

Airport information:

Country: China

City: SHENZHEN

Coordinates: N 22° 38.3', E113 48.7

Elevation: 13

Customs: Customs: H24

Fuel: Jet

RFF: CAT 9

hours: H24.

Runways:

Runway 15

Takeoff length: 3400, Landing length: 3400

Runway 16

Takeoff length: 3800, Landing length: 3800

Runway 33

Takeoff length: 3400, Landing length: 3400

Runway 34

Takeoff length: 3800, Landing length: 3800

WEF 05 APR 12

10 - 1 | 07 MAR 12

China - ZGSZ / SZX

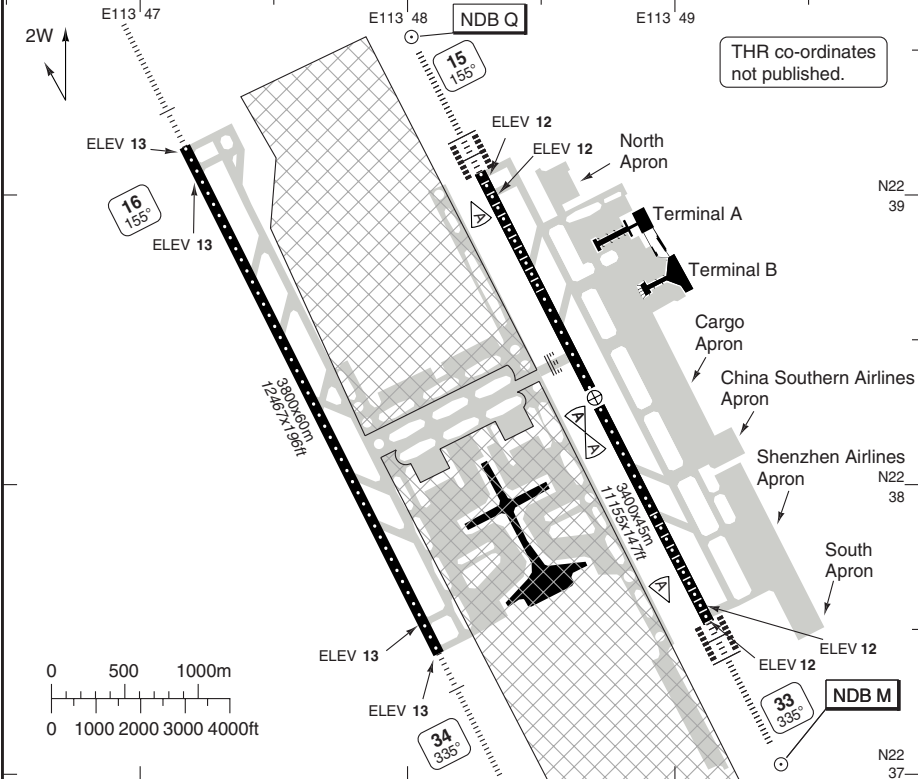
AERODROME

Baoan SHENZHEN

10 - 1

Baoan DLV	GND	TWR	ATIS DEP
121.95 121.85	121.65 E 121.85 E	E, RWY 15/33 118.45 118.05	127.45
118.45	121.8 W	W, RWY 16/34 130.35 118.45	131.45 (D)

AD Elev 13	ARP: N22 38.3 E113 48.7	RFF: CAT 9	AD HR: H24
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RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
15	0	3400 / 11155	3400 / 11155	H-B	H	30m	P 3°
33	0	3400 / 11155	3400 / 11155	H-B	H	30m	P 3°
16	0	3800 / 12467	3800 / 12467	H-D	H	30m	P 3°
34	0	3800 / 12467	3800 / 12467	H-D	H	30m	P 3°

STATE TAKE OFF MINIMA

RWY	Facilities	2 turbine ENG or 3 & 4 ENG	Other
15/33 a	REDL	400 m	1.6 km
	Nil (Day only)	500m	
16/34 a	REDL	0.8 km	
	Nil (Day only)		

a Alternate must be filed.

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Change: RVR, WIP

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AERODROME Overview

Baoan SHENZHEN

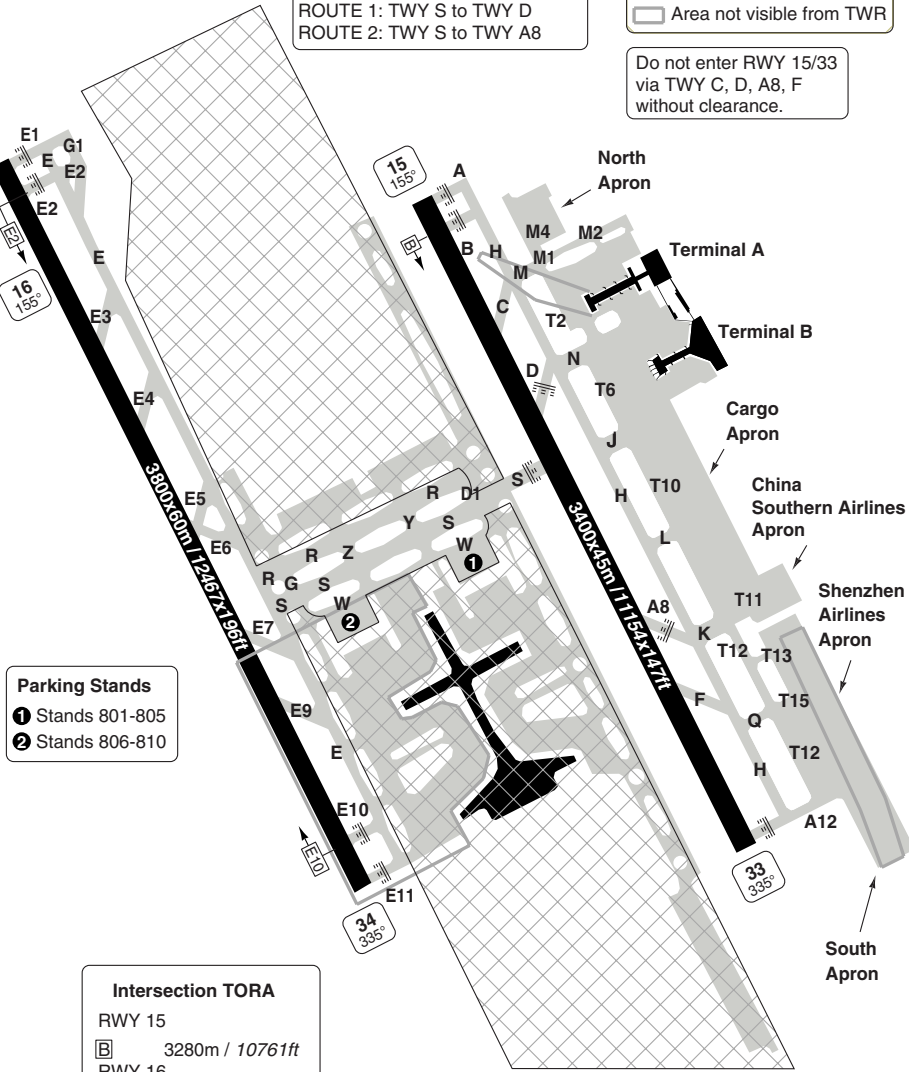
10-2

Baoan DLV	GND	TWR	ATIS DEP
121.95 121.85	121.65 E 121.85 E	E, RWY 15/33 118.45 118.05	127.45
118.45	121.8 W	W, RWY 16/34 130.35 118.45	131.45 (D)

RWY 15/33 CROSSING ROUTES
 ROUTE 1: TWY S to TWY D
 ROUTE 2: TWY S to TWY A8

LEGEND
 [Shaded Area] Area not visible from TWR

Do not enter RWY 15/33 via TWY C, D, A8, F without clearance.



Parking Stands
 ① Stands 801-805
 ② Stands 806-810

Intersection TORA

RWY 15	
[B]	3280m / 10761ft
RWY 16	
[E2]	3580m / 11745ft
RWY 34	
[E10]	3580m / 11745ft

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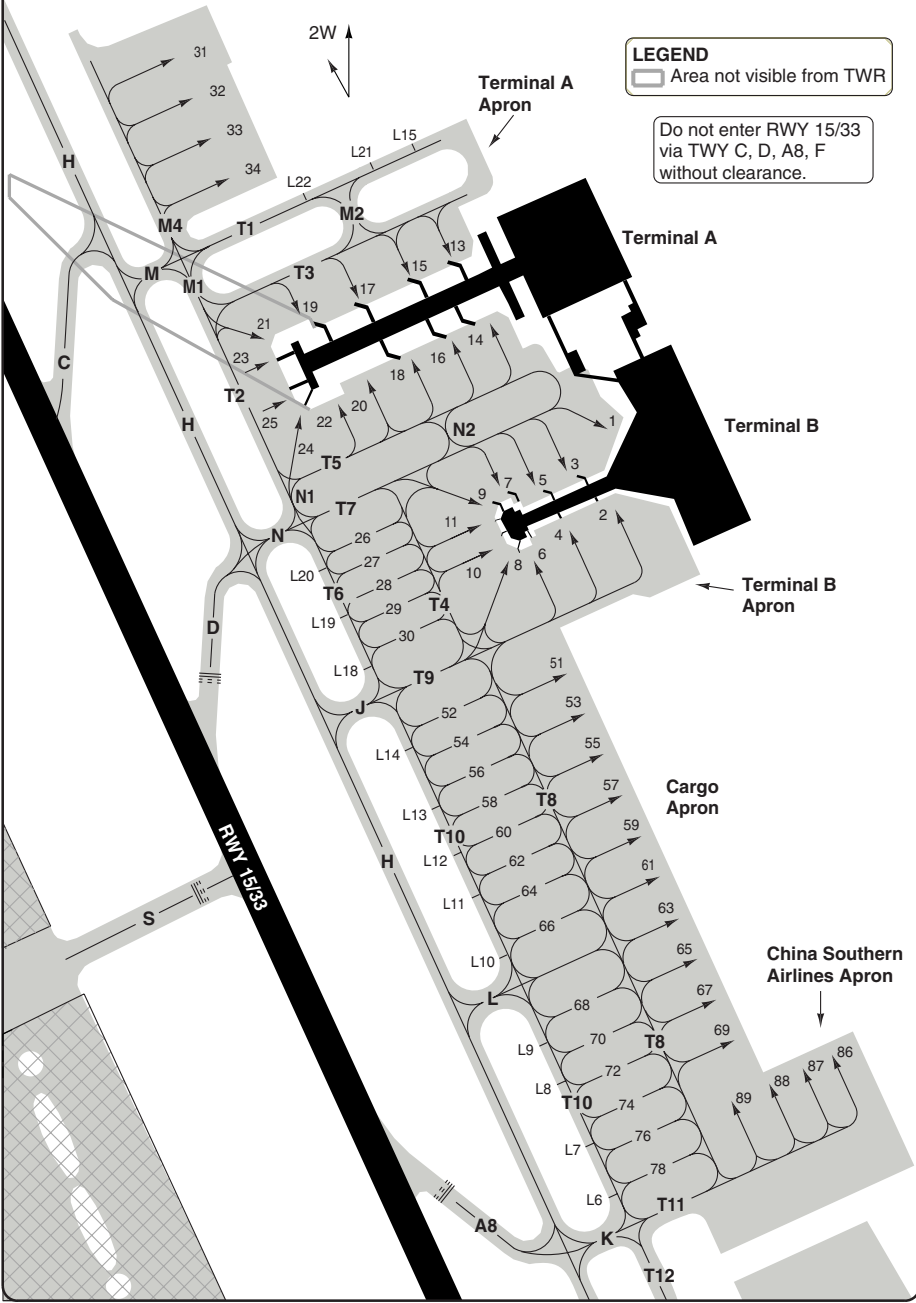
Change: WIP, TWY W and holds D, A8 added, Routes 1 & 2, Stands 801-810

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GROUND Parking Terminal and Cargo

Baoan **SHENZHEN**

Baoan DLV	GND	TWR	ATIS DEP
121.95 121.85	121.65 E 121.85 E	E, RWY 15/33 118.45 118.05	127.45
118.45	121.8 W	W, RWY 16/34 130.35 118.45	131.45 (D)



10 - 3

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Change: Holds D, A8 added, stands L6-L14 and L18-L22 added

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GENERAL

GENERAL

1. AERODROME RESTRICTION

- 1.1 Take-off/landing ACFT without SSR transponder is forbidden.
- 1.2 All technical flight test or exhibition flights shall be filed in advance with ATC and conducted only after clearance is given.

2. WARNING

- 2.1 Deviation to the SE is forbidden so as to avoid entry into Hong Kong airspace.
- 2.2 Forced landing area is 3800m/12467ft, parallel to RWY 16/34. Located at west of RWY 16/34.
- 2.3 Freeway located to the west of Shenzhen airport, should not be mistaken for RWY.

3. ALTIMETER SETTING

All clearances are given in meter QNH.

4. CIRCUITS

Circuits shall be conducted W of RWY, at 1320ft-1970ft (400m-600m) for CAT C/D, 990ft (300m) for CAT A/B.

5. TRAFFIC

- 5.1 Landing ACFT shall vacate the RWY as soon as possible, otherwise inform ATC.
- 5.2 Pilots shall leave TWR frequency without instruction. When airborne contact assigned frequency.

6. RWY RESTRICTION

- 6.1 Landing ACFT shall use the follow-me vehicle, which is only available to arriving ACFT.
- 6.2 ACFT forbidden to enter RWY from TWYs C, D, E, F.
- 6.3 ACFT shall obtain ATC clearance before conducting short runway takeoff.

7. TWY RESTRICTION

- 7.1 180° turns on TWY forbidden.
- 7.2 TWY N, T2, T4, T5, T7 and T10 can only be used by ACFT with wing span not more than 47.6m/156ft.
- 7.3 TWY T6, T11 and T16 can only be used by ACFT with wing span not more than 34.3m/113ft.
- 7.4 Taxiing from T14 to T16 is forbidden for ACFT with wing span more than 34.3m/113ft.
- 7.5 Landing ACFT shall hold short of TWY H and wait for ATC clearance after vacating RWY 15/33, and TWY E for RWY 16/34.

- 7.6 Landing ACFT shall vacate the RWY within 50 seconds, otherwise inform TWR controller before landing.
- 7.7 Landing ACFT shall monitor TWR frequency before vacating the RWY.
- 7.8 In LVPs landing ACFT must report the vacated RWY designation and the taxiway in use during initial contact with GND control.

8. TAXIING

- 8.1 While crossing RWY 15/33 the taking-off ACFT shall be responsible for the safety separation with the other ACFT to avoid the effect of wake turbulence.
- 8.2 Report to TWR Control 'RWY vacated' after crossing.
- 8.3 ACFT shall hold short of TWY H after crossing RWY 15/33 from west to east, or short of TWY D1 from east to west, and then wait for the instruction of GND control.
- 8.4 While taxiing on the wrong way or an incursion of RWY inform ATC immediately.

9. APRON

- 9.1 ACFT taxi in or out stands Nr. 26-30, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78 under own power, exit on other stands shall be pushed back. Taxi on own power or dragged by tow truck is strictly forbidden without ATC clearance.
- 9.2 Engine run-ups are subject to prior clearance.
- 9.3 Flight crew shall contact GND/TWR 10 mins prior to start-up.

10. OPERATIONS ON PARALLEL RWYS

- 10.1 Upon receipt of APCH clearance, the pilot shall monitor the operating status of other ACFT in the vicinity by airborne equipment and establish the visual separation as practicable, then report 'visual separation established'.
- 10.2 In adverse weather conditions report situation to ATC immediately.
- 10.3 Two RWYS are parallel and wide-distance, the RWY designator is not supplemented with 'L' or 'R', pilots and controller shall monitor to identify.

SID RWY 15 **RNAV** North, East

Baoan **SHENZHEN**

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM02 124.25 126.0 TM03 123.85 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
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ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

RADAR REQUIRED
RNAV 1
GNSS or DME/DME/IRU REQUIRED

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

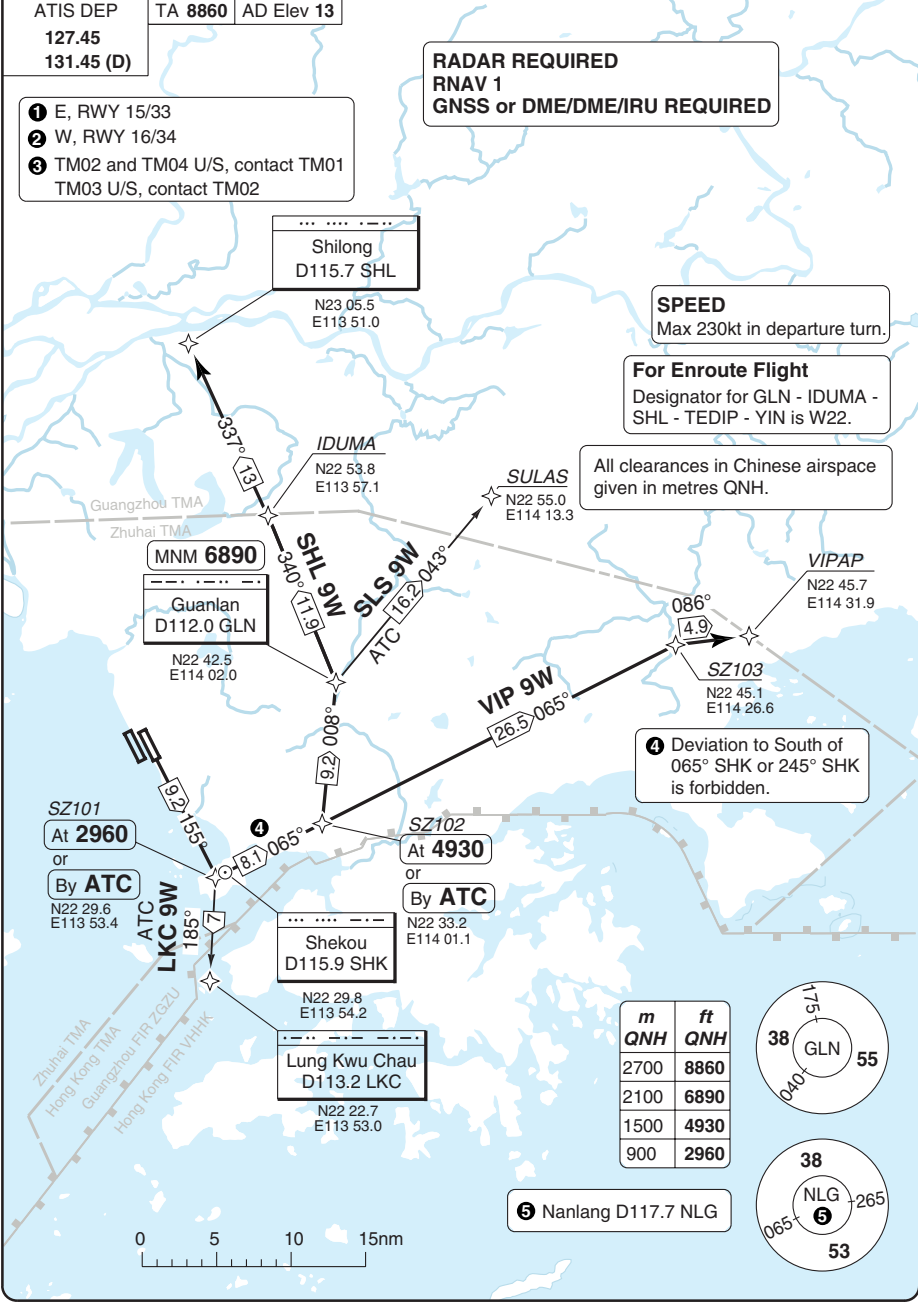
SPEED
Max 230kt in departure turn.

For Enroute Flight
Designator for GLN - IDUMA - SHL - TEDIP - YIN is W22.

