

## List of pages in this Trip Kit

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Airport Information For ZGSZ

Terminal Charts For ZGSZ

Revision Letter For Cycle 11-2024

Change Notices

Notebook

## General Information

Location: SHENZHEN CHN  
ICAO/IATA: ZGSZ / SZX  
Lat/Long: N22° 38.30', E113° 48.70'  
Elevation: 13 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 2.0° W

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

Sunrise: 2140 Z  
Sunset: 1106 Z

## Runway Information

Runway: 15  
Length x Width: 11155 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 12 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16  
Length x Width: 12467 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 13 ft  
Lighting: Edge, ALS, Centerline

Runway: 33  
Length x Width: 11155 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 12 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34  
Length x Width: 12467 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 13 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 126.850 Arrival Service

ATIS: 127.450 Departure Service

ATIS: 131.450

Baoan Tower: 118.050 Secondary

Baoan Tower: 130.350

Baoan Tower: 118.450

Baoan Ground: 121.850 Secondary

Baoan Ground: 121.800

Baoan Ground: 121.650

Baoan Apron Ramp/Taxi: 121.625

Baoan Apron Ramp/Taxi: 122.825

Baoan Apron Ramp/Taxi: 122.700

Baoan Clearance Delivery: 121.850

Baoan Clearance Delivery: 121.950

Zhuhai Approach: 119.550

Zhuhai Approach: 119.775 Secondary

Zhuhai Approach: 120.350

Zhuhai Approach: 127.950

Zhuhai Approach: 125.525 Secondary

Zhuhai Approach: 123.850

Zhuhai Approach: 119.025

ZGSZ/SZX  
BAOAN

JEPESEN

SHENZHEN, PR OF CHINA

5 APR 24

10-1P

Eff 17 Apr 1600Z

AIRPORT BRIEFING

**1. GENERAL****1.1. ATIS**

D-ATIS Arrival 126.85

D-ATIS Departure 127.45

**1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)**

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

**1.3. RUN-UP TESTS**

Engine run-ups are subject to GND or APN clearance, and shall be carried out at a designated location. Fast engine run-ups in the vicinity of boarding bridges or on apron are strictly forbidden.

**1.4. RWY OPERATION****1.4.1. GENERAL**

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 shall inform ACFT of the ground wind direction and speed, and instruct downwind take-off or downwind landing for short time. If pilot decides not to take off or land on downwind RWY, inform ATC immediately.

**1.4.2. RWY CLOSING TIME**

RWY 15/33 closed on Monday, Wednesday, Friday and Saturday between 1800-2200UTC, but it is still available for taxiing during closure period.

RWY 16/34 closed on Tuesday, Thursday and Sunday between 1800-2200UTC.

If airlines want to use RWY in the closing time, contact the APT management department with 60 minutes PPR via

Tel: +86-755-23456111/23456222 or Fax: +86-755-23458415.

Also refer to latest NOTAMs.

**1.5. TAXI PROCEDURES****1.5.1. GENERAL**

TWYs D5, D6, F, G4 thru G6 (between G and J), J, K4 (between A and K), Q (between D and G), T3 (between C and G), T5 (between D and G), V3 and W3 MAX wingspan 224'/68.4m.

TWYs A12, B (between B3 and B4 and between K4 and A12), D9 (from West of D to apron), D10 (from West of D to apron), D11 (from West of D to apron), G9 (from East of G to apron), G10, G11, K (between K2 and K4), K1 (between A and K), K2, K3, L (South of L2) and L2 thru L4 MAX wingspan 213'/65m.

TWYs D7, D8 (from West of D to apron), G7, G8 (from East of G to apron), W1 (from South of W to apron) and W2 (from South of W to apron) MAX wingspan 171'/52m.

TWY B (between K2 and K4) MAX wingspan 156'/47.6m.

TWY B (between L3 and L4) MAX wingspan 138'/42m.

TWYs B (between K2 and B4), B3, K (between K1 and K2), K1 (East of K), K4 (East of K), L (between L1 and L2), L1 (from East of B to apron), T1, V4 and V5 MAX wingspan 118'/36m.

TWY B5 thru B7 MAX wingspan 102'/31m.

Parallel taxiing on TWYs D7 and D8 as on G7 and G8 is strictly forbidden.

Without ATC clearance, 180° turnaround on TWY is forbidden.

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5 APR 24

10-1P1

Eff 17 Apr 1600Z

AIRPORT BRIEFING

## 1. GENERAL

### 1.5.2. RULES FOR CROSSING RWY 15/33

Read back ATC instructions concerning holding and crossing, verify any questions before crossing:

- Taxi to the designated holding position and hold short of RWY 15/33.
- Upon receiving crossing clearance from ATC, conduct crossing ASAP.
- Monitor TWR frequency for other information of RWY and observe activities on RWY and around carefully.
- While crossing RWY 15/33 following a taking off ACFT, pilot shall be responsible for safety separation with the taking off ACFT to avoid effect of wake turbulence.
- Report to TWR "RWY vacated" after crossing.
- ACFT shall hold short of TWY A after crossing RWY 15/33 from West to East, or short of TWY C after crossing from East to West and then wait for instructions from GND.

### 1.5.3. RWY HOLDING POSITIONS AND REQUIREMENTS

- ACFT shall stop and wait for ATC instructions at the relative RWY holding positions.
- The nose of ACFT shall get close to the RWY holding position marking without exceeding it when ACFT is waiting.
- ACFT shall report to ATC when nose of ACFT exceeds holding position without instruction.

## 1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 301 thru 309, 314 thru 317, 317R, 318 thru 350, 350L, 350R, 351 thru 361, 361R, 362, 362R, 501, 502, 504, 505, 505R, 506, 507, 507R, 508 thru 510, 510R, 520 thru 528, 528R, 529, 529R, 530, 540 thru 545, 545R, 546, 547, 547R, 548, 549, 549R, 560 thru 566, 566R, 567, 568, 568R, 569, 569R and 570.

All stands are push-back except stands 26 thru 30, 27L/R, 29L/R, 30R, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 102, 102L/R, 104, 104L/R, 106, 106L/R, 108, 108L/R, 110, 110L/R, 112, 112L/R, 114, 114L/R, 116, 116L/R, 118, 118L/R, 120R, Z01 and Z02. Taxiing on own power or push-back is strictly forbidden without ATC clearance.

ACFT parking on T3 and Satellite Hall bridge stands shall close APU and use 400 Hz GPU and A/C, except for following special situations:

- 400 Hz GPU and A/C are under maintenance;
- ACFT needs APU to start up engine;
- APU is under maintenance;
- other malfunctions of ACFT;
- in case of exceptional circumstances influencing the regularity and safety of operation, such as public health events, extreme weather, special plane support or insufficient flight transition time;
- quality of power supply or capacity of A/C cannot satisfy demand of ACFT.

Stands 375 and 376 are used for helicopter parking.

## 1.7. OTHER INFORMATION

### 1.7.1. GENERAL

ACFT push-back, start-up, taxiing and other operations in the APN control areas shall follow the instructions of APN.

Two RWYs are parallel and wide-distance, RWY designator is not supplemented with "L" or "R", pilots shall pay attention to identify.

A freeway is located to the West of APT, do not mistake for RWY.

ACFT shall report to ATC immediately when realizing taxiing on the wrong way or an incursion of RWY.

RWY 15 and 16 right-hand circuit. Birds in vicinity of APT.

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10 NOV 23

10-1P2

SHENZHEN, PR OF CHINA

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

Arriving ACFT shall follow speed limits as follows (unless otherwise instructed by ATC):

- MAX 250 KT below 10000' QNH;
- 220 KT within 30NM from ARP;
- 180 KT and continue flying until 8NM from TDZ when ACFT joins downwind leg or approach final leg.
- ACFT shall immediately inform ATC if ACFT cannot fulfill above speed limits.

### 2.2. OPERATIONS ON PARALLEL RWYs

Upon receipt of approach clearance, pilot shall monitor the operating status of other ACFT in vicinity by airborne equipment and establish visual separation as practicable, then report "visual separation established" when controller notifies the relative position with other ACFT.

Under certain adverse weather condition (e.g. wind shear, turbulence, downdrafts or crosswind) report the situation to controller immediately. According to the reports and weather information, ATC will take the appropriate methods to deal with it. Dependent parallel approaches are implemented in RWY 15 and RWY 16.

### 2.3. RWY OPERATION

#### 2.3.1. GENERAL

ACFT shall keep listening TWR frequency before vacating RWY; under low visibility conditions, report vacated RWY designation and TWY in use during initial contact with GND.

#### 2.3.2. VACATING RWY VIA RAPID EXIT TWYs

ACFT shall vacate RWY as quickly as possible.

ACFT shall fully vacate RWY within 50 seconds after flying over THR. Flight crew shall inform TWR controller if more time needed before landing.

Each RWY is equipped with several rapid exit TWYs. ACFT shall vacate from the nearest available rapid exit TWY or follow ATC instruction. Flight crew shall inform TWR controller if can not use the suggested rapid exit TWY.

RWY 16/34 are equipped with rapid exit TWY lights to help pilot obtaining the distance information between rapid exit TWY during the night or under low visibility conditions. RWY 15/33 are not equipped with rapid exit TWY lights (rapid exit TWY lights indicate 300m, 200m and 100m from rapid exit TWY.)

Refer to 10-9 pages for LDAs for each rapid exit TWY.

ACFT is forbidden to stop at rapid exit TWY before fully cross the "NO ENTRY" on it.

### 2.4. TAXI PROCEDURES

ACFT shall turn transponder on Mode S after landing until entering parking stands. ACFT shall keep ADS-B equipment on while taxiing.

Within APN areas, ACFT shall contact APN for stands information and taxiing clearance before entering APN areas.

Follow-me is not available, except special flight. If required, landing ACFT shall file for Follow-me service to APT Operation Control Center (AOC) in 30 minutes advance.

When taxiing into stands 503 and 543 ACFT CAT E and above are recommended to use lead-in lines type A first. ACFT CAT D and below can use either type A or type B lead-in lines.

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10-1P3

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AIRPORT BRIEFING

### 3. DEPARTURE

#### 3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

ACFT shall keep ADS-B equipment on while push-back and taxiing.

Follow-me is not available.

Within APN operation control area, following rules for apply:

- Obtain delivery clearance from Delivery.
- Obtain push-back and start-up clearance from Delivery when ACFT is on standby.
- Obtain push-back and start-up clearance from APN after agreement with Delivery.
- Report parking stand number to APN controller at the first contact with APN.
- Follow APN controller instructions when pushing back and starting up.
- Obtain taxiing clearance from APN after pushing back and starting up.

Obtain delivery clearance by DCL or delivery frequency.

Report stand number and repeat call sign, SID and initial altitude to TWR delivery controller 5 minutes earlier than closing cabin door.

Inform delivery "ready to push-back and start-up", then keep on frequency until requested to change.

Push-back and start-up upon receiving clearance from GND or APN.

ACFT shall follow push-back and start-up instructions by ATC within 3 minutes or re-apply clearance if not fulfilled in time. After receiving ATC clearance for push-back, pilot shall repeat and tell ground worker.

Pilot shall leave TWR frequency without instruction as soon as airborne to contact assigned APP frequency and report departure RWY designation.

Under normal conditions, ACFT shall finish RWY alignment within 60 seconds after leaving holding position. If flight crew need more time, pilot shall inform ATC before entering RWY.

#### 3.2. NOISE ABATEMENT PROCEDURES

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

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

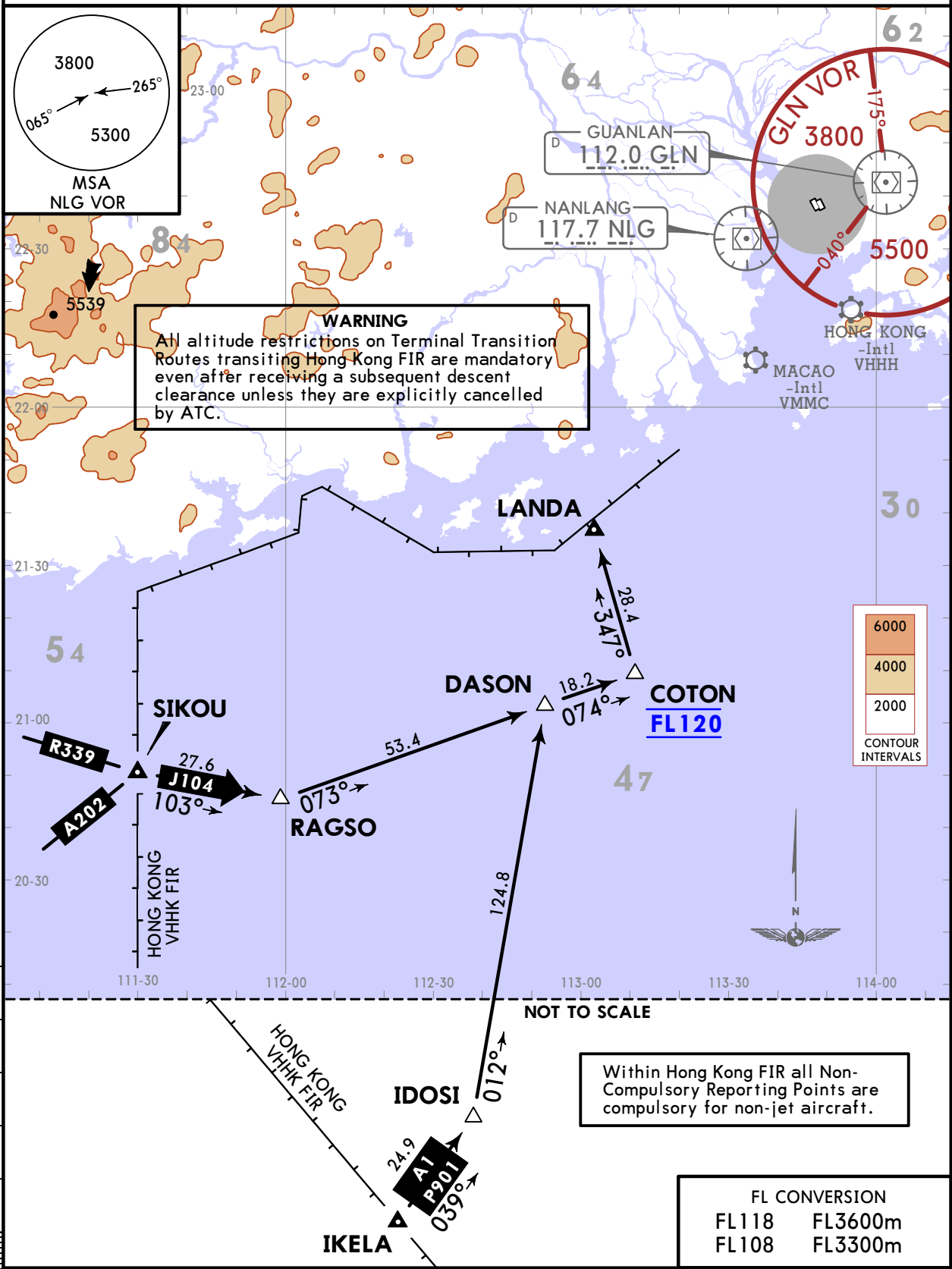
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26 NOV 21  
Eff 1 Dec 1600Z 10-2

