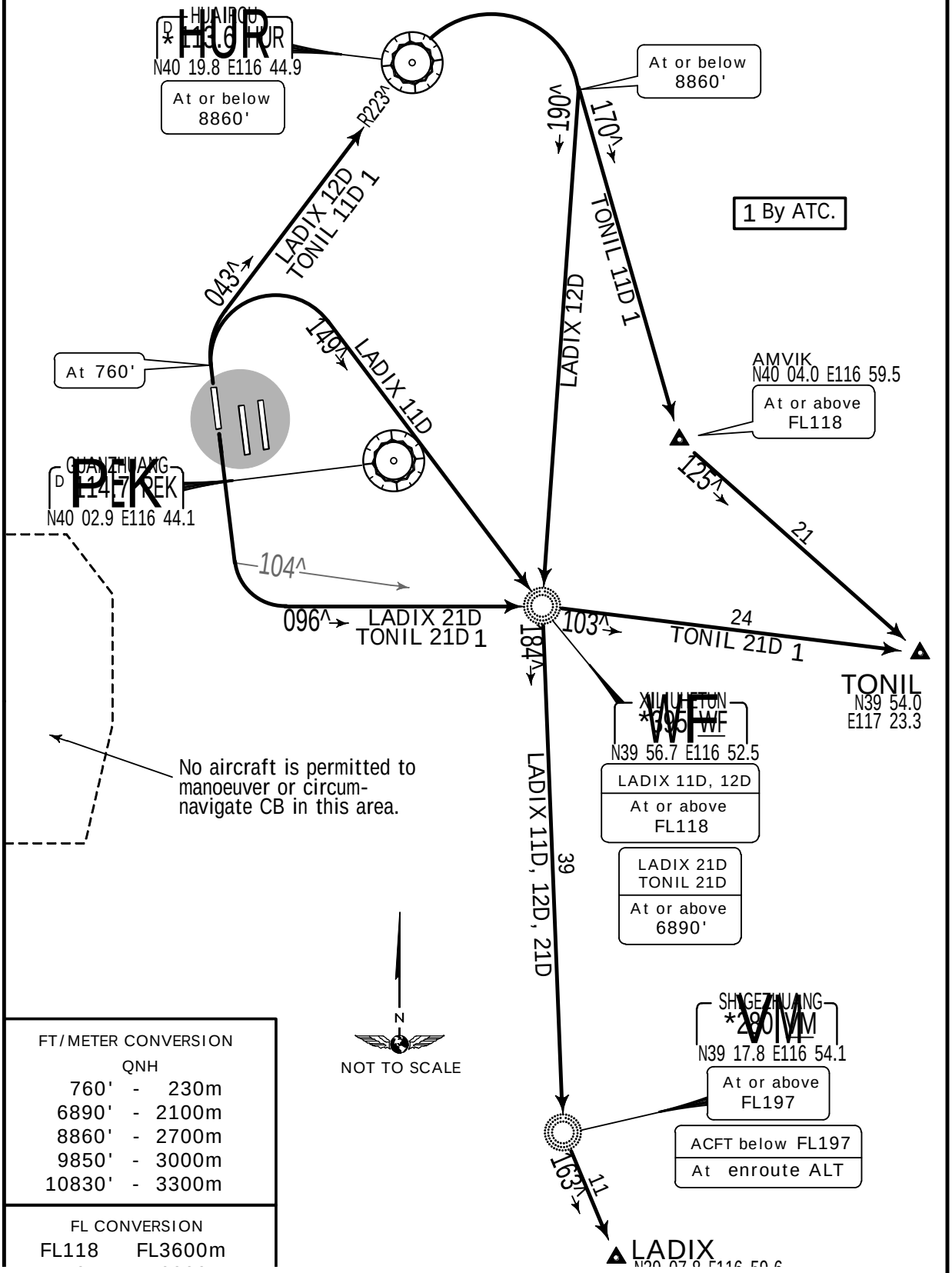
Apt Elev	Trans level: FL118	Trans alt:
115'		9850' 10830' 1031 hPa or above 8860' 979 hPa or below

MSA PEK VOR: 7100' 210^, 6000' 300^, 2000' 030^, 4600' 110^

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

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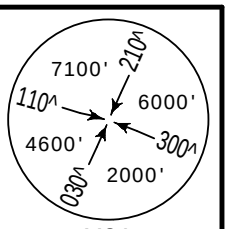
ZBAA/PEK CAPITAL

JEPPESEN 5 JUL 13 (10-3P)

BEIJING, PR OF CHINA .SID.

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

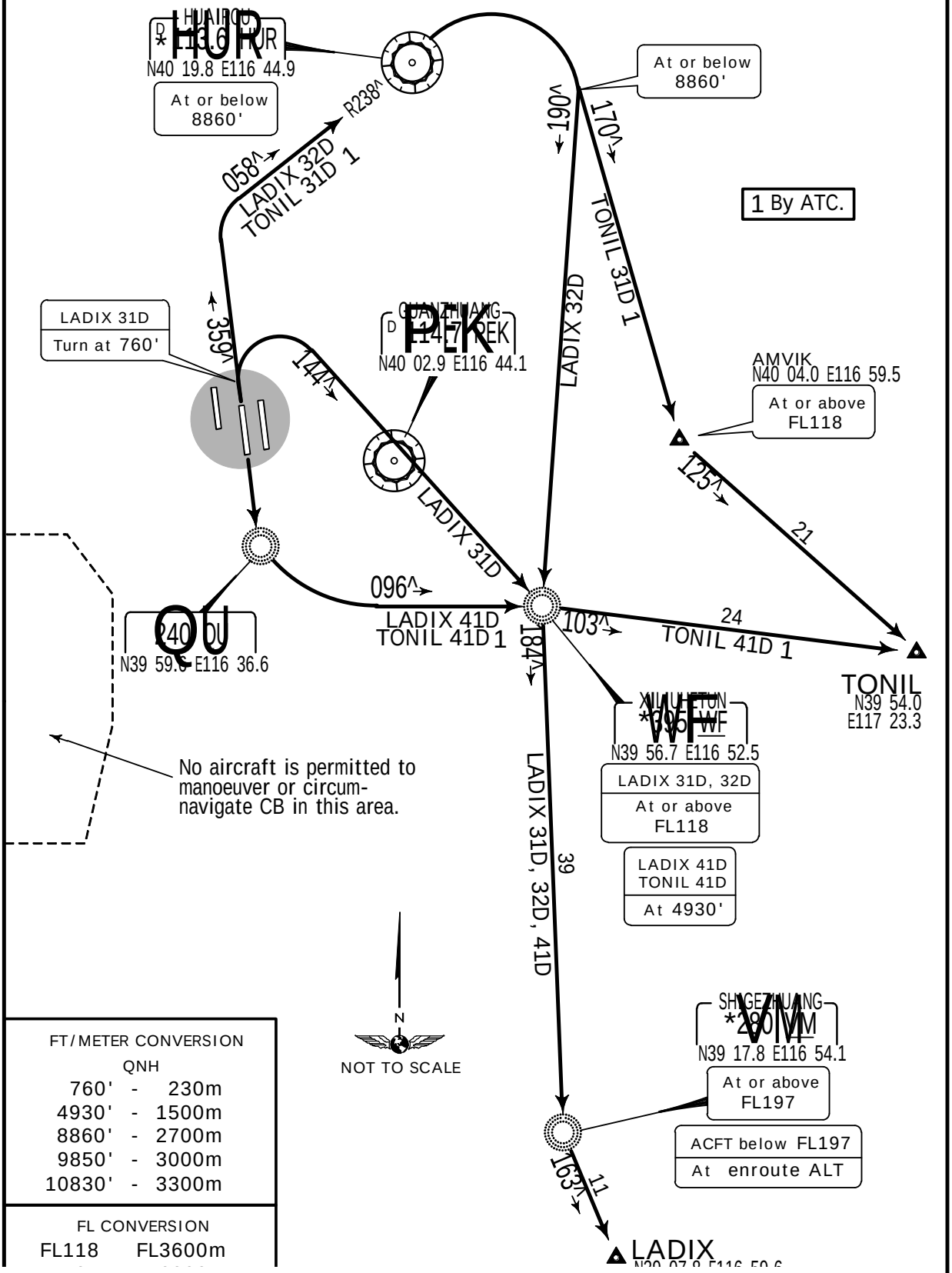


MSA
PEK VOR

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

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

TO EAST & SOUTH



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

FL CONVERSION	
FL118	FL3600m

CHANGES: LADIX & TONIL 41D revised.

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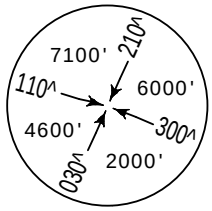
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 5 JUL 13 (10-3Q) .SID.

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

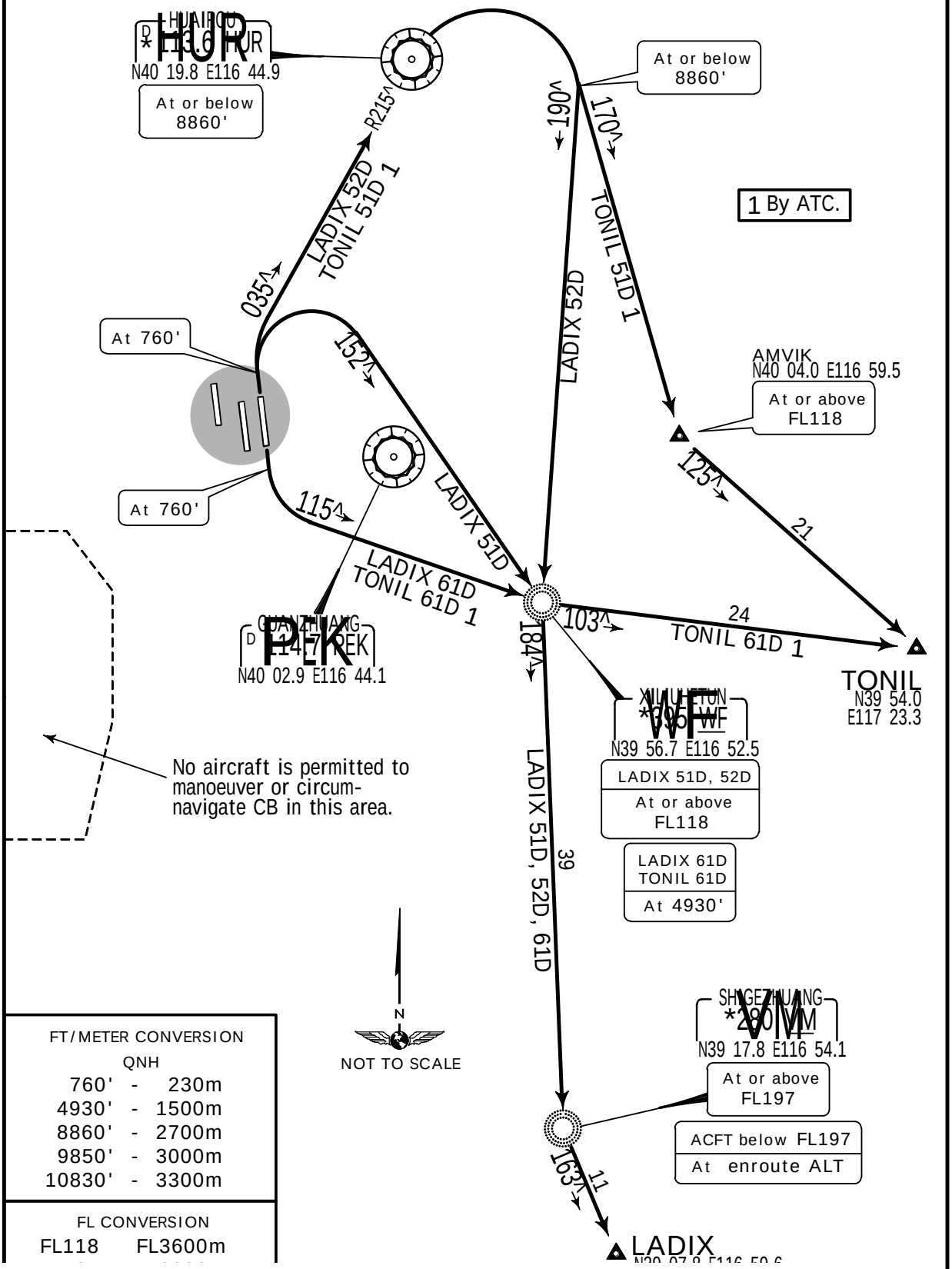


MSA
PEK VOR

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

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

TO EAST & SOUTH



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

FL CONVERSION	
FL118	FL3600m

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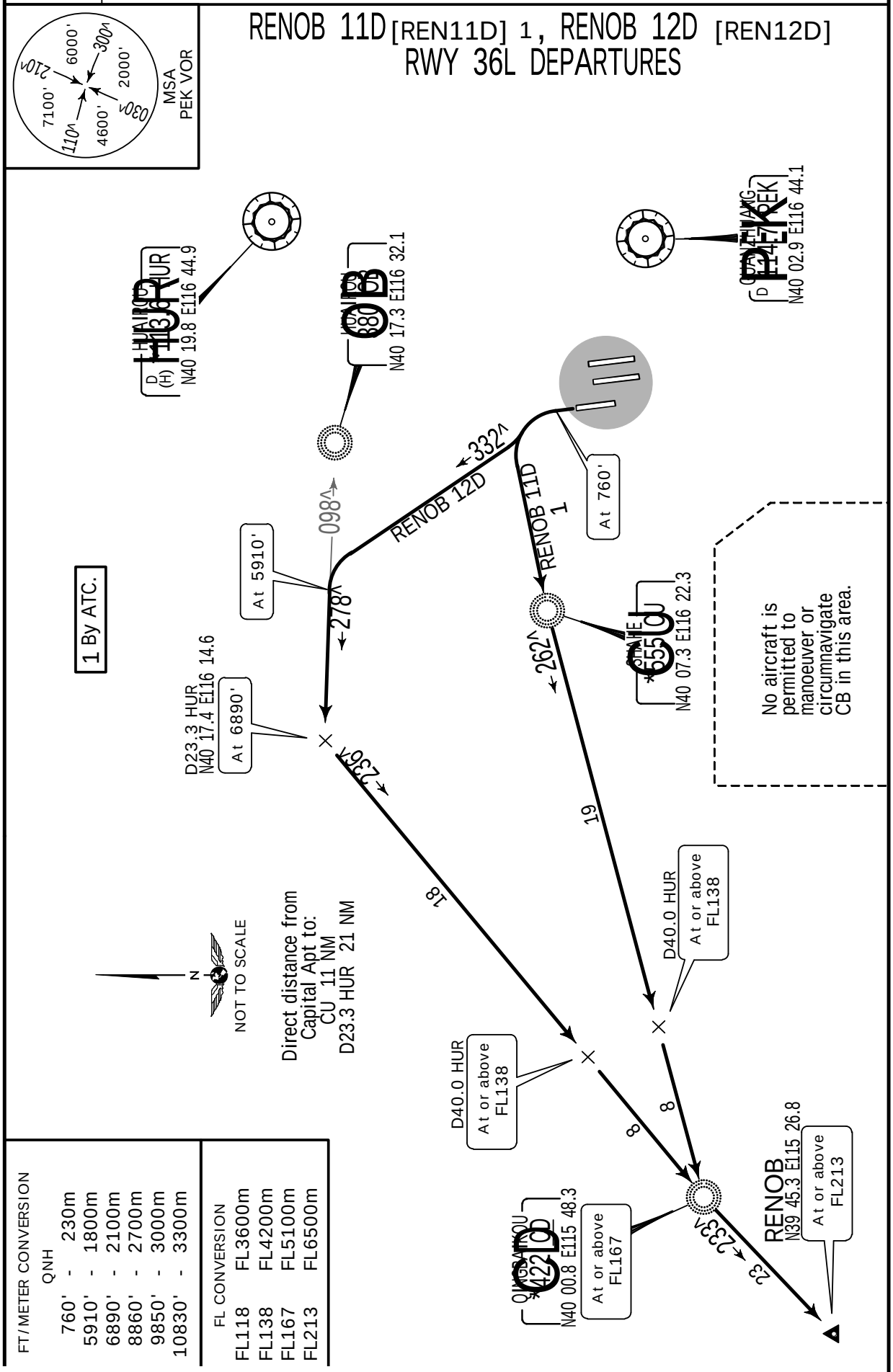
ZBAA/PEK
CAPITAL

JEPPESEN 28 MAR 14 (10-3S) .Eff.3.Apr.

BEIJING, PR OF CHINA
.SID.

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

RENOB 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

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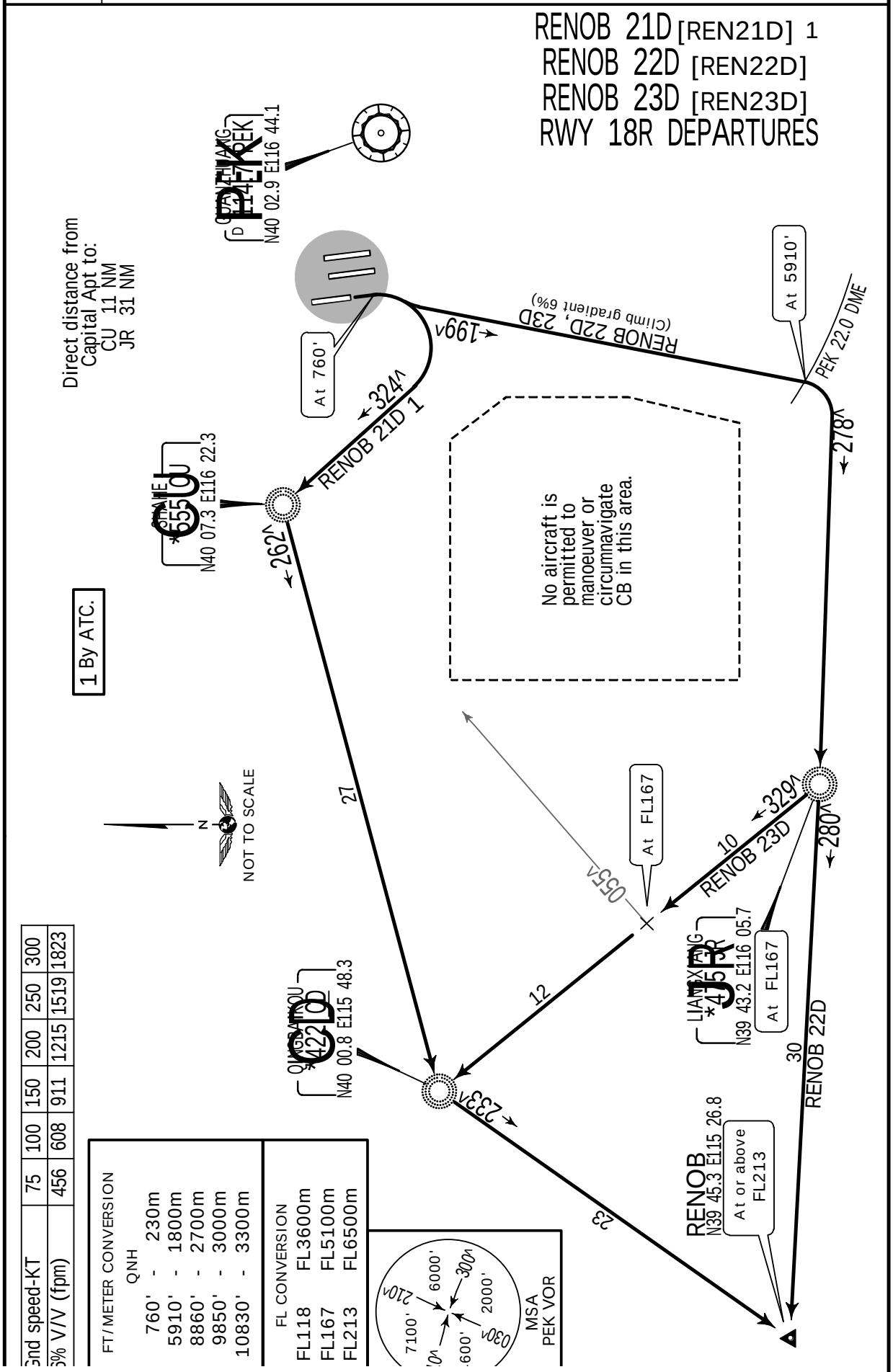
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3T) .Eff.3.Apr. .SID.

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

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



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

FT/METER CONVERSION
QNH

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

FL CONVERSION

FL118	FL3600m
FL167	FL5100m
FL213	FL6500m

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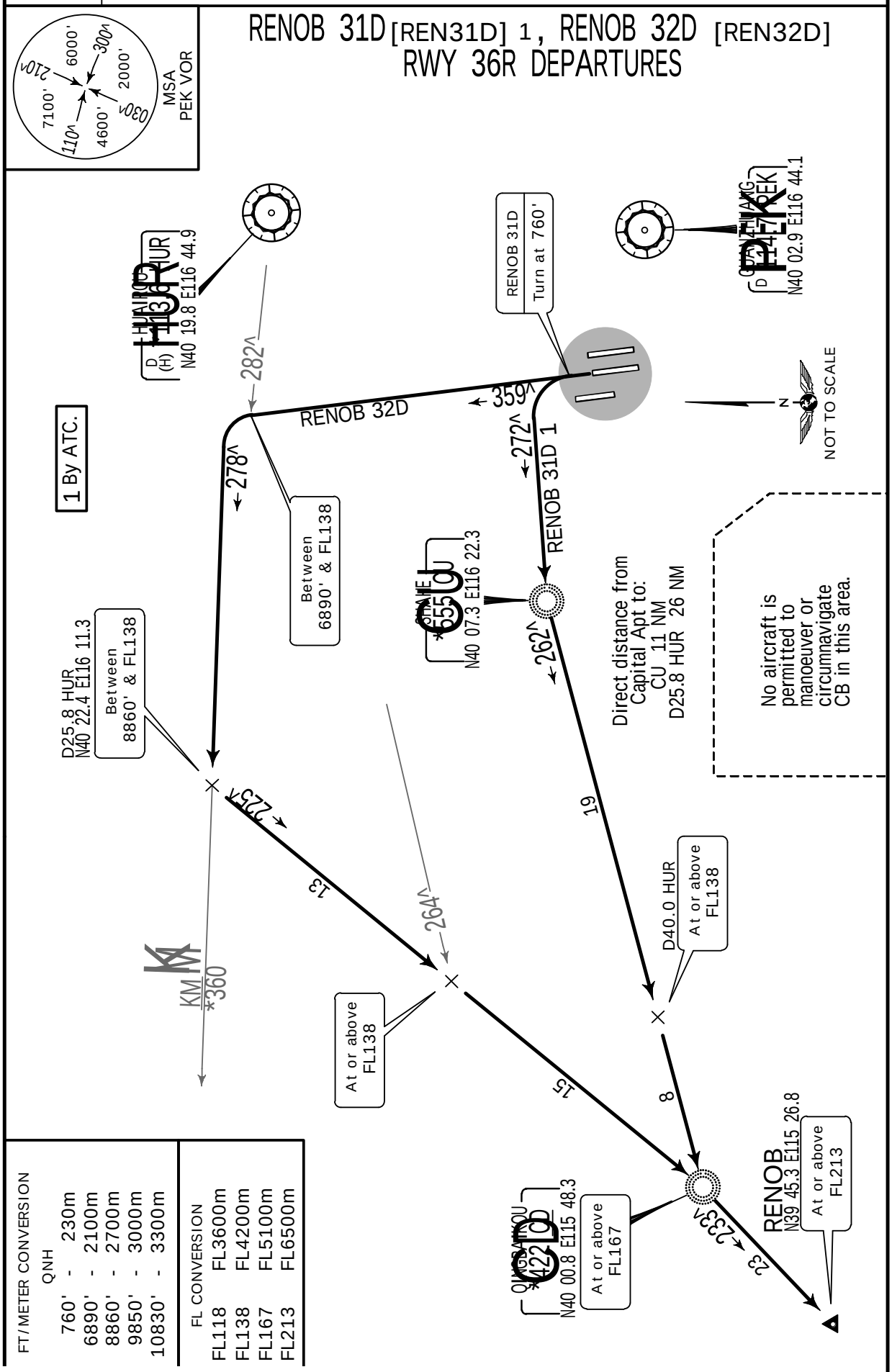
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

Apt Elev	Trans level: FL118	Trans alt:
115'		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

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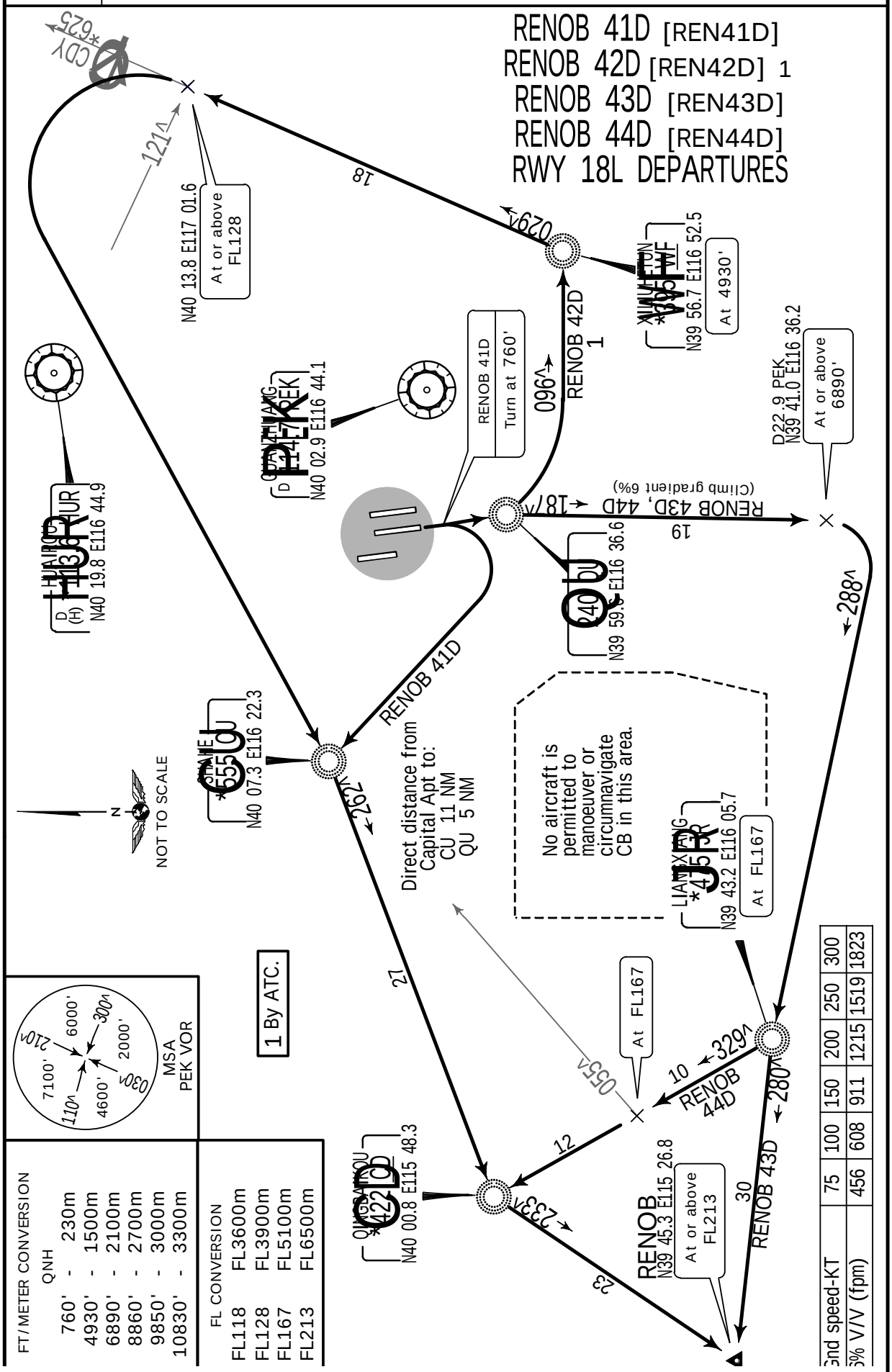
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3V) .Eff.3.Apr. .SID.

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

RENOB 41D [REN41D]
RENOB 42D [REN42D] 1
RENOB 43D [REN43D]
RENOB 44D [REN44D]
RWY 18L DEPARTURES



FT/METER CONVERSION
QNH

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL167	FL5100m
FL213	FL6500m

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

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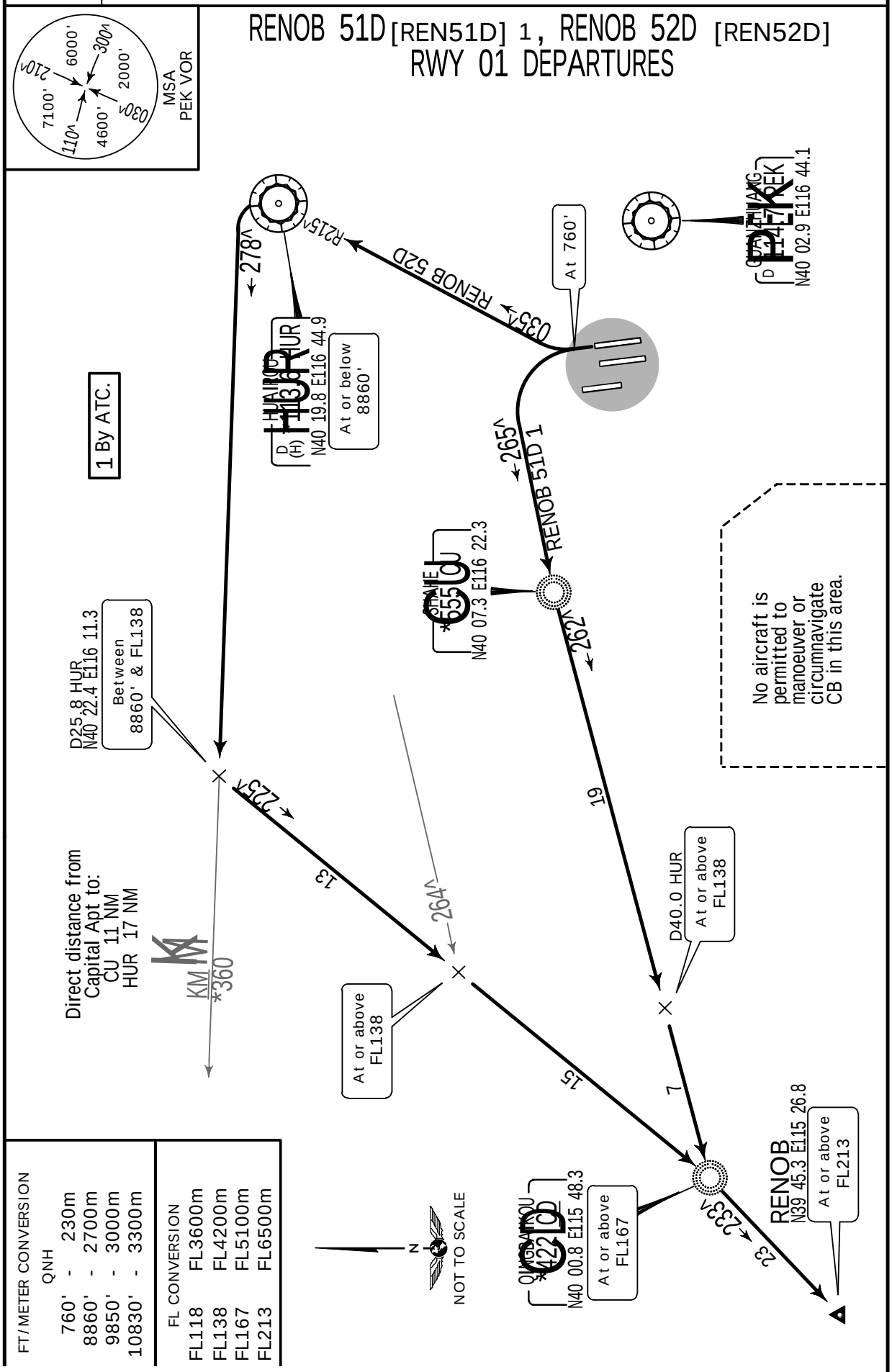
ZBAA/PEK BEIJING, PR OF CHINA
CAPITAL

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

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



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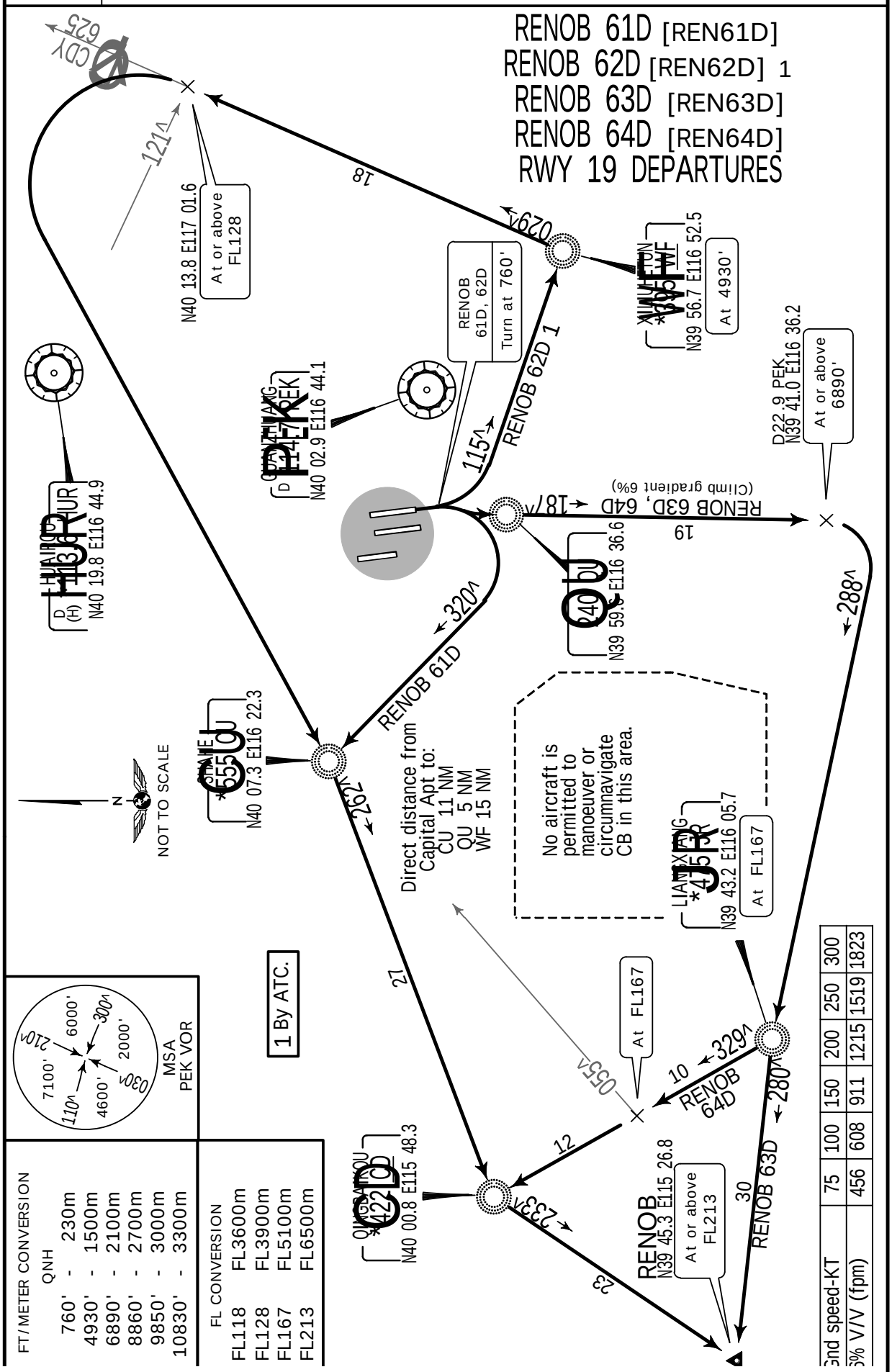
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3X) .Eff.3.Apr. .SID.

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

RENOB 61D [REN61D]
RENOB 62D [REN62D] 1
RENOB 63D [REN63D]
RENOB 64D [REN64D]
RWY 19 DEPARTURES



FT/METER CONVERSION
QNH

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL167	FL5100m
FL213	FL6500m

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

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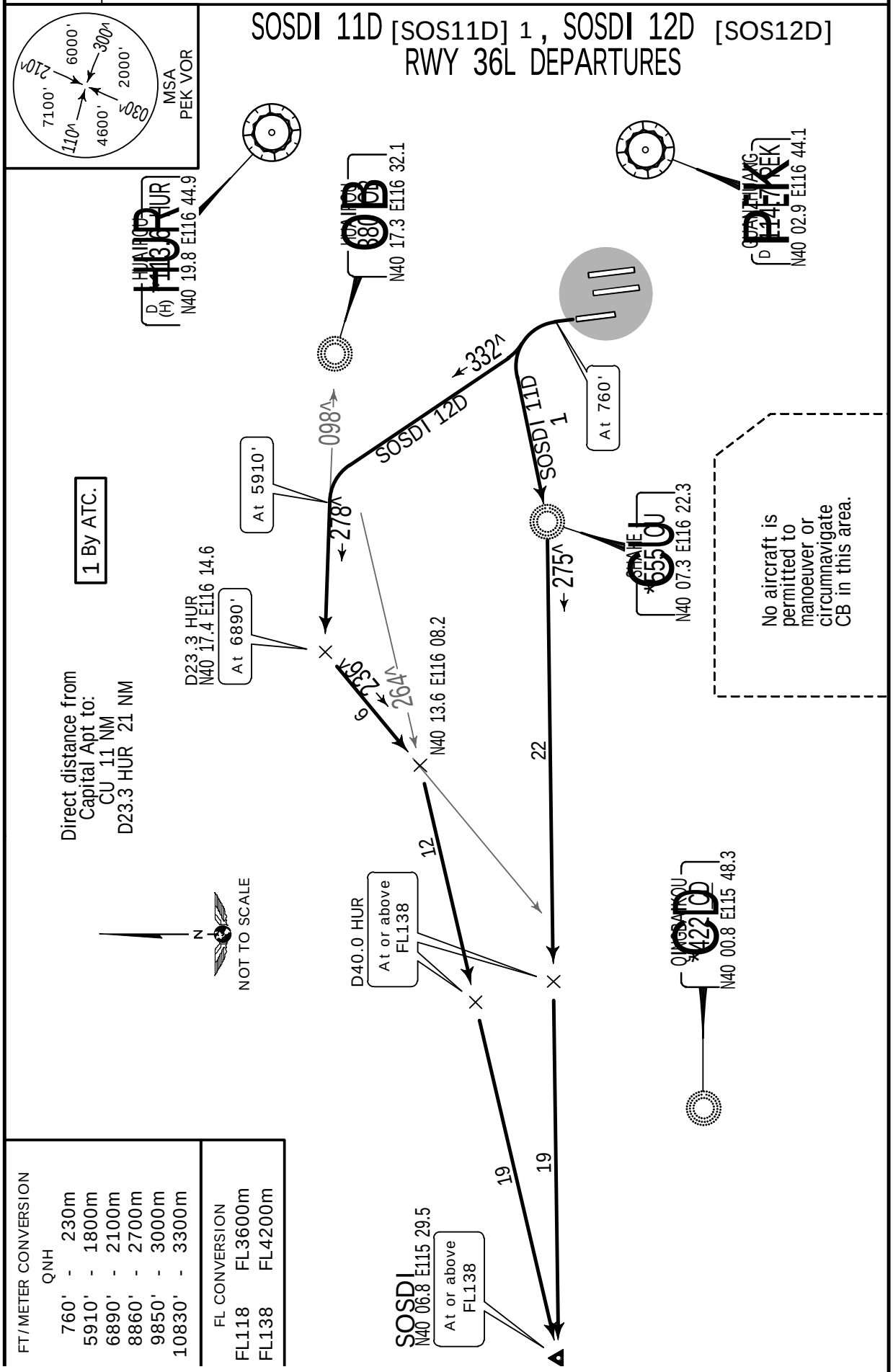
ZBAA/PEK
CAPITAL

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

BEIJING, PR OF CHINA
.SID.

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

SOSDI 11D [SOS11D] 1, SOSDI 12D [SOS12D]
RWY 36L DEPARTURES



FT/METER CONVERSION
QNH

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m

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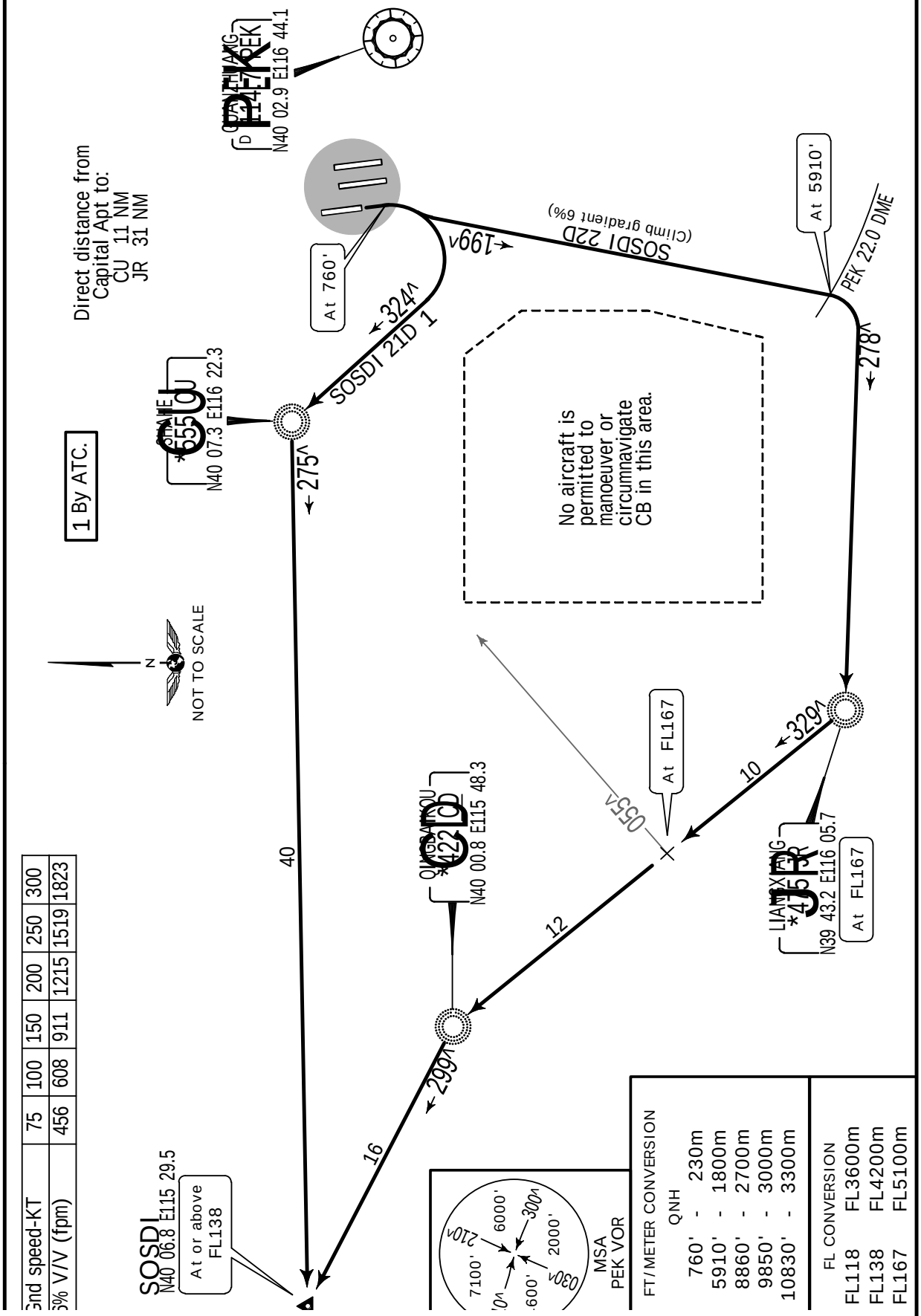
ZBAA/PEK
CAPITAL

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

BEIJING, PR OF CHINA
.SID.

