

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZGGG

Terminal Charts For ZGGG

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: GUANGZHOU CHN
ICAO/IATA: ZGGG / CAN
Lat/Long: N23° 23.60', E113° 18.50'
Elevation: 50 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 2.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2140 Z
Sunset: 1109 Z

Runway Information

Runway: 01
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 42 ft
Lighting: Edge, ALS, Centerline

Runway: 02L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 47 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02R
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 46 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, ALS, Centerline

Runway: 20L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 48 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 20R
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 48 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 656 ft

Communication Information

ATIS: 131.450
ATIS: 127.000 Non-English
ATIS: 128.600
Baiyun Tower: 130.000
Baiyun Tower: 118.875 Secondary
Baiyun Tower: 118.800
Baiyun Tower: 118.100
Baiyun Tower: 118.250
Baiyun Ground: 121.600 Secondary
Baiyun Ground: 121.750
Baiyun Ground: 121.850
Baiyun Apron Ramp/Taxi: 121.775
Baiyun Apron Ramp/Taxi: 121.825
Baiyun Apron Ramp/Taxi: 121.975
Baiyun Clearance Delivery: 121.950
Guangzhou Approach: 119.700
Guangzhou Approach: 120.400
Guangzhou Approach: 119.600 Secondary
Guangzhou Approach: 121.050
Guangzhou Approach: 121.175
Guangzhou Approach: 124.200 Secondary
Guangzhou Approach: 126.350
Guangzhou Approach: 126.550
Guangzhou Approach: 127.750 Secondary

ZGGG/CAN
BAIYUN

JEPPESEN

GUANGZHOU, PR OF CHINA

9 FEB 24

20-1P

Eff 21 Feb 1600Z

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*D-ATIS 128.6
 127.0 (Chinese)

1.2. WAKE TURBULENCE RECATEGORY (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. RUN-UP TESTS

When engine run-ups at stand TEST 01, the ACFT shall park at stand 407, then be pushed into run-ups apron by tow truck. After finish engine run-ups, ACFT shall be pulled into stand 407 by tow truck.

Idle engine run-ups are subject to Apron Control clearance and shall be carried out at a designated location, and report to Apron Control after finishing engine run-ups. Fast engine run-ups or trouble-shooting and testing of engine near boarding bridges or on apron are strictly forbidden.

1.4. RWY OPERATIONS

1.4.1. GENERAL

During changing direction of RWY in use, if downwind speed is more than 6 KT (3m/s) and not exceeding 10 KT (5m/s) for short time, ATC shall inform flight crew. According to ACFT performance or operation handbook, pilot shall decide whether ACFT will take off or land on downwind RWY allocated, then inform ATC.

1.4.2. USE OF RWYS

RWY 02L/20R is mainly used for departure.

RWY 02R/20L is mainly used for arrival, and departure with ATC permission.

RWY 01/19 is used for departure and arrival.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Repeat whole taxiing instructions issued by GND, especially boundary instruction, and make it clear when there is a doubt.

GND ATC divided into two sectors. East GND ATC and West GND ATC, both areas except Apron Control area. The specific hand-over point and mode shall be instructed by ATC.

ACFT shall get clearance from next control unit before taxiing into next Control Unit area.

IAS shall be slowed down to 8 KT and below, while ACFT is taxiing near obstacles.

For high power taxiing, prior clearance shall be obtained from Operation Control Center and ATC.

High speed turns or turns with one (set) of wheel braked is forbidden while ACFT taxiing on apron.

When A380 taxiing on TWY L4 (West of TWY C), TWY L3 is forbidden to be used. Before entering TWY L3, all ACFT should observe TWY L4 (West of TWY C) and avoid conflict with A380.

ZGGG/CAN
BAIYUN

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GUANGZHOU, PR OF CHINA

9 FEB 24

20-1P1

Eff 21 Feb 1600Z

AIRPORT BRIEFING

1. GENERAL

TWY L5 (west of HP5) and TWY L6 (west of HP6) are forbidden to use simultaneously. ACFT without apron clearance are forbidden to cross HP5 and HP6.

TWY J7 (east of HP7) and TWY J8 (east of HP8) are forbidden to use simultaneously. ACFT without apron clearance are forbidden to cross HP7 and HP8.

TWY J9 (east of HP9) and TWY J10 (east of HP10) are forbidden to use simultaneously. ACFT without apron clearance are forbidden to cross HP9 and HP10.

1.5.2. RWY CROSSING RULES

Taxi following instruction of ATC Control to holding position and hold short of RWY. Request TWR for crossing clearance and verify any questions prior to crossing. Repeat all ATC instructions for clarity, then put in practice as soon as possible. Finally, report to TWR "RWY vacated".

Flight crew shall monitor TWR frequency and watch the activities on RWY and around.

While crossing RWY after the take-off ACFT, flight crew shall be responsible for safety distance with this ACFT to avoid effect of wake turbulence.

1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 144 thru 173, 236 thru 238L, 251 thru 255 and 257 thru 279.

Push-back required on all stands except 319 thru 321, 329, 418, 419, 430, 431, YL01 thru YL04 and YT09 thru YT14.

ACFT shall taxi out by itself from stand 401R via TWY J3 when stand 416 unoccupied.

ACFT shall taxi out by itself from stand 401L via TWY J3 when stand 415 unoccupied.

ACFT shall taxi to stand stop line at TWY GT2 and be pushed back into stands YL01 thru YL04.

ACFT shall taxi to intermediate holding position at TWY L22 (north of stand 323), then be pulled into stands 324 thru 328.

ACFT shall be guided by Follow-me car to enter all stands.

1.7. OTHER INFORMATION

Many flights around APT; strictly keep flight tracks and altitudes and follow ATC instructions.

Ridges up to 1740' (530m) between 6NM and 10NM from North end of RWY have adverse effect on landing and departing ACFT; keep altitude and keep caution to wind shear when ACFT landing from North to South.

RWYs 02L, 02R and 19 right-hand circuit.

Birds.

2. ARRIVAL

2.1. TAXI PROCEDURES

After vacating RWY, especially under conditions of low visibility, report the RWY and TWY designation on initial contact with GND.

Within FBO apron, arriving ACFT shall wait for Follow-me vehicle at HP1 or by ATC.

Requirements to increase RWY operation capacity, except for wet or contaminated RWY:

- ACFT shall fully vacate RWY within 50 seconds after touchdown. If flight crew considers that they cannot fulfil the process within the required time, pilot shall inform ATC before LOC is established.

ZGGG/CAN
BAIYUN

JEPPesen

1 MAR 24

20-1P2

GUANGZHOU, PR OF CHINA

AIRPORT BRIEFING

3. DEPARTURE

3.1. DEPARTURE CLEARANCE (DCL)

Within 10-30 minutes before Estimated Off-block Time (EOBT), pilot shall use DCL to require ATC clearance in priority.

At first contact with ATC, pilot shall repeat RWY designator in use and initial climb altitude to controller after successful DCL service.

If DCL service is not available, pilot shall contact controller for verbal ATC clearance.

The "NEXT FREQ" in the message of DCL is delivery frequency. ACFT can repeat relative information to ATC by this frequency. The "DEP FREQ" in the message of DCL that represents Approach/Departure frequency is the first frequency for ACFT to contact after taking off.

3.2. INTERSECTION DEPARTURES

Guangzhou Baiyun APT has fully implemented the procedure of intersection departure. For ACFT that can not use intersection departure procedure, pilot shall report to the controller upon receiving the ATC clearance.

3.3. PUSH-BACK AND TAXI PROCEDURES

ACFT shall contact Apron Control upon receiving delivery clearance. Departing ACFT shall be ready to push-back and start-up, then contact Apron Control and report stand and destination.

ACFT shall contact GND before entering into Ground Control area.

Within FBO apron, departure ACFT shall contact GND at HP3, except departure ACFT parking on stand YT14, which shall contact GND at stand.

Push-back of ACFT on its own power or by tow car, start-up and taxiing are strictly forbidden without Apron Control clearance.

While pushed back from parking stand, verify the pushing direction and the approved RWY designation to APN.

ACFT shall exit stands 430 and 431 via TWY J18.

Requirements to increase RWY operation capacity, except for wet or contaminated RWY:

- ACFT shall finish RWY alignment within 60 seconds after receiving ATC instructions of entering RWY. If flight crew consider that they cannot fulfil the process within the required time, pilot shall inform ATC before reaching RWY holding point.

3.4. NOISE ABATEMENT PROCEDURES

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for the take-off climb shall be implemented. If the procedures cannot be implemented due to any reason, pilot shall inform ATC before take-off:

- Under the condition that ACFT performance allows, use the reduced thrust to take-off.
- At 450m (1500'):
 - Climb speed of $V_2 + 20\text{km/h}$ (10 KT);
 - Reduce engine power/thrust to climb power/thrust;
 - Maintain a speed with flaps and slats in the take-off configuration.
- Above 900m (3000'):
 - Accelerate and retract flaps/slats on schedule;
 - Maintaining a positive rate of climb;
 - Complete the transition to normal en-route climb speed.

ZGGG/CAN
BAIYUN

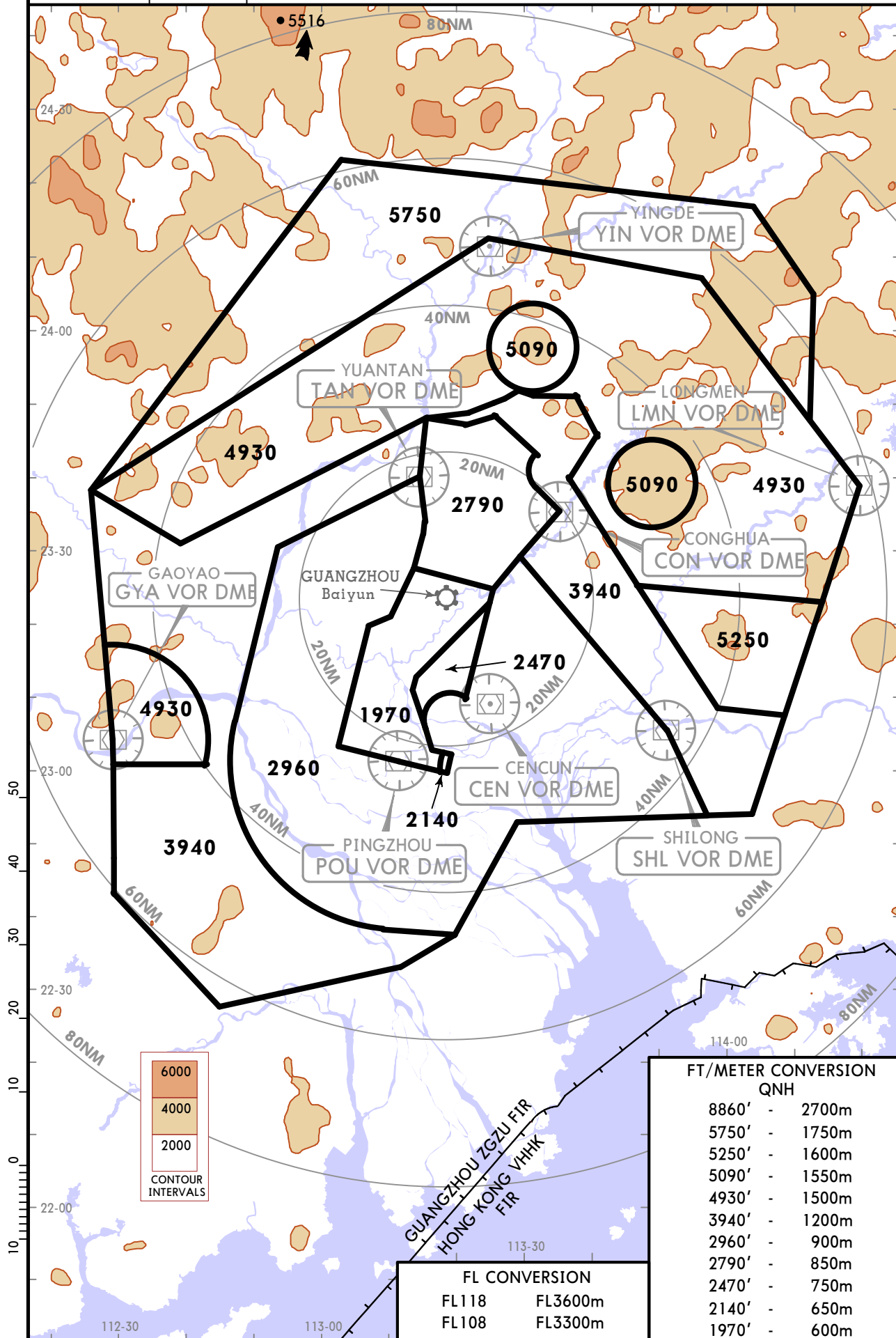


GUANGZHOU, PR OF CHINA

20 MAY 22 (20-1R)

RADAR MINIMUM ALTITUDES

GUANGZHOU Arrival (R) 126.55	Apt Elev 50	Alt Set: hPa Trans alt: 8860 Chart only to be used for cross-checking of altitudes assigned while under RADAR control.	Trans level: FL118 below 980 hPa FL108 980 hPa or above
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6000
4000
2000

CONTOUR INTERVALS

FT/METER CONVERSION	
QNH	
8860'	2700m
5750'	1750m
5250'	1600m
5090'	1550m
4930'	1500m
3940'	1200m
2960'	900m
2790'	850m
2470'	750m
2140'	650m
1970'	600m

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

ZGGG/CAN
BAYUN

JEPESEN

19 APR 24

20-2 **TERMINAL TRANSITION ROUTE**

GUANGZHOU, PR OF CHINA

TERMINAL TRANSITION ROUTES
TRANSITING HONG KONG FIR
VIA J101 & J104 TO TAMOT

ENTRY ROUTE

A-1/G-581 From ELATO along J-101 to SMT, then direct to TAMOT.

A-202/R-339 From SIKOU along J-104 to CHALI, then direct to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross CHALI at FL260, do not descend without ATC clearance.

ROUTING

All altitude restrictions on Terminal Transition Routes transiting Hong Kong FIR are mandatory even after receiving a subsequent descent clearance unless they are explicitly cancelled by ATC.

FL CONVERSION

FL118 FL3600m
FL108 FL3300m

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

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above

Apt Elev
50

MSA CEN VOR

3800 3300 3000

15° 20° 25°

MSA TAN VOR

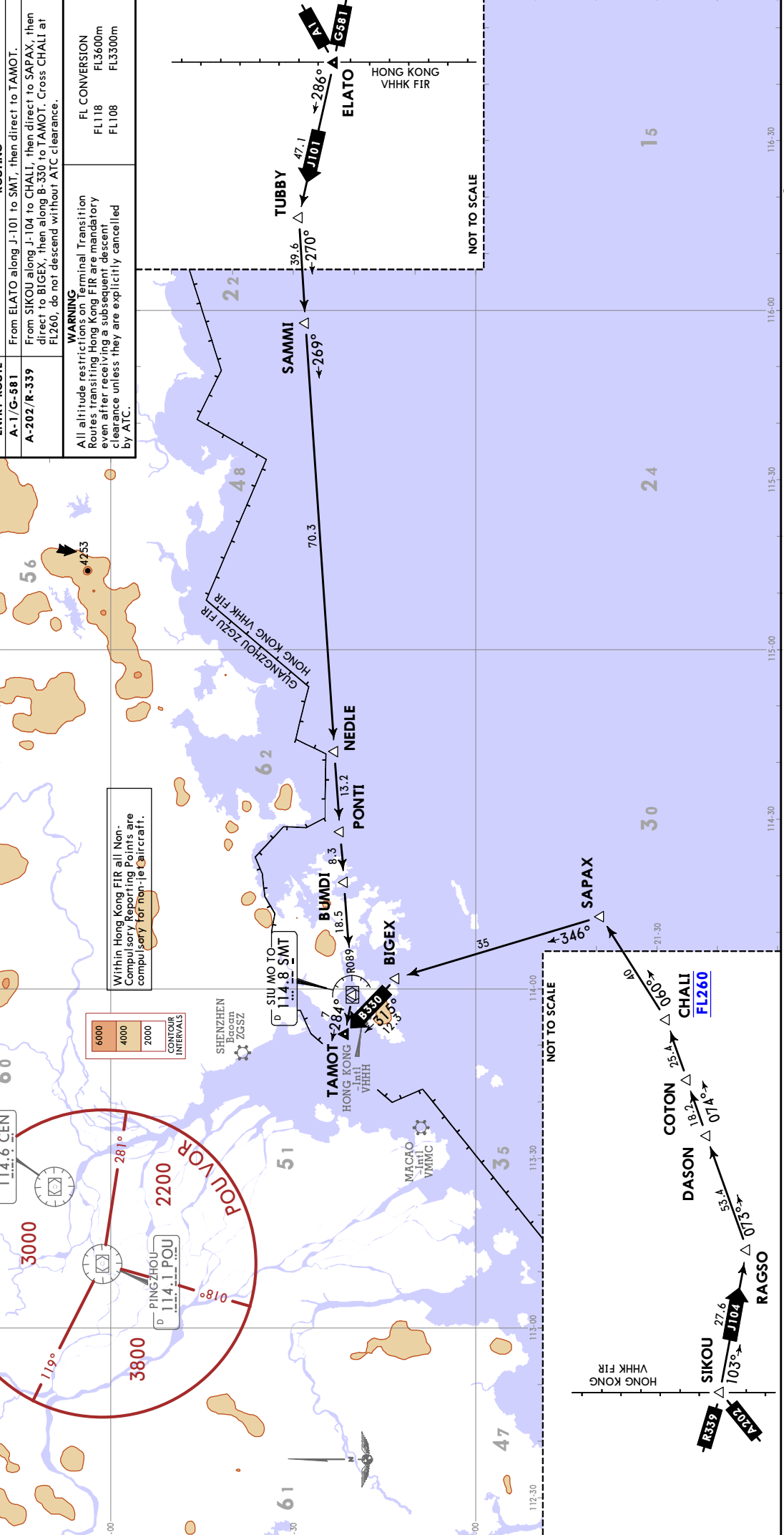
5100 6100 3200

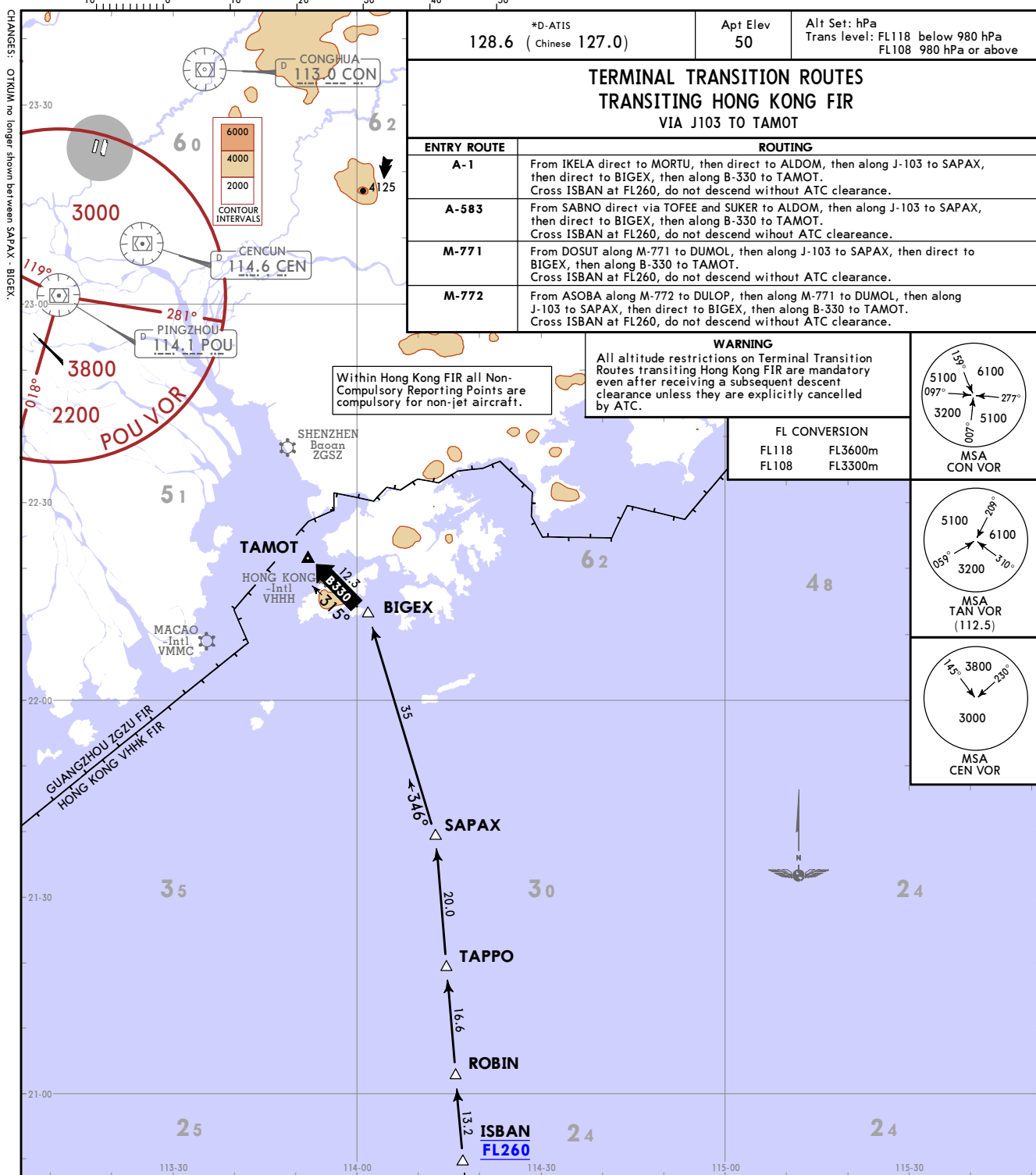
097° 200° 310°

MSA CON VOR

5100 6100 3200

097° 150° 277°



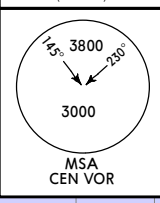
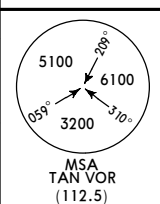
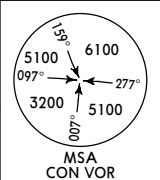


*D-ATIS 128.6 (Chinese 127.0)	Apt Elev 50	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
TERMINAL TRANSITION ROUTES TRANSITING HONG KONG FIR VIA J103 TO TAMOT		
ENTRY ROUTE	ROUTING	
A-1	From IKELA direct to MORTU, then direct to ALDOM, then along J-103 to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.	
A-583	From SABNO direct via TOFEE and SUKER to ALDOM, then along J-103 to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.	
M-771	From DOSUT along M-771 to DUMOL, then along J-103 to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.	
M-772	From ASOBA along M-772 to DULOP, then along M-771 to DUMOL, then along J-103 to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.	

WARNING
All altitude restrictions on Terminal Transition Routes transiting Hong Kong FIR are mandatory even after receiving a subsequent descent clearance unless they are explicitly cancelled by ATC.

Within Hong Kong FIR all Non-Compulsory Reporting Points are compulsory for non-jet aircraft.

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m



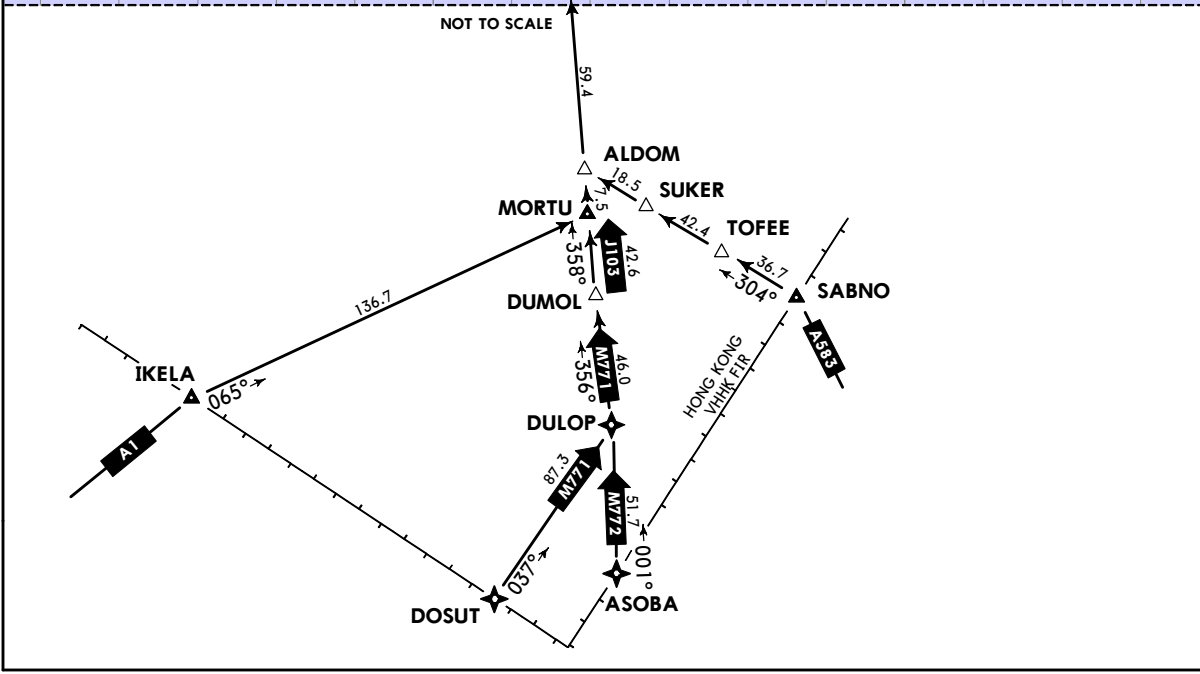
ZGGG/CAN
BAIYUN

19 APR 24

JEPPESN (20-2A)

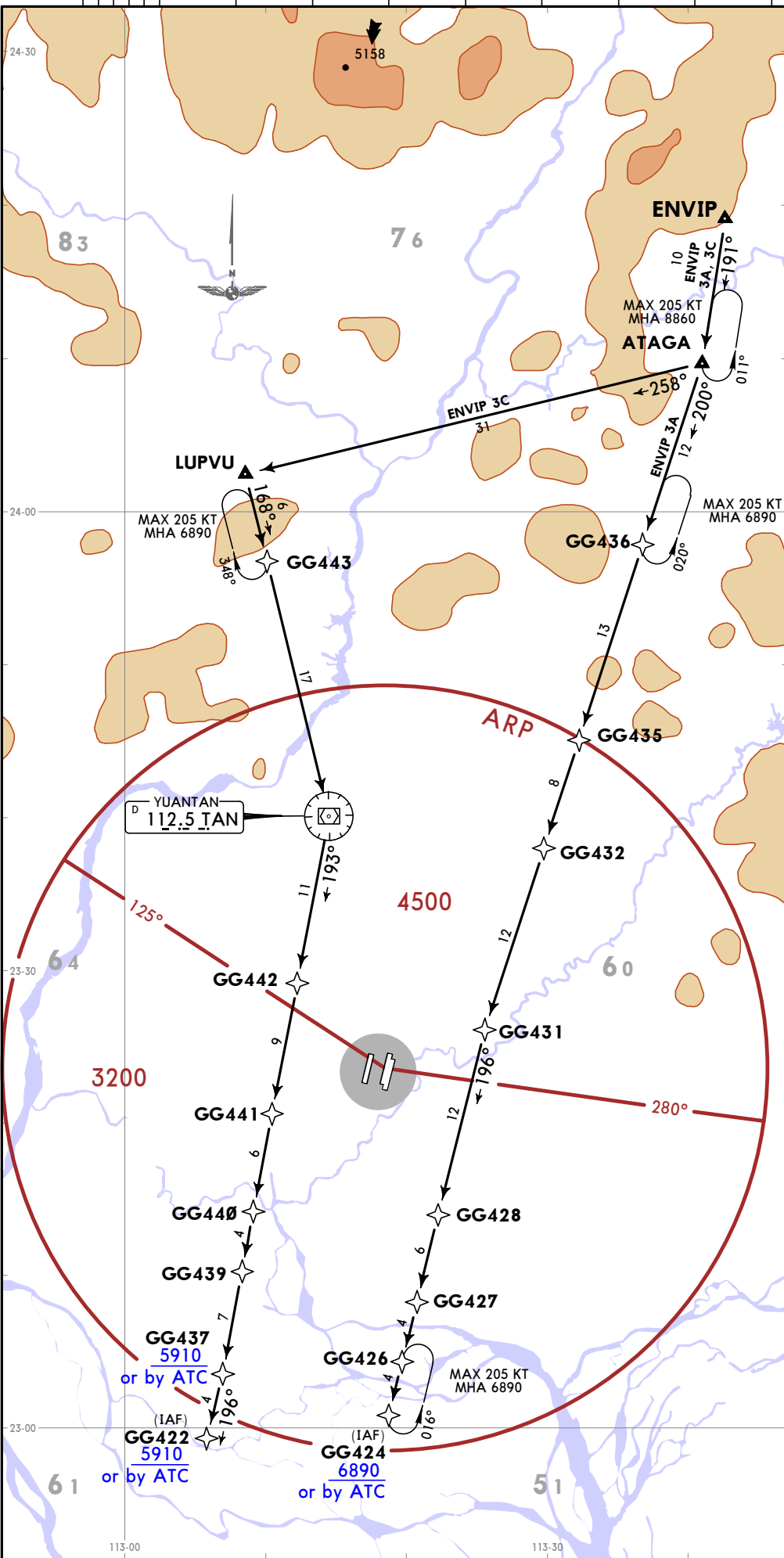
TERMINAL TRANSITION ROUTE
JEPPESN GUANGZHOU, PR OF CHINA

TERMINAL TRANSITION ROUTES
TRANSITING HONG KONG FIR
VIA J103 TO TAMOT



CHANGES: IAF status removed from GG437.

ZGGG/CAN
BAYUN
29 MAR 24
20.2B
JEPPESSEN



*D-ATIS 128.6 (Chinese 127.0)	Apt Elev 50
Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above	
RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
<ol style="list-style-type: none"> 1. RADAR required for RNAV 1. 2. Under RADAR control, actual flight altitude instructed by ATC. 3. While independent operation implemented, actual flight altitude instructed by ATC. 4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions. 5. ENVIP 3C: CDO available with ATC clearance. CDO operation time 0100-0600LT. Conduct approach or by ATC when flying over GG437. CDO terminated once ATC give heading instruction. 	

**ENVIP 3A [ENVI3A]
ENVIP 3C [ENVI3C]
RNAV ARRIVALS
(RWYS 01, 02L/R)**

SPEED RESTRICTION

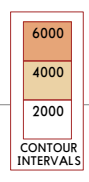
If ACFT performance allows,
MAINTAIN 210 KT - 220 KT
when flying by GG431 or GG442.

STAR	RWY	ROUTING
ENVIP 3A	02L/R	ENVIP - ATAGA - GG436 - GG435 - GG432 - GG431 - GG428 - GG427 - GG426 - GG424 (6890+ or by ATC).
ENVIP 3C	01	ENVIP - ATAGA - LUPVU - GG443 - TAN - GG442 - GG441 - GG440 - GG439 - GG437 (5910+ or by ATC) - GG422 (5910+ or by ATC).

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION		QNH
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m

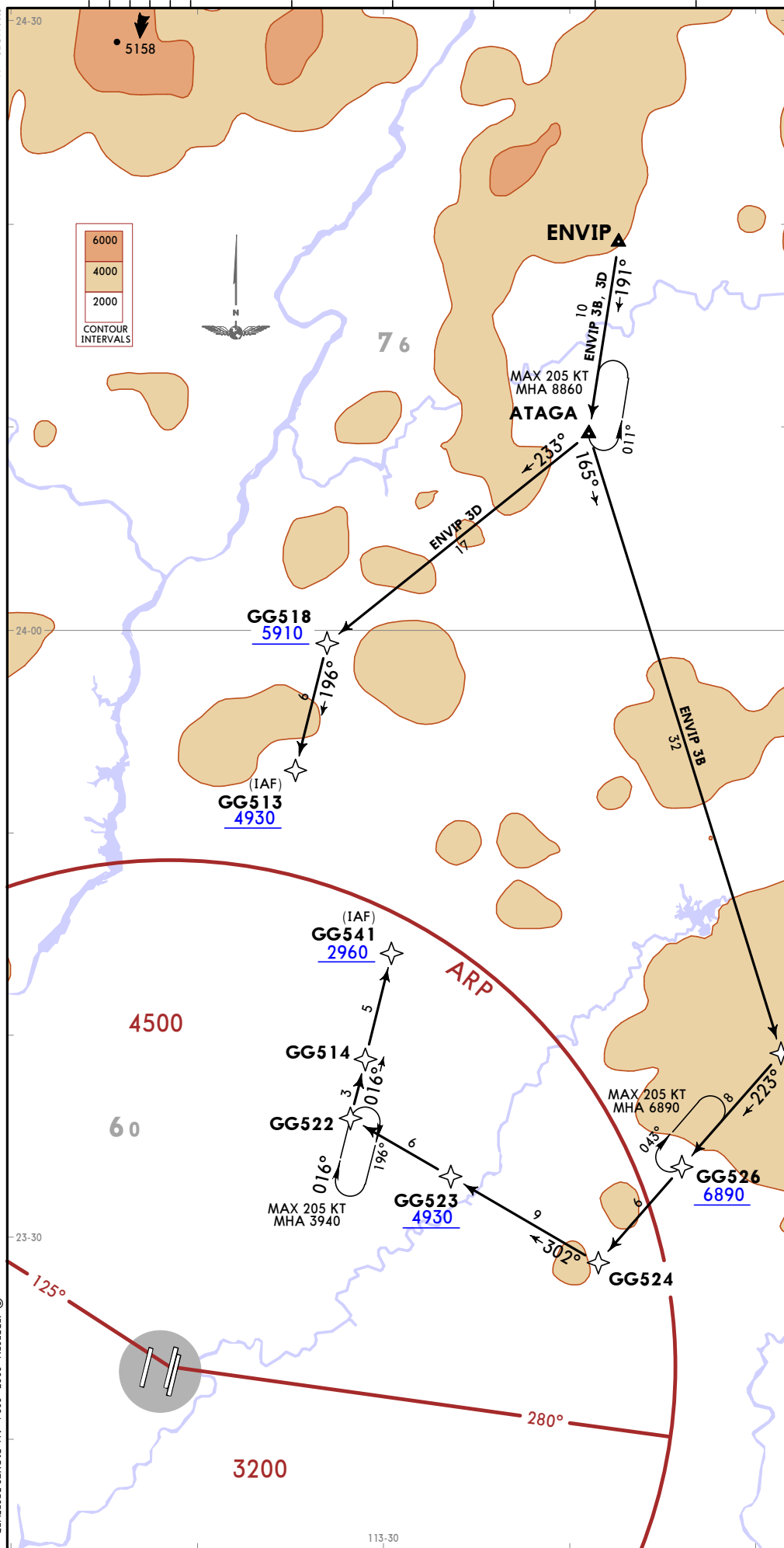
**ENVIP 3A [ENVI3A]
ENVIP 3C [ENVI3C]
RNAV ARRIVALS
(RWYS 01, 02L/R)**



GUANGZHOU, PR OF CHINA
RNAV STAR

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CHANGES: None



128.6	*D-ATIS (Chinese 127.0)	Apt Elev 50
Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above		
RNAV 1 GNSS or DME/DME/IRU	OR	RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control, actual flight altitude instructed by ATC. 3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.		

STAR	RWY	ROUTING
ENVIP 3B	20L/R	ENVIP - ATAGA - GG527 - GG526 (6890+) - GG524 - GG523 (4930+) - GG522 - GG514 - GG541 (2960+).
ENVIP 3D	19	ENVIP - ATAGA - GG518 (5910+) - GG513 (4930+).

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m

ENVIP 3B [ENVI3B]
 ENVIP 3D [ENVI3D]
 RNAV ARRIVALS
 (RWYS 19, 20L/R)

ZGGG/CAN
 BAIYUN
 29 MAR 24
 JEPPESSEN
 20-2C
 GUANGZHOU, PR OF CHINA
 RNAV STAR

GUANGZHOU, PR OF CHINA

RNAV STAR

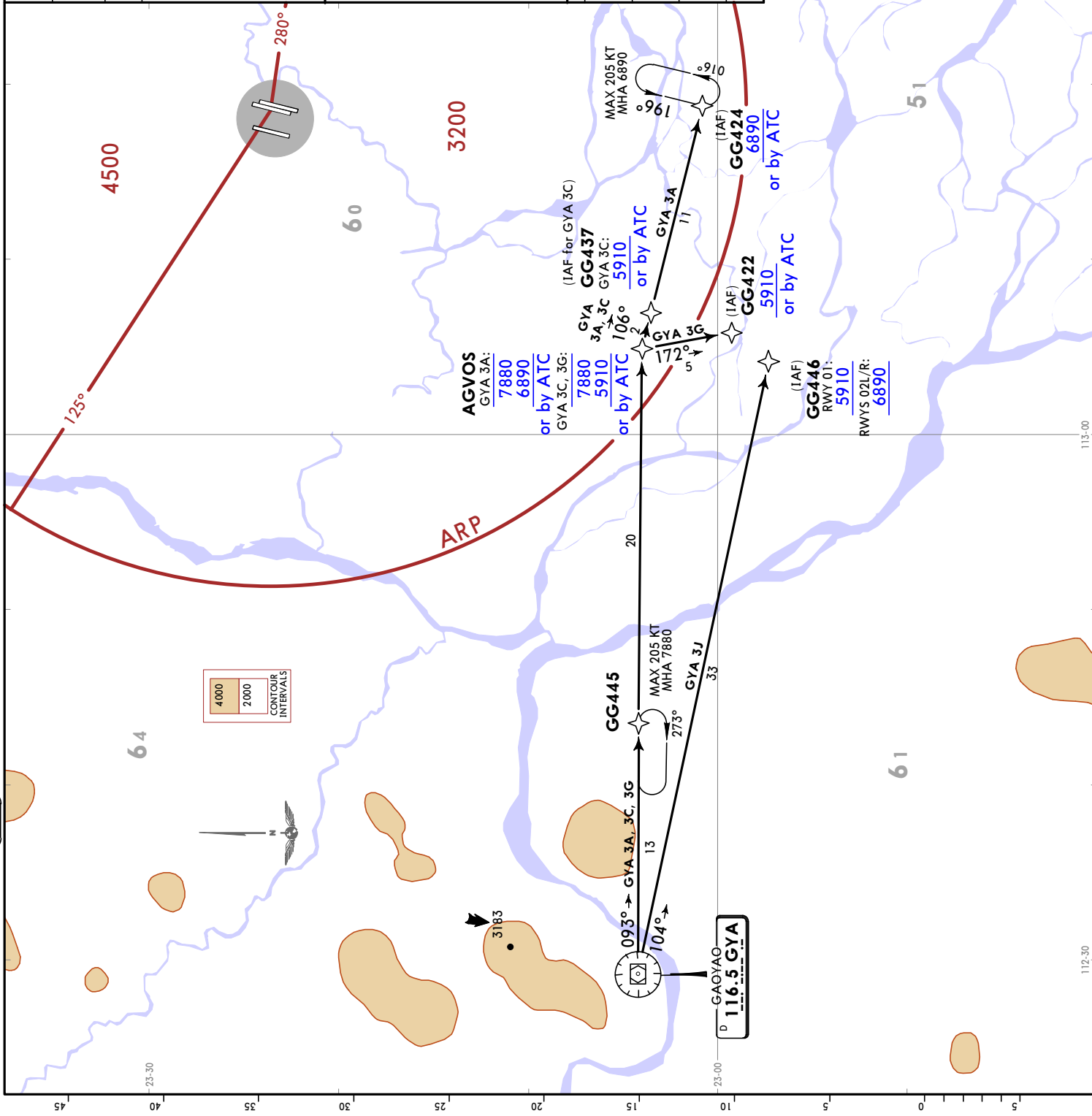
*D-ATIS (Chinese)	128.6	127.0
Apt Elev	50	
Alt Set: hPa	FL118 below 980 hPa FL108 980 hPa or above	
RNAV 1	DME/DME/IRU	OR
RNP 1	GNSS	
1. RADAR required for RNAV 1. 2. Under RADAR control, actual flight altitude instructed by ATC. 3. While independent operation implemented, actual flight altitude instructed by ATC. 4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions. 5. GYA 3C: CDO available with ATC clearance. CDO operation time 0100-0600LT. Conduct approach or by ATC when flying over GG437. CDO terminated once ATC give heading instruction.		

**GYA 3A, GYA 3C
GYA 3G, GYA 3J
RNAV ARRIVALS
(RWYS 01, 02L/R)**

SPEED RESTRICTION
If ACFT performance allows,
MAINTAIN 220 KT - 230 KT
when flying by GG445.

STAR	RWY	ROUTING
GYA 3A	02L/R	GYA - GG445 - AGVOS (7880-; 6890+ or by ATC) - GG437 - GG424 (6890+ or by ATC).
GYA 3C	01	GYA - GG445 - AGVOS (7880-; 5910+ or by ATC) - GG437 (5910+ or by ATC).
GYA 3G		GYA - GG445 - AGVOS (7880-; 5910+ or by ATC) - GG422 (5910+ or by ATC).
GYA 3J By ATC	01, 02L/R	GYA - GG446 (RWY 01: 5910+/- RWY 02L/R: 6890+).

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
7880'	2400m
6890'	2100m
5910'	1800m



ZGGG/CAN
BAYUN

29 MAR 24 (20-2E) **RNAV STAR**

*D-ATIS 128.6 (Chinese 127.0)	Apt Elev 50	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
RNAV 1 GNSS or DME/DME/IRU	OR	RNP 1 GNSS

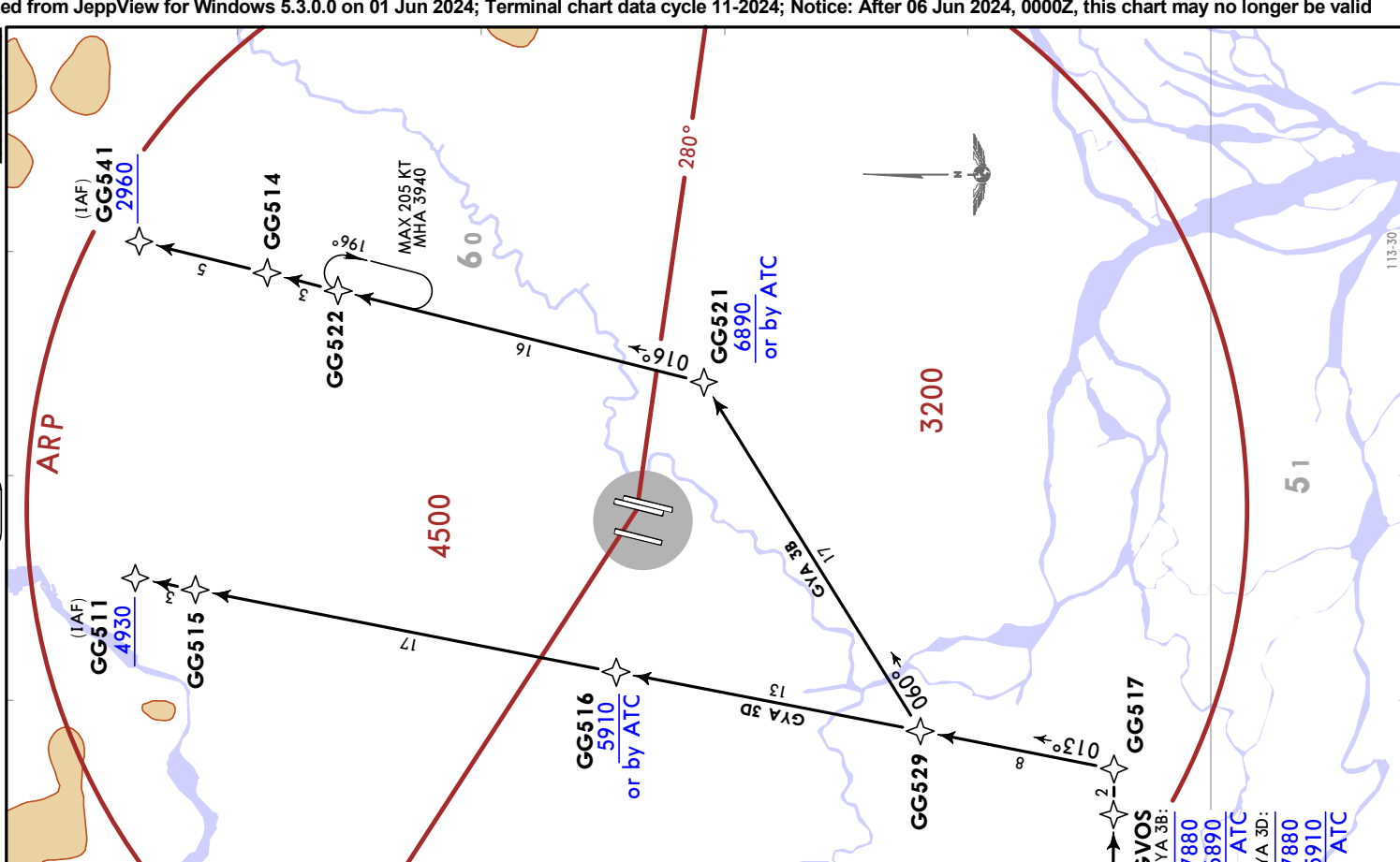
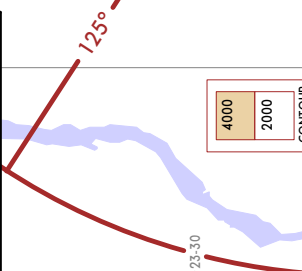
1. RADAR required for RNAV 1.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**GYA 3B, GYA 3D
RNAV ARRIVALS
(RWYS 19, 20L/R)**

STAR	RWY	ROUTING
GYA 3B	20L/R	GYA - GG445 - AGVOS (7880+ or by ATC) - GG517 - GG529 - GG521 (6890+ or by ATC) - GG522 - GG514 - GG541 (2960+).
GYA 3D	19	GYA - GG445 - AGVOS (7880+; 5910+ or by ATC) - GG517 - GG529 - GG516 (5910+ or by ATC) - GG515 - GG511 (4930+).

SPEED RESTRICTION
If ACFT performance allows,
MAINTAIN 220 KT - 230 KT when flying by GG516 or GG521.

FL CONVERSION	FL3600m
FL108	FL3300m
FT./METER CONVERSION	QNH
	7880' - 2400m
	6890' - 2100m
	5910' - 1800m
	4930' - 1500m
	3940' - 1200m
	2960' - 900m



ZGGG/CAN
BAIYUN

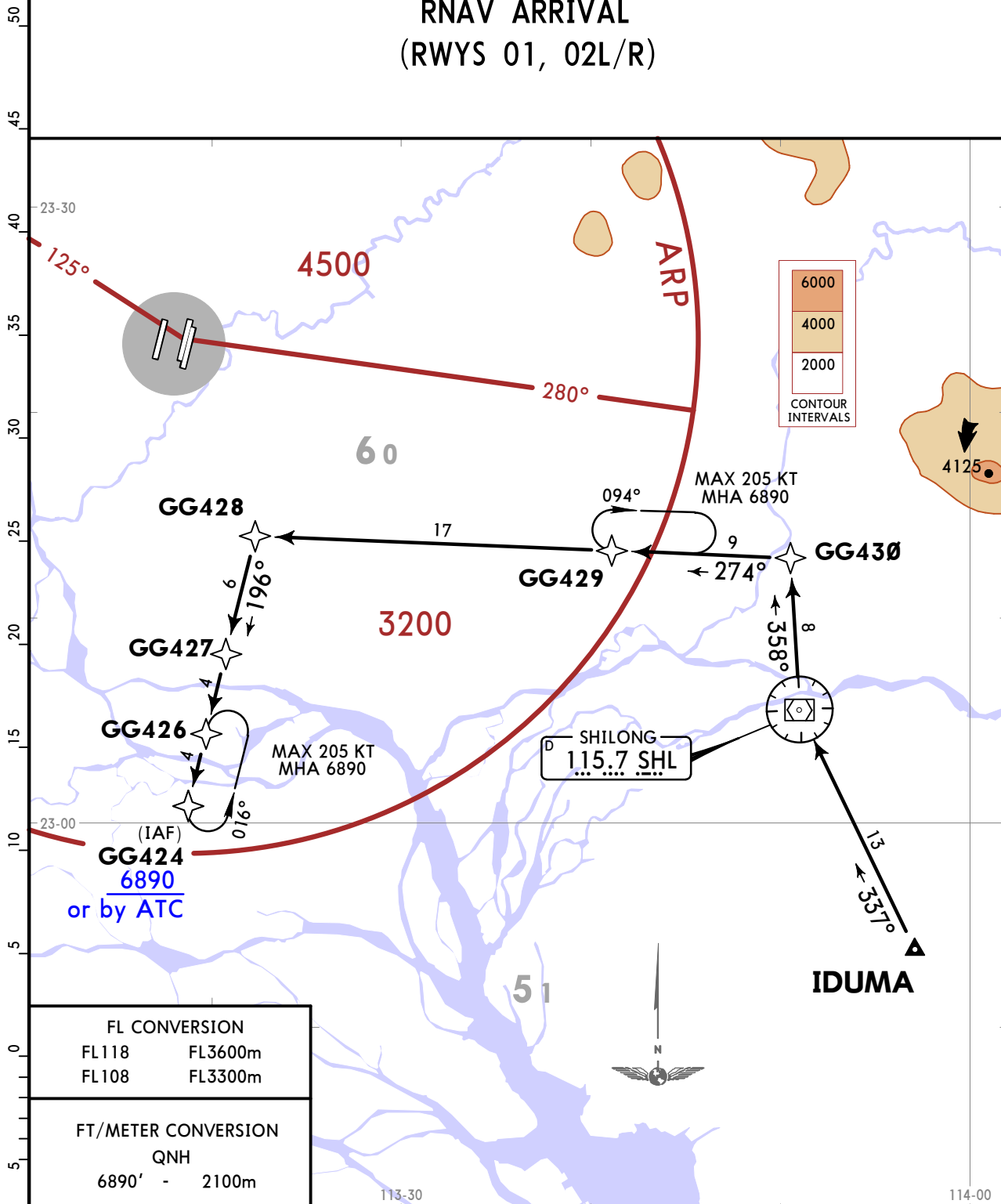
12 JAN 24 (20-2F) **JEPESEN GUANGZHOU, PR OF CHINA**
RNAV STAR

*D-ATIS 128.6 (Chinese 127.0)	Apt Elev 50	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
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RNAV 1 GNSS or DME/DME/IRU	OR	RNP 1 GNSS
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1. RADAR required for RNAV 1.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. While independent operation implemented, actual flight altitude instructed by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**IDUMA 3A [IDUM3A]
RNAV ARRIVAL
(RWYS 01, 02L/R)**



FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
6890'	2100m

ROUTING
IDUMA - SHL - GG430 - GG429 - GG428 - GG427 - GG426 - GG424 (6890+ by ATC).

CHANGES: ATIS.

