

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZGGG

Terminal Charts For ZGGG

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Guangzhou Chn  
IATA Code: CAN  
Lat/Long: N23° 23.4' E113° 18.5'  
Elevation: 49 ft

Airport Use: Public  
Magnetic Variation: 2.7°W

Fuel Types: Jet  
Repair Types: Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 2310 Z  
Sunset: 0955 Z,

Runway Information

Runway: 02L  
Length x Width: 11811 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 42 ft  
Lighting: Edge, ALS, Centerline

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

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

Runway: 20R  
Length x Width: 11811 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 43 ft  
Lighting: Edge, ALS, Centerline

**Communication Information**

- ATIS 128.6 Arrival Service
- ATIS 127.0 Departure Service
- ATIS 131.45
- Baiyun Tower 124.3 Secondary
- Baiyun Tower 118.8
- Baiyun Tower 118.1
- Baiyun Delivery Ground Control 121.95
- Baiyun Ground Control 121.85
- Baiyun Ground Control 121.75
- Baiyun Ground Control 121.6 Secondary
- Guangzhou Departure Approach Control 119.7
- Guangzhou Arrival Approach Control 126.55
- Guangzhou Approach Control 127.75 Secondary
- Guangzhou Approach Control 126.35
- Guangzhou Approach Control 124.2 Secondary
- Guangzhou Approach Control 121.05
- Guangzhou Approach Control 120.4
- Guangzhou Approach Control 119.6 Secondary

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## 1. GENERAL

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### 1.1. ATIS

\*D-ATIS Arrival 128.6

\*D-ATIS Departure 127.0

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. RUN-UP TESTS

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

### 1.3. RWY OPERATIONS

During changing direction of RWY in use, if downwind speed is more than 6 KT (3 m/s) and not exceeding 10 KT (5 m/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. TAXI PROCEDURES

180° turnaround on RWY is forbidden.

For high power taxiing, prior clearance shall be obtained from GND.

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

TWYs G, H, V and W are crossing with APT service road, take care while passing the intersections.

When A380 taxiing on TWY N (West of TWY C), TWY N1 is forbidden to be used. Before entering TWY N1, all ACFT should observe TWY N (West of TWY C) and avoid conflict with A380.

### 1.5. PARKING INFORMATION

Visual Docking Guidance System available at stands 101 thru 133 and 201 thru 235.

Push-back required on stands 101 thru 127, 135 thru 140, 201 thru 227, 236 thru 240, 301 thru 308, 401 thru 403, 412, 415, 418, 420 thru 429, 501 thru 515 and GY01 thru GY12.

Taxiing to stands 411 thru 429 by follow-me guidance.

### 1.6. 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 caution of windshear and keep altitude to avoid colliding with obstacles.

RWYs 02R and 20R right-hand circuit.

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## 2. ARRIVAL

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### 2.1. TAXI PROCEDURES

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

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

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

### 3. DEPARTURE

#### 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 & TAXI PROCEDURES

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

ACFT are forbidden to enter RWYs via TWYs A3 thru A8 and F3 thru F8.

Contact TWR while approaching RWY holding position.

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

- ACFT shall finish RWY alignment within 60 sec 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.

#### 3.4. OTHER INFORMATION

Departing ACFT should report take-off RWY designator upon initial contact with GUANGZHOU APP.

GUANGZHOU  
Arrival (R)  
126.55

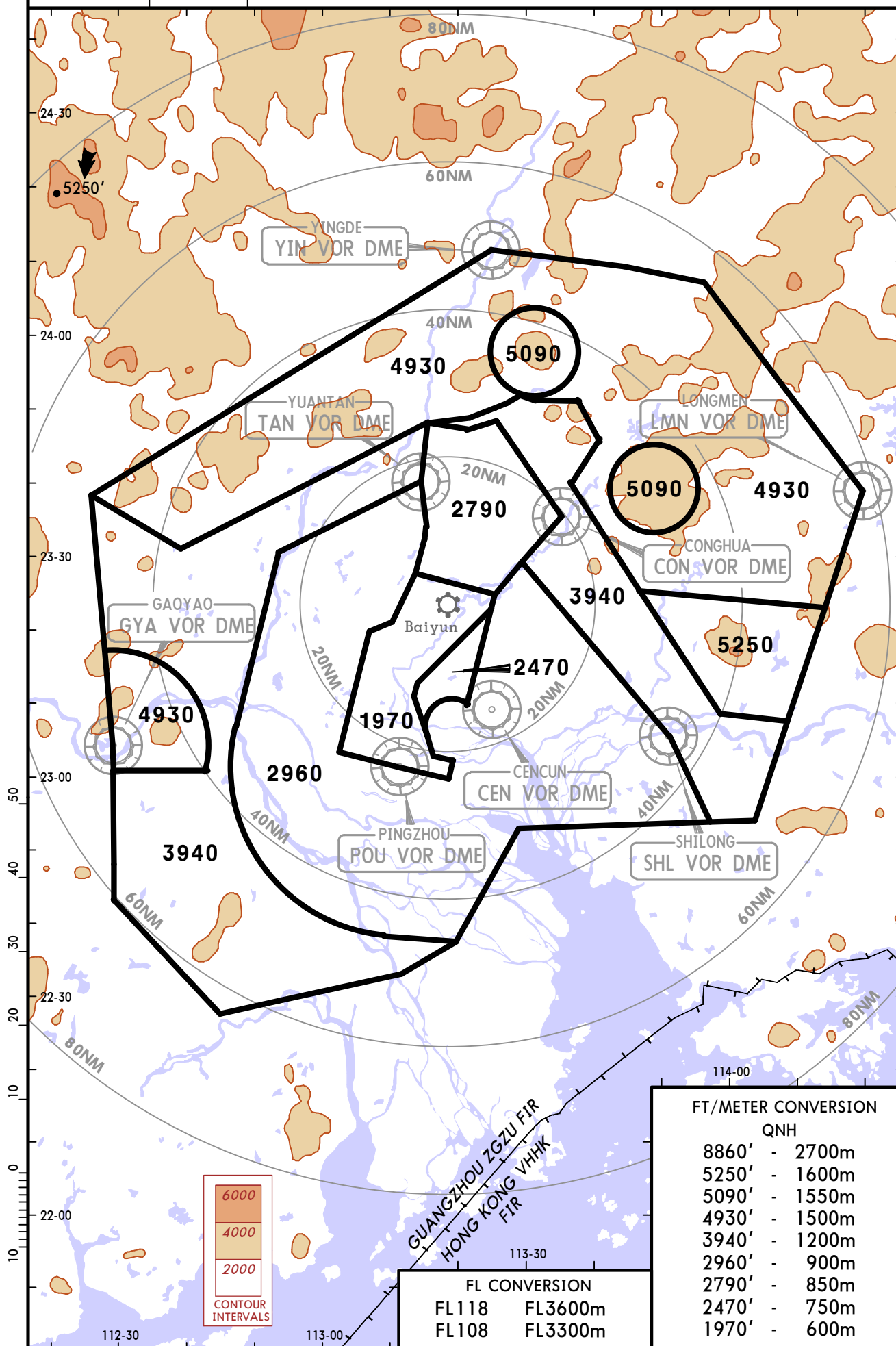
*Apt Elev*  
**50'**

Alt Set: hPa

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

Trans alt: 8860'

Chart only to be used for cross-checking of altitudes assigned while under RADAR control.



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\*D-ATIS  
128.6Apt Elev  
50'

Alt Set: hPa

Trans level: FL118 below 980 hPa

FL108 980 hPa or above

Trans alt: 8860'

TERMINAL TRANSITION ROUTES  
TRANSITING HONG KONG FIR  
VIA J103 TO TAMOT

## WARNING

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

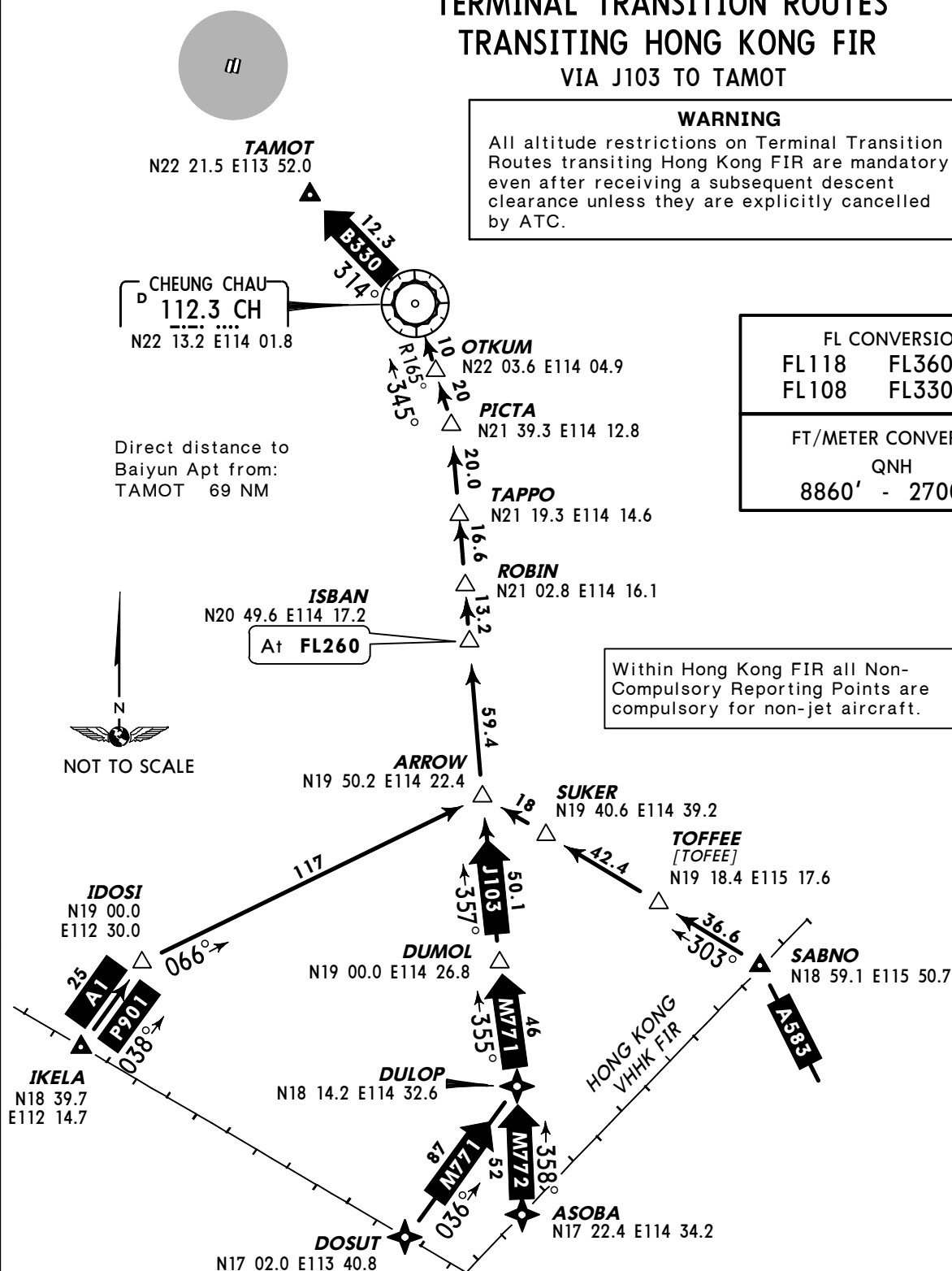
FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

FT/METER CONVERSION  
QNH  
8860' - 2700m

Direct distance to  
Baiyun Apt from:  
TAMOT 69 NM



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



## ENTRY ROUTE

## ROUTING

A-1

From IKELA along A-1/P-901 to IDOSI, then direct to ARROW, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.

A-583

From SABNO direct via TOFFEE and SUKER to ARROW, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.

M-771

From DOSUT along M-771 to DUMOL, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.

M-772

From ASOBA along M-772 to DULOP, then along M-771 to DUMOL, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.

\*D-ATIS  
128.6Apt Elev  
49'

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 (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

or

RNAV (GNSS)

RNP 1

FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

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

**ATAGA**  
N24 09.7 E113 41.0**GG027**  
N23 44.5 E113 31.5

231°

196°

23  
ATA 2W  
By ATC16  
ATA 1W**GG009**  
N23 29.2 E113 12.2

At or above  
5910'  
MAX 205 KT

**GG025**  
N23 08.2 E113 21.7

At or above 6890'  
or by ATC  
MAX 205 KT

**GG007**  
N23 11.9 E113 08.6

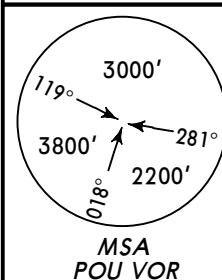
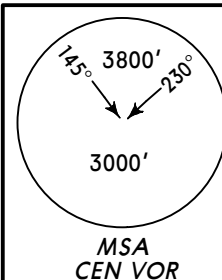
(IAF)  
**GG006**  
N23 05.9 E113 07.4

At 4930'

CENCUN  
D \*114.6 CEN  
N23 09.1 E113 25.0

(IAF)  
**GG024**  
N23 02.9 E113 20.2

PINGZHOU  
D \*114.1 POU  
N23 01.3 E113 11.4

**STAR****ROUTING****ATA 1W**

①

ATAGA - GG027 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024.

**ATA 2W**

By ATC

ATAGA - GG027 - GG009 (5910'+; K205-) - GG007 - GG006 (4930').

① By ATC while simultaneous parallel approaches implemented.

|                         |                               |                                                                                                                                                                  |
|-------------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| *D-ATIS<br><b>128.6</b> | <i>Apt Elev</i><br><b>49'</b> | Alt Set: hPa<br>Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above<br>Trans alt: 8860'<br>Under RADAR control, actual flight altitude instructed by ATC. |
|-------------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**IGO 1W, IGO 2W**  
**RWY 02L RNAV ARRIVALS**

RNAV (GNSS, DME/DME/IRU)

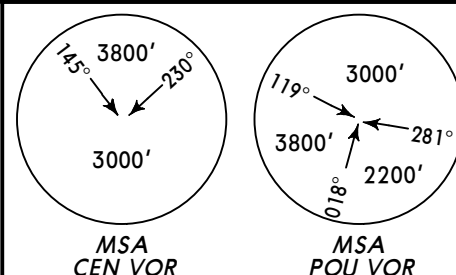
RNAV 1

**RADAR REQUIRED**

or

RNAV (GNSS)

RNP 1

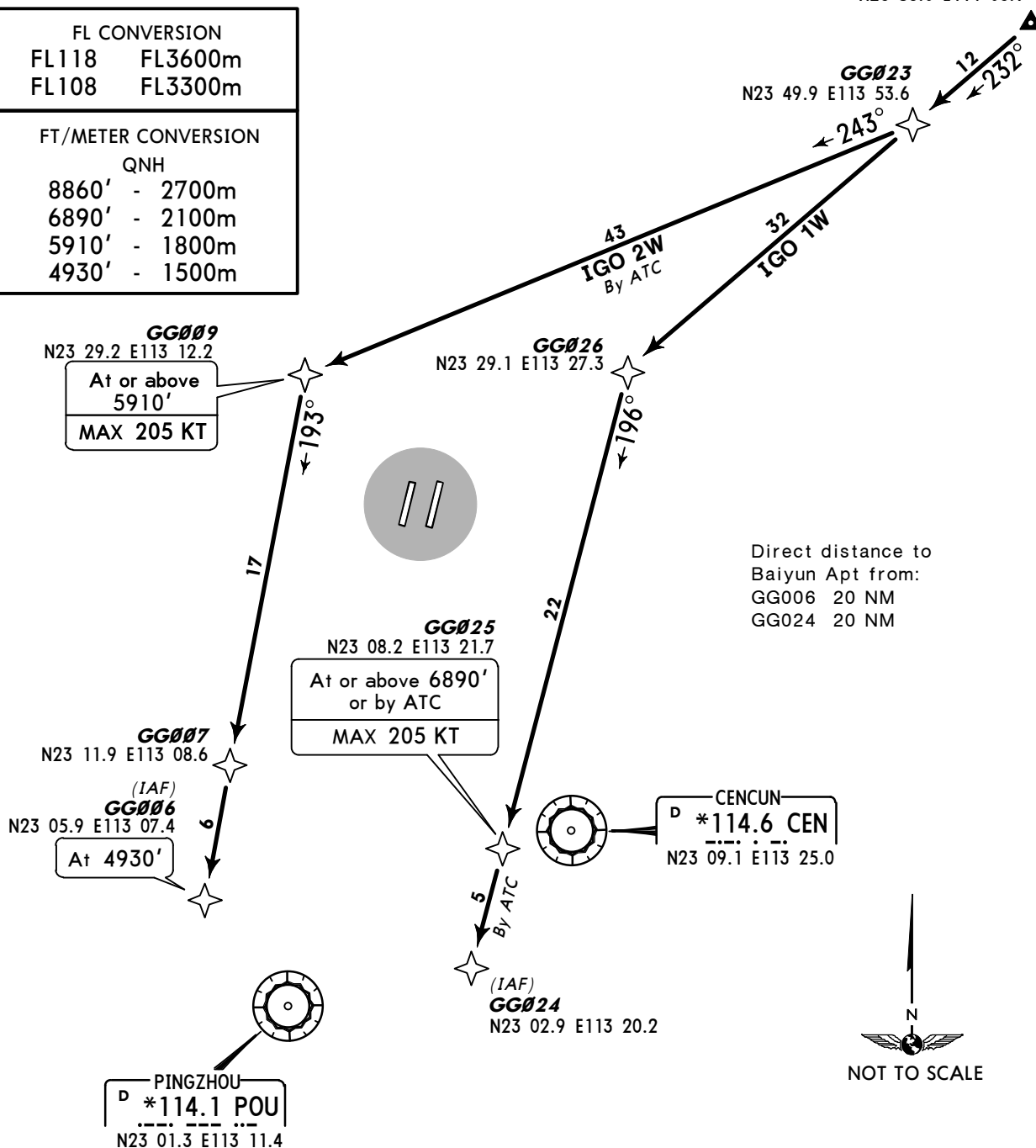


| FL CONVERSION |         |
|---------------|---------|
| FL118         | FL3600m |
| FL108         | FL3300m |

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

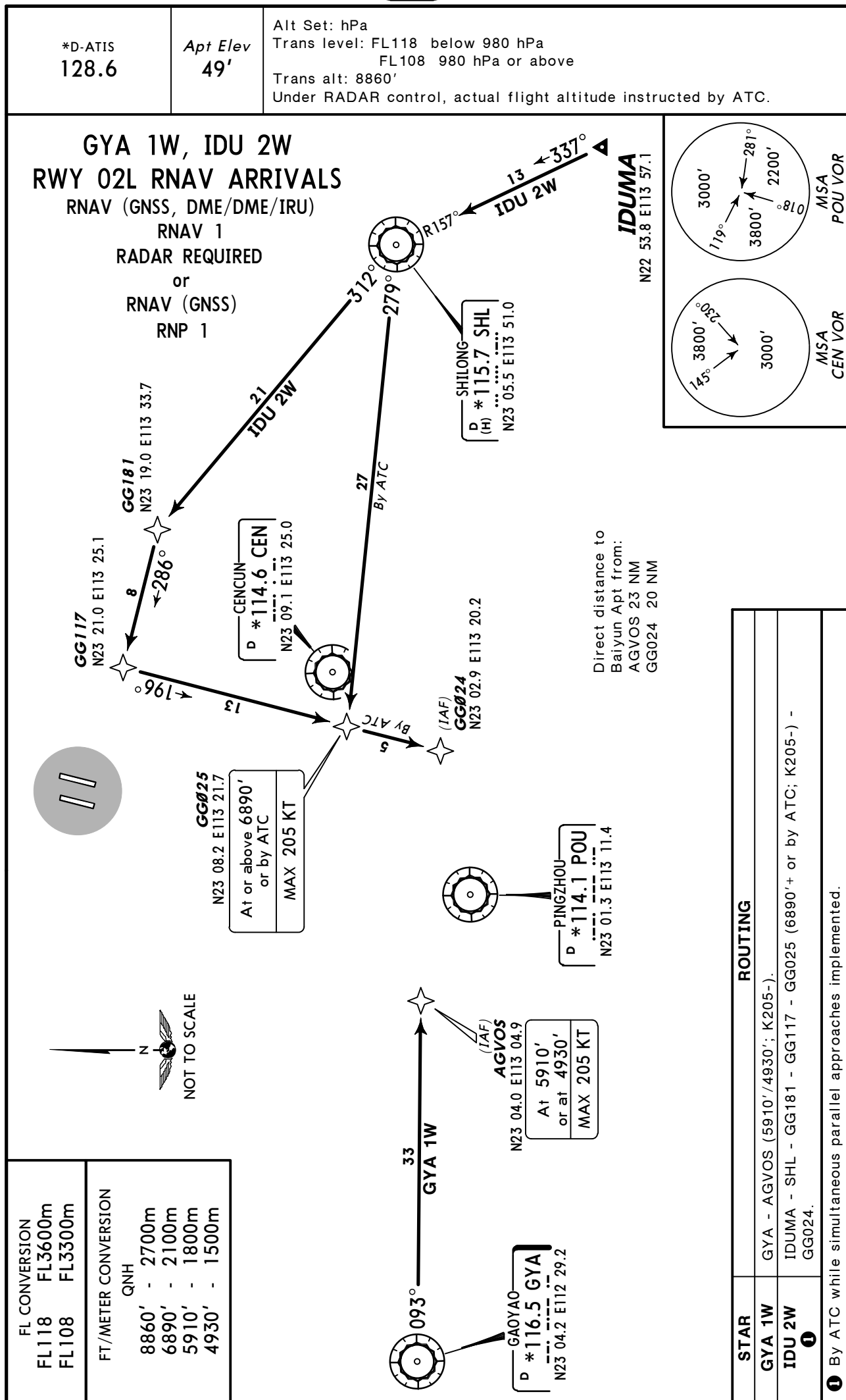
**IGONO**

N23 58.0 E114 03.9



| STAR                    | ROUTING                                                          |
|-------------------------|------------------------------------------------------------------|
| <b>IGO 1W</b><br>①      | IGONO - GG023 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024. |
| <b>IGO 2W</b><br>By ATC | IGONO - GG023 - GG009 (5910'+; K205-) - GG007 - GG006 (4930').   |

① By ATC while simultaneous parallel approaches implemented.



