ZBAA BEIJING/Capital AERODROME ELEV 35.3 D-ATIS(Chinese) 127.6 CHART-ICAO RNAV ILS/DME y RWY18L VAR7.5° W THR RWY18L ELEV 33.4 TWR02 118.5(118.05) 116° 15' 116° 30° AA583 AA241 BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS, 815 A D19.3 IOR 1500 MAX210kt 098° APP01 (126.1(125.05) 8¹⁵ 1500 APP02 119.0(125.05) DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM. APP03 120.2(125.05) APRO9 121.1(127.75) D15.5 10R APP10 129.0(127.75) APP11 119.7(127.75) 859 A 659 • 1066 APP12 119.85 (119.425) APP13 121.25 (119.425) .786 APP14 126.3(119.425) APP15 125.8(119.425) #LS 124.4 (127.75) APP16 1810 109.3 10R FAF APP17 120.6 (127.75) D8.9 IOR APP18 125.5(1)19.425) Notes: 1. Dependent approaches emergency avoidance: for A/C on final, climb up along final course and maintain 2100, contact 127.75MHz.

2. When approaching on final course, A/C should 209 keep IAS no less than 180kt until 8NM from the touch down point. GUANZHUANG DME 114.7 PEK Φ (109.3) IOR 1290 CH 94X CH 30X 1200 EX 89 BEIJING ∆797 00' 1900 1600 **≯**PEK 1150 950 MSA 46km No aircraft is permitted AA237 to maneuver or circumnavigate CB in Prohibited Fly Over Area. AA231 ← 0910 900 15km DME (IOR) (NM) 7 2 8 6 5 3 GP INOP 811 714 617 423 326 AIT (m) 520 229 3600 MISSED APPROACH TA 3000 Climb straight ahead to AA231 $3300(QNH \ge 1031hPa)$ at 900 or above, turn LEFT and fly to AA237, then fly to PEK at 1200, join the holding 2700(QNH≤979hPa) MAPt ΙF GP INOP AA583 DO.6 IOR pattern, or by ATC. FAF D19.3 IOR GP INOP IOR D15.5 IOR D8.9 IOR GP INOP 1150(1117) 1500(1467) **D2.1 IOR** 900(867) 240(207) .181° 950 RDH=16.3 35.5km 16.2 3.7 0.90 - 0.3 28.5 \mathbf{C} D FAF-MAPt(GP INOP) 15.3km 180 335 93(60) kt 80 150 100 140 260 160 295 GS in ILS/DME 185 km/h RVR/VIS **@**800/800 4:57 Time min:sec 6:12 4:08 3:32 3:06 2:45 155(122) MDA(H) GP INOP Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 4.9 RVR/VIS 1500/1500 RVR 550 can be implemented when using approved HUD or AP or FD for approach. Changes: Procedure.

D-ATIS(English) 128.65