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ZGGG/CAN
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JEPESEN GUANGZHOU, PR OF CHINA
12 JAN 24 (20-2G) **RNAV STAR**

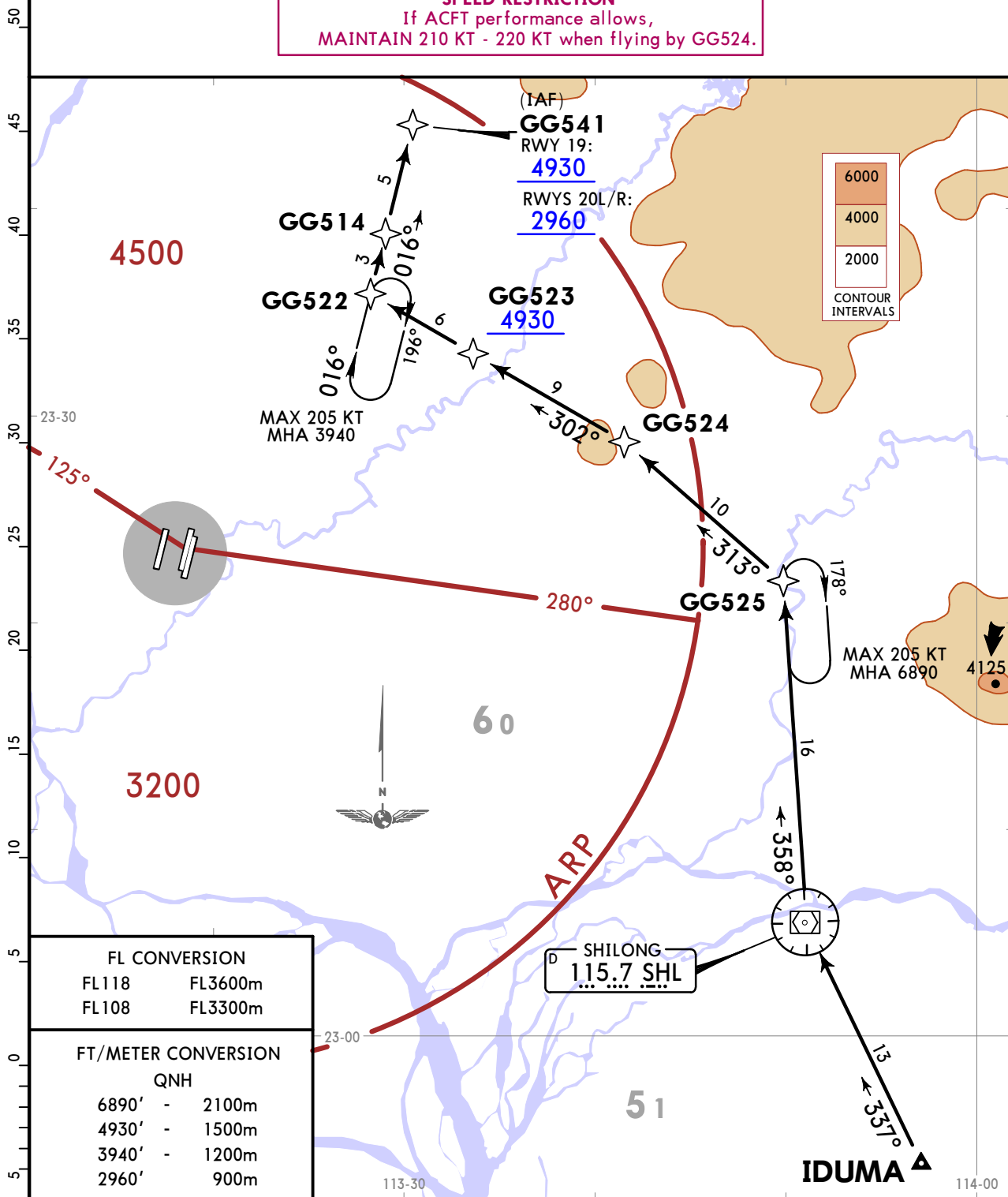
*D-ATIS 128.6 (Chinese 127.0)	Apt Elev 50	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
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RNAV 1 GNSS or DME/DME/IRU	OR	RNP 1 GNSS
-------------------------------	----	---------------

1. RADAR required for RNAV 1.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**IDUMA 3B [IDUM3B]
RNAV ARRIVAL (RWYS 19, 20L/R)**

SPEED RESTRICTION
If ACFT performance allows,
MAINTAIN 210 KT - 220 KT when flying by GG524.

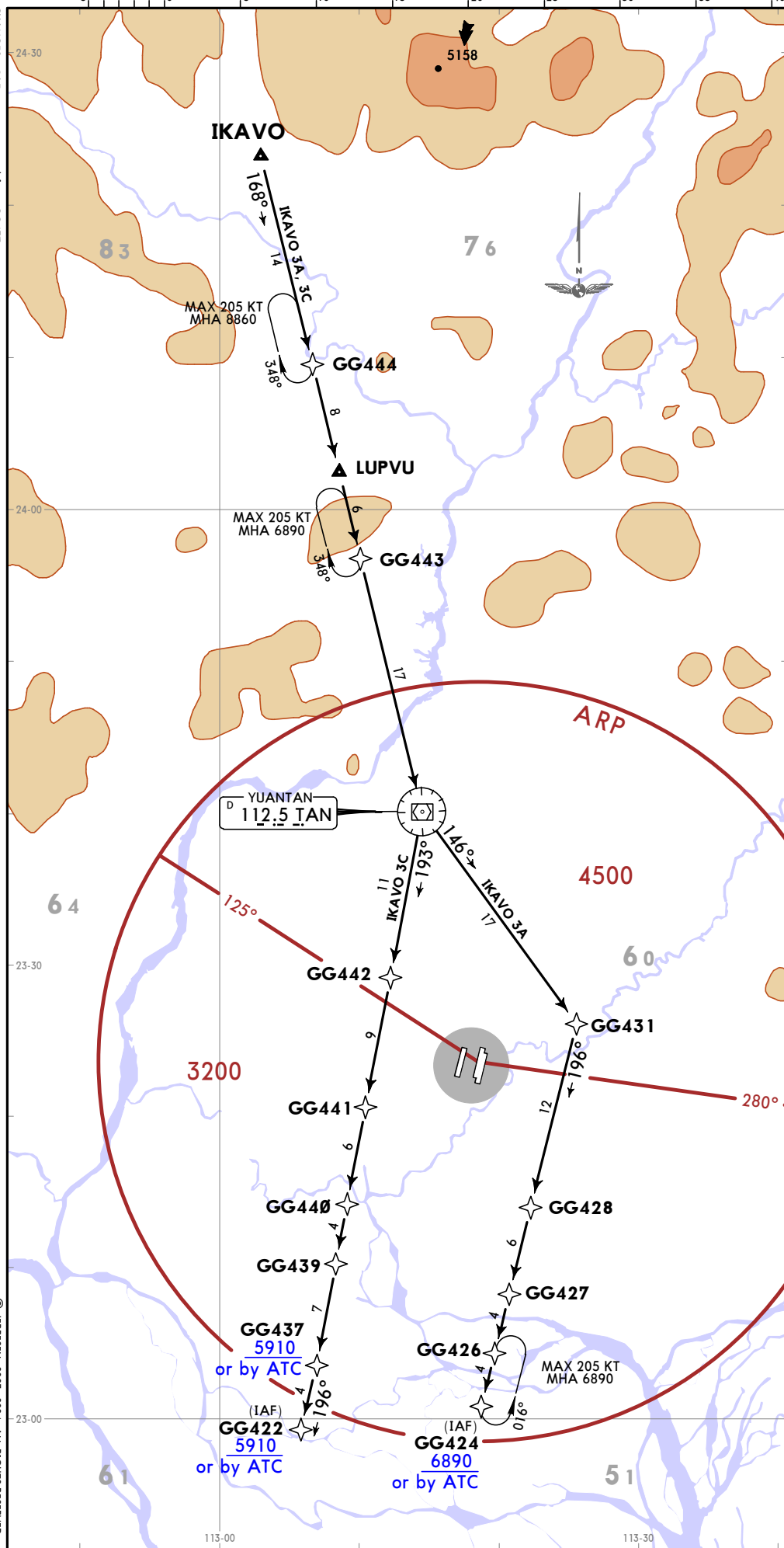


FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
6890'	2100m
4930'	1500m
3940'	1200m
2960'	900m

ROUTING
IDUMA - SHL - GG525 - GG524 - GG523 (4930+) - GG522 - GG514 - GG541 (RWY 19: 4930+/
RWYS 20L/R: 2960+).

CHANGES: IAF status removed from GG437.

ZGGG/CAN
BAYUN
29 MAR 24
20-2H
JEPPESSEN



*D-ATIS 128.6 (Chinese 127.0)	Apt Elev 50	
Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above		
RNAV 1 GNSS or DME/DME/IRU	OR	RNP 1 GNSS
<ol style="list-style-type: none"> 1. RADAR required for RNAV 1. 2. Under RADAR control, actual flight altitude instructed by ATC. 3. While independent operation implemented, actual flight altitude instructed by ATC. 4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions. 		

**IKAVO 3A [IKAV3A]
IKAVO 3C [IKAV3C]
RNAV ARRIVALS
(RWYS 01, 02L/R)**

SPEED RESTRICTION
If ACFT performance allows,
MAINTAIN 210 KT - 220 KT
when flying by GG431 or GG442.

STAR	RWY	ROUTING
IKAVO 3A	02L/R	IKAVO - GG444 - LUPVU - GG443 - TAN - GG431 - GG428 - GG427 - GG426 - GG424 (6890+ or by ATC).
IKAVO 3C	01	IKAVO - GG444 - LUPVU - GG443 - TAN - GG442 - GG441 - GG440 - GG439 - GG437 (5910+ or by ATC) - GG422 (5910+ or by ATC).

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

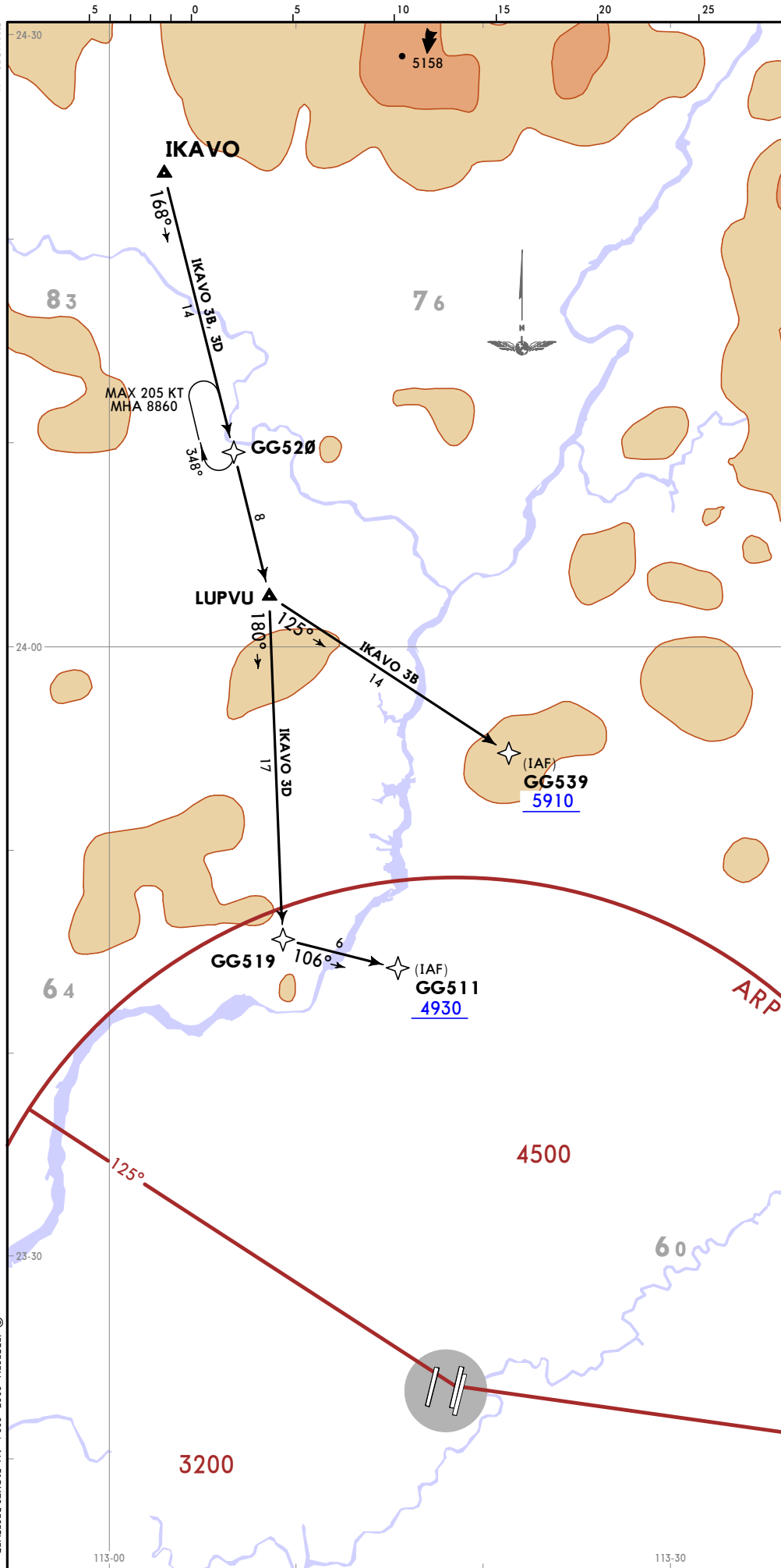
FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m

**IKAVO 3A [IKAV3A]
IKAVO 3C [IKAV3C]
RNAV ARRIVALS
(RWYS 01, 02L/R)**

GUANGZHOU, PR OF CHINA
RNAV STAR

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CHANGES: None



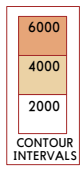
128.6	*D-ATIS (Chinese 127.0)	Apt Elev 50
Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above		
RNAV 1 GNSS or DME/DME/IRU	OR	RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control, actual flight altitude instructed by ATC. 3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.		

**IKAVO 3B [IKAV3B]
IKAVO 3D [IKAV3D]
RNAV ARRIVALS
(RWYS 19, 20L/R)**

STAR	RWY	ROUTING
IKAVO 3B	20L/R	IKAVO - GG520 - LUPVU - GG539 (5910+).
IKAVO 3D	19	IKAVO - GG520 - LUPVU - GG519 - GG511 (4930+).

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
5910'	- 1800m
4930'	- 1500m



**IKAVO 3B [IKAV3B]
IKAVO 3D [IKAV3D]
RNAV ARRIVALS
(RWYS 19, 20L/R)**

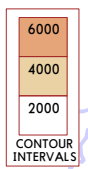
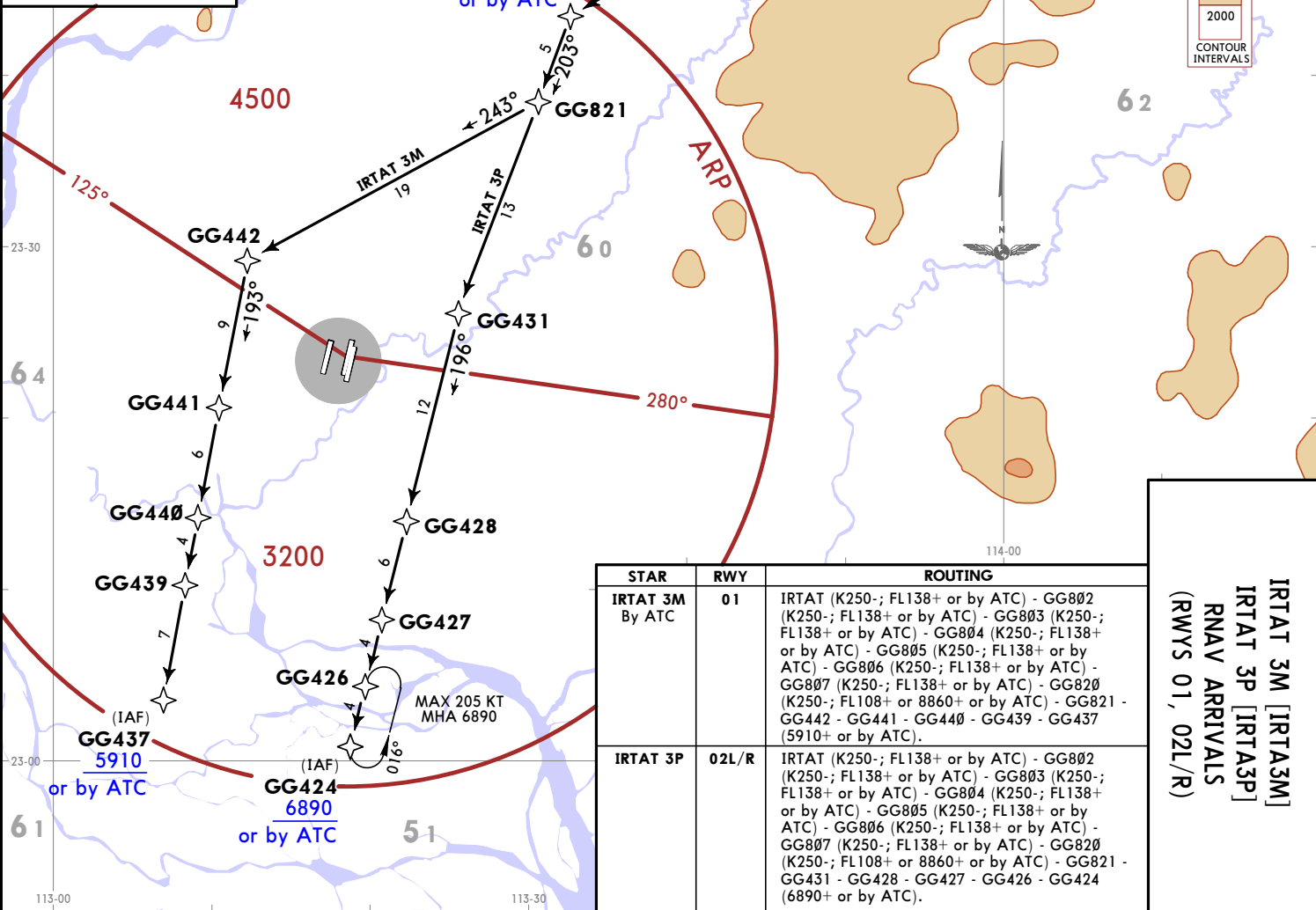
ZGGG/CAN
BAIYUN
29 MAR 24 (20-2J)
JEPPesen
GUANGZHOU, PR OF CHINA
RNAV STAR

CHANGES: None

ZGGG/CAN
BAYUN
29 MAR 24
20-2K
JEPPESSEN

*D-ATIS 128.6 (Chinese 127.0)	Apt Elev 50
Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above	
RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
<ol style="list-style-type: none"> 1. RADAR required for RNAV 1. 2. While independent operation implemented, actual flight altitude by ATC. 3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions. 	
<p>IRTAT 3M [IRTA3M] IRTAT 3P [IRTA3P] RNAV ARRIVALS (RWYS 01, 02L/R) ATC APPROVAL NEEDED ONLY USED FOR PMS</p>	
<p>SPEED RESTRICTION If ACFT performance allows, MAINTAIN 210 KT - 220 KT when flying by GG431 or GG442.</p>	

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m



STAR	RWY	ROUTING
IRTAT 3M By ATC	01	IRTAT (K250-; FL138+ or by ATC) - GG802 (K250-; FL138+ or by ATC) - GG803 (K250-; FL138+ or by ATC) - GG804 (K250-; FL138+ or by ATC) - GG805 (K250-; FL138+ or by ATC) - GG806 (K250-; FL138+ or by ATC) - GG807 (K250-; FL138+ or by ATC) - GG820 (K250-; FL108+ or 8860+ or by ATC) - GG821 - GG442 - GG441 - GG440 - GG439 - GG437 (5910+ or by ATC).
IRTAT 3P	02L/R	IRTAT (K250-; FL138+ or by ATC) - GG802 (K250-; FL138+ or by ATC) - GG803 (K250-; FL138+ or by ATC) - GG804 (K250-; FL138+ or by ATC) - GG805 (K250-; FL138+ or by ATC) - GG806 (K250-; FL138+ or by ATC) - GG807 (K250-; FL138+ or by ATC) - GG820 (K250-; FL108+ or 8860+ or by ATC) - GG821 - GG431 - GG428 - GG427 - GG426 - GG424 (6890+ or by ATC).

IRTAT 3M [IRTA3M]
IRTAT 3P [IRTA3P]
RNAV ARRIVALS
(RWYS 01, 02L/R)

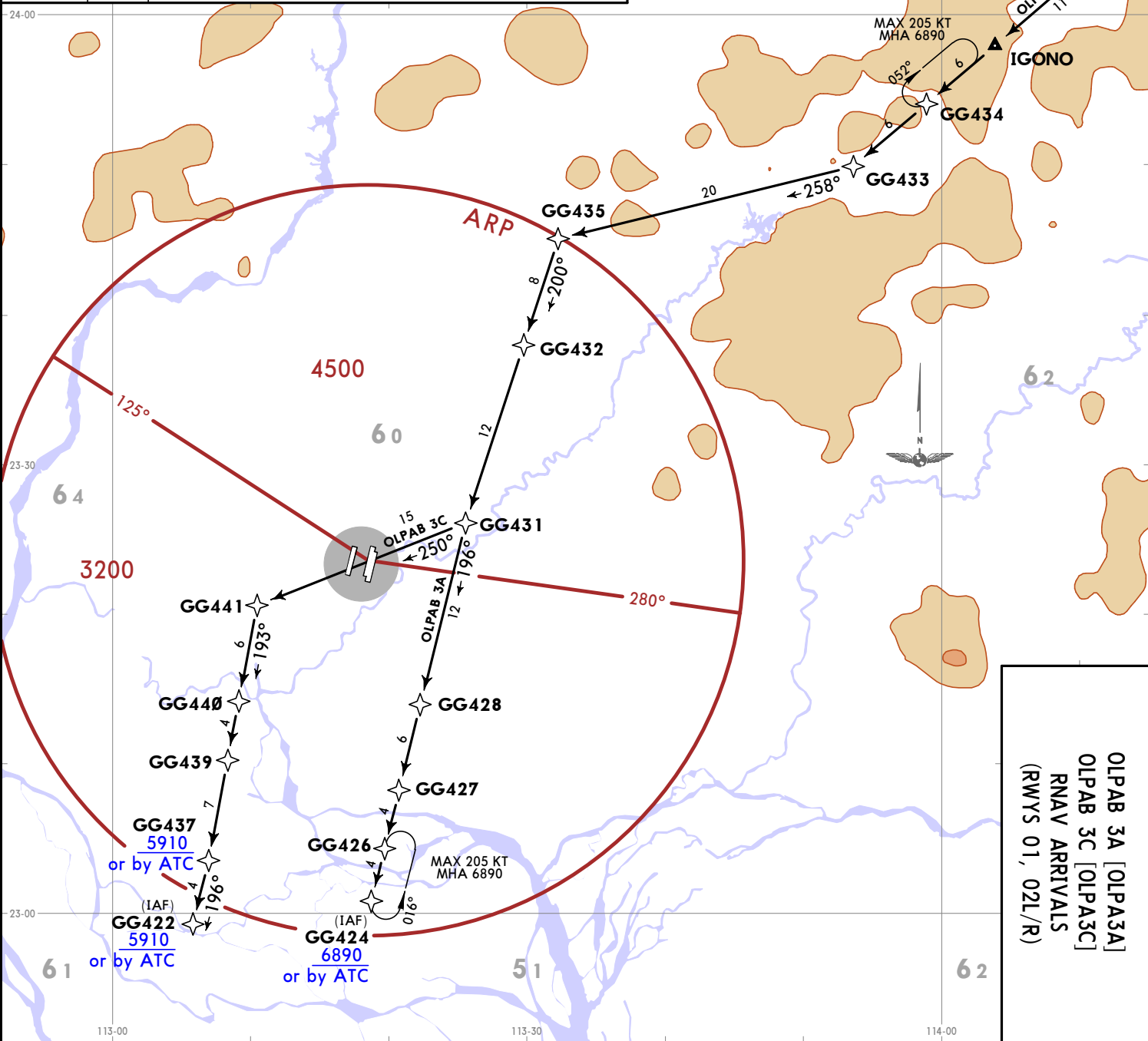
GUANGZHOU, PR OF CHINA
RNAV STAR

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CHANGES: IAF status removed from GG437.

*D-ATIS 128.6 (Chinese 127.0)		Apt Elev 50	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
RNAV 1 GNSS or DME/DME/IRU OR RNP 1 GNSS			
1. RADAR required for RNAV 1. 2. Under RADAR control, actual flight altitude instructed by ATC. 3. While independent operation implemented, actual flight altitude instructed by ATC. 4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.			
OLPAB 3A [OLPA3A], OLPAB 3C [OLPA3C] RNAV ARRIVALS (RWYS 01, 02L/R)			
SPEED RESTRICTION If ACFT performance allows, MAINTAIN 210 KT - 220 KT when flying by GG431.			
STAR	RWY	ROUTING	
OLPAB 3A	02L/R	OLPAB - IGONO - GG434 - GG433 - GG435 - GG432 - GG431 - GG428 - GG427 - GG426 - GG424 (6890+ or by ATC).	
OLPAB 3C	01	OLPAB - IGONO - GG434 - GG433 - GG435 - GG432 - GG431 - GG441 - GG440 - GG439 - GG437 (5910+ or by ATC) - GG422 (5910+ or by ATC).	

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
6890'	2100m
5910'	1800m



ZGGG/CAN
 BAIYUN
 29 MAR 24
 20-2L
 JEPPESEN
 GUANGZHOU, PR OF CHINA
 RNAV STAR

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GUANGZHOU, PR OF CHINA

RNAV STAR

128.6 (Chinese 127.0) **#D-ATIS**

Apt Elev
50

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above

RNAV 1
GNSS or DME/DME/IRU OR RNP 1
GNSS

1. RADAR required for RNAV 1.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. **WARNING:** several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
4. **OLPAB 3D:** CDO available with ATC clearance. CDO operation time 0100-0600LT. Conduct approach or by ATC when flying over GG513. CDO terminated once ATC give heading instruction.

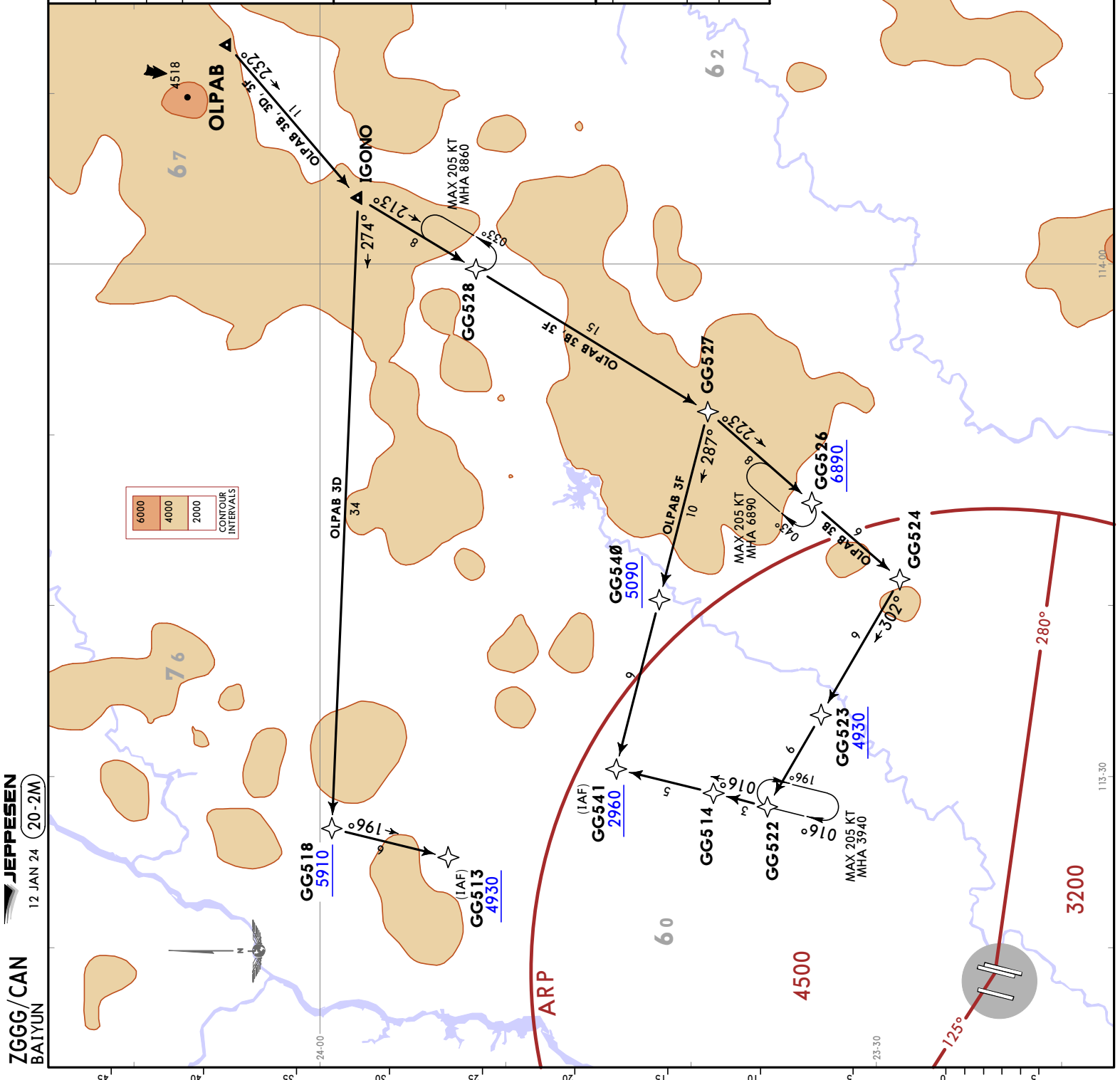
OLPAB 3B [OLPA3B]
OLPAB 3D [OLPA3D]
OLPAB 3F [OLPA3F]
RNAV ARRIVALS
(RWYS 19, 20L/R)

SPEED RESTRICTION
If ACFT performance allows,
MAINTAIN 210 KT - 220 KT
when flying by GG518 or GG524.

STAR	RWY	ROUTING
OLPAB 3B	20L/R	OLPAB - IGONO - GG528 - GG527 - GG526 (6890+) - GG524 - GG523 (4930+) - GG522 - GG514 - GG541 (2960+).
OLPAB 3D	19	OLPAB - IGONO - GG518 (5910+) - GG513 (4930+).
OLPAB 3F	20L/R	OLPAB - IGONO - GG528 - GG527 - GG540 (5090+) - GG541 (2960+).

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
5090'	- 1550m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m



ZGGG/CAN
BATYUN

12 JAN 24 (20-2M)

JEPPESSEN

CHANGES: ATIS:

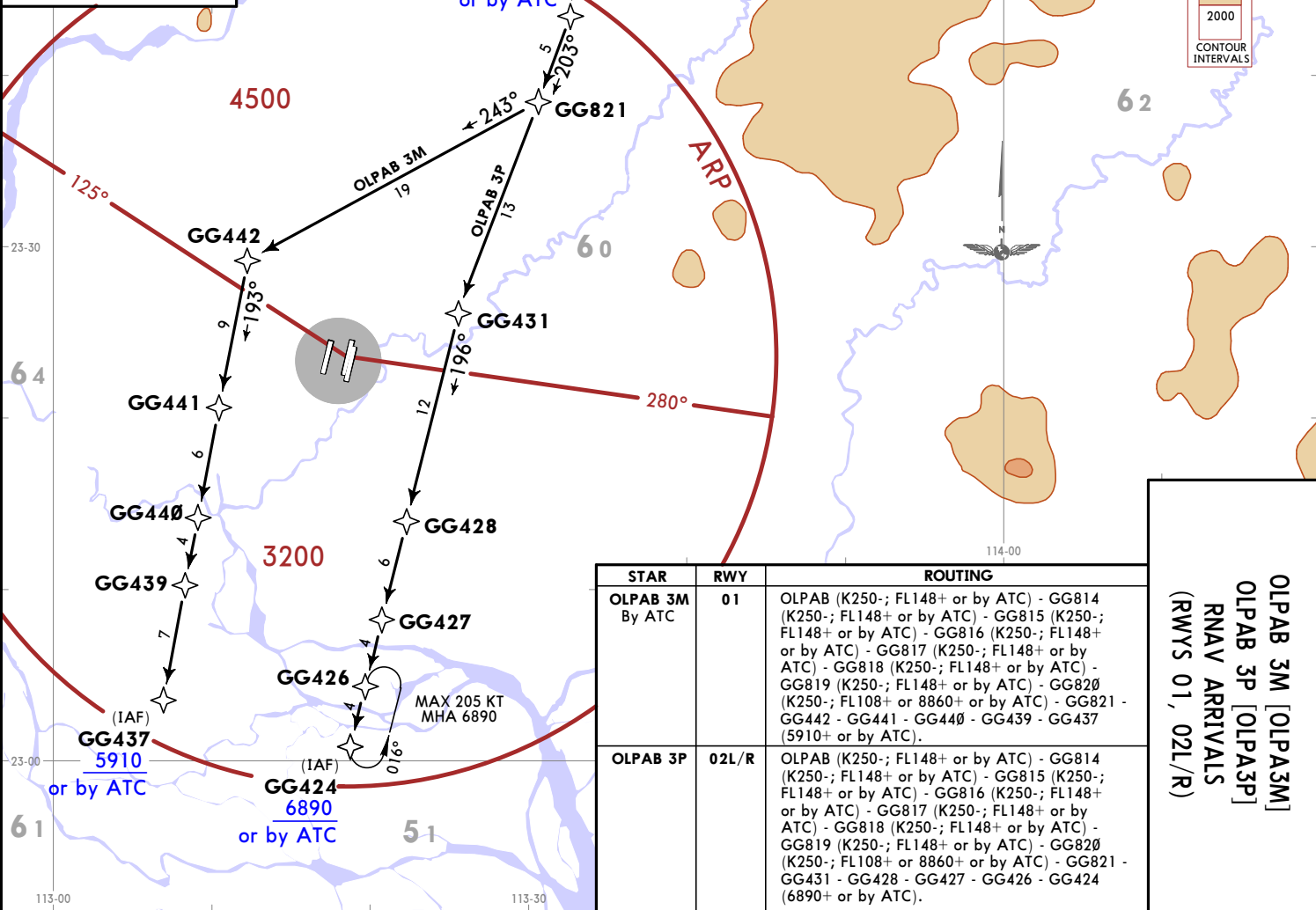
*D-ATIS
128.6 (Chinese 127.0) Apt Elev **50**
 Alt Set: hPa
 Trans level: FL118 below 980 hPa
 FL108 980 hPa or above
 RNAV 1 GNSS or DME/DME/IRU OR RNP 1 GNSS
 1. RADAR required for RNAV 1.
 2. While independent operation implemented, actual flight altitude by ATC.
 3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**OLPAB 3M [OLPA3M]
 OLPAB 3P [OLPA3P]
 RNAV ARRIVALS
 (RWYS 01, 02L/R)
 ATC APPROVAL NEEDED
 ONLY USED FOR PMS**

SPEED RESTRICTION
 If ACFT performance allows,
MAINTAIN 210 KT - 220 KT
 when flying by GG431 or GG442.

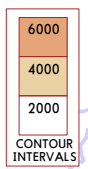
FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m



STAR	RWY	ROUTING
OLPAB 3M By ATC	01	OLPAB (K250-; FL148+ or by ATC) - GG814 (K250-; FL148+ or by ATC) - GG815 (K250-; FL148+ or by ATC) - GG816 (K250-; FL148+ or by ATC) - GG817 (K250-; FL148+ or by ATC) - GG818 (K250-; FL148+ or by ATC) - GG819 (K250-; FL148+ or by ATC) - GG820 (K250-; FL108+ or 8860+ or by ATC) - GG821 - GG442 - GG441 - GG440 - GG439 - GG437 (5910+ or by ATC).
OLPAB 3P	02L/R	OLPAB (K250-; FL148+ or by ATC) - GG814 (K250-; FL148+ or by ATC) - GG815 (K250-; FL148+ or by ATC) - GG816 (K250-; FL148+ or by ATC) - GG817 (K250-; FL148+ or by ATC) - GG818 (K250-; FL148+ or by ATC) - GG819 (K250-; FL148+ or by ATC) - GG820 (K250-; FL108+ or 8860+ or by ATC) - GG821 - GG431 - GG428 - GG427 - GG426 - GG424 (6890+ or by ATC).

**OLPAB 3M [OLPA3M]
 OLPAB 3P [OLPA3P]
 RNAV ARRIVALS
 (RWYS 01, 02L/R)**



ZGGG/CAN
 BAYUN
 12 JAN 24 20-2N
 JEPPESEN
 GUANGZHOU, PR OF CHINA
 RNAV STAR

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ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA

12 JAN 24 **20-2P**

STAR

*D-ATIS
128.6
(Chinese 127.0)

Apt Elev
50

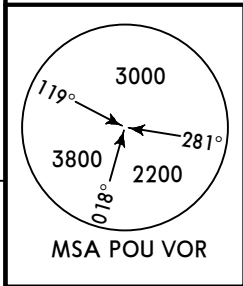
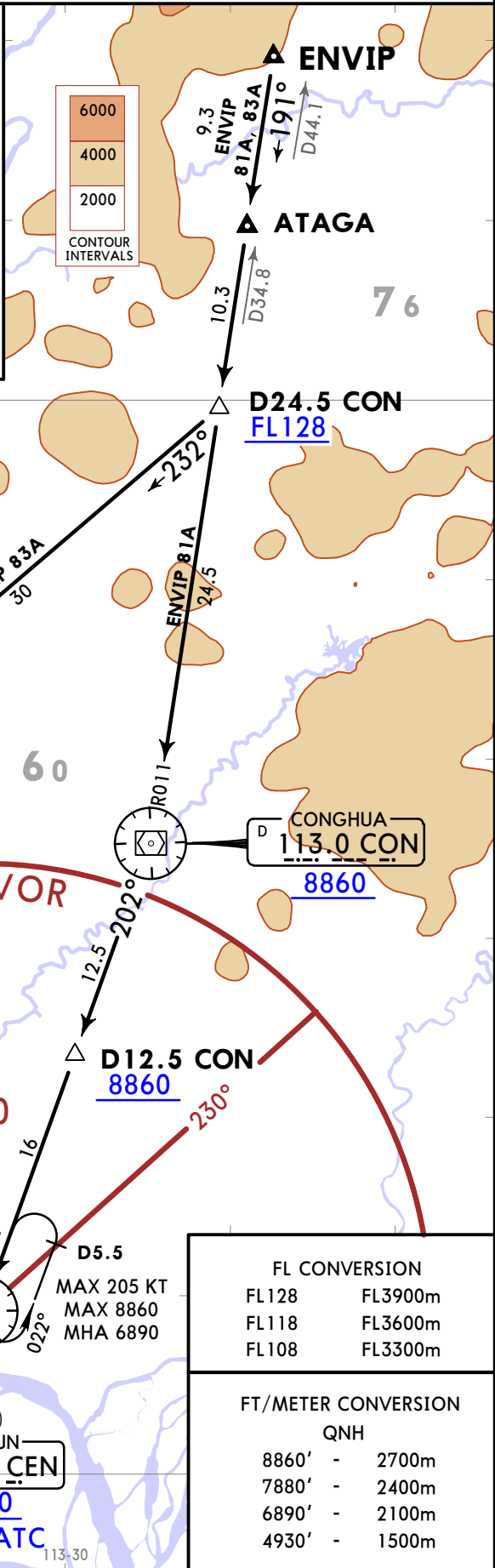
Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above

- Under RADAR control, actual flight altitude instructed by ATC.
- While independent operations are implemented, altitudes will be instructed by ATC.
- WARNING:** several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

ENVIP 81A [ENV81A]
ENVIP 83A [ENV83A]
BY ATC

ARRIVALS
(RWYS 01, 02L/R)

SPEED RESTRICTION
If ACFT performance allows,
MAINTAIN 210 KT - 220 KT when
flying by D12.5 CON or D16.0 TAN.



FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
4930'	- 1500m

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
 12 JAN 24 (20-2Q) **STAR**

*D-ATIS
128.6 (Chinese 127.0)

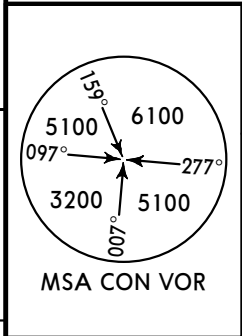
Apt Elev
50

Alt Set: hPa
 Trans level: FL118 below 980 hPa
 FL108 980 hPa or above

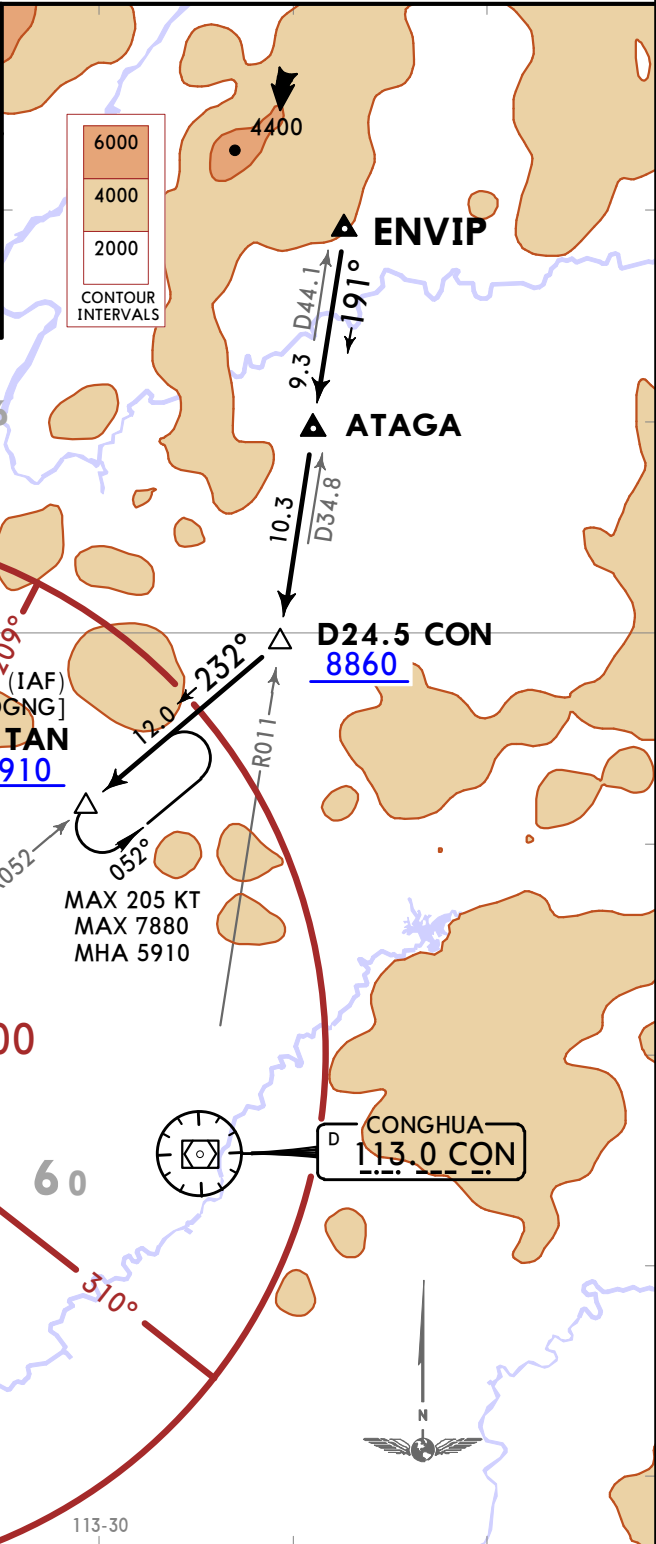
- Under RADAR control, actual flight altitude instructed by ATC.
- WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

ENVIP 91A [ENV91A]
ARRIVAL
 (RWYS 19, 20L/R)

SPEED RESTRICTION
 If ACFT performance allows,
MAINTAIN 210 KT - 220 KT when flying by D18.0 TAN



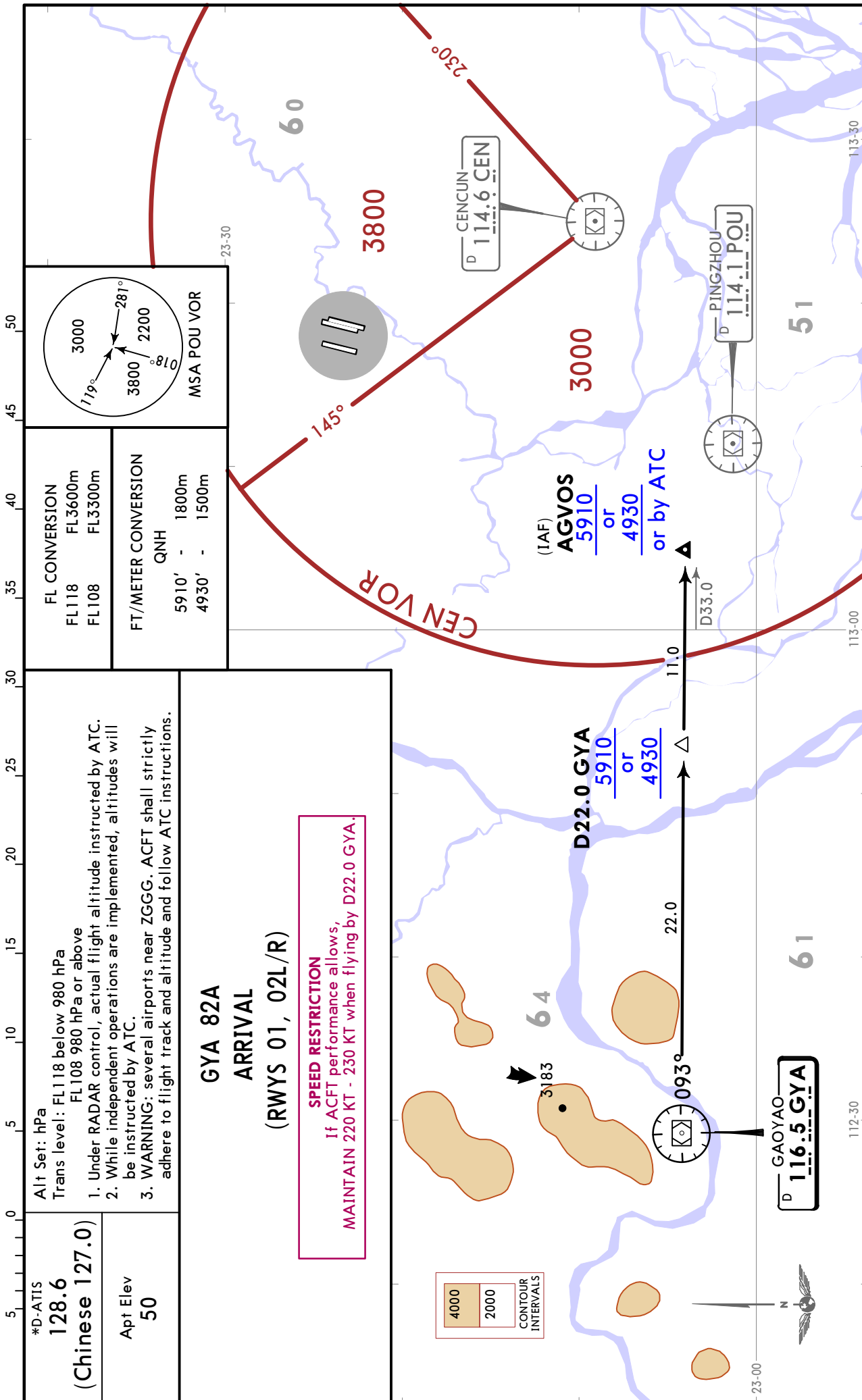
FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
8860'	2700m
7880'	2400m
5910'	1800m



