

## List of pages in this Trip Kit

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Airport Information For ZGGG

Terminal Charts For ZGGG

Revision Letter For Cycle 07-2023

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: 2206 Z  
Sunset: 1048 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: 127.000 Departure Service  
ATIS: 128.600 Arrival Service  
ATIS: 131.450  
Baiyun Tower: 118.100  
Baiyun Tower: 118.250  
Baiyun Tower: 118.800  
Baiyun Tower: 118.875 Secondary  
Baiyun Tower: 130.000  
Baiyun Ground: 121.750  
Baiyun Ground: 121.600 Secondary  
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: 121.175  
Guangzhou Approach: 121.050  
Guangzhou Approach: 120.400  
Guangzhou Approach: 119.700  
Guangzhou Approach: 119.600 Secondary  
Guangzhou Approach: 124.200 Secondary  
Guangzhou Approach: 126.350  
Guangzhou Approach: 126.550  
Guangzhou Approach: 127.750 Secondary

ZGGG/CAN

+ JEPPESEN

GUANGZHOU, PR OF CHINA

BAIYUN

17 MAR 23

20-1P

.Eff.22.Mar.1600Z.

.AIRPORT.BRIEFING.

## 1. GENERAL

### 1.1. ATIS

\*D-ATIS Arrival 128.6

\*D-ATIS Departure 127.0

### 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.

180° turnaround on RWY is forbidden.

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.

TWYs T1, T2, T3 and T4 are crossing with APT service road, take care while passing the intersections.

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.

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20-1P1

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## 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 GND 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, 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.

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12 MAR 21

20-1P2

.Eff.24.Mar.1600Z.

.AIRPORT.BRIEFING.

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

Arriving ACFT shall follow speed limits as follows (unless otherwise instructed by ATC or special designation):

- MAX 250 KT below 10000' QNH;
- 220 KT within 30NM from ARP;
- 180 KT and continue flying until 8NM from TDZ when ACFT joins downwind leg or approach final leg.
- ACFT shall immediately inform ATC if ACFT cannot fulfill above speed limits.

### 2.2. 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.

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## 3. DEPARTURE

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### 3.1. TOWER 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. Leave TWR frequency without instruction as soon as airborne.

### 3.2. 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 GND.

Contact TWR while approaching RWY holding position.

ACFT shall exit stands 430 and 431 via TWY J18.

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12 MAR 21

20-1P3

.Eff.24.Mar.1600Z.

.AIRPORT.BRIEFING.

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### 3. DEPARTURE

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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.

#### 3.3. 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:

1. Under the condition that ACFT performance allows, use the reduced thrust to take-off.
2. 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.
3. 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.

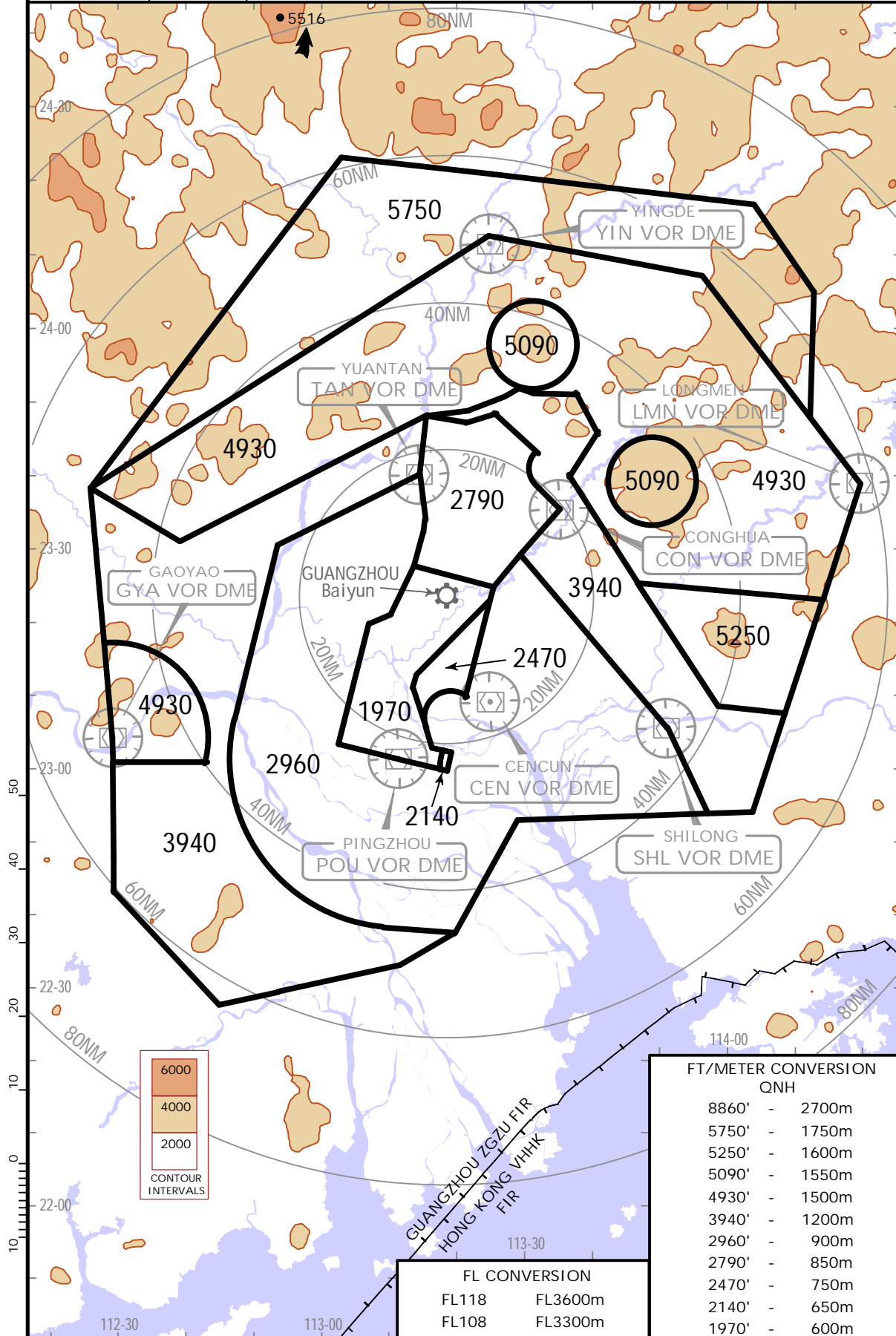
ZGGG/CAN  
BAIYUN



20 MAY 22 (20-1R)

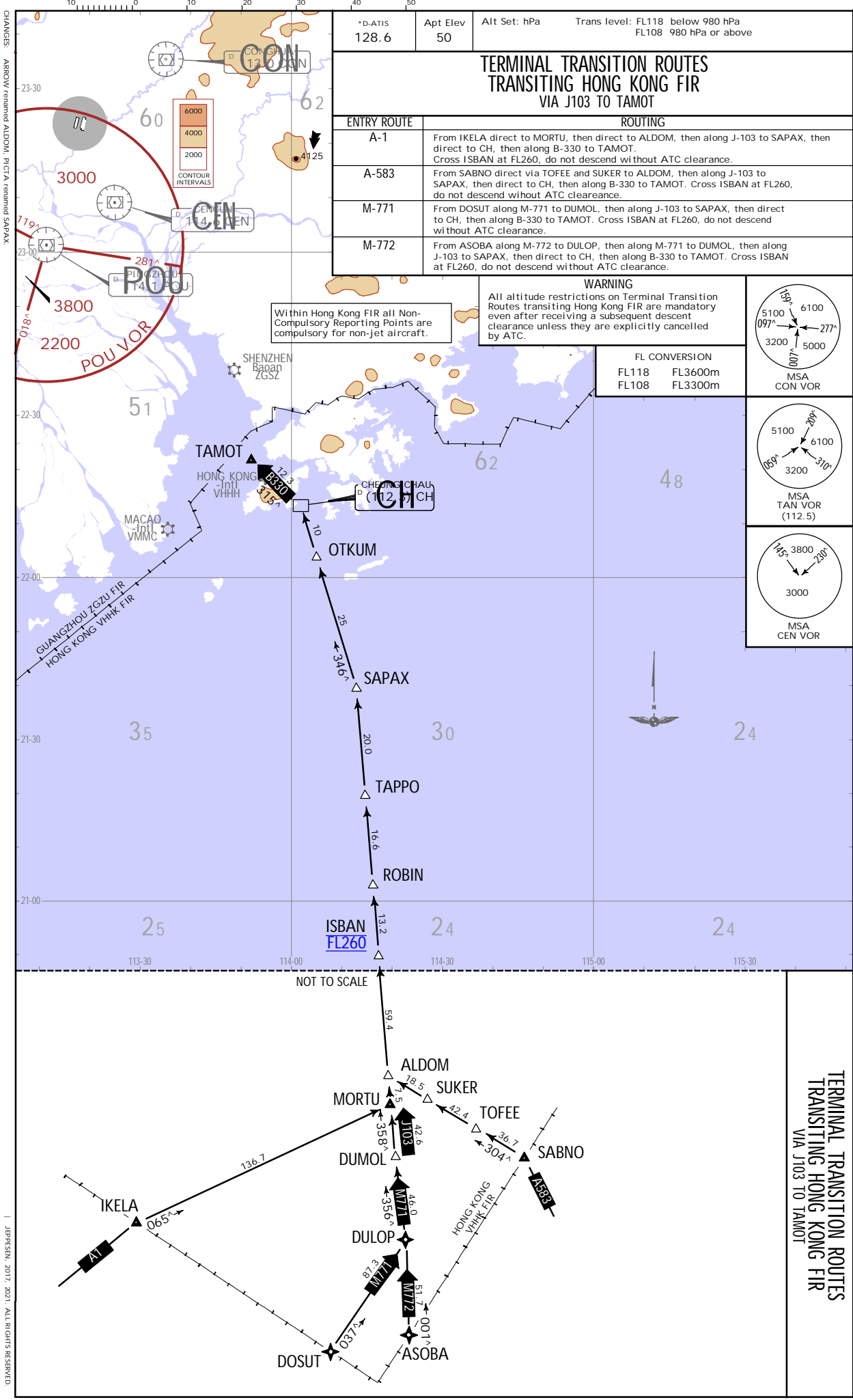
GUANGZHOU, PR OF CHINA  
.RADAR.MINIMUM.ALTITUDES.

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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 BAIYUN  
 JEPPESEN GUANGZHOU, PR OF CHINA  
 EFF: 1 NOV 2100Z (20-2A)  
 EFF: 1 DEC 1600Z  
 TERMINAL TRANSITION ROUTE  
 TRANSITING HONG KONG FIR  
 VIA J103 TO TAMOT

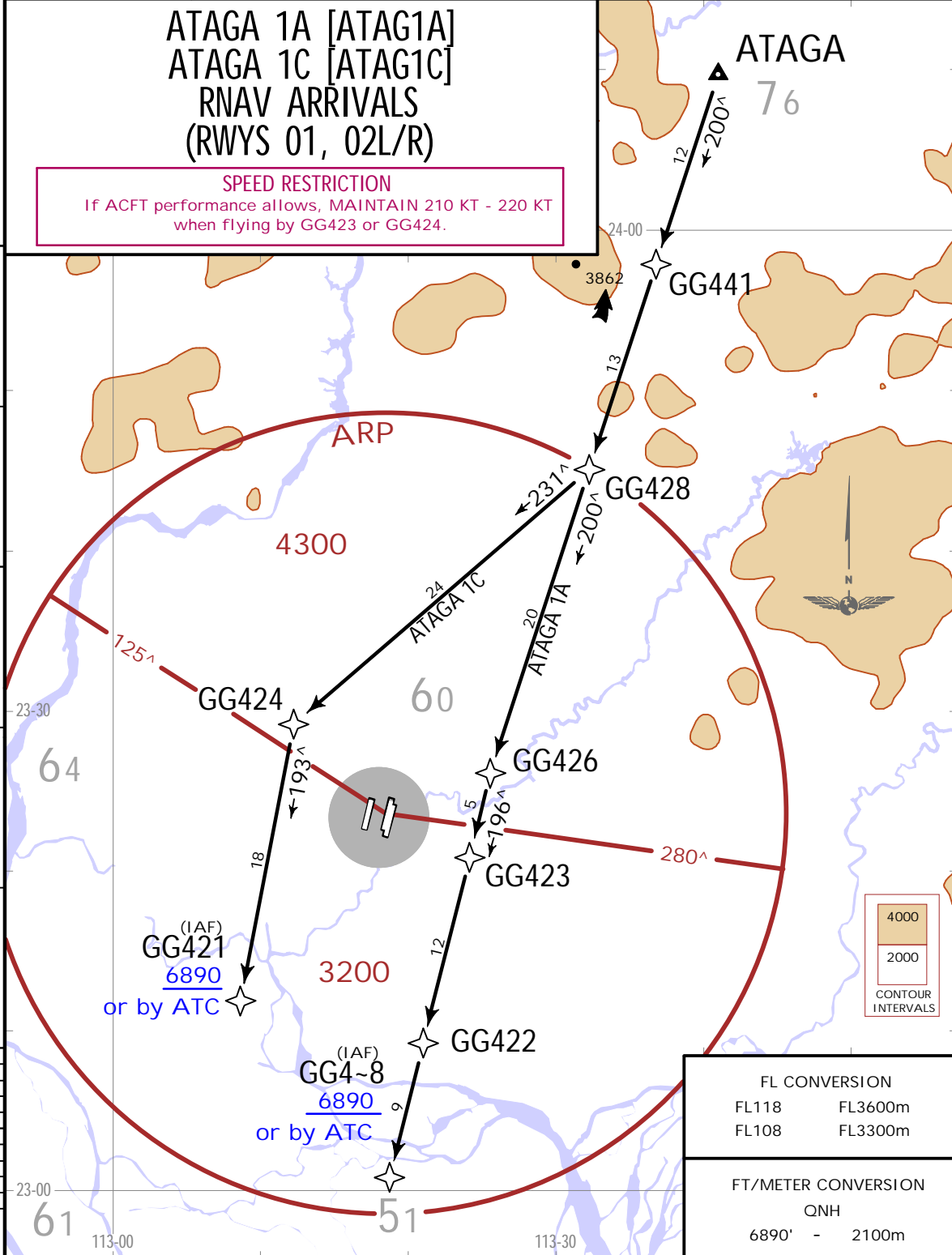
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BAIYUN

JEPPESSEN  
13 MAY 22 (20-2B) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	1. RNAV 1. <span style="margin-left: 150px;">1. RNP 1.</span> 2. GNSS, DME/DME/IRU required. <span style="margin-left: 100px;">OR 2. GNSS required.</span> 3. RADAR required. 4. Under RADAR control, actual flight altitude instructed by ATC. 5. While independent operations are implemented, altitudes will be instructed by ATC. 6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.



STAR	ROUTING
ATAGA 1A	ATAGA - GG441 - GG428 - GG426 - GG423 - GG422 - GG4-8 (6890+ or by ATC).
ATAGA 1C	ATAGA - GG441 - GG428 - GG424 - GG421 (6890+ or by ATC).

ZGGG/CAN  
BAIYUN

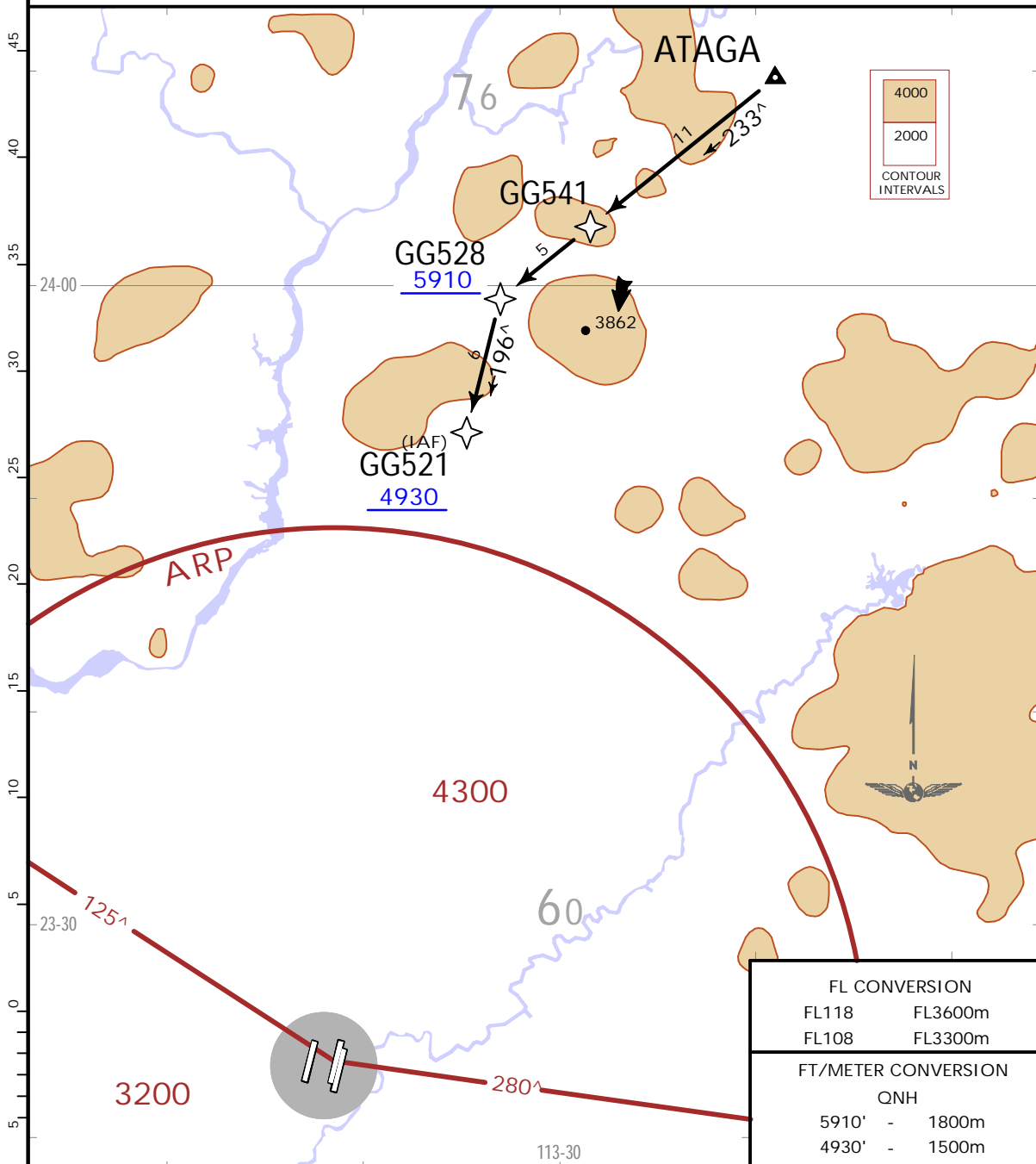
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13 MAY 22 (20-2C) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	1. RNAV 1. <span style="float: right;">1. RNP 1.</span> 2. GNSS, DME/DME/IRU required. <span style="float: right;">OR 2. GNSS required.</span> 3. RADAR required. 4. Under RADAR control, actual flight altitude instructed by ATC. 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

## ATAGA 1D [ATAG1D] RNAV ARRIVAL (RWYS 19, 20L/R)

**SPEED RESTRICTION**  
If ACFT performance allows, MAINTAIN 210 KT - 220 KT when flying by GG528.



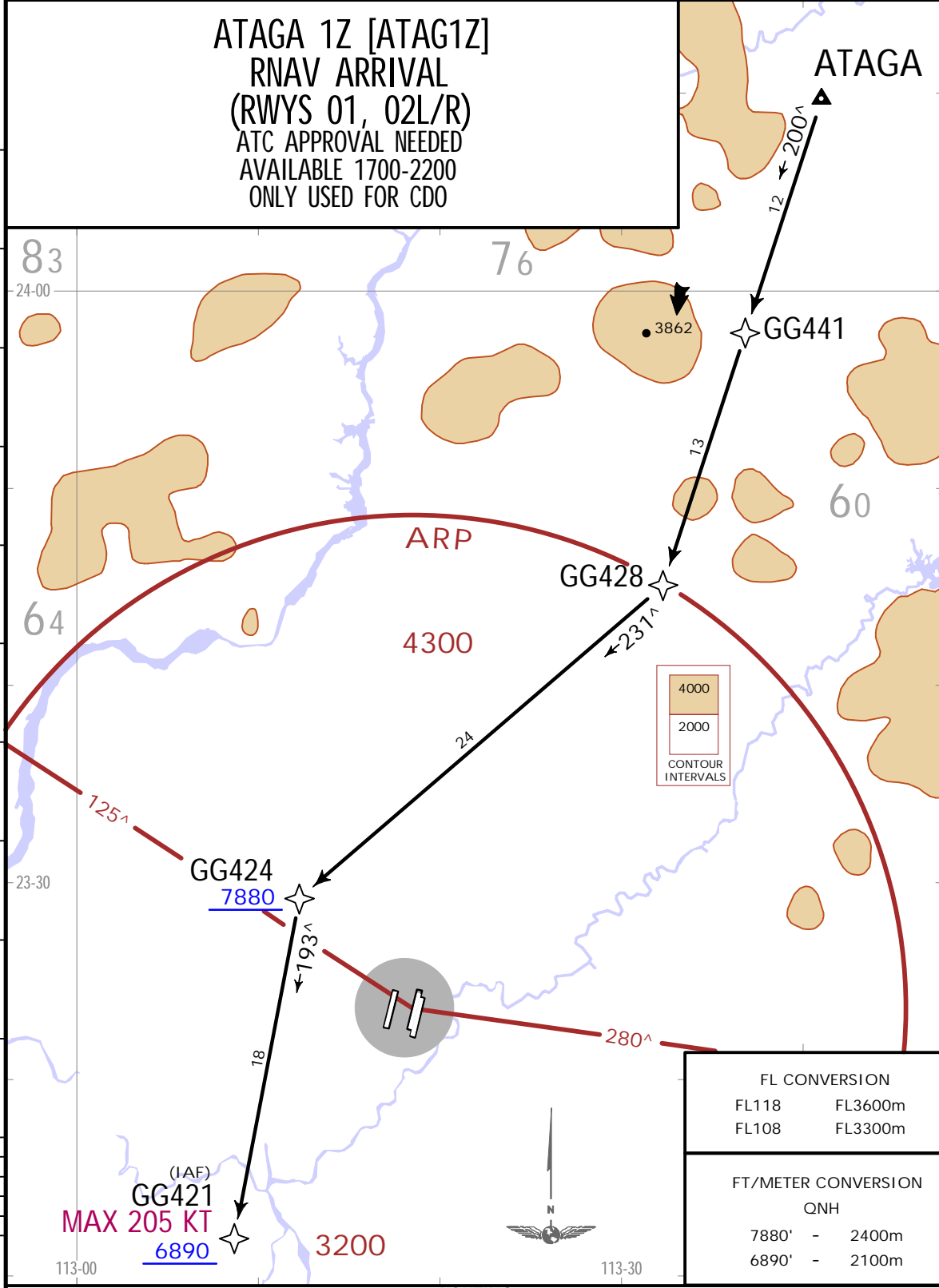
FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
5910'	- 1800m
4930'	- 1500m

**ROUTING**  
ATAGA - GG541 - GG528 (5910+) - GG521 (4930+).

ZGGG/CAN  
BAIYUN

**JEPPesen** GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-2C1) .Eff.18.May.1600Z.  
.RNAV.STAR.

*D-ATIS 128.6	Apt Elev 50	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above 1. RNAV 1. 2. GNSS or DME/DME/IRU required. OR 3. RADAR required. 4. GG421 followed by normal approaches or ATC instructions. 5. CDO terminated once ATC gives heading instructions. 6. WARNING: several airports near ZGGG, ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.	1. RNP1. 2. GNSS.
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**ROUTING**  
ATAGA - GG441 - GG428 - GG424 (7880+) - GG421 (K205-; 6890+).

CHANGES: Crossing at IAFs

ZGGG/CAN  
 BAIYUN  
 13 MAY 22  
 EFF. 18 MAY 1600Z (20-20C3)  
 JEPPESEN

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

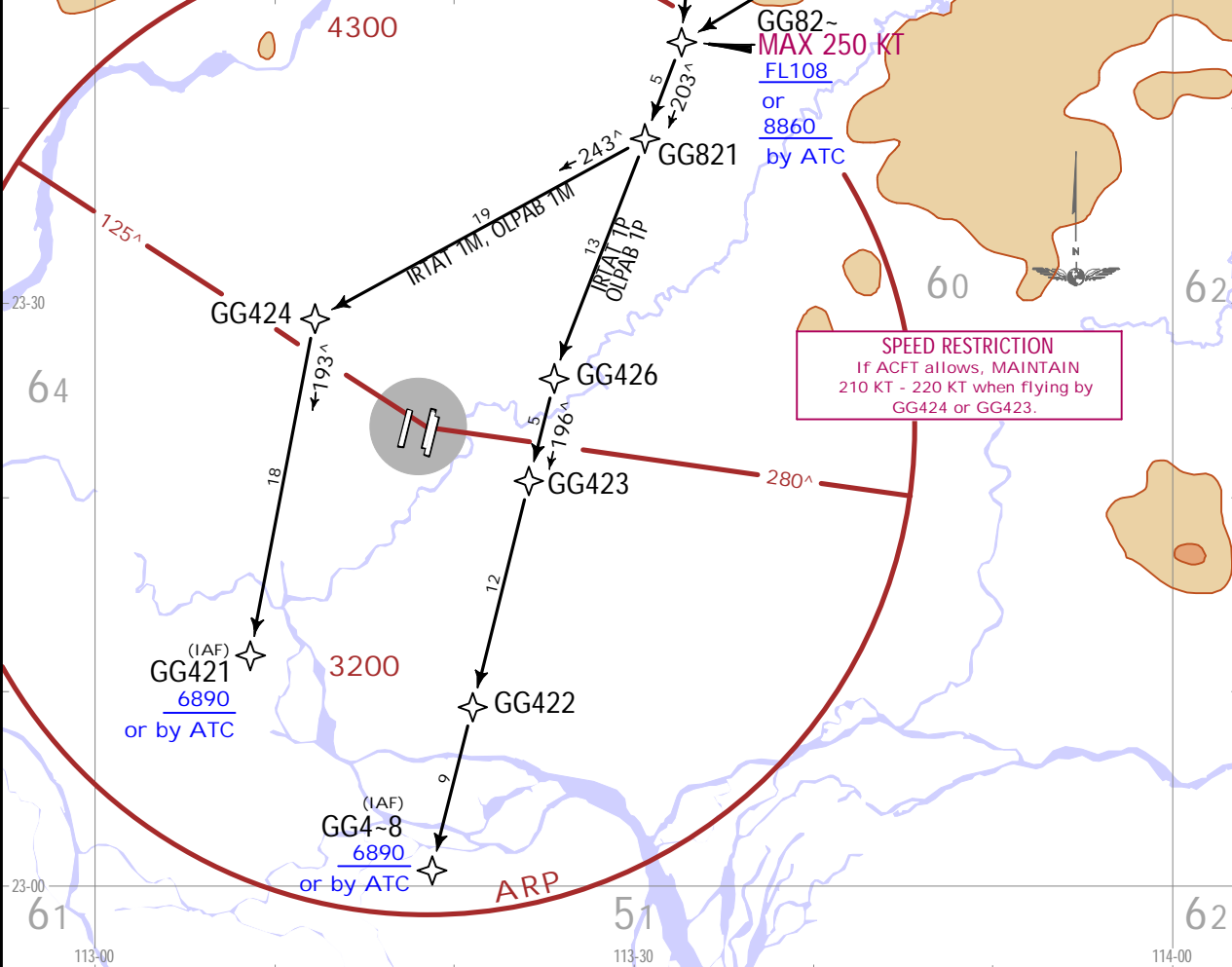
\*D-ATIS  
 128.6

Apt Elev  
 50

1. RNAV 1.  
 2. GNSS or DME/DME/IRU required. OR 1. RNP1.  
 3. RADAR required. OR 2. GNSS.  
 4. While independent operation implemented, actual flight altitude by ATC.  
 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**IRTAT 1M [IRTA1M], IRTAT 1P [IRTA1P]  
 OLPAB 1M [OLPA1M], OLPAB 1P [OLPA1P]  
 RNAV ARRIVALS  
 (RWYS 01, 02L, 02R)  
 ATC APPROVAL NEEDED  
 ONLY USED FOR PMS**

STAR	ROUTING
IRTAT 1M By ATC	IRTAT (K250-; FL138+ or by ATC) - GG8-2 (K250-; FL138+ or by ATC) - GG8-3 (K250-; FL138+ or by ATC) - GG8-4 (K250-; FL138+ or by ATC) - GG8-5 (K250-; FL138+ or by ATC) - GG8-6 (K250-; FL138+ or by ATC) - GG8-7 (K250-; FL138+ or by ATC) - GG82- (K250-; FL108+ or 8860+ by ATC) - GG821 - GG424 - GG421 (6890+ or by ATC).
IRTAT 1P	IRTAT (K250-; FL138+ or by ATC) - GG8-2 (K250-; FL138+ or by ATC) - GG8-3 (K250-; FL138+ or by ATC) - GG8-4 (K250-; FL138+ or by ATC) - GG8-5 (K250-; FL138+ or by ATC) - GG8-6 (K250-; FL138+ or by ATC) - GG8-7 (K250-; FL138+ or by ATC) - GG82- (K250-; FL108+ or 8860+ by ATC) - GG821 - GG426 - GG423 - GG422 - GG4-8 (6890+ by ATC).
OLPAB 1M By ATC	OLPAB (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) - GG82- (K250-; FL108+ or 8860+ by ATC) - GG821 - GG424 - GG421 (6890+ or by ATC).
OLPAB 1P	OLPAB (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) - GG82- (K250-; FL108+ or 8860+ by ATC) - GG821 - GG426 - GG423 - GG422 - GG4-8 (6890+ or by ATC).



FL CONVERSION	
FL148	FL4500m
FL138	FL4200m
FL118	FL3600m
FL108	FL3300m

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

**IRTAT 1M [IRTA1M], IRTAT 1P [IRTA1P]  
 OLPAB 1M [OLPA1M], OLPAB 1P [OLPA1P]  
 RNAV ARRIVALS  
 (RWYS 01, 02L, 02R)  
 ONLY USED FOR PMS  
 BY ATC**

GUANGZHOU, PR OF CHINA  
 RNAV STAR

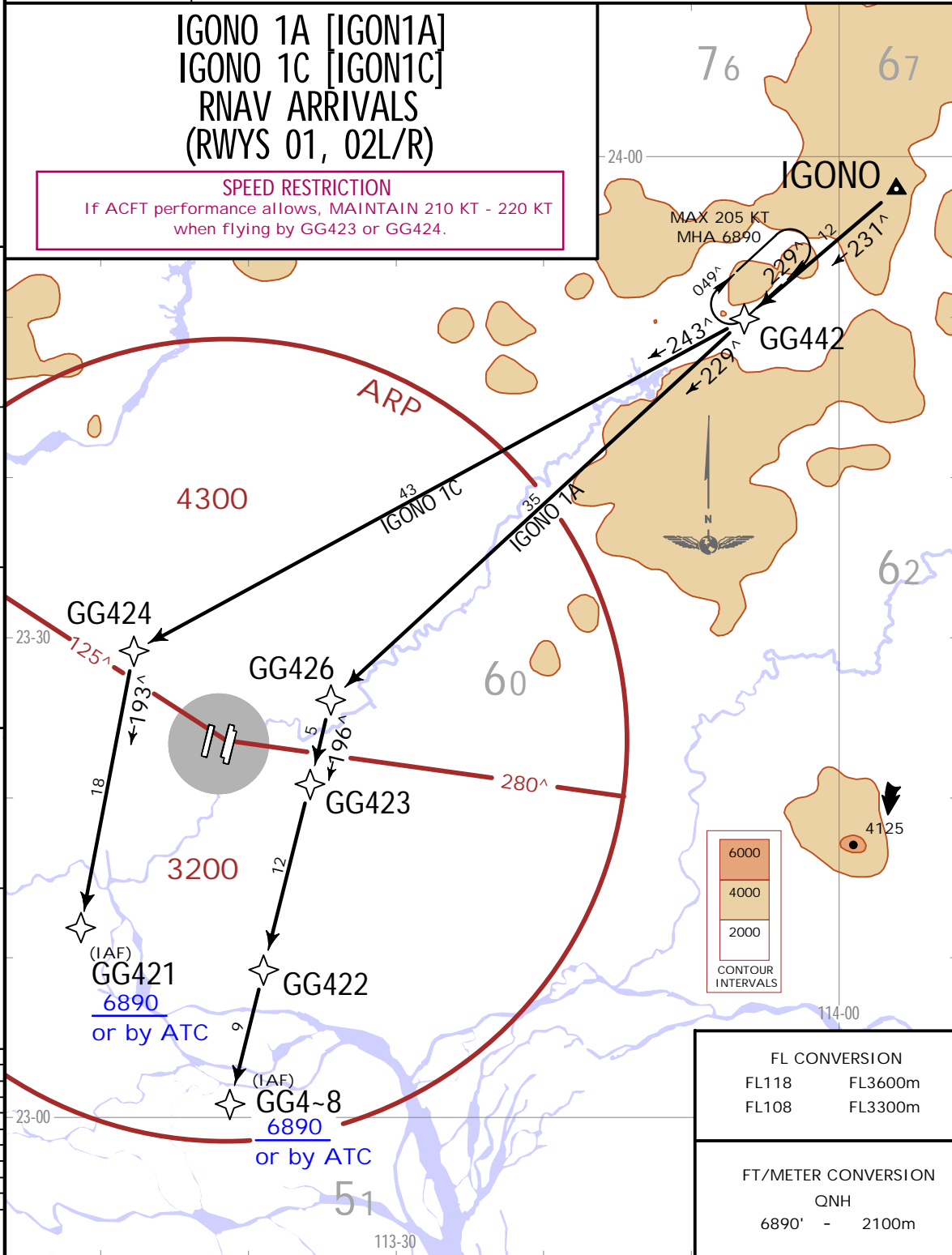
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BAIYUN

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13 MAY 22 (20-2D) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	1. RNAV 1. <span style="float: right;">1. RNP 1.</span> 2. GNSS, DME/DME/IRU required. <span style="float: right;">OR 2. GNSS required.</span> 3. RADAR required. 4. Under RADAR control, actual flight altitude instructed by ATC. 5. While independent operations are implemented, altitudes will be instructed by ATC. 6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.



STAR	ROUTING
IGONO 1A	IGONO - GG442 - GG426 - GG423 - GG422 - GG4-8 (6890+ by ATC).
IGONO 1C	IGONO - GG442 - GG424 - GG421 (6890+ or by ATC).

ZGGG/CAN  
BAIYUN

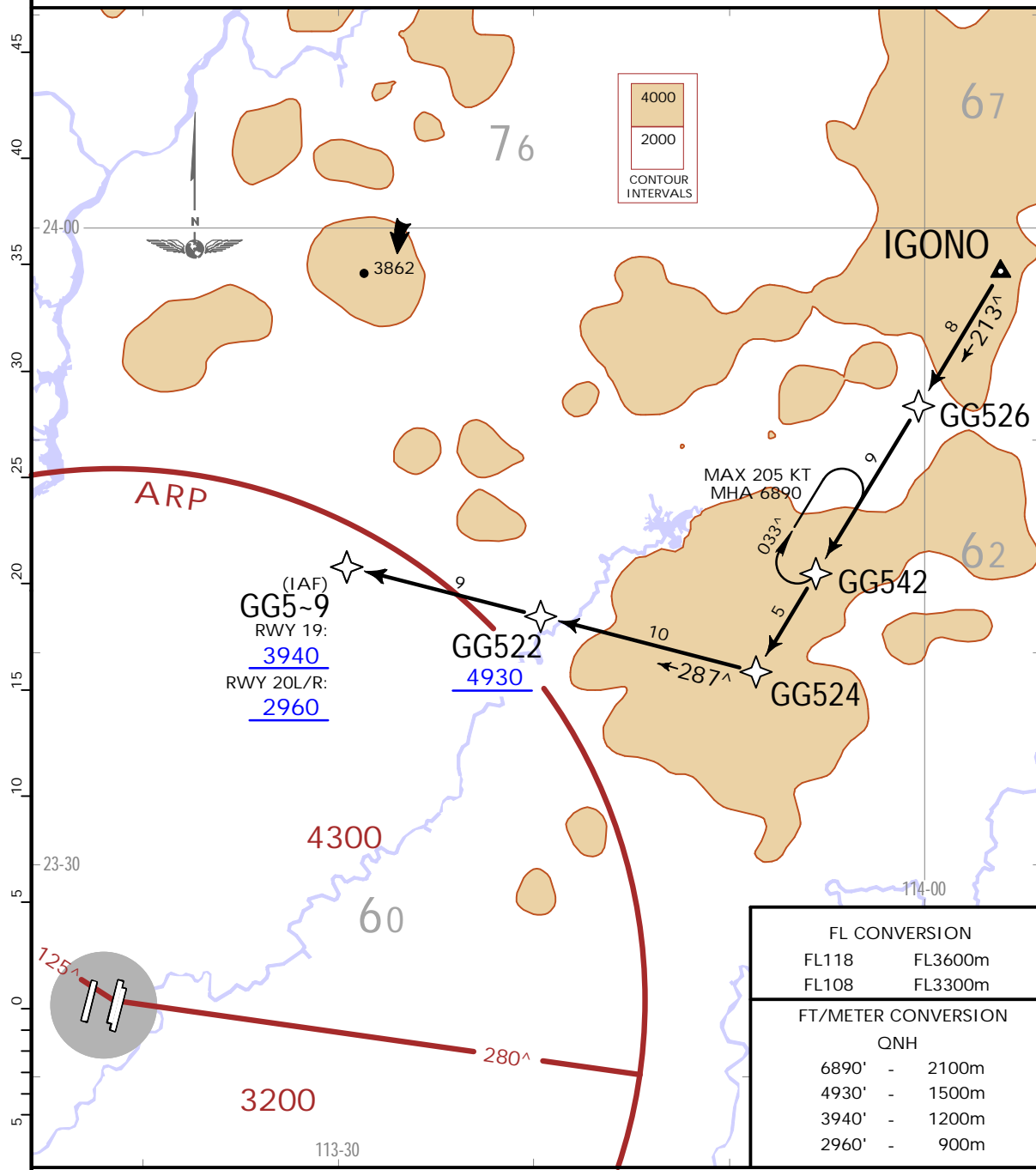
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GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	1. RNAV 1. <span style="float:right">1. RNP 1.</span> 2. GNSS, DME/DME/IRU required. <span style="float:right">OR 2. GNSS required.</span> 3. RADAR required. 4. Under RADAR control, actual flight altitude instructed by ATC. 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**IGONO 1B [IGON1B]  
RNAV ARRIVAL  
(RWYS 19, 20L/R)**

**SPEED RESTRICTION**  
If ACFT performance allows, MAINTAIN 210 KT - 220 KT when flying by GG522.



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

**ROUTING**  
IGONO - GG526 - GG542 - GG524 - GG522 (4930+) - GG5-9 (RWY 19: 3940+/RWYS 20L/R: 2960+).



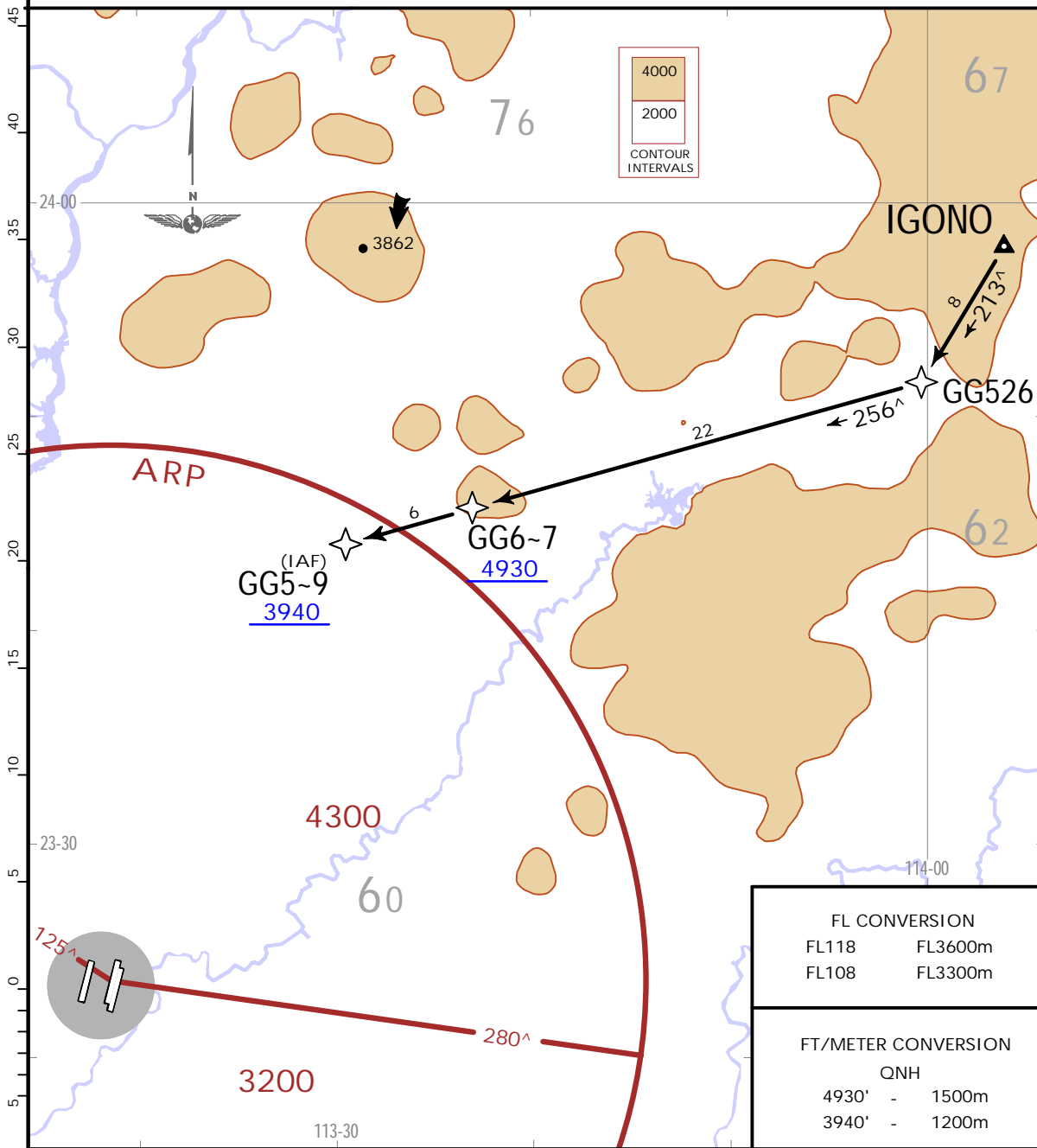
**ZGGG/CAN**  
BAIYUN

**JEPPESSEN** 21 JAN 22 **20-2E1** .Eff.26.Jan.1600Z.

**GUANGZHOU, PR OF CHINA**  
.RNAV.STAR.

<p>*D-ATIS <b>128.6</b></p>	<p>Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above</p>
<p>Apt Elev <b>50</b></p>	<p>1. RNAV 1. 2. GNSS or DME/DME/IRU required. OR 1. RNP 1. 3. RADAR required. 2. GNSS. 4. GG5-9 followed by normal approaches or ATC instructions. 5. CDO terminated once ATC give heading instructions. 6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</p>

**IGONO 1Y [IGON1Y]**  
**RNAV ARRIVAL**  
**(RWY 19)**  
ATC APPROVAL NEEDED  
AVAILABLE 1700-2200  
ONLY USED FOR CDO



**ROUTING**  
IGONO - GG526 - GG6-7 (4930+) - GG5-9 (3940+).

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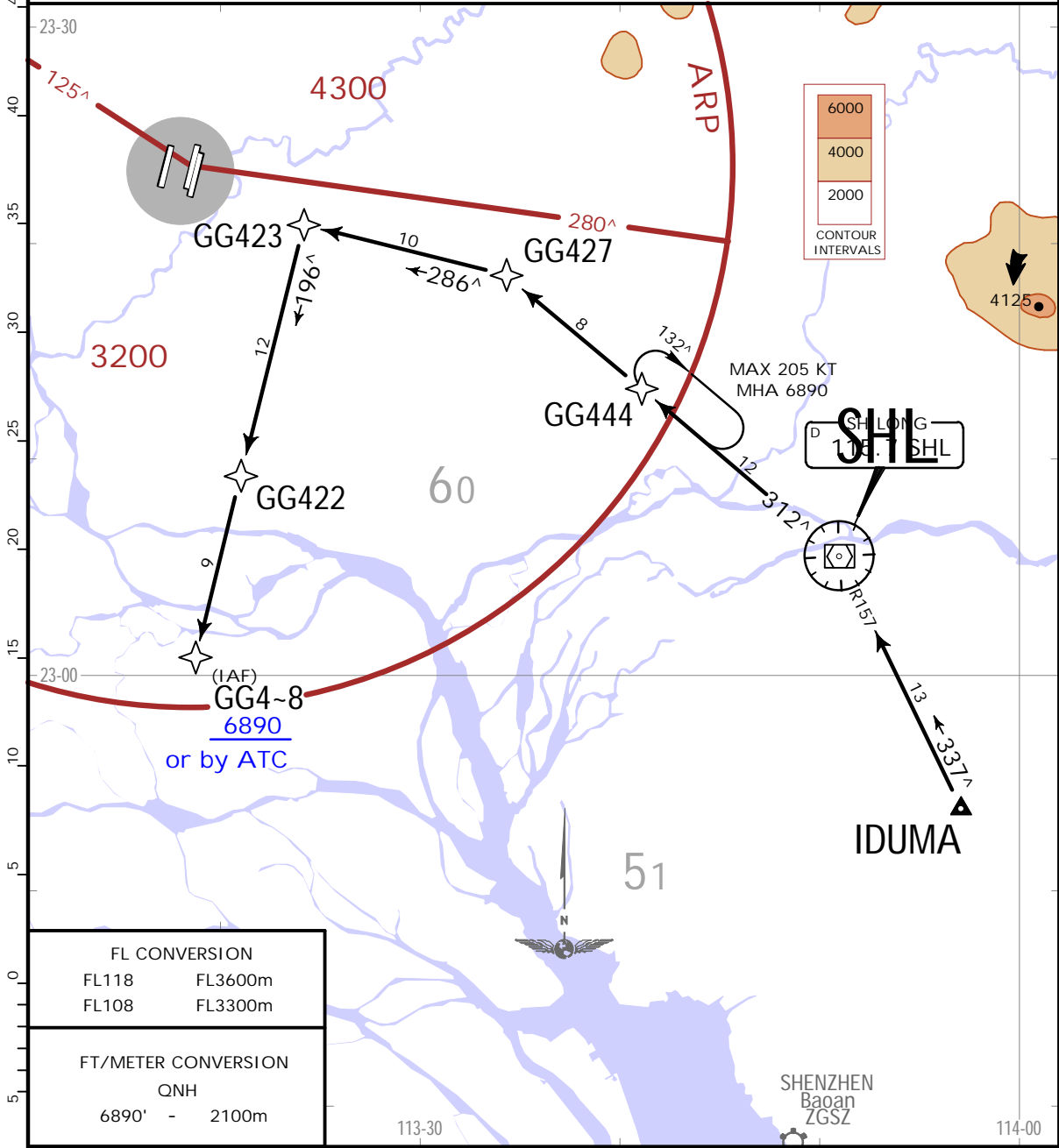
JEPPESEN GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-2F) .Eff.18.May.1600Z.

.RNAV.STAR.

*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	<ol style="list-style-type: none"> <li>RNAV 1.</li> <li>GNSS, DME/DME/IRU required.</li> <li>RADAR required.</li> <li>Under RADAR control, actual flight altitude instructed by ATC.</li> <li>While independent operations are implemented, altitudes will be instructed by ATC.</li> <li>WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</li> </ol>

### IDUMA 1A [IDUM1A] RNAV ARRIVAL (RWYS 01, 02L/R)

**SPEED RESTRICTION**  
IF ACFT performance allows, MAINTAIN 210 KT - 220 KT when flying by GG423.



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

**ROUTING**  
IDUMA - SHL - GG444 - GG427 - GG423 - GG422 - GG4-8 (6890+ by ATC).

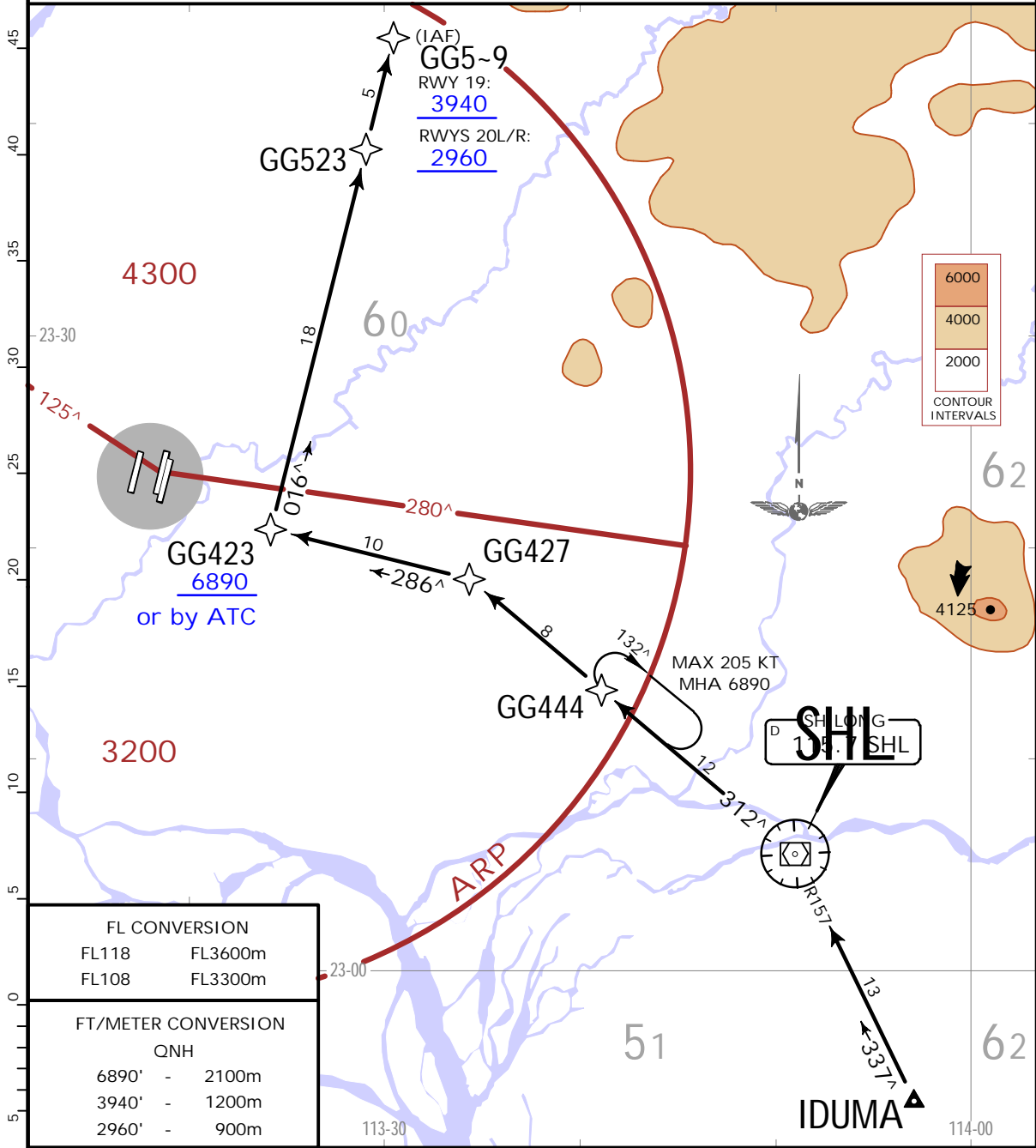
ZGGG/CAN  
BAIYUN

**JEPPESEN** GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-2G) .Eff.18.May.1600Z. .RNAV.STAR.

*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	<ol style="list-style-type: none"> <li>1. RNAV 1.</li> <li>2. GNSS, DME/DME/IRU required.</li> <li>3. RADAR required.</li> <li>4. Under RADAR control, actual flight altitude instructed by ATC.</li> <li>5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</li> </ol> <ol style="list-style-type: none"> <li>1. RNP 1.</li> <li>2. GNSS required.</li> </ol>

**IDUMA 1B [IDUM1B]  
RNAV ARRIVAL  
(RWYS 19, 20L/R)**

**SPEED RESTRICTION**  
If ACFT performance allows, MAINTAIN 210 KT - 220 KT when flying by GG423.



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

**ROUTING**  
IDUMA - SHL - GG444 - GG427 - GG423 (6890+ or by ATC) - GG523 - GG5-9 (RWY 19: 3940+/  
RWYS 20L/R: 2960+).