\*D-ATIS  
128.6

Apt Elev  
49'

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, IGO 1X  
RWY 20R RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)

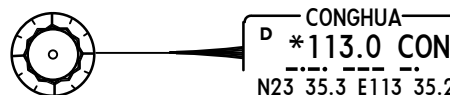
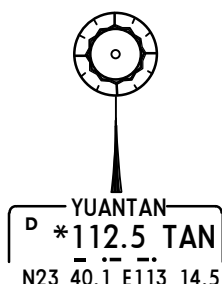
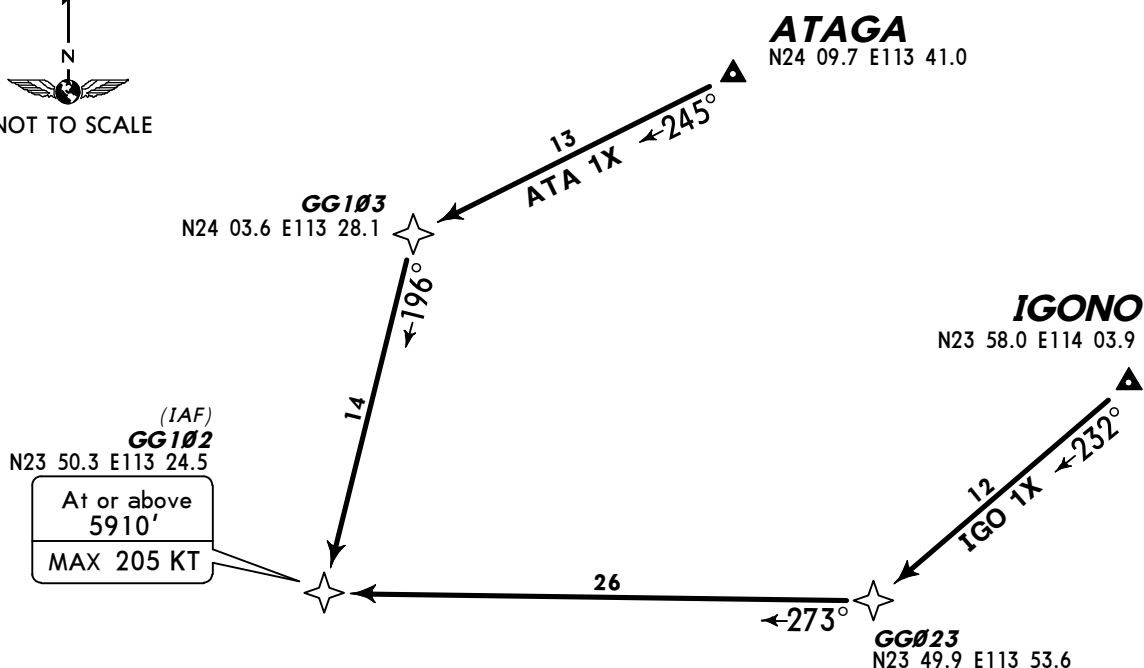
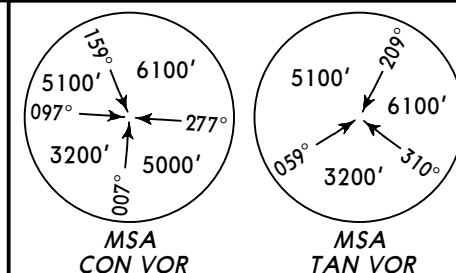
RNAV 1

RADAR REQUIRED

or

RNAV (GNSS)

RNP 1



Direct distance to  
Baiyun Apt from:  
GG102 27 NM

FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

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

STAR

ROUTING

ATA 1X

ATAGA - GG103 - GG102 (5910'+; K205-).

IGO 1X

IGONO - GG023 - GG102 (5910'+; K205-).

\*D-ATIS  
128.6

Apt Elev  
49'

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 2X  
RWY 20R RNAV ARRIVAL

RNAV (GNSS, DME/DME/IRU)

RNAV 1

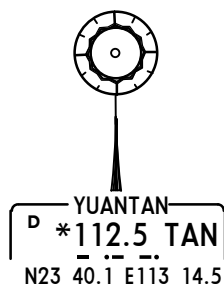
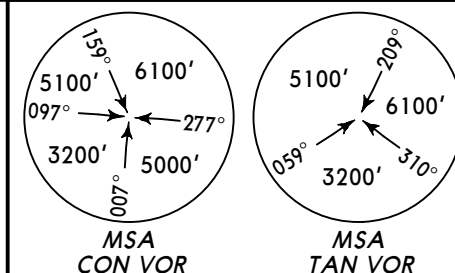
RADAR REQUIRED

or

RNAV (GNSS)

RNP 1

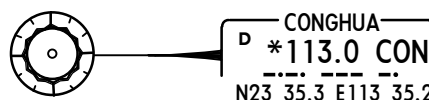
BY ATC WHILE SIMULTANEOUS PARALLEL  
APPROACHES IMPLEMENTED



(IAF)  
**GG114**  
N23 37.9 E113 29.7

Alt 3940'

Direct distance to  
Baiyun Apt from:  
GG114 18 NM



**GG117**  
N23 21.0 E113 25.1

MAX 205 KT

016°

16

**GG181**  
N23 19.0 E113 33.7

8

286°

21

SHILONG  
D (H) \*115.7 SHL  
N23 05.5 E113 51.0



312°

R157°

13

337°

**IDUMA**  
N22 53.8 E113 57.1

FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

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

ROUTING

IDUMA - SHL - GG181 - GG117 (K205-) - GG114 (3940').

\*D-ATIS  
128.6

Apt Elev  
49'

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 1X, GYA 2X RWY 20R RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)

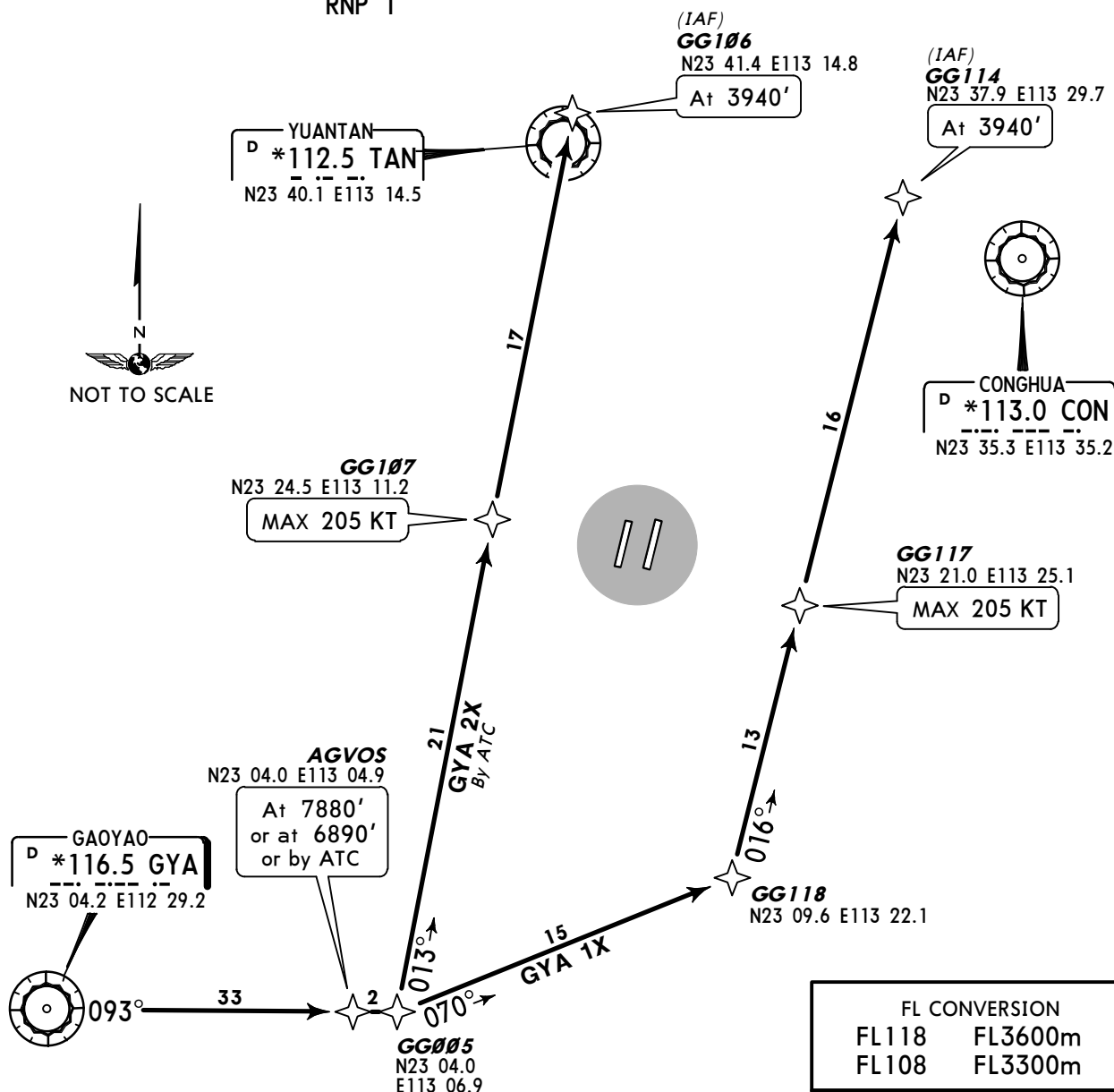
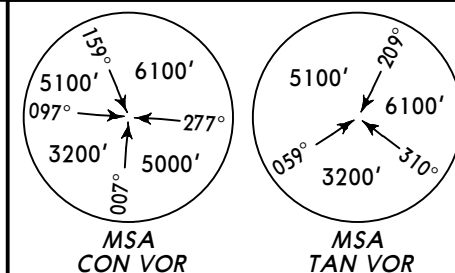
RNAV 1

RADAR REQUIRED

or

RNAV (GNSS)

RNP 1



Direct distance to  
Baiyun Apt from:  
GG106 18 NM  
GG114 18 NM

FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

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

## STAR

## ROUTING

GYA 1X  
①

GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG118 - GG117 (K205-) - GG114 (3940').

GYA 2X  
By ATC

GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG107 (K205-) - GG106 (3940').

① By ATC while simultaneous parallel approaches implemented.

\*D-ATIS  
128.6Apt Elev  
49'

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 (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

or

RNAV (GNSS)

RNP 1

FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

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

GG009  
N23 29.2 E113 12.2

At or above  
5910'  
MAX 205 KT

GG007  
N23 11.9 E113 08.6

(IAF)  
GG006  
N23 05.9 E113 07.4

At 2960'

PINGZHOU  
D \*114.1 POU  
N23 01.3 E113 11.4

GG025  
N23 08.2 E113 21.7

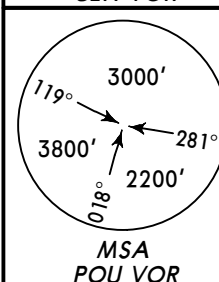
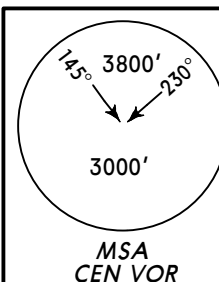
At or above 6890'  
or by ATC  
MAX 205 KT

(IAF)  
GG024  
N23 02.9 E113 20.2

CENCUN  
D \*114.6 CEN  
N23 09.1 E113 25.0

Direct distance to  
Baiyun Apt from:  
GG006 20 NM  
GG024 20 NM

ATAGA  
N24 09.7 E113 41.0



## STAR

## ROUTING

## ATA 1Y

ATAGA - GG027 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024.

## ATA 2Y

By ATC ①

ATAGA - GG027 - GG009 (5910'+; K205-) - GG007 - GG006 (2960').

① By ATC while simultaneous parallel approaches implemented.

|                         |                               |                                                                                                                                                                  |
|-------------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| *D-ATIS<br><b>128.6</b> | <i>Apt Elev</i><br><b>49'</b> | Alt Set: hPa<br>Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above<br>Trans alt: 8860'<br>Under RADAR control, actual flight altitude instructed by ATC. |
|-------------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**IGO 1Y, IGO 2Y**  
**RWY 02R RNAV ARRIVALS**

RNAV (GNSS, DME/DME/IRU)

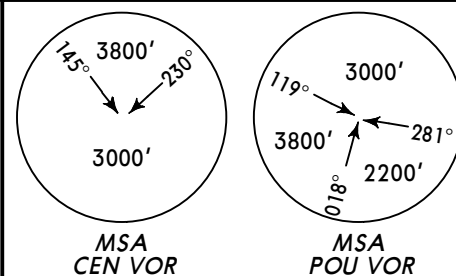
RNAV 1

RADAR REQUIRED

or

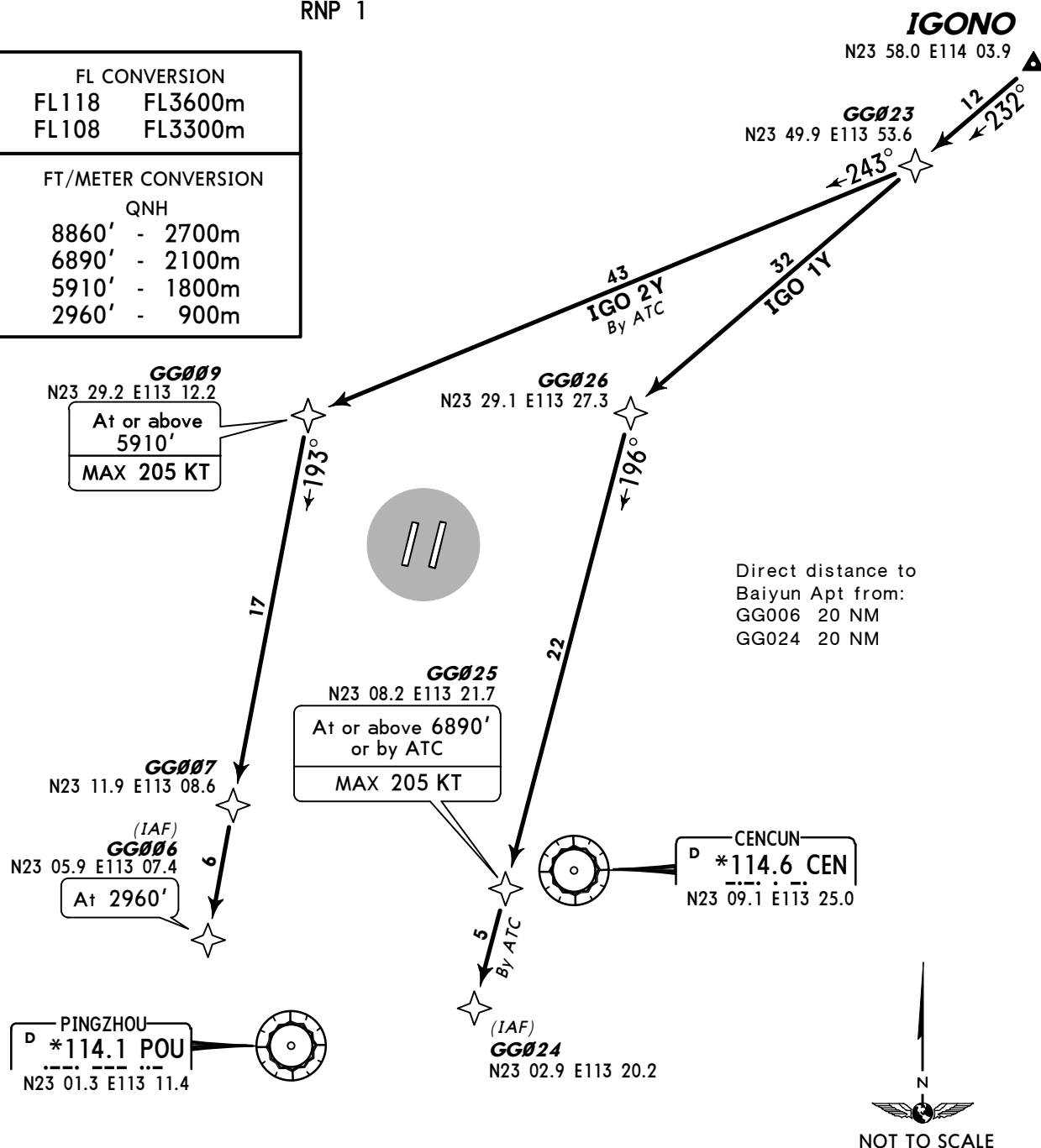
RNAV (GNSS)

RNP 1



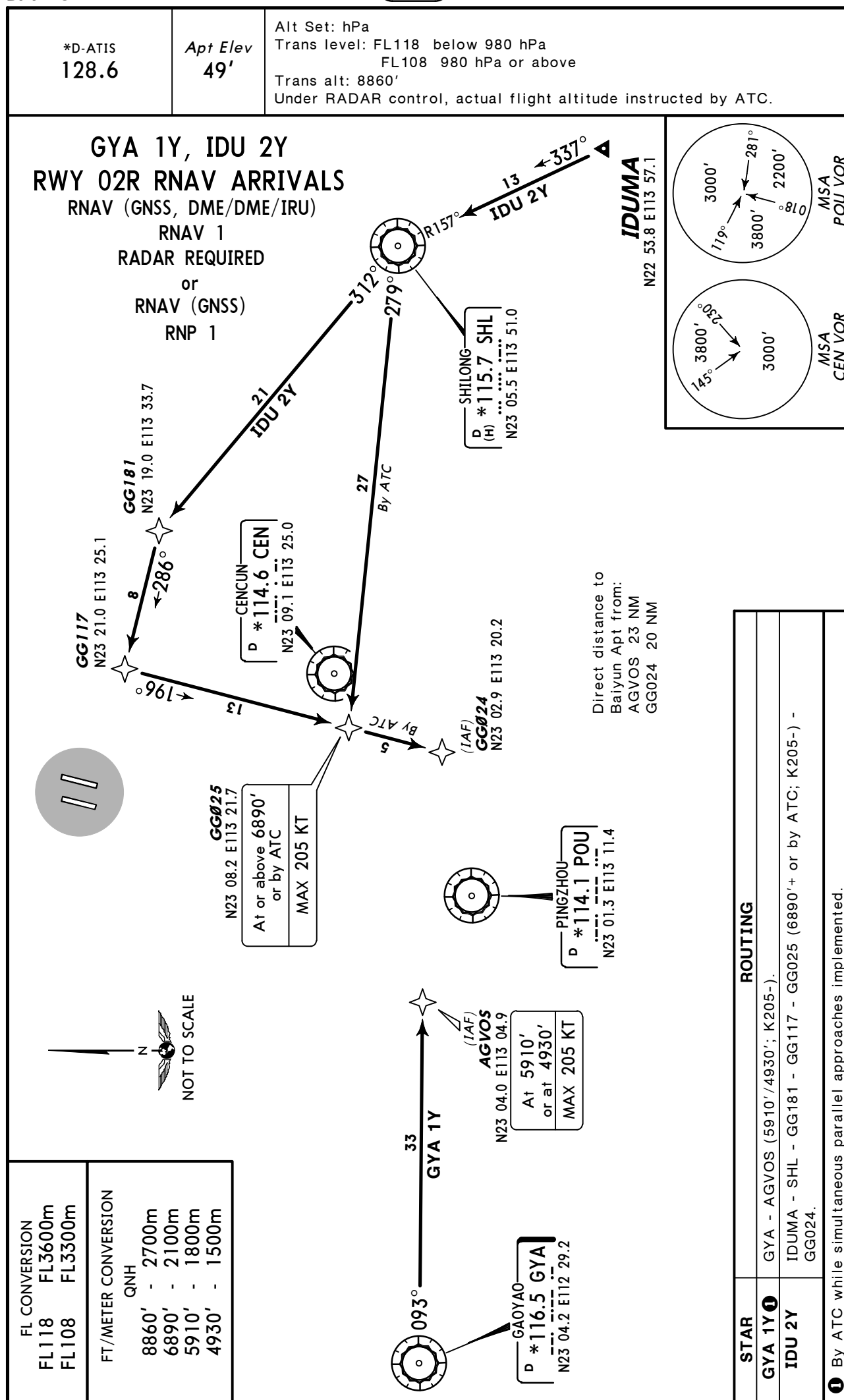
| FL CONVERSION |         |
|---------------|---------|
| FL118         | FL3600m |
| FL108         | FL3300m |

| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 8860'               | - 2700m |
| 6890'               | - 2100m |
| 5910'               | - 1800m |
| 2960'               | - 900m  |



| STAR                      | ROUTING                                                          |
|---------------------------|------------------------------------------------------------------|
| <b>IGO 1Y</b>             | IGONO - GG023 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024. |
| <b>IGO 2Y</b><br>By ATC ① | IGONO - GG023 - GG009 (5910'+; K205-) - GG007 - GG006 (2960').   |

① By ATC while simultaneous parallel approaches implemented.