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

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



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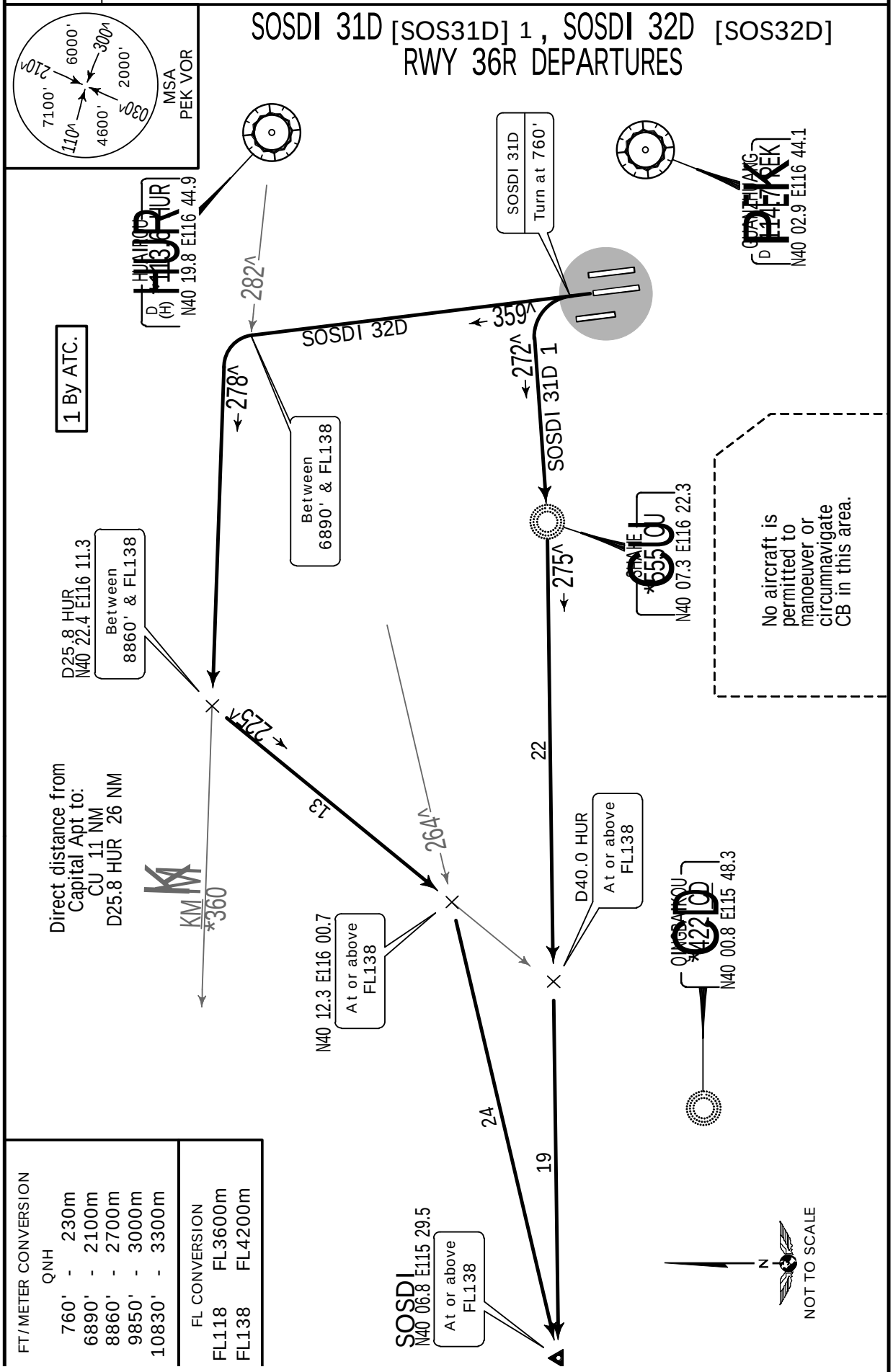
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3X3) .Eff.3.Apr. .SID.

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

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



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

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

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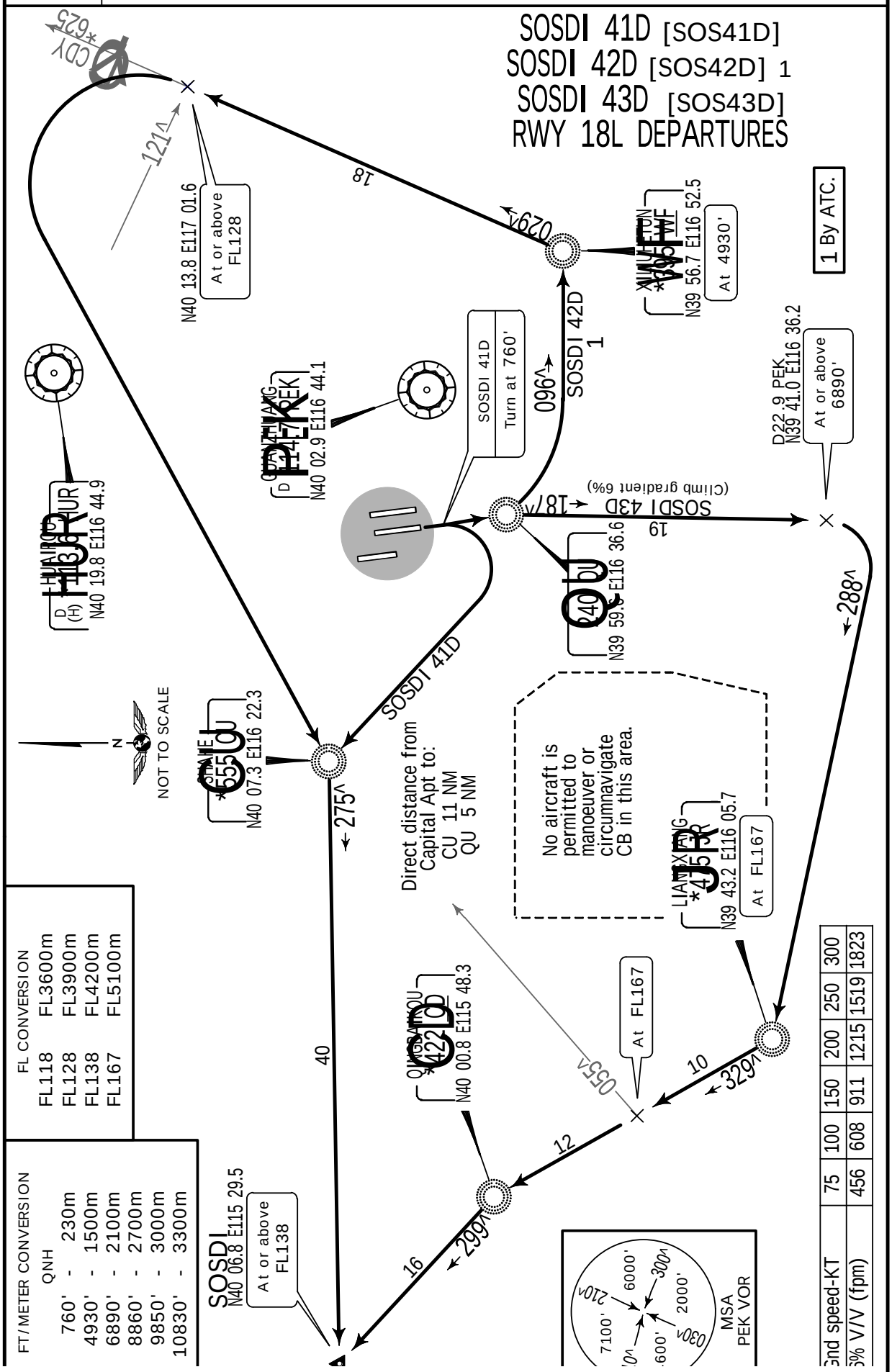
ZBAA/PEK
CAPITAL

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

BEIJING, PR OF CHINA
.SID.

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

SOSDI 41D [SOS41D]
SOSDI 42D [SOS42D] 1
SOSDI 43D [SOS43D]
RWY 18L DEPARTURES



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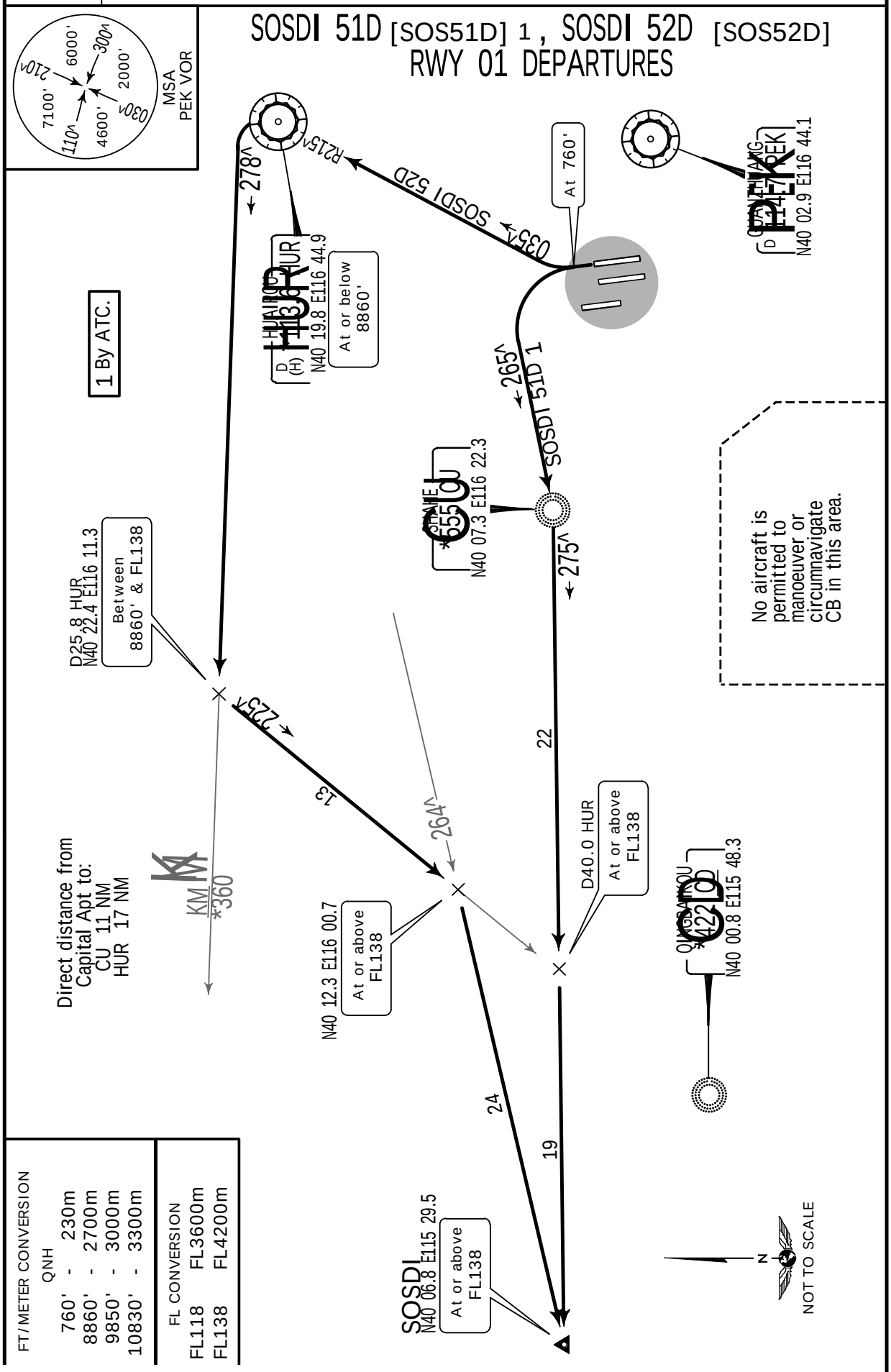
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3X5) .Eff.3.Apr. .SID.

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

SOSDI 51D [SOS51D] 1, SOSDI 52D [SOS52D]
RWY 01 DEPARTURES



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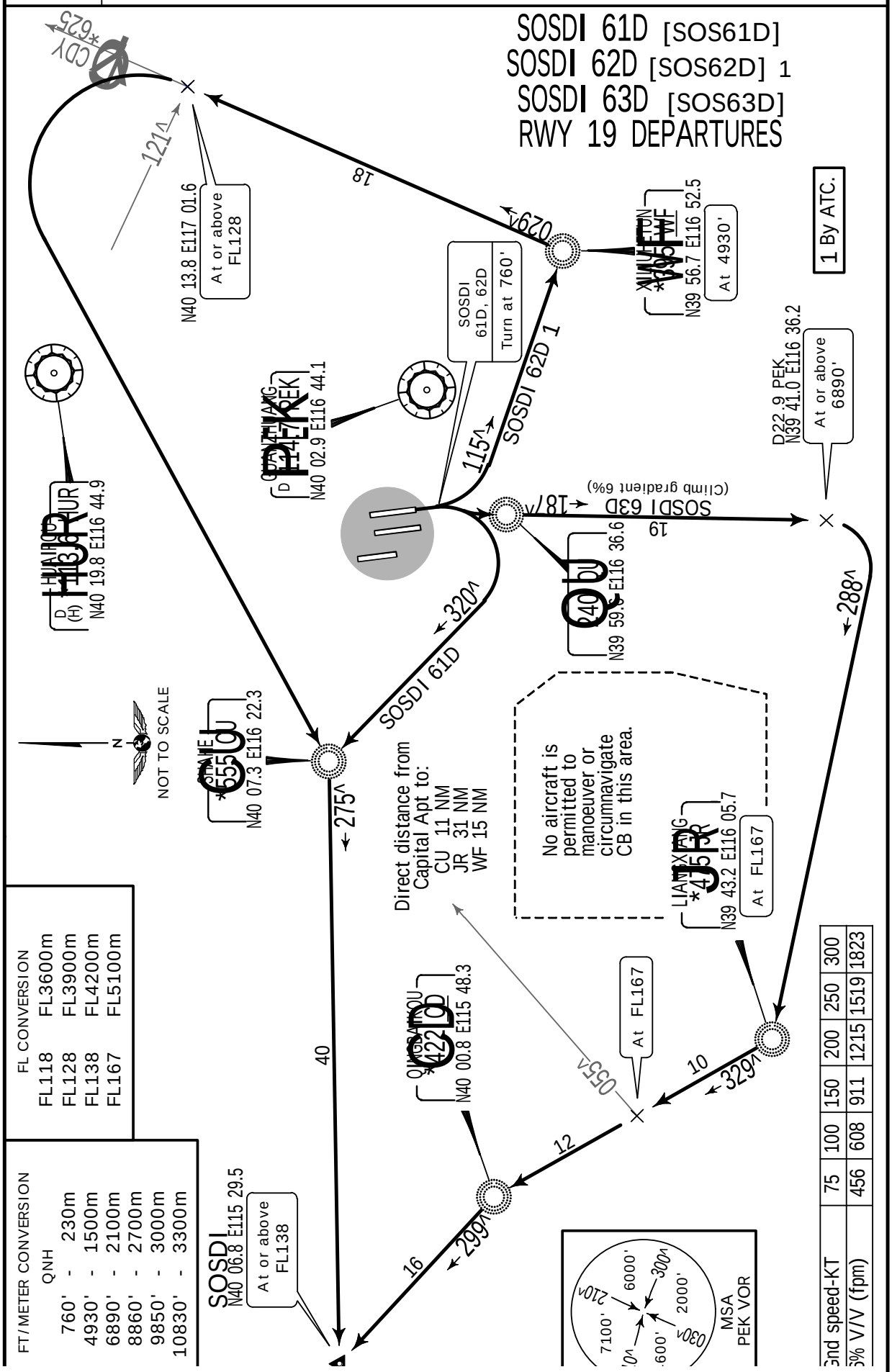
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

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

SOSDI 61D [SOS61D]
SOSDI 62D [SOS62D] 1
SOSDI 63D [SOS63D]
RWY 19 DEPARTURES



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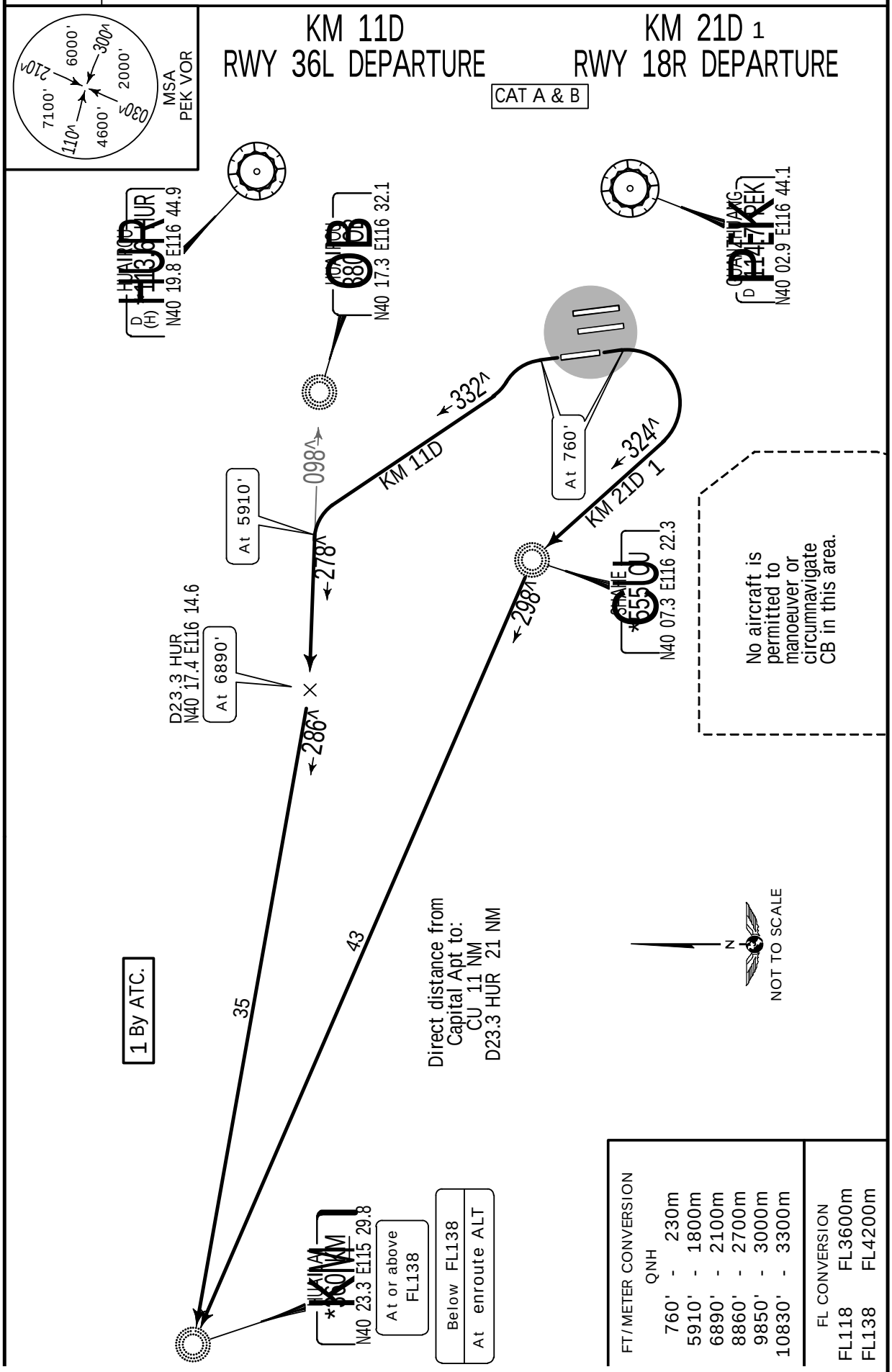
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3X7) .Eff.3.Apr. .SID.

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



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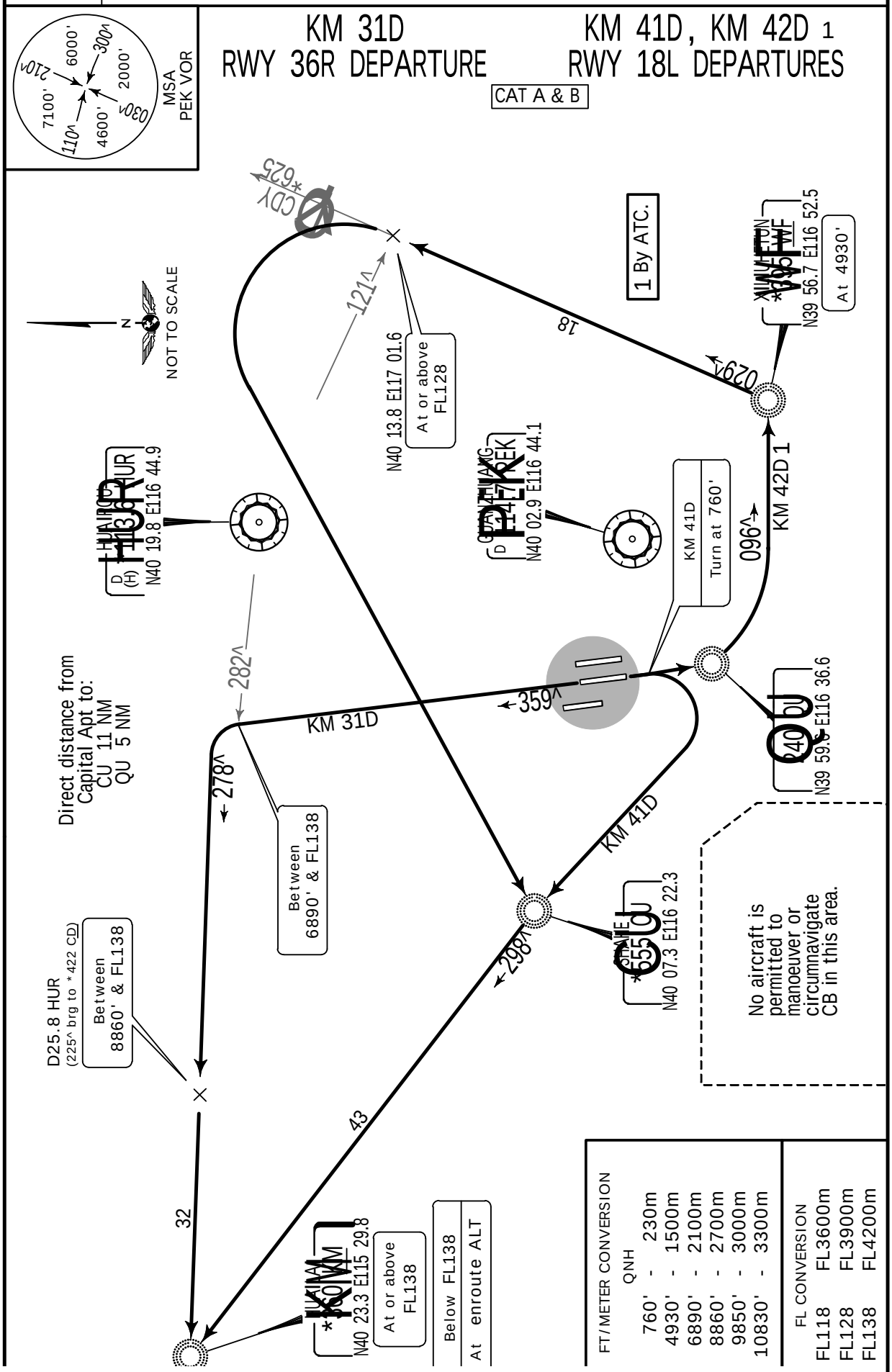
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3X8) .Eff.3.Apr. .SID.

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



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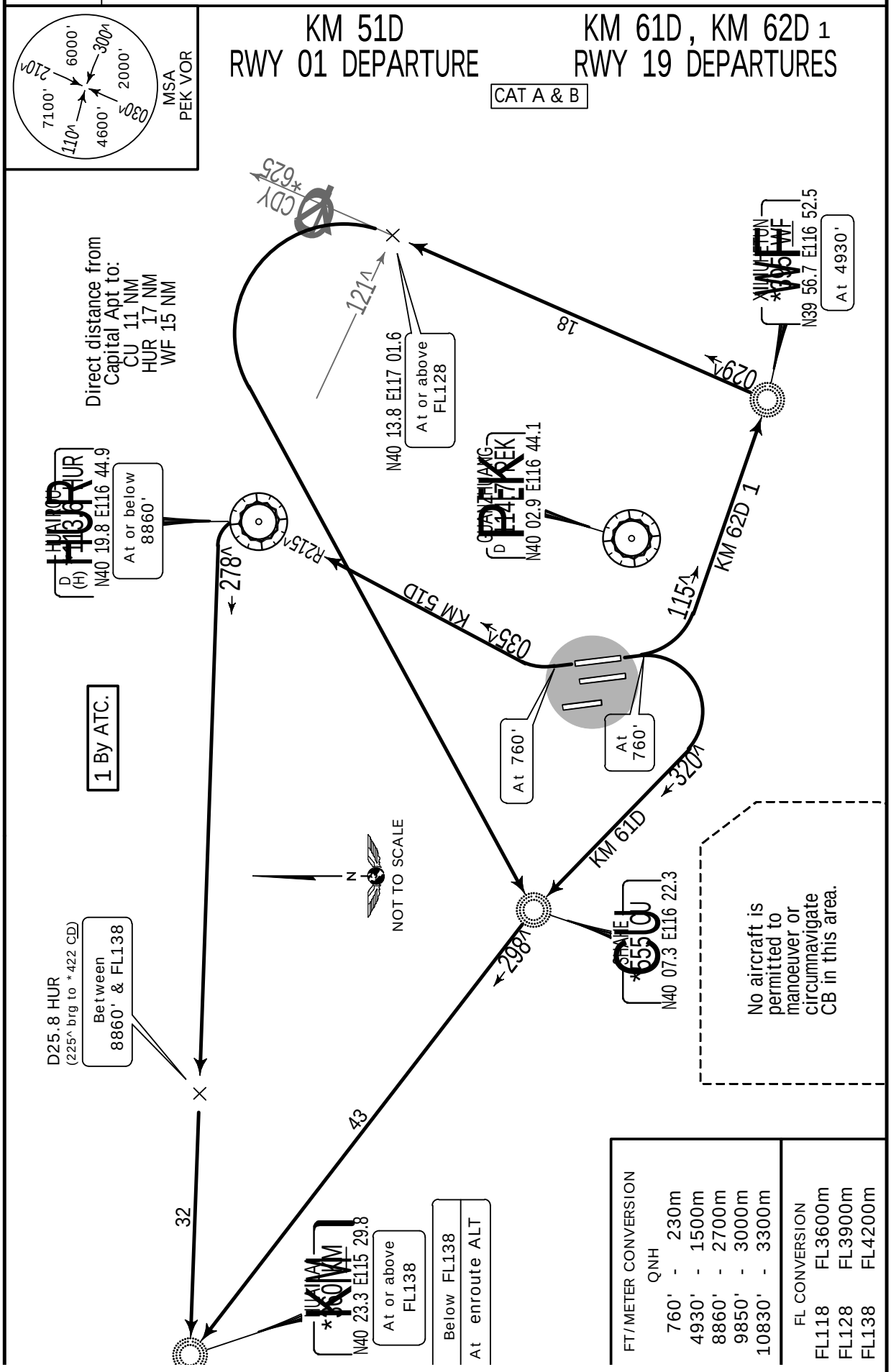
ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 28 MAR 14 (10-3X9) .Eff.3.Apr. .SID.

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



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ZBAA/PEK

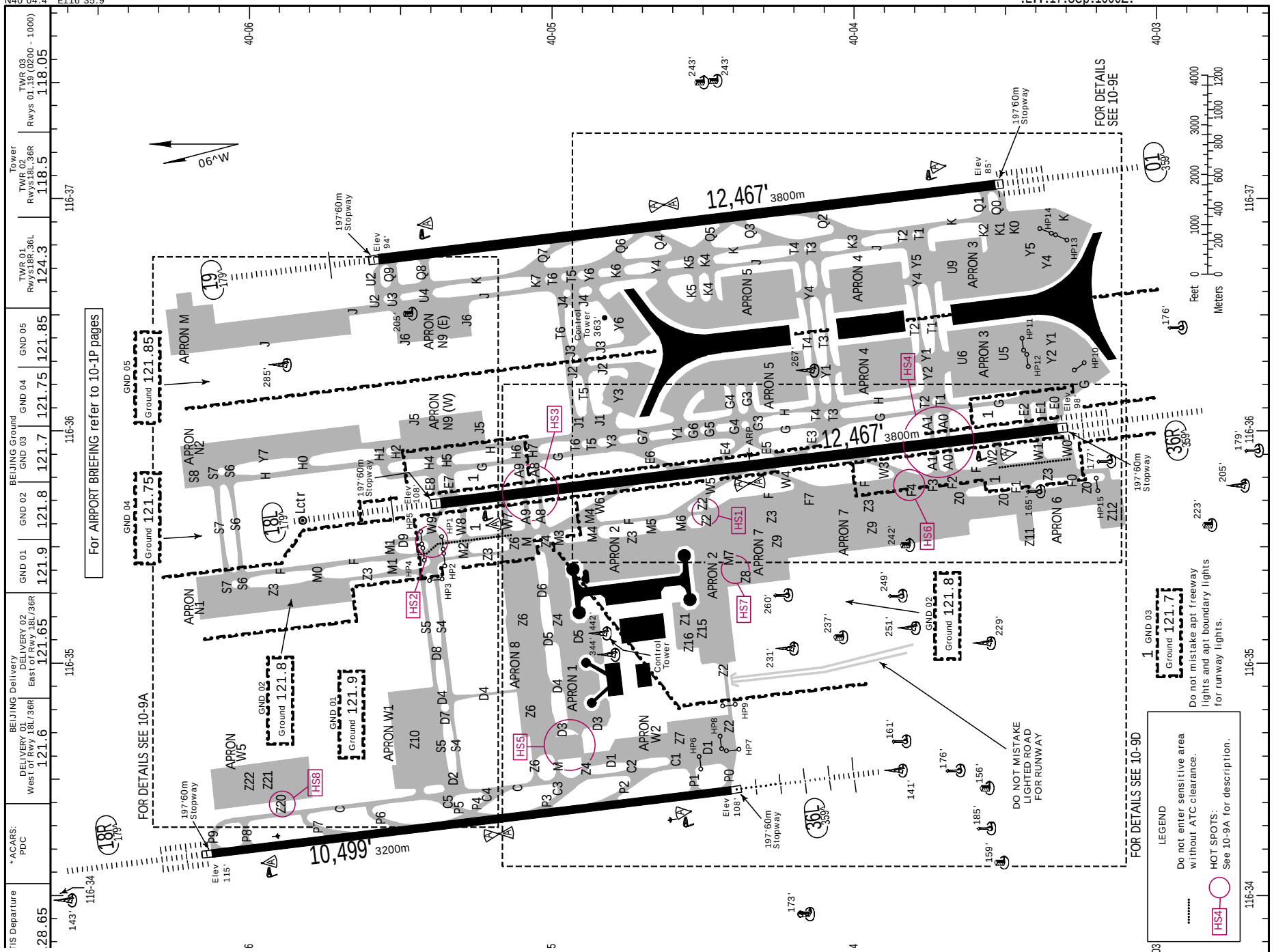
Apt Elev 115'
N40 04.4 E116 35.9

JEPPESEN

BEIJING, PR OF CHINA

CAPITAL

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



CHANGES: None.

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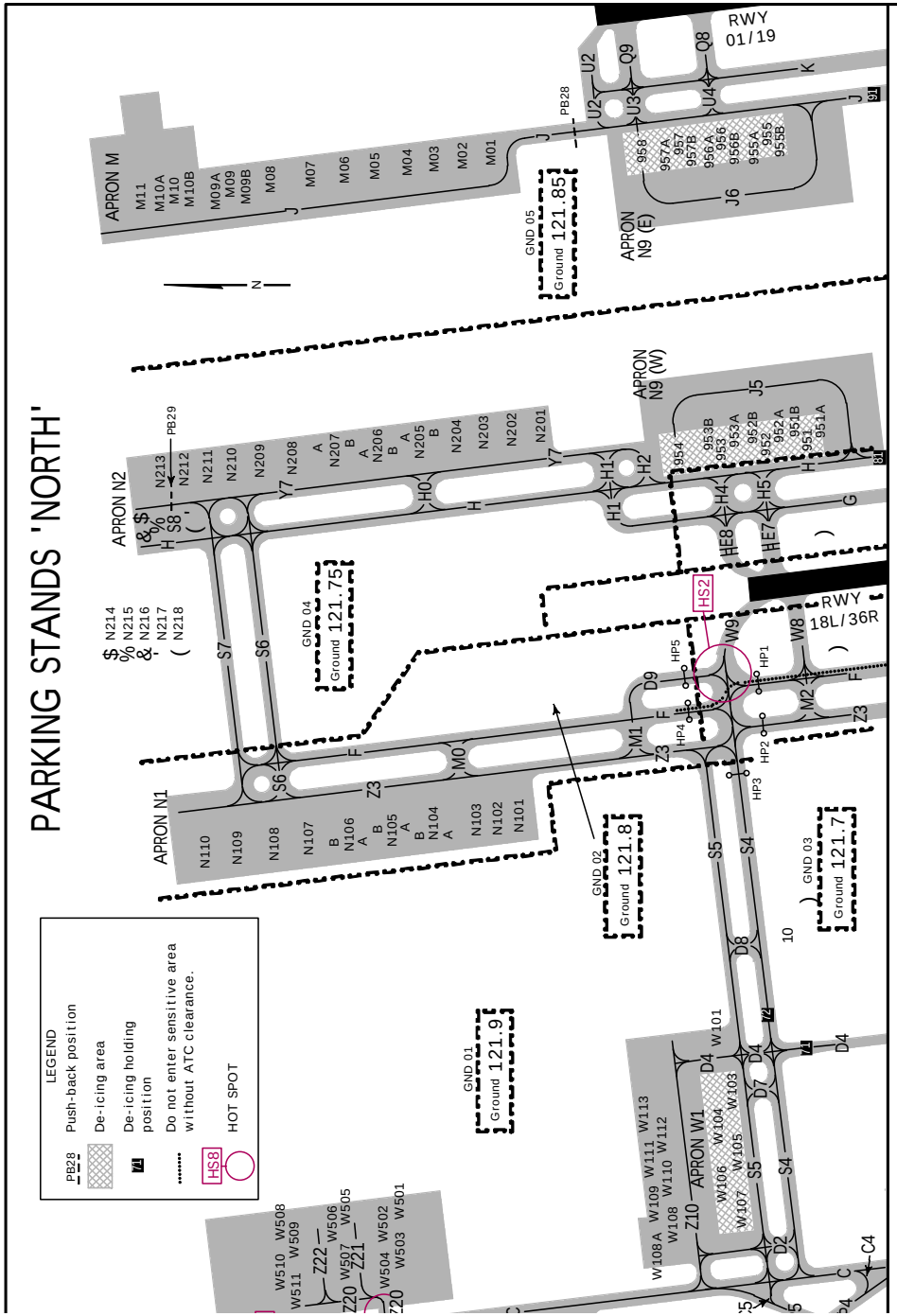

ADDITIONAL RUNWAY INFORMATION

RWY									USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL	1	CL	2	ALSF-II	TDZ	PAPI-L(3.0^)	RVR		11,466' 3495m	3	197' 60m
19	HIRL	1	CL	2	HIALS	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:
From rwy head 12,467' (3800m)
twy Q1 int 12,221' (3725m)

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

18L	HIRL	4	CL	5	HIALS		PAPI-L(3.0^)	6 RVR		11,522' 3512m	8	197' 60m
36R	HIRL	4	CL	5	ALSF-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:
From rwy head 12,467' (3800m)
twy E7 int 12,221' (3725m)
twy W8 int 12,073' (3680m)
twy W7 int 11,220' (3420m)

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

18R	HIRL	9	CL	0	ALSF-II	TDZ	PAPI-L(3.0^)	! RVR		9514' 2900m	#	164' 50m
36L	HIRL	9	CL	0	HIALS		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:
From rwy head 10,499' (3200m)
twy P8 int 9777' (2980m)

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

HOT SPOTS

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

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

.Standard.

TAKE-OFF

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

CHANGES: Stands on Apron M.

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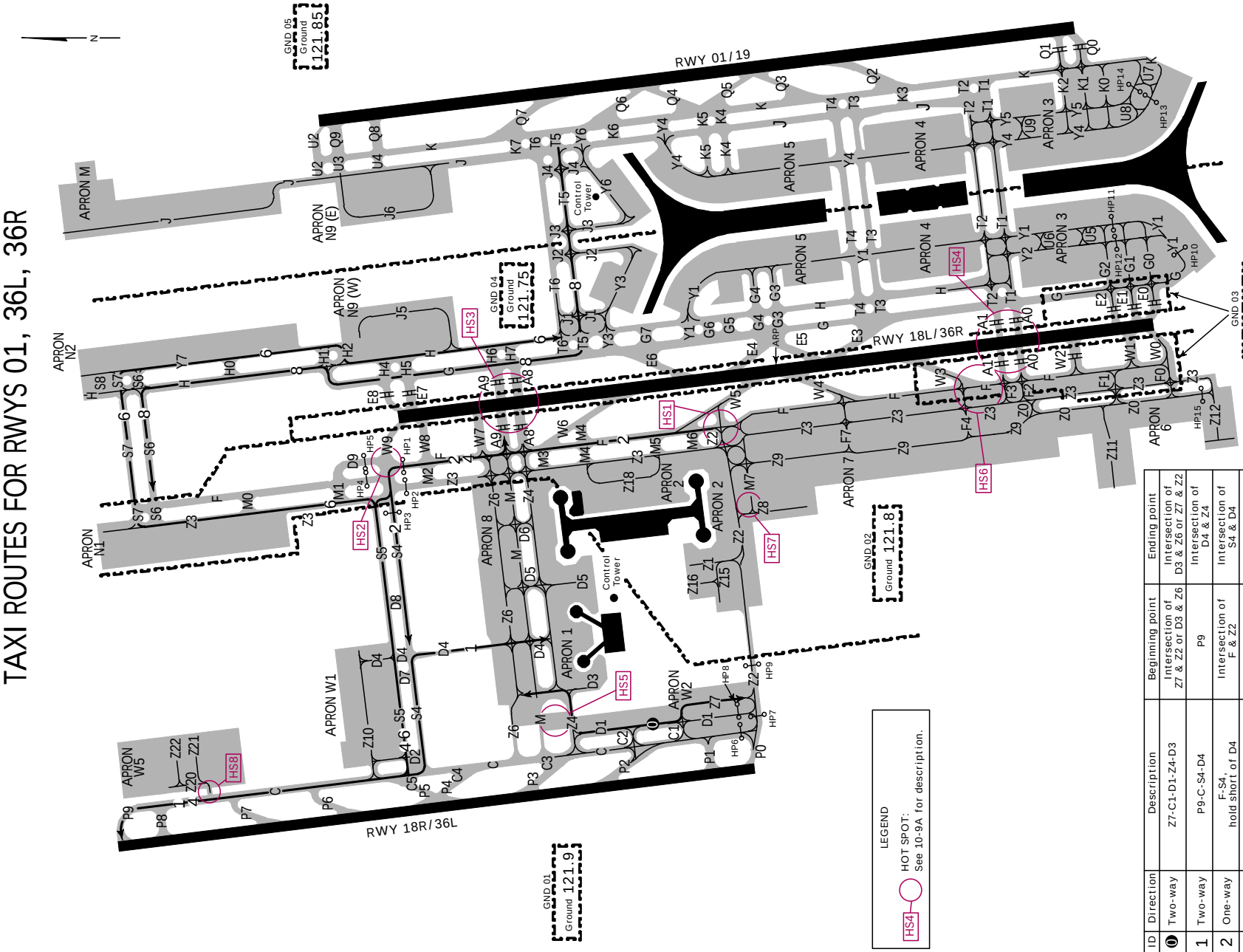
TAXI ROUTES FOR RWYS 01, 36L, 36R



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

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CHANGES: W7 holding position withdrawn.

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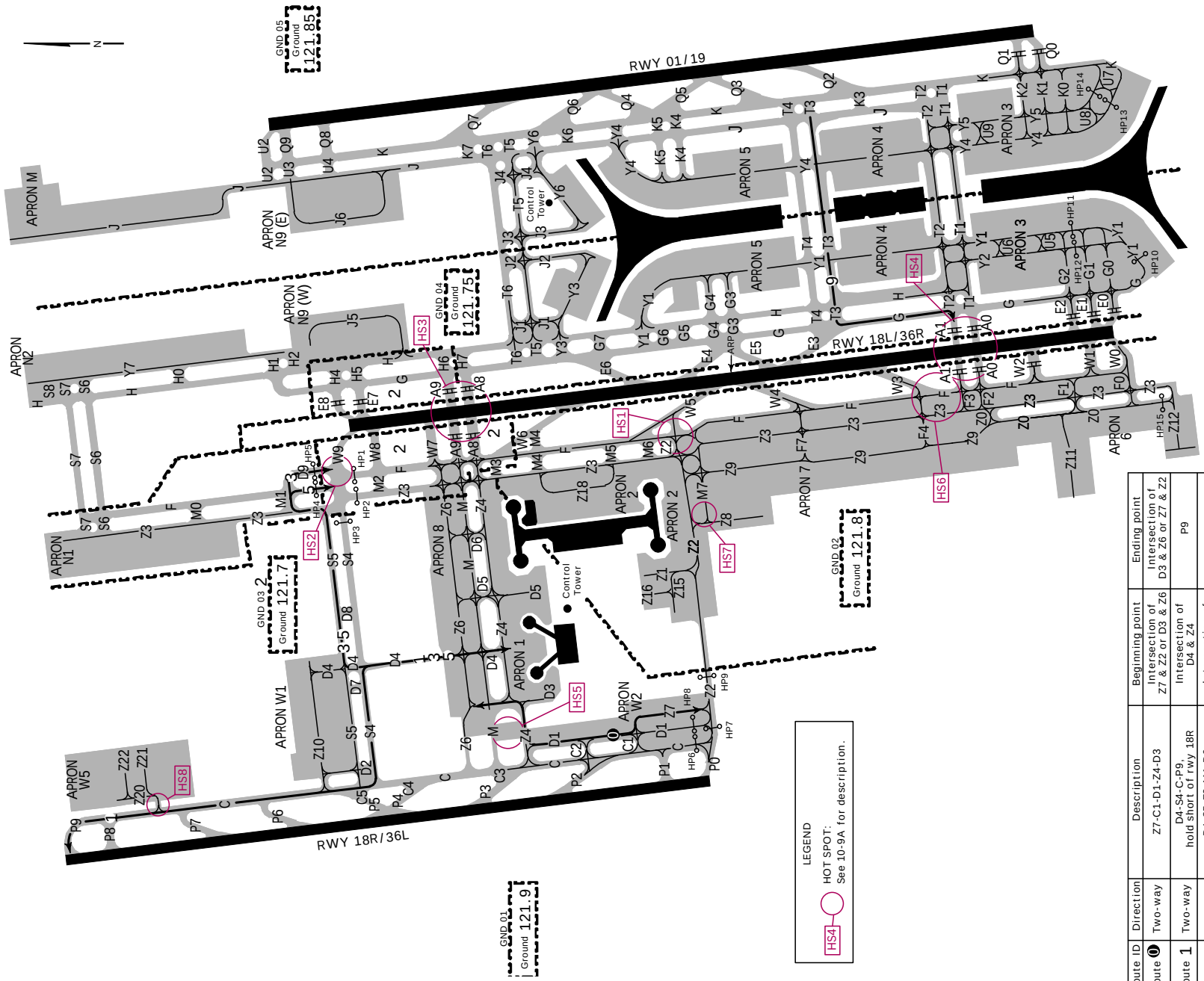
TAXI ROUTES FOR RWYS 18L, 18R, 19



Route ID	Direction	Description	Beginning point	Ending point
Route 0	Two-way	Z7-C1-D1-Z4-D3	Intersection of Z7 & Z2 or D3 & Z6	Intersection of D3 & Z6 or Z7 & Z2
Route 1	Two-way	D4-S4-C-P9, hold short of rwy 18R	Intersection of D4 & Z4	P9
Route 3	One-way	D4-S5-Z3-M1-D9, hold at HP5	Intersection of D4 & Z4	HP5
Route 5	One-way	D4-S5-Z3-M1-F, hold at HP4	Intersection of D4 & Z4	HP4
Route 9	One-way	T3-G-A1 hold short of rwy 36R	Intersection of T3 & K	A1

CHANGES: W7 holding position withdrawn.