ZGGG/CAN  
BAIYUN

JEPPesen 13 MAY 22 (20-2J) .Eff.18.May.1600Z.

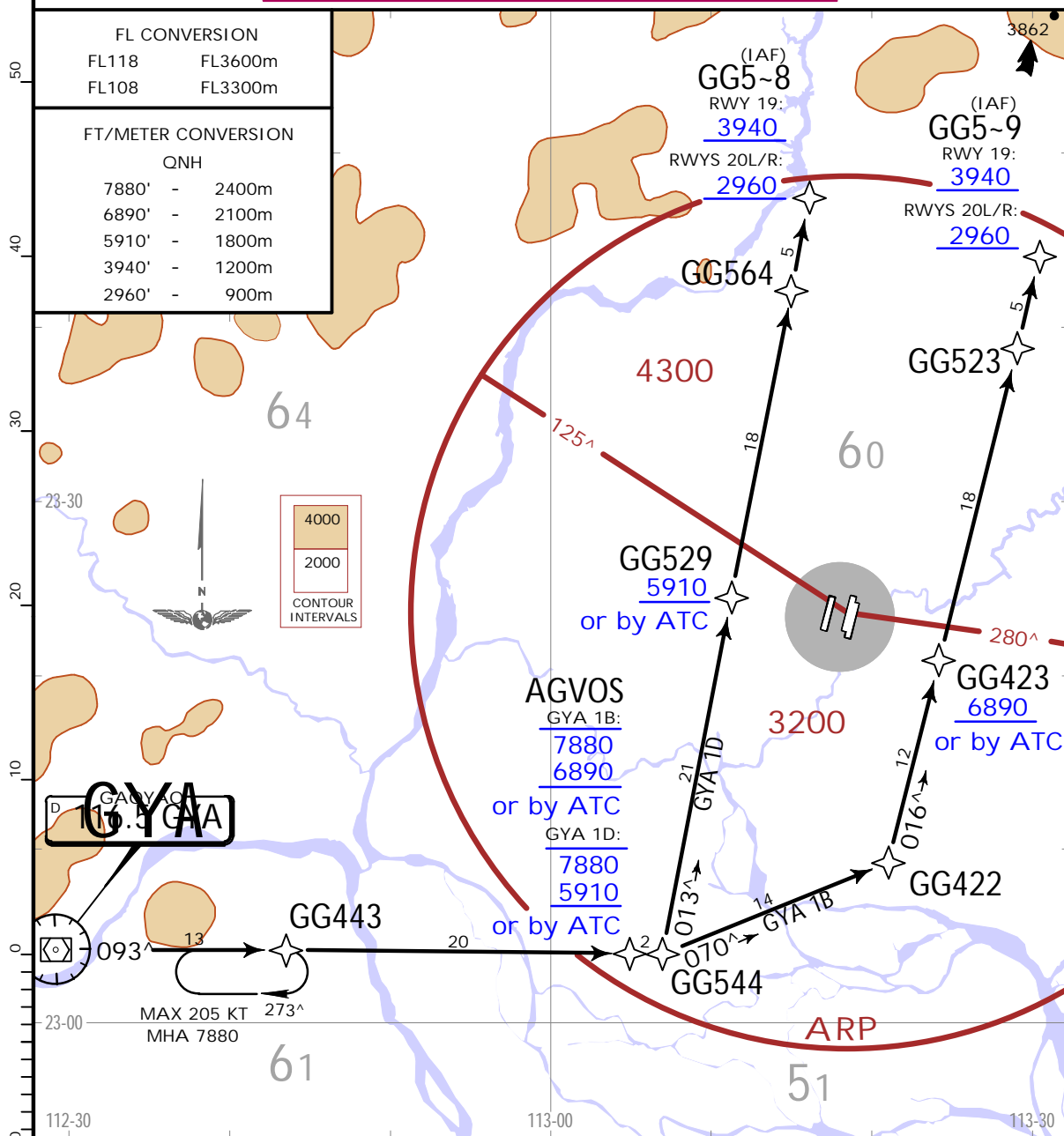
GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	1. RNAV 1. <span style="float:right">1. RNP 1.</span> 2. GNSS, DME/DME/IRU required. <span style="float:right">OR 2. GNSS required.</span> 3. RADAR required. 4. Under RADAR control, actual flight altitude instructed by ATC. 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

### GYA 1B, GYA 1D RNAV ARRIVALS (RWYS 19, 20L/R)

**SPEED RESTRICTION**  
If ACFT performance allows, MAINTAIN 210 KT - 220 KT when flying by GG423 or GG529.

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
7880'	- 2400m
6890'	- 2100m
5910'	- 1800m
3940'	- 1200m
2960'	- 900m



STAR	ROUTING
GYA 1B	GYA - GG443 - AGVOS (7880- or 6890+ or by ATC) - GG544 - GG422 - GG423 (6890+ or by ATC) - GG523 - GG5-9 (RWY 19: 3940+ / RWYS 20L/R: 2960+).
GYA 1D	GYA - GG443 - AGVOS (7880- or 5910+ or by ATC) - GG544 - GG529 (5910+ or by ATC) - GG564 - GG5-8 (RWY 19: 3940+ / RWYS 20L/R: 2960+).

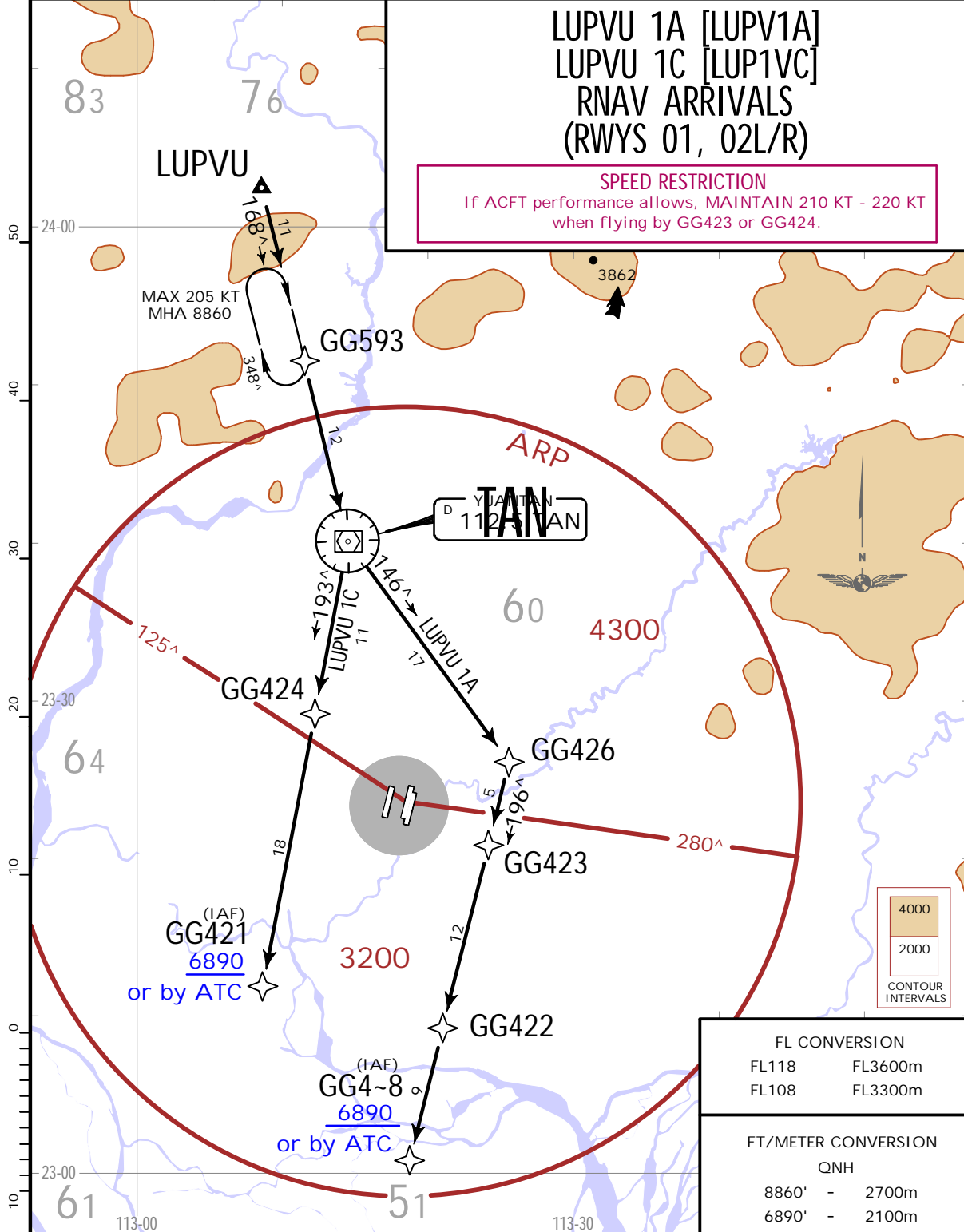


ZGGG/CAN  
BAIYUN

JEPPESEN  
13 MAY 22 (20-2J3) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	<ol style="list-style-type: none"> <li>RNAV 1.</li> <li>GNSS, DME/DME/IRU required.</li> <li>RADAR required.</li> <li>Under RADAR control, actual flight altitude instructed by ATC.</li> <li>While independent operations are implemented, altitudes will be instructed by ATC.</li> <li>WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</li> </ol>



LUPVU 1A [LUPV1A]  
LUPVU 1C [LUP1VC]  
RNAV ARRIVALS  
(RWYS 01, 02L/R)

**SPEED RESTRICTION**  
If ACFT performance allows, MAINTAIN 210 KT - 220 KT  
when flying by GG423 or GG424.

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

STAR	ROUTING
LUPVU 1A	LUPVU - GG593 - TAN - GG426 - GG423 - GG422 - GG4-8 (6890+ or by ATC).
LUPVU 1C	LUPVU - GG593 - TAN - GG424 - GG421 (6890+ or by ATC).

CHANGES: New chart.

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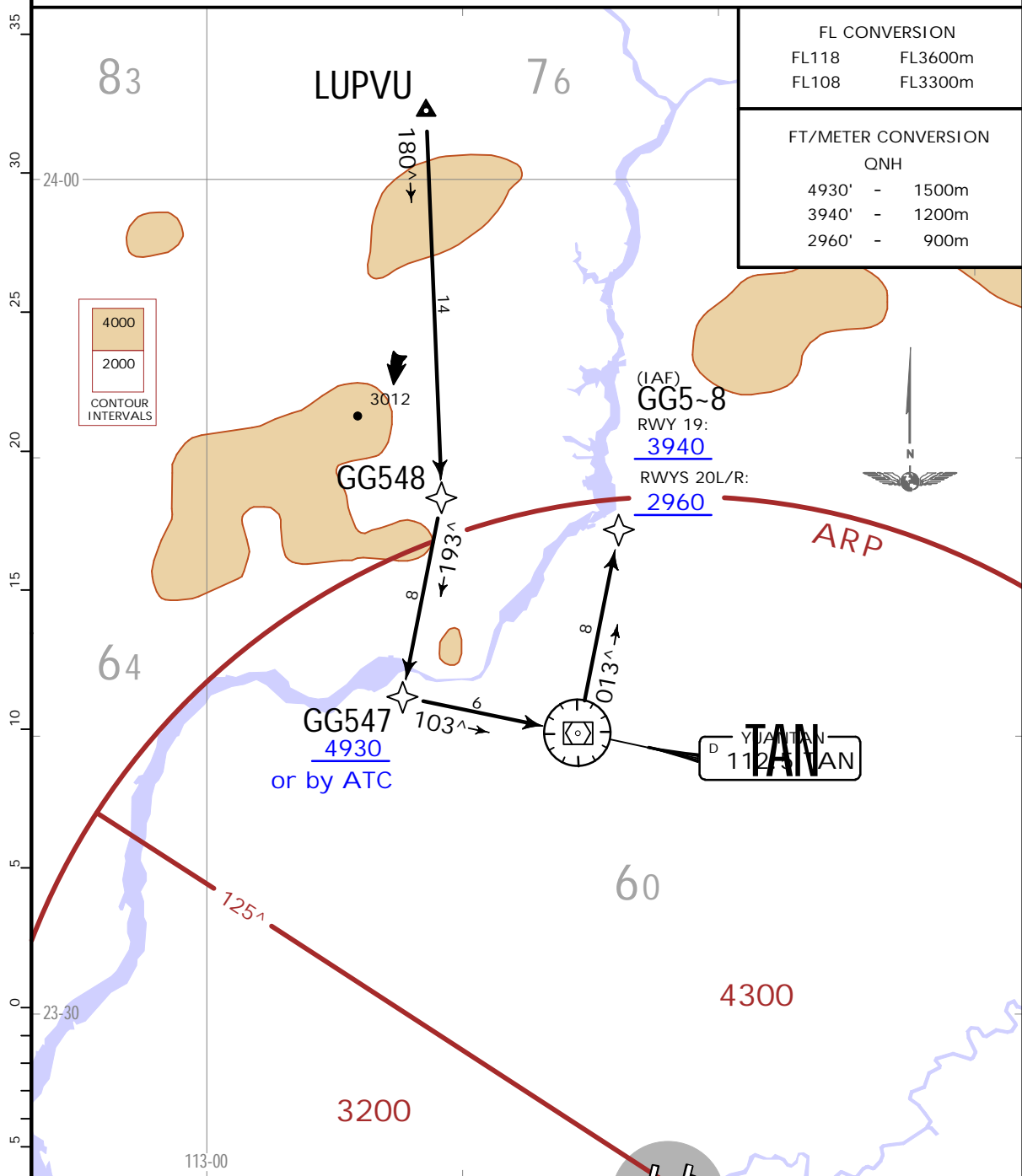
ZGGG/CAN  
BAIYUN

JEPPESSEN  
13 MAY 22 (20-2J4) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.STAR.

<p>*D-ATIS <b>128.6</b></p>	<p>Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above</p>
<p>Apt Elev 50</p>	<p>1. RNAV 1. 2. GNSS, DME/DME/IRU required. 3. RADAR required. 4. Under RADAR control, actual flight altitude instructed by ATC. 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</p>

**LUPVU 1D [LUPV1D]  
RNAV ARRIVAL  
(RWYS 19, 20L/R)**



**ROUTING**  
LUPVU - GG548 - GG547 (4930+ or by ATC) - TAN - GG5-8 (RWY 19: 3940+ / RWYS 20L/R: 2960+).

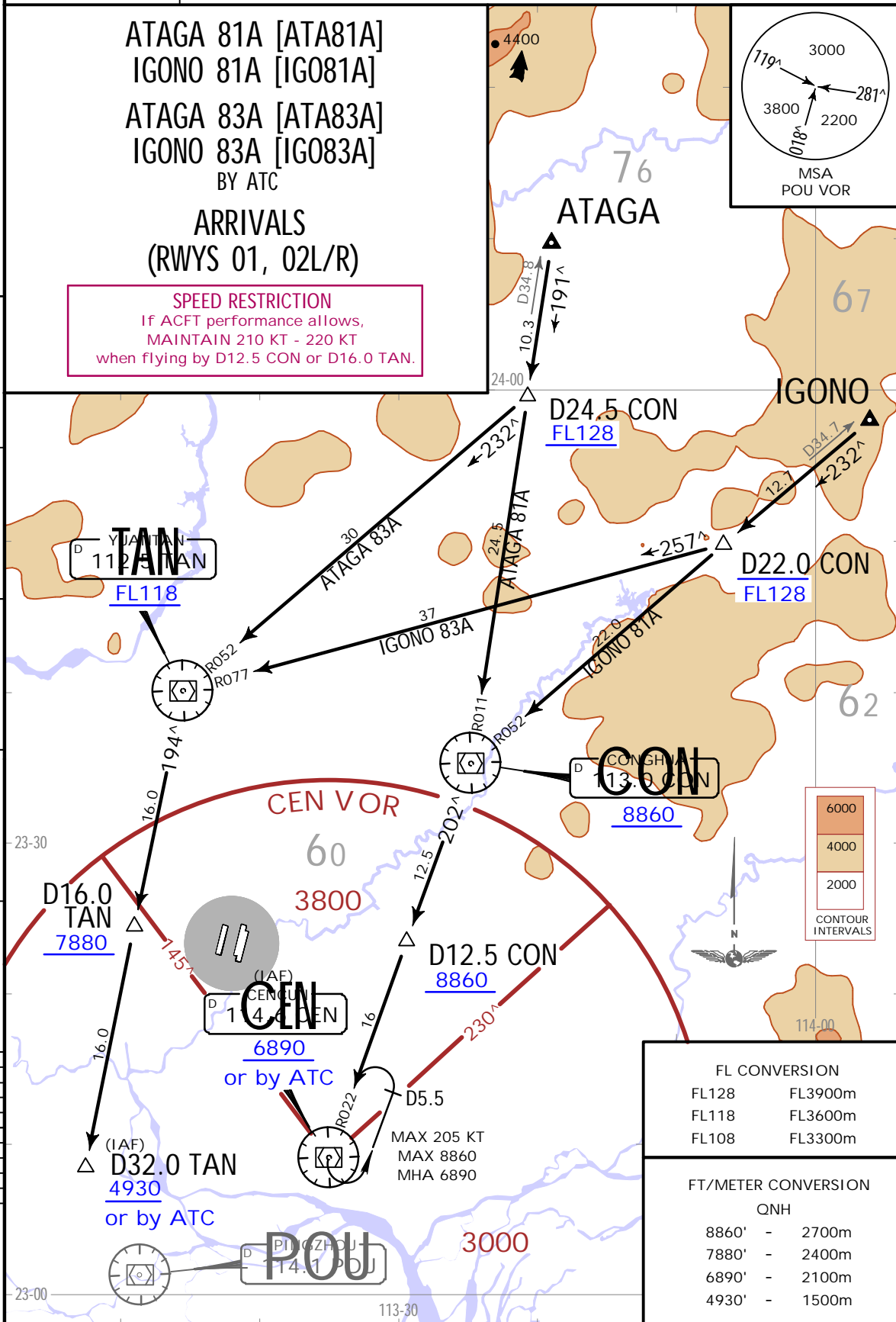
CHANGES: New chart.



ZGGG/CAN  
BAIYUN

**JEPPesen** GUANGZHOU, PR OF CHINA  
7 AUG 20 (20-2K) .Eff.12.Aug.1600Z.  
.STAR.

*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	1. Under RADAR control, actual flight altitude instructed by ATC. 2. While independent operations are implemented, altitudes will be instructed by ATC. 3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.



CHANGES: Holding speed.

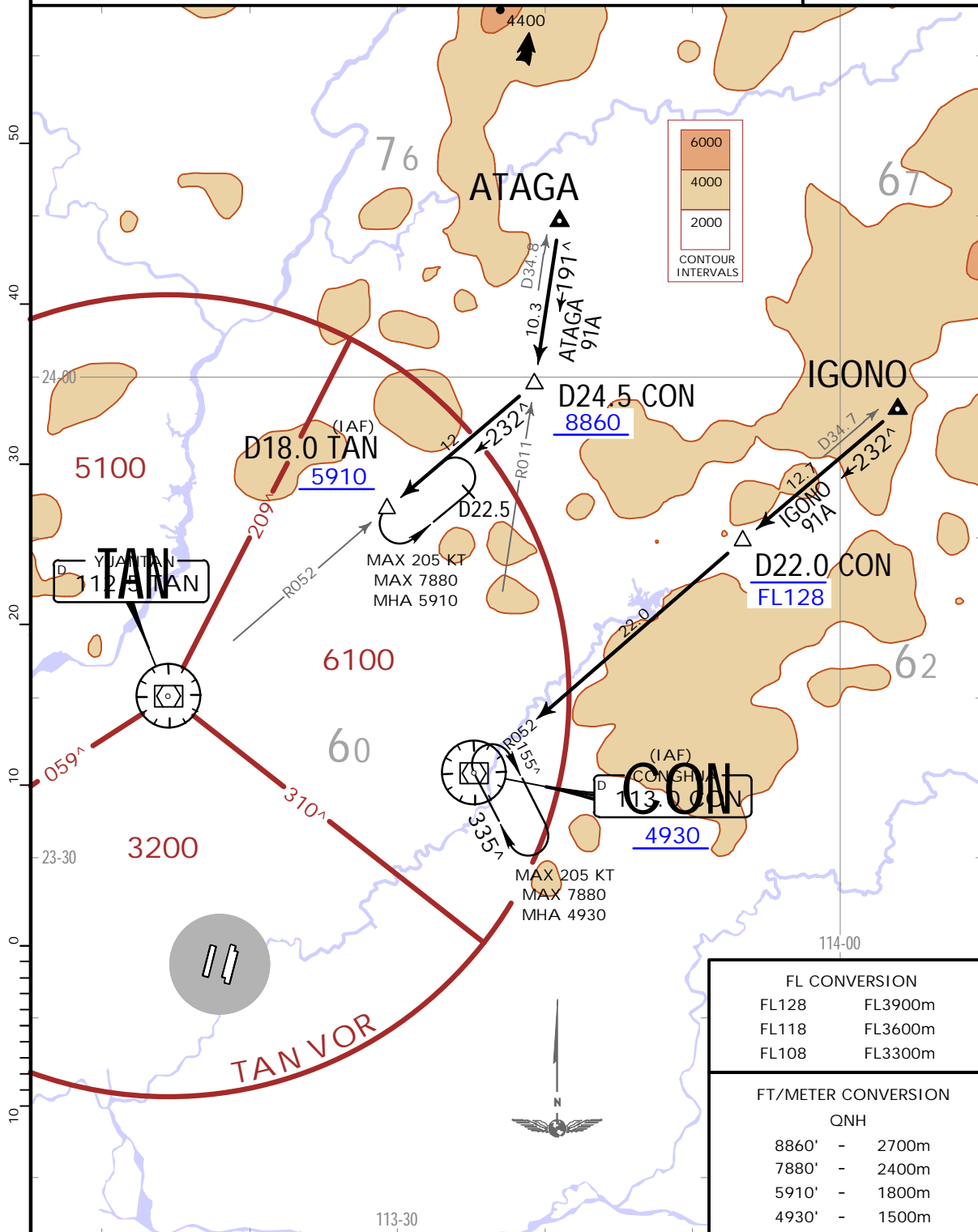
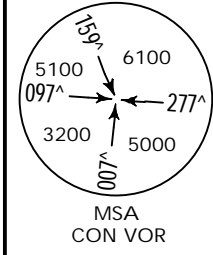
ZGGG/CAN  
BAIYUN

**JEPPesen** GUANGZHOU, PR OF CHINA  
7 AUG 20 (20-2L) .Eff.12.Aug.1600Z.  
.STAR.

*D-ATIS <b>128.6</b>	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	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.

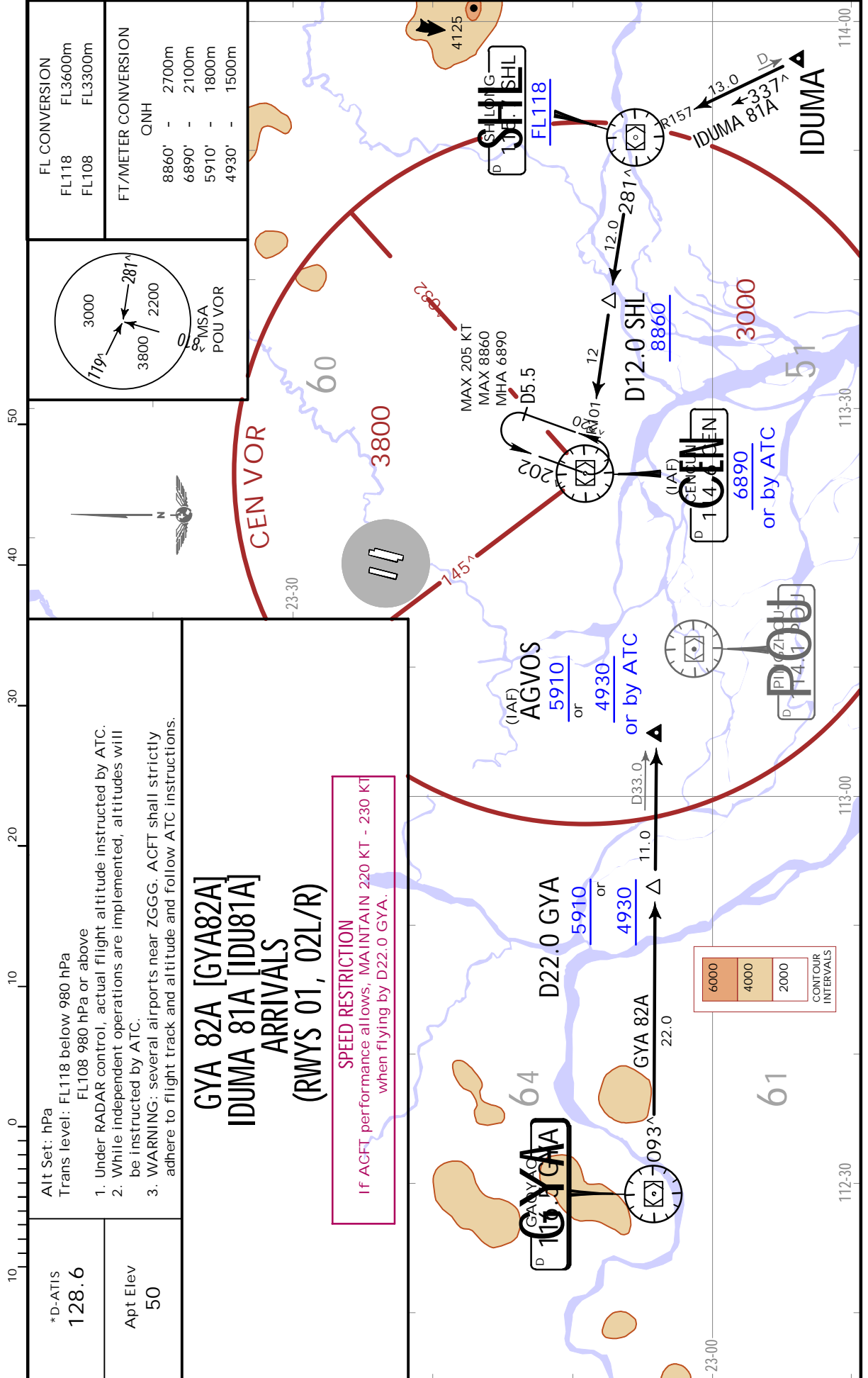
## ATAGA 91A [ATA91A], IGONO 91A [IGO91A] ARRIVALS (RWYS 19, 20L/R)

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



ZGGG/CAN  
BAIYUN

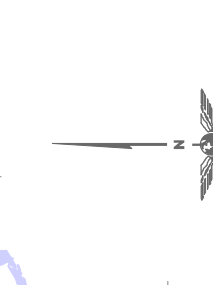
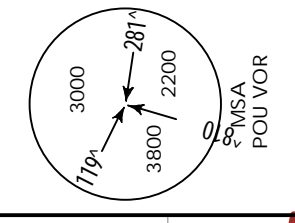
JEPPesen GUANGZHOU, PR OF CHINA  
7 AUG 20 (20-2M) .Eff.12.Aug.1600Z.  
.STAR.



FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m



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

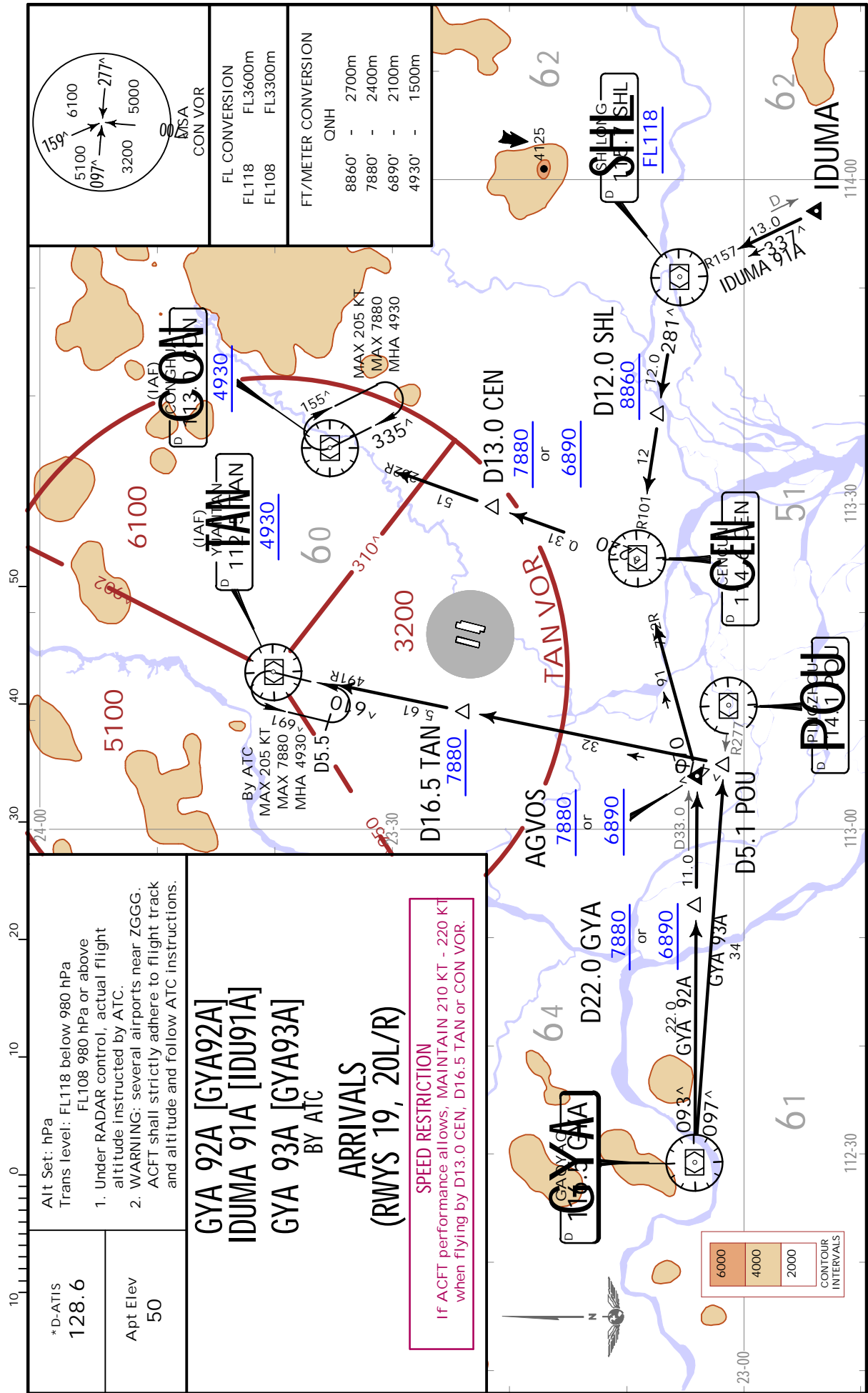
- Under RADAR control, actual flight altitude instructed by ATC.
- While independent operations are implemented, altitudes will be instructed by ATC.
- WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**GYA 82A [GYA82A]  
IDUMA 81A [IDU81A]  
ARRIVALS  
(RWYS 01, 02L/R)**

**SPEED RESTRICTION**  
If ACFT performance allows, MAINTAIN 220 KT - 230 KT when flying by D22.0 GYA.

ZGGG/CAN  
BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA  
7 AUG 20 (20-2N) .Eff.12.Aug.1600Z.  
.STAR.



CHANGES: GYA 91A withdrawn, holding speed.

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ZGGG/CAN  
BAIYUN

JEPPESEN  
13 MAY 22 20-2P .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.STAR.

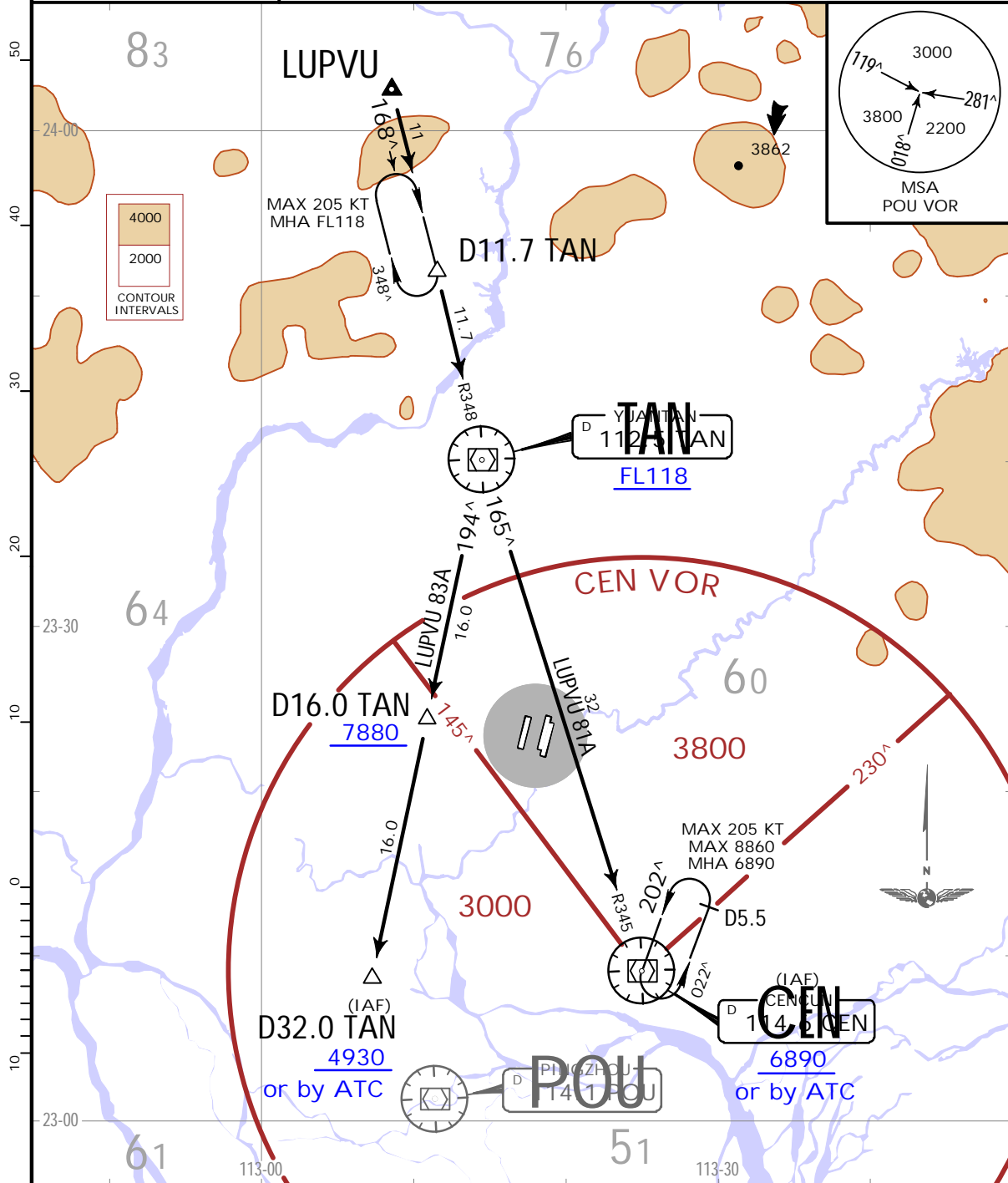
*D-ATIS 128.6	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	1. Under RADAR control, actual flight altitude instructed by ATC. 2. While independent operations are implemented, altitudes will be instructed by ATC. 3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
4930'	- 1500m

LUPVU 81A [LUP81A]      LUPVU 83A [LUP83A]  
By ATC

**ARRIVALS**  
(RWYS 01, 02L/R)

**SPEED RESTRICTION**  
If ACFT performance allows, MAINTAIN  
210 KT - 220 KT when flying by D16.0 TAN.



CHANGES: New chart.

ZGGG/CAN  
BAIYUN

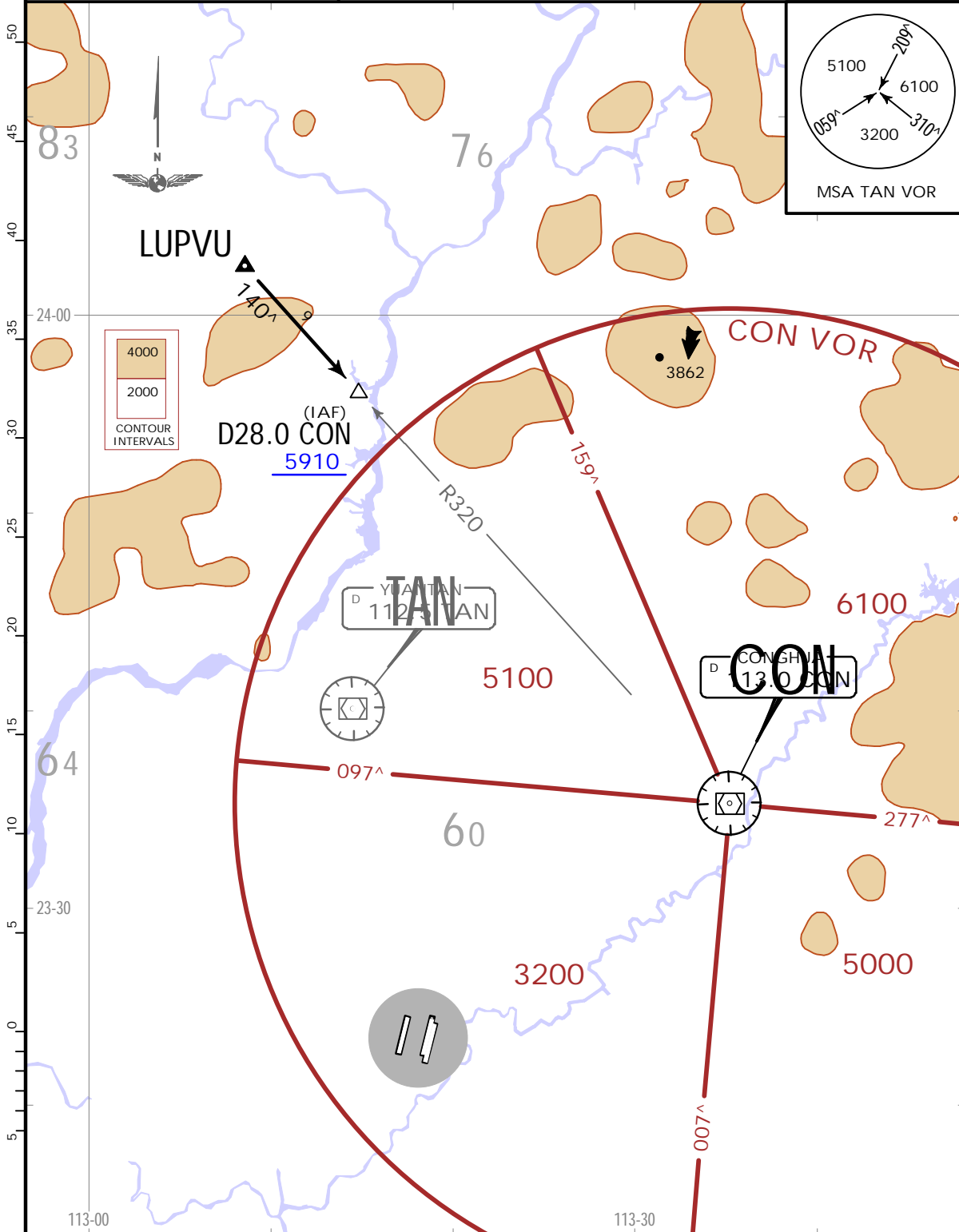
**JEPPesen** GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-2Q) .Eff.18.May.1600Z.

.STAR.

*D-ATIS <b>128.6</b>	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
Apt Elev 50	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.

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

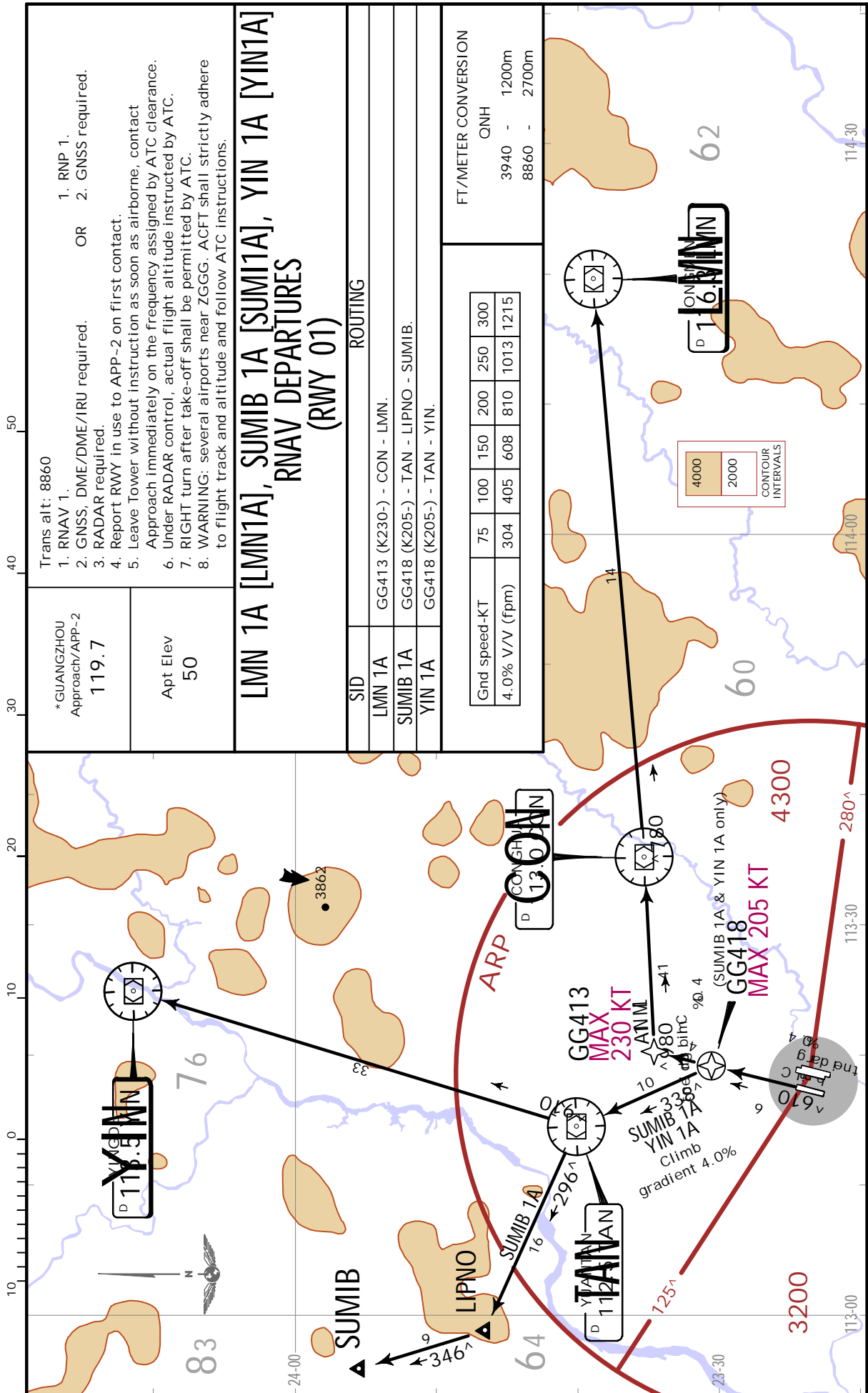
**LUPVU 91A [LUP91A]  
ARRIVAL  
(RWYS 19, 20L/R)**



ZGGG/CAN  
BAIYUN

JEPPesen 13 MAY 22 20-3 .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.SID.



CHANGES: RNAV SID SUMIB 1A established.

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**GUANGZHOU, PR OF CHINA**  
**.RNAV.SID**

\*GUANGZHOU Approach/APP-2  
 119.7

Trans alt: 8860

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

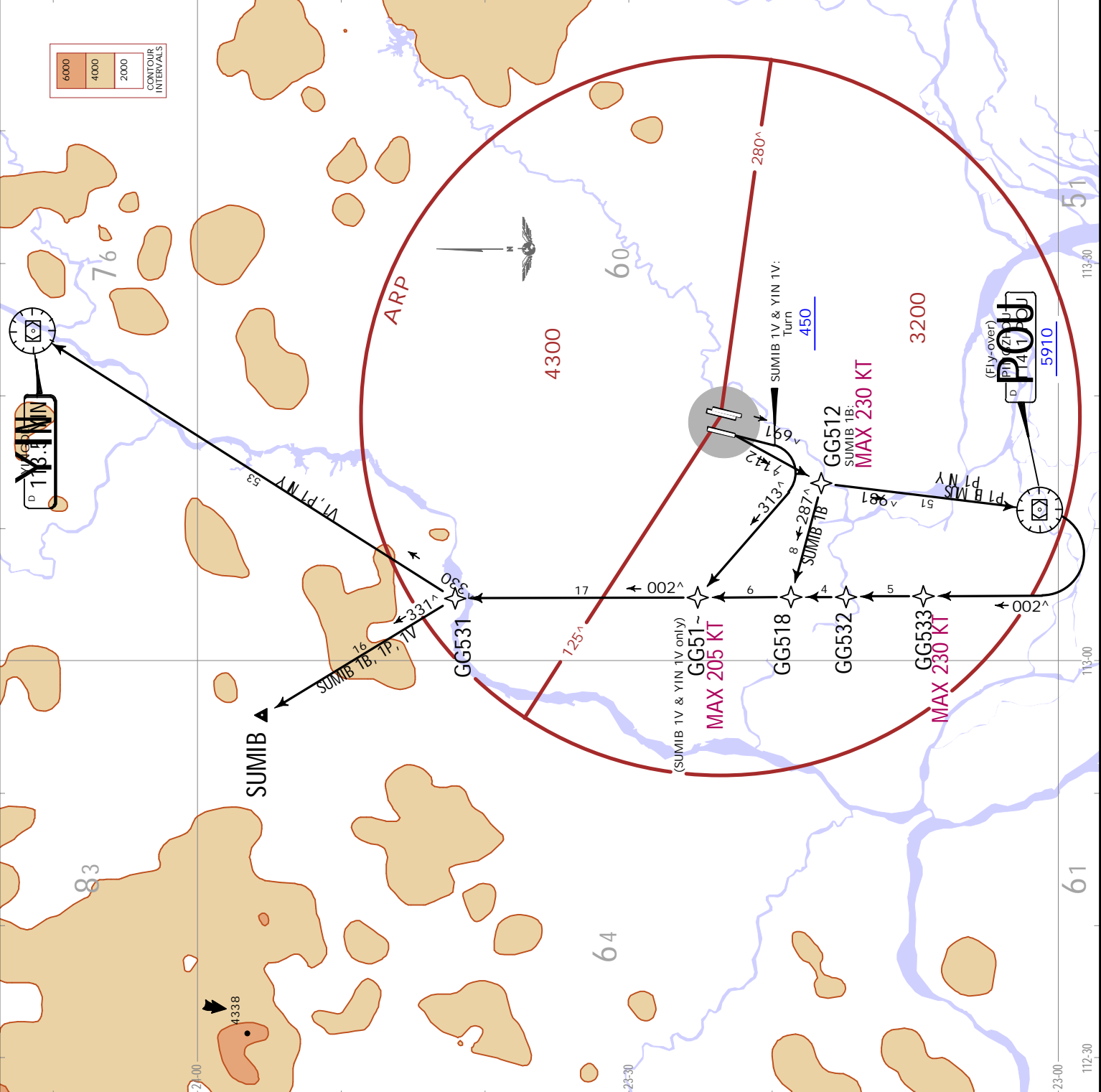
Apt Elev  
 50

1. RADAR required for RNAV 1.
2. Report RWY in use to APP-2 on first contact.
3. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
4. Under RADAR control, actual flight altitude instructed by ATC.
5. LEFT turn after take-off shall be permitted by ATC.
6. No turns before DER.
7. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**SUMIB 1B [SUMI1B]**  
**SUMIB 1P [SUMI1P]**  
**SUMIB 1V [SUMI1V]**  
**YIN 1P [YIN1P]**  
**YIN 1V [YIN1V]**  
**RNAV DEPARTURES**  
**(RWY 19)**

SID	ROUTING
SUMIB 1B By ATC	GG512 (K230-) - GG518 - GG531 - SUMIB.
SUMIB 1P	GG512 - POU (5910+) - GG533 (K230-) - GG532 - GG518 - GG531 - SUMIB.
SUMIB 1V By ATC	(450+) - GG510 (K205-) - GG531 - SUMIB.
YIN 1P	GG512 - POU (5910+) - GG533 (K230-) - GG532 - GG518 - GG531 - YIN.
YIN 1V By ATC	(450+) - GG510 (K205-) - GG531 - YIN.

