INSTRUMENT APPROACH CHART-ICAO

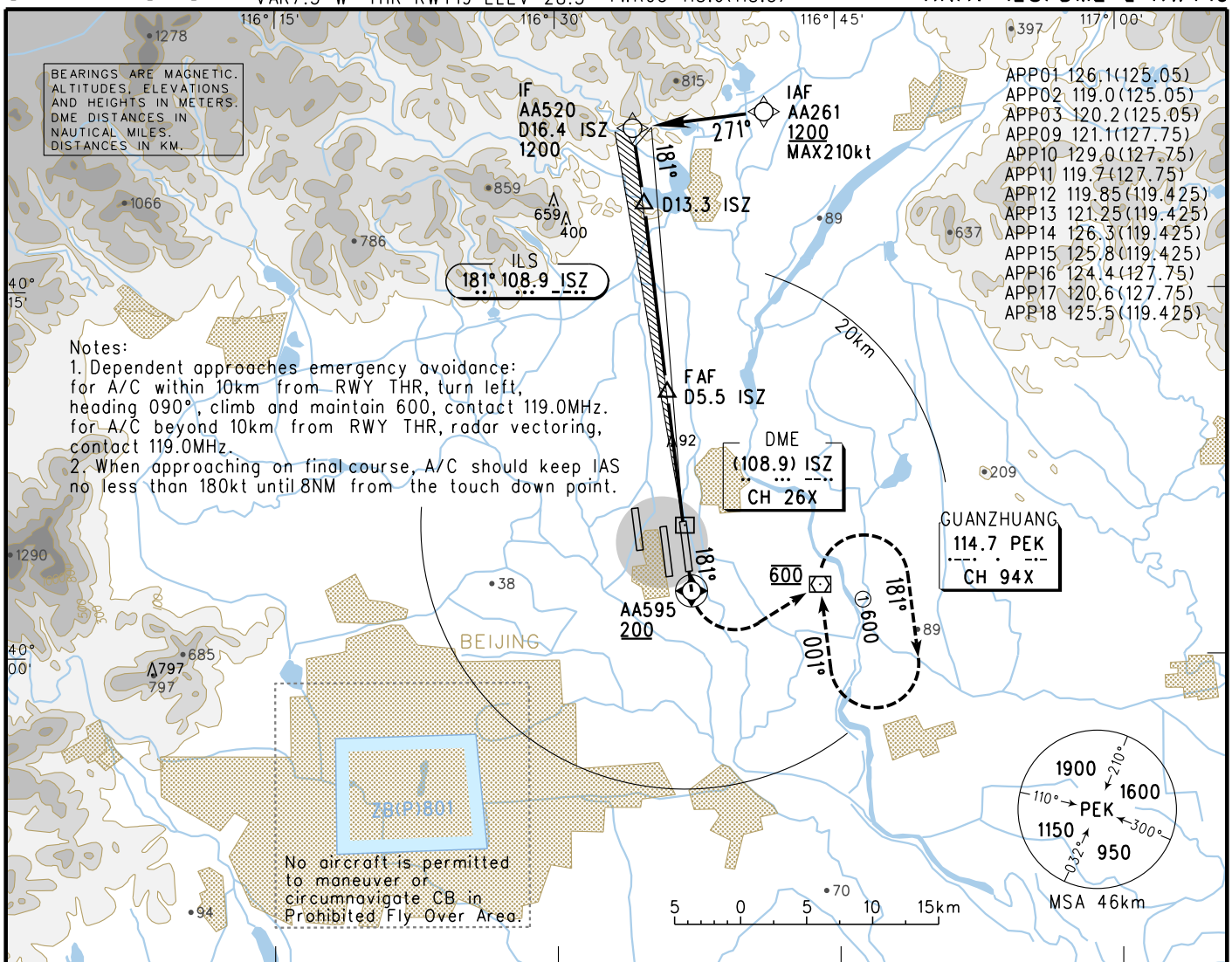
VAR7.5° W

AERODROME ELEV 35.3
THR RWY19 ELEV 28.5

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6
TWR03 118.6(118.3)

ZBAA BEIJING/Capital

RNAV ILS/DME z RWY19



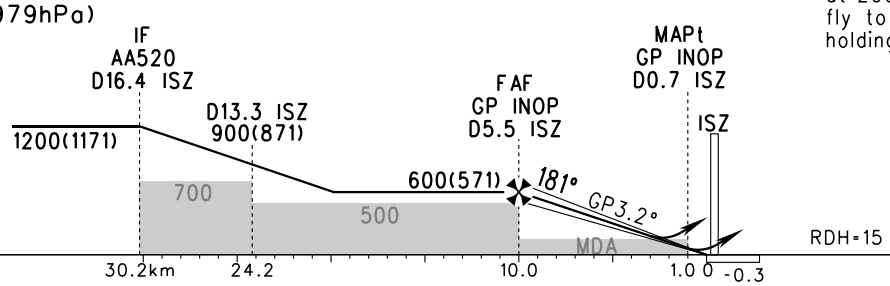
Notes:
1. Dependent approaches emergency avoidance:
for A/C within 10km from RWY THR, turn left, heading 090°, climb and maintain 600, contact 119.0MHz.
for A/C beyond 10km from RWY THR, radar vectoring, contact 119.0MHz.
2. When approaching on final course, A/C should keep IAS no less than 180kt until 8NM from the touch down point.

GP INOP	DME (ISZ) (NM)	7	6	5	4	3	2	1
	ALT (m)			545	441	338	234	

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

MISSED APPROACH

Climb straight ahead to AA595 at 200 or above, turn LEFT, fly to PEK at 600, join the holding pattern, or by ATC.



		A	B	C	D
ILS/DME	DA(H)	89(60)			
	RVR/VIS	Ⓐ 800/800			
GP INOP	MDA(H)	170(142)			
	RVR/VIS	1700/1700			

FAF-MAPt(GP INOP) 9.0km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	3:39	2:55	2:26	2:05	1:49	1:37
Rate of descent m/s	2.3	2.9	3.4	4.0	4.6	5.2

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

Changes: Procedure.