SHENZHEN, PR OF CHINA  
TERMINAL TRANSITION ROUTE

|                  |                |              |  |
|------------------|----------------|--------------|--|
| D-ATIS<br>126.85 | Apt Elev<br>13 | Alt Set: hPa | Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above |
|------------------|----------------|--------------|--|

TERMINAL TRANSITION ROUTES  
TRANSITING HONG KONG FIR  
VIA J104 TO LANDA



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

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

|               |         |
|---------------|---------|
| FL CONVERSION |         |
| FL 118        | FL3600m |
| FL 108        | FL3300m |

| ENTRY ROUTE | ROUTING   |
|-------------|---|
| A-1         | From IKELA along A-1/P-901 to IDOSI, then direct to DASON, then along J-104 to COTON, then direct to LANDA. Cross COTON at FL120, do not descend without ATC clearance. |
| A-202/R-339 | From SIKOU along J-104 to COTON, then direct to LANDA. Cross COTON at FL120, do not descend without ATC clearance.  |



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BAOAN

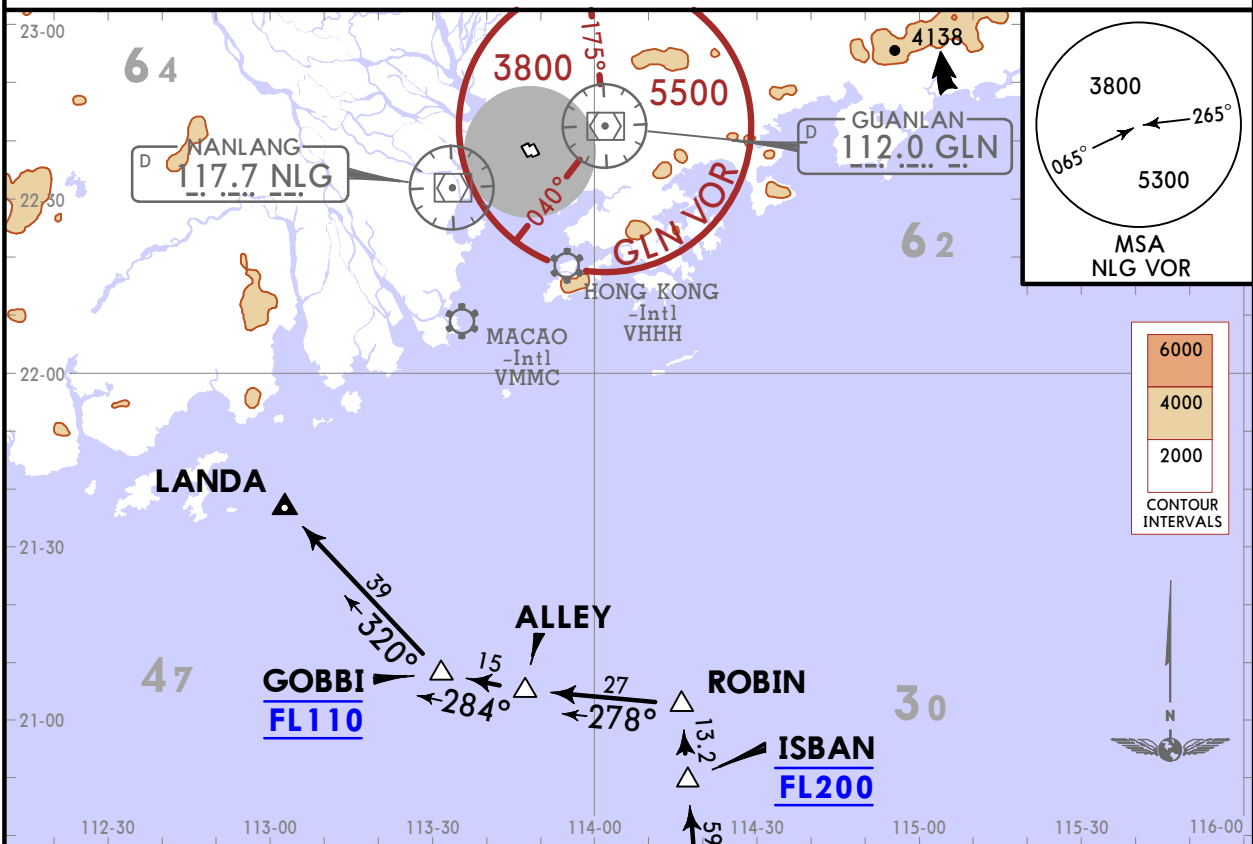
26 NOV 21  
Eff 1 Dec 1600Z

10-2A

SHENZHEN, PR OF CHINA  
TERMINAL TRANSITION ROUTE

|                  |                |              |  |
|------------------|----------------|--------------|--|
| D-ATIS<br>126.85 | Apt Elev<br>13 | Alt Set: hPa | Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above |
|------------------|----------------|--------------|--|

TERMINAL TRANSITION ROUTES  
TRANSITING HONG KONG FIR  
VIA J103 TO LANDA



NOT TO SCALE

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

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

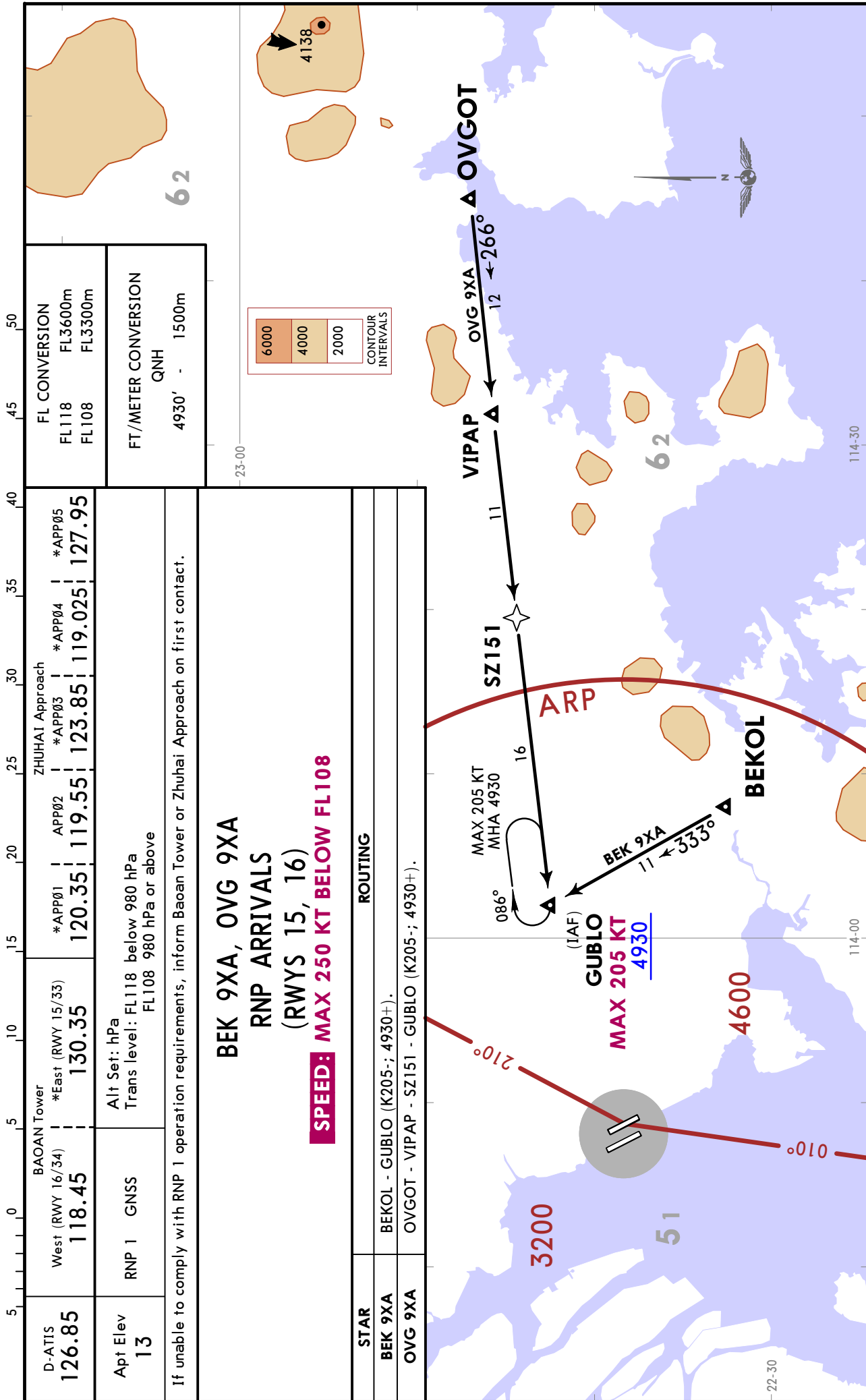
| FL CONVERSION |         |
|---------------|---------|
| FL118         | FL3600m |
| FL108         | FL3300m |

| ENTRY ROUTE  | ROUTING  |
|--------------|--|
| <b>A-583</b> | From SABNO direct via TOFEE and SUKER to ALDOM, then along J-103 to ROBIN, then direct to ALLEY, then direct to GOBBI, then direct to LANDA. Cross SABNO at or below FL340, ISBAN at FL200 and GOBBI at FL110, do not descend without ATC clearance. |
| <b>M-771</b> | From DOSUT along M-771 to DUMOL, then along J-103 to ROBIN, then direct to ALLEY, then direct to GOBBI, then direct to LANDA. Cross ISBAN at FL200 and GOBBI at FL110, do not descend without ATC clearance.   |
| <b>M-772</b> | From ASOBA along M-772 to DULOP, then along M-771 to DUMOL, then along J-103 to ROBIN, then direct to ALLEY, then direct to GOBBI, then direct to LANDA. Cross ISBAN at FL200 and GOBBI at FL110, do not descend without ATC clearance.              |

CHANGES: ARROW renamed ALDOM.

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22 SEP 23 10-2B Eff 4 Oct 1600Z RNAV STAR

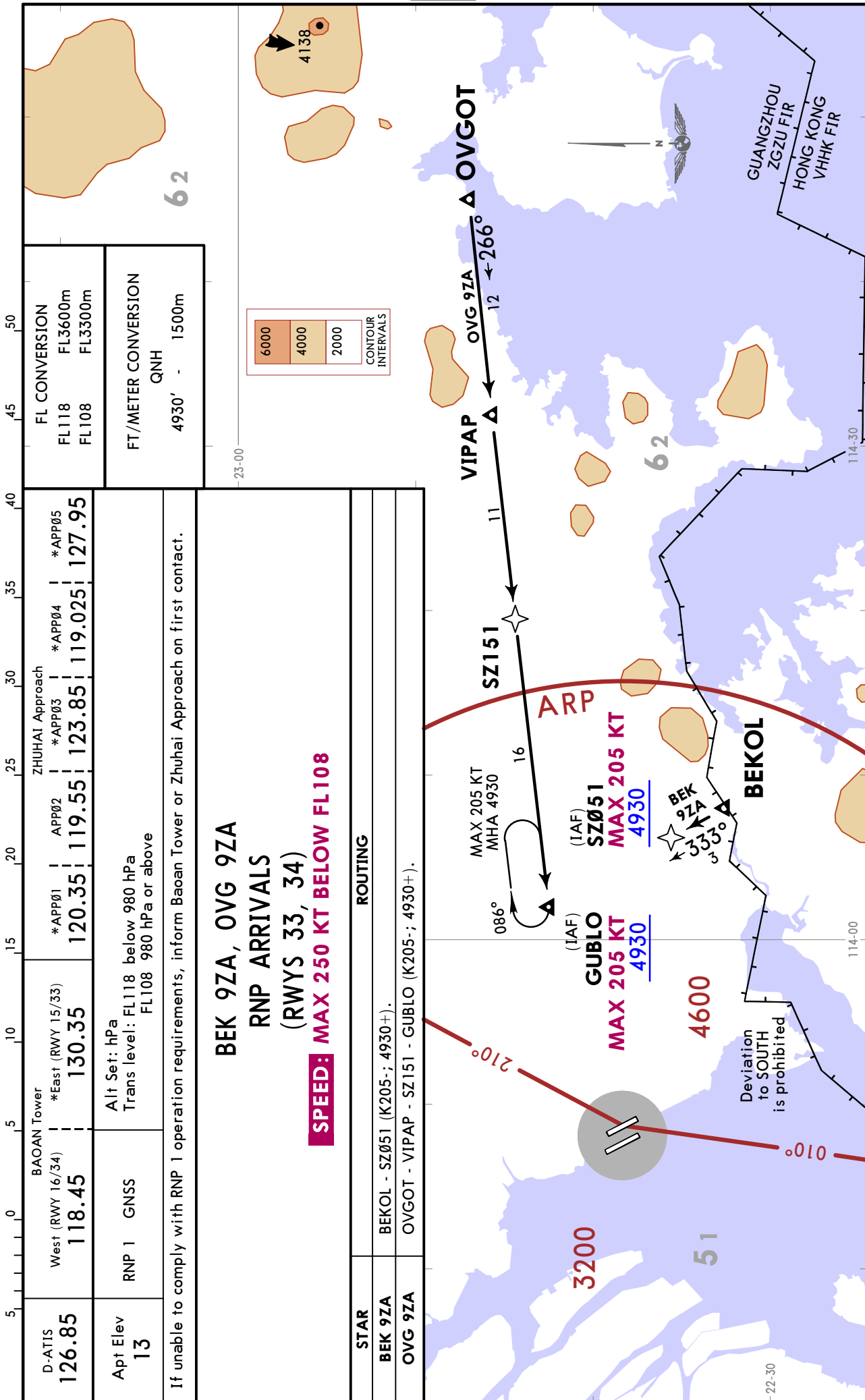


CHANGES: Waypoint GLN renamed GUBLO.