All clearances in Chinese airspace given in metres QNH.

④ Deviation to South of 065° SHK or 245° SHK is forbidden.

30 - 1



m	ft
2700	8860
2100	6890
1500	4930
900	2960



⑤ Nanlang D117.7 NLG

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Change: New chart

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SID RWY 15 **RNAV** South West

Baoan **SHENZHEN**

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0 TM02 124.25 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
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ATIS DEP
127.45
131.45 (D)

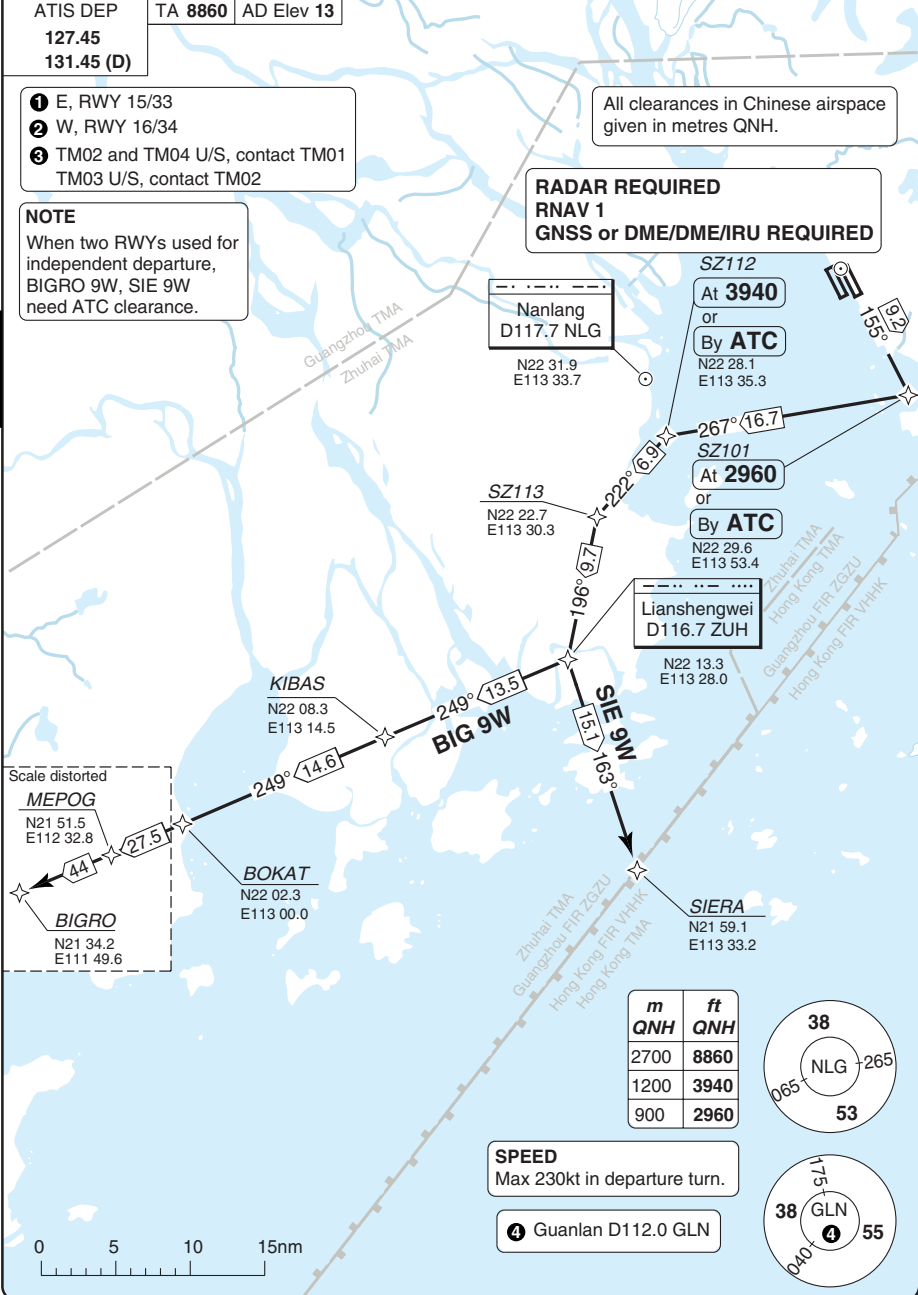
TA 8860 AD Elev 13

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

NOTE
When two RWYs used for independent departure, BIGRO 9W, SIE 9W need ATC clearance.

All clearances in Chinese airspace given in metres QNH.

RADAR REQUIRED
RNAV 1
GNSS or DME/DME/IRU REQUIRED



Nanlang
D117.7 NLG
N22 31.9
E113 33.7

SZ112
At **3940**
or
By **ATC**
N22 28.1
E113 35.3

SZ113
N22 22.7
E113 30.3

SZ101
At **2960**
or
By **ATC**
N22 29.6
E113 53.4

Lianshengwei
D116.7 ZUH
N22 13.3
E113 28.0

KIBAS
N22 08.3
E113 14.5

BIG 9W

SIE 9W

Scale distorted
MEPOG
N21 51.5
E112 32.8

BIGRO
N21 34.2
E111 49.6

BOKAT
N22 02.3
E113 00.0

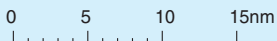
SIERA
N21 59.1
E113 33.2

m	ft
2700	8860
1200	3940
900	2960



SPEED
Max 230kt in departure turn.

④ Guanlan D112.0 GLN



SID RWY 16 **RNAV** North, East

Baoan **SHENZHEN**

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM02 124.25 126.0 TM03 123.85 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
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ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

RADAR REQUIRED
RNAV 1
GNSS or DME/DME/IRU REQUIRED

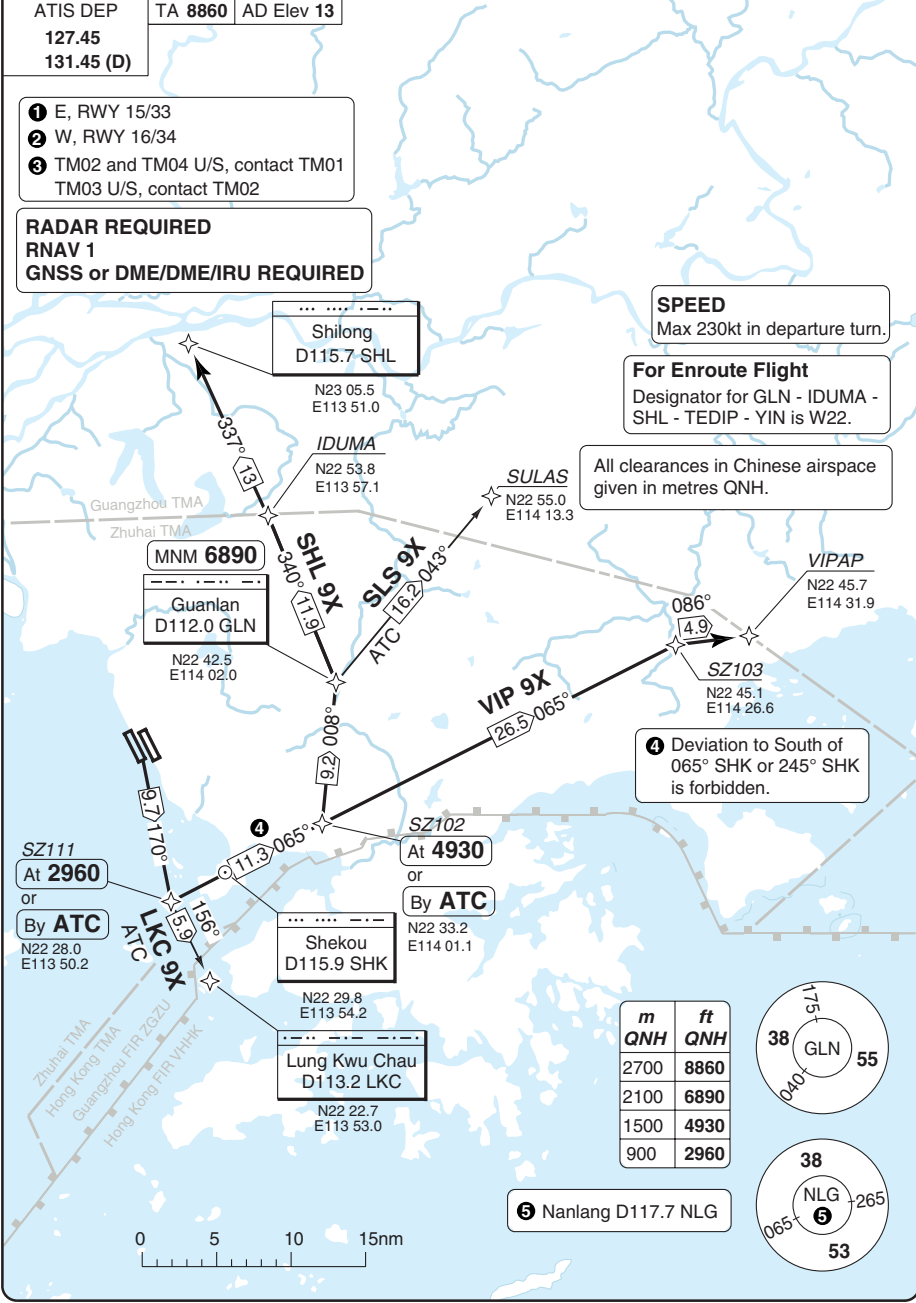
SPEED
Max 230kt in departure turn.

For Enroute Flight
Designator for GLN - IDUMA - SHL - TEDIP - YIN is W22.

All clearances in Chinese airspace given in metres QNH.

④ Deviation to South of 065° SHK or 245° SHK is forbidden.

30 - 3



MNM 6890

Guanlan
D112.0 GLN

Shilong
D115.7 SHL

IDUMA
N22 53.8
E113 57.1

SULAS
N22 55.0
E114 13.3

VIPAP
N22 45.7
E114 31.9

SZ103
N22 45.1
E114 26.6

SZ102
At 4930
or
By ATC

Shekou
D115.9 SHK

Lung Kwu Chau
D113.2 LKC

SZ111
At 2960
or
By ATC

m	ft
2700	8860
2100	6890
1500	4930
900	2960



⑤ Nanlang D117.7 NLG



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Change: New chart

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SID RWY 16 **RNAV** South West

Baoan **SHENZHEN**

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0	TM02 124.25 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
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ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

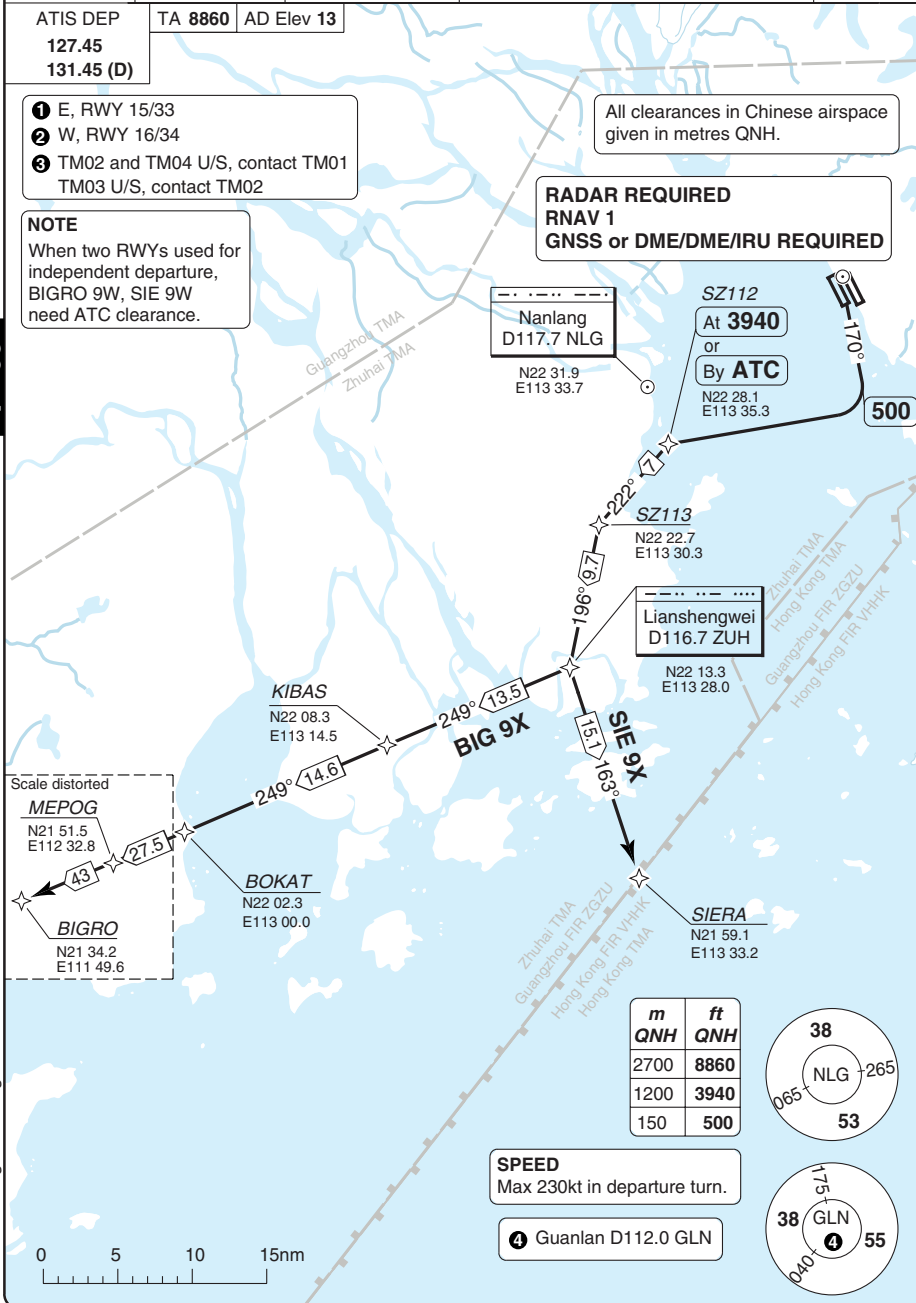
- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

NOTE
When two RWYs used for independent departure, BIGRO 9W, SIE 9W need ATC clearance.

All clearances in Chinese airspace given in metres QNH.

RADAR REQUIRED
RNAV 1
GNSS or DME/DME/IRU REQUIRED

30 - 4



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Change: New chart

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SID RWY 33 **RNAV** North, East

Baoan SHENZHEN

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM02 124.25 126.0 TM03 123.85 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
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ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

SPEED
Max 230kt in departure turn.

Shilong
D115.7 SHL
N23 05.5
E113 51.0

IDUMA
D13 SHL
N22 53.8
E113 57.1

RADAR REQUIRED
RNAV 1
GNSS or DME/DME/IRU REQUIRED

All clearances in Chinese airspace given in metres QNH.

SULAS
N22 55.0
E114 13.3

VIPAP
D27.5 GLN
N22 45.7
E114 31.9

SZ003
N22 47.8
E113 52.0

SZ001
N22 45.8
E113 44.4

SZ004
N22 49.7
E113 59.3

MNM 6890
Guanlan
D112.0 GLN
N22 42.5
E114 02.0

DME
110.7 IMH

LKC 9Y ATC
180° 24.8

Lung Kwu Chau
D113.2 LKC
N22 22.7
E113 53.0

m	ft
QNH	QNH
2700	8860
2100	6890



④ Nanlang D117.7 NLG



30 - 5

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Change: New chart

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SID RWY 33 **RNAV** South West

Baoan SHENZHEN

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0	TM02 124.25 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
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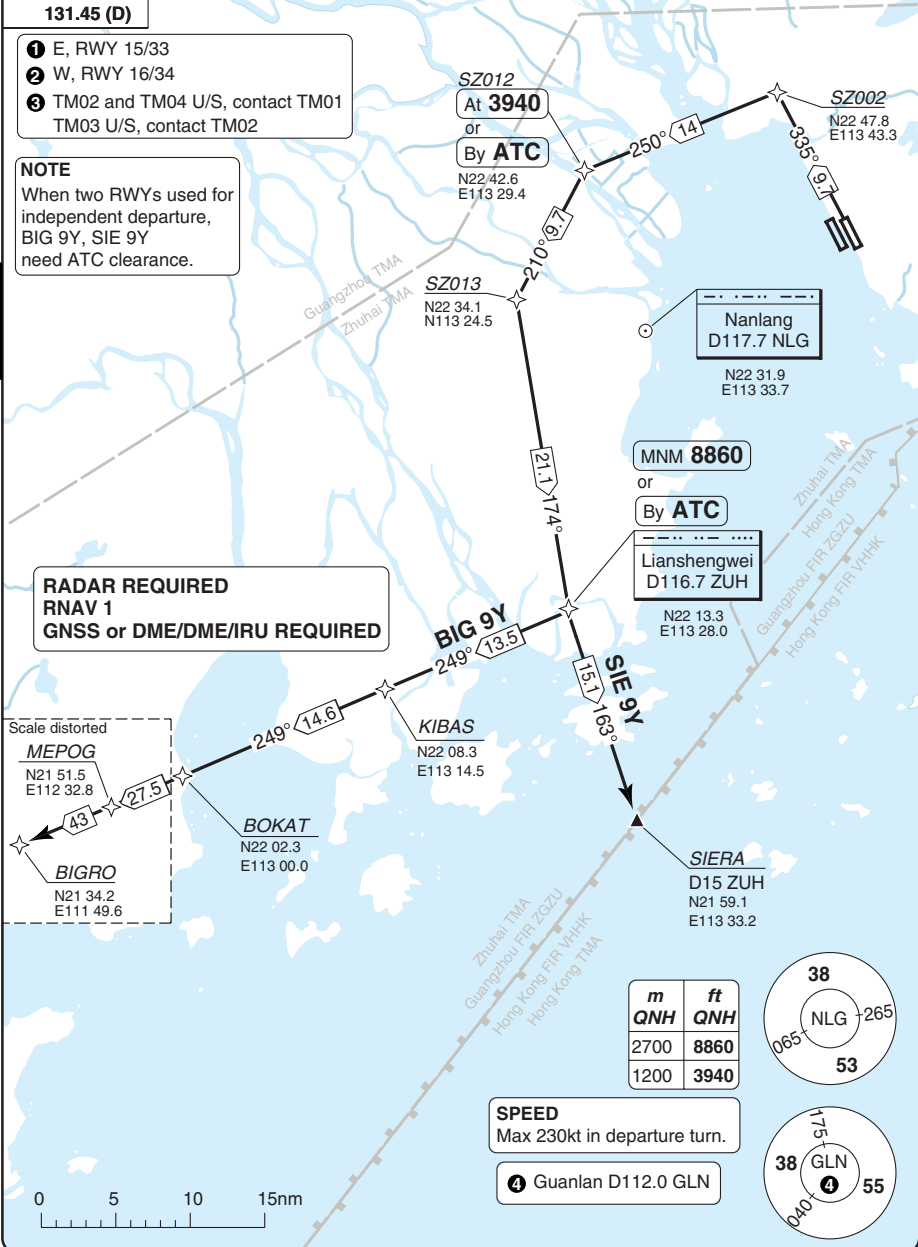
ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

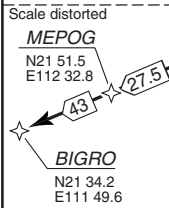
All clearances in Chinese airspace given in metres QNH.

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

NOTE
When two RWYs used for independent departure, BIG 9Y, SIE 9Y need ATC clearance.



RADAR REQUIRED
RNAV 1
GNSS or DME/DME/IRU REQUIRED

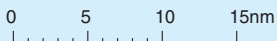


m	ft
2700	8860
1200	3940



SPEED
Max 230kt in departure turn.

