

General Info

Guangzhou, CHN

N 23°23.4' E113°18.4' Mag Var: 2.0°

Elevation: 50'

Public, Control Tower, IFR, Landing Fee, Customs

Fuel: Jet

Repairs: Major Engine

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 02L-20R 11811' x 148' concrete

Runway 02R-20L 12467' x 197' concrete

Runway 02L (16.0°) TDZE 42'

Lights: Edge, ALS, Centerline

Runway 02R (16.0°) TDZE 47'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Runway 20L (196.0°) TDZE 48'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 656'

Runway 20R (196.0°) TDZE 43'

Lights: Edge, ALS, Centerline

Right Traffic

Communications Info

ATIS **128.6** Arrival Service

ATIS **127.0** Departure Service

Baiyun Tower **124.3** Secondary

Baiyun Tower **118.8**

Baiyun Tower **118.1**

Baiyun Ground Control **121.85**

Baiyun Ground Control **121.75**

Baiyun Ground Control **121.6** Secondary

Baiyun Clearance Delivery **121.95**

Guangzhou Approach Control **127.75** Secondary

Guangzhou Approach Control **126.55** Secondary

Guangzhou Approach Control **126.35**

Guangzhou Approach Control **119.7**

Guangzhou Approach Control **119.6**

Guangzhou Approach Control **120.4**

Notebook Info

ZGGG/CAN
BAIYUNJEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 (20-2) Eff 18 Jan

RNAV STAR

*ATIS
128.6Apt Elev
50'

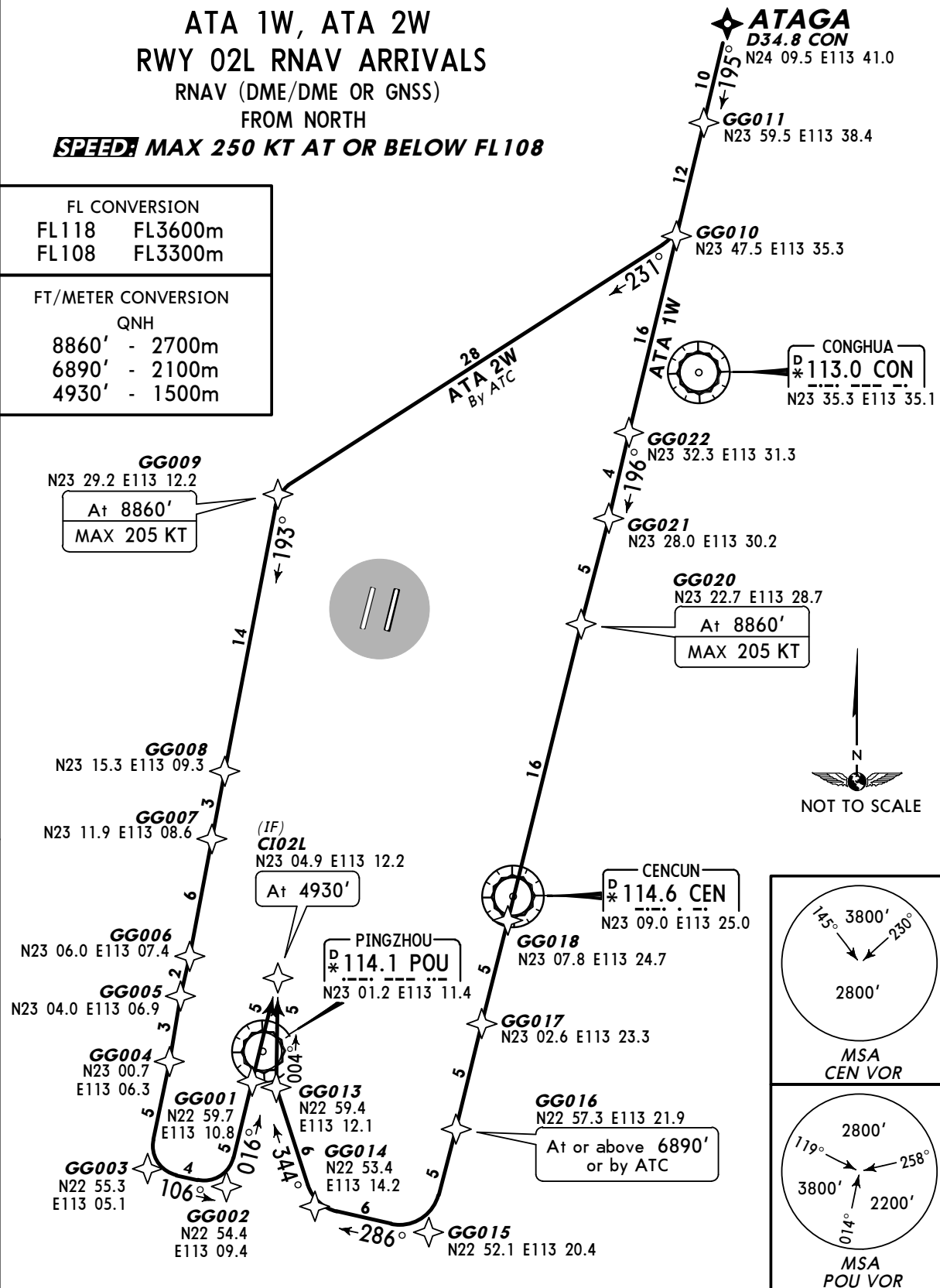
Alt Set: hPa
 Trans level: FL118 - below 980 hPa
 FL108 - 980 hPa or above
 Trans alt: 8860'
 Under radar control, actual flight altitude instructed by ATC.

ATA 1W, ATA 2W
 RWY 02L RNAV ARRIVALS
 RNAV (DME/DME OR GNSS)
 FROM NORTH

SPEED MAX 250 KT AT OR BELOW FL108

FL CONVERSION
 FL118 FL3600m
 FL108 FL3300m

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



STAR

ROUTING

ATA 1W
①

ATAGA - GG011 - GG010 - GG022 - GG021 - GG020 (8860'; K205-) - GG018 -
 GG017 - GG016 (6890'+) - GG015 - GG014 - GG013 - CI02L (4930').

ATA 2W
By ATC

ATAGA - GG011 - GG010 - GG009 (8860'; K205-) - GG008 - GG007 - GG006 -
 GG005 - GG004 - GG003 - GG002 - GG001 - CI02L (4930').

① By ATC while simultaneous parallel approaches implemented.

ZGGG/CAN
BAIYUNJEPPESEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-2A)** Eff 18 Jan **RNAV STAR***ATIS
128.6Apt Elev
50'

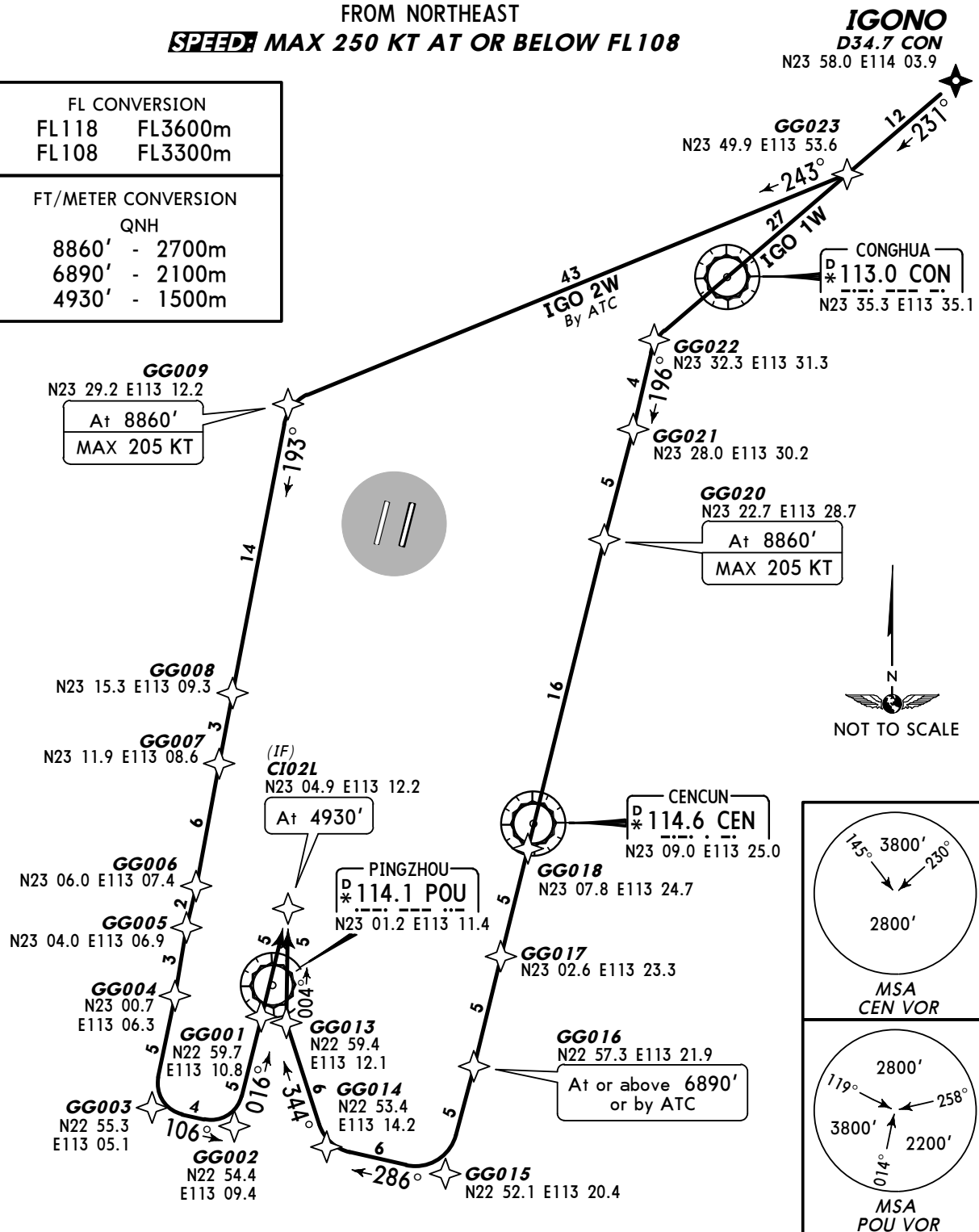
Alt Set: hPa
 Trans level: FL118 - below 980 hPa
 FL108 - 980 hPa or above
 Trans alt: 8860'
 Under radar control, actual flight altitude instructed by ATC.

IGO 1W, IGO 2W
 RWY 02L RNAV ARRIVALS
 RNAV (DME/DME OR GNSS)
 FROM NORTHEAST

SPEED MAX 250 KT AT OR BELOW FL108

FL CONVERSION
 FL118 FL3600m
 FL108 FL3300m

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

**STAR****ROUTING****IGO 1W**

IGONO - GG023 - GG022 - GG021 - GG020 (8860'; K205-) - GG018 - GG017 -
 GG016 (6890'+) - GG015 - GG014 - GG013 - CI02L (4930').

IGO 2W

IGONO - GG023 - GG009 (8860'; K205-) - GG008 - GG007 - GG006 - GG005 -
 GG004 - GG003 - GG002 - GG001 - CI02L (4930').

① By ATC while simultaneous parallel approaches implemented.

ZGGG/CAN
BAIYUN

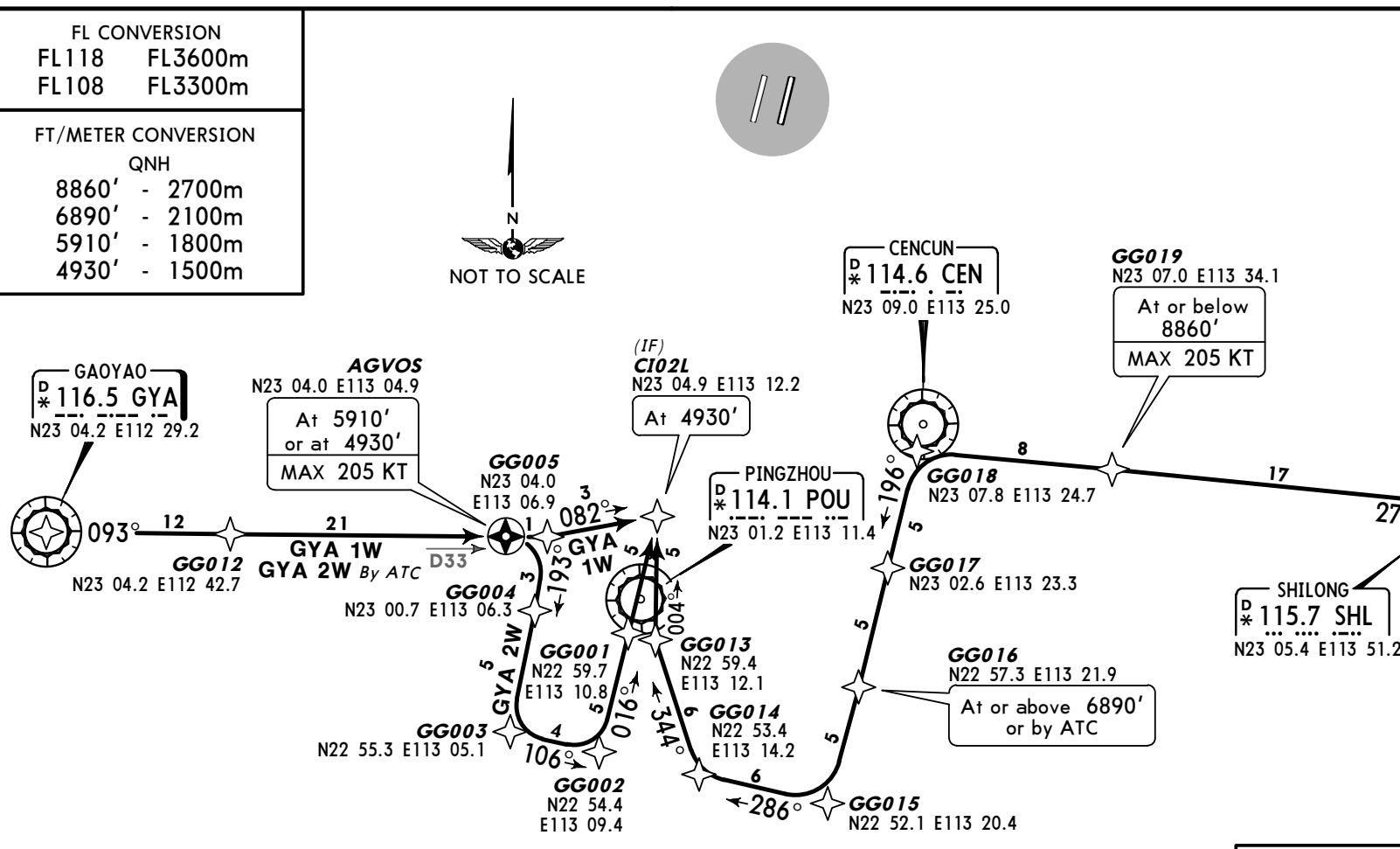
16 MAR 07
JEPPESEN GUANGZHOU, PR OF CHINA
RNAV STAR

*AITS
128.6

Apt Elev
50'

Alt Set: hPa
Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

IDU 1W, GYA 1W, GYA 2W
RWY 02L RNAV ARRIVALS
RNAV (DME/DME OR GNSS)
FROM EAST & WEST
SPEED MAX 250 KT
AT OR BELOW FL108



STAR	ROUTING
IDU 1W ①	IDUMA - SHL - GG019 (8860'-; K205-) - GG018 - GG017 - GG016 (6890'+) - GG015 - GG014 - GG013 - CI02L (4930').
GYA 1W	GYA - GG012 - AGVOS (5910'/4930'; K205-) - GG005 - CI02L (4930').
GYA 2W By ATC	GYA - GG012 - AGVOS (5910'/4930'; K205-) - GG004 - GG003 - GG002 - GG001 - CI02L (4930').
① By ATC while simultaneous parallel approaches implemented.	

ZGGG/CAN
BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA
16 MAR 07 **(20-2C)** **RNAV STAR**

*ATIS
128.6

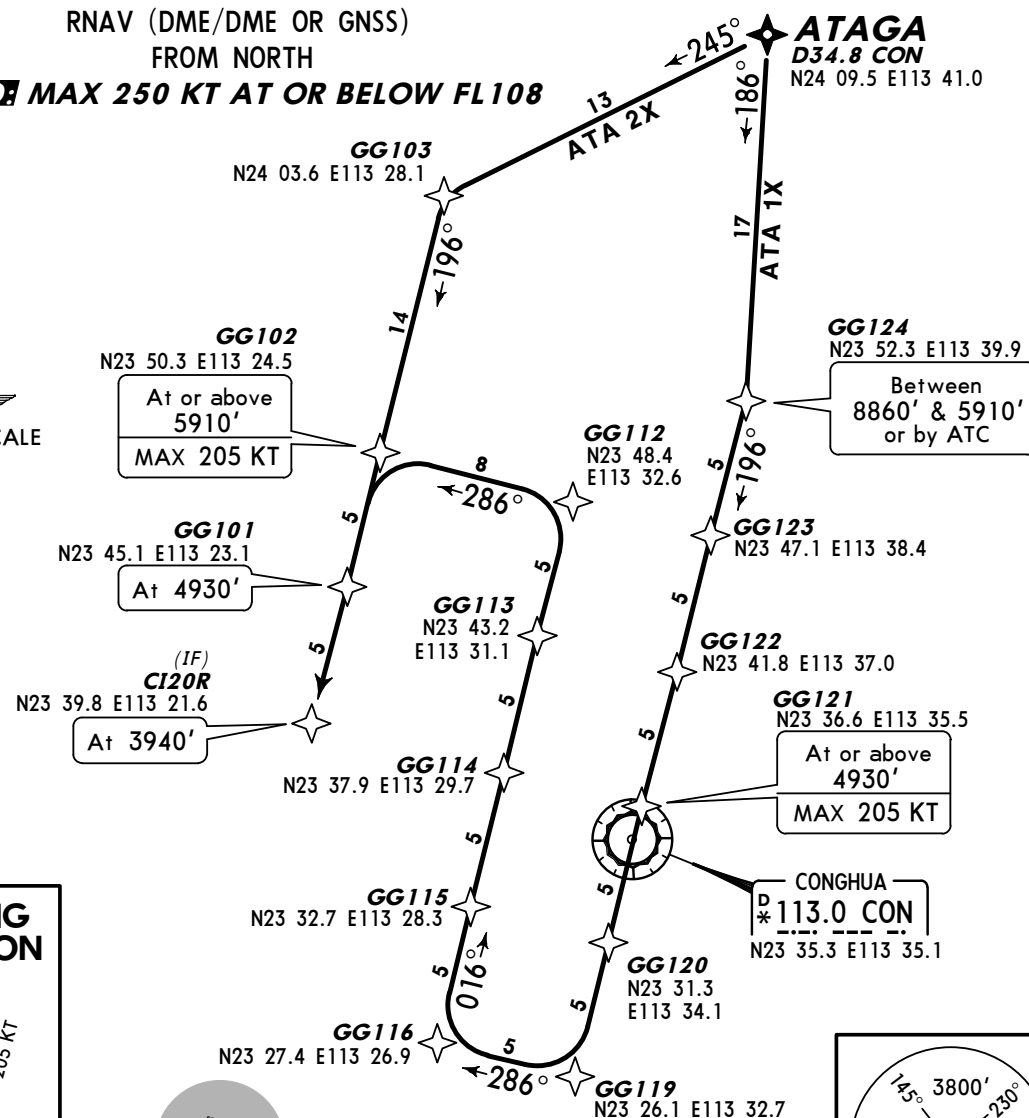
Apt Elev
50'

Alt Set: hPa
Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

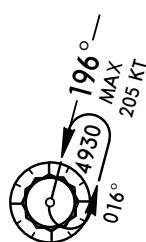
ATA 1X, ATA 2X
RWY 20R RNAV ARRIVALS

RNAV (DME/DME OR GNSS)
FROM NORTH

~~SPEED~~ MAX 250 KT AT OR BELOW FL108



HOLDING OVER CON

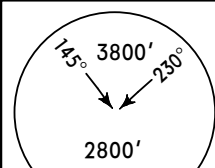


CENCUN
DME 114.6 CON
N23 09.0 E113 25.0

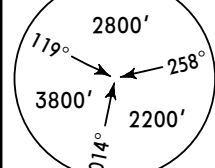
PINGZHOU
DME 114.1 POU
N23 01.2 E113 11.4

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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



MSA
CEN VOR



MSA
POU VOR

STAR

ROUTING

ATA 1X
1

ATAGA - GG124 (8860'-; 5910'+) - GG123 - GG122 - GG121 (4930'+; K205-) - GG120 - GG119 - GG116 - GG115 - GG114 - GG113 - GG112 - GG102 (5910'+; K205-) - GG101 (4930') - CI20R (3940').

ATA 2X

ATAGA - GG103 - GG102 (5910'+; K205-) - GG101 (4930') - CI20R (3940').

1 By ATC while simultaneous parallel approaches implemented.

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-2D)** **Eff 18 Jan** **RNAV STAR**

*ATIS
128.6

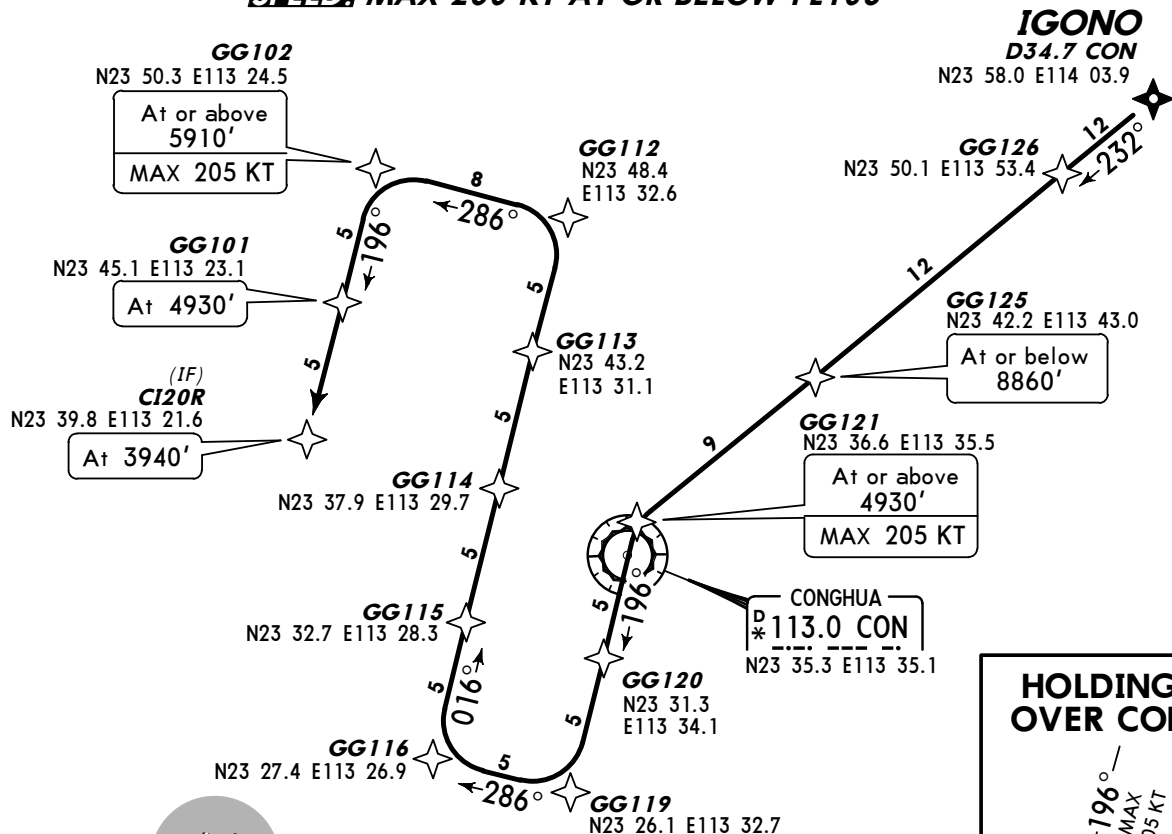
Apt Elev
50'

Alt Set: hPa
Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

IGO 1X
RWY 20R RNAV ARRIVAL
RNAV (DME/DME OR GNSS)

BY ATC WHILE SIMULTANEOUS PARALLEL APPROACHES IMPLEMENTED
FROM NORTHEAST

~~SPEED~~ MAX 250 KT AT OR BELOW FL108



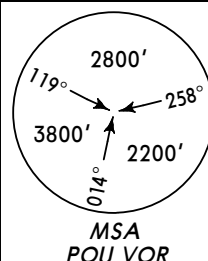
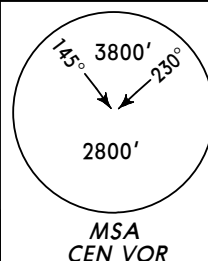
CENCUN
D * 114.6 CEN
N23 09.0 E113 25.0

PINGZHOU
D * 114.1 POU
N23 01.2 E113 11.4

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

HOLDING OVER CON



ROUTING

IGONO - GG126 - GG125 (8860'-) - GG121 (4930'+; K205-) - GG120 - GG119 - GG116 - GG115 - GG114 - GG113 - GG112 - GG102 (5910'+; K205-) - GG101 (4930') - CI20R (3940').