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22 SEP 23 10-2C Eff 4 Oct 1600Z RNAV STAR



CHANGES: Waypoint GLN renamed GUBLO.

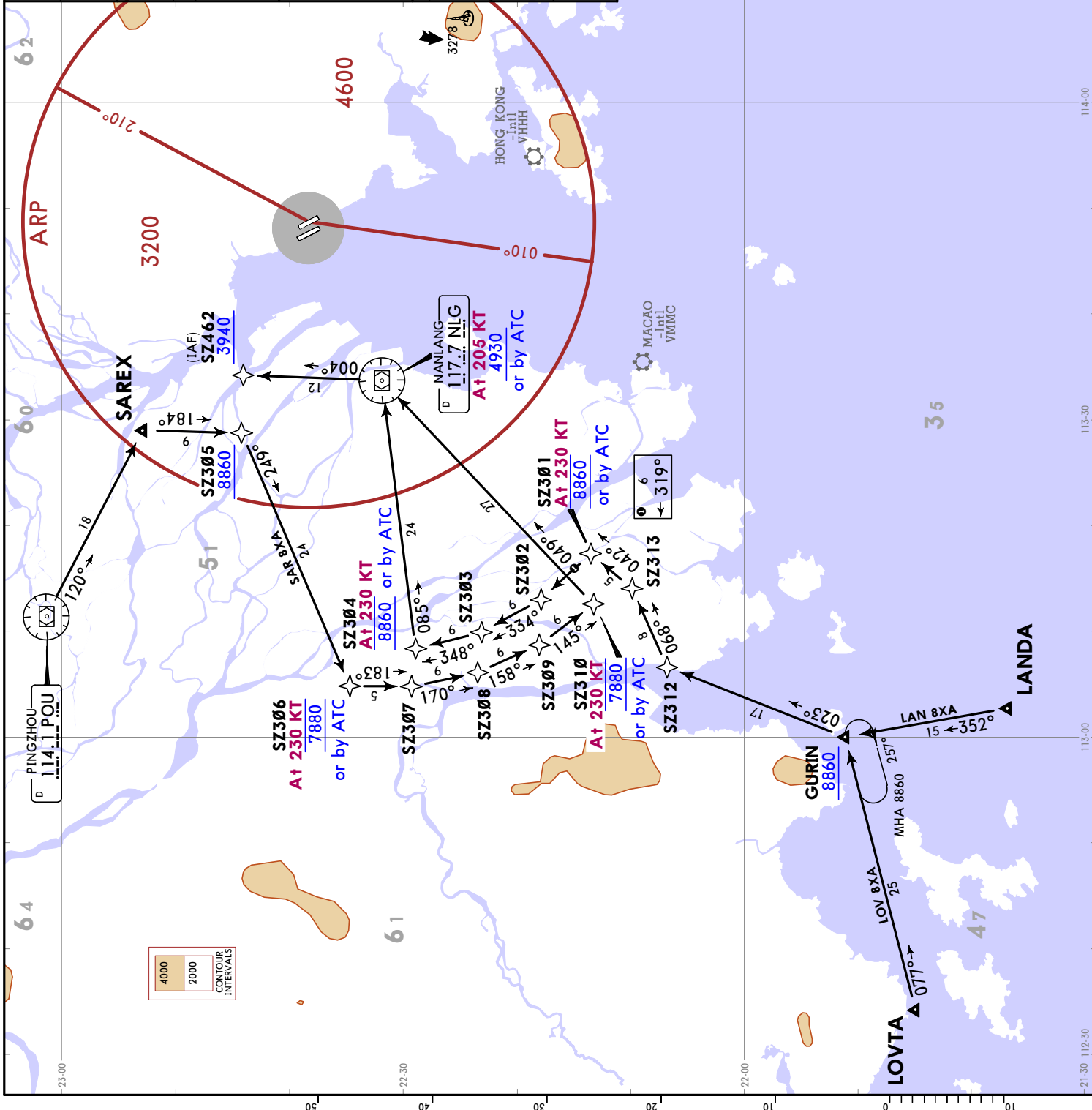
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**SHENZHEN, PR OF CHINA**

**RNAV STAR**

|  |  |
|--|--|
| D-ATIS<br><b>126.85</b>  | BAOAN Tower<br>West (RWY 16/34) <b>118.45</b><br>*East (RWY 15/33) <b>130.35</b>   |
| *APP01   <b>120.35</b><br>*APP02   <b>119.55</b><br>*APP03   <b>123.85</b><br>*APP04   <b>119.025</b><br>*APP05   <b>127.95</b>  | ZHUHAI Approach  |
| Apt Elev<br><b>13</b>  | Alt Set: hPa<br>Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above   |
| RNP 1 GNSS   |  |
| 1. RADAR vectoring direct to NIG is available when<br>act in fanwise sequence.<br>2. If unable to comply with RNP 1 operation<br>requirements, inform BAOAN Tower or Zuhai<br>Approach on first contact. |  |
| <p><b>LAN 8XA, LOV 8XA, SAR 8XA</b><br/> <b>RNP ARRIVALS</b><br/> <b>(RWYS 15, 16)</b><br/> <b>BY ATC</b></p> <p><b>SPEED: MAX 250 KT BELOW FL108</b></p>  |  |
| STAR   | ROUTING  |
| LAN 8XA  | LANDA - GURIN (8860+) - SZ312 - SZ313 - SZ301 (K230; 8860 or by ATC) - SZ302 - SZ303 - SZ304 (K230; 8860 or by ATC) - NIG (K205; 4930+ or by ATC) - SZ462 (3940+). |
| LOV 8XA  | LOVTA - GURIN (8860+) - SZ312 - SZ313 - SZ301 (K230; 8860 or by ATC) - SZ302 - SZ303 - SZ304 (K230; 8860 or by ATC) - NIG (K205; 4930+ or by ATC) - SZ462 (3940+). |
| SAR 8XA  | SAREX - SZ305 (8860+) - SZ306 (K230; 7880 or by ATC) - SZ307 - SZ308 - SZ309 - SZ310 (K230; 7880 or by ATC) - NIG (K205; 4930+ or by ATC) - SZ462 (3940+).         |

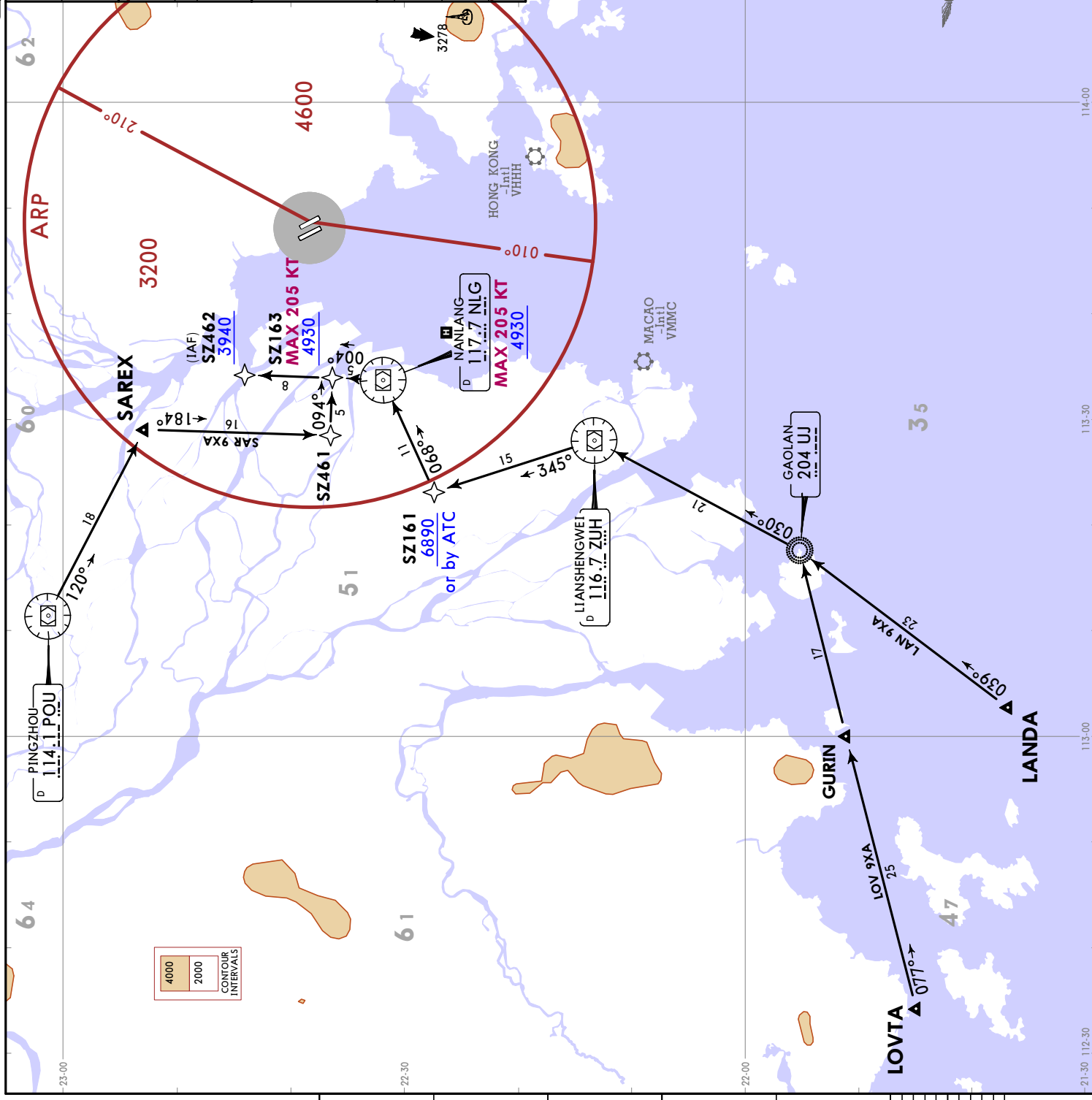
|                      |       |         |
|----------------------|-------|---------|
| FL CONVERSION        | FL118 | FL3600m |
|                      | FL108 | FL3300m |
| FT./METER CONVERSION | QNH   |         |
|                      | 8860  | 2700m   |
|                      | 7880  | 2400m   |
|                      | 4930  | 1500m   |
|                      | 3940  | 1200m   |



**JEPPesen**  
23 JUN 23 (10-2D)

|   |  |
|---|--|
| D-ATIS<br><b>126.85</b>   | BAOAN Tower<br>West (RWY 16/34) <b>118.45</b><br>*East (RWY 15/33) <b>130.35</b>         |
| *APP01   <b>120.35</b><br>*APP02   <b>119.55</b><br>*APP03   <b>123.85</b><br>*APP04   <b>119.025</b><br>*APP05   <b>127.95</b> | ZHUHAI Approach  |
| Apt Elev<br><b>13</b>   | Alt Set: hPa<br>Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above               |
| RNP 1 GNSS<br>If unable to comply with RNP 1 operation requirements, inform BAOAN Tower or Zuhai Approach on first contact.     |  |
| <b>LAN 9XA, LOV 9XA, SAR 9XA<br/>RNP ARRIVALS<br/>(RWYS 15, 16)<br/>SPEED: MAX 250 KT BELOW FL108</b>                           |  |
| STAR  | ROUTING  |
| LAN 9XA   | LANDA - UJ - ZUH - SZ161 (6890+ or by ATC) - NLG (K205-; 4930+) - SZ462 (3940+).         |
| LOV 9XA   | LOVTA - GURIN - UJ - ZUH - SZ161 (6890+ or by ATC) - NLG (K205-; 4930+) - SZ462 (3940+). |
| SAR 9XA   | SAREX - SZ461 - SZ163 (K205-; 4930+) - SZ462 (3940+).                                    |

|                               |         |
|-------------------------------|---------|
| FL CONVERSION                 |         |
| FL118                         | FL3600m |
| FL108                         | FL3300m |
| FT/METER CONVERSION           |         |
| QNH                           |         |
| 6890'                         | 2100m   |
| 4930'                         | 1500m   |
| 3940'                         | 1200m   |
|                               |         |
| NLG<br>MAX 205 KT<br>MHA 4930 |         |



