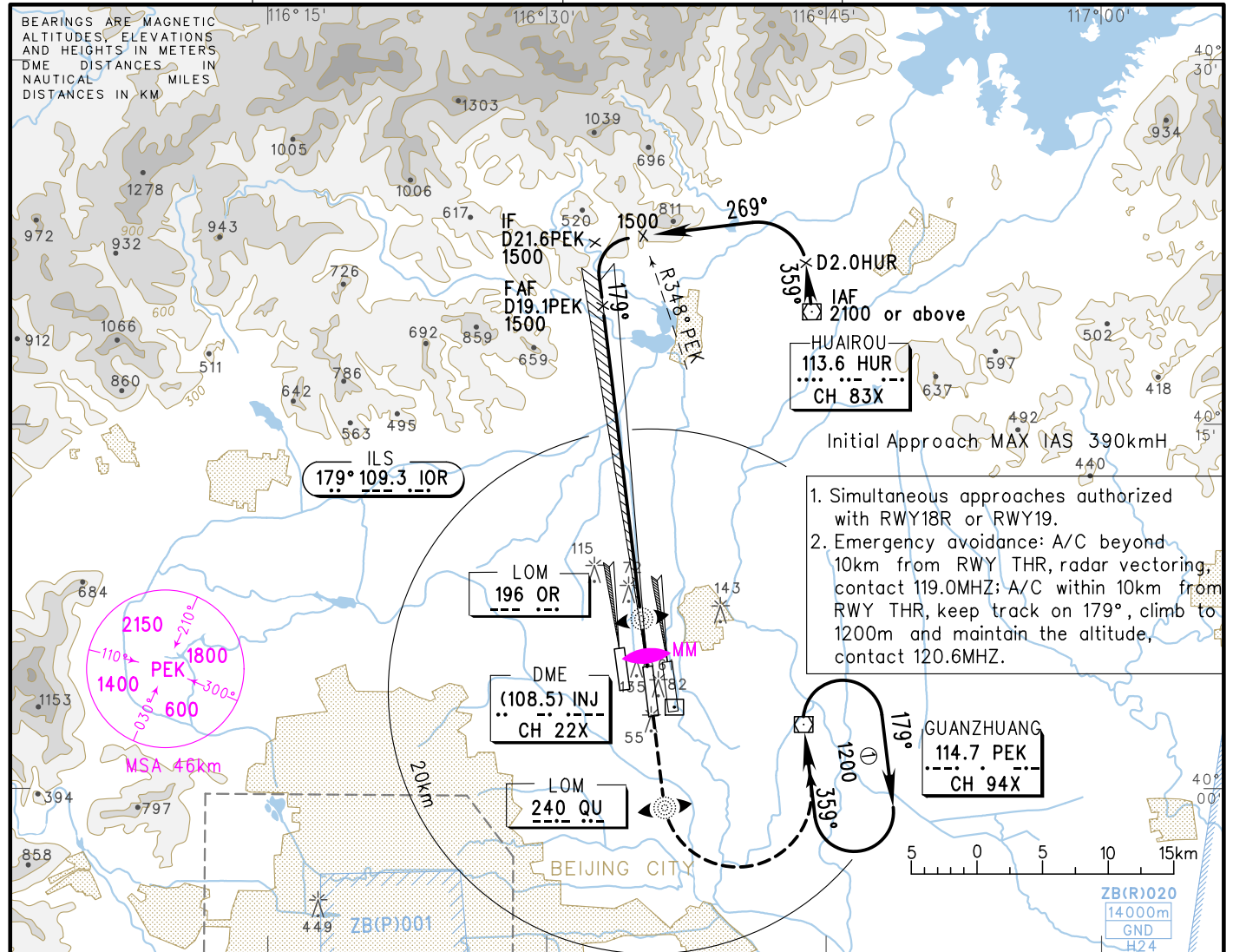


**INSTRUMENT APPROACH CHART-ICAO**

ATIS 127.6	119.0(125.05) APO1 (HO)
124.3(118.3) TWR01 (18R/36L)	126.1(129.0) APO2 (HO)
118.5(118.3) TWR02 (18L/36R)	120.6(125.05) APO3 (H24)
118.05(118.6) TWR03 (01/19)	119.7(129.0) APO4 (HO)
	125.50(124.70) APO8

**ZBAA BEIJING/Capital**  
VIA D2.0HUR ILS RWY18L

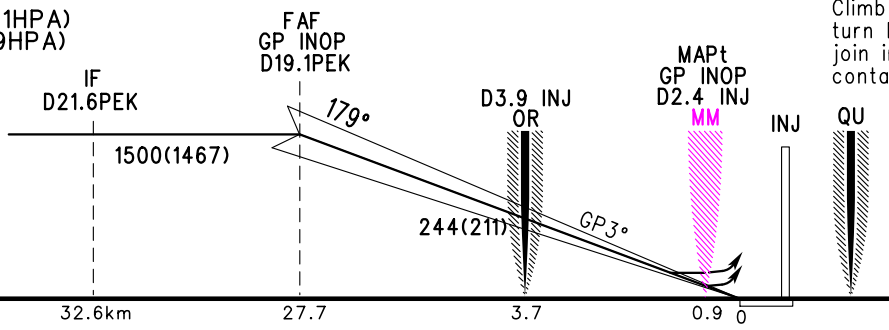


1. Simultaneous approaches authorized with RWY18R or RWY19.
2. Emergency avoidance: A/C beyond 10km from RWY THR, radar vectoring; contact 119.0MHZ; A/C within 10km from RWY THR, keep track on 179°, climb to 1200m and maintain the altitude, contact 120.6MHZ.

GP INOP	DME (INJ) (NM)	15	13	11	9	7	5	3
	ALT (m)	1330	1136	941	746	551	354	155

TL 3600  
TA 3000  
3300(QNH>1031HPA)  
2700(QNH<979HPA)

**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) 26.8km						
ILS/DME DA(H) RVR/VIS	93(60) 550/800			93(60) 600/800	GS in kt	80	100	120	140	160	180
GP INOP MDA(H) VIS	155(122) 1200	155(122) 1600	155(122) 2000		kmH	150	185	220	260	295	335
CIRCLING MDA(H) VIS	210(175) 1600	265(230) 3200	265(230) 3600	Time min:sec	10:51	08:41	07:14	06:12	05:26	04:49	
				Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	

Changes: Landing minima; MSA; NDB 'O' withdrawn.