④ Guanlan D112.0 GLN



SID RWY 34 **RNAV** North, East, LKC 9Z

Baoan **SHENZHEN**

Baoan DLV	GND	TWR	Zhuhai APP ③	Baoan DEP
121.95 121.85	121.65E 121.85E	118.45 ① 118.05 ①	TM01 120.35 127.95 TM02 124.25 126.0	131.45 (D)
118.45	121.8 W	130.35 ② 118.45 ②	TM03 123.85 126.0 TM04 124.75 127.95	

ATIS DEP
127.45
131.45 (D)

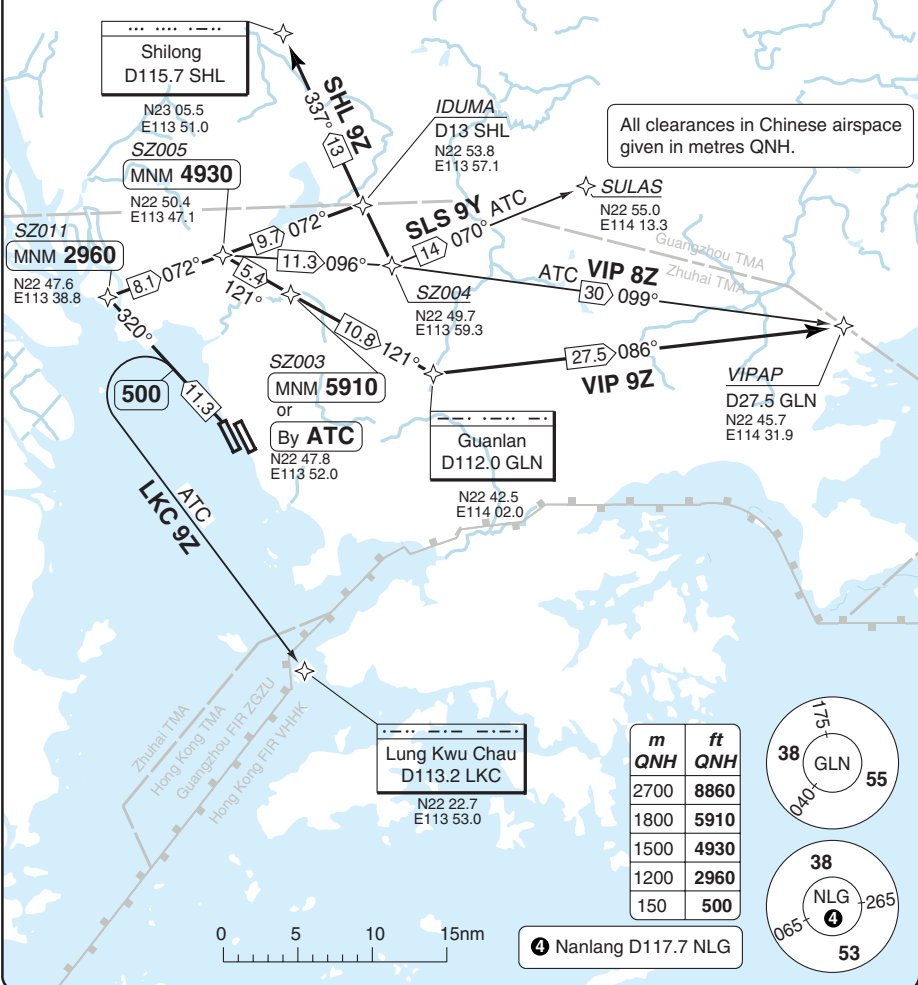
TA 8860 AD Elev 13

NOTE
When two RWYs used for independent departure, SHL 9Z, VIP 8Z/9Z, SLS 9Z need ATC clearance.

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01 TM03 U/S, contact TM02

SPEED
Max 230kt in departure turn.

RADAR REQUIRED
RNAV 1
GNSS or DME/DME/IRU REQUIRED



SID RWY 34 **RNAV** South West

Baoan **SHENZHEN**

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM02 124.25 126.0 TM03 123.85 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
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ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

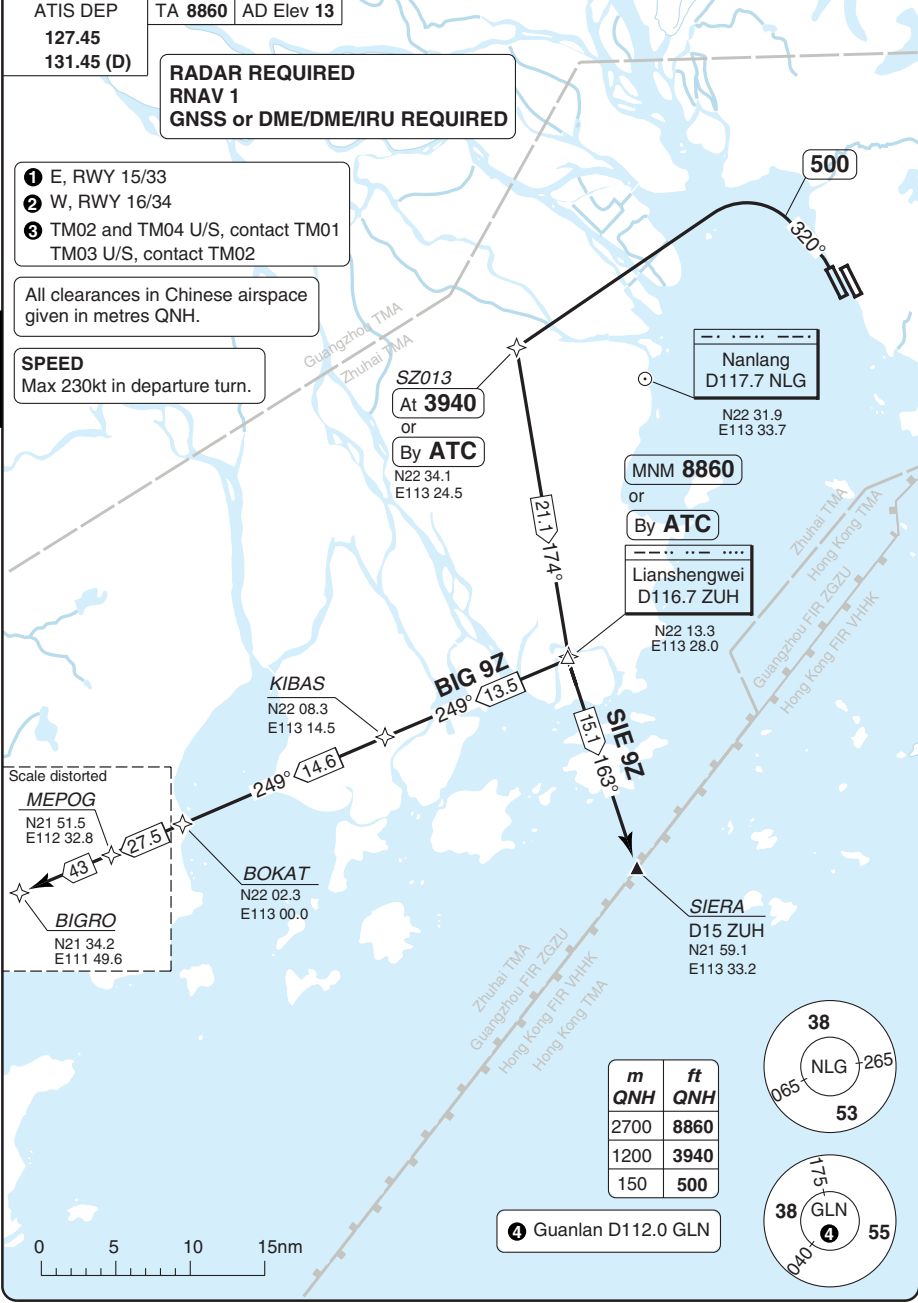
RADAR REQUIRED
RNAV 1
GNSS or DME/DME/IRU REQUIRED

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

All clearances in Chinese airspace given in metres QNH.

SPEED
Max 230kt in departure turn.

30 - 8



Scale distorted
MEPOG
N21 51.5
E112 32.8
BIGRO
N21 34.2
E111 49.6

KIBAS
N22 08.3
E113 14.5

BIG 9Z
249° 13.5

SIERA
D15 ZUH
N21 59.1
E113 33.2

SZ013
At 3940
or
By ATC
N22 34.1
E113 24.5

MNM 8860
or
By ATC

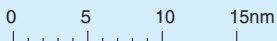
Lianshengwei
D116.7 ZUH
N22 13.3
E113 28.0

Nanlang
D117.7 NLG
N22 31.9
E113 33.7

m	ft
2700	8860
1200	3940
150	500



④ Guanlan D112.0 GLN



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Change: Re-indexed

SID RWY 15 North East

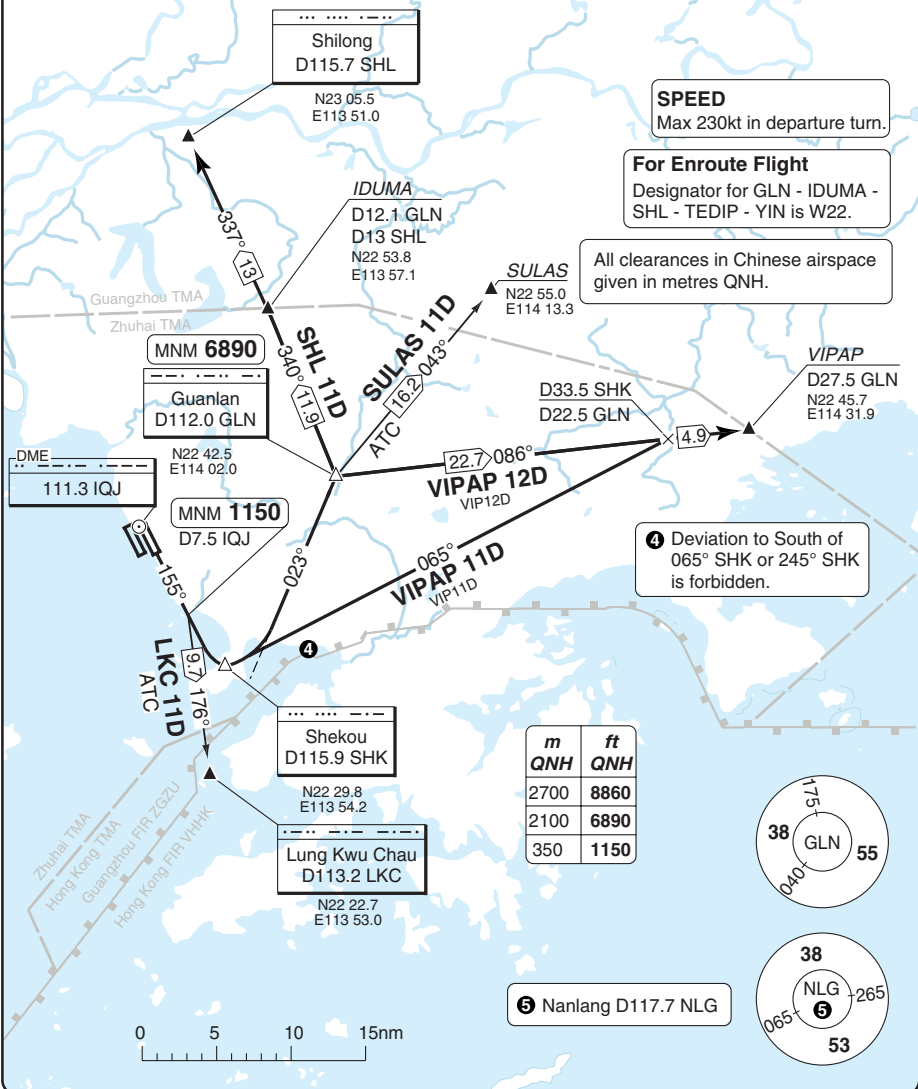
Baoan SHENZHEN

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM02 124.25 126.0 TM03 123.85 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
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ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02



30 - 9

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Change: Re-indexed, SULAS 11D added

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SID RWY 15 South West

Baoan SHENZHEN

Baoan DLV 121.95 121.85 118.45	GND 121.65 E 121.85 E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0	Baoan DEP 131.45 (D) TM02 124.25 126.0 TM04 124.75 127.95
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ATIS DEP
127.45
131.45 (D)

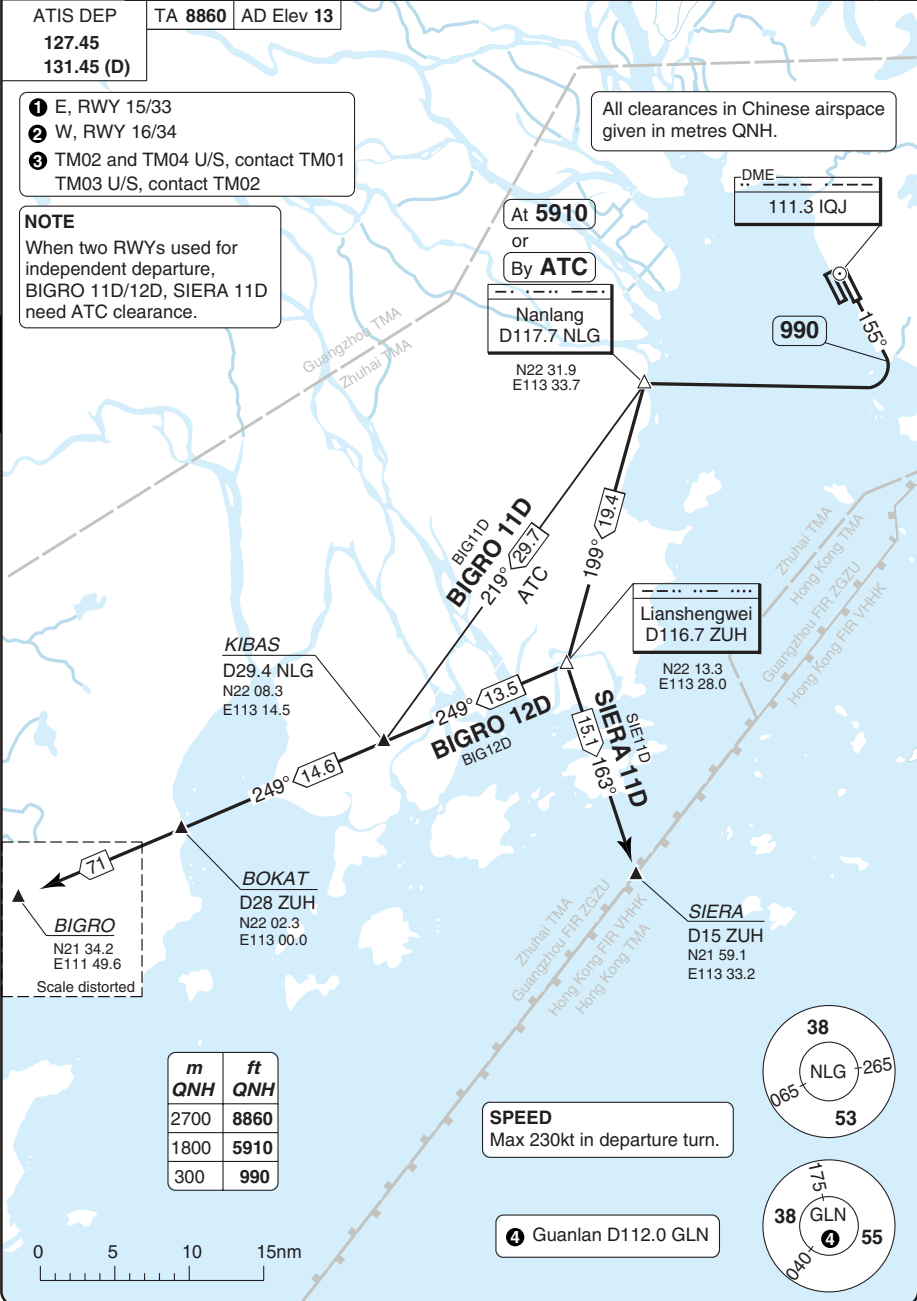
TA 8860 AD Elev 13

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

NOTE
When two RWYs used for independent departure, BIGRO 11D/12D, SIERA 11D need ATC clearance.

All clearances in Chinese airspace given in metres QNH.

30 - 10



At 5910

or
By ATC

Nanlang
D117.7 NLG

N22 31.9
E113 33.7

DME
111.3 IQJ

990
155°

KIBAS
D29.4 NLG
N22 08.3
E113 14.5

BIGRO 12D
BIG12D
249°/13.5

Lianshengwei
D116.7 ZUH

N22 13.3
E113 28.0

BIGRO
N21 34.2
E111 49.6
Scale distorted

BOKAT
D28 ZUH
N22 02.3
E113 00.0

SIERA
D15 ZUH
N21 59.1
E113 33.2

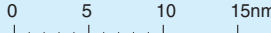
m	ft
2700	8860
1800	5910
300	990

SPEED
Max 230kt in departure turn.

④ Guanlan D112.0 GLN



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Change: Re-indexed

SID RWY 16 North East

Baoan SHENZHEN

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0 TM02 124.25 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
--------------------------------------	-----------------------------------	---	--	-------------------------

ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

For Enroute Flight
Designator for GLN - IDUMA -
SHL - TEDIP - YIN is W22.

SPEED
Max 230kt in departure turn.

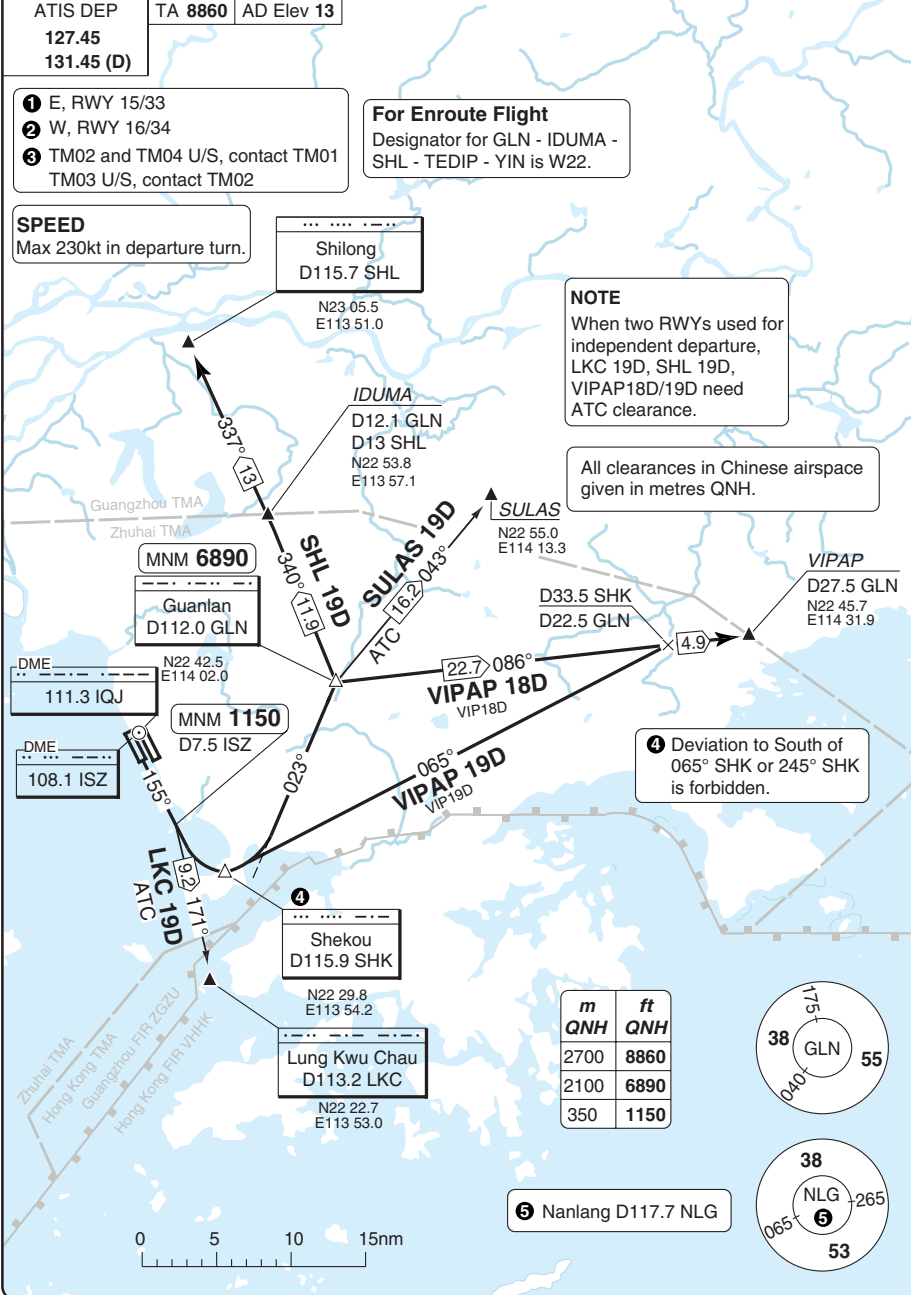
Shilong
D115.7 SHL
N23 05.5
E113 51.0

NOTE
When two RWYs used for
independent departure,
LKC 19D, SHL 19D,
VIPAP18D/19D need
ATC clearance.