SHENZHEN, PR OF CHINA

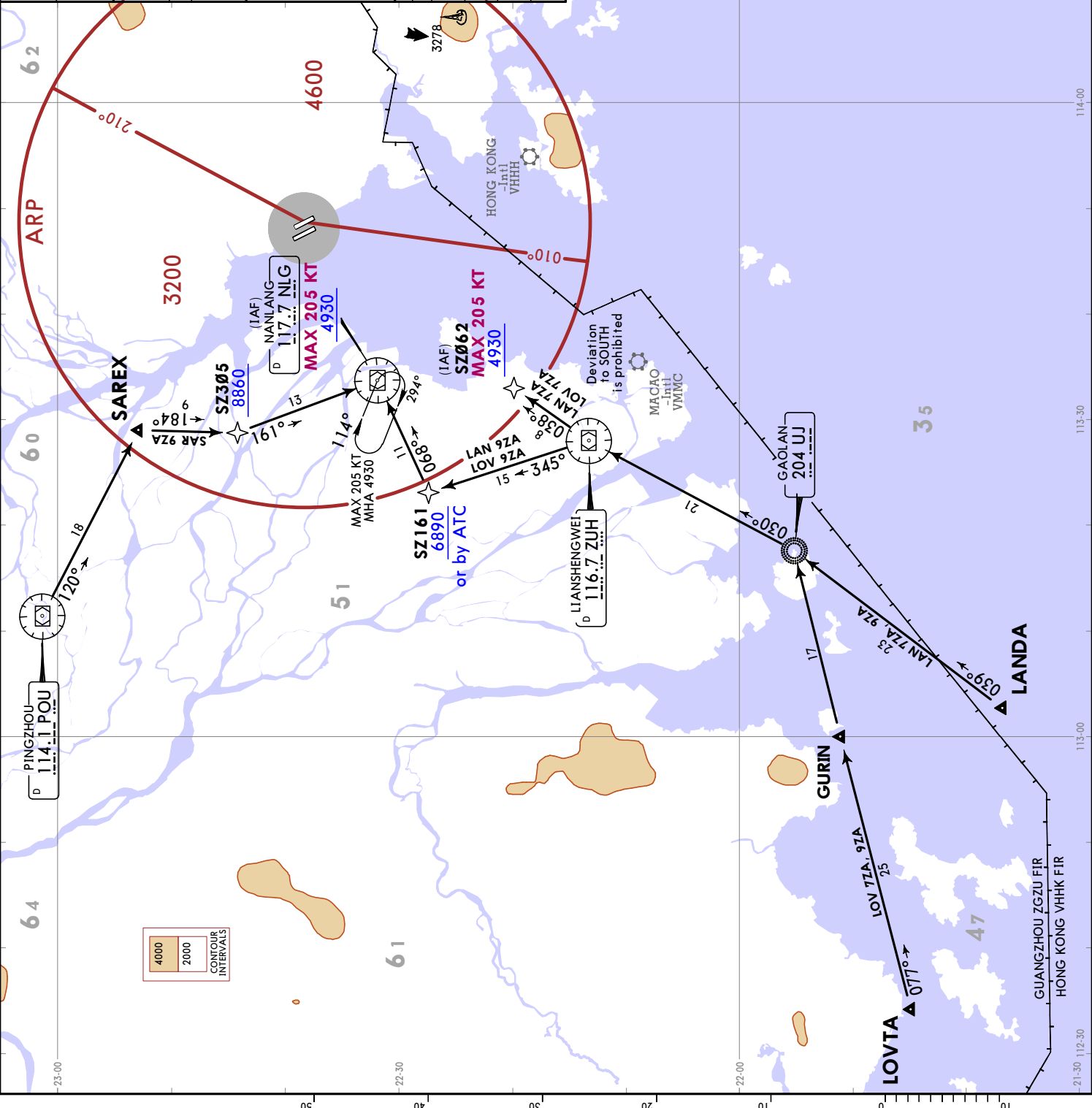
RNAV STAR

|          |        |   |                             |
|----------|--------|---|-----------------------------|
| D-ATIS   | 126.85 | BAOAN Tower<br>West (RWY 16/34)<br>118.45   | *East (RWY 15/33)<br>130.35 |
| *APP01   | 120.35 | ZHUHAI Approach<br>*APP02 119.55   *APP03 123.85   *APP04 119.025   *APP05 127.95                             |                             |
| Apt Elev | 13     | Alt Set: hPa<br>Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above                                    |                             |
| RNP 1    | GNSS   | If unable to comply with RNP 1 operation requirements, inform BAOAN Tower or Zuhai Approach on first contact. |                             |

| LAN 7ZA, LAN 9ZA<br>LOV 7ZA, LOV 9ZA, SAR 9ZA<br>RNP ARRIVALS<br>(RWYS 33, 34)<br><b>SPEED: MAX 250 KT BELOW FL108</b> |  |
|--|--|
| STAR   | ROUTING  |
| LAN 7ZA  | LANDA - UJ - ZUH - SZ062 (K205+; 4930+).                                 |
| LAN 9ZA  | LANDA - UJ - ZUH - SZ161 (6890+ or by ATC) - NLG (K205+; 4930+).         |
| LOV 7ZA  | LOVTA - GURIN - UJ - ZUH - SZ062 (K205+; 4930+).                         |
| LOV 9ZA  | LOVTA - GURIN - UJ - ZUH - SZ161 (6890+ or by ATC) - NLG (K205+; 4930+). |
| SAR 9ZA  | SAREX - SZ305 (8860+) - NLG (K205+; 4930+).                              |

| FL CONVERSION        |         |
|----------------------|---------|
| FL118                | FL3600m |
| FL108                | FL3300m |
| FT /METER CONVERSION |         |
| QNH                  |         |
| 8860'                | - 2700m |
| 6890'                | - 2100m |
| 4930'                | - 1500m |

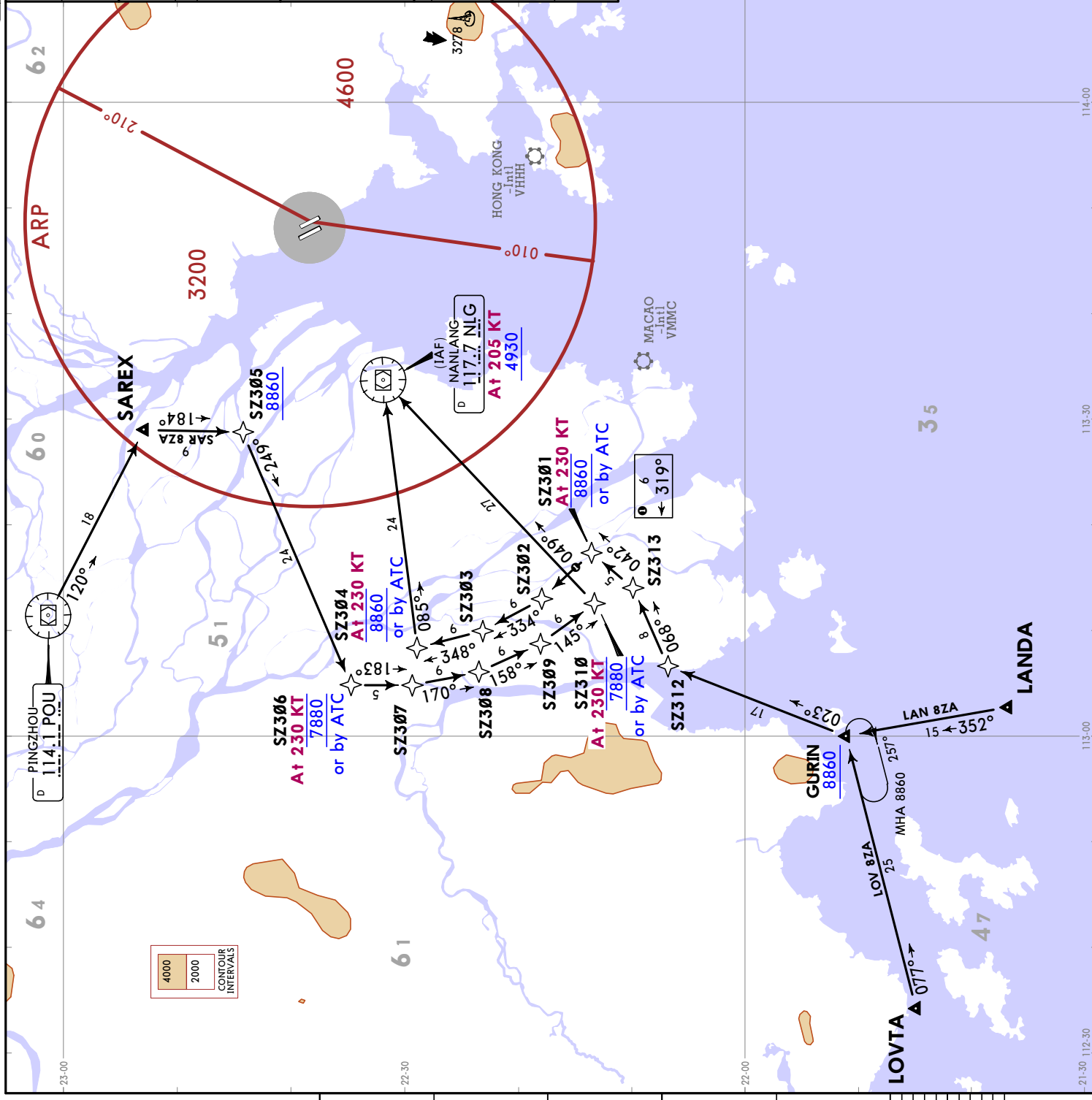
ZGSZ/SZX  
BAOAN  
23 JUN 23  
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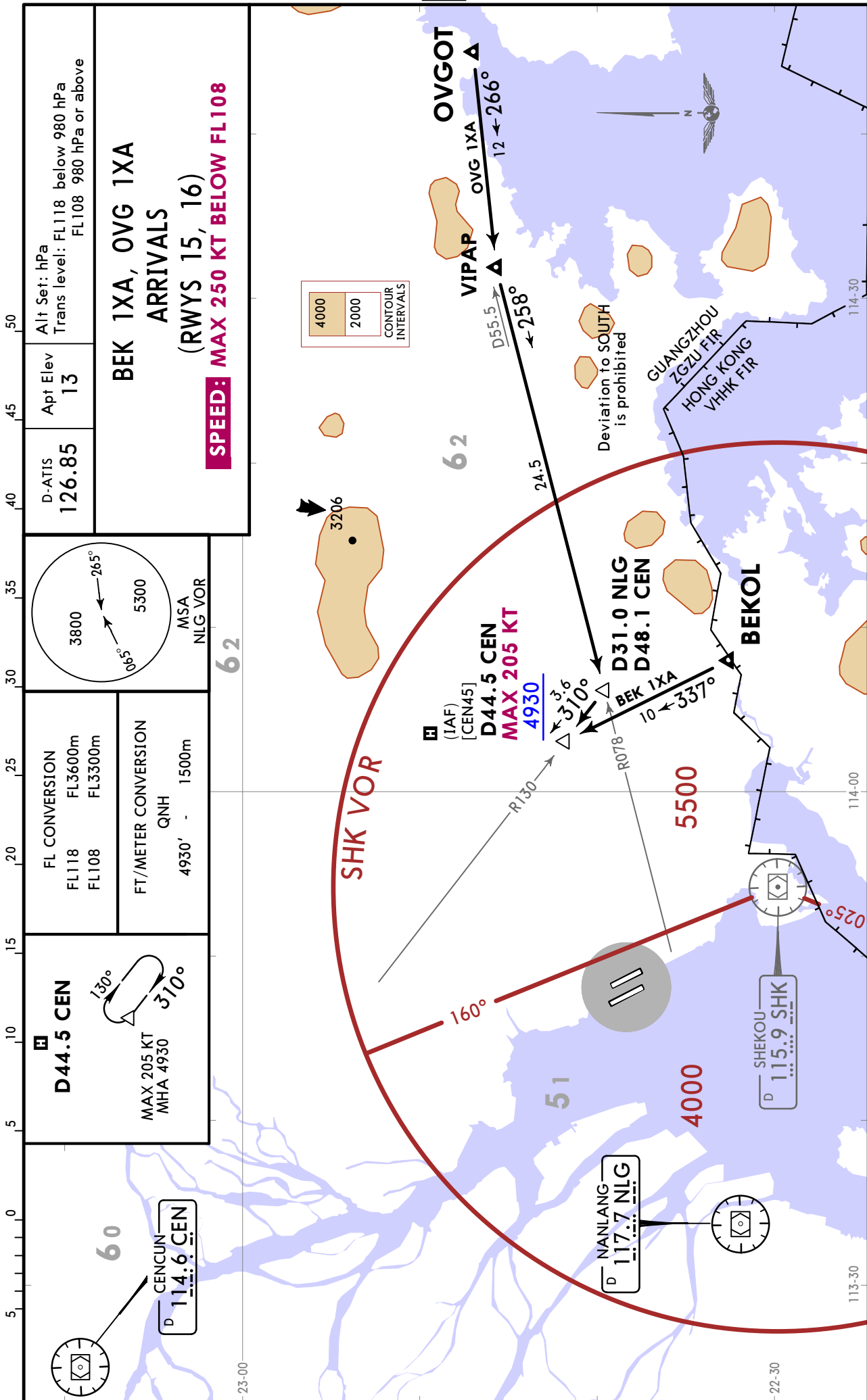
|   |  |
|---|--|
| D-ATIS<br><b>126.85</b>   | BAOAN Tower<br>West (RWY 16/34) <b>118.45</b><br>*East (RWY 15/33) <b>130.35</b>   |
| *APP01   <b>120.35</b><br>*APP02   <b>119.55</b><br>*APP03   <b>123.85</b><br>*APP04   <b>119.025</b><br>*APP05   <b>127.95</b> | ZHUHAI Approach  |
| Apt Elev<br><b>13</b>   | Alt Set: hPa<br>Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above   |
| RNP 1 GNSS  | 1. RADAR vectoring direct to NIG is available when actf in fanwise sequence.<br>2. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zuhai Approach on first contact. |
| <b>LAN 8ZA, LOV 8ZA, SAR 8ZA<br/>RNP ARRIVALS<br/>(RWYS 33, 34)<br/>BY ATC</b>  |  |
| <b>SPEED: MAX 250 KT BELOW FL108</b>  |  |
| STAR  | ROUTING  |
| LAN 8ZA   | LANDA - GURIN (8860+) - SZ312 - SZ313 - SZ301 (K230; 8860 or by ATC) - SZ302 - SZ303 - SZ304 (K230; 8860 or by ATC) - NIG (K205; 4930+).   |
| LOV 8ZA   | LOVTA - GURIN (8860+) - SZ312 - SZ313 - SZ301 (K230; 8860 or by ATC) - SZ302 - SZ303 - SZ304 (K230; 8860 or by ATC) - NIG (K205; 4930+).   |
| SAR 8ZA   | SAREX - SZ305 (8860+) - SZ306 (K230; 7880 or by ATC) - SZ307 - SZ308 - SZ309 - SZ310 (K230; 7880 or by ATC) - NIG (K205; 4930+).   |

|                     |         |
|---------------------|---------|
| FL CONVERSION       |         |
| FL 118              | FL3600m |
| FL 108              | FL3300m |
| FT/METER CONVERSION |         |
| QNH                 |         |
| 8860'               | 2700m   |
| 7880'               | 2400m   |
| 4930'               | 1500m   |



|                     |         |
|---------------------|---------|
| FL CONVERSION       |         |
| FL 118              | FL3600m |
| FL 108              | FL3300m |
| FT/METER CONVERSION |         |
| QNH                 |         |
| 8860'               | 2700m   |
| 7880'               | 2400m   |
| 4930'               | 1500m   |

