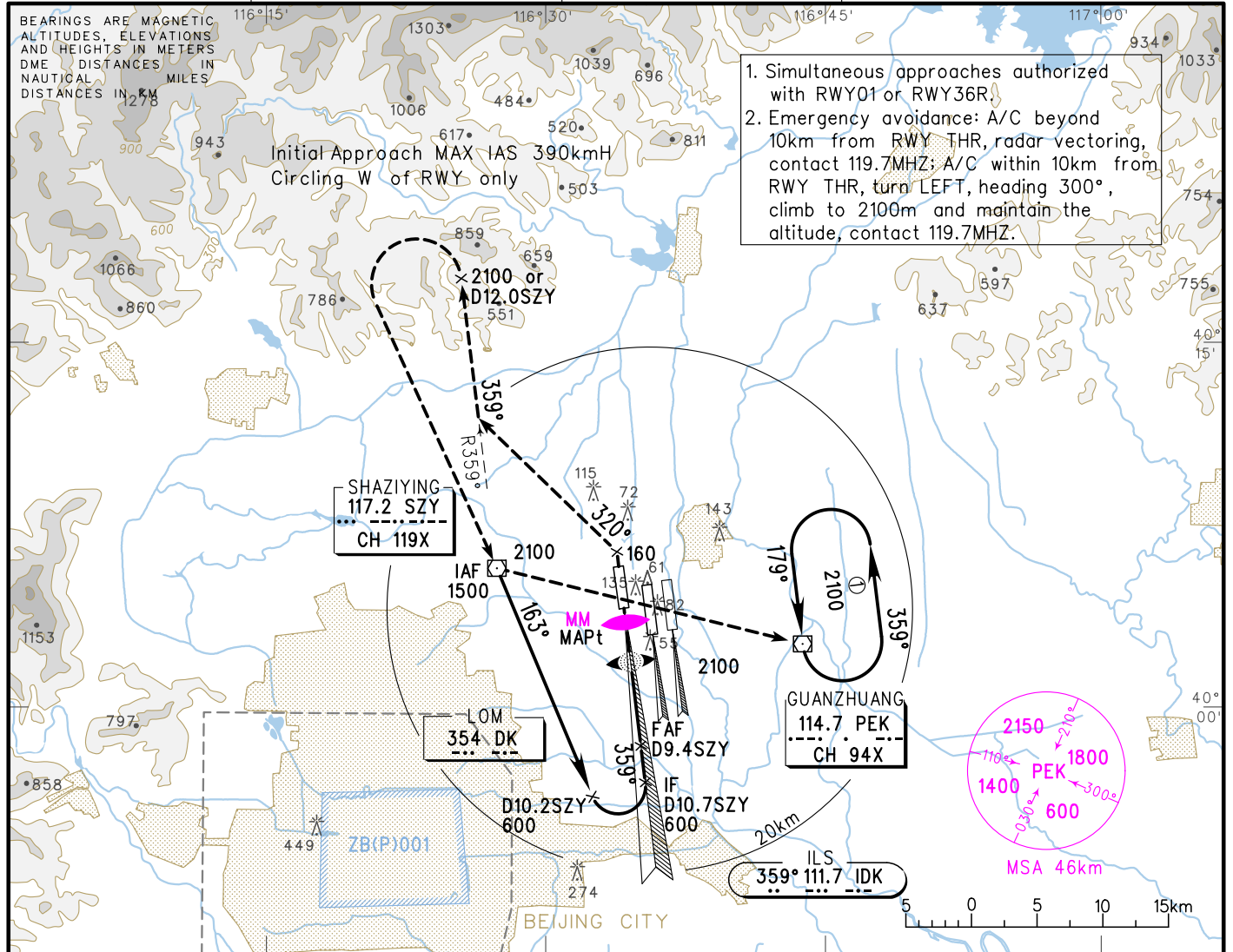


INSTRUMENT APPROACH CHART-ICAO

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

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 ≥ 1031 HPA)
2700 (QNH < 979 HPA)

	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Changes: Landing minima; MSA; NDB 'D' withdrawn.