All clearances in Chinese airspace
given in metres QNH.

④ Deviation to South of
065° SHK or 245° SHK
is forbidden.

⑤ Nanlang D117.7 NLG



m	ft
2700	8860
2100	6890
350	1150



SID RWY 16 South West

Baoan SHENZHEN

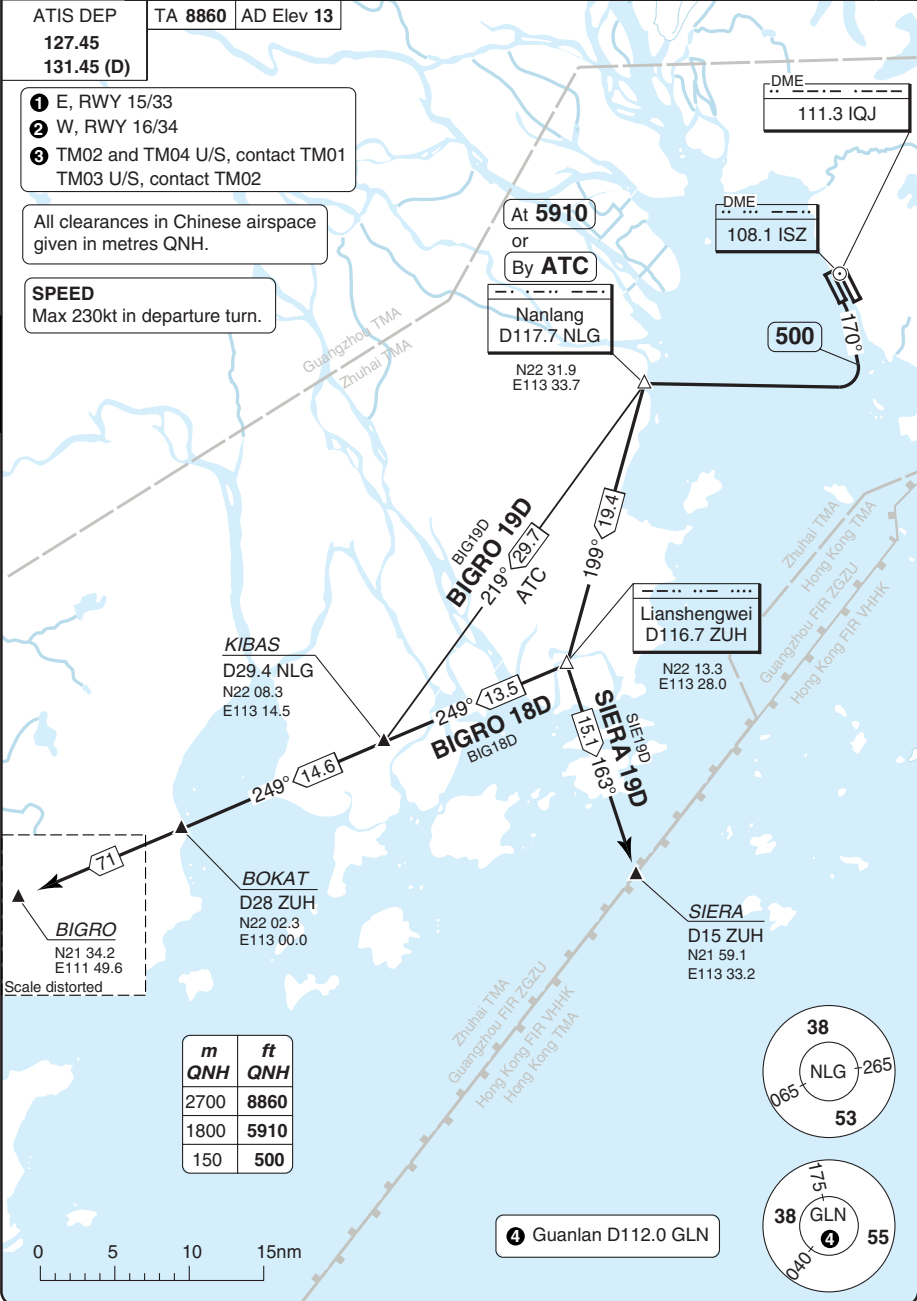
Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0	Baoan DEP 131.45 (D)
ATIS DEP 127.45 131.45 (D)		TA 8860 AD Elev 13	TM02 124.25 126.0 TM04 124.75 127.95	

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

All clearances in Chinese airspace given in metres QNH.

SPEED
Max 230kt in departure turn.

30 - 12



Change: Re-indexed

SID RWY 33 North East, LKC 09D

Baoan SHENZHEN

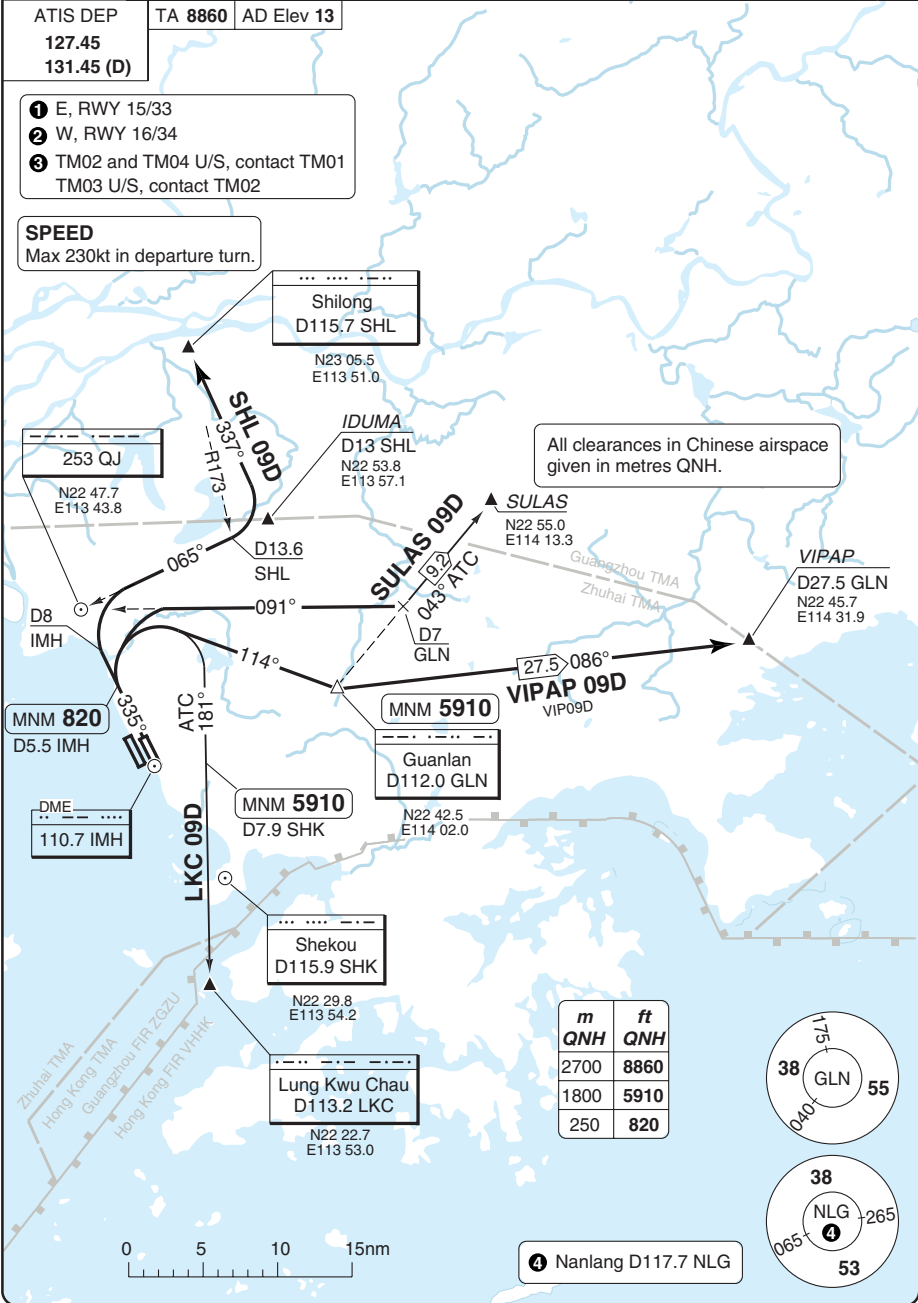
Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0	Baoan DEP 131.45 (D) TM02 124.25 126.0 TM04 124.75 127.95
--------------------------------------	-----------------------------------	---	---	--

ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

SPEED
Max 230kt in departure turn.



m	ft
2700	8860
1800	5910
250	820



④ Nanlang D117.7 NLG

30 - 13

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Change: Re-indexed, SULAS 09D added

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

SID RWY 33 South West

Baoan SHENZHEN

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0	TM02 124.25 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
--------------------------------------	-----------------------------------	---	---	---	-------------------------

ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

NOTE
When two RWYs used for independent departure, BIGRO 08D/09D, SIERA 09D need ATC clearance.

All clearances in Chinese airspace given in metres QNH.

253 QJ
N22 47.7
E113 43.8

MNM 500
D4.5 IMH

At 3940
Nanlang
D117.7 NLG
N22 31.9
E113 33.7

DME
110.7 IMH

KIBAS
D29.4 NLG
N22 08.3
E113 14.5

BIGRO 09D
BIG09D
219° 13.5
ATC

Lianshengwei
D116.7 ZUH
N22 13.3
E113 28.0

BIGRO 08D
BIG08D
249° 14.6

SIERA 09D
SIE09D
131.7 163°

BOKAT
D28 ZUH
N22 02.3
E113 00.0

BIGRO
N21 34.2
E111 49.6

SIERA
D15 ZUH
N21 59.1
E113 33.2

m	ft
2700	8860
1200	3940
150	500

SPEED
Max 230kt in departure turn.

④ Guanlan D112.0 GLN



30 - 14

© Navitech - zgsz14daorg0



Change: Re-indexed

SID RWY 34 North East, LKC 01D

Baoan SHENZHEN

Baoan DLV 121.95 121.85 118.45	GND 121.65E 121.85E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0	TM02 124.25 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
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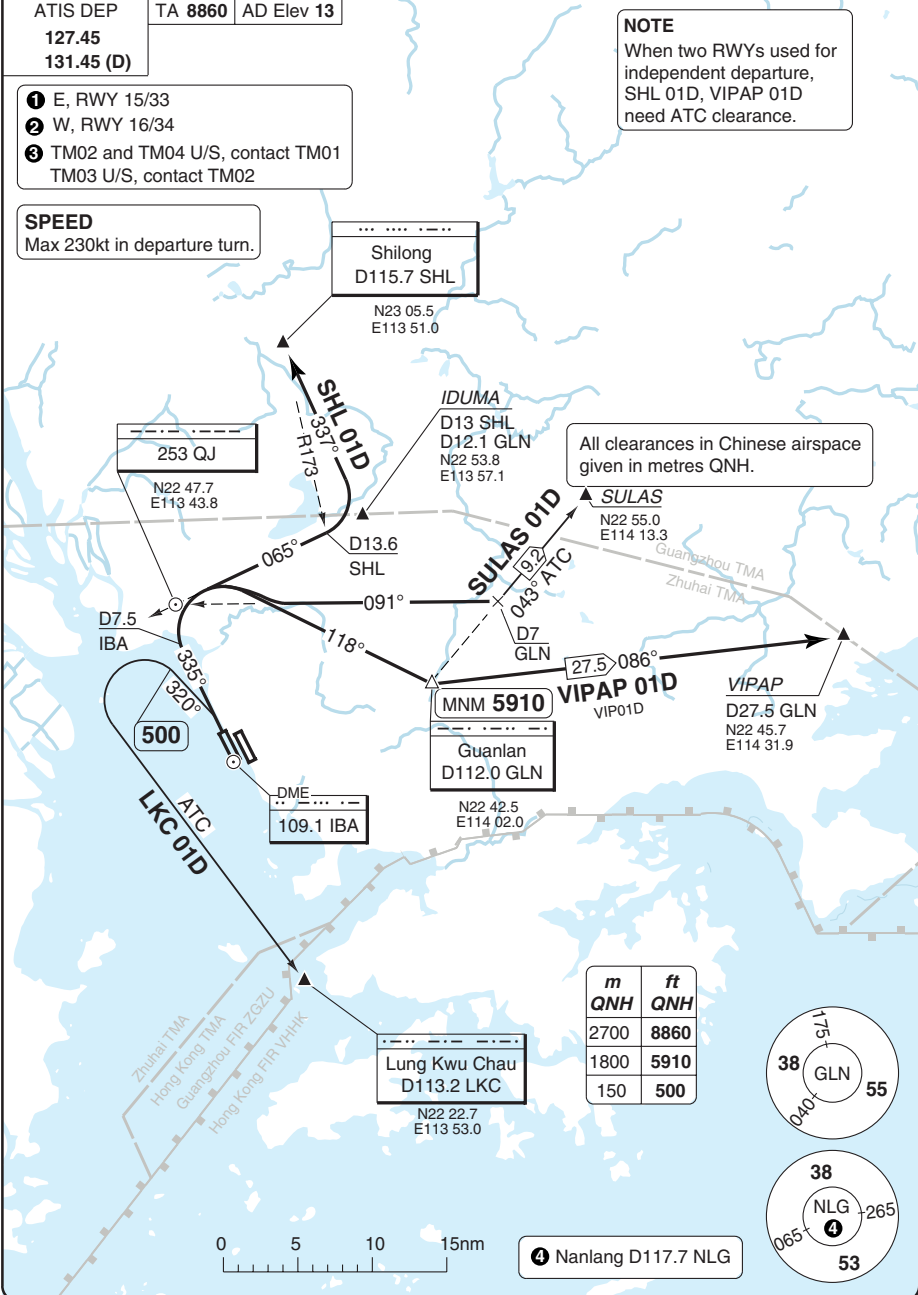
ATIS DEP
127.45
131.45 (D)

TA 8860 AD Elev 13

NOTE
When two RWYs used for independent departure, SHL 01D, VIPAP 01D need ATC clearance.

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

SPEED
Max 230kt in departure turn.

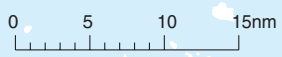


30 - 15

m	ft
2700	8860
1800	5910
150	500



④ Nanlang D117.7 NLG



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Change: Re-indexed, SULAS 01D added

SID RWY 34 South West

Baoan SHENZHEN

Baoan DLV 121.95 121.85 118.45	GND 121.65 E 121.85 E 121.8 W	TWR 118.45 ① 118.05 ① 130.35 ② 118.45 ②	Zhuhai APP ③ TM01 120.35 127.95 TM03 123.85 126.0	TM02 124.25 126.0 TM04 124.75 127.95	Baoan DEP 131.45 (D)
--------------------------------------	-------------------------------------	---	---	---	-------------------------

ATIS DEP
127.45
131.45 (D)

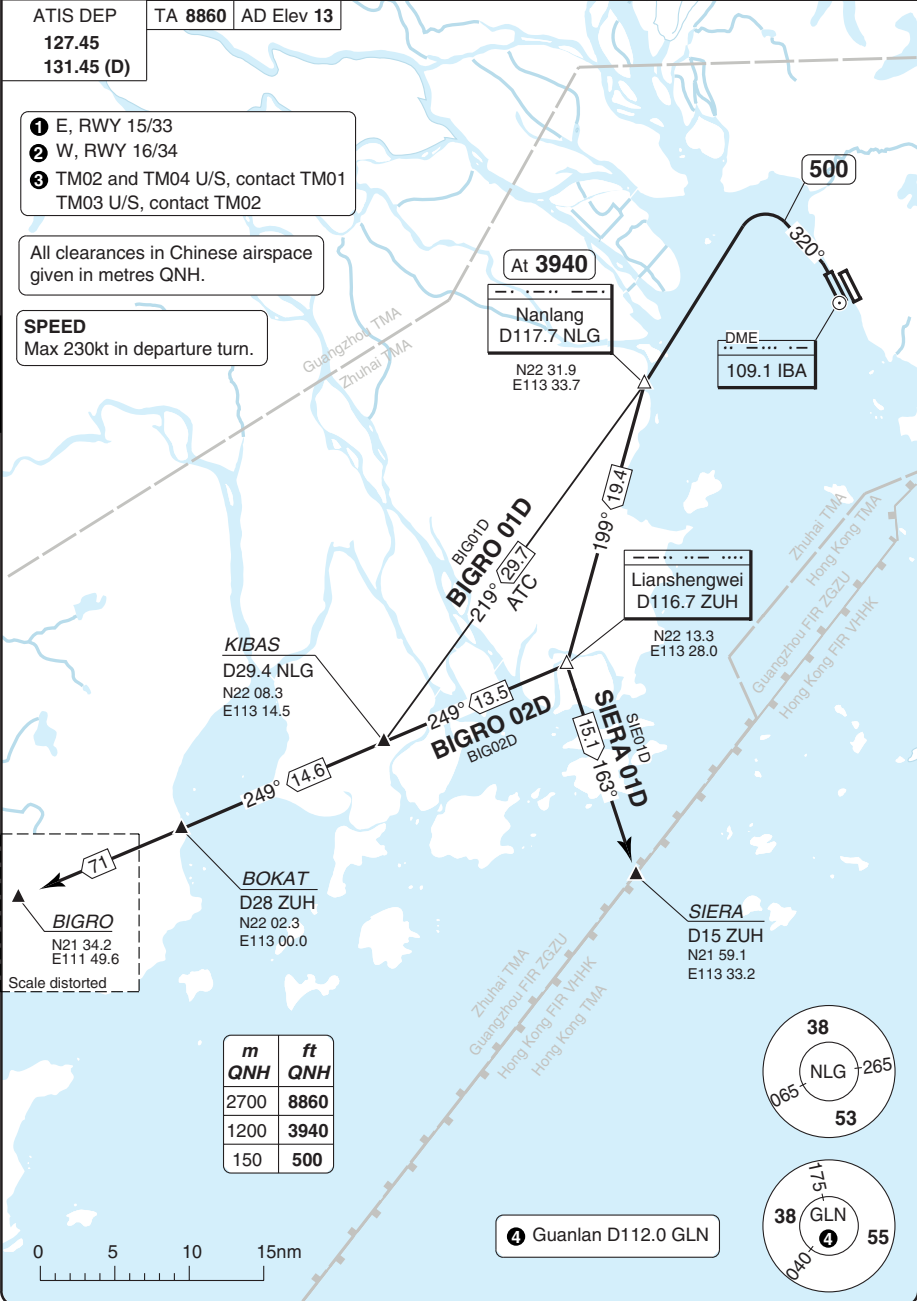
TA 8860 AD Elev 13

- ① E, RWY 15/33
- ② W, RWY 16/34
- ③ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02

All clearances in Chinese airspace given in metres QNH.