ZGSZ/SZ  
BAOAN





ZGSZ/SZ  
BAOAN

|                                      |                |  |
|--------------------------------------|----------------|--|
| D-ATIS<br><b>126.85</b>              | Apt Elev<br>13 | Alt Set: hPa<br>Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above |
| <b>BEK 1ZA, OVG 1ZA<br/>ARRIVALS</b> |                |  |
| (RWYS 33, 34)                        |                |  |
| NOT AVAILABLE WHEN SHK VOR U/S       |                |  |
| <b>SPEED: MAX 250 KT BELOW FL108</b> |                |  |

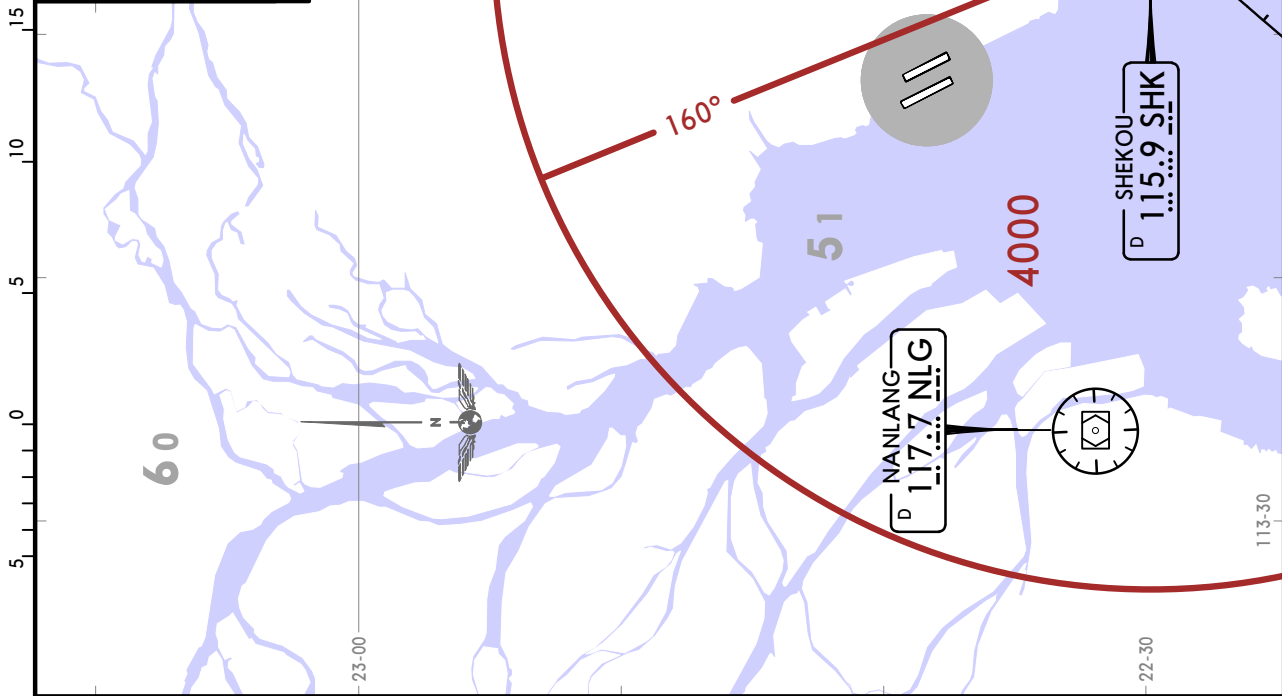
|   |   |
|---|---|
| FL CONVERSION<br>FL118 FL3600m<br>FL108 FL3300m | FT/METER CONVERSION<br>QNH<br>4930' - 1500m |
| MSA<br>NLG VOR                                  |   |

3800

↙ 265°

↘ 065°

5300

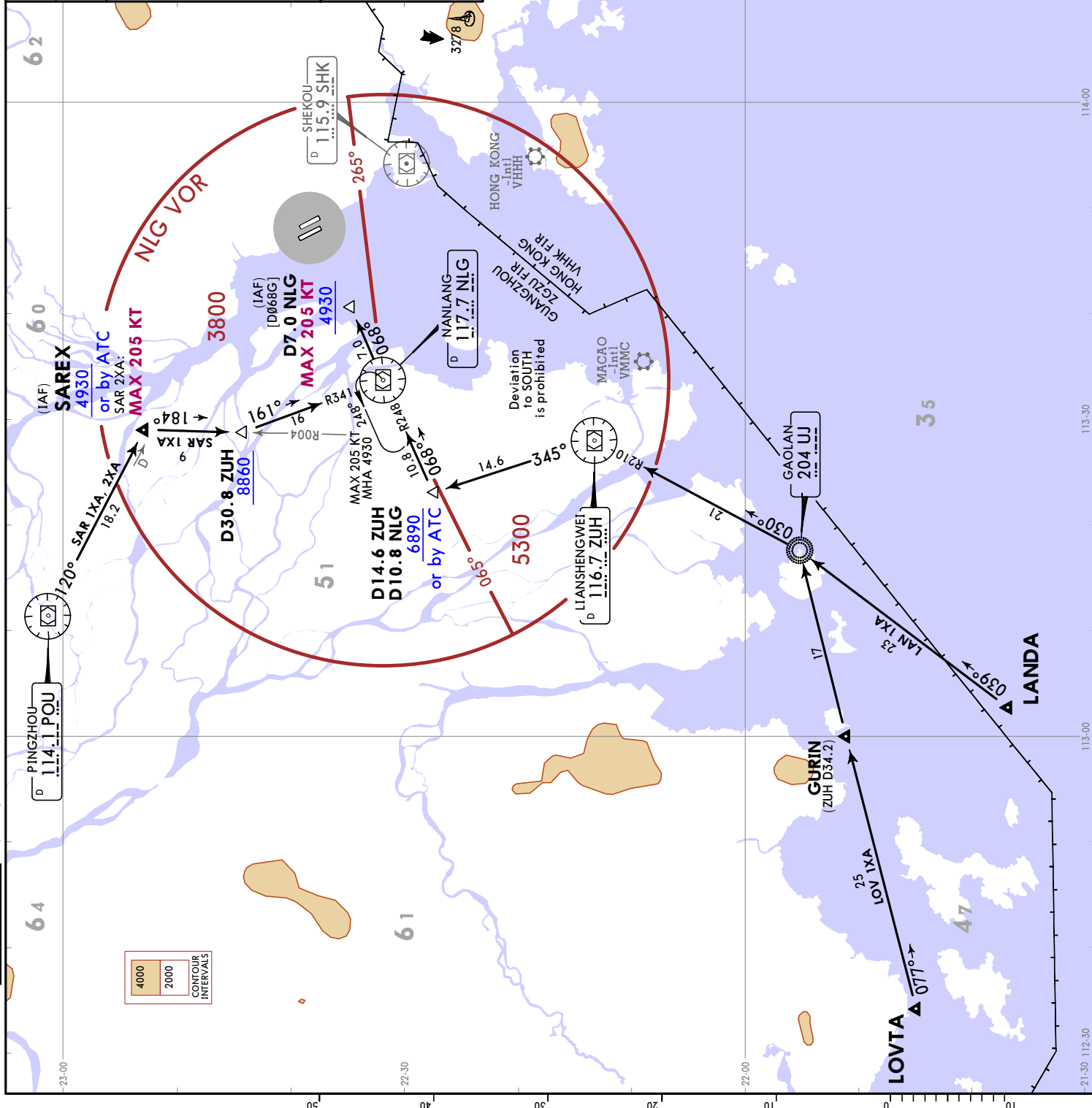


CHANGES: STARS withdrawn and revised.

SHENZHEN, PR OF CHINA  
STAR

ZGSZ/SZX  
BAOAN  
JEPPESSEN  
27 OCT 23  
EFF 1 Nov 1600Z  
10-2K

|   |   |
|---|---|
| D-ATIS<br><b>126.85</b>   | Alt Set: hPa<br>Trans level: FL118 below 980 hPa<br>FL108 980 hPa or above    |
| Apt Elev<br>13  |   |
| LAN 1XA, LOV 1XA, SAR 1XA<br>SAR 2XA<br>BY ATC                    |   |
| ARRIVALS<br>(RWYS 15, 16)<br><b>SPEED: MAX 250 KT BELOW FL108</b> |   |
| FL CONVERSION<br>FL118 FL3600m<br>FL108 FL3300m                   | FT/METER CONVERSION<br>QNH<br>8860' - 2700m<br>6890' - 2100m<br>4930' - 1500m |
|   |   |





ZGSZ/SZX  
BAOAN

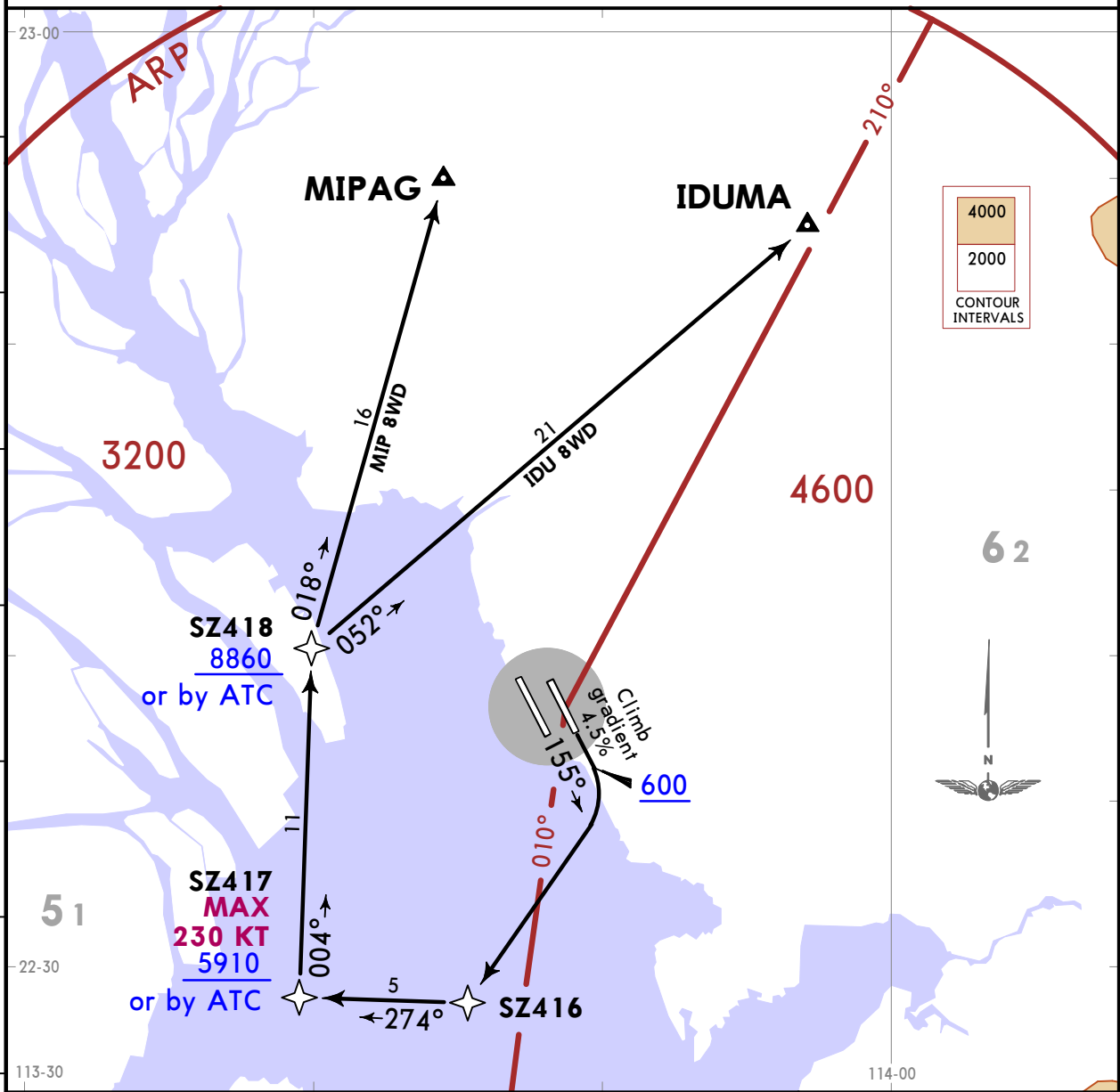
JEPPESEN SHENZHEN, PR OF CHINA  
27 OCT 23 10-3 Eff 1 Nov 1600Z RNAV SID

|                        |                 |        |        |         |        |
|------------------------|-----------------|--------|--------|---------|--------|
| *BAOAN Tower<br>130.35 | ZHUHAI Approach |        |        |         |        |
|                        | *APP01          | APP02  | *APP03 | *APP04  | *APP05 |
|                        | 120.35          | 119.55 | 123.85 | 119.025 | 127.95 |

|                |  |
|----------------|--|
| Apt Elev<br>13 | Trans alt: 8860  |
|                | RNP 1 GNSS   |
|                | 1. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.<br>2. No other noise abatement measures required during noise abatement procedures.<br>3. Turn before DER is prohibited. |

**IDU 8WD, MIP 8WD  
RNP DEPARTURES  
(RWY 15)**

ONLY USED FOR NOISE ABATEMENT PROCEDURES FOR SINGLE RWY AT NIGHT AND BY ATC



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

| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 600'                | - 180m  |
| 5910'               | - 1800m |
| 8860'               | - 2700m |

| SID            | ROUTING   |
|----------------|---|
| <b>IDU 8WD</b> | (600) - SZ416 - SZ417 (K230-; 5910+ or by ATC) - SZ418 (8860+ or by ATC) - IDUMA. |
| <b>MIP 8WD</b> | (600) - SZ416 - SZ417 (K230-; 5910+ or by ATC) - SZ418 (8860+ or by ATC) - MIPAG. |

