INSTRUMENT APPROACH CHART-ICAO

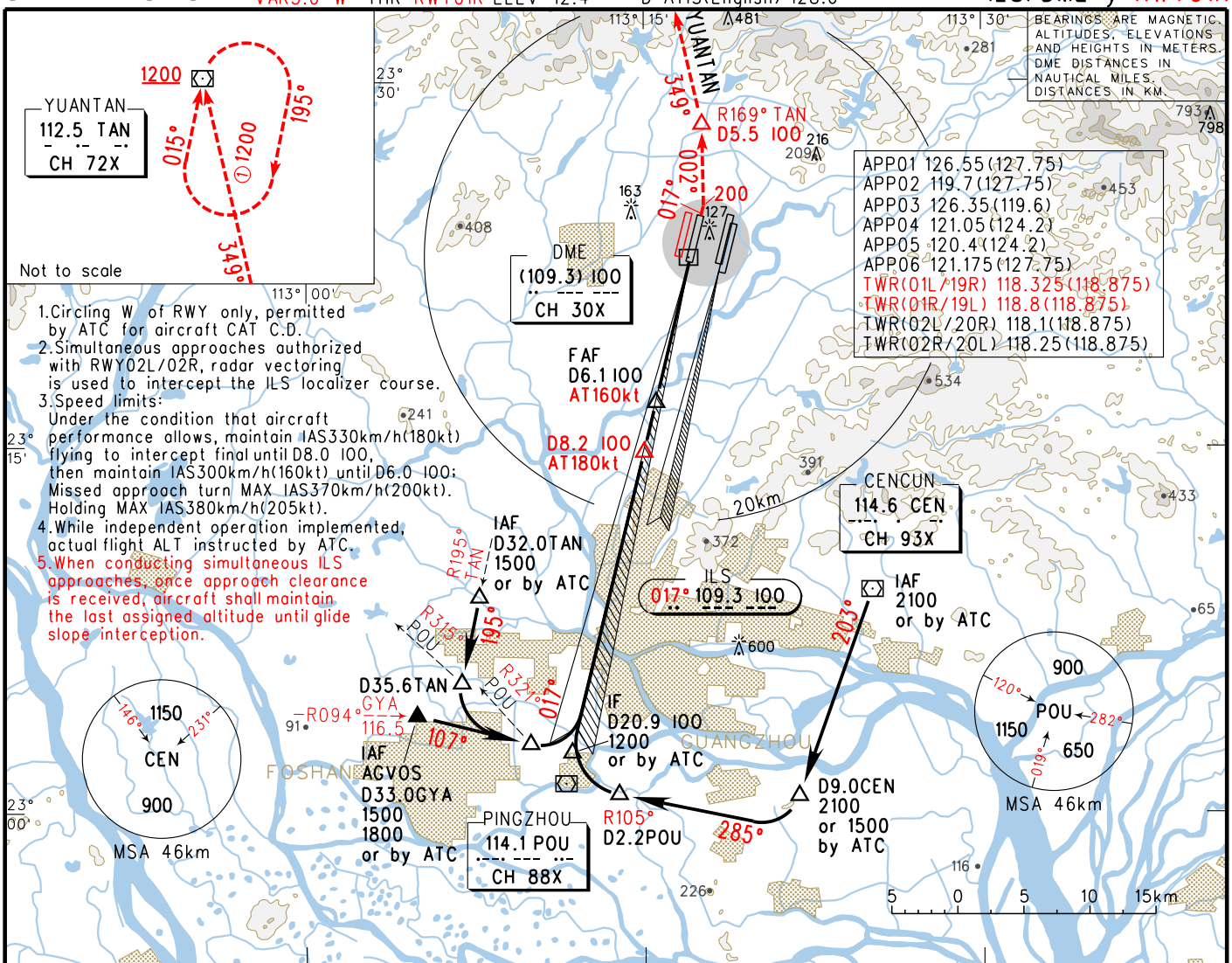
VAR3.0° W

AERODROME ELEV 15.2
THR RWY01R ELEV 12.4

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

ZGGG GUANGZHOU/Baiyun

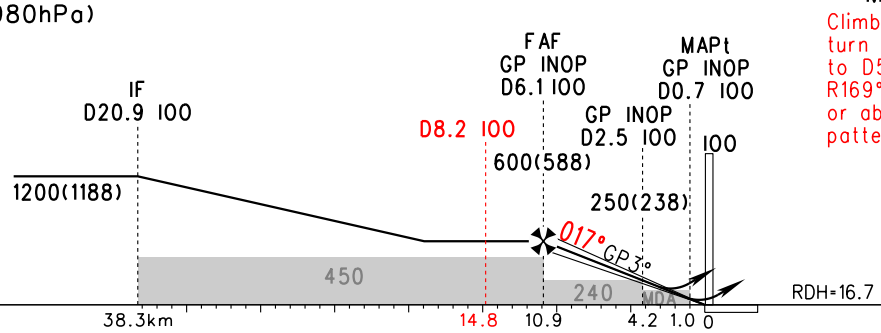
ILS/DME y RWY01R



1. Circling W of RWY only, permitted by ATC for aircraft CAT C.D.
2. Simultaneous approaches authorized with RWY02L/02R, 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 D8.0 100, then maintain IAS300km/h(160kt) until D6.0 100; Missed approach turn 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 (100) (NM)	6	5	4	3	2		
	ALT (m)	593	496	399	302	205		

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



MISSED APPROACH

Climb straight ahead to 200, turn LEFT on track 002° to D5.5 100, turn LEFT on R169° TAN to TAN at 1200 or above, then join holding pattern, or by ATC.

		A	B	C	D
ILS/DME Ⓒ	DA(H)	73(60)			
	RVR/VIS Ⓐ	Ⓑ800/800			
ILS/DME Ⓓ	DA(H)	98(85)			
	RVR/VIS	800/800			
GP INOP	MDA(H)	145(133)			
	RVR/VIS	1700/1700			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 9.9km						
GS in kt	80	100	120	140	160	180
GS in km/h	150	185	220	260	295	335
Time min:sec	4:01	3:12	2:40	2:17	2:00	1:47
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(47),RVR450.
Ⓑ RVR550 can be implemented when using approved HUD or AP or FD for approach.
Missed approach climbing gradient: Ⓒ3% Ⓓ2.5%