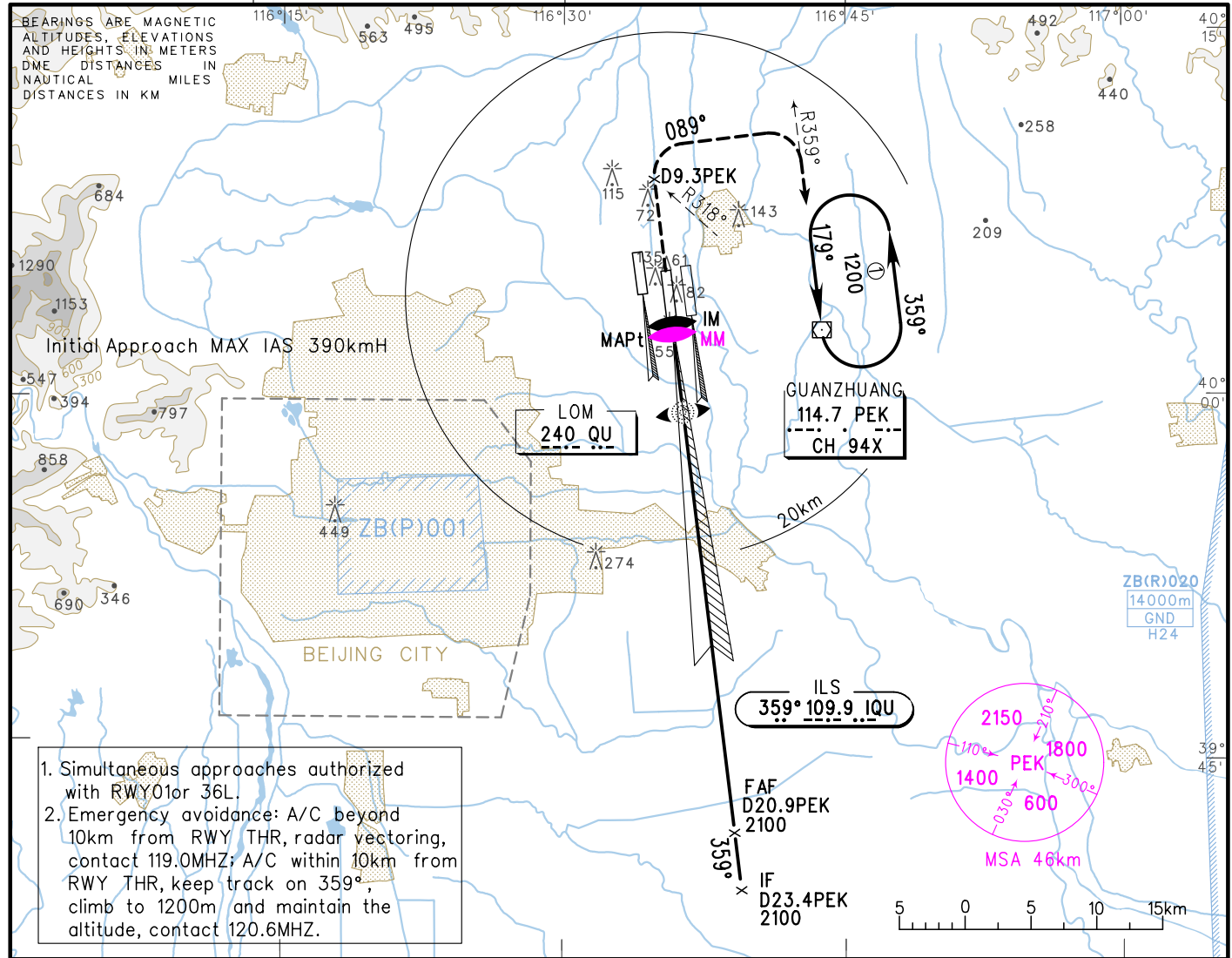


# INSTRUMENT APPROACH CHART-ICAO

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 RWY01or 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 D20.9PEK 2100  
GP INOP D23.4PEK  
IF D23.4PEK 2100

	A	B	C	D	FAF-MAPT(GP INOP) 38.2km								
ILS/DME DA(H) RVR/VIS		90(60) 550/800		90(60) 600/800	GS in kt	80	100	120	140	160	180		
					kmH	150	185	220	260	295	335		
GP INOP MDA(H) VIS		130(100) 1200		130(100) 1600	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		
CIRCLING MDA(H) VIS		210(175) 1600		265(230) 3200									
				265(230) 3600	Changes: Landing minima; MSA; NDB 'Q' withdrawn.								