SPEED
Max 230kt in departure turn.

30 - 16



STAR RWY 15 **RNAV** West

Baoan SHENZHEN

Zhuhai APP 1		Baoan TWR		GND		ATIS ARR		
TM01	120.35 127.95	TM02	124.25 126.0	118.45 2	118.05 2	121.65 E	121.85 E	126.85
TM03	123.85 126.0	TM04	124.75 127.95	130.35 3	118.45 3	121.8 W		131.45 (D)

TL **4** AD Elev 13

- 1** TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- 2** E, RWY 15/33
- 3** W, RWY 16/34
- 4** TL **108** at or above 980 hPa.
TL **118** below 980 hPa.

m	STD	FL
3600		118
3300		108
m	QNH	ft
QNH	QNH	QNH
2100	6890	
1800	5910	
1500	4930	
1000	3290	

Pingzhou
D114.1 POU

N23 01.3
E113 11.4

SAREX
N22 52.9
E113 29.0

CF15
At **3290**
N22 52.9
E113 40.5

All clearances in Chinese airspace given in metres QNH.

SPEED
Initial APCH MAX 205kt.
Holding MAX 205kt.
MAX 250kt below **FL108**.

SZ161
At **6890**
or
By ATC
N22 30.9
E113 21.9

At **4930**
N22 35.9
E113 32.9

Nanlang
D117.7 NLG
N22 31.9
E113 33.7

Lianshengwei
D116.7 ZUH
N22 13.3
E113 28.0

For Enroute Flight
Designator for BIGRO - UJ - ROMEO is W552.
Designator for UJ - ZUH is W553.

Gaolan
204 UJ
N21 55.2
E113 17.6

BIG 1W
16.7

GURIN
N21 51.1
E113 00.0

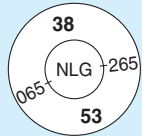
LAN 1W
23.2 030°

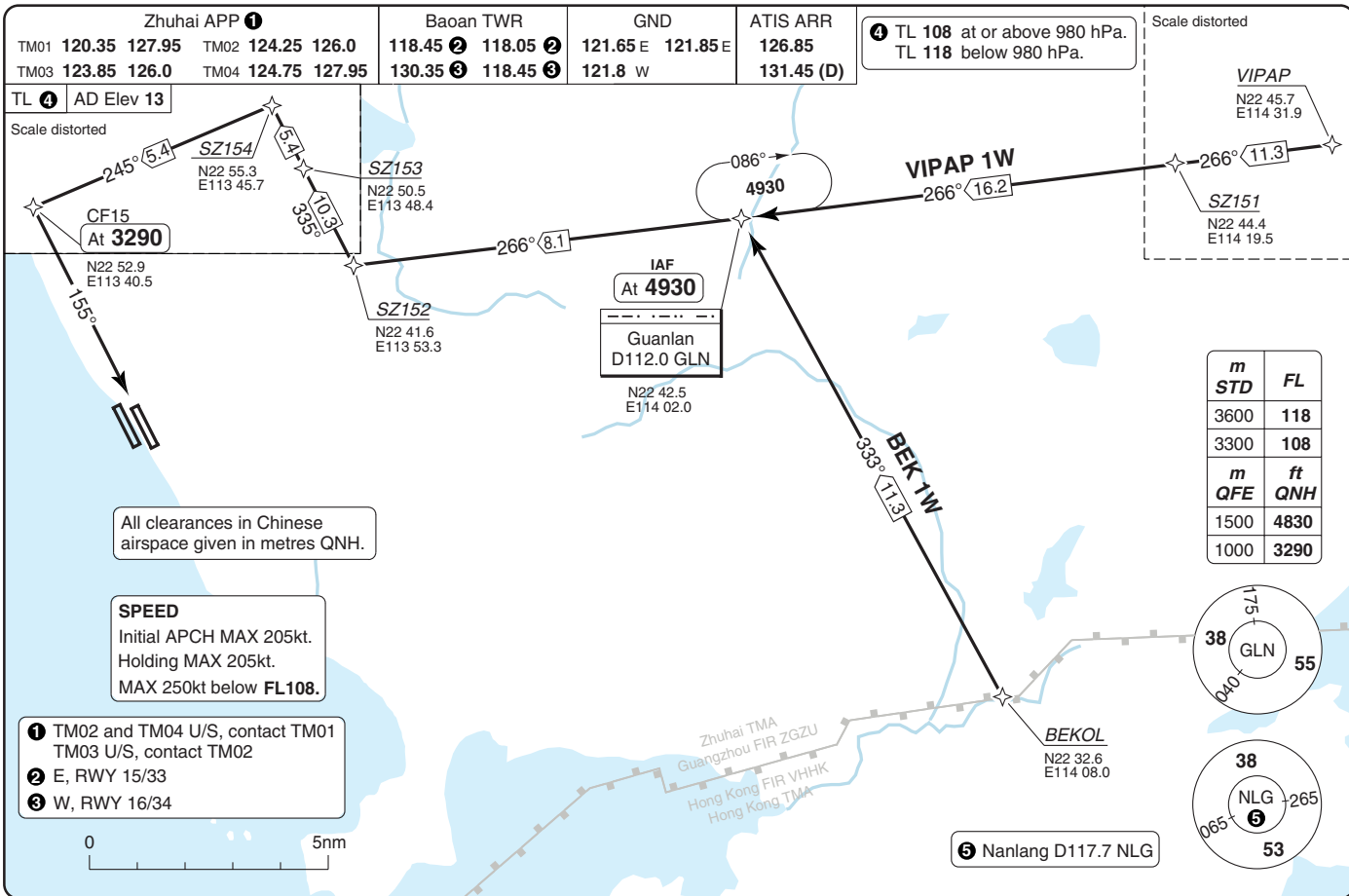
Macau
VMCC

Zhuhai
ZGSD



5 Guanlan D112.0 GLN





STAR RWY 16 **RNAV** West

Baoan SHENZHEN

Zhuhai APP 1		Baoan TWR		GND		ATIS ARR		
TM01	120.35 127.95	TM02	124.25 126.0	118.45 2	118.05 2	121.65 E	121.85 E	126.85
TM03	123.85 126.0	TM04	124.75 127.95	130.35 3	118.45 3	121.8 W		131.45 (D)

TL **4** | AD Elev 13

- 1** TM02 and TM04 U/S, contact TM01
- TM03 U/S, contact TM02
- 2** E, RWY 15/33
- 3** W, RWY 16/34
- 4** TL **108** at or above 980 hPa.
TL **118** below 980 hPa.

m	FL
3600	118
3300	108
m	ft
QNH	QNH
2100	6890
1800	5910
1500	4930
700	2300

Pingzhou
D114.1 POU

N23 01.3
E113 11.4

POU 1X
18.4 120°

SZ166
At **3290**
N22 50.0
E113 34.4

SAREX
N22 52.9
E113 29.0

POU 1W
11.3 170°
5.9
5.9
MAX 205K
-350°

CF16
N22 52.5
E113 39.6

SZ165
N22 44.7
E113 37.4

SZ162
N22 42.0
E113 31.5

SZ164
N22 39.3
E113 40.4

MNM **4930**

SZ161
At **6890**

or
By ATC
N22 30.9
E113 21.9

Nanlang
D117.7 NLG
N22 31.9
E113 33.7

Lianshengwei
D116.7 ZUH
N22 13.3
E113 28.0

All clearances in Chinese airspace given in metres QNH.

SPEED
Initial APCH MAX 205kt.
Holding MAX 205kt.
MAX 250kt below **FL108**.

For Enroute Flight
Designator for BIGRO - UJ - ROMEO is W552.
Designator for UJ - ZUH is W553.

Gaolan
204 UJ
N21 55.2
E113 17.6

BIG 1X
16.7

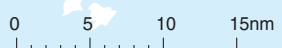
GURIN
N21 51.1
E113 00.0

LAN 1X
23.2 030°

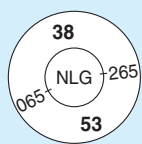
LANDA

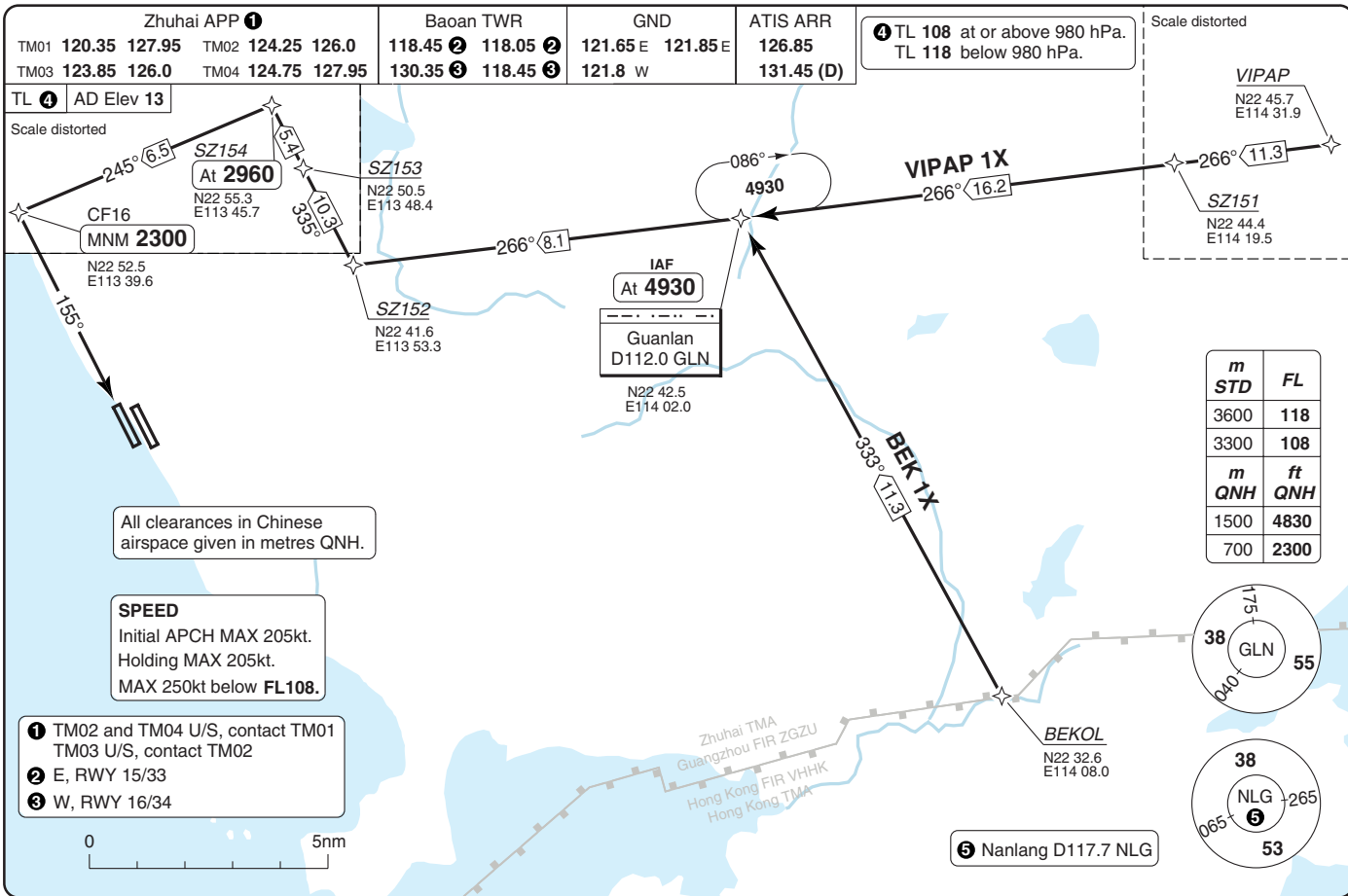
Macau
VMCC

Zhuhai
ZGSD



5 Guanlan D112.0 GLN





STAR RWY 33 **RNAV** West

Baoan **SHENZHEN**

Zhuhai APP 1		Baoan TWR		GND		ATIS ARR		
TM01	120.35 127.95	TM02	124.25 126.0	118.45 2	118.05 2	121.65 E	121.85 E	126.85
TM03	123.85 126.0	TM04	124.75 127.95	130.35 3	118.45 3	121.8 W		131.45 (D)
TL 4	AD Elev 13							

- 1** TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- 2** E, RWY 15/33
- 3** W, RWY 16/34
- 4** TL **108** at or above 980 hPa.
TL **118** below 980 hPa.

SPEED
Initial APCH MAX 205kt.
Holding MAX 205kt.
MAX 250kt below **FL108**.

NOTE
Deviation to SE of track not permitted.
ZUH 02A is unavailable when SHK is U/S.

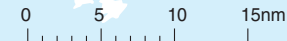
For Enroute Flight
Designator for BIGRO - UJ - ROMEO is W552.
Designator for UJ - ZUH is W553.

m	STD	FL	
3600	118		
3300	108		
m	QFE	ft	QNH
2100	6890		
1500	4930		
1000	2300		

Lianshengwei
D116.7 ZUH
N22 13.3
E113 28.0

Gaolan
204 UJ
N21 55.2
E113 17.6

GURIN
N21 51.1
E113 00.0



5 Guanlan D112.0 GLN



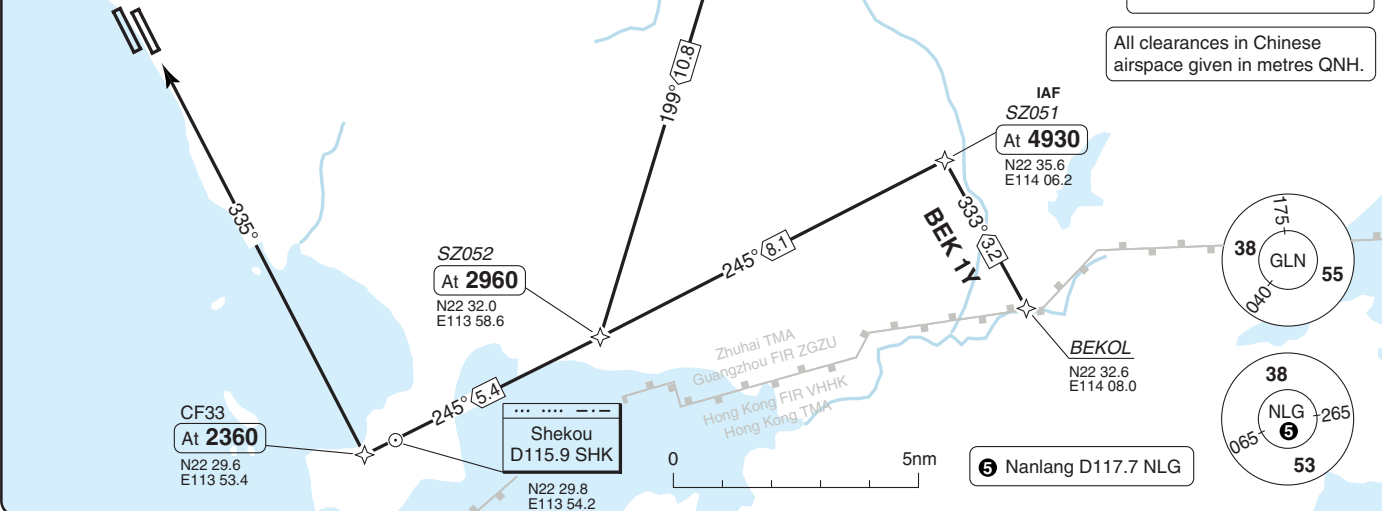
40 - 5

Zhuhai APP ①				Baoan TWR		GND		ATIS ARR				
TM01	120.35	127.95	TM02	124.25	126.0	118.45	②	118.05	②	121.65 E	121.85 E	126.85
TM03	123.85	126.0	TM04	124.75	127.95	130.35	③	118.45	③	121.8 W		131.45 (D)

TL ④ AD Elev 13

m	STD	FL	
3600		118	
3300		108	
m	QFE	ft	QNH
1500		4930	
900		2960	
700		2300	

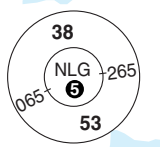
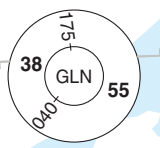
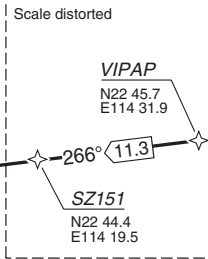
- ① TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- ② E, RWY 15/33
- ③ W, RWY 16/34
- ④ TL 108 at or above 980 hPa.
TL 118 below 980 hPa.



SPEED
Initial APCH MAX 205kt.
Holding MAX 205kt.
MAX 250kt below **FL108**.

NOTE
Deviation to SE of track not permitted.
BEKOL 01A is unavailable when SHK is U/S.

All clearances in Chinese airspace given in metres QNH.



⑤ Nanlang D117.7 NLG

STAR RWY 34 **RNAV** West

Baoan SHENZHEN

Zhuhai APP 1		Baoan TWR		GND		ATIS ARR		
TM01	120.35 127.95	TM02	124.25 126.0	118.45 2	118.05 2	121.65 E	121.85 E	126.85
TM03	123.85 126.0	TM04	124.75 127.95	130.35 3	118.45 3	121.8 W		131.45 (D)

TL **4** | AD Elev 13

- 1** TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- 2** E, RWY 15/33
- 3** W, RWY 16/34
- 4** TL **108** at or above 980 hPa.
TL **118** below 980 hPa.

SPEED
Initial APCH MAX 205kt.
Holding MAX 205kt.
MAX 250kt below **FL108**.

NOTE
Deviation to SE of track not permitted.
ZUH 02A is unavailable when SHK is U/S.

All clearances in Chinese airspace given in metres QNH.