50
40
30
20
10
0
10

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 24 (20-2S) STAR

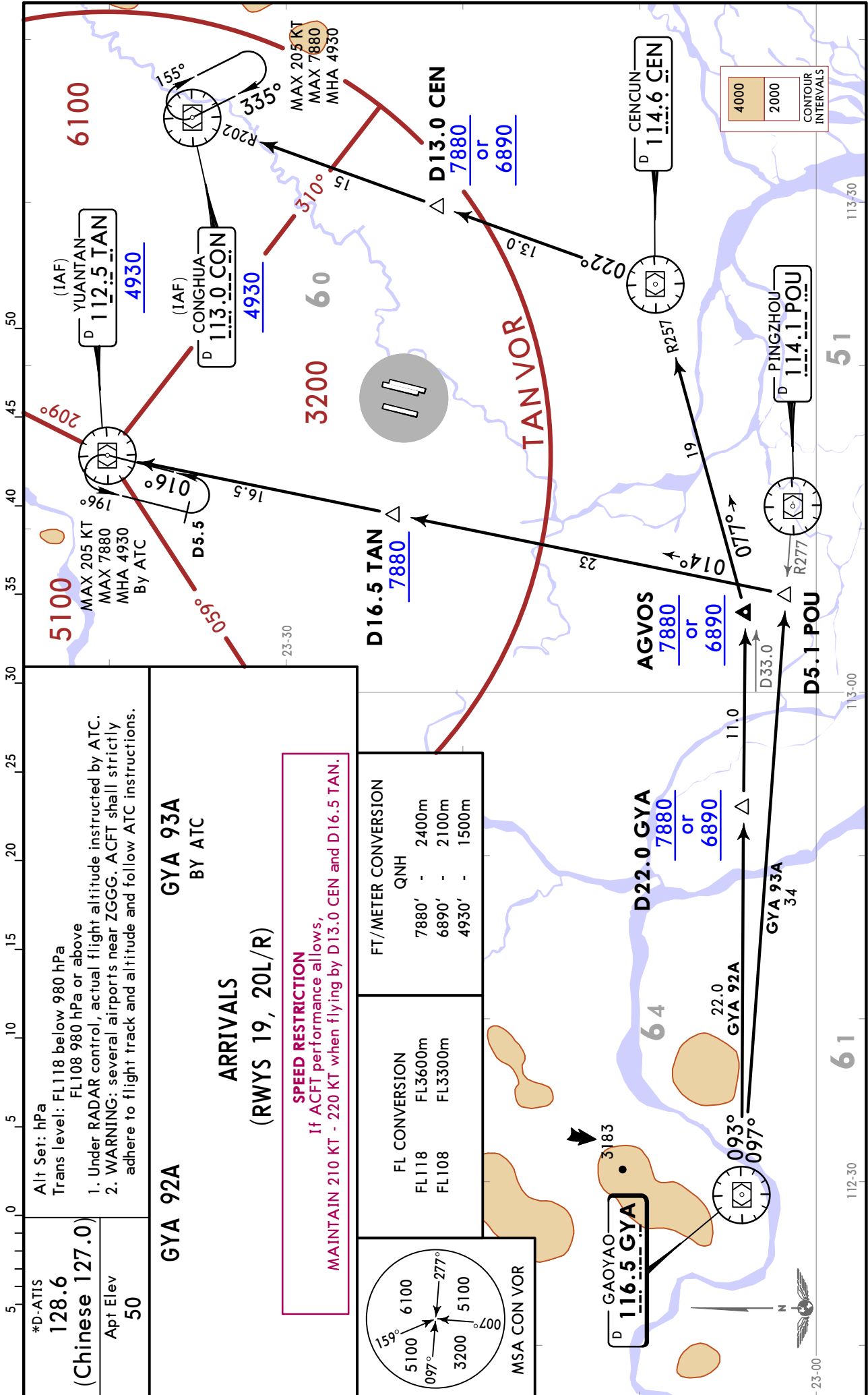


ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA

12 JAN 24 (20-2T)

STAR



ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 24 (20-2U) STAR

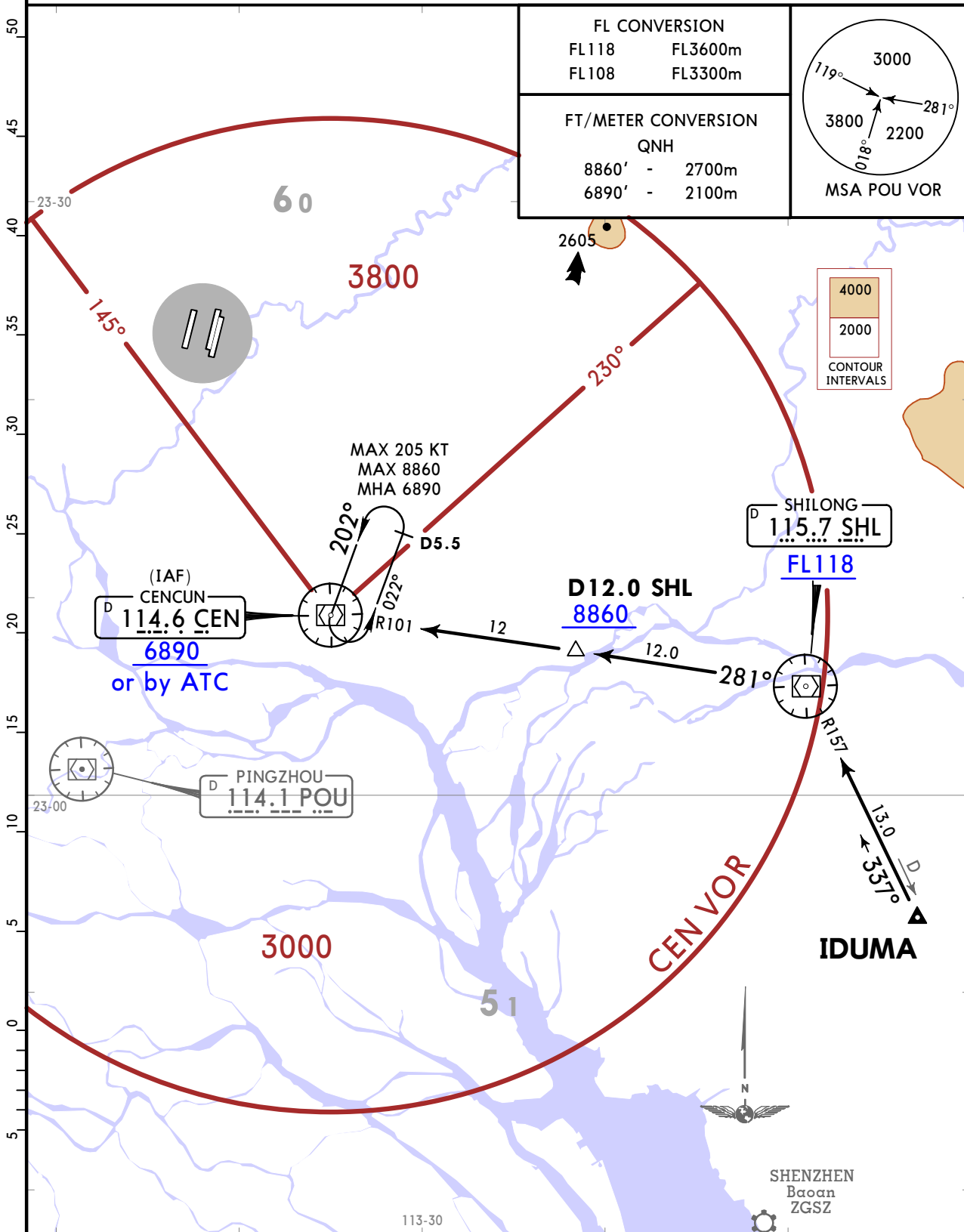
*D-ATIS
128.6
(Chinese 127.0)

Apt Elev
50

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above

- Under RADAR control, actual flight altitude instructed by ATC.
- While independent operations are implemented, altitudes will be instructed by ATC.
- WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

IDUMA 81A [IDU81A]
ARRIVAL
(RWYS 01, 02L/R)



ZGGG/CAN
BAIYUN

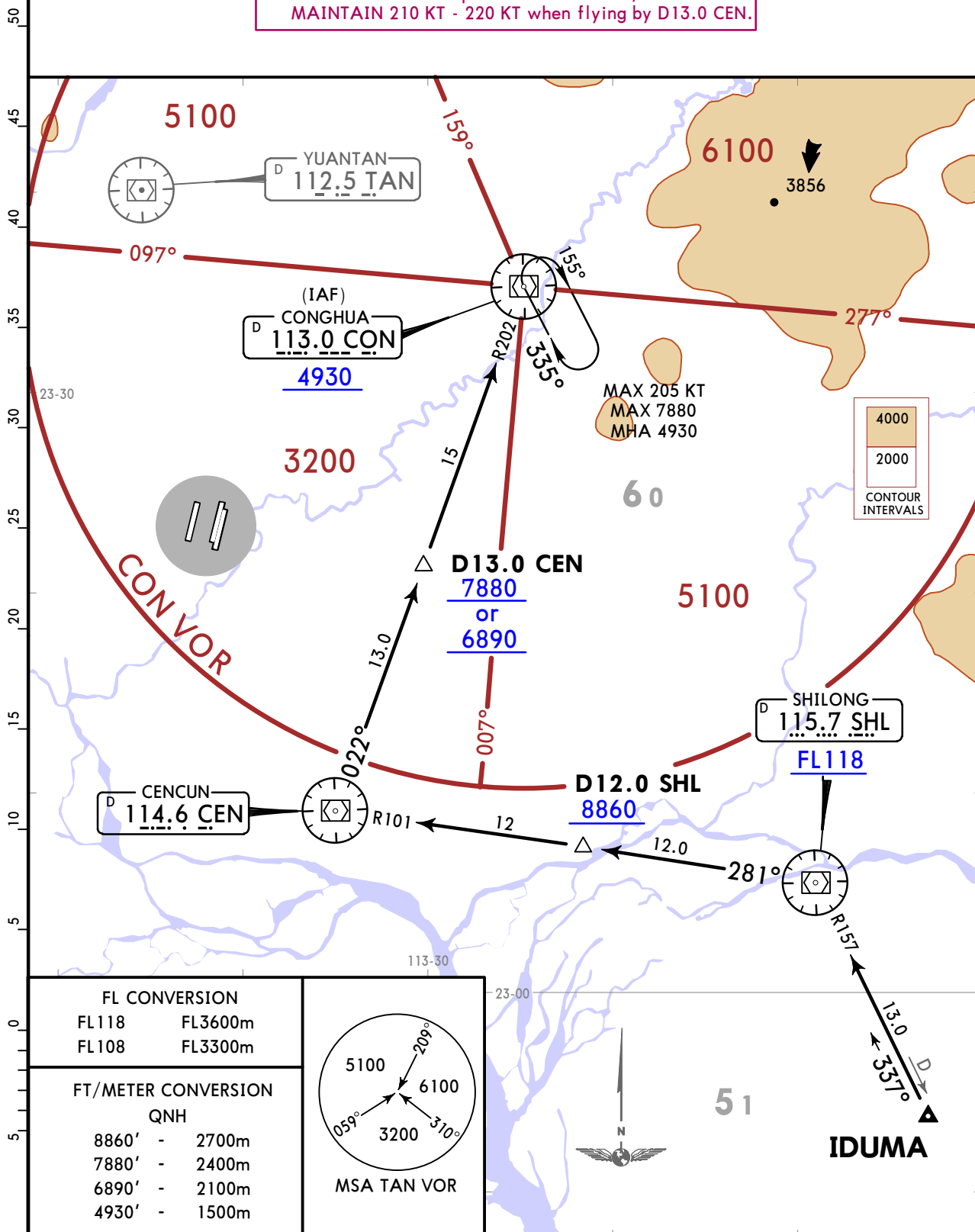
JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 24 (20-2V) STAR

*D-ATIS
128.6
(Chinese 127.0)
Apt Elev
50

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
1. Under RADAR control, actual flight altitude instructed by ATC.
2. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

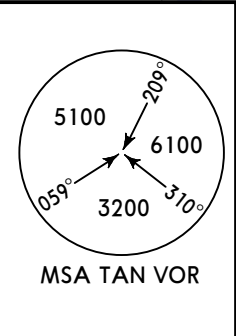
IDUMA 91A [IDU91A]
ARRIVAL
(RWYS 19, 20L/R)

SPEED RESTRICTION
If ACFT performance allows,
MAINTAIN 210 KT - 220 KT when flying by D13.0 CEN.



FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
4930'	- 1500m



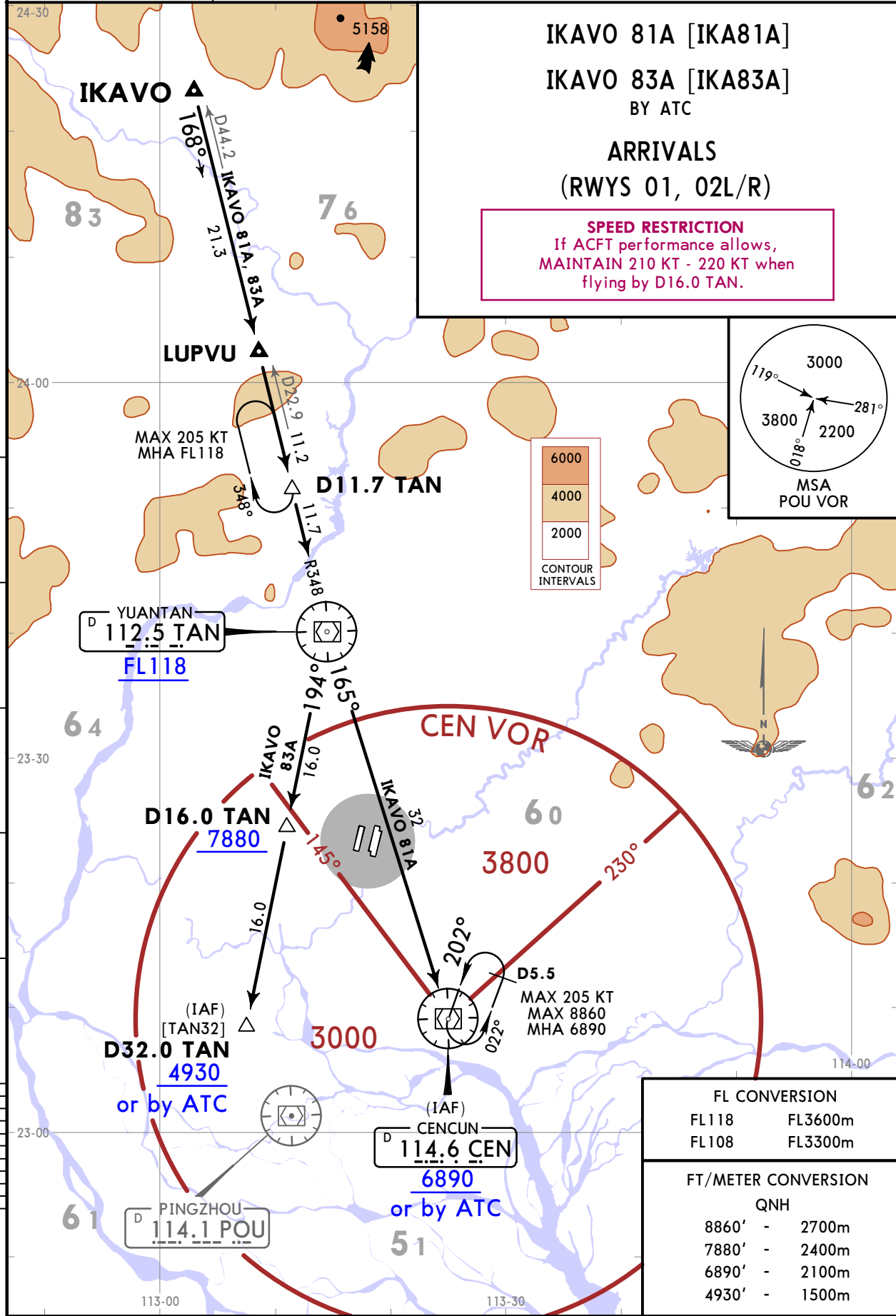
ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA

12 JAN 24 (20-2W)

STAR

<p>*D-ATIS 128.6 (Chinese 127.0)</p>	<p>Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above</p> <ol style="list-style-type: none"> Under RADAR control, actual flight altitude instructed by ATC. While independent operations are implemented, altitudes will be instructed by ATC. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
<p>Apt Elev 50</p>	



ZGGG/CAN
BAIYUN

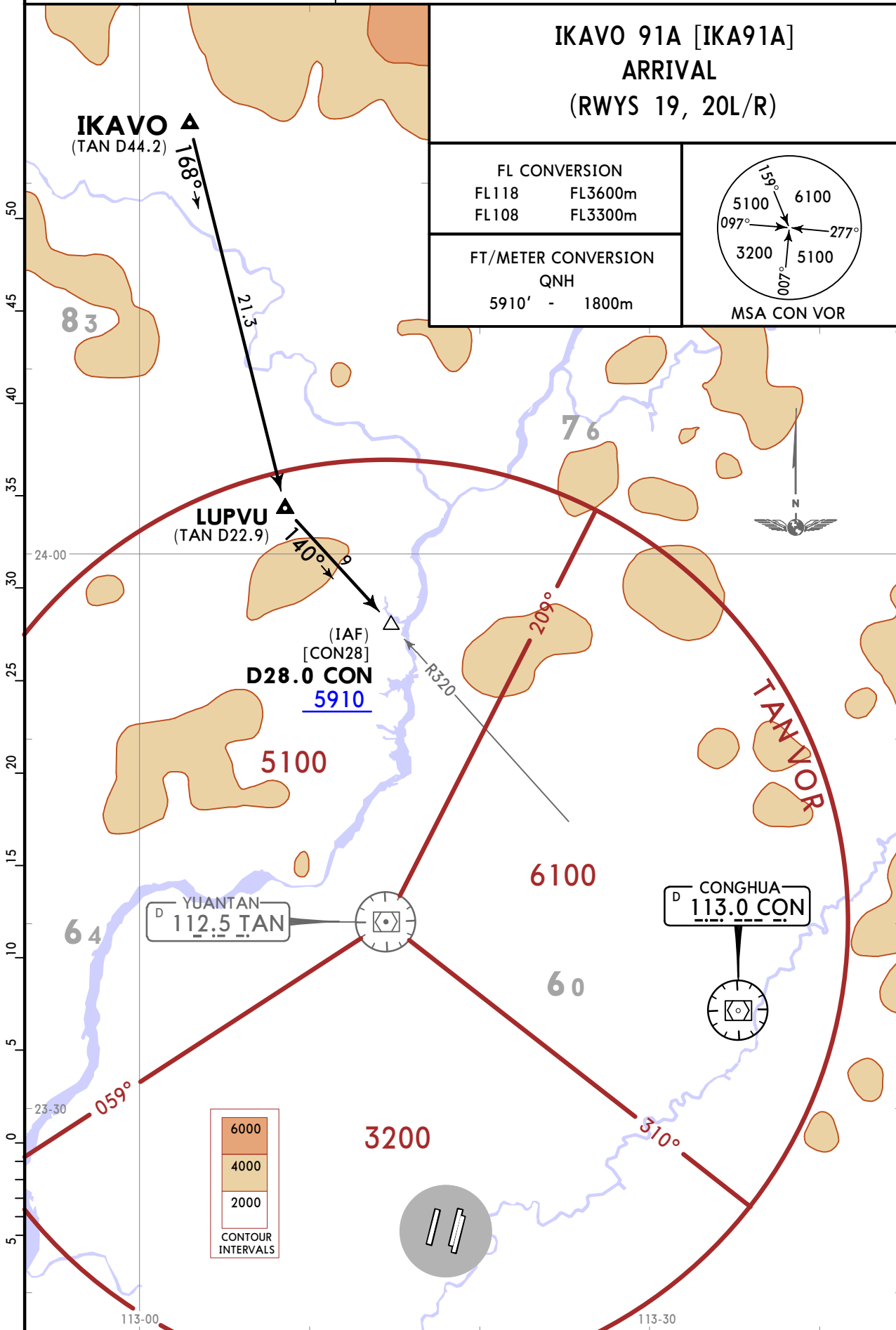
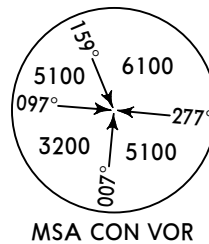
JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 24 (20-2X) **STAR**

*D-ATIS
128.6 (Chinese 127.0)
Apt Elev
50

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
1. Under RADAR control, actual flight altitude instructed by ATC.
2. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

IKAVO 91A [IKA91A]
ARRIVAL
(RWYS 19, 20L/R)

FL CONVERSION
FL118 FL3600m
FL108 FL3300m
FT/METER CONVERSION
QNH
5910' - 1800m



ZGGG/CAN BAIYUN

*D-ATIS
128.6
(Chinese 127.0)

Apt Elev
50

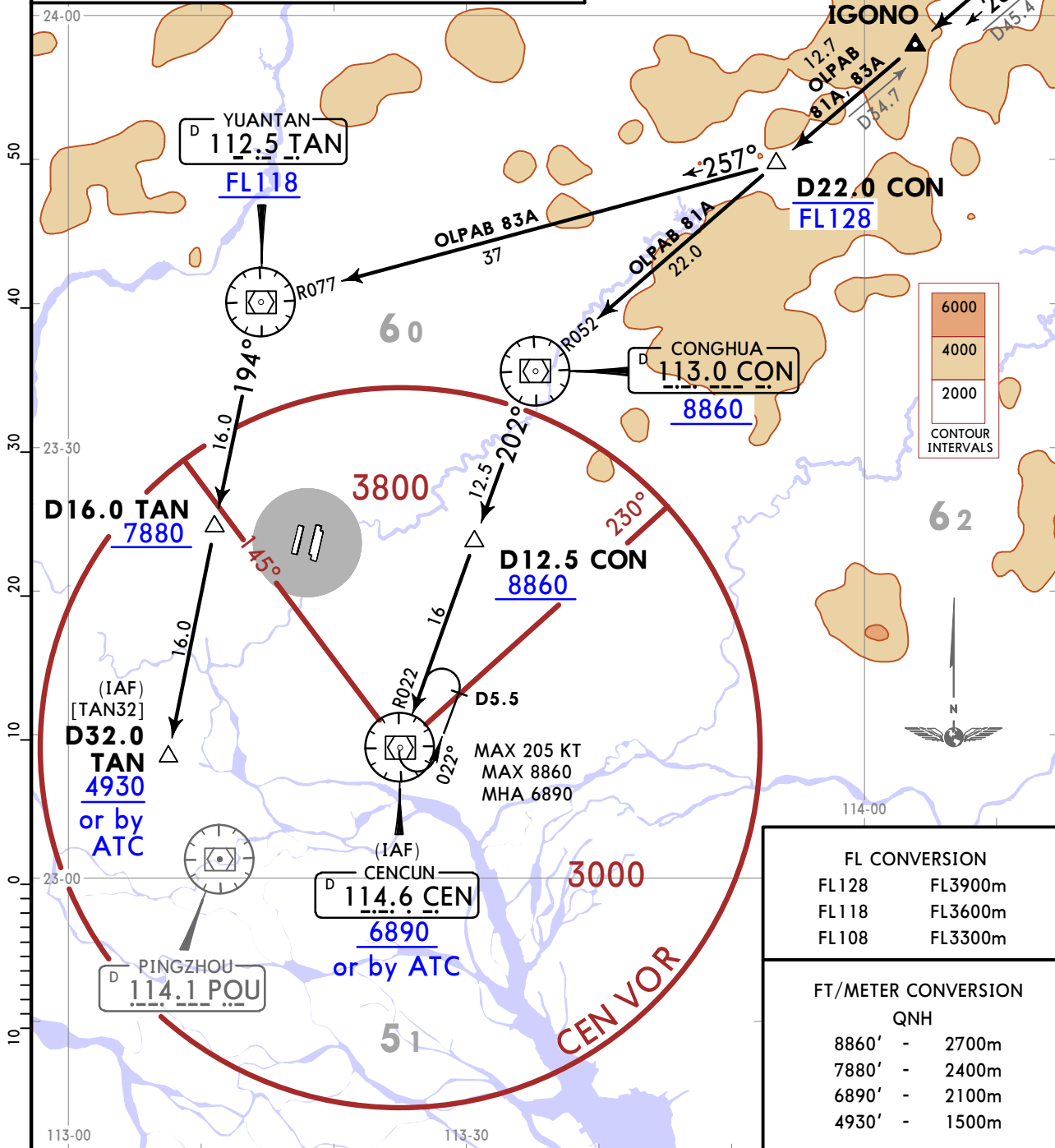
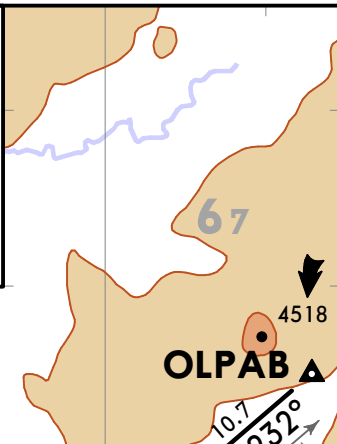
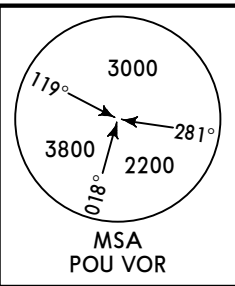
Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above

- Under RADAR control, actual flight altitude instructed by ATC.
- While independent operations are implemented, altitudes will be instructed by ATC.
- WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

OLPAB 81A [OLP81A]
OLPAB 83A [OLP83A]
BY ATC

ARRIVALS
(RWYS 01, 02L/R)

SPEED RESTRICTION
If ACFT performance allows,
MAINTAIN 210 KT - 220 KT when
flying by D12.5 CON or D16.0 TAN.



ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
 12 JAN 24 **(20-2X2)** **STAR**

*D-ATIS
128.6
 (Chinese 127.0)

Apt Elev
50

Alt Set: hPa
 Trans level: FL118 below 980 hPa
 FL108 980 hPa or above

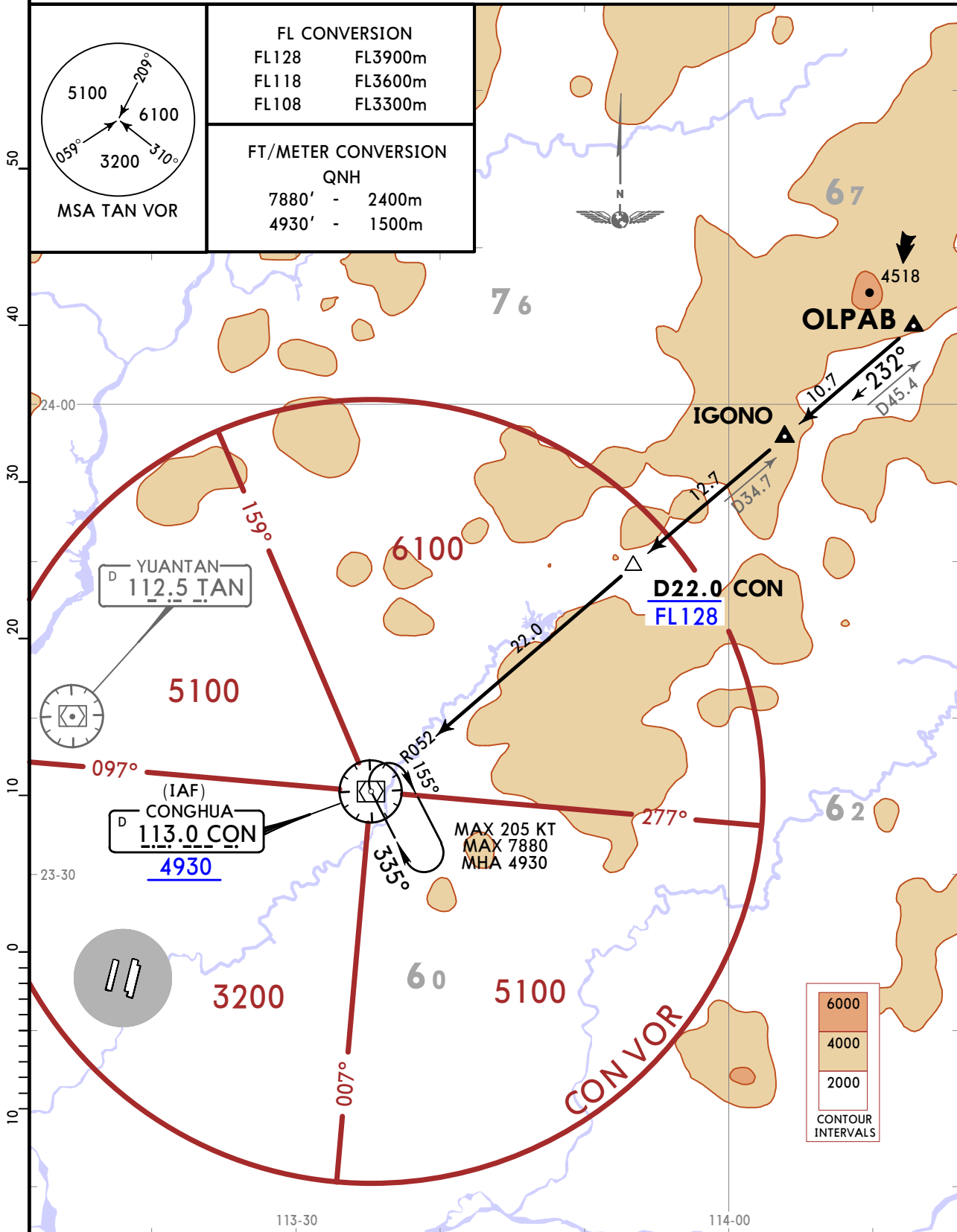
- Under RADAR control, actual flight altitude instructed by ATC.
- WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

OLPAB 91A [OLP91A]
ARRIVAL
 (RWYS 19, 20L/R)

MSA TAN VOR

FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
7880'	- 2400m
4930'	- 1500m



GUANGZHOU, PR OF CHINA

RNAV SID

*GUANGZHOU Approach/APP02
119.7
 Apt Elev **50**

Trans alt: 8860
 RNAV 1
 GNS or DME/DME/IRU OR RNP 1
 GNS

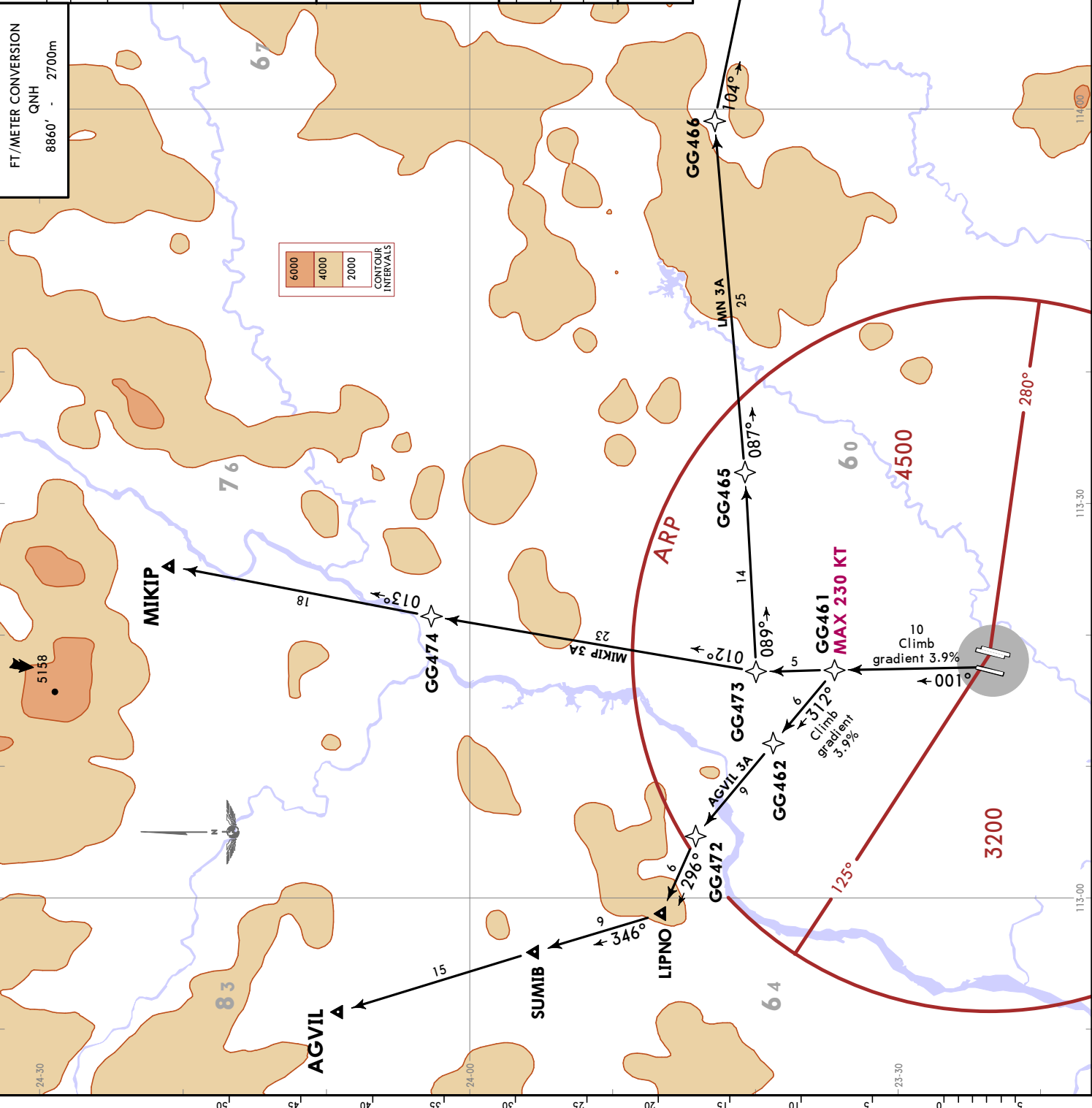
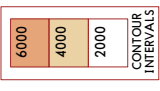
1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. RIGHT turn after take-off shall be permitted by ATC.
5. No turn before DER.
6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
7. MIKIP 3A & LMN 3A: CCO available with ATC clearance. CCO operation time 0100-0600LT. CCO terminated once ATC give heading instruction.

AGVIL 3A [AGV13A]
LMN 3A [LMN3A]
MIKIP 3A [MIK13A]
RNAV DEPARTURES (RWY 01)

SID	ROUTING
AGVIL 3A	GG461 (K230-) - GG462 - GG472 - LIPNO - SUMIB - AGVIL.
LMN 3A	GG461 (K230-) - GG473 - GG465 - GG466 - LMN.
MIKIP 3A	GG461 (K230-) - GG473 - GG474 - MIKIP.

Grnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

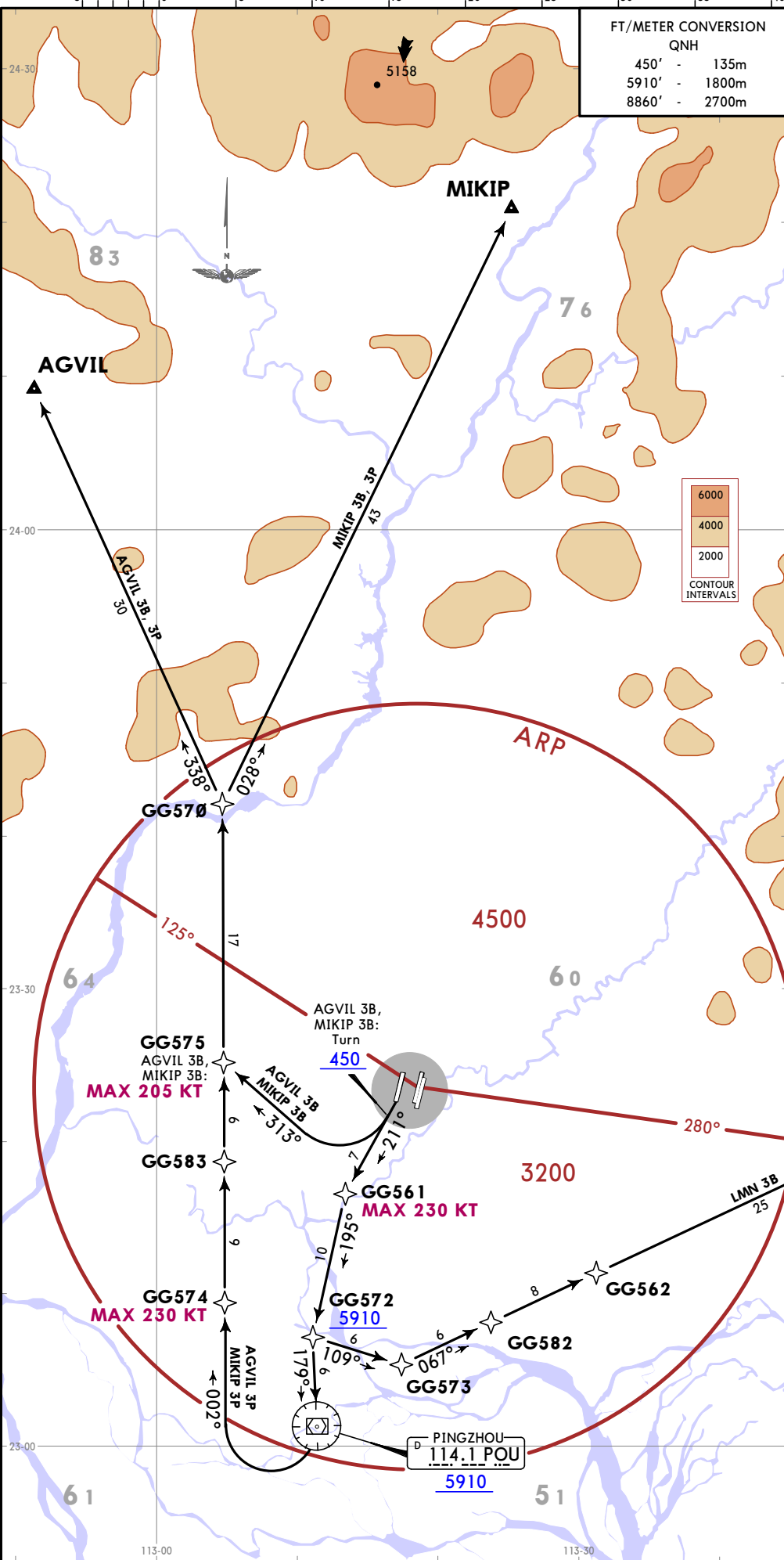
FT/METER CONVERSION
 QNH
 8860' - 2700m



ZGGG/CAN
 BAIYUN
 Eff 21 Feb 1600Z
 9 FEB 24
 20-3

JEPPesen
 9 FEB 24
 20-3

CHANGES: General Instructions revised.



FT/METER CONVERSION	
QNH	
450'	135m
5910'	1800m
8860'	2700m

*GUANGZHOU Approach/APP02 119.7	Apt Elev 50
---	-----------------------

- Trans alt: 8860
- RNAV 1
GNSS or DME/DME/IRU OR RNP 1
GNSS
1. RADAR required for RNAV 1.
 2. Report RWY in use to APP02 on first contact.
 3. Under RADAR control, actual flight altitude instructed by ATC.
 4. LEFT turn after take-off shall be permitted by ATC.
 5. No turn before DER.
 6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
 7. LMN 3B: CCO available with ATC clearance. CCO operation time 0100-0600LT. CCO terminated once ATC give heading instruction.

AGVIL 3B [AGVI3B]
AGVIL 3P [AGVI3P]
LMN 3B [LMN3B]
MIKIP 3B [MIKI3B]
MIKIP 3P [MIKI3P]
RNAV DEPARTURES
(RWY 19)

SID	ROUTING
AGVIL 3B By ATC	(450+) - GG575 (K205-) - GG570 - AGVIL.
AGVIL 3P	GG561 (K230-) - GG572 (5910+) - POU (5910+) - GG574 (K230-) - GG583 - GG575 - GG570 - AGVIL.
LMN 3B	GG561 (K230-) - GG572 (5910+) - GG573 - GG582 - GG562 - GG563 - LMN.
MIKIP 3B By ATC	(450+) - GG575 (K205-) - GG570 - MIKIP.
MIKIP 3P	GG561 (K230-) - GG572 (5910+) - POU (5910+) - GG574 (K230-) - GG583 - GG575 - GG570 - MIKIP.

NOT TO SCALE

D LONGMEN
116.3 LMN

AGVIL 3B [AGVI3B]
AGVIL 3P [AGVI3P]
LMN 3B [LMN3B]
MIKIP 3B [MIKI3B]
MIKIP 3P [MIKI3P]
RNAV DEPARTURES
(RWY 19)

D PINGZHOU
114.1 POU
5910

ZGGG/CAN
BAYUN
JEPPesen
GUANGZHOU, PR OF CHINA
RNAV SID
 9 FEB 24 (20-3A) Eff 21 Feb 1600Z

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*GUANGZHOU Approach/APP02
 119.7
 Apt Elev 50

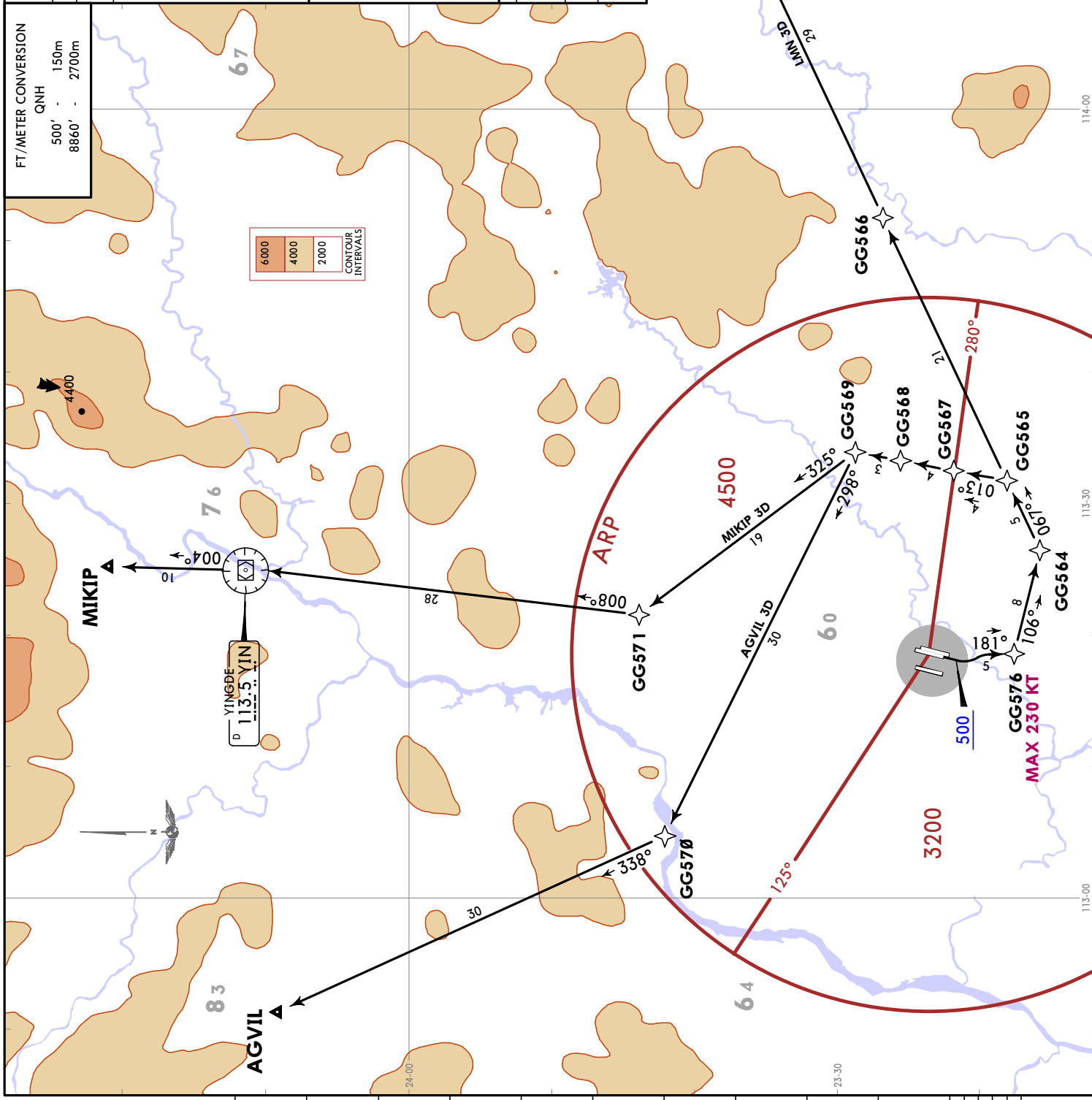
Trans alt: 8860

RNAV 1
 GNS5 or DME/DME/IRU OR RNP 1
 GNS5

1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. Make turns after flying over DER and reaching 500.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
6. LMN 3D: CCO available with ATC clearance. CCO operation time 0100-0600LT. CCO terminated once ATC give heading instruction.

AGVIL 3D [AGVIL3D]
LMN 3D [LMN3D]
MIKIP 3D [MIKIP3D]
RNAV DEPARTURES
(RWY 20R)

SID	ROUTING
AGVIL 3D	(500+) - GG576 (K230-) - GG564 - GG565 - GG567 - GG568 - GG569 - GG570 - AGVIL.
LMN 3D	(500+) - GG576 (K230-) - GG564 - GG565 - GG566 - LMN.
MIKIP 3D	(500+) - GG576 (K230-) - GG564 - GG565 - GG567 - GG568 - GG569 - GG571 - YIN - MIKIP.



FT/METER CONVERSION
 QNH
 500' - 150m
 8860' - 2700m

6000
 4000
 2000
 CONTOUR INTERVALS

GUANGZHOU, PR OF CHINA

ZGG/CAN
 BAIYUN
 9 FEB 24
 Eff 21 Feb 1600Z (20-3D)

JEPPESEN
 9 FEB 24
 Eff 21 Feb 1600Z (20-3D)

RNAV SID

*GUANGZHOU Approach/APP02
119.7

Trans alt: 8860

RNAV 1
 GNSS or DME/DME/IRU OR RNP 1
 GNSS

1. RADAR required for RNAV 1.
 2. Report RWY in use to APP02 on first contact.
 3. Under RADAR control, actual flight altitude instructed by ATC.
 4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
 5. MIKIP 3E & LMN 3E: CCO available with ATC clearance. CCO operation time 0100-0600LT. CCO terminated once ATC give heading instruction.

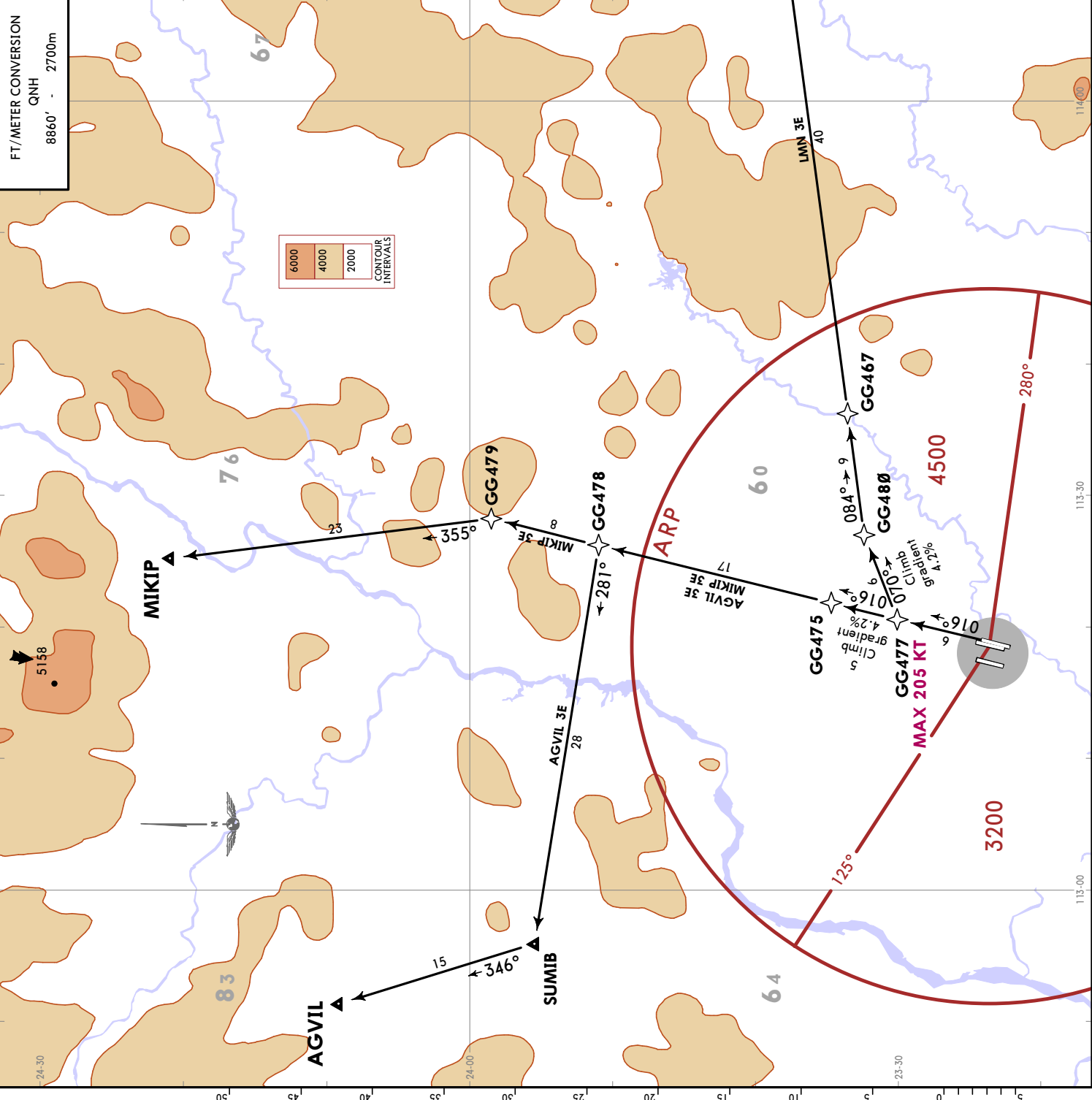
FT./METER CONVERSION
 QNH
 8860' - 2700m

**AGVIL 3E [AGV13E]
 LMN 3E [LMN3E]
 MIKIP 3E [MIK13E]
 RNAV DEPARTURES
 (RWY 02R)**

SID	ROUTING
AGVIL 3E	GG477 (K205-) - GG475 - GG478 - SUMIB - AGVIL.
LMN 3E	GG477 (K205-) - GG480 - GG467 - LMN.
MIKIP 3E	GG477 (K205-) - GG475 - GG478 - GG479 - MIKIP.

Grd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

6000
 4000
 2000
 CONTOUR INTERVALS



JEPPESEN
 9 FEB 24 (20-3E) Eff 21 Feb 1600Z

ZGGG/CAN
 BAIYUN

GUANGZHOU, PR OF CHINA
RNAV SID

*GUANGZHOU Approach/APP02
 119.7

Trans alt: 8860

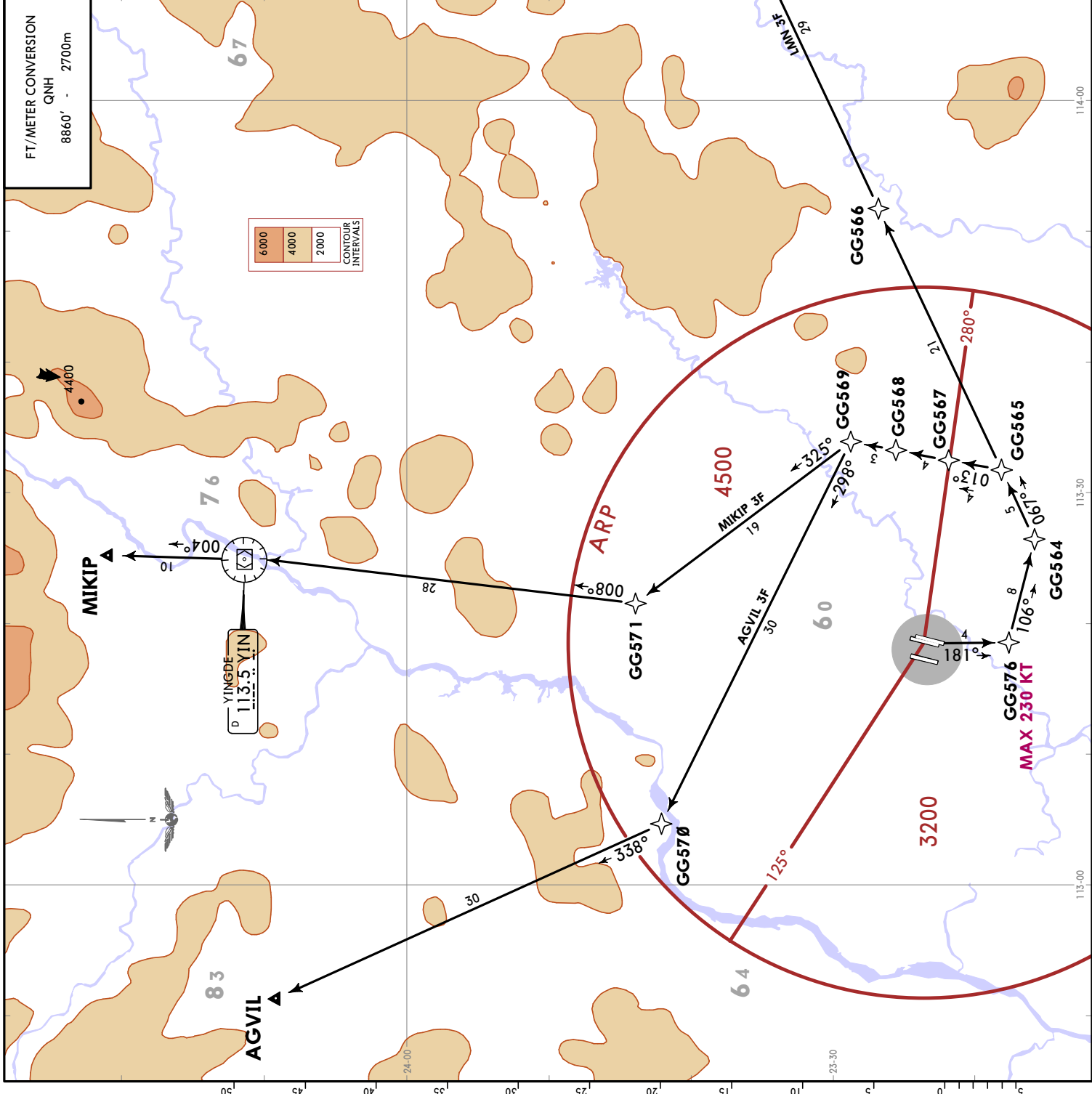
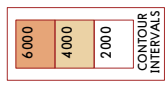
RNAV 1
 GNS5 or DME/DME/IRU OR RNP 1
 GNS5

FT/METER CONVERSION
 QNH
 8860' - 2700m

1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. No turn before DER.
5. **WARNING:** several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
6. LMN 3F: CCO available with ATC clearance. CCO operation time 0100-0600LT. CCO terminated once ATC give heading instruction.

