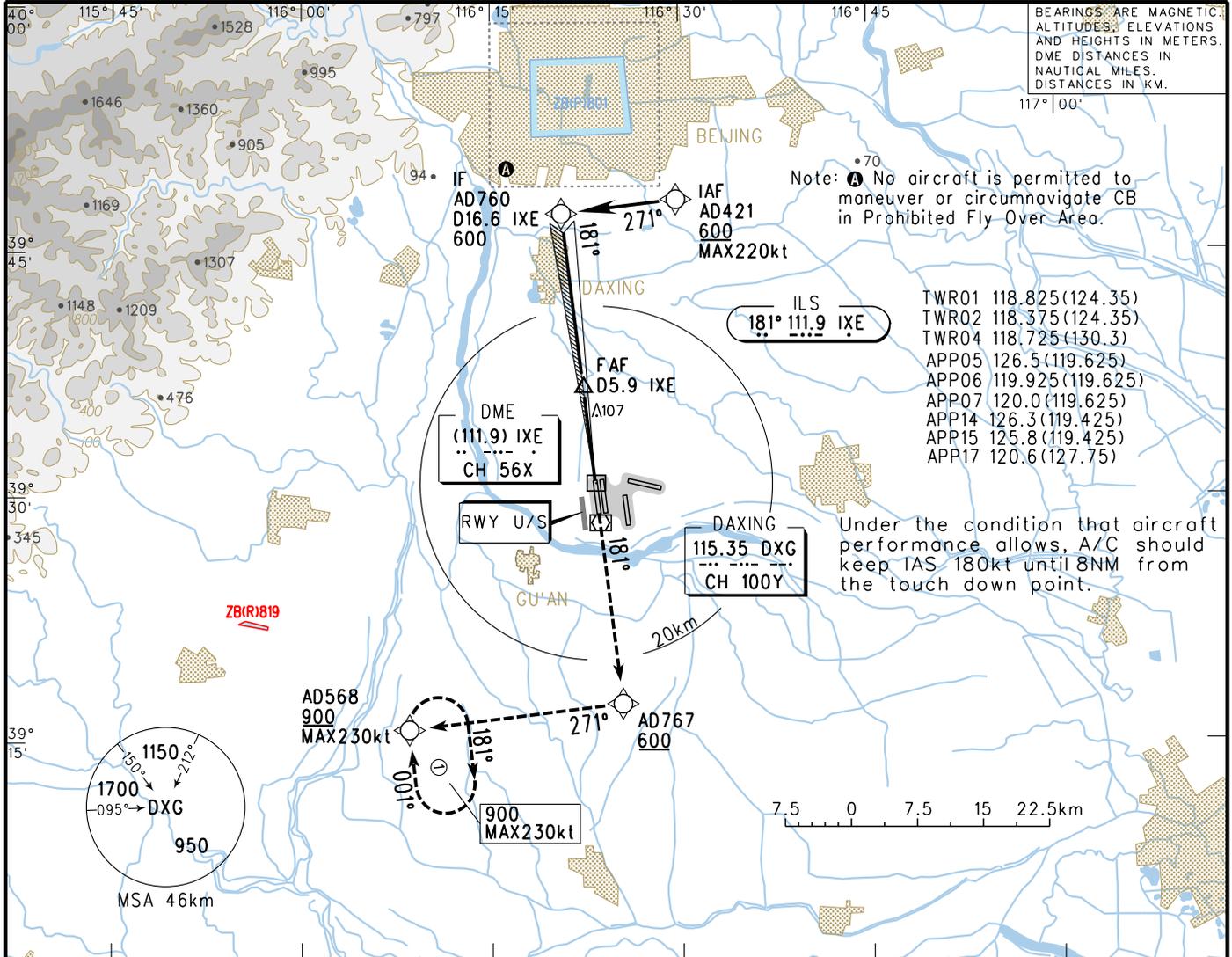


INSTRUMENT APPROACH CHART-ICAO

ZBAD BEIJING/Daxing

AERODROME ELEV 24.9 D-ATIS(Chinese) 127.225
 VAR 7.5° W THR RWY17R ELEV 23.2 D-ATIS(English) 128.4

RNAV ILS/DME y RWY17R

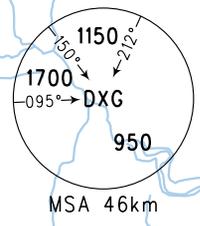


BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

Note: ⓐ No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly-Over Area.

- TWR01 118.825(124.35)
- TWR02 118.375(124.35)
- TWR04 118.725(130.3)
- 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)
- APP17 120.6(127.75)

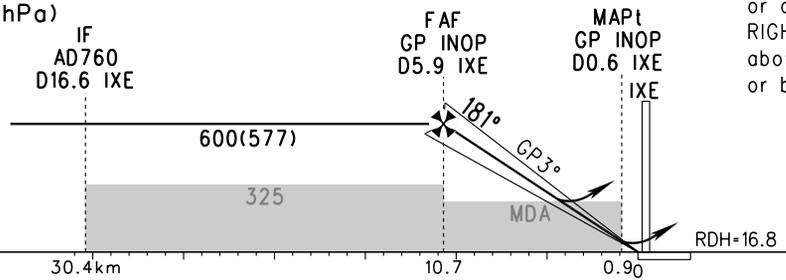
Under the condition that aircraft performance allows, A/C should keep IAS 180kt until 8NM from the touch down point.



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

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 900 or above, join in the holding pattern; or by ATC.



	A	B	C	D	FAF-MAPt(GP INOP) 9.8km							
					GS in kt	100	120	140	160	180		
ILS/DME DA(H) RVR/VIS		84(60)			80	100	120	140	160	180		
		⊙800/800			150	185	220	260	295	335		
GP INOP MDA(H) VIS		250(227)			Time	min:sec	3:58	3:10	2:39	2:16	1:59	1:46
		3500			Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

ⓐ HUD Special CAT I: (DH)(45),(RA)(45),RVR450
 ⓑ RVR 550 can be implemented when using approved HUD or AP or FD for approach.