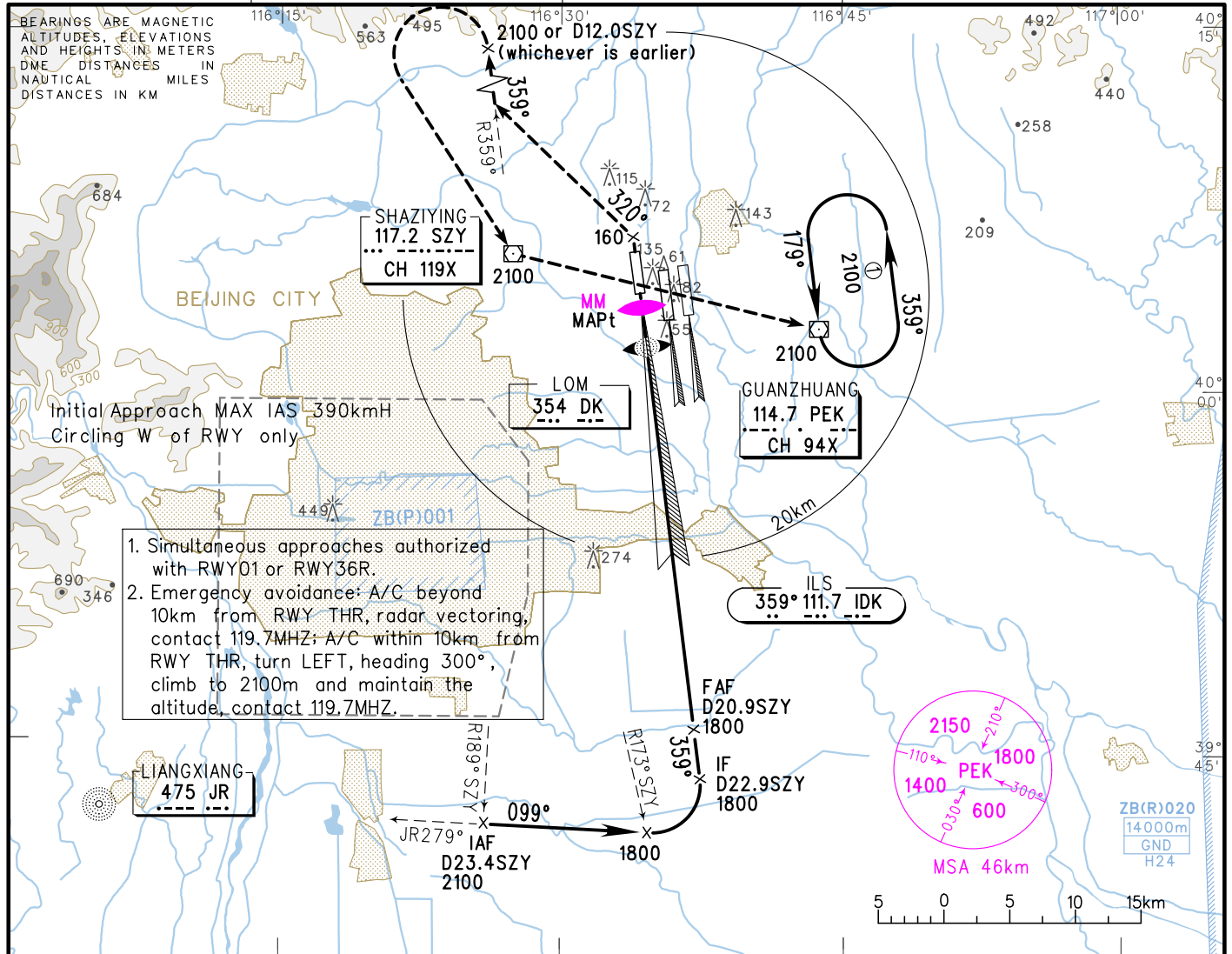


INSTRUMENT APPROACH CHART-ICAO

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 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, join in holding pattern, contact ATC.

TL 3600
 TA 3000
 FAF GP INOP D20.9SZY 3300(QNH≥1031HPA)
 IF D22.9SZY 2700(QNH≤979HPA)

	A	B	C	D	FAF-MAPT(GP INOP) 32.3km						
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	13:05	10:28	08:43	07:28	06:32	05:49
					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CIRCLING MDA(H) VIS	210(175) 1600		265(230) 3200	265(230) 3600	Changes: Landing minima; MSA; NDB 'D' withdrawn.						