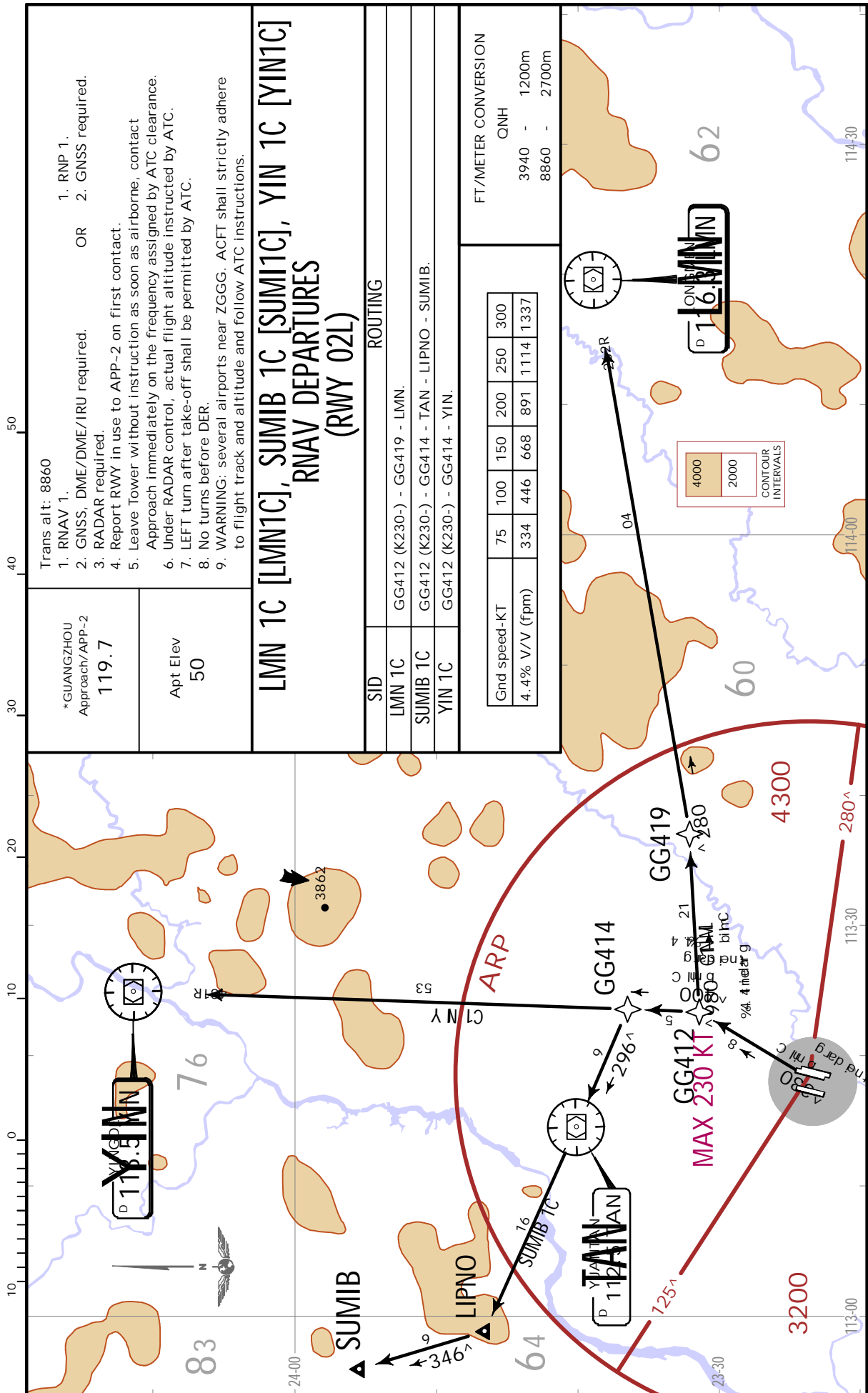
FT/METER CONVERSION	
450	135m
3940	1200m
5910	1800m
8860	2700m



ZGGG/CAN  
BAIYUN

13 MAY 22 (20-3D) .Eff.18.May.1600Z.

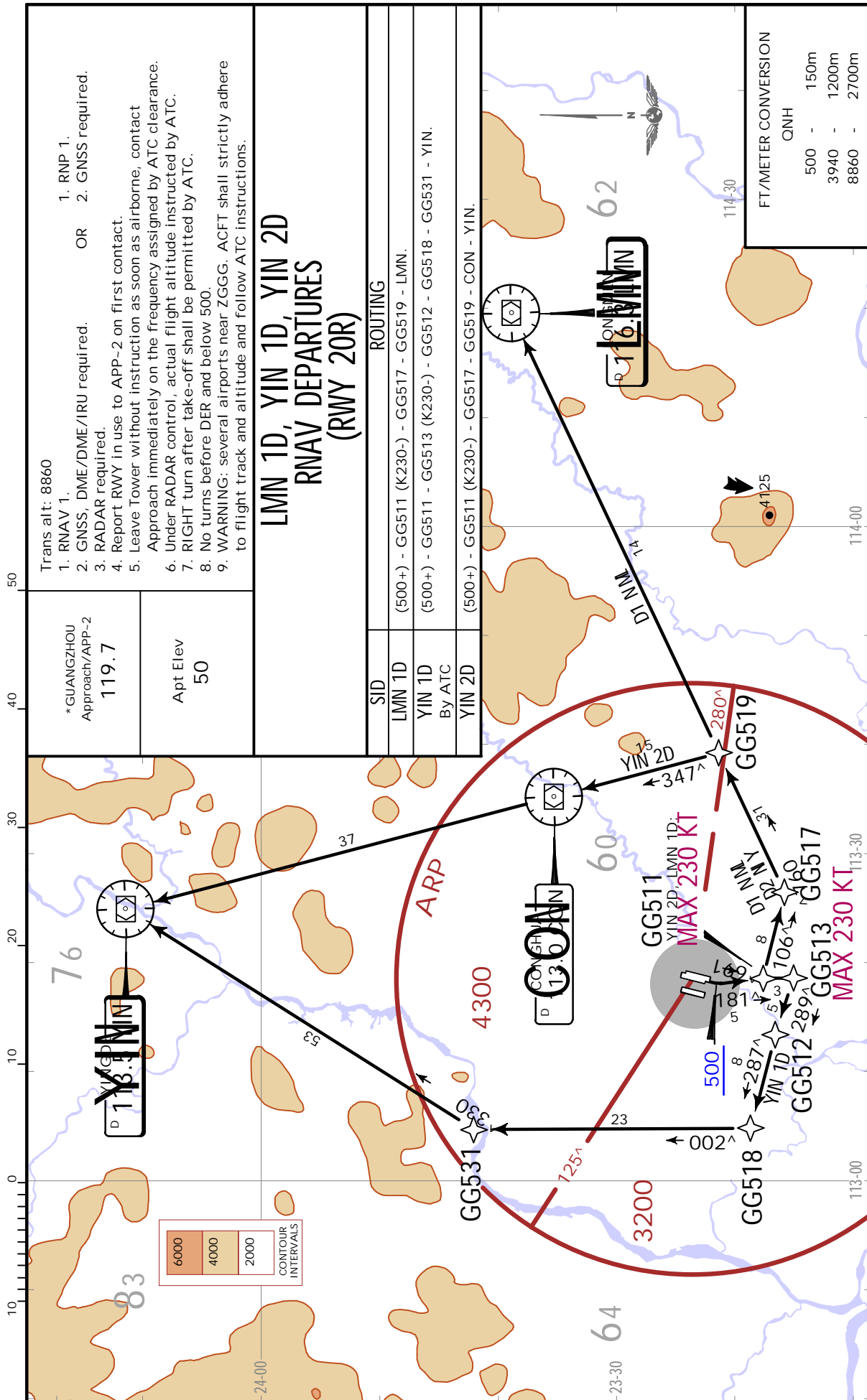
JEPPESSEN GUANGZHOU, PR OF CHINA  
.RNAV.SID.



ZGGG/CAN  
BAIYUN

13 MAY 22 (20-3E) .Eff.18.May.1600Z.

JEPPESSEN GUANGZHOU, PR OF CHINA  
.RNAV.SID.



Trans alt: 8860

1. RNAV 1. OR 2. GNSS required.

2. GNSS, DME/DME/IRU required. OR 3. GNSS required.

3. RADAR required.

4. Report RWY in use to APP-2 on first contact.

5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.

6. Under RADAR control, actual flight altitude instructed by ATC.

7. RIGHT turn after take-off shall be permitted by ATC.

8. No turns before DER and below 500.

9. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**LMN 1D, YIN 1D, YIN 2D  
RNAV DEPARTURES  
(RWY 20R)**

ROUTING	
SID	
LMN 1D	(500+) - GG511 (K230-) - GG517 - GG519 - LMN.
YIN 1D By ATC	(500+) - GG511 - GG513 (K230-) - GG512 - GG518 - GG531 - YIN.
YIN 2D	(500+) - GG511 (K230-) - GG517 - GG519 - CON - YIN.

FT/METER CONVERSION	
QNH	
500	- 150m
3940	- 1200m
8860	- 2700m

**GUANGZHOU, PR OF CHINA**  
**.RNAV.SID.**

\* GUANGZHOU Approach/APP-2  
 119.7  
 Trans alt: 8860  
 Apt Elev  
 50

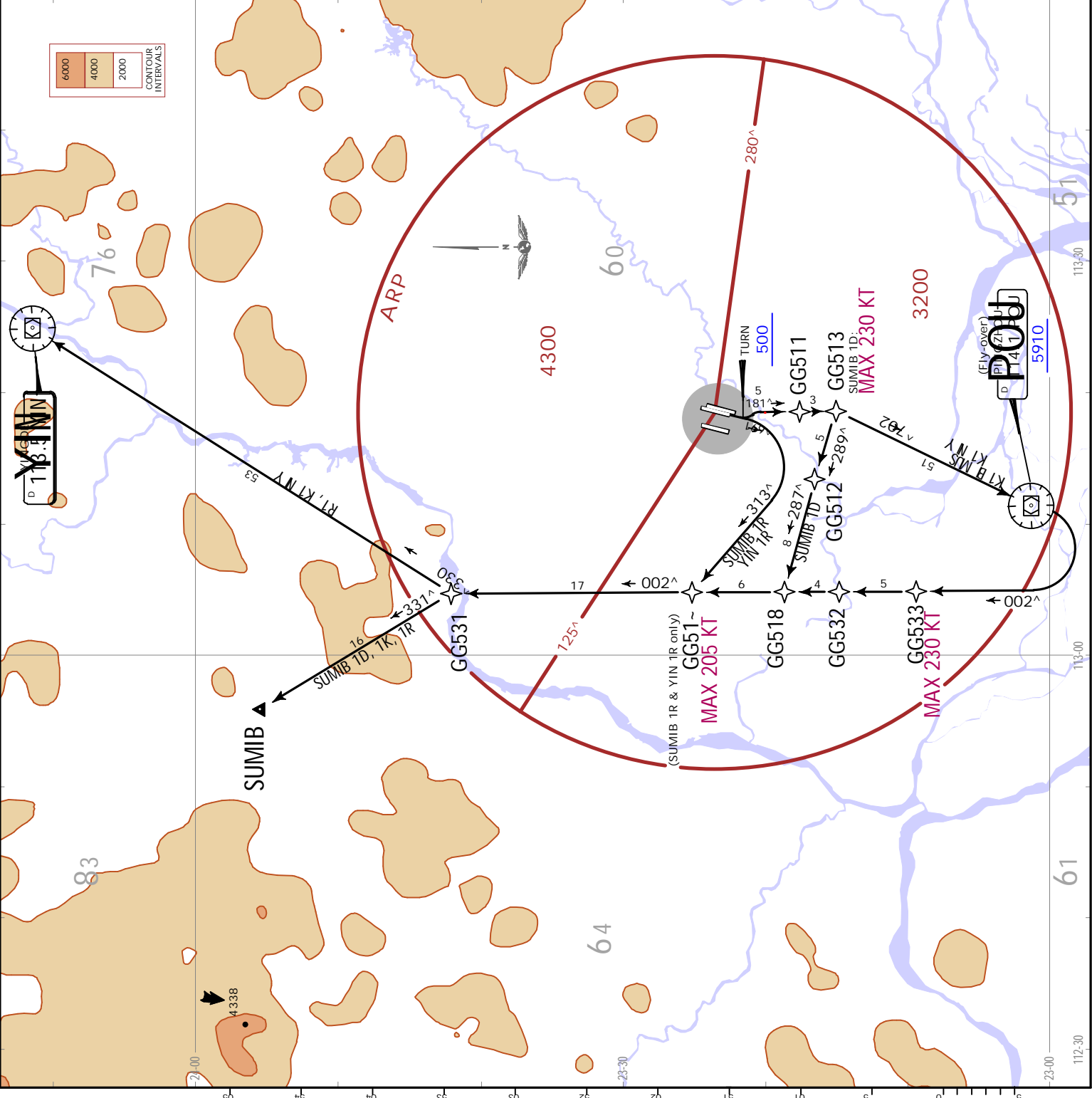
RNAV 1  
 GNS or DME/DME/IRU OR RNP 1  
 GNS

1. RADAR required for RNAV 1.
2. Report RWY in use to APP-2 on first contact.
3. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
4. Under RADAR control, actual flight altitude instructed by ATC.
5. RIGHT turn after take-off shall be permitted by ATC.
6. No turns before DER and below 500.
7. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**SUMIB 1D [SUMI1D]  
 SUMIB 1K [SUMI1K]  
 SUMIB 1R [SUMI1R]  
 YIN 1K [YIN1K]  
 YIN 1R [YIN1R]  
 RNAV DEPARTURES  
 (RWY 20R)**

SID	ROUTING
SUMIB 1D By ATC	(500+) - GG511 - GG513 (K230-) - GG512 - GG518 - GG531 - SUMIB.
SUMIB 1K	(500+) - GG511 - GG513 - POU (5910+) - GG533 (K230-) - GG532 - GG518 - GG531 - SUMIB.
SUMIB 1R By ATC	(500+) - GG51 - (K205-) - GG531 - SUMIB.
YIN 1K	(500+) - GG511 - GG513 - POU (5910+) - GG533 (K230-) - GG532 - GG518 - GG531 - YIN.
YIN 1R By ATC	(500+) - GG51 - (K205-) - GG531 - YIN.

FT/METER CONVERSION	
QNH	
500	- 150m
3940	- 1200m
5910	- 1800m
8860	- 2700m



**ZGGG/CAN**  
 BAIYUN  
 10 JUN 22  
 Eff. 15 Jun. 1600Z. (20-3ET)

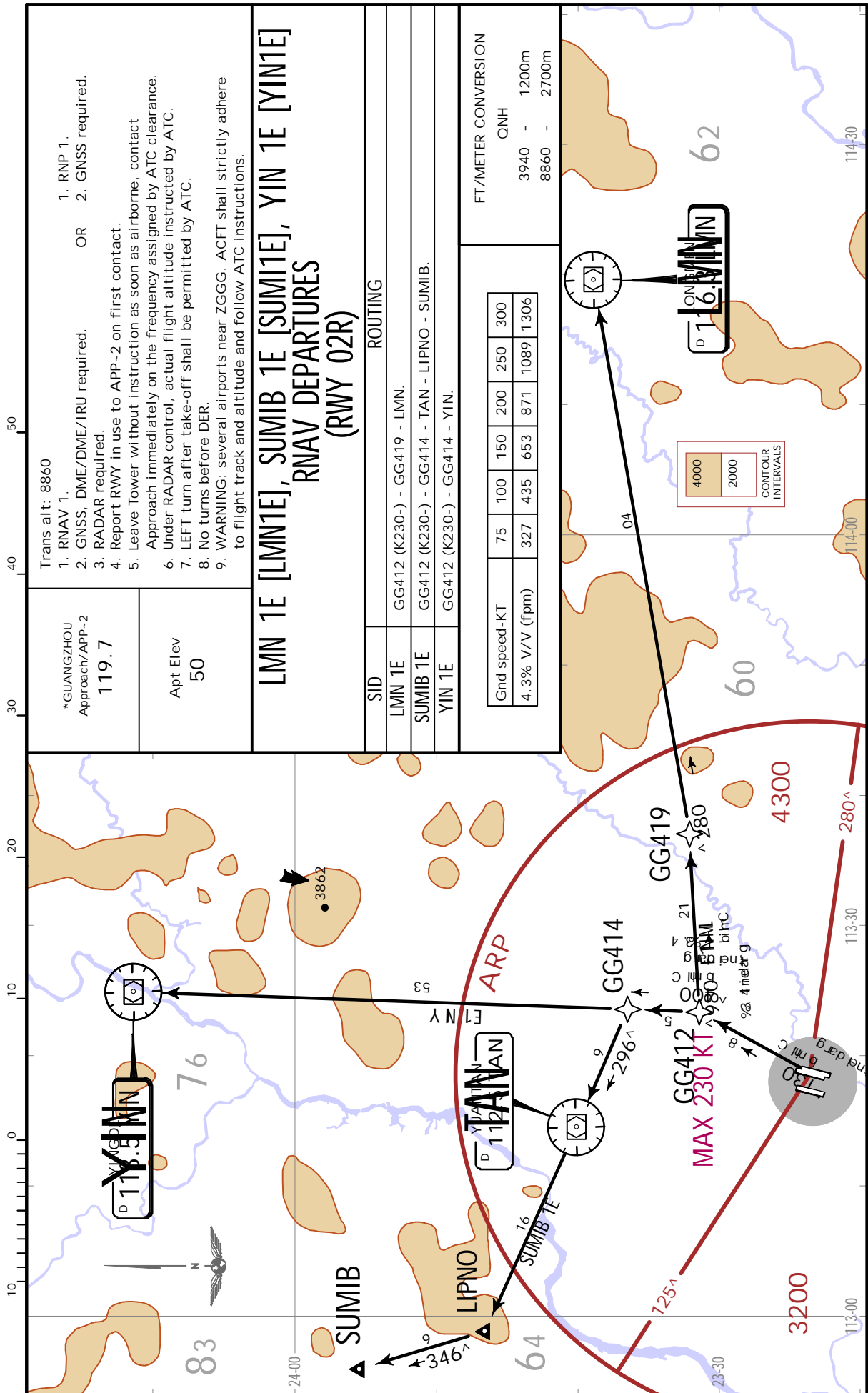
ZGGG/CAN  
BAIYUN

13 MAY 22

20-3F

GUANGZHOU, PR OF CHINA  
.Eff.18.May.1600Z.

.RNAV.SID.

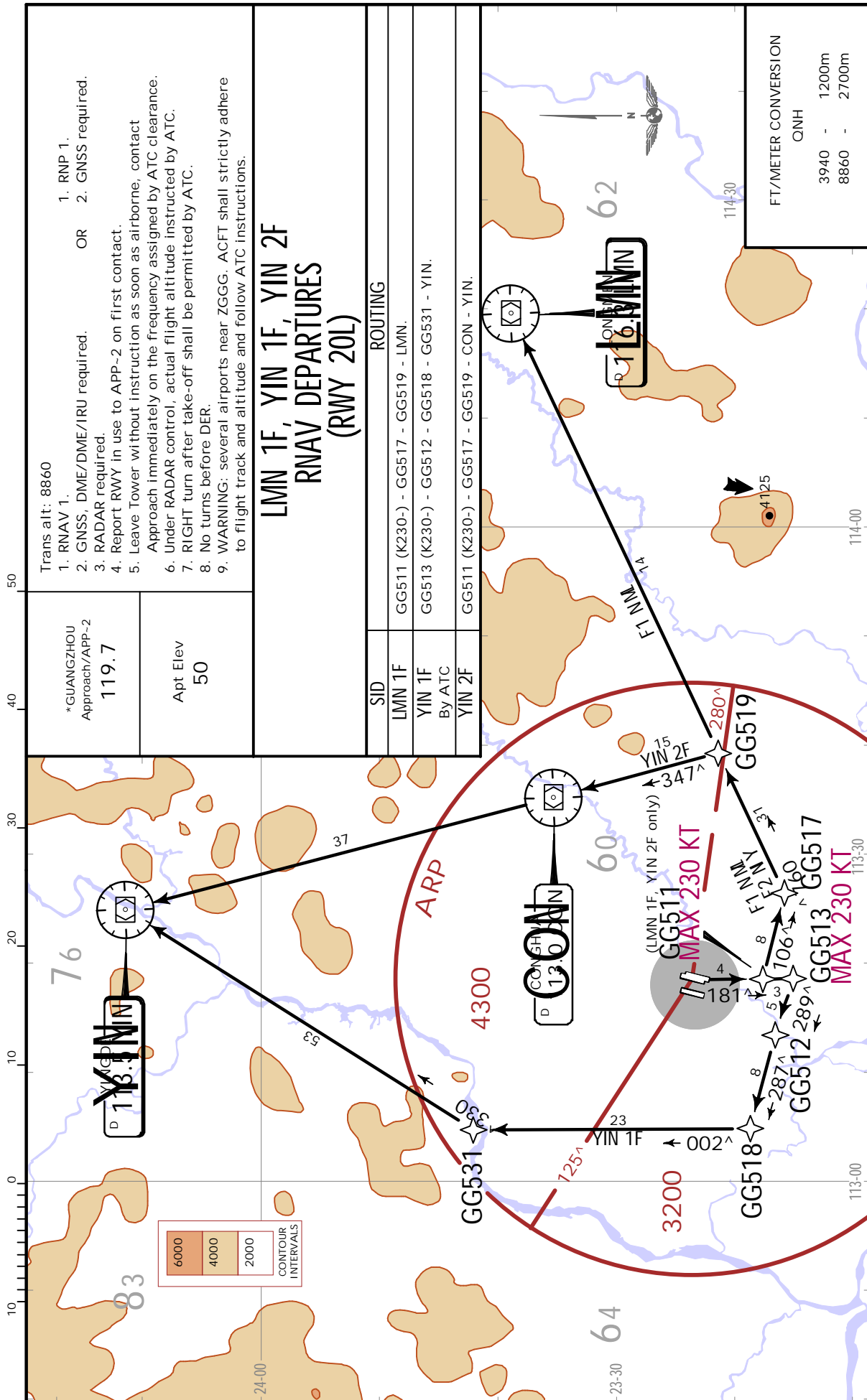


CHANGES: RNAV SID SUMIB 1E established.

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ZGGG/CAN  
BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-3G) .Eff.18.May.1600Z.  
.RNAV.SID.



**GUANGZHOU, PR OF CHINA**  
**.RNAV.SID.**

**ZGGG/CAN**  
 BAIYUN  
 10 JUN 22  
 Eff. 15 Jun. 1600Z. (20-3G1)

\* GUANGZHOU Approach/APP-2  
 119.7

Trans alt: 8860

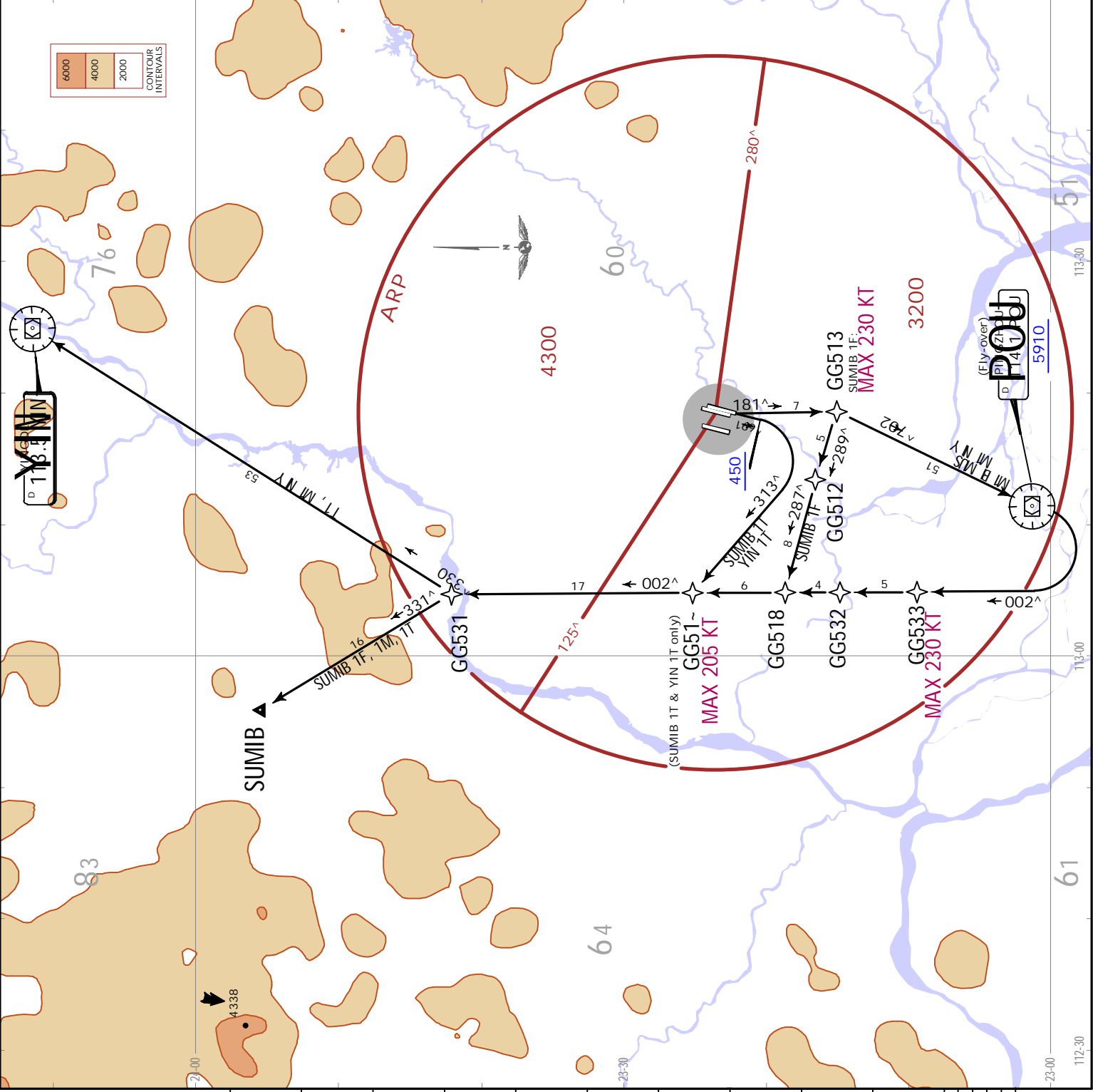
RNAV 1  
 GNSS or DME/DME/IRU OR RNP 1  
 GNSS

1. RADAR required for RNAV 1.
2. Report RWY in use to APP-2 on first contact.
3. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
4. Under RADAR control, actual flight altitude instructed by ATC.
5. RIGHT turn after take-off shall be permitted by ATC.
6. No turns before DER.
7. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**SUMIB 1F [SUMI1F]**  
**SUMIB 1M [SUMI1M]**  
**SUMIB 1T [SUMI1T]**  
**YIN 1M [YIN1M]**  
**YIN 1T [YIN1T]**  
**RNAV DEPARTURES (RWY 20L)**

SID	ROUTING
SUMIB 1F By ATC	GG513 (K230-) - GG512 - GG518 - GG531 - SUMIB.
SUMIB 1M	GG513 - POU (5910+) - GG533 (K230-) - GG532 - GG518 - GG531 - SUMIB.
SUMIB 1T By ATC	(450+) - GG51- (K205-) - GG531 - SUMIB.
YIN 1M	GG513 - POU (5910+) - GG533 (K230-) - GG532 - GG518 - GG531 - YIN.
YIN 1T By ATC	(450+) - GG51- (K205-) - GG531 - YIN.

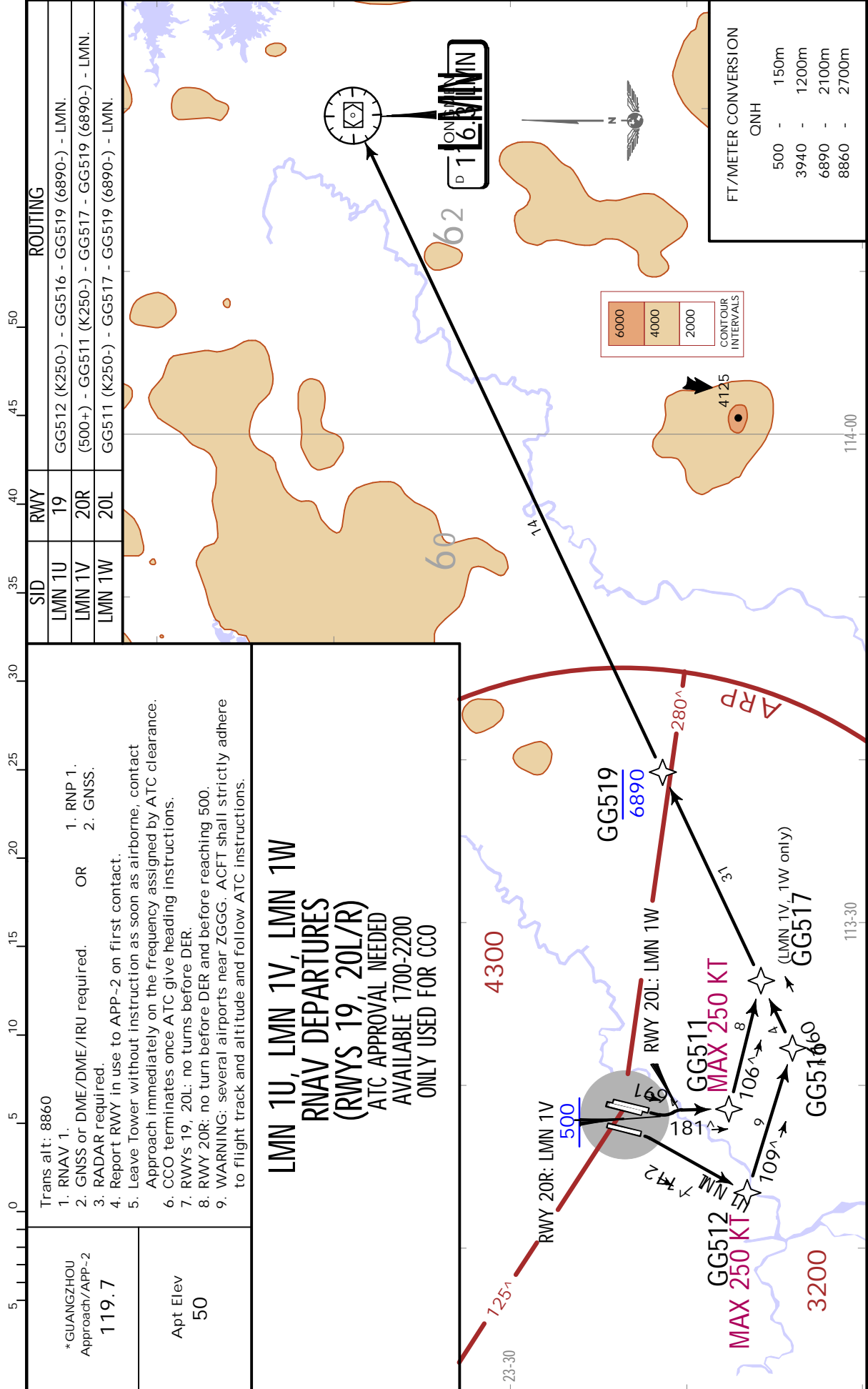
FT/METER CONVERSION	
QNH	
450	- 135m
3940	- 1200m
5910	- 1800m
8860	- 2700m



ZGGG/CAN  
BAIYUN

13 MAY 22  
20-3G3 .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.SID.





ZGGG/CAN  
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA  
13 MAY 22 20-3G4 .Eff.18.May.1600Z.

.RNAV.SID.

ROUTING	
SID	RWY
LMN 1X	01
LMN 1Y	02L
LMN 1Z	02R

FT/METER CONVERSION	
QNH	
3940	- 1200m
6890	- 2100m
8860	- 2700m

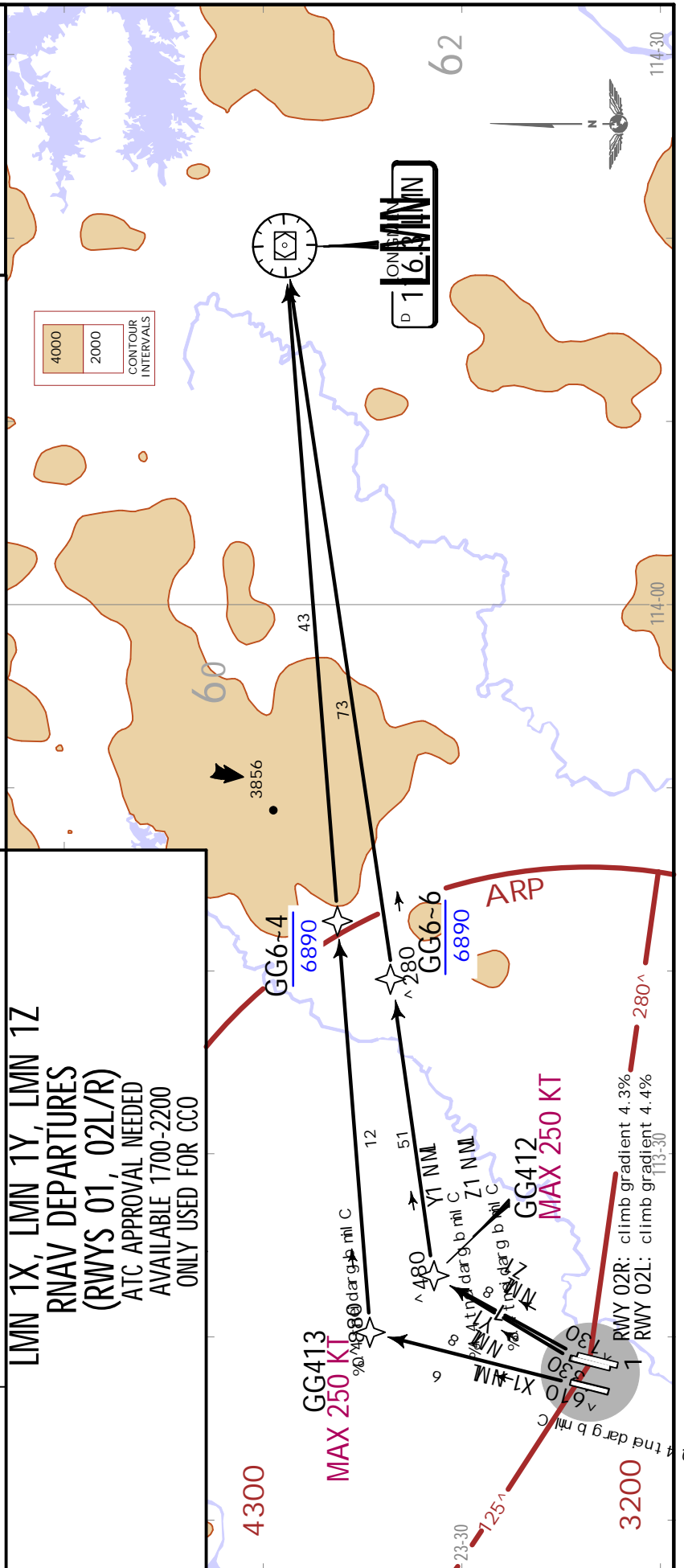
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.4% V/V (fpm)	334	446	668	891	1114	1337

Trans alt: 8860

1. RNAV 1.  
2. GNSS or DME/DME/IRU required. OR 1. RNP 1.  
3. RADAR required. 2. GNSS.  
4. Report RWY in use to APP-2 on first contact.  
5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.  
6. CCO terminated once ATC give heading instructions.  
7. RWY 02L/R: no turns before DER.  
8. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

\* GUANGZHOU  
Approach/APP-2  
119.7

Apt Elev  
50



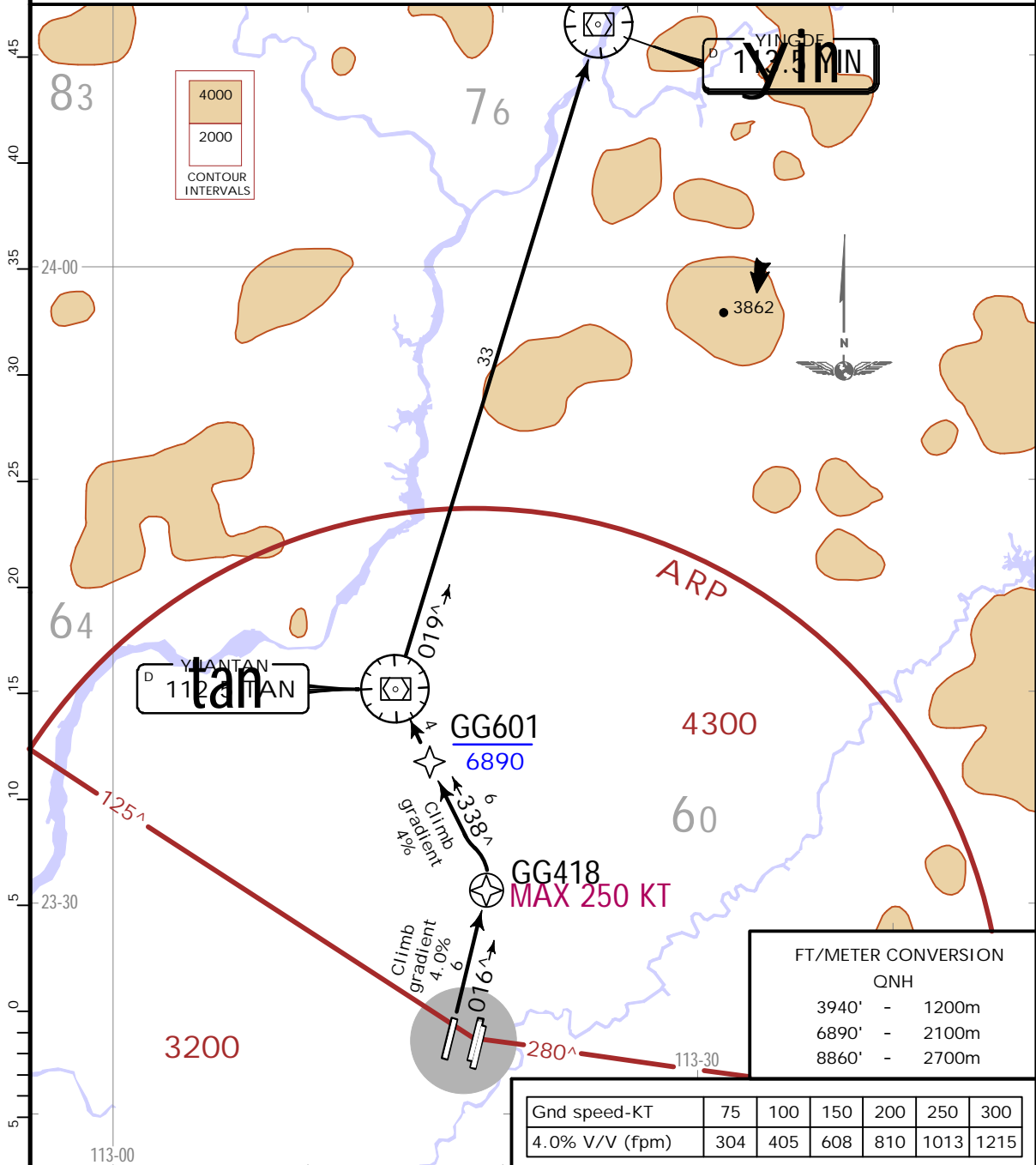
ZGGG/CAN  
BAIYUN

13 MAY 22 (20-3H) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.SID.

<p>*GUANGZHOU Approach/APP-2 <b>119.7</b></p>	<p>Trans alt: 8860 1. RNAV 1. 2. GNSS or DME/DME/IRU required. OR 1. RNP1. 3. RADAR required. 2. GNSS. 4. Report RWY in use to APP-2 on first contact. 5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 6. CCO terminated once ATC give heading instructions. 7. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</p>
<p>Apt Elev <b>50</b></p>	

**YIN 1X**  
**RNAV DEPARTURE**  
**(RWY 01)**  
ATC APPROVAL NEEDED  
AVAILABLE 1700-2200  
ONLYL USED FOR CCO



**ROUTING**  
GG418 (K250-) - GG6-1 (6890-) - TAN - YIN.

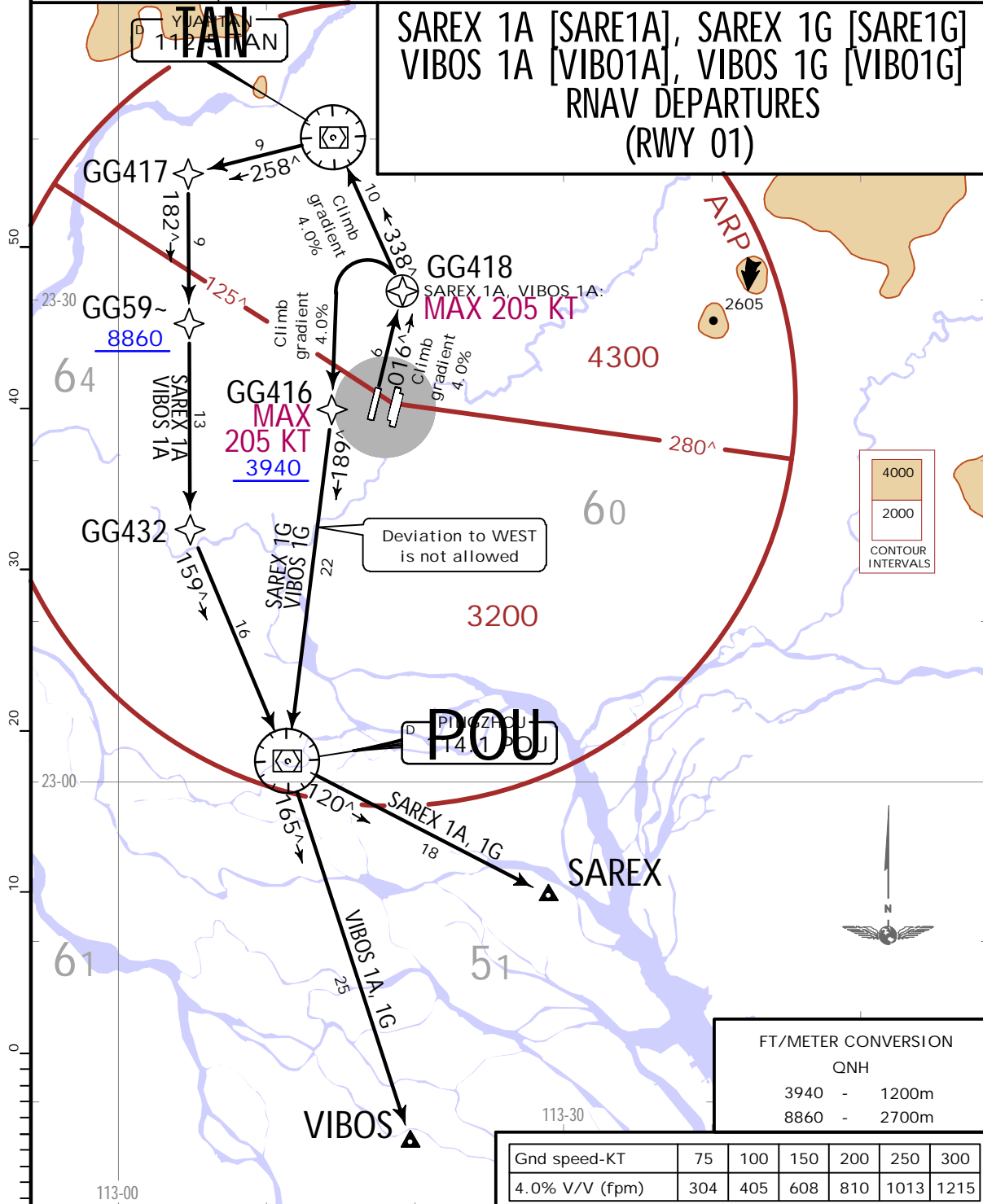


ZGGG/CAN  
BAIYUN

JEPPESSEN  
13 MAY 22 (20-3K) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.SID.

*GUANGZHOU Approach/APP-2 119.7	Trans alt: 8860 1. RNAV 1. 2. GNSS, DME/DME/IRU required. OR 2. GNSS required. 3. RADAR required. 4. Report RWY in use to APP-2 on first contact. 5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 6. Under RADAR control, actual flight altitude instructed by ATC. 7. RIGHT turn after take-off shall be permitted by ATC. 8. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
Apt Elev 50	1. RNP 1. 2. GNSS required.



SID	ROUTING
SAREX 1A	GG418 (K205-) - TAN - GG417 - GG59- (8860+) - GG432 - POU - SAREX.
SAREX 1G	GG418 - GG416 (K205-; 3940+) - POU - SAREX.
VIBOS 1A	GG418 (K205-) - TAN - GG417 - GG59- (8860+) - GG432 - POU - VIBOS.
VIBOS 1G	GG418 - GG416 (K205-; 3940+) - POU - VIBOS.

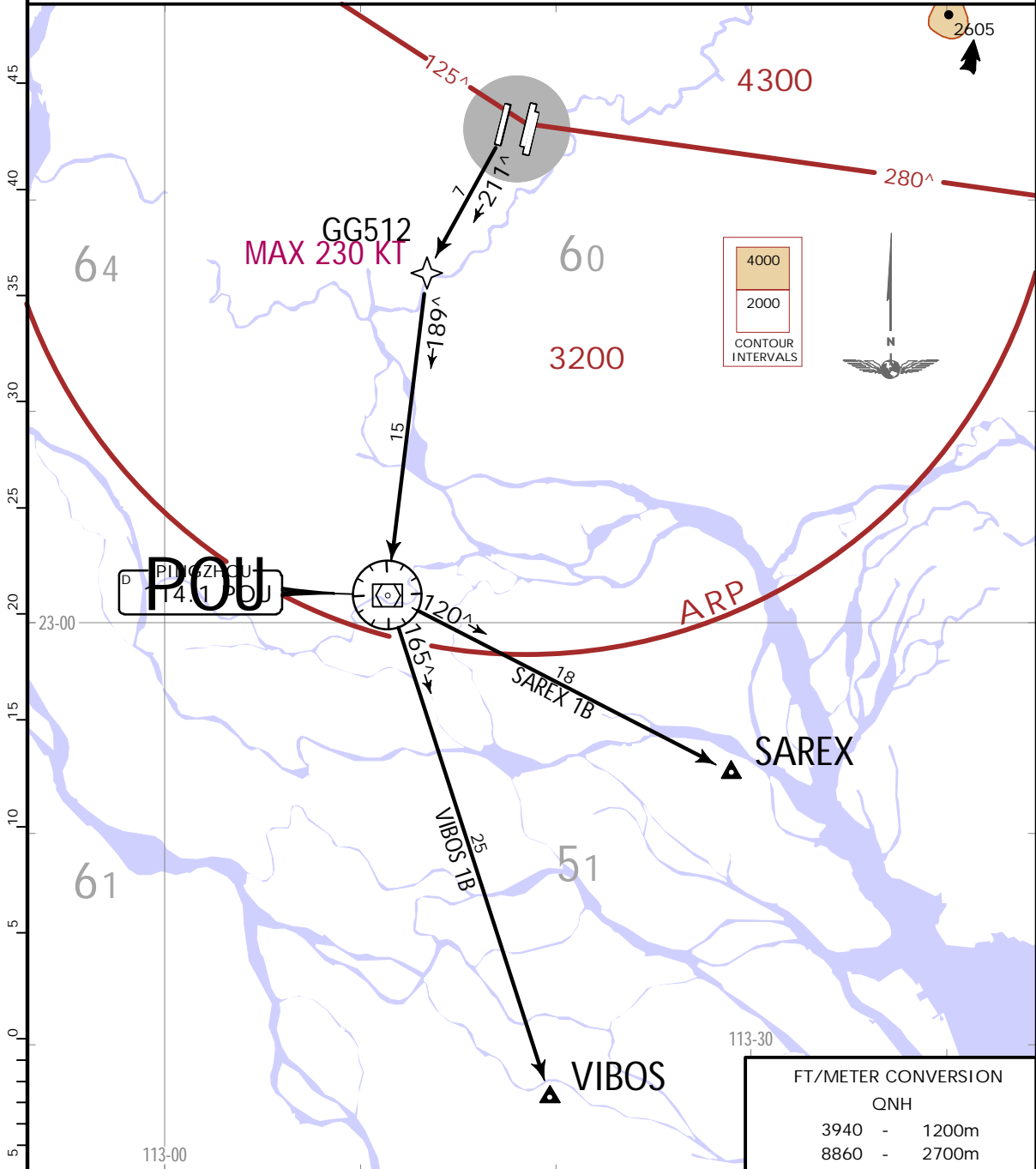
ZGGG/CAN  
BAIYUN

JEPPESSEN  
13 MAY 22 (20-3L) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.SID.

<p>*GUANGZHOU Approach/APP-2 <b>119.7</b></p>	<p>Trans alt: 8860</p> <ol style="list-style-type: none"> <li>1. RNAV 1.</li> <li>2. GNSS, DME/DME/IRU required.</li> <li>3. RADAR required.</li> <li>4. Report RWY in use to APP-2 on first contact.</li> <li>5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.</li> <li>6. Under RADAR control, actual flight altitude instructed by ATC.</li> <li>7. LEFT turn after take-off shall be permitted by ATC.</li> <li>8. No turns before DER.</li> <li>9. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</li> </ol>
<p>Apt Elev <b>50</b></p>	<ol style="list-style-type: none"> <li>1. RNP 1.</li> <li>2. GNSS required.</li> </ol>

### SAREX 1B [SARE1B], VIBOS 1B [VIBO1B] RNAV DEPARTURES (RWY 19)



FT/METER CONVERSION	
QNH	
3940	- 1200m
8860	- 2700m

SID	ROUTING
SAREX 1B	GG512 (K230-) - POU - SAREX.
VIBOS 1B	GG512 (K230-) - POU - VIBOS.

