JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

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

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 3.0° W

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

Sunrise: 2145 Z
Sunset: 1101 Z

Runway Information

Runway: 01L
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, ALS, Centerline

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

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

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

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

Runway: 19R
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, ALS, Centerline

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

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

Communication Information

ATIS: 128.600
ATIS: 131.450
ATIS: 127.000 Non-English
Baiyun Tower: 118.800
Baiyun Tower: 118.875 Secondary
Baiyun Tower: 118.100
Baiyun Tower: 118.250
Baiyun Tower: 118.325
Baiyun Ground: 121.850
Baiyun Ground: 121.600 Secondary
Baiyun Ground: 121.750
Baiyun Ground: 121.650
Baiyun Apron Ramp/Taxi: 121.975 Secondary
Baiyun Apron Ramp/Taxi: 121.825
Baiyun Apron Ramp/Taxi: 121.775
Baiyun Clearance Delivery: 121.950
Guangzhou Approach: 119.600 Secondary
Guangzhou Approach: 119.700
Guangzhou Approach: 120.400
Guangzhou Approach: 121.050
Guangzhou Approach: 121.175
Guangzhou Approach: 127.750 Secondary
Guangzhou Approach: 126.550
Guangzhou Approach: 126.350
Guangzhou Approach: 124.200 Secondary

1. GENERAL

1.1. ATIS

*D-ATIS 128.6
127.0 (Chinese)

1.2. WAKE TURBULENCE RECATEGORIZATION (RECAT-CN)

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

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. RUN-UP TESTS

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

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

1.4. RWY OPERATIONS

1.4.1. GENERAL

During changing direction of RWY in use, if downwind speed is more than 7 KT (3.5m/s) and not exceeding 10 KT (5m/s) for short time, ATC shall inform flight crew. According to ACFT performance or operation handbook, pilot shall decide whether ACFT will take off or land on downwind RWY allocated, then inform ATC.

1.4.2 USE OF RWYS

RWY 01L/19R is mainly used for arrival, and departure with ATC permission.

RWY 01R/19L is mainly used for departure.

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

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

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

GND ATC divided into three sectors. GND (West one), GND (West two) and GND (East), all areas e xcept Apron Control area. The specific hand-over point and mode shall be instructed by ATC.

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

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

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

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

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

ACFT without GND clearance are forbidden to cross HP4.

1. GENERAL

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

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

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

ACFT without TWR clearance are forbidden to cross HP15.

Departure ACFT without TWR clearance are forbidden to cross HP16.

Arrival ACFT without Apron Clearance are forbidden to cross HP17.

1.5.2. RWY CROSSING RULES

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

After crossing RWY 02R/20L from East to West along M1-Y2, P10-P9 and P14-P13, ACFT shall confirm its position in front of TWY Y, and then taxi as instructed by ATC to avoid crossing TWY Y into RWY 02L/20R.

After crossing RWY 02L/20R from West to East along P1-P2, P3-P4 and A10-Y15, ACFT shall confirm its position in front of TWY Y, and then taxi as instructed by ATC to avoid crossing TWY Y into RWY 02R/20L.

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

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

1.5.3. TAXIING AROUND RWY ENDS (EAT)

Layout of EAT

EAT 2 (Southeast EAT): Y (South of Y15)-Y19-Y20-B1;

EAT 3 (Southwest EAT): H (South of L51)-H1-E (South of J1);

EAT 4 (Northwest EAT): H (North of T13)-H2-E (North of T4).

To minimize risk of RWY incursions, EAT is preferred to be used when it is available.

ACFT landing on RWY 01L/19R shall follow standard taxi route or ATC instructions to join EAT 3 or EAT 4 to detour RWY 01R/19L.

Using Limits of EAT

- EAT 2:
  When ACFT takes off from RWY 20R, TWY Y (South of Y15) is only available for ACFT with MAX height (including vertical tail) 33'/10m (ARJ21, ACFT with wingspan less than 79'/24m). TWYs B1 and Y20 are only available for ACFT with MAX height (including vertical tail) 42'/12.7m (ACFT with wingspan less than 118'/36m. When ACFT takes off from RWY 20L or R, TWY Y19 is only available for ACFT with MAX height (including vertical tail) 39'/11.8m (ARJ21, A220-100/300, B737-300, ACFT with wingspan less than 79'/24m. No vertical height limit when TWYs Y (South of Y15), B1, Y19, Y20 are used as crossing TWYs.
- EAT 3:
  When ACFT takes off from RWY19L, TWYs H (South of L51), H1, E (South of J1) are only available for ACFT with MAX height (including vertical tail) 42'/12.7m (ACFT with wingspan less than 118'/36m). No vertical height limit when TWYs H (south of L51), H1, E (south of J1) are used as crossing TWYs.

1. GENERAL

- EAT 4:
  When ACFT takes off from RWY01R, TWYs H (North of T13), H2, E (North of T4) are only available for ACFT with MAX height (including vertical tail) 42'/12.7m (ACFT with wingspan less than 118'/36m). No vertical height limit when TWYs H (North of T13), H2, E (North of T4) are used as crossing TWYs. When RWY19L is used for landing, ACFT entering TWY E (between J22 and H2) may break approach protection surface of RWY19L, ACFT shall follow controller's instructions to wait.

1.6. PARKING INFORMATION

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

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

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

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

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

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

ACFT using stand GL01 for isolation await ATC instructions; the ACFT shall taxi in by itself and be pushed out after isolation is released.

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

ACFT shall turn off the transponder after entering the stand.

1.7. OTHER INFORMATION

For heavy load ACFT, pilots shall add "HEAVY" following the call sign upon first contact with ATC.

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

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

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

Birds.

2. ARRIVAL

2.1. PROCEDURES FOR VFR FLIGHTS

Visual separation and visual approach can be implemented within TWR and APP control area with ATC clearance.

To improve safety and efficiency, controller will equip a visual interval between two ACFT through pilot or controller visually.

After receiving instrument approach instructions, pilot should use airborne equipment or visually monitor the operation status of surrounding ACFT at any time, and establish visual separation between ACFT as possible.

As approaching DA, other ACFT sliding at RWY will be encountered. RWY 02L/20R and 02R/20L are narrow-distance RWYs; approaching and landing ACFT on RWY02R/20L will encounter other take-off sliding ACFT on adjacent RWY. Pilot shall keep visual observation.

When visualizing another ACFT and accepting visual intervals, pilot shall assume the following responsibilities:

- maintain a visualization and safe interval of the relevant ACFT;
- when making flight maneuvers to maintain a safe interval with the relevant ACFT, inform controller in advance and get permission;
- when relevant ACFT unvisualized or missed approach taken to maintain a safe interval with relevant ACFT, notify TWR controller to re-equip safe intervals.

2.2. TAXI PROCEDURES

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

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

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

ACFT shall fully vacate RWY from RWY THR within 50 seconds. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform APP before LOC is established.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE (DCL)

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

After receiving the CDL message, pilot shall confirm within 5 minutes to avoid receiving the 'transfer to voice' message.

At first contact with ATC, for clearance and instruction via DCL, pilot and ATC shall reply by datalink. No need to repeat or confirm by voice.

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

The "NEXT FREQ" in DCL message is Delivery frequency. The "DEP FREQ" in DCL message is Approach/Departure frequency which is the first frequency for ACFT to contact after taking off.

3.2. INTERSECTION DEPARTURES

Guangzhou Baiyun APT has fully implemented the procedure of intersection departure. ATC may adjust the take-off order by requiring ACFT to use intersection departure. For ACFT that can not use intersection departure procedure, pilot shall report to the controller upon receiving the ATC clearance.

3.3. PUSH-BACK AND TAXI PROCEDURES

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

ACFT shall contact GND before entering into Ground Control area.

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

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

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

ACFT shall exit stands 430 and 431 via TWY J18.

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

- ACFT shall finish RWY alignment within 60 seconds after receiving ATC instructions of entering RWY. If flight crew consider that they cannot fulfill the process within the required time, pilot shall inform Tower before reaching RWY holding position. ACFT shall begin take-off run immediately after receiving take-off clearance.

3.4. NOISE ABATEMENT PROCEDURES

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

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

ZGGG/CAN
BAIYUN

JEPPESEN
20 MAY 22 (20-1R)

GUANGZHOU, PR OF CHINA
RADAR MINIMUM ALTITUDES

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

5516

80NM

60NM 5750

YINGDE YIN VOR DME

40NM 5090

YUANTAN TAN VOR DME

LONGMEN LMN VOR DME

4930

20NM 2790

5090 4930

CONGHUA CON VOR DME

GAOYAO GYA VOR DME

GUANGZHOU Baiyun

3940

5250

20NM 2470

4930

1970

20NM

2960

CENCUN CEN VOR DME

40NM

2140

3940

PINGZHOU POU VOR DME

SHILONG SHL VOR DME

60NM

60NM

80NM

80NM

24-30 24-00 23-30 23-00 22-30 22-00

112-30 113-00 113-30 114-00

50 40 30 20 10 0 10

6000
4000
2000
CONTOUR INTERVALS

GUANGZHOU ZGZU FIR

HONG KONG VHHK FIR

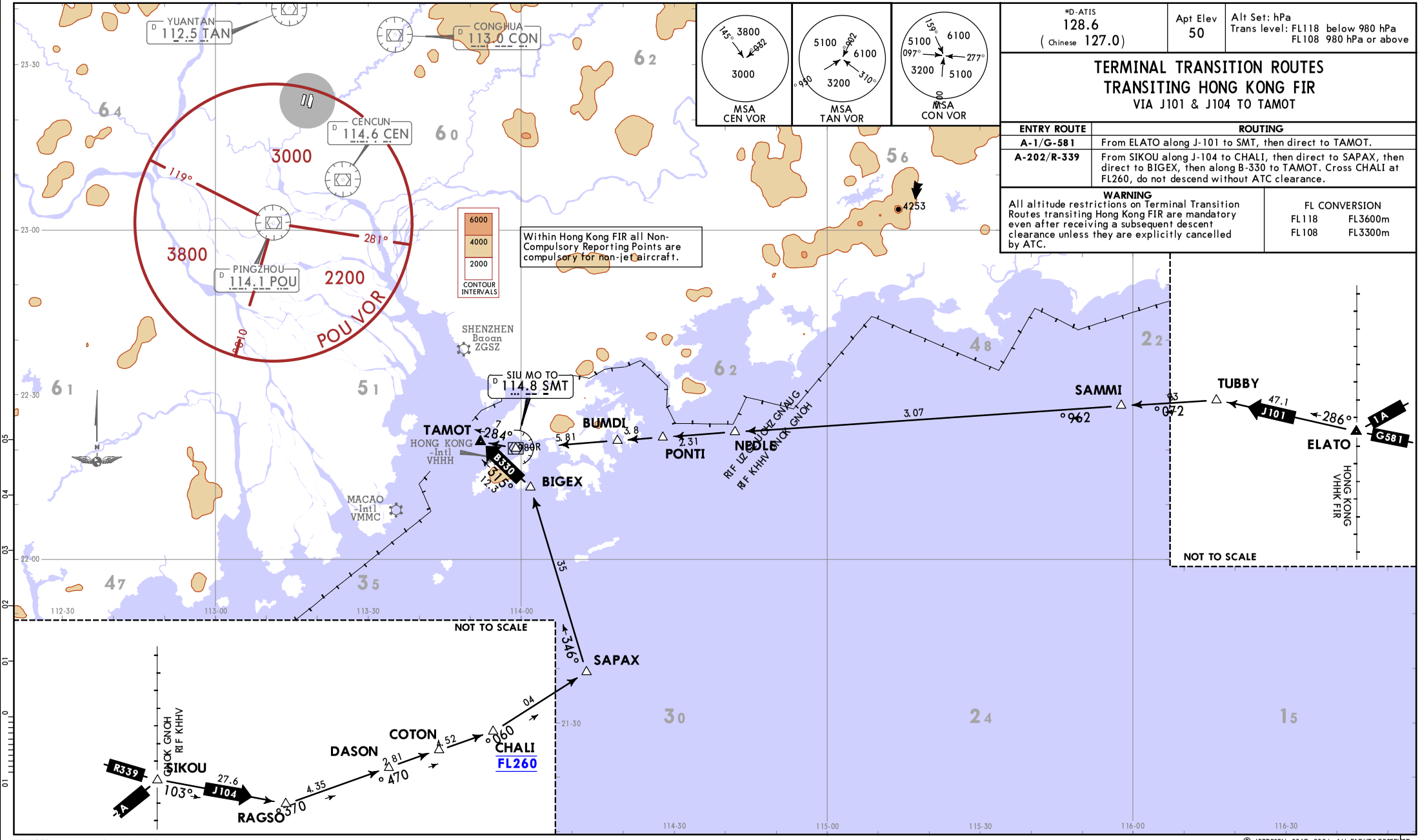
FL CONVERSION

FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION
QNH

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

CHANGES: Reissue.



*D-ATIS
128.6
(Chinese 127.0)

Apt Elev
50

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

TERMINAL TRANSITION ROUTES TRANSITING HONG KONG FIR

VIA J101 & J104 TO TAMOT

ENTRY ROUTE	ROUTING
A-1/G-581	From ELATO along J-101 to SMT, then direct to TAMOT.
A-202/R-339	From SIKOU along J-104 to CHALI, then direct to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross CHALI at FL260, do not descend without ATC clearance.

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

CHANGES: OTKUM no longer shown between SAPAX - BIGEX.

CHANGES: OTKUM no longer shown between SAPAX - BIGEX.

*D-ATIS	Apt Elev	Alt Set: hPa
128.6 (Chinese 127.0)	50	Trans level: FL118 below 980 hPa FL108 980 hPa or above

TERMINAL TRANSITION ROUTES TRANSITING HONG KONG FIR

VIA J103 TO TAMOT

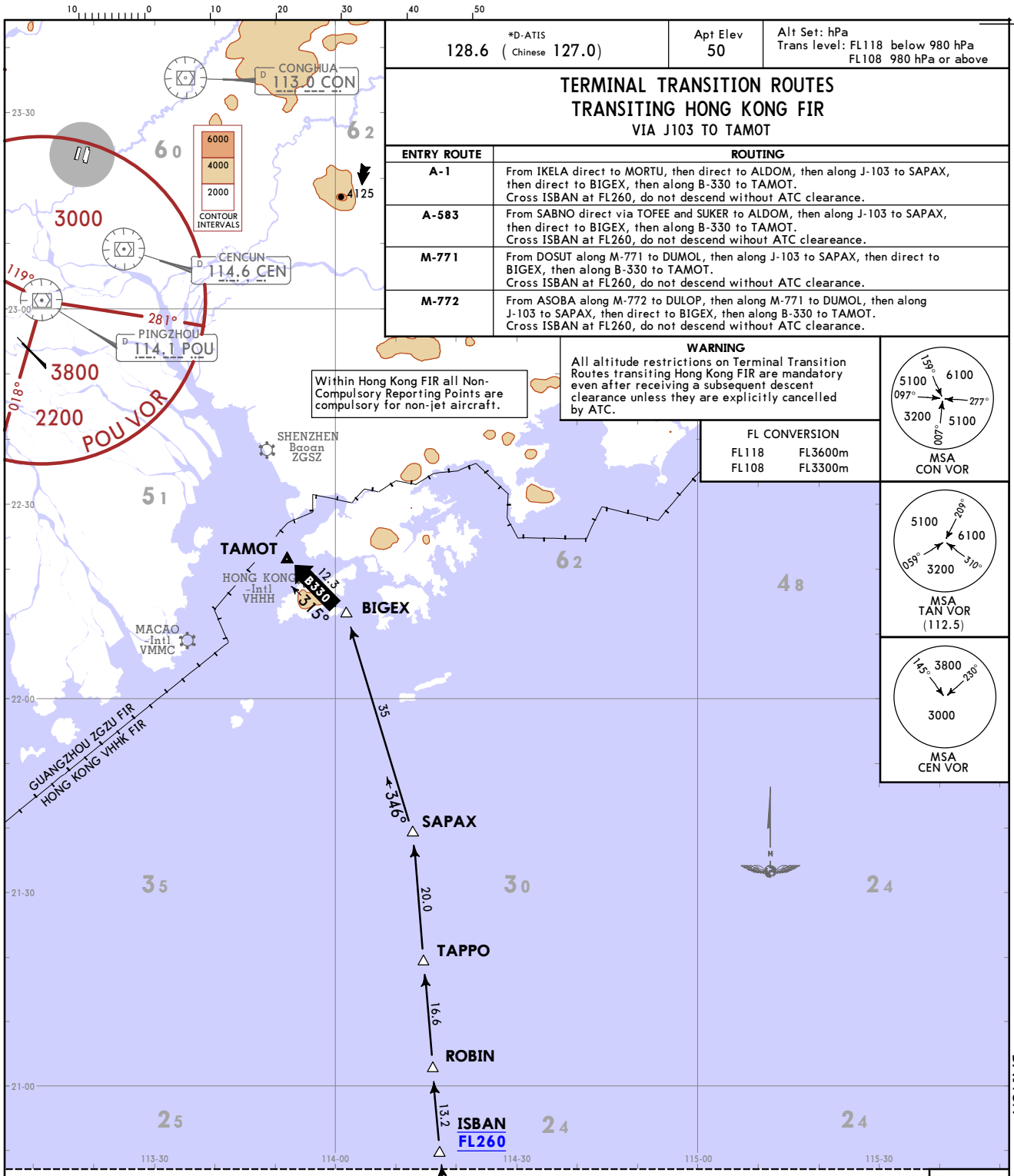
ENTRY ROUTE	ROUTING
A-1	From IKELA direct to MORTU, then direct to ALDOM, then along J-103 to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.
A-583	From SABNO direct via TOFEE and SUKER to ALDOM, then along J-103 to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.
M-771	From DOSUT along M-771 to DUMOL, then along J-103 to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.
M-772	From ASOBA along M-772 to DULOP, then along M-771 to DUMOL, then along J-103 to SAPAX, then direct to BIGEX, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.

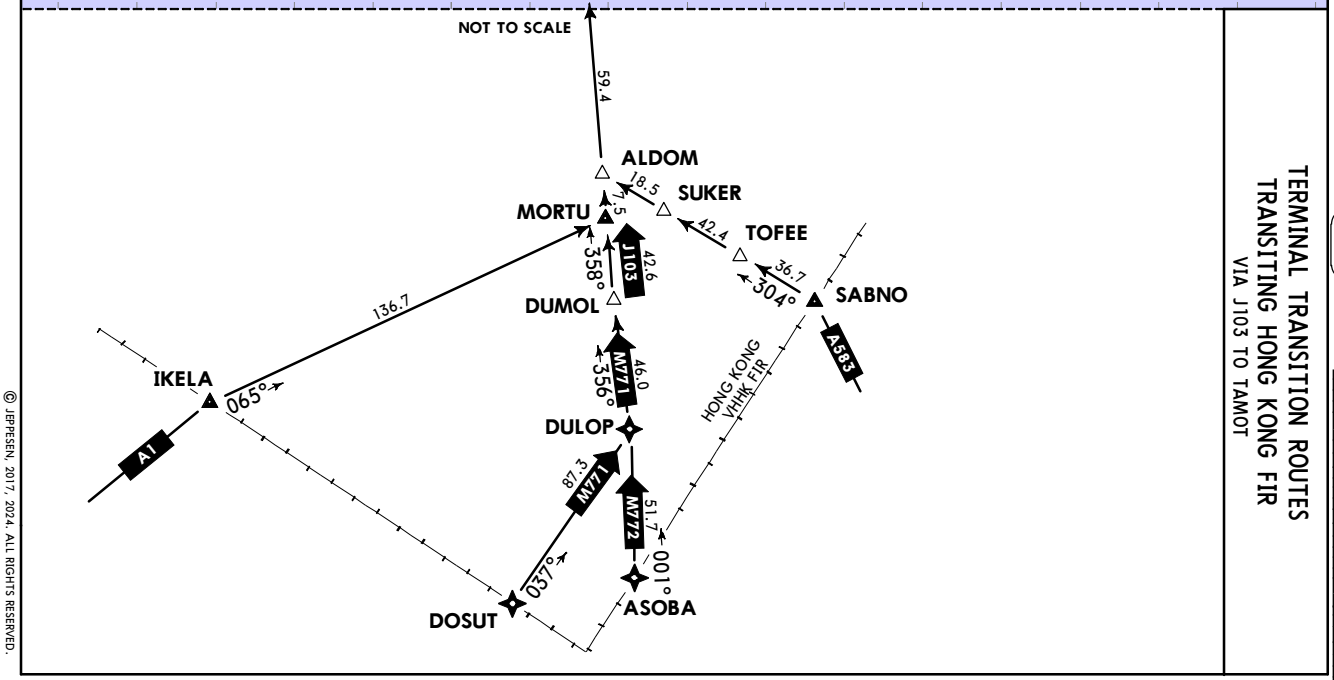
WARNING
All altitude restrictions on Terminal Transition Routes transiting Hong Kong FIR are mandatory even after receiving a subsequent descent clearance unless they are explicitly cancelled by ATC.

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

FL CONVERSION

FL118	FL3600m
FL108	FL3300m





ZGGG/CAN
BAIYUN

19 APR 24

JEPPESEN GUANGZHOU, PR OF CHINA

20-2A

TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
TRANSITING HONG KONG FIR
VIA J103 TO TAMOT

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

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

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

1. RADAR required for RNAV 1.
2. While independent operation implemented, actual flight altitude instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
4. CDO available with ATC clearance for RWYS 01L/R. CDO operation time 0100-0600LT. Conduct approach or by ATC when flying over GG612. CDO terminated once ATC give heading instruction.

ENVIP 1
RNAV ARRIVAL
(ALL RWYS)

RWY	ROUTING
01L/R	ENVIP - ATAGA - GG637 - GG626 - GG625 (FL108+) - GG624 - GG623 - GG522 - GG621 - GG612 (K205-; 6890+ or by ATC).
02L/R	ENVIP - ATAGA - GG637 - GG626 - GG620 - GG619 - GG618 - GG617 - GG616 - GG615 - GG614 - GG611 (K205-; 5910+ or by ATC).
19L/R	ENVIP - GG525 - GG524 - GG513 (K205-; 5910+).
20L/R	ENVIP - GG526 - GG523 (5090+) - GG511 (K205-; 3940+).

FL CONVERSION

FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION
QNH

8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
5090'	-	1550m
3940'	-	1200m

ENVIP
4400
MAX 205 KT MHA 6890
MAX 205 KT MHA 8860
GG525
ATAGA
GG524
GG637
GG526
(IAF RWYS 19L/R)
GG513
MAX 205 KT
5910
ARP
GG626
GG625
FL108
GG523
5090
GG620
(IAF RWYS 20L/R)
GG511
MAX 205 KT
3940
4500
GG624
GG619
GG623
GG618
281°
GG617
GG616
GG522
3200
GG615
GG621
MAX 205 KT
MHA 6890
GG614
(IAF RWYS 01L/R)
GG612
MAX 205 KT
6890
or by ATC
(IAF RWYS 02L/R)
GG611
MAX 205 KT
5910
or by ATC
6000
4000
2000
CONTOUR INTERVALS

ENVIP 1
RNAV ARRIVAL
(ALL RWYS)

GUANGZHOU, PR OF CHINA
RNAV STAR

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

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

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

1. RADAR required for RNAV 1.
2. While independent operation implemented, actual flight altitude instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
4. CDO available with ATC clearance for RWYS 01L/R & 02L/R. CDO operation time 0100-0600LT. Conduct approach or by ATC when flying over GG612. CDO terminated once ATC give heading instruction.

FL CONVERSION

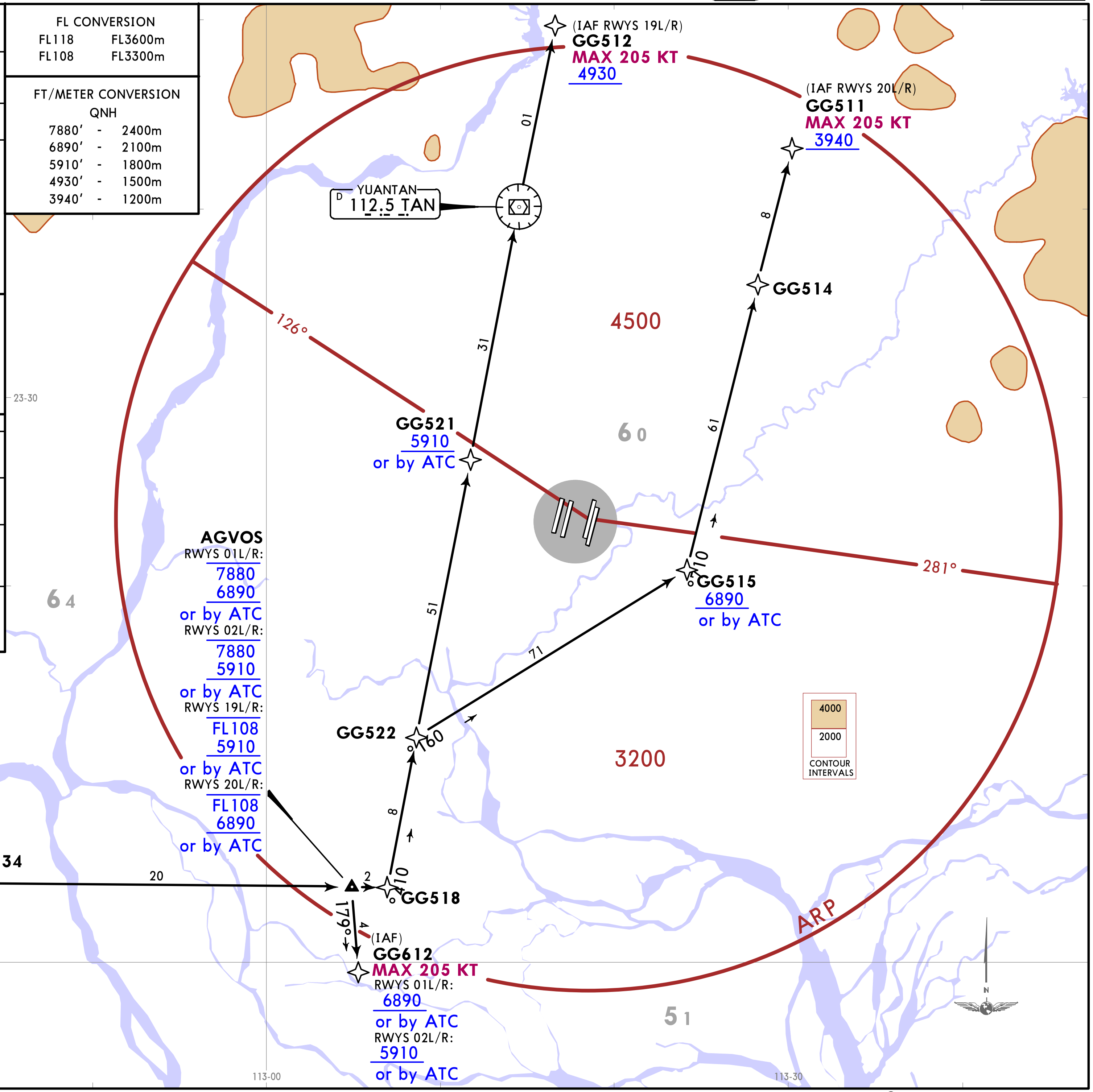
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION QNH

7880'	2400m
6890'	2100m
5910'	1800m
4930'	1500m
3940'	1200m

GYA 1 RNAV ARRIVAL (ALL RWYS)

RWY	ROUTING
01L/R	GYA - GG534 - AGVOS (7880-; 6890+ or by ATC) - GG612 (K205-; 6890+ or by ATC).
02L/R	GYA - GG534 - AGVOS (7880-; 5910+ or by ATC) - GG612 (K205-; 5910+ or by ATC).
19L/R	GYA - GG534 - AGVOS (FL108-; 5910+ or by ATC) - GG518 - GG522 - GG521 (5910+ or by ATC) - TAN - GG512 (K205-; 4930+).
20L/R	GYA - GG534 - AGVOS (FL108-; 6890+ or by ATC) - GG518 - GG522 - GG515 (6890+ or by ATC) - GG514 - GG511 (K205-; 3940+).



CHANGES: RNAV STAR completely revised.

GUANGZHOU, PR OF CHINA

RNAV STAR

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

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

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

1. RADAR required for RNAV 1.
2. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

GYA 2
RNAV ARRIVAL
(RWYS 01L/R, 02L/R)
BY ATC

RWY	ROUTING
01L/R	GYA - GG634 - GG613 (K205-; 6890+ or by ATC).
02L/R	GYA - GG634 - GG613 (K205-; 5910+ or by ATC).

FL CONVERSION

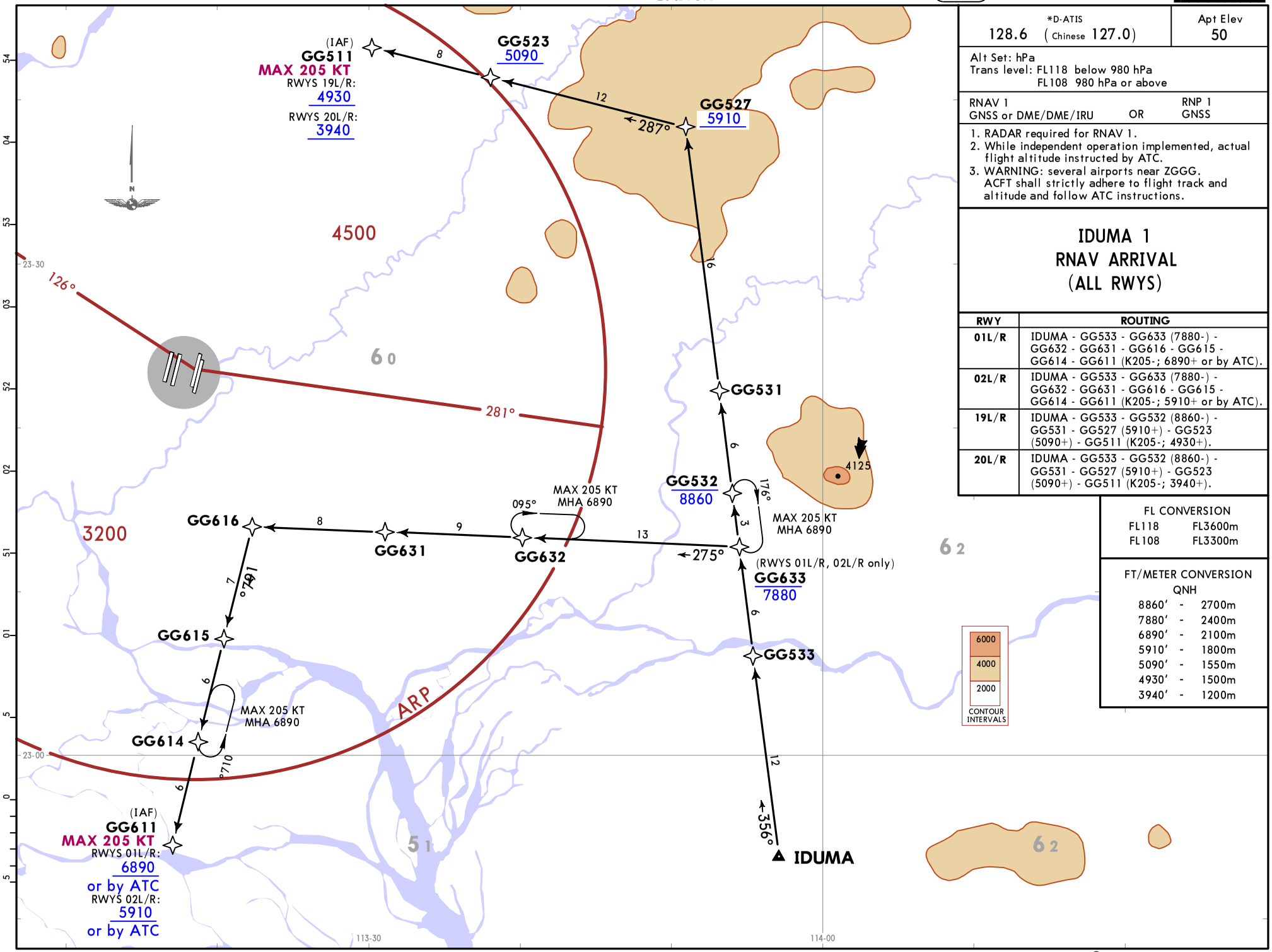
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION
QNH

6890′	-	2100m
5910′	-	1800m

126°
281°
4500
3200
ARP
6 0
6 4
6 1
5 1
4000
2000
CONTOUR INTERVALS
3183
D GAOYAO
116.5 GYA
133°
12
GG634
094°
22
(IAF)
GG613
MAX 205 KT
RWYS 01L/R:
6890
or by ATC
RWYS 02L/R:
5910
or by ATC
23-30
23-00
112-30
113-00
113-30

CHANGES: RNAV STAR completely revised.



*D-ATIS
128.6 (Chinese 127.0)

Apt Elev
50

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

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

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

IDUMA 1
RNAV ARRIVAL
(ALL RWYS)

RWY	ROUTING
01L/R	IDUMA - GG533 - GG633 (7880-) - GG632 - GG631 - GG616 - GG615 - GG614 - GG611 (K205-; 6890+ or by ATC).
02L/R	IDUMA - GG533 - GG633 (7880-) - GG632 - GG631 - GG616 - GG615 - GG614 - GG611 (K205-; 5910+ or by ATC).
19L/R	IDUMA - GG533 - GG532 (8860-) - GG531 - GG527 (5910+) - GG523 (5090+) - GG511 (K205-; 4930+).
20L/R	IDUMA - GG533 - GG532 (8860-) - GG531 - GG527 (5910+) - GG523 (5090+) - GG511 (K205-; 3940+).

FL CONVERSION

FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION
QNH

8860′	-	2700m
7880′	-	2400m
6890′	-	2100m
5910′	-	1800m
5090′	-	1550m
4930′	-	1500m
3940′	-	1200m

CHANGES: RNAV STAR completely revised.

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

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

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

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

IKAVO 1
RNAV ARRIVAL
(ALL RWYS)

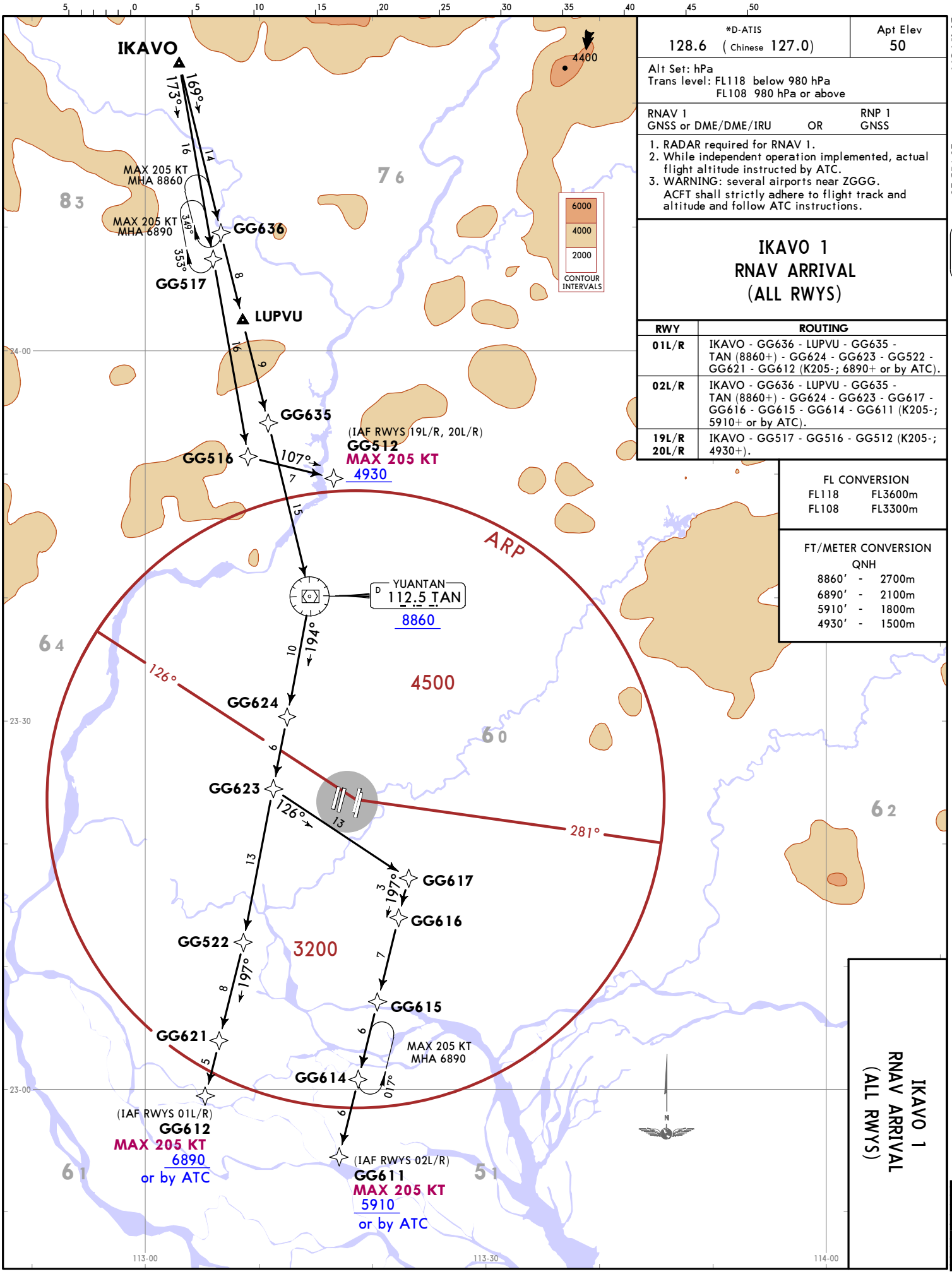
RWY	ROUTING
01L/R	IKAVO - GG636 - LUPVU - GG635 - TAN (8860+) - GG624 - GG623 - GG522 - GG621 - GG612 (K205-; 6890+ or by ATC).
02L/R	IKAVO - GG636 - LUPVU - GG635 - TAN (8860+) - GG624 - GG623 - GG617 - GG616 - GG615 - GG614 - GG611 (K205-; 5910+ or by ATC).
19L/R 20L/R	IKAVO - GG517 - GG516 - GG512 (K205-; 4930+).

FL CONVERSION

FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION
QNH

8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m



IKAVO 1
RNAV ARRIVAL
(ALL RWYS)

GUANGZHOU, PR OF CHINA
RNAV STAR

CHANGES: Distance GG636 - LUPVU.

CHANGES: None.

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

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

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

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

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

ATC APPROVAL NEEDED
ONLY USED FOR PMS

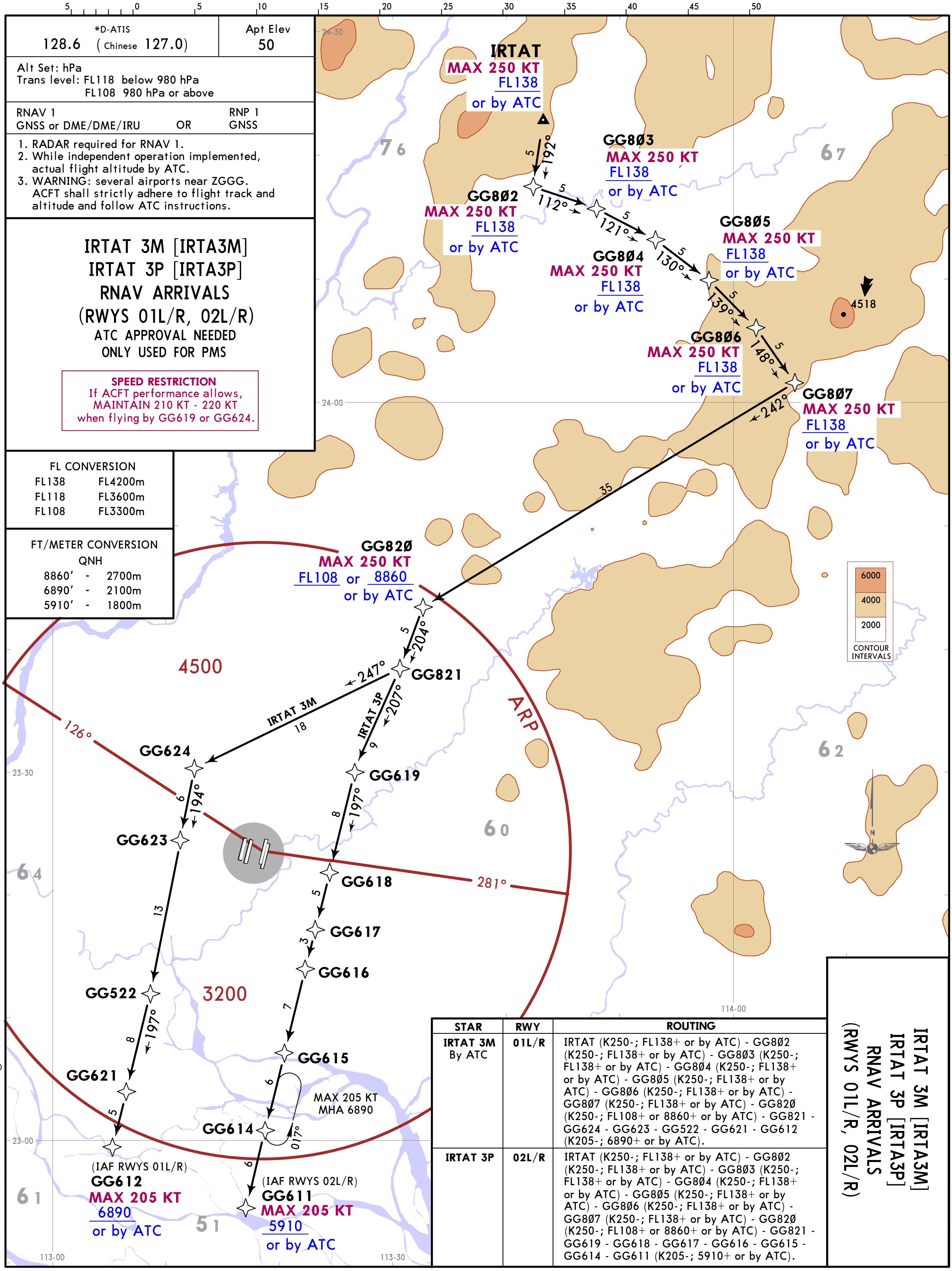
SPEED RESTRICTION
If ACFT performance allows, MAINTAIN 210 KT - 220 KT when flying by GG619 or GG624.

FL CONVERSION

FL138	FL4200m
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION
QNH

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



STAR	RWY	ROUTING
IRTAT 3M By ATC	01L/R	IRTAT (K250-; FL138+ or by ATC) - GG802 (K250-; FL138+ or by ATC) - GG803 (K250-; FL138+ or by ATC) - GG804 (K250-; FL138+ or by ATC) - GG805 (K250-; FL138+ or by ATC) - GG806 (K250-; FL138+ or by ATC) - GG807 (K250-; FL138+ or by ATC) - GG820 (K250-; FL108+ or 8860+ or by ATC) - GG821 - GG624 - GG623 - GG522 - GG621 - GG612 (K205-; 6890+ or by ATC).
IRTAT 3P	02L/R	IRTAT (K250-; FL138+ or by ATC) - GG802 (K250-; FL138+ or by ATC) - GG803 (K250-; FL138+ or by ATC) - GG804 (K250-; FL138+ or by ATC) - GG805 (K250-; FL138+ or by ATC) - GG806 (K250-; FL138+ or by ATC) - GG807 (K250-; FL138+ or by ATC) - GG820 (K250-; FL108+ or 8860+ or by ATC) - GG821 - GG619 - GG618 - GG617 - GG616 - GG615 - GG614 - GG611 (K205-; 5910+ or by ATC).

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

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

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

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

1. RADAR required for RNAV 1.
2. While independent operation implemented, actual flight altitude instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.
4. CDO available with ATC clearance for RWYS 19L/R. CDO operation time 0100-0600LT. Conduct approach or by ATC when flying over GG513. CDO terminated once ATC give heading instruction.

OLPAB 1 RNAV ARRIVAL (ALL RWYS)

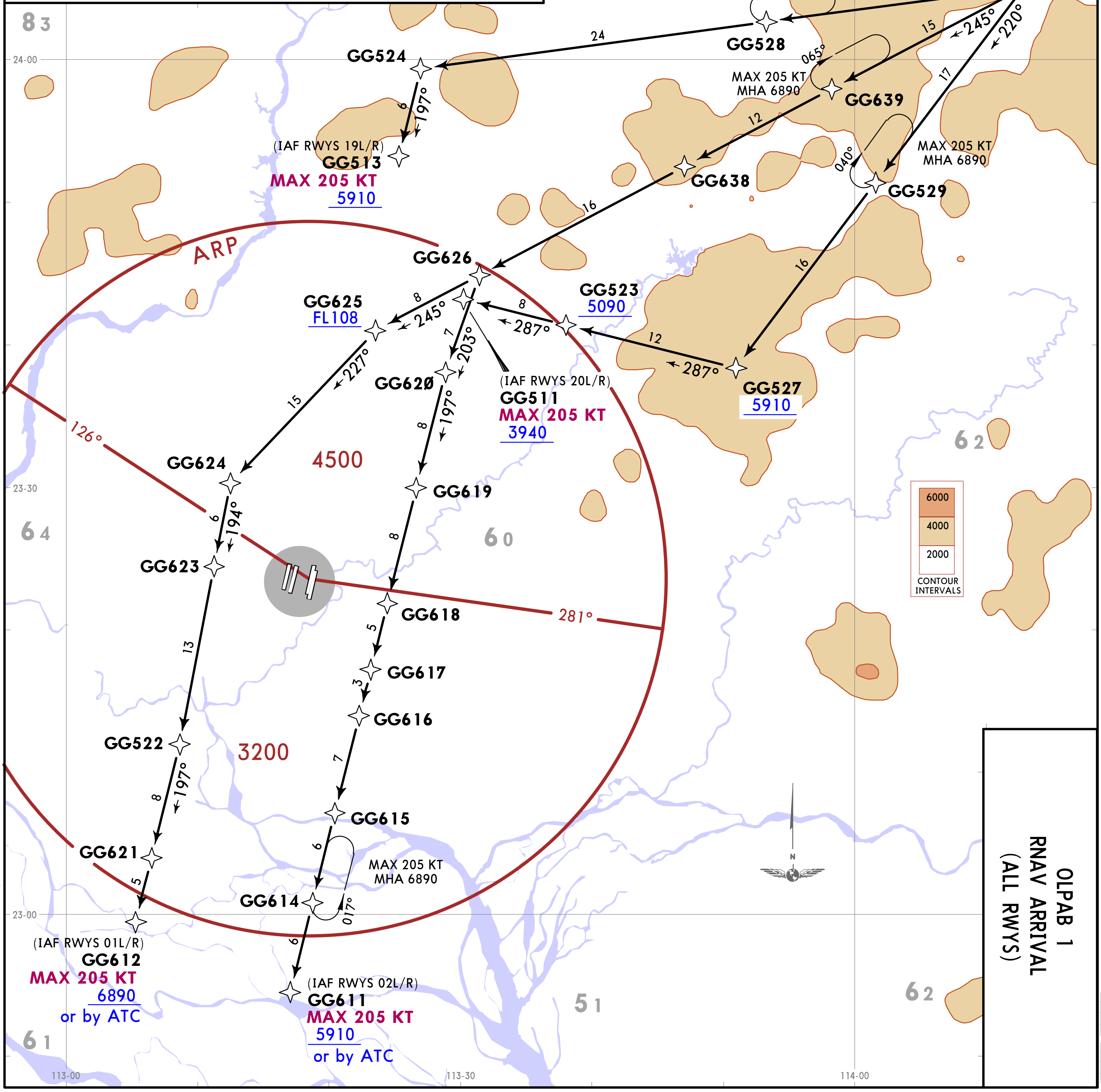
RWY	ROUTING
01L/R	OLPAB - GG639 - GG638 - GG626 - GG625 (FL108+) - GG624 - GG623 - GG522 - GG621 - GG612 (K205-; 6890+ or by ATC).
02L/R	OLPAB - GG639 - GG638 - GG626 - GG620 - GG619 - GG618 - GG617 - GG616 - GG615 - GG614 - GG611 (K205-; 5910+ or by ATC).
19L/R	OLPAB - GG528 - GG524 - GG513 (K205-; 5910+).
20L/R	OLPAB - GG529 - GG527 (5910+) - GG523 (5090+) - GG511 (K205-; 3940+).

FL CONVERSION

FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION QNH

6890'	2100m
5910'	1800m
5090'	1550m
3940'	1200m



OLPAB 1 RNAV ARRIVAL (ALL RWYS)

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

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

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

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

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

ATC APPROVAL NEEDED
ONLY USED FOR PMS

SPEED RESTRICTION
If ACFT performance allows, MAINTAIN 210 KT - 220 KT when flying by GG619 or GG624.

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FL108	FL3300m

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

GG819
MAX 250 KT
FL148
or by ATC

GG818
MAX 250 KT
FL148
or by ATC

GG816
MAX 250 KT
FL148
or by ATC

GG817
MAX 250 KT
FL148
or by ATC

GG815
MAX 250 KT
FL148
or by ATC

GG814
MAX 250 KT
FL148
or by ATC

OLPAB
MAX
250 KT
FL148
or by ATC

GG820
MAX 250 KT
FL108 or 8860
or by ATC

GG821

GG624

GG623

GG522

GG621

GG612
MAX 205 KT
6890
or by ATC

GG619

GG618

GG617

GG616

GG615

GG614

GG611
MAX 205 KT
5910
or by ATC

MAX 205 KT
MHA 6890

(IAF RWYS 01L/R)

(IAF RWYS 02L/R)

OLPAB 3M

OLPAB 3P

ARP

4500

3200

4518

6000
4000
2000
CONTOUR INTERVALS

STAR	RWY	ROUTING
OLPAB 3M By ATC	01L/R	OLPAB (K250-; FL148+ or by ATC) - GG814 (K250-; FL148+ or by ATC) - GG815 (K250-; FL148+ or by ATC) - GG816 (K250-; FL148+ or by ATC) - GG817 (K250-; FL148+ or by ATC) - GG818 (K250-; FL148+ or by ATC) - GG819 (K250-; FL148+ or by ATC) - GG820 (K250-; FL108+ or 8860+ or by ATC) - GG821 - GG624 - GG623 - GG522 - GG621 - GG612 (K205-; 6890+ or by ATC).
OLPAB 3P	02L/R	OLPAB (K250-; FL148+ or by ATC) - GG814 (K250-; FL148+ or by ATC) - GG815 (K250-; FL148+ or by ATC) - GG816 (K250-; FL148+ or by ATC) - GG817 (K250-; FL148+ or by ATC) - GG818 (K250-; FL148+ or by ATC) - GG819 (K250-; FL148+ or by ATC) - GG820 (K250-; FL108+ or 8860+ or by ATC) - GG821 - GG619 - GG618 - GG617 - GG616 - GG615 - GG614 - GG611 (K205-; 5910+ or by ATC).

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

ZGGG/CAN
BAIYUN

JEPPESEN
17 JAN 25 (20-2J)
Eff 22 Jan 1600Z

GUANGZHOU, PR OF CHINA

RNAV STAR

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA
17 JAN 25 20-2K Eff 22 Jan 1600Z
STAR

*D-ATIS
128.6
(Chinese 127.0)

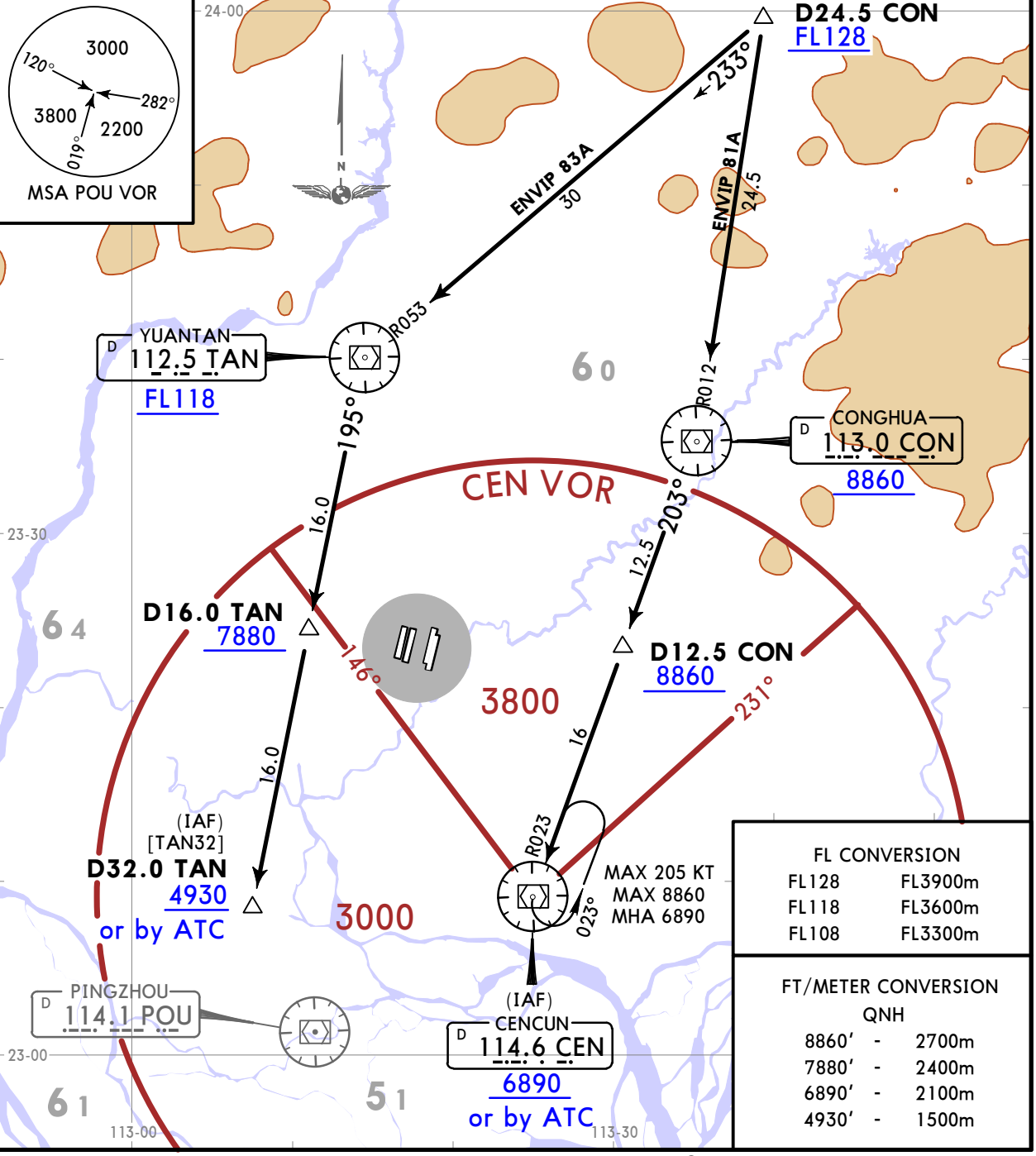
Apt Elev
50

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

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

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

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



FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL108	FL3300m

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

CHANGES: RWY layout & designation, bearings, chart reindexed.

