

ZSSS/SHA
HONGQIAO+JEPPESEN
15 AUG 14

10-1P

SHANGHAI, PR OF CHINA
.Eff.20.Aug.1600Z. .AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS 132.25

1.2. RWY OPERATIONS

During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct ACFT downwind take-off or downwind landing for short time. Pilot shall inform controller if he decides not to take off or land on downwind RWY allocated according to ACFT performance or operation handbook.

1.3. TAXI PROCEDURES

1.3.1. GENERAL

TWYs K1, L01, L03 and L04 wingspan restricted to less than 213.2' /65m.
TWY L07 wingspan restricted to less than 198' /60.4m (213.2' /65m when towed).
TWY L11 wingspan restricted to less than 171' /52m.
TWYs L02, L05, L06, L12 thru L14 and L17 wingspan restricted to less than 118' /36m.
TWY L08 wingspan restricted to less than 79' /24m.

1.3.2. RWY CROSSING

TWYs H1, H4 and H7 used for crossing RWY 18L/36R.
TWYs H1 thru H7 used for crossing RWY 18R/36L.
Cross the RWY immediately upon receiving the crossing clearance.
Repeat all ATC instructions concerning "hold short of RWY or cross the RWY".
Any questions shall be clarified before crossing RWY.
Finally, report to controller "runway vacated".

1.4. RULES FOR ALTERNATE OF B747-8

Use RWY 18L/36R, stands 95 and 97.

Apply for alternate landing at least 20 minutes earlier.

After arrival leave RWY 18L via A3 or A4 or H7 or T6, RWY 36R via A1 or A2 or T1 or H1. Then taxi via A and K6 to stand 95 or 97.

Departing ACFT taxi via L01, K6 or K7 and A to enter either RWY 18L via T1 or H1 or RWY 36R via H7 or T6.

Use judgmental steering at turns between following TWYs:

A1 and A, A2 and A, A4 and A, H1 and A, H7 and A, T1 and A, T6 and A, K6 and A, K7 and A, H1 and RWY 18L, T1 and RWY 18L, H7 and RWY 36R, L01 and K6, L01 and K7.

1.5. PARKING INFORMATION

Visual docking guidance system available for stands 221 thru 275.

On stand 76, 98A, 98B, 98C, 99, 232 thru 235, 262 thru 265, 286 thru 290, 301 thru 312 and 401 thru 413 push-back required.

Stands 604, 604B, 605 and 606 are available for emergency flights and under Follow-me guidance only.

Entry/exit of stand 232 forbidden while ACFT parking nose to South on TWY L12.

Entry/exit of stand 235 forbidden while ACFT parking nose to North on TWY L12.

Entry/exit of stand 262 forbidden while ACFT parking nose to South on TWY L13.

Entry/exit of stand 265 forbidden while ACFT parking nose to North on TWY L13.

Enter stand 301 from TWY L08 via TWY K1.

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(10-1P1)

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SHANGHAI, PR OF CHINA
AIRPORT BRIEFING.

1. GENERAL

1.6. OTHER INFORMATION

1.6.1. GENERAL

Birds.

RWYs 18L and 18R right-hand circuit.

Turns of more than 90° on RWY or TWY are forbidden.

1.6.2. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

Within 10NM from RWY end, if there is no wake separation between ACFT, and ACFT is able to vacate the RWY within 50 seconds after touchdown, the minimum radar separation is reduced to 5km (except for wet or contaminated RWY).

2. ARRIVAL

2.1. GENERAL

RNAV flight procedures are primary procedures, pilot shall execute these procedures without special reasons.

2.2. COMMUNICATION FAILURE PROCEDURE

Landing to North:

Proceed to JTN according to the last instructed altitude (climb to 4930'-1500m if not reached), then join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 36R instrument approach procedure.

Landing to South:

Proceed to PK according to the last instructed altitude (climb to 4930'-1500m if not reached), join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 18L instrument approach procedure.

2.3. RWY OPERATIONS

RWY 18L/36R mainly used for arrival.

If ACFT can not use the rapid exit TWY, pilot shall inform controller in advance.

TWYs H3 thru H5 can not be used for vacating RWY.

2.4. TAXI PROCEDURES

- Requirements for ACFT occupying RWY (except for wet or contaminated RWY):

ACFT shall fully vacate RWY within 50 seconds after touchdown. If flight crew considers they cannot fulfill the process within the required time, pilot shall inform the controller no later than 5 minutes before touching down.

2.5. OTHER INFORMATION

The latest time to issue landing clearance can be before ACFT flying over RWY THR. Pilots shall strictly follow ATC instructions.

ZSSS/SHA

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SHANGHAI, PR OF CHINA

HONGQIAO

15 AUG 14

(10-1P2)

.Eff.20.Aug.1600Z.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

Crew may apply for departure clearance via DCL 20 minutes prior to estimated start-up time.

Upon receiving of departure information via DCL, crew shall transmit a confirm information within 10 minutes, or the service will be regarded a failure.

Upon completion of DCL service, crew shall repeat RWY designator and initial climb altitude to ATC.

3.2. DE-ICING

DE-ICING POSITION	ENTRY	EXIT	REMARKS
1	TWY D (nose to South)	TWY D - H7	De-icing positions 1, 2, 4, 5, 6 can be used independently.
2		TWY D - H6	
3	TWY D - de-icing guideline (blue) (nose to South)	De-icing guideline - H7	ACFT de-icing on position 3 can taxi out only if position 1 is vacant.
4		De-icing guideline - H6 or H7	
5	TWY D (nose to North)	TWY D - H1	ACFT de-icing on positions 3 and 4:
6		TWY D - H2 or H1	
7	L01 (nose to South)	L01 - H7	Stands 601 thru 608 are forbidden to use;
8	L03 (nose to West)	L03 - K1	ACFT entering or exiting from China Eastern Airlines hangar are forbidden;
			TWY L14 (South of stand 601) is forbidden to use.

3.3. START-UP, PUSH-BACK & TAXI PROCEDURES

Departing ACFT shall contact Delivery for delivery clearance within 10 min prior to start-up.

Before push-back and start-up, departing ACFT shall contact HONGQIAO Ground for push-back and start-up clearance and conduct within 5 min, otherwise, apply the clearance once more.

HONGQIAO Ground will notify the ACFT at appropriate time to contact Tower for further ATC instructions.

In order to avoid frequency congestion, pilot shall leave Tower frequency without RTF instruction from controller as soon as airborne and contact the frequency assigned in the delivery clearance immediately.

ACFT using stand 2 shall not start-up until pushed to the taxilane West of stand 3 or North of stand 6.

ACFT using stand 76 will be pushed back with nose Westwards if stands 65, 66 and 75 not occupied, otherwise with nose Eastwards to Aprons B or C before start-up.

ACFT using stands 266 thru 285: When exiting, push-back nosewheel to holding position, then start-up to enter corresponding TWY by ATC instructions.

ACFT on stands 232 thru 235 shall be pushed back to holding point on TWY L12, then start-up and taxi to TWY D.

ACFT on stands 262 thru 265 shall be pushed back to holding point on TWY L13, then start-up and taxi to TWY D.

ACFT on stands 286 thru 290 shall be pushed back to holding point on TWY L14, then start-up and taxi to TWY D.

ACFT on stands 301 thru 312 shall be pushed back to holding point on TWY L08.

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3. DEPARTURE

Engine run-up stands on apron 4 can only be used while TWY L11 between stands 406 and 407 is not in use.

ACFT on stands 401 thru 413 shall be pushed back to holding point on TWY L11, then start-up and taxi to TWY D.

ACFT on stands 406 and 411 with wingspan no less than 171'/52m shall be pushed out directly to TWY D.

ACFT on stands 601 thru 608 shall be pushed to holding point on TWY L14 then start-up and taxi to TWY D.

ACFT on stands 602, 603, 605 and 606 with wingspan more than 118'/36m shall be pushed to TWY D directly.

ACFT on stands 604 thru 608 (including 604B) are forbidden to push-back while towing ACFT taxi in/out on apron 6.

ACFT on stands 604A are forbidden to push-back nose to North while towing ACFT taxi in/out on apron 6.

- Requirements for ACFT occupying RWY (except for wet or contaminated RWY):

ACFT shall finish RWY alignment within 60 seconds from holding position. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform TWR before entering RWY.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. RUN-UP TESTS

Engine run-ups are subject to AOC permission and Tower clearance, and may only be carried out at a designated location.

Testing period and engine noise shall be controlled.

Stands for run-up tests installed East of stands 401 thru 406, available for ACFT with MAX wingspan 213.2'/65m with nose to South. Engine run-up stands on Apron 4 can only be used while TWY L11 between stands 401 thru 407 is not in use. Fast engine run-ups can be carried out there or by ATC. Engine idle test can be carried out at stands 96, 97 and 917.

3.4.2. TAKE-OFF

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented:

The derated take-off is strongly recommended, if take-off performance of ACFT permits.

At 450m (1500') - reduce thrust to not less than climb power;

- climb at V₂ + 20km/h (10 KT) with flaps/slats in take-off configuration;

At 910m (3000') - accelerate to en-route climb speed and retract flaps/slats on schedule while maintaining a positive rate of climb.

If the procedures can not be implemented due to any reason other than ATC, controller shall be informed by the pilot.

3.5. RWY OPERATIONS

RWY 18R/36L mainly used for departure.

ZSSS/SHA
HONGQIAO

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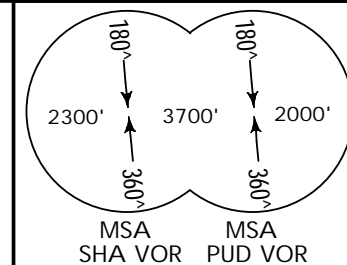
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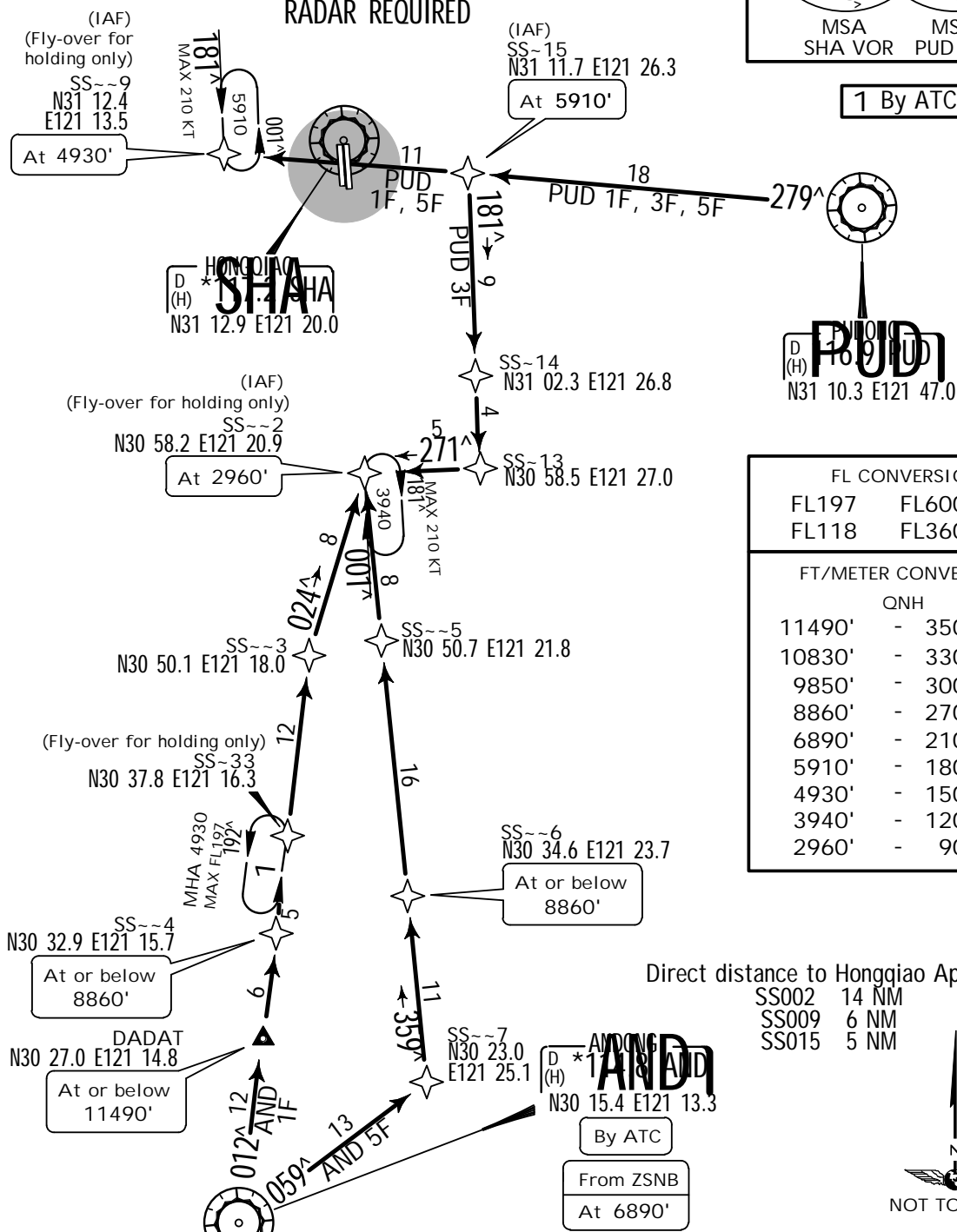
.RNAV.STAR.

D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. 9850' Trans alt: 10830' 1031 hPa or above 8860' 979 hPa or below
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AND 1F, AND 5F 1, PUD 1F, PUD 3F, PUD 5F 1
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



1 By ATC



STAR	ROUTING
AND 1F	AND (6890' or by ATC) - DADAT (11490'-) - SS004 (8860'-) - SS033 - SS003 - SS002 (2960').
AND 5F 1	AND (6890' or by ATC) - SS007 - SS006 (8860'-) - SS005 - SS002 (2960').
PUD 1F, PUD 5F 1	PUD - SS015 (5910') - SS009 (4930').

ZSSS/SHA
HONGQIAO

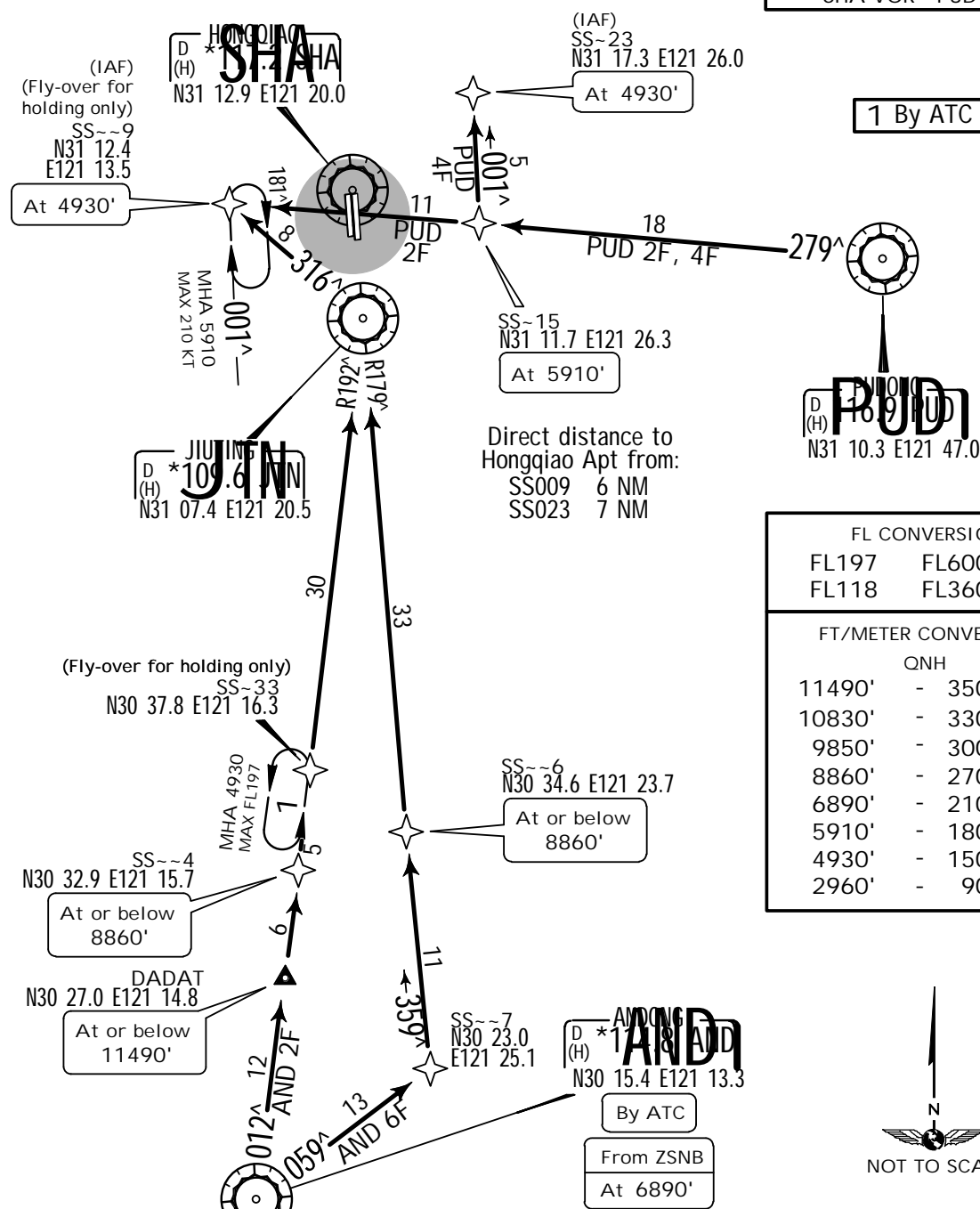
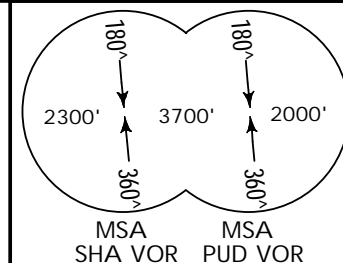
15 AUG 14



JEPPESEN SHANGHAI, PR OF CHINA
(10-2A) .Eff.20.Aug.1600Z. .RNAV.STAR.

D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. 9850' Trans alt: 10830' 1031 hPa or above 8860' 979 hPa or below
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AND 2F, AND 6F 1, PUD 2F, PUD 4F 1
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FL CONVERSION	
FL197	FL6000m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
11490'	- 3500m
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
2960'	- 900m



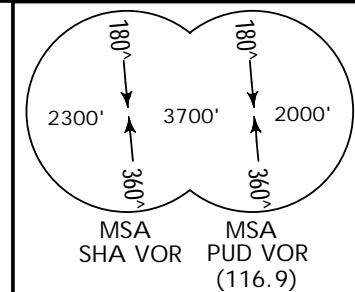
STAR	ROUTING
AND 2F	AND (6890' or by ATC) - DADAT (11490'-) - SS004 (8860'-) - SS033 - JTN - SS009 (4930').
AND 6F 1	AND (6890' or by ATC) - SS007 - SS006 (8860'-) - JTN - SS009 (4930').
PUD 2F	PUD - SS015 (5910') - SS009 (4930').

ZSSS/SHA
 HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA
 15 AUG 14 10-2B .Eff.20.Aug.1600Z. .RNAV.STAR.

D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. 9850' Trans alt: 10830' 1031 hPa or above 8860' 979 hPa or below
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SAS 1F, SAS 3F 1
 RWYS 36L/R RNAV ARRIVALS
 RNAV (GNSS, DME/DME/IRU)
 RNAV 1
 RADAR REQUIRED



SASAN
 N31 35.4 E120 19.2

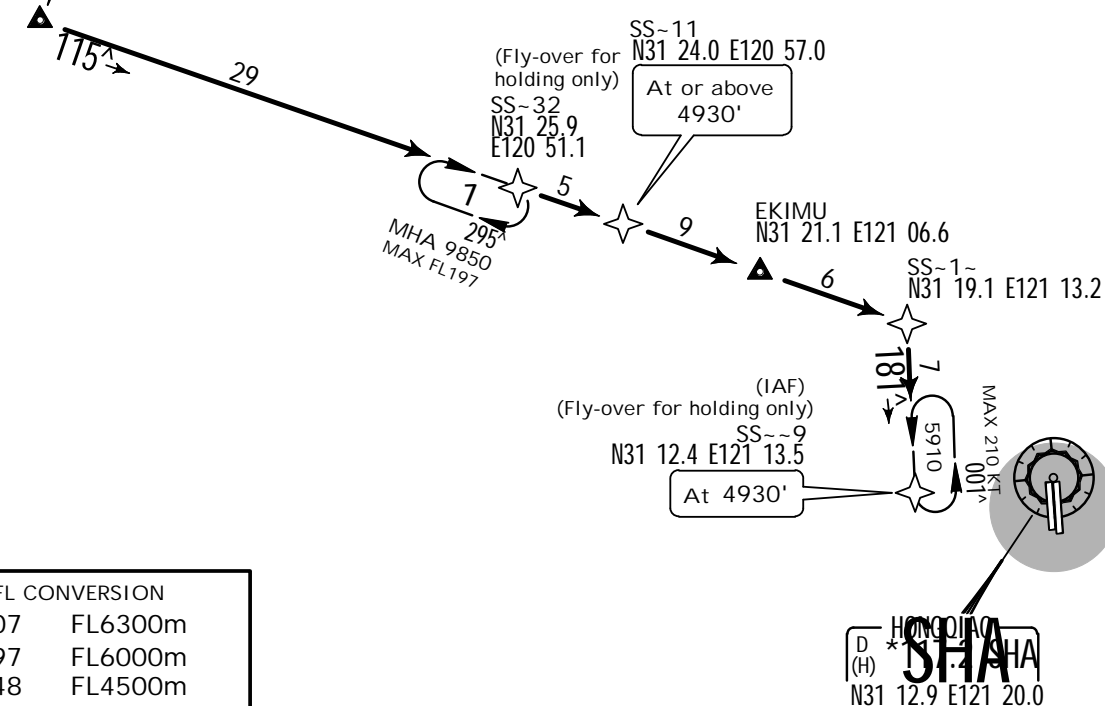
1 By ATC

CAT C & D
 At FL207
 or at FL148
 or at FL128

CAT B
 At FL128

CAT A
 At 4930'

Direct distance to Hongqiao Apt from:
 SS009 6 NM



FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m
4930'	- 1500m
2960'	- 900m

ROUTING

ZSSS/SHA
HONGQIAO

15 AUG 14



JEPPESEN

SHANGHAI, PR OF CHINA

10-2C

.Eff.20.Aug.1600Z.

.RNAV.STAR.

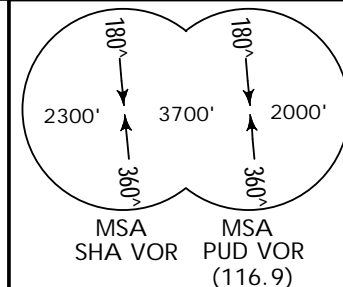
D-ATIS
132.25

Apt Elev
10'

Alt Set: hPa
Trans level: FL118
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.
9850'
Trans alt:
10830' 1031 hPa or above
8860' 979 hPa or below

SAS 2F, SAS 4F¹
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

1 By ATC



SASAN
N31 35.4 E120 19.2

CAT C & D

At FL207
or at FL148
or at FL128

CAT B

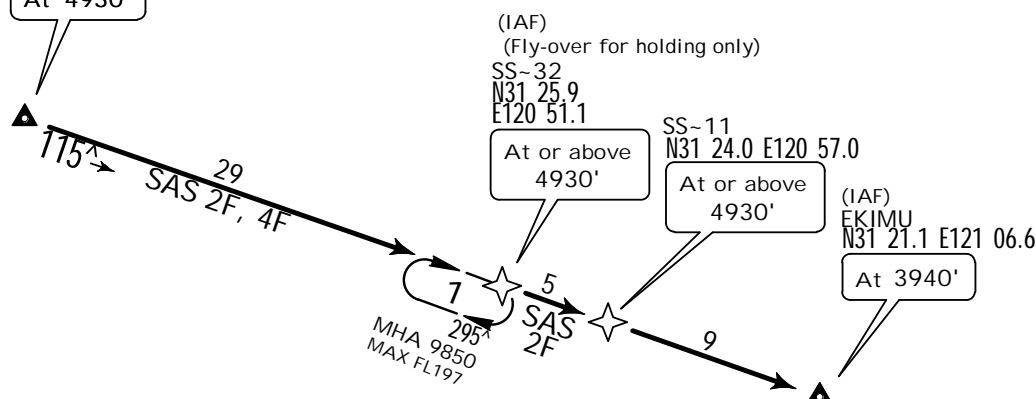
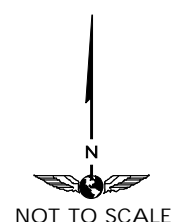
At FL128

CAT A

At 4930'

Direct distance to Hongqiao Apt from:

EKIMU 15 NM
SS032 29 NM



FL CONVERSION

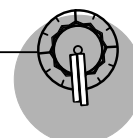
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION

QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m

HONGQIAO
D (H)
SHA
N31 12.9 E121 20.0



STAR

ROUTING

SAS 2F SASAN - SS032 (4930'+) - SS011 (4930'+) - EKIMU (3940').

ZSSS/SHA
HONGQIAO

21 FEB 14

(10-2D)

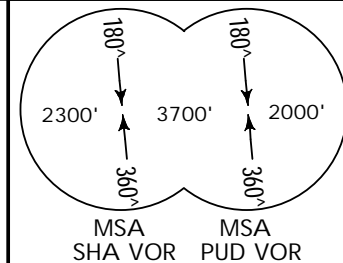
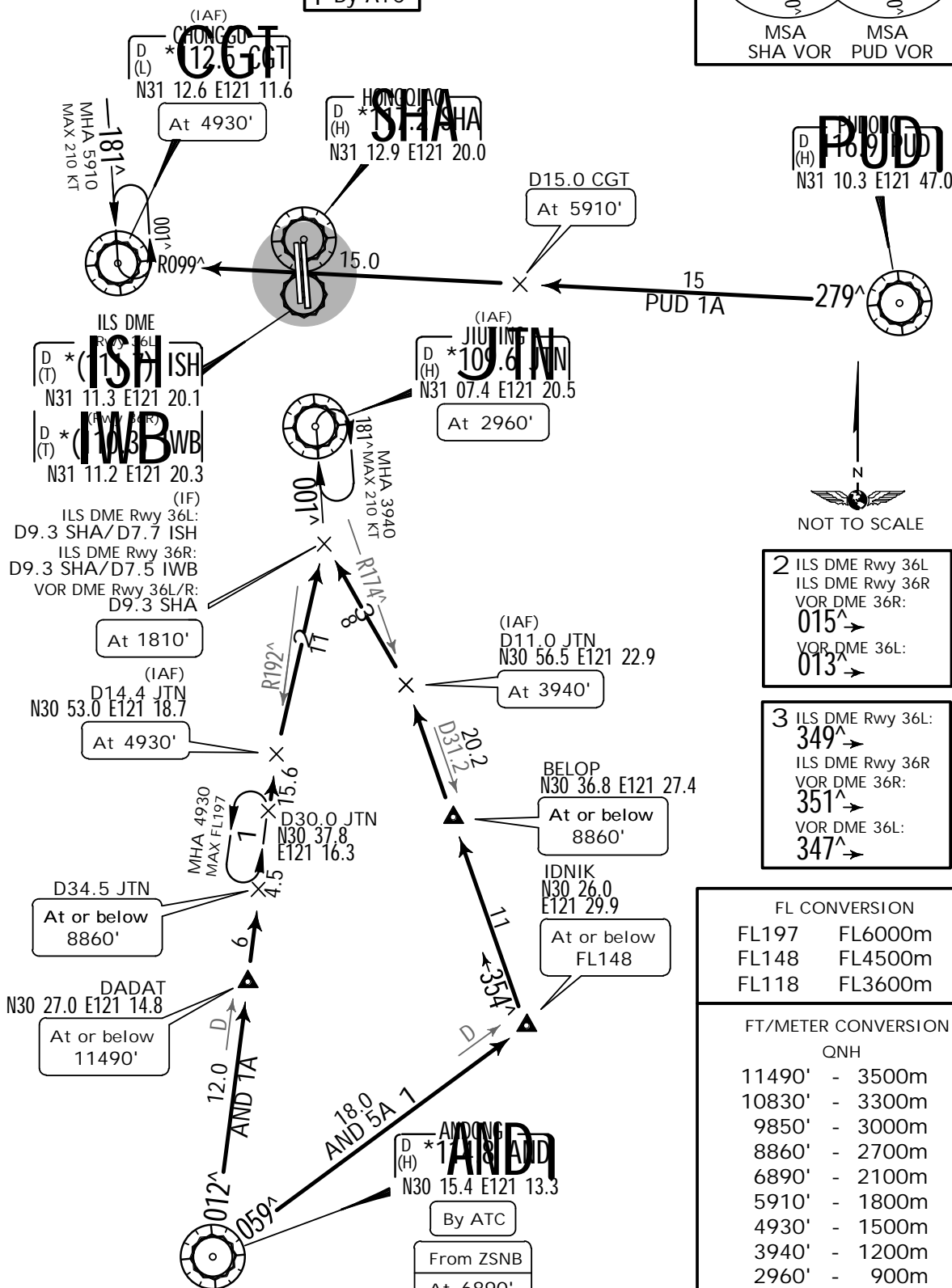
Eff. 6. Mar.

JEPPESEN SHANGHAI, PR OF CHINA
.STAR.

D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. 9850' Trans alt: 10830' 1031 hPa or above 8860' 979 hPa or below
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AND 1A, AND 5A 1, PUD 1A
RWYS 36L/R ARRIVALS

1 By ATC



NOT TO SCALE

2 ILS DME Rwy 36L:
015°
ILS DME Rwy 36R:
013°
VOR DME 36L:
013°

3 ILS DME Rwy 36L:
349°
ILS DME Rwy 36R:
351°
VOR DME 36L:
347°

ZSSS/SHA
HONGQIAO

21 FEB 14

10-2E

.Eff.6.Mar.

JEPPESSEN SHANGHAI, PR OF CHINA
.STAR.

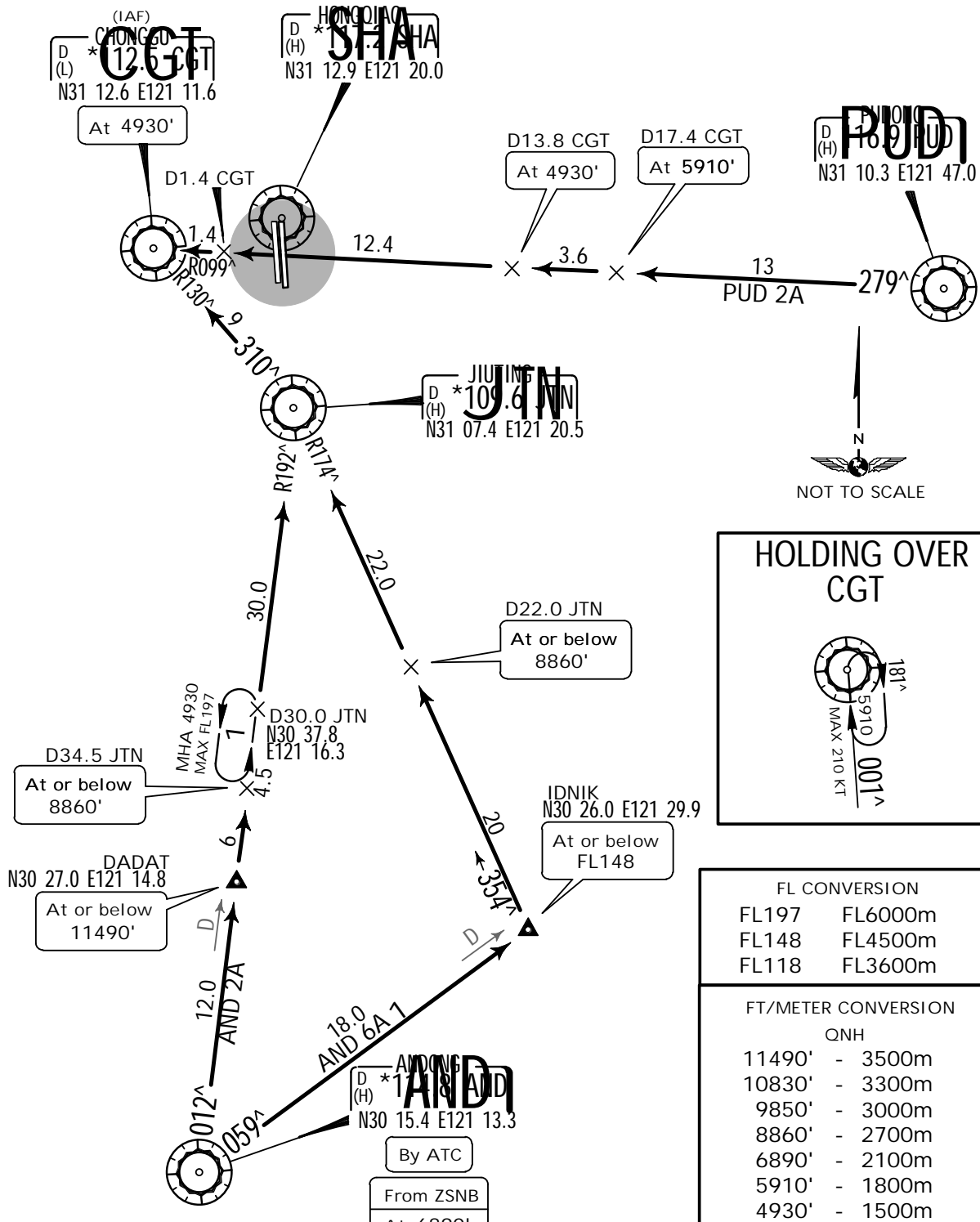
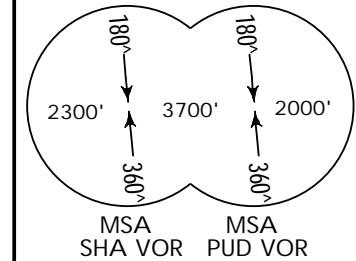
D-ATIS
132.25

Apt Elev
10'

Alt Set: hPa
Trans level: FL118
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.
9850'
Trans alt:
10830' 1031 hPa or above
8860' 979 hPa or below

AND 2A, AND 6A 1, PUD 2A
RWYS 18L/R ARRIVALS

1 By ATC



ZSSS/SHA
HONGQIAO

21 FEB 14

10-2F

.Eff.6.Mar.

.STAR.



JEPPESEN SHANGHAI, PR OF CHINA

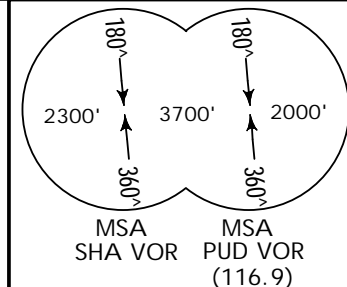
D-ATIS
132.25

Apt Elev
10'

Alt Set: hPa
Trans level: FL118
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.
9850'
Trans alt:
10830' 1031 hPa or above
8860' 979 hPa or below

SASAN 1A [SASA1A]
RWYS 36L/R ARRIVAL

1 By ATC



VMB
D (H) 116.5
N31 44.6 E120 11.5

D11.3
150

SASAN
N31 35.4 E120 19.2

CAT C & D
At FL207
or at FL148
or at FL128

CAT B
At FL128

CAT A
At 4930'

MHA 9850
MAX FL197

D28.0 SHA
N31 25.8
E120 51.1
(SHA R-302)

D22.5 SHA
(SHA R-304)
At or above
4930'

EKIMU
N31 21.1 E121 06.6

158
9.6

HONGQIAO
D (H) 116.2
N31 12.9 E121 20.0



(IAF)
CHONGSU
D (L) 12.6
N31 12.6 E121 11.6
At 4930'

MAX 210 KT
181
5910
1001

FT/METER CONVERSION

	QNH
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m
4930'	- 1500m

FL CONVERSION

FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m



ZSSS/SHA
HONGQIAO

21 FEB 14



JEPPESEN

SHANGHAI, PR OF CHINA

10-2G

.Eff.6.Mar.

.STAR.

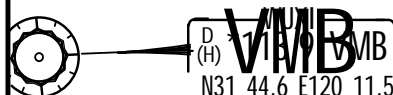
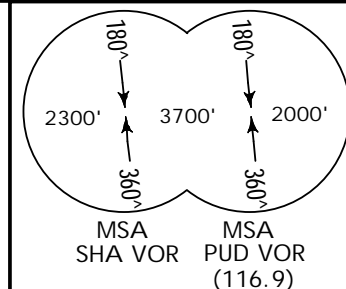
D-ATIS
132.25

Apt Elev
10'

Alt Set: hPa
Trans level: FL118
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.
9850'
Trans alt:
10830' 1031 hPa or above
8860' 979 hPa or below

SASAN 2A [SASA2A]
RWYS 18L/R ARRIVAL

1 By ATC



D11.3
150

775

29

7

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090

D14.0 310

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007

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D28.0 SHA

N31 25.8

E120 51.1

(SHA R-302)

At or above

4930'

(IAF)

EKIMU

N31 21.1 E121 06.6

At 3940'

D9.2 SHA

N31 21.9

E121 17.2

(SHA R-350)

D7.8 SHA

N31 21.9

E121 17.2

(SHA R-350)

D7.8 SHA

N31 21.9

E121 17.2

(SHA R-350)

D7.8 SHA

N31 21.9

E121 17.2

(SHA R-350)

D7.8 SHA

N31 21.9

E121 17.2

(SHA R-350)

D7.8 SHA

N31 21.9

E121 17.2

(SHA R-350)

D7.8 SHA

N31 21.9

E121 17.2

(SHA R-350)

D11.3

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D11.3

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ZSSS/SHA
HONGQIAO

21 FEB 14

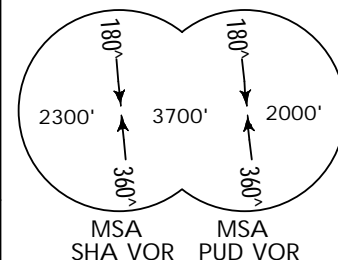
10-3

.Eff.6.Mar.

.RNAV.SID.

Apt Elev
10'

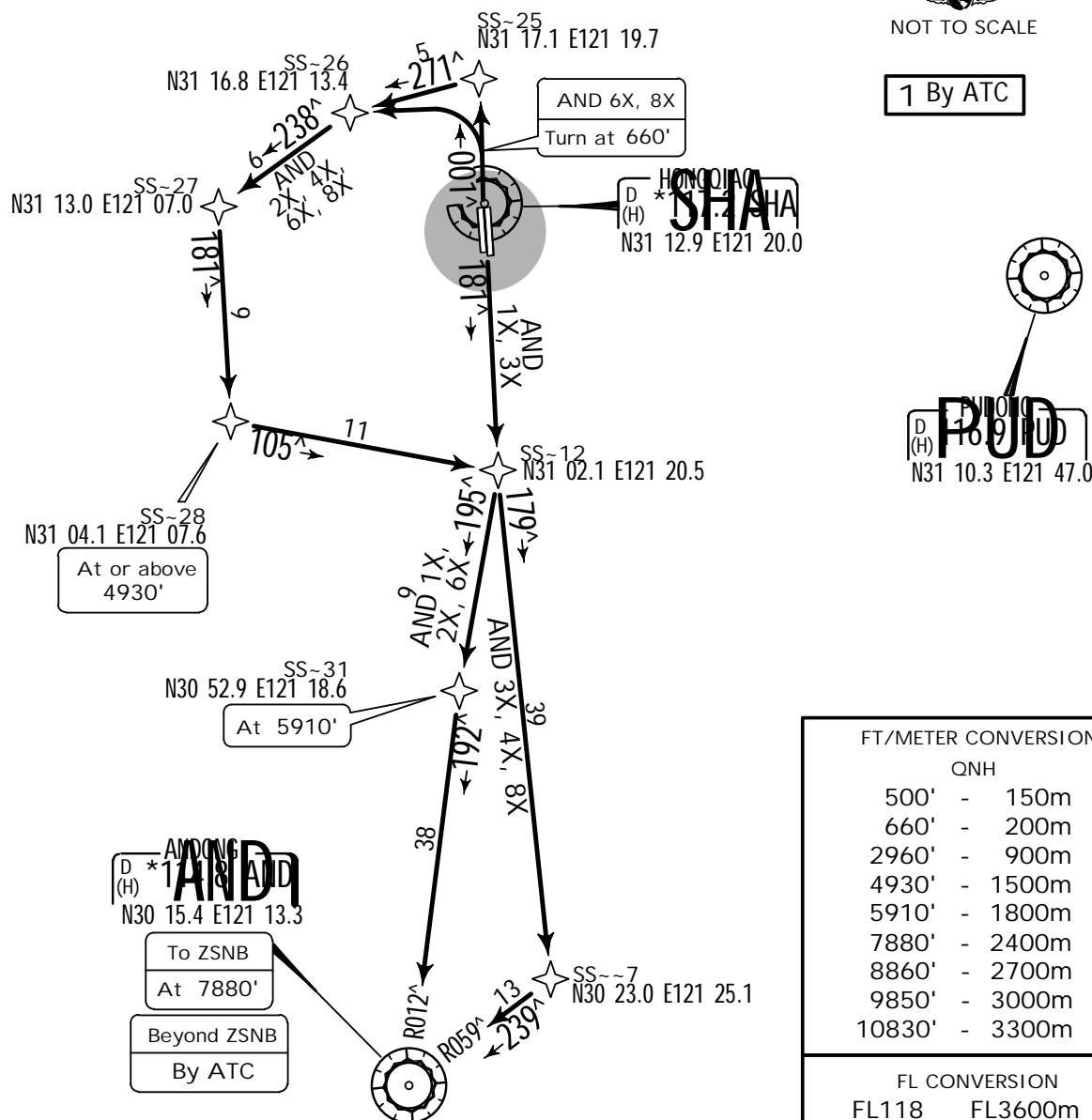
Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



AND 1X, AND 2X, AND 3X
AND 4X, AND 6X, AND 8X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED



1 By ATC



FT/METER CONVERSION

QNH

500'	-	150m
660'	-	200m
2960'	-	900m
4930'	-	1500m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

SID	RWY	ROUTING
AND 1X	18L/R	(500') - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 3X 1	18L/R	(500') - SS012 - SS007 - AND (7880' or by ATC).
AND 4X 1	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS007 - AND (7880' or by ATC).
AND 6X		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 8X 1		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - SS007 -

ZSSS/SHA
HONGQIAO

21 FEB 14

10-3A

.Eff.6.Mar.

JEPPESEN SHANGHAI, PR OF CHINA

.RNAV.SID.

**BOL 1X, BOL 2X, BOL 4X
BOL 6X₁**
RWYS 18L/R, 36L/R
RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

Trans level: FL118 **Trans alt: 9850'**
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

Apt Elev 10'

MSA SHA VOR PUD VOR

FT/METER CONVERSION	
QNH	
500'	- 150m
660'	- 200m
2960'	- 900m
4930'	- 1500m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	
FL3600m	

ROUTING

SID	RWY	ROUTING
BOL 1X	18L/R	(500') - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX.
BOL 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.
BOL 4X		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.
BOL 6X ₁		(660') - SS019 - SS022 - SS023 (6890' or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.

NOT TO SCALE

ZSSS/SHA
HONGQIAO

21 FEB 14

**JEPPESEN**

SEN SHANGHAI, PR OF CHINA

.RNAV.SID

Apt Elev
10'

Trans level: FL118

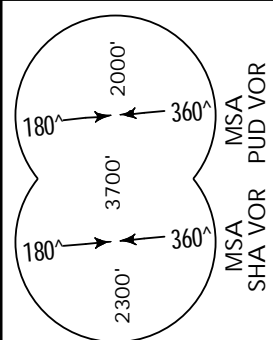
Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong ONH.

Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.



IBE 1X, IBE 2X, IBE 4X

IBE 6X 1

RWYS 18L/R, 36L/R RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU REQUIRED)

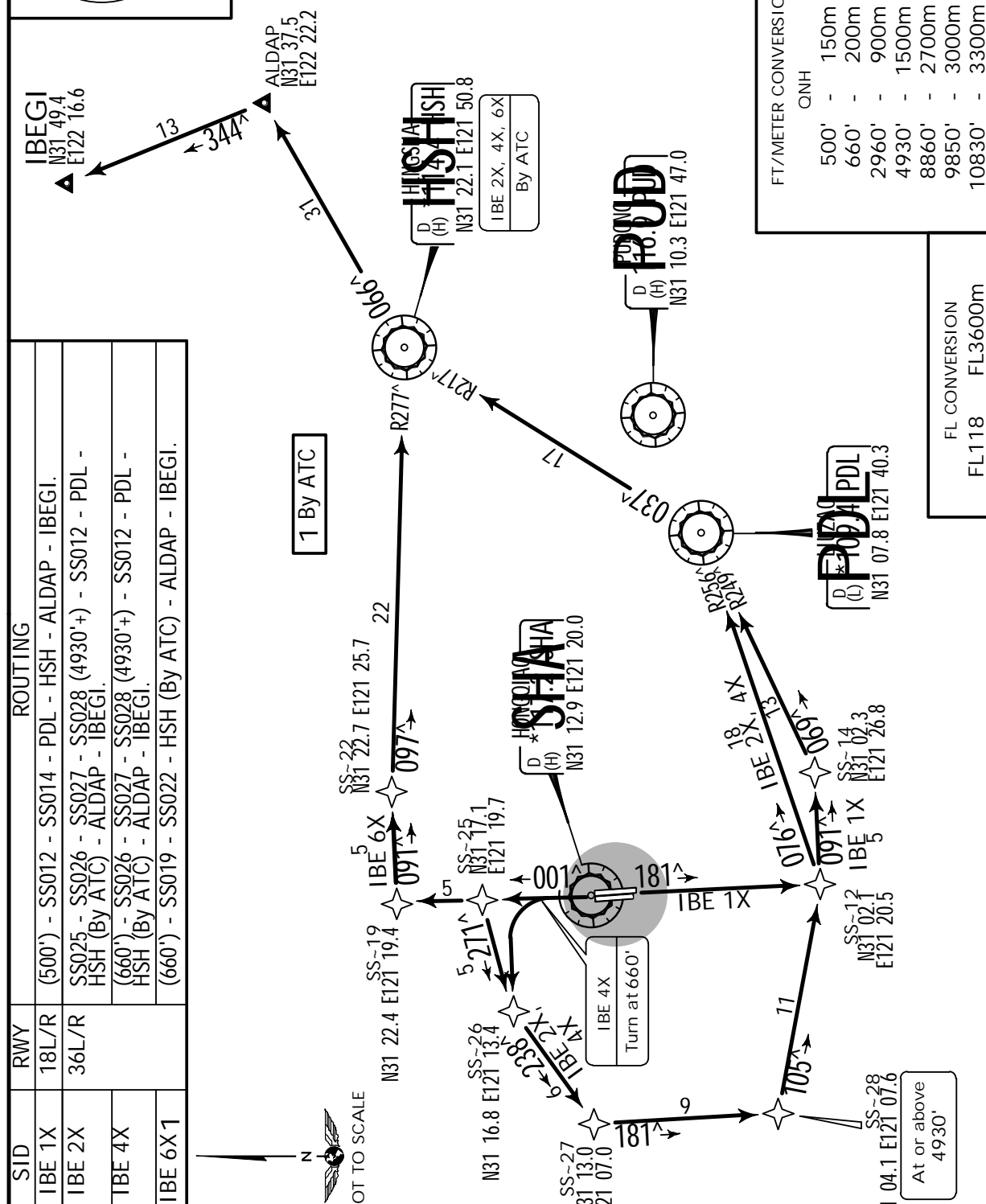
RNAV 1

RADAR REQUIRED

FT/METER CONVERSION

QNH	500'	-	150m
	660'	-	200m
	2960'	-	900m
	4930'	-	1500m
	8860'	-	2700m
	9850'	-	3000m
	10830'	-	3300m

FL CONVERSION
FL118 FL3600m



ZSSS/SHA
HONGQIAO

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10-3C

.Eff.6.Mar.

.RNAV.SID.