\*D-ATIS  
128.6

Apt Elev  
49'

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 1Z, IGO 1Z  
RWY 20L RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)

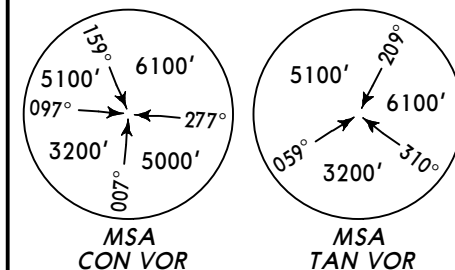
RNAV 1

RADAR REQUIRED

or

RNAV (GNSS)

RNP 1



ATAGA

N24 09.7 E113 41.0

IGONO

N23 58.0 E114 03.9

GG124  
N23 52.4 E113 39.7

GG023  
N23 49.9 E113 53.6

(IAF)  
GG114  
N23 37.9 E113 29.7

At 2960'

GG121  
N23 36.6 E113 35.4

At or above 4930'  
MAX 205 KT

YUANTAN  
D \*112.5 TAN  
N23 40.1 E113 14.5

CONGHUA  
D \*113.0 CON  
N23 35.3 E113 35.2

HOLDING  
OVER CON



FL CONVERSION  
FL118 FL3600m  
FL108 FL3300m

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

Direct distance to  
Baiyun Apt from:  
GG114 18 NM

//

STAR

ROUTING

ATA 1Z

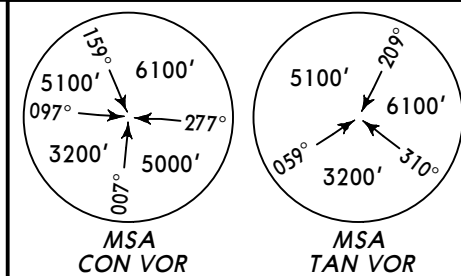
ATAGA - GG124 - GG121 (4930'+; K205-) - GG114 (2960') .

IGO 1Z

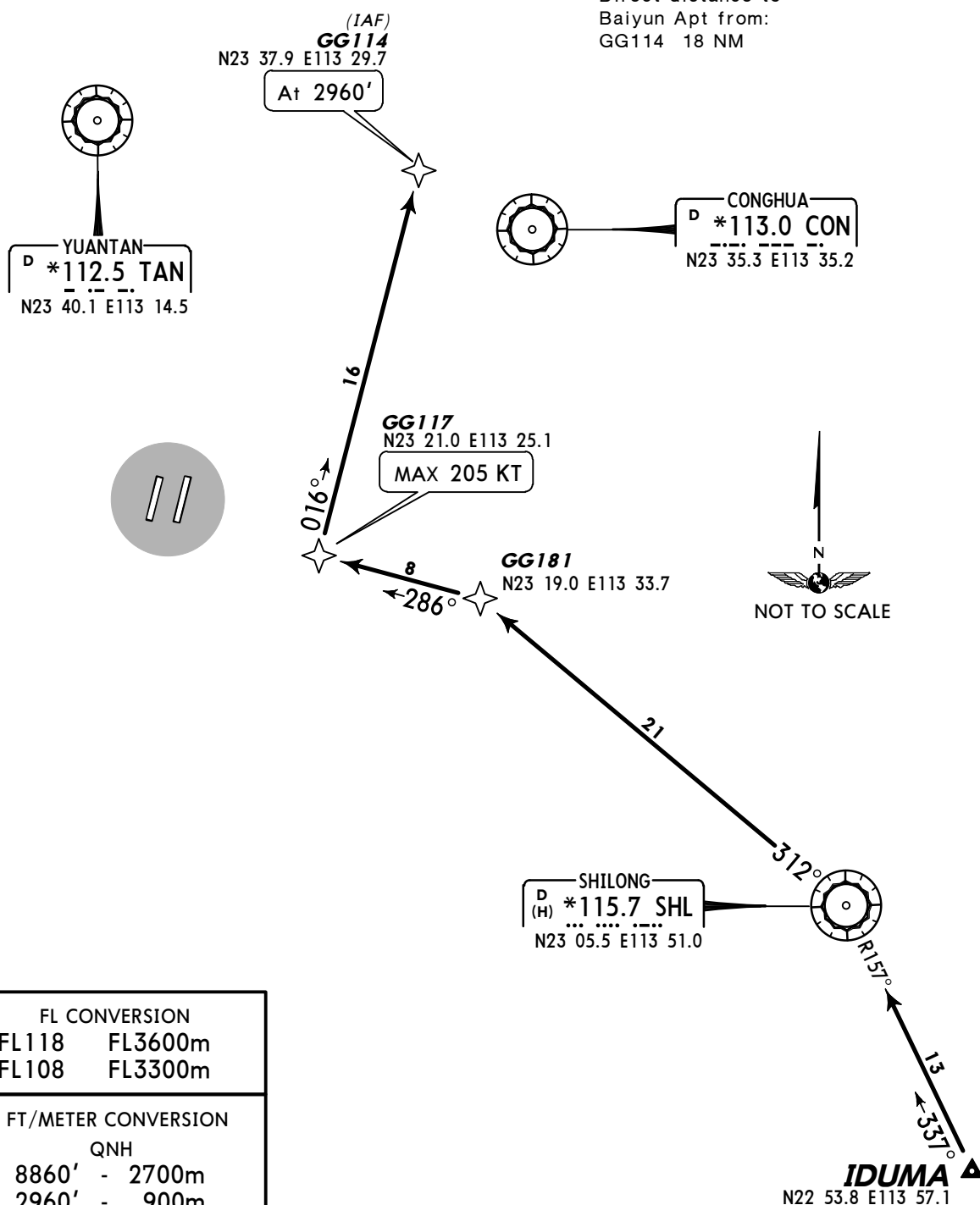
IGONO - GG023 - GG121 (4930'+; K205-) - GG114 (2960') .

|                         |                               |                                                                                                                                                                  |
|-------------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| *D-ATIS<br><b>128.6</b> | <i>Apt Elev</i><br><b>49'</b> | Alt Set: hPa<br>Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above<br>Trans alt: 8860'<br>Under RADAR control, actual flight altitude instructed by ATC. |
|-------------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**IDU 2Z**  
**RWY 20L RNAV ARRIVAL**  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED  
or  
RNAV (GNSS)  
RNP 1



Direct distance to  
Baiyun Apt from:  
GG114 18 NM



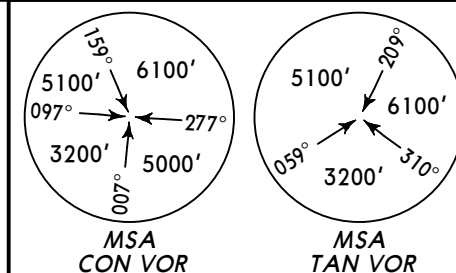
| FL CONVERSION       |         |
|---------------------|---------|
| FL118               | FL3600m |
| FL108               | FL3300m |
| FT/METER CONVERSION |         |
| QNH                 |         |
| 8860'               | - 2700m |
| 2960'               | - 900m  |

**ROUTING**

IDUMA - SHL - GG181 - GG117 (K205-) - GG114 (2960').

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.

## RNP 1



FT/METER CONVERSION

| QNH   |         |
|-------|---------|
| 8860' | - 2700m |
| 7880' | - 2400m |
| 6890' | - 2100m |
| 2960' | - 900m  |

① By ATC while simultaneous parallel approaches implemented.

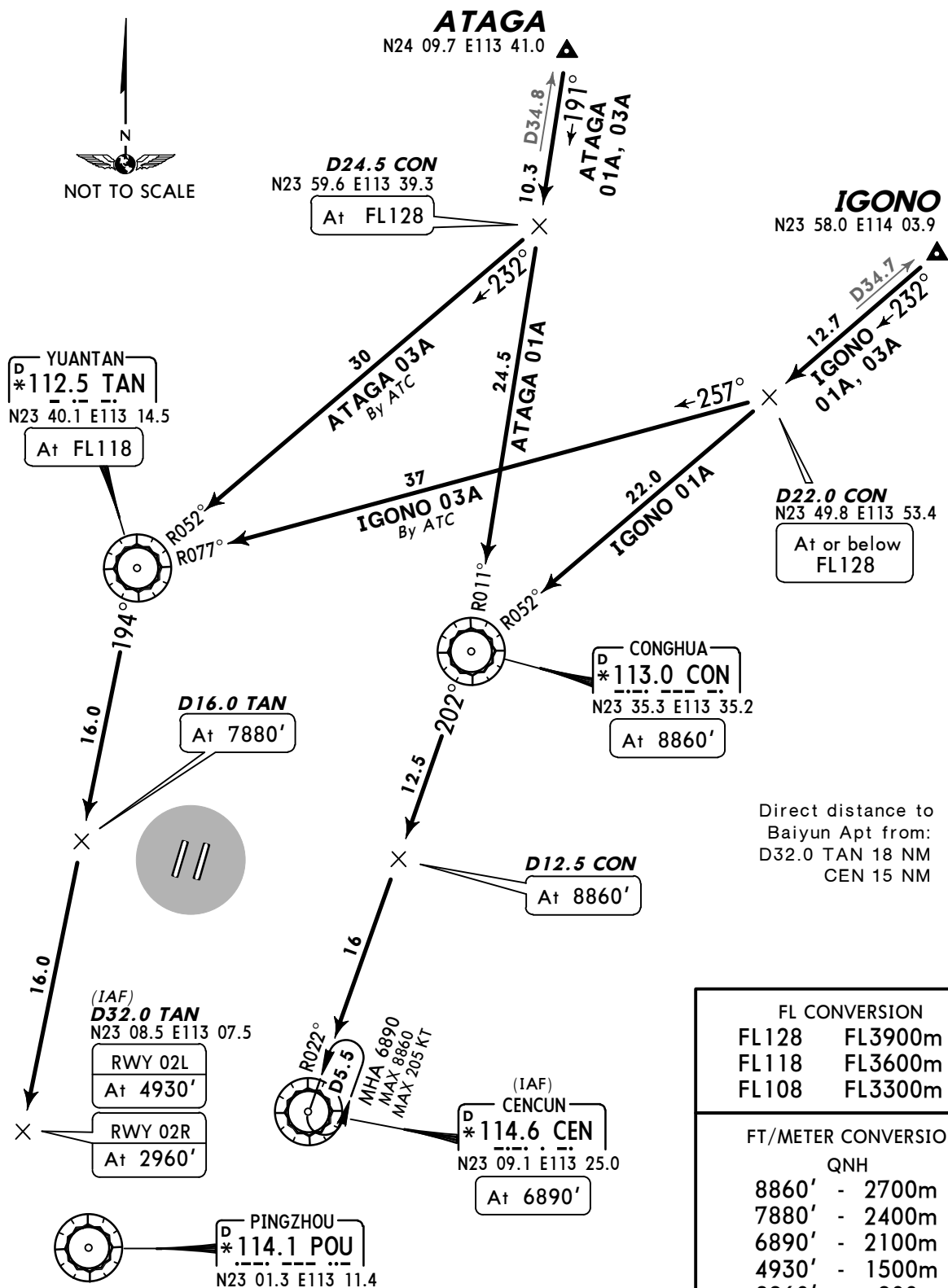
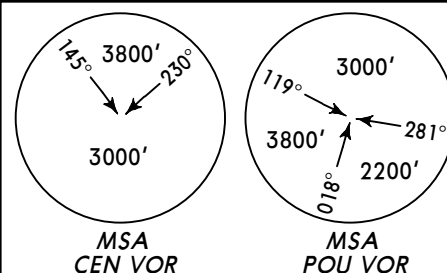
\*D-ATIS  
128.6

Apt Elev  
49'

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  
**SPEED** INITIAL APPROACH MAX 205 KT



\*D-ATIS  
128.6

Apt Elev  
49'

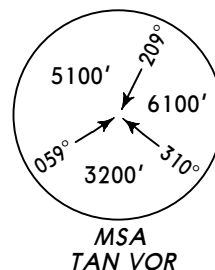
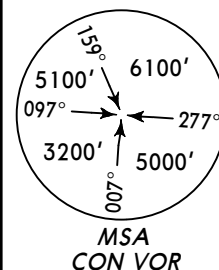
Alt Set: hPa  
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'  
Under RADAR control, actual flight altitude instructed by ATC.

ATAGA 11A [ATA11A]

IGONO 11A [IGO11A]

RWYS 20L/R ARRIVALS

**SPEED: INITIAL APPROACH MAX 205 KT**



**ATAGA**  
N24 09.7 E113 41.0

(IAF)  
**D18.0 TAN**  
N23 51.8 E113 29.3  
At 5910'

**ATAGA 11A**  
10.3 D34.8  
197°

**IGONO**  
N23 58.0 E114 03.9

**D24.5 CON**  
N23 59.6 E113 39.3  
At 8860'

**YUANTAN**  
D \*112.5 TAN  
N23 40.1 E113 14.5



**D18.0/22.5**  
MHA 5910  
MAX 7880  
MAX 205 KT  
R011°

**D22.0 CON**  
At or below  
FL128

(IAF)  
**CONGHUA**  
D \*113.0 CON  
N23 35.3 E113 35.2  
At 4930'



Direct distance to Baiyun Apt from:  
CON 19 NM  
D18.0 TAN 30 NM

FL CONVERSION  
FL128 FL3900m  
FL118 FL3600m  
FL108 FL3300m

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



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.

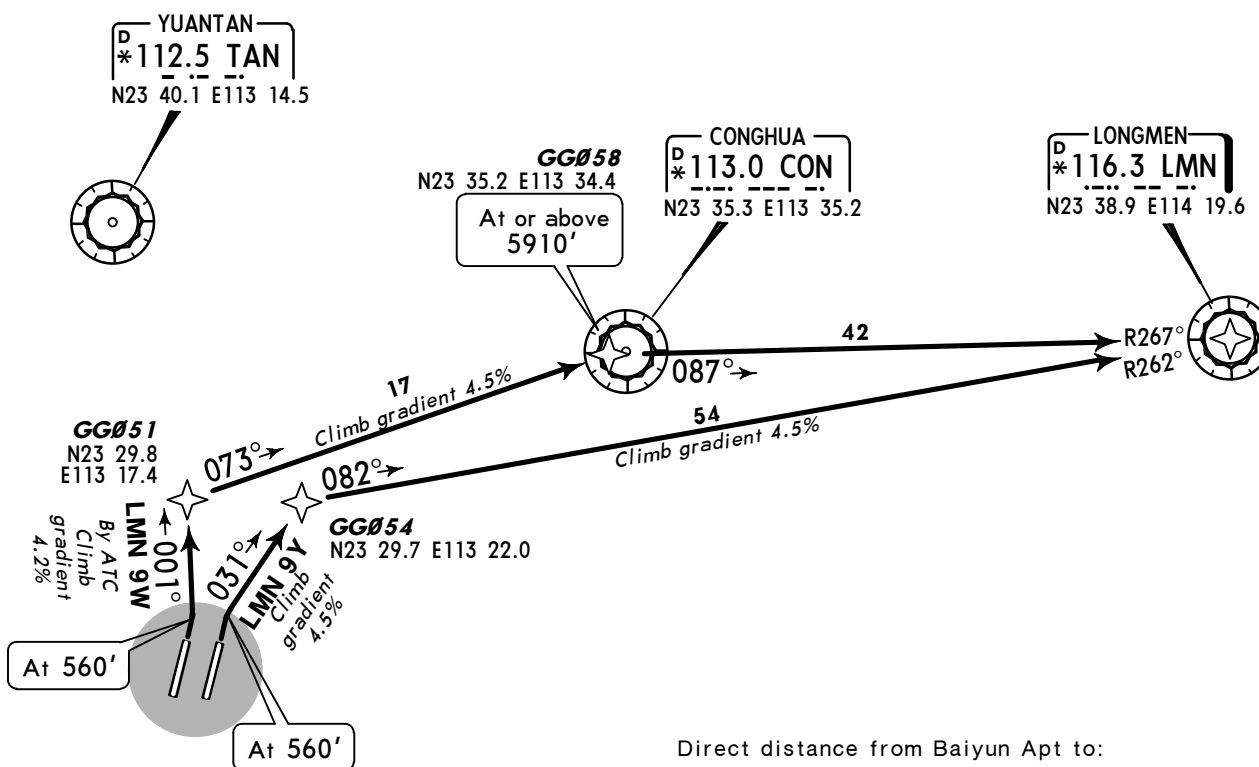
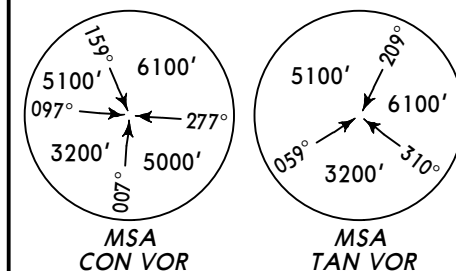
**SPEED: INITIAL APPROACH MAX 205 KT**



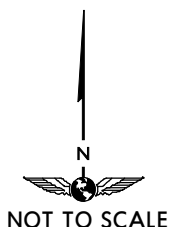
Apt Elev  
49'

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. Departure turn MAX 205 KT. 4. No turns before DER.

**LMN 9W, LMN 9Y**  
**RWYS 02L/R RNAV DEPARTURES**  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED  
or  
RNAV (GNSS)  
RNP 1



Direct distance from Baiyun Apt to:  
GG051 6 NM  
GG054 7 NM



|                |     |     |     |     |      |      |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 4.2% V/V (fpm) | 319 | 425 | 638 | 851 | 1063 | 1276 |

| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 560'                | - 170m  |
| 3940'               | - 1200m |
| 5910'               | - 1800m |
| 8860'               | - 2700m |

| FL CONVERSION |         |
|---------------|---------|
| FL108         | FL3300m |
| FL118         | FL3600m |

| SID           | RWY | ROUTING                                |
|---------------|-----|----------------------------------------|
| LMN 9W By ATC | 02L | (560') - GG051 - GG058 (5910'+) - LMN. |
| LMN 9Y        | 02R | (560') - GG054 - LMN.                  |

Apt Elev  
49'

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. Departure turn MAX 205 KT. 4. No turns before DER.

