APP 126.55(127.75)/AP01 119.70(127.75)/AP02 126.35(119.60)/AP03 D-ATIS 128.6 ZGGG INSTRUMENT 121.05(124.20)/AP04 120.40(124.20)/AP05 121.175(127.75)/AP06 AERODROME ELEV 15 APPROACH GUANGZHOU/Baiyun THR RWY19 ELEV 13.0 CHART-ICAO ILS/DME y RWY19 VAR2°W TWR 118.8(130.0. \$13° 15 115 17288e LN 1716 BEARINGS ARE MACHETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS D'ME DISTANCES IN IAF Fogang 1080 D18.0 TAN NAUTICAL MILES DISTANCES IN KM 1800 2,800 D12.5 TAN 1. Speed limits: Under the condition that aircraft performance D22.5TAN allows, maintain IAS 330kmH(180kt) flying to intercept final until D8.0 IPP; Missed approach turning MAX IAS 370kmH(200kt). D23.7 IPP 2. Turning is forbidden until MAPt: D11.0TAN 3. Circling W of RWY only, 1800 permitted by ATC for aircraft CAT C.D. D16.6 IPP YUANTAN-1200 🗸 🤉 538 112.5 TAN CITY D5.4TAN 1500 1200 CH 72X 487 (R)14/8 D11.8 CON CONGHUA 113.0 CON 1200 D5.5TAN FAF CH277X D12.3 IPP 473. IAF 4.Simultaneous approaches authorized 196°111.5 IPP 1500 with RWY20L/20R, radar vectoring is D5.5CON used to intercept the LS localizer 481/ course. 5. While simultaneous approaches 391 1457 implemented, approach from CONGHUA needs ATC permission. 6.Holding at YUANTAN or approach from YUANTAN needs ATC permission. 0 A603 ion Deviati DME 409 (111.5) IPP 1550 1850 1550 163 <u>D16</u>.5 600 1850 CH 52X TAN CON +27 00 950 1500 <u>500</u> 210 950 279 10 15km õ ^,76 MSA 46km MSA 46km DME (IPP) (NM) 2 4 8 10 12 6 GP INOP ALT (m) 205 399 594 788 982 1176 MISSED APPROACH 3600(QNH < 980hPa)Climb straight ahead to 210, RIGHT 3300(QNH≥980hPa) 2700 TΑ turn to 500-600 at R192°/D16.5TAN FAF GP INOP or intercept north of R192° TAN to D12.3 IPP D16.6 IPP TAN, continue climb to TAN at 1500. GP INOP D7.1 IPP GP INOP MAPt GP turn RIGHT on track R018° TAN to GP INOP D4.5 IPP D12.5TAN at 1500, turn RIGHT on track g gR288°LMN to Fogang at 1800, then 1200 join holding pattern; or by ATC. (1187)(687)**IPP** 625 RDH=15m 12.8 22.4 30.4km ក្ខ1.០ 8.1 В \mathbf{C} D FAF-MAPt(GP INOP) 21.4km A

355(340)

5000

73(60)

550/800

150(137) 1800

255(240)

2300

355(340)

4400

ILS/DMERVR/VIS

GP INOP MDA(H)

CIRCLING MDA(H)

220(205)

2300

kt kmH

min:sec

Changes: TWR secondary FREQ.

Rate of descent m/s

GS in

Time

100

185

6:56

2.7

80

150

8:40

2.2

SA CAT I: (DH)(45),(RA)(45), RVR450

120

220

5:47

3.2

260

4:57

3.8

160 295

4:20

4.3

335

3:51

4.9