**GUANGZHOU, PR OF CHINA**  
**.RNAV.SID.**

\* GUANGZHOU Approach/APP-2  
**119.7**

Trans alt: 8860  
 1. RNAV 1.  
 2. GNSS, DME/DME/IRU OR 2. GNSS required.  
 3. RADAR required.  
 4. Report RWY in use to APP-2 on first contact.  
 5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.  
 6. Under RADAR control, actual flight altitude instructed by ATC.  
 7. LEFT turn after take-off shall be permitted by ATC.  
 8. No turns before DER.  
 9. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

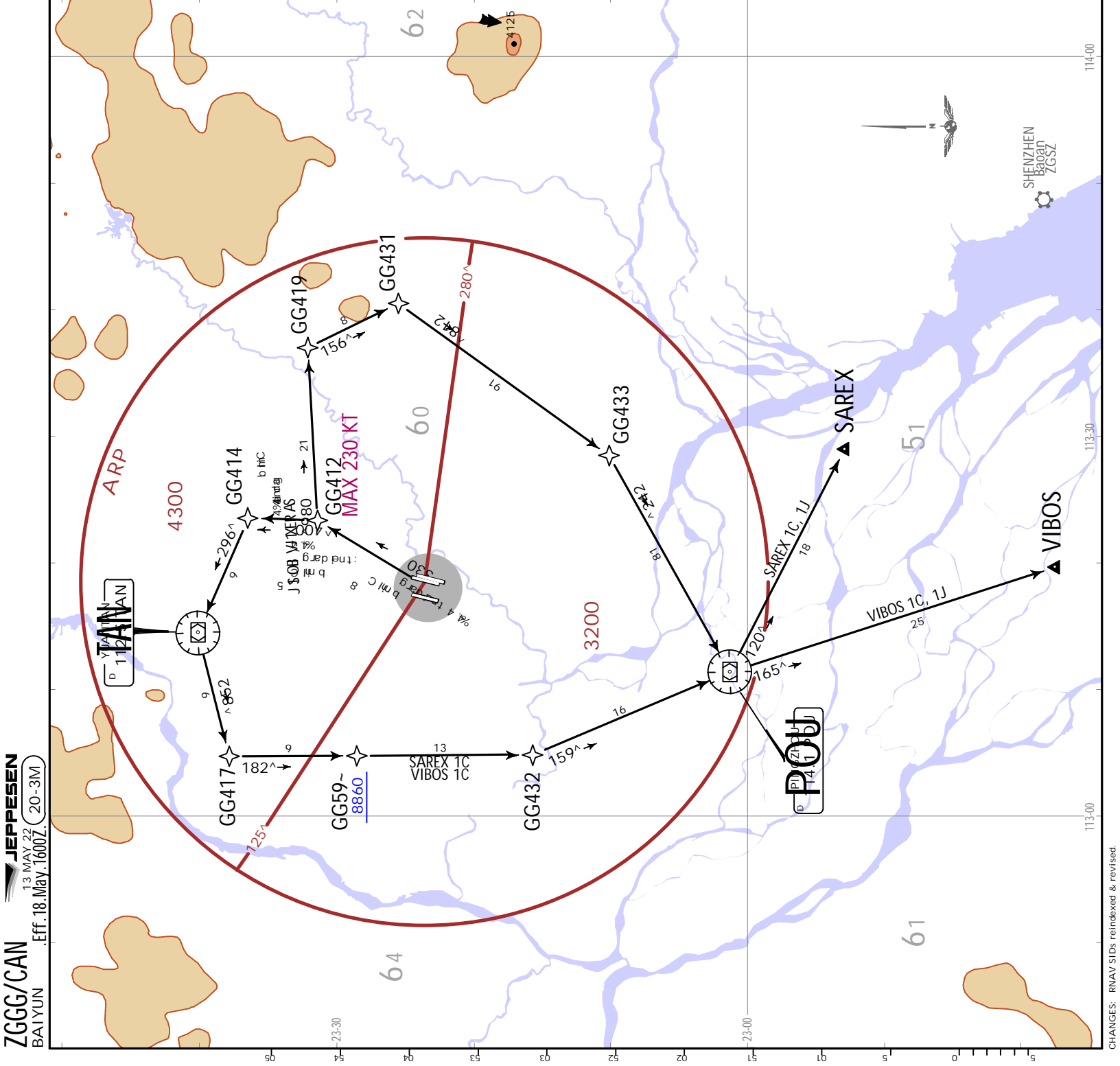
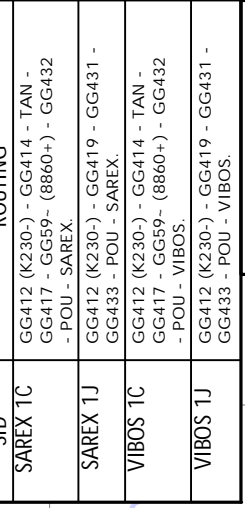
**SAREX 1C [SARE1C]**  
**SAREX 1J [SARE1J]**  
**VIBOS 1C [VIBO1C]**  
**VIBOS 1J [VIBO1J]**  
**RNAV DEPARTURES (RWY 02L)**

Grnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

**ROUTING**

GG412 (K230-) - GG414 - TAN - GG417 - GG59- (8860+) - GG432 - POU - SAREX.  
 GG412 (K230-) - GG419 - GG431 - GG433 - POU - SAREX.  
 GG412 (K230-) - GG414 - TAN - GG417 - GG59- (8860+) - GG432 - POU - VIBOS.  
 GG412 (K230-) - GG419 - GG431 - GG433 - POU - VIBOS.

**FT/METER CONVERSION**  
 QNH  
 3940 - 1200m  
 8860 - 2700m



**ZGGG/CAN**  
 BAIYUN  
 Eff. 18. May. 1600Z. (20-3M)

**JEPESEN**  
 13 MAY 22  
 CHANGES: RNAV SIDs reindexed & revised

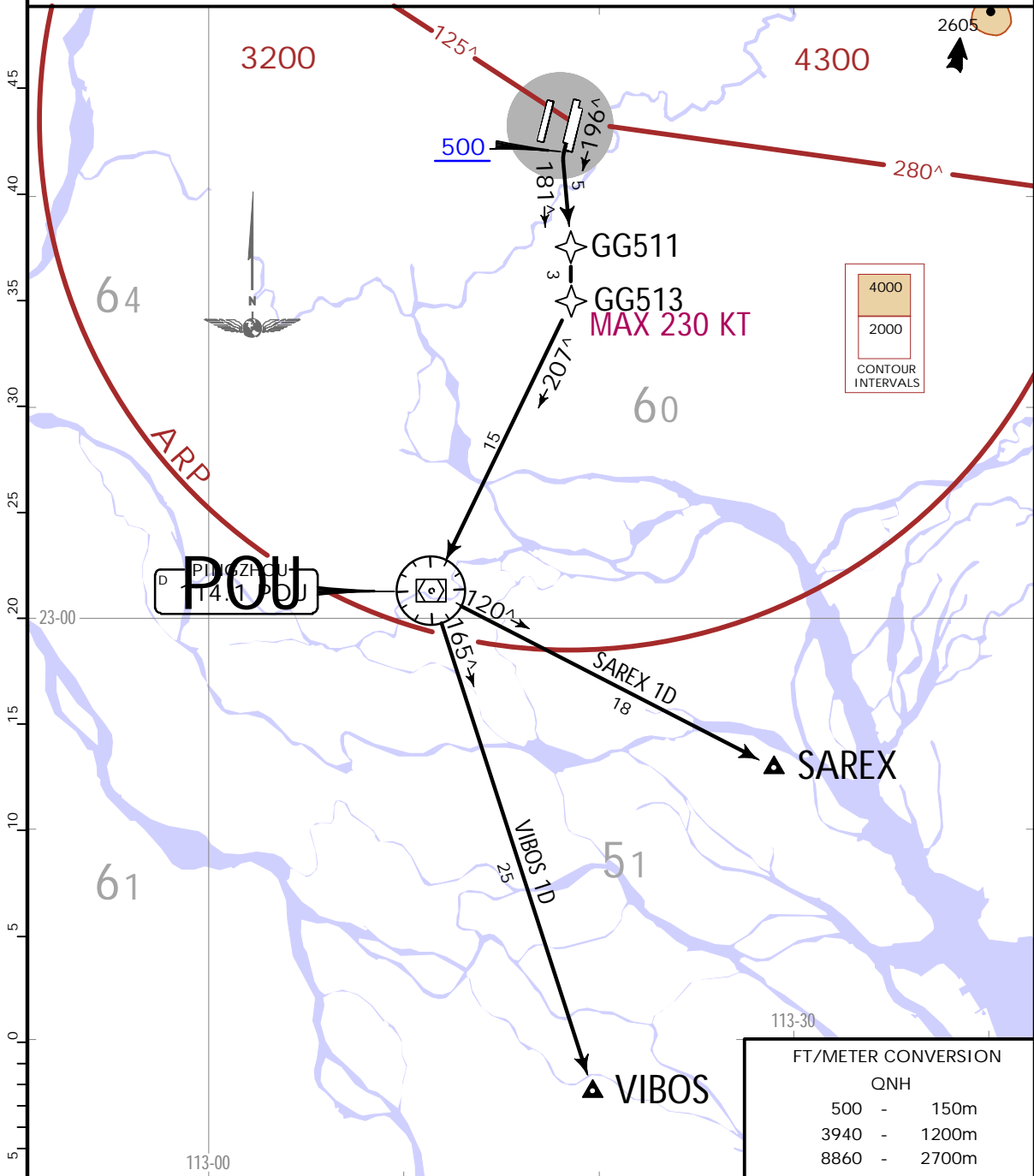
ZGGG/CAN  
BAIYUN

JEPPESSEN 13 MAY 22 (20-3N) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.RNAV.SID.

<p>*GUANGZHOU Approach/APP-2 119.7</p>	<p>Trans alt: 8860</p> <ol style="list-style-type: none"> <li>1. RNAV 1.</li> <li>2. GNSS, DME/DME/IRU required.</li> <li>3. RADAR required.</li> <li>4. Report RWY in use to APP-2 on first contact.</li> <li>5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.</li> <li>6. Under RADAR control, actual flight altitude instructed by ATC.</li> <li>7. RIGHT turn after take-off shall be permitted by ATC.</li> <li>8. No turns before DER and below 500.</li> <li>9. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</li> </ol>
<p>Apt Elev 50</p>	<ol style="list-style-type: none"> <li>1. RNP 1.</li> <li>OR 2. GNSS required.</li> </ol>

SAREX 1D [SARE1D], VIBOS 1D [VIB01D]  
RNAV DEPARTURES  
(RWY 20R)



SID	ROUTING
SAREX 1D	(500+) - GG511 - GG513 (K230-) - POU - SAREX.
VIBOS 1D	(500+) - GG511 - GG513 (K230-) - POU - VIBOS.

CHANGES: Distance to GG511.

JEPPESSEN, 2017, 2022. ALL RIGHTS RESERVED.

**ZGGG/CAN**  
 BAIYUN  
 13 MAY 22  
 Eff. 18. May. 1600Z  
 20-3P

**GUANGZHOU, PR OF CHINA**  
 .RNAV.SID.

\* GUANGZHOU Approach/APP-2  
 119.7  
 Apt Elev  
 50

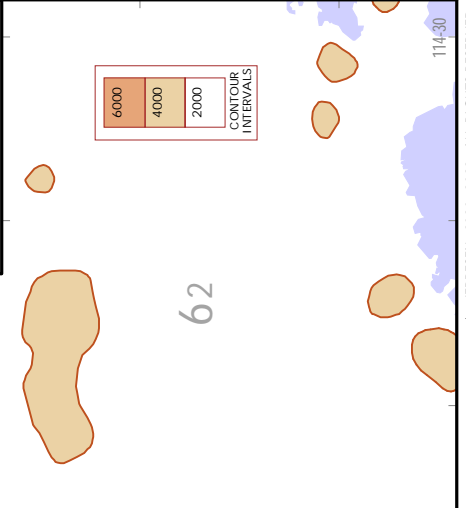
- Trans alt: 8860
1. RNAV 1.
  2. GNSS, DME/DME/IRU OR 2. GNSS required.
  3. RADAR required.
  4. Report RWY in use to APP-2 on first contact.
  5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
  6. Under RADAR control, actual flight altitude instructed by ATC.
  7. LEFT turn after take-off shall be permitted by ATC.
  8. No turns before DER.
  9. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**SAREX 1E [SARE1E]  
 SAREX 1L [SARE1L]  
 VIBOS 1E [VIBO1E]  
 VIBOS 1L [VIBO1L]  
 RNAV DEPARTURES  
 (RWY 02R)**

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

SID	ROUTING
SAREX 1E	GG412 (K230-) - GG414 - TAN - GG417 - GG590 (8860+) - GG432 - POU - SAREX.
SAREX 1L	GG412 (K230-) - GG419 - GG431 - GG433 - POU - SAREX.
VIBOS 1E	GG412 (K230-) - GG414 - TAN - GG417 - GG590 (8860+) - GG432 - POU - VIBOS.
VIBOS 1L	GG412 (K230-) - GG419 - GG431 - GG433 - POU - VIBOS.

FT/METER CONVERSION  
 ONH  
 3940 - 1200m  
 8860 - 2700m



**JEPESEN**  
 13 MAY 22  
 Eff. 18. May. 1600Z  
 20-3P

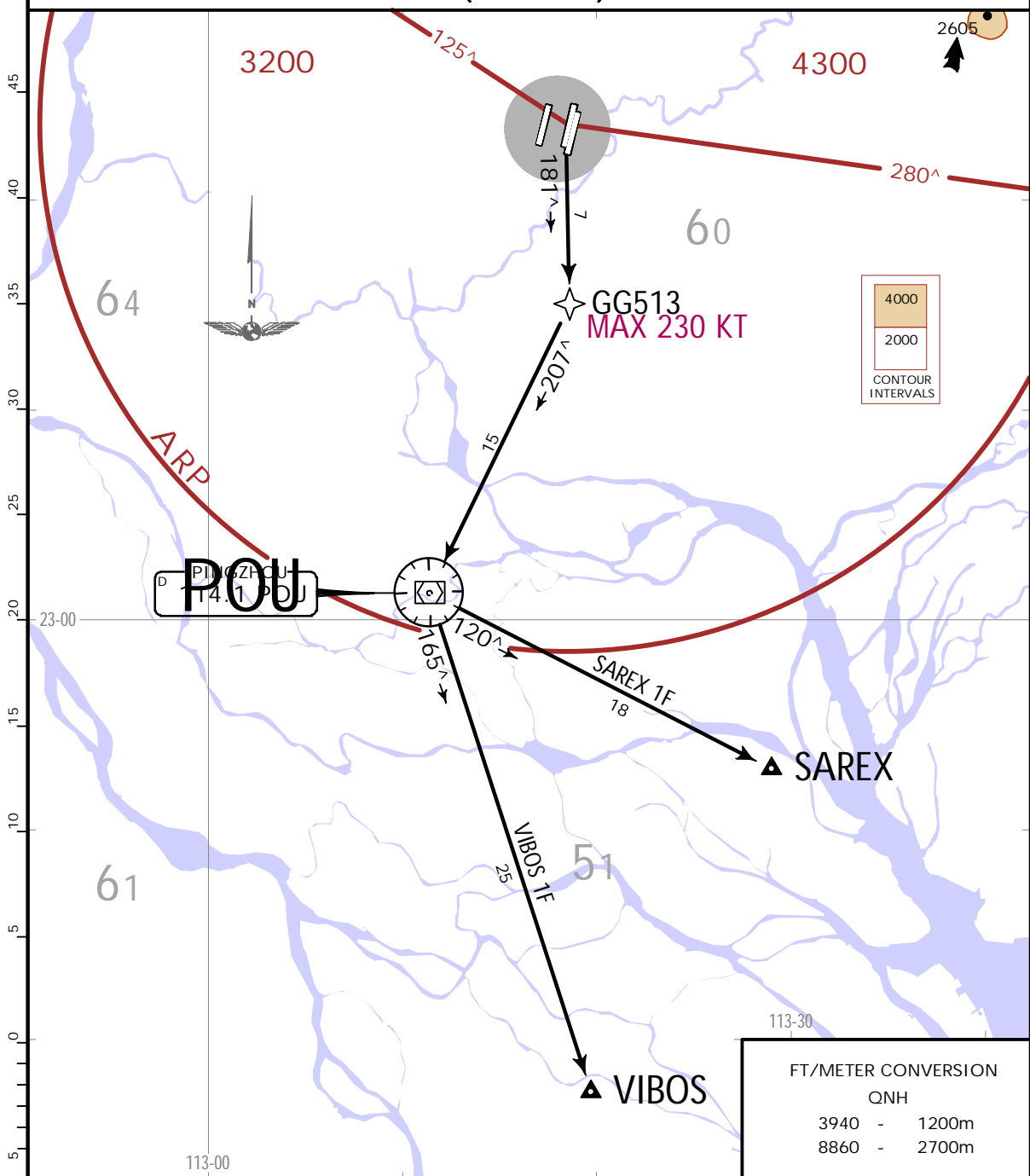


ZGGG/CAN  
BAIYUN

**JEPPESSEN** GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-30) .Eff.18.May.1600Z. .RNAV.SID.

<p>*GUANGZHOU Approach/APP-2 119.7</p>	<p>Trans alt: 8860</p> <p>1. RNAV 1. 2. GNSS, DME/DME/IRU required. 3. RADAR required. 4. Report RWY in use to APP-2 on first contact. 5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 6. Under RADAR control, actual flight altitude instructed by ATC. 7. RIGHT turn after take-off shall be permitted by ATC. 8. No turns before DER. 9. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</p>
<p>Apt Elev 50</p>	<p>1. RNP 1. OR 2. GNSS required.</p>

**SAREX 1F [SARE1F], VIBOS 1F [VIBO1F]  
RNAV DEPARTURES  
(RWY 20L)**



SID	ROUTING
SAREX 1F	GG513 (K230-) - POU - SAREX.
VIBOS 1F	GG513 (K230-) - POU - VIBOS.

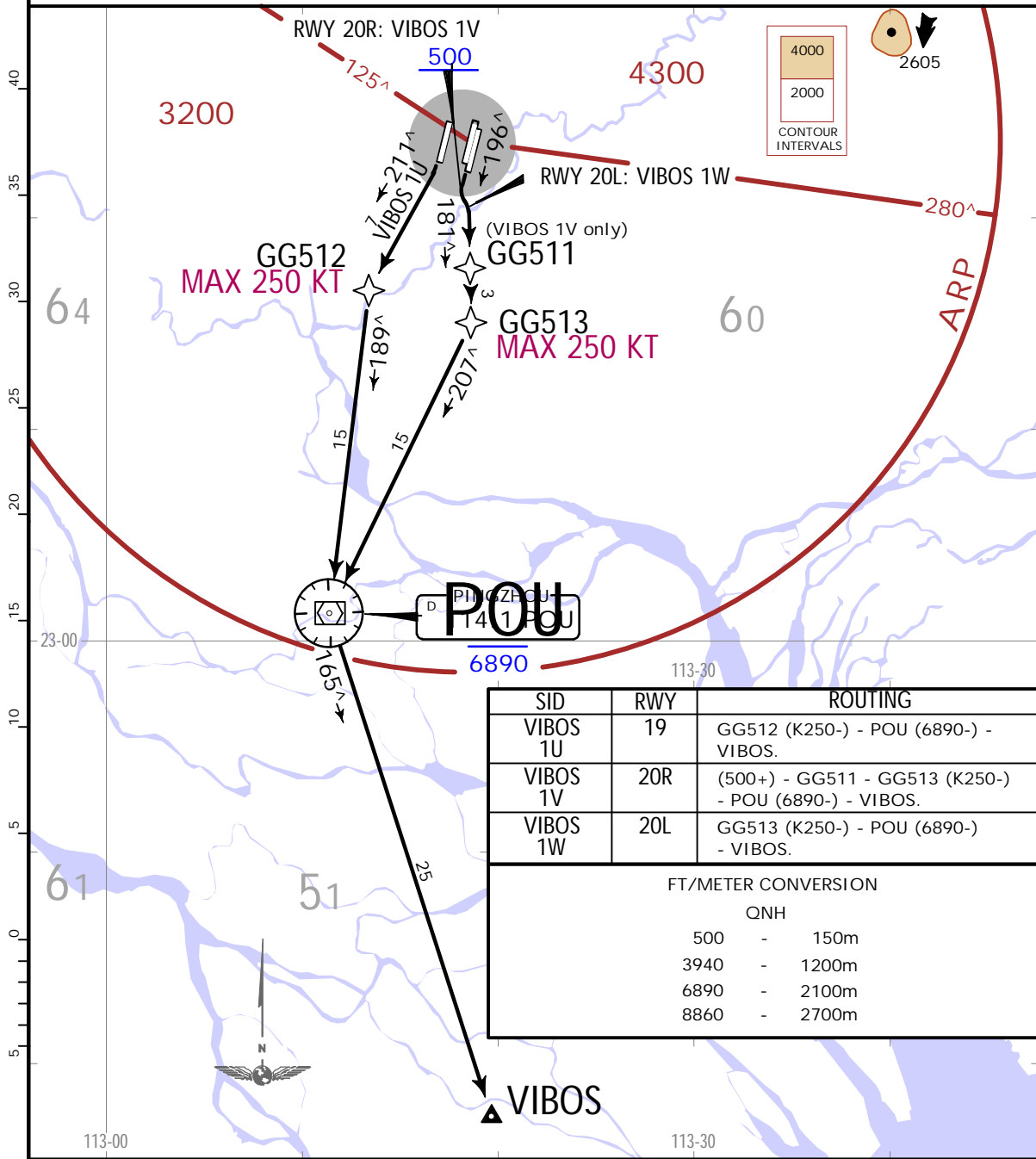
ZGGG/CAN  
BAIYUN

JEPPESSEN  
20 MAY 22 (20-3Q1)

GUANGZHOU, PR OF CHINA  
.RNAV.SID.

*GUANGZHOU Approach/APP-2 <b>119.7</b>	Trans alt: 8860 1. RNAV 1. 2. GNSS or DME/DME/IRU required. OR 1. RNP 1. 3. RADAR required. OR 2. GNSS. 4. Report RWY in use to APP-2 on first contact. 5. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 6. CCO terminates once ATC give heading instructions. 7. RWYs 19, 20L: no turns before DER. 8. RWY 20R: no turn before DER and before reaching 500. 9. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
Apt Elev <b>50</b>	

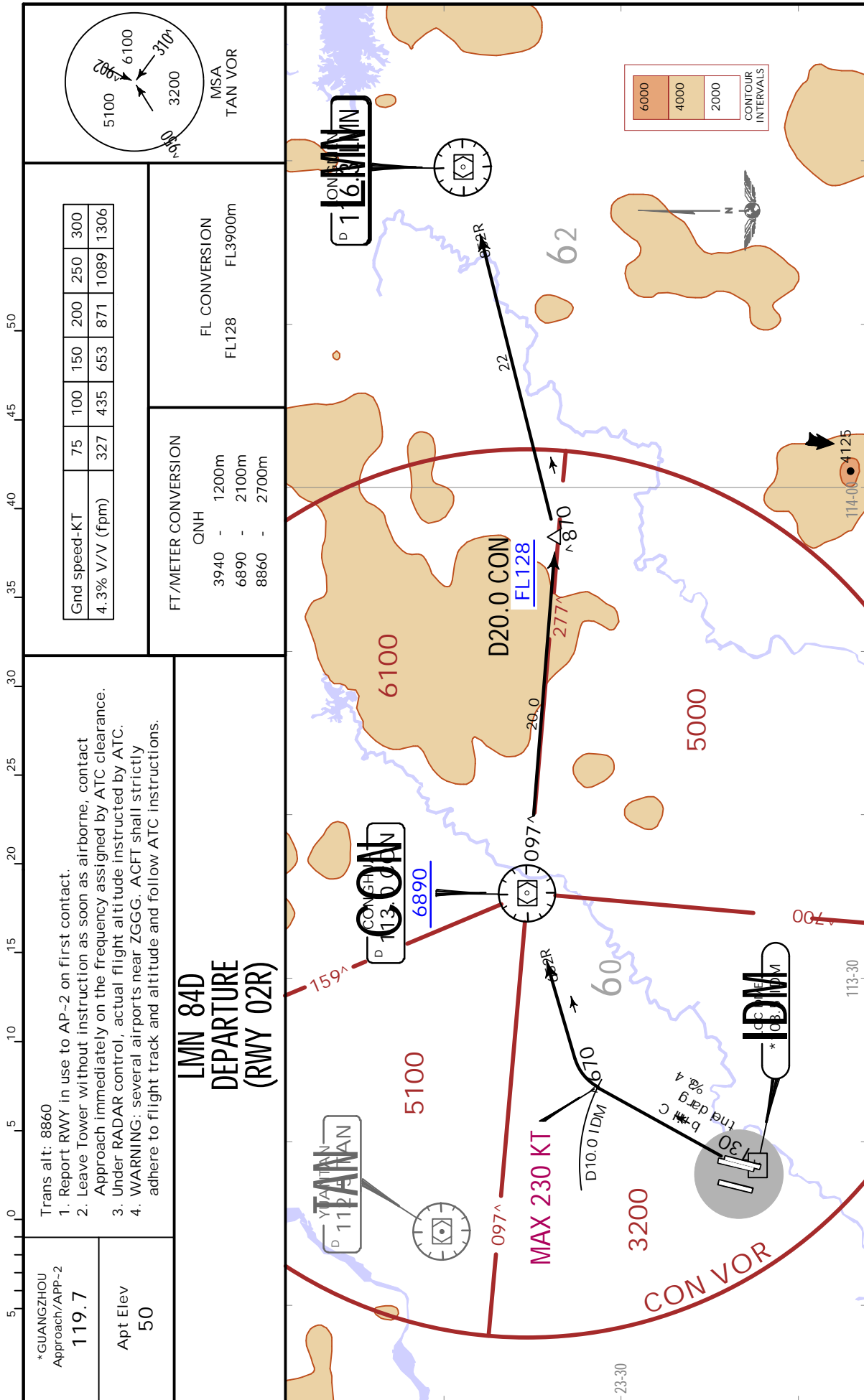
**VIBOS 1U [VIB01U], VIBOS 1V [VIB01V], VIBOS 1W [VIB01W]**  
**RNAV DEPARTURES**  
**(RWYS 19, 20L/R)**  
**ATC APPROVAL NEEDED**  
**AVAILABLE 1700-2200**  
**ONLY USED FOR CCO**





ZGGG/CAN  
BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA  
20 MAY 22 20-3T .SID.



Trans alt: 8860  
 1. Report RWY in use to AP-2 on first contact.  
 2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.  
 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.

**LMN 84D  
DEPARTURE  
(RWY 02R)**

\*GUANGZHOU  
Approach/APP-2  
**119.7**

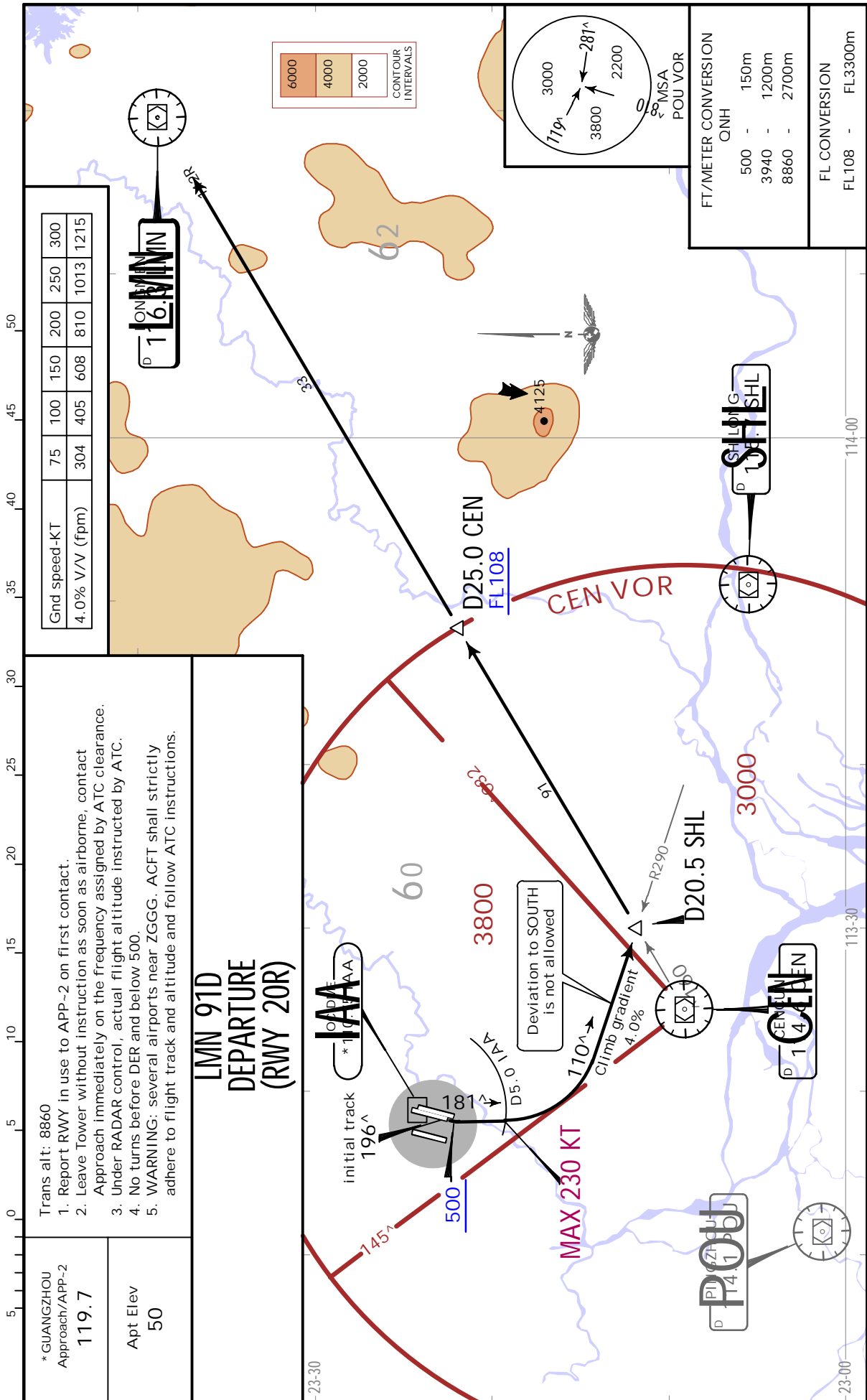
Apt Elev  
**50**



ZGGG/CAN  
BAIYUN

13 MAY 22 (20-3V) .Eff.18.May.1600Z.

GUANGZHOU, PR OF CHINA  
.SID.



Trans alt: 8860

1. Report RWY in use to APP-2 on first contact.
2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. No turns before DER and below 500.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

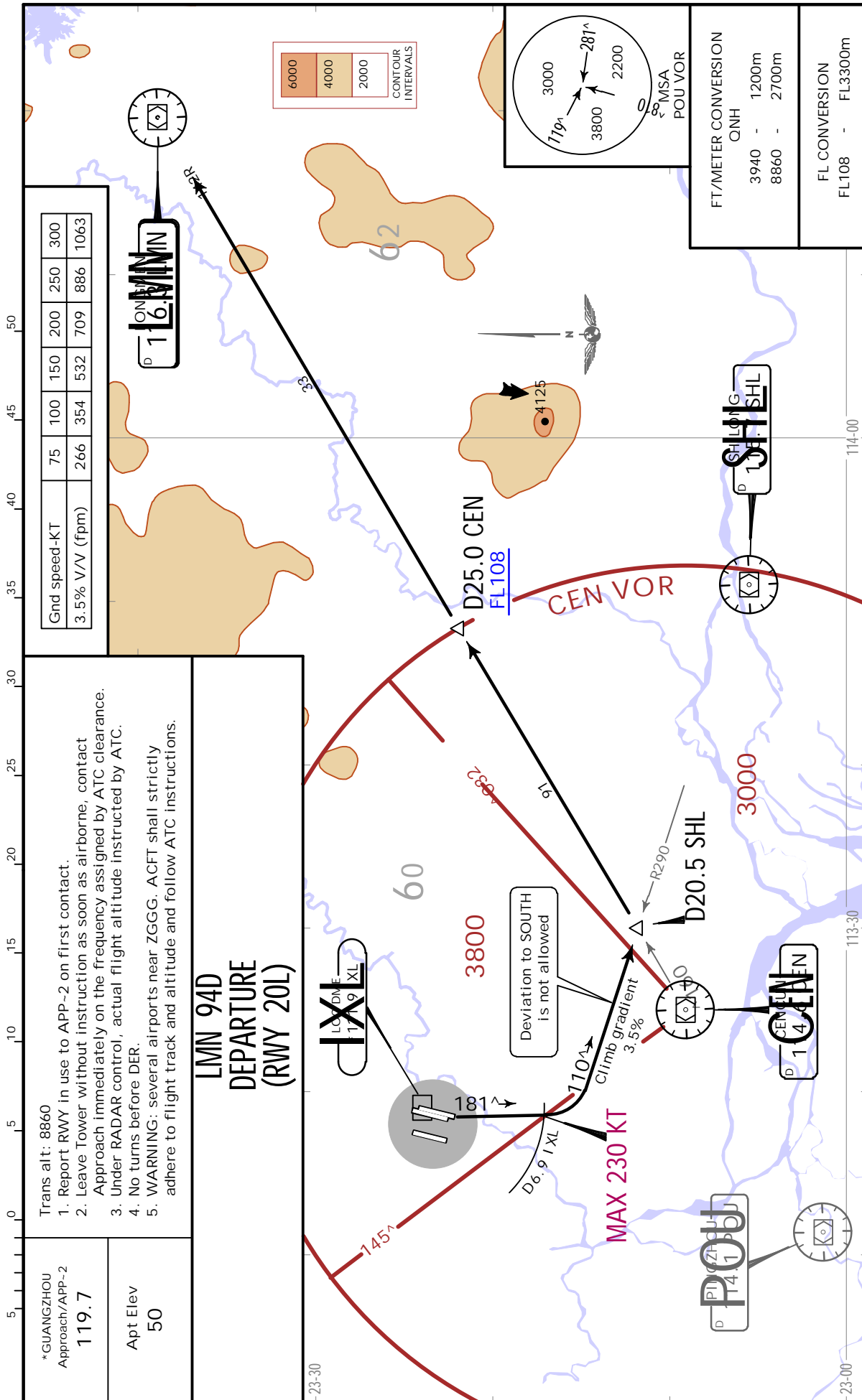
**LMN 91D  
DEPARTURE  
(RWY 20R)**

\* GUANGZHOU  
Approach/APP-2  
**119.7**

Apt Elev  
**50**

ZGGG/CAN  
BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-3V1) .Eff.18.May.1600Z. .SID.



Trans alt: 8860

1. Report RWY in use to APP-2 on first contact.
2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
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.

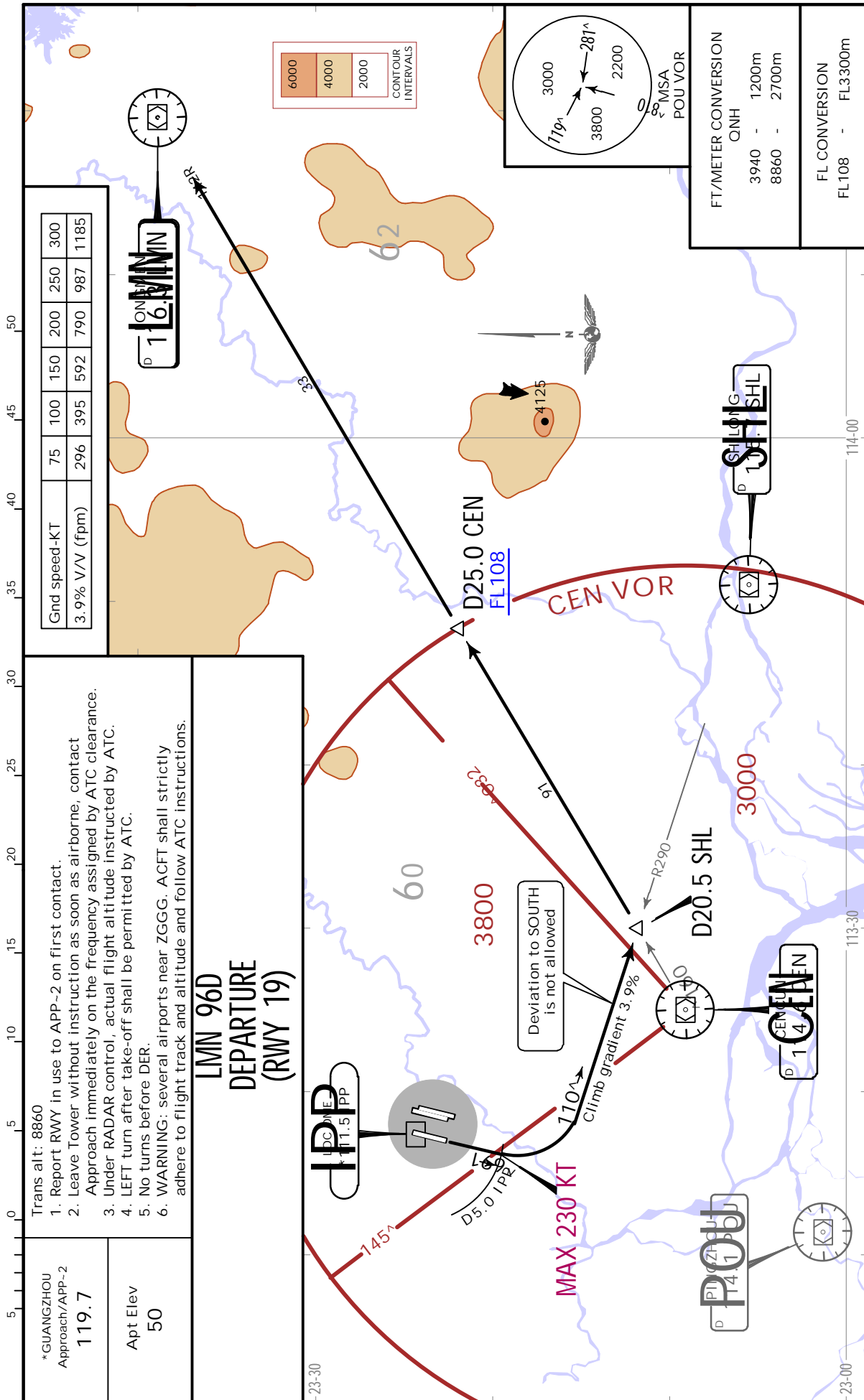
**LMN 94D  
DEPARTURE  
(RWY 20L)**

\*GUANGZHOU  
Approach/APP-2  
**119.7**

Apt Elev  
**50**

ZGGG/CAN  
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-3V2) .Eff.18.May.1600Z. .SID.





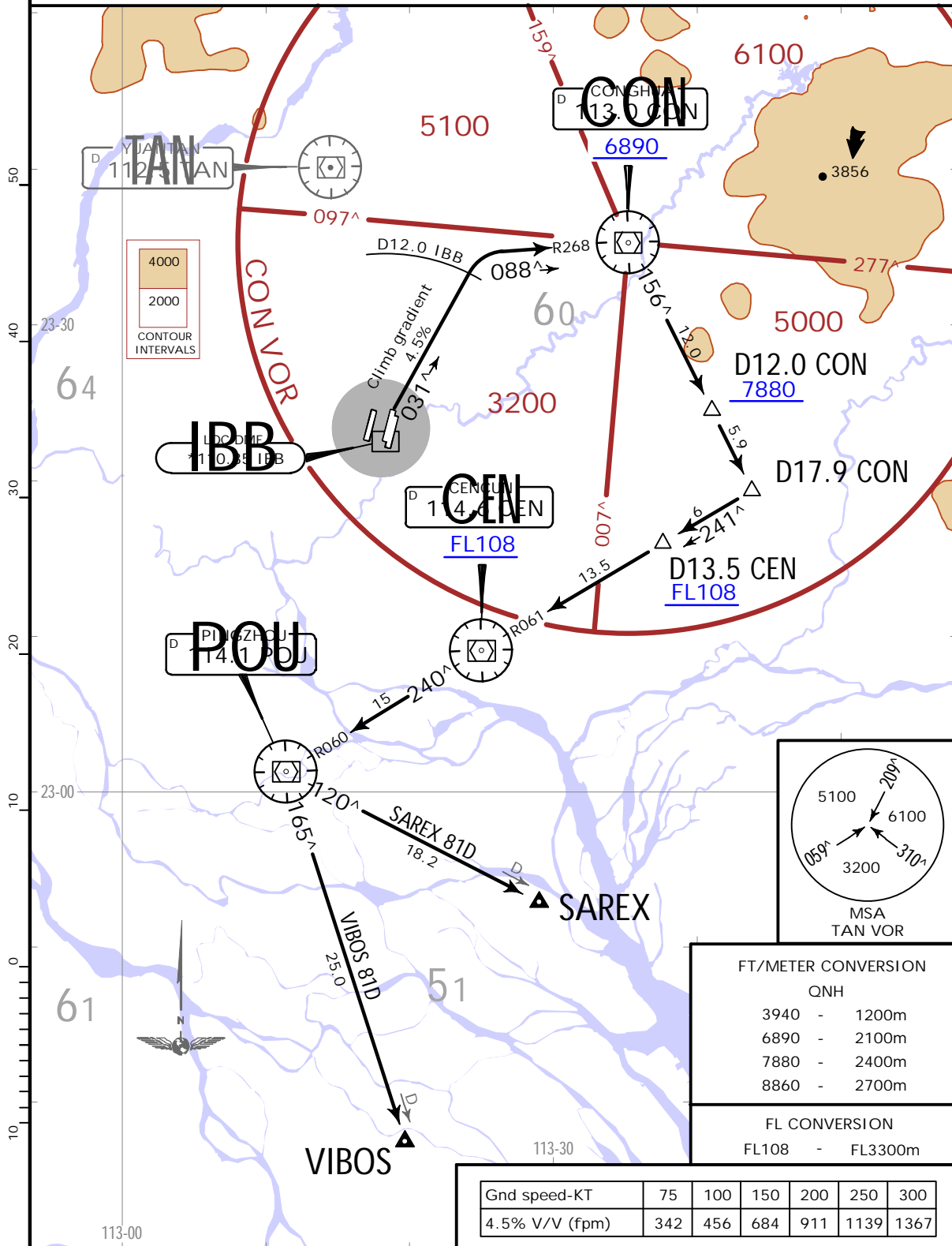
ZGGG/CAN  
BAIYUN

JEPPESSEN  
20 MAY 22 (20-3V3)

GUANGZHOU, PR OF CHINA  
.SID.

*GUANGZHOU Approach/APP-2 <b>119.7</b>	Trans alt: 8860 1. Report RWY in use to AP-2 on first contact. 2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 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.
Apt Elev <b>50</b>	

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



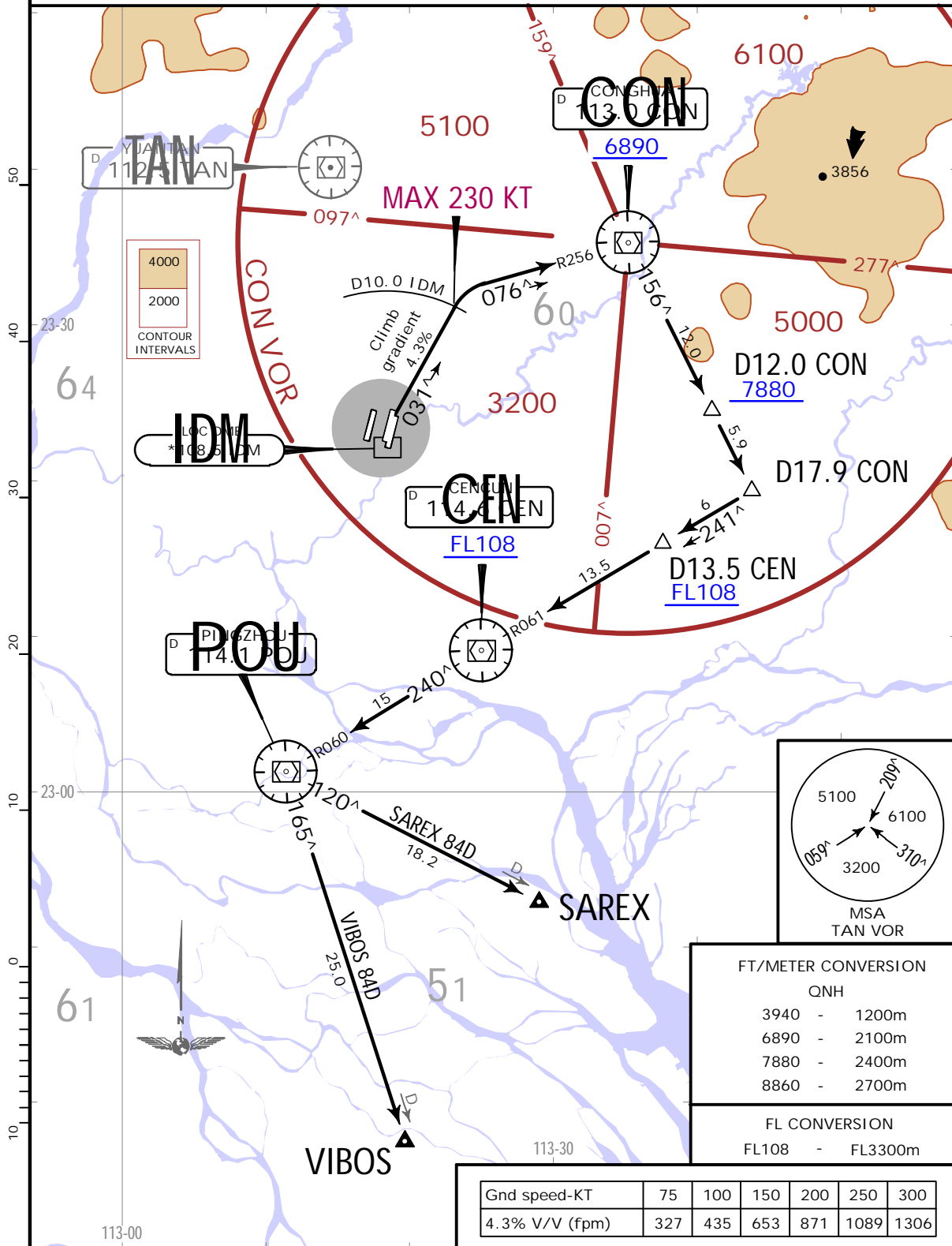
ZGGG/CAN  
BAIYUN

JEPPESSEN  
20 MAY 22 (20-3V4)

GUANGZHOU, PR OF CHINA  
.SID.

*GUANGZHOU Approach/APP-2 <b>119.7</b>	Trans alt: 8860 1. Report RWY in use to AP-2 on first contact. 2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 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.
Apt Elev 50	

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



4000  
2000  
CONTOUR  
INTERVALS

5100  
6100  
3200  
MSA  
TAN VOR

FT/METER CONVERSION  
QNH

3940	-	1200m
6890	-	2100m
7880	-	2400m
8860	-	2700m

FL CONVERSION

FL108	-	FL3300m
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Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

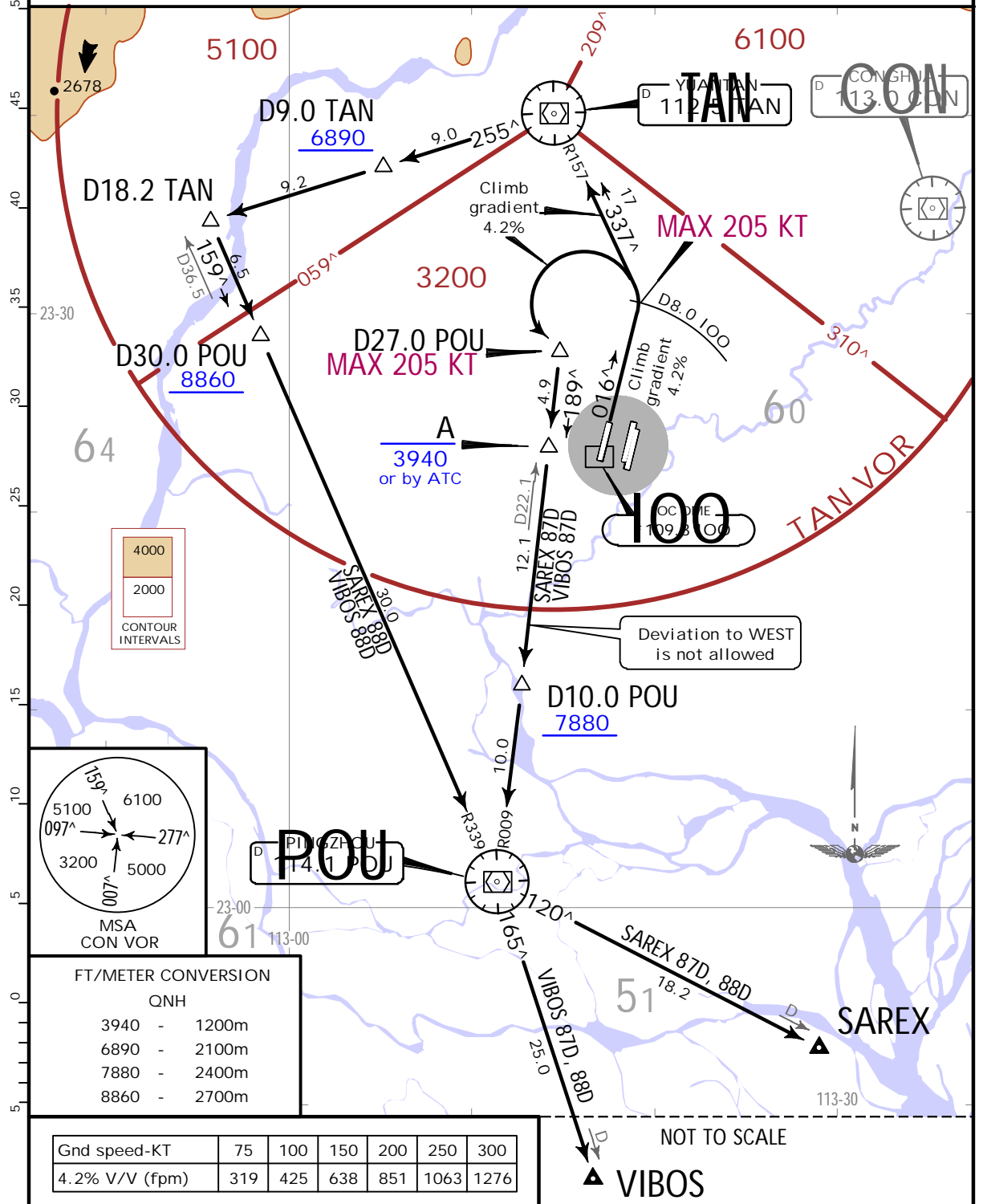
ZGGG/CAN  
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA  
23 DEC 22 (20-3W) .Eff.28.Dec.1600Z. .SID.