JEPPESEN SHANGHAI, PR OF CHINA

Trans level: FL118 Trans alt: 9850'

Apt Elev 10'

10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

LAM 1X, LAM 4X, LAM 6X
LAM 52X 1
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

MSA SHA VOR 2300' 180°
MSA SHA VOR 3700' 180°
MSA PUD VOR 2000' 360°

EMSAN N31 40.7 E122 46.5
ALDAP N31 37.5 E122 22.2
SS-22 N31 22.7 E121 25.7
SS-19 N31 19.4 E121 19.4
SS-26 N31 16.8 E121 13.4
SS-27 N31 13.0 E121 07.0
SS-25 N31 17.1 E121 19.7
SS-28 N31 04.1 E121 07.6
SS-12 N31 02.1 E121 20.5
SS-14 N31 02.3 E121 26.8
SS-13 N31 02.7 E121 20.5
SS-15 N31 02.3 E121 26.8
SS-16 N31 02.3 E121 26.8
SS-17 N31 02.3 E121 26.8
SS-18 N31 02.3 E121 26.8
SS-19 N31 19.4 E121 19.4
SS-20 N31 22.7 E121 25.7
SS-21 N31 22.7 E121 25.7
SS-22 N31 22.7 E121 25.7
SS-23 N31 22.7 E121 25.7
SS-24 N31 22.7 E121 25.7
SS-25 N31 17.1 E121 19.7
SS-26 N31 16.8 E121 13.4
SS-27 N31 13.0 E121 07.0
SS-28 N31 04.1 E121 07.6
SS-12 N31 02.1 E121 20.5
SS-14 N31 02.3 E121 26.8
SS-13 N31 02.7 E121 20.5
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SS-17 N31 02.3 E121 26.8
SS-18 N31 02.3 E121 26.8
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SS-20 N31 22.7 E121 25.7
SS-21 N31 22.7 E121 25.7
SS-22 N31 22.7 E121 25.7
SS-23 N31 22.7 E121 25.7
SS-24 N31 22.7 E121 25.7
SS-25 N31 17.1 E121 19.7
SS-26 N31 16.8 E121 13.4
SS-27 N31 13.0 E121 07.0
SS-28 N31 04.1 E121 07.6
SS-12 N31 02.1 E121 20.5
SS-14 N31 02.3 E121 26.8
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SS-15 N31 02.3 E121 26.8
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SS-19 N31 19.4 E121 19.4
SS-20 N31 22.7 E121 25.7
SS-21 N31 22.7 E121 25.7
SS-22 N31 22.7 E121 25.7
SS-23 N31 22.7 E121 25.7
SS-24 N31 22.7 E121 25.7
SS-25 N31 17.1 E121 19.7
SS-26 N31 16.8 E121 13.4
SS-27 N31 13.0 E121 07.0
SS-28 N31 04.1 E121 07.6
SS-12 N31 02.1 E121 20.5
SS-14 N31 02.3 E121 26.8
SS-13 N31 02.7 E121 20.5
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SS-16 N31 02.3 E121 26.8
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SS-19 N31 19.4 E121 19.4
SS-20 N31 22.7 E121 25.7
SS-21 N31 22.7 E121 25.7
SS-22 N31 22.7 E121 25.7
SS-23 N31 22.7 E121 25.7
SS-24 N31 22.7 E121 25.7
SS-25 N31 17.1 E121 19.7
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SS-27 N31 13.0 E121 07.0
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SS-15 N31 02.3 E121 26.8
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SS-17 N31 02.3 E121 26.8
SS-18 N31 02.3 E121 26.8
SS-19 N31 19.4 E121 19.4
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SS-21 N31 22.7 E121 25.7
SS-22 N31 22.7 E121 25.7
SS-23 N31 22.7 E121 25.7
SS-24 N31 22.7 E121 25.7
SS-25 N31 17.1 E121 19.7
SS-26 N31 16.8 E121 13.4
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SS-28 N31 04.1 E121 07.6
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SS-24 N31 22.7 E121 25.7
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SS-26 N31 16.8 E121 13.4
SS-27 N31 13.0 E121 07.0
SS-28 N31 04.1 E121 07.6
SS-12 N31 02.1 E121 20.5
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SS-15 N31 02.3 E121 26.8
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SS-17 N31 02.3 E121 26.8
SS-18 N31 02.3 E121 26.8
SS-19 N31 19.4 E121 19.4
SS-20 N31 22.7 E121 25.7
SS-21 N31 22.7 E121 25.7
SS-22 N31 22.7 E121 25.7
SS-23 N31 22.7 E121 25.7
SS-24 N31 22.7 E121 25.7
SS-25 N31 17.1 E121 19.7
SS-26 N31 16.8 E121 13.4
SS-27 N31 13.0 E121 07.0
SS-28 N31 04.1 E121 07.6
SS-12 N31 02.1 E121 20.5
SS-14 N31 02.3 E121 26.8
SS-13 N31 02.7 E121 20.5
SS-15 N31 02.3 E121 26.8
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SS-19 N31 19.4 E121 19.4
SS-20 N31 22.7 E121 25.7
SS-21 N31 22.7 E121 25.7
SS-22 N31 22.7 E121 25.7
SS-23 N31 22.7 E121 25.7
SS-24 N31 22.7 E121 25.7
SS-25 N31 17.1 E121 19.7
SS-26 N31 16.8 E121 13.4
SS-27 N31 13.0 E121 07.0
SS-28 N31 04.1 E121 07.6
SS-12 N31 02.1 E121 20.5
SS-14 N31 02.3 E121 26.8
SS-13 N31 02.7 E121 20.5
SS-15 N31 02.3 E121 26.8
SS-16 N31 02.3 E121 26.8
SS-17 N31 02.3 E121 26.8
SS-18 N31 02.3 E121 26.8
SS-19 N31 19.4 E121 19.4
SS-20 N31 22.7 E121 25.7
SS-21 N31 22.7 E121 25.7
SS-22 N31 22.7 E121 25.7
SS-23 N31 22.7 E121 25.7
SS-24 N31 22.7 E121 25.7
SS-25 N31 17.1 E121 19.7
SS-26 N31 16.8 E121 13.4
SS-27 N31 13.0 E121 07.0
SS-28 N31 04.1 E121 07.6
SS-12 N31 02.1 E121 20.5
SS-14 N31 02.3 E121 26.8
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SS-17 N31 02.

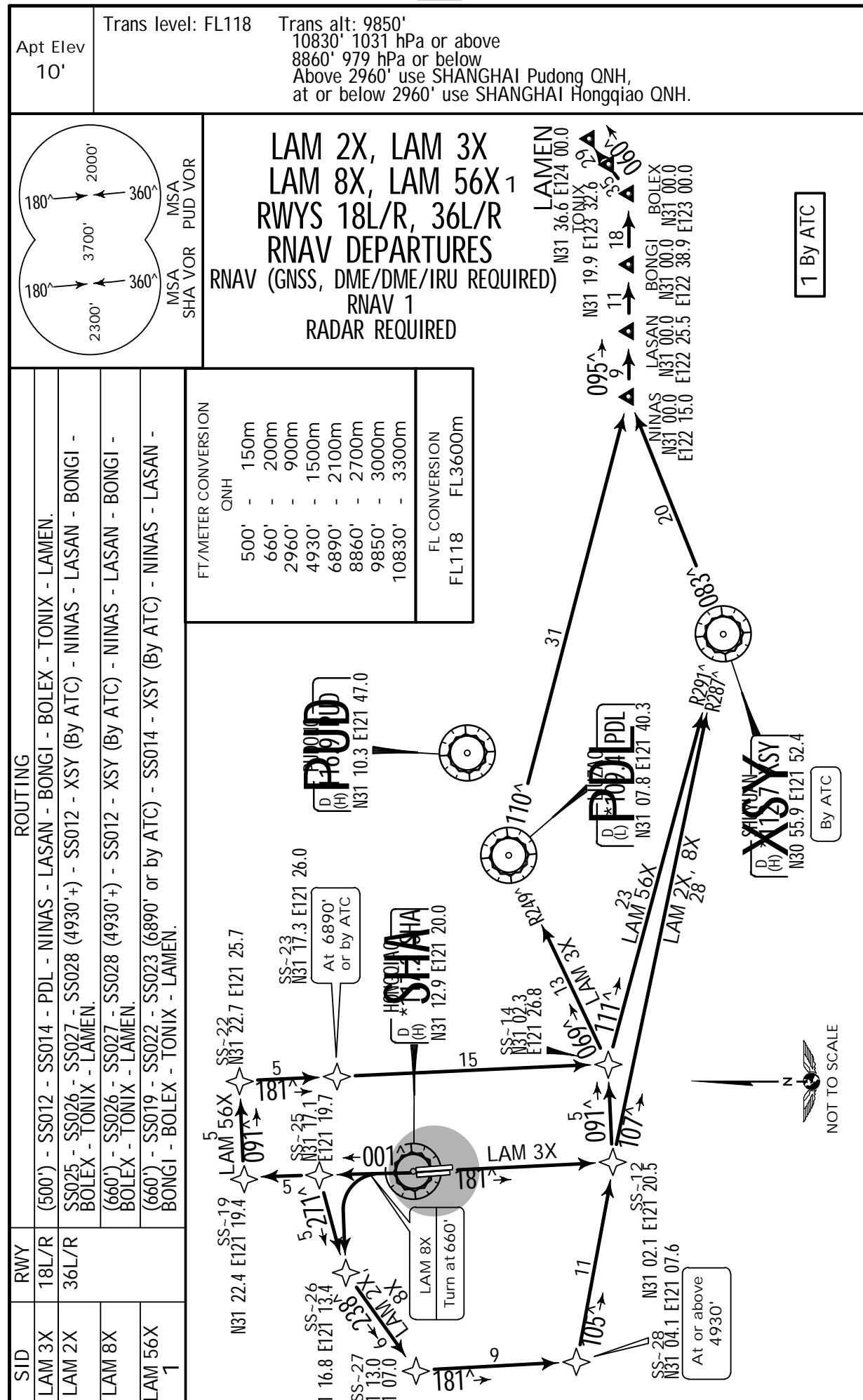
ZSSS/SHA
HONGQIAO

21 FEB 14

10-3D

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.RNAV.SID.



ZSSS/SHA
HONGQIAO

21 FEB 14

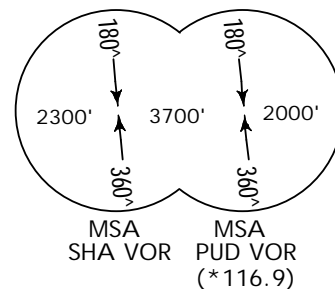
(10-3E)

.Eff.6.Mar.

JEPPESEN SHANGHAI, PR OF CHINA
.RNAV.SID.

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



NXD 1X, NXD 2X, NXD 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

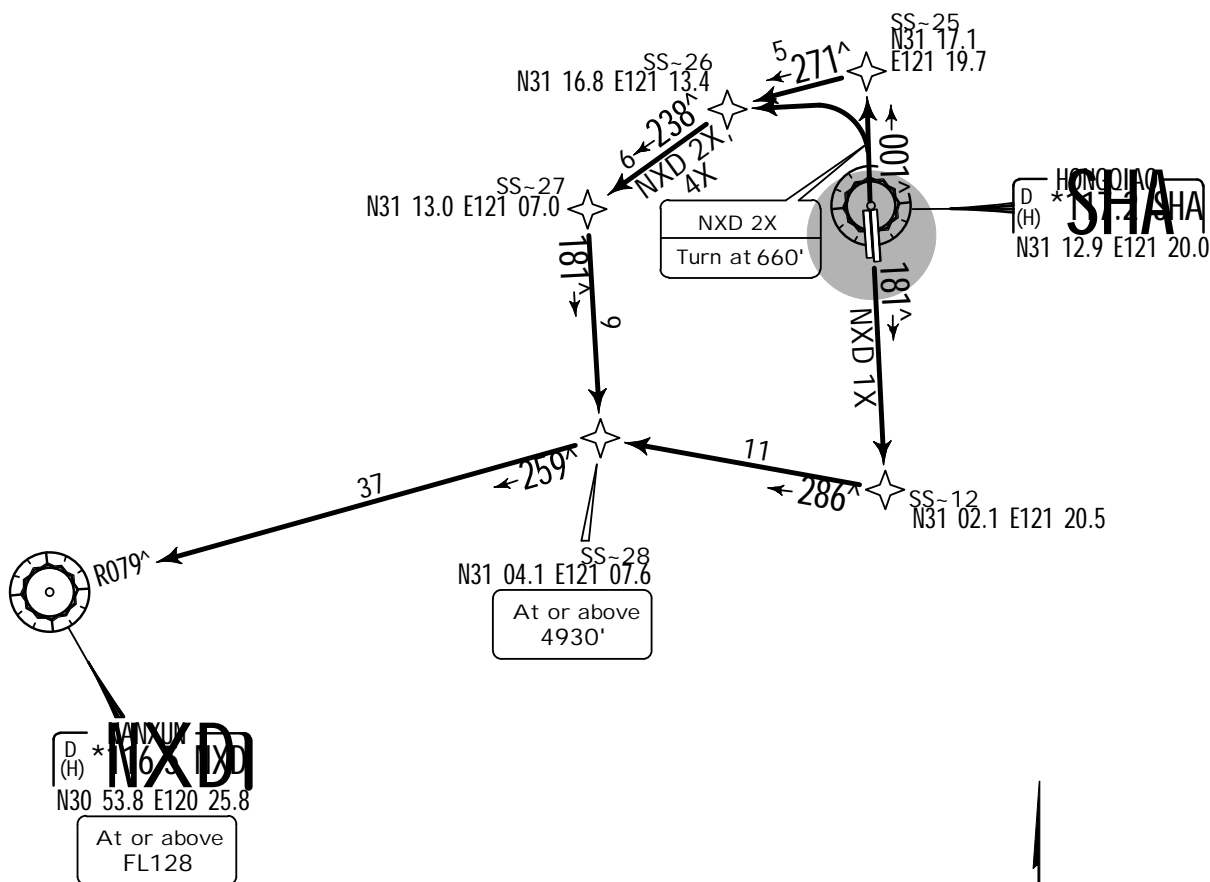
FT/METER CONVERSION

QNH

500'	-	150m
660'	-	200m
2960'	-	900m
4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m



SID	RWY	ROUTING
NXD 1X	18L/R	(500') - SS012 - SS028 (4930'+) - NXD (FL128+).
NXD 2X	36L/R	(660') - SS026 - SS027 - SS028 (4930'+) - NXD (FL128+).

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HONGQIAO

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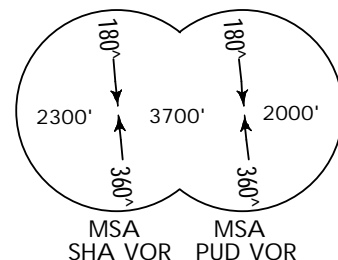
10-3F

Eff. 6. Mar.

JEPPesen SHANGHAI, PR OF CHINA
.RNAV.SID.

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



ODU 1X, ODU 2X, ODU 3X
RWYS 18L/R, 36L/R RNAV DEPARTURES
BY ATC
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

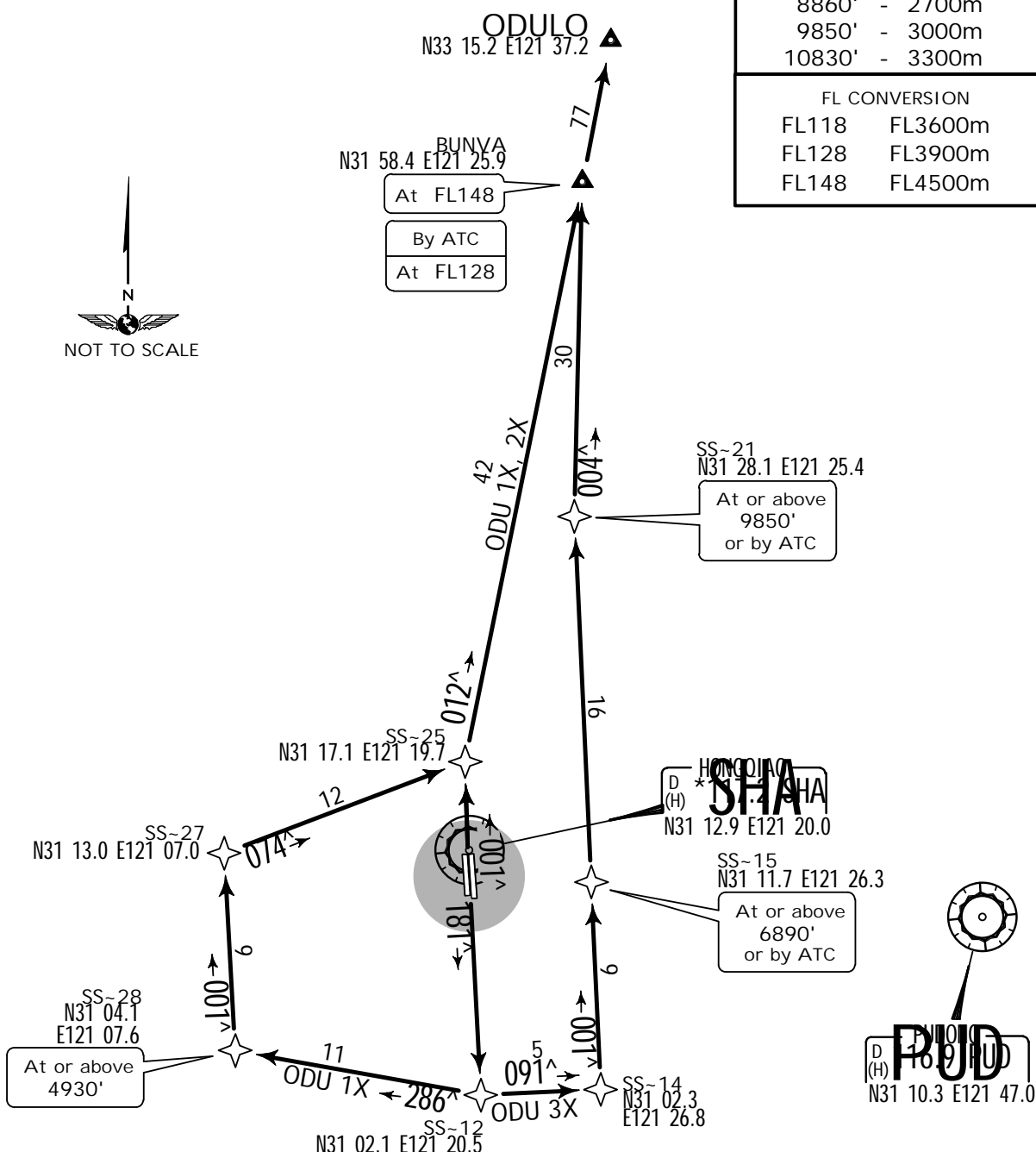
FT/METER CONVERSION

QNH

500'	-	150m
2960'	-	900m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL148	FL4500m



SID	RWY	ROUTING
ODU 1X	18L/R	(500') - SS012 - SS028 (4930'+) - SS027 - SS025 - BUNVA (D (H) FL148; FL128 by ATC) - ODULO.
ODU 2X	36L/R	SS025 - BUNVA (FL148; FL128 by ATC) - ODULO.
ODU 3X	18L/R	(500') - SS012 - SS014 - SS015 (6890'+ or bv ATC) - SS021 (9850'+

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21 FEB 14



JEPPESEN

SHANGHAI, PR OF CHINA

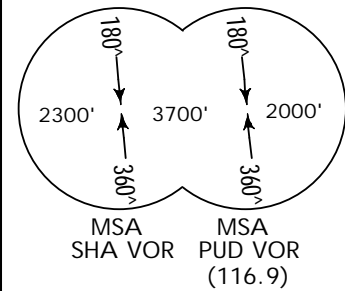
(10-3G)

.Eff.6.Mar.

.RNAV.SID.

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



PIK 1X, PIK 2X, PIK 3X 1, PIK 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

1 By ATC

FT/METER CONVERSION

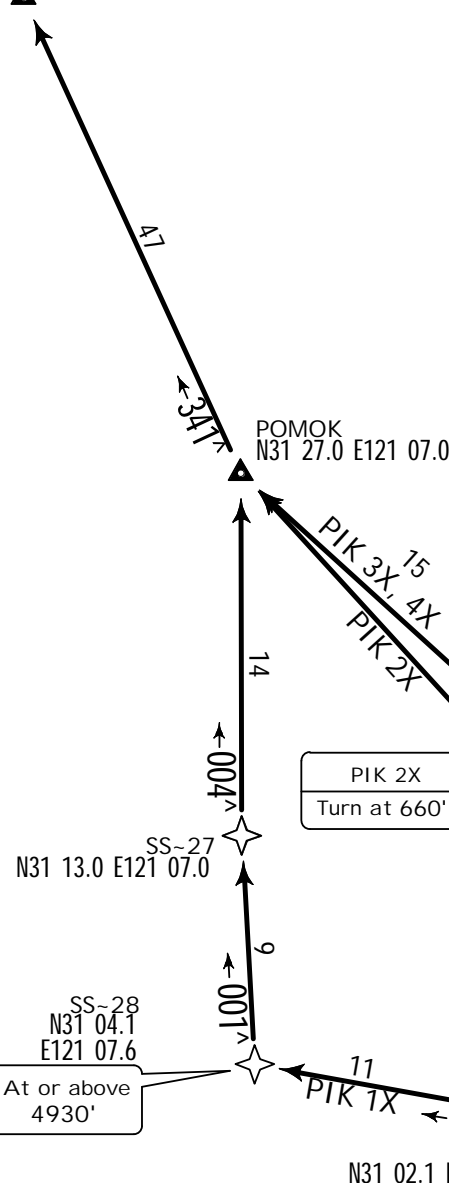
QNH

500' - 150m
660' - 200m
2960' - 900m
4930' - 1500m
6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m

PIKAS
N32 10.0 E120 44.0



SID	RWY	ROUTING
PIK 1X	18L/R	(500') - SS012 - SS028 (4930'+) - SS027 - POMOK - PIKAS.
PIK 2X	36L/R	(660') - POMOK - PIKAS.
PIK 3X 1	18L/R	(500') - SS012 - SS014 - SS015 (6890'+ or by ATC) - SS025 - POMOK - PIKAS.

ZSSS/SHA
HONGQIAO

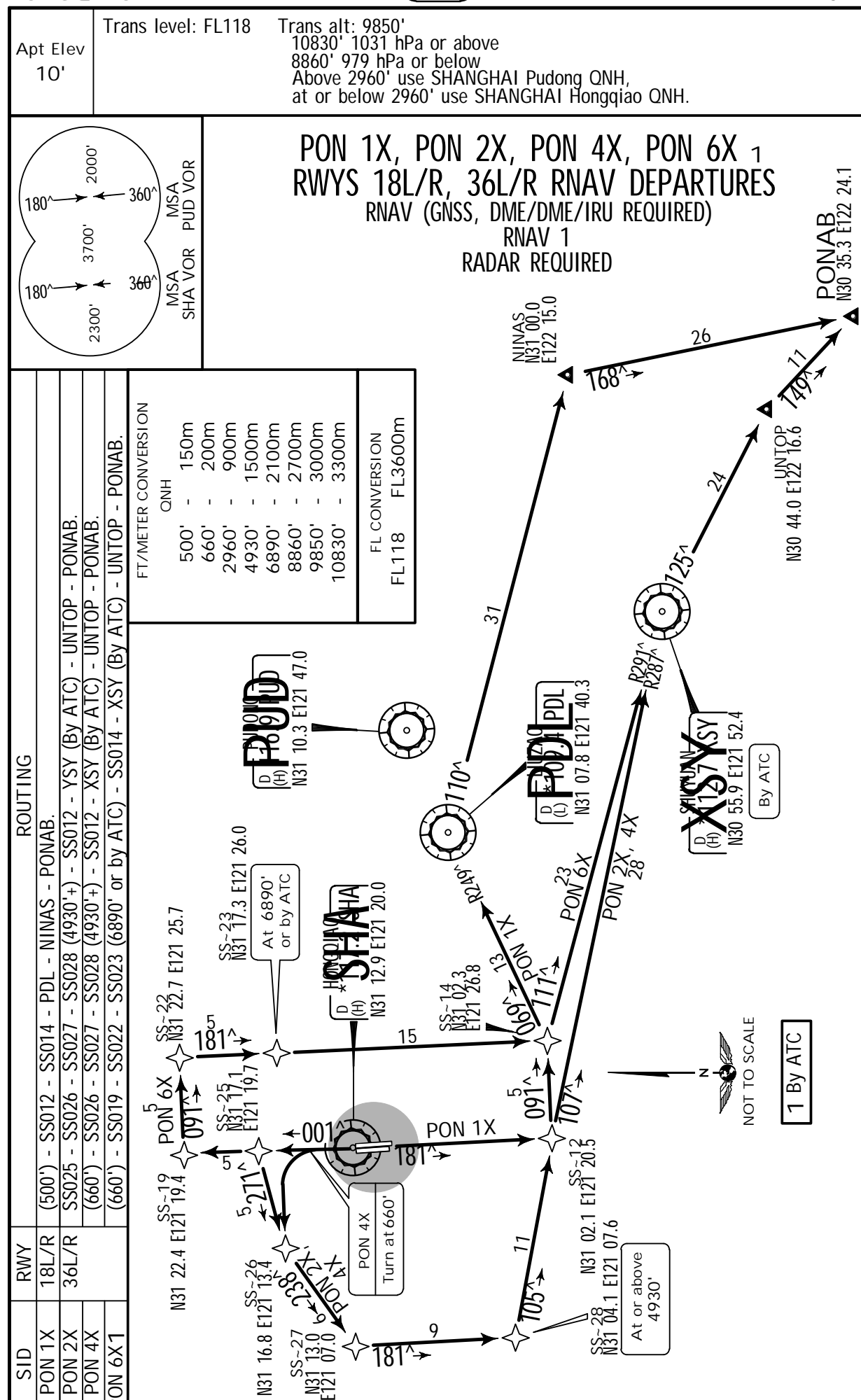
21 FEB 14

10-3H

.Eff.6.Mar.

.RNAV.SID.

JEPPESEN SHANGHAI, PR OF CHINA



ZSSS/SHA
HONGQIAO

21 FEB 14

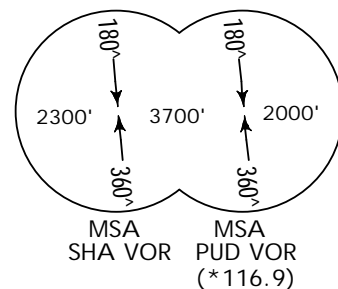
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.Eff.6.Mar.

.RNAV.SID.

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



SAS 1X, SAS 2X, SAS 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION

QNH

500'	-	150m
660'	-	200m
2960'	-	900m
4930'	-	1500m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

SASAN

N31 35.4 E120 19.2

CAT C & D

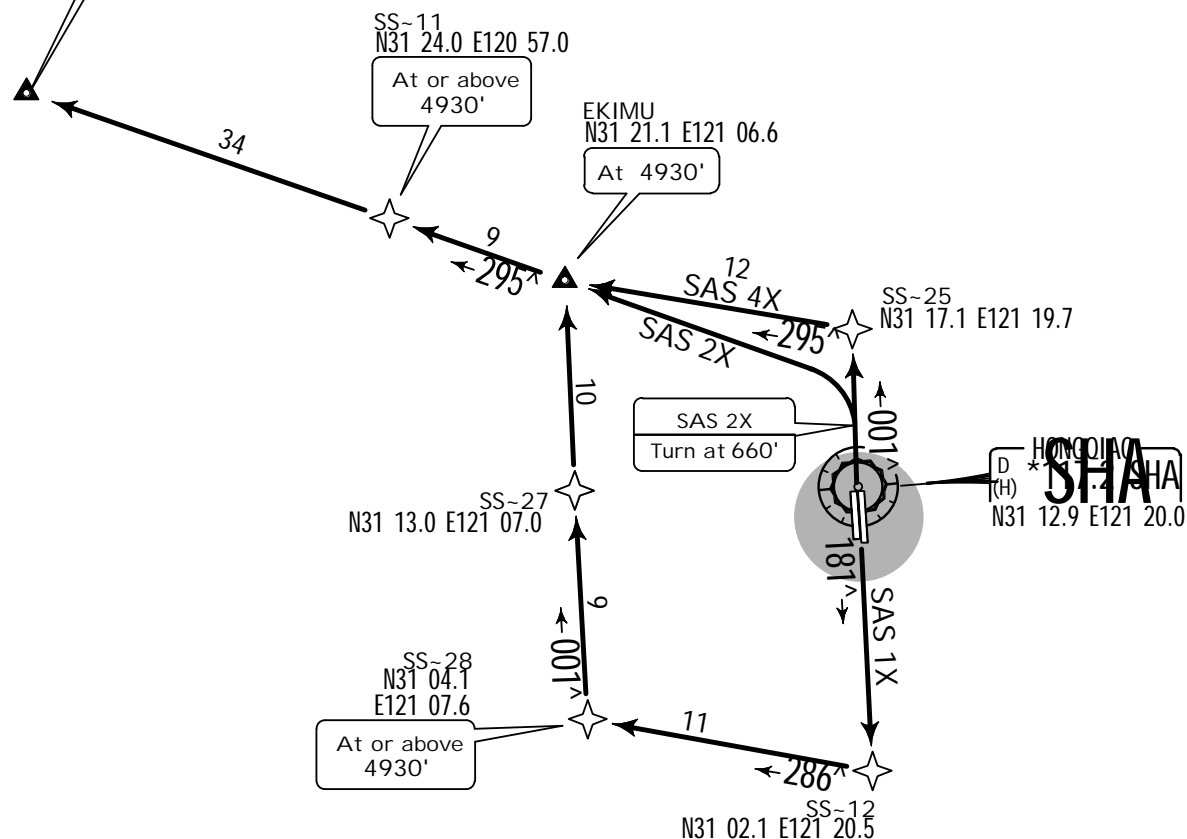
At FL138
or at FL157
or at FL197
or at FL217

CAT B

At FL118

CAT A

At 5910'



SID	RWY	ROUTING
SAS 1X	18L/R	(500') - SS012 - SS028 (4930'+) - SS027 - EKIMU (4930') - SS011 (4930'+) - SASAN.
SAS 2X	36L/R	(660') - EKIMU (4930') - SS011 (4930'+) - SASAN

ZSSS/SHA
HONGQIAO

21 FEB 14

10-3K

.Eff.6.Mar.

.RNAV.SID.

JEPPESEN SHANGHAI, PR OF CHINA

Trans level: FL118 Trans alt: 9850'

Apt Elev 10'

10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

**SUR 1X, SUR 4X, SUR 8X 1
SUR 16X**

RWYS 18L/R, 36L/R RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU REQUIRED)

RNAV 1

RADAR REQUIRED

ROUTING

SID	RWY	ROUTING
SUR 1X	18L/R	(500') - SS012 - SS014 - PDL - HSH - ALDAP - EMSAN - SURAK.
SUR 4X	36L/R	(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK.
SUR 8X 1		(660') - SS019 - SS022 - HSH (By ATC) - ALDAP - EMSAN - SURAK.
SUR 16X		SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK.

NOT TO SCALE

1 By ATC

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH

FT	METER
500'	150m
660'	200m
2960'	900m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

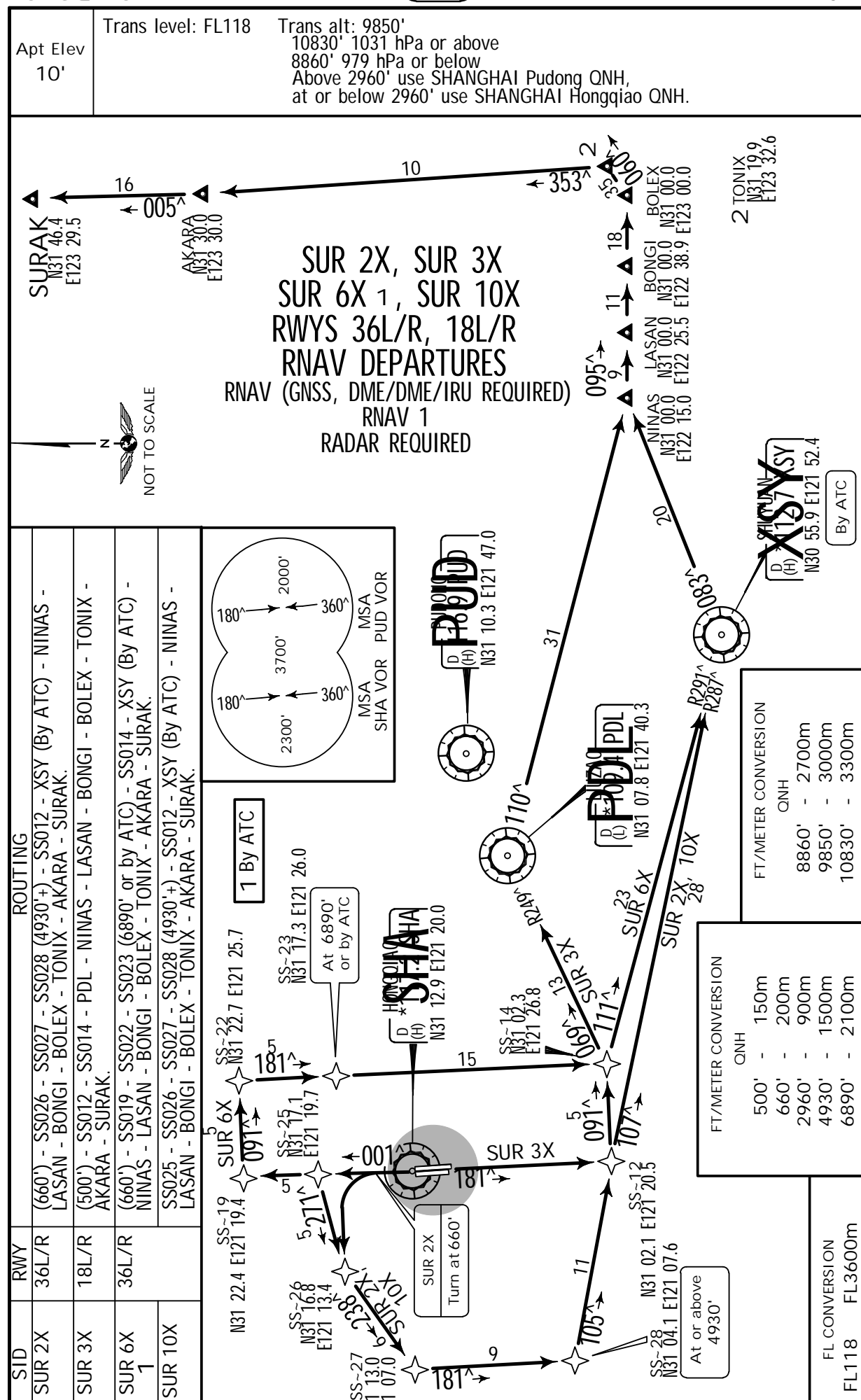
ZSSS/SHA
HONGQIAO

21 FEB 14

10-3L

.Eff.6.Mar.

.RNAV.SID.



ZSSS/SHA
HONGQIAO

21 FEB 14

(10-3M)

.Eff.6.Mar.

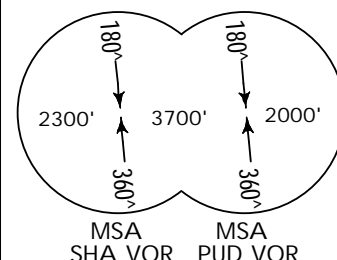
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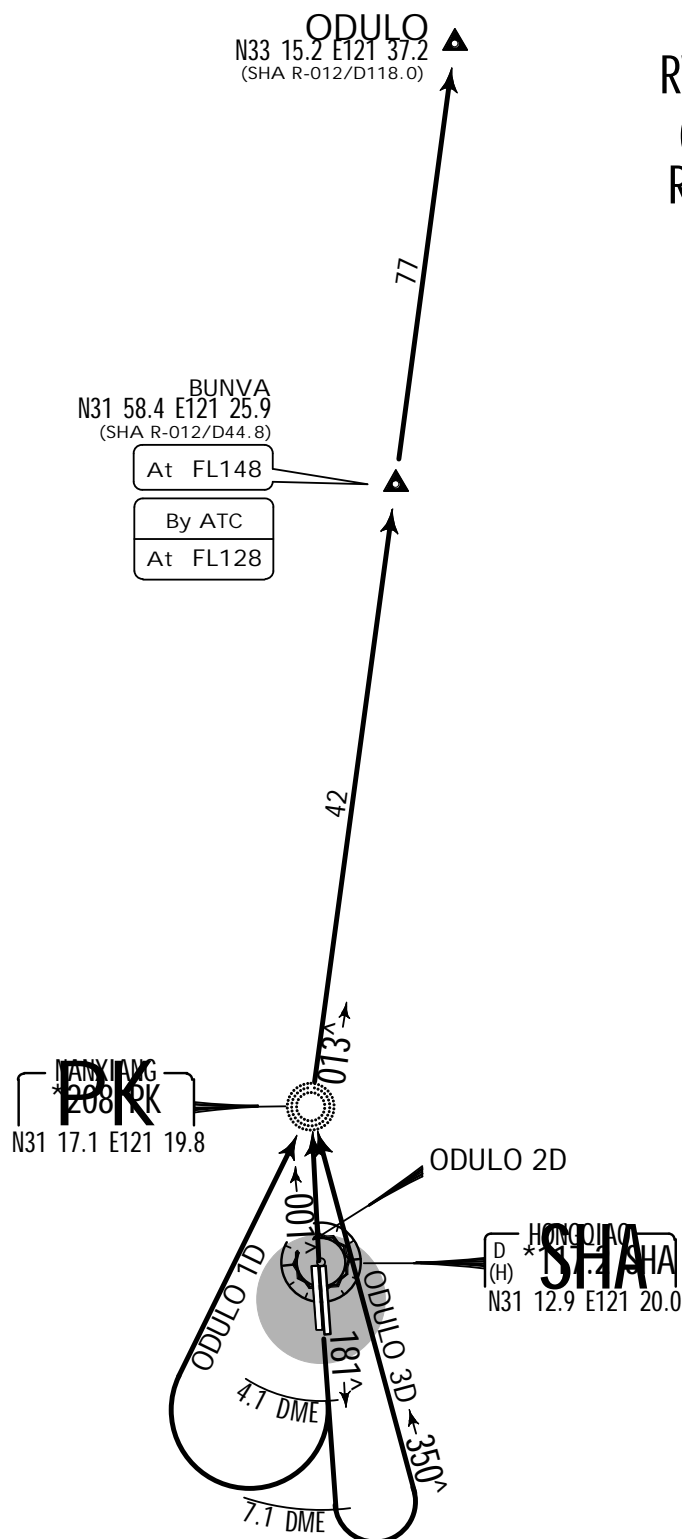
JEPPESEN SHANGHAI, PR OF CHINA

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



ODULO 1D [ODUL1D]
ODULO 3D [ODUL3D]
RWYS 18L/R DEPARTURES
ODULO 2D [ODUL2D]
RWYS 36L/R DEPARTURE
BY ATC



FT/METER CONVERSION

QNH

2960'	-	900m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL148	FL4500m



D(H) 189
PUD
N31 10.3 E121 47.0

ZSSS/SHA
HONGQIAO

21 FEB 14

(10-3N)

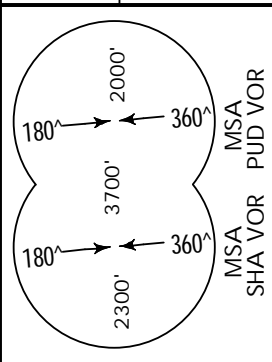
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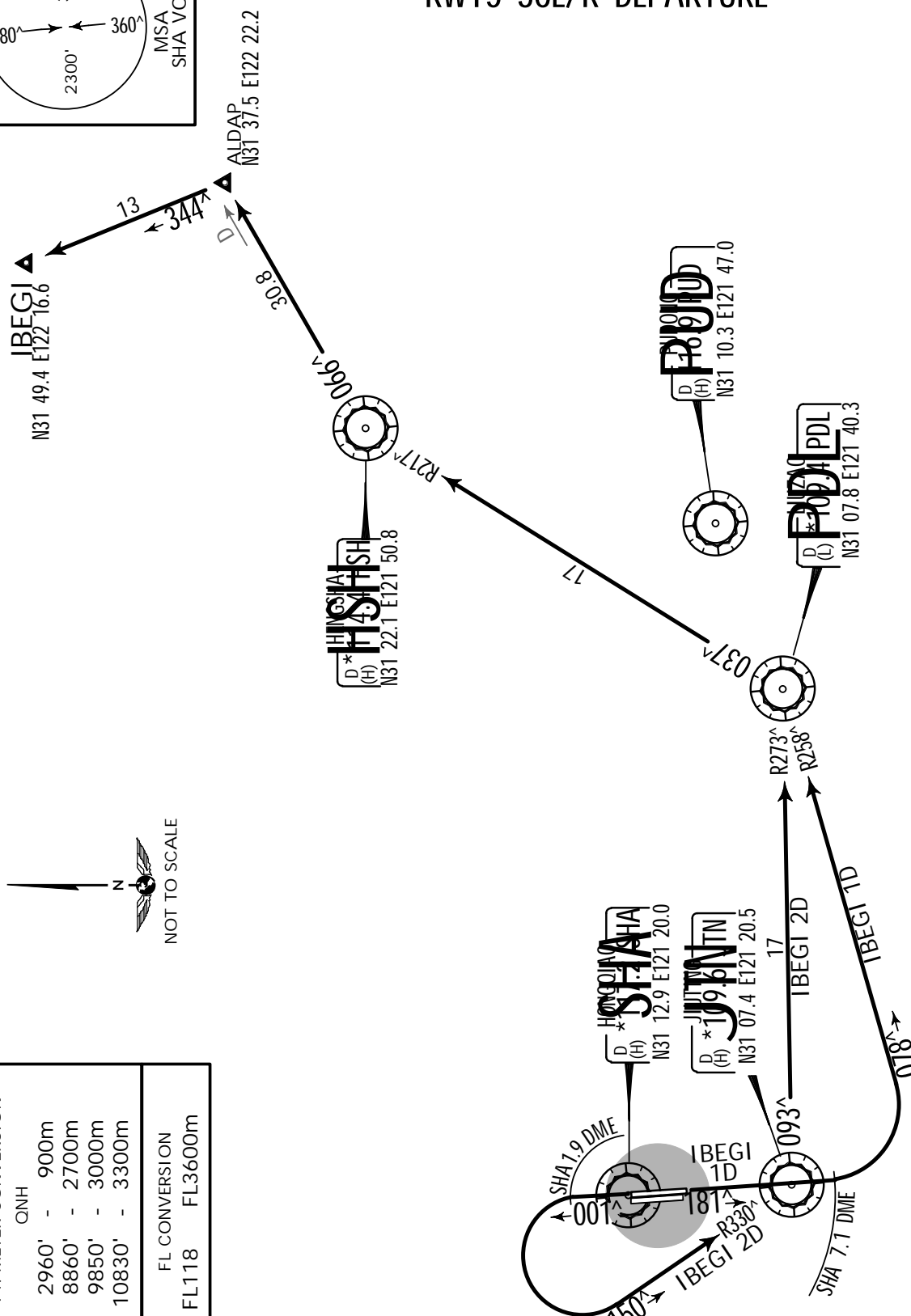


JEPPESSEN SHANGHAI, PR OF CHINA

Apt Elev 10'	Trans level: FL118 Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.
-----------------	--



IBEGI 1D [IBEG1D]
RWYS 18L/R DEPARTURE
IBEGI 2D [IBEG2D]
RWYS 36L/R DEPARTURE



FT/METER CONVERSION	QNH
2960'	- 900m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	FL3600m
FL118	FL3600m

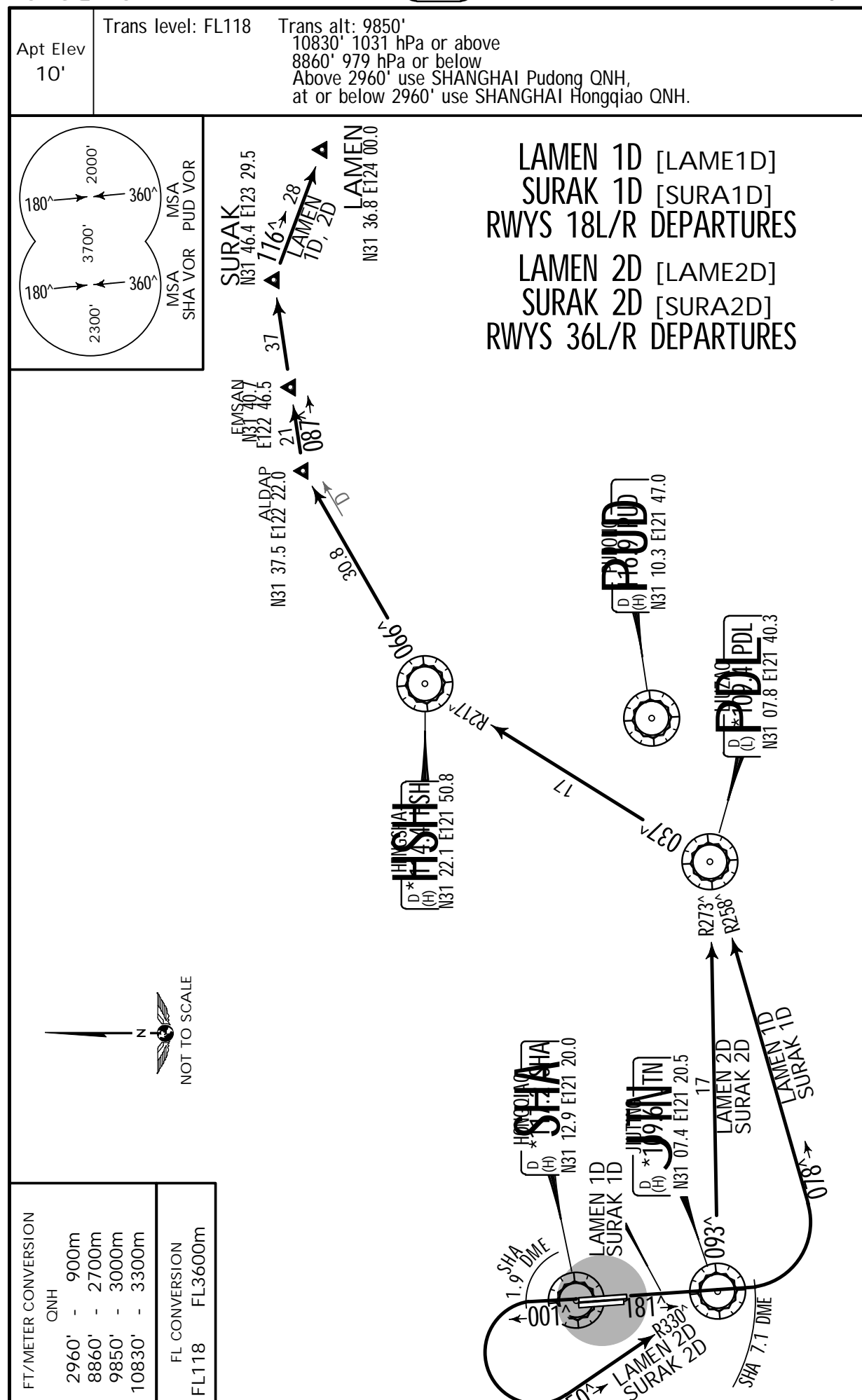
ZSSS/SHA
HONGQIAO

21 FEB 14

10-3P

.Eff.6.Mar.

.SID.



ZSSS/SHA
HONGQIAO

21 FEB 14



JEPPESSEN SHANGHAI, PR OF CHINA

10-3Q

.Eff.6.Mar.

.SID.

