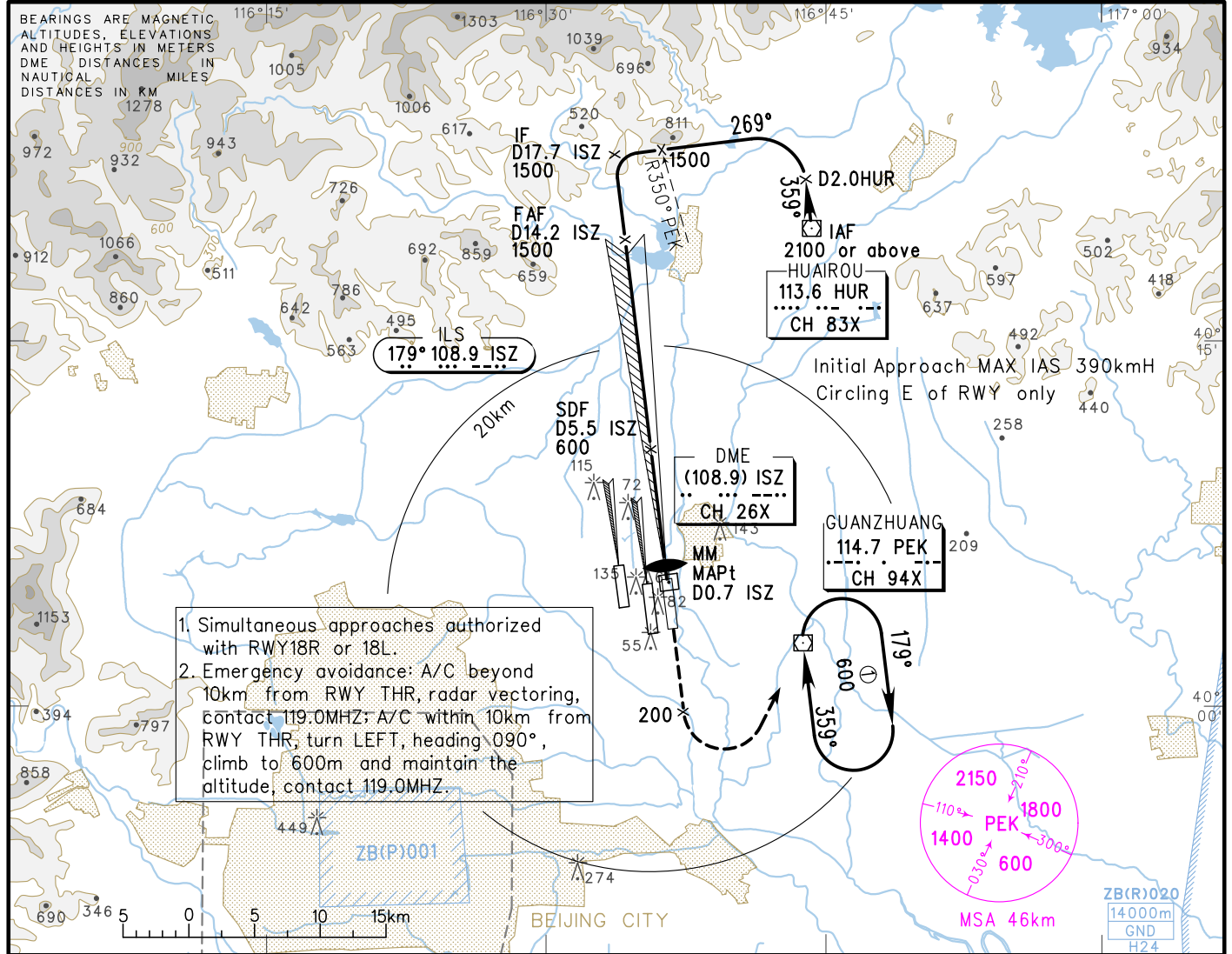


INSTRUMENT APPROACH CHART-ICAO

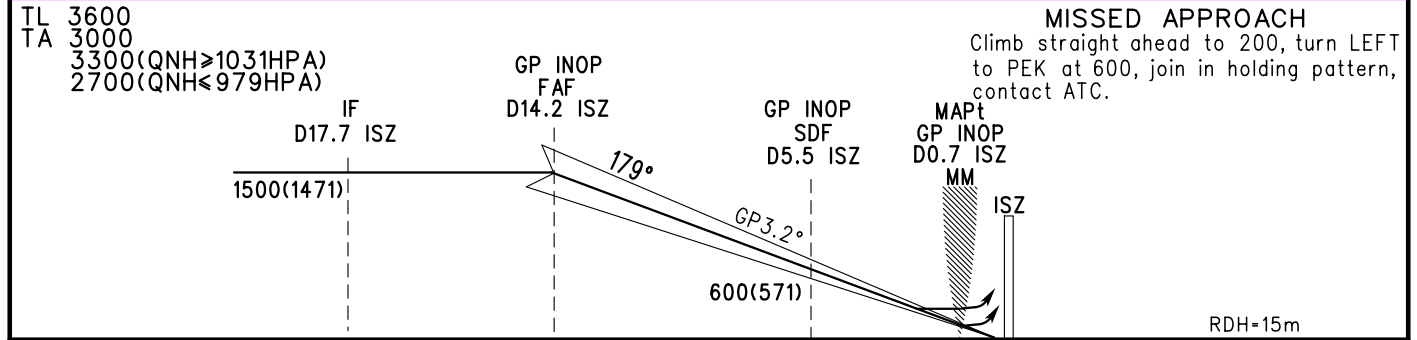
ATIS 127.6	119.0(125.05) AP01 (HO)
124.3(118.3) TWR01 (18R/36L)	126.1(129.0) AP02 (HO)
118.5(118.3) TWR02 (18L/36R)	120.6(125.05) AP03 (H24)
118.05(118.6) TWR03 (01/19)	119.7(129.0) AP04 (HO)
	125.50(124.70) AP08

ZBAA BEIJING/Capital
VIA HUR ILS/DME RWY19



1. Simultaneous approaches authorized with RWY18R or 18L.
2. Emergency avoidance: A/C beyond 10km from RWY THR, radar vectoring, contact 119.0MHz; A/C within 10km from RWY THR, turn LEFT, heading 090°, climb to 600m and maintain the altitude, contact 119.0MHz.

GP INOP	DME (ISZ) (NM)	14	12	10	8	6	4	2
	ALT (m)		1269	1062	855	649	442	235



TL 3600 TA 3000 3300(QNH>1031HPA) 2700(QNH<979HPA)	MISSED APPROACH Climb straight ahead to 200, turn LEFT to PEK at 600, join in holding pattern, contact ATIS.					
	A	B	C	D	FAF-MAPt(GP INOP) 25.05km	
ILS/DME DA(H) RVR/VIS	89(60) 550/800		89(60) 600/800		GS in kt	80 100 120 140 160 180
GP INOP MDA(H) VIS	169(140) 1200	169(140) 1600	169(140) 2000		kmH	150 185 220 260 295 335
CIRCLING MDA(H) VIS	210(175) 1600	265(230) 3200	265(230) 3600		Time min:sec	10:09 08:07 06:46 05:48 05:04 04:31
					Rate of descent m/s	2.3 2.9 3.4 4.0 4.6 5.2

Changes: Landing minima, MSA.