ZGGG/CAN
BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-2E)** **Eff 18 Jan** **RNAV STAR**

*ATIS
128.6

Apt Elev
50'

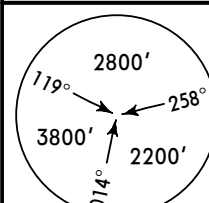
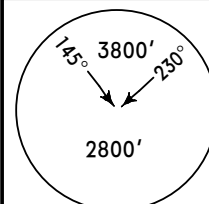
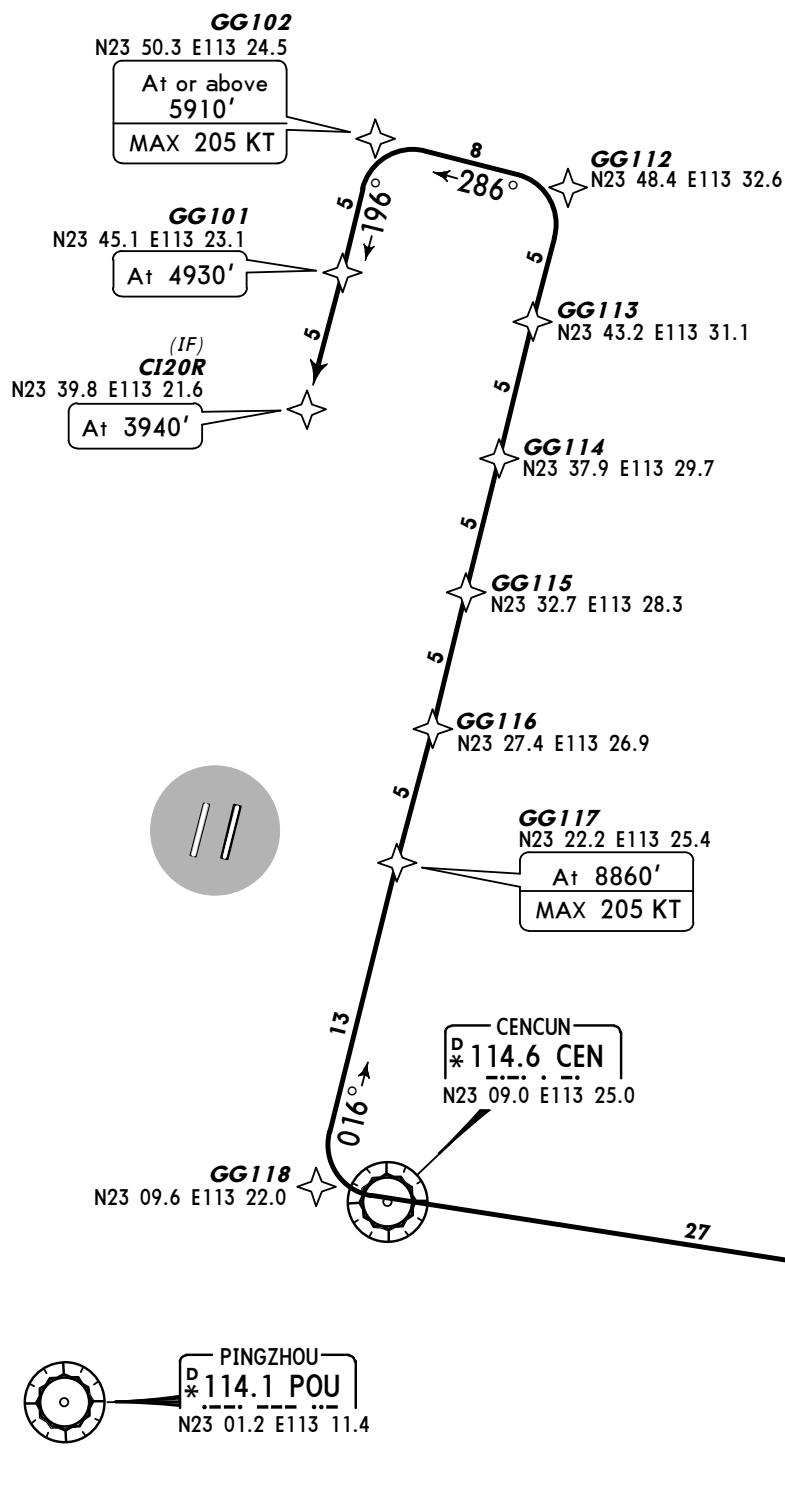
Alt Set: hPa
Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

IDU 1X
RWY 20R RNAV ARRIVAL

RNAV (DME/DME OR GNSS)

BY ATC WHILE SIMULTANEOUS PARALLEL APPROACHES IMPLEMENTED
FROM EAST

~~SPEED~~ MAX 250 KT AT OR BELOW FL108



FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

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



ROUTING

IDUMA - SHL - GG118 - GG117 (8860'; K205-) - GG116 - GG115 - GG114 - GG113 - GG112 - GG102 (5910'+; K205-) - GG101 (4930') - CI20R (3940').

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BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA

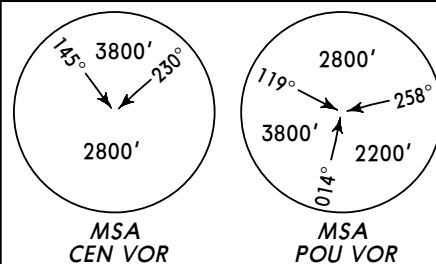
16 MAR 07 (20-2F)

RNAV STAR

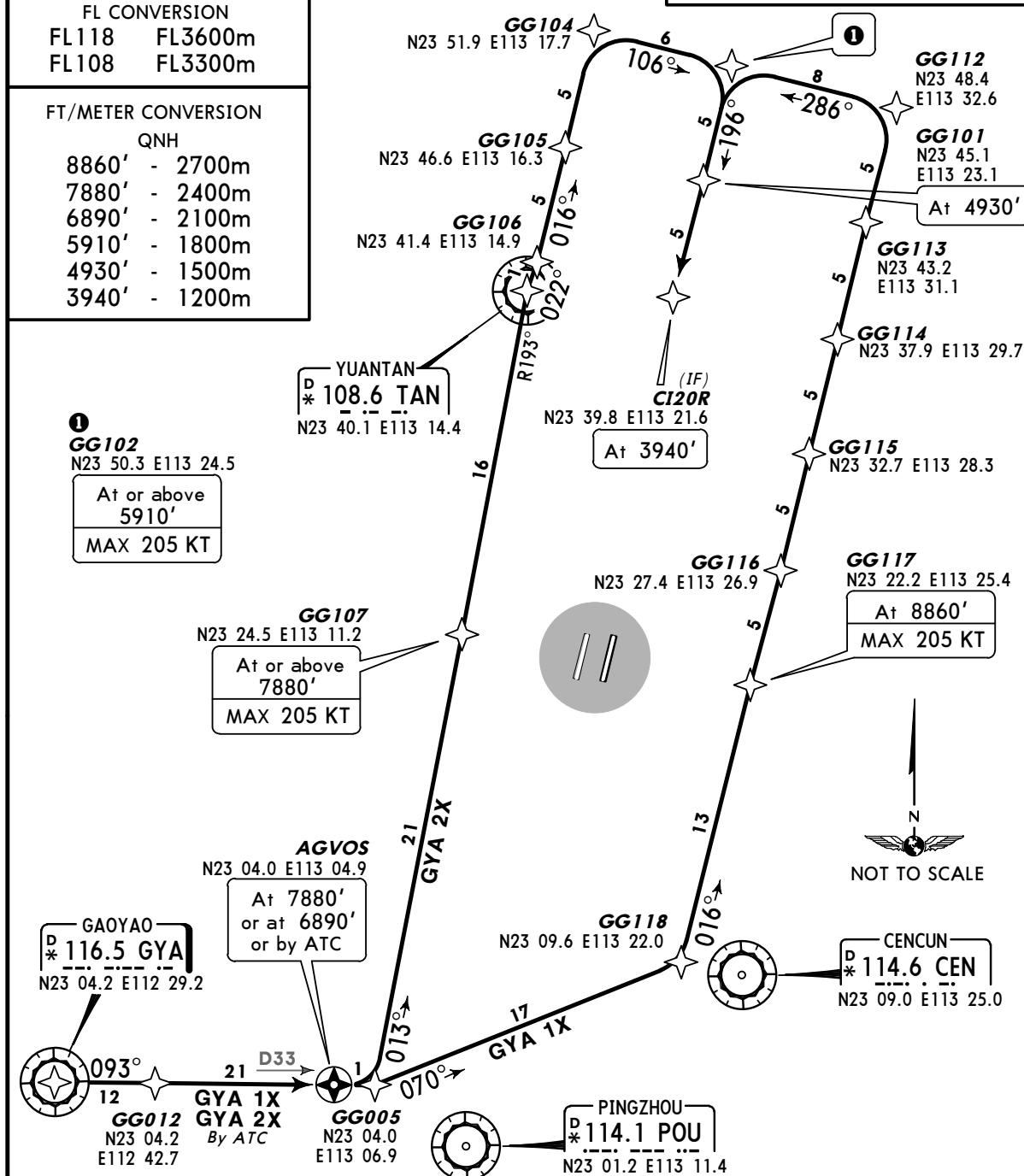
*ATIS 128.6	<i>Apt Elev</i> 50'	Alt Set: hPa Trans level: FL118 - below 980 hPa FL108 - 980 hPa or above Trans alt: 8860' Under radar control, actual flight altitude instructed by ATC.
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GYA 1X, GYA 2X
RWY 20R RNAV ARRIVALS
RNAV (DME/DME OR GNSS)
FROM WEST

SPEED: MAX 250 KT AT OR BELOW FL108



FL CONVERSION	
FL 118	FL 3600m
FL 108	FL 3300m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m



STAR	ROUTING
GYA 1X ②	GYA - GG012 - AGVOS (7880'/6890') - GG005 - GG118 - GG117 (8860'; K205-) - GG116 - GG115 - GG114 - GG113 - GG112 - GG102 (5910'+; K205-) - GG101 (4930') - CI20R (3940').
GYA 2X <i>By ATC</i>	GYA - GG012 - AGVOS (7880'/6890') - GG005 - GG107 (7880'+; K205-) - TAN - GG106 - GG105 - GG104 - GG102 (5910'+; K205-) - GG101 (4930') - CI20R (3940').
② By ATC while simultaneous parallel approaches implemented.	

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JEPPesen GUANGZHOU, PR OF CHINA
 16 MAR 07 **(20-2G)** **RNAV STAR**

 *ATIS
128.6

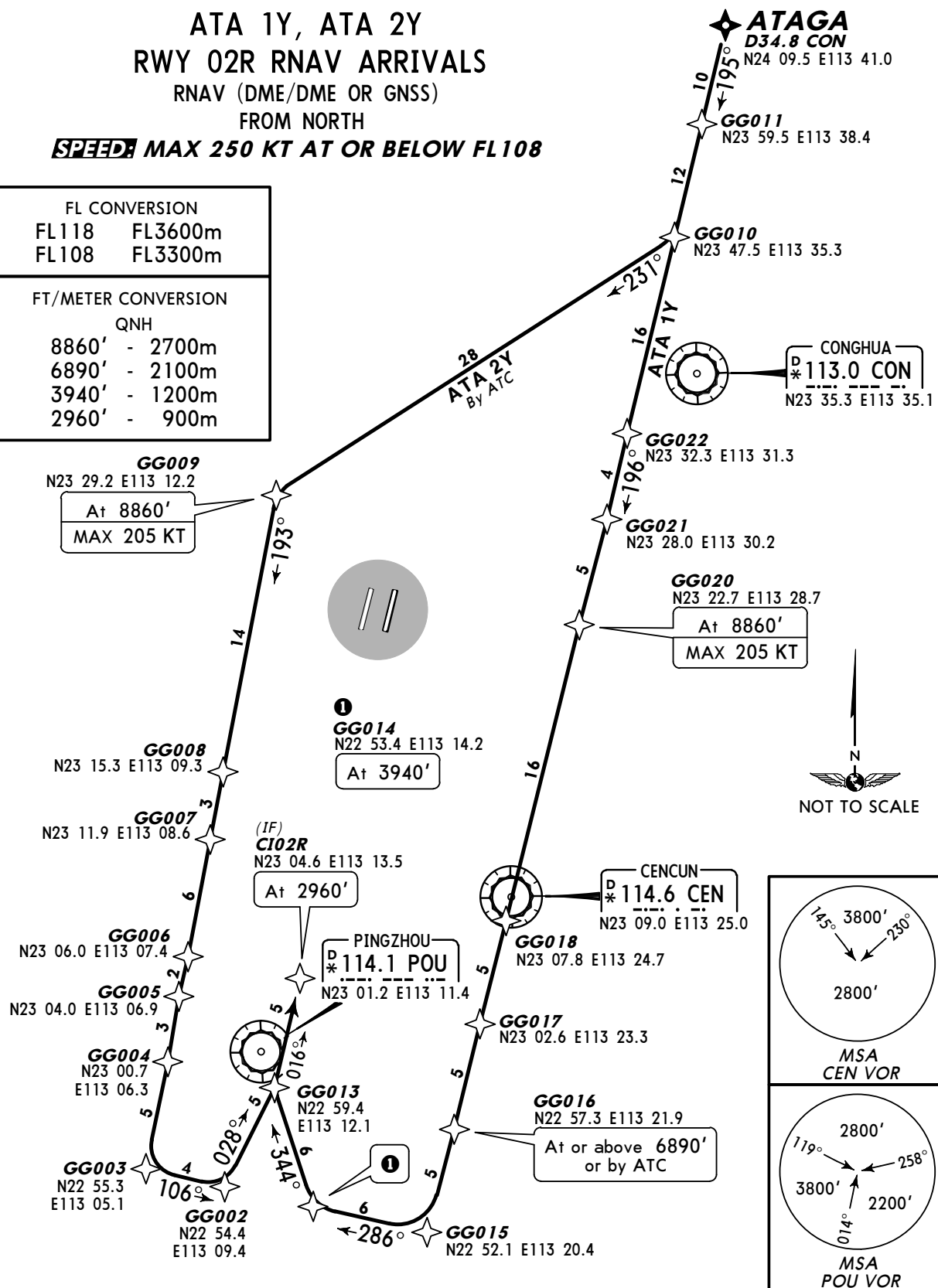
 Apt Elev
50'

 Alt Set: hPa
 Trans level: FL118 - below 980 hPa
 FL108 - 980 hPa or above
 Trans alt: 8860'
 Under radar control, actual flight altitude instructed by ATC.

ATA 1Y, ATA 2Y
RWY 02R RNAV ARRIVALS
 RNAV (DME/DME OR GNSS)
 FROM NORTH

~~SPEED~~ MAX 250 KT AT OR BELOW FL108

 FL CONVERSION
 FL118 FL3600m
 FL108 FL3300m

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

STAR
ROUTING

ATA 1Y	ATAGA - GG011 - GG010 - GG022 - GG021 - GG020 (8860'; K205-) - GG018 - GG017 - GG016 (6890'+) - GG015 - GG014 (3940') - GG013 - CI02R (2960').
ATA 2Y By ATC ②	ATAGA - GG011 - GG010 - GG009 (8860'; K205-) - GG008 - GG007 - GG006 - GG005 - GG004 - GG003 - GG002 - GG013 - CI02R (2960').

② By ATC while simultaneous parallel approaches implemented.

ZGGG/CAN
BAIYUNJEPPESEN GUANGZHOU, PR OF CHINA
16 MAR 07 (20-2H) **RNAV STAR***ATIS
128.6Apt Elev
50'

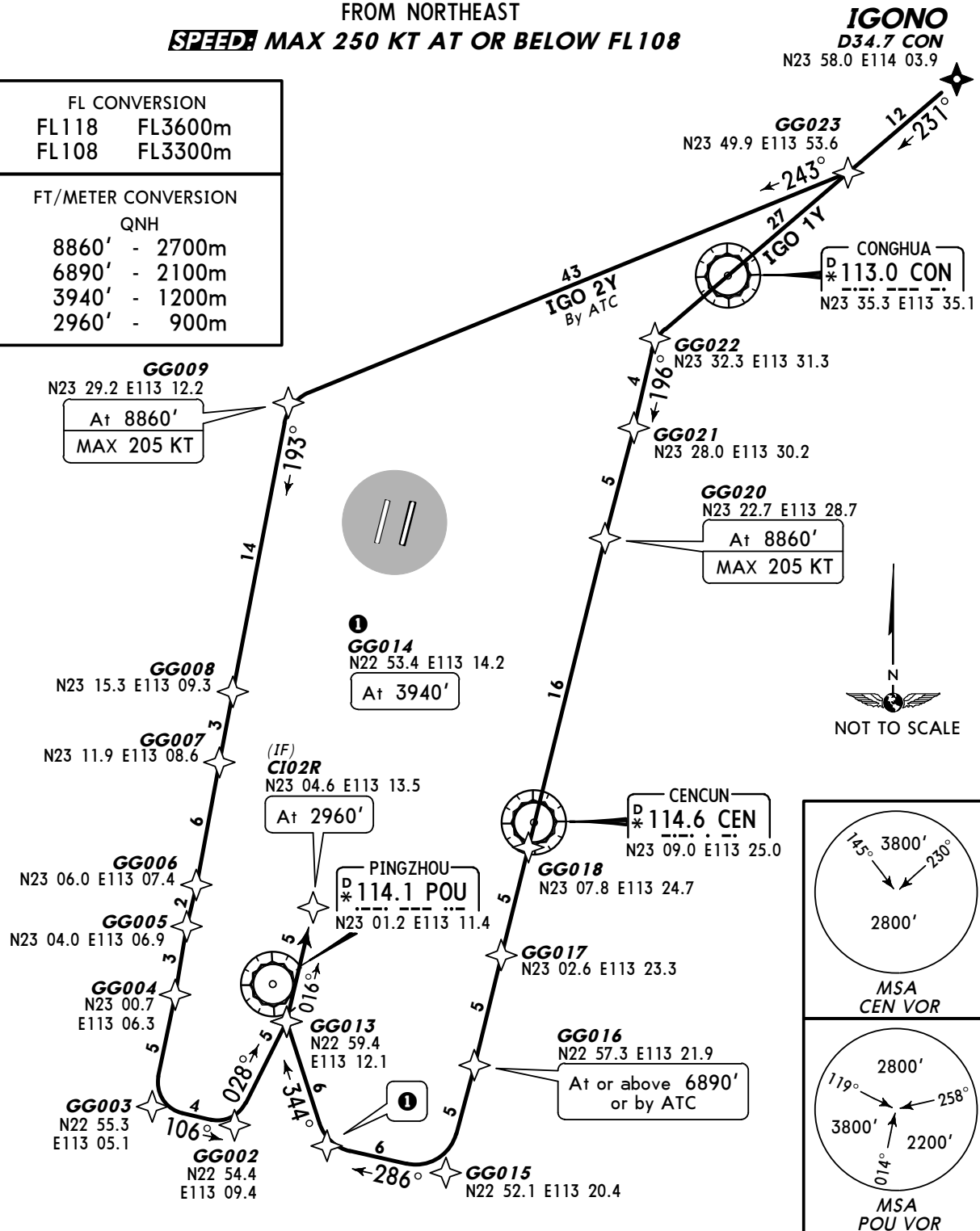
Alt Set: hPa
 Trans level: FL118 - below 980 hPa
 FL108 - 980 hPa or above
 Trans alt: 8860'
 Under radar control, actual flight altitude instructed by ATC.

IGO 1Y, IGO 2Y
 RWY 02R RNAV ARRIVALS
 RNAV (DME/DME OR GNSS)
 FROM NORTHEAST

SPEED MAX 250 KT AT OR BELOW FL108

FL CONVERSION
 FL118 FL3600m
 FL108 FL3300m

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

**STAR****ROUTING****IGO 1Y**

IGONO - GG023 - GG022 - GG021 - GG020 (8860'; K205-) - GG018 - GG017 - GG016 (6890'+) - GG015 - GG014 (3940') - GG013 - CI02R (2960').

IGO 2Y

By ATC ②

IGONO - GG023 - GG009 (8860'; K205-) - GG008 - GG007 - GG006 - GG005 - GG004 - GG003 - GG002 - GG013 - CI02R (2960').

② By ATC while simultaneous parallel approaches implemented.

ZGGG/CAN
BAIYUN

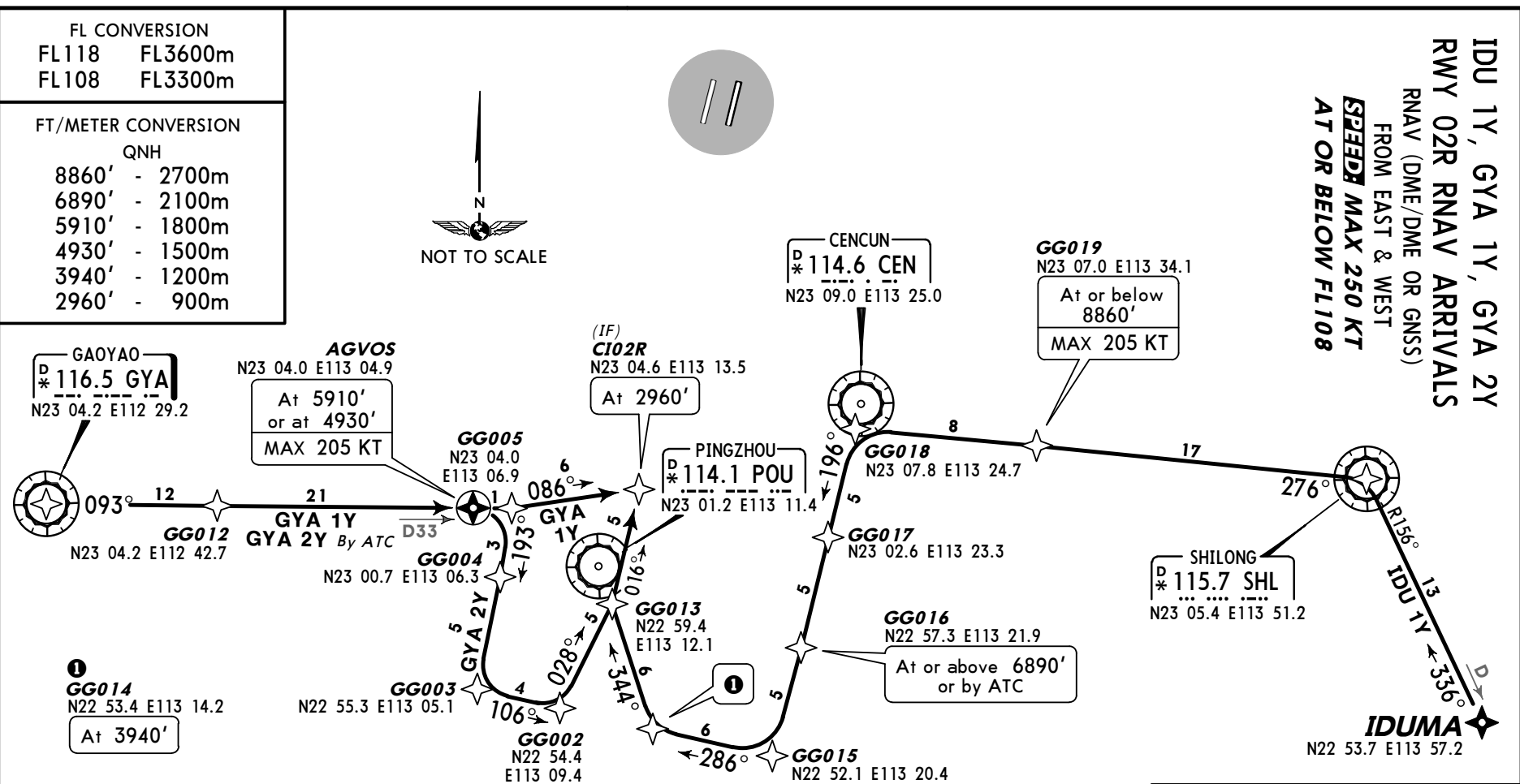
16 MAR 07 (20-2J)
JEPPESEN GUANGZHOU, PR OF CHINA
RNAV STAR

*ATIS
128.6

Apt Elev
50'

Alt Set: hPa
Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

IDU 1Y, GYA 1Y, GYA 2Y
RWY 02R RNAV ARRIVALS
RNAV (DME/DME OR GNSS)
FROM EAST & WEST
SPEED MAX 250 KT
AT OR BELOW FL108



STAR	ROUTING
IDU 1Y	IDUMA - SHL - GG019 (8860'-; K205-) - GG018 - GG017 - GG016 (6890'+) - GG015 - GG014 (3940') - GG013 - CI02R (2960').
GYA 1Y ②	GYA - GG012 - AGVOS (5910'/4930'; K205-) - GG005 - CI02R (2960').
GYA 2Y By ATC ②	GYA - GG012 - AGVOS (5910'/4930'; K205-) - GG004 - GG003 - GG002 - GG013 - CI02R (2960').
② By ATC while simultaneous parallel approaches implemented.	

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-2K)** **Eff 18 Jan** **RNAV STAR**

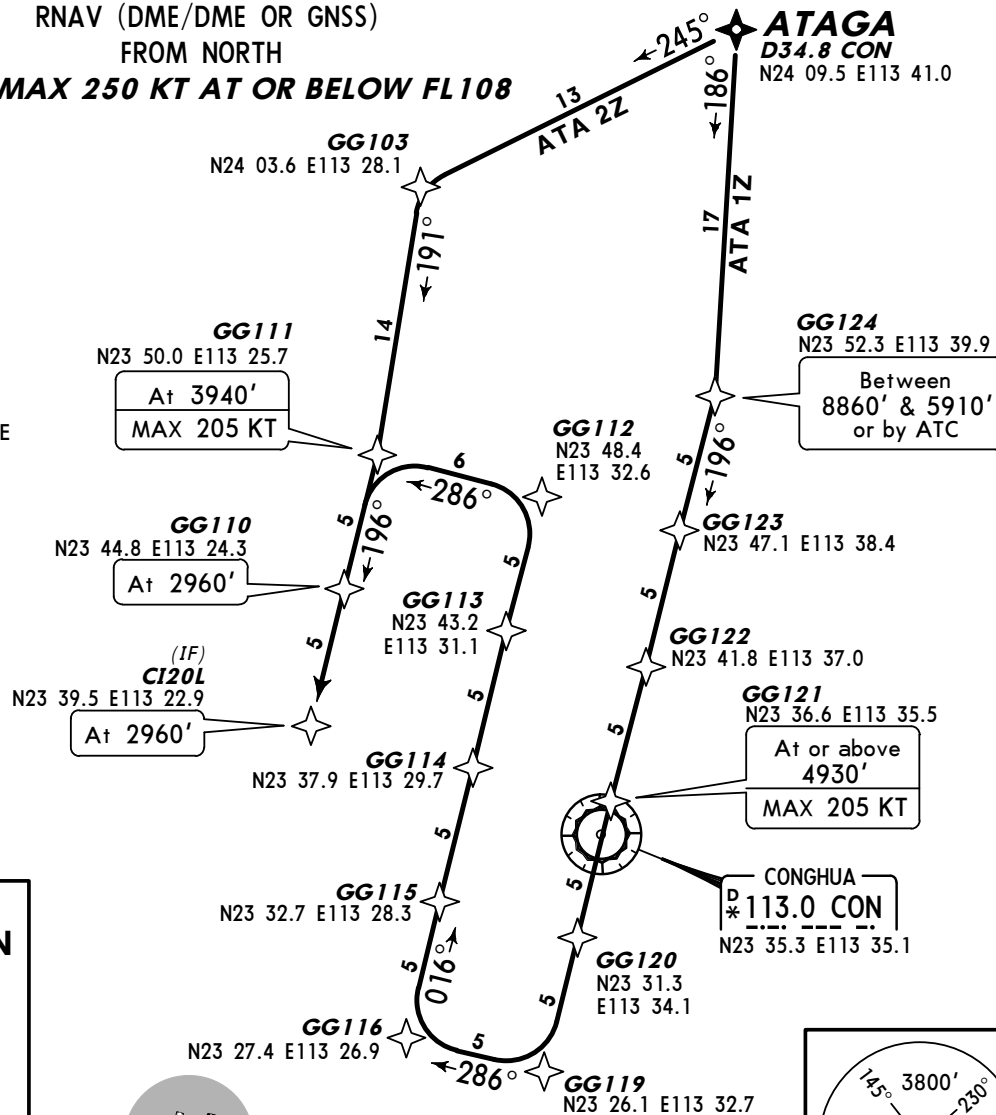
RNAV STAR

*ATIS 128.6	<i>Apt Elev</i> 50'	Alt Set: hPa Trans level: FL118 - below 980 hPa FL108 - 980 hPa or above Trans alt: 8860' Under radar control, actual flight altitude instructed by ATC.
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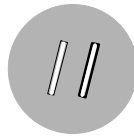
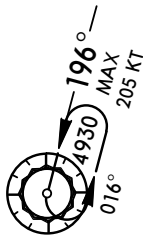
ATA 1Z, ATA 2Z
RWY 20L RNAV ARRIVALS

**RNAV (DME/DME OR GNSS)
FROM NORTH**

SPEED: MAX 250 KT AT OR BELOW FL108



HOLDING OVER CON



CENCUN
D
* 114.6 CEN
N23 09.0 E113 25.0



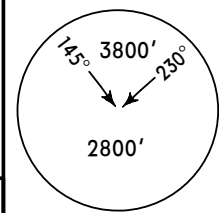
PINGZHOU
D
* 114.1 POU
N23 01.2 E113 11.4



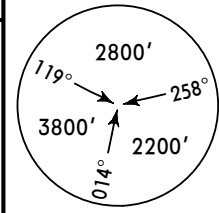
FL CONVERSION
FL118 FL3600m
FL108 FL3300m

FT/METER CONVERSION
QNH

8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m



MSA
CEN VOR



MSA
POU VOR

STAR	ROUTING
ATA 1Z	ATAGA - GG124 (8860'-; 5910'+) - GG123 - GG122 - GG121 (4930'+; K205-) - GG120 - GG119 - GG116 - GG115 - GG114 - GG113 - GG112 - GG111 (3940'; K205-) - GG110 (2960') - CI20L (2960').
ATA 2Z ①	ATAGA - GG103 - GG111 (3940'; K205-) - GG110 (2960') - CI20L (2960').