For Enroute Flight
Designator for BIGRO - UJ - ROMEO is W552.
Designator for UJ - ZUH is W553.

m	STD	FL	
3600	118		
3300	108		
m	QFE	ft	QNH
2100	6890		
1500	4930		
1000	2300		

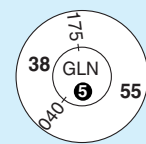
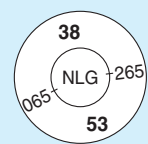
Lianshengwei
D116.7 ZUH
N22 13.3
E113 28.0

Gaolan
204 UJ
N21 55.2
E113 17.6

GURIN
N21 51.1
E113 00.0



5 Guanlan D112.0 GLN



Zhuhai APP ❶				Baoan TWR		GND		ATIS ARR				
TM01	120.35	127.95	TM02	124.25	126.0	118.45	❷	118.05	❷	121.65 E	121.85 E	126.85
TM03	123.85	126.0	TM04	124.75	127.95	130.35	❸	118.45	❸	121.8 W		131.45 (D)

Scale distorted

TL ❹ AD Elev 13

m	STD	FL	
3600		118	
3300		108	
m	QNH	ft	QNH
1500		4930	
900		2960	
700		2300	

- ❶ TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- ❷ E, RWY 15/33
- ❸ W, RWY 16/34

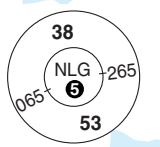
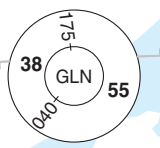
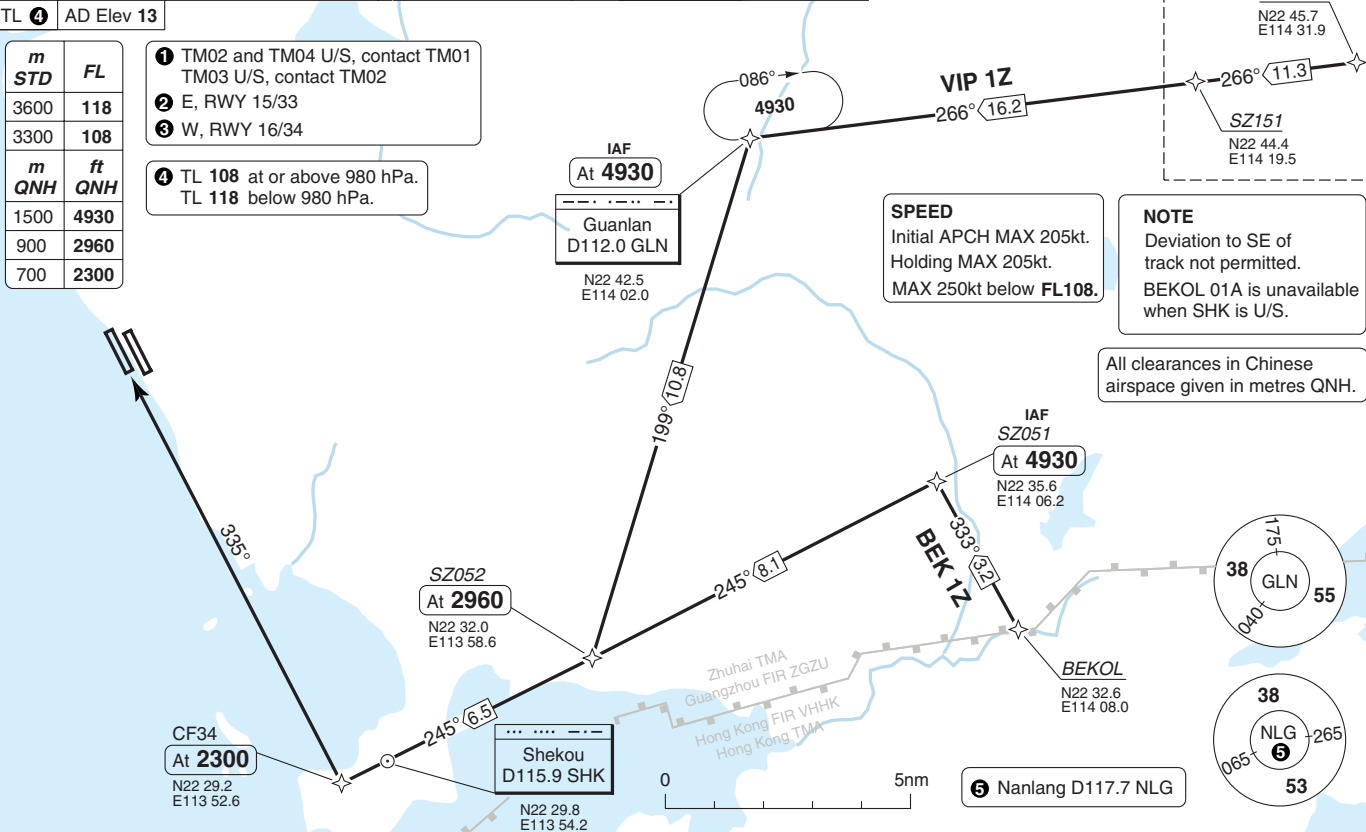
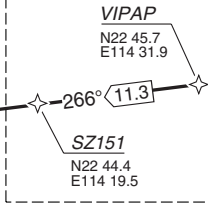
- ❹ TL 108 at or above 980 hPa.
TL 118 below 980 hPa.

IAF
At **4930**
Guanlan
D112.0 GLN
N22 42.5
E114 02.0

SPEED
Initial APCH MAX 205kt.
Holding MAX 205kt.
MAX 250kt below **FL108**.

NOTE
Deviation to SE of track not permitted.
BEKOL 01A is unavailable when SHK is U/S.

All clearances in Chinese airspace given in metres QNH.



❺ Nanlang D117.7 NLG

STAR RWY 15, 16 West

Baoan SHENZHEN

Zhuhai APP ①		Baoan TWR		GND		ATIS ARR		
TM01	120.35 127.95	TM02	124.25 126.0	118.45 ②	118.05 ②	121.65 E	121.85 E	126.85
TM03	123.85 126.0	TM04	124.75 127.95	130.35 ③	118.45 ③	121.8 W		131.45 (D)
TL ④	AD Elev 13							

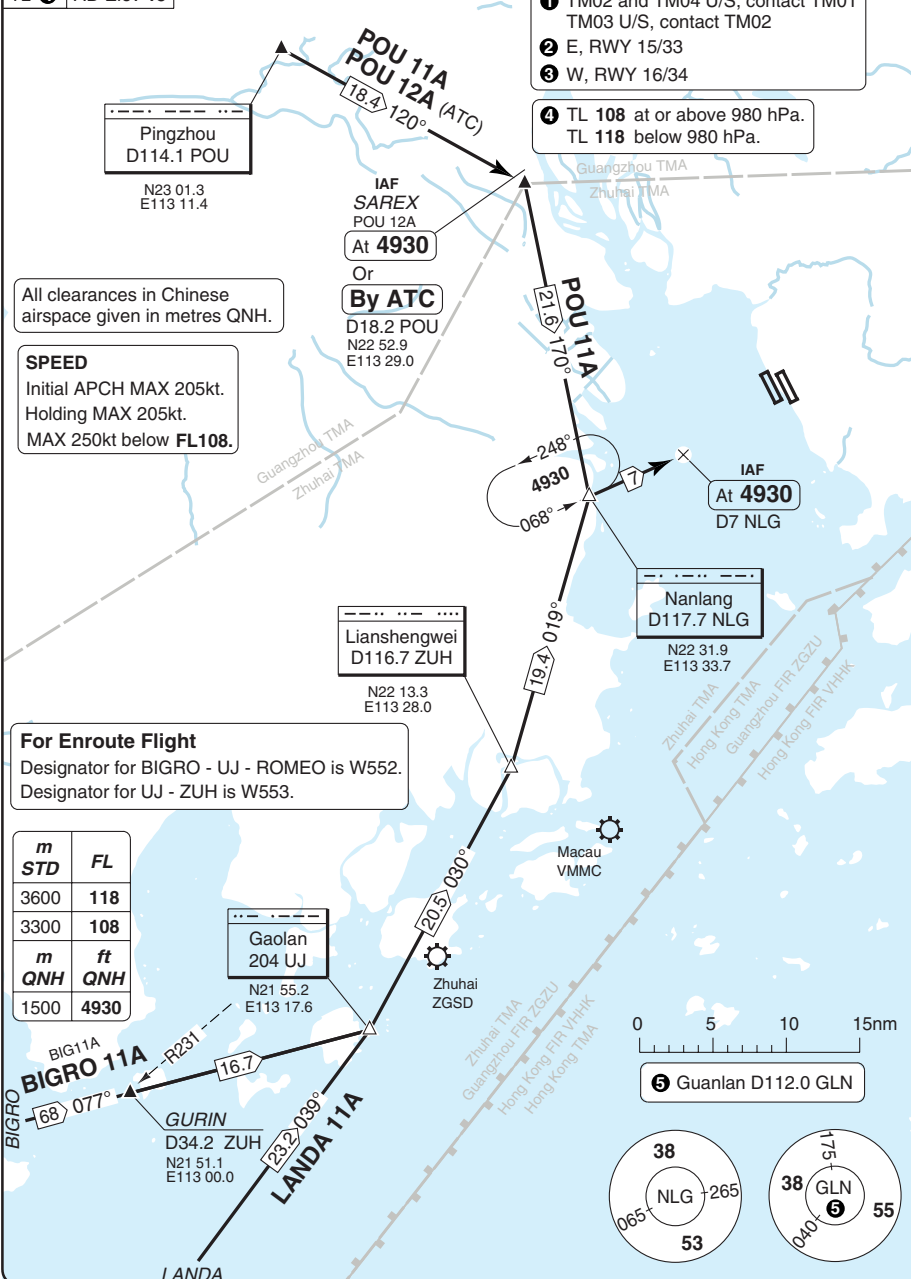
- ① TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- ② E, RWY 15/33
- ③ W, RWY 16/34
- ④ TL 108 at or above 980 hPa.
TL 118 below 980 hPa.

All clearances in Chinese airspace given in metres QNH.

SPEED
Initial APCH MAX 205kt.
Holding MAX 205kt.
MAX 250kt below FL108.

For Enroute Flight
Designator for BIGRO - UJ - ROMEO is W552.
Designator for UJ - ZUH is W553.

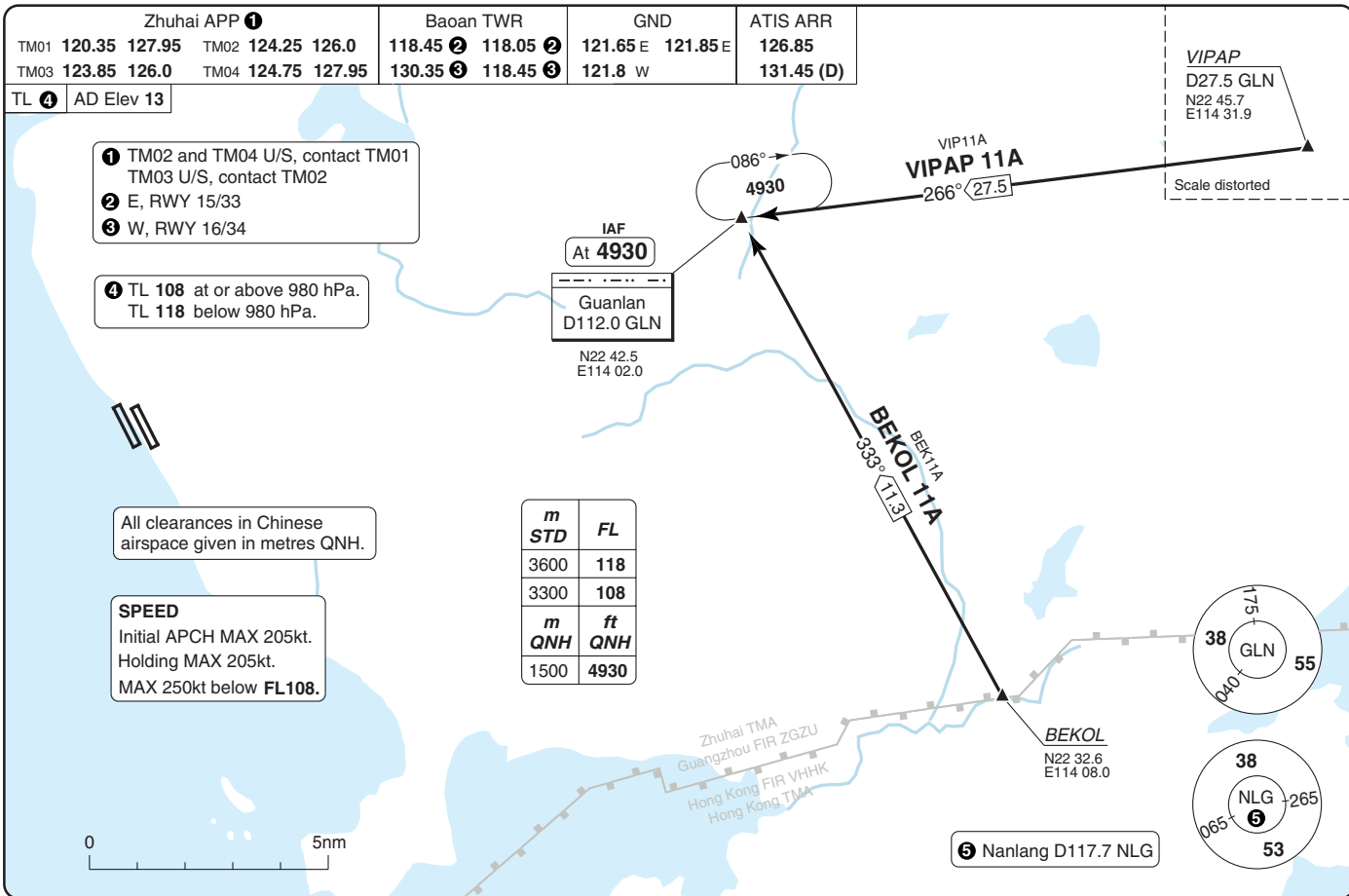
m	STD	FL	
3600		118	
3300		108	
m	QNH	ft	QNH
1500	4930		



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Change: Re-indexed, LANDA 11A added



STAR RWY 33, 34 West

Baoan SHENZHEN

Zhuhai APP ①		Baoan TWR		GND		ATIS ARR		
TM01	120.35 127.95	TM02	124.25 126.0	118.45 ②	118.05 ②	121.65 E	121.85 E	126.85
TM03	123.85 126.0	TM04	124.75 127.95	130.35 ③	118.45 ③	121.8 W		131.45 (D)
TL ④	AD Elev 13							

- ① TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- ② E, RWY 15/33
- ③ W, RWY 16/34
- ④ TL 108 at or above 980 hPa.
TL 118 below 980 hPa.

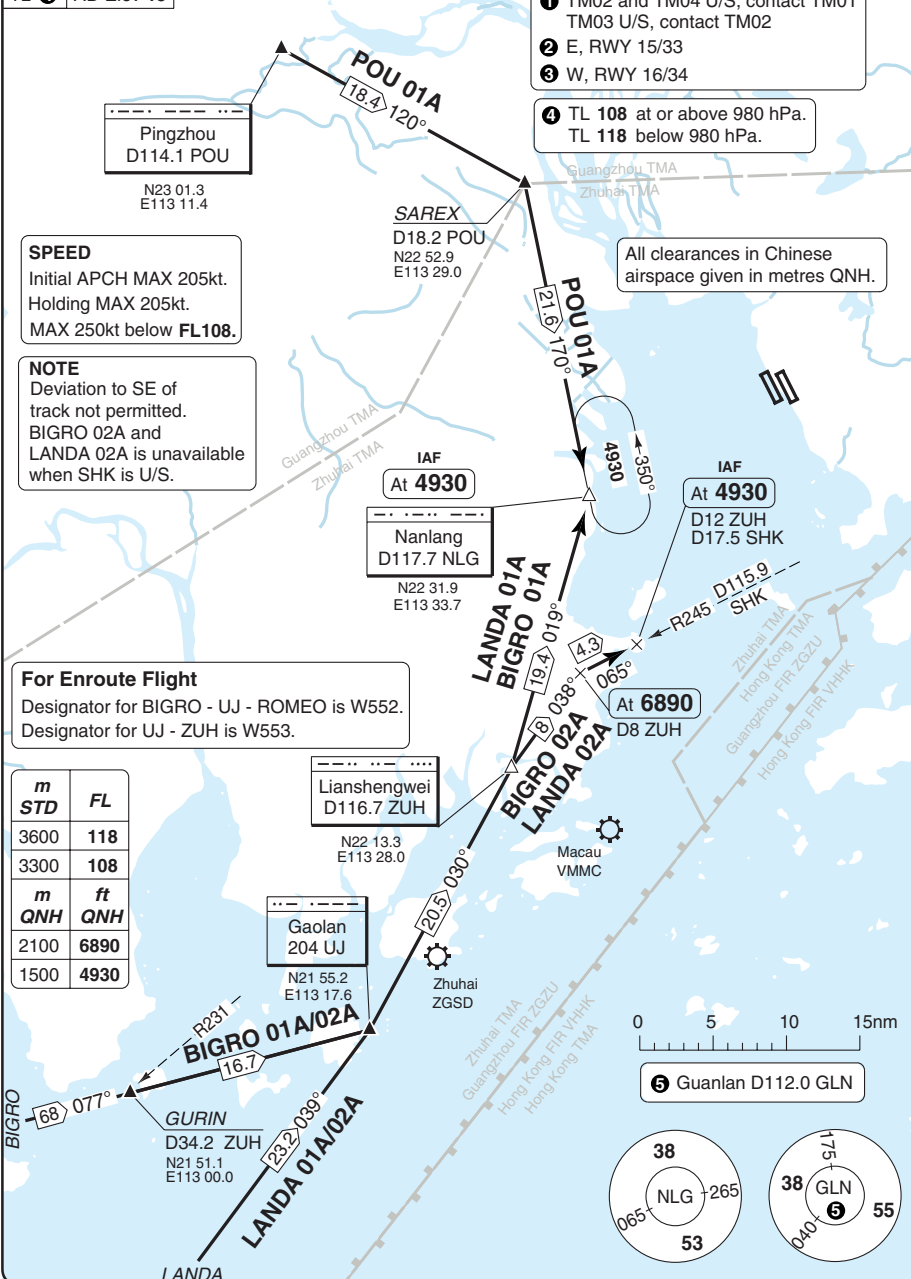
SPEED
Initial APCH MAX 205kt.
Holding MAX 205kt.
MAX 250kt below FL108.

NOTE
Deviation to SE of track not permitted.
BIGRO 02A and LANDA 02A is unavailable when SHK is U/S.

For Enroute Flight
Designator for BIGRO - UJ - ROMEO is W552.
Designator for UJ - ZUH is W553.

m	STD	FL	
3600		118	
3300		108	
m	QNH	ft	QNH
2100		6890	
1500		4930	

All clearances in Chinese airspace given in metres QNH.



