

**INSTRUMENT APPROACH CHART-ICAO** **ZBAA BEIJING/Capital**  
 VAR7.5°W AERODROME ELEV 35.3 D-ATIS(English) 128.65  
 THR RWY36R ELEV 29.9 D-ATIS(Chinese) 127.6  
 TWR02 118.5(118.05) CAT-I/II/IIIA ILS/DME z RWY36R

VAR7.5° W

AERODROME ELEV 35.3  
THR RWY36R ELEV 29.9

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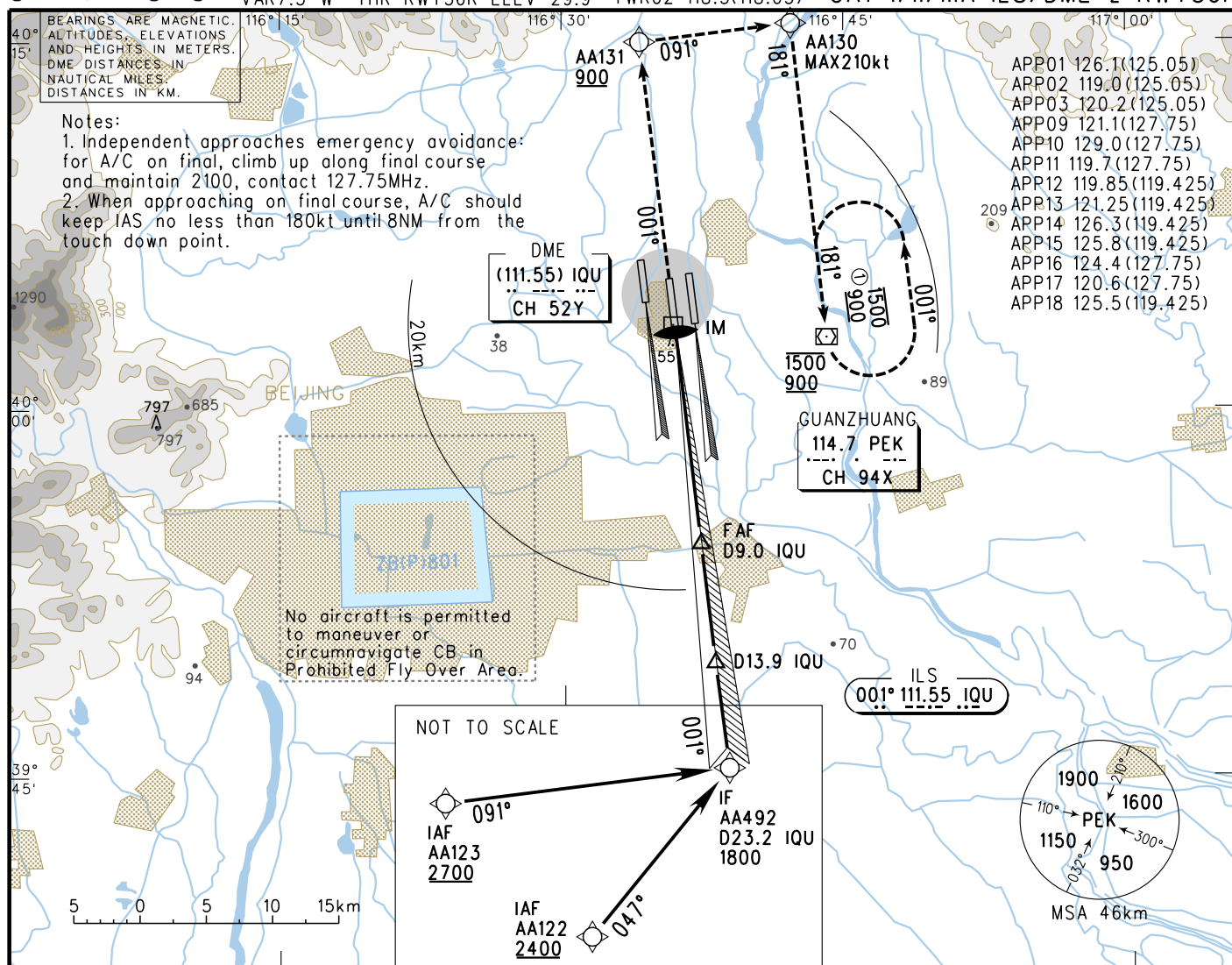
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TWR02 118.5(118.05)

ZBAA BEIJING/Capital

## RNAV

CAT-I/II/IIIA ILS/DME z RWY36R



GP INOP	DME (IQU) (NM)	2	3	4	5	6	7	8
	ALT (m)	224	321	418	515	612	709	806

### MISSED APPROACH

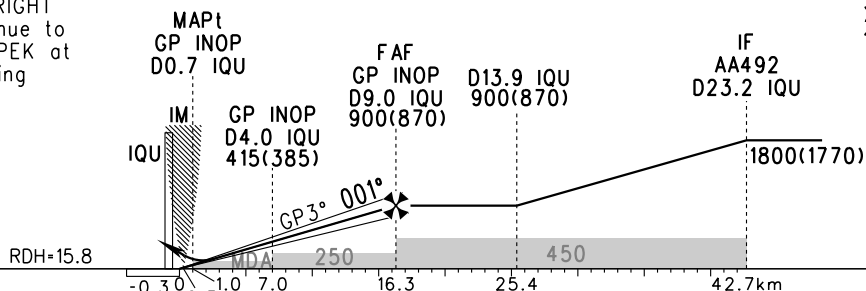
Climb straight ahead to AA131 at 900 or above, turn RIGHT and fly to AA130, continue to turn RIGHT and fly to PEK at 900-1500, join the holding pattern, or by ATC.

TL 3600

TA 3000

3300(QNH $\geq$ 1031hPa)

2700(QNH ≤ 979hPa)



ILS/DME		DA(H) RVR/VIS A	90(60) 550/800	
GP INOP		MDA(H) RVR/VIS	130(100) 1100/1100	130(100) 1200/1200
Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
ILS CAT II				
A,B,C D	(30)	(33)	RVR300	RVR300 RVR350
ILS CAT IIIA				
A,B,C,D	(15)	(15)	RVR175	

FAF-MAPt(GP INOP) 15.3km						
GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:12	4:57	4:08	3:32	3:06	2:45
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

A HUD Special CAT I: (DH)(45),(RA)(48),RVR450  
 Changes: Procedure.

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