Apt Elev
10'

Trans level: FL118

Trans alt: 9850'

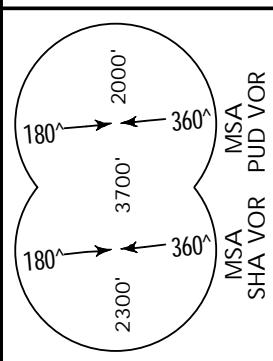
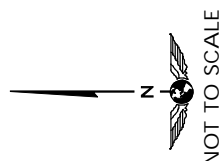
10830' 1031 hPa or above

8860' 979 hPa or below

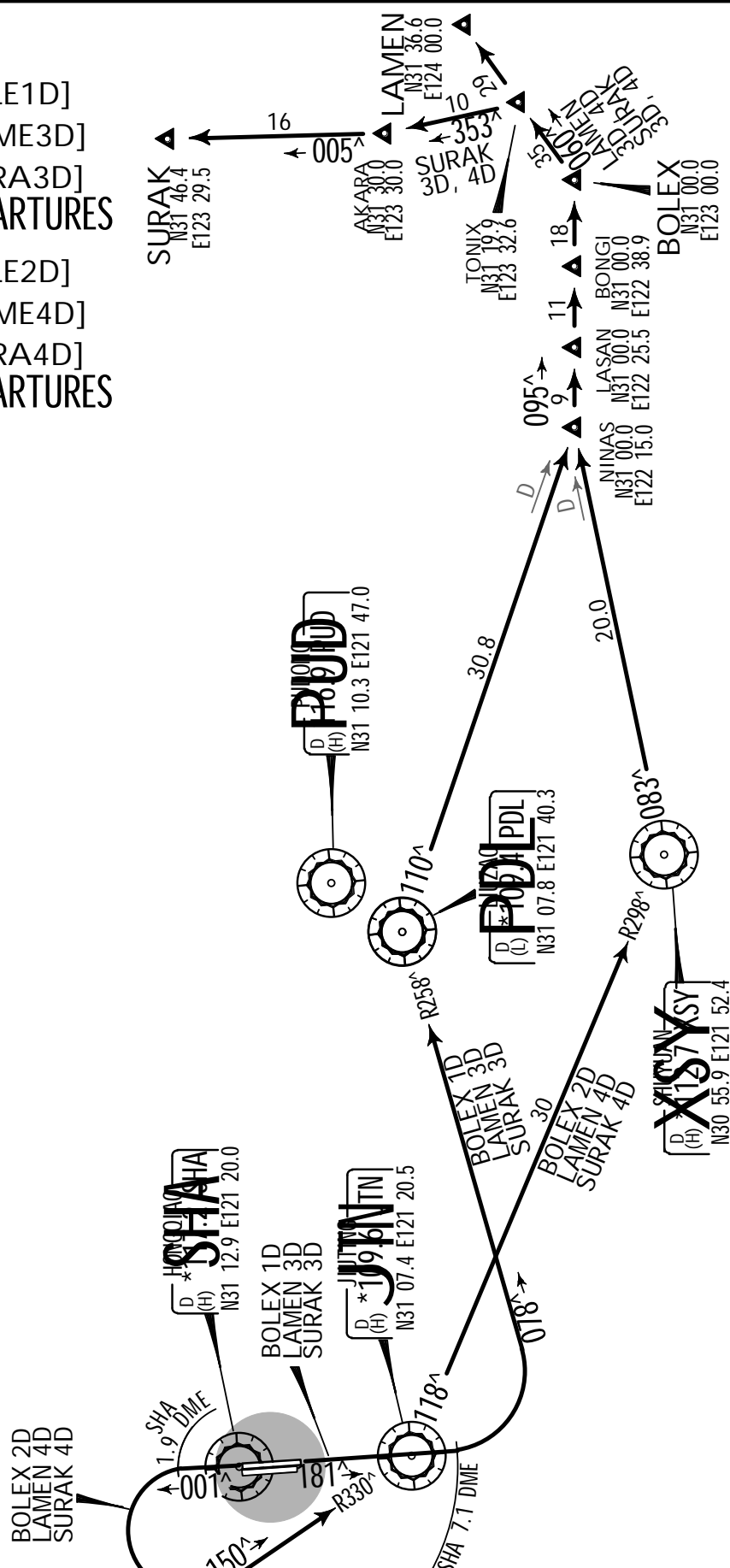
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

BOLEX 1D [BOLE1D]
 LAMEN 3D [LAME3D]
 SURAK 3D [SURA3D]
 RWYS 18L/R DEPARTURES

BOLEX 2D [BOLE2D]
 LAMEN 4D [LAME4D]
 SURAK 4D [SURA4D]
 RWYS 36L/R DEPARTURES



FT/METER CONVERSION	QNH
2960'	- 900m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL118 FL3600m

ZSSS/SHA
HONGQIAO

21 FEB 14

10-3S

.Eff.6.Mar.

.SID.

JEPPESSEN SHANGHAI, PR OF CHINA

Apt Elev
10'

Trans level: FL118

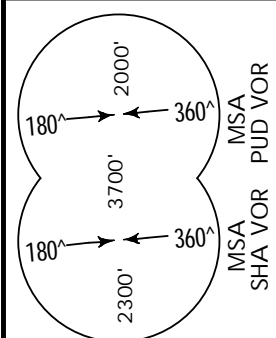
Trans alt: 9850'

10830' 1031 hPa or above

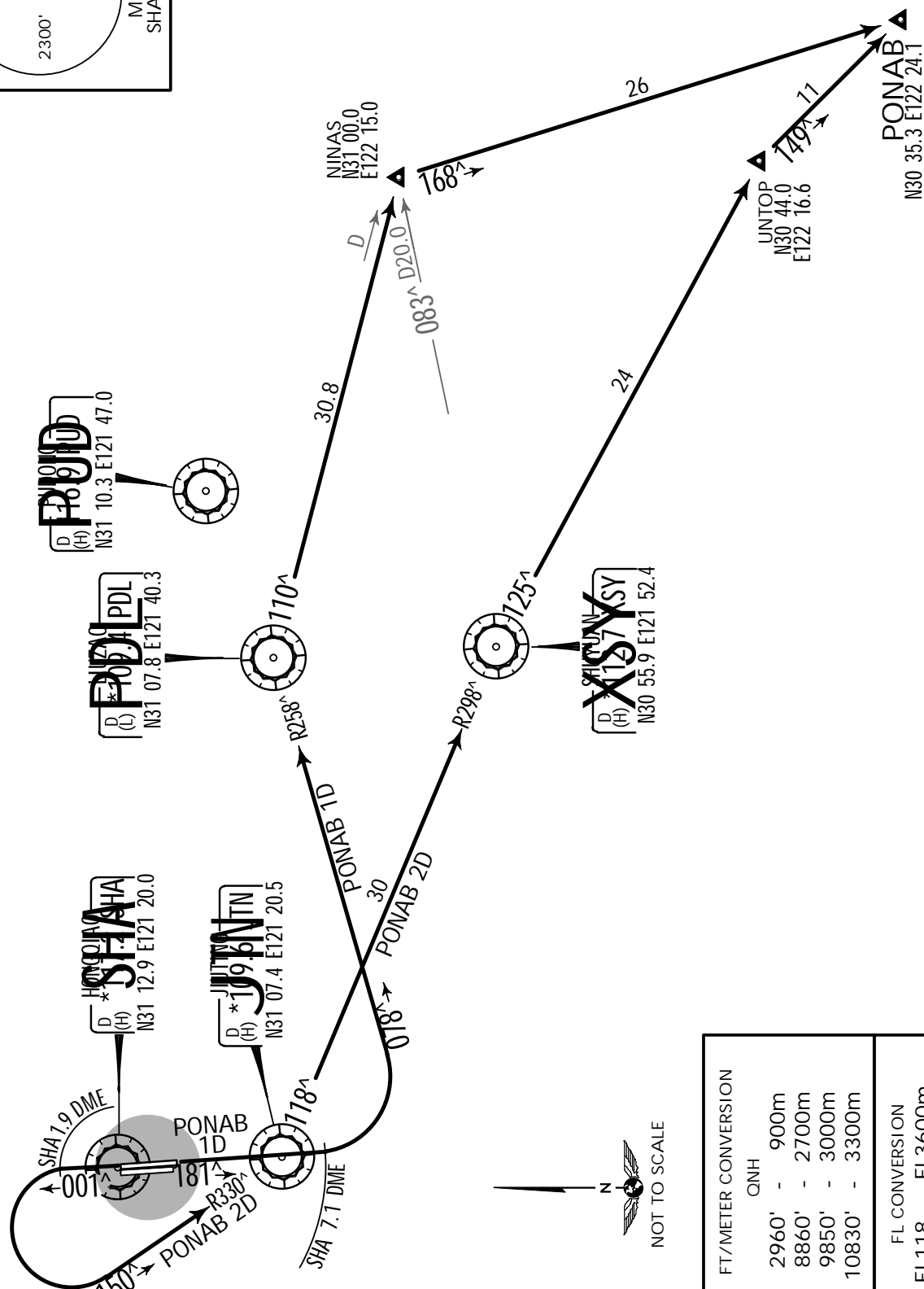
8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong QNH,

at or below 2960' use SHANGHAI Hongqiao QNH.



PONAB 1D [PONA1D]
RWYS 18L/R DEPARTURE
PONAB 2D [PONA2D]
RWYS 36L/R DEPARTURE



FT/METER CONVERSION

QNH	
2960'	- 900m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	FL3600m

NOT TO SCALE

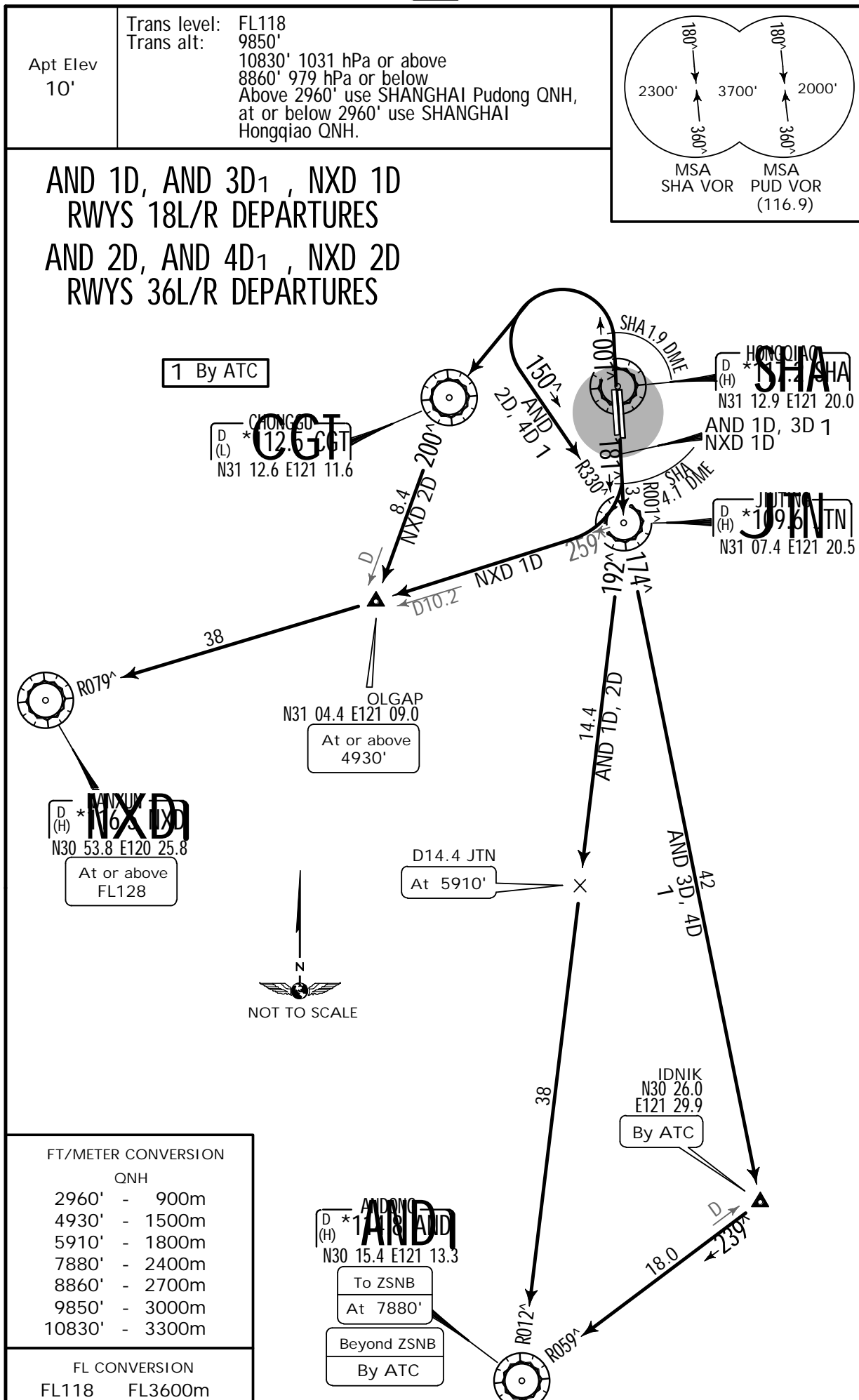
ZSSS/SHA
HONGQIAO

21 FEB 14

(10-3T)

.Eff.6.Mar.

.SID.



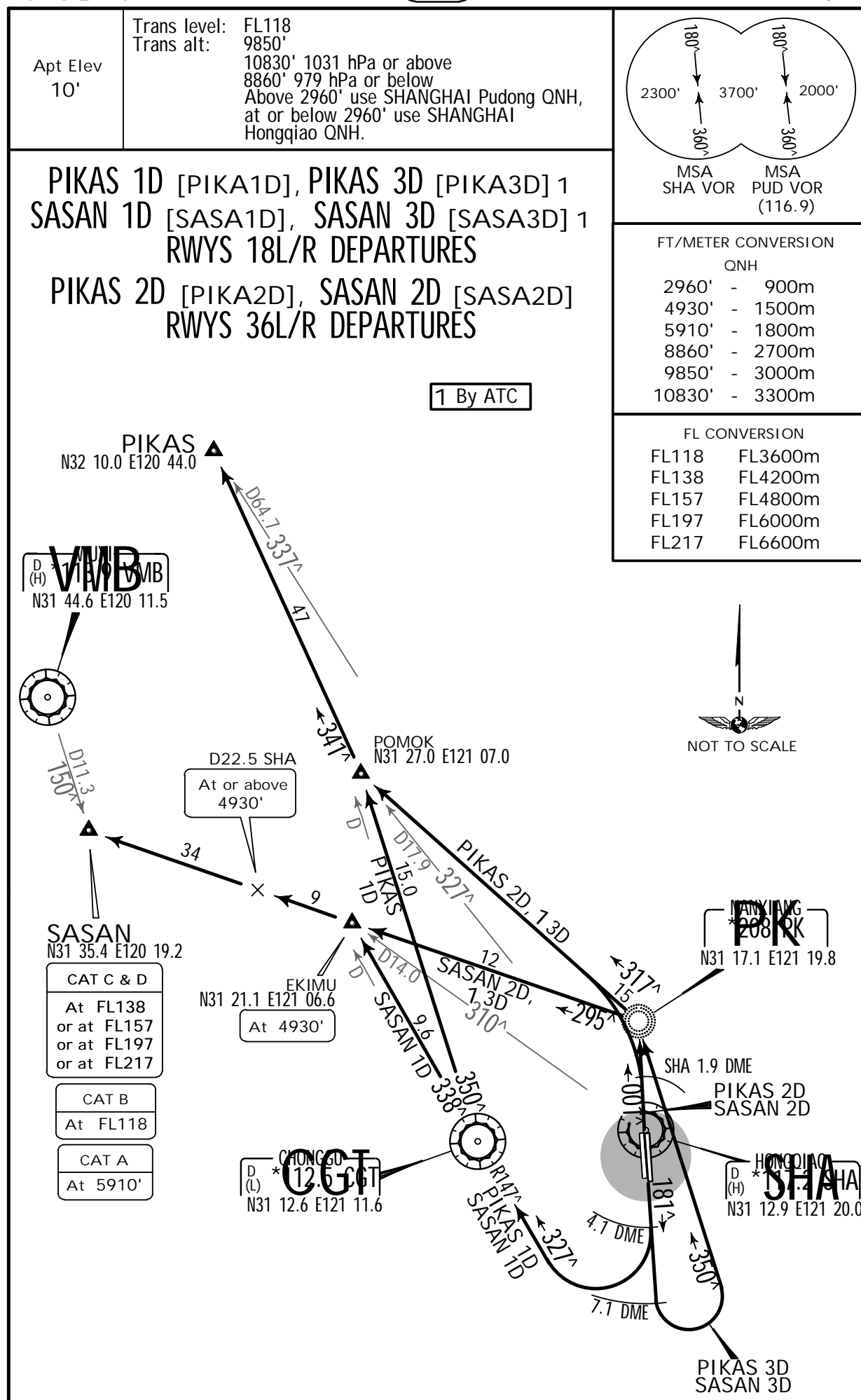
ZSSS/SHA
HONGQIAO

21 FEB 14

(10-3U)

.Eff.6.Mar.

.SID.



ZSSS/SHA
HONGQIAO

21 FEB 14

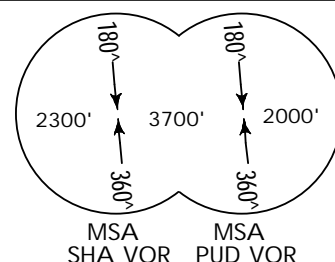
10-3V

.Eff.6.Mar.

JEPPESEN SHANGHAI, PR OF CHINA
.SID.

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.

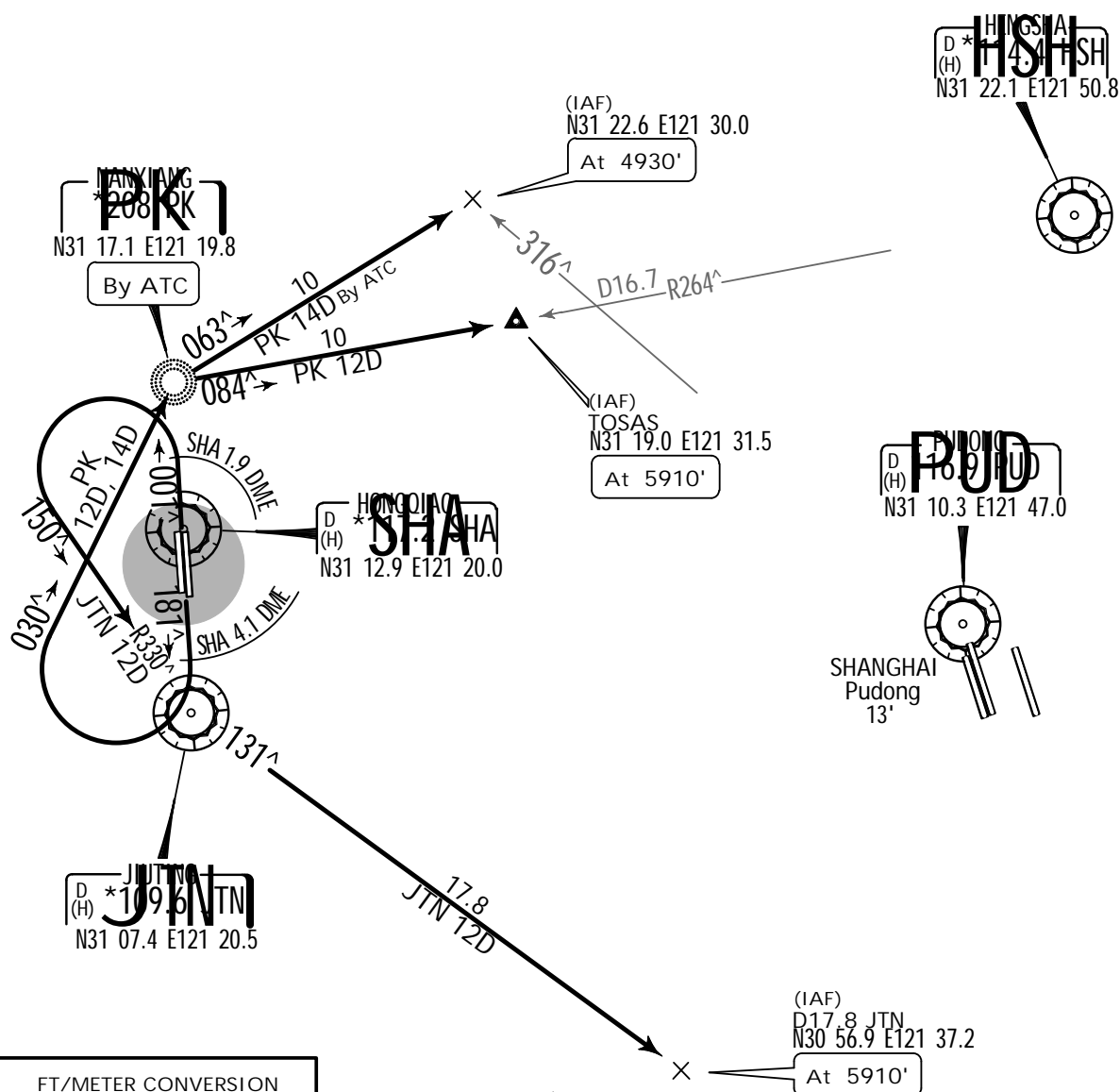


JTN 12D, PK 12D

PK 14D
BY ATC

RWYS 18L/R, 36L/R FERRY ROUTES
TO SHANGHAI PUDONG

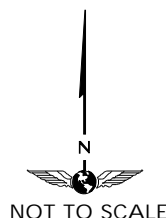
FOLLOW JTN 12D, PK 12D OR PK 14D, THEN FOLLOW
SHANGHAI PUDONG APPROACH PROCEDURES



FT/METER CONVERSION

QNH	
2960'	- 900m
4930'	- 1500m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION



NOT TO SCALE

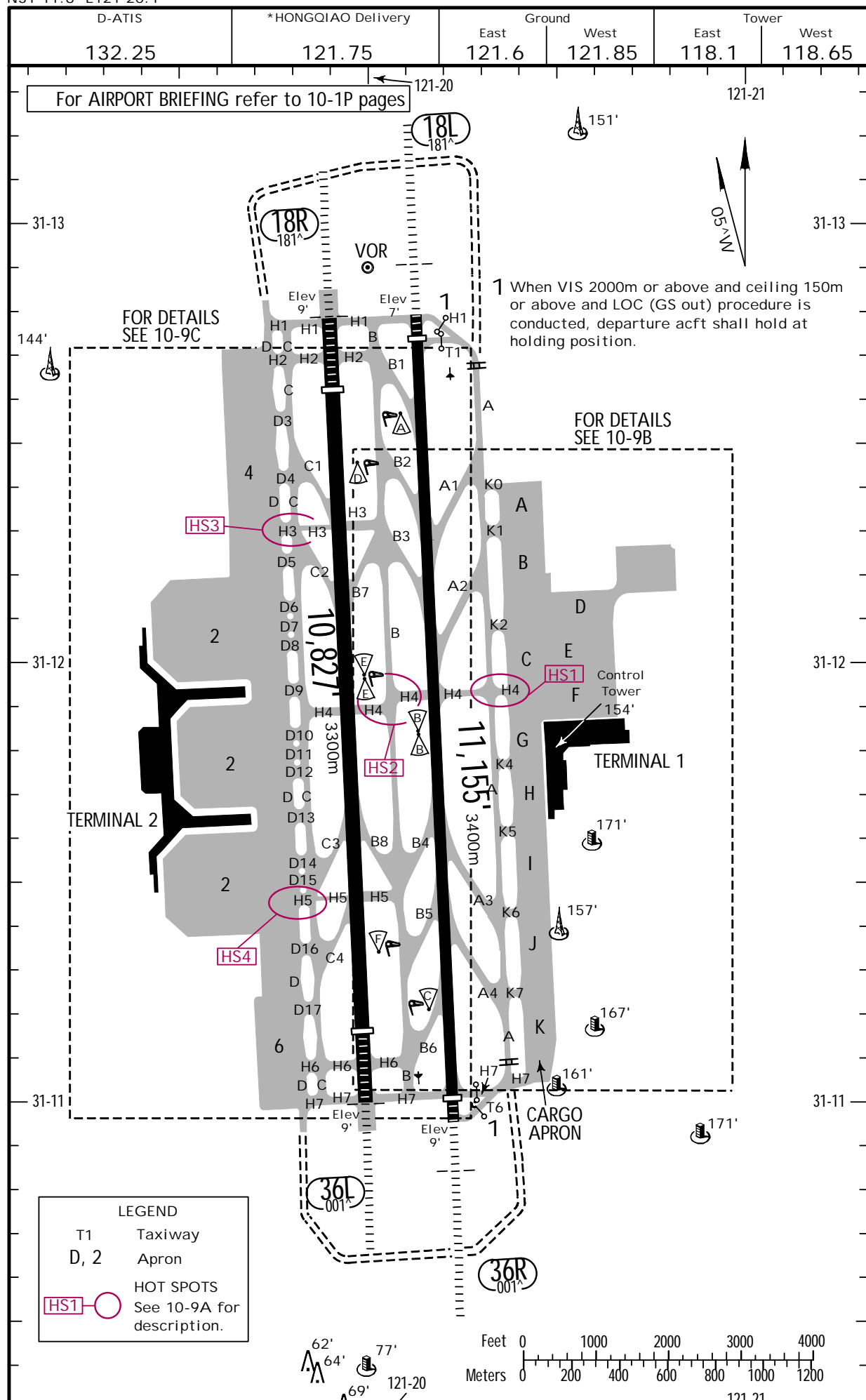
ZSSS/SHA

Apt Elev 10
N31 11.8 E121 20.1

15 AUG 14

15 AUG 14 (10-9) .Eff.20.Aug.1600Z.

HONGQIAO



ZSSS/SHA



JEPPESEN

SHANGHAI, PR OF CHINA

15 AUG 14

(10-9A)

.Eff.20.Aug.1600Z.

HONGQIAO

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
18L	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0^)	RVR			
36R	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0^)	RVR			
		10,499' 3200m	9498' 2895m	10,827' 3300m	148' 45m
18R	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0^)	2 RVR			
36L	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0^)	3 RVR			
		9843' 3000m	8823' 2689m	4	197' 60m

1 grooved.

4 TAKE-OFF RUN AVAILABLE

2 HST-B8, C3 & C4.

RWY 18R:

RWY 36L:

3 HST-B7, C1 & C2.

From rwy head 10,827' (3300m)

From rwy head 10,827' (3300m)

twy H2 int 10,295' (3138m)

twy H6 int 10,295' (3138m)

" HOT SPOTS "

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

[HS1] Departure and arrival acft cross the area frequently. Twy H4 is the main twy for departure acft crossing rwy 18L/36R from East to West. When operating near this area, pay attention to taxiing guidance signs and follow ATC instructions strictly.

[HS2] After crossing rwy 18L/36R from East to West, departure acft shall pay attention to ATC instructions and taxiing guidance signs to avoid rwy incursion or taxiing in the wrong direction.

[HS3] Departure and arrival acft cross the area frequently.

[HS4] When operating near this area, pay attention to taxiing guidance signs and follow ATC instructions strictly.

.Standard.

TAKE-OFF

	RL	NIL (DAY only)
A		
B	RVR 400m	RVR 500m
C	VIS 800m	VIS 800m
D		

ZSSS/SHA



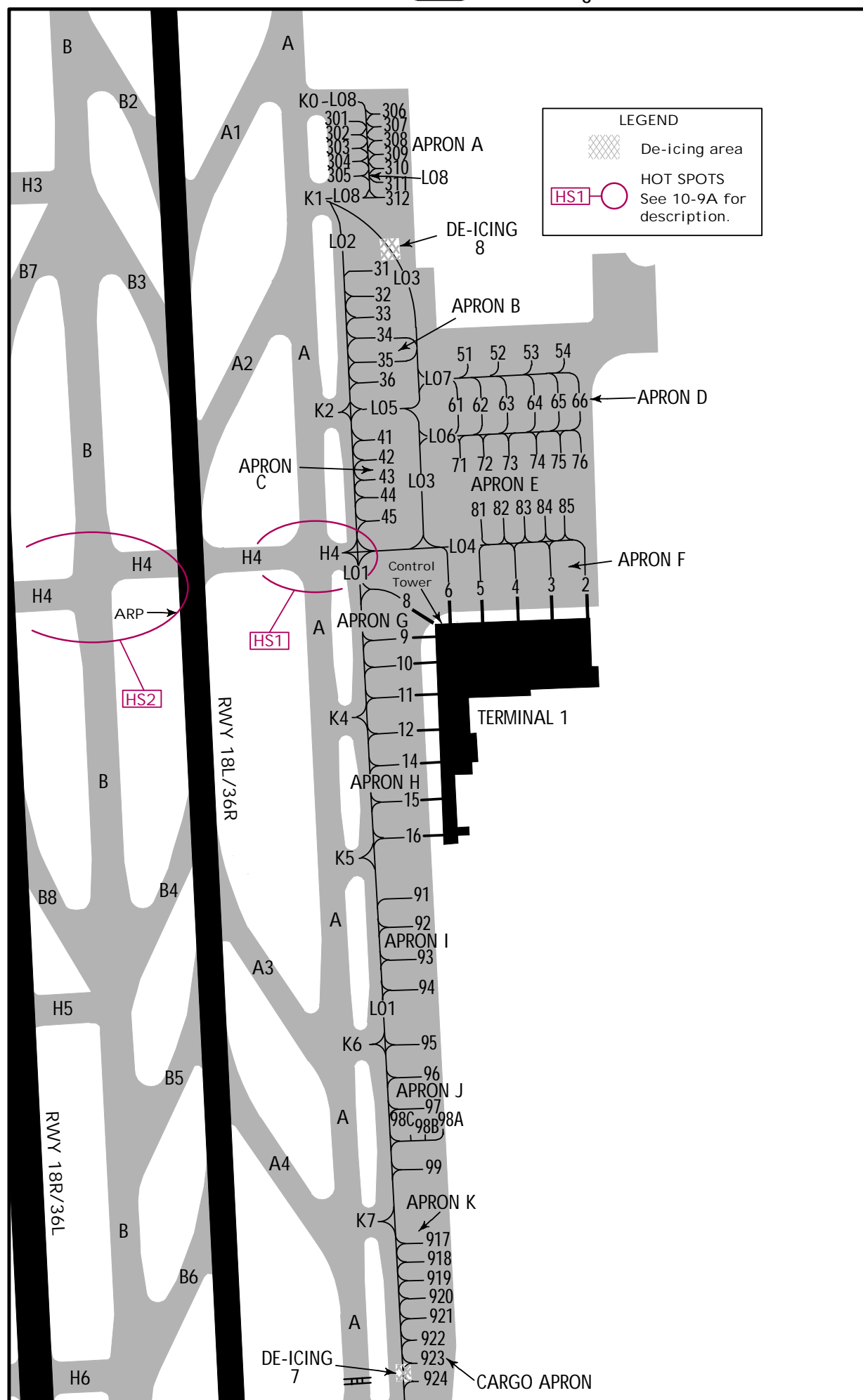
JEPPESEN SHANGHAI, PR OF CHINA

15 AUG 14

10-9B

.Eff.20.Aug.1600Z.

HONGQIAO

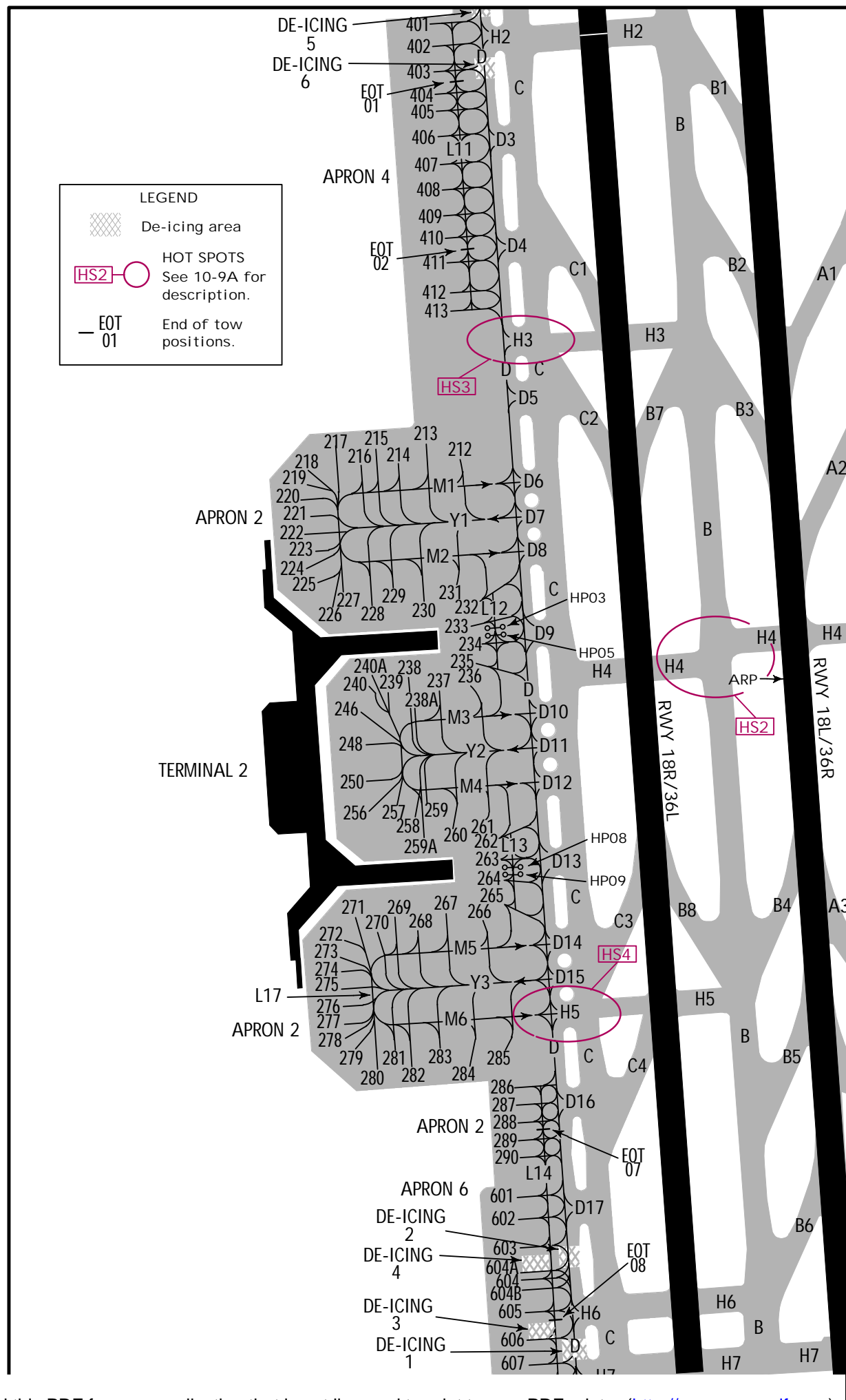


ZSSS/SHA

JEPPESEN SHANGHAI, PR OF CHINA

15 AUG 14 (10-9C) .Eff.20.Aug.1600Z.

HONGQIAO



ZSSS/SHA



JEPPESEN

SHANGHAI, PR OF CHINA

26 FEB 10

10-9D

.Eff.11.Mar.

HONGQIAO

VISUAL DOCKING GUIDANCE SYSTEM



START-OF-DOCKING

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



CAPTURE

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

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



TRACKING

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

A flashing red arrow indicates the direction to turn.

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



CLOSING RATE

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

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



ALIGNED TO CENTER

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



SLOW DOWN

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



AZIMUTH GUIDANCE

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



STOP POSITION REACHED

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

ZSSS/SHA



JEPPESEN

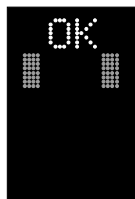
SHANGHAI, PR OF CHINA

26 FEB 10

10-9E

.Eff.11.Mar.

HONGQIAO

**DOCKING COMPLETED**

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

OVERSHOOT

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

WAIT

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SLOW

The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails, "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a view blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SBU-STOP

Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".

A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.

THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

EMERGENCY STOP

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

CHOCKS ON

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

ERROR

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

SYSTEM BREAKDOWN

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

POWER FAILURE

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

ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20 Aug 1600Z

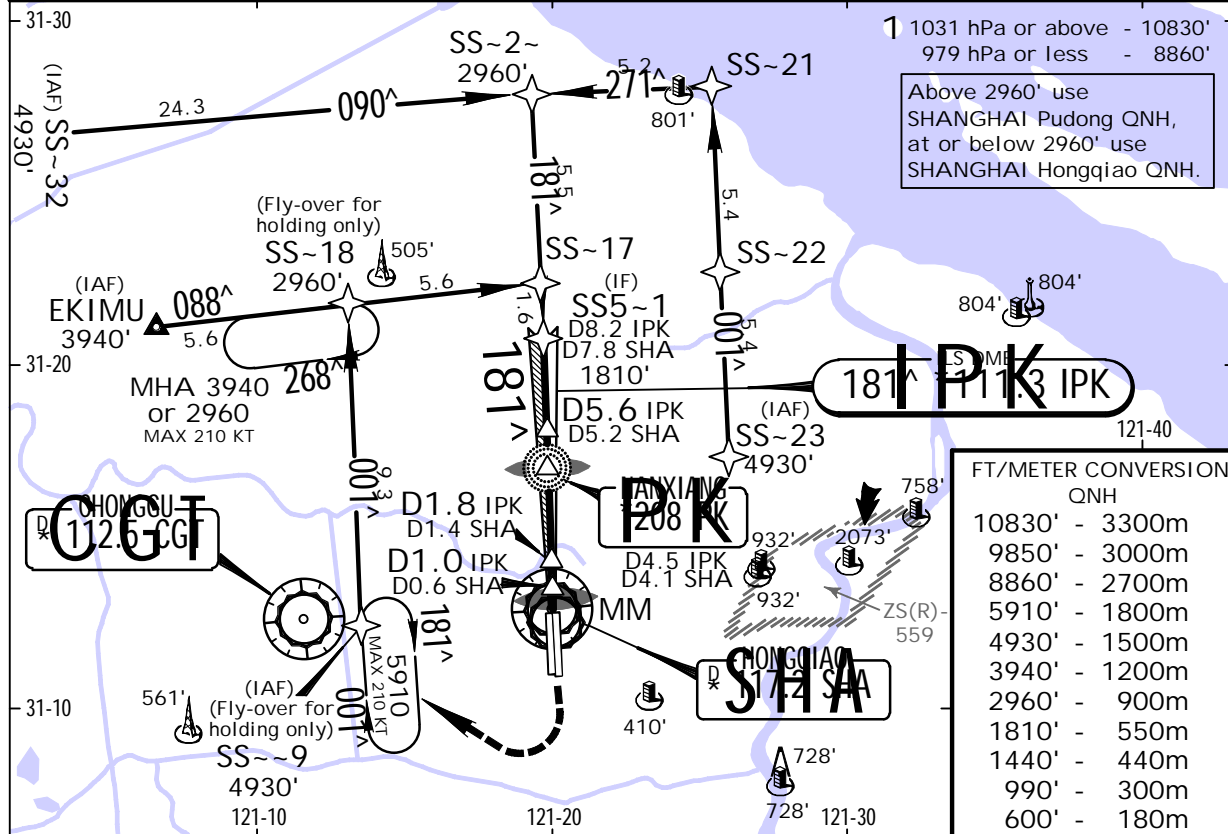
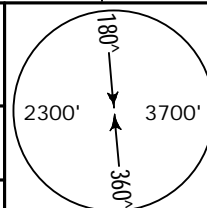
JEPPESSEN

(11-1)

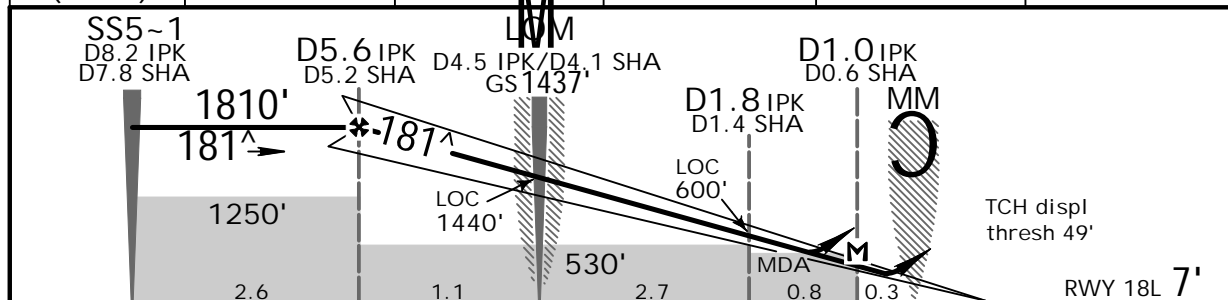
SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 18L

BRIEFING STRIP

D-ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East 118.1 West 118.65	Ground East 121.6 West 121.85
LOC IPK *111.3	Final Apch Crs 181°	GS LOM 1437' (1430')	ILS DA(H) 207' (200')	Apt Elev 10' RWY 7'
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' 1	
Initial apch MAX 205 KT.				MSA SHA VOR



LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



TO DISPL THRESH						
Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 IPK/D0.6 SHA						

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized East of runway	
DA(H) 207' (200')		MDA(H) 430' (423')			
FULL		Limited		ALS out	
A		B		C	
RVR 550m VIS 800m		RVR 750m VIS 800m		1200m	
1600m		1800m		2000m	
2000m		2000m		2000m	
790' (780')		790' (780')		790' (780')	
4800m		4800m		4800m	

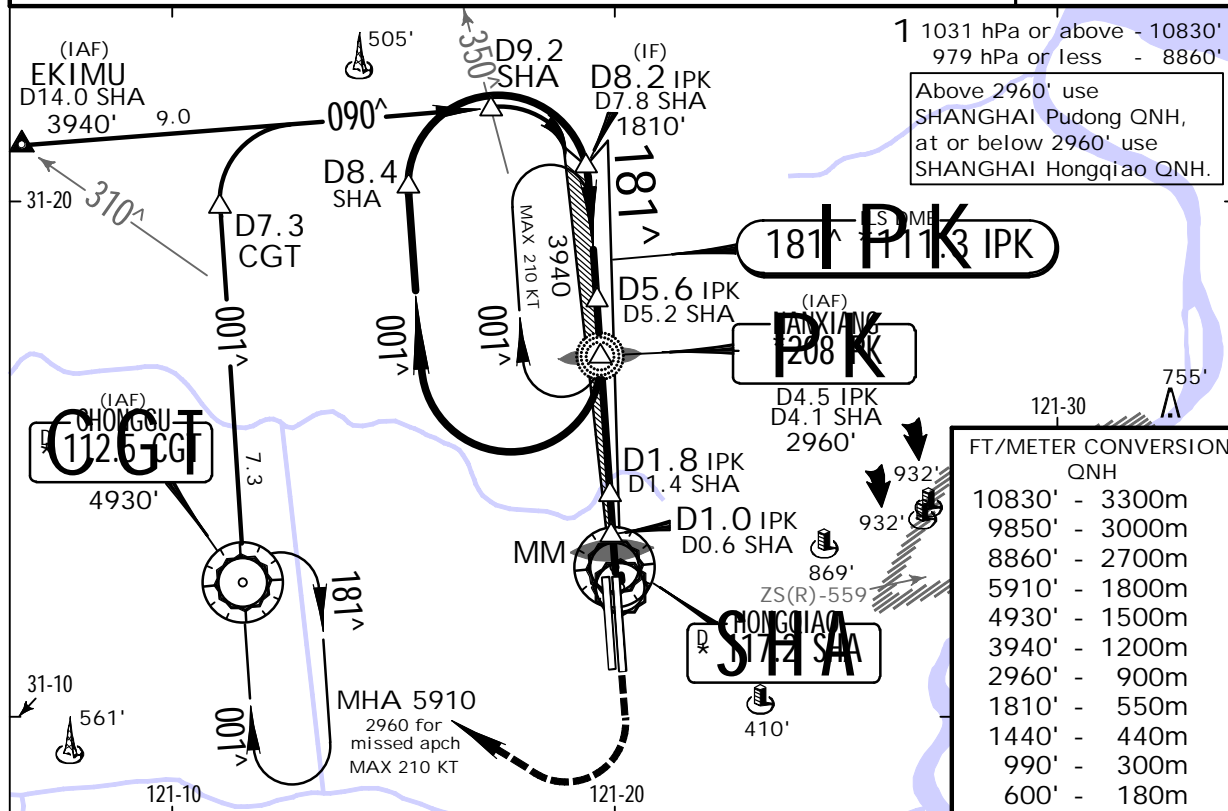
ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20 Aug. 1600Z (11-2)

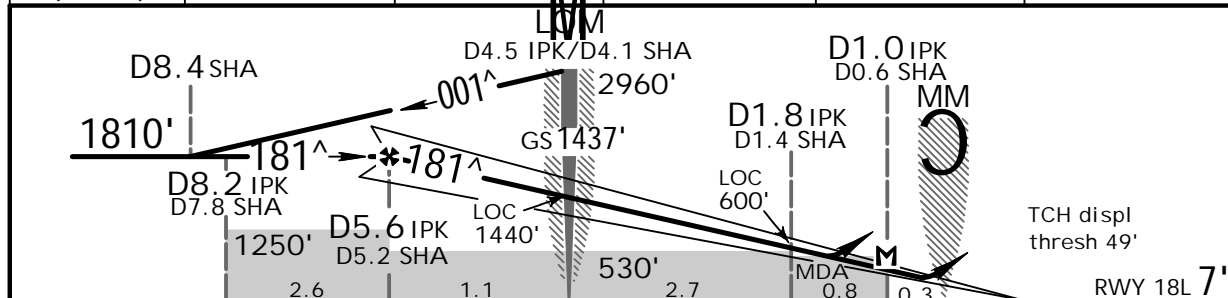
SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18L

BRIEFING STRIP™

D-ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East 118.1 West 118.65	Ground East 121.6 West 121.85
LOC IPK *111.3	Final Apch Crs 181°	GS LOM 1437' (1430')	ILS DA(H) 207' (200')	Apt Elev 10' RWY 7'
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.				
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' 1
Initial apch MAX 205 KT.		MSA SHA VOR		



LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



70	90	100	120	140	160	990'	2960'	CGT 112.5
377	485	539	647	755	862	↑	RT	

A	FULL		ALS out	ALS out		Max Kts.	MDA(H)		VIS
	RVR	VIS		RVR	VIS				
B	550m	800m	1200m	1600m		100	690' (680')		2800m
C	600m	800m		1800m	2000m	135	690' (680')		3200m
D	600m	800m		2000m		180	790' (780')		4400m
						205	790' (780')		4800m

ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20 Aug. 1600Z

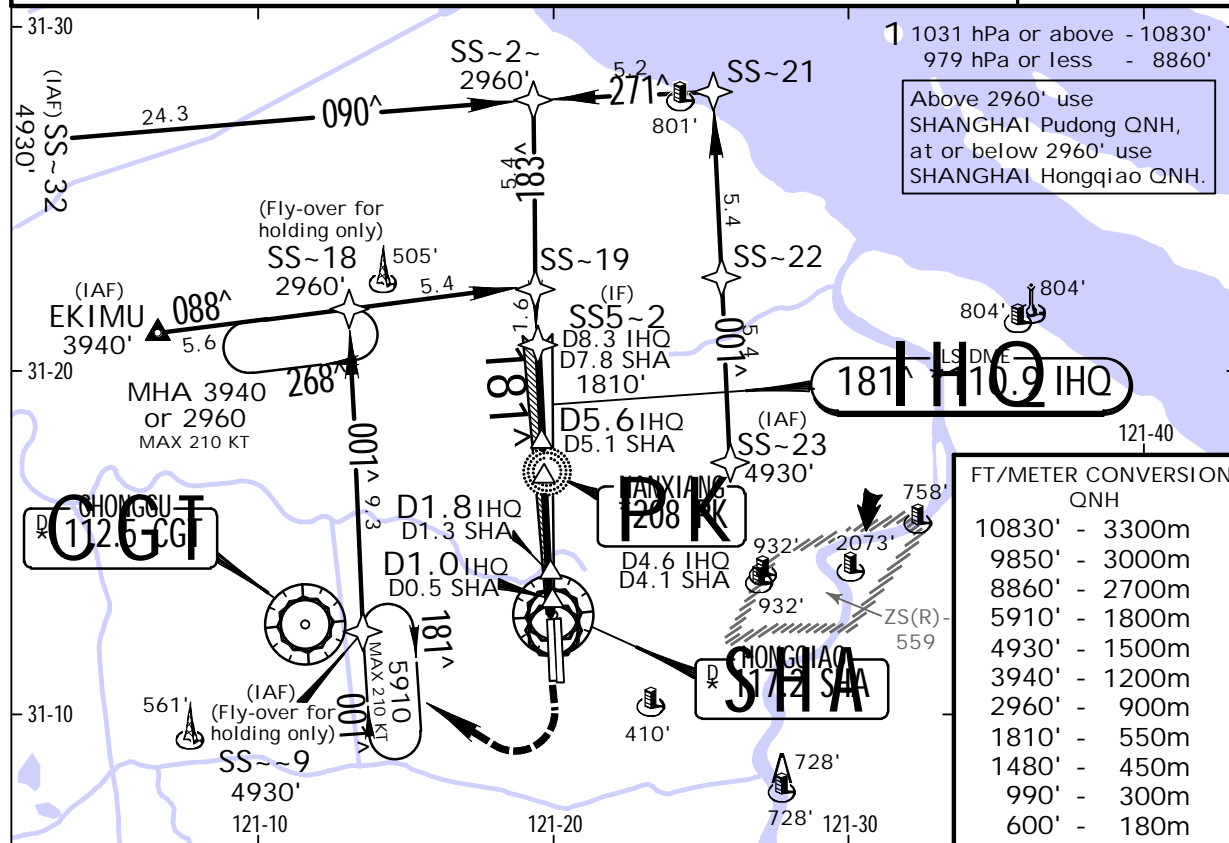
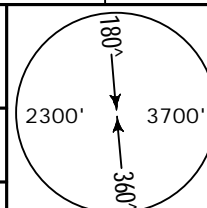
JEPPESSEN

(11-3)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 18R

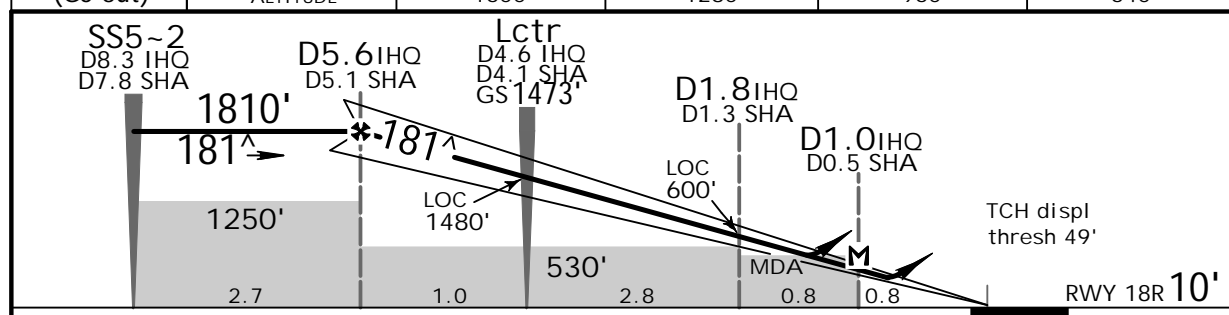
BRIEFING STRIP

D-ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East 118.1 West 118.65	Ground East 121.6 West 121.85
LOC IHQ *110.9	Final Apch Crs 181 [^]	GS Lctr 1473' (1463')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' 1	MSA SHA VOR
Initial apch MAX 205 KT.				