① Bv ATC while simultaneous parallel approaches implemented.

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-2L)** **Eff 18 Jan** **RNAV STAR**

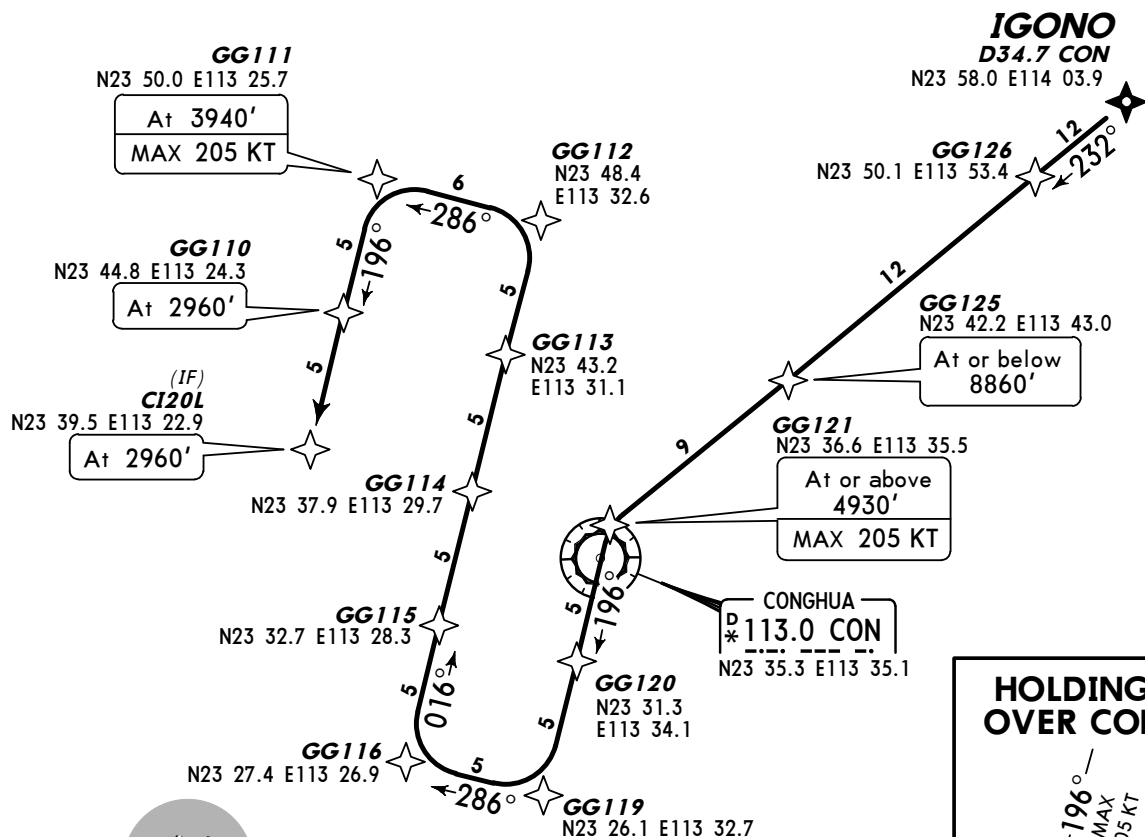
*ATIS
128.6

Apt Elev
50'

Alt Set: hPa
Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

IGO 1Z
RWY 20L RNAV ARRIVAL
RNAV (DME/DME OR GNSS)
FROM NORTHEAST

~~SPEED~~ MAX 250 KT AT OR BELOW FL108



FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

ROUTING

IGONO - GG126 - GG125 (8860'-) - GG121 (4930'+; K205-) - GG120 - GG119 - GG116 - GG115 - GG114 - GG113 - GG112 - GG111 (3940'; K205-) - GG110 (2960') - CI20L (2960').

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
16 MAR 07 **(20-2M)** **RNAV STAR**

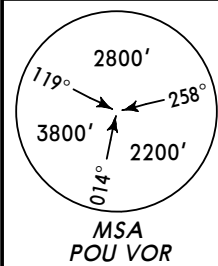
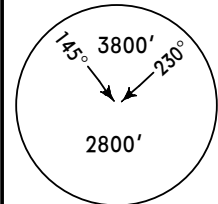
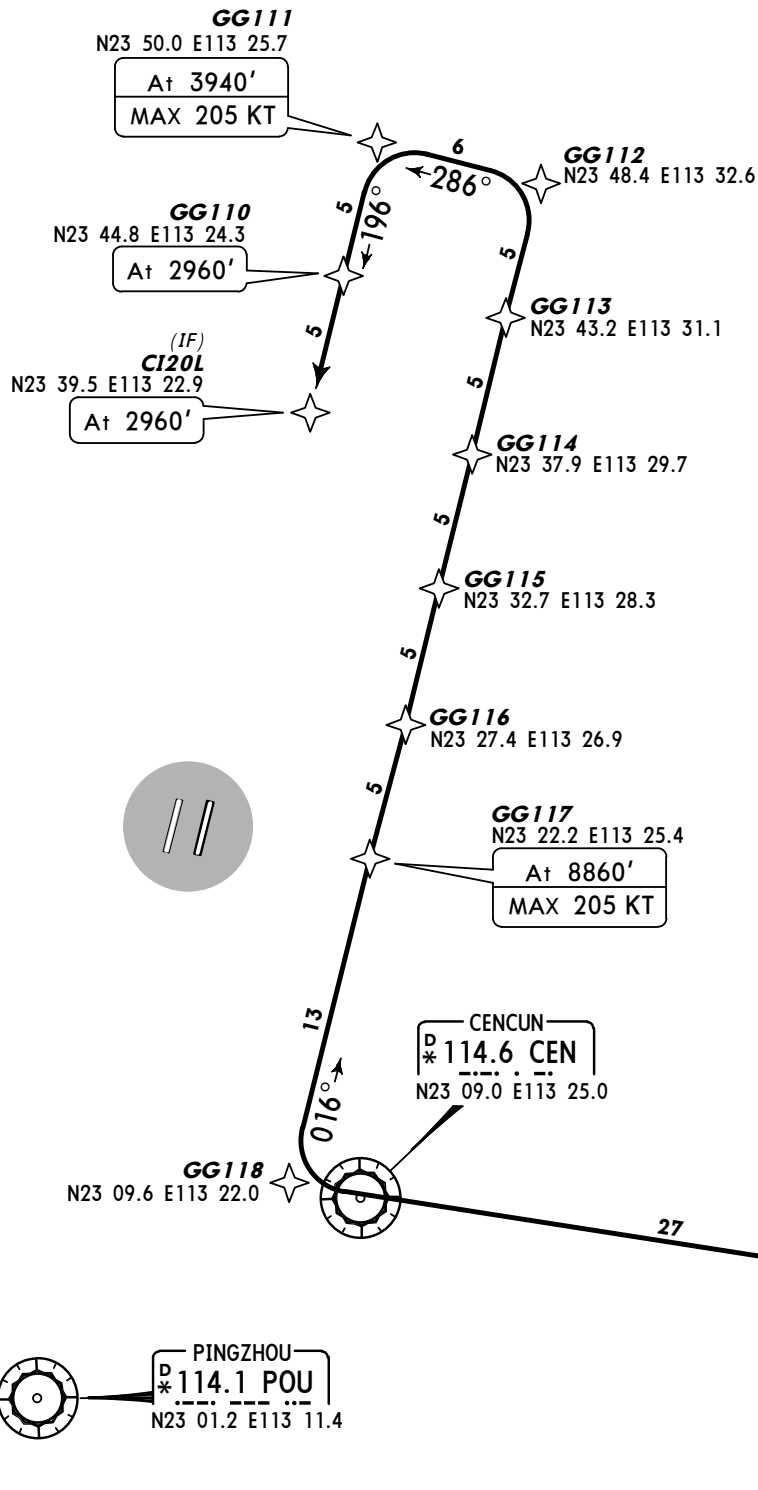
*ATIS
128.6

Apt Elev
50'

Alt Set: hPa
Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

IDU 1Z
RWY 20L RNAV ARRIVAL
RNAV (DME/DME OR GNSS)
FROM EAST

~~SPEED~~ MAX 250 KT AT OR BELOW FL108



FL CONVERSION
FL118 FL3600m
FL108 FL3300m

FT/METER CONVERSION
QNH
8860' - 2700m
3940' - 1200m
2960' - 900m



ROUTING

IDUMA - SHL - GG118 - GG117 (8860'; K205-) - GG116 - GG115 - GG114 - GG113 - GG112 - GG111 (3940'; K205-) - GG110 (2960') - CI20L (2960').

ZGGG/CAN
BAIYUNJEPPesen GUANGZHOU, PR OF CHINA
16 MAR 07 (20-2N) **RNAV STAR***ATIS
128.6Apt Elev
50'

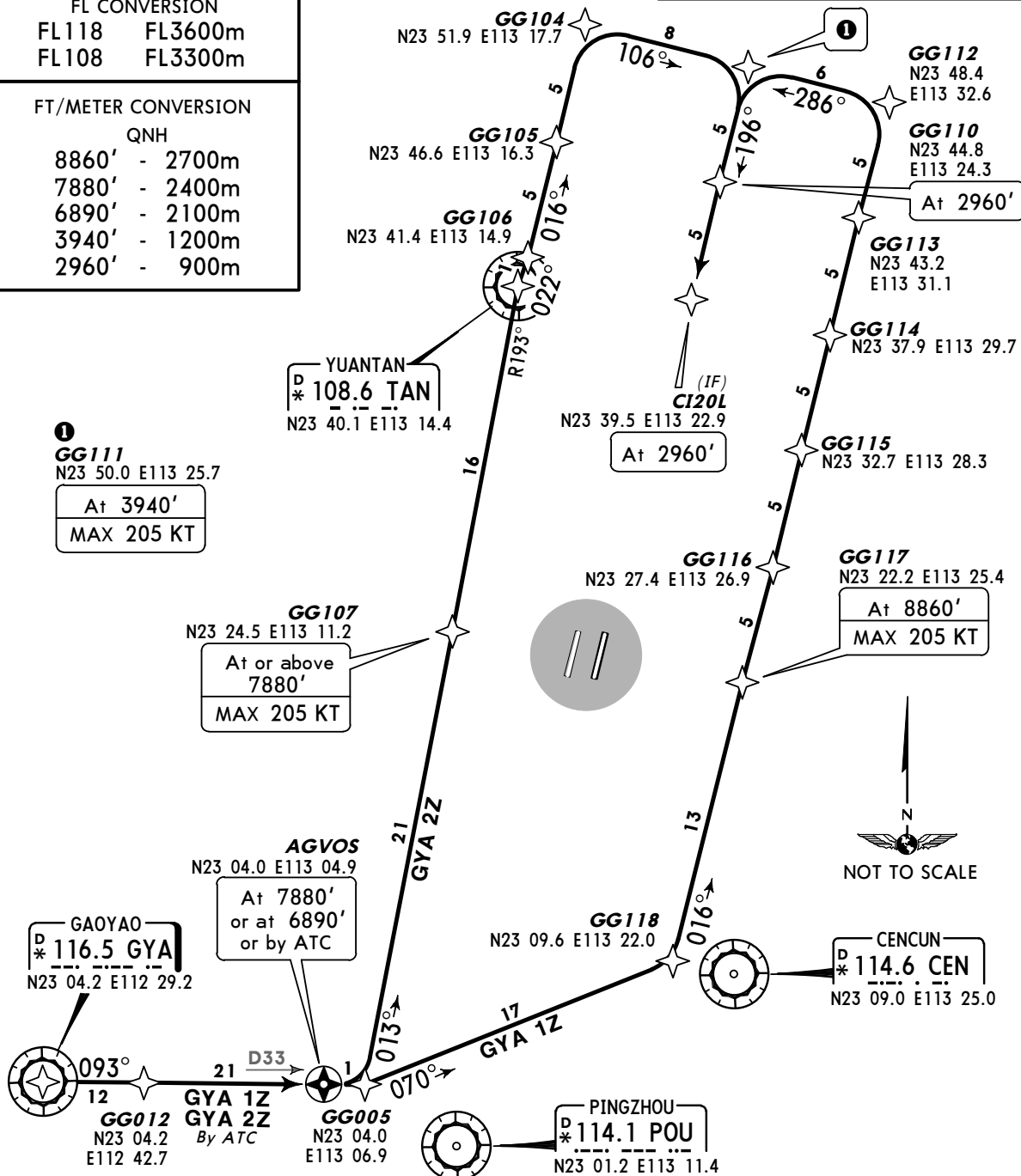
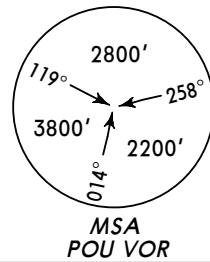
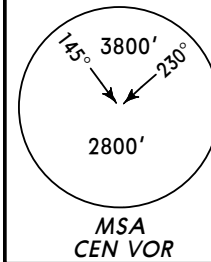
Alt Set: hPa
 Trans level: FL118 - below 980 hPa
 FL108 - 980 hPa or above
 Trans alt: 8860'
 Under radar control, actual flight altitude instructed by ATC.

GYA 1Z, GYA 2Z
RWY 20L RNAV ARRIVALS
 RNAV (DME/DME OR GNSS)
 FROM WEST

SPEED MAX 250 KT AT OR BELOW FL108

FL CONVERSION
 FL118 FL3600m
 FL108 FL3300m

FT/METER CONVERSION
 QNH
 8860' - 2700m
 7880' - 2400m
 6890' - 2100m
 3940' - 1200m
 2960' - 900m



STAR	ROUTING
GYA 1Z	GYA - GG012 - AGVOS (7880'/6890') - GG005 - GG118 - GG117 (8860'; K205-) - GG116 - GG115 - GG114 - GG113 - GG112 - GG111 (3940'; K205-) - GG110 (2960') - CI20L (2960').
GYA 2Z By ATC ②	GYA - GG012 - AGVOS (7880'/6890') - GG005 - GG107 (7880'+; K205-) - TAN - GG106 - GG105 - GG104 - GG111 (3940'; K205-) - GG110 (2960') - CI20L (2960').

② By ATC while simultaneous parallel approaches implemented.

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JEPPesen GUANGZHOU, PR OF CHINA
8 JUN 07 **(20-2P)** **STAR**

*ATIS
128.6

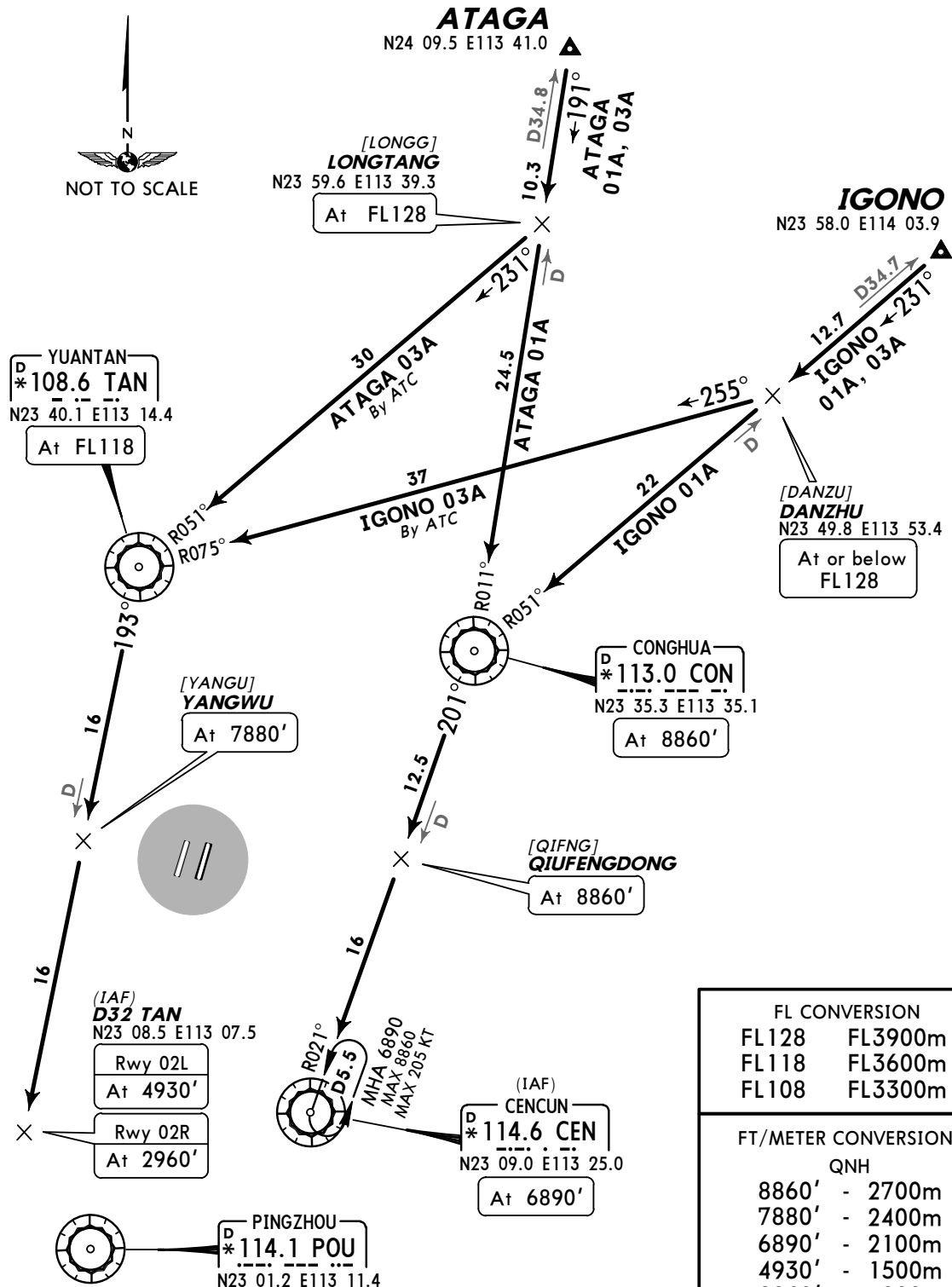
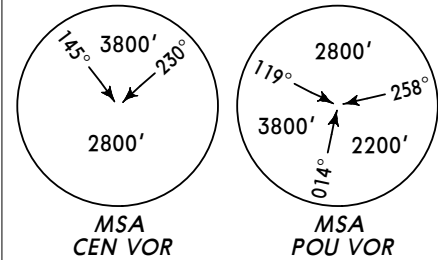
Apt Elev
50'

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

ATAGA 01A [ATA01A], IGONO 01A [IGO01A]
ATAGA 03A [ATA03A], IGONO 03A [IGO03A]
BY ATC

RWYS 02L/R ARRIVALS
FROM NORTH

~~SPEED~~ MAX 250 KT AT OR BELOW FL108
INITIAL APPROACH MAX 205 KT



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BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA
8 JUN 07 **(20-2Q)** **STAR**

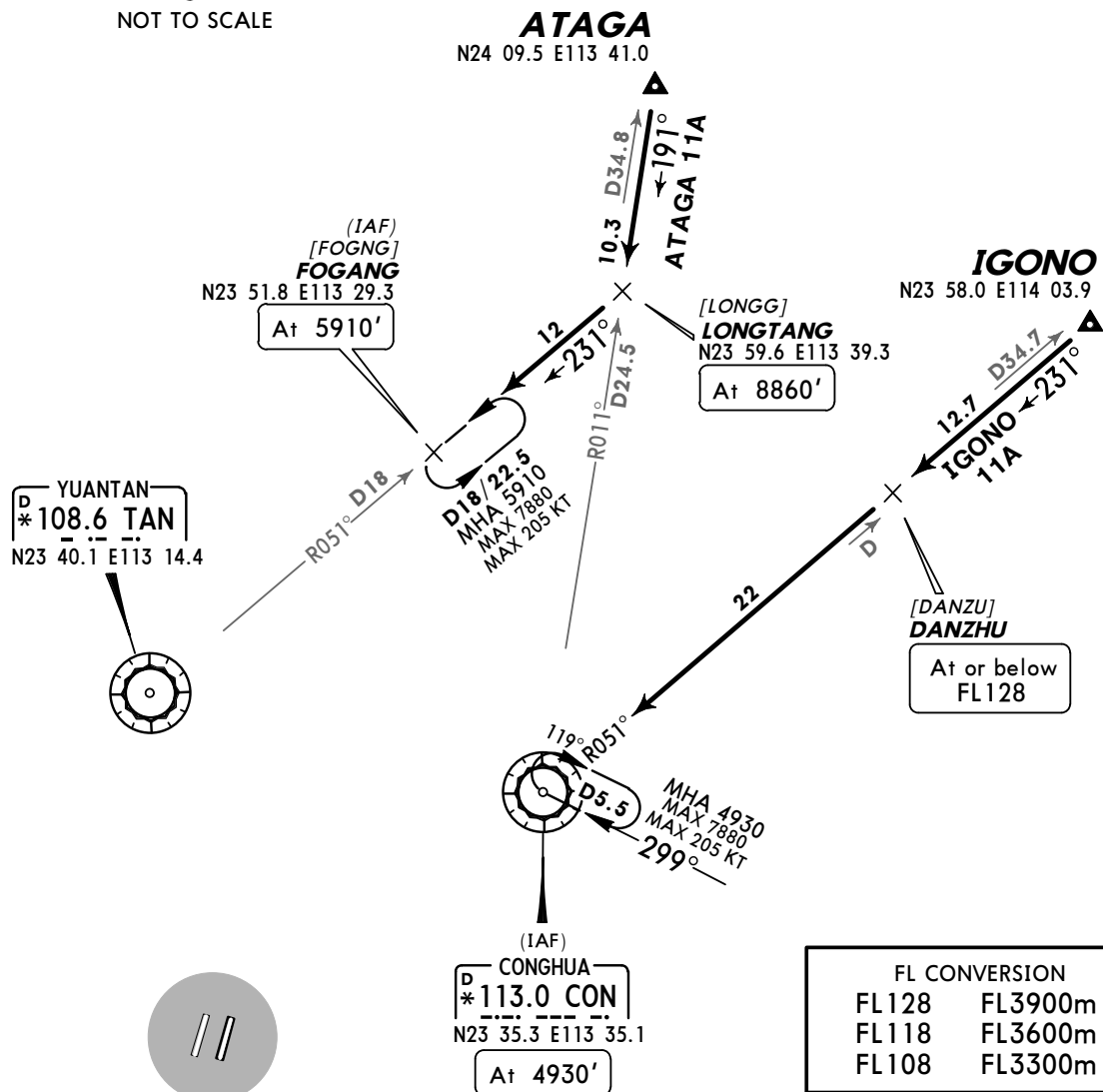
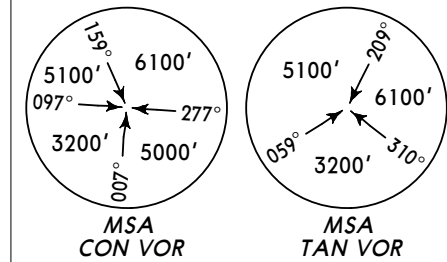
*ATIS
128.6

Apt Elev
50'