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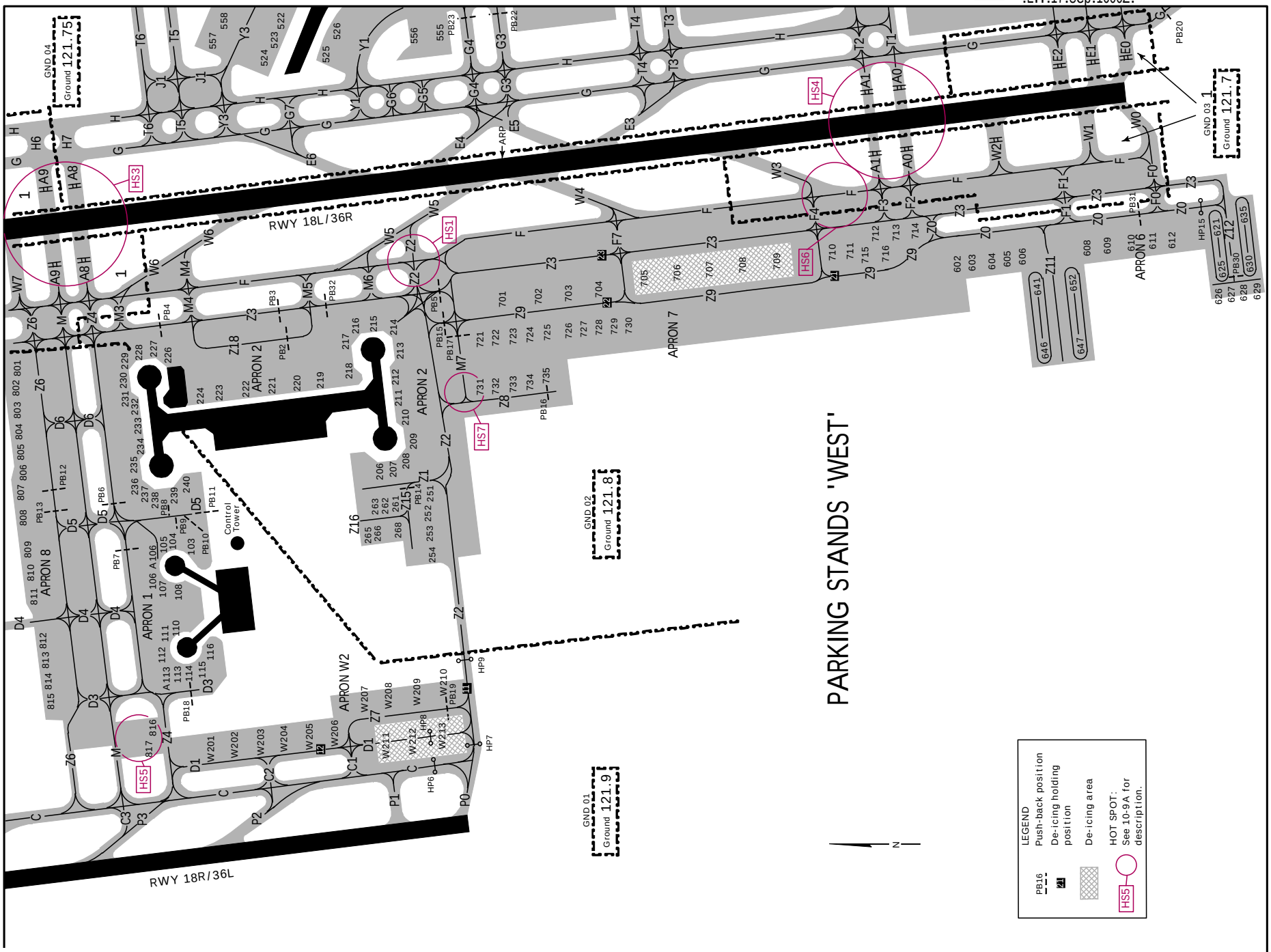
ZBAA/PEK

JEPPESEN BEIJING, PR OF CHINA

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



CHANGES: W7 holding position withdrawn.

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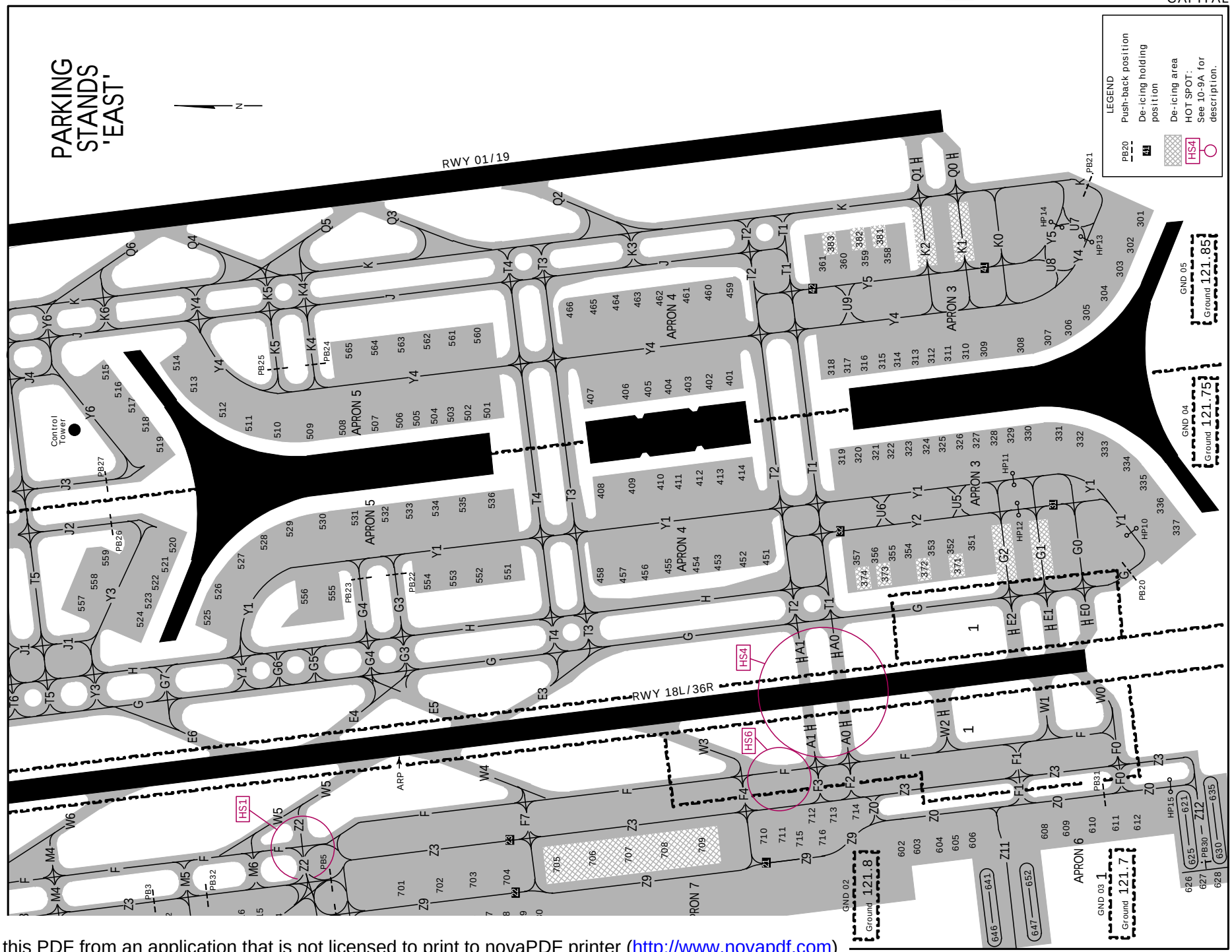

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CHANGES: Parking stands Apron 4.

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INS COORDINATES

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

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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			

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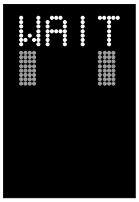
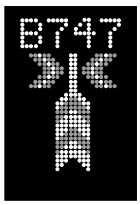
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



START-OF-DOCKING

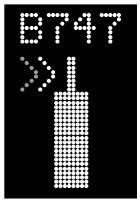
When the system is started, "WAIT" will be displayed.



CAPTURE

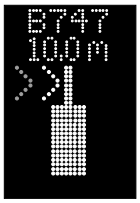
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.

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



TRACKING

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



CLOSING RATE

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

ALIGNED TO CENTER

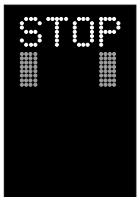
The aircraft is 26'/8m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

SLOW DOWN

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

AZIMUTH GUIDANCE

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



STOP POSITION REACHED

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

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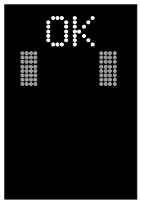
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



DOCKING COMPLETED

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

OVERSHOOT

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

WAIT

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

SLOW

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

AIRCRAFT VERIFICATION FAILURE

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

GATE BLOCKED

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

VIEW BLOCKED

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

SBU-STOP

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

TOO FAST

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

EMERGENCY STOP

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

CHOCKS ON

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

ERROR

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

SYSTEM BREAKDOWN

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

POWER FAILURE

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

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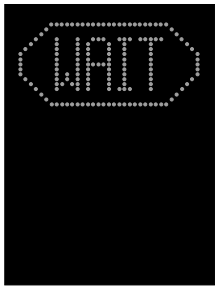
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513



START-OF-DOCKING

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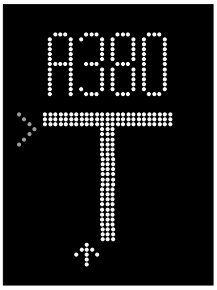
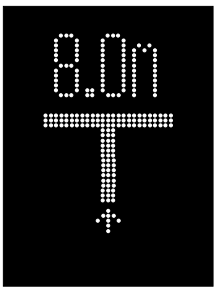


TRACKING

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.

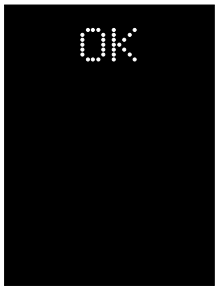


ALIGNED TO CENTER

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.

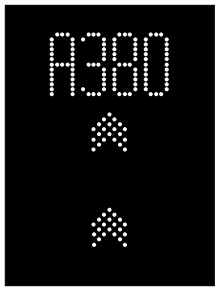


DOCKING COMPLETED

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

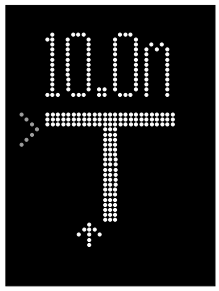
CAPTURE

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.

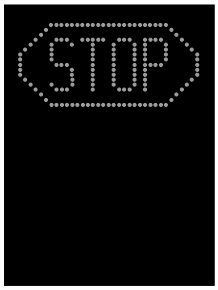


SLOW DOWN

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 overshot the stop-position, "TOO FAR" will be displayed.

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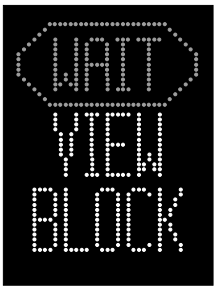
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

AIRCRAFT VERIFICATION FAILURE

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

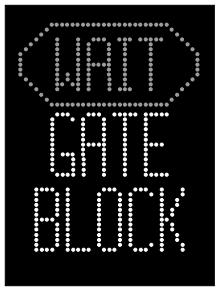


VIEW BLOCKED

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.

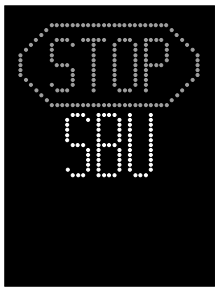
GATE BLOCKED

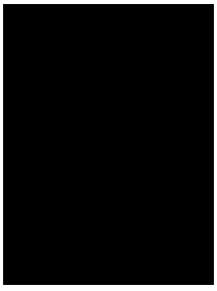
If an object is found blocking the view from the DGS to the planned stop-position, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed. The pilot must not proceed beyond the bridge without manual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

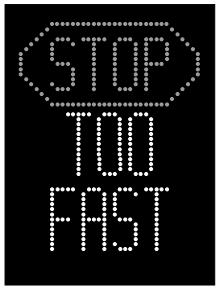


ABNORMAL DOCKING PROCEED

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







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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

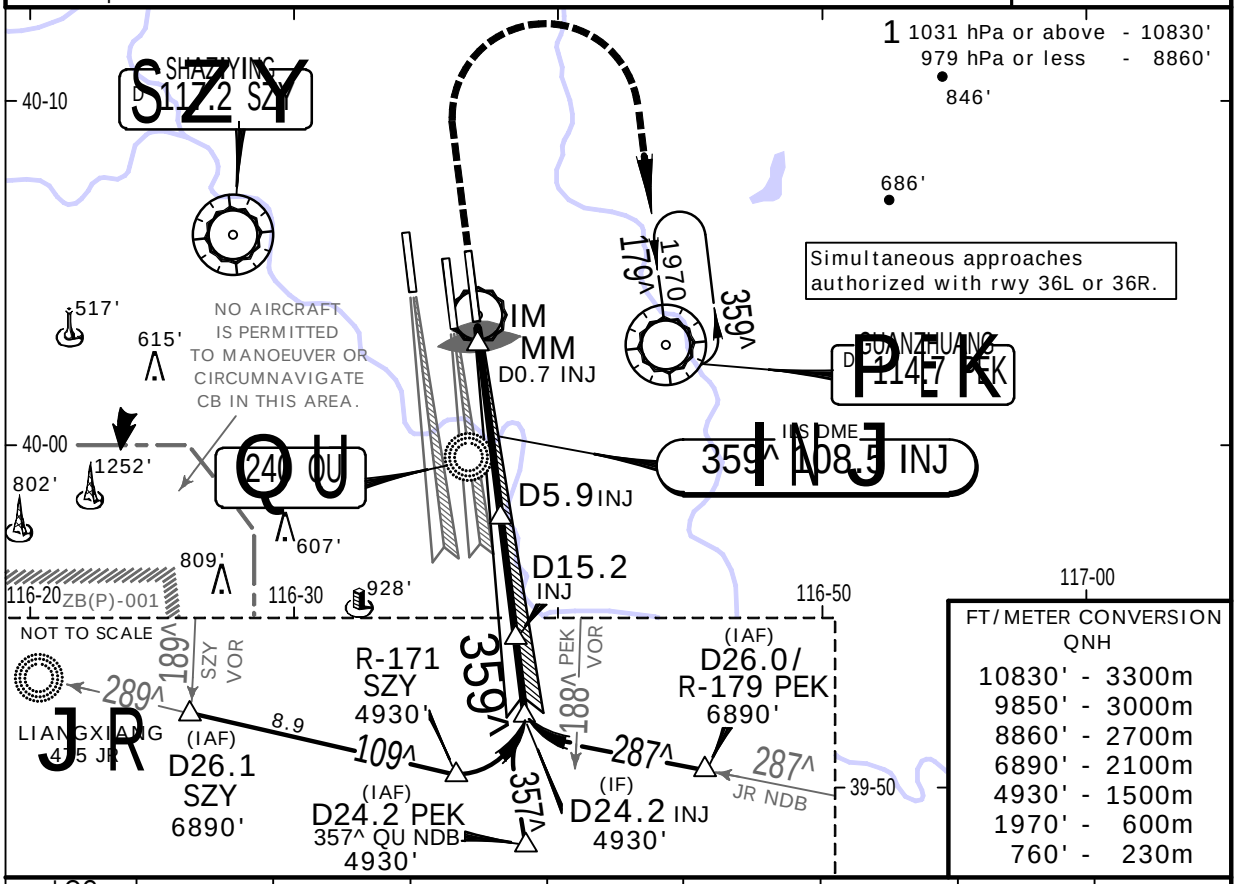
LOC INJ	Final Apch Crs	GS D5.9 INJ	ILS DA(H) Refer to Minimums	Apt Elev 115' RWY 85'
108.5	359^	1969' (1884')		

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

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 210 KT.

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

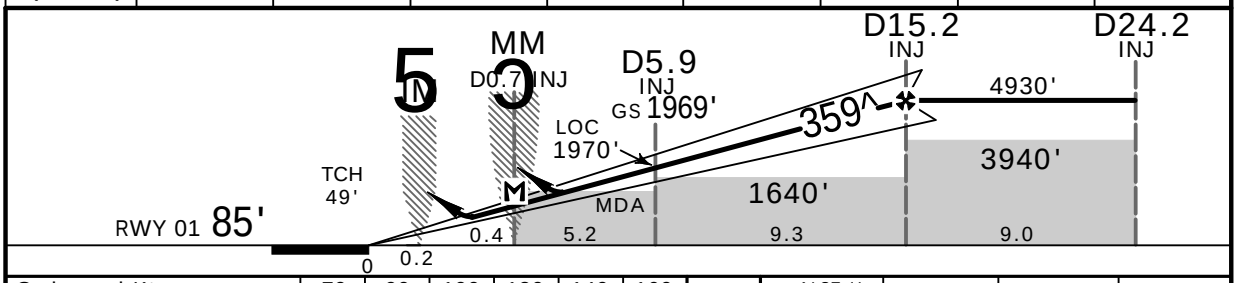
1 1031 hPa or above - 10830'
979 hPa or less - 8860'



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
4930'	1500m
1970'	600m
760'	230m

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



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

ALSF-II PAPI 760' 1970' RT PEK 114.7

.Standard. STRAIGHT-IN LANDING RWY 01

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

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

CIRCLE-TO-LAND Not authorized West of rwy

	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1900m		100	690' (575')	1600m 1
B						135		
C			1300m	1900m	2200m	180	870' (755')	3200m
D	RVR 600m VIS 800m					205	870' (755')	3600m

US OPS

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11-1A

BEIJING, PR OF CHINA
CAT II ILS Rwy 01

BRIEFING STRIP ™

D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1	*BEIJING Tower	Ground
127.6	120.6	118.05	121.85

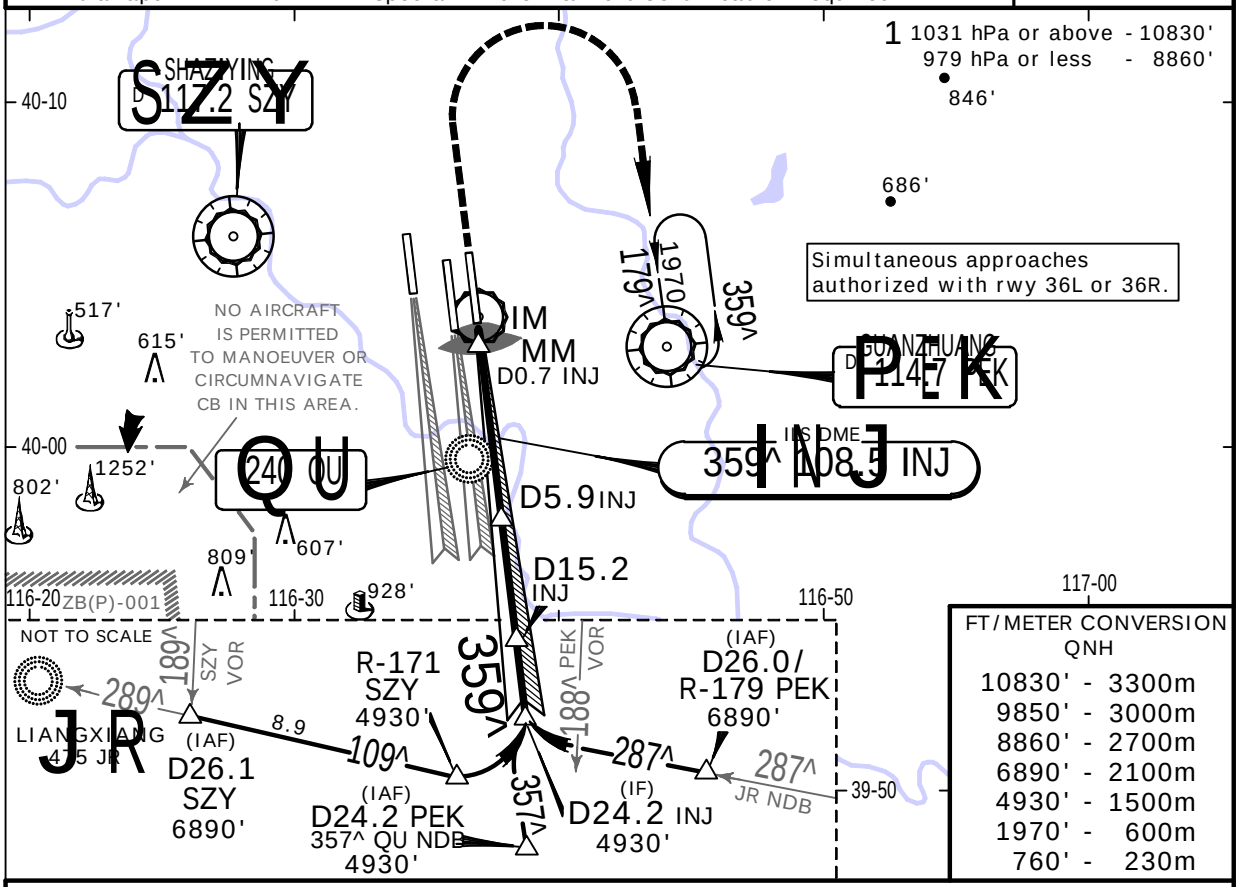
LOC INJ	Final Apch Crs	GS D5.9 INJ	CAT II ILS RA112' DA(H) 185'(100')	Apt Elev 115' RWY 85'
108.5	359^	1969'(1884')		

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

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850' 1

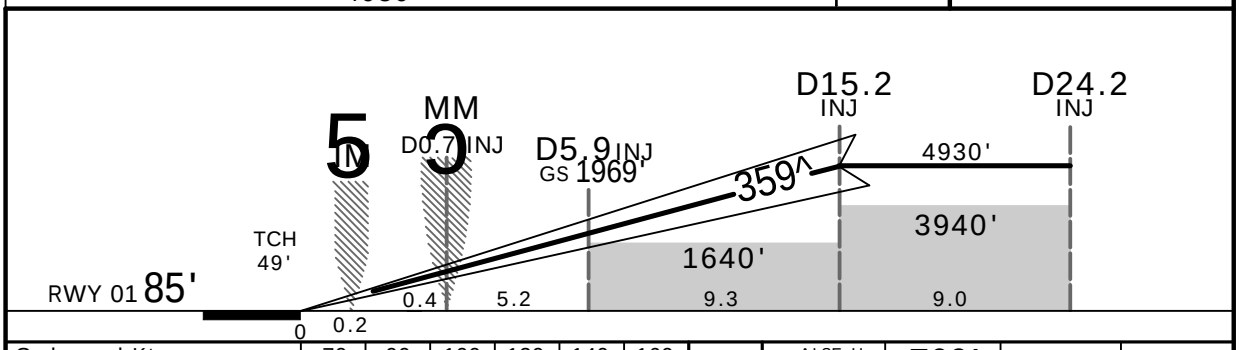
1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.

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



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
4930'	1500m
1970'	600m
760'	230m



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

ALSF-II PAPI 760' 1970' RT PEK 114.7

.Standard.

STRAIGHT-IN LANDING RWY 01
CAT II ILS

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

US OPS

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

BEIJING, PR OF CHINA
ILS DME Rwy 18L

BRIEFING STRIP ™

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

LOC IOR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115'
109.3	179^	787' (679')	308' (200')	RWY 108'

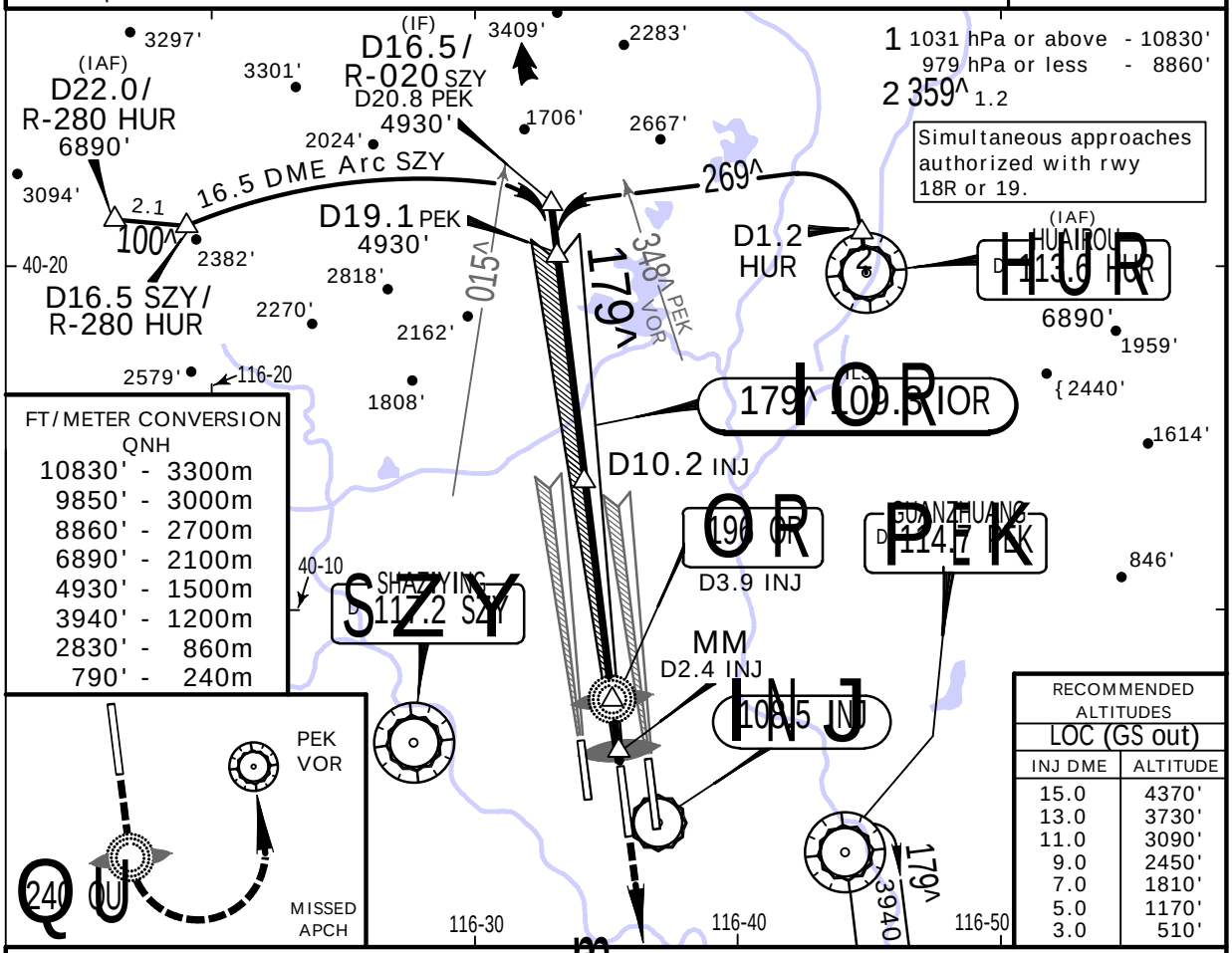
MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach PEK VOR at 3940'. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 210 KT.

MSA PEK VOR: 7100' (210^–110^), 6000' (110^–300^), 4600' (300^–330^), 2000' (330^–210^)

1 1031 hPa or above - 10830'
979 hPa or less - 8860'
2 359^ 1.2

Simultaneous approaches authorized with rwy 18R or 19.

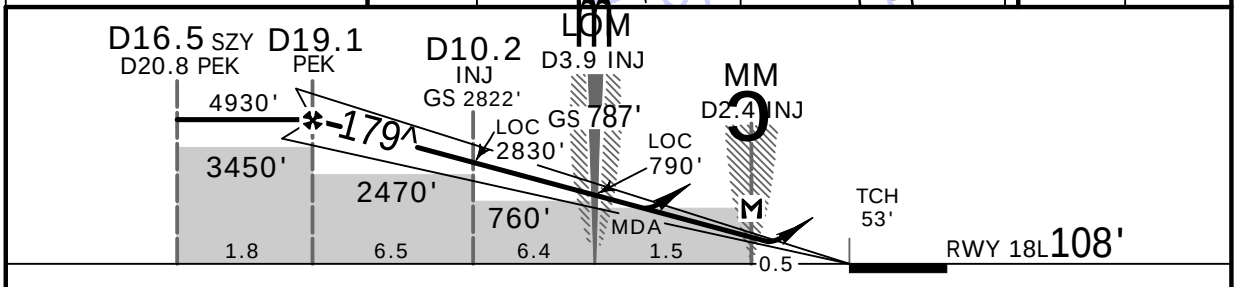


FT/METER CONVERSION
QNH

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

RECOMMENDED ALTITUDES
LOC (GS out)

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



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

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

.Standard. STRAIGHT-IN LANDING RWY 18L

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

CIRCLE-TO-LAND

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

NS OPS

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.Eff.20.Aug.1600Z.
(11-3)

BEIJING, PR OF CHINA
ILS DME Rwy 18R

BRIEFING STRIP ™

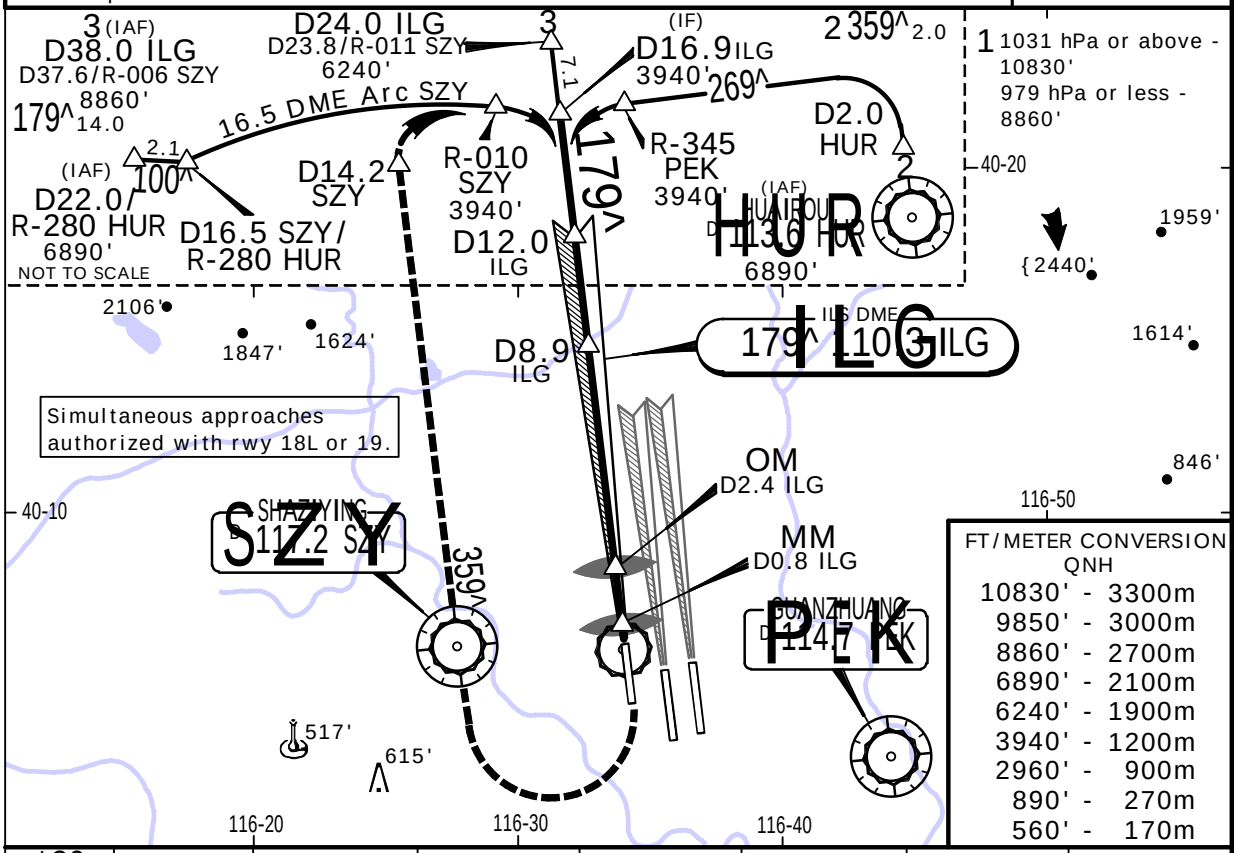
D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1	BEIJING Tower	Ground
127.6	120.6	124.3	121.9

LOC ILG	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 115' RWY 115'
110.3	179^	886' (771')		

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

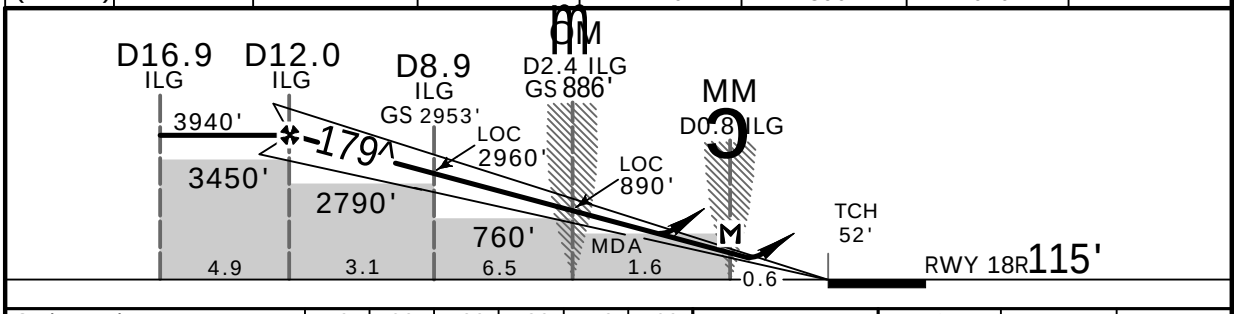
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 210 KT.

MSA PEK VOR: 7100' 210^, 6000' 300^, 4600' 030^, 2000' 110^



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

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



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

ALSF-II PAPI 560' SZY 117.2 RT

.Standard. STRAIGHT-IN LANDING RWY 18R

ILS: DA(H) AB: 315' (200') CD: 328' (213')

LOC (GS out): CDFA MDA(H) 500' (385')

	FULL	Limited	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1300m	1500m
B					
C					1800m
D					

CIRCLE-TO-LAND
Not authorized East of rwy

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

NS OPS

CHANGES: D-ATIS; MINIMUMS.

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(11-4)

BEIJING, PR OF CHINA
ILS DME Rwy 19

BRIEFING STRIP ™

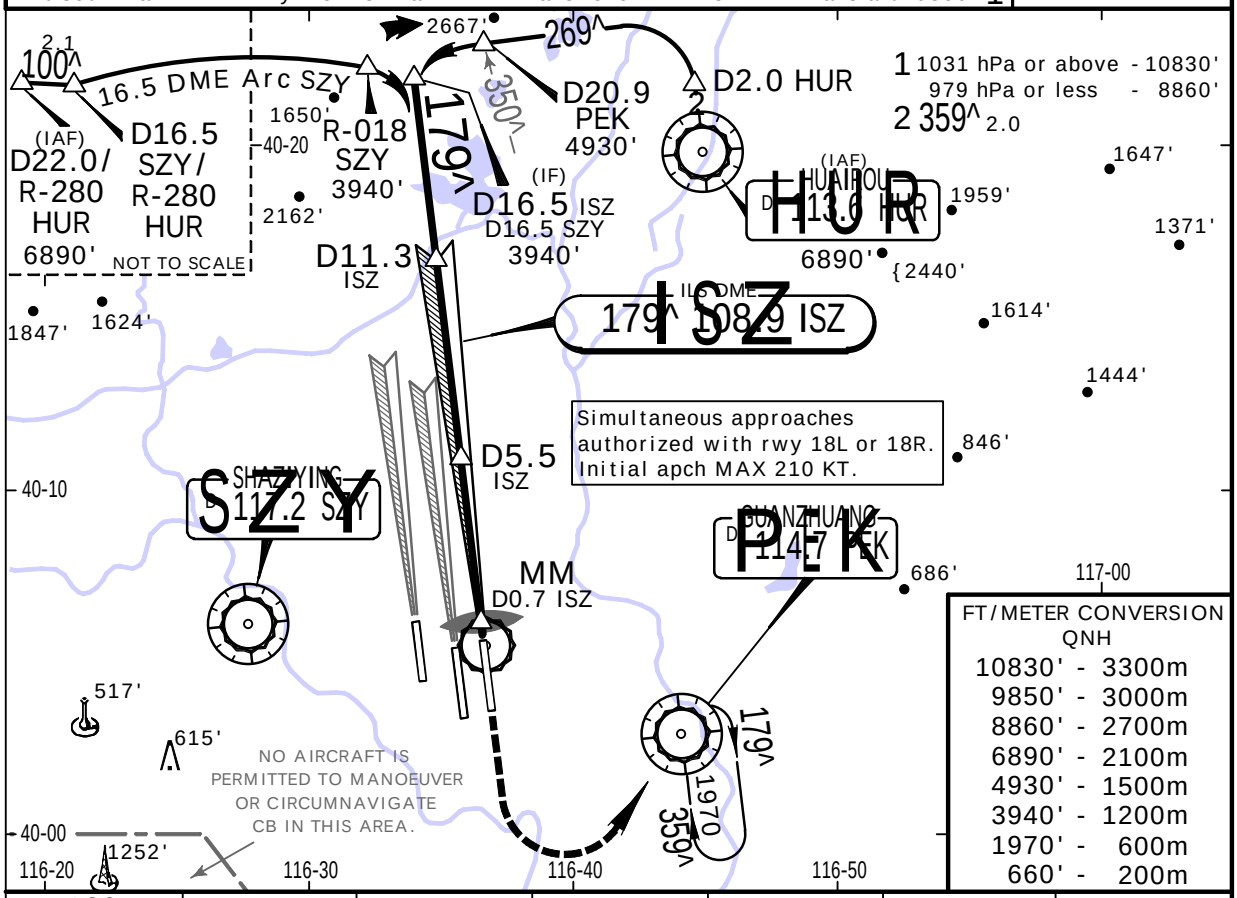
D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1	*BEIJING Tower	Ground
127.6	120.6	118.05	121.85

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

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

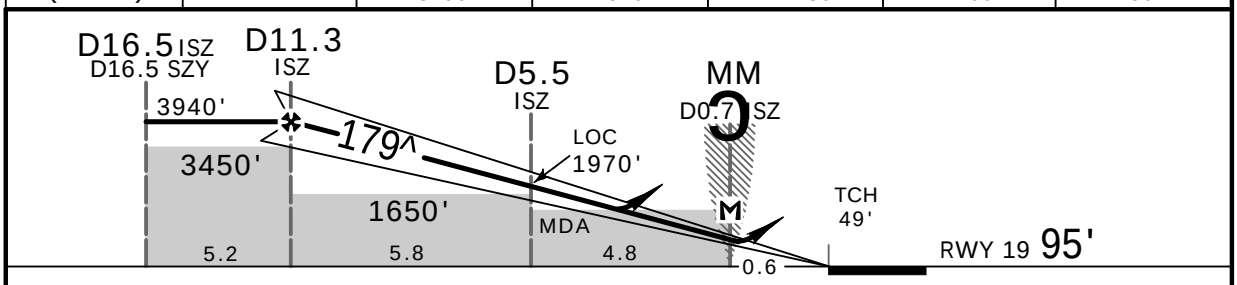
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850' 1

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



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

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



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

HIALS
PAPI

660' ↑ | 1970' LT | PEK 114.7

.Standard. STRAIGHT-IN LANDING RWY 19

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

CIRCLE-TO-LAND
Not authorized
West of rwy

Max Kts.	MDA(H)	VIS
100	690' (575')	1600m 1
135		
180	870' (755')	3200m
205	870' (755')	3600m

NS OPS

CHANGES: D-ATIS; Minimums.

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(11-5)

BEIJING, PR OF CHINA
ILS DME Rwy 36L

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

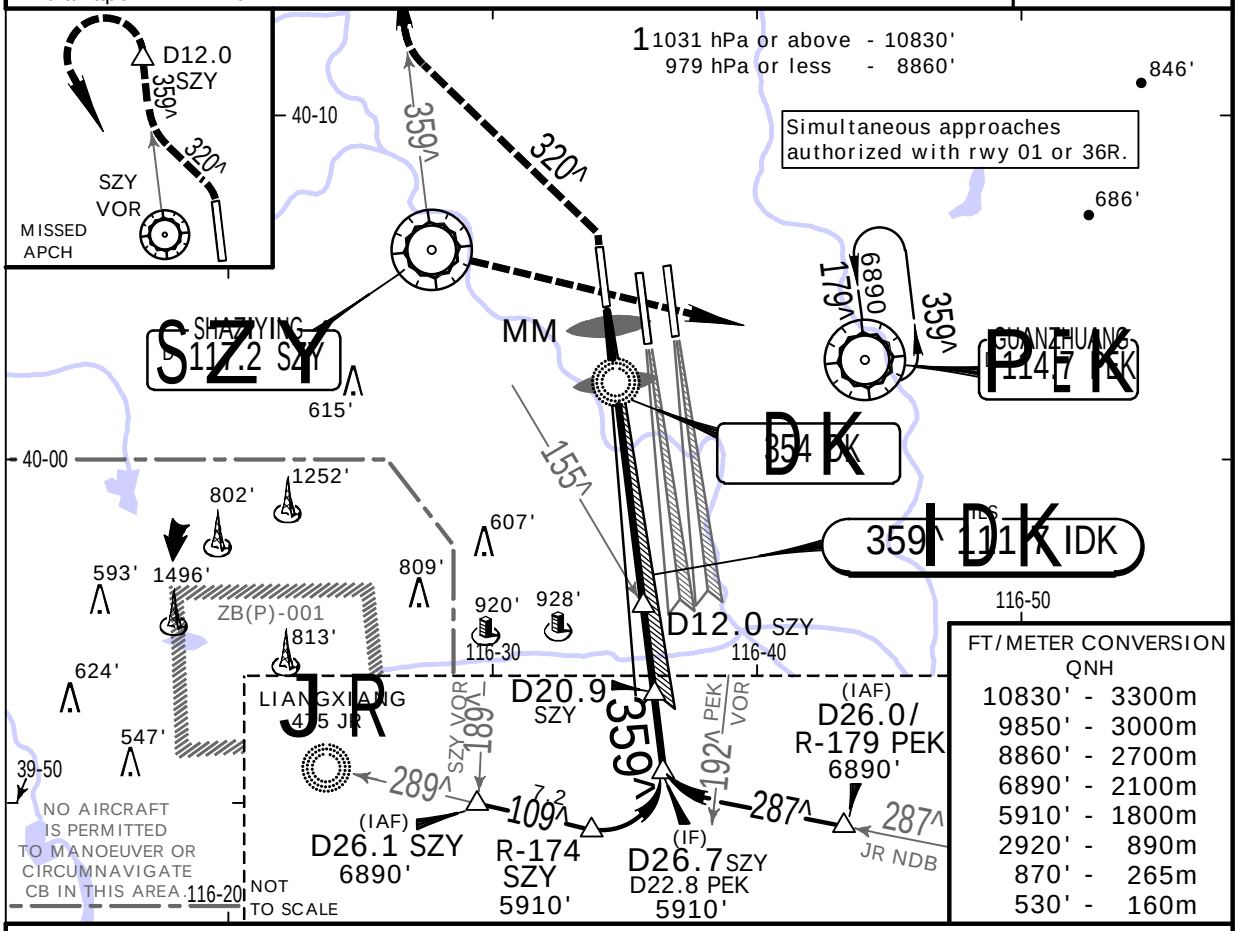
BRIEFING STRIP ™

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

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

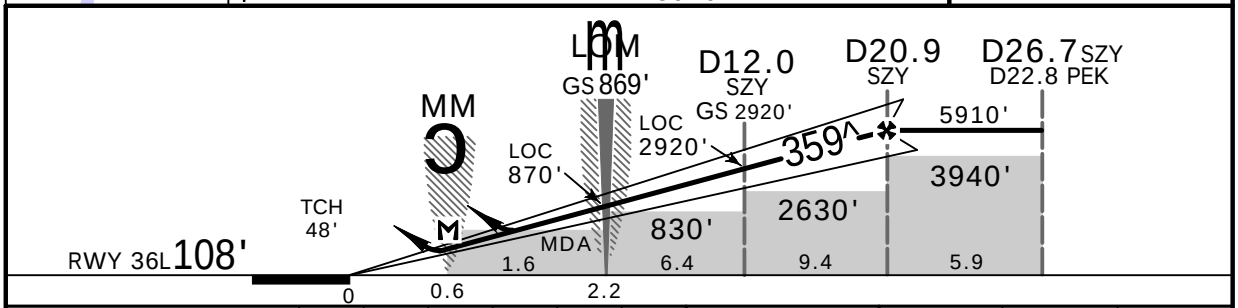
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 210 KT.

