INSTRUMENT APPROACH CHART-ICAO

ZBAD/PKX VAR7.5°W

5L-6

AD ELEV 24.9
THR ELEV 23.2

BEIJING/Daxing

RNAV ILS/DME y RWY17R

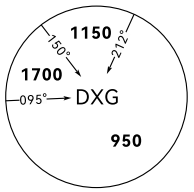
D-ATIS(Chinese)	D-ATIS(English)	Daxing Approach			Beijing Approach	
127.225	128.4	APP05 126.5 (119.625)	APP06 119.925 (119.625)	APP07 120.0 (119.625)	APP14 126.3 (119.425)	APP15 125.8 (119.425)

Beijing Approach	Daxing Tower			LOC	Final Apch Crs	FAF
APP17	TWR01	TWR02	TWR04	IXE		D5.9 IXE
120.6 (127.75)	118.825 (124.35)	118.375 (124.35)	118.725 (130.3)	111.9	181°	600(577)

1. Under the condition that aircraft performance allows, A/C should keep IAS 180kt until 8NM from the touch down point.
2. Ⓐ No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.

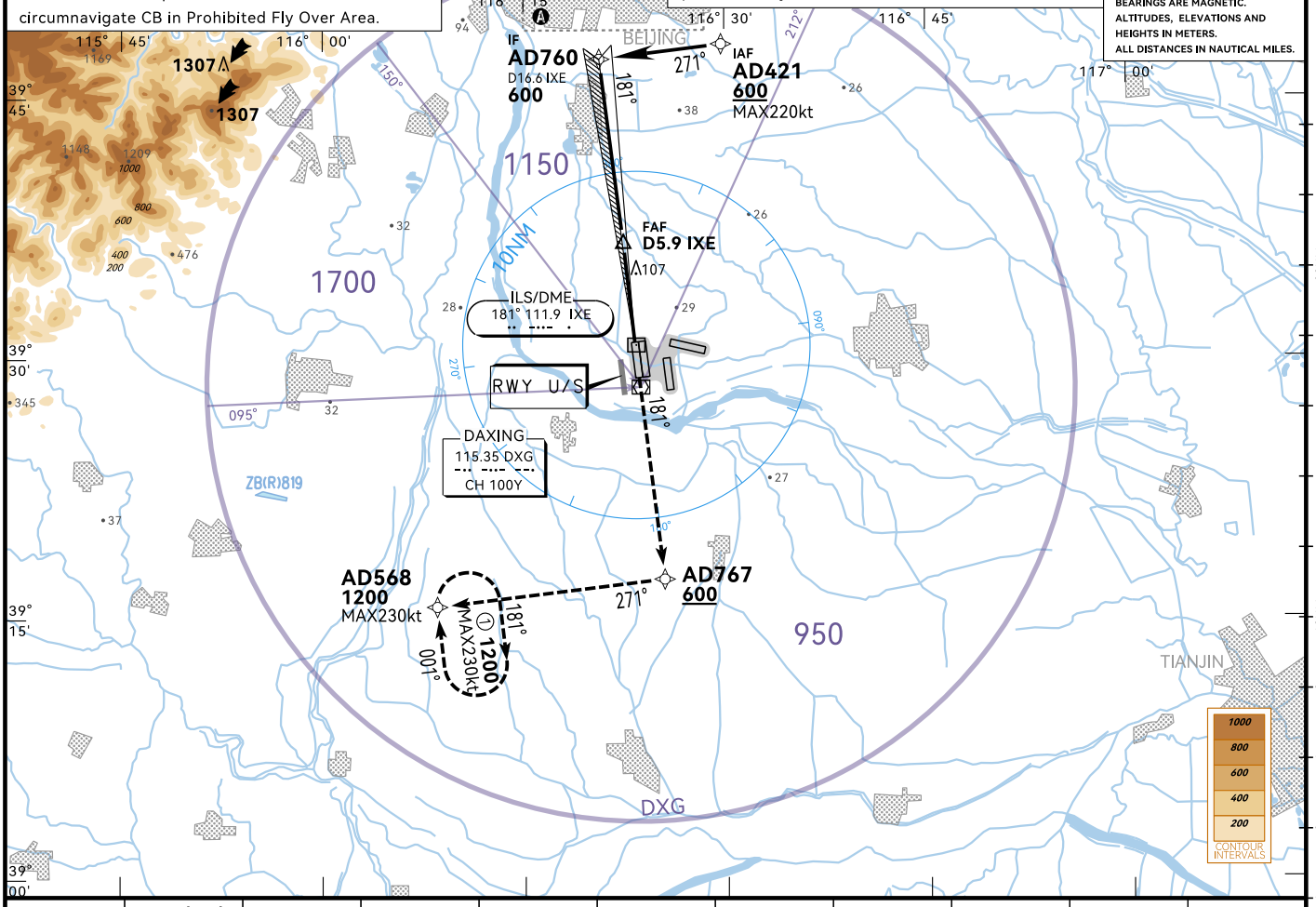
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

MISSED APPROACH
Climb ahead to AD767 at 600 or above on track 181°, turn RIGHT to AD568 at 1200, join in the holding pattern; or by ATC.

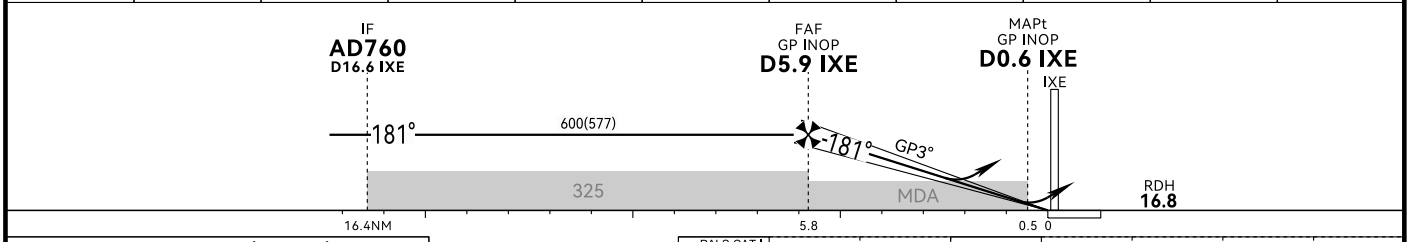


MSA 25NM

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
ALL DISTANCES IN NAUTICAL MILES.



GP INOP	DME (IXE)	7	6	5	4	3	2	1		
	ALT (m)			509	412	315				



FAF-MAPt 5.3NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	3:59	3:11	2:39	2:16	1:59	1:46
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I
PAPI

600 & AD767 | RT | 271° & AD568 & 1200 & 230kt MAX

	ILS/DME			GP INOP		ILS HUD Special CAT I	
	DA(H)	RVR	VIS	MDA(H)	VIS	A,B,C,D	
A	84(60)	Ⓐ 800	800	250(227)	3500	(DH)	(45)
B						(RA)	(45)
C							
D						RVR	450

Changes: New chart.