*GUANGZHOU Approach/APP-2 <b>119.7</b>	Trans alt: 8860 1. Report RWY in use to AP-2 on first contact. 2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 3. Under RADAR control, actual flight altitude instructed by ATC. 4. RIGHT turn after take-off shall be permitted by ATC. 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
Apt Elev <b>50</b>	

SAREX 87D [SAR87D]      SAREX 88D [SAR88D]  
 VIBOS 87D [VIB87D]      VIBOS 88D [VIB88D]  
 BY ATC

**DEPARTURES (RWY 01)**



FT/METER CONVERSION

QNH	
3940	- 1200m
6890	- 2100m
7880	- 2400m
8860	- 2700m

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

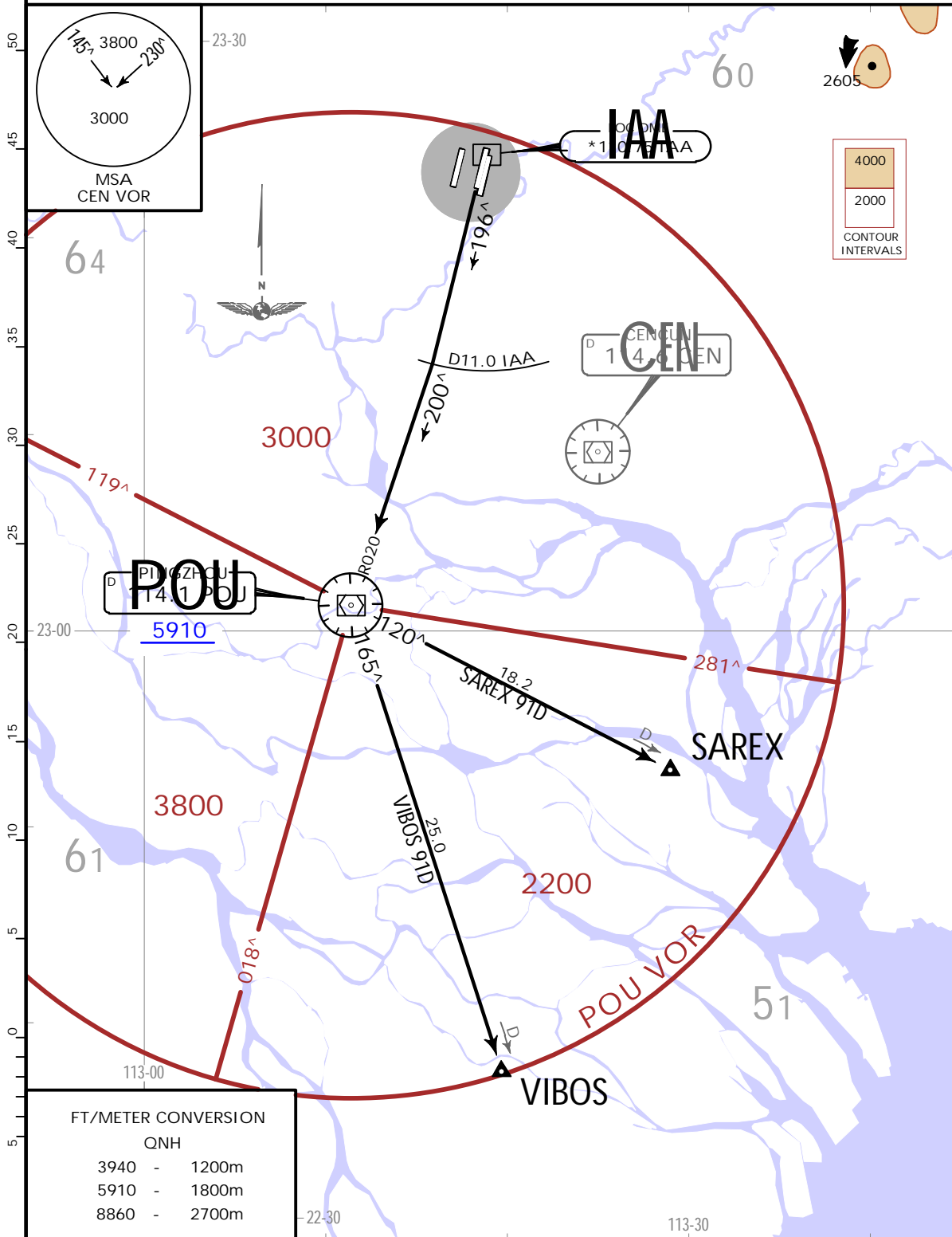
ZGGG/CAN  
BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA  
23 DEC 22 (20-3X) .Eff.28.Dec.1600Z.

.SID.

<p>*GUANGZHOU Approach/APP-2 119.7</p>	<p>Trans alt: 8860 1. Report RWY in use to AP-2 on first contact. 2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 3. Under RADAR control, actual flight altitude instructed by ATC. 4. RIGHT turn after take-off shall be permitted by ATC. 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.</p>
<p>Apt Elev 50</p>	

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



FT/METER CONVERSION

QNH	
3940	- 1200m
5910	- 1800m
8860	- 2700m

ZGGG/CAN  
BAIYUN

JEPPESSEN  
20 MAY 22 (20-3X1)

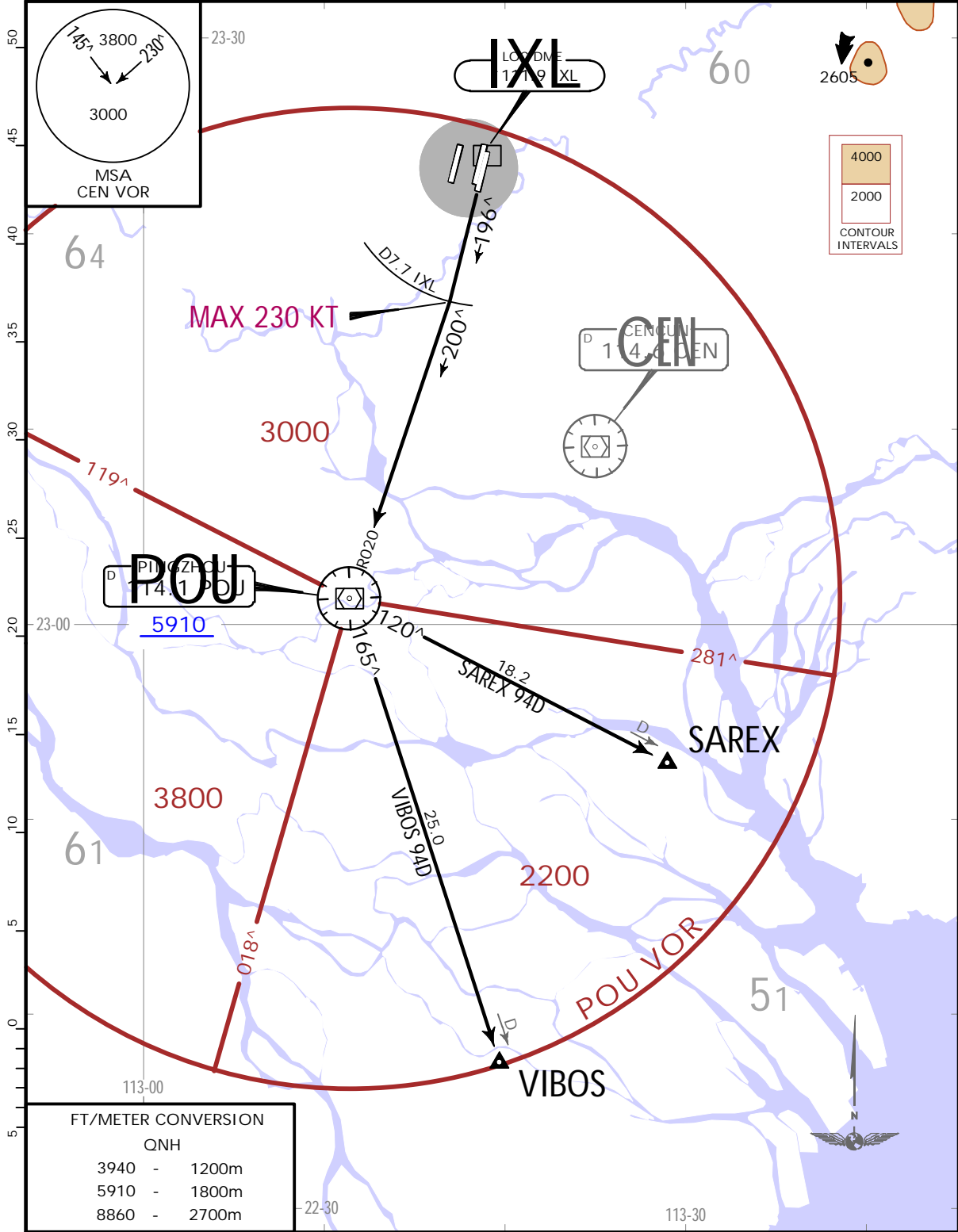
GUANGZHOU, PR OF CHINA  
.SID.

\*GUANGZHOU  
Approach/APP-2  
119.7

Apt Elev  
50

- Trans alt: 8860
1. Report RWY in use to AP-2 on first contact.
  2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
  3. Under RADAR control, actual flight altitude instructed by ATC.
  4. RIGHT turn after take-off shall be permitted by ATC.
  5. No turns before DER.
  6. 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: Communications.

JEPPESSEN, 2017, 2022. ALL RIGHTS RESERVED.

ZGGG/CAN  
BAIYUN

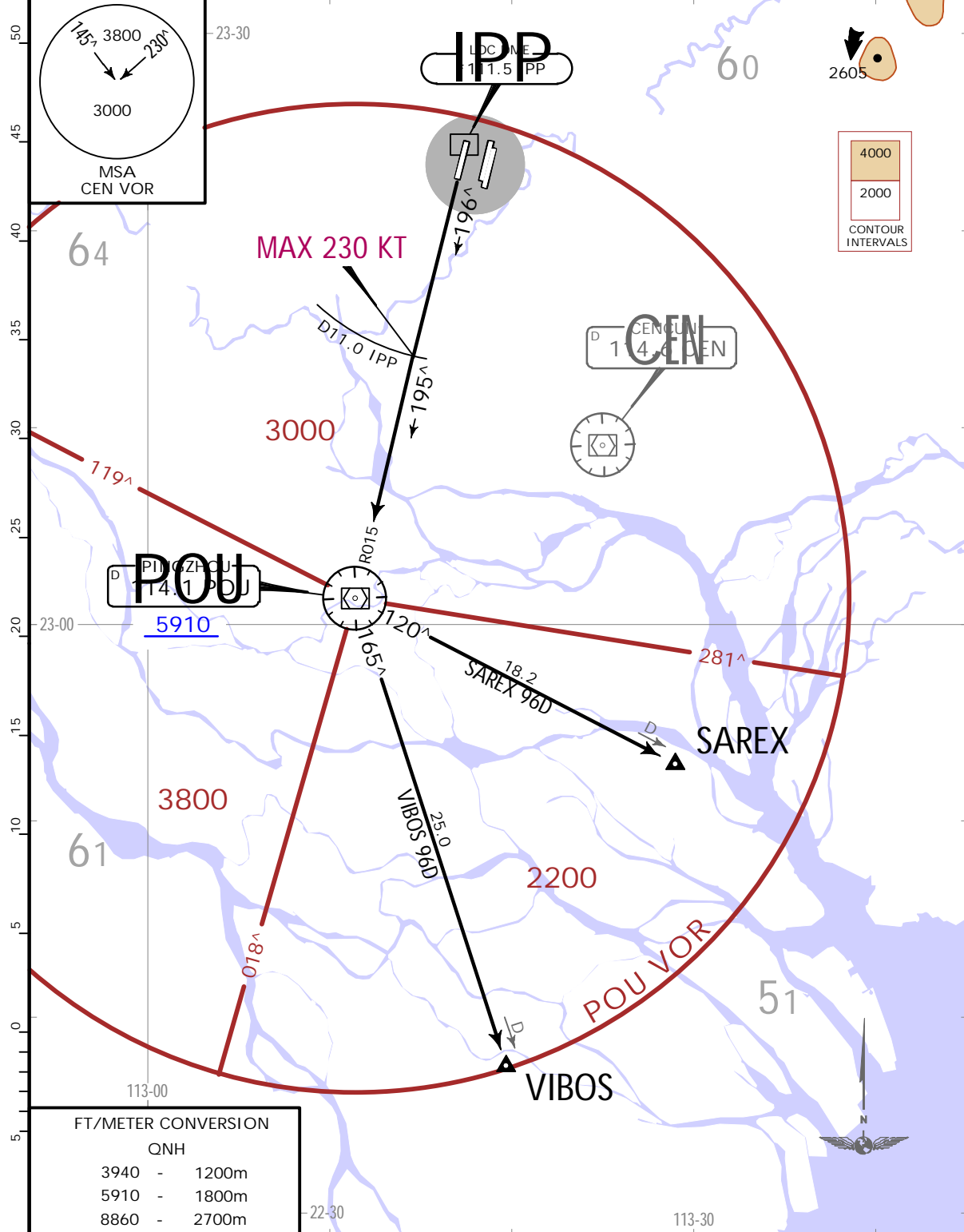
JEPPESSEN  
20 MAY 22 (20-3X2)

GUANGZHOU, PR OF CHINA  
.SID.

*GUANGZHOU Approach/APP-2 119.7
Apt Elev 50

- Trans alt: 8860
1. Report RWY in use to AP-2 on first contact.
  2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
  3. Under RADAR control, actual flight altitude instructed by ATC.
  4. LEFT turn after take-off shall be permitted by ATC.
  5. No turns before DER.
  6. 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)



FT/METER CONVERSION	
QNH	
3940	- 1200m
5910	- 1800m
8860	- 2700m

CHANGES: Communications.

JEPPESSEN, 2017, 2022. ALL RIGHTS RESERVED.

ZGGG/CAN  
BAIYUN

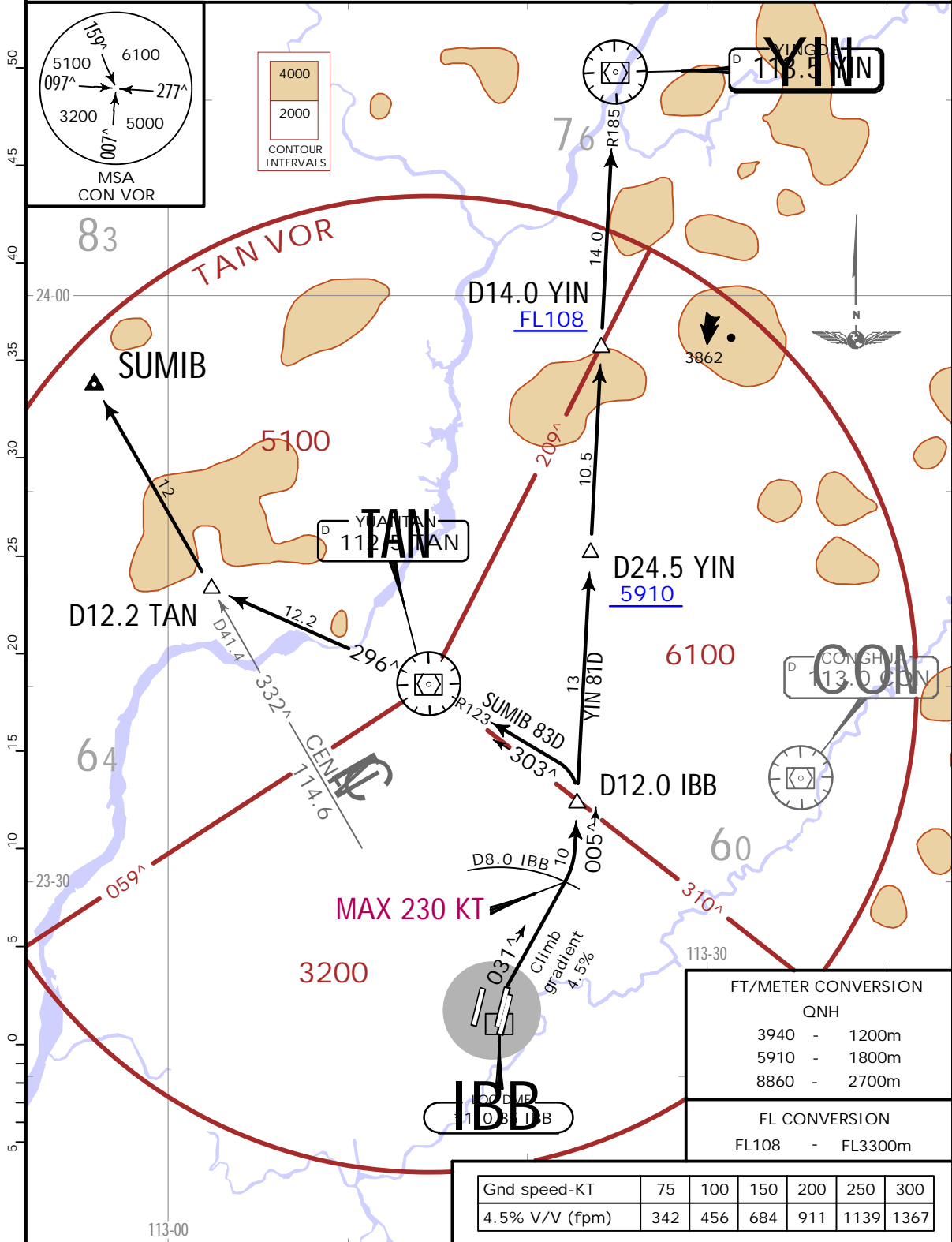
**JEPPESSEN** GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-3X3) .Eff.18.May.1600Z. .SID.

\*GUANGZHOU  
Approach/APP-2  
**119.7**

Apt Elev  
**50**

- Trans alt: 8860
1. Report RWY in use to APP-2 on first contact.
  2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
  3. Under RADAR control, actual flight altitude instructed by ATC.
  4. LEFT turn after take-off shall be permitted by ATC.
  5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**SUMIB 83D [SUM83D], YIN 81D [YIN81D]  
DEPARTURES  
(RWY 02L)**



ZGGG/CAN  
BAIYUN

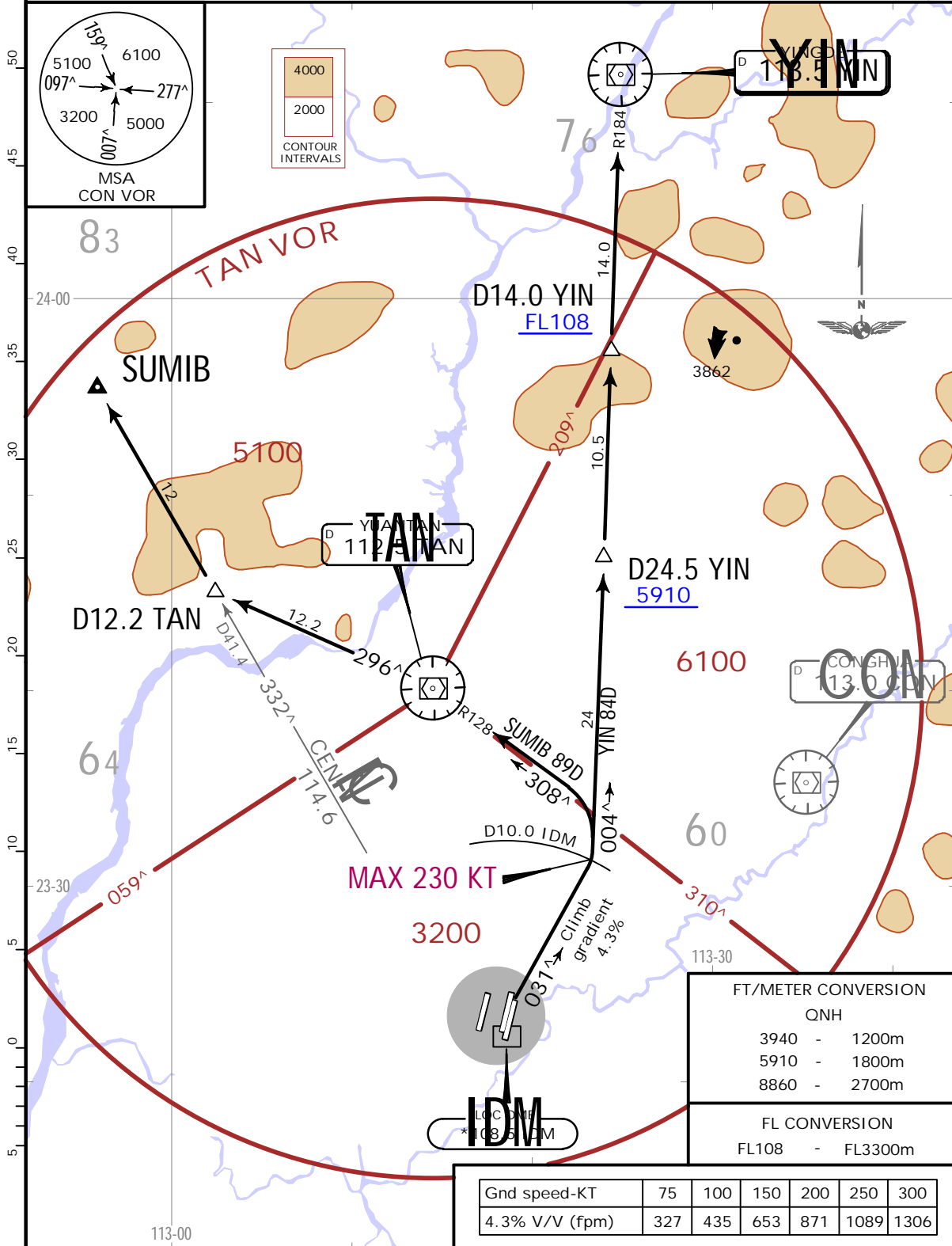
**JEPPesen** GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-3X4) .Eff.18.May.1600Z. .SID.

\*GUANGZHOU  
Approach/APP-2  
**119.7**

Apt Elev  
**50**

- Trans alt: 8860
1. Report RWY in use to APP-2 on first contact.
  2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance.
  3. Under RADAR control, actual flight altitude instructed by ATC.
  4. LEFT turn after take-off shall be permitted by ATC.
  5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

**SUMIB 89D [SUM89D], YIN 84D [YIN84D]  
DEPARTURES  
(RWY 02R)**



CHANGES: SID SUMIB 89D established.

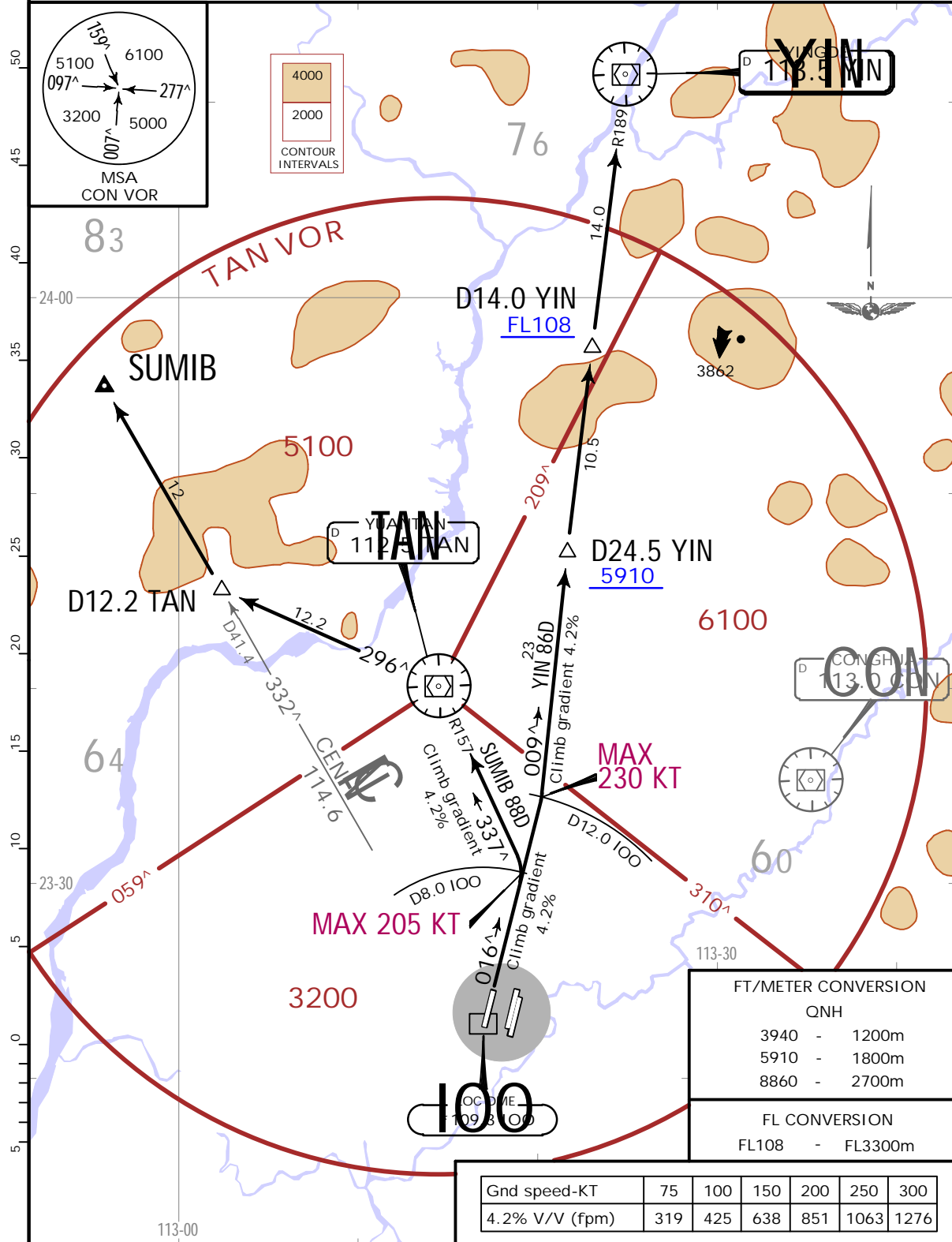


ZGGG/CAN  
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-3X5) .Eff.18.May.1600Z. .SID.

*GUANGZHOU Approach/APP-2 <b>119.7</b>	Trans alt: 8860 1. Report RWY in use to APP-2 on first contact. 2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 3. Under RADAR control, actual flight altitude instructed by ATC. 4. RIGHT turn after take-off shall be permitted by ATC. 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
Apt Elev 50	

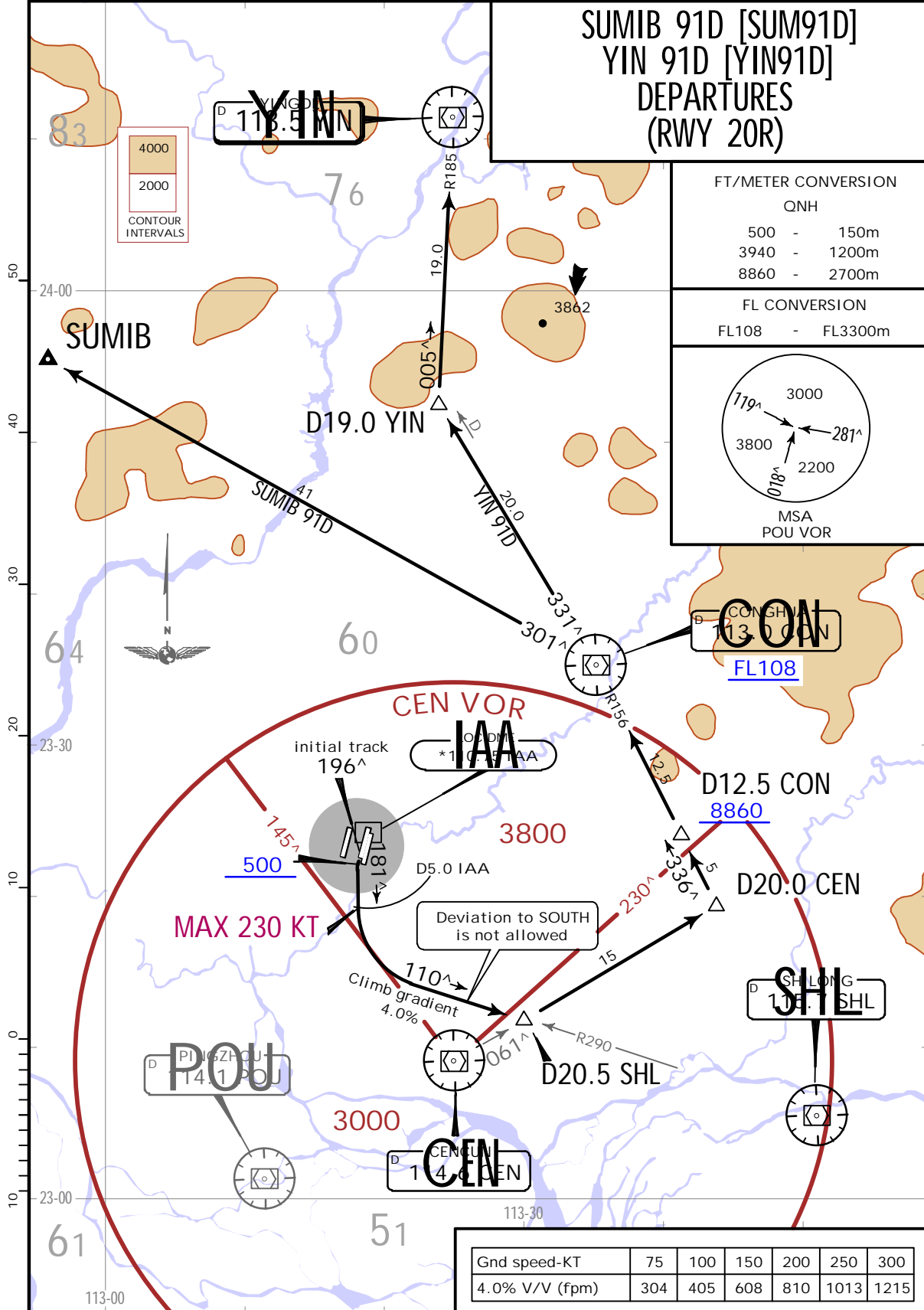
**SUMIB 88D [SUM88D], YIN 86D [YIN86D]  
DEPARTURES  
(RWY 01)**



ZGGG/CAN  
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-3X6) .Eff.18.May.1600Z. .SID.

*GUANGZHOU Approach/APP-2 119.7	Trans alt: 8860 1. Report RWY in use to APP-2 on first contact. 2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 3. Under RADAR control, actual flight altitude instructed by ATC. 4. No turns before DER and below 500. 5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
Apt Elev 50	



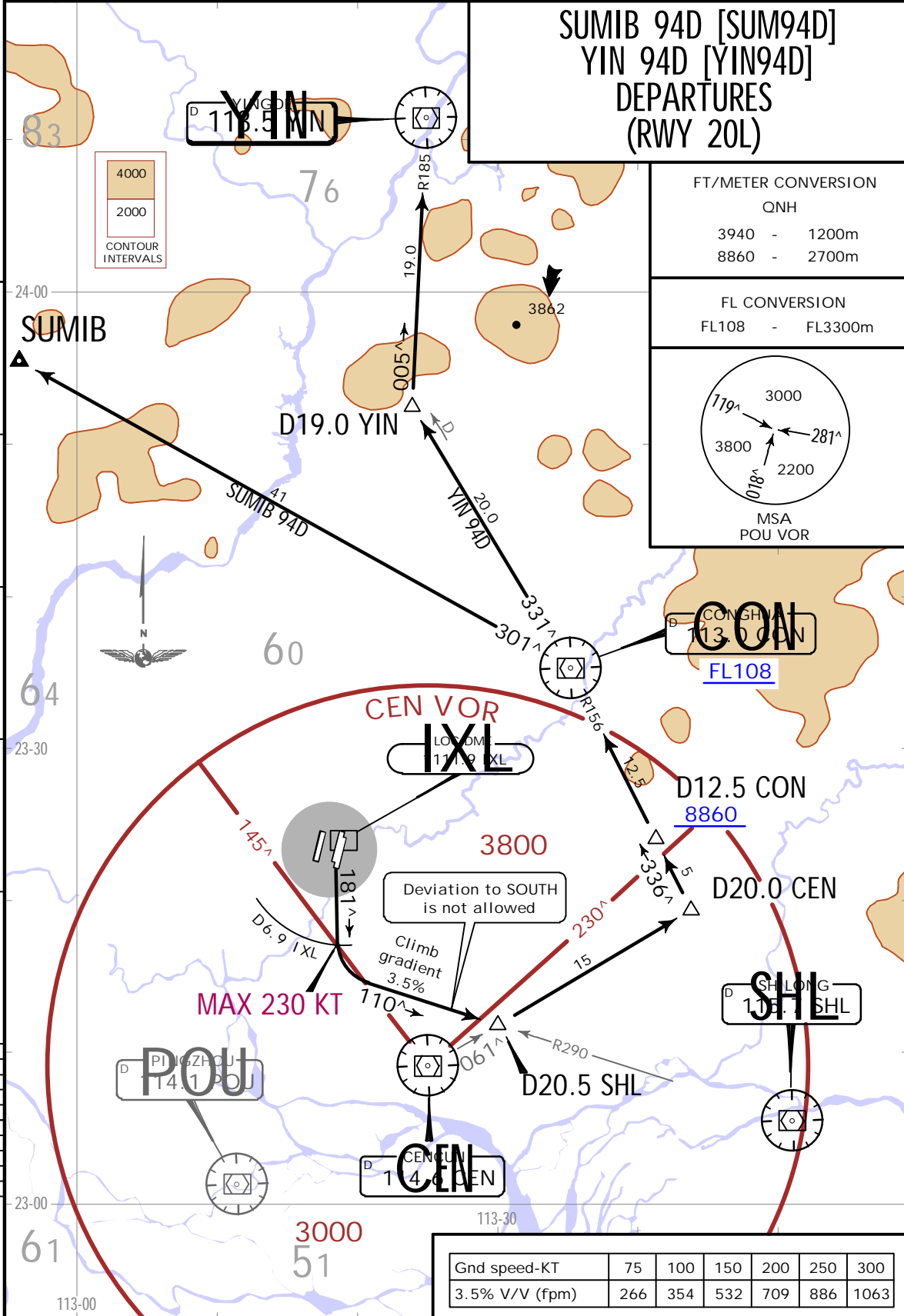
CHANGES: SID SUMIB 91D established.

JEPPESEN, 2017, 2022. ALL RIGHTS RESERVED.

ZGGG/CAN  
BAIYUN

**JEPPESSEN** GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-3X7) .Eff.18.May.1600Z. .SID.

*GUANGZHOU Approach/APP-2 <b>119.7</b>	Trans alt: 8860 1. Report RWY in use to APP-2 on first contact. 2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 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.
Apt Elev <b>50</b>	



ZGGG/CAN  
BAIYUN

**JEPPESSEN** GUANGZHOU, PR OF CHINA  
13 MAY 22 (20-3X8) .Eff.18.May.1600Z. .SID.

*GUANGZHOU Approach/APP-2 <b>119.7</b>	Trans alt: 8860 1. Report RWY in use to APP-2 on first contact. 2. Leave Tower without instruction as soon as airborne, contact Approach immediately on the frequency assigned by ATC clearance. 3. Under RADAR control, actual flight altitude instructed by ATC. 4. LEFT turn after take-off shall be permitted by ATC. 5. No turns before DER. 6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
Apt Elev <b>50</b>	

**SUMIB 97D [SUM97D]  
YIN 97D [YIN97D]**      **YIN 98D [YIN98D]  
BY ATC**

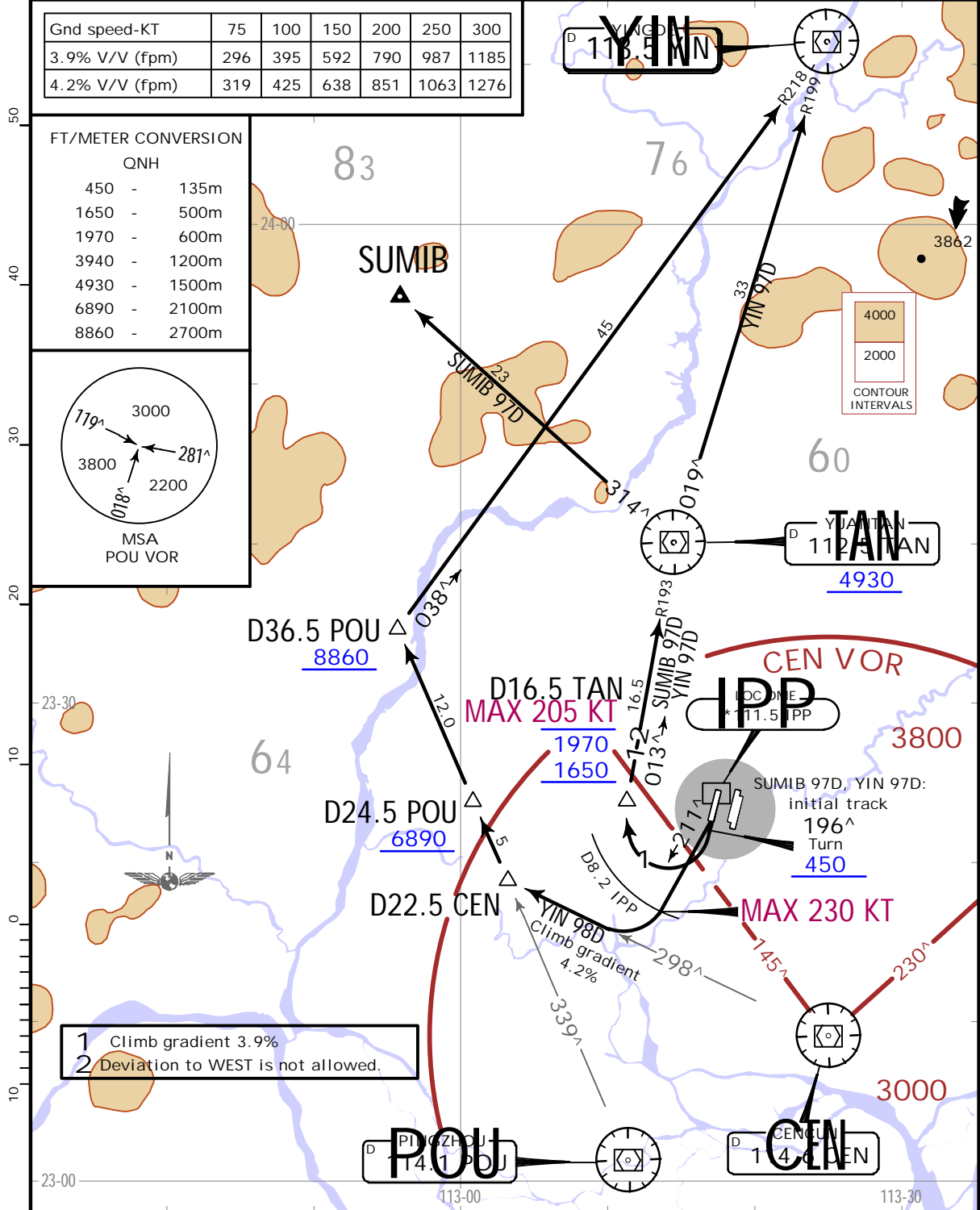
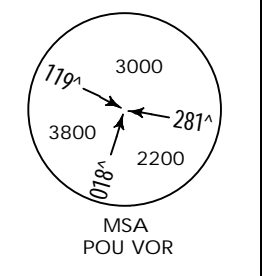
**DEPARTURES  
(RWY 19)**

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

**FT/METER CONVERSION**

QNH

450 -	135m
1650 -	500m
1970 -	600m
3940 -	1200m
4930 -	1500m
6890 -	2100m
8860 -	2700m



ZGGG/CAN

Apt Elev 50'

30 SEP 22

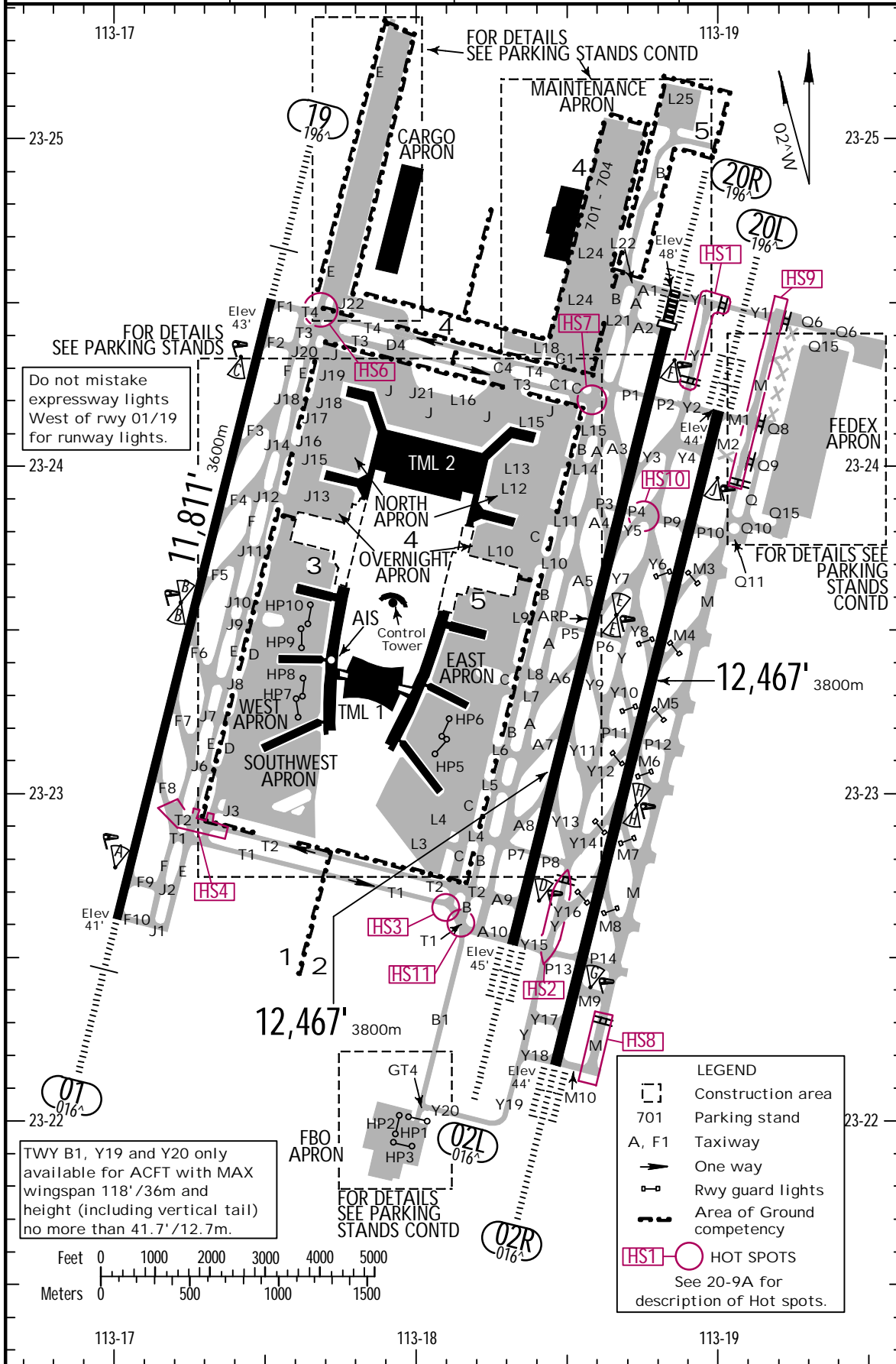
20-9 Eff. 5. Oct. 1600Z.

JEPPESSEN GUANGZHOU, PR OF CHINA

BAIYUN

*D-ATIS Departure	ACARS: D-ATIS DCL	*BAIYUN Delivery	West	*Ground East	West	*Apron North	East
127.0		121.95	1121.85	2121.75	3121.775	4121.975	5121.825

	Rwy 01/19	*Tower	Rwy 02L/20R	Rwy 02R/20L
130.0	118.8		118.1	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**

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

See 20-9A for description of Hot spots.