AGVIL 3F [AGV13F]
LMN 3F [LMN3F]
MIKIP 3F [MIK13F]
RNAV DEPARTURES
(RWY 20L)

SID	ROUTING
AGVIL 3F	GG576 (K230-) - GG564 - GG565 - GG567 - GG568 - GG569 - GG570 - AGVIL.
LMN 3F	GG576 (K230-) - GG564 - GG565 - GG566 - LMN.
MIKIP 3F	GG576 (K230-) - GG564 - GG565 - GG567 - GG568 - GG569 - GG571 - YIN - MIKIP.

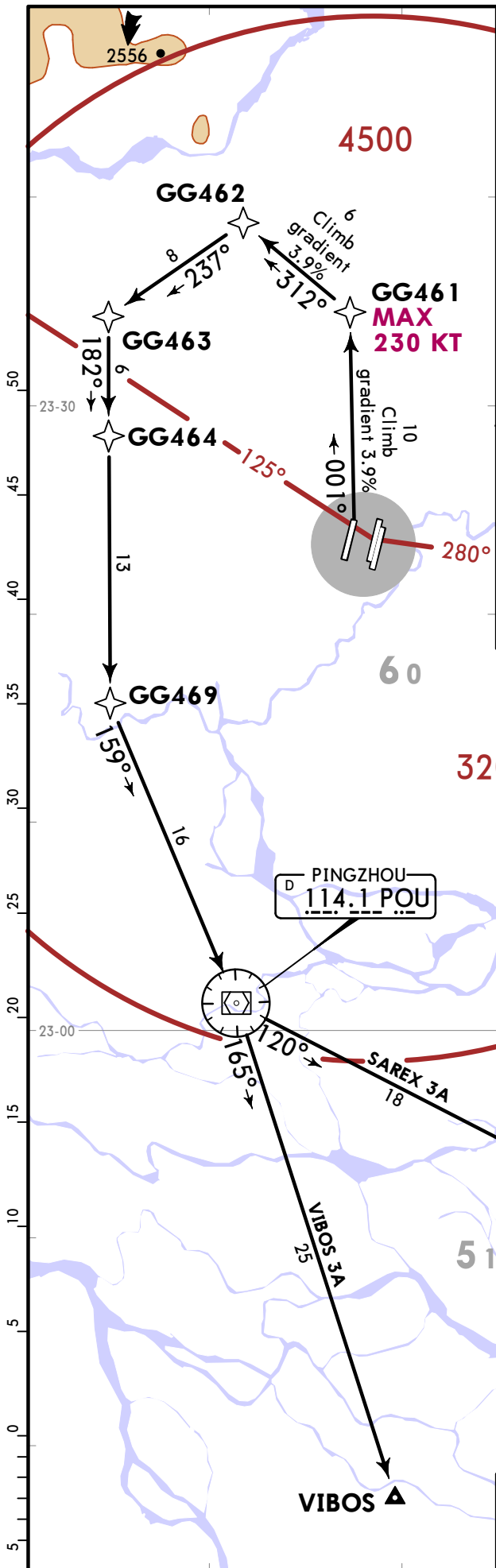


ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA

9 FEB 24 (20-3F) Eff 21 Feb 1600Z

RNAV SID



*GUANGZHOU Approach/APP02 119.7	Apt Elev 50
Trans alt: 8860	
RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
<ol style="list-style-type: none"> 1. RADAR required for RNAV 1. 2. Report RWY in use to APP02 on first contact. 3. Under RADAR control, actual flight altitude instructed by ATC. 4. RIGHT turn after take-off shall be permitted by ATC. 5. No turn before DER. 6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions. 	
<p>SAREX 3A [SARE3A] VIBOS 3A [VIBO3A] RNAV DEPARTURES (RWY 01)</p>	

FT/METER CONVERSION	
QNH	
8860'	2700m

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

SID	ROUTING
SAREX 3A	GG461 (K230-) - GG462 - GG463 - GG464 - GG469 - POU - SAREX.
VIBOS 3A	GG461 (K230-) - GG462 - GG463 - GG464 - GG469 - POU - VIBOS.

CHANGES: General instructions revised.

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA

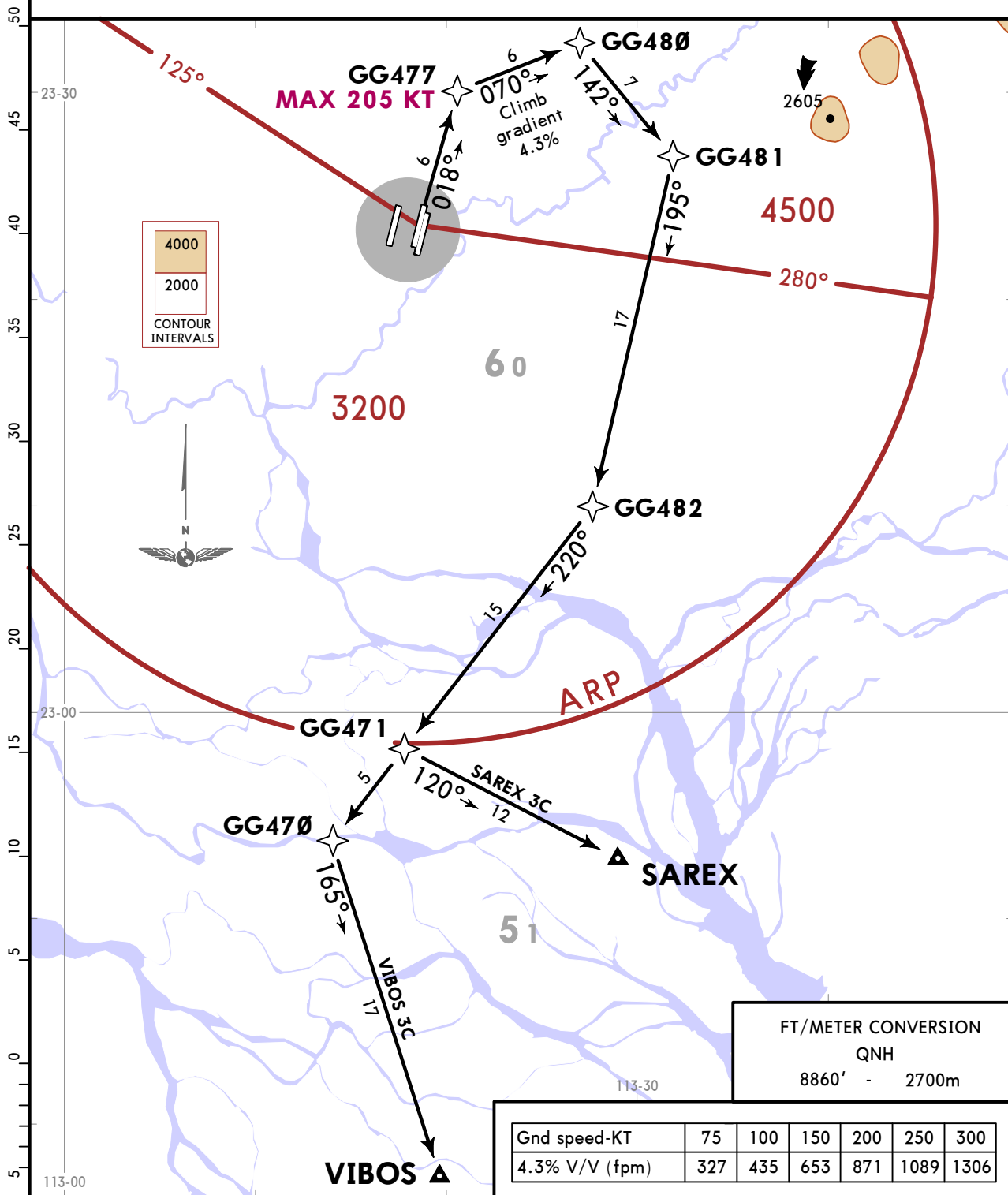
9 FEB 24 (20-3H) Eff 21 Feb 1600Z

RNAV SID

*GUANGZHOU Approach/APP02 119.7	Apt Elev 50	Trans alt: 8860
		RNAV 1 GNSS or DME/DME/IRU
		OR RNP 1 GNSS

1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. No turn before DER.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 3C [SARE3C], VIBOS 3C [VIBO3C]
RNAV DEPARTURES (RWY 02L)



FT/METER CONVERSION
QNH
8860' - 2700m

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
SAREX 3C	GG477 (K205-) - GG480 - GG481 - GG482 - GG471 - SAREX.
VIBOS 3C	GG477 (K205-) - GG480 - GG481 - GG482 - GG471 - GG470 - VIBOS.

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA

9 FEB 24 (20-3J) Eff 21 Feb 1600Z

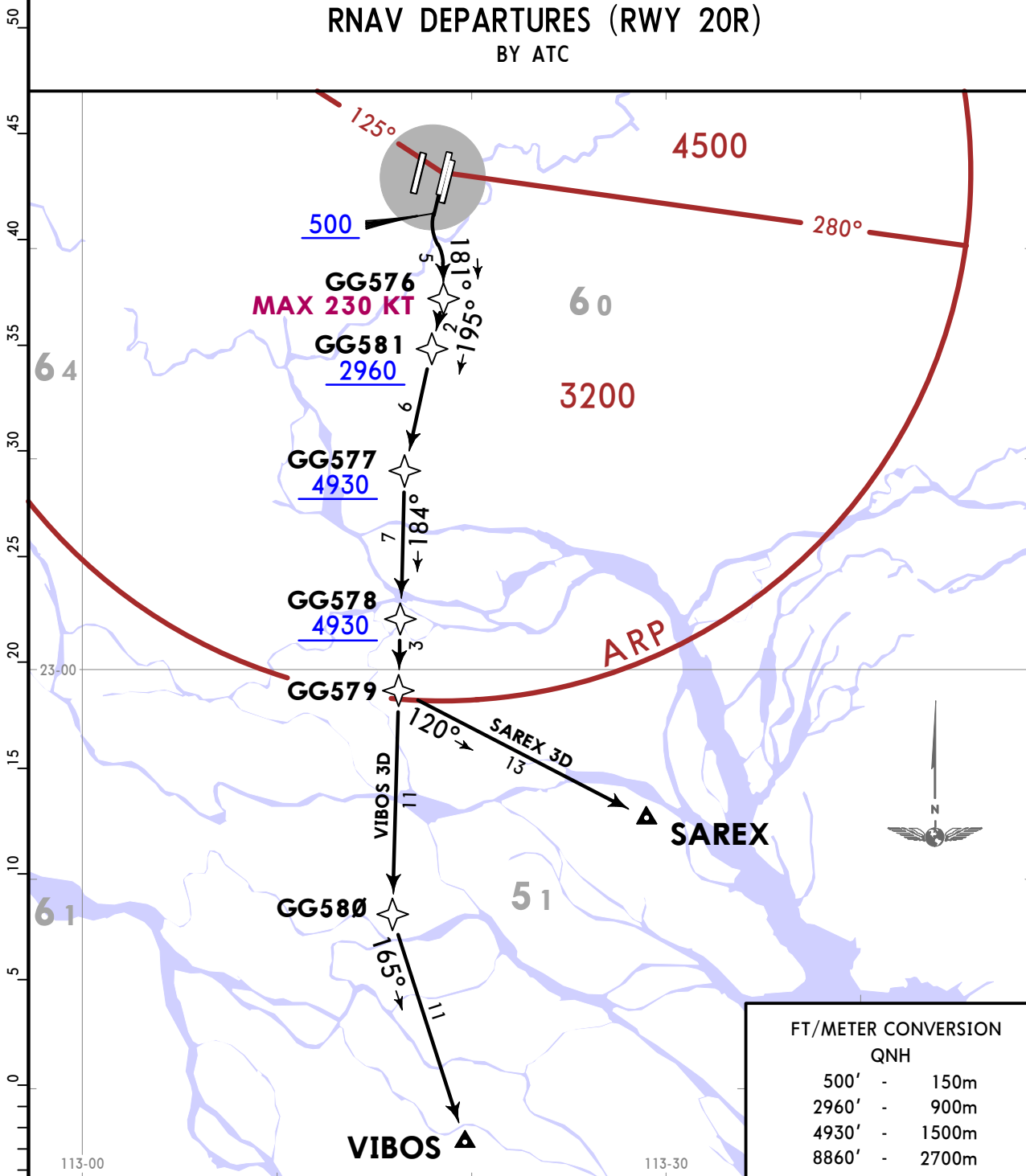
RNAV SID

*GUANGZHOU Approach/APP02 119.7	Apt Elev 50	Trans alt: 8860
		RNAV 1 GNSS or DME/DME/IRU
		OR RNP 1 GNSS

1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. Make turns after flying over DER and reaching 500.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
6. VIBOS 3D: CCO available with ATC clearance. CCO operation time 0100-0600LT. CCO terminated once ATC give heading instruction.

SAREX 3D [SARE3D], VIBOS 3D [VIBO3D]
RNAV DEPARTURES (RWY 20R)

BY ATC



FT/METER CONVERSION	
QNH	
500'	150m
2960'	900m
4930'	1500m
8860'	2700m

SID	ROUTING
SAREX 3D	(500+) - GG576 (K230-) - GG581 (2960+) - GG577 (4930+) - GG578 (4930+) - GG579 - SAREX.
VIBOS 3D	(500+) - GG576 (K230-) - GG581 (2960+) - GG577 (4930+) - GG578 (4930+) - GG579 - GG580 - VIBOS.

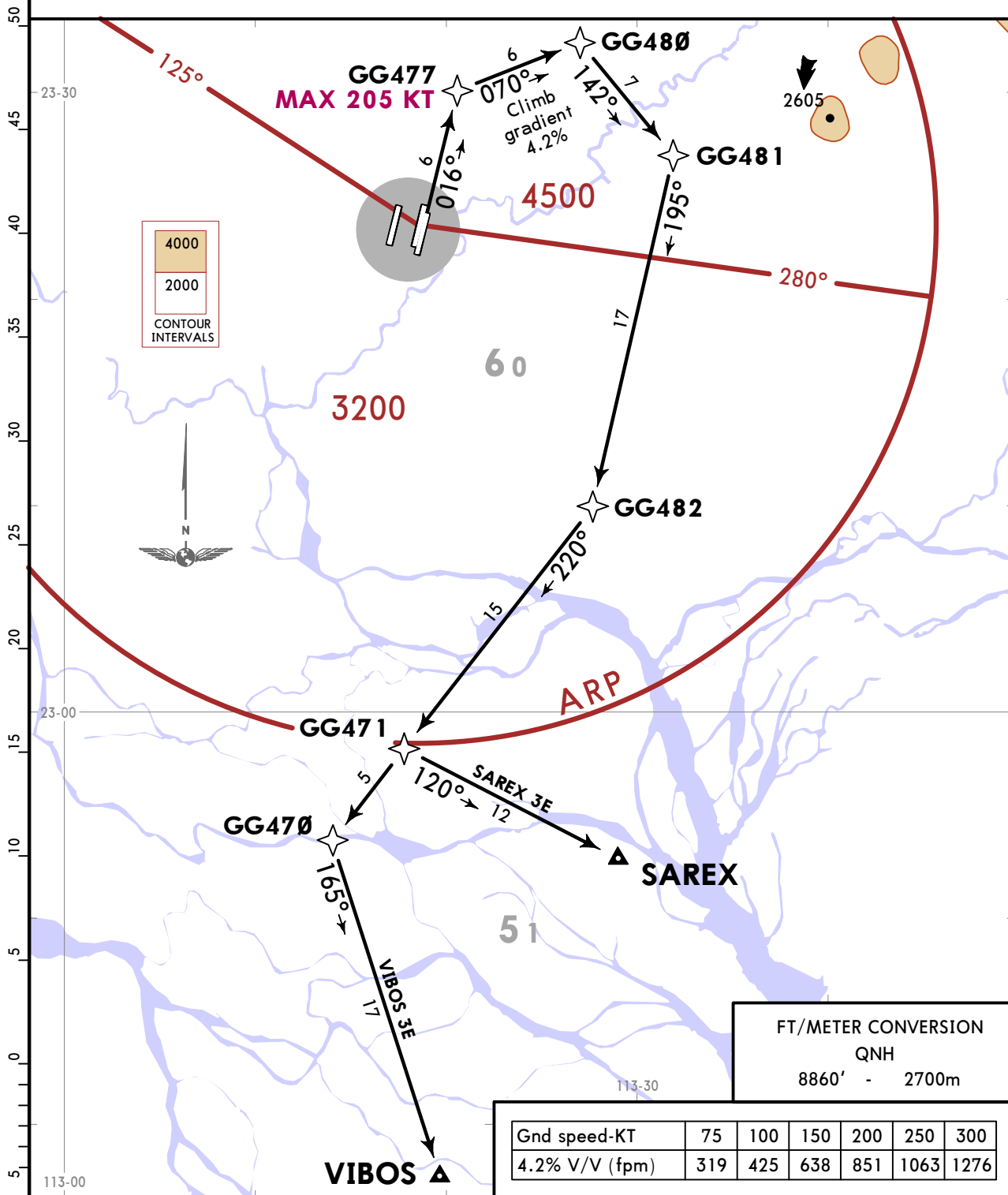
ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
9 FEB 24 (20-3K) Eff 21 Feb 1600Z **RNAV SID**

*GUANGZHOU Approach/APP02 119.7	Apt Elev 50	Trans alt: 8860
		RNAV 1 GNSS or DME/DME/IRU
		OR RNP 1 GNSS

1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 3E [SARE3E], VIBOS 3E [VIBO3E]
RNAV DEPARTURES (RWY 02R)



FT/METER CONVERSION
QNH
8860' - 2700m

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

SID	ROUTING
SAREX 3E	GG477 (K205-) - GG480 - GG481 - GG482 - GG471 - SAREX.
VIBOS 3E	GG477 (K205-) - GG480 - GG481 - GG482 - GG471 - GG470 - VIBOS.

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA

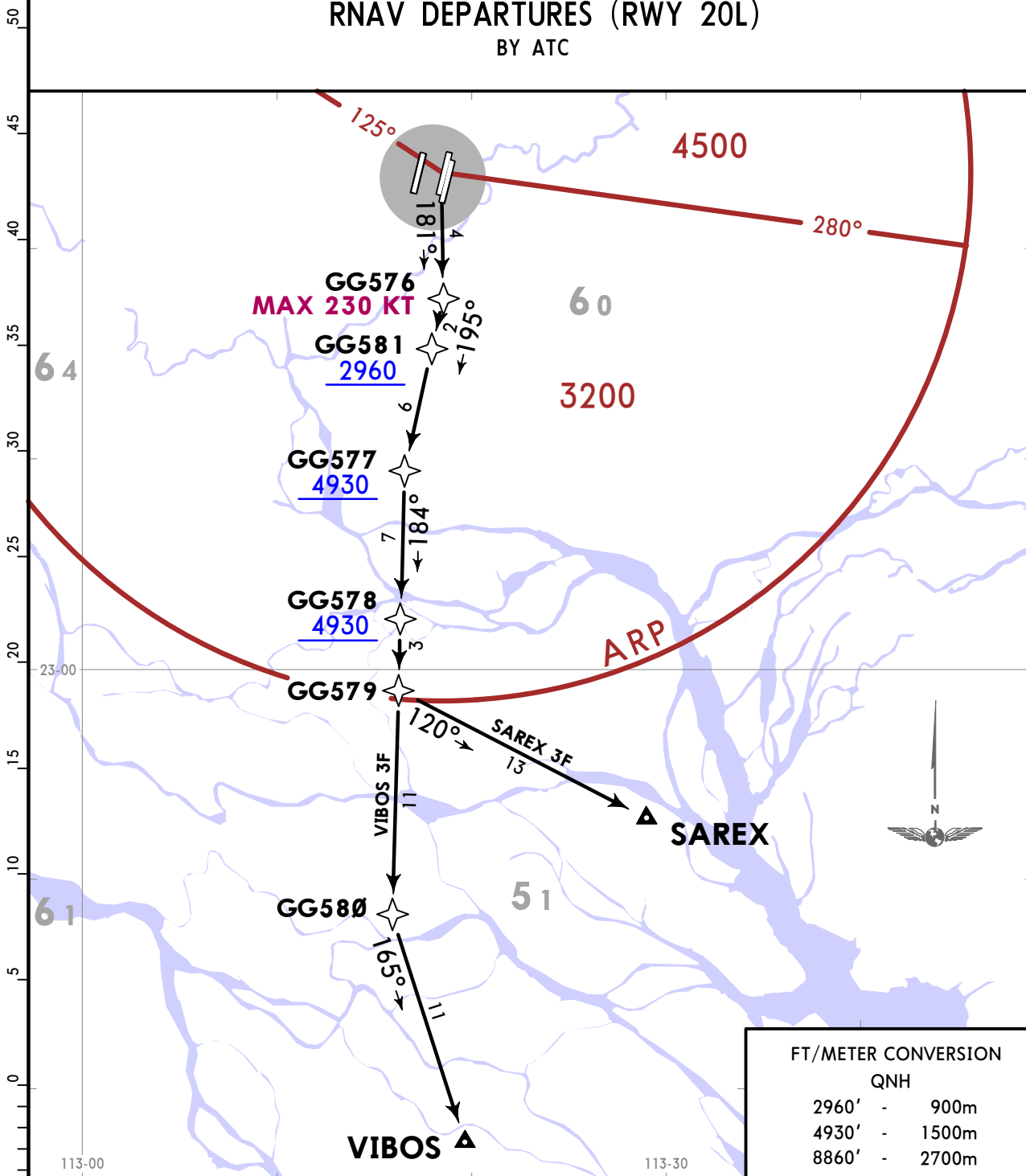
9 FEB 24 (20-3L) Eff 21 Feb 1600Z

RNAV SID

*GUANGZHOU Approach/APP02 119.7	Apt Elev 50	Trans alt: 8860
		RNAV 1 GNSS or DME/DME/IRU
		OR RNP 1 GNSS

1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. No turns before DER.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
6. VIBOS 3F: CCO available with ATC clearance. CCO operation time 0100-0600LT. CCO terminated once ATC give heading instruction.

SAREX 3F [SARE3F], VIBOS 3F [VIBO3F]
RNAV DEPARTURES (RWY 20L)
BY ATC



FT/METER CONVERSION	
QNH	
2960'	900m
4930'	1500m
8860'	2700m

SID	ROUTING
SAREX 3F	GG576 (K230-) - GG581 (2960+) - GG577 (4930+) - GG578 (4930+) - GG579 - SAREX.
VIBOS 3F	GG576 (K230-) - GG581 (2960+) - GG577 (4930+) - GG578 (4930+) - GG579 - GG580 - VIBOS.

GUANGZHOU, PR OF CHINA

SID

ZGGG/CAN
 BAIYUN
 9 FEB 24
 Eff 21 Feb 1600Z
 20-3M

*GUANGZHOU Approach/APP02
119.7

Apt Elev
50

Trans alt: 8860

1. Report RWY in use to APP02 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. LEFT turn after take-off shall be permitted by ATC.
4. **WARNING:** several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**AGVIL 83D [AGV83D]
 LMN 81D [LMN81D]
 MIKIP 81D [MIK81D]
 DEPARTURES
 (RWY 02L)**

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

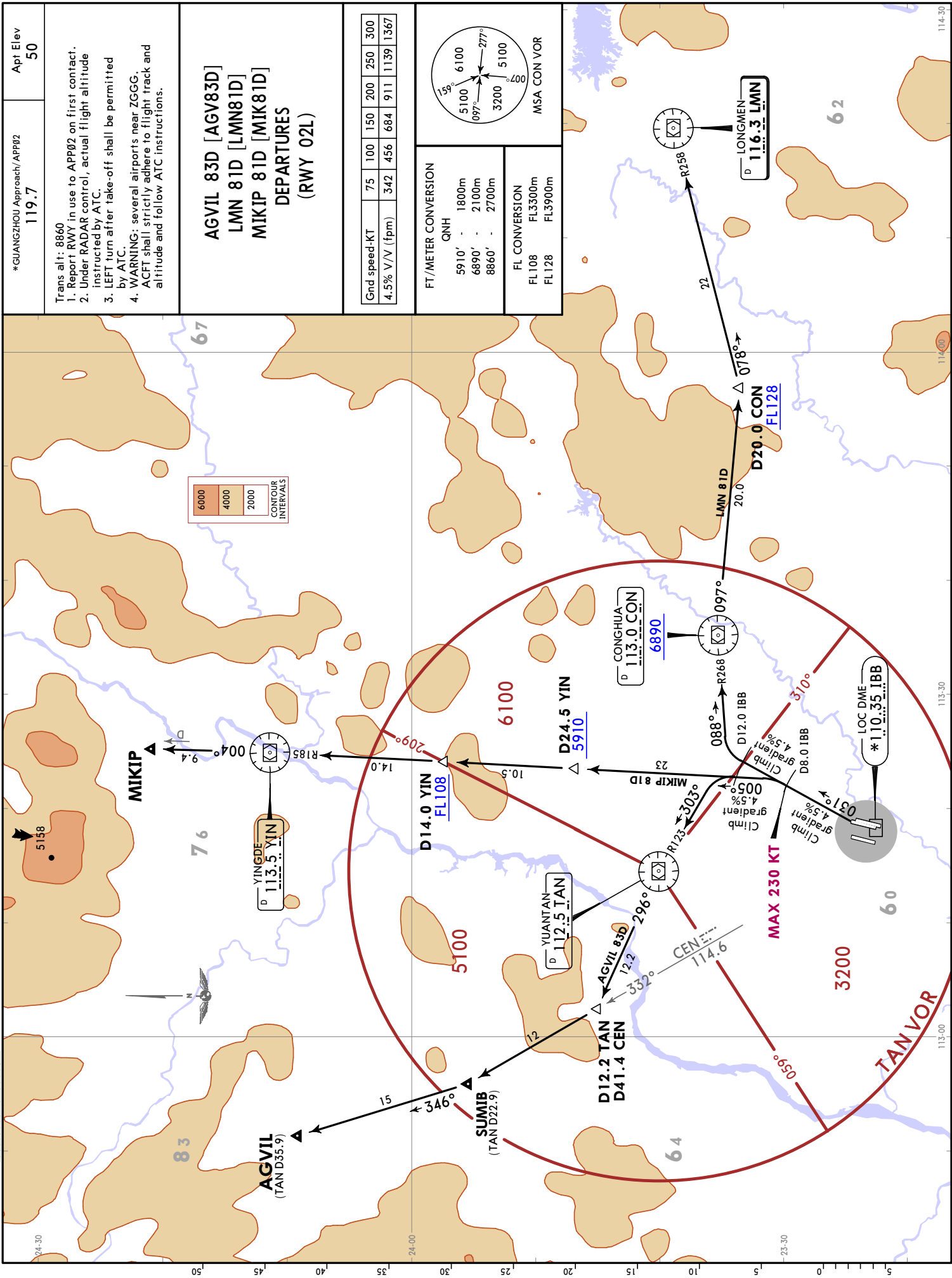
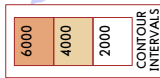
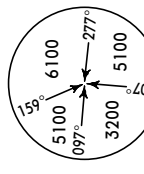
FT/METER CONVERSION

QNH
 5910' - 1800m
 6890' - 2100m
 8860' - 2700m

FL CONVERSION

FL108 FL3300m
 FL128 FL3900m

MSA CON VOR



*GUANGZHOU Approach/APP02
 119.7

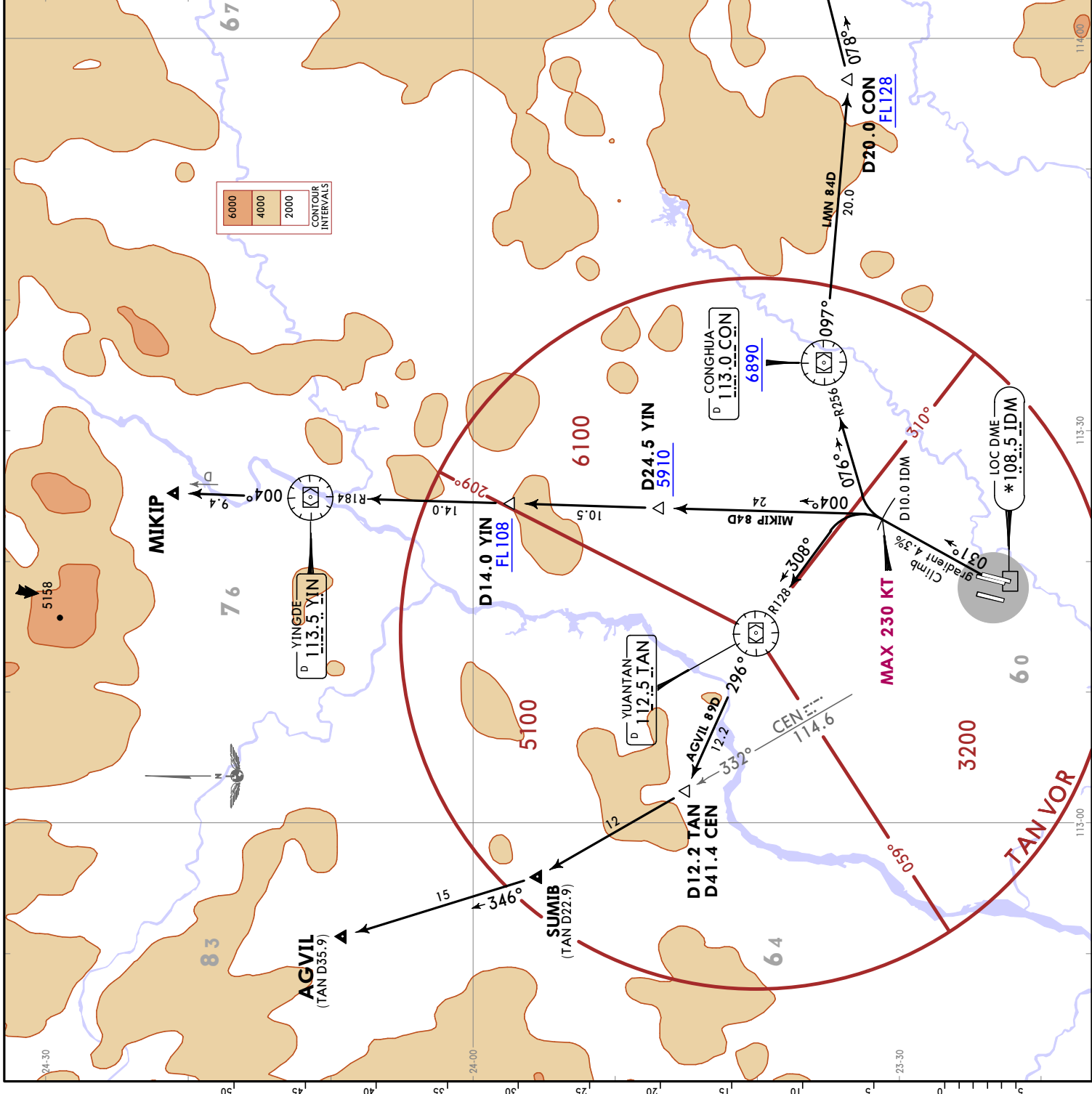
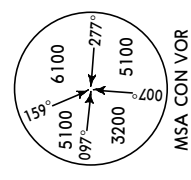
Trans alt: 8860

1. Report RWY in use to APP02 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. LEFT turn after take-off shall be permitted by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**AGVIL 89D [AGV89D]
 LMN 84D [LMN84D]
 MIKIP 84D [MIK84D]
 DEPARTURES
 (RWY 02R)**

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

FT/METER CONVERSION	
QNH	
5910' - 1800m	
6890' - 2100m	
8860' - 2700m	
FL CONVERSION	
FL108	FL3300m
FL128	FL3900m
MSA CON VOR	



6000
 4000
 2000
 CONTOUR
 INTERVALS

GUANGZHOU, PR OF CHINA

SID

ZGGG/CAN
 BAIYUN
 JEPPesen
 9 FEB 24
 Eff 21 Feb 1600Z 20-3P

*GUANGZHOU Approach/APP02
119.7

Apt Elev
50

Trans alt: 8860

1. Report RWY in use to APP02 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. RIGHT turn after take-off shall be permitted by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**AGVIL 88D [AGV88D]
 LMN 86D [LMN86D]
 MIKIP 86D [MIK86D]
 DEPARTURES
 (RWY 01)**

Grnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

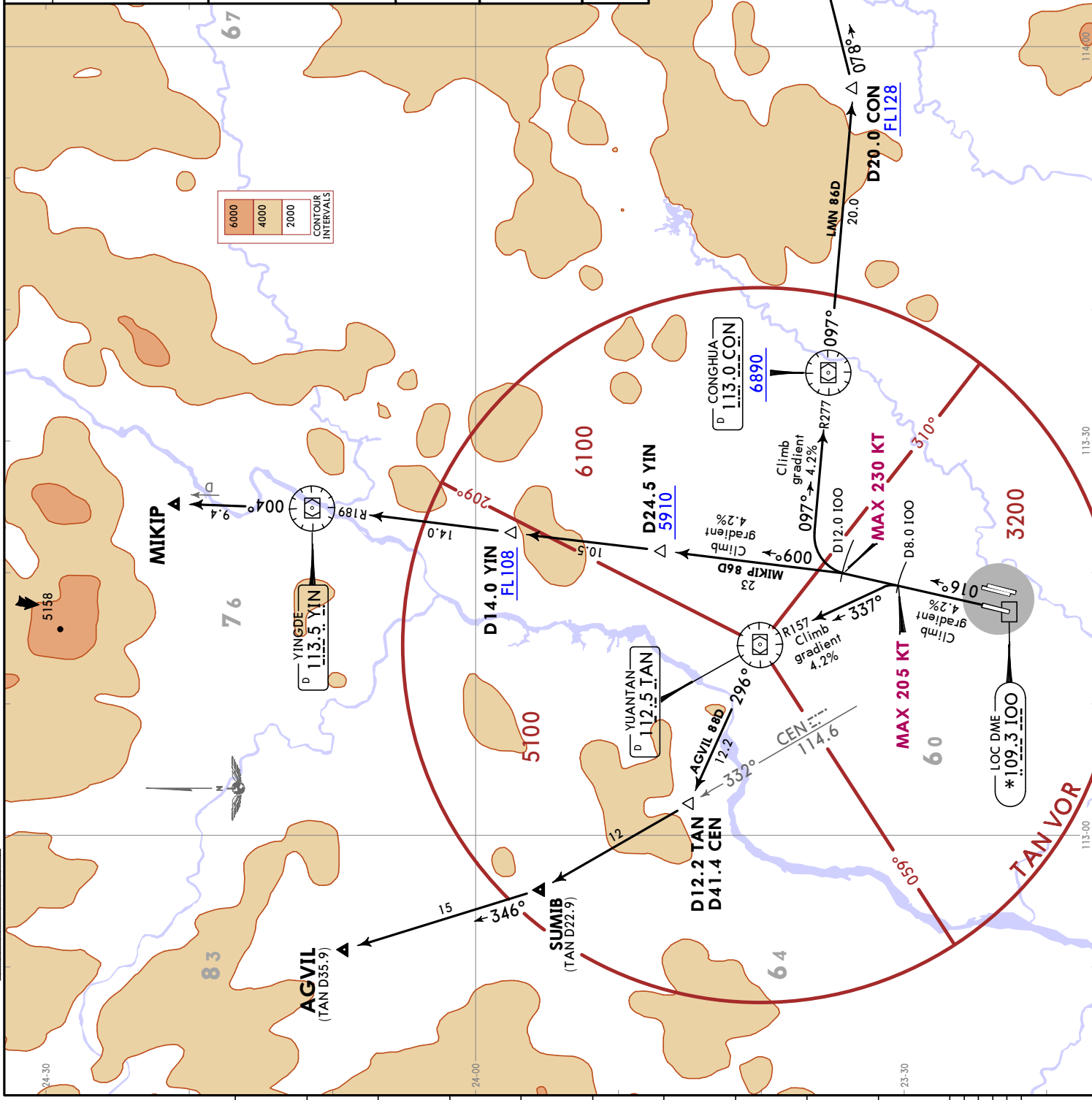
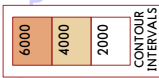
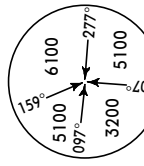
FT/METER CONVERSION

QNH	5910'	1800m
	6890'	2100m
	8860'	2700m

FL CONVERSION

FL108	FL3300m
FL128	FL3900m

MSA CON VOR



*GUANGZHOU Approach/APP02
119.7

Apt Elev 50

Trans alt: 8860
1. Report RWY in use to APP02 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. Make turns after flying over DER and reaching 500.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

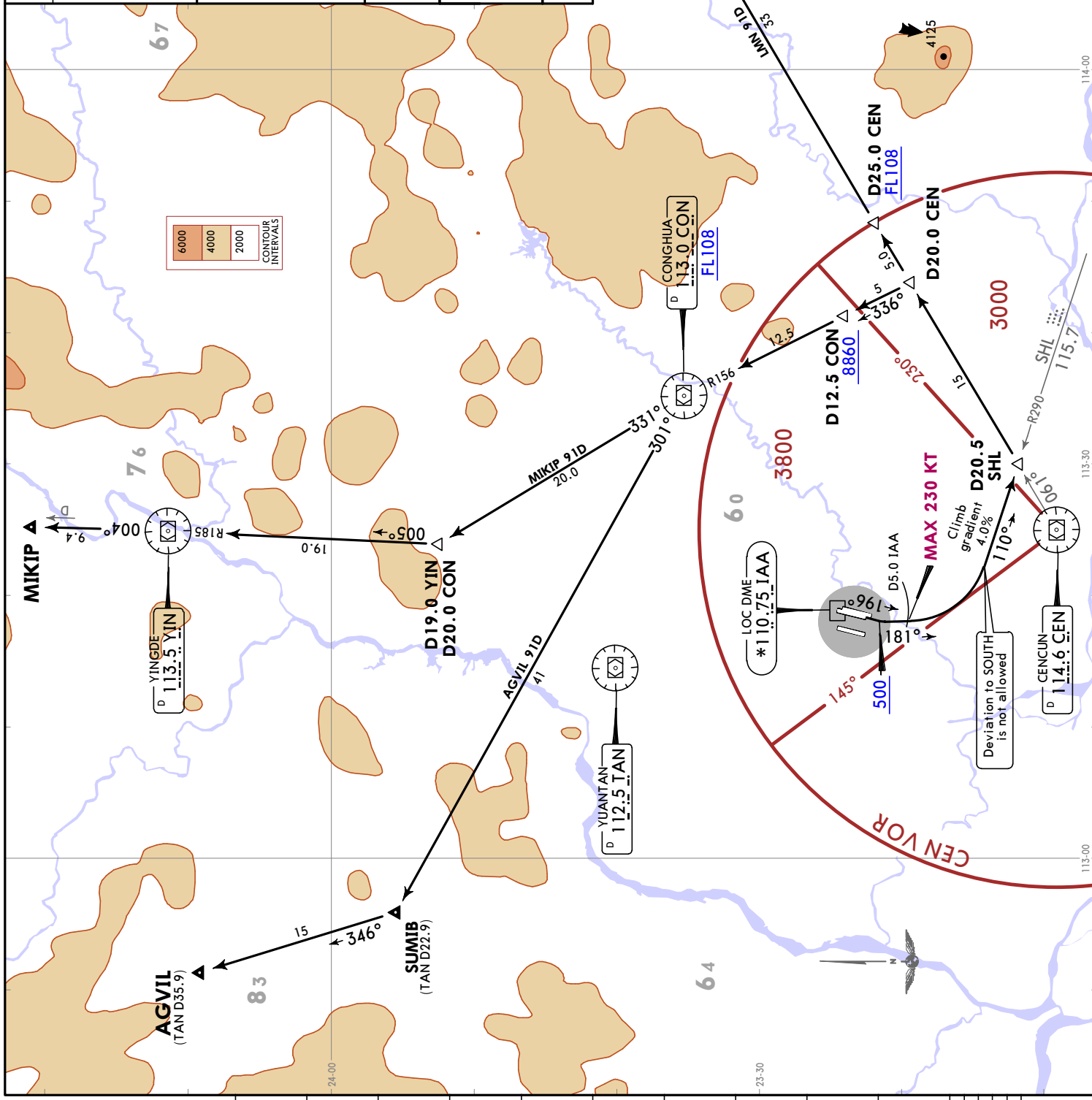
**AGVIL 91D [AGV91D]
LMN 91D [LMN91D]
MIKIP 91D [MIK91D]
DEPARTURES
(RWY 20R)**

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

FT/METER CONVERSION
QNH
500' - 150m
8860' - 2700m

FL CONVERSION
FL108 FL3300m

MSA 114.1 POU VOR



GUANGZHOU, PR OF CHINA

SID

ZGGG/CAN
 9 FEB 24
Eff 21 Feb 1600Z (20-3S)
BAIYUN

*GUANGZHOU Approach/APP02
119.7

Apt Elev **50**

Trans alt: 8860

1. Report RWY in use to APP02 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. No turns before DER.
4. **WARNING:** several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

AGVIL 94D [AGV94D]
LMN 94D [LMN94D]
MIKIP 94D [MIK94D]
DEPARTURES
(RWY 20L)

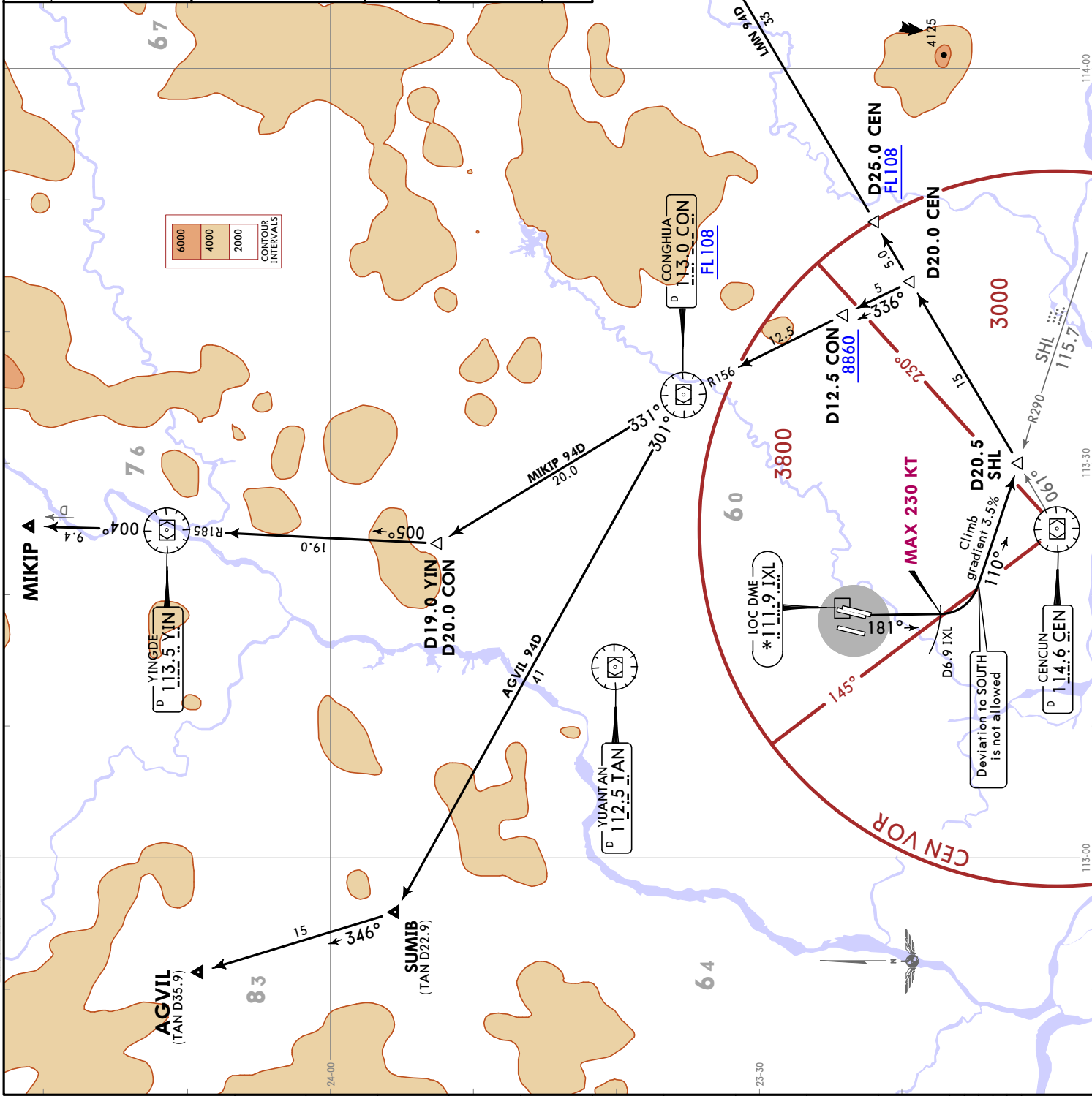
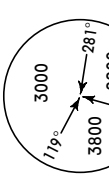
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

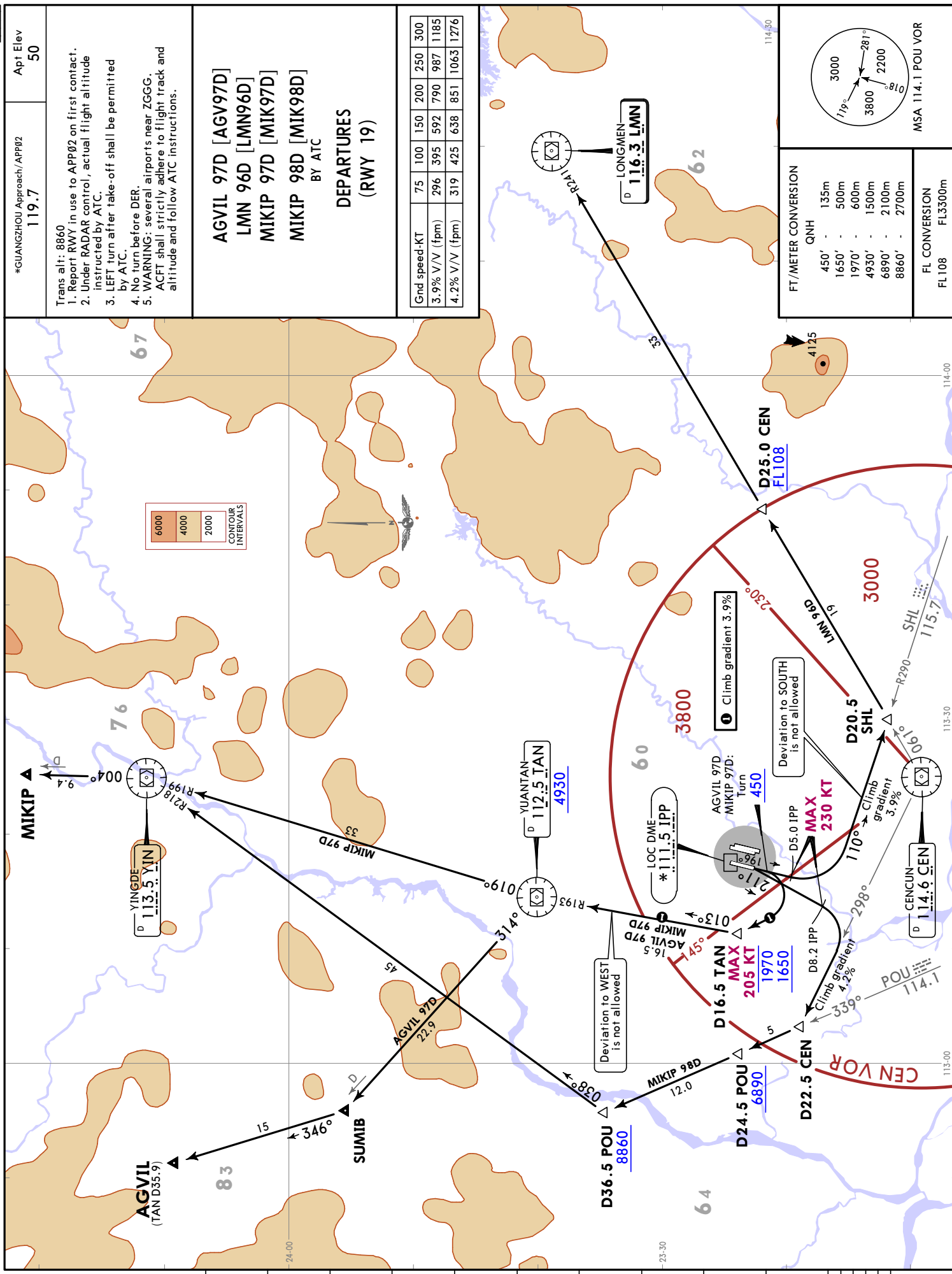
FT/METER CONVERSION

QNH
 500' - 150m
 8860' - 2700m

FL CONVERSION
 FL108 FL3300m

MSA 114.1 POU VOR





AGVIL 97D [AGV97D]
LMN 96D [LMN96D]
MIKIP 97D [MIK97D]
MIKIP 98D [MIK98D]
 BY ATC

DEPARTURES
(RWY 19)

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.2% V/V (fpm)	319	425	638	851	1063	1276

Trans alt: 8860
 1. Report RWY in use to APP02 on first contact.
 2. Under RADAR control, actual flight altitude instructed by ATC.
 3. LEFT turn after take-off shall be permitted by ATC.
 4. No turn before DER.
 5. **WARNING:** several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

*GUANGZHOU Approach/APP02
 119.7

Apt Elev
 50

CONTOUR INTERVALS
 6000
 4000
 2000

FT/METER CONVERSION
 QNH
 450' - 135m
 1650' - 500m
 1970' - 600m
 4930' - 1500m
 6890' - 2100m
 8860' - 2700m

FL CONVERSION
 FL108 - FL3300m

MSA 114.1 POU VOR

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.2% V/V (fpm)	319	425	638	851	1063	1276