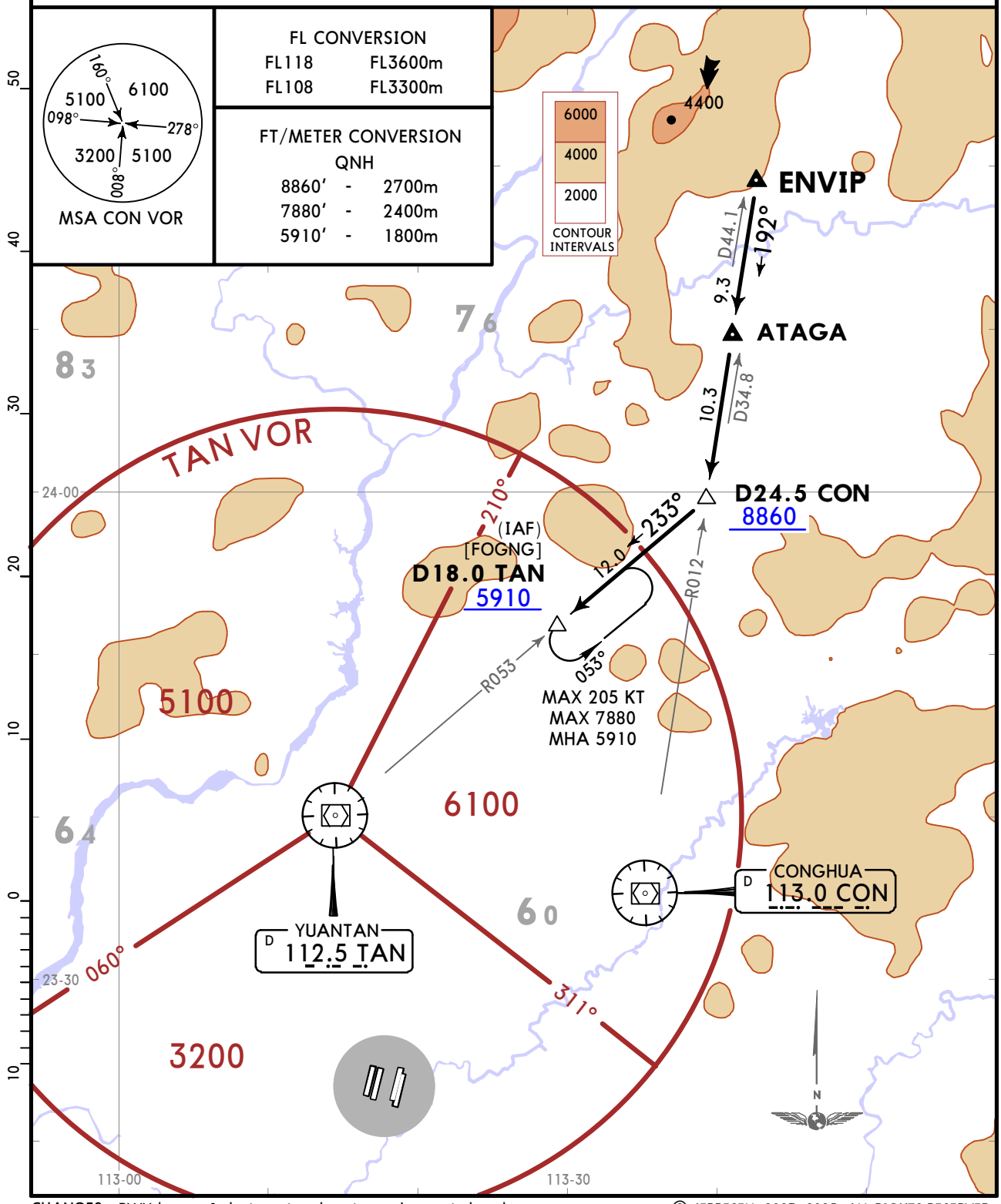
*D-ATIS
128.6 (Chinese 127.0)

Apt Elev
50

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

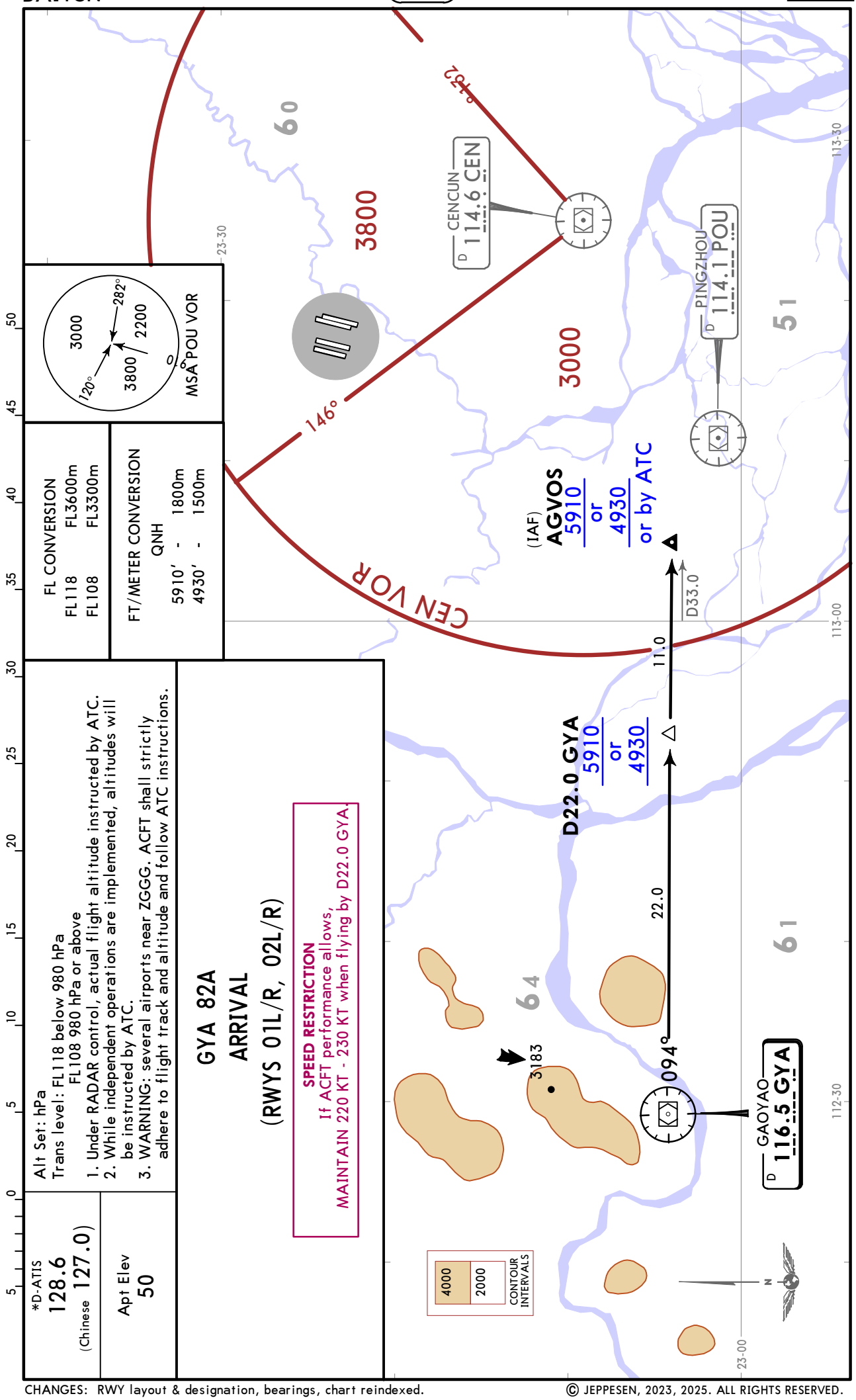
ENVIP 91A [ENV91A]
ARRIVAL
(RWYS 19L/R, 20L/R)

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



ZGGG/CAN
BAIYUN

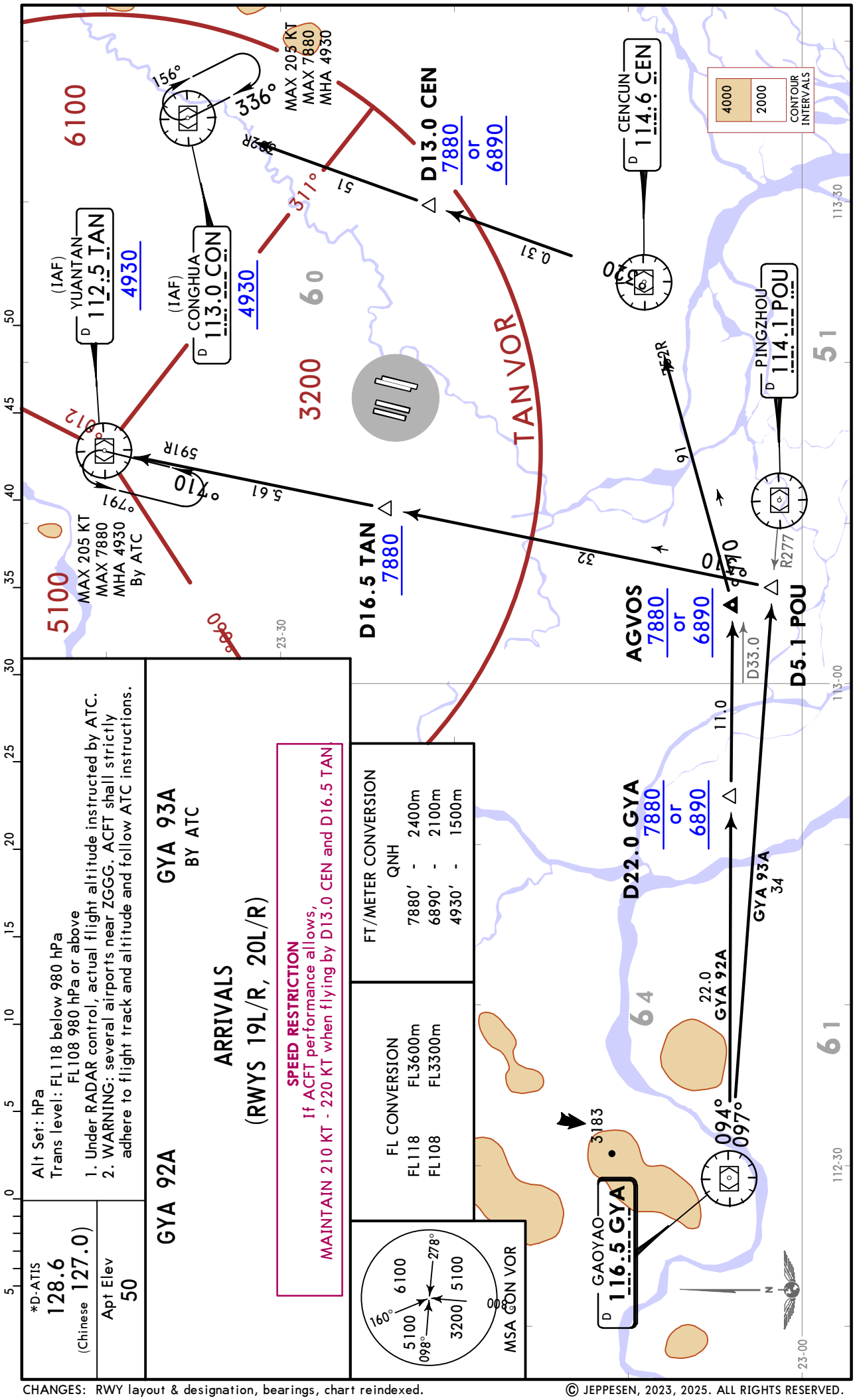
JEPPESEN GUANGZHOU, PR OF CHINA
17 JAN 25 20-2M Eff 22 Jan 1600Z
STAR



ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA

17 JAN 25 | 20-2N | Eff 22 Jan 1600Z | STAR



CHANGES: RWY layout & designation, bearings, chart reindexed.

*D-ATIS
128.6
(Chinese 127.0)

Apt Elev
50

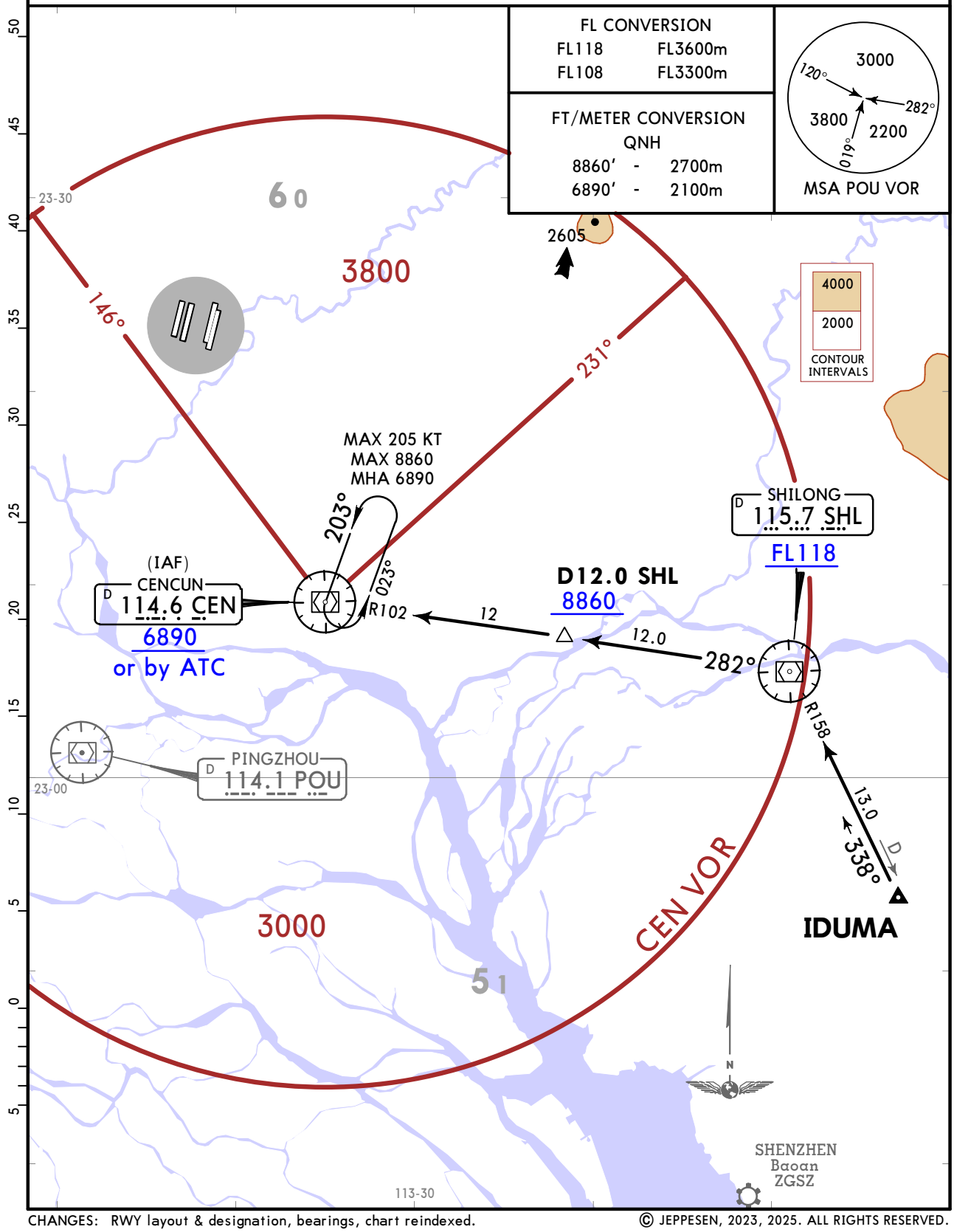
Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
1. Under RADAR control, actual flight altitude instructed by ATC.
2. While independent operations are implemented, altitudes will be instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track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

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

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

MSA POU VOR
3000
3800
2200
120°
282°
019°



CHANGES: RWY layout & designation, bearings, chart reindexed.

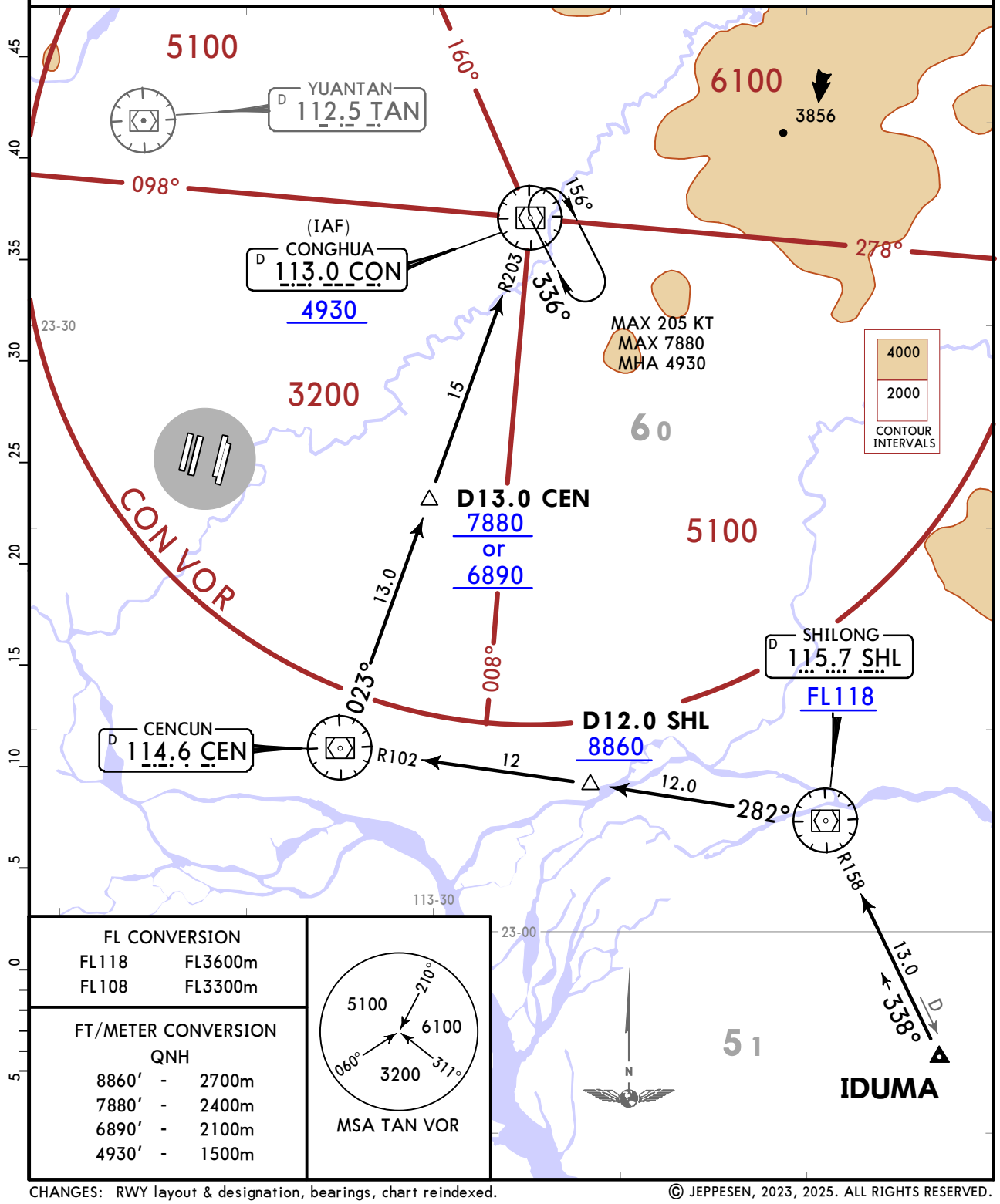
*D-ATIS
128.6
(Chinese 127.0)

Apt Elev
50

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

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

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



FL CONVERSION

FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION
QNH

8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
4930'	-	1500m

MSA TAN VOR

CHANGES: RWY layout & designation, bearings, chart reindexed.

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA
17 JAN 25 | 20-2S | Eff 22 Jan 1600Z | STAR

*D-ATIS
128.6
(Chinese 127.0)

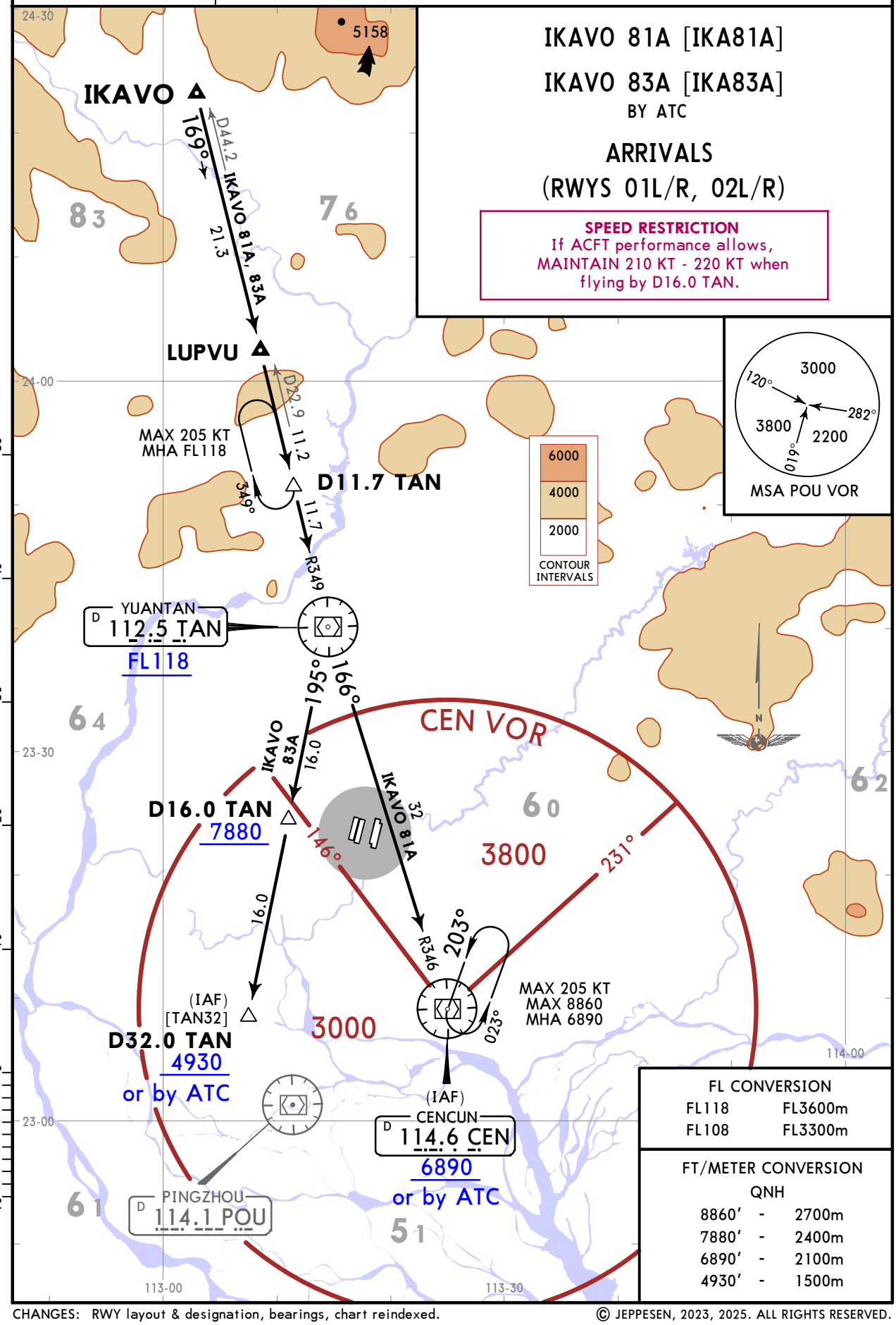
Apt Elev
50

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

IKAVO 81A [IKA81A]
IKAVO 83A [IKA83A]
BY ATC

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

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



FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

FT/METER CONVERSION
QNH

8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
4930'	-	1500m

CHANGES: RWY layout & designation, bearings, chart reindexed.

*D-ATIS
128.6 (Chinese 127.0)

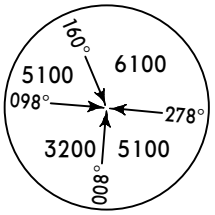
Apt Elev
50

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

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

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

FT/METER CONVERSION
QNH
5910' - 1800m



MSA CON VOR

IKAVO
(TAN D44.2)
169°
21.3
LUPVU
(TAN D22.9)
141°
9
(IAF)
[CON28]
D28.0 CON
5910
R321
210°
TAN VOR
YUANTAN
D 112.5 TAN
CONGHUA
D 113.0 CON
060°
311°
6000
4000
2000
CONTOUR INTERVALS
5100
6100
3200
83
76
64
60
24-00
23-30
113-00
113-30

CHANGES: RWY layout & designation, bearings, chart reindexed.

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA

17 JAN 25 | 20-2U | Eff 22 Jan 1600Z | STAR

*D-ATIS
128.6
(Chinese 127.0)

Apt Elev
50

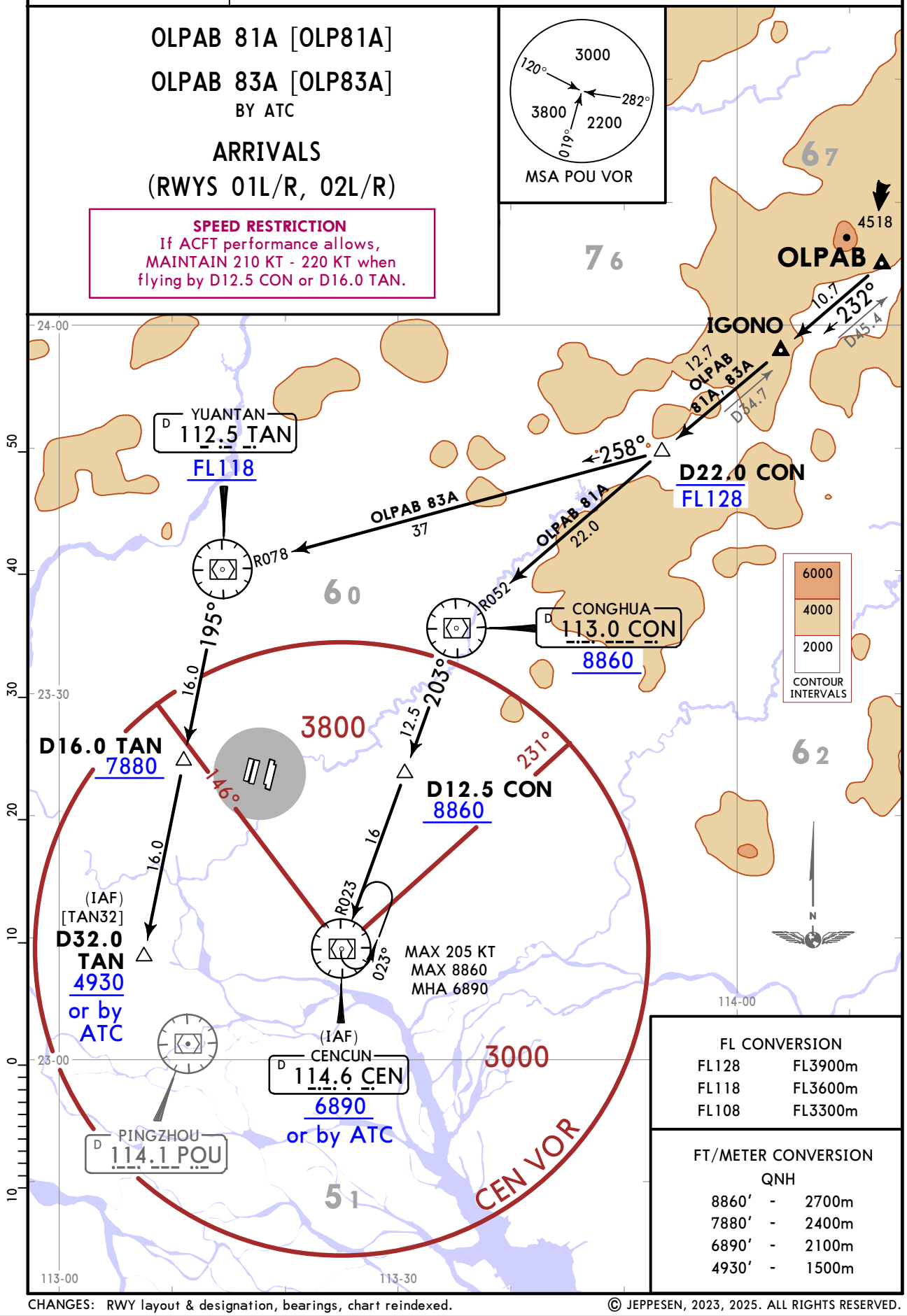
Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
1. Under RADAR control, actual flight altitude instructed by ATC.
2. While independent operations are implemented, altitudes will be instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track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

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

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

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

MSA POU VOR



FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL108	FL3300m

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

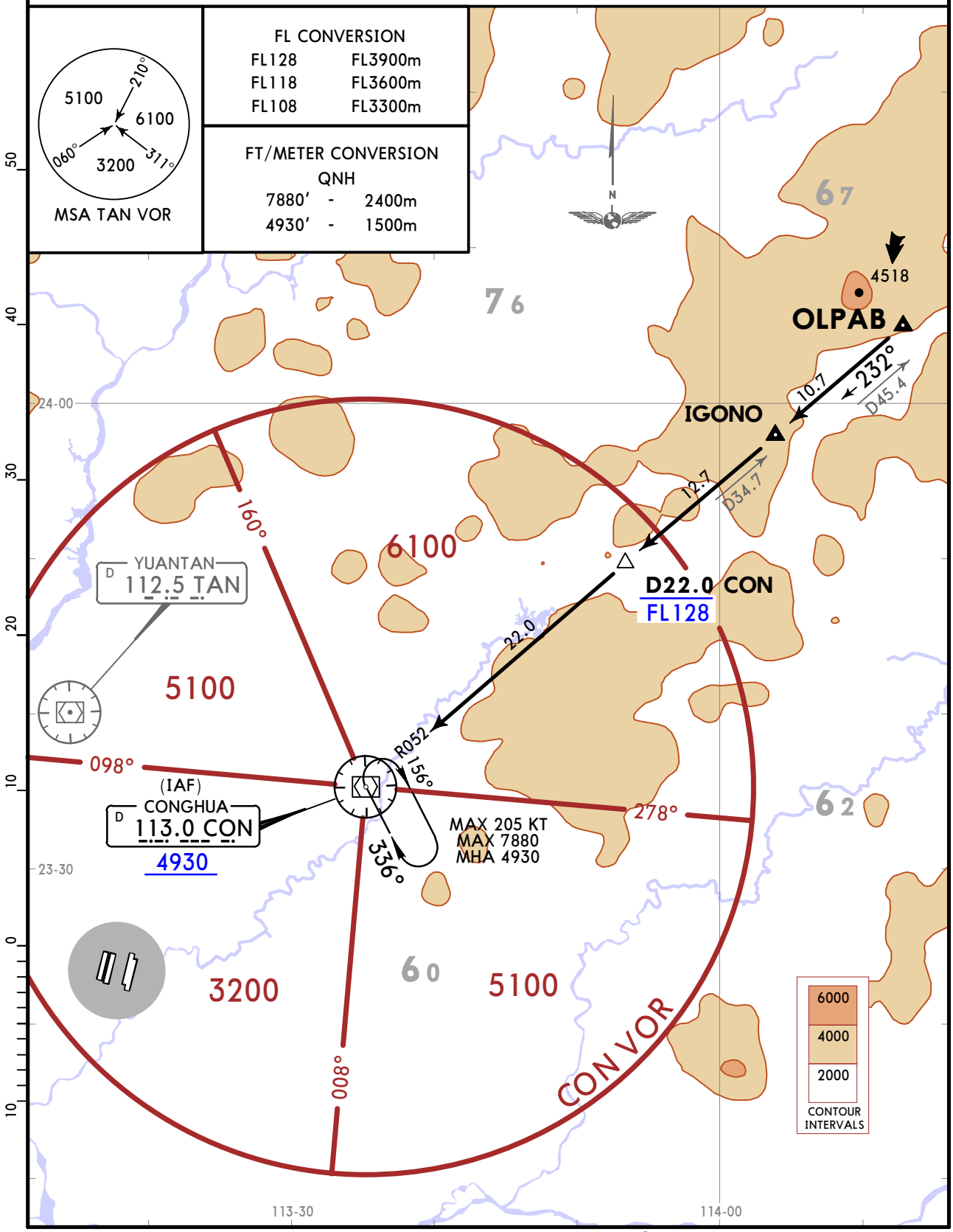
CHANGES: RWY layout & designation, bearings, chart reindexed.

*D-ATIS
128.6
(Chinese 127.0)

Apt Elev
50

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

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



CHANGES: RWY layout & designation, bearings, chart reindexed.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306

*GUANGZHOU Approach/APP02	Apt Elev
119.7	50

Trans alt: 8860

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

1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. RWYS 01L/R, 02L, 19L: No turn before DER.
4. RWYS 19R, 20L/R: Adjust track after flying over DER and reaching 500.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

AGVIL 1 [AGVIL1]
RNAV DEPARTURE
(ALL RWYS)

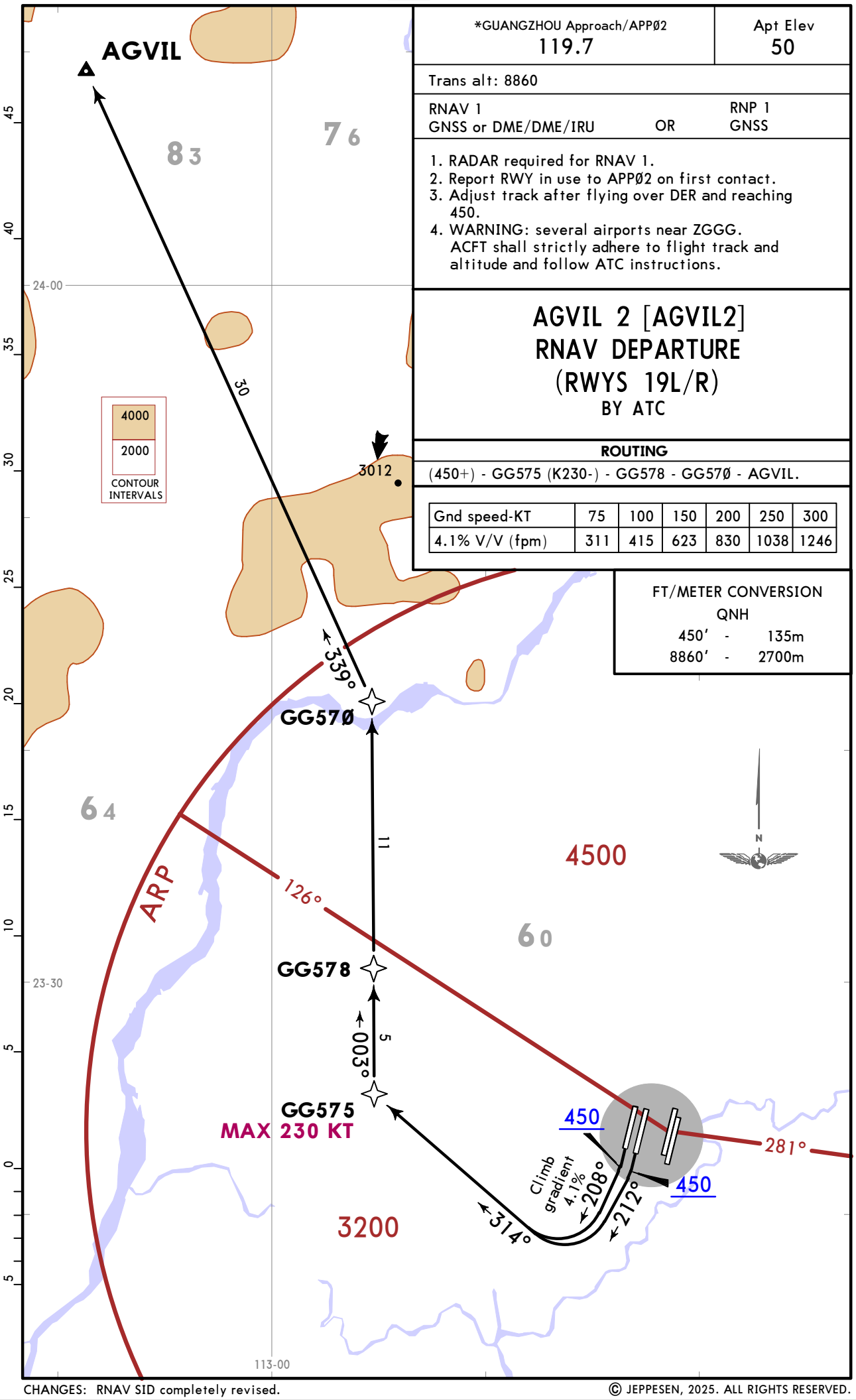
RWY	ROUTING
01L	GG688 (K230-) - GG662 - GG672 - GG684 - AGVIL.
01R	GG661 (K230-) - GG662 - GG672 - GG684 - AGVIL.
02L/R	GG677 - GG675 - GG678 - GG685 - AGVIL.
19L	GG561 - GG572 (5910+) - POU (5910+) - AGVOS (K230-) - GG574 - GG583 - GG575 - GG578 - GG570 - AGVIL.
19R	(500+) - GG561 - GG572 (5910+) - POU (5910+) - AGVOS (K230-) - GG574 - GG583 - GG575 - GG578 - GG570 - AGVIL.
20L/R	(500+) - GG576 (K230-) - GG564 - GG565 - GG569 (8860+) - GG571 - AGVIL.

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

AGVIL
GG685
GG684
GG678
GG672
GG570
GG571
GG662
GG661
MAX 230 KT
GG688
MAX 230 KT
GG675
GG677
GG569
8860
GG578
GG575
GG583
GG574
GG572
5910
AGVOS
MAX 230 KT
GG561
GG576
MAX 230 KT
GG564
GG565
500
500
(RWYS 02L/R only)
(RWY 01L only)
ARP
3012
4000
2000
CONTOUR INTERVALS
4500
3200
Climb gradient RWY 01L: 3.6% RWY 01R: 3.9%
Climb gradient 3.9%
Climb gradient 3.6%
Climb gradient RWY 02L: 4.3% RWY 02R: 4.2%
Climb gradient 4.1%
(Fly-over)
PINGZHOU
114.1 POU
5910

AGVIL 1 [AGVIL1]
RNAV DEPARTURE
(ALL RWYS)

GUANGZHOU, PR OF CHINA
RNAV SID



*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

Trans alt: 8860

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

1. RADAR required for RNAV 1.
2. Report RWY in use to APPØ2 on first contact.
3. Adjust track after flying over DER and reaching 450.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

AGVIL 2 [AGVIL2]
RNAV DEPARTURE
(RWYS 19L/R)
BY ATC

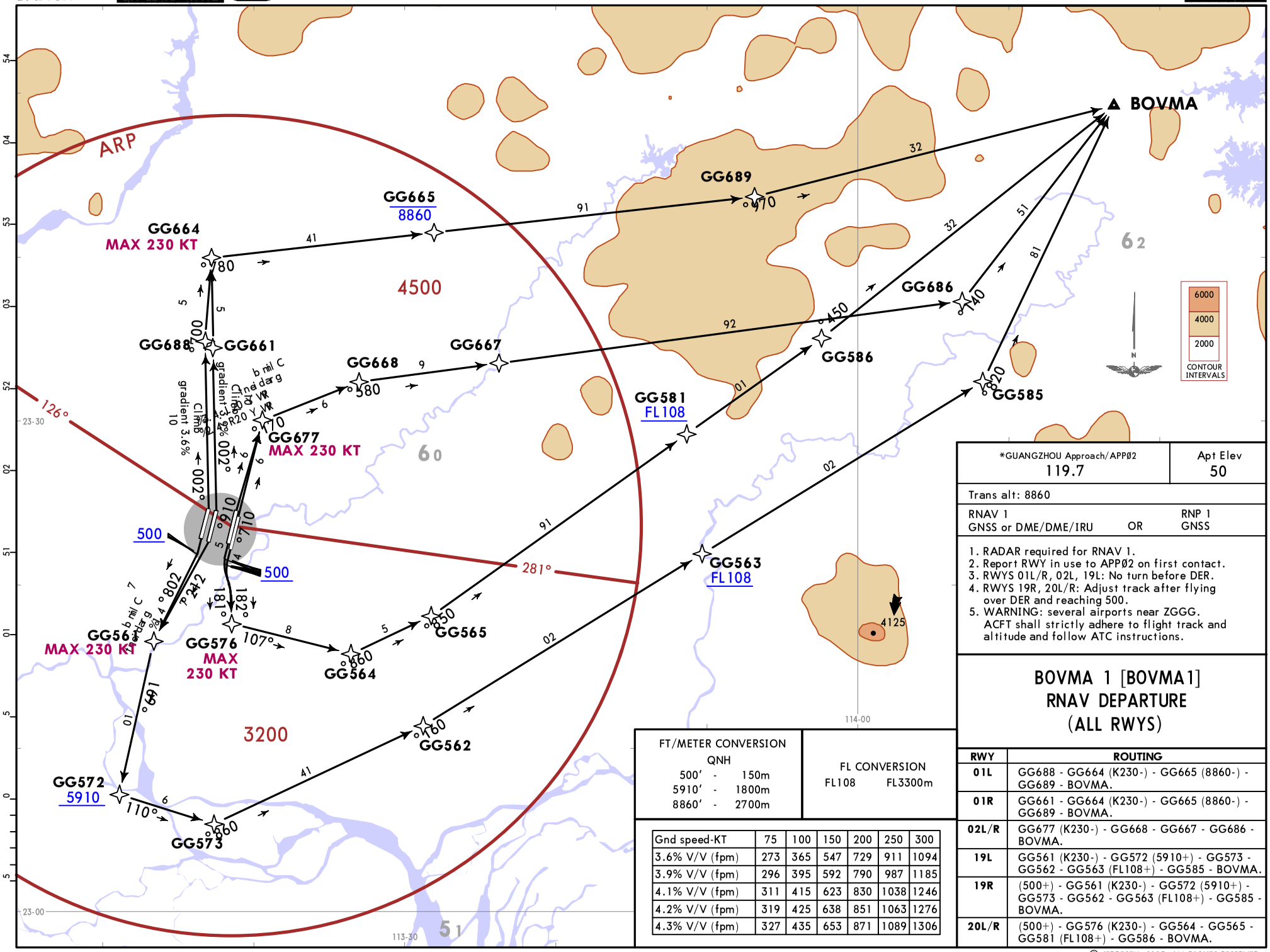
ROUTING

(450+) - GG575 (K230-) - GG578 - GG57Ø - AGVIL.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

FT/METER CONVERSION
QNH
450′ - 135m
8860′ - 2700m

CHANGES: RNAV SID completely revised.



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

1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. RWYS 01L/R, 02L, 19L: No turn before DER.
4. RWYS 19R, 20L/R: Adjust track after flying over DER and reaching 500.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

BOVMA 1 [BOVMA1] RNAV DEPARTURE (ALL RWYS)

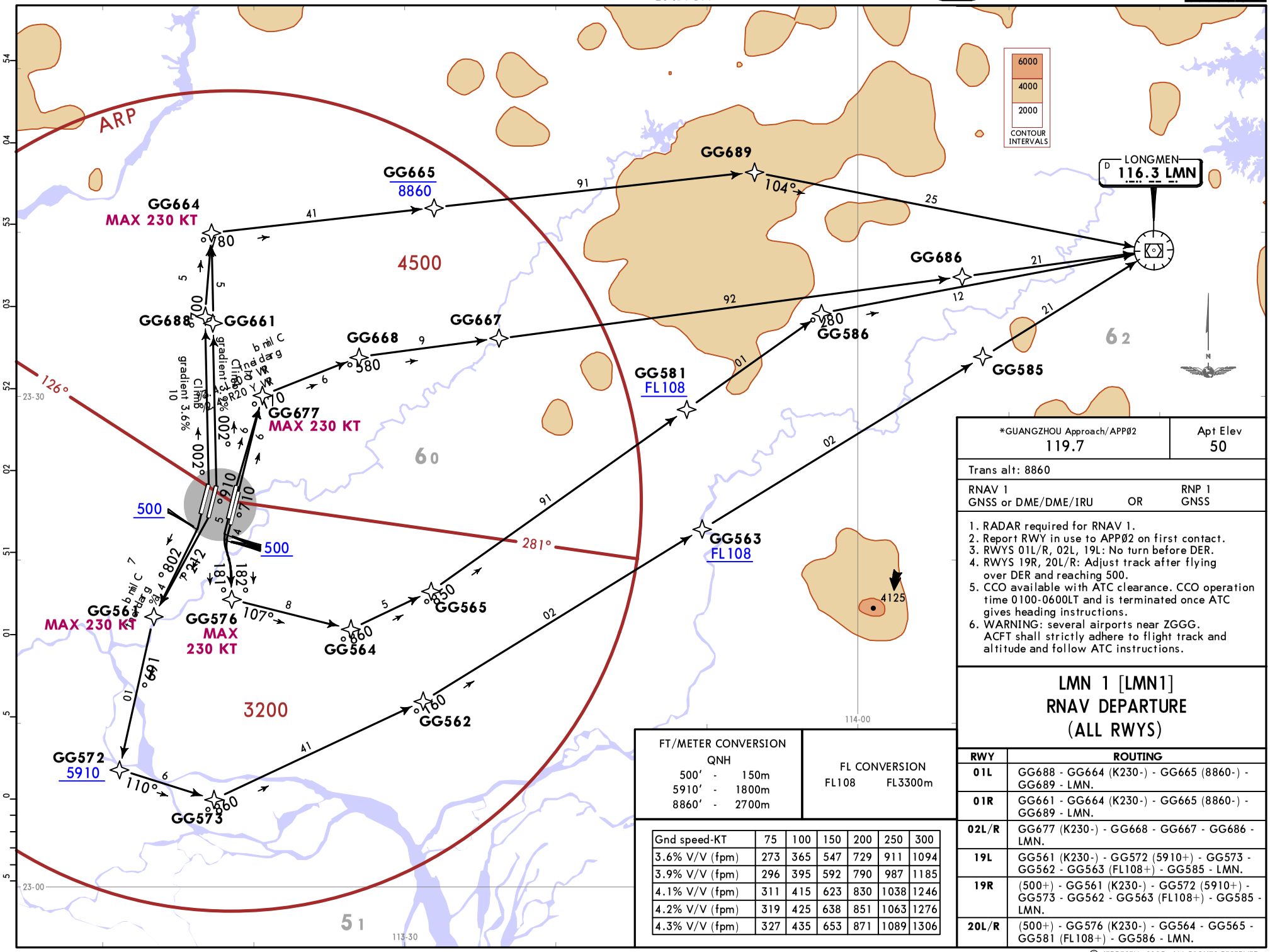
RWY	ROUTING
01L	GG688 - GG664 (K230-) - GG665 (8860-) - GG689 - BOVMA.
01R	GG661 - GG664 (K230-) - GG665 (8860-) - GG689 - BOVMA.
02L/R	GG677 (K230-) - GG668 - GG667 - GG686 - BOVMA.
19L	GG561 (K230-) - GG572 (5910+) - GG573 - GG562 - GG563 (FL108+) - GG585 - BOVMA.
19R	(500+) - GG561 (K230-) - GG572 (5910+) - GG573 - GG562 - GG563 (FL108+) - GG585 - BOVMA.
20L/R	(500+) - GG576 (K230-) - GG564 - GG565 - GG581 (FL108+) - GG586 - BOVMA.

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

FL CONVERSION
FL108 FL3300m

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306

CHANGES: RNAV SID completely revised.



*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

Trans alt: 8860

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

1. RADAR required for RNAV 1.
2. Report RWY in use to APPØ2 on first contact.
3. RWYS 01L/R, 02L, 19L: No turn before DER.
4. RWYS 19R, 20L/R: Adjust track after flying over DER and reaching 500.
5. CCO available with ATC clearance. CCO operation time 0100-0600LT and is terminated once ATC gives heading instructions.
6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

LMN 1 [LMN1]
RNAV DEPARTURE
(ALL RWYS)

RWY	ROUTING
01L	GG688 - GG664 (K230-) - GG665 (8860-) - GG689 - LMN.
01R	GG661 - GG664 (K230-) - GG665 (8860-) - GG689 - LMN.
02L/R	GG677 (K230-) - GG668 - GG667 - GG686 - LMN.
19L	GG561 (K230-) - GG572 (5910+) - GG573 - GG562 - GG563 (FL108+) - GG585 - LMN.
19R	(500+) - GG561 (K230-) - GG572 (5910+) - GG573 - GG562 - GG563 (FL108+) - GG585 - LMN.
20L/R	(500+) - GG576 (K230-) - GG564 - GG565 - GG581 (FL108+) - GG586 - LMN.

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

FL CONVERSION
FL108 FL3300m

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306

CHANGES: RNAV SID completely revised.

CHANGES: RNAV SID completely revised.

*GUANGZHOU Approach/APP02	Apt Elev
119.7	50

Trans alt: 8860

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

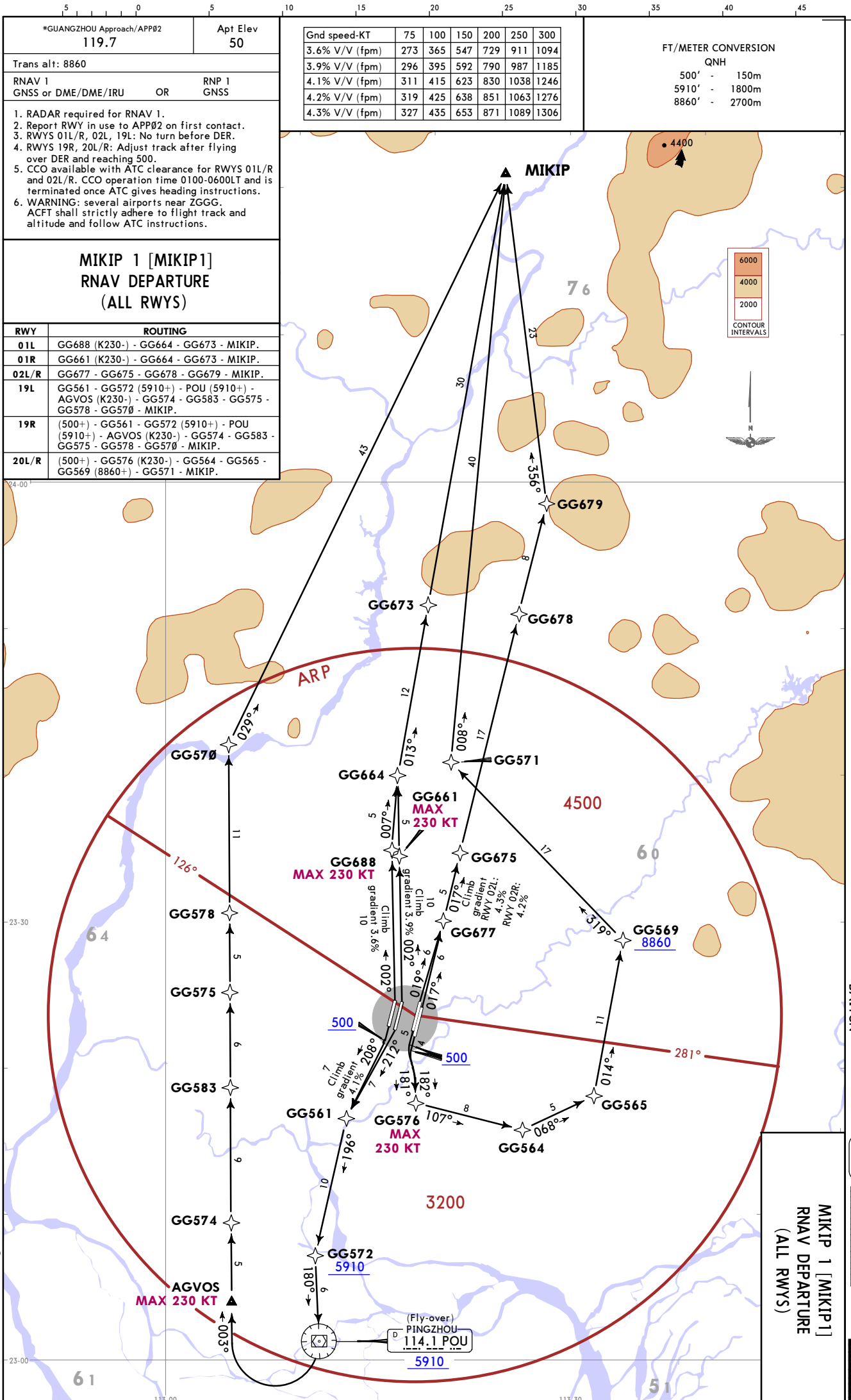
1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. RWYS 01L/R, 02L, 19L: No turn before DER.
4. RWYS 19R, 20L/R: Adjust track after flying over DER and reaching 500.
5. CCO available with ATC clearance for RWYS 01L/R and 02L/R. CCO operation time 0100-0600LT and is terminated once ATC gives heading instructions.
6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306

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

MIKIP 1 [MIKIP1]
RNAV DEPARTURE
(ALL RWYS)

RWY	ROUTING
01L	GG688 (K230-) - GG664 - GG673 - MIKIP.
01R	GG661 (K230-) - GG664 - GG673 - MIKIP.
02L/R	GG677 - GG675 - GG678 - GG679 - MIKIP.
19L	GG561 - GG572 (5910+) - POU (5910+) - AGVOS (K230-) - GG574 - GG583 - GG575 - GG578 - GG570 - MIKIP.
19R	(500+) - GG561 - GG572 (5910+) - POU (5910+) - AGVOS (K230-) - GG574 - GG583 - GG575 - GG578 - GG570 - MIKIP.
20L/R	(500+) - GG576 (K230-) - GG564 - GG565 - GG569 (8860+) - GG571 - MIKIP.



ZGGG/CAN
BAIYUN
JEPPESEN GUANGZHOU, PR OF CHINA
17 JAN 25 (20-3D)
Eff 22 Jan 1600Z
RNAV SID

MIKIP 1 [MIKIP1]
RNAV DEPARTURE
(ALL RWYS)

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

Trans alt: 8860

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

1. RADAR required for RNAV 1.
2. Report RWY in use to APPØ2 on first contact.
3. Adjust track after flying over DER and reaching 450.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

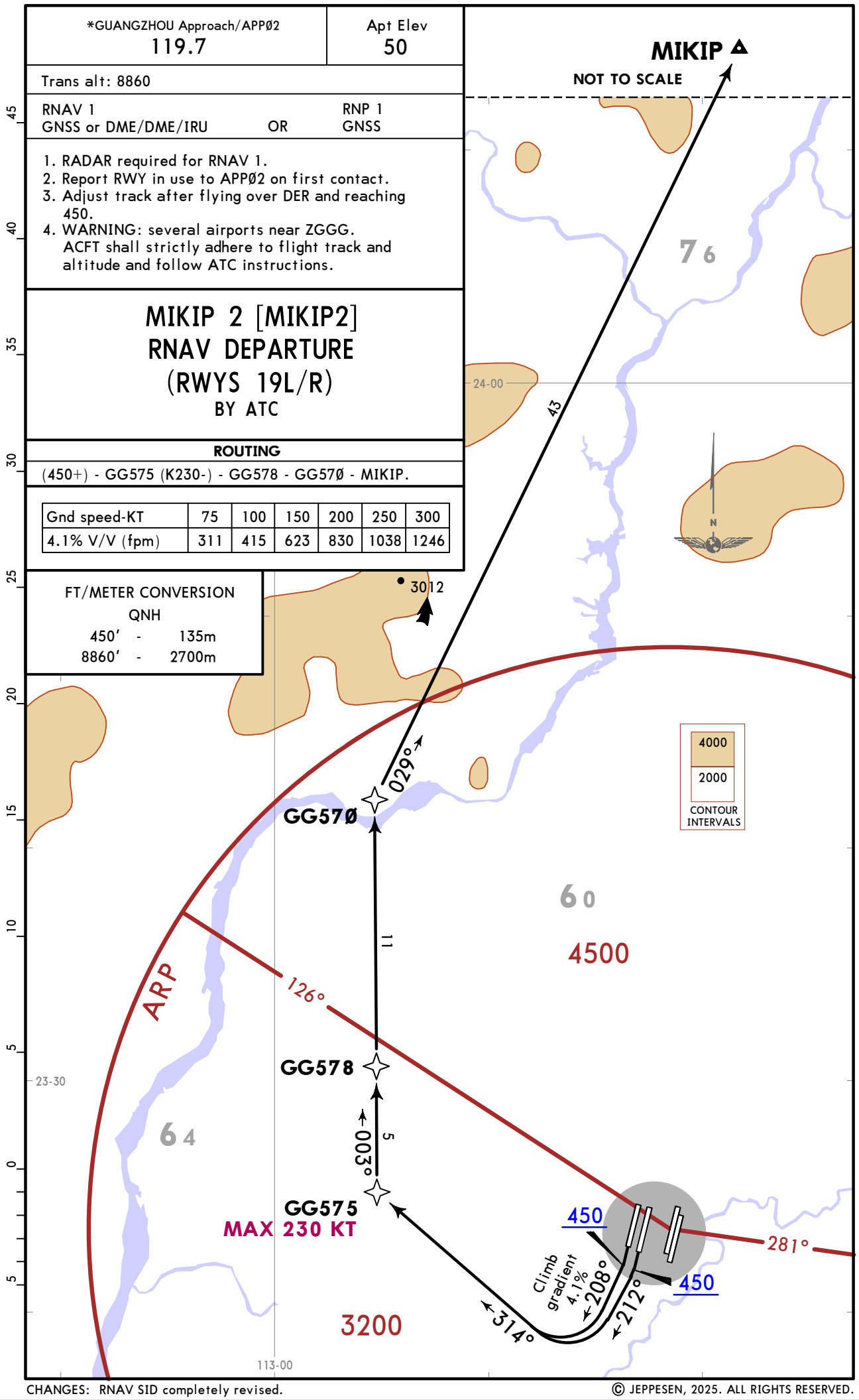
MIKIP 2 [MIKIP2]
RNAV DEPARTURE
(RWYS 19L/R)
BY ATC

ROUTING

(450+) - GG575 (K230-) - GG578 - GG57Ø - MIKIP.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

FT/METER CONVERSION
QNH
450' - 135m
8860' - 2700m



CHANGES: RNAV SID completely revised.

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

Trans alt: 8860

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

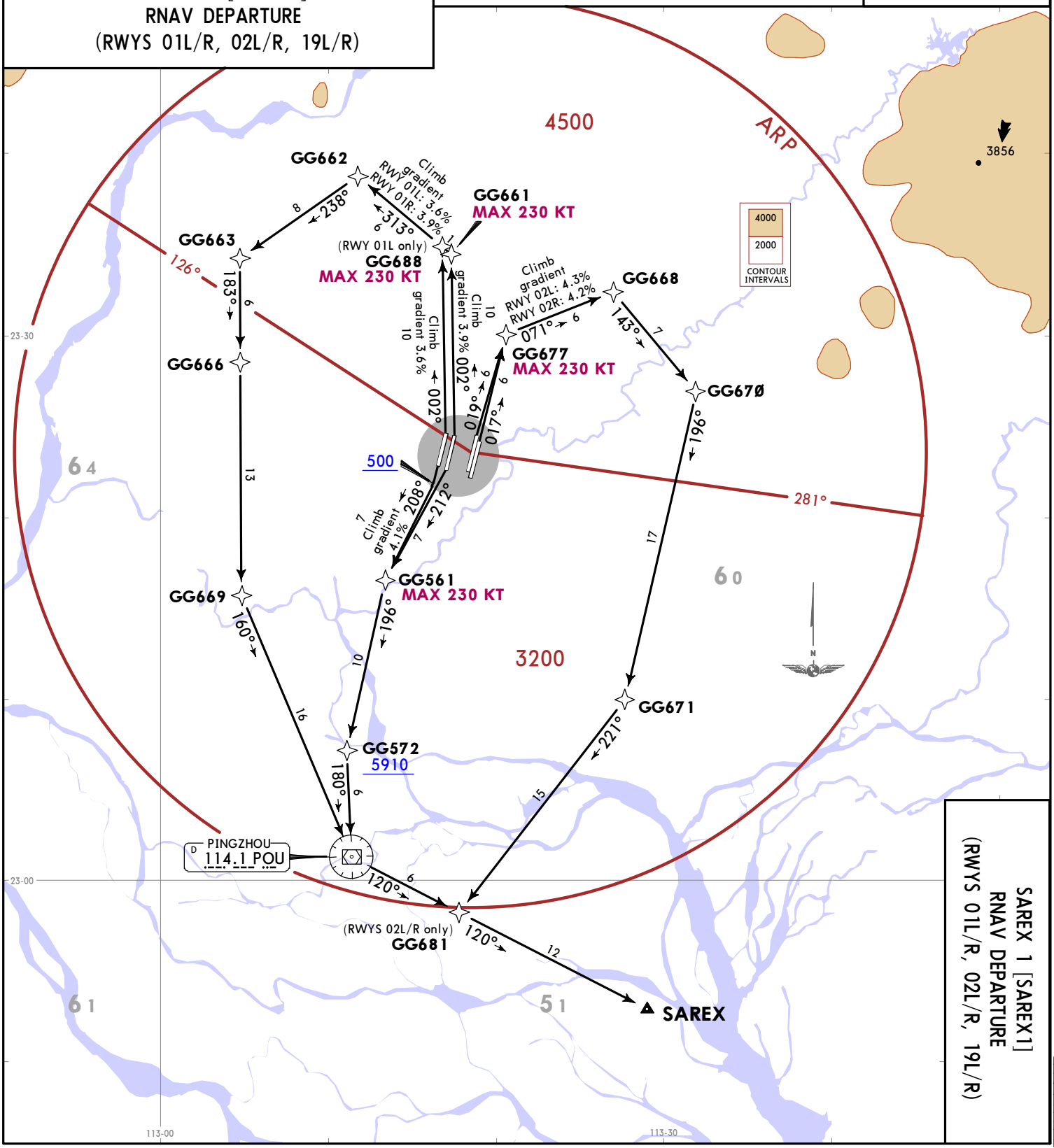
1. RADAR required for RNAV 1.
2. Report RWY in use to APPØ2 on first contact.
3. RWYS 01L/R, 02L, 19L: No turn before DER.
4. RWY 19R: Adjust track after flying over DER and reaching 500.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

RWY	ROUTING
01L	GG688 (K230-) - GG662 - GG663 - GG666 - GG669 - POU - SAREX.
01R	GG661 (K230-) - GG662 - GG663 - GG666 - GG669 - POU - SAREX.
02L/R	GG677 (K230-) - GG668 - GG67Ø - GG671 - GG681 - SAREX.
19L	GG561 (K230-) - GG572 (5910+) - POU - SAREX.
19R	(500+) - GG561 (K230-) - GG572 (5910+) - POU - SAREX.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306

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

SAREX 1 [SAREX1]
RNAV DEPARTURE
(RWYS 01L/R, 02L/R, 19L/R)



*GUANGZHOU Approach/APPØ2
119.7

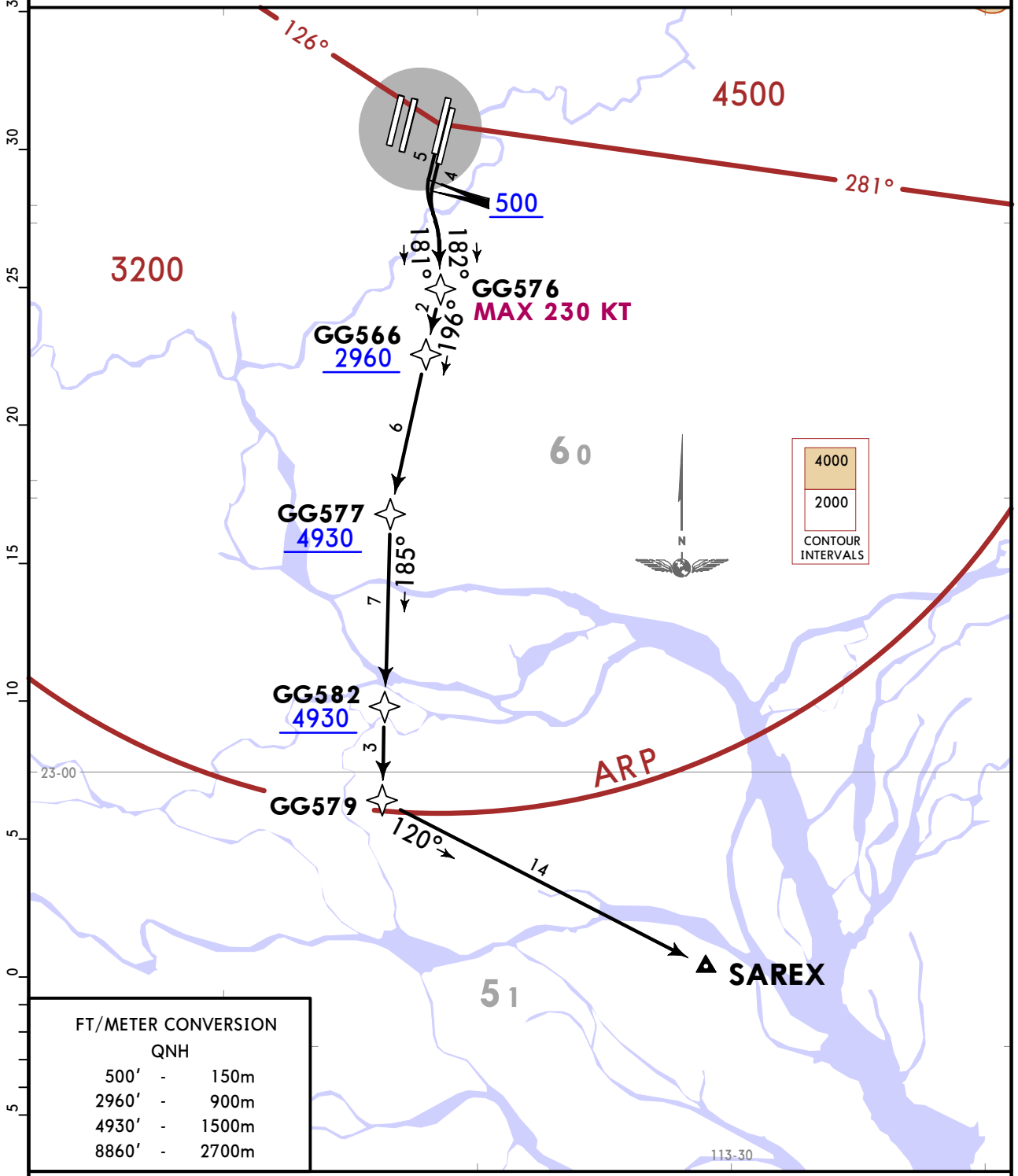
Apt Elev
50

Trans alt: 8860

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

1. RADAR required for RNAV 1.
2. Report RWY in use to APPØ2 on first contact.
3. Adjust track after flying over DER and reaching 500.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 2 [SAREX2]
RNAV DEPARTURE
(RWYS 20L/R)
BY ATC



ROUTING

(500+) - GG576 (K230-) - GG566 (2960+) - GG577 (4930+) - GG582 (4930+) - GG579 - SAREX.

CHANGES: RNAV SID completely revised.

*GUANGZHOU Approach/APP02	Apt Elev
119.7	50

Trans alt: 8860

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

1. RADAR required for RNAV 1.
2. Report RWY in use to APP02 on first contact.
3. RWYS 01L/R, 02L, 19L: No turn before DER.
4. RWY 19R: Adjust track after flying over DER and reaching 500.
5. CCO available with ATC clearance for RWYS 19L/R. CCO operation time 0100-0600LT and is terminated once ATC gives heading instructions.
6. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

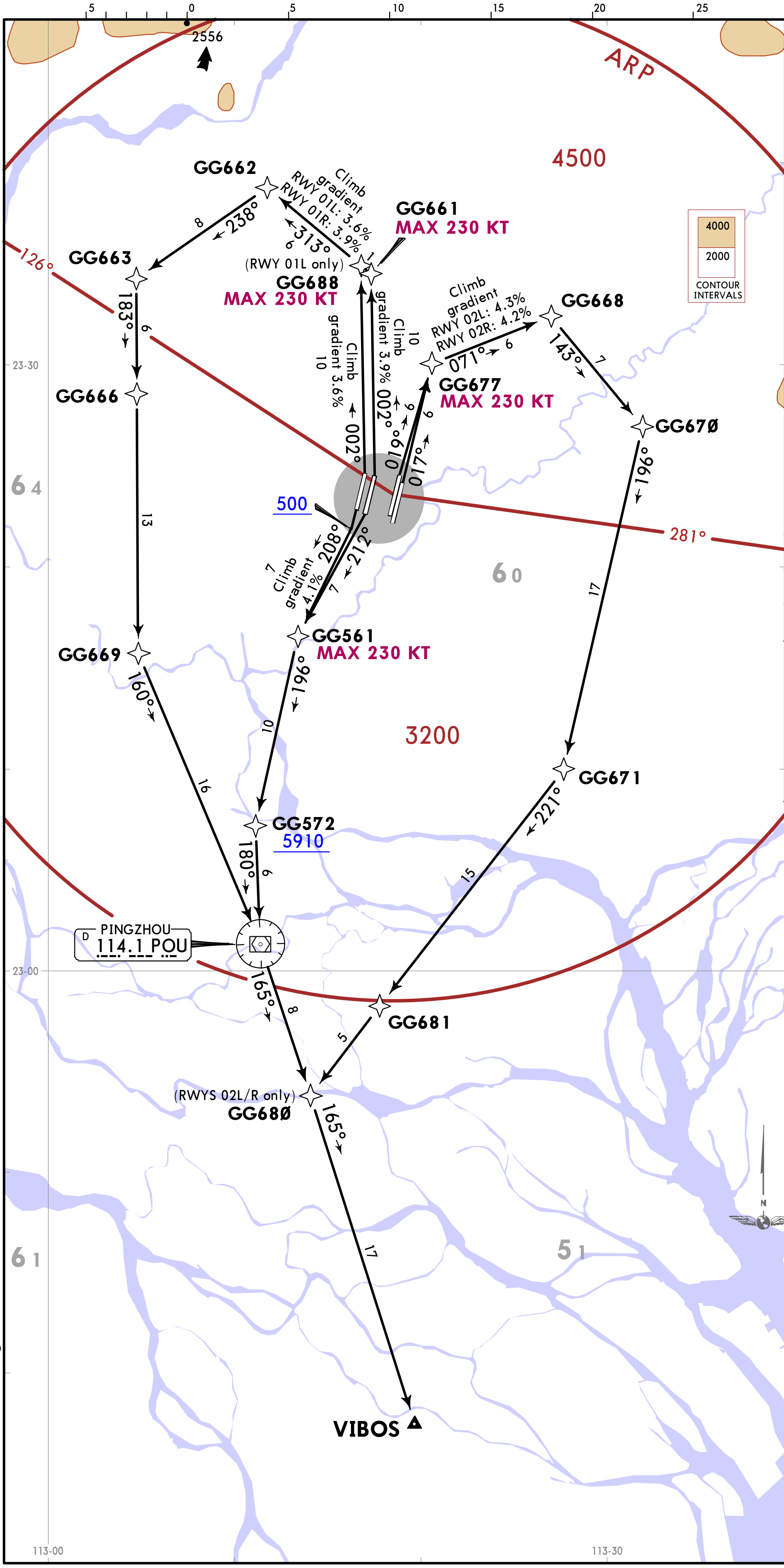
VIBOS 1 [VIBOS1] RNAV DEPARTURE (RWYS 01L/R, 02L/R, 19L/R)

RWY	ROUTING
01L	GG688 (K230-) - GG662 - GG663 - GG666 - GG669 - POU - VIBOS.
01R	GG661 (K230-) - GG662 - GG663 - GG666 - GG669 - POU - VIBOS.
02L/R	GG677 (K230-) - GG668 - GG670 - GG671 - GG681 - GG680 - VIBOS.
19L	GG561 (K230-) - GG572 (5910+) - POU - VIBOS.
19R	(500+) - GG561 (K230-) - GG572 (5910+) - POU - VIBOS.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306

FT/METER CONVERSION
QNH

500'	-	150m
5910'	-	1800m
8860'	-	2700m



*GUANGZHOU Approach/APPØ2		Apt Elev
119.7		50

Trans alt: 8860

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

1. RADAR required for RNAV 1.
2. Report RWY in use to APPØ2 on first contact.
3. Adjust track after flying over DER and reaching 500.
4. CCO available with ATC clearance. CCO operation time 0100-0600LT and is terminated once ATC gives heading instructions.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

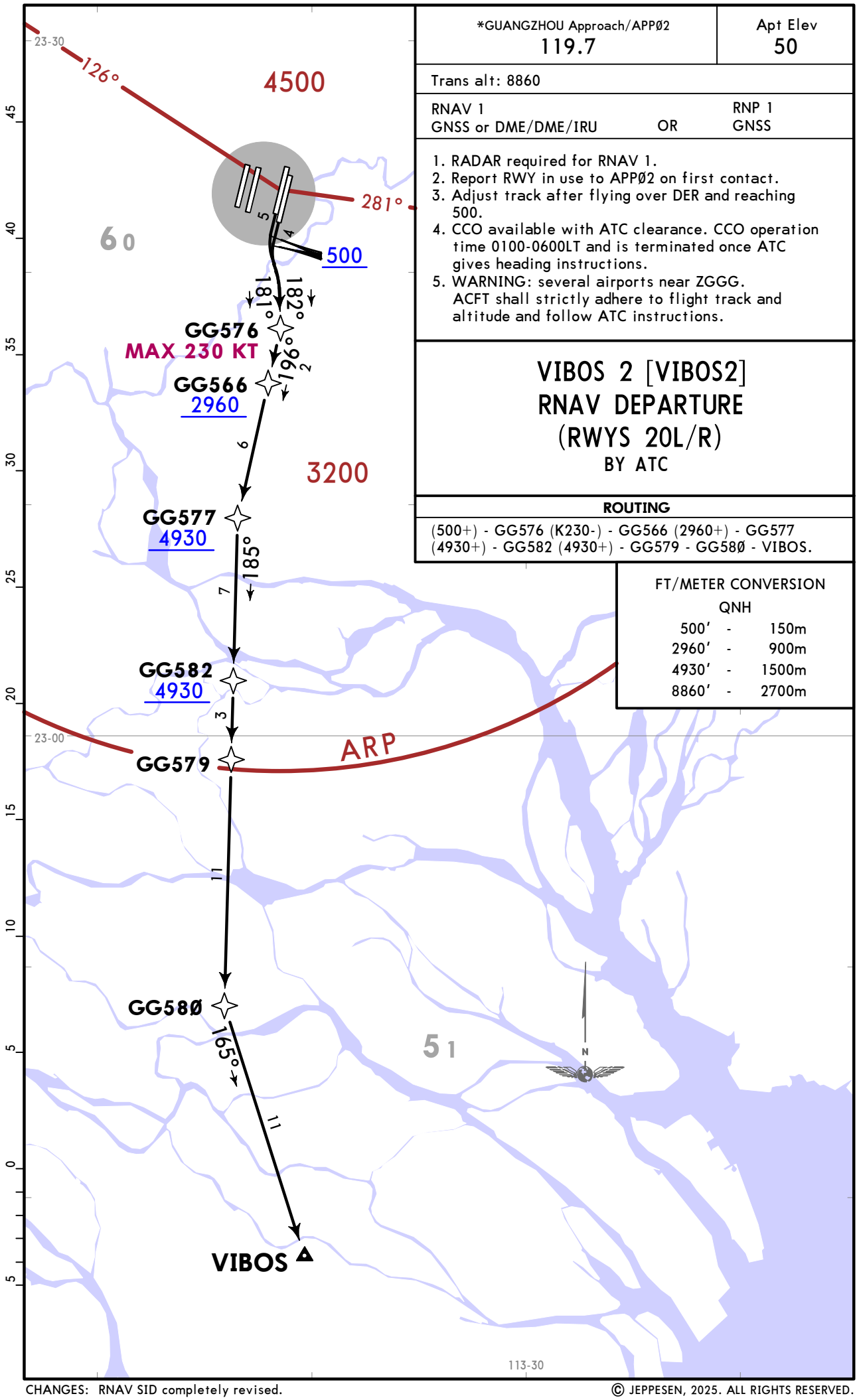
VIBOS 2 [VIBOS2]
RNAV DEPARTURE
(RWYS 20L/R)
BY ATC

ROUTING

(500+) - GG576 (K230-) - GG566 (2960+) - GG577 (4930+) - GG582 (4930+) - GG579 - GG58Ø - VIBOS.

FT/METER CONVERSION
QNH

500′	-	150m
2960′	-	900m
4930′	-	1500m
8860′	-	2700m



CHANGES: RNAV SID completely revised.

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

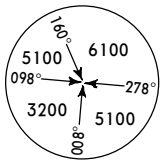
Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. LEFT turn after take-off shall be permitted by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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

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

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

FL CONVERSION
FL108 FL3300m



MIKIP
AGVIL
(TAN D35.9)
SUMIB
(TAN D22.9)
D14.0 YIN
FL108
D24.5 YIN
5910
D12.2 TAN
D41.4 CEN
YINGDE
113.5 YIN
YUANTAN
112.5 TAN
CONGHUA
113.0 CON
LOC DME
*110.35 IBB
CENCUN
114.6 CEN
TAN VOR
5100
6100
3200
004°
9.4
R187
14.0
210°
346°
15
12
AGVIL 83D
12.2
297°
333°
10.5
MIKIP 81D
23
R124
304°
007°
Climb gradient 4.5%
D12.0 IBB
D8.0 IBB
032°
060°
311°
114.6 CEN

SPEED RESTRICTION
Initial departure turn
MAX 230 KT.

6000
4000
2000
CONTOUR INTERVALS

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

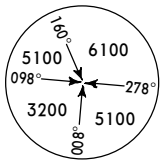
Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. RIGHT turn after take-off shall be permitted by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

AGVIL 82D [AGV82D]
MIKIP 82D [MIK82D]
DEPARTURES
(RWY 01L)

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.2% V/V (fpm)	319	425	638	851	1063	1276

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

FL CONVERSION
FL108 FL3300m



MIKIP
9.4
004°
D
YINGDE
D 113.5 YIN
AGVIL
(TAN D35.9)
15
346°
R190
14.0
D14.0 YIN
FL108
210°
SUMIB
(TAN D22.9)
5100
12
10.5
YUANTAN
D 112.5 TAN
D24.5 YIN
5910
D12.2 TAN
D41.4 CEN
AGVIL 82D
12.2
297°
333°
MIKIP 82D
23
010°
6100
R158
Climb gradient 4.0%
338°
CONGHUA
D 113.0 CON
D12.0 IGW
Climb gradient 4.2%
D8.0 IGW
114.6 CEN
060°
311°
017°
LOC DME
*109.5 IGW
3200
TAN VOR
CENCUN
D 114.6 CEN

SPEED RESTRICTION
Initial departure turn
AGVIL 82D: MAX 205 KT.
MIKIP 82D: MAX 230 KT.

6000
4000
2000
CONTOUR INTERVALS

24-30
24-00
23-30
23-00
114-00
113-00
113-30

ZGGG/CAN
BAIYUN

AGVIL 82D [AGV82D]
MIKIP 82D [MIK82D]
DEPARTURES
(RWY 01L)

JEPPESEN GUANGZHOU, PR OF CHINA
17 JAN 25 (20-3L)
Eff 22 Jan 1600Z
SID

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

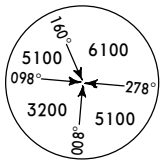
Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. LEFT turn after take-off shall be permitted by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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

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

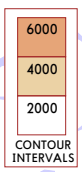
FT/METER CONVERSION
QNH
5910' - 1800m
8860' - 2700m

FL CONVERSION
FL108 FL3300m



MIKIP
AGVIL
(TAN D35.9)
SUMIB
(TAN D22.9)
D14.0 YIN
FL108
D24.5 YIN
5910
D12.2 TAN
D41.4 CEN
YINGDE
113.5 YIN
YUANTAN
112.5 TAN
CONGHUA
113.0 CON
LOC DME
*108.5 IDM
CENCUN
114.6 CEN
TAN VOR
5158
5100
6100
3200
AGVIL 89D
MIKIP 84D
004°
R185
210°
346°
297°
333°
R129
309°
005°
060°
311°
032°
114.6 CEN
D10.0 IDM
Climb gradient 4.3%
9.4
14.0
10.5
15
12
12.2
24

SPEED RESTRICTION
Initial departure turn
MAX 230 KT.



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

GUANGZHOU, PR OF CHINA
SID

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

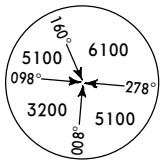
Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. RIGHT turn after take-off shall be permitted by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

AGVIL 88D [AGV88D]
MIKIP 86D [MIK86D]
DEPARTURES
(RWY 01R)

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

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

FL CONVERSION
FL108 FL3300m



MIKIP
AGVIL (TAN D35.9)
SUMIB (TAN D22.9)
YINGDE 113.5 YIN
YUANTAN 112.5 TAN
CONGHUA 113.0 CON
CENCUN 114.6 CEN
LOC DME *109.3 IOO
TAN VOR
D14.0 YIN FL108
D24.5 YIN 5910
D12.2 TAN
D41.4 CEN
5158
9.4
004°
R190
14.0
210°
15
346°
12
10.5
AGVIL 88D
12.2
297°
333°
MIKIP 86D
23
010°
Climb gradient 4.2%
R158
338°
114.6 CEN
060°
D12.0 IOO
D8.0 IOO
311°
017°
5100
6100
3200
83
76
64
60
62
61
51
24-30
24-00
23-30
23-00
114-00
113-00
113-30

SPEED RESTRICTION
Initial departure turn
AGVIL 88D: MAX 205 KT.
MIKIP 86D: MAX 230 KT.

6000
4000
2000
CONTOUR INTERVALS

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 500.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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

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

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

FL CONVERSION
FL108 FL3300m

MSA POU VOR
3000
3800
2200
120°
282°
010°

MIKIP
4400
9.4
004°
D
YINGDE
D 113.5 YIN
R186
19.0
090°
D19.0 YIN
D20.0 CON
AGVIL
(TAN D35.9)
15
346°
SUMIB
(TAN D22.9)
AGVIL 91D
41
MIKIP 91D
20.0
YUANTAN
D 112.5 TAN
332°
302°
CONGHUA
D 113.0 CON
FL108
R157
12.5
D12.5 CON
8860
337°
5
231°
D20.0 CEN
15
D20.5
SHL
Climb gradient 4.0%
111°
Deviation to SOUTH is not allowed
063°
R291
SHILONG
D 115.7 SHL
CENCUN
D 114.6 CEN
PINGZHOU
D 114.1 POU
LOC DME
*110.75 IAA
500
182°
D5.0 IAA
146°
CEN VOR
3800
3000
SPEED RESTRICTION
Initial departure turn
MAX 230 KT.
CONTOUR INTERVALS
6000
4000
2000
24-00
23-30
23-00
114-00
113-00
113-30

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

GUANGZHOU, PR OF CHINA
SID

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 500.
3. LEFT turn after take-off shall be permitted by ATC.
4. Under RADAR control, actual flight altitude instructed by ATC.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

AGVIL 92D [AGV92D]
MIKIP 92D [MIK92D]
MIKIP 95D [MIK95D]
BY ATC

DEPARTURES
(RWY 19R)

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

FT/METER CONVERSION
QNH

500′	-	150m
1650′	-	500m
1970′	-	600m
4930′	-	1500m
6890′	-	2100m
8860′	-	2700m

MSA POU VOR
3000
3800
2200
120°
282°
010°

MIKIP
AGVIL (TAN D35.9)
SUMIB
YINGDE D 113.5 YIN
YUANTAN D 112.5 TAN
4930
D36.5 POU
8860
D24.5 POU
6890
D16.5 TAN
1970
1650
D22.5 CEN
LOC DME *108.95 IKU
CENCUN D 114.6 CEN
PINGZHOU D 114.1 POU
CEN VOR
Deviation to WEST is not allowed
AGVIL 92D
MIKIP 92D:
Turn
500
Climb gradient 4.2%
D8.0 IKU
4125

SPEED RESTRICTION
Initial departure turn
AGVIL 92D, MIKIP 92D:
MAX 205 KT.
MIKIP 95D: MAX 230 KT.

CONTOUR INTERVALS
6000
4000
2000

ZGGG/CAN
BAIYUN

AGVIL 92D [AGV92D]
MIKIP 92D [MIK92D]
MIKIP 95D [MIK95D]
BY ATC
DEPARTURES
(RWY 19R)

JEPPESEN
17 JAN 25 (20-3Q)
Eff 22 Jan 1600Z
GUANGZHOU, PR OF CHINA
SID

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 500.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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

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

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

FL CONVERSION
FL108 FL3300m

MSA POU VOR
3000
3800
2200
120°
282°
010°

MIKIP
4400
9.4
004°
YINGDE
D 113.5 YIN
R186
19.0
090°
D19.0 YIN
D20.0 CON
AGVIL
(TAN D35.9)
15
346°
SUMIB
(TAN D22.9)
6000
4000
2000
CONTOUR INTERVALS
AGVIL 94D
41
MIKIP 94D
20.0
YUANTAN
D 112.5 TAN
332°
302°
CONGHUA
D 113.0 CON
FL108
R157
12.5
D12.5 CON
8860
337°
5
231°
D20.0 CEN
15
LOC DME
*111.9 IXL
3800
146°
182°
500
D6.9 IXL
CEN VOR
Deviation to SOUTH is not allowed
Climb gradient 3.5%
111°
D20.5 SHL
063°
R291
SPEED RESTRICTION
Initial departure turn
MAX 230 KT.
CENCUN
D 114.6 CEN
SHILONG
D 115.7 SHL
PINGZHOU
D 114.1 POU
3000
24-00
23-30
23-00
114-00
113-00
113-30

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

GUANGZHOU, PR OF CHINA
SID

CHANGES: SIDs revised & transferred, chart redrawn.

*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 450.
3. LEFT turn after take-off shall be permitted by ATC.
4. Under RADAR control, actual flight altitude instructed by ATC.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

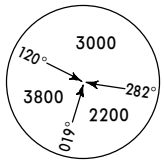
AGVIL 97D [AGV97D]
MIKIP 97D [MIK97D]
MIKIP 98D [MIK98D]
BY ATC

DEPARTURES
(RWY 19L)

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

FT/METER CONVERSION
QNH

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



MSA POU VOR

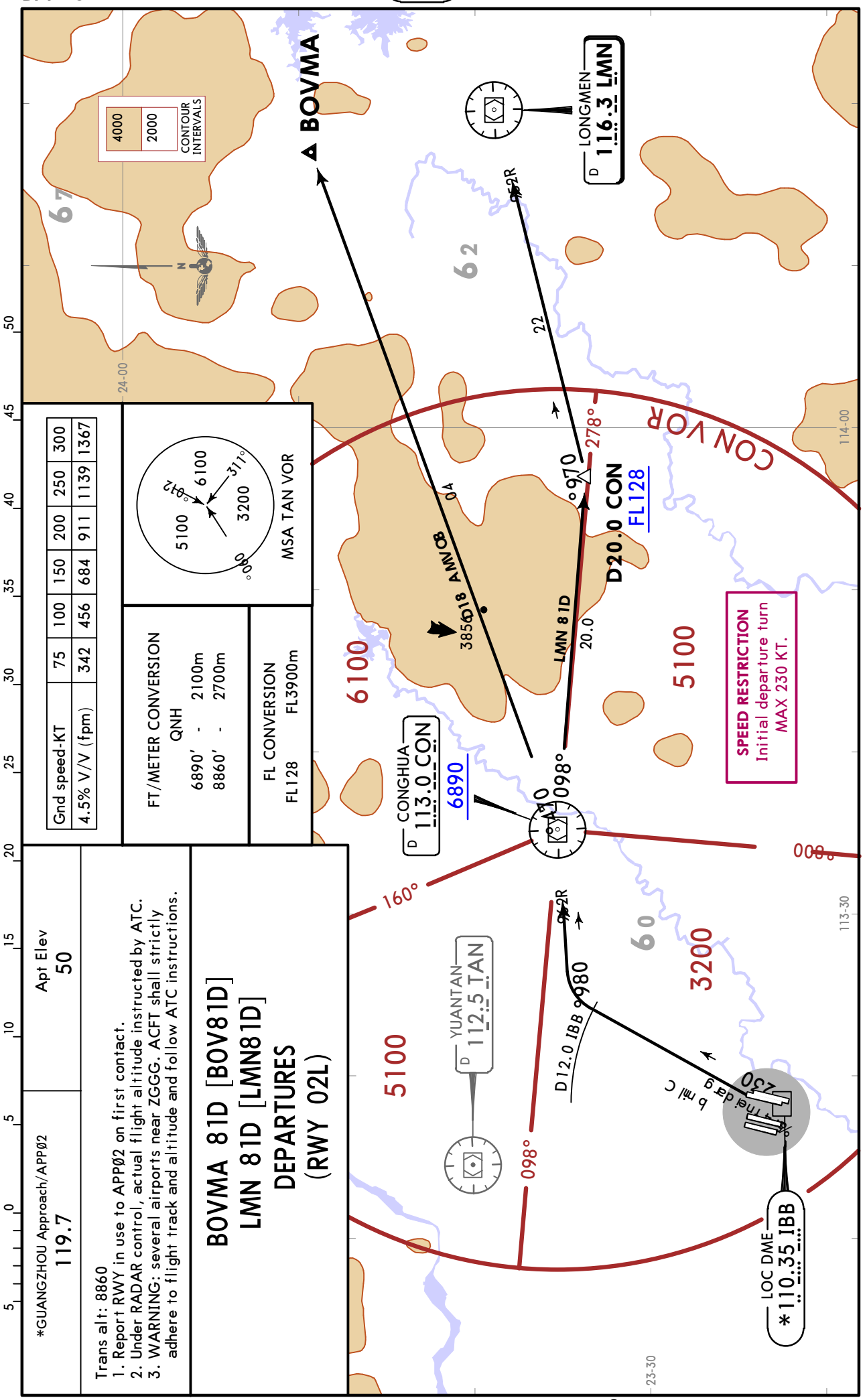
MIKIP
9.4
004°
YINGDE
D 113.5 YIN
AGVIL
(TAN D35.9)
R219
R200
15
346°
SUMIB
MIKIP 97D
33
AGVIL 97D
22.9
45
315°
020°
YUANTAN
D 112.5 TAN
4930
R194
039°
D36.5 POU
8860
Deviation to WEST is not allowed
16.5
AGVIL 97D
MIKIP 97D
LOC DME
*111.5 IPP
MIKIP 98D
12.0
146°
014°
3800
Climb gradient 3.9%
D24.5 POU
6890
D16.5 TAN
1970
1650
212°
197°
231°
5
D22.5 CEN
D8.2 IPP
AGVIL 97D
MIKIP 97D:
Turn
450
Climb gradient 4.2%
339°
299°
4125
CEN VOR
CONTOUR INTERVALS
6000
4000
2000
SPEED RESTRICTION
Initial departure turn
AGVIL 97D, MIKIP 97D:
MAX 205 KT.
MIKIP 98D: MAX 230 KT.
CENCUN
D 114.6 CEN
PINGZHOU
D 114.1 POU
3000
24-00
23-30
23-00
114-00
113-00
113-30

ZGGG/CAN
BAIYUN

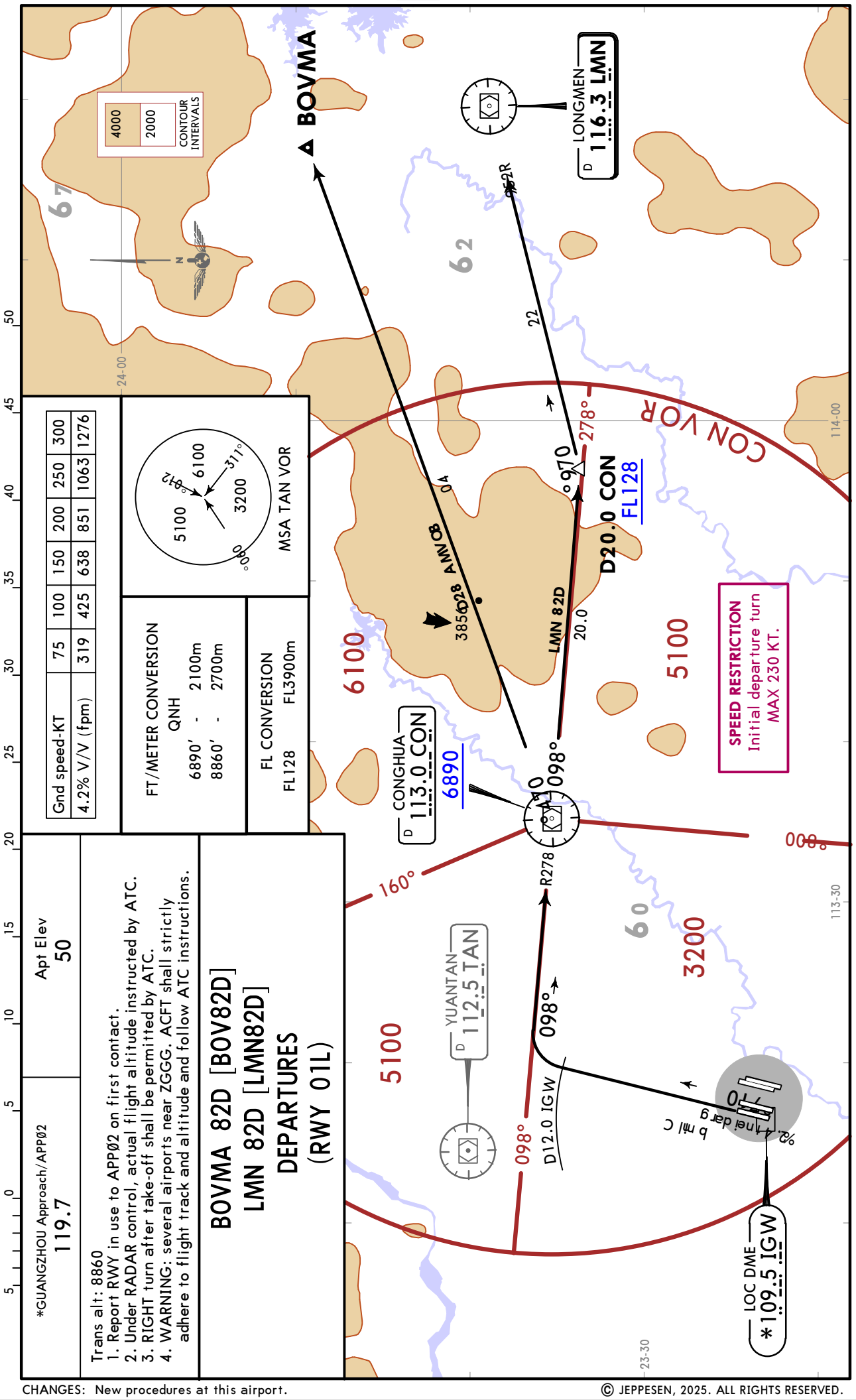
AGVIL 97D [AGV97D]
MIKIP 97D [MIK97D]
MIKIP 98D [MIK98D]
BY ATC
DEPARTURES
(RWY 19L)

GUANGZHOU, PR OF CHINA

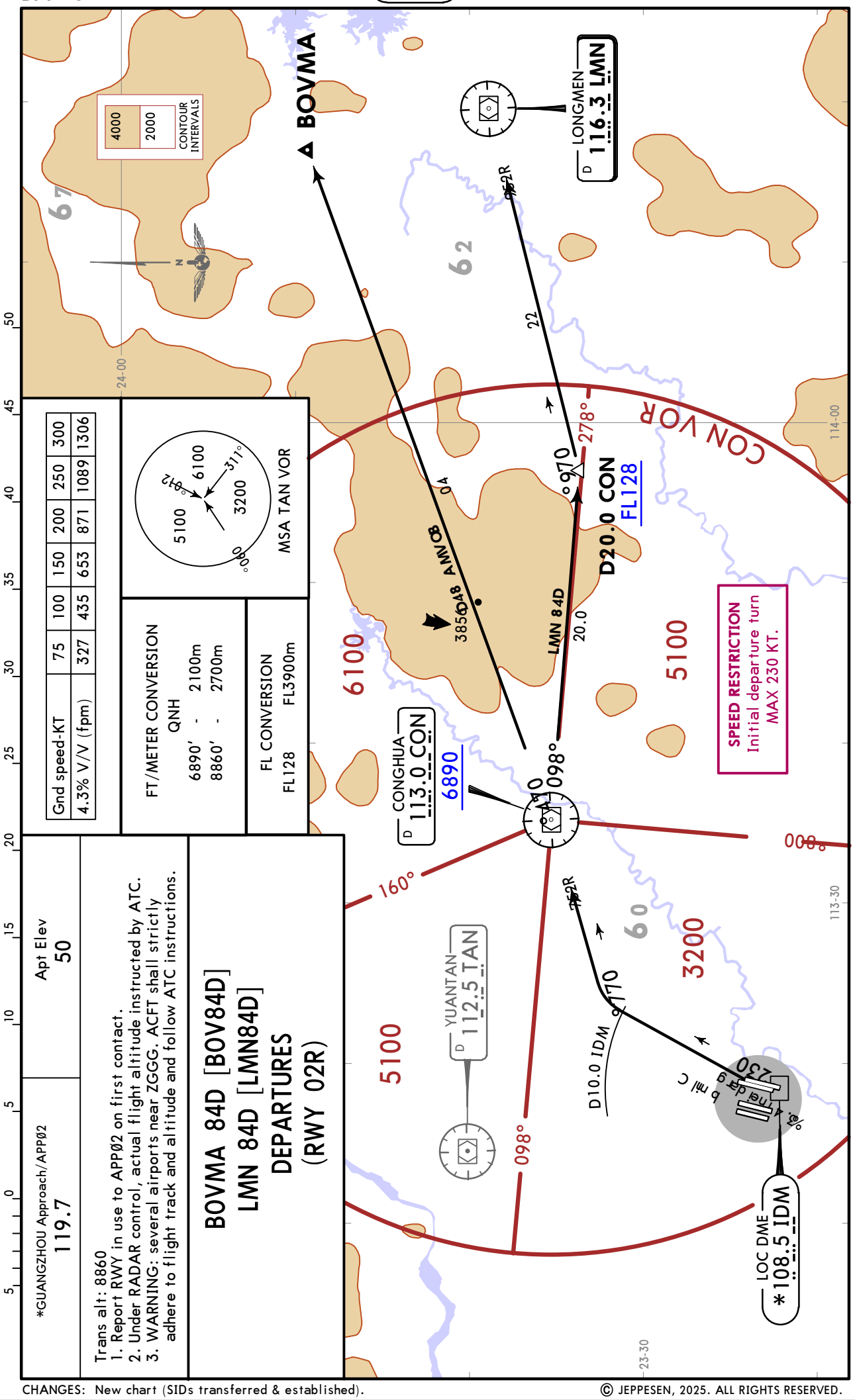
JEPPESEN
17 JAN 25 (20-3T)
Eff 22 Jan 1600Z
SID



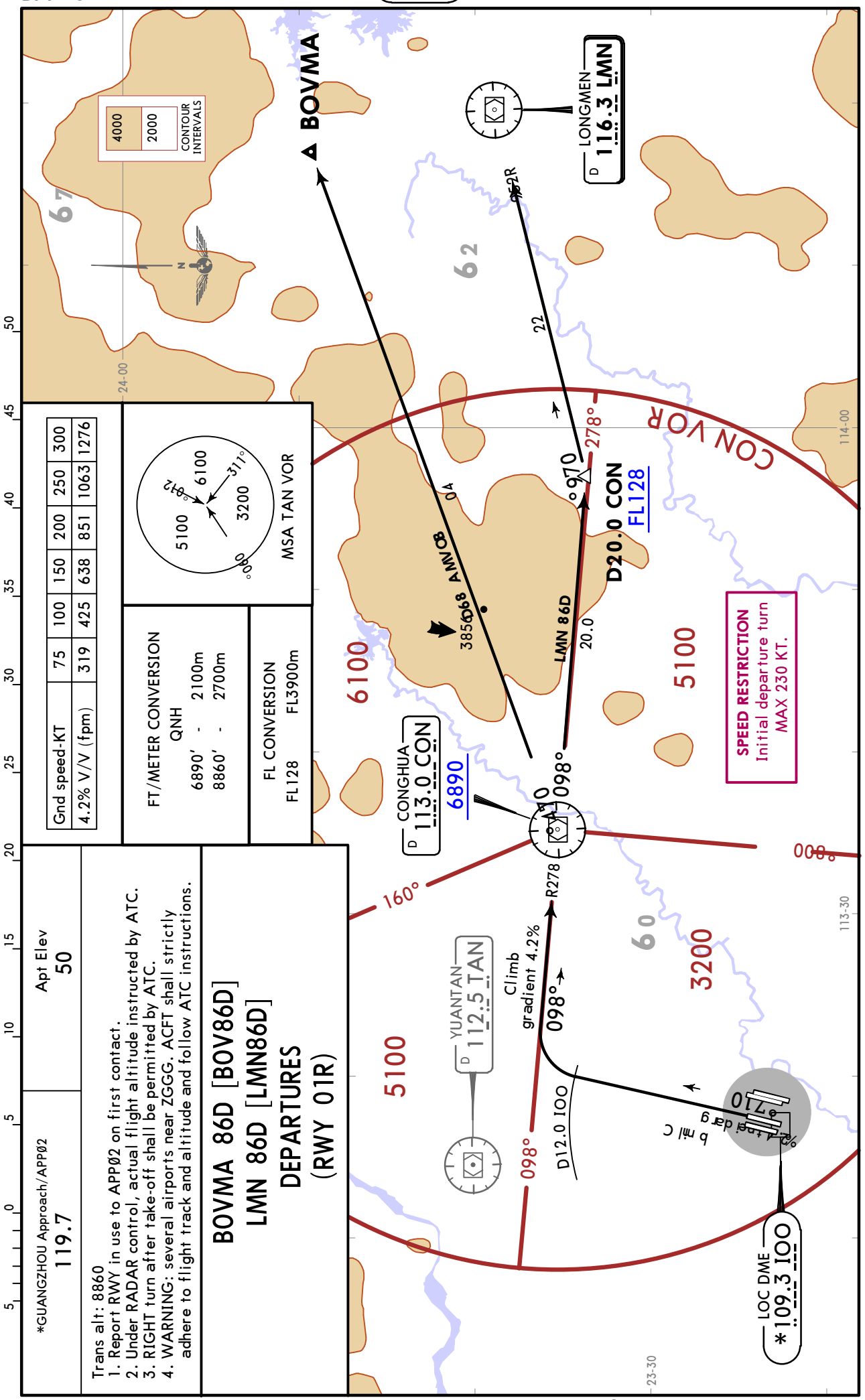
CHANGES: SIDs transferred & established.



CHANGES: New procedures at this airport.



CHANGES: New chart (SIDs transferred & established).



*GUANGZHOU Approach/APP02
119.7

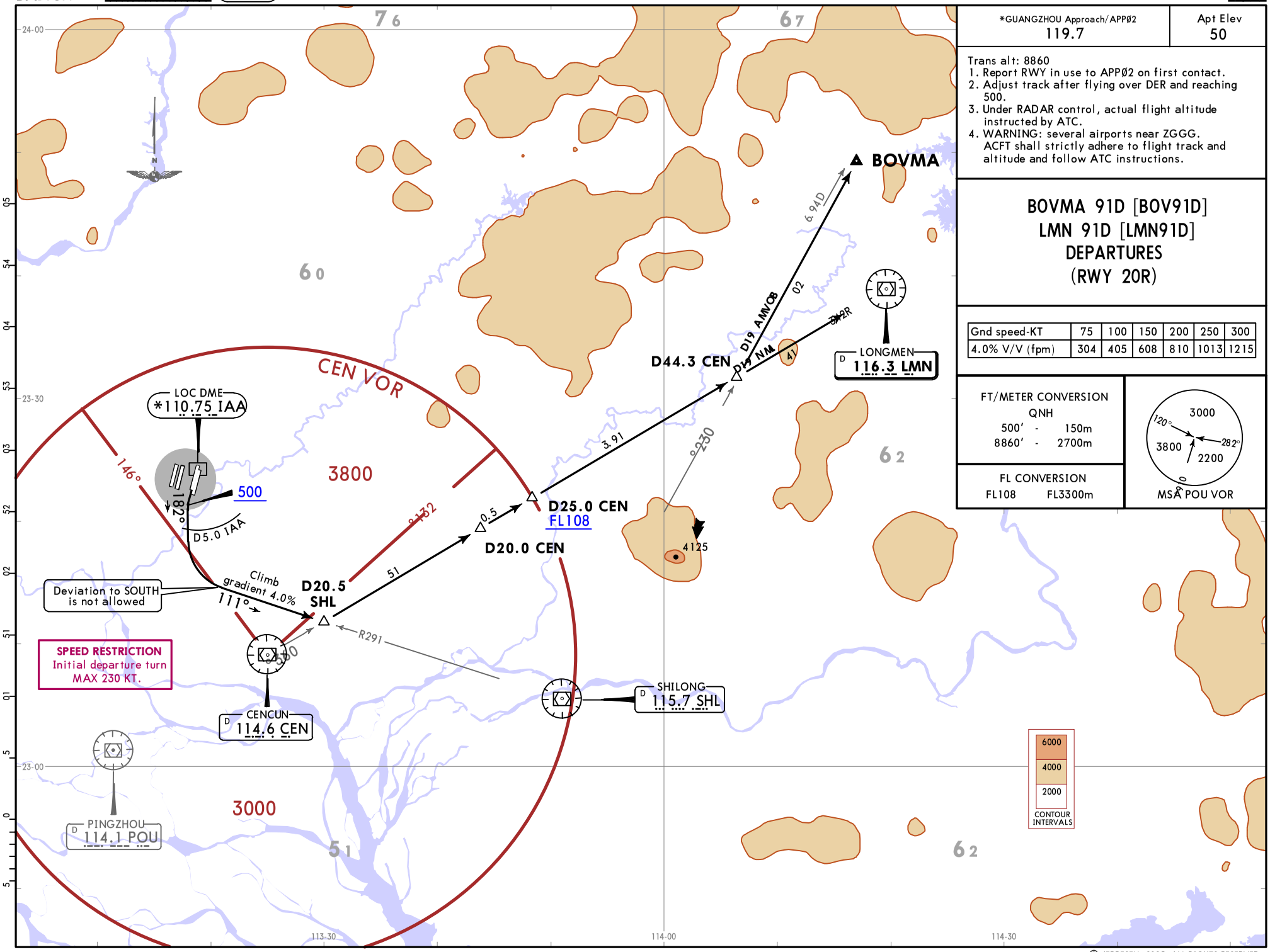
Apt Elev
50

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

BOVMA 86D [BOV86D]
LMN 86D [LMN86D]
DEPARTURES
(RWY 01R)

GUANGZHOU, PR OF CHINA

SID



*GUANGZHOU Approach/APP02
119.7

Apt Elev
50

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

BOVMA 91D [BOV91D]
LMN 91D [LMN91D]
DEPARTURES
(RWY 20R)

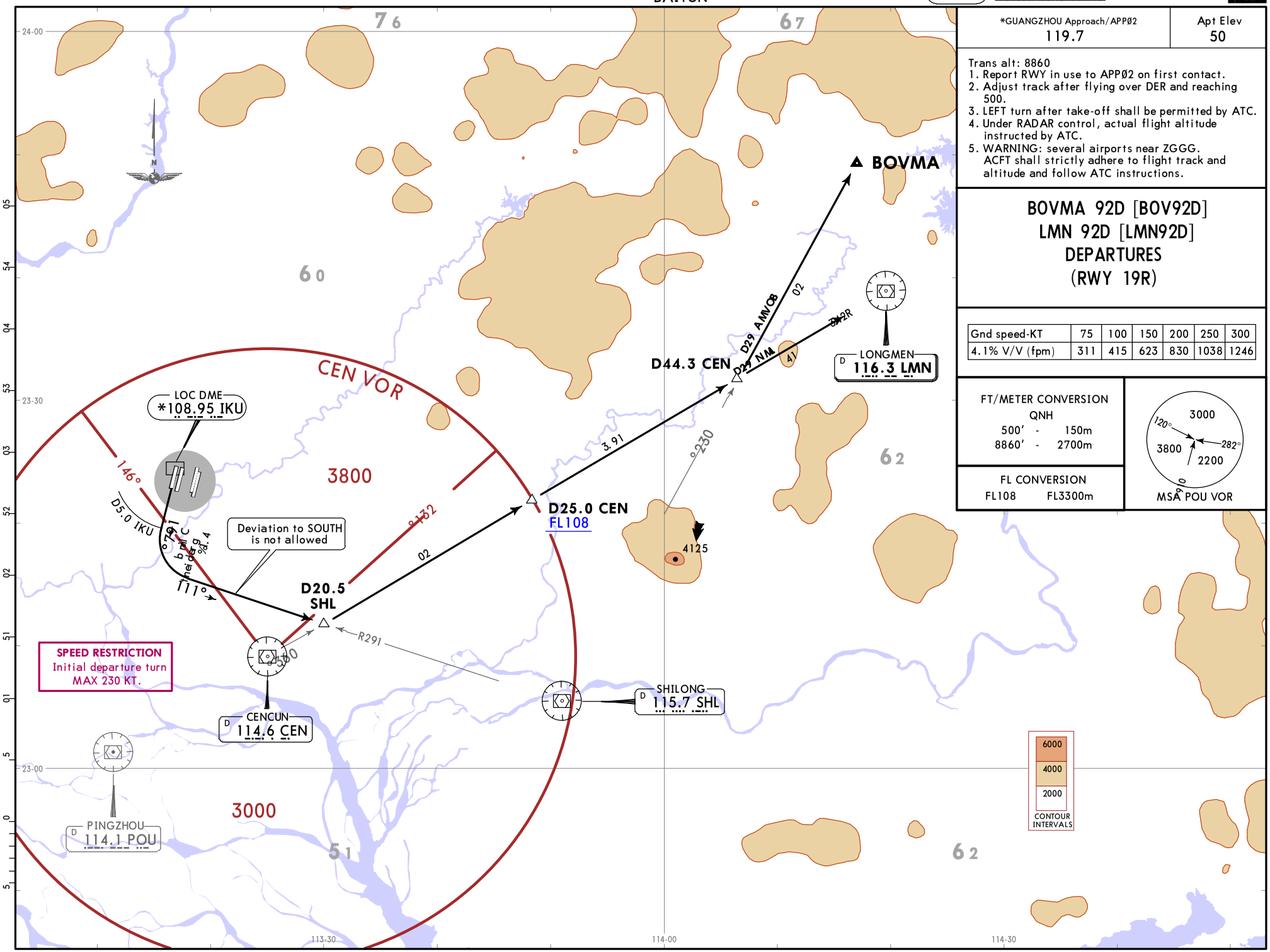
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

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

FL CONVERSION
FL108 FL3300m

MSA POU VOR
3000
3800
2200
120°
282°
0°

CHANGES: New chart (SIDs transferred & established).



*GUANGZHOU Approach/APPØ2
119.7

Apt Elev
50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 500.
3. LEFT turn after take-off shall be permitted by ATC.
4. Under RADAR control, actual flight altitude instructed by ATC.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

BOVMA 92D [BOV92D]
LMN 92D [LMN92D]
DEPARTURES
(RWY 19R)

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

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

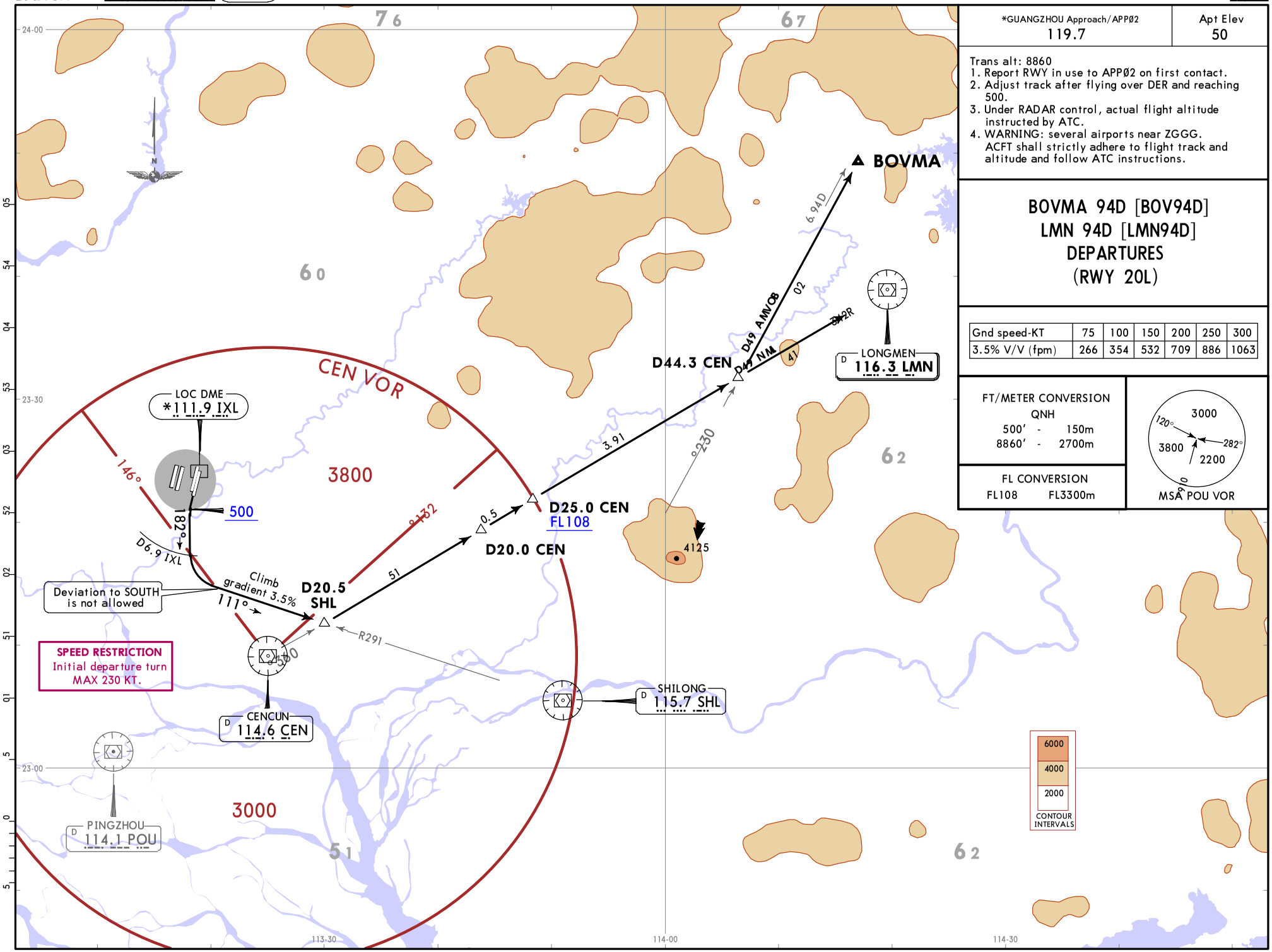
FL CONVERSION
FL108 FL3300m

MSA POU VOR
3000
3800
2200
120°
282°
090°

CHANGES: New procedures at this airport.

GUANGZHOU, PR OF CHINA

SID



*GUANGZHOU Approach/APP02	Apt Elev
119.7	50

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

BOVMA 94D [BOV94D]
LMN 94D [LMN94D]
DEPARTURES
(RWY 20L)

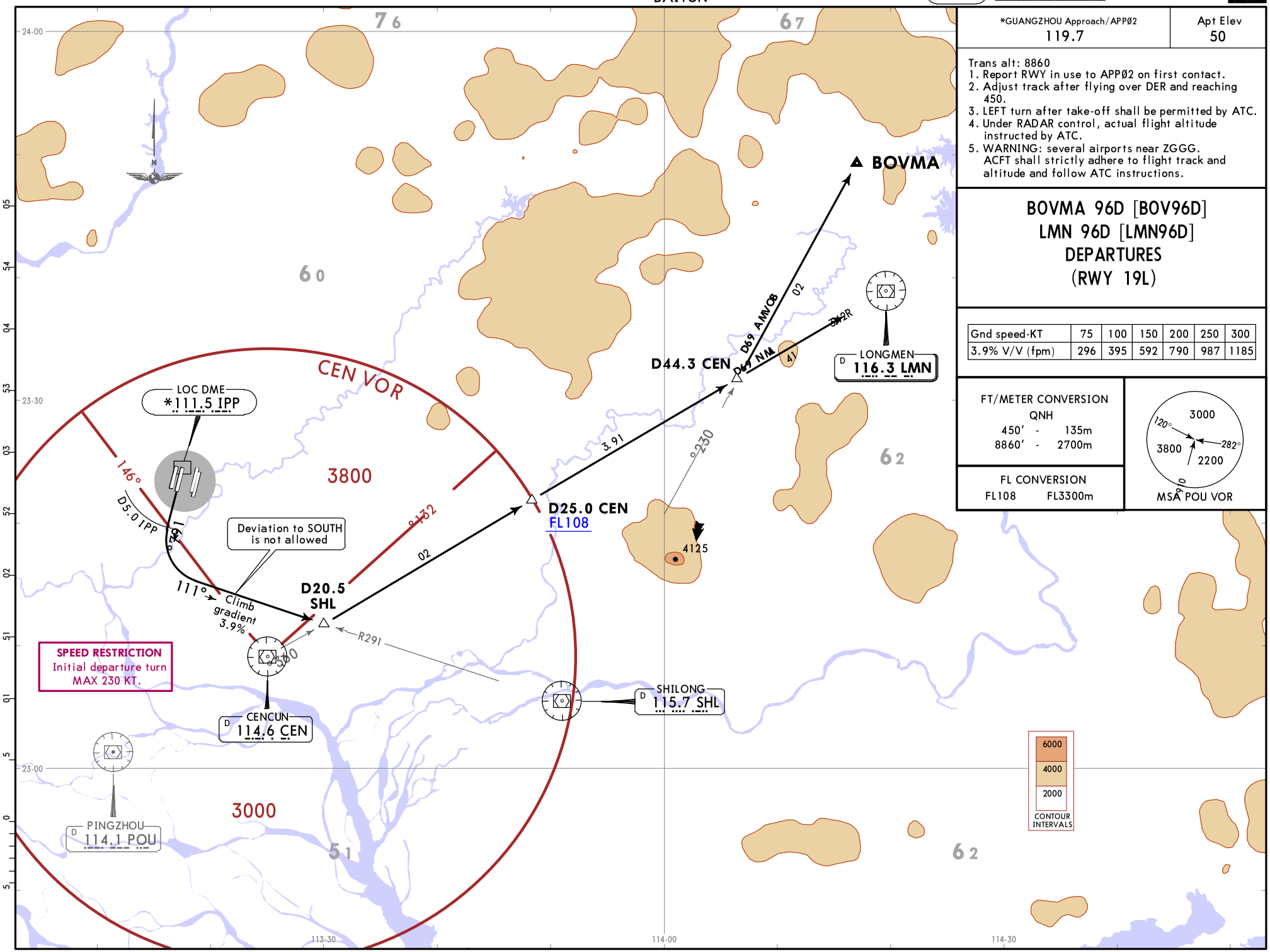
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

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

FL CONVERSION
FL108 FL3300m

MSA POU VOR
3000
120°
282°
3800
2200
0°

CHANGES: New chart (SIDs transferred & established).



*GUANGZHOU Approach/APPØ2	Apt Elev
119.7	50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 450.
3. LEFT turn after take-off shall be permitted by ATC.
4. Under RADAR control, actual flight altitude instructed by ATC.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

BOVMA 96D [BOV96D]
LMN 96D [LMN96D]
DEPARTURES
(RWY 19L)

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

FT/METER CONVERSION
QNH
450' - 135m
8860' - 2700m

FL CONVERSION
FL108 FL3300m

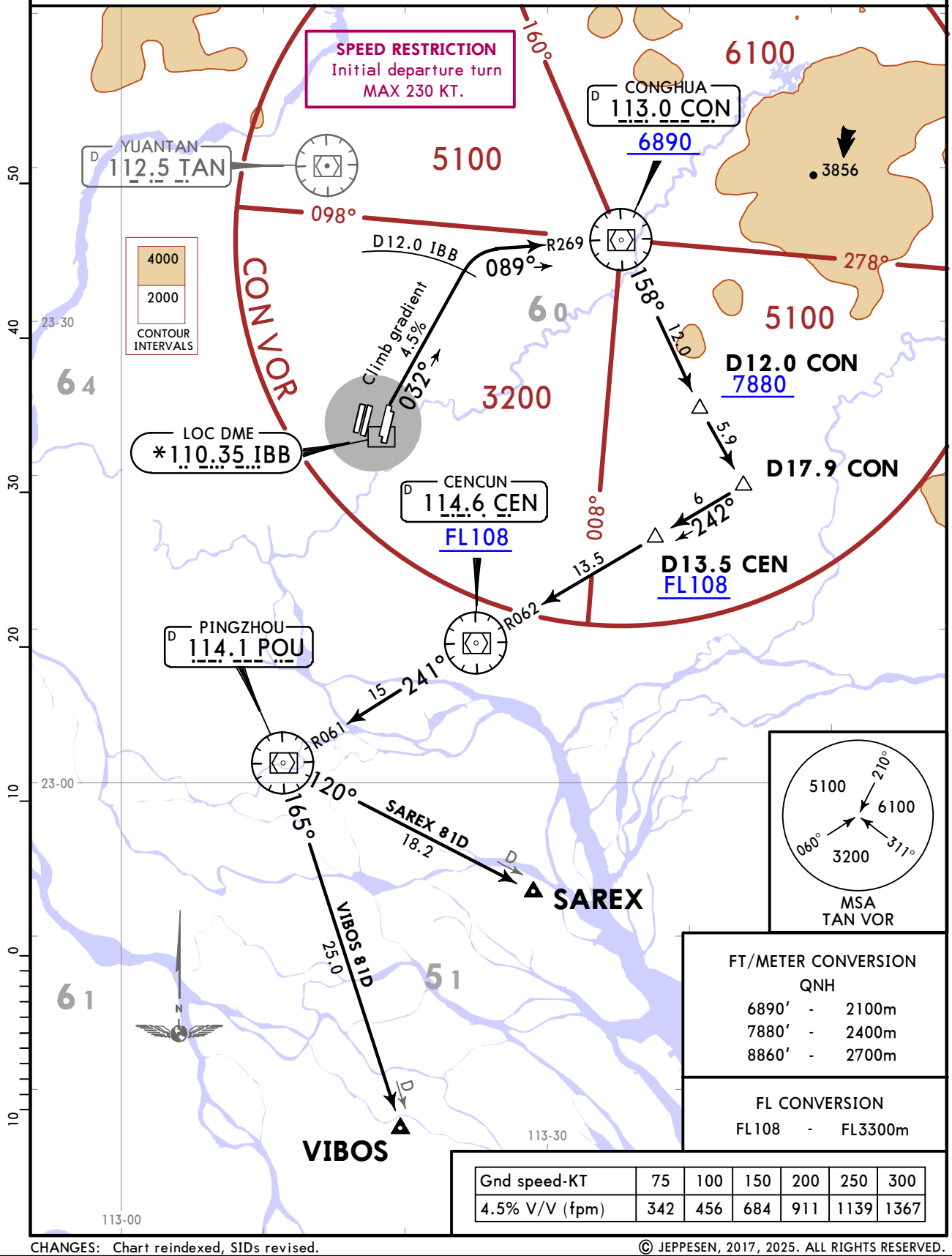
CHANGES: New chart (SIDs transferred & established).

*GUANGZHOU Approach/APPØ2
119.7

Apt Elev
50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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



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

FL CONVERSION
FL108 - FL3300m

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

CHANGES: Chart reindexed, SIDs revised.

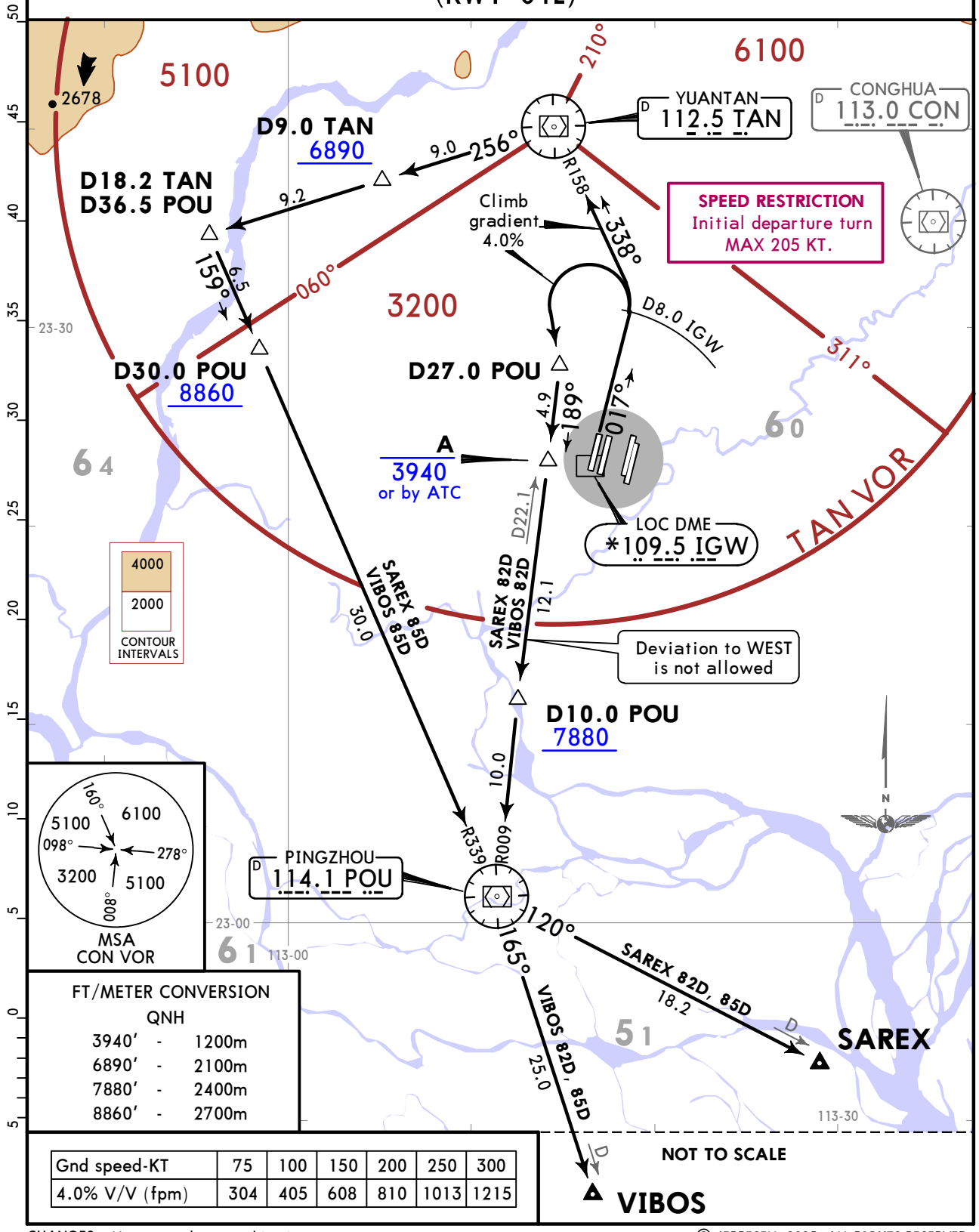
*GUANGZHOU Approach/APPØ2
119.7

Apt Elev
50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. RIGHT turn after take-off shall be permitted by ATC.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 82D [SAR82D]
VIBOS 82D [VIB82D]
SAREX 85D [SAR85D]
VIBOS 85D [VIB85D]
BY ATC

DEPARTURES
(RWY 01L)



FT/METER CONVERSION
QNH

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

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

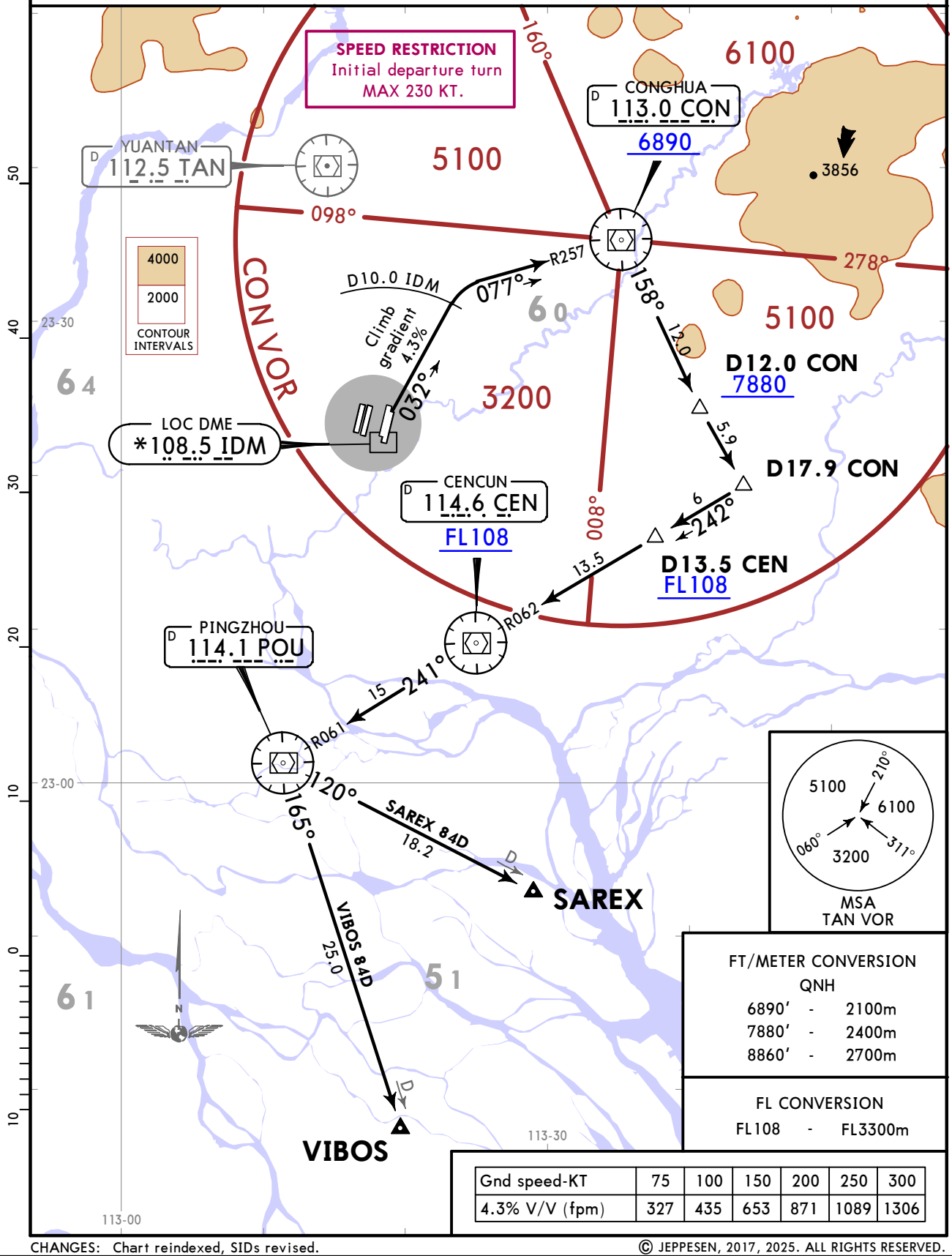
CHANGES: New procedures at this airport.

*GUANGZHOU Approach/APPØ2
119.7

Apt Elev
50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Under RADAR control, actual flight altitude instructed by ATC.
3. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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



FT/METER CONVERSION
QNH

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

FL CONVERSION

FL108	-	FL3300m

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

CHANGES: Chart reindexed, SIDs revised.

*GUANGZHOU Approach/APPØ2
119.7

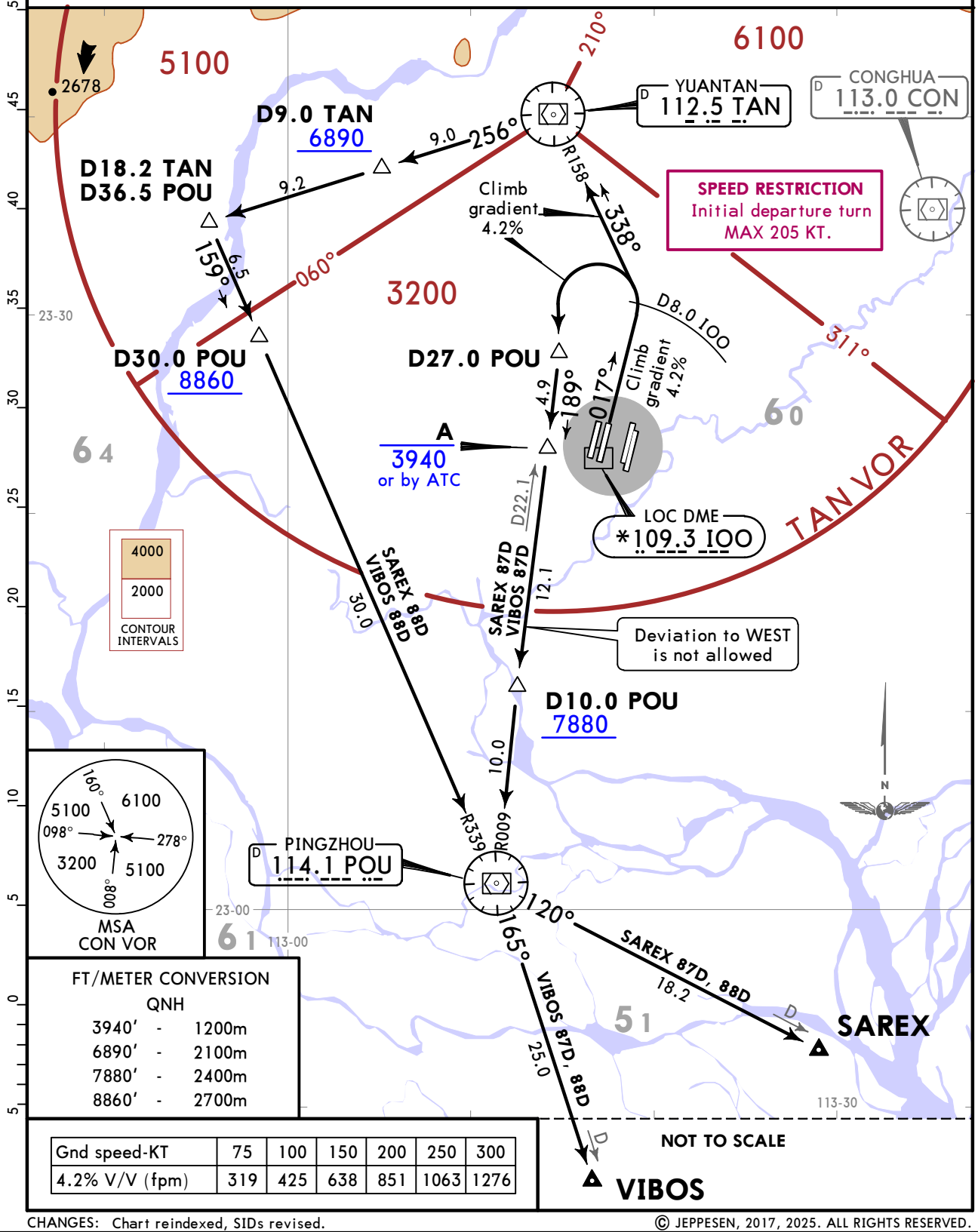
Apt Elev
50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. RIGHT turn after take-off shall be permitted by ATC.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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

BY ATC

DEPARTURES
(RWY 01R)



FT/METER CONVERSION
QNH

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

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

CHANGES: Chart reindexed, SIDs revised.

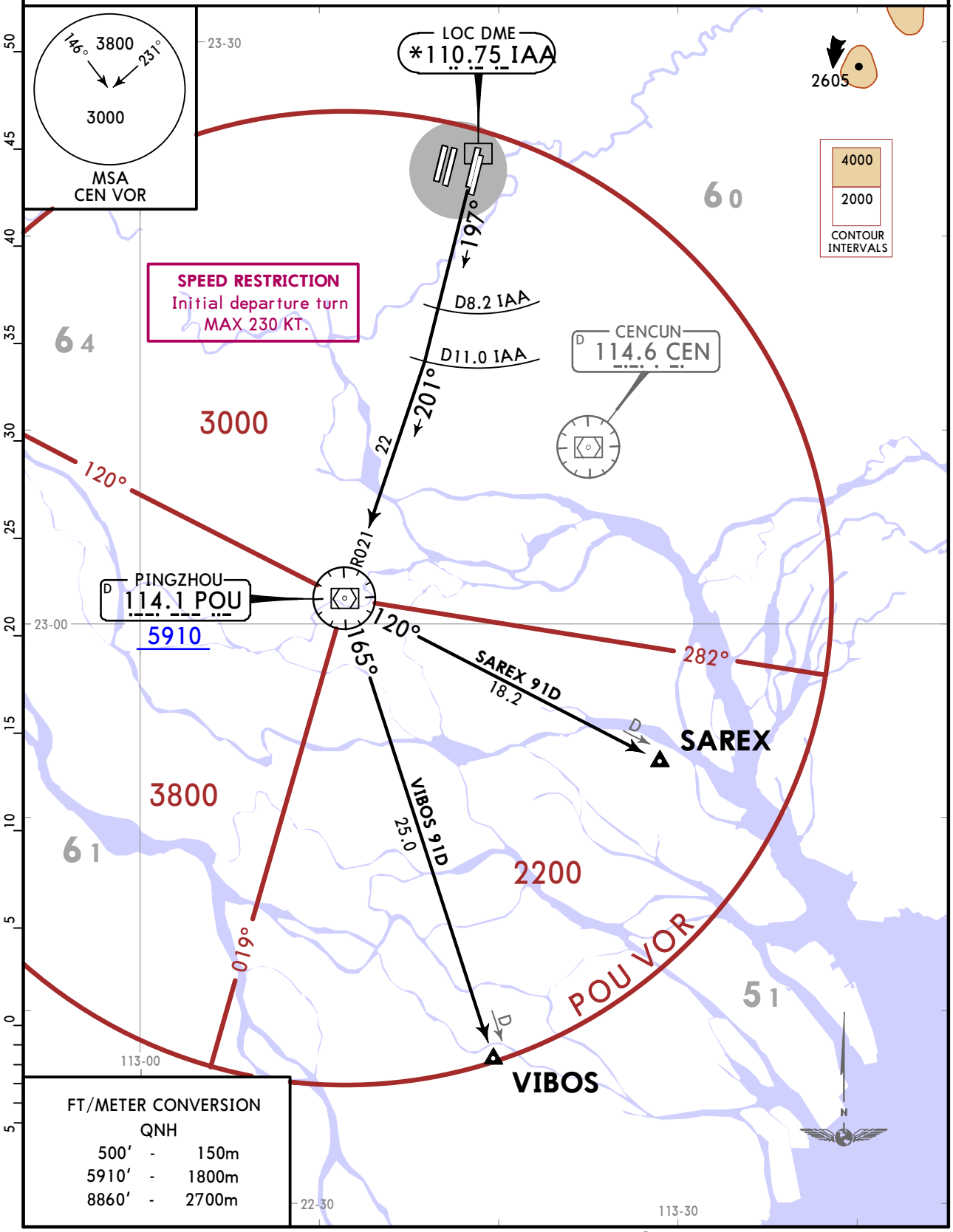
*GUANGZHOU
Approach/APPØ2
119.7

Apt Elev
50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 500.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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

BY ATC



FT/METER CONVERSION
QNH

500′	-	150m
5910′	-	1800m
8860′	-	2700m

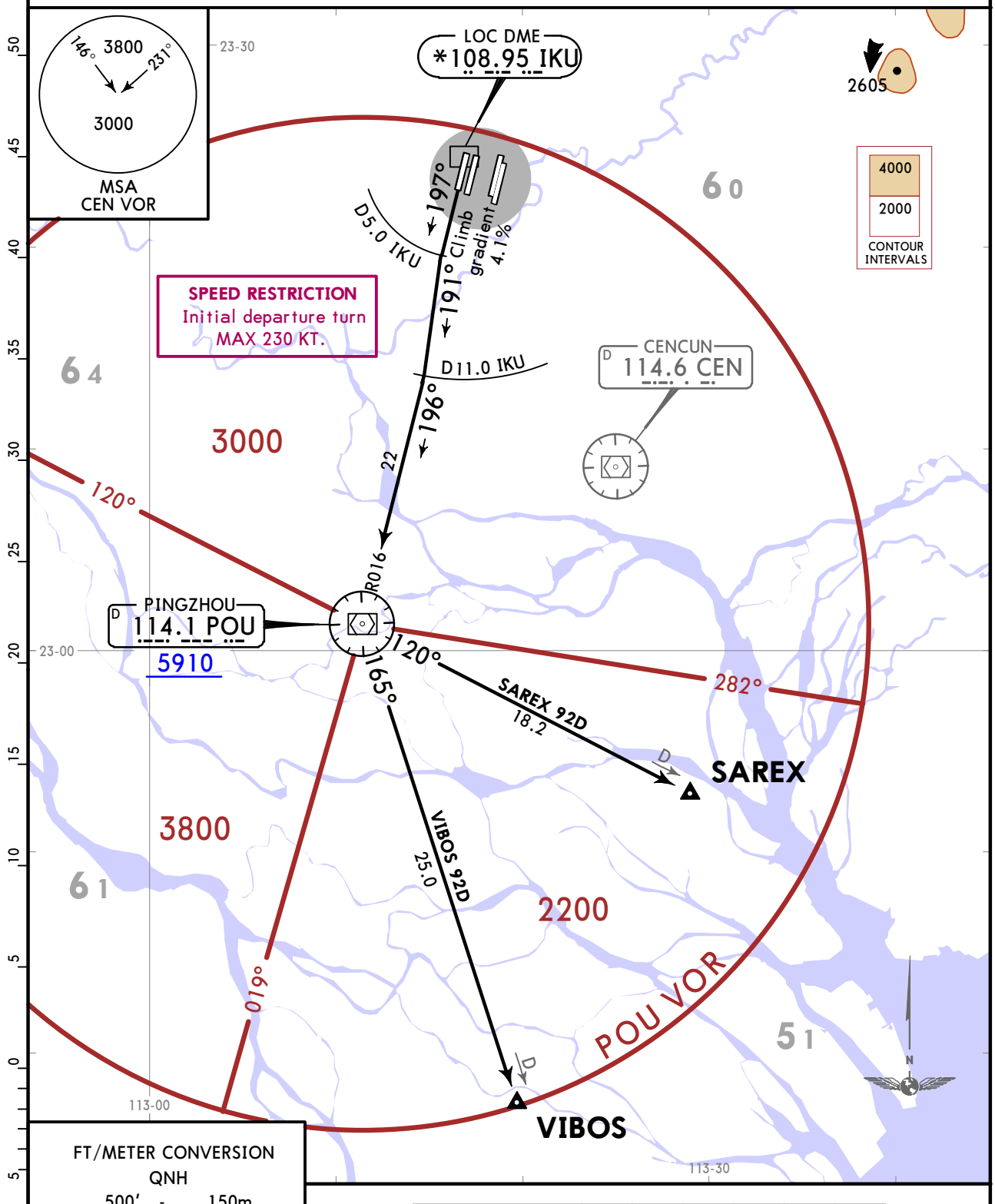
CHANGES: New chart (SIDs transferred & revised).

*GUANGZHOU
Approach/APPØ2
119.7

Apt Elev
50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 500.
3. LEFT turn after take-off shall be permitted by ATC.
4. Under RADAR control, actual flight altitude instructed by ATC.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

SAREX 92D [SAR92D], VIBOS 92D [VIB92D] DEPARTURES (RWY 19R)



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

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

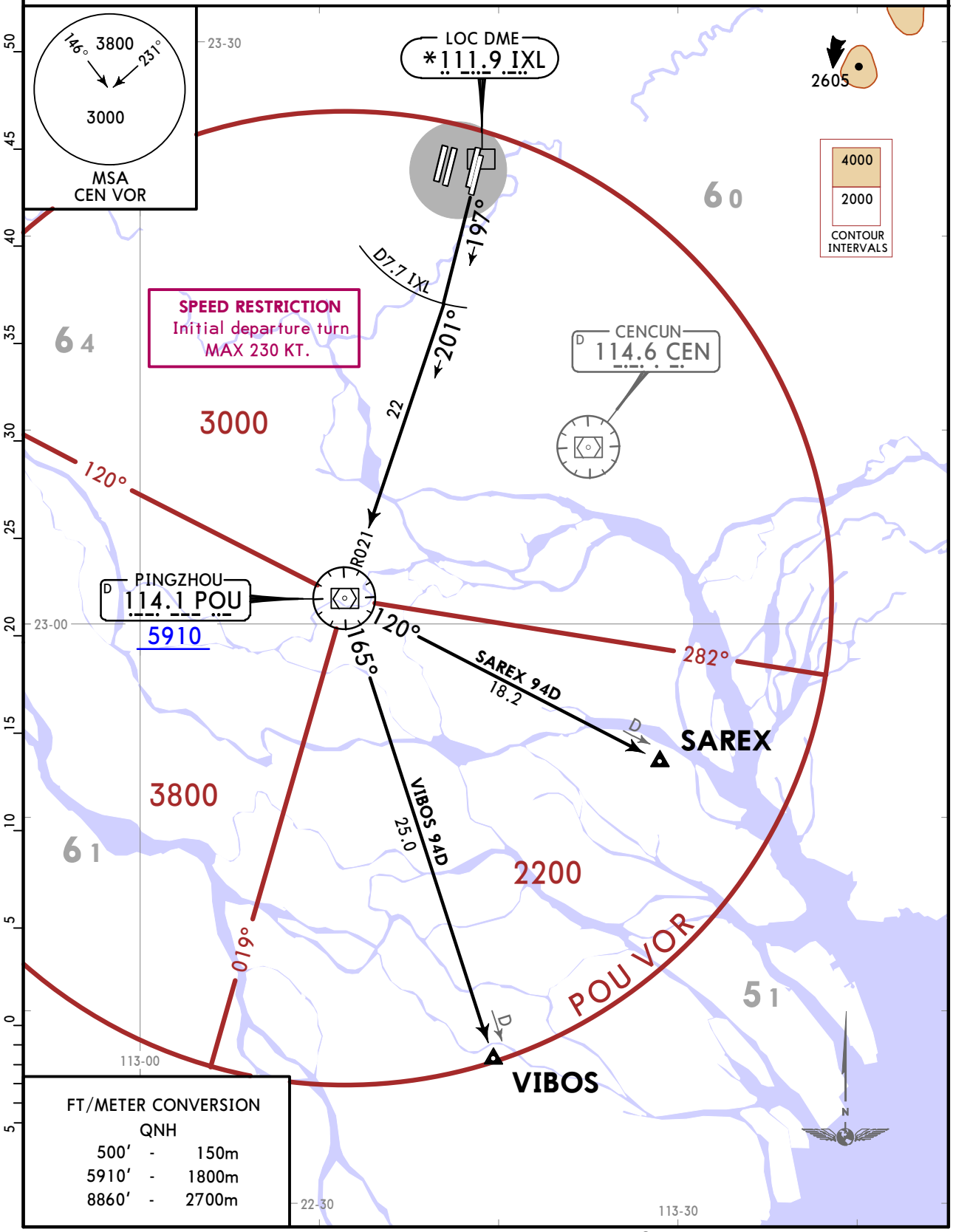
CHANGES: New procedures at this airport.

*GUANGZHOU
Approach/APPØ2
119.7

Apt Elev
50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 500.
3. Under RADAR control, actual flight altitude instructed by ATC.
4. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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

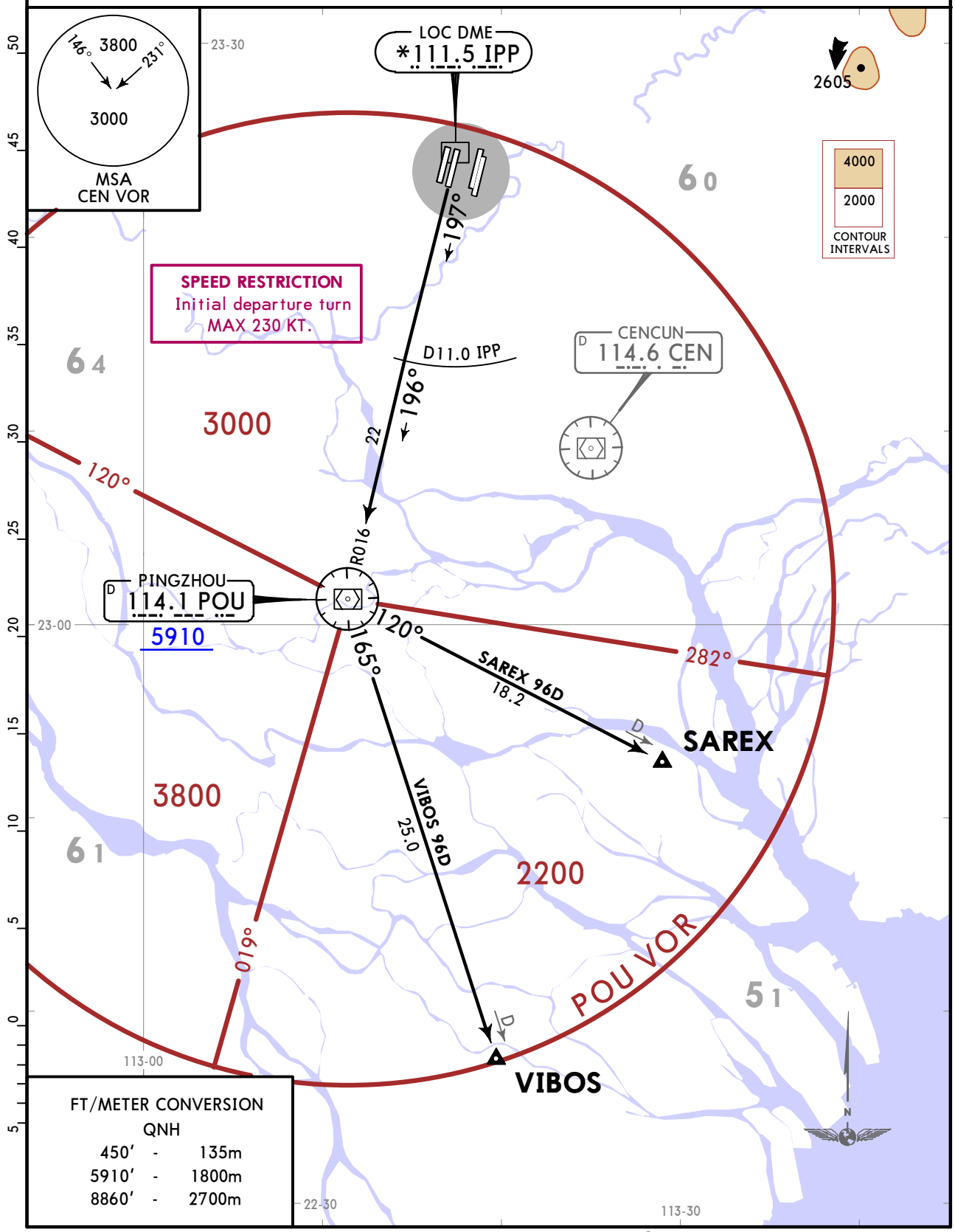


*GUANGZHOU
Approach/APPØ2
119.7

Apt Elev
50

Trans alt: 8860
1. Report RWY in use to APPØ2 on first contact.
2. Adjust track after flying over DER and reaching 450.
3. LEFT turn after take-off shall be permitted by ATC.
4. Under RADAR control, actual flight altitude instructed by ATC.
5. WARNING: several airports near ZGGG. ACFT shall strictly adhere to flight track and altitude and follow ATC instructions.

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



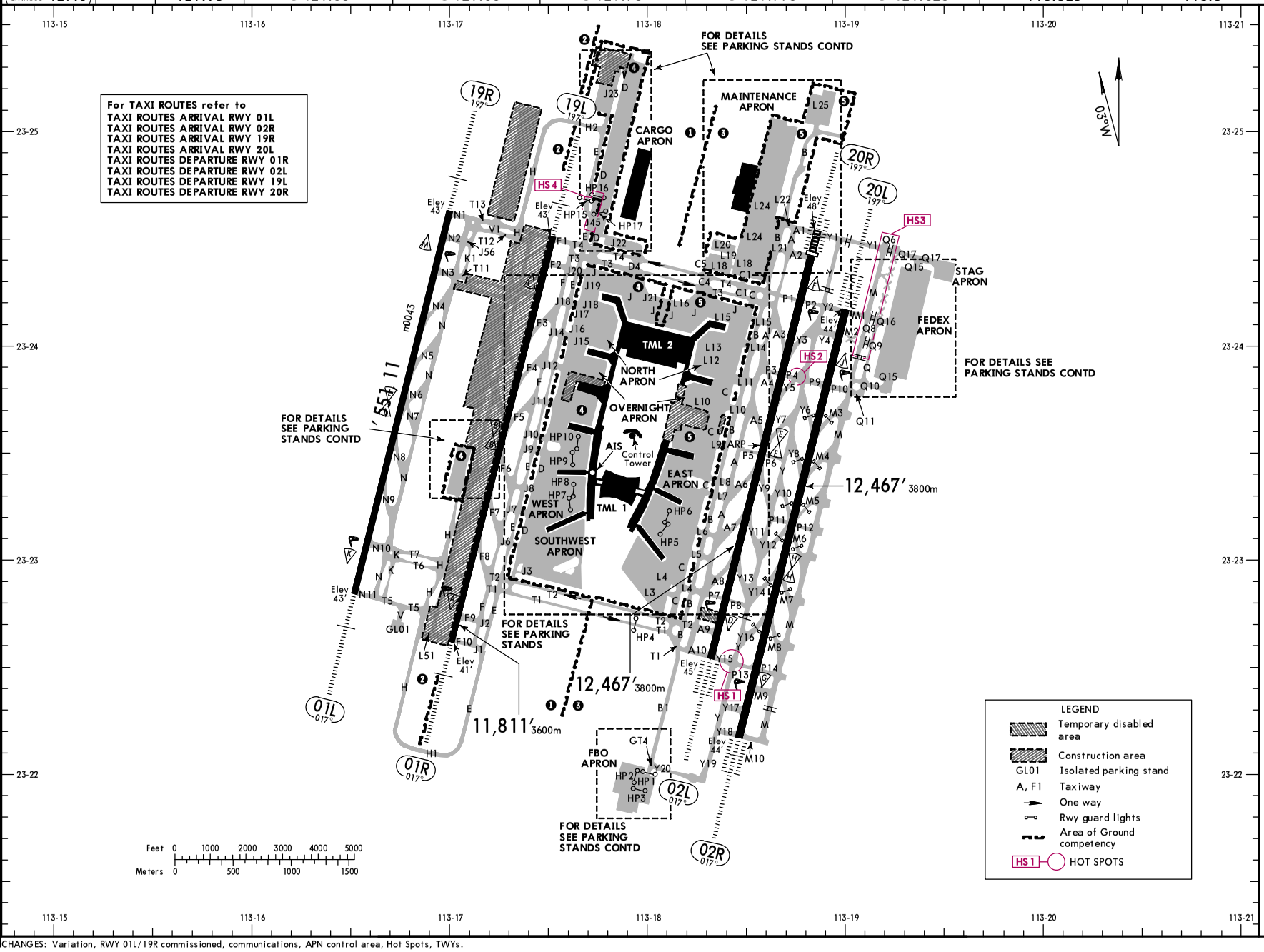
ZGGG/CAN

Apt Elev 50′
N23 23.6 E113 18.5

JEPPESEN GUANGZHOU, PR OF CHINA
BAIYUN

17 JAN 25 (20-9) Eff 22 Jan 1600Z

*D-ATIS	Data Comm	*BAIYUN Delivery	*BAIYUN Ground			*BAIYUN Apron		*Tower			
128.6 (Chinese 127.0)	D-ATIS DCL	121.95	West one ❶ 121.85	West two ❷ 121.65	East ❸ 121.75	West ❹ 121.775	East ❺ 121.825	Rwy 01L/19R 118.325	Rwy 01R/19L 118.8	Rwy 02L/20R 118.1	Rwy 02R/20L 118.25 (by ATC)



GENERAL

Do not mistake the expressway lights located at West of RWY 01L/19R and RWY 01R/19L for runway lights.

TAXIWAY RESTRICTIONS

Take-off from RWY 20R:
TWY Y (south of Y15) only available for ACFT with wingspan less than 79′/24m and height (including vertical tail) no more than 33′/10.0m.
TWY B1 and Y20 only available for ACFT with wingspan less than 118′/36m and height (including vertical tail) no more than 42′/12.7m.

Take-off from RWY 20R/20L:
TWY Y19 only available for ACFT with wingspan less than 79′/24m and height (including vertical tail) no more than 39′/11.8m.

Take-off from RWY 19L:
TWYs H (South of L51), H1, E (South of J1) only available for ACFT with wingspan less than 118′/36m and height (including vertical tail) no more than 42′/12.7m.

Take-off from RWY 01R:
TWYs H (North of T13), H2, E (North of T4) only available for ACFT with wingspan less than 118′/36m and height (including vertical tail) no more than 42′/12.7m.

No vertical height limit when TWYs Y (South of Y15), B1, Y19, Y20, H (South of L51, North of T13), E (South of J1, North of T4), H1, H2 are used as crossing TWY.

HOT SPOTS

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

HS1 Intersection of TWYs Y15 and Y:
While ACFT taxiing to East along TWY Y15 after crossing RWY 02L, pilot may miss TWY Y and taxi into TWY P13 to lead to RWY 02R incursions.
Pilot shall pay more attention to identify TWY Y and TWY P13 within this area, avoid taxiing into TWY P13 by mistake.

HS2 TWY P4 holding position:
ACFT crossing RWY 02L/20R via TWY P4 will be instructed to hold at the RWY holding positions.
ACFT shall not proceed beyond the RWY holding positions without ATC clearance.

HS3 RWY 20L ILS protected area:
ACFT taxiing from FedEx apron will be instructed to hold short of ILS protected area at the RWY holding positions. ACFT shall not proceed beyond the RWY holding positions without ATC clearance.

HS4 Intersections of TWYs E, J45 and D:
ACFT taxiing on TWY E shall avoid the conflict with the departure ACFT taxiing on TWY J45 from the cargo apron.
Arrival ACFT taxiing on TWY D shall avoid the conflict with the departure ACFT taxiing on TWY D and TWY J45 from the cargo apron.
Pilot shall pay more attention within this area, follow the instructions by ATC, avoid taxiing by mistake.

CHANGES: Variation, RWY 01L/19R commissioned, communications, APN control area, Hot Spots, TWYs.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01L ❶ 19R	HIRL (60m) CL(30m) ❷HIALS SFL RVR PAPI-L (3.0°, MEHT 69′)		10,112′ 3082m	❸	148′ 45m
	HIRL (60m) CL(30m) ❷HIALS SFL RVR PAPI-L (3.0°, MEHT 69′)		10,122′ 3085m		
01R ❶ 19L	HIRL (60m) CL(30m) ❷HIALS SFL RVR PAPI-L (3.0°, MEHT 68′)		10,768′ 3282m	❸	148′ 45m
	HIRL (60m) CL(30m) ❷HIALS SFL RVR PAPI-L (3.0°, MEHT 66′)		10,751′ 3277m		
02L ❶ 20R	HIRL (60m) CL(15m) ❷HIALS-II SFL TDZ RVR PAPI-L (3.0°, MEHT 71′)		11,427′ 3483m	❸	197′ 60m
	HIRL (60m) CL(15m) ❷HIALS-II SFL TDZ RVR PAPI-L (3.0°, MEHT 68′)	11,811′ 3600m	10,735′ 3272m		
02R ❶ 20L	HIRL (60m) CL(15m) ❷HIALS-II SFL TDZ RVR PAPI-L (3.0°, MEHT 71′)		11,466′ 3495m	❸	197′ 60m
	HIRL (60m) CL(15m) ❷HIALS-II SFL TDZ RVR PAPI-L (3.0°, MEHT 73′)		11,473′ 3497m		

❶ Rwy grooved ❷ length 900m
❸ TAKE-OFF RUN AVAILABLE

RWY 01L:
From rwy head 11,155′ (3400m)
twy N10 int 9659′ (2944m)

RWY 01R:
From rwy head 11,811′ (3600m)
twy F9 int 11,089′ (3380m)

RWY 02L:
From rwy head 12,467′ (3800m)
twy A9 int 11,745′ (3580m)

RWY 02R:
From rwy head 12,467′ (3800m)
twy Y17 int 11,745′ (3580m)
twy M9 int 11,066′ (3373m)

RWY 19R:
From rwy head 11,155′ (3400m)
twy N2 int 10,433′ (3180m)
twy N3 int 9429′ (2874m)

RWY 19L:
From rwy head 11,811′ (3600m)
twy F2 int 11,089′ (3380m)

RWY 20R:
From rwy head 12,467′ (3800m)
twy A2 int 11,745′ (3580m)

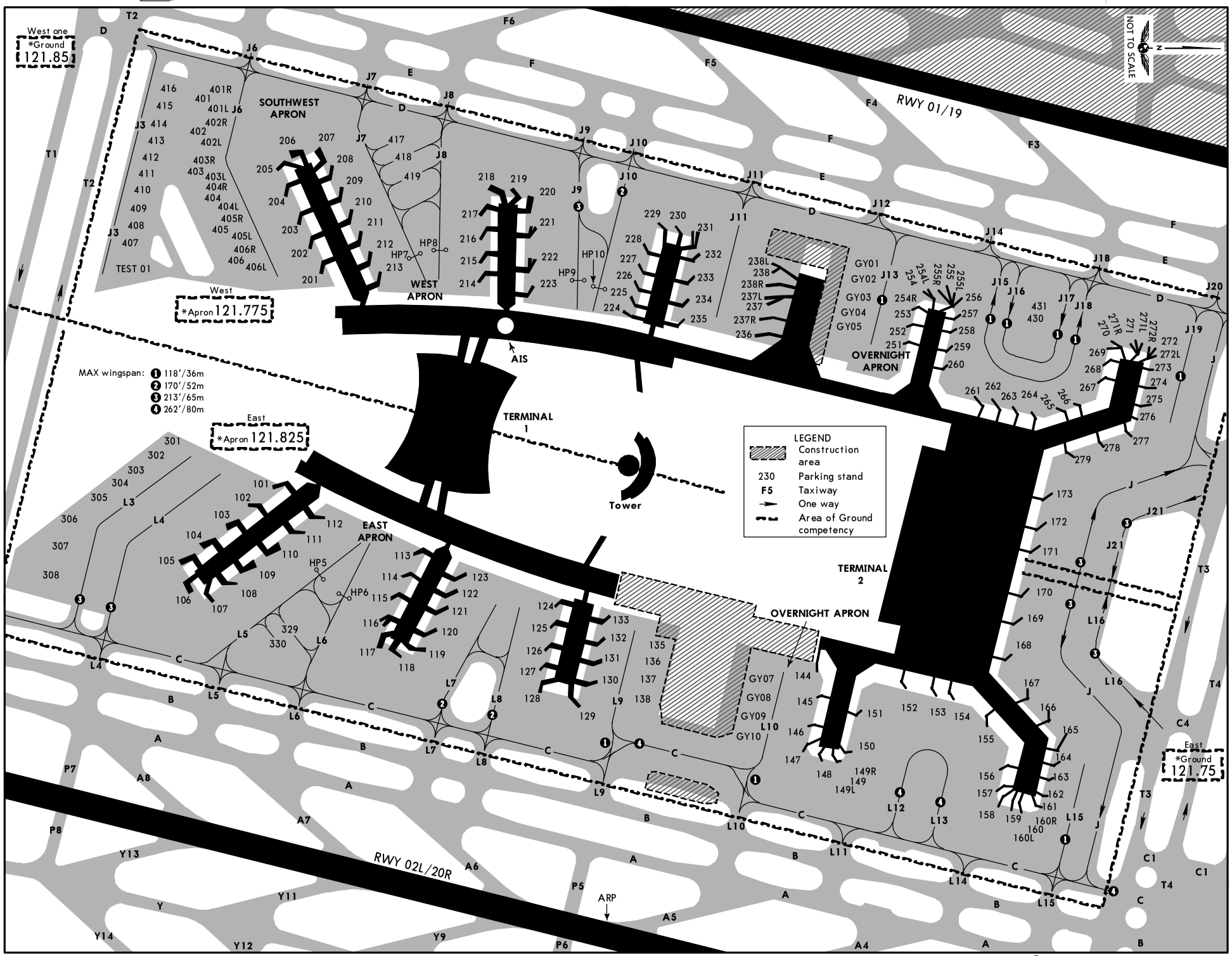
RWY 20L:
From rwy head 12,467′ (3800m)
twy Y4 int 11,745′ (3580m)

State

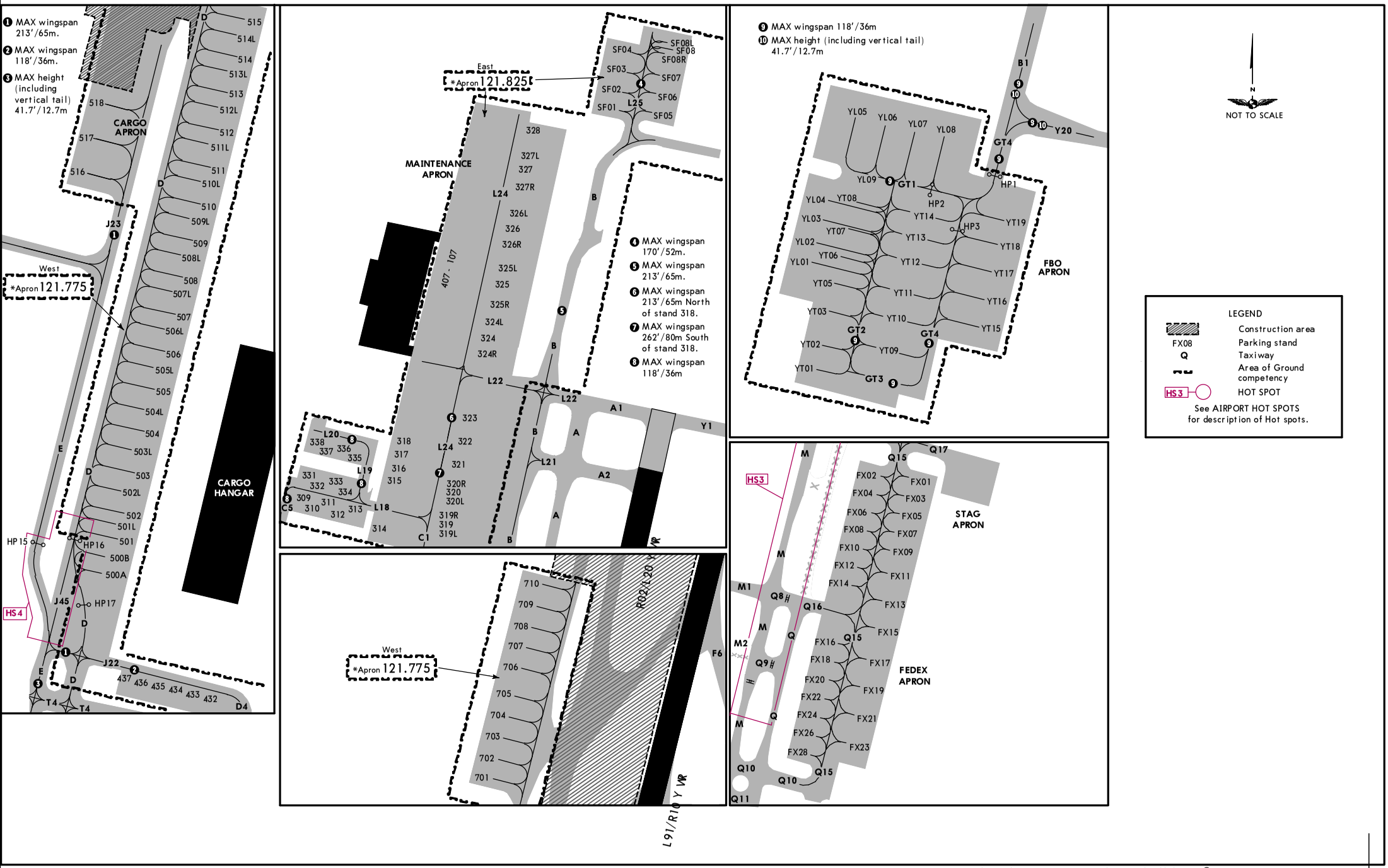
		TAKE-OFF (with reliable alternate) RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A B C D	R400m V800m	R500m V800m
Other 1 & 2 Eng		Minimums not established by CAAC	

CHANGES: RWY 01L/19R commissioned.

GUANGZHOU, PR OF CHINA
BAIYUN



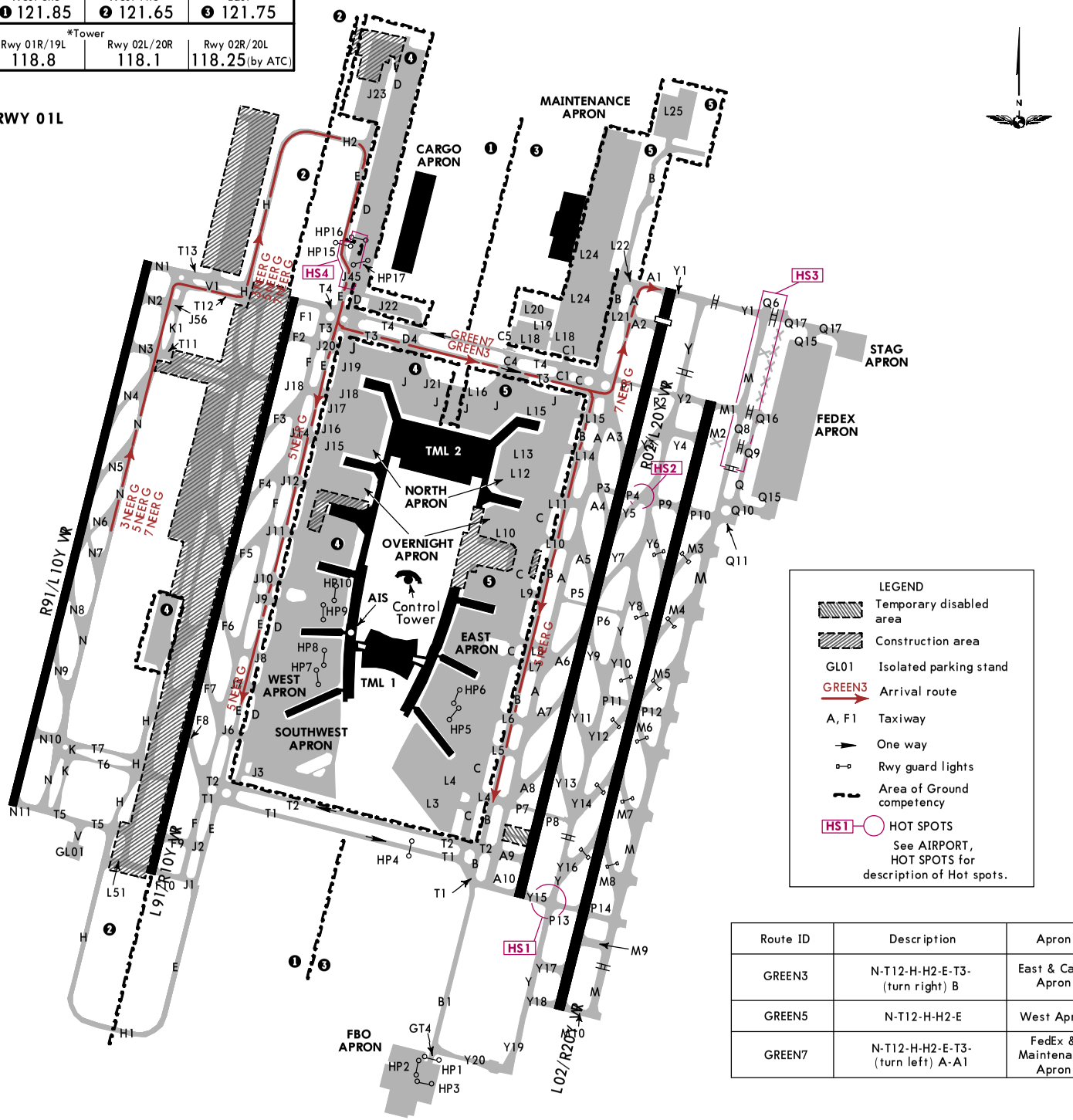
CHANGES: Hot spots withdrawn, apron designation, area of ground competency.



*D-ATIS	Data Comm	*BAIYUN Delivery	*BAIYUN Ground		
128.6 (Chinese 127.0)	D-ATIS DCL	121.95	West one ❶ 121.85	West two ❷ 121.65	East ❸ 121.75

*BAIYUN Apron		*Tower			
West ❹ 121.775	East ❺ 121.825	Rwy 01L/19R 118.325	Rwy 01R/19L 118.8	Rwy 02L/20R 118.1	Rwy 02R/20L 118.25 (by ATC)

TAXI ROUTES ARRIVAL RWY 01L



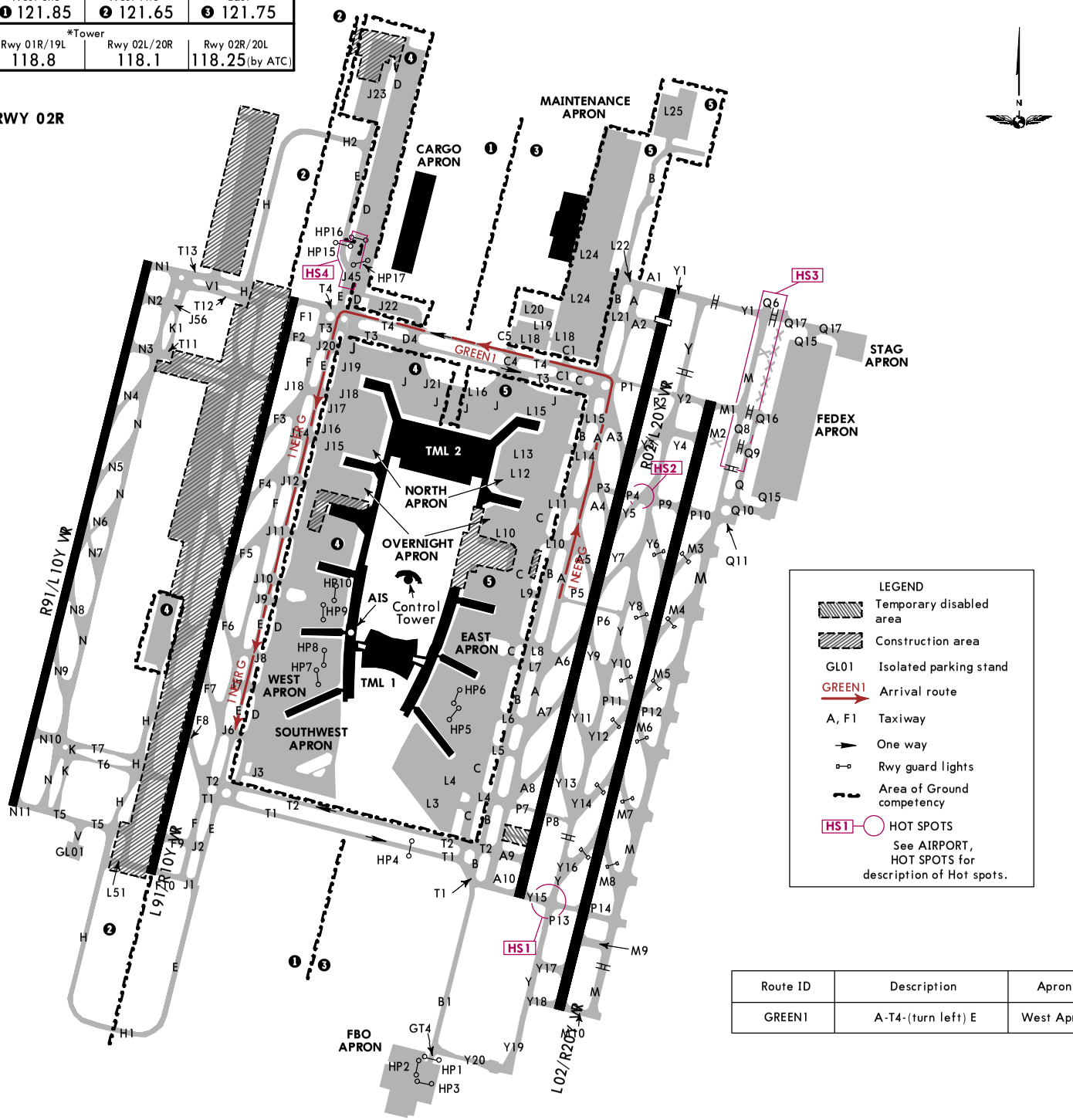
Route ID	Description	Apron
GREEN3	N-T12-H-H2-E-T3-(turn right) B	East & Cargo Apron
GREEN5	N-T12-H-H2-E	West Apron
GREEN7	N-T12-H-H2-E-T3-(turn left) A-A1	FedEx & Maintenance Apron

CHANGES: New chart.

*D-ATIS	Data Comm	*BAIYUN Delivery	*BAIYUN Ground		
128.6 (Chinese 127.0)	D-ATIS DCL	121.95	West one ❶ 121.85	West two ❷ 121.65	East ❸ 121.75

*BAIYUN Apron		*Tower			
West ❹ 121.775	East ❺ 121.825	Rwy 01L/19R 118.325	Rwy 01R/19L 118.8	Rwy 02L/20R 118.1	Rwy 02R/20L 118.25 (by ATC)

TAXI ROUTES ARRIVAL RWY 02R



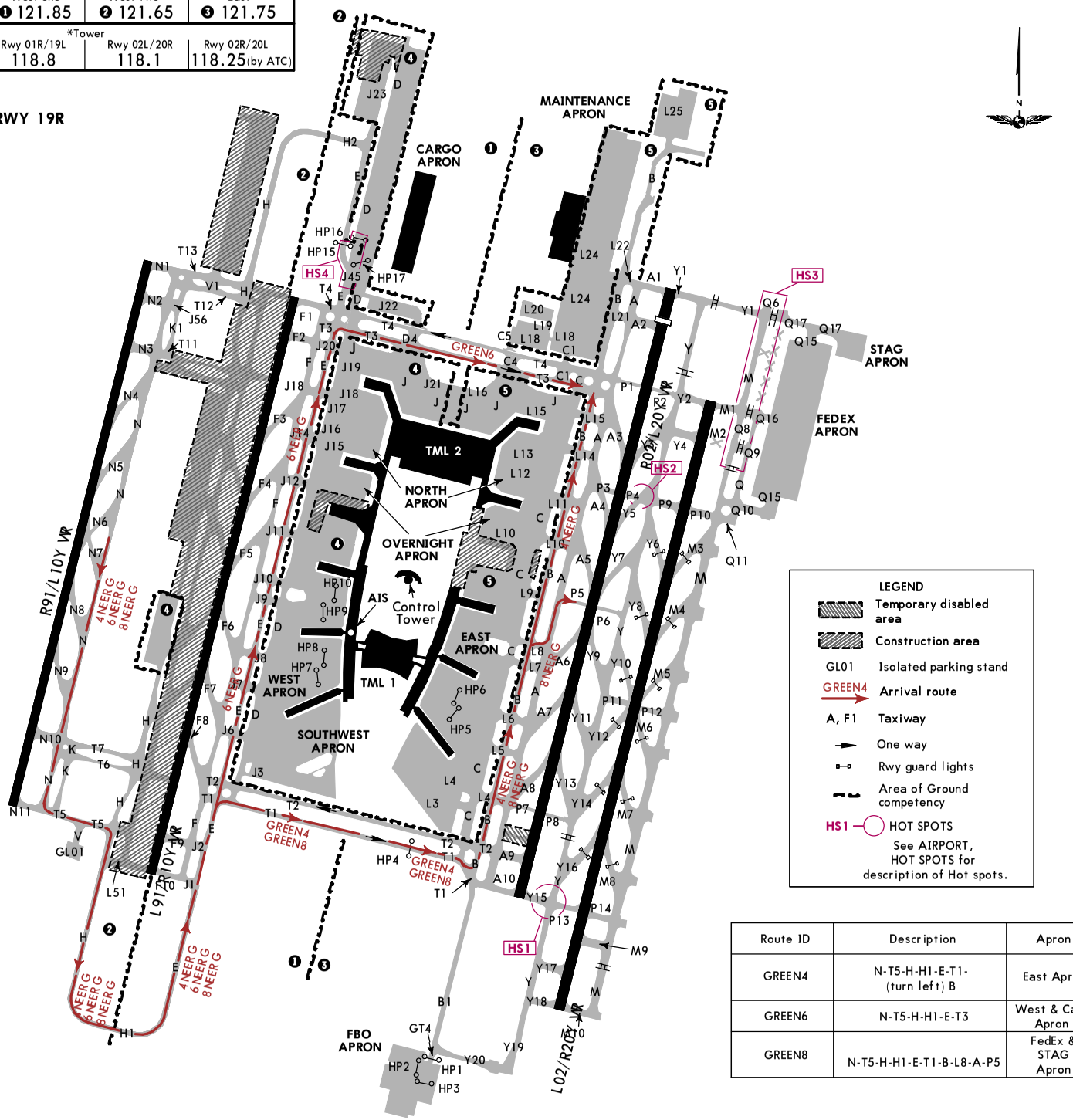
Route ID	Description	Apron
GREEN1	A-T4-(turn left) E	West Apron

CHANGES: New chart format.

*D-ATIS	Data Comm	*BAIYUN Delivery	*BAIYUN Ground		
128.6 (Chinese 127.0)	D-ATIS DCL	121.95	West one ❶ 121.85	West two ❷ 121.65	East ❸ 121.75

*BAIYUN Apron		*Tower			
West ❹ 121.775	East ❺ 121.825	Rwy 01L/19R 118.325	Rwy 01R/19L 118.8	Rwy 02L/20R 118.1	Rwy 02R/20L 118.25 (by ATC)

TAXI ROUTES ARRIVAL RWY 19R



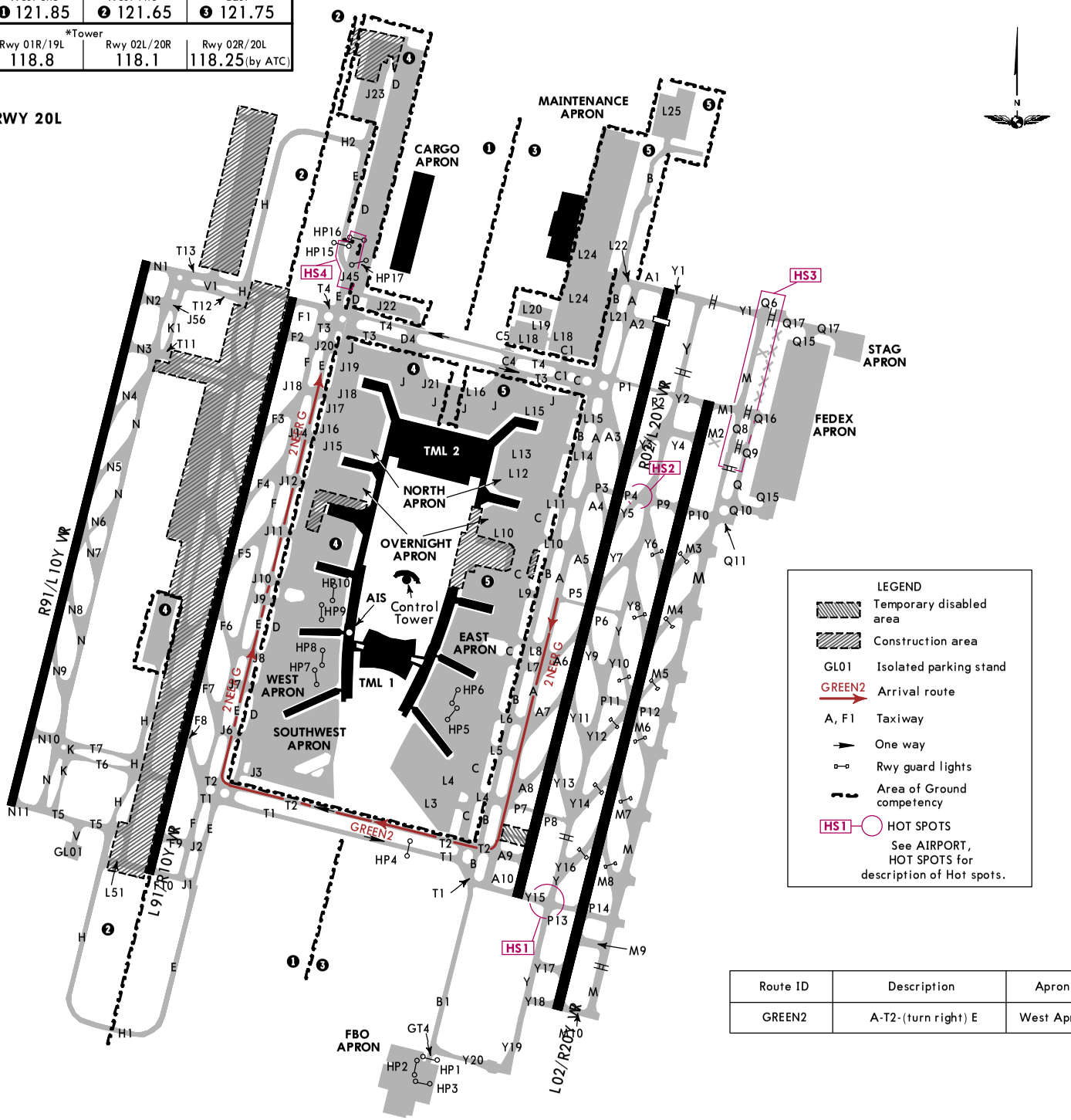
Route ID	Description	Apron
GREEN4	N-T5-H-H1-E-T1-(turn left) B	East Apron
GREEN6	N-T5-H-H1-E-T3	West & Cargo Apron
GREEN8	N-T5-H-H1-E-T1-B-L8-A-P5	FedEx & STAG Apron

CHANGES: New chart.

*D-ATIS	Data Comm	*BAIYUN Delivery	*BAIYUN Ground		
128.6 (Chinese 127.0)	D-ATIS DCL	121.95	West one ❶ 121.85	West two ❷ 121.65	East ❸ 121.75

*BAIYUN Apron		*Tower			
West ❹ 121.775	East ❺ 121.825	Rwy 01L/19R 118.325	Rwy 01R/19L 118.8	Rwy 02L/20R 118.1	Rwy 02R/20L 118.25 (by ATC)

TAXI ROUTES ARRIVAL RWY 20L



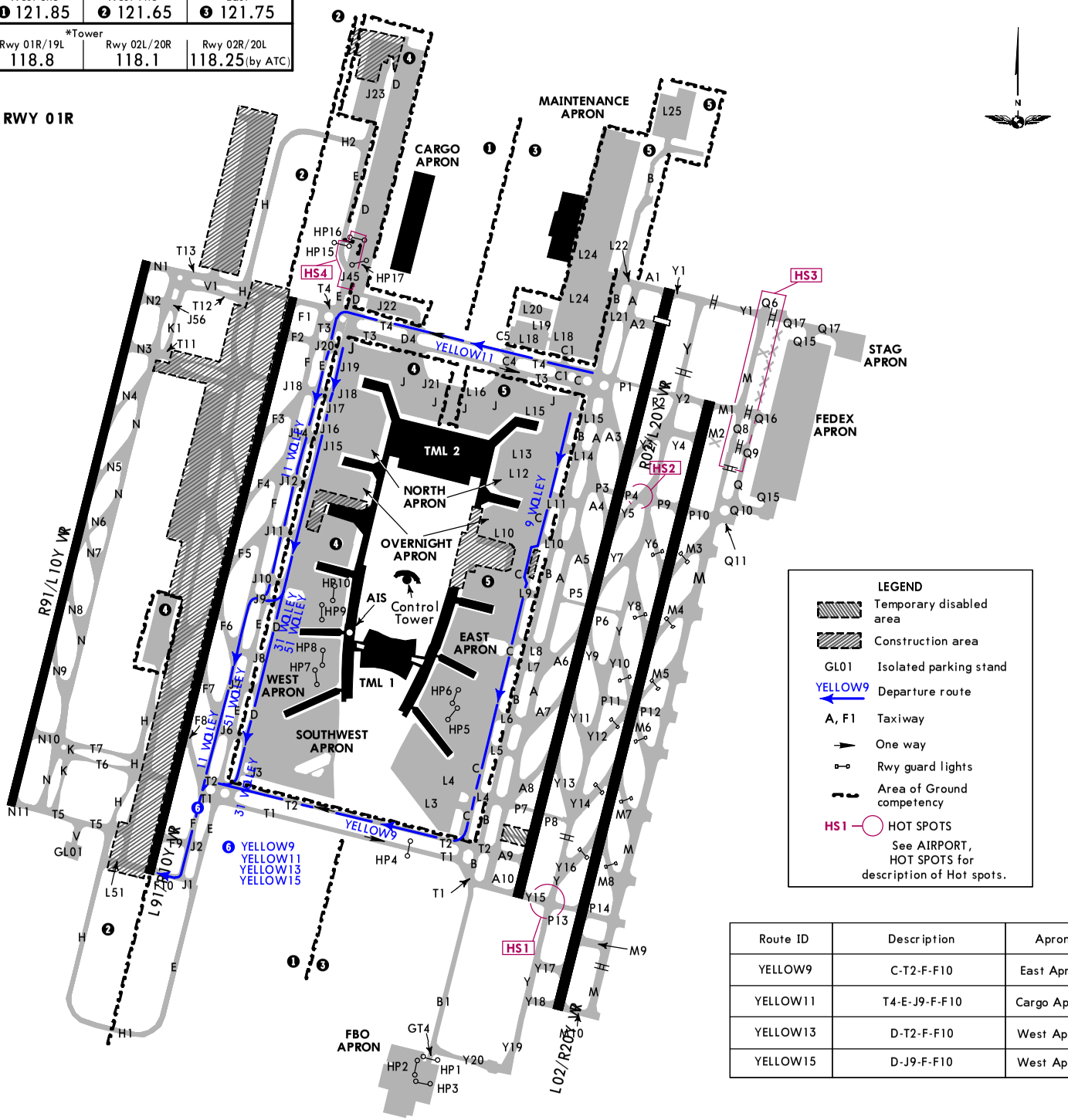
Route ID	Description	Apron
GREEN2	A-T2-(turn right) E	West Apron

CHANGES: New chart format.

*D-ATIS	Data Comm	*BAIYUN Delivery	*BAIYUN Ground		
128.6 (Chinese 127.0)	D-ATIS DCL	121.95	West one ❶ 121.85	West two ❷ 121.65	East ❸ 121.75

*BAIYUN Apron		*Tower			
West	East	Rwy 01L/19R	Rwy 01R/19L	Rwy 02L/20R	Rwy 02R/20L
❹ 121.775	❺ 121.825	118.325	118.8	118.1	118.25 (by ATC)

TAXI ROUTES DEPARTURE RWY 01R



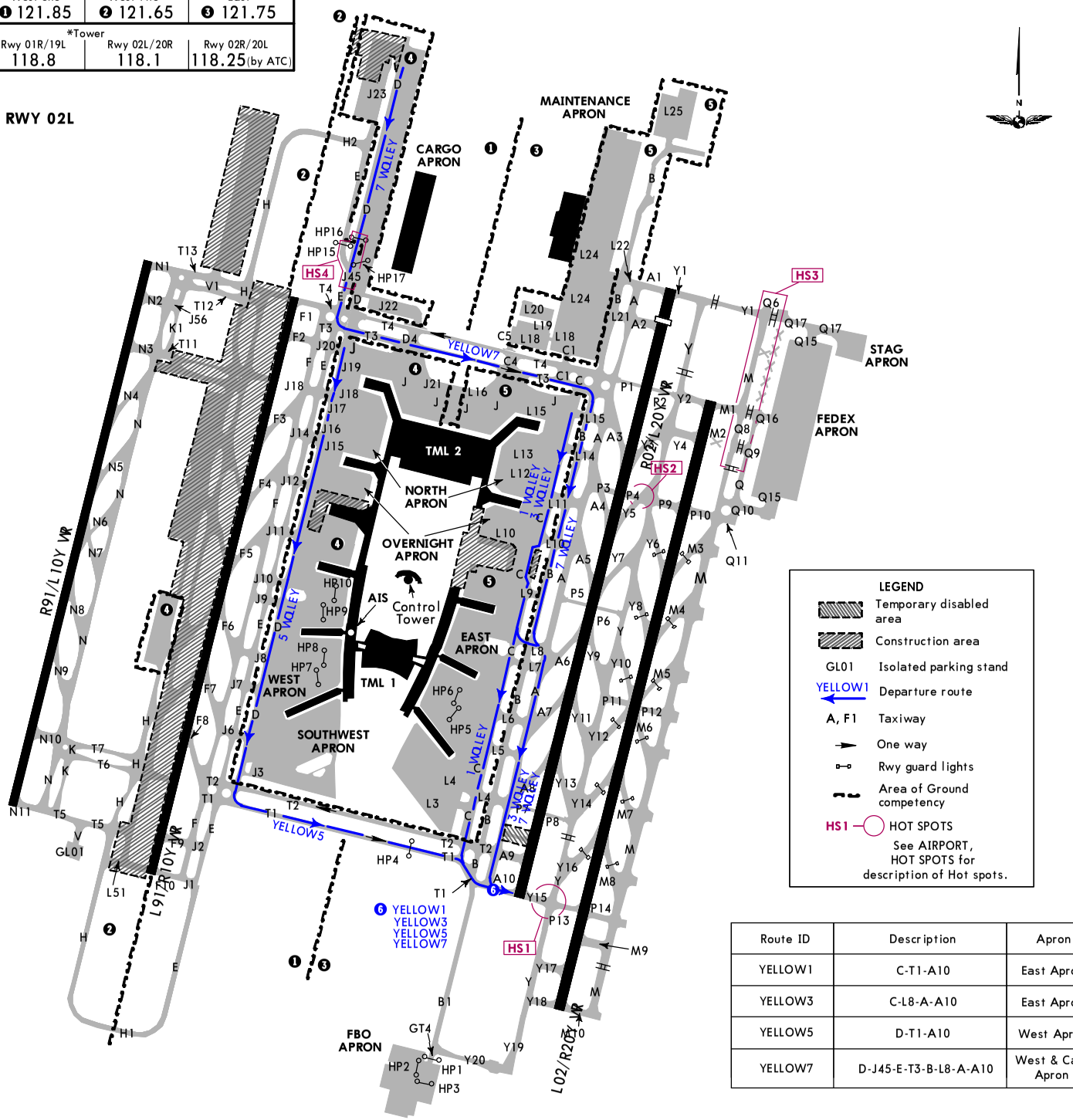
Route ID	Description	Apron
YELLOW9	C-T2-F-F10	East Apron
YELLOW11	T4-E-J9-F-F10	Cargo Apron
YELLOW13	D-T2-F-F10	West Apron
YELLOW15	D-J9-F-F10	West Apron

CHANGES: New chart format.

*D-ATIS	Data Comm	*BAIYUN Delivery	*BAIYUN Ground		
128.6 (Chinese 127.0)	D-ATIS DCL	121.95	West one ❶ 121.85	West two ❷ 121.65	East ❸ 121.75

*BAIYUN Apron		*Tower			
West	East	Rwy 01L/19R	Rwy 01R/19L	Rwy 02L/20R	Rwy 02R/20L
❹ 121.775	❺ 121.825	118.325	118.8	118.1	118.25 (by ATC)

TAXI ROUTES DEPARTURE RWY 02L



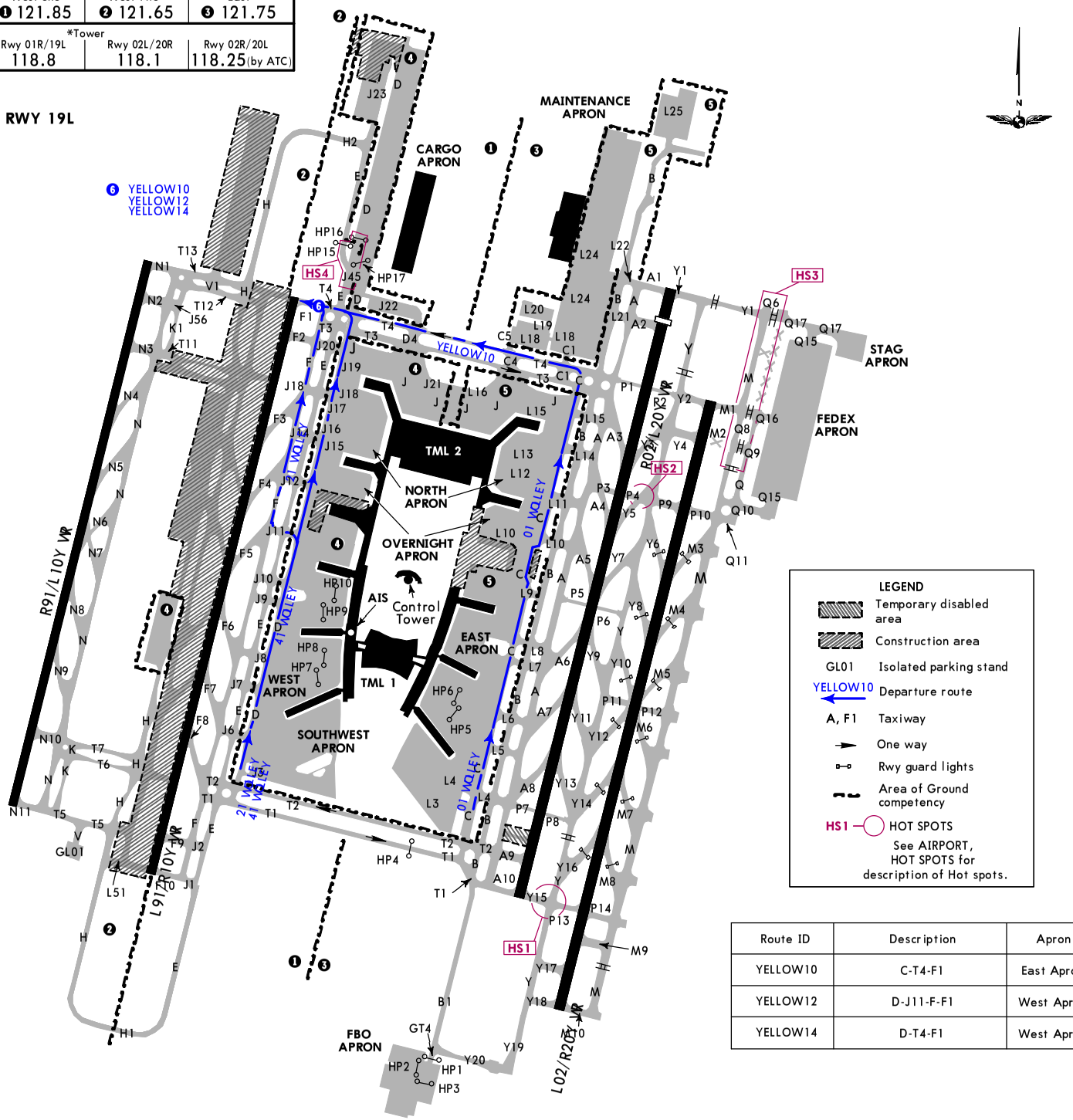
Route ID	Description	Apron
YELLOW1	C-T1-A10	East Apron
YELLOW3	C-L8-A-A10	East Apron
YELLOW5	D-T1-A10	West Apron
YELLOW7	D-J45-E-T3-B-L8-A-A10	West & Cargo Apron

CHANGES: New chart format.

*D-ATIS	Data Comm	*BAIYUN Delivery	*BAIYUN Ground		
128.6 (Chinese 127.0)	D-ATIS DCL	121.95	West one ❶ 121.85	West two ❷ 121.65	East ❸ 121.75

*BAIYUN Apron		*Tower			
West	East	Rwy 01L/19R	Rwy 01R/19L	Rwy 02L/20R	Rwy 02R/20L
❹ 121.775	❺ 121.825	118.325	118.8	118.1	118.25 (by ATC)

TAXI ROUTES DEPARTURE RWY 19L



LEGEND

- Temporary disabled area
- Construction area
- GL01 — Isolated parking stand
- YELLOW10 — Departure route
- A, F1 — Taxiway
- One way
- Rwy guard lights
- Area of Ground competency
- HS1 — HOT SPOTS

See AIRPORT, HOT SPOTS for description of Hot spots.

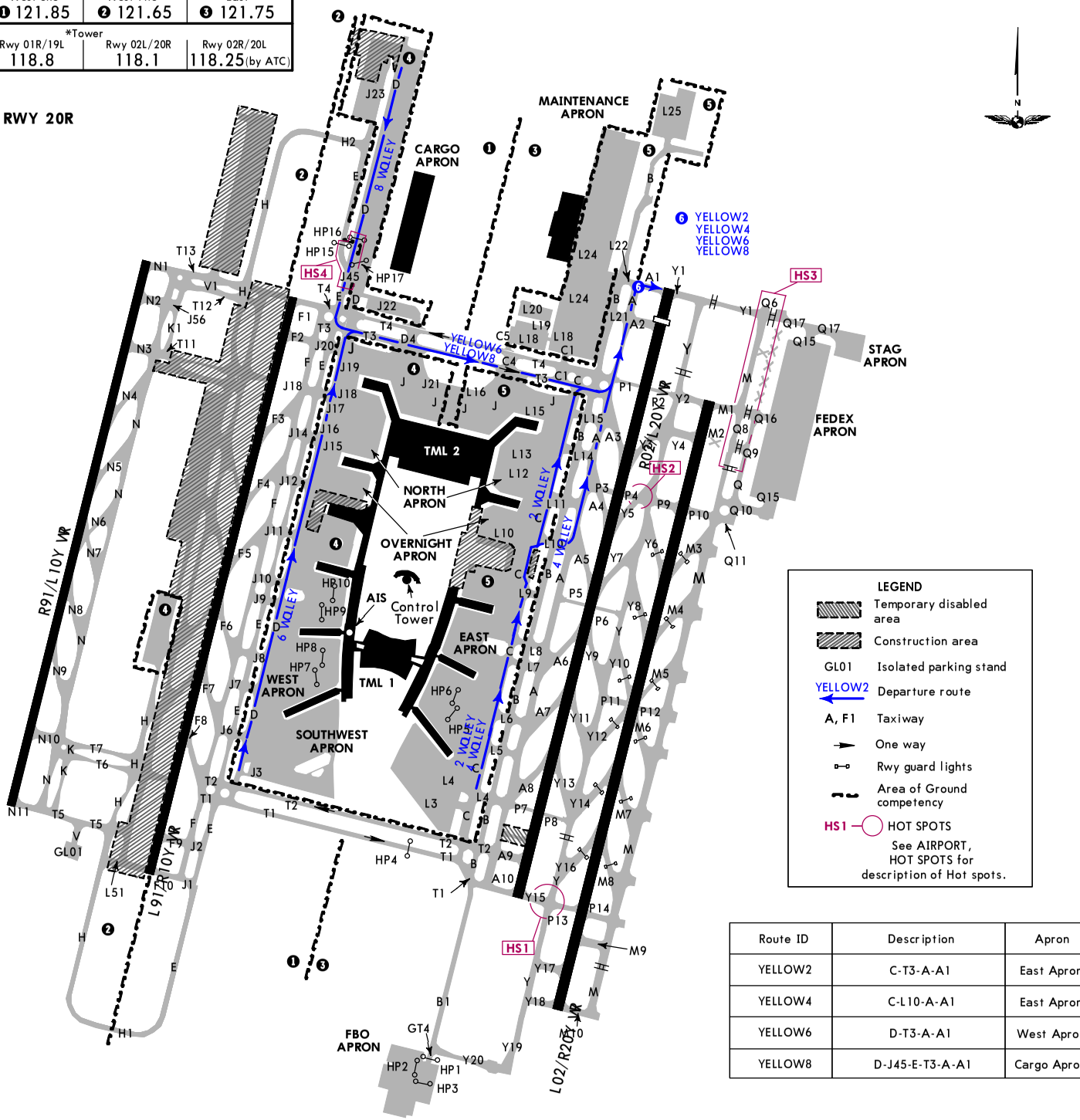
Route ID	Description	Apron
YELLOW10	C-T4-F1	East Apron
YELLOW12	D-J11-F-F1	West Apron
YELLOW14	D-T4-F1	West Apron

CHANGES: New chart format.

*D-ATIS	Data Comm	*BAIYUN Delivery	*BAIYUN Ground		
128.6 (Chinese 127.0)	D-ATIS DCL	121.95	West one ❶ 121.85	West two ❷ 121.65	East ❸ 121.75

*BAIYUN Apron		*Tower			
West	East	Rwy 01L/19R	Rwy 01R/19L	Rwy 02L/20R	Rwy 02R/20L
❹ 121.775	❺ 121.825	118.325	118.8	118.1	118.25 (by ATC)

TAXI ROUTES DEPARTURE RWY 20R



Route ID	Description	Apron
YELLOW2	C-T3-A-A1	East Apron
YELLOW4	C-L10-A-A1	East Apron
YELLOW6	D-T3-A-A1	West Apron
YELLOW8	D-J45-E-T3-A-A1	Cargo Apron

CHANGES: New chart format.

GUANGZHOU, PR OF CHINA

BAIYUN

STRAIGHT-IN RWY	A	B	C	D
01L				
❶ SA CAT I RNAV ILS DME Z	**193**′(150′)	**193**′(150′)	**193**′(150′)	**193**′(150′)
or ❶ SA CAT I ILS DME Y	**RA 155**′	**RA 155**′	**RA 155**′	**RA 155**′
	❷ R450m	❷ R450m	❷ R450m	❷ R450m
❶ RNAV ILS DME Z	**243**′(200′)	**243**′(200′)	**243**′(200′)	**243**′(200′)
or ❶ ILS DME Y	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❹ RNAV ILS DME Z	**454**′(411′)	**454**′(411′)	**454**′(411′)	**454**′(411′)
	R/V1500m	R/V1500m	R/V1500m	R/V1500m
ALS out	R/V2400m	R/V2400m	R/V2400m	R/V2400m
❹ ILS DME Y	**322**′(279′)	**322**′(279′)	**322**′(279′)	**322**′(279′)
	R/V800m	R/V800m	R/V800m	R/V800m
ALS out	R/V1700m	R/V1700m	R/V1700m	R/V1700m
❺LOC	**480**′(437′)	**480**′(437′)	**480**′(437′)	**480**′(437′)
	R/V1700m	R/V1700m	R/V1700m	R/V1700m
ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m
01R				
❶ SA CAT I RNAV ILS DME Z	**191**′(150′)	**191**′(150′)	**191**′(150′)	**191**′(150′)
or ❶ SA CAT I ILS DME Y	**RA 155**′	**RA 155**′	**RA 155**′	**RA 155**′
	❷ R450m	❷ R450m	❷ R450m	❷ R450m
❶ RNAV ILS DME Z	**241**′(200′)	**241**′(200′)	**241**′(200′)	**241**′(200′)
or ❶ ILS DME Y	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❹ RNAV ILS DME Z	**452**′(411′)	**452**′(411′)	**452**′(411′)	**452**′(411′)
	R/V1500m	R/V1500m	R/V1500m	R/V1500m
ALS out	R/V2400m	R/V2400m	R/V2400m	R/V2400m
❹ ILS DME Y	**320**′(279′)	**320**′(279′)	**320**′(279′)	**320**′(279′)
	R/V800m	R/V800m	R/V800m	R/V800m
ALS out	R/V1700m	R/V1700m	R/V1700m	R/V1700m
❺LOC	**480**′(439′)	**480**′(439′)	**480**′(439′)	**480**′(439′)
	R/V1700m	R/V1700m	R/V1700m	R/V1700m
ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m
02L				
❶ SA CAT I RNAV ILS DME Z	**195**′(150′)	**195**′(150′)	**195**′(150′)	**195**′(150′)
or ❶ SA CAT I ILS DME Y	**RA 151**′	**RA 151**′	**RA 151**′	**RA 151**′
	❷ R450m	❷ R450m	❷ R450m	❷ R450m
❶ RNAV ILS DME Z	**245**′(200′)	**245**′(200′)	**245**′(200′)	**245**′(200′)
or ❶ ILS DME Y	R550m V800m	R550m V800m	R550m V800m	R550m V800m
TDZ or CL out	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m

❶ Missed approach climb gradient MIN 3.0% (183′/NM).
❷ HUD required.
❸ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.
❹ Missed approach climb gradient MIN 2.5% (152′/NM).
❺ Continuous Descent Final Approach.
❻ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: SA CAT I rwy 01L added.

GUANGZHOU, PR OF CHINA

BAIYUN

STRAIGHT-IN RWY	A	B	C	D
02L cont'd				
❶ RNAV ILS DME Z	**324**′(279′)	**324**′(279′)	**324**′(279′)	**324**′(279′)
TDZ or CL out	R/V800m	R/V800m	R/V800m	R/V800m
ALS out	R/V800m	R/V800m	R/V800m	R/V800m
	R/V1700m	R/V1700m	R/V1700m	R/V1700m
❶ ILS DME Y	**406**′(361′)	**406**′(361′)	**406**′(361′)	**406**′(361′)
	R/V1200m	R/V1200m	R/V1200m	R/V1200m
TDZ or CL out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
ALS out	R/V2100m	R/V2100m	R/V2100m	R/V2100m
❷ LOC	**470**′(425′)	**470**′(425′)	**470**′(425′)	**470**′(425′)
	R/V1600m	R/V1600m	R/V1600m	R/V1600m
TDZ or CL out	R/V1600m	R/V1600m	R/V1600m	R/V1600m
ALS out	R/V2500m	R/V2500m	R/V2500m	R/V2500m
02R				
❹ SA CAT I RNAV ILS DME Z or ❹ SA CAT I ILS DME Y	**194**′(150′)	**194**′(150′)	**194**′(150′)	**194**′(150′)
	RA 151′	**RA 151**′	**RA 151**′	**RA 151**′
	❸ R450m	❸ R450m	❸ R450m	❸ R450m
❹ RNAV ILS DME Z or ❹ ILS DME Y	**244**′(200′)	**244**′(200′)	**244**′(200′)	**244**′(200′)
	R550m V800m	R550m V800m	R550m V800m	R550m V800m
TDZ or CL out	❺ R550m V800m	❺ R550m V800m	❺ R550m V800m	❺ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❶ RNAV ILS DME Z	**290**′(246′)	**290**′(246′)	**290**′(246′)	**290**′(246′)
	R550m V800m	R550m V800m	R550m V800m	R550m V800m
TDZ or CL out	❺ R550m V800m	❺ R550m V800m	❺ R550m V800m	❺ R550m V800m
ALS out	R/V1500m	R/V1500m	R/V1500m	R/V1500m
❶ ILS DME Y	**389**′(345′)	**389**′(345′)	**389**′(345′)	**389**′(345′)
	R/V1200m	R/V1200m	R/V1200m	R/V1200m
TDZ or CL out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
ALS out	R/V2100m	R/V2100m	R/V2100m	R/V2100m
❷ LOC	**500**′(456′)	**500**′(456′)	**500**′(456′)	**500**′(456′)
	R/V1800m	R/V1800m	R/V1800m	R/V1800m
TDZ or CL out	R/V1800m	R/V1800m	R/V1800m	R/V1800m
ALS out	R/V2700m	R/V2700m	R/V2700m	R/V2700m
19L				
SA CAT I RNAV ILS DME Z or SA CAT I ILS DME Y	**193**′(150′)	**193**′(150′)	**193**′(150′)	**193**′(150′)
	RA 148′	**RA 148**′	**RA 148**′	**RA 148**′
	❸ R450m	❸ R450m	❸ R450m	❸ R450m
RNAV ILS DME Z or ILS DME Y	**243**′(200′)	**243**′(200′)	**243**′(200′)	**243**′(200′)
	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❷ LOC	**580**′(537′)	**580**′(537′)	**580**′(537′)	**580**′(537′)
	R/V2200m	R/V2200m	R/V2200m	R/V2200m
ALS out	R/V3100m	R/V3100m	R/V3100m	R/V3100m
19R				
SA CAT I RNAV ILS DME Z or SA CAT I ILS DME Y	**193**′(150′)	**193**′(150′)	**193**′(150′)	**193**′(150′)
	RA 151′	**RA 151**′	**RA 151**′	**RA 151**′
	❸ R450m	❸ R450m	❸ R450m	❸ R450m
RNAV ILS DME Z or ILS DME Y	**243**′(200′)	**243**′(200′)	**243**′(200′)	**243**′(200′)
	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❷ LOC	**530**′(487′)	**530**′(487′)	**530**′(487′)	**530**′(487′)
	R/V2000m	R/V2000m	R/V2000m	R/V2000m
ALS out	R/V2900m	R/V2900m	R/V2900m	R/V2900m

❶ Missed approach climb gradient MIN 2.5% (152′/NM).
❷ Continuous Descent Final Approach.
❸ HUD required.
❹ Missed approach climb gradient MIN 3.0% (183′/NM).
❺ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❻ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: SA CAT 1 rwy 19R added.

GUANGZHOU, PR OF CHINA

BAIYUN

STRAIGHT-IN RWY	A	B	C	D
20L SA CAT I RNAV ILS DME Z or SA CAT I ILS DME Y	**194**′(150′) **RA 151**′ ❶ R450m	**194**′(150′) **RA 151**′ ❶ R450m	**194**′(150′) **RA 151**′ ❶ R450m	**194**′(150′) **RA 151**′ ❶ R450m
RNAV ILS DME Z or ILS DME Y	**244**′(200′) R550m V800m	**244**′(200′) R550m V800m	**244**′(200′) R550m V800m	**244**′(200′) R550m V800m
TDZ or CL out	❷ R550m V800m	❷ R550m V800m	❷ R550m V800m	❷ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸LOC	**450**′(406′) R/V1500m	**450**′(406′) R/V1500m	**450**′(406′) R/V1500m	**450**′(406′) R/V1500m
TDZ or CL out	R/V1500m	R/V1500m	R/V1500m	R/V1500m
ALS out	R/V2400m	R/V2400m	R/V2400m	R/V2400m
20R SA CAT I RNAV ILS DME Z or SA CAT I ILS DME Y	**198**′(150′) **RA 151**′ ❶ R450m	**198**′(150′) **RA 151**′ ❶ R450m	**198**′(150′) **RA 151**′ ❶ R450m	**198**′(150′) **RA 151**′ ❶ R450m
RNAV ILS DME Z or ILS DME Y	**248**′(200′) R550m V800m	**248**′(200′) R550m V800m	**248**′(200′) R550m V800m	**248**′(200′) R550m V800m
TDZ or CL out	❷ R550m V800m	❷ R550m V800m	❷ R550m V800m	❷ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸LOC	**480**′(432′) R/V1600m	**480**′(432′) R/V1600m	**480**′(432′) R/V1600m	**480**′(432′) R/V1600m
TDZ or CL out	R/V1600m	R/V1600m	R/V1600m	R/V1600m
ALS out	R/V2500m	R/V2500m	R/V2500m	R/V2500m

❶ HUD required.
❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❹❺	100 Kts	135 Kts	180 Kts	205 Kts
	❻ **730**′(680′) V2300m	❻ **840**′(790′) V2800m	**1170**′(1120′) V4400m	**1170**′(1120′) V5000m

❹ Not authorized East of runway for runway 01L, 01R, 19L and 19R.
❺ Not authorized West of runway for runway 02L, 02R, 20L and 20R.
❻ or higher minimums of preceding straight-in approach.

TAKE-OFF

(with reliable alternate)

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

CHANGES: Rwy 20L transferred from 20-9S1.

ZGGG/CAN
BAIYUN

17 JAN 25
Eff 22 Jan 1600Z
21-1

JEPPESEN

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

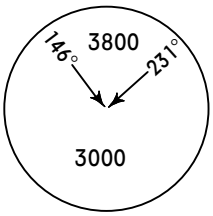
*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.8	121.85	121.65	121.75

LOC IOO	Final Apch Crs	D6.1 IOO	ILS DA(H)	Apt Elev 50′
*109.3	017°	1970′ (1929′)	Refer to Minimums	Rwy 41′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn LEFT on track 328° to GG7Ø3 (MAX 200 KT), then turn RIGHT on track 331° to GG672 at 4930′ or above and hold, or as directed. For missed approach climb gradients refer to minimums.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′

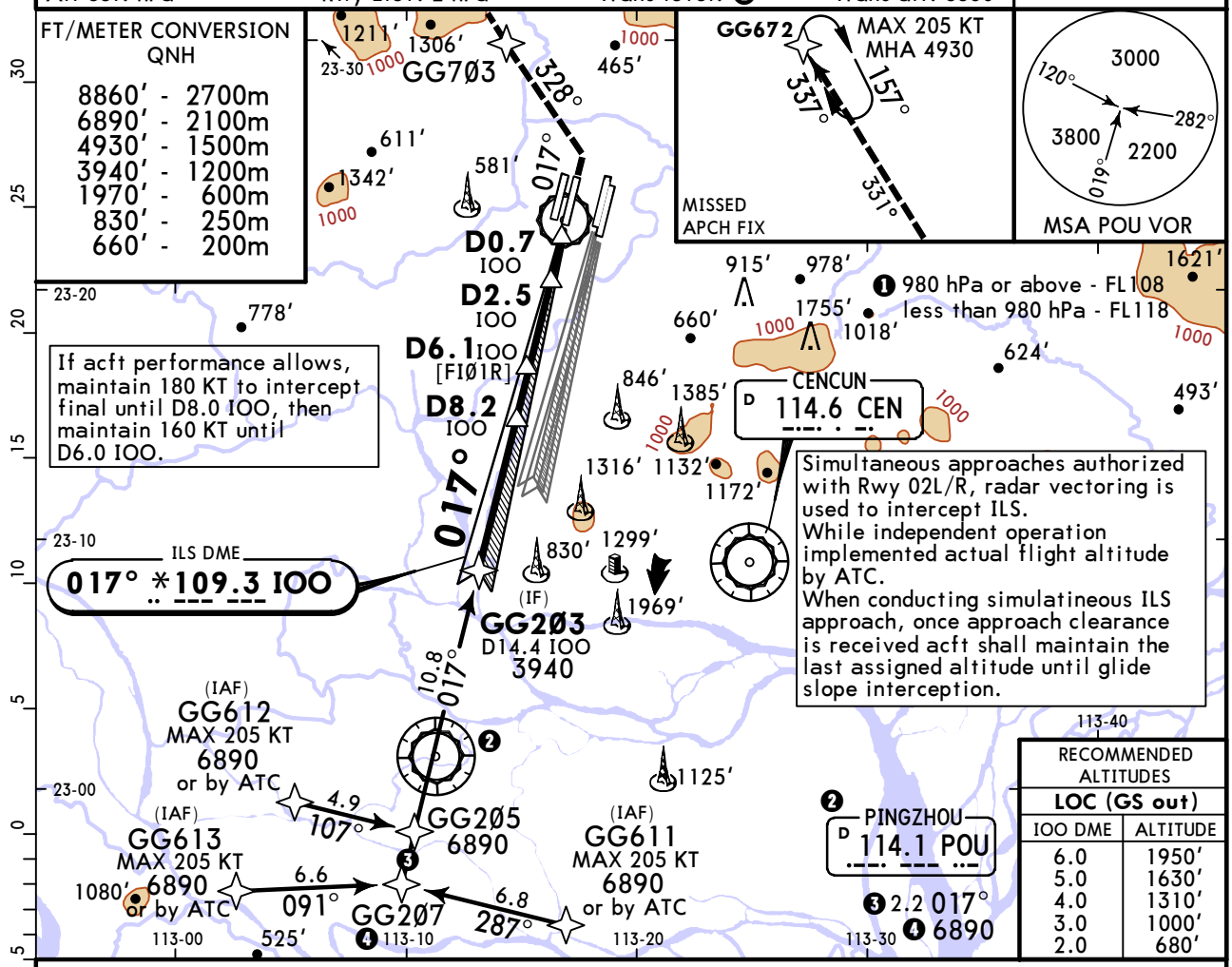


MSA
CEN VOR

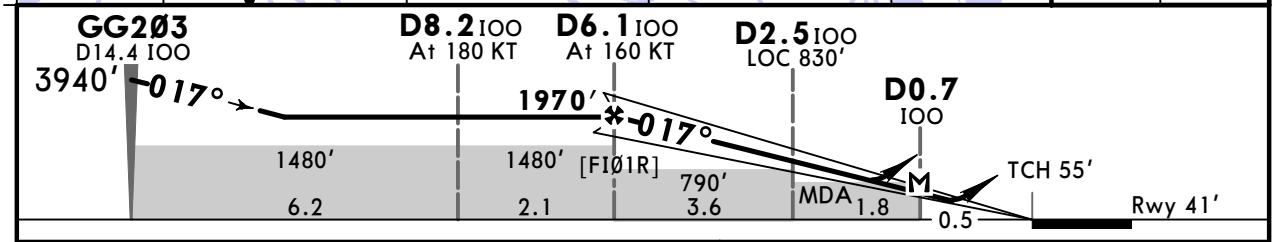
MSA POU VOR

FT/METER CONVERSION
QNH

8860′	2700m
6890′	2100m
4930′	1500m
3940′	1200m
1970′	600m
830′	250m
660′	200m



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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IOO							

HIALS | PAPI | 660′ | 328° LT | GG7Ø3 | 200 KT MAX

State

STRAIGHT-IN LANDING

	ILS				LOC (GS out)	
	MACG 3% (183′/NM) DA(H) 241′ (200′)		MACG 2.5% (152′/NM) DA(H) 452′ (411′)		CDFA MDA(H) 480′ (439′)	
		ALS out		ALS out		ALS out
A	❶R550m V800m	V1200m	R/V 1500m	V2400m	R/V 1700m	V2600m
B						
C						
D						

CIRCLE-TO-LAND
Not authorized
East of runway

Max KT	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

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

CHANGES: Communications, procedure revised, minimums.

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA

17 JAN 25 (21-2) Eff 22 Jan 1600Z ILS DME Y Rwy 01R

BRIEFING STRIP

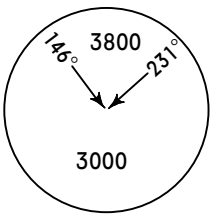
*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.8	121.85	121.65	121.75

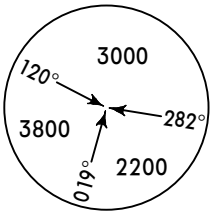
LOC IOO	Final Apch Crs	D6.1 IOO	ILS DA(H)	Apt Elev 50′
*109.3	017°	1970′ (1929′)	Refer to Minimums	Rwy 41′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn LEFT on track 002° to D5.5 IOO, turn LEFT on R-169 TAN to TAN VOR at 3940′ or above and hold, or as directed.
MAX 200 KT for turns. For missed approach climb gradients refer to minimums.

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



MSA CEN VOR



MSA POU VOR

FT/METER CONVERSION
QNH

8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m
3940′	1200m
1970′	600m
830′	250m
660′	200m

YUANTAN
D 112.5 TAN
3940′
015° 195° 349°
MAX 205 KT
MHA 3940
MISSED APCH FIX

D5.5 IOO/
R-169 TAN
[DØØ2D]
581′
002°
D0.7 IOO
D2.5 IOO
D6.1 IOO
[FIØ1R]
D8.2 IOO
ILS DME
017° *109.3 IOO
GAOYAO
D 116.5 GYA
(IAF)
D32.0/
R-195 TAN
4930 or by ATC
[TAN32]
315° 195° 3.6
D35.6
TAN
321°
(IAF)
AGVOS
D33.0/R-094 GYA 107°
5910
4930
or by ATC
(IF)
D20.9 IOO
3940
or by ATC
[CIØ1R]
D2.2
/R-105 POU
[DIØ5B]
PINGZHOU
D 114.1 POU
017°
203° 9.0
D9.0 CEN
6890 or
4930 by ATC
[D2Ø3I]
285°
915′ 978′ 1 980 hPa or above - FL108
less than 980 hPa - FL118
(IAF) CENCUN
D 114.6 CEN
6890 or by ATC

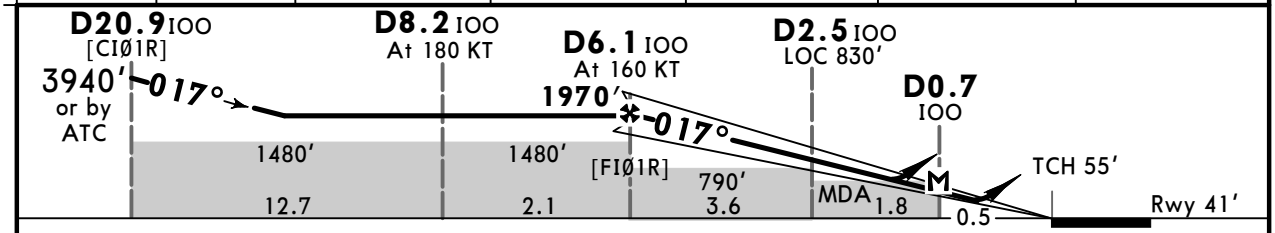
While independent operation implemented, actual flight altitude by ATC.

Simultaneous approaches authorized with Rwy 02L/R, radar vectoring is used to intercept ILS.

When conducting simultaneous ILS approaches, once approach clearance is received, acft shall maintain the last assigned altitude until glide slope intersection.

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

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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IOO							

HIALS
PAPI

Turns 200 KT MAX | 660′ | 002° LT | D5.5 IOO /R-196 TAN

State

STRAIGHT-IN LANDING

	ILS				LOC (GS out)	
	MACG 3% (183′/NM) DA(H) 241′ (200′)		MACG 2.5% (152′/NM) DA(H) 320′ (279′)		CDFA MDA(H) 480′ (439′)	
		ALS out		ALS out		ALS out
A	1 R550m V800m	V1200m	R/V800m	V1700m	R/V 1700m	V2600m
B						
C						
D						

CIRCLE-TO-LAND
Not authorized
East of runway

Max KT	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

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

CHANGES: Communications, procedure revised, minimums.

ZGGG/CAN BAIYUN

24 JAN 25

JEPPESEN 21-2A

GUANGZHOU, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 01R

BRIEFING STRIP™

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.8	121.85	121.65	121.75

LOC IOO	Final Apch Crs	D6.1 IOO	SA CAT I ILS	
*109.3	017°	1970′ (1929′)	RA 155′ DA(H) 191′ (150′)	Apt Elev 50′ Rwy 41′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn LEFT on track 328° to GG7Ø3 (MAX 200 KT), then turn RIGHT on track 331° to GG672 at 4930′ or above and hold, or as directed. Missed apch climb gradient minimum 3% (183′/NM).

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′

MSA CEN VOR: 146° 3800 231° 3000

MSA POU VOR: 120° 3000 282° 3800 2200 019°

FT/METER CONVERSION QNH

8860′	2700m
6890′	2100m
4930′	1500m
3940′	1200m
1970′	600m
660′	200m

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

GG672 MAX 205 KT MHA 4930 — 337° 157° 331° — MISSED APCH FIX

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

CENCUN D 114.6 CEN

Simultaneous approaches authorized with Rwy 02L/R, radar vectoring is used to intercept ILS.
While independent operation implemented actual flight altitude by ATC.
When conducting simulatineous ILS approach, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

Special Aircrew & Acft Certification required.

PINGZHOU D 114.1 POU

ILS DME 017° *109.3 IOO

D6.1 IOO [FIØ1R]

D8.2 IOO

GG7Ø3 — 328° / 017°

GG2Ø3 (IF) D14.4 IOO 3940 — 017° 10.8

GG612 (IAF) MAX 205 KT 6890 or by ATC — 4.9 107°

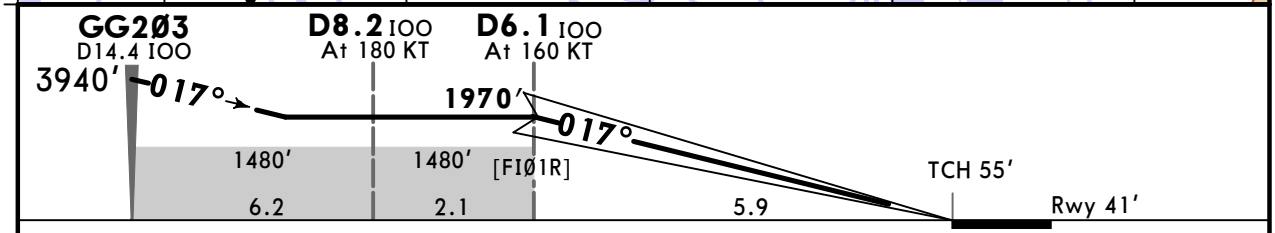
GG613 (IAF) MAX 205 KT 6890 or by ATC — 6.6 091°

GG611 (IAF) MAX 205 KT 6890 or by ATC — 6.8 287°

GG2Ø5 6890

GG2Ø7

2.2 017° ❹ 6890



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI | 660′ | 328° LT | GG7Ø3 | 200 KT MAX

State

STRAIGHT-IN LANDING
SA CAT I ILS ❶
RA 155′
DA(H) **191′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Missed apch climb gradient.

ZGGG/CAN
BAIYUN

24 JAN 25

JEPPESEN

GUANGZHOU, PR OF CHINA
21-2B SA CAT I ILS DME Y Rwy 01R

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.8	121.85	121.65	121.75

LOC IOO	Final Apch Crs	D6.1 IOO	SA CAT I ILS	Apt Elev 50′
*109.3	017°	1970′ (1929′)	RA 155′ DA(H) 191′ (150′)	Rwy 41′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn LEFT on track 002° to D5.5 IOO, turn LEFT on R-169 TAN to TAN VOR at 3940′ or above and hold, or as directed.
MAX 200 KT for turns. Missed apch climb gradient minimum 3% (183′/NM).

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

MSA CEN VOR: 146° 3800 231° 3000

FT/METER CONVERSION QNH

8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m
3940′	1200m
1970′	600m
660′	200m

YUANTAN D 112.5 TAN 3940′
MAX 205 KT
MHA 3940
MISSED APCH FIX

MSA POU VOR: 120° 3000 282° 3800 019° 2200

D5.5 IOO/ R-169 TAN [DØØ2D]
D6.1 IOO [FIØ1R]
D8.2 IOO
ILS DME 017° *109.3 IOO
GAOYAO D 116.5 GYA
(IAF) D32.0/ R-195 TAN 4930 or by ATC [TAN32]
(IAF) AGVOS D33.0/R-094 GYA 5910 4930 or by ATC
D35.6 TAN
(IF) D20.9 IOO 3940 or by ATC [CIØ1R]
D2.2 /R-105 POU [DIØ5B]
PINGZHOU D 114.1 POU
(IAF) CENCUN D 114.6 CEN 6890 or by ATC
D9.0 CEN 6890 or 4930 by ATC [D2Ø3I]

915′ 978′ 1 980 hPa or above - FL108
less than 980 hPa - FL118

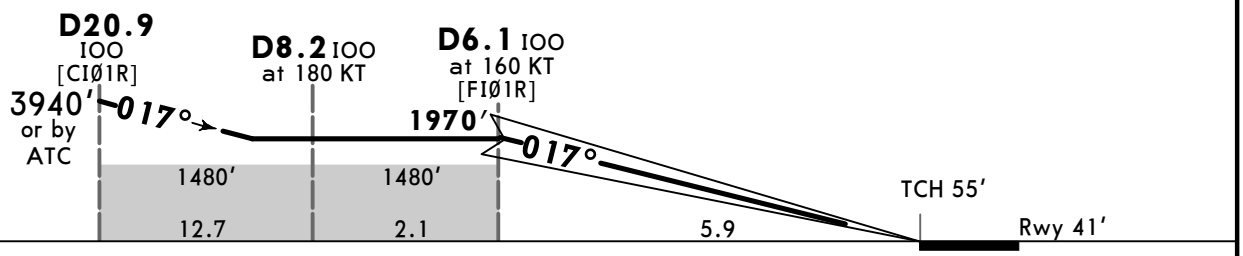
While independent operation implemented, actual flight altitude by ATC.

Simultaneous approaches authorized with Rwy 02L/R, radar vectoring is used to intercept ILS.

When conducting simultaneous ILS approaches, once approach clearance is received, acft shall maintain the last assigned altitude until glide slope intersection.

Special Aircrew & Acft Certification required.

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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS | PAPI

Turns 200 KT MAX | 660′ | 002° LT | D5.5 IOO /R-196 TAN

State

STRAIGHT-IN LANDING
SA CAT I ILS 1
RA 155′
DA(H) 191′ (150′)

R450m

1 HUD required.

PANS OPS

CHANGES: Missed apch climb gradient.

ZGGG/CAN BAIYUN

17 JAN 25
Eff 22 Jan 1600Z

21-3

JEPPESEN

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

BRIEFING STRIP ™

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.1	121.85	121.65	121.75

LOC IBB	Final Apch Crs	D6.1 IBB	ILS DA(H) Refer to Minimums	Apt Elev 50′
*110.35	017°	1970′ (1925′)		Rwy 45′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn RIGHT on track 057° to CON VOR at 4930′ or above and hold, or as directed. For MACGs refer to minimums.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′

MSA CEN VOR: 146° 3800 231° / 3000

MSA POU VOR: 120° 3000 / 282° 3800 / 019° 2200

FT/METER CONVERSION
QNH

8860′	2700m
5910′	1800m
4930′	1500m
2960′	900m
1970′	600m
830′	250m
660′	200m

MAX 205 KT NOT TO SCALE
MHA 4930

CONGHUA
D 113.0 CON
MAX 200 KT

RECOMMENDED ALTITUDES
LOC (GS out)

IBB DME	ALTITUDE
6.0	1950′
5.0	1640′
4.0	1320′
3.0	1000′
2.0	680′

❶ 980 hPa or above - FL108
660′ less than 980 hPa - FL118

ILS DME
017° *110.35 IBB

D0.7 IBB
D2.5 IBB
D6.1 IBB [FI02L]
D8.2 IBB

(IF) GG103
D11.3 IBB
2960

(IAF) GG612
MAX 205 KT
5910
or by ATC

(IAF) GG613
MAX 205 KT
5910
or by ATC

(IAF) GG611
MAX 205 KT
5910
or by ATC

GG105
5910

GG107
525′ 5910

PINGZHOU
D 114.1 POU

CENCUN
D 114.6 CEN

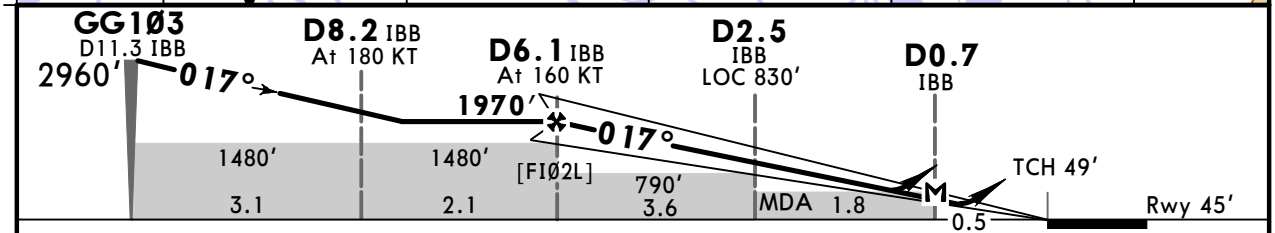
017°
057°
107°
093°
287°
6.1
14.1
7.8
5.6
2.2

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

While independent operation implemented actual flight altitude by ATC.

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

When conducting simultaneous ILS approaches, once approach clearance is received, acft shall maintain the last assigned altitude until glide slope interception.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IBB							

HIALS-II
PAPI
660′
057° RT
CON 113.0

State

STRAIGHT-IN LANDING

	ILS				LOC (GS out)	
	MACG 3% (183′/NM) DA(H) 245′ (200′)		MACG 2.5% (152′/NM) DA(H) 324′ (279′)		CDFA MDA(H) 470′ (425′)	
		ALS out		ALS out		ALS out
A	R550m V800m	V1200m	R/V800m	V1700m	R/V 1600m	V2500m
B						
C						
D						

CIRCLE-TO-LAND
Not authorized West of runway

Max KT	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

CHANGES: Communications, procedure revised, minimums.

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA

17 JAN 25 (21-4) Eff 22 Jan 1600Z

ILS DME Y Rwy 02L

BRIEFING STRIP ™

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

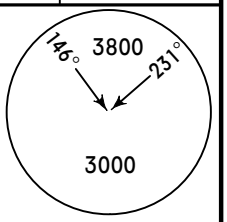
*BAIYUN Tower	*Ground		
	West one	West two	East
118.1	121.85	121.65	121.75

LOC IBB	Final Apch Crs	D6.1 IBB	ILS DA(H) Refer to Minimums	Apt Elev 50′
*110.35	017°	1970′ (1925′)		Rwy 45′

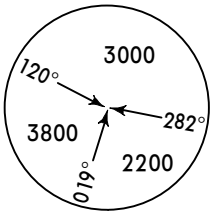
MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn RIGHT on R-237 CON to CON VOR at 4930′ or above and hold, or as directed. MAX 200 KT for turns. ❶

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❷ | Trans alt: 8860′

MSA CEN VOR



MSA POU VOR



FT/METER CONVERSION
QNH

8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m
1970′	600m
830′	250m
660′	200m

❶ For MACGs refer to minimums.

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

MAX 205 KT NOT TO SCALE
MHA 4930
CONGHUA
D 113.0 CON

Simultaneous approaches authorized with Rwy 01L/01R radar vectoring is used to intercept ILS.

While independent operation implemented actual flight altitude by ATC.

When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

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

ILS DME
017° *110.35 IBB

(IAF) D32.0/ R-195 TAN (112.5 Ⅲ) 4930 or by ATC [TAN32]

(IAF) AGVOS D33.0/R-094 GYA (116.5 Ⅲ) 5910 4930 or by ATC

D35.6 TAN

(IF) D21.1 IBB 4930 or by ATC [CIØ2L]

D0.7 IBB
D2.5 IBB
D6.1 IBB [FIØ2L]
D8.2 IBB

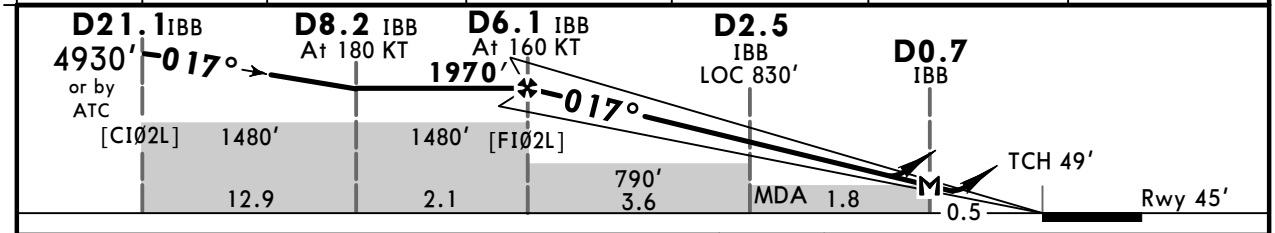
(IAF) CENCUN
D 114.6 CEN
6890 or by ATC

D9.0 CEN 6890 or 4930 by ATC [D2Ø3I]

D3.1/ R-105 POU [D1Ø5C] 4930

PINGZHOU
D 114.1 POU

LOC (GS out)	IBB DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1950′	1640′	1320′	1000′	680′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IBB							

HIALS-II | PAPI

Turns 200 KT MAX | 660′ | RT | CON 113.0 R-237

State

STRAIGHT-IN LANDING

	ILS MACG 3% (183′/NM) DA(H) 245′ (200′)		ILS MACG 2.5% (152′/NM) DA(H) 406′ (361′)		LOC (GS out) CDFA MDA(H) 470′ (425′)	
		ALS out		ALS out		ALS out
A	R550m V800m	V1200m	R/V 1200m	V2100m	R/V 1600m	V2500m
B						
C						
D						

CIRCLE-TO-LAND
Not authorized
West of runway

Max KT	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

CHANGES: Communications, procedure revised, minimums.

ZGGG/CAN BAIYUN

24 JAN 25

JEPPESEN GUANGZHOU, PR OF CHINA

21-4A

SA CAT I RNAV ILS DME Z Rwy 02L

BRIEFING STRIP™

*D-ATIS	GUANGZHOU Approach (R)					
128.6 (Chinese 127.0)	APP01 126.55	APP02 119.7X	APP03 126.35X	APP04 121.05X	APP05 120.4X	APP06 121.175X

*BAIYUN Tower	*Ground		
118.1	West one 121.85	West two 121.65	East 121.75

LOC IBB	Final Apch Crs	D6.1 IBB	SA CAT I ILS	Apt Elev 50′
*110.35	017°	1970′ (1925′)	RA 151′ DA(H) 195′ (150′)	Rwy 45′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn RIGHT on track 057° to CON VOR at 4930′ or above and hold, or as directed. Missed apch climb gradient mnm 3% (183′/NM).

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′

MSA CEN VOR: 146° 3800 231° 3000

MSA POU VOR: 120° 3000 282° 3800 019° 2200

FT/METER CONVERSION

QNH

8860′	2700m
5910′	1800m
4930′	1500m
2960′	900m
660′	200m

Special Aircrew & Acft Certification required.

MAX 205 KT NOT TO SCALE
MHA 4930
CONGHUA
D 113.0 CON
MAX 200 KT

D6.1 IBB
[FIØ2L]
D8.2 IBB

ILS DME
017° *110.35 IBB

(IF) GGIØ3
D11.3 IBB
2960

D CENCUN 114.6 CEN

D PINGZHOU 114.1 POU

(IAF) GG612
MAX 205 KT
5910
or by ATC

(IAF) GG613
MAX 205 KT
5910
or by ATC

(IAF) GG611
MAX 205 KT
5910
or by ATC

GGIØ5
5910

GGIØ7
525′ 5910

6.1 107°
7.8 093°
5.6 287°
14.1
2.2 017°

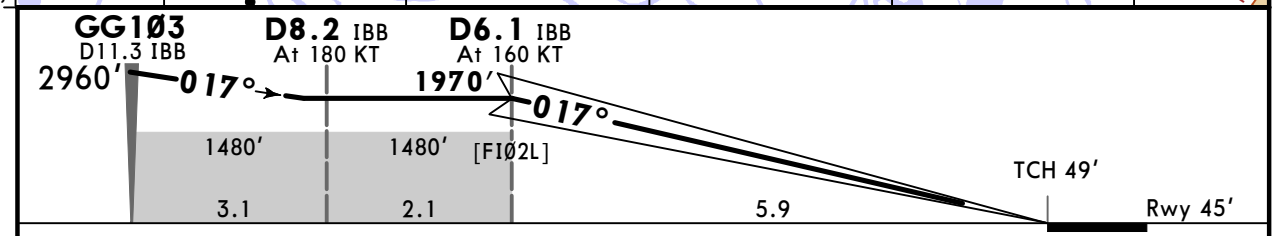
660′ ❶ 980 hPa or above - FL108
less than 980 hPa - FL118

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

While independent operation implemented actual flight altitude by ATC.

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

When conducting simultaneous ILS approaches, once approach clearance is received, acft shall maintain the last assigned altitude until glide slope interception.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI | 660′ | 057′ RT | CON 113.0

State

STRAIGHT-IN LANDING

SA CAT I ILS ❶

RA 151′

DA(H) **195′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Missed apch climb gradient.

ZGGG/CAN BAIYUN

24 JAN 25 — JEPPESEN — 21-4B

GUANGZHOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 02L

BRIEFING STRIP ™

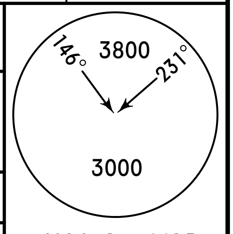
*D-ATIS	GUANGZHOU Approach (R) APP01	APP02	APP03	APP04	APP05	APP06
128.6(Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

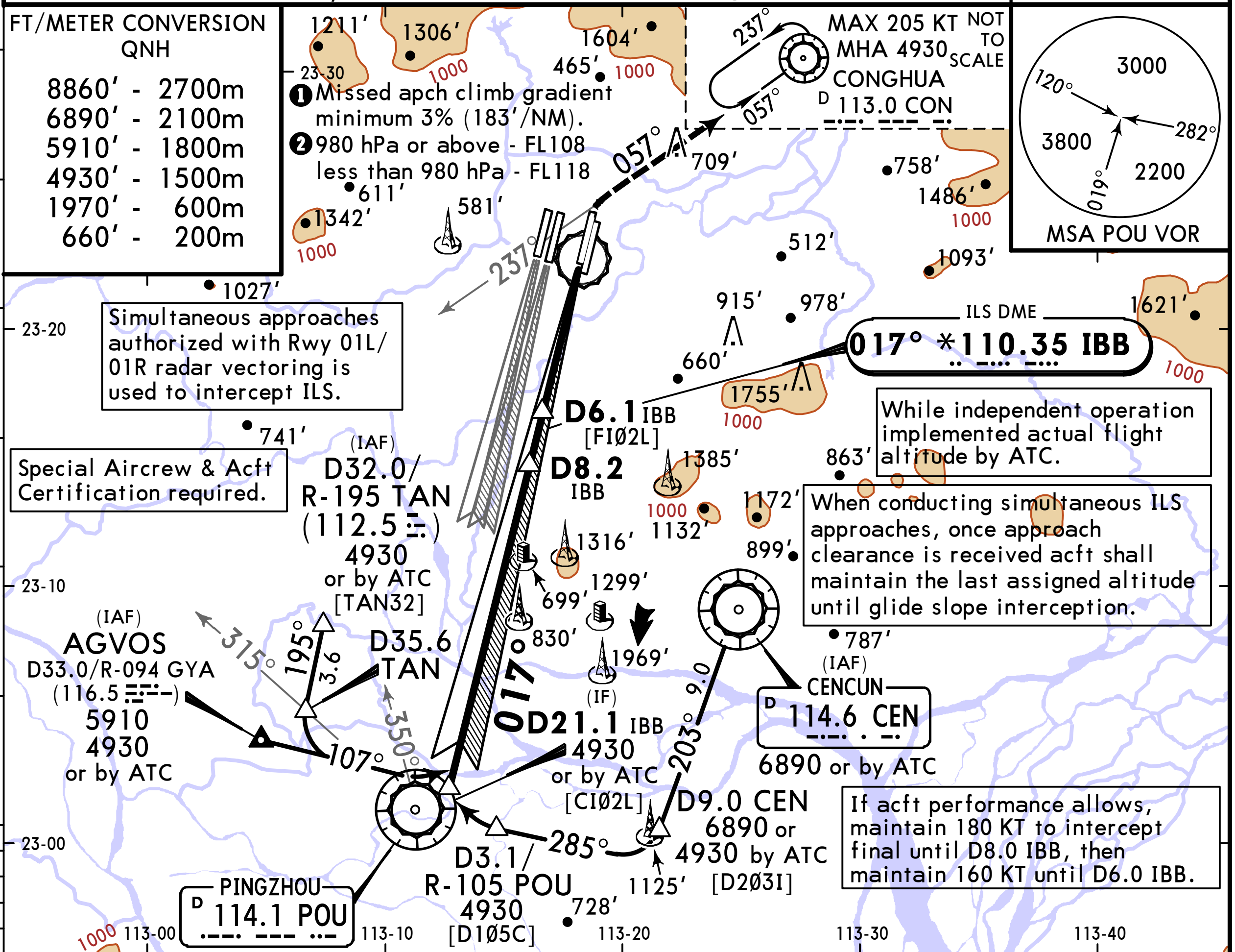
*BAIYUN Tower	*Ground West one	West two	East
118.1	121.85	121.65	121.75

LOC IBB	Final Apch Crs	D6.1 IBB	SA CAT I ILS	Apt Elev
*110.35	017°	1970′ (1925′)	RA 151′ DA(H) 195′(150′)	50′ Rwy 45′

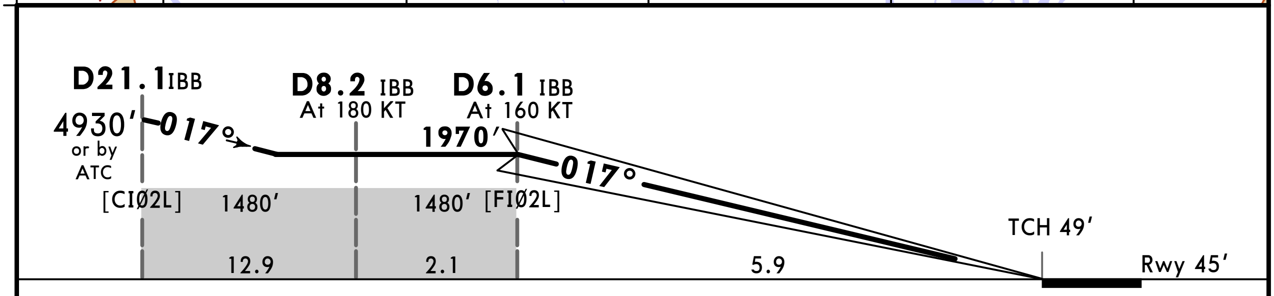
MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn RIGHT on R-237 CON to CON VOR at 4930′ or above and hold, or as directed. MAX 200 KT for turns. ❶

Alt Set: hPa — Rwy Elev: 2 hPa — Trans level: ❷ — Trans alt: 8860′





FT/METER CONVERSION
QNH
8860′ - 2700m
6890′ - 2100m
5910′ - 1800m
4930′ - 1500m
1970′ - 600m
660′ - 200m
❶ Missed apch climb gradient minimum 3% (183′/NM).
❷ 980 hPa or above - FL108
less than 980 hPa - FL118
MAX 205 KT
MHA 4930
NOT TO SCALE
CONGHUA
113.0 CON
237°
057°
120°
3000
3800
282°
2200
019°
MSA POU VOR
Simultaneous approaches authorized with Rwy 01L/01R radar vectoring is used to intercept ILS.
Special Aircrew & Acft Certification required.
ILS DME
017° *110.35 IBB
While independent operation implemented actual flight altitude by ATC.
When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.
If acft performance allows, maintain 180 KT to intercept final until D8.0 IBB, then maintain 160 KT until D6.0 IBB.
D6.1 IBB
[FI02L]
D8.2
IBB
(IAF)
D32.0/
R-195 TAN
(112.5)
4930
or by ATC
[TAN32]
(IAF)
AGVOS
D33.0/R-094 GYA
(116.5)
5910
4930
or by ATC
D35.6
TAN
315°
195°
3.6
350°
107°
(IF)
D21.1 IBB
4930
or by ATC
[CI02L]
(IAF)
CENCUN
114.6 CEN
6890 or by ATC
D9.0 CEN
6890 or
4930 by ATC
[D203I]
203°
9.0
285°
D3.1/
R-105 POU
4930
[D105C]
PINGZHOU
114.1 POU
017°
237°
057°
1211′
1306′
1604′
465′
709′
758′
1486′
611′
581′
1342′
512′
1093′
1027′
915′
978′
1621′
660′
1755′
741′
1385′
863′
1172′
1132′
1316′
899′
1299′
699′
830′
1969′
787′
1125′
728′
23-30
23-20
23-10
23-00
113-00
113-10
113-20
113-30
113-40



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI — Turns 200 KT MAX — 660′ ↑ — RT — CON 113.0 R-237

State

STRAIGHT-IN LANDING
SA CAT I ILS ❶

RA 151′
DA(H) **195′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Missed apch climb gradient.

ZGGG/CAN
BAIYUN

17 JAN 25
Eff 22 Jan 1600Z
21-5

JEPPESEN

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

BRIEFING STRIP

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.25	121.85	121.65	121.75

LOC IDM	Final Apch Crs	D6.1 IDM	ILS DA(H)	Apt Elev 50′
*108.5	017°	1970′ (1926′)	Refer to Minimums	Rwy 44′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn RIGHT on track 057° to CON VOR at 4930′ or above and hold, or as directed. For MACGs refer to minimums.

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

MSA CEN VOR: 146° 3800 231° 3000

MSA POU VOR: 120° 3000 282° 3800 019° 2200

FT/METER CONVERSION QNH

8860′	2700m
5910′	1800m
4930′	1500m
2960′	900m
1970′	600m
1010′	305m
660′	200m

MAX 205 KT NOT TO SCALE
MHA 4930
CONGHUA
D 113.0 CON
MAX 200 KT

CENCUN
D 114.6 CEN

PINGZHOU
D 114.1 POU

ILS DME
017° *108.5 IDM

GG3Ø3
D11.3 IDM
2960

D0.7 IDM
D3.0 IDM
D6.1 IDM [FIØ2R]
D8.2 IDM

GG612 (IAF)
MAX 205 KT
5910
or by ATC

GG613 (IAF)
MAX 205 KT
5910
or by ATC

GG3Ø5
5910

GG3Ø7
5910

GG611 (IAF)
MAX 205 KT
5910
or by ATC

1 980 hPa or above - FL108
less than 980 hPa - FL118

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

While independent operation implemented actual flight altitude by ATC.

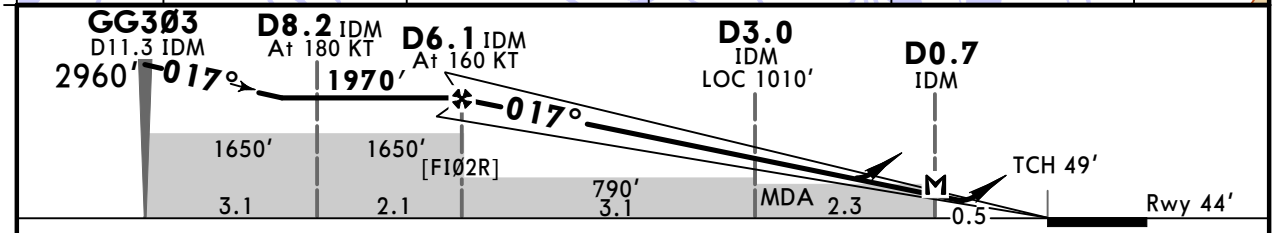
Simultaneous approaches authorized with Rwy 01L/01R radar vectoring is used to intercept ILS.

When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

3 2.2 017°

RECOMMENDED ALTITUDES
LOC (GS out)

IDM DME	ALTITUDE
6.0	1960′
5.0	1640′
4.0	1320′
3.0	1010′
2.0	680′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IDM							

HIALS-II
PAPI
660′
057° RT
CON 113.0

State

STRAIGHT-IN LANDING

	ILS				LOC (GS out)	
	MACG 3% (183′/NM) DA(H) 244′ (200′)		MACG 2.5% (152′/NM) DA(H) 290′ (246′)		CDFA MDA(H) 500′ (456′)	
		ALS out		ALS out		ALS out
A	R550m V800m	V1200m	R550m V800m	V1500m	R/V 1800m	V2700m
B						
C						
D						

CIRCLE-TO-LAND
Not authorized
West of runway

Max KT	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

CHANGES: Communications, procedure revised, minimums.

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA

17 JAN 25 | 21-6 | Eff 22 Jan 1600Z

ILS DME Y Rwy 02R

BRIEFING STRIP™

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.25	121.85	121.65	121.75

LOC IDM	Final Apch Crs	D6.1 IDM	ILS DA(H) Refer to Minimums	Apt Elev 50′
*108.5	017°	1970′ (1926′)		Rwy 44′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn RIGHT on R-237 CON to CON VOR at 4930′ or above and hold, or as directed. MAX 200 KT for turns. ❶

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❷ | Trans alt: 8860′

MSA CEN VOR: 146° 231° 3800 3000

MSA POU VOR: 120° 282° 019° 3000 3800 2200

FT/METER CONVERSION QNH

8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m
1970′	600m
1010′	305m
660′	200m

❶ For MACGs refer to minimums.
❷ 980 hPa or above - FL108
less than 980 hPa - FL118

MAX 205 KT NOT TO SCALE
MHA 4930
CONGHUA
D 113.0 CON

When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

ILS DME
017° *108.5 IDM

(IAF) D32.0/ R-195 TAN (112.5 ⋮⋮) 4930 or by ATC [TAN32]°

(IAF) AGVOS D33.0/R-094 GYA (116.5 ⋮⋮) 5910 4930 or by ATC

D35.6 TAN

D0.7 IDM
D3.0 IDM
D6.1 IDM [FIØ2R]
D8.2 IDM
D20.8 IDM 4930 or by ATC [CIØ2R]
D9.0 CEN 6890 or 4930 by ATC [D2Ø3I]
D3.8/ R-105 POU 4930 [D1Ø5D]

(IAF) CENCUN
D 114.6 CEN
6890 or by ATC

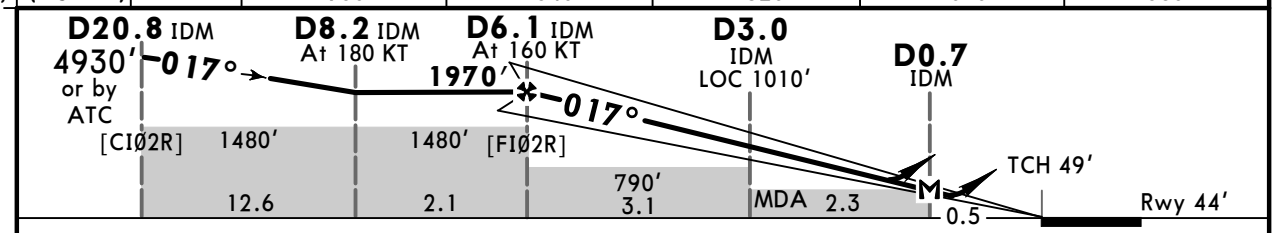
PINGZHOU
D 114.1 POU

Simultaneous approaches authorized with Rwy 01L/ 01R radar vectoring is used to intercept ILS.

While independent operation implemented, actual flight altitude by ATC.

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

LOC (GS out)	IDM DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1960′	1640′	1320′	1010′	680′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IDM							

HIALS-II | PAPI

Turns 200 KT MAX | 660′ | RT | CON 113.0 R-237

State

STRAIGHT-IN LANDING

	ILS MACG 3% (183′/NM) DA(H) 244′ (200′)		ILS MACG 2.5% (152′/NM) DA(H) 389′ (345′)		LOC (GS out) CDFA MDA(H) 500′ (456′)	
		ALS out		ALS out		ALS out
A	R550m V800m	V1200m	R/V 1200m	V2100m	R/V 1800m	V2700m
B						
C						
D						

CIRCLE-TO-LAND
Not authorized
West of runway

Max KT	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

CHANGES: Communications, procedure revised, minimums.

ZGGG/CAN BAIYUN

24 JAN 25

JEPPESEN

21-6A

GUANGZHOU, PR OF CHINA

SA CAT I RNAV ILS DME Z Rwy 02R

BRIEFING STRIP

*D-ATIS	GUANGZHOU Approach (R)					
128.6 (Chinese 127.0)	APP01 126.55	APP02 119.7X	APP03 126.35X	APP04 121.05X	APP05 120.4X	APP06 121.175X

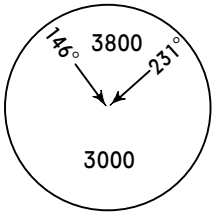
*BAIYUN Tower	*Ground		
	West one	West two	East
118.25	121.85	121.65	121.75

LOC IDM	Final Apch Crs	D6.1 IDM	SA CAT I ILS	
*108.5	017°	1970′ (1926′)	RA 151′ DA(H) 194′ (150′)	Apt Elev 50′ Rwy 44′

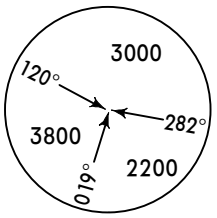
MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn RIGHT on track 057° to CON VOR at 4930′ or above and hold, or as directed. Missed apch climb gradient mnm 3% (183′/NM).

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

MSA CEN VOR



MSA POU VOR



FT/METER CONVERSION
QNH

8860′ - 2700m
5910′ - 1800m
4930′ - 1500m
2960′ - 900m
660′ - 200m

MAX 205 KT NOT TO SCALE
MHA 4930
CONGHUA
D 113.0 CON
MAX 200 KT

CENCUN
D 114.6 CEN

D6.1 IDM
[FIØ2R]

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

ILS DME
017° *108.5 IDM

Special Aircrew & Acft Certification required.

While independent operation implemented actual flight altitude by ATC.

(IF) GG3Ø3
D11.3 IDM
2960

D8.2 IDM

PINGZHOU
D 114.1 POU

(IAF) GG612
MAX 205 KT
5910
or by ATC

(IAF) GG613
MAX 205 KT
5910
or by ATC

(IAF) GG611
MAX 205 KT
5910
or by ATC

GG3Ø5
5910

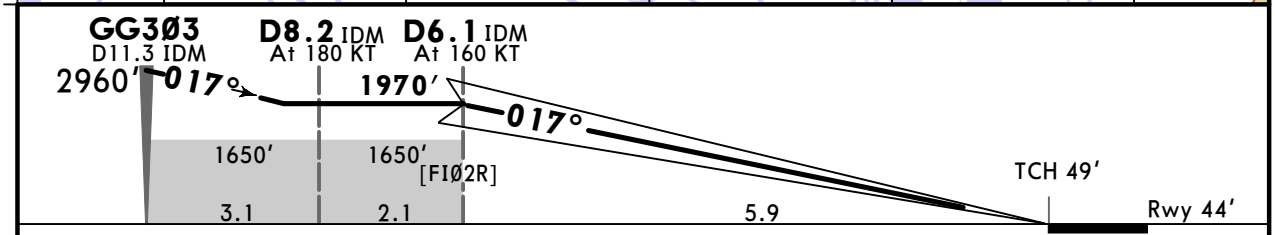
GG3Ø7
5910

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

Simultaneous approaches authorized with Rwy 01L/01R radar vectoring is used to intercept ILS.

When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

3 2.2 017°



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
660′
057° RT
CON 113.0

State

STRAIGHT-IN LANDING
SA CAT I ILS 1
RA 151′
DA(H) 194′ (150′)

R450m

PANS OPS

1 HUD required.

CHANGES: Missed apch climb gradient.

ZGGG/CAN
BAIYUN

24 JAN 25

JEPPESEN

21-6B

GUANGZHOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 02R

BRIEFING STRIP

*D-ATIS	GUANGZHOU Approach (R)					
128.6 (Chinese 127.0)	APP01 126.55	APP02 119.7X	APP03 126.35X	APP04 121.05X	APP05 120.4X	APP06 121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.25	121.85	121.65	121.75

LOC IDM	Final Apch Crs	D6.1 IDM	SA CAT I ILS	Apt Elev	50′
*108.5	017°	1970′ (1926′)	RA 151′ DA(H) 194′ (150′)	Rwy	44′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn RIGHT on R-237 CON to CON VOR at 4930′ or above and hold, or as directed. MAX 200 KT for turns. ❶

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❷ | Trans alt: 8860′

MSA CEN VOR: 146° 3800 231° 3000

MSA POU VOR: 120° 3000 282° 3800 2200 019°

FT/METER CONVERSION QNH

8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m
1970′	600m
1010′	305m
660′	200m

❶ Missed apch climb gradient minimum 3% (183′/NM).
❷ 980 hPa or above - FL108
less than 980 hPa - FL118

When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

Special Aircrew & Acft Certification required.

MAX 205 KT NOT TO SCALE
MHA 4930
CONGHUA
D 113.0 CON

ILS DME
017° *108.5 IDM

(IAF) D32.0/ R-195 TAN (112.5 ⋮⋮) 4930 or by ATC [TAN32]

(IAF) AGVOS D33.0/R-094 GYA (116.5 ⋮⋮) 5910 4930 or by ATC

D35.6 TAN

D6.1 IDM [FIØ2R]

D8.2 IDM

(IF) D20.8 IDM 4930 or by ATC [CIØ2R]

D3.8/ R-105 POU 4930 [D1Ø5D]

D9.0 CEN 6890 or 4930 by ATC [D2Ø3I]

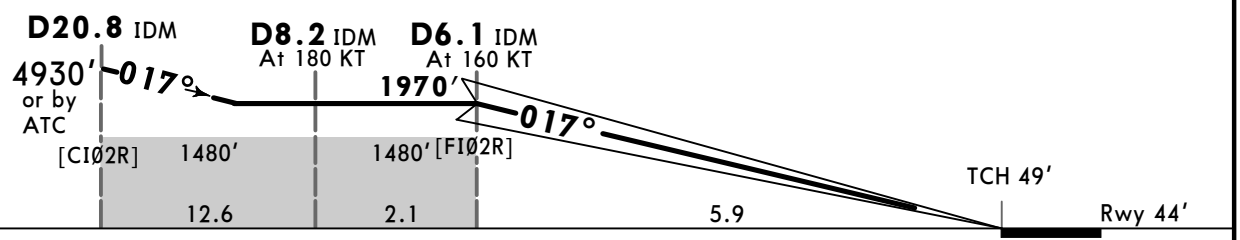
(IAF) CENCUN D 114.6 CEN 6890 or by ATC

PINGZHOU D 114.1 POU

Simultaneous approaches authorized with Rwy 01L/ 01R radar vectoring is used to intercept ILS.

While independent operation implemented, actual flight altitude by ATC.

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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

Turns 200 KT MAX

660′

RT

CON 113.0 R-237

State

STRAIGHT-IN LANDING
SA CAT I ILS ❶
RA 151′
DA(H) 194′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Missed apch climb gradient.

ZGGG/CAN BAIYUN

17 JAN 25
Eff 22 Jan 1600Z
21-7

JEPPESEN

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

BRIEFING STRIP

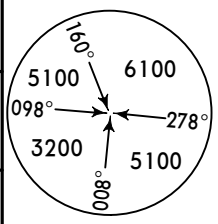
*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.8	121.85	121.65	121.75

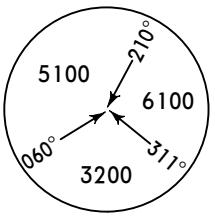
LOC IPP	Final Apch Crs	D8.1 IPP	ILS DA(H)	Apt Elev 50′
*111.5	197°	2630′ (2587′)	243′ (200′)	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, turn RIGHT to GG701 (MAX 200 KT) between 1650′ and 1970′, then climb on track 346° to GG672 at 5910′ or above and hold, or as directed. Turning before MAP is forbidden.

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



MSA CON VOR



MSA TAN VOR

1 980 hPa or above - FL108
less than 980 hPa - FL118

GG512 (IAF) MAX 205 KT 4930
GG513 (IAF) MAX 205 KT 5910
GG208 4930
GG206 4930
GG511 (IAF) MAX 205 KT 4930
GG204 (IF) D14.4 IPP 3940
GG672
GG701
MAX 205 KT MHA 5910

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

When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

YUANTAN D 112.5 TAN
CONGHUA D 113.0 CON

D8.1 IPP [FI19L]
D7.1 IPP [FI11L]
D3.0 IPP
D0.7 IPP

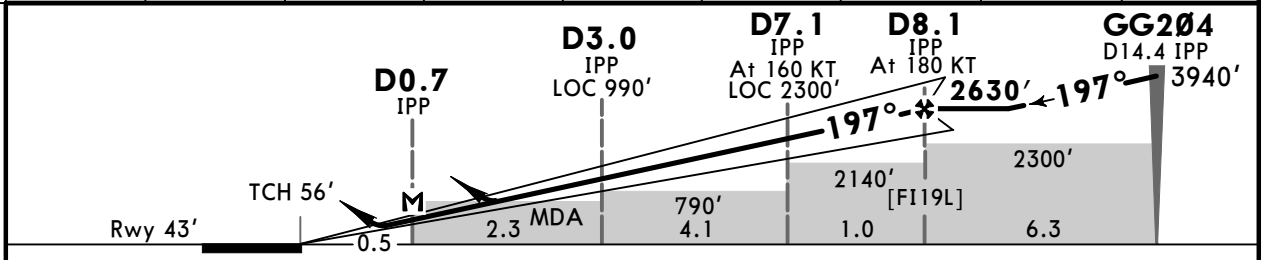
ILS DME 197° *111.5 IPP

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

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

FT/METER CONVERSION QNH	
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2630′	800m
2300′	700m
1970′	600m
1650′	500m
990′	300m
690′	210m

LOC (GS out)	IPP DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	680′	1000′	1310′	1630′	1950′	2270′	2590′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IPP							

HIALS | PAPI | 690′ | RT | GG701 | MAX 200 KT

State

STRAIGHT-IN LANDING

	ILS DA(H) 243′ (200′)		LOC (GS out) CDFA MDA(H) 580′ (537′)	
		ALS out		ALS out
A	1 R550m V800m	V1200m	V2200m	V3100m
B				
C				
D				

CIRCLE-TO-LAND
Not authorized
East of runway

Max Kts	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

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

CHANGES: Communications, procedure revised.

ZGGG/CAN
BAIYUN

17 JAN 25
Eff 22 Jan 1600Z

JEPPESEN 21-8

GUANGZHOU, PR OF CHINA
ILS DME Y Rwy 19L

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	West one	*Ground West two	East
118.8	121.85	121.65	121.75

LOC IPP	Final Apch Crs	D8.1 IPP	ILS DA(H)	Apt Elev 50′
*111.5	197°	2630′ (2587′)	243′ (200′)	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, turn RIGHT to D16.5/R-193 TAN between 1650′ and 1970′ or intercept North of R-193 TAN to TAN VOR, continue climb to TAN VOR at 4930′, then turn RIGHT on track R-019 TAN to D12.5 TAN at 4930′, turn RIGHT on R-289 LMN VOR to FOGANG at 5910′ and hold, or as directed. MAX 200 KT for turns. ❶

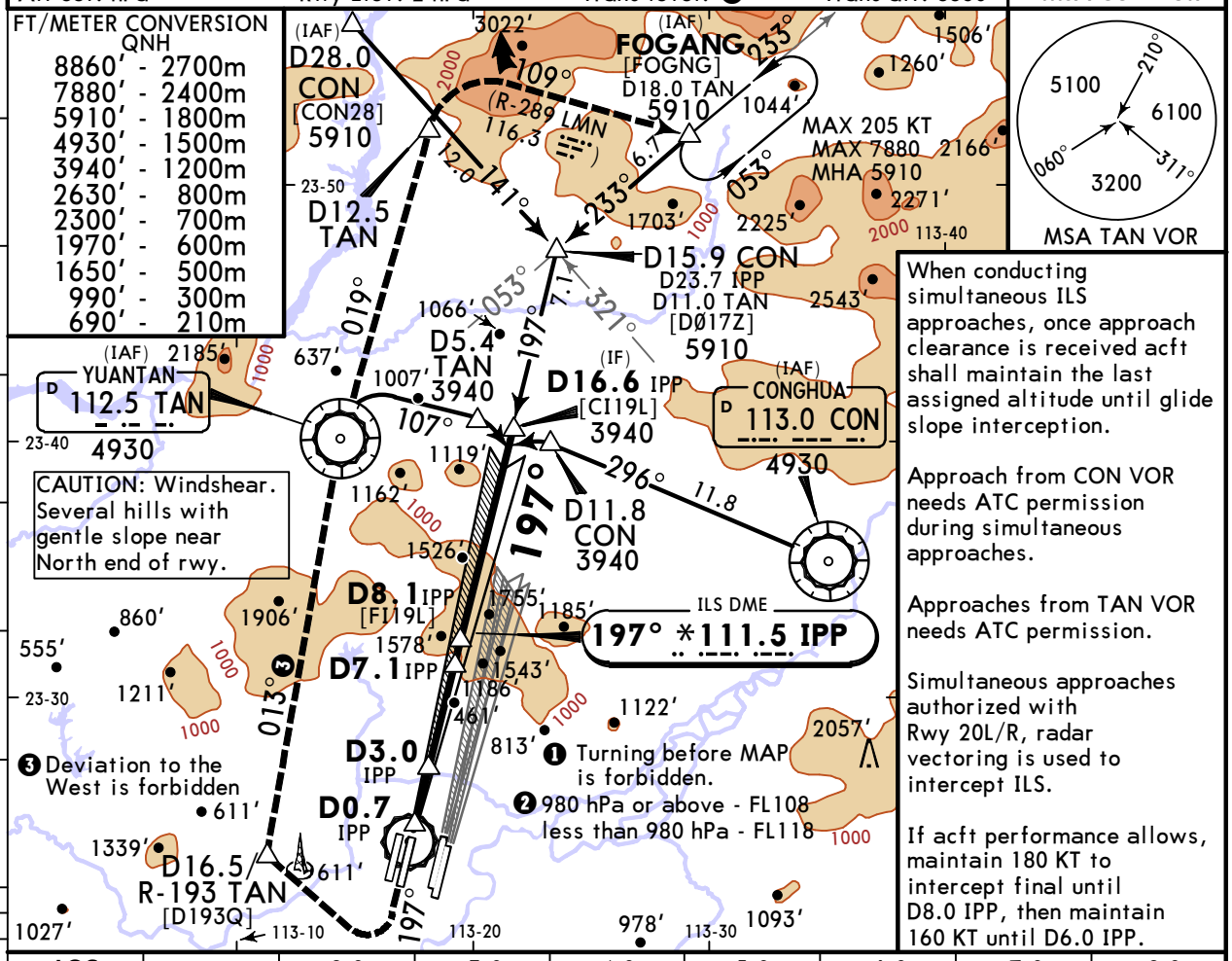
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❷ | Trans alt: 8860′

MSA CON VOR: 160° 5100 6100 098° 278° 3200 5100 800°

MSA TAN VOR: 210° 5100 6100 060° 311° 3200

FT/METER CONVERSION QNH

8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2630′	800m
2300′	700m
1970′	600m
1650′	500m
990′	300m
690′	210m



When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

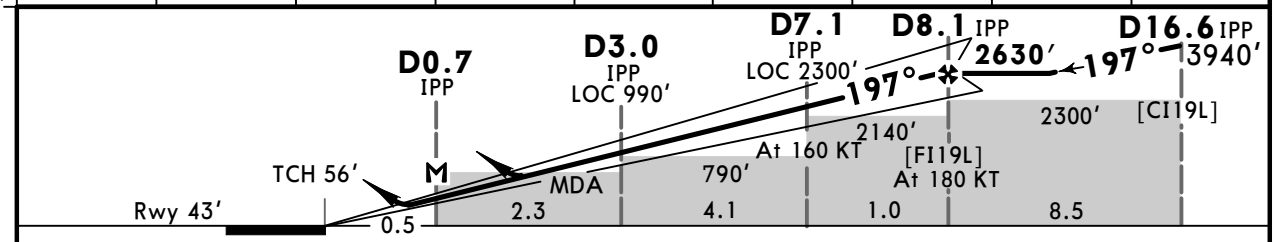
Approach from CON VOR needs ATC permission during simultaneous approaches.

Approaches from TAN VOR needs ATC permission.

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

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

LOC (GS out)	IPP DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	680′	1000′	1310′	1630′	1950′	2270′	2590′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IPP							

HIALS PAPI

Turns 200 KT MAX | 690′ | RT | TAN 112.5 R-193

State

STRAIGHT-IN LANDING

	ILS DA(H) 243′ (200′)		LOC (GS out) CDFA MDA(H) 580′ (537′)	
		ALS out		ALS out
A	❶ R550m V800m	V1200m	V2200m	V3100m
B				
C				
D				

CIRCLE-TO-LAND
Not authorized
East of runway

Max Kts	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

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

CHANGES: Communications, procedure revised.

ZGGG/CAN BAIYUN

17 JAN 25
Eff 22 Jan 1600Z

JEPPESEN GUANGZHOU, PR OF CHINA

21-8A SA CAT I RNAV ILS DME Z Rwy 19L

BRIEFING STRIP™

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

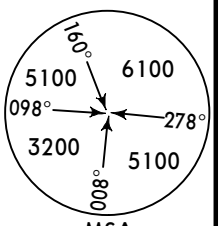
*BAIYUN Tower	*Ground		
	West one	West two	East
118.8	121.85	121.65	121.75

LOC IPP	Final Apch Crs	D8.1 IPP	SA CAT I ILS	Apt Elev 50′
*111.5	197°	2630′ (2587′)	RA 148′ DA(H) 193′ (150′)	Rwy 43′

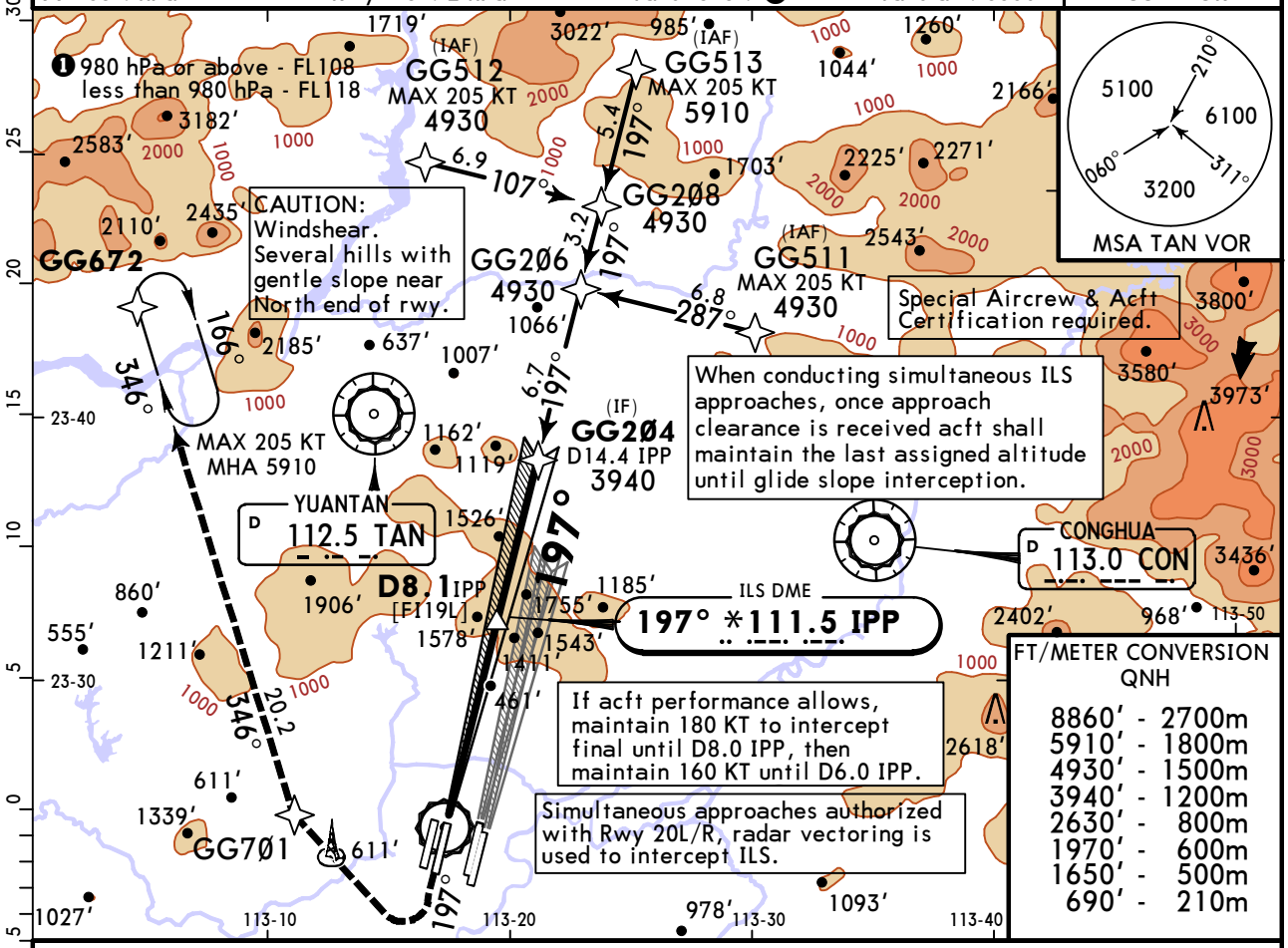
MISSED APCH: Climb STRAIGHT AHEAD to 690′, turn RIGHT to GG701 (MAX 200 KT) between 1650′ and 1970′, then climb on track 346° to GG672 at 5910′ or above and hold, or as directed.

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

MSA CON VOR



MSA TAN VOR

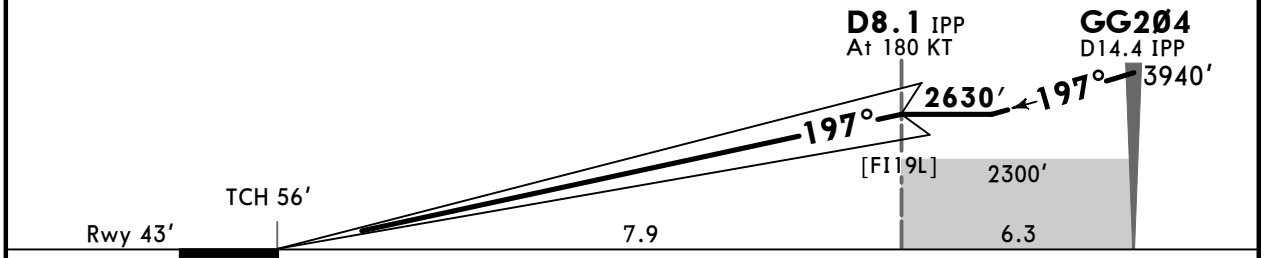


FT/METER CONVERSION
QNH

8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2630′	800m
1970′	600m
1650′	500m
690′	210m

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

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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS | PAPI | 690′ | RT | GG701 | MAX 200 KT

State

STRAIGHT-IN LANDING
SA CAT I ILS 1
RA 148′
DA(H) 193′ (150′)

PANS OPS

R450m

1 HUD required.

CHANGES: Communications, procedure revised.

ZGGG/CAN
BAIYUN

17 JAN 25
Eff 22 Jan 1600Z

JEPPESEN 21-8B

GUANGZHOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 19L

BRIEFING STRIP™

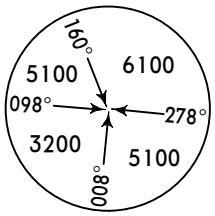
*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

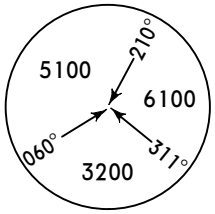
*BAIYUN Tower	*Ground		
	West one	West two	East
118.8	121.85	121.65	121.75

LOC IPP	Final Apch Crs	D8.1 IPP	SA CAT I ILS	Apt Elev 50′
*111.5	197°	2630′ (2587′)	RA 148′ DA(H) 193′ (150′)	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, turn RIGHT to D16.5/R-193 TAN between 1650′ and 1970′ or intercept North of R-193 TAN to TAN VOR, continue climb to TAN VOR at 4930′, then turn RIGHT on track R-019 TAN to D12.5 TAN at 4930′, turn RIGHT on R-289 LMN VOR to FOGANG at 5910′ and hold, or as directed. MAX 200 KT for turns.

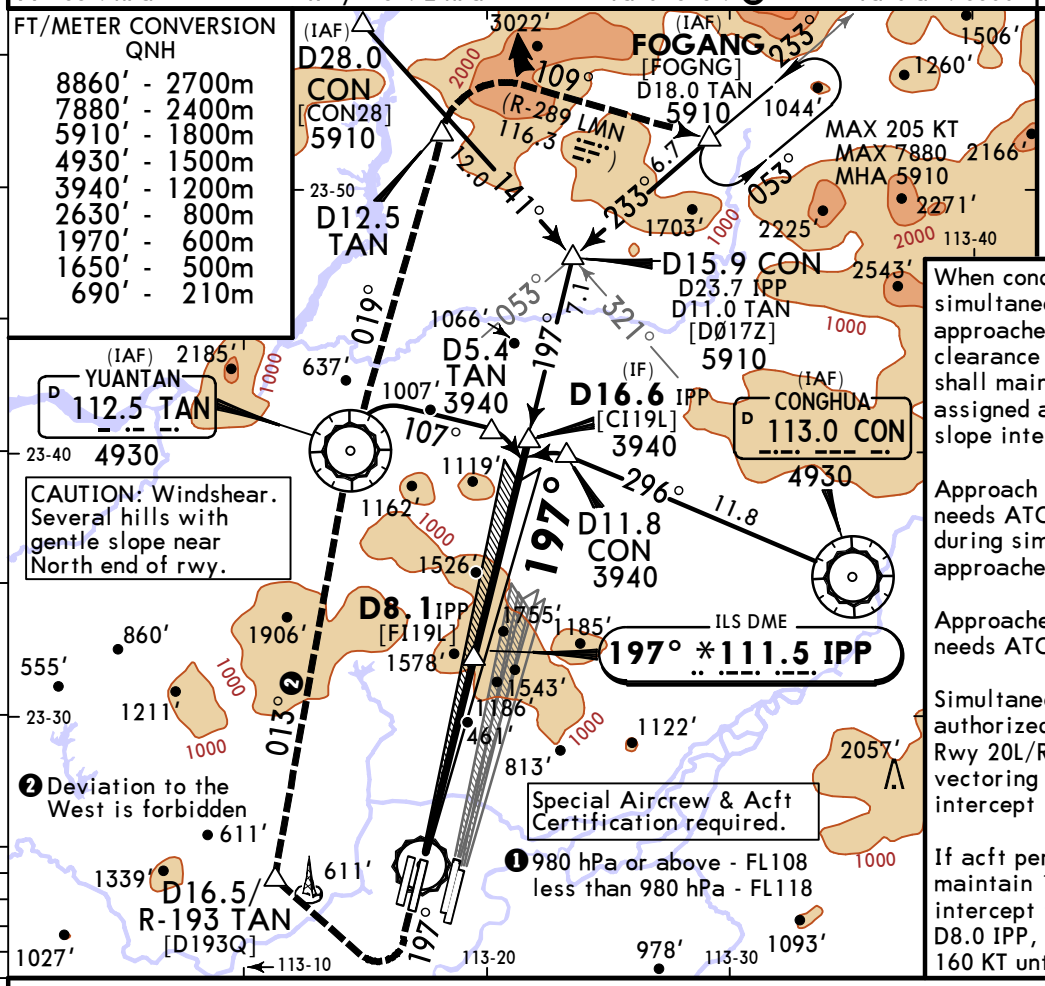
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′





FT/METER CONVERSION
QNH

8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2630′	800m
1970′	600m
1650′	500m
690′	210m



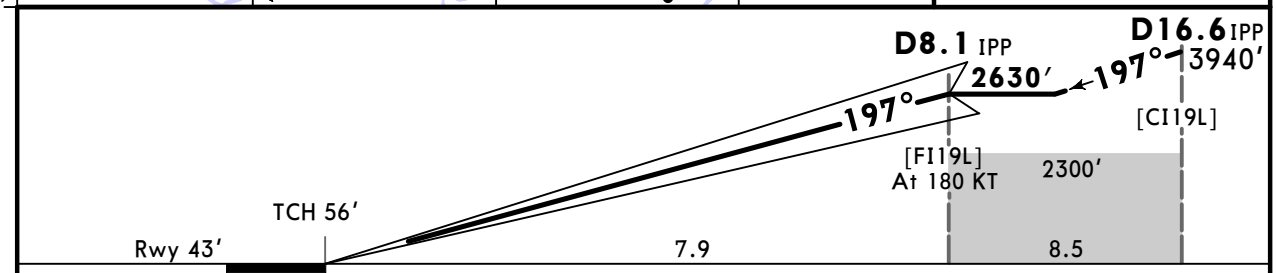
When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

Approach from CON VOR needs ATC permission during simultaneous approaches.

Approaches from TAN VOR needs ATC permission.

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

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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

Turns 200 KT MAX | 690′ | RT | TAN 112.5 R-193

State

STRAIGHT-IN LANDING
SA CAT I ILS ❶
RA 148′
DA(H) 193′ (150′)

PANS OPS

R450m

❶ HUD required.

CHANGES: Communications, procedure revised.

ZGGG/CAN
BAIYUN

17 JAN 25
Eff 22 Jan 1600Z
21-9

JEPPESEN

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

BRIEFING STRIP ™

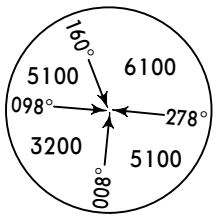
*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.25X	121.85	121.65	121.75

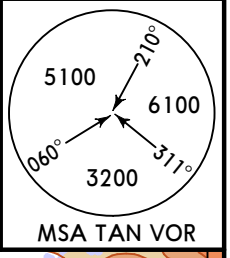
LOC IXL	Final Apch Crs	D8.1 IXL	ILS DA(H)	Apt Elev 50′
*111.9	197°	2630′ (2586′)	244′ (200′)	Rwy 44′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, then turn LEFT to CON VOR at 4930′ or above and hold, or as directed. Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′



MSA CON VOR



MSA TAN VOR

FT/METER CONVERSION
QNH
8860′ - 2700m
4930′ - 1500m
3940′ - 1200m
2960′ - 900m
2630′ - 800m
1810′ - 550m
830′ - 250m
690′ - 210m

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

(IAF) GG512
MAX 205 KT
4930
8.3
107°
GG308
3940
197°
3.2
GG306
3940
5.4
287°
(IAF) GG511
MAX 205 KT
3940
6.7
197°
(IF) GG304
D14.4 IXL
2960

YUANTAN
D 112.5 TAN
23-40

CONGHUA
D 113.0 CON
MAX 200 KT

ILS DME
197° *111.9 IXL

D8.1 IXL
[FI20L]
At 180 KT

D5.5 IXL

D2.4 IXL

D0.7 IXL

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

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

When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

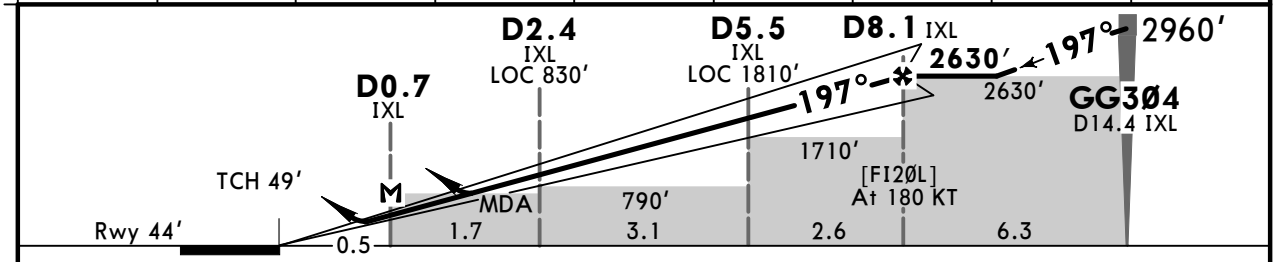
If acft performance allows, maintain 180 KT to intercept final until D8.0 IXL, then maintain 160 KT until D6.0 IXL.

MAX 205 KT
MHA 4930
156°
336°

23-30
23-20

113-00 | 113-10 | 113-20 | 113-30 | 113-40 | 113-50

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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IXL							

HIALS-II
PAPI
690′
LT
CON
113.0

State

STRAIGHT-IN LANDING

	ILS DA(H) 244′ (200′)		LOC (GS out) CDFA MDA(H) 450′ (406′)	
		ALS out		ALS out
A	R550m V800m	V1200m	R/V1500m	V2400m
B				
C				
D				

CIRCLE-TO-LAND
Not authorized
West of runway

Max Kts	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

CHANGES: Communications, procedure, notes.

ILS DME Y Rwy 20L

BRIEFING STRIP ™

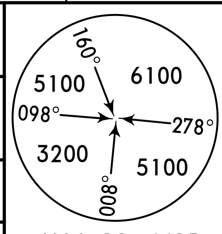
*D-ATIS	GUANGZHOU Approach (R) APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground West one	*Ground West two	*Ground East
118.25X	121.85	121.65	121.75

LOC IXL	Final Apch Crs	D8.1 IXL	ILS DA(H)	Apt Elev 50′
*111.9	197°	2630′ (2586′)	244′ (200′)	Rwy 44′

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

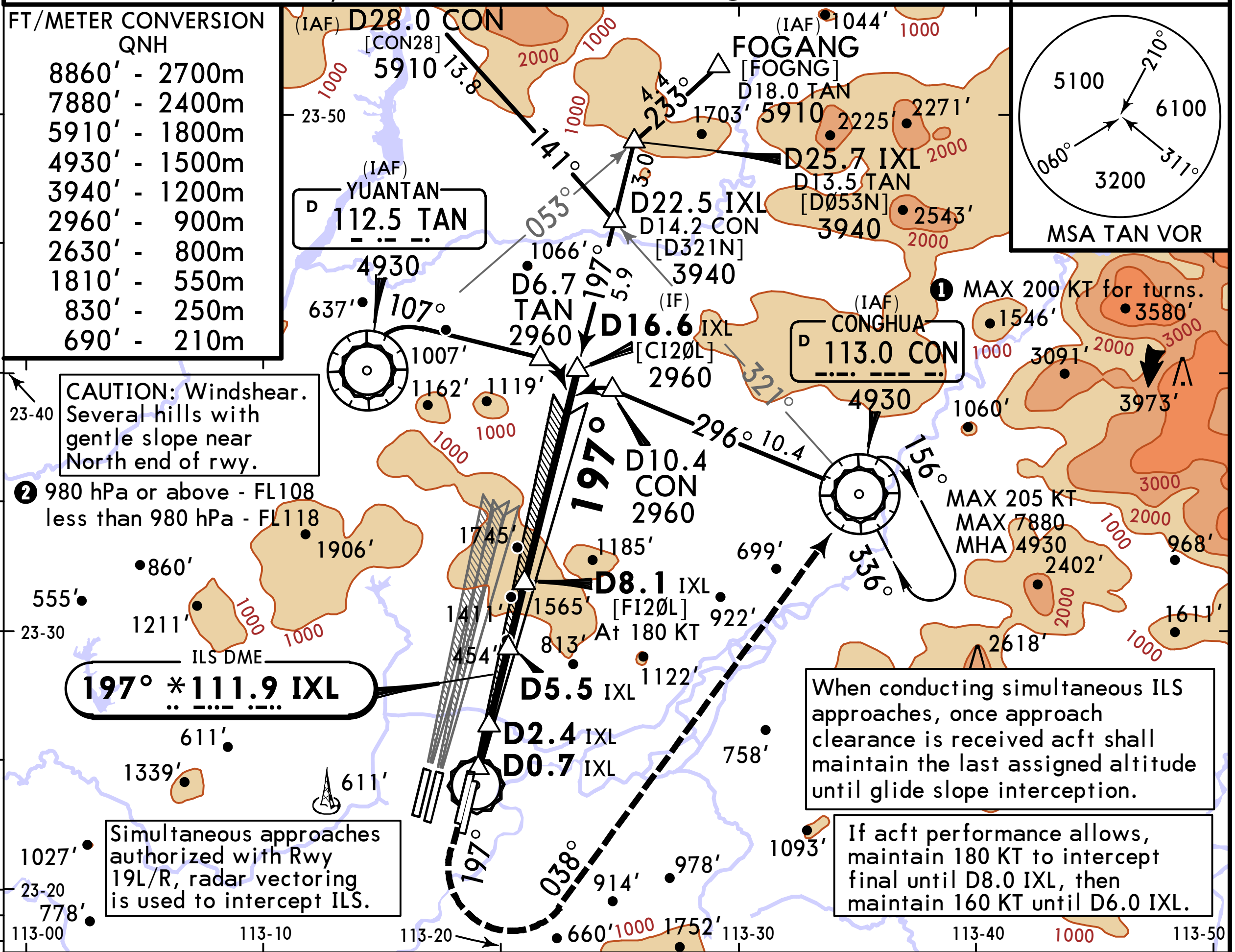
Alt Set: hPa   Rwy Elev: 2 hPa   Trans level: ❷   Trans alt: 8860′



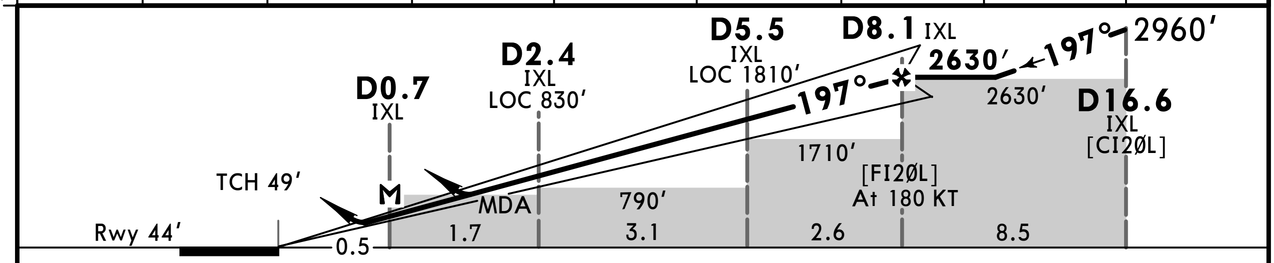
210°
5100
6100
060°
311°
3200
MSA TAN VOR

FT/METER CONVERSION
QNH

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



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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IXL							

HIALS-II
PAPI

Turns **200 KT** MAX | **690′** ↑ | LT | CON **113.0** **R-218**

State

	STRAIGHT-IN LANDING ILS DA(H) 244′ (200′)	ILS ALS out	LOC (GS out) CDFA MDA(H) 450′ (406′)	LOC (GS out) ALS out
A	R550m V800m	V1200m	R/V1500m	V2400m
B	R550m V800m	V1200m	R/V1500m	V2400m
C	R550m V800m	V1200m	R/V1500m	V2400m
D	R550m V800m	V1200m	R/V1500m	V2400m

CIRCLE-TO-LAND
Not authorized West of runway

Max Kts	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

CHANGES: Communications, procedure, notes.

ZGGG/CAN BAIYUN

17 JAN 25 **Eff 22 Jan 1600Z**

JEPPESEN GUANGZHOU, PR OF CHINA

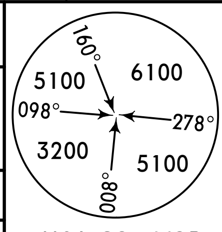
21-10A SA CAT I RNAV ILS DME Z Rwy 20L

BRIEFING STRIP ™

*D-ATIS	GUANGZHOU Approach (R) APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

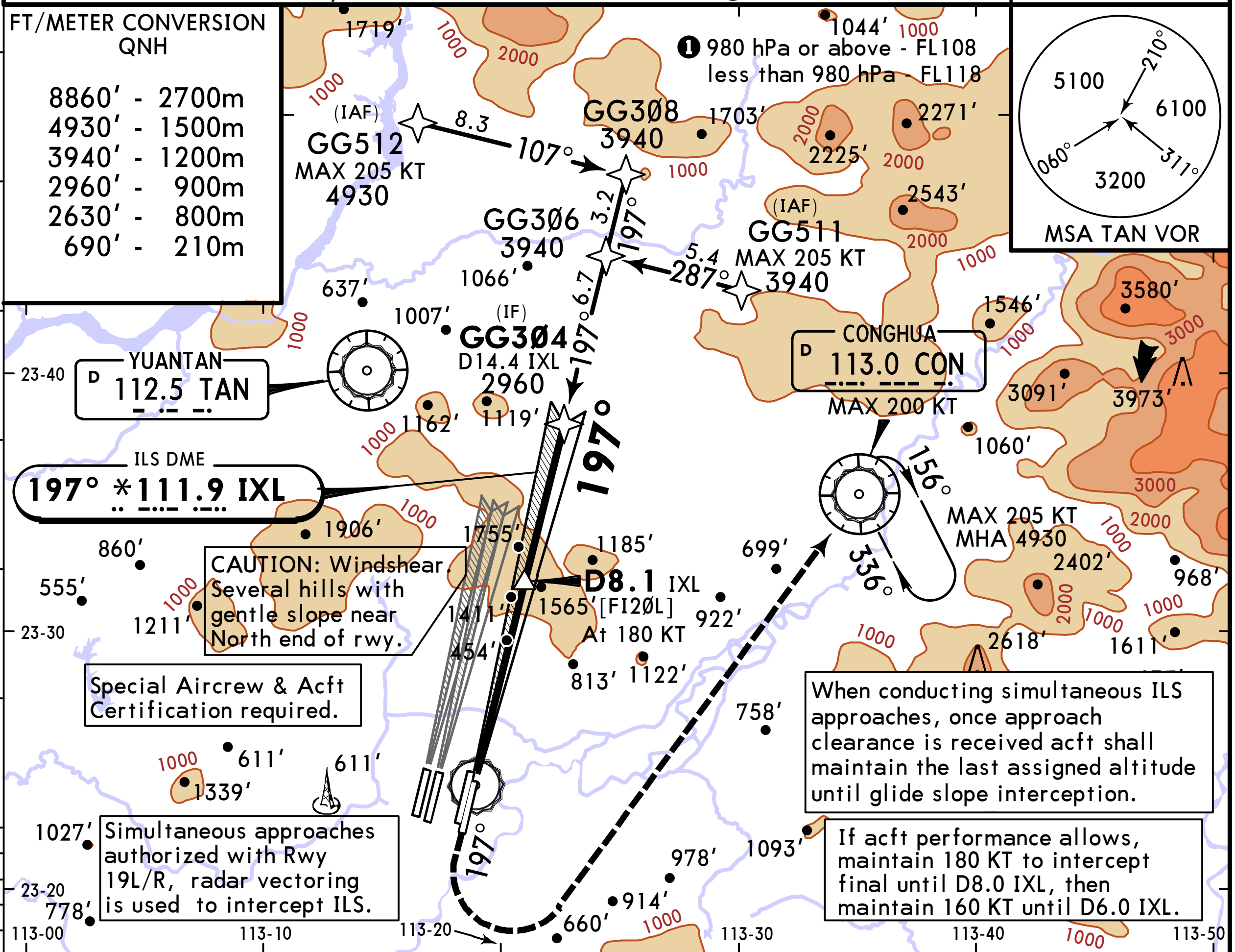
*BAIYUN Tower	*Ground West one	West two	East
118.25X	121.85	121.65	121.75

LOC IXL	Final Apch Crs	D8.1 IXL	SA CAT I ILS	Apt Elev	Rwy
*111.9	197°	2630′ (2586′)	RA 151′ DA(H) 194′(150′)	50′	44′

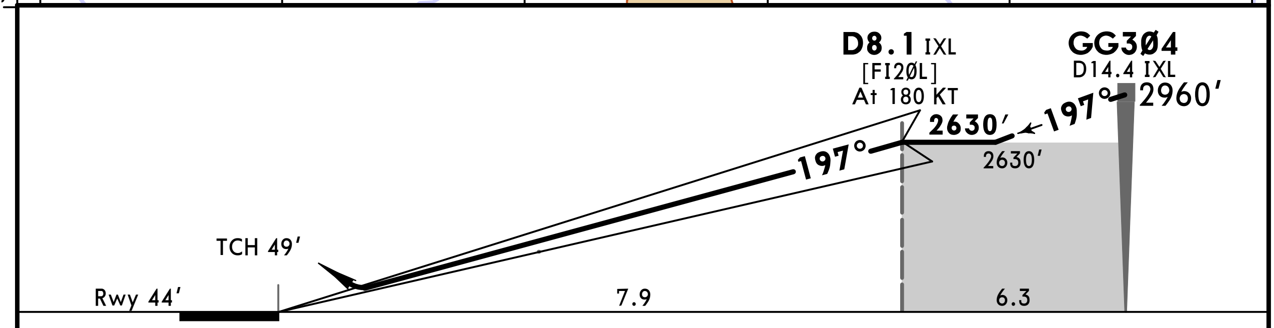


MISSED APCH: Climb STRAIGHT AHEAD to 690′, then turn LEFT to CON VOR at 4930′ or above and hold, or as directed. Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′



5100
210°
6100
060°
311°
3200
MSA TAN VOR
FT/METER CONVERSION QNH
8860′ - 2700m
4930′ - 1500m
3940′ - 1200m
2960′ - 900m
2630′ - 800m
690′ - 210m
❶ 980 hPa or above - FL108
less than 980 hPa - FL118
(IAF) GG512 MAX 205 KT 4930
8.3
107°
GG308 3940
(IAF) GG511 MAX 205 KT 3940
5.4
287°
GG306 3940
3.2
197°
6.7
(IF) GG304 D14.4 IXL 2960
YUANTAN D 112.5 TAN
CONGHUA D 113.0 CON
MAX 200 KT
ILS DME 197° *111.9 IXL
156°
336°
MAX 205 KT MHA 4930
D8.1 IXL [FI20L] At 180 KT
CAUTION: Windshear. Several hills with gentle slope near North end of rwy.
Special Aircrew & Acft Certification required.
Simultaneous approaches authorized with Rwy 19L/R, radar vectoring is used to intercept ILS.
When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.
If acft performance allows, maintain 180 KT to intercept final until D8.0 IXL, then maintain 160 KT until D6.0 IXL.
1719′
1044′
1703′
2271′
2225′
2543′
1066′
637′
1007′
1546′
3580′
3091′
3973′
1060′
1162′
1119′
1906′
1755′
1185′
699′
860′
555′
1211′
1411′
1565′
922′
968′
2402′
2618′
1611′
454′
813′
1122′
758′
611′
611′
1339′
1027′
978′
1093′
914′
660′
778′
23-40
23-30
23-20
113-00
113-10
113-20
113-30
113-40
113-50



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI | 690′ | LT | CON 113.0

State

STRAIGHT-IN LANDING

SA CAT I ILS ❶

RA 151′

DA(H) **194′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Communications, procedure, notes.

ZGGG/CAN
BAIYUN

17 JAN 25
Eff 22 Jan 1600Z

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

BRIEFING STRIP ™

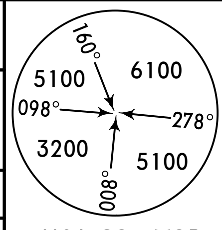
*D-ATIS	GUANGZHOU Approach (R) APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

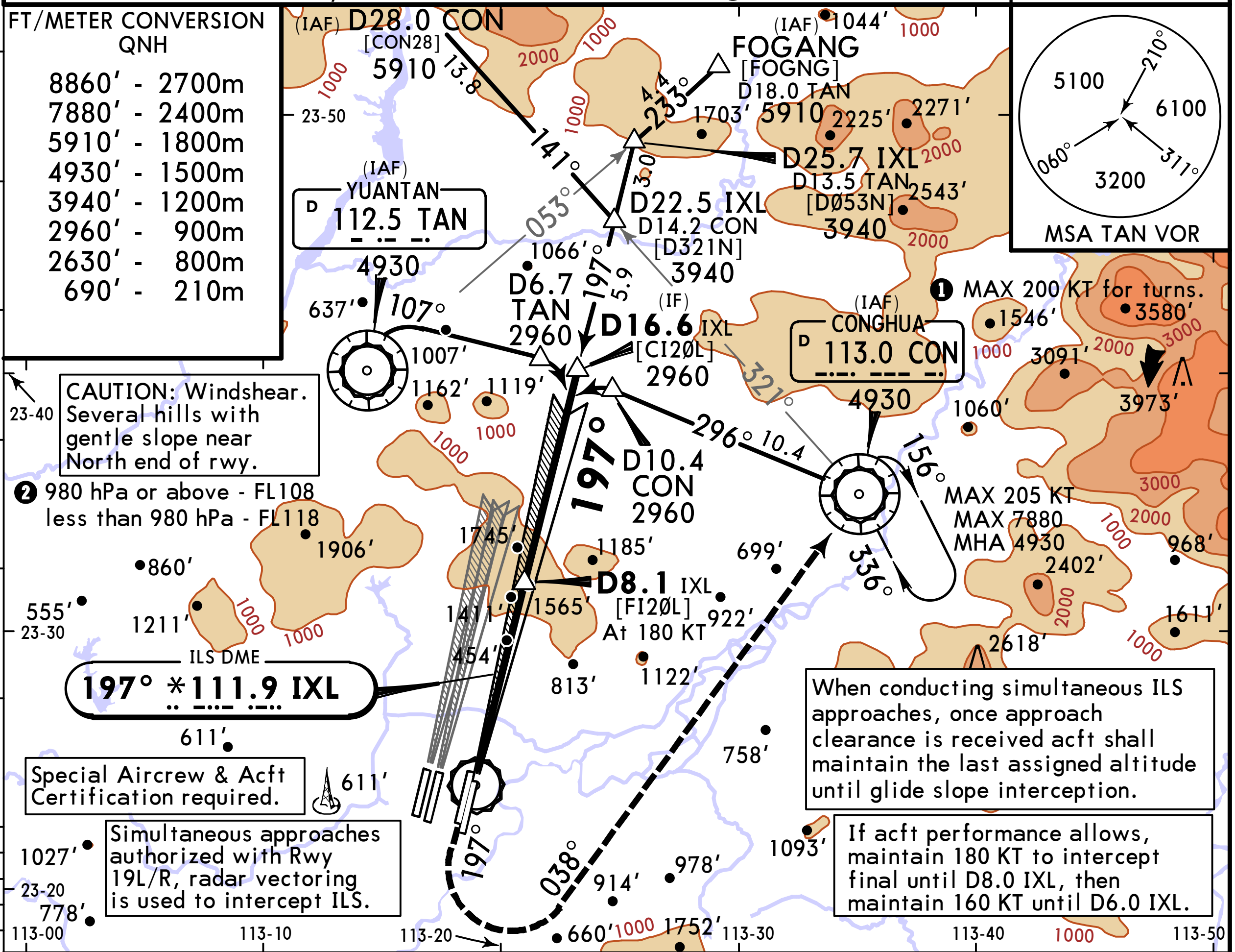
*BAIYUN Tower	*Ground West one	West two	East
118.25X	121.85	121.65	121.75

LOC IXL	Final Apch Crs	D8.1 IXL	SA CAT I ILS	Apt Elev
*111.9	197°	2630′ (2586′)	RA 151′ DA(H) 194′(150′)	50′ Rwy 44′

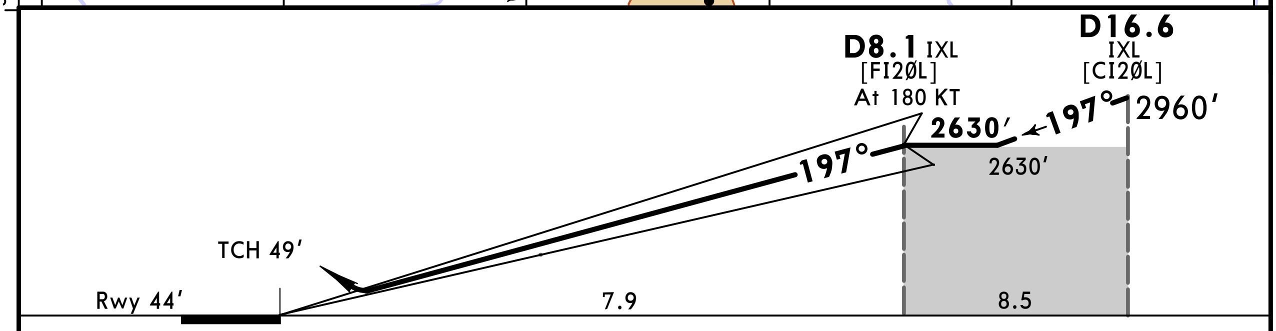
MISSED APCH: Climb STRAIGHT AHEAD to 690′, then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930′ and hold, or as directed. Do not turn before MAP. ❶

Alt Set: hPa Rwy Elev: 2 hPa Trans level: ❷ Trans alt: 8860′





FT/METER CONVERSION QNH
8860′ - 2700m
7880′ - 2400m
5910′ - 1800m
4930′ - 1500m
3940′ - 1200m
2960′ - 900m
2630′ - 800m
690′ - 210m
(IAF) D28.0 CON
[CON28]
5910
141°
(IAF) 1044′
FOGANG
[FOGNG]
D18.0 TAN
233°
1703′
5910
2225′
2271′
D25.7 IXL
D13.5 TAN
[DØ53N]
2543′
3940
(IAF)
YUANTAN
D 112.5 TAN
053°
4930
D22.5 IXL
D14.2 CON
[D321N]
3940
1066′
D6.7 TAN
2960
637′
107°
1007′
1162′
1119′
D16.6 IXL
(IF)
[CI20L]
2960
(IAF)
CONGHUA
D 113.0 CON
4930
321°
❶ MAX 200 KT for turns.
1546′
3580′
3091′
3973′
1060′
CAUTION: Windshear.
Several hills with gentle slope near North end of rwy.
296° 10.4
D10.4 CON
2960
197°
156°
MAX 205 KT
MAX 7880
MHA 4930
968′
2402′
336°
❷ 980 hPa or above - FL108
less than 980 hPa - FL118
860′
1906′
1745′
1185′
699′
D8.1 IXL
[FI20L]
At 180 KT
922′
555′
1211′
1411′
1565′
1611′
2618′
454′
ILS DME
197° *111.9 IXL
813′
1122′
When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.
611′
758′
Special Aircrew & Acft Certification required.
611′
1093′
If acft performance allows, maintain 180 KT to intercept final until D8.0 IXL, then maintain 160 KT until D6.0 IXL.
1027′
Simultaneous approaches authorized with Rwy 19L/R, radar vectoring is used to intercept ILS.
978′
038°
197°
914′
778′
660′
1752′
5100
210°
6100
060°
311°
3200
MSA TAN VOR



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI | Turns 200 KT MAX | 690′ | LT | CON 113.0 R-218

State

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

R450m

PANS OPS

❶ HUD required.

CHANGES: Communications, procedure, notes.

ZGGG/CAN
BAIYUN

17 JAN 25
Eff 22 Jan 1600Z

JEPPESEN 21-11

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

BRIEFING STRIP ™

*D-ATIS	GUANGZHOU Approach (R) APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground West one	West two	East
118.1	121.85	121.65	121.75

LOC IAA	Final Apch Crs	D8.1 IAA	ILS DA(H)	Apt Elev 50′
*110.75	197°	2630′ (2582′)	248′ (200′)	Rwy 48′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, then turn LEFT to CON VOR at 4930′ or above and hold, or as directed. Do not turn before MAP.

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

MSA CON VOR
160° 5100 6100
098° 278°
3200 5100
008° 800

MSA TAN VOR
210° 5100 6100
060° 311°
3200

FT/METER CONVERSION
QNH
8860′ - 2700m
4930′ - 1500m
3940′ - 1200m
2960′ - 900m
2630′ - 800m
2300′ - 700m
1480′ - 450m
830′ - 250m
690′ - 210m

1 980 hPa or above - FL108
less than 980 hPa - FL118

(IAF) GG512
MAX 205 KT
4930
107° 8.1
GG1Ø8
3940
1703′
2225′ 2271′
GG1Ø6
3940
197° 3.2
2543′
(IAF) GG511
MAX 205 KT
3940
287° 5.6
197° 6.5
1066′
637′
1007′
(IF) GG1Ø4
D14.4 IAA
2960
CONGHUA
D 113.0 CON
MAX 200 KT
1546′ 3580′
3091′ 3973′
1060′
YUANTAN
D 112.5 TAN
23-40
1162′ 1119′
ILS DME
197° *110.75 IAA
1526′
D8.1 IAA
[FI20R]
At 180 KT
1755′
1578′
1906′
860′
555′
1211′
1411′
461′
1185′
699′
922′
D7.1 IAA
813′ 1122′
D4.5 IAA
D2.5 IAA
D0.7 IAA
156°
336°
MAX 205 KT
MHA 4930
968′
2402′
1611′
2618′
2057′
637′
758′
1093′
1339′
611′
1027′
778′
978′
914′
660′
1778′
23-30
23-20
113-00
113-10
113-20
113-30
113-40
113-50
197°

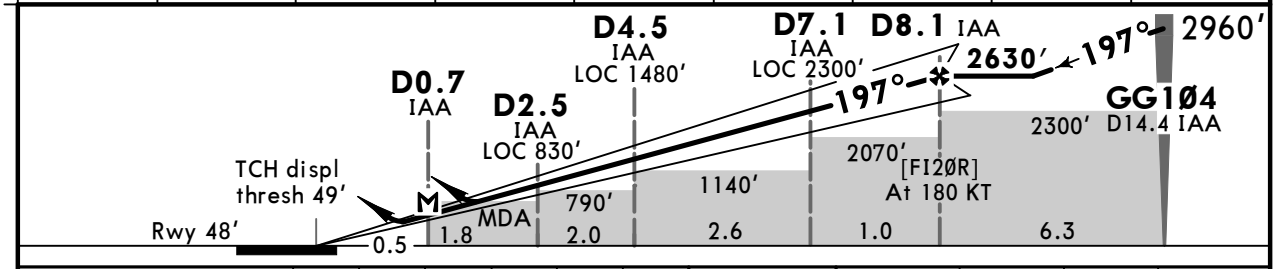
When conducting simultaneous ILS approach, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

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

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

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

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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IAA							

HIALS-II
PAPI
690′
LT
CON
113.0

State

STRAIGHT-IN LANDING

	ILS DA(H) 248′ (200′)		LOC (GS out) CDFA MDA(H) 480′ (432′)	
		ALS out		ALS out
A	R550m V800m	V1200m	R/V1600m	V2500m
B				
C				
D				

CIRCLE-TO-LAND
Not authorized
West of runway

Max Kts	MDA(H)
100	730′ (680′) V2300m
135	840′ (790′) V2800m
180	1170′ (1120′) V4400m
205	1170′ (1120′) V5000m

PANS OPS

CHANGES: Communications, procedure, notes.

ZGGG/CAN BAIYUN

JEPPESEN

17 JAN 25 (21-12)

Eff 22 Jan 1600Z

GUANGZHOU, PR OF CHINA
ILS DME Y Rwy 20R

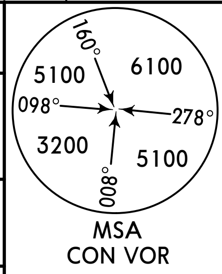
*D-ATIS	GUANGZHOU Approach (R) APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground West one	*Ground West two	*Ground East
118.1	121.85	121.65	121.75

LOC IAA	Final Apch Crs	D8.1 IAA	ILS DA(H)	Apt Elev 50′ / Rwy 48′
*110.75	197°	2630′ (2582′)	248′ (200′)	Apt Elev 50′ Rwy 48′

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

Alt Set: hPa   Rwy Elev: 2 hPa   Trans level: ❶   Trans alt: 8860′



BRIEFING STRIP ™

FT/METER CONVERSION QNH

8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
2630′	800m
2300′	700m
1480′	450m
830′	250m
690′	210m

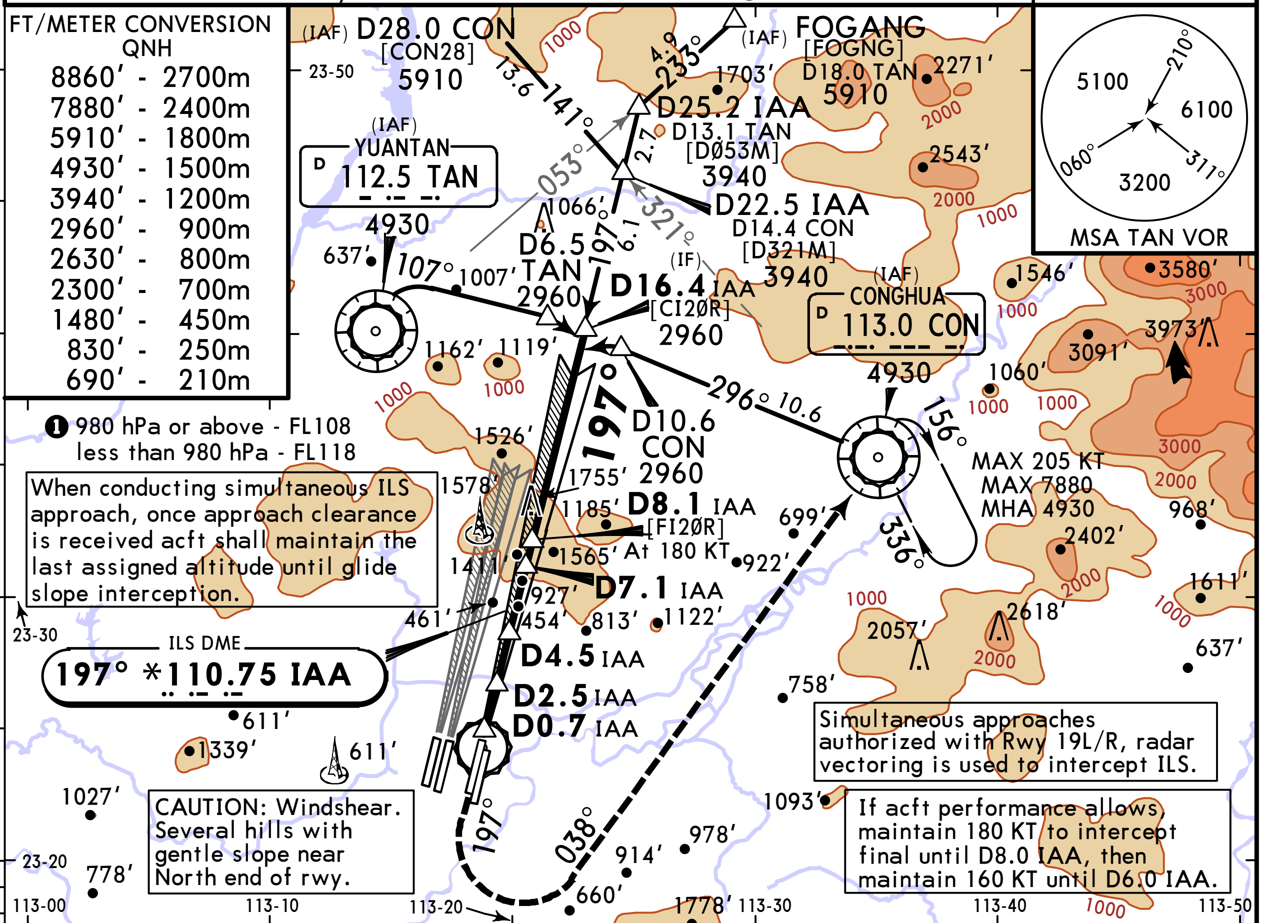
❶ 980 hPa or above - FL108
less than 980 hPa - FL118

When conducting simultaneous ILS approach, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

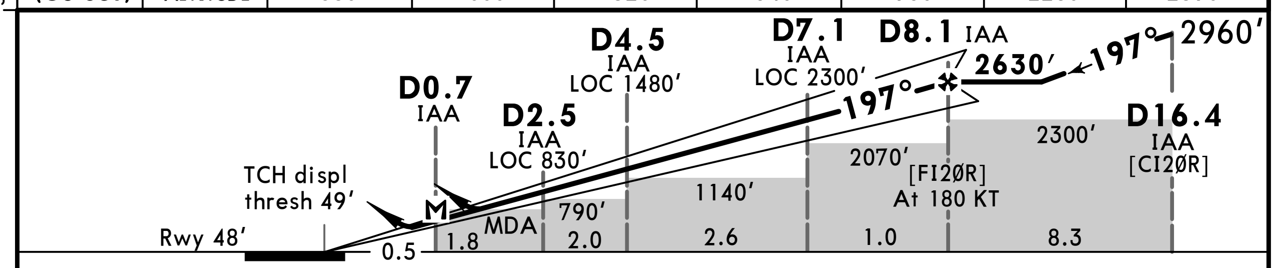
CAUTION: Windshear. Several hills with gentle slope near North end of rwy.

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

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



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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IAA							

HIALS-II PAPI | Turns 200 KT MAX | 690′ | LT | CON 113.0 R-218

State

STRAIGHT-IN LANDING	ILS DA(H) 248′ (200′)		LOC (GS out) CDFA MDA(H) 480′ (432′)	
		ALS out		ALS out
A	R550m V800m	V1200m	R/V1600m	V2500m
B				
C				
D				

CIRCLE-TO-LAND

Not authorized West of runway

Max Kts	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

CHANGES: Communications, procedure, notes.

ZGGG/CAN
BAIYUN
17 JAN 25
Eff 22 Jan 1600Z
JEPPESEN
GUANGZHOU, PR OF CHINA
21-12A
SA CAT I RNAV ILS DME Z Rwy 20R

BRIEFING STRIP ™

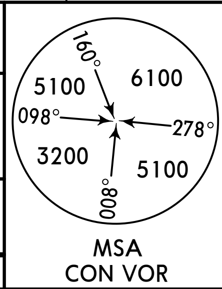
*D-ATIS	GUANGZHOU Approach (R) APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

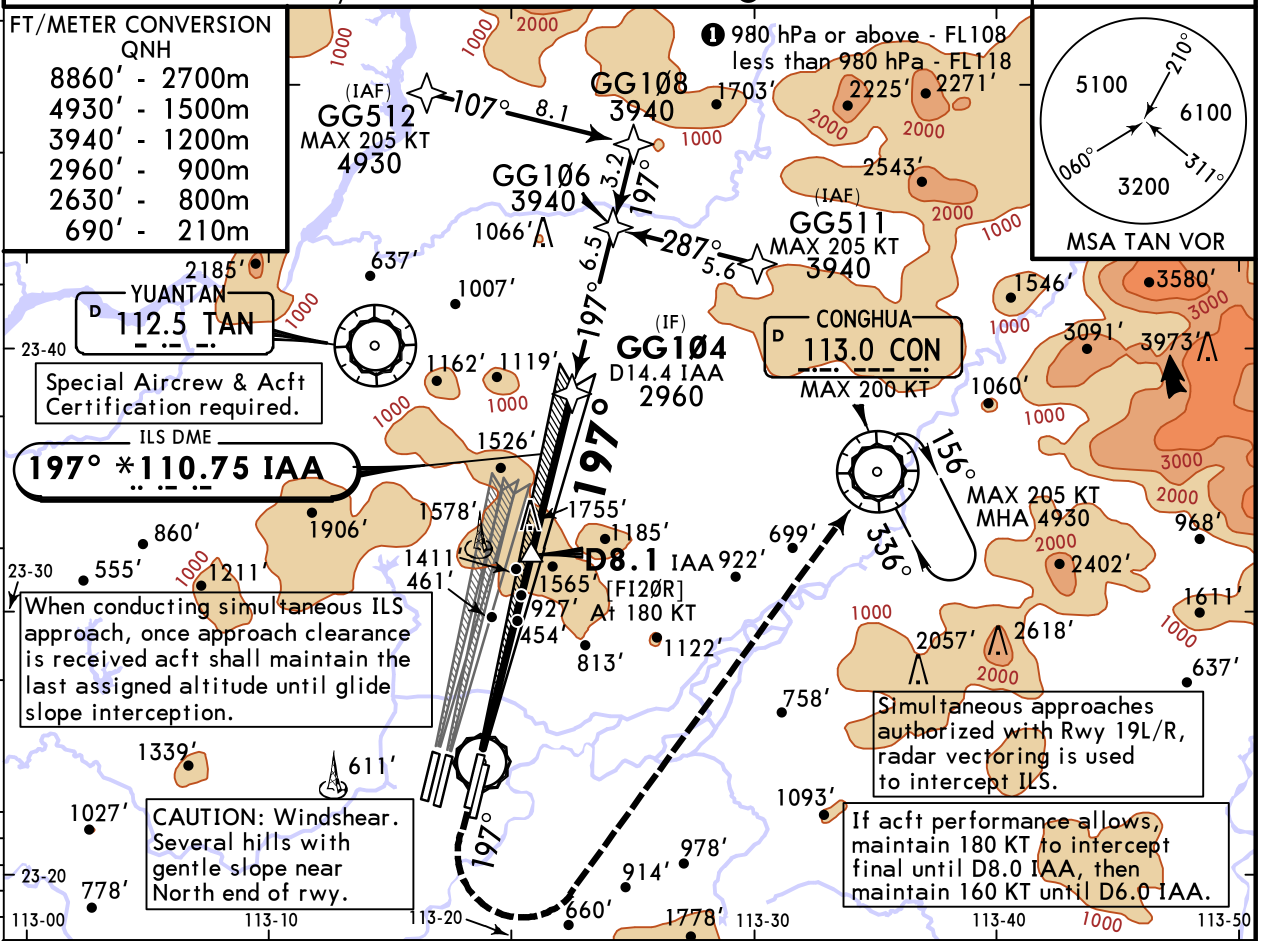
*BAIYUN Tower	*Ground West one	*Ground West two	*Ground East
118.1	121.85	121.65	121.75

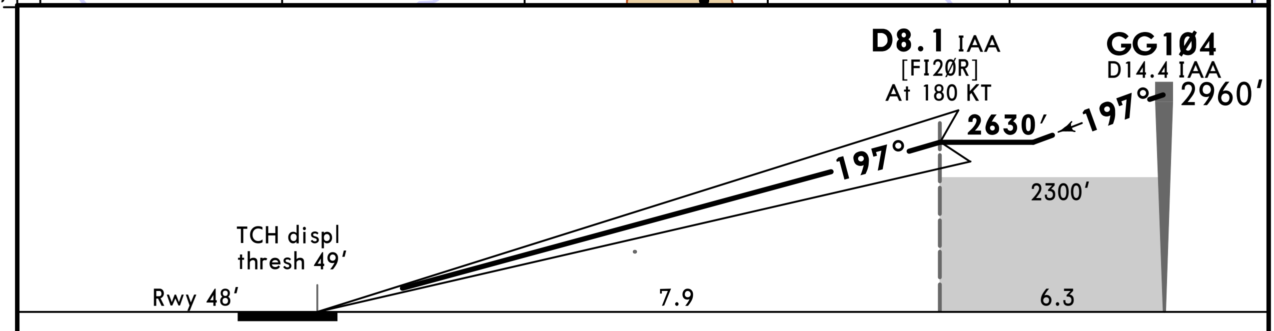
LOC IAA	Final Apch Crs	D8.1 IAA	SA CAT I ILS	Apt Elev 50′
*110.75	197°	2630′ (2582′)	RA 151′ DA(H) 198′(150′)	Rwy 48′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, then turn LEFT to CON VOR at 4930′ or above and hold, or as directed. Do not turn before MAP.

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




210°
5100
6100
060°
311°
3200
MSA TAN VOR
FT/METER CONVERSION
QNH
8860′ - 2700m
4930′ - 1500m
3940′ - 1200m
2960′ - 900m
2630′ - 800m
690′ - 210m
1 980 hPa or above - FL108
less than 980 hPa - FL118
(IAF)
GG512
MAX 205 KT
4930
107° 8.1
GG108
3940
GG106
3940
3.2
197°
6.5
197°
287°
5.6
(IAF)
GG511
MAX 205 KT
3940
YUANTAN
D 112.5 TAN
Special Aircrew & Acft Certification required.
ILS DME
197° *110.75 IAA
(IF)
GG104
D14.4 IAA
2960
CONGHUA
D 113.0 CON
MAX 200 KT
156°
336°
MAX 205 KT
MHA 4930
D8.1 IAA
[FI20R]
At 180 KT
When conducting simultaneous ILS approach, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.
Simultaneous approaches authorized with Rwy 19L/R, radar vectoring is used to intercept ILS.
If acft performance allows, maintain 180 KT to intercept final until D8.0 IAA, then maintain 160 KT until D6.0 IAA.
CAUTION: Windshear. Several hills with gentle slope near North end of rwy.
23-40
23-30
23-20
113-00
113-10
113-20
113-30
113-40
113-50



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI
690′
LT
CON 113.0

State

STRAIGHT-IN LANDING
SA CAT I ILS 1
RA 151′
DA(H) **198′** (150′)

R450m

PANS OPS

1 HUD required.

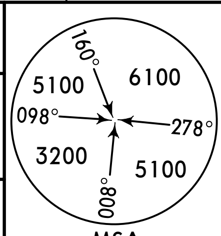
CHANGES: Communications, procedure, notes.

BRIEFING STRIP ™

*D-ATIS	GUANGZHOU Approach (R) APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground West one	*Ground West two	*Ground East
118.1	121.85	121.65	121.75

LOC IAA	Final Apch Crs	D8.1 IAA	SA CAT I ILS	Apt Elev	
*110.75	197°	2630′ (2582′)	RA 151′ DA(H) 198′(150′)	50′	Rwy 48′



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

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′

FT/METER CONVERSION QNH

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

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

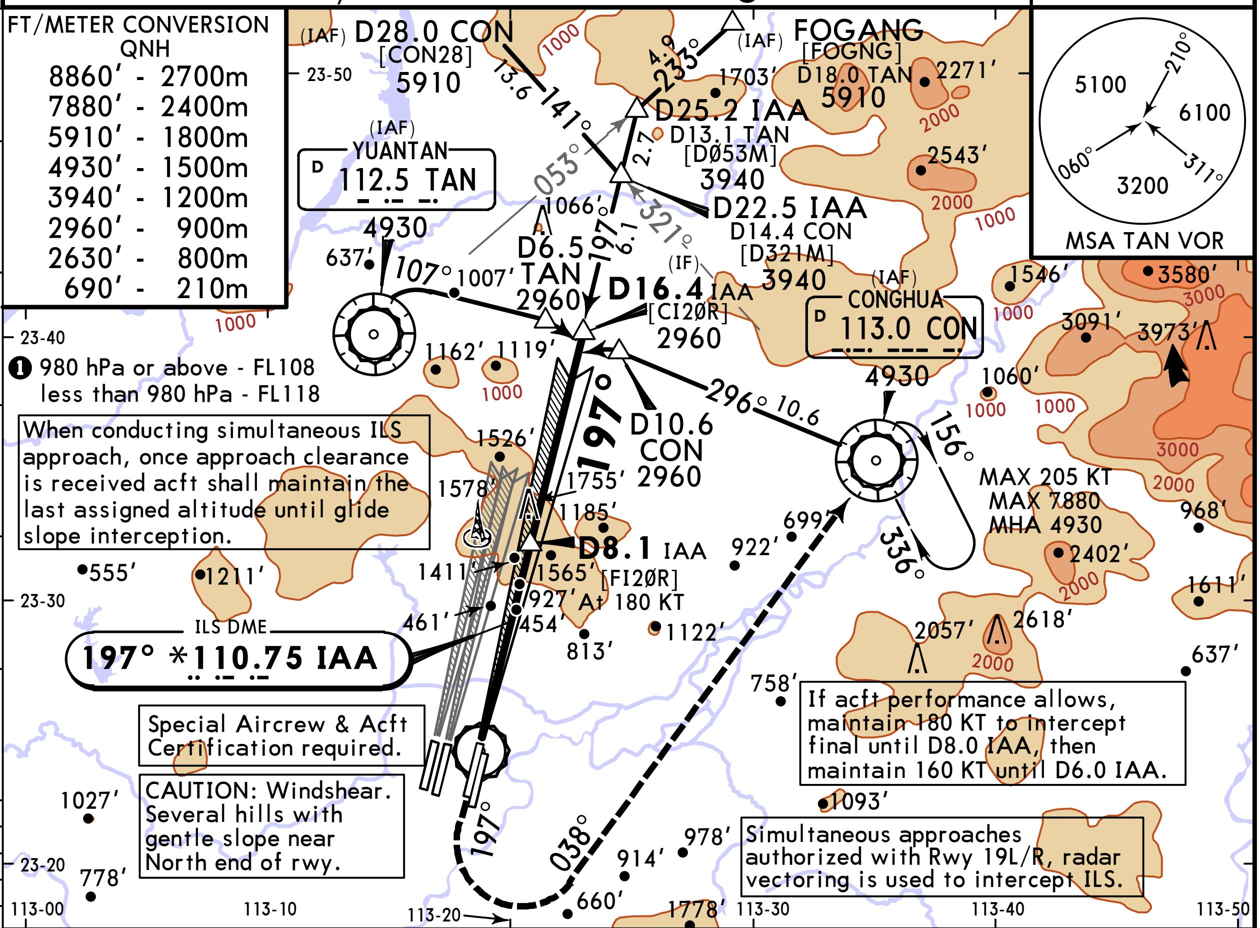
When conducting simultaneous ILS approach, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

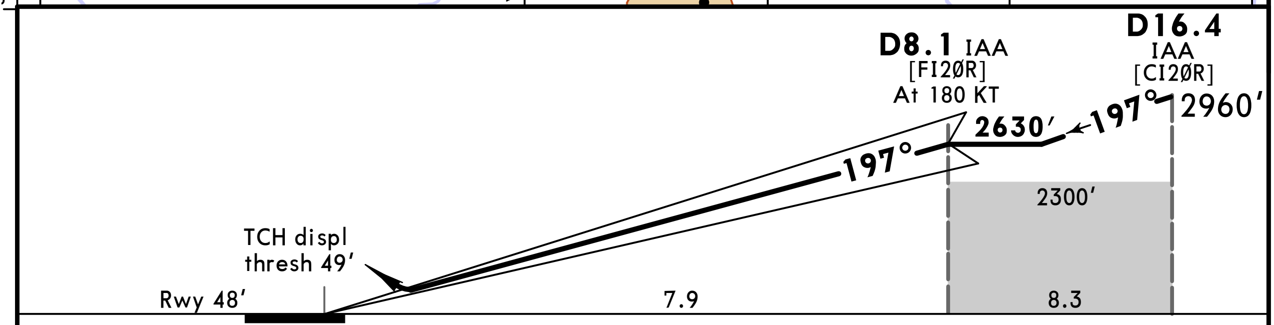
Special Aircrew & Acft Certification required.

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

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

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





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II | PAPI | Turns 200 KT MAX | 690′ | LT | CON 113.0 R-218

State

STRAIGHT-IN LANDING

SA CAT I ILS ❶

RA 151′

DA(H) **198′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Communications, procedure, notes.

ZGGG/CAN
BAIYUN

JEPPESEN 24 JAN 25 (21-13)

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

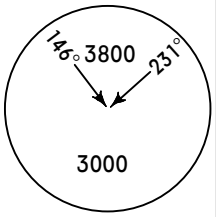
*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	West one	*Ground West two	East
118.325	121.85	121.65	121.75

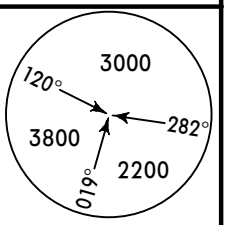
LOC IGW	Final Apch Crs	D6.1 IGW	ILS DA(H)	Apt Elev 50′
*109.5	017°	1970′ (1927′)	Refer to Minimums	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn LEFT on track 313° to GG702, (MAX 200KT) then turn RIGHT on track 337° to GG672 at 4930′ or above and hold, or as directed. For missed approach climb gradients refer to minimums.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′



MSA CEN VOR



MSA POU VOR

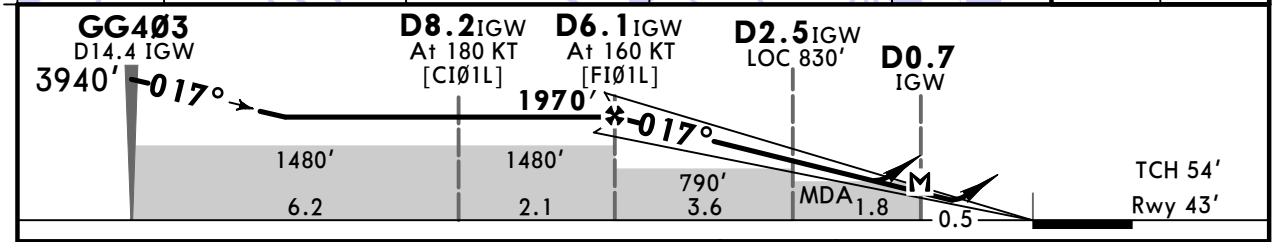
BRIEFING STRIP ™

FT/METER CONVERSION
QNH
8860′ - 2700m
6890′ - 2100m
4930′ - 1500m
3940′ - 1200m
1970′ - 600m
830′ - 250m
660′ - 200m

GG672 MAX 205 KT MHA 4930
MISSED APCH FIX

GG702
D0.7 IGW
D2.5 IGW
D6.1 IGW At 160 KT [FIØ1L]
D8.2 IGW At 180 KT [CIØ1L]
GG403 D14.4 IGW 3940
(IF)
017° *109.5 IGW ILS DME
If acft performance allows, maintain 180 KT to intercept final until D8.0 IGW, then maintain 160 KT until D6.0 IGW.
❶ 980 hPa or above - FL108
less than 980 hPa - FL118
CENCUN D 114.6 CEN
Simultaneous approaches authorized with Rwy 02L/R, radar vectoring is used to intercept ILS.
While independent operation implemented actual flight altitude by ATC.
When conducting simultaneous ILS approach, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.
PINGZHOU D 114.1 POU
(IAF) GG612 MAX 205 KT 6890 or by ATC
(IAF) GG613 MAX 205 KT 6890 or by ATC
GG405 6890
(IAF) GG611 MAX 205 KT 6890 or by ATC
GG407
❷ 2.2 017° ❸ 6890

RECOMMENDED ALTITUDES	
LOC (GS out)	
IGW DME	ALTITUDE
6.0	1950′
5.0	1640′
4.0	1310′
3.0	1000′
2.0	680′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IGW							

HIALS | PAPI | 660′ | 313° LT | GG702

State

STRAIGHT-IN LANDING

	ILS				LOC (GS out)	
	MACG 3% (183′/NM) DA(H) 243′ (200′)		MACG 2.5% (152′/NM) DA(H) 454′ (411′)		CDFA MDA(H) 480′ (437′)	
		ALS out		ALS out		ALS out
A	❶R550m V800m	V1200m	R/V 1500m	V2400m	R/V 1700m	V2600m
B						
C						
D						

CIRCLE-TO-LAND
Not authorized
East of runway

Max KT	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

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

CHANGES: Chart corrected.

ZGGG/CAN
BAIYUN

JEPPESEN GUANGZHOU, PR OF CHINA
24 JAN 25 (21-14)
ILS DME Y Rwy 01L

*D-ATIS	GUANGZHOU Approach (R)					
128.6 (Chinese 127.0)	APP01 126.55	APP02 119.7X	APP03 126.35X	APP04 121.05X	APP05 120.4X	APP06 121.175X

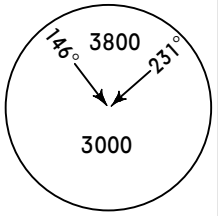
*BAIYUN Tower	*Ground		
	East	West One	West Two
118.325	121.75	121.85	121.65

LOC IGW	Final Apch Crs	D6.1 IGW	ILS	Apt Elev 50′
*109.5	017°	1970′ (1927′)	Refer to Minimums	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn LEFT on track 002° to D5.5 IGW, turn LEFT on track R-171 TAN VOR at 3940′ or above and hold or as directed. MAX 200 KT for turns. Refer to minimums for missed apch climb gradients.

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

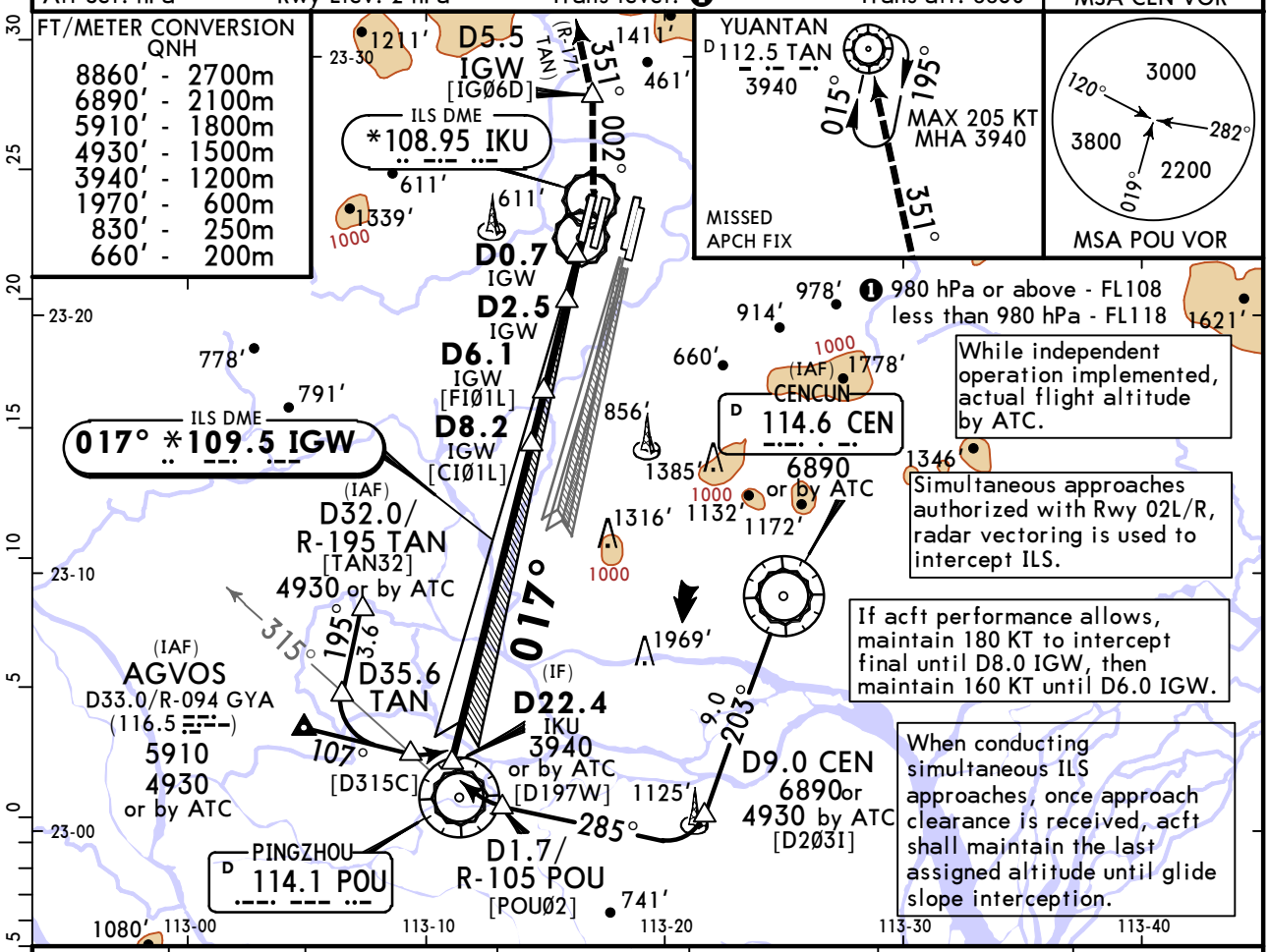
BRIEFING STRIP ™



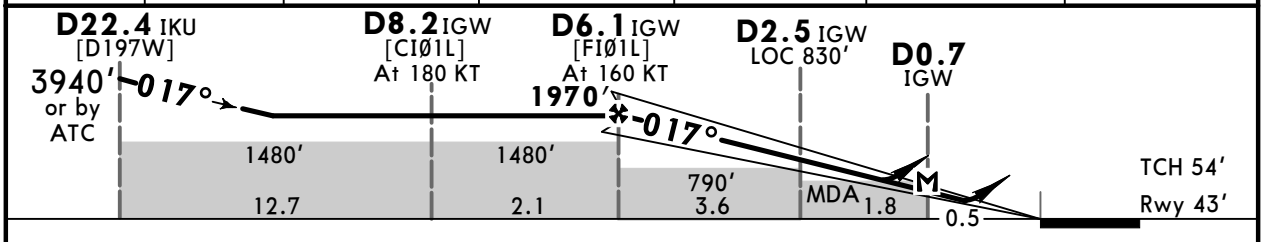
MSA CEN VOR

MSA POU VOR

FT/METER CONVERSION
QNH
8860′ - 2700m
6890′ - 2100m
5910′ - 1800m
4930′ - 1500m
3940′ - 1200m
1970′ - 600m
830′ - 250m
660′ - 200m



LOC (GS out)	IGW DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1950′	1640′	1310′	1000′	680′



Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IGW							

HIALS | PAPI | 660′ | 002° LT | D5.5 IGW

State — STRAIGHT-IN LANDING

	ILS MACG 3% (183′/NM) DA(H) 243′ (200′)		ILS MACG 2.5% (152′/NM) DA(H) 322′ (279′)		LOC (GS out) CDFA MDA(H) 480′ (437′)	
		ALS out		ALS out		ALS out
A	1 R550m V800m	V1200m	R/V800m	V1700m	R/V 1700m	V2600m
B						
C						
D						

CIRCLE-TO-LAND
Not authorized East of runway

Max KT	MDA(H)
100	730′ (680′) V2300m
135	840′ (790′) V2800m
180	1170′ (1120′) V4400m
205	1170′ (1120′) V5000m

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

PANS OPS

CHANGES: Chart corrected.

ZGGG/CAN BAIYUN

JEPPESEN 24 JAN 25 21-14A

GUANGZHOU, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 01L

BRIEFING STRIP

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	West one	*Ground West two	East
118.325	121.85	121.65	121.75

LOC IGW	Final Apch Crs	D6.1 IGW	SA CAT I ILS	Apt Elev 50′
*109.5	017°	1970′ (1927′)	RA 155′ DA(H) 193′ (150′)	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn LEFT on track 313° to GG702, (MAX 200KT) then turn RIGHT on track 337° to GG672 at 4930′ or above and hold, or as directed. Mmissed approach climb gradient minimum 3% (183′/NM)

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

MSA CEN VOR: 146°–231° 3800, 3000

MSA POU VOR: 120°–282° 3800, 019°–120° 3000, 2200

FT/METER CONVERSION QNH

8860′	2700m
6890′	2100m
4930′	1500m
3940′	1200m
1970′	600m
660′	200m

GG672 MAX 205 KT MHA 4930 MISSED APCH FIX

1 980 hPa or above - FL108
less than 980 hPa - FL118

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

Special Aircrew and Aircraft Certification Required.

Simultaneous approaches authorized with Rwy 02L/R, radar vectoring is used to intercept ILS.
While independent operation implemented actual flight altitude by ATC.
When conducting simultaneous ILS approach, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

CENCUN D 114.6 CEN

PINGZHOU D 114.1 POU

017° *109.5 IGW ILS DME

(IF) GG403 D14.4 IGW 3940

(IAF) GG612 MAX 205 KT 6890 or by ATC

(IAF) GG613 MAX 205 KT 6890 or by ATC

(IAF) GG611 MAX 205 KT 6890 or by ATC

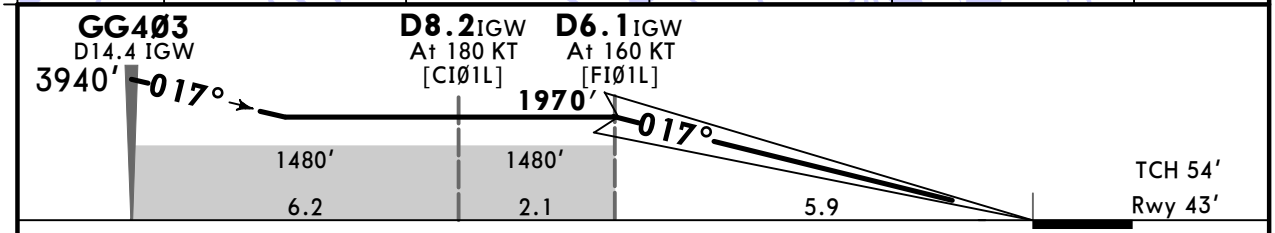
GG405 6890

GG407

2 2.2 017°
3 6890

D6.1 IGW At 160 KT [FIØ1L]

D8.2 IGW At 180 KT [CIØ1L]



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI | 660′ | 313° LT | GG702

State

STRAIGHT-IN LANDING

1 SA CAT I ILS

RA 155′
DA(H) 193′ (150′)

R450m

PANS OPS

1 HUD required.

CHANGES: New procedure.

ZGGG/CAN
BAIYUN

JEPPESEN
24 JAN 25 (21-14B)

GUANGZHOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 01L

*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	East	West One	West Two
118.325	121.75	121.85	121.65

LOC IGW	Final Apch Crs	D6.1 IGW	SA CAT I ILS	Apt Elev 50′
*109.5	017°	1970′ (1927′)	RA 155′ DA(H) 193′ (150′)	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, turn LEFT on track 002° to D5.5 IGW, turn LEFT on track R-171 TAN VOR at 3940′ or above and hold or as directed. MAX 200 KT for turns. Missed apch climb gradient 3% (183′/NM).

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

MSA CEN VOR: 146° 3800 231° 3000

MSA POU VOR: 120° 3000 282° 3800 019° 2200

FT/METER CONVERSION
QNH
8860′ - 2700m
6890′ - 2100m
5910′ - 1800m
4930′ - 1500m
3940′ - 1200m
1970′ - 600m
660′ - 200m

D5.5 IGW [IGØ6D]
R-171 TAN
351°
002°
ILS DME *108.95 IKU
1211′ 1411′ 461′ 611′ 611′ 1339′ 1000
23-30

YUANTAN D 112.5 TAN 3940
015° 195° 351°
MAX 205 KT
MHA 3940
MISSED APCH FIX

978′ 914′ 1621′
1 980 hPa or above - FL108
less than 980 hPa - FL118
23-20

778′ 791′
D6.1 IGW [FIØ1L]
D8.2 IGW [CIØ1L]
ILS DME 017° *109.5 IGW
856′ 660′ 1000 (IAF) 1778′ CENCUN
D 114.6 CEN 6890 or by ATC
1385′ 1346′ 1000 1132′ 1172′ 1316′ 1000

While independent operation implemented, actual flight altitude by ATC.

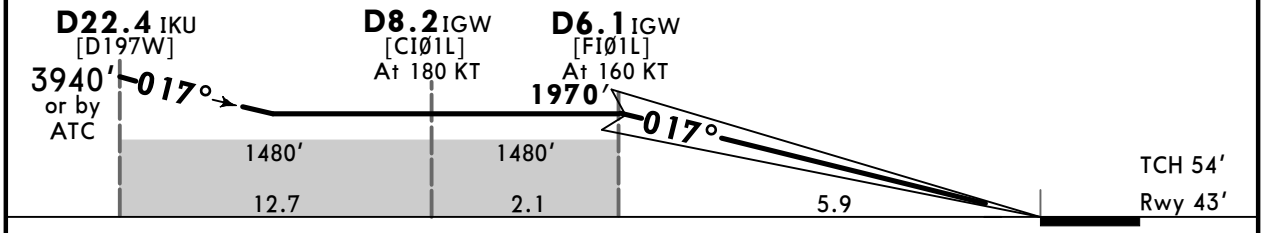
Simultaneous approaches authorized with Rwy 02L/R, radar vectoring is used to intercept ILS.

Special Aircrew and Aircraft Certification Required.

(IAF) D32.0/ R-195 TAN [TAN32] 4930 or by ATC
315° 195° 3.6
(IAF) AGVOS D33.0/R-094 GYA (116.5) 5910 4930 or by ATC
D35.6 TAN
017°
(IF) D22.4 IKU 3940 or by ATC [D197W]
107° [D315C]
1969′
9.0 203°
D9.0 CEN 6890or 4930 by ATC [D2Ø3I]
1125′
285°
D1.7/ R-105 POU [POUØ2]
741′
PINGZHOU D 114.1 POU
1080′
23-00
113-00 113-10 113-20 113-30 113-40

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

When conducting simultaneous ILS approaches, once approach clearance is received, acft shall maintain the last assigned altitude until glide slope interception.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI
660′
002°
LT
D5.5 IGW

State

STRAIGHT-IN LANDING
1 SA CAT I ILS

RA 155′
DA(H) 193′ (150′)

R450m

PANS OPS

1 HUD required.

CHANGES: New procedure.

ZGGG/CAN
BAIYUN

JEPPESEN 24 JAN 25 (21-15)

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

BRIEFING STRIP

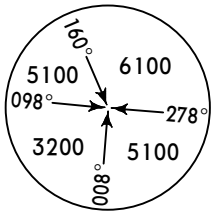
*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.325	121.85	121.65	121.75

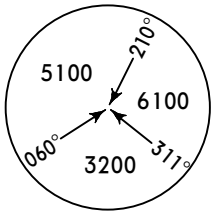
LOC IKU	Final Apch Crs	D8.1 IKU	ILS DA(H)	Apt Elev 50′
*108.95	197°	2630′ (2587′)	243′ (200′)	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, turn RIGHT to GG7Ø1 (MAX 200 KT) between 1650′ and 1970′, then climb on track 346° to GG672 at 5910′ or above and hold, or as directed. Do not turn before MAP.

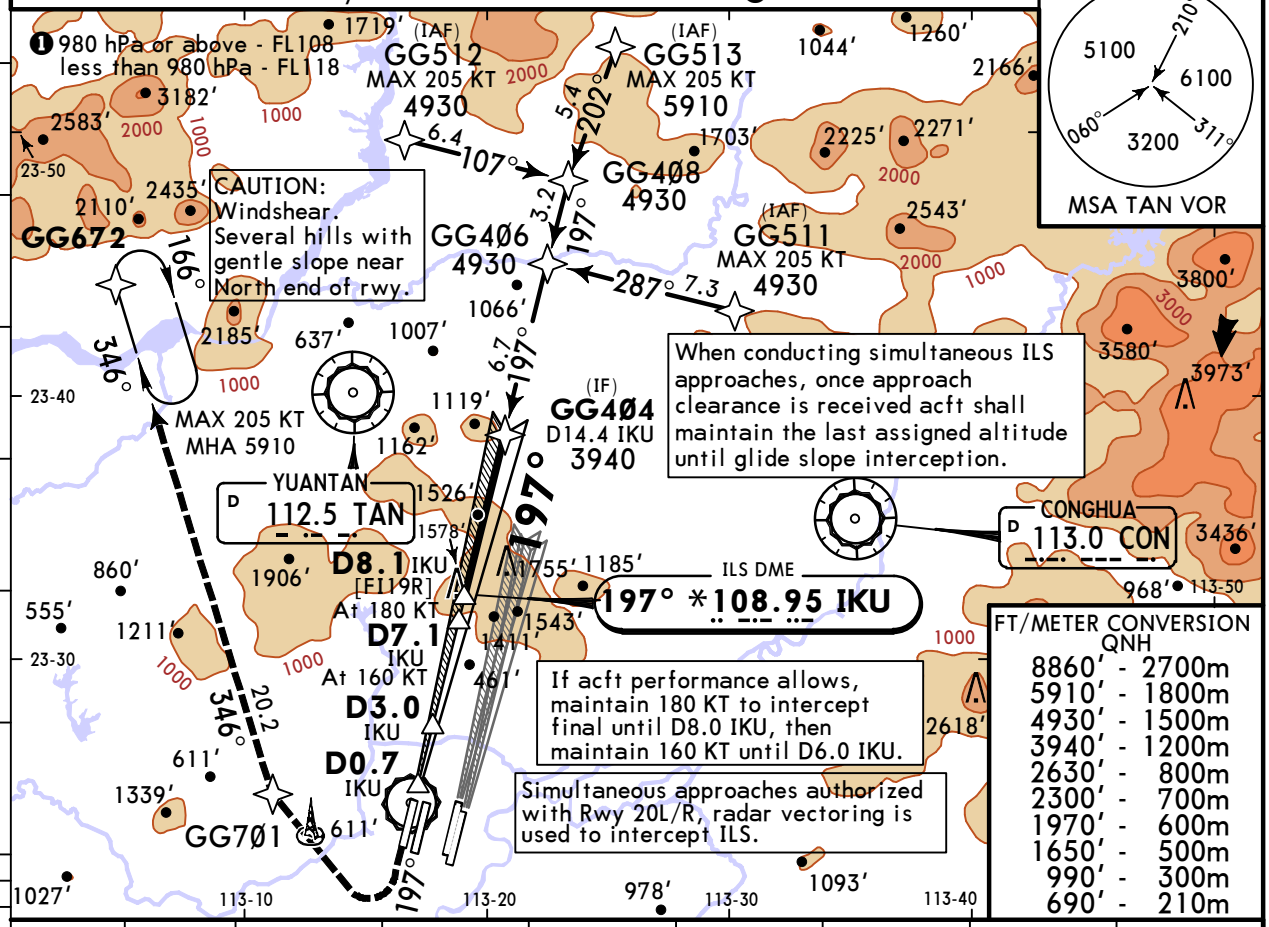
MSA CON VOR



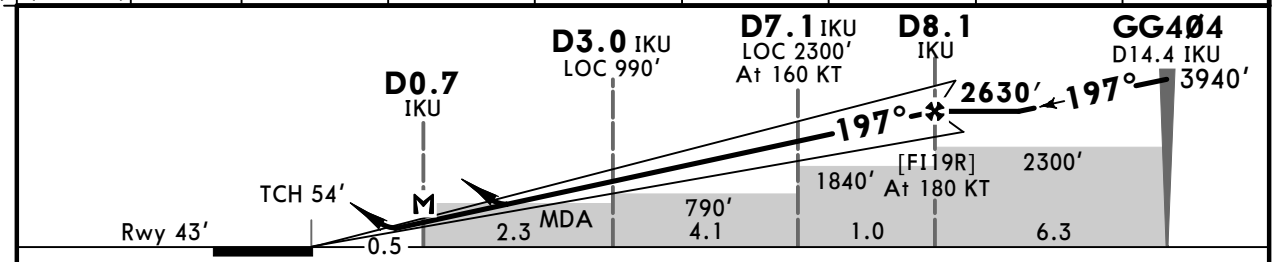
MSA TAN VOR



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



LOC (GS out)	IKU DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	680′	1000′	1310′	1630′	1950′	2270′	2590′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IKU							

HIALS | PAPI | 690′ | RT | GG7Ø1 | MAX 200 KT

State

STRAIGHT-IN LANDING

	ILS DA(H) 243′ (200′)		LOC (GS out) CDFA MDA(H) 530′ (487′)	
		ALS out		ALS out
A	1 R550m V800m	V1200m	R/V2000m	V2900m
B				
C				
D				

CIRCLE-TO-LAND
Not authorized
East of runway

Max Kts	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

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

PANS OPS

CHANGES: Chart corrected.

ZGGG/CAN
BAIYUN

JEPPESEN 24 JAN 25 (21-16)

GUANGZHOU, PR OF CHINA
ILS DME Y Rwy 19R

BRIEFING STRIP

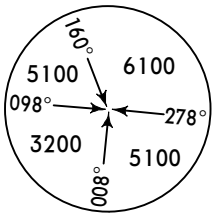
*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	East	West One	West Two
118.325	121.75	121.85	121.65

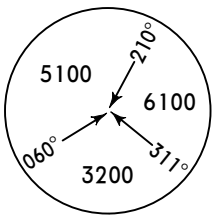
LOC IKU	Final Apch Crs	D8.1 IKU	ILS DA(H)	Apt Elev 50′
*108.95	197°	2630′ (2587′)	243′ (200′)	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, turn RIGHT to D16.5/R-193 TAN between 1650′ and 1970′ or intercept North of R-193 TAN to TAN VOR, continue climb to TAN VOR at 4930′, then turn RIGHT on track R-019 TAN to D12.5 TAN at 4930′, turn RIGHT on R-289 LMN to FOGANG at 5910′ and hold, or as directed. MAX 200 KT for turns.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′



MSA CON VOR



MSA TAN VOR

FT/METER CONVERSION QNH

8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2630′	800m
2300′	700m
1970′	600m
1650′	500m
990′	300m
690′	210m

(IAF) D28.0 /R-321 CON [CON28] 5910 23-50

FOGANG [FOGNG] D18.0/R-053 TAN 5910 (IAF)

(R-289 LMN 116.3) 111 141° 77 233° 109° 233° 053°

D12.5 TAN 4930 019° 12.5

D16.5/ R-321 CON [D321Q]

D10.2/5910 R-053 TAN [DØ53J] 5910 (IF) 197°

D4.6 TAN 3940 107° 197°

D16.6 IKU [CI19R] 3940

D11.9 CON 3940 296° 11.9

(IAF) YUANTAN D 112.5 TAN 4930 23-40

(IAF) CONGHUA D 113.0 CON 4930

D8.1 IKU [FI19R] At 180 KT

D7.1 IKU At 160 KT

D3.0 IKU

D0.7 IKU

D16.5/ R-193 TAN [D193Q] 013° 16.5 197°

MAX 205 KT MAX 7880 MHA 5910

When conducting simultaneous ILS approaches, approach from CON VOR needs ATC permission.

Simultaneous approaches authorized with Rwy 20L/R, radar vectoring is used to intercept ILS. 23-30

❸ Deviation to the West is forbidden

Turning is forbidden until MAP.

Approach from TAN VOR needs ATC permission.

197°*108.95 IKU ILS DME

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

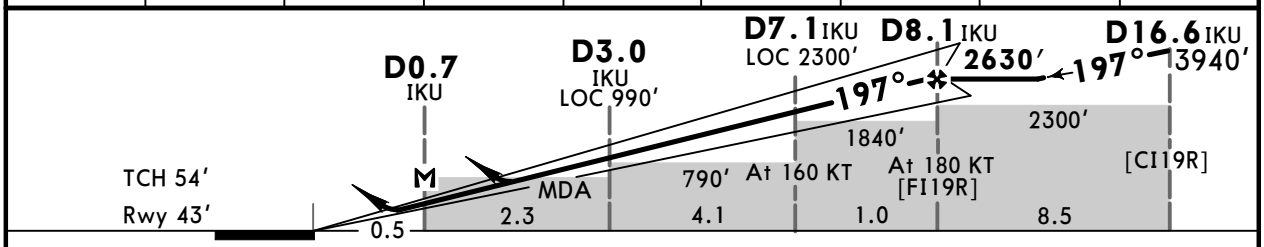
When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

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

❷ Distance from D16.5 CON - 7.2 NM.
Distance from D10.2 TAN - 6.2 NM.

113-10 113-20 113-30 113-40 113-50

LOC (GS out)	IKU DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	680′	1000′	1310′	1630′	1950′	2270′	2590′



Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IKU							

HIALS PAPI | Turns 200 KT MAX | 690′ | RT | TAN 112.5 R-193

State STRAIGHT-IN LANDING

	ILS DA(H) 243′ (200′)		LOC (GS out) CDFA MDA(H) 530′ (487′)	
		ALS out		ALS out
A	❶ R550m V800m	V1200m	R/V2000m	V2900m
B				
C				
D				

CIRCLE-TO-LAND
Not authorized
East of runway

Max KT	MDA(H)	
100	730′ (680′)	V2300m
135	840′ (790′)	V2800m
180	1170′ (1120′)	V4400m
205	1170′ (1120′)	V5000m

PANS OPS

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

CHANGES: Chart corrected.

ZGGG/CAN BAIYUN

JEPPESEN 24 JAN 25 (21-16A)

GUANGZHOU, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 19R

BRIEFING STRIP ™

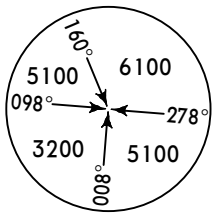
*D-ATIS	GUANGZHOU Approach (R)					
	APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground		
	West one	West two	East
118.325	121.85	121.65	121.75

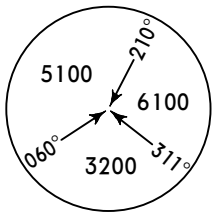
LOC IKU	Final Apch Crs	D8.1 IKU	SA CAT I ILS	Apt Elev 50′
*108.95	197°	2630′ (2587′)	RA 151′ DA(H) 193′ (150′)	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, turn RIGHT to GG7Ø1 (MAX 200 KT) between 1650′ and 1970′, then climb on track 346° to GG672 at 5910′ or above and hold, or as directed.

MSA CON VOR



MSA TAN VOR



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

1 980 hPa or above - FL108
less than 980 hPa - FL118

GG512 (IAF) MAX 205 KT 4930
GG513 (IAF) MAX 205 KT 5910
GG4Ø8 4930
GG4Ø6 4930
GG511 (IAF) MAX 205 KT 4930
GG672
GG4Ø4 (IF) D14.4 IKU 3940
GG7Ø1

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

When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

MAX 205 KT MHA 5910

YUANTAN D 112.5 TAN

CONGHUA D 113.0 CON

D8.1 IKU [FI19R] At 180 KT

ILS DME 197° *108.95 IKU

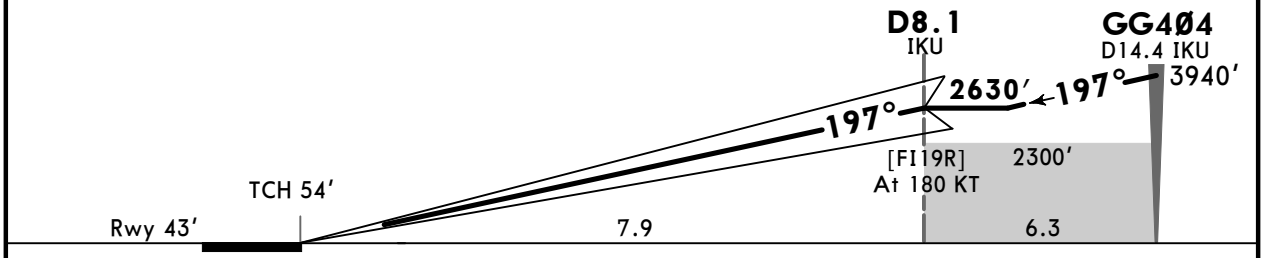
Special Aircrew and Aircraft Certification Required.

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

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

FT/METER CONVERSION QNH

8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2630′	800m
1970′	600m
1650′	500m
690′	210m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS PAPI | 690′ | RT | GG7Ø1 | MAX 200 KT

PANS OPS

State

STRAIGHT-IN LANDING

1 SA CAT I ILS

RA 151′

DA(H) 193′ (150′)

R450m

1 HUD required.

CHANGES: New procedure.

ZGGG/CAN
BAIYUN

JEPPESEN 24 JAN 25 21-16B

GUANGZHOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 19R

BRIEFING STRIP™

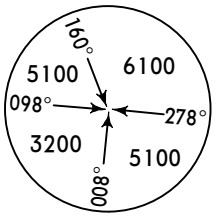
*D-ATIS	GUANGZHOU Approach (R) APP01	APP02	APP03	APP04	APP05	APP06
128.6 (Chinese 127.0)	126.55	119.7X	126.35X	121.05X	120.4X	121.175X

*BAIYUN Tower	*Ground East	West One	West Two
118.325	121.75	121.85	121.65

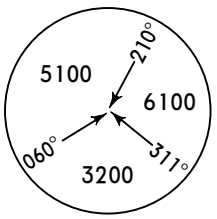
LOC IKU	Final Apch Crs	D8.1 IKU	SA CAT I ILS	Apt Elev 50′
*108.95	197°	2630′ (2587′)	RA 151′ DA(H) 193′ (150′)	Rwy 43′

MISSED APCH: Climb STRAIGHT AHEAD to 690′, turn RIGHT to D16.5/R-193 TAN between 1650′ and 1970′ or intercept North of R-193 TAN to TAN VOR, continue climb to TAN VOR at 4930′, then turn RIGHT on track R-019 TAN to D12.5 TAN at 4930′, turn RIGHT on R-289 LMN to FOGANG at 5910′ and hold, or as directed. MAX 200 KT for turns.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: ❶ | Trans alt: 8860′



MSA CON VOR



MSA TAN VOR

FT/METER CONVERSION
QNH

8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2630′	800m
1970′	600m
1650′	500m
690′	210m

(IAF) D28.0 /R-321 CON [CON28] 5910 23-50

FOGANG [FOGNG] D18.0/R-053 TAN 109° 5910 (IAF)

(R-289 LMN 116.3) 111 141° 71 233° 233° 053°

D12.5 TAN 4930 019° 12.5

D16.5/ R-321 CON [D321Q]

D10.2/5910 R-053 TAN [D053J] 5910 (IF) 197°

D4.6 TAN 3940 107° 197°

D16.6 IKU [CI19R] 3940

(IAF) YUANTAN D 112.5 TAN 4930 23-40

(IAF) CONGHUA D 113.0 CON 4930

D11.9 CON 3940 296° 11.9

D8.1 IKU [FI19R] At 180 KT 16.5 013°

197°*108.95 IKU

D16.5/ R-193 TAN [D193Q] 197°

When conducting simultaneous ILS approaches, approach from CON VOR needs ATC permission.

❸ Deviation to the West is forbidden

Special Aircrew and Aircraft Certification Required. Simultaneous approaches authorized with Rwy 20L/R, radar vectoring is used to intercept ILS.

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

❷ Distance from D16.5 CON - 7.2 NM.
Distance from D10.2 TAN - 6.2 NM.

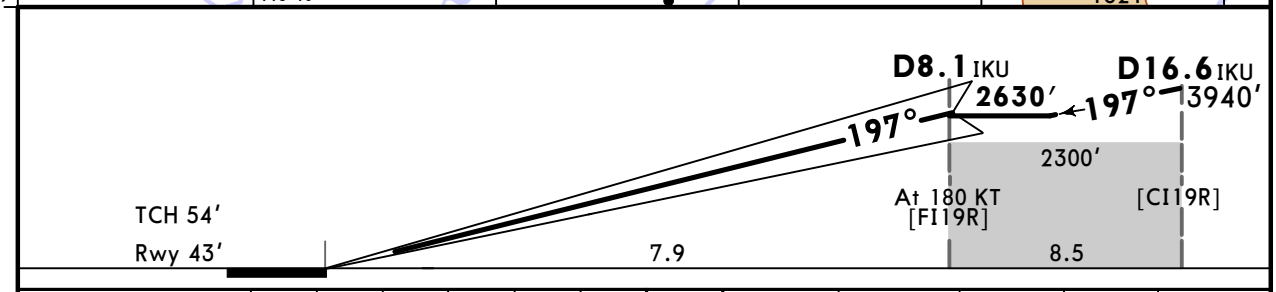
If acft performance allows, maintain 180 KT to intercept final until D8.0 IKU, then maintain 160 KT until D6.0 IKU.

When conducting simultaneous ILS approaches, once approach clearance is received acft shall maintain the last assigned altitude until glide slope interception.

Turning is forbidden util MAP.

Approach from TAN VOR needs ATC permission.

MAX 205 KT MAX 7880 MHA 5910



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS | PAPI

Turns 200 KT MAX | 690′ | RT | TAN 112.5 R-193

State

STRAIGHT-IN LANDING

❶ SA CAT I ILS

RA 151′
DA(H) 193′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New procedure.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
GUANGZHOU, (BAIYUN - ZGGG)				
REV	IKAVO 1 RNAV ARR	20-2F	28 Feb 2025	
REV	IRTAT 3M & 3P RNAV ARRS	20-2G	28 Feb 2025	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZGGG

Type: Terminal
Effectivity: Temporary
Begin Date: 20250122
End Date: Until Further Notice

EFF 22-Jan-25, 1600Z: Procedures to new RWY 01L/19R avbl as follows: - RNAV ILS DME Z Rwy 01L, SA CAT I RNAV ILS DME Z Rwy 01L - ILS DME Y Rwy 01L, SA CAT I ILS DME Y Rwy 01L - RNAV ILS DME Z Rwy19R, SA CAT I RNAV ILS DME Z Rwy 19R - ILS DME Y Rwy 19R, SA CAT I ILS DME Y Rwy 19R Please check for possible alert on www.jeppesen.com.