# LMN 9X, LMN 9Z RWYS 20R/L RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

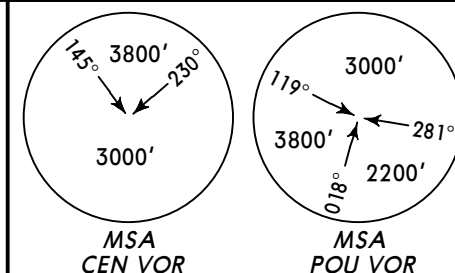
RNAV 1

RADAR REQUIRED

or

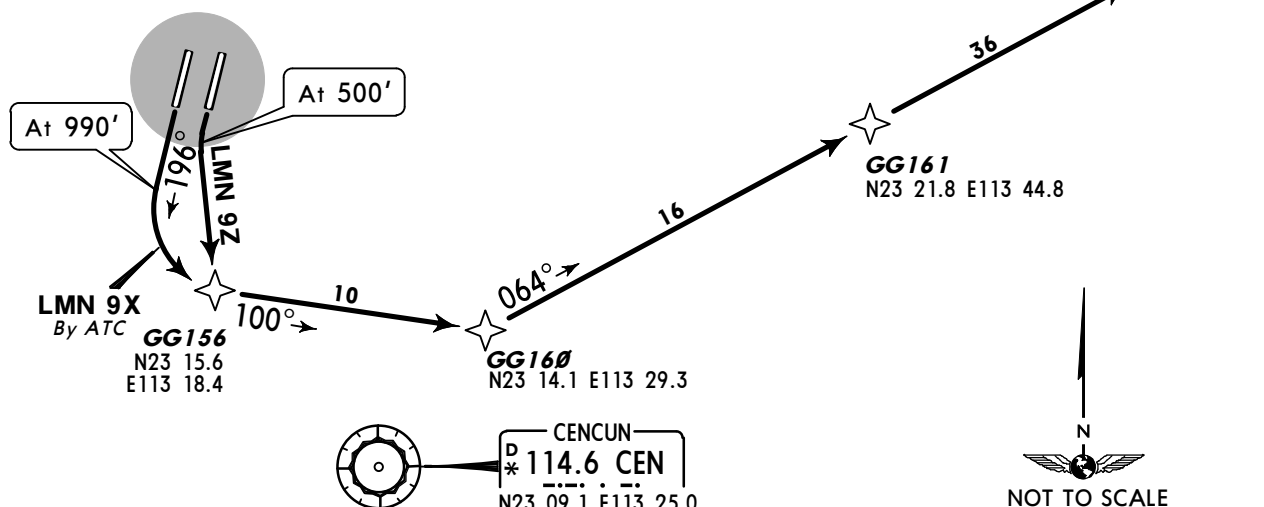
RNAV (GNSS)

RNP 1



Direct distance from Baiyun Apt to:  
GG156 8 NM

LONGMEN  
D \*116.3 LMN  
N23 38.9 E114 19.6



PINGZHOU  
D \*114.1 POU  
N23 01.3 E113 11.4

## FT/METER CONVERSION

QNH

|       |   |       |
|-------|---|-------|
| 500'  | - | 150m  |
| 990'  | - | 300m  |
| 3940' | - | 1200m |
| 8860' | - | 2700m |

## FL CONVERSION

|       |         |
|-------|---------|
| FL108 | FL3300m |
| FL118 | FL3600m |

| SID           | RWY | ROUTING                               |
|---------------|-----|---------------------------------------|
| LMN 9X By ATC | 20R | (990') - GG156 - GG160 - GG161- LMN.  |
| LMN 9Z        | 20L | (500') - GG156 - GG160 - GG161 - LMN. |

Apt Elev  
49'

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 shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

# VIB 8W, VIB 9W RWY 02L RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1

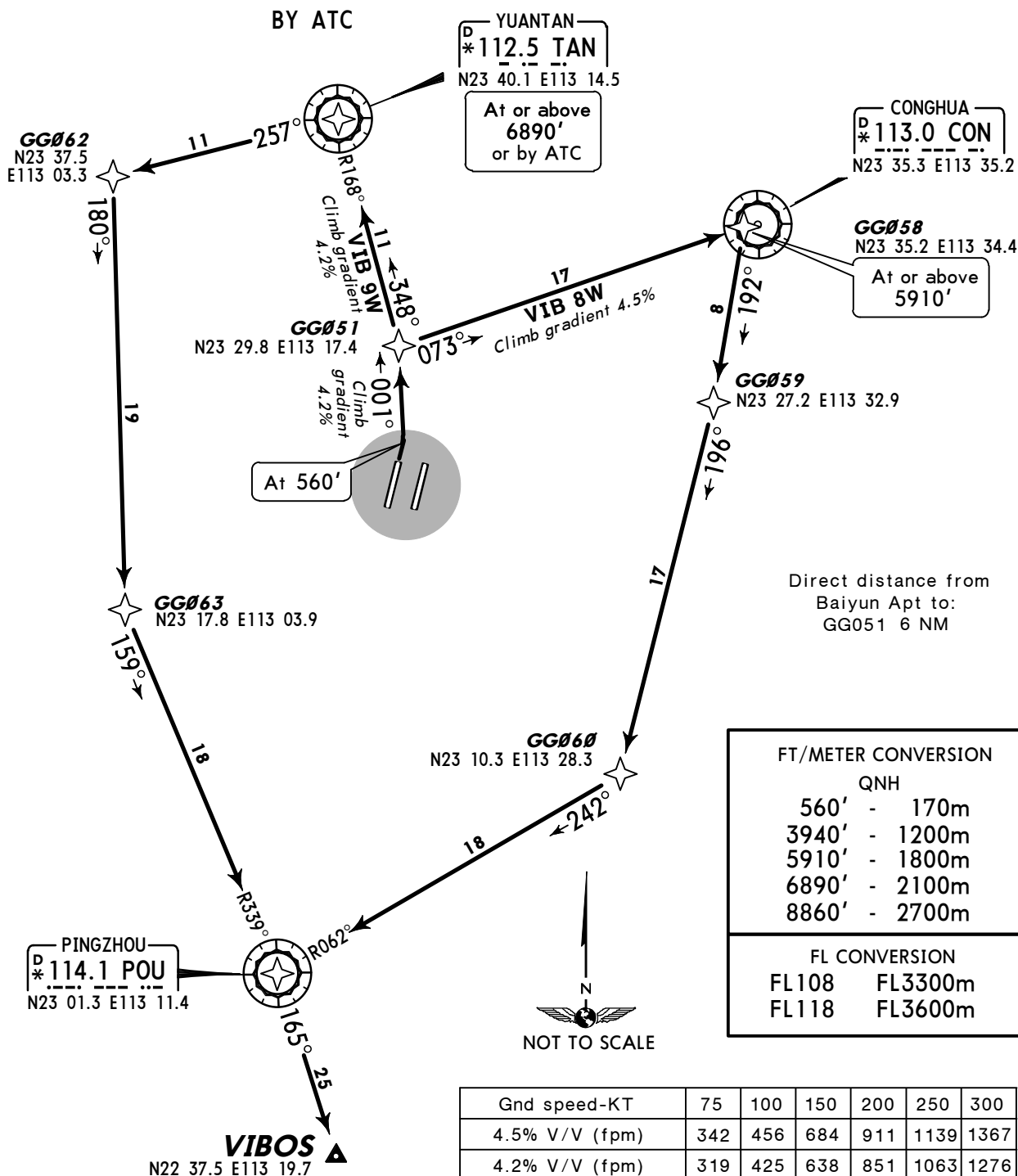
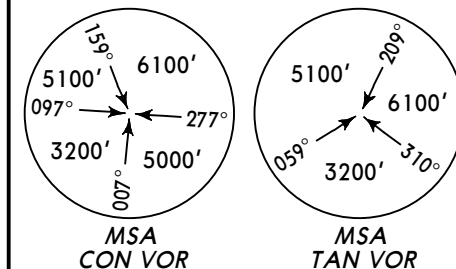
RADAR REQUIRED

or

RNAV (GNSS)

RNP 1

BY ATC



| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 4.2% V/V (fpm) | 319 | 425 | 638 | 851 | 1063 | 1276 |

| SID    | ROUTING                                                                |
|--------|------------------------------------------------------------------------|
| VIB 8W | (560')- GG051 - GG058 (5910'+) - GG059 - GG060 - POU - VIBOS.          |
| VIB 9W | (560') - GG051 - TAN (6890'+ or by ATC) - GG062 - GG063 - POU - VIBOS. |

Apt Elev  
49'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 shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

**VIB 8Y, VIB 9Y**  
**RWY 02R RNAV DEPARTURES**

RNAV (GNSS, DME/DME/IRU)

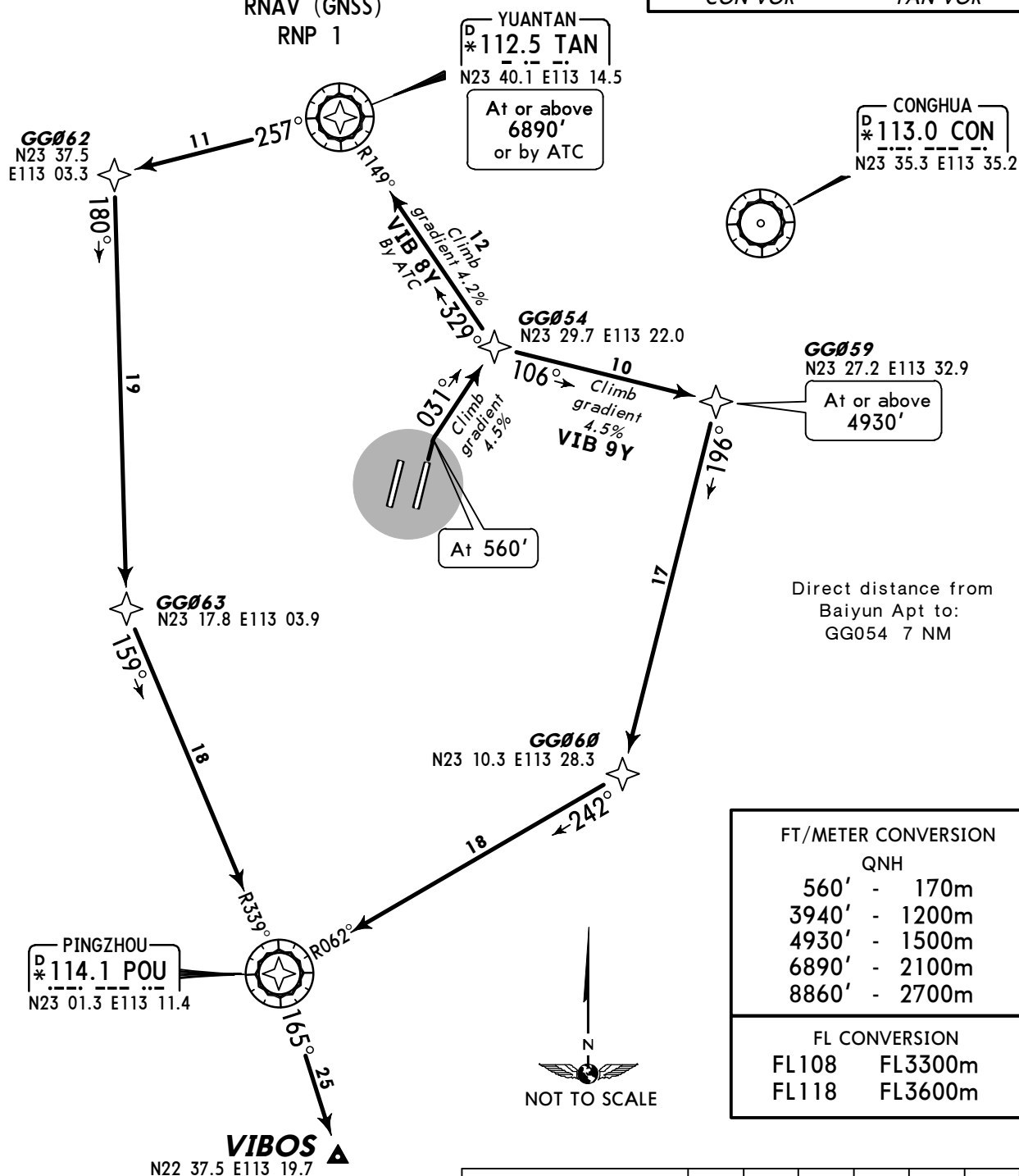
RNAV 1

RADAR REQUIRED

or

RNAV (GNSS)

RNP 1



Apt Elev  
49'

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. 3. Departure turn MAX 205 KT. 4. No turns before DER.

# VIB 9X, VIB 9Z RWYS 20R/L RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

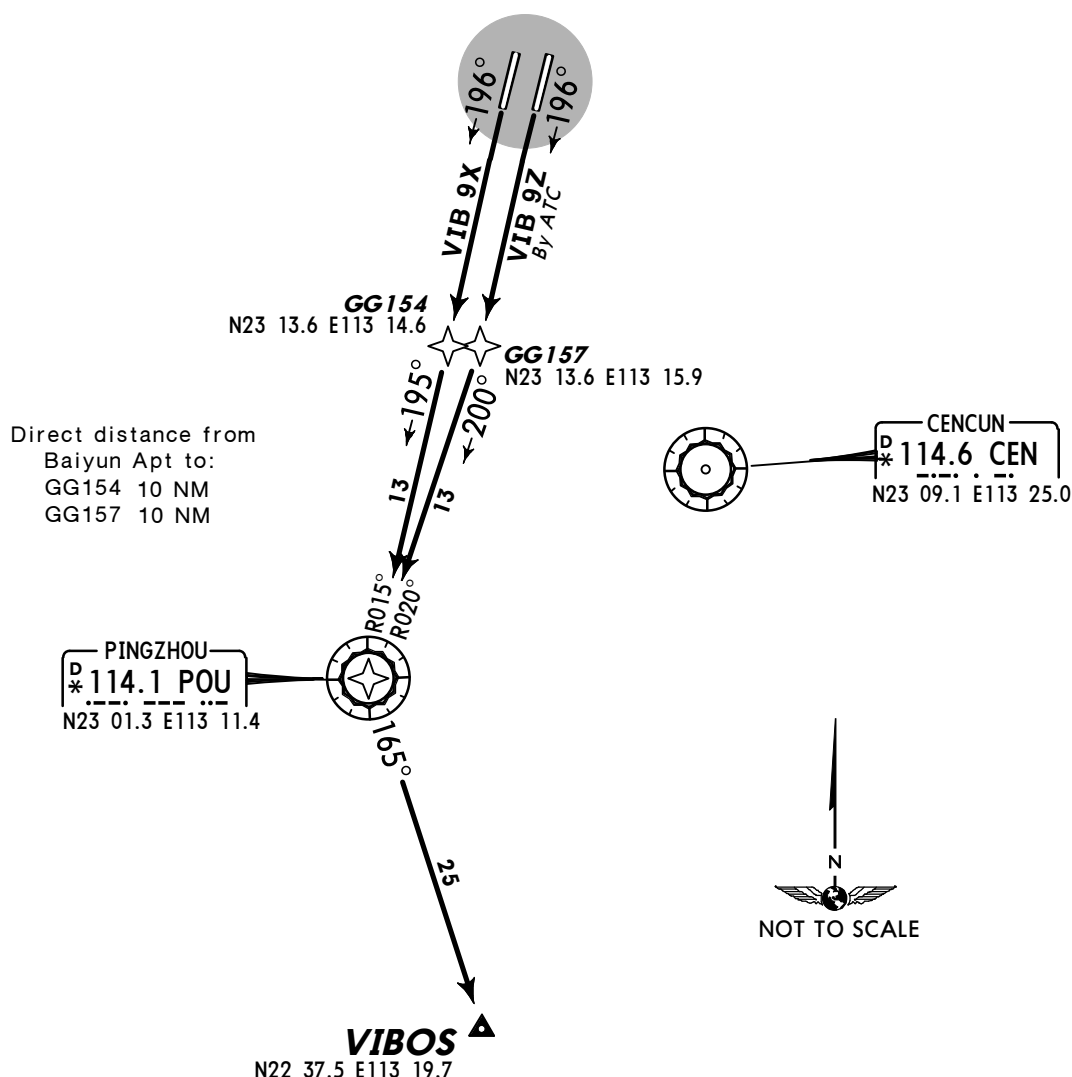
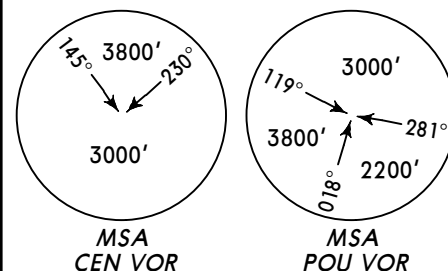
RNAV 1

RADAR REQUIRED

or

RNAV (GNSS)

RNP 1



## FT/METER CONVERSION

QNH

|       |   |       |
|-------|---|-------|
| 560'  | - | 170m  |
| 990'  | - | 300m  |
| 3940' | - | 1200m |
| 8860' | - | 2700m |

## FL CONVERSION

|       |         |
|-------|---------|
| FL108 | FL3300m |
| FL118 | FL3600m |

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

Apt Elev  
49'

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. Departure turn MAX 205 KT. 4. No turns before DER.

# YIN 9W, YIN 9Y RWYS 02L/R RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

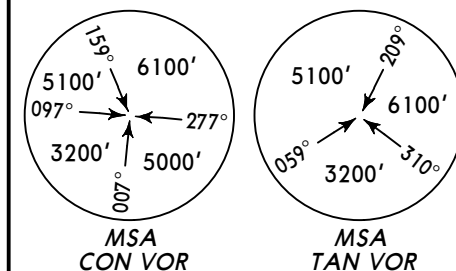
RNAV 1

RADAR REQUIRED

or

RNAV (GNSS)

RNP 1



YINGDE  
D (H) \*113.5 YIN  
N24 11.4 E113 24.9

Direct distance from Baiyun Apt to:

GG051 6 NM

GG054 7 NM



## FT/METER CONVERSION

QNH

560' - 170m

3940' - 1200m

8860' - 2700m

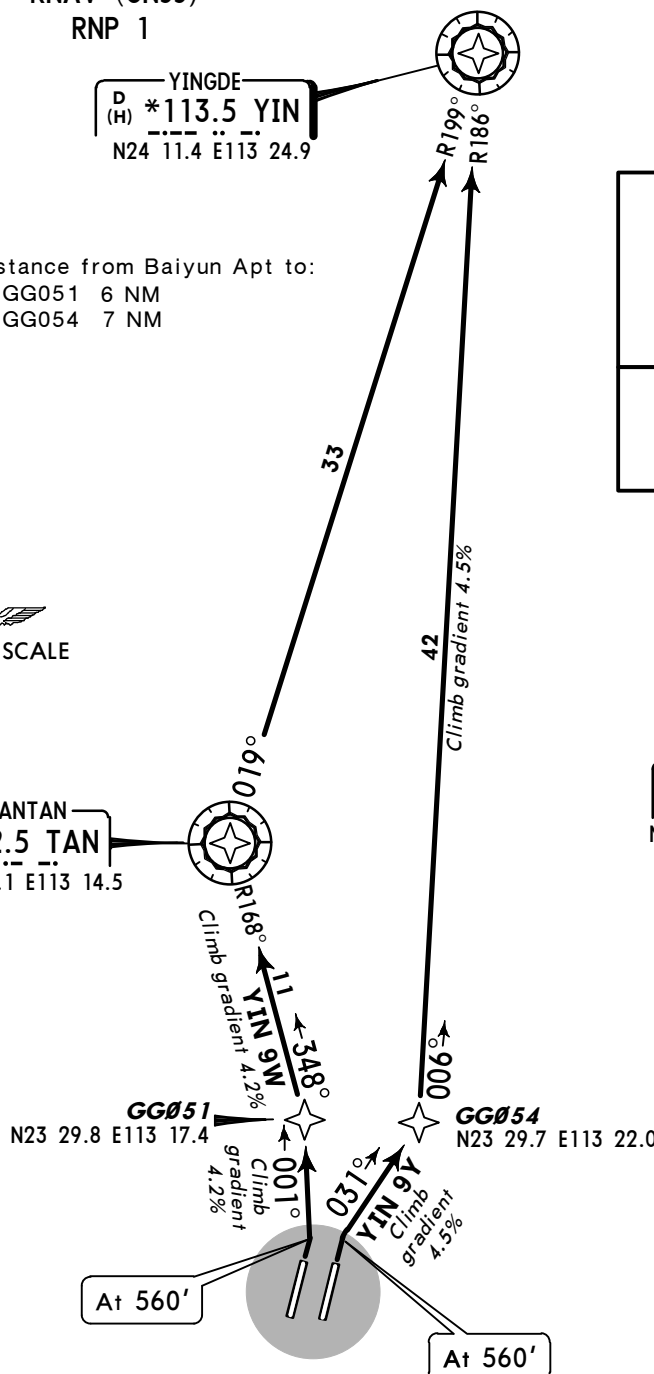
## FL CONVERSION

FL108 FL3300m

FL118 FL3600m

YUANTAN  
D \*112.5 TAN  
N23 40.1 E113 14.5

CONGHUA  
D \*113.0 CON  
N23 35.3 E113 35.2



| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 4.2% V/V (fpm) | 319 | 425 | 638 | 851 | 1063 | 1276 |

| SID    | RWY | ROUTING                     |
|--------|-----|-----------------------------|
| YIN 9W | 02L | (560') - GG051 - TAN - YIN. |
| YIN 9Y | 02R | (560') - GG054 - YIN.       |

Apt Elev  
49'

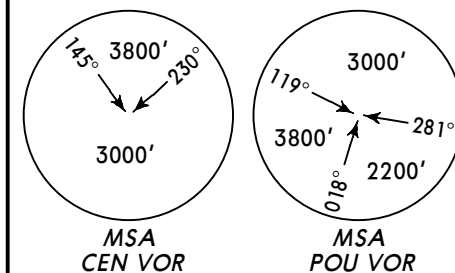
Trans level: FL118 below 980 hPa  
FL108 980 hPa or above  
Trans alt: 8860'  
1. Under RADAR control, actual flight altitude instructed by ATC.  
2. While simultaneous operation implemented, LEFT turn shall be permitted by ATC.  
3. Departure turn MAX 205 KT. 4. No turns before DER.

