

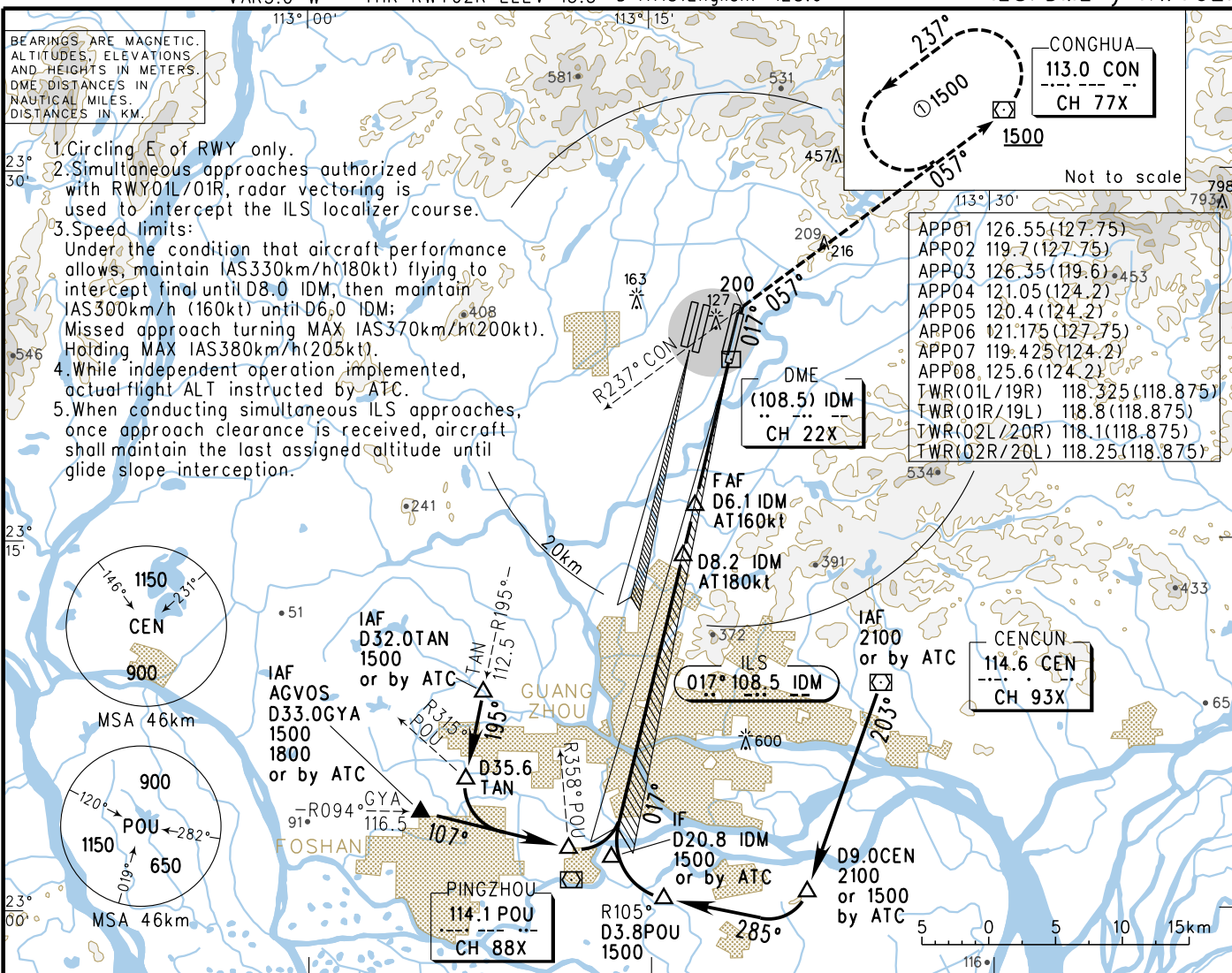
INSTRUMENT APPROACH CHART-ICAO

ZGGG
GUANGZHOU/Baiyun
ILS/DME y RWY02R

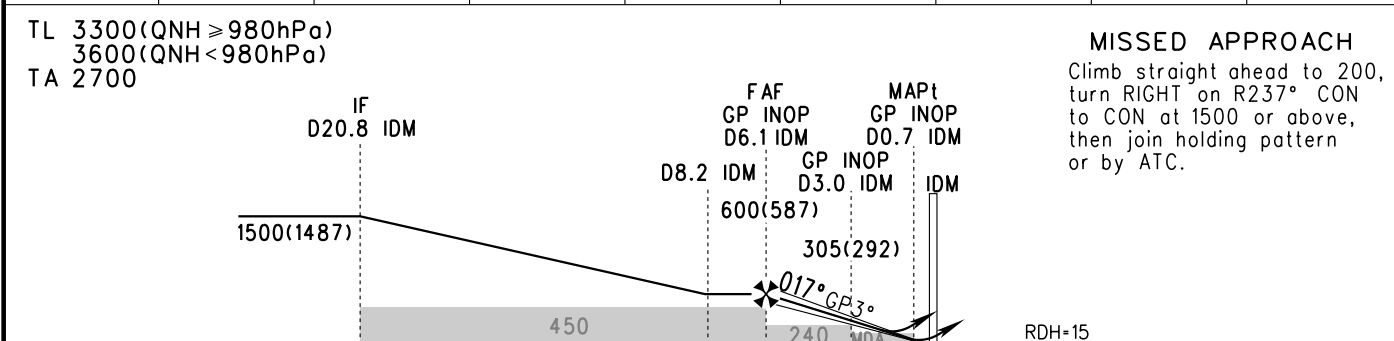
AERODROME ELEV 15.2 D-ATIS(Chinese) 127.0
THR RWY02R ELEV 13.3 D-ATIS(English) 128.6
VAR 3.0° W

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

1. Circling E of RWY only.
2. Simultaneous approaches authorized with RWY01L/01R, radar vectoring is used to intercept the ILS localizer course.
3. Speed limits:
Under the condition that aircraft performance allows, maintain IAS330km/h(180kt) flying to intercept final until D8.0 IDM, then maintain IAS300km/h (160kt) until D6.0 IDM;
Missed approach turning MAX IAS370km/h(200kt).
Holding MAX IAS380km/h(205kt).
4. While independent operation implemented, actual flight ALT instructed by ATC.
5. When conducting simultaneous ILS approaches, once approach clearance is received, aircraft shall maintain the last assigned altitude until glide slope interception.



GP INOP	DME (IDM) (NM)	6	5	4	3	2		
	ALT (m)	595	498	401	305	207		



	A	B	C	D	FAF-MAPt (GP INOP) 9.9km					
ILS/DME DA(H)					80	100	120	140	160	180
RVR/VIS					150	185	220	260	295	335
ILS/DME DA(H)										
RVR/VIS										
GP INOP MDA(H)										
RVR/VIS										
CIRCLING MDA(H)	220(205)	255(240)	355(340)	355(340)						
VIS	2300	2800	4400	5000						