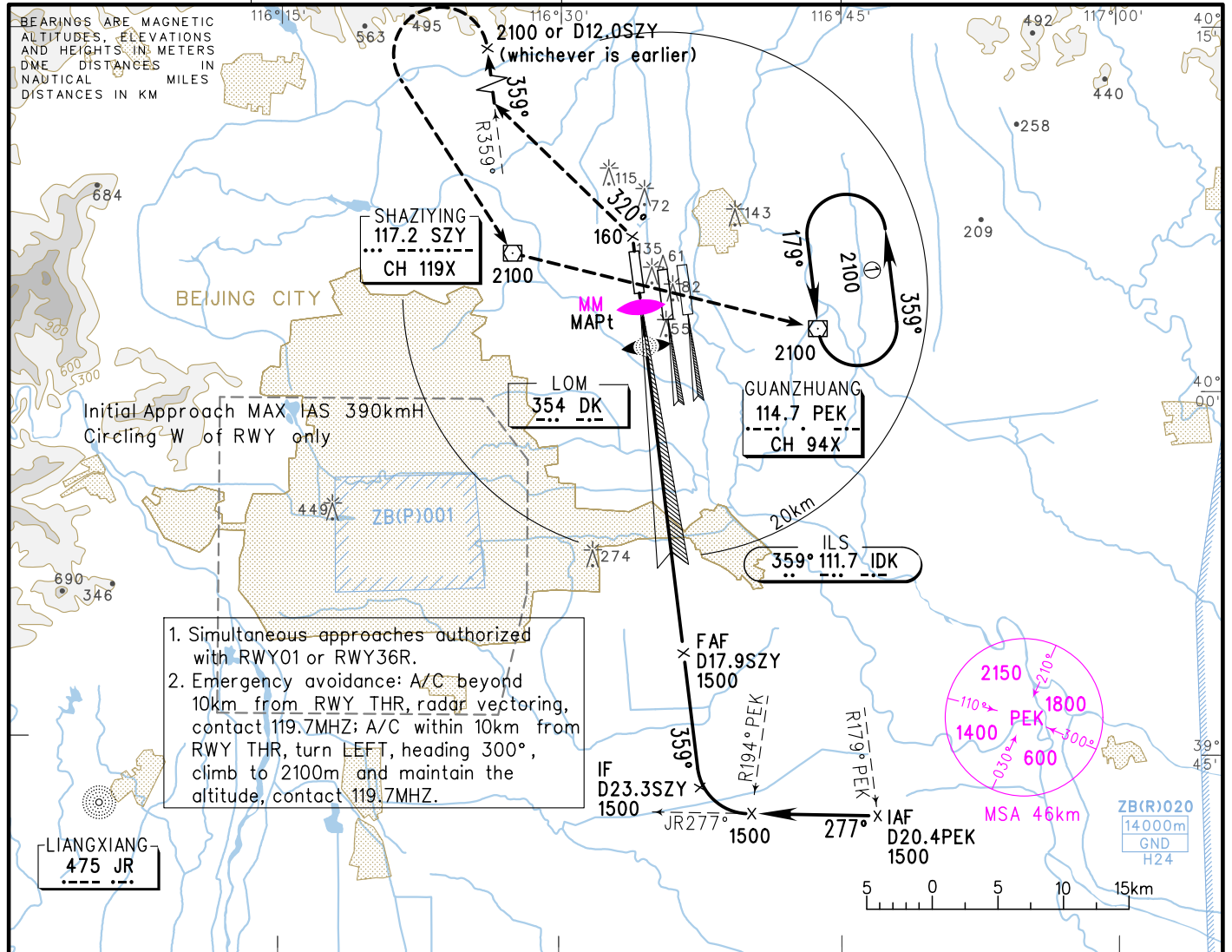


INSTRUMENT APPROACH CHART-ICAO

ATIS 127.6	119.0(125.05) AP01 (H0)
124.3(118.3) TWR01 (18R/36L)	126.1(129.0) AP02 (H0)
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 (H0)
	125.50(124.70) AP08

ZBAA BEIJING/Capital VIA D20.4PEK ILS RWY36L



1. Simultaneous approaches authorized with RWY01 or RWY36R.
2. Emergency avoidance: A/C beyond 10km from RWY THR, radar vectoring, contact 119.7MHZ; A/C within 10km from RWY THR, turn LEFT, heading 300°, climb to 2100m and maintain the altitude, contact 119.7MHZ.

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

MISSED APPROACH
Climb straight ahead to 160, turn LEFT on track 320° to intercept R359° SZY and climb to 2100 or D12.0SZY (whichever is earlier), then turn LEFT to SZY at 2100, then to PEK at 2100, contact ATC.

TL 3600
TA 3000
3300 (QNH ≥ 1031 HPA)
2700 (QNH ≤ 979 HPA)
IF D23.3SZY

RDH=14.7m

	A	B	C	D	FAF-MAPt(GP INOP) 26.6km						
ILS/DME DA(H) RVR/VIS	93(60) 550/800		98(65) 550/800	98(65) 600/800	GS in kt	80	100	120	140	160	180
					kmH	150	185	220	260	295	335
GP INOP MDA(H) VIS		135(102) 1200		135(102) 1600	Time min:sec	10:46	08:37	07:11	06:09	05:23	04:47
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Changes: Landing minima; MSA; NDB 'D' withdrawn.