# YIN 8X, YIN 9X RWY 20R RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1  
RADAR REQUIRED

or  
RNAV (GNSS)  
RNP 1  
BY ATC



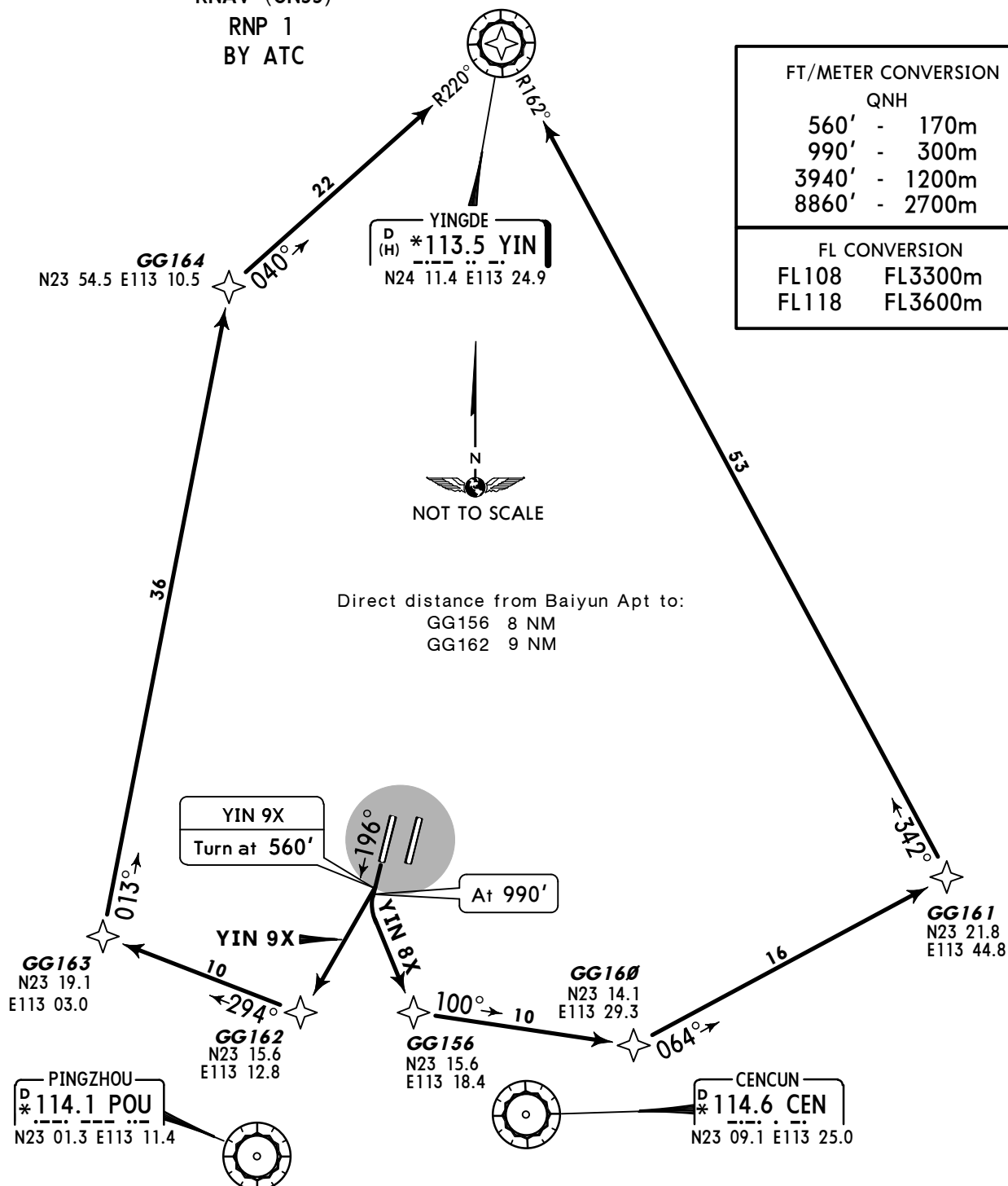
## FT/METER CONVERSION

QNH

560' - 170m  
990' - 300m  
3940' - 1200m  
8860' - 2700m

## FL CONVERSION

FL108 FL3300m  
FL118 FL3600m



### SID

### ROUTING

**YIN 8X** (990') - GG156 - GG160 - GG161 - YIN.  
**YIN 9X** (560') - GG162 - GG163 - GG164 - YIN.

Apt Elev  
49'

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 shall be permitted by ATC.  
3. Departure turn MAX 205 KT. 4. No turns before DER.

# YIN 8Z, YIN 9Z RWY 20L RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

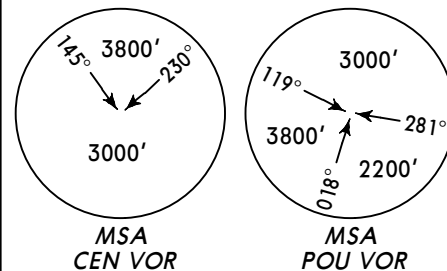
RNAV 1

RADAR REQUIRED

or

RNAV (GNSS)

RNP 1



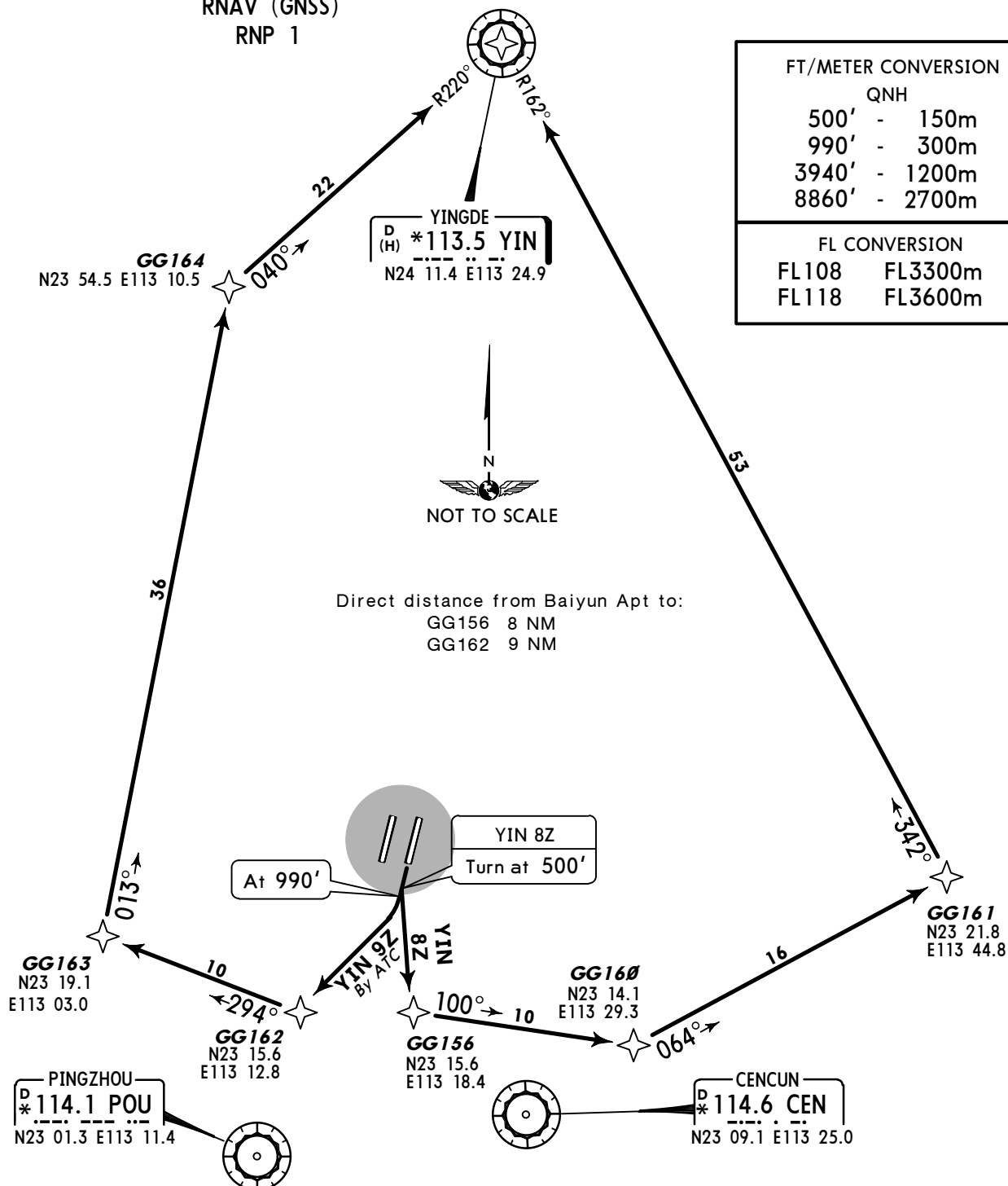
## FT/METER CONVERSION

QNH

500' - 150m  
990' - 300m  
3940' - 1200m  
8860' - 2700m

## FL CONVERSION

FL108 FL3300m  
FL118 FL3600m



### SID

### ROUTING

YIN 8Z

(500') - GG156 - GG160 - GG161 - YIN.

YIN 9Z By ATC

(990') - GG162 - GG163 - GG164- YIN.

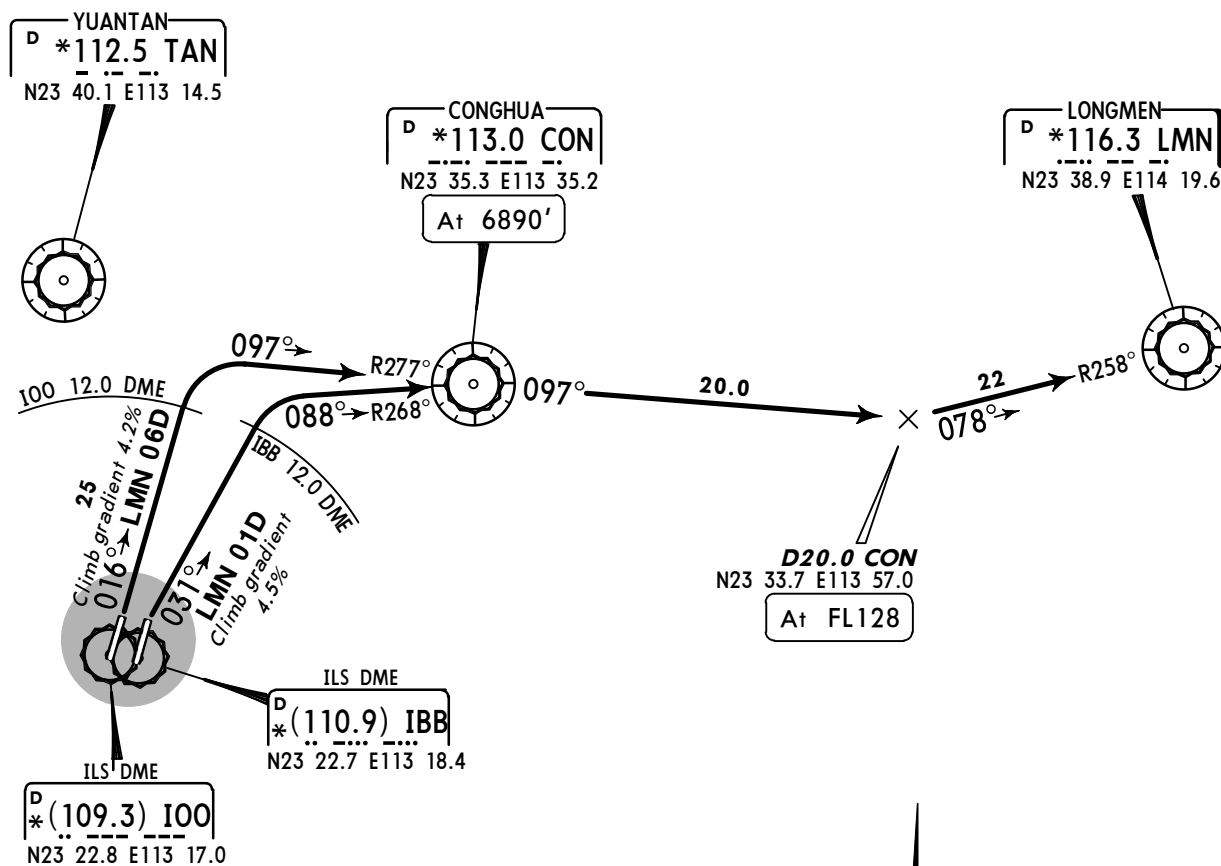
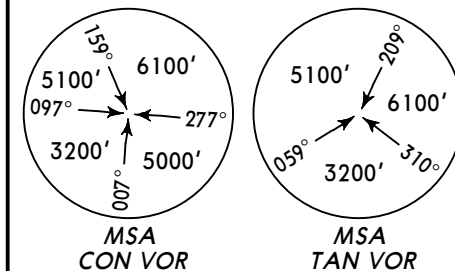
Apt Elev  
50'

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. Departure turn MAX 205 KT. 4. No turns before DER.

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



Direct distance from  
Baiyun Apt to:  
CON 19NM

FT/METER CONVERSION

QNH

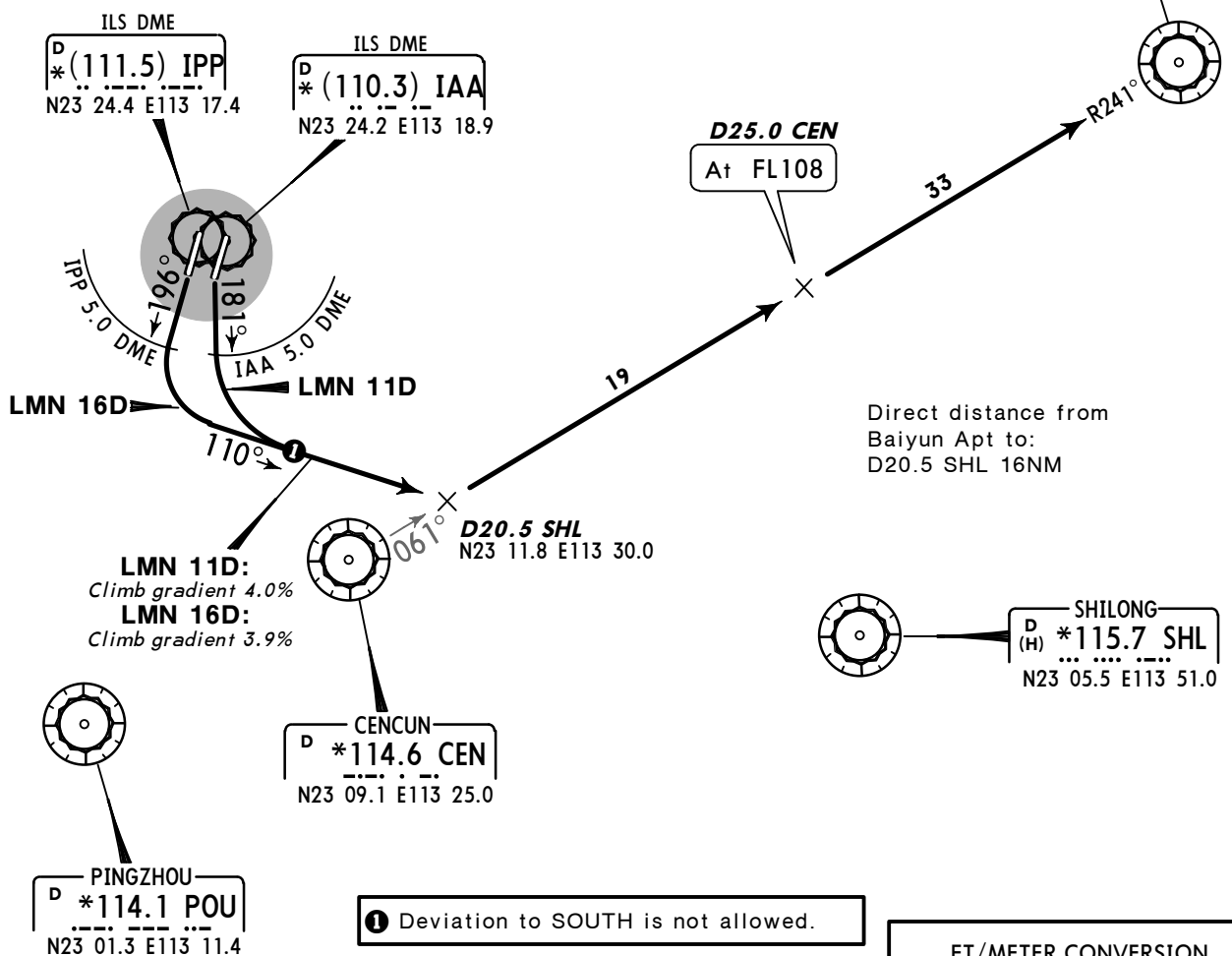
3940' - 1200m  
6890' - 2100m  
8860' - 2700m

FL CONVERSION

FL108 FL3300m  
FL118 FL3600m  
FL128 FL3900m

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 4.2% V/V (fpm) | 319 | 425 | 638 | 851 | 1063 | 1276 |

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. Departure turn MAX 205 KT. 4. No turns before DER.



|                |     |     |     |     |      |      |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
| 4.0% V/V (fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |
| 3.9% V/V (fpm) | 296 | 395 | 592 | 790 | 987  | 1185 |

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

FL CONVERSION

|       |         |
|-------|---------|
| FL108 | FL3300m |
| FL118 | FL3600m |

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. Departure turn MAX 205 KT. 4. No turns before DER.



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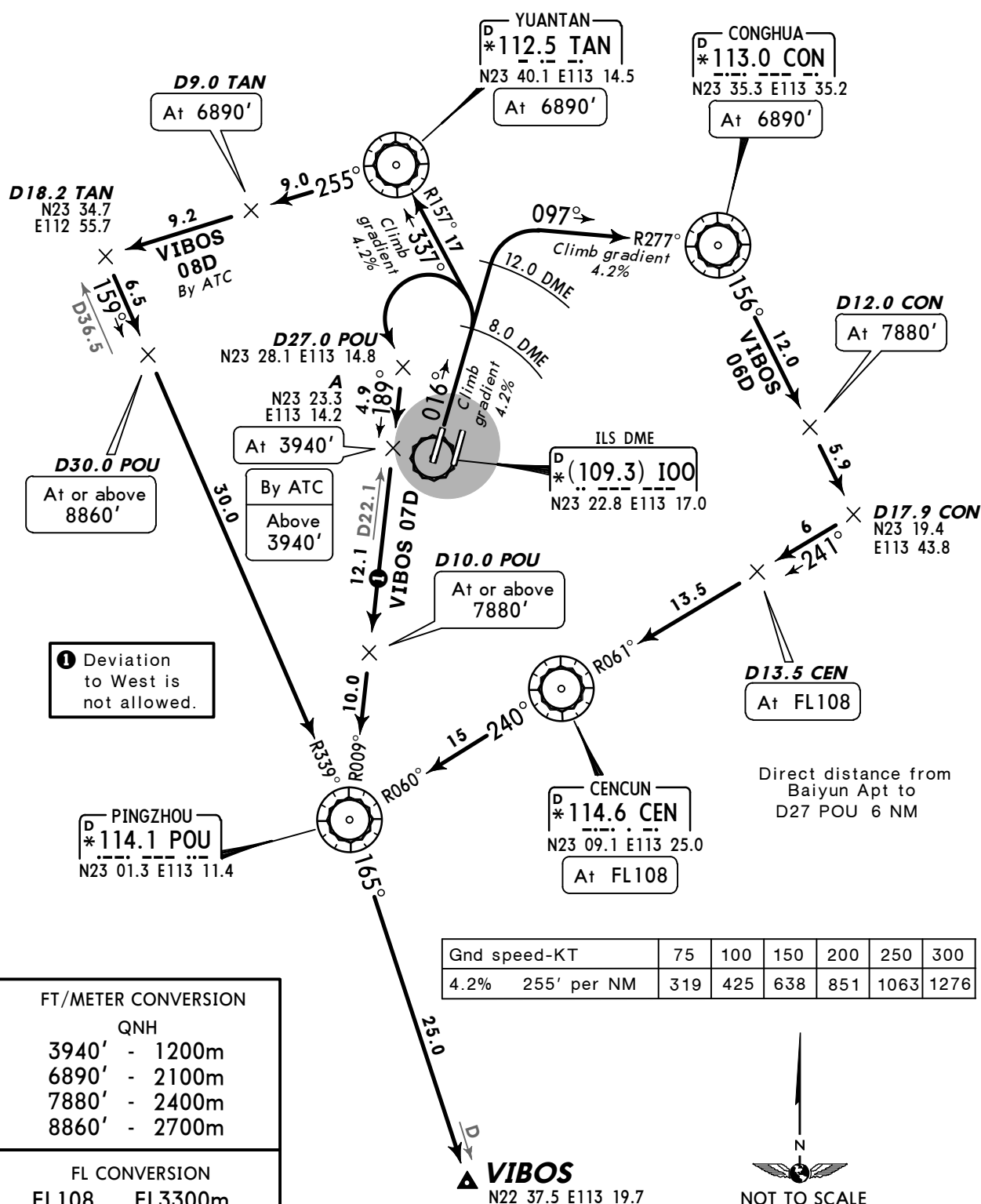
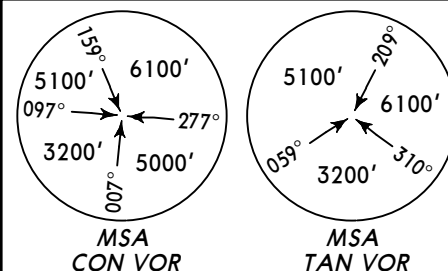
Apt Elev  
50'

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. Departure turn MAX 205 KT. 4. No turns before DER.