ZGGG/CAN BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA

9 FEB 24 **20-3U** Eff 21 Feb 1600Z

SID

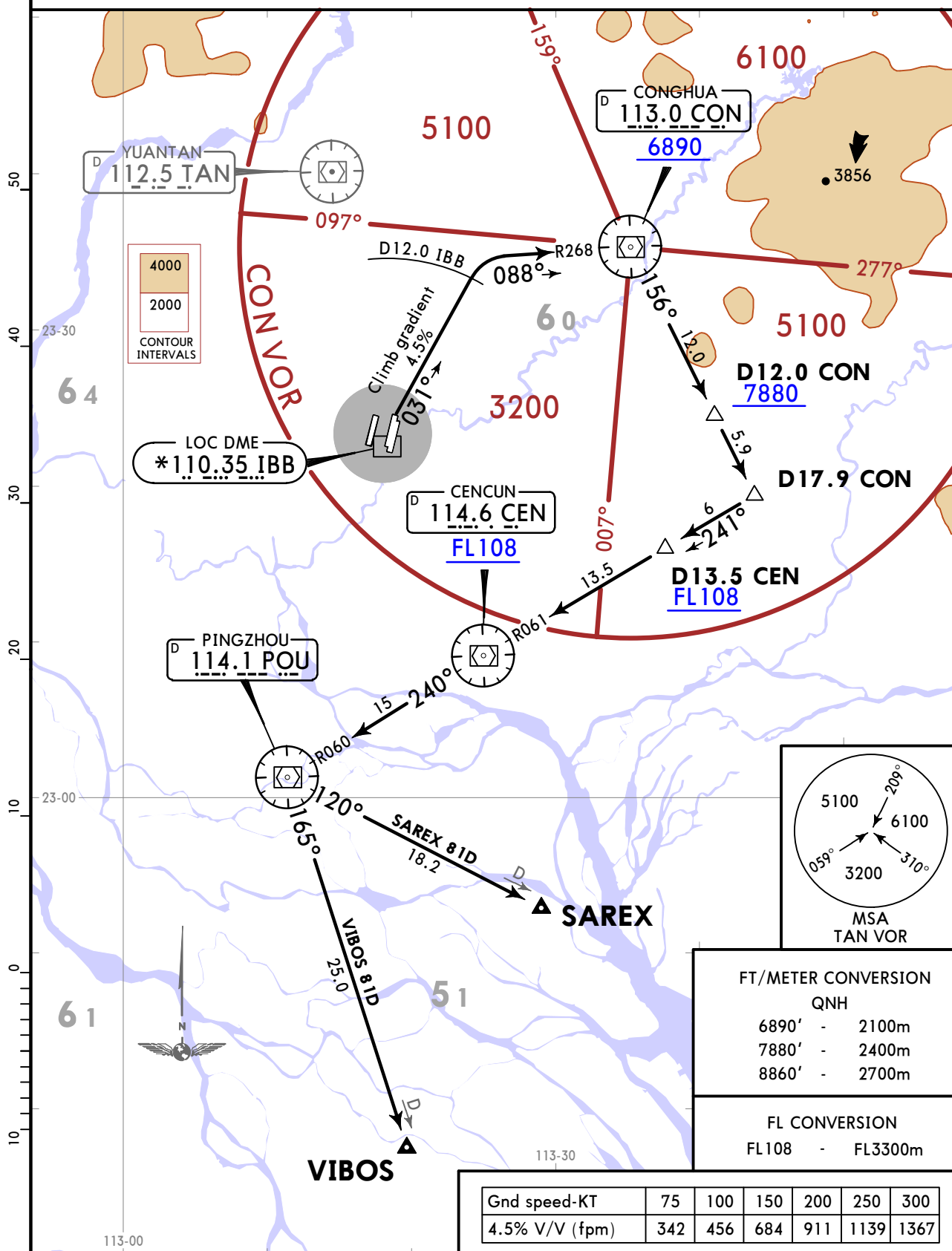
*GUANGZHOU
Approach/APP02
119.7

Apt Elev
50

Trans alt: 8860

1. Report RWY in use to APP02 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 81D [SAR81D], VIBOS 81D [VIB81D] DEPARTURES (RWY 02L)



ZGGG/CAN BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA

9 FEB 24 **20-3V** Eff 21 Feb 1600Z

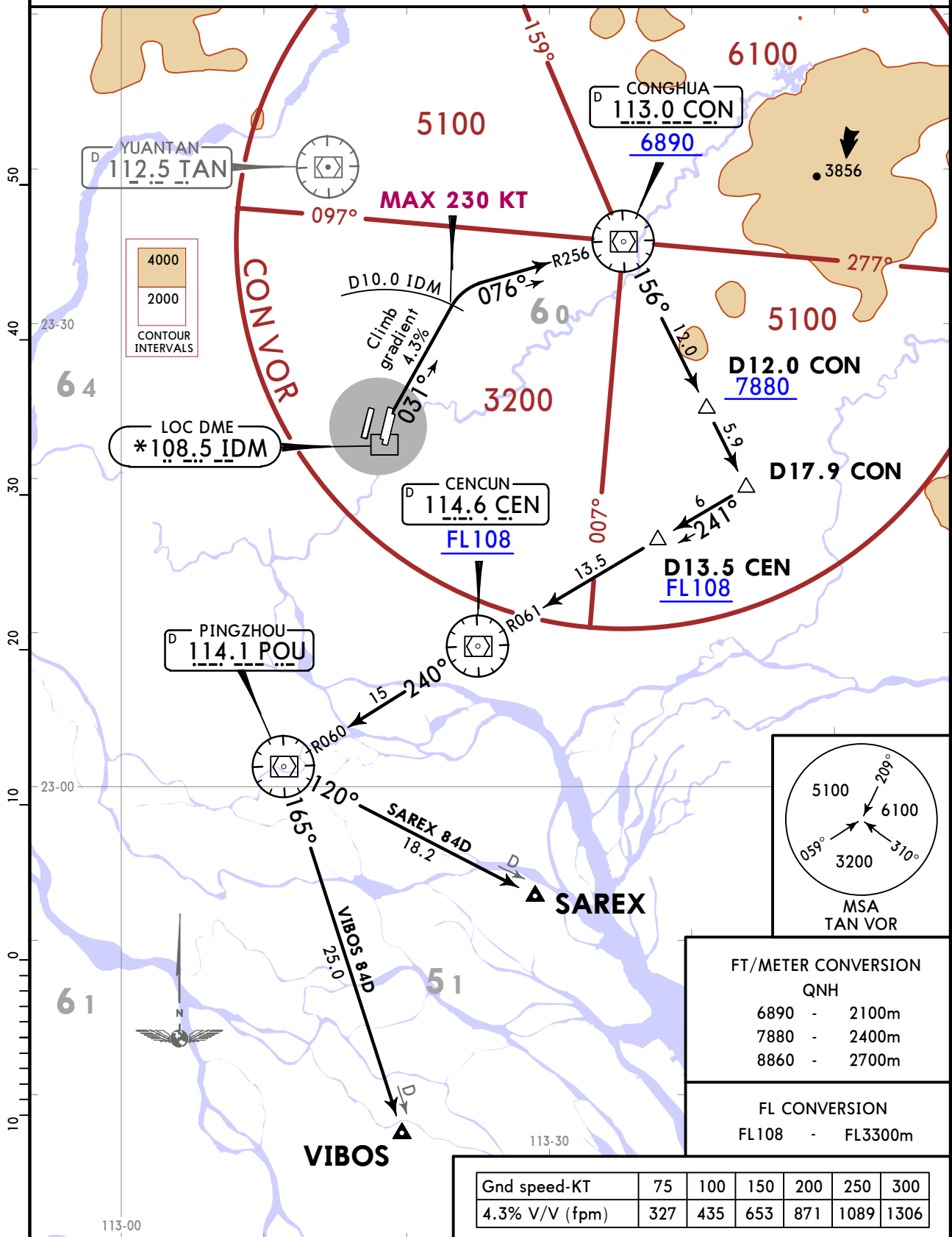
SID

*GUANGZHOU
Approach/APP02
119.7

Apt Elev
50

- Trans alt: 8860
1. Report RWY in use to APP02 on first contact.
 2. Under RADAR control, actual flight altitude instructed by ATC.
 3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 84D [SAR84D], VIBOS 84D [VIB84D] DEPARTURES (RWY 02R)



ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
 9 FEB 24 **(20-3W)** **Eff 21 Feb 1600Z** **SID**

*GUANGZHOU
 Approach/APP02
119.7

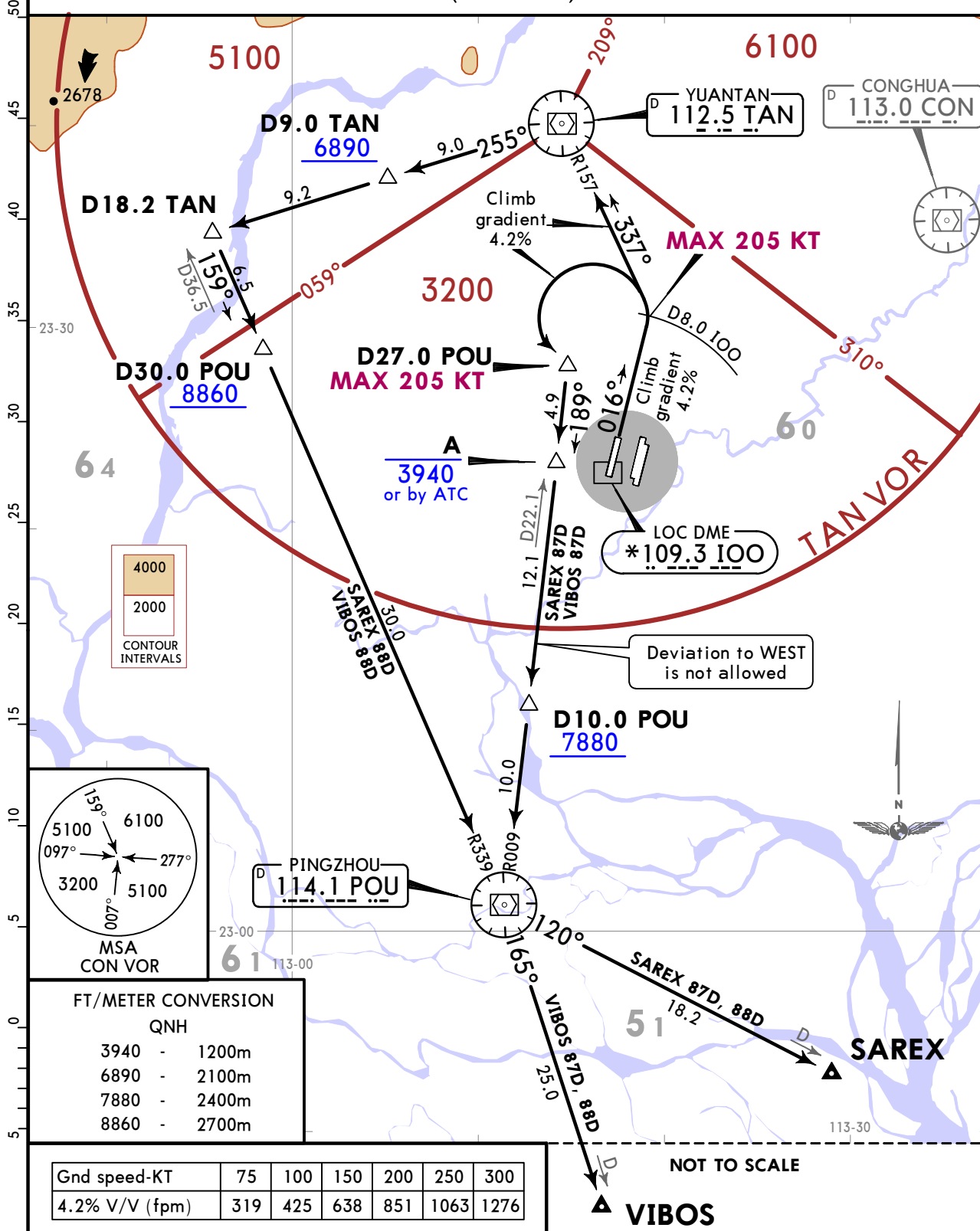
Apt Elev
50

- Trans alt: 8860
1. Report RWY in use to APP02 on first contact.
 2. Under RADAR control, actual flight altitude instructed by ATC.
 3. RIGHT turn after take-off shall be permitted by ATC.
 4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 87D [SAR87D]
VIBOS 87D [VIB87D]

SAREX 88D [SAR88D]
VIBOS 88D [VIB88D]
 BY ATC

DEPARTURES (RWY 01)



ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA

9 FEB 24

20-3X

Eff 21 Feb 1600Z

SID

*GUANGZHOU
Approach/APP02
119.7

Apt Elev
50

Trans alt: 8860

1. Report RWY in use to APP02 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. RIGHT turn after take-off shall be permitted by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 91D [SAR91D], VIBOS 91D [VIB91D]
DEPARTURES
(RWY 20R)



FT/METER CONVERSION	
QNH	
5910	- 1800m
8860	- 2700m

CHANGES: General instructions revised.

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ZGGG/CAN
BAIYUN

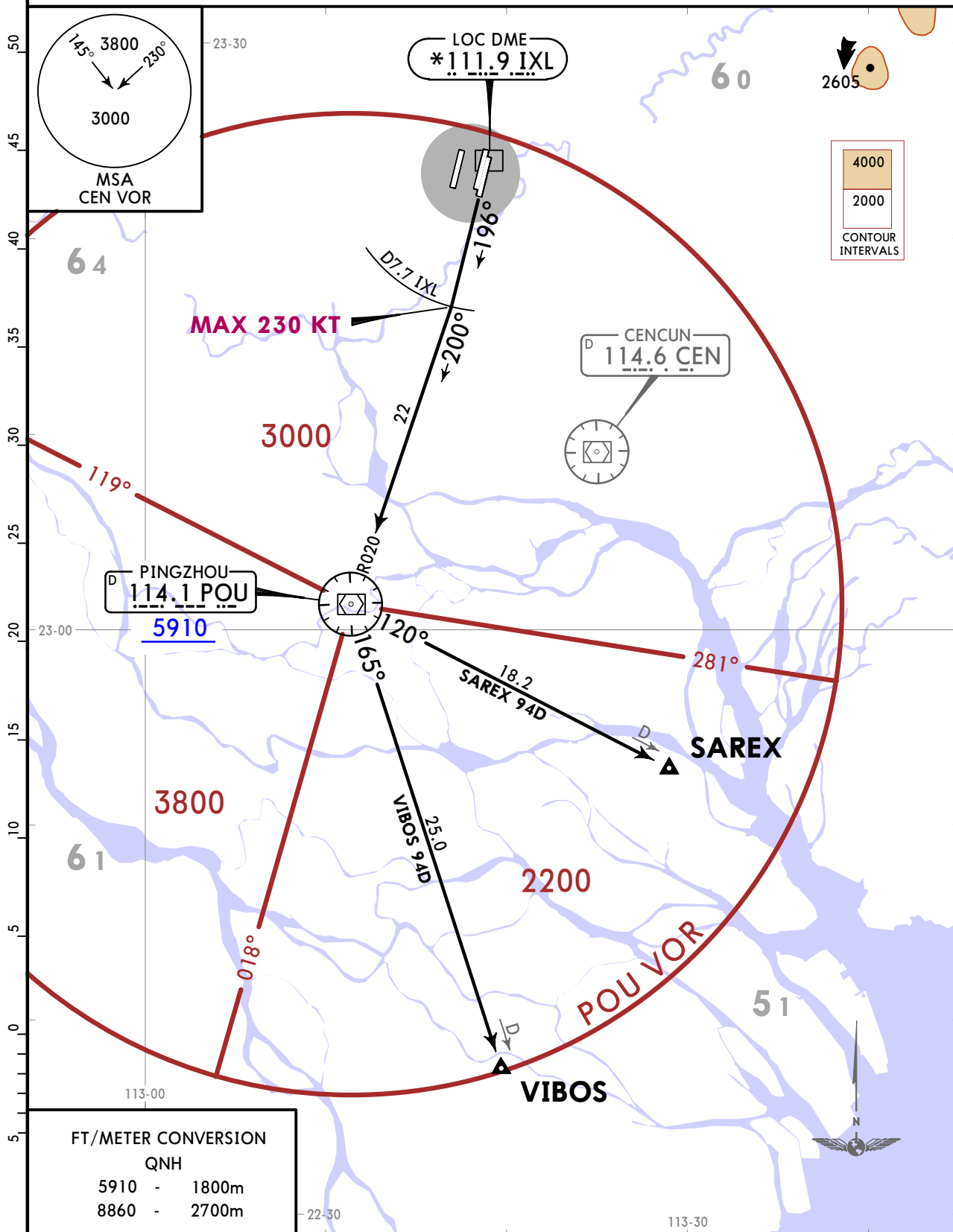
JEPPESSEN GUANGZHOU, PR OF CHINA
9 FEB 24 **20-3X1** **Eff 21 Feb 1600Z** **SID**

*GUANGZHOU
Approach/APP02
119.7

Apt Elev
50

- Trans alt: 8860
1. Report RWY in use to APP02 on first contact.
 2. Under RADAR control, actual flight altitude instructed by ATC.
 3. RIGHT turn after take-off shall be permitted by ATC.
 4. No turns before DER.
 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 94D [SAR94D], VIBOS 94D [VIB94D]
DEPARTURES
(RWY 20L)



CHANGES: General instructions revised.

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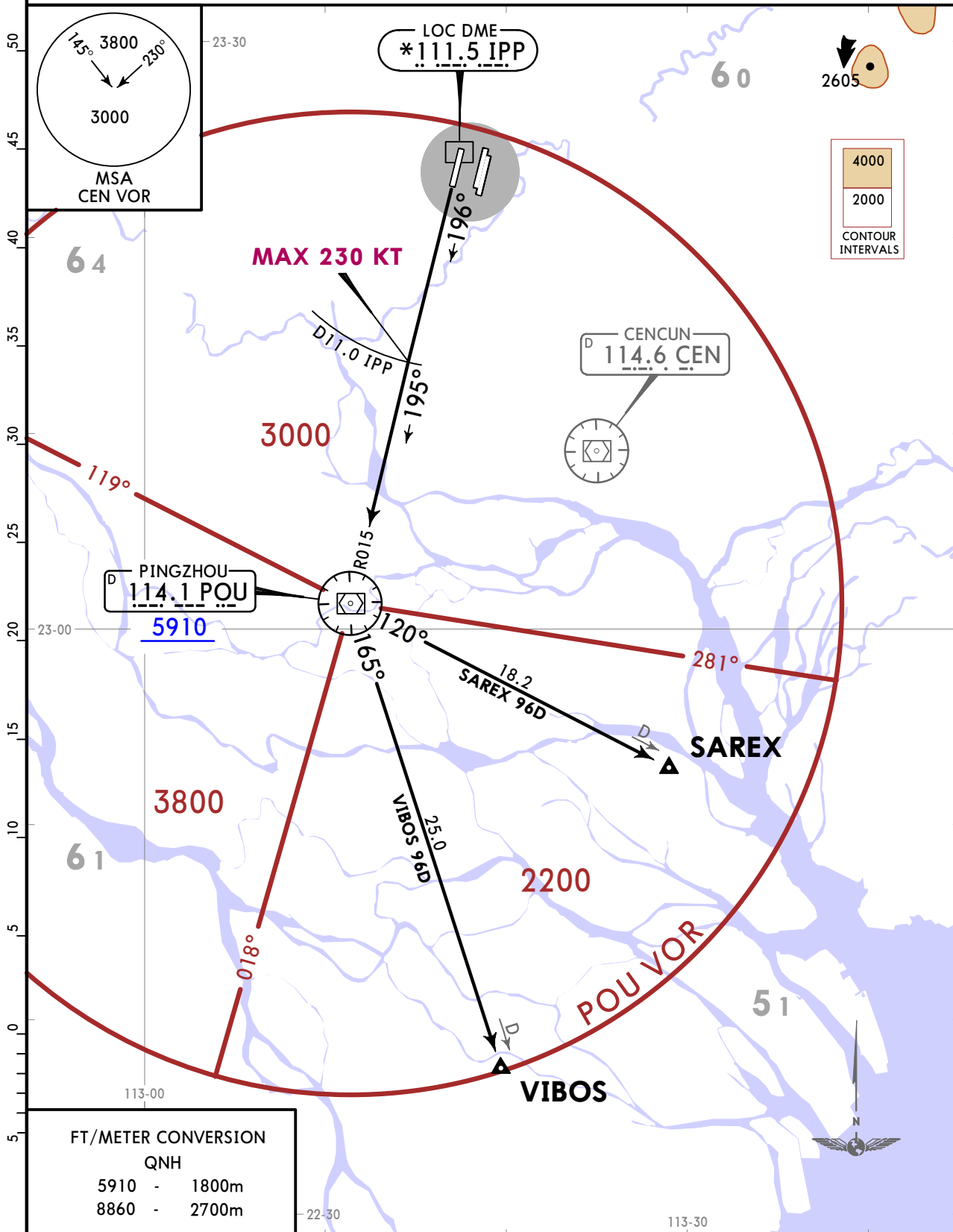
ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
9 FEB 24 **20-3X2** **Eff 21 Feb 1600Z** **SID**

*GUANGZHOU Approach/APP02 119.7
Apt Elev 50

- Trans alt: 8860
1. Report RWY in use to APP02 on first contact.
 2. Under RADAR control, actual flight altitude instructed by ATC.
 3. LEFT turn after take-off shall be permitted by ATC.
 4. No turns before DER.
 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 96D [SAR96D], VIBOS 96D [VIB96D]
DEPARTURES
(RWY 19)



ZGGG/CAN

Apt Elev **50'**
N23 23.6 E113 18.5

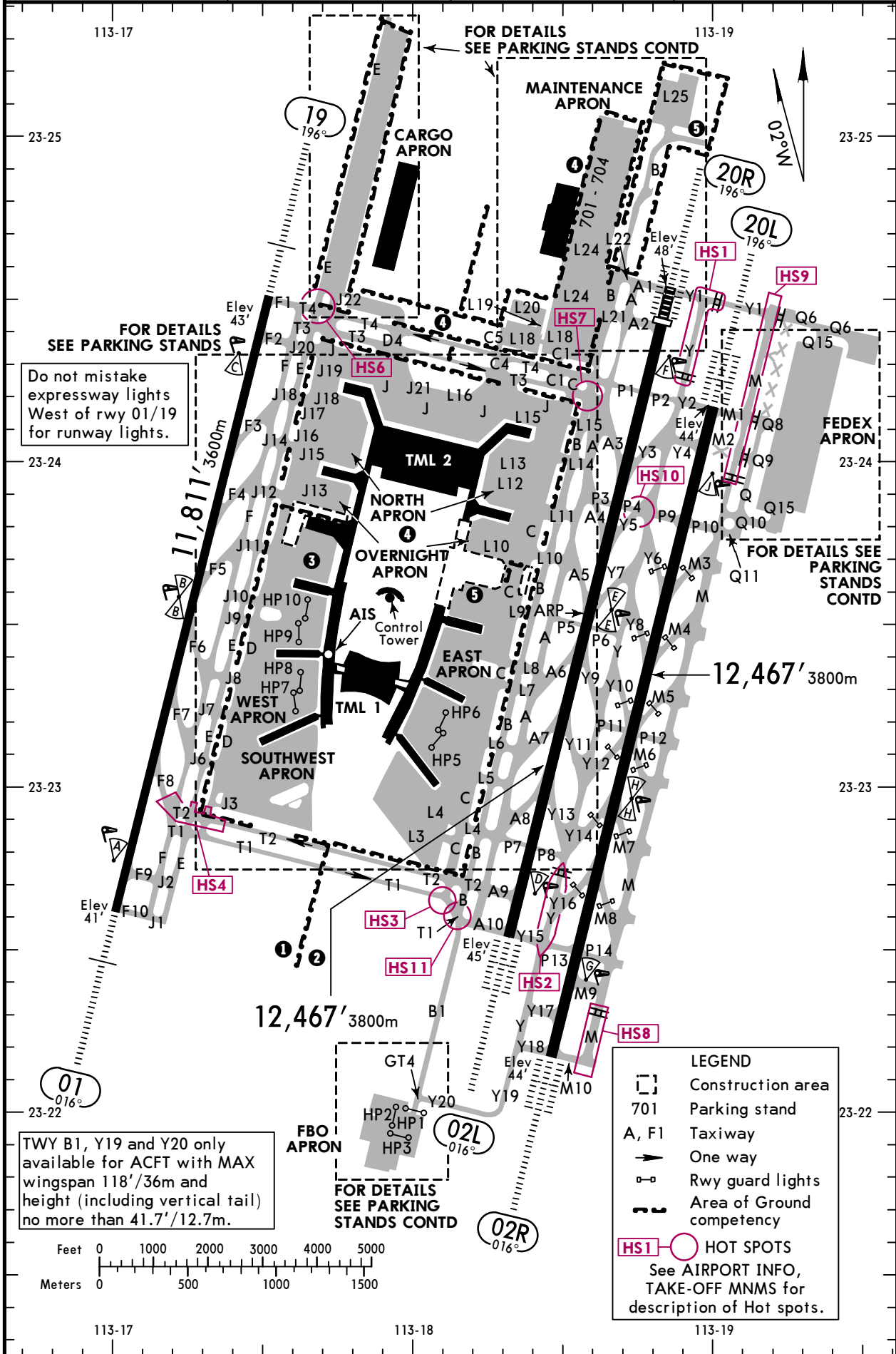
17 MAY 24 (20-9)

JEPPESEN GUANGZHOU, PR OF CHINA

BAIYUN

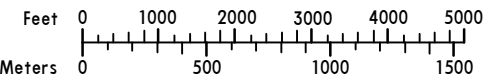
*D-ATIS 128.6 (Chinese 127.0)	Data Comm D-ATIS DCL	*BAIYUN Delivery 121.95	*Ground West 121.85	East 121.75	West 121.775	*Apron North 121.975	East 121.825
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130.0	Rwy 01/19 118.8	*Tower	Rwy 02L/20R 118.1	Rwy 02R/20L 118.25
-------	--------------------	--------	----------------------	-----------------------



Do not mistake expressway lights West of rwy 01/19 for runway lights.

TWY B1, Y19 and Y20 only available for ACFT with MAX wingspan 118'/36m and height (including vertical tail) no more than 41.7'/12.7m.



LEGEND	
[Dashed Box]	Construction area
701	Parking stand
A, F1	Taxiway
[Arrow]	One way
[Square]	Rwy guard lights
[Dashed Line]	Area of Ground competency
HS1	HOT SPOTS
See AIRPORT INFO, TAKE-OFF MNMS for description of Hot spots.	

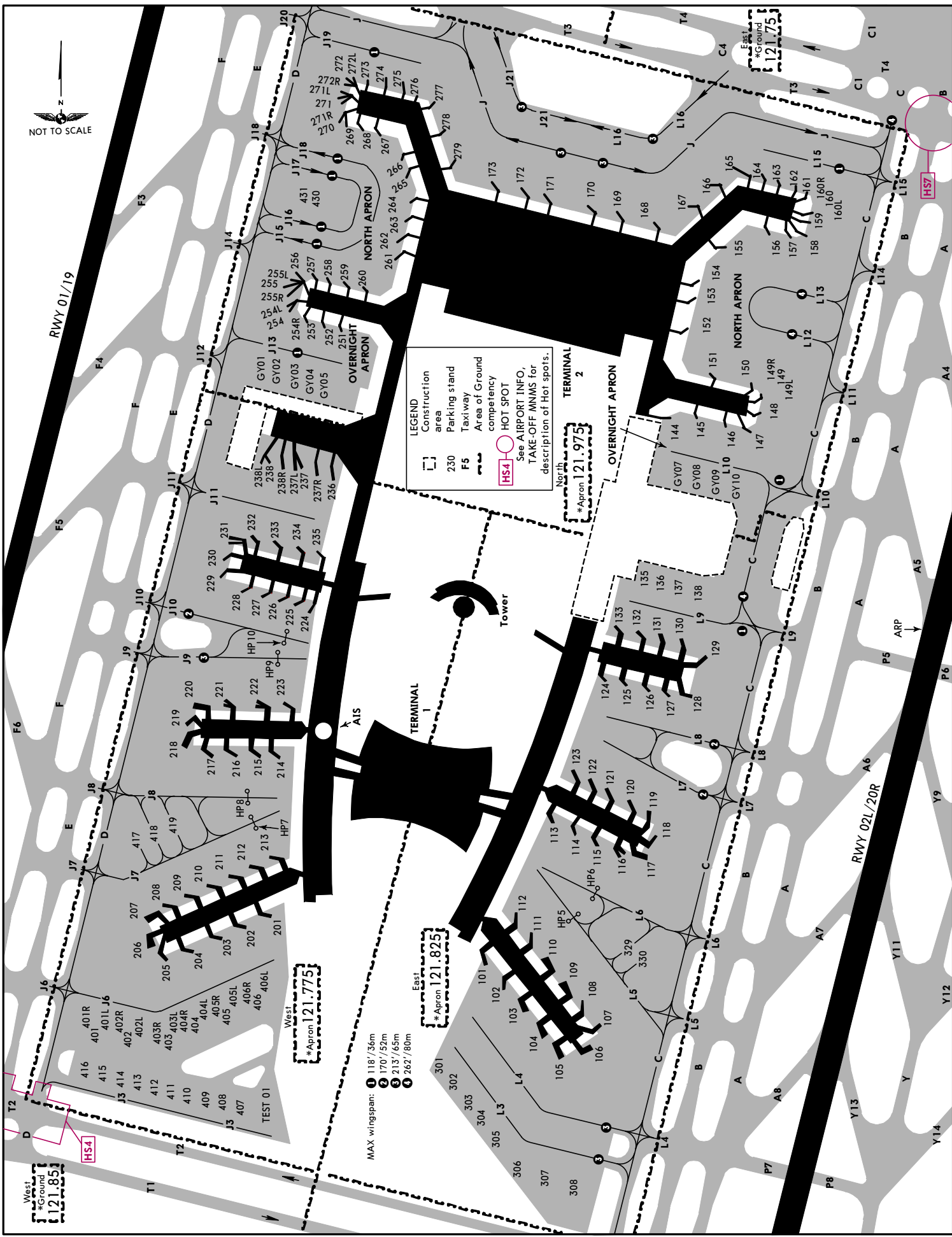
ZGGG/CAN

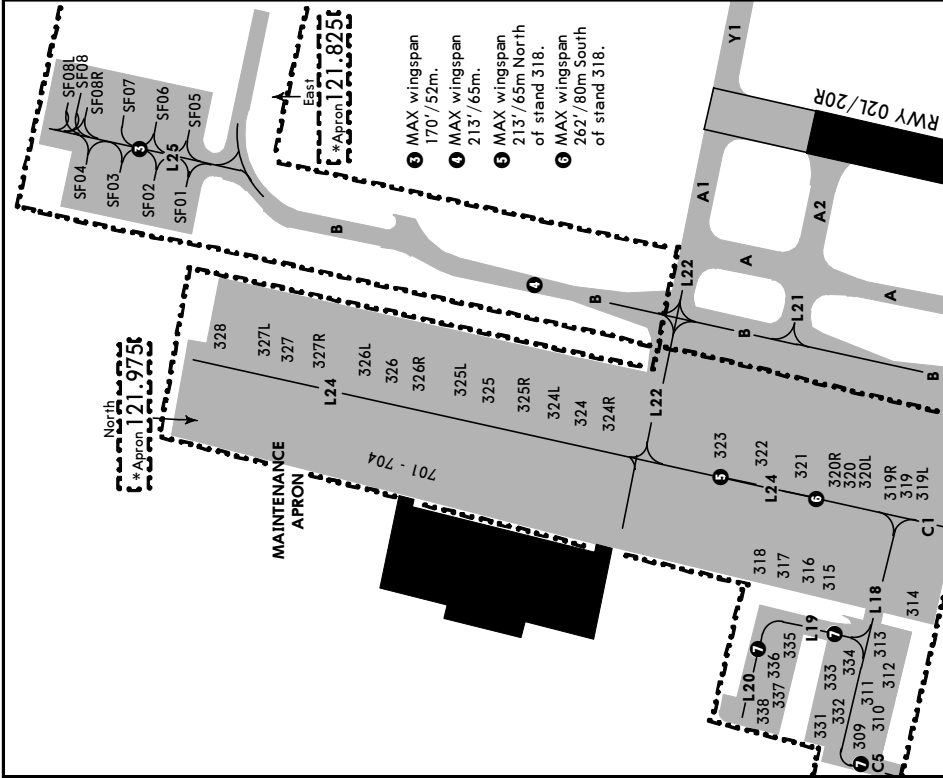
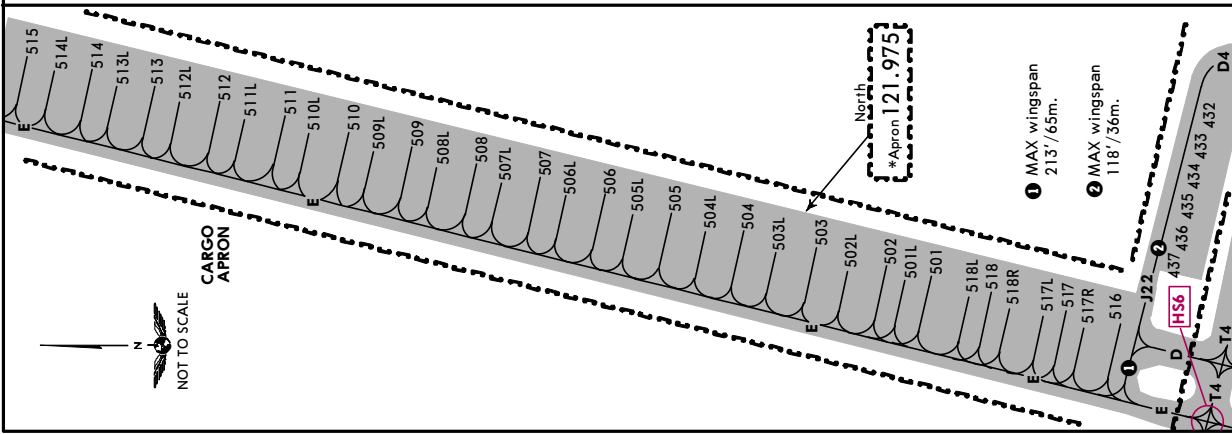
JEPPesen GUANGZHOU, PR OF CHINA

17 MAY 24 **(20-9A)**

BAIYUN

ADDITIONAL RUNWAY INFORMATION																																																																																																		
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH																																																																																									
						Threshold	Glide Slope																																																																																											
01 ① 19	HIRL (60m) CL(30m) ② PAPI-L (3.0°)	HIALS	SFL		RVR		10,768' 3282m 10,751' 3277m	③	148' 45m																																																																																									
02L ① 20R	HIRL (60m) CL(15m) ② PAPI-L (3.0°)	HIALS-II	SFL TDZ		RVR		11,427' 3483m 11,811' 3600m	③	197' 60m																																																																																									
02R ① 20L	HIRL (60m) CL(15m) ② PAPI-L (3.0°)	HIALS-II	SFL TDZ		RVR		11,466' 3495m 11,473' 3497m	③	197' 60m																																																																																									
<p>① Rwy grooved ② length 900m ③ TAKE-OFF RUN AVAILABLE</p> <table border="0"> <tr> <td colspan="3"><u>RWY 01:</u></td> <td colspan="3"><u>RWY 19:</u></td> <td colspan="3"></td> </tr> <tr> <td>From rwy head</td> <td>11,811' (3600m)</td> <td></td> <td>From rwy head</td> <td>11,811' (3600m)</td> <td></td> <td colspan="3"></td> </tr> <tr> <td>twy F9 int</td> <td>11,089' (3380m)</td> <td></td> <td>twy F2 int</td> <td>11,089' (3380m)</td> <td></td> <td colspan="3"></td> </tr> <tr> <td colspan="3"><u>RWY 02L:</u></td> <td colspan="3"><u>RWY 20R:</u></td> <td colspan="3"></td> </tr> <tr> <td>From rwy head</td> <td>12,467' (3800m)</td> <td></td> <td>From rwy head</td> <td>12,467' (3800m)</td> <td></td> <td colspan="3"></td> </tr> <tr> <td>twy A9 int</td> <td>11,745' (3580m)</td> <td></td> <td>twy A2 int</td> <td>11,745' (3580m)</td> <td></td> <td colspan="3"></td> </tr> <tr> <td colspan="3"><u>RWY 02R:</u></td> <td colspan="3"><u>RWY 20L:</u></td> <td colspan="3"></td> </tr> <tr> <td>From rwy head</td> <td>12,467' (3800m)</td> <td></td> <td>From rwy head</td> <td>12,467' (3800m)</td> <td></td> <td colspan="3"></td> </tr> <tr> <td>twy Y17 int</td> <td>11,745' (3580m)</td> <td></td> <td>twy Y4 int</td> <td>11,745' (3580m)</td> <td></td> <td colspan="3"></td> </tr> <tr> <td>twy M9 int</td> <td>11,066' (3373m)</td> <td></td> <td colspan="6"></td> </tr> </table>									<u>RWY 01:</u>			<u>RWY 19:</u>						From rwy head	11,811' (3600m)		From rwy head	11,811' (3600m)					twy F9 int	11,089' (3380m)		twy F2 int	11,089' (3380m)					<u>RWY 02L:</u>			<u>RWY 20R:</u>						From rwy head	12,467' (3800m)		From rwy head	12,467' (3800m)					twy A9 int	11,745' (3580m)		twy A2 int	11,745' (3580m)					<u>RWY 02R:</u>			<u>RWY 20L:</u>						From rwy head	12,467' (3800m)		From rwy head	12,467' (3800m)					twy Y17 int	11,745' (3580m)		twy Y4 int	11,745' (3580m)					twy M9 int	11,066' (3373m)							
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<p>HOT SPOTS For information only, not to be construed as ATC instructions.</p>																																																																																																		
<p>HS1 Rwy 02L/20R ILS protected area Acft taxiing from FedEx apron will be instructed to hold short of ILS protected area at the rwy holding positions. Acft shall not proceed beyond the rwy holding positions without ATC clearance.</p>																																																																																																		
<p>HS2 Rwy 02L/20R ILS protected area Acft taxiing from FedEx apron will be instructed to hold short of ILS protected area at the rwy holding positions. Acft shall not proceed beyond the rwy holding positions without ATC clearance.</p>																																																																																																		
<p>HS3 Intersections of twys T1, T2 and C In this area, acft shall taxi from East to West on twy T2, and taxi from West to East on twy T1. Pilot shall identify the twy sign-board, avoid missing twy T2 and taxiing into twy T1, finally resulting in a conflict.</p>																																																																																																		
<p>HS4 Intersections of twys T1, T2, D and E In this area, acft shall taxi from East to West on twy T2, and taxi from West to East on twy T1. Pilot shall identify the twy sign-board, avoid taxiing into twy T2 and resulting in a conflict. Acft shall avoid entering service lane, twy D and E by mistake when taxiing on twy T2 East to West. Acft taxiing from twy T2 to F shall pay extremely attention and avoid taxiing into twy F8 and resulting in rwy incursion.</p>																																																																																																		
<p>HS6 Intersections of twys T4 and E In this area, acft shall taxi from East to West on twy T4, and taxi from West to East on twy T3. Pilot shall identify the twy sign-board, avoid missing twy T3 and taxiing into twy T4, finally resulting in a conflict. Acft coming from twy T4 shall avoid a conflict with acft entering/exiting cargo apron at this intersection. Pay particular attention to the ATC holding or taxiing instruction and avoid taxiing into twy F1 to result in rwy incursion.</p>																																																																																																		
<p>HS7 Intersections of twys T4, T3 and B In this area, acft shall taxi from East to West on twy T4, and taxi from West to East on twy T3. Pilot shall identify the twy sign-board, avoid running into twy T3 and resulting in a conflict.</p>																																																																																																		
<p>HS8 Rwy 02R/20L ILS protected area Acft taxiing from FedEx apron will be instructed to hold short of ILS protected area at the rwy holding positions. Acft shall not proceed beyond the rwy holding positions without ATC clearance.</p>																																																																																																		
<p>HS9 Rwy 02R/20L ILS protected area Acft taxiing from FedEx apron will be instructed to hold short of ILS protected area at the rwy holding positions. Acft shall not proceed beyond the rwy holding positions without ATC clearance.</p>																																																																																																		
<p>HS10 Twy P4 holding position Acft crossing rwy 02L/20R via twy P4 will be instructed to hold at the rwy holding positions. Acft shall not proceed beyond the rwy holding positions without ATC clearance.</p>																																																																																																		
<p>HS11 Intersections of twys T1, B1 and B Acft taxiing along twy T1 or B, heading for rwy 02L/20R holding position shall pay extremely attention to avoid entry into twy B1. If taxiing into twy B1, aircraft shall stop and report to ATC immediately.</p>																																																																																																		
<p>State TAKE-OFF (with reliable alternate)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 40%; text-align: center;">RL</td> <td style="width: 40%; text-align: center;">NIL (DAY only)</td> </tr> <tr> <td>2 TURB Eng or 3 & 4 Eng</td> <td style="text-align: center;">R400m V800m</td> <td style="text-align: center;">R500m V800m</td> </tr> <tr> <td>Other 1 & 2 Eng</td> <td colspan="2" style="text-align: center;">Minimums not established by CAAC</td> </tr> </table>										RL	NIL (DAY only)	2 TURB Eng or 3 & 4 Eng	R400m V800m	R500m V800m	Other 1 & 2 Eng	Minimums not established by CAAC																																																																																		
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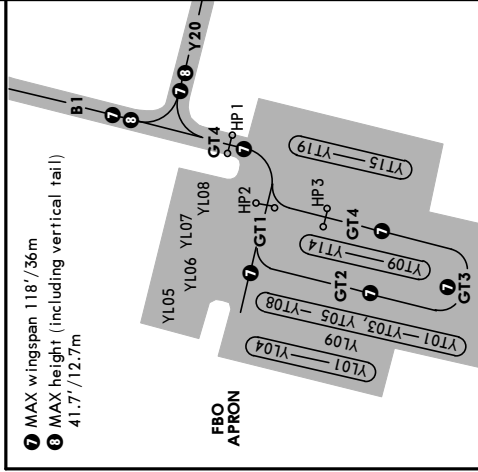
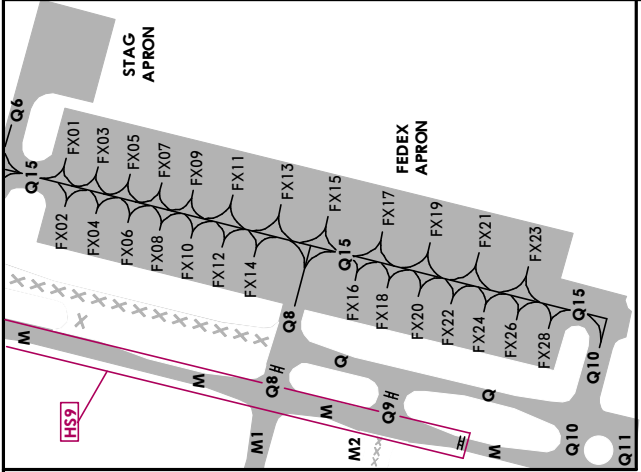




LEGEND

- FX08 Parking stand
- Q Taxiway
- Area of Ground competency
- HOT SPOT

See AIRPORT INFO, TAKE-OFF MNMS for description of Hot spots.



- MAX wingspan 118'/36m
- MAX height (including vertical tail) 41.7'/12.7m

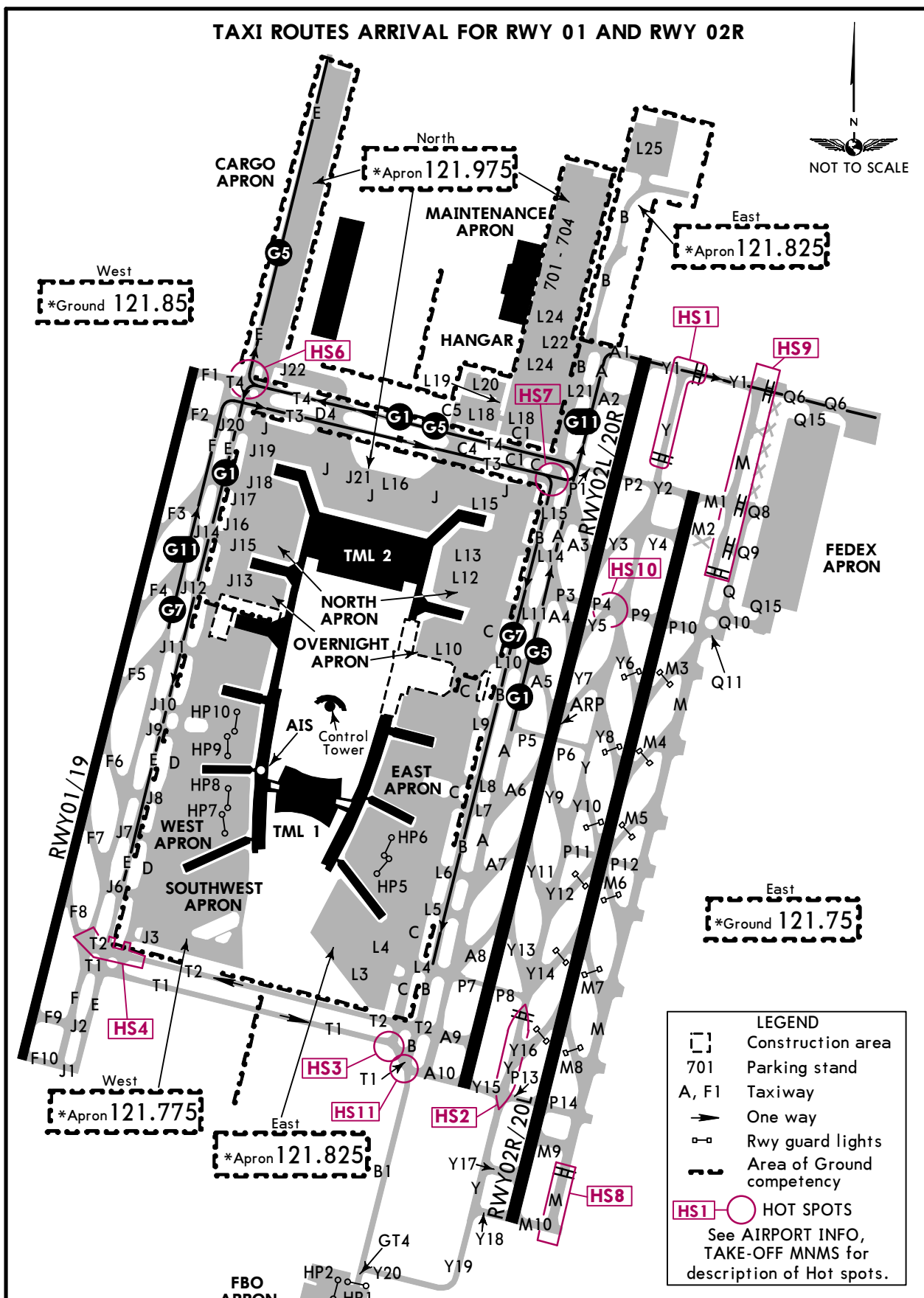
ZGGG/CAN

JEPPESEN GUANGZHOU, PR OF CHINA

17 MAY 24 (20-9D)

BAIYUN

TAXI ROUTES ARRIVAL FOR RWY 01 AND RWY 02R



When carry out GREEN1, 5 or 11, acft requires ATC clearance before crossing rwy. Without clearance hold short of rwy. Except as otherwise noted, the boundary of taxiing clearance is the corresponding rwy holding position.

Runway in use	Parking Ramp	Route ID	Description
RWY02R	North & West Apron	GREEN1 G1	A-T4-E
RWY02R	Cargo Apron	GREEN5 G5	A-T4-E
RWY01	North & East Apron	GREEN7 G7	F-T3-B
RWY01	FedEx & Maintenance Apron	GREEN11 G11	F-T3-A-A1-Cross Rwy02L-Y1-Q6

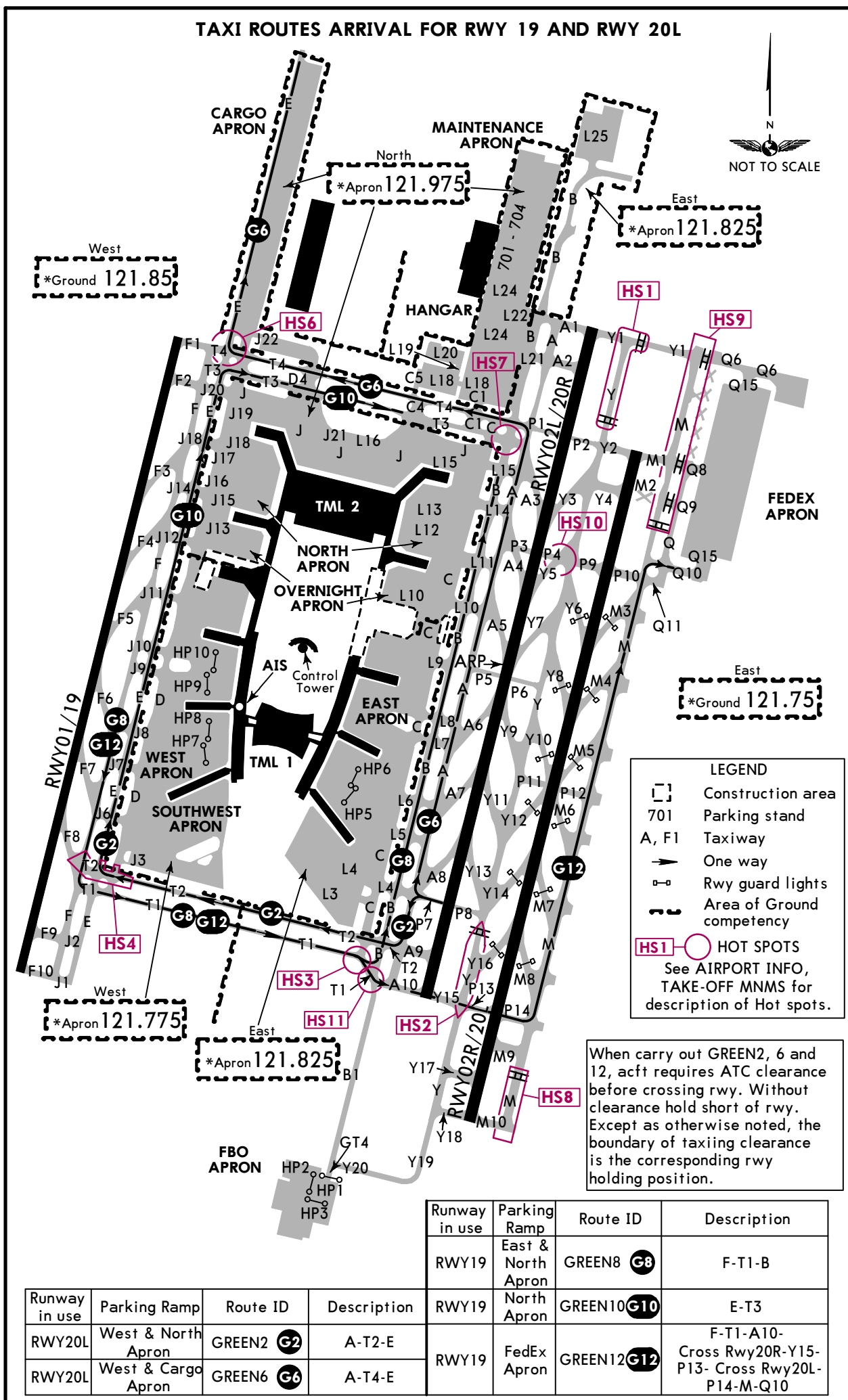
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JEPPESEN GUANGZHOU, PR OF CHINA

17 MAY 24 (20-9E)

BAIYUN

TAXI ROUTES ARRIVAL FOR RWY 19 AND RWY 20L



LEGEND

- Construction area
- 701 Parking stand
- A, F1 Taxiway
- ➔ One way
- ⊠ Rwy guard lights
- ⬜ Area of Ground competency
- HS1 HOT SPOTS

See AIRPORT INFO, TAKE-OFF MNMS for description of Hot spots.

