

# INSTRUMENT APPROACH CHART-ICAO

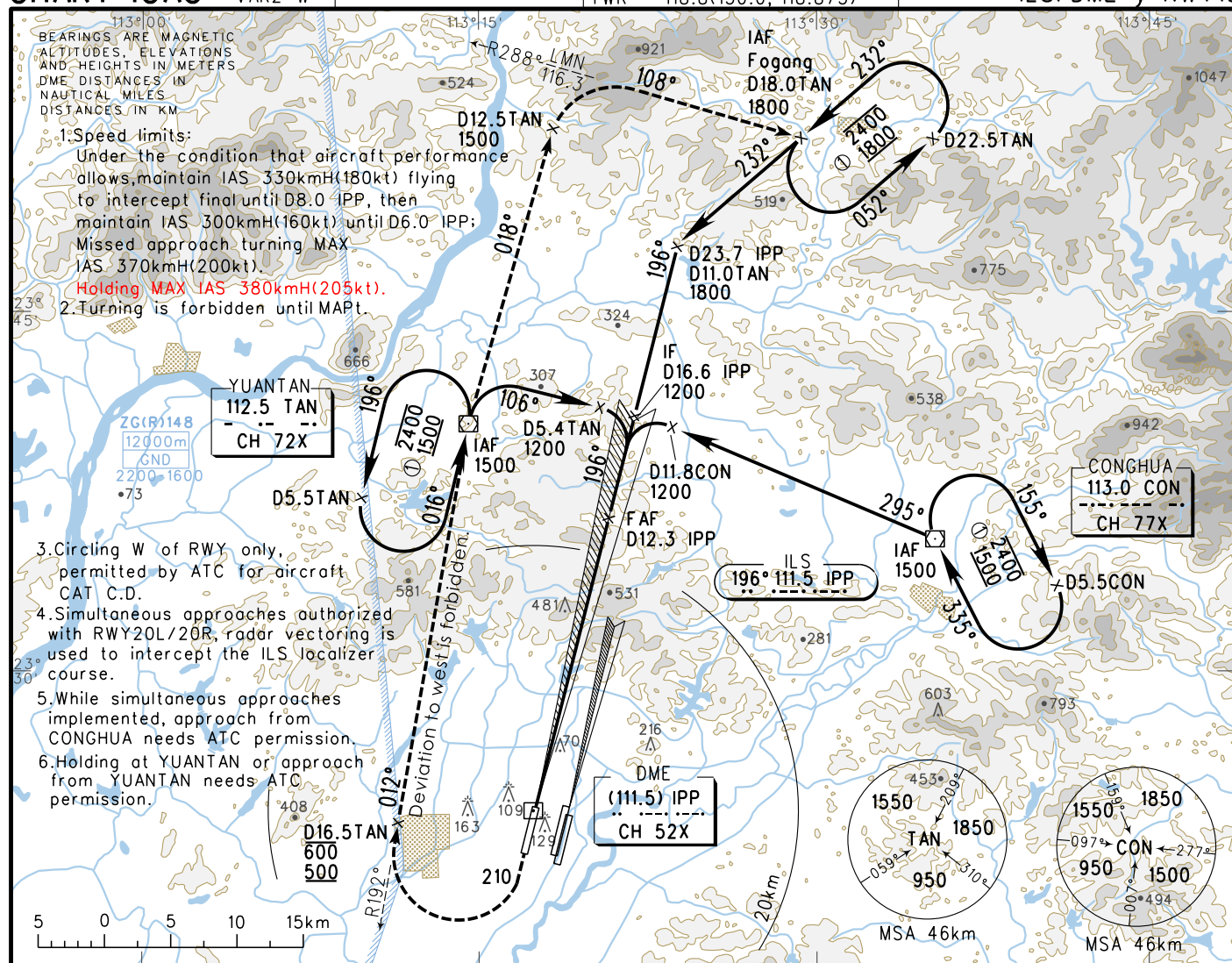
VAR2° W

D-ATIS 128.6

AERODROME ELEV 15.2  
THR RWY19 ELEV 13.0

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  
TWR 118.8(130.0, 118.875)

ZGGG  
GUANGZHOU/Baiyun  
ILS/DME y RWY19

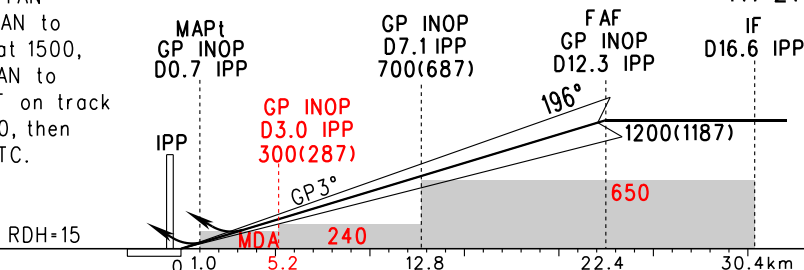


GP INOP	DME (IPP) (NM)	2	4	6	8	10	12
	ALT (m)	205	399	594	788	982	1176

## MISSED APPROACH

Climb straight ahead to 210, RIGHT to 500-600 at R192°/D16.5TAN or intercept north of R192° TAN to TAN, 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 <sup>ⓐ</sup>	73(60) 550/800				GS in	kt	80	100	120	140	160	180
					kmH	150	185	220	260	295	335	
GP INOP <sup>MDA(H)</sup> VIS	175(162) 2200				Time	min:sec	8:40	6:56	5:47	4:57	4:20	3:51
					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	ⓐ HUD Special CAT I: (DH)(45),(RA)(45), RVR450							
Changes: MOCA, Landing minima.												

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