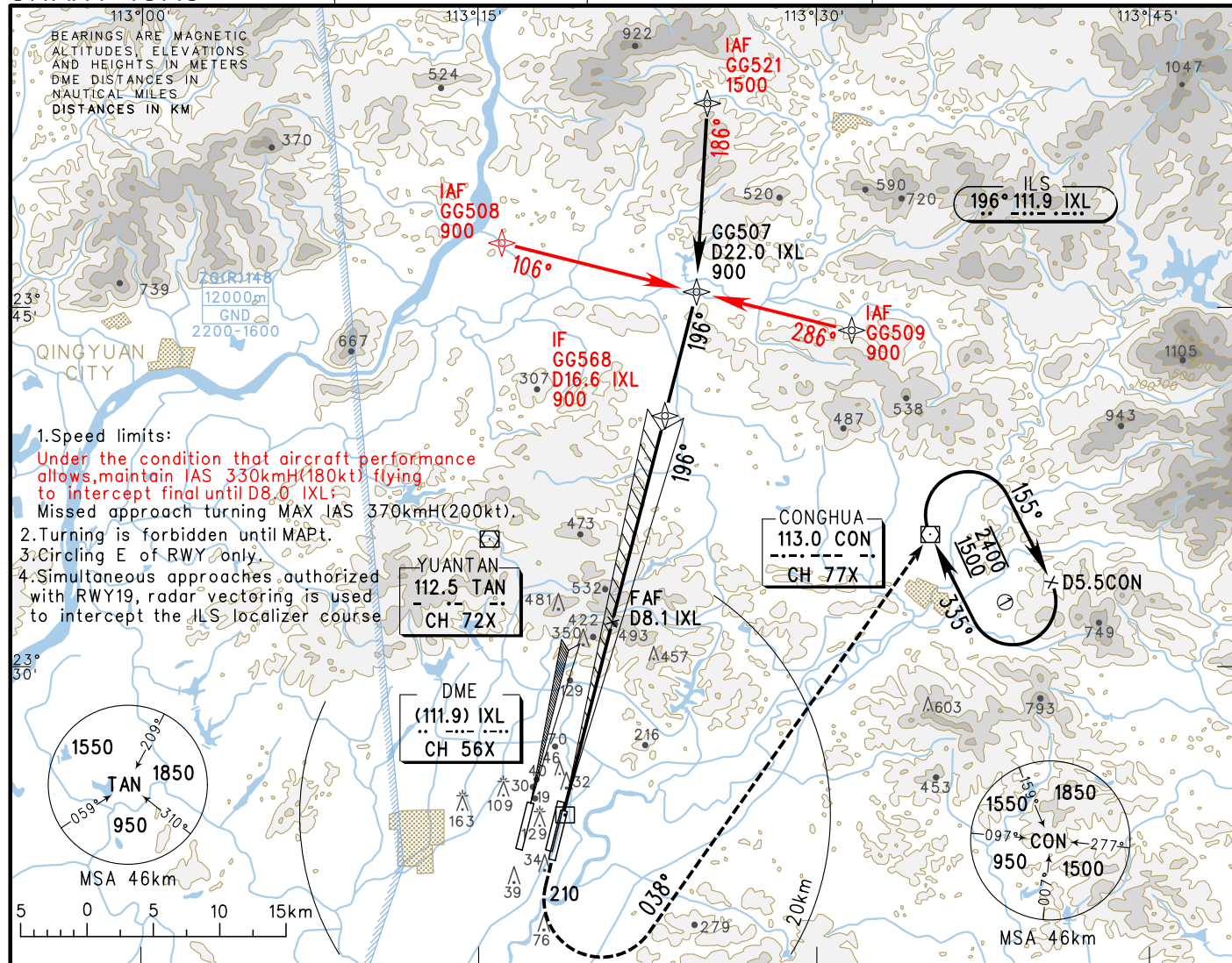


# INSTRUMENT APPROACH CHART-ICAO VAR2°W

TWR 118.25(124.3)  
 D-ATIS 128.6  
 AERODROME ELEV 15  
 THR RWY20L ELEV 13.5

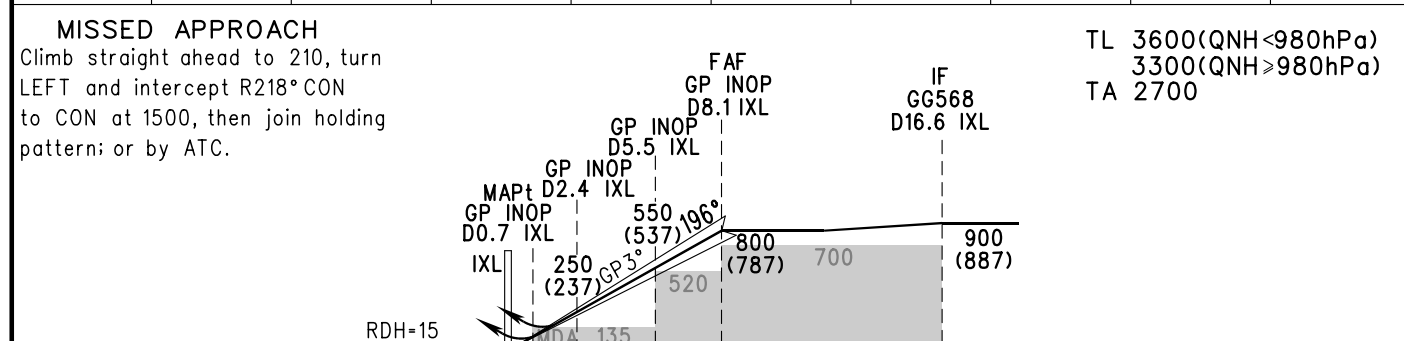
APP 126.55(127.75)/AP01  
 119.70(127.75)/AP02  
 126.35(119.60)/AP03  
 121.05(124.20)/AP04  
 120.40(124.20)/AP05  
 121.175(127.75)/AP06

**ZGGG**  
**GUANGZHOU/Baiyun**  
 RNAV ILS/DME z RWY20L



1. Speed limits:  
 Under the condition that aircraft performance allows, maintain IAS 330kmH(180kt) flying to intercept final until D8.0 IXL.  
 Missed approach turning MAX IAS 370kmH(200kt).
2. Turning is forbidden until MAPt.
3. Circling E of RWY only.
4. Simultaneous approaches authorized with RWY19, radar vectoring is used to intercept the ILS localizer course.

GP INOP	DME (IXL) (NM)								
		1	2	3	4	5	6	7	8
	ALT (m)		208	305	402	499	596	693	790



	A	B	C	D	FAF-MAPt(GP INOP) 13.7km						
					GS in kt	100	120	140	160	180	
ILS/DME DA(H) RVR/VIS		74(60) 550/800			80 150	100 185	120 220	140 260	160 295	180 335	
GP INOP MDA(H) VIS		130(117) 1400			Time min:sec	5:33	4:26	3:42	3:10	2:46	2:28
CIRCLING MDA(H) VIS	220(205) 2300	255(240) 2300	355(340) 4400	355(340) 5000	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: Procedure, notes.