MSA PEK VOR: 7100' 210^, 6000' 300^, 2000' 030^, 4600' 110^



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
5910'	1800m
2920'	890m
870'	265m
530'	160m



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

HIALS PAPI 530' 320^ LT

.Standard. STRAIGHT-IN LANDING RWY 36L

ILS — DA(H) AB: 308' (200') CD: 321' (213')

LOC (GS out) CDFA — MDA(H) 450' (342')

	FULL	Limited	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1100m	1500m
B					
C					1600m
D				1200m	

CIRCLE-TO-LAND
Not authorized East of rwy

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

NS OPS

CHANGES: D-ATIS; Minimums.

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11-6

BEIJING, PR OF CHINA
ILS Rwy 36R

BRIEFING STRIP ™

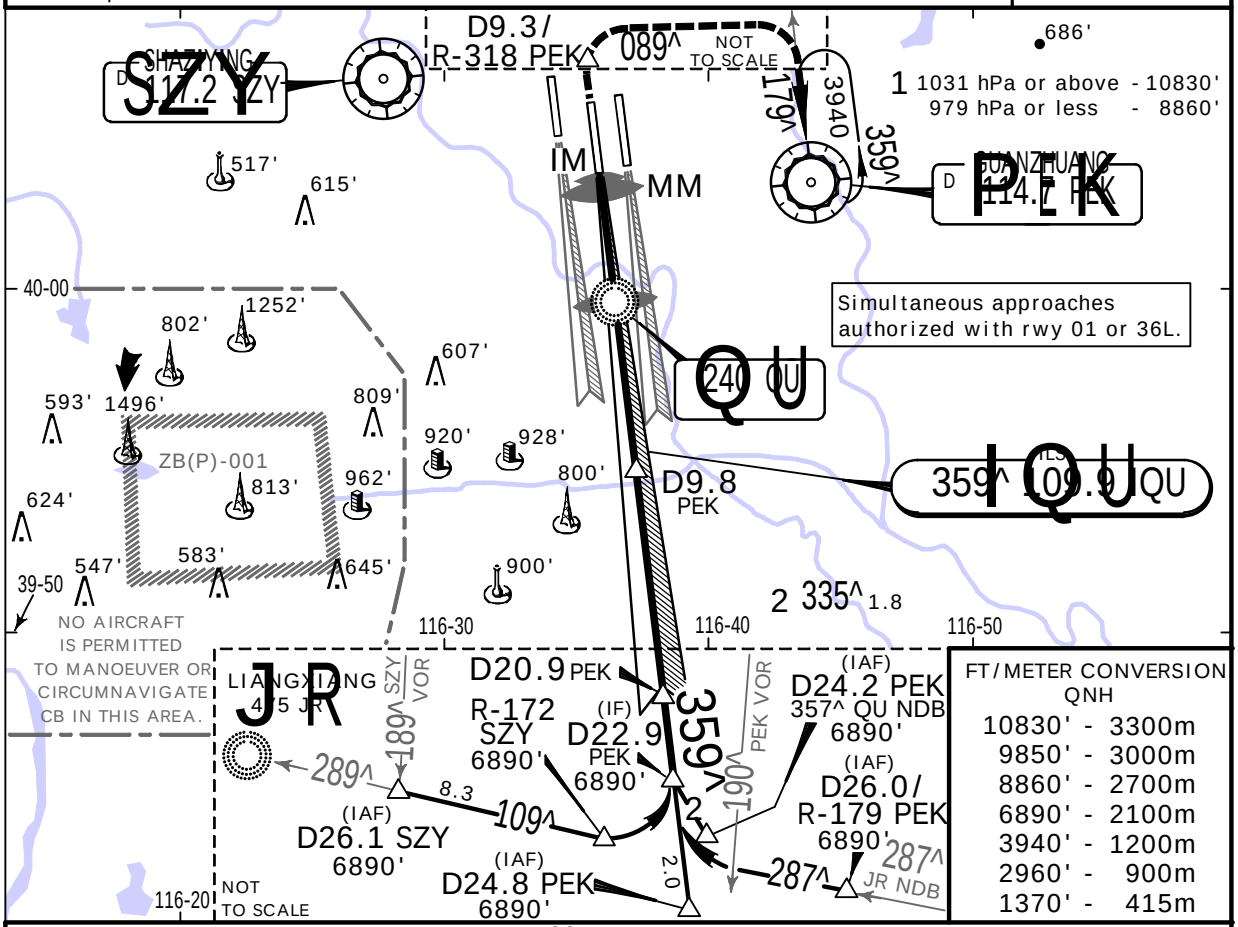
D-ATIS Arrival	BEIJING Approach (R) FOR SECTORS REFER TO AREA CHART BEIJING 10-1	BEIJING Tower	Ground
127.6	120.6	118.5	Refer to chart 10-9

LOC IQU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115'
109.9	359^	1362'(1264')	298'(200')	RWY 98'

MISSED APCH: Climb STRAIGHT AHEAD to D9.3/R-318 PEK, then turn RIGHT onto 089^ to intercept R-359 PEK inbound and climb to reach PEK VOR at 3940'. Join holding and contact ATC.

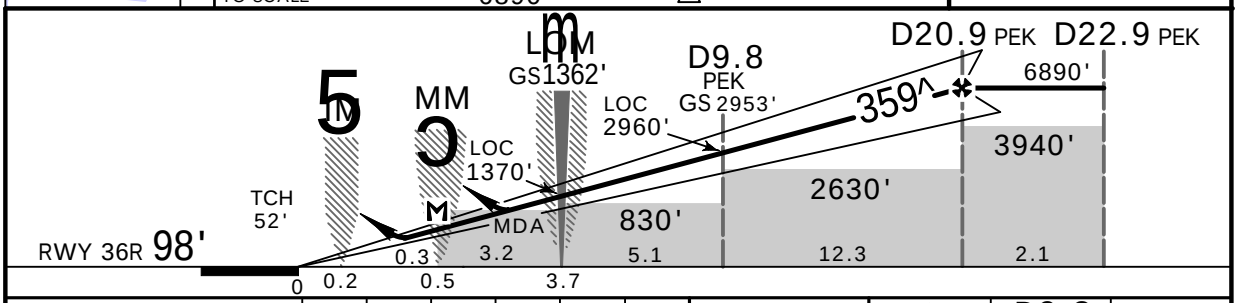
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 210 KT.

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



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
3940'	1200m
2960'	900m
1370'	415m



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

ALSF-II PAPI D9.3 PEK 089^ RT

.Standard. STRAIGHT-IN LANDING RWY 36R

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

CIRCLE-TO-LAND

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

NS OPS

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11-6A

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
127.6	120.6	118.5	Refer to chart 10-9

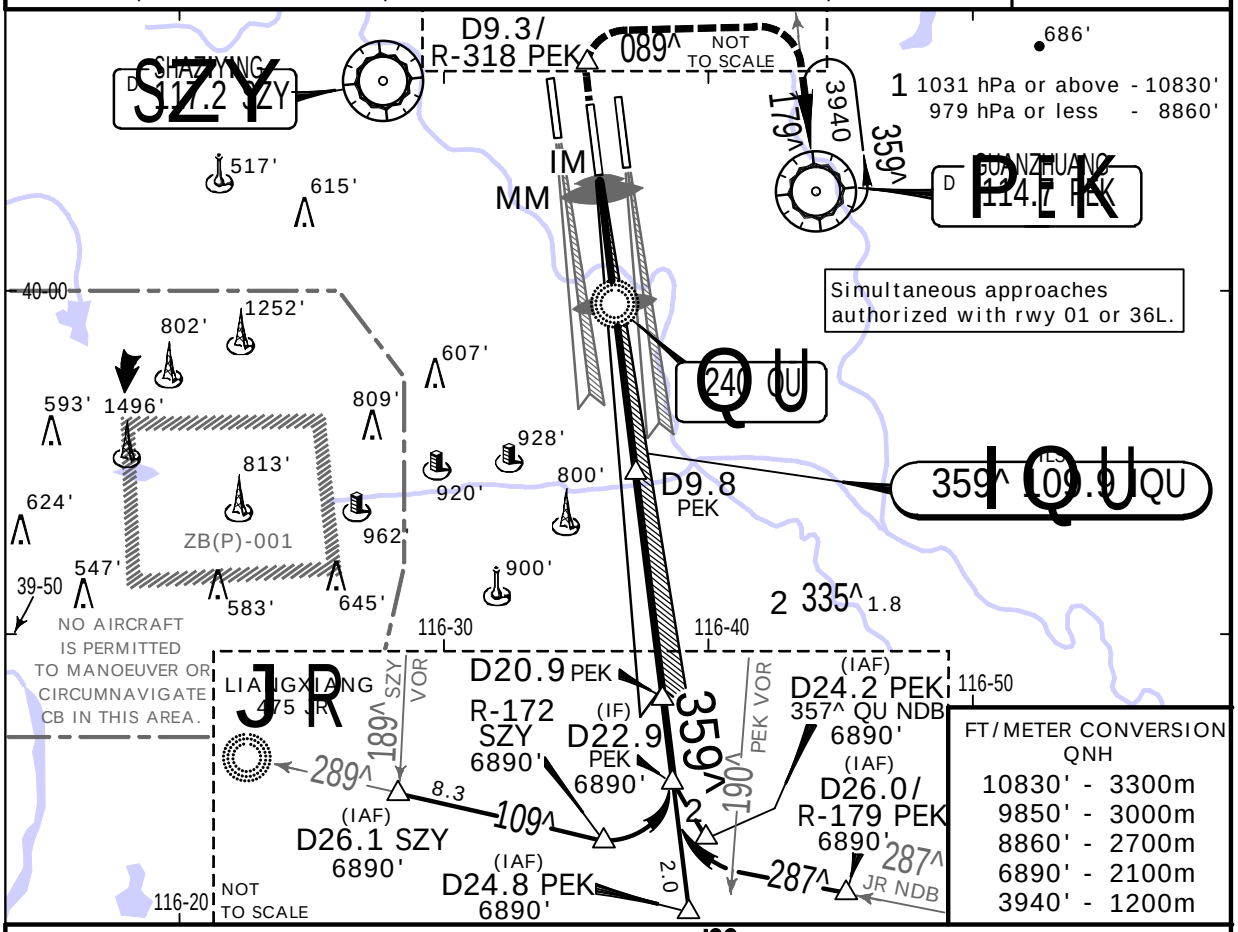
LOC IQU	Final Apch Crs	GS LOM	CAT II ILS RA 108' DA(H) 198' (100')	Apt Elev 115' RWY 98'
109.9	359^	1362' (1264')		

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.

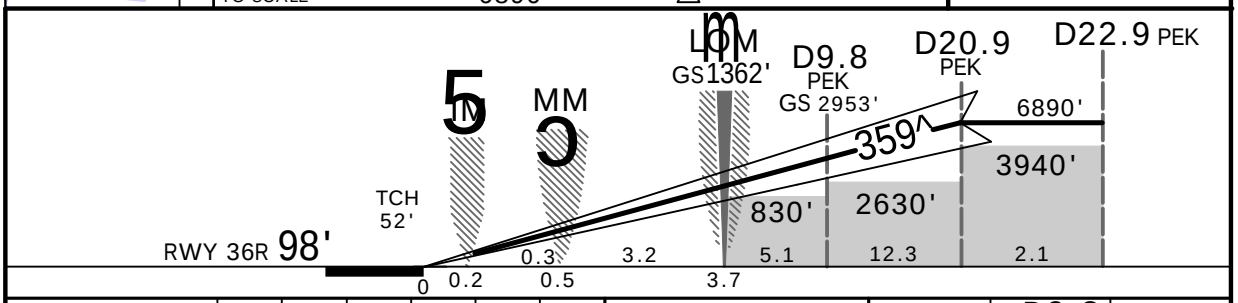
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850' 1

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

MSA PEK VOR: 7100' (210^), 6000' (300^), 4600' (110^), 2000' (030^)



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



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

ALSF-II PAPI D9.3 PEK 089^ RT

.Standard.

STRAIGHT-IN LANDING RWY 36R
CAT II ILS

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

NS OPS

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1. GENERAL

1.1. ATIS

D-ATIS 132.25

1.2. RWY OPERATIONS

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 may instruct ACFT downwind take-off or downwind landing for short time. Pilot shall inform controller if he decides not to take off or land on downwind RWY allocated according to ACFT performance or operation handbook.

1.3. TAXI PROCEDURES

1.3.1. GENERAL

TWYs K1, L01, L03 and L04 wingspan restricted to less than 213.2'/65m.
TWY L07 wingspan restricted to less than 198'/60.4m (213.2'/65m when towed).
TWY L11 wingspan restricted to less than 171'/52m.
TWYs L02, L05, L06, L12 thru L14 and L17 wingspan restricted to less than 118'/36m.
TWY L08 wingspan restricted to less than 79'/24m.

1.3.2. RWY CROSSING

TWYs H1, H4 and H7 used for crossing RWY 18L/36R.
TWYs H1 thru H7 used for crossing RWY 18R/36L.

Cross the RWY immediately upon receiving the crossing clearance.
Repeat all ATC instructions concerning "hold short of RWY or cross the RWY".
Any questions shall be clarified before crossing RWY.
Finally, report to controller "runway vacated".

1.4. RULES FOR ALTERNATE OF B747-8

Use RWY 18L/36R, stands 95 and 97.

Apply for alternate landing at least 20 minutes earlier.

After arrival leave RWY 18L via A3 or A4 or H7 or T6, RWY 36R via A1 or A2 or T1 or H1. Then taxi via A and K6 to stand 95 or 97.

Departing ACFT taxi via L01, K6 or K7 and A to enter either RWY 18L via T1 or H1 or RWY 36R via H7 or T6.

Use judgmental steering at turns between following TWYs:
A1 and A, A2 and A, A4 and A, H1 and A, H7 and A, T1 and A, T6 and A, K6 and A, K7 and A, H1 and RWY 18L, T1 and RWY 18L, H7 and RWY 36R, L01 and K6, L01 and K7.

1.5. PARKING INFORMATION

Visual docking guidance system available for stands 221 thru 275.

On stand 76, 98A, 98B, 98C, 99, 232 thru 235, 262 thru 265, 286 thru 290, 301 thru 312 and 401 thru 413 push-back required.

Stands 604, 604B, 605 and 606 are available for emergency flights and under Follow-me guidance only.

Entry/exit of stand 232 forbidden while ACFT parking nose to South on TWY L12.
Entry/exit of stand 235 forbidden while ACFT parking nose to North on TWY L12.
Entry/exit of stand 262 forbidden while ACFT parking nose to South on TWY L13.
Entry/exit of stand 265 forbidden while ACFT parking nose to North on TWY L13.

Enter stand 301 from TWY L08 via TWY K1.

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1. GENERAL

1.6. OTHER INFORMATION

1.6.1. GENERAL

Birds.

RWYs 18L and 18R right-hand circuit.

Turns of more than 90^ on RWY or TWY are forbidden.

1.6.2. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

Within 10NM from RWY end, if there is no wake separation between ACFT, and ACFT is able to vacate the RWY within 50 seconds after touchdown, the minimum radar separation is reduced to 5km (except for wet or contaminated RWY).

2. ARRIVAL

2.1. GENERAL

RNAV flight procedures are primary procedures, pilot shall execute these procedures without special reasons.

2.2. COMMUNICATION FAILURE PROCEDURE

Landing to North:

Proceed to JTN according to the last instructed altitude (climb to 4930'-1500m if not reached), then join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 36R instrument approach procedure.

Landing to South:

Proceed to PK according to the last instructed altitude (climb to 4930'-1500m if not reached), join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 18L instrument approach procedure.

2.3. RWY OPERATIONS

RWY 18L/36R mainly used for arrival.

If ACFT can not use the rapid exit TWY, pilot shall inform controller in advance.

TWYs H3 thru H5 can not be used for vacating RWY.

2.4. TAXI PROCEDURES

- Requirements for ACFT occupying RWY (except for wet or contaminated RWY):

  ACFT shall fully vacate RWY within 50 seconds after touchdown. If flight crew considers they cannot fulfill the process within the required time, pilot shall inform the controller no later than 5 minutes before touching down.

2.5. OTHER INFORMATION

The latest time to issue landing clearance can be before ACFT flying over RWY THR. Pilots shall strictly follow ATC instructions.

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3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

Crew may apply for departure clearance via DCL 20 minutes prior to estimated start-up time.

Upon receiving of departure information via DCL, crew shall transmit a confirm information within 10 minutes, or the service will be regarded a failure.

Upon completion of DCL service, crew shall repeat RWY designator and initial climb altitude to ATC.

3.2. DE-ICING

DE-ICING POSITION	ENTRY	EXIT	REMARKS
1	TWY D (nose to South)	TWY D - H7	De-icing positions 1, 2, 4, 5, 6 can be used independently. ACFT de-icing on position 3 can taxi out only if position 1 is vacant. ACFT de-icing on positions 3 and 4: Stands 601 thru 608 are forbidden to use; ACFT entering or exiting from China Eastern Airlines hangar are forbidden; TWY L14 (South of stand 601) is forbidden to use.
2		TWY D - H6	
3	TWY D - de-icing guideline (blue) (nose to South)	De-icing guideline - H7	
4		De-icing guideline - H6 or H7	
5	TWY D (nose to North)	TWY D - H1	
6		TWY D - H2 or H1	
7	L01 (nose to South)	L01 - H7	
8	L03 (nose to West)	L03 - K1	

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

Departing ACFT shall contact Delivery for delivery clearance within 10 min prior to start-up.

Before push-back and start-up, departing ACFT shall contact HONGQIAO Ground for push-back and start-up clearance and conduct within 5 min, otherwise, apply the clearance once more.

HONGQIAO Ground will notify the ACFT at appropriate time to contact Tower for further ATC instructions.

In order to avoid frequency congestion, pilot shall leave Tower frequency without RTF instruction from controller as soon as airborne and contact the frequency assigned in the delivery clearance immediately.

ACFT using stand 2 shall not start-up until pushed to the taxilane West of stand 3 or North of stand 6.

ACFT using stand 76 will be pushed back with nose Westwards if stands 65, 66 and 75 not occupied, otherwise with nose Eastwards to Aprons B or C before start-up.

ACFT using stands 266 thru 285: When exiting, push-back nosewheel to holding position, then start-up to enter corresponding TWY by ATC instructions.

ACFT on stands 232 thru 235 shall be pushed back to holding point on TWY L12, then start-up and taxi to TWY D.

ACFT on stands 262 thru 265 shall be pushed back to holding point on TWY L13, then start-up and taxi to TWY D.

ACFT on stands 286 thru 290 shall be pushed back to holding point on TWY L14, then start-up and taxi to TWY D.

ACFT on stands 301 thru 312 shall be pushed back to holding point on TWY L08.

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3. DEPARTURE

Engine run-up stands on apron 4 can only be used while TWY L11 between stands 406 and 407 is not in use.

ACFT on stands 401 thru 413 shall be pushed back to holding point on TWY L11, then start-up and taxi to TWY D.

ACFT on stands 406 and 411 with wingspan no less than 171'/52m shall be pushed out directly to TWY D.

ACFT on stands 601 thru 608 shall be pushed to holding point on TWY L14 then start-up and taxi to TWY D.

ACFT on stands 602, 603, 605 and 606 with wingspan more than 118'/36m shall be pushed to TWY D directly.

ACFT on stands 604 thru 608 (including 604B) are forbidden to push-back while towing ACFT taxi in/out on apron 6.

ACFT on stands 604A are forbidden to push-back nose to North while towing ACFT taxi in/out on apron 6.

- Requirements for ACFT occupying RWY (except for wet or contaminated RWY):

  ACFT shall finish RWY alignment within 60 seconds from holding position. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform TWR before entering RWY.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. RUN-UP TESTS

Engine run-ups are subject to AOC permission and Tower clearance, and may only be carried out at a designated location.

Testing period and engine noise shall be controlled.

Stands for run-up tests installed East of stands 401 thru 406, available for ACFT with MAX wingspan 213.2'/65m with nose to South. Engine run-up stands on Apron 4 can only be used while TWY L11 between stands 401 thru 407 is not in use. Fast engine run-ups can be carried out there or by ATC. Engine idle test can be carried out at stands 96, 97 and 917.

3.4.2. TAKE-OFF

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented:

The derated take-off is strongly recommended, if take-off performance of ACFT permits.

At 450m (1500') - reduce thrust to not less than climb power;
- climb at V2 + 20km/h (10 KT) with flaps/slats in take-off configuration;

At 910m (3000') - accelerate to en-route climb speed and retract flaps/slats on schedule while maintaining a positive rate of climb.

If the procedures can not be implemented due to any reason other than ATC, controller shall be informed by the pilot.

3.5. RWY OPERATIONS

RWY 18R/36L mainly used for departure.

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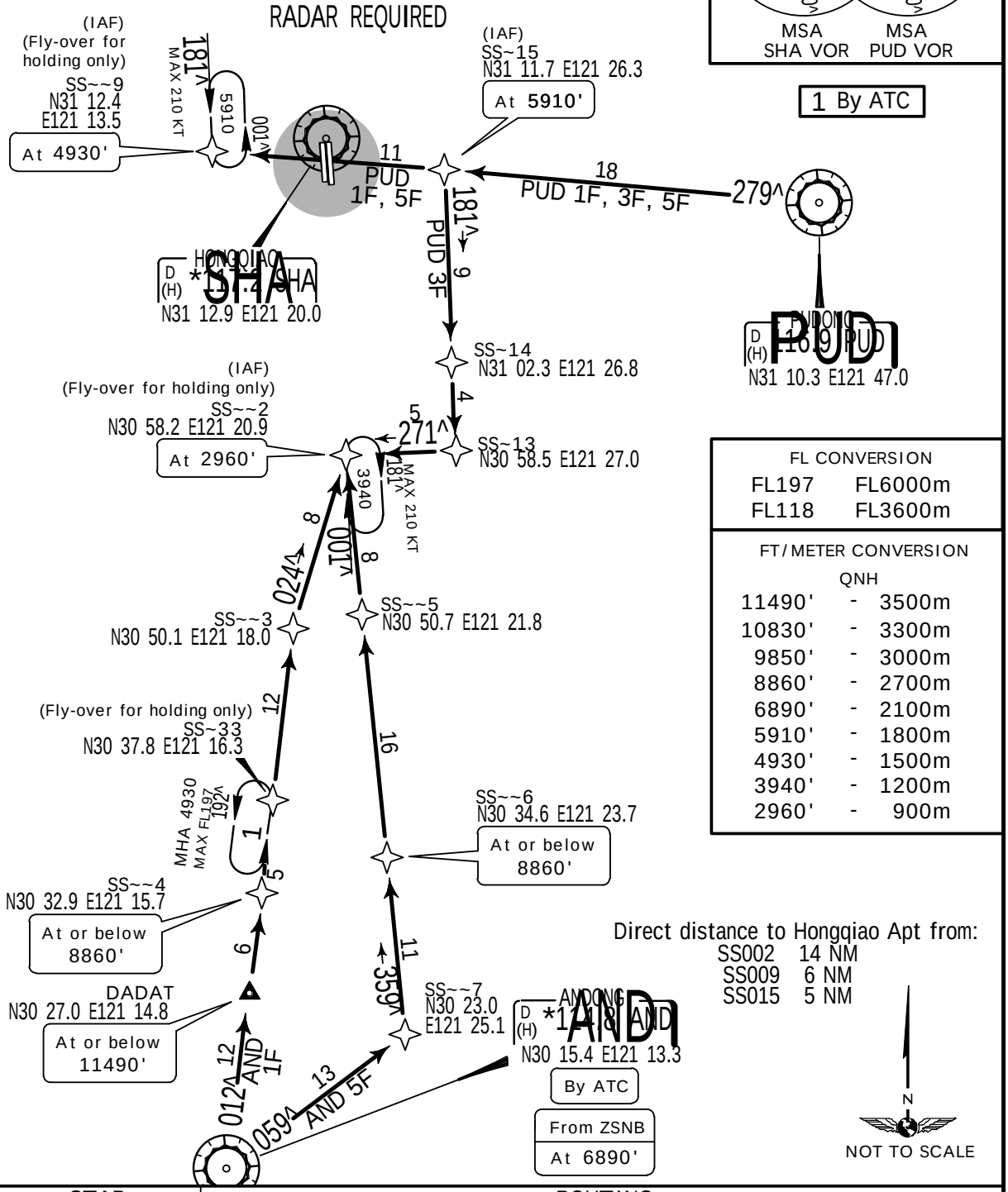
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

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

D-ATIS	Apt Elev	
132.25	10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below

AND 1F, AND 5F 1, PUD 1F, PUD 3F, PUD 5F 1
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FL CONVERSION	
FL197	FL6000m
FL118	FL3600m

FT/METER CONVERSION		
QNH		
11490'	-	3500m
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m

Direct distance to Hongqiao Apt from:
SS002 14 NM
SS009 6 NM
SS015 5 NM

STAR	ROUTING
AND 1F	AND (6890' or by ATC) - DADAT (11490'-) - SS004 (8860'-) - SS033 - SS003 - SS002 (2960').
AND 5F 1	AND (6890' or by ATC) - SS007 - SS006 (8860'-) - SS005 - SS002 (2960').
PUD 1F, PUD 5F1	PUD - SS015 (5910') - SS009 (4930').

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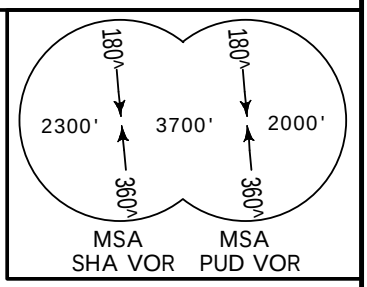
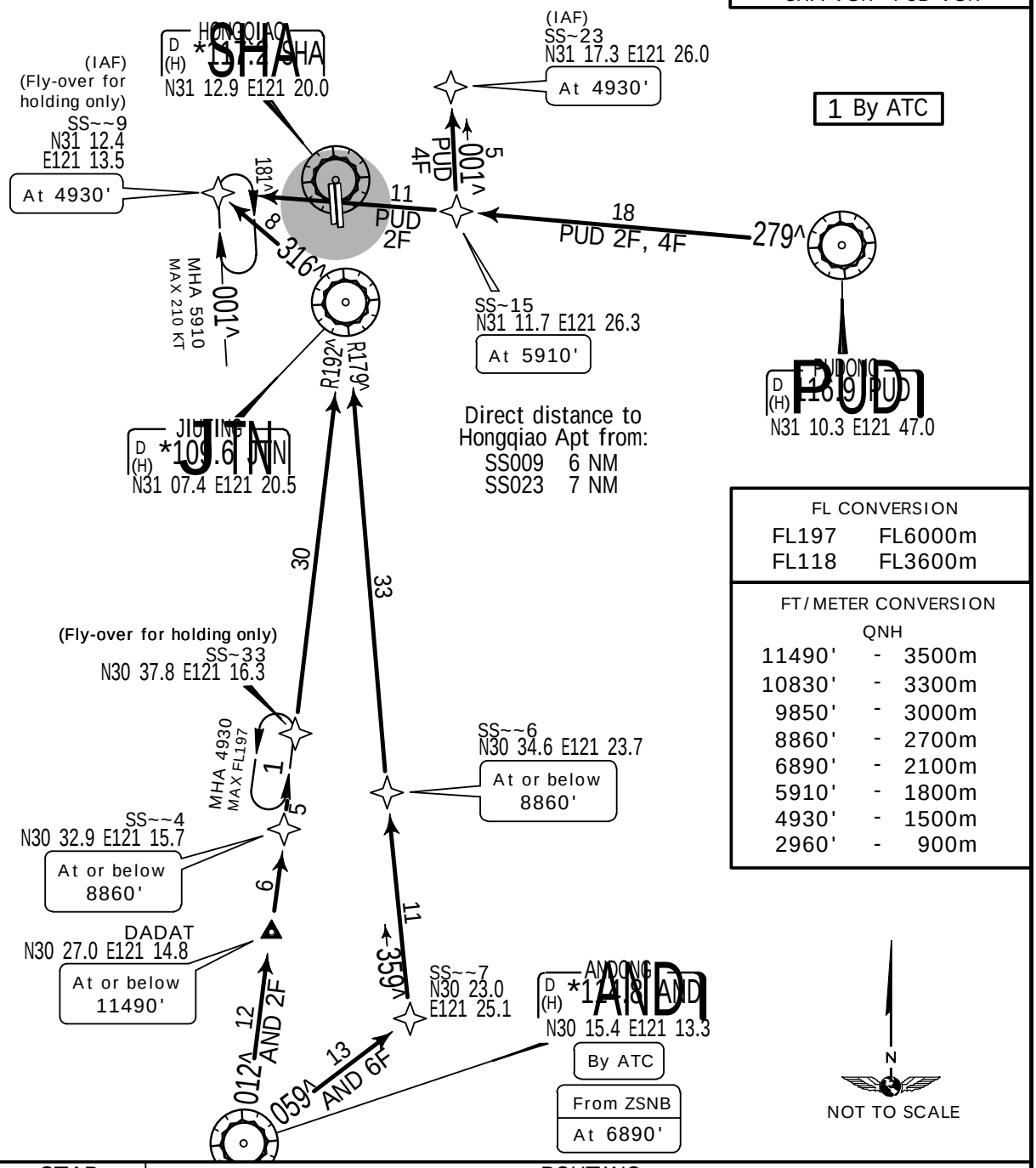
15 AUG 14 (10-2A) .Eff.20.Aug.1600Z. .RNAV.STAR.

D-ATIS	Apt Elev	
132.25	10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below

AND 2F, AND 6F 1, PUD 2F, PUD 4F 1
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED





FL CONVERSION	
FL197	FL6000m
FL118	FL3600m

FT/METER CONVERSION		
QNH		
11490'	-	3500m
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
2960'	-	900m

STAR	ROUTING
AND 2F	AND (6890' or by ATC) - DADAT (11490'-) - SS004 (8860'-) - SS033 - JTN - SS009 (4930').
AND 6F 1	AND (6890' or by ATC) - SS007 - SS006 (8860'-) - JTN - SS009 (4930').
PUD 2F	PUD - SS015 (5910') - SS009 (4930').

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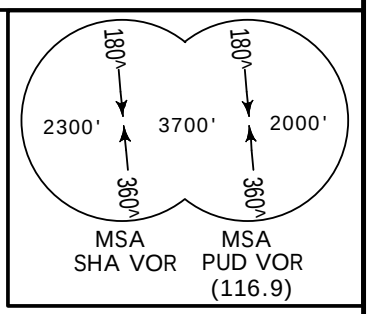
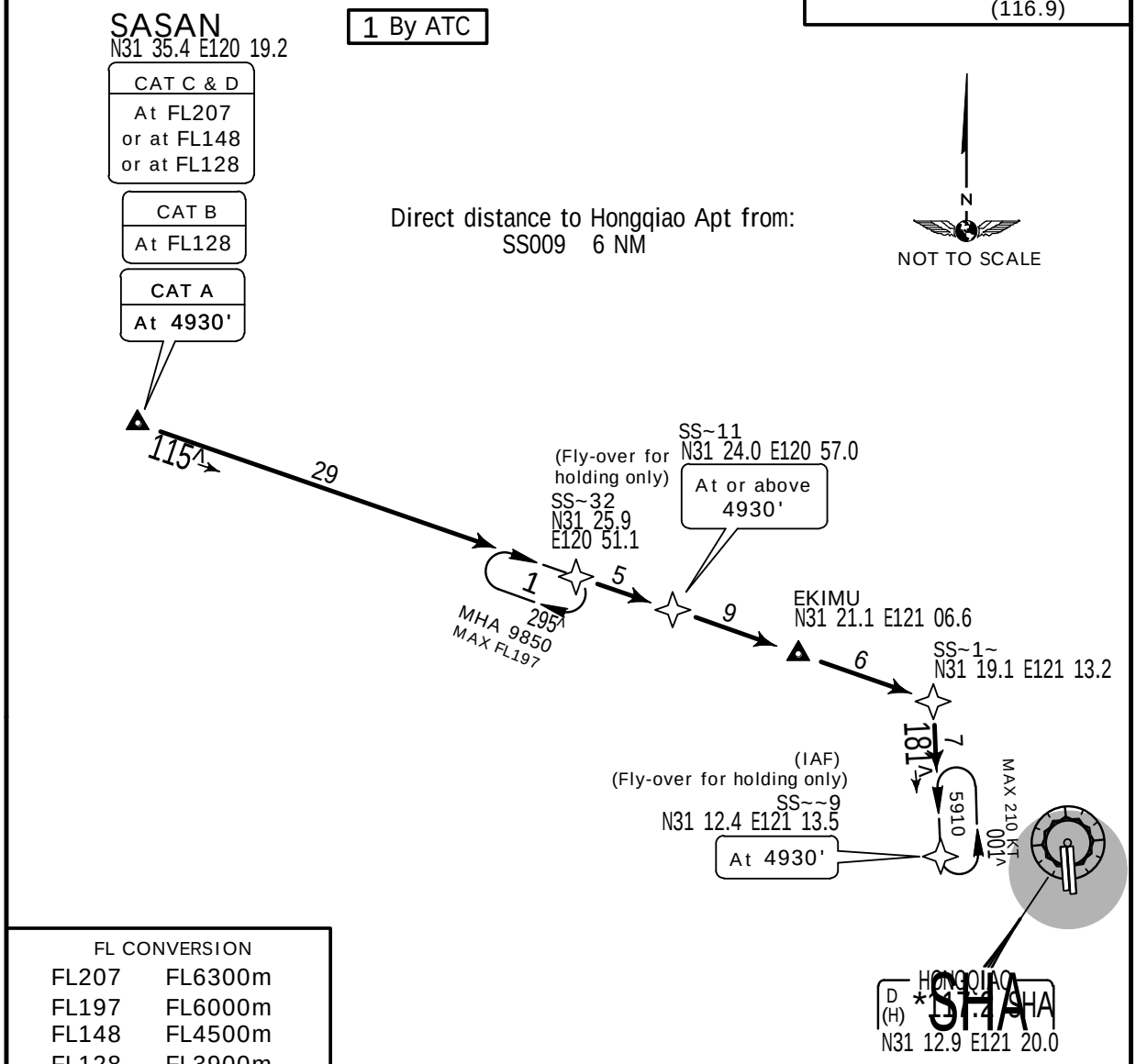
15 AUG 14 (10-2B) .Eff.20.Aug.1600Z. .RNAV.STAR.

D-ATIS	Apt Elev	
132.25	10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below

SAS 1F, SAS 3F 1
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED





FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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

ROUTING

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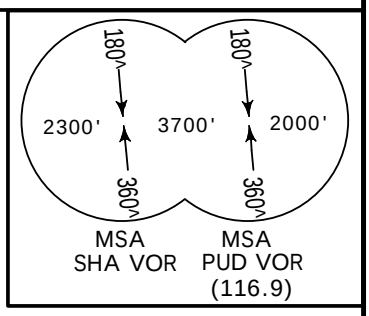
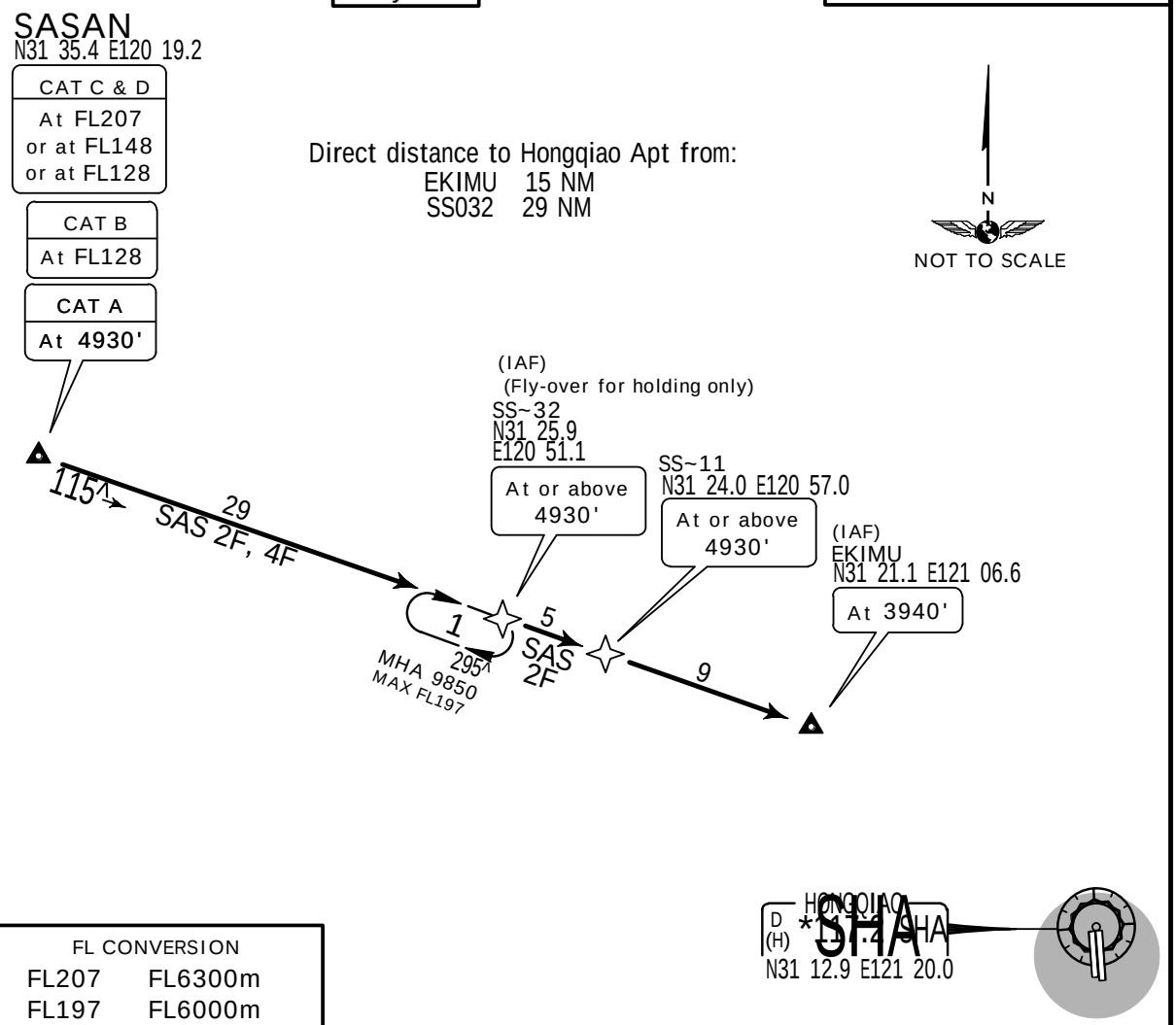
15 AUG 14 (10-2C) .Eff.20.Aug.1600Z. .RNAV.STAR.

D-ATIS	Apt Elev	
132.25	10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below

SAS 2F, SAS 4F 1
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

1 By ATC





FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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

STAR	ROUTING
SAS 2F	SASAN - SS032 (4930'+) - SS011 (4930'+) - EKIMU (3940').

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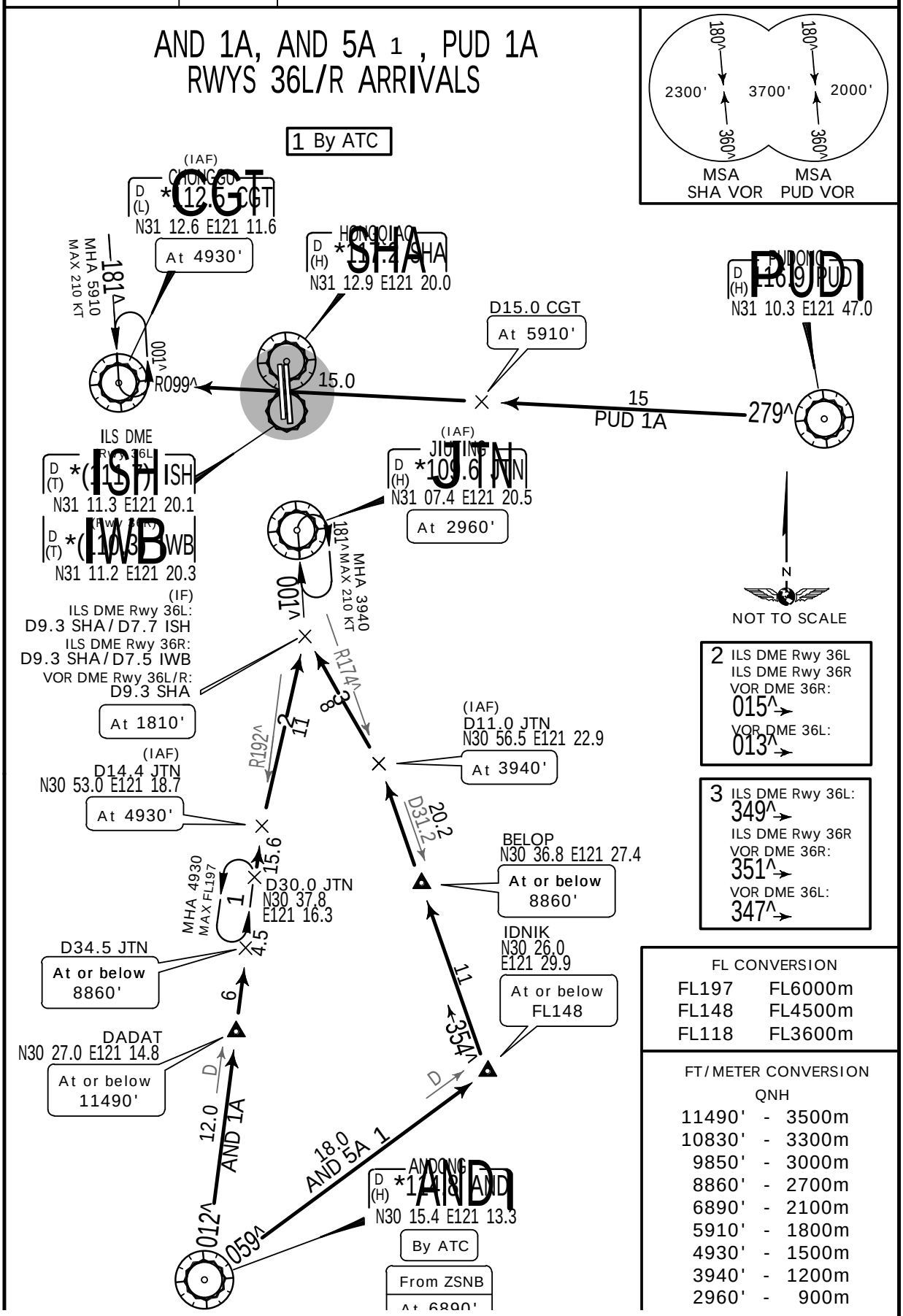
JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-2D) .Eff.6.Mar. .STAR.

