

BEIJING DAXING (PKX/ZBAD)

Elevation 83ft

CATEGORY A

AV brief – not required

GENERAL

- PKX is approximately 24 nm south of the City centre.

Threats

CFIT

- Star has minimum altitude restrictions of eg 12,800 feet, but with a TRL of FL118.
- ATC will clear you to disregard altitude restrictions on STAR and to expedite descent. This will very likely result in an EGPWS Caution if not warning as you will be descending into very mountainous terrain. Limiting rate of descent would be advisable and also need to keep a close eye on minimum altitudes.
- A descent to 600 m may be given, which is not a published altitude on the metres/feet charts.

Mid-Air Collision

- Reports received of ambiguous ATC clearances. Seek clarification if any doubt.

RWY Excursion

- Likely to be cut short of STAR on base to approx 10–2 nm final.

ARRIVAL

Diversions Airports

SHANGHAI, Pudong	PVG/ZSPD	568nm/152°T	CAT A
SHANGHAI, Hongqiao	SHA/ZSSS	555nm/154°T	CAT A
DALIAN (Zhoushuizi)	DLC/ZYTL	242nm/097°T	CAT B
HONG KONG	HKG/VHHH	1042nm/187°T	CAT B
SHENYANG	SHE/ZYTX	348nm/068°T	CAT A
TIANJIN	TSN/ZTBJ	49nm/117°T	CAT A

- Digital ATIS is not working. VHF ATIS comes very late due early descent. It may not give runway condition or cleared width etc, in spite of snow falling – including some runways SNOCLO.
- STAR assignment given by ATC after entering Chinese airspace.

Initial Approach

- Expect very early descent from ATC.
- ATC may give descent to altitudes below the “above heights” on the STAR.

Approach

- ELAPU 01A or BUMDU 01A, with a transition via AD661 to ILS 01L.
- Descent given to 900 m early on approach.

BAV Crew Report

- Descent takes place very early, even more so than for Capital Airport. We were at around FL128 with approximately 160 nm left to run on FMC. Descents often came with an assigned V/S of 2,000 fpm.
- Once to south of terrain on STAR, we got light to moderate turbulence, with speed at one point jumping \pm 20 knots around waypoint AD683, and from 12,000 down to about 8,000, assume this is from hills as had wind from north of around 30–50 knots.
- Eventually given vectors east for a base leg for about a 15 mile final for runway 01L and a descent to 600 m which is not a published altitude on our metres/feet charts. Other landing runway was 35R. There is no 01R built yet, looks strange on finals to land on the farthest-right runway which is called a ‘left’. Vectors off of star resulted in a loss of about 4 minutes on ETA.
- Shortcut gave us a tight downwind – loosely based on the point IND91.

GROUND

Taxiing

- They have a progressive follow the greens even in daylight.
- A large drainage ditch to the left of Z2 is not clearly marked.
- Rwy 11L doesn’t seem to have any TDZ markings.

Parking

- Stand 195 or 198.

BAV Crew Report

- They have a progressive on-the-greens that works in daylight and illuminates a few hundred metres ahead of you. Instructions took the form of ‘follow the greens, hold short of Z3’. Greens took us right to the final turn for the gate, which was 195.

DEPARTURE

- Push and then use Follow me to get to Z3 which is the start of the Taxiway lines. Then follow the greens all the way to the hold short line.
- Expect last minute changes to runway.
- Weather on ATIS can be out of date.
- SID.
- Brief for min F5 speed likely below the SID restriction of 205 kt. ATC usually happy for you to fly at min Flap 5 speed if this is more than 205 kt.
- Expect extended lower level routing on departure.
- Remote De-icing.
- ATC comment of “CANCEL RESTRICTIONS” refers to the altitude restrictions only. Can subsequently be given “CANCEL SPEED RESTRICTIONS”.
- Expect many small step climbs on departure due to the traffic for PEK airport descending overhead.

WEATHER

- ATIS weather may not reflect actual weather accurately.
- Visibility sub 10 km very common.

OPERATIONAL INFORMATION

Handling Agent	BCS – Beijing CAH SATS Aviation Services Company Ltd
Handling Agent VHF	Nil
Potable Water	Not assessed