VAR6°W AERODROME ELEV 35 RWY18L THR ELEV 33 AP01 119.0(125.05) (HO) ATIS (ARR) 127.6 INSTRUMENT APPROACH AP02 126.1(129.0) (HO) TWR01 124.3(118.3) (18R/36L) TWR02 118.5(118.3) (18L/36R) APO3 120.6(125.05) (H24) APO4 119.7(129.0) (H0) **ZBAA BEIJING/Capital** CHART-ICAO AP08 125.5(124.7)(0100-1630) ILS/DME RWY18L TWR03 118.05(118.6) (01/19) BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS 40°AND HEIGHTS IN METERS O DME DISTANCES IN MILES DISTANCES IN KM 1529 • 1534 1039 F R020°/D16.5SZY D20.8PEK 1500 815 815 D16.55ZY 269° D1.2HUR 1000 022.0HUR xFAF AD 19.1PEK R280° HUR 2100 ШŠ 2100 1066 179° 109.3 10R -HUAIROU-179° 637 113.6 HUR 1. Dependent approaches authorized CH 83X with RWY18R or RWY19. 2. Emergency avoidance: A/C beyond D10.2 INJ 10km from RWY THR, radar vectoring, contact 119.0MHz; A/C within 10km from RWY THR, keep track on 179°, climb to Initial Approach MAX IAS 390kmH. LOM 1200m and maintain the altitude. 196 OR contact 120.6MHz. GUANZHUANG 209 SHAZIYING 143 114.7 PEK 117.2 SZY 1291 CH 94X CH 119X DME 79 (108.5) INJ 1200 Θ CH 22X 2150 1800 PEK LOM 1400 240 QU 600 CITY BEIJING MSA 46km 14000m DME (INJ) (NM) 9 7 3 15 13 11 5 GP INOP ALT (m) 941 746 551 354 155 1330 1136 TL 3600 TA 3000 3300(QNH>1031HPA) 2700(QNH≤979HPA) MISSED APPROACH Climb straight ahead to QU, turn LEFT to PEK at 1200, SDF GP INOP join in holding pattern, MAPt D16.5 SZY D20.8 PEK GP INOP contact ATC. GP INOP D2.4 INJ D19.1 PEK D10.2 INJ D3.9 INJ OR MM INJ 860(827) 1500(1467)

750 230 RDH=16.3											
31.1km 27.7 15.5					0.90						
A	В	C	D	FAF-MAPt(GP INOP) 26.8km							
ILS/DME DA(H)	93(60) 550/800			GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
					min:sec	10:51	08:41	07:14	06:12	05:26	04:49
GP INOP WIS 155(122) 1500				Rate of	descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
)(175) 600	265(230) 3200	265(230) 3600	Changes:	. N11.			,			