40 - 11

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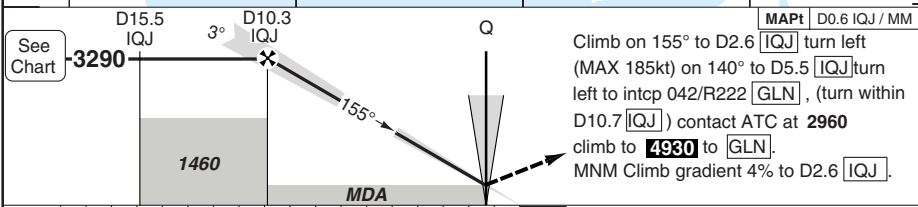
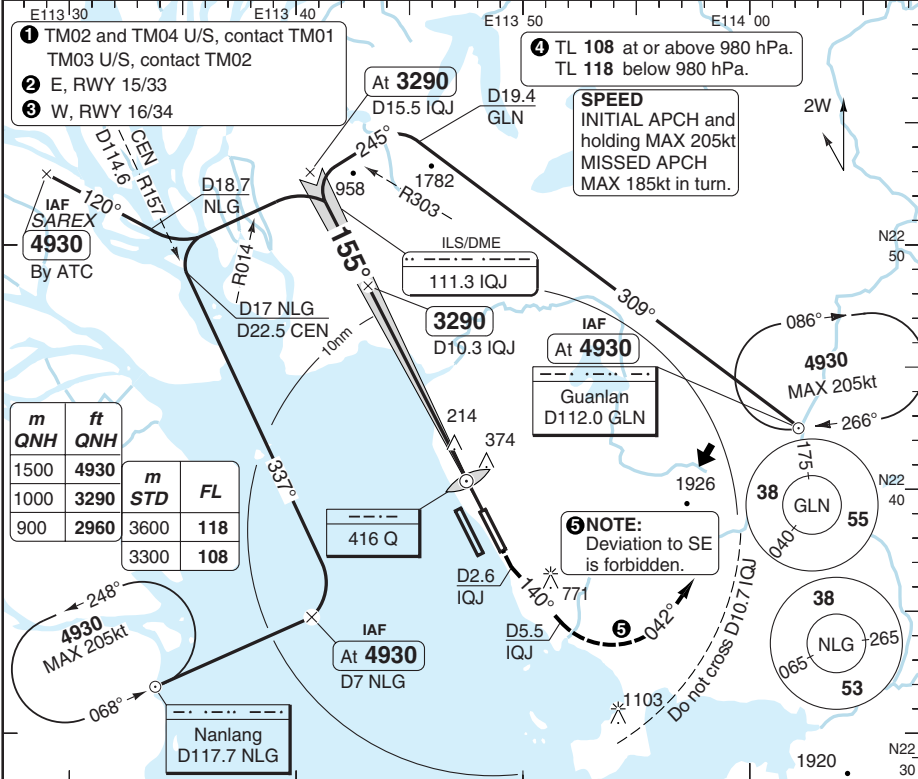
Change: Re-indexed, BIGRO 01A/02A and LANDA 01A/02A added

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ILS RWY 15

Baoan SHENZHEN

Zhuhai APP ①	Baoan TWR	GND	DLV	ATIS ARR
TM01 120.35 127.95 TM03 123.85 126.0	118.45 ② 118.05 ②	121.65 E 121.85 E	121.95 118.45	126.85
TM02 124.25 126.0 TM04 124.75 127.95	130.35 ③ 118.45 ③	121.8 W	121.85	131.45 (D)
ILS/DME 111.3 IQJ	FAT 155°	THR Elev 12	AD Elev 13	TL ④ TA 8860



See Chart	3290	1460	MDA	Q	MAPt D0.6 IQJ / MM															
Climb on 155° to D2.6 IQJ turn left (MAX 185kt) on 140° to D5.5 IQJ turn left to intcp 042/R222 GLN, (turn within D10.7 IQJ) contact ATC at 2960 climb to 4930 to GLN. MNM Climb gradient 4% to D2.6 IQJ.																				
nm	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 54
ACFT	ILS+DME 4% ③		LOC+DME 2.5% ③		LOC+DME 4% ③		LOC+DME 2.5% ③		DME	3.0°	LDA 3400x45									
A	220 (200)		720 (705) 1500m		460 (446)		720 (705) 1500m		IQJ	ALT	11154x147ft									
B	550m		740 (722) 1500m				740 (722) 1500m		8	2560	P 3°									
C			740 (722) 2400m				740 (722) 2400m		7	2240										
D	230 (213) 550m		760 (738) 2400m				760 (738) 2400m		6	1920										
GS	80	100	120	140	160	③ MISAP MN climb gradient.		5		1600										
ROD 3.0°	420	530	640	740	850	Note: Circling see 51-1.		4		1290										
FAF-MAPt	7:18	5:51	4:52	4:10	3:39			3		970										
								2		650										
								1.4		460										

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ILS RWY 15 RNAV

Baoan SHENZHEN

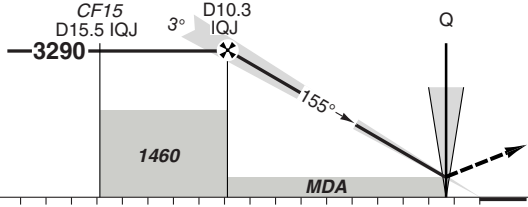
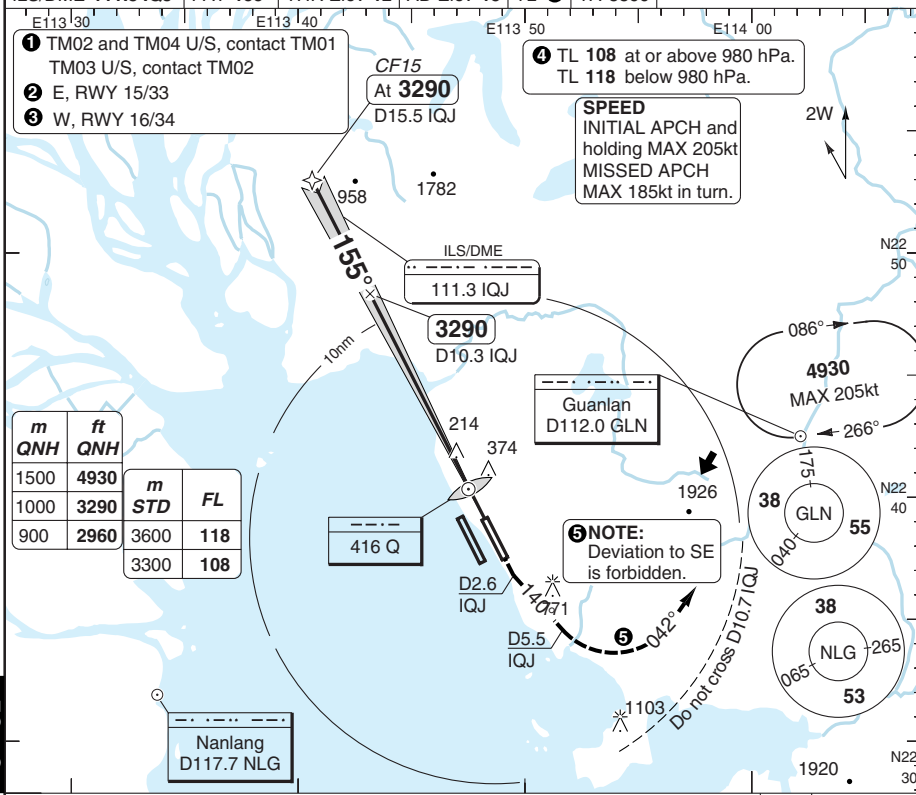
Zhuhai APP ①	Baoan TWR	GND	DLV	ATIS ARR
TM01 120.35 127.95 TM03 123.85 126.0	118.45 ② 118.05 ②	121.65 E 121.85 E	121.95 118.45	126.85
TM02 124.25 126.0 TM04 124.75 127.95	130.35 ③ 118.45 ③	121.8 W	121.85	131.45 (D)
ILS/DME 111.3 IQJ	FAT 155°	THR Elev 12	AD Elev 13	TL ④ TA 8860

- ① TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- ② E, RWY 15/33
- ③ W, RWY 16/34

- ④ TL 108 at or above 980 hPa.
TL 118 below 980 hPa.

SPEED
INITIAL APCH and holding MAX 205kt
MISSED APCH
MAX 185kt in turn.

m	ft	m	ft
1500	4930	STD	FL
1000	3290	3600	118
900	2960	3300	108



Climb on 155° to D2.6 IQJ turn left (MAX 185kt) on 140° to D5.5 IQJ turn left to intcp 042/R222 [GLN], (turn within D10.7 IQJ) contact ATC at 2960 climb to 4930 to [GLN]. MNM Climb gradient 4% to D2.6 IQJ.

nm	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 54
----	----	----	----	----	----	----	----	----	----	---	---	---	---	---	---	---	---	---	---	--------

ACFT	ILS+DME 4% ③	LOC+DME 2.5% ③	LOC+DME 4% ③	LOC+DME 2.5% ③	DME IQJ	3.0° ALT	LDA 3400x45 11154x147ft P 3°	
A	220 (200)	720 (705)	460 (446)	720 (705)	8	2560	P 3°	
B		740 (722)		740 (722)	7	2240		
C	230 (213)	740 (722)	1400m	740 (722)	6	1920		
D		760 (738)		760 (738)	5	1600		
GS	80	100	120	140	160	③ MISAP MN climb gradient.	3	970
ROD 3.0°	420	530	640	740	850	Note: Circling see 51-1.	2	650
FAF-MAPt	7:18	5:51	4:52	4:10	3:39		1.4	460

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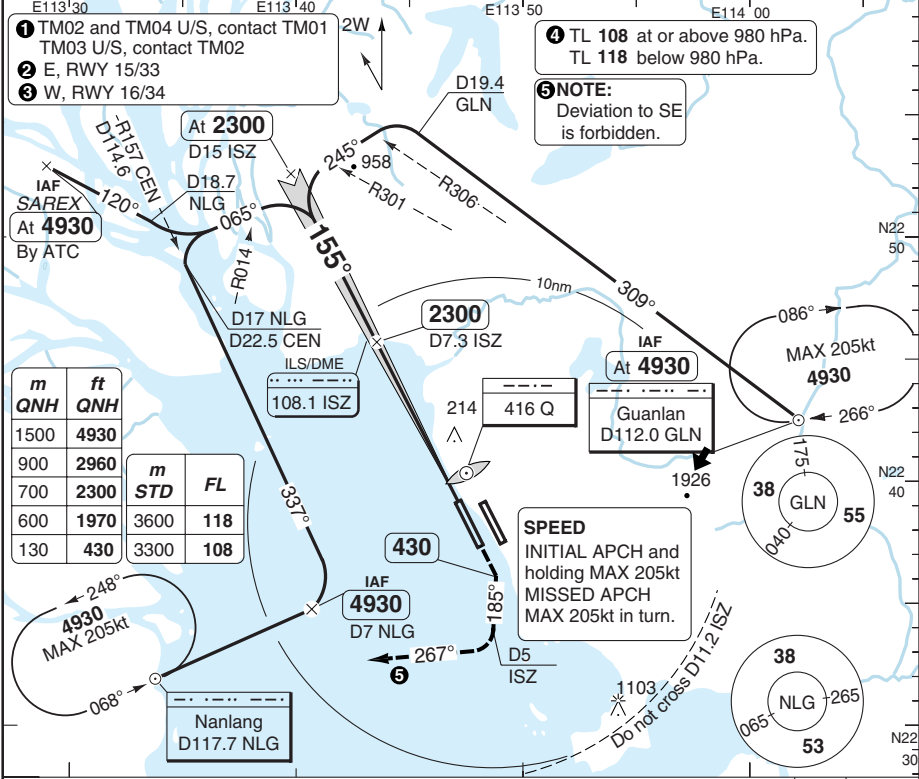
FALS

ILS RWY 16

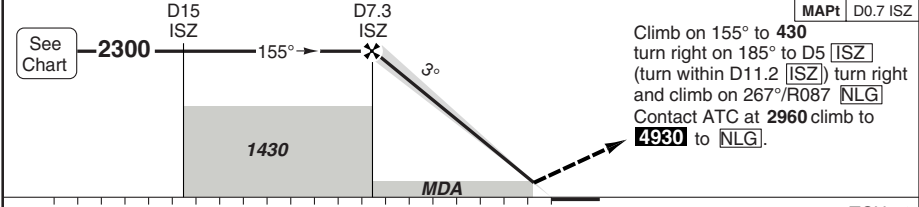
Baoan SHENZHEN

Zhuhai APP ①	Baoan TWR	GND	DLV	ATIS ARR
TM01 120.35 127.95 TM03 123.85 126.0	118.45 ② 118.05 ②	121.65 E 121.85 E	121.95 118.45	126.85
TM02 124.25 126.0 TM04 124.75 127.95	130.35 ③ 118.45 ③	121.8 W	121.85	131.45 (D)

ILS/DME 108.1 ISZ	FAT 155°	THR Elev 13	AD Elev 13	TL ④	TA 8860
-------------------	----------	-------------	------------	------	---------



m	ft	m	ft
1500	4930	3600	118
900	2960	3300	108
700	2300		
600	1970		
130	430		



ACFT	ILS+DME	LOC+DME	Circling ^a	DME IMH	3.0° ALT	LDA 3800x60 12467x196ft P 3°
A	220 (200) 550m	320 (299) 750m	630 (610) 1.5km	7	2240	
B			630 (610) 1.6km	6	1930	
C	230 (213) 550m	890 (873) 2.4km	5	1610		
D		890 (873) 3.6km	4	1290		
GS	80 100 120 140 160			3	970	
ROD 3.0°	420 530 640 740 850			2	650	
FAF-MAPt	4:57 3:58 3:18 2:50 2:29			1.1	320	

Change: Re-indexed, missed APCH
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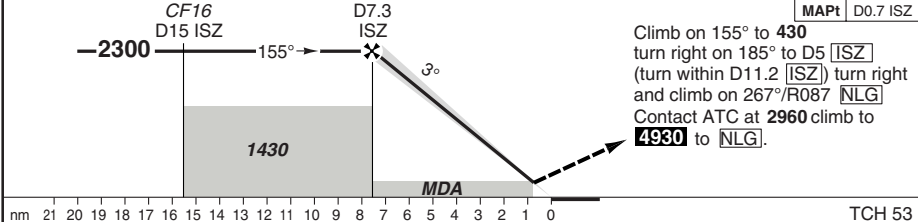
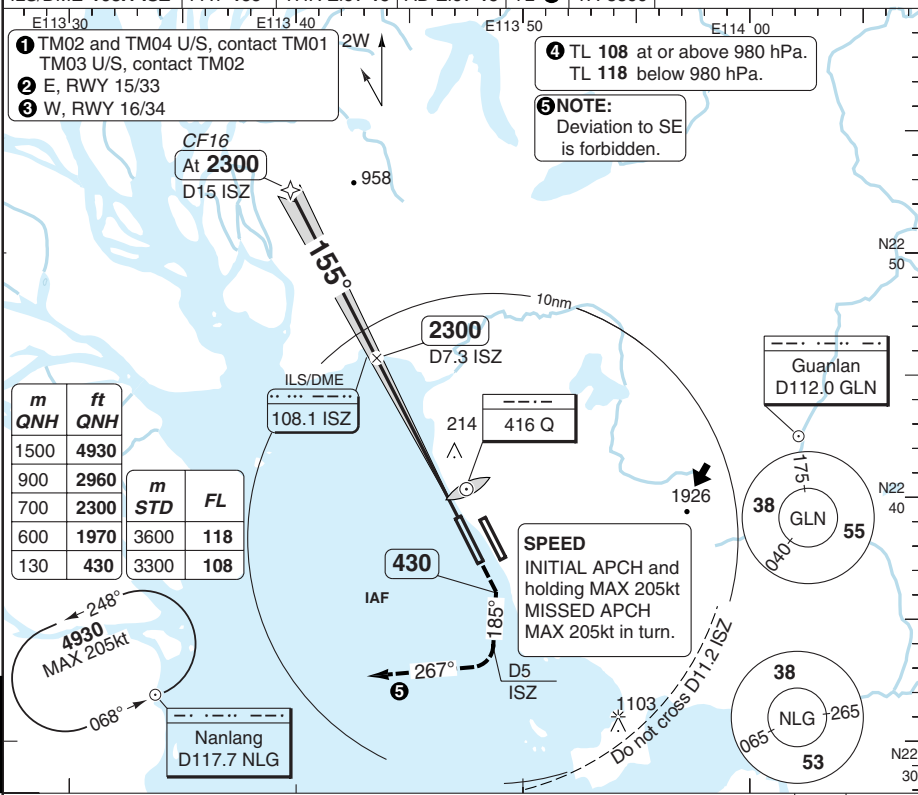
FALS

50 - 3

ILS RWY 16 RNAV

Baoan SHENZHEN

Zhuhai APP ①	Baoan TWR	GND	DLV	ATIS ARR
TM01 120.35 127.95 TM03 123.85 126.0	118.45 ② 118.05 ②	121.65 E 121.85 E	121.95 118.45	126.85
TM02 124.25 126.0 TM04 124.75 127.95	130.35 ③ 118.45 ③	121.8 W	121.85	131.45 (D)
ILS/DME 108.1 ISZ	FAT 155°	THR Elev 13	AD Elev 13	TL ④ TA 8860



nm	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0																											
ACFT	ILS+DME		LOC+DME					Circling a		a West of RWY and within Q325°-Q170°																																							
A	220 (200) 550m		320 (299) 750m					630 (610) 1.5km		<table border="1"> <tr> <td>DME</td> <td>3.0°</td> <td>LDA 3800x60</td> </tr> <tr> <td>IMH</td> <td>ALT</td> <td>12467x196ft</td> </tr> <tr> <td>7</td> <td>2240</td> <td>P 3°</td> </tr> <tr> <td>6</td> <td>1930</td> <td></td> </tr> <tr> <td>5</td> <td>1610</td> <td></td> </tr> <tr> <td>4</td> <td>1290</td> <td></td> </tr> <tr> <td>3</td> <td>970</td> <td></td> </tr> <tr> <td>2</td> <td>650</td> <td></td> </tr> <tr> <td>1.1</td> <td>320</td> <td></td> </tr> </table>													DME	3.0°	LDA 3800x60	IMH	ALT	12467x196ft	7	2240	P 3°	6	1930		5	1610		4	1290		3	970		2	650		1.1	320	
DME	3.0°	LDA 3800x60																																															
IMH	ALT	12467x196ft																																															
7	2240	P 3°																																															
6	1930																																																
5	1610																																																
4	1290																																																
3	970																																																
2	650																																																
1.1	320																																																
B	230 (213) 550m		890 (873) 2.4km		890 (873) 3.6km		<table border="1"> <tr> <td>GS</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> </tr> <tr> <td>ROD 3.0°</td> <td>420</td> <td>530</td> <td>640</td> <td>740</td> <td>850</td> </tr> <tr> <td>FAF-MAPt</td> <td>4:57</td> <td>3:58</td> <td>3:18</td> <td>2:50</td> <td>2:29</td> </tr> </table>													GS	80	100	120	140	160	ROD 3.0°	420	530	640	740	850	FAF-MAPt	4:57	3:58	3:18	2:50	2:29												
GS			80	100	120	140														160																													
ROD 3.0°	420	530	640	740	850																																												
FAF-MAPt	4:57	3:58	3:18	2:50	2:29																																												
C	<table border="1"> <tr> <td>GS</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> </tr> <tr> <td>ROD 3.0°</td> <td>420</td> <td>530</td> <td>640</td> <td>740</td> <td>850</td> </tr> <tr> <td>FAF-MAPt</td> <td>4:57</td> <td>3:58</td> <td>3:18</td> <td>2:50</td> <td>2:29</td> </tr> </table>													GS	80	100	120	140	160	ROD 3.0°	420	530	640	740	850	FAF-MAPt	4:57	3:58	3:18	2:50	2:29																		
GS														80	100	120	140	160																															
ROD 3.0°	420	530	640	740	850																																												
FAF-MAPt	4:57	3:58	3:18	2:50	2:29																																												
D	<table border="1"> <tr> <td>GS</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> </tr> <tr> <td>ROD 3.0°</td> <td>420</td> <td>530</td> <td>640</td> <td>740</td> <td>850</td> </tr> <tr> <td>FAF-MAPt</td> <td>4:57</td> <td>3:58</td> <td>3:18</td> <td>2:50</td> <td>2:29</td> </tr> </table>													GS	80	100	120	140	160	ROD 3.0°	420	530	640	740	850	FAF-MAPt	4:57	3:58	3:18	2:50	2:29																		
GS														80	100	120	140	160																															
ROD 3.0°	420	530	640	740	850																																												
FAF-MAPt	4:57	3:58	3:18	2:50	2:29																																												

