

INSTRUMENT
APPROACH
CHART-ICAO
ZBAD/PKX

ZBAD/PKX VAR7.5°W

5L-7

AD ELEV 24.9
THR ELEV 24.9

BEIJING/Daxing
RNAV ILS/DME RWY19R

D-ATIS(Chinese) 127.225		D-ATIS(English) 128.4		APP05 126.5 (119.625)		APP06 119.925 (119.625)		APP07 120.0 (119.625)		Beijing Approach APP14 126.3 (119.425)		APP15 125.8 (119.425)		<div><div><div>1150</div><div>1700</div><div>095°→DXG</div><div>950</div></div><div>MSA 25NM</div></div> <div>BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. ALL DISTANCES IN NAUTICAL MILES.</div>																	
Beijing Approach APP17 120.6 (127.75)		TWR01 118.825 (124.35)		TWR02 118.375 (124.35)		TWR04 118.725 (130.3)		LOC IDZ 108.7		Final Apch Crs 181°		FAF D5.9 IDZ 600(576)																			
1. Under the condition that aircraft performance allows, A/C should keep IAS 180kt until 8NM from the touch down point. 2. A 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 AD718 at 150 or above on track 181°, turn LEFT to AD430 on track 151°, then fly to AD522 at 900 on track 149°, join in the holding pattern; or by ATC.																							
GP INOP		DME (IDZ)		7		6		5		4		3		2		1															
		ALT (m)						510		413		316																			
IF AD720 D17.7 IDZ (from AD461) 1200(1176) 181° (from AD421) 600(576) 181°				FAF GP INOP D5.9 IDZ 600(576)				MAPt GP INOP D0.8 IDZ 17.2				RDH 17.2																			
FAF-MAPt 5.2NM (GP INOP) GS kt 80 100 120 140 160 180 min:sec 3:54 3:07 2:36 2:14 1:57 1:44 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.				<div><div>PALS CAT I PAPI</div><div>150 AD718 ↑ &</div><div>LT ↘</div><div>151° AD430 &</div></div>																							
ILS/DME				RVR				VIS				MDA(H)				GP INOP				VIS											
A				B				C				D				A				B				C				D			
86(60)				800				800				250(226)				3500															

Changes: missed approach.