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

ATAGA 11A [ATA11A]
IGONO 11A [IGO11A]
RWYS 20L/R ARRIVALS
FROM NORTH

~~SPEED~~ MAX 250 KT AT OR BELOW FL108
INITIAL APPROACH MAX 205 KT

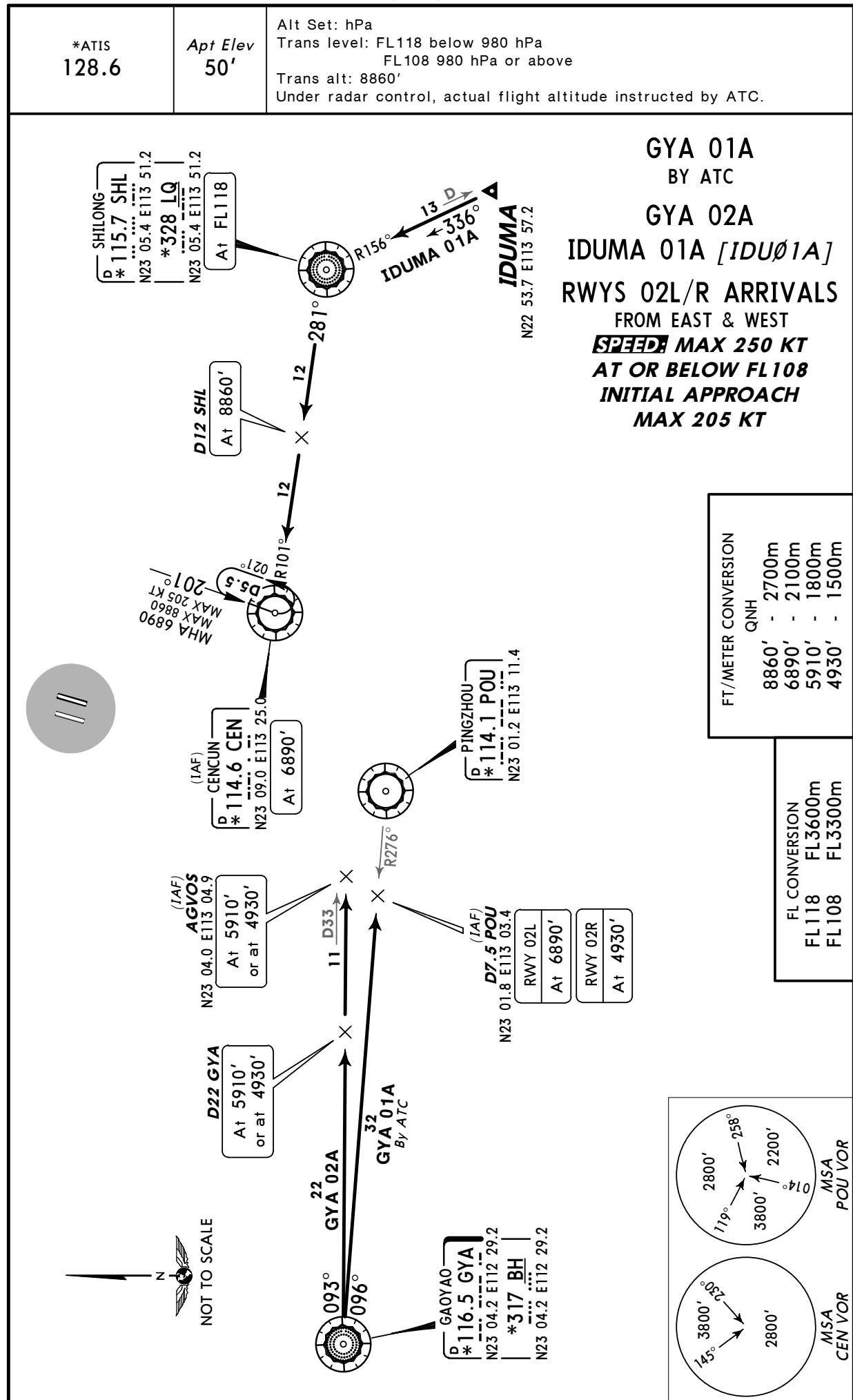


FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
5910'	- 1800m
4930'	- 1500m

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
8 JUN 07 **(20-2S)** **STAR**



ZGGG/CAN
BAIYUN

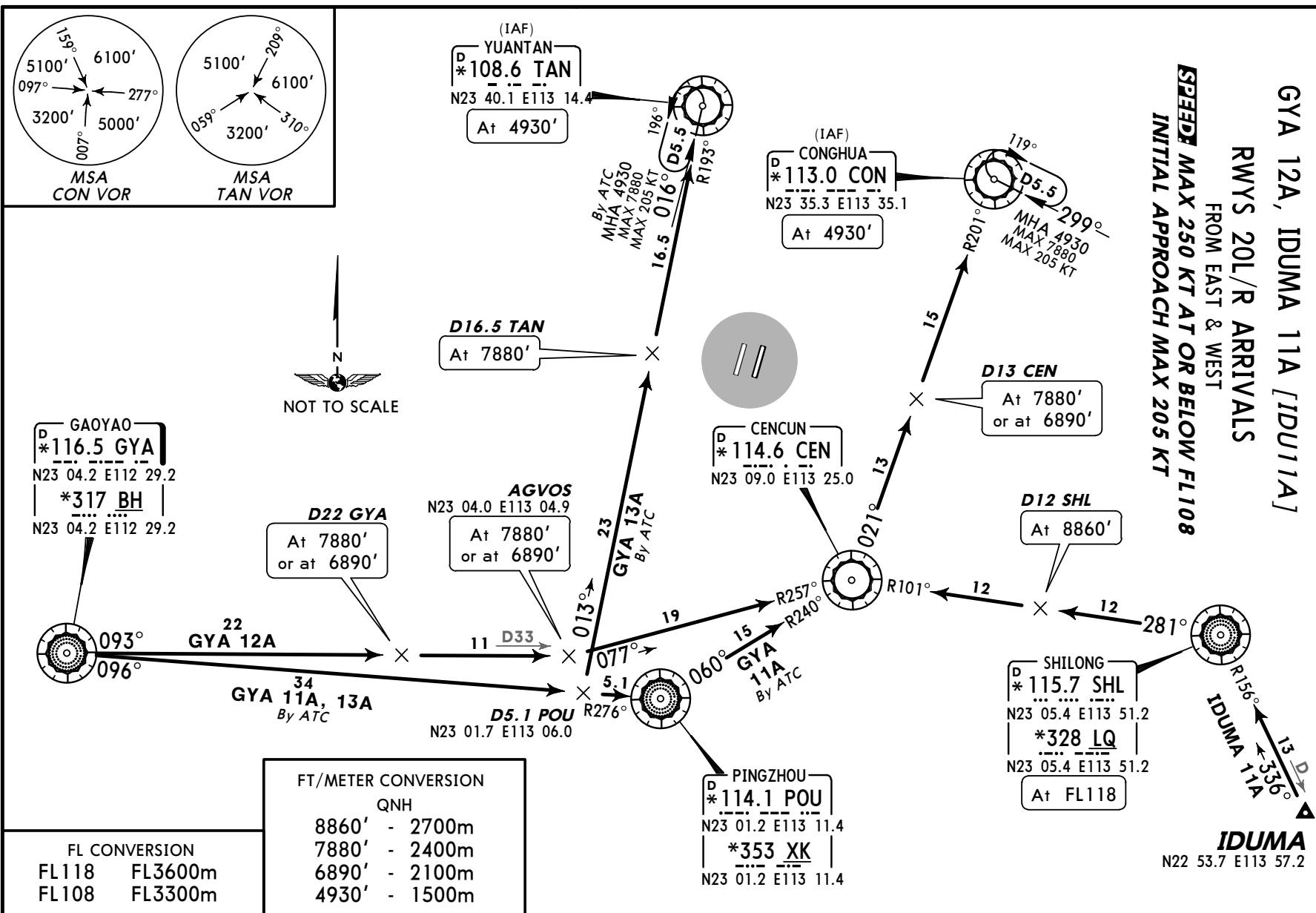
8 JUN 07
JEPPESEN GUANGZHOU, PR OF CHINA
STAR

*ATIS 128.6	Api Elev 50'	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above Trans alt: 8860' Under radar control, actual flight altitude instructed by ATC.
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GYA 11A, GYA 13A
BY ATC

GYA 12A, IDUMA 11A [IDU11A]

RWYS 20L/R ARRIVALS
FROM EAST & WEST
SPEED MAX 250 KT AT OR BELOW FL108
INITIAL APPROACH MAX 205 KT



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JEPPESSEN GUANGZHOU, PR OF CHINA
2 FEB 07 **(20-3)** **RNAV SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa

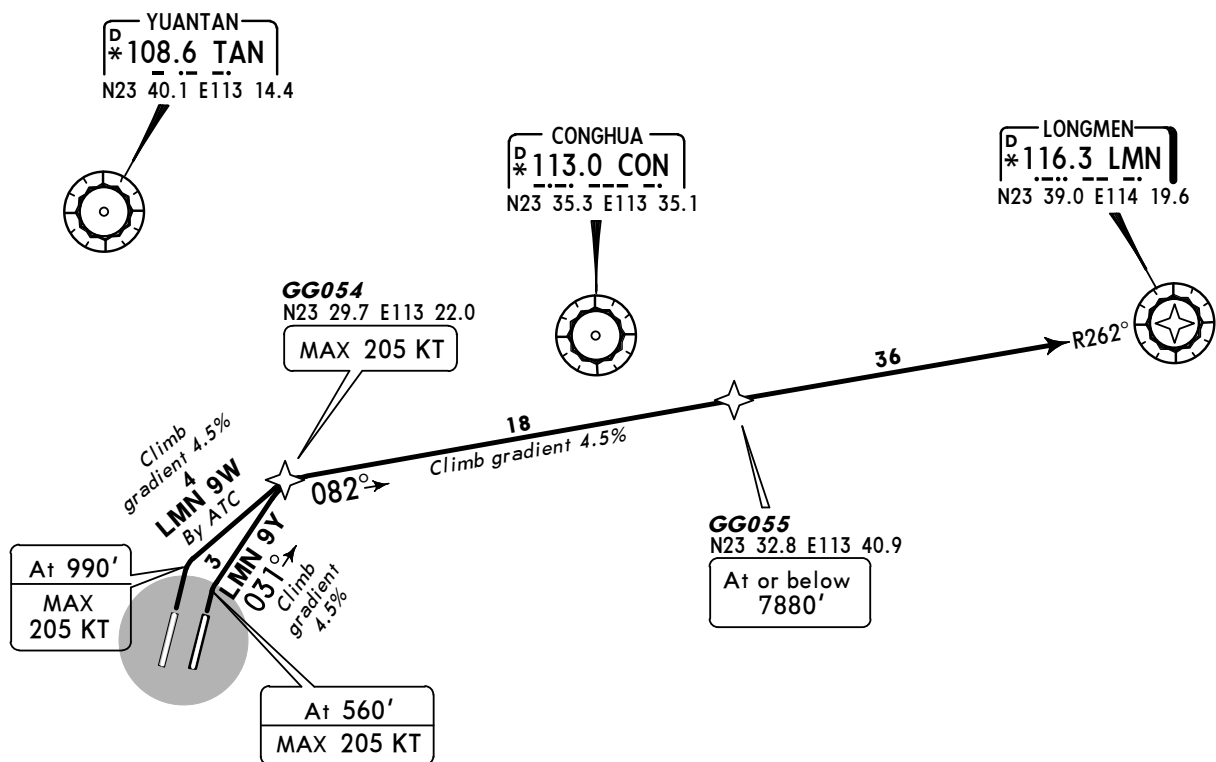
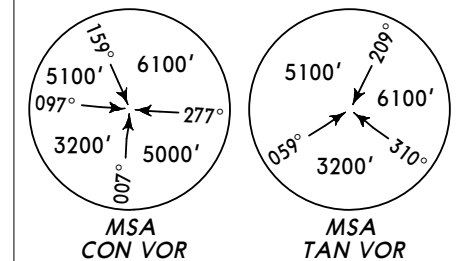
FL108 - 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.

2. RWY 02L: While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC.

LMN 9W, LMN 9Y
RWYS 02L/R RNAV DEPARTURES
RNAV (DME/DME OR GNSS)



FT/METER CONVERSION

QNH

560'	-	170m
990'	-	300m
7880'	-	2400m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

Gnd speed-KT	75	100	150	200	250	300
4.5% 273' per NM	342	456	684	911	1139	1367

No turns before DER.

SID	RWY	ROUTING
LMN 9W By ATC	02L	Climb to 990' (K205-) - GG054 (K205-) - GG055 (7880'-) - LMN.
LMN 9Y	02R	Climb to 560' (K205-) - GG054 (K205-) - GG055 (7880'-) - LMN.

CHANGES: Radial between GG054 & LMN.

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JEPPESEN GUANGZHOU, PR OF CHINA
2 FEB 07 **(20-3A)** **RNAV SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa

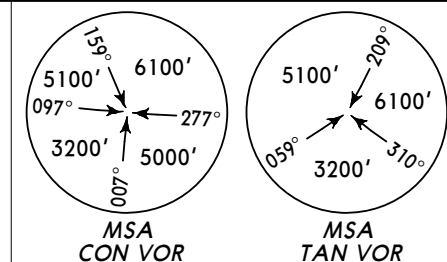
FL108 - 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.

2. RWY 20R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC.

LMN 9X, LMN 9Z
RWYS 20R/L RNAV DEPARTURES
RNAV (DME/DME OR GNSS)



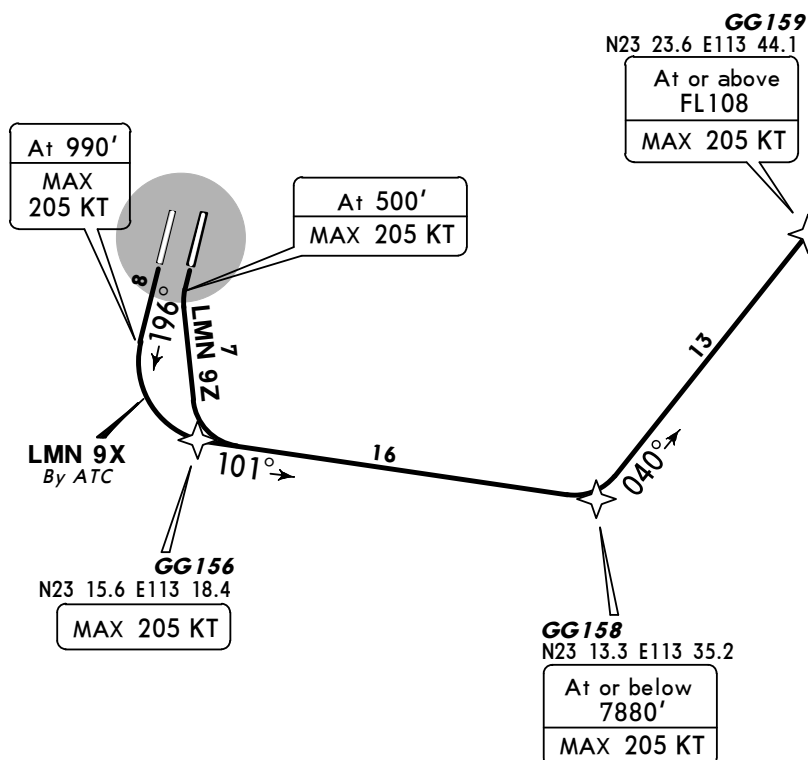
YUANTAN
D *108.6 TAN
N23 40.1 E113 14.4



CONGHUA
D *113.0 CON
N23 35.3 E113 35.1



LONGMEN
D *116.3 LMN
N23 39.0 E114 19.6



FT/METER CONVERSION	
QNH	
500'	150m
990'	300m
7880'	2400m
8860'	2700m

FL CONVERSION	
FL108	FL3300m
FL118	FL3600m

No turns before DER.

SID	RWY	ROUTING
LMN 9X By ATC	20R	Climb to 990' (K205-) - GG156 (K205-) - GG158 (7880'-; K205-) - GG159 (FL108+; K205-) - LMN.
LMN 9Z	20L	Climb to 500' (K205-) - GG156 (K205-) - GG158 (7880'-; K205-) - GG159 (FL108+; K205-) - LMN.

CHANGES: None.

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JEPPESEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3B)** **Eff 18 Jan** **RNAV SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa

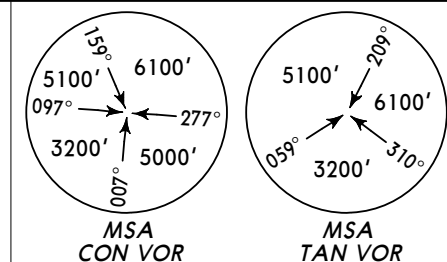
FL108 - 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.

2. RWY 02L: While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC.

P70 9W, P70 9Y
RWYS 02L/R RNAV DEPARTURES
RNAV (DME/DME OR GNSS)



YUANTAN
D *108.6 TAN
N23 40.1 E113 14.4



CONGHUA
D *113.0 CON
N23 35.3 E113 35.1



GG054
N23 29.7 E113 22.0

MAX 205 KT

At 990'
MAX 205 KT

Climb gradient 4.5%
By ATC

At 560'
MAX 205 KT

GG056
N23 26.1 E113 38.8
At or below 7880'
MAX 205 KT

FT/METER CONVERSION

QNH

560' - 170m
990' - 300m
7880' - 2400m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m



SHILONG
D *115.7 SHL
N23 05.4 E113 51.2



Gnd speed-KT	75	100	150	200	250	300
4.5% 273' per NM	342	456	684	911	1139	1367

No turns before DER.

SID	RWY	ROUTING
P70 9W By ATC	02L	Climb to 990' (K205-) - GG054 (K205-) - GG056 (7880'-; K205-) - SHL.
P70 9Y	02R	Climb to 560' (K205-) - GG054 (K205-) - GG056 (7880'-; K205-) - SHL.

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JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3C)** **Eff 18 Jan** **RNAV SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa

FL108 - 980 hPa or above

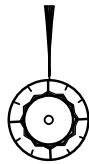
Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.

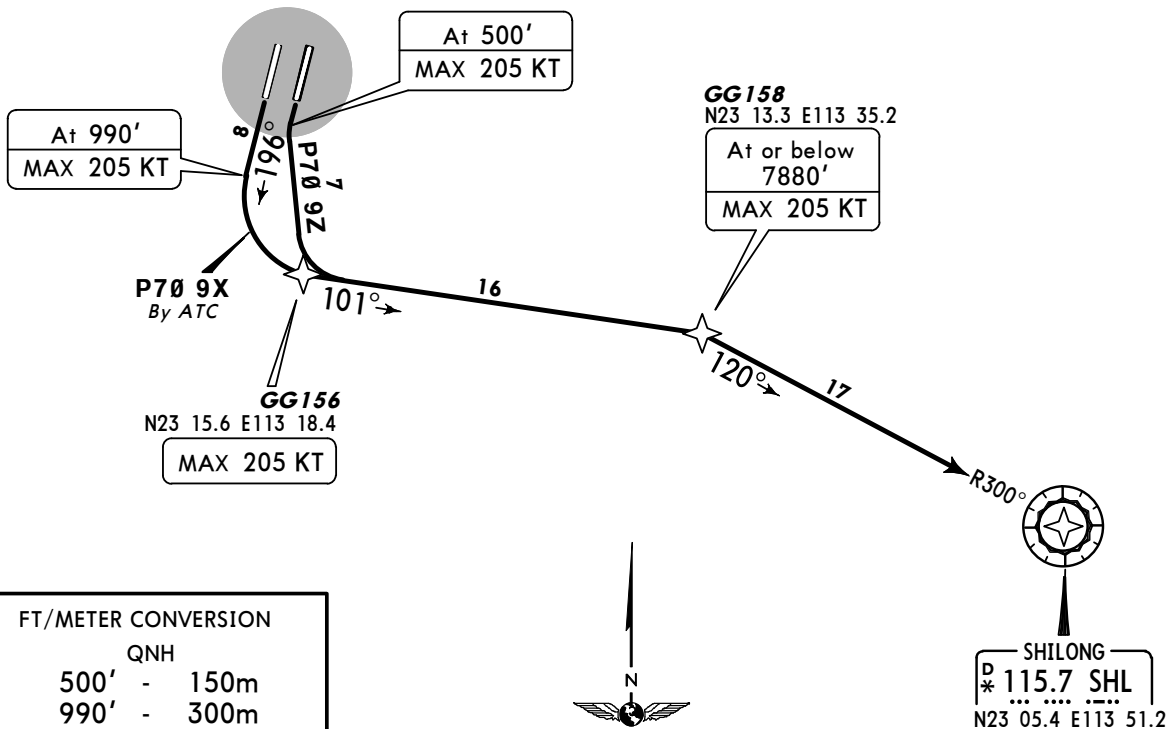
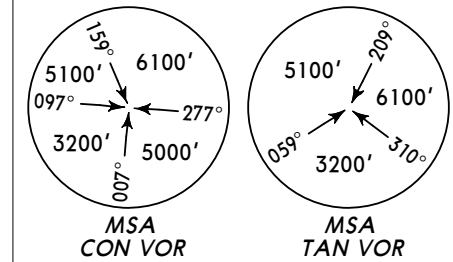
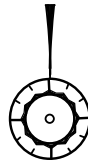
2. RWY 20R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC.

P70 9X, P70 9Z
RWYS 20R/L RNAV DEPARTURES
RNAV (DME/DME OR GNSS)

YUANTAN
D
*108.6 TAN
N23 40.1 E113 14.4



CONGHUA
D
*113.0 CON
N23 35.3 E113 35.1



FT/METER CONVERSION

QNH

500' - 150m
990' - 300m
7880' - 2400m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m



No turns before DER.

SID	RWY	ROUTING
P70 9X By ATC	20R	Climb to 990' (K205-) - GG156 (K205-) - GG158 (7880'-; K205-) - SHL.
P70 9Z	20L	Climb to 500' (K205-) - GG156 (K205-) - GG158 (7880'-; K205-) - SHL.

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JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3D)** **Eff 18 Jan** **RNAV SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa

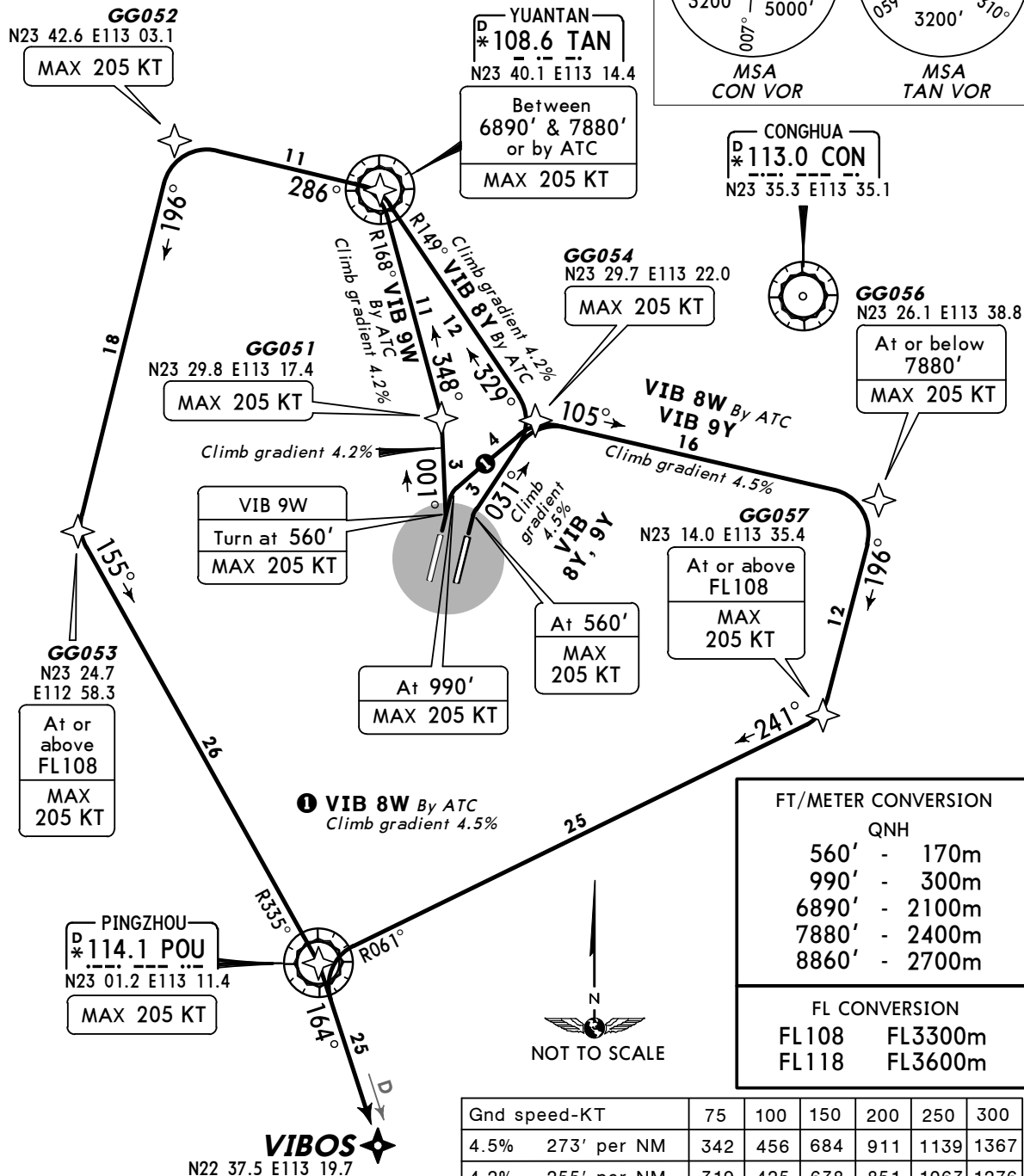
FL108 - 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.

2. While simultaneous operation implemented, RIGHT turn (RWY 02L)/LEFT turn (RWY 02R) shall be permitted by ATC.

VIB 8W, VIB 9W, VIB 8Y, VIB 9Y
RWYS 02L/R RNAV DEPARTURES
RNAV (DME/DME OR GNSS)



No turns before DER.

SID	RWY	ROUTING
VIB 8W By ATC	02L	Climb to 990' (K205-) - GG054 (K205-) - GG056 (7880'-; K205-) - GG057 (FL108+; K205-) - POU (K205-) - VIBOS.
VIB 9W By ATC		Climb to 560' (K205-) - GG051 (K205-) - TAN (7880'-; 6890'+; K205-) - GG052 (K205-) - GG053 (FL108+; K205-) - POU (K205-) - VIBOS.
VIB 8Y By ATC		Climb to 560' (K205-) - GG054 (K205-) - TAN (7880'-; 6890'+; K205-) - GG052 (K205-) - GG053 (FL108+; K205-) - POU (K205-) - VIBOS.
VIB 9Y		Climb to 560' (K205-) - GG054 (K205-) - GG056 (7880'-; K205-) - GG057 (FL108+; K205-) - POU (K205-) - VIBOS.