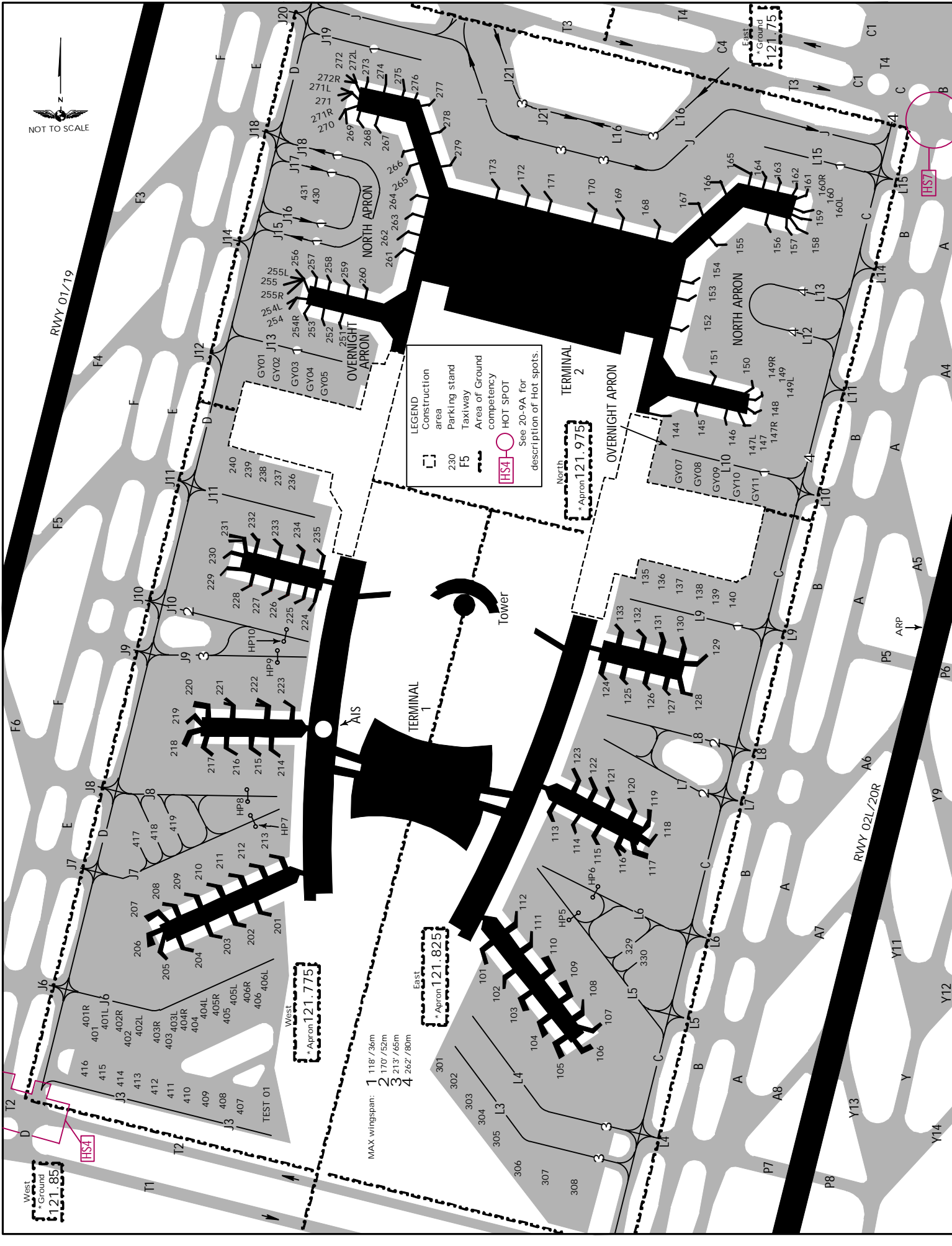
ZGGG/CAN

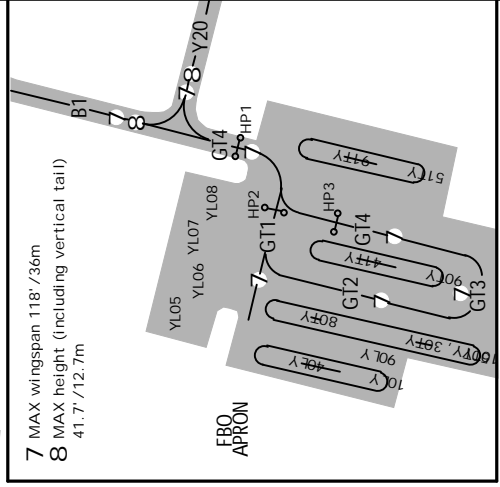
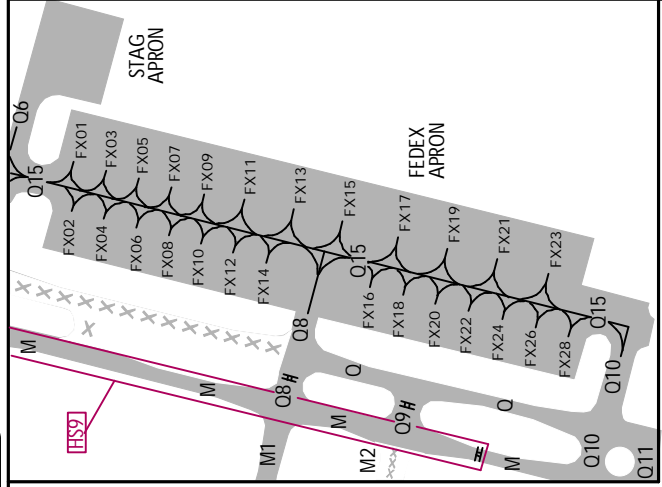
 **JEPPESSEN GUANGZHOU, PR OF CHINA**

30 SEP 22 (20-9A).Eff.5.Oct.1600Z.

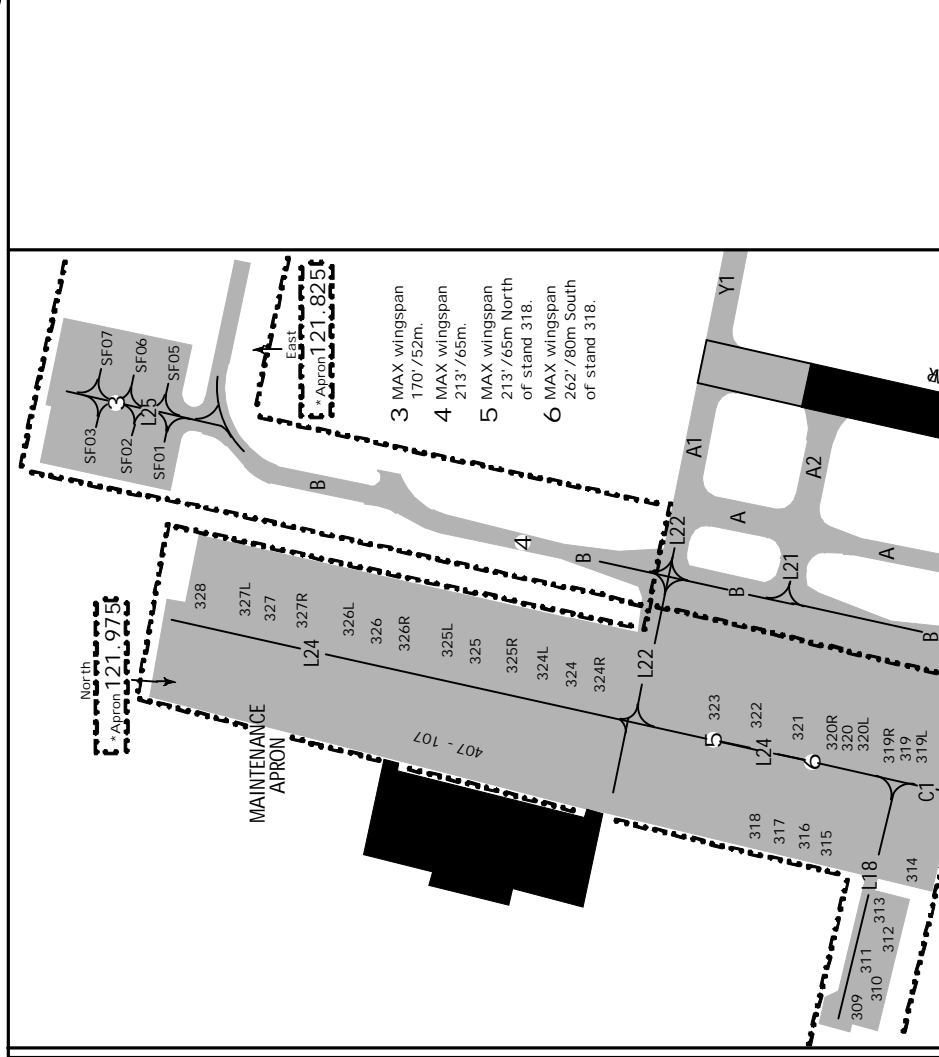
BAIYUN

ADDITIONAL RUNWAY INFORMATION																																																																																																																					
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH																																																																																																											
							Landing Threshold	Beyond Glide Slope																																																																																																													
01 19	HIRL (60m)	CL(30m)	HIALS	SFL	PAPI-L (3.0^)	RVR		10,761' 3280m	2	148' 45m																																																																																																											
02L 20R	HIRL (60m)	CL(15m)	HIALS-II	SFL	TDZ	RVR		11,427' 3483m	2	197' 60m																																																																																																											
	PAPI-L (3.0^)						11,811' 3600m	10,735' 3272m																																																																																																													
02R 20L	HIRL (60m)	CL(15m)	HIALS-II	SFL	TDZ	RVR		11,466' 3495m	2	197' 60m																																																																																																											
	PAPI-L (3.0^)							11,473' 3497m																																																																																																													
<p>1 Rwy grooved</p> <p>2 TAKE-OFF RUN AVAILABLE</p> <table border="0"> <tr> <td colspan="5"><u>RWY 01:</u></td> <td colspan="5"><u>RWY 19:</u></td> </tr> <tr> <td>From rwy head</td> <td>11,811'</td> <td>(3600m)</td> <td>From rwy head</td> <td>11,811'</td> <td>(3600m)</td> <td colspan="5"></td> </tr> <tr> <td>twy F9 int</td> <td>11,089'</td> <td>(3380m)</td> <td>twy F2 int</td> <td>11,089'</td> <td>(3380m)</td> <td colspan="5"></td> </tr> <tr> <td colspan="5"><u>RWY 02L:</u></td> <td colspan="5"><u>RWY 20R:</u></td> </tr> <tr> <td>From rwy head</td> <td>12,467'</td> <td>(3800m)</td> <td>From rwy head</td> <td>12,467'</td> <td>(3800m)</td> <td colspan="5"></td> </tr> <tr> <td>twy A9 int</td> <td>11,745'</td> <td>(3580m)</td> <td>twy A2 int</td> <td>11,745'</td> <td>(3580m)</td> <td colspan="5"></td> </tr> <tr> <td colspan="5"><u>RWY 02R:</u></td> <td colspan="5"><u>RWY 20L:</u></td> </tr> <tr> <td>From rwy head</td> <td>12,467'</td> <td>(3800m)</td> <td>From rwy head</td> <td>12,467'</td> <td>(3800m)</td> <td colspan="5"></td> </tr> <tr> <td>twy Y17 int</td> <td>11,745'</td> <td>(3580m)</td> <td>twy Y4 int</td> <td>11,745'</td> <td>(3580m)</td> <td colspan="5"></td> </tr> <tr> <td>twy M9 int</td> <td>11,065'</td> <td>(3372.5m)</td> <td colspan="8"></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	11,065'	(3372.5m)								
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For information only, not to be construed as ATC instructions.																																																																																																																					
<p><b>HS1</b> 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 when rwy 20R is in use. In that case, acft shall not proceed beyond the rwy holding positions without ATC clearance.</p> <p><b>HS2</b> 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 when rwy 02L is in use. In that case, acft shall not proceed beyond the rwy holding positions without ATC clearance.</p> <p><b>HS3</b> Intersection of twys T1, T2 and C Pilot shall identify the twy sign-board, avoid missing twy T2 and running into twy T1, finally resulting in a conflict.</p> <p><b>HS4</b> Intersections of twys T1, T2, D and E Pilot shall identify the twy sign-board. Operating direction: Twy T2 East to West, twy T1 West to East. Acft coming from Western manoeuvring area avoid taxiing into twy T2 as this may result in a conflict. Acft shall avoid entering service lane, twy D and twy E by mistake when taxiing on twy T2 from East to West. Acft taxiing from twy T2 to twy F shall pay extreme attention and not taxi into twy F8 to avoid rwy incursion.</p> <p><b>HS6</b> Intersections of twys T4 and E Pilot shall identify the twy sign-board, avoid missing twy T3 and running 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 instructions and avoid taxiing into twy F1 to result in rwy incursion.</p> <p><b>HS7</b> Intersections of twys T4, T3 and B Pilot shall identify the twy sign-board, avoid running into twy T3 and resulting in a conflict.</p> <p><b>HS8</b> 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 when rwy 02R is in use. In that case, acft shall not proceed beyond the rwy holding positions without ATC clearance.</p> <p><b>HS9</b> 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 when rwy 20L is in use. In that case, acft shall not proceed beyond the rwy holding positions without ATC clearance.</p> <p><b>HSTO</b> Twy P4 holding position Acft crossing rwy 02L/20R via twy P4 will be instructed to hold at the rwy holding positions when rwy 02L/20R is in use. In that case, acft shall not proceed beyond the rwy holding positions without ATC clearance.</p> <p><b>HST1</b> 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>																																																																																																																					
Standard. TAKE-OFF																																																																																																																					
		RL				NIL (DAY only)																																																																																																															
2 TURB Eng or 3 & 4 Eng	A																																																																																																																				
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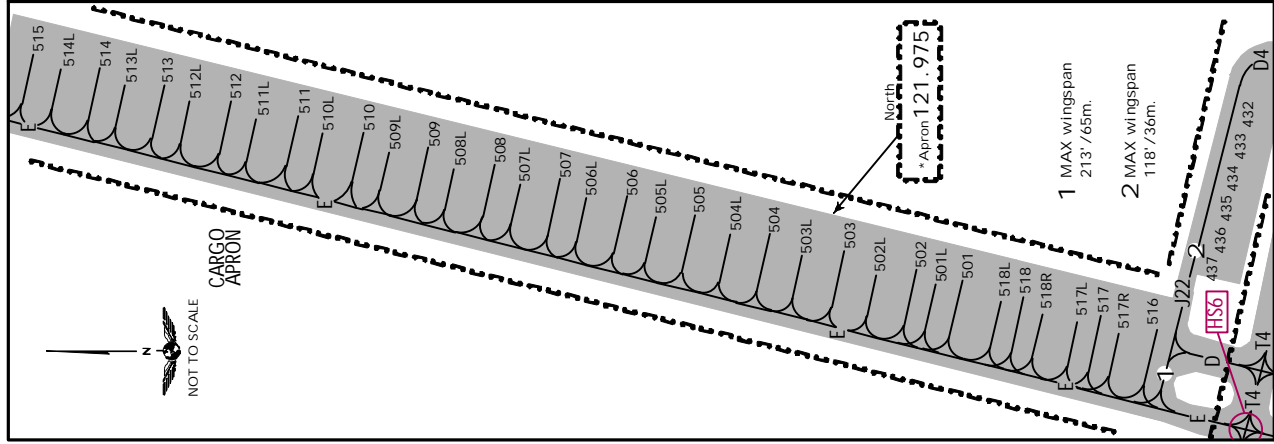
7 MAX wingspan 118' / 36m  
 8 MAX height (including vertical tail) 41.7' / 12.7m



**LEGEND**

- FX08 Parking stand
- O Taxiway
- Area of Ground competency
- HS9 HOT SPOT

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



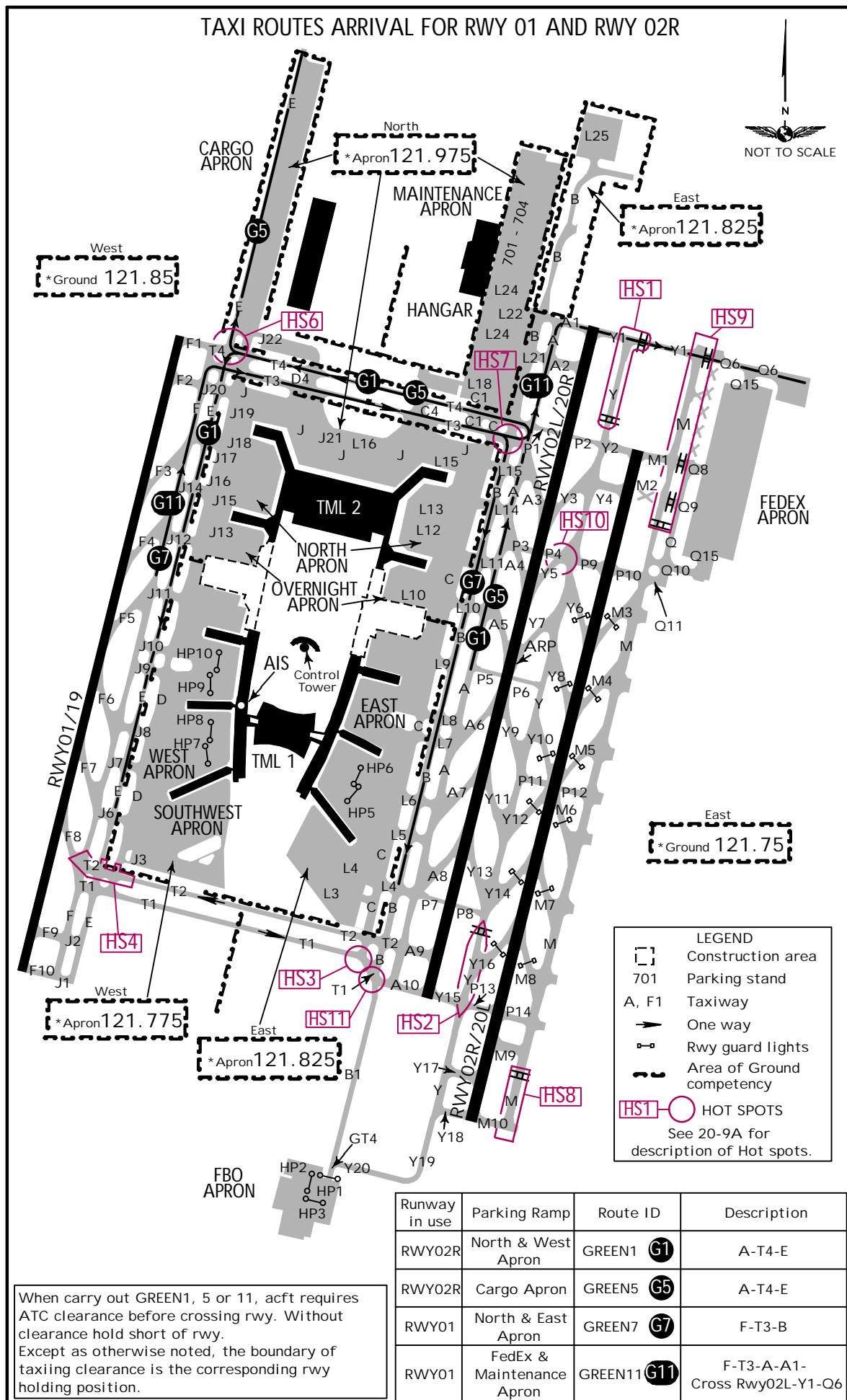


ZGGG/CAN

JEPPesen 30 SEP 22 (20-9D) .Eff.5.Oct.1600Z.

GUANGZHOU, PR OF CHINA

BAIYUN



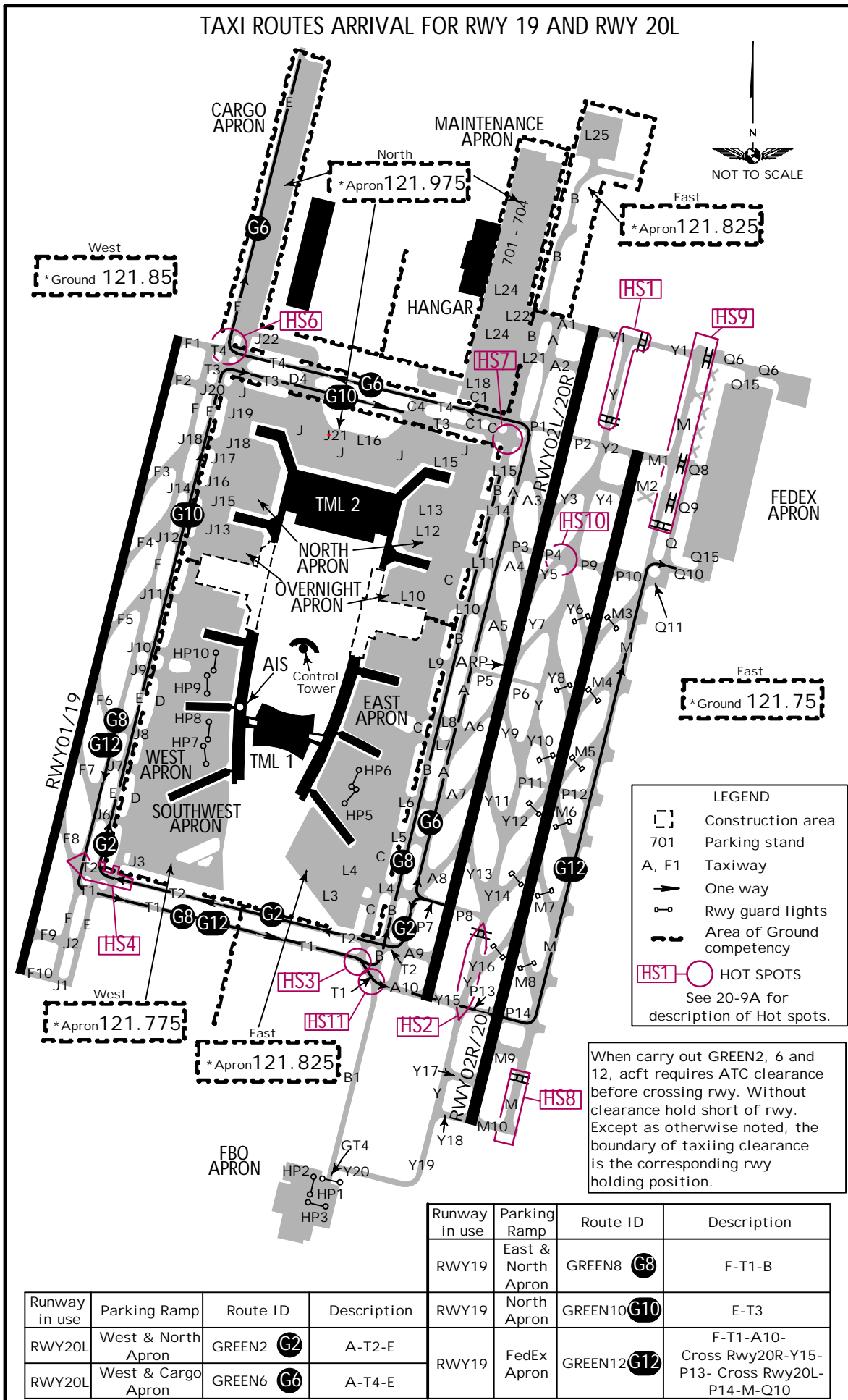
ZGGG/CAN

JEPPESSEN GUANGZHOU, PR OF CHINA

30 SEP 22 (20-9E). Eff. 5.Oct.1600Z.

BAIYUN

TAXI ROUTES ARRIVAL FOR RWY 19 AND RWY 20L



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

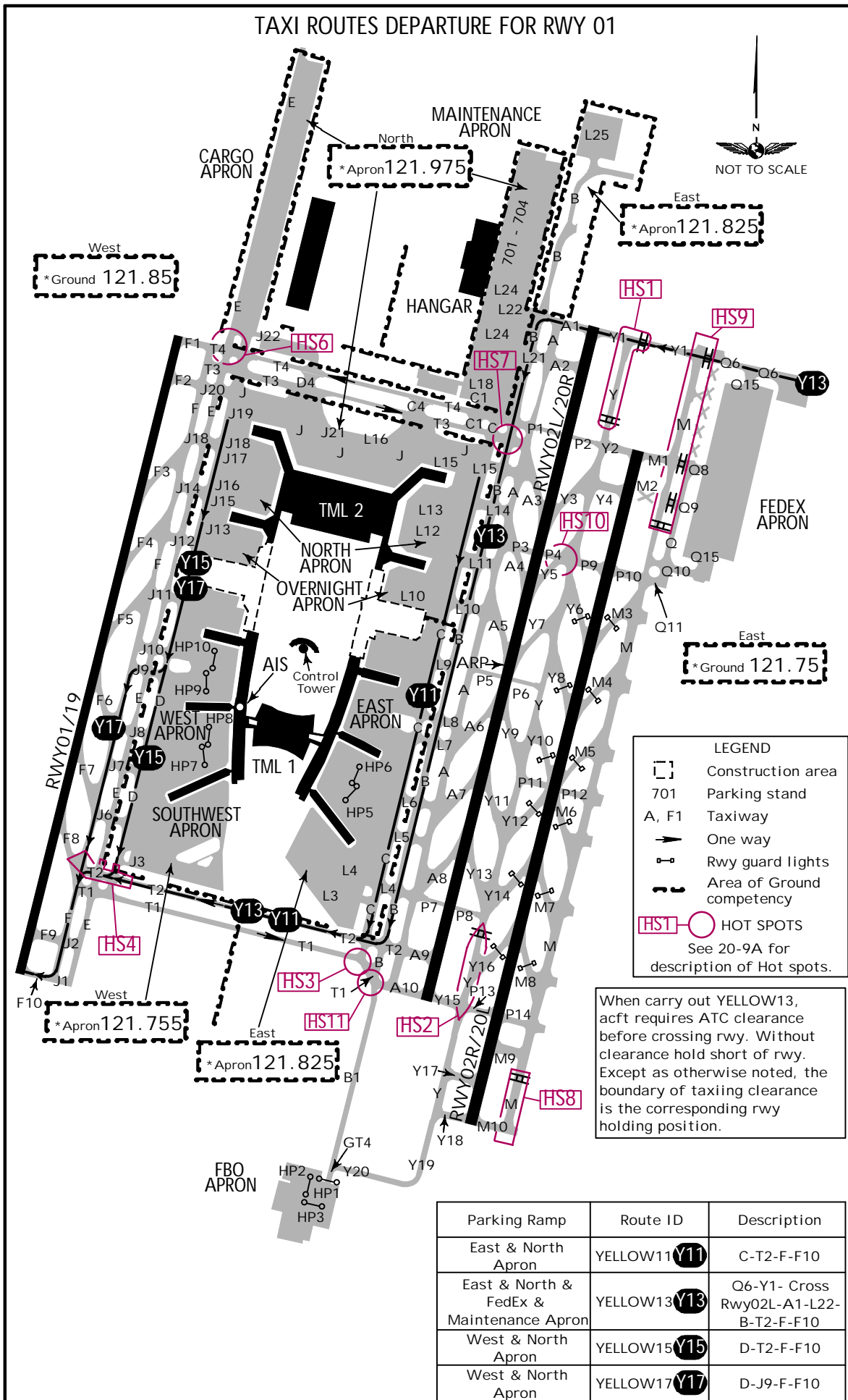
ZGGG/CAN

JEPPESSEN 30 SEP 22 (20-9F). Eff. 5. Oct. 1600Z.

GUANGZHOU, PR OF CHINA

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
- HST   HOT SPOTS

See 20-9A for description of Hot spots.

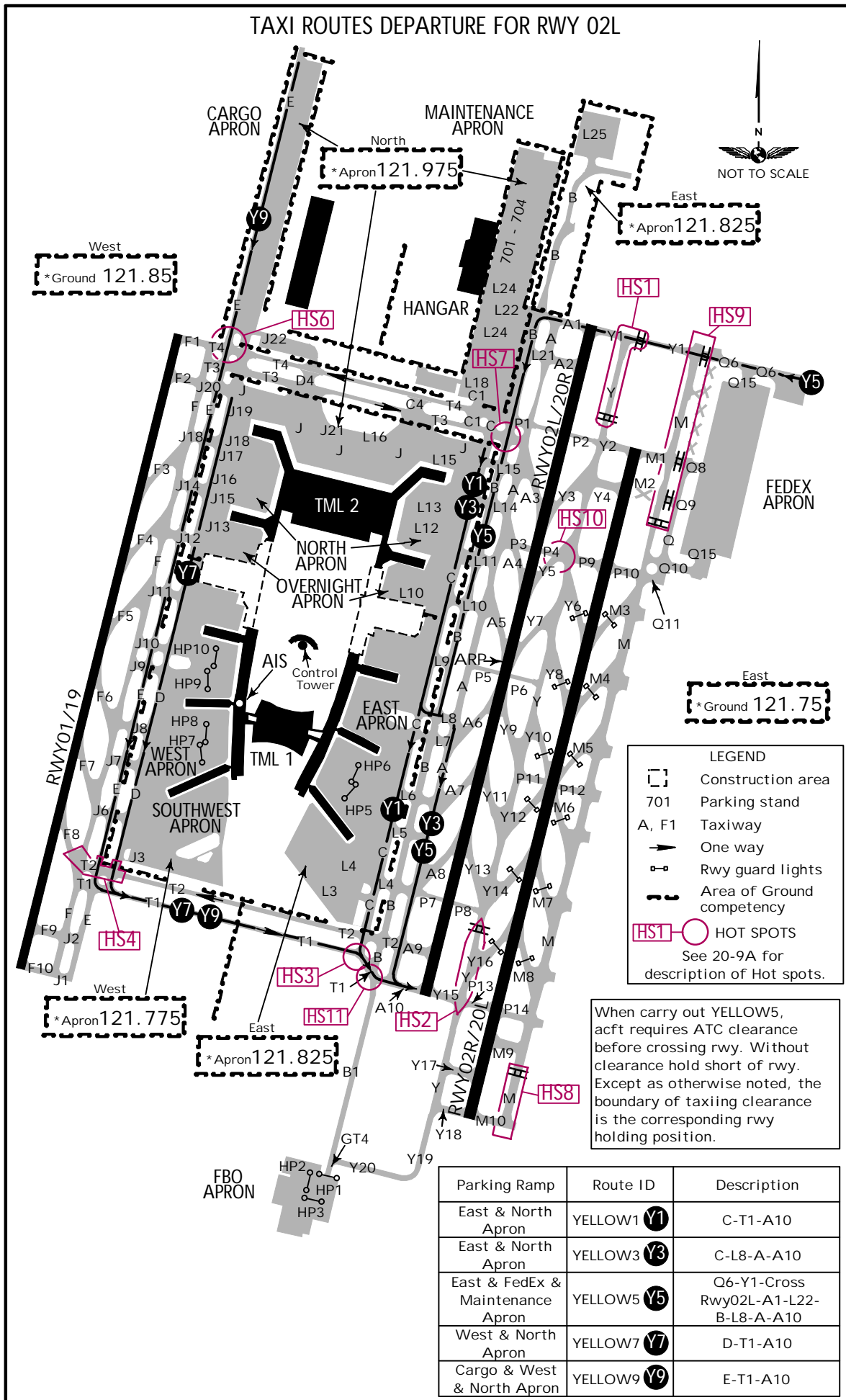
When carry out YELLOW13, acft requires ATC clearance before crossing rwy. Without clearance hold short of rwy. Except as otherwise noted, the boundary of taxiing clearance is the corresponding rwy holding position.

Parking Ramp	Route ID	Description
East & North Apron	YELLOW11 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Y11</span>	C-T2-F-F10
East & North & FedEx & Maintenance Apron	YELLOW13 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Y13</span>	Q6-Y1- Cross Rwy02L-A1-L22-B-T2-F-F10
West & North Apron	YELLOW15 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Y15</span>	D-T2-F-F10
West & North Apron	YELLOW17 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Y17</span>	D-J9-F-F10

ZGGG/CAN

JEPPESSEN GUANGZHOU, PR OF CHINA  
30 SEP 22 (20-9G) .Eff.5.Oct.1600Z. BAIYUN

TAXI ROUTES DEPARTURE FOR RWY 02L



East  
\*Ground 121.75

West  
\*Ground 121.85

West  
\*Apron 121.775

East  
\*Apron 121.825

**LEGEND**

- Construction area
- 701 Parking stand
- A, F1 Taxiway
- One way
- ⊕ Rwy guard lights
- Area of Ground competency
- HST   HOT SPOTS

See 20-9A for description of Hot spots.

When carry out YELLOW5, 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	YELLOW1 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Y1</span>	C-T1-A10
East & North Apron	YELLOW3 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Y3</span>	C-L8-A-A10
East & FedEx & Maintenance Apron	YELLOW5 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Y5</span>	Q6-Y1-Cross Rwy02L-A1-L22-B-L8-A-A10
West & North Apron	YELLOW7 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Y7</span>	D-T1-A10
Cargo & West & North Apron	YELLOW9 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Y9</span>	E-T1-A10

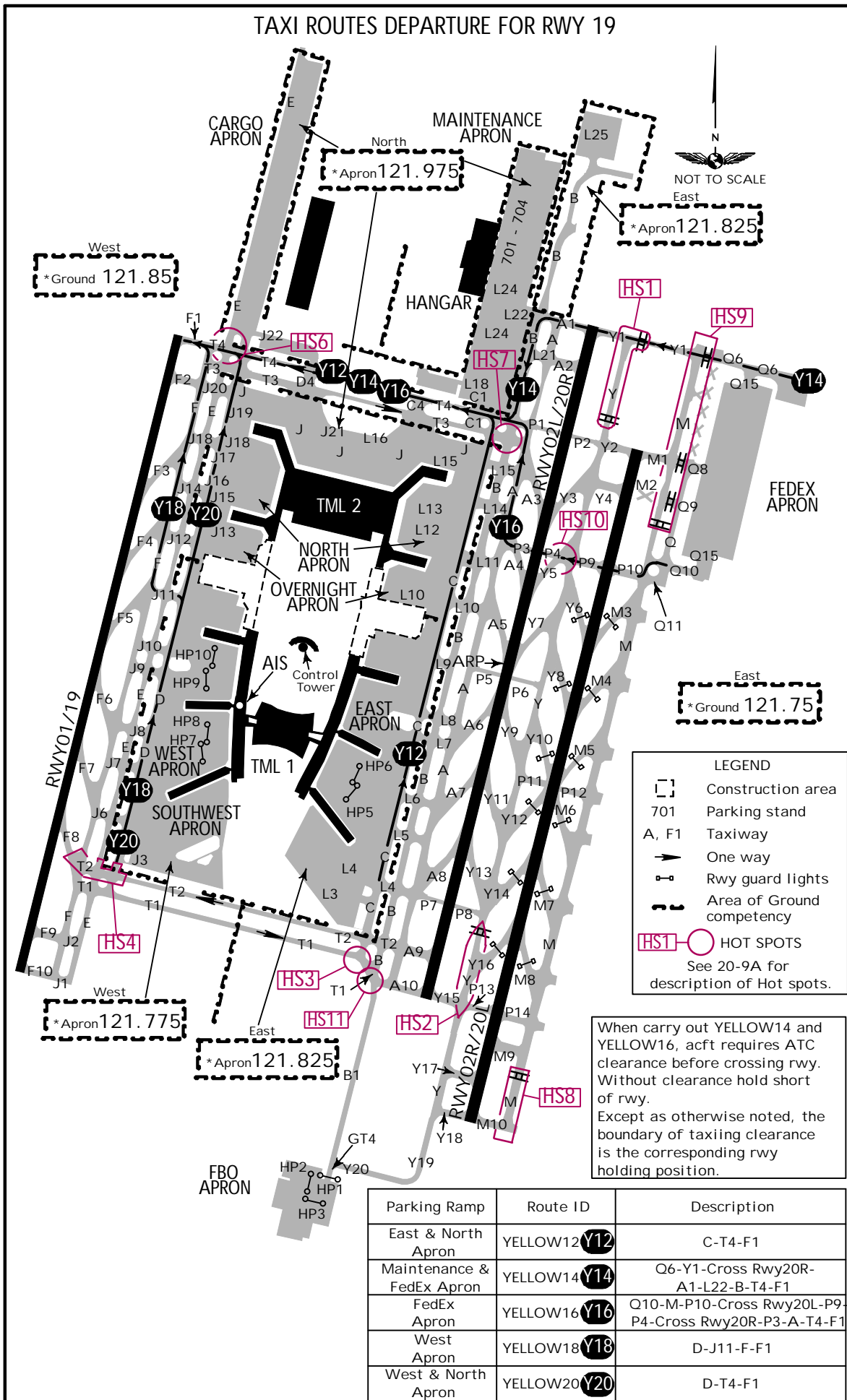
ZGGG/CAN

JEPPESSEN 30 SEP 22 (20-9H). Eff. 5.Oct.1600Z.

GUANGZHOU, PR OF CHINA

BAIYUN

TAXI ROUTES DEPARTURE FOR RWY 19



**LEGEND**

- [Dashed Box] Construction area
- 701 Parking stand
- A, F1 Taxiway
- ➔ One way
- ⊕ Rwy guard lights
- Area of Ground competency
- [Red Circle] HOT SPOTS
- See 20-9A for description of Hot spots.

When carry out YELLOW14 and YELLOW16, 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	YELLOW12 <b>Y12</b>	C-T4-F1
Maintenance & FedEx Apron	YELLOW14 <b>Y14</b>	Q6-Y1-Cross Rwy20R-A1-L22-B-T4-F1
FedEx Apron	YELLOW16 <b>Y16</b>	Q10-M-P10-Cross Rwy20L-P9-P4-Cross Rwy20R-P3-A-T4-F1
West Apron	YELLOW18 <b>Y18</b>	D-J11-F-F1
West & North Apron	YELLOW20 <b>Y20</b>	D-T4-F1

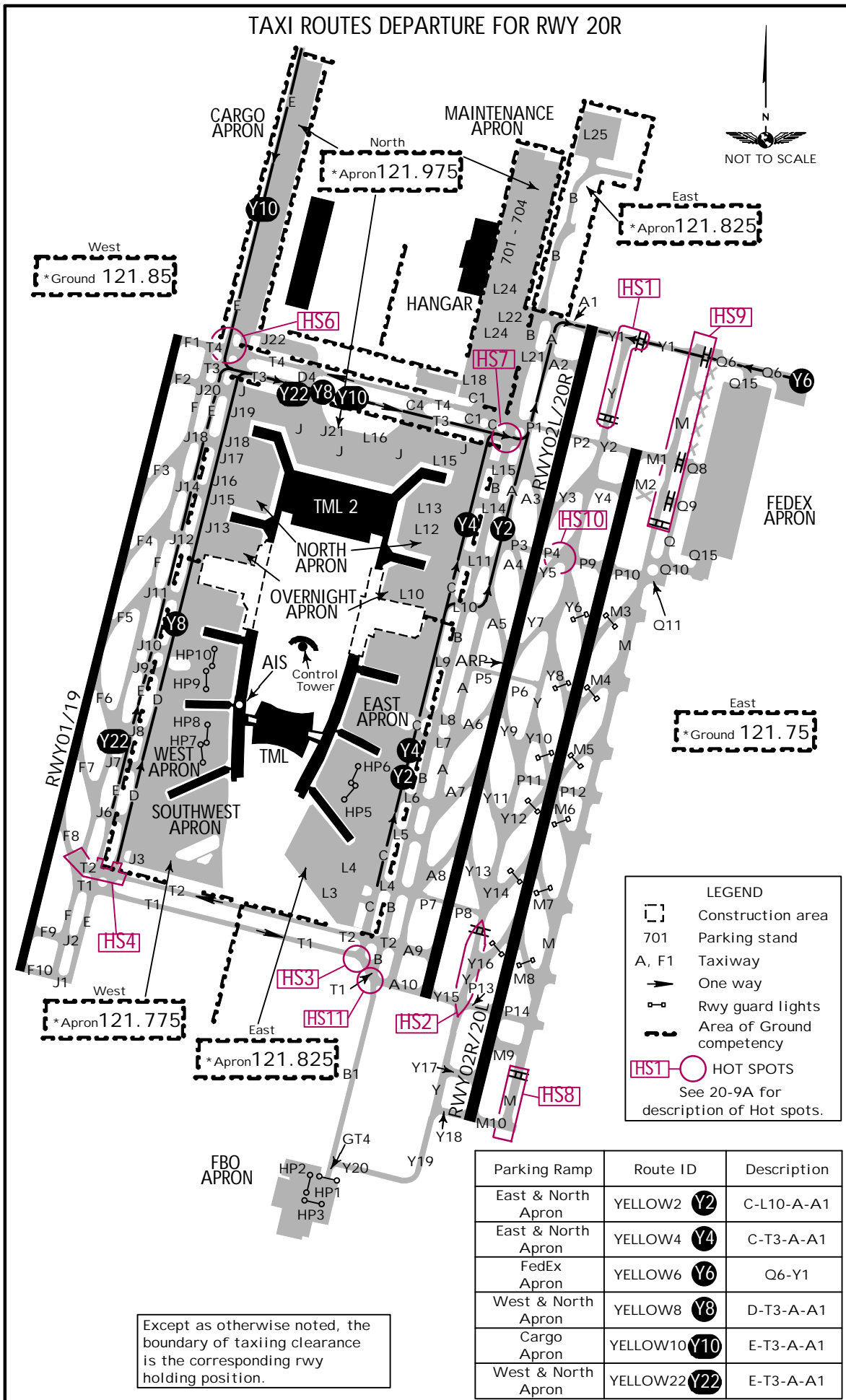
ZGGG/CAN

JEPPESEN 30 SEP 22 (20-9J) .Eff.5.Oct.1600Z.

GUANGZHOU, PR OF CHINA

BAIYUN

TAXI ROUTES DEPARTURE FOR RWY 20R



**LEGEND**

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

See 20-9A for description of Hot spots.

Parking Ramp	Route ID	Description
East & North Apron	YELLOW2 <b>Y2</b>	C-L10-A-A1
East & North Apron	YELLOW4 <b>Y4</b>	C-T3-A-A1
FedEx Apron	YELLOW6 <b>Y6</b>	Q6-Y1
West & North Apron	YELLOW8 <b>Y8</b>	D-T3-A-A1
Cargo Apron	YELLOW10 <b>Y10</b>	E-T3-A-A1
West & North Apron	YELLOW22 <b>Y22</b>	E-T3-A-A1

Except as otherwise noted, the boundary of taxiing clearance is the corresponding rwy holding position.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z. (21-1)  
1 RNAV ILS DME Z Rwy 01

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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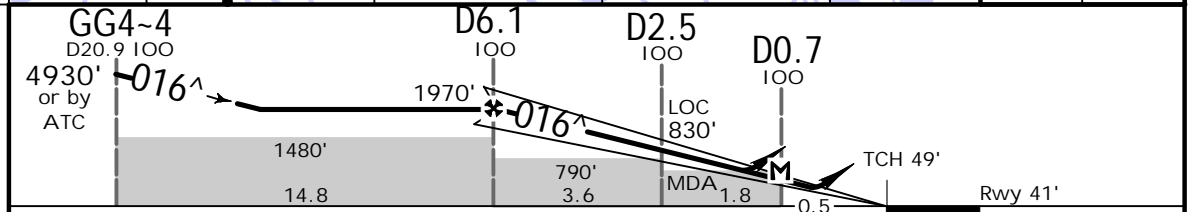
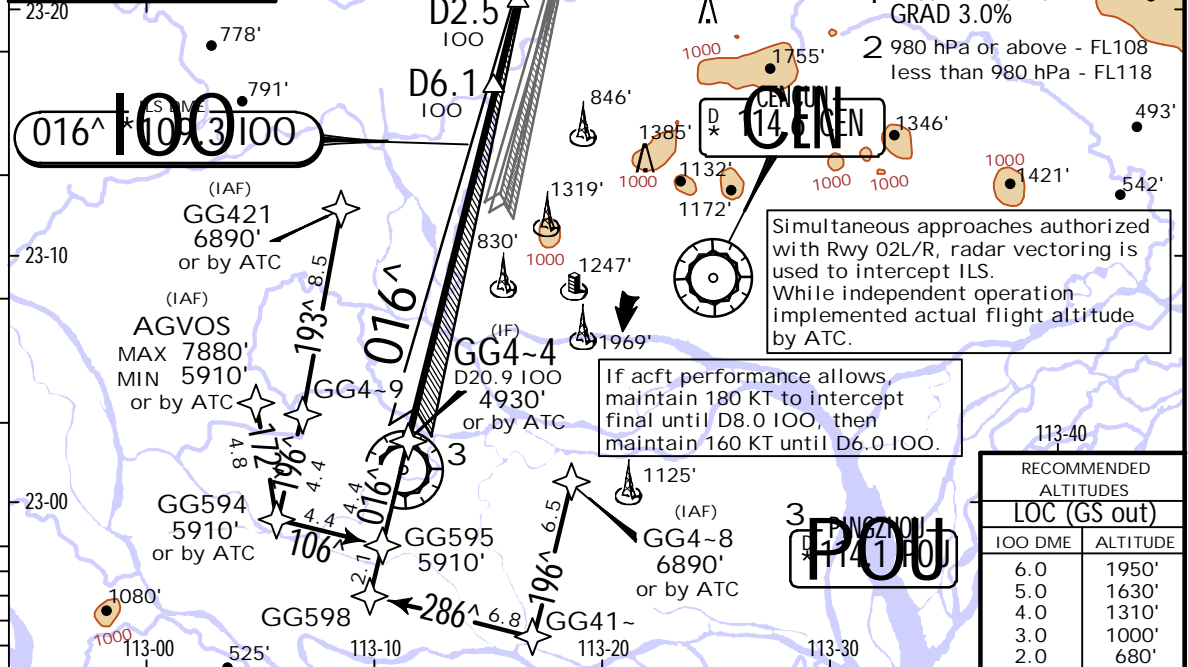
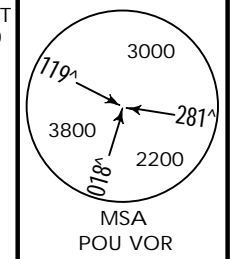
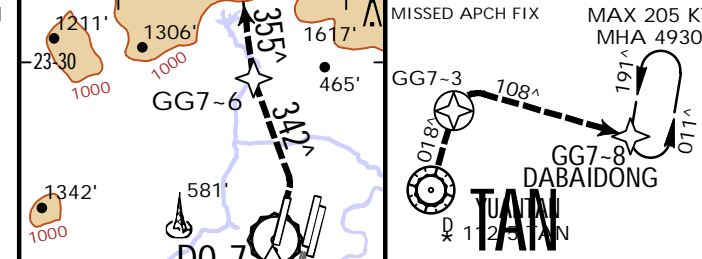
LOC 100 *109.3	Final Apch Crs 016^	D6.1 IOO 1970' (1929')	ILS DA(H) 241' (200')	Apt Elev 50' Rwy 41'	3000 MSA CEN VOR
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on 342^ to GG7-6, then turn RIGHT to TAN VOR at 2960', turn RIGHT on 018^ to GG7-3 at 4930', then turn RIGHT on 108^ to GG7-8 (DABAIDONG) at 4930', join holding or as directed. MAX 200 KT for turns.

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

FT/METER CONVERSION  
QNH

8860' - 2700m
7880' - 2400m
6890' - 2100m
5910' - 1800m
4930' - 1500m
3940' - 1200m
2960' - 900m
1970' - 600m
830' - 250m
500' - 150m



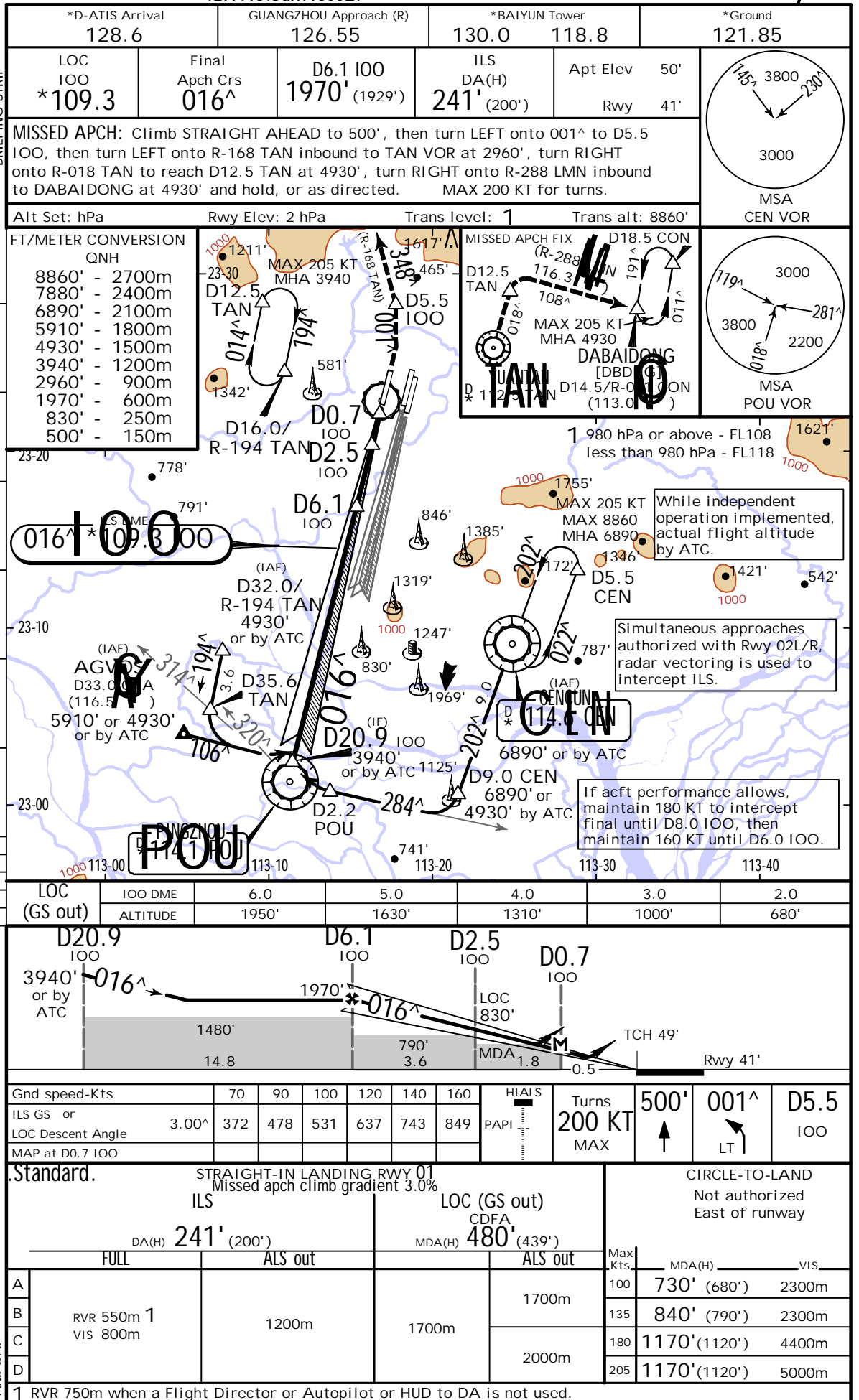
Gnd speed-Kts	70	90	100	120	140	160	HIALS	Turns	500'	342^	GG7-6
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849	PAPI	200 KT	MAX	↑
MAP at D0.7 IOO											LT

Standard.				STRAIGHT-IN LANDING RWY 01 Missed apch climb gradient 3.0%				CIRCLE-TO-LAND Not authorized East of runway			
ILS				LOC (GS out)							
DA(H) 241' (200')				MDA(H) 480' (439')							
FULL		ALS out		ALS out		ALS out		Max Kts		MDA(H) VIS	
A								100	730' (680')	2300m	
B	RVR 550m 1							135	840' (790')	2300m	
C	VIS 800m		1200m		1700m			180	1170' (1120')	4400m	
D					2000m			205	1170' (1120')	5000m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: ZG(R)-148 withdrawn. | JEPPESEN, 2007, 2022. ALL RIGHTS RESERVED.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z. (21-2) MISSED APCH CLIMB GRAD 3.0%  
JEPPESEN GUANGZHOU, PR OF CHINA  
ILS DME Y Rwy 01



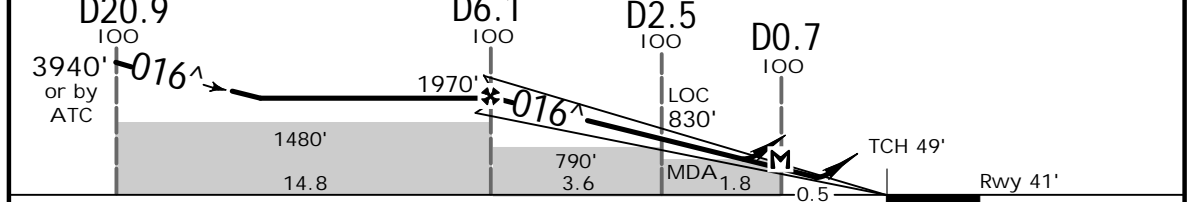
BRIEFING STRIP

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 4930' and hold, or as directed. MAX 200 KT for turns.

FT/METER CONVERSION QNH

8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1970'	-	600m
830'	-	250m
500'	-	150m

LOC (GS out)	IOO DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1950'	1630'	1310'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Turns	500'	001^	D5.5	
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849	PAPI	200 KT	MAX	↑	LT
MAP at D0.7 IOO												

Standard.		STRAIGHT-IN LANDING RWY 01 Missed apch climb gradient 3.0%			CIRCLE-TO-LAND Not authorized East of runway	
ILS		LOC (GS out)				
DA(H) 241' (200')		MDA(H) 480' (439')				
FULL		ALS out			ALS out	
A				1700m	Max Kts	MDA(H) VIS
B	RVR 550m 1 VIS 800m		1200m	1700m	100	730' (680') 2300m
C					135	840' (790') 2300m
D				2000m	180	1170' (1120') 4400m
					205	1170' (1120') 5000m
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.						



