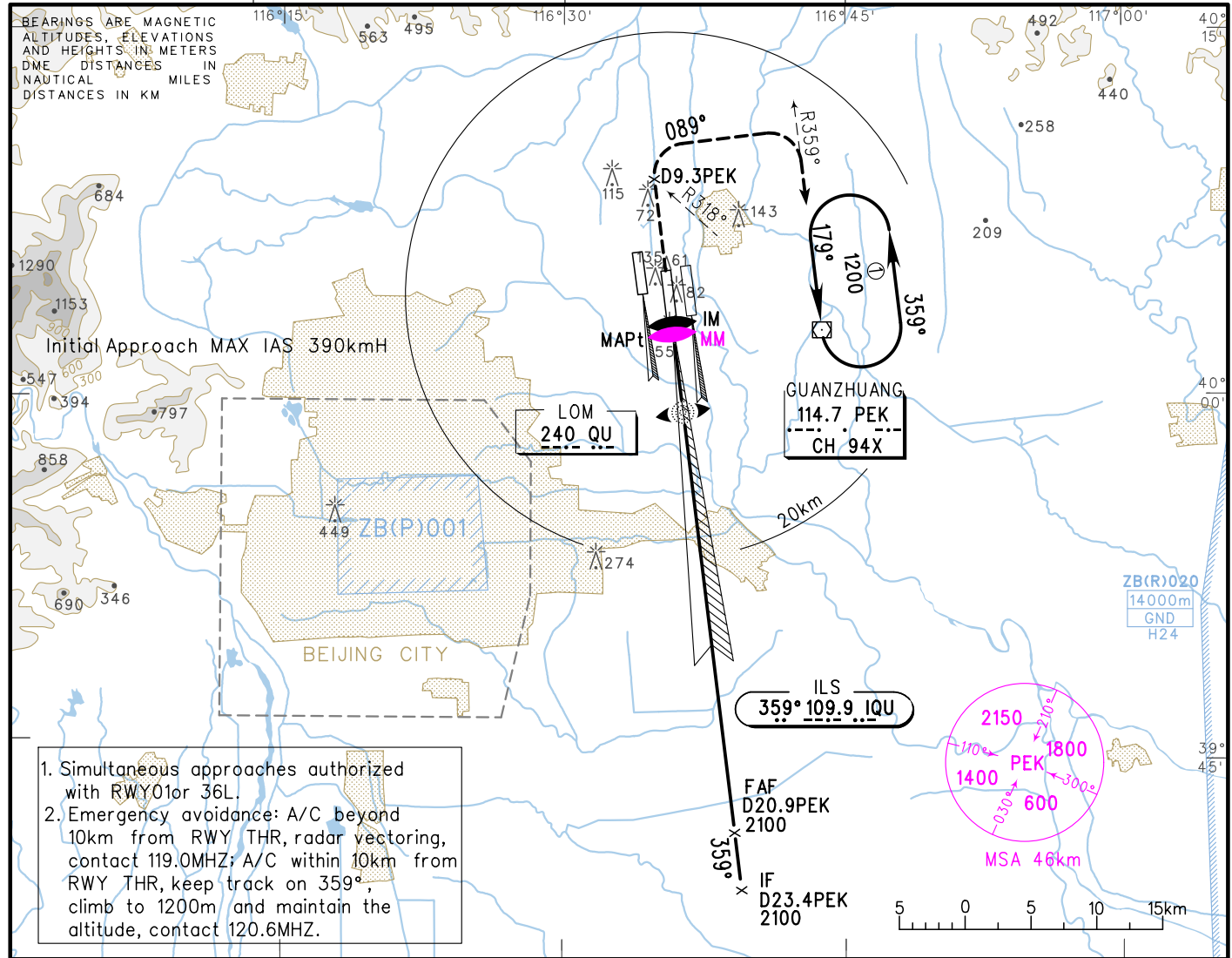


INSTRUMENT APPROACH CHART-ICAO

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

ZBAA BEIJING/Capital VIA D23.4PEK ILS RWY36R



1. Simultaneous approaches authorized with RWY01 or 36L.
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 359°, climb to 1200m and maintain the altitude, contact 120.6MHZ.

GP INOP	DME () (NM)	2	4	6	8	10	12	14
	ALT (m)							

MISSED APPROACH
Climb straight ahead to R318°/D9.3PEK, turn RIGHT on track 089° to intercept R359° PEK, climb to PEK at 1200, join in holding pattern, contact ATC.

TL 3600
TA 3000
3300(QNH≥1031HPA)
2700(QNH≤979HPA)

FAF GP INOP D20.9PEK 2100

IF D23.4PEK 2100(2070)

R318° PEK

IM MAPt MM QU

RDH=15.8m

0.28 1.0 7.0 39.2 43.7km

GP3° 413(383)

359°

	A	B	C	D	FAF-MAPt(GP INOP) 38.2km							
					GS in kt	80	100	120	140	160	180	
ILS/DME DA(H) RVR/VIS		90(60) 550/800		90(60) 600/800								
GP INOP MDA(H) VIS		130(100) 1200		130(100) 1600								
CIRCLING MDA(H) VIS		210(175) 1600		265(230) 3200								
					Time min:sec	15:28	12:23	10:19	08:50	07:44	06:53	
					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	

Changes: Landing minima; MSA; NDB 'Q' withdrawn.