D-ATIS	Apt Elev	
132.25	10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below

AND 1A, AND 5A 1, PUD 1A
RWYS 36L/R ARRIVALS



FL CONVERSION

FL197	FL6000m
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION

QNH		
11490'	-	3500m
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m

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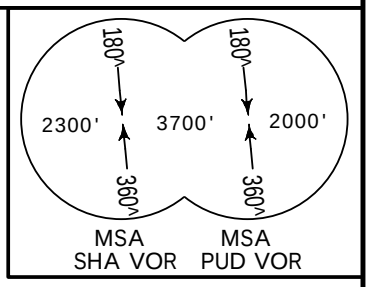
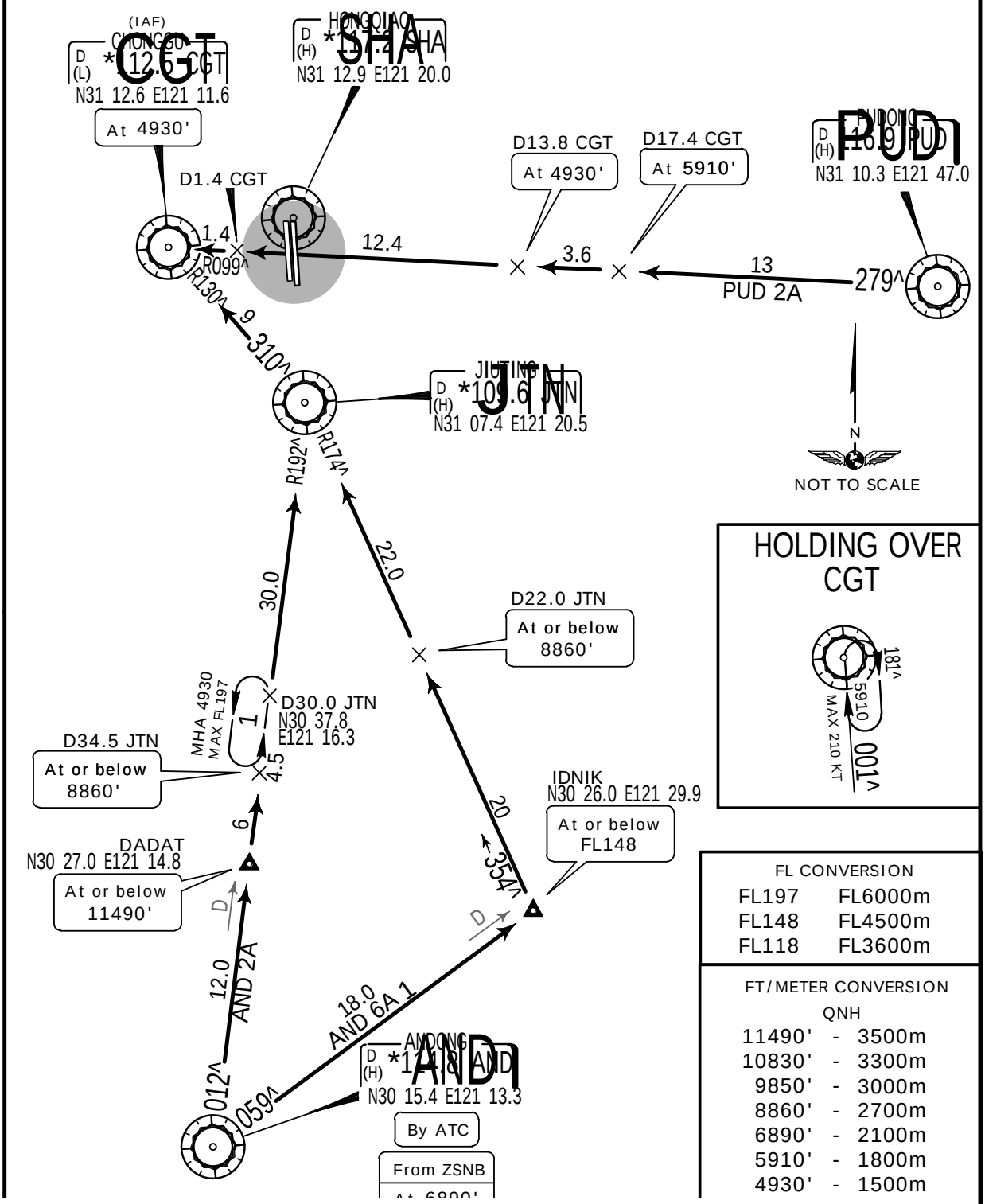
21 FEB 14 (10-2E) .Eff.6.Mar. .STAR.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
132.25	10'	

AND 2A, AND 6A 1, PUD 2A
RWYS 18L/R ARRIVALS

1 By ATC





HOLDING OVER CGT

FL CONVERSION	
FL197	FL6000m
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION QNH	
11490'	3500m
10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
5910'	1800m
4930'	1500m

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ZSSS/SHA HONGQIAO

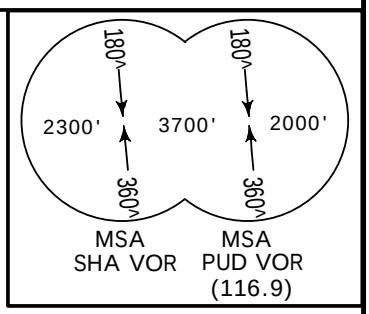
JEPPESEN SHANGHAI, PR OF CHINA

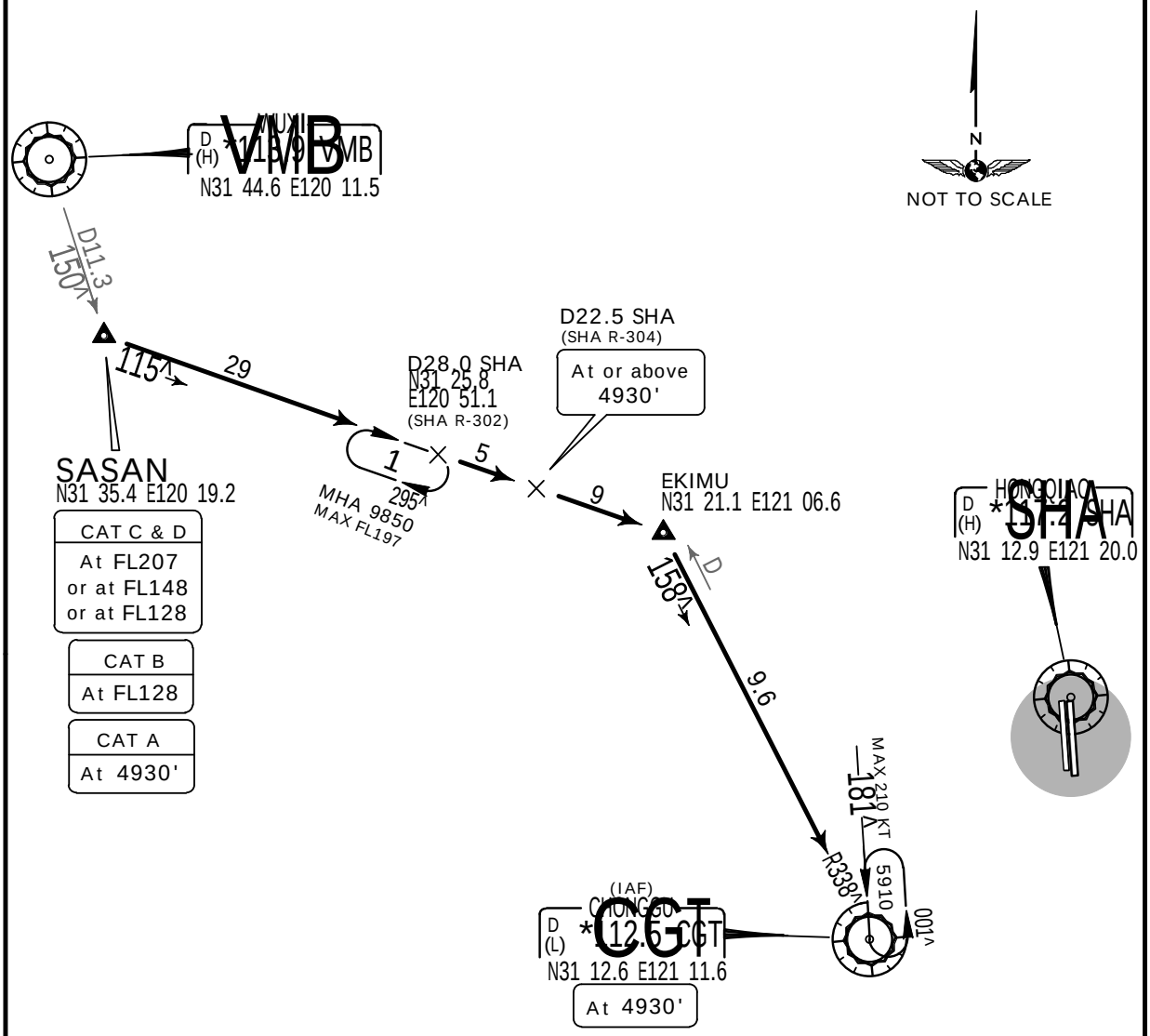
21 FEB 14 (10-2F) .Eff.6.Mar. .STAR.

D-ATIS	Apt Elev	
132.25	10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below

SASAN 1A [SASA1A]
RWYS 36L/R ARRIVAL

1 By ATC





FT/METER CONVERSION		
QNH		
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m

FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m

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ZSSS/SHA
HONGQIAO

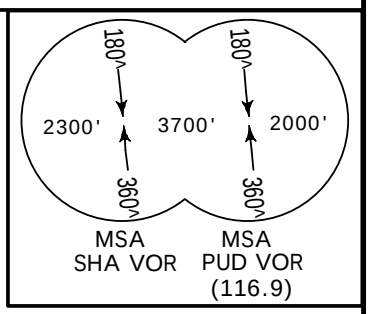
JEPPESEN SHANGHAI, PR OF CHINA

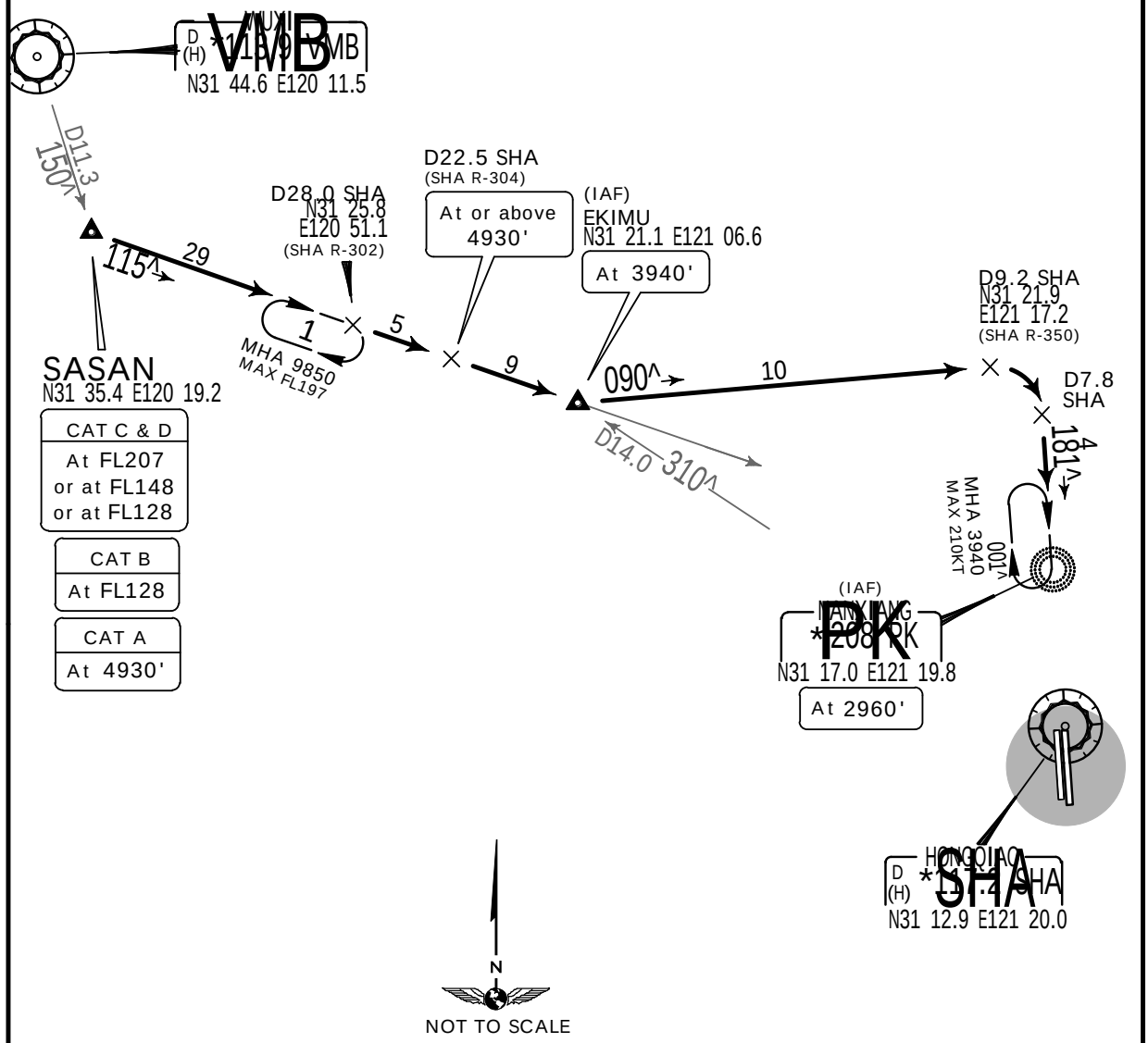
21 FEB 14 (10-2G) .Eff.6.Mar. .STAR.

D-ATIS	Apt Elev	
132.25	10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below

SASAN 2A [SASA2A]
RWYS 18L/R ARRIVAL

1 By ATC





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

FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m

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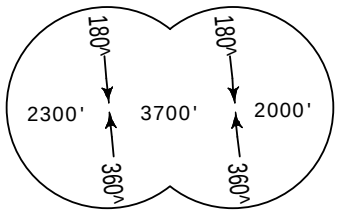
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

Apt Elev 10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.

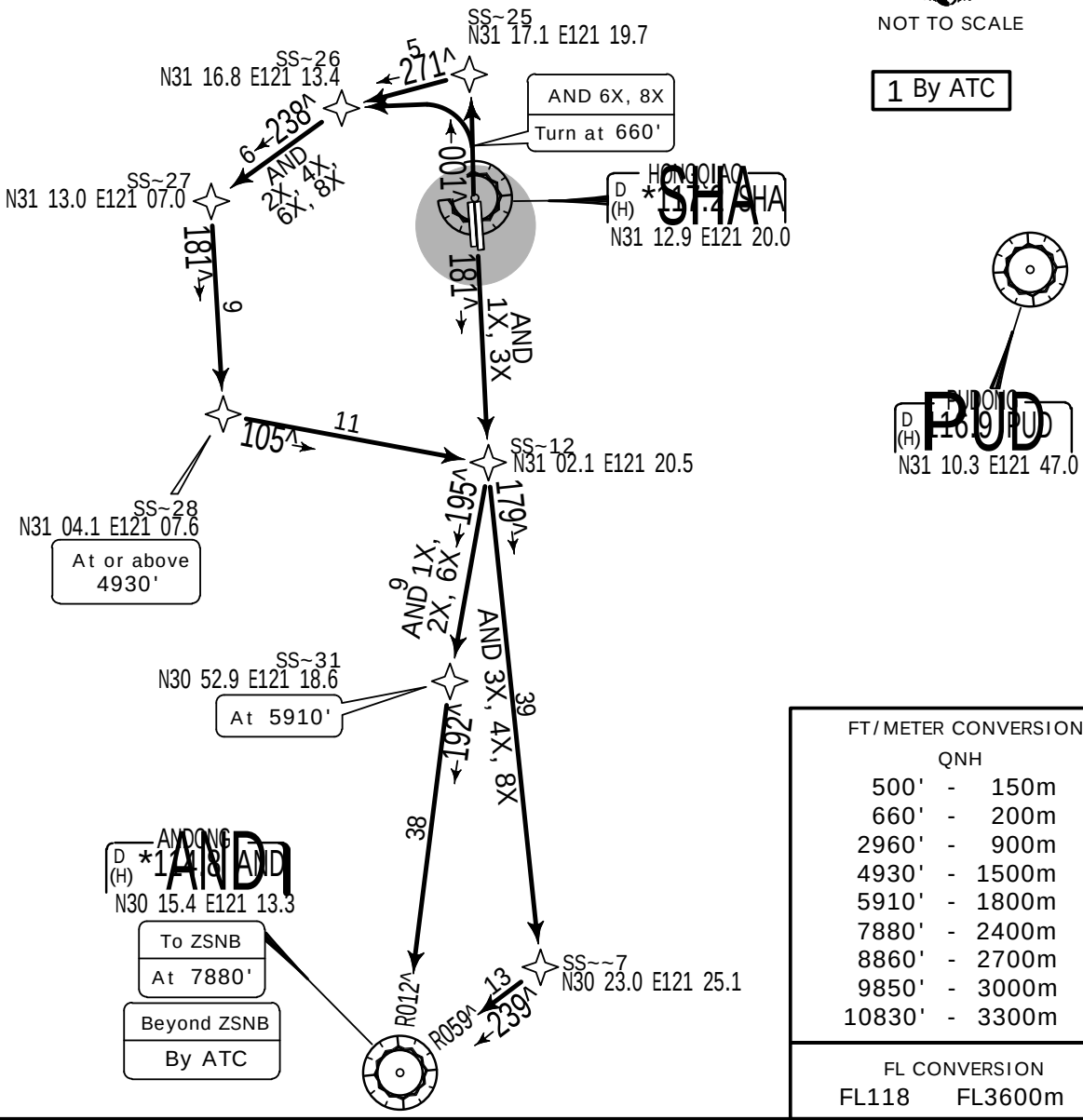


AND 1X, AND 2X, AND 3X[1] AND 4X[1], AND 6X, AND 8X[1] RWYS 18L/R, 36L/R RNAV DEPARTURES

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

NOT TO SCALE

1 By ATC



FT/METER CONVERSION QNH	
500'	150m
660'	200m
2960'	900m
4930'	1500m
5910'	1800m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL118	FL3600m

SID	RWY	ROUTING
AND 1X	18L/R	(500') - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 3X [1]	18L/R	(500') - SS012 - SS007 - AND (7880' or by ATC).
AND 4X [1]	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS007- AND (7880' or by ATC).
AND 6X		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 8X [1]		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - SS007 -

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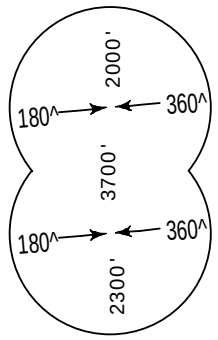
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3A) .Eff.6.Mar. .RNAV.SID.

Apt Elev	Trans level: FL118	Trans alt: 9850'
10'		10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



BOL 1X, BOL 2X, BOL 4X
BOL 6X 1
RWYS 18L/R, 36L/R
RNAV DEPARTURES

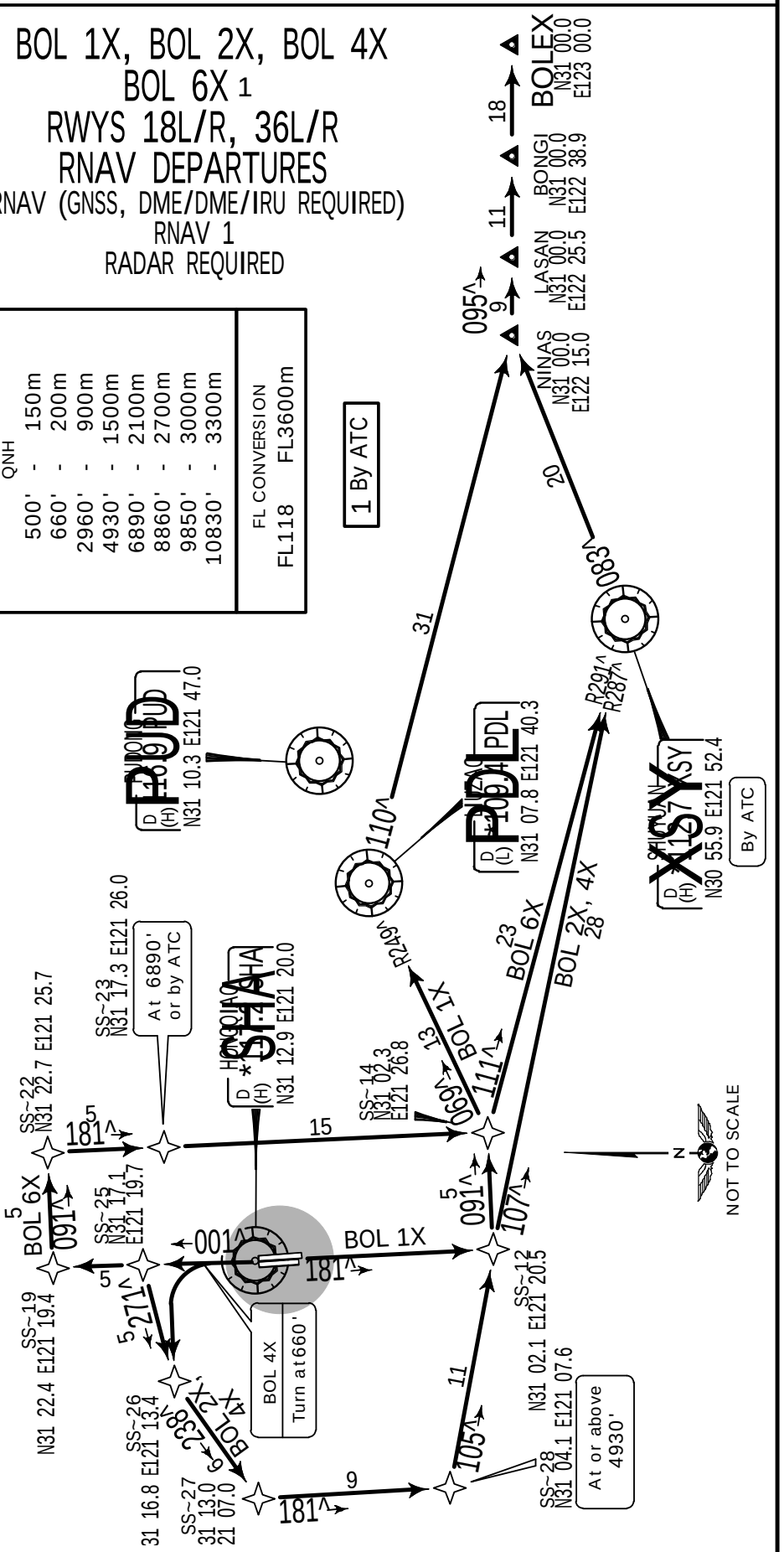
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION	
QNH	
500' - 150m	
660' - 200m	
2960' - 900m	
4930' - 1500m	
6890' - 2100m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

FL CONVERSION	
FL118	FL3600m

1 By ATC

SID	RWY	ROUTING
BOL 1X	18L/R	(500') - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX.
BOL 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.
BOL 4X		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.
BOL 6X 1		(660') - SS019 - SS022 - SS023 (6890' or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.



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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

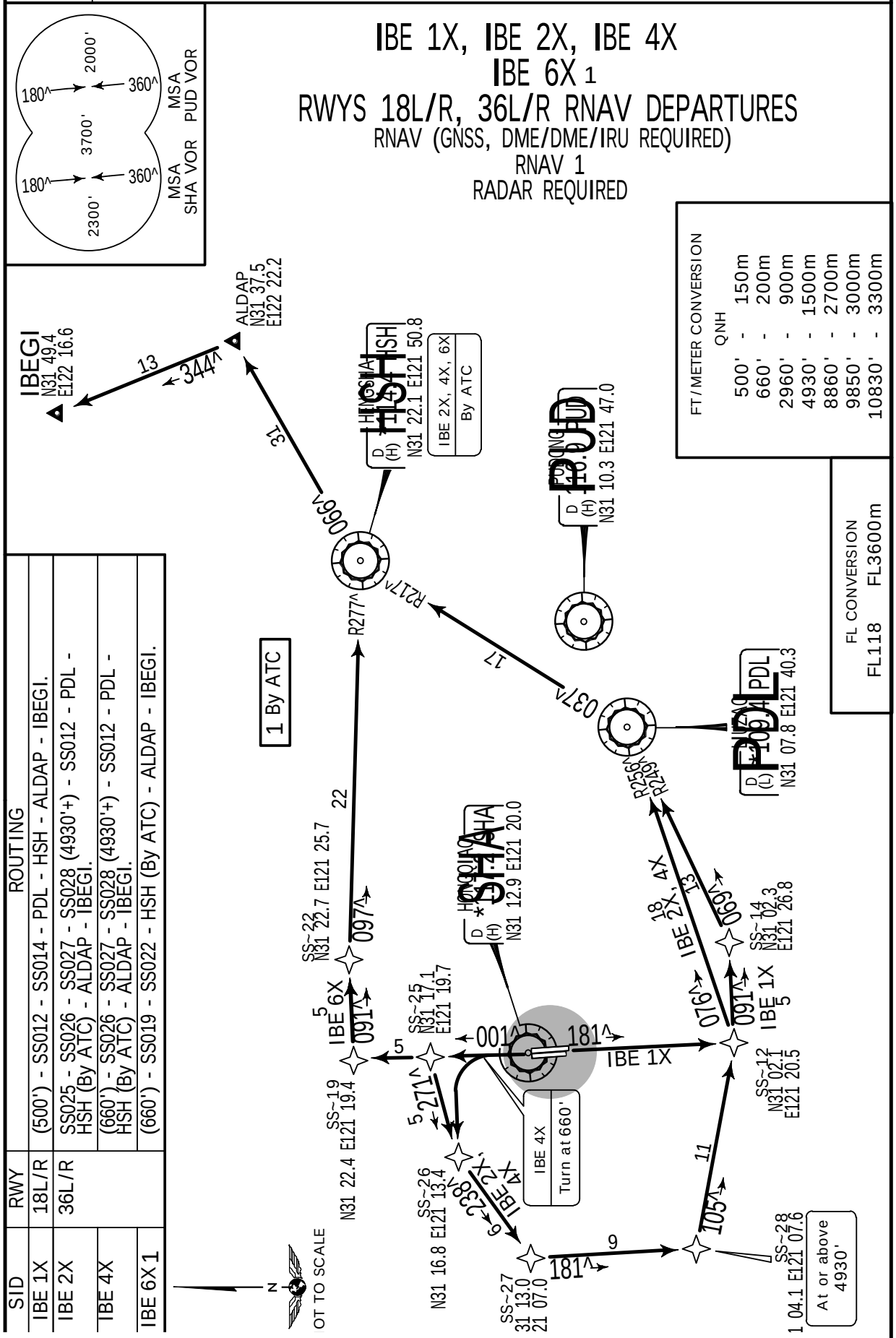
21 FEB 14 (10-3B) .Eff.6.Mar. .RNAV.SID.

Apt Elev 10'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

IBE 1X, IBE 2X, IBE 4X
IBE 6X 1
RWYS 18L/R, 36L/R RNAV DEPARTURES

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



SID	RWY	ROUTING
IBE 1X	18L/R	(500') - SS012 - SS014 - PDL - HSH - ALDAP - IBEGI.
IBE 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - IBEGI.
IBE 4X		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - IBEGI.
IBE 6X 1		(660') - SS019 - SS022 - HSH (By ATC) - ALDAP - IBEGI.

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JEPPESEN SHANGHAI, PR OF CHINA

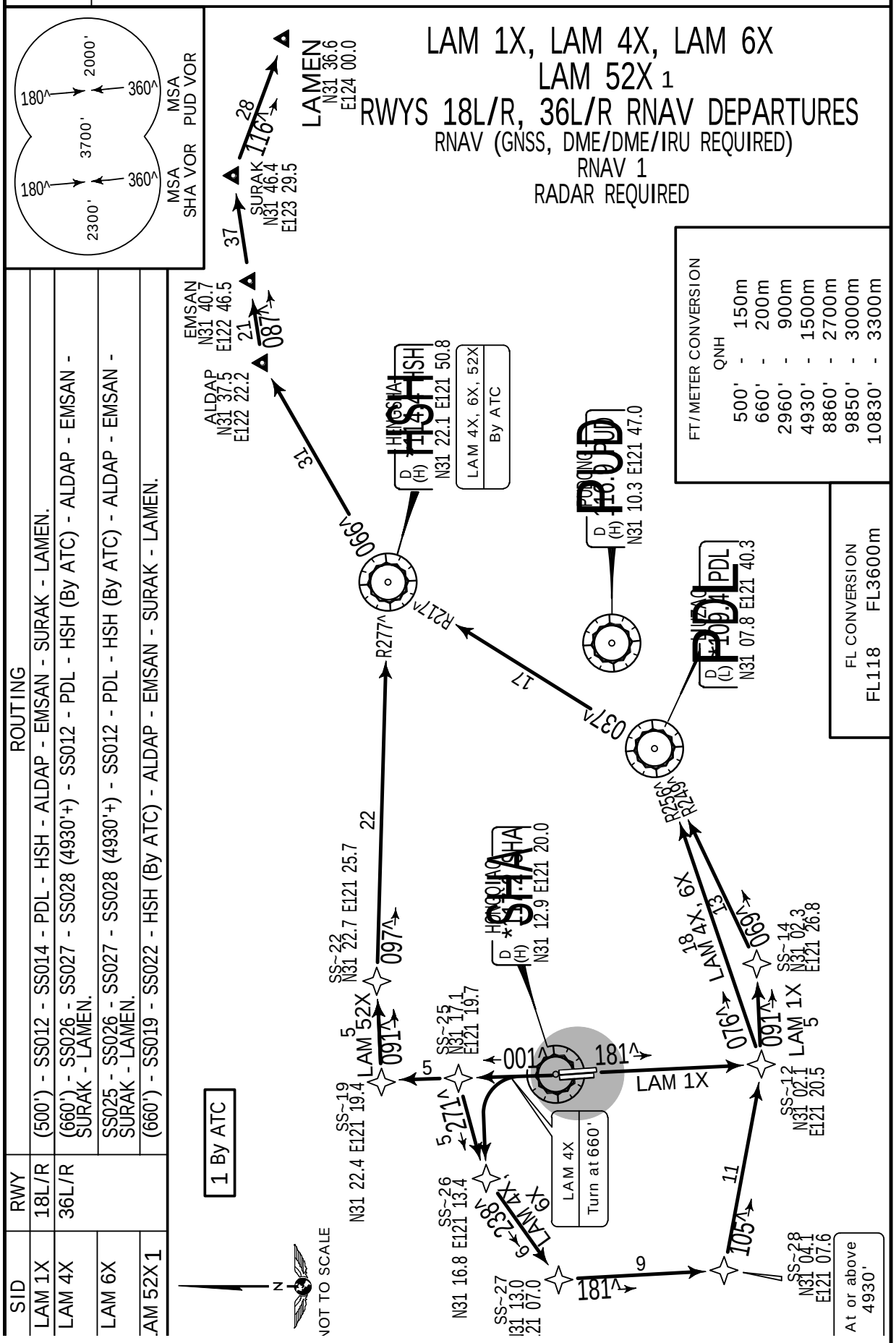
21 FEB 14 (10-3C) .Eff.6.Mar. .RNAV.SID.

Apt Elev 10'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

LAM 1X, LAM 4X, LAM 6X
LAM 52X 1
RWYS 18L/R, 36L/R RNAV DEPARTURES

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



SID	RWY	ROUTING
LAM 1X	18L/R	(500') - SS012 - SS014 - PDL - HSH - ALDAP - EMSAN - SURAK - LAMEN.
LAM 4X	36L/R	(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.
LAM 6X		SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.
LAM 52X 1		(660') - SS019 - SS022 - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.

FT/METER CONVERSION

QNH	
500'	150m
660'	200m
2960'	900m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION
FL118 FL3600m

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JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3D) .Eff.6.Mar. .RNAV.SID.

Apt Elev 10'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

MSA SHA VOR: 180^ 2300', 360^ 3700'
MSA PUD VOR: 180^ 2000', 360^

LAM 2X, LAM 3X
LAM 8X, LAM 56X 1
RWYS 18L/R, 36L/R
RNAV DEPARTURES

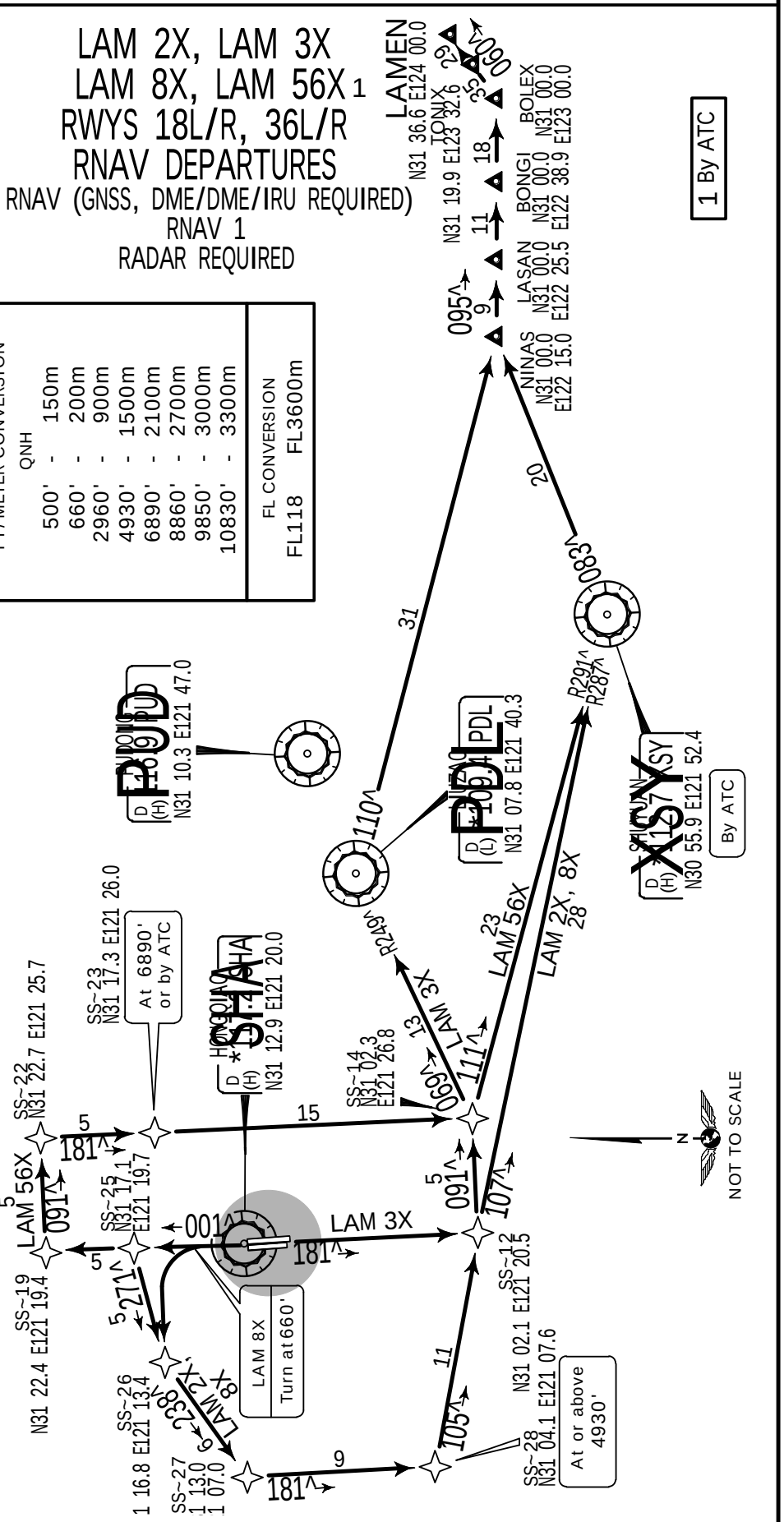
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

1 By ATC

FT/METER CONVERSION QNH	
500' -	150m
660' -	200m
2960' -	900m
4930' -	1500m
6890' -	2100m
8860' -	2700m
9850' -	3000m
10830' -	3300m

FL CONVERSION	
FL118	FL3600m

SID	RWY	ROUTING
LAM 3X	18L/R	(500') - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 8X		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 56X 1		(660') - SS019 - SS022 - SS023 (6890' or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.



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CHANGES: MSA; RNAV SID LAM 2X established.

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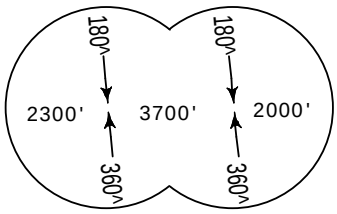
ZSSS/SHA
HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3E) .Eff.6.Mar. .RNAV.SID.

Apt Elev	
10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



NXD 1X, NXD 2X, NXD 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES

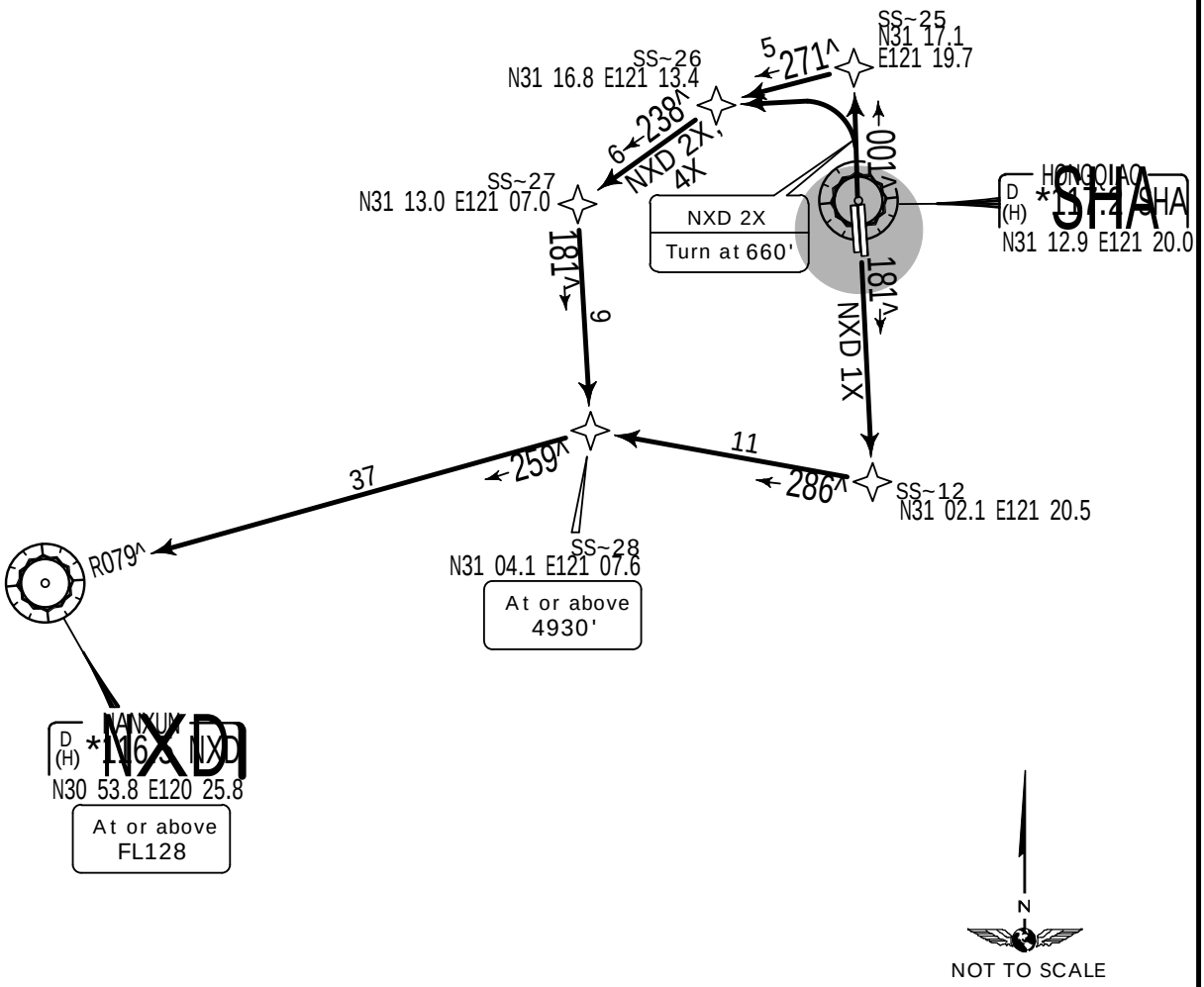
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION

QNH		
500'	-	150m
660'	-	200m
2960'	-	900m
4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m



SID	RWY	ROUTING
NXD 1X	18L/R	(500') - SS012 - SS028 (4930'+) - NXD (FL128+).
NXD 2X	36L/R	(660') - SS026 - SS027 - SS028 (4930'+) - NXD (FL128+).

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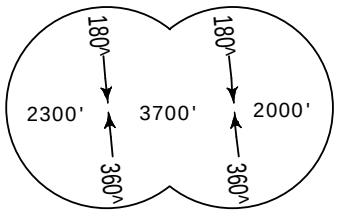
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3F) .Eff.6.Mar. .RNAV.SID.

Apt Elev	
10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



FT/METER CONVERSION

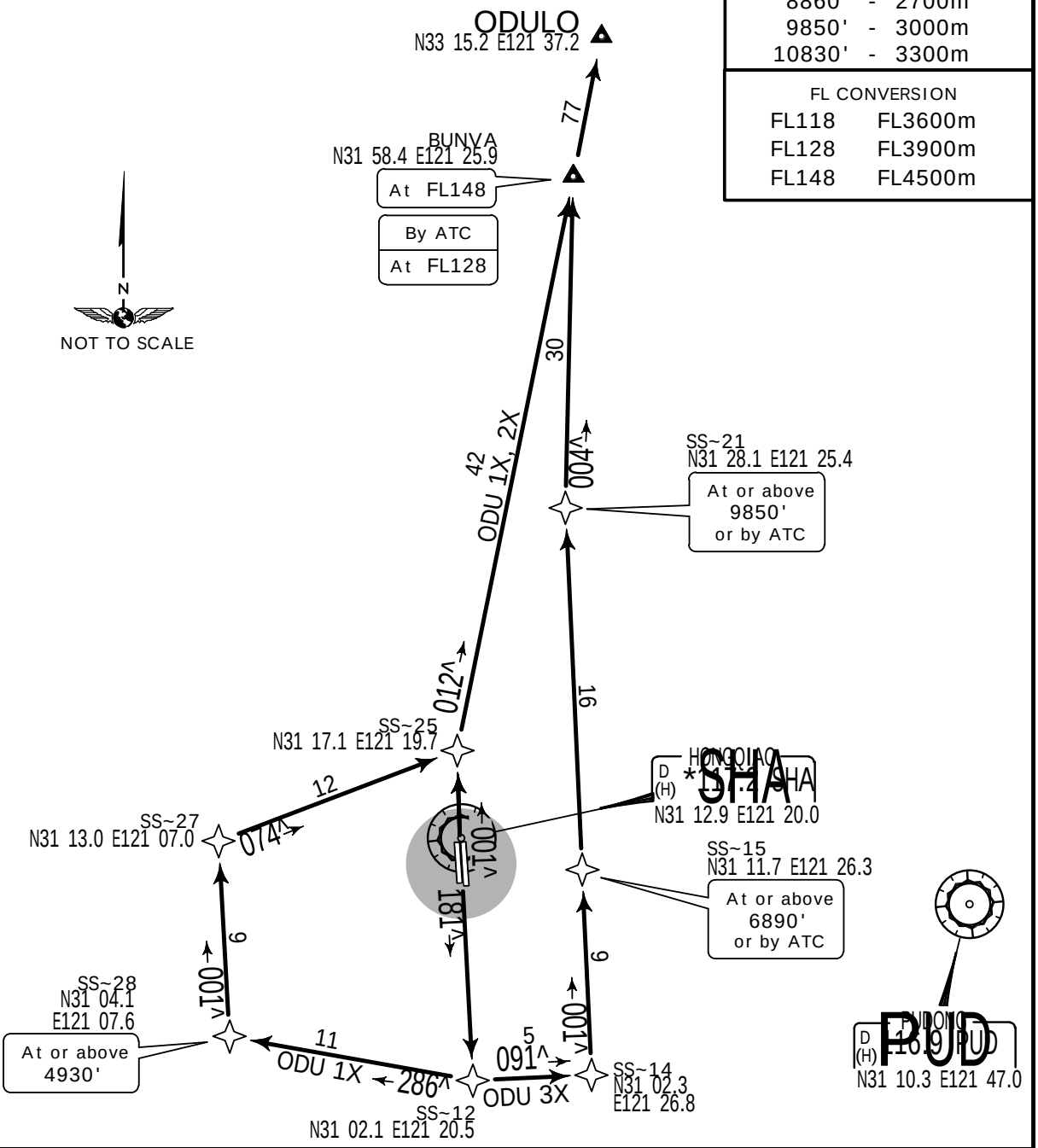
QNH		
500'	-	150m
2960'	-	900m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL148	FL4500m

ODU 1X, ODU 2X, ODU 3X
RWYS 18L/R, 36L/R RNAV DEPARTURES

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



SID	RWY	ROUTING
ODU 1X	18L/R	(500') - SS012 - SS028 (4930'+) - SS027 - SS025 - BUNVA (FL148; FL128 by ATC) - ODULO.
ODU 2X	36L/R	SS025 - BUNVA (FL148; FL128 by ATC) - ODULO.
ODU 3X	18L/R	(500') - SS012 - SS014 - SS015 (6890'+ or by ATC) - SS021 (9850'+

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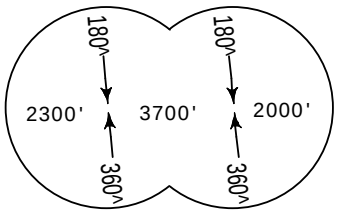
JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3G) .Eff.6.Mar. .RNAV.SID.