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



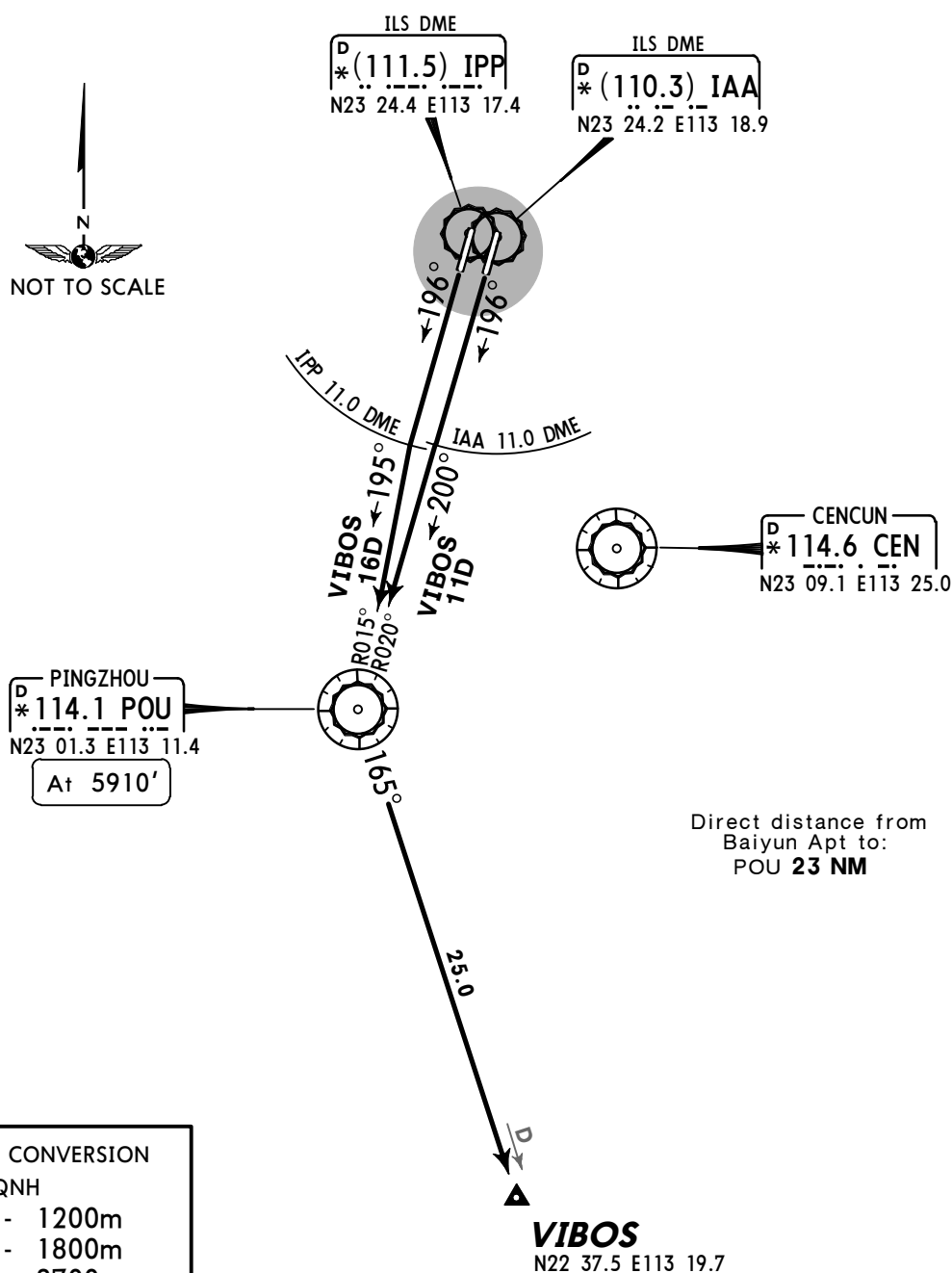
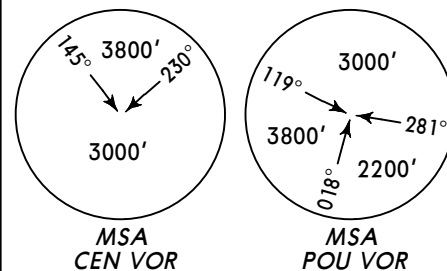
**Apt Elev**  
**50'**

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. Departure turn MAX 205 KT.
4. No turns before DER.

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



**FT/METER CONVERSION**

QNH

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

**FL CONVERSION**

FL108 FL3300m  
FL118 FL3600m

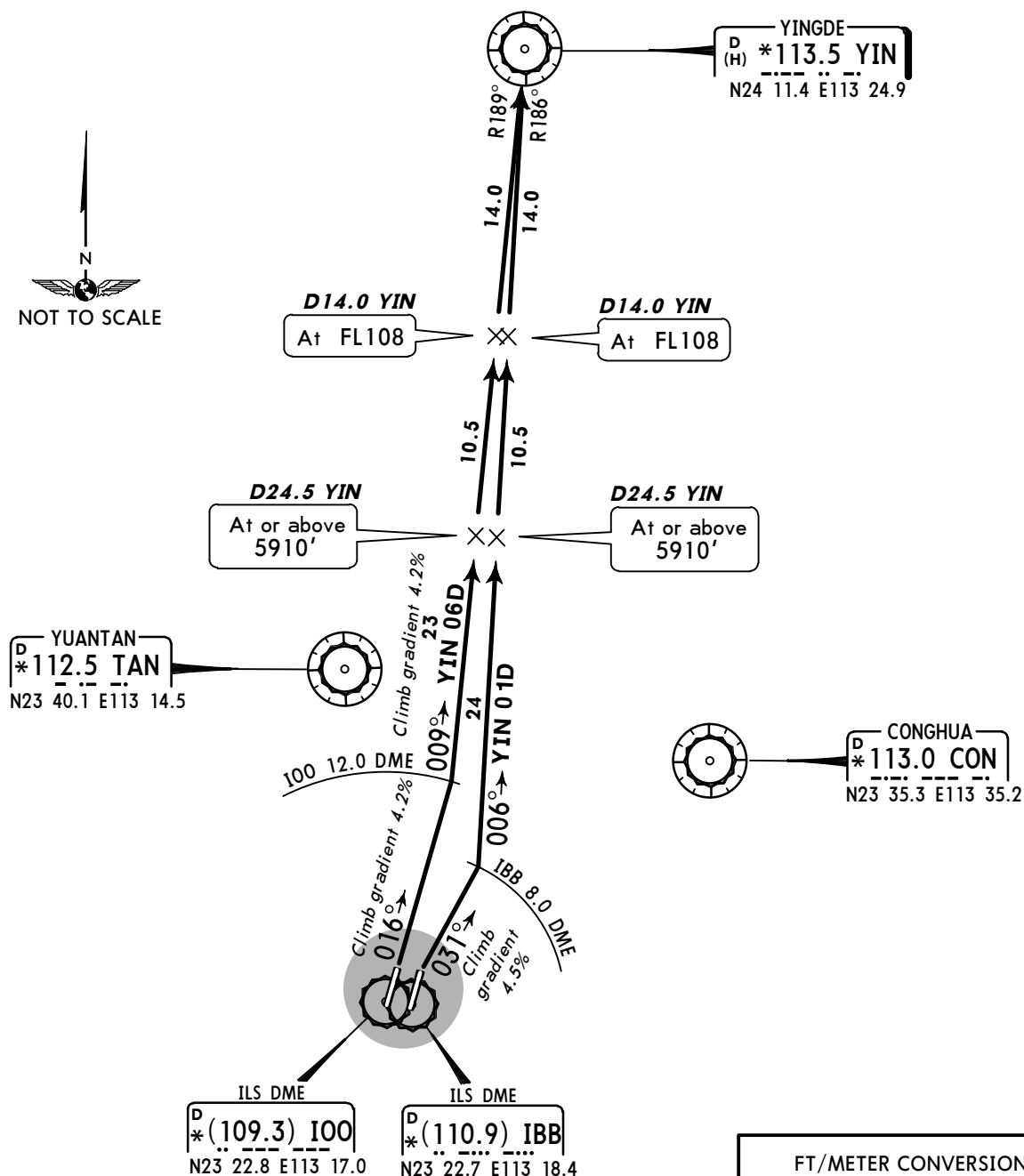
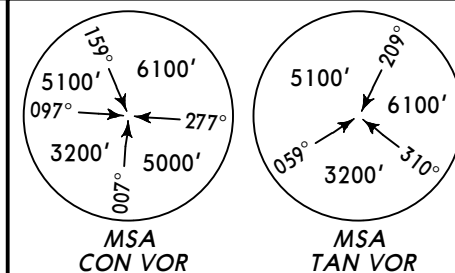
Apt Elev  
50'

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. Departure turn MAX 205 KT. 4. 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% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 4.2% V/V (fpm) | 319 | 425 | 638 | 851 | 1063 | 1276 |

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

| FL CONVERSION |         |
|---------------|---------|
| FL108         | FL3300m |
| FL118         | FL3600m |



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. Departure turn MAX 205 KT.
4. No turns before DER.

YIN 16D, YIN 17D

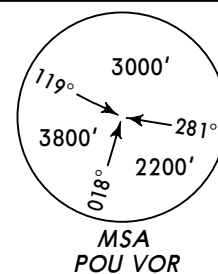
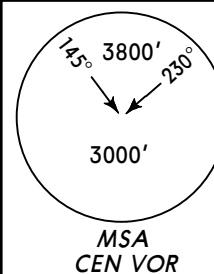
YIN 18D

BY ATC

RWY 20R

DEPARTURES

YINGDE  
D (H) \*113.5 YIN  
N24 11.4 E113 24.9



FT/METER CONVERSION

QNH

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

FL CONVERSION

|       |         |
|-------|---------|
| FL108 | FL3300m |
| FL118 | FL3600m |



D36.5 POU  
N23 34.7  
E112 55.7

At or above  
8860'

D16.5 TAN  
N23 23.9 E113 11.3

Between  
1650' & 1970'

YUANTAN  
D \*112.5 TAN  
N23 40.1 E113 14.5

At 4930'

ILS DME  
D \*111.5 IPP  
N23 24.4 E113 17.4

CONGHUA  
D \*113.0 CON  
N23 35.3 E113 35.2

At FL108

D12.5 CON

At or above  
8860'

D24.5 POU  
At 6890'

D22.5 CEN  
N23 18.9  
E113 03.2

YIN 18D  
By ATC

Climb gradient  
4.2%

CENCUN  
D \*114.6 CEN  
N23 09.1 E113 25.0

YIN 17D  
Turn at 450'

YIN 16D

D20.5 SHL  
N23 11.8 E113 30.0

SHILONG  
D (H) \*115.7 SHL  
N23 05.5 E113 51.0

PINGZHOU  
D \*114.1 POU  
N23 01.3 E113 11.4

① Climb gradient 3.9%

- ② Deviation to WEST is not allowed.
- ③ Deviation to SOUTH is not allowed.

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

ZGGG/CAN

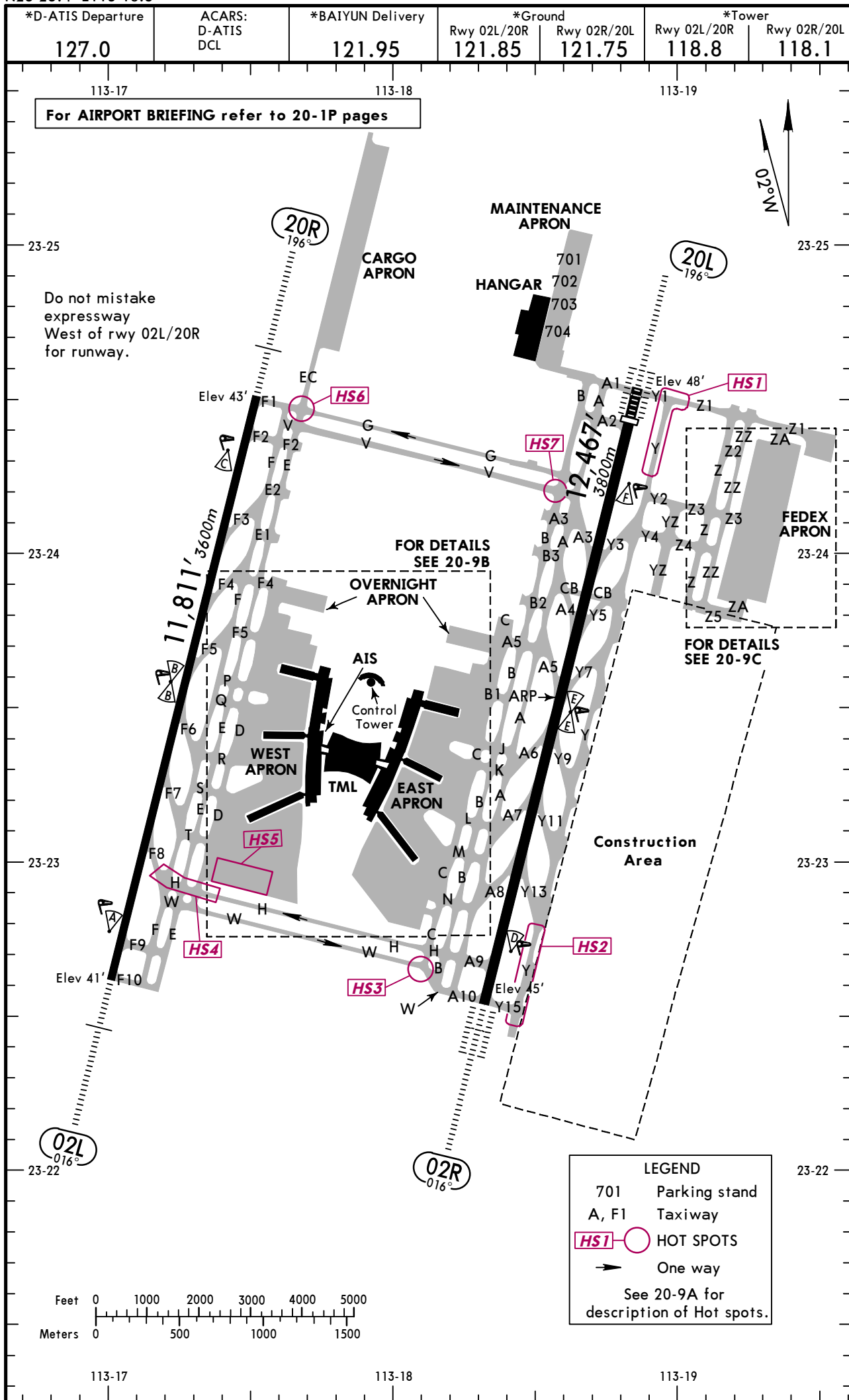
Apt Elev 49'

N23 23.4 E113 18.5

3 OCT 14 (20-9)

Eff 15 Oct 1600Z

BAIYUN



CHANGES: AD elev. DCL. RVR designators. Notes transferred to 20-1P pages.

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| ADDITIONAL RUNWAY INFORMATION |                                                   |  |  |  |  |                |               |
|-------------------------------|---------------------------------------------------|--|--|--|--|----------------|---------------|
| RWY                           |                                                   |  |  |  |  | USABLE LENGTHS |               |
|                               |                                                   |  |  |  |  | LANDING        | BEYOND        |
|                               |                                                   |  |  |  |  | Threshold      | Glide Slope   |
| 02L<br>① 20R                  | HIRL (60m) CL (30m) ALSF-I PAPI-L (3.0°) RVR      |  |  |  |  |                | 10,761' 3280m |
| 02R<br>① 20L                  | HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L (3.0°) RVR |  |  |  |  | 11,811' 3600m  | 11,427' 3483m |
|                               |                                                   |  |  |  |  |                | 10,735' 3272m |

① Rwy grooved.

② TAKE-OFF RUN AVAILABLE

RWY 02L:

From rwy head 11,811' (3600m)  
twy F9 int 11,089' (3380m)

RWY 02R:

From rwy head 12,467' (3800m)  
twy A9 int 11,745' (3580m)

RWY 20R:

From rwy head 11,811' (3600m)  
twy F2 int 11,089' (3380m)

RWY 20L:

From rwy head 12,467' (3800m)  
twy A2 int 11,745' (3580m)

## HOT SPOTS

For information only, not to be construed as ATC instructions.

**HS1 & 2** Acft taxiing from FedEx apron will be instructed to hold short of ILS protected area at the rwy holding positions when rwy 02R/20L is in use. In that case, acft shall not proceed beyond the rwy holding positions without ATC clearance.

**HS3** Pilot shall identify the twy sign-board, avoid missing twy H and running into twy W, finally resulting in a conflict.

**HS4** Pilot shall identify the twy sign-board, avoid running into twy H and resulting in a conflict.  
Acft taxiing from twy H to twy F shall pay extremely attention and avoid taxiing into twy F8 and resulting in rwy incursion.

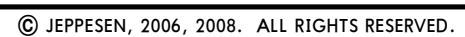
**HS5** Pilot shall identify the twy sign-board, avoid resulting in a conflict.

**HS6** Pilot shall identify the twy sign-board, avoid missing twy V and running into twy G, finally resulting in a conflict.  
Acft coming from twy G 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.

**HS7** Pilot shall identify the twy sign-board, avoid running into twy V and resulting in a conflict.

| Standard                   |           | TAKE-OFF       |
|----------------------------|-----------|----------------|
|                            | RL        | NIL (DAY only) |
| 2 TURB Eng<br>or 3 & 4 Eng | RVR 400m  | RVR 500m       |
| Other                      | VIS 1600m |                |





## VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STANDS 101 THRU 123 & 201 THRU 223

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.

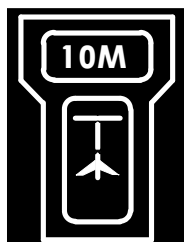
### 2. Acft detected



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



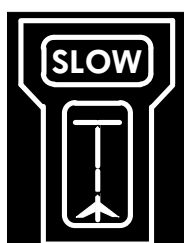
Correction LEFT is required.

### 5. Acft is LEFT of centerline



Correction RIGHT is required.

### 6. SLOW



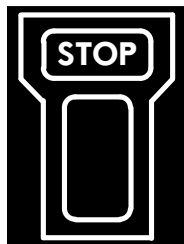
**SLOW message:** If the taxiing speed is faster than a defined value, SLOW message will be displayed across the top of the display board to note pilot approaching slowly. The following table shows the details of the defined values.

| 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.