When carry out GREEN2, 6 and 12, acct requires ATC clearance before crossing rwy. Without clearance hold short of rwy. Except as otherwise noted, the boundary of taxiing clearance is the corresponding rwy holding position.

Runway in use	Parking Ramp	Route ID	Description
RWY19	East & North Apron	GREEN8 G8	F-T1-B
RWY19	North Apron	GREEN10 G10	E-T3
RWY20L	West & North Apron	GREEN2 G2	A-T2-E
RWY20L	West & Cargo Apron	GREEN6 G6	A-T4-E
RWY19	FedEx Apron	GREEN12 G12	F-T1-A10- Cross Rwy20R-Y15- P13- Cross Rwy20L- P14-M-Q10

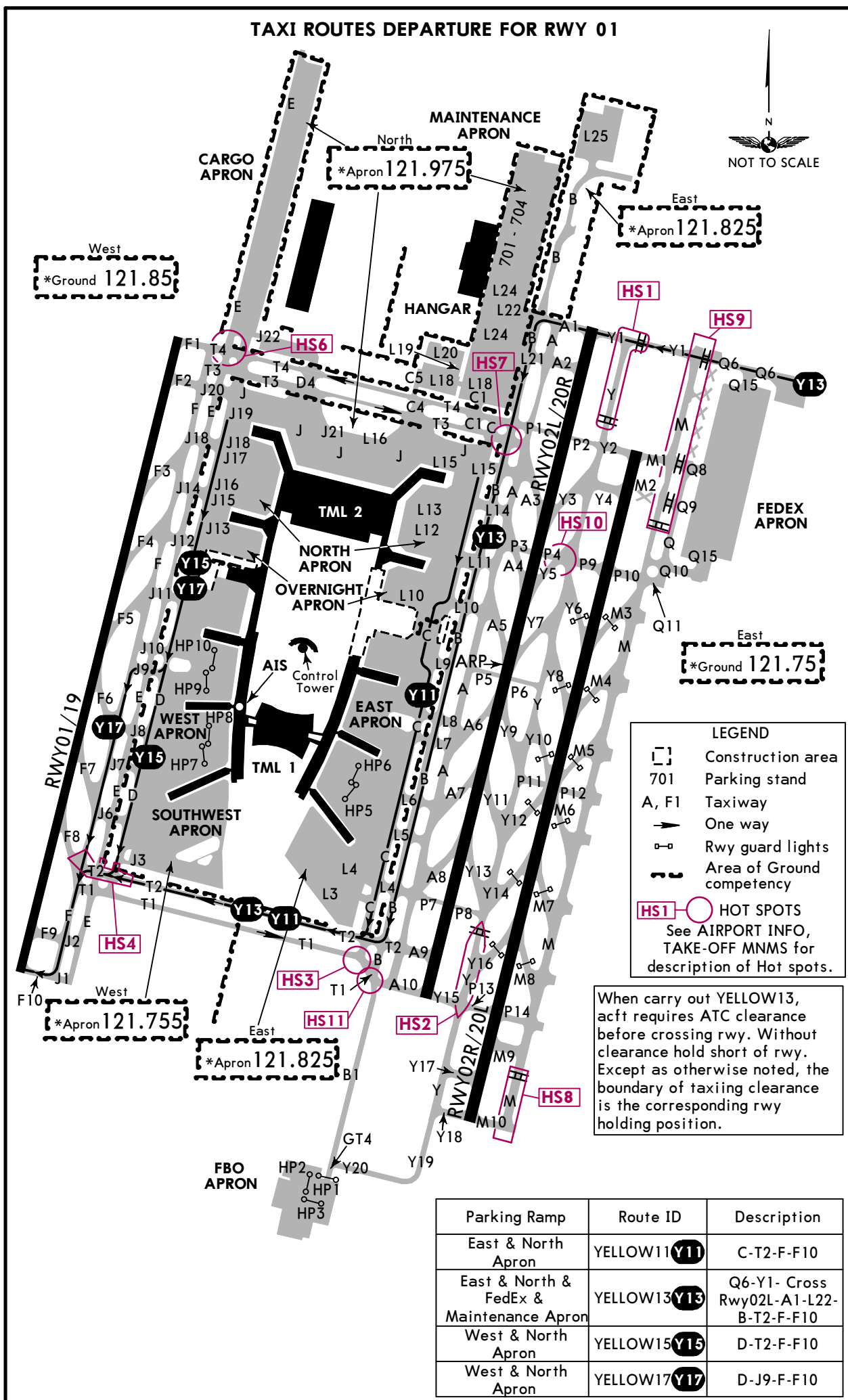
ZGGG/CAN

JEPPESEN GUANGZHOU, PR OF CHINA

17 MAY 24 (20-9F)

BAIYUN

TAXI ROUTES DEPARTURE FOR RWY 01



LEGEND

- Construction area
- 701 Parking stand
- A, F1 Taxiway
- ➔ One way
- ⊠ Rwy guard lights
- ⋯ Area of Ground competency
- HS1 HOT SPOTS

See AIRPORT INFO, TAKE-OFF MNMS for description of Hot spots.

When carry out YELLOW13, acft requires ATC clearance before crossing rwy. Without clearance hold short of rwy. Except as otherwise noted, the boundary of taxiing clearance is the corresponding rwy holding position.

Parking Ramp	Route ID	Description
East & North Apron	YELLOW11 Y11	C-T2-F-F10
East & North & FedEx & Maintenance Apron	YELLOW13 Y13	Q6-Y1- Cross Rwy02L-A1-L22-B-T2-F-F10
West & North Apron	YELLOW15 Y15	D-T2-F-F10
West & North Apron	YELLOW17 Y17	D-J9-F-F10

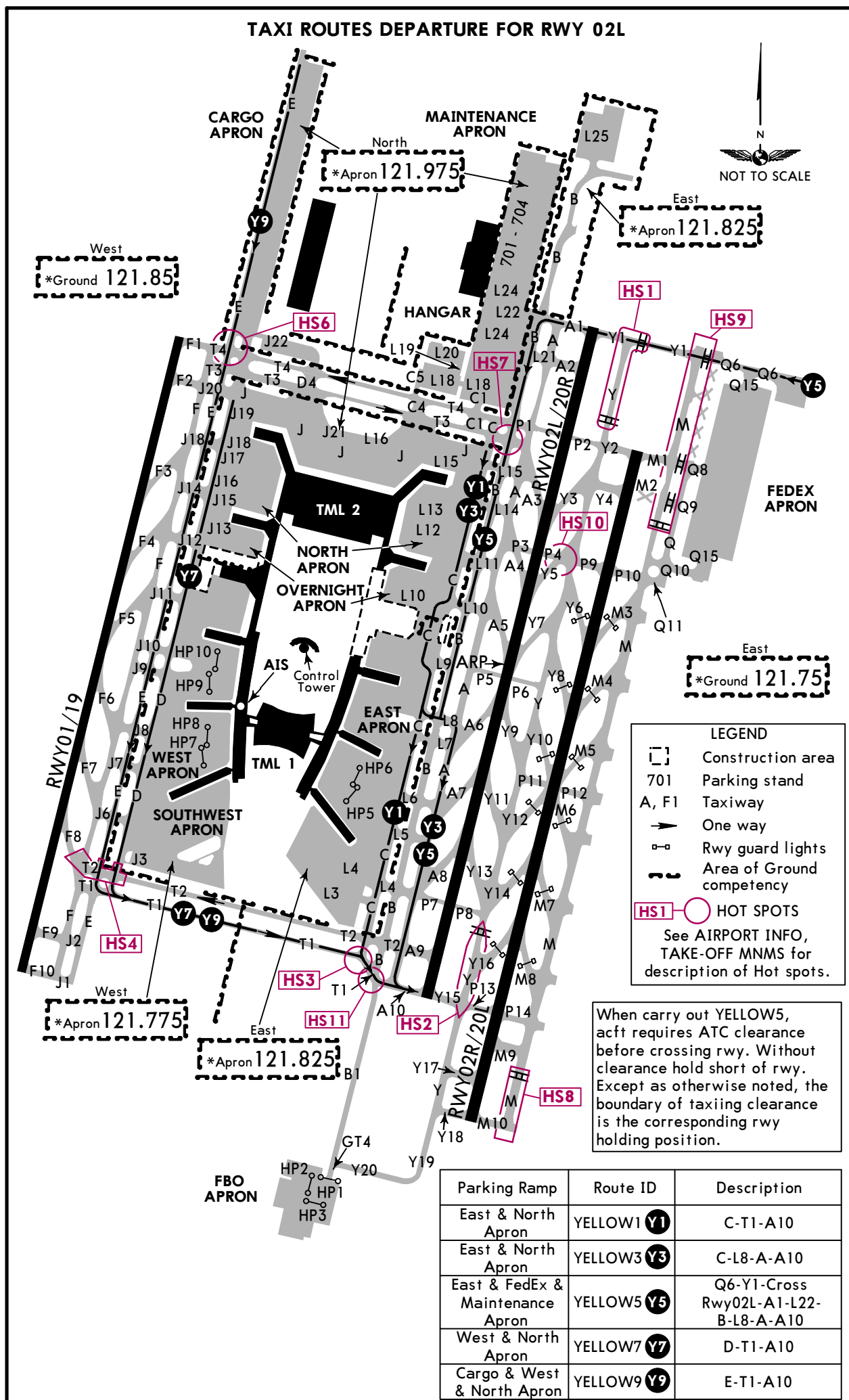
ZGGG/CAN

JEPPESEN

GUANGZHOU, PR OF CHINA

17 MAY 24 (20-9G)

BAIYUN



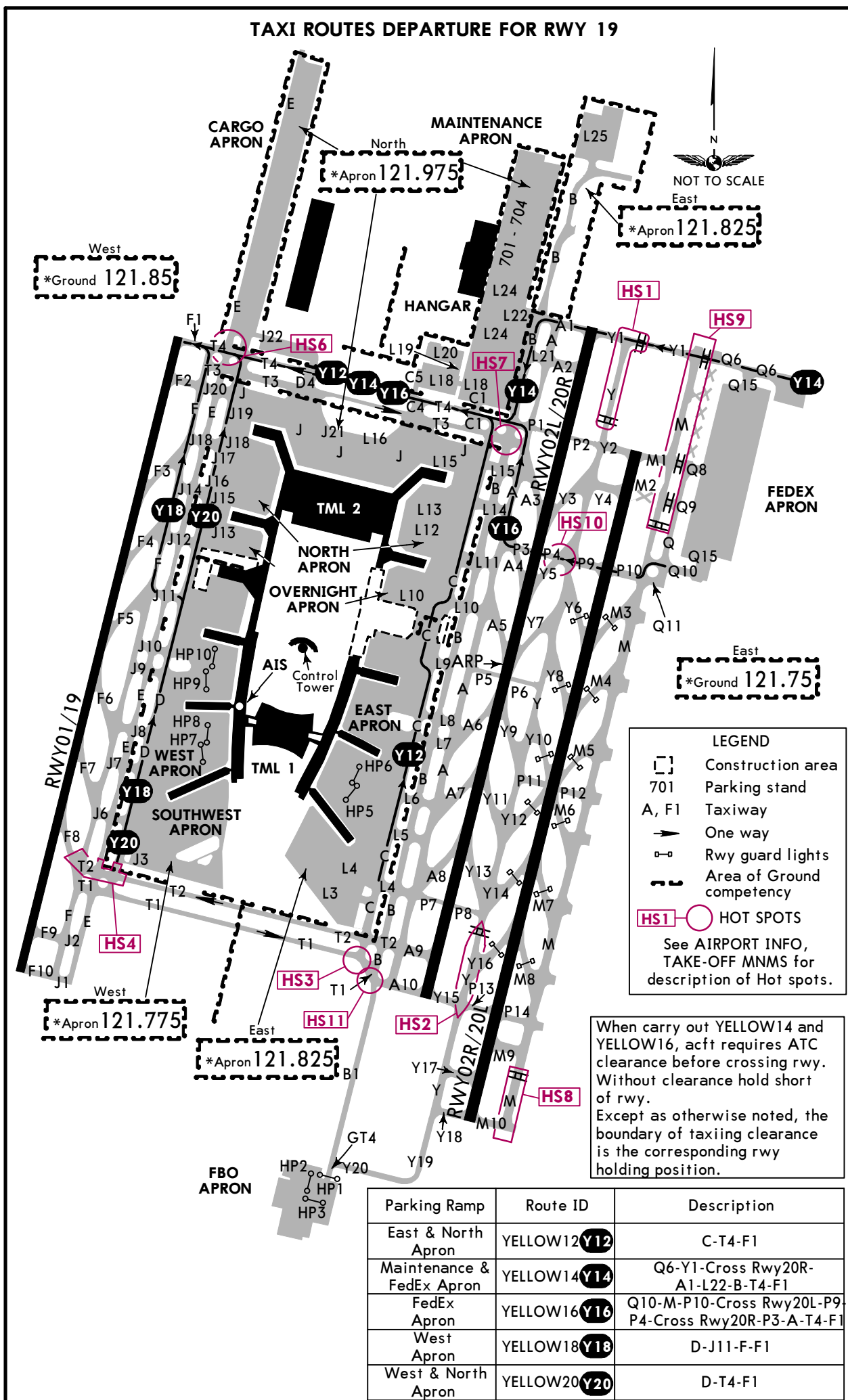
ZGGG/CAN

JEPPESEN GUANGZHOU, PR OF CHINA

17 MAY 24 (20-9H)

BAIYUN

TAXI ROUTES DEPARTURE FOR RWY 19



LEGEND

- Construction area
- 701 Parking stand
- A, F1 Taxiway
- ➔ One way
- ⊠ Rwy guard lights
- Area of Ground competency
- HS1 ○ HOT SPOTS

See AIRPORT INFO, TAKE-OFF MNMS for description of Hot spots.

When carry out YELLOW14 and YELLOW16, acct requires ATC clearance before crossing rwy. Without clearance hold short of rwy. Except as otherwise noted, the boundary of taxiing clearance is the corresponding rwy holding position.

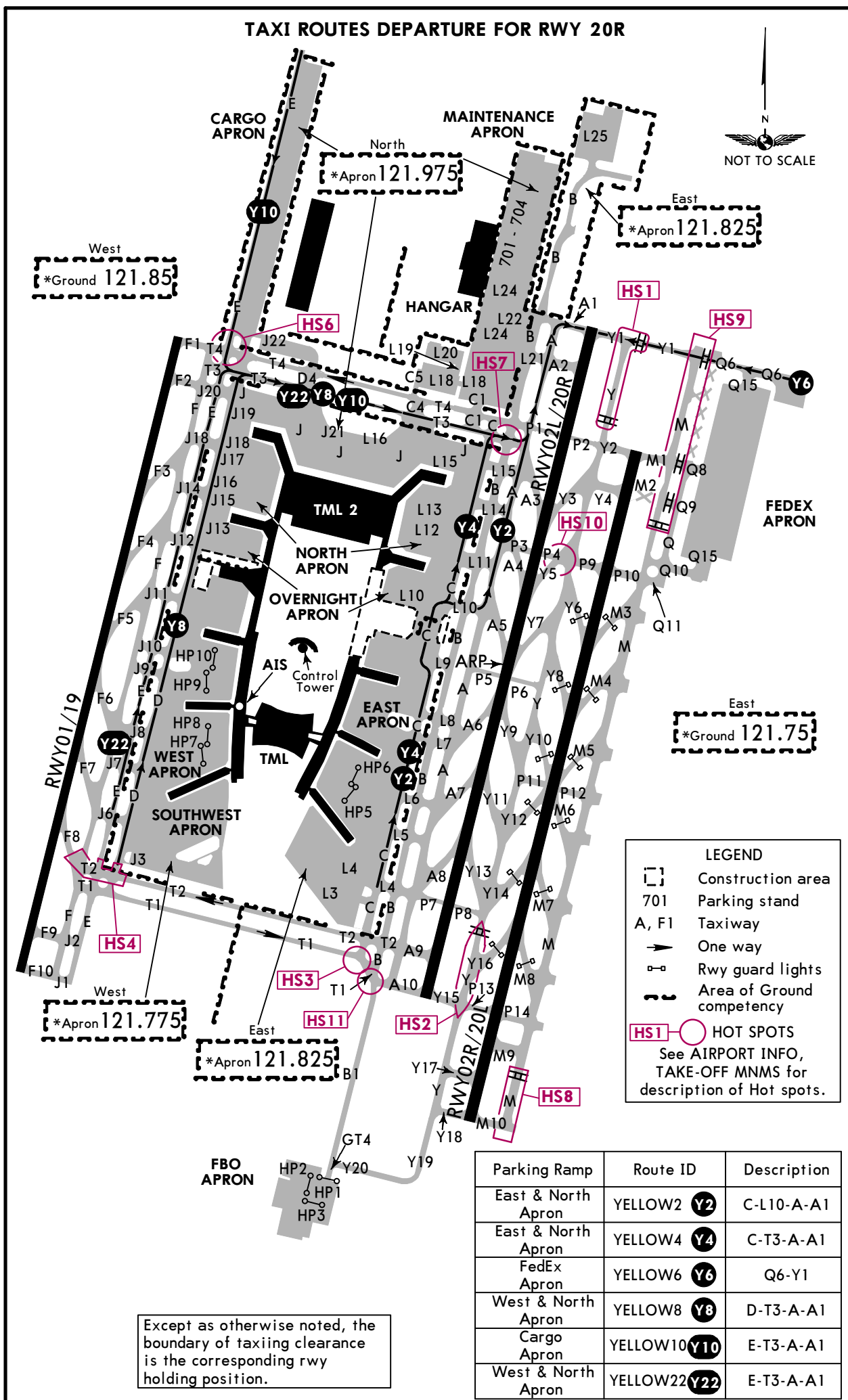
Parking Ramp	Route ID	Description
East & North Apron	YELLOW12 Y12	C-T4-F1
Maintenance & FedEx Apron	YELLOW14 Y14	Q6-Y1-Cross Rwy20R-A1-L22-B-T4-F1
FedEx Apron	YELLOW16 Y16	Q10-M-P10-Cross Rwy20L-P9-P4-Cross Rwy20R-P3-A-T4-F1
West Apron	YELLOW18 Y18	D-J11-F-F1
West & North Apron	YELLOW20 Y20	D-T4-F1

ZGGG/CAN

JEPPESEN
17 MAY 24 (20-9J)

GUANGZHOU, PR OF CHINA

BAIYUN



ZGGG/CAN



EASA AIR OPS

GUANGZHOU, PR OF CHINA
BAIYUN

15 DEC 23 (20-9S)

STRAIGHT-IN RWY	A	B	C	D
01 ① SA CAT I RNAV ILS DME Z or ① SA CAT I ILS DME Y ALS out	191' (150') RA 154' ② R450m	191' (150') RA 154' ② R450m	191' (150') RA 154' ② R450m	191' (150') RA 154' ② R450m
① RNAV ILS DME Z or ① ILS DME Y ALS out	241' (200') ③ R550m V800m R/V1200m	241' (200') ③ R550m V800m R/V1200m	241' (200') ③ R550m V800m R/V1200m	241' (200') ③ R550m V800m R/V1200m
①④ LOC ALS out	480' (439') R/V1700m R/V2600m	480' (439') R/V1700m R/V2600m	480' (439') R/V1700m R/V2600m	480' (439') R/V1700m R/V2600m
02L ⑤ SA CAT I RNAV ILS DME Z or ⑤ SA CAT I ILS DME Y ALS out	195' (150') RA 151' ② R450m	195' (150') RA 151' ② R450m	195' (150') RA 151' ② R450m	195' (150') RA 151' ② R450m
⑤ RNAV ILS DME Z or ⑤ ILS DME Y TDZ or CL out ALS out	245' (200') R550m V800m ⑥ R550m V800m R/V1200m	245' (200') R550m V800m ⑥ R550m V800m R/V1200m	245' (200') R550m V800m ⑥ R550m V800m R/V1200m	245' (200') R550m V800m ⑥ R550m V800m R/V1200m
④⑥ LOC ALS out	460' (415') R/V1600m R/V2500m	460' (415') R/V1600m R/V2500m	460' (415') R/V1600m R/V2500m	460' (415') R/V1600m R/V2500m
02R ⑤ SA CAT I RNAV ILS DME Z or ⑤ SA CAT I ILS DME Y ALS out	194' (150') RA 151' ② R450m	194' (150') RA 151' ② R450m	194' (150') RA 151' ② R450m	194' (150') RA 151' ② R450m
⑤ RNAV ILS DME Z or ⑤ ILS DME Y TDZ or CL out ALS out	244' (200') R550m V800m ⑥ R550m V800m R/V1200m	244' (200') R550m V800m ⑥ R550m V800m R/V1200m	244' (200') R550m V800m ⑥ R550m V800m R/V1200m	244' (200') R550m V800m ⑥ R550m V800m R/V1200m
④⑥ LOC ALS out	500' (456') R/V1800m R/V2700m	500' (456') R/V1800m R/V2700m	500' (456') R/V1800m R/V2700m	500' (456') R/V1800m R/V2700m
19 SA CAT I RNAV ILS DME Z or SA CAT I ILS DME Y ALS out	193' (150') RA 148' ② R450m	193' (150') RA 148' ② R450m	193' (150') RA 148' ② R450m	193' (150') RA 148' ② R450m
RNAV ILS DME Z or ILS DME Y ALS out	243' (200') ③ R550m V800m R/V1200m	243' (200') ③ R550m V800m R/V1200m	243' (200') ③ R550m V800m R/V1200m	243' (200') ③ R550m V800m R/V1200m
④ LOC ALS out	580' (537') R/V2200m R/V3100m	580' (537') R/V2200m R/V3100m	580' (537') R/V2200m R/V3100m	580' (537') R/V2200m R/V3100m
20L SA CAT I RNAV ILS DME Z or SA CAT I ILS DME Y ALS out	194' (150') RA 151' ② R450m	194' (150') RA 151' ② R450m	194' (150') RA 151' ② R450m	194' (150') RA 151' ② R450m
RNAV ILS DME Z or ILS DME Y TDZ or CL out ALS out	244' (200') R550m V800m ⑥ R550m V800m R/V1200m	244' (200') R550m V800m ⑥ R550m V800m R/V1200m	244' (200') R550m V800m ⑥ R550m V800m R/V1200m	244' (200') R550m V800m ⑥ R550m V800m R/V1200m
④ LOC ALS out	450' (406') R/V1500m R/V2400m	450' (406') R/V1500m R/V2400m	450' (406') R/V1500m R/V2400m	450' (406') R/V1500m R/V2400m

- ① Missed approach climb gradient MIN 3.0%. ② HUD required.
- ③ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ④ Continuous Descent Final Approach.
- ⑤ Missed approach climb gradient MIN 3.2%.
- ⑥ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

ZGGG/CAN



EASA AIR OPS

GUANGZHOU, PR OF CHINA
BAIYUN

STRAIGHT-IN RWY	A	B	C	D
20R SA CAT I RNAV ILS DME Z or SA CAT I ILS DME Y ALS out	198' (150') RA 151' ① R450m	198' (150') RA 151' ① R450m	198' (150') RA 151' ① R450m	198' (150') RA 151' ① R450m
RNAV ILS DME Z or ILS DME Y TDZ or CL out ALS out	248' (200') R550m V800m ② R550m V800m R/V1200m	248' (200') R550m V800m ② R550m V800m R/V1200m	248' (200') R550m V800m ② R550m V800m R/V1200m	248' (200') R550m V800m ② R550m V800m R/V1200m
③ LOC ALS out	480' (432') R/V1600m R/V2500m	480' (432') R/V1600m R/V2500m	480' (432') R/V1600m R/V2500m	480' (432') R/V1600m R/V2500m

- ① HUD required.
- ② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Continuous Descent Final Approach.

CIRCLE-TO-LAND ④ ⑤	100 Kts	135 Kts	180 Kts	205 Kts
	⑥ 730' (680') V2300m	⑥ 840' (790') V2800m	1170' (1120') V4400m	1170' (1120') V5000m

- ④ Not authorized East of runway for runway 01 and 19.
- ⑤ Not authorized West of runway for runway 02L, 02R, 20L and 20R.
- ⑥ or higher straight-in minimums

TAKE-OFF		(with reliable alternate)	
		RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R400m V800m	R500m V800m
	B		
	C		
	D		
Other 1 & 2 Eng		Minimums not established by CAAC	

ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA RNAV ILS DME Z Rwy 01

12 JAN 24 (21-1)

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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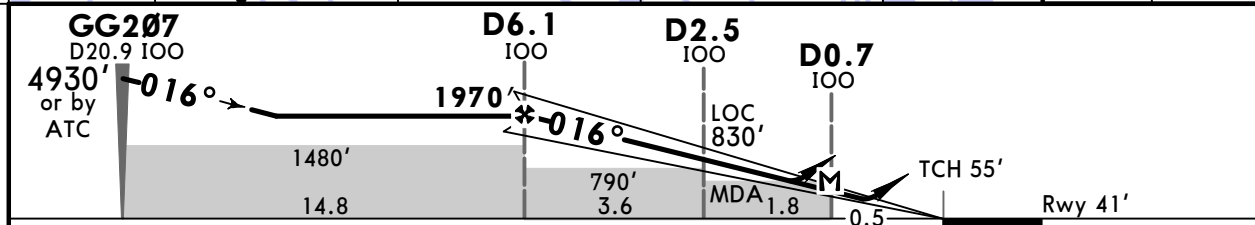
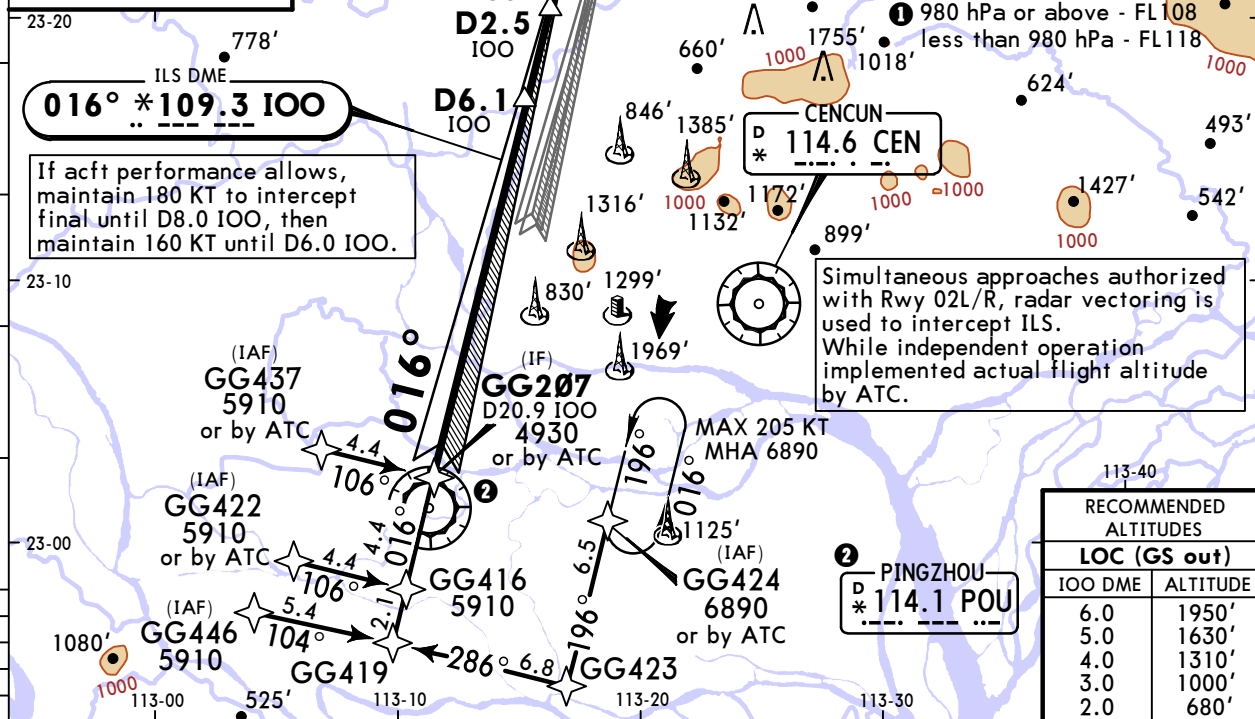
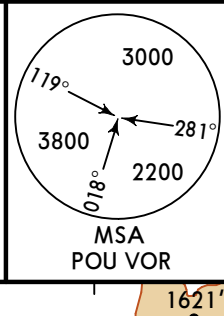
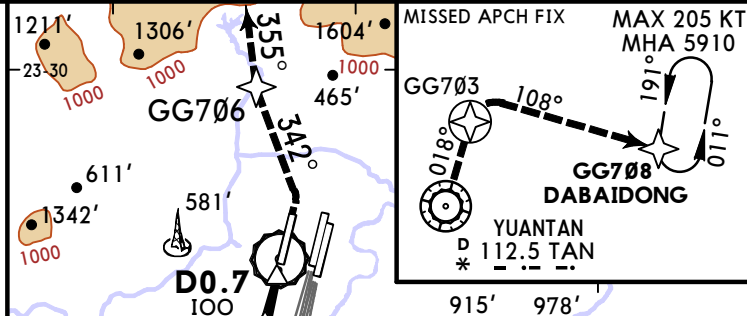
LOC IOO *109.3	Final Apch Crs 016°	D6.1 IOO 1970' (1929')	ILS DA(H) 241' (200')	Apt Elev 50' Rwy 41'	3000 MSA CEN VOR
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on 342° to GG706, then turn RIGHT to TAN VOR at 2960', turn RIGHT on 018° to GG703 at 4930', then turn RIGHT on 108° to GG708 (DABAIDONG) at 5910', join holding or as directed. MAX 200 KT for turns. Missed apch climb gradiend minimum 3.0% (183'/NM).

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION

FT	METER
8860'	2700m
6890'	2100m
5910'	1800m
4930'	1500m
2960'	900m
1970'	600m
830'	250m
500'	150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Turns	500'	342°	GG706
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	200 KT MAX	↑	LT
MAP at D0.7 IOO											

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS	LOC (GS out)		Not authorized East of runway		
	DA(H) 241' (200')	MDA(H) 480' (439')				
	ALS out	ALS out		Max Kts	MDA(H)	
A				100	730' (680') V2300m	
B	R550m			135	840' (790') V2800m	
C	V800m	V1200m	R/V1700m	180	1170' (1120') V4400m	
D			V2600m	205	1170' (1120') V5000m	

■ R800m when a Flight Director or Autopilot or HUD to DA is not used.

ZGGG/CAN BAIYUN

12 JAN 24 (21-2)

GUANGZHOU, PR OF CHINA ILS DME Y Rwy 01

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
LOC IOO *109.3	Final Apch Crs 016°	D6.1 IOO 1970' (1929')	ILS DA(H) 241' (200')
Apt Elev 50' Rwy 41'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto 001° to D5.5 IOO, then turn LEFT onto R-168 TAN inbound to TAN VOR at 2960', turn RIGHT onto R-018 TAN to reach D12.5 TAN at 4930', turn RIGHT onto R-288 LMN inbound to DABAIDONG at 5910' and hold, or as directed. MAX 200 KT for turns. Missed apch climb gradient minimum 3.0% (183'/NM).			
Alt Set: hPa Rwy Elev: 2 hPa Trans level: ① Trans alt: 8860'			MSA CEN VOR
FT/METER CONVERSION QNH 8860' - 2700m 7880' - 2400m 6890' - 2100m 5910' - 1800m 4930' - 1500m 3940' - 1200m 2960' - 900m 1970' - 600m 830' - 250m 500' - 150m			
While independent operation implemented, actual flight altitude by ATC. Simultaneous approaches authorized with Rwy 02L/R, radar vectoring is used to intercept ILS. If acct performance allows, maintain 180 KT to intercept final until D8.0 IOO, then maintain 160 KT until D6.0 IOO.			
LOC (GS out)	IOO DME ALTITUDE	6.0 1950'	5.0 1630'
4.0 1310'	3.0 1000'	2.0 680'	
Gnd speed-Kts ILS GS or LOC Descent Angle MAP at D0.7 IOO	3.00° 372 478 531 637 743 849	HIALS PAPI	Turns 200 KT MAX
State STRAIGHT-IN LANDING		CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) 241' (200') ALS out		LOC (GS out) CDFA MDA(H) 480' (439') ALS out	
A B C D	R550m V800m	V1200m R/V1700m	V2600m Max Kts MDA(H) 100 730' (680') V2300m 135 840' (790') V2800m 180 1170' (1120') V4400m 205 1170' (1120') V5000m
R800m when a Flight Director or Autopilot or HUD to DA is not used.			

ZGGG/CAN BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA 12 JAN 24 (21-2A) SA CAT I RNAV ILS DME Z Rwy 01

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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LOC IOO *109.3	Final Apch Crs 016°	D6.1 IOO 1970' (1929')	SA CAT I ILS RA 154' DA(H) 191' (150')	Apt Elev 50' Rwy 41'	
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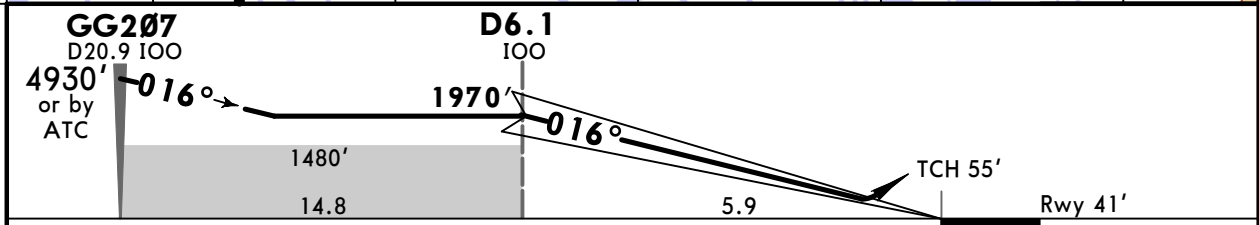
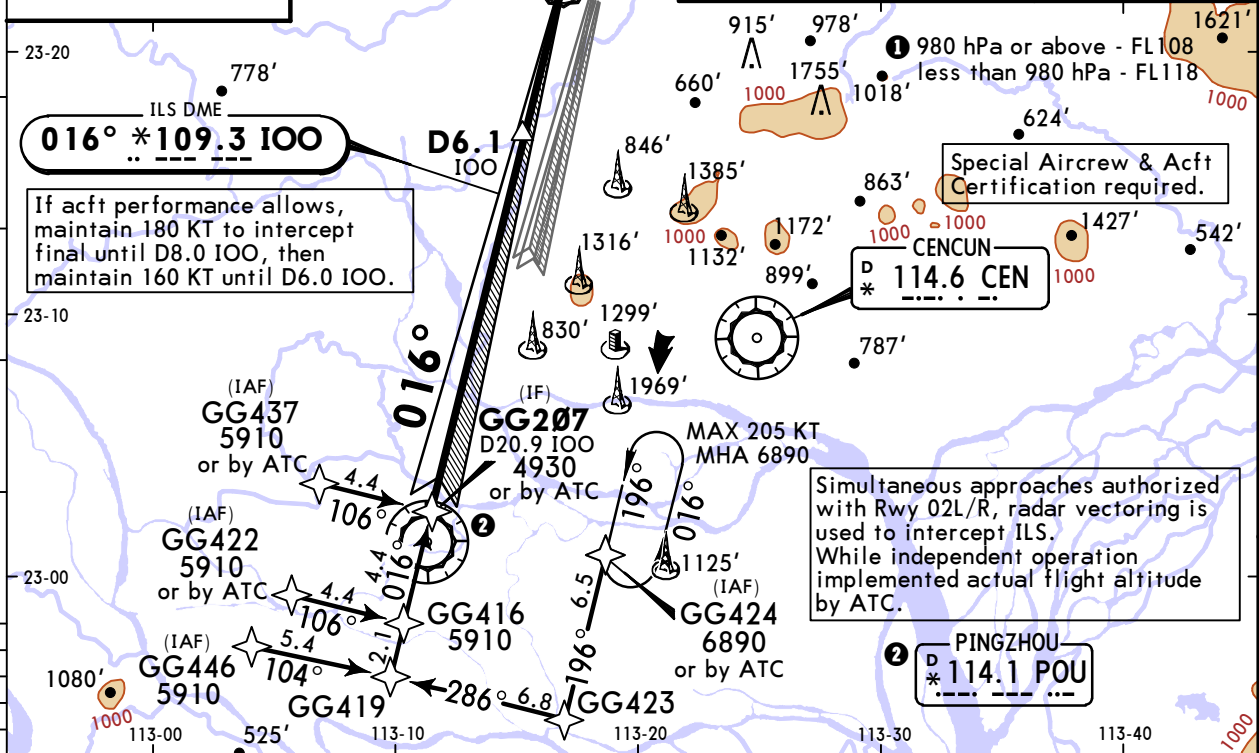
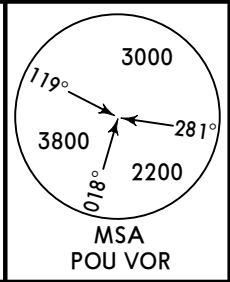
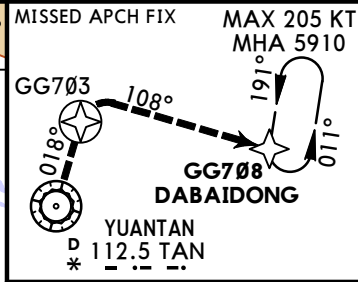
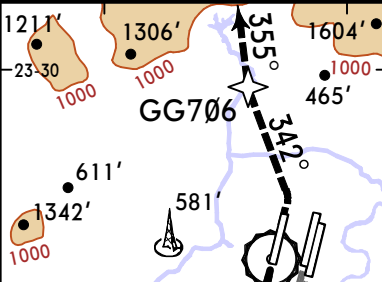
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on 342° to GG706, then turn RIGHT to TAN VOR at 2960', turn RIGHT on 018° to GG703 at 4930', then turn RIGHT on 108° to GG708 (DABAIDONG) at 5910', join holding or as directed. MAX 200 KT for turns. Missed apch climb gradient minimum 3.0% (183'/NM).

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION

QNH

8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
2960'	-	900m
1970'	-	600m
500'	-	150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Turns 200 KT MAX	500'	342°	GG706
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 154'**
DA(H) **191'** (150')

R450m
HUD required.

ZGGG/CAN BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA 12 JAN 24 (21-2B) SA CAT I ILS DME Y Rwy 01

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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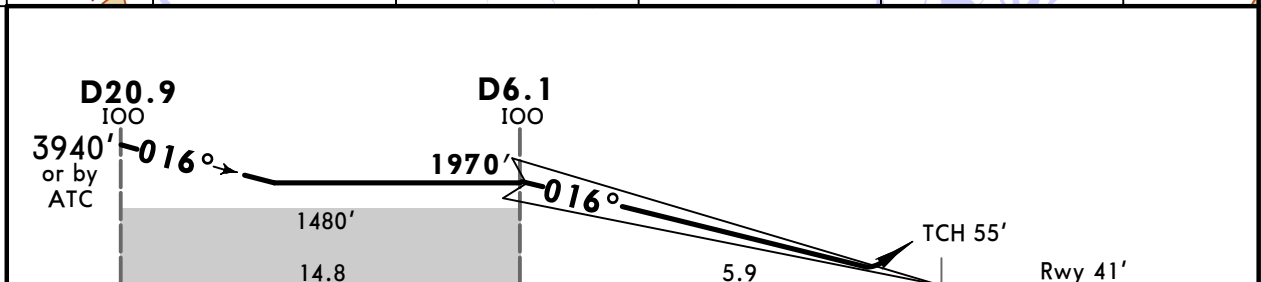
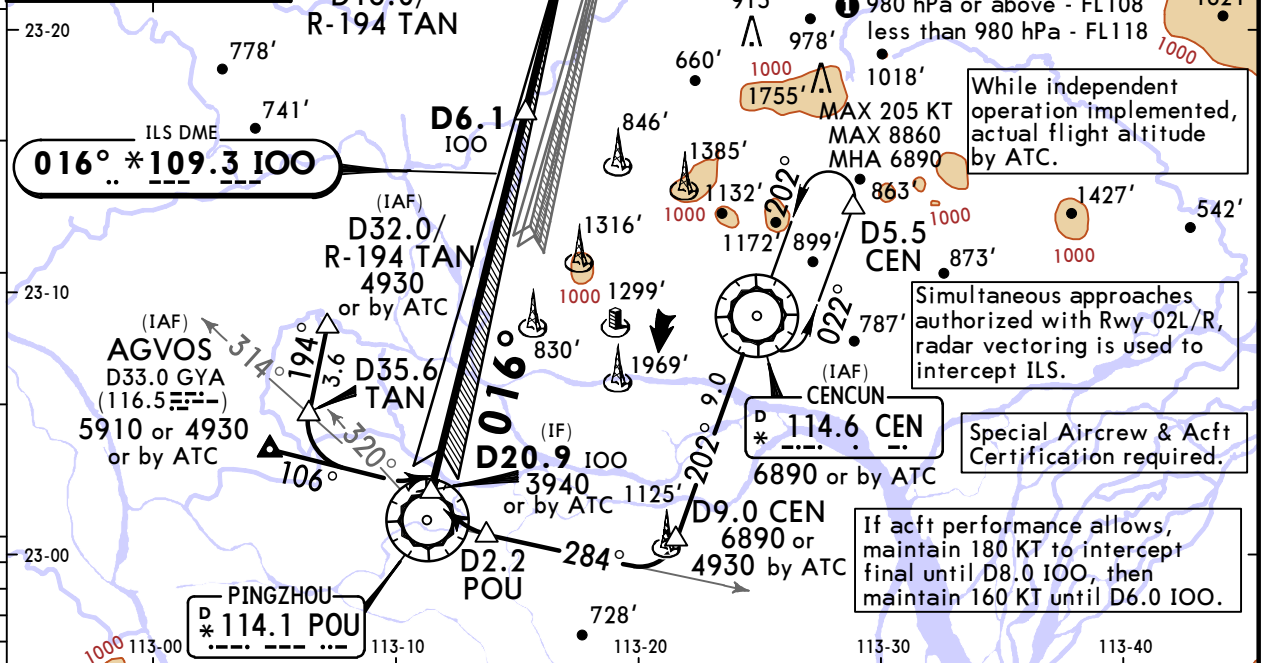
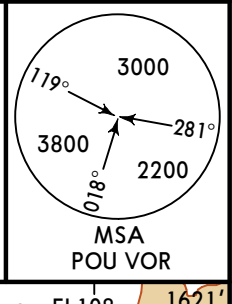
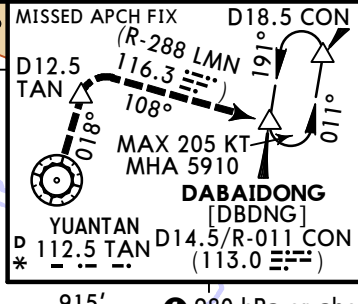
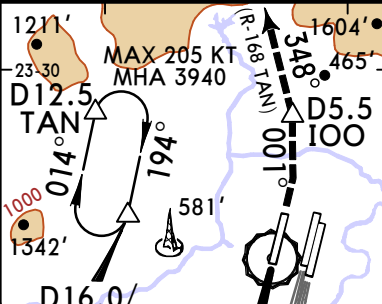
LOC IOO *109.3	Final Apch Crs 016°	D6.1 IOO 1970' (1929')	SA CAT I ILS RA 154' DA(H) 191'(150')	Apt Elev 50' Rwy 41'	3000 MSA CEN VOR
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto 001° to D5.5 IOO, then turn LEFT onto R-168 TAN inbound to TAN VOR at 2960', turn RIGHT onto R-018 TAN to reach D12.5 TAN at 4930', turn RIGHT onto R-288 LMN inbound to DABAIDONG at 5910' and hold, or as directed. MAX 200 KT for turns.
Missed apch climb gradient minimum 3.0% (183'/NM).

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION

8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1970'	-	600m
500'	-	150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Turns 200 KT MAX	500'	001° LT	D5.5 IOO
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 154'**
DA(H) **191'** (150')

R450m
HUD required.

ZGGG/CAN BAIYUN

12 JAN 24 (21-3)

JEPPESSEN GUANGZHOU, PR OF CHINA RNAV ILS DME Z Rwy 02L

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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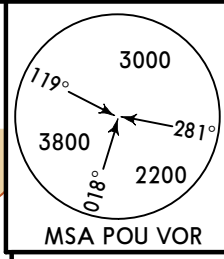
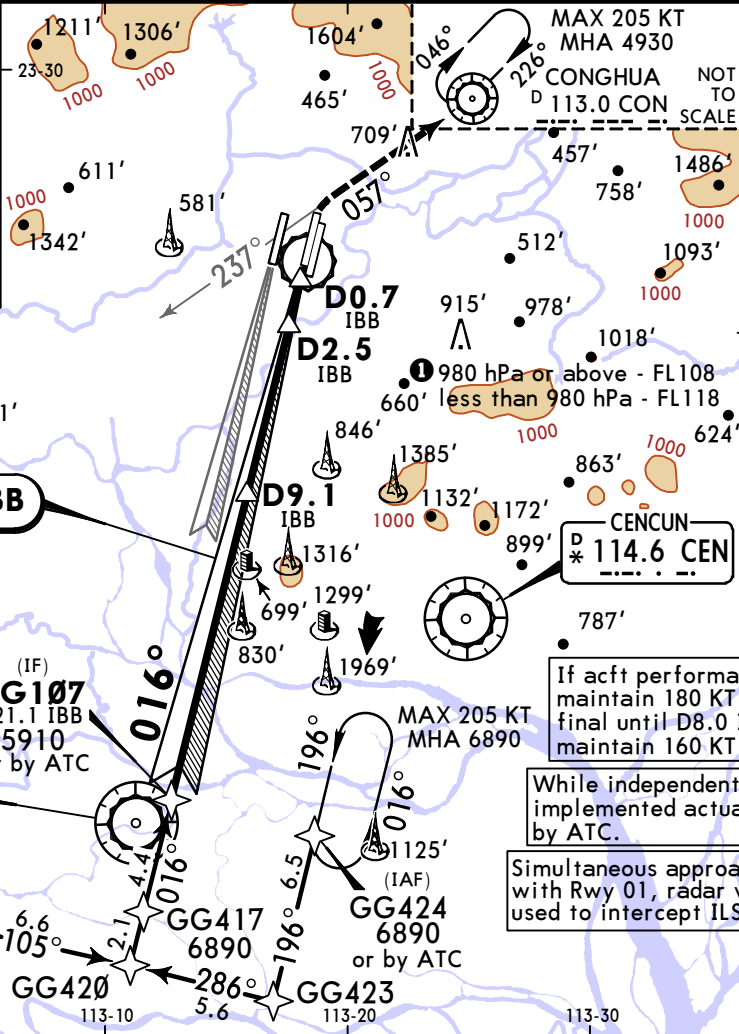
LOC IBB *110.35	Final Apch Crs 016°	D9.1 IBB 2960' (2915')	ILS DA(H) 245' (200')	Apt Elev 50' Rwy 45'	<p>3000 MSA CEN VOR</p>
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-237 CON inbound to CON at 4930' or above, then join holding, or as directed. MAX 200 KT for turns. Missed apch climb gradient minimum 3.2% (195'/NM).