**ZGGG/CAN** 10 JUN 22 **JEPPESSEN** **GUANGZHOU, PR OF CHINA**  
 BAIYUN .Eff.15.Jun.1600Z. **(21-2A) 1 SA CAT I RNAV ILS DME Z Rwy 01**

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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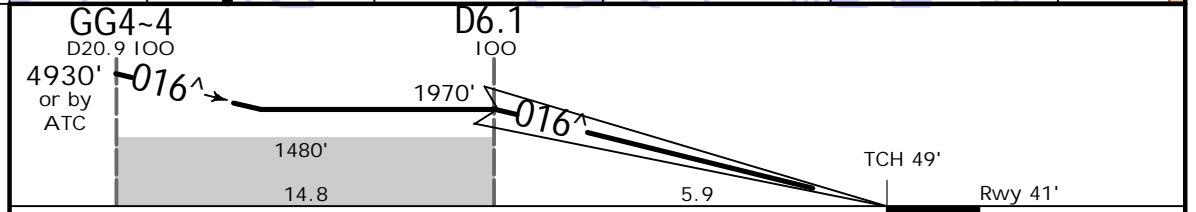
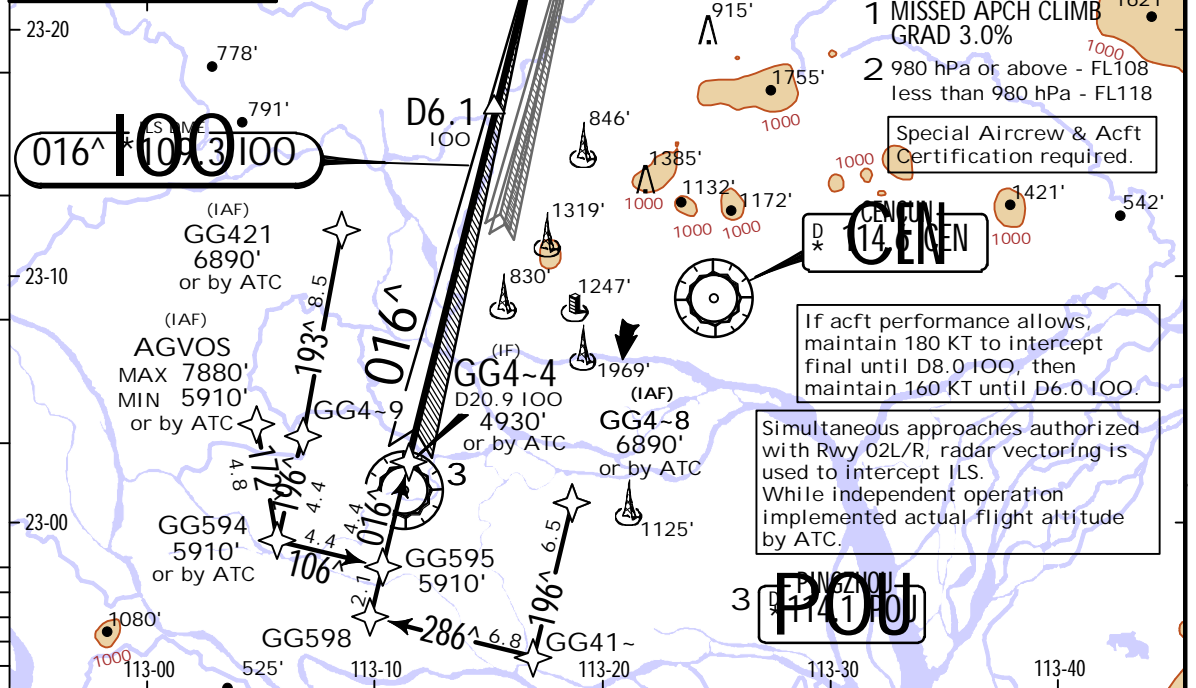
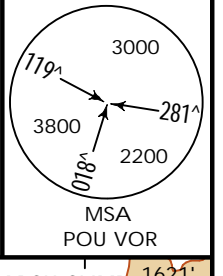
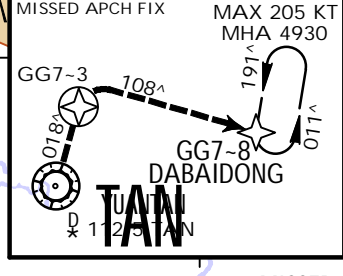
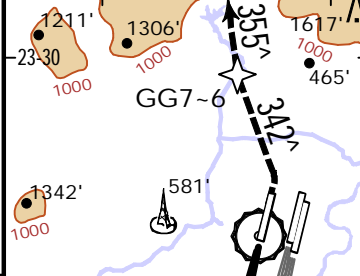
LOC 100 *109.3	Final Apch Crs 016^	D6.1 100 1970' (1929')	SA CAT I ILS RA 154' DA(H) 191' (150')	Apt Elev 50' Rwy 41'	3800 2300 3000
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**BRIEFING STRIP**  
 MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on 342^ to GG7-6, then turn RIGHT to TAN VOR at 2960', turn RIGHT on 018^ to GG7-3 at 4930', then turn RIGHT on 108^ to GG7-8 (DABAIDONG) at 4930', join holding or as directed. MAX 200 KT for turns.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: 2 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
500' - 150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Turns 200 KT MAX	500' ↑	342^ LT	GG7-6
GS	3.00^	372	478	531	637	849					

.Standard. STRAIGHT-IN LANDING RWY 01  
 Missed apch climb gradient 3.0%  
 SA CAT I ILS 1  
 RA 154'  
 DA(H) 191' (150')

RVR 450m  
 1 HUD required.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z.

JEPPESEN GUANGZHOU, PR OF CHINA  
(21-2B) 1 SA CAT I ILS DME Y Rwy 01

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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BRIEFING STRIP

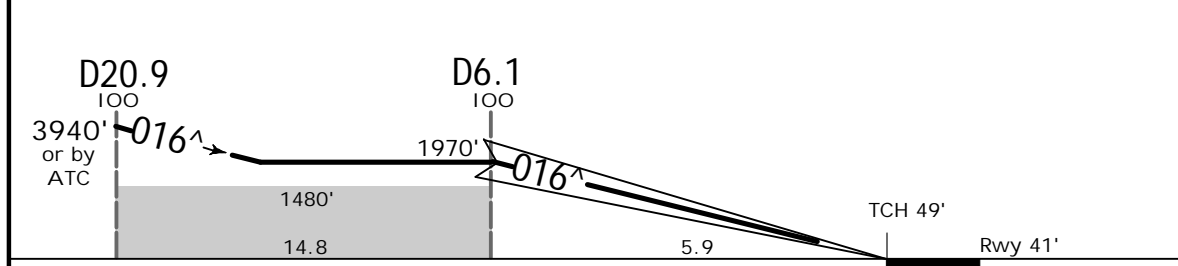
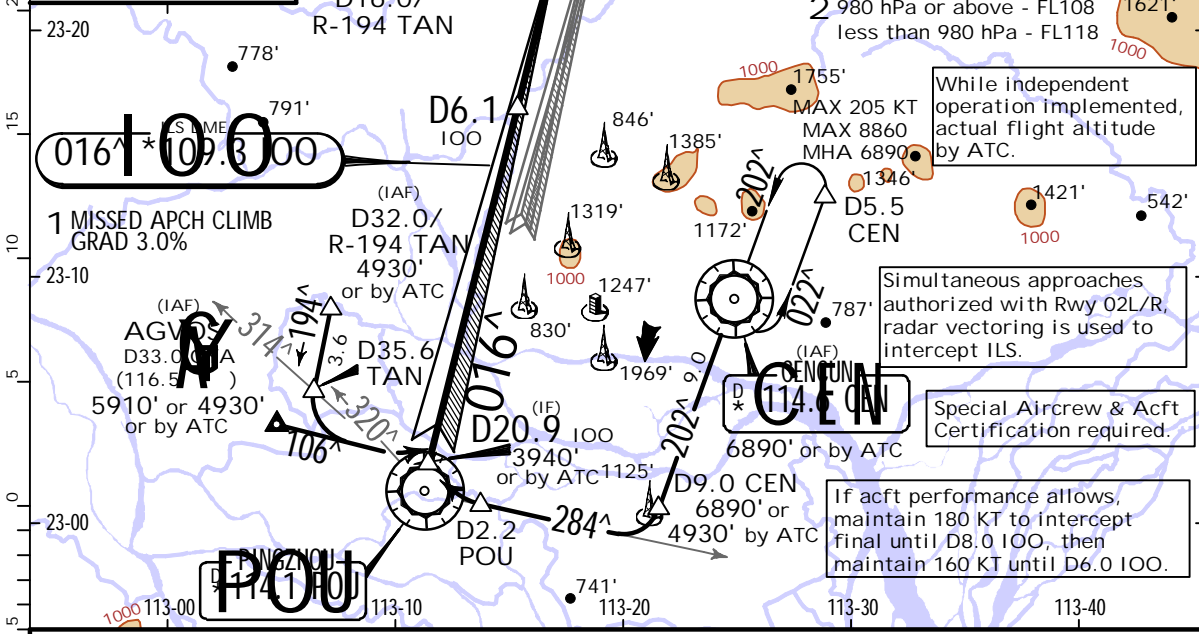
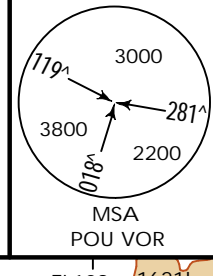
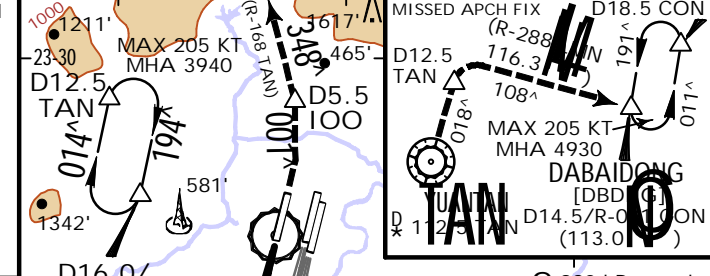
LOC 100 *109.3	Final Apch Crs 016^	D6.1 IOO 1970' (1929')	SA CAT I ILS RA 154' DA(H) 191' (150')	Apt Elev 50' Rwy 41'	3000 MSA CEN VOR
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto 001^ to D5.5 IOO, then turn LEFT onto R-168 TAN inbound 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 4930' and hold, or as directed. MAX 200 KT for turns.

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

FT/METER CONVERSION  
QNH

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	849					

.Standard.  
STRAIGHT-IN LANDING RWY 01  
Missed apch climb gradient 3.0%  
SA CAT I ILS 1  
RA 154'  
DA(H) 191' (150')

RVR 450m  
1 HUD required.

PANS OPS

ZGGG/CAN  
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA  
10 JUN 22  
Eff. 15 Jun. 1600Z. (21-3) 1 RNAV ILS DME Z Rwy 02L

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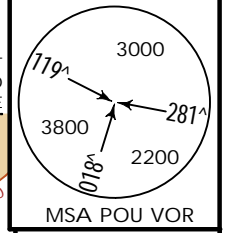
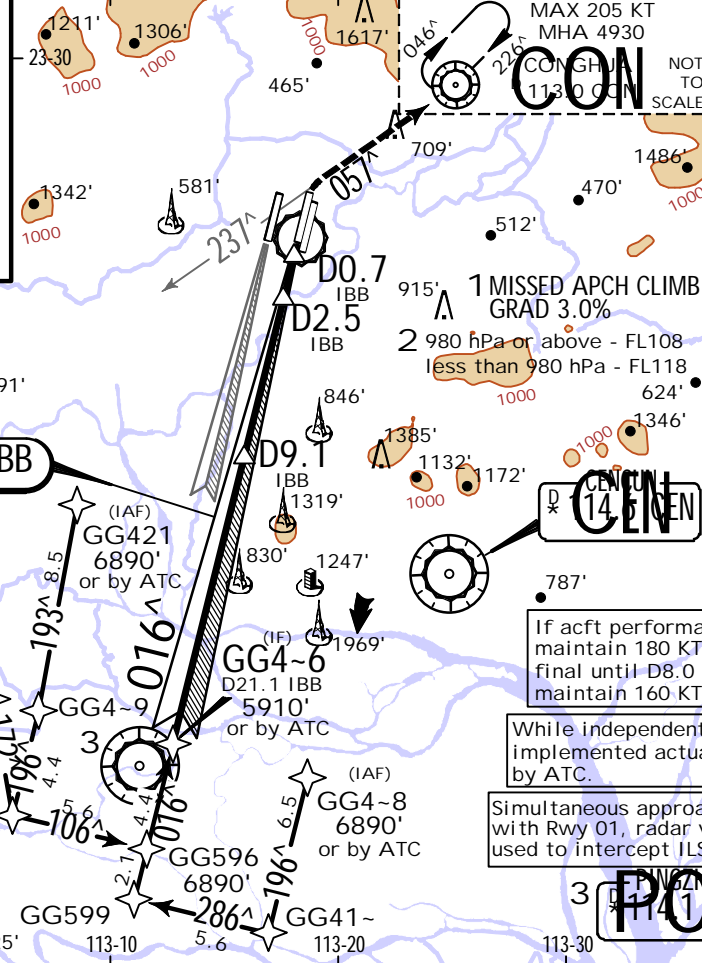
LOC IBB *110.35	Final Apch Crs 016^	D9.1 IBB 2960' (2915')	ILS DA(H) 245' (200')	Apt Elev 50' Rwy 45'	
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-237 CON inbound to CON at 4930' or above, then join holding, or as directed.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

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 2	Trans alt: 8860'
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FT/METER CONVERSION QNH

8860' - 2700m
7880' - 2400m
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'	

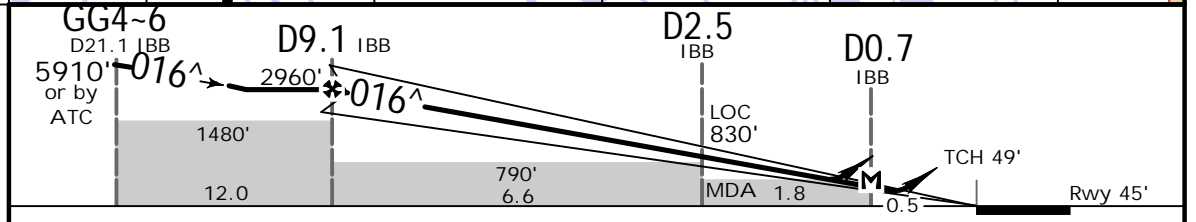
1 MISSED APCH CLIMB GRAD 3.0%

2 980 hPa or above - FL108  
less than 980 hPa - FL118

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

While independent operation implemented actual flight altitude by ATC.

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	500'		CON 113.0 R-237
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849	200 KT MAX	RT		

PANS OPS	Standard. STRAIGHT-IN LANDING RWY 02L Missed apch climb gradient 3.0%			CIRCLE-TO-LAND Not authorized West of runway			
	ILS		LOC (GS out)		Max Kts		
	DA(H) 245' (200')	CDFA	MDA(H) 460' (415')	ALS out			
	FULL	IDZ or CL out	ALS out	ALS out	MDA(H)	VIS	
A				1600m	100	730' (680')	2300m
B	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m		135	840' (790')	2300m
C				1600m	180	1170' (1120')	4400m
D				1900m	205	1170' (1120')	5000m

CHANGES: ZG(R)-148 withdrawn. | JEPPESEN, 2007, 2022. ALL RIGHTS RESERVED.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z. (21-4) MISSED APCH CLIMB GRAD 3.0%  
JEPPESEN GUANGZHOU, PR OF CHINA  
ILS DME Y Rwy 02L

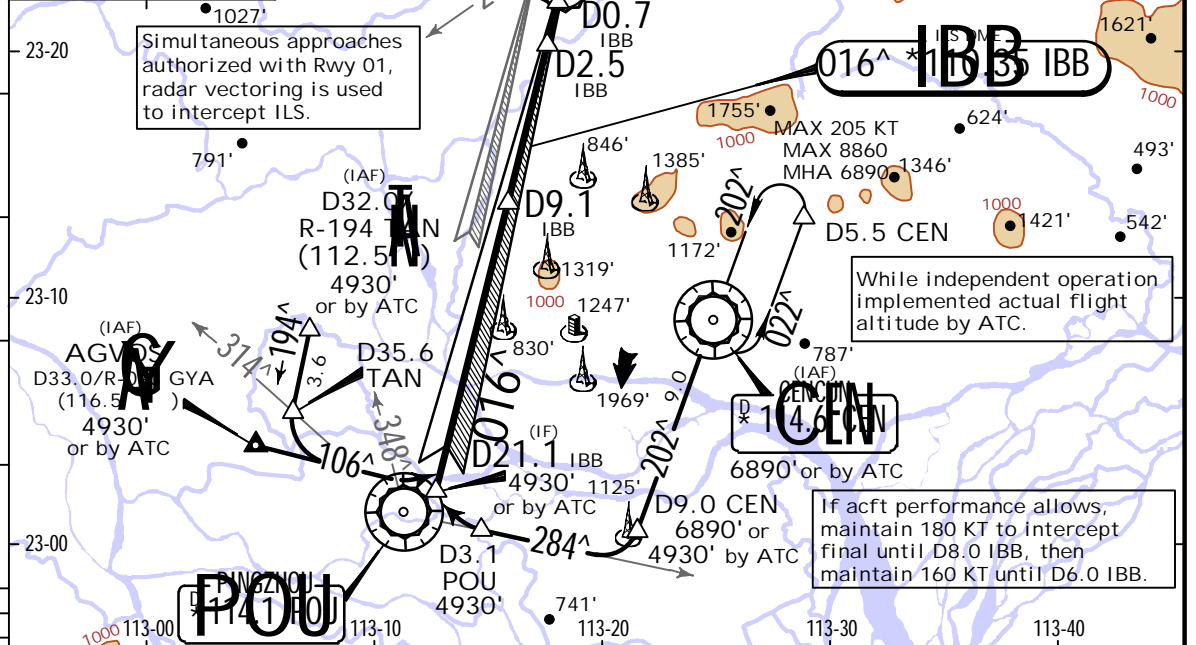
*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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LOC IBB *110.35	Final Apch Crs 016^	D9.1 IBB 2960' (2915')	ILS DA(H) 245' (200')	Apt Elev 50' Rwy 45'	
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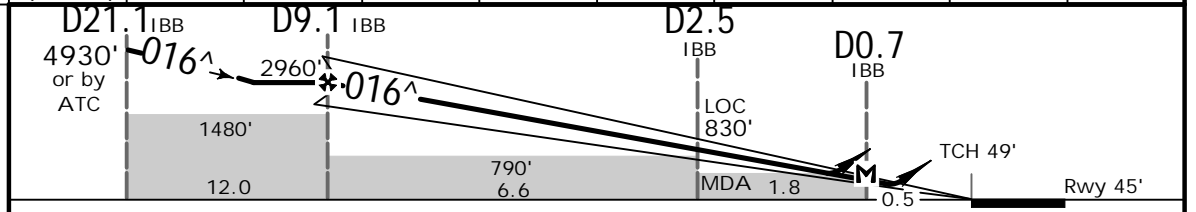
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-237 CON inbound to CON at 4930' or above, then join holding, or as directed. MAX 200 KT for turns.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'	MSA CEN VOR
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FT/METER CONVERSION QNH 8860' - 2700m 7880' - 2400m 6890' - 2100m 4930' - 1500m 2960' - 900m 830' - 250m 500' - 150m		MAX 205 KT MHA 4930 CON GHU 113.0 CON	NOT TO SCALE 
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LOC (GS out)	IBB DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		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	849	PAPI	200 KT MAX	↑	RT
MAP at D0.7 IBB										

PANS OPS	Standard. STRAIGHT-IN LANDING RWY 02L Missed apch climb gradient 3.0%				LOC (GS out) CDFA		CIRCLE-TO-LAND Not authorized West of runway	
	ILS DA(H) 245' (200')		LOC (GS out) MDA(H) 460' (415')					
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts.	MDA(H)	VIS	
	A				100	730' (680')	2300m	
B	RVR 550m	RVR 550m 1	1200m		135	840' (790')	2300m	
C	VIS 800m	VIS 800m			180	1170' (1120')	4400m	
D					205	1170' (1120')	5000m	

**ZGGG/CAN** 10 JUN 22  
**BAIYUN** .Eff.15.Jun.1600Z. (21-4A) 1 SA CAT I RNAV ILS DME Z Rwy 02L

*D-ATIS Arrival 128.6	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')	SA CAT I ILS RA 151' DA(H) 195' (150')	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.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 2	Trans alt: 8860'	MSA CEN VOR
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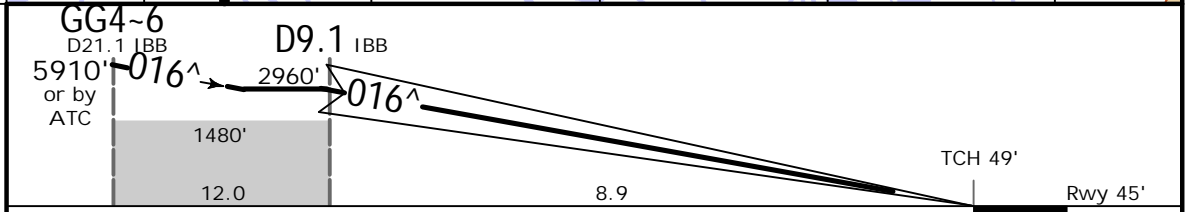
<b>FT/METER CONVERSION QNH</b> 8860' - 2700m 7880' - 2400m 6890' - 2100m 5910' - 1800m 4930' - 1500m 2960' - 900m 500' - 150m		MAX 205 KT MHA 4930 CONGHU 113.0 CON	
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**1 MISSED APCH CLIMB GRAD 3.0%**  
**2 980 hPa or above - FL108 less than 980 hPa - FL118**

While independent operation implemented actual flight altitude by ATC.

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

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



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	849	200 KT MAX	↑		

**.Standard.** STRAIGHT-IN LANDING RWY 02L  
 Missed apch climb gradient 3.0%  
 SA CAT I ILS 1  
 RA 151'  
 DA(H) 195' (150')

RVR 450m

1 HUD required.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z.

JEPPESEN GUANGZHOU, PR OF CHINA  
(21-4B) 1 SA CAT I ILS DME Y Rwy 02L

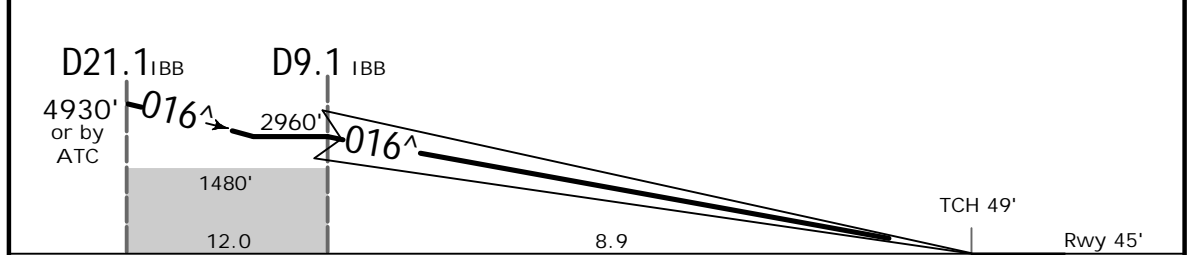
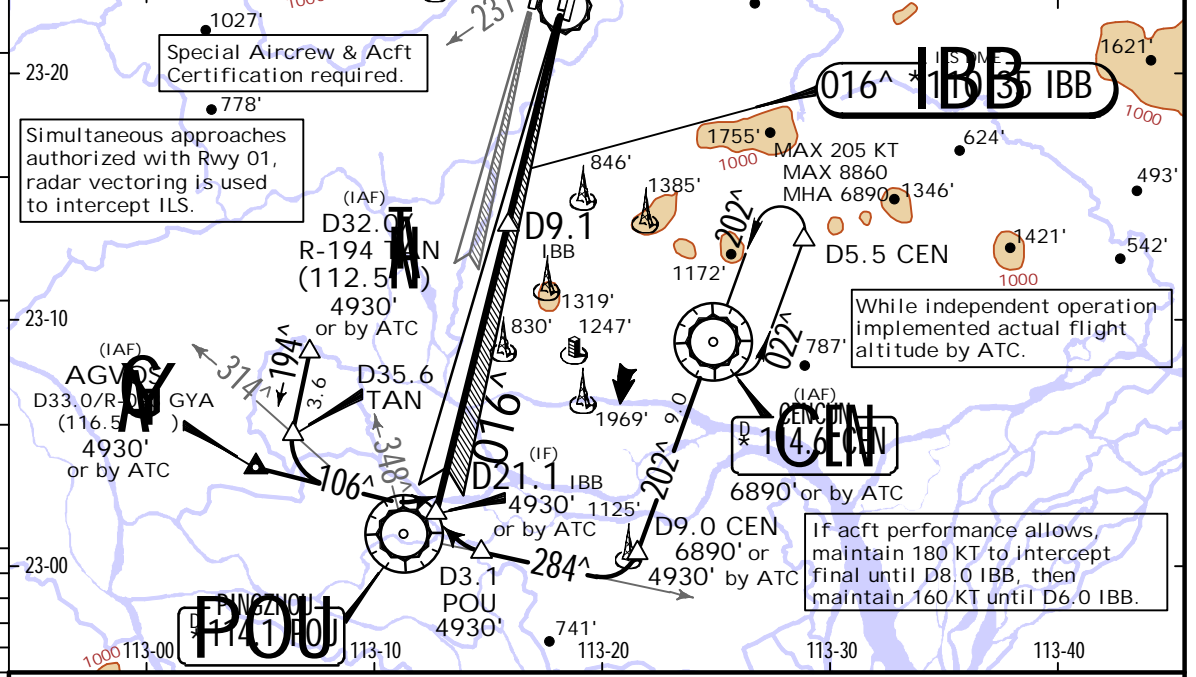
*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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LOC IBB *110.35	Final Apch Crs 016^	D9.1 IBB 2960' (2915')	SA CAT I ILS RA 151' DA(H) 195' (150')	Apt Elev 50' Rwy 45'	3000 MSA CEN VOR
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MISSED 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.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 2	Trans alt: 8860'
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FT/METER CONVERSION QNH 8860' - 2700m 7880' - 2400m 6890' - 2100m 4930' - 1500m 2960' - 900m 500' - 150m	1 MISSED APCH CLIMB GRAD 3.0% 2 980 hPa or above - FL108 less than 980 hPa - FL118	MAX 205 KT MHA 4930 CONGH 113.0 NOT TO SCALE	3000 MSA POU VOR
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Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	500'	CON
GS	3.00^	372	478	531	637	743	PAPI	200 KT MAX	↑	113.0 R-237

Standard.  
STRAIGHT-IN LANDING RWY 02L  
Missed apch climb gradient 3.0%  
SA CAT I ILS 1  
RA 151'  
DA(H) 195' (150')

RVR 450m

1 HUD required.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z. (21-5) 1 RNAV ILS DME Z Rwy 02R

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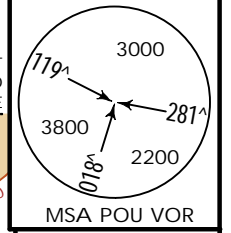
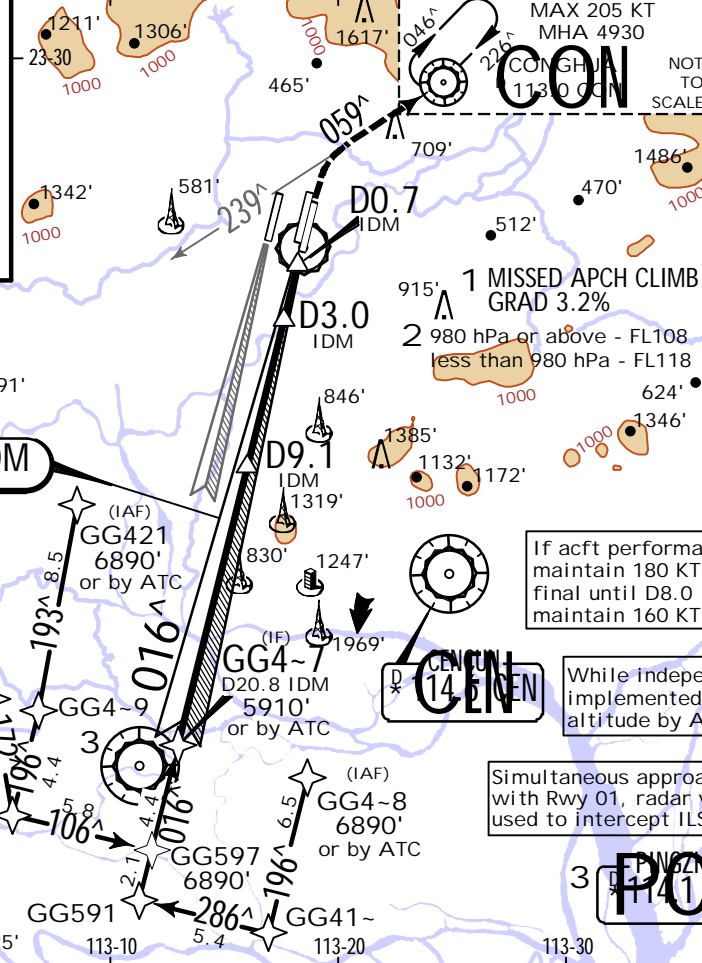
LOC IDM *108.5	Final Apch Crs 016^	D9.1 IDM 2960' (2916')	ILS DA(H) 244' (200')	Apt Elev 50' Rwy 44'	
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-239 CON inbound to CON at 4930' or above, then join holding, or as directed.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

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 2	Trans alt: 8860'
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FT/METER CONVERSION  
QNH

8860' - 2700m
7880' - 2400m
6890' - 2100m
5910' - 1800m
4930' - 1500m
2960' - 900m
1010' - 305m
500' - 150m



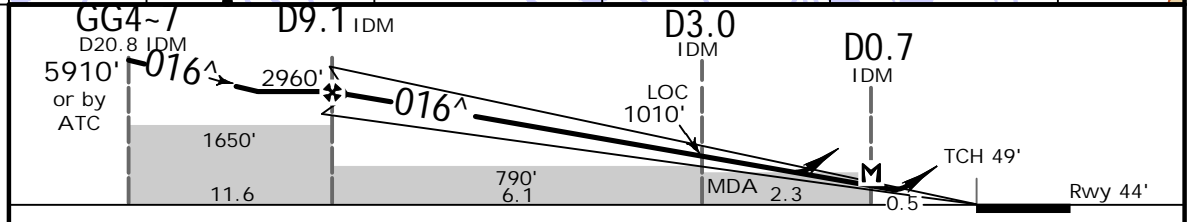
RECOMMENDED ALTITUDES

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'	

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

While independent operation implemented actual flight altitude by ATC.

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



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	200 KT MAX	↑	113.0 R-239
MAP at D0.7 IDM										

PANS OPS	Standard.			STRAIGHT-IN LANDING RWY 02R Missed apch climb gradient 3.2%		CIRCLE-TO-LAND Not authorized West of runway	
	ILS			LOC (GS out)		CDFA	
	DA(H) 244' (200')			MDA(H) 500' (456')			
	FULL	IDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)	VIS
A				1800m	100	730' (680')	2300m
B	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m	1800m	135	840' (790')	2300m
C				2100m	180	1170' (1120')	4400m
D					205	1170' (1120')	5000m

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z. (21-6) MISSED APCH CLIMB GRAD 3.2%  
JEPPESEN GUANGZHOU, PR OF CHINA  
ILS DME Y Rwy 02R

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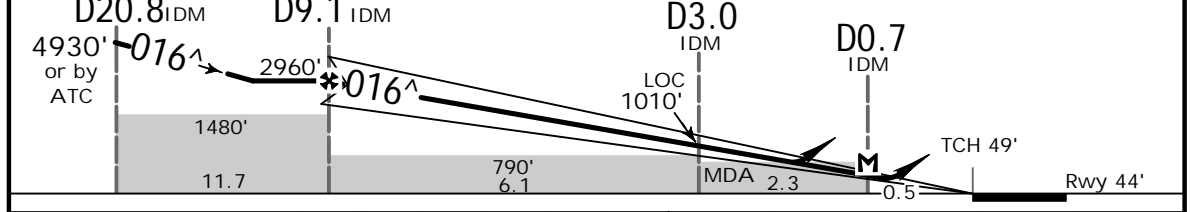
LOC IDM *108.5	Final Apch Crs 016^	D9.1 IDM 2960' (2916')	ILS DA(H) 244' (200')	Apt Elev 50' Rwy 44'	
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MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-239 CON inbound to CON at 4930' or above, then join holding, or as directed.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

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

<b>FT/METER CONVERSION</b> QNH 8860' - 2700m 7880' - 2400m 6890' - 2100m 4930' - 1500m 2960' - 900m 1010' - 305m 500' - 150m		MAX 205 KT MHA 4930 CON GHI 113.0 CON	NOT TO SCALE 
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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	200 KT MAX	↑	113.0 R-239

Standard. STRAIGHT-IN LANDING RWY 02R Missed apch climb gradient 3.2%				CIRCLE-TO-LAND Not authorized West of runway	
ILS DA(H) 244' (200')		LOC (GS out) CDFA MDA(H) 500' (456')			
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	730' (680') 2300m
B	RVR 550m	RVR 550m 1	1200m	135	840' (790') 2300m
C	VIS 800m	VIS 800m		180	1170' (1120') 4400m
D				205	1170' (1120') 5000m



**ZGGG/CAN** 10 JUN 22  
**BAIYUN** .Eff.15.Jun.1600Z. **(21-6A)** 1 SA CAT I RNAV ILS DME Z Rwy 02R

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.25	*Ground 121.75
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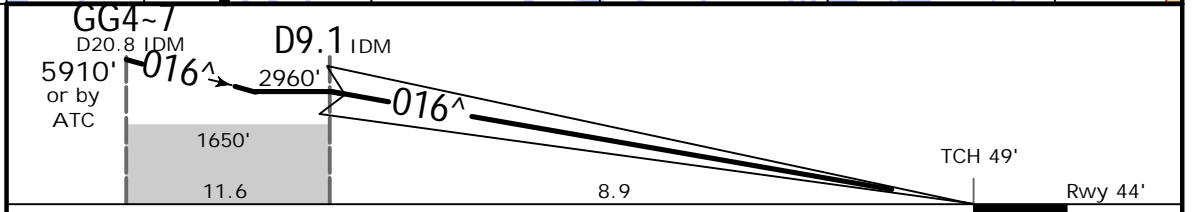
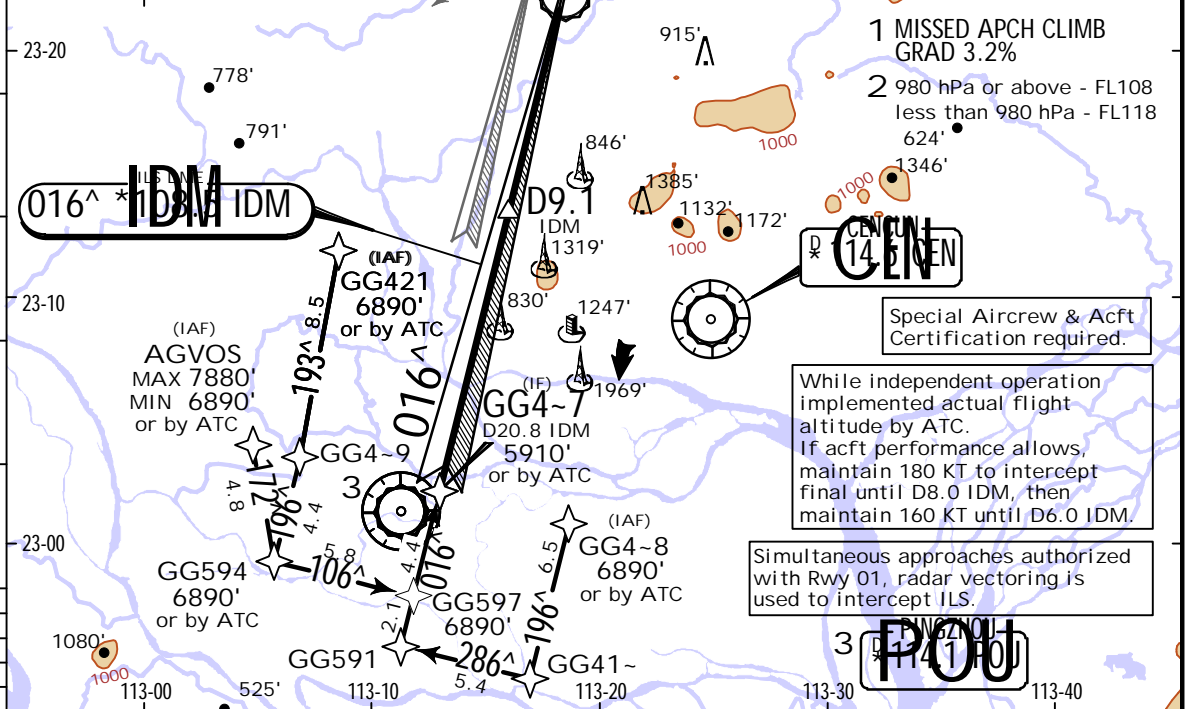
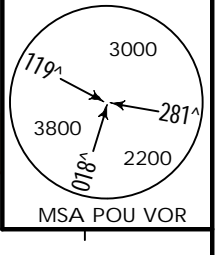
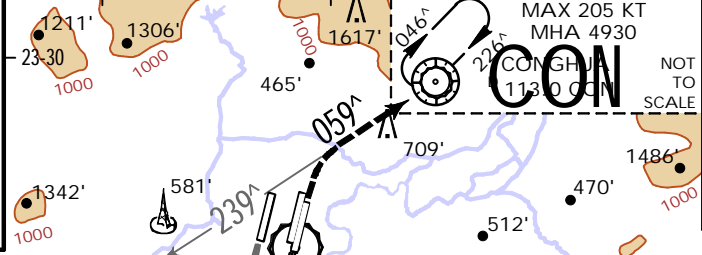
LOC IDM *108.5	Final Apch Crs 016^	D9.1 IDM 2960' (2916')	SA CAT I ILS RA 151' DA(H) 194' (150')	Apt Elev 50' Rwy 44'	<p>MSA CEN VOR</p>
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**MISSED APCH:** Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept R-239 CON inbound to CON at 4930' or above, then join holding, or as directed. MAX 200 KT for turns.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 2	Trans alt: 8860'
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**FT/METER CONVERSION QNH**

8860' - 2700m
7880' - 2400m
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	743					

.Standard. STRAIGHT-IN LANDING RWY 02R  
 Missed apch climb gradient 3.2%  
 SA CAT I ILS 1  
 RA 151'  
 DA(H) 194' (150')

RVR 450m  
 1 HUD required.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z.

JEPPESEN GUANGZHOU, PR OF CHINA  
(21-6B) 1 SA CAT I ILS DME Y Rwy 02R

*D-ATIS Arrival 128.6	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'	<p>3000 MSA CEN VOR</p>
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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.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 2	Trans alt: 8860'
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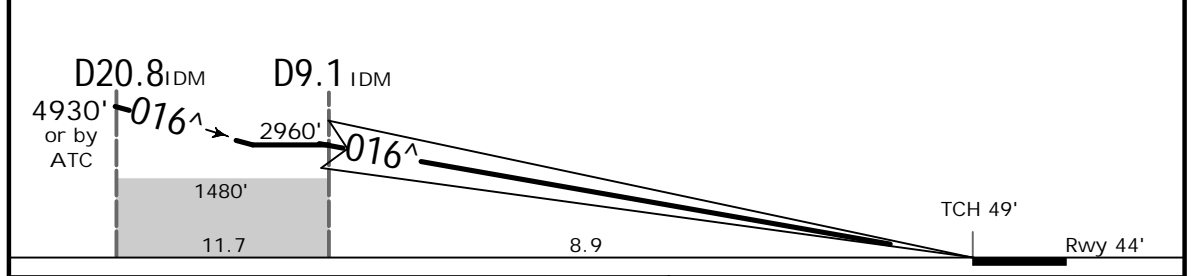
FT/METER CONVERSION  
QNH

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

MAX 205 KT  
MHA 4930

NOT TO SCALE

3000  
MSA POU VOR



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

Standard.  
STRAIGHT-IN LANDING RWY 02R  
Missed apch climb gradient 3.2%  
SA CAT I ILS 1  
RA 151'  
DA(H) 194' (150')

RVR 450m  
1 HUD required.

# ZGGG/CAN

## BAIYUN

10 JUN 22  
 .Eff. 15 Jun. 1600Z. (21-7)

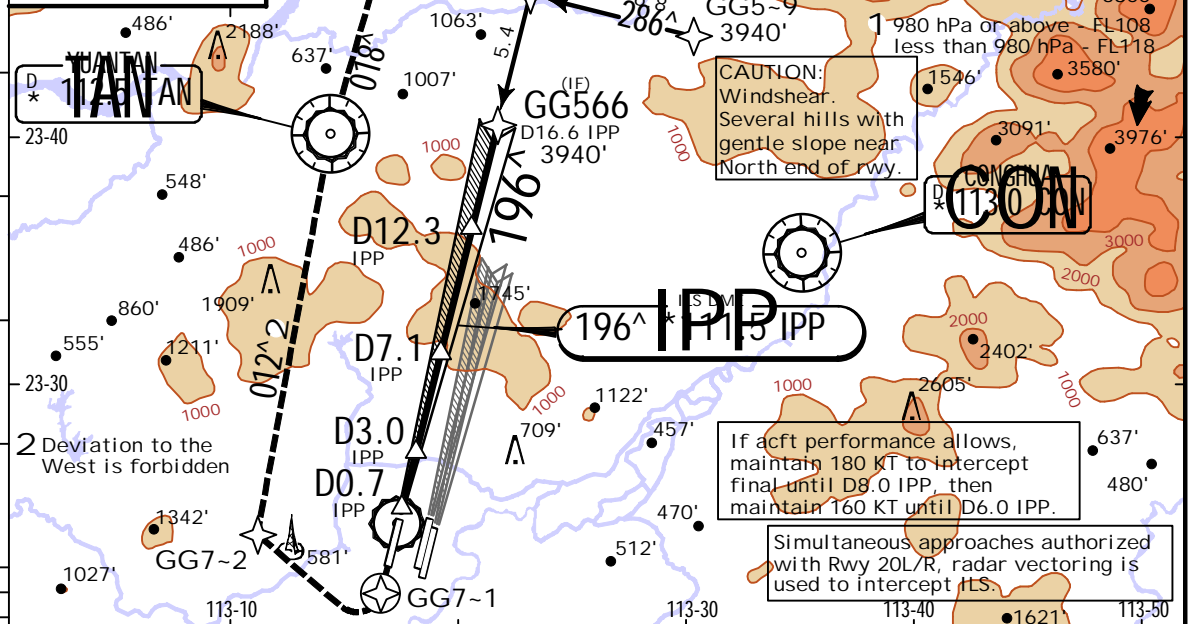
# GUANGZHOU, PR OF CHINA

## RNAV ILS DME Z Rwy 19

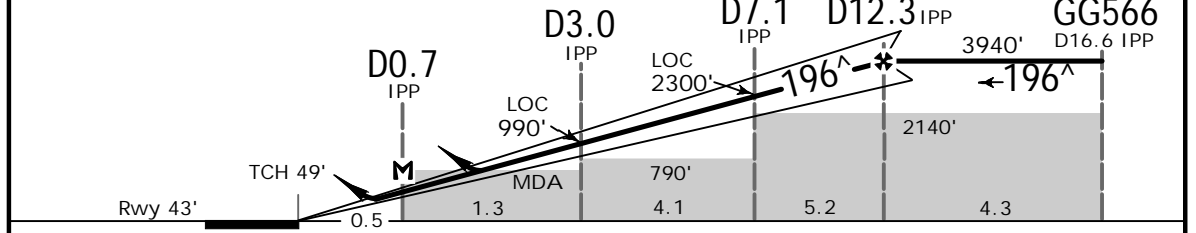
*D-ATIS Arrival 128.6		GUANGZHOU Approach (R) 126.55		*BAIYUN Tower 130.0 118.8		*Ground 121.85	
LOC IPP *111.5	Final Apch Crs 196 <sup>^</sup>	D12.3 IPP 3940' (3897')	ILS DA(H) 243' (200')	Apt Elev 50'	Rwy 43'		
MISSED APCH: Climb STRAIGHT AHEAD to GG7-1, turn RIGHT to GG7-2 at MAX 1970' and MIM 1650', then climb to TAN VOR on 012 <sup>^</sup> at 4930', continue fly on 018 <sup>^</sup> to GG7-3, then turn RIGHT on 108 <sup>^</sup> to GG7-4 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 PAPI	Turns 200 KT MAX	GG7-1 ↑	GG7-2 ↻ RT
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743				
MAP at D0.7 IPP										

PANS OPS	Standard.		STRAIGHT-IN LANDING RWY 19		LOC (GS out)		CIRCLE-TO-LAND	
	ILS		CDFA		DA(H) 243' (200')		Not authorized East of runway	
	FULL		ALS out		MDA(H) 580' (537')		Max Kts.	
	A						100	730' (680')
B	RVR 550m 1				2200m	135	840' (790')	2300m
C	VIS 800m				2200m	180	1170' (1120')	4400m
D					2400m	205	1170' (1120')	5000m
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.								

ZGGG/CAN  
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA  
Eff. 15 Jun. 1600Z. (21-8)  
ILS DME Y Rwy 19

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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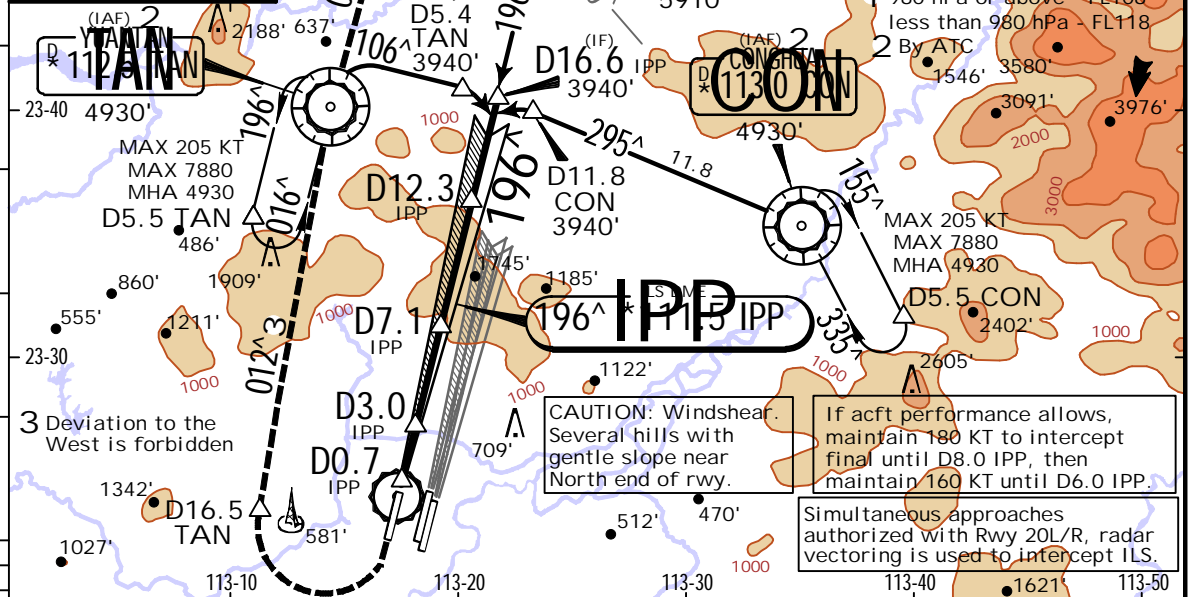
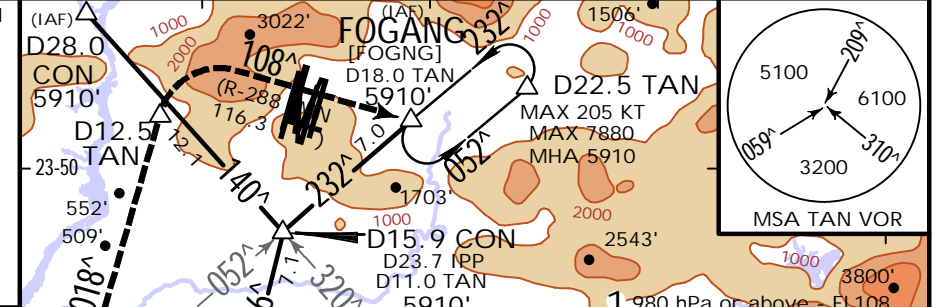
LOC IPP *111.5	Final Apch Crs 196 <sup>^</sup>	D12.3 IPP 3940' (3897')	ILS DA(H) 243' (200')	Apt Elev 50' Rwy 43'	
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**MISSED APCH:** Climb STRAIGHT AHEAD to 690', then turn RIGHT to D16.5/R-192 TAN. Pass D16.5 TAN or North between 1650' and 1970' and 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.

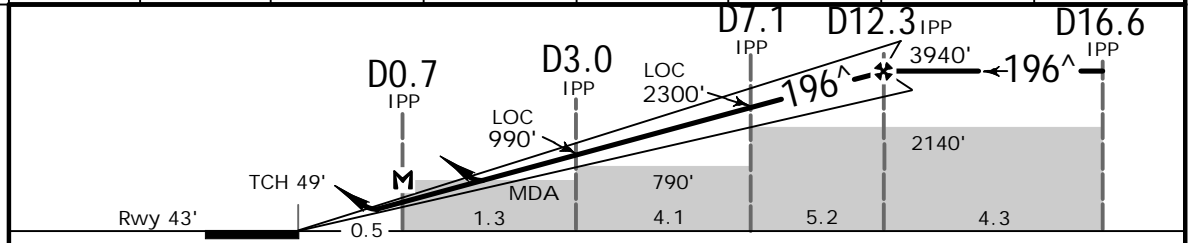
Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

**FT/METER CONVERSION QNH**

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 PAPI Turns 200 KT MAX 690' RT TAN 112.5 R-192
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743	

PANS OPS	Standard. STRAIGHT-IN LANDING RWY 19		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 243' (200')		CDFA MDA(H) 580' (537')		Not authorized East of runway	
	FULL	ALS out	ALS out		Max Kts	MDA(H) VIS
	A		2200m	2400m	100	730' (680') 2300m
B	RVR 550m 1 VIS 800m	1200m		135	840' (790') 2300m	
C				180	1170' (1120') 4400m	
D				205	1170' (1120') 5000m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: ZG(R)-148 withdrawn. | JEPPESEN, 2004, 2022. ALL RIGHTS RESERVED.

ZGGG/CAN  
BAIYUN

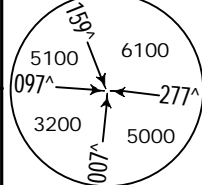
10 JUN 22  
Eff. 15 Jun. 1600Z.