**VISUAL DOCKING GUIDANCE SYSTEM (VDGS)  
STANDS 101 THRU 123 & 201 THRU 223****8. Display indicating:**

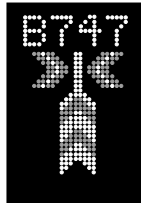
|                 |                                                                                                                             |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------|
| STOP            | - Stop now.                                                                                                                 |
| OK              | - Docking point reached, successful docking.                                                                                |
| ONBLOCK         | - Docking procedure finished completely.                                                                                    |
| STOP<br>TOO FAR | - Acft has gone beyond docking position.                                                                                    |
| ESTOP           | - Emergency Stop<br>Stop acft immediately, wait for docking instructions<br>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 from the display screen) to MAX 3 KT (10m displayed on the display screen), then slow down to 0 KT until reaching 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.

## VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STANDS 124 THRU 133 &amp; 224 THRU 235

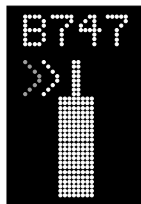
**START-OF-DOCKING**

When the system is started, "WAIT" will be displayed.

**CAPTURE**

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.

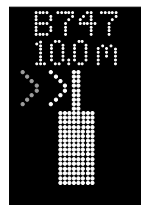
IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.

**TRACKING**

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.

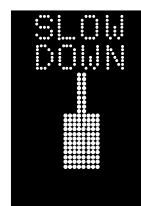
**CLOSING RATE**

Display of digital countdown will start when the aircraft is 98'/30m from stop position.

When the aircraft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.

**ALIGNED TO CENTER**

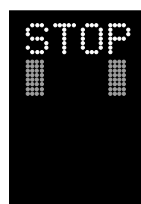
The aircraft is 26'/8m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

**SLOW DOWN**

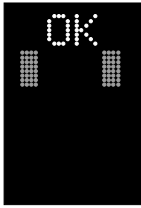
If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.

**AZIMUTH GUIDANCE**

The aircraft is 13'/4m from the stop-position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.

**STOP POSITION REACHED**

When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.

**VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STANDS 124 THRU 133 & 224 THRU 235****DOCKING COMPLETED**

When the aircraft has parked, "OK" will be displayed.

**OVERSHOOT**

If the aircraft has overshoot the stop-position, "TOO FAR" will be displayed.

**WAIT**

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again. THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

**SLOW**

The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced. THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

**AIRCRAFT VERIFICATION FAILURE**

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display. THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR

**GATE BLOCKED**

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed. THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

**VIEW BLOCKED**

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a view blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display. THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

**SBU-STOP**

Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU". A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

**TOO FAST**

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed. THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

**EMERGENCY STOP**

When the Emergency "Stop" button is pressed, "STOP" is displayed.

**CHOCKS ON**

"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

**ERROR**

If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes.

**SYSTEM BREAKDOWN**

In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

**POWER FAILURE**

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

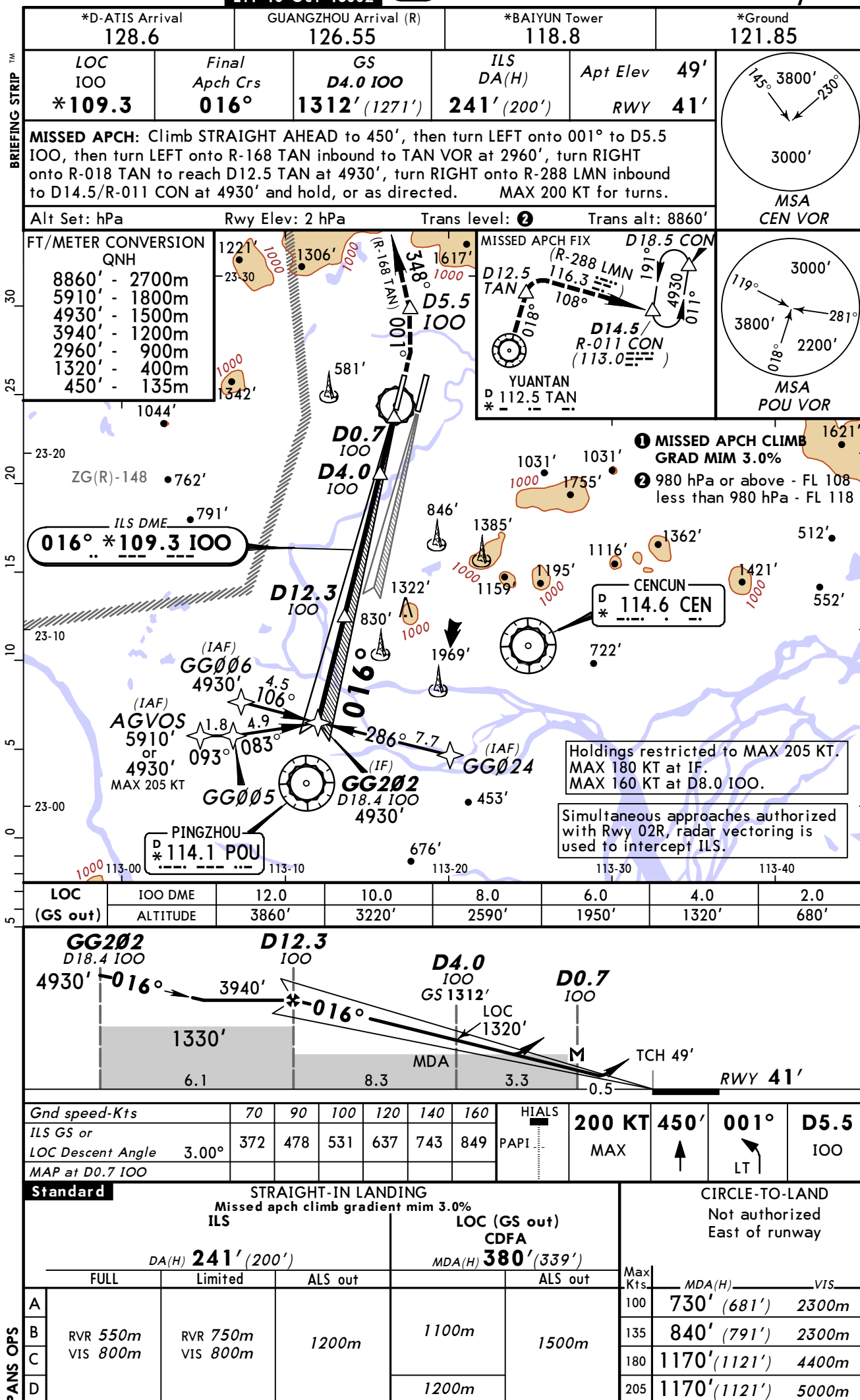
ZGGG/CAN  
BAIYUN

3 OCT 14

Eff 15 Oct 1600Z

(21-1)

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



ZGGG/CAN  
BAIYUN

3 OCT 14

Eff 15 Oct 1600Z

(21-2)

MISSED APCH CLIMB  
GRAD MIN 3.0%

GUANGZHOU, PR OF CHINA  
ILS DME Y Rwy 02L

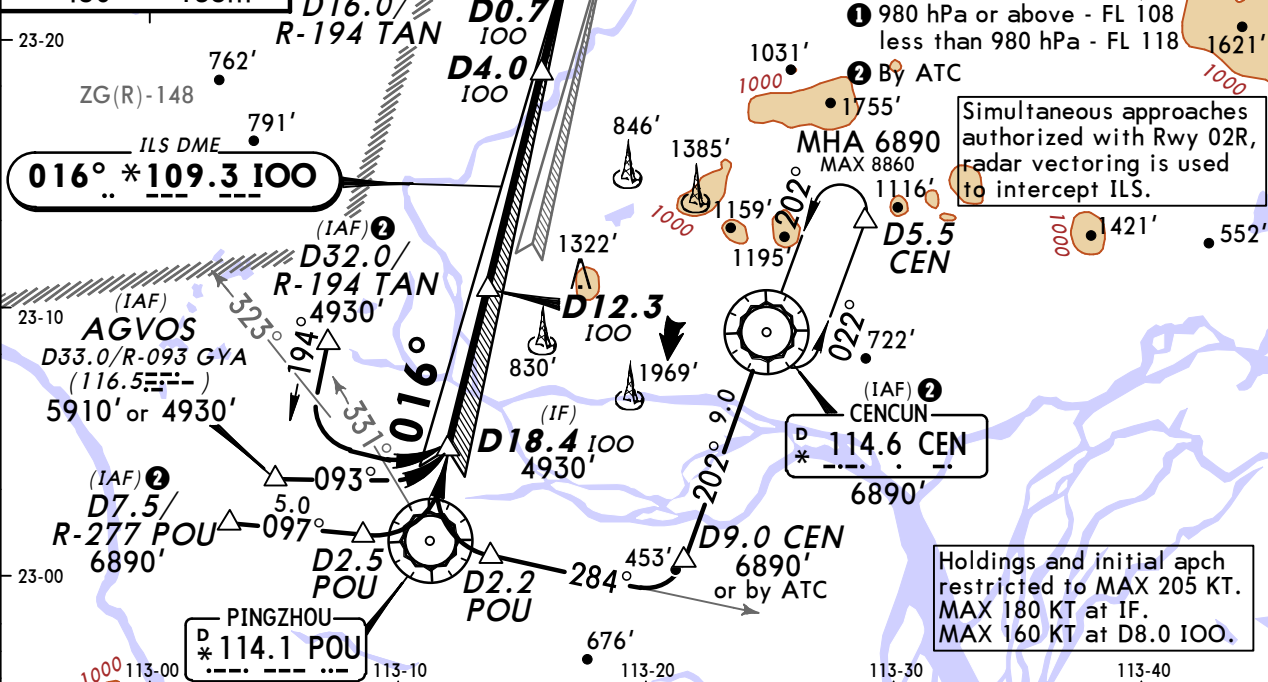
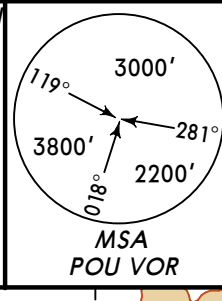
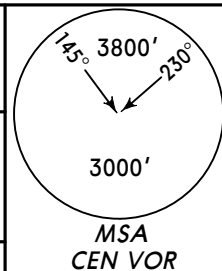
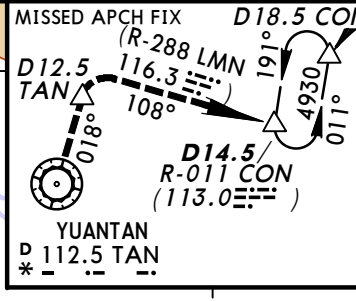
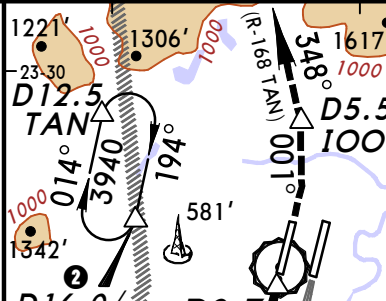
BRIEFING STRIP

|                          |                                 |                                 |                             |                   |            |
|--------------------------|---------------------------------|---------------------------------|-----------------------------|-------------------|------------|
| *D-ATIS Arrival<br>128.6 | GUANGZHOU Arrival (R)<br>126.55 |                                 | *BAIYUN Tower<br>118.8      | *Ground<br>121.85 |            |
| LOC<br>100<br>*109.3     | Final<br>Apch Crs<br>016°       | GS<br>D4.0 100<br>1312' (1271') | ILS<br>DA(H)<br>241' (200') | Apt Elev<br>49'   | RWY<br>41' |

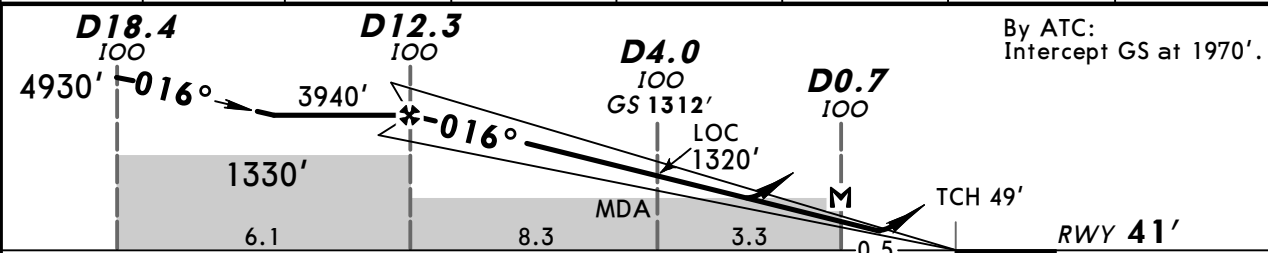
**MISSED APCH:** Climb STRAIGHT AHEAD to 450', then turn LEFT onto 001° to D5.5 IOO, then turn LEFT onto R-168 TAN inbound to TAN VOR at 2960', turn RIGHT onto R-018 TAN to reach D12.5 TAN at 4930', turn RIGHT onto R-288 LMN inbound to D14.5/R-011 CON at 4930' and hold, or as directed. MAX 200 KT for turns.

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

| FT/METER CONVERSION<br>QNH |       |
|----------------------------|-------|
| 8860' -                    | 2700m |
| 6890' -                    | 2100m |
| 5910' -                    | 1800m |
| 4930' -                    | 1500m |
| 3940' -                    | 1200m |
| 2960' -                    | 900m  |
| 1970' -                    | 600m  |
| 1320' -                    | 400m  |
| 450' -                     | 135m  |



| LOC<br>(GS out) | IOO DME | 12.0  | 10.0  | 8.0   | 6.0   | 4.0   | 2.0  |
|-----------------|---------|-------|-------|-------|-------|-------|------|
| ALTITUDE        |         | 3860' | 3220' | 2590' | 1950' | 1320' | 680' |



| Gnd speed-Kts                  | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 200 KT | 450' | 001° | D5.5 |
|--------------------------------|-------|-----|-----|-----|-----|-----|-------|--------|------|------|------|
| ILS GS or<br>LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849   | PAPI   | MAX  | ↑    | LT   |
| MAP at D0.7 IOO                |       |     |     |     |     |     |       |        |      |      | IOO  |

| STRAIGHT-IN LANDING<br>Missed apch climb gradient min 3.0% |                      |                      |                      |       | CIRCLE-TO-LAND<br>Not authorized<br>East of runway |            |                     |
|------------------------------------------------------------|----------------------|----------------------|----------------------|-------|----------------------------------------------------|------------|---------------------|
| ILS                                                        |                      |                      | LOC (GS out)<br>CDFA |       |                                                    |            |                     |
| DA(H) 241' (200')                                          |                      |                      | MDA(H) 380' (339')   |       |                                                    |            |                     |
| FULL                                                       |                      |                      | ALS out              |       |                                                    | Max<br>Kts | MDA(H) VIS          |
| A                                                          |                      |                      |                      |       |                                                    | 100        | 730' (681') 2300m   |
| B                                                          | RVR 550m<br>VIS 800m | RVR 750m<br>VIS 800m | 1200m                | 1100m | 1500m                                              | 135        | 840' (791') 2300m   |
| C                                                          |                      |                      |                      |       |                                                    | 180        | 1170' (1121') 4400m |
| D                                                          |                      |                      |                      | 1200m |                                                    | 205        | 1170' (1121') 5000m |

CHANGES: Procedure title. Procedure. TAN VOR freq. Minimums.

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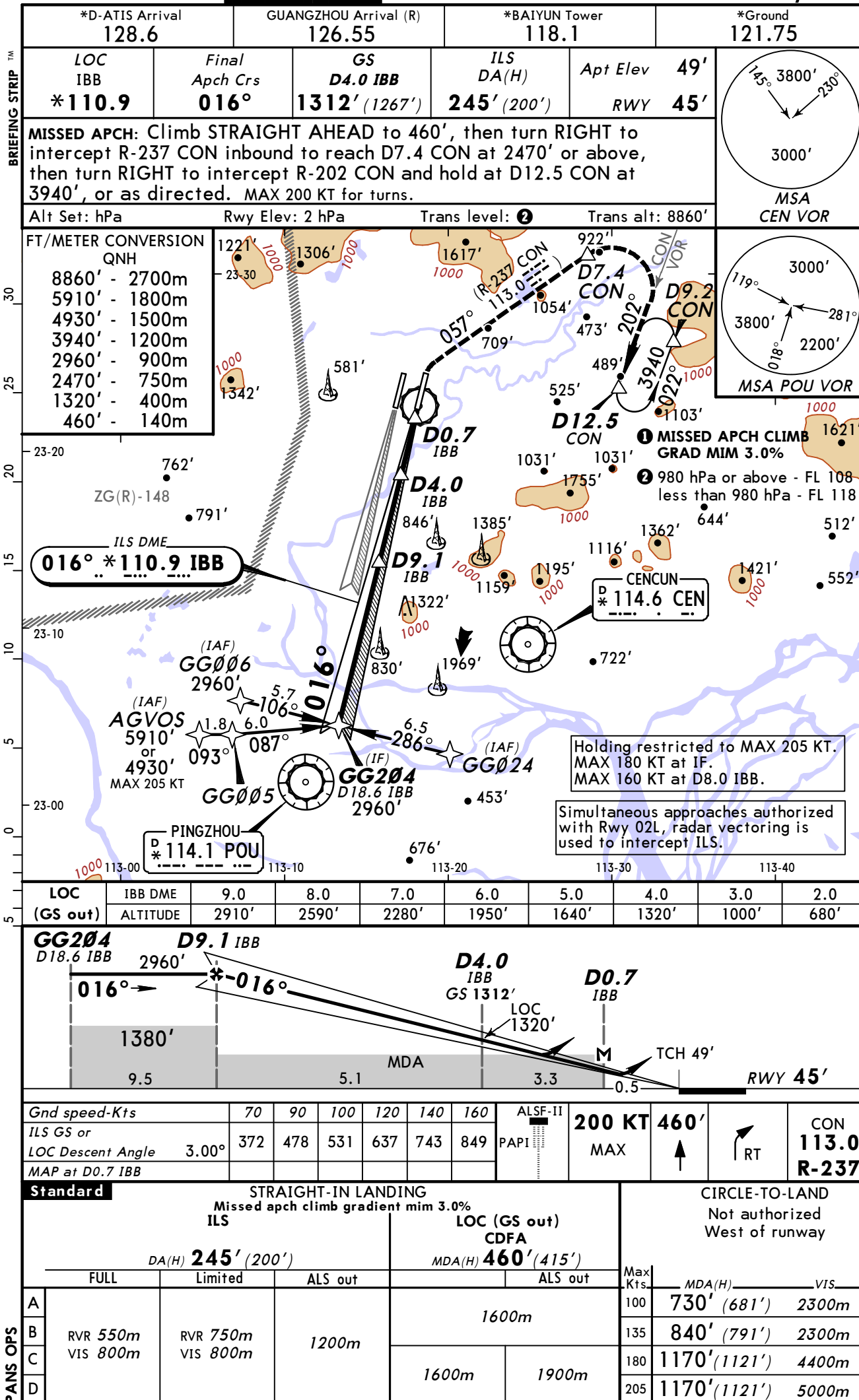
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BAIYUN

3 OCT 14

Eff 15 Oct 1600Z

(21-3)

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



ZGGG/CAN  
BAIYUN

3 OCT 14

Eff 15 Oct 1600Z

(21-4)

MISSED APCH CLIMB  
GRAD MIN 3.0%

ILS DME Y Rwy 02R

BRIEFING STRIP

|                          |                                 |                                 |                             |                   |            |
|--------------------------|---------------------------------|---------------------------------|-----------------------------|-------------------|------------|
| *D-ATIS Arrival<br>128.6 | GUANGZHOU Arrival (R)<br>126.55 |                                 | *BAIYUN Tower<br>118.1      | *Ground<br>121.75 |            |
| LOC<br>IBB<br>*110.9     | Final<br>Apch Crs<br>016°       | GS<br>D4.0 IBB<br>1312' (1267') | ILS<br>DA(H)<br>245' (200') | Apt Elev<br>49'   | RWY<br>45' |

