

BEIJING (PEK/ZBAA)

Elevation 115ft

CATEGORY A

AV brief – not required

GENERAL

- The airfield is located 15nm NE of the city.

Threats

CFIT

- Terrain in the immediate vicinity is flat.
- Mountains extend from W to NW to NE.
- Terrain 15nm to the NW reaching 3100ft asl.
- Terrain 16nm to the NE reaching 2500ft asl.
- Terrain 24nm to the W reaching 4600ft asl.
- Terrain continues to rise to above 8000ft beyond this.

Runway Excursion

- Avoid confusing lit highway S of the airfield with runways.
- Rwy 18L/36R is only grooved from 200m to 1200m from threshold of Rwy 36R, therefore degraded braking action is possible when wet.

Special Considerations

- All altimeter clearances are given in metres, QNH.
- China uses RVSM at cruising altitudes. Check correct feet setting in MCP versus cleared metric flight level. (See Lido conversion charts).
- The Lido CRAR contains details of BORDER CROSSING and TURN BACK together with Flight Rules and Special Procedures peculiar to China.
- See Lido>RSI>Middle East/Asia>RAR>2.11 Altitude Regulations, for RVSM flight level information and transitions to other FIRs (see last page).
- Reports of poor English during ATC communication – seek clarification if unsure of clearances. RT can be predominantly in Chinese.

ARRIVAL

Diversion Airports

TIANJIN	TSN/ZBTJ	067 nm/148°T	CAT A
SHANGHAI, Pudong	PVG/ZSPD	594 nm/155°T	CAT A
SHANGHAI, Hongqiao	SHA/ZSSS	581 nm/156°T	CAT A
HONG KONG	HKG/VHHH	1077 nm/187°T	CAT B

Other airfields that may be used are Dalian and Shenyang.

Approach

ATC may vector the aircraft very close to the airfield with little room to manoeuvre and perhaps inadequate track distance to touchdown.

- Call Beijing Approach 5 minutes before Beijing TMA giving position and altitude.
- Check in advance which STAR is to be flown. Late changes of STAR versus OFP happen at short notice, especially to avoid routing near prohibited areas.
- When approaching from the North, direct approaches to Rwy 18L/R and 19 may be given. Safety altitudes should be noted as well as shortened distance to touchdown.

Note: Overflying central Beijing and the Forbidden City is totally prohibited.

- The OMs and MMs are promulgated as activating the airways marker (3000Hz). However, the OM 18R in fact activates the OM light on the aircraft.
- Rwy 36L approach: ILS glideslope may be unstable up to 2.6 DME from the Rwy.

BAV Crew Report

- *It has been reported that if landing at night, a request to switch on approach lighting may be necessary.*
- *The visibility passed to the aircraft may be inaccurate eg. Aircraft received CAVOK report and found visibility to be only about 4000m.*

GROUND

- BA operation uses Terminal 3.
- Plan for coded taxi routings, ie. Taxi Route 6.
- Landing on the W'ly runway (36L/18R) involves a VERY long (20 minutes +) and complicated taxi to Terminal 3. Consider a request for Rwy 36R/18L for landing or take-off.

A380

- Taxiways available for the A380 are marked in green on PEK LIDO chart 3-70.
- Specific A380 operational limits are detailed in PEK LIDO chart 1-60.

ALL

DEPARTURE

- Engineering provided by Air France. Pushback team provided by KLM-Air France.
- During busy periods extended taxi times may be experienced, with many arriving aircraft landing on the planned departure Rwy.
- Strictly adhere to departure routes including altitude crossing restrictions during the climb.
- See CARD/Performance Manual/B787 OPT/A380 OIS for departure restrictions due to terrain close in to airfield on SIDs. Consider use of alternative SIDs if direct SIDs require a greater climb gradient than achievable with conditions on the day.

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WEATHER

In Winter

- NW Monsoon
- Cold, dry and mainly cloudless.
- Breaks in the monsoon lead to disturbed weather with sleet or snow and possibility of fog at night.
- Monsoon re-establishes with strong N winds.
- Visibility may be poor in smoke haze below the monsoon inversion.

In Summer

- SW Monsoon (Jun to Aug)
- Heavy rain and thunder in shallow depressions.
- Diurnal Cu and Cb during monsoon conditions.
- TYPHOONS on rare occasions.