Apt Elev	
10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



PIK 1X, PIK 2X, PIK 3X 1, PIK 4X RWYS 18L/R, 36L/R RNAV DEPARTURES

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

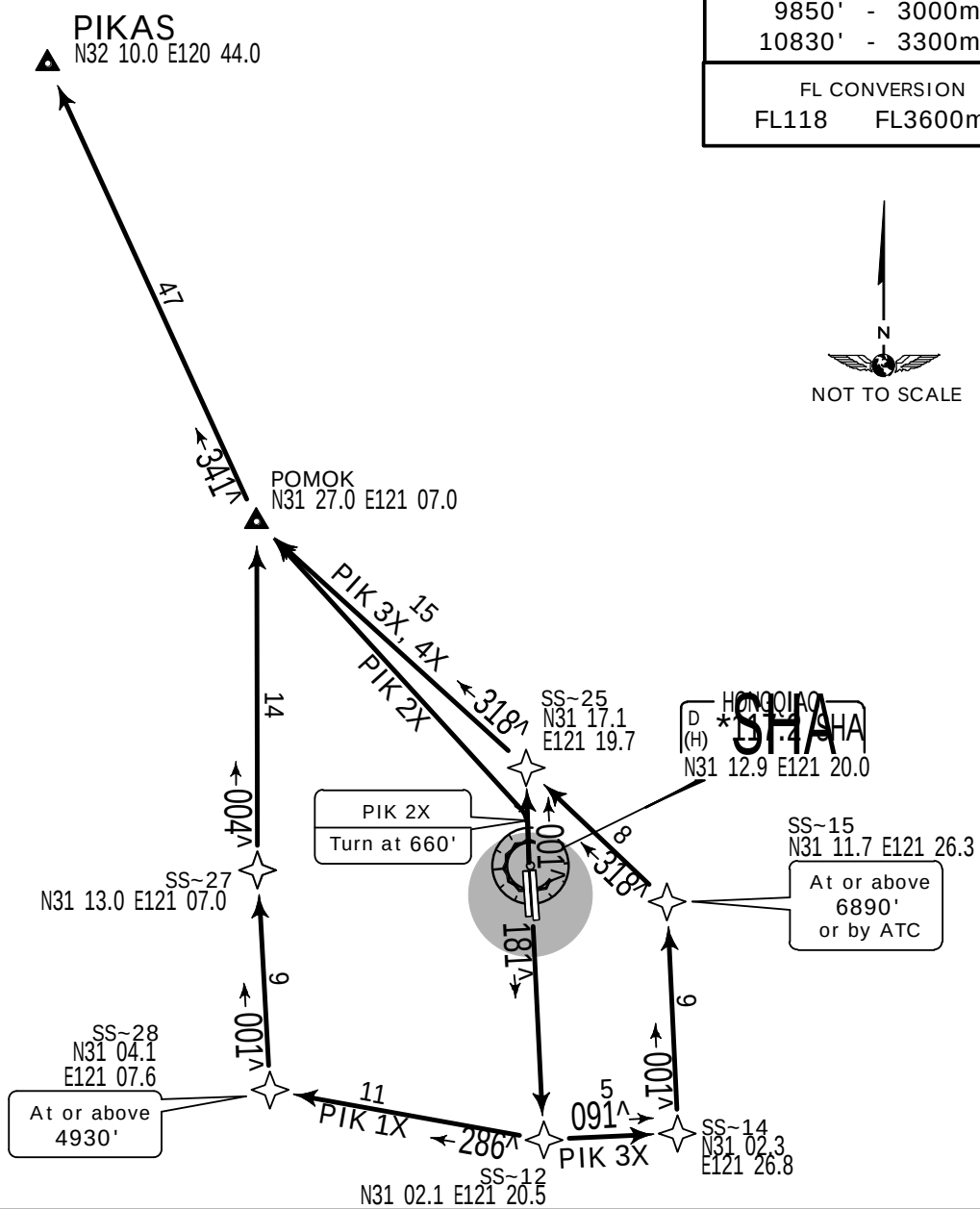
1 By ATC

FT/METER CONVERSION

QNH		
500'	-	150m
660'	-	200m
2960'	-	900m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m



SID	RWY	ROUTING
PIK 1X	18L/R	(500') - SS012 - SS028 (4930'+) - SS027 - POMOK - PIKAS.
PIK 2X	36L/R	(660') - POMOK - PIKAS.
PIK 3X 1	18L/R	(500') - SS012 - SS014 - SS015 (6890'+ or by ATC) - SS025 - POMOK - PIKAS.

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JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3H) .Eff.6.Mar. .RNAV.SID.

Apt Elev 10'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

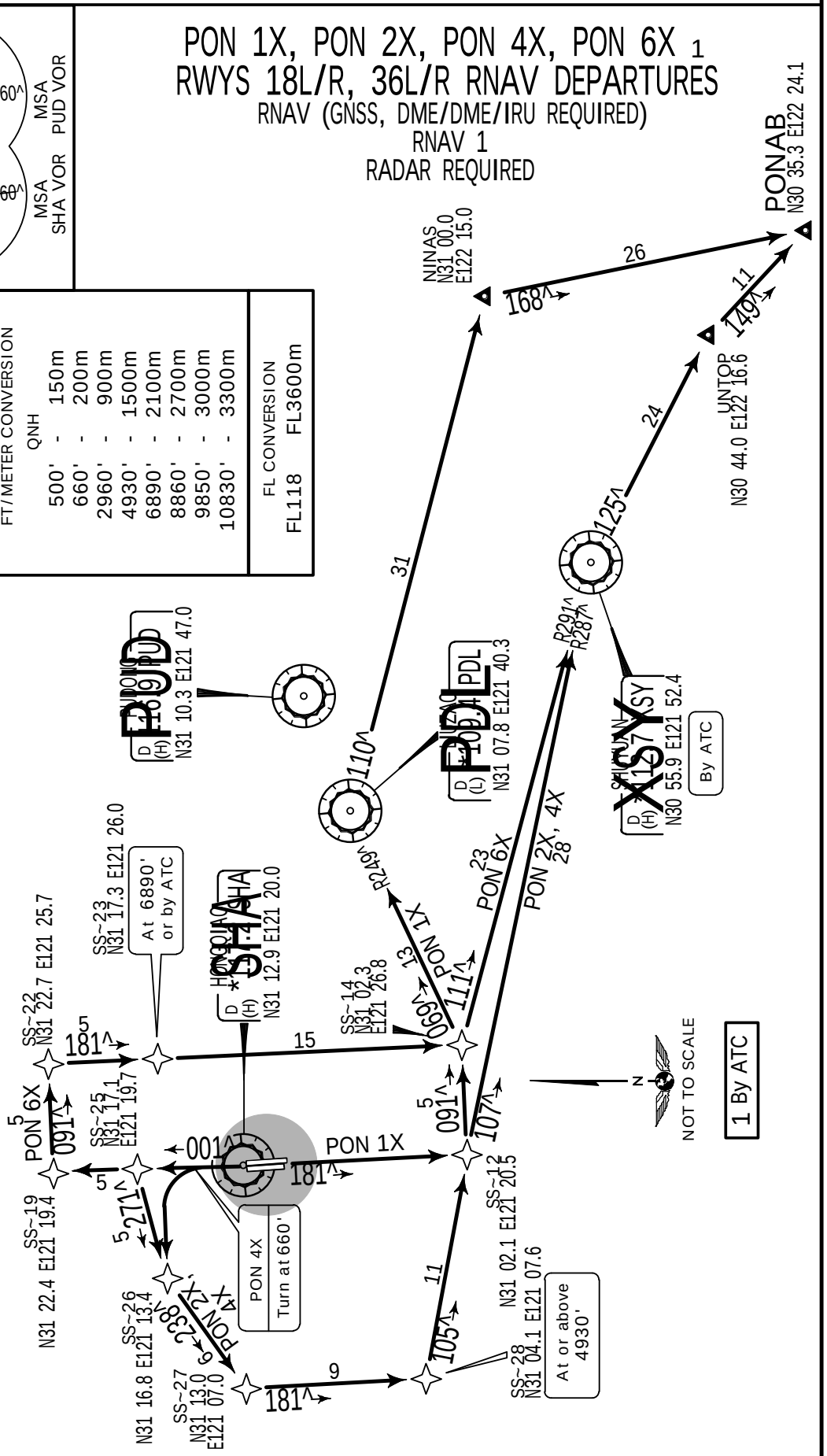
PON 1X, PON 2X, PON 4X, PON 6X 1
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

MSA PUD VOR: 180^ 2000' 360^
MSA SHA VOR: 180^ 3700' 360^ 2300'

SID	RWY	ROUTING
PON 1X	18L/R	(500') - SS012 - SS014 - PDL - NINAS - PONAB.
PON 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - YSY (By ATC) - UNTOP - PONAB.
PON 4X		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - UNTOP - PONAB.
PON 6X1		(660') - SS019 - SS022 - SS023 (6890' or by ATC) - SS014 - XSY (By ATC) - UNTOP - PONAB.

FT/METER CONVERSION
QNH
500' - 150m
660' - 200m
2960' - 900m
4930' - 1500m
6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION
FL118 FL3600m



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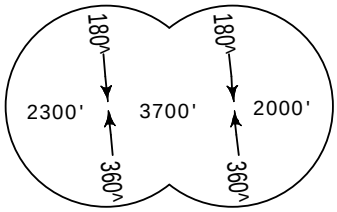
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3J) .Eff.6.Mar. .RNAV.SID.

Apt Elev	
10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



SAS 1X, SAS 2X, SAS 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES

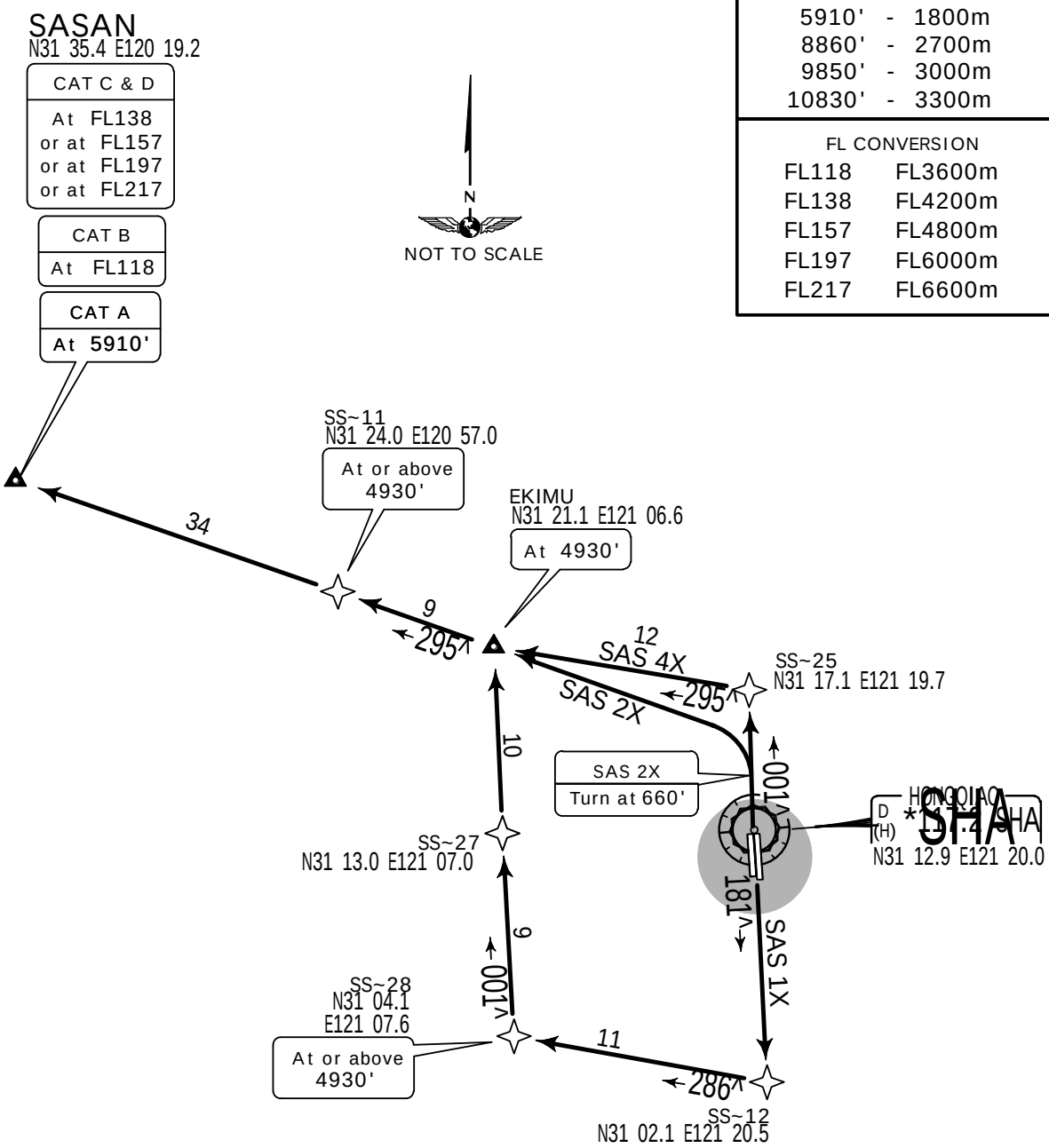
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION

QNH		
500'	-	150m
660'	-	200m
2960'	-	900m
4930'	-	1500m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m



SID	RWY	ROUTING
SAS 1X	18L/R	(500') - SS012 - SS028 (4930'+) - SS027 - EKIMU (4930') - SS011 (4930'+) - SASAN.
SAS 2X	36L/R	(660') - EKIMU (4930') - SS011 (4930'+) - SASAN

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

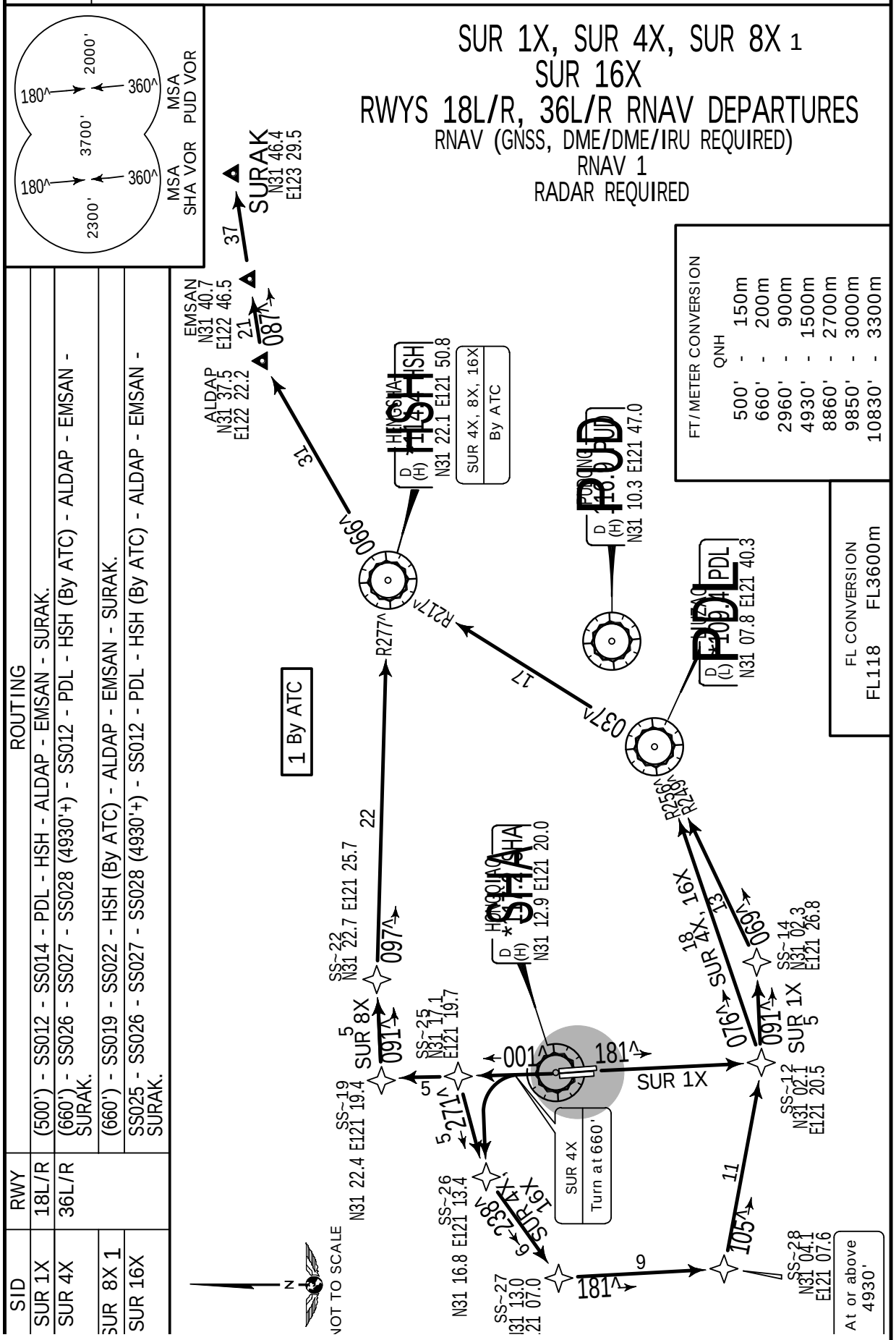
21 FEB 14 (10-3K) .Eff.6.Mar. .RNAV.SID.

Apt Elev 10'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

SUR 1X, SUR 4X, SUR 8X 1
SUR 16X
RWYS 18L/R, 36L/R RNAV DEPARTURES

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



SID	RWY	ROUTING
SUR 1X	18L/R	(500') - SS012 - SS014 - PDL - HSH - ALDAP - EMSAN - SURAK.
SUR 4X	36L/R	(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK.
SUR 8X 1		(660') - SS019 - SS022 - HSH (By ATC) - ALDAP - EMSAN - SURAK.
SUR 16X		SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK.

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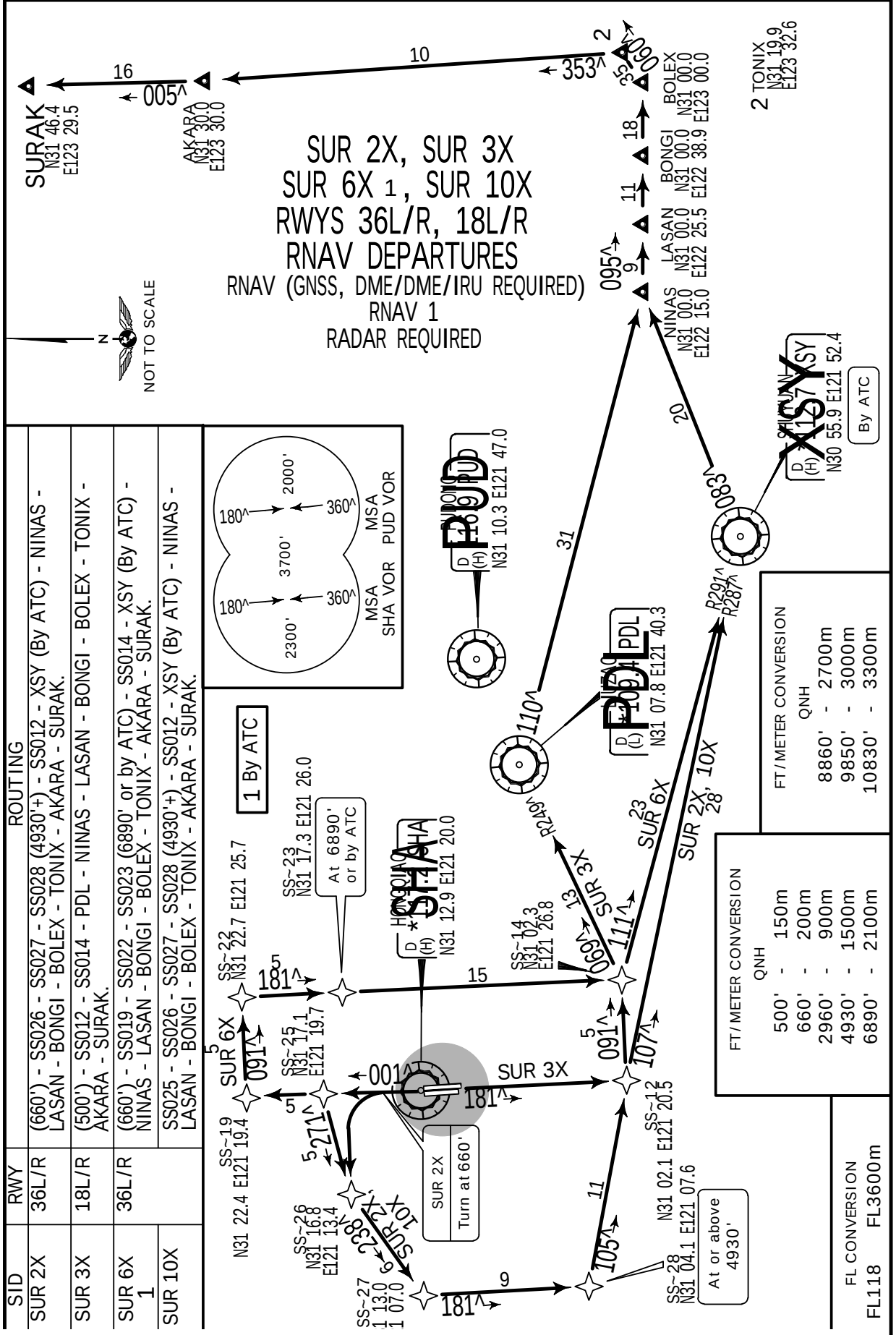
JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3L) .Eff.6.Mar. .RNAV.SID.

Apt Elev	Trans level: FL118	Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.
10'		



ROUTING

SID	RWY	ROUTING
SUR 2X	36L/R	(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 3X	18L/R	(500') - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 6X 1	36L/R	(660') - SS019 - SS022 - SS023 (6890' or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 10X		SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.

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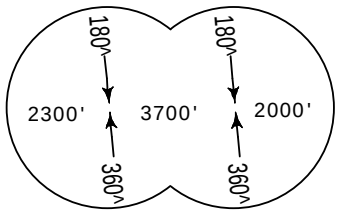
ZSSS/SHA HONGQIAO

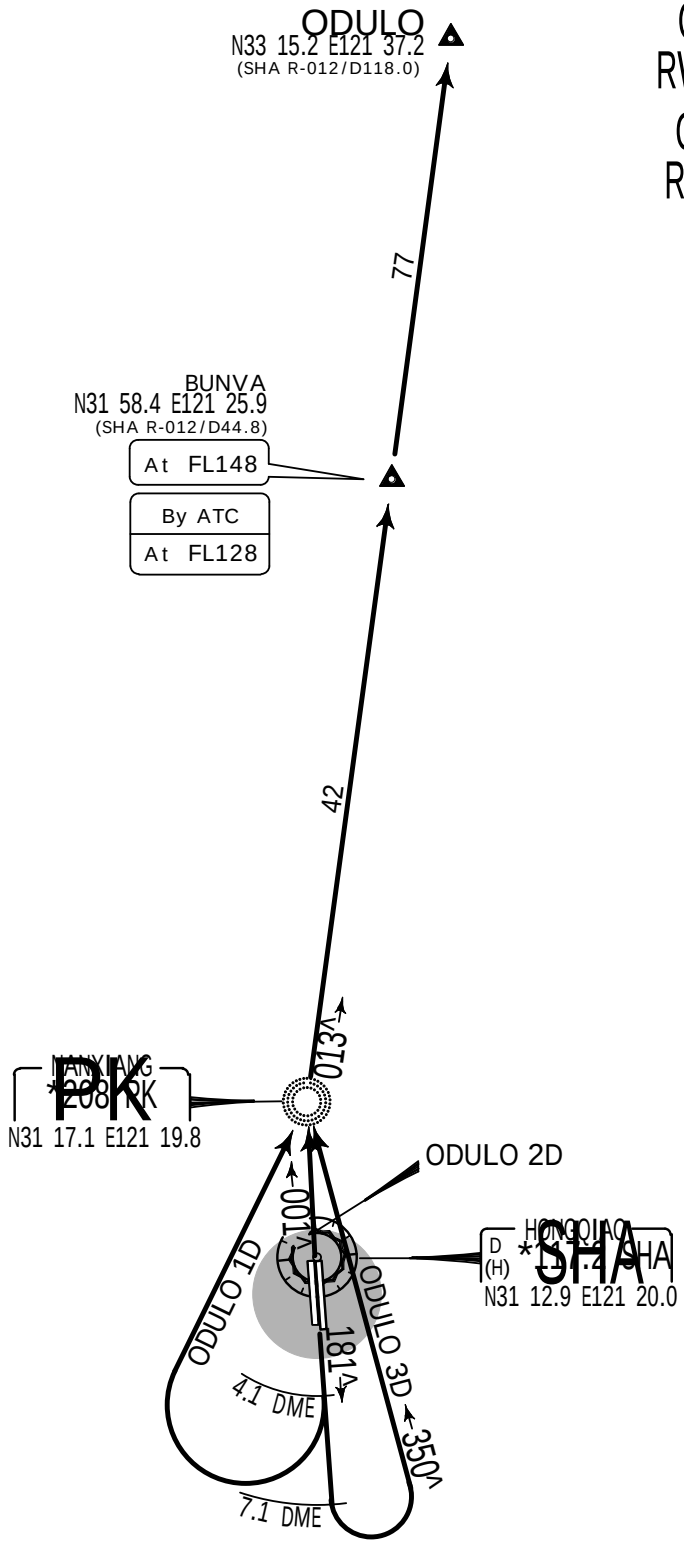
JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3M) .Eff.6.Mar. .SID.

Apt Elev	
10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.

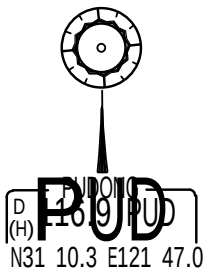


ODULO 1D [ODUL1D]
ODULO 3D [ODUL3D]
RWYS 18L/R DEPARTURES
ODULO 2D [ODUL2D]
RWYS 36L/R DEPARTURE
BY ATC



FT/METER CONVERSION		
QNH		
2960'	-	900m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL148	FL4500m



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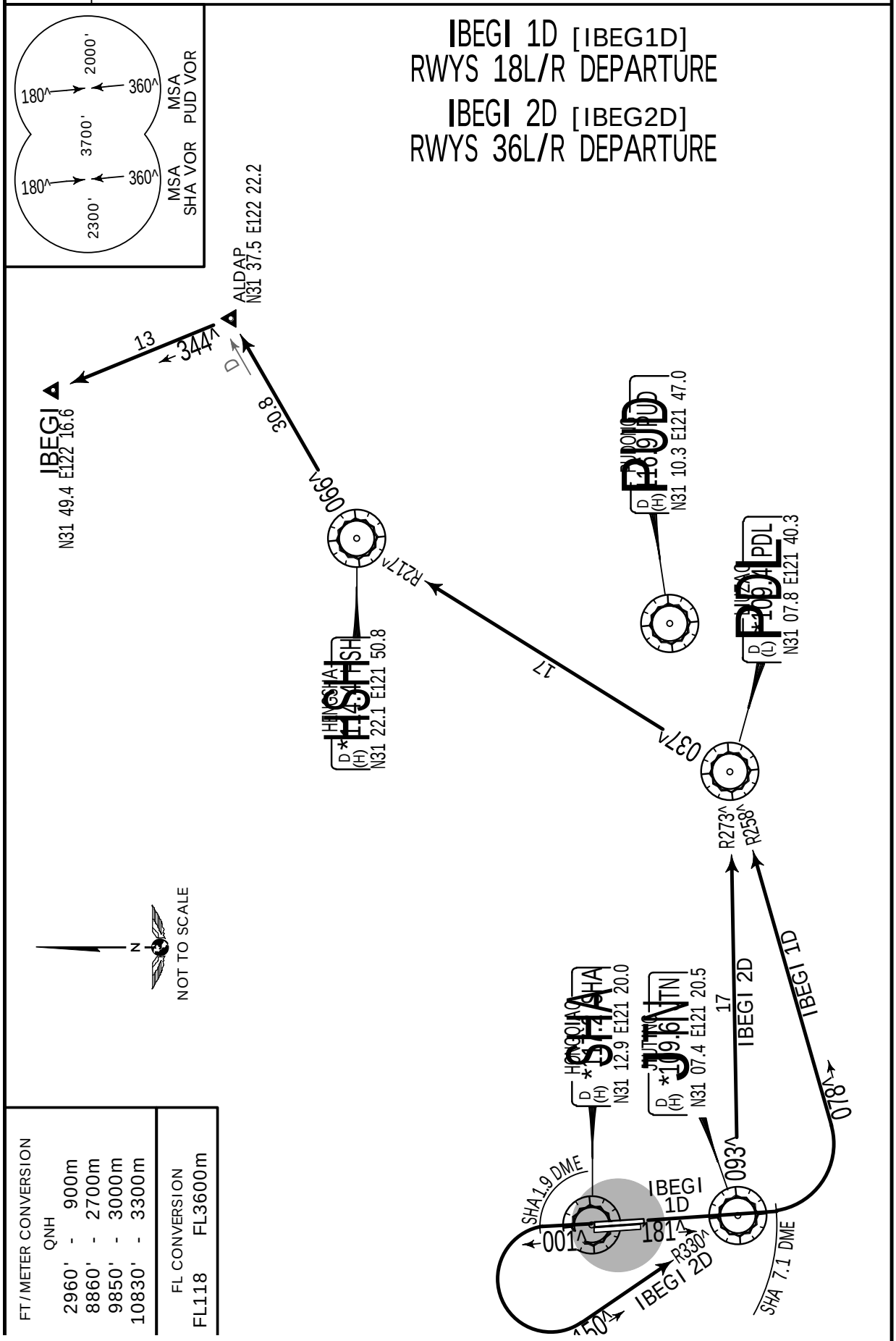
ZSSS/SHA HONGQIAO

Apt Elev	Trans level: FL118	Trans alt: 9850'
10'		10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.

IBEGI 1D [IBEG1D]
RWYS 18L/R DEPARTURE

IBEGI 2D [IBEG2D]
RWYS 36L/R DEPARTURE



FT/METER CONVERSION QNH	
2960' -	900m
8860' -	2700m
9850' -	3000m
10830' -	3300m

FL CONVERSION	
FL118	FL3600m

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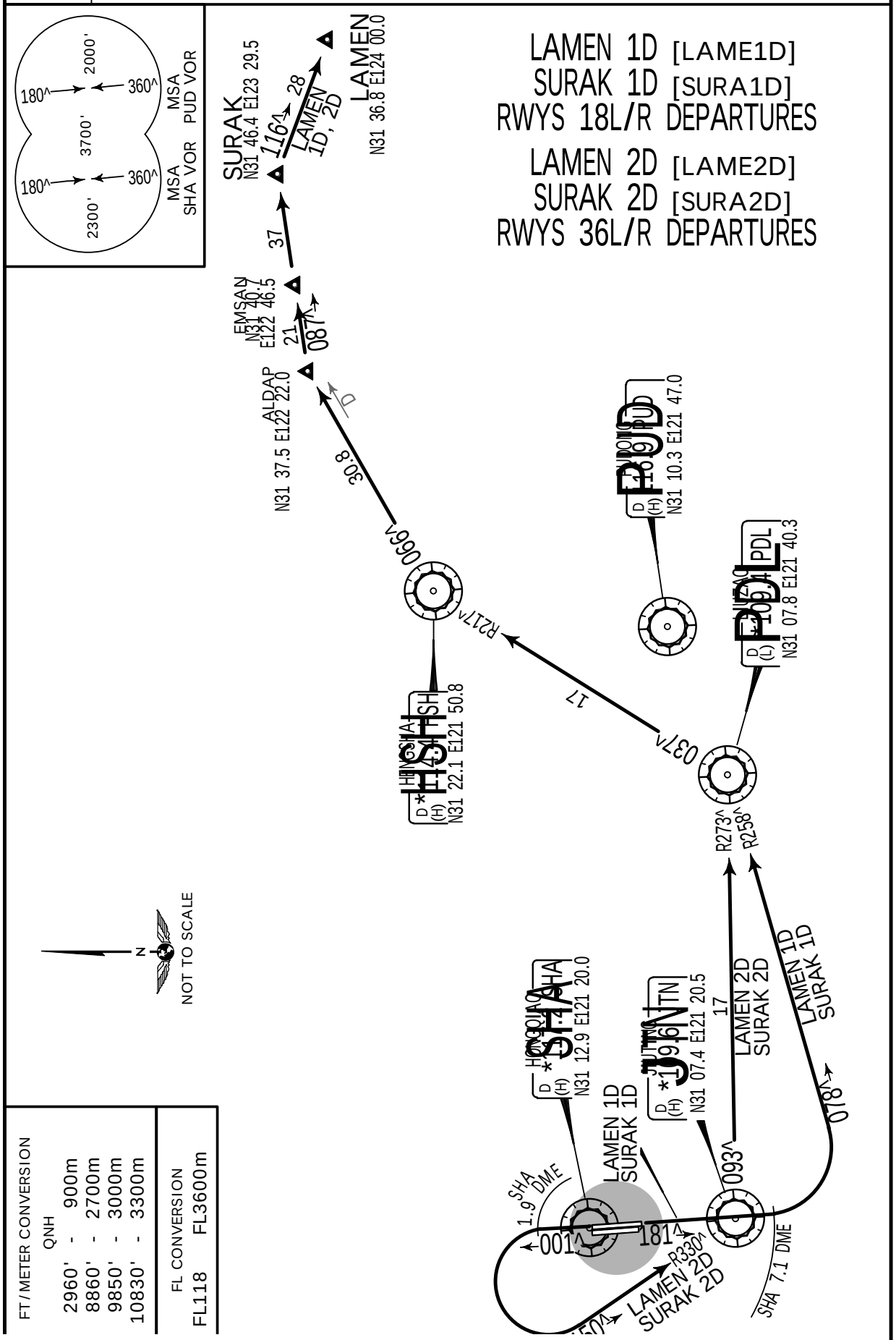
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3P) .Eff.6.Mar. .SID.

Apt Elev	Trans level: FL118	Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.
10'		



FT/METER CONVERSION QNH	
2960' -	900m
8860' -	2700m
9850' -	3000m
10830' -	3300m

FL CONVERSION	
FL118	FL3600m

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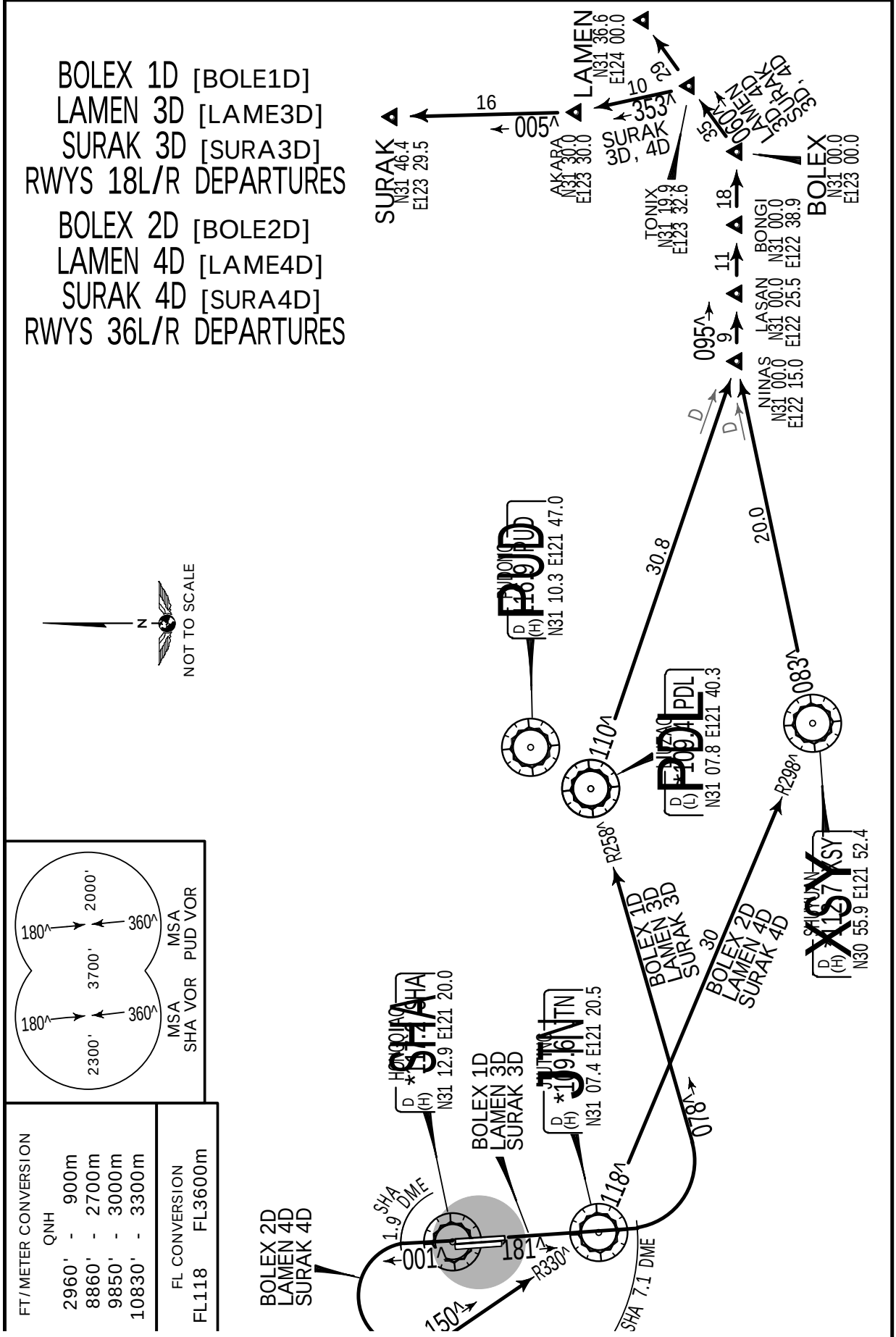
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3Q) .Eff.6.Mar. .SID.

Apt Elev	Trans level: FL118	Trans alt: 9850'
10'		10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



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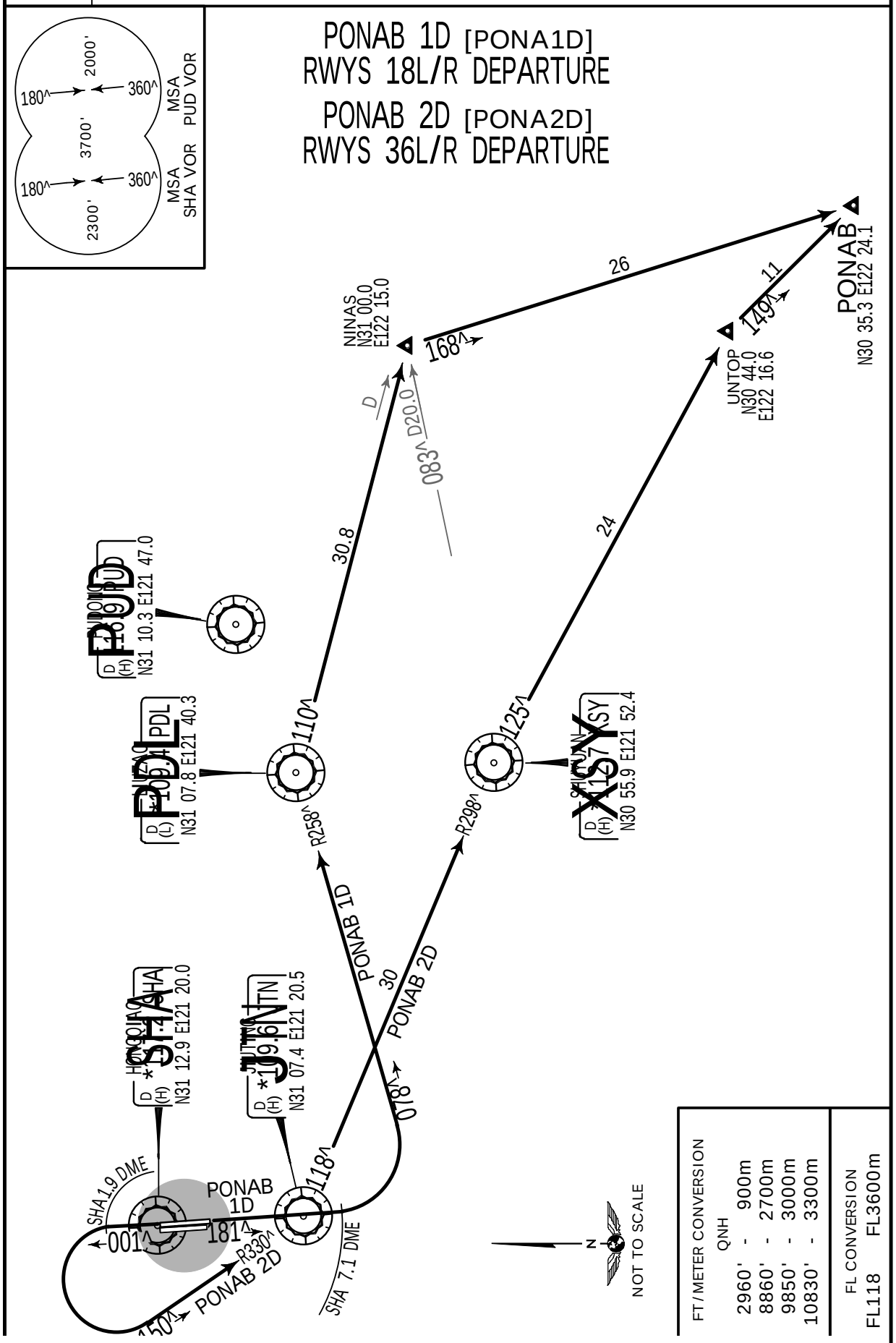
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3S) .Eff.6.Mar. .SID.