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

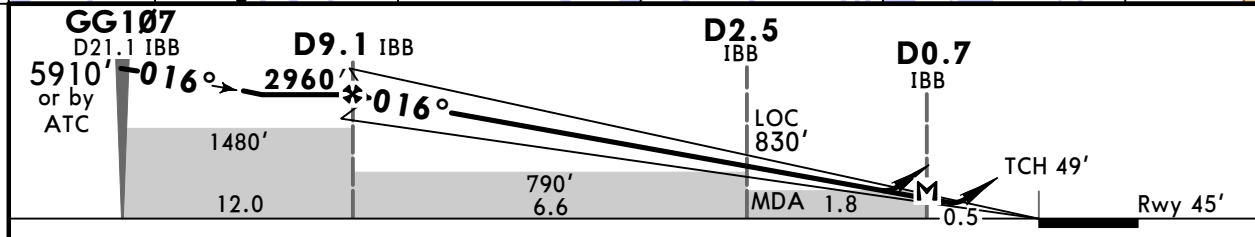
FT/METER CONVERSION

QNH	
8860'	2700m
6890'	2100m
5910'	1800m
4930'	1500m
2960'	900m
830'	250m
500'	150m



RECOMMENDED ALTITUDES

LOC (GS out)	
IBB DME	ALTITUDE
9.0	2910'
8.0	2590'
7.0	2280'
6.0	1950'
5.0	1640'
4.0	1320'
3.0	1000'
2.0	680'



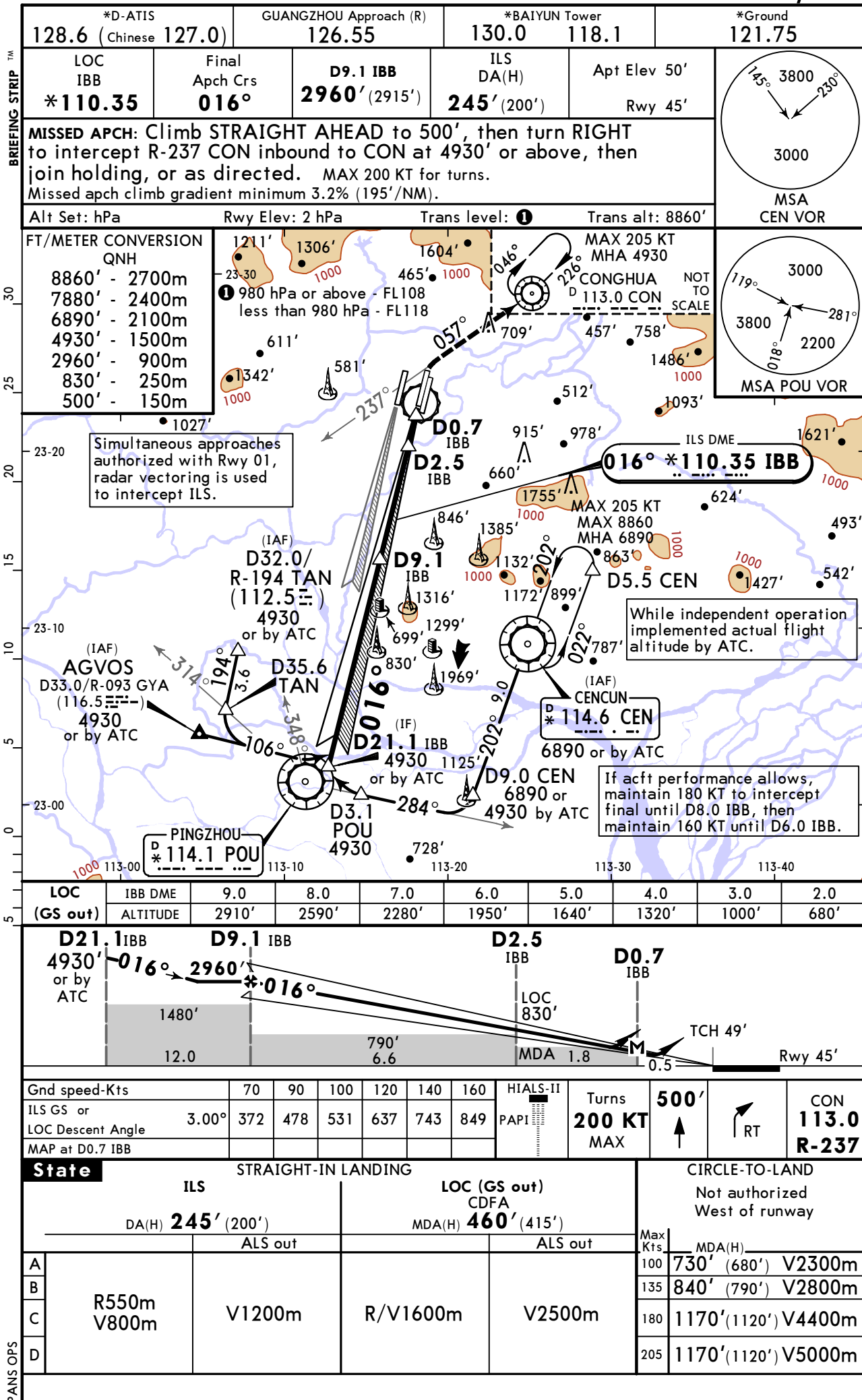
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	500'		CON
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	200 KT MAX			R-237
MAP at D0.7 IBB											

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not authorized West of runway
	ILS		LOC (GS out) CDFA		
	DA(H) 245' (200')		MDA(H) 460' (415')		
	ALS out		ALS out		Max Kts
A					100
B					135
C	R550m V800m	V1200m	R/V1600m	V2500m	180
D					205
					MDA(H)
					730' (680') V2300m
					840' (790') V2800m
					1170' (1120') V4400m
					1170' (1120') V5000m

ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA ILS DME Y Rwy 02L

12 JAN 24 (21-4)



*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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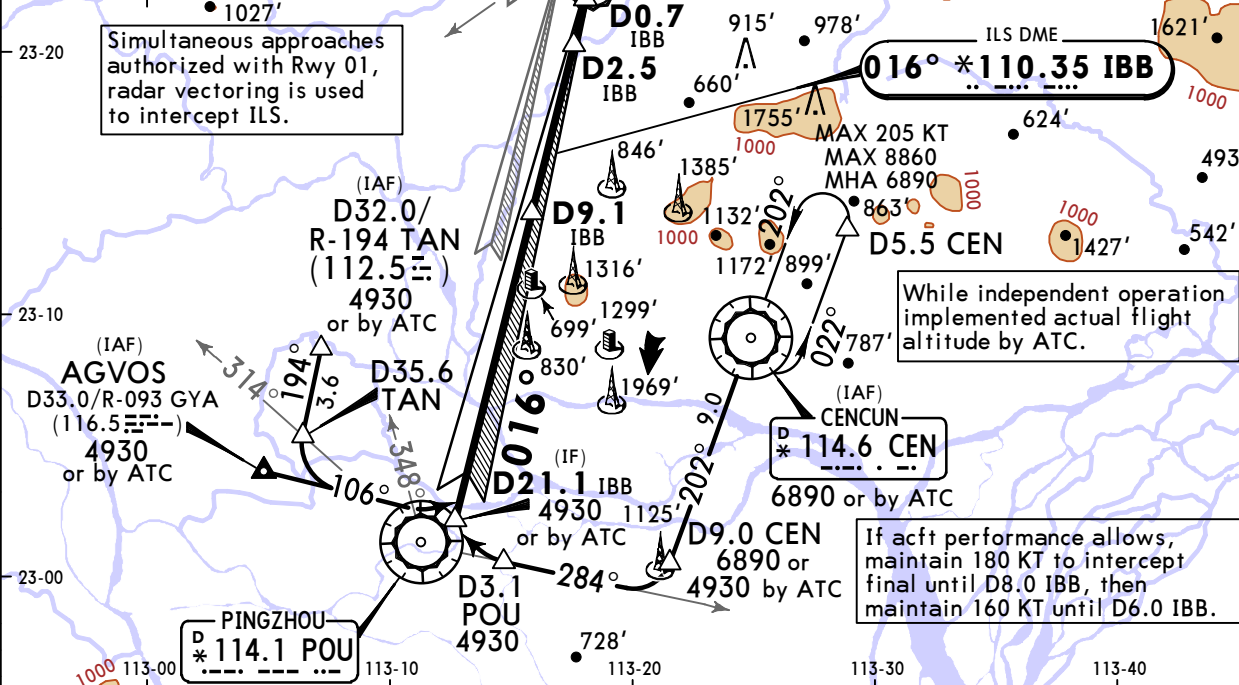
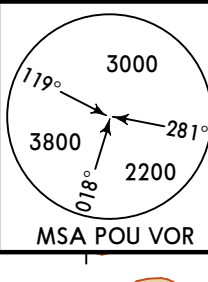
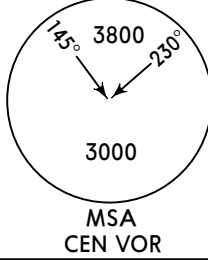
LOC IBB *110.35	Final Apch Crs 016°	D9.1 IBB 2960' (2915')	ILS DA(H) 245' (200')	Apt Elev 50' Rwy 45'
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-237 CON inbound to CON at 4930' or above, then join holding, or as directed. MAX 200 KT for turns. Missed apch climb gradient minimum 3.2% (195'/NM).

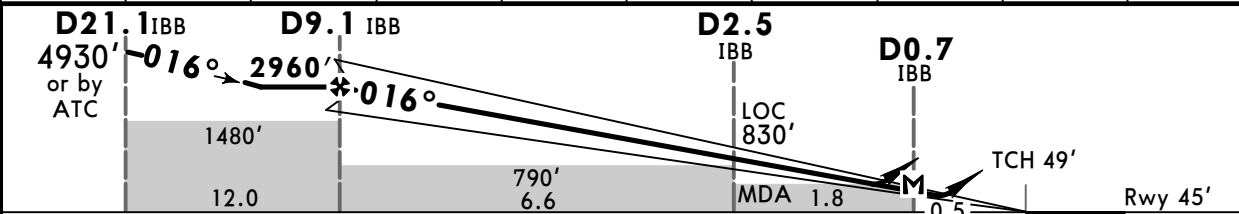
Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION QNH

8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
4930'	-	1500m
2960'	-	900m
830'	-	250m
500'	-	150m



LOC (GS out)	IBB DME ALTITUDE	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
		2910'	2590'	2280'	1950'	1640'	1320'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	500'	CON
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	200 KT MAX	↑	113.0
MAP at D0.7 IBB										R-237

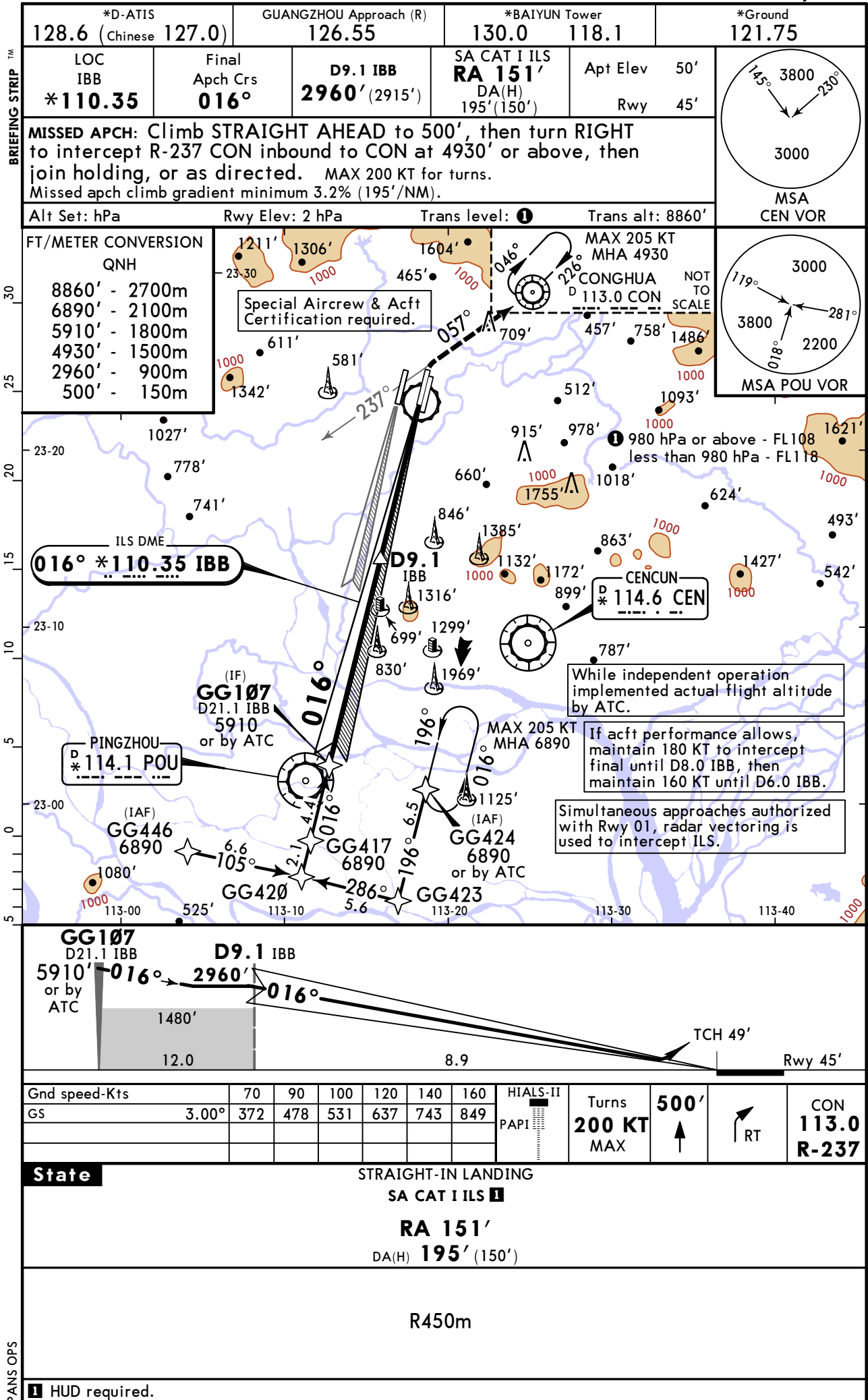
State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not authorized West of runway
	ILS DA(H) 245' (200')	ALS out	LOC (GS out) CDFA MDA(H) 460' (415')	ALS out	
A					Max Kts 100 730' (680') V2300m
B					135 840' (790') V2800m
C	R550m V800m	V1200m	R/V1600m	V2500m	180 1170' (1120') V4400m
D					205 1170' (1120') V5000m

ZGGG/CAN BAIYUN

12 JAN 24 **(21-4A)** SA CAT I RNAV ILS DME Z Rwy 02L



GUANGZHOU, PR OF CHINA



ZGGG/CAN BAIYUN

12 JAN 24 (21-4B) SA CAT I ILS DME Y Rwy 02L

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75								
LOC IBB *110.35	Final Apch Crs 016°	D9.1 IBB 2960' (2915')	SA CAT I ILS RA 151' DA(H) 195'(150')								
			Apt Elev 50' Rwy 45'								
<p>MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-237 CON inbound to CON at 4930' or above, then join holding, or as directed. MAX 200 KT for turns. Missed apch climb gradient minimum 3.2% (195'/NM).</p>											
<p>Alt Set: hPa Rwy Elev: 2 hPa Trans level: ① Trans alt: 8860'</p>											
<p>FT/METER CONVERSION QNH</p> <p>8860' - 2700m 7880' - 2400m 6890' - 2100m 4930' - 1500m 2960' - 900m 500' - 150m</p>											
<p>016° *110.35 IBB</p> <p>While independent operation implemented actual flight altitude by ATC.</p> <p>If acft performance allows, maintain 180 KT to intercept final until D8.0 IBB, then maintain 160 KT until D6.0 IBB.</p>											
<p>D21.1 IBB 4930' or by ATC</p> <p>D9.1 IBB 2960'</p>		<p>D3.1 POU 4930'</p> <p>D9.0 CEN 6890 or 4930 by ATC</p>									
<p>1480'</p> <p>12.0</p>		<p>8.9</p> <p>TCH 49'</p> <p>Rwy 45'</p>									
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	500'		CON 113.0 R-237
GS	3.00°	372	478	531	637	743	PAPI	200 KT MAX	↑		
<p>State STRAIGHT-IN LANDING</p> <p style="text-align:center;">SA CAT I ILS</p> <p style="text-align:center;">RA 151'</p> <p style="text-align:center;">DA(H) 195' (150')</p> <p style="text-align:center;">R450m</p>											
<p>HUD required.</p>											

PANS OPS

ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA RNAV ILS DME Z Rwy 02R

12 JAN 24 (21-5)

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.25	*Ground 121.75
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LOC IDM *108.5	Final Apch Crs 016°	D9.1 IDM 2960' (2916')	ILS DA(H) 244' (200')	Apt Elev 50' Rwy 44'	
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-239 CON inbound to CON at 4930' or above, then join holding, or as directed. MAX 200 KT for turns.
Missed apch climb gradient minimum 3.2% (195'/NM).

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION
QNH

8860'	2700m
6890'	2100m
5910'	1800m
4930'	1500m
2960'	900m
1010'	305m
500'	150m

RECOMMENDED ALTITUDES	
LOC (GS out)	
IDM DME	ALTITUDE
9.0	2910'
8.0	2590'
7.0	2280'
6.0	1960'
5.0	1640'
4.0	1320'
3.0	1010'
2.0	680'

016° *108.5 IDM

016° *114.1 POU

016° *114.6 CEN

IF **GG307** D20.8 IDM 5910 or by ATC

IAF **GG446** 6890

IAF **GG421** 6890

IAF **GG418** 6890

IAF **GG423** 6890

IAF **GG424** 6890 or by ATC

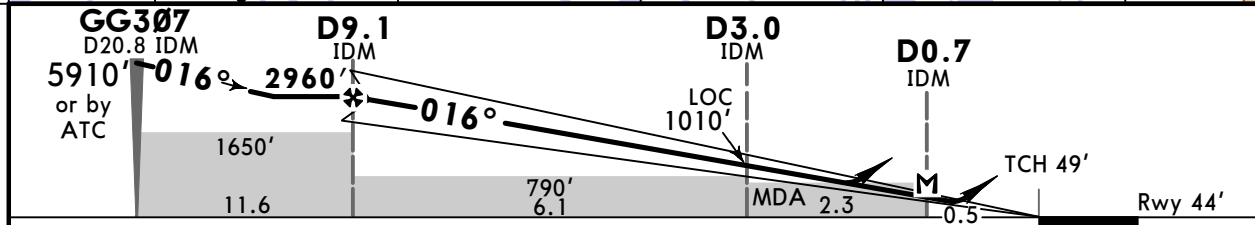
CENCUN D 114.6 CEN

LOC 1010'

MDA 2.3

TCH 49'

Rwy 44'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	500'	CON
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	200 KT MAX	↑	113.0
MAP at D0.7 IDM									RT	R-239

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not authorized West of runway
	ILS DA(H) 244' (200')	ALS out	LOC (GS out) CDFA MDA(H) 500' (456')	ALS out	
A					Max Kts MDA(H)
B					100 730' (680') V2300m
C	R550m V800m	V1200m	R/V1800m	V2700m	135 840' (790') V2800m
D					180 1170' (1120') V4400m
					205 1170' (1120') V5000m

ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA ILS DME Y Rwy 02R

12 JAN 24 (21-6)

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.25	*Ground 121.75
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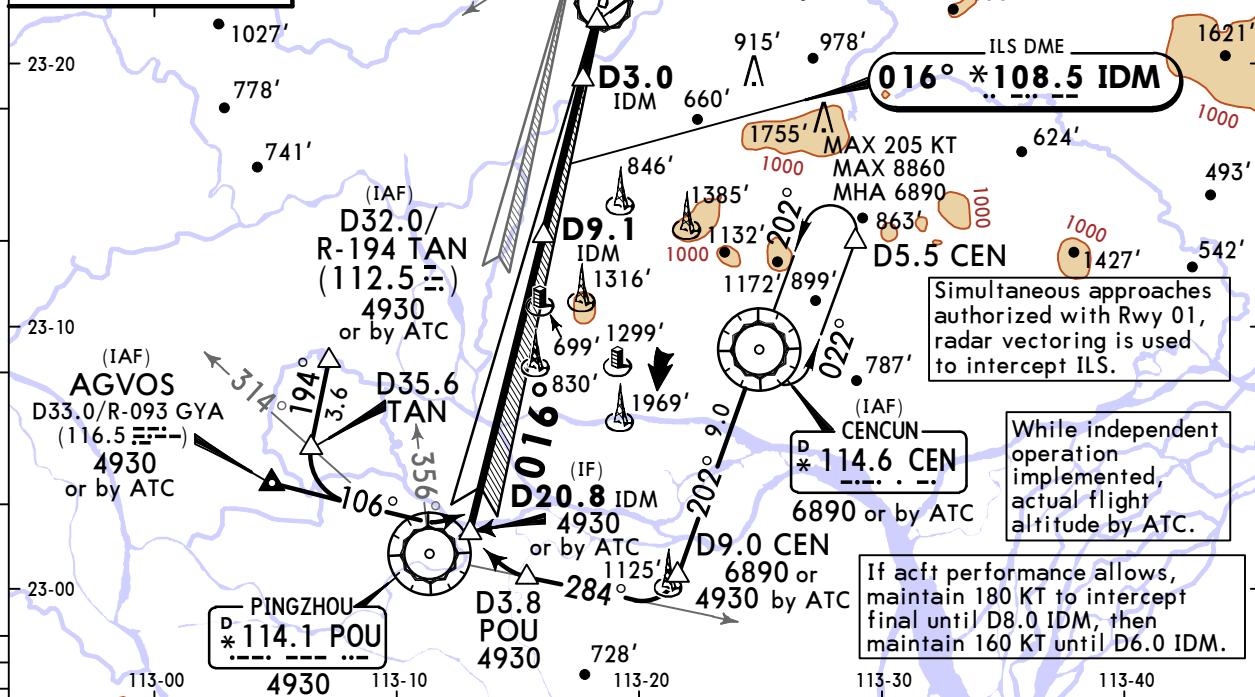
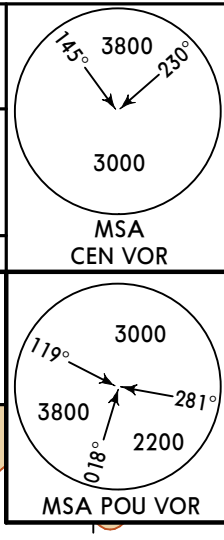
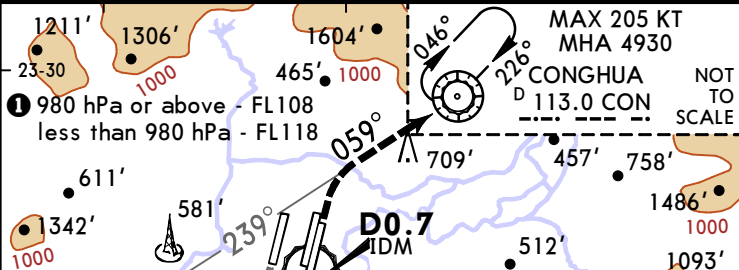
LOC IDM *108.5	Final Apch Crs 016°	D9.1 IDM 2960' (2916')	ILS DA(H) 244' (200')	Apt Elev 50' Rwy 44'
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-239 CON inbound to CON at 4930' or above, then join holding, or as directed. MAX 200 KT for turns.
Missed apch climb gradient minimum 3.2% (195'/NM).

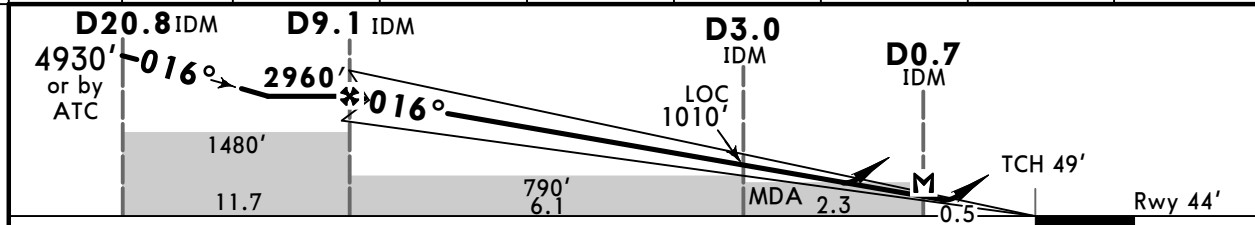
Alt Set: hPa Rwy Elev: 2 hPa Trans level: **1** Trans alt: 8860'

FT/METER CONVERSION
QNH

8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
4930'	-	1500m
2960'	-	900m
1010'	-	305m
500'	-	150m



LOC (GS out)	IDM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2590'	2280'	1960'	1640'	1320'	1010'	680'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	500'	CON
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	200 KT MAX	113.0 R-239
MAP at D0.7 IDM										

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Not authorized West of runway	
	DA(H) 244' (200')		MDA(H) 500' (456')			
	ALS out		ALS out		Max Kts	MDA(H)
A					100	730' (680') V2300m
B					135	840' (790') V2800m
C	R550m V800m	V1200m	R/V1800m	V2700m	180	1170' (1120') V4400m
D					205	1170' (1120') V5000m

ZGGG/CAN BAIYUN

12 JAN 24

(21-6A)

JEPPESSEN GUANGZHOU, PR OF CHINA SA CAT I RNAV ILS DME Z Rwy 02R

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.25	*Ground 121.75
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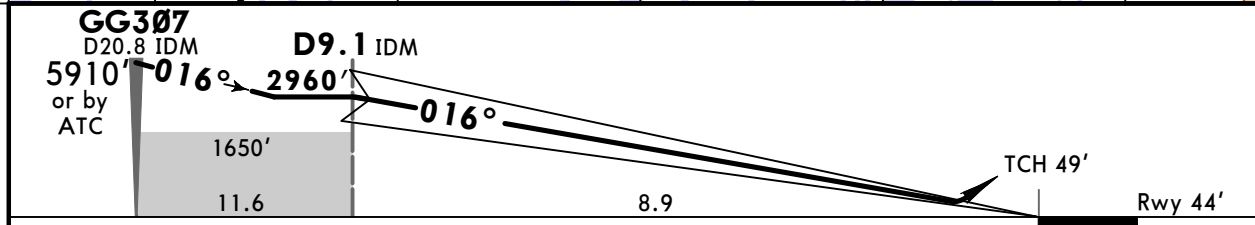
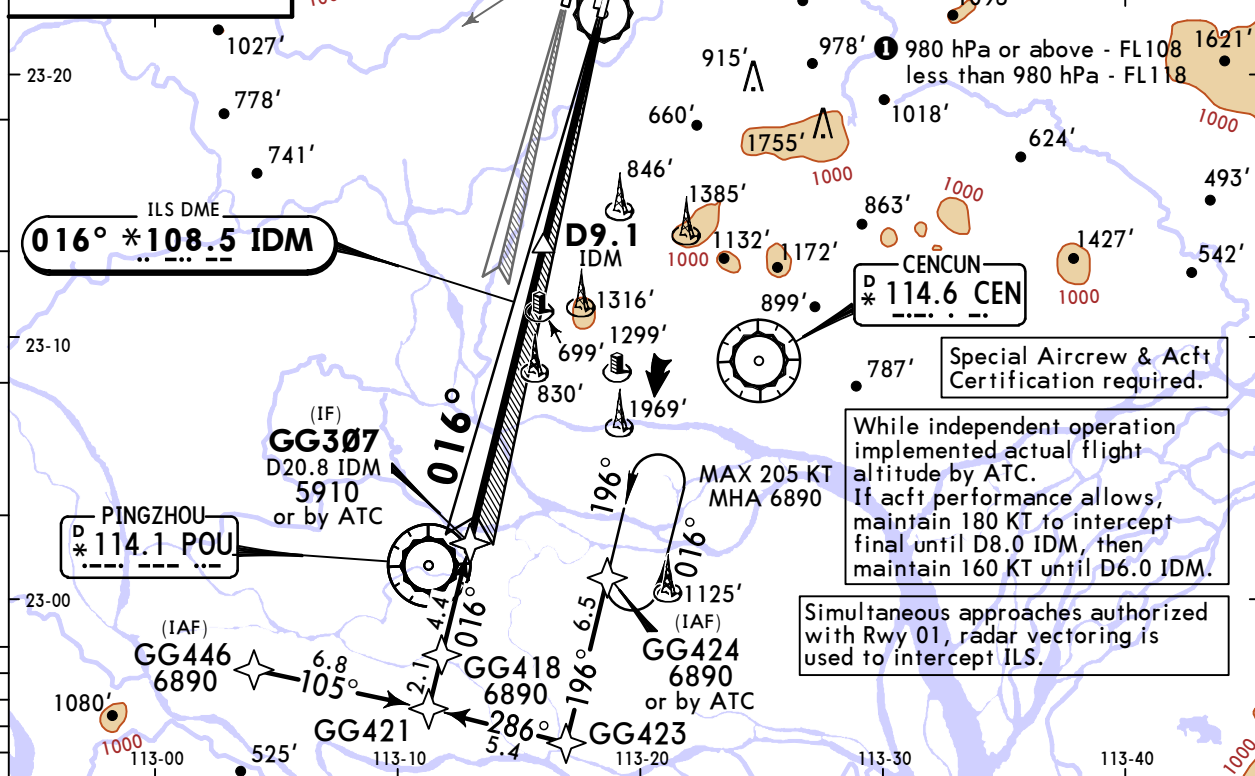
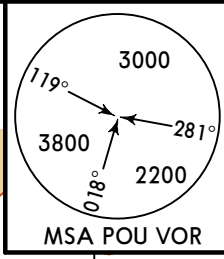
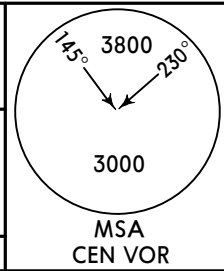
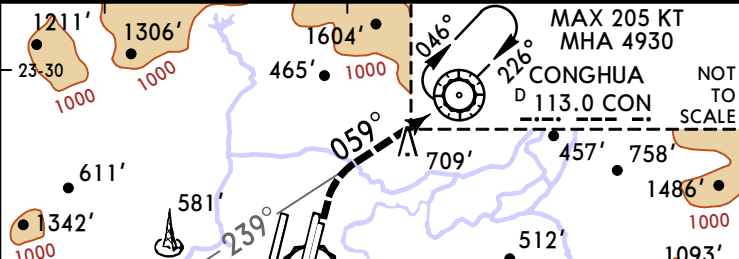
LOC IDM *108.5	Final Aptch Crs 016°	D9.1 IDM 2960' (2916')	SA CAT I ILS RA 151' DA(H) 194'(150')	Apt Elev 50' Rwy 44'
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-239 CON inbound to CON at 4930' or above, then join holding, or as directed. MAX 200 KT for turns. Missed apch climb gradient minimum 3.2% (195'/NM).

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

**FT/METER CONVERSION
QNH**

8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
2960'	-	900m
500'	-	150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 200 KT MAX	500' ↑	RT ↗	CON 113.0 R-239
Gs	3.00°	372	478	531	637	849					

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 151'**
DA(H) **194'** (150')

R450m
HUD required.

ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 24 **(21-6B)** SA CAT I ILS DME Y Rwy 02R

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.25	*Ground 121.75
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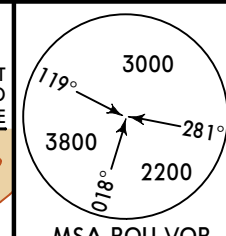
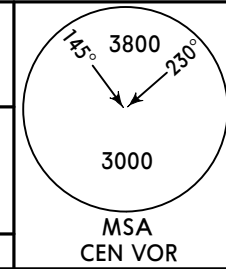
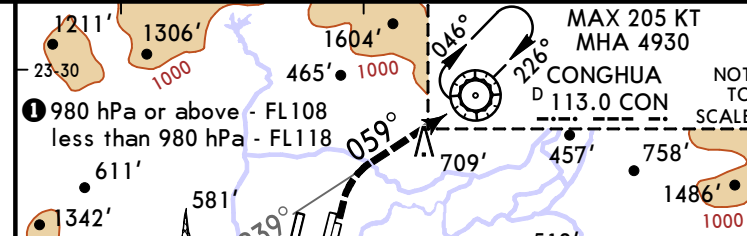
LOC IDM *108.5	Final Apch Crs 016°	D9.1 IDM 2960' (2916')	SA CAT I ILS RA 151' DA(H) 194'(150')	Apt Elev 50' Rwy 44'
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-239 CON inbound to CON at 4930' or above, then join holding, or as directed. MAX 200 KT for turns.
Missed apch climb gradient minimum 3.2% (195'/NM).

Alt Set: hPa Rwy Elev: 2 hPa Trans level: **1** Trans alt: 8860'

FT/METER CONVERSION
QNH

8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
4930'	-	1500m
2960'	-	900m
500'	-	150m



Special Aircrew & Acft Certification required.

(IAF) AGVOS D33.0/R-093 GYA (116.5) 4930 or by ATC

(IAF) D32.0/R-194 TAN (112.5) 4930 or by ATC

(IF) D20.8 IDM 4930 or by ATC

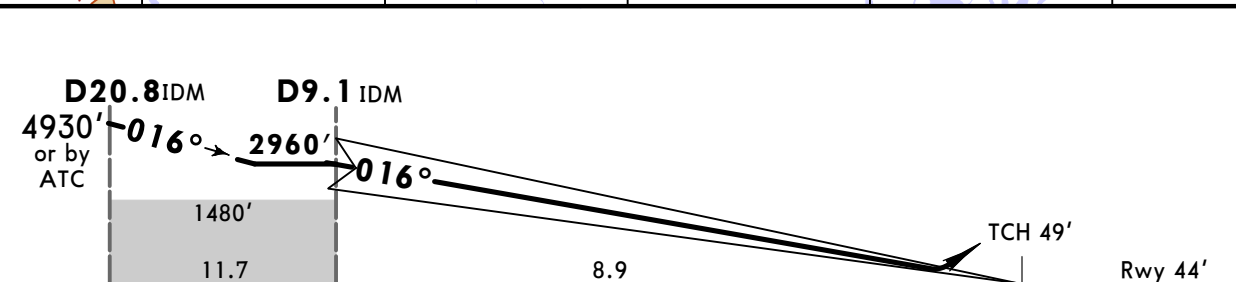
(IAF) D9.0 CEN 6890 or by ATC

(IAF) D5.5 CEN 6890 or by ATC

Simultaneous approaches authorized with Rwy 01, radar vectoring is used to intercept ILS.

While independent operation implemented, actual flight altitude by ATC.

If acft performance allows, maintain 180 KT to intercept final until D8.0 IDM, then maintain 160 KT until D6.0 IDM.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 200 KT MAX	500' ↑	RT ↗	CON 113.0 R-239
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 151'**
DA(H) **194'** (150')

R450m

HUD required.

ZGGG/CAN BAIYUN

19 APR 24 (21-7)

JEPPESSEN GUANGZHOU, PR OF CHINA RNAV ILS DME Z Rwy 19

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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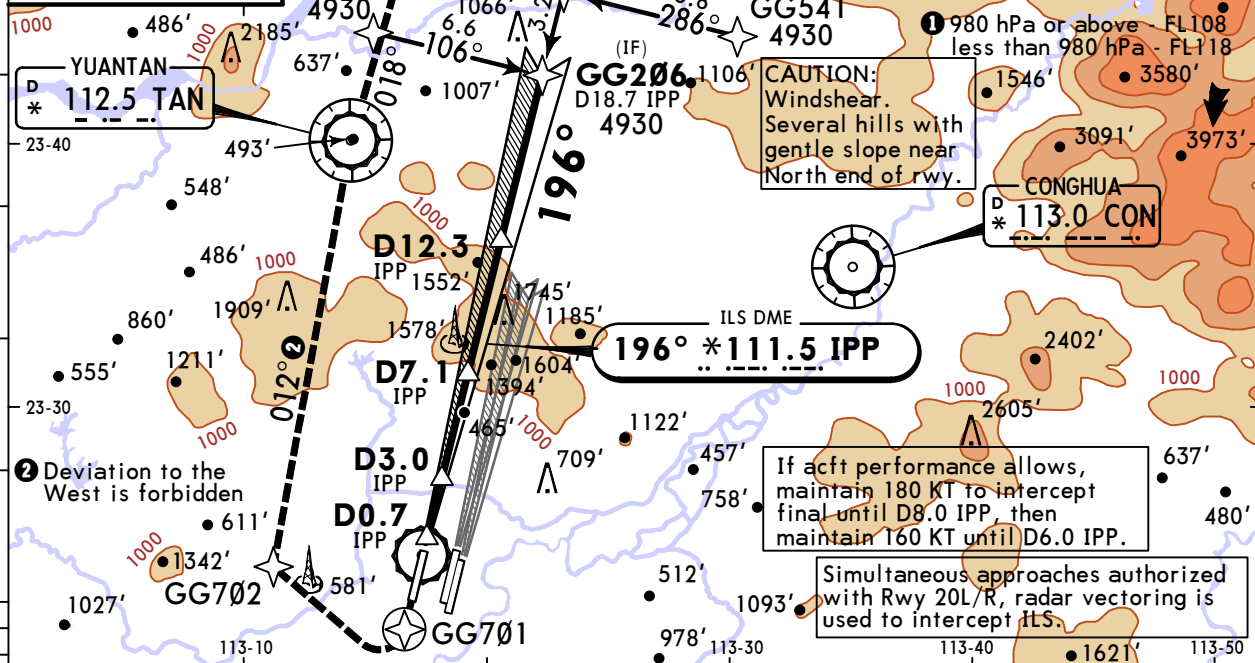
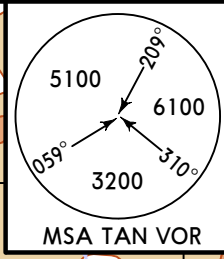
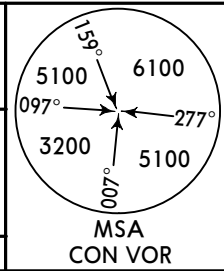
LOC IPP *111.5	Final Apch Crs 196°	D12.3 IPP 3940' (3897')	ILS DA(H) 243' (200')	Apt Elev 50' Rwy 43'
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MISSED APCH: Climb STRAIGHT AHEAD to GG701, turn RIGHT to GG702 at MAX 1970' and MIM 1650', then climb to TAN VOR on 012° at 4930', continue fly on 018° to GG703, then turn RIGHT on 108° to GG704 at 5910', join holding or as directed. MAX 200 KT for turns. Do not turn before MAP.

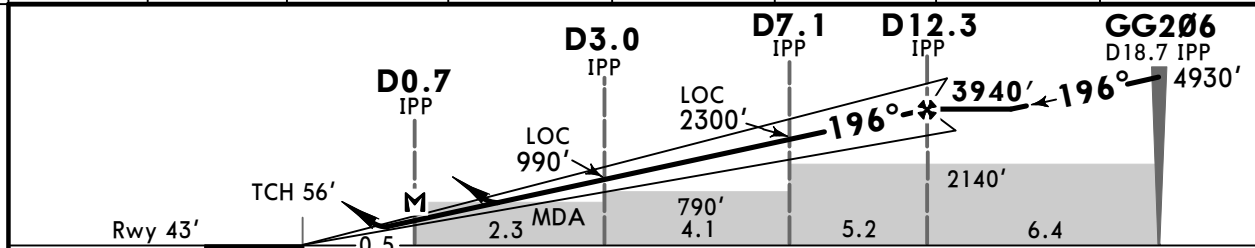
Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

**FT/METER CONVERSION
QNH**

8860'	-	2700m
7880'	-	2400m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2300'	-	700m
1970'	-	600m
1650'	-	500m
990'	-	300m



LOC (GS out)	IPP DME	2.0	4.0	6.0	8.0	10.0	12.0
	ALTITUDE	680'	1310'	1950'	2590'	3230'	3860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Turns	GG701	GG702
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	200 KT MAX	RT
MAP at D0.7 IPP										

State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
ILS				LOC (GS out)				Not authorized East of runway				
DA(H) 243' (200')				CDFA MDA(H) 580' (537')								
ALS out				ALS out				Max Kts				
A	R550m			V1200m			V2200m			100 730' (680') V2300m		
B	V800m			V1200m			V2200m			135 840' (790') V2800m		
C										180 1170' (1120') V4400m		
D										205 1170' (1120') V5000m		

R800m when a Flight Director or Autopilot or HUD to DA is not used.

ZGGG/CAN BAIYUN

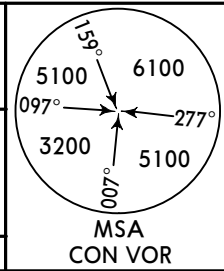
JEPPESSEN GUANGZHOU, PR OF CHINA ILS DME Y Rwy 19

19 APR 24 (21-8)

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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LOC IPP *111.5	Final Aptch Crs 196°	D12.3 IPP 3940' (3897')	ILS DA(H) 243' (200')	Apt Elev 50' Rwy 43'
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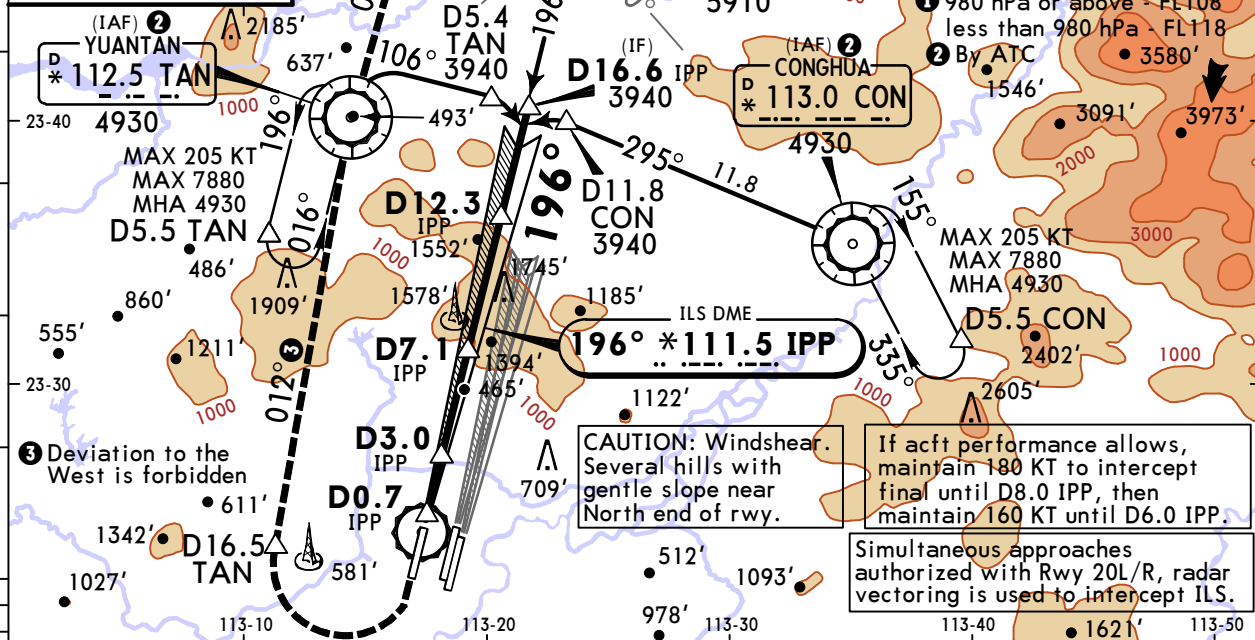
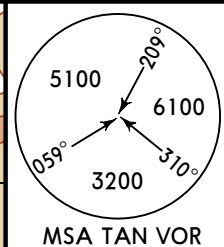
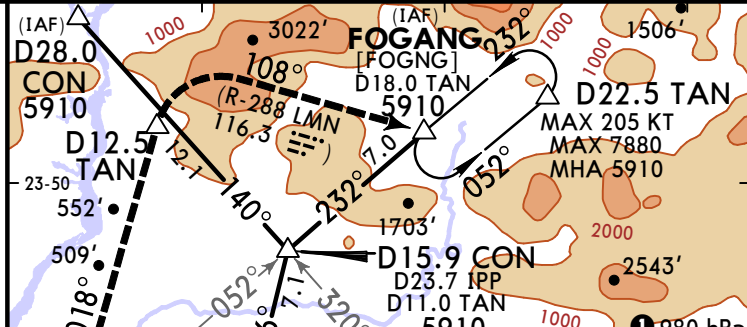
MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn RIGHT to D16.5/R-192 TAN. Pass D16.5 TAN or North between 1650' and 1970' and intercept R-192 TAN inbound to reach TAN VOR at 4930'. Then turn RIGHT onto R-018 TAN to D12.5 TAN at 4930', turn RIGHT onto R-288 LMN inbound to reach FOGANG at 5910' and hold, or as directed. MAX 200 KT for turns. Do not turn before MAP.



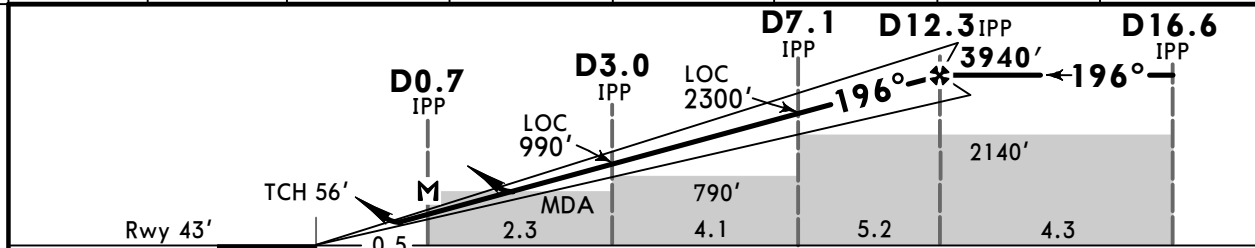
Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION

8860'	-	2700m
7880'	-	2400m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2300'	-	700m
1970'	-	600m
1650'	-	500m
990'	-	300m
690'	-	210m



LOC (GS out)	IPP DME	2.0	4.0	6.0	8.0	10.0	12.0
	ALTITUDE	680'	1310'	1950'	2590'	3230'	3860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Turns	690'	TAN
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	200 KT MAX	RT
MAP at D0.7 IPP										R-192

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized East of runway	
	DA(H) 243' (200')		CDFA MDA(H) 580' (537')			
	ALS out		ALS out		Max Kts	
A					100 730' (680') V2300m	
B	R550m		V1200m		135 840' (790') V2800m	
C	V800m		V2200m		180 1170' (1120') V4400m	
D			V3100m		205 1170' (1120') V5000m	

R800m when a Flight Director or Autopilot or HUD to DA is not used.

ZGGG/CAN BAIYUN

12 JAN 24 **(21-8A)** SA CAT I RNAV ILS DME Z Rwy 19

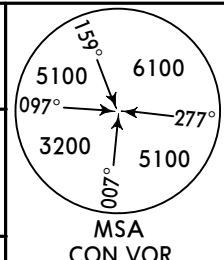
JEPPESSEN GUANGZHOU, PR OF CHINA

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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LOC IPP *111.5	Final Apch Crs 196°	D12.3 IPP 3940' (3897')	SA CAT I ILS RA 148' DA(H) 193' (150')	Apt Elev 50' Rwy 43'
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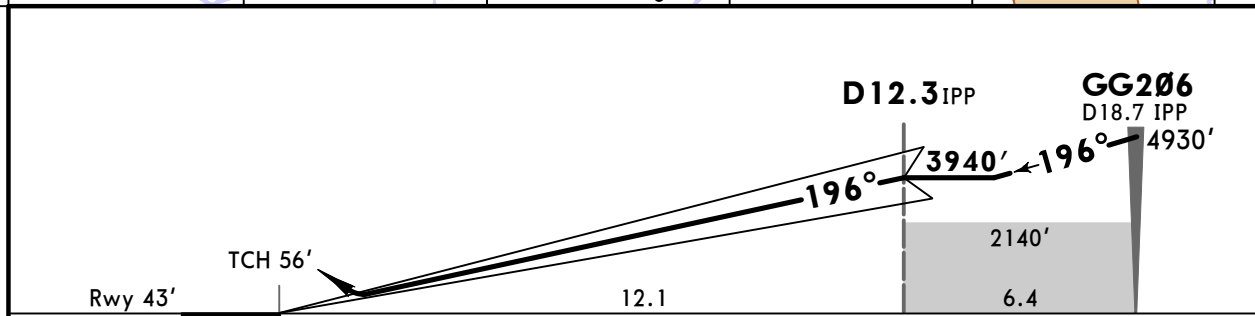
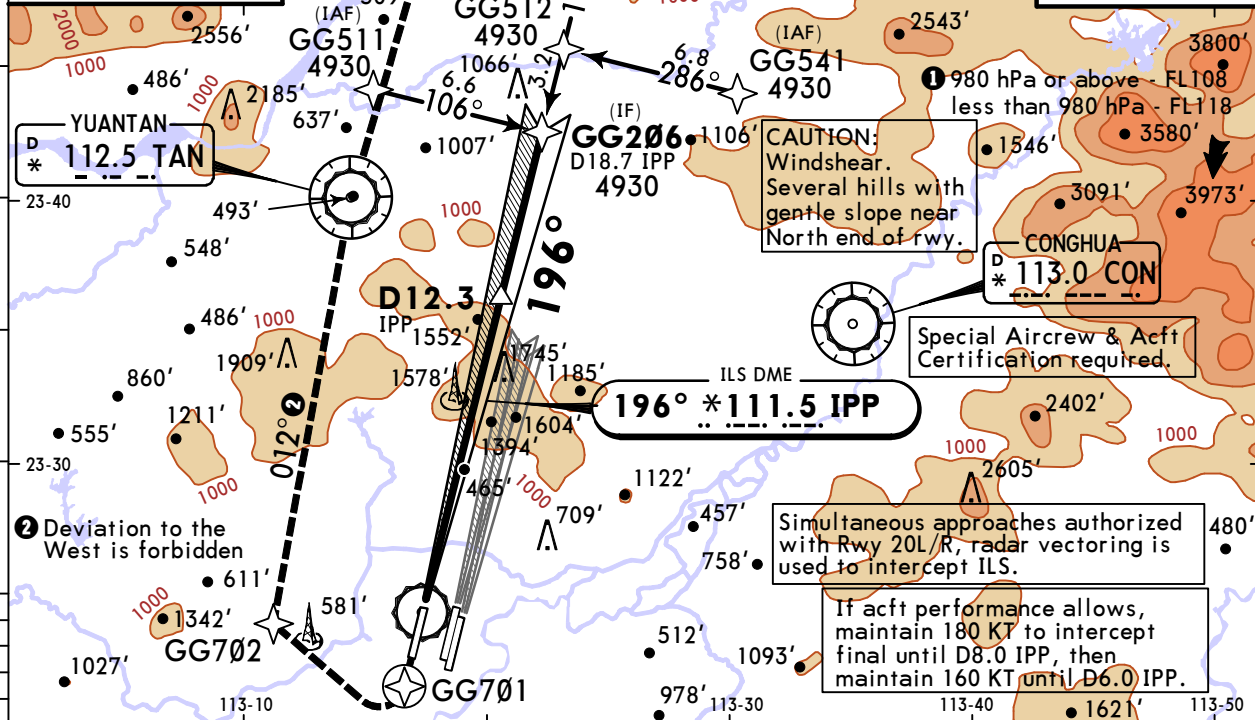
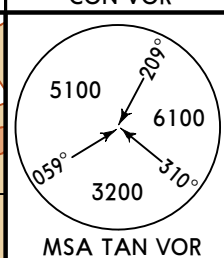
MISSED APCH: Climb STRAIGHT AHEAD to GG701, turn RIGHT to GG702 at MAX 1970' and MIM 1650', then climb to TAN VOR on 012° at 4930', continue fly on 018° to GG703, then turn RIGHT on 108° to GG704 at 5910', join holding or as directed. MAX 200 KT for turns. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: **1** Trans alt: 8860'



FT/METER CONVERSION QNH

8860'	-	2700m
7880'	-	2400m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m
1650'	-	500m



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Turns	GG701	GG702
GS	3.00°	372	478	531	637	743	PAPI	200 KT MAX	↑	RT

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 148'**
DA(H) **193'** (150')

R450m

HUD required.