ZGSZ/SZX  
BAOAN

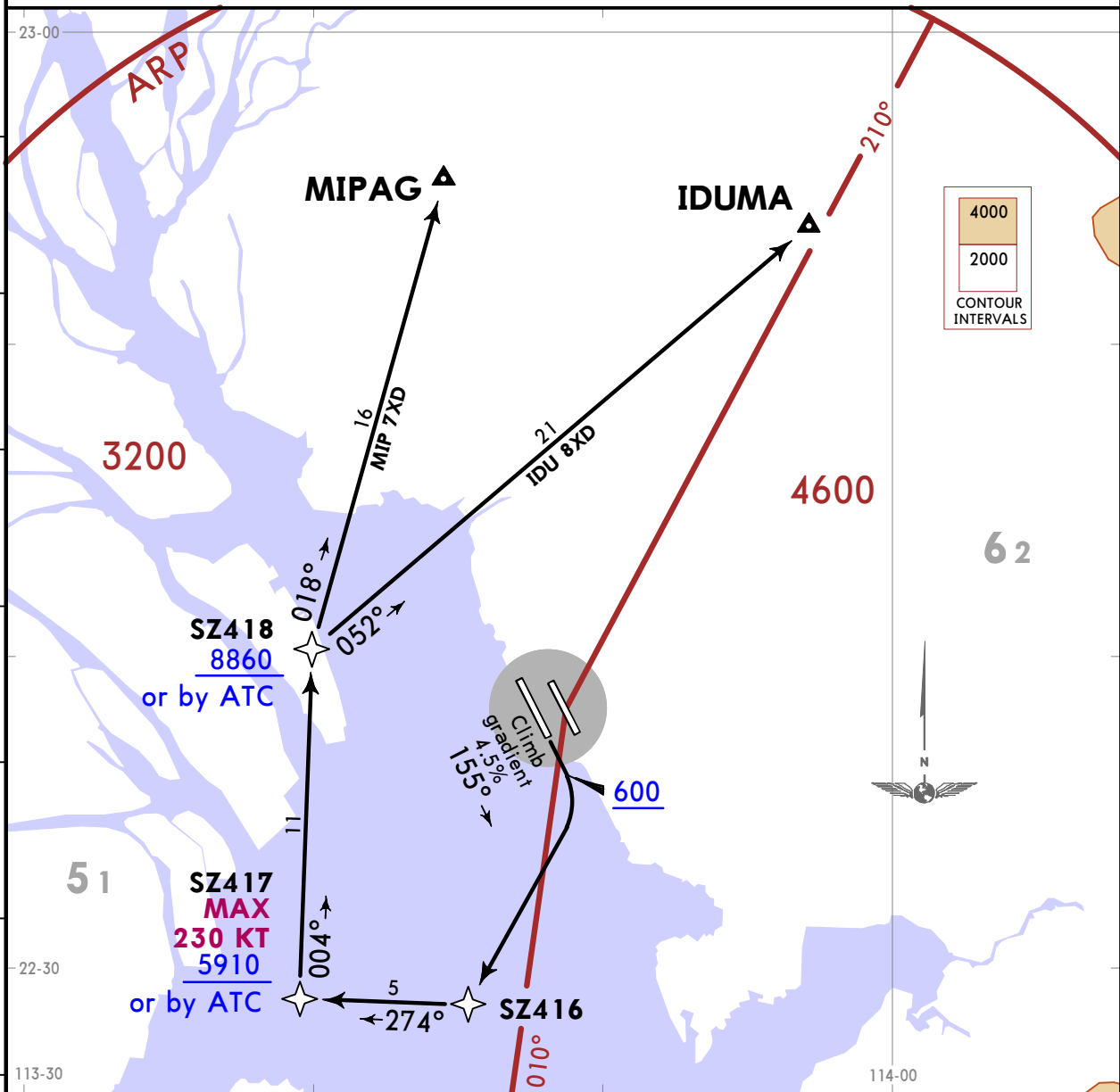
JEPPESEN SHENZHEN, PR OF CHINA  
27 OCT 23 **10-3A** Eff 1 Nov 1600Z **RNAV SID**

|                              |                 |        |        |         |        |
|------------------------------|-----------------|--------|--------|---------|--------|
| BAOAN Tower<br><b>118.45</b> | ZHUHAI Approach |        |        |         |        |
|                              | *APP01          | APP02  | *APP03 | *APP04  | *APP05 |
|                              | 120.35          | 119.55 | 123.85 | 119.025 | 127.95 |

|                       |  |
|-----------------------|--|
| Apt Elev<br><b>13</b> | Trans alt: 8860  |
|                       | RNP 1 GNSS   |
|                       | 1. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.<br>2. No other noise abatement measures required during noise abatement procedures.<br>3. Turn before DER is prohibited. |

**IDU 8XD, MIP 7XD  
RNP DEPARTURES  
(RWY 16)**

ONLY USED FOR NOISE ABATEMENT PROCEDURES FOR SINGLE RWY AT NIGHT AND BY ATC



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

| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 600'                | - 180m  |
| 5910'               | - 1800m |
| 8860'               | - 2700m |

| SID            | ROUTING   |
|----------------|---|
| <b>IDU 8XD</b> | (600) - SZ416 - SZ417 (K230-; 5910+ or by ATC) - SZ418 (8860+ or by ATC) - IDUMA. |
| <b>MIP 7XD</b> | (600) - SZ416 - SZ417 (K230-; 5910+ or by ATC) - SZ418 (8860+ or by ATC) - MIPAG. |

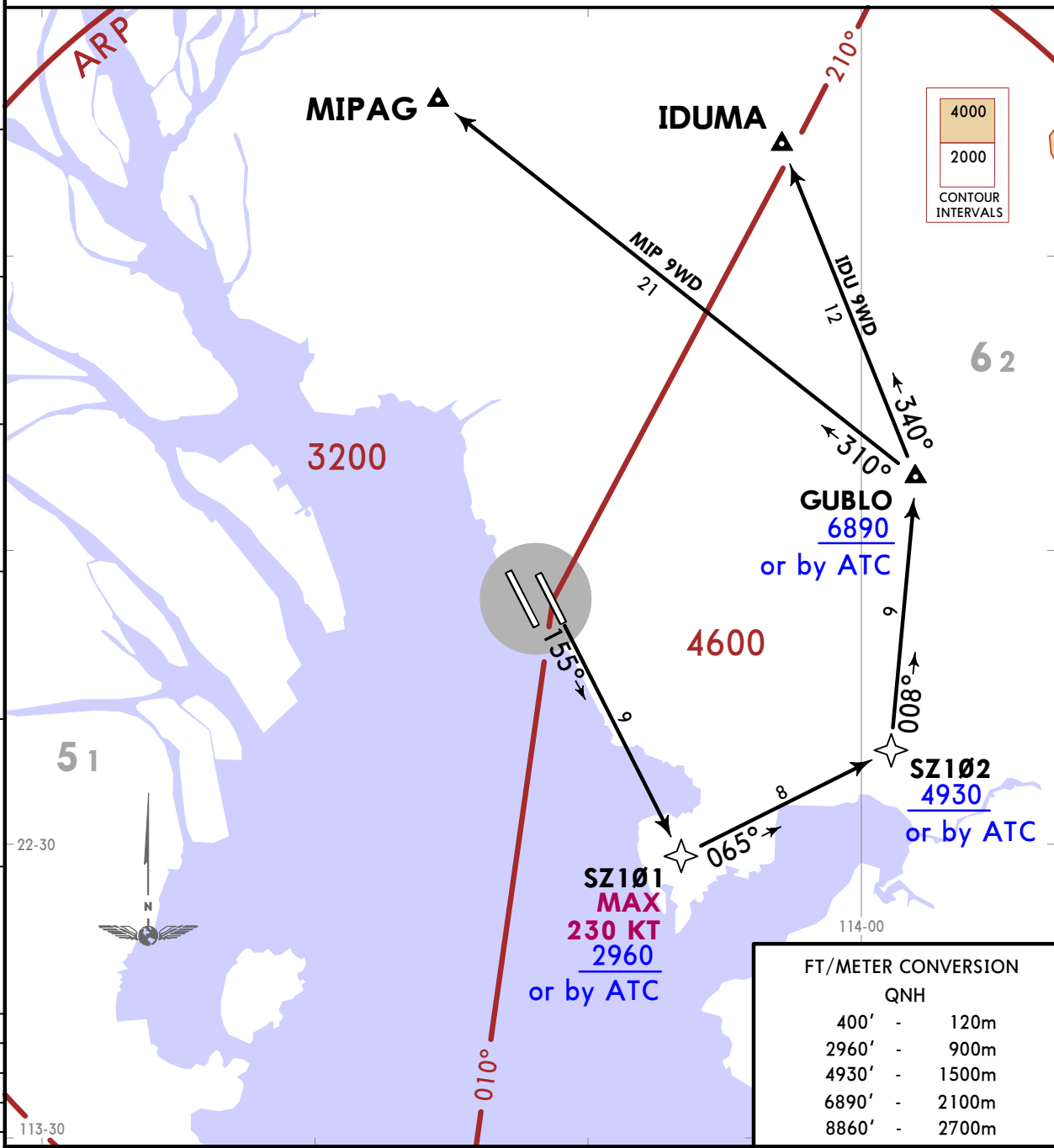
ZGSZ/SZX  
BAOAN

JEPPESEN SHENZHEN, PR OF CHINA  
27 OCT 23 (10-3A1) Eff 1 Nov 1600Z RNAV SID

|                               |                  |                 |                  |                   |                  |
|-------------------------------|------------------|-----------------|------------------|-------------------|------------------|
| *BAOAN Tower<br><b>130.35</b> | ZHUHAI Approach  |                 |                  |                   |                  |
|                               | *APP01<br>120.35 | APP02<br>119.55 | *APP03<br>123.85 | *APP04<br>119.025 | *APP05<br>127.95 |

|                       |  |
|-----------------------|--|
| Apt Elev<br><b>13</b> | Trans alt: 8860  |
|                       | RNP 1 GNSS   |
|                       | If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact. |

**IDU 9WD, MIP 9WD  
RNP DEPARTURES  
(RWY 15)**  
DEVIATION TO SOUTH OF SZ101-SZ102 IS FORBIDDEN



| FT/METER CONVERSION |       |
|---------------------|-------|
| QNH                 |       |
| 400'                | 120m  |
| 2960'               | 900m  |
| 4930'               | 1500m |
| 6890'               | 2100m |
| 8860'               | 2700m |

| SID            | ROUTING   |
|----------------|---|
| <b>IDU 9WD</b> | (400) - SZ101 (K230-; 2960+ or by ATC) - SZ102 (4930+ or by ATC) - GUBLO (6890+ or by ATC) - IDUMA. |
| <b>MIP 9WD</b> | (400) - SZ101 (K230-; 2960+ or by ATC) - SZ102 (4930+ or by ATC) - GUBLO (6890+ or by ATC) - MIPAG. |

ZGSZ/SZX  
BAOAN

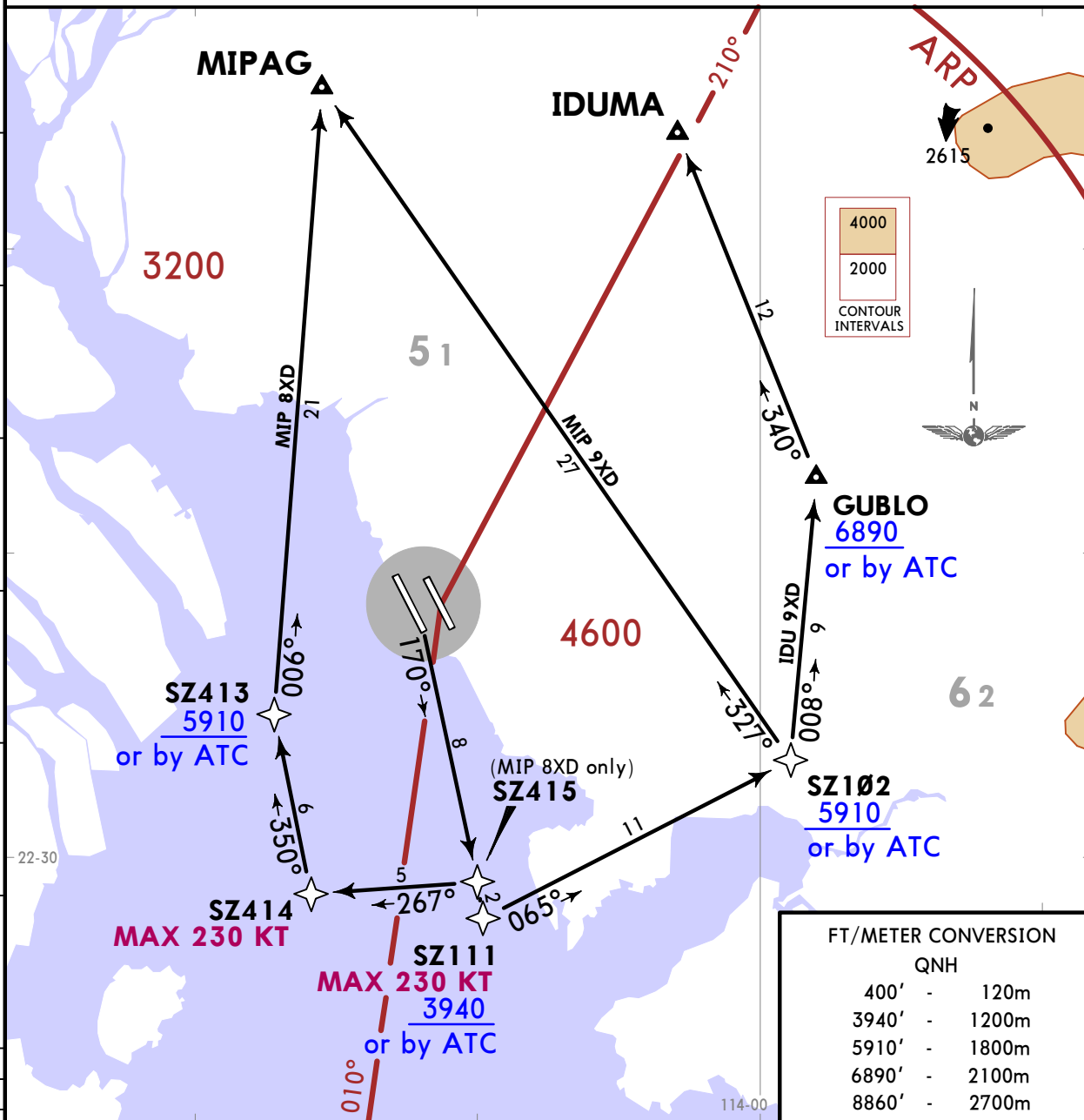
JEPPESEN SHENZHEN, PR OF CHINA  
27 OCT 23 10-3A2 Eff 1 Nov 1600Z RNAV SID

|                       |                 |        |        |         |        |
|-----------------------|-----------------|--------|--------|---------|--------|
| BAOAN Tower<br>118.45 | ZHUHAI Approach |        |        |         |        |
|                       | *APP01          | APP02  | *APP03 | *APP04  | *APP05 |
|                       | 120.35          | 119.55 | 123.85 | 119.025 | 127.95 |

|                |  |
|----------------|--|
| Apt Elev<br>13 | Trans alt: 8860  |
|                | RNP 1 GNSS   |
|                | 1. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.<br>2. Turn before DER is prohibited. |

45  
40  
35  
30  
25  
20  
15  
10  
5  
0

**IDU 9XD, MIP 8XD, MIP 9XD**  
**RNP DEPARTURES**  
**(RWY 16)**  
DEVIATION TO SOUTH OF SZ111-SZ102 IS FORBIDDEN



| SID                      | ROUTING   |
|--------------------------|---|
| <b>IDU 9XD ①</b>         | (400) - SZ111 (K230-; 3940+ or by ATC) - SZ102 (5910+ or by ATC) - GUBLO (6890+ or by ATC) - IDUMA. |
| <b>MIP 8XD</b><br>By ATC | (400) - SZ415 - SZ414 (K230-) - SZ413 (5910+ or by ATC) - MIPAG.                                    |
| <b>MIP 9XD ①</b>         | (400) - SZ111 (K230-; 3940+ or by ATC) - SZ102 (5910+ or by ATC) - MIPAG.                           |

① When two RWYs are used for independent departure, RNAV SIDs need ATC clearance.



