APPROACH GUANGZHOU/Baiyun AERODROME ELEV 15.2 D-ATIS(Chinese) 127.0 CHART-ICAO RNAV ILS/DME z RWÝ02L VAR3.0° W D-ATIS(English) 128.6 THR RWY02L ELEV 13.8 BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. 1139 00 1133 15' -CONGHUA-DME DISTANCES IN 113.0 CON 30 DISTANCES IN KM. CONCHUA 793∧ 798 CH 77X $\langle \cdot \rangle$ <u>1500</u> 1.Circling E of RWY only. MAX200kt 2.Simultaneous approaches authorized with RWY01L/01R, radar vectoring is 200 Not to scale used to intercept the ILS localizer course. X 3.Speed limits: 408 Under the condition that aircraft APP01 126.55 (127.75) APP02 119.7 (127.75) performance allows, maintain A\$330km/h(180kt) flying to intercept final until D8.0 IBB, then maintain IA\$300km/h(160kt) until D6.0 IBB; DME APP03 126.35(119.6) (110.35) IBB APP04 121.05(124.2) 4. While independent operation implemented, CH 40Y APP05 120.4 (124.2) actual flight ALT instructed by ATC.

5.When conducting simultaneous ILS approaches, APP 06 121, 175 (127, 75) once approach clearance is received, aircraft shall maintain the last assigned altitude WR(01L7(9R) 118.325(118.875 WR(01R/19L) 118.8(118.875) D6.1/BB TWR(021/20R) 118.1(118.875) AT160kt until glide slope interception. TWR(02R/20L) 118.25(118,875) D8.2 JBB 15 3917 AT 180kt • 51 017° 110.35 IBB D11.3 900 4372 188 1150 $\langle \cdot \rangle$ CEN GUANGZHOU CENCUN 600 900 114.6 CEN CH 93X PINGZHOU MSA 46km 114.1 POU FOSHAN IAF 88X 900 GG612 1800 P0U-5, MAX205kt 1150 90 650 GG105 GG613 1800 46km MSA 1800 or by ATC 093 °GG611 1800-10 51 15km MAX205kt or by ATC **GG107** MAX205kt 1800 3 2 DME (IBB) (NM) 6 5 GP INOP 207 AIT (m) 497 400 303 594 3300(QNH ≥ 980hPa) MISSED APPROACH 3600(QNH<980hPa) 2700 Climb straight ahead to 200, turn RIGHT on track 057 MAPt FAF to CON at 1500 or above, GP INOP GP INOP **GG103** join holding pattern or by ATC. GP INOP DO.7 IBB D11.3 IBB D6.1 IBB D8.2 IBB D2.5 IBB **IBB** 600(586) 250(236) 900(886) <u>Gpz</u>, 450 240 RDH=15 MD 20.6km 10.9 4.2 1.0 0 В \mathbf{C} D A FAF-MAPt(GP INOP) 9.9km 74(60) DA(H) ILS DME RVR/VIS k t 80 100 120 140 160 180 GS in 335 550/800 150 185 260 295 km/h 220 DA(H) 99(85) 2:17 1:47 Time min:sec 4:01 3:12 2:40 2:00 ILS/DME RVR/VIS 800/800 MDA(H) 140(127) 4.9 Rate of descent m/s 2.7 3.8 4.3 GP INOP RVR/VIS 1600/1600 OHUD Special CAT 1: (DH)(45),(RA)(46),RVR450. 220(205) 255(240) 355(340) 355(340) MDA(H) Missed approach climbing gradient: ●3% ●2.5% CIRCLING 2300 2800 4400 5000 Changes: VAR, procedure, OBST, landing minima, add new RWY, FREQ.

INSTRUMENT

ZGGG