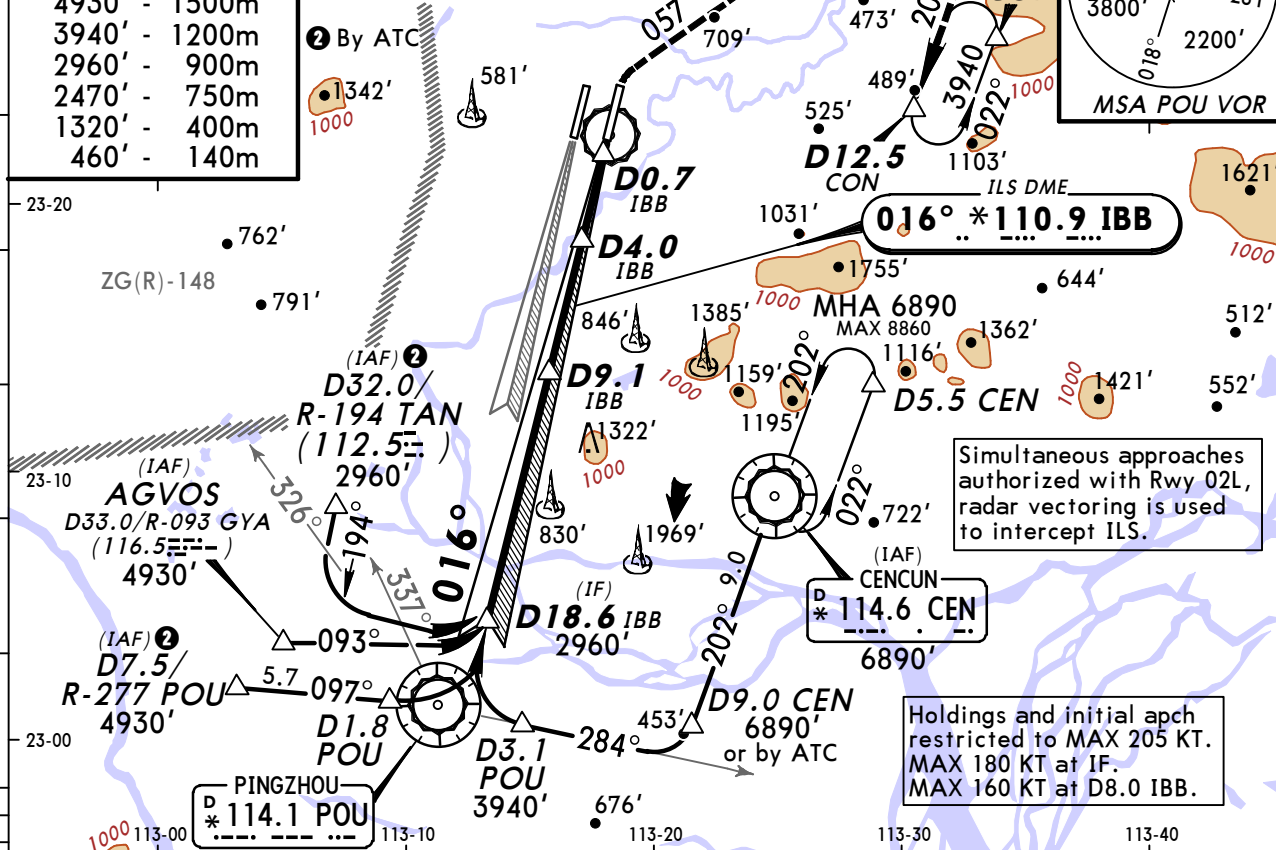
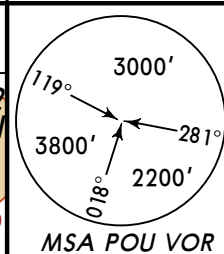
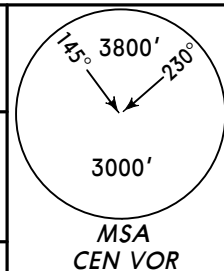
**MISSED APCH:** Climb STRAIGHT AHEAD to 460', then turn RIGHT to intercept R-237 CON inbound to reach D7.4 CON at 2470' or above, then turn RIGHT to intercept R-202 CON and hold at D12.5 CON at 3940', or as directed. MAX 200 KT for turns.

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

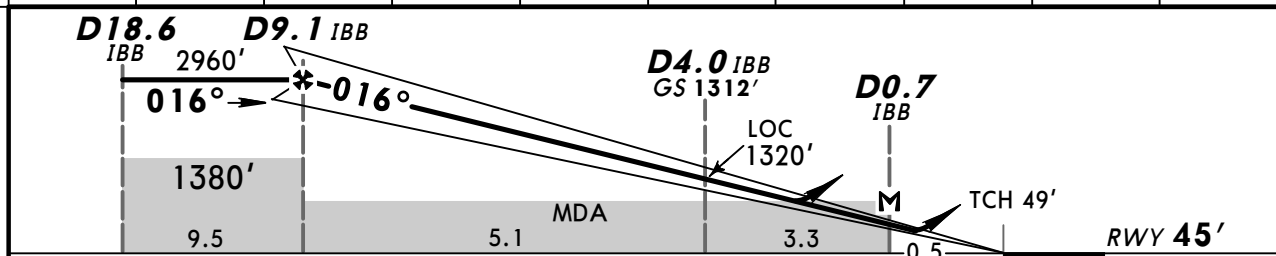
FT/METER CONVERSION

| QNH   |       |
|-------|-------|
| 8860' | 2700m |
| 6890' | 2100m |
| 4930' | 1500m |
| 3940' | 1200m |
| 2960' | 900m  |
| 2470' | 750m  |
| 1320' | 400m  |
| 460'  | 140m  |

1221' 1306' 1617' 922'  
23-30 1000 1000 1000  
1 980 hPa or above - FL 108  
less than 980 hPa - FL 118  
2 By ATC  
1342' 581' 1000  
1054' 709' 113.0  
D7.4 CON 473' 202'  
D9.2 CON 3940' 022' 1000  
D12.5 CON 1103' 022' 1000  
ILS DME  
016° \*110.9 IBB  
1755' 644' 512' 552' 1421' 1362' 1116' 1195' 1385' 846' 1031' 1054' 489' 525' 1000  
MHA 6890 MAX 8860  
D5.5 CEN 1000  
D18.6 IBB 2960' 1969' 830' 1322' 1000  
D9.1 IBB 1195' 202' 9.0  
D9.0 CEN 6890' or by ATC  
D1.8 POU 5.7 097°  
D7.5/ R-277 POU 4930'  
AGVOS D33.0/R-093 GYA (116.5) 4930'  
D32.0/ R-194 TAN (112.5) 2960'  
PINGZHOU \*114.1 POU 113-00 113-10 113-20 113-30 113-40  
ZG(R)-148 762' 791'



| 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' | 1960' | 1640' | 1320' | 1000' | 680' |



|                   |       |     |     |     |     |     |          |        |      |       |
|-------------------|-------|-----|-----|-----|-----|-----|----------|--------|------|-------|
| Gnd speed-Kts     | 70    | 90  | 100 | 120 | 140 | 160 | ALS-F II | 200 KT | 460' | CON   |
| ILS GS or         |       |     |     |     |     |     | PAPI     | MAX    | ↑    | 113.0 |
| LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      |        | RT   | R-237 |
| MAP at D0.7 IBB   |       |     |     |     |     |     |          |        |      |       |

| Standard          |          |          |         | STRAIGHT-IN LANDING                 |         | CIRCLE-TO-LAND |               |       |
|-------------------|----------|----------|---------|-------------------------------------|---------|----------------|---------------|-------|
|                   |          |          |         | Missed apch climb gradient mim 3.0% |         |                |               |       |
| ILS               |          |          |         | LOC (GS out)                        |         | Not authorized |               |       |
|                   |          |          |         | CDFA                                |         | West of runway |               |       |
| DA(H) 245' (200') |          |          |         | MDA(H) 460' (415')                  |         |                |               |       |
| FULL              |          | Limited  | ALS out |                                     | ALS out | Max Kts.       | MDA(H)        | VIS.  |
| A                 |          |          |         | 1600m                               |         | 100            | 730' (681')   | 2300m |
| B                 | RVR 550m | RVR 750m | 1200m   |                                     |         | 135            | 840' (791')   | 2300m |
| C                 | VIS 800m | VIS 800m |         |                                     |         | 180            | 1170' (1121') | 4400m |
| D                 |          |          |         |                                     |         | 205            | 1170' (1121') | 5000m |

CHANGES: Procedure title. Procedure. TAN VOR freq. Minimums.

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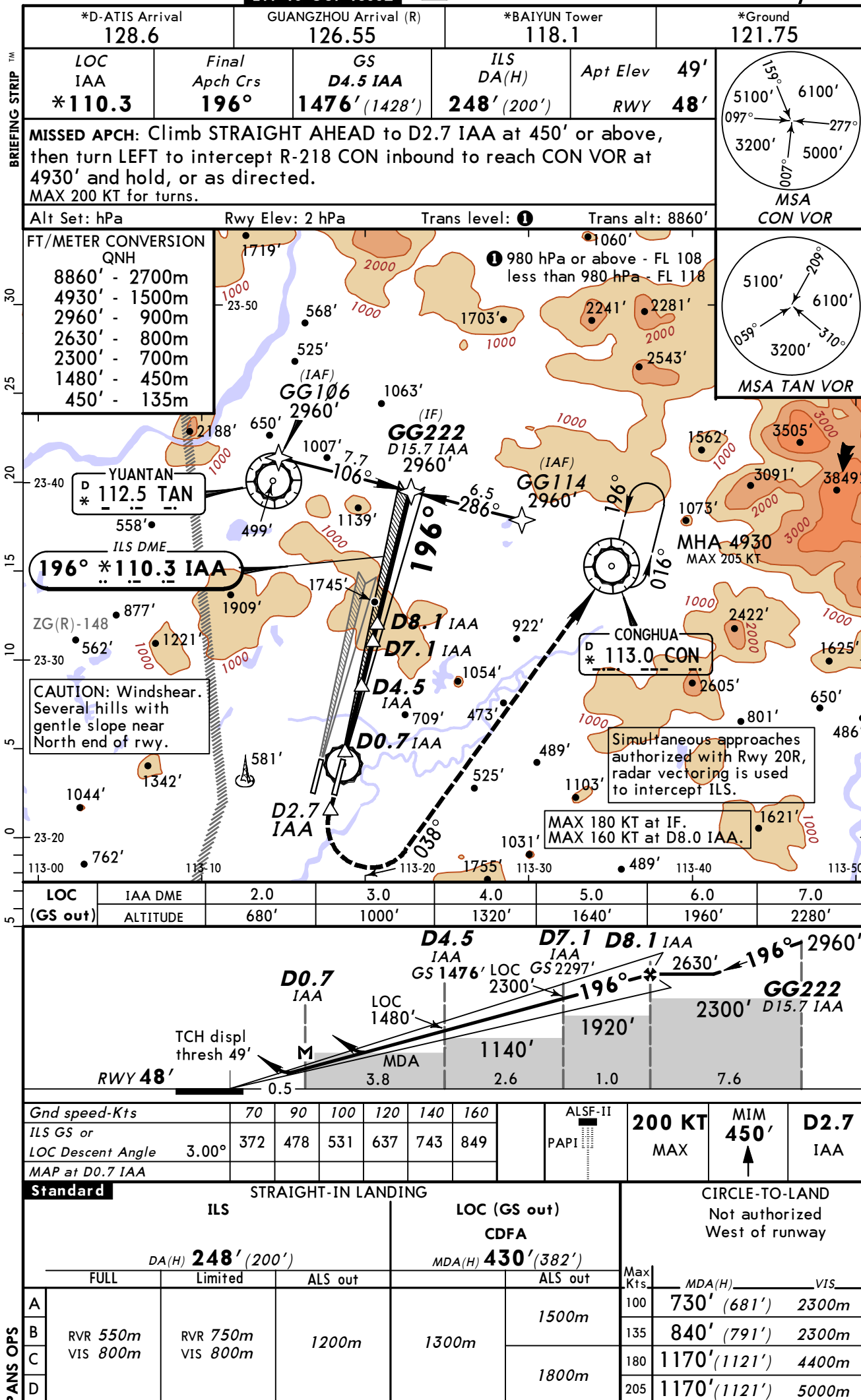
ZGGG/CAN  
BAIYUN

3 OCT 14

Eff 15 Oct 1600Z

(21-5)

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



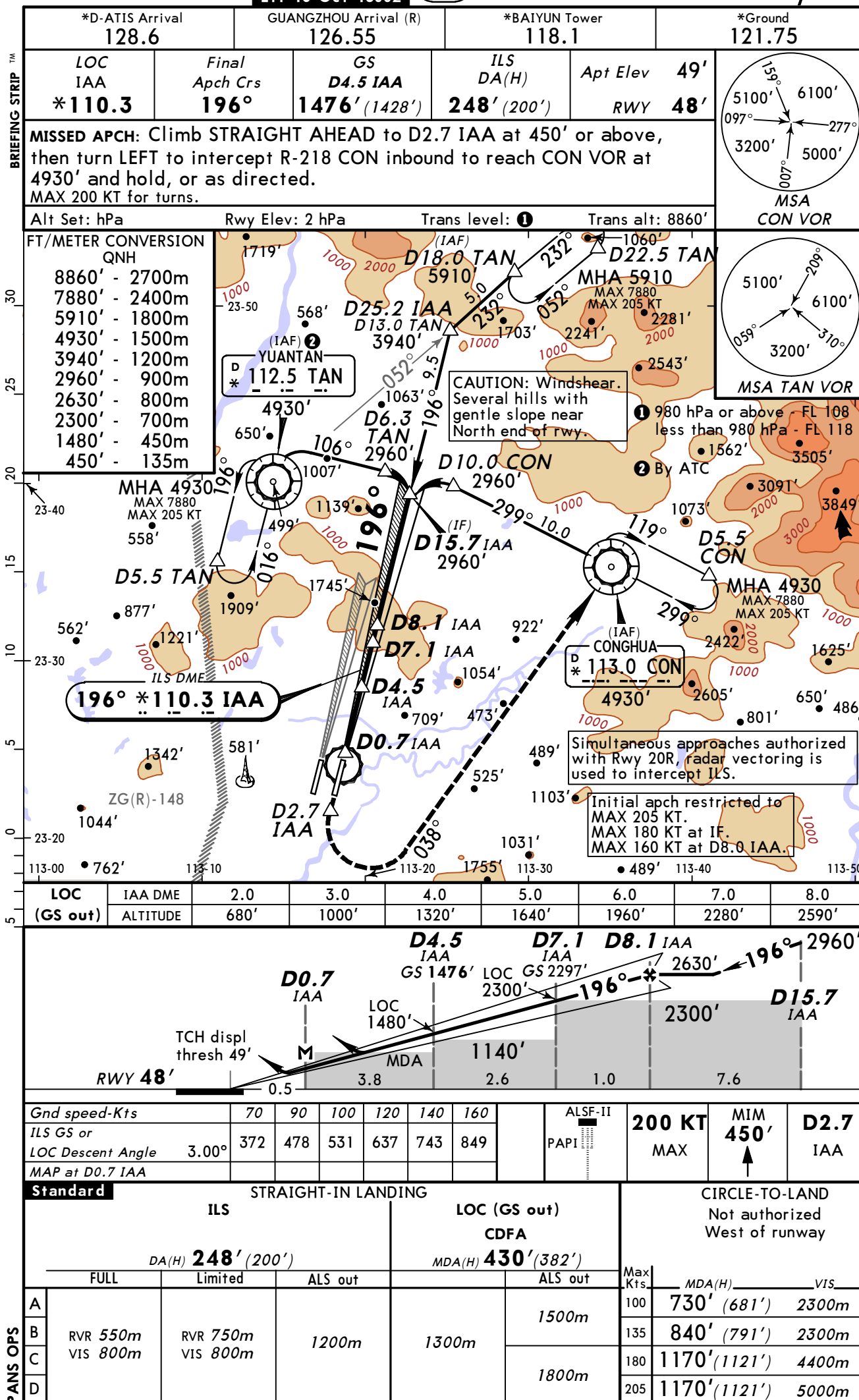
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BAIYUN

3 OCT 14

Eff 15 Oct 1600Z

(21-6)

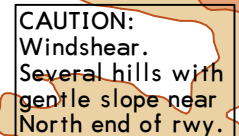
JEPPesen GUANGZHOU, PR OF CHINA  
ILS DME Y Rwy 20L



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

MSA  
CON VOR

A circular sector is shown with three radii extending from the center to the circumference. The radii are labeled with their lengths: 5100' (top-left), 6100' (top-right), and 3200' (bottom). The central angles between the radii are labeled: 209° (between 5100' and 6100'), 109° (between 5100' and 3200'), and 310° (between 6100' and 3200').

Trans alt: 8860'

Simultaneous approaches authorized with Rwy 20L, radar vectoring is used to intercept ILS.

MAX 180 KT at IF.  
MAX 160 KT at D8.0 IPP.

|                                          |     |     |     |     |     |     |  |                      |                                |                    |
|------------------------------------------|-----|-----|-----|-----|-----|-----|--|----------------------|--------------------------------|--------------------|
| <i>Gnd speed-Kts</i>                     | 70  | 90  | 100 | 120 | 140 | 160 |  | <b>200 KT</b><br>MAX | <b>MIM</b><br><b>500'</b><br>↑ | <b>D2.9</b><br>IPP |
| <i>ILS GS or LOC Descent Angle</i> 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |                      |                                |                    |
| <i>MAP at D0.7 IPP</i>                   |     |     |     |     |     |     |  |                      |                                |                    |

CIRCLE-TO-LAND

**PANS OPS**

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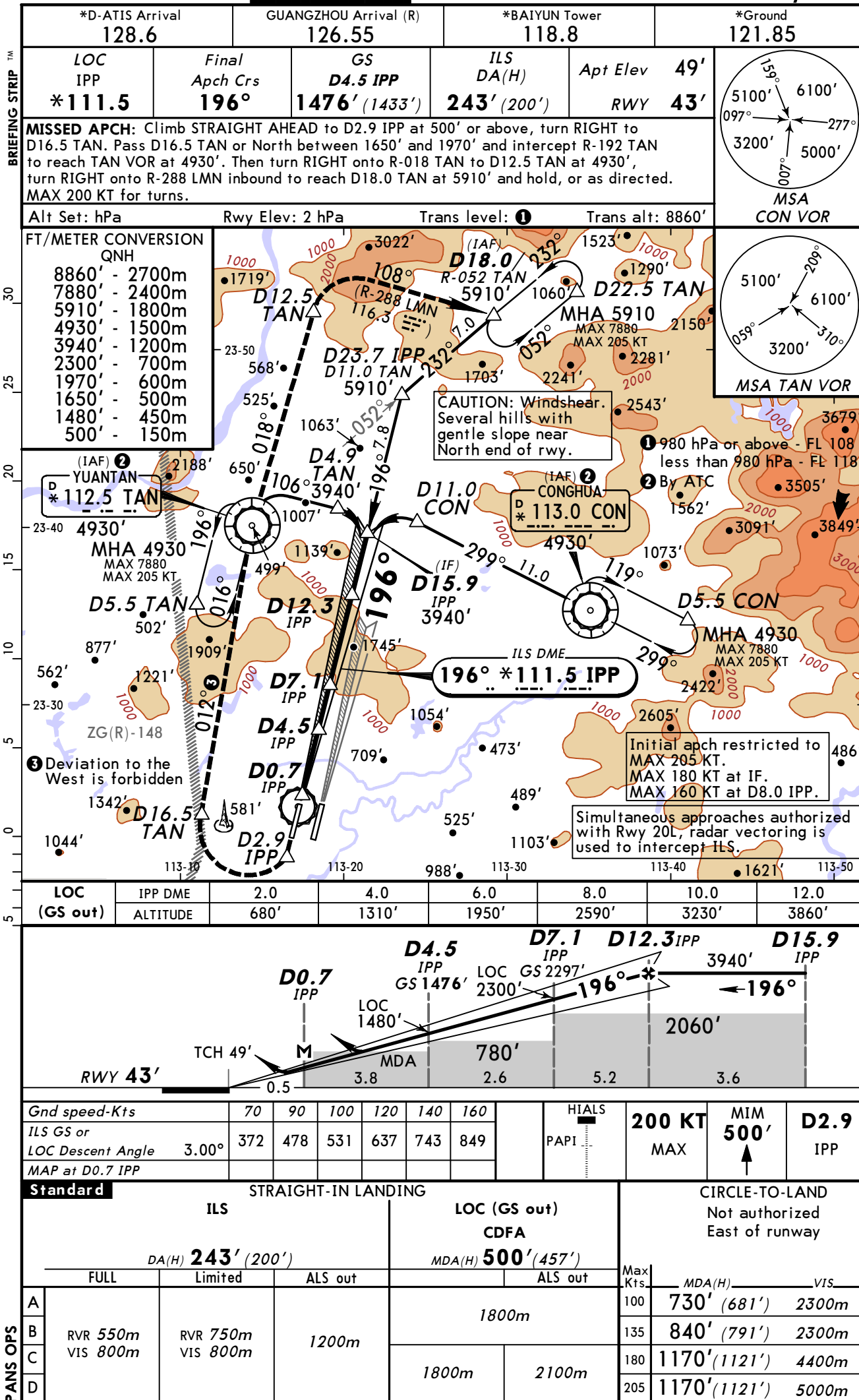
ZGGG/CAN  
BAIYUN

3 OCT 14

Eff 15 Oct 1600Z

(21-8)

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



**Chart changes since cycle 26-2014**

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**