

INSTRUMENT APPROACH CHART-ICAO

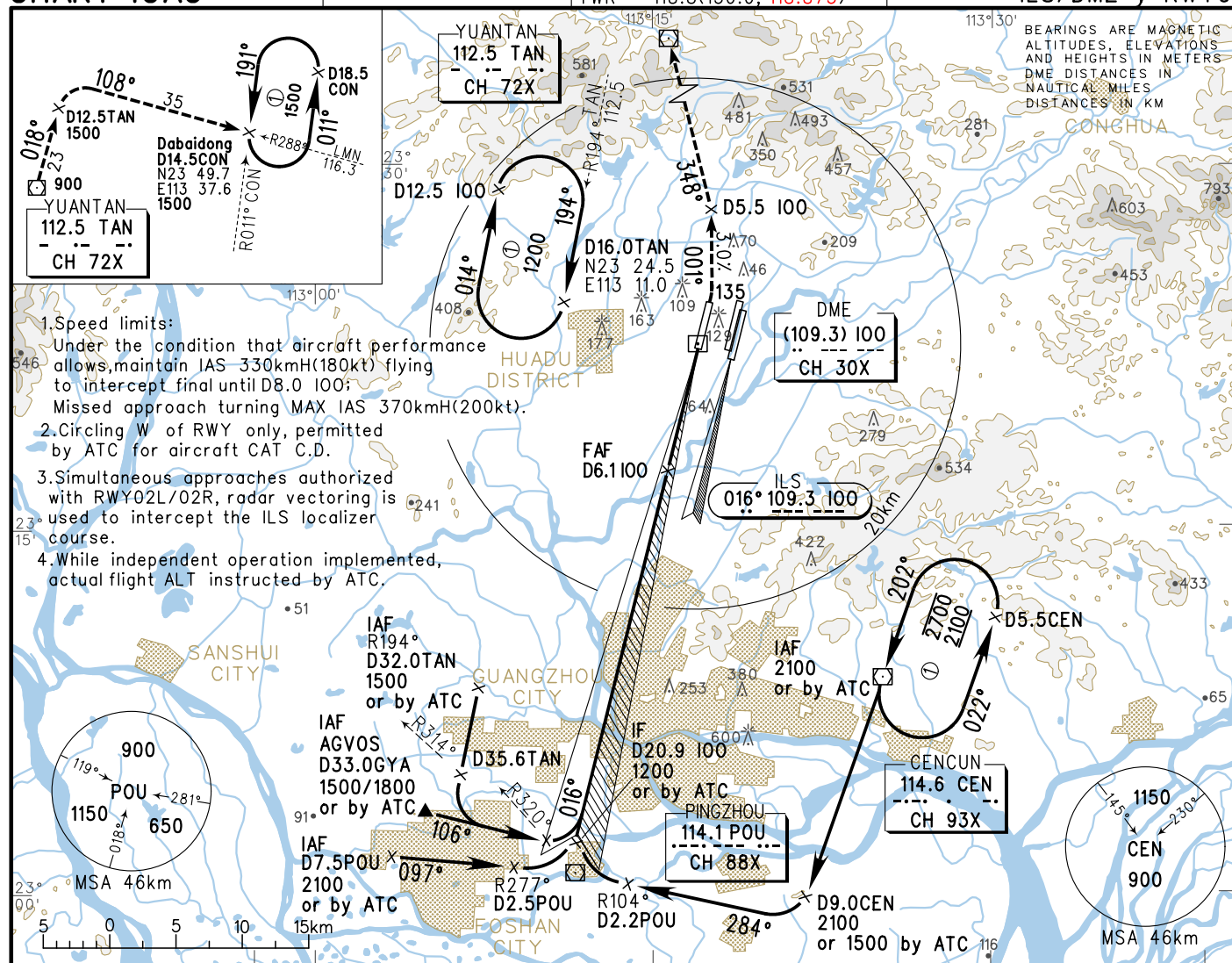
VAR2°W

D-ATIS 128.6

AERODROME ELEV 15
THR RWY01 ELEV 12.4

APP 126.55(127.75)/AP01
119.70(127.75)/AP02
126.35(119.60)/AP03
121.05(124.20)/AP04
120.40(124.20)/AP05
121.175(127.75)/AP06
118.8(130.0, 118.875)

ZGGG
GUANGZHOU/Baiyun
ILS/DME y RWY01

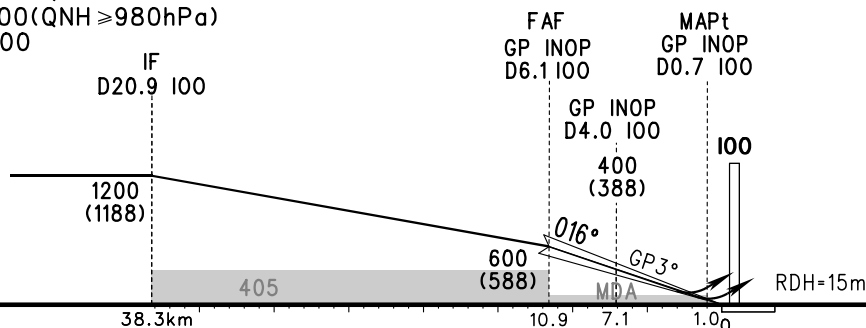


- Speed limits:
Under the condition that aircraft performance allows, maintain IAS 330kmH(180kt) flying to intercept final until D8.0 100;
Missed approach turning MAX IAS 370kmH(200kt).
- Circling W of RWY only, permitted by ATC for aircraft CAT C.D.
- Simultaneous approaches authorized with RWY02L/02R, radar vectoring is used to intercept the ILS localizer course.
- While independent operation implemented, actual flight ALT instructed by ATC.

GP INOP

DME (100) (NM)	6	5	4	3	2				
ALT (m)	593	496	399	302	205				

TL 3600(QNH <980hPa)
3300(QNH ≥980hPa)
TA 2700



MISSED APPROACH

Climb straight ahead to 135, with climb gradient of 3.0%, turn LEFT on track 001° to D5.5 100, turn LEFT on track R168° TAN to TAN at 900, turn RIGHT on track R018° TAN to D12.5 TAN at 1500, turn RIGHT on track R288° LMN to Dabaidong at 1500, then join holding pattern; or by ATC.

	A	B	C	D	FAF-MAPt(GP INOP) 9.9km							
ILS/DME ^{DA(DH) RVR/VIS HUD}	72(60) 550/800				GS in	kt	80	100	120	140	160	180
						kmH	150	185	220	260	295	335
GP INOP ^{MDA(H) VIS}	115(103) 1100			115(103) 1200	Time	min:sec	4:01	3:12	2:40	2:17	2:00	1:47
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING ^{MDA(H) VIS}	220(205) 2300	255(240) 2300	355(340) 4400	355(340) 5000	HUD SA CAT I: (DH)(45), (RA)(47), RVR450							
					Changes: TWR secondary FREQ.							