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1480'	450m
990'	300m
600'	180m

LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	990'	2960'	CGT 112.5
ILS GS or LOC Descent Angle 3.00 [^]	377	485	539	647	755	862		PAPI	↑	↻ RT	
MAP at D1.0 IHQ/D0.5 SHA											

Standard.				STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA		Not authorized East of runway	
DA(H) 210' (200')		MDA(H) 430' (420')		ALS out			
FULL		Limited		ALS out			
A						Max Kts	
B	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m		100	690' (680') 2800m
C				1800m	1900m	135	690' (680') 3200m
D	RVR 600m VIS 800m			2000m		180	790' (780') 4400m
						205	790' (780') 4800m

IS OPS

ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20 Aug. 1600Z

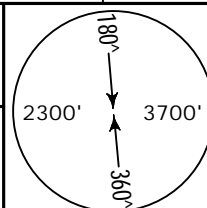
JEPPESSEN

11-4

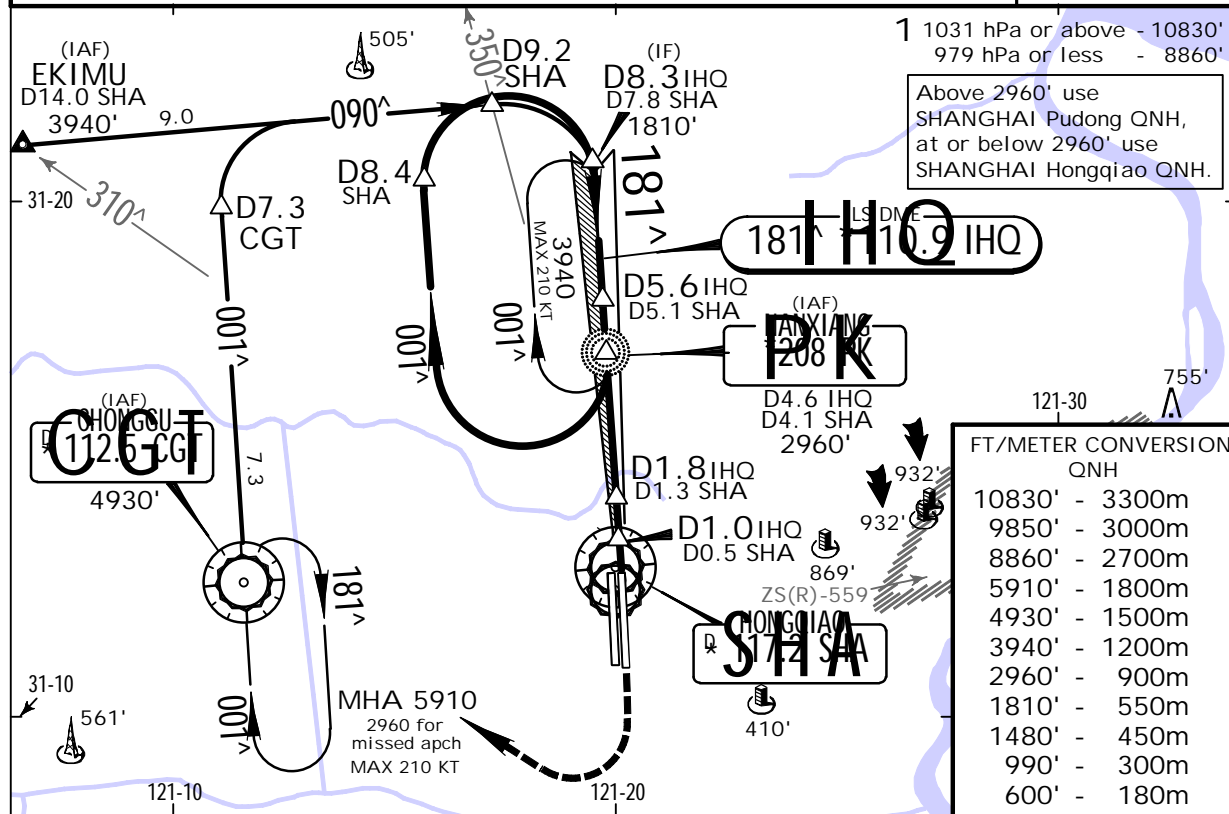
SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18R

BRIEFING STRIP

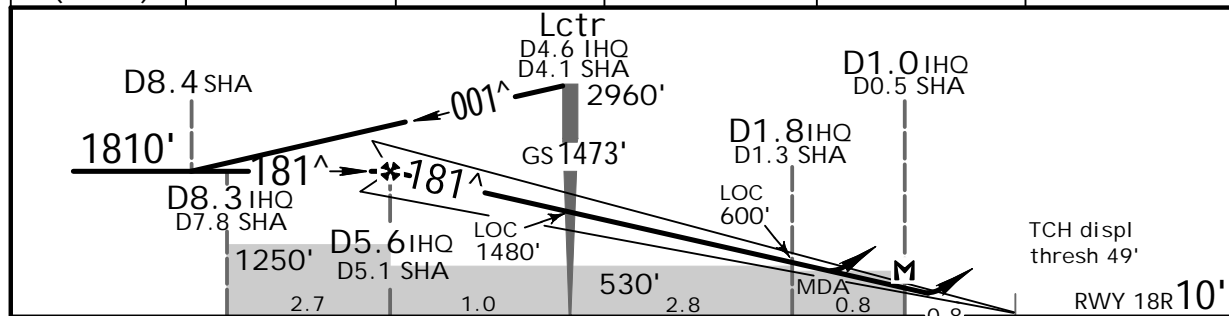
D-ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East 118.1 West 118.65	Ground East 121.6 West 121.85
LOC IHQ *110.9	Final Apch Crs 181°	GS Lctr 1473' (1463')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1				
Initial apch MAX 205 KT.				



MSA
SHA VOR



LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	990'	2960'	CGT 112.5
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	PAPI	↑	RT	
MAP at D1.0 IHQ/D0.5 SHA										

Standard.				STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA		Not authorized East of runway	
DA(H) 210' (200')		MDA(H) 430' (420')					
FULL		Limited		ALS out		Max Kts.	
A						100	
B		RVR 550m VIS 800m		1200m		135	
C		RVR 750m VIS 800m		1800m		180	
D		RVR 600m VIS 800m		2000m		205	
						MDA(H) VIS	
						690' (680') 2800m	
						690' (680') 3200m	
						790' (780') 4400m	
						790' (780') 4800m	

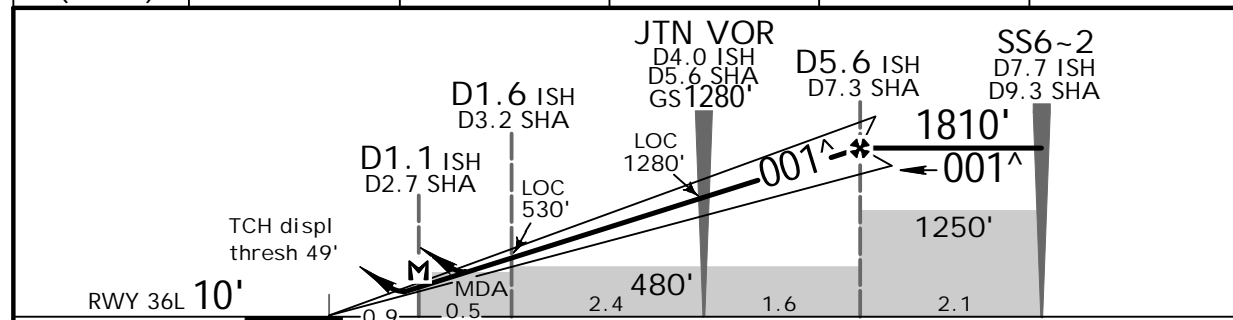
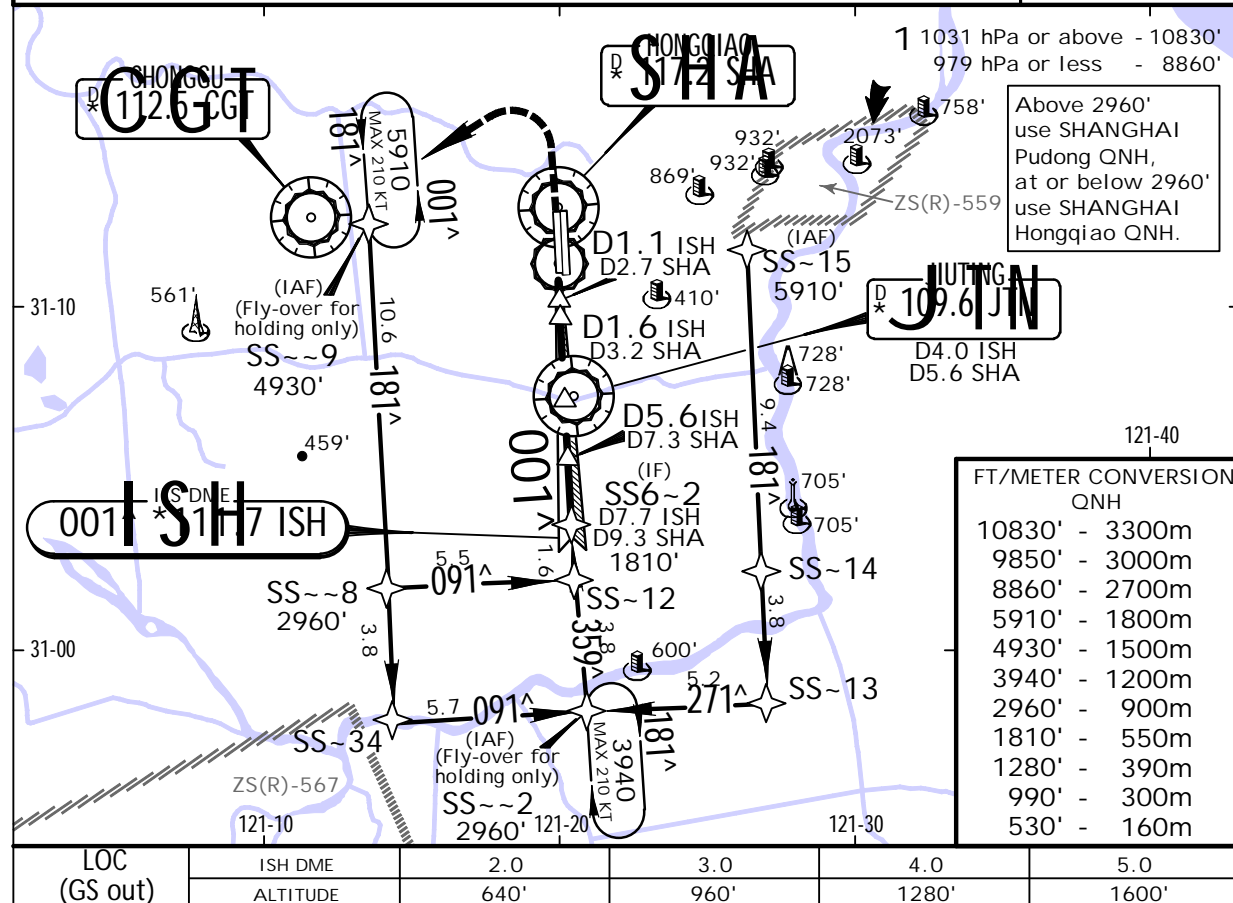
ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20. Aug. 1600Z

JEPPESEN

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 36L

D-ATIS 132.25		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		HONGQIAO Tower East West 118.1 118.65		Ground East West 121.6 121.85	
LOC ISH *111.7	Final Apch Crs 001^	GS JTN VOR 1280' (1270')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'			
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 118		Trans alt: 9850' 1		MSA SHA VOR
Initial apch MAX 205 KT.							



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D1.1 ISH/D2.7 SHA						

HIALS
PAPI
990'
↑

2960'
↙ LT

CGT
112.5

Standard.

STRAIGHT-IN LANDING RWY 36L

$${}^Y{}^{36}\text{L}_{\text{LOC}}(\text{GS}_{\text{out}})$$

CIRCLE-TO-LAND

Not authorized
East of runway

DA(H) 210 (200)				MDA(H) 430 (420)		East of runway	
FULL		Limited	ALS out		ALS out	Max Kts.	MDA(H) VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m		100	690'(680') 2800m
B						135	690'(680') 3200m
C				1800m	1900m	180	790'(780') 4400m
D	RVR 600m VIS 800m			2000m		205	790'(780') 4800m

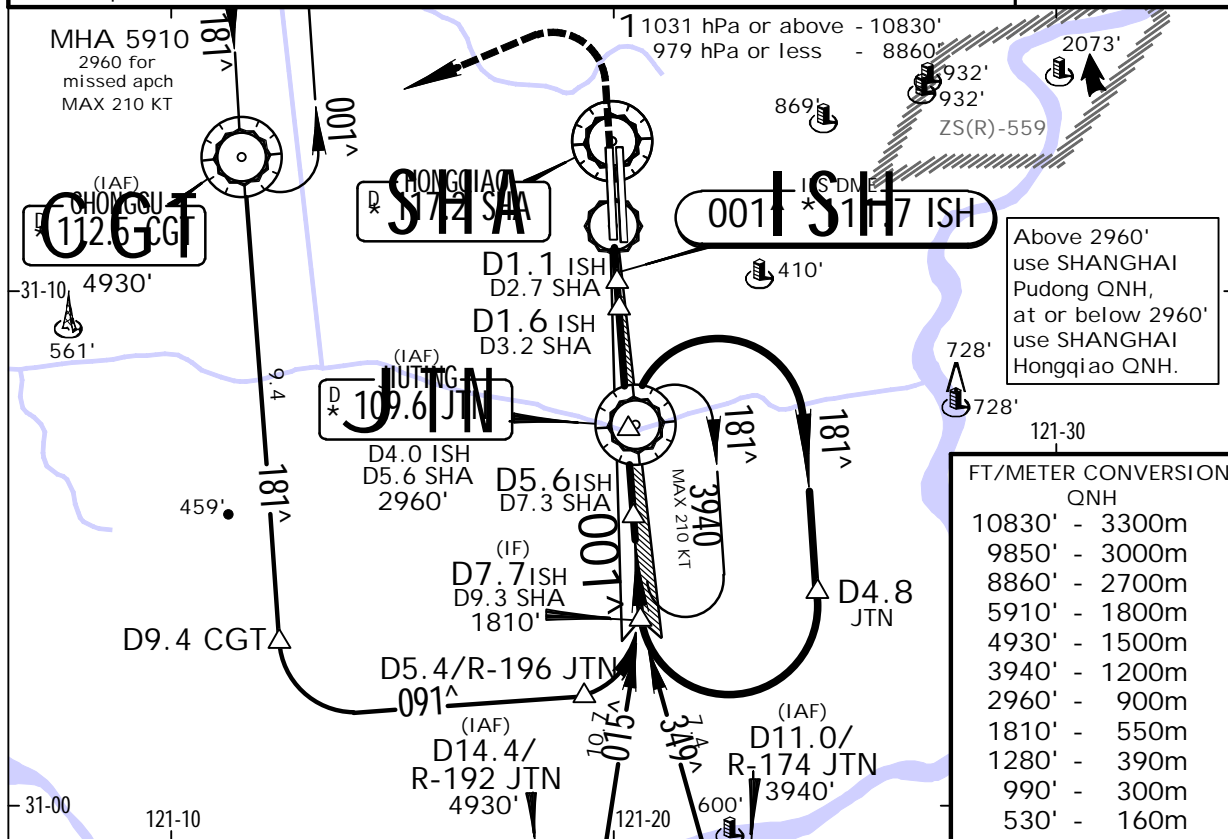
ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20 Aug. 1600Z (11-6)

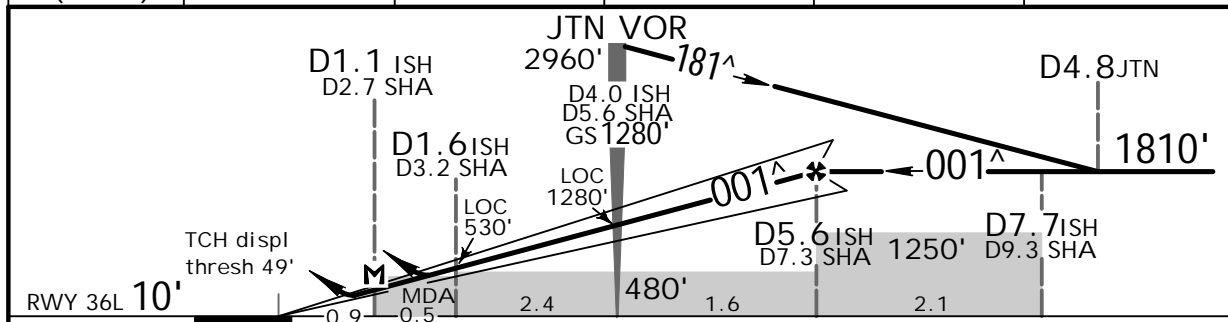
SHANGHAI, PR OF CHINA
ILS DME Y Rwy 36L

BRIEFING STRIP™

D-ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East 118.1 West 118.65	Ground East 121.6 West 121.85
LOC ISH *111.7	Final Apch Crs 001^	GS JTN VOR 1280' (1270')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' 1	MSA SHA VOR
Initial apch MAX 205 KT.				



LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	990'	2960'	CGT
ILS GS or								PAPI	↑	LT	112.5
LOC Descent Angle 3.00^	377	485	539	647	755	862					
MAP at D1.1 ISH/D2.7 SHA											

Standard.				STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized East of runway	
DA(H) 210' (200')				MDA(H) 430' (420')			
FULL Limited ALS out				ALS out		Max Kts	MDA(H) VIS
A						100	690' (680') 2800m
B	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m		1600m	135	690' (680') 3200m
C				1800m	1900m	180	790' (780') 4400m
D	RVR 600m VIS 800m				2000m	205	790' (780') 4800m

IS OPS

ZSSS/SHA
HONGQIAO

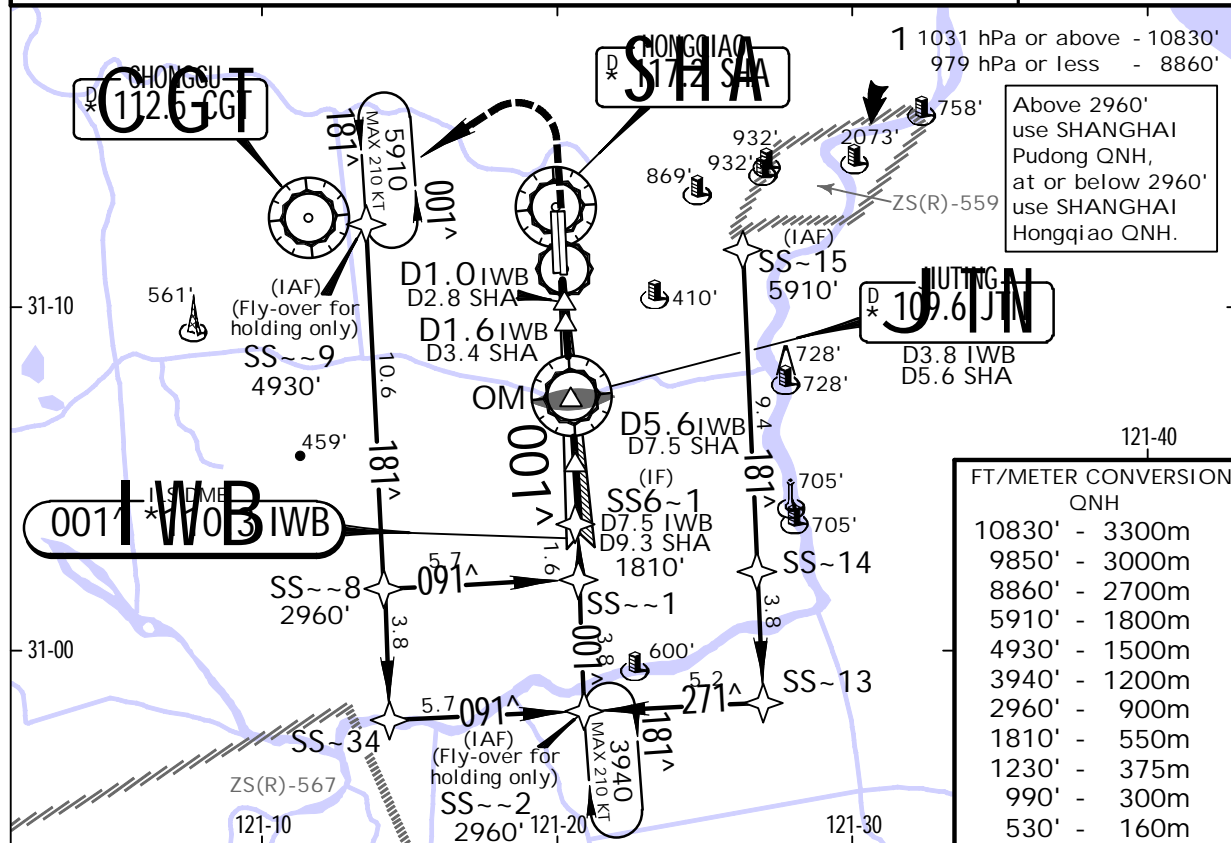
15 AUG 14
Eff. 20 Aug. 1600Z

JEPPESSEN

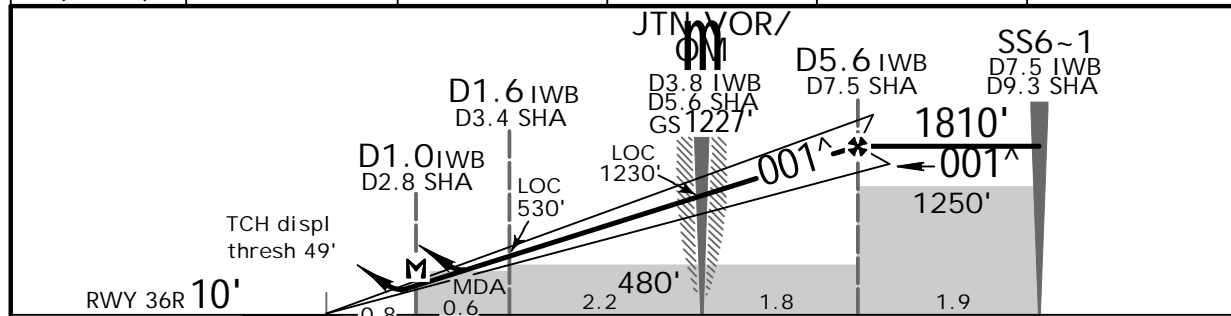
SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 36R

BRIEFING STRIP™

D-ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East 118.1 West 118.65	Ground East 121.6 West 121.85
LOC IWB *110.3	Final Apch Crs 001^	GS JTN VOR 1227' (1217')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' 1	
Initial apch MAX 205 KT.				MSA SHA VOR



LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	990'	2960'	CGT 112.5
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862		PAPI	↑	↙	
MAP at D1.0 IWB/D2.8 SHA											

STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND	
ILS				Not authorized East of runway	
DA(H) 210' (200')				MDA(H) 430' (420')	
FULL Limited ALS out				Max Kts	
A				100	690' (680') 2800m
B	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	135	690' (680') 3200m
C				180	790' (780') 4400m
D	RVR 600m VIS 800m			205	790' (780') 4800m

VS OPS

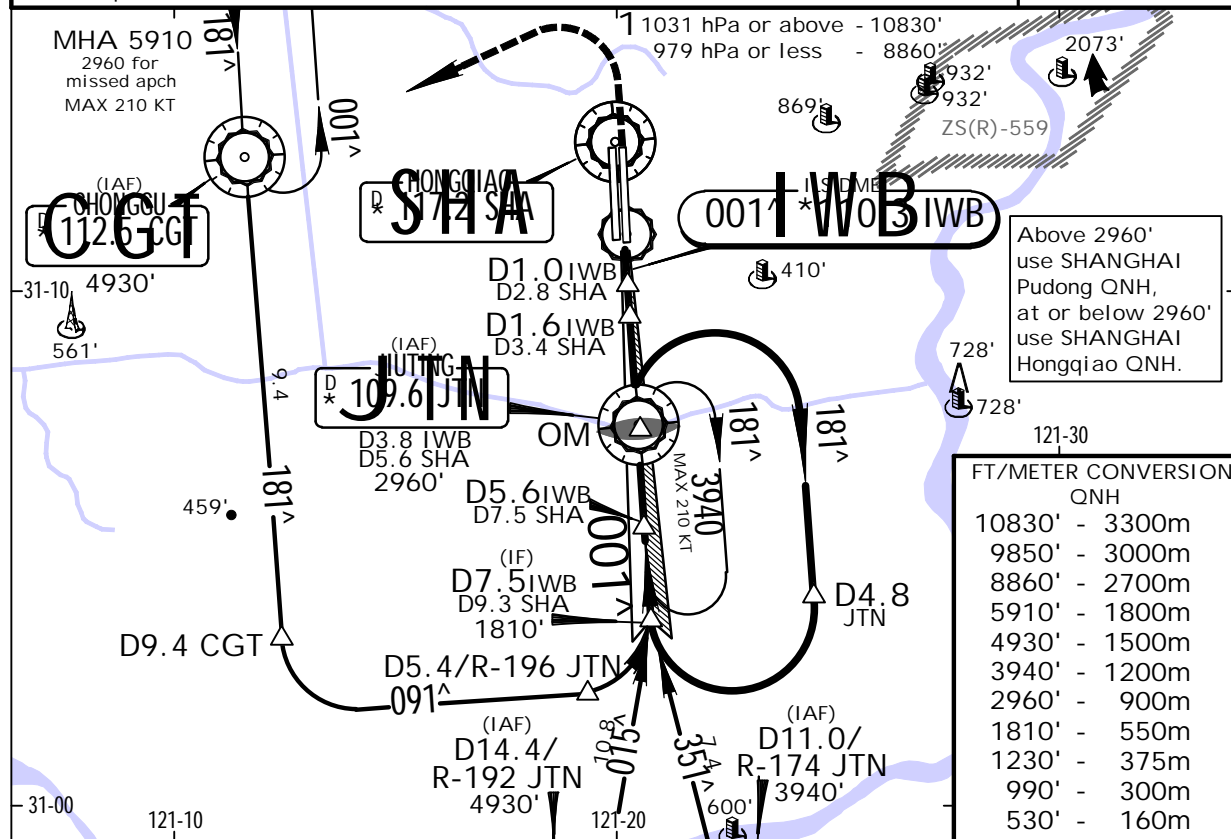
ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20 Aug. 1600Z (11-8)

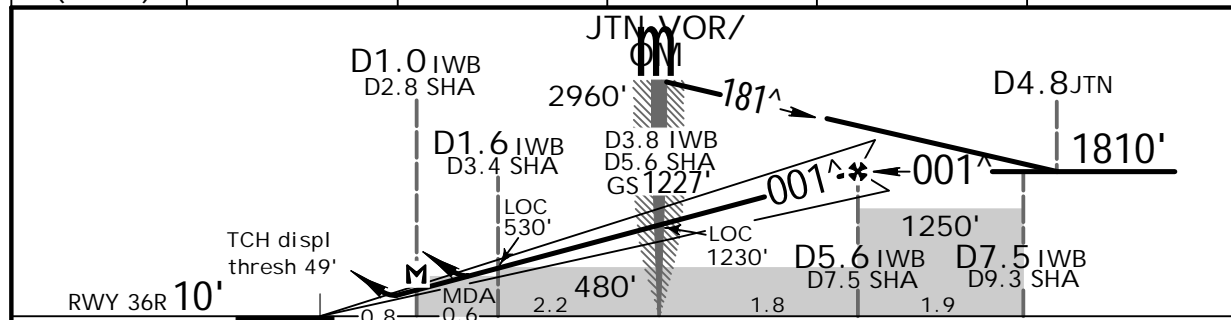
SHANGHAI, PR OF CHINA
ILS DME Y Rwy 36R

BRIEFING STRIP™

D-ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East 118.1 West 118.65	Ground East 121.6 West 121.85
LOC IWB *110.3	Final Apch Crs 001 [^]	GS JTN VOR 1227' (1217')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.				
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' 1
Initial apch MAX 205 KT.		MSA SHA VOR		



LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	990'	2960'	CGT 112.5
ILS GS or								PAPI			
LOC Descent Angle 3.00 [^]	377	485	539	647	755	862					
MAP at D1.0 IWB/D2.8 SHA											

Standard.				STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not authorized East of runway			
DA(H) 210' (200')				MDA(H) 430' (420')							
FULL				Limited				ALS out			
A				B				C			
RVR 550m VIS 800m				RVR 750m VIS 800m				1200m			
D				RVR 600m VIS 800m				2000m			

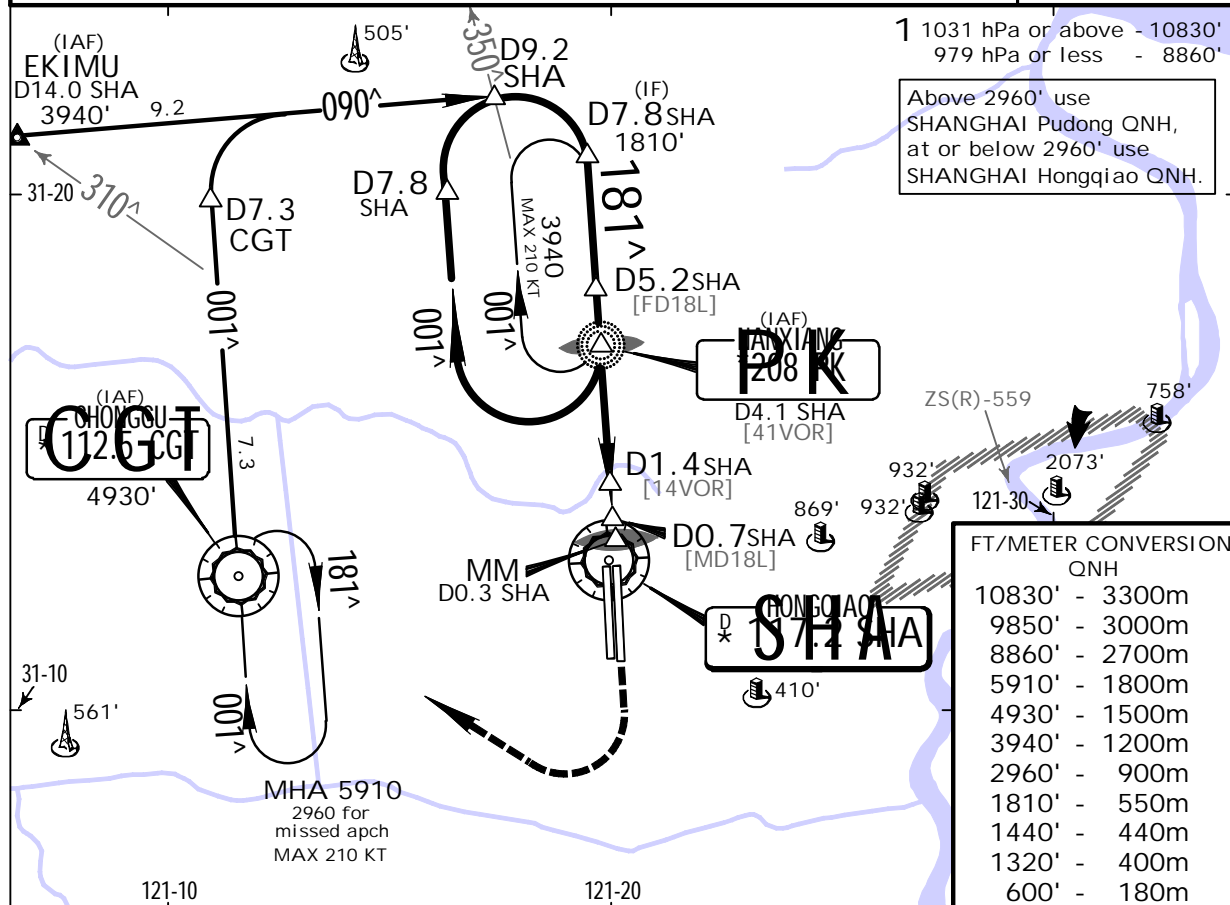
ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20 Aug. 1600Z (13-1)

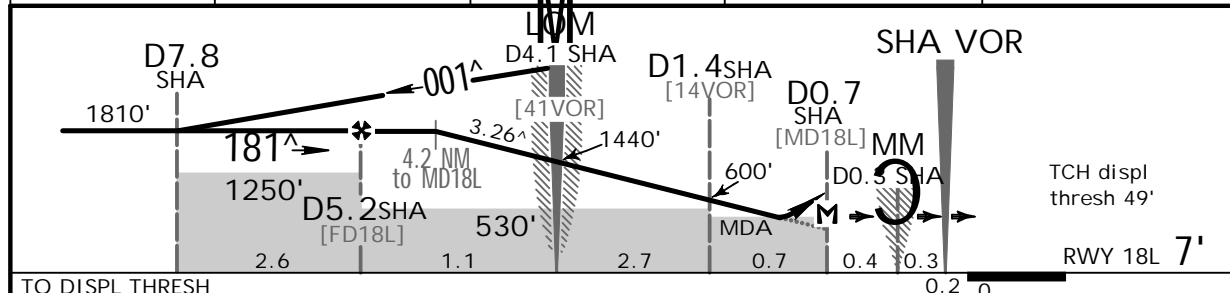
SHANGHAI, PR OF CHINA
VOR DME Rwy 18L

BRIEFING STRIP™

ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East 118.1 West 118.65	Ground East 121.6 West 121.85
VOR SHA *117.2	Final Apch Crs 181°	Procedure Alt D5.2 SHA 1810' (1803')	MDA(H) 460' (453')	Apt Elev 10' RWY 7'
MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn RIGHT to reach CGT VOR at 2960'.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' 1	MSA SHA VOR
Initial apch MAX 205 KT.				



SHA DME	5.0	4.0	3.0	2.0
ALTITUDE	1730'	1410'	1090'	780'



TO DISPL THRESH	70	90	100	120	140	160
Gnd speed-Kts	3.26°	404	519	577	692	808
Descent Angle	3.26°					
MAP at D0.7 SHA						

Standard.		STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
		CDFA		Not authorized	
		MDA(H) 460' (453')		East of runway	
		ALS out		Max Kts	
A				100	690' (680') 2800m
B		2200m		135	690' (680') 3200m
C		2400m		180	790' (780') 4400m

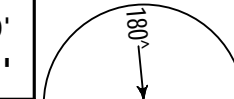
IS OPS

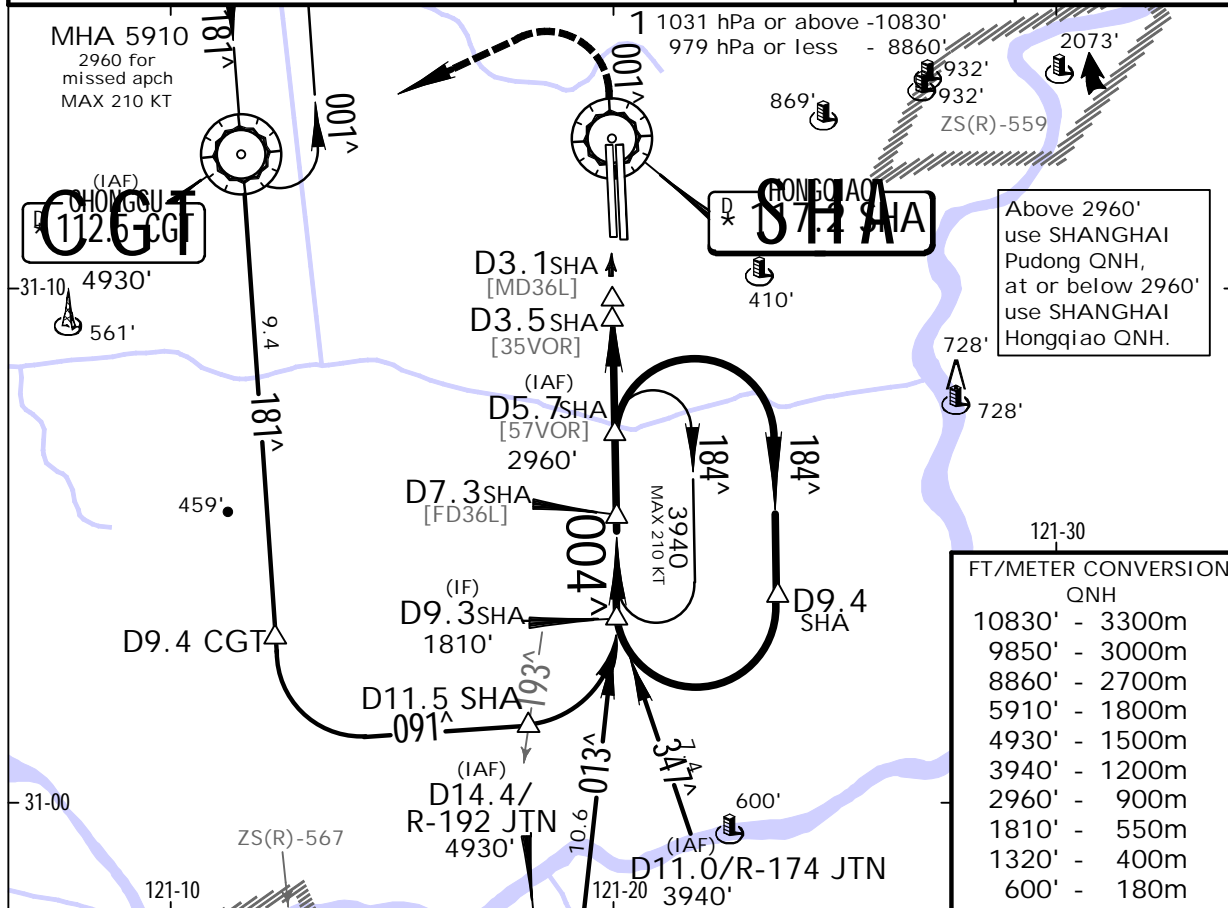
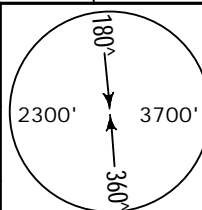
ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20 Aug. 1600Z (13-2)

SHANGHAI, PR OF CHINA
VOR, DME Rwy 36L

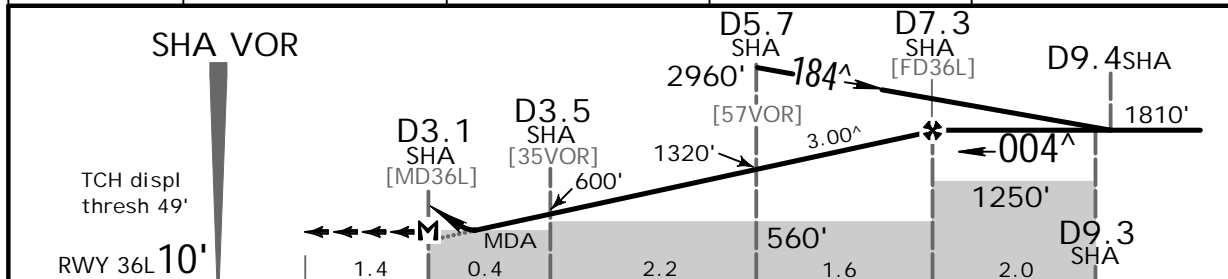
BRIEFING STRIP™

ATIS 132.25		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		HONGQIAO Tower East 118.1 West 118.65		Ground East 121.6 West 121.85	
VOR SHA *117.2	Final Apch Crs 004^	Procedure Alt D7.3 SHA 1810' (1800')	MDA(H) 460' (450')	Apt Elev 10' RWY 10'	 MSA SHA VOR		
MISSED APCH: Climb STRAIGHT AHEAD to SHA VOR. Intercept R-001 SHA, passing 1320' turn LEFT to reach CGT VOR at 2960'.							
Alt Set: hPa Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' 1			
Initial apch MAX 205 KT.							



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1320'	400m
600'	180m

SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	760'	1080'	1400'	1720'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI ↑	SHA 117.2 R-001	1320'	CGT 112.5 LT
Descent Angle	3.00^	372	478	531	637	743				
MAP at D3.1 SHA										

Standard.		STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND	
		CDFA MDA(H) 460' (450')		Not authorized East of runway	
		ALS out		Max Kts	MDA(H) VIS
A				100	690' (680') 2800m
B		2600m		135	690' (680') 3200m
C		2800m		180	790' (780') 4400m

US OPS

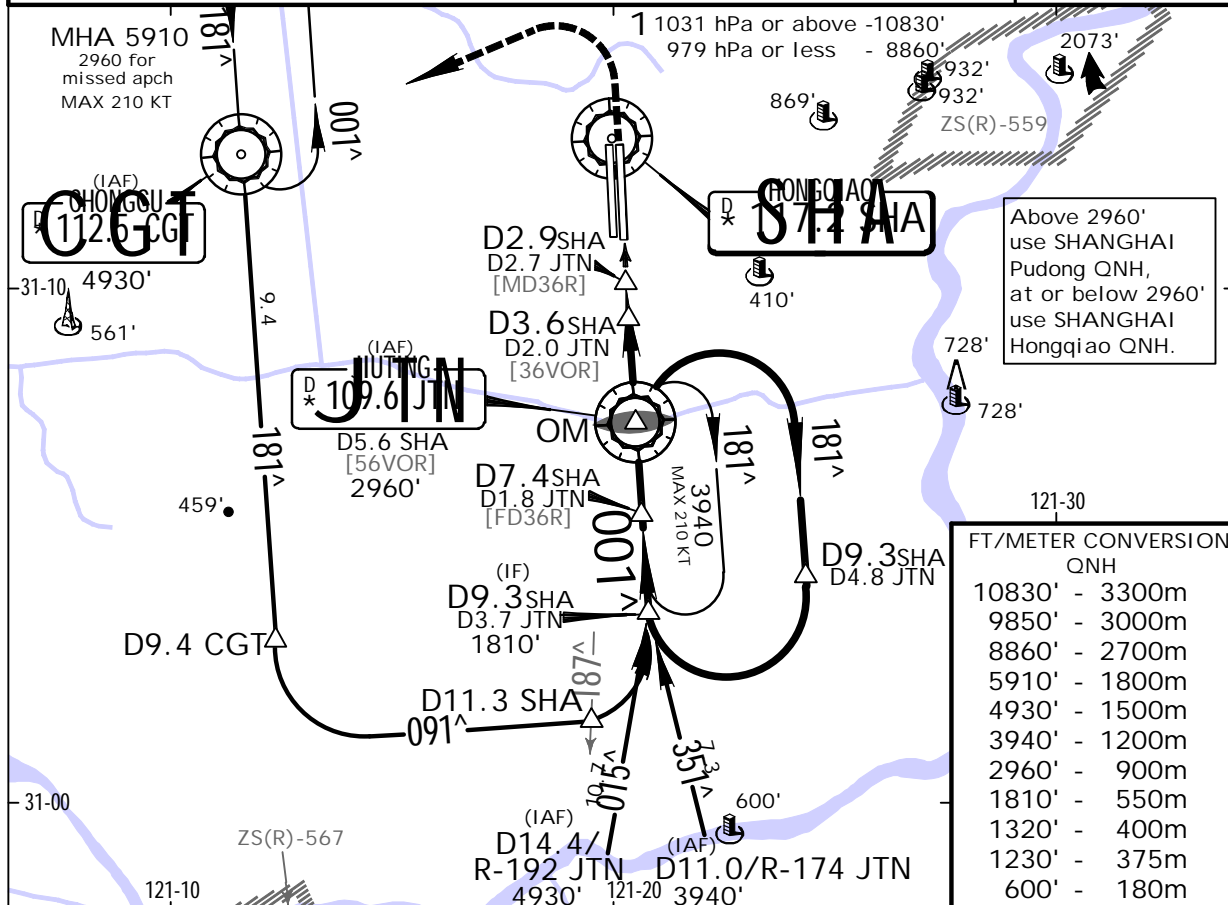
ZSSS/SHA
HONGQIAO

15 AUG 14
Eff. 20 Aug. 1600Z (13-3)

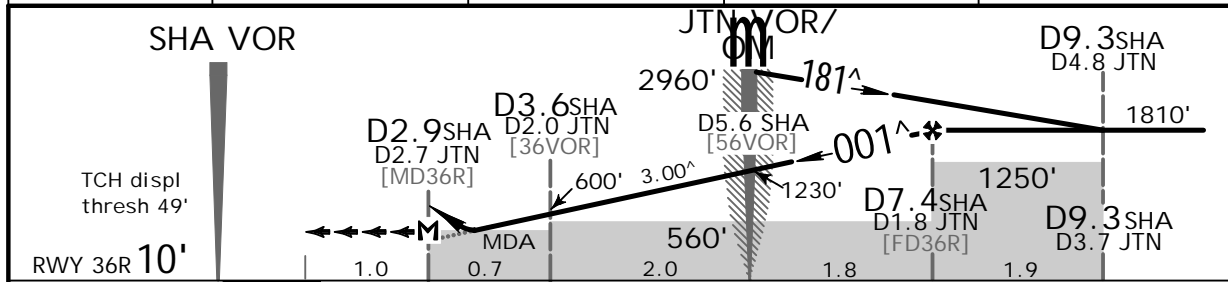
SHANGHAI, PR OF CHINA
VOR, DME Rwy 36R

BRIEFING STRIP™

ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East 118.1 West 118.65	Ground East 121.6 West 121.85
VOR SHA *117.2	Final Apch Crs 001^	Procedure Alt D7.4 SHA 1810' (1800')	MDA(H) 460' (450')	Apt Elev 10' RWY 10'
MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn LEFT to reach CGT VOR at 2960'.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' 1	MSA SHA VOR
Initial apch MAX 205 KT.				



SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	710'	1030'	1350'	1660'



Standard.	STRAIGHT-IN LANDING RWY 36R	CIRCLE-TO-LAND
CDFA	MDA(H) 460' (450')	Not authorized East of runway
ALS out		

A	2200m	Max Kts 100	MDA(H) 690' (680')	VIS 2800m
B	2400m	135	690' (680')	3200m
C		180	790' (780')	4400m

ZGGG/CAN

BAIYUN

18 JUL 14

JEPPESEN

GUANGZHOU, PR OF CHINA

(20-1R)

.Eff.24.Jul..RADAR.MINIMUM.ALTITUDES.

GUANGZHOU
Arrival (R)
126.55

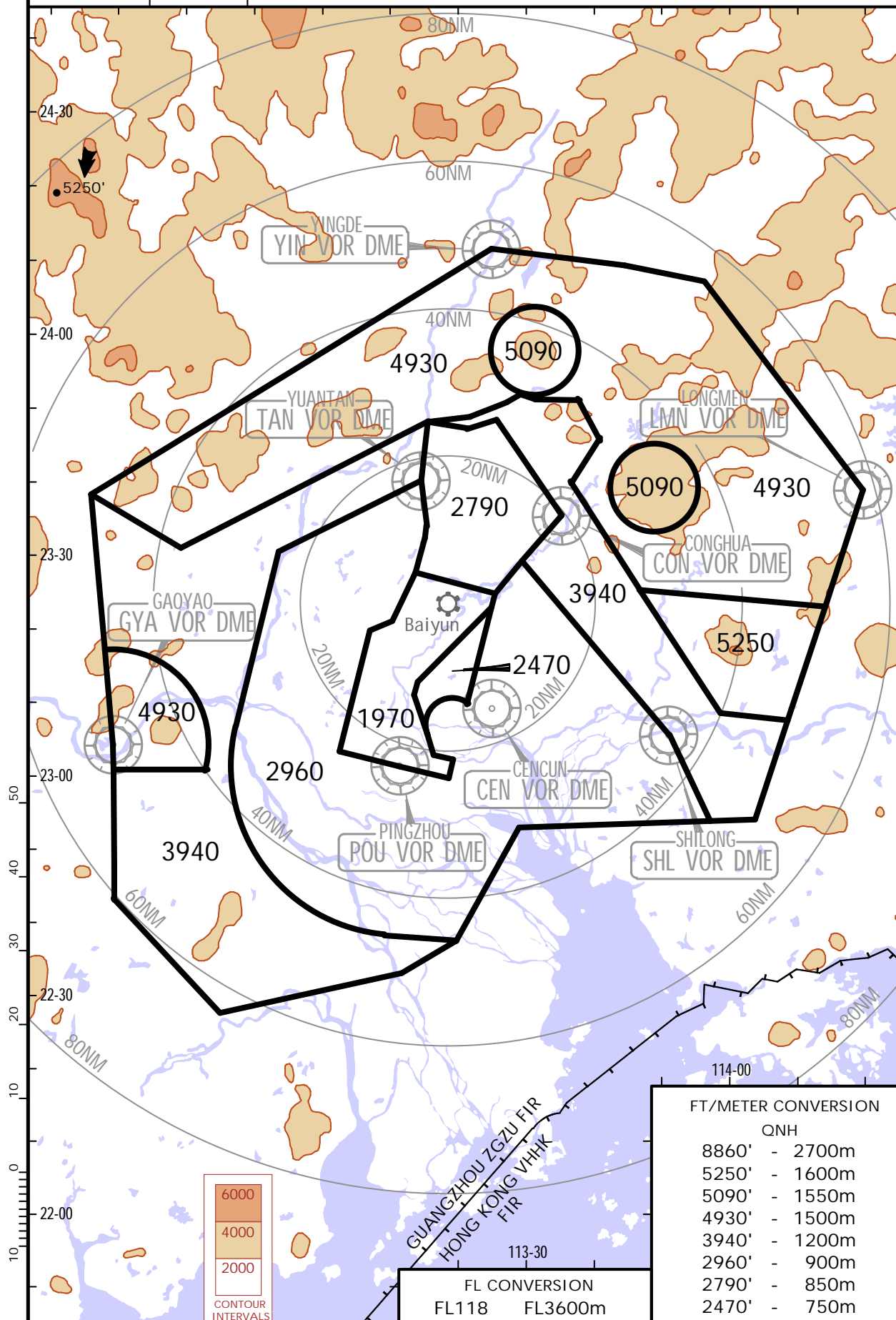
Apt Elev
50'

Alt Set: hPa

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

Trans alt: 8860'

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



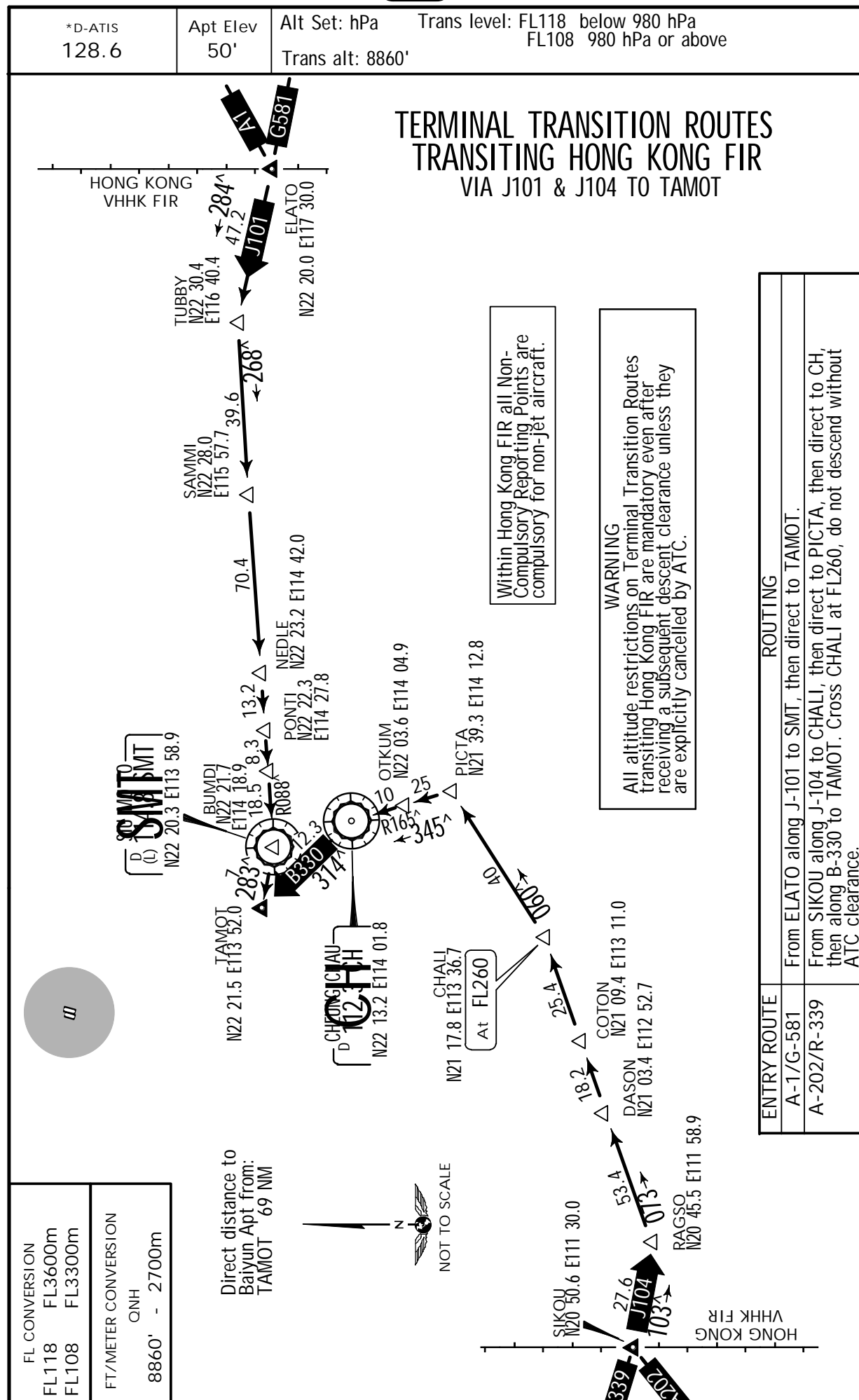
ZGGG/CAN
BAIYUN

6 JUN 14

20-2

JEPPESEN

GUANGZHOU, PR OF CHINA
TERMINAL TRANSITION ROUTE



ZGGG/CAN

BAIYUN

6 JUN 14

(20-2A)

JEPPESEN

GUANGZHOU, PR OF CHINA

. TERMINAL TRANSITION ROUTE.

*D-ATIS
128.6Apt Elev
50'Alt Set: hPa
Trans alt: 8860'Trans level: FL118 below 980 hPa
FL108 980 hPa or above

TERMINAL TRANSITION ROUTES TRANSITING HONG KONG FIR VIA J103 TO TAMOT

WARNING

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

FL CONVERSION

FL118 FL3600m

FL108 FL3300m

FT/METER CONVERSION

QNH

8860' - 2700m

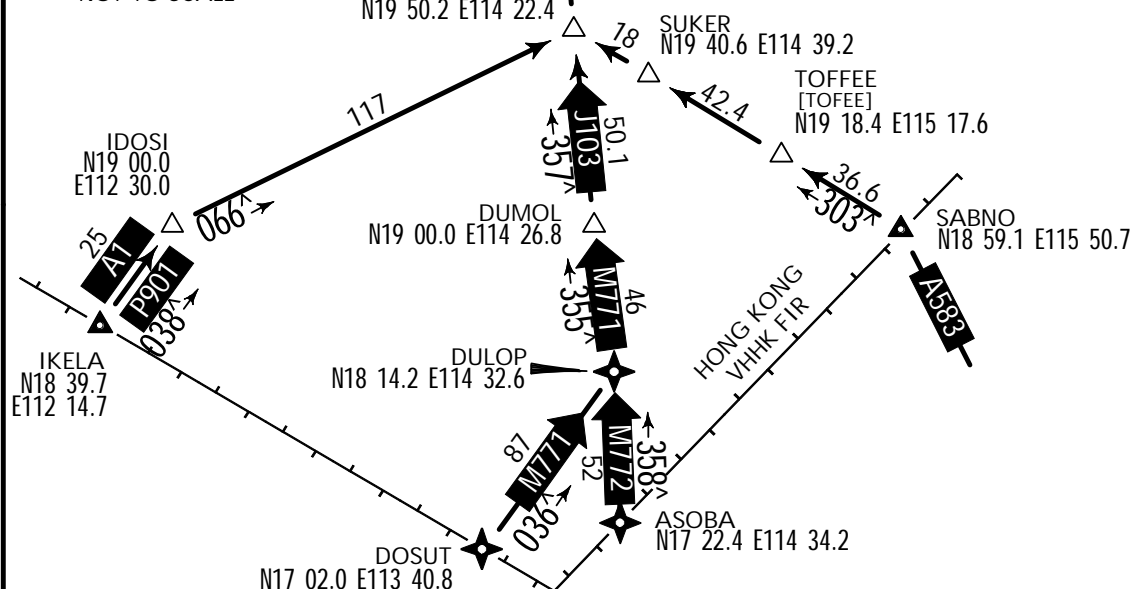
CHONG CHAU
CH
N22 13.2 E114 01.8

Direct distance to
Baiyun Apt from:
TAMOT 69 NM

ISBAN
N20 49.6 E114 17.2
At FL260

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

NOT TO SCALE



ENTRY ROUTE

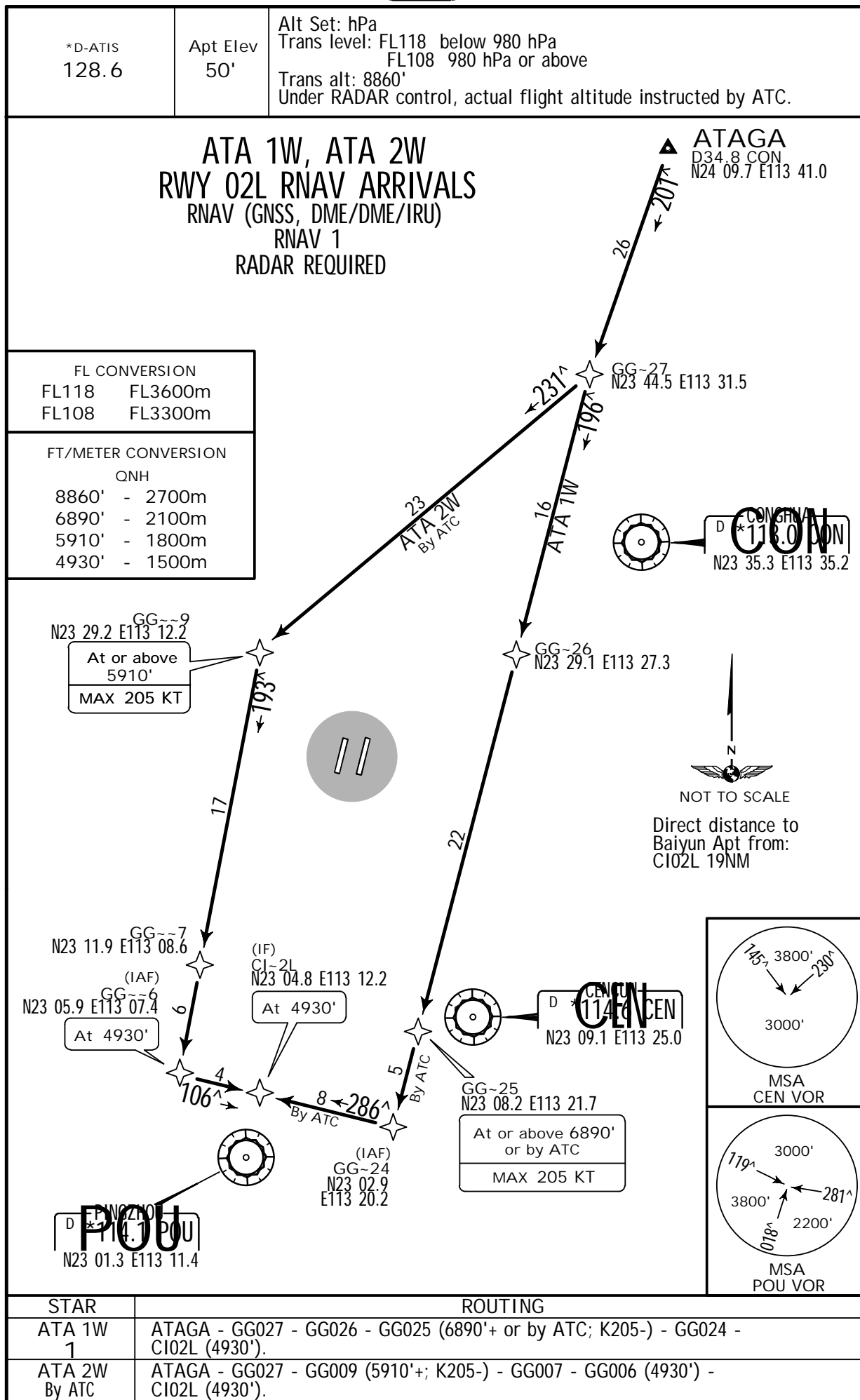
ROUTING

A-1	From IKELA along A-1/P-901 to IDOSI, then direct to ARROW, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.
A-583	From SABNO direct via TOFFEE and SUKER to ARROW, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.
M-771	From DOSUT along M-771 to DUMOL, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.
M-772	From ASOBA along M-772 to DULOP, then along M-771 to DUMOL, then along J-103 to PICTA, then direct to CH, then along B-330 to TAMOT. Cross ISBAN at FL260, do not descend without ATC clearance.

ZGGG/CAN
BAIYUN

6 JUN 14 (20-2A1)

GUANGZHOU, PR OF CHINA
.RNAV.STAR.



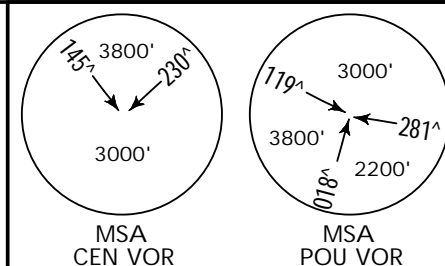
ZGGG/CAN
BAIYUN

JEPPESEN
6 JUN 14 (20-2A2)

GUANGZHOU, PR OF CHINA
.RNAV.STAR.

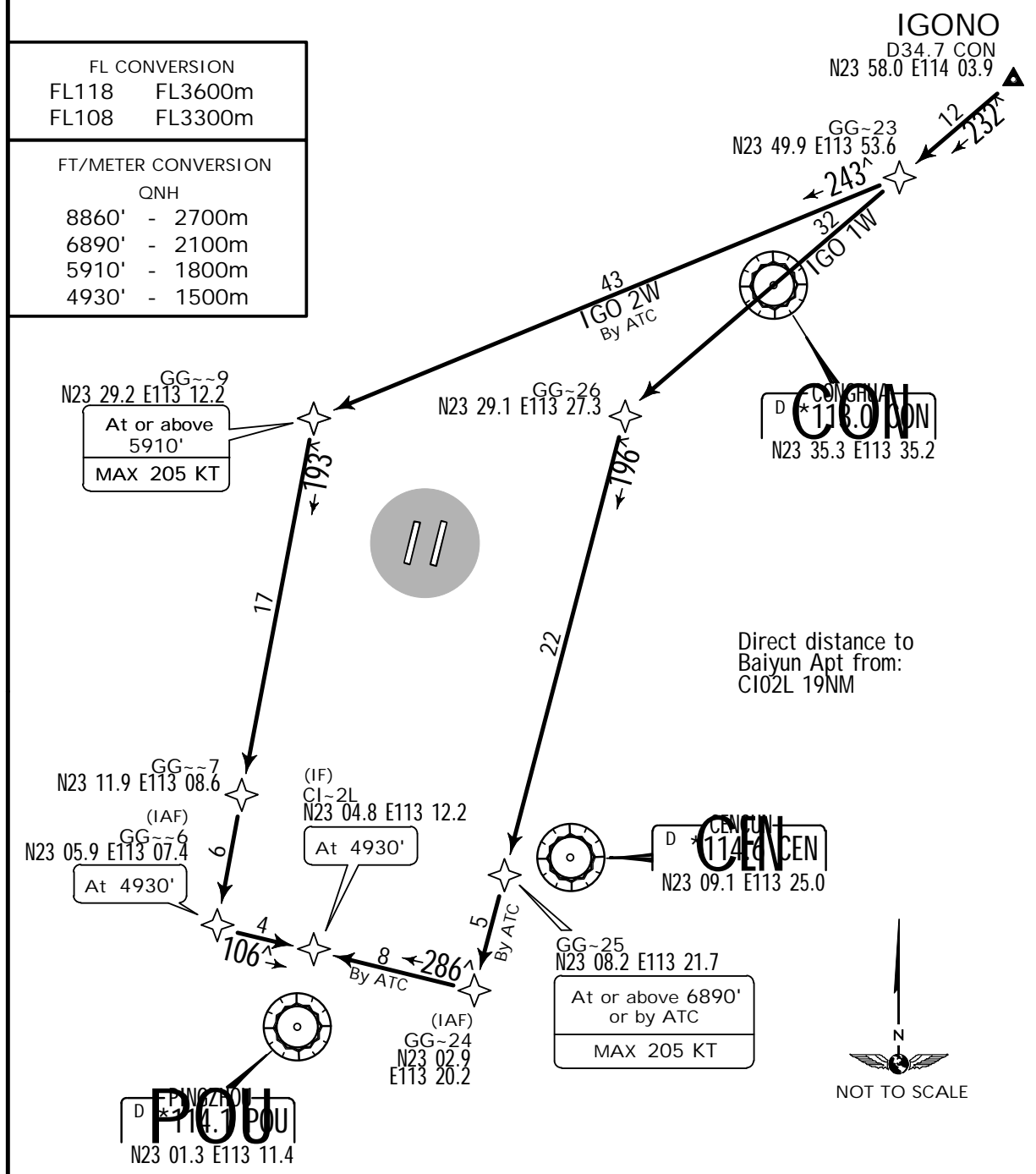
*D-ATIS 128.6	Apt Elev 50'	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above Trans alt: 8860' Under RADAR control, actual flight altitude instructed by ATC.
------------------	-----------------	--

IGO 1W, IGO 2W
RWY 02L RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

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



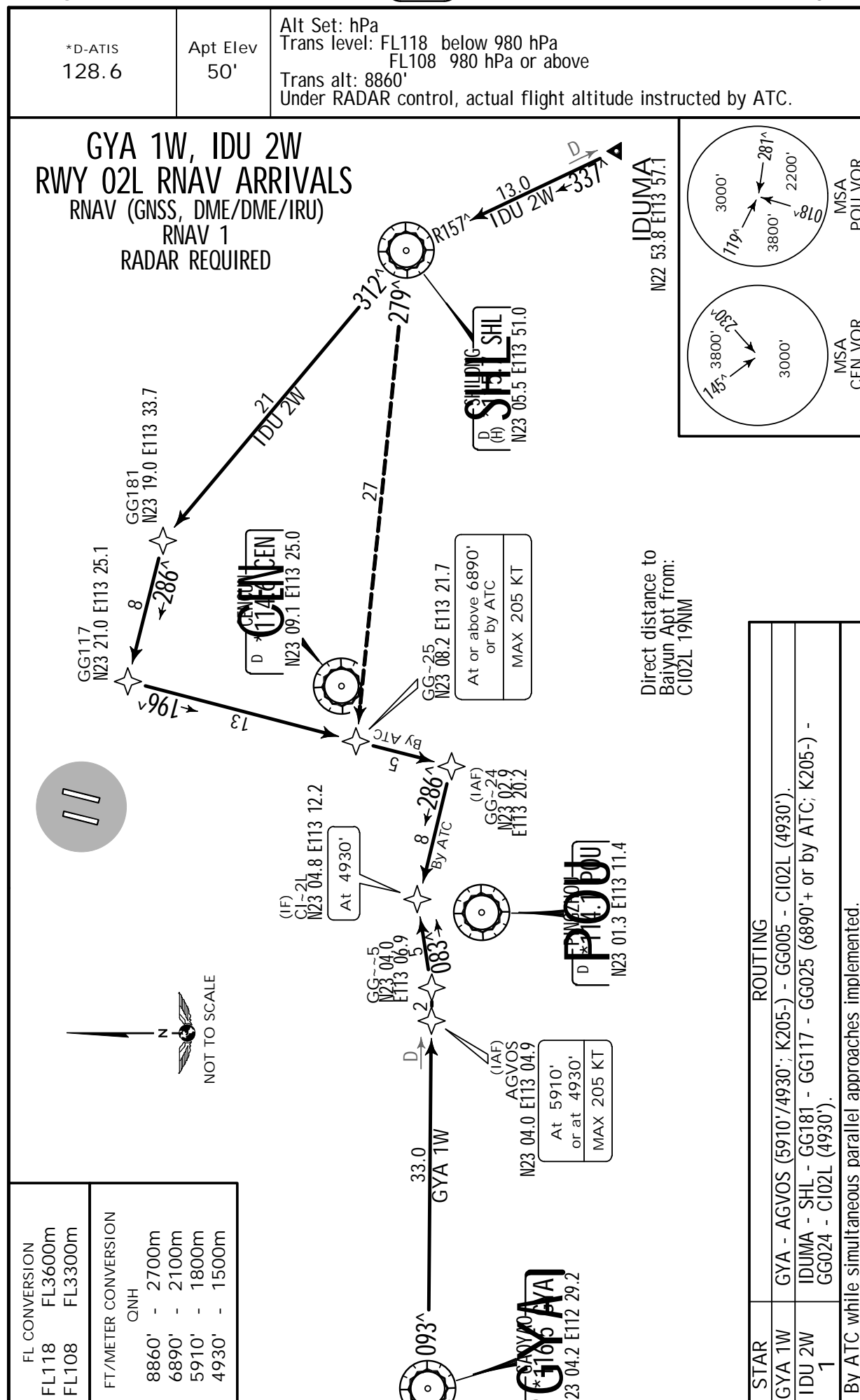
STAR	ROUTING
IGO 1W 1	IGONO - GG023 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024 - C102L (4930').
IGO 2W By ATC	IGONO - GG023 - GG009 (5910'+; K205-) - GG007 - GG006 (4930') - C102L (4930').

ZGGG/CAN
BAIYUN

25 JUL 14

20-2B

JEPPESEN GUANGZHOU, PR OF CHINA
.RNAV.STAR.



ZGGG/CAN
BAIYUN

25 JUL 14

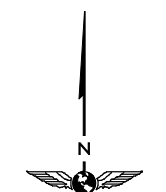
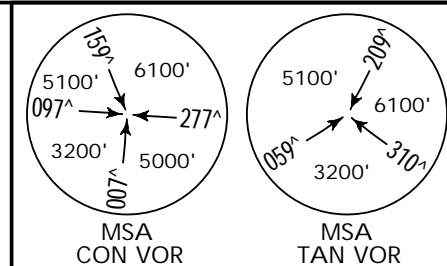
20-2C

JEPPESSEN GUANGZHOU, PR OF CHINA
25 JUL 14 (20-2C) .RNAV:STAR.

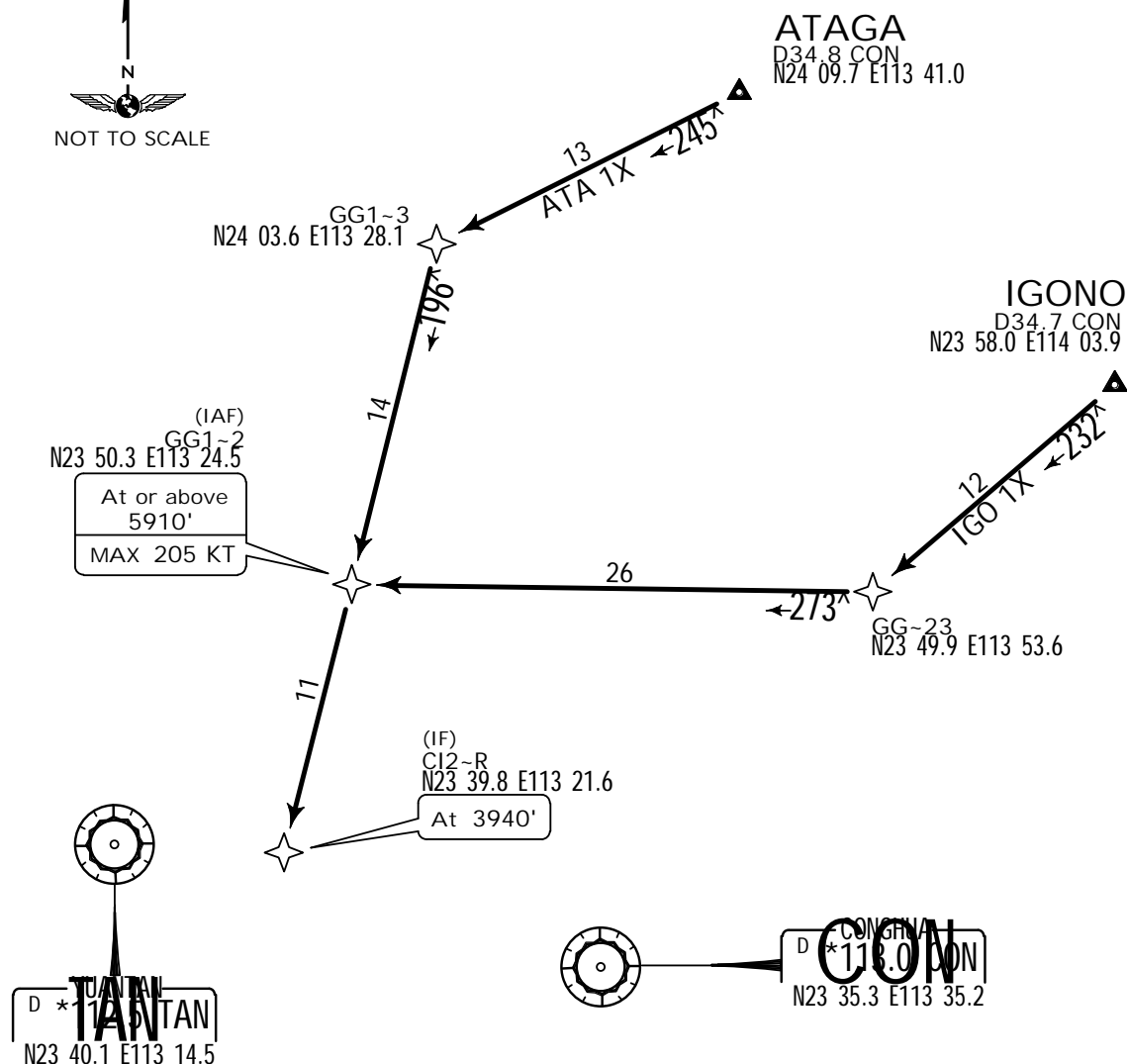
.RNAV.STAR.

*D-ATIS 128.6	Apt Elev 50'	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above Trans alt: 8860' Under RADAR control, actual flight altitude instructed by ATC.
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ATA 1X, IGO 1X
RWY 20R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



NOT TO SCALE



Direct distance to
Baiyun Apt from:
CI20R 17NM

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

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

STAR	ROUTING
ATA 1X	ATAGA - GG103 - GG102 (5910'+; K205-) - CI20R (3940').

ZGGG/CAN
BAIYUN

25 JUL 14

(20-2D)

JEPPESEN

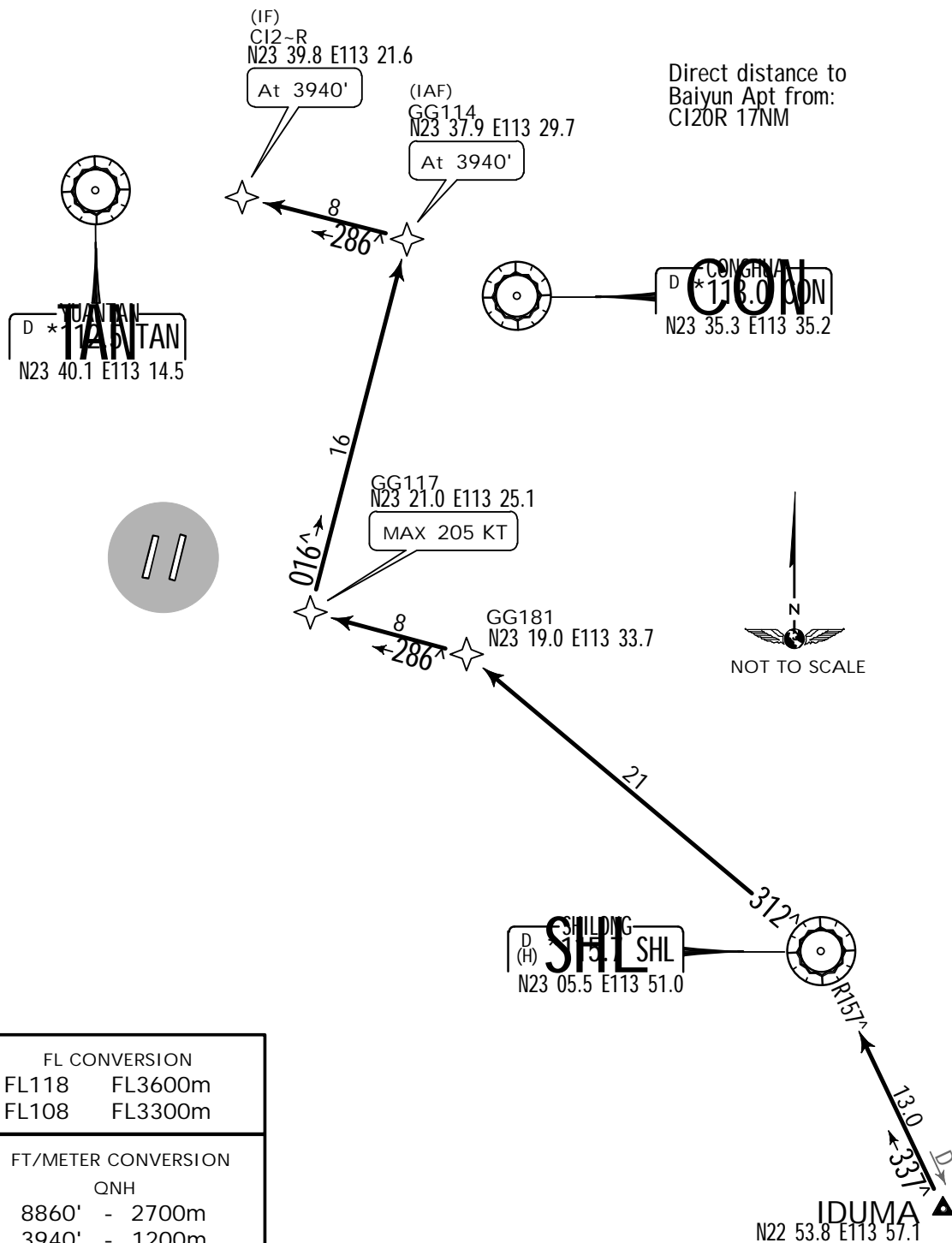
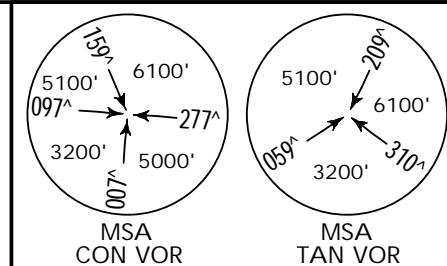
GUANGZHOU, PR OF CHINA
.RNAV.STAR.

*D-ATIS
128.6

Apt Elev
50'

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

IDU 2X
RWY 20R RNAV ARRIVAL
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
BY ATC WHILE SIMULTANEOUS PARALLEL
APPROACHES IMPLEMENTED



FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

ROUTING

ZGGG/CAN

BAIYUN

25 JUL 14

20-2E



JEPPESEN

GUANGZHOU, PR OF CHINA

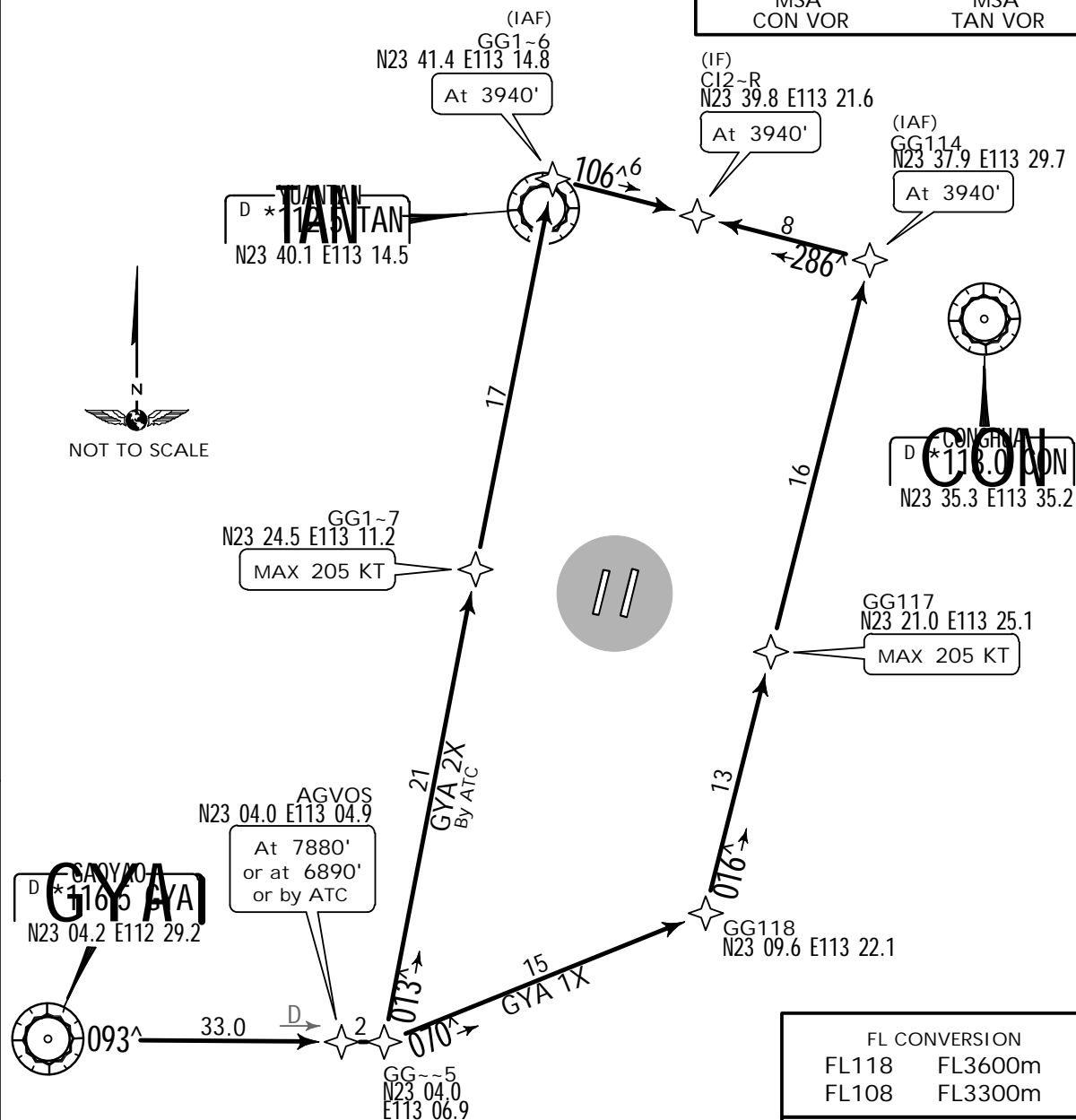
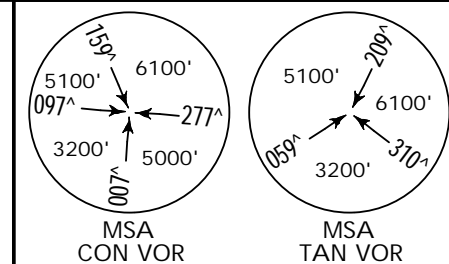
.RNAV.STAR.

*D-ATIS
128.6Apt Elev
50'

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'

Under RADAR control, actual flight altitude instructed by ATC.

GYA 1X, GYA 2X
RWY 20R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



Direct distance to
Baiyun Apt from:
CI20R 17NM

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

STAR	ROUTING
GYA 1X 1	GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG118 - GG117 (K205-) - GG114 (3940') - CI20R (3940').
GYA 2X By ATC	GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG107 (K205-) - GG106 (3940') - CI20R (3940').

ZGGG/CAN

BAIYUN

31 JAN 14

(20-2F)

.Eff.6.Feb.



JEPPESEN

GUANGZHOU, PR OF CHINA

.RNAV.STAR.

*D-ATIS
128.6

Apt Elev
50'

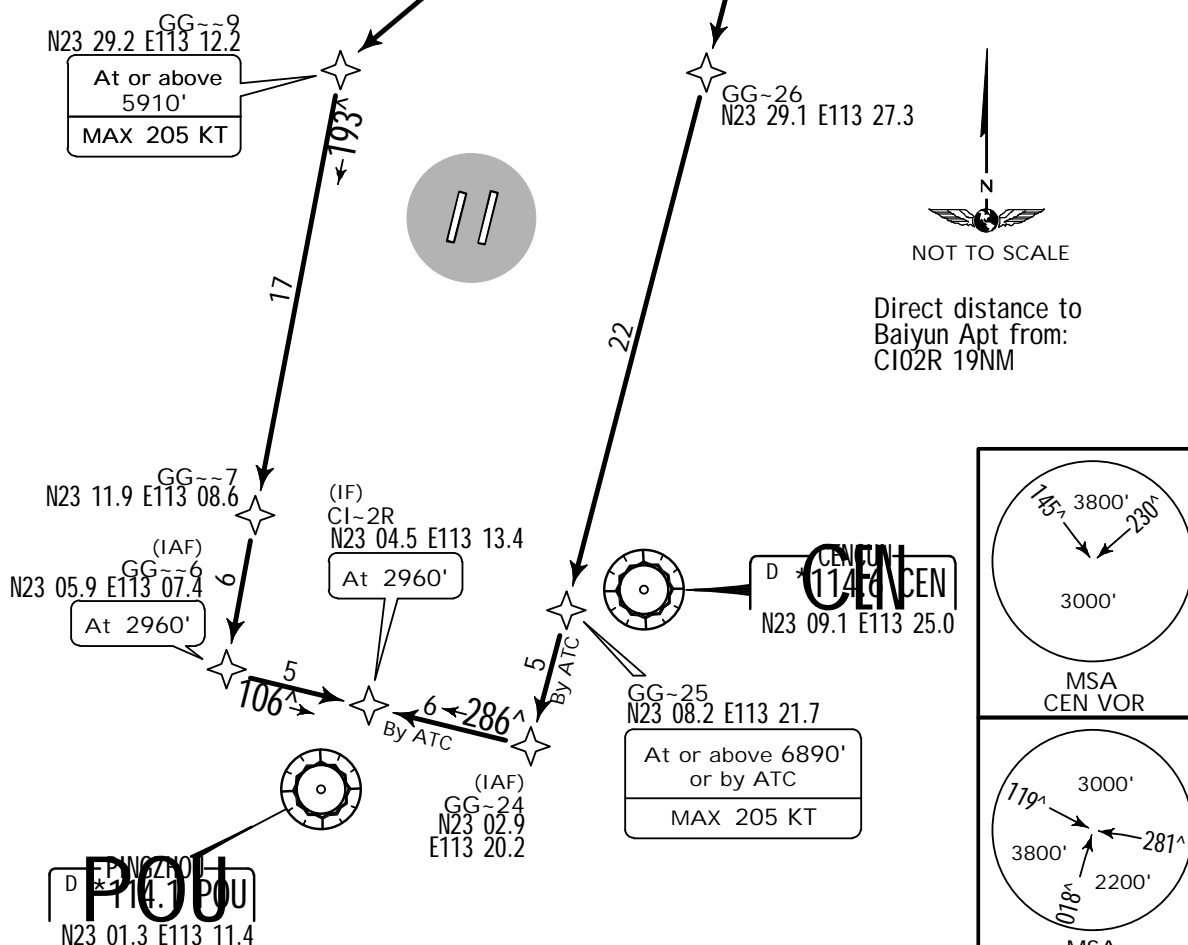
Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Under RADAR control, actual flight altitude instructed by ATC.

ATA 1Y, ATA 2Y
RWY 02R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

ATAGA
D34.8 CON
N24 09.7 E113 41.0

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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



STAR

ROUTING

ATA 1Y	ATAGA - GG027 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024 - CI02R (2960').
ATA 2Y By ATC 1	ATAGA - GG027 - GG009 (5910'+; K205-) - GG007 - GG006 (2960') - CI02R (2960').

ZGGG/CAN

BAIYUN

31 JAN 14

(20-2G)

.Eff.6.Feb.

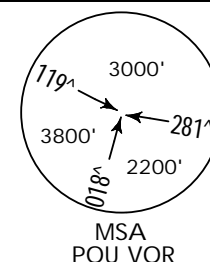
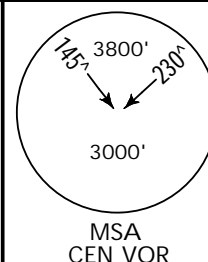
.RNAV.STAR.

*D-ATIS
128.6

Apt Elev
50'

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

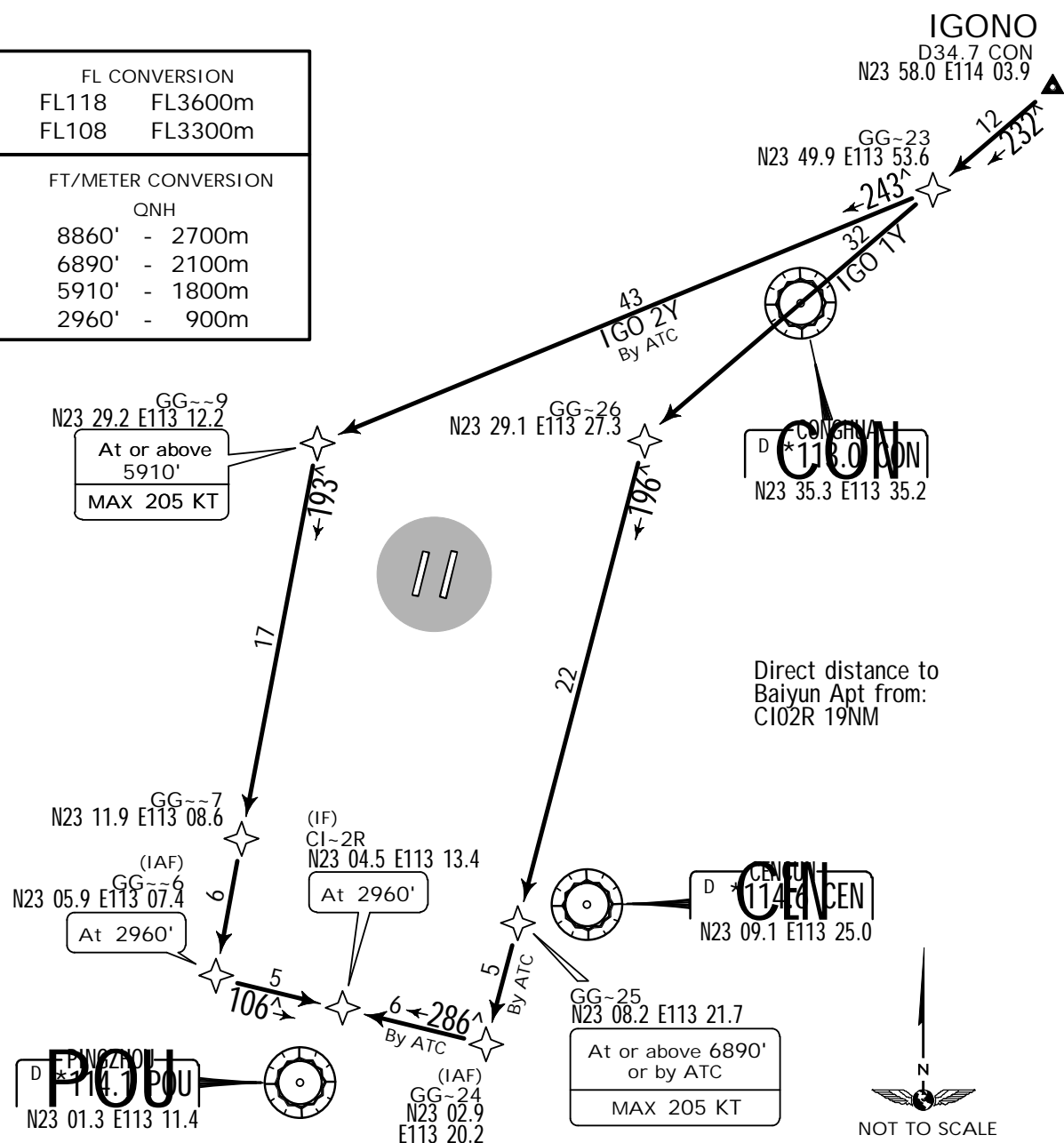
IGO 1Y, IGO 2Y
RWY 02R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

IGONO
D34.7 CON
N23 58.0 E114 03.9



STAR

ROUTING

IGO 1Y

IGONO - GG023 - GG026 - GG025 (6890'+ or by ATC; K205-) - GG024 - C102R (2960').

IGO 2Y
By ATC 1

IGONO - GG023 - GG009 (5910'+; K205-) - GG007 - GG006 (2960') - C102R (2960').