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JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3E)** **Eff 18 Jan** **RNAV SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa

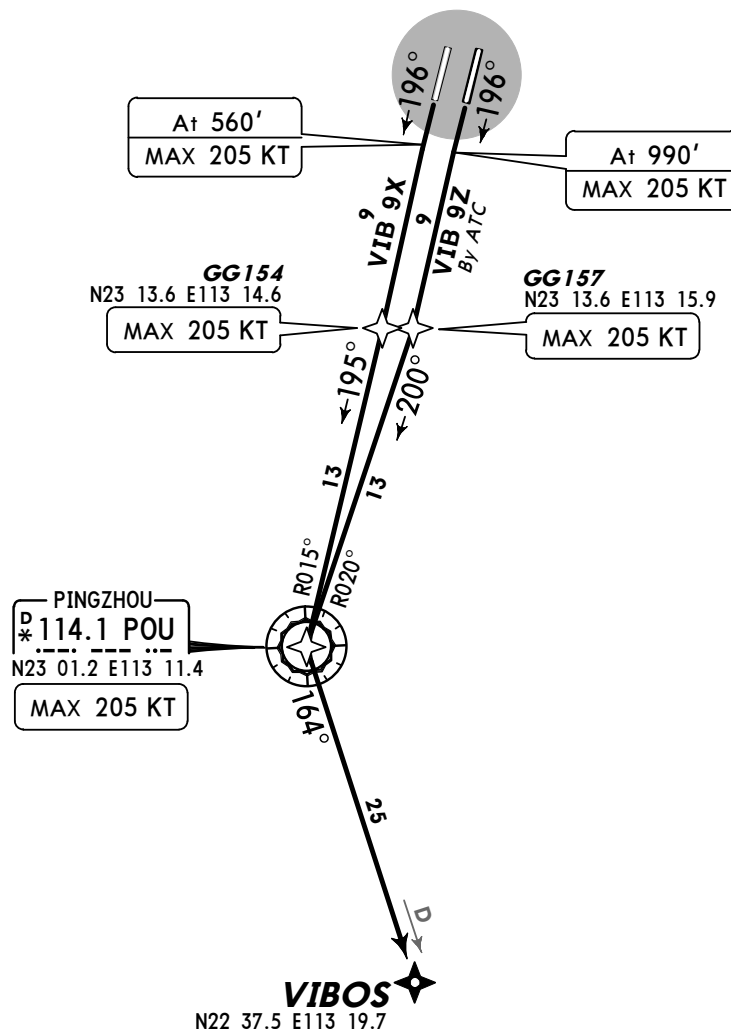
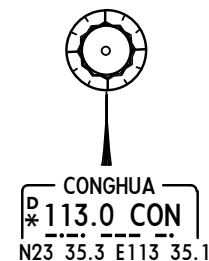
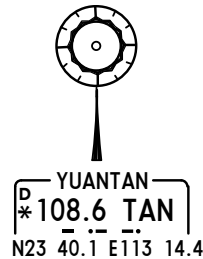
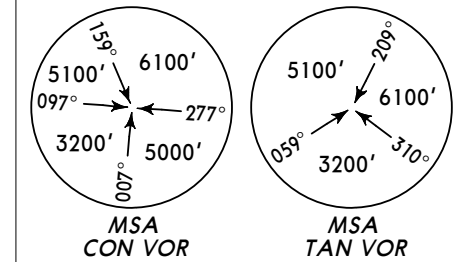
FL108 - 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.

2. While simultaneous operation implemented, RIGHT turn (RWY 20L)/LEFT turn (RWY 20R) shall be permitted by ATC.

VIB 9X, VIB 9Z
RWYS 20R/L RNAV DEPARTURES
RNAV (DME/DME OR GNSS)



FT/METER CONVERSION

QNH

560' - 170m

990' - 300m

8860' - 2700m

FL CONVERSION

FL108 FL3300m

FL118 FL3600m

No turns before DER.

SID	RWY	ROUTING
VIB 9X	20R	Climb to 560' (K205-) - GG154 (K205-) - POU (K205-) - VIBOS.
VIB 9Z By ATC	20L	Climb to 990' (K205-) - GG157 (K205-) - POU (K205-) - VIBOS.

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JEPPESSEN GUANGZHOU, PR OF CHINA
2 FEB 07 **(20-3F)** **RNAV SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa

FL108 - 980 hPa or above

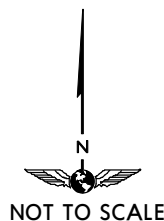
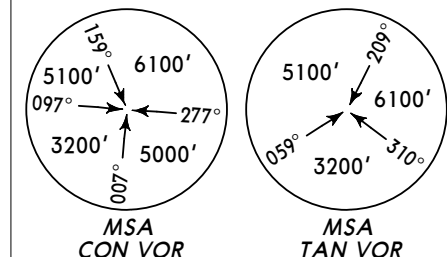
Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.

2. RWY 02R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC.

YIN 9W, YIN 9Y
RWYS 02L/R RNAV DEPARTURES
RNAV (DME/DME OR GNSS)

YINGDE
D * **113.5 YIN**
N24 12.4 E113 24.6



FT/METER CONVERSION

QNH

560' - 170m
7880' - 2400m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

YUANTAN
D * **108.6 TAN**
N23 40.1 E113 14.4
At or below
7880'
or by ATC
MAX 205 KT

CONGHUA
D * **113.0 CON**
N23 35.3 E113 35.1

GG051
N23 29.8 E113 17.4
MAX 205 KT

GG054
N23 29.7 E113 22.0
MAX 205 KT

At 560'
MAX 205 KT

At 560'
MAX 205 KT

Gnd speed-KT	75	100	150	200	250	300
4.5% 273' per NM	342	456	684	911	1139	1367
4.2% 255' per NM	319	425	638	851	1063	1276

No turns before DER.

SID	RWY	ROUTING
YIN 9W	02L	Climb to 560' (K205-) - GG051 (K205-) - TAN (7880'-; K205-) - YIN.
YIN 9Y By ATC	02R	Climb to 560' (K205-) - GG054 (K205-) - YIN.

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JEPPESSEN GUANGZHOU, PR OF CHINA
2 FEB 07 **(20-3G)** **RNAV SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa

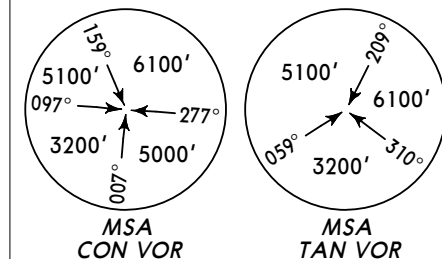
FL108 - 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.

2. While simultaneous operation implemented, RIGHT turn (RWY 20L)/LEFT turn (RWY 20R) shall be permitted by ATC.

YIN 8X, YIN 9X, YIN 8Z, YIN 9Z
RWYS 20R/L RNAV DEPARTURES
RNAV (DME/DME OR GNSS)



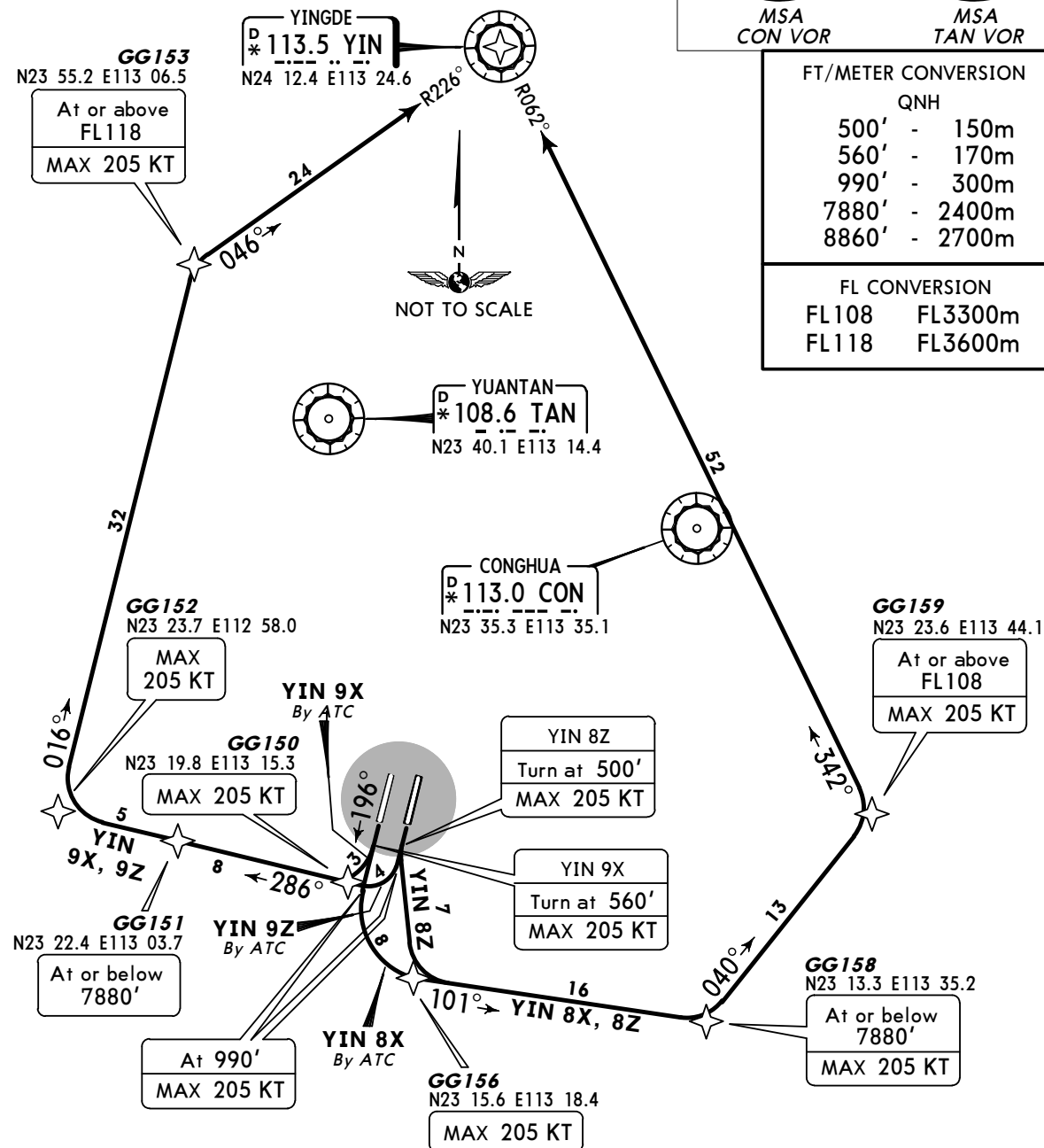
FT/METER CONVERSION

QNH

500'	-	150m
560'	-	170m
990'	-	300m
7880'	-	2400m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m



No turns before DER.

SID	RWY	ROUTING
YIN 8X By ATC	20R	Climb to 990' (K205-) - GG156 (K205-) - GG158 (7880'-; K205-) - GG159 (FL108+; K205-) - YIN.
YIN 9X By ATC		Climb to 560' (K205-) - GG150 (K205-) - GG151 (7880'-) - GG152 (K205-) - GG153 (FL118+; K205-) - YIN.
YIN 8Z	20L	Climb to 500' (K205-) - GG156 (K205-) - GG158 (7880'-; K205-) - GG159 (FL108+; K205-) - YIN.
YIN 9Z By ATC		Climb to 990' (K205-) - GG150 (K205-) - GG151 (7880'-) - GG152 (K205-) - GG153 (FL118+; K205-) - YIN.

CHANGES: None.

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JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3H)** **Eff 18 Jan** **SID**

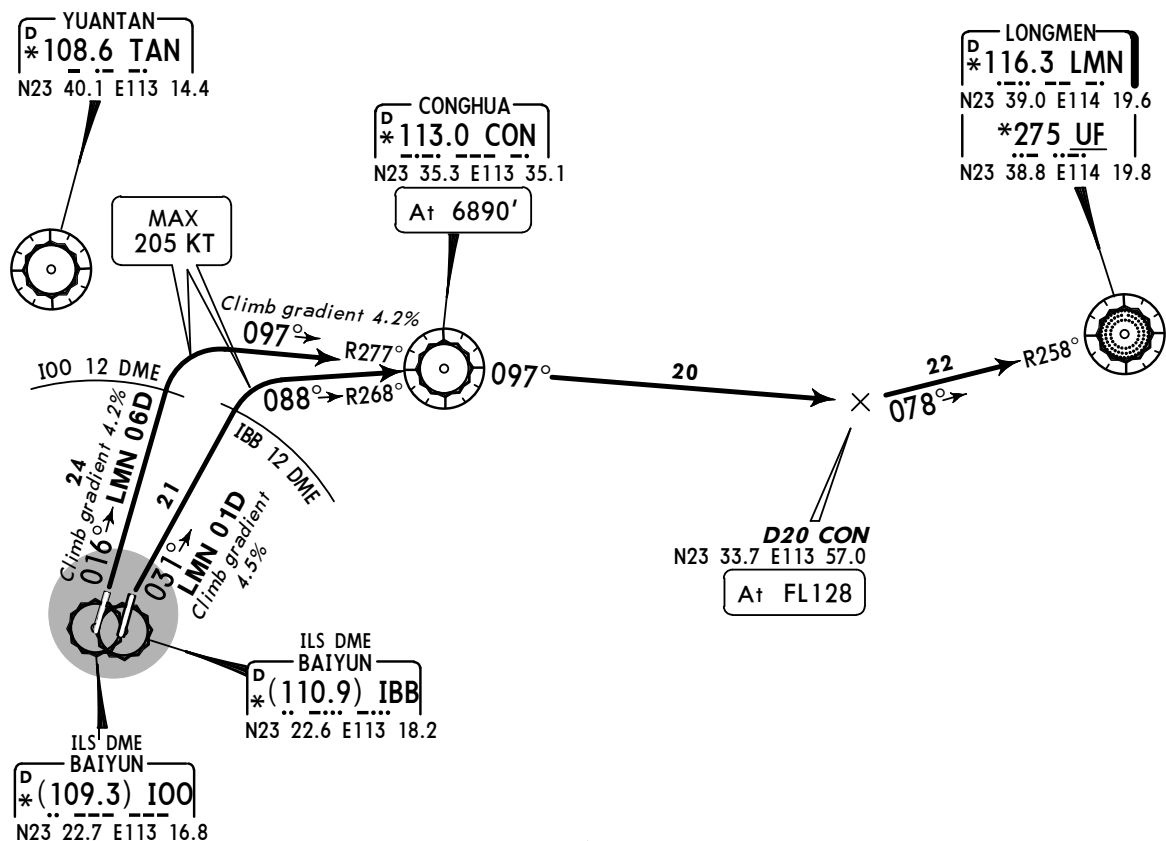
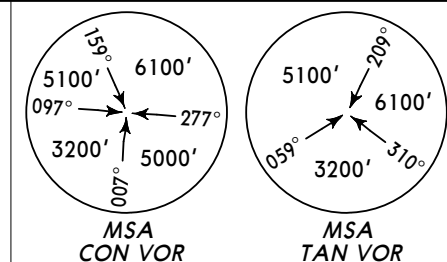
Apt Elev
50'

Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC. **2.** RWY 02L: While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC. **3.** No turns before DER.

LMN 01D
RWY 02R DEPARTURE
LMN 06D
RWY 02L DEPARTURE



FT/METER CONVERSION

QNH

6890' - 2100m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m
FL128 FL3900m

Gnd speed-KT	75	100	150	200	250	300
4.5% 273' per NM	342	456	684	911	1139	1367
4.2% 255' per NM	319	425	638	851	1063	1276

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3J)** **Eff 18 Jan** **SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above

Trans alt: 8860'

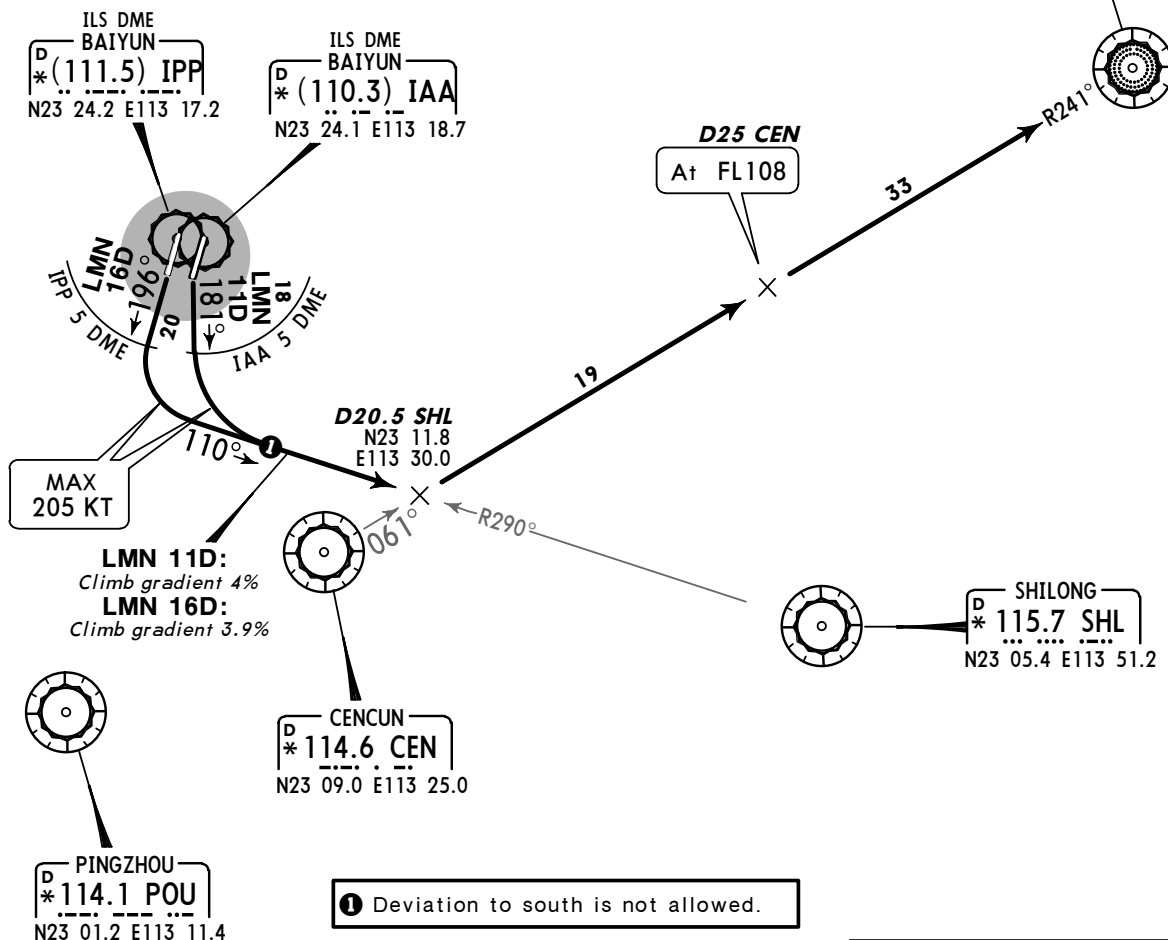
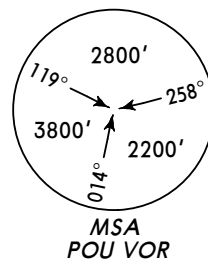
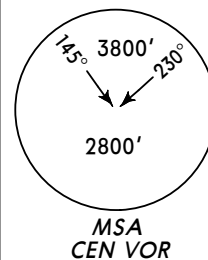
1. Under radar control, actual flight altitude instructed by ATC.

2. RWY 20R: While

simultaneous operation implemented, LEFT turn after take-off shall be permitted by

ATC. **3.** No turns before DER.

LMN 11D
RWY 20L DEPARTURE
LMN 16D
RWY 20R DEPARTURE



FT/METER CONVERSION
QNH
8860' - 2700m

FL CONVERSION
FL108 FL3300m
FL118 FL3600m

Gnd speed-KT	75	100	150	200	250	300
4% 243' per NM	304	405	608	810	1013	1215
3.9% 237' per NM	296	395	592	790	987	1185

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3K)** **Eff 18 Jan** **SID**

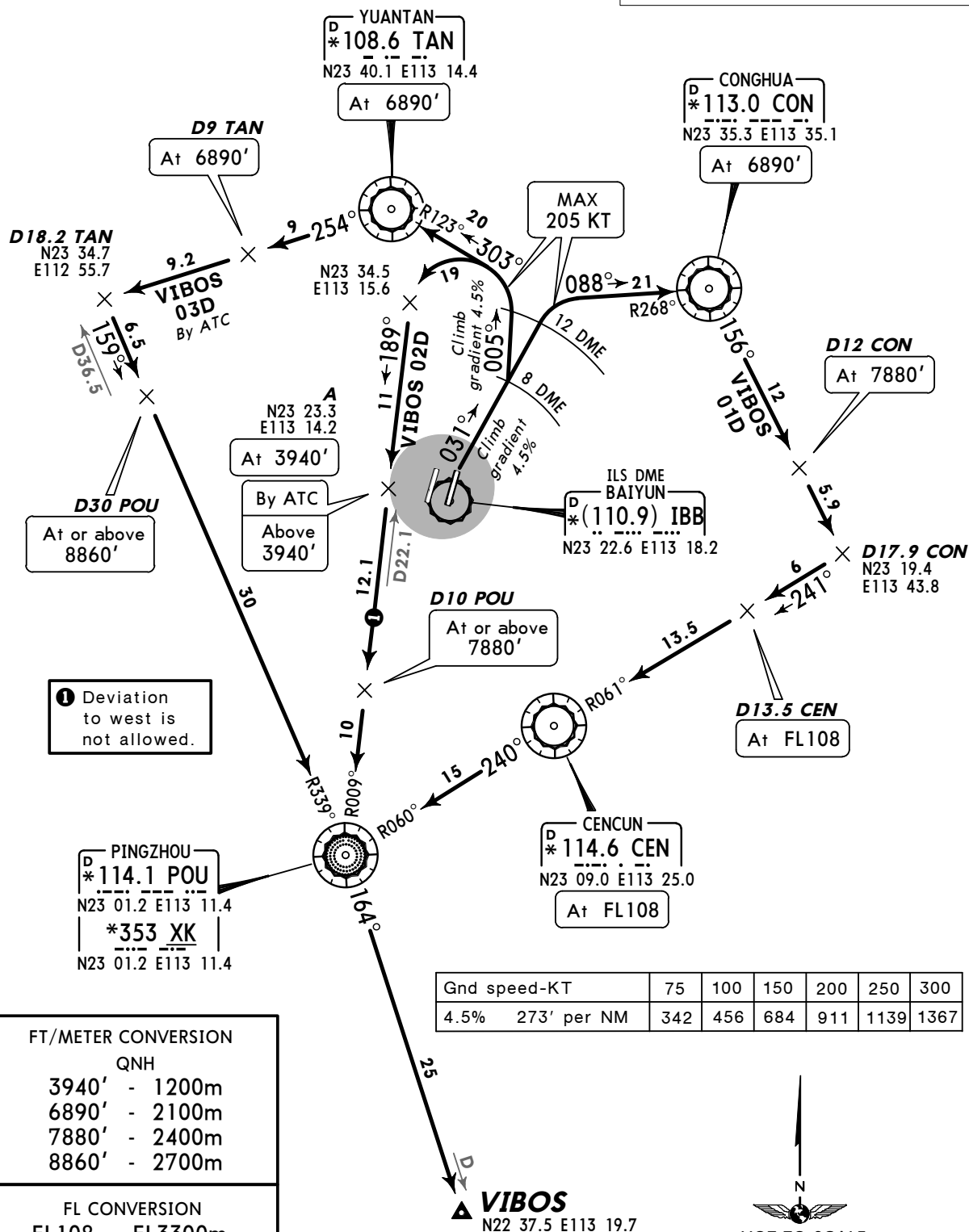
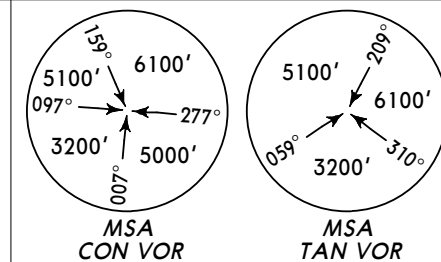
Apt Elev
50'

Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC.
3. No turns before DER.

VIBOS 01D [VIBØ1D]
VIBOS 02D [VIBØ2D]
VIBOS 03D [VIBØ3D]
BY ATC
RWY 02R DEPARTURES



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

Gnd speed-KT	75	100	150	200	250	300
4.5% 273' per NM	342	456	684	911	1139	1367



NOT TO SCALE

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3L)** **Eff 18 Jan** **SID**

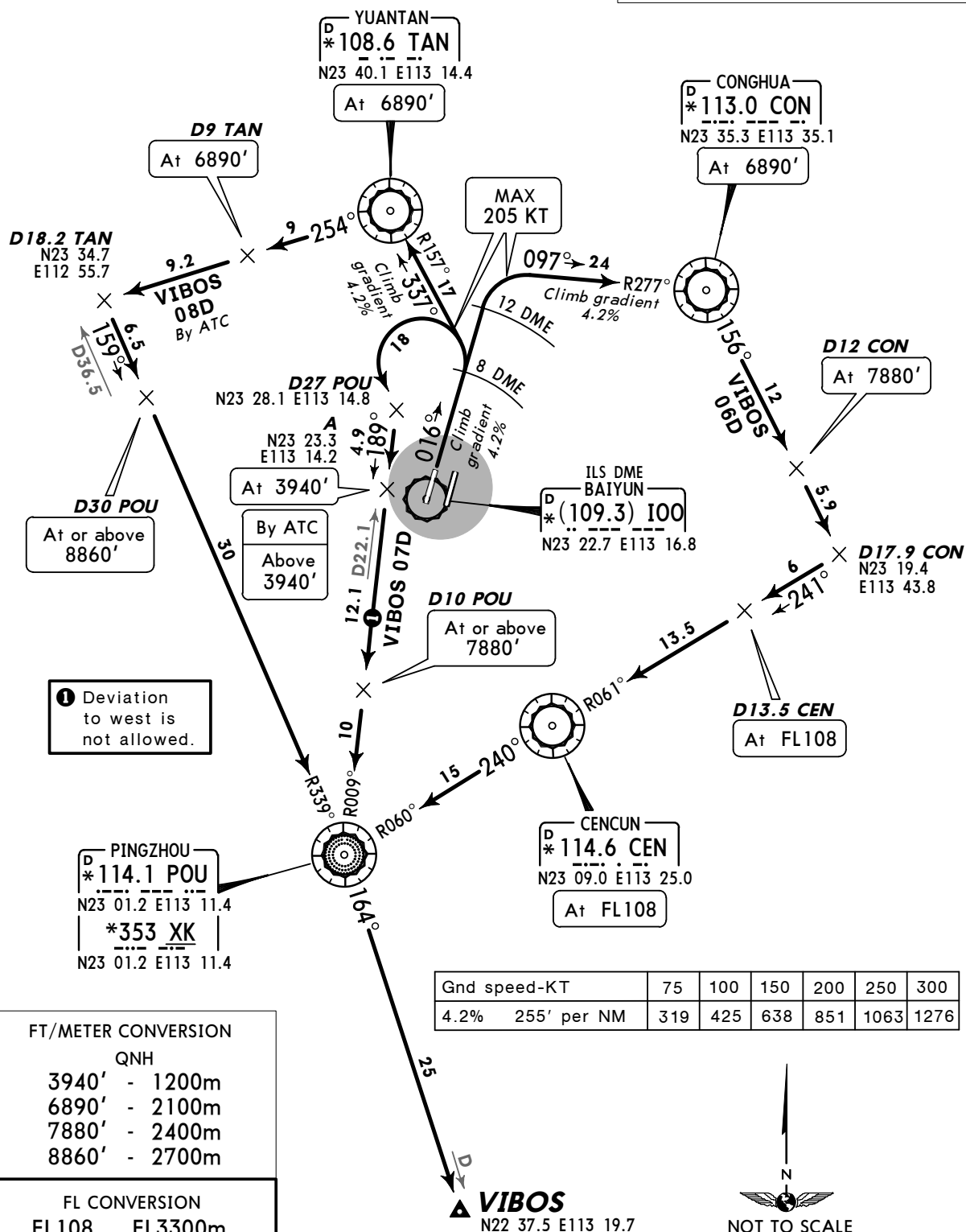
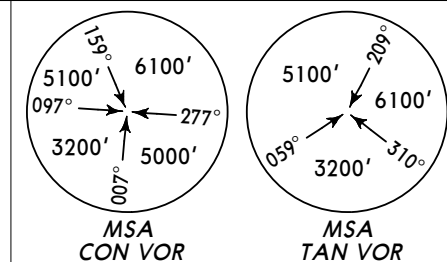
Apt Elev
50'

Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC.
3. No turns before DER.

