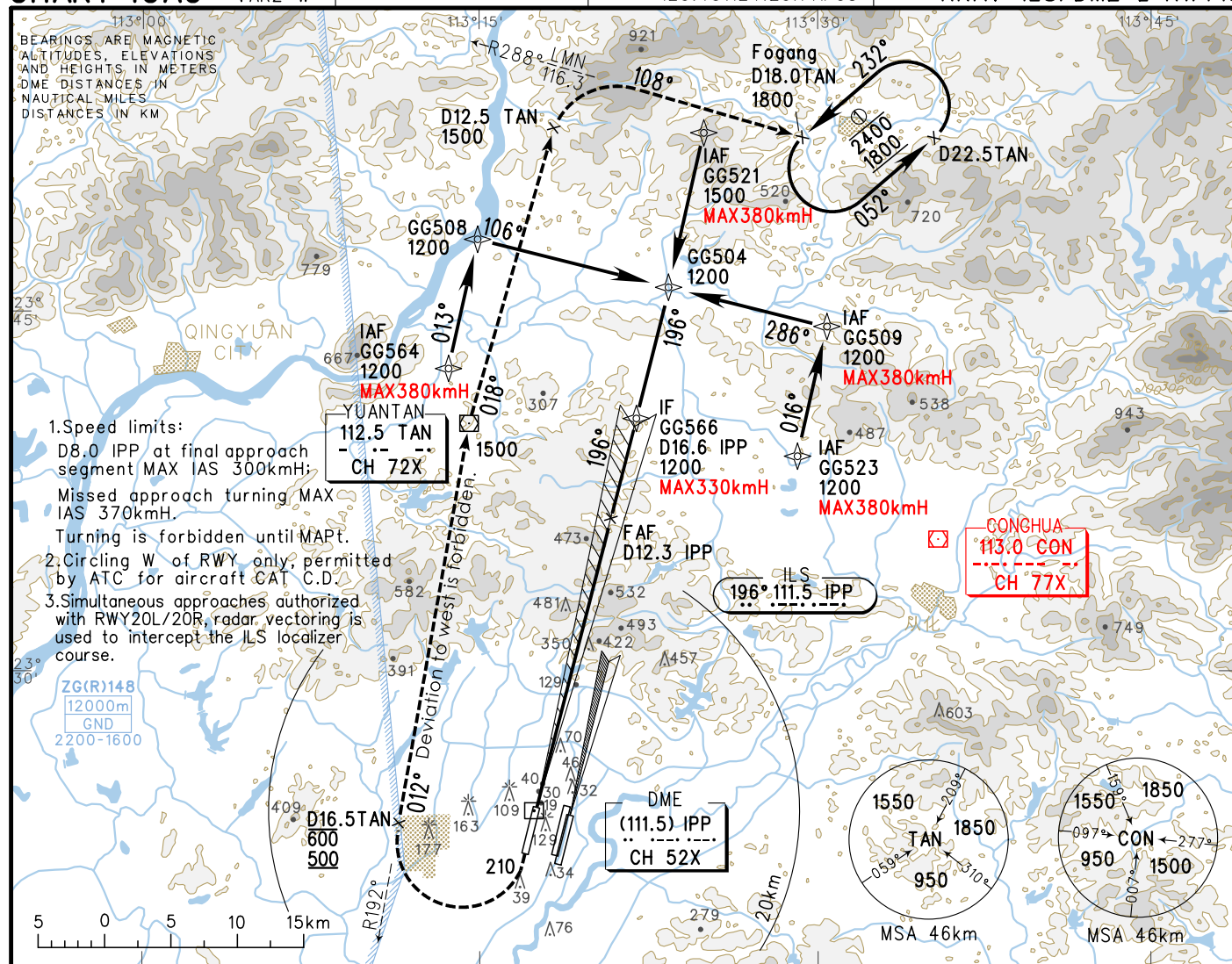


# INSTRUMENT APPROACH CHART-ICAO

VAR2°W

TWR 118.8(130.0, 124.3)	APP 126.55(127.75)/AP01
D-ATIS 128.6	119.70(127.75)/AP02
AERODROME ELEV 15	126.35(119.60)/AP03
THR RWY19 ELEV 13.0	121.05(124.20)/AP04
	120.40(124.20)/AP05

**ZGGG**  
**GUANGZHOU/Baiyun**  
RNAV ILS/DME z RWY19

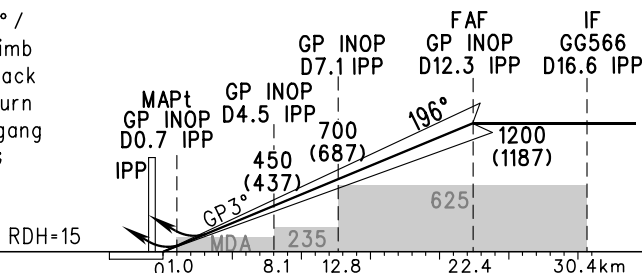


GP INOP	DME (IPP) (NM)	2	4	6	8	10	12
	ALT (m)	205	399	594	788	982	1176

## MISSED APPROACH

Climb straight ahead to 210, turn RIGHT and intercept R192° TAN at R192°/D16.5TAN or north of R192°/D16.5TAN at 500-600, continue climb to TAN at 1500, turn RIGHT on track R018° TAN to D12.5TAN at 1500, turn RIGHT on track R288° LMN to Fogang at 1800, then join holding pattern; or by ATC.

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



	A	B	C	D	FAF-MAPt(GP INOP) 21.4km							
ILS/DME <sup>DA(H)</sup> RVR/VIS	73(60) 550/800				GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335	
					Time min:sec	8:40	6:56	5:47	4:57	4:20	3:51	
GP INOP <sup>MDA(H)</sup> VIS	150(137) 1800				Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	
CIRCLING <sup>MDA(H)</sup> VIS	220(205) 2300	255(240) 2300	355(340) 4400	355(340) 5000	Changes: CON, Speed limits.							

Changes: CON, Speed limits.