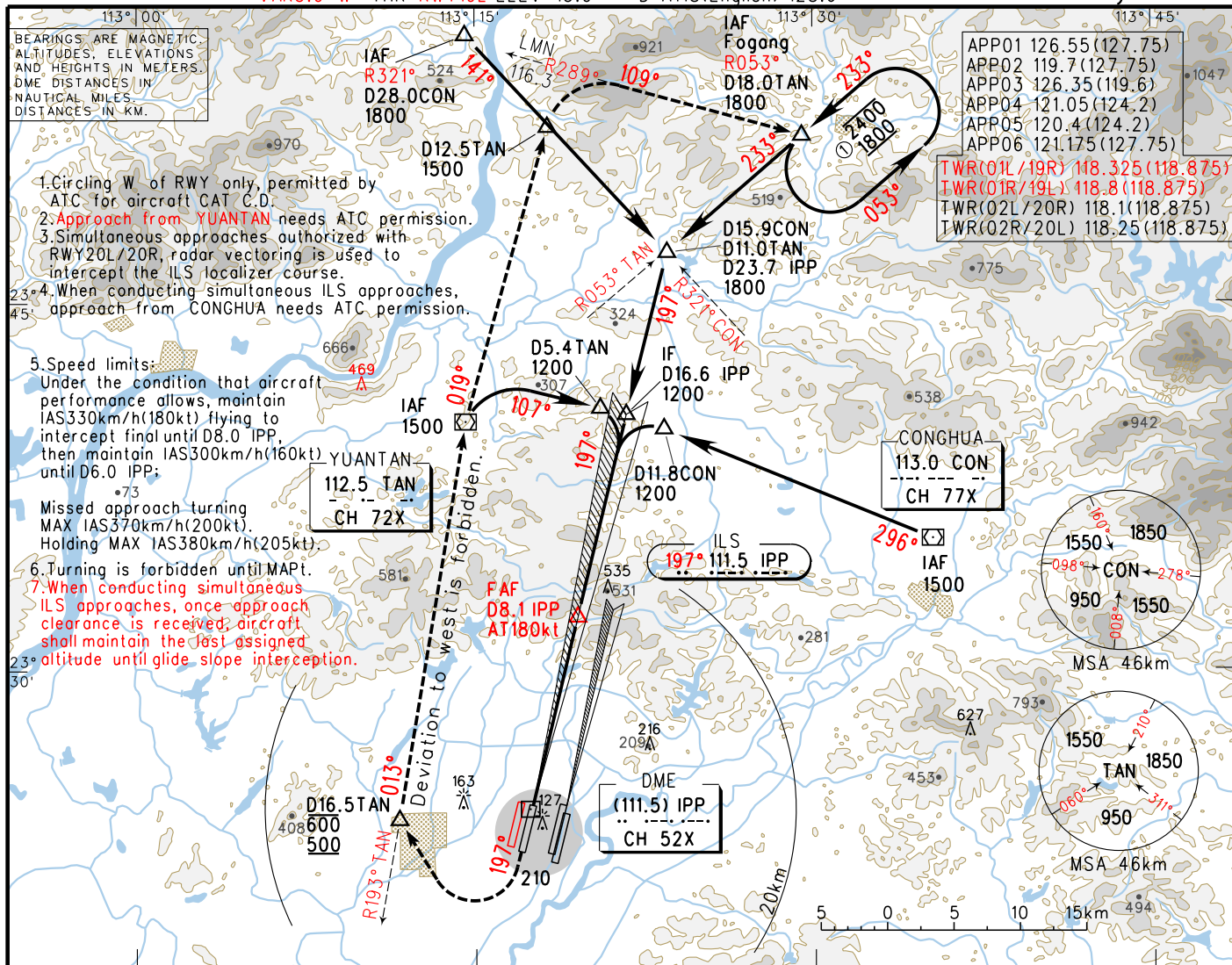


# INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 15.2  
THR RWY19L ELEV 13.0

D-ATIS(Chinese) 127.0  
D-ATIS(English) 128.6

ZGGG  
GUANGZHOU/Baiyun  
ILS/DME y RWY19L

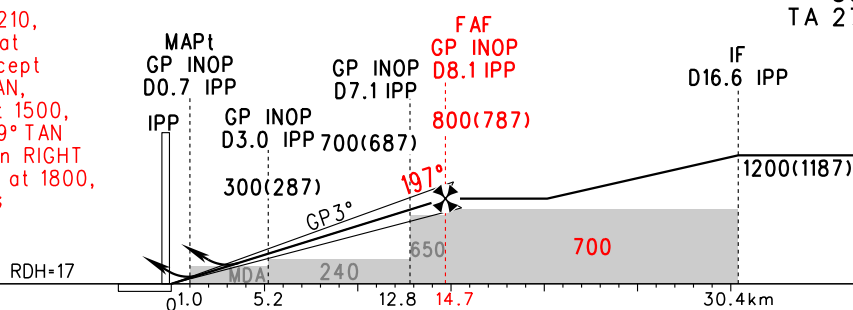


GP INOP	DME (IPP) (NM)	2	3	4	5	6	7	8
	ALT (m)	205	302	399	496	593	690	788

## MISSED APPROACH

Climb straight ahead to 210, turn RIGHT to 500-600, at R193°/D16.5TAN or intercept north of R193°TAN to TAN, continue climb to TAN at 1500, turn RIGHT on track R019°TAN to D12.5TAN at 1500, turn RIGHT on R289°LMN to Fogong at 1800, then join holding pattern; or by ATC.

TL 3300(QNH $\geq$ 980hPa)  
3600(QNH<980hPa)  
TA 2700



	A	B	C	D	FAF-MAPt(GP INOP) 13.7km						
ILS/DME DA(H) RVR/VIS A	73(60) @800/800				GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP MDA(H) VIS	175(162) 2200				Time min:sec	5:33	4:26	3:42	3:10	2:46	2:28
					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) 2800	355(340) 4400	355(340) 5000	●HUD Special CAT I: (DH)(45),(RA)(45),RVR450. ●RVR550 can be implemented when using approved HUD or AP or FD for approach.						