VIBOS 06D [VIBØ6D]
VIBOS 07D [VIBØ7D]
VIBOS 08D [VIBØ8D]
BY ATC
RWY 02L DEPARTURES



ZGGG/CAN
BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3M)** **Eff 18 Jan** **SID**

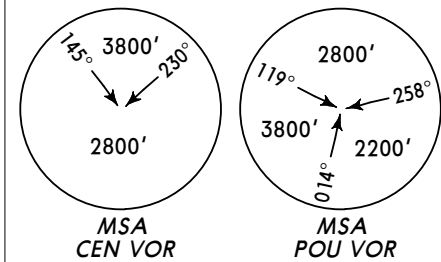
Apt Elev
50'

Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above

Trans alt: 8860'

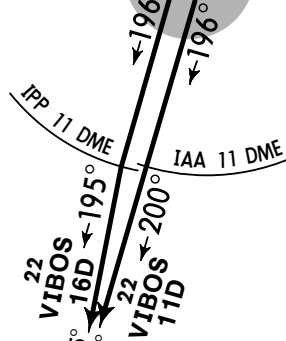
1. Under radar control, actual flight altitude instructed by ATC. **2.** While simultaneous operation implemented, RIGHT turn (RWY 20L)/LEFT turn (RWY 20R) after take-off shall be permitted by ATC. **3.** No turns before DER.

VIBOS 11D [VIB11D]
RWY 20L DEPARTURE
VIBOS 16D [VIB16D]
RWY 20R DEPARTURE



ILS DME
BAIYUN
D * (111.5) IPP
N23 24.2 E113 17.2

ILS DME
BAIYUN
D * (110.3) IAA
N23 24.1 E113 18.7



CENCUN
D * 114.6 CEN
N23 09.0 E113 25.0

PINGZHOU
D * 114.1 POU
N23 01.2 E113 11.4
*353 XK
N23 01.2 E113 11.4
At 5910'



164°

25



VIBOS
N22 37.5 E113 19.7

FT/METER CONVERSION

QNH

5910' - 1800m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3N)** **Eff 18 Jan** **SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above

Trans alt: 8860'

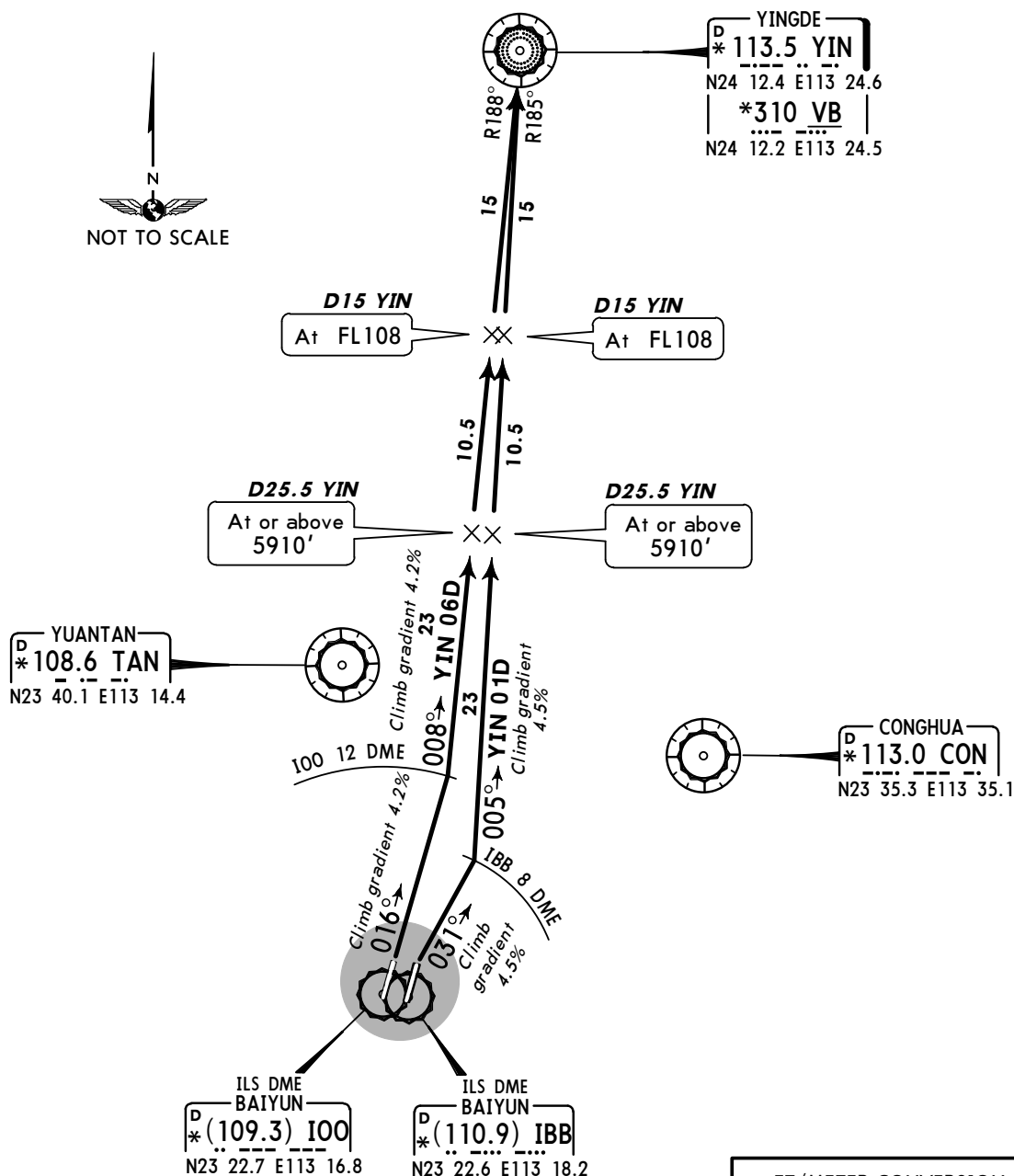
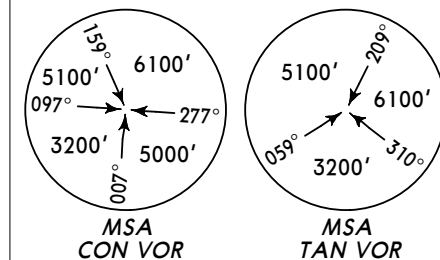
1. Under radar control, actual flight altitude instructed by ATC.

2. RWY 02R: While

simultaneous operation implemented, LEFT turn after take-off shall be permitted by

ATC. **3.** No turns before DER.

YIN 01D
RWY 02R DEPARTURE
YIN 06D
RWY 02L DEPARTURE



Gnd speed-KT	75	100	150	200	250	300
4.5% 273' per NM	342	456	684	911	1139	1367
4.2% 255' per NM	319	425	638	851	1063	1276

FT/METER CONVERSION

QNH

5910' - 1800m

8860' - 2700m

FL CONVERSION

FL108 FL3300m

FL118 FL3600m

ZGGG/CAN
BAIYUN

JEPPESSEN GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3P)** **Eff 18 Jan** **SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above

Trans alt: 8860'

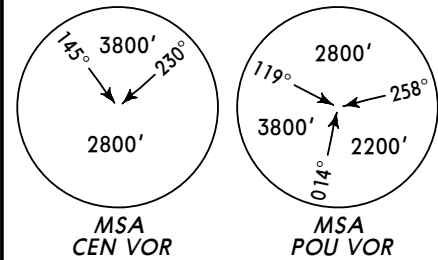
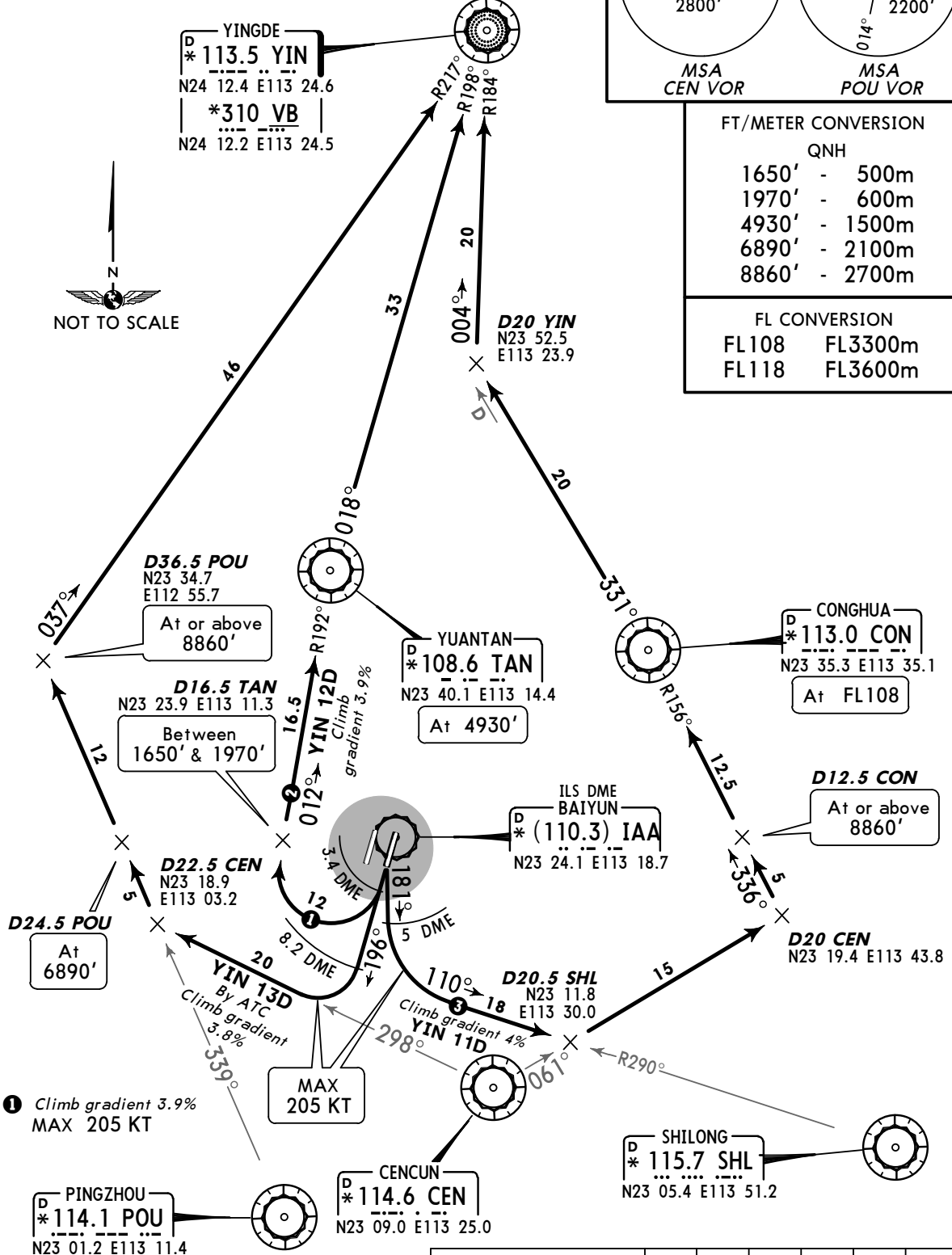
1. Under radar control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC.
3. No turns before DER.

YIN 11D, YIN 12D

YIN 13D

BY ATC

RWY 20L DEPARTURES



FT/METER CONVERSION

QNH

1650'	-	500m
1970'	-	600m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

Gnd speed-KT	75	100	150	200	250	300
4% 243' per NM	304	405	608	810	1013	1215
3.9% 237' per NM	296	395	592	790	987	1185
3.8% 231' per NM	289	385	577	770	962	1155

ZGGG/CAN
BAIYUN

JEPPesen GUANGZHOU, PR OF CHINA
12 JAN 07 **(20-3Q)** **Eff 18 Jan** **SID**

Apt Elev
50'

Trans level: FL118 - below 980 hPa
FL108 - 980 hPa or above

Trans alt: 8860'

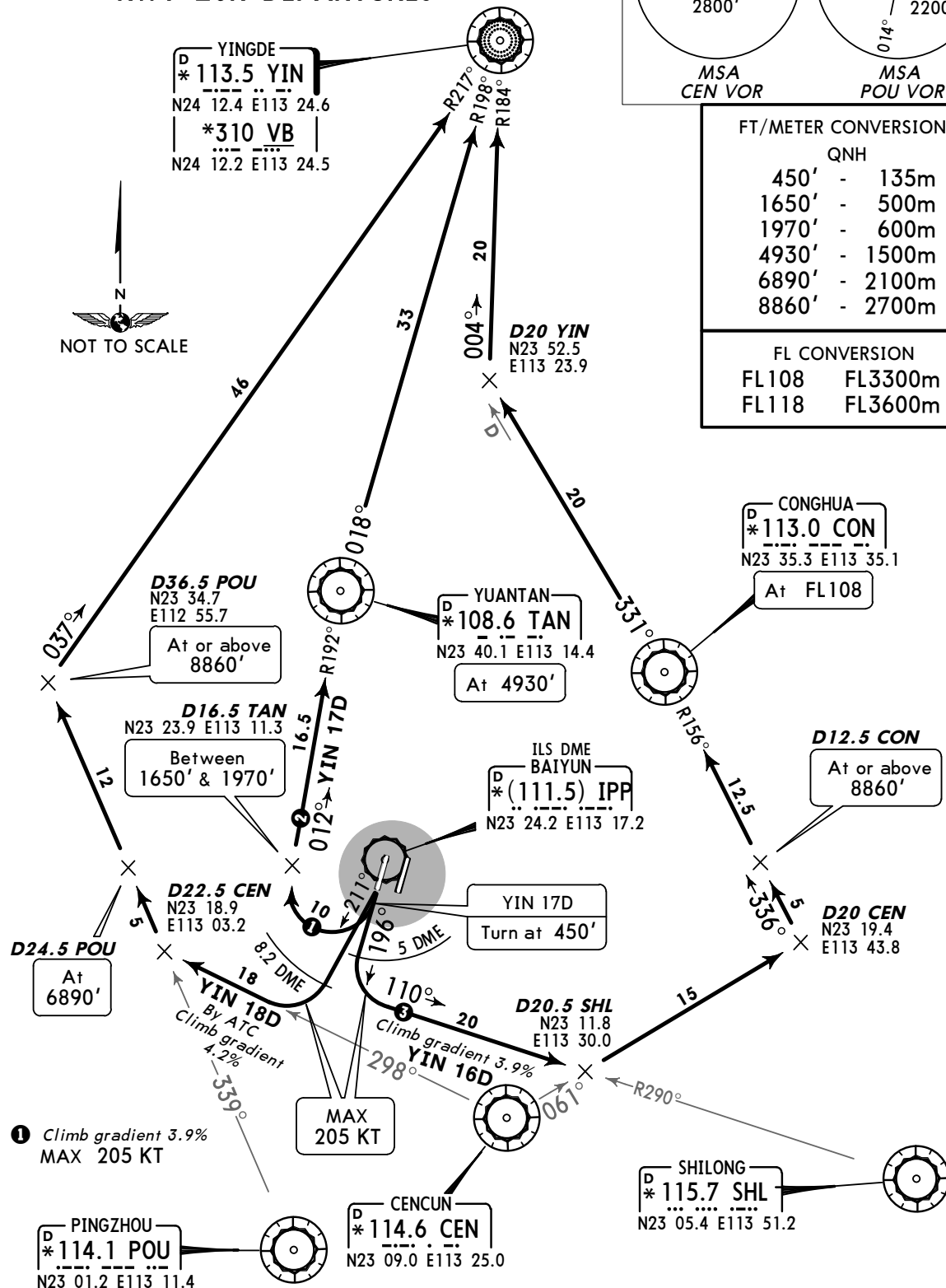
1. Under radar control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC.
3. No turns before DER.

YIN 16D, YIN 17D

YIN 18D

BY ATC

RWY 20R DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
4.2% 255' per NM	319	425	638	851	1063	1276
3.9% 237' per NM	296	395	592	790	987	1185

ZGGG/CAN

Apt Elev **50'**

N23 23.4 E113 18.4

JEPPesen

GUANGZHOU, PR OF CHINA

29 JUN 07

(20-9)

Eff 5 Jul

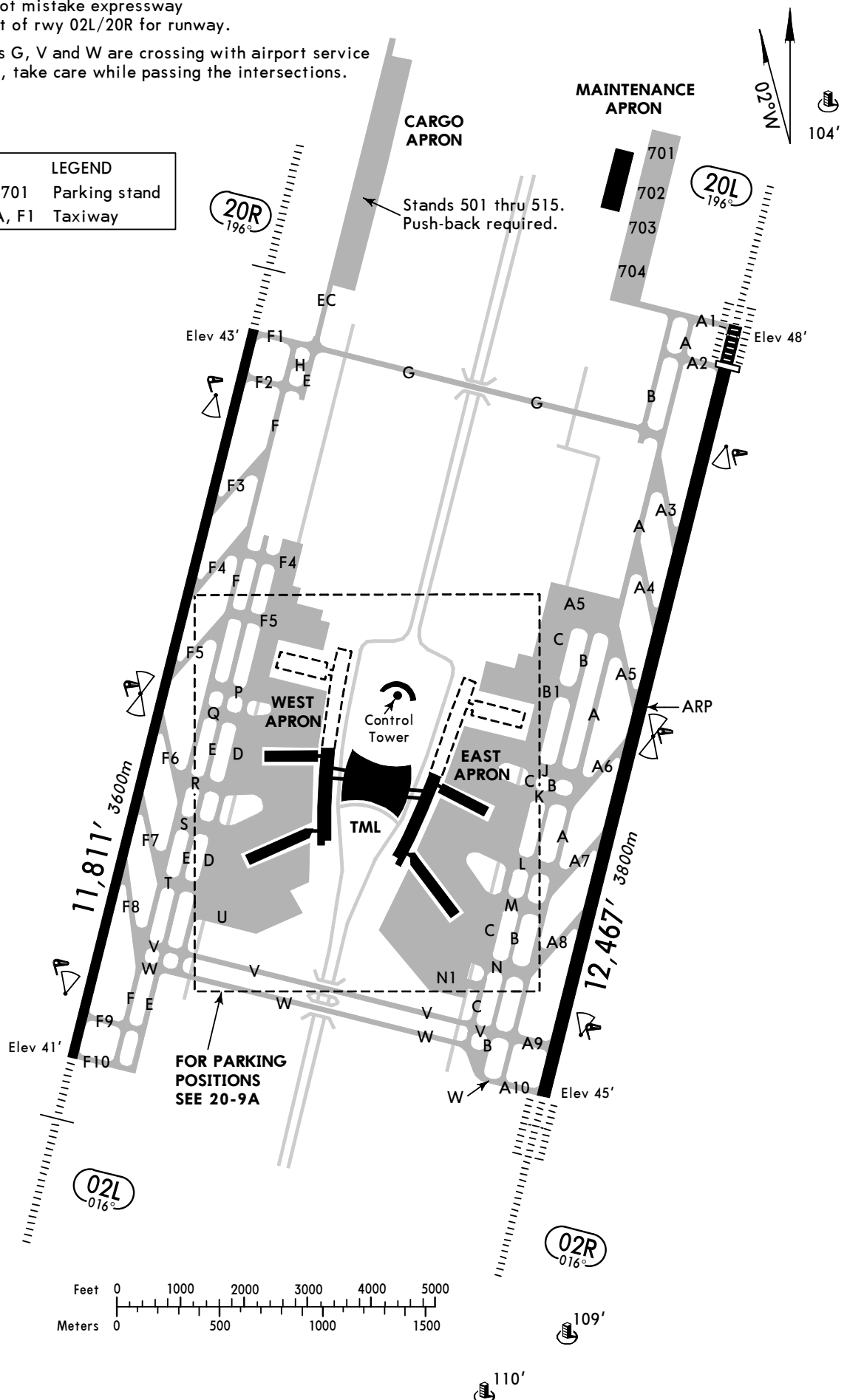
BAIYUN

*ATIS Departure	*BAIYUN Delivery	*BAIYUN Ground		*Tower	
		Rwy 02L/20R	Rwy 02R/20L	Rwy 02L/20R	Rwy 02R/20L
127.0	121.95	121.85	121.75	118.8	118.1

Do not mistake expressway
West of rwy 02L/20R for runway.

Twys G, V and W are crossing with airport service
path, take care while passing the intersections.

LEGEND	
701	Parking stand
A, F1	Taxiway



ZGGG/CAN**JEPPESSEN GUANGZHOU, PR OF CHINA**

29 JUN 07

20-9A**Eff 5 Jul****BAIYUN****GENERAL**

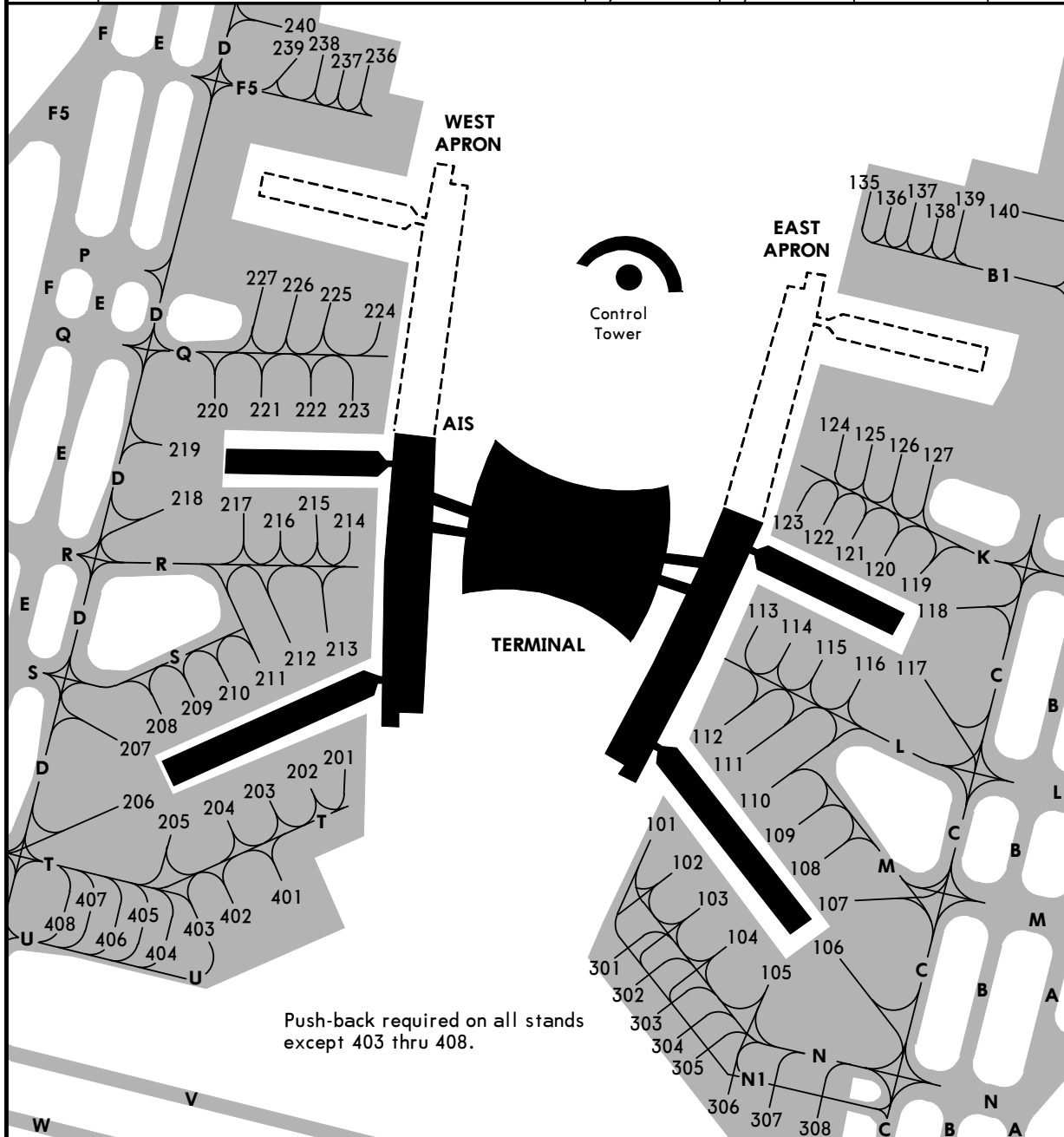
180° turnaround on rwy is forbidden.

Fast engine run-ups or trouble-shooting and testing of engine near boarding bridges or on apron are strictly forbidden.

Rwys 02R and 20R right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING	BEYOND		
02L	20R	HIRL (60m)	CL (30m)	ALSF-I	PAPI-L (3.0°)	RVR			148'
							10,761'	3280m	45m
02R	20L	HIRL (60m)	CL (15m)	ALSF-II	TDZ PAPI-L (3.0°)	RVR			197'
							11,427'	3483m	60m
							11,811'	3600m	
							10,735'	3272m	

**TAKE-OFF****All Rwys**

	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR 400m	RVR 500m
Other	VIS 1600m	

ZGGG/CAN

JEPPESEN GUANGZHOU, PR OF CHINA
14 APR 06 **(20-9B)** **BAIYUN**

VISUAL DOCKING GUIDANCE SYSTEM

The docking system is based on a video system pilot display unit (PDU). The following rules and procedures show how a pilot should use this system to dock an acft.

1. Gate Ready for Docking



Acft type and flight number are alternated in a flashing sequence across the top of display board.