ZGGG/CAN BAIYUN

12 JAN 24 **(21-8B)** SA CAT I ILS DME Y Rwy 19

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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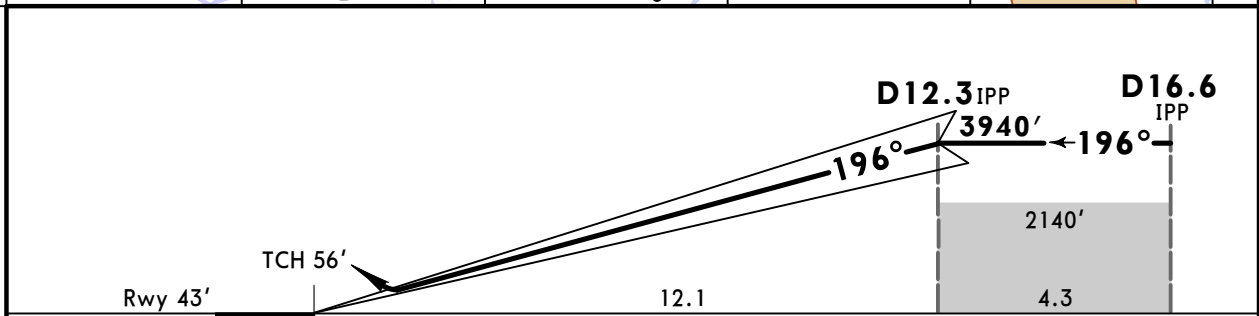
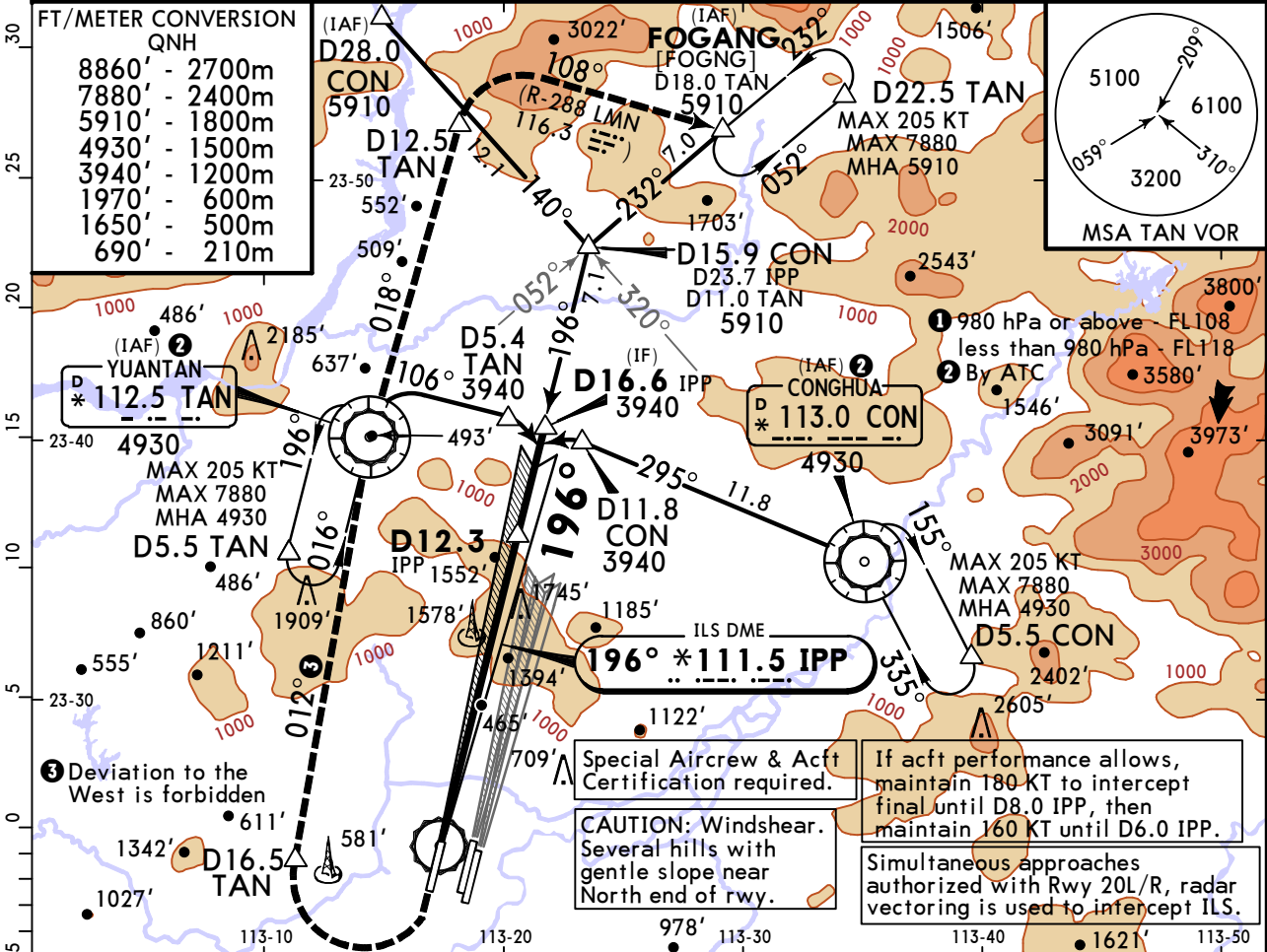
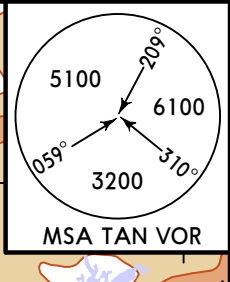
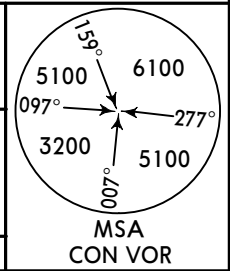
LOC IPP *111.5	Final Apch Crs 196°	D12.3 IPP 3940' (3897')	SA CAT I ILS RA 148' DA(H) 193' (150')	Apt Elev 50' Rwy 43'
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MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn RIGHT to D16.5/R-192 TAN. Pass D16.5 TAN or North between 1650' and 1970' and intercept R-192 TAN inbound to reach TAN VOR at 4930'. Then turn RIGHT onto R-018 TAN to D12.5 TAN at 4930', turn RIGHT onto R-288 LMN inbound to reach FOGANG at 5910' and hold, or as directed. MAX 200 KT for turns. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: **1** Trans alt: 8860'

FT/METER CONVERSION

8860'	-	2700m
7880'	-	2400m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m
1650'	-	500m
690'	-	210m



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Turns 200 KT MAX	690' ↑	RT	TAN 112.5 R-192
GS	3.00°	372	478	531	637	743					

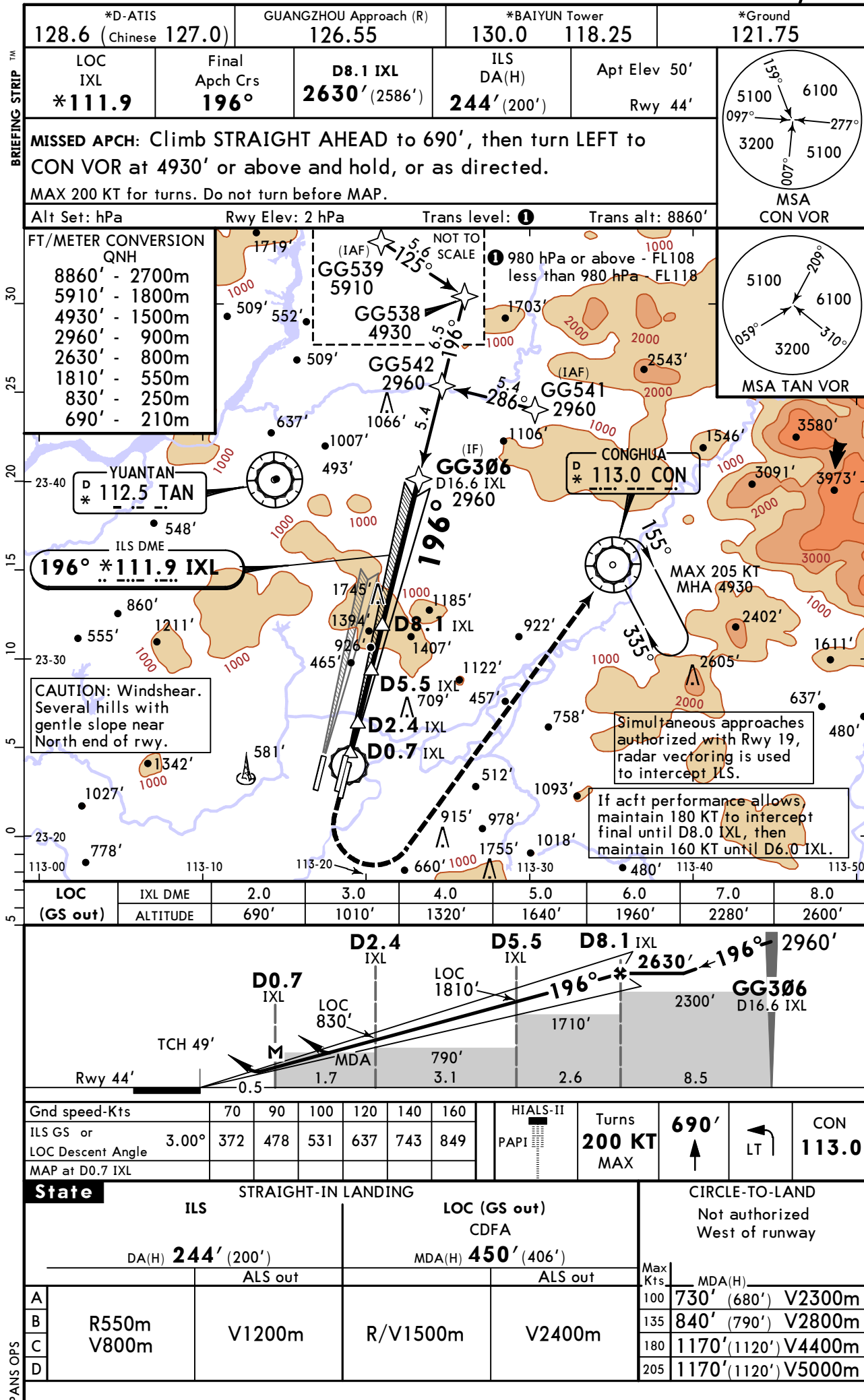
State STRAIGHT-IN LANDING
SA CAT I ILS **RA 148'**
DA(H) **193'** (150')

R450m
HUD required.

ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA RNAV ILS DME Z Rwy 20L

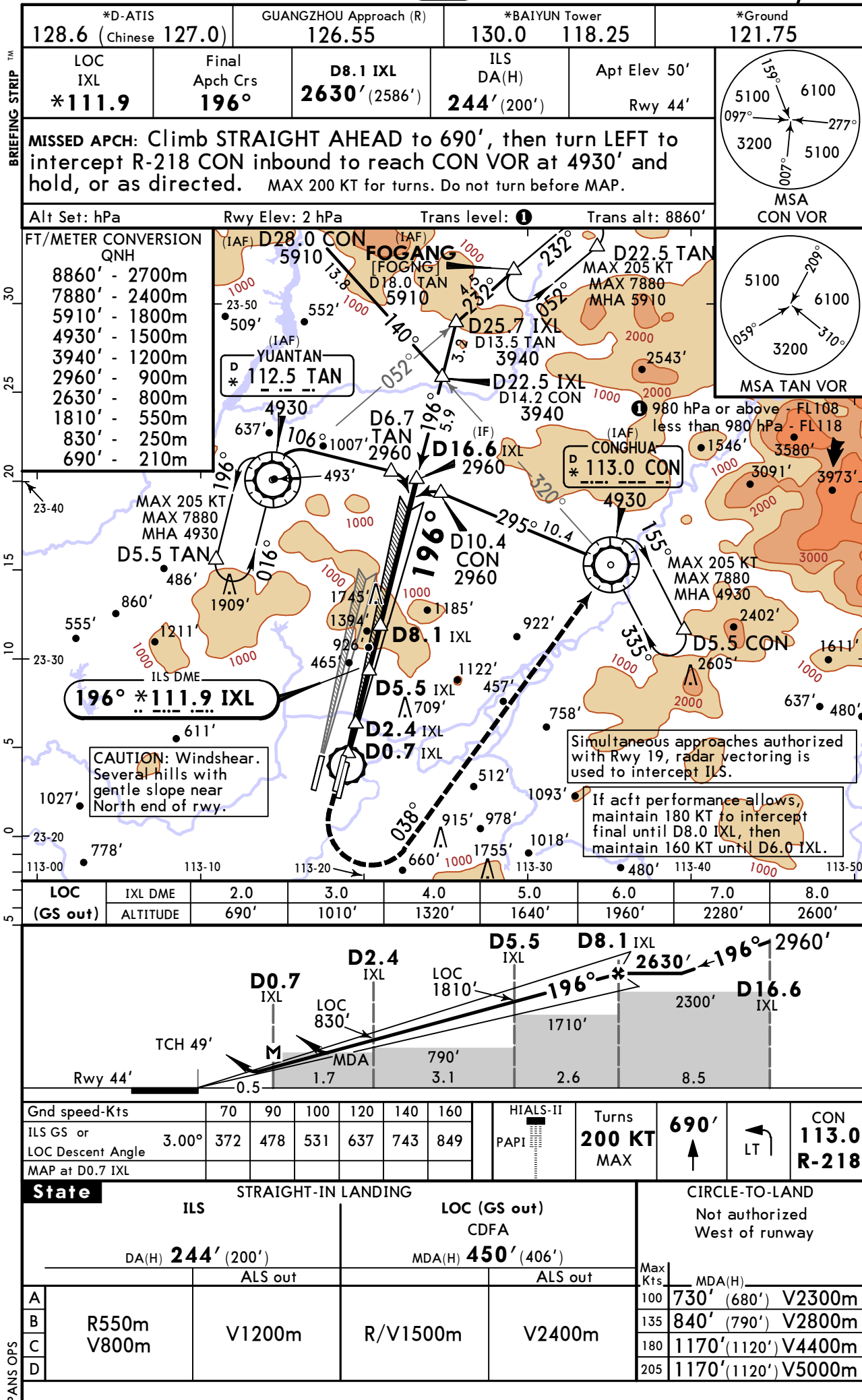
12 JAN 24 (21-9)



ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA ILS DME Y Rwy 20L

12 JAN 24 (21-10)



*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.25	*Ground 121.75
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LOC IXL *111.9	Final Apch Crs 196°	D8.1 IXL 2630' (2586')	ILS DA(H) 244' (200')	Apt Elev 50' Rwy 44'
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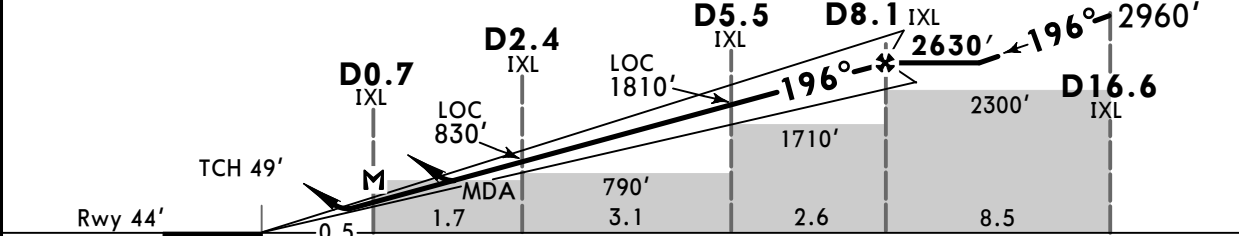
MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT for turns. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION

8860' - 2700m
7880' - 2400m
5910' - 1800m
4930' - 1500m
3940' - 1200m
2960' - 900m
2630' - 800m
1810' - 550m
830' - 250m
690' - 210m

LOC (GS out)	IXL DME ALTITUDE	2.0	3.0	4.0	5.0	6.0	7.0	8.0
		690'	1010'	1320'	1640'	1960'	2280'	2600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI Turns 200 KT MAX 690' ↑ LT CON 113.0 R-218
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.7 IXL							

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not authorized West of runway
	ILS	LOC (GS out) CDFA		ALS out	
	DA(H) 244' (200')	MDA(H) 450' (406')		ALS out	
A				Max Kts	MDA(H)
B	R550m	V1200m	R/V1500m	100	730' (680') V2300m
C	V800m			135	840' (790') V2800m
D				180	1170' (1120') V4400m
				205	1170' (1120') V5000m

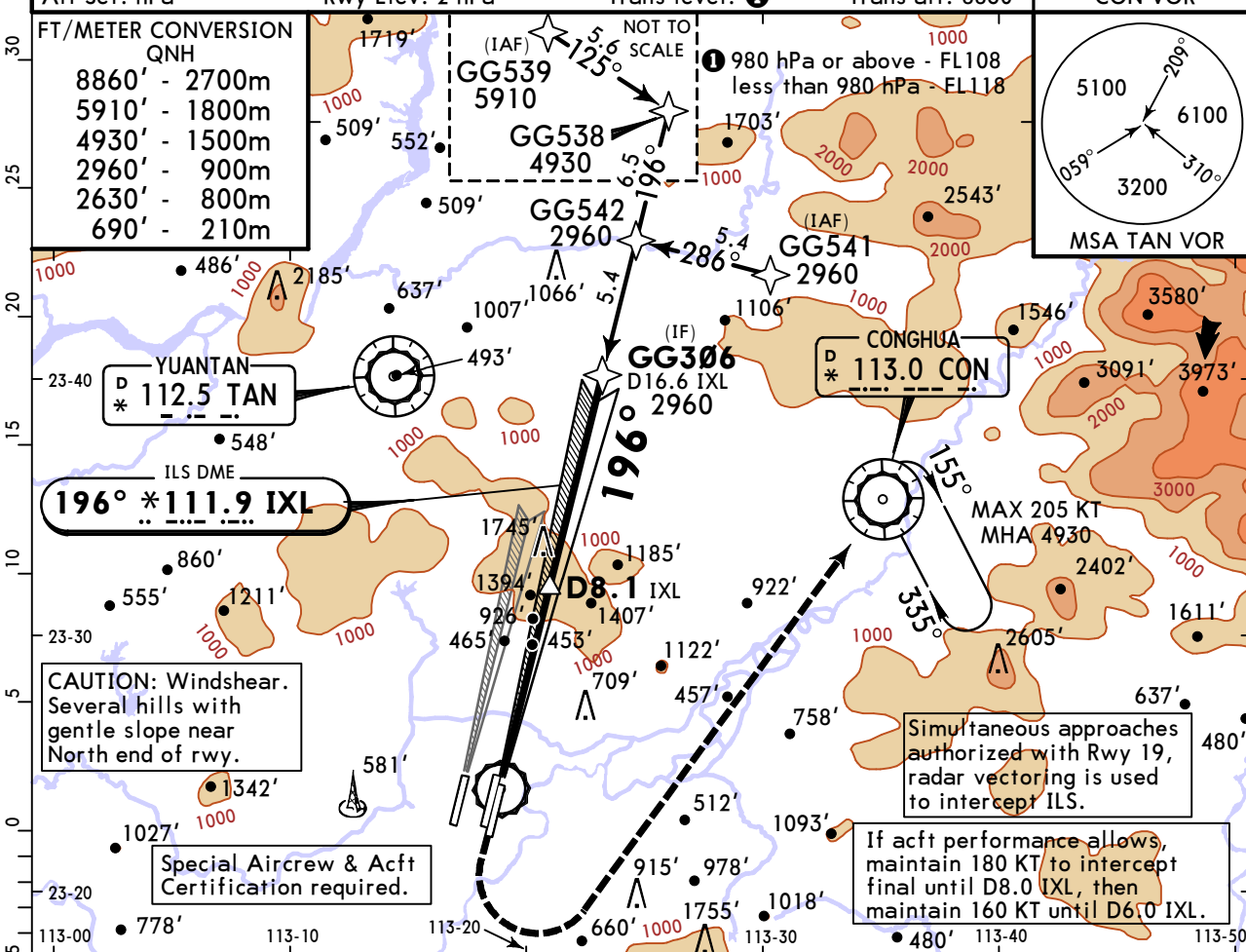
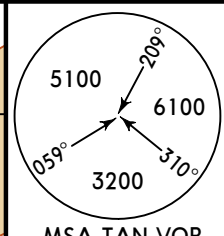
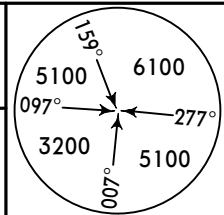
ZGGG/CAN BAIYUN

12 JAN 24

JEPPESSEN GUANGZHOU, PR OF CHINA (21-10A) SA CAT I RNAV ILS DME Z Rwy 20L

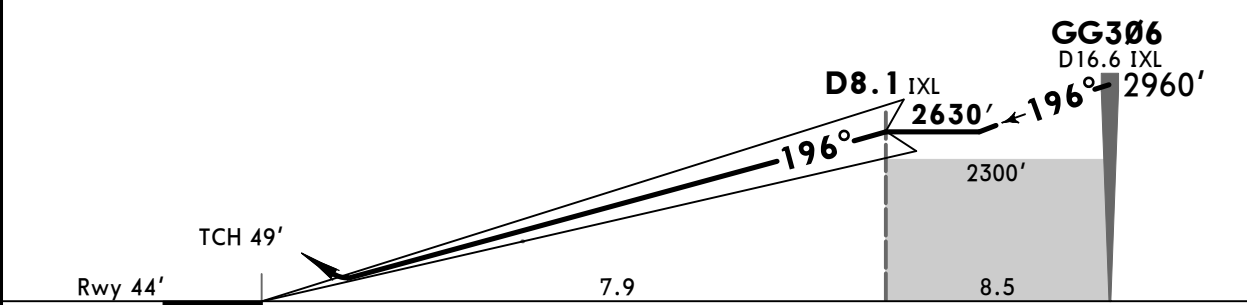
*D-ATIS 128.6 (Chinese 127.0)		GUANGZHOU Approach (R) 126.55		*BAIYUN Tower 130.0 118.25		*Ground 121.75	
LOC IXL *111.9	Final Apth Crs 196°	D8.1 IXL 2630' (2586')	SA CAT I ILS RA 151' DA(H) 194'(150')		Apt Elev 50'	Rwy 44'	

MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to CON VOR at 4930' or above and hold, or as directed.
MAX 200 KT for turns. Do not turn before MAP.



FT/METER CONVERSION

8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
2960'	-	900m
2630'	-	800m
690'	-	210m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 200 KT MAX	690' ↑	LT	CON 113.0
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 151'**
DA(H) **194'** (150')

R450m
HUD required.

PANS OPS

ZGGG/CAN BAIYUN

12 JAN 24 **(21-10B)** SA CAT I ILS DME Y Rwy 20L

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.25	*Ground 121.75
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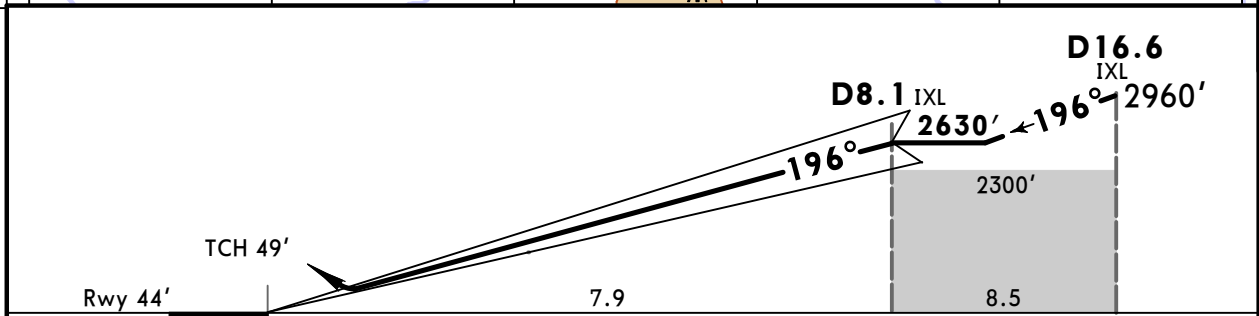
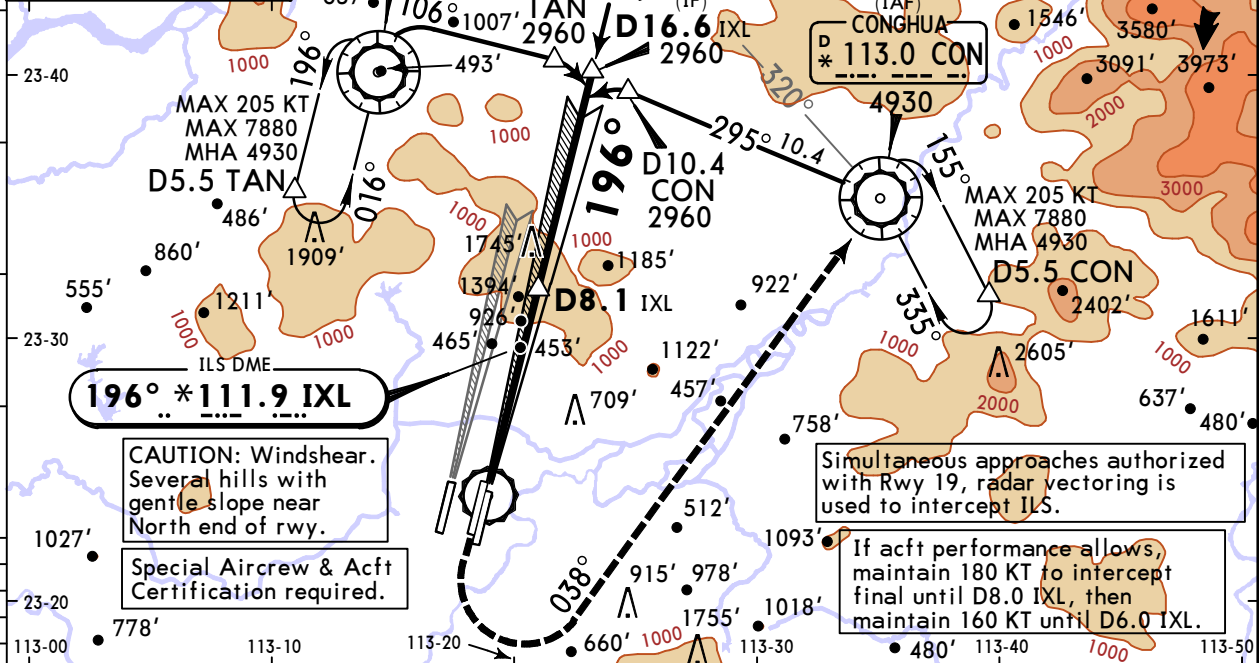
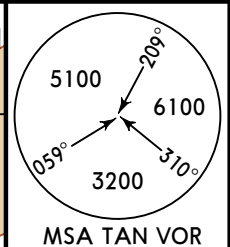
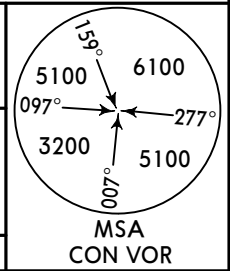
LOC IXL *111.9	Final Apch Crs 196°	D8.1 IXL 2630' (2586')	SA CAT I ILS RA 151' DA(H) 194'(150')	Apt Elev 50' Rwy 44'
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MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT for turns. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: **1** Trans alt: 8860'

FT/METER CONVERSION

8860' - 2700m
7880' - 2400m
5910' - 1800m
4930' - 1500m
3940' - 1200m
2960' - 900m
2630' - 800m
690' - 210m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 200 KT MAX	690' ↑	← LT	CON 113.0 R-218
GS	3.00°	372	478	531	637	743					

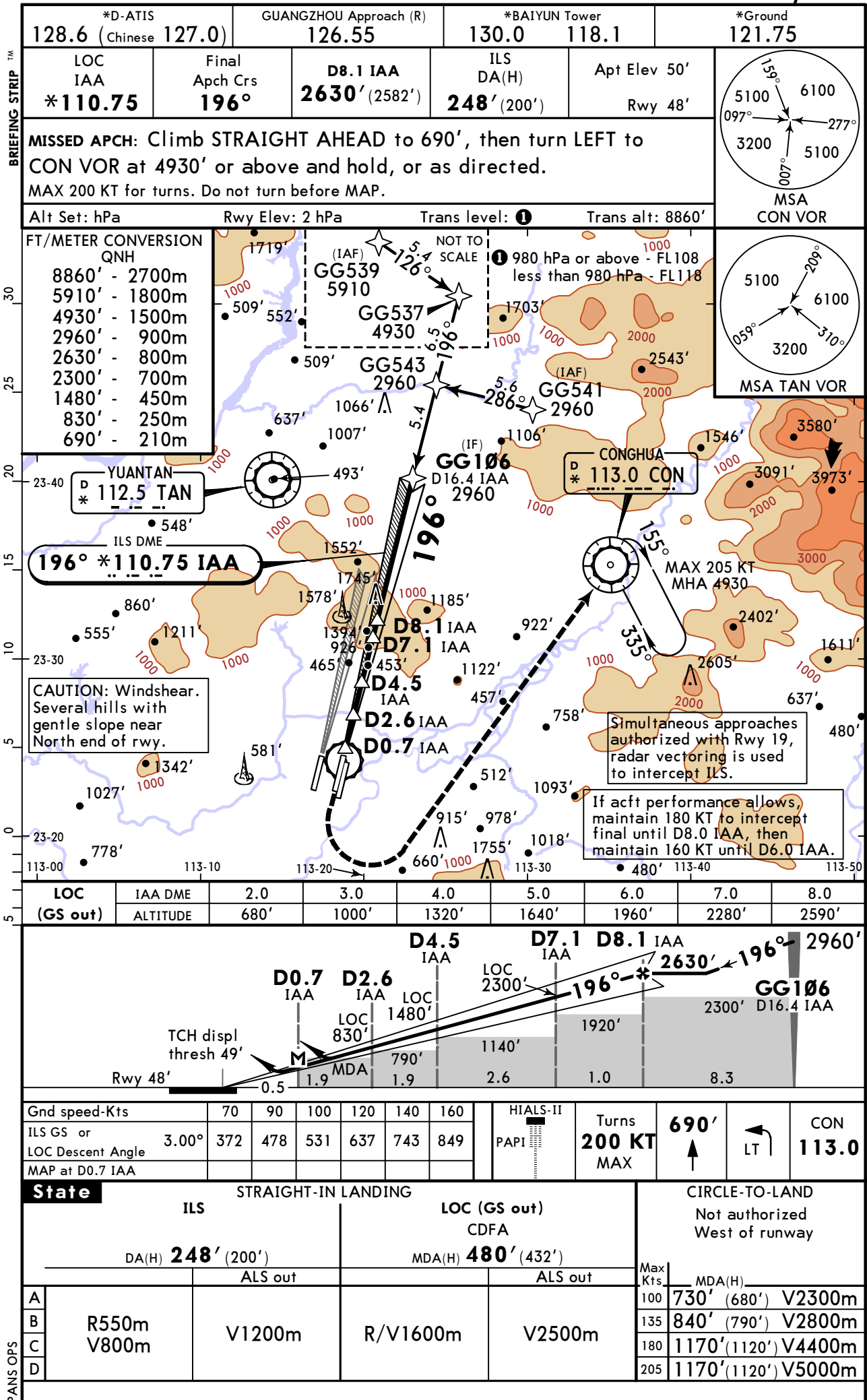
State STRAIGHT-IN LANDING
SA CAT I ILS **RA 151'**
DA(H) **194'** (150')

R450m
HUD required.

ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA RNAV ILS DME Z Rwy 20R

12 JAN 24 (21-11)



*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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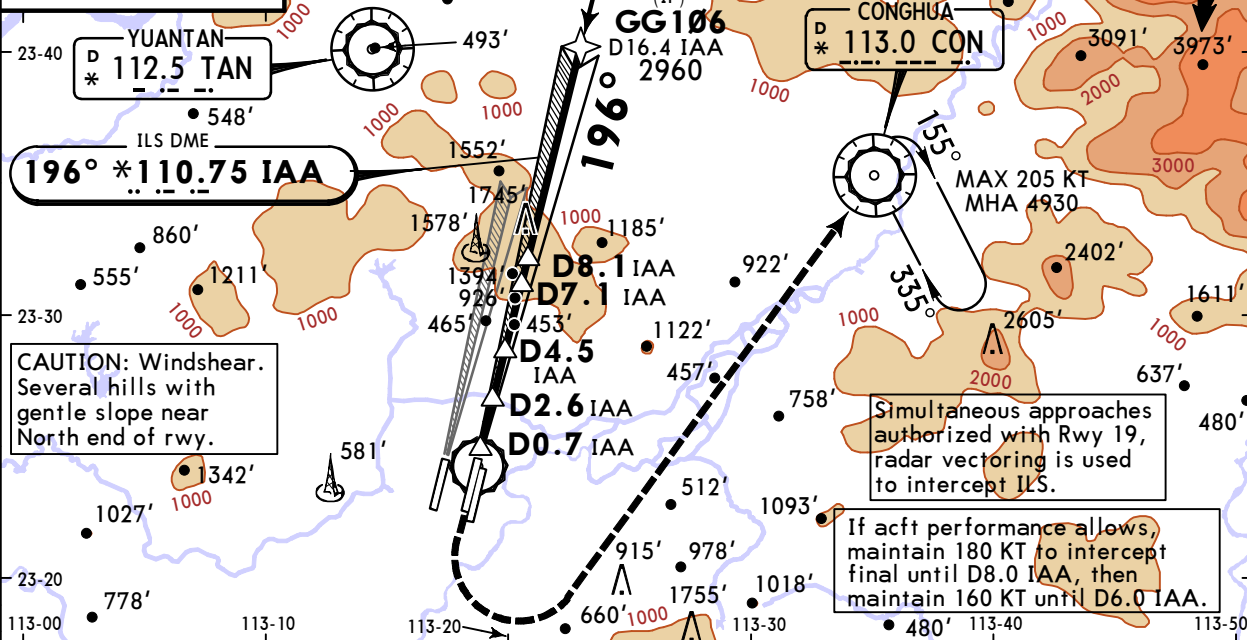
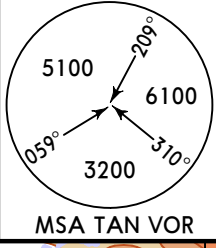
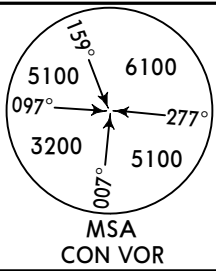
LOC IAA *110.75	Final Apch Crs 196°	D8.1 IAA 2630' (2582')	ILS DA(H) 248' (200')	Apt Elev 50' Rwy 48'
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MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to CON VOR at 4930' or above and hold, or as directed.
MAX 200 KT for turns. Do not turn before MAP.

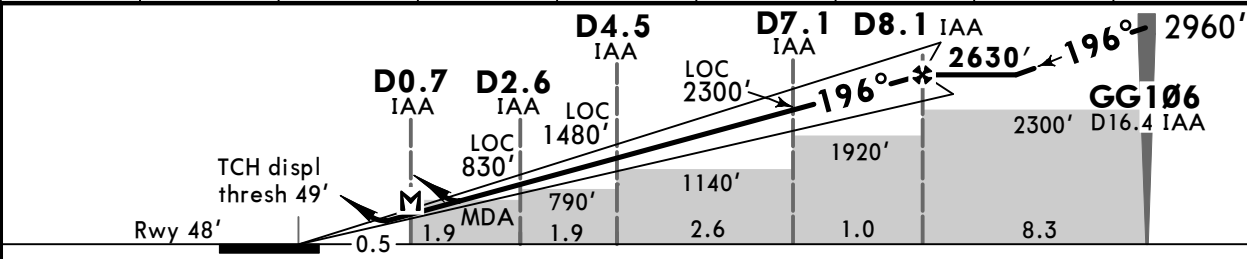
Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION

8860' - 2700m
5910' - 1800m
4930' - 1500m
2960' - 900m
2630' - 800m
2300' - 700m
1480' - 450m
830' - 250m
690' - 210m



LOC (GS out)	IAA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	680'	1000'	1320'	1640'	1960'	2280'	2590'



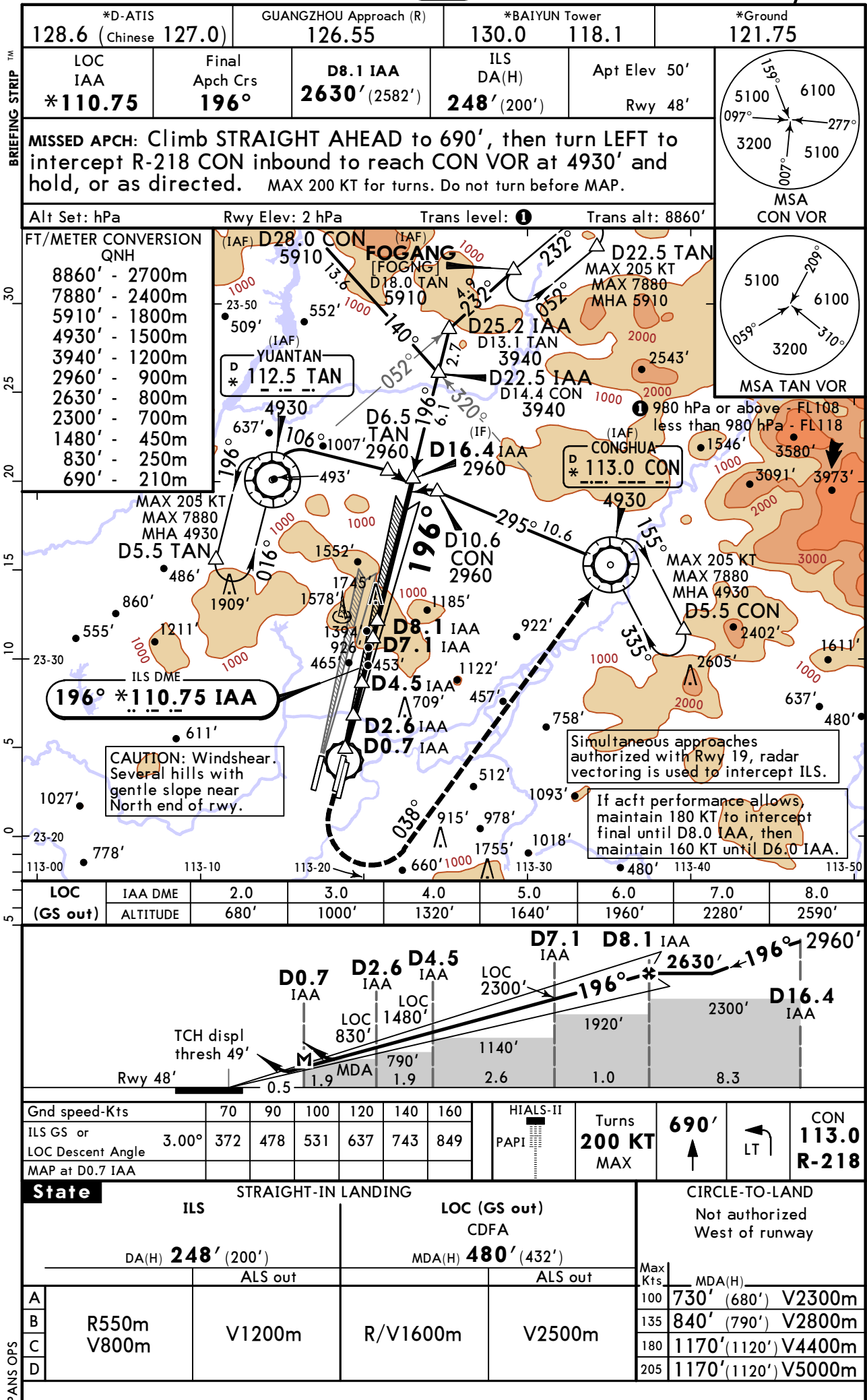
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	690'	CON
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	200 KT MAX	LT
MAP at D0.7 IAA										

State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	Not authorized West of runway	
	DA(H) 248' (200')	CDFA MDA(H) 480' (432')		
	ALS out	ALS out	Max Kts	MDA(H)
A			100	730' (680') V2300m
B	R550m	V1200m	135	840' (790') V2800m
C	V800m	R/V1600m	180	1170' (1120') V4400m
D		V2500m	205	1170' (1120') V5000m

ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA ILS DME Y Rwy 20R

12 JAN 24 (21-12)



ZGGG/CAN BAIYUN

12 JAN 24

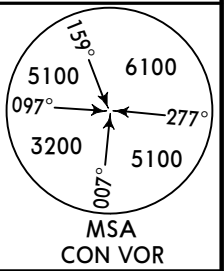


JEPPESSEN GUANGZHOU, PR OF CHINA

SA CAT I RNAV ILS DME Z Rwy 20R

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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LOC IAA *110.75	Final Apch Crs 196°	D8.1 IAA 2630' (2582')	SA CAT I ILS RA 151' DA(H) 198'(150')	Apt Elev 50' Rwy 48'
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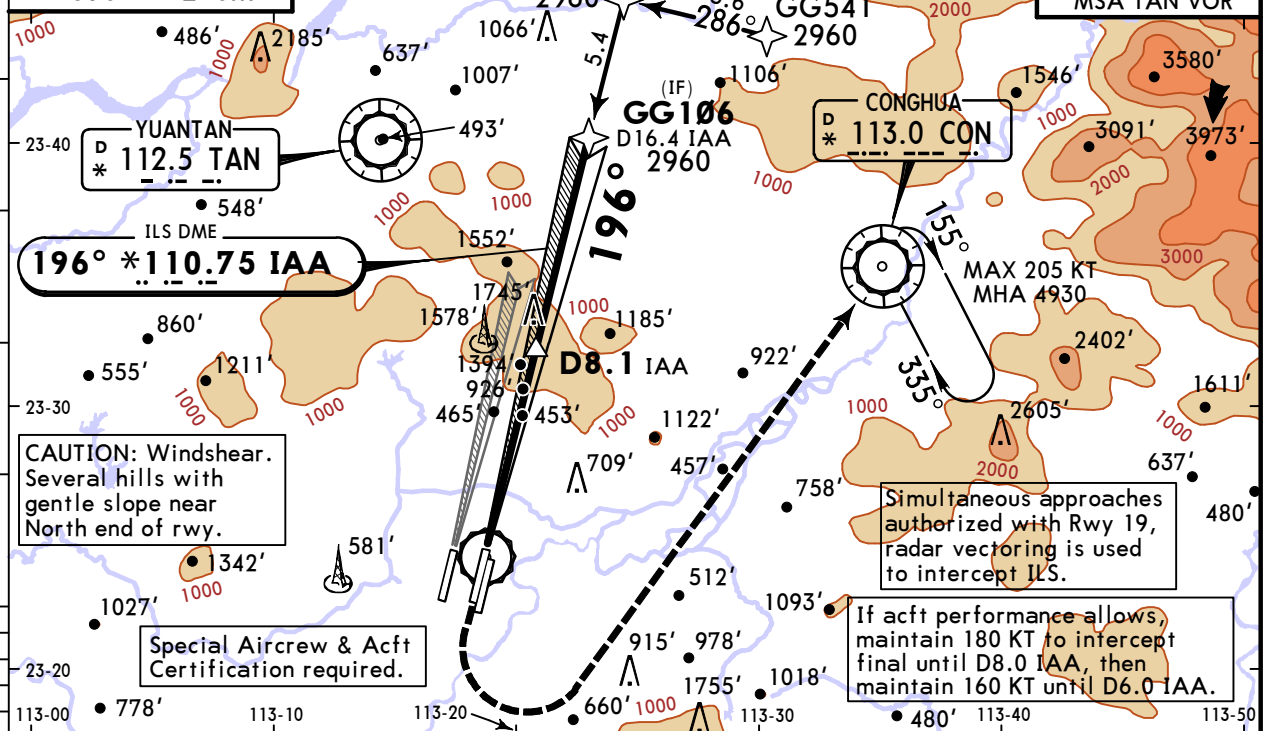
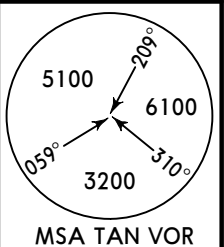
MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to CON VOR at 4930' or above and hold, or as directed.
MAX 200 KT for turns. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION QNH

8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
2960'	-	900m
2630'	-	800m
690'	-	210m

NOT TO SCALE 1 980 hPa or above - FL108 less than 980 hPa - FL118

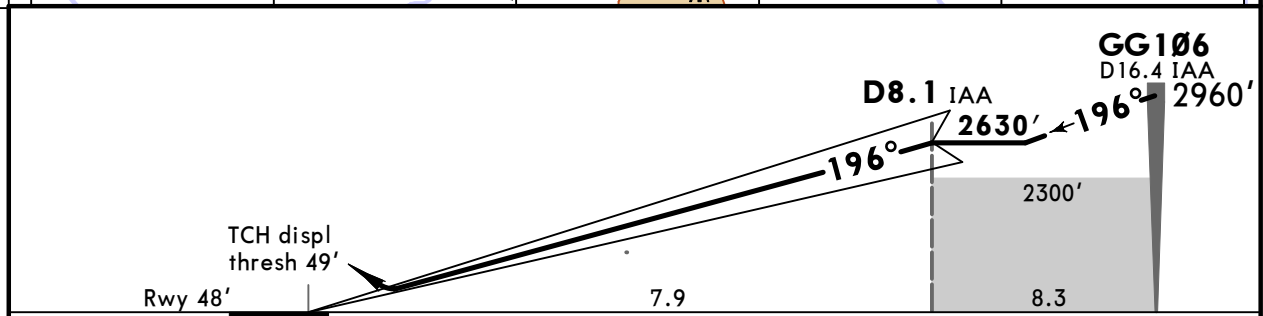


CAUTION: Windshear. Several hills with gentle slope near North end of rwy.

Special Aircrew & Acft Certification required.

Simultaneous approaches authorized with Rwy 19, radar vectoring is used to intercept ILS.

If acft performance allows, maintain 180 KT to intercept final until D8.0 IAA, then maintain 160 KT until D6.0 IAA.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 200 KT MAX	690' ↑	LT	CON 113.0
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 151'**
DA(H) **198'** (150')

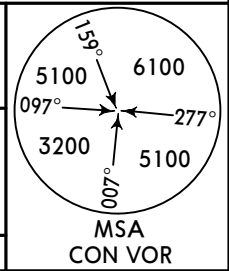
R450m
HUD required.

ZGGG/CAN BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA 12 JAN 24 (21-12B) SA CAT I ILS DME Y Rwy 20R

*D-ATIS 128.6 (Chinese 127.0)	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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LOC IAA *110.75	Final Apch Crs 196°	D8.1 IAA 2630' (2582')	SA CAT I ILS RA 151' DA(H) 198'(150')	Apt Elev 50' Rwy 48'
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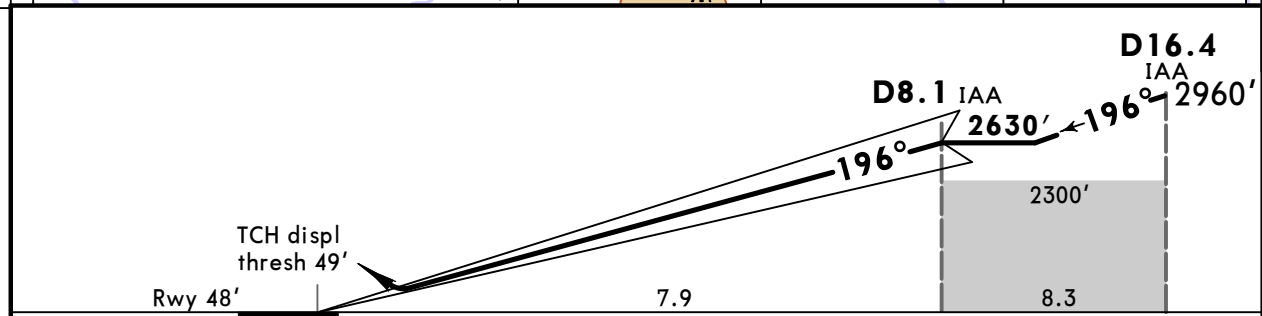
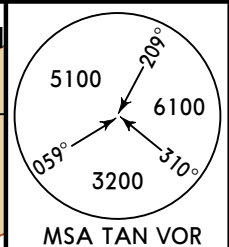
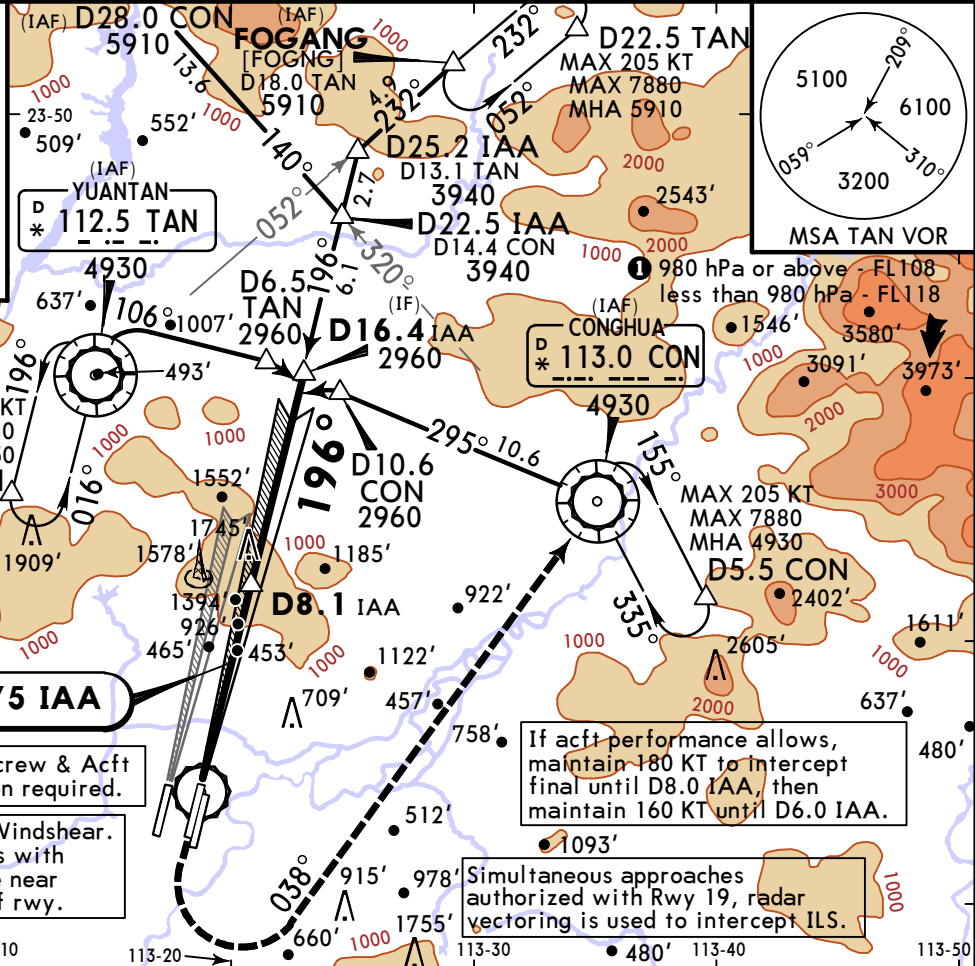


MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT for turns. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION

QNH	
8860'	- 2700m
7880'	- 2400m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
2630'	- 800m
690'	- 210m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 200 KT MAX	690' ↑	← LT	CON 113.0 R-218
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 151'**
DA(H) **198'** (150')

R450m

HUD required.

Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
GUANGZHOU, (BAIYUN - ZGGG)				
REV	AIRPORT	20-9	17 May 2024	
REV	AIRPORT INFO, TAKE-OFF MN...	20-9A	17 May 2024	
REV	PARKING STANDS	20-9B	17 May 2024	
REV	PARKING STANDS CONTD	20-9C	17 May 2024	
REV	TAXI ROUTES ARRIVAL RWY01...	20-9D	17 May 2024	
REV	TAXI ROUTES ARRIVAL RWY19...	20-9E	17 May 2024	
REV	TAXI ROUTES DEPARTURE RWY...	20-9F	17 May 2024	
REV	TAXI ROUTES DEPARTURE RWY...	20-9G	17 May 2024	
REV	TAXI ROUTES DEPARTURE RWY...	20-9H	17 May 2024	
REV	TAXI ROUTES DEPARTURE RWY...	20-9J	17 May 2024	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZGGG