ZGGG AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICAO / IATA) and name

ZGGG/CAN-广州/白云 GUANGZHOU/Baiyun

ZGGG AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N23°23.6′ E113°18.5′ Center of RWY 02L/20R
2	机场基准点与城市的位置关系 Direction and distance from city	007° GEO, 30.7km from city center(Haizhu Square)
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	15.2 m/35.1℃(JUL)/10.4℃(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	
5	磁差（测量年份）及年变率 VAR(Year)/Annual change	3°0′W/-
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/AFS/ E-mail/Website	Guangzhou Baiyun International Airport Co.，Ltd Headquarters Office Building of GBIAC, South Area of Guangzhou Baiyun International Airport, Huadu District, Guangzhou, Guangdong province, China Post code:510405 TEL:86-20-36066878 FAX:86-20-36066878 AFS:ZGGGVNXX
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR-VFR
8	机场性质/飞行区指标 Military or civil airport/Reference code	CIVIL/RWY02L/20R, RWY02R/20L: 4F; RWY01L/19R, RWY01R/19L: 4E
9	备注 Remarks	Nil

ZGGG AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	HS or O/R
3	卫生健康部门 Health and sanitation	HS or O/R
4	航空情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office	H24

6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	HS or O/R
9	地勤服务 Handling	HS or O/R
10	安保服务 Security	H24
11	除冰服务 De-icing	Nil
12	备注 Remarks	Nil

ZGGG AD 2.4 地勤服务和设施 Handling services and facilities

1	货物装卸设施 Cargo-handling facilities	Platform lift(30 tonnes), fork lift(7 tonnes), baggage transporter, cargo tow tractor, freight processing system (1.5 tonnes) and container bulk cargo processing system (13.6 tonnes).
2	燃油牌号 Fuel types	Jet A-1
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Refueling pipeline: 228.7 litres/ sec refueling truck: 25 litres/ sec(one pipe) and 55 litres/ sec(double pipe)
5	除冰设施 De-icing facilities	Nil
6	过站航空器机库 Hangar space for visiting aircraft	Hangar Nr.10 is divided into maintenance area and painting area. Maintenance area can accommodate one wide body aircraft(A380), two wide body aircraft(B747) and two narrow body aircraft(B757,B737,A320), or one wide body aircraft(A380), nine narrow body aircraft (B757,B737, A320). The painting area can accommodate one wide body aircraft (A380), two narrow body aircraft (one B757 and one B737, by nose to tail arrangement). Hangar Nr.11 can accommodate eight narrow body aircraft(A320/A321-200/B737/B757)
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance, engine changes available for various types of aircraft on request. Spare parts and other maintenance work by prior arrangement. circuits maintenance is available.
8	备注 Remarks	Nil

ZGGG AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD
2	餐饮 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxis, subway
4	医疗设施 Medical facilities	First aid center and ambulances at AD, hospital in the city
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD
7	备注 Remarks	Nil

ZGGG AD 2.6 援救与消防服务 Rescue and fire fighting services

1	机场消防等级 AD category for fire fighting	CAT 10
2	援救设备 Rescue equipment	Fire fighting facilities: rapid intervention vehicle, primary foam tender, heavy fire-crash water tender, multi-function forcible vehicle; Rescue equipments: emergency rescue equipment, crane, fork lift, disassembly rescue truck,communication and command truck.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to A380. Removal equipment: uplift air cushion, jack, mobile surface operation devices, sleeper, aircraft moving trailer, landing gear hanger, tractor, crane, lifting rigging, etc.
4	备注 Remarks	Nil

ZGGG AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons Not applicable
2	扫雪顺序 Clearance priorities	Not applicable
3	备注 Remarks	Nil

ZGGG AD 2.8 停机坪、滑行道及校正位置数据 Aprons, taxiways and check locations data

1	停机坪道面和强度 Apron surface and strength	道面 Surface	CONC
		强度 Strength	PCR 1000/R/A/W/T : 101-123, 144-153, 149L/R, 301-308, GY07-GY10, 500A, 500B, 501-515, 501L-514L, Maintenance apron PCR 950/R/A/W/T : 124-133, 134L, 134-137, 154-160, 160L/R, 165-173, 254, 255, 254L/R, 255L/R, GY01-GY05 PCR 930/R/A/W/T : 224-235, 271-272, 271L/R, 272L/R, 277-279 PCR 890/R/A/W/T : GL01 PCR 880/R/A/W/T : 218-220 PCR 870/R/A/W/T : 201-213, 516-518 PCR 860/R/A/W/T : 401-406, 401L/R-406L/R PCR 850/R/A/W/T : 214-217, 221-223, 236-238, 237L/R, 238L/R PCR 830/R/A/W/T : 309-313, 319-338, 319L/R, 320L/R, 324L/R-327L/R, 417-419, 432-437 PCR 780/R/A/W/T : 251-253, 256-270, 273-276 PCR 700/R/A/W/T : 161-164, 407-416, TEST 01 PCR 680/R/A/W/T : SF01-SF08, SF08L/R PCR 670/R/A/W/T : 430, 431 PCR 650/R/A/W/T : 314-318 PCR 640/R/A/W/T : 701-710 PCR 630/R/A/W/T : FBO Apron PCR 600/R/A/W/T : FedEx apron, STAG apron
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	70m : J56, V1(BTN T12 & T13) 56m : C4 53m : J23 50m : L4-L8(BTN A & C), L9(BTN B & C), L10(BTN A & C), L11, L14, L15(BTN A & C), L21, Q7, Q9, Q15 48m : J2, J6-J8(west of D), J9(west of D), J10-J12(west of D), J14(west of E), J18(west of E), J20(west of E) 44m : A2, A9, B(BTN T1 & T2), C(BTN T1 & T2), M2, M9, N2, N3, N10, P14, Q8, Q10, Q11, Y4, Y17 39m : F(BTN J1 & J2, J20 & T4), F2, F9, J7-J10(east of D), L3-L8(west of C), L22 33.5m : N1, N11, T12, T13 30.5m : GT4(BTN GT1 & Y20) 30m : P1, P2, P4-P13 25m : A, A1, A3-A8, A10, B(BTN T2 & L22), C(BTN T2 & L9, BTN L10 & T4), C5, E(BTN J12 & T4), J20(east of E), L19, L20, M, M1, M3, M4, M7, M8, M10, P3, Q, Q6, Q16, Q17, T1(west of D, east of C), T2(west of D, east of C), T3, T4(west of D, east of C1), T5, Y, Y1-Y3, Y5, Y6, Y8, Y11, Y13-Y16, Y18

			23m : B(north of L22), B1, C1, D, D4, E(BTN T4 & H2, BTN J1 & J12, south of J1), F(BTN J2 & J20), F1, F3-F8, F10, H, H1, H2, J, J1, J14(east of E), J18(BTN D & E), J21, K, K1, L16, M5, M6, N, N4-N9, T1(BTN C & D), T2(BTN C & D), T4(BTN C1 & D), T6, T7, T11, V, Y7, Y9, Y10, Y12, Y19, Y20 18m : J3, J22(BTN D & D4)
		道面 Surface	CONC
		强度 Strength	PCR 1130/R/A/W/T : J13 PCR 1070/R/A/W/T : J, L13, L16 PCR 1040/R/A/W/T : L12 PCR 1010/R/B/W/T : L19, L20 PCR 1000/R/A/W/T : A, A1-A10, B(BTN T1 & L22), C, E(BTN J1 & J11, BTN J20 & J22), F1, F3-F8, F10, J1, J6(west of D), J7(west of D), J18, J45, L3, L4, L6, L10, L11, L14, L21, L22, M1-M10, P1, T1, T2, T4, Y1, Y2, Y4, Y6, Y8, Y10, Y12, Y14-Y18 PCR 990/R/A/W/T : D(BTN T1 & J12, north of J22), P2, P5-P8 PCR 980/R/A/W/T : P9-P14 PCR 970/R/A/W/T : F, L24 PCR 950/R/A/W/T : C1, C4, D(BTN J12 & J22), J12, J14, J20, J21, L5, L9 PCR 940/R/A/W/T : M PCR 930/R/A/W/T : J8-J10(west of D), J11, L8 PCR 920/R/A/W/T : E(BTN J11 & J20) PCR 900/F/A/W/T : Y3, Y5, Y7, Y9, Y13 PCR 900/F/B/W/T : Y11 PCR 900/F/C/W/T : P3 PCR 900/R/A/W/T : F2, F9, J2 PCR 890/R/A/W/T : E(north of J22, south of J1), H, H1, H2, J23, J56, K, K1, N, N1-N3, N10, N11, T5-T7, T11-T13, V, V1 PCR 880/R/A/W/T : J8(east of D), T3, Y PCR 860/R/A/W/T : J7(east of D), J10(east of D) PCR 845/F/B/W/T : P4 PCR 840/R/A/W/T : Y19, Y20 PCR 830/R/A/W/T : D4, J22, L7 PCR 820/R/A/W/T : J6(east of D), N4-N9 PCR 810/R/A/W/T : J9(east of D) PCR 780/R/A/W/T : J15, J19 PCR 760/R/A/W/T : L25 PCR 750/R/A/W/T : C5, L18 PCR 700/R/A/W/T : J16, J17, L15 PCR 650/R/A/W/T : B1, J3 PCR 630/R/A/W/T : GT1-GT4 PCR 600/R/A/W/T : B(north of L22), Q, Q6-Q11, Q15-Q17

3	高度表校正点的位置及其标高 ACL location and elevation	East apron: 14.6m (No sign) West apron: 13.1m (No sign)
4	VOR 校正点 VOR checkpoints	Nil
5	INS 校正点 INS checkpoints	Nil
6	备注 Remarks	Nil

ZGGG AD 2.9 地面活动引导和管制系统与标识
Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at all stands. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at aircraft stands Nr. 144-173, 236, 237, 237L, 237R, 238, 238L, 238R, 251-255, 257-279, Marshalling assistance for other aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR(RWY20R THR displaced), RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(02L, 02R, 20L, 20R), RENL
		滑行道标志 TWY markings	Edge line, center line, enhanced TWY center line, No-entry(A3-A8, F3-F8, Y3, Y5-Y14, Y16, M3-M8, N4-N9), RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line lights, center line lights, No-entry bar , RETILs, intermediate holding position lights
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Runway guard lights	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Runway guard lights located at RWY02R/20L rapid exit TWYs.	

ZGGG AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志,灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
MT 001	MT	004/6036	67.5		
MT 002	MT	005/5754	65.3		
MT 003	MT	009/11045	131.7		
MT 004	MT	009/11586	140.4		
BLDG 005	BLDG	012/13926	349.4		
MT 006	MT	012/14223	363.7		RWY02L/R PBN departure
MT 007	MT	014/3975	56.4		RWY02L Take-off path
MT 008	MT	015/14561	421.7		
MT 009	MT	016/14742	400.0		
MT 010	MT	017/13494	282.5		
MT 011	MT	017/14449	367.2		
BLDG 012	BLDG	018/3273	35.0		RWY02L Take-off path
MT 013	MT	018/11648	138.3		
MT 014	MT	018/14360	361.4		

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 015	BLDG	020/3063	31.4		RWY02L Take-off path
BLDG 016	BLDG	021/2932	29.6		RWY02L Take-off path
BLDG 017	BLDG	026/3641	40.0		RWY02L Take-off path
BLDG 018	BLDG	026/4933	57.0		RWY02L Take-off path
MT 019	MT	027/5799	62.1		
BLDG 020	BLDG	030/3918	45.0		RWY02L/R Take-off path
BLDG 021	BLDG	030/10025	140.0		RWY02L Take-off path
BLDG 022	BLDG	032/4048	55.0		RWY02R Take-off path
BLDG 023	BLDG	033/6419	95.0		RWY02L/R Take-off path
BLDG 024	BLDG	034/4153	57.0		RWY02R Take-off path
MT 025	MT	035/14037	401.8		
MT 026	MT	035/14838	457.0		RWY02L/R traditional missed approach
BLDG 027	BLDG	036/4217	58.0		RWY02R Take-off path
BLDG 028	BLDG	038/8036	115.0		RWY02R Take-off path
MT 029	MT	038/10041	190.1		RWY02R Take-off path
MT 030	MT	038/12696	340.1		RWY02L/R RNAV ILS/DME missed approach

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志,灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 031	MT	042/12297	247.7		
MT 032	MT	052/9224	215.6		Circling CAT C&D
MT 033	MT	128/12940	278.7		Surveillance Vectoring Sector Nr.1
BLDG 034	BLDG	180/10385	119.0		RWY20L/R Take-off path
BLDG 035	BLDG	184/3074	28.9		RWY20L Take-off path
BLDG 036	BLDG	184/3125	31.4		RWY20L Take-off path
BLDG 037	BLDG	187/3312	25.1		RWY20L Take-off path
BLDG 038	BLDG	188/3352	28.4		RWY20L Take-off path
BLDG 039	BLDG	188/3454	30.3		RWY20L Take-off path
BLDG 040	BLDG	188/3519	29.2		
BLDG 041	BLDG	188/3555	34.0		RWY20L Take-off path
TRANSMISSION _LINE 042	TRANSMISSION_LINE	188/7869	76.6		
BLDG 043	BLDG	189/3369	28.8		RWY20L Take-off path
Moving OBST 044	Moving OBST	192/2133	22.6		RWY20R Take-off path Moving OBST are ACFT moving on TWY Y(south of Y15).
BLDG 045	BLDG	196/3399	30.1		

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志,灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 046	Antenna	199/6570	49.7		
BLDG 047	BLDG	200/4020	46.0		RWY20R Take-off path
BLDG 048	BLDG	200/8128	98.0		RWY20R Take-off path
Moving OBST 049	Moving OBST	201/2933	26.3		RWY20R Take-off path Moving OBST are ACFT moving on TWY Y20.
BLDG 050	BLDG	201/3812	37.0		RWY20R Take-off path
BLDG 051	BLDG	201/8184	100.0		RWY20R Take-off path
BLDG 052	BLDG	202/8262	111.0		RWY20R Take-off path
BLDG 053	BLDG	202/8331	115.0		RWY20R Take-off path
BLDG 054	BLDG	206/8695	110.0		RWY19L Take-off path
BLDG 055	BLDG	209/7473	86.0		RWY19L Take-off path
BLDG 056	BLDG	210/7745	94.7		RWY19L Take-off path
Pole 057	Pole	219/5201	36.8		
BLDG 058	BLDG	221/6569	57.0		RWY19L Take-off path
BLDG 059	BLDG	224/9499	113.0		RWY19L Take-off path
BLDG 060	BLDG	225/7351	70.0		RWY19L/R Take-off path

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 061	BLDG	226/6484	57.0		RWY19L Take-off path
MT 062	MT	238/4758	34.8		RWY19R Take-off path
Moving OBST 063	Moving OBST	239/3757	23.3		RWY19L Take-off path Moving OBST are ACFT moving on TWY H(south of L51).
BLDG 064	BLDG	244/4894	57.0		RWY19R Take-off path
BLDG 065	BLDG	245/4882	57.0		RWY19R Take-off path
BLDG 066	BLDG	246/5039	57.0		RWY19R PBN departure
BLDG 067	BLDG	247/5030	57.0		RWY19R traditional departure
BLDG 068	BLDG	256/1298	72.0	LGT	
Antenna 069	Antenna	270/9960	186.3	LGT	
Control TWR 070	Control TWR	277/1138	126.5	LGT	Circling CAT A; RWY20L GP INOP missed approach; RWY01L/01R/02L/02R/19L/20L/20R PBN missed approach
Antenna 071	Antenna	286/7255	162.1	LGT	Circling CAT B
Antenna 072	Antenna	304/4524	110.4	LGT	RWY19L traditional departure
Moving OBST 073	Moving OBST	323/3083	22.4		RWY01R Take-off path Moving OBST are ACFT moving on TWY H(north of T13).

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志,灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 074	BLDG	328/4672	39.0		RWY01L Take-off path
BLDG 075	BLDG	331/4420	38.0		RWY01L Take-off path
BLDG 076	BLDG	332/4486	40.0		RWY01L Take-off path
MT 077	MT	335/3465	31.3		RWY01R Take-off path
BLDG 078	BLDG	335/4095	38.0		RWY01R Take-off path
MT 079	MT	335/5624	58.0		RWY01L Take-off path
BLDG 080	BLDG	339/7902	102.0		RWY01L Take-off path
MT 081	MT	342/3780	43.2		RWY01R Take-off path
BLDG 082	BLDG	343/4288	45.0		RWY01R Take-off path
BLDG 083	BLDG	343/4671	50.0		RWY01R Take-off path
BLDG 084	BLDG	344/4843	57.0		RWY01R Take-off path
BLDG 085	BLDG	349/4368	55.0		RWY01R Take-off path
MT 086	MT	351/5840	67.4		RWY01L Take-off path; RWY19R GP INOP final approach
MT 087	MT	359/5961	66.2		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TOWER 088	TOWER	004/16328	481		RWY01 traditional missed approach
MT 089	MT	004/16331	468		RWY01L traditional departure, missed approach; RWY01R PBN departure
MT 090	MT	006/56689	892		RWY20L/20R traditional initial approach
MT 091	MT	008/22013	484		
MT 092	MT	010/38041	325		RWY20L/20R traditional initial approach
MT 093	MT	014/15146	430		
MT 094	MT	015/18303	535		RWY19L/19R/20L/20R intermediate approach; Surveillance Vectoring Sector Nr.4
MT 095	MT	020/15868	494		RWY01L/R traditional departure; RWY02L/R departure
MT 096	MT	022/66954	1219		Sector(TAN, CON); Surveillance Vectoring Sector Nr.10
MT 097	MT	023/16044	477		
MT 098	MT	030/16000	436		
MT 099	MT	030/38747	348		
MT 100	MT	038/37941	464		
MT 101	MT	039/37112	498		
MT 102	MT	039/39017	524		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP) Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)					
障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 103	MT	040/38688	593		RWY20L/20R traditional initial approach
MT 104	MT	045/47861	578		RWY19L/19R/20L/20R traditional arrival
MT 105	MT	050/118424	1436		Surveillance Vectoring Sector Nr.13
MT 106	MT	057/67284	1190		Surveillance Vectoring Sector Nr.8; RWY19L/19R/20L/20R traditional arrival
MT 107	MT	064/59174	1211		RWY19L/19R/20L/20R PBN arrival; Surveillance Vectoring Sector Nr.11
MT 108	MT	067/54558	1024		PBN sector
MT 109	MT	076/29851	607		Traditional arrival
MT 110	MT	079/37885	798		Sector(CEN); Surveillance Vectoring Sector Nr.6
MT 111	MT	080/31911	627		Sector(TAN, CON)
MT 112	MT	102/72161	1230		Sector(CON)
MT 113	MT	103/73279	1282		Surveillance Vectoring Sector Nr.9
MT 114	MT	129/18805	542		Arrival
MT 115	MT	139/15463	403		
Antenna 116	Antenna	165/18813	420		RWY19L/20L/20R/traditional departure; Minimum surveillance altitude sector Nr.2

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TOWER 117	TOWER	177/43264	343		Surveillance Vectoring Sector Nr.12
Antenna 118	Antenna	179/16203	261		
GENERAL_UTILITY 119	GENERAL_UTILITY	181/27471	396		
Antenna 120	Antenna	181/31378	600	LGT	RWY19L/19R/20L/20R traditional arrival; Sector(POU, CEN); Surveillance Vectoring Sector Nr.3
Antenna 121	Antenna	187/22982	401		RWY02L/02R PBN intermediate approach
Antenna 122	Antenna	193/27919	253		
BLDG 123	BLDG	194/23613	213		
MT 124	MT	218/107804	809		Surveillance Vectoring Sector Nr.5
MT 125	MT	257/84816	1001		Surveillance Vectoring Sector Nr.7
MT 126	MT	276/19999	419		RWY01L/01R/02L/02R traditional arrival
MT 127	MT	319/18100	399		
MT 128	MT	332/21950	583		Traditional arrival; RWY01L/01R PBN missed approach
MT 129	MT	339/36303	469		RWY19L/19R/20L/20R traditional initial approach
MT 130	MT	340/38914	666		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP) Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)					
障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 131	MT	340/47002	779		
MT 132	MT	347/19047	463		RWY01L PBN departure
MT 133	MT	348/67299	902		RWY19L/19R/20L/20R PBN arrival
Remarks:					

ZGGG AD 2.11 提供的气象情报、气象观测和报告
Meteorological information provided & meteorological observations and reports

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Guangzhou ATMB MET Center of CAAC
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Guangzhou ATMB MET Center of CAAC;9h, 30h;3h, 6h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 30min
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T Consultation provided: P, T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch,En
7	讲解或咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather forecast charts, upper-air W/T charts, meteorological satellite and weather radar images, AWOS real-time data, SIGMET and AIRMET information, Aerodrome warnings, Numerical forecast product graph
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	MET Service Terminal

9	提供气象情报的空中交通服务单位 ATS units provided with information	TWR, APP, DEP
10	其他信息 Additional information	VOLMET: Operational hours(UTC) Frequency(MHZ) 0001-0800 8.849(13.285) 0800-1545 5.673(3.458) Consultation Tel: 86-20-86122571
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Half hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 113m W of RCL, 342m inward THR01R B: 112m W of RCL, 1799m inward THR01R C: 113m W of RCL, 342m inward THR19L D: 113m E of RCL, 342m inward THR02L E: 115m E of RCL, 1712m inward THR02L F: 118m E of RCL, 533m inward THR20R G: 115m E of RCL, 336m inward THR02R H: 115m E of RCL, 1500m inward THR02R J: 115m E of RCL, 318m inward THR20L K: 107m W of RCL, 340m inward THR01L L: 107m W of RCL, 1680m inward THR01L M: 107m W of RCL, 345m inward THR19R SFC wind sensors 01L: 119m W of RCL, 340m inward THR01L 19R: 119m W of RCL, 357m inward THR19R 01L/19R center：119m W of RCL,1680m inward THR01L 01R：110m W of RCL, 348m inward THR01R 19L：110m W of RCL, 360m inward THR19L 01R/19L center：110m W of RCL, 1809m inward THR01R 02L：110m E of RCL, 348m inward THR02L 20R：110m E of RCL, 552m inward THR20R 02L/20R center：120m E of RCL, 1712m inward THR02L 02R：120m E of RCL, 336m inward THR02R 20L：110m E of RCL, 338m inward THR20L 02R/20L center：120m E of RCL, 1500m inward THR02R

		Ceilometer: 01L：107m W of RCL, 352m inward THR01L 19R：107m W of RCL, 357m inward THR19R 01R：78m W of RCL, 330m outward THR01R 19L：78m W of RCL, 330m outward THR19L 02L：78m E of RCL, 330m outward THR02L 20R：78m E of RCL, 330m outward THR20R 02R：73m W of RCL, 320m outward THR02R 20L：81m W of RCL, 320m outward THR20L
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZGGG AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
01L	014.00° GEO 017° MAG	3400×45	PCR 890/R/A/W/T CONC/-	Nil	THR 13.0m TDZ 13.0m	0%
19R	194.00° GEO 197° MAG	3400×45	PCR 890/R/A/W/T CONC/-	Nil	THR 13.0m TDZ 13.0m	0%
01R	013.99° GEO 017° MAG	3600×45	PCR 1000/R/A/W/T CONC/-	Nil	THR 12.4m TDZ 12.8m	0.04%(920m)/0%(760m)/0.03%(640m)/0%(1280m)
19L	193.99° GEO 197° MAG	3600×45	PCR 1000/R/A/W/T CONC/-	Nil	THR 13.0m TDZ 13.0m	0%(1280m)/-0.03%(640m)/0%(760m)/-0.04%(920m)

跑道号码 RWY Designator	真方位和 磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
02L	014.00° GEO 017° MAG	3800×60	PCR 1000/R/A/W/T CONC/-	Nil	THR 13.8m TDZ 14.4m	0.07%(1960m)/-0.11%(1120m)/0%(120m)/0.12%(600m)
20R	194.00° GEO 197° MAG	3800×60	PCR 1000/R/A/W/T CONC/-	Nil	THR 14.7m DTHR 14.5m TDZ 14.5m	-0.12%(600m)/0%(120m)/0.11%(1120m)/-0.07%(1960m)
02R	014.00° GEO 017° MAG	3800×60	PCR 1000/R/A/W/T CONC/-	Nil	THR 13.3m TDZ 14.0m	0.08%(1100m)/0.05%(815m)/0%(805m)/-0.04%(496m)/-0.14%(584m)
20L	194.00° GEO 197° MAG	3800×60	PCR 1000/R/A/W/T CONC/-	Nil	THR 13.5m TDZ 14.6m	0.14%(584m)/0.04%(496m)/0%(805m)/-0.05%(815m)/-0.08%(1100m)

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
01L	Nil	Nil	3520×280	240×150	Nil	Nil
19R	Nil	Nil	3520×280	240×150	Nil	Nil
01R	Nil	Nil	3720×300	240×150	Nil	Nil
19L	Nil	Nil	3720×300	240×150	Nil	Nil
02L	Nil	Nil	3920×300	240×150	Nil	Nil
20R	Nil	Nil	3920×300	240×150	Nil	Nil
02R	Nil	Nil	3920×300	240×150	Nil	Nil

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
20L	Nil	Nil	3920×300	240×150	Nil	Nil
Remarks: 1.RWY01L/19R, 01R/19L, 02L/20R and 02R/20L shoulder: 7.5m on each side. 2.RWY01L/19R, 01R/19L, 02L/20R and 02R/20L grooved: 6mm×6mm×32mm. 3.Distance between RCL of RWY01R/19L and RCL of RWY02L/20R is 2200m; RWY19L end is 400m south of RWY20R end; RWY01R end is 600m south of RWY02L end. 4.Distance between RCL of RWY02R/20L and RCL of RWY02L/20R is 400m; RWY20L end is 600m south of RWY20R end; RWY02R end is 600m south of RWY02L end. 5.Distance between RCL of RWY01L/19R and RCL of RWY01R/19L is 915m; RWY19R end is 200m north of RWY19L end, RWY01L end is flush with RWY 01R end.						

ZGGG AD 2.13 公布距离 Declared distances

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
1	2	3	4	5	6
01L	3400	3400	3400	3400	Nil
01L	2944	2944	2944	NOT AVBL	FM N10
19R	3400	3400	3400	3400	Nil
19R	3180	3180	3180	NOT AVBL	FM N2
19R	2874	2874	2874	NOT AVBL	FM N3
01R	3600	3600	3600	3600	Nil
01R	3380	3380	3380	NOT AVBL	FM F9
19L	3600	3600	3600	3600	Nil
19L	3380	3380	3380	NOT AVBL	FM F2
02L	3800	3800	3800	3800	Nil
02L	3580	3580	3580	NOT AVBL	FM A9
20R	3800	3800	3800	3600	THR displaced 200m inwards
20R	3580	3580	3580	NOT AVBL	FM A2,THR displaced 200m inwards
02R	3800	3800	3800	3800	Nil
02R	3580	3580	3580	NOT AVBL	FM Y17
02R	3373	3373	3373	NOT AVBL	FM M9

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
20L	3800	3800	3800	3800	Nil
20L	3580	3580	3580	NOT AVBL	FM Y4

ZGGG AD 2.14 进近和跑道灯光 Approach and runway lighting

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
1	2	3	4	5	6	7	8	9
01L	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 447m inward THR01L 3° 21.2m	Nil	3400 m spacing 30m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
19R	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 451m inward THR19R 3° 21.2m	Nil	3400 m spacing 30m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
01R	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 420m inward THR01R 3° 21.0m	Nil	3600 m spacing 30m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
19L	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 420m inward THR19L 3° 20.3m	Nil	3600 m spacing 30m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
02L	PALS CAT II SFL 900 m LIH	GREEN Yes	PAPI LEFT 440m inward THR02L 3° 21.7m	900 m	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
20R	PALS CAT II SFL 900 m LIH	GREEN Yes	PAPI LEFT 446m inward DTHR20R 3° 20.8m	900 m	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3800 m spacing 60m 0-200m, RED 200-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
02R	PALS CAT II SFL 900 m LIH	GREEN Yes	PAPI LEFT 457m inward THR02R 3° 21.8m	900 m	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
20L	PALS CAT II SFL 900 m LIH	GREEN Yes	PAPI LEFT 462m inward THR20L 3° 22.3m	900 m	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZGGG AD 2.15 其它灯光,备份电源 Other lighting, secondary power supply

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: 01L：98m W of RCL, 447m inward THR01L； 19R：98m E of RCL, 451m inward THR19R; 01R：100m W of RCL, 420m inward THR01R; 19L：113m E of RCL, 420m inward THR19L; 02L：113m W of RCL, 440m inward THR02L； 20R：100m E of RCL, 473m inward THR20R； 02R：105m W of RCL, 457m inward THR02R； 20L：105m E of RCL, 462m inward THR20L.
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: green center line lights, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power supply available/1 sec. Diesel generator set/＜15 sec.
5	备注 Remarks	All TWYs 1. Flash stick: T1, T2(BTN C and D), T3, T4(BTN B and E), Y, M, Y17, Y19, M9, M10, P9-P14; 2. TWY center line reflect light painting is painted for E(south of J1, north of J22), H, H1, H2, J12 (east of E), K, K1, L10 (west of B), N, N1-N11, T5-T7, T11-T13, V, V1.

ZGGG AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO, Geoid undulation	Nil
2	TLOF 和（或）FATO 标高 TLOF and/or FATO elevation	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZGGG AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Main Fuel Dumping area		Above 4000m				See Fuel Dumping Area Chart
Alternative Fuel Dumping area		Above 4000m				See Fuel Dumping Area Chart
Altimeter setting region and TL/TA	Same as Guangzhou APP	TL 3300(QNH≥980hPa) 3600(QNH＜980hPa) TA 2700				

ZGGG AD 2.18 空中交通服务通信设施 ATS communication facilities

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		127.0 (Chinese)			HO	D-ATIS available
		128.6 (English)			HO	D-ATIS available
APP	Guangzhou Approach	APP01:126.55 (127.75)			H24	
		APP02:119.7 (127.75)			by ATC	
		APP03:126.35 (119.6)			by ATC	
		APP04:121.05 (124.2)			by ATC	
		APP05:120.4 (124.2)			by ATC	
		APP06:121.175 (127.75)			by ATC	
		APP07:119.425 (124.2)			by ATC	
		APP08:125.6 (124.2)			by ATC	
TWR	Baiyun Tower	TWR(01L/19R):118.325 (118.875)			HO	West two Tower
		TWR(01R/19L):118.8 (118.875)			HO	West one Tower
		TWR(02L/20R):118.1 (118.875)			HO	East one Tower
		TWR(02R/20L):118.25 (118.875)			by ATC	East two Tower
GND	Baiyun Ground	GND(East):121.75 (121.6)			HO	East Ground
		GND(West one):121.85 (121.6)			HO	West one Ground
		GND(West two):121.65 (121.6)			HO	West two Ground

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
APN	Baiyun Apron	APN(East):121.825 (121.975)			HO	East Apron
		APN(West):121.775 (121.975)			HO	West Apron
Delivery	DELIVERY	121.95				DCL available
EMG		121.5			H24	

ZGGG AD 2.19 无线电导航和着陆设施 Radio navigation and landing aids

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Cencun VOR/DME	CEN	114.6 MHz CH 93X	H24	N23°09.1′ E113°25.0′ 160° MAG/ 28960m FM ARP	108 m	coverage 104km
Conghua VOR/DME	CON	113.0 MHz CH 77X	H24	N23°35.3′ E113°35.2′ 055° MAG/ 35890m FM ARP	77 m	coverage 143km R180°-R280° clockwise (except for R202°, R218°, R237°, R268°, and R277°）U/S
Gaoyao VOR/DME	GYA	116.5 MHz CH 112X	H24	N23°04.2′ E112°29.2′		
Longmen VOR/DME	LMN	116.3 MHz CH 110X	H24	N23°38.9′ E114°19.6′	39 m	
Pingzhou VOR/DME	POU	114.1 MHz CH 88X	H24	N23°01.3′ E113°11.4′ 199° MAG/ 43000m FM ARP	27 m	coverage 139km
Shilong VOR/DME	SHL	115.7 MHz CH 104X	H24	N23°05.5′ E113°51.0′		

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
Yingde VOR/DME	YIN	113.5 MHz CH 82X	H24	N24°11.4′ E113°24.9′	167 m	
Yuantan VOR/DME	TAN	112.5 MHz CH 72X	H24	N23°40.1′ E113°14.5′ 350°MAG/ 31550m FM ARP	184 m	Coverage 169km
NDB	FO	410 kHz		197°MAG/ 29050m FM ARP		
LOC 01L ILS CAT I	IGW	109.5 MHz		017°MAG/310m FM RWY01L end		Coverage 25NM(±10°)
GP 01L		332.6 MHz		125m E of RCL, 318m inward THR01L		Angle 3° , RDH 16.5 m Coverage 10NM
DME 01L	IGW	CH 32X (109.5 MHz)			17m	Co-located with GP 01L
LOC 19R ILS CAT I	IKU	108.95 MHz		197°MAG/310m FM RWY19R end		Coverage 20NM(±10°)
GP 19R		329.15 MHz		125m W of RCL, 315m inward THR19R		Angle 3° , RDH 16.6 m 16.6NM
DME 19R	IKU	CH 26Y (108.95 MHz)			18m	Co-located with GP 19R
LOC 01R ILS CAT I	IOO	109.3 MHz		017°MAG/340m FM RWY01R end		Coverage 46km
GP 01R		332.0 MHz		122m W of RCL, 318m inward THR01R		Angle 3° , RDH 16.7 m coverage 21NM
DME 01R	IOO	CH 30X (109.3 MHz)			20m	Co-located with GP 01R
LOC 19L ILS CAT I	IPP	111.5 MHz		197°MAG/340m FM RWY19L end		Coverage 25NM(±10°)
GP 19L		332.9 MHz		122m W of RCL, 323m inward THR19L		Angle 3° , RDH 17 m Coverage 17NM
DME 19L	IPP	CH 52X (111.5 MHz)			18m	Co-located with GP 19L

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
LOC 02L ILS CAT I	IBB	110.35 MHz		017°MAG/310m FM RWY02L end		Coverage 25NM(±10°)
GP 02L		334.85 MHz		130m E of RCL, 317m inside THR02L		Angle 3° , RDH 15 m Coverage 19km
DME 02L	IBB	CH 40Y (110.35 MHz)			20m	Co-located with GP 02L
LOC 20R ILS CAT I	IAA	110.75 MHz		197°MAG/310m FM RWY20R end		Coverage 25NM(±10°)
GP 20R		330.05 MHz		130m E of RCL, 328m inward DTHR20R		Angle 3° , RDH 15 m Coverage 10NM
DME 20R	IAA	CH 44Y (110.75 MHz)			20m	Co-located with GP 20R
IM 02R		75 MHz		197°MAG/340m FM THR02R		
LOC 02R ILS CAT I	IDM	108.5 MHz		017°MAG/310m FM RWY02R end		
GP 02R		329.9 MHz		130m E of RCL, 305m inward THR02R		Angle 3° , RDH 15 m
DME 02R	IDM	CH 22X (108.5 MHz)				Co-located with GP 02R
IM 20L		75 MHz		017°MAG/340m FM THR20L		
LOC 20L ILS CAT I	IXL	111.9 MHz		197°MAG/310m FM RWY20L end		Beyond 20NM of front course U/S
GP 20L		331.1 MHz		130m E of RCL, 303m inward THR20L		Angle 3° , RDH 15 m
DME 20L	IXL	CH 56X (111.9 MHz)				Co-located with GP 20L

ZGGG AD 2.20 本场规定

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降。

1.2 航空器在本场推出开车及地面滑行时，须开启应答机且应答机不应向外报告高度，进入停机位后，须关闭应答机。

1.3 本场不接收运动飞机、滑翔机、载人气球、滑翔伞、飞艇等航空器。

1.4 所有技术试飞、表演飞行需事先向机场管理机构申请，并在得到空中交通管制部门批准后方可进行。

1.5 本场可供 A380-800 及其以下机型使用。

2. 跑道和滑行道的使用

2.1 跑道运行规则:

2.1.1 RWY02L/20R 主要用于离场；RWY02R/20L 主要用于进场，经管制员同意可以用于离场。RWY01R/19L 主要用于离场;RWY01L/19R 主要用于进场，经管制员同意可以用于离场。

2.1.2 地面风与跑道转换程序：在转换使用跑道方向过程中,短时使用跑道顺风分量超过 3.5m/s 但不大于 5m/s 时,管制员收到该信息应及时通知相关航空器的驾驶员。航空器驾驶员应根据机型性能或者运行手

ZGGG AD 2.20 Local aerodrome regulations

1.Airport operations regulations

1.1 Takeoff/landing of aircraft without SSR transponder are forbidden.

1.2 Transponder shall be turned on and shall not report its altitude to public while aircraft is taxiing or being pushed back. Aircraft shall turn off the transponder after entering the stand.

1.3 Sport aircraft, glider, manned balloon,paraglider and airship are not accepted.

1.4 Each and every technical test flight and display flight shall be filed in advance and conducted only after clearance has been obtained from ATC.

1.5 Maximum aircraft to be available: A380 and equivalent.

2. Use of runways and taxiways

2.1 General rules for the use of runways:

2.1.1 RWY02L/20R is mainly used for departure; RWY02R/20L is mainly used for arrival, and departure with ATC permission;
RWY01R/19L is mainly used for departure;
RWY01L/19R is mainly used for arrival, and departure with ATC permission.

2.1.2 When aircraft change direction of runway in use, if downwind speed is more than 3.5m/s and not exceeding 5m/s for short time, ATC controller shall inform flight crew. According to aircraft performance or operation

册，决定是否使用管制员安排的顺风跑道起飞或者着陆，并将决定通知管制员。

handbook, pilot shall decide whether aircraft will take off or land on downwind runway allocated, then inform ATC controller.

2.2 跑道穿越规则

2.2 RWY crossing rules:

2.2.1 穿越跑道需按照管制员指令滑行至跑道等待点外等待。

2.2.1 Taxi following the instruction of ATC Control to the holding position and hold short of RWY;

2.2.2 收到穿越指令后需尽快实施穿越，不得延误，如有疑问请在穿越前证实。

2.2.2 Request TWR Control for crossing clearance; verify any questions prior to crossing.

2.2.3 航空器驾驶员需完整复诵所有跑道外等待和穿越跑道指令，穿越结束后需报告“已脱离跑道”。

2.2.3 Repeat all the ATC instructions for clarity, then put in practice as soon as possible; finally, report to TWR Control ‘RWY vacated'.

2.2.4 航空器沿 M1-Y2、P10-P9、P14-P13 由东向西穿越 02R/20L 跑道后，在 Y 滑行道前确认位置，然后按照管制员指令滑行，避免越过 Y 滑行道侵入 02L/20R 跑道。

2.2.4 After crossing RWY02R/20L from east to west along M1-Y2, P10-P9, and P14-P13, ACFT shall confirm its position in front of TWY Y and taxi as instructed by ATC to avoid crossing TWY Y into RWY02L/20R.

2.2.5 航空器沿 P1-P2、P3-P4、A10-Y15 由西向东穿越 02L/20R 跑道后，在 Y 滑行道前确认位置，然后按照管制员指令滑行，避免越过 Y 滑行道侵入 02R/20L 跑道。

2.2.5 After crossing RWY02L/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 RWY02R/20L.

2.2.6 穿越跑道时，航空器驾驶员应注意监听其他有关跑道指令或信息，并注意观察跑道及附近的活动；跟随起飞航空器后穿越跑道时，航空器驾驶员自行负责与起飞航空器之间的距离以免受喷流影响。

2.2.6 Flight crew shall monitor the TWR FREQ and watch the activities on the RWY and around; While crossing RWY after the take-off aircraft, flight crew shall be responsible for the safety distance with the aircraft to avoid the effect of wake turbulence.

2.3 地面以及滑行道使用规则

2.3 Use of taxiways

2.3.1 管制范围的划分：

2.3.1 Rules of ATC scope as follows:

东地面：负责 T1、T2、T3、T4 中点连线以东、Q 滑行道（含）以西，除 Y 滑行道出港航班排序等待区域、机坪管制区域以外的地面航空器的管制工作。

East GND: east of TWYs T1, T2, T3, T4 midpoint line and west of TWY Q (including), except the waiting area for departure on TWY Y and Apron Control Area.

西一地面：负责西一跑道（01R/19L）及延长线以东、T1、T2、T3、T4 中点连线以西，除出港航班排序等待区域、机坪管制区域以外的地面航空器的管制工作。

West one GND: east of RWY01R/19L and its extension line and west of TWYs T1, T2, T3, T4 midpoint line, except the waiting area for departure and Apron Control Area.

西二地面：负责西一跑道（01R/19L）及延长线以西、西二跑道（01L/19R）及延长线以东，除出港航班排序等待区域、机坪管制区域以外的地面航空器的管制工作。

West two GND: west of RWY01R/19L and its extension line and east of RWY01L/19R and its extension line, except the waiting area for departure and Apron Control Area.

具体管制移交点及移交方式听从管制员指令执行。

The specific hand-over point and mode shall be instructed by ATC.

2.3.2 滑行道的使用原则：

2.3.2 General rules for the use of taxiways:

2.3.2.1 航空器地面滑行过程中在进入下一管制单位责任区前，必须得到下一管制单位的许可。

2.3.2.1 A/C shall get clearance from next control unit before taxiing into next control unit area.

2.3.2.2 航空器在障碍物附近滑行时，速度应当减到 15km/h 以下。

2.3.2.2 IAS shall be slowed down to 15km/h and below, while aircraft is taxiing near the obstacles.

2.3.2.3 本场大功率试车，必须事先得到机场运行控制中心和 ATC 许可。

2.3.2.3 Where there is need for taxing with high-power, prior clearance shall be obtained from operation control center and ATC;

2.3.2.4 空客 A380 使用 C 滑行道以西的 L4 滑行道滑行时，L3 滑行道停止使用。

2.3.2.4 When A380 taxiing on TWY L4(west of TWY C), TWY L3 is forbidden to be used.

2.3.2.5 航空器进入 L3 滑行道前，应注意观察 C 滑行道以西的 L4 滑行道是否有空客 A380 机型使用，防止与 L4 滑上的 A380 发生冲突。

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

2.3.2.6 本场设置多个等待点(HP),详见停机位置图。

2.3.2.6 Several intermediate holding position established, refer to ZGGG AD2.24-2A for details.

HP Nr.	Operation limitation
HP1-HP3	Within FBO apron, arrival ACFT shall wait for follow-me vehicle at HP1 or by ATC. Departure ACFT shall contact with GND at HP3. Departure ACFT parking on stand YT14 shall contact with GND at stand.
HP4	ACFT without GND clearance are forbidden to crossing HP4.
HP5, HP6	TWY L5(west of HP5) and TWY L6(west of HP6) are forbidden to used simultaneously. ACFT without APN clearance are forbidden to crossing HP5 and HP6.
HP7, HP8	TWY J7(east of HP7) and TWY J8(east of HP8) are forbidden to used simultaneously. ACFT without APN clearance are forbidden to crossing HP7 and HP8.
HP9, HP10	TWY J9(east of HP9) and TWY J10(east of HP10) are forbidden to used simultaneously. ACFT without APN clearance are forbidden to crossing HP9 and HP10.
HP15	ACFT without TWR clearance are forbidden to crossing HP15.
HP16	Departure ACFT without TWR clearance are forbidden to crossing HP16.
HP17	Arrival ACFT without APN clearance are forbidden to crossing HP17.

2.3.3 绕滑的使用原则

2.3.3 General rules for EAT

2.3.3.1 绕滑布局

三号绕滑（西南绕滑）：H（L51 以南）-H1-E（J1 以南）

四号绕滑（西北绕滑）：H（T13 以北）-H2-E（T4 以北）

二号绕滑（东南绕滑）：Y（Y15 以南）-Y19-Y20-B1

2.3.3.2 为了最大程度降低跑道侵入的风险，在可以使用绕滑的情况下，优先使用绕滑。

2.3.3.3 01L/19R 跑道落地后，航空器应按标准滑行路线或管制指令加入三号或四号绕滑绕行 01R/19L 跑道。

2.3.3.4 绕滑使用限制

三号绕滑：当 19L 跑道有航空器起飞时，H（L51 以南）、H1、E（J1 以南）仅适用于垂尾高度不超过 12.7m（飞行区指标 II 对应的 C 类含以下机型）的航空器滑行，H（L51 以南）、H1、E（J1 以南）当穿越道使用时无垂尾高度限制。

四号绕滑：当 01R 跑道有航空器起飞时，H（T13 以北）、H2、E（T4 以北）仅适用于垂尾高度不超过 12.7m（飞行区指标 II 对应的 C 类含以下机型）的航空器滑行，H（T13 以北）、H2、E（T4 以北）当穿越道使用时无垂尾高度限制；19L 跑道用于降落时，航空器一旦进入 J22 与 H2 之间的 E 滑行道可能突破 19L 跑道进近保护面，航空器应听从管制员等待指令。

2.3.3.1 Layout of EAT

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)

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

2.3.3.2 In order to minimize the risk of runway incursions, EAT is preferred to be used when it is available.

2.3.3.3 ACFT landing on RWY01L/19R shall follow the standard taxiing route or instructions by ATC to join Nr.3 EAT or Nr.4 EAT to detour RWY01R/19L.

2.3.3.4 Using limits for EAT

EAT 3: When ACFT takes off from RWY19L, TWYs H (south of L51), H1, E (south of J1)are only AVBL for ACFT with height (including vertical tail) no more than 12.7m (ACFT with wingspan less than 36m). No vertical height limit when TWYs H (south of L51), H1, E (south of J1) are used as crossing TWYs.

EAT 4: When ACFT takes off from RWY01R, TWYs H (north of T13), H2, E (north of T4) are only AVBL for ACFT with height (including vertical tail) no more than 12.7m (ACFT with wingspan less than 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 (BTN J22 and H2) may break the approach protection surface of RWY19L, ACFT should follow the controller's instructions to wait.

二号绕滑：当 20R 跑道有航空器起飞时，Y（Y15 以南）仅适用于垂尾高度不超过 10.0m（ARJ21 及飞行区指标 II 对应的 B 类含以下机型）的航空器滑行，B1、Y20 仅适用于垂尾高度不超过 12.7m（飞行区指标 II 对应的 C 类含以下机型）的航空器滑行；当 20R 或 20L 跑道有航空器起飞时，Y19 仅适用于垂尾高度不超过 11.8m（ARJ21、A220-100/300、B737-300 及飞行区指标 II 对应的 B 类含以下机型）的航空器滑行；Y（Y15 以南）、B1、Y19、Y20 当穿越道使用时无垂尾高度限制。

EAT 2: When ACFT takes off from RWY20R, TWY Y (south of Y15) is only AVBL for ACFT with height (including vertical tail) no more than 10.0m (ARJ21, ACFT with wingspan less than 24m). TWYs B1 and Y20 are only AVBL for ACFT with height (including vertical tail) no more than 12.7m (ACFT with wingspan less than 36m). When ACFT takes off from RWY20R or RWY20L, TWY Y19 is only AVBL for ACFT with height (including vertical tail) no more than 11.8m (ARJ21, A220-100/300, B737-300, ACFT with wingspan less than 24m). No vertical height limit when TWYs Y (south of Y15), B1, Y19, Y20 are used as crossing TWYs.

2.3.4 对机组的要求：

2.3.4 Requirements for pilots:

a.听清并重复地面管制员的滑行指令，尤其是界限性指令，发现疑问及时证实。

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

b.在推出时向机坪管制证实使用跑道、推出方向。

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

c.在脱离跑道首次与地面管制联系时，尤其在低能见度情况下，必须向地面管制报告脱离的跑道和所使用的滑行道等具体位置。

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

d.专机滑行路线以管制员通知为准。

d.Taxiing routes of special flight will be instructed by ATC.

e. 对于重型机及 A380 机型，当机组与管制员首次建立联系时，飞行员必须在其航班呼号后分别增加

e. For heavy load aircraft or A380, pilot shall add"HEAVY"， "SUPER" following the call sign when

"HEAVY"、"SUPER"内容。

aircrew establish first contact with ATC.

2.3.5 滑行道翼展限制

2.3.5 Wing span limits for TWY

TWYs	Wing span limits(m)
B1, C5, J13, J15-J17, J18(east of D), J19, J22(BTN D and D4), L9(west of C), L10(west of C), L19, L20, L15(west of C), GT1-GT4, Y19, Y20	36
L7(west of C), L8(west of C), L25, J10(east of D)	52
B(north of L22), E, H, H1, H2, J, J9(east of D), J21, J22(BTN D and E), J23, J56, K, K1, L3, L4(west of C), L16, L24(north of stand Nr.318), N, N1-N11, T6, T7, T11-T13, V1	65
C (BTN L9 and T4), L12, L13, L24(south of stand Nr.318), T5, V	80

注：当 20R 跑道有航空器起飞时，Y（Y15 以南）仅供机身高(含垂尾)不超过 10.0m（ARJ21 及飞行区指标 II 对应的 B 类含以下）的机型使用，B1、Y20 仅供机身高(含垂尾)不超过 12.7m（飞行区指标 II 对应的 C 类含以下）的机型使用。

当 20R 或 20L 跑道有航空器起飞时，Y19 仅供机身高(含垂尾)不超过 11.8m（ARJ21、A220-100/300、B737-300 及飞行区指标 II 对应的 B 类含以下）的机型使用。

当 19L 跑道有航空器起飞时，H（L51 以南）、H1、E（J1 以南）仅供机身高(含垂尾)不超过 12.7m（飞行区指标 II 对应的 C 类含以下）的机型使用。

当 01R 跑道有航空器起飞时，H（T13 以北）、H2、E

Remarks: While ACFT taking off from RWY20R，TWY Y(south of Y15) are only AVBL for ACFT with height(including vertical tail) no more than 10.0m (ARJ21, ACFT with wingspan less than 24m). TWYs B1 and Y20 are only AVBL for ACFT with height(including vertical tail) no more than 12.7m (ACFT with wingspan less than 36m).

While ACFT taking off from RWY20R/20L，TWY Y19 is only AVBL for ACFT with height(including vertical tail) no more than 11.8m (ARJ21, A220-100/300, B737-300, ACFT with wingspan less than 24m).

While ACFT taking off from RWY19L，TWYs H(south of L51), H1, E(south of J1) are only AVBL for ACFT

（T4 以北）仅供机身高(含垂尾)不超过 12.7m（飞行区指标 II 对应的 C 类含以下）的机型使用。

Y（Y15 以南）、B1、Y19、Y20、H（L51 以南、T13 以北）、E（J1 以南、T4 以北）、H1、H2 在当穿越道使用时无垂尾高度限制。

当空客 A380 使用 L4 滑行道（C 以西）滑行时，运行限制参见 2.3.2.4/2.3.2.5。

with height(including vertical tail) no more than 12.7m (ACFT with wingspan less than 36m).

While ACFT taking off from RWY01R，TWYs H(north of T13), H2, E(north of T4) are only AVBL for ACFT with height(including vertical tail) no more than 12.7m (ACFT with wingspan less than 36m).

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.

While ACFT type A380 taxiing on TWY L4(west of C), other ACFT shall follow the rules of 2.3.2.4/2.3.2.5.

2.4 离港航空器管制规定

2.4 Requirements for departure ACFT

2.4.1 离场航空器在预计关舱门前 10min 联系空管塔台放行管制，申请放行许可。取得放行许可后，由放行管制指示联系机坪管制。离港航空器准备好推出和开车时通知机坪管制，并通报航空器停机位号和目的地。机坪管制负责发布推出、开车许可，滑行路线等指令。在得到机坪管制的明确指令前，航空器不得擅自推出、开车或滑行。在进入空管塔台地面管制责任区前，由机坪管制指示联系相应的地面管制。空管塔台地面管制继续指挥航空器滑行，并在进入跑道等待位置之前联络塔台管制。

2.4.1 Departing aircraft shall contact TWR for delivery clearance 10 minutes prior to the cabin door closed; Aircraft shall contact Apron Control upon receiving delivery clearance. Departing aircraft shall be ready to push-back and start-up, then contact Apron Control and report the parking stand number and destination. Apron Control issued information such as push-back and start-up clearance, taxiing routes etc. Push-back, start-up and taxiing without Apron Control clearance is strictly forbidden. Aircraft shall contact GND before entering into Ground Control Area.

2.4.2 提供数字化放行系统（DCL）服务：

2.4.2 Departure Clearance (DCL) service:

a.预计撤轮挡时间（EOBT）前 30min 至 10min，航空器驾驶员应当优先使用数字化放行系统（DCL）向空中交通管制部门（ATC）申请放行许可；

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

b. 机组在收到 DCL 内容后，应在 5 分钟内及时确认，

b. After receiving the DCL message, pilot shall confirm

避免出现收到“转语音”的信息的情况。	within 5 minutes to avoid receiving the "transfer to voice" message.
c. 首次联系 ATC 时，通过 DCL 发布的管制许可和指令，双方应当以数据链通信方式回复，无需使用话音方式复述或确认；	c. At the first contact with ATC, for clearance and instruction via DCL, pilot and ATC shall reply by data-link. No need to repeat or confirm by voice.
d. 当 DCL 无法完成放行许可的申请或发布时，将转为话音方式申请或发布放行许可；	d. If the DCL service is not available, pilots shall contact controller for verbal ATC clearance;
e. DCL 报文中“NEXT FREQ”标示塔台放行频率；DCL 报文中“DEP FREQ”标示进近离场频率，是航空器离地后的首个联系频率。	e. The "NEXT FREQ" in DCL message is delivery FREQ, the "DEP FREQ" in DCL message is Approach/Departure FREQ which is the first FREQ for aircraft to contact after taking off.
2.4.3 为规范航空器进入跑道的跑道占用时间，提高跑道容量，起飞的航空器从接到管制员进跑道指令到对正跑道时间应控制在 60s 以内（湿跑道或污染跑道除外）。如机组认为无法在上述要求的时间内完成，须在到达跑道外等待点之前向塔台管制员说明。	2.4.3 For optimizing RWY occupancy time and increasing runway capacity, departure aircraft shall finish RWY alignment within 60s after receiving ATC instructions of entering RWY(except for wet or contaminated runway). If flight crew consider they cannot fulfill the process within the required time, inform TWR before reaching the RWY holding position.
2.4.4 机组应在接收到 ATC 发布的起飞许可后应立即开始起飞滑跑。	2.4.4 Aircraft shall begin to take-off run immediately after receiving take-off clearance.
2.4.5 非全跑道离场	2.4.5 Intersection Departure
2.4.5.1 为了提升离场放飞效率，广州白云机场全面实施航空器使用非全跑道起飞离场程序，空管可能会通过要求航空器使用非全跑道离场来调整起飞顺序。	2.4.5.1 In order to improve the efficiency of departure, Guangzhou Baiyun Airport has fully implemented the procedure of intersection departure. ATC may adjust the take-off order by requiring aircraft to use intersection departure.
2.4.5.2 对于无法进行非全跑道起飞离场的航空器，机组在抄收管制放行许可时须向管制员说明。	2.4.5.2 For the ACFT that can not use intersection departure procedure, the pilot shall report to ATC upon

receiving the ATC clearance.

2.5 进港航空器管制规定

2.5 Requirements for arrival ACFT

2.5.1 速度限制

2.5.1 Speed limit

在性能许可的前提下，机组应保持 IAS330km/h（180kt），切向五边，直至距接地点 8NM，且保持 IAS 300km/h（160kt）直至接地点 6NM。

Under the condition that aircraft performance allows, maintain IAS330km/h(180kt) flying to intercept final until 8NM from threshold, maintain IAS300km/h(160kt) until 6NM from threshold.

2.5.2 为了能够尽量缩小航空器起飞着陆间隔，使跑道的利用率最大化，并减少因着陆航空器长时间占用跑道导致后续进近航空器复飞的情况，着陆航空器应尽可能的快速退出跑道。

2.5.2 In order to minimize the take-off and landing interval of the aircraft, maximize the utilization rate of the runway, and reduce the situation that the arrival aircraft occupied the runway so long that the subsequent approach aircraft go around, arrival aircraft shall vacate the runway as soon as possible.

2.5.3 着陆航空器从跑道入口到完全脱离跑道的时间应控制在 50s 以内(湿跑道或污染跑道除外)，如机组认为无法在上述要求的时间内完成，须在建立航向道前通知进近管制员。

2.5.3 Arrival aircraft shall fully vacate runway from runway threshold within 50s (except for wet or contaminated runway). If flight crew consider that they can not fulfill the process within the required time, pilot shall inform APP ATC controller before the localizer is established.

2.6 特殊机型运行规定

2.6 Operation requirements for A380 and B747-8

2.6.1 A380 机型地面运行区域

2.6.1 A380 Ground Operation Areas

满足 A380 机型地面运行条件的区域包括：

The following areas are satisfied with B747-8 ground operations:

a.02L/20R、02R/20L 跑道；

a. RWY 02L/20R, RWY 02R/20L;

b.M（含）以西，C（含）以东的东飞行区范围内，除 A5、A6、Y7、Y9、Y10、Y12、M5、M6 外，其余滑行道均可供 A380-800 机型地面运行；

b. Within the east flight fields(west of TWY M and east of TWY C), except TWY A5, A6, Y7, Y9, Y10, Y12, M5 and TWY M6, other taxiways are available for A380-800 ground operations;

c.停机位：105、106、117、129、147、149、155、319、320，包括进出各机位的滑行道及机位引入线。

c. Parking stands Nr.105, 106, 117, 129, 147, 149, 155, 319, 320, including TWYs in and out these stands and guidelines of these stands.

2.6.2 B747-8 机型地面运行区域

2.6.2 B747-8 Ground Operation Areas

2.6.2.1 满足 B747-8 机型地面运行条件的区域包括：

2.6.2.1 The following areas are satisfied with B747-8 ground operations:

a.01R/19L、02L/20R、02R/20L 跑道；

a. RWY01R/19L, RWY02L/20R, RWY02R/20L;

b.对于出港 B747-8，除 C 与 D 之间的 T1、T2，L9（C 以西），L10（C 以西），C4 与 D4 之间的 T4，E（J1 以南），E（J22 以北），H1，H2，西一跑道（01R/19L）以西的滑行道外，其余滑行道均可供地面运行；

b.For departure B747-8, except TWY T1 & T2 (BTN C and D), L9(west of C), L10(west of C), T4 (BTN C4 and D4), E (south of J1), E (north of J22), H1, H2, TWYs (west of RWY 01R/19L), other TWYs are available for ground operations;

c.对于进港 B747-8，除 E（J1 以南），E（J22 以北），H1，H2，西一跑道（01R/19L）以西的滑行道外，其余滑行道均可供地面运行；

c. For arrival B747-8, except E (south of J1), E (north of J22), H1, H2, TWYs (west of RWY 01R/19L), other TWYs are available for ground operations;

d.停机位：106、117、129、147、149、155、206、207、218、271、277、319、320、401、402、501-514，包括进出各机位的滑行道及机位引入线；

d. Parking stands Nr.106, 117, 129, 147, 149, 155, 206, 207, 218, 271, 277, 319, 320, 401, 402, 501-514, including TWYs in and out these stands and guidelines of these stands;

e.B747-8 机型使用 F3、F4、F5 滑行道脱离跑道时,禁止右转加入 F 滑行道；B747-8 机型使用 F6、F7、F8 滑行道脱离跑道时,禁止左转加入 F 滑行道。

e.When B747-8 uses TWY F3, F4 and F5 to vacate the runway, it is forbidden to turn right to join TWY F; When B747-8 uses TWY F6, F7 and F8 to vacate the runway, it is forbidden to turn left to join TWY F.

2.6.3 A380、B747-8 等 F 类飞机仅限于在专用试车坪上开展试车工作。

2.6.3 A380、B747-8 are allowed to carry out engine run-ups only at designated locations.

2.7 机动区冲突多发地带运行要求

2.7 Hot spot procedure

2.7.1 机动区冲突多发地带位置见 ZGGG AD2.24-1A,AD2.24-2

2.7.1 Refer to ZGGG AD2.24-1A, AD2.24-2 for Hot Spots location.

2.7.2 为减少运行差错，降低地面冲突和跑道入侵事件的发生概率，在机场活动区内运行的航空器需严格按照下述的要求运行。

2.7.2 For the purpose of reducing errors that lead to ground conflicts and runway incursions, ACFT operating within the maneuvering area of Guangzhou airport must follow the requirements below:

HS1：Y15 与 Y 滑行道交叉点

航空器穿越 02L 跑道后沿 Y15 向东滑行时，容易错过 Y 滑误入 P13 造成 02R 跑道侵入，航空器在此区域滑行需注意识别 Y 滑行道与 P13 道口，避免误入 P13 滑。

HS1: INTERSECTIONS OF TWYS Y15 AND Y

While ACFT taxiing to east along TWY Y15 after crossing RWY02L, pilot may miss TWY Y and taxi into TWY P13 to lead to RWY02R incursions. Pilot shall pay more attention to identify TWY Y and TWY P13 within this area, avoid taxiing into TWY P13 by mistake.

HS2：P4 穿越等待位置

使用 02L/20R 跑道起降时，管制员将指令从 P4 穿越 02L/20R 跑道的航空器在等待线外等待，航空器需进入此区域穿越使用跑道前，必须得到塔台管制员的许可，主动观察跑道，正确执行穿越或等待指令。

HS2: TWY P4 HOLDING POSITION

ACFT crossing RWY02L/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.

HS3：20L 跑道 ILS 保护区

使用 20L 跑道起降时，管制员将指令从联邦机坪滑出的航空器在 ILS 保护区等待线外等待，航空器需穿越此区域进入使用跑道前，必须得到塔台管制员的许可。

HS3: RWY20L 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：E、J45 与 D 滑行道交叉点

因航空器使用绕滑沿 E 向南滑行过程中与使用 J45 滑行道出港的货机坪航空器之间的汇聚滑行；使用绕滑的航空器沿 E 向北滑行过程中与使用 J45 滑行道出港的货机坪航空器之间的对头滑行冲突；使用 D 滑行道进位货机坪的航空器与使用 D、J45 滑行道出港的货机坪航空器之间的对头滑行冲突。机组在该区域滑行

HS4: INTERSECTIONS OF TWYS E, J45 AND D

ACFT taxiing on TWY E shall avoid the conflict with the departue ACFT taxiing on TWY J45 from the cargo apron; Arrival ACFT taxiing on TWY D shall avoid the conflict with the departue ACFT taxiing on TWY D and TWY J45 from the cargo apron; Pilot shall pay more attention within this area, follow the instructions by

时应加强观察，听从管制员的等待或滑行指令，避免滑行错误。

ATC, avoid taxiing by mistake.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 未经机坪管制同意，严禁航空器利用自身动力滑行或使用拖车拖行。

3.1 Push-back of aircraft on its own power or by tow car is strictly forbidden without Apron Control clearance.

3.2 本场全部机位必须在地面引导车的引导下进入停机位。

3.2 ACFT shall be guided by follow-me vehicle to enter into the whole stands.

3.3 航空器进出机位滑行规定

3.3 Rules to enter into or exit from stands

停机位编号 Stands Nr.	进入机位规定 Enter rules	滑出机位规定 Exit rules
319, 319L/R, 320, 320L/R, 321, 329, 418, 419, 430, 431, YT09-YT14	Taxi in by itself.	Taxi out by itself.
401L, 401R	Taxi in by itself.	Taxi out by itself or be pushed back by the tractor along the taxilines or be towed to the push-back holding positions, then start up and taxi out.
YL01-YL04	Taxi to stand stop line at TWY GT2 , then be pushed back into stand.	Taxi out by itself.
314-318, SF01, SF02, SF05, SF06、701-710, 516-518, GL01	Taxi in by itself.	Be pushed back by the tractor.
324-328, 324L/R, 325L/R, 326L/R, 327L/R	Taxi to intermediate holding position(north of stand Nr.323) at TWY L22 and hold, then be pulled into stand by the tractor.	Be pushed back by the tractor along the taxilines or be towed to the push-back holding positions, then start up and taxi out.

Others	Taxi in by itself.	Be pushed back by the tractor along the taxilines or be towed to the push-back holding positions, then start up and taxi out.

当 YT05、YT06 机位停放航空器时，航空器不能进出 YL01 机位；当 YT06、YT07 机位停放航空器时，航空器不能进出 YL02 机位；当 YT07、YT08 机位停放航空器时，航空器不能进出 YL03、YL04 机位；当 416 机位未停放航空器,航空器可由 J3 滑行道从 401R 机位自滑出；当 415 机位未停放航空器，航空器可由 J3 滑行道从 401L 机位自滑出。

ACFT shall not enter into or exit from stand Nr. YL01 when stands Nr. YT05, YT06 being occupied. ACFT shall not enter into or exit from stand Nr. YL02 when stands Nr. YT06, YT07 being occupied. ACFT shall not enter into or exit from stands Nr. YL03, YL04 when YT07, YT08 being occupied. ACFT shall taxi out by itself from stands Nr. 401R via TWY J3 when stands Nr. 416 being unoccupied. ACFT shall taxi out by itself from stands Nr. 401L via TWY J3 when stands Nr. 415 being unoccupied.

3.4 航空器进出停机位的滑行道

3.4 Taxiway by which aircraft enter into/exit from stands

停机位/Stands	入口/Enter into stands by	出口/Exit from stands by
Nr.101, 102	L4	L4
Nr.103-105(except A380)	L4 or L3	L4
Nr.105(for A380)	L4(west of C)	L4(west of C)
Nr.106, 118, 128, 147-149, 149L, 158-160, 160L, 160R	C	C
Nr.107	C or L5	C
Nr.117	C or L6	C
Nr.129	C or L9	C
Nr.329	L5	L6

Nr.330	L5	L5
Nr.108-116	L5 or L6	L5 or L6
Nr.119	L7	L7
Nr.120-123	L7 or L8	L7 or L8
Nr.124-126	L7 or L8	L8
Nr.127	L8	L8
Nr.130-133, 134L, 134-137	L9	L9
Nr.144-146, GY07-GY10	L10	L10
Nr.149R	C or L12	C or L12
Nr.150-153	L12	L12
Nr.154-157	L13	L13
Nr.161-164	L15	L15
Nr.165-170	L16	J
Nr.171-173, 277-279	J21	J
Nr.201-205	J6	J6
Nr.206-207, 218-219, 230, 231, 254, 254L, 255, 255R, 271, 271R, 271L, 272, 272R	D	D
Nr.229	D or J10	D
Nr.208，417	J7	J7
Nr.418-419	J7	J8
Nr.209-217	J7 or J8	J7 or J8
Nr.220-223	J9	J9
Nr.224-228	J9 or J10	J9 or J10
Nr.232-238, 237L/R, 238L/R	J11	J11
Nr.251-253, 254R, GY01-GY05	J13	J13

Nr.270	D or J18	D
Nr.255L	D or J14	D
Nr.256-263	J16	J15
Nr.264-269	J17	J18
Nr.272	D or J20	D
Nr.272L, 273-276	J19	J19
Nr.301-308	L4 or L3	L3
Nr.309-314, 331-334	L18	L18
Nr.335-338	L20	L20
Nr.315-318, 324-328, 324L/R, 325L/R, 326L/R, 327L/R	L24	L24
Nr.319-323, 319L/R, 320L/R	B	L24
Nr. 401-406, 402L/R-406L/R	J6	J6
Nr. 401L/R	J6	J3 or J6
Nr.407-416	J3	J3
Nr.430, 431	J16	J18
Nr.432-437	D-J22	J22-D4
Nr.500A, 500B, 501-515, 501L-514L	D	D
SF01-SF08, SF08L/R	L25	L25
Nr.YL05-YL08	GT1	GT1
Nr.YL09	GT1	GT2
Nr.YL01-YL04, YT01-YT03，YT05-YT08	GT2	GT2
Nr.YT09-YT14	GT2	GT4
Nr.YT15-YT19	GT4	GT4

Nr.516-518	J23	J23
Nr.701-710	H	H
Nr.GL01	V	V

3.5 停机位限制

3.5 Limits for aircraft parking on the following stands

停机位编号/Stands Nr.	翼展限制/Wing span limits（m）
105, 106, 117, 129, 147, 149, 155, 319(when 319L/R U/S), 320(when 320L/R U/S), GL01	80
206, 207, 218, 271, 277, 401, 402, 501-514(when 501L-514L U/S)	68.5
101, 103, 104, 107, 109-111, 114, 116, 118, 128, 151, 152, 154, 158, 160, 165-168, 173, 201, 203-205, 220-222, 229, 231, 237-238(when 237L/R-238L/R U/S), 254, 255, 271, 272, 278, 279, 306-308, 321-323, 324-327(when 324L/R-327L/R U/S), 328, 403-406, 516-518	65
150, 169-172	61
108, 119-121, 125, 126, 148, 202, 208-213, 215-217, 219, 223, 230, 232-234, 301-305, 515, SF01-SF03, SF05-SF07, SF08(when SF08L/R U/S)	52
112, 113, 115, 122-124, 127, 130-133, 134L, 134-137, 144-146, 149L/R, 153, 156, 157, 159, 160L/R, 161-164, 214, 224-228, 235-236, 237L/R, 238L/R, 251-253, 254L/R, 255L/R, 256-270, 271L/R, 272L/R, 273-276, 310-318, 319L/R, 320L/R, 324L/R-327L/R, 329-338、401L/R-406L/R, 407-419, 430-437, GY01-GY05,	36

GY07-GY10, 500A, 500B, 501-505(when 501L-505L in use), 501L-505L, SF04, SF08L/R, YT05-YT12, YT15-YT18, YL05-YL08, 701-710	
102, 309, 506-514(when 506L-514L in use), 506L-514L	34.5
YT01-YT03、YL09	30
YL01-YL04, YT13, YT14, YT19	24

3.6 航空器在机坪滑行时，不得高速转弯或完全刹住一个（组）机轮转弯。

3.6 High-speed turn or turn with one (set) of wheels braked is forbidden, while an aircraft taxing on apron.

3.7 试车坪使用规定

3.7 Rules of engine run-ups apron

3.7.1 试车坪使用限制

3.7.1 Limits of engine run-ups apron

试车评编号 Stands Nr.	翼展限制/Wing span limits（m）
TEST 01	36

3.7.2 试车坪进出规定

3.7.2 Rules to enter into or exit from engine run-ups apron

试车坪编号 Stands Nr.	进试车坪规定 Enter rules	出试车坪规定 Exit rules
TEST 01	Push in	Pull out

3.7.3 使用 TEST 01 试车坪进行试车作业的航空器，需停放在 407 号停机位，由机务用拖车顶推进入 TEST 01 试车坪，试车作业结束后由机务用拖车牵引至 407 号机位停放；

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

3.7.4 发动机试慢车，需经机坪管制许可，并在指定

3.7.4 Idle engine run-ups are subject to Apron Control

的地点进行,试车结束后须向机坪管制报告。严禁在廊桥附近和客机坪上大功率试车或进行发动机排故调试。

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

3.8 隔离机位使用规定

3.8 Rules of isolated stand

使用 GL 01 隔离机位进行隔离作业的航空器，需听从管制员等待指令，航空器自滑进入机位，解除隔离后由机务用牵引车顶推出。

Aircraft using the isolated stand GL 01 for isolation operation needs waiting instructions by ATC. The aircrafts shall taxi into the stand by themselves and be pushed out by tow truck after the isolation is released.

4. 低能见度运行

4. Low visibility operation

无

Nil

5. 直升机飞行限制，直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

无

Nil

6. 警告

6. Warning

6.1 邻近机场较多，飞行活动频繁，进出本机场的航空器，严格保持航迹和高度，并听从 ATC 指挥；

6.1 Several airports near Guangzhou/baiyun airport, many flights exist around the airport, the departing/landing aircraft shall strictly keep the flight track and altitudes, and follow ATC instructions;

6.2 机场北端近处有部分处理后的小山包，呈平缓上坡状态，目视着陆时注意目测高度；

6.2 There are several hills with gentle slope near the north end of runway, keep caution on landing;

6.3 跑道北端外 12-18km 处 300-530m 的山对飞行影响较大，进离场时注意控制高度，该山南坡坡度较大，由北向南着陆时注意防止风切变影响。

6.3 The ridges with altitude of 300-530m located at 12-18km from north end of RWY have an adverse effect to landing/departing aircraft, keep the altitude and keep caution to wind shear when aircraft landing from north to south.

6.4 01L/19R、01R/19L 号跑道西侧机场高速公路灯光

6.4 Do not mistake the expressway lights located at west

与跑道灯光相似，注意识别。

of RWY01L/19R and RWY01R/19L for runway lights.

ZGGG AD 2.21 减噪程序

ZGGG AD 2.21 Noise abatement procedures

1 噪音限制规定

1 Noise restrictions

1.1 飞机起飞减噪操作程序，用于起飞爬升阶段，目的在于确保飞行安全的前提下尽量减少噪音对地面的影响。

1.1 Under the condition that aircraft performance allows, use the reduced thrust to take-off.

1.2 在保证安全超障和飞行程序最低爬升梯度的条件下，要求所有飞行员执行以下减噪飞行操作程序，由于非管制原因不执行减噪飞行操作程序，飞行员须在起飞前告知空管并说明理由（校验飞行等特殊飞行除外）。

1.2 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 can not be implemented due to any reason, pilot shall inform the ATC before take-off:

2 减噪程序

2 Noise abatement procedures

2.1 在飞机起飞性能允许情况下，尽可能使用减推力起飞。

2.1 Under the condition that aircraft performance allows, use the reduced thrust to take-off.

2.2 在到达高度 450m（1500ft）时，起始爬升速度 V2+20km/h（10kt），开始减功率/推力，减小机身角/俯仰角，保持可靠上升率和起飞襟翼/缝翼继续爬升。

2.2 At altitude 450m (1500ft), with a climb speed of V2 plus 20km/h(10kt), reduce engine power/thrust to climb power/thrust and maintain a speed with flaps and slats in the take-off configuration;

2.3 保持减功率/推力和可靠的上升率，高度 900m（3000ft）以上时，平稳加速至航路爬升速度，按规定收襟翼/缝翼。

2.3 Above altitude 900m (3000ft), accelerate and retract flaps/slats on schedule while maintaining a positive rate of climb, and complete the transition to normal en-route climb speed.

ZGGG AD 2.22 飞行程序

ZGGG AD 2.22 Flight procedures

1. 总则

1. General

除经广州进近或塔台特殊许可外，在广州进近管制区和塔台管制区内的飞行，必须按照仪表飞行规则进

Flights within Guangzhou Approach Control Area and Tower Control Area shall operate under IFR unless

行。

special clearance has been obtained from Guangzhou Approach Control or Tower Control.

2. 起落航线

2. Traffic circuits

02L/20R、02R/20L 跑道起落航线只准在跑道东侧进行，起落航线高度：A、B 类航空器 300m，C、D 类航空器 500-600m。

Traffic circuits of RWY02L/20R and 02R/20L shall be made to the east of RWY; a
ltitudes of traffic circuits: 500-600m for aircraft CAT C/D, 300m for aircraft CAT A/B.

01L/19R、01R/19L 跑道起落航线只准在跑道西侧进行，起落航线高度：A、B 类航空器 300m，C、D 类航空器 500-600m。

Traffic circuits of RWY01L/19R and 01R/19L shall be made to the west of RWY; altitudes of traffic circuits: 500-600m for aircraft CAT C/D, 300m for aircraft CAT A/B.

3. 仪表飞行程序

3. IFR flight procedures

3.1 严格按照航图中公布的进、离场程序和 ENR2.2.2 中公布的有关规定飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行；

3.1 Strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts and the relevant regulations published in subsection ENR2.2.2. Aircraft may, if necessary, hold or maneuver on an airway, over a navigation facility or a fix designated by ATC;

3.2 进场航空器在广州进近管制区内的速度限制(不含最后进近航段、盘旋和等待)详见标准仪表进场图。

3.2 Speed restrictions for arriving aircraft in Guangzhou Approach Control Area (final approach segment, circling and holding are not inclusive): REF STARs for details;

3.3 离场航空器首次联系广州进近离场管制时须通报起飞跑道号；

3.3 Departure aircraft shall report RWY in use to APP02 at the first contact;

3.4 等待空域：

3.4 Holding:

具体等待程序详见航图。

Refer chart AD2.24 for details.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

4.1 广州进近管制区实施雷达管制,对经雷达识别的航空器提供雷达间隔、雷达监视和雷达引导服务。

4.1 Radar control within Guangzhou APP Area has been implemented, and provide such services as radar separating, radar surveillance and radar vectoring to radar-identified aircraft.

4.2 通常,航空器自进入广州进近管制区起获得雷达引导和排序,直至相应程序的中间进近航段或目视跑道。

4.2 Normally, aircraft will be vectored and sequenced from entering into Guangzhou APP Area to the appropriate middle approach segment or to the time when RWY is in sight.

4.3 最低监视引导高度扇区

4.3 Surveillance Minimum Altitude Sectors

Sector 1	ALT limit: 600m or above
N232452E1132524- N232740E1131343- N232106E1131018- N231944E1130656- N230317E1130230- VOR'POU'- N225947E1131752- a circle with a radius of 6km centered on N230015E1132120- N230221E1131840- N230249E1131624- N230545E1131522- N231101E1131330- N231246E1131359- N232258E1132453- N232452E1132524	
Sector 2	ALT limit: 750m or above
N230545E1131522- N231101E1131330- N231246E1131359- N232258E1132453- N230954E1132121- a circle with a radius of 6.7km centered on N230656E1131907- N230545E1131522	
Sector 3	ALT limit: 900m or above
N232258E1132453- N232452E1132524- N232912E1132925- VOR'SHL'-IDUMA- N225254E1132900- N223730E1131942- N223822E1130905- D23.0POU DME arc- N230645E1124712- N233030E1125334- VOR'TAN'- N233405E1131520- N233223E1131505- N232740E1131343- N232106E1131018- N231944E1130656- N230317E1130230- VOR'POU'- N225937E1131833- N230214E1131915- N230249E1131624- N230545E1131522- a circle with a radius of 6.7km centered on N230656E1131907- N230954E1132121- N232258E1132453	
Sector 4	ALT limit: 850m or above
VOR'TAN'- N233405E1131520- N233223E1131505- N232740E1131343- N232452E1132524-	

N232912E1132925- VOR'CON'- N233839E1133140- a circle with a radius of 6km centered on N234057E1133409- N234333E1133121- N234822E1132538- N234712E1132122- N234807E1131528-VOR'TAN'	
Sector 5	ALT limit: 1200m or above
N223730E1131942- N223822E1130905- D23.0POU DME arc- N230645E1124712- N233030E1125334- VOR'TAN'- N234807E1131528- N233059E1123908- N233818E1122554- N231710E1122754- D13.0GYA DME arc- N230054E1124242- N230051E1122909- N224800E1122918- N224312E1122915- N222736E1124453- N222921E1125339- N223300E1131141- N223730E1131942	
Sector 6	ALT limit: 1200m or above
N234807E1131528- N234850E1132144- N235012E1132534- N235045E1132706- N235149E1132911- N235112E1133117- N235105E1133739- N234546E1134046- N233945E1133630- N232515E1134648- N230831E1135838- N230736E1140830- N225400E1140342- IDUMA- VOR'SHL'- N232912E1132925- VOR'CON'- N233839E1133140- a circle with a radius of 6km centered on N234057E1133409- N234333E1133121- N234822E1132538- N234712E1132122- N234807E1131528	
Sector 7	ALT limit: 1500m or above
N231710E1122754- D13.0GYA DME arc- N230054E1124242- N230051E1122909- N230418E1122907- N231710 E1122754	
Sector 8	ALT limit: 1500m or above
N234807E1131528- N234850E1132144- N235012E1132534- N235045E1132706- N235149E1132911- N235112E1133117- N235105E1133739- N234546E1134046- N233945E1133630- N232515E1134648- N232305E1141402- N233851E1141941- N234749E1141217-N240706E1135618- N241229E1132442- N233818E1122554- N233059E1123908- N234807E1131528(except a circle with a radius of 11km centered on N235744E1133120 and a circle with a radius of 11km centered on N233913E1134853)	
Sector 9	ALT limit: 1600m or above
N232515E1134648- N232305E1141402- N2307.6E11408.5- N230831E1135838- N232515E1134648	
Sector 10	ALT limit: 1550m or above
A circle with a radius of 11km centered on N235744E1133120	
Sector 11	ALT limit: 1550m or above

A circle with a radius of 11km centered on N233913E1134853	
Sector 12	ALT limit: 650m or above
N225947E1131752- N225937E1131833- N230214E1131915-- N230221E1131840- a circle with a radius of 6km centered on N230015E1132120- N225947E1131752	
Sector 13	ALT limit: 1750m or above
N240911E1125119-N242313E1130257-N242056E1132513-N241907E1134238-N241651E1140358-N240500E1141250-N234749E1141217-N240706E1135618-N241229E1132442-N233818E1122554-N235429E1123911-N240911E1125119	

5. 无线电通信失效程序

参见 AIP GEN3.4.5 中的仪表飞行规则航空器地空 双向无线电通信失效通用程序。

5. Radio communication failure procedures

Refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure.

6. 目视飞行程序

6.1 经 ATC 许可，广州进近和白云塔台管制区内实施目视间隔和目视进近运行。

6.2 为了提高运行安全和运行效率，管制员通过目视航空器或由机组目视其他航空器配备目视间隔。

6.3 机组在得到仪表进近指令后，应随时利用机载设备或目视监控周边航空器的运行状态，并尽可能建立航空器间的目视能见。

6.4 航空器进近至决断高度时，会遇到在同一跑道上前面着陆的航空器正在脱离或即将脱离跑道，或者正

6. Procedures for VFR flights

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

6.2 In order to improve safety and efficiency, the controller will equip a visual interval between two aircrafts through pilot or controller visually.

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

6.4 As approaching to DA, aircraft will encounter other aircraft which sliding at RWY. Pilot shall keep visual

在进行起飞滑跑的航空器即将离地的情况，机组需持续保持目视观察。

observation.

6.5 02L/20R 及 02R/20L 跑道为窄距运行跑道，02R/20L 进近航空器在进近至落地过程中，会遇到相邻跑道上的航空器正在起飞滑跑，机组需持续保持目视观察。

6.5 RWY 02L/20R and 02R/20L are narrow-distance runways. Apporaching and landing aircraft on RWY 02R/20L will encounter other take-off sliding aircraft on adjacent runway. Pilot shall keep visual observation.

6.6 机组明确表示能够目视另一架航空器并接受目视间隔时，机组应当承担以下职责：

6.6 When visualising another aircraft and accepting visual intervals, pilot shall assume the following responsibilities：

6.6.1 始终保持对相关航空器的目视，并保持与相关航空器间的安全间隔；

6.6.1 Maintain a visualisation and a safe interval of the relevant aircraft.

6.6.2 为保持与相关航空器的安全间隔做机动飞行时，必须事先向管制员通报并征得管制员的同意；

6.6.2 When make manoeuvrable flight to maintain a safe interval with the relevant aircraft, inform the controller in advance and get the permission.

6.6.3 当无法目视相关航空器或为保持与相关航空器间的安全间隔需中止进近或复飞时，立即通报塔台管制员，以便重新为其配备其他的安全间隔。

6.6.3 When the relevant aircraft unvisualised or missed approach taken to maintain a safe interval with the relevant aircraft, notify TWR controller to re-equip safety intervals.

7. 目视飞行航线

7. VFR route

无

Nil

8. 其它规定

8. Other regulations

无

Nil

ZGGG AD 2.23 其它资料

ZGGG AD 2.23 Other information

鸟情资料

Bird’s information

白云机场周边生态环境丰富，且飞行区内有大片草坪，会吸引候鸟和留鸟的短暂停留休整或长期驻留。每年春季 3 月至 5 月、秋季 9 月至 11 月为候鸟迁徙

The surrounding ecological environment of Guangzhou Baiyun Airport is rich, and there is a large lawn in the airfield, which will attract both migratory and resident

季节，多于黄昏至次日清晨成群飞行，小型鸟类（体重 200g 以下）和中大型鸟类（体重 200g 以上）活动高度一般在 200m 至 3000m 之间，部分大型鸟类会高于 3000m。部分鸟类途径机场区域的飞行线路可能会与航空器的运行轨迹冲突，其中大型鸟类的威胁较大。鸟类活动频繁区域主要涉及西一跑道（01R/19L）中段、东二跑道（02R/20L）中段以及东一跑道（02L/20R）南端（02L）。本场四条跑道均配有灭虫灯、驱鸟炮、声波驱鸟器、拦鸟网等设施设备，并开展对草坪、昆虫、其它动物、水体、树木等生态环境对象的治理措施，减少引鸟因素。在主起降区设置留守观察点，使用车载设备和驱鸟弹药等手段开展全天巡视驱赶。

birds to stay for a short time or long time to rest. From March to May in spring and from September to November in autumn, migratory birds usually fly in groups from dusk to the next morning. Small birds (weighing less than 200g) and medium and large birds (weighing more than 200g) generally fly between 200 and 3000 meters, and some large birds are higher than 3000 meters. The flight path of some birds passing through the airport area may conflict with the flight path of aircraft, among which large birds are more threatening. The areas with frequent bird activity mainly involved the middle section of RWY 01R/19L, the middle section of RWY 02R/20L and the south end of RWY 02L/20R. The four runways are equipped with insect-killing lights, bird repellent “cannons”, acoustic bird repellent devices, bird repellent nets and other facilities and equipment, and the lawn, insects, other animals, water, trees and other ecological environmental objects of the treatment measures to reduce the factors of bird attraction. Observation points will be set up in the main takeoff and landing area, and vehicle-mounted equipment and bird repellent fireworks will be used to conduct patrol and drive away.

常见鸟类活动规律如下：

Common bird activity patterns are as follows:

Species of bird	Time of activity	Flight height (m)	Activity routines
Herons(Egretta garzetta, Ardeola bacchus,	Throughout the year	0-200	Single or small clusters, but also mixed groups

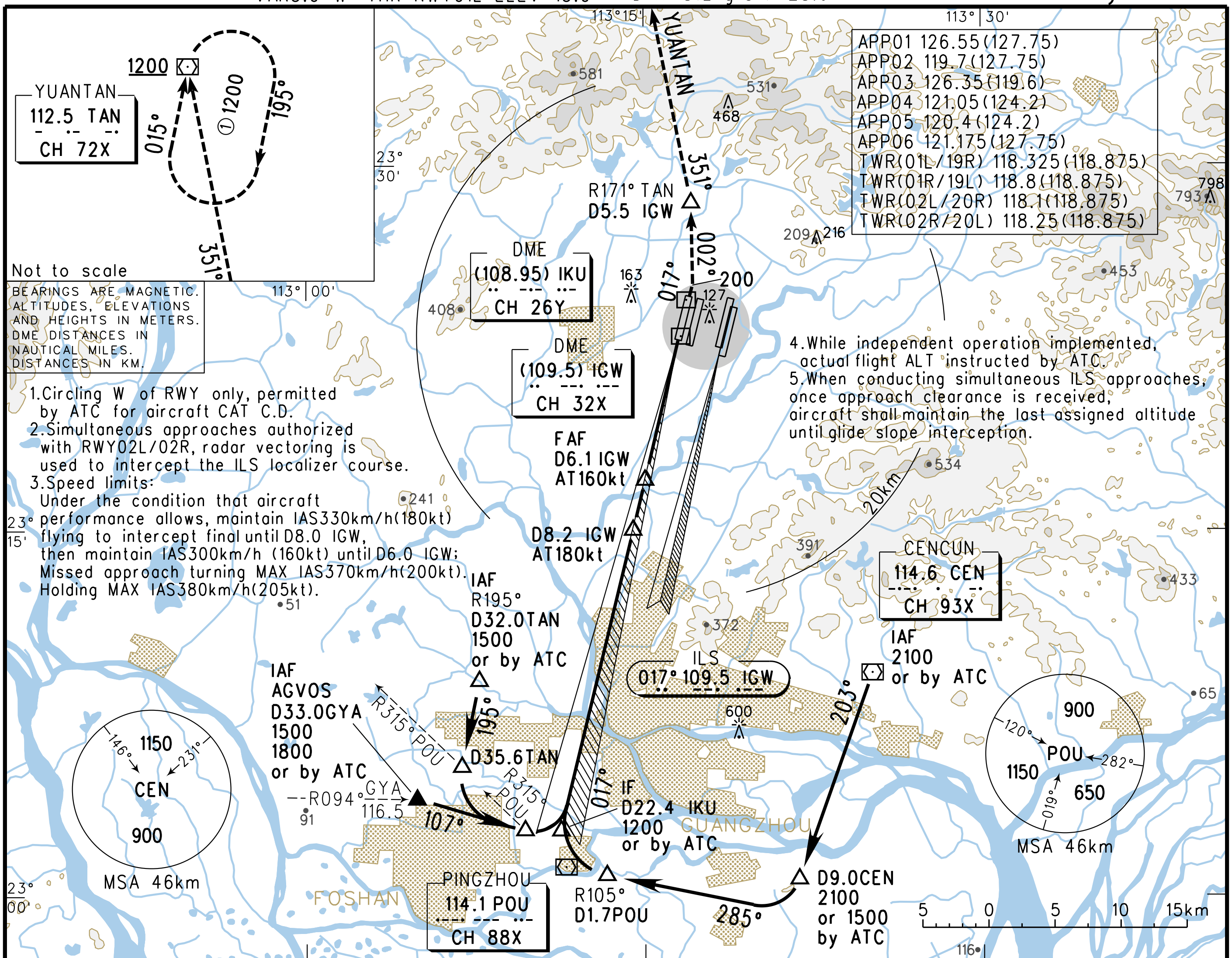
Nycticorax nycticorax)			
Swallow(Hirundo rustica, Hirundo daurica）	March - November	0-50	Groups, or mixed groups
Raptors(Milvus migrans lineatus, Falco tinnunculus, Elanus caeruleus, Buteo japonicus）	Throughout the year	0-200	Single
Plovers(Glareola maldivarum）	March to September	0-50	Single or small clusters
Other small birds(Anthus richardi, Alauda arvensis）	November to June	0-10	Singly or in small groups, mixed with larks

INSTRUMENT APPROACH CHART-ICAO

VAR3.0° W | AERODROME ELEV 15.2 | THR RWY01L ELEV 13.0 | D-ATIS(Chinese) 127.0 | D-ATIS(English) 128.6

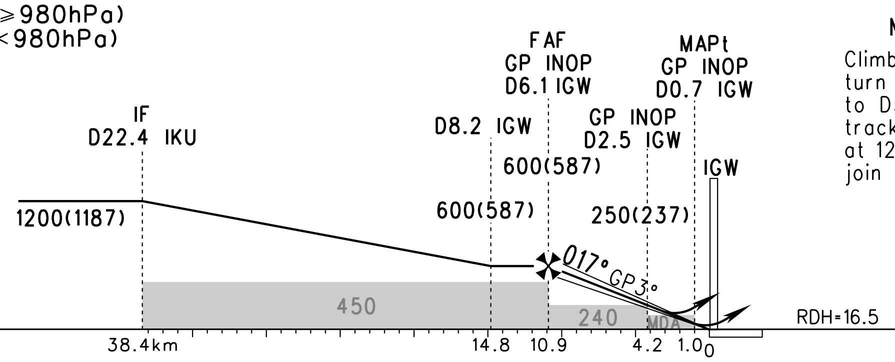
ZGGG GUANGZHOU/Baiyun

ILS/DME y RWY01L



GP INOP	DME (IGW) (NM)	6	5	4	3	2		
	ALT (m)	594	497	399	302	205		

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700



MISSED APPROACH

Climb straight ahead to 200, turn LEFT on track 002° to D5.5 IGW, turn LEFT on track R171° TAN to TAN at 1200 or above, then join holding pattern or by ATC.

		A	B	C	D
ILS/DME Ⓒ	DA(H) RVR/VIS Ⓐ	73(60) ⓑ800/800			
ILS/DME Ⓓ	DA(H) RVR/VIS	98(85) 800/800			
GP INOP	MDA(H) RVR/VIS	145(132) 1700/1700			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 9.9km

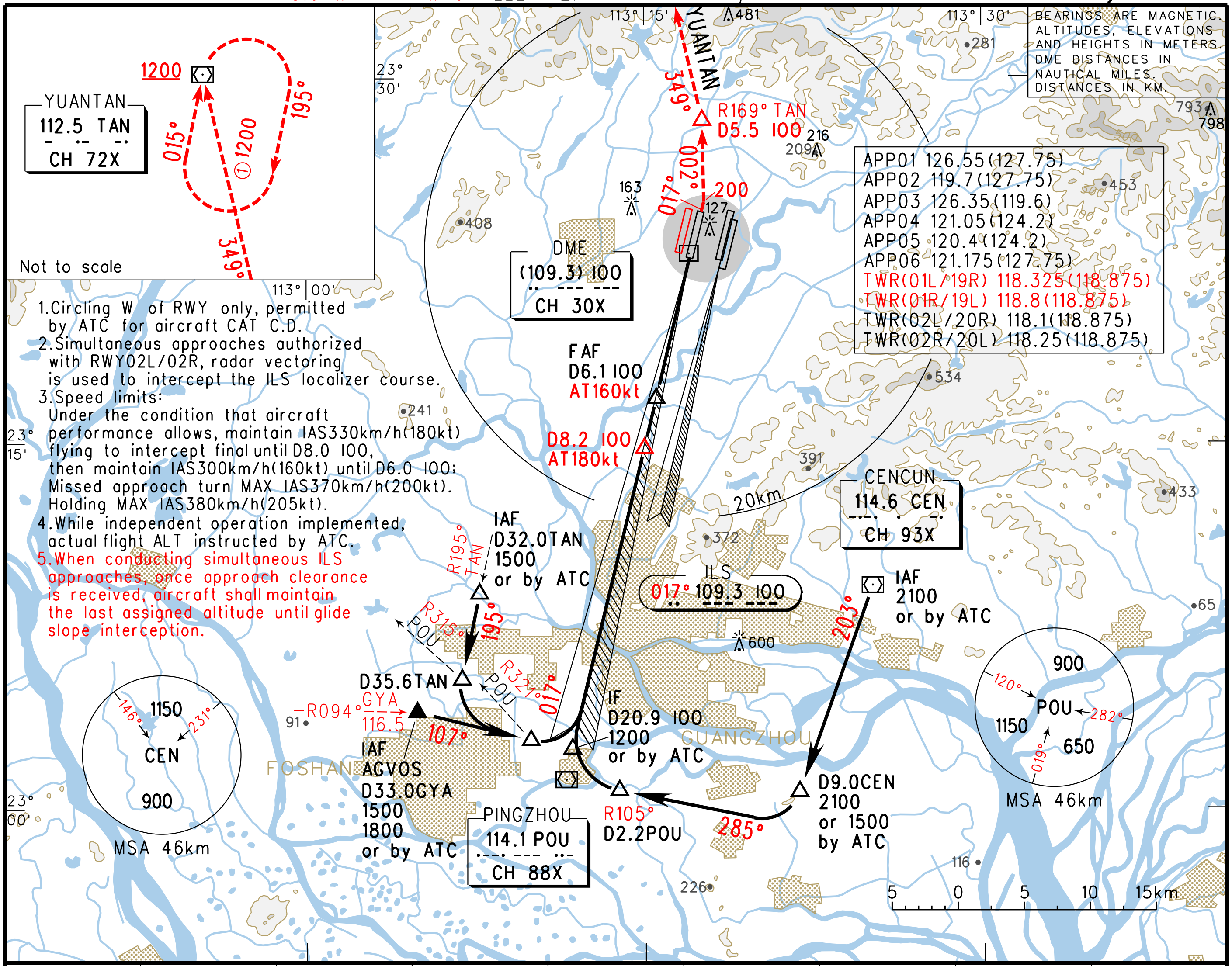
GS in	kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time	min:sec	4:01	3:12	2:40	2:17	2:00	1:47
Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(47),RVR450.
ⓑ RVR550 can be implemented when using approved HUD or AP or FD for approach.
Missed approach climbing gradient: Ⓒ3% Ⓓ2.5%

VAR3.0° W

AERODROME ELEV 15.2
THR RWY01R ELEV 12.4

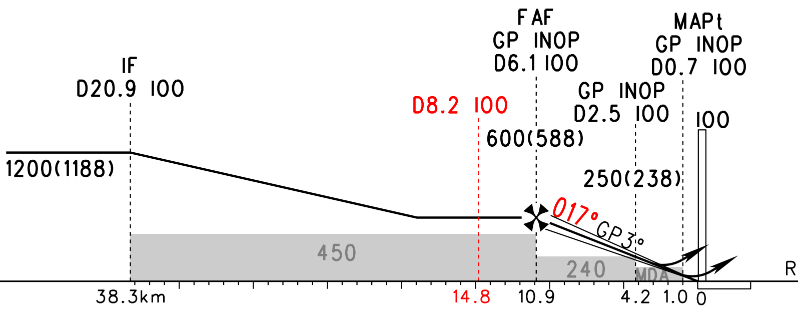
D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6



1. Circling W of RWY only, permitted by ATC for aircraft CAT C.D.
2. Simultaneous approaches authorized with RWY02L/02R, radar vectoring is used to intercept the ILS localizer course.
3. Speed limits:
   Under the condition that aircraft performance allows, maintain IAS330km/h(180kt) flying to intercept final until D8.0 100, then maintain IAS300km/h(160kt) until D6.0 100; Missed approach turn MAX IAS370km/h(200kt). Holding MAX IAS380km/h(205kt).
4. While independent operation implemented, actual flight ALT instructed by ATC.
5. When conducting simultaneous ILS approaches, once approach clearance is received, aircraft shall maintain the last assigned altitude until glide slope interception.

GP INOP	DME (100) (NM)	6	5	4	3	2		
	ALT (m)	593	496	399	302	205		

TL 3300(QNH ⩾980hPa)
3600(QNH<980hPa)
TA 2700



MISSED APPROACH

Climb straight ahead to 200, turn LEFT on track 002° to D5.5 100, turn LEFT on R169° TAN to TAN at 1200 or above, then join holding pattern, or by ATC.

		A	B	C	D
ILS/DME Ⓒ	DA(H)	73(60)			
	RVR/VIS Ⓐ	Ⓑ800/800			
ILS/DME Ⓓ	DA(H)	98(85)			
	RVR/VIS	800/800			
GP INOP	MDA(H)	145(133)			
	RVR/VIS	1700/1700			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 9.9km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	4:01	3:12	2:40	2:17	2:00	1:47
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

ⒶHUD Special CAT I: (DH)(45),(RA)(47),RVR450.
ⒷRVR550 can be implemented when using approved HUD or AP or FD for approach.
Missed approach climbing gradient: Ⓒ3% Ⓓ2.5%

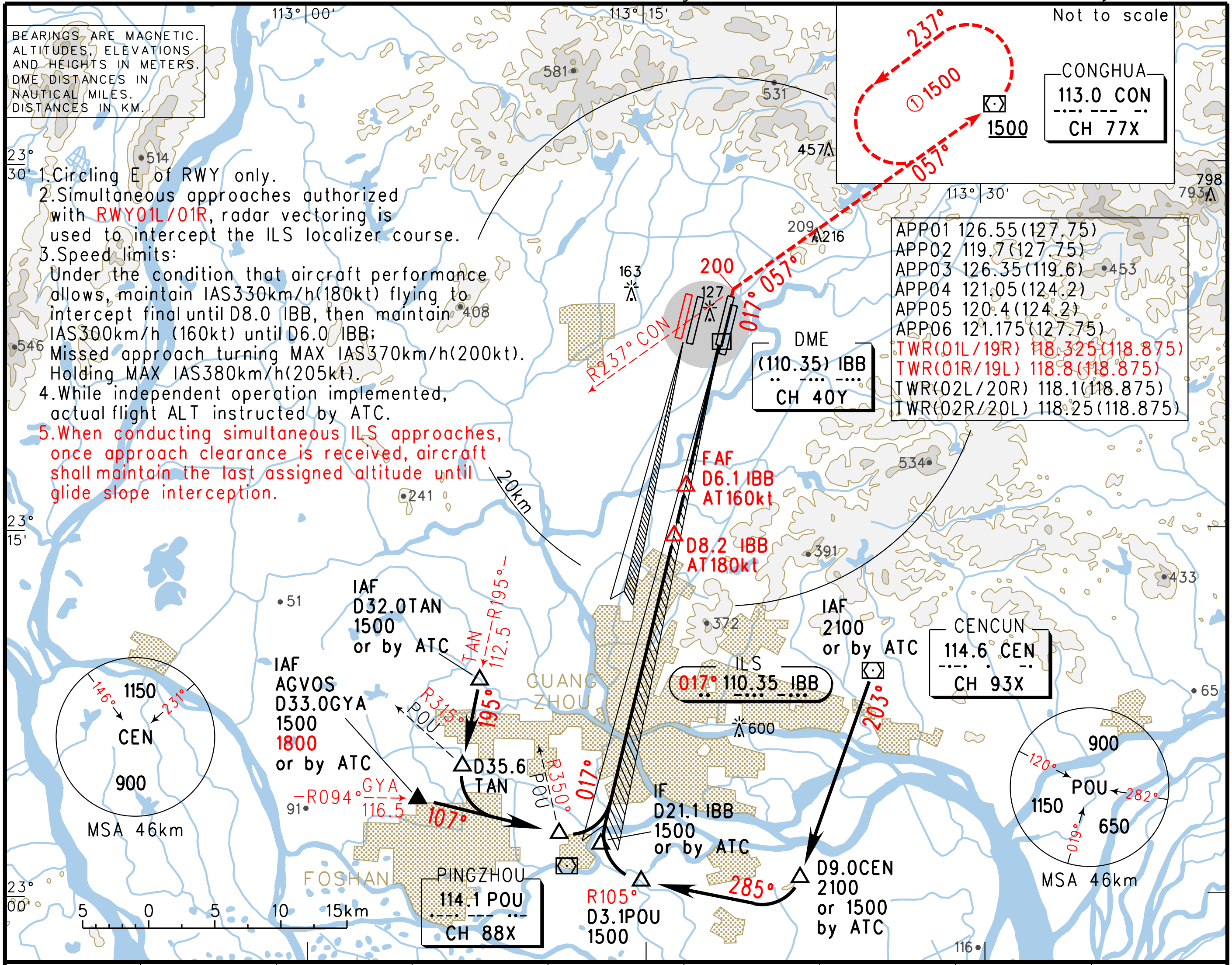
INSTRUMENT APPROACH CHART-ICAO

VAR3.0° W

AERODROME ELEV 15.2
THR RWY02L ELEV 13.8

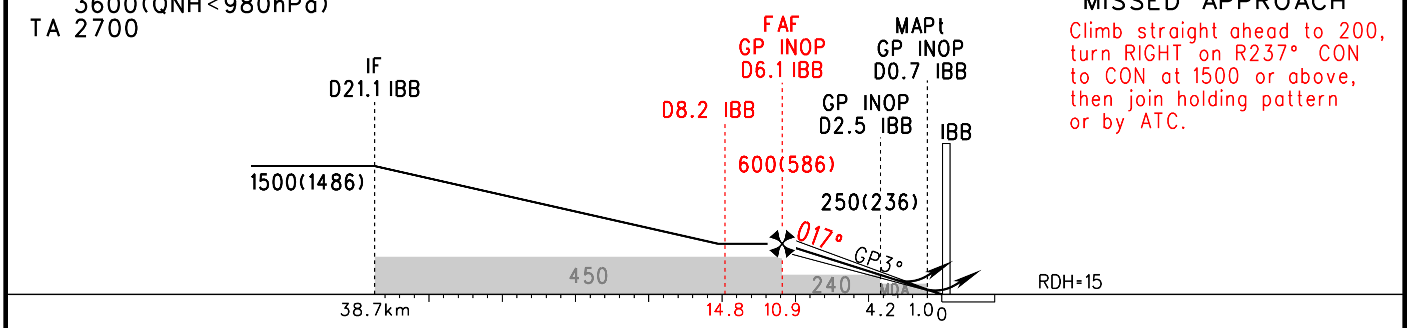
D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6

ZGGG
GUANGZHOU/Baiyun
ILS/DME y RWY02L



GP INOP	DME (IBB) (NM)	6	5	4	3	2		
	ALT (m)	594	497	400	303	207		

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700



MISSED APPROACH

Climb straight ahead to 200, turn RIGHT on R237° CON to CON at 1500 or above, then join holding pattern or by ATC.

		A	B	C	D
ILS/DME ❶	DA(H)	74(60)			
	RVR/VIS ❶	550/800			
ILS/DME ❷	DA(H)	124(110)			
	RVR/VIS	1200/1200			
GP INOP	MDA(H)	140(127)			
	RVR/VIS	1600/1600			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 9.9km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	4:01	3:12	2:40	2:17	2:00	1:47
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

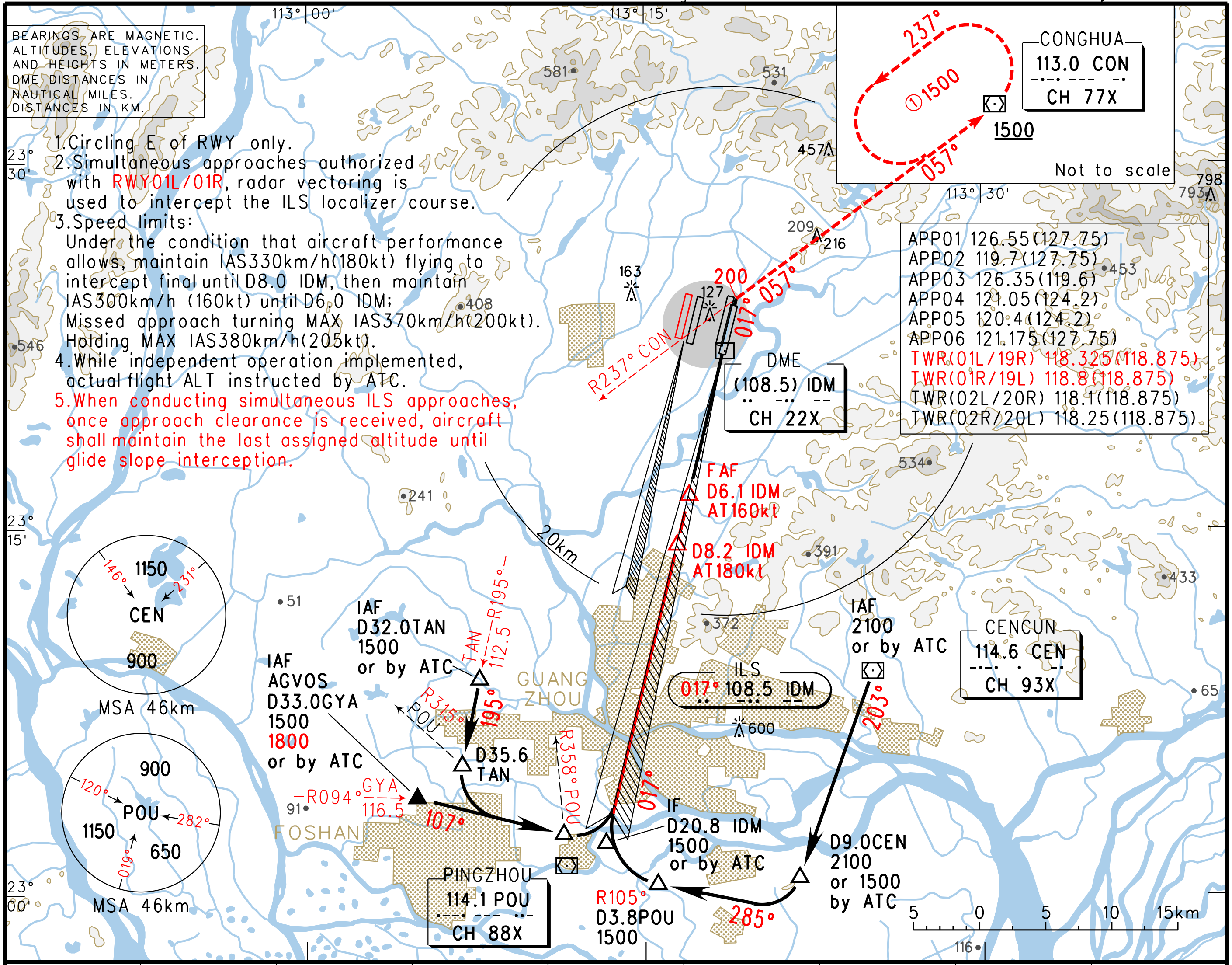
❶ HUD Special CAT I: (DH)(45),(RA)(46),RVR450.
Missed approach climbing gradient: ❷3% ❸2.5%
Changes: VAR, procedure, OBST, landing minima, add new RWY, FREQ.

INSTRUMENT APPROACH CHART-ICAO

VAR3.0°W

AERODROME ELEV 15.2　D-ATIS(Chinese) 127.0
THR RWY02R ELEV 13.3　D-ATIS(English) 128.6

ZGGG GUANGZHOU/Baiyun
ILS/DME y RWY02R

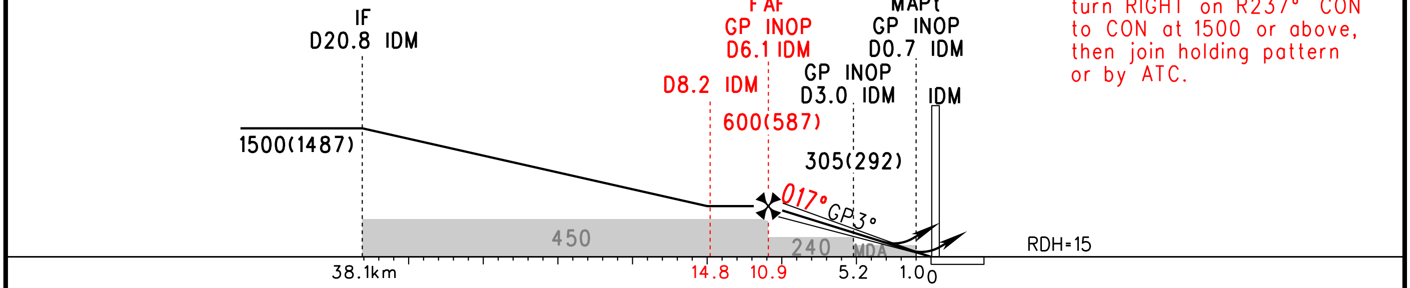


GP INOP	DME (IDM) (NM)	6	5	4	3	2		
	ALT (m)	595	498	401	305	207		

TL 3300(QNH⩾980hPa)
3600(QNH<980hPa)
TA 2700

MISSED APPROACH

Climb straight ahead to 200, turn RIGHT on R237° CON to CON at 1500 or above, then join holding pattern or by ATC.



	A	B	C	D
ILS/DME ❸ DA(H) RVR/VIS ❹	74(60) 550/800			
ILS/DME ❸ DA(H) RVR/VIS	119(105) 1200/1200			
GP INOP MDA(H) RVR/VIS	150(137) 1800/1800			
CIRCLING MDA(H) VIS	220(205) 2300	255(240) 2800	355(340) 4400	355(340) 5000

FAF-MAPt(GP INOP) 9.9km

GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:01	3:12	2:40	2:17	2:00	1:47
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

❹HUD Special CAT I: (DH)(45),(RA)(46),RVR450.
Missed approach climbing gradient: ❸3% ❸2.5%
Changes: VAR, procedure, OBST, landing minima, add new RWY, FREQ.

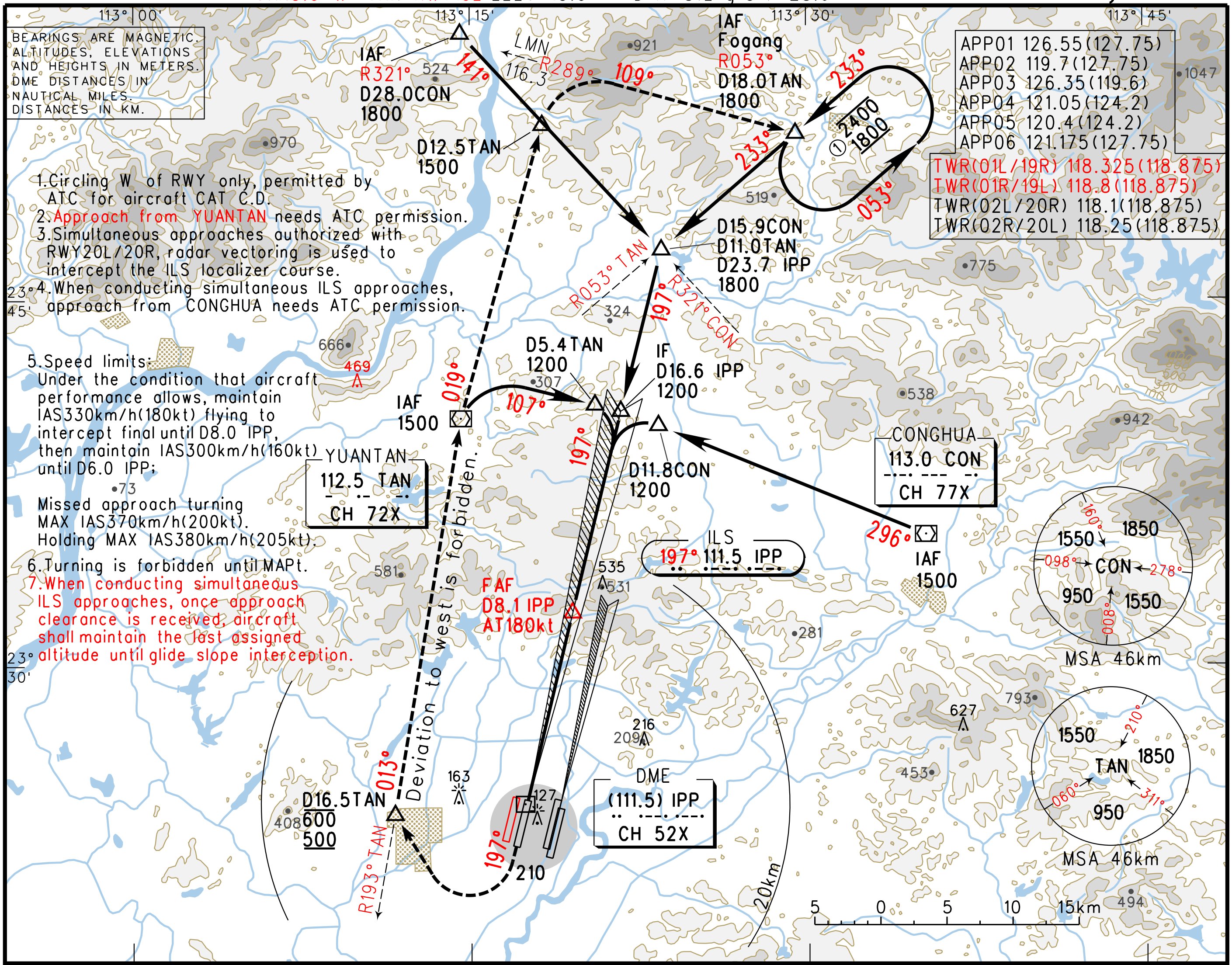
INSTRUMENT
APPROACH
CHART-ICAO

VAR3.0° W

AERODROME ELEV 15.2
THR RWY19L ELEV 13.0

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

ZGGG
GUANGZHOU/Baiyun
ILS/DME y RWY19L

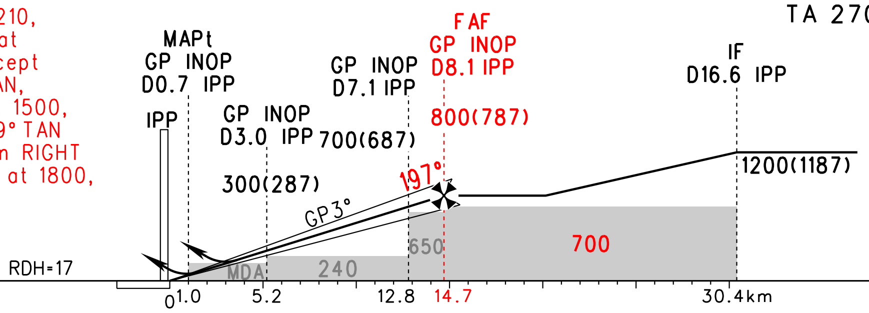


GP INOP	DME (IPP) (NM)	2	3	4	5	6	7	8
	ALT (m)	205	302	399	496	593	690	788

MISSED APPROACH

Climb straight ahead to 210, turn RIGHT to 500-600, at R193°/D16.5TAN or intercept north of R193° TAN to TAN, continue climb to TAN at 1500, turn RIGHT on track R019° TAN to D12.5TAN at 1500, turn RIGHT on R289° LMN to Fogang at 1800, then join holding pattern; or by ATC.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700



		A	B	C	D
ILS/DME	DA(H)	73(60)			
	RVR/VIS Ⓐ	Ⓑ800/800			
GP INOP	MDA(H)	175(162)			
	VIS	2200			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 13.7km						
GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	5:33	4:26	3:42	3:10	2:46	2:28
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

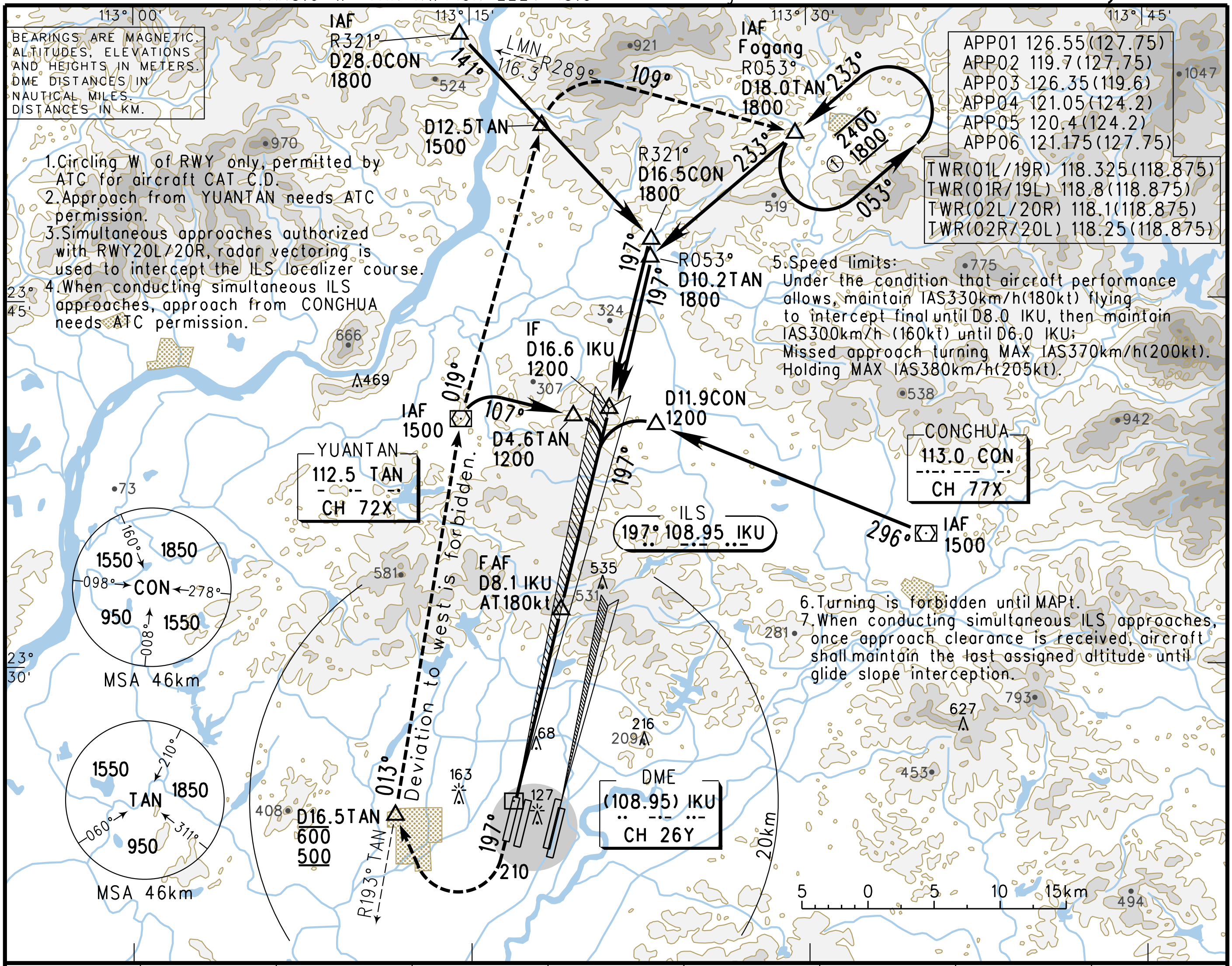
ⒶHUD Special CAT I: (DH)(45),(RA)(45),RVR450.
ⒷRVR550 can be implemented when using approved HUD or AP or FD for approach.

INSTRUMENT APPROACH CHART-ICAO

VAR3.0°W AERODROME ELEV 15.2 THR RWY19R ELEV 13.0

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

ZGGG GUANGZHOU/Baiyun
ILS/DME y RWY19R

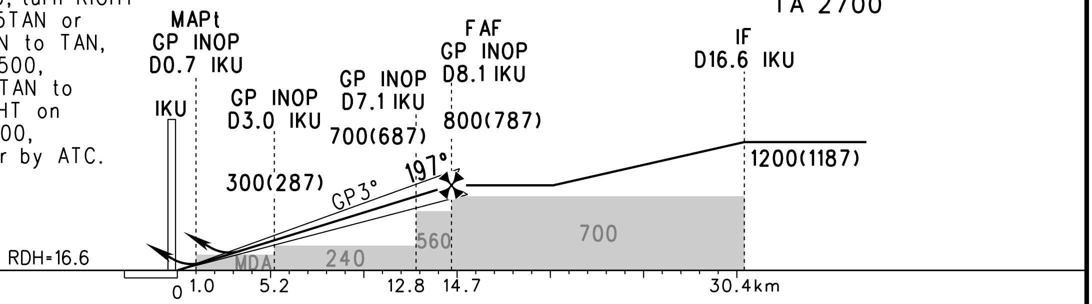


GP INOP	DME (IKU) (NM)	2	3	4	5	6	7	8
	ALT (m)	205	302	399	496	593	690	788

MISSED APPROACH

Climb straight ahead to 210, turn RIGHT to 500-600, at R193°/D16.5TAN or intercept north of R193°TAN to TAN, continue climb to TAN at 1500, turn RIGHT on track R019°TAN to D12.5TAN at 1500, turn RIGHT on R289°LMN to Fogang at 1800, then join holding pattern; or by ATC.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700



		A	B	C	D
ILS/DME	DA(H)	73(60)			
	RVR/VIS ❹	❺800/800			
GP INOP	MDA(H)	160(147)			
	RVR/VIS	2000/2000			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 13.7km

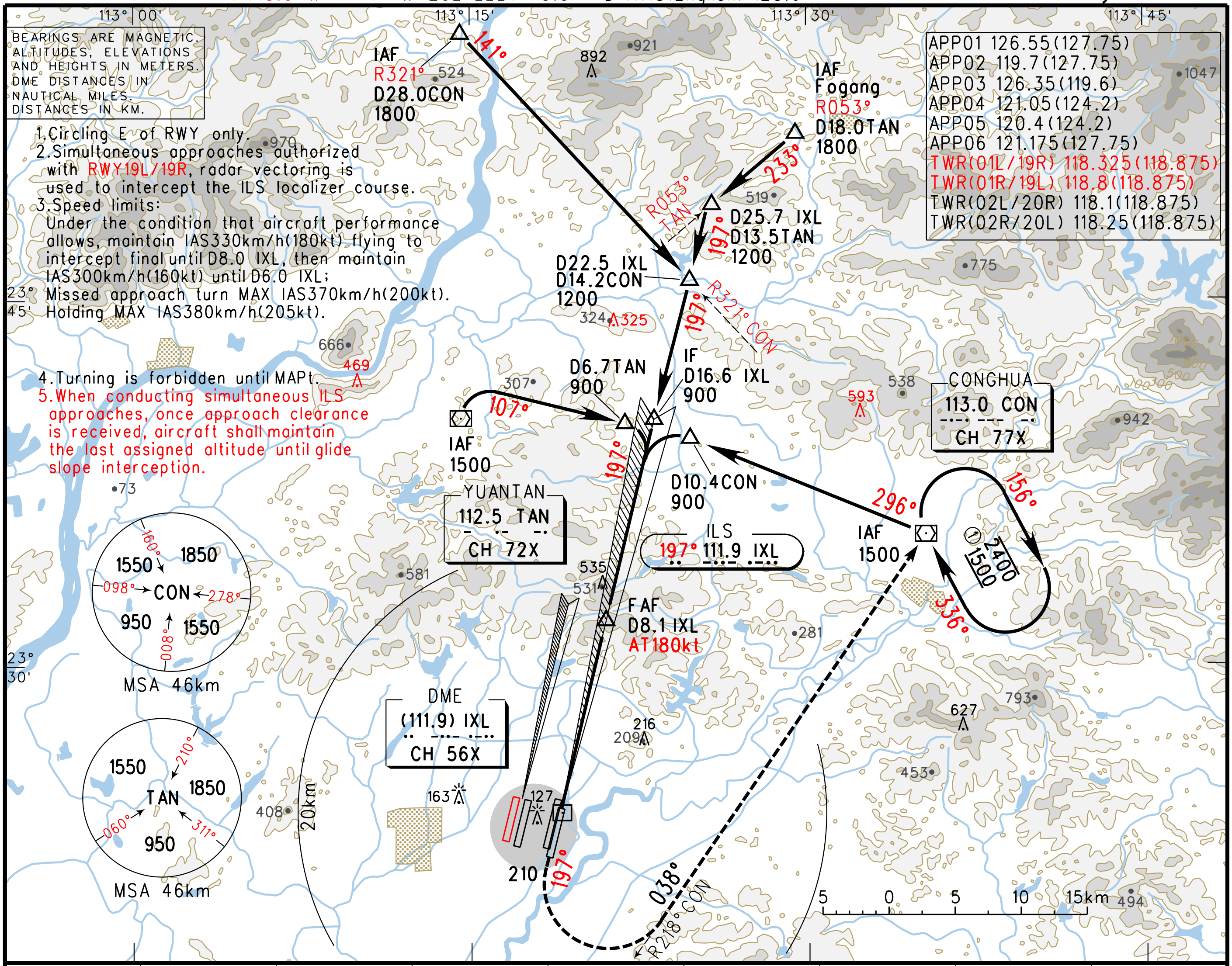
GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	5:33	4:26	3:42	3:10	2:46	2:28
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

❹HUD Special CAT I: (DH)(45),(RA)(46),RVR450.
❺RVR550 can be implemented when using approved HUD or AP or FD for approach.

VAR3.0°W

AERODROME ELEV 15.2
THR RWY20L ELEV 13.5

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

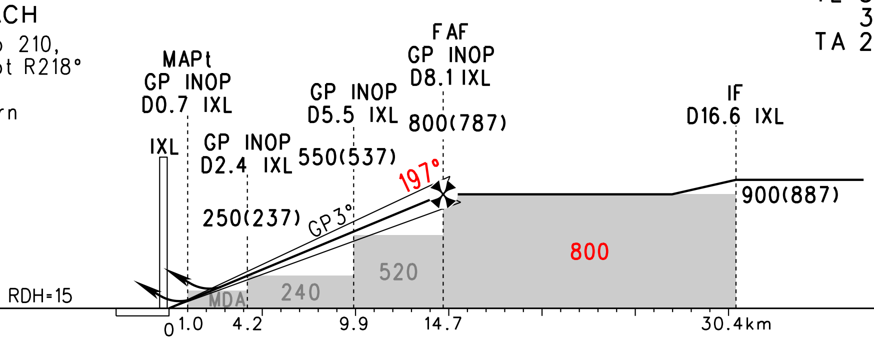


GP INOP	DME (IXL) (NM)	2	3	4	5	6	7	8
	ALT (m)	208	305	402	499	596	693	790

MISSED APPROACH

Climb straight ahead to 210, turn LEFT and intercept R218° CON to CON at 1500, then join holding pattern or by ATC.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700



	A	B	C	D
ILS/DME DA(H)	74(60)			
RVR/VIS ❶	550/800			
GP INOP MDA(H)	135(122)			
RVR/VIS	1500/1500			
CIRCLING MDA(H)	220(205)	255(240)	355(340)	355(340)
VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 13.7km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	5:33	4:26	3:42	3:10	2:46	2:28
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

❶HUD Special CAT Ⅰ: (DH)(45),(RA)(46),RVR450.

Changes: VAR, procedure, OBST, MOCA, add new RWY, FREQ.

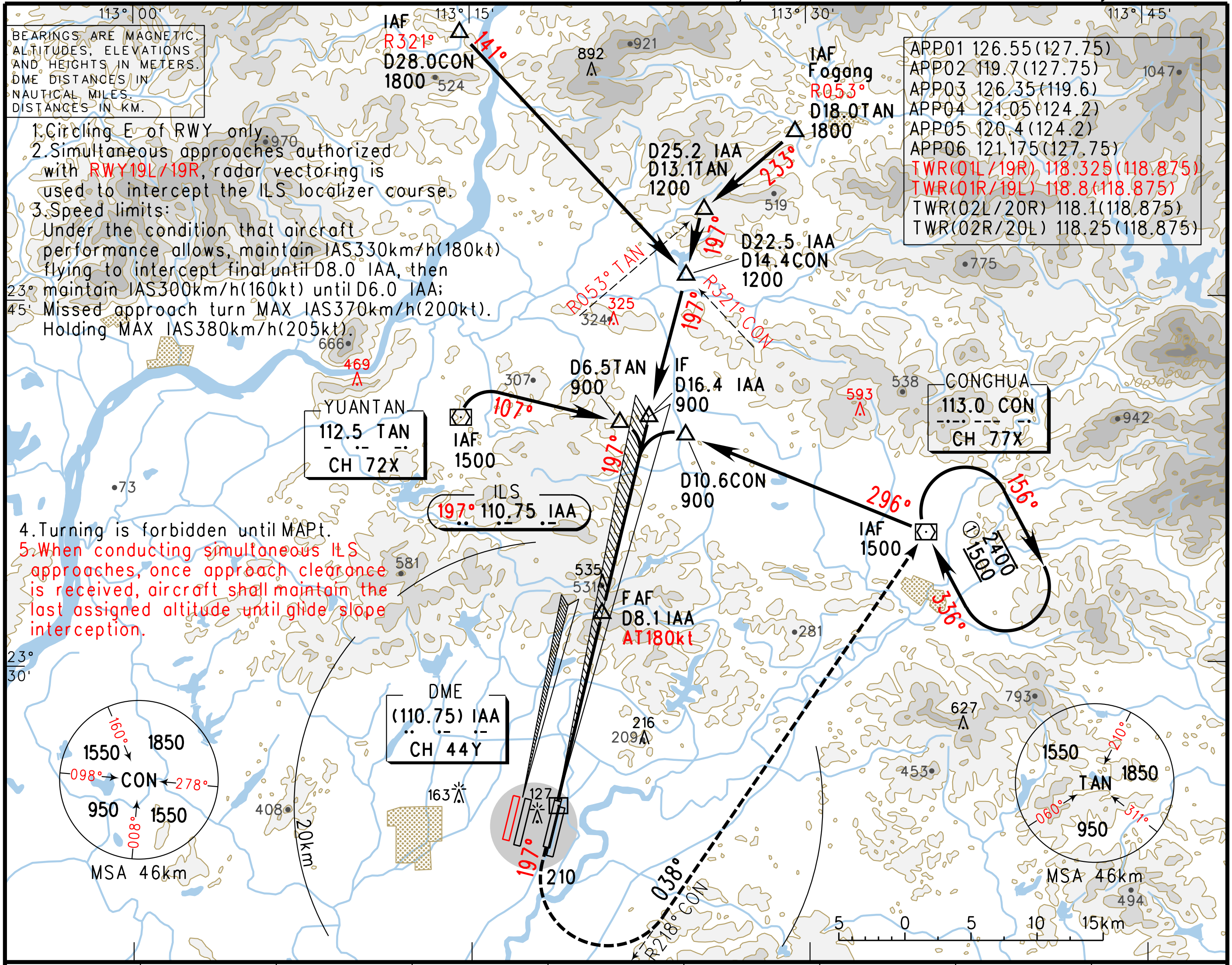
INSTRUMENT APPROACH CHART-ICAO

VAR3.0° W

AERODROME ELEV 15.2
DTHR RWY20R ELEV 14.5

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

ZGGG GUANGZHOU/Baiyun
ILS/DME y RWY20R

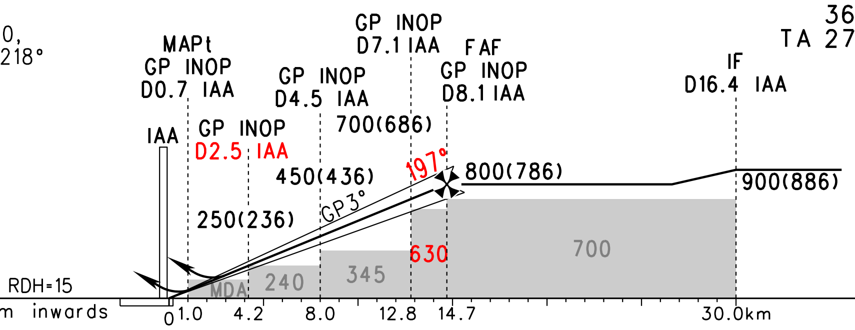


GP INOP	DME (IAA) (NM)	2	3	4	5	6	7	8
	ALT (m)	206	303	400	498	595	692	789

MISSED APPROACH

Climb straight ahead to 210, turn LEFT and intercept R218° CON to CON at 1500, then join holding pattern or by ATC.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700



THR displaced 200m inwards

		A	B	C	D
ILS/DME	DA(H)	75(60)			
	RVR/VIS ❶	550/800			
GP INOP	MDA(H)	145(131)			
	RVR/VIS	1600/1600			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 13.7km

GS in	kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time	min:sec	5:33	4:26	3:42	3:10	2:46	2:28
Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9

❶ HUD Special CAT I: (DH)(45),(RA)(46),RVR450.

Changes: VAR, procedure, OBST, MOCA, add new RWY, FREQ.

AERODROME CHART

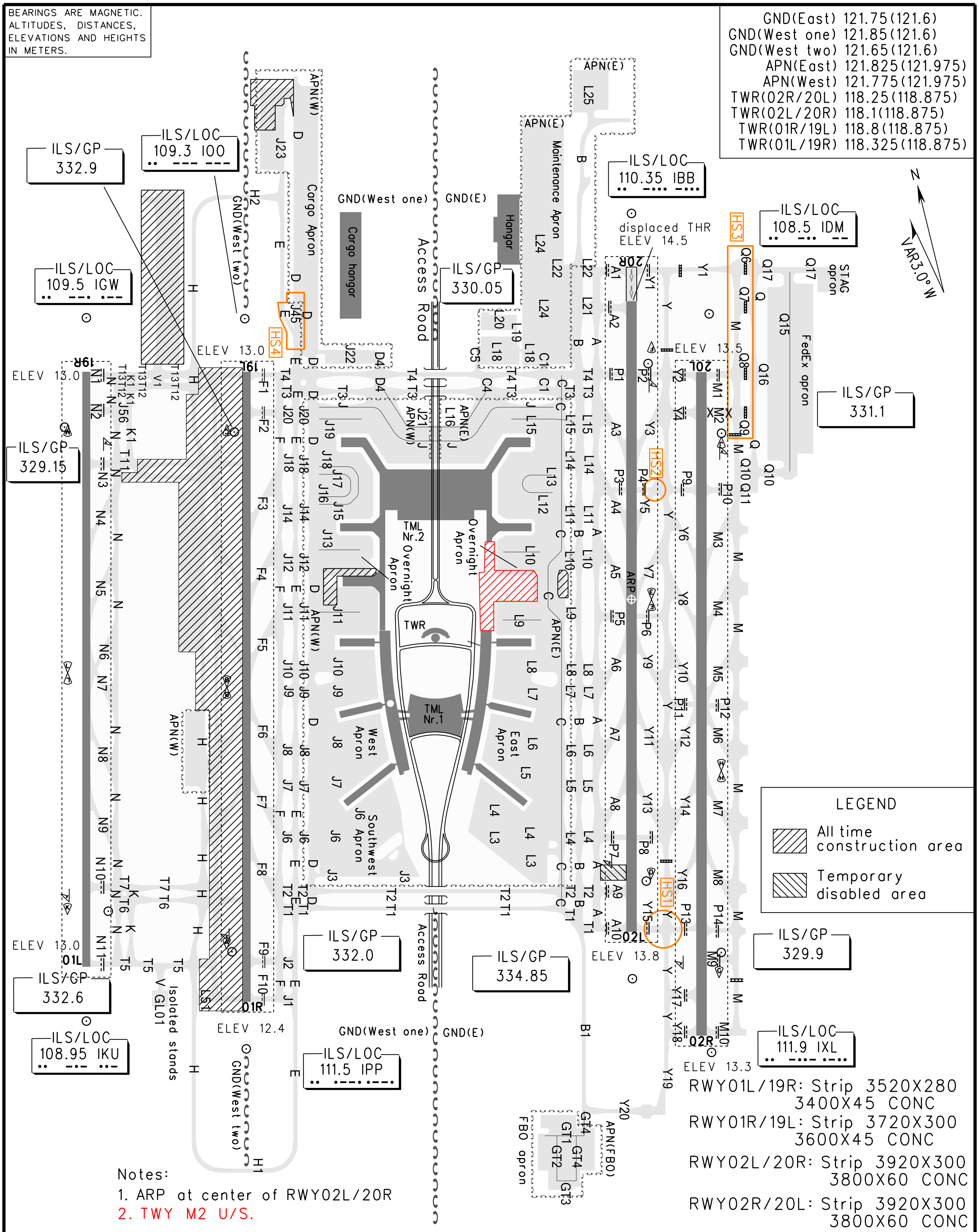
Delivery 121.95(DCL AVBL)
D-ATIS(English) 128.6
D-ATIS(Chinese) 127.0

ZGGG GUANGZHOU/Baiyun

N23° 23.6'E113° 18.5' ELEV 15.2m

BEARINGS ARE MAGNETIC. ALTITUDES, DISTANCES, ELEVATIONS AND HEIGHTS IN METERS.

GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)
APN(East) 121.825(121.975)
APN(West) 121.775(121.975)
TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)



LEGEND
All time construction area
Temporary disabled area

RWY01L/19R: Strip 3520X280
3400X45 CONC

RWY01R/19L: Strip 3720X300
3600X45 CONC

RWY02L/20R: Strip 3920X300
3800X60 CONC

RWY02R/20L: Strip 3920X300
3800X60 CONC

Notes:
1. ARP at center of RWY02L/20R
2. TWY M2 U/S.

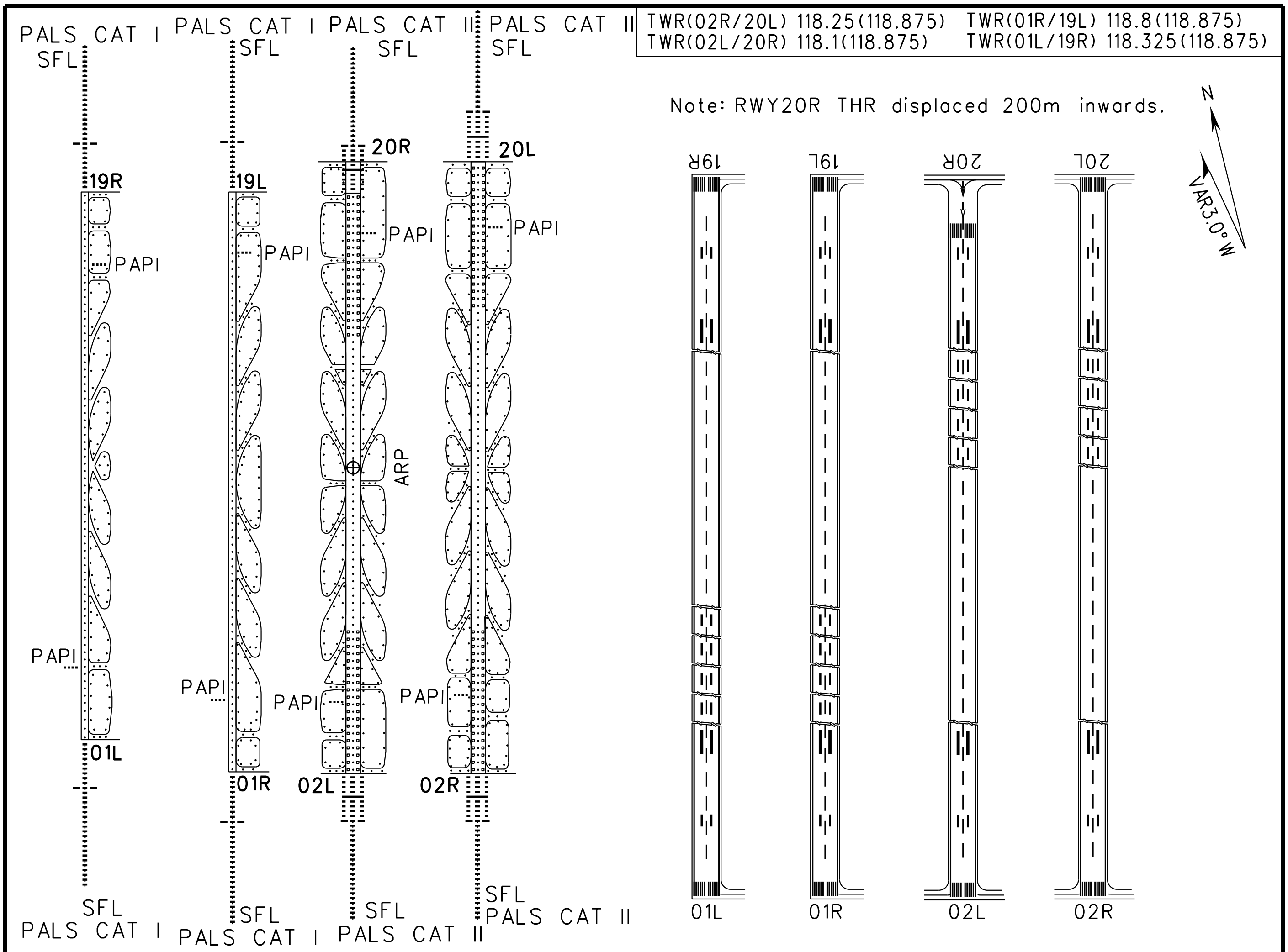
Changes: TWY Q7,Q put into use, All time construction area.

AERODROME CHART

Delivery 121.95(DCL AVBL)
D-ATIS(English) 128.6
D-ATIS(Chinese) 127.0
GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)
APN(East) 121.825(121.975)
APN(West) 121.775(121.975)

N23°23.6'E113°18.5' ELEV 15.2m

TWR(02R/20L) 118.25(118.875) TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875) TWR(01L/19R) 118.325(118.875)



RWY	Direction	Bearing strength	
01L/01R/02L/02R	017°	PCR 890/R/A/W/T: RWY01L/19R CONC PCR 1000/R/A/W/T: RWY01R/19L CONC PCR 1000/R/A/W/T: RWY02L/20R CONC PCR 1000/R/A/W/T: RWY02R/20L CONC PCR 1130/R/A/W/T: TWY J13 PCR 1070/R/A/W/T: TWY J, L13, L16 PCR 1040/R/A/W/T: TWY L12 PCR 1010/R/B/W/T: TWY L19, L20 PCR 1000/R/A/W/T: TWY A, A1-A10, B(BTN T1 & L22), C, E(BTN J1 & J11, BTN J20 & J22), F1, F3-F8, F10, J1, J6(west of D), J7(west of D), J18, J45, L3, L4, L6, L10, L11, L14, L21, L22, M1-M10, P1, T1, T2, T4, Y1, Y2, Y4, Y6, Y8, Y10, Y12, Y14-Y18 PCR 990/R/A/W/T: TWY D(BTN T1 & J12, north of J22), P2, P5-P8 PCR 980/R/A/W/T: TWY P9-P14 PCR 970/R/A/W/T: TWY F, L24	PCR 950/R/A/W/T: TWY C1, C4, D(BTN J12 & J22), J12, J14, J20, J21, L5, L9 PCR 940/R/A/W/T: TWY M PCR 930/R/A/W/T: TWY J8-J10(west of D), J11, L8 PCR 920/R/A/W/T: TWY E(BTN J11 & J20) PCR 900/F/A/W/T: TWY Y3, Y5, Y7, Y9, Y13 PCR 900/F/B/W/T: TWY Y11 PCR 900/F/C/W/T: TWY P3 PCR 900/R/A/W/T: TWY F2, F9, J2 PCR 890/R/A/W/T: TWY E(north of J22, south of J1), H, H1, H2, J23, J56, K, K1, N, N1-N3, N10, N11, T5-T7, T11-T13, V, V1 PCR 880/R/A/W/T: TWY J8(east of D), T3, Y PCR 860/R/A/W/T: TWY J7(east of D), J10(east of D) PCR 845/F/B/W/T: TWY P4 PCR 840/R/A/W/T: TWY Y19, Y20 PCR 830/R/A/W/T: TWY D4, J22, L7 PCR 820/R/A/W/T: TWY J6(east of D), N4-N9
19L/19R/20L/20R	197°		

PCR 810/R/A/W/T: TWY J9(east of D)
PCR 780/R/A/W/T: TWY J15, J19
PCR 760/R/A/W/T: TWY L25
PCR 750/R/A/W/T: TWY C5, L18
PCR 700/R/A/W/T: TWY J16, J17, L15
PCR 650/R/A/W/T: TWY B1, J3
PCR 630/R/A/W/T: TWY GT1-GT4
PCR 600/R/A/W/T: TWY B(north of L22), Q, Q6-Q11, Q15-Q17

TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)

ACFT Type		RWY01L/19R, 01R/19L, 02L/20R, 02R/20L REDL	RWY01L/19R, 01R/19L, 02L/20R, 02R/20L NIL(Day only)
2 TURB ENG or 3&4 ENG	A, B, C, D	RVR400 VIS800	RVR500 VIS800
Other 1&2 ENG			

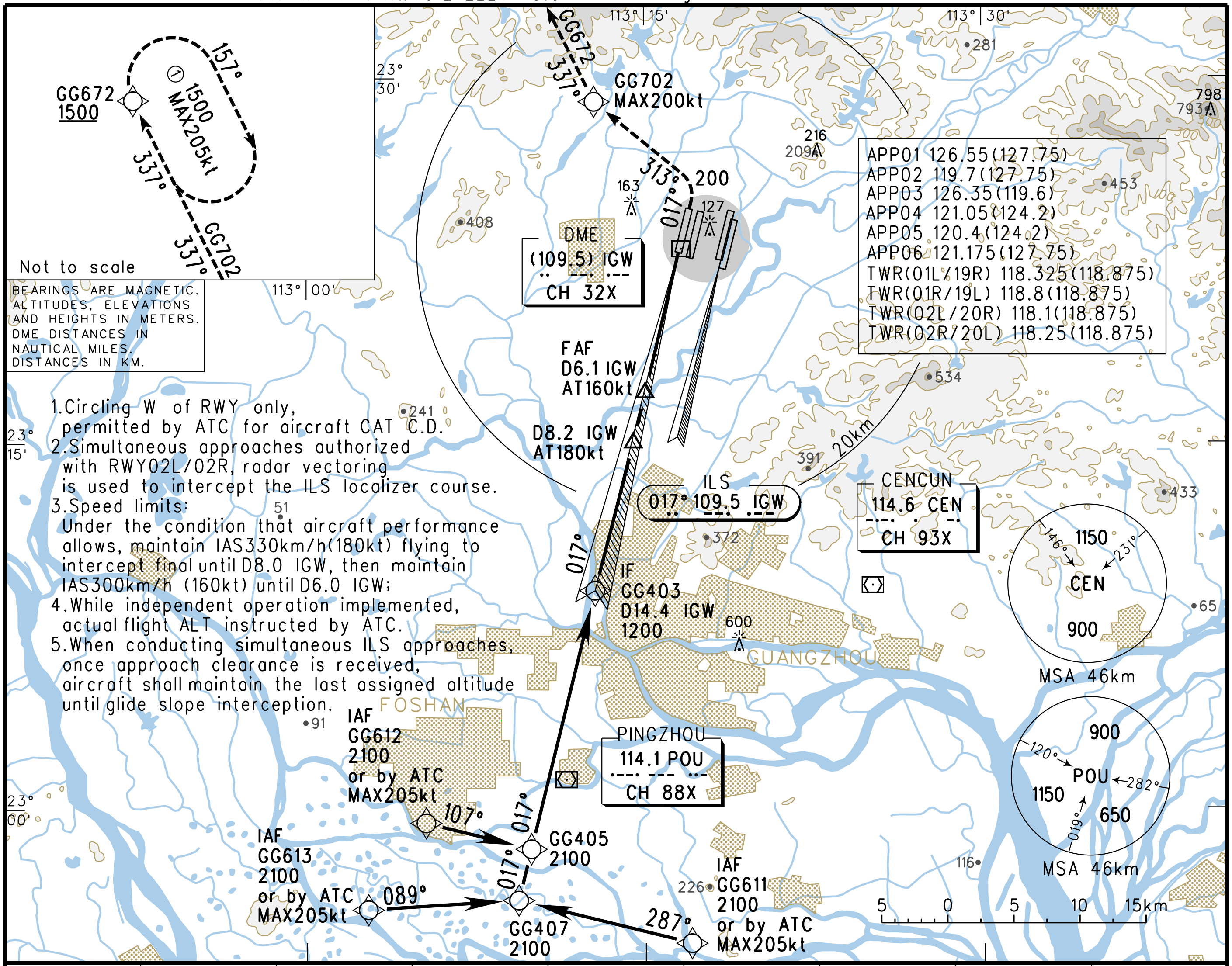
Note:

LIGHTS

RWY01L/19R RWY01R/19L	RWY02L/20R RWY02R/20L
PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT II SFL PAPI REDL RCLL RTZL RENL

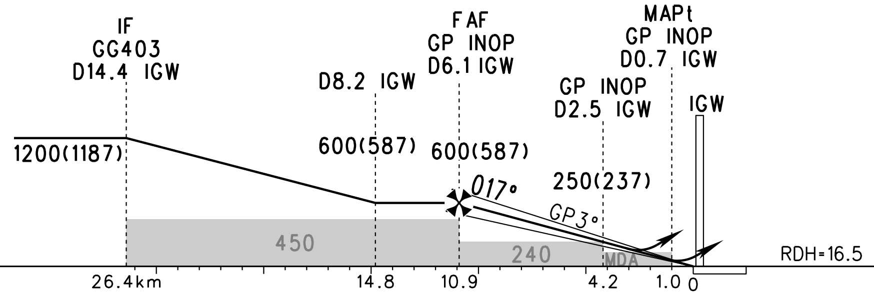
Changes: Nil.

VAR3.0° W
AERODROME ELEV 15.2
THR RWY01L ELEV 13.0
D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6



GP INOP	DME (IGW) (NM)	6	5	4	3	2		
	ALT (m)	594	497	399	302	205		

TL 3300(QNH ⩾980hPa)
3600(QNH<980hPa)
TA 2700



MISSED APPROACH
Climb straight ahead to 200, turn LEFT on track 313° to GG702, then turn RIGHT on track 337° to GG672 at 1500 or above, join holding pattern or by ATC.

		A	B	C	D
ILS/DME Ⓒ	DA(H)	73(60)			
	RVR/VIS Ⓐ	Ⓑ800/800			
ILS/DME Ⓓ	DA(H)	138(125)			
	RVR/VIS	1500/1500			
GP INOP	MDA(H)	145(132)			
	RVR/VIS	1700/1700			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 9.9km						
GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	4:01	3:12	2:40	2:17	2:00	1:47
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

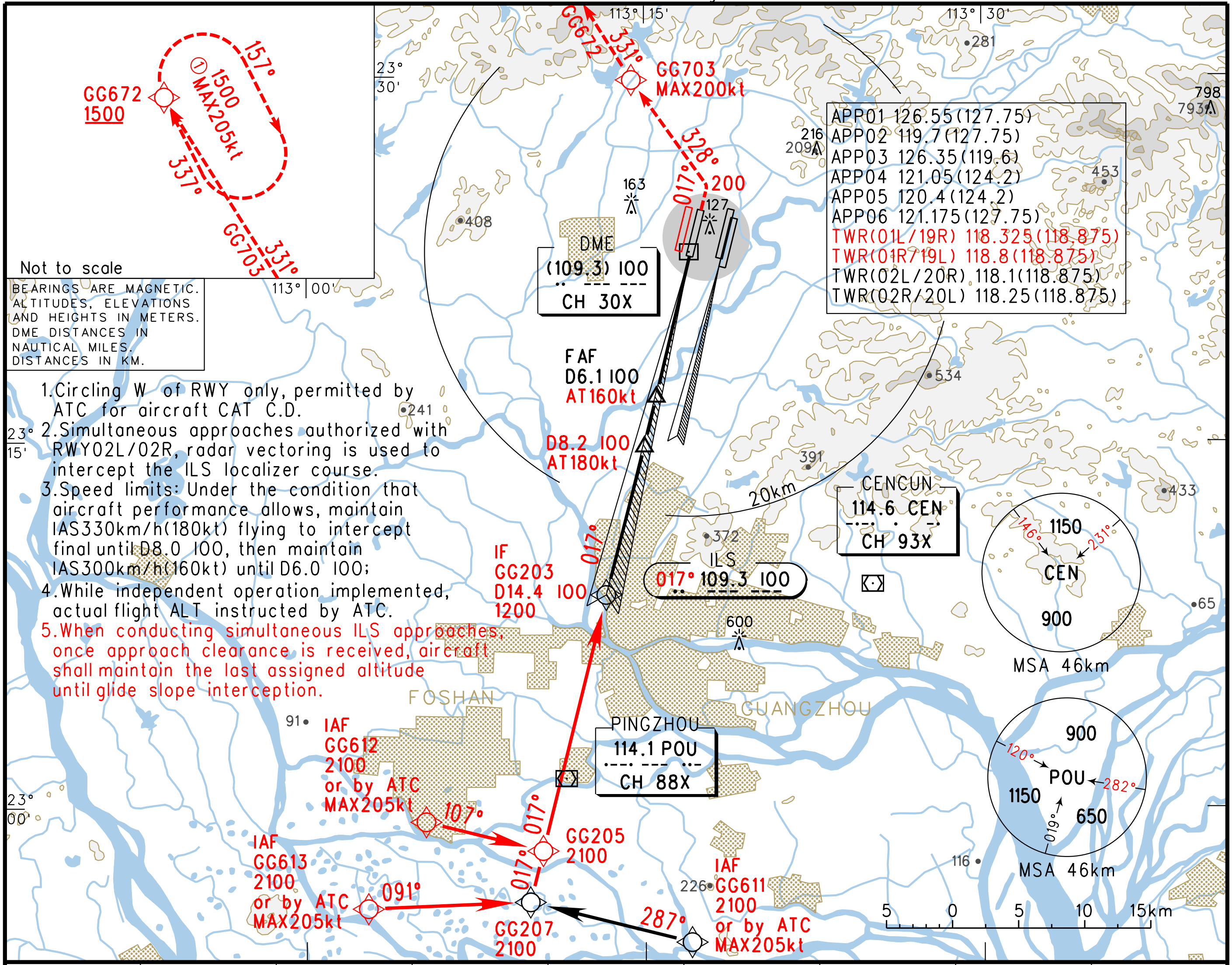
ⒶHUD Special CAT I: (DH)(45),(RA)(47),RVR450.
ⒷRVR550 can be implemented when using approved HUD or AP or FD for approach.
Missed approach climbing gradient: Ⓒ3% Ⓓ2.5%

INSTRUMENT APPROACH CHART-ICAO

VAR3.0° W

AERODROME ELEV 15.2　D-ATIS(Chinese) 127.0
THR RWY01R ELEV 12.4　D-ATIS(English) 128.6

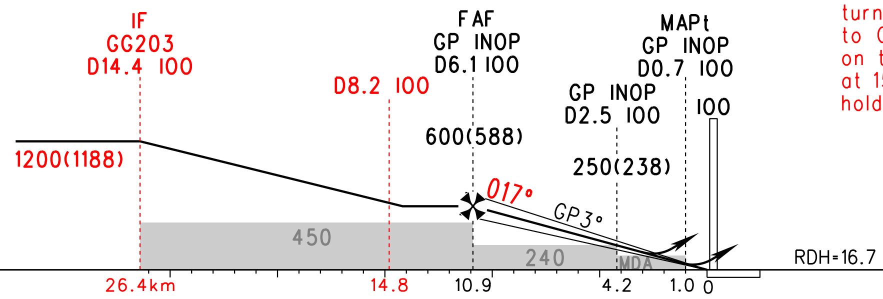
ZGGG
GUANGZHOU/Baiyun
RNAV ILS/DME z RWY01R



1. Circling W of RWY only, permitted by ATC for aircraft CAT C.D.
2. Simultaneous approaches authorized with RWY02L/02R, radar vectoring is used to intercept the ILS localizer course.
3. Speed limits: Under the condition that aircraft performance allows, maintain IAS330km/h(180kt) flying to intercept final until D8.0 100, then maintain IAS300km/h(160kt) until D6.0 100;
4. While independent operation implemented, actual flight ALT instructed by ATC.
5. When conducting simultaneous ILS approaches, once approach clearance is received, aircraft shall maintain the last assigned altitude until glide slope interception.

GP INOP	DME (100) (NM)	6	5	4	3	2		
	ALT (m)	593	496	399	302	205		

TL 3300(QNH ⩾ 980hPa)
3600(QNH < 980hPa)
TA 2700



MISSED APPROACH

Climb straight ahead to 200, turn LEFT on track 328° to GG703, then turn RIGHT on track 331° to GG672 at 1500 or above, join holding pattern or by ATC.

		A	B	C	D
ILS/DME Ⓒ	DA(H)	73(60)			
	RVR/VIS Ⓐ	Ⓑ800/800			
ILS/DME Ⓓ	DA(H)	138(125)			
	RVR/VIS	1500/1500			
GP INOP	MDA(H)	145(133)			
	RVR/VIS	1700/1700			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 9.9km						
GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	4:01	3:12	2:40	2:17	2:00	1:47
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

ⒶHUD Special CAT I: (DH)(45),(RA)(47),RVR450.
ⒷRVR550 can be implemented when using approved HUD or AP or FD for approach.
Missed approach climbing gradient: Ⓒ3% Ⓓ2.5%

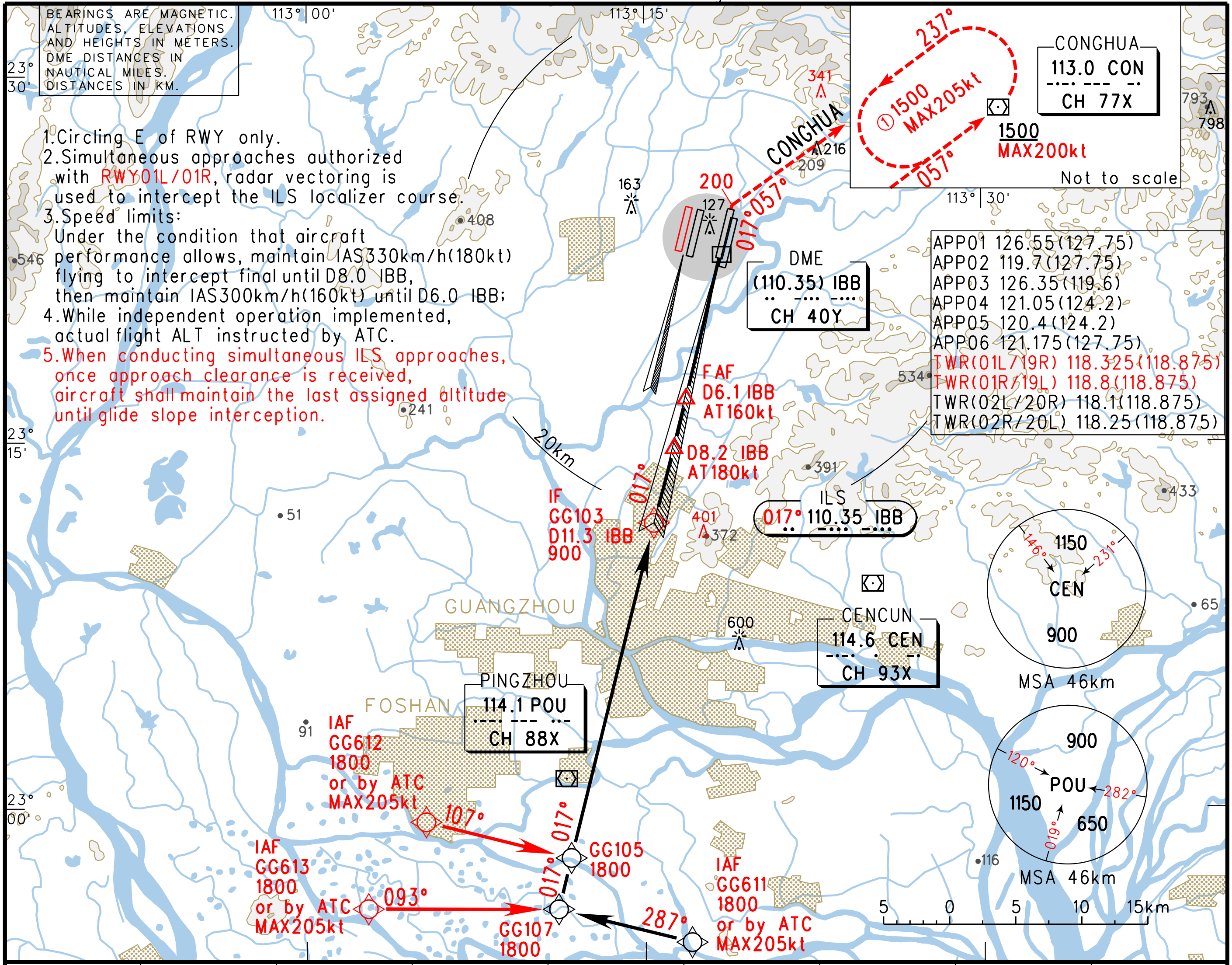
INSTRUMENT APPROACH CHART-ICAO

VAR3.0° W

AERODROME ELEV 15.2
THR RWY02L ELEV 13.8

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

ZGGG
GUANGZHOU/Baiyun
RNAV ILS/DME z RWY02L

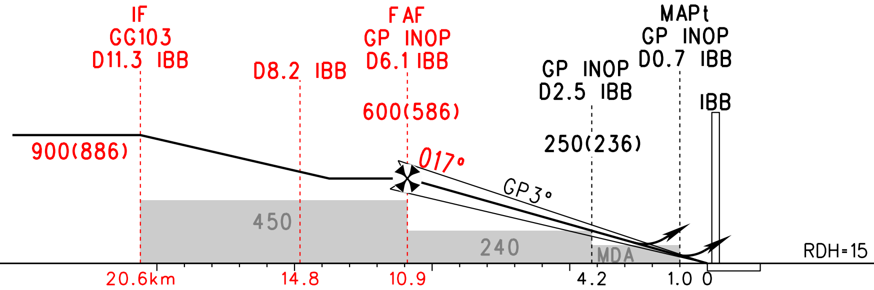


GP INOP	DME (IBB) (NM)	6	5	4	3	2		
	ALT (m)	594	497	400	303	207		

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

MISSED APPROACH

Climb straight ahead to 200, turn RIGHT on track 057° to CON at 1500 or above, join holding pattern or by ATC.



		A	B	C	D
ILS/DME B	DA(H)	74(60)			
	RVR/VIS	550/800			
ILS/DME C	DA(H)	99(85)			
	RVR/VIS	800/800			
GP INOP	MDA(H)	140(127)			
	RVR/VIS	1600/1600			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 9.9km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	4:01	3:12	2:40	2:17	2:00	1:47
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

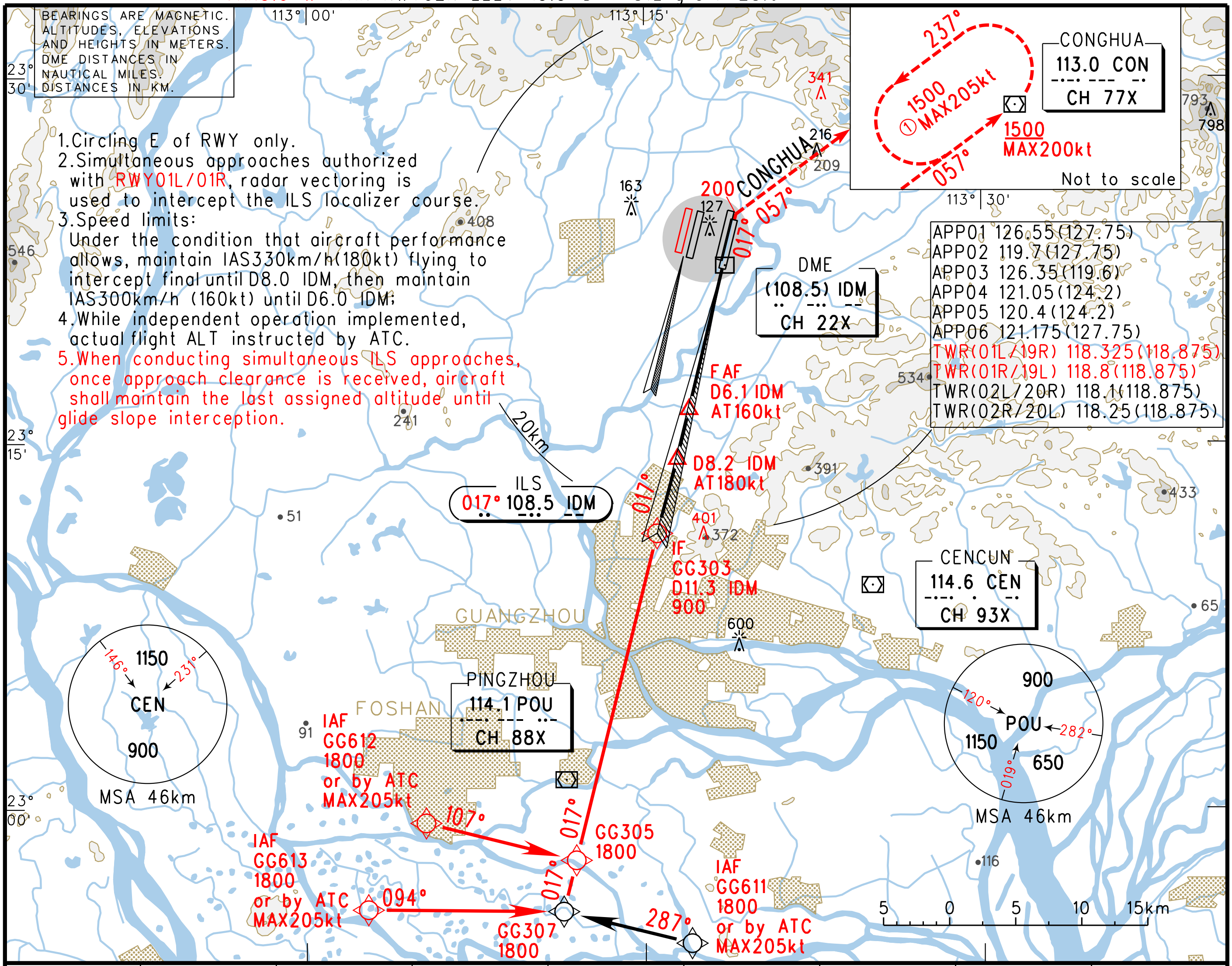
A HUD Special CAT I: (DH)(45),(RA)(46),RVR450.
Missed approach climbing gradient: B 3% C 2.5%
Changes: VAR, procedure, OBST, landing minima, add new RWY, FREQ.

INSTRUMENT APPROACH CHART-ICAO

VAR3.0° W

AERODROME ELEV 15.2 D-ATIS(Chinese) 127.0
THR RWY02R ELEV 13.3 D-ATIS(English) 128.6

ZGGG GUANGZHOU/Baiyun
RNAV ILS/DME z RWY02R

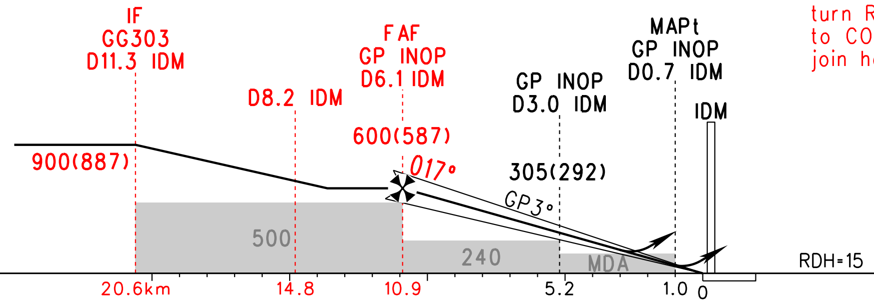


GP INOP	DME (IDM) (NM)	6	5	4	3	2		
	ALT (m)	595	498	401	305	207		

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

MISSED APPROACH

Climb straight ahead to 200, turn RIGHT on track 057° to CON at 1500 or above, join holding pattern or by ATC.



		A	B	C	D
ILS/DME ❸	DA(H)	74(60)			
	RVR/VIS ❹	550/800			
ILS/DME ❸	DA(H)	89(75)			
	RVR/VIS	550/800			
GP INOP	MDA(H)	150(137)			
	RVR/VIS	1800/1800			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 9.9km

GS in	kt	80	100	120	140	160	180
	km/h	150	185	220	260	295	335
Time	min:sec	4:01	3:12	2:40	2:17	2:00	1:47
Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9

❹HUD Special CAT I: (DH)(45),(RA)(46),RVR450.
Missed approach climbing gradient: ❸3% ❸2.5%
Changes: VAR, procedure, OBST, landing minima, add new RWY, FREQ.

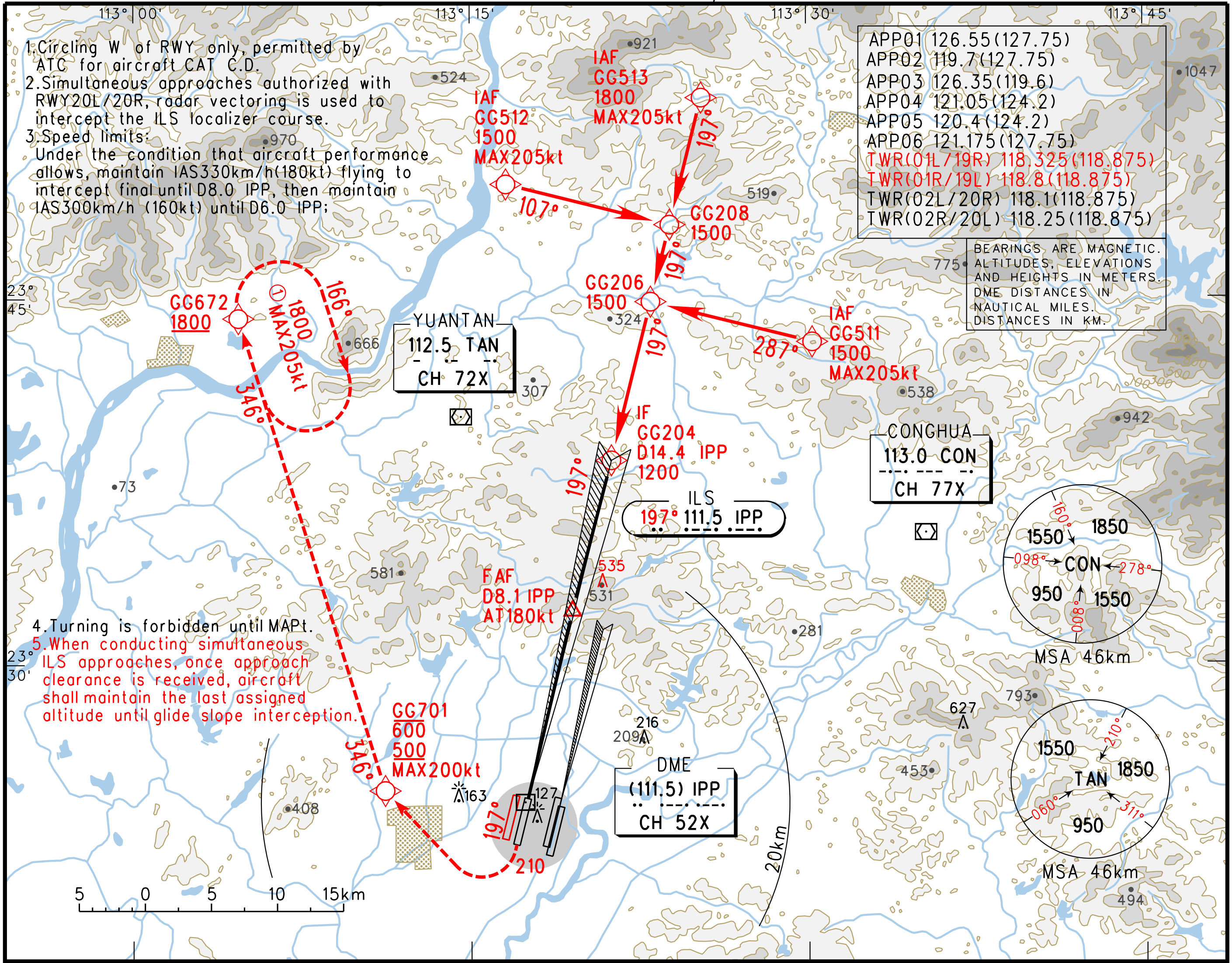
INSTRUMENT APPROACH CHART-ICAO

VAR3.0° W

AERODROME ELEV 15.2
THR RWY19L ELEV 13.0

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

ZGGG
GUANGZHOU/Baiyun
RNAV ILS/DME z RWY19L

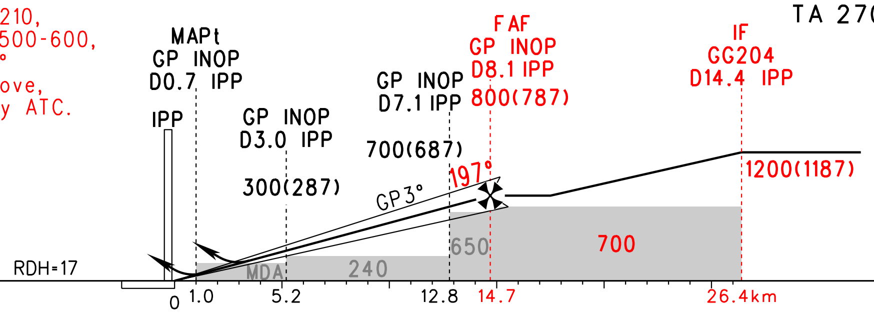


GP INOP	DME (IPP) (NM)	2	3	4	5	6	7	8
	ALT (m)	205	302	399	496	593	690	788

MISSED APPROACH

Climb straight ahead to 210, turn RIGHT to GG701 at 500-600, then climb on track 346° to GG672 at 1800 or above, join holding pattern or by ATC.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700



		A	B	C	D
ILS/DME	DA(H)	73(60)			
	RVR/VIS Ⓐ	Ⓑ800/800			
GP INOP	MDA(H)	175(162)			
	VIS	2200			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 13.7km						
GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	5:33	4:26	3:42	3:10	2:46	2:28
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

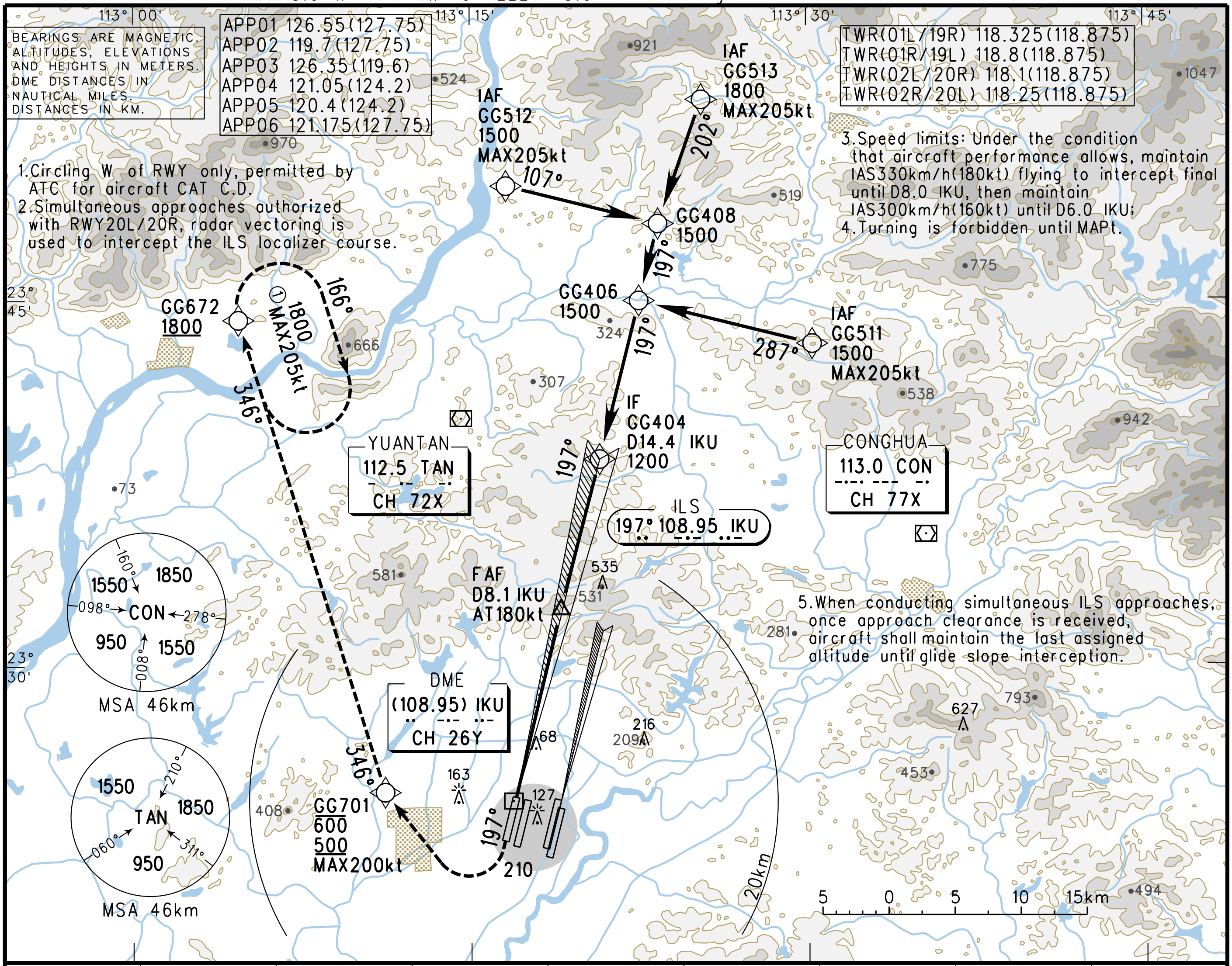
Ⓐ HUD Special CAT Ⅰ: (DH)(45),(RA)(45),RVR450.
Ⓑ RVR550 can be implemented when using approved HUD or AP or FD for approach.

RNAV ILS/DME z RWY19R

VAR3.0° W

AERODROME ELEV 15.2
THR RWY19R ELEV 13.0

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

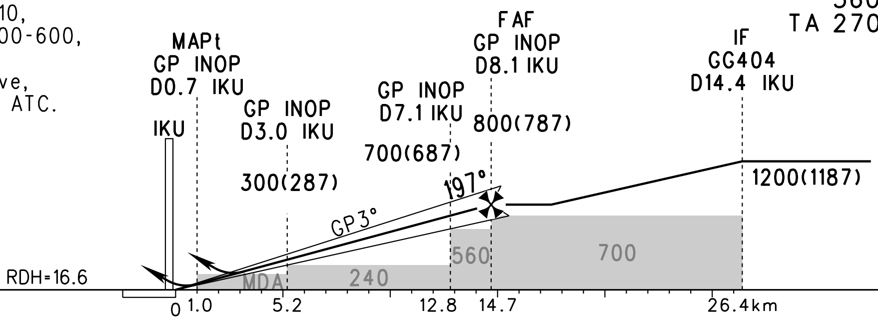


GP INOP	DME (IKU) (NM)	2	3	4	5	6	7	8
	ALT (m)	205	302	399	496	593	690	788

MISSED APPROACH

Climb straight ahead to 210, turn RIGHT to GG701 at 500-600, then climb on track 346° to GG672 at 1800 or above, join holding pattern or by ATC.

TL 3300(QNH ≥ 980hPa)
3600(QNH < 980hPa)
TA 2700



		A	B	C	D
ILS/DME	DA(H)	73(60)			
	RVR/VIS ❶	❷800/800			
GP INOP	MDA(H)	160(147)			
	RVR/VIS	2000/2000			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

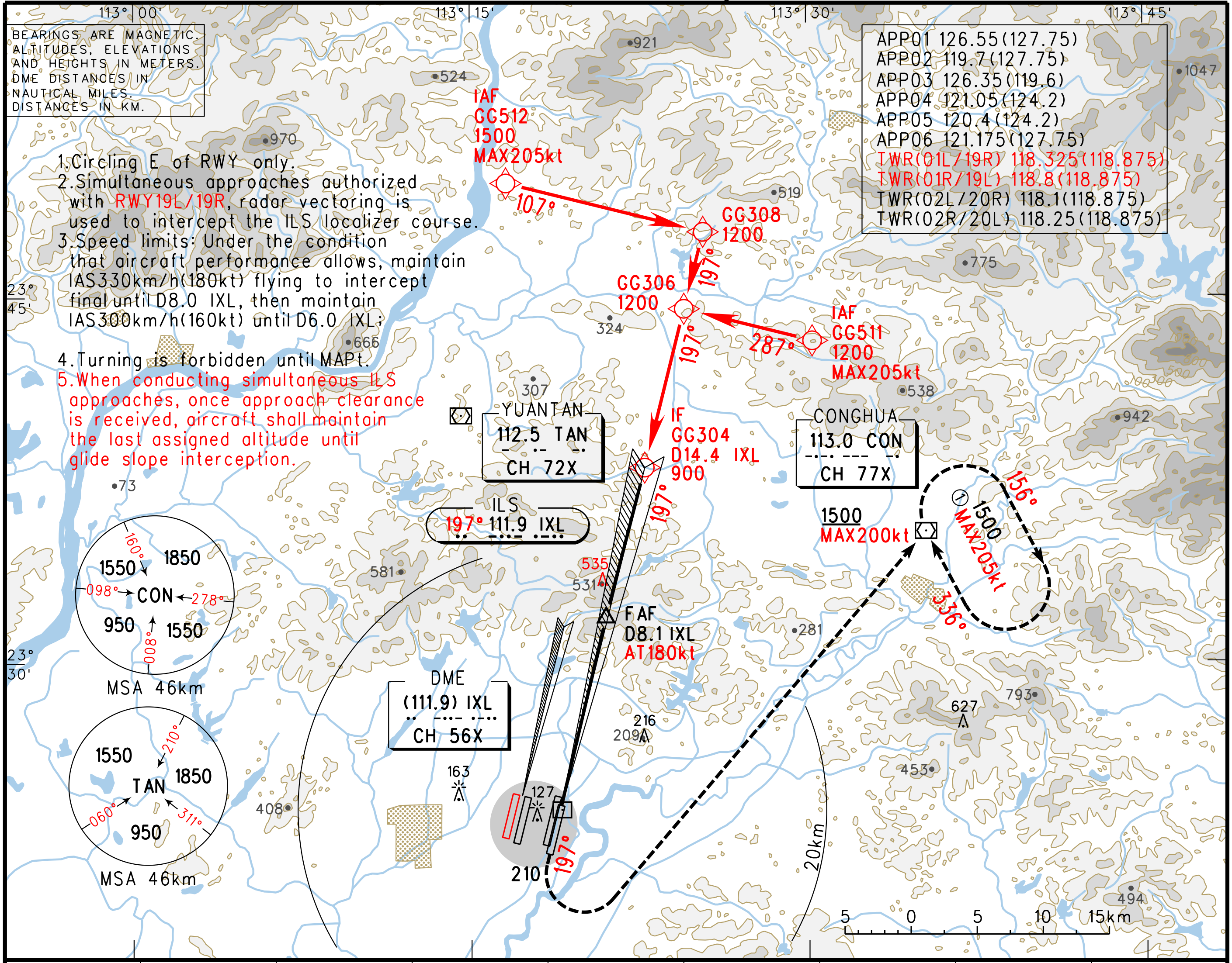
FAF-MAPt(GP INOP) 13.7km						
GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	5:33	4:26	3:42	3:10	2:46	2:28
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

❶HUD Special CAT I: (DH)(45),(RA)(46),RVR450.
❷RVR550 can be implemented when using approved HUD or AP or FD for approach.

INSTRUMENT APPROACH CHART-ICAO

VAR3.0° W AERODROME ELEV 15.2 THR RWY20L ELEV 13.5 D-ATIS(Chinese) 127.0 D-ATIS(English) 128.6

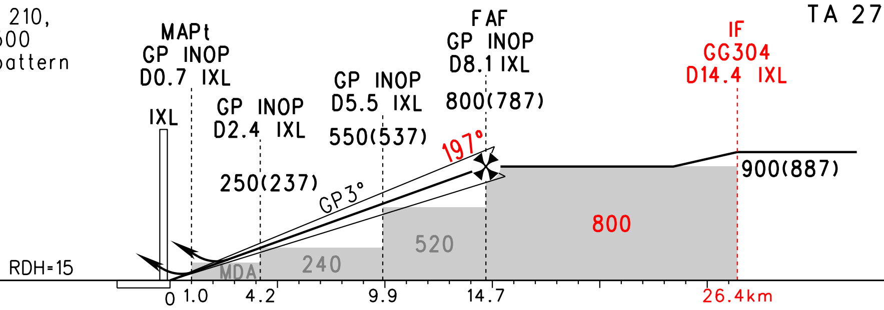
ZGGG GUANGZHOU/Baiyun
RNAV ILS/DME z RWY20L



GP INOP	DME (IXL) (NM)	2	3	4	5	6	7	8
	ALT (m)	208	305	402	499	596	693	790

MISSED APPROACH
Climb straight ahead to 210, turn LEFT to CON at 1500 or above, join holding pattern or by ATC.

TL 3300(QNH⩾980hPa)
3600(QNH<980hPa)
TA 2700



		A	B	C	D
ILS/DME	DA(H)	74(60)			
	RVR/VIS ❹	550/800			
GP INOP	MDA(H)	135(122)			
	RVR/VIS	1500/1500			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 13.7km

GS in	kt	80	100	120	140	160	180
	km/h	150	185	220	260	295	335
Time	min:sec	5:33	4:26	3:42	3:10	2:46	2:28
Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9

❹HUD Special CAT I: (DH)(45),(RA)(46),RVR450.

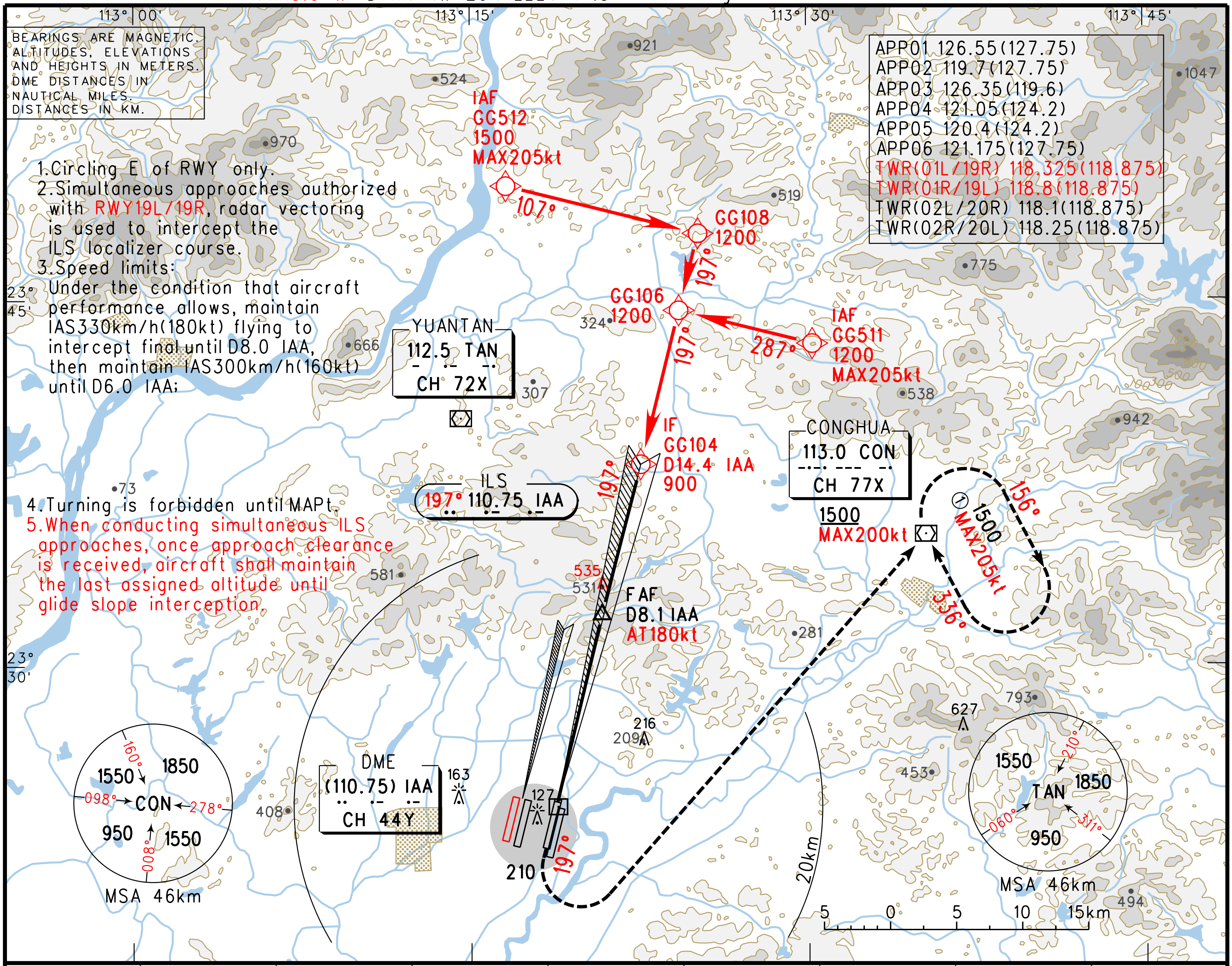
Changes: VAR, procedure, OBST, MOCA, add new RWY, FREQ.

INSTRUMENT APPROACH CHART-ICAO

VAR3.0° W

AERODROME ELEV 15.2 D-ATIS(Chinese) 127.0
DTHR RWY20R ELEV 14.5 D-ATIS(English) 128.6

ZGGG
GUANGZHOU/Baiyun
RNAV ILS/DME z RWY20R

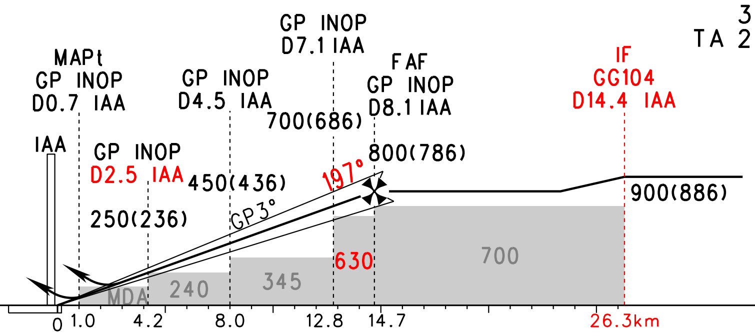


GP INOP	DME (IAA) (NM)	2	3	4	5	6	7	8
	ALT (m)	206	303	400	498	595	692	789

MISSED APPROACH

Climb straight ahead to 210, turn LEFT to CON at 1500 or above, join holding pattern or by ATC.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700



		A	B	C	D
ILS/DME	DA(H)	75(60)			
	RVR/VIS ❶	550/800			
GP INOP	MDA(H)	145(131)			
	RVR/VIS	1600/1600			
CIRCLING	MDA(H)	220(205)	255(240)	355(340)	355(340)
	VIS	2300	2800	4400	5000

FAF-MAPt(GP INOP) 13.7km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	5:33	4:26	3:42	3:10	2:46	2:28
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

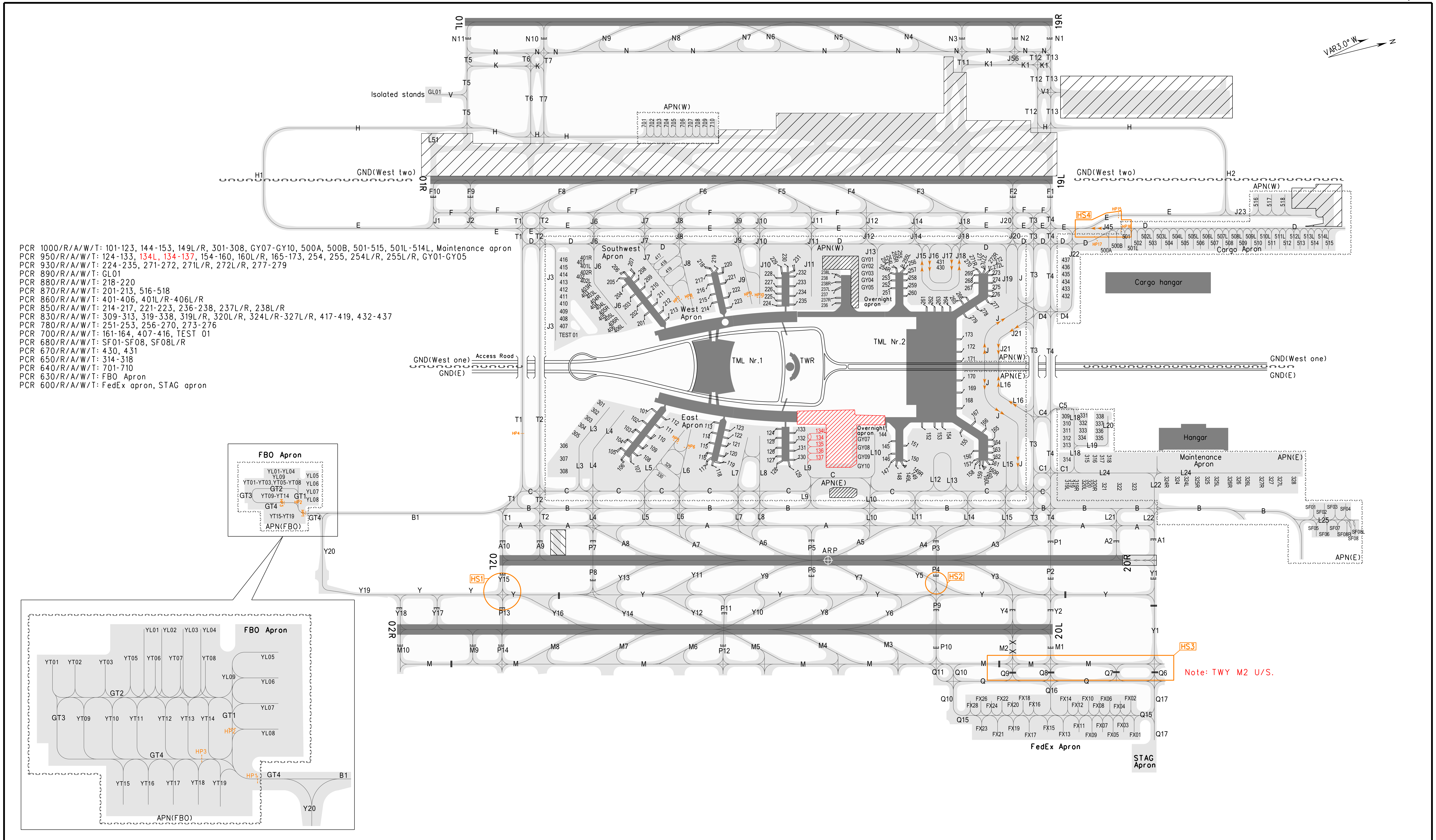
❶HUD Special CAT Ⅰ: (DH)(45),(RA)(46),RVR450.

Changes: VAR, procedure, OBST, MOCA, add new RWY, FREQ.

AIRCRAFT PARKING
CHART-ICAO

Delivery 121.95(DCL AVBL)
D-ATIS(English) 128.6
D-ATIS(Chinese) 127.0
GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)
APN(East) 121.825(121.975)
APN(West) 121.775(121.975)
TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)

ZGGG GUANGZHOU/Baiyun



PCR 1000/R/A/W/T: 101-123, 144-153, 149L/R, 301-308, GY07-GY10, 500A, 500B, 501-515, 501L-514L, Maintenance apron
PCR 950/R/A/W/T: 124-133, 134L, 134-137, 154-160, 160L/R, 165-173, 254, 255, 254L/R, 255L/R, GY01-GY05
PCR 930/R/A/W/T: 224-235, 271-272, 271L/R, 272L/R, 277-279
PCR 890/R/A/W/T: GL01
PCR 880/R/A/W/T: 218-220
PCR 870/R/A/W/T: 201-213, 516-518
PCR 860/R/A/W/T: 401-406, 401L/R-406L/R
PCR 850/R/A/W/T: 214-217, 221-223, 236-238, 237L/R, 238L/R
PCR 830/R/A/W/T: 309-313, 319-338, 319L/R, 320L/R, 324L/R-327L/R, 417-419, 432-437
PCR 780/R/A/W/T: 251-253, 256-270, 273-276
PCR 700/R/A/W/T: 161-164, 407-416, TEST 01
PCR 680/R/A/W/T: SF01-SF08, SF08L/R
PCR 670/R/A/W/T: 430, 431
PCR 650/R/A/W/T: 314-318
PCR 640/R/A/W/T: 701-710
PCR 630/R/A/W/T: FBO Apron
PCR 600/R/A/W/T: FedEx apron, STAG apron

Changes: PCR, TWY Q7, Q put into use, All time construction area, new taxiline, stands.

Delivery 121.95(DCL AVBL)

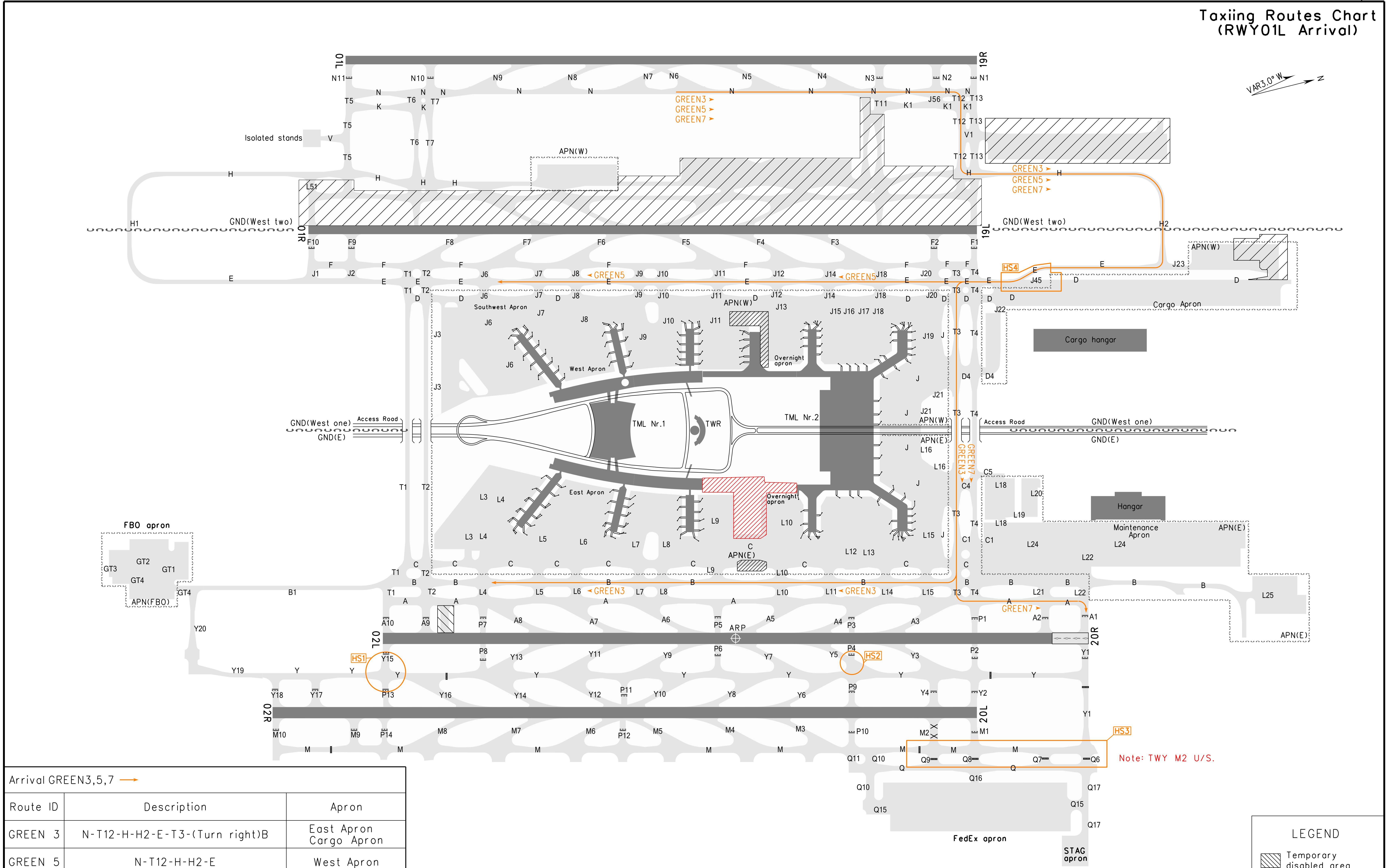
D-ATIS(English) 128.6
D-ATIS(Chinese) 127.0

GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)

APN(East) 121.825(121.975)
APN(West) 121.775(121.975)

TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)

Taxiing Routes Chart (RWY01L Arrival)



Arrival GREEN3,5,7 ⟶

Route ID	Description	Apron
GREEN 3	N-T12-H-H2-E-T3-(Turn right)B	East Apron Cargo Apron
GREEN 5	N-T12-H-H2-E	West Apron
GREEN 7	N-T12-H-H2-E-T3-(Turn left)A-A1	Maintenance Apron FedEx Apron

Changes: TWY Q7,Q put into use, All time construction area.

Delivery 121.95(DCL AVBL)

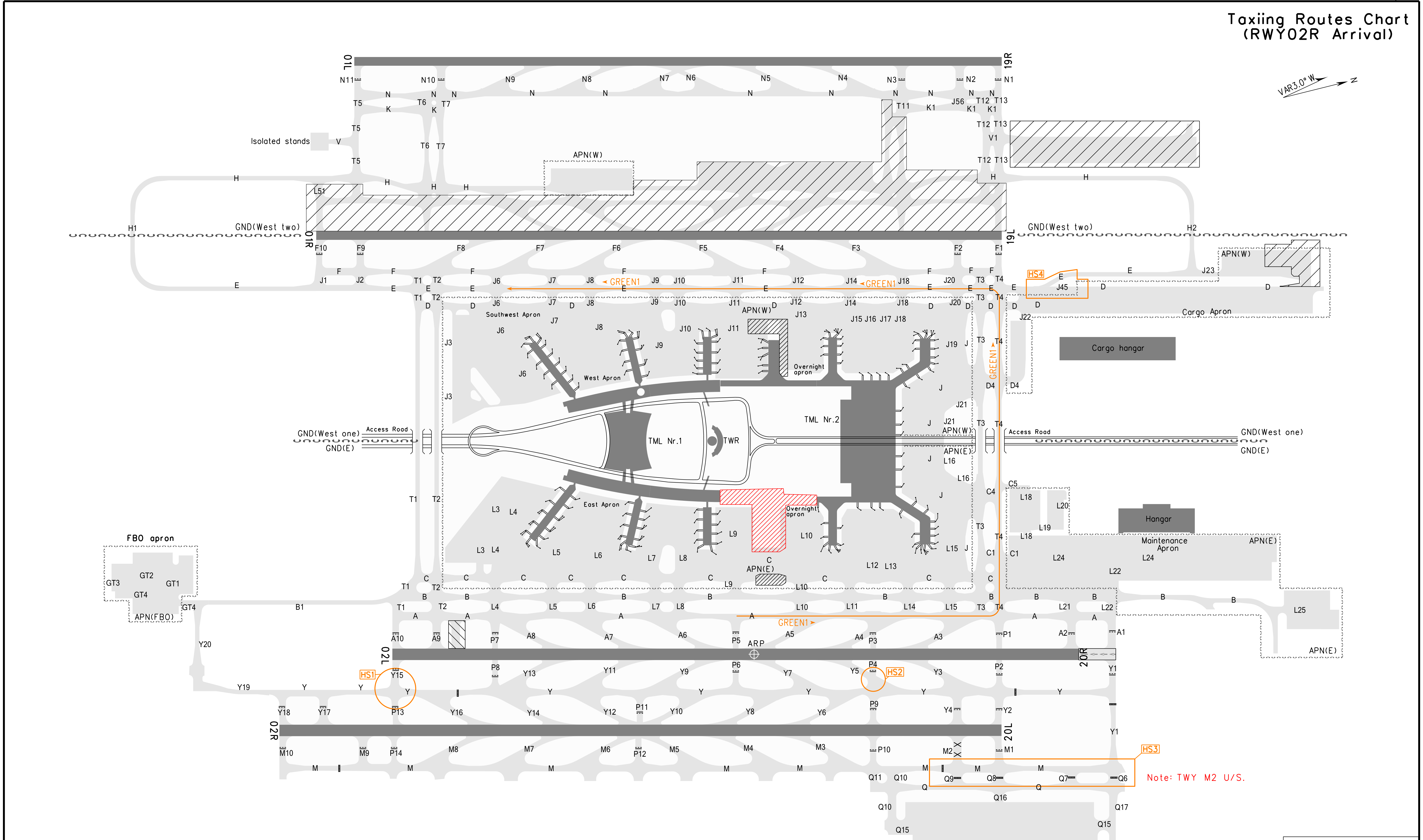
D-ATIS(English) 128.6
D-ATIS(Chinese) 127.0

GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)

APN(East) 121.825(121.975)
APN(West) 121.775(121.975)

TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)

Taxiing Routes Chart (RWY02R Arrival)



Arrival GREEN1 →

Route ID	Description	Apron
GREEN 1	A-T4-(turn left)E	West Apron

Changes: TWY Q7,Q put into use, All time construction area.

LEGEND

Temporary disabled area

All time construction area

Delivery 121.95(DCL AVBL)

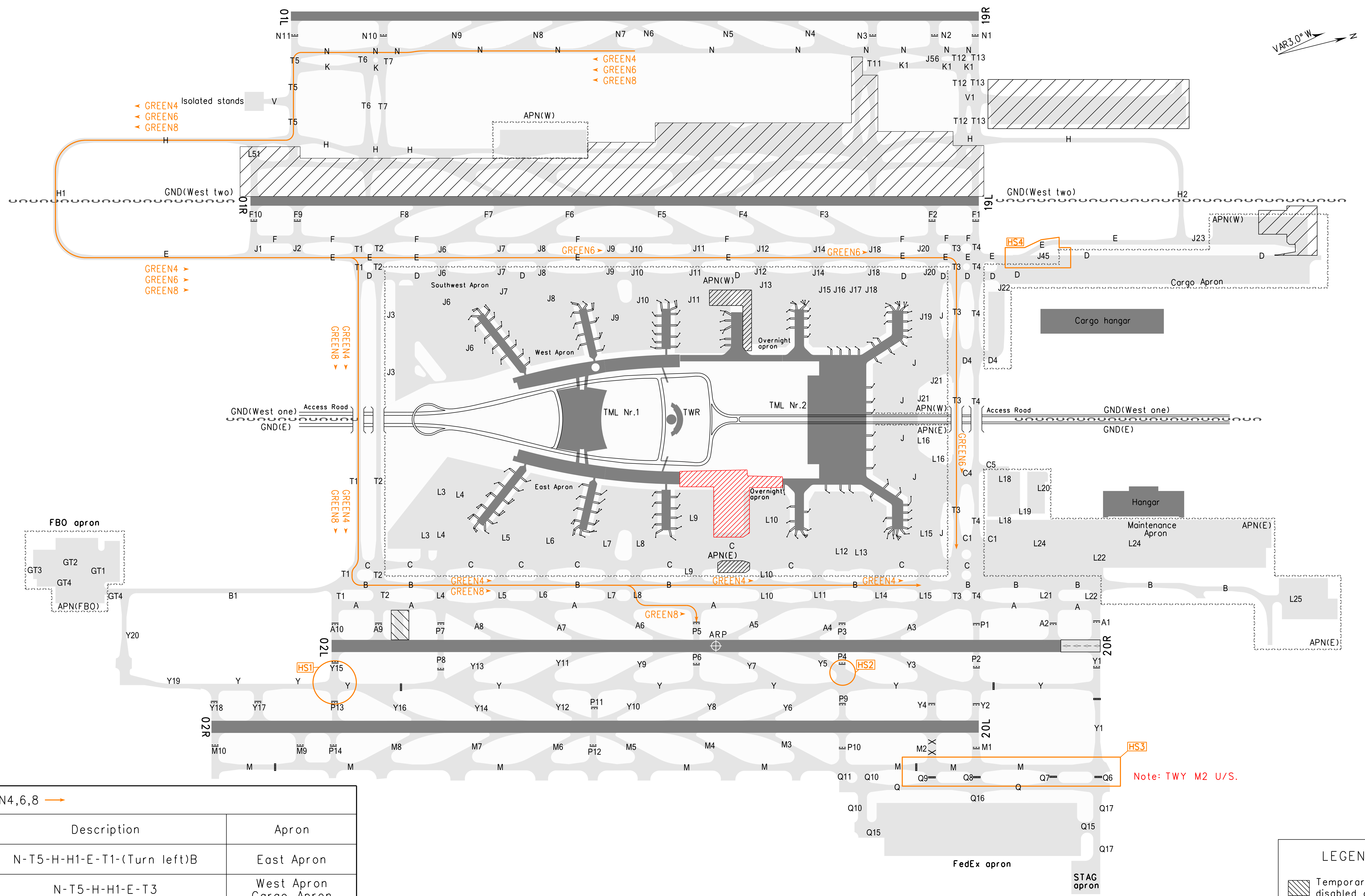
D-ATIS(English) 128.6
D-ATIS(Chinese) 127.0

GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)

APN(East) 121.825(121.975)
APN(West) 121.775(121.975)

TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)

Taxiing Routes Chart
(RWY19R Arrival)



Arrival GREEN4,6,8 ⟶

Route ID	Description	Apron
GREEN 4	N-T5-H-H1-E-T1-(Turn left)B	East Apron
GREEN 6	N-T5-H-H1-E-T3	West Apron Cargo Apron
GREEN 8	N-T5-H-H1-E-T1-B-L8-A-P5	STAG Apron FedEx Apron

Changes: TWY Q7,Q put into use, All time construction area.

LEGEND

Temporary disabled area

All time construction area

AERODROME GROUND MOVEMENT CHART-ICAO

Delivery 121.95(DCL AVBL)

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

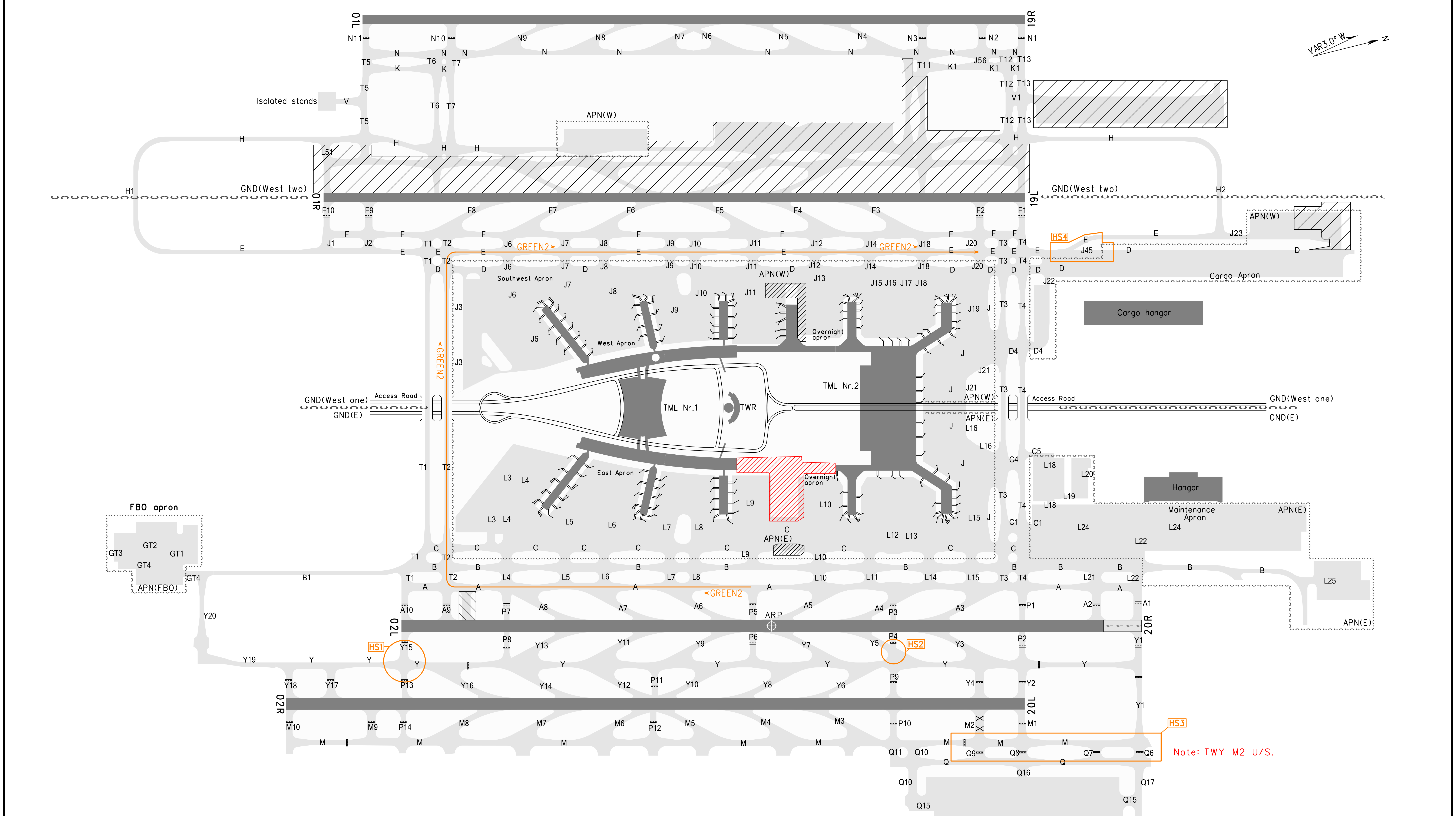
GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)

APN(East) 121.825(121.975)
APN(West) 121.775(121.975)

TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)

ZGGG GUANGZHOU/Baiyun

Taxiing Routes Chart (RWY20L Arrival)



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

LEGEND

Temporary disabled area

All time construction area

Changes: TWY Q7,Q put into use, All time construction area.

Delivery 121.95(DCL AVBL)

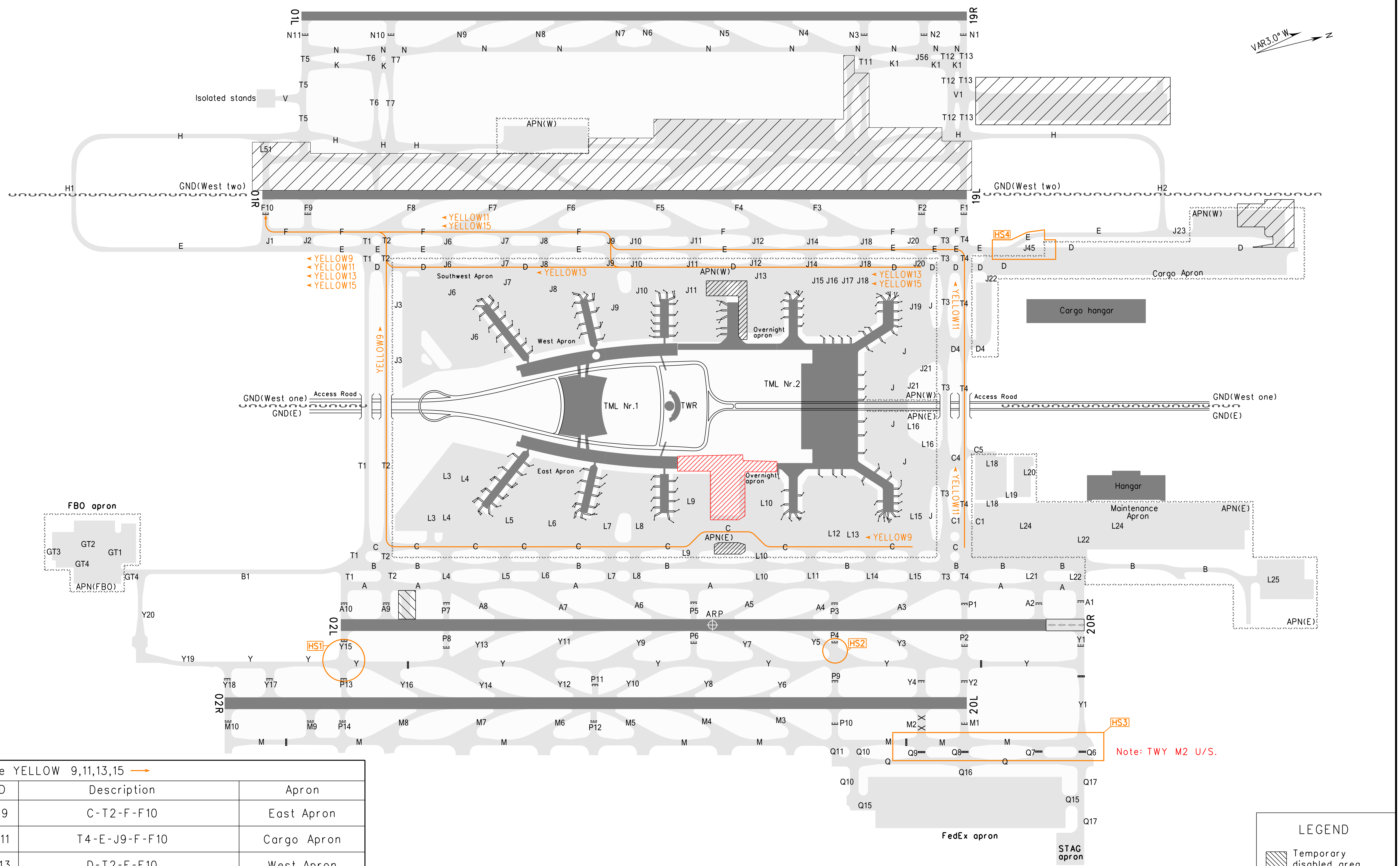
D-ATIS(English) 128.6
D-ATIS(Chinese) 127.0

GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)

APN(East) 121.825(121.975)
APN(West) 121.775(121.975)

TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)

Taxiing Routes Chart (RWY01R Departure)



Departure YELLOW 9,11,13,15 →

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: TWY Q7,Q put into use, All time construction area.

AERODROME GROUND MOVEMENT
CHART-ICAO

Delivery 121.95(DCL AVBL)

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

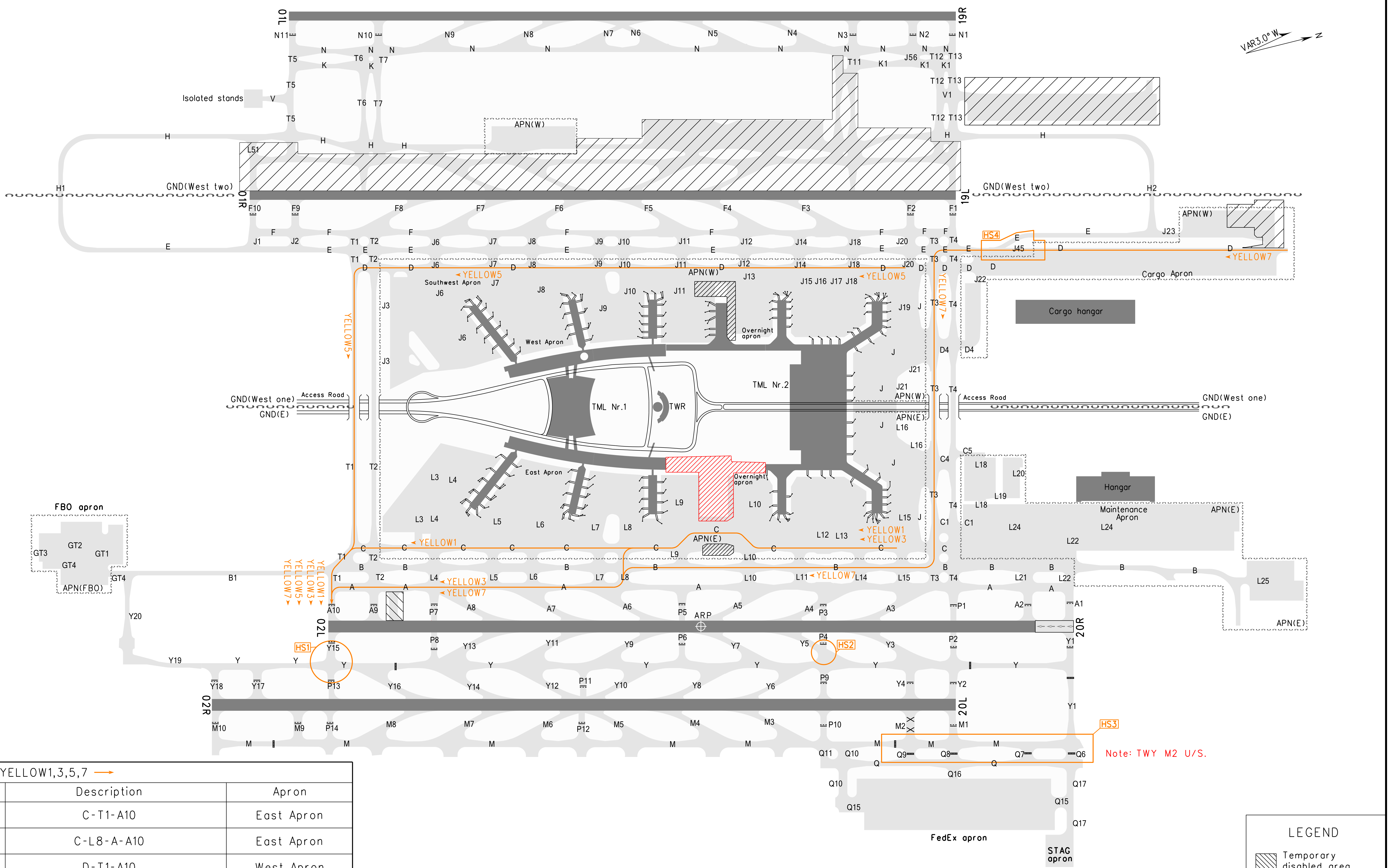
GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)

APN(East) 121.825(121.975)
APN(West) 121.775(121.975)

TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)

ZGGG GUANGZHOU/Baiyun

Taxiing Routes Chart (RWY02L Departure)



Departure YELLOW1,3,5,7

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	Cargo Apron West Apron

LEGEND

Temporary disabled area

All time construction area

Changes: TWY Q7,Q put into use, All time construction area.

Delivery 121.95(DCL AVBL)

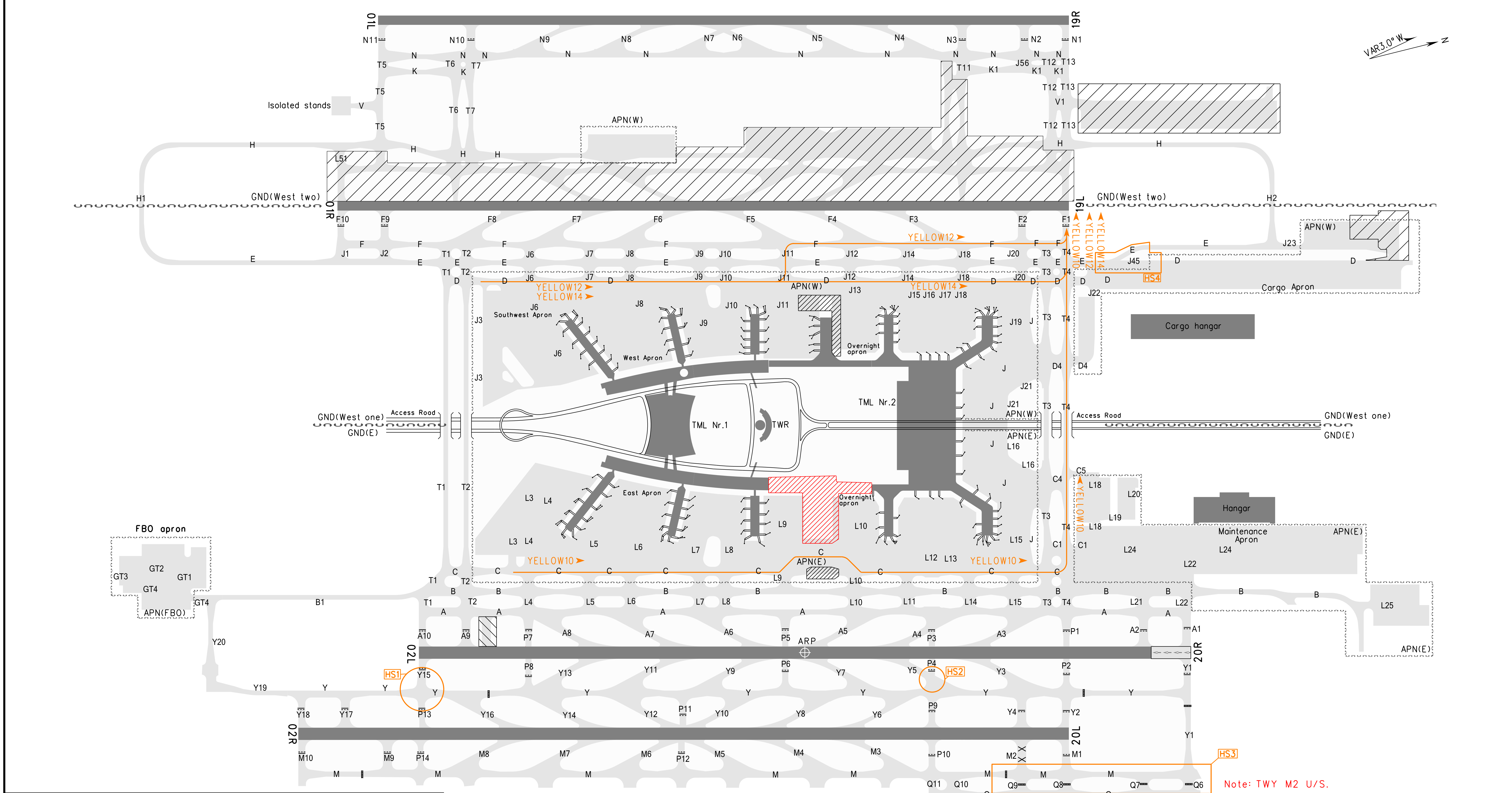
D-ATIS(English) 128.6
D-ATIS(Chinese) 127.0

GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)

APN(East) 121.825(121.975)
APN(West) 121.775(121.975)

TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)

Taxiing Routes Chart (RWY19L Departure)



Departure YELLOW10,12,14

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

Changes: TWY Q7,Q put into use, All time construction area.

LEGEND

Temporary disabled area

All time construction area

Delivery 121.95(DCL AVBL)

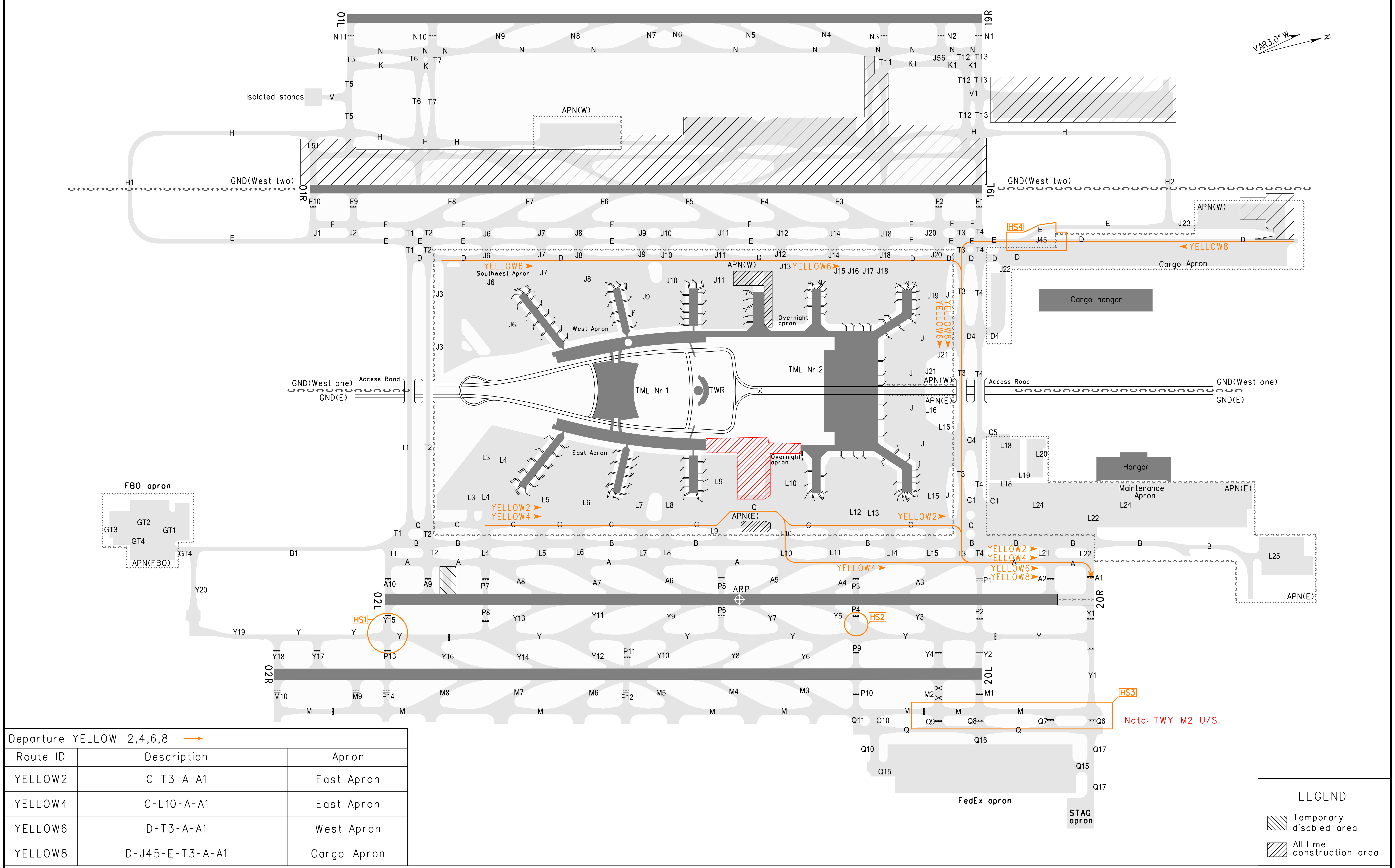
D-ATIS(English) 128.6
D-ATIS(Chinese) 127.0

GND(East) 121.75(121.6)
GND(West one) 121.85(121.6)
GND(West two) 121.65(121.6)

APN(East) 121.825(121.975)
APN(West) 121.775(121.975)

TWR(02R/20L) 118.25(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(01L/19R) 118.325(118.875)

Taxiing Routes Chart (RWY20R Departure)

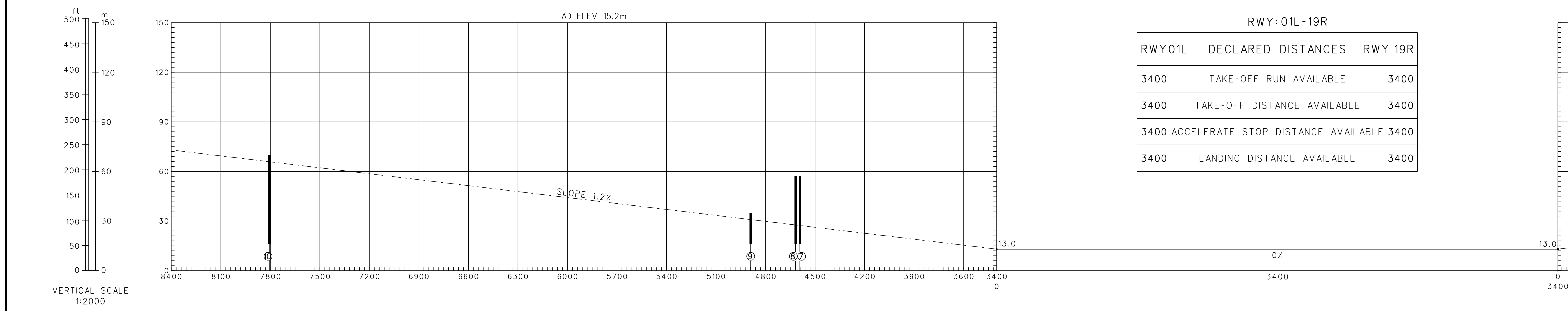


Departure YELLOW 2,4,6,8 →

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

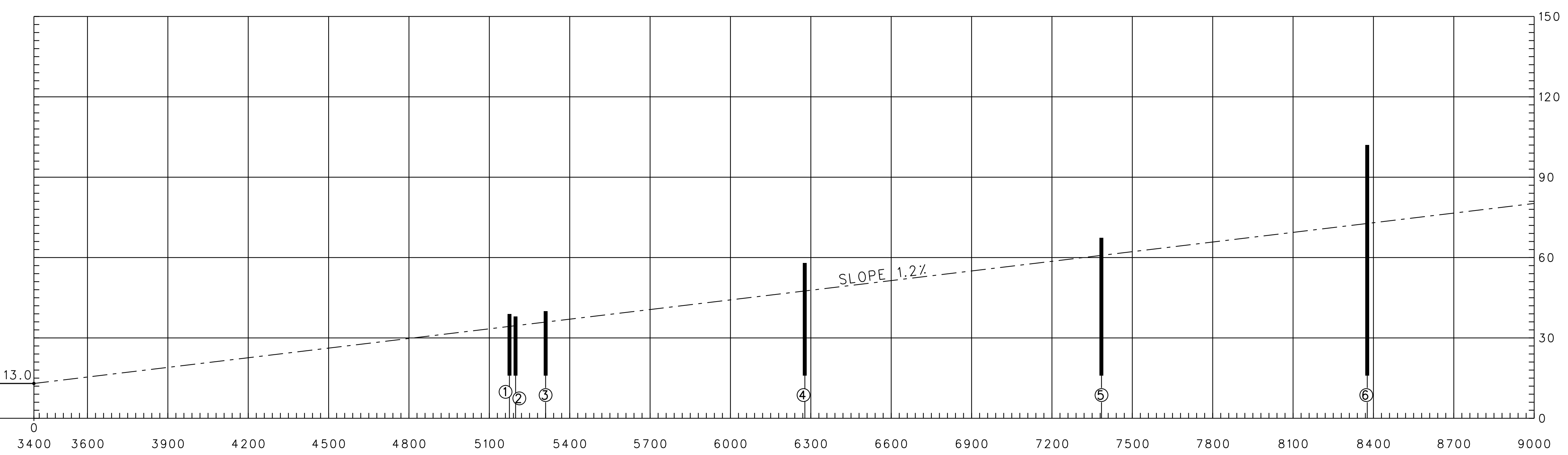
Changes: TWY Q7,Q put into use, All time construction area.

MAGNETIC VARIATION 3.0°W



RWY:01L-19R

RWY01L	DECLARED DISTANCES	RWY 19R
3400	TAKE-OFF RUN AVAILABLE	3400
3400	TAKE-OFF DISTANCE AVAILABLE	3400
3400	ACCELERATE STOP DISTANCE AVAILABLE	3400
3400	LANDING DISTANCE AVAILABLE	3400



LEGEND	
①	OBST NR
▲	MOUNTAIN
▬	BUILD OR LARGE STRUCTURE

AMENDMENT RECORD

NR	DATE	ENTERED BY

Changes: New chart.

AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

ZGGG GUANGZHOU/Baiyun

RWY 01R/19L

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 3.0° W

RWY:01R-19L

RWY01R	DECLARED DISTANCES	RWY 19L
3600	TAKE-OFF RUN AVAILABLE	3600
3600	TAKE-OFF DISTANCE AVAILABLE	3600
3600	ACCELERATE STOP DISTANCE AVAILABLE	3600
3600	LANDING DISTANCE AVAILABLE	3600

LEGEND

①	OBST NR
▲	MOUNTAIN
▬	BUILD OR LARGE STRUCTURE
✈	AIRCRAFT

AMENDMENT RECORD

NR	DATE	ENTERED BY

Changes: New chart.

AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 3.0° W

RWY:02L-20R

RWY02L	DECLARED DISTANCES	RWY20R
3800	TAKE-OFF RUN AVAILABLE	3800
3800	TAKE-OFF DISTANCE AVAILABLE	3800
3800	ACCELERATE STOP DISTANCE AVAILABLE	3800
3800	LANDING DISTANCE AVAILABLE	3600

LEGEND

①	OBST NR
▲	MOUNTAIN
▬	BUILD OR LARGE STRUCTURE
✈	AIRCRAFT

AMENDMENT RECORD

NR	DATE	ENTERED BY

Changes: VAR, OBST

MAGNETIC VARIATION 3.0° W

RWY02R	DECLARED DISTANCES	RWY20L
3800	TAKE-OFF RUN AVAILABLE	3800
3800	TAKE-OFF DISTANCE AVAILABLE	3800
3800	ACCELERATE STOP DISTANCE AVAILABLE	3800
3800	LANDING DISTANCE AVAILABLE	3800

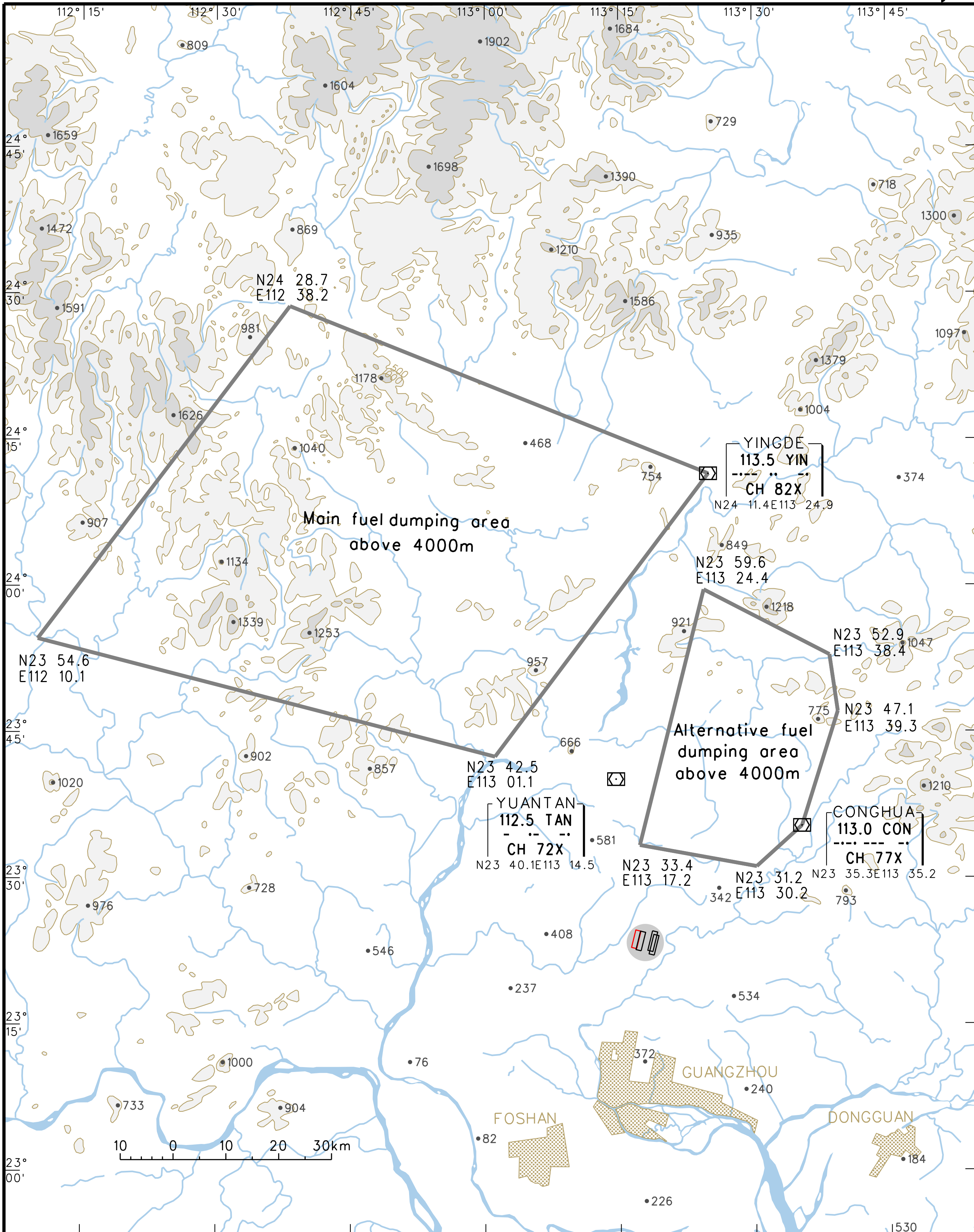
LEGEND

①	OBST NR
▲	MOUNTAIN
▬	BUILD OR LARGE STRUCTURE

AMENDMENT RECORD

NR	DATE	ENTERED BY

Changes: VAR, OBST.



Changes: Add new RWY.

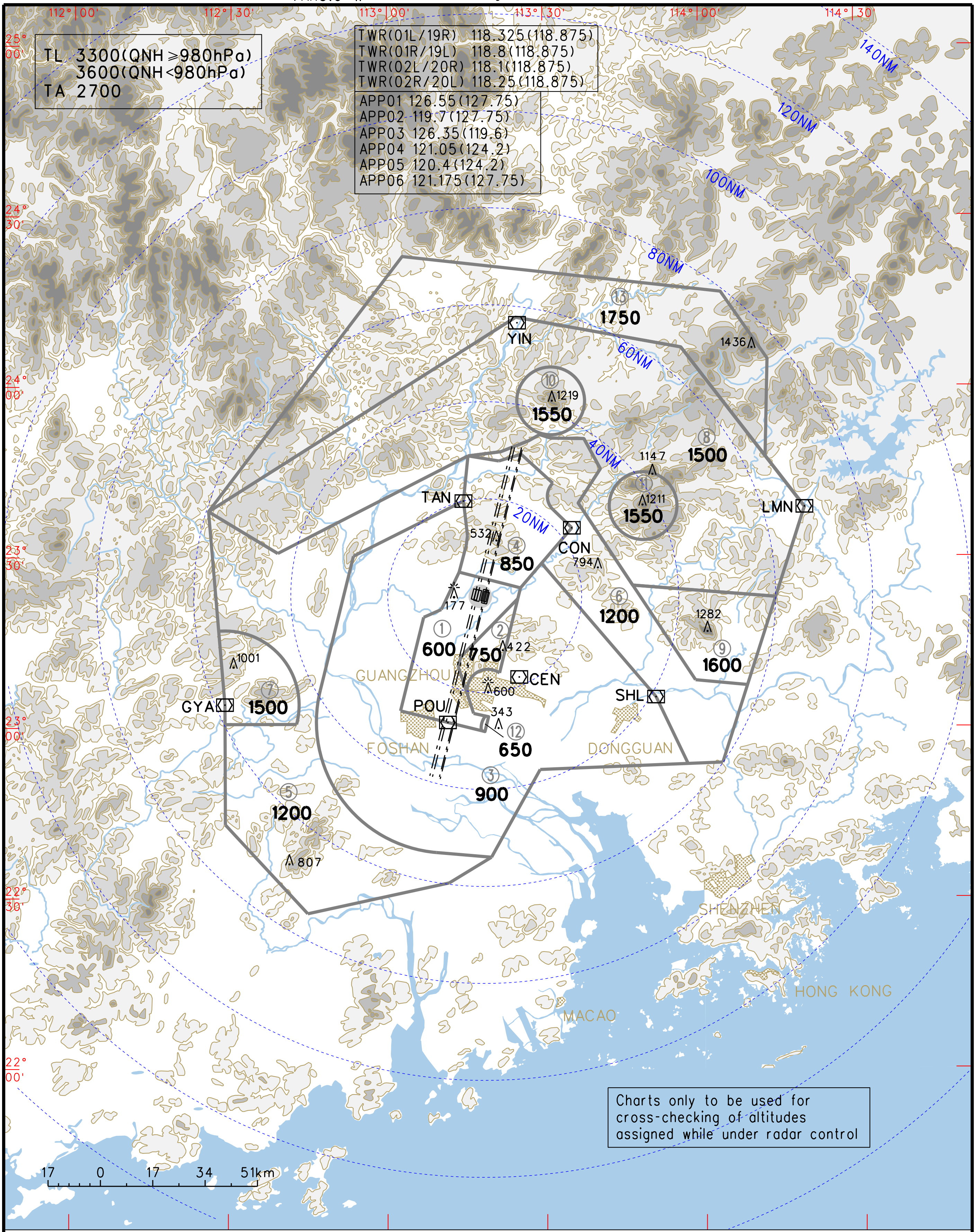
ATC SURVEILLANCE MINIMUM ALTITUDE CHART

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun

AD ELEV 15.2m



Changes: Longitude and latitude grid.

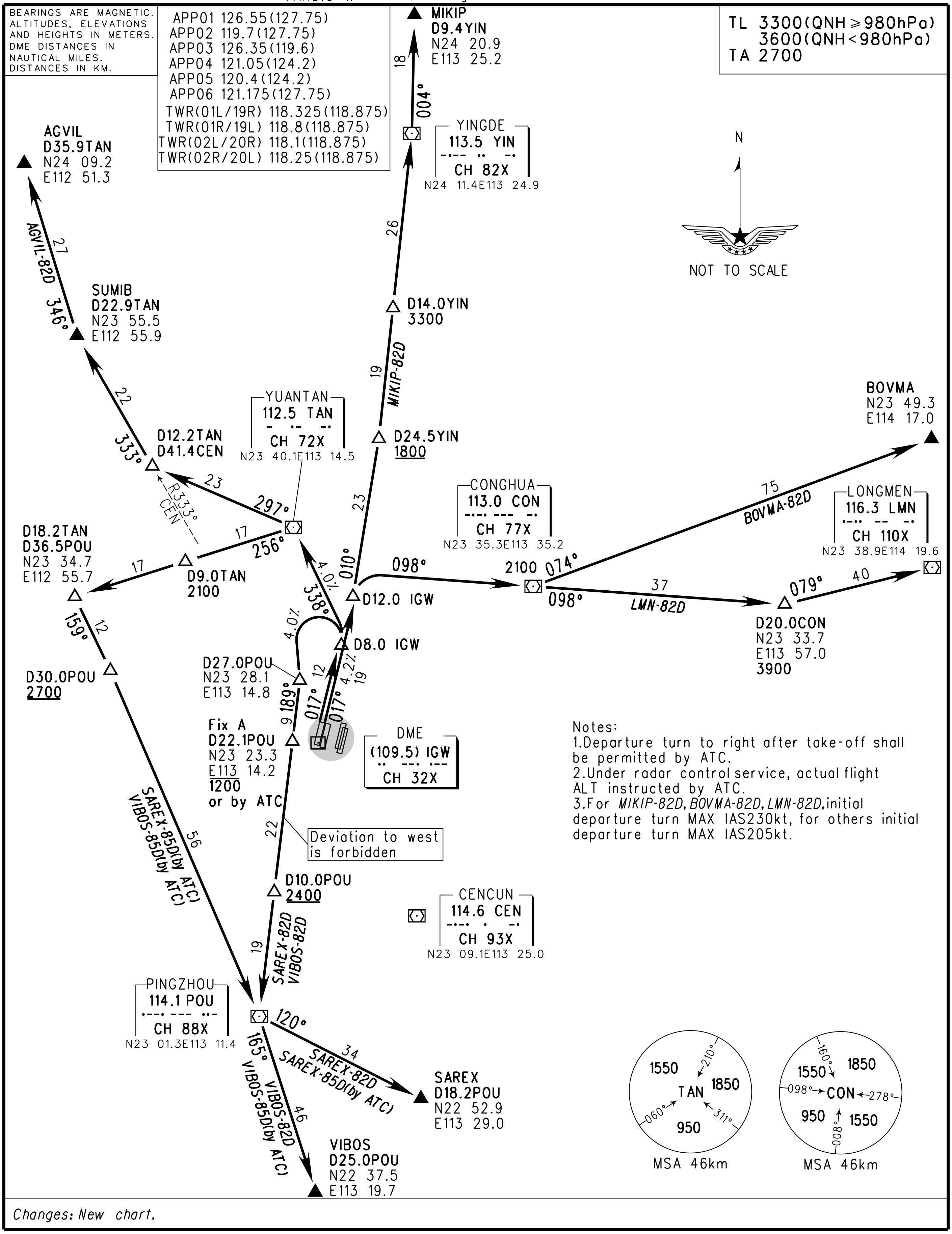
STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun

RWY01L



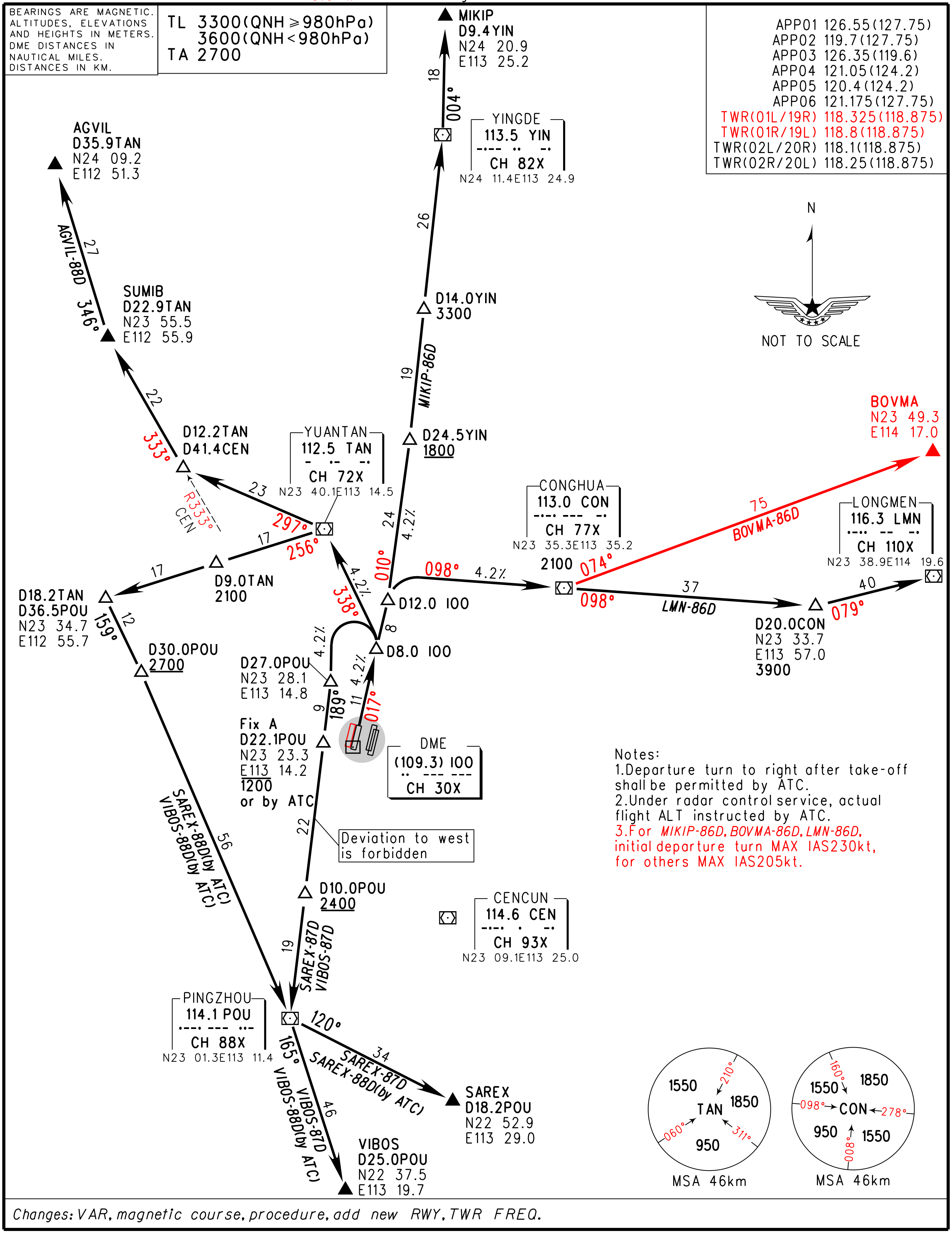
STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun

RWY01R



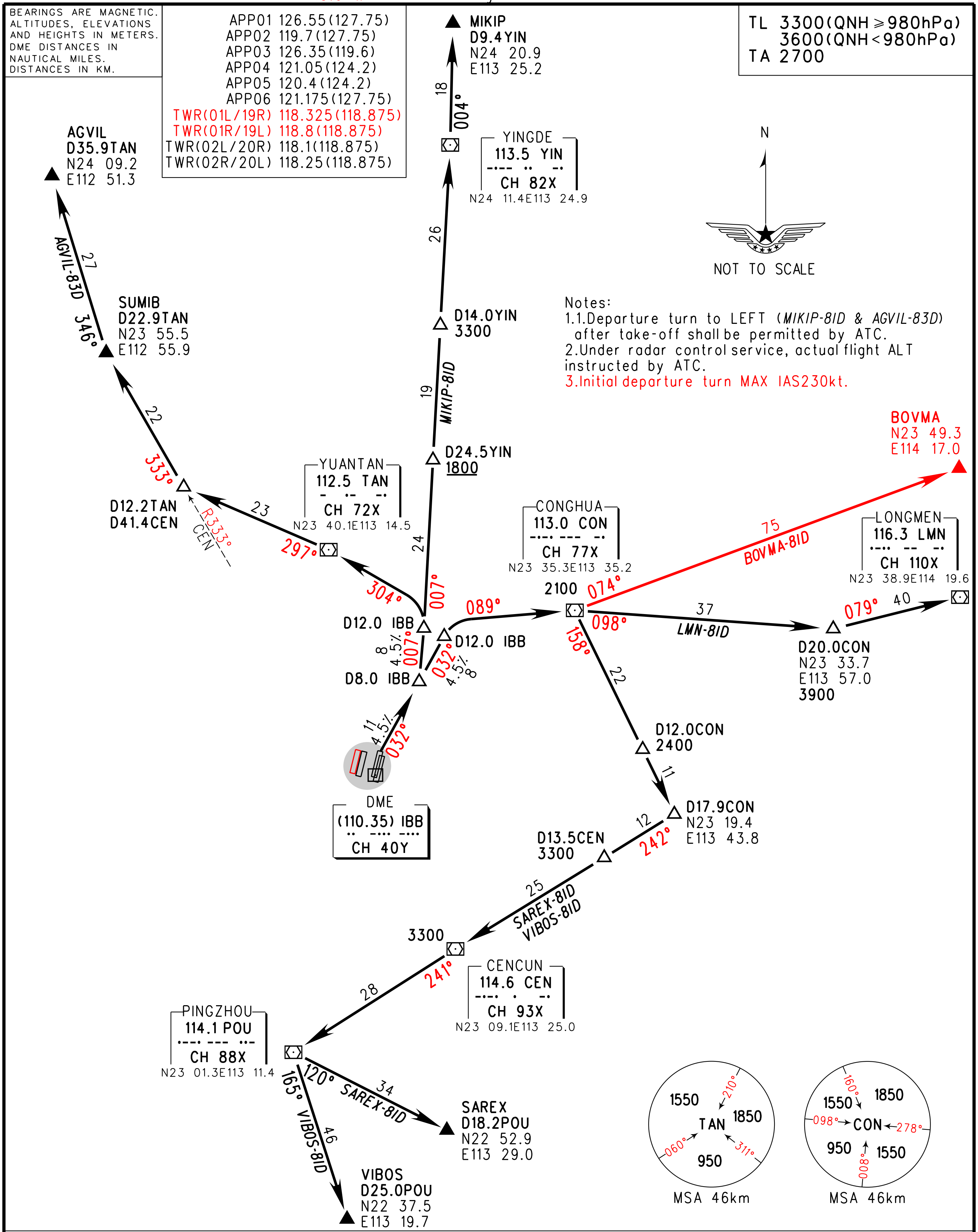
STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun

RWY02L



Changes: VAR, magnetic course, procedure, add new RWY, TWR FREQ.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun

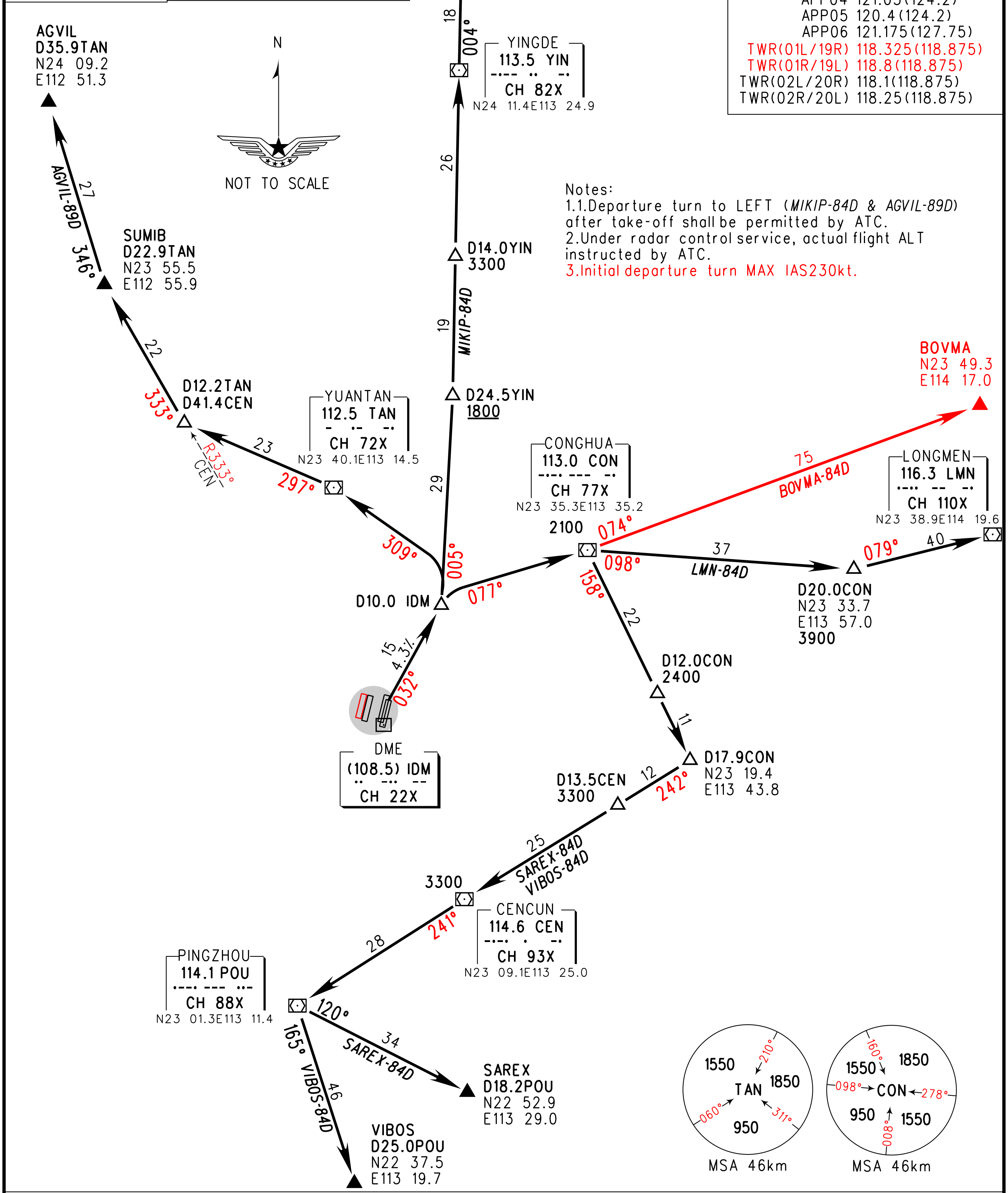
RWY02R

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

TL 3300(QNH⩾980hPa)
3600(QNH<980hPa)
TA 2700

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

Notes:
1.1.Departure turn to LEFT (*MIKIP-84D & AGVIL-89D*) after take-off shall be permitted by ATC.
2.Under radar control service, actual flight ALT instructed by ATC.
3.Initial departure turn MAX IAS230kt.



Changes: VAR, magnetic course, procedure, add new RWY, TWR FREQ.

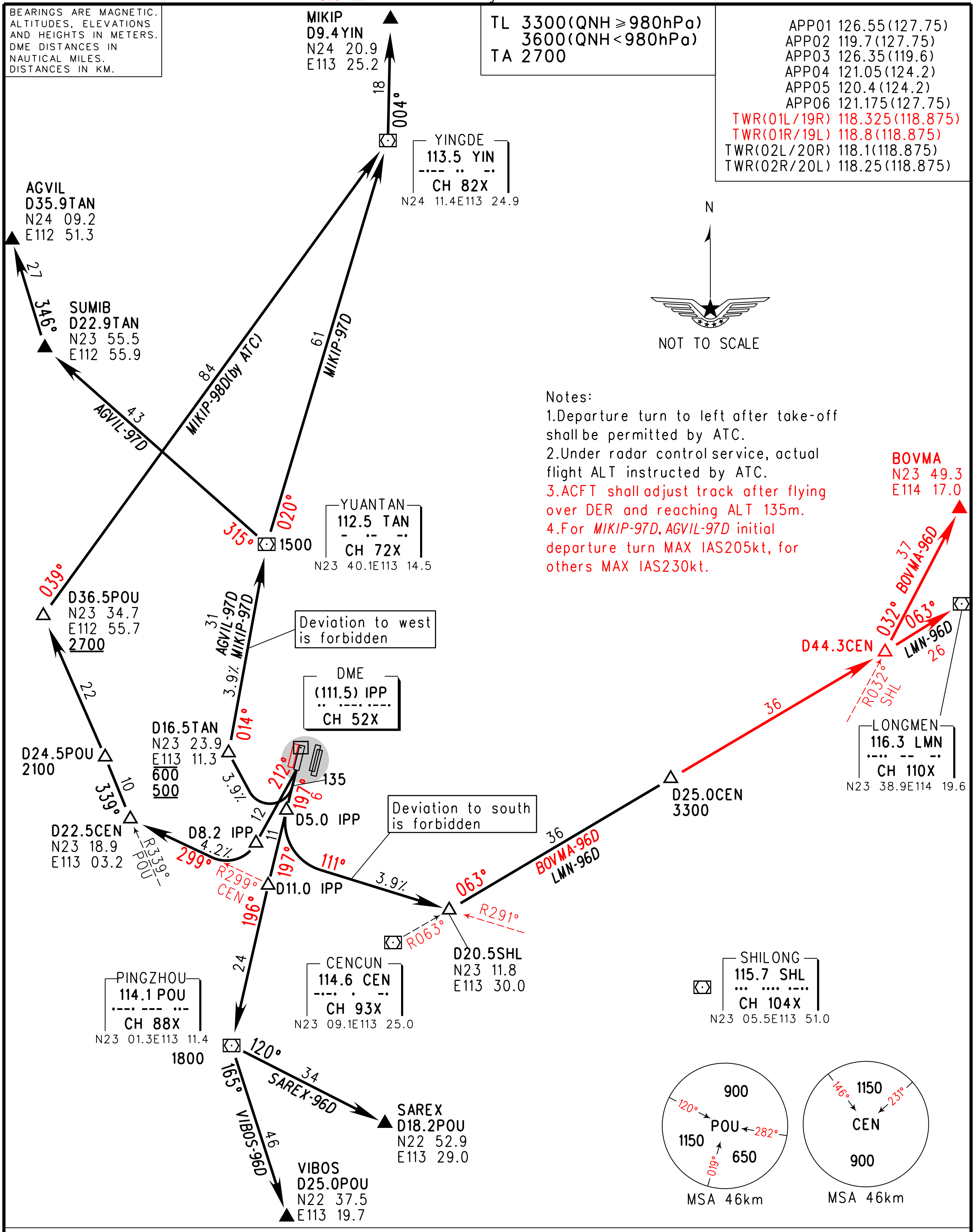
STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun

RWY19L



Changes: VAR, magnetic course, procedure, add new RWY, TWR FREQ.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

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

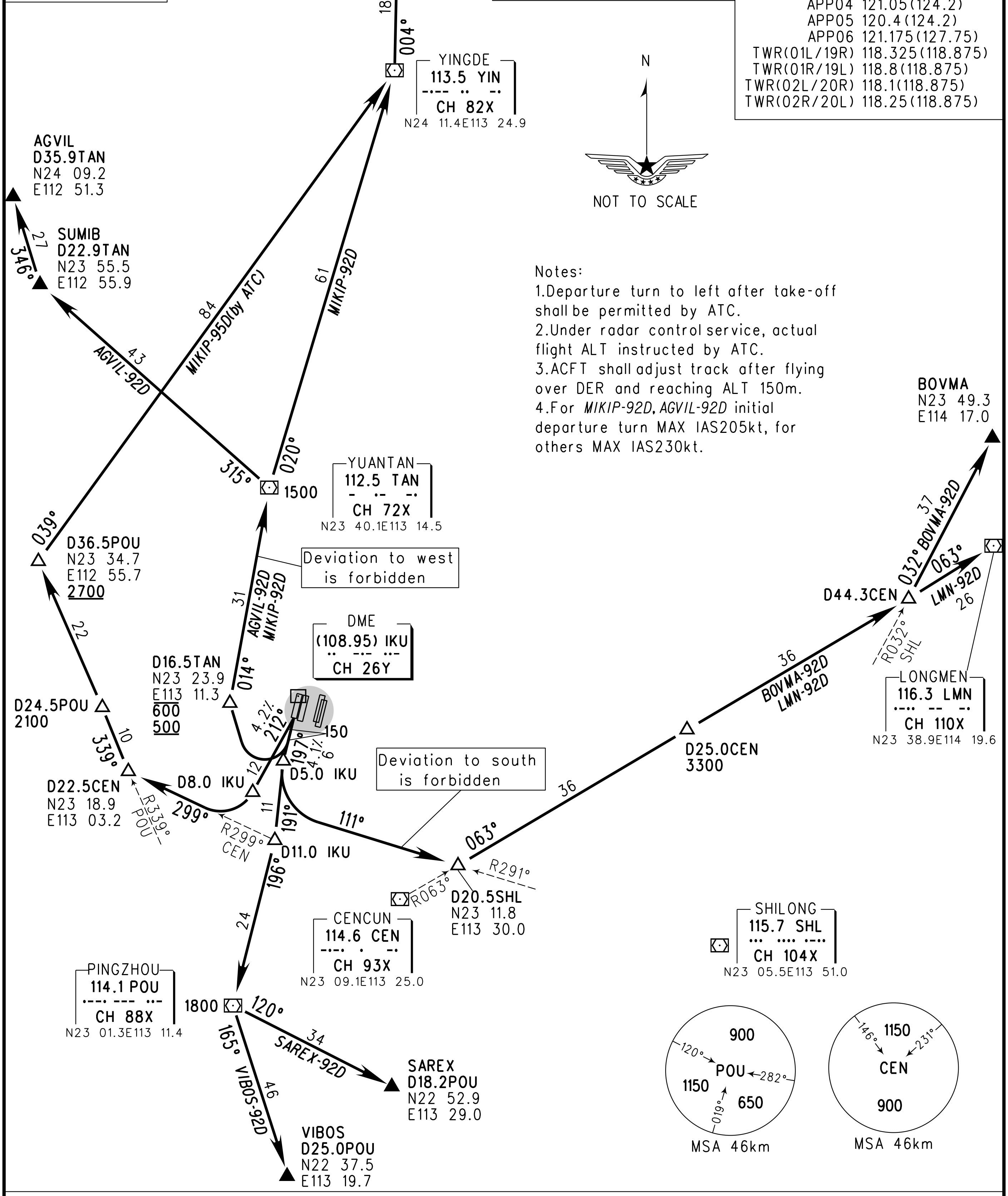
ZGGG GUANGZHOU/Baiyun

RWY19R

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

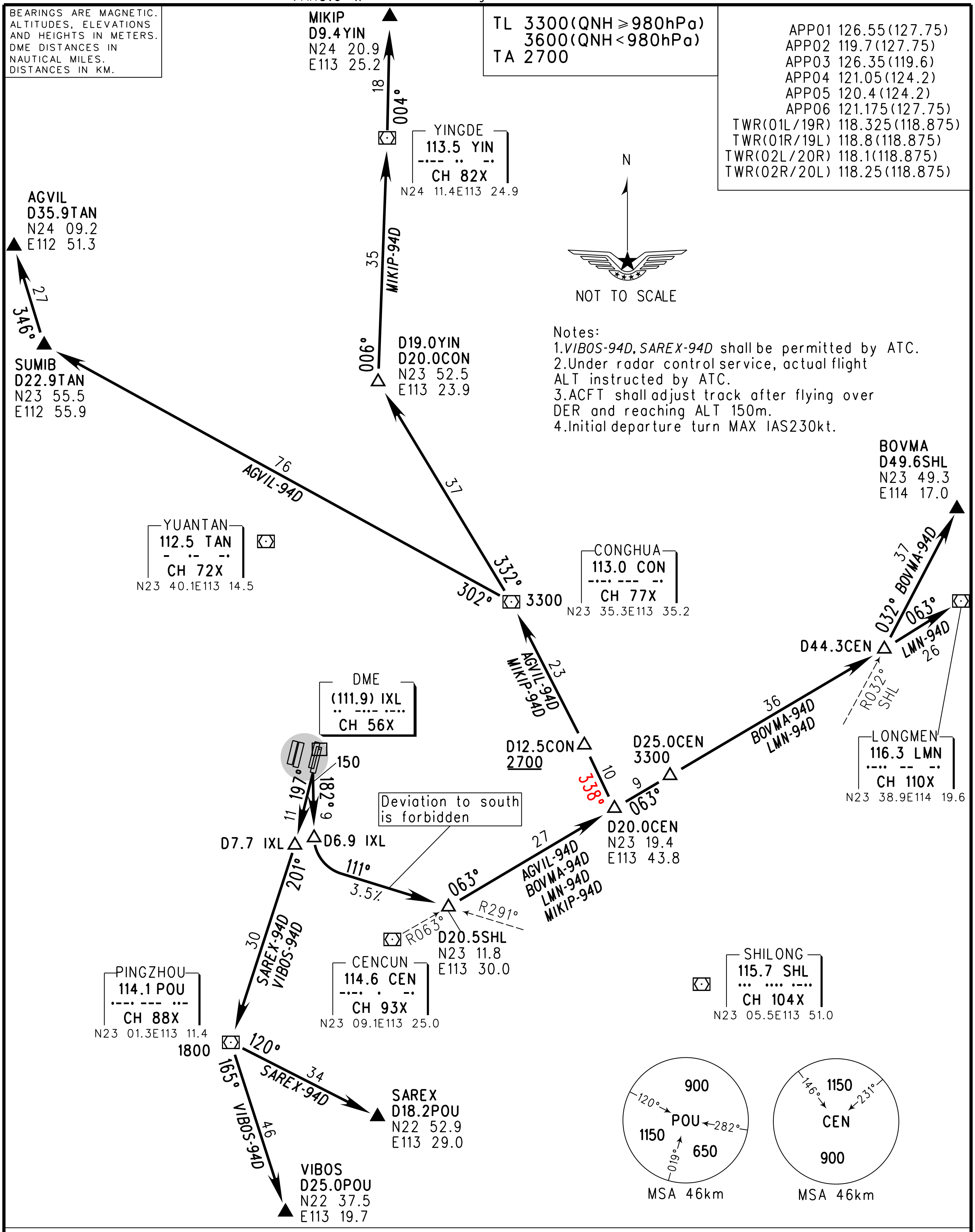
APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)



Notes:

1. Departure turn to left after take-off shall be permitted by ATC.
2. Under radar control service, actual flight ALT instructed by ATC.
3. ACFT shall adjust track after flying over DER and reaching ALT 150m.
4. For *MIKIP-92D, AGVIL-92D* initial departure turn MAX IAS205kt, for others MAX IAS230kt.

Changes: New chart.



Changes: Course.

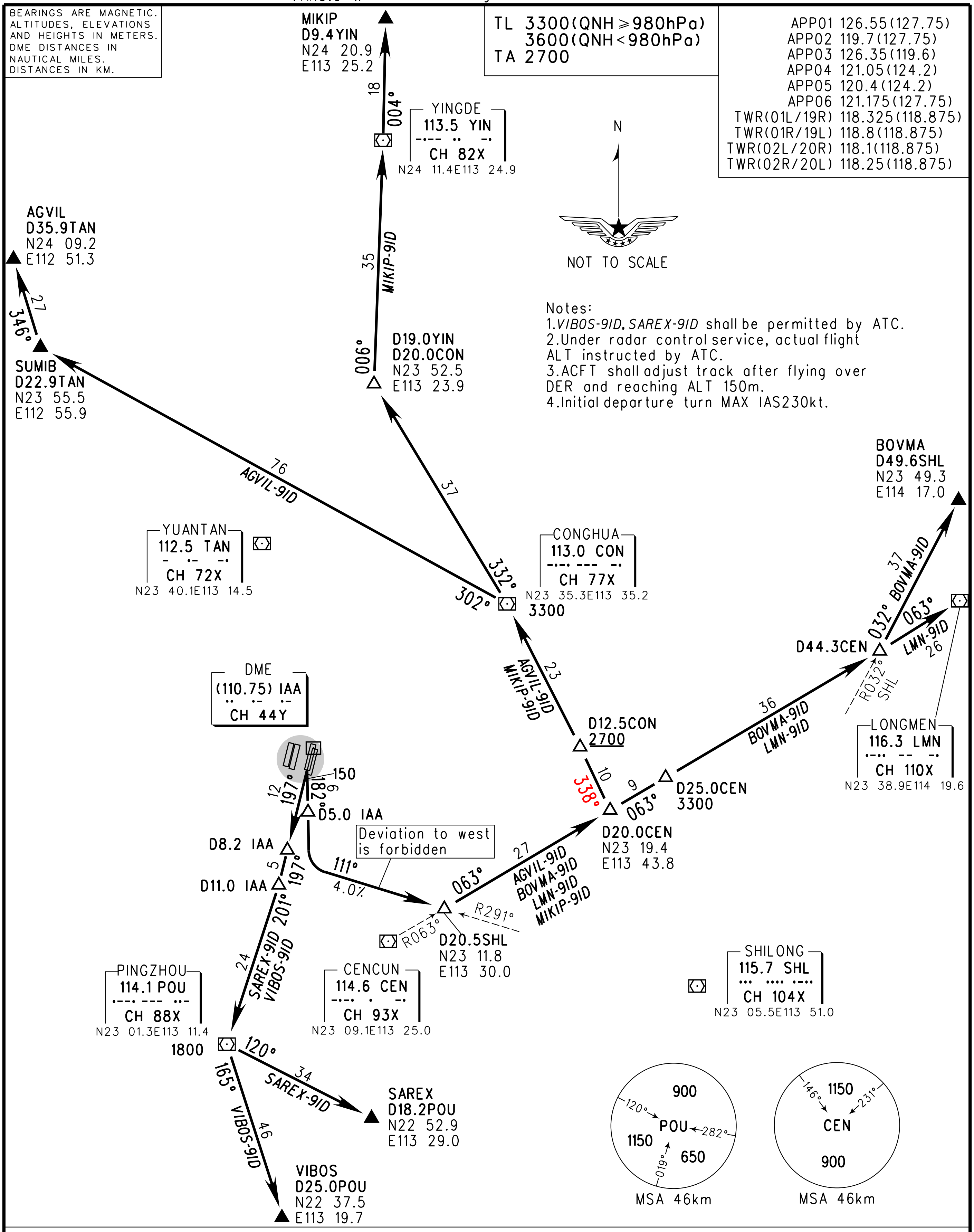
STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun

RWY20R



Notes:
1. *VIBOS-9ID, SAREX-9ID* shall be permitted by ATC.
2. Under radar control service, actual flight ALT instructed by ATC.
3. ACFT shall adjust track after flying over DER and reaching ALT 150m.
4. Initial departure turn MAX IAS230kt.

Changes: Course.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

ZGGG GUANGZHOU/Baiyun
RNAV RWY01L/01R/02L/02R/19L/19R/20L/20R (BOVMA)

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

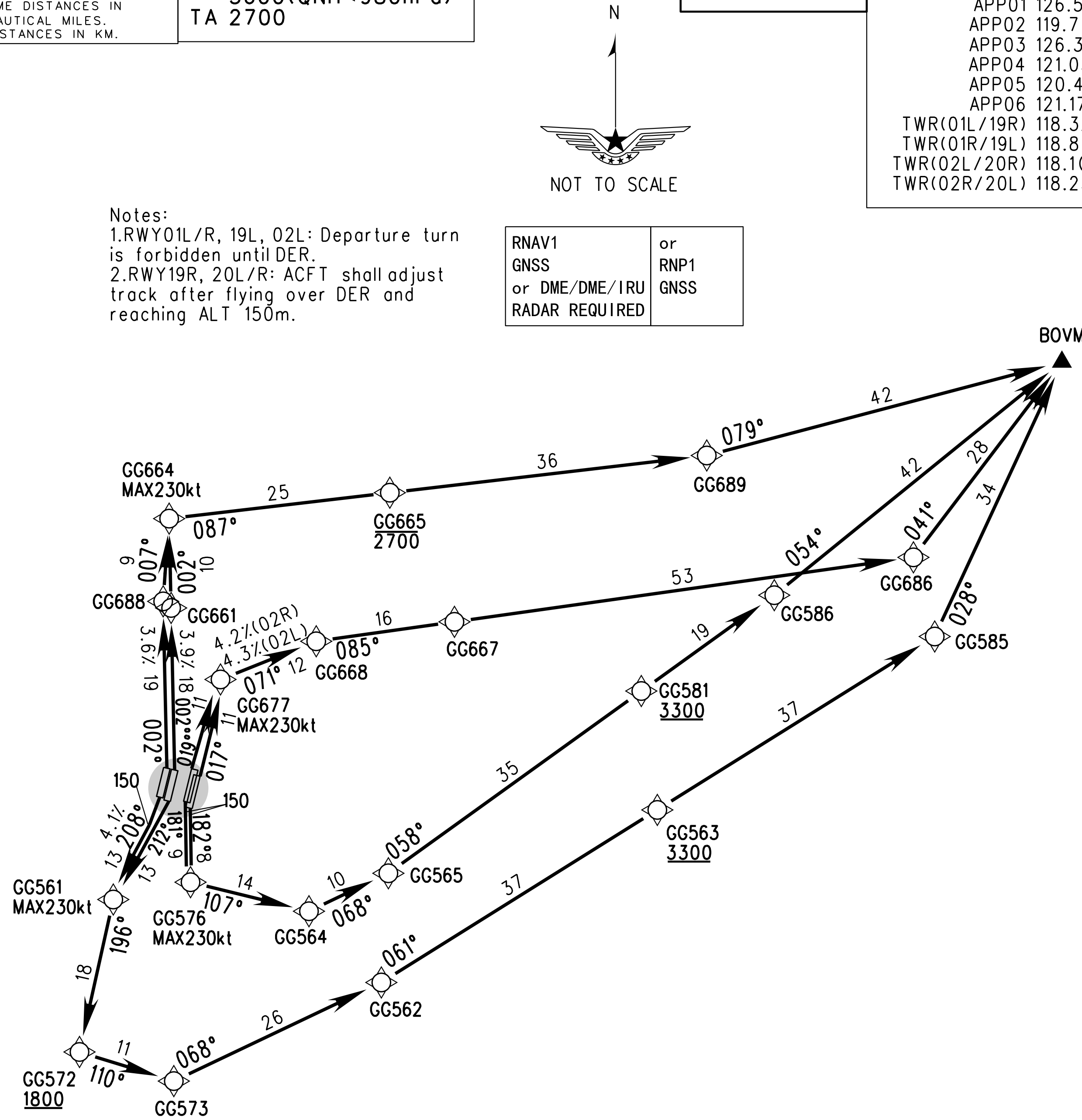
TL 3300(QNH ⩾ 980hPa)
3600(QNH < 980hPa)
TA 2700

BOVMA-1

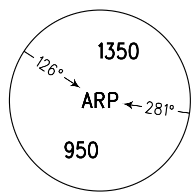
D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6
APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

Notes:
1.RWY01L/R, 19L, 02L: Departure turn is forbidden until DER.
2.RWY19R, 20L/R: ACFT shall adjust track after flying over DER and reaching ALT 150m.

RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED	or RNP1 GNSS



RWY	SID	ROUTING
01L	BOVMA-1	GG688-GG664-GG665-GG689-BOVMA
01R		GG661-GG664-GG665-GG689-BOVMA
02L		GG677-GG668-GG667-GG686-BOVMA
02R		
19L		GG561-GG572-GG573-GG562-GG563-GG585-BOVMA
19R		150-GG561-GG572-GG573-GG562-GG563-GG585-BOVMA
20L		150-GG576-GG564-GG565-GG581-GG586-BOVMA
20R		



MSA 46km

Changes: New chart.

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

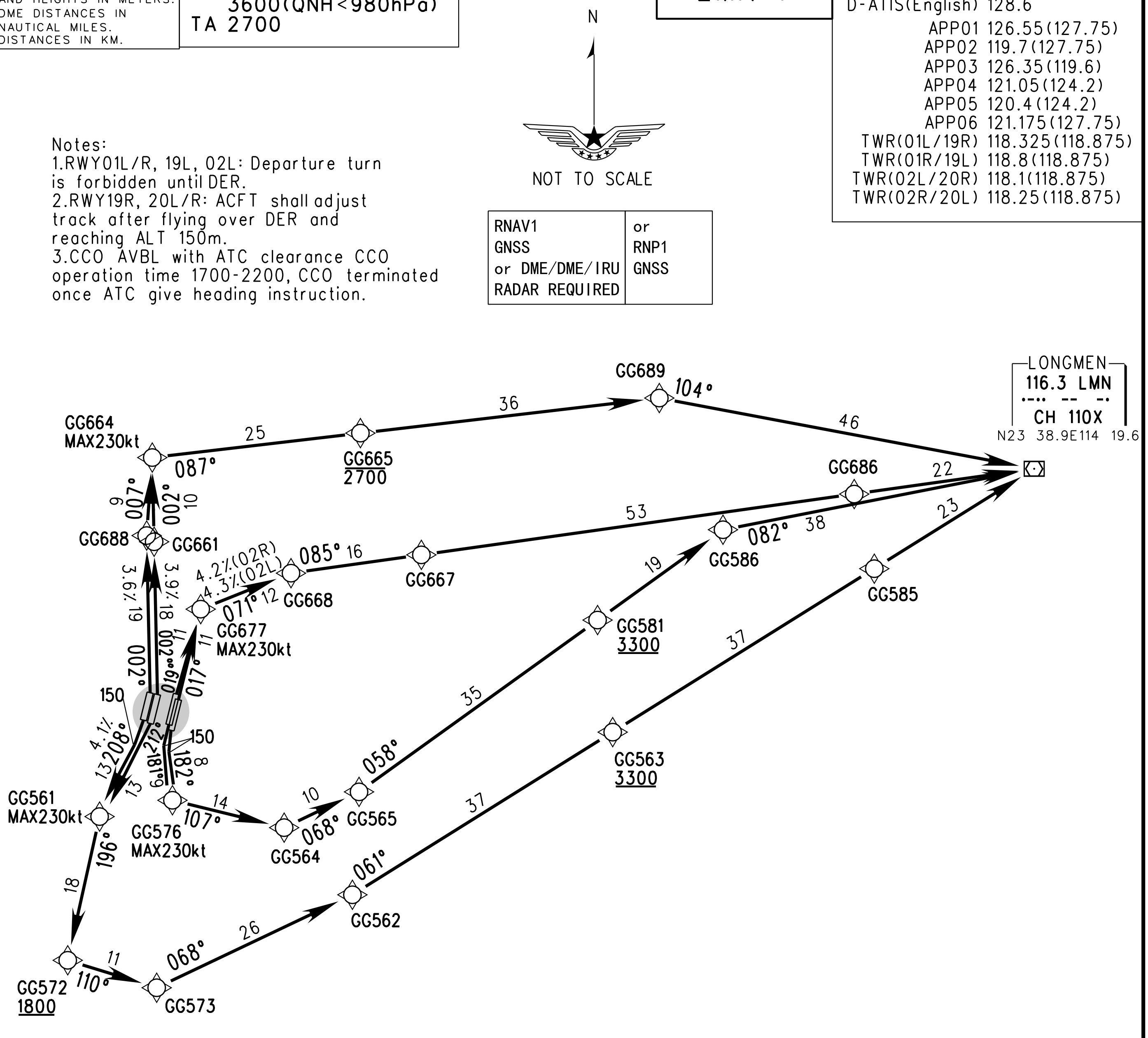
TL 3300(QNH⩾980hPa)
3600(QNH<980hPa)
TA 2700

LMN-1

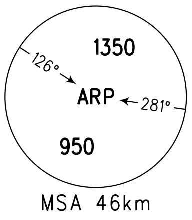
D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6
APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

Notes:
1.RWY01L/R, 19L, 02L: Departure turn is forbidden until DER.
2.RWY19R, 20L/R: ACFT shall adjust track after flying over DER and reaching ALT 150m.
3.CCO AVBL with ATC clearance CCO operation time 1700-2200, CCO terminated once ATC give heading instruction.

RNAV1	or
GNSS	RNP1
or DME/DME/IRU	GNSS
RADAR REQUIRED	



RWY	SID	ROUTING
01L	LMN-1	GG688-GG664-GG665-GG689-LMN
01R		GG661-GG664-GG665-GG689-LMN
02L		GG677-GG668-GG667-GG686-LMN
02R		
19L		GG561-GG572-GG573-GG562-GG563-GG585-LMN
19R		150-GG561-GG572-GG573-GG562-GG563-GG585-LMN
20L		150-GG576-GG564-GG565-GG581-GG586-LMN
20R		



Changes: New chart.

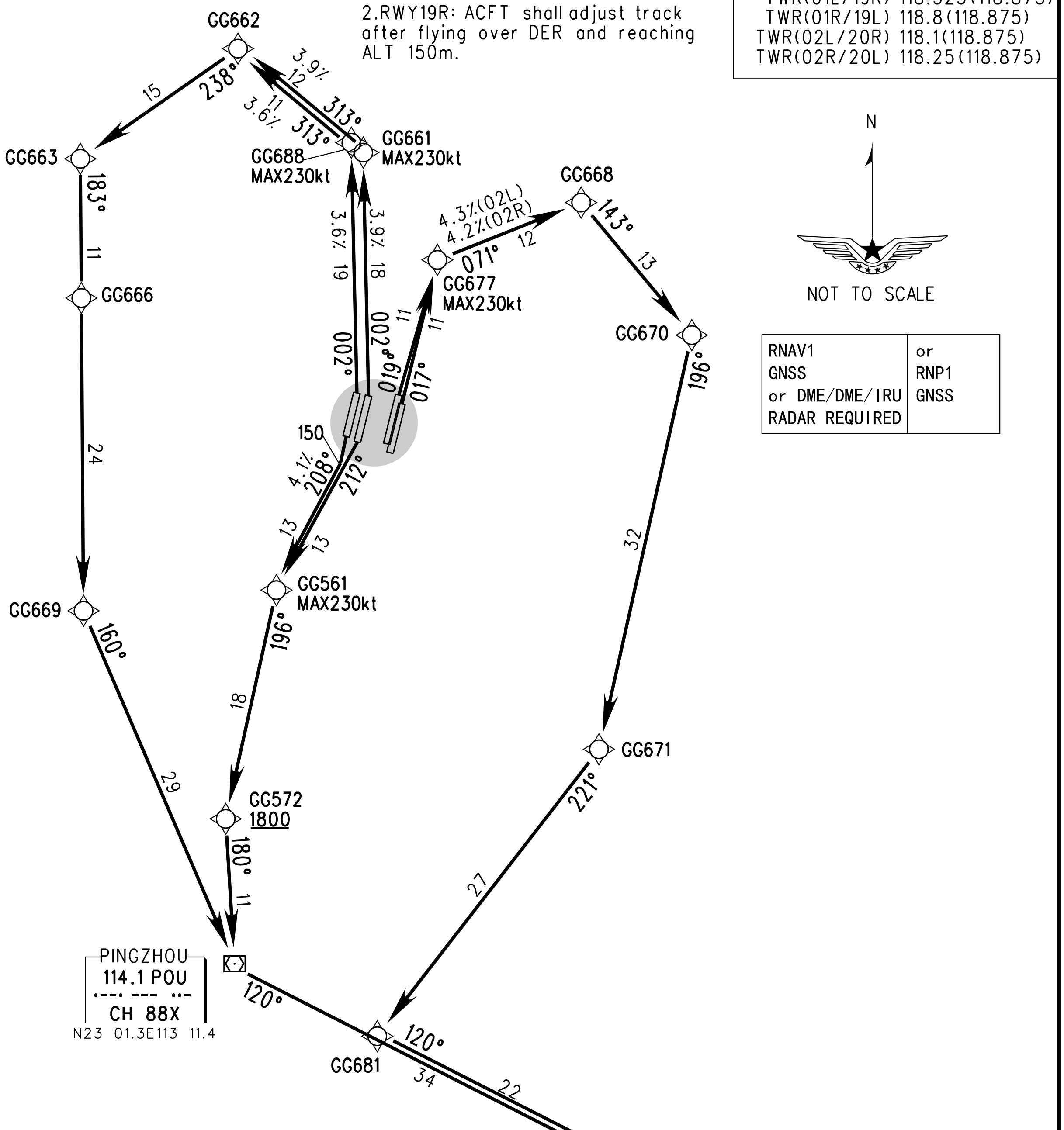
BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

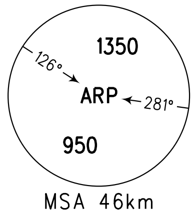
SAREX-1

D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6
APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

Notes:
1.RWY01L/R, 19L, 02L: Departure turn is forbidden until DER.
2.RWY19R: ACFT shall adjust track after flying over DER and reaching ALT 150m.



SAREX



RWY	SID	ROUTING
01L	SAREX-1	GG688-GG662-GG663-GG666-GG669-POU-SAREX
01R		GG661-GG662-GG663-GG666-GG669-POU-SAREX
02L		GG677-GG668-GG670-GG671-GG681-SAREX
02R		
19L		GG561-GG572-POU-SAREX
19R		150-GG561-GG572-POU-SAREX

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun

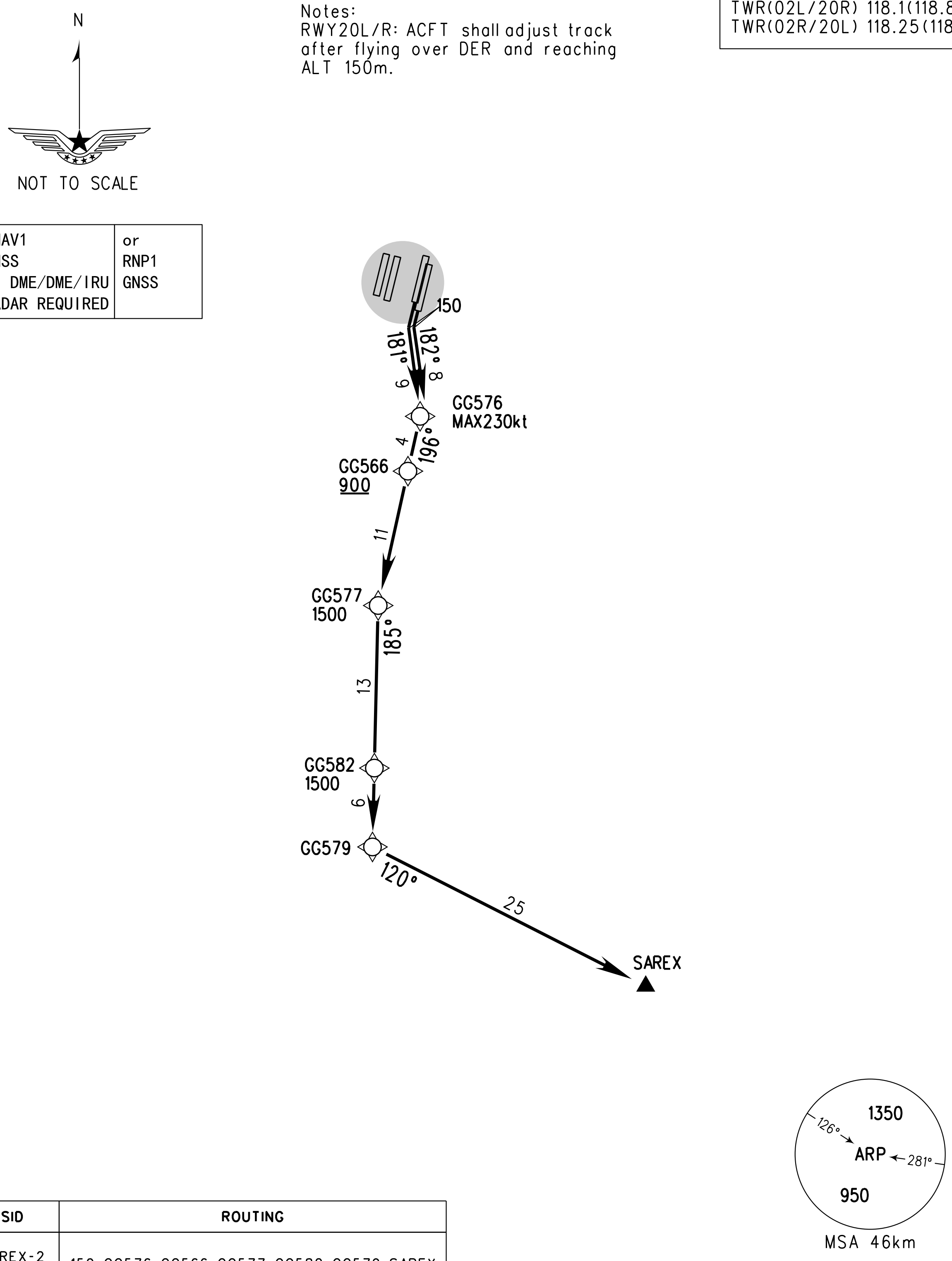
RNAV RWY20L/20R(SAREX)

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

SAREX-2(by ATC)

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)



RWY	SID	ROUTING
20L	SAREX-2 (by ATC)	150-GG576-GG566-GG577-GG582-GG579-SAREX
20R		

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

ZGGG GUANGZHOU/Baiyun

RNAV RWY01L/01R/02L/02R/19L/19R(VIBOS)

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.	TL 3300(QNH⩾980hPa) 3600(QNH<980hPa) TA 2700

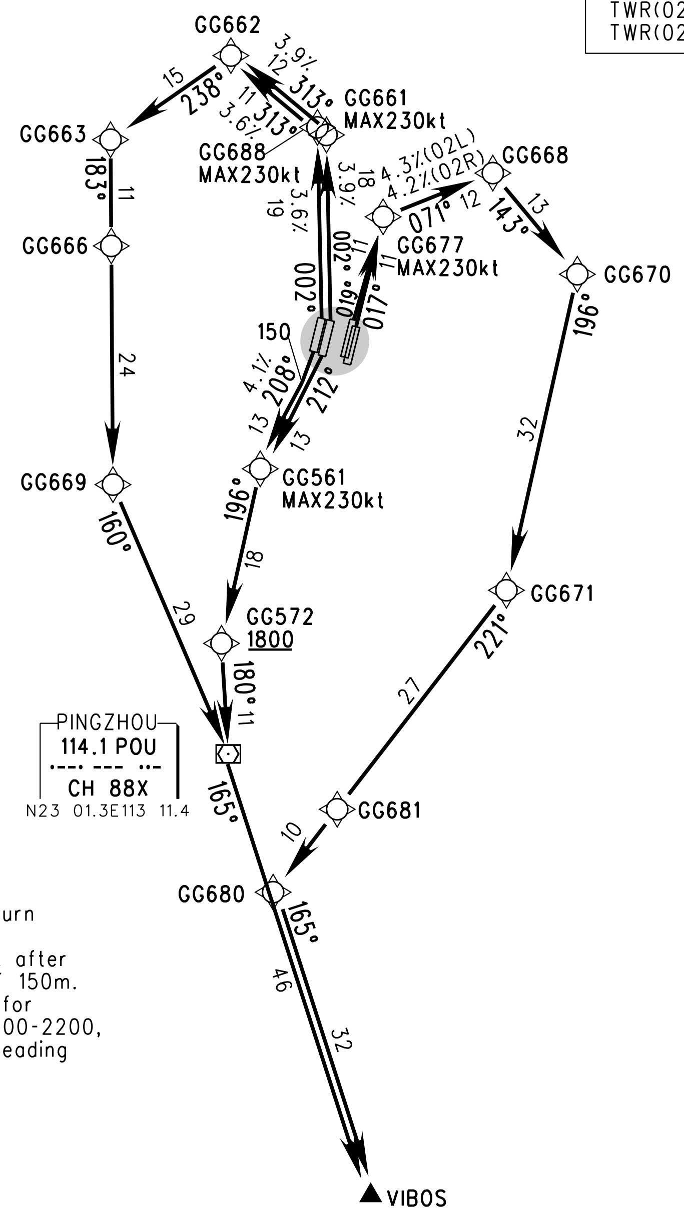
VIBOS-1

D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6
APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

N

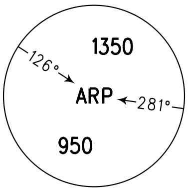
NOT TO SCALE

RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED	or RNP1 GNSS



Notes:
1.RWY01L/R, 19L, 02L: Departure turn is forbidden until DER.
2.RWY19R: ACFT shall adjust track after flying over DER and reaching ALT 150m.
3.CCO AVBL with ATC clearance for RWY19L/R CCO operation time 1700-2200, CCO terminated once ATC give heading instruction.

RWY	SID	ROUTING
01L	VIBOS-1	GG688-GG662-GG663-GG666-GG669-POU-VIBOS
01R		GG661-GG662-GG663-GG666-GG669-POU-VIBOS
02L		GG677-GG668-GG670-GG671-GG681-GG680-VIBOS
02R		GG677-GG668-GG670-GG671-GG681-GG680-VIBOS
19L		GG561-GG572-POU-VIBOS
19R		150-GG561-GG572-POU-VIBOS



MSA 46km

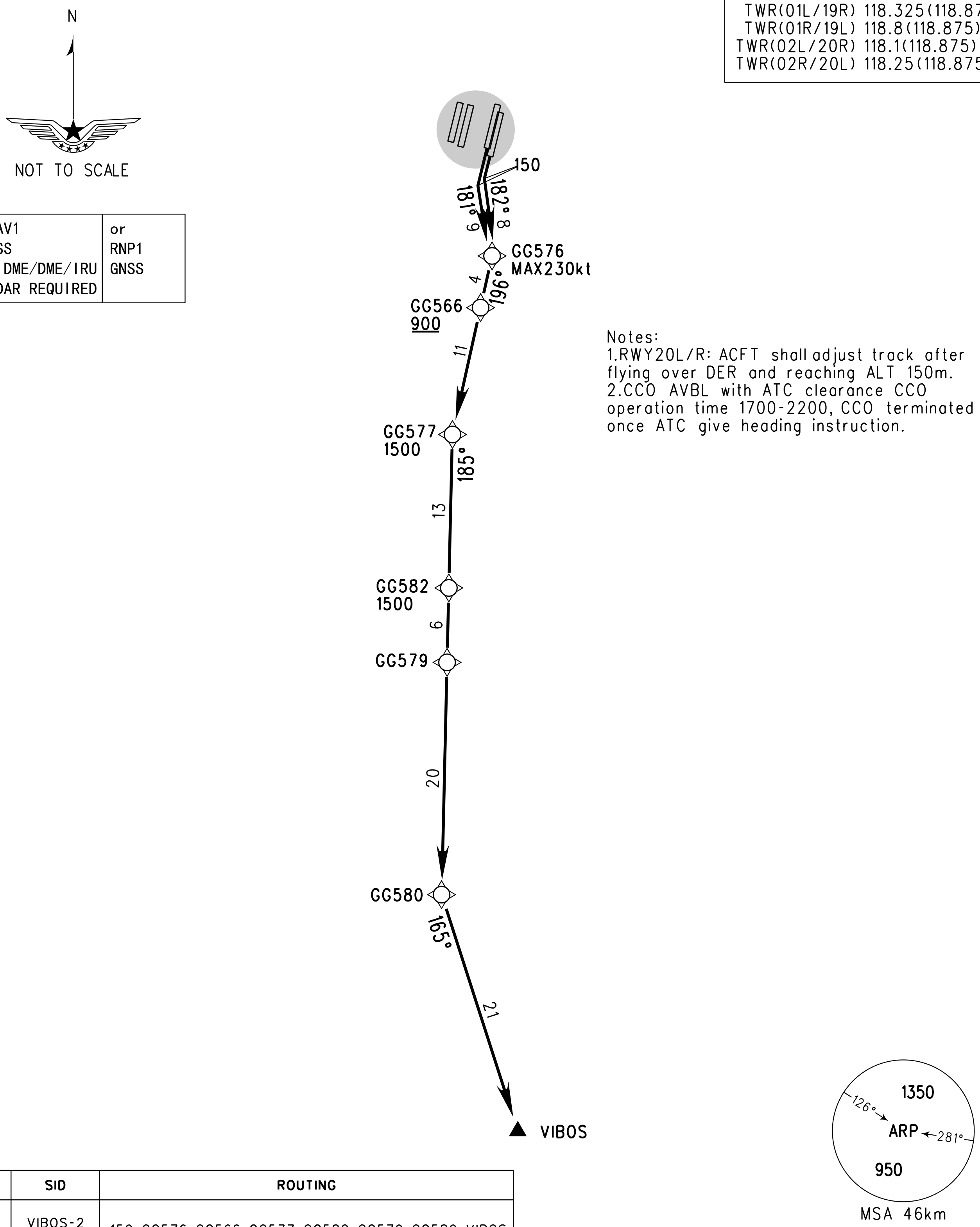
Changes: New chart.

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

VIBOS-2(by ATC)

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)



RNAV1	or
GNSS	RNP1
or DME/DME/IRU	GNSS
RADAR REQUIRED	

Notes:
1.RWY20L/R: ACFT shall adjust track after flying over DER and reaching ALT 150m.
2.CCO AVBL with ATC clearance CCO operation time 1700-2200, CCO terminated once ATC give heading instruction.

RWY	SID	ROUTING
20L	VIBOS-2 (by ATC)	150-GG576-GG566-GG577-GG582-GG579-GG580-VIBOS
20R		

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

ZGGG GUANGZHOU/Baiyun

RNAV RWY01L/01R/02L/02R/19L/19R/20L/20R(AGVIL)

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

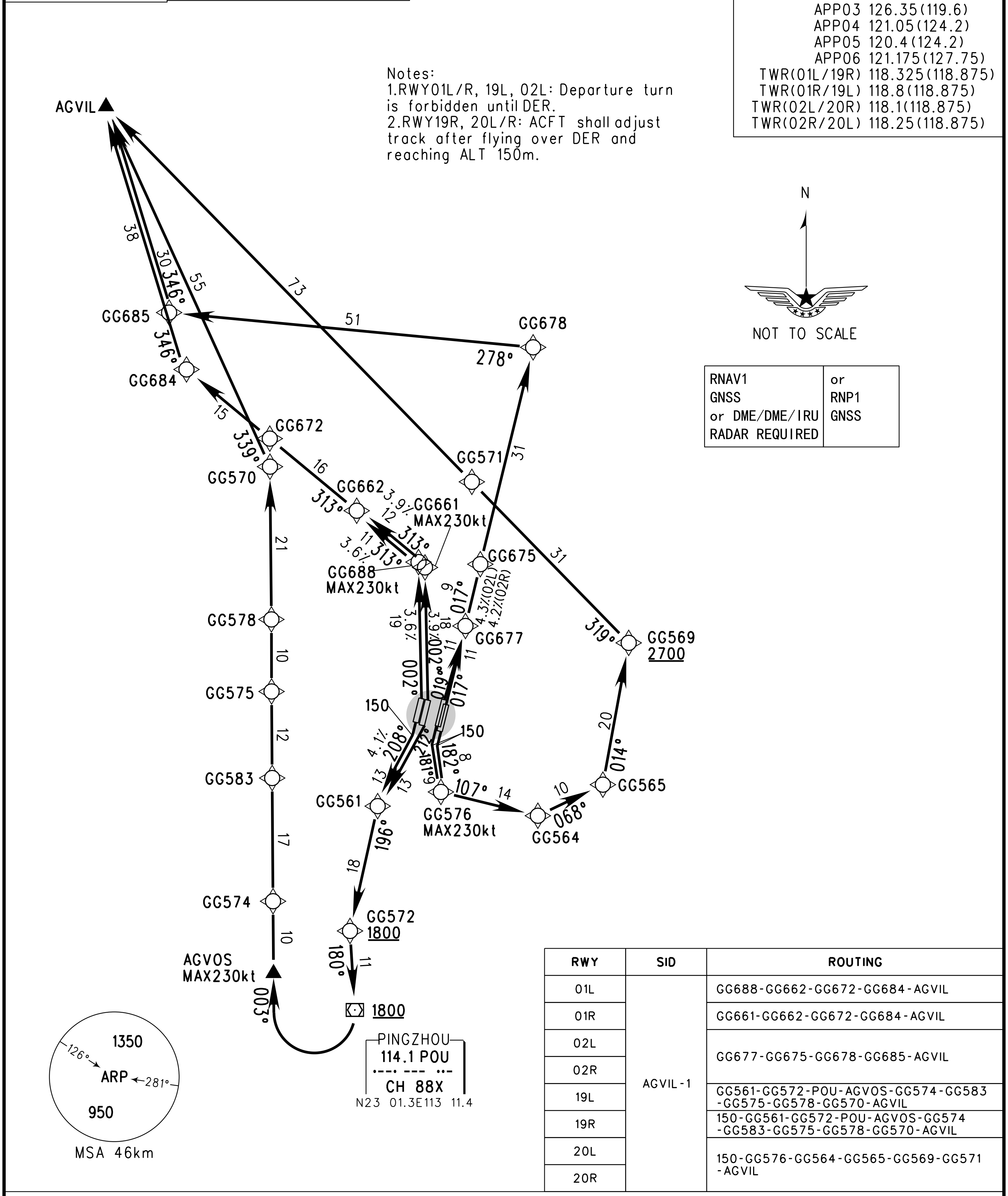
TL 3300(QNH ≥ 980hPa)
3600(QNH < 980hPa)
TA 2700

AGVIL-1

D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6
APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

Notes:
1.RWY01L/R, 19L, 02L: Departure turn is forbidden until DER.
2.RWY19R, 20L/R: ACFT shall adjust track after flying over DER and reaching ALT 150m.

RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED	or RNP1 GNSS



RWY	SID	ROUTING
01L	AGVIL-1	GG688-GG662-GG672-GG684-AGVIL
01R		GG661-GG662-GG672-GG684-AGVIL
02L		GG677-GG675-GG678-GG685-AGVIL
02R		
19L		GG561-GG572-POU-AGVOS-GG574-GG583-GG575-GG578-GG570-AGVIL
19R		150-GG561-GG572-POU-AGVOS-GG574-GG583-GG575-GG578-GG570-AGVIL
20L		150-GG576-GG564-GG565-GG569-GG571-AGVIL
20R		

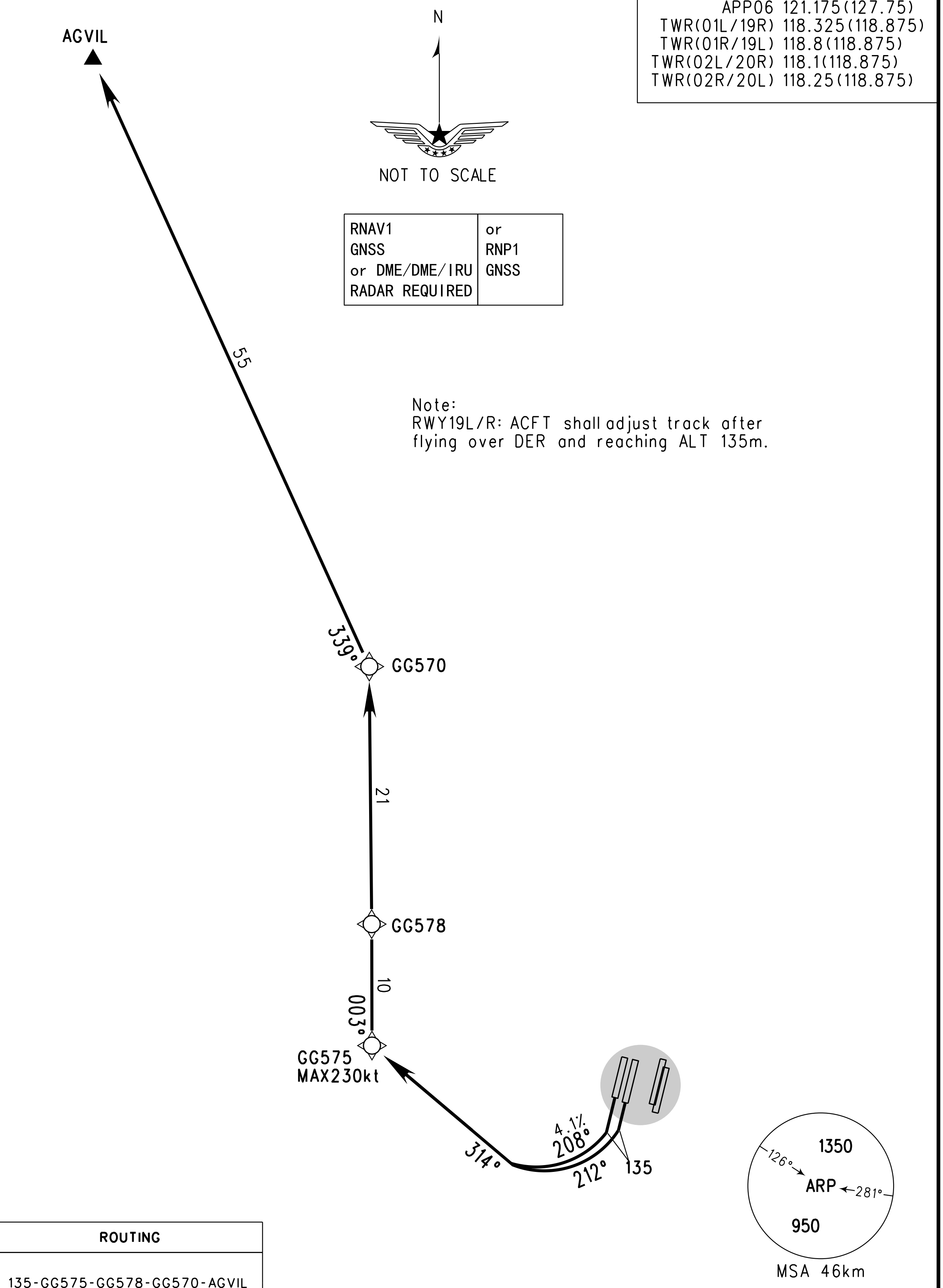
Changes: New chart.

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

TL 3300(QNH⩾980hPa)
3600(QNH<980hPa)
TA 2700

AGVIL-2(by ATC)

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)



RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED	or RNP1 GNSS

Note:
RWY19L/R: ACFT shall adjust track after flying over DER and reaching ALT 135m.

RWY	SID	ROUTING
19L	AGVIL-2 (by ATC)	135-GG575-GG578-GG570-AGVIL
19R		

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0° W

ZGGG GUANGZHOU/Baiyun

RNAV RWY01L/01R/02L/02R/19L/19R/20L/20R(MIKIP)

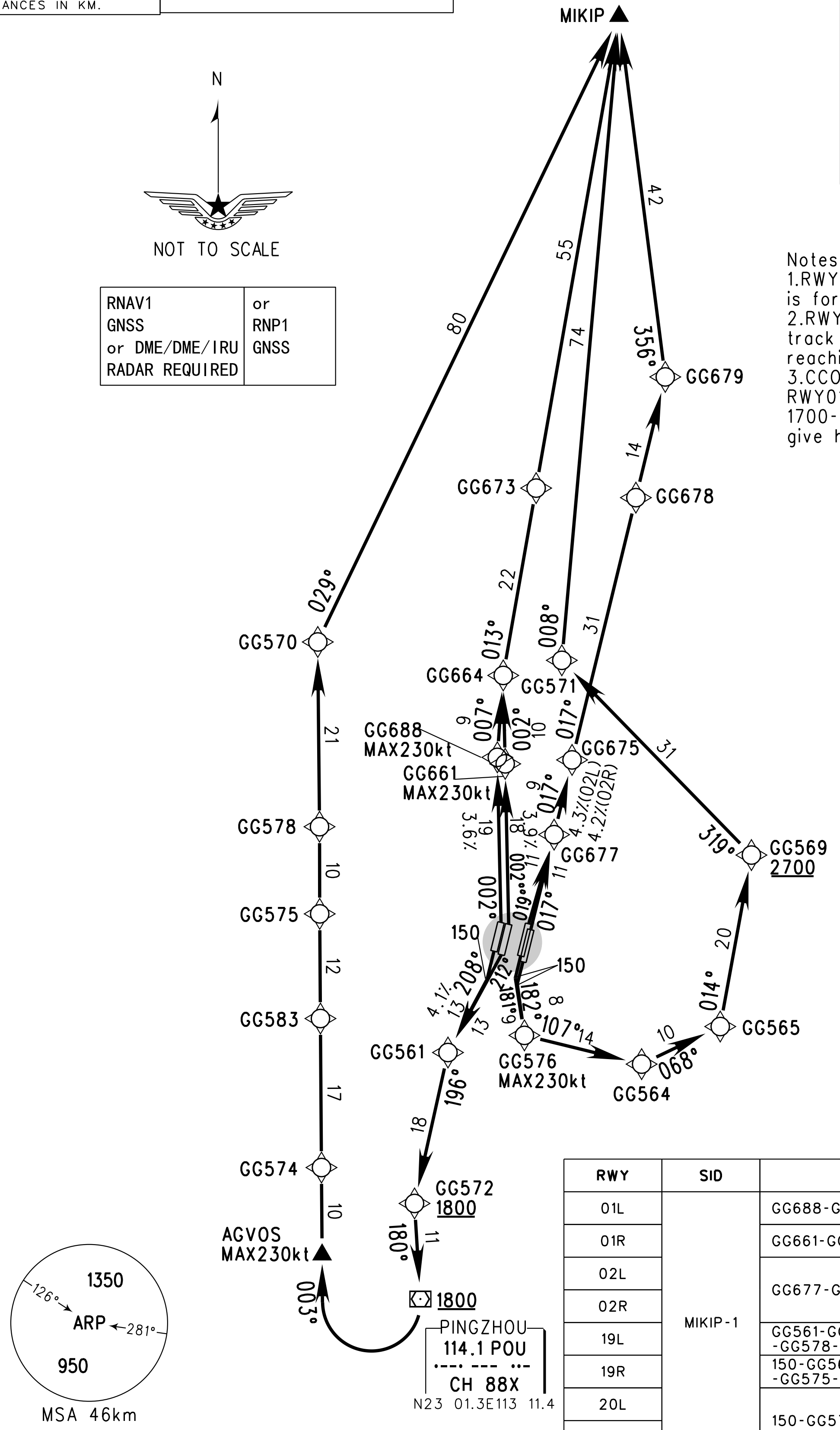
BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

TL 3300(QNH ⩾ 980hPa)
3600(QNH < 980hPa)
TA 2700

MIKIP-1

D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6
APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

RNAV1	or
GNSS or DME/DME/IRU RADAR REQUIRED	RNP1 GNSS



Notes:
1.RWY01L/R, 19L, 02L: Departure turn is forbidden until DER.
2.RWY19R, 20L/R: ACFT shall adjust track after flying over DER and reaching ALT 150m.
3.CCO AVBL with ATC clearance for RWY01L/R&02L/R CCO operation time 1700-2200, CCO terminated once ATC give heading instruction.

RWY	SID	ROUTING
01L	MIKIP-1	GG688-GG664-GG673-MIKIP
01R	MIKIP-1	GG661-GG664-GG673-MIKIP
02L	MIKIP-1	GG677-GG675-GG678-GG679-MIKIP
02R	MIKIP-1	GG677-GG675-GG678-GG679-MIKIP
19L	MIKIP-1	GG561-GG572-POU-AGVOS-GG574-GG583-GG575-GG578-GG570-MIKIP
19R	MIKIP-1	150-GG561-GG572-POU-AGVOS-GG574-GG583-GG575-GG578-GG570-MIKIP
20L	MIKIP-1	150-GG576-GG564-GG565-GG569-GG571-MIKIP
20R	MIKIP-1	150-GG576-GG564-GG565-GG569-GG571-MIKIP

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.0°W

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

ZGGG GUANGZHOU/Baiyun

RNAV RWY19L/19R(MIKIP)

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

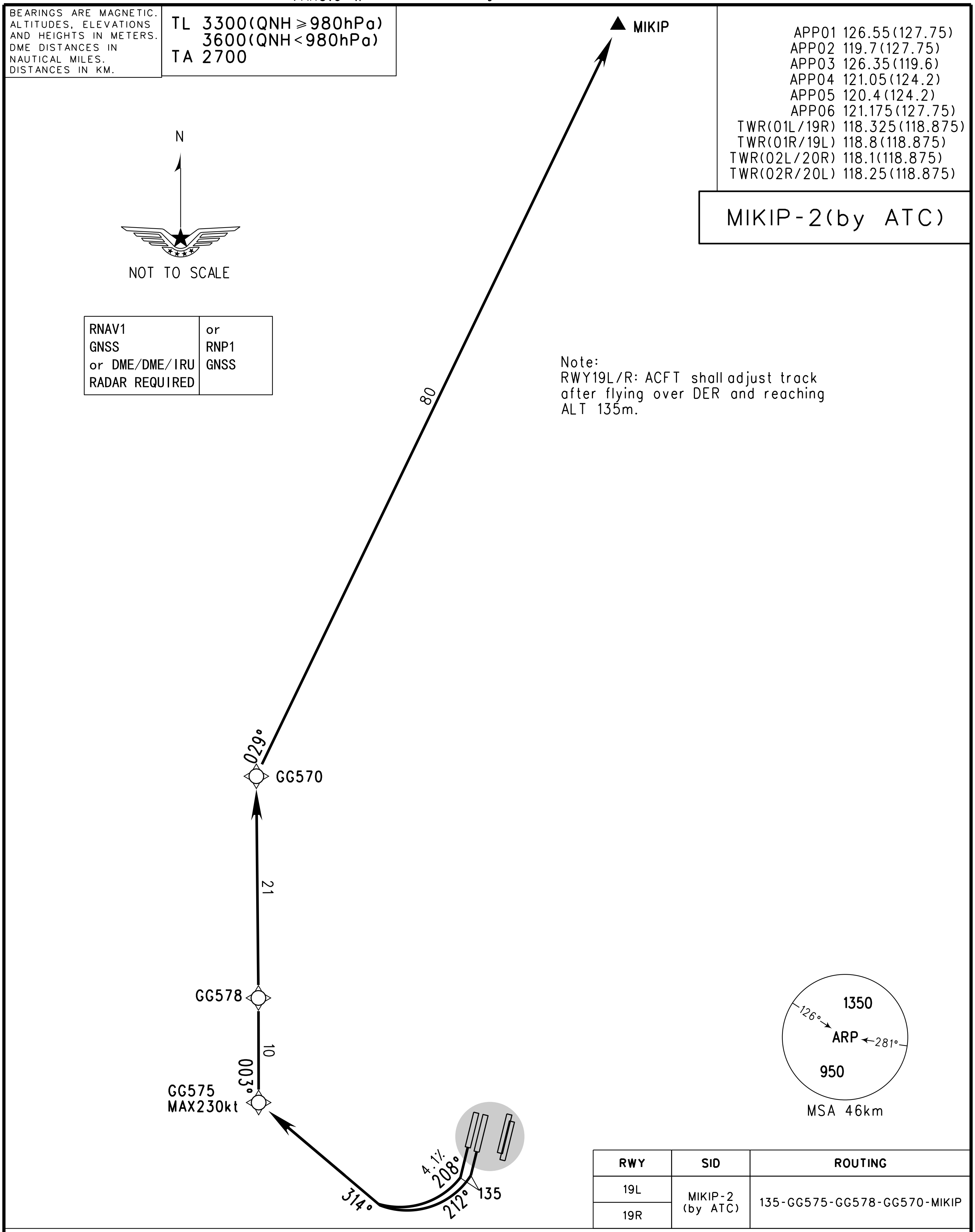
TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

MIKIP-2(by ATC)

RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED	or RNP1 GNSS

Note:
RWY19L/R: ACFT shall adjust track after flying over DER and reaching ALT 135m.



RWY	SID	ROUTING
19L	MIKIP-2 (by ATC)	135-GG575-GG578-GG570-MIKIP
19R		

Changes: New chart.

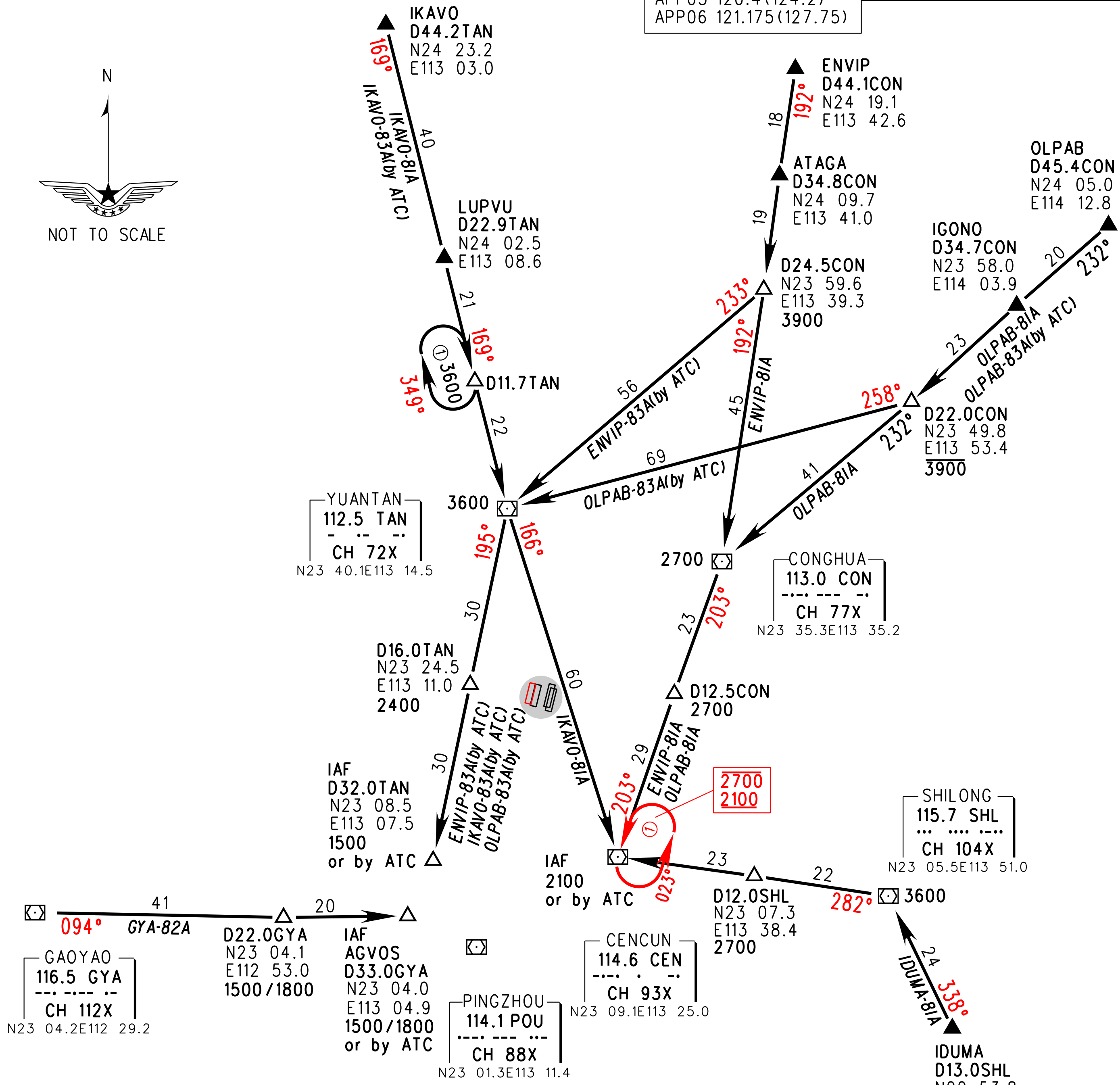
D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

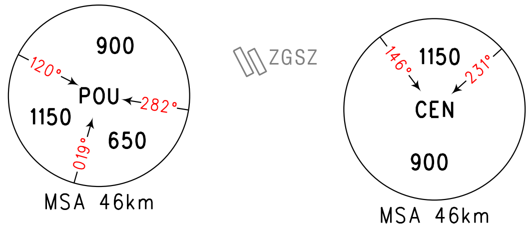
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700



Notes:
1. Speed limits:
Under the condition that aircraft performance allows, maintain IAS390-410km/h(210-220kt) when flying by D16.0TAN or D12.5CON; maintain IAS410-430km/h(220-230kt) when flying by D22.0GYA.
Holding MAX IAS380km/h(205kt).
2. Under radar control service, actual flight ALT instructed by ATC.
3. While independent operation implemented, actual flight ALT instructed by ATC.



Changes: VAR, magnetic course, holding pattern, add new RWY, TWR FREQ.

STANDARD ARRIVAL
CHART-INSTRUMENT VAR3.0° W

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

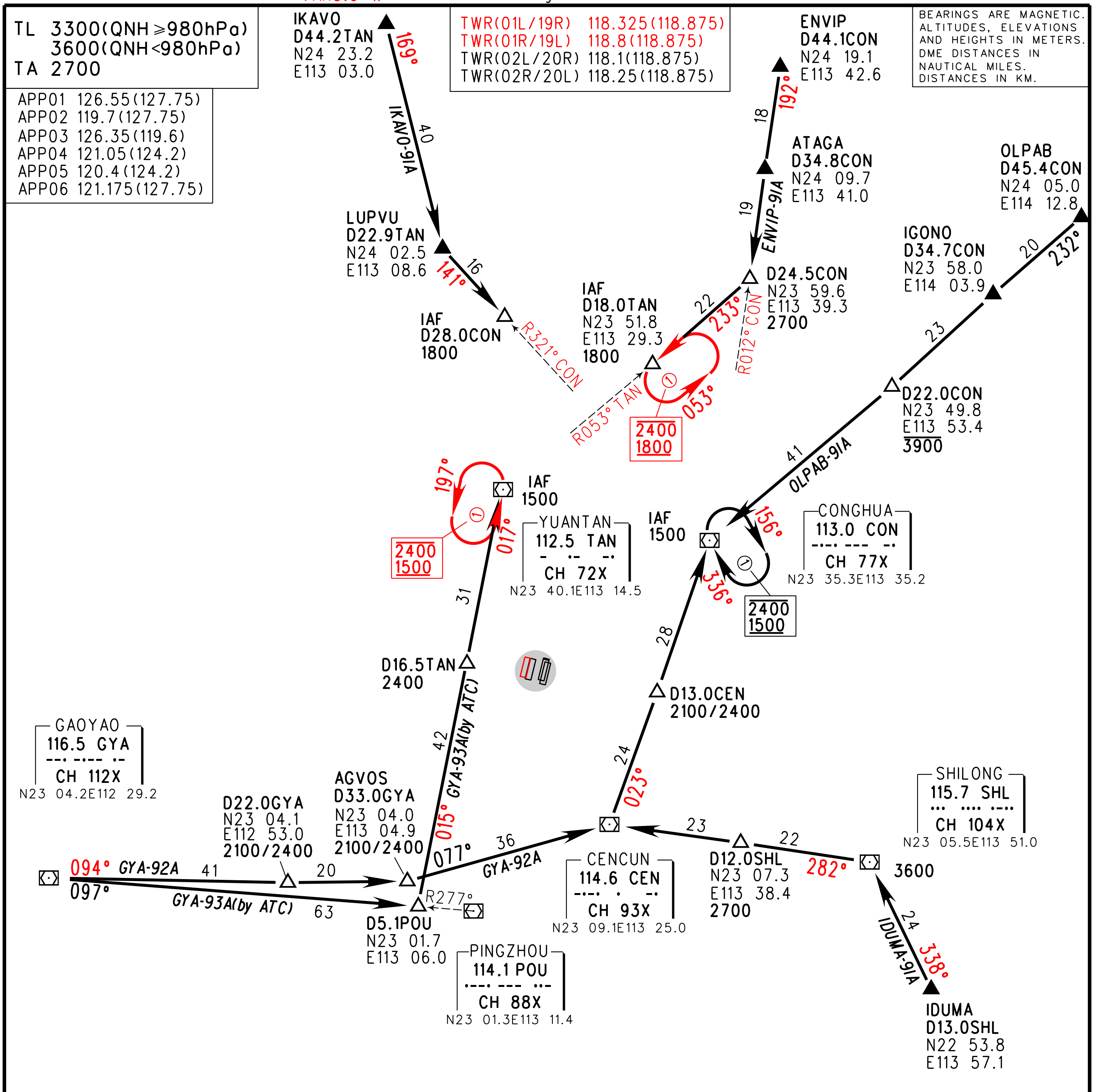
ZGGG GUANGZHOU/Baiyun
RWY19L/19R/20L/20R

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

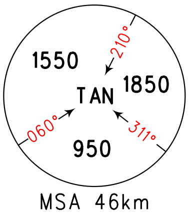
APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)

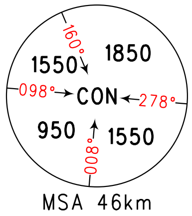
TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.



Notes:
1.Under radar control service, actual flight ALT instructed by ATC.
2.Holding over YUANTAN 'TAN' needs ATC permission.
3.Speed limits:
Under the condition that aircraft performance allows, maintain IAS390-410km/h(210-220kt) when flying by D18.0TAN, CON, D16.5TAN, D13.0CEN.
Holding MAX IAS380km/h(205kt).





Changes: VAR, magnetic course, holding pattern, add new RWY, TWR FREQ.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.0°W D-ATIS(Chinese) 127.0 D-ATIS(English) 128.6

ZGGG GUANGZHOU/Baiyun
RNAV RWY01L/01R/02L/02R/19L/19R/20L/20R (OLPAB)

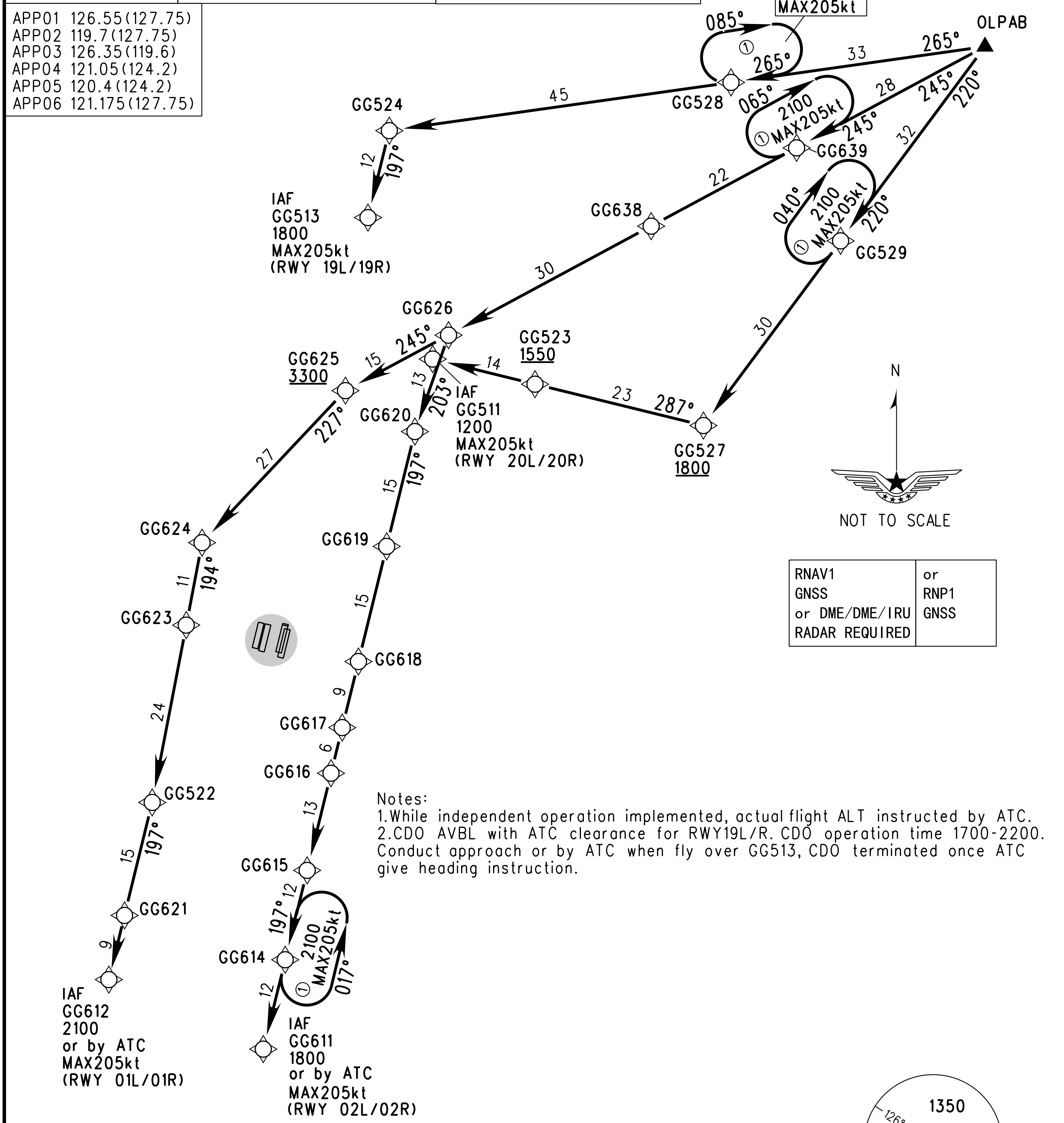
BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

OLPAB-1

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)



RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED	or RNP1 GNSS

Notes:
1.While independent operation implemented, actual flight ALT instructed by ATC.
2.CDO AVBL with ATC clearance for RWY19L/R. CDO operation time 1700-2200. Conduct approach or by ATC when fly over GG513, CDO terminated once ATC give heading instruction.

RWY	STAR	ROUTING
01R,01L	OLPAB-1	OLPAB-GG639-GG638-GG626-GG625-GG624-GG623-GG522-GG621-GG612
02R,02L		OLPAB-GG639-GG638-GG626-GG620-GG619-GG618-GG617-GG616-GG615-GG614-GG611
19R,19L		OLPAB-GG528-GG524-GG513
20R,20L		OLPAB-GG529-GG527-GG523-GG511

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

D-ATIS(Chinese) 127.0
VAR3.0°W D-ATIS(English) 128.6

ZGGG GUANGZHOU/Baiyun

RNAV RWY01L/01R/02L/02R/19L/19R/20L/20R
(IKAVO)

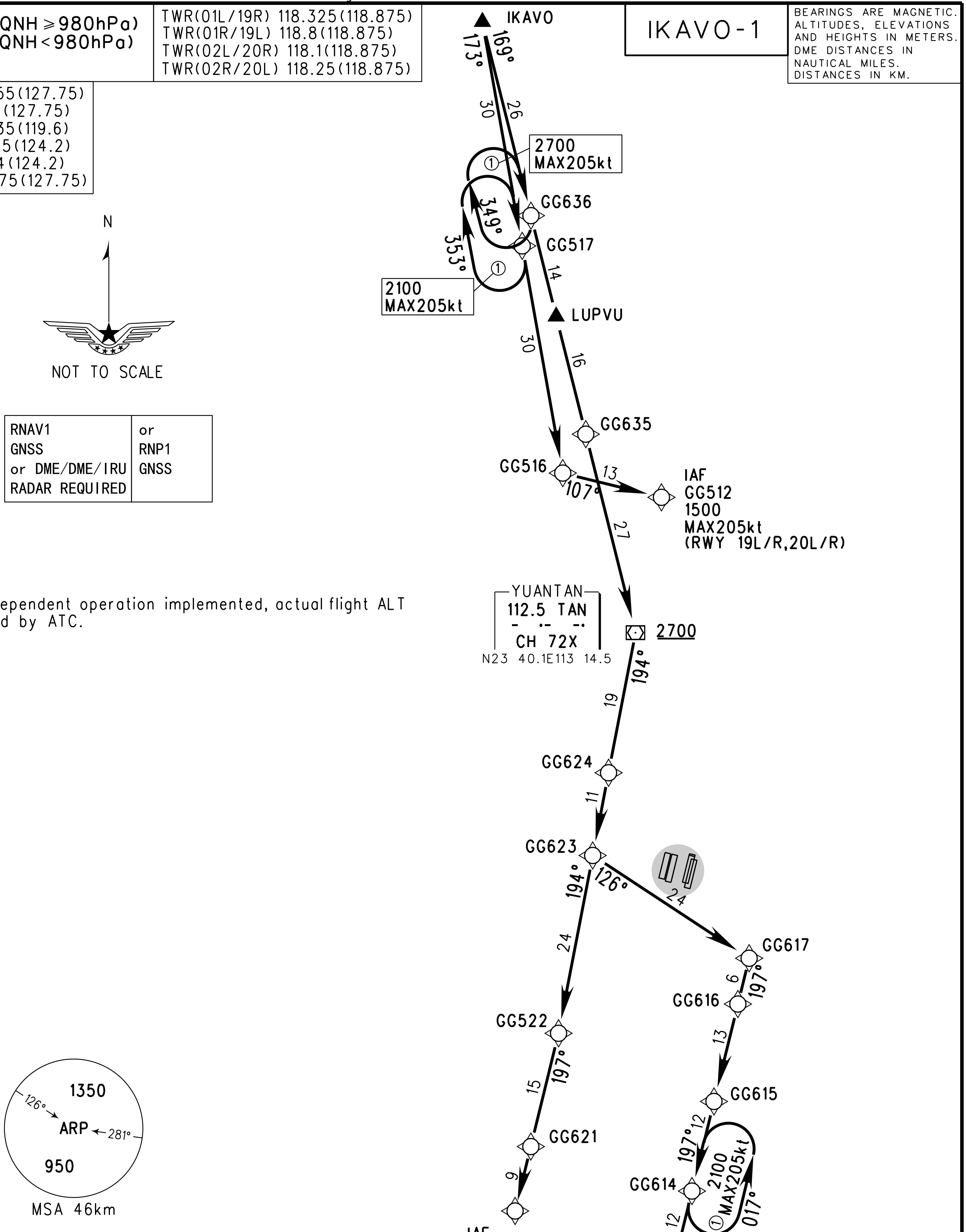
TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)

IKAVO-1

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.



RNAV1	or
GNSS	RNP1
or DME/DME/IRU	GNSS
RADAR REQUIRED	

Note:
While independent operation implemented, actual flight ALT instructed by ATC.

RWY	STAR	ROUTING
01R,01L	IKAVO-1	IKAVO-GG636-LUPVU-GG635-TAN-GG624-GG623-GG522-GG621-GG612
02L,02R	IKAVO-1	IKAVO-GG636-LUPVU-GG635-TAN-GG624-GG623-GG617-GG616-GG615-GG614-GG611
19L,19R 20L,20R	IKAVO-1	IKAVO-GG517-GG516-GG512

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

ZGGG GUANGZHOU/Baiyun

RNAV RWY01L/01R/02L/02R/19L/19R/20L/20R (ENVIP)

VAR3.0°W D-ATIS(Chinese) 127.0 D-ATIS(English) 128.6

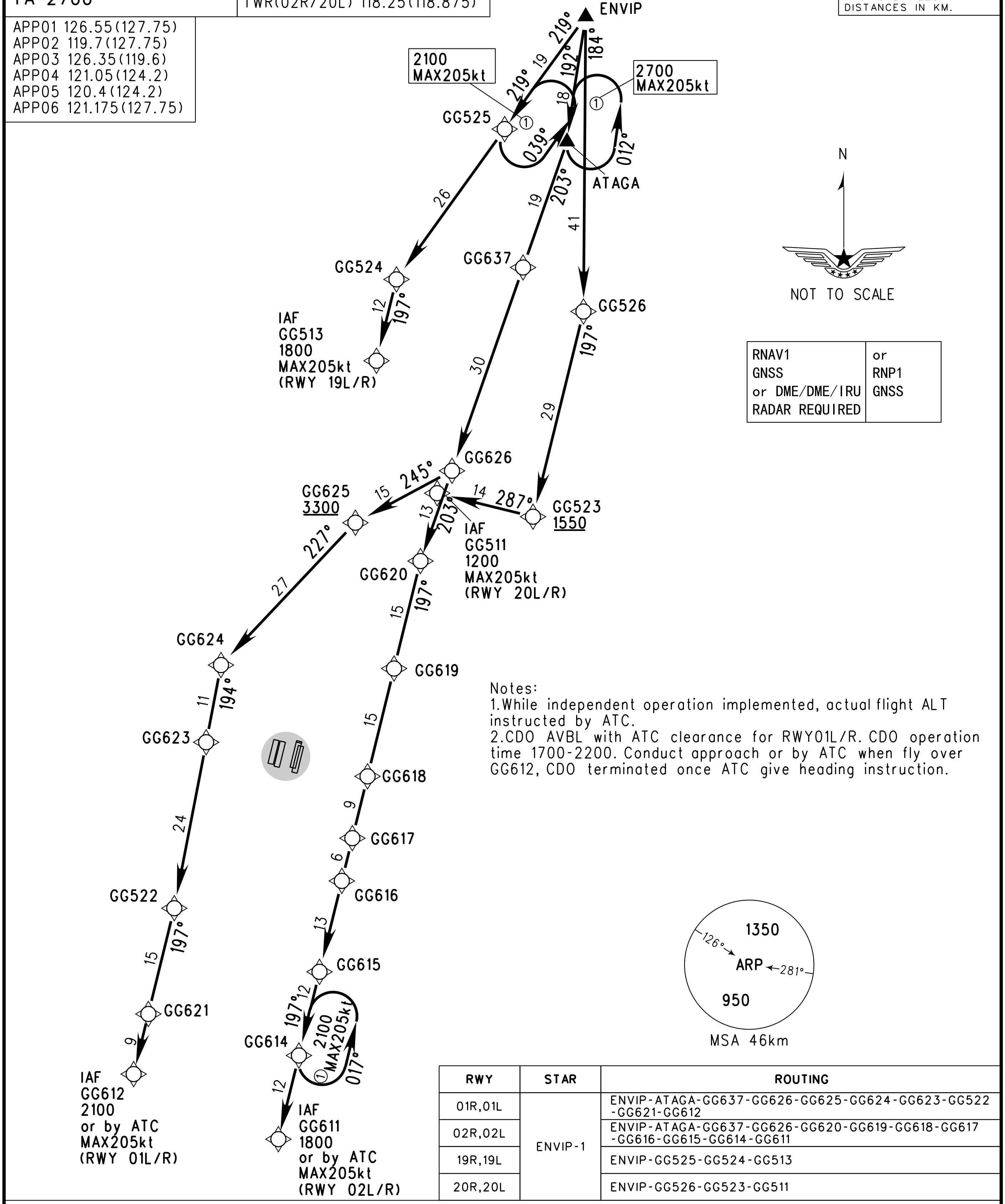
TL 3300(QNH≥980hPa) 3600(QNH<980hPa)
TA 2700

TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

ENVIP-1

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)



RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED	or RNP1 GNSS

Notes:
1.While independent operation implemented, actual flight ALT instructed by ATC.
2.CDO AVBL with ATC clearance for RWY01L/R. CDO operation time 1700-2200. Conduct approach or by ATC when fly over GG612, CDO terminated once ATC give heading instruction.

RWY	STAR	ROUTING
01R,01L	ENVIP-1	ENVIP-ATAGA-GG637-GG626-GG625-GG624-GG623-GG522-GG621-GG612
02R,02L		ENVIP-ATAGA-GG637-GG626-GG620-GG619-GG618-GG617-GG616-GG615-GG614-GG611
19R,19L		ENVIP-GG525-GG524-GG513
20R,20L		ENVIP-GG526-GG523-GG511

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

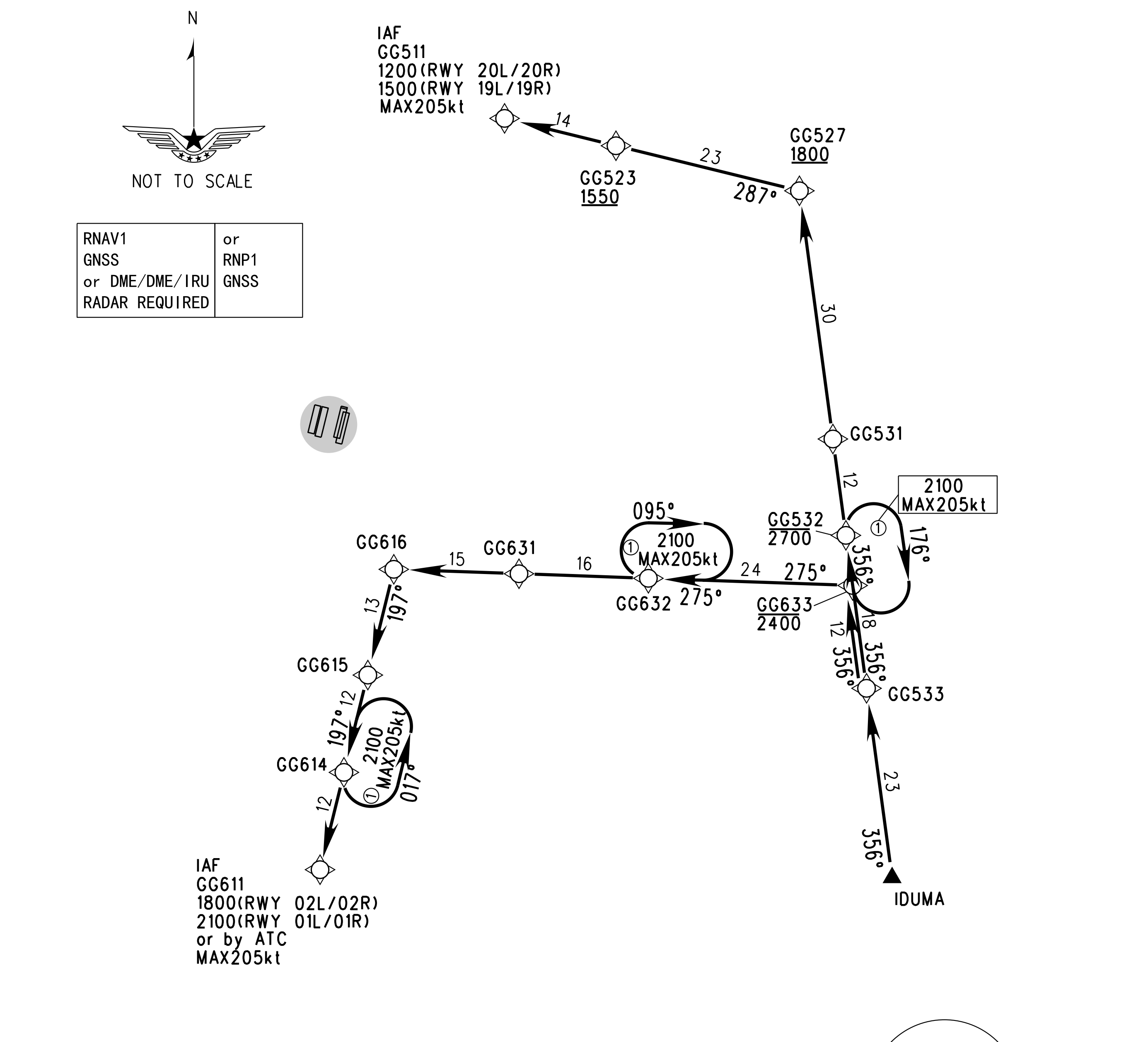
VAR3.0° W D-ATIS(Chinese) 127.0
D-ATIS(English) 128.6

ZGGG GUANGZHOU/Baiyun
RNAV RWY01L/01R/02L/02R/19L/19R/20L/20R (IDUMA)

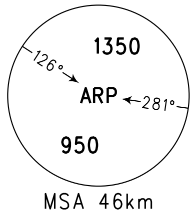
BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.	TL 3300(QNH≥980hPa) 3600(QNH<980hPa) TA 2700	TWR(01L/19R) 118.325(118.875) TWR(01R/19L) 118.8(118.875) TWR(02L/20R) 118.1(118.875) TWR(02R/20L) 118.25(118.875)	IDUMA-1

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)

Note:
While independent operation implemented, actual flight ALT instructed by ATC.



RWY	STAR	ROUTING
01R,01L	IDUMA-1	IDUMA-GG533-GG633-GG632-GG631-GG616-GG615-GG614-GG611
02L,02R		
19R,19L		IDUMA-GG533-GG532-GG531-GG527-GG523-GG511
20R,20L		



Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.0° W D-ATIS(Chinese) 127.0 D-ATIS(English) 128.6

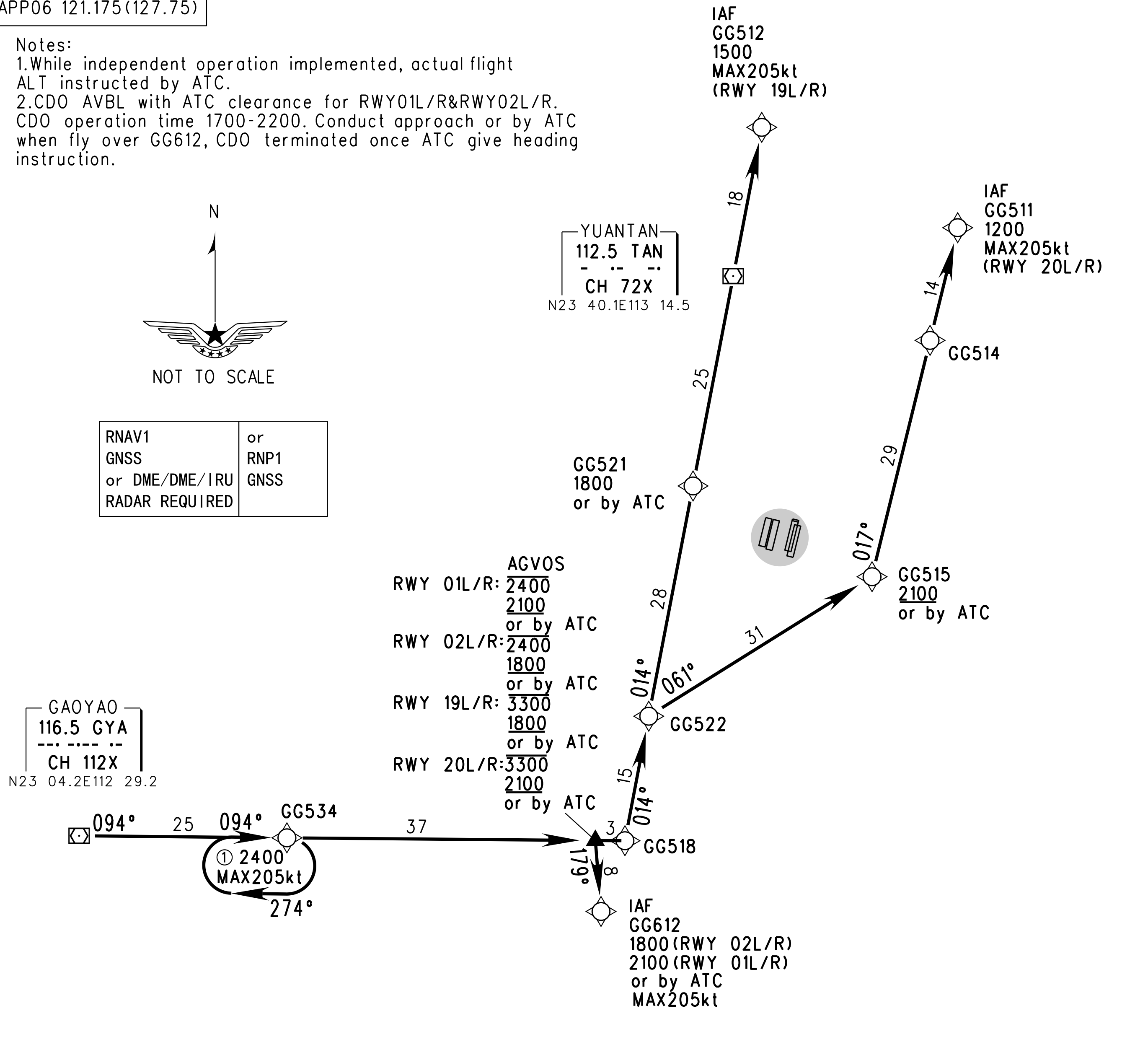
RNAV RWY01L/01R/02L/02R/19L/19R/20L/20R (GYA)

GYA-1

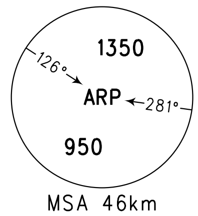
BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.	TL 3300(QNH ≥980hPa) 3600(QNH <980hPa) TA 2700	TWR(01L/19R) 118.325(118.875) TWR(01R/19L) 118.8(118.875) TWR(02L/20R) 118.1(118.875) TWR(02R/20L) 118.25(118.875)

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)

Notes:
1.While independent operation implemented, actual flight ALT instructed by ATC.
2.CDO AVBL with ATC clearance for RWY01L/R&RWY02L/R. CDO operation time 1700-2200. Conduct approach or by ATC when fly over GG612, CDO terminated once ATC give heading instruction.