JEPPESSEN GUANGZHOU, PR OF CHINA  
(21-8A) SA CAT I RNAV ILS DME Z Rwy 19

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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BRIEFING STRIP

LOC IPP *111.5	Final Apch Crs 196 <sup>^</sup>	D12.3 IPP 3940' (3897')	SA CAT I ILS RA 148' DA(H) 193' (150')	Apt Elev 50' Rwy 43'
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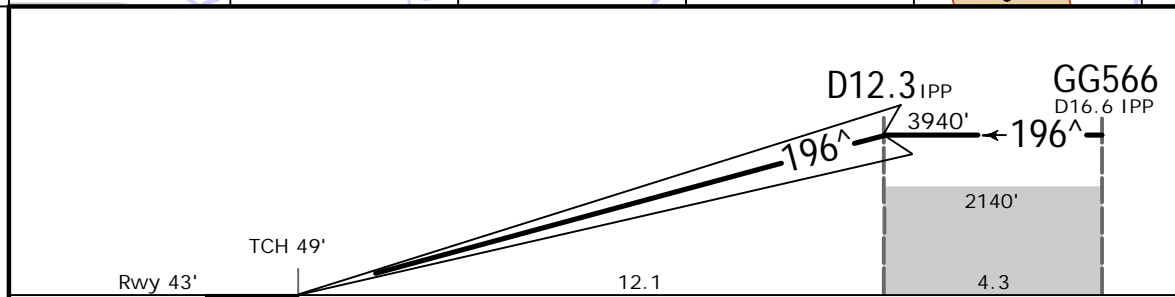
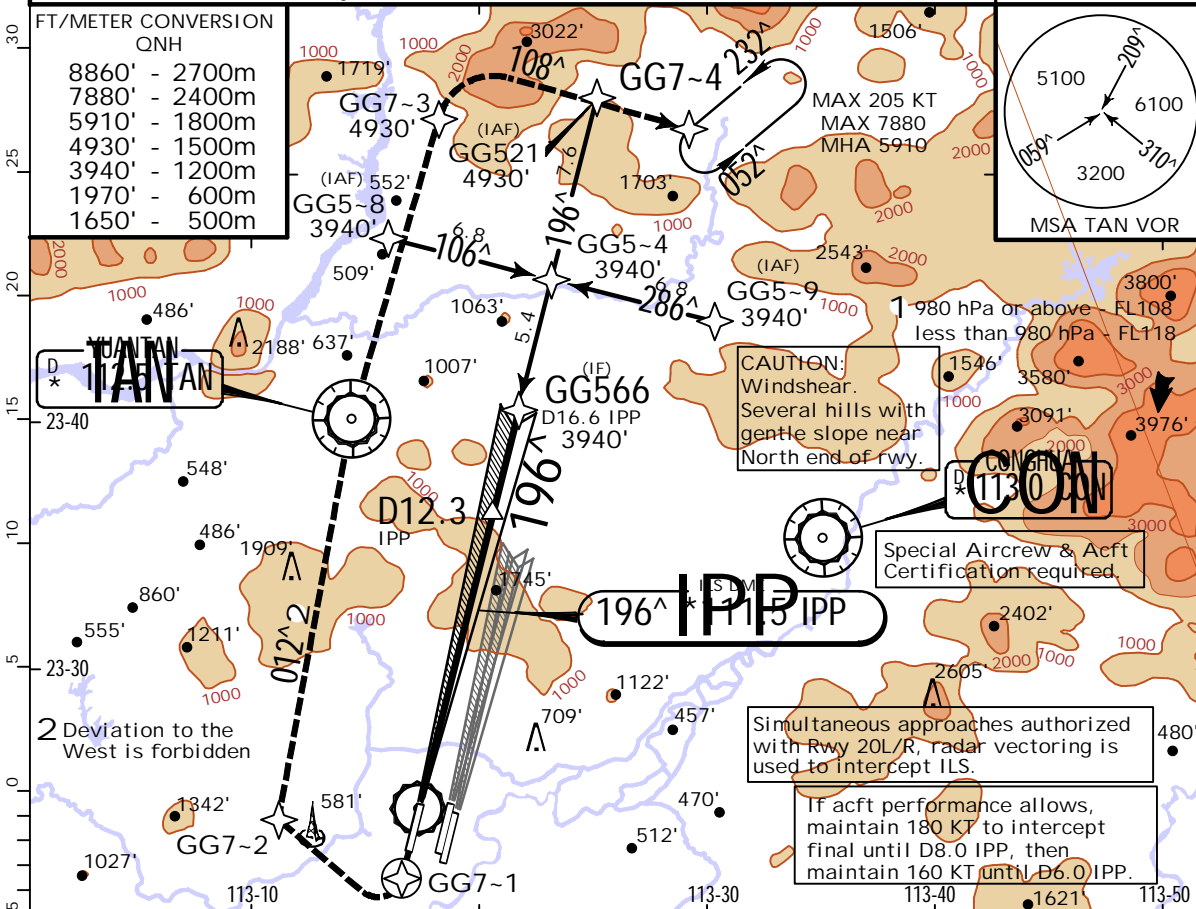
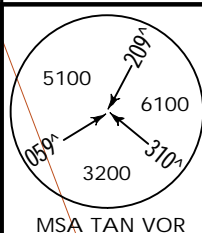


MISSED APCH: Climb STRAIGHT AHEAD to GG7-1, turn RIGHT to GG7-2 at MAX 1970' and MIM 1650', then climb to TAN VOR on 012<sup>^</sup> at 4930', continue fly on 018<sup>^</sup> to GG7-3, then turn RIGHT on 108<sup>^</sup> to GG7-4 at 5910', join holding or as directed. MAX 200 KT for turns. Do not turn 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 PAPI	Turns 200 KT MAX	GG7-1 ↑	RT ↻	GG7-2
GS	3.00 <sup>^</sup>	372	478	531	637	743					

.Standard. STRAIGHT-IN LANDING RWY 19  
SA CAT I ILS 1  
RA 148'  
DA(H) 193' (150')

RVR 450m  
1 HUD required.

PANS OPS

ZGGG/CAN  
BAIYUN

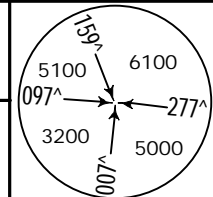
10 JUN 22  
Eff. 15 Jun. 1600Z.

JEPPESEN GUANGZHOU, PR OF CHINA  
(21-8B) SA CAT I ILS DME Y Rwy 19

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.8	*Ground 121.85
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BRIEFING STRIP

LOC IPP *111.5	Final Apch Crs 196 <sup>^</sup>	D12.3 IPP 3940' (3897')	SA CAT I ILS RA 148' DA(H) 193' (150')	Apt Elev 50' Rwy 43'
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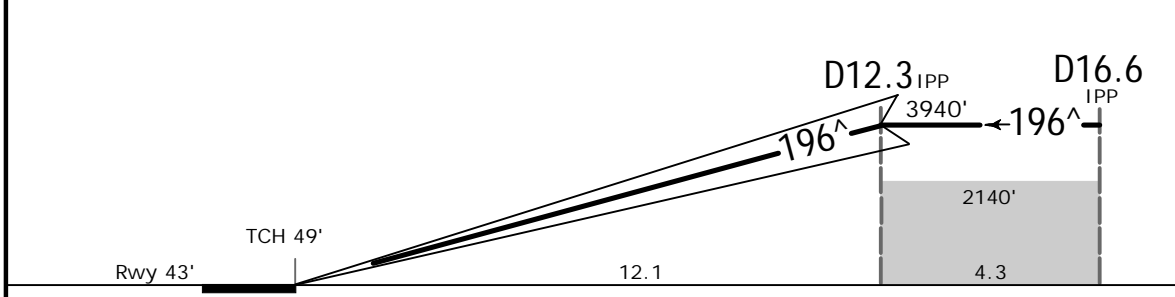
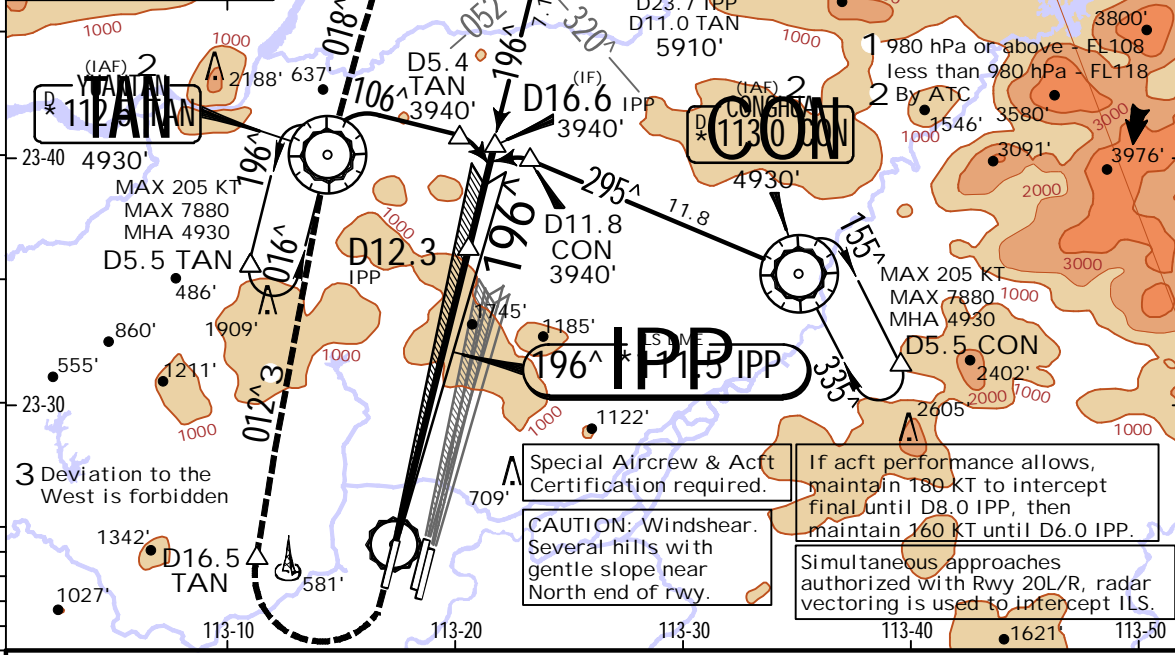
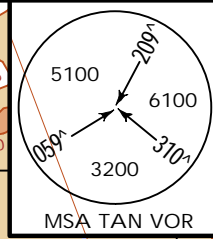
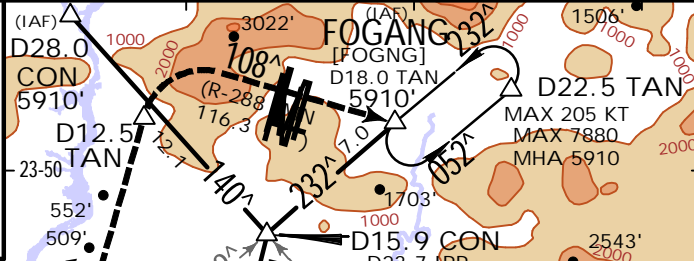


**MISSED APCH:** Climb STRAIGHT AHEAD to 690', then turn RIGHT to D16.5/R-192 TAN. Pass D16.5 TAN or North between 1650' and 1970' and intercept R-192 TAN inbound to reach TAN VOR at 4930'. Then turn RIGHT onto R-018 TAN to D12.5 TAN at 4930', turn RIGHT onto R-288 LMN inbound to reach FOGANG at 5910' 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 QNH

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 PAPI	Turns 200 KT MAX	690' ↑	RT	TAN 112.5 R-192
GS	3.00 <sup>^</sup>	372	478	531	637	849					

Standard. STRAIGHT-IN LANDING RWY 19  
SA CAT I ILS 1  
RA 148'  
DA(H) 193' (150')

RVR 450m  
1 HUD required.

PANS OPS

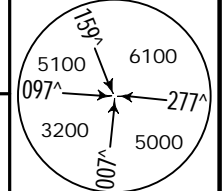
ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z. (21-9)

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

*D-ATIS Arrival 128.6	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 <sup>^</sup>	D8.1 IXL 2630' (2586')	ILS DA(H) 244' (200')	Apt Elev 50'	Rwy 44'
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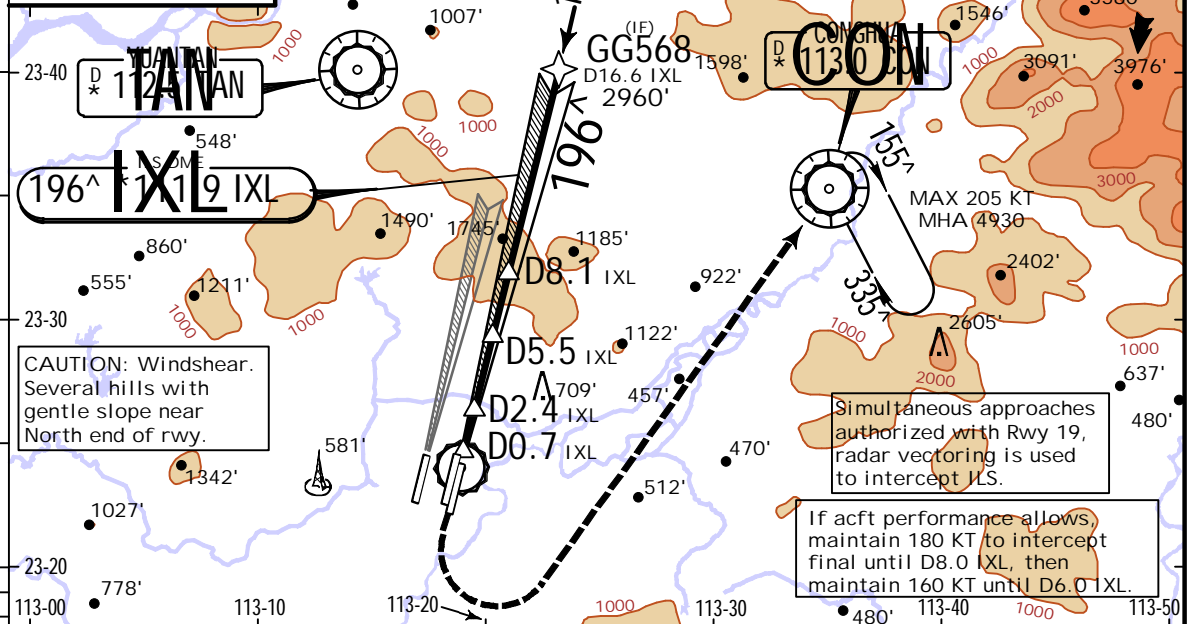
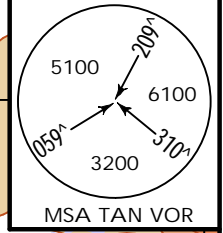
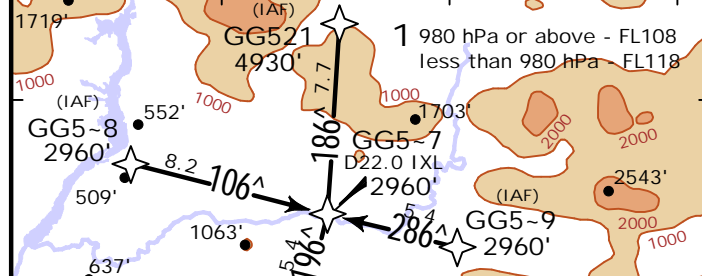


MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to to CON VOR at 4930' or above and hold, or as directed.  
MAX 200 KT for turns. Do not turn before MAP.

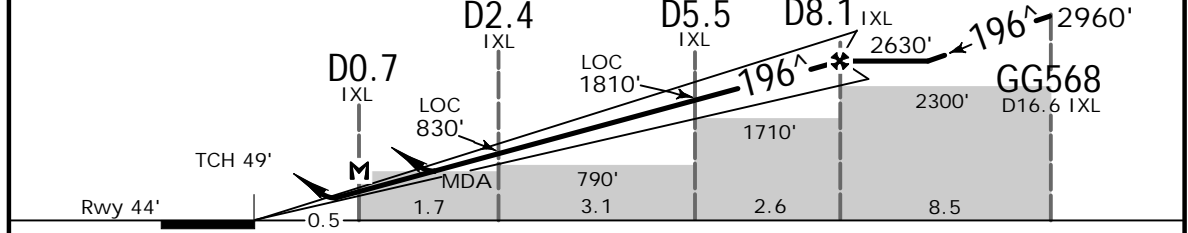
Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION QNH

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



LOC (GS out)	IXL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	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
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743					

PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 20L			LOC (GS out) CDFA		CIRCLE-TO-LAND Not authorized West of runway	
	DA(H) 244' (200')		MDA(H) 450' (406')		Max Kts	MDA(H)	VIS
	FULL	IDZ or CL out	ALS out	ALS out			
	A				100	730' (680')	2300m
B	RVR 550m	RVR 550m 1	1200m	1500m	135	840' (790')	2300m
C	VIS 800m	VIS 800m			180	1170' (1120')	4400m
D					205	1170' (1120')	5000m

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z. (21-10)

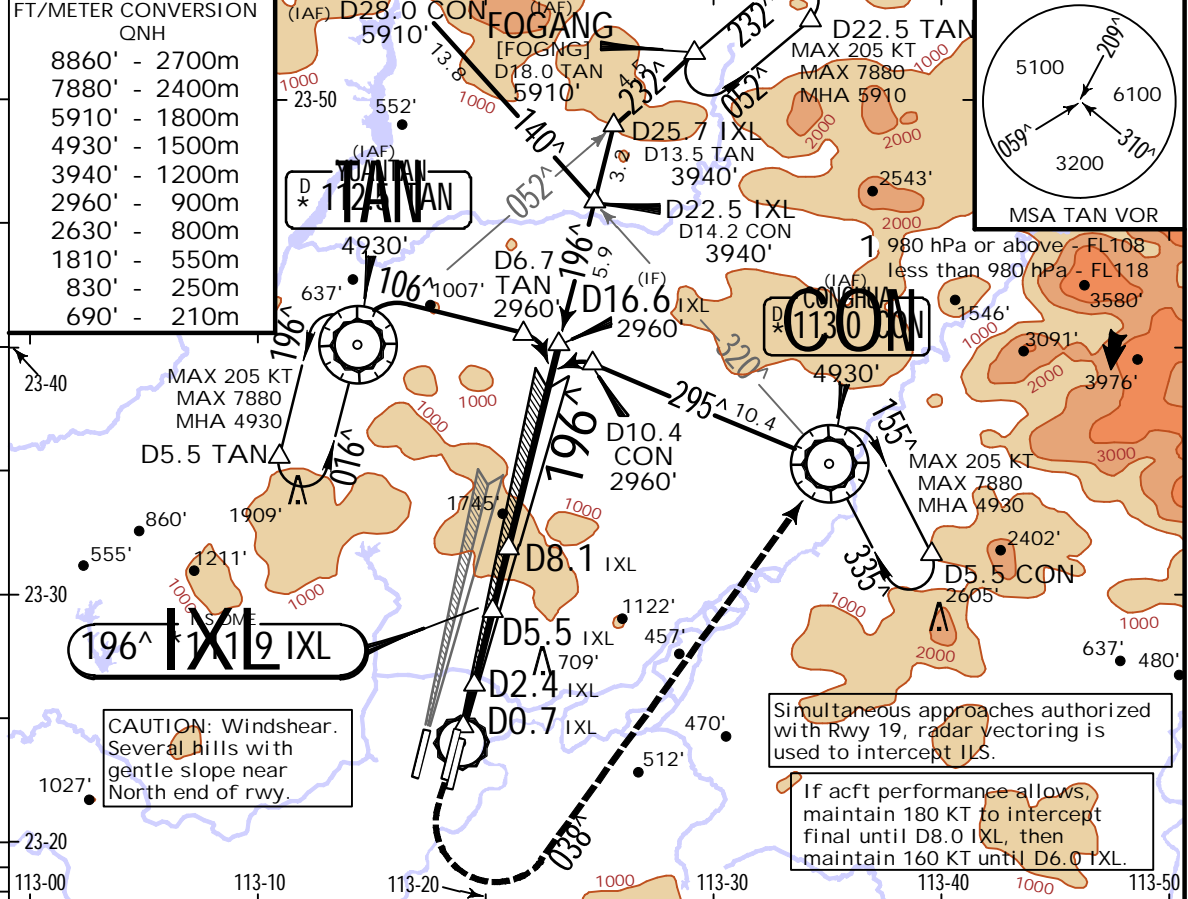
GUANGZHOU, PR OF CHINA  
ILS DME Y Rwy 20L

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.25	*Ground 121.75
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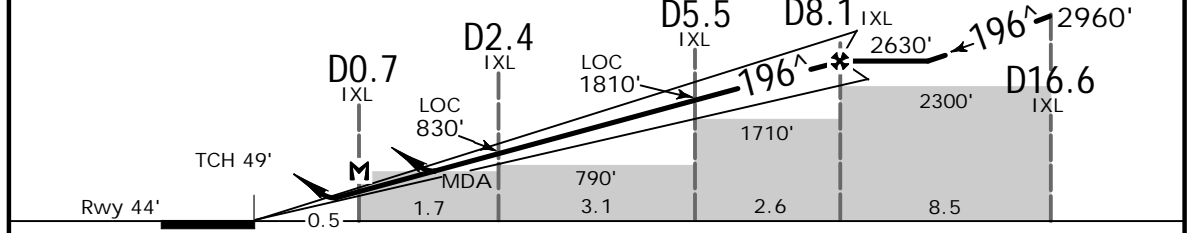
LOC IXL *111.9	Final Apch Crs 196 <sup>^</sup>	D8.1 IXL 2630' (2586')	ILS DA(H) 244' (200')	Apt Elev 50' Rwy 44'	<p>MSA CON VOR</p>
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MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and 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'



LOC (GS out)	IXL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	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 <sup>^</sup>	372	478	531	637	743					

PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 20L				LOC (GS out) CDFA		CIRCLE-TO-LAND Not authorized West of runway	
	FULL		TDZ or CL out		ALS out		ALS out	
	DA(H) 244' (200')		MDA(H) 450' (406')		Max Kts		MDA(H) VIS	
	A					100	730' (680')	2300m
B	RVR 550m	RVR 550m 1	1200m	1500m	135	840' (790')	2300m	
C	VIS 800m	VIS 800m			180	1170' (1120')	4400m	
D					205	1170' (1120')	5000m	



# ZGGG/CAN BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z. (21-10A) SA CAT I RNAV ILS DME Z Rwy 20L

*D-ATIS Arrival 128.6	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 <sup>^</sup>	D8.1 IXL 2630' (2586')	SA CAT I ILS RA 151' DA(H) 194' (150')	Apt Elev 50' Rwy 44'	<p>MSA CON VOR</p>
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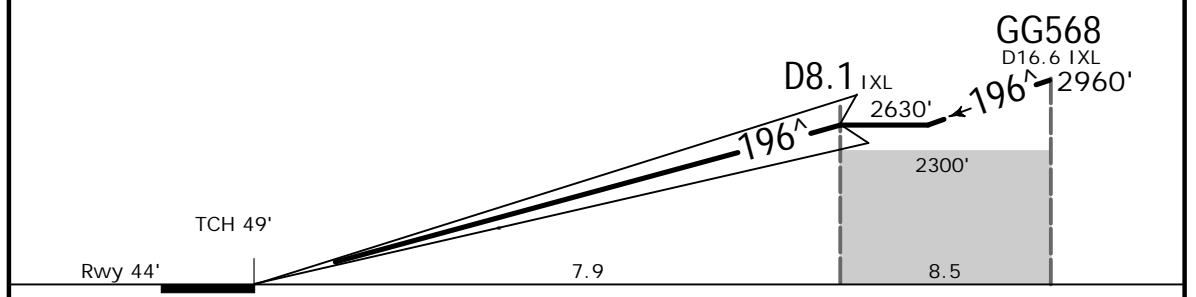
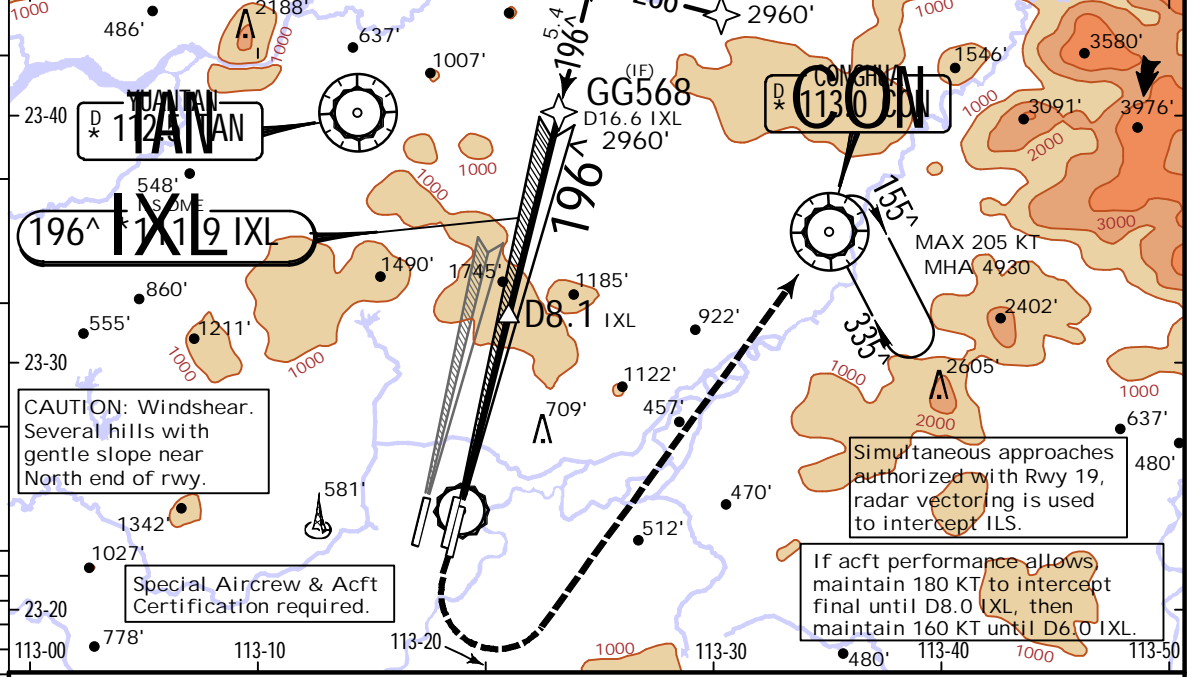
**BRIEFING STRIP**

MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to 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'
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<b>FT/METER CONVERSION QNH</b> 8860' - 2700m 7880' - 2400m 4930' - 1500m 2960' - 900m 2630' - 800m 690' - 210m	1 980 hPa or above - FL108 less than 980 hPa - FL118	
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Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 200 KT MAX	690' ↑	LT ↶	CON 113.0
GS	3.00 <sup>^</sup>	372	478	531	637	743					

Standard. STRAIGHT-IN LANDING RWY 20L

SA CAT I ILS 1  
RA 151'  
DA(H) 194' (150')

RVR 450m

1 HUD required.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z.

JEPPESEN GUANGZHOU, PR OF CHINA  
(21-10B) SA CAT I ILS DME Y Rwy 20L

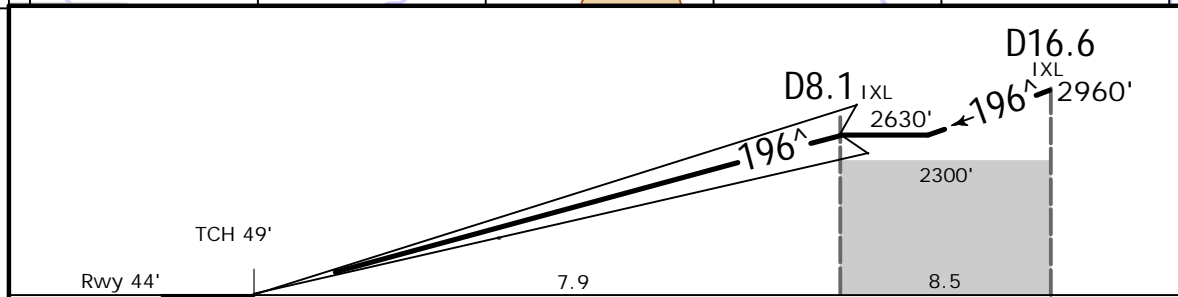
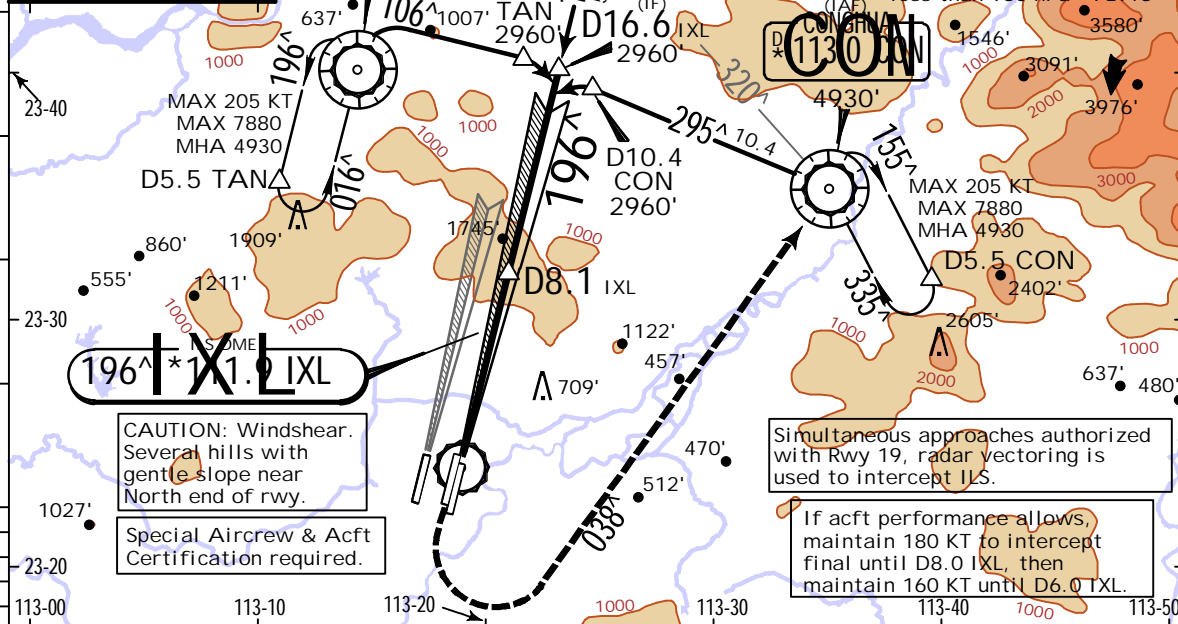
*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.25	*Ground 121.75
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LOC IXL *111.9	Final Apch Crs 196^	D8.1 IXL 2630' (2586')	SA CAT I ILS RA 151' DA(H) 194' (150')	Apt Elev 50' Rwy 44'	<p>MSA CON VOR</p>
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MISSED 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'
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FT/METER CONVERSION QNH 8860' - 2700m 7880' - 2400m 5910' - 1800m 4930' - 1500m 3940' - 1200m 2960' - 900m 2630' - 800m 690' - 210m	(IAF) D28.0 CON 5910'	(IAF) D22.5 TAN MAX 205 KT MAX 7880 MHA 5910	<p>MSA TAN VOR</p>
	(IAF) D18.0 TAN 5910'	(IAF) D25.7 IXL D13.5 TAN 3940'	
	(IAF) D14.2 CON 3940'	(IAF) D22.5 IXL D14.2 CON 3940'	
	(IF) D6.7 TAN 2960'	(IF) D16.6 IXL 2960'	
	(IF) D10.4 CON 2960'	(IF) D5.5 CON 2402'	
	(IF) D8.1 IXL 2630'	(IF) D5.5 TAN 4930'	



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				

.Standard. STRAIGHT-IN LANDING RWY 20L  
SA CAT I ILS 1  
RA 151'  
DA(H) 194' (150')

RVR 450m  
1 HUD required.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z.

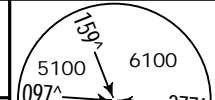
(21-11)

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

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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BRIEFING STRIP

LOC IAA *110.75	Final Apch Crs 196 <sup>^</sup>	D8.1 IAA 2630' (2582')	ILS DA(H) 248' (200')	Apt Elev 50' Rwy 48'
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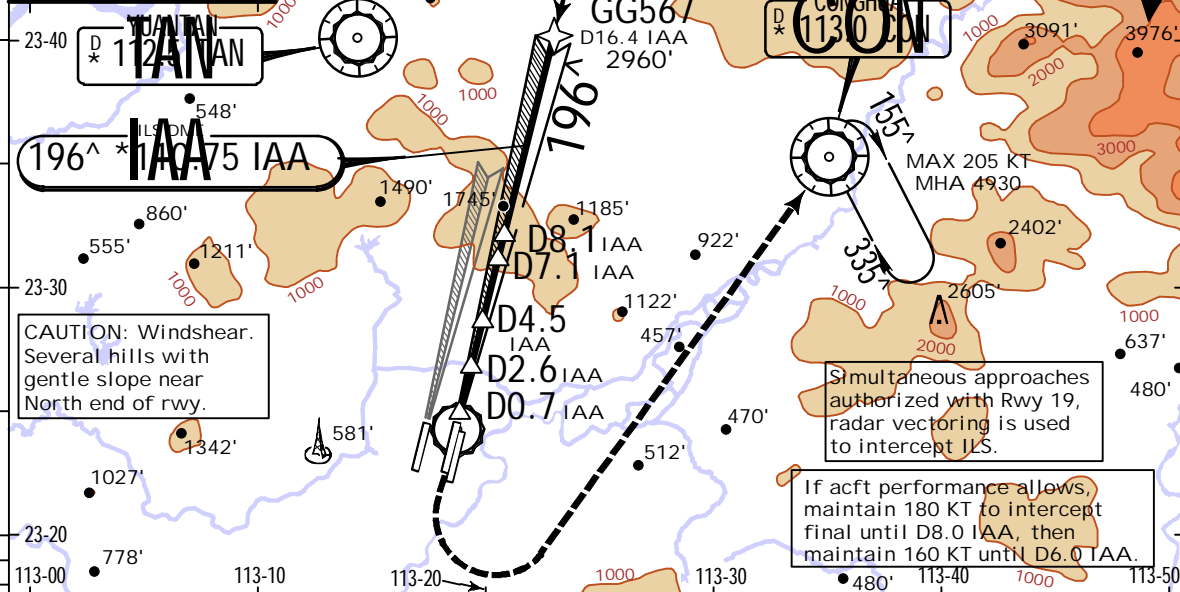
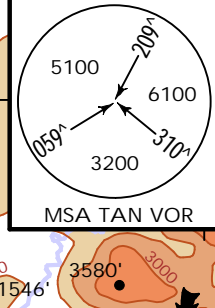
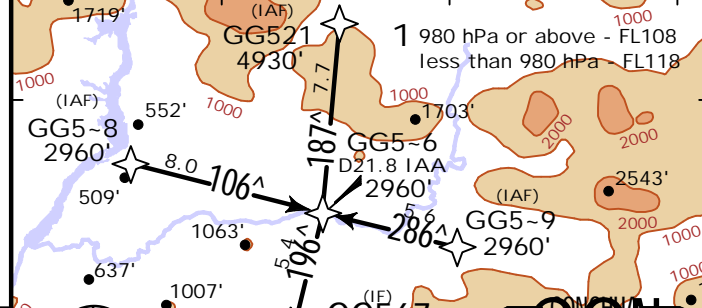


MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to CON VOR at 4930' or above and hold, or as directed.  
MAX 200 KT for turns. Do not turn before MAP.

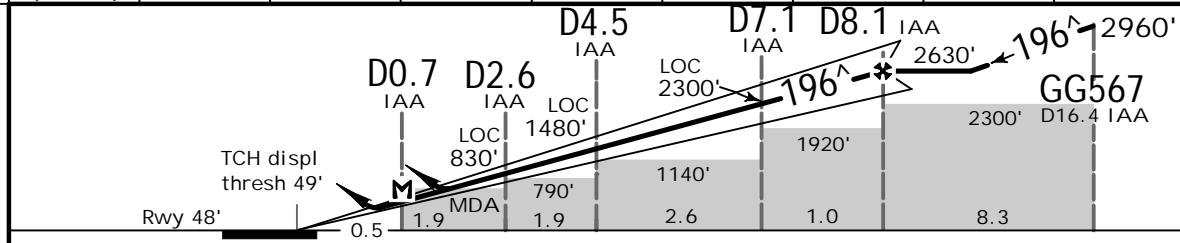
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'
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FT/METER CONVERSION QNH

8860' - 2700m
7880' - 2400m
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 PAPI	Turns 200 KT MAX	690' ↑	LT ↶	CON 113.0
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743					
MAP at D0.7 IAA											

PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND Not authorized West of runway						
	FULL		IDZ or CL out		ALS out		ALS out		Max Kts.	MDA(H)	VIS
	DA(H) 248' (200')		CDFA		MDA(H) 480' (432')		LOC (GS out)				
	A								100	730' (680')	2300m
B	RVR 550m	RVR 550m 1	1200m				1600m	135	840' (790')	2300m	
C	VIS 800m	VIS 800m					2000m	180	1170' (1120')	4400m	
D								205	1170' (1120')	5000m	

# ZGGG/CAN BAIYUN

# JEPPesen GUANGZHOU, PR OF CHINA ILS DME Y Rwy 20R

10 JUN 22  
Eff. 15 Jun. 1600Z. (21-12)

*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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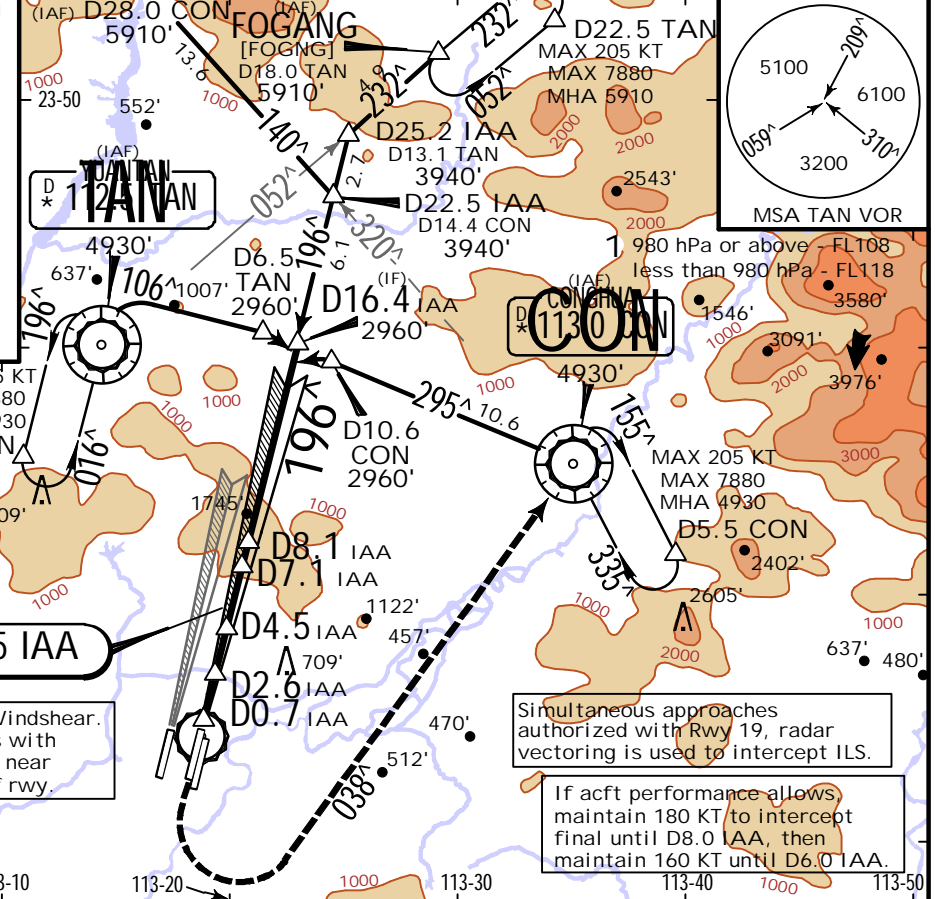
LOC IAA <b>*110.75</b>	Final Apch Crs <b>196^</b>	D8.1 IAA <b>2630'</b> (2582')	ILS DA(H) <b>248'</b> (200')	Apt Elev 50' Rwy 48'	<p>MSA CON VOR</p>
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**MISSED APCH:** Climb STRAIGHT AHEAD to 690', then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT for turns. Do not turn before MAP.

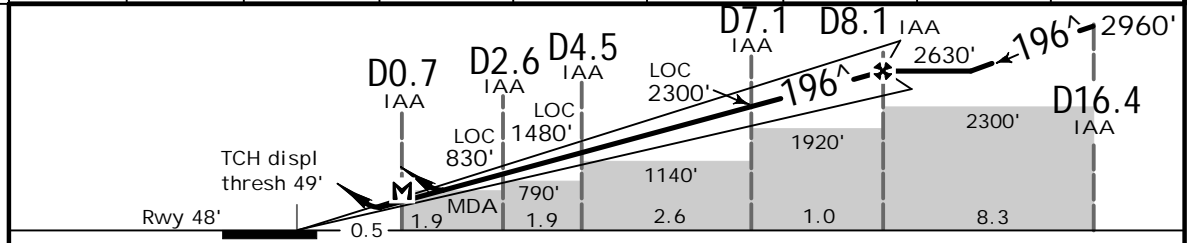
Alt Set: hPa Rwy Elev: 2 hPa Trans level: 1 Trans alt: 8860'

FT/METER CONVERSION QNH

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

PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND Not authorized West of runway			
	FULL DA(H) 248' (200')		ALS out		LOC (GS out) MDA(H) 480' (432')		ALS out	
	TDZ or CL out		ALS out		MDA(H) 480' (432')		ALS out	
	Max Kts	MDA(H)	vis		Max Kts	MDA(H)	vis	
A					100	730' (680')	2300m	
B	RVR 550m	RVR 550m 1	1200m		135	840' (790')	2300m	
C	vis 800m	vis 800m			180	1170' (1120')	4400m	
D					205	1170' (1120')	5000m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: ZG(R)-148 withdrawn. | JEPPesen, 2004, 2022. ALL RIGHTS RESERVED.

# ZGGG/CAN BAIYUN

10 JUN 22 Eff. 15 Jun. 1600Z. (21-12A) SA CAT I RNAV ILS DME Z Rwy 20R

*D-ATIS Arrival 128.6	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 <sup>^</sup>	D8.1 IAA 2630' (2582')	SA CAT I ILS RA 151' DA(H) 198' (150')	Apt Elev 50' Rwy 48'	<p>MSA CON VOR</p>
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**BRIEFING STRIP**

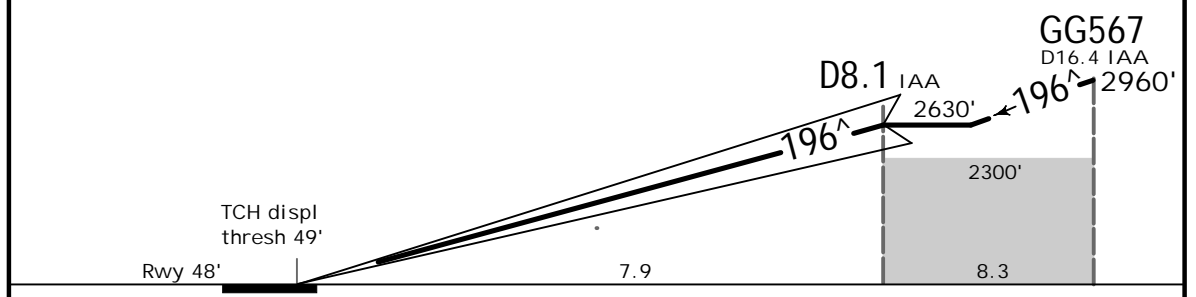
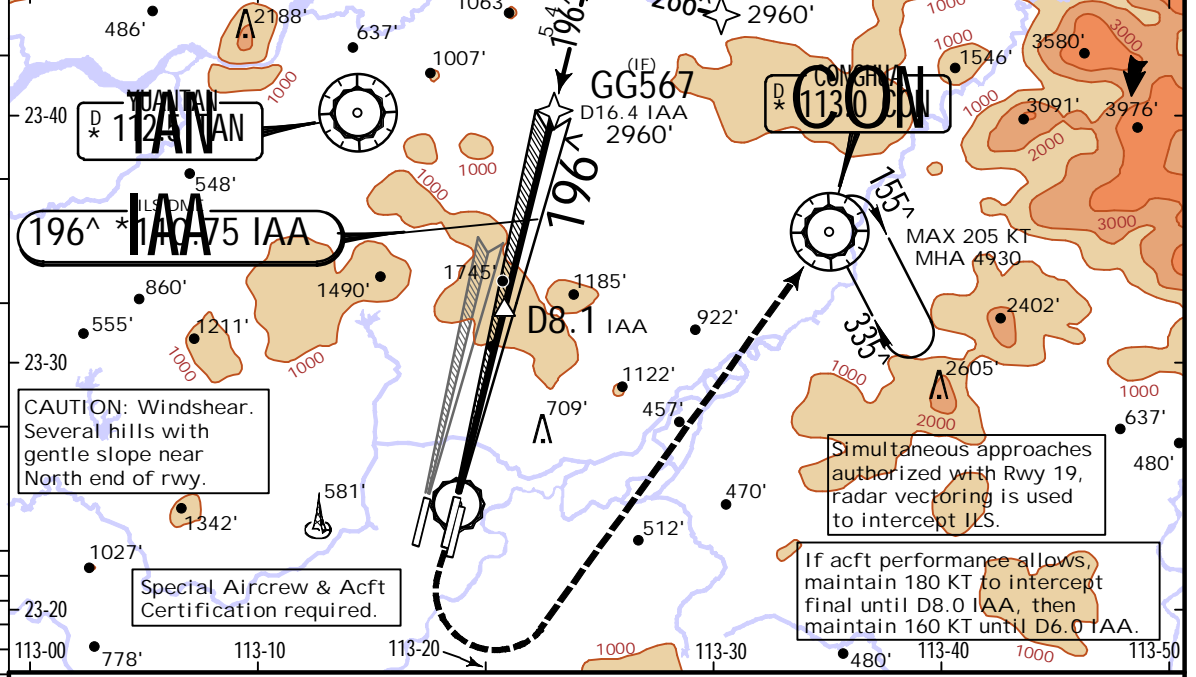
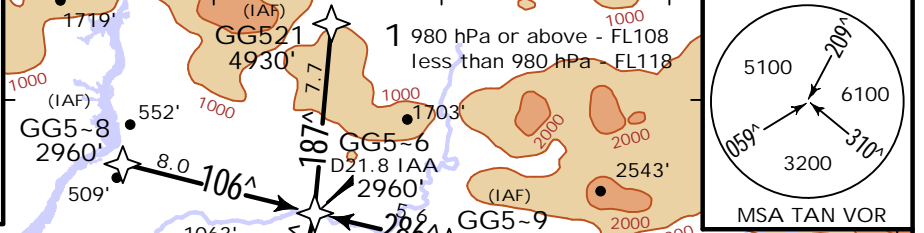
MISSED APCH: Climb STRAIGHT AHEAD to 690', then turn LEFT to to CON VOR at 4930' or above and hold, or as directed.

MAX 200 KT for turns. Do not turn before MAP.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'
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**FT/METER CONVERSION QNH**

8860' - 2700m
7880' - 2400m
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 <sup>^</sup>	372	478	531	637	743				

**Standard.** STRAIGHT-IN LANDING RWY 20R

SA CAT I ILS1  
RA 151'  
DA(H) 198' (150')

RVR 450m

1 HUD required.

ZGGG/CAN  
BAIYUN

10 JUN 22  
Eff. 15 Jun. 1600Z.

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

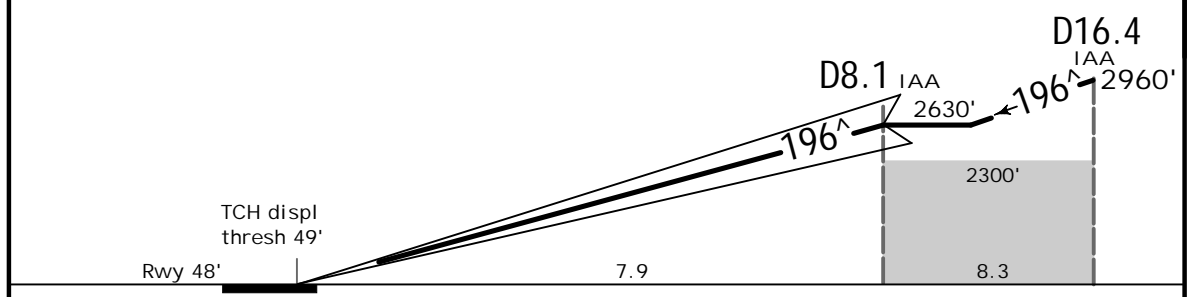
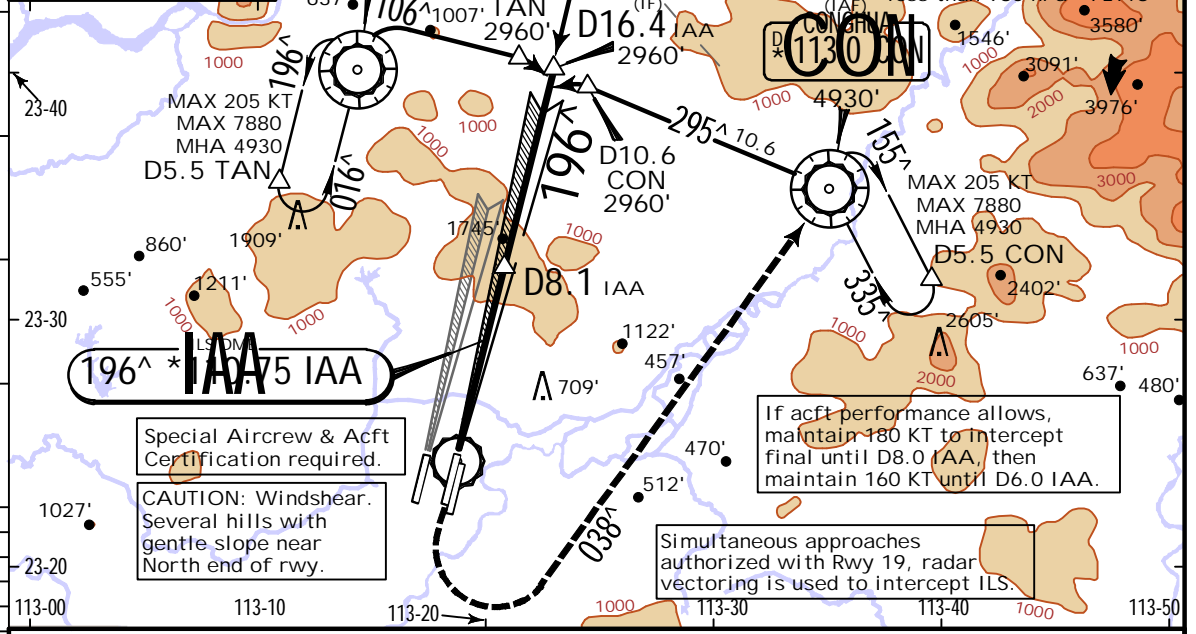
*D-ATIS Arrival 128.6	GUANGZHOU Approach (R) 126.55	*BAIYUN Tower 130.0 118.1	*Ground 121.75
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LOC IAA *110.75	Final Apch Crs 196 <sup>^</sup>	D8.1 IAA 2630' (2582')	SA CAT I ILS RA 151' DA(H) 198' (150')	Apt Elev 50' Rwy 48'	<p>MSA CON VOR</p>
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MISSED 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	(IAF) D28.0 CON 5910'	(IAF) D18.0 TAN 5910'	(IAF) D22.5 TAN 5910'	(IAF) D13.1 TAN 3940'	(IAF) D22.5 IAA 3940'	(IAF) D14.4 CON 3940'	(IAF) D16.4 IAA 2960'	(IAF) D10.6 CON 2960'	(IAF) D8.1 IAA 2630'	(IAF) D5.5 TAN 2960'	(IAF) D5.5 CON 2402'
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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 <sup>^</sup>	372	478	531	637	743					

**Standard.** STRAIGHT-IN LANDING RWY 20R  
SA CAT I ILS1  
RA 151'  
DA(H) 198' (150')

RVR 450m  
1 HUD required.

## Chart changes since cycle 06-2023

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

**GUANGZHOU, (BAIYUN - ZGGG)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport ZGGG

### Chart Change Notices for Country CHN

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** 20210716

**End Date:** Until Further Notice

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