INSTRUMENT **APPROACH** D-ATIS(English) 128.65 ZBAA BEIJING/Capital AERODROME ELEV 35.3 D-ATIS(Chinese) 127.6 CHART-ICAO RNAV CAT-I/IIILS/DME z RWY01 VAR7.5°W THR RWY01 ELEV 25.5 TWR03 118.6(118.3) BEARINGS ARE MAGNETIC. AUTITUDES, ELEVATIONS AND HEIGHTS IN METERS. 116° | 15' 116°/30' 116° 45 DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM. APP01 126.1(125.05) APP02 119.0(125.05) APP03 120.2(125.05) AA497 APP09 121.1(127.75) APP10 129.0(127.75) APP11 119.7(127.75) 230 87 APP12 119.85 (119.425) APP13 121.25(119.425) DME 1290 APP14 126.3(119.425) (108.5) INJ APP15 125.8(119.425) $\mathbb{K} \cdot \mathbb{N}$ APP16 124.4 (127.75) CH 22X 1500 APP17 120.6(127.75) 900 •89 APP18 125.5(119.425) ∆797 685 BEIJING GUANZHUANG 0.0 114.7 PEK ĤΑF D5.9 INJ CH 94X 20km No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area. • 70 • 94 D17.1 INJ 001° 108.5 INJ • 38 1900 110° -- PEK 300° 1.Independent approaches emergency avoidance: for A/C within 10km from RWY THR, turn right, heading 090°, climb and maintain 600, contact 119.0MHz; for A/C beyond 10km from RWY THR reactions contact 119.0MHz. ΙAÈ AA141 950 MAX210kt RWY THR, radar vectoring, contact 119.0MHz. AA420 2. When approaching on final course, A/C should keep IAS no less than 180kt until 8NM from the MSA 46km D23.3 INJ 1200 touch down point. 0 5 10 15km 6 7 DME (INJ) (NM) 2 3 5 GP INOP ALT (m) 218 315 412 510 3600 3000 MISSED APPROACH Climb straight ahead to AA497 3300(QNH≥1031hPa) 2700(QNH≤979hPa) at 230 or above, turn RIGHT to PEK at 900-1500, join the MAPt ΙF GP INOP GP INOP **AA420** D17.1 INJ holding pattern, or by ATC. DO.7 INJ D23.3 INJ D5.9 INJ 600(574) 1200(1174) INJ 0010 2 600(574) 450 RDH=15 31.3 42.9km FAF-MAPt(GP INOP) 9.6km ILS/DME RVR/VIS 86(60) 550/800 GS in km/h 101(75) 106(80) 800/800 ILS/DME DA(H) 96(70) Time min:sec 3:53 3:07 2:36 2:13 1:57 1:44 550/800 RVR/VIS 550/800 Rate of descent GP INOP MDA(H) 170(145) 2.2 2.7 3.2 3.8 4.9 1900/1900 m/s ILS CAT II 19 O HUD Special CAT I: (DH)(45),(RA)(45),RVR450 Aircraft type Autopilot to DH and below Manual operation below DH Decision height (DH) Radio altimeter Missed approach climb gradient: 9 5%, 9 2.5%

(30)

(34)

RVR300

A,B,C

Changes: Procedure.

RVR300

RVR350