In Spring and Autumn

- Depressions move from Siberia into the Pacific.
- Marked cold fronts move SE with rain or dust storms.

Forecasts: Upper winds are in kilometres per hour

Surface winds are in metres per sec

Approx conversions: Km per hr / 2 = kts

m per sec x 2 = kts

OPERATIONAL INFORMATION

Handling Agent	Beijing Aviation Ground Services Co Ltd
Handling Agent VHF	Speedbird Beijing 131.25
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use at all times
If BOTH electrical power and air conditioning is required:	Use at all times

Direction of Flight		Waypoint	Cross FIR Boundary At FL Established For:	Anticipated Flight Level Change ^(Note 1)
From	To			
Note 1: Flight Level Transition shall be conducted in accordance with ATC instructions.				
Russia	China	All WPTs, EXC: GOPTO	China RVSM (Meters)	16NM (30km) before crossing FIR BDRY
		GOPTO		40NM (75km) before WPT GOPTO.
		TELOK		not less than 5min before TELOK
China	Russia	All WPTs, EXC: GOPTO	ICAO RVSM (Feet)	in Chinese FIRs
		GOPTO		40NM (75km) before WPT GOPTO
		TELOK		not less than 5min before TELOK
Russia	Mongolia	NOPUS, SULOK, GINOM, NIGOR, BAMUK	ICAO RVSM (Feet)	5min after crossing FIR BDRY
		DARNO, SERNA, LETBI	Mongolia RVSM (Meters)	16NM (30km) before crossing FIR BDRY
Mongolia	Russia	AMUTA, BAMUK, NIGOR, SULOK, NOPUS	ICAO RVSM (Feet)	established 5min before crossing FIR BDRY
		LETBI, SERNA, DARNO	Mongolia RVSM (Meters)	16NM (30km) after crossing FIR BDRY
Kyrgyz Republic	China	KAMUD	China RVSM (Meters)	In Bishkek FIR, not less than 16NM (30km) before crossing FIR BDRY
China	Kyrgyz Republic			In Bishkek FIR, not more than 16NM (30km) after crossing FIR BDRY
Kazakhstan	China	RULAD	China RVSM (Meters)	N126 BTN BARUR and LAGUK
		RULAD		M610 BTN BASPI and BERTO
		RULAD		Z315 BTN GASBU and BERTO
		SARIN		M166 BTN TOLKI and AGUSA
		-		Other AWY segments as instructed by ATC, but not closer than 30km to the State border.
China	Kazakhstan	RULAD	China RVSM (Meters)	N126 BTN LAGUK and BARUR
		RULAD		M610 BTN BERTO and BASPI
		RULAD		Z315 BTN BERTO and GASBU
		SARIN		M166 BTN AGUSA and TOLKI
		-		Other AWY segments as instructed by ATC, but not closer than 30km to the State border.
Myanmar	China	LINSO	ICAO RVSM (Feet)	40-13NM (75-25km) west of GULOT

Direction of Flight		Waypoint	Cross FIR Boundary At FL Established For:	Anticipated Flight Level Change ^(Note 1)
From	To			
China	Myanmar	LINSO	ICAO RVSM (Feet)	13-40NM (25-75km) west of GULOT
Laos	China	SAGAG	ICAO RVSM (Feet)	40-13NM (75-25km) south of ELASU ^(Note 2)
China	Laos			13-40NM (25-75km) south of ELASU ^(Note 2)
Note 2: All the assigned FLs from BIDRU to SAGAG are opposite to the magnetic heading regulation e.g. WB ACFT fly at odd levels, and EB ACFT fly at even levels.				
Vietnam	China	All WPTs	ICAO RVSM (Feet)	established 40NM (75km) after crossing FIR BDRY
China	Vietnam			40NM (75km) before crossing FIR BDRY
Korea Rep.	China	AGAVO	China RVSM (Meters)	established at NOPIK
China	Korea Rep.			at BELTU
Korea D.P.R	China	All WPTs	China RVSM (Meters)	22-11NM (40-20km) before crossing FIR BDRY
China	Korea D.P.R.			11-22NM (20-40km) after crossing FIR BDRY
Pakistan	China	PURPA	ICAO RVSM (Feet)	10min after crossing FIR BDRY
China	Pakistan		China RVSM (Meters)	at FIR BDRY