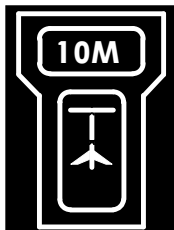
2. Acft detected



When the acft is detected, an acft symbol is displayed at the bottom of display board. At this point, the pilot should operate the acft as follows:

30m to 20m	5m -steps
20m to 10m	2m -steps
10m to 1m	1m -steps
1m to Stop	0.2m -steps

3. Acft is on centerline



10m to final stop position.
Important:
Approach slowly to final stop position.

4. Acft is RIGHT of centerline



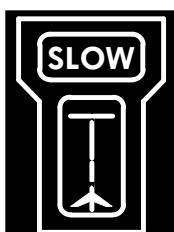
Correction LEFT is required.

5. Acft is LEFT of centerline



Correction RIGHT is required.

6. SLOW



SLOW message: If the taxiing speed is faster than a defined value, SLOW message will be displayed across the top of the display board to note pilot approaching slowly. The following table shows the details of the defined values.

Distance to stop	Defined value
> 30m	6m/s
30m - 15m	4m/s
15m - 5m	2m/s

7. Prepare to stop acft



0.4m to final stop position, prepare to stop the acft.

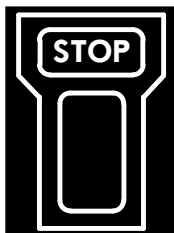
ZGGG/CAN

14 APR 06 **(20-9C)**

JEPPESEN GUANGZHOU, PR OF CHINA

BAIYUN

8. Display indicating:



- | | |
|--------------|--|
| STOP | - Stop now. |
| OK | - Docking point reached, successful docking. |
| ONBLOCK | - Docking procedure finished completely. |
| STOP TOO FAR | - Acft has gone beyond docking position. |
| ESTOP | - Emergency Stop
Stop acft immediately, wait for docking instructions from Apron Control to resume docking procedure. |

1. Before the docking procedure is completely finished, pilot should not turn off the engine or release the brakes.
2. The recommended taxiing speed: The speed should be decreased gradually from MAX 27 KT within system detection area (80m to 65m displayed on the display screen) to MAX 3 KT (10m displayed on the display screen), then slow down to 0 KT until reaching to the stop point.
3. If the following events occur, the pilot must stop the docking procedure, wait for further instructions from Apron Control.
 - a. Displayed acft type and flight number are not consistent with the incoming acft;
 - b. Display board becomes unreadable or no display at all (loss of display);
 - c. ESTOP message is displayed;
 - d. Pilot believes system is transmitting erroneous docking data;
 - e. Display board illuminates error messages.
4. If the system does not detect the acft (neither acft symbol in the lower part, nor distance information in the upper part of the display board), and the pilot does not get a steady acft type read out on the top of display unit until the acft nose reached the passengers boarding bridge, pilot must stop immediately and wait for further instructions from Apron Control.

ZGGG/CAN

JEPPESEN
 23 JUL 04
 Eff 5 Aug **20-9X**
JAA MINIMUMS
GUANGZHOU, PR OF CHINA
BAIYUN

STRAIGHT-IN RWY		A	B	C	D
02L	ILS DME ①	241' (200')	241' (200')	241' (200')	241' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	380' (339')	380' (339')	380' (339')	380' (339')
02R		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	ILS DME ①	245' (200')	245' (200')	245' (200')	245' (200')
		R550m	R550m	R550m	R550m
20L	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	460' (415')	460' (415')	460' (415')	460' (415')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
20R	ILS DME	248' (200')	248' (200')	248' (200')	248' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430' (382')	430' (382')	430' (382')	430' (382')
20R		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	ILS DME	243' (200')	243' (200')	243' (200')	243' (200')
		R550m	R550m	R550m	R550m
20R	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	480' (437')	480' (437')	480' (437')	480' (437')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

① Missed apch climb gradient mim 3.0%

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	720' (670')	830' (780')	1160' (1110')	1160' (1110')
	V1500m	V1600m	V2400m	V3600m

 ② Rwy 02L/20R: Not authorized East of runway
 Rwy 02R/20L: Not authorized West of runway
TAKE-OFF RWY 02L, 02R, 20L, 20R

	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR 400m	RVR 500m
Other	VIS 1600m	

ZGGG/CAN
BAIYUN

JEPPesen

12 JAN 07 (21-1) MISSED APCH CLIMB
Eff 18 Jan GRAD MIM 3.0%

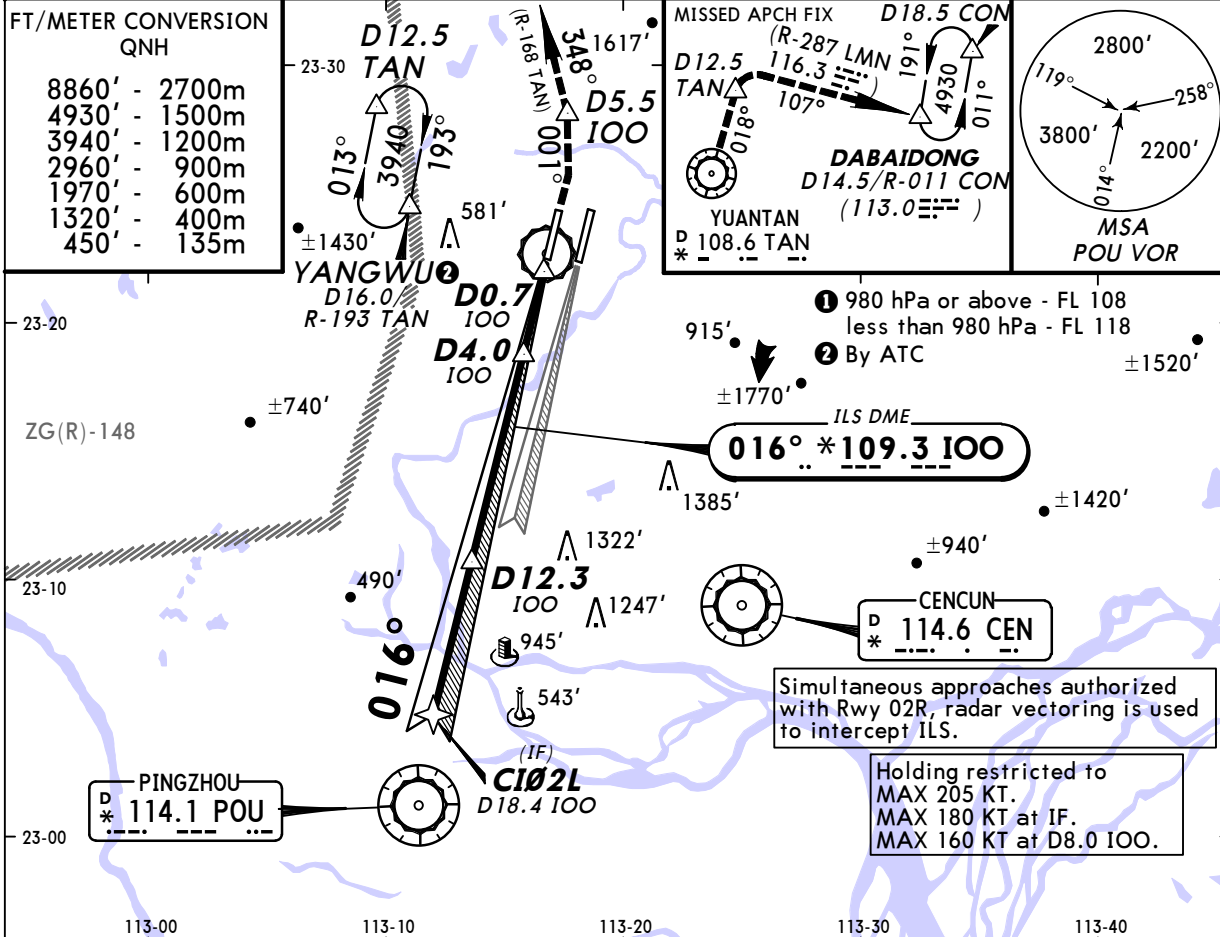
GUANGZHOU, PR OF CHINA
RNAV ILS DME Rwy 02L

BRIEFING STRIP

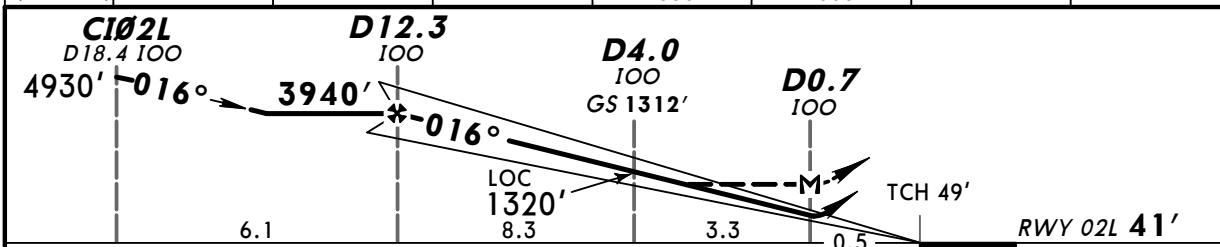
*ATIS 128.6	GUANGZHOU Approach 120.4		*BAIYUN Tower 118.8	*Ground 121.85
LOC IOO *109.3	Final Apch Crs 016°	GS D4.0 IOO 1312' (1271')	ILS DA(H) 241' (200')	Apt Elev 50' RWY 41'
MISSED APCH: Climb STRAIGHT AHEAD to 450', then turn LEFT onto 001° to D5.5 IOO, then turn LEFT onto R-168 TAN inbound to TAN VOR at 2960', turn RIGHT onto R-018 TAN to reach D12.5 TAN at 4930', turn RIGHT onto R-287 LMN inbound to DABAIDONG and hold, or as directed. MAX 200 KT.				
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: ①	Trans alt: 8860'	MSA CEN VOR

FT/METER CONVERSION
QNH

8860' -	2700m
4930' -	1500m
3940' -	1200m
2960' -	900m
1970' -	600m
1320' -	400m
450' -	135m



LOC (GS out)	IOO DME	7.0	6.0	5.0	3.0	2.0	1.0
ALTITUDE		2270'	1950'	1630'	1000'	680'	360'



Gnd speed-Kts	70	90	100	120	140	160	200 KT	450'	001°	D5.5
ILS GS 3.00° or	377	485	539	647	755	862	MAX	↑	LT	IOO
LOC Descent Gradient 5.2%										
MAP at D0.7 IOO										

STRAIGHT-IN LANDING RWY 02L				CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.0%				Not authorized East of runway	
ILS DA(H) 241' (200')		LOC (GS out) MDA(H) 380' (339')		Max Kts	
FULL	ALS out	FULL	ALS out	100	720' (670') 1600m
RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	135	830' (780') 2000m
				180	1160' (1110') 4800m
		1200m		205	

PANS OPS 4

ZGGG/CAN
BAIYUN

JEPPESSEN

GUANGZHOU, PR OF CHINA

12 JAN 07

Eff 18 Jan

(21-2)

MISSED APCH CLIMB

GRAD MIM 3.0%

ILS DME Rwy 02L

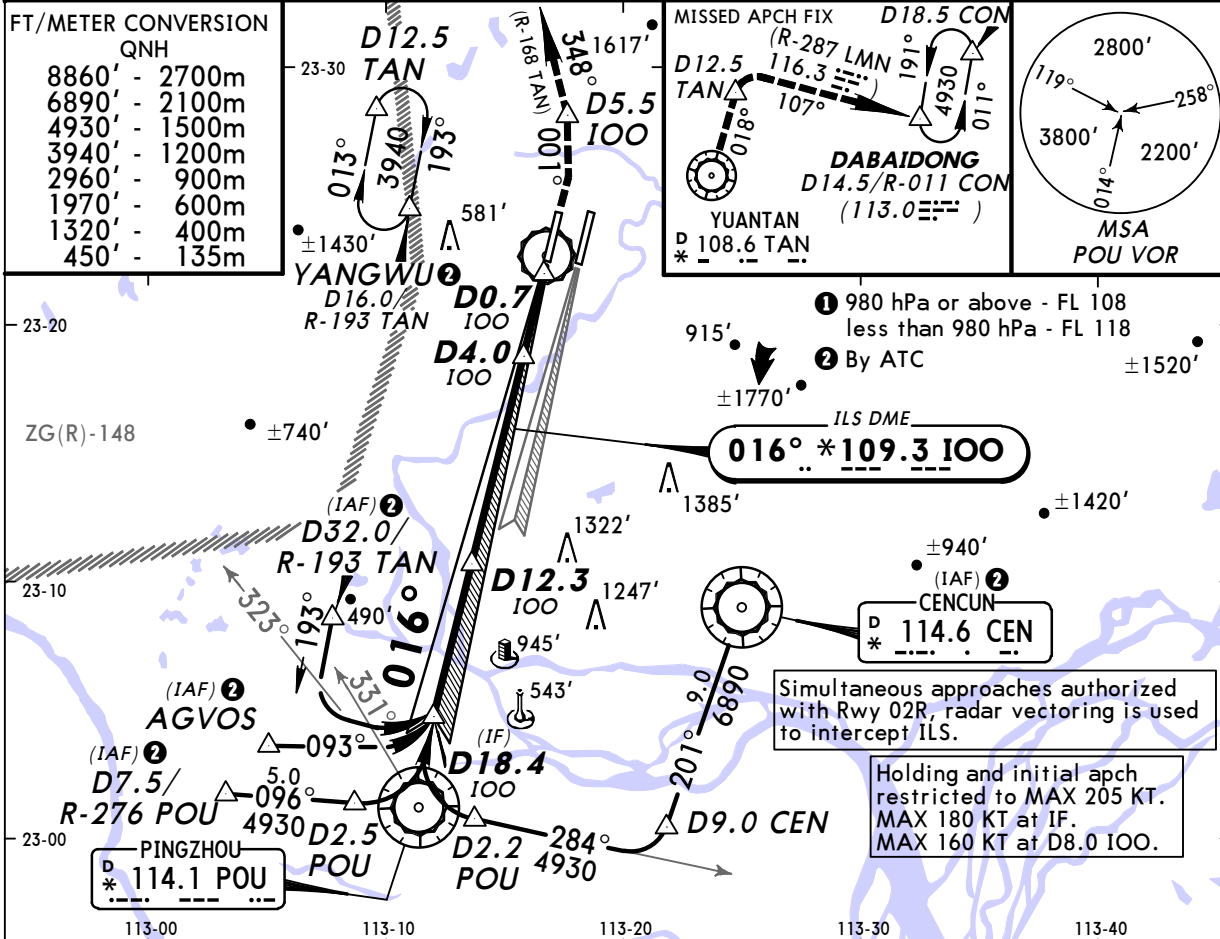
BRIEFING STRIP

*ATIS 128.6	GUANGZHOU Approach 120.4		*BAIYUN Tower 118.8	*Ground 121.85	
LOC IOO *109.3	Final Apch Crs 016°	GS D4.0 IOO 1312' (1271')	ILS DA(H) 241' (200')	Apt Elev 50' RWY 41'	
MISSED APCH: Climb STRAIGHT AHEAD to 450', 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-287 LMN inbound to DABAIDONG and hold, or as directed. MAX 200 KT.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: ①	Trans alt: 8860'	MSA CEN VOR	

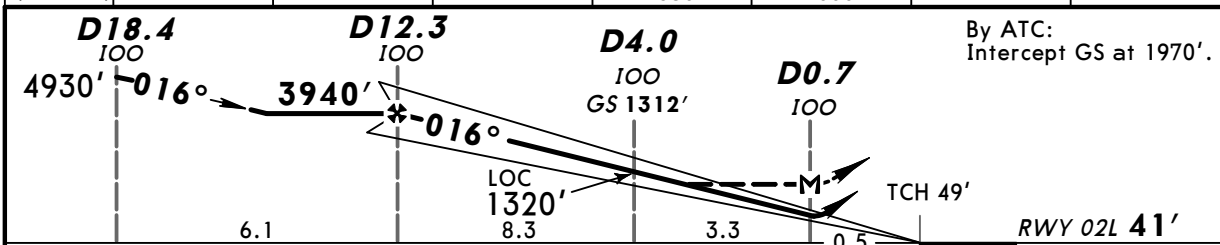
FT/METER CONVERSION

QNH

8860' - 2700m
6890' - 2100m
4930' - 1500m
3940' - 1200m
2960' - 900m
1970' - 600m
1320' - 400m
450' - 135m



LOC (GS out)	IOO DME	7.0	6.0	5.0	3.0	2.0	1.0
(GS out)	ALTITUDE	2270'	1950'	1630'	1000'	680'	360'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	200 KT	450'	001°	D5.5
ILS GS 3.00° or	377	485	539	647	755	862	PAPI	MAX	↑	LT	IOO
LOC Descent Gradient 5.2%											
MAP at D0.7 IOO											

STRAIGHT-IN LANDING RWY 02L				CIRCLE-TO-LAND			
Missed apch climb gradient mim 3.0%				Not authorized East of runway			
ILS DA(H) 241' (200')		LOC (GS out) MDA(H) 380' (339')		Full		ALS out	
FULL		ALS out		Full		ALS out	
A							
B							
C	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m			
D		1200m					
				Max Kts	MDA(H)		
				100	720' (670')	1600m	
				135	830' (780')	2000m	
				180	1160' (1110') 4800m		
				205			

PANS OPS 4

ZGGG/CAN
BAIYUN

JEPPESSEN

12 JAN 07 (21-3) MISSED APCH CLIMB
Eff 18 Jan GRAD MIM 3.0%

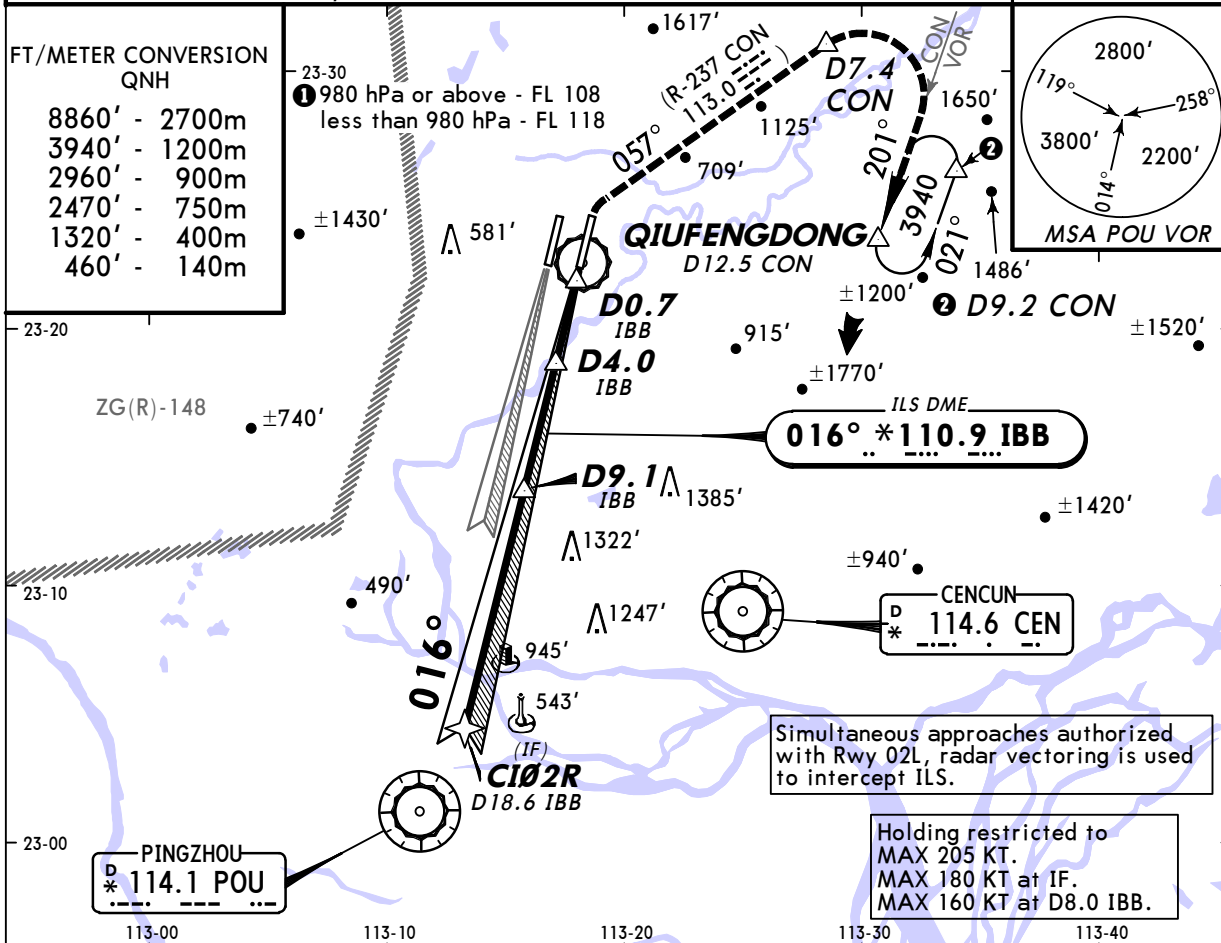
GUANGZHOU, PR OF CHINA
RNAV ILS DME Rwy 02R

BRIEFING STRIP

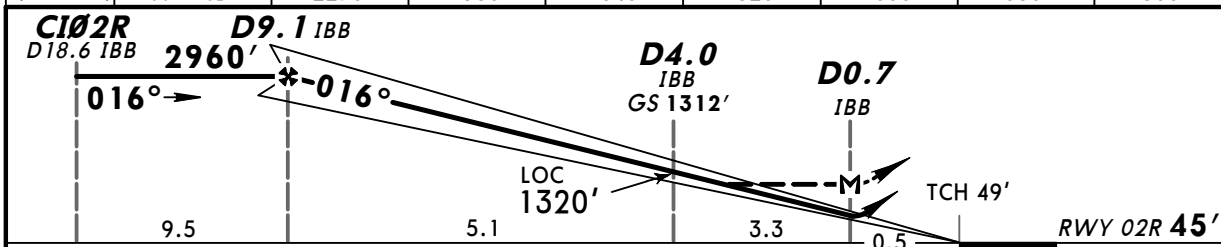
*ATIS 128.6	GUANGZHOU Approach 120.4		*BAIYUN Tower 118.1	*Ground 121.75	
LOC IBB *110.9	Final Apch Crs 016°	GS D4.0 IBB 1312' (1267')	ILS DA(H) 245' (200')	Apt Elev 50' RWY 45'	
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT to intercept R-237 CON inbound to reach D7.4 CON at 2470' or above, then turn RIGHT to intercept R-201 CON and hold at QIUFGDONG at 3940', or as directed. MAX 200 KT.					
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: ① Trans alt: 8860'	

FT/METER CONVERSION
QNH

8860' - 2700m
3940' - 1200m
2960' - 900m
2470' - 750m
1320' - 400m
460' - 140m



LOC (GS out)	IBB DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2270'	1950'	1640'	1320'	1000'	680'	360'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	200 KT	460'	CON
ILS GS 3.00° or	377	485	539	647	755	862	PAPI	MAX	↑	113.0
LOC Descent Gradient 5.2%									RT	R-237
MAP at D0.7 IBB										

STRAIGHT-IN LANDING RWY 02R					CIRCLE-TO-LAND		
Missed apch climb gradient mim 3.0%					Not authorized West of runway		
ILS		LOC (GS out)					
DA(H) 245' (200')		MDA(H) 460' (415')					
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					100	720' (670')	1600m
B					135	830' (780')	2000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		180	1160' (1110')	4800m
D					205		

PANS OPS 4

ZGGG/CAN
BAIYUN

JEPPesen
12 JAN 07
Eff 18 Jan (21-4)

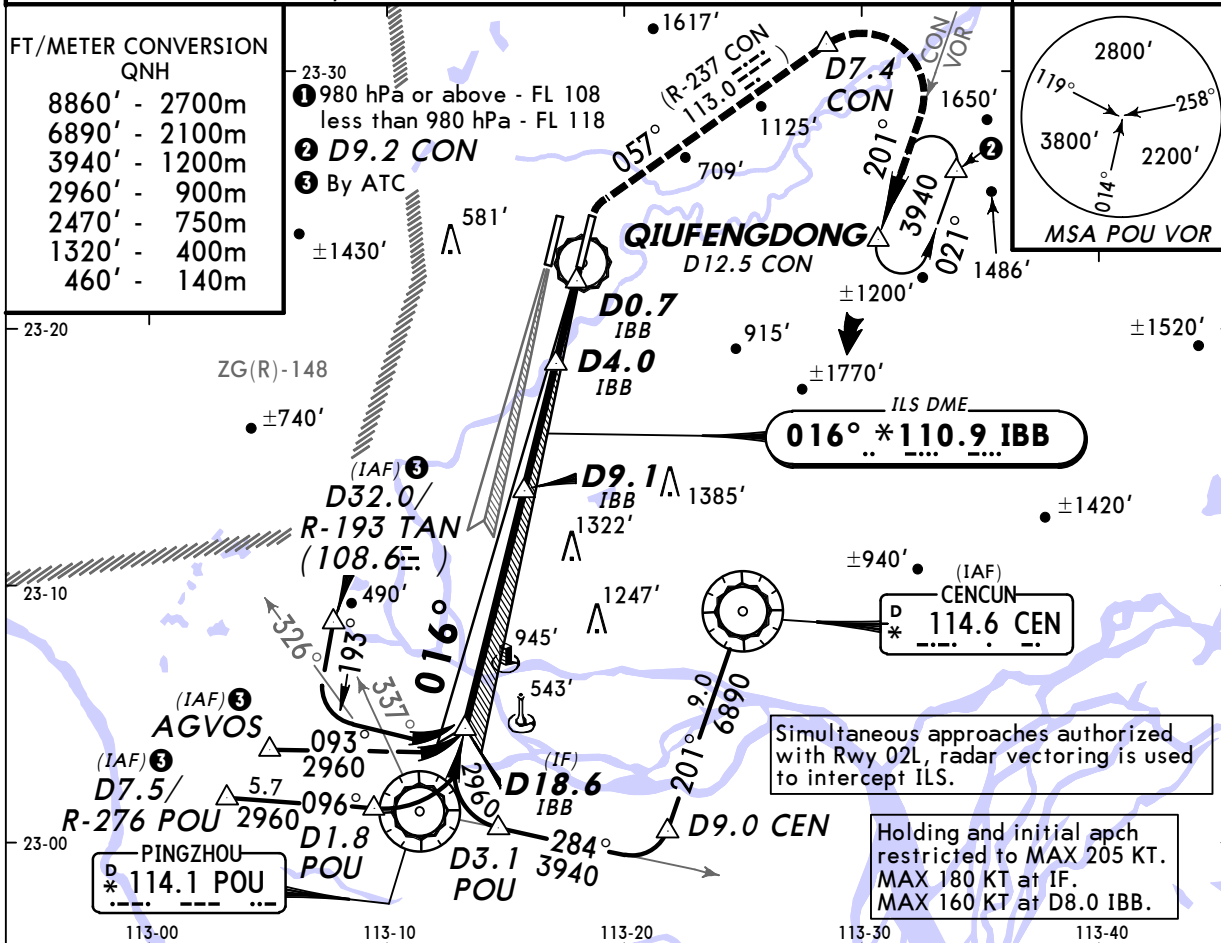
GUANGZHOU, PR OF CHINA
MISSED APCH CLIMB
GRAD MIM 3.0%
ILS DME Rwy 02R

BRIEFING STRIP

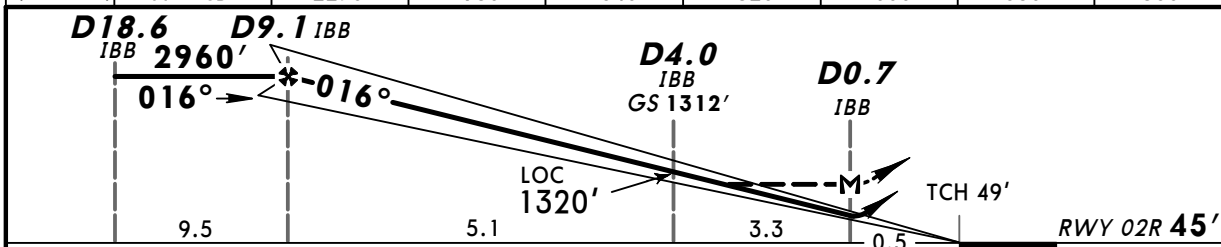
*ATIS 128.6	GUANGZHOU Approach 120.4		*BAIYUN Tower 118.1	*Ground 121.75	
LOC IBB *110.9	Final Apch Crs 016°	GS D4.0 IBB 1312' (1267')	ILS DA(H) 245' (200')	Apt Elev 50' RWY 45'	
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT to intercept R-237 CON inbound to reach D7.4 CON at 2470' or above, then turn RIGHT to intercept R-201 CON and hold at QIUFENG DONG at 3940', or as directed. MAX 200 KT.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: ①	Trans alt: 8860'		