ZGGG/CAN

BAIYUN

25 JUL 14

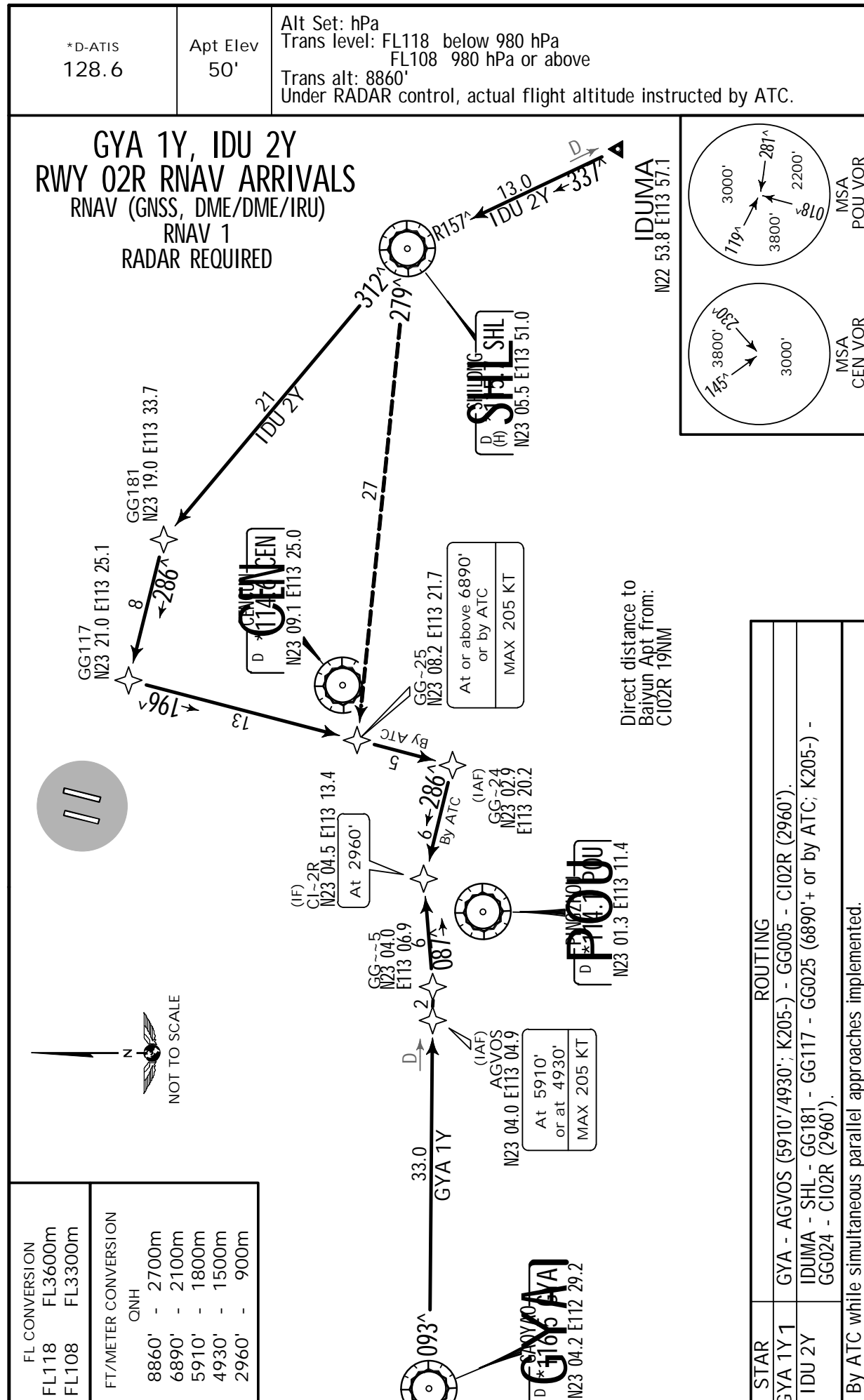
(20-2H)



JEPPESSEN

GUANGZHOU, PR OF CHINA

.RNAV.STAR.



ZGGG/CAN
BAIYUN

25 JUL 14

(20-2J)

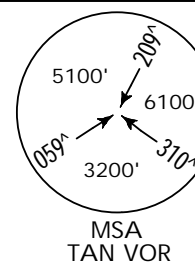
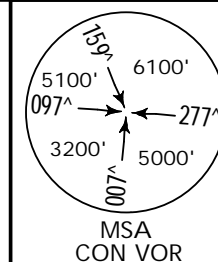
JEPPESEN GUANGZHOU, PR OF CHINA
.RNAV.STAR.

*D-ATIS
128.6

Apt Elev
50'

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

ATA 1Z, IGO 1Z
RWY 20L RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



NOT TO SCALE

ATAGA
D34.8 CON
N24 09.7 E113 41.0

IGONO
D34.7 CON
N23 58.0 E114 03.9

GG124
N23 52.4 E113 39.7

GG-23
N23 49.9 E113 53.6

(IF)
CI2-L
N23 39.5
E113 22.9

At 2960'

(IAF)
GG114
N23 37.9
E113 29.7

At 2960'

GG121
N23 36.6 E113 35.4

At or above 4930'
MAX 205 KT

D *
TAN
N23 40.1 E113 14.5

D *
CON
N23 35.3 E113 35.2

HOLDING
OVER CON



FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

Direct distance to
Baiyun Apt from:
CI20L 17NM

STAR

ROUTING

ATA 1Z ATAGA - GG124 - GG121 (4930'+; K205-) - GG114 (2960') - CI20L (2960').

ZGGG/CAN
BAIYUN

25 JUL 14

(20-2K)



JEPPESEN

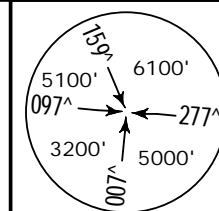
GUANGZHOU, PR OF CHINA
.RNAV.STAR.

*D-ATIS
128.6

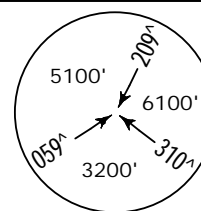
Apt Elev
50'

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

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

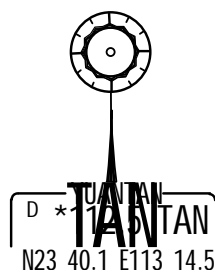


MSA
CON VOR



MSA
TAN VOR

Direct distance to
Baiyun Apt from:
C120L 17NM



(IF)
C12-L
N23 39.5 E113 22.9
At 2960'

(IAF)
GG114
N23 37.9 E113 29.7
At 2960'

CON VOR
D *113.0
N23 35.3 E113 35.2

GG117
N23 21.0 E113 25.1
MAX 205 KT

GG181
N23 19.0 E113 33.7



SHL SHL
D (H)
N23 05.5 E113 51.0

IDUMA
N22 53.8 E113 57.1

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

ROUTING

ZGGG/CAN
 BAIYUN

25 JUL 14

(20-2L)

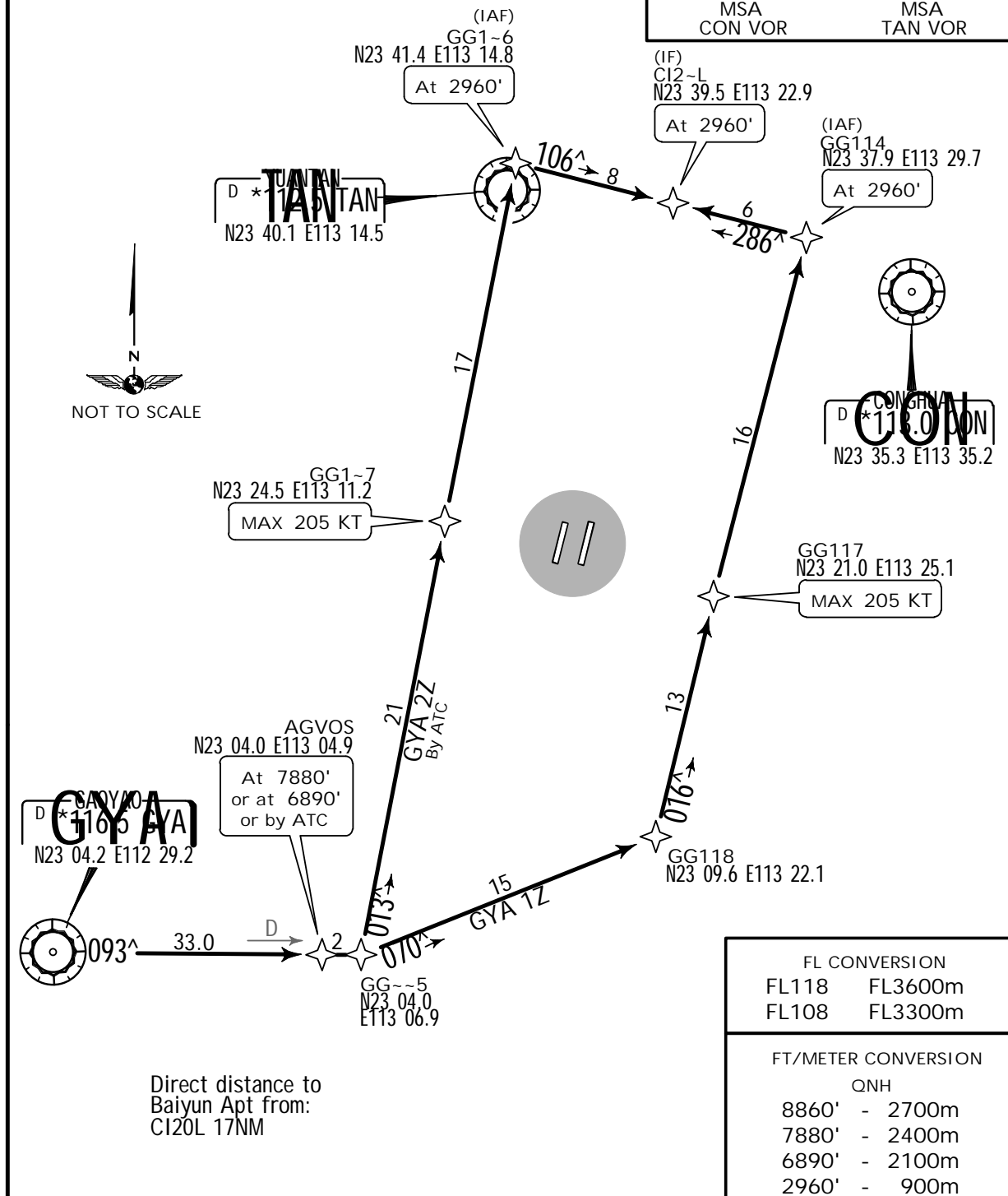
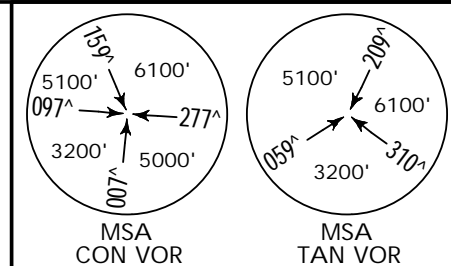


JEPPESEN

GUANGZHOU, PR OF CHINA
 .RNAV.STAR.

*D-ATIS 128.6	Apt Elev 50'	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above Trans alt: 8860' Under RADAR control, actual flight altitude instructed by ATC.
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GYA 1Z, GYA 2Z
 RWY 20L RNAV ARRIVALS
 RNAV (GNSS, DME/DME/IRU)
 RNAV 1
 RADAR REQUIRED



FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

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

STAR	ROUTING
GYA 1Z	GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG118 - GG117 (K205-) - GG114 (2960') - CI20L (2960').
GYA 2Z By ATC 1	GYA - AGVOS (7880'/6890' or by ATC) - GG005 - GG107 (K205-) - GG106 (2960') - CI20L (2960').

ZGGG/CAN

BAIYUN

25 JUL 14

(20-2M)



JEPPESEN

GUANGZHOU, PR OF CHINA

.STAR.

*D-ATIS
128.6Apt Elev
50'Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'

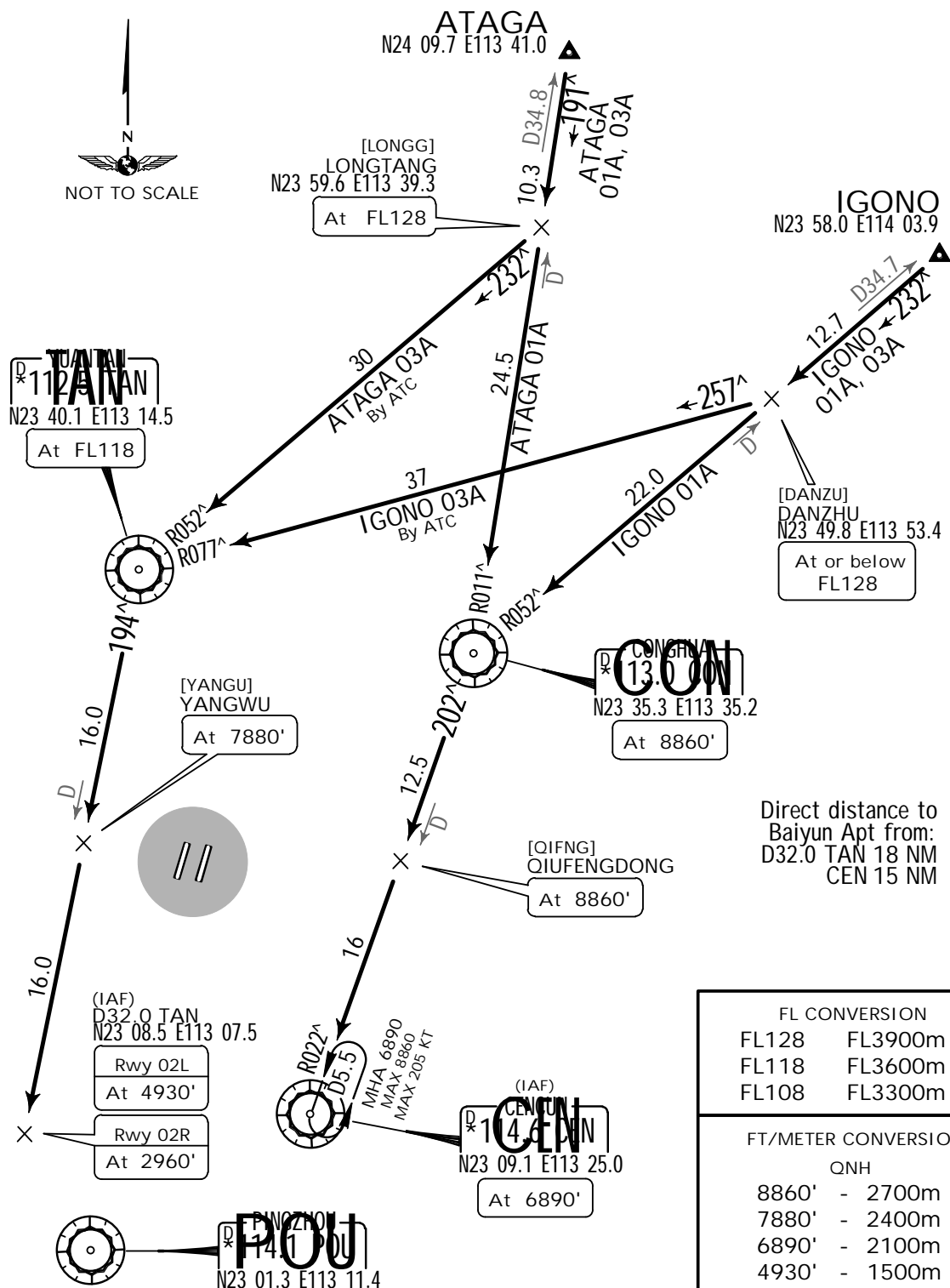
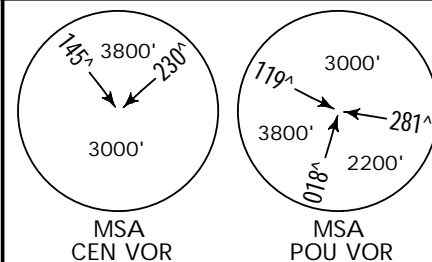
Under radar control, actual flight altitude instructed by ATC.

ATAGA 01A [ATA01A], IGONO 01A [IGO01A]

ATAGA 03A [ATA03A], IGONO 03A [IGO03A]

BY ATC

RWYS 02L/R ARRIVALS

SPEED: INITIAL APPROACH MAX 205 KT

ZGGG/CAN

BAIYUN

25 JUL 14

(20-2N)



JEPPESEN

GUANGZHOU, PR OF CHINA

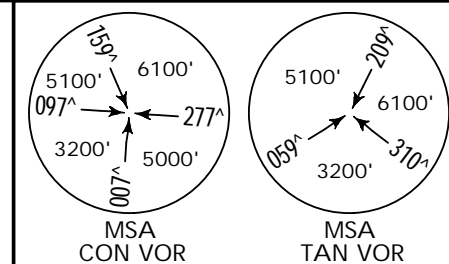
.STAR.

*D-ATIS
128.6Apt Elev
50'

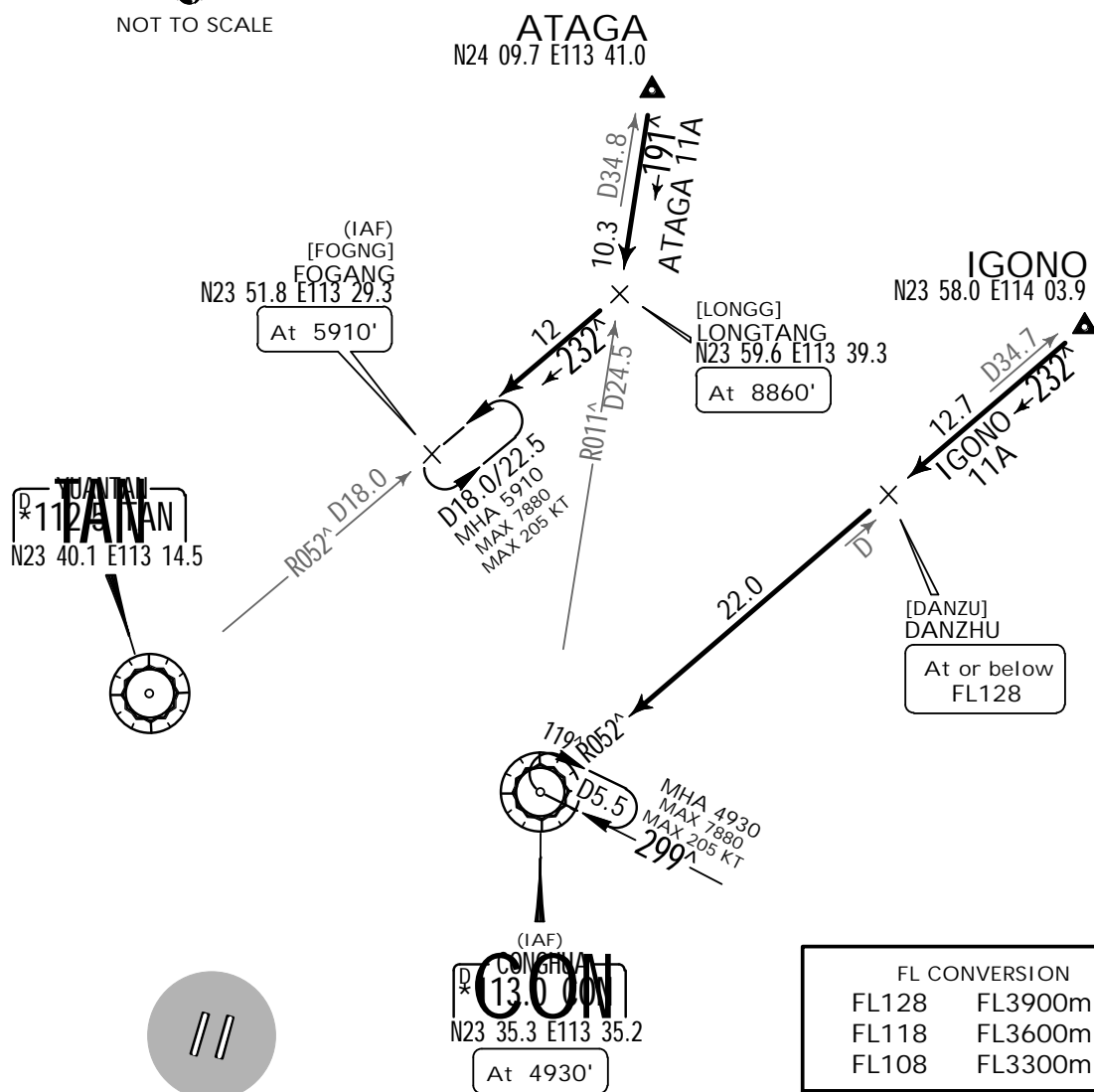
Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Under radar control, actual flight altitude instructed by ATC.

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

SPEED: INITIAL APPROACH MAX 205 KT



NOT TO SCALE



FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL108	FL3300m

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

Direct distance to Baiyun Apt from:
FOGANG 30 NM
CON 19 NM

ZGGG/CAN

BAIYUN

**JEPPESEN**

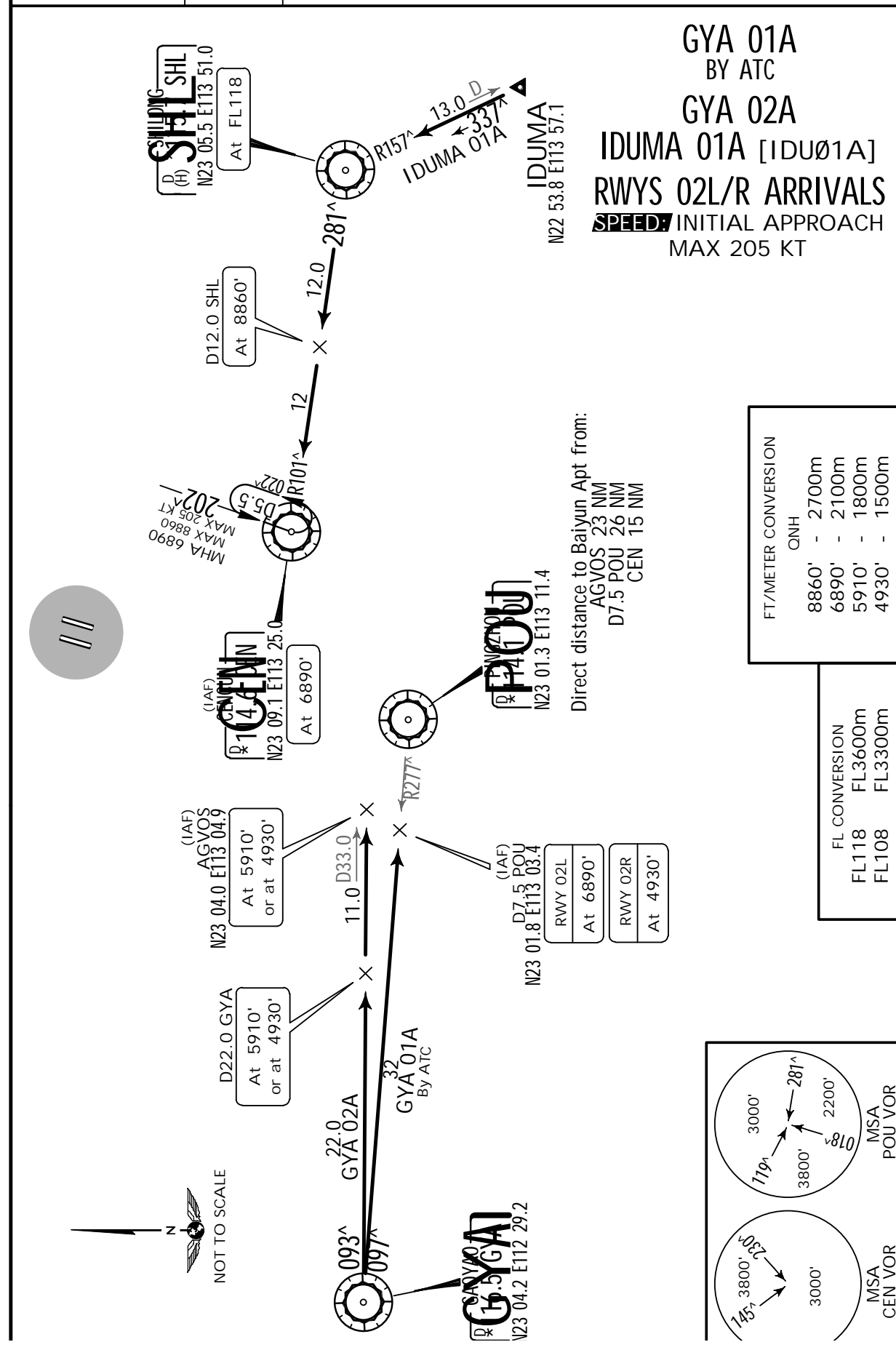
25 JUL 14

20-2P

GUANGZHOU, PR OF CHINA

.STAR.

*D-ATIS 128.6	Apt Elev 50'	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above Trans alt: 8860' Under radar control, actual flight altitude instructed by ATC.
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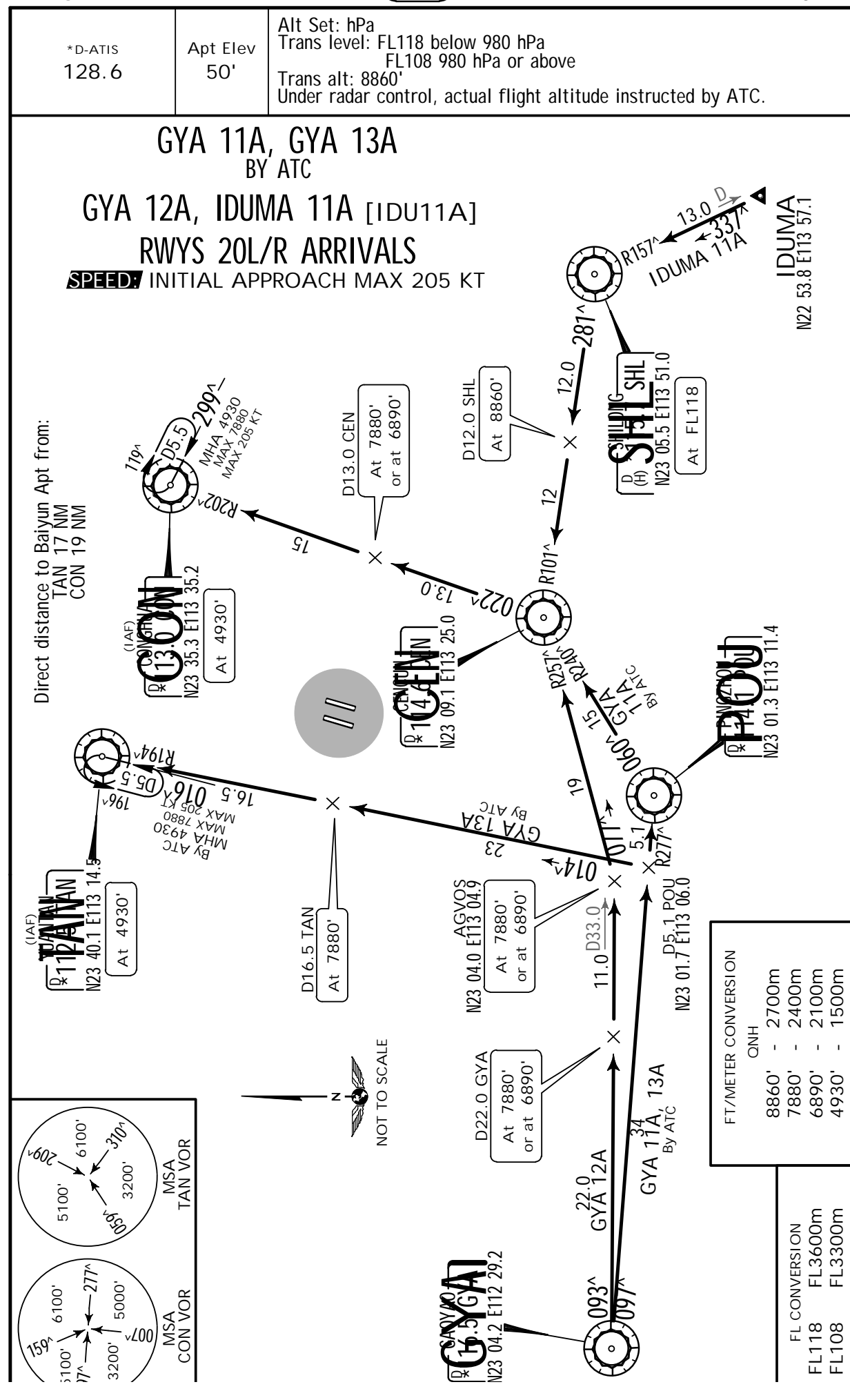


ZGGG/CAN
BAIYUN

25 JUL 14

(20-20)

JEPPESSEN GUANGZHOU, PR OF CHINA
.STAR.



ZGGG/CAN

BAIYUN

25 JUL 14

20-3



JEPPESEN

GUANGZHOU, PR OF CHINA

.RNAV.SID.

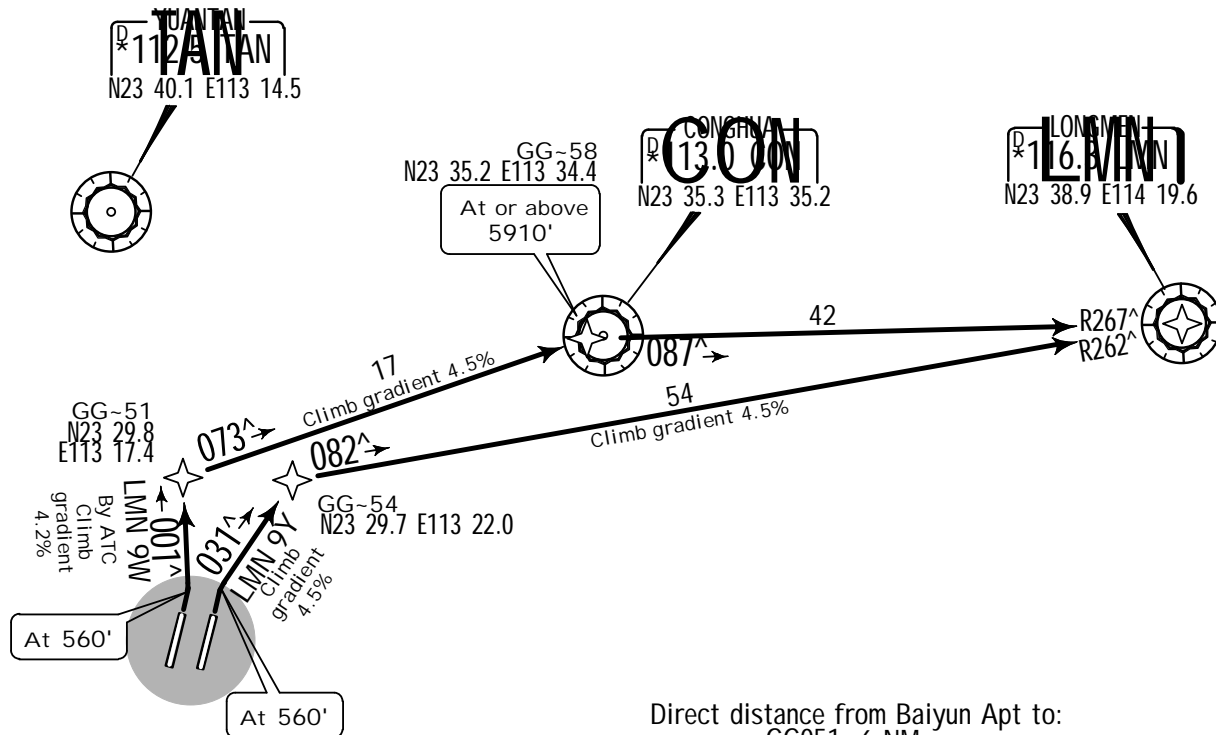
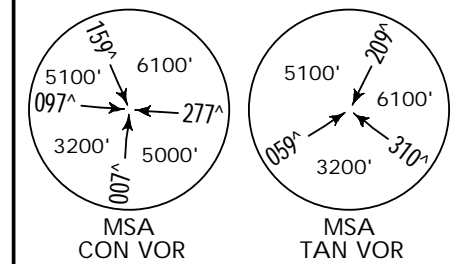
Apt Elev
 50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 02L:
 While simultaneous operation implemented, RIGHT turn after take-off
 shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

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



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



NOT TO SCALE

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

FT/METER CONVERSION

QNH

560'	-	170m
3940'	-	1200m
5910'	-	1800m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

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

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3A)

GUANGZHOU, PR OF CHINA

.RNAV.SID.

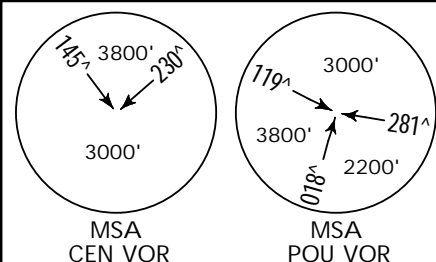
Apt Elev
50'

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

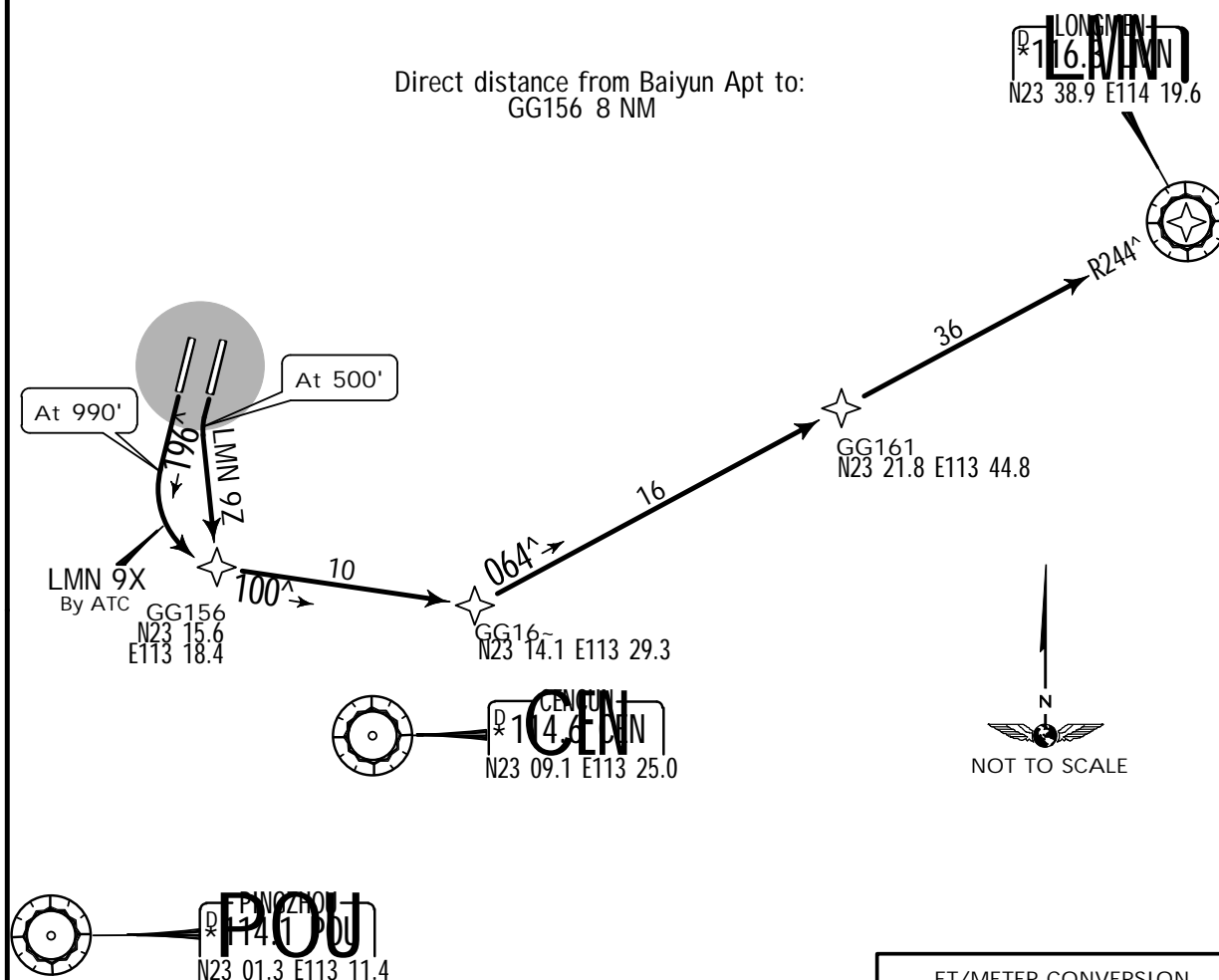
Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 20R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

LMN 9X, LMN 9Z
RWYS 20R/L RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



Direct distance from Baiyun Apt to:
GG156 8 NM



NOT TO SCALE

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

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

ZGGG/CAN
BAIYUN

25 JUL 14

20-3B



JEPPESEN

GUANGZHOU, PR OF CHINA

.RNAV.SID.

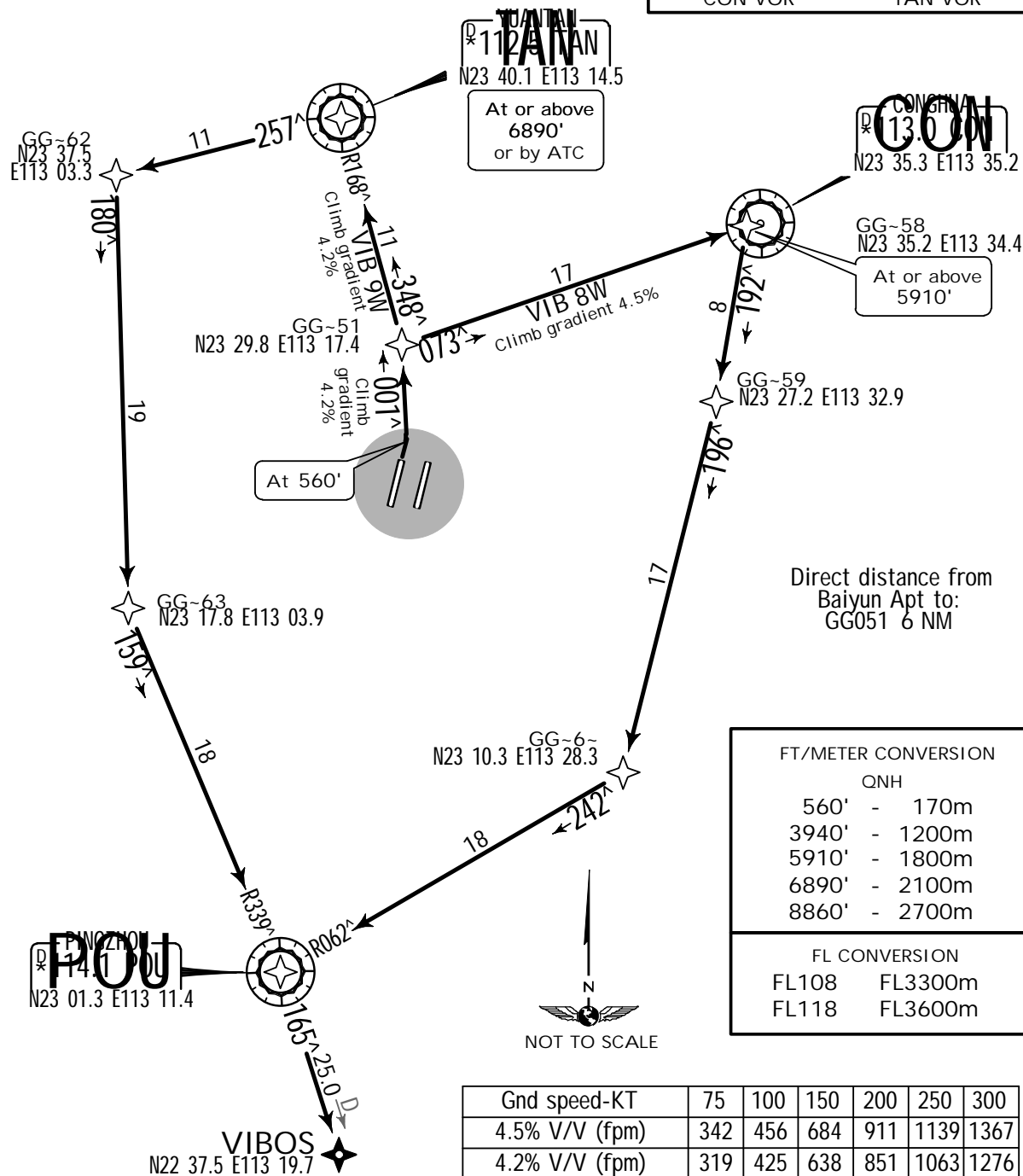
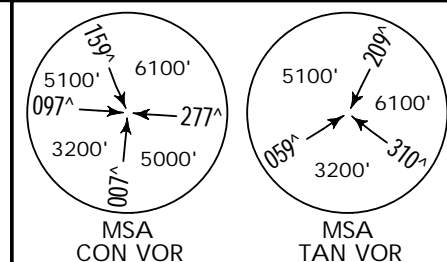
Apt Elev
50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, RIGHT turn shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

VIB 8W, VIB 9W
RWY 02L RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
BY ATC



SID

ROUTING

VIB 8W (560')- GG051 - GG058 (5910'+) - GG059 - GG060 - POU - VIBOS.

ZGGG/CAN
BAIYUN

25 JUL 14

(20-3C)



JEPPESEN

GUANGZHOU, PR OF CHINA
.RNAV.SID.

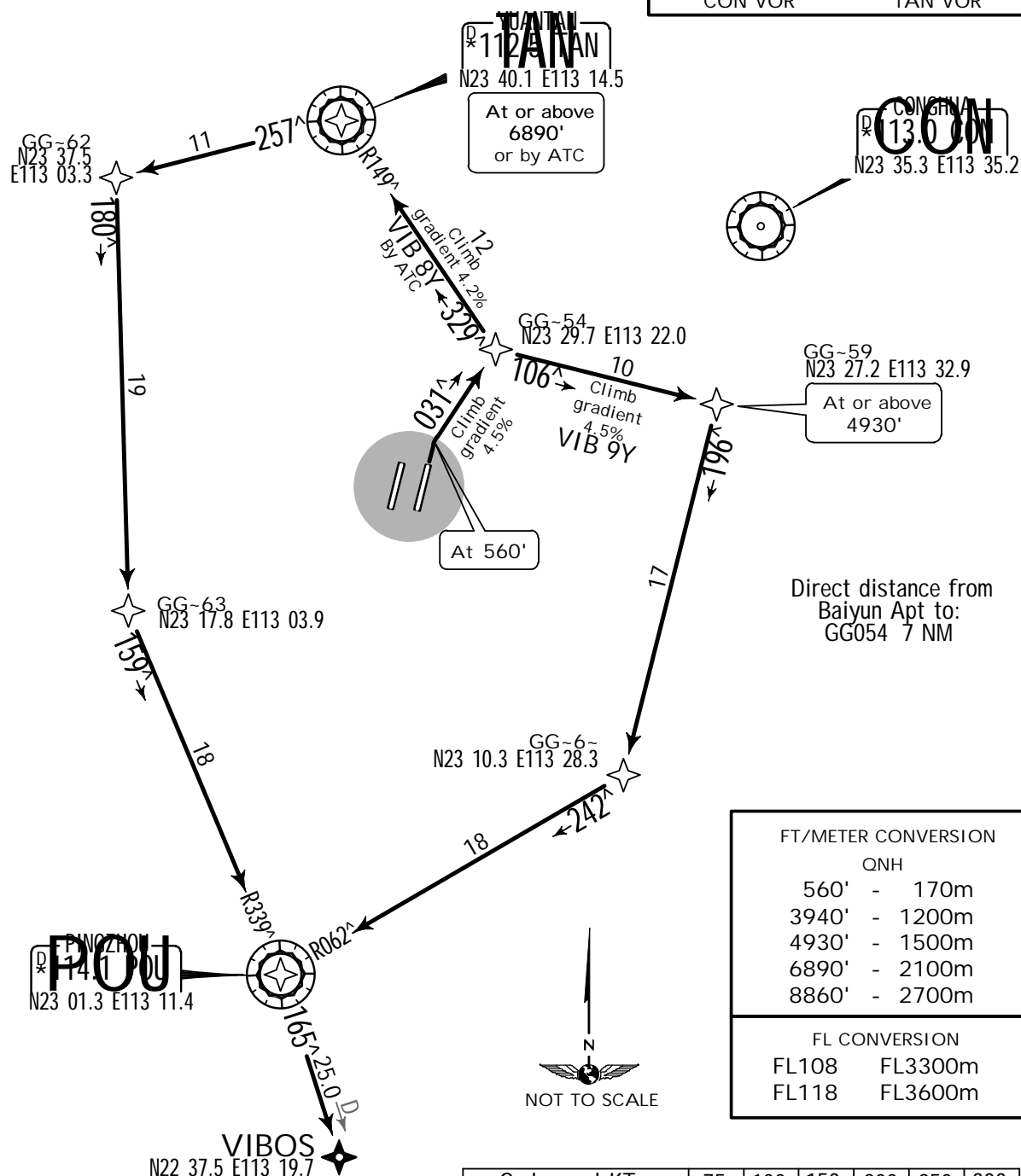
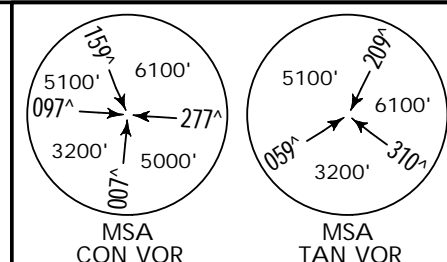
Apt Elev
50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

VIB 8Y, VIB 9Y
RWY 02R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION

QNH

560'	-	170m
3940'	-	1200m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m



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

SID

ROUTING

VIB 8Y By ATC (560') - GG054 - TAN (6890'+ or by ATC) - GG062 - GG063 - POU - VIBOS.

ZGGG/CAN
BAIYUN

25 JUL 14

20-3D

JEPPESSEN

GUANGZHOU, PR OF CHINA
RNAV.SID.

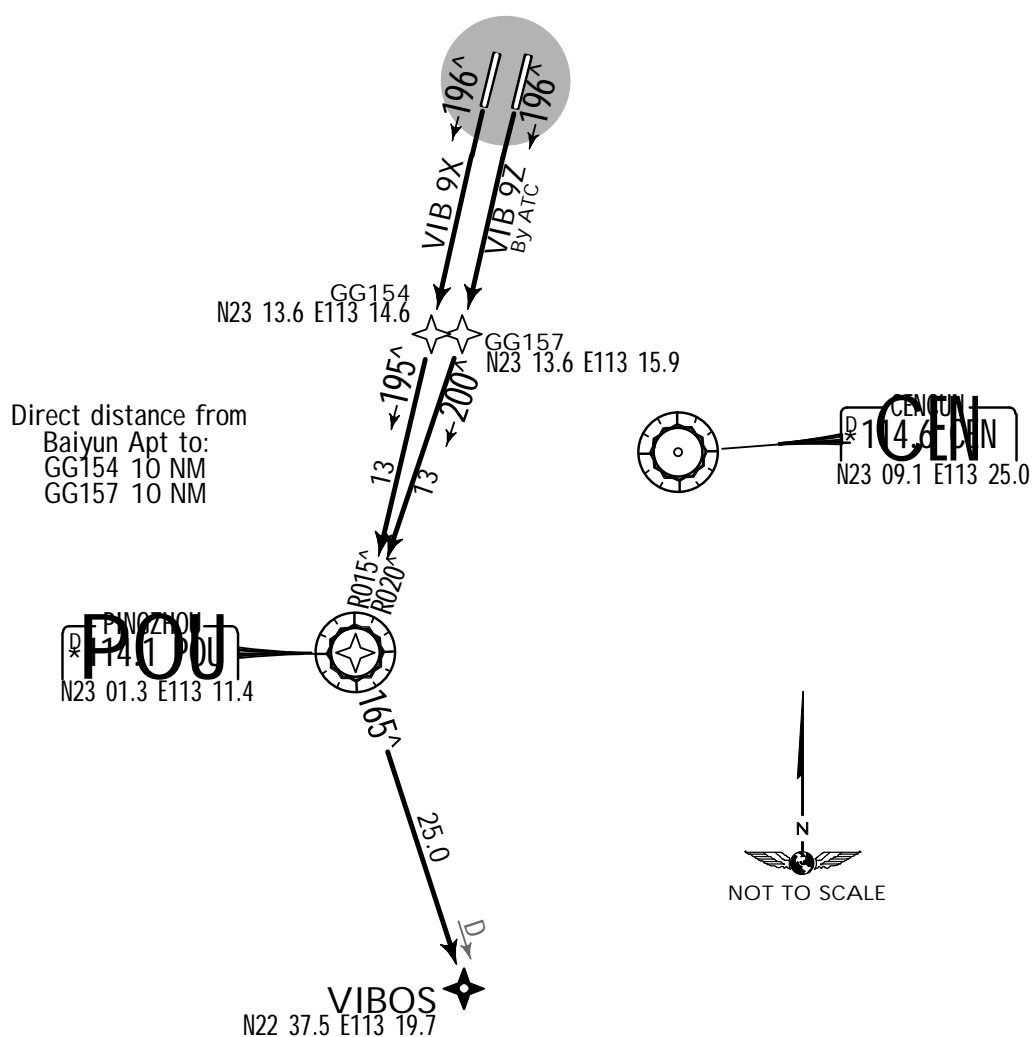
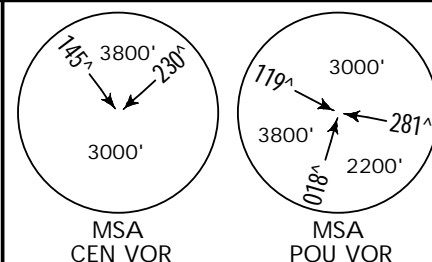
Apt Elev
50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. While simultaneous operation implemented, RIGHT turn (RWY 20L)/LEFT turn (RWY 20R) shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

VIB 9X, VIB 9Z
RWYS 20R/L RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION

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

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

SID	RWY	ROUTING
VIB 9X	20R	(560') - GG154 - POU - VIBOS.