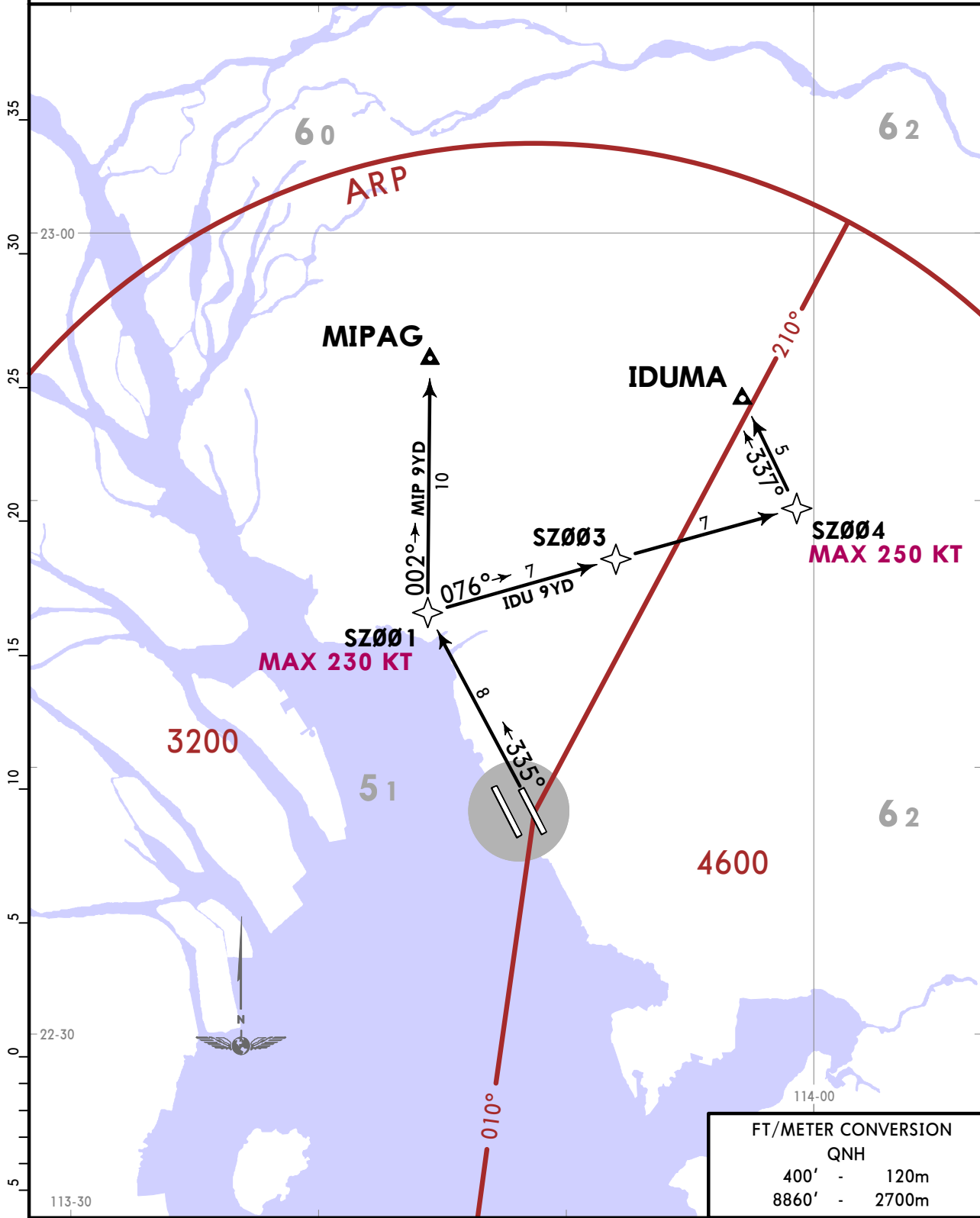
ZGSZ/SZX  
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA  
23 JUN 23 (10-3B) RNAV SID

|                  |                   |                 |        |        |         |        |
|------------------|-------------------|-----------------|--------|--------|---------|--------|
| BAOAN Tower      |                   | ZHUHAI Approach |        |        |         |        |
| West (RWY 16/34) | *East (RWY 15/33) | *APP01          | APP02  | *APP03 | *APP04  | *APP05 |
| 118.45           | 130.35            | 120.35          | 119.55 | 123.85 | 119.025 | 127.95 |

|                |            |   |
|----------------|------------|---|
| Apt Elev<br>13 | RNP 1 GNSS | Trans alt: 8860<br>If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact. |
|----------------|------------|---|

IDU 9YD, MIP 9YD  
RNP DEPARTURES  
(RWY 33)



| SID     | ROUTING  |
|---------|--|
| IDU 9YD | (400) - SZ001 (K230-) - SZ003 - SZ004 (K250-) - IDUMA. |
| MIP 9YD | (400) - SZ001 (K230-) - MIPAG.                         |



ZGSZ/SZX  
BAOAN

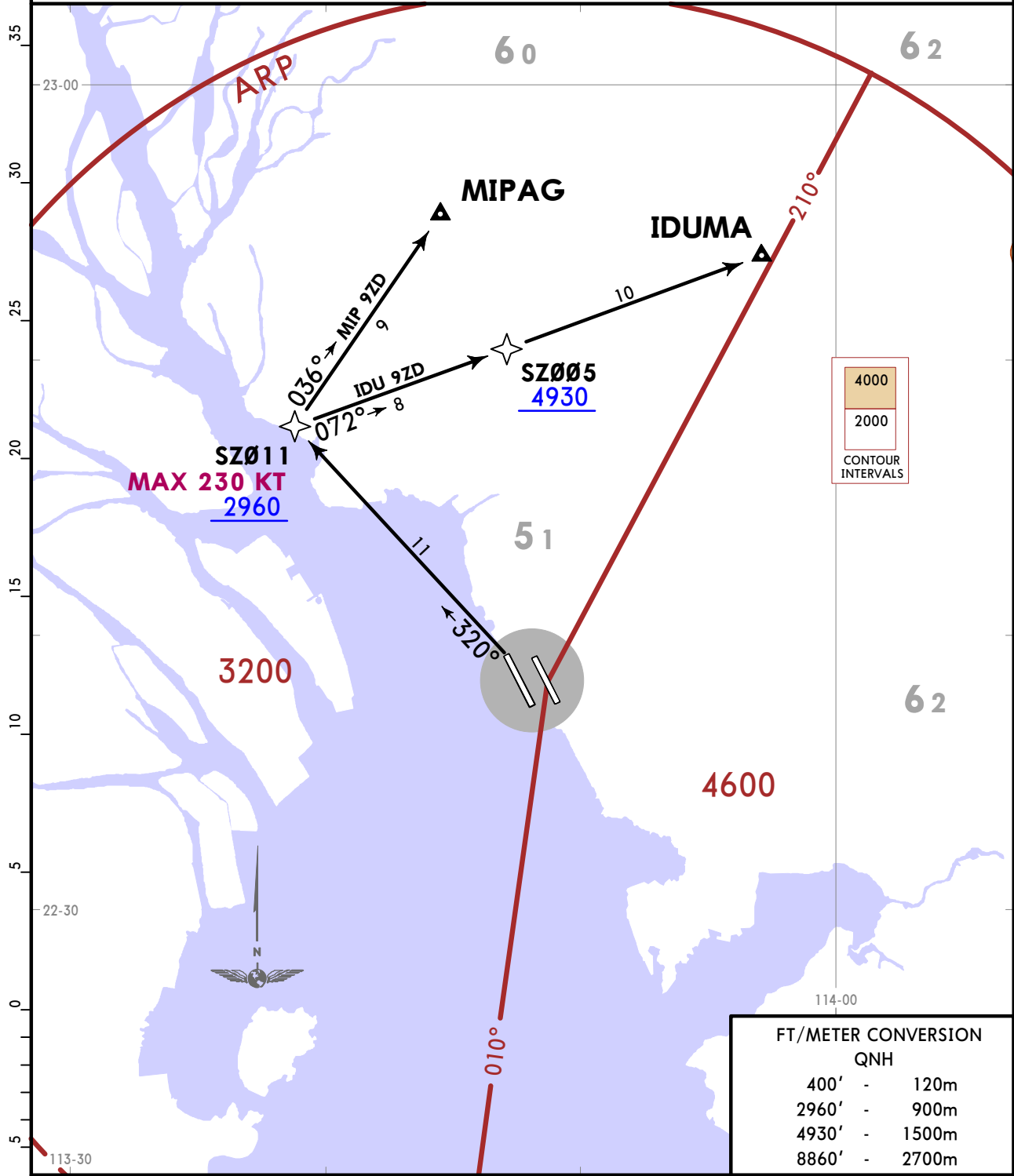
JEPPESEN  
23 JUN 23 10-3C

SHENZHEN, PR OF CHINA  
RNAV SID

|                  |                   |                 |        |        |         |        |
|------------------|-------------------|-----------------|--------|--------|---------|--------|
| BAOAN Tower      |                   | ZHUHAI Approach |        |        |         |        |
| West (RWY 16/34) | *East (RWY 15/33) | *APP01          | APP02  | *APP03 | *APP04  | *APP05 |
| 118.45           | 130.35            | 120.35          | 119.55 | 123.85 | 119.025 | 127.95 |

|                |            |  |
|----------------|------------|--|
| Apt Elev<br>13 | RNP 1 GNSS | Trans alt: 8860<br>1. No turn before DER.<br>2. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact. |
|----------------|------------|--|

**IDU 9ZD, MIP 9ZD**  
**RNP DEPARTURES**  
**(RWY 34)**  
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT DEPARTURE, RNAV SIDS NEED ATC CLEARANCE



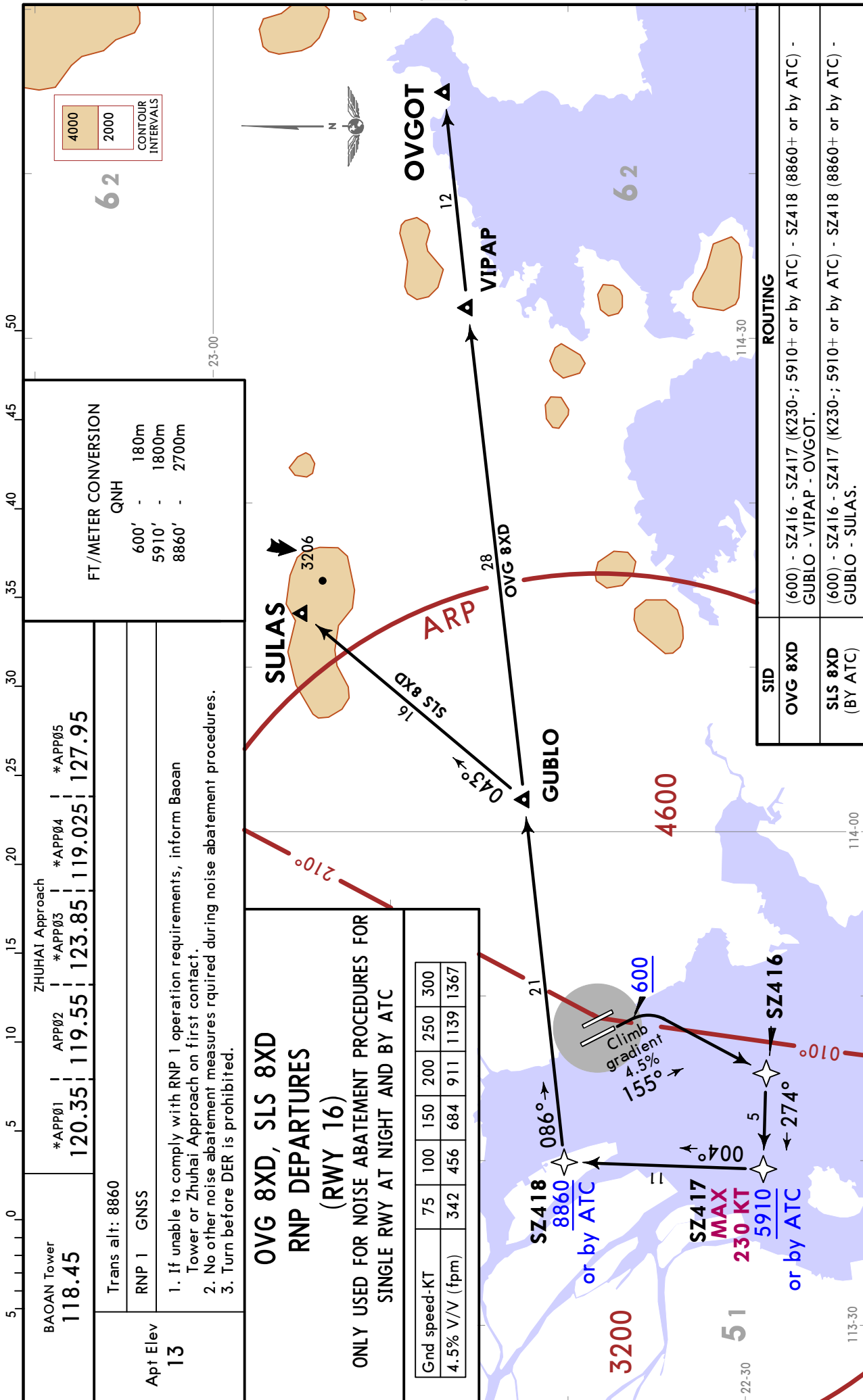
| FT/METER CONVERSION |       |
|---------------------|-------|
| QNH                 |       |
| 400'                | 120m  |
| 2960'               | 900m  |
| 4930'               | 1500m |
| 8860'               | 2700m |

| SID     | ROUTING   |
|---------|---|
| IDU 9ZD | (400) - SZ011 (K230-; 2960+) - SZ005 (4930+) - IDUMA. |
| MIP 9ZD | (400) - SZ011 (K230-; 2960+) - MIPAG.                 |



ZGSZ/SZ  
BAOAN

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27 OCT 23 10-3E Eff 1 Nov 1600Z RNAV SID



CHANGES: New procedures.