FT/METER CONVERSION
QNH

8860' - 2700m
6890' - 2100m
3940' - 1200m
2960' - 900m
2470' - 750m
1320' - 400m
460' - 140m



LOC (GS out)	IBB DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2270'	1950'	1640'	1320'	1000'	680'	360'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	200 KT	460'	CON
ILS GS 3.00° or	377	485	539	647	755	862	PAPI	MAX	↑	113.0
LOC Descent Gradient 5.2%									RT	R-237
MAP at D0.7 IBB										

STRAIGHT-IN LANDING RWY 02R					CIRCLE-TO-LAND		
MISSED APCH CLIMB GRADIENT MIM 3.0%					Not authorized West of runway		
ILS		LOC (GS out)					
DA(H) 245' (200')		MDA(H) 460' (415')					
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					100	720' (670')	1600m
B					135	830' (780')	2000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		180	1160' (1110')	4800m
D					205		

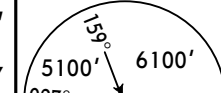
PANS OPS 4

ZGGG/CAN
BAIYUN

JEPPesen
12 JAN 07
Eff 18 Jan (21-5)

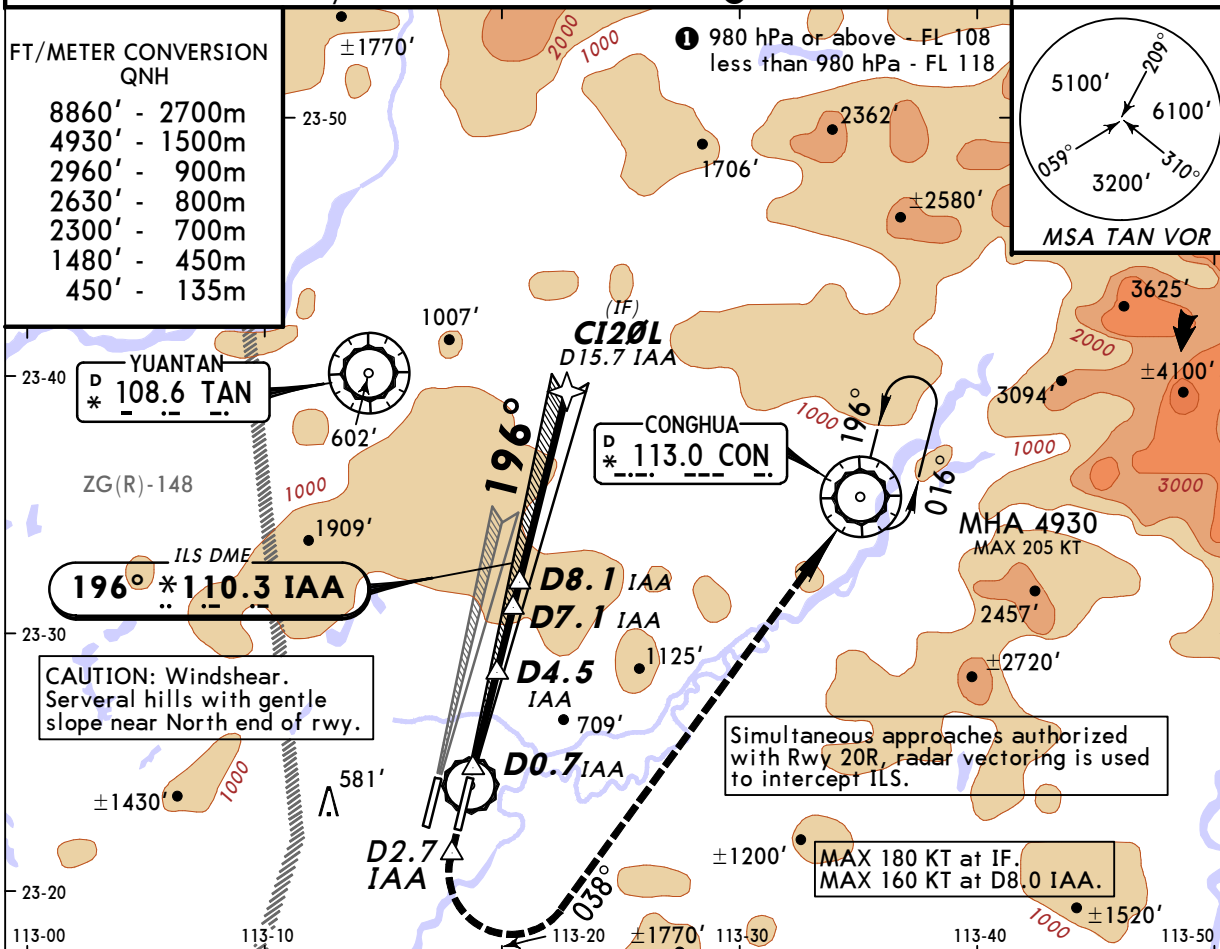
GUANGZHOU, PR OF CHINA
RNAV ILS DME Rwy 20L

BRIEFING STRIP

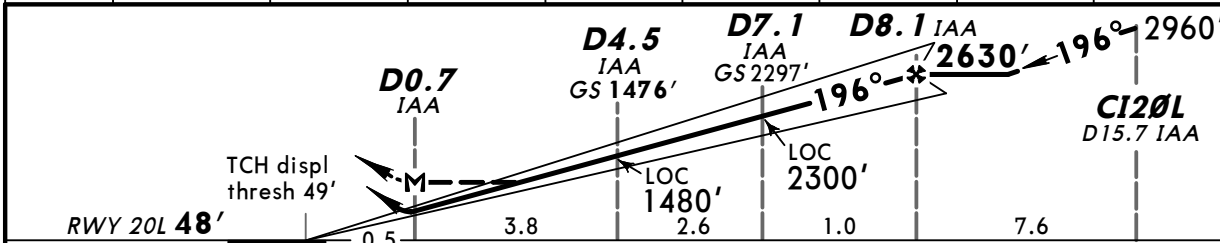
*ATIS 128.6		GUANGZHOU Approach 120.4		*BAIYUN Tower 118.1		*Ground 121.75	
LOC IAA *110.3	Final Apch Crs 196°	GS D4.5 IAA 1476' (1428')	ILS DA(H) 248' (200')	Apt Elev 50'	RWY 48'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IAA at 450' or above, then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT.						 MSA CON VOR	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: 1 Trans alt: 8860'			

FT/METER CONVERSION
QNH

8860' - 2700m
4930' - 1500m
2960' - 900m
2630' - 800m
2300' - 700m
1480' - 450m
450' - 135m



LOC (GS out)	IAA DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	360'	680'	990'	1310'	1630'	1940'	2260'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	200 KT	MIM	D2.7
ILS GS 3.00° or	377	485	539	647	755	862	PAPI	MAX	450'	IAA
LOC Descent Gradient 5.2%										
MAP at D0.7 IAA										

PANS OPS 4

STRAIGHT-IN LANDING RWY 20L					CIRCLE-TO-LAND		
ILS			LOC (GS out)		Not authorized West of runway		
DA(H) 248' (200')			MDA(H) 430' (382')				
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					100	720' (670')	1600m
B					135	830' (780')	2000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	180	1160' (1110') 4800m	
D				1200m	205		

CHANGES: New procedure.

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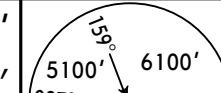
ZGGG/CAN
BAIYUN

JEPPesen

GUANGZHOU, PR OF CHINA
ILS DME Rwy 20L

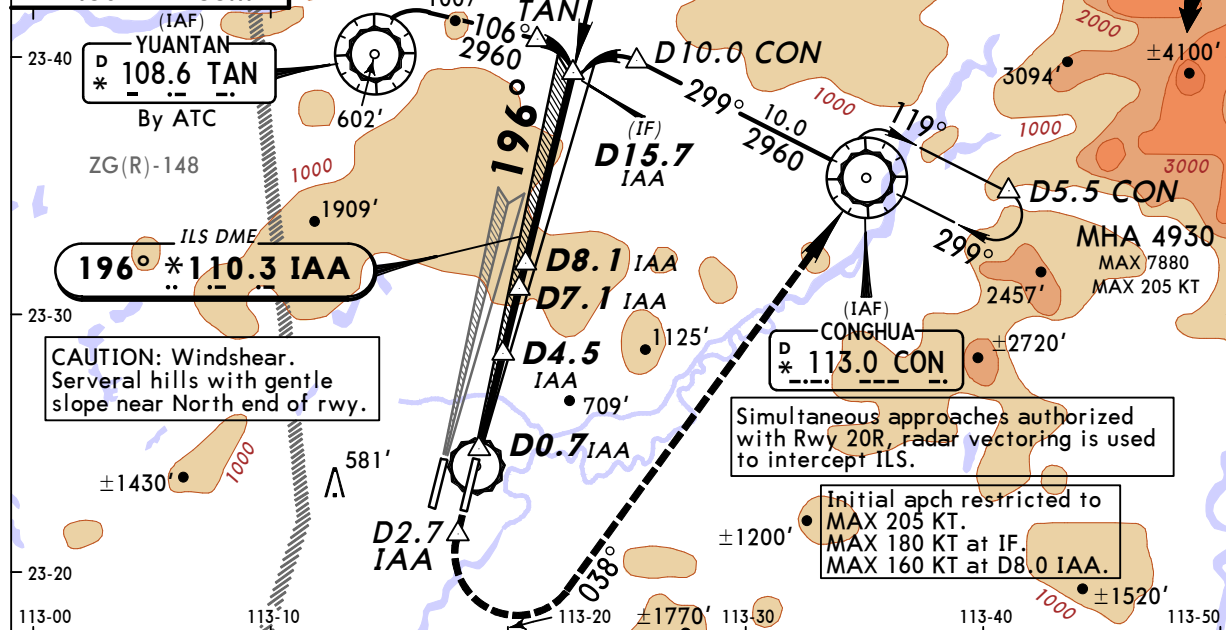
12 JAN 07
Eff 18 Jan (21-6)

BRIEFING STRIP

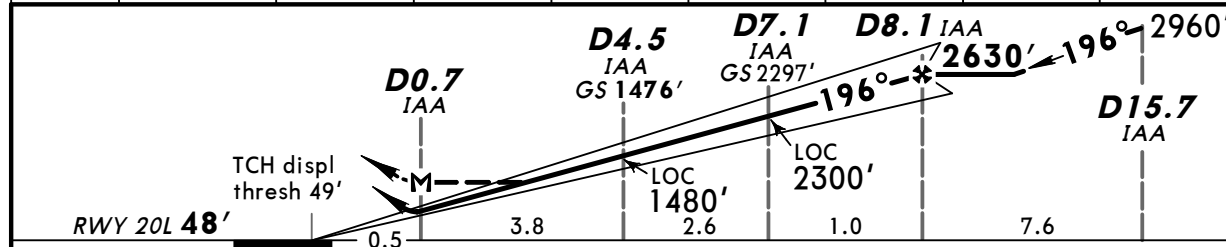
*ATIS 128.6		GUANGZHOU Approach 120.4		*BAIYUN Tower 118.1		*Ground 121.75	
LOC IAA *110.3	Final Apch Crs 196°	GS D4.5 IAA 1476' (1428')	ILS DA(H) 248' (200')	Apt Elev 50'	RWY 48'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IAA at 450' or above, then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT.						 MSA CON VOR	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: 1			

FT/METER CONVERSION

QNH	
8860'	2700m
7880'	2400m
4930'	1500m
3940'	1200m
2960'	900m
2630'	800m
2300'	700m
1480'	450m
450'	135m



LOC (GS out)	IAA DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	360'	680'	990'	1310'	1630'	1940'	2260'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	200 KT	MIM	D2.7
ILS GS 3.00° or	377	485	539	647	755	862	PAPI	MAX	450'	IAA
LOC Descent Gradient 5.2%										
MAP at D0.7 IAA										

STRAIGHT-IN LANDING RWY 20L				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Not authorized West of runway		
DA(H) 248' (200')		MDA(H) 430' (382')				
FULL	TDZ or CL out	ALS out		Max Kts	MDA(H)	
A				100	720' (670')	1600m
B				135	830' (780')	2000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180	1160' (1110') 4800m	
D				205		

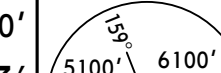
PANS OPS 4

ZGGG/CAN
BAIYUN

JEPPesen
9 MAR 07 (21-7)

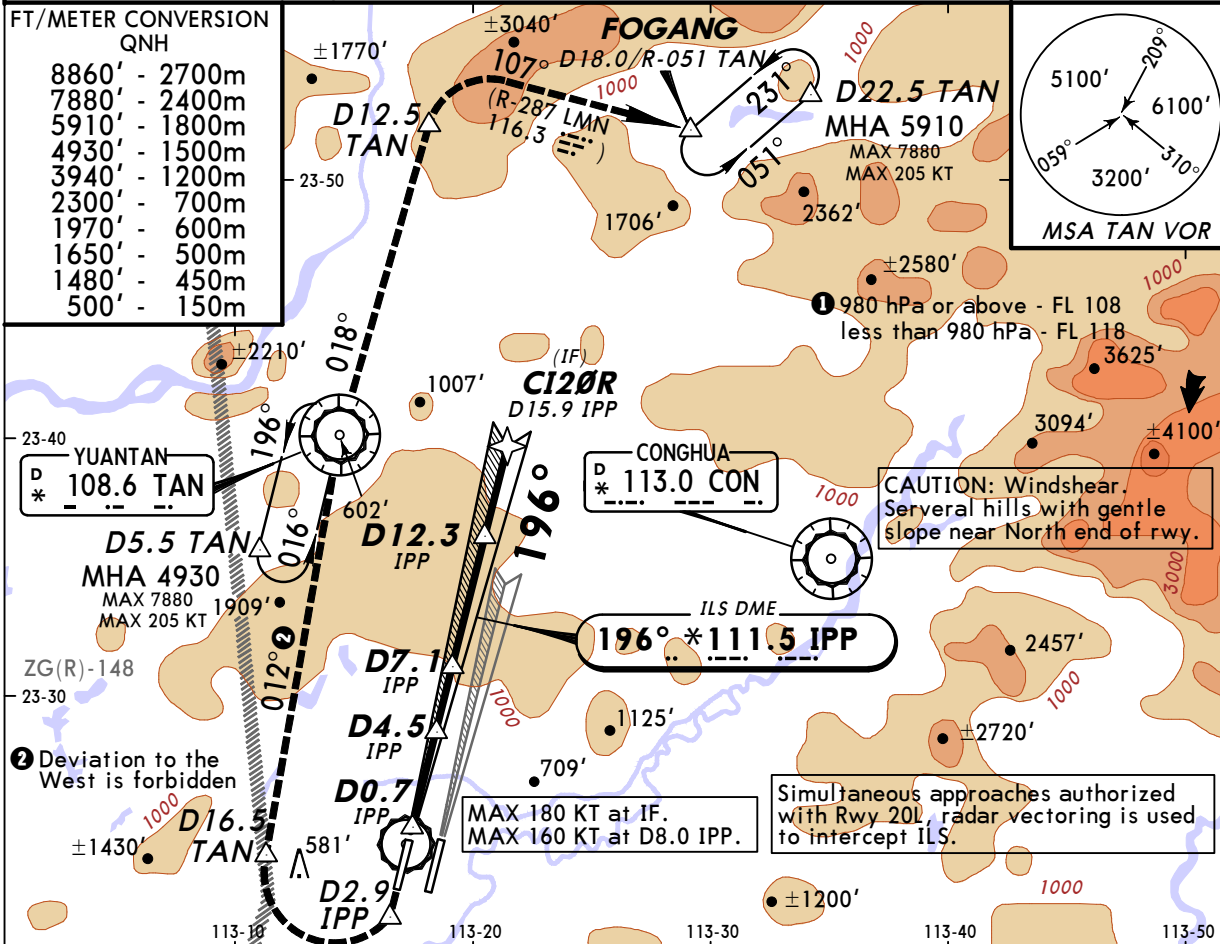
GUANGZHOU, PR OF CHINA
RNAV ILS DME Rwy 20R

BRIEFING STRIP

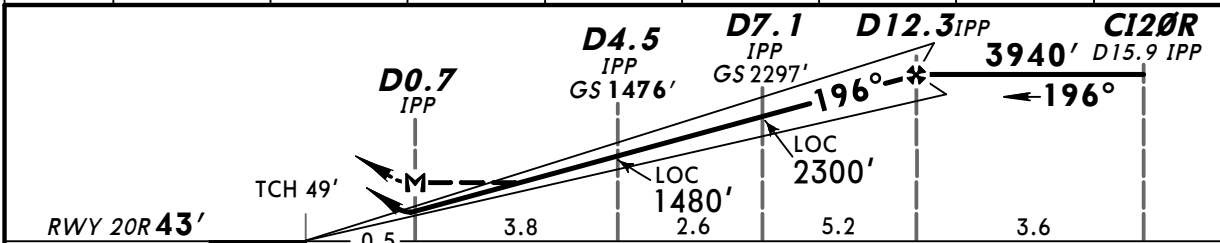
*ATIS Arrival 128.6		GUANGZHOU Approach 120.4		*BAIYUN Tower 118.8		*Ground 121.85	
LOC IPP *111.5	Final Apch Crs 196°	GS D4.5 IPP 1476' (1433')	ILS DA(H) 243' (200')	Apt Elev 50'	RWY 43'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.9 IPP at 500' or above, turn RIGHT to D16.5 TAN. Pass D16.5 TAN or North between 1650' and 1970' and intercept R-192 TAN to reach TAN VOR at 4930'. Then turn RIGHT onto R-018 TAN to D12.5 TAN, turn RIGHT onto R-287 LMN inbound to reach FOGANG at 5910' and hold. MAX 190 KT.						 MSA CON VOR	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: ①			

FT/METER CONVERSION

QNH	
8860'	2700m
7880'	2400m
5910'	1800m
4930'	1500m
3940'	1200m
2300'	700m
1970'	600m
1650'	500m
1480'	450m
500'	150m



LOC (GS out)	IPP DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	360'	680'	1000'	1310'	1630'	1950'	2270'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	190 KT MAX	MIM 500'	D2.9 IPP
ILS GS 3.00° or	377	485	539	647	755	862				
LOC Descent Gradient 5.2%										
MAP at D0.7 IPP										

STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) 243' (200')		LOC (GS out) MDA(H) 480' (437')			
FULL	ALS out		ALS out	Max Kts	MDA(H)
RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	720' (670') 1600m
				135	830' (780') 2000m
				180	
		RVR 1500m VIS 1600m	2400m	205	1160' (1110') 4800m

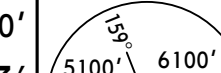
PANS OPS 4

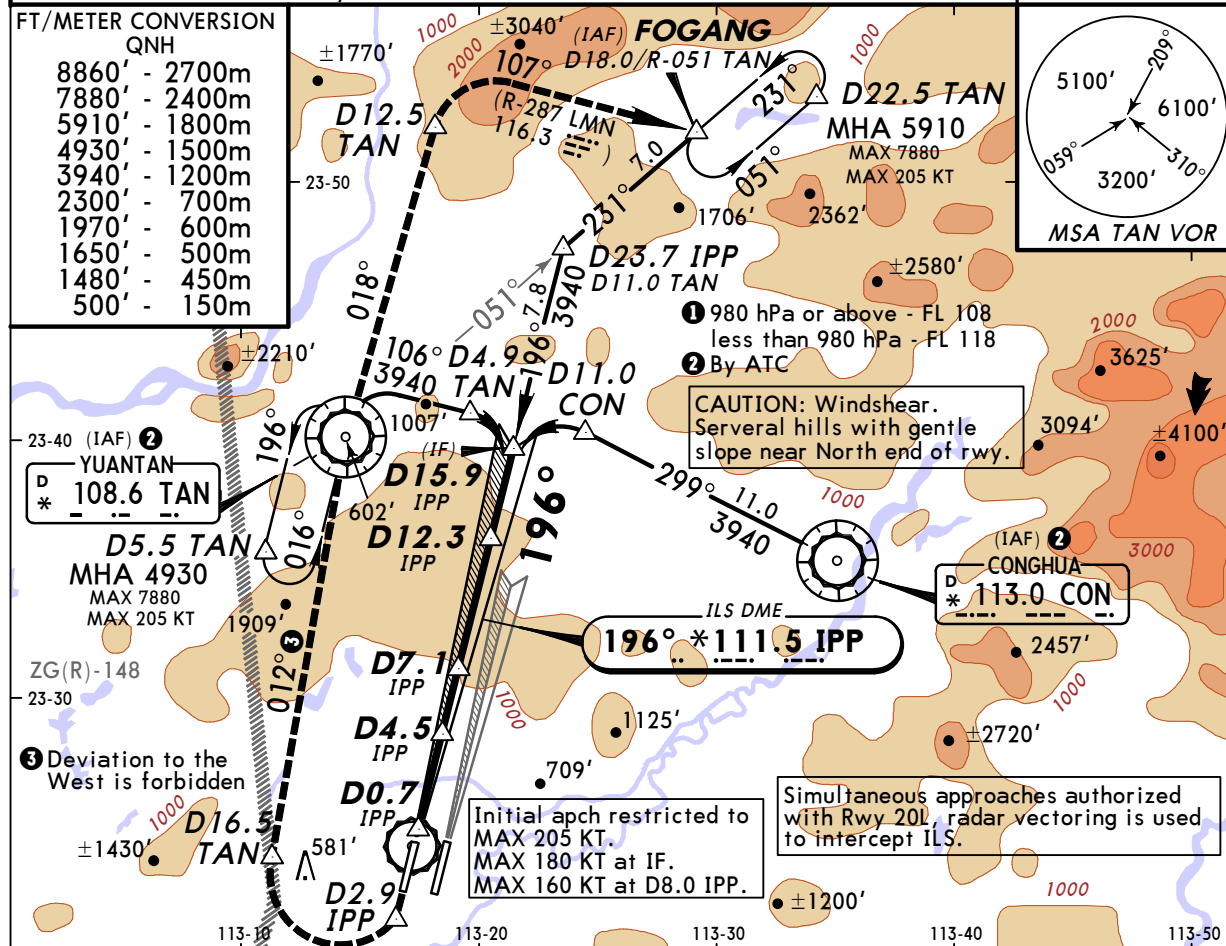
ZGGG/CAN
BAIYUN

JEPPesen
9 MAR 07 (21-8)

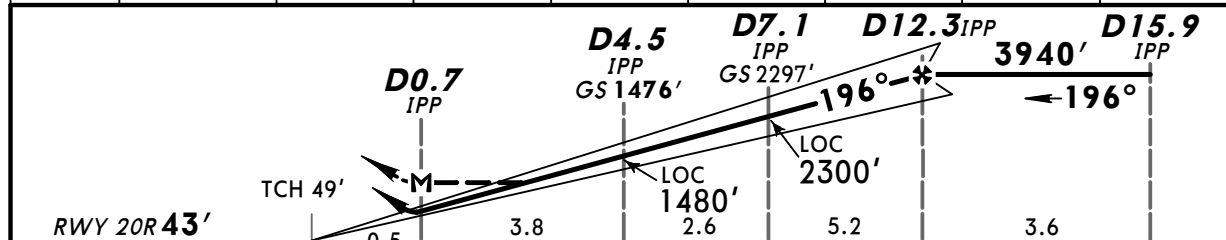
GUANGZHOU, PR OF CHINA
ILS DME Rwy 20R

BRIEFING STRIP

*ATIS Arrival 128.6		GUANGZHOU Approach 120.4		*BAIYUN Tower 118.8		*Ground 121.85	
LOC IPP *111.5	Final Apch Crs 196°	GS D4.5 IPP 1476' (1433')	ILS DA(H) 243' (200')	Apt Elev 50'	RWY 43'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.9 IPP at 500' or above, turn RIGHT to D16.5 TAN. Pass D16.5 TAN or North between 1650' and 1970' and intercept R-192 TAN to reach TAN VOR at 4930'. Then turn RIGHT onto R-018 TAN to D12.5 TAN, turn RIGHT onto R-287 LMN inbound to reach FOGANG at 5910' and hold. MAX 190 KT.						 MSA CON VOR	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: ①			



LOC (GS out)	IPP DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	360'	680'	1000'	1310'	1630'	1950'	2270'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 190 KT MAX MIM 500' ↑ D2.9 IPP
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							
MAP at D0.7 IPP							

STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) 243' (200')		LOC (GS out) MDA(H) 480' (437')			
FULL	ALS out		ALS out	Max Kts	MDA(H)
RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	720' (670') 1600m
				135	830' (780') 2000m
				180	
		RVR 1500m VIS 1600m	2400m	205	1160' (1110') 4800m

PANS OPS 4