ZGGG/CAN
 BAIYUN

25 JUL 14

(20-3E)

GUANGZHOU, PR OF CHINA
 .RNAV.SID.

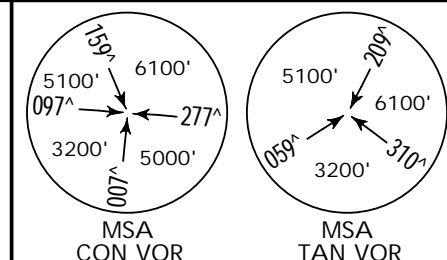
Apt Elev
 50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 02R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

YIN 9W, YIN 9Y
 RWYS 02L/R RNAV DEPARTURES
 RNAV (GNSS, DME/DME/IRU)
 RNAV 1
 RADAR REQUIRED



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



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL108 FL3300m
 FL118 FL3600m

TAN
 D * 112.5
 N23 40.1 E113 14.5

CON
 D * 13.0
 N23 35.3 E113 35.2

GG-51
 N23 29.8 E113 17.4

GG-54
 N23 29.7 E113 22.0

At 560'

At 560'

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

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

ZGGG/CAN
BAIYUN

8 MAR 13

(20-3F)

GUANGZHOU, PR OF CHINA
.RNAV.SID.

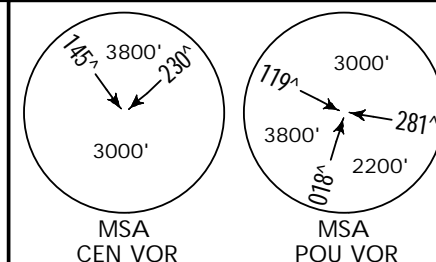
Apt Elev
50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

YIN 8X, YIN 9X
RWY 20R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
BY ATC



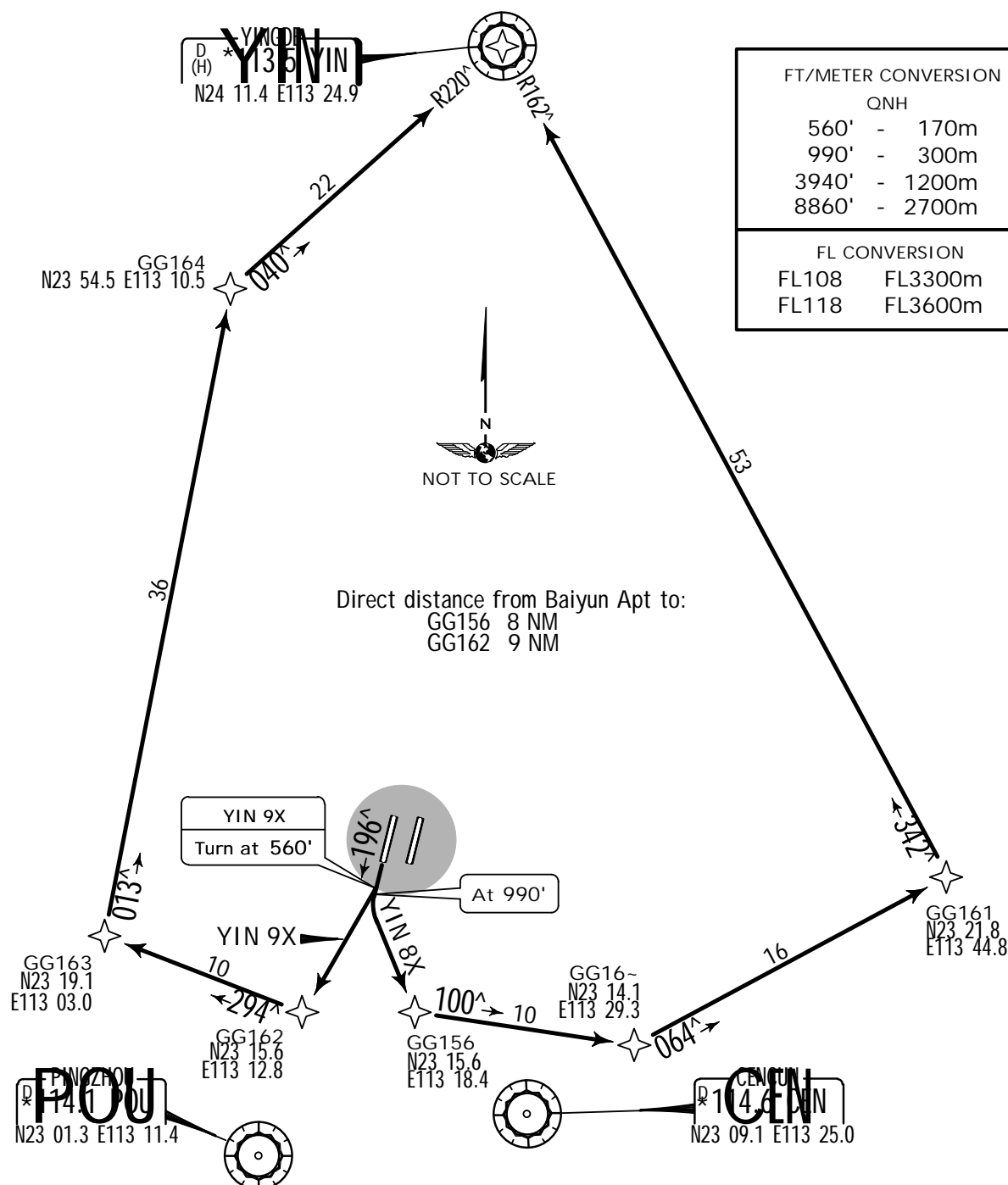
FT/METER CONVERSION

QNH

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

FL CONVERSION

FL108	FL3300m
FL118	FL3600m



SID

ROUTING

YIN 8X

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

ZGGG/CAN
BAIYUN

8 MAR 13

(20-3G)

GUANGZHOU, PR OF CHINA
.RNAV.SID.

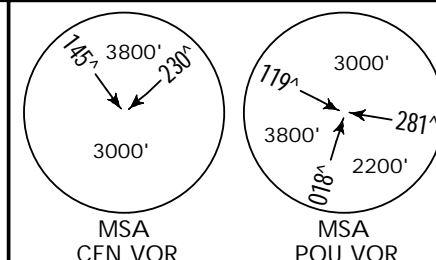
Apt Elev
50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, RIGHT turn shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

YIN 8Z, YIN 9Z
RWY 20L RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



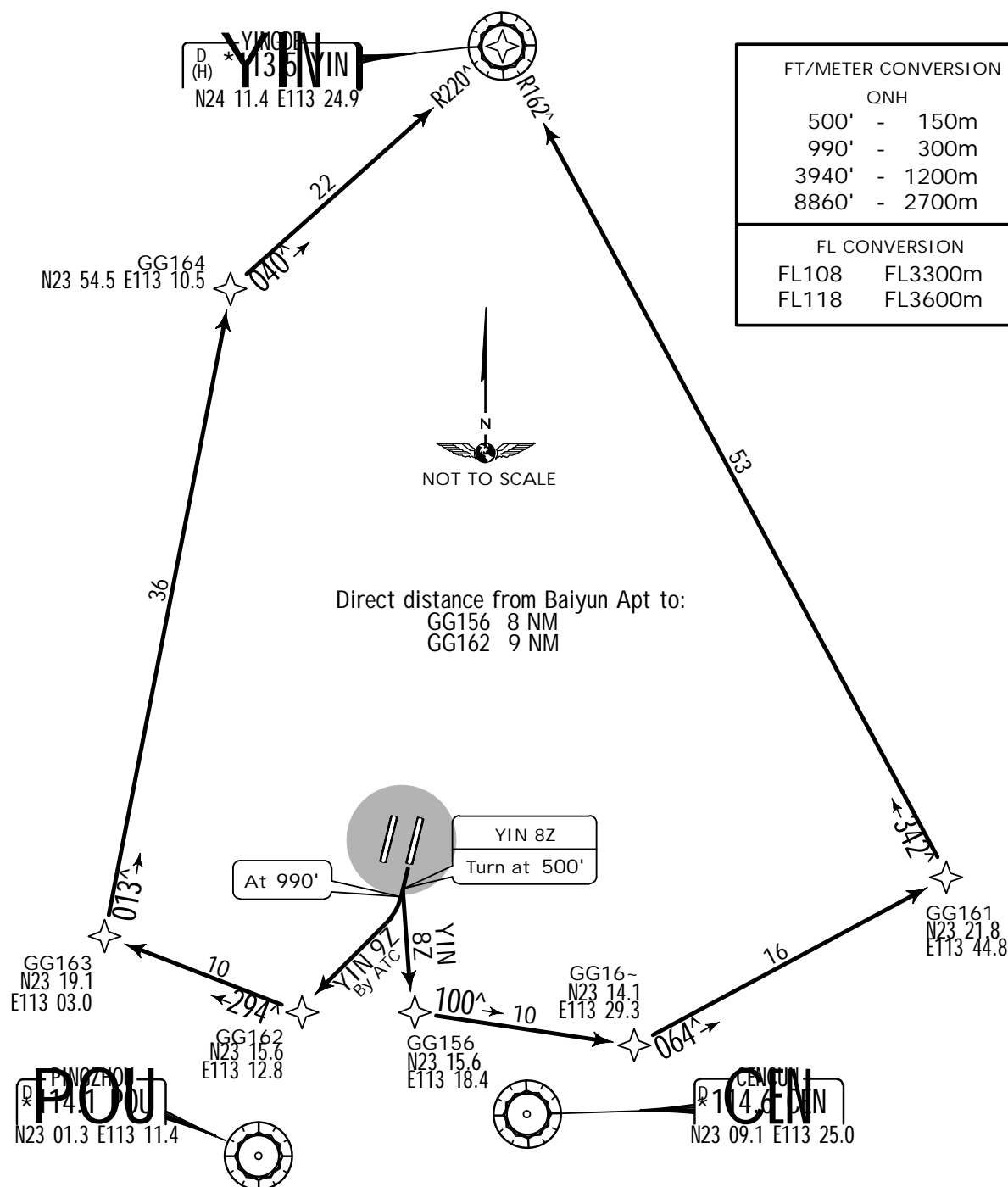
FT/METER CONVERSION

QNH

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

FL CONVERSION

FL108 FL3300m
FL118 FL3600m



SID

ROUTING

YIN 8Z

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

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3H)



JEPPESEN

GUANGZHOU, PR OF CHINA

.SID.

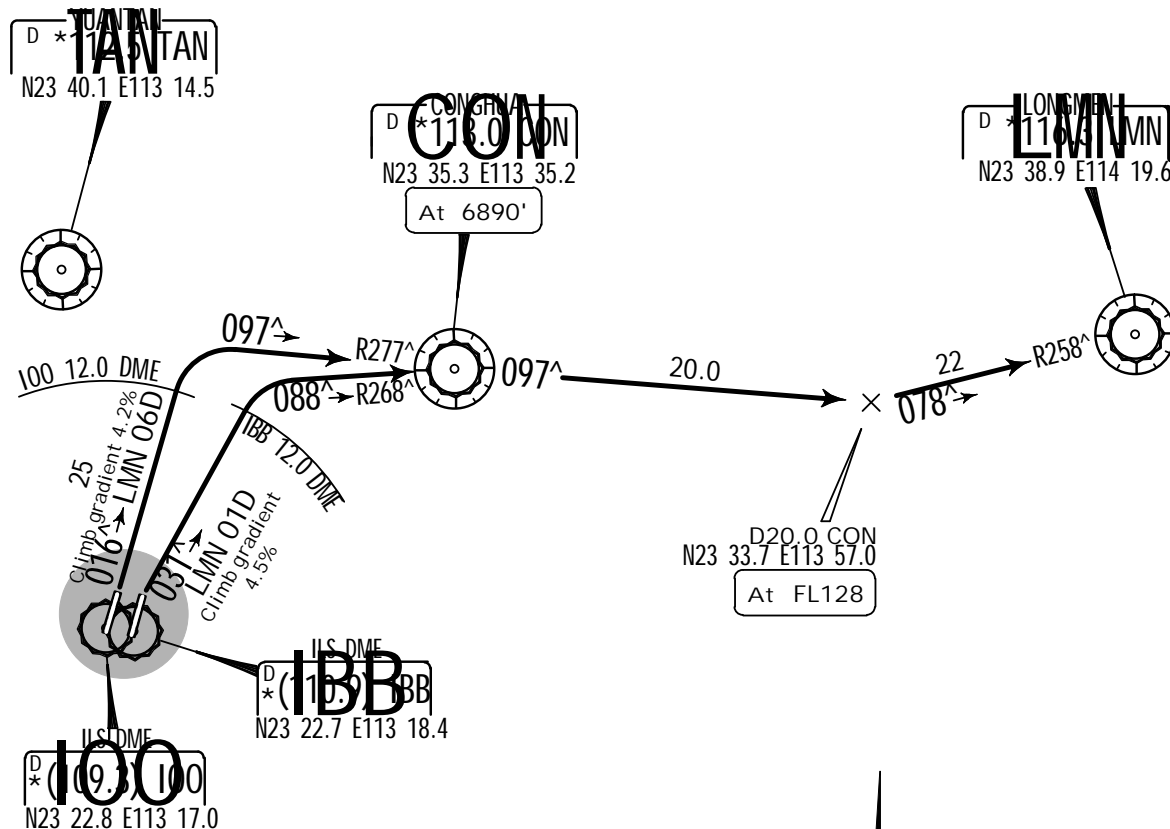
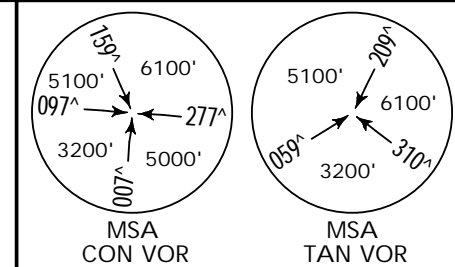
Apt Elev
50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 02L: While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

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



Direct distance from
Baiyun Apt to:
CON 19NM

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.2% V/V (fpm)	310	425	638	851	1063	1276

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3J)

GUANGZHOU, PR OF CHINA

.SID.

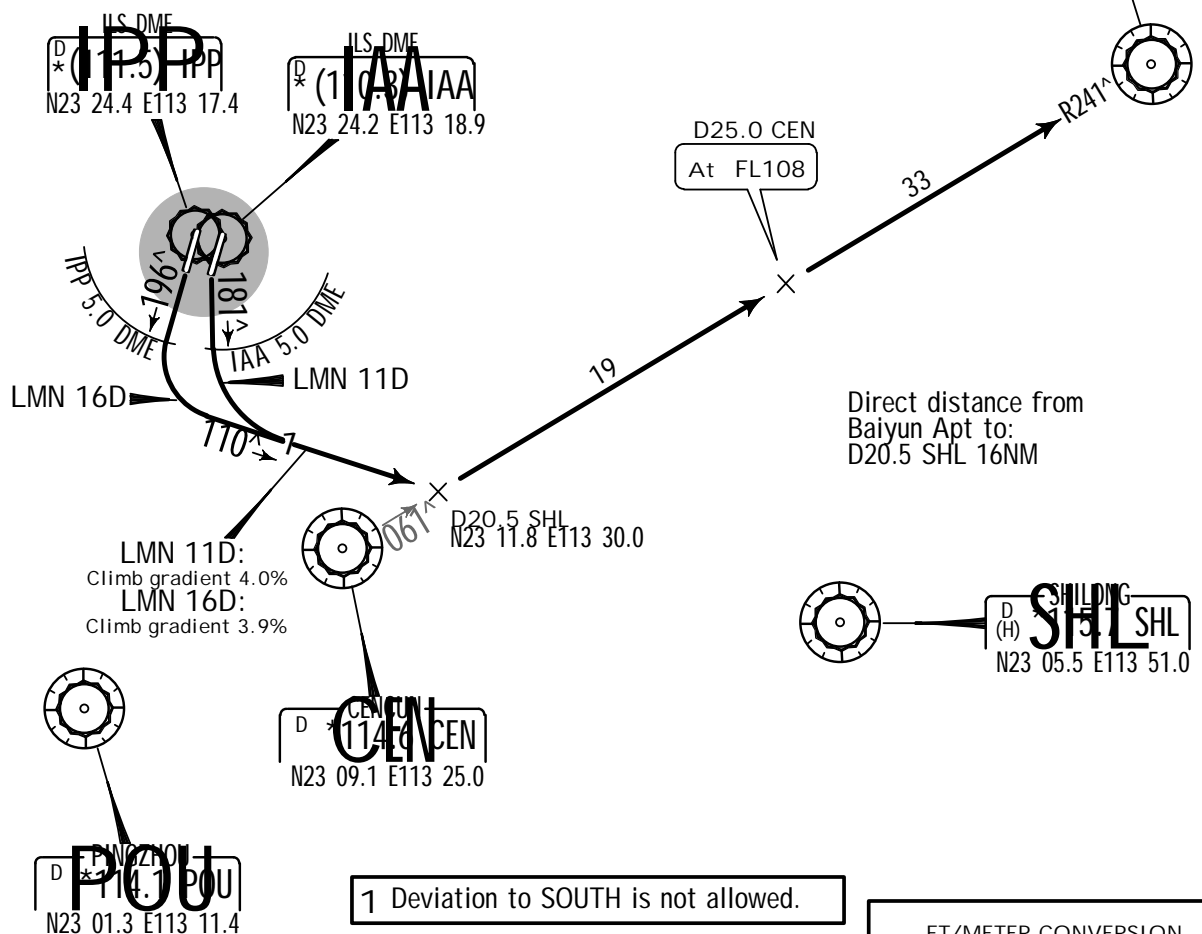
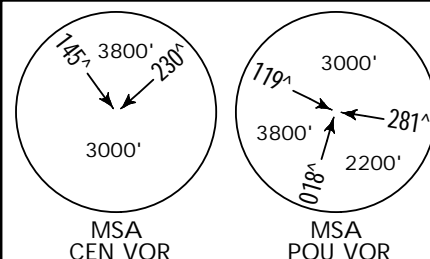
Apt Elev
50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 20R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

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



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

FT/METER CONVERSION

QNH

3940' - 1200m

8860' - 2700m

FL CONVERSION

FL108 FL3300m

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3K)



JEPPESEN

GUANGZHOU, PR OF CHINA

.SID.

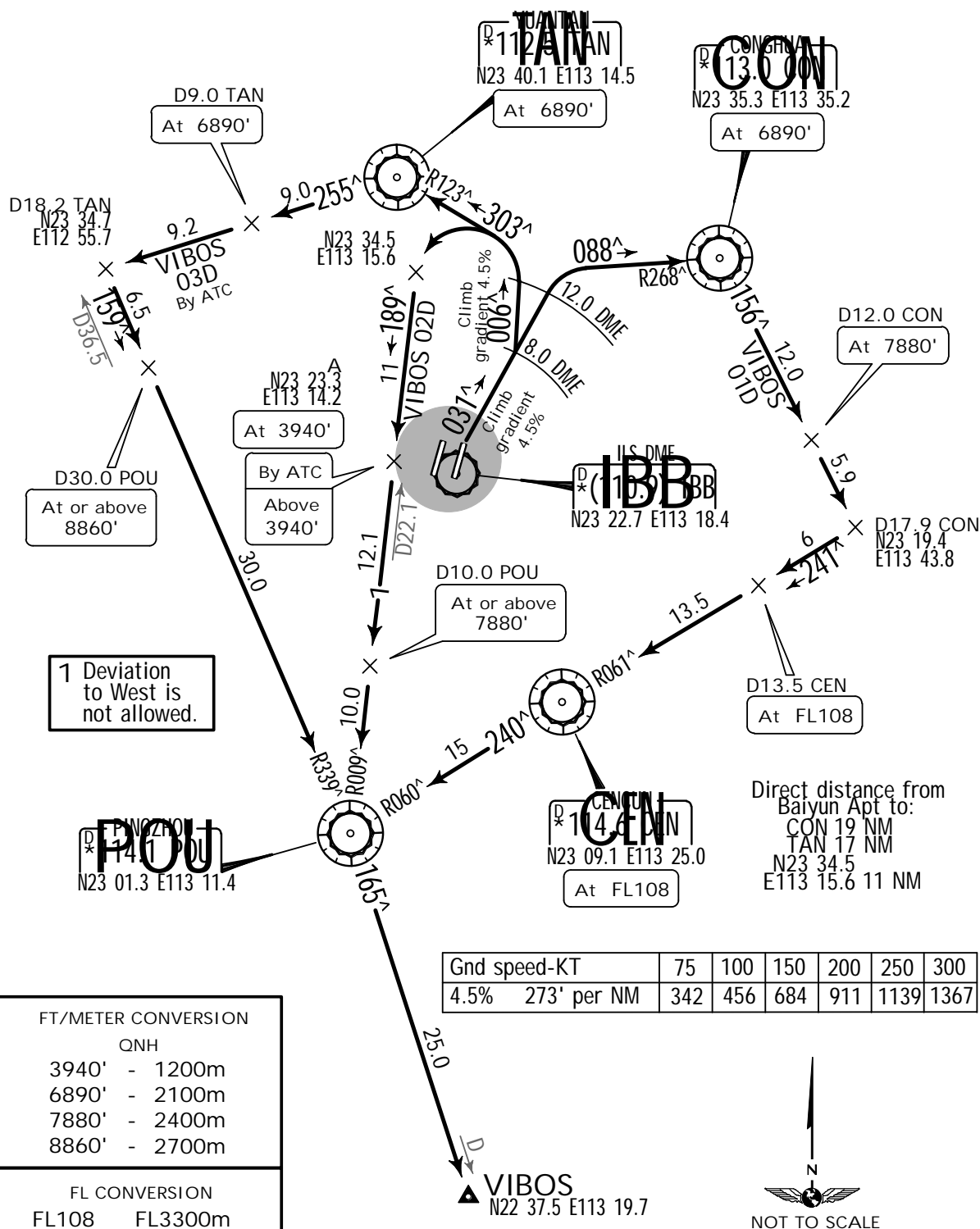
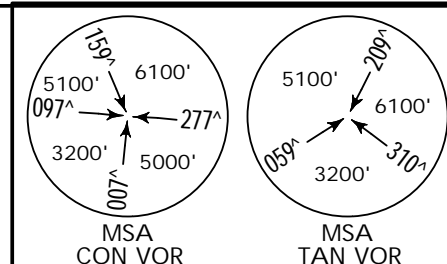
Apt Elev
50'

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

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

VIBOS 01D [VIB~1D]
VIBOS 02D [VIB~2D]
VIBOS 03D [VIB~3D]
BY ATC
RWY 02R DEPARTURES



ZGGG/CAN

BAIYUN

25 JUL 14

20-3L

GUANGZHOU, PR OF CHINA

.SID.

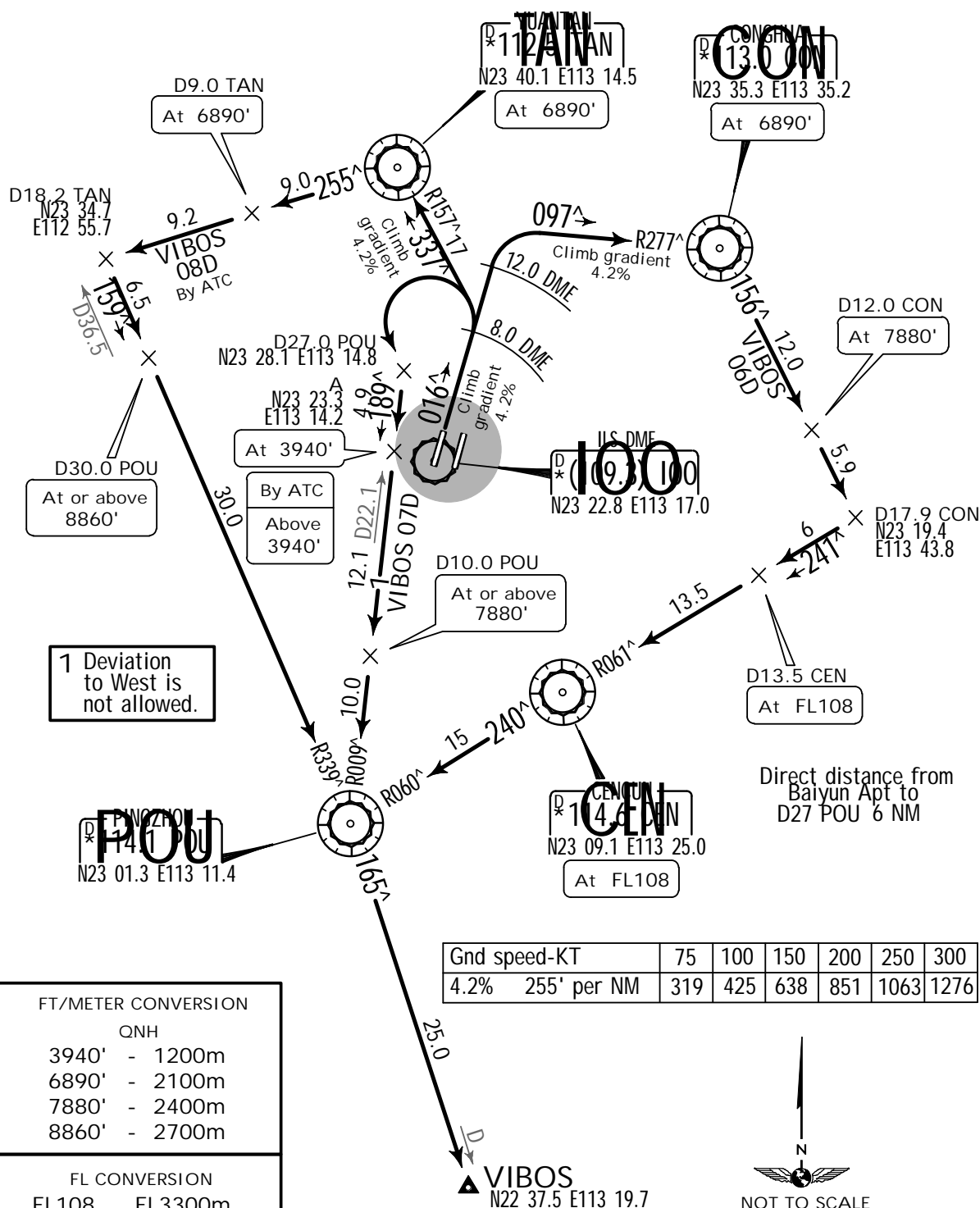
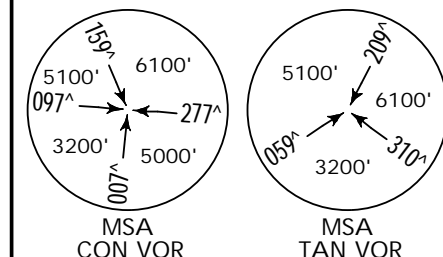
Apt Elev
50'

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

Trans alt: 8860'

1. Under radar control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, RIGHT turn after take-off shall be permitted by ATC.
3. Departure turn MAX 205 KT. 4. No turns before DER.

VIBOS 06D [VIB~6D]
VIBOS 07D [VIB~7D]
VIBOS 08D [VIB~8D]
BY ATC
RWY 02L DEPARTURES



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL108 FL3300m



ZGGG/CAN

BAIYUN

25 JUL 14

(20-3M)

GUANGZHOU, PR OF CHINA

.SID.

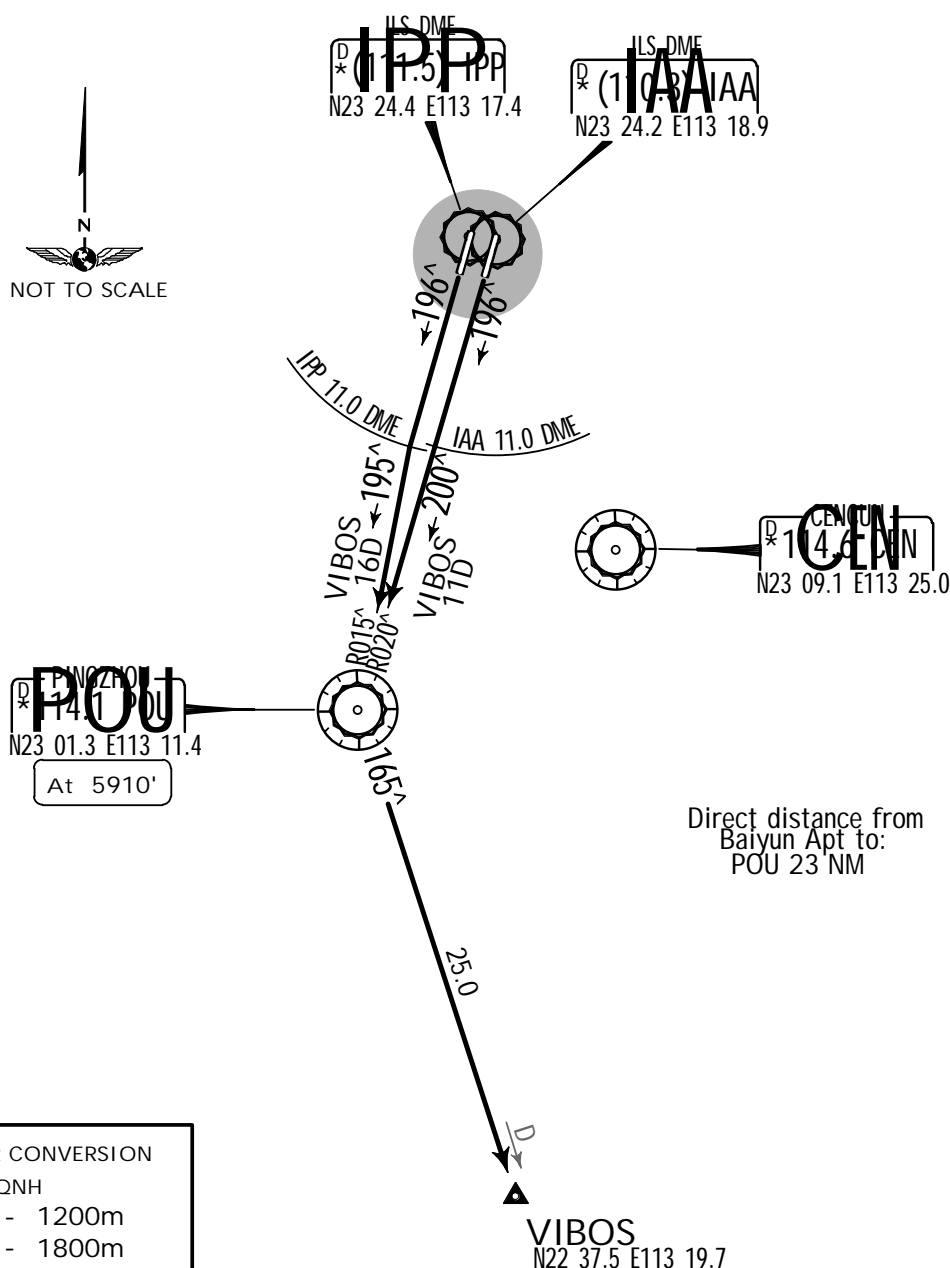
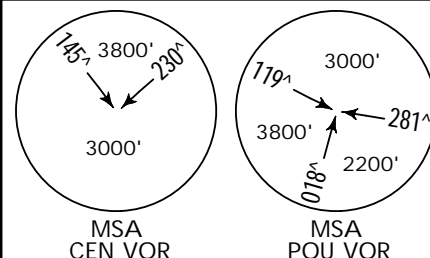
Apt Elev
50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. While simultaneous operation implemented, RIGHT turn (RWY 20L)/LEFT turn (RWY 20R) after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT.
4. No turns before DER.

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



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL108 FL3300m

ZGGG/CAN

BAIYUN

25 JUL 14

(20-3N)

GUANGZHOU, PR OF CHINA

.SID.

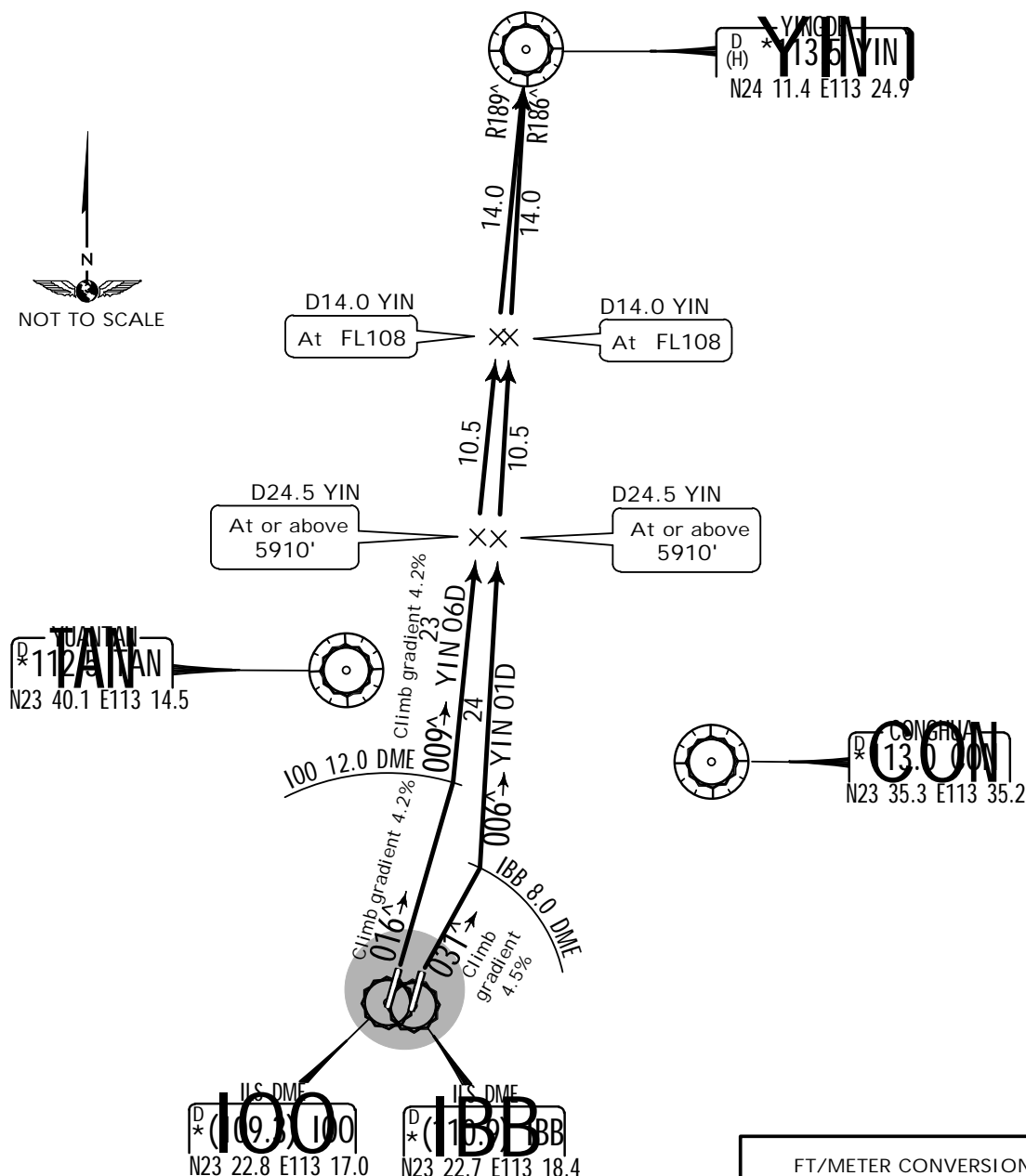
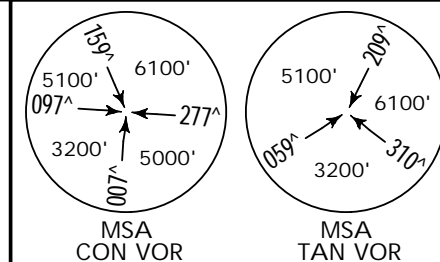
Apt Elev
50'

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

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC. 2. RWY 02R: While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC. 3. Departure turn MAX 205 KT. 4. No turns before DER.

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



Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.2% V/V (fpm)	310	425	638	851	1063	1276

FT/METER CONVERSION

QNH

3940' - 1200m

5910' - 1800m

8860' - 2700m

FL CONVERSION

FL108 FL3300m

ZGGG/CAN

BAIYUN

25 JUL 14

(20-30)

JEPPESEN

GUANGZHOU, PR OF CHINA

.SID.

Apt Elev
50'

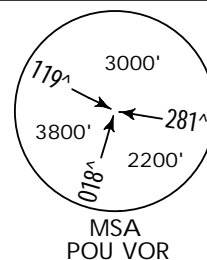
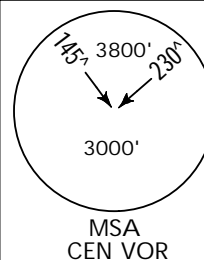
Trans level: FL118 below 980 hPa
FL108 980 hPa or above

Trans alt: 8860'

1. Under RADAR control, actual flight altitude instructed by ATC.
2. While simultaneous operation implemented, LEFT turn after take-off shall be permitted by ATC.
3. Departure turn MAX 205 KT.
4. No turns before DER.

YIN 16D, YIN 17D
YIN 18D
BY ATC
RWY 20R
DEPARTURES

D * 113.5 YIN
(H) N24 11.4 E113 24.9



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

Direct distance from
Baiyun Apt to:
D16.5 TAN 7NM
D20.5 SHL 16NM

D36.5 POU
N23 34.7
E112 55.7

At or above
8860'

D16.5 TAN
N23 23.9 E113 11.3
Between
1650' & 1970'

D * 113.5 TAN
(H) N23 40.1 E113 14.5
At 4930'

D * 113.5 CON
(H) N23 35.3 E113 35.2
At FL108

D * 113.5 IPP
(H) N23 24.4 E113 17.4

D12.5 CON
At or above
8860'

D24.5 POU
At
6890'

D22.5 CEN
N23 18.9
E113 03.2

YIN 17D
Turn at 450'

D20.0 CEN
N23 19.4
E113 43.8

1 Climb gradient 3.9%

D * 114.0 CEN
(H) N23 09.1 E113 25.0

D * 114.1 POU
(H) N23 01.3 E113 11.4

D * 114.0 SHL
(H) N23 05.5 E113 51.0

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

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
3.9% V/V (fpm)	304	405	607	800	997	1185

ZGGG/CAN

BAIYUN



JEPPESEN

9 AUG 13

20-4

.Eff.22.Aug.

GUANGZHOU, PR OF CHINA

.NOISE.

NOISE ABATEMENT

DEPARTURES

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 ATC before take-off:

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

ZGGG/CAN

Apt Elev 50'
N23 23.4 E113 18.5

8 AUG 14

(20-9)

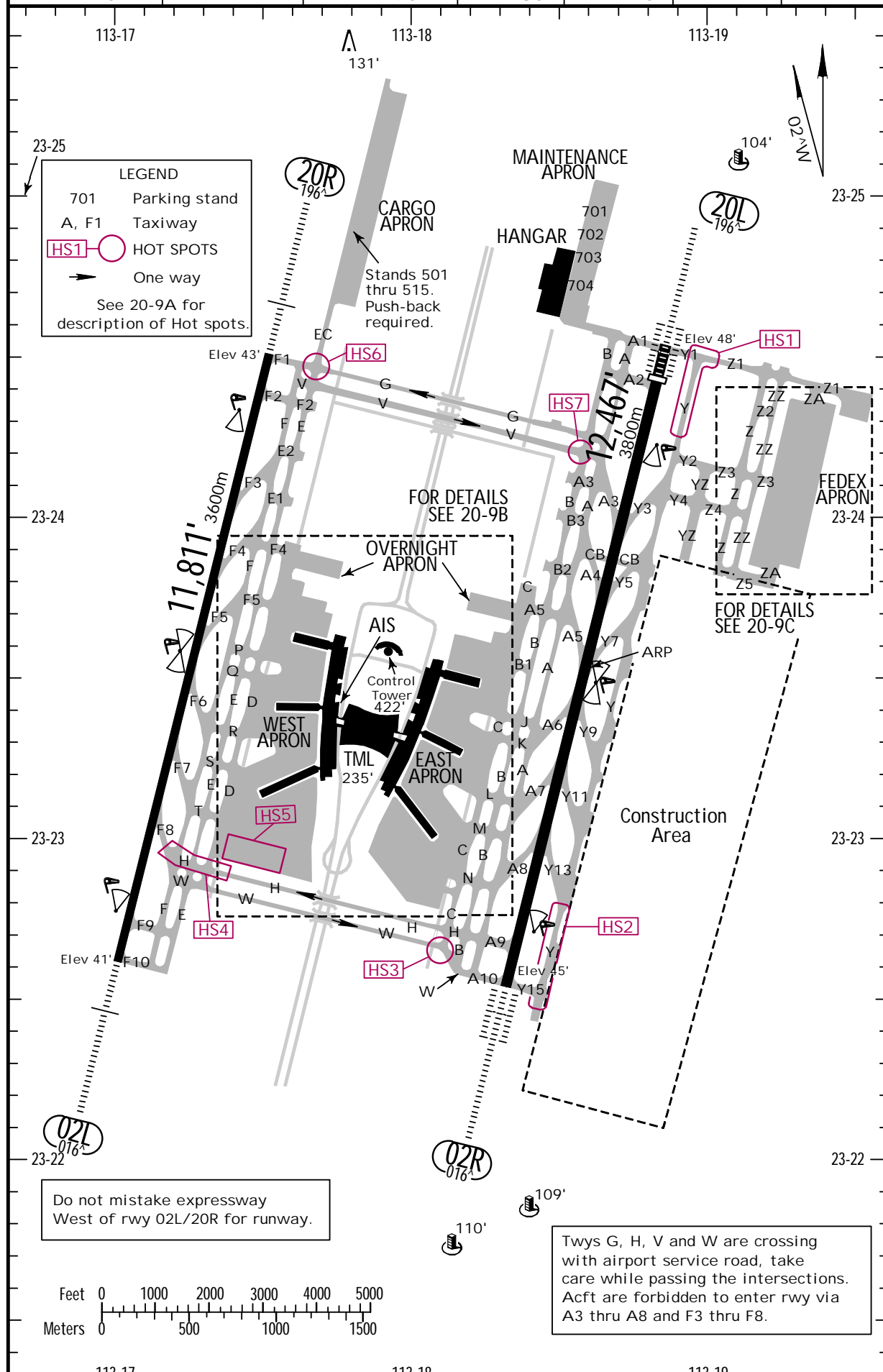
.Eff.20.Aug.1600Z.

BAIYUN

**JEPPESSEN**

GUANGZHOU, PR OF CHINA

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



ZGGG/CAN



JEPPESEN

GUANGZHOU, PR OF CHINA

8 AUG 14

(20-9A)

.Eff.20.Aug.1600Z.

BAIYUN

GENERAL

180° turnaround on rwy is forbidden.

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

Rwys 02R and 20R right-hand circuit.

Departing acft should report take-off rwy designator upon initial contact with GUANGZHOU APP.

USE OF RWY

Except when rwy is wet or contaminated, arriving acft should vacate rwy within 50 sec after touching down, departing acft shall finish rwy alignment within 60 sec after receiving instructions of entering rwy. If flight crew consider that they can not fulfil process within required time, pilot shall inform ATC before localizer is established (arriving acft) or before reaching rwy holding point (departing acft).

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

During change of direction of rwy in use, if downwind speed is more than 6 KT (3m/s) and not exceeding 10 KT (5m/s) for short time, ATC controller shall inform flight crew.

According to aircraft performance pilot shall decide whether aircraft will take-off or land on downwind rwy allocated, then inform ATC controller.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
02L 1 20R	HIRL(60m) CL (30m) ALSF-I PAPI-L (3.0°) RVR		10,761' 3280m	2	148' 45m
02R 1 20L	HIRL(60m) CL(15m) ALSF-II TDZ PAPI-L (3.0°) RVR		11,427' 3483m	2	197' 60m
		11,811' 3600m	10,735' 3272m		

1 Rwy grooved.

2 TAKE-OFF RUN AVAILABLE

RWY 02L:

From rwy head 11,811' (3600m)

twy F9 int 11,089' (3380m)

RWY 02R:

From rwy head 12,467' (3800m)

twy A9 int 11,745' (3580m)

RWY 20R:

From rwy head 11,811' (3600m)

twy F2 int 11,089' (3380m)

RWY 20L:

From rwy head 12,467' (3800m)

twy A2 int 11,745' (3580m)

HOT SPOTS

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

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

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

HS4 Pilot shall identify the twy sign-board, avoid running into twy H and resulting in a conflict.

Acft taxiing from twy H to twy F shall pay extremely attention and avoid taxiing into twy F8 and resulting in rwy incursion.

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

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

Acft coming from twy G shall avoid a conflict with acft entering/exiting Cargo apron at this intersection. Pay particular attention to the ATC holding or taxiing instructions and avoid taxiing into twy F1 to result in rwy incursion.

