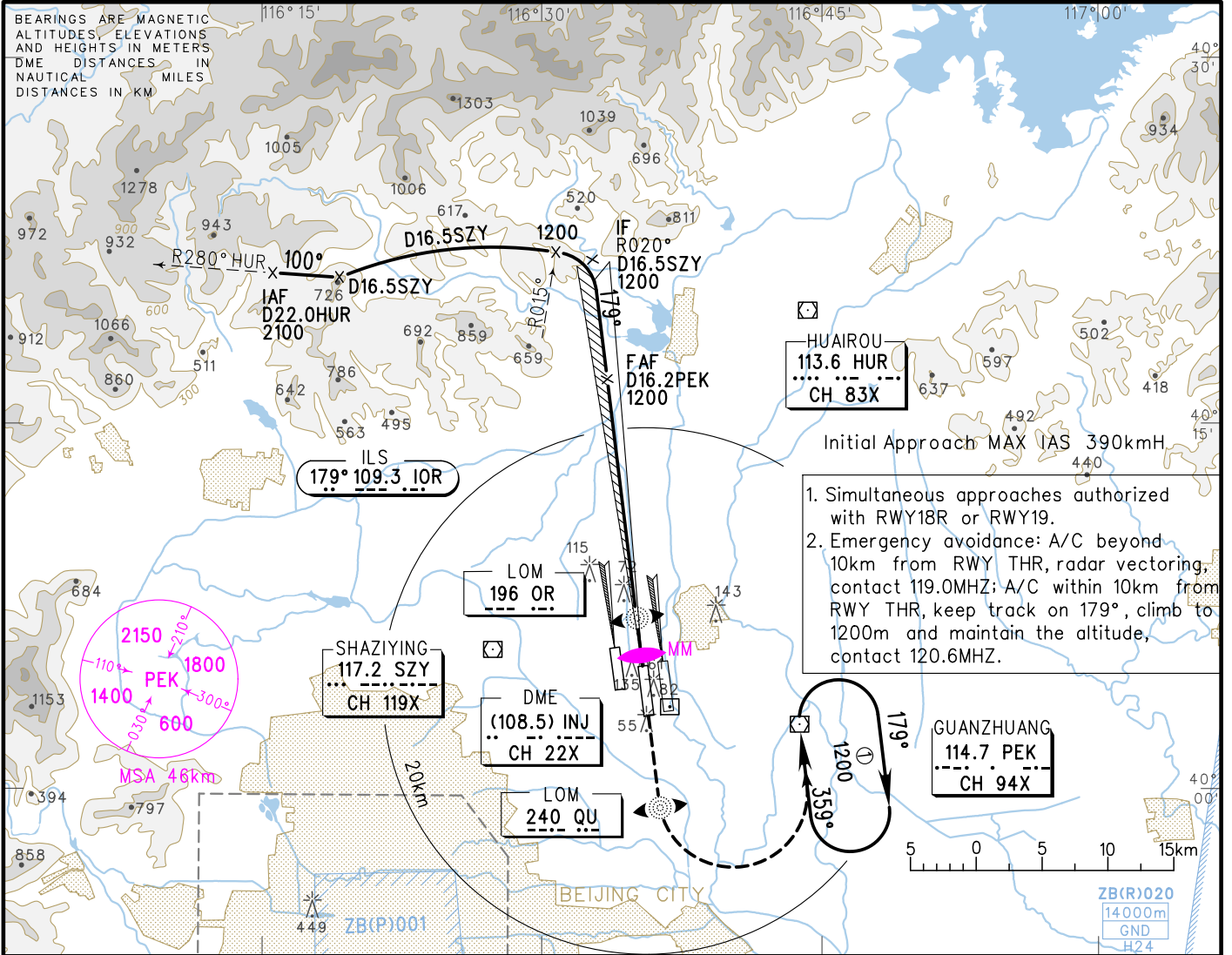


VAR6°W AERODROME ELEV 35 RWY18L THR ELEV 33

**INSTRUMENT APPROACH CHART-ICAO**

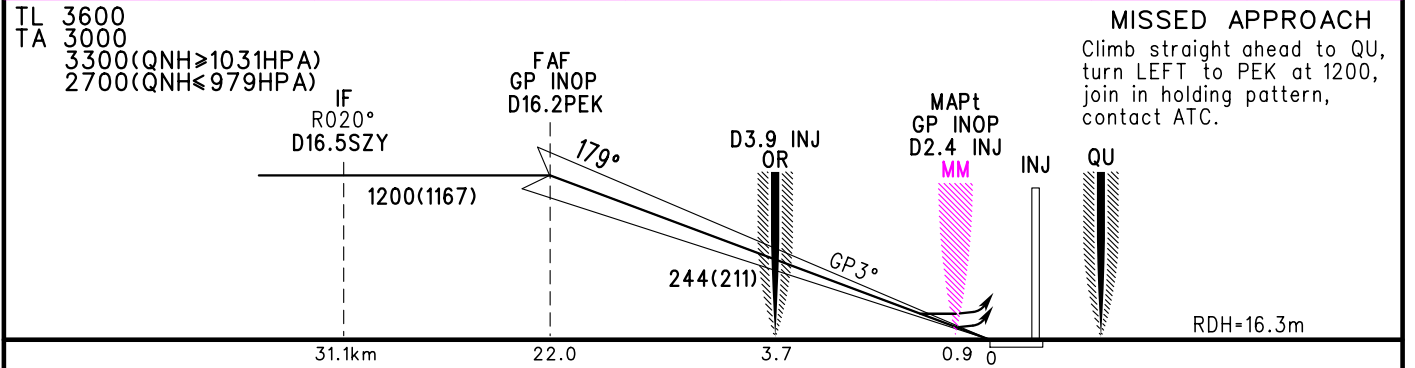
ATIS 127.6	119.0(125.05) AP01 (HO) 126.1(129.0) AP02 (HO) 120.6(125.05) AP03 (H24) 119.7(129.0) AP04 (HO) 125.50(124.70) AP08
124.3(118.3) TWR01 (18R/36L) 118.5(118.3) TWR02 (18L/36R) 118.05(118.6) TWR03 (01/19)	

**ZBAA BEIJING/Capital**  
VIA D22.0HUR ILS RWY18L



- Initial Approach MAX IAS 390kmH  
440
1. Simultaneous approaches authorized with RWY18R or RWY19.
  2. Emergency avoidance: A/C beyond 10km from RWY THR, radar vectoring, contact 119.0MHz; A/C within 10km from RWY THR, keep track on 179°, climb to 1200m and maintain the altitude, contact 120.6MHz.

GP INOP	DME (INJ) (NM)	15	13	11	9	7	5	3
	ALT (m)	1200	1136	941	746	551	354	155



**MISSED APPROACH**  
Climb straight ahead to QU, turn LEFT to PEK at 1200, join in holding pattern, contact ATC.

	A	B	C	D	FAF-MAPt(GP INOP) 21.1km							
ILS/DME DA(H) RVR/VIS	93(60) 550/800			93(60) 600/800	GS in kt	80	100	120	140	160	180	
					kmH	150	185	220	260	295	335	
GP INOP MDA(H) VIS	155(122) 1200	155(122) 1600		155(122) 2000	Time min:sec	08:33	06:50	05:42	04:53	04:16	03:48	
CIRCLING MDA(H) VIS	210(175) 1600	265(230) 3200		265(230) 3600	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	

Changes: Landing minima; MSA; NDB 'O' withdrawn.