Apt Elev	Trans level: FL118	Trans alt: 9850'
10'		10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



FT/METER CONVERSION QNH	
2960' - 900m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

FL CONVERSION	
FL118	FL3600m

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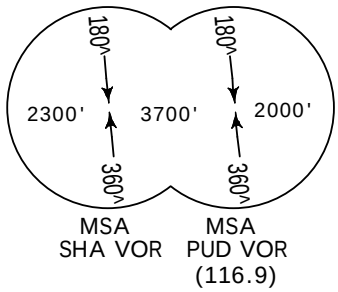
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

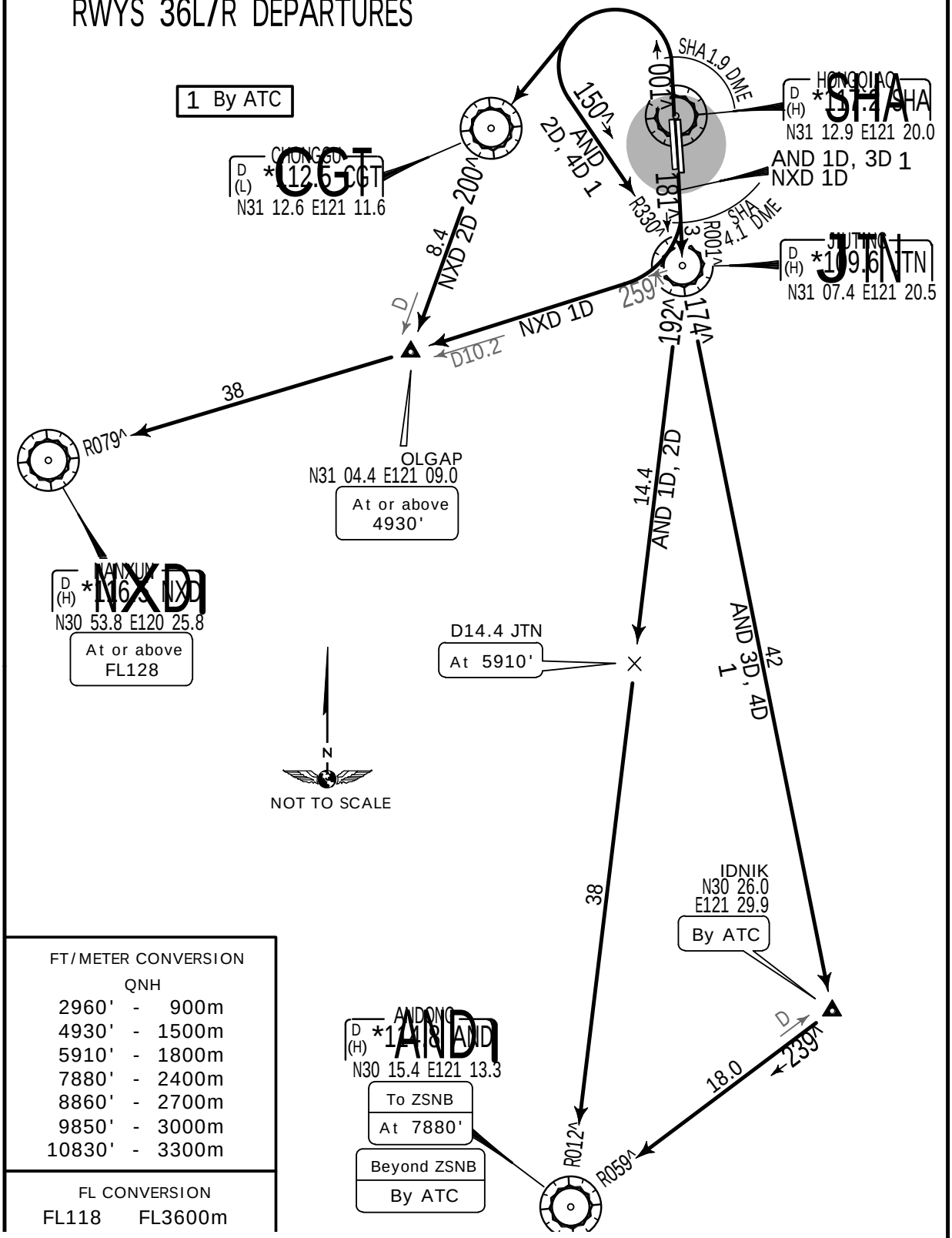
21 FEB 14 (10-3T) .Eff.6.Mar. .SID.

Apt Elev	
10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



AND 1D, AND 3D1 , NXD 1D RWYS 18L/R DEPARTURES

AND 2D, AND 4D1 , NXD 2D RWYS 36L/R DEPARTURES



FT/METER CONVERSION	
QNH	
2960'	900m
4930'	1500m
5910'	1800m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL118	FL3600m

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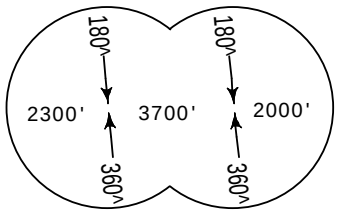
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

21 FEB 14 (10-3U) .Eff.6.Mar. .SID.

Apt Elev	
10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



PIKAS 1D [PIKA1D], PIKAS 3D [PIKA3D] 1
SASAN 1D [SASA1D], SASAN 3D [SASA3D] 1
RWYS 18L/R DEPARTURES

PIKAS 2D [PIKA2D], SASAN 2D [SASA2D]
RWYS 36L/R DEPARTURES

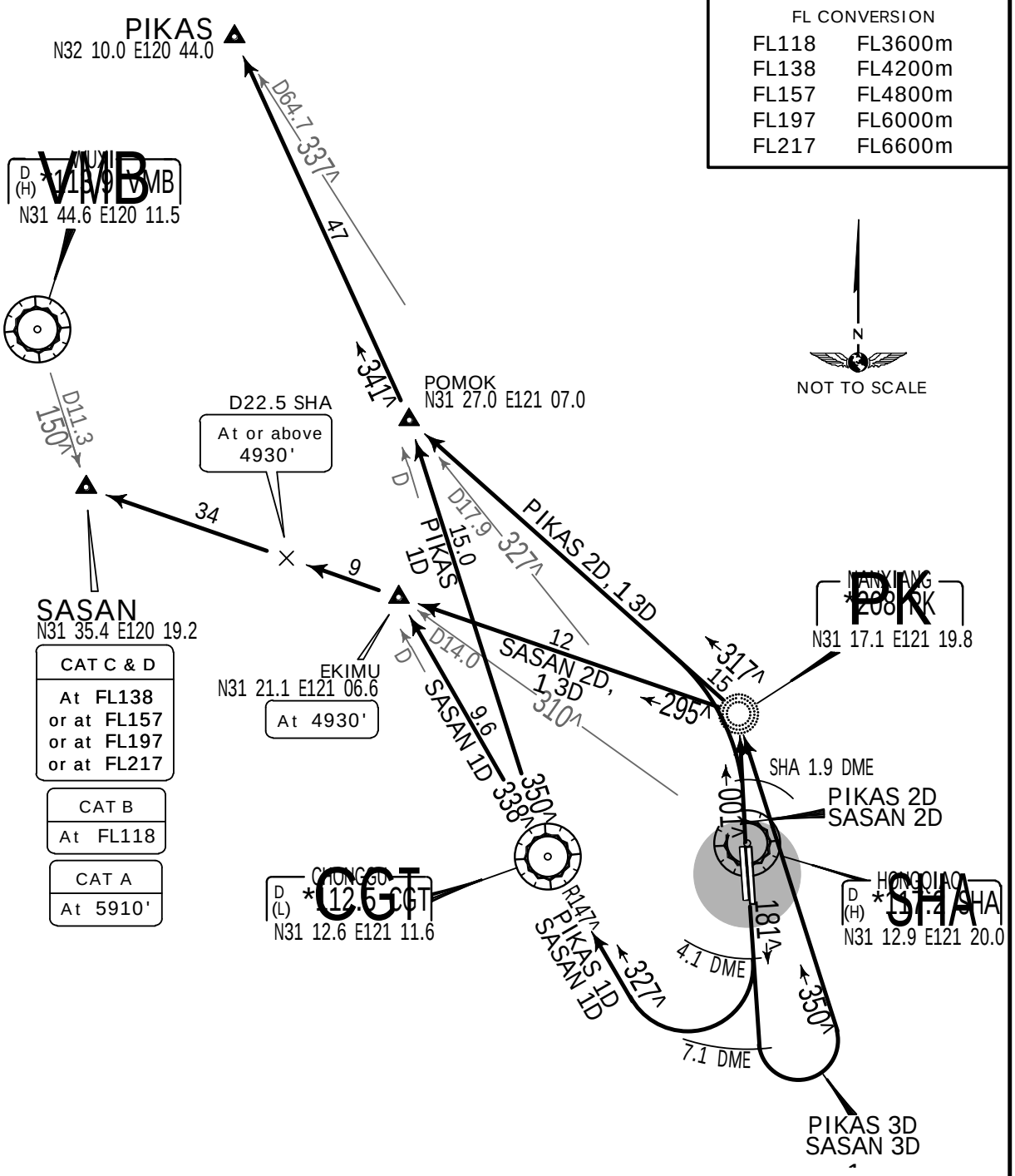
1 By ATC

FT/METER CONVERSION

QNH		
2960'	-	900m
4930'	-	1500m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m



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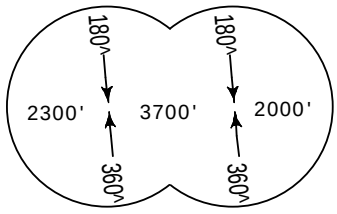
ZSSS/SHA
HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

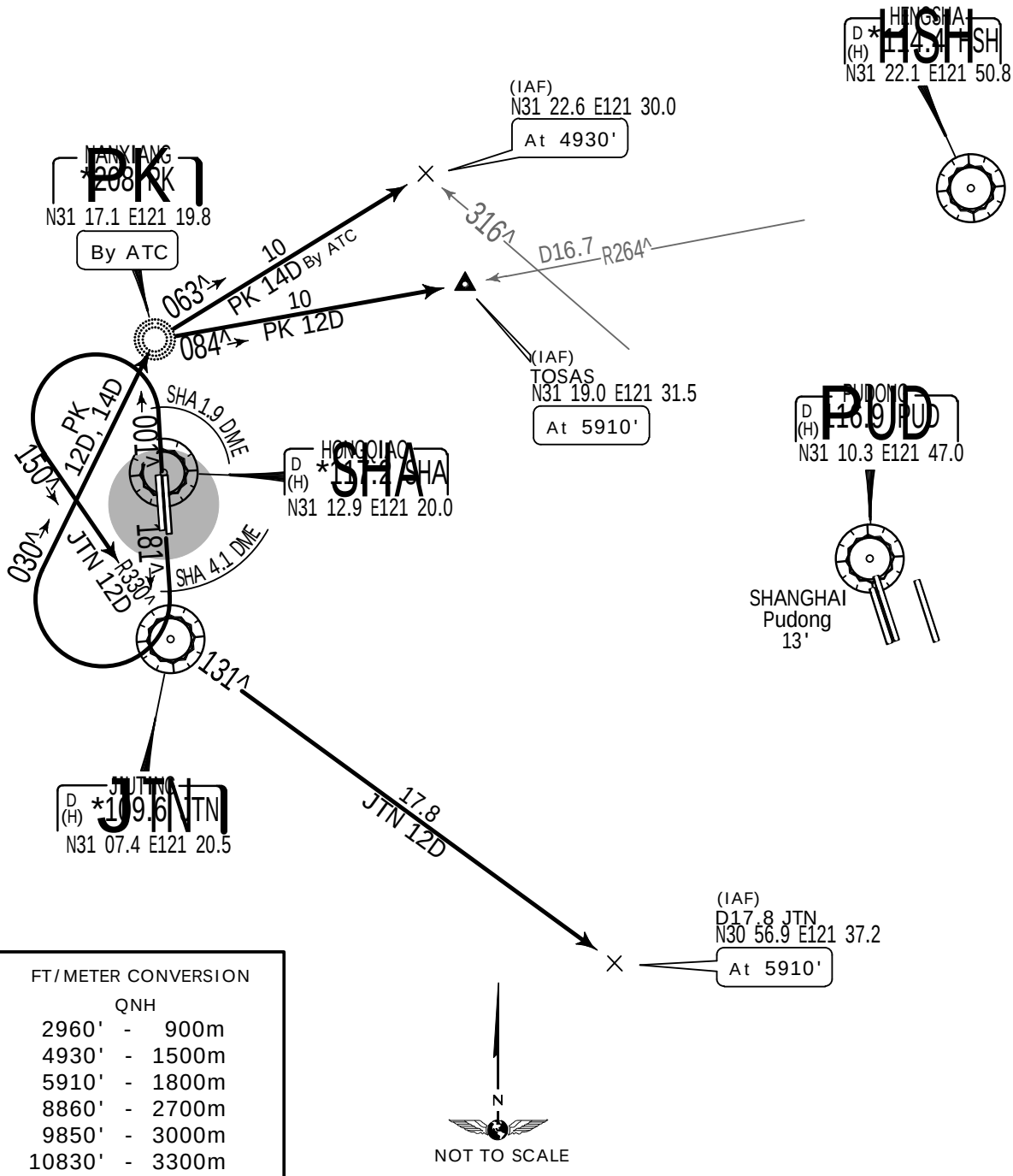
21 FEB 14 (10-3V) .Eff.6.Mar. .SID.

Apt Elev	
10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



JTN 12D, PK 12D
PK 14D
BY ATC

RWYS 18L/R, 36L/R FERRY ROUTES
TO SHANGHAI PUDONG
FOLLOW JTN 12D, PK 12D OR PK 14D, THEN FOLLOW
SHANGHAI PUDONG APPROACH PROCEDURES



FT/METER CONVERSION	
QNH	
2960'	900m
4930'	1500m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

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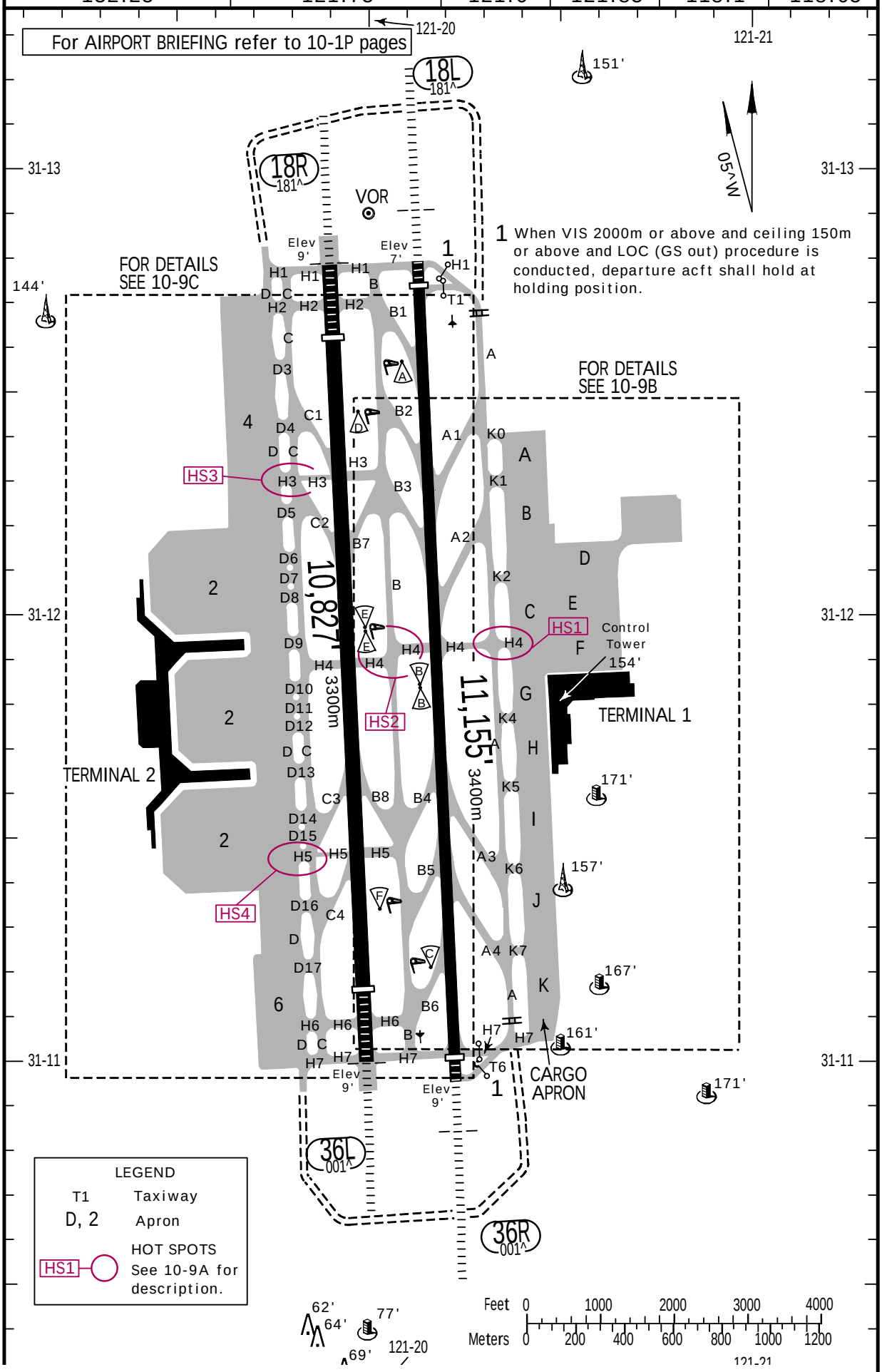
ZSSS/SHA SHANGHAI, PR OF CHINA

Apt Elev 10'
N31 11.8 E121 20.1

JEPPESEN 15 AUG 14 (10-9) .Eff.20.Aug.1600Z.

HONGQIAO

D-ATIS	*HONGQIAO Delivery	Ground East	Ground West	Tower East	Tower West
132.25	121.75	121.6	121.85	118.1	118.65



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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18L	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0^) RVR	10,499'3200m	9498'2895m	10,827'3300m	148' 45m
36R	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0^) RVR				
18R 1	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0^) 2 RVR	9843'3000m	8823'2689m	4	197' 60m
36L	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0^) 3 RVR				

1 grooved.
2 HST-B8, C3 & C4.
3 HST-B7, C1 & C2.

4 TAKE-OFF RUN AVAILABLE
RWY 18R:
From rwy head 10,827' (3300m)
twy H2 int 10,295' (3138m)
RWY 36L:
From rwy head 10,827' (3300m)
twy H6 int 10,295' (3138m)

"HOT SPOTS"

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

HS1 Departure and arrival acft cross the area frequently. Twy H4 is the main twy for departure acft crossing rwy 18L/36R from East to West. When operating near this area, pay attention to taxiing guidance signs and follow ATC instructions strictly.

HS2 After crossing rwy 18L/36R from East to West, departure acft shall pay attention to ATC instructions and taxiing guidance signs to avoid rwy incursion or taxiing in the wrong direction.

HS3 Departure and arrival acft cross the area frequently.
HS4 When operating near this area, pay attention to taxiing guidance signs and follow ATC instructions strictly.

.Standard.

	TAKE-OFF RL	TAKE-OFF NIL (DAY only)
A B C D	RVR 400m VIS 800m	RVR 500m VIS 800m

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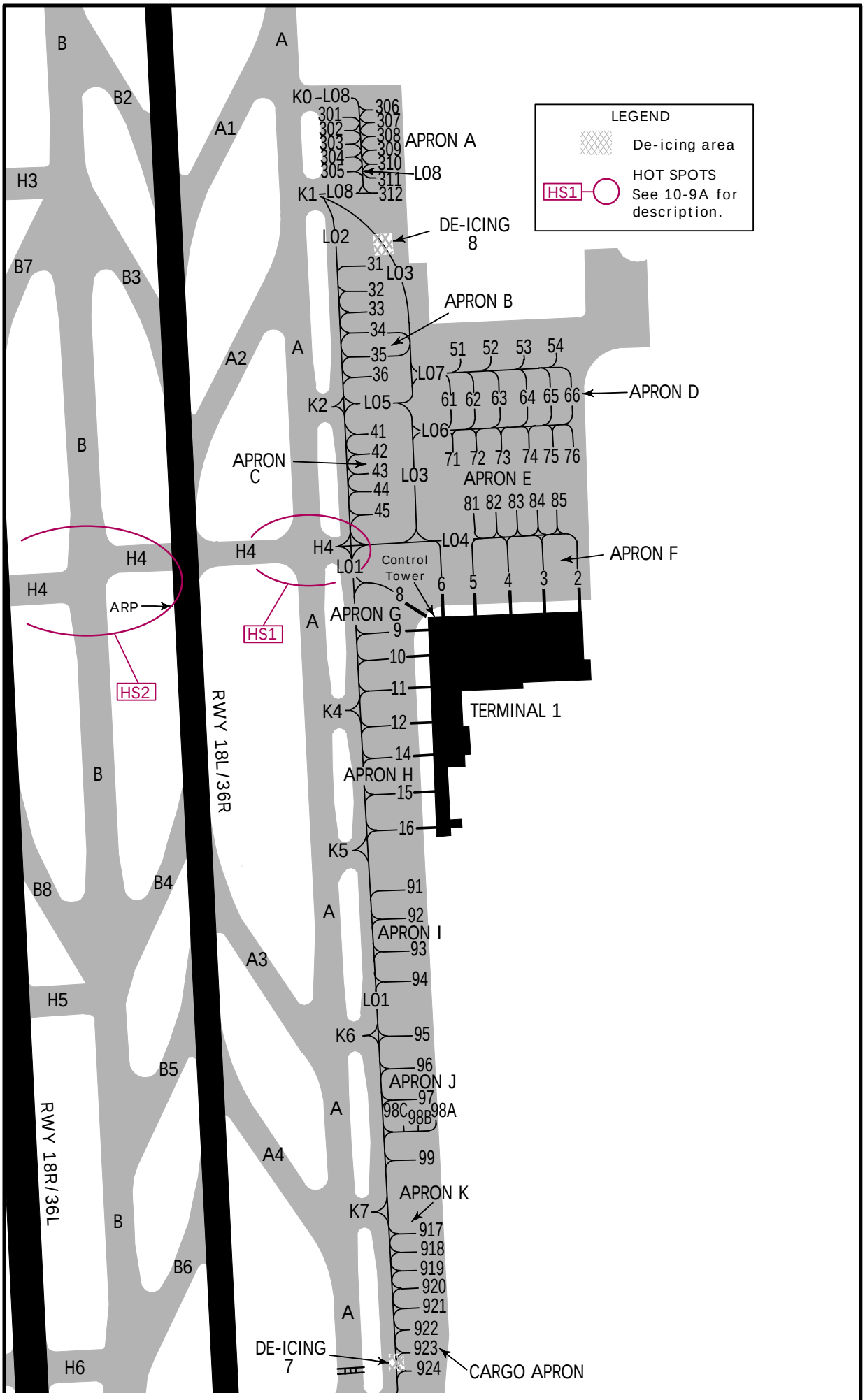
ZSSS/SHA JEPPESEN SHANGHAI, PR OF CHINA

15 AUG 14 10-9B .Eff.20.Aug.1600Z. HONGQIAO



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CHANGES: Stands on apron A & Twy L08.

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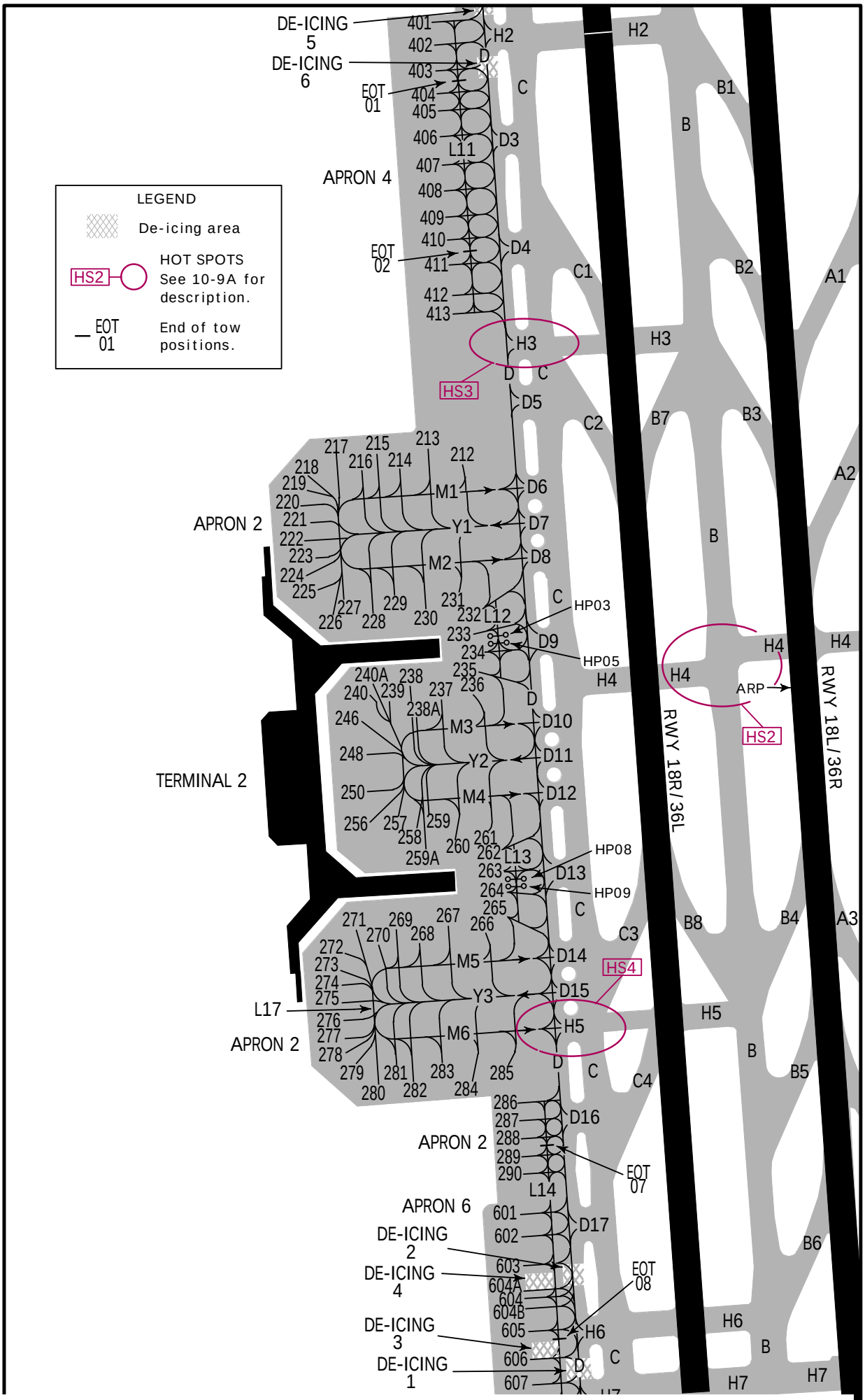
ZSSS/SHA JEPPESEN SHANGHAI, PR OF CHINA

15 AUG 14 (10-9C) .Eff.20.Aug.1600Z. HONGQIAO



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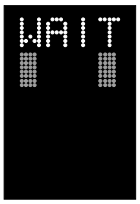
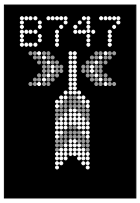
VISUAL DOCKING GUIDANCE SYSTEM



START-OF-DOCKING

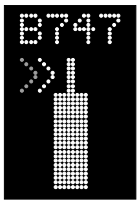
When the system is started, "WAIT" will be displayed.



CAPTURE

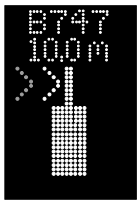
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.

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



TRACKING

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



CLOSING RATE

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

ALIGNED TO CENTER

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

SLOW DOWN

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

AZIMUTH GUIDANCE

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

STOP POSITION REACHED

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

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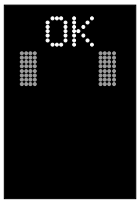

DOCKING COMPLETED
When the aircraft has parked, "OK" will be displayed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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ZSSS/SHA HONGQIAO

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SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 18L

BRIEFING STRIP ™

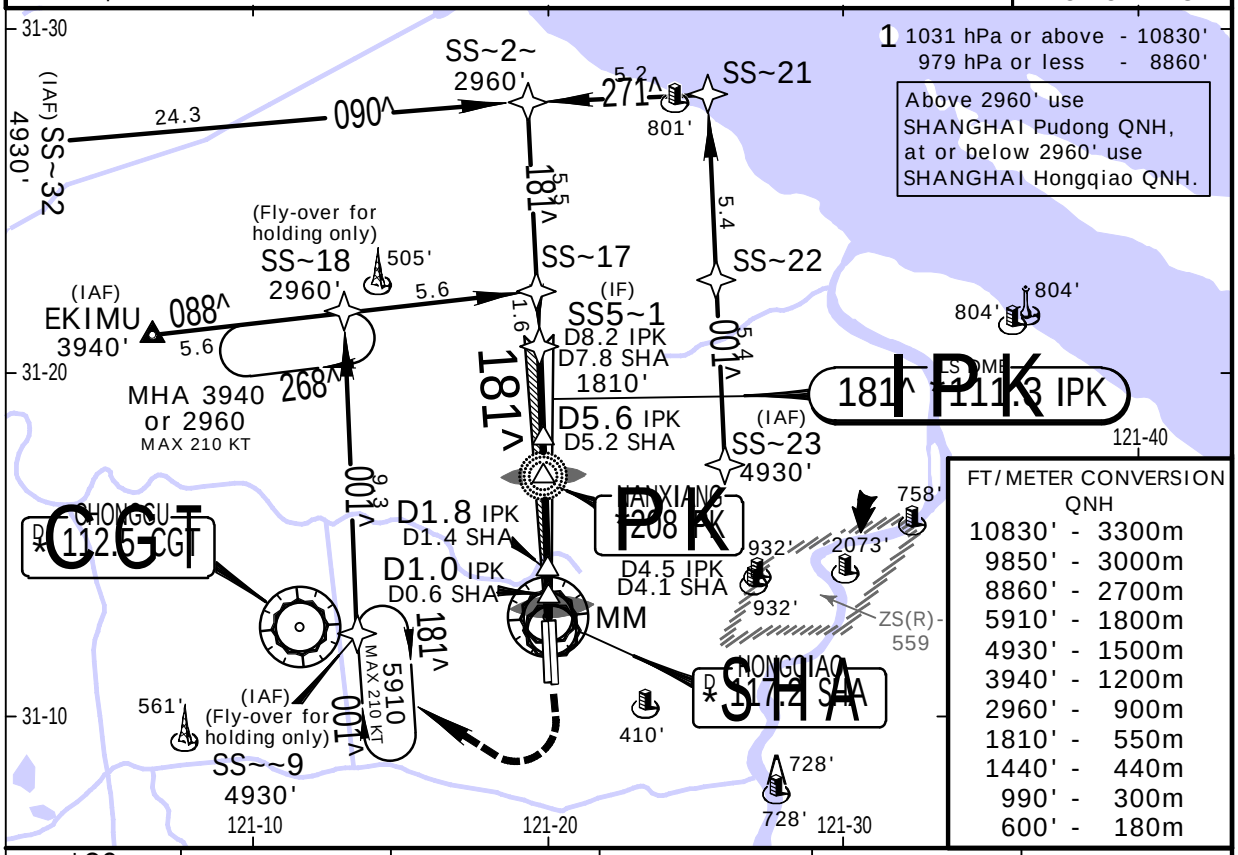
D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*111.3	181^	1437' (1430')	207' (200')	10' / 7'

MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

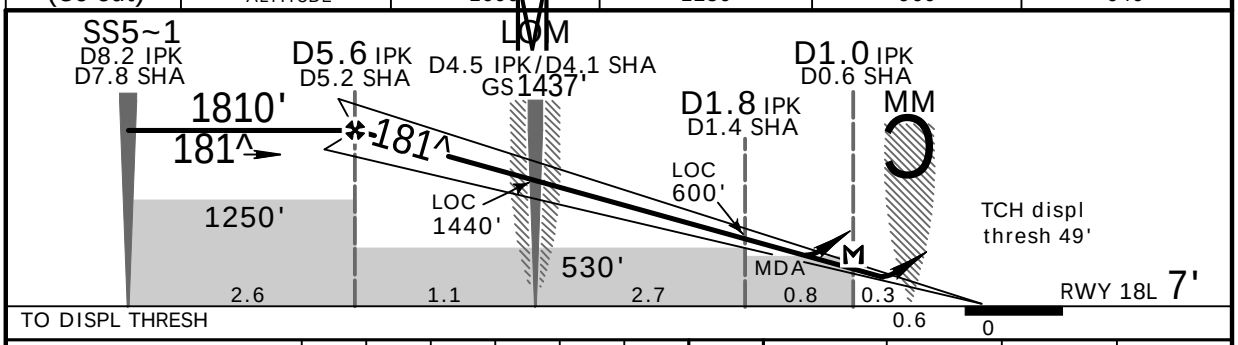
MSA SHA VOR: 180^ 2300' 3700' 360^



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1440'	440m
990'	300m
600'	180m

LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D1.0 IPK/D0.6 SHA						

HIALS PAPI

990' ↑ 2960' ↱ RT CGT 112.5

.Standard. STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 207' (200') FULL	Limited	ALS out	LOC (GS out) CDFA MDA(H) 430' (423')	ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	2000m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m
205	790' (780')	4800m

NS OPS

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JEPPESEN

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

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18L

BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 10'
*111.3	181^	1437' (1430')	207' (200')	RWY 7'

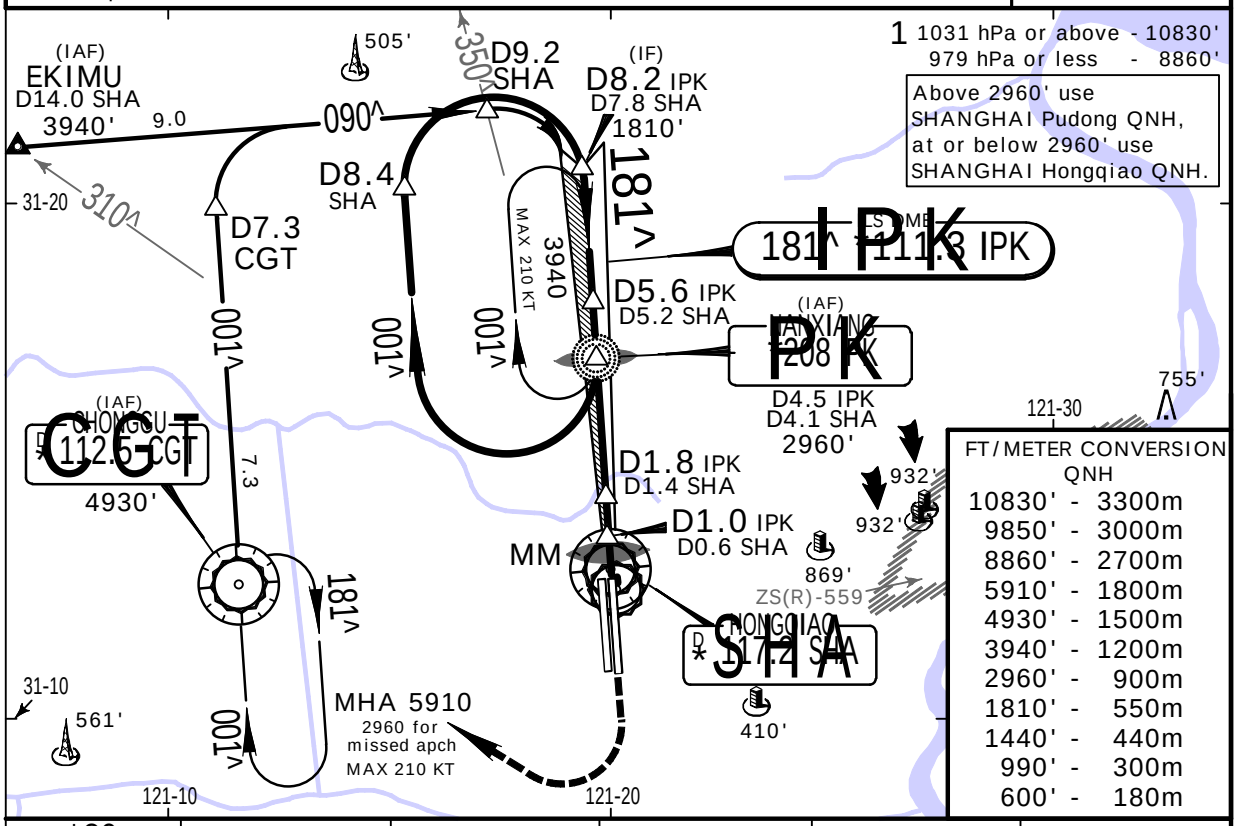
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

MSA SHA VOR: 180^ 2300' 3700' 360^

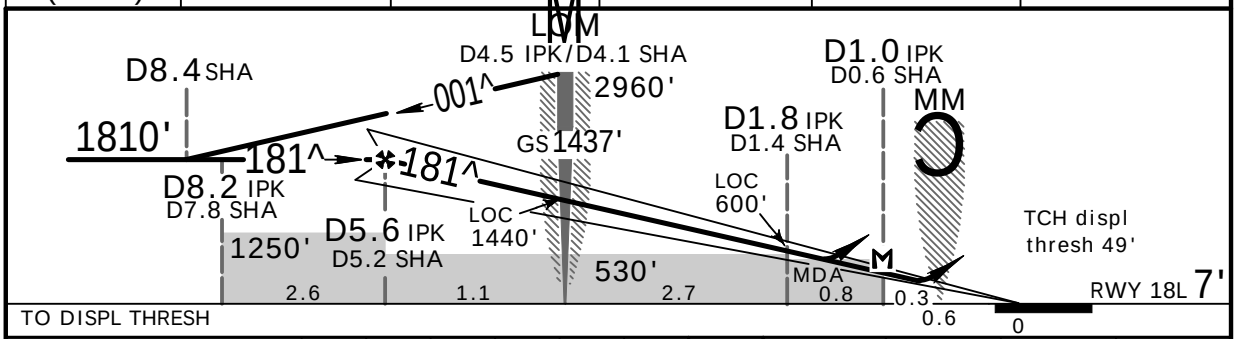
1 1031 hPa or above - 10830'
979 hPa or less - 8860'

Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1440'	440m
990'	300m
600'	180m

LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D1.0 IPK/D0.6 SHA						

HIALS PAPI | 990' ↑ | 2960' RT | CGT 112.5

Standard.