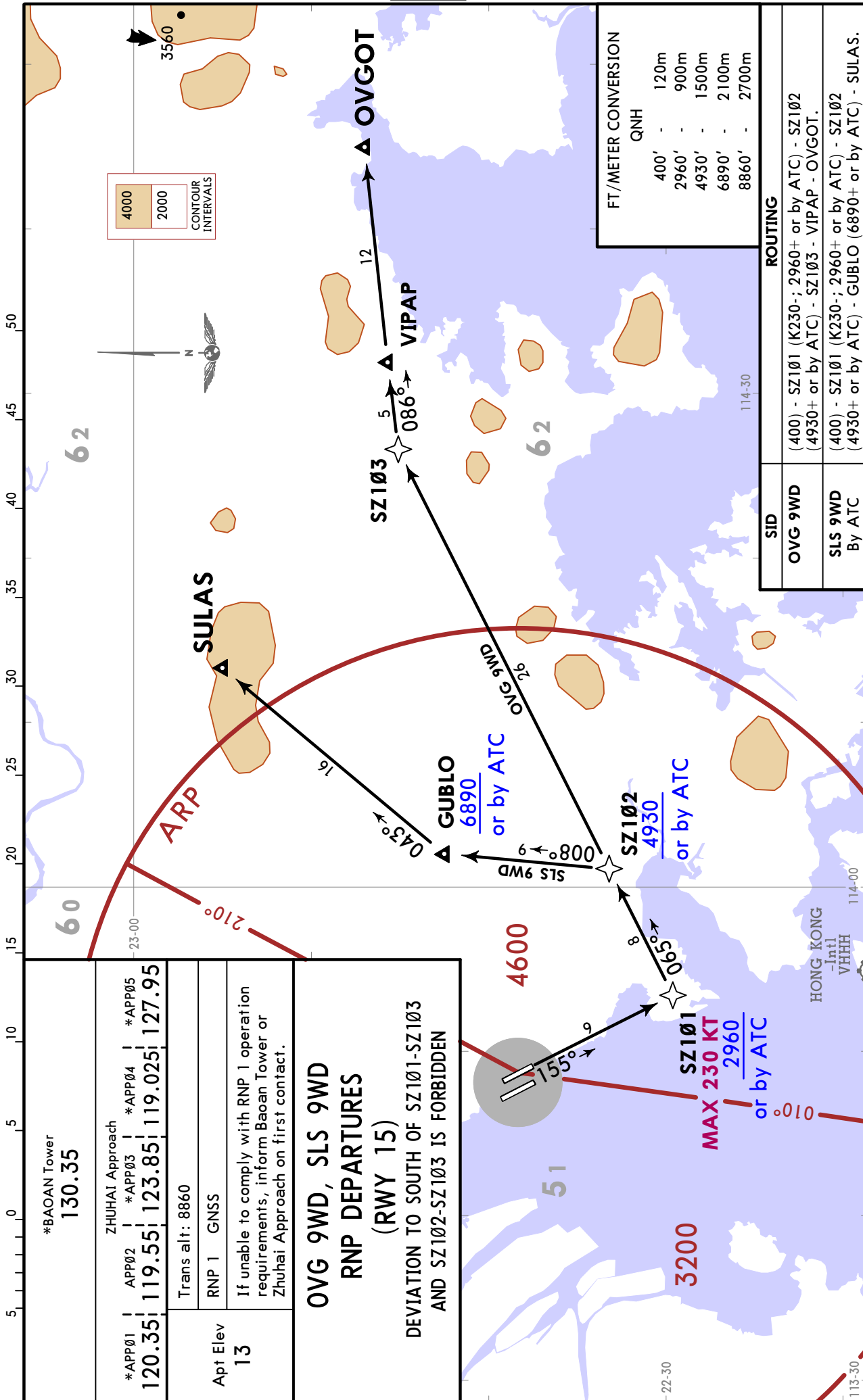
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27 OCT 23 10-3E1

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Eff 1 Nov 1600Z

RNAV SID



ZGSZ/SZX  
BAOAN

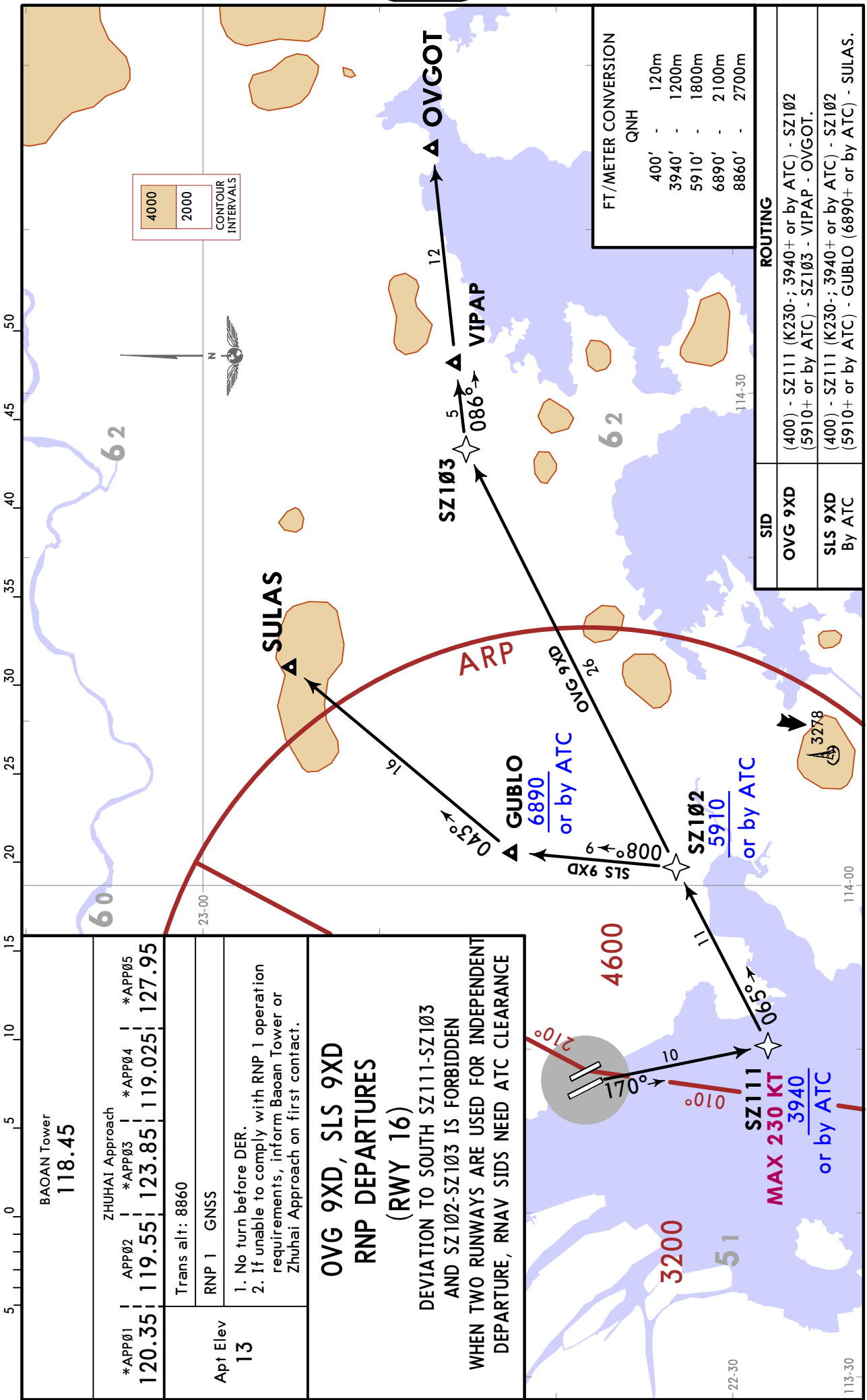
27 OCT 23

10-3E2

Eff 1 Nov 1600Z

RNAV SID

JEPPESSEN SHENZHEN, PR OF CHINA



ROUTING

| SID               | ROUTING   |
|-------------------|---|
| OVG 9XD           | (400) - SZ111 (K230-; 3940+ or by ATC) - SZ102 (5910+ or by ATC) - SZ103 - VIPAP - OVGOT.           |
| SLS 9XD<br>By ATC | (400) - SZ111 (K230-; 3940+ or by ATC) - SZ102 (5910+ or by ATC) - GUBLO (6890+ or by ATC) - SULAS. |

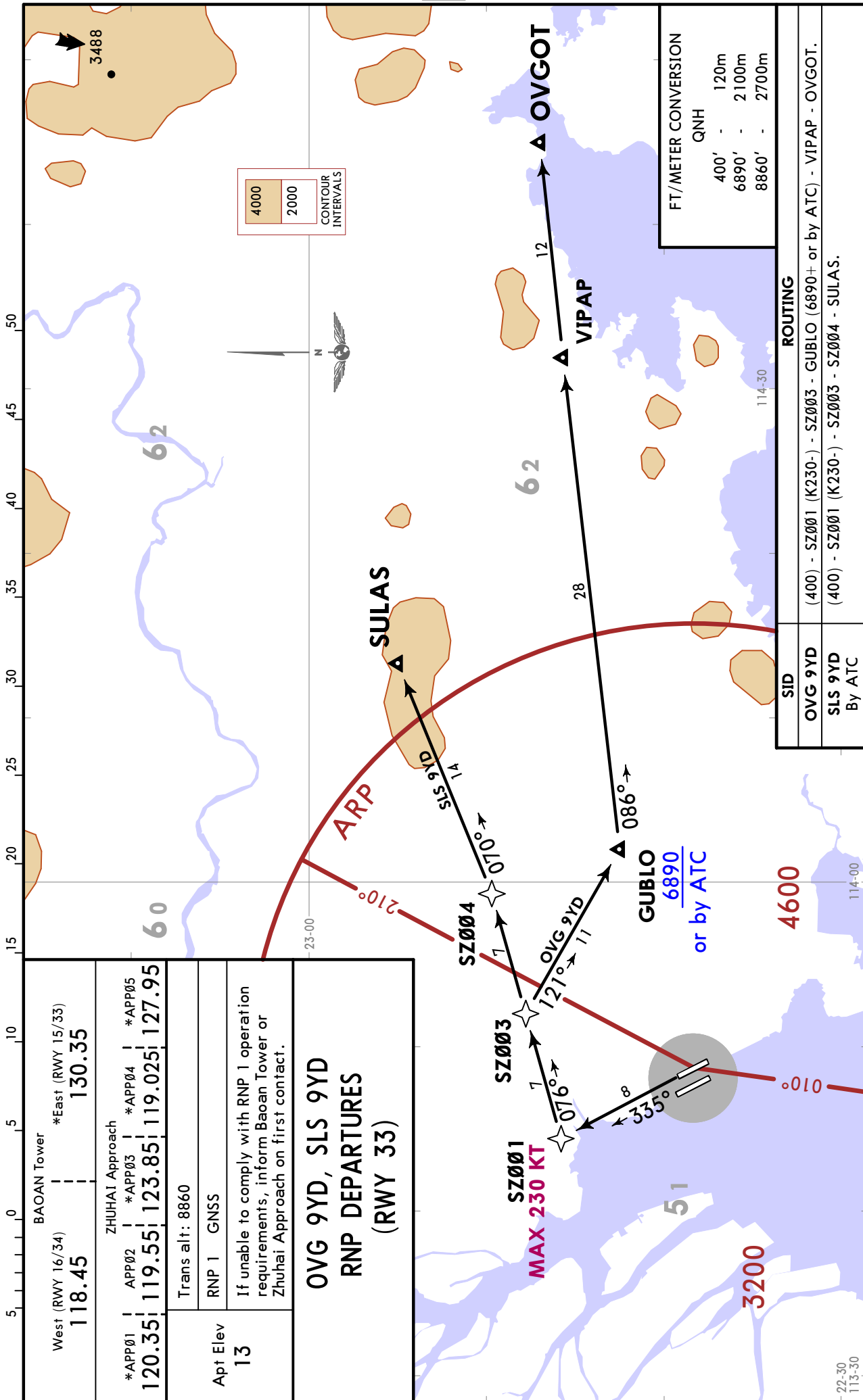
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BAOAN

JEPPesen 22 SEP 23 10-3F

SHENZHEN, PR OF CHINA

Eff 4 Oct 1600Z

RNAV SID

