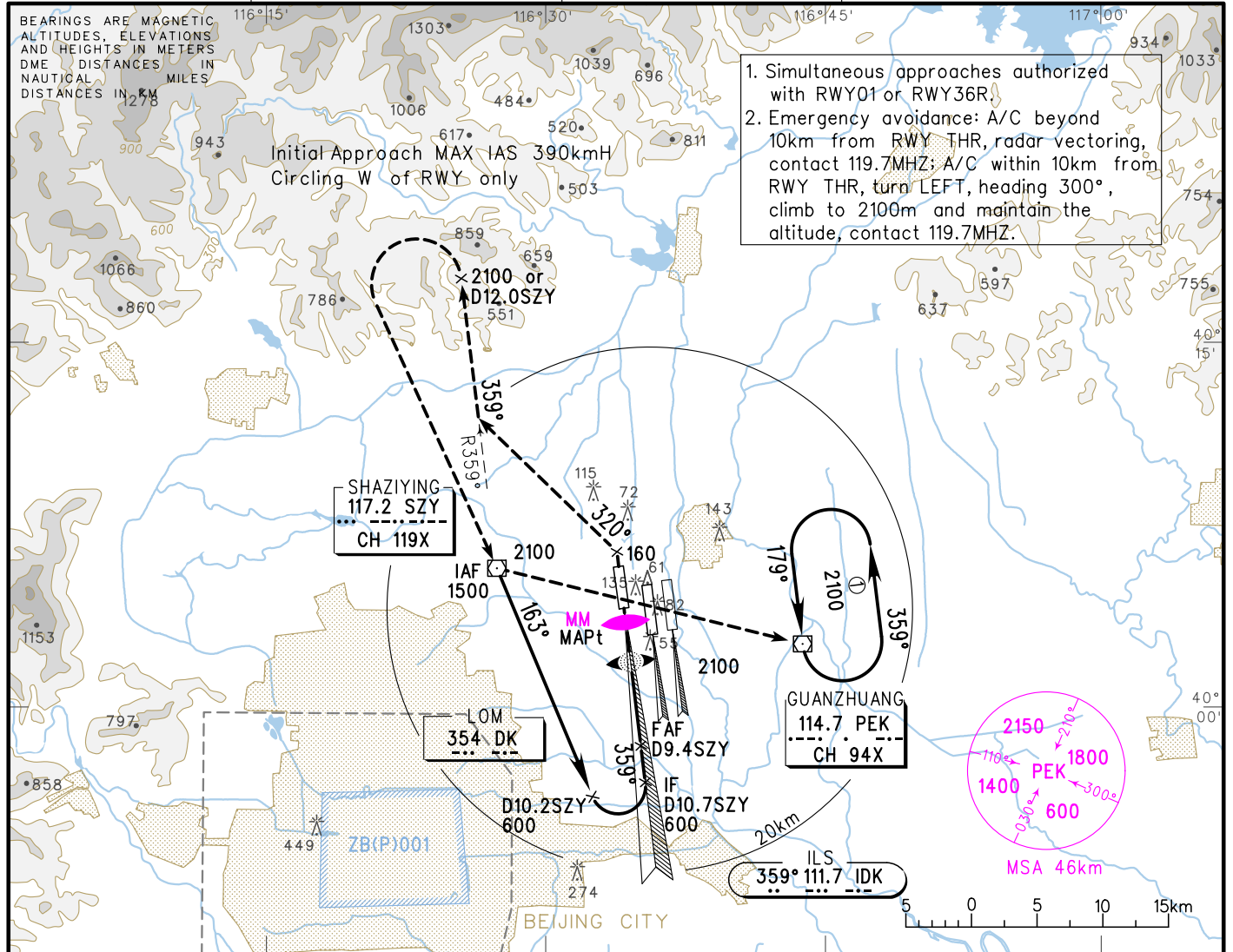


INSTRUMENT APPROACH CHART-ICAO

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

ZBAA BEIJING/Capital VIA SZY 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≥1031HPA)
2700(QNH<979HPA)

FAF GP INOP D9.4SZY
IF D10.7SZY

RDH=14.7m

	A	B	C	D	FAF-MAPt(GP INOP) 9.4km						
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	03:48	03:03	02:32	02:11	01:54	01:42
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Changes: Landing minima; MSA; NDB 'D' withdrawn.