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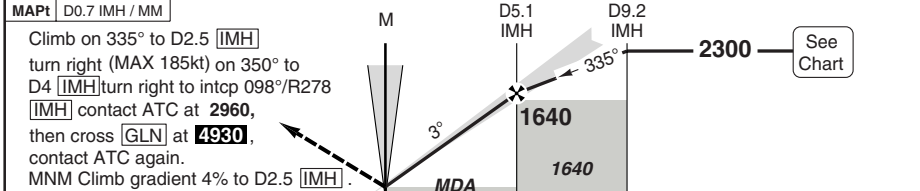
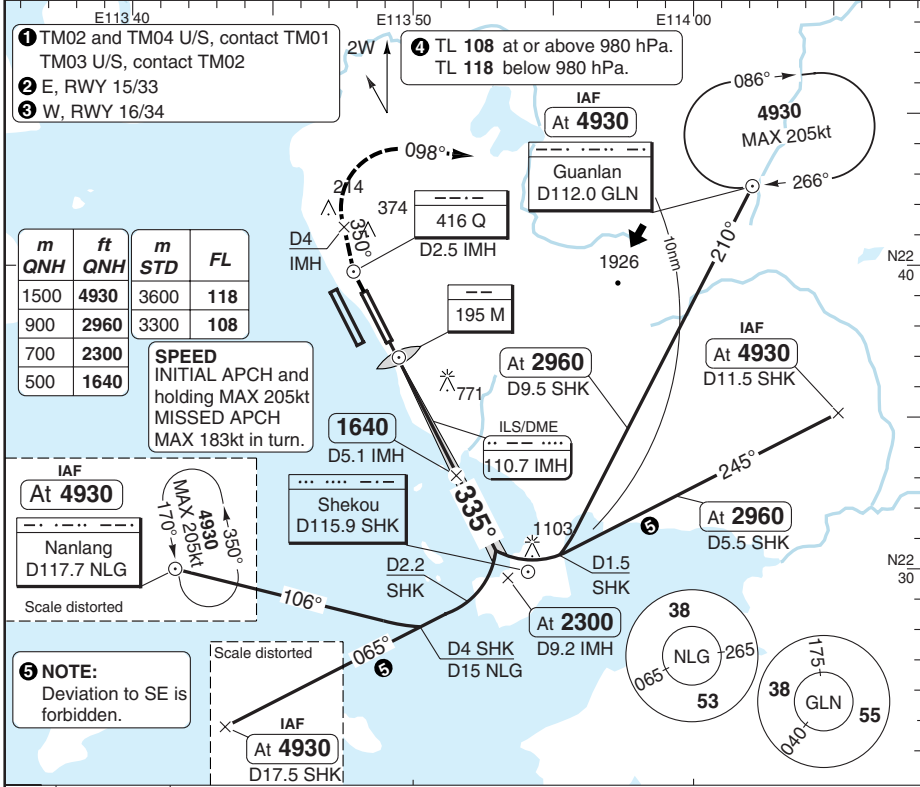
Change: New chart

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ILS RWY 33

Baoan SHENZHEN

Zhuhai APP ①	Baoan TWR	GND	DLV	ATIS ARR
TM01 120.35 127.95 TM03 123.85 126.0	118.45 ② 118.05 ②	121.65 E 121.85 E	121.95 118.45	126.85
TM02 124.25 126.0 TM04 124.75 127.95	130.35 ③ 118.45 ③	121.8 W	121.85	131.45 (D)
ILS/DME 110.7 IMH FAT 335° THR Elev 12 AD Elev 13 TL ④ TA 8860				



TCH 55										
ACFT	ILS+DME 4% a		ILS+DME 2.5% a		LOC+DME	Circling b		DME	3.0°	LDA 3400x45
A	220 (200)		480 (459)		630 (610)	630 (610)		7.2	2300	11154x147ft
B	550m		490 (476)		1500m	630 (610)		7	2240	P 3°
C			1500m			890 (873)		6	1920	
D	230 (213)		510 (492)		630 (610)	890 (873)		5	1600	
	550m		1500m		2100m	890 (873)		4	1290	
GS	80	100	120	140	160	a MISAP MNM Climb Gradient.				
ROD 3.0°	420	530	640	740	850	b West of RWY and within Q325°-Q170°				
FAF-MAPt	3:18	2:38	2:12	1:53	1:39					

ILS RWY 33 RNAV

Baoan SHENZHEN

Zhuhai APP ①	Baoan TWR	GND	DLV	ATIS ARR
TM01 120.35 127.95 TM03 123.85 126.0	118.45 ② 118.05 ②	121.65 E 121.85 E	121.95 118.45	126.85
TM02 124.25 126.0 TM04 124.75 127.95	130.35 ③ 118.45 ③	121.8 W	121.85	131.45 (D)
ILS/DME 110.7 IMH	FAT 335°	THR Elev 12	AD Elev 13	TL ④ TA 8860

- ① TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- ② E, RWY 15/33
- ③ W, RWY 16/34

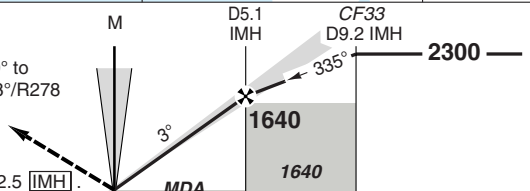
- ④ TL 108 at or above 980 hPa.
TL 118 below 980 hPa.

m	FL
3600	118
3300	108
m	ft
1500	4930
900	2960
700	2300
500	1640

SPEED
INITIAL APCH and holding MAX 205kt
MISSED APCH MAX 183kt in turn.

MAPt D0.7 IMH / MM

Climb on 335° to D2.5 [IMH] turn right (MAX 185kt) on 350° to D4 [IMH] turn right to intcp 098°/R278 [IMH] contact ATC at 2960, then cross [GLN] at 4930, contact ATC again. MNM Climb gradient 4% to D2.5 [IMH].



TCH 55

ACFT	ILS+DME 4% a	ILS+DME 2.5% a	LOC+DME	Circling b
A	220 (200) 550m	480 (459) 1400m	630 (610) 1500m	630 (610) 1.5km 630 (610) 1.6km
B		490 (476) 1500m		890 (873) 2.4km 890 (873) 3.6km
C			630 (610) 2100m	
D	230 (213) 550m	510 (492) 1500m		

DME	3.0°	LDA 3400x45
IQJ	ALT	11154x147ft
7.2	2300	P 3°
7	2240	
6	1920	
5	1600	
4	1290	
3	970	
2	650	

GS	80	100	120	140	160	a MISAP MNM Climb Gradient.
ROD 3.0°	420	530	640	740	850	b West of RWY and within Q325°-Q170°
FAF-MAPt	3:18	2:38	2:12	1:53	1:39	

PANS OPS

50 - 6

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FALS

Change: New chart

ILS RWY 33 VOR/DME SHK U/S

Baoan SHENZHEN

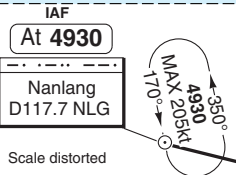
Zhuhai APP ①		Baoan TWR		GND		DLV		ATIS ARR	
TM01 120.35 127.95	TM03 123.85 126.0	118.45 ②	118.05 ②	121.65 E	121.85 E	121.95	118.45	126.85	
TM02 124.25 126.0	TM04 124.75 127.95	130.35 ③	118.45 ③	121.8 W		121.85		131.45 (D)	
ILS/DME 110.7 IMH		FAT 335	THR Elev 12	AD Elev 13	TL ④	TA 8860			

- ① TM02 and TM04 U/S, contact TM01
TM03 U/S, contact TM02
- ② E, RWY 15/33
- ③ W, RWY 16/34

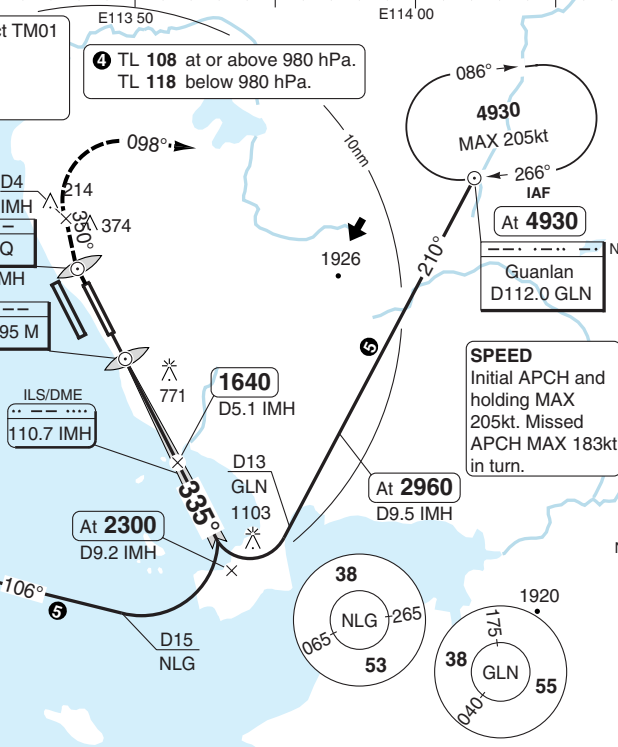
- ④ TL 108 at or above 980 hPa.
TL 118 below 980 hPa.

PANS OPS

m	FL
3600	118
3300	108
m	ft
1500	4930
900	2960
700	2300
500	1640

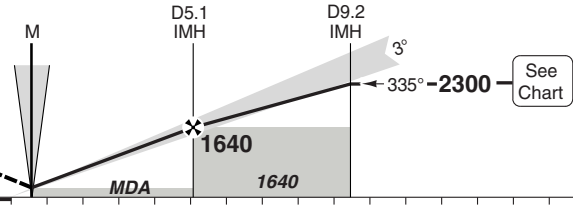


⑤ Deviation to SE is forbidden.



MAPt D0.6 IMH / MM

Climb on 335° to D2.5 [IMH]
turn right (MAX 185kt) on 350° to
D4 [IMH] turn right to intcp 098°/R278
[IMH] contact ATC at 2960,
then cross [GLN] at 4930,
contact ATC again.
MNM Climb gradient 4% to D2.5 [IMH].



TCH 54

ACFT	ILS+DME 4% a	ILS+DME 2.5% a	LOC+DME	Circling b	DME	3.0° ALT	LDA 3400x45 11154x147ft P 3°	
A	220 (200) 550m	480 (459) 1400m	630 (610) 1500m	630 (610) 1.5km	7.2	2300		
B		490 (476) 1500m		630 (610) 1.6km	7	2240		
C	230 (213) 550m	510 (492) 1500m	630 (610) 2100m	890 (873) 2.4km	6	1920		
D				890 (873) 3.6km	5	1600		
GS	80	100	120	140	160	3		970
ROD 3.0°	420	530	640	740	850	4		1290
FAF-MAPt	3:18	2:38	2:12	1:53	1:39	2		650

a MISAP MNM Climb Gradient.
b West of RWY and within Q325°-Q170°

Change: Re-indexed, missed APCH

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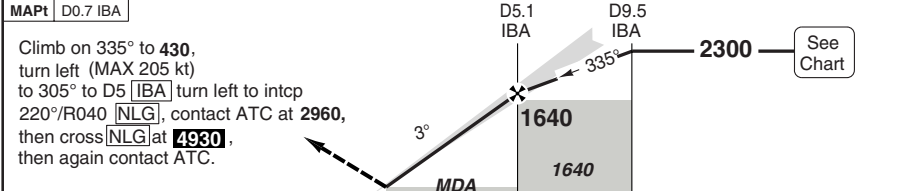
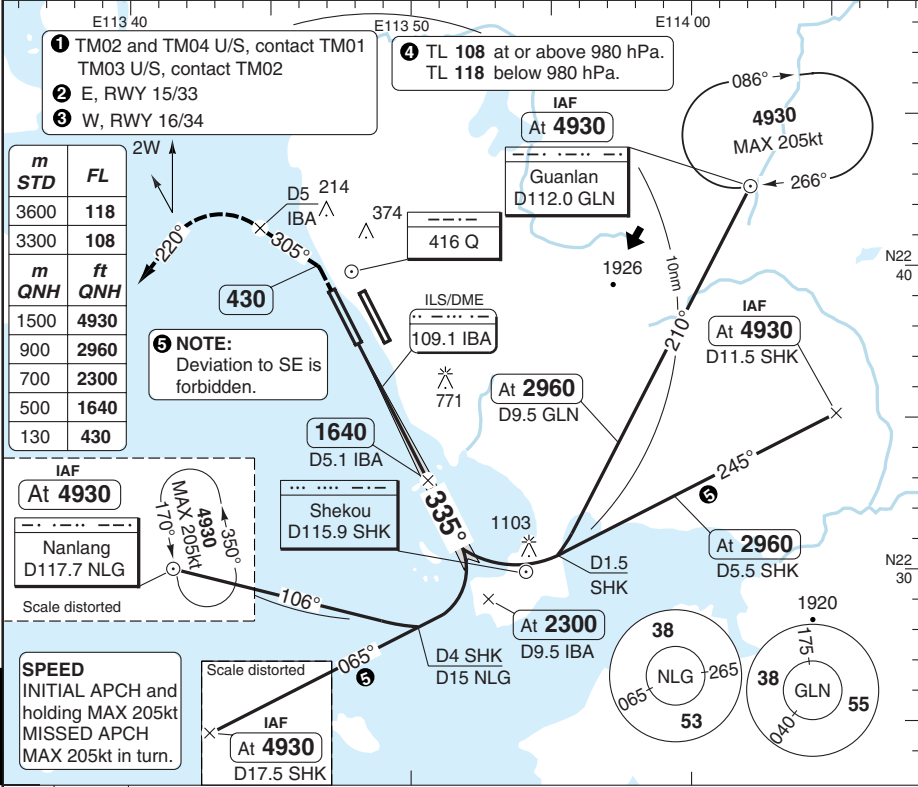
50 - 7

FALS

ILS RWY 34

Baoan SHENZHEN

Zhuhai APP ①		Baoan TWR	GND	DLV	ATIS ARR
TM01 120.35 127.95	TM03 123.85 126.0	118.45 ② 118.05 ②	121.65 E 121.85 E	121.95 118.45	126.85
TM02 124.25 126.0	TM04 124.75 127.95	130.35 ③ 118.45 ③	121.8 W	121.85	131.45 (D)
ILS/DME 109.1 IBA		FAT 335°	THR Elev 13	AD Elev 13	TL ④ TA 8860



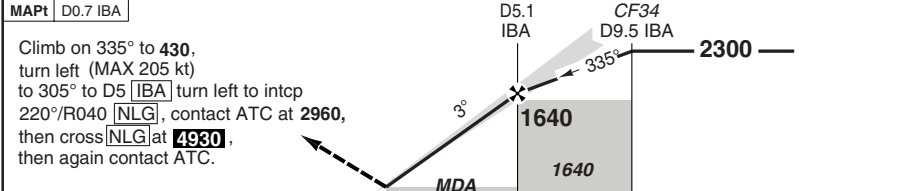
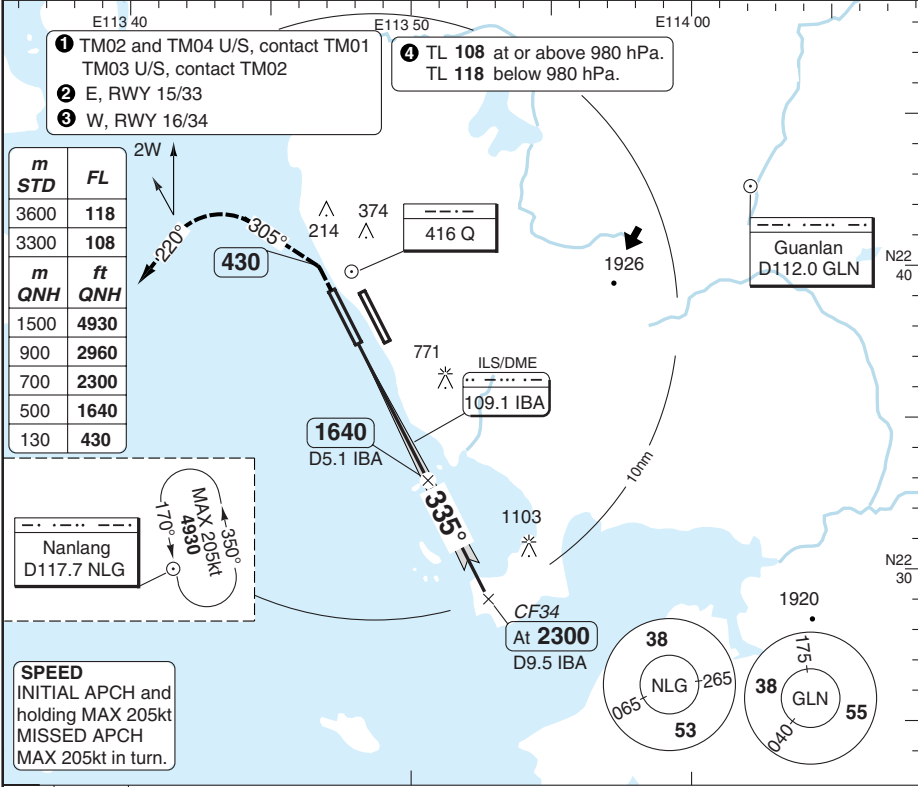
TCH 54						
ACFT	ILS+DME	LOC+DME	Circling ^a		^a West of RWY and within Q325°-Q170°	
A	220 (200) 550m	320 (299) 750m	630 (610) 1.5km	DME	3.0°	LDA 3800x60 12467x196ft P 3°
B			630 (610) 1.6km		ALT	
C			890 (873) 2.4km		7 2240	
D	890 (873) 3.6km	6 1920				
GS	80 100 120 140 160			5 1600		
ROD 3.0°	420 530 640 740 850			4 1290		
FAF-MAPt	3:18 2:38 2:12 1:53 1:39			3 970		
				2 650		
				1 320		

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ILS RWY 34 RNAV

Baoan SHENZHEN

Zhuhai APP ①		Baoan TWR		GND	DLV	ATIS ARR
TM01 120.35 127.95	TM03 123.85 126.0	118.45 ②	118.05 ②	121.65 E 121.85 E	121.95 118.45	126.85
TM02 124.25 126.0	TM04 124.75 127.95	130.35 ③	118.45 ③	121.8 W	121.85	131.45 (D)
ILS/DME 109.1 IBA		FAT 335°	THR Elev 13	AD Elev 13	TL ④	TA 8860



TCH 54

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 nm

ACFT	ILS+DME	LOC+DME	Circling a	a West of RWY and within Q325°-Q170°	DME	3.0° ALT	LDA 3800x60 12467x196ft
A	220 (200) 550m	320 (299) 750m	630 (610) 1.5km	P 3°	7	2240	P 3°
B			630 (610) 1.6km		6	1920	
C			890 (873) 2.4km		5	1600	
D	230 (213) 550m	890 (873) 3.6km	4		1290		
			3		970		
GS	80 100 120 140 160			2	650		
ROD 3.0°	420 530 640 740 850			1	320		
FAF-MAPt	3:18 2:38	2:12 1:53 1:39					

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FALS

Change: New chart

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

JAR-OPS Landing Minima

Baoyan **SHENZHEN**

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
15	ILS/DME	220	200	550	1000	230	220	600	1000
15	LOC/DME	320	300	800	1600	320	300	1200	1800
15	NDB/DME	530	520	1200	2000	530	520	1600	2000
33	ILS/DME	220	200	550	1000	230	220	600	1000
33	LOC/DME	510	500	1200	2000	510	500	1600	2000
33	NDB/DME	860	840	1400	2000	860	840	1800	2000

Notes:

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
All Procs (1)		890	880	2400	890	880	3600

Notes:

(1) West of RWY within sector 325° clockwise to 170°

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
15/33 (1)(2)	REDL	400	-	400	-
15/33 (1)(2)	Nil (Day only)	500	-	500	-
15/33 (2)	REDL	-	1600	-	1600
15/33 (2)	Nil (Day only)	-	1600	-	1600

Notes:

- (1) 2 turbine eng or 3 or 4 eng aircraft.
- (2) Alternate must be filed.

JAR-OPS Landing Minima

Baoyan **SHENZHEN**

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
15	ILS/DME	220	200	550	1000	220	200	550	1000
15	LOC/DME	320	300	800	1500	320	300	800	1500
15	NDB/DME	530	520	1000	1500	530	520	1200	1500
33	ILS/DME	220	200	550	1000	220	200	550	1000
33	LOC/DME	510	500	1000	1500	510	500	1200	1500
33	NDB/DME	860	840	1200	1500	860	840	1400	1500

Notes:

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
All Procs (1)		860	840	1500	860	840	1600

Notes:

(1) West of RWY within sector 325° clockwise to 170°

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
15/33 (1)(2)	REDL	400	-	400	-
15/33 (1)(2)	Nil (Day only)	500	-	500	-
15/33 (2)	REDL	-	1600	-	1600
15/33 (2)	Nil (Day only)	-	1600	-	1600

Notes:

- (1) 2 turbine eng or 3 or 4 eng aircraft.
- (2) Alternate must be filed.