RWY	STAR	ROUTING
01R,01L	GYA-1	GYA-GG534-AGVOS-GG612
02L,02R	GYA-1	GYA-GG534-AGVOS-GG612
19R,19L	GYA-1	GYA-GG534-AGVOS-GG518-GG522-GG521-TAN-GG512
20R,20L	GYA-1	GYA-GG534-AGVOS-GG518-GG522-GG515-GG514-GG511



Changes: New chart.

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun
RNAV RWY01L/01R/02L/02R(GYA)

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.	TL 3300(QNH⩾980hPa) 3600(QNH<980hPa) TA 2700	TWR(01L/19R) 118.325(118.875) TWR(01R/19L) 118.8(118.875) TWR(02L/20R) 118.1(118.875) TWR(02R/20L) 118.25(118.875)

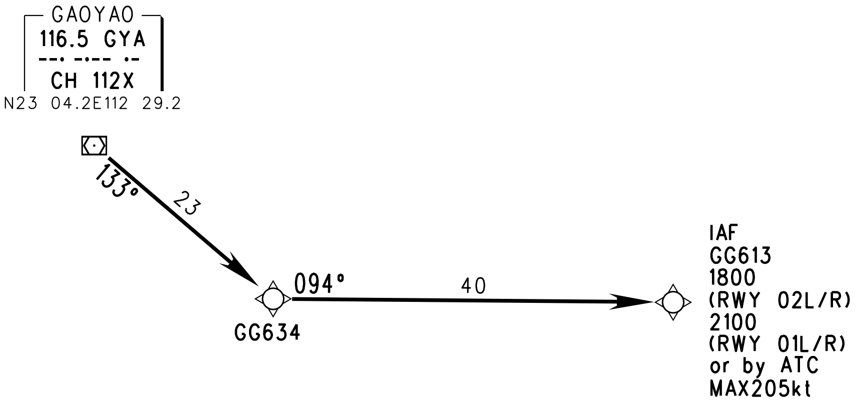
GYA-2(by ATC)

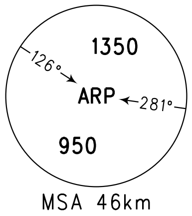
APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)

N

NOT TO SCALE

RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED	or RNP1 GNSS





RWY	STAR	ROUTING
01R,01L	GYA-2 (by ATC)	GYA-GG634-GG613
02L,02R		

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.0° W

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

ZGGG GUANGZHOU/Baiyun
RNAV RWY01L/01R/02L/02R
(IRTAT/OLPAB)

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

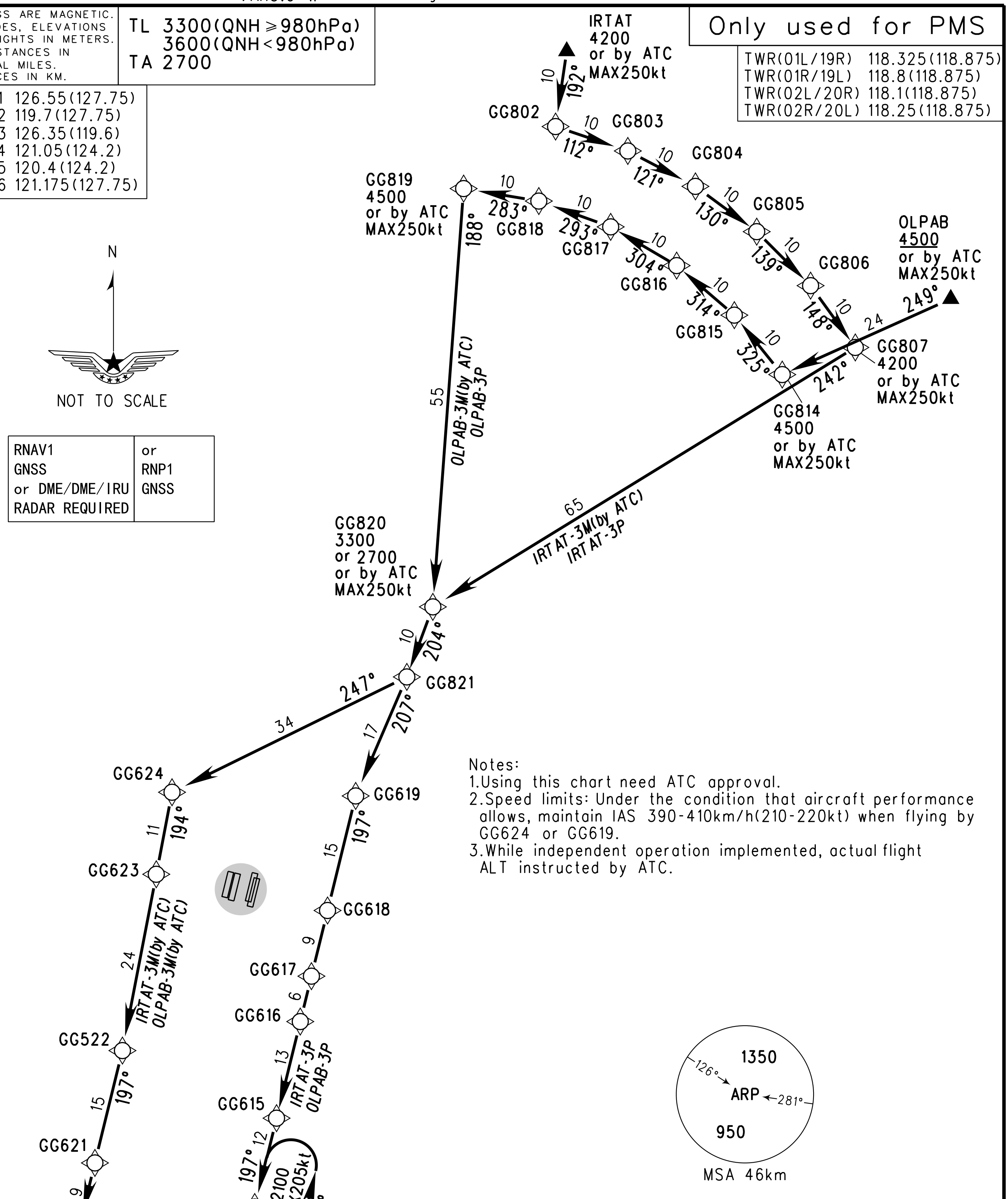
TL 3300(QNH≥980hPa)
3600(QNH<980hPa)
TA 2700

APP01 126.55(127.75)
APP02 119.7(127.75)
APP03 126.35(119.6)
APP04 121.05(124.2)
APP05 120.4(124.2)
APP06 121.175(127.75)

Only used for PMS

TWR(01L/19R) 118.325(118.875)
TWR(01R/19L) 118.8(118.875)
TWR(02L/20R) 118.1(118.875)
TWR(02R/20L) 118.25(118.875)

RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED	or RNP1 GNSS



Notes:
1.Using this chart need ATC approval.
2.Speed limits: Under the condition that aircraft performance allows, maintain IAS 390-410km/h(210-220kt) when flying by GG624 or GG619.
3.While independent operation implemented, actual flight ALT instructed by ATC.

RWY	STAR	ROUTING
01L,01R	IRTAT-3M (by ATC)	IRTAT-GG802-GG803-GG804-GG805-GG806-GG807-GG820 -GG821-GG624-GG623-GG522-GG621-GG612
02L,02R	IRTAT-3P	IRTAT-GG802-GG803-GG804-GG805-GG806-GG807-GG820 -GG821-GG619-GG618-GG617-GG616-GG615-GG614-GG611
01L,01R	OLPAB-3M (by ATC)	OLPAB-GG814-GG815-GG816-GG817-GG818-GG819-GG820 -GG821-GG624-GG623-GG522-GG621-GG612
02L,02R	OLPAB-3P	OLPAB-GG814-GG815-GG816-GG817-GG818-GG819-GG820 -GG821-GG619-GG618-GG617-GG616-GG615-GG614-GG611

Changes: New chart.

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
GG103	N23° 11'41.7"E113° 15'23.7"	GG514	N23° 35'59.7"E113° 28'15.7"	GG573	N23° 05'21.7"E113° 17'23.5"
GG104	N23° 38'16.4"E113° 22'34.6"	GG515	N23° 20'51.6"E113° 24'09.4"	GG574	N23° 09'25.1"E113° 04'52.2"
GG105	N22° 57'58.4"E113° 11'42.4"	GG516	N23° 51'25.4"E113° 09'02.7"	GG575	N23° 25'11.3"E113° 04'47.0"
GG106	N23° 44'34.8"E113° 24'17.3"	GG517	N24° 07'25.9"E113° 05'58.5"	GG576	N23° 17'36.0"E113° 18'33.0"
GG107	N22° 55'52.3"E113° 11'08.6"	GG518	N23° 03'59.0"E113° 06'57.0"	GG577	N23° 09'25.2"E113° 16'33.4"
GG108	N23° 47'44.0"E113° 25'08.7"			GG578	N23° 30'36.4"E113° 04'46.9"
		GG521	N23° 26'43.1"E113° 11'44.3"	GG579	N22° 58'58.3"E113° 16'15.1"
GG203	N23° 08'44.9"E113° 13'16.5"	GG522	N23° 11'57.7"E113° 08'37.3"	GG580	N22° 48'19.4"E113° 15'56.5"
GG204	N23° 38'22.0"E113° 21'16.2"	GG523	N23° 41'23.9"E113° 38'03.7"	GG581	N23° 29'13.2"E113° 48'40.5"
GG205	N22° 58'15.6"E113° 10'27.5"	GG524	N23° 59'21.6"E113° 26'58.4"	GG582	N23° 02'23.1"E113° 16'21.1"
GG206	N23° 44'52.1"E113° 23'02.0"	GG525	N24° 10'39.6"E113° 35'55.1"	GG583	N23° 18'40.9"E113° 04'49.2"
GG207	N22° 56'09.5"E113° 09'53.6"	GG526	N23° 56'51.6"E113° 42'17.8"	GG585	N23° 32'25.7"E114° 08'17.3"
GG208	N23° 48'01.4"E113° 23'53.4"	GG527	N23° 38'23.9"E113° 50'57.6"	GG586	N23° 35'03.4"E113° 57'36.0"
		GG528	N24° 02'37.4"E113° 53'16.4"		
GG303	N23° 11'19.4"E113° 15'32.2"	GG529	N23° 51'22.1"E114° 01'35.9"	GG611	N22° 54'30.6"E113° 17'02.8"
GG304	N23° 38'01.2"E113° 22'45.1"			GG612	N22° 59'27.0"E113° 05'16.9"
GG305	N22° 57'55.3"E113° 11'56.0"	GG531	N23° 22'16.6"E113° 53'11.1"	GG613	N22° 55'53.6"E113° 02'43.4"
GG306	N23° 44'31.7"E113° 24'31.0"	GG532	N23° 16'01.0"E113° 54'02.9"	GG614	N23° 00'49.1"E113° 18'44.6"
GG307	N22° 55'49.1"E113° 11'22.2"	GG533	N23° 06'04.9"E113° 55'24.8"	GG615	N23° 07'07.6"E113° 20'26.7"
GG308	N23° 47'40.9"E113° 25'22.5"	GG534	N23° 04'11.2"E112° 43'31.0"	GG616	N23° 13'59.0"E113° 22'17.7"
				GG617	N23° 17'12.3"E113° 23'10.0"
GG403	N23° 08'58.5"E113° 12'47.0"	GG561	N23° 16'33.0"E113° 13'24.0"	GG618	N23° 21'52.0"E113° 24'25.7"
GG404	N23° 38'29.5"E113° 20'44.9"	GG562	N23° 11'22.7"E113° 31'13.9"	GG619	N23° 29'59.7"E113° 26'37.9"
GG405	N22° 58'22.8"E113° 09'56.3"	GG563	N23° 21'53.7"E113° 49'41.3"	GG620	N23° 38'05.8"E113° 28'50.0"
GG406	N23° 44'59.4"E113° 22'30.6"	GG564	N23° 15'47.0"E113° 26'26.0"	GG621	N23° 03'59.1"E113° 06'29.4"
GG407	N22° 56'16.6"E113° 09'22.5"	GG565	N23° 18'05.8"E113° 31'44.2"	GG623	N23° 24'28.9"E113° 11'15.5"
GG408	N23° 48'08.6"E113° 23'22.0"	GG566	N23° 15'13.8"E113° 17'58.3"	GG624	N23° 30'18.3"E113° 12'29.3"
		GG569	N23° 28'44.8"E113° 33'53.9"	GG625	N23° 41'00.6"E113° 23'31.4"
GG511	N23° 43'12.7"E113° 30'13.5"	GG570	N23° 42'05.5"E113° 04'41.4"	GG626	N23° 44'53.7"E113° 31'27.0"
GG512	N23° 49'41.8"E113° 16'35.8"	GG571	N23° 40'54.4"E113° 21'09.9"		
GG513	N23° 53'13.6"E113° 25'18.3"	GG572	N23° 07'10.3"E113° 11'07.3"	GG631	N23° 13'39.6"E113° 31'04.9"

Changes: New chart.

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
GG632	N23° 13'19.1"E113° 40'09.7"	GG688	N23° 34'53.4"E113° 16'47.4"	ATAGA	N24° 09'41"E113° 41'02"
GG633	N23° 12'45.7"E113° 54'29.7"	GG689	N23° 43'41.2"E113° 53'09.7"	BOVMA	N23° 49'15"E114° 16'58"
GG634	N22° 56'05.1"E112° 39'30.7"			ENVIP	N24° 19'07"E113° 42'38"
GG635	N23° 54'09.6"E113° 10'49.0"	GG701	N23° 24'50.2"E113° 11'10.9"	IDUMA	N22° 53'47"E113° 57'06"
GG636	N24° 09'33.7"E113° 06'39.0"	GG702	N23° 29'01.6"E113° 12'46.2"	IKAVO	N24° 23'13"E113° 02'57"
GG637	N24° 00'12.6"E113° 37'21.8"	GG703	N23° 29'51.0"E113° 14'25.8"	IRTAT	N24° 22'49"E113° 43'15"
GG638	N23° 52'30.6"E113° 47'03.3"			LUPVU	N24° 02'28"E113° 08'34"
GG639	N23° 57'57.7"E113° 58'16.6"	GG802	N24° 17'28"E113° 42'21"	MIKIP	N24° 20'56"E113° 25'13"
		GG803	N24° 15'42"E113° 47'56"	OLPAB	N24° 05'00"E114° 12'50"
GG661	N23° 34'29.0"E113° 17'19.1"	GG804	N24° 13'09"E113° 53'09"	SAREX	N22° 52'54"E113° 29'00"
GG662	N23° 38'45.8"E113° 11'45.6"	GG805	N24° 09'54"E113° 57'52"	VIBOS	N22° 37'28"E113° 19'40"
GG663	N23° 34'15.5"E113° 04'44.0"	GG806	N24° 06'02"E114° 02'00"		
GG664	N23° 39'58.9"E113° 17'12.4"	GG807	N24° 01'37"E114° 05'25"		
GG665	N23° 41'31.2"E113° 31'57.7"				
GG666	N23° 28'32.9"E113° 04'45.9"	GG814	N23° 59'44"E113° 59'45"		
GG667	N23° 33'33.0"E113° 36'14.0"	GG815	N24° 03'59"E113° 56'05"		
GG668	N23° 32'23.8"E113° 26'59.9"	GG816	N24° 07'32"E113° 51'39"		
GG669	N23° 15'43.1"E113° 04'50.2"	GG817	N24° 10'19"E113° 46'34"		
GG670	N23° 26'56.3"E113° 31'53.4"	GG818	N24° 12'11"E113° 41'01"		
GG671	N23° 09'58.3"E113° 27'40.8"	GG819	N24° 13'06"E113° 35'12"		
GG672	N23° 44'12.1"E113° 04'40.8"	GG820	N23° 43'24"E113° 32'39"		
GG673	N23° 51'37.1"E113° 19'28.4"	GG821	N23° 38'26"E113° 30'37"		
GG675	N23° 34'42.8"E113° 21'49.8"				
GG677	N23° 30'04.3"E113° 20'35.9"	CON	N23° 35.3'E113° 35.2'		
GG678	N23° 51'00.0"E113° 26'12.9"	GYA	N23° 04.2'E112° 29.2'		
GG679	N23° 58'29.8"E113° 28'14.3"	LMN	N23° 38.9'E114° 19.6'		
GG680	N22° 53'47.4"E113° 14'04.5"	POU	N23° 01.3'E113° 11.4'		
GG681	N22° 58'14.2"E113° 17'48.4"	TAN	N23° 40.1'E113° 14.5'		
GG684	N23° 49'24.6"E112° 57'53.0"				
GG685	N23° 53'41.3"E112° 56'28.0"	AGVIL	N24° 09'11"E112° 51'19"		
GG686	N23° 37'18.7"E114° 06'54.9"	AGVOS	N23° 04'00"E113° 04'54"		

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY01L/01R/02L/02R/19L/19R/20L/20R SID BOVMA-1								
RWY01L SID BOVMA-1								
CF	GG688		002					RNAV1
TF	GG664					MAX230		RNAV1
TF	GG665				$\overline{2700}$			RNAV1
TF	GG689							RNAV1
TF	BOVMA							RNAV1
RWY01R SID BOVMA-1								
CF	GG661		002					RNAV1
TF	GG664					MAX230		RNAV1
TF	GG665				$\overline{2700}$			RNAV1
TF	GG689							RNAV1
TF	BOVMA							RNAV1
RWY02L SID BOVMA-1								
CF	GG677		019			MAX230		RNAV1
TF	GG668							RNAV1
TF	GG667							RNAV1
TF	GG686							RNAV1
TF	BOVMA							RNAV1
RWY02R SID BOVMA-1								
CF	GG677		017			MAX230		RNAV1
TF	GG668							RNAV1
TF	GG667							RNAV1
TF	GG686							RNAV1
TF	BOVMA							RNAV1
RWY19L SID BOVMA-1								
CF	GG561		212			MAX230		RNAV1
TF	GG572				$\underline{1800}$			RNAV1
TF	GG573							RNAV1
TF	GG562							RNAV1
TF	GG563				$\underline{3300}$			RNAV1
TF	GG585							RNAV1
TF	BOVMA							RNAV1
RWY19R SID BOVMA-1								
VA			197		150			RNAV1
CF	GG561		208			MAX230		RNAV1
TF	GG572				$\underline{1800}$			RNAV1
TF	GG573							RNAV1
TF	GG562							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG563				$\underline{3300}$			RNAV1
TF	GG585							RNAV1
TF	BOVMA							RNAV1
RWY20L SID BOVMA-1								
VA			197		150			RNAV1
CF	GG576		182			MAX230		RNAV1
TF	GG564							RNAV1
TF	GG565							RNAV1
TF	GG581				$\underline{3300}$			RNAV1
TF	GG586							RNAV1
TF	BOVMA							RNAV1
RWY20R SID BOVMA-1								
VA			197		150			RNAV1
CF	GG576		181			MAX230		RNAV1
TF	GG564							RNAV1
TF	GG565							RNAV1
TF	GG581				$\underline{3300}$			RNAV1
TF	GG586							RNAV1
TF	BOVMA							RNAV
RWY01L/01R/02L/02R/19L/19R/20L/20R SID LMN-1								
RWY01L SID LMN-1								
CF	GG688		002					RNAV1
TF	GG664					MAX230		RNAV1
TF	GG665				$\overline{2700}$			RNAV1
TF	GG689							RNAV1
TF	LMN							RNAV1
RWY01R SID LMN-1								
CF	GG661		002					RNAV1
TF	GG664					MAX230		RNAV1
TF	GG665				$\overline{2700}$			RNAV1
TF	GG689							RNAV1
TF	LMN							RNAV1
RWY02L SID LMN-1								
CF	GG677		019			MAX230		RNAV1
TF	GG668							RNAV1
TF	GG667							RNAV1
TF	GG686							RNAV1
TF	LMN							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY02R SID LMN-1								
CF	GG677		017			MAX230		RNAV1
TF	GG668							RNAV1
TF	GG667							RNAV1
TF	GG686							RNAV1
TF	LMN							RNAV1
RWY19L SID LMN-1								
CF	GG561		212			MAX230		RNAV1
TF	GG572				1800			RNAV1
TF	GG573							RNAV1
TF	GG562							RNAV1
TF	GG563				3300			RNAV1
TF	GG585							RNAV1
TF	LMN							RNAV1
RWY19R SID LMN-1								
VA			197		150			RNAV1
CF	GG561		208			MAX230		RNAV1
TF	GG572				1800			RNAV1
TF	GG573							RNAV1
TF	GG562							RNAV1
TF	GG563				3300			RNAV1
TF	GG585							RNAV1
TF	LMN							RNAV1
RWY20L SID LMN-1								
VA			197		150			RNAV1
CF	GG576		182			MAX230		RNAV1
TF	GG564							RNAV1
TF	GG565							RNAV1
TF	GG581				3300			RNAV1
TF	GG586							RNAV1
TF	LMN							RNAV1
RWY20R SID LMN-1								
VA			197		150			RNAV1
CF	GG576		181			MAX230		RNAV1
TF	GG564							RNAV1
TF	GG565							RNAV1
TF	GG581				3300			RNAV1
TF	GG586							RNAV1
TF	LMN							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY01L/01R/02L/02R/19L/19R SID SAREX-1								
RWY01L SID SAREX-1								
CF	GG688		002			MAX230		RNAV1
TF	GG662							RNAV1
TF	GG663							RNAV1
TF	GG666							RNAV1
TF	GG669							RNAV1
TF	POU							RNAV1
TF	SAREX							RNAV1
RWY01R SID SAREX-1								
CF	GG661		002			MAX230		RNAV1
TF	GG662							RNAV1
TF	GG663							RNAV1
TF	GG666							RNAV1
TF	GG669							RNAV1
TF	POU							RNAV1
TF	SAREX							RNAV1
RWY02L SID SAREX-1								
CF	GG677		019			MAX230		RNAV1
TF	GG668							RNAV1
TF	GG670							RNAV1
TF	GG671							RNAV1
TF	GG681							RNAV1
TF	SAREX							RNAV1
RWY02R SID SAREX-1								
CF	GG677		017			MAX230		RNAV1
TF	GG668							RNAV1
TF	GG670							RNAV1
TF	GG671							RNAV1
TF	GG681							RNAV1
TF	SAREX							RNAV1
RWY19L SID SAREX-1								
CF	GG561		212			MAX230		RNAV1
TF	GG572				<u>1800</u>			RNAV1
TF	POU							RNAV1
TF	SAREX							RNAV1
RWY19R SID SAREX-1								
VA			197		150			RNAV1
CF	GG561		208			MAX230		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
CF	GG561		208			MAX230		RNAV1
TF	GG572				1800			RNAV1
TF	POU							RNAV1
TF	SAREX							RNAV1
RWY20L/20R SID SAREX-2(by ATC)								
RWY20L SID SAREX-2(by ATC)								
VA			197		150			RNAV1
CF	GG576		182			MAX230		RNAV1
TF	GG566				900			RNAV1
TF	GG577				1500			RNAV1
TF	GG582				1500			RNAV1
TF	GG579							RNAV1
TF	SAREX							RNAV1
RWY20R SID SAREX-2(by ATC)								
VA			197		150			RNAV1
CF	GG576		181			MAX230		RNAV1
TF	GG566				900			RNAV1
TF	GG577				1500			RNAV1
TF	GG582				1500			RNAV1
TF	GG579							RNAV1
TF	SAREX							RNAV1
RWY01L/01R/02L/02R/19L/19R SID VIBOS-1								
RWY01L SID VIBOS-1								
CF	GG688		002			MAX230		RNAV1
TF	GG662							RNAV1
TF	GG663							RNAV1
TF	GG666							RNAV1
TF	GG669							RNAV1
TF	POU							RNAV1
TF	VIBOS							RNAV1
RWY01R SID VIBOS-1								
CF	GG661		002			MAX230		RNAV1
TF	GG662							RNAV1
TF	GG663							RNAV1
TF	GG666							RNAV1
TF	GG669							RNAV1
TF	POU							RNAV1
TF	VIBOS							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY02L SID VIBOS-1								
CF	GG677		019			MAX230		RNAV1
TF	GG668							RNAV1
TF	GG670							RNAV1
TF	GG671							RNAV1
TF	GG681							RNAV1
TF	GG680							RNAV1
TF	VIBOS							RNAV1
RWY02R SID VIBOS-1								
CF	GG677		017			MAX230		RNAV1
TF	GG668							RNAV1
TF	GG670							RNAV1
TF	GG671							RNAV1
TF	GG681							RNAV1
TF	GG680							RNAV1
TF	VIBOS							RNAV1
RWY19L SID VIBOS-1								
CF	GG561		212			MAX230		RNAV1
TF	GG572				1800			RNAV1
TF	POU							RNAV1
TF	VIBOS							RNAV1
RWY19R SID VIBOS-1								
VA			197		150			RNAV1
CF	GG561		208			MAX230		RNAV1
TF	GG572				1800			RNAV1
TF	POU							RNAV1
TF	VIBOS							RNAV1
RWY20L/20R SID VIBOS-2(by ATC)								
RWY20L SID VIBOS-2(by ATC)								
VA			197		150			RNAV1
CF	GG576		182			MAX230		RNAV1
TF	GG566				900			RNAV1
TF	GG577				1500			RNAV1
TF	GG582				1500			RNAV1
TF	GG579							RNAV1
TF	GG580							RNAV1
TF	VIBOS							RNAV1
RWY20R SID VIBOS-2(by ATC)								
VA			197		150			RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
CF	GG576		181			MAX230		RNAV1
TF	GG566				900			RNAV1
TF	GG577				1500			RNAV1
TF	GG582				1500			RNAV1
TF	GG579							RNAV1
TF	GG580							RNAV1
TF	VIBOS							RNAV1
RWY01L/01R/02L/02R/19L/19R/20L/20R SID AGVIL-1								
RWY01L SID AGVIL-1								
CF	GG688		002			MAX230		RNAV1
TF	GG662							RNAV1
TF	GG672							RNAV1
TF	GG684							RNAV1
TF	AGVIL							RNAV1
RWY01R SID AGVIL-1								
CF	GG661		002			MAX230		RNAV1
TF	GG662							RNAV1
TF	GG672							RNAV1
TF	GG684							RNAV1
TF	AGVIL							RNAV1
RWY02L SID AGVIL-1								
CF	GG677		019					RNAV1
TF	GG675							RNAV1
TF	GG678							RNAV1
TF	GG685							RNAV1
TF	AGVIL							RNAV1
RWY02R SID AGVIL-1								
CF	GG677		017					RNAV1
TF	GG675							RNAV1
TF	GG678							RNAV1
TF	GG685							RNAV1
TF	AGVIL							RNAV1
RWY19L SID AGVIL-1								
CF	GG561		212					RNAV1
TF	GG572				1800			RNAV1
TF	POU	Y			1800			RNAV1
CF	AGVOS		003	R		MAX230		RNAV1
TF	GG574							RNAV1
TF	GG583							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG575							RNAV1
TF	GG578							RNAV1
TF	GG570							RNAV1
TF	AGVIL							RNAV1
RWY19R SID AGVIL-1								
VA			197		150			RNAV1
CF	GG561		208					RNAV1
TF	GG572				1800			RNAV1
TF	POU	Y			1800			RNAV1
CF	AGVOS		003	R		MAX230		RNAV1
TF	GG574							RNAV1
TF	GG583							RNAV1
TF	GG575							RNAV1
TF	GG578							RNAV1
TF	GG570							RNAV1
TF	AGVIL							RNAV1
RWY20L SID AGVIL-1								
VA			197		150			RNAV1
CF	GG576		182			MAX230		RNAV1
TF	GG564							RNAV1
TF	GG565							RNAV1
TF	GG569				2700			RNAV1
TF	GG571							RNAV1
TF	AGVIL							RNAV1
RWY20R SID AGVIL-1								
VA			197		150			RNAV1
CF	GG576		181			MAX230		RNAV1
TF	GG564							RNAV1
TF	GG565							RNAV1
TF	GG569				2700			RNAV1
TF	GG571							RNAV1
TF	AGVIL							RNAV1
RWY19L/19R SID AGVIL-2(by ATC)								
RWY19L SID AGVIL-2(by ATC)								
CA			197		135			RNAV1
VI			212	R				RNAV1
CF	GG575		314	R		MAX230		RNAV1
TF	GG578							RNAV1
TF	GG570							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY19R SID AGVIL-2(by ATC)								
CA			197		135			RNAV1
VI			208	R				RNAV1
CF	GG575		314	R		MAX230		RNAV1
TF	GG578							RNAV1
TF	GG570							RNAV1
TF	AGVIL							RNAV1
RWY01L/01R/02L/02R/19L/19R/20L/20R SID MIKIP-1								
RWY01L SID MIKIP-1								
CF	GG688		002			MAX230		RNAV1
TF	GG664							RNAV1
TF	GG673							RNAV1
TF	MIKIP							RNAV1
RWY01R SID MIKIP-1								
CF	GG661		002			MAX230		RNAV1
TF	GG664							RNAV1
TF	GG673							RNAV1
TF	MIKIP							RNAV1
RWY02L SID MIKIP-1								
CF	GG677		019					RNAV1
TF	GG675							RNAV1
TF	GG678							RNAV1
TF	GG679							RNAV1
TF	MIKIP							RNAV1
RWY02R SID MIKIP-1								
CF	GG677		017					RNAV1
TF	GG675							RNAV1
TF	GG678							RNAV1
TF	GG679							RNAV1
TF	MIKIP							RNAV1
RWY19L SID MIKIP-1								
CF	GG561		212					RNAV1
TF	GG572				1800			RNAV1
TF	POU	Y			1800			RNAV1
CF	AGVOS		003	R		MAX230		RNAV1
TF	GG574							RNAV1
TF	GG583							RNAV1
TF	GG575							RNAV1
TF	GG578							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG570							RNAV1
TF	MIKIP							RNAV1
RWY19R SID MIKIP-1								
VA			197		150			RNAV1
CF	GG561		208					RNAV1
TF	GG572				1800			RNAV1
TF	POU	Y			1800			RNAV1
CF	AGVOS		003	R		MAX230		RNAV1
TF	GG574							RNAV1
TF	GG583							RNAV1
TF	GG575							RNAV1
TF	GG578							RNAV1
TF	GG570							RNAV1
TF	MIKIP							RNAV1
RWY20L SID MIKIP-1								
VA			197		150			RNAV1
CF	GG576		182			MAX230		RNAV1
TF	GG564							RNAV1
TF	GG565							RNAV1
TF	GG569				2700			RNAV1
TF	GG571							RNAV1
TF	MIKIP							RNAV1
RWY20R SID MIKIP-1								
VA			197		150			RNAV1
CF	GG576		181			MAX230		RNAV1
TF	GG564							RNAV1
TF	GG565							RNAV1
TF	GG569				2700			RNAV1
TF	GG571							RNAV1
TF	MIKIP							RNAV1
RWY19L/19R SID MIKIP-2(by ATC)								
RWY19L SID MIKIP-2(by ATC)								
CA			197		135			RNAV1
VI			212	R				RNAV1
CF	GG575		314	R		MAX230		RNAV1
TF	GG578							RNAV1
TF	GG570							RNAV1
TF	MIKIP							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY19R SID MIKIP-2(by ATC)								
CA			197		135			RNAV1
VI			208	R				RNAV1
CF	GG575		314	R		MAX230		RNAV1
TF	GG578							RNAV1
TF	GG570							RNAV1
TF	MIKIP							RNAV1
RWY01L/01R/02L/02R/19L/19R/20L/20R STAR OLPAB-1								
RWY01L/01R STAR OLPAB-1								
IF	OLPAB							RNAV1
TF	GG639							RNAV1
TF	GG638							RNAV1
TF	GG626							RNAV1
TF	GG625				<u>3300</u>			RNAV1
TF	GG624							RNAV1
TF	GG623							RNAV1
TF	GG522							RNAV1
TF	GG621							RNAV1
TF	GG612				2100 or by ATC	MAX205		RNAV1
RWY02L/02R STAR OLPAB-1								
IF	OLPAB							RNAV1
TF	GG639							RNAV1
TF	GG638							RNAV1
TF	GG626							RNAV1
TF	GG620							RNAV1
TF	GG619							RNAV1
TF	GG618							RNAV1
TF	GG617							RNAV1
TF	GG616							RNAV1
TF	GG615							RNAV1
TF	GG614							RNAV1
TF	GG611				1800 or by ATC	MAX205		RNAV1
RWY19L/19R STAR OLPAB-1								
IF	OLPAB							RNAV1
TF	GG528							RNAV1
TF	GG524							RNAV1
TF	GG513				1800	MAX205		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY20L/20R STAR OLPAB-1								
IF	OLPAB							RNAV1
TF	GG529							RNAV1
TF	GG527				1800			RNAV1
TF	GG523				1550			RNAV1
TF	GG511				1200	MAX205		RNAV1
OLPAB-1 STAR Holding(Outbound Time:1min)								
HM	GG639	Y	245	R	2100	MAX205		RNAV1
HM	GG528	Y	265	R	2100	MAX205		RNAV1
HM	GG529	Y	220	R	2100	MAX205		RNAV1
HM	GG614	Y	197	L	2100	MAX205		RNAV1
RWY01L/01R/02L/02R/19L/19R/20L/20R STAR IKAVO-1								
RWY01L/01R STAR IKAVO-1								
IF	IKAVO							RNAV1
TF	GG636							RNAV1
TF	LUPVU							RNAV1
TF	GG635							RNAV1
TF	TAN				2700			RNAV1
TF	GG624							RNAV1
TF	GG623							RNAV1
TF	GG522							RNAV1
TF	GG621							RNAV1
TF	GG612				2100 or by ATC	MAX205		RNAV1
RWY02L/02R STAR IKAVO-1								
IF	IKAVO							RNAV1
TF	GG636							RNAV1
TF	LUPVU							RNAV1
TF	GG635							RNAV1
TF	TAN				2700			RNAV1
TF	GG624							RNAV1
TF	GG623							RNAV1
TF	GG617							RNAV1
TF	GG616							RNAV1
TF	GG615							RNAV1
TF	GG614							RNAV1
TF	GG611				1800 or by ATC	MAX205		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY19L/19R/20L/20R STAR IKAVO-1								
IF	IKAVO							RNAV1
TF	GG517							RNAV1
TF	GG516							RNAV1
TF	GG512				1500	MAX205		RNAV1
IKAVO-1 STAR Holding(Outbound Time:1min)								
HM	GG614	Y	197	L	2100	MAX205		RNAV1
HM	GG517	Y	173	R	2100	MAX205		RNAV1
HM	GG636	Y	169	R	2700	MAX205		RNAV1
RWY01L/01R/02L/02R/19L/19R/20L/20R STAR ENVIP-1								
RWY01L/01R STAR ENVIP-1								
IF	ENVIP							RNAV1
TF	ATAGA							RNAV1
TF	GG637							RNAV1
TF	GG626							RNAV1
TF	GG625				3300			RNAV1
TF	GG624							RNAV1
TF	GG623							RNAV1
TF	GG522							RNAV1
TF	GG621							RNAV1
TF	GG612				2100 or by ATC	MAX205		RNAV1
RWY02L/02R STAR ENVIP-1								
IF	ENVIP							RNAV1
TF	ATAGA							RNAV1
TF	GG637							RNAV1
TF	GG626							RNAV1
TF	GG620							RNAV1
TF	GG619							RNAV1
TF	GG618							RNAV1
TF	GG617							RNAV1
TF	GG616							RNAV1
TF	GG615							RNAV1
TF	GG614							RNAV1
TF	GG611				1800 or by ATC	MAX205		RNAV1
RWY19L/19R STAR ENVIP-1								
IF	ENVIP							RNAV1
TF	GG525							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG524							RNAV1
TF	GG513				1800	MAX205		RNAV1
RWY20L/20R STAR ENVIP-1								
IF	ENVIP							RNAV1
TF	GG526							RNAV1
TF	GG523				$\underline{1550}$			RNAV1
TF	GG511				1200	MAX205		RNAV1
ENVIP-1 STAR Holding(Outbound Time:1min)								
HM	GG525	Y	219	L	2100	MAX205		RNAV1
HM	ATAGA	Y	192	L	2700	MAX205		RNAV1
HM	GG614	Y	197	L	2100	MAX205		RNAV1
RWY01L/01R/02L/02R/19L/19R/20L/20R STAR IDUMA-1								
RWY01L/01R STAR IDUMA-1								
IF	IDUMA							RNAV1
TF	GG533							RNAV1
TF	GG633				$\overline{2400}$			RNAV1
TF	GG632							RNAV1
TF	GG631							RNAV1
TF	GG616							RNAV1
TF	GG615							RNAV1
TF	GG614							RNAV1
TF	GG611				2100 or by ATC	MAX205		RNAV1
RWY02L/02R STAR IDUMA-1								
IF	IDUMA							RNAV1
TF	GG533							RNAV1
TF	GG633				$\overline{2400}$			RNAV1
TF	GG632							RNAV1
TF	GG631							RNAV1
TF	GG616							RNAV1
TF	GG615							RNAV1
TF	GG614							RNAV1
TF	GG611				1800 or by ATC	MAX205		RNAV1
RWY19L/19R STAR IDUMA-1								
IF	IDUMA							RNAV1
TF	GG533							RNAV1
TF	GG532				$\overline{2700}$			RNAV1
TF	GG531							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG527				$\underline{1800}$			RNAV1
TF	GG523				$\underline{1550}$			RNAV1
TF	GG511				1500	MAX205		RNAV1
RWY20L/20R STAR IDUMA-1								
IF	IDUMA							RNAV1
TF	GG533							RNAV1
TF	GG532				$\overline{2700}$			RNAV1
TF	GG531							RNAV1
TF	GG527				$\underline{1800}$			RNAV1
TF	GG523				$\underline{1550}$			RNAV1
TF	GG511				1200	MAX205		RNAV1
IDUMA-1 STAR Holding(Outbound Time:1min)								
HM	GG614	Y	197	L	2100	MAX205		RNAV1
HM	GG632	Y	275	R	2100	MAX205		RNAV1
HM	GG532	Y	356	R	2100	MAX205		RNAV1
RWY01L/01R/02L/02R/19L/19R/20L/20R STAR GYA-1								
RWY01L/01R STAR GYA-1								
IF	GYA							RNAV1
TF	GG534							RNAV1
TF	AGVOS				$\overline{2400}$ $\underline{2100}$ or by ATC			RNAV1
TF	GG612				2100 or by ATC	MAX205		RNAV1
RWY02L/02R STAR GYA-1								
IF	GYA							RNAV1
TF	GG534							RNAV1
TF	AGVOS				$\overline{2400}$ $\underline{1800}$ or by ATC			RNAV1
TF	GG612				1800 or by ATC	MAX205		RNAV1
RWY19L/19R STAR GYA-1								
IF	GYA							RNAV1
TF	GG534							RNAV1
TF	AGVOS				$\overline{3300}$ $\underline{1800}$ or by ATC			RNAV1
TF	GG518							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG522							RNAV1
TF	GG521				1800 or by ATC			RNAV1
TF	TAN							RNAV1
TF	GG512				1500	MAX205		RNAV1
RWY20L/20R STAR GYA-1								
IF	GYA							RNAV1
TF	GG534							RNAV1
TF	AGVOS				$\overline{3300}$ $\underline{2100}$ or by ATC			RNAV1
TF	GG518							RNAV1
TF	GG522							RNAV1
TF	GG515				$\underline{2100}$ or by ATC			RNAV1
TF	GG514							RNAV1
TF	GG511				1200	MAX205		RNAV1
RWY01L/01R/02L/02R STAR GYA-2(by ATC)								
RWY01L/01R STAR GYA-2(by ATC)								
IF	GYA							RNAV1
TF	GG634							RNAV1
TF	GG613				2100 or by ATC	MAX205		RNAV1
RWY02L/02R STAR GYA-2(by ATC)								
IF	GYA							RNAV1
TF	GG634							RNAV1
TF	GG613				1800 or by ATC	MAX205		RNAV1
GYA-1 STAR Holding(Outbound Time:1min)								
HM	GG534	Y	094	R	2400	MAX205		RNAV1
RWY01L/01R STAR IRTAT-3M(by ATC)								
IF	IRTAT				4200 or by ATC	MAX250		RNAV1
TF	GG802				4200 or by ATC	MAX250		RNAV1
TF	GG803				4200 or by ATC	MAX250		RNAV1
TF	GG804				4200 or by ATC	MAX250		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG805				4200 or by ATC	MAX250		RNAV1
TF	GG806				4200 or by ATC	MAX250		RNAV1
TF	GG807				4200 or by ATC	MAX250		RNAV1
TF	GG820				3300or2700 or by ATC	MAX250		RNAV1
TF	GG821							RNAV1
TF	GG624							RNAV1
TF	GG623							RNAV1
TF	GG522							RNAV1
TF	GG621							RNAV1
TF	GG612				2100 or by ATC	MAX205		RNAV1
RWY02L/02R STAR IRTAT-3P								
IF	IRTAT				4200 or by ATC	MAX250		RNAV1
TF	GG802				4200 or by ATC	MAX250		RNAV1
TF	GG803				4200 or by ATC	MAX250		RNAV1
TF	GG804				4200 or by ATC	MAX250		RNAV1
TF	GG805				4200 or by ATC	MAX250		RNAV1
TF	GG806				4200 or by ATC	MAX250		RNAV1
TF	GG807				4200 or by ATC	MAX250		RNAV1
TF	GG820				3300or2700 or by ATC	MAX250		RNAV1
TF	GG821							RNAV1
TF	GG619							RNAV1
TF	GG618							RNAV1
TF	GG617							RNAV1
TF	GG616							RNAV1
TF	GG615							RNAV1
TF	GG614							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG611				1800 or by ATC	MAX205		RNAV1
RWY01L/01R STAR OLPAB-3M(by ATC)								
IF	OLPAB				4500 or by ATC	MAX250		RNAV1
TF	GG814				4500 or by ATC	MAX250		RNAV1
TF	GG815				4500 or by ATC	MAX250		RNAV1
TF	GG816				4500 or by ATC	MAX250		RNAV1
TF	GG817				4500 or by ATC	MAX250		RNAV1
TF	GG818				4500 or by ATC	MAX250		RNAV1
TF	GG819				4500 or by ATC	MAX250		RNAV1
TF	GG820				3300or2700 or by ATC	MAX250		RNAV1
TF	GG821							RNAV1
TF	GG624							RNAV1
TF	GG623							RNAV1
TF	GG522							RNAV1
TF	GG621							RNAV1
TF	GG612				2100 or by ATC	MAX205		RNAV1
RWY02L/02R STAR OLPAB-3P								
IF	OLPAB				4500 or by ATC	MAX250		RNAV1
TF	GG814				4500 or by ATC	MAX250		RNAV1
TF	GG815				4500 or by ATC	MAX250		RNAV1
TF	GG816				4500 or by ATC	MAX250		RNAV1
TF	GG817				4500 or by ATC	MAX250		RNAV1
TF	GG818				4500 or by ATC	MAX250		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG819				4500 or by ATC	MAX250		RNAV1
TF	GG820				3300or2700 or by ATC	MAX250		RNAV1
TF	GG821							RNAV1
TF	GG619							RNAV1
TF	GG618							RNAV1
TF	GG617							RNAV1
TF	GG616							RNAV1
TF	GG615							RNAV1
TF	GG614							RNAV1
TF	GG611				1800 or by ATC	MAX205		RNAV1
IRTAT-3P/OLPAB-3P STAR Holding(Outbound Time:1min)								
HM	GG614	Y	197	L	2100	MAX205		RNAV1
RWY01L Approach Transition GG611								
IF	GG611				2100 or by ATC	MAX205		RNAV1
TF	GG407				2100			RNAV1
TF	GG405				2100			RNAV1
TF	GG403				1200			RNAV1
RWY01L Approach Transition GG612								
IF	GG612				2100 or by ATC	MAX205		RNAV1
TF	GG405				2100			RNAV1
TF	GG403				1200			RNAV1
RWY01L Approach Transition GG613								
IF	GG613				2100 or by ATC	MAX205		RNAV1
TF	GG407				2100			RNAV1
TF	GG405				2100			RNAV1
TF	GG403				1200			RNAV1
RWY01L Missed Approach								
CA			017		200			RNAV1
CF	GG702		313			MAX200		RNAV1
TF	GG672				1500			RNAV1
RWY01L Missed Approach Holding(Outbound Time:1min)								
HM	GG672	Y	337	R	1500	MAX205		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY01R Approach Transition GG611								
IF	GG611				2100 or by ATC	MAX205		RNAV1
TF	GG207				2100			RNAV1
TF	GG205				2100			RNAV1
TF	GG203				1200			RNAV1
RWY01R Approach Transition GG612								
IF	GG612				2100 or by ATC	MAX205		RNAV1
TF	GG205				2100			RNAV1
TF	GG203				1200			RNAV1
RWY01R Approach Transition GG613								
IF	GG613				2100 or by ATC	MAX205		RNAV1
TF	GG207				2100			RNAV1
TF	GG205				2100			RNAV1
TF	GG203				1200			RNAV1
RWY01R Missed Approach								
CA			017		200			RNAV1
CF	GG703		328			MAX200		RNAV1
TF	GG672				1500			RNAV1
RWY01R Missed Approach Holding(Outbound Time:1min)								
HM	GG672	Y	337	R	1500	MAX205		RNAV1
RWY02L Approach Transition GG611								
IF	GG611				1800 or by ATC	MAX205		RNAV1
TF	GG107				1800			RNAV1
TF	GG105				1800			RNAV1
TF	GG103				900			RNAV1
RWY02L Approach Transition GG612								
IF	GG612				1800 or by ATC	MAX205		RNAV1
TF	GG105				1800			RNAV1
TF	GG103				900			RNAV1
RWY02L Approach Transition GG613								
IF	GG613				1800 or by ATC	MAX205		RNAV1
TF	GG107				1800			RNAV1
TF	GG105				1800			RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG103				900			RNAV1
RWY02L Missed Approach								
CA			017		200			RNAV1
CF	CON		057		1500	MAX200		RNAV1
RWY02L Missed Approach Holding(Outbound Time:1min)								
HM	CON	Y	057	L	1500	MAX205		RNAV1
RWY02R Approach Transition GG611								
IF	GG611				1800 or by ATC	MAX205		RNAV1
TF	GG307				1800			RNAV1
TF	GG305				1800			RNAV1
TF	GG303				900			RNAV1
RWY02R Approach Transition GG612								
IF	GG612				1800 or by ATC	MAX205		RNAV1
TF	GG305				1800			RNAV1
TF	GG303				900			RNAV1
RWY02R Approach Transition GG613								
IF	GG613				1800 or by ATC	MAX205		RNAV1
TF	GG307				1800			RNAV1
TF	GG305				1800			RNAV1
TF	GG303				900			RNAV1
RWY02R Missed Approach								
CA			017		200			RNAV1
CF	CON		057		1500	MAX200		RNAV1
RWY02R Missed Approach Holding(Outbound Time:1min)								
HM	CON	Y	057	L	1500	MAX205		RNAV1
RWY19L Approach Transition GG511								
IF	GG511				1500	MAX205		RNAV1
TF	GG206				1500			RNAV1
TF	GG204				1200			RNAV1
RWY19L Approach Transition GG512								
IF	GG512				1500	MAX205		RNAV1
TF	GG208				1500			RNAV1
TF	GG206				1500			RNAV1
TF	GG204				1200			RNAV1
RWY19L Approach Transition GG513								
IF	GG513				1800	MAX205		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG208				1500			RNAV1
TF	GG206				1500			RNAV1
TF	GG204				1200			RNAV1
RWY19L Missed Approach								
CA			197		210			RNAV1
DF	GG701			R	$\overline{600}$ $\underline{500}$	MAX200		RNAV1
TF	GG672				$\underline{1800}$			RNAV1
RWY19L Missed Approach Holding(Outbound Time:1min)								
HM	GG672	Y	346	R	1800	MAX205		RNAV1
RWY19R Approach Transition GG511								
IF	GG511				1500	MAX205		RNAV1
TF	GG406				1500			RNAV1
TF	GG404				1200			RNAV1
RWY19R Approach Transition GG512								
IF	GG512				1500	MAX205		RNAV1
TF	GG408				1500			RNAV1
TF	GG406				1500			RNAV1
TF	GG404				1200			RNAV1
RWY19R Approach Transition GG513								
IF	GG513				1800	MAX205		RNAV1
TF	GG408				1500			RNAV1
TF	GG406				1500			RNAV1
TF	GG404				1200			RNAV1
RWY19R Missed Approach								
CA			197		210			RNAV1
DF	GG701			R	$\overline{600}$ $\underline{500}$	MAX200		RNAV1
TF	GG672				$\underline{1800}$			RNAV1
RWY19R Missed Approach Holding(Outbound Time:1min)								
HM	GG672	Y	346	R	1800	MAX205		RNAV1
RWY20L Approach Transition GG511								
IF	GG511				1200	MAX205		RNAV1
TF	GG306				1200			RNAV1
TF	GG304				900			RNAV1
RWY20L Approach Transition GG512								
IF	GG512				1500	MAX205		RNAV1
TF	GG308				1200			RNAV1
TF	GG306				1200			RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GG304				900			RNAV1
RWY20L Missed Approach								
CA			197		210			RNAV1
DF	CON			L	1500	MAX200		RNAV1
RWY20L Missed Approach Holding(Outbound Time:1min)								
HM	CON	Y	336	R	1500	MAX205		RNAV1
RWY20R Approach Transition GG511								
IF	GG511				1200	MAX205		RNAV1
TF	GG106				1200			RNAV1
TF	GG104				900			RNAV1
RWY20R Approach Transition GG512								
IF	GG512				1500	MAX205		RNAV1
TF	GG108				1200			RNAV1
TF	GG106				1200			RNAV1
TF	GG104				900			RNAV1
RWY20R Missed Approach								
CA			197		210			RNAV1
DF	CON			L	1500	MAX200		RNAV1
RWY20R Missed Approach Holding(Outbound Time:1min)								
HM	CON	Y	336	R	1500	MAX205		RNAV1

Changes: New chart.