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

TAKE-OFF

All Rwys

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

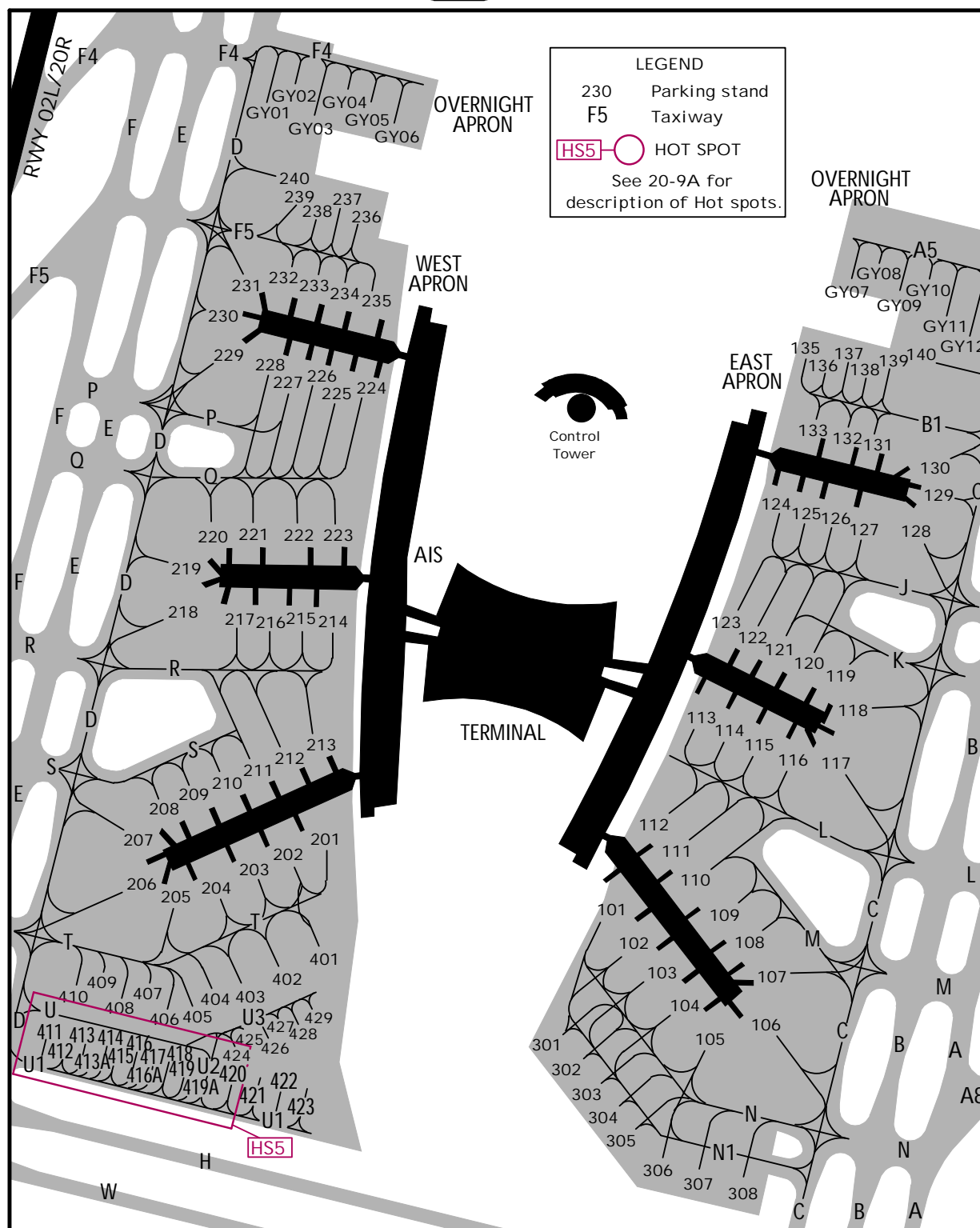
ZGGG/CAN

JEPPESEN

GUANGZHOU, PR OF CHINA

9 MAY 14 (20-9B)

BAIYUN



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

Taxiing to stands 411 thru 429 by follow me guidance.

While pushed-back from parking stand, verify the parking direction and the approved rwy to GND.

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

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

ZGGG/CAN

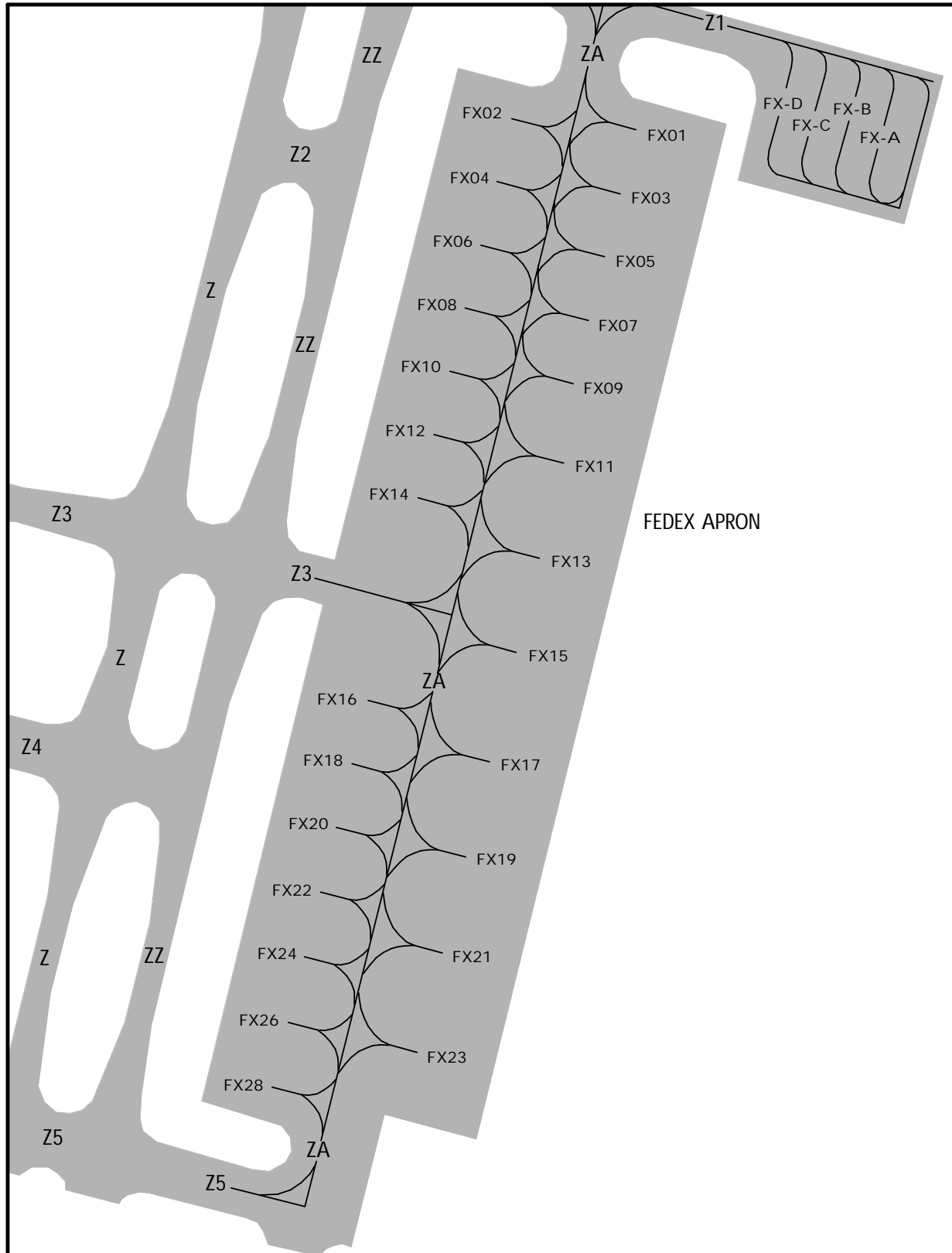
JEPPESEN

GUANGZHOU, PR OF CHINA

9 MAY 14

20-9C

BAIYUN



ZGGG/CAN

17 OCT 08 **20-9D** .Eff.23.Oct.

GUANGZHOU, PR OF CHINA

BAIYUN

VISUAL DOCKING GUIDANCE SYSTEM

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

1. Gate Ready for Docking



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

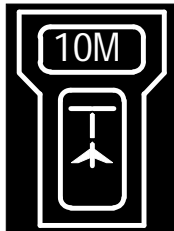
2. Acft detected



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

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

3. Acft is on centerline



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

4. Acft is RIGHT of centerline



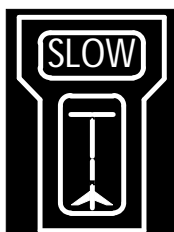
Correction LEFT is required.

5. Acft is LEFT of centerline



Correction RIGHT is required.

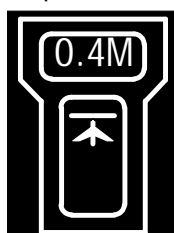
6. SLOW



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

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

7. Prepare to stop acft



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

ZGGG/CAN

17 OCT 08 **20-9E** .Eff.23.Oct.

JEPPESEN

GUANGZHOU, PR OF CHINA

BAIYUN

8. Display indicating:



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

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

ZGGG/CAN

Standard
GUANGZHOU, PR OF CHINA
BAIYUN

STRAIGHT-IN RWY		A	B	C	D
02L	ILS 1	241' (200')	241' (200')	241' (200')	241' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 12	380' (339')	380' (339')	380' (339')	380' (339')
02R	ILS 1	245' (200')	245' (200')	245' (200')	245' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 12	460' (415')	460' (415')	460' (415')	460' (415')
20L	ILS 1	248' (200')	248' (200')	248' (200')	248' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 2	430' (382')	430' (382')	430' (382')	430' (382')
20R	ILS 1	243' (200')	243' (200')	243' (200')	243' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 2	500' (457')	500' (457')	500' (457')	500' (457')

1 Missed apch climb gradient min 3.0%

2 Continuous Descent Final Approach.

CIRCLE-TO-LAND 3	100 KT	135 KT	180 KT	205 KT
	730' (680')	840' (790')	1170' (1120')	1170' (1120')
	V1600m	V2000m	V4400m	V5000m

3 Rwy 02L/20R: Not authorized East of runway.

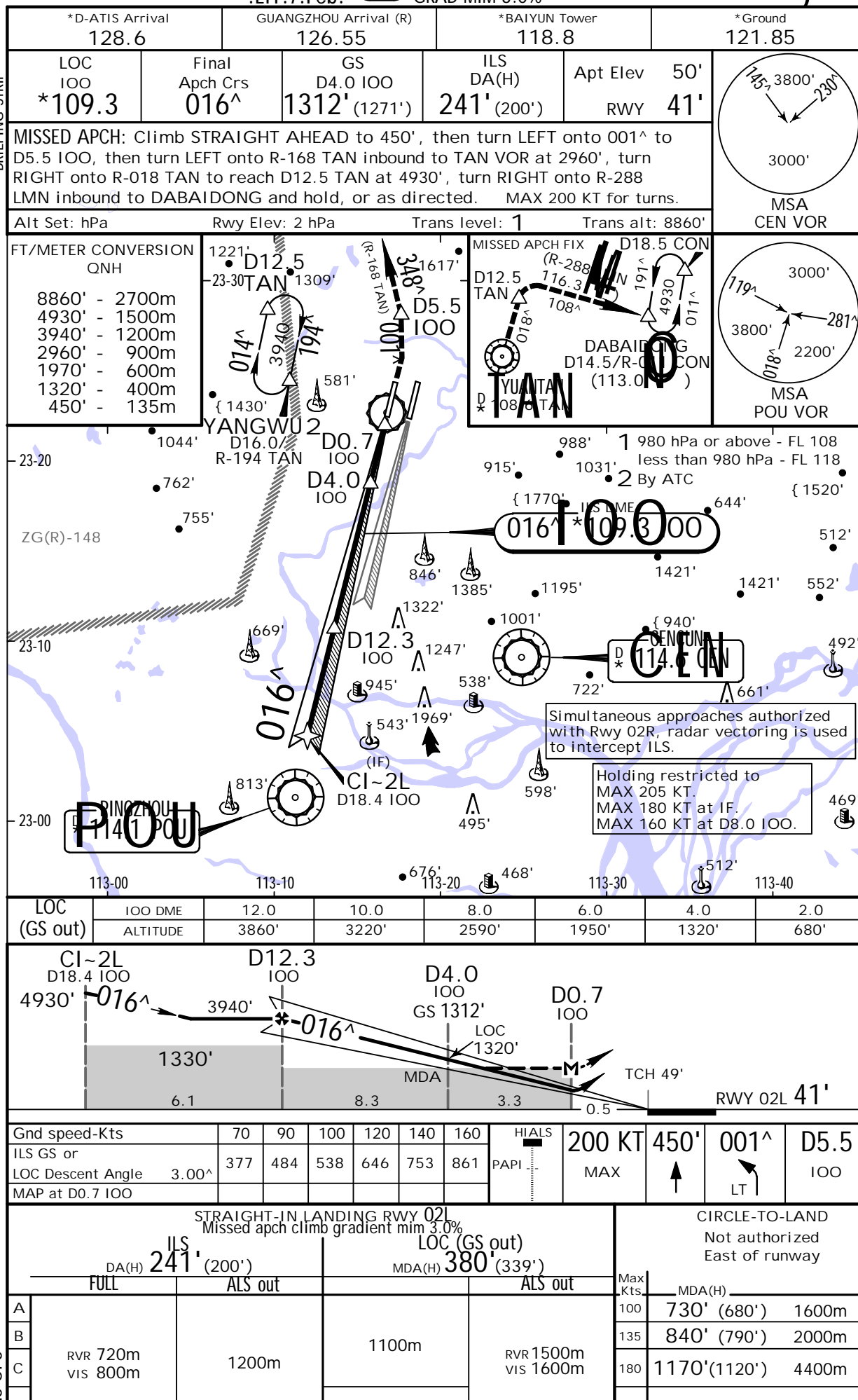
Rwy 02R/20L: Not authorized West of runway.

TAKE-OFF RWY 02L, 02R, 20L, 20R

RL		NIL (DAY only)	
2 TURB Eng or 3 & 4 Eng	R400m	R500m	
Other	V1600m		

ZGGG/CAN
BAIYUNJEPPESSEN
1 FEB 13
Eff. 7 Feb. (21-1) MISSED APCH CLIMB
GRAD MIM 3.0%GUANGZHOU, PR OF CHINA
RNAV ILS DME Rwy 02L

BRIEFING STRIP™

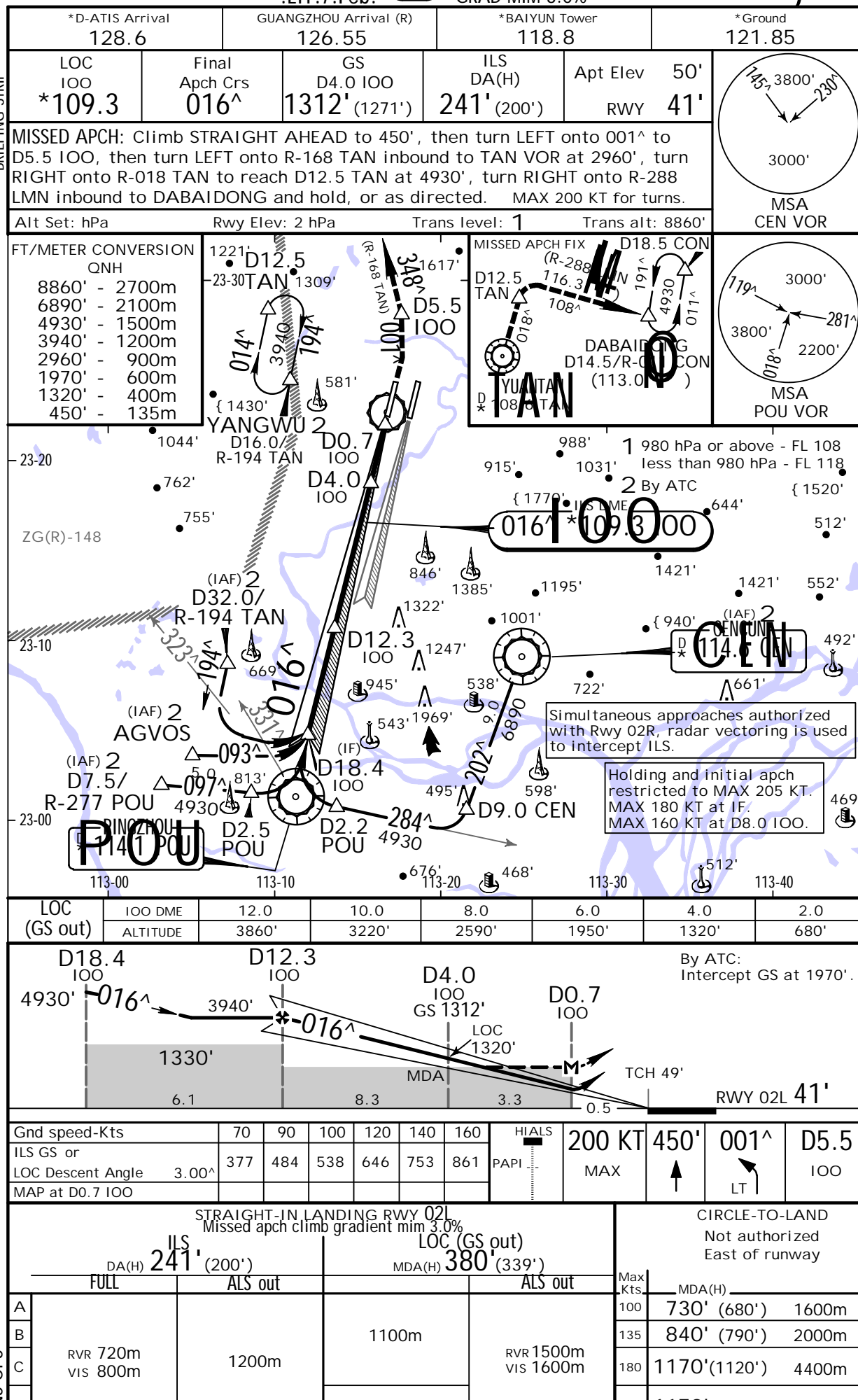


ZGGG/CAN
BAIYUN

JEPPESSEN
1 FEB 13
Eff. 7 Feb. (21-2) MISSED APCH CLIMB
GRAD MIM 3.0%

GUANGZHOU, PR OF CHINA
ILS' DME Rwy 02L

BRIEFING STRIP™



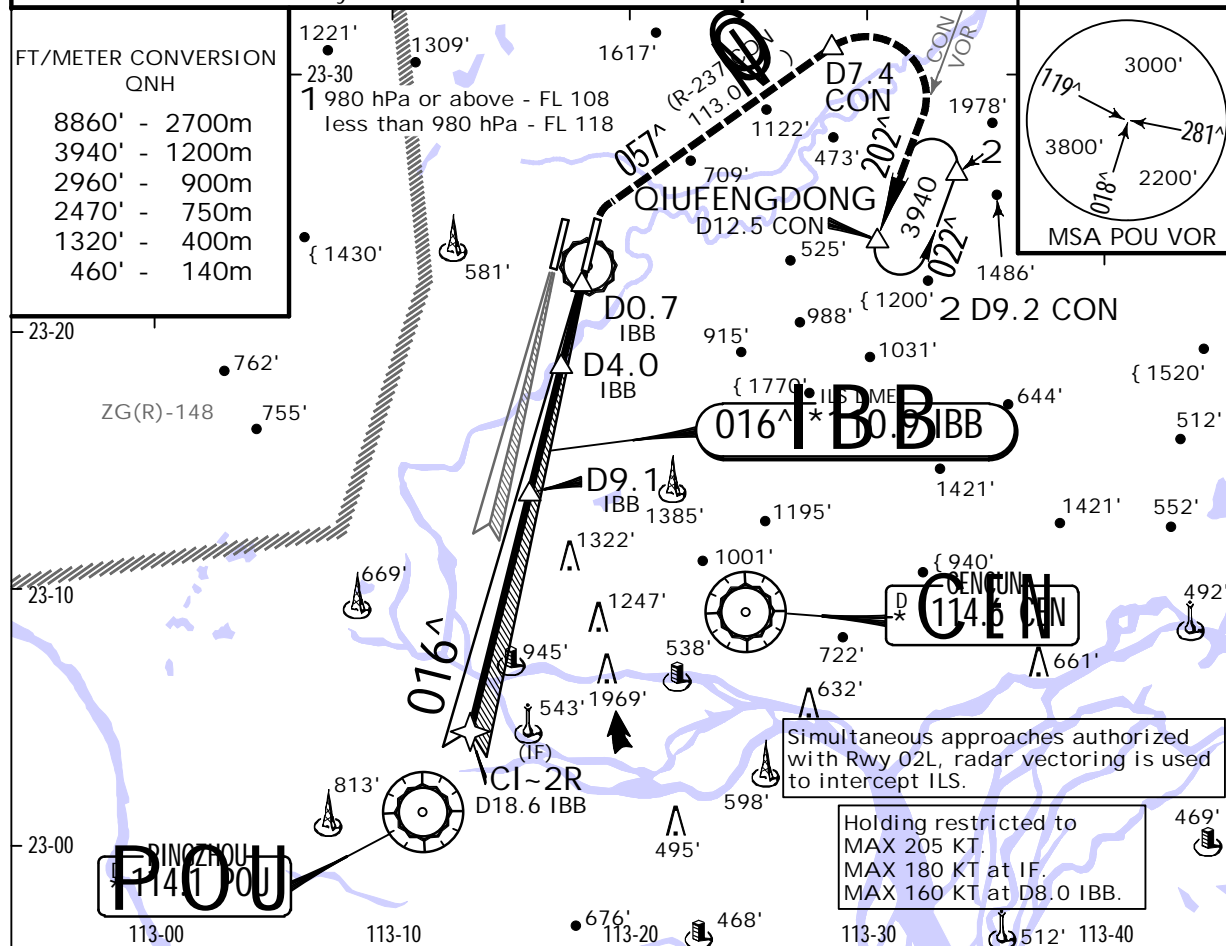
ZGGG/CAN
BAIYUN

JEPPESSEN
1 FEB 13
Eff. 7.Feb. (21-3) MISSED APCH CLIMB
GRAD MIN 3.0%

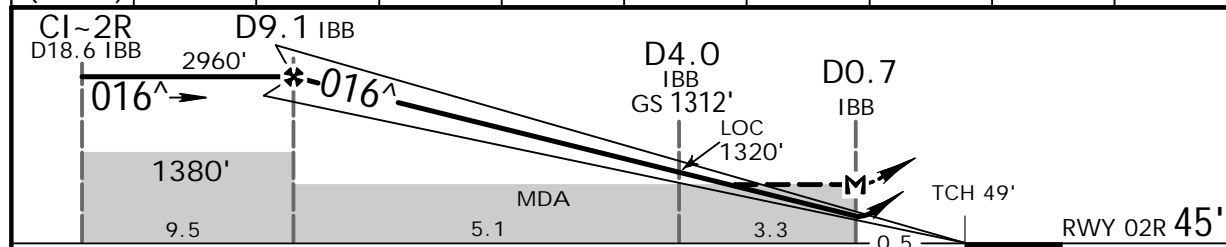
GUANGZHOU, PR OF CHINA
RNAV ILS DME Rwy 02R

BRIEFING STRIP™

*D-ATIS Arrival 128.6	GUANGZHOU Arrival (R) 126.55	*BAIYUN Tower 118.1	*Ground 121.75
LOC IBB *110.9	Final Apch Crs 016^	GS D4.0 IBB 1312' (1267')	ILS DA(H) 245' (200')
Apt Elev 50'	Rwy 45'	MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT to intercept R-237 CON inbound to reach D7.4 CON at 2470' or above, then turn RIGHT to intercept R-202 CON and hold at QIUFENG DONG at 3940', or as directed. MAX 200 KT for turns.	
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'



LOC (GS out)	IBB DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2910'	2590'	2270'	1960'	1640'	1320'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	200 KT	460'	CON
ILS GS or LOC Descent Angle	3.00^	377	484	538	646	753	861	PAPI	MAX	RT
MAP at D0.7 IBB										

STRAIGHT-IN LANDING RWY 02R					CIRCLE-TO-LAND		
Missed apch climb gradient min 3.0%					Not authorized West of runway		
FULL		DA(H)	245' (200')	LOC (GS out)	MDA(H)	460' (415')	
IDZ or CL out		ALS out		ALS out			
A							
B							
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1600m	Max Kts	MDA(H)	
					100	730' (680')	1600m
					135	840' (790')	2000m
					180	1170' (1120')	4400m

IS OPS

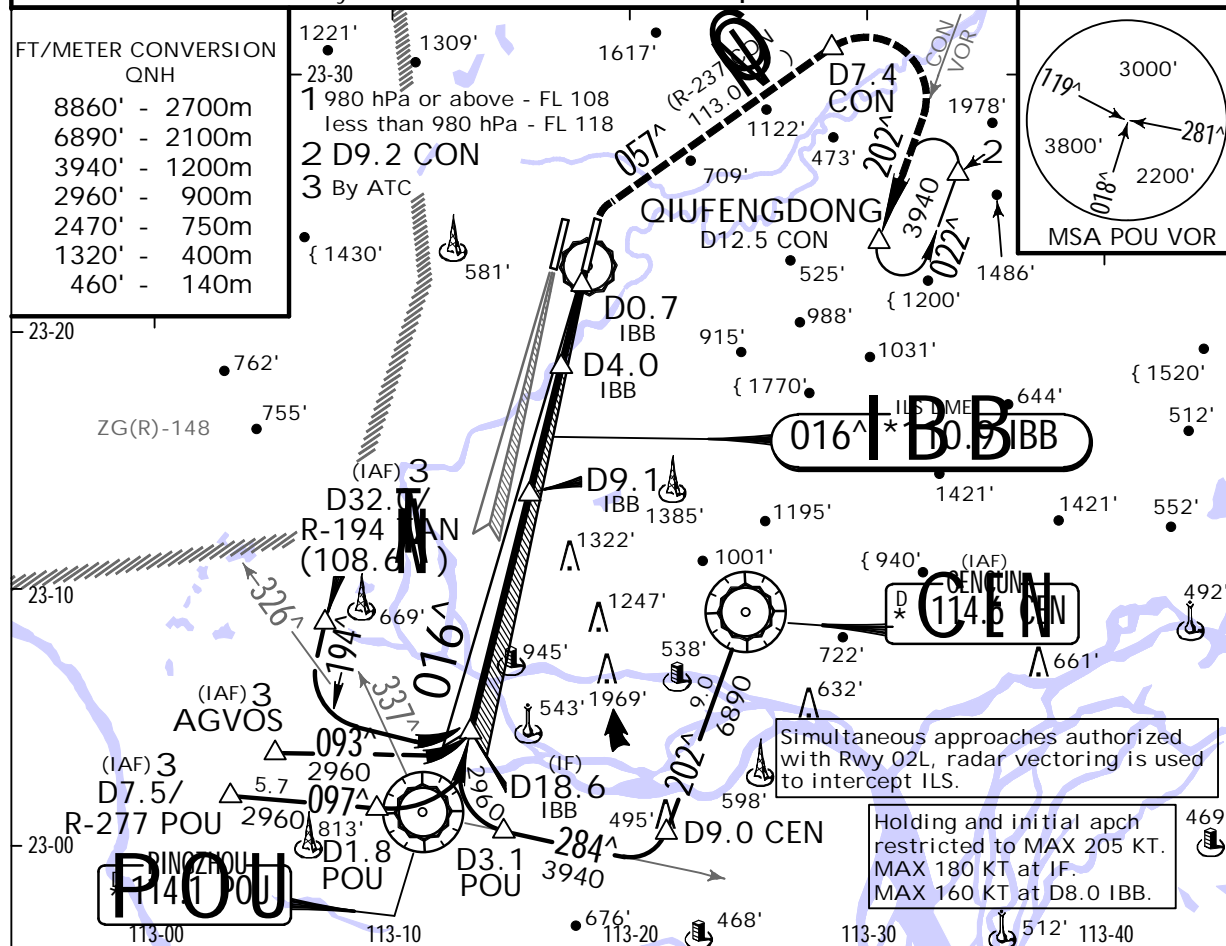
ZGGG/CAN
BAIYUN

JEPPESSEN
1 FEB 13
Eff. 7 Feb. (21-4) MISSED APCH CLIMB
GRAD MIM 3.0%

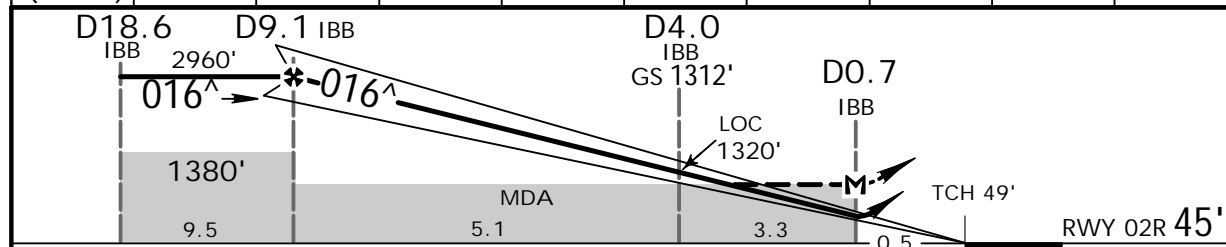
GUANGZHOU, PR OF CHINA
ILS' DME Rwy 02R

BRIEFING STRIP

*D-ATIS Arrival 128.6	GUANGZHOU Arrival (R) 126.55	*BAIYUN Tower 118.1	*Ground 121.75
LOC IBB *110.9	Final Apch Crs 016^	GS D4.0 IBB 1312' (1267')	ILS DA(H) 245' (200')
Apt Elev RWY 50' 45'	MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT to intercept R-237 CON inbound to reach D7.4 CON at 2470' or above, then turn RIGHT to intercept R-202 CON and hold at QIUFENG DONG at 3940', or as directed. MAX 200 KT for turns.		
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'



LOC (GS out)	IBB DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2910'	2590'	2270'	1960'	1640'	1320'	1000'	680'	



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	200 KT	460'	CON
ILS GS or LOC Descent Angle	3.00^	377	484	538	646	753	861	PAPI	MAX	113.0
MAP at D0.7 IBB										R-237

STRAIGHT-IN LANDING RWY 02R					CIRCLE-TO-LAND		
Missed apch climb gradient mim 3.0%					Not authorized West of runway		
FULL		IDZ or CL out		ALS out	Max Kts.	MDA(H)	
DA(H) 245' (200')		MDA(H) 460' (415')					
RVR 550m VIS 800m		RVR 720m VIS 800m		1200m	100	730' (680')	1600m
					135	840' (790')	2000m
					180	1170' (1120')	4400m

IS OPS

ZGGG/CAN
BAIYUN

JEPPESSEN
1 FEB 13
Eff. 7.Feb. (21-5)

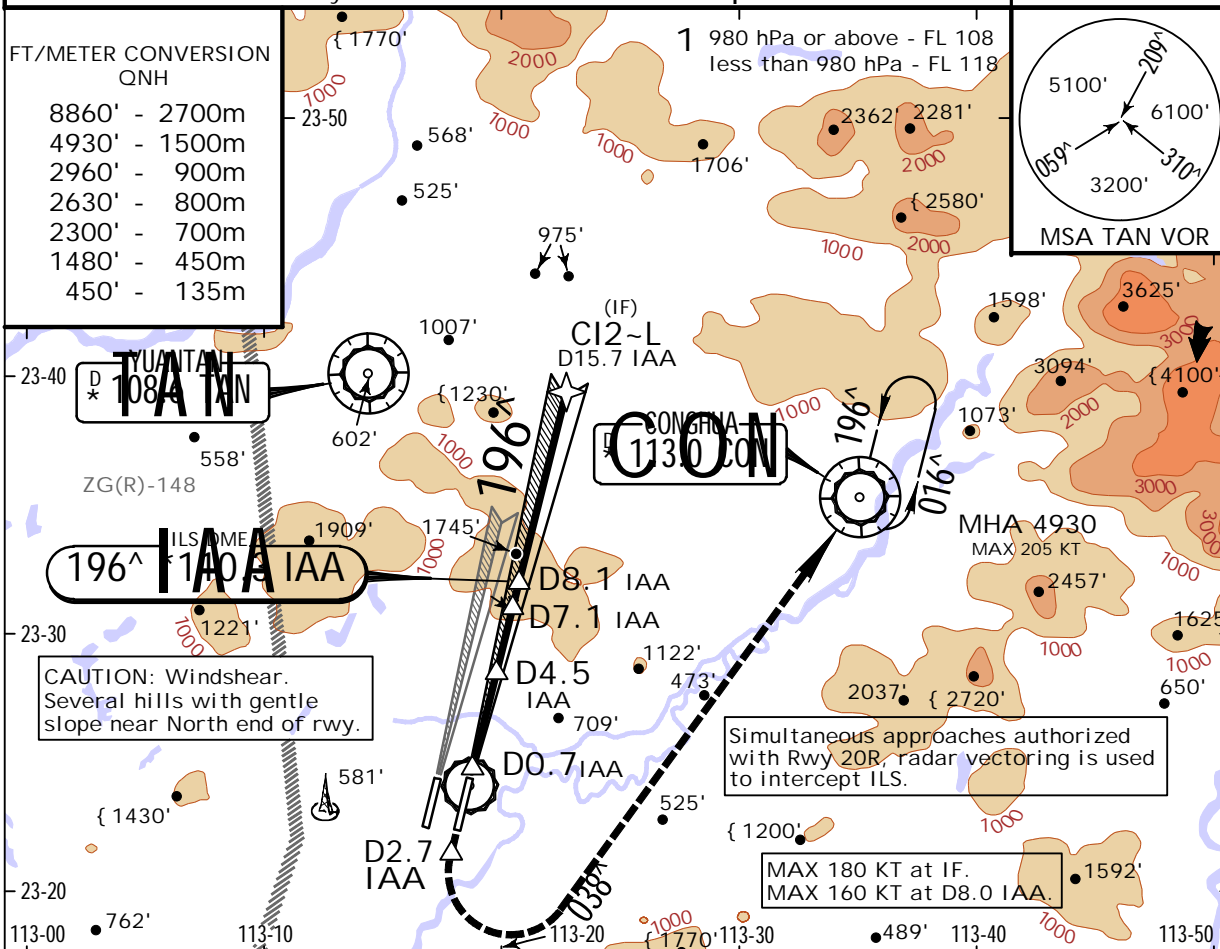
GUANGZHOU, PR OF CHINA
RNAV ILS' DME Rwy 20L

BRIEFING STRIP

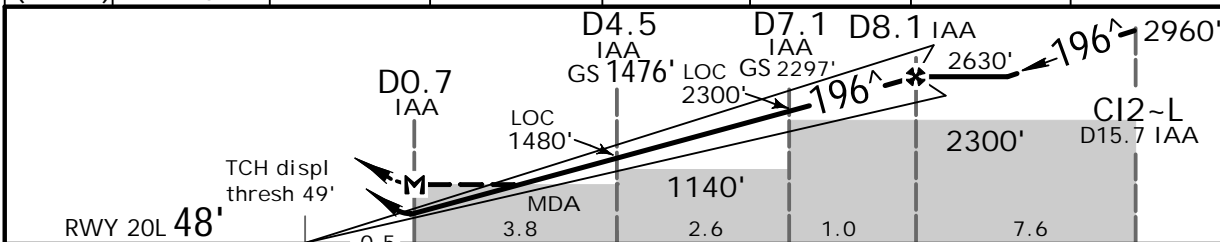
*D-ATIS Arrival 128.6	GUANGZHOU Arrival (R) 126.55	*BAIYUN Tower 118.1	*Ground 121.75
LOC IAA *110.3	Final Apch Crs 196 [^]	GS D4.5 IAA 1476' (1428')	ILS DA(H) 248' (200')
Apt Elev 50'	RWY 48'	MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IAA at 450' or above, then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT for turns.	
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'

FT/METER CONVERSION
QNH

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



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



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	200 KT	MIM	D2.7
ILS GS or LOC Descent Angle	3.00 [^]	377	484	538	646	753	861	PAPI	450'	IAA
MAP at D0.7 IAA										

STRAIGHT-IN LANDING RWY 20L					CIRCLE-TO-LAND Not authorized West of runway	
ILS		LOC (GS out)				
DA(H) 248' (200')		MDA(H) 430' (382')				
FULL	IDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)
A					100	730' (680') 1600m
B					135	840' (790') 2000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1300m	180	1170' (1120') 4400m

IS OPS

ZGGG/CAN
BAIYUN

1 FEB 13 (21-6) .Eff.7.Feb.

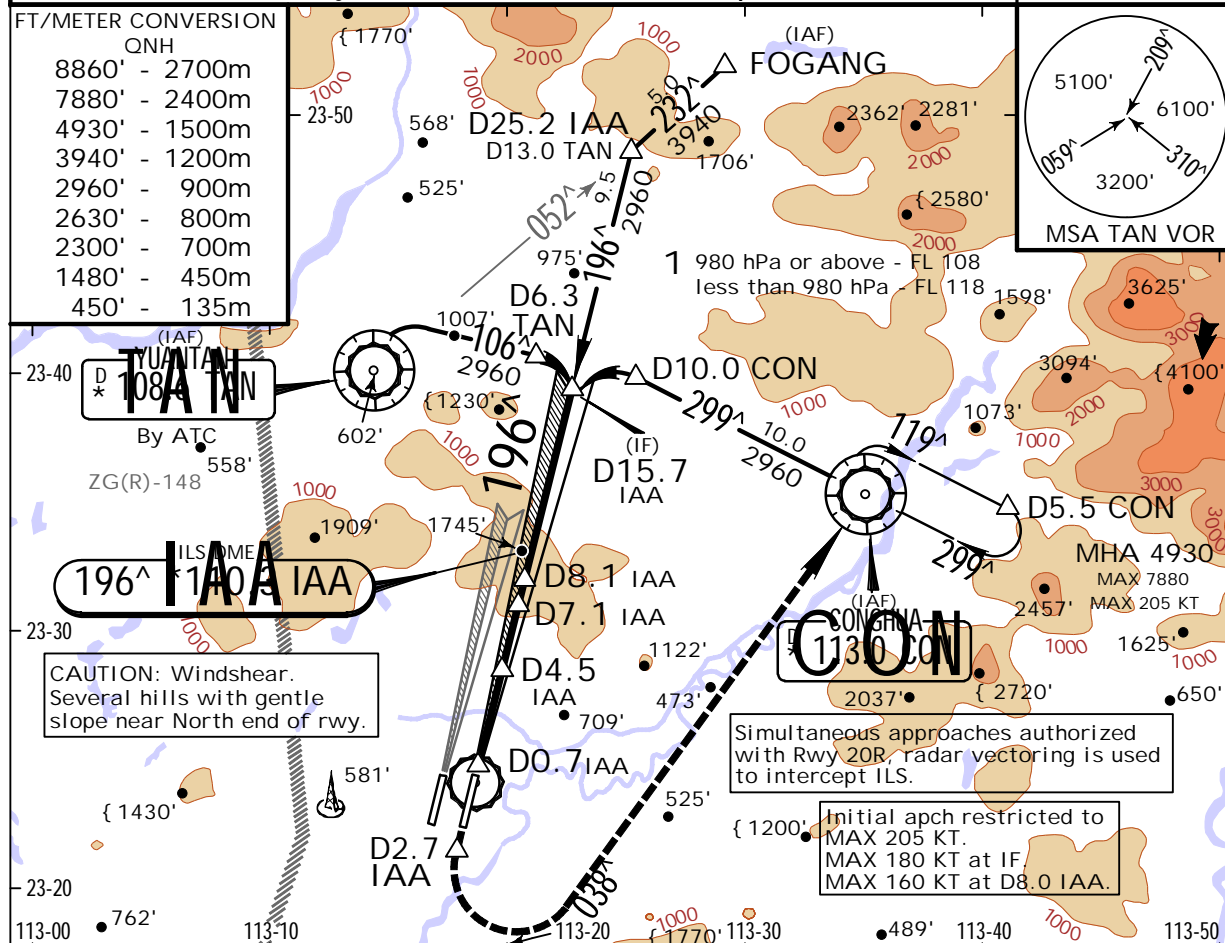
GUANGZHOU, PR OF CHINA
ILS DME Rwy 20L

BRIEFING STRIP

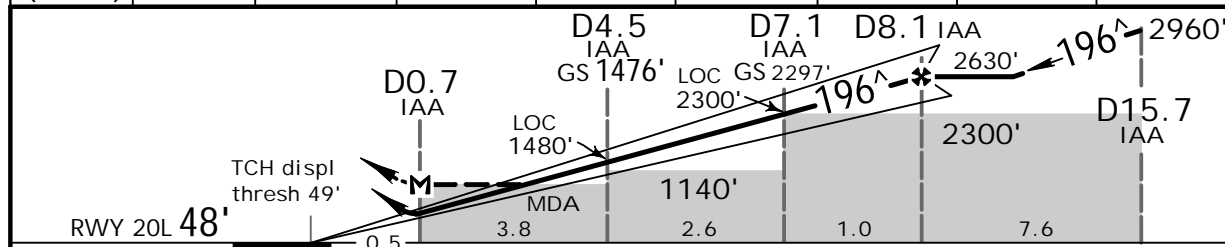
*D-ATIS Arrival 128.6	GUANGZHOU Arrival (R) 126.55	*BAIYUN Tower 118.1	*Ground 121.75
LOC IAA *110.3	Final Apch Crs 196°	GS D4.5 IAA 1476' (1428')	ILS DA(H) 248' (200')
Apt Elev 50'	RWY 48'	MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IAA at 450' or above, then turn LEFT to intercept R-218 CON inbound to reach CON VOR at 4930' and hold, or as directed. MAX 200 KT for turns.	
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'

FT/METER CONVERSION

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



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



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	200 KT	MIM	D2.7
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861	PAPI	MAX	450'
MAP at D0.7 IAA										IAA

STRAIGHT-IN LANDING RWY 20L					CIRCLE-TO-LAND Not authorized West of runway		
ILS		LOC (GS out)					
DA(H) 248' (200')		MDA(H) 430' (382')					
FULL	IDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					100	730' (680')	1600m
B					135	840' (790')	2000m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1300m	180	1170' (1120')	4400m

IS OPS

ZGGG/CAN
BAIYUN

1 FEB 13
Eff. 7. Feb. (21-7)

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

BRIEFING STRIP

*D-ATIS Arrival 128.6	GUANGZHOU Arrival (R) 126.55	*BAIYUN Tower 118.8	*Ground 121.85
LOC IPP *111.5	Final Apch Crs 196 [^]	GS D4.5 IPP 1476' (1433')	ILS DA(H) 243' (200')
Apt Elev 50'	RWY 43'	<p>MISSED APCH: Climb STRAIGHT AHEAD to D2.9 IPP at 500' or above, turn RIGHT to D16.5 TAN. Pass D16.5 TAN or North between 1650' and 1970' and intercept R-192 TAN to reach TAN VOR at 4930'. Then turn RIGHT onto R-018 TAN to D12.5 TAN, turn RIGHT onto R-288 LMN inbound to reach FOGANG at 5910' and hold. MAX 190 KT for turns.</p>	
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: 1	Trans alt: 8860'

FT/METER CONVERSION

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

YUANTAN
D 10.6 TAN

23-40

558'

502'

877'

562'

1221'

1044'

1430'

113-10

113-20

113-30

113-40

113-50

113-60

113-70

113-80

113-90

113-100

113-110

113-120

113-130

113-140

113-150

113-160

113-170

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113-1660

113-1670

113-1680

113-1690

113-1700

113-1710

113-1720

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113-2310

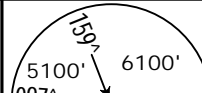
113-2320

113-2330

113-2340

ZGGG/CAN
BAIYUNJEPPESSEN
1 FEB 13 (21-8) .Eff.7.Feb.GUANGZHOU, PR OF CHINA
ILS' DME Rwy 20R

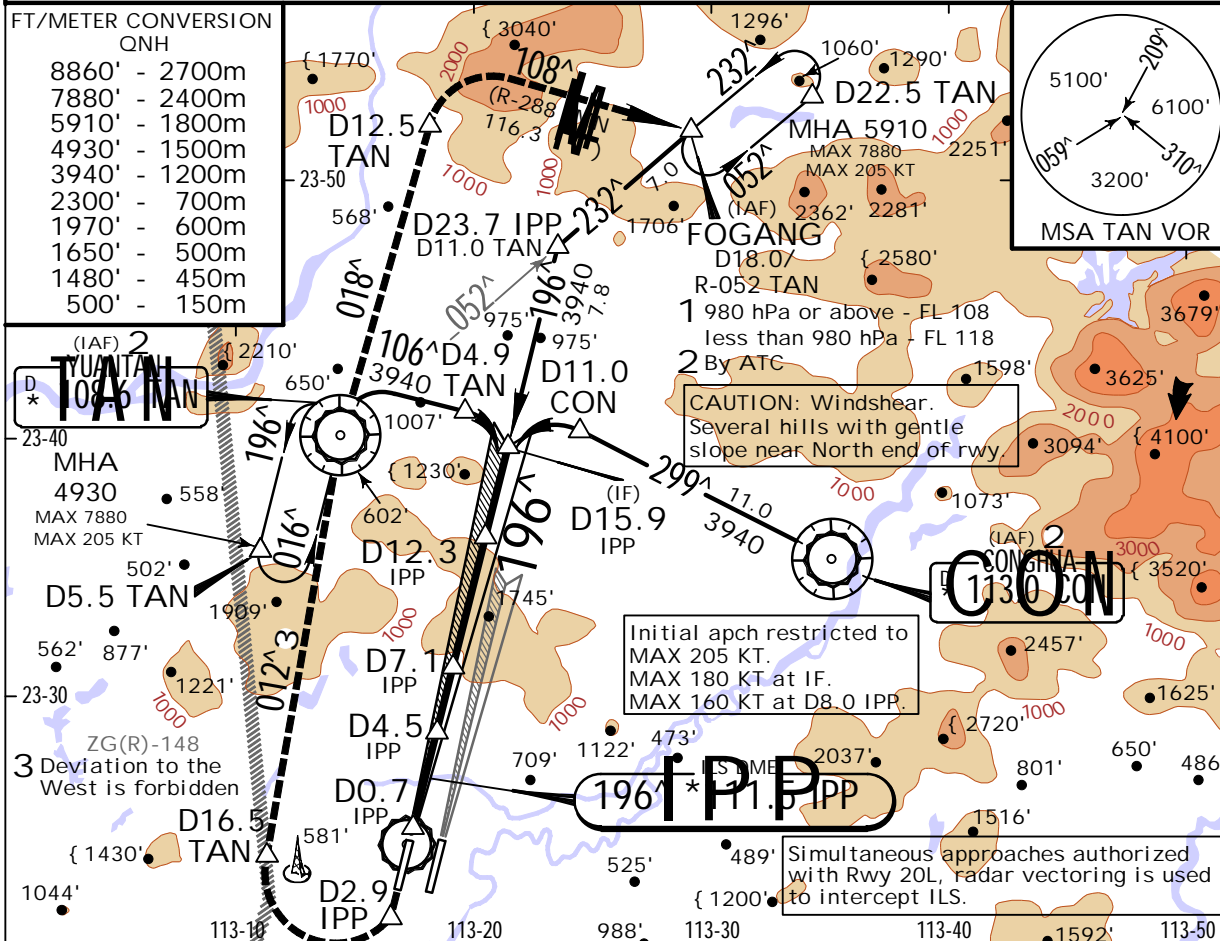
BRIEFING STRIP™

*D-ATIS Arrival 128.6		GUANGZHOU Arrival (R) 126.55		*BAIYUN Tower 118.8		*Ground 121.85	
LOC IPP *111.5	Final Apch Crs 196^	GS D4.5 IPP 1476' (1433')	ILS DA(H) 243' (200')	Apt Elev 50'	RWY 43'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.9 IPP at 500' or above, turn RIGHT to D16.5 TAN. Pass D16.5 TAN or North between 1650' and 1970' and intercept R-192 TAN to reach TAN VOR at 4930'. Then turn RIGHT onto R-018 TAN to D12.5 TAN, turn RIGHT onto R-288 LMN inbound to reach FOGANG at 5910' and hold. MAX 190 KT for turns.						 MSA CON VOR	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: 1			

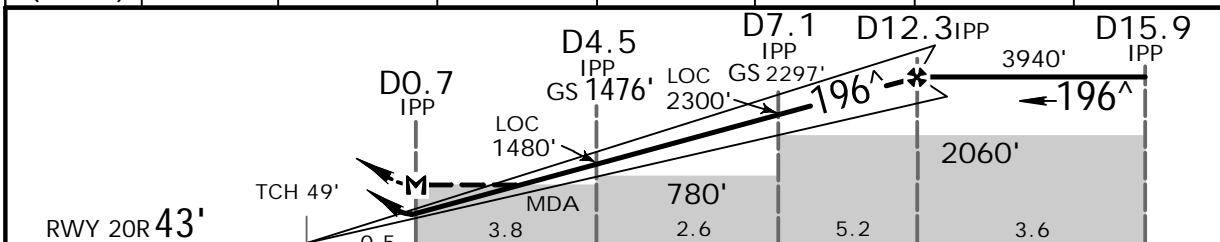
FT/METER CONVERSION

QNH

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



LOC (GS out)	IPP DME	2.0	4.0	6.0	8.0	10.0	12.0
	ALTITUDE	680'	1310'	1950'	2590'	3230'	3860'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	190 KT	MIM	D2.9
ILS GS or											
LOC Descent angle	3.00 [^]	377	484	538	646	753	861	PAPI	MAX	500'	IPP
MAP at D0.7 IPP											

STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not authorized		East of runway	
DA(H) 243' (200')		MDA(H) 500' (457')					
FULL		ALS out		ALS out			
A						Max Kts.	
B	RVR 720m					100	730' (680') 1600m
C	VIS 800m	1200m		1800m		135	840' (790') 2000m
						180	1170' (1120') 4400m

IS OPS