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 207' (200') FULL	Limited	ALS out	LOC (GS out) CDFA MDA(H) 430' (423')	ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	2000m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m
205	790' (780')	4800m

NS OPS

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

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 18R

BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

LOC IHQ	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev / RWY
*110.9	181^	1473' (1463')	210' (200')	Apt Elev 10' / RWY 10'

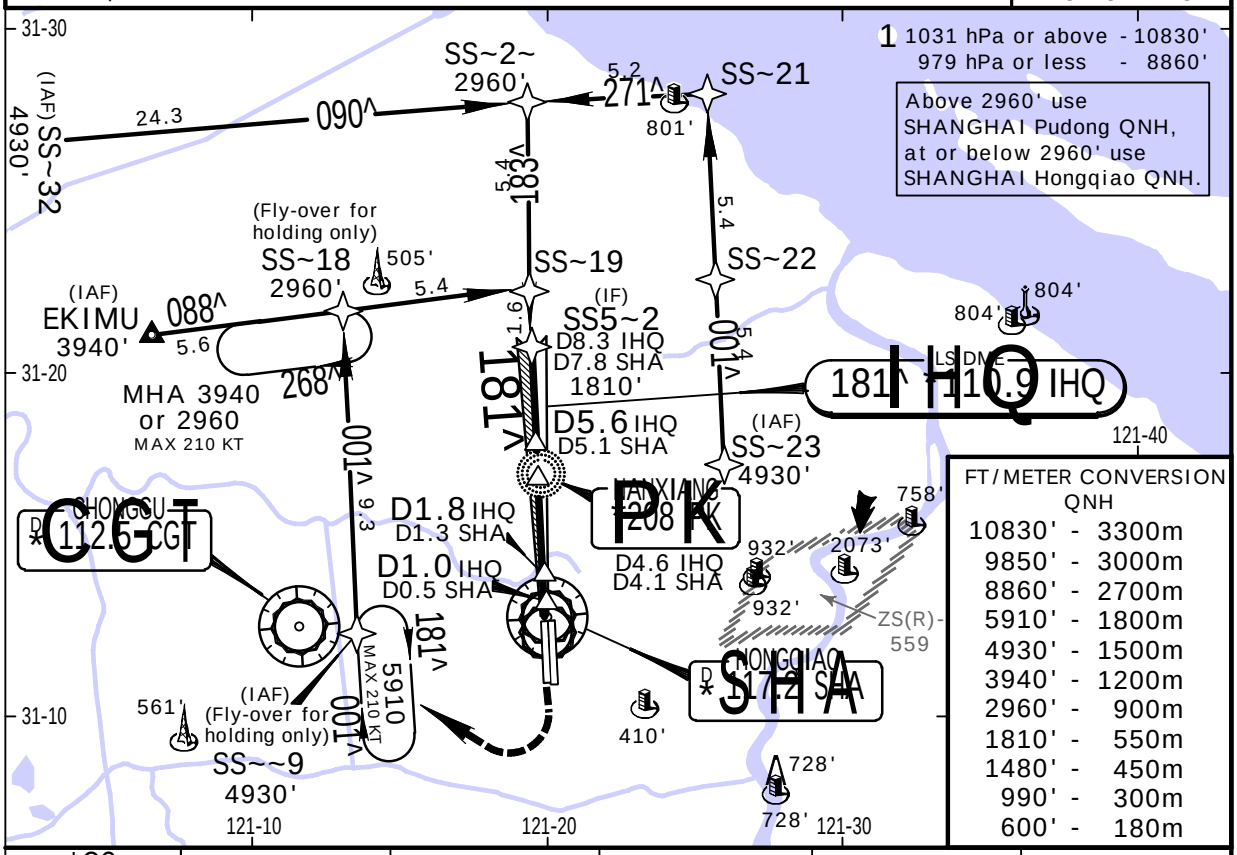
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

MSA SHA VOR: 180^ 2300' 3700' 360^

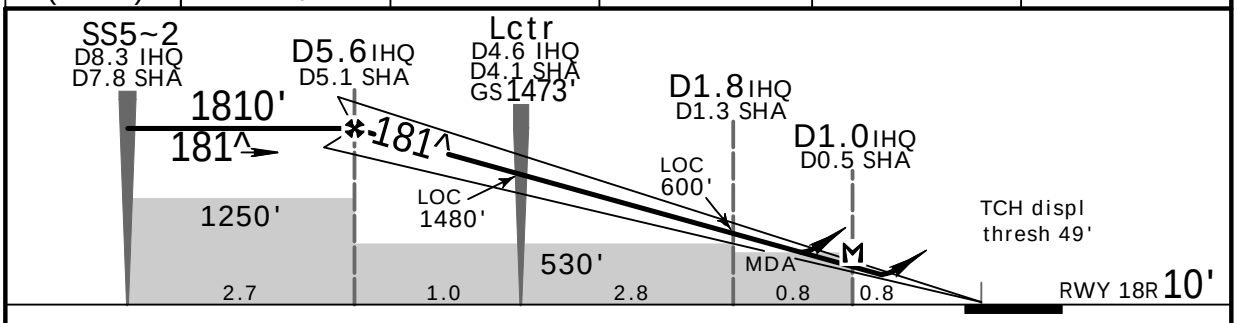
1 1031 hPa or above - 10830'
979 hPa or less - 8860'

Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1480'	450m
990'	300m
600'	180m

LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D1.0 IHQ/D0.5 SHA						

HIALS
PAPI

990' ↑ 2960' ↱ RT CGT 112.5

.Standard. STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 210' (200') FULL	Limited	ALS out	LOC (GS out) CDFA MDA(H) 430' (420')	ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m
205	790' (780')	4800m

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

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18R

BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

LOC IHQ	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 10'
*110.9	181^	1473' (1463')	210' (200')	RWY 10'

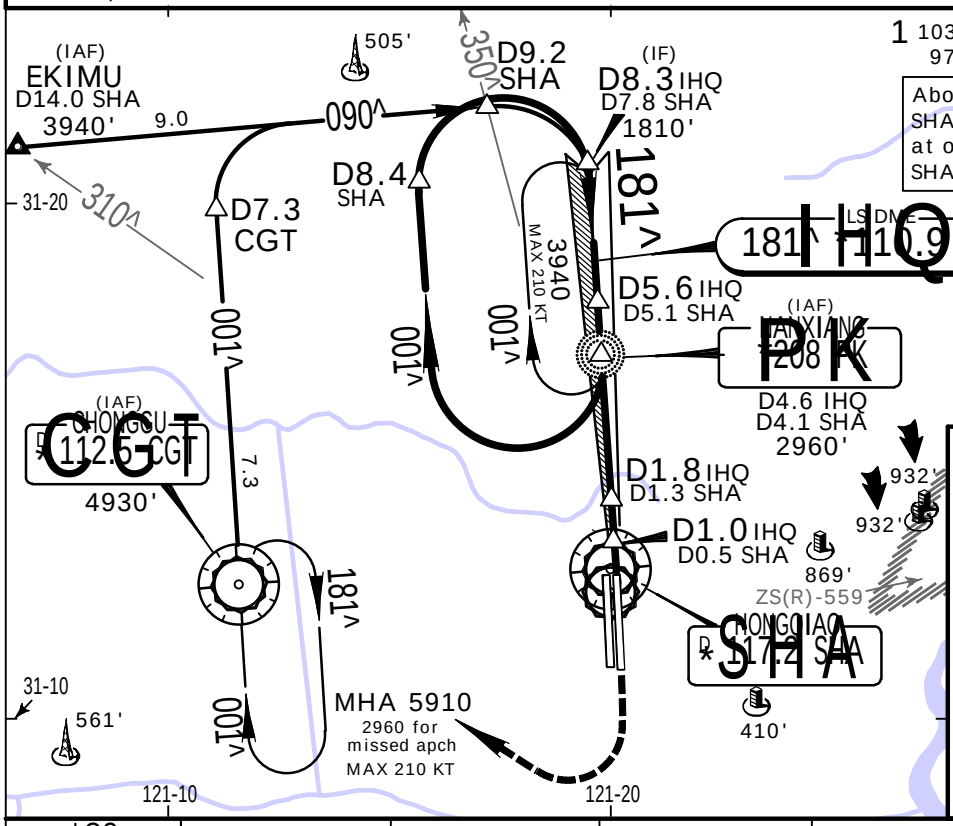
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

MSA SHA VOR: 180^ 2300' 3700' 360^

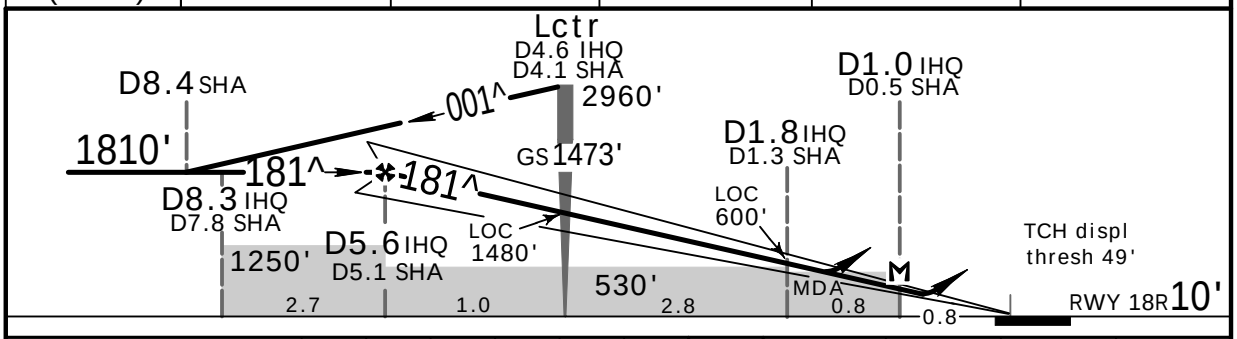
1 1031 hPa or above - 10830'
979 hPa or less - 8860'

Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1480'	450m
990'	300m
600'	180m

LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D1.0 IHQ/D0.5 SHA						

HIALS PAPI | 990' ↑ | 2960' RT | CGT 112.5

.Standard. STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 210' (200') FULL	Limited	ALS out	LOC (GS out) CDFA MDA(H) 430' (420')	ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m
205	790' (780')	4800m

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JEPPESEN 15 AUG 14 .Eff.20.Aug.1600Z. (11-5)

SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 36L

BRIEFING STRIP ™

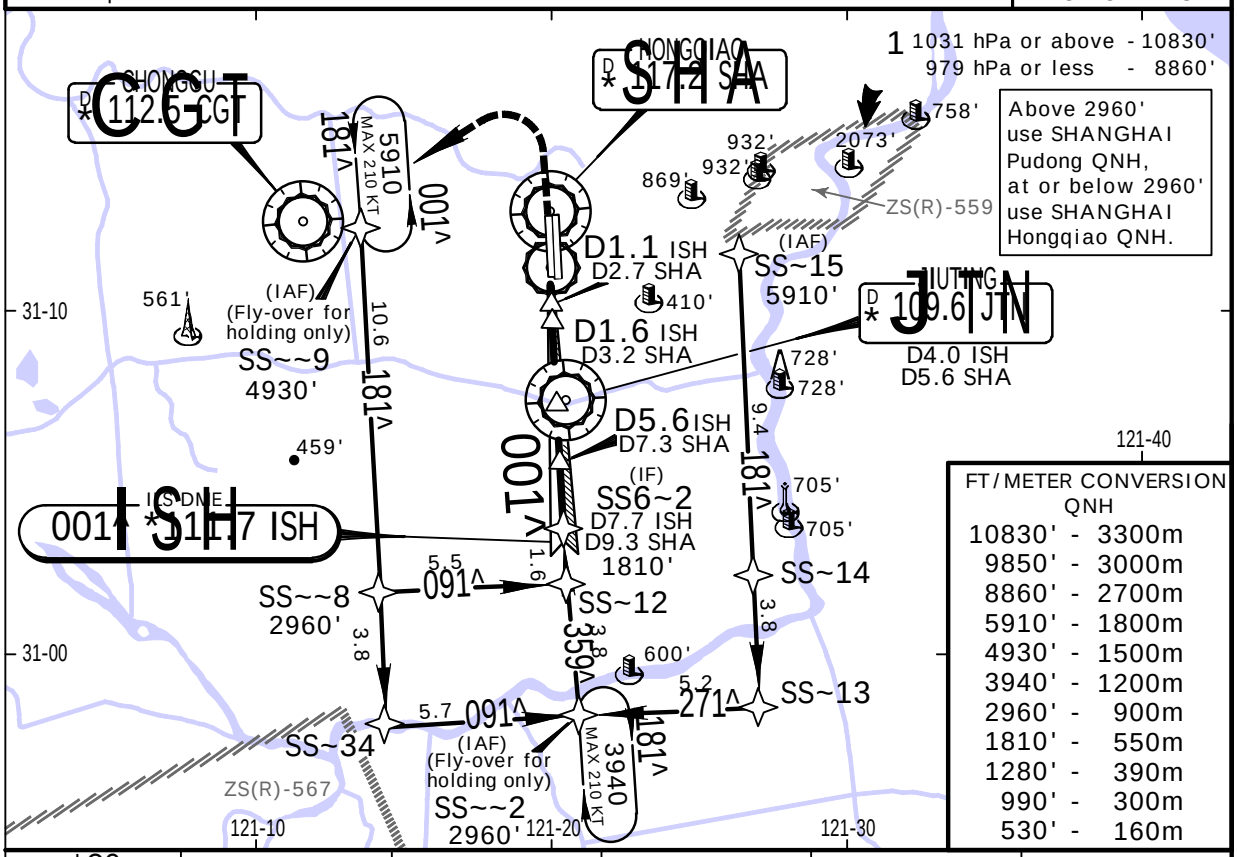
D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

LOC ISH	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10'
*111.7	001^	1280' (1270')	210' (200')	RWY 10'

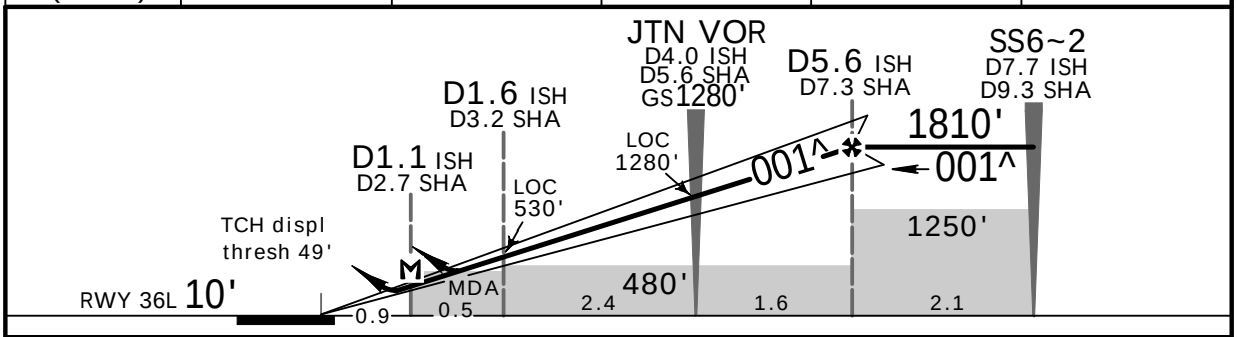
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

MSA SHA VOR: 180^ 2300' 3700' 360^



LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D1.1 ISH/D2.7 SHA						

HIALS PAPI 990' 2960' LT CGT 112.5

.Standard. STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 210' (200') FULL	Limited	ALS out	LOC (GS out) CDFA MDA(H) 430' (420')	ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m
205	790' (780')	4800m

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

SHANGHAI, PR OF CHINA ILS DME Y Rwy 36L

BRIEFING STRIP ™

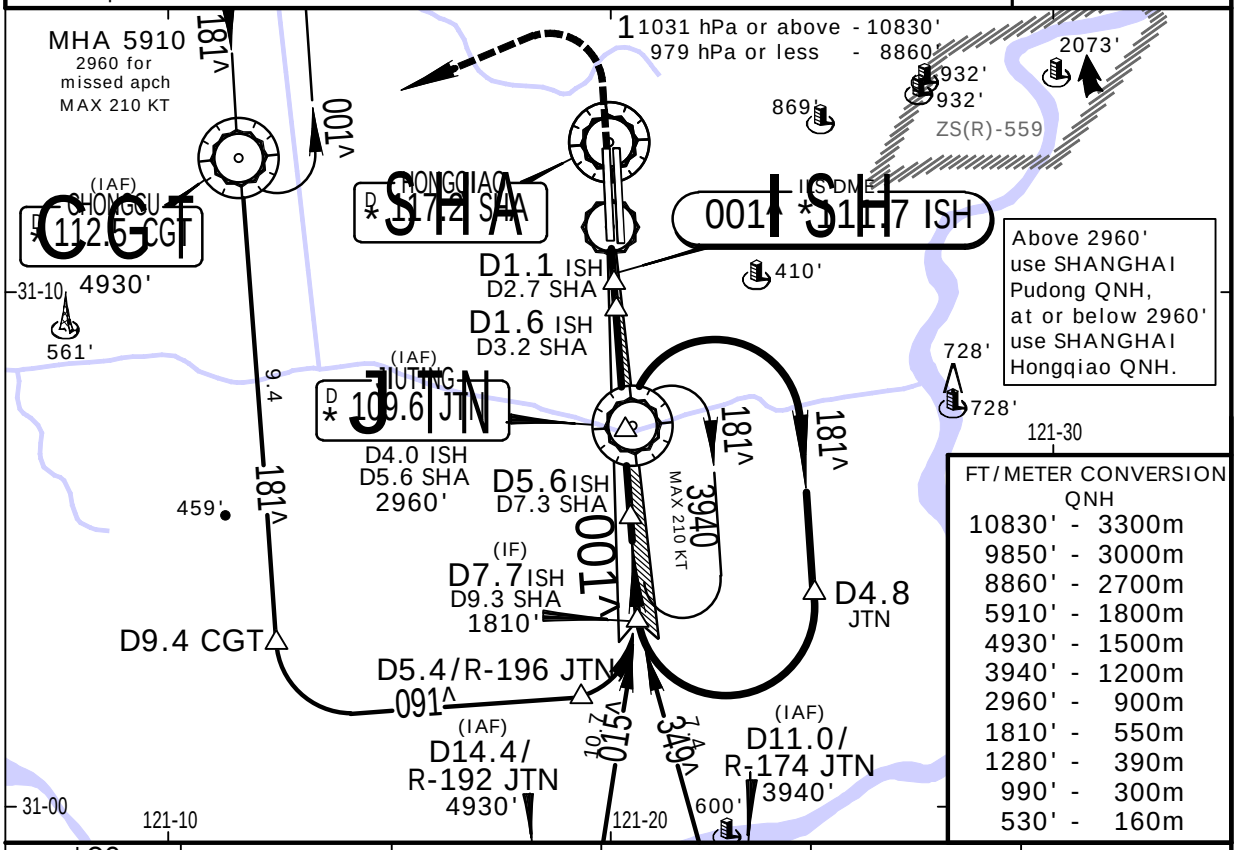
D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

LOC ISH	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev / RWY
*111.7	001^	1280' (1270')	210' (200')	10' / 10'

MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

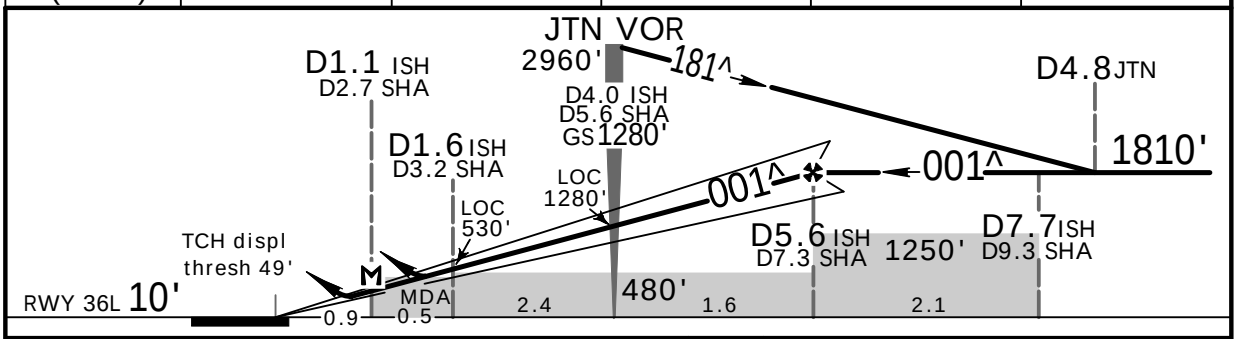
MSA SHA VOR: 180^ 2300' 3700' 360^



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1280'	390m
990'	300m
530'	160m

LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D1.1 ISH/D2.7 SHA						

HIALS PAPI 990' 2960' LT CGT 112.5

.Standard. STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 210' (200') FULL	Limited	ALS out	LOC (GS out) CDFA MDA(H) 430' (420')	ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m
205	790' (780')	4800m

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JEPPESEN 15 AUG 14 .Eff.20.Aug.1600Z. (11-7)

SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 36R

BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

LOC IWB	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev / RWY
*110.3	001^	1227' (1217')	210' (200')	10' / RWY 10'

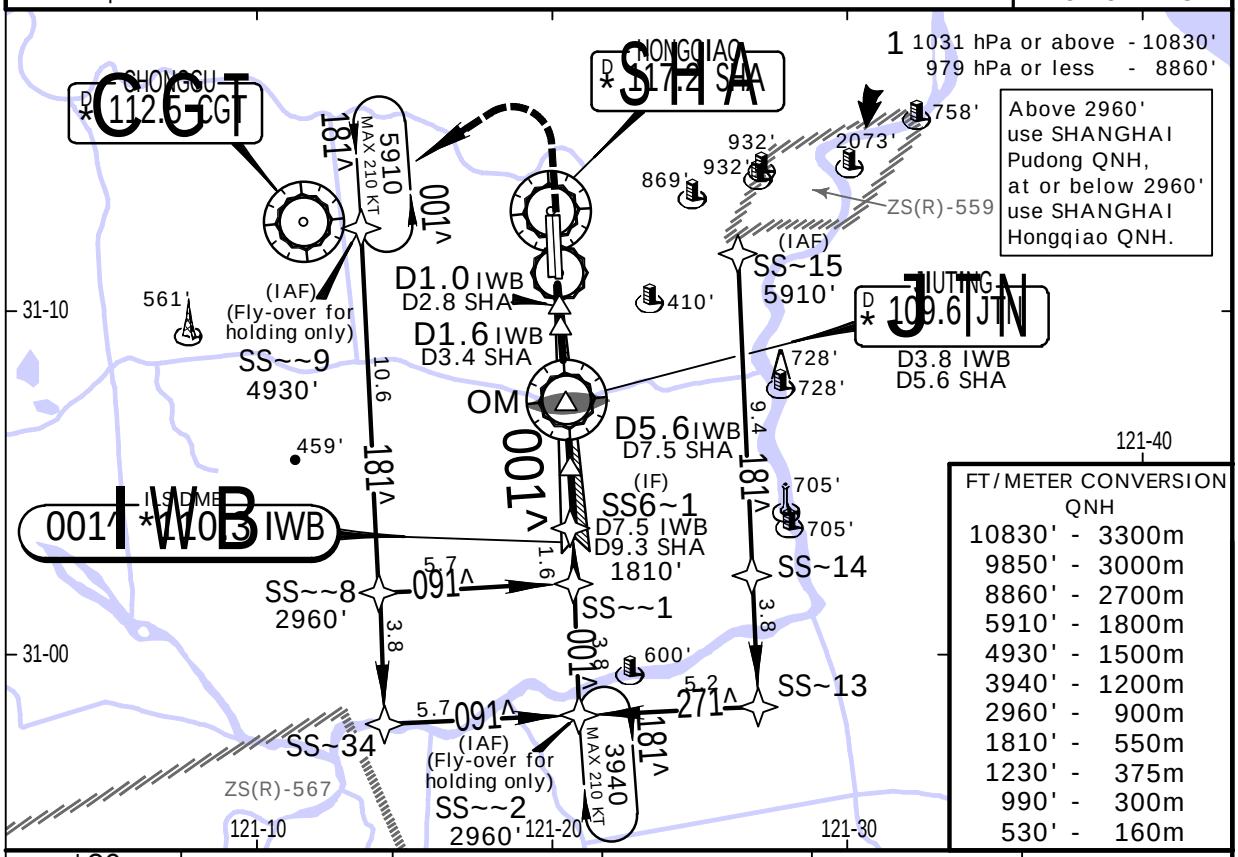
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

MSA SHA VOR: 180^ 2300' 3700' 360^

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

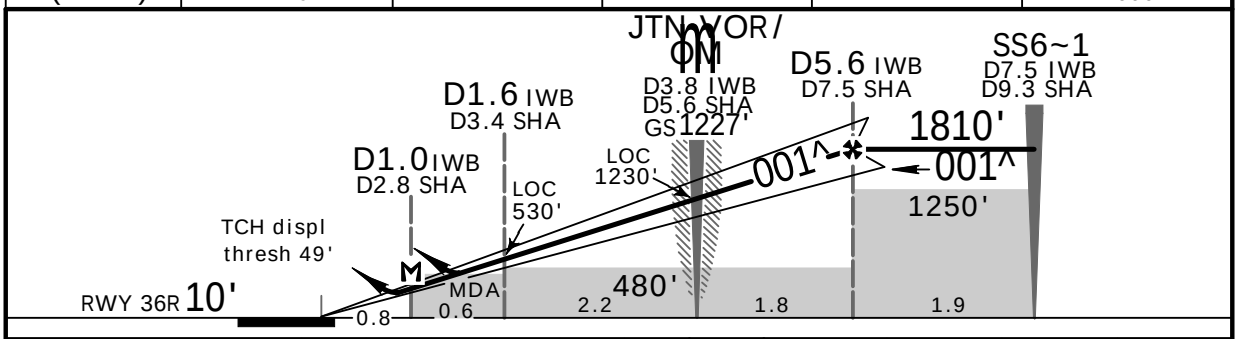
Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1230'	375m
990'	300m
530'	160m

LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D1.0 IWB/D2.8 SHA						

HIALS — PAPI

990' ↑ 2960' LT CGT 112.5

.Standard. STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 210' (200') FULL	Limited	ALS out	LOC (GS out) CDFA MDA(H) 430' (420')	ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m
205	790' (780')	4800m

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JEPPESEN 15 AUG 14 (11-8)
.Eff.20.Aug.1600Z.

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 36R

BRIEFING STRIP ™

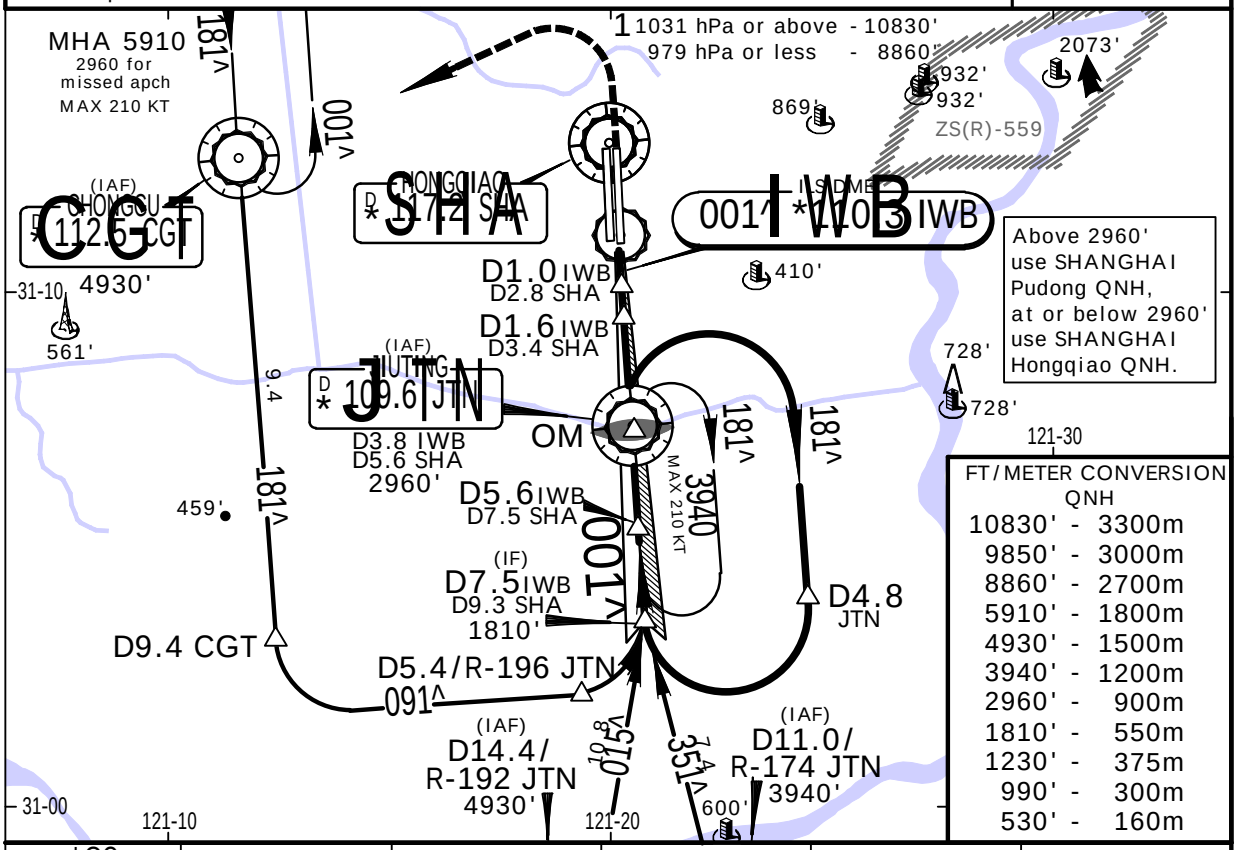
D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

LOC IWB	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev / RWY
*110.3	001^	1227' (1217')	210' (200')	10' / RWY 10'

MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

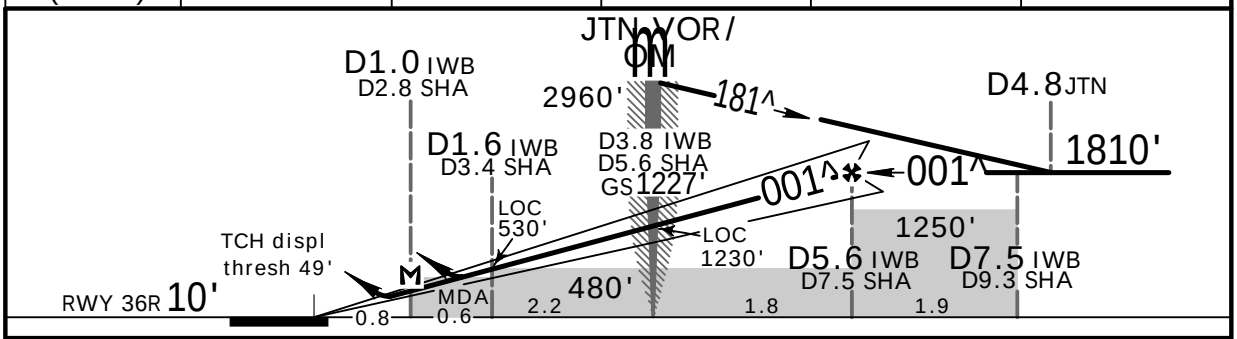
MSA SHA VOR: 180^ 2300' 3700' 360^



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1230'	375m
990'	300m
530'	160m

LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D1.0 IWB/D2.8 SHA						

HIALS PAPI 990' 2960' LT CGT 112.5

.Standard. STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 210' (200') FULL	Limited	ALS out	LOC (GS out) CDFA MDA(H) 430' (420')	ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690'(680')	2800m
135	690'(680')	3200m
180	790'(780')	4400m
205	790'(780')	4800m

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15 AUG 14
Eff.20.Aug.1600Z. (13-1)

SHANGHAI, PR OF CHINA
VOR DME Rwy 18L

BRIEFING STRIP™

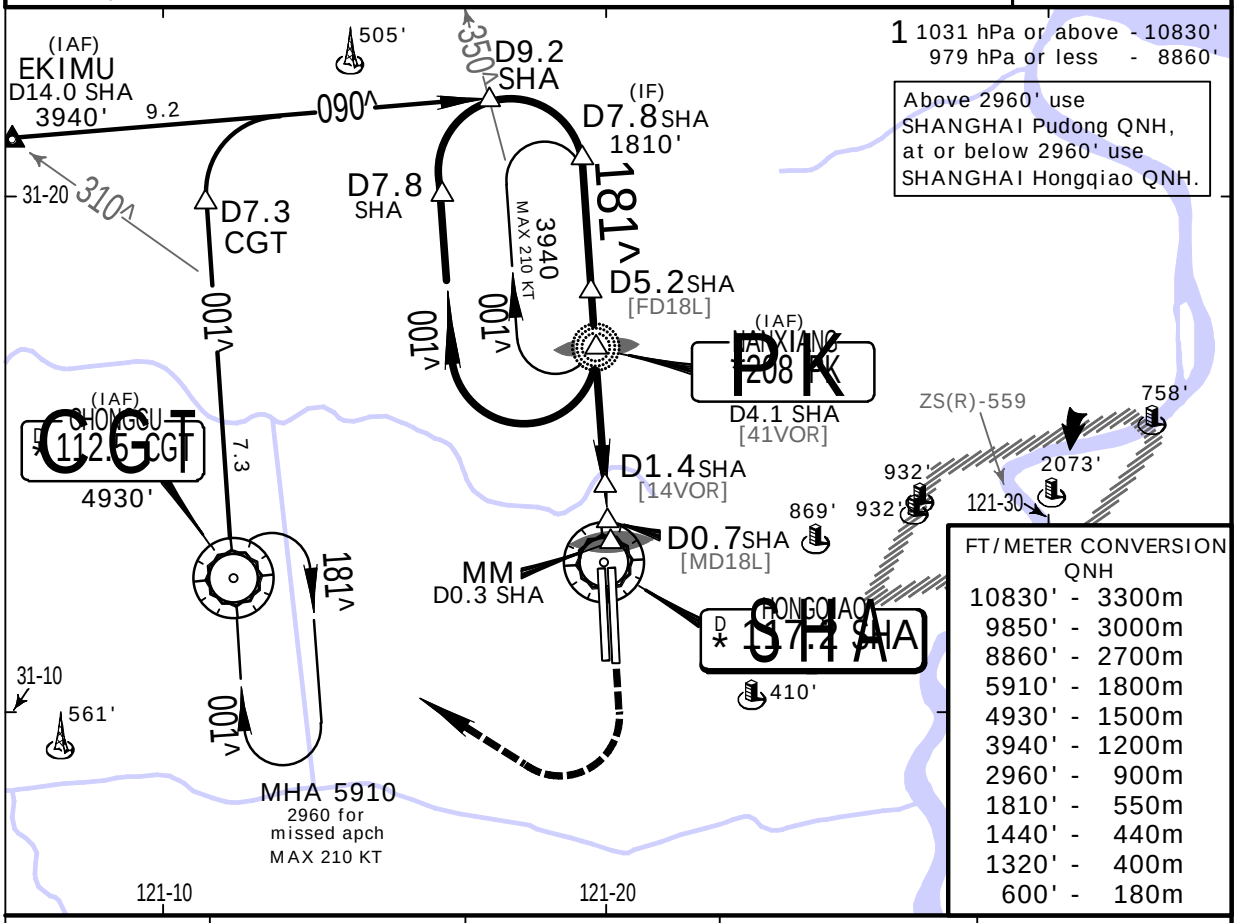
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

VOR SHA	Final Apch Crs	Procedure Alt D5.2 SHA	MDA(H)	Apt Elev / RWY
*117.2	181^	1810' (1803')	460' (453')	10' / 7'

MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn RIGHT to reach CGT VOR at 2960'.

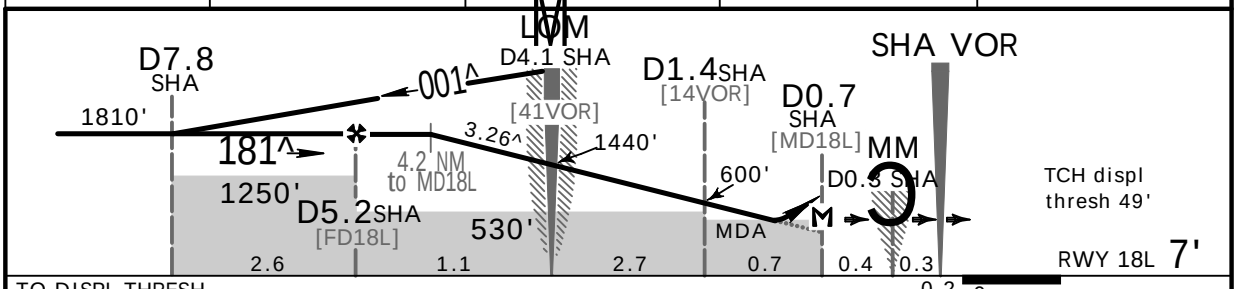
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

MSA SHA VOR: 180^ 2300' 3700' 360^



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1440'	440m
1320'	400m
600'	180m

SHA DME	5.0	4.0	3.0	2.0
ALTITUDE	1730'	1410'	1090'	780'



TO DISPL THRESH										
Gnd speed-Kts		70	90	100	120	140	160	ALSF-II / PAPI	1320'	2960' RT	CGT 112.5
Descent Angle	3.26^	404	519	577	692	808	923				
MAP at D0.7 SHA											

.Standard. STRAIGHT-IN LANDING RWY 18L

CDFA MDA(H) 460' (453')

	ALS out
A	2200m
B	2400m
C	2400m

CIRCLE-TO-LAND
Not authorized
East of runway

Max Kts	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m

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JEPPESEN

15 AUG 14
Eff 20 Aug 1600Z. (13-2)

SHANGHAI, PR OF CHINA
VOR DME Rwy 36L

BRIEFING STRIP ™

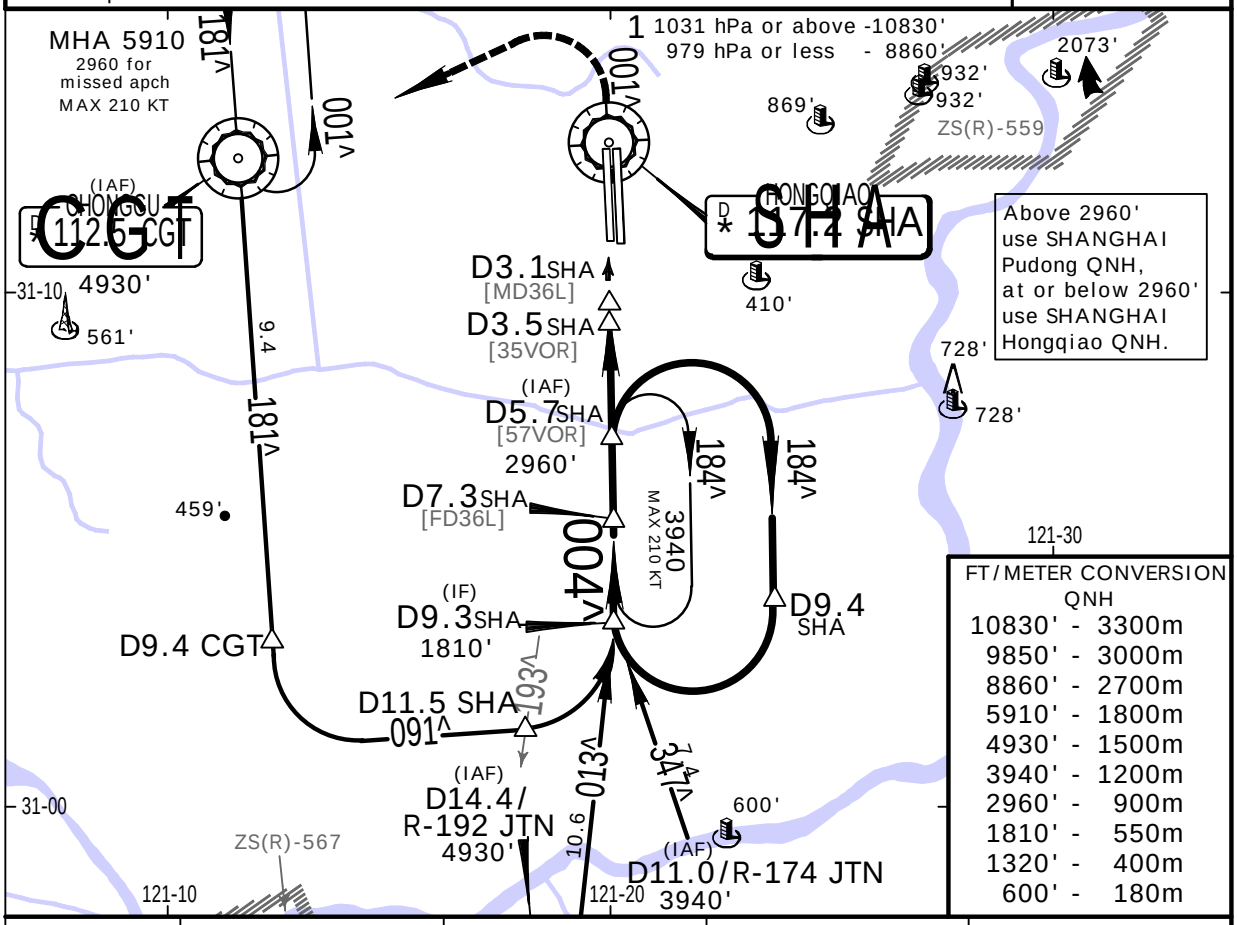
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

VOR SHA	Final Apch Crs	Procedure Alt D7.3 SHA	MDA(H)	Apt Elev / RWY
*117.2	004^	1810' (1800')	460' (450')	10' / 10'

MISSED APCH: Climb STRAIGHT AHEAD to SHA VOR. Intercept R-001 SHA, passing 1320' turn LEFT to reach CGT VOR at 2960'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

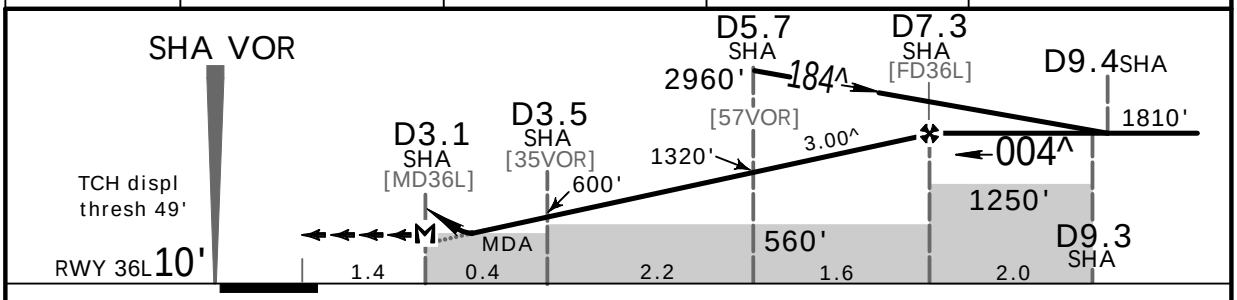
MSA SHA VOR: 180^ 2300' 3700' 360^



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1320'	400m
600'	180m

SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	760'	1080'	1400'	1720'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D3.1 SHA						

HIALS PAPI

SHA 117.2 R-001 | 1320' | CGT 112.5 LT

.Standard. STRAIGHT-IN LANDING RWY 36L

CDFA
MDA(H) 460' (450')

	ALS out
A	2600m
B	2600m
C	2800m

CIRCLE-TO-LAND
Not authorized
East of runway

Max Kts	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m

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15 AUG 14
Eff 20 Aug 1600Z. (13-3)

SHANGHAI, PR OF CHINA VOR DME Rwy 36R

BRIEFING STRIP ™

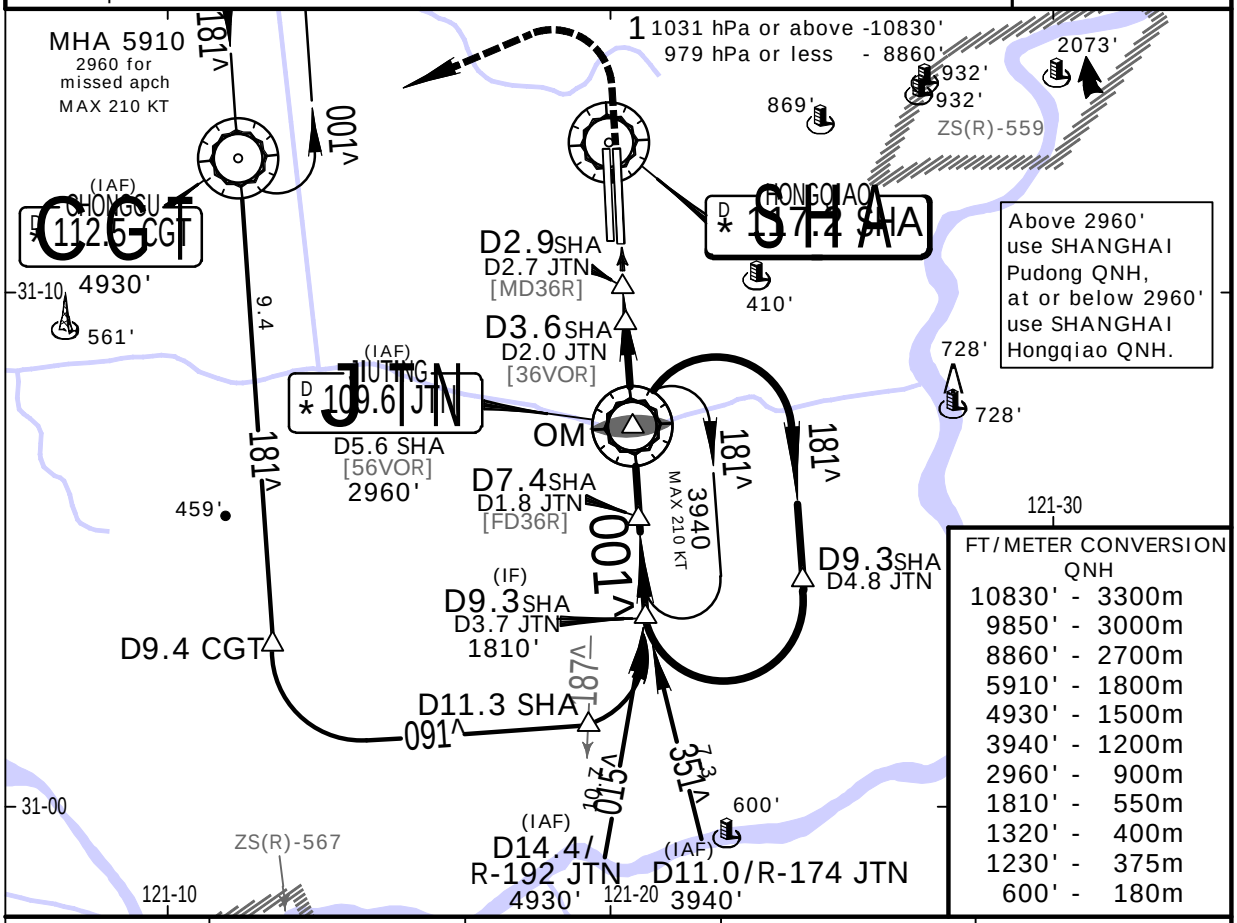
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

VOR SHA	Final Apch Crs	Procedure Alt D7.4 SHA	MDA(H)	Apt Elev / RWY
*117.2	001^	1810' (1800')	460' (450')	10' / 10'

MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn LEFT to reach CGT VOR at 2960'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1
Initial apch MAX 205 KT.

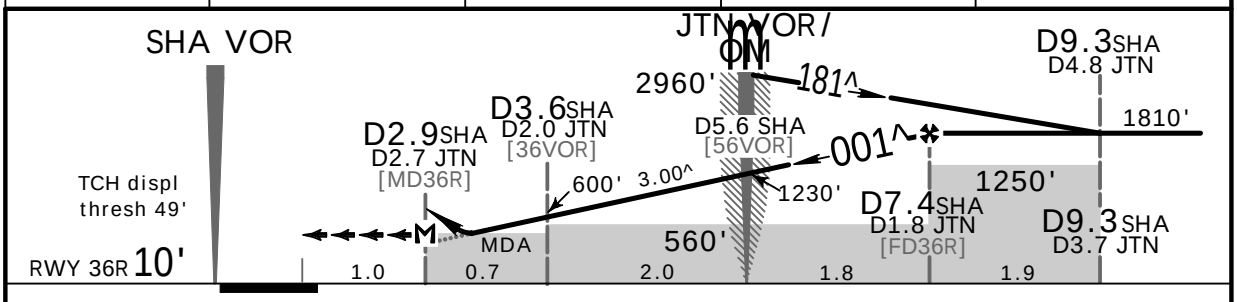
MSA SHA VOR: 180^ 2300' 3700' 360^



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1320'	400m
1230'	375m
600'	180m

SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	710'	1030'	1350'	1660'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D2.9 SHA/D2.7 JTN						

HIALS PAPI 1320' 2960' LT CGT 112.5

.Standard. STRAIGHT-IN LANDING RWY 36R

CDFA
MDA(H) 460' (450')

	ALS out
A	2200m
B	2200m
C	2400m

CIRCLE-TO-LAND
Not authorized
East of runway

Max Kts	MDA(H)	VIS
100	690' (680')	2800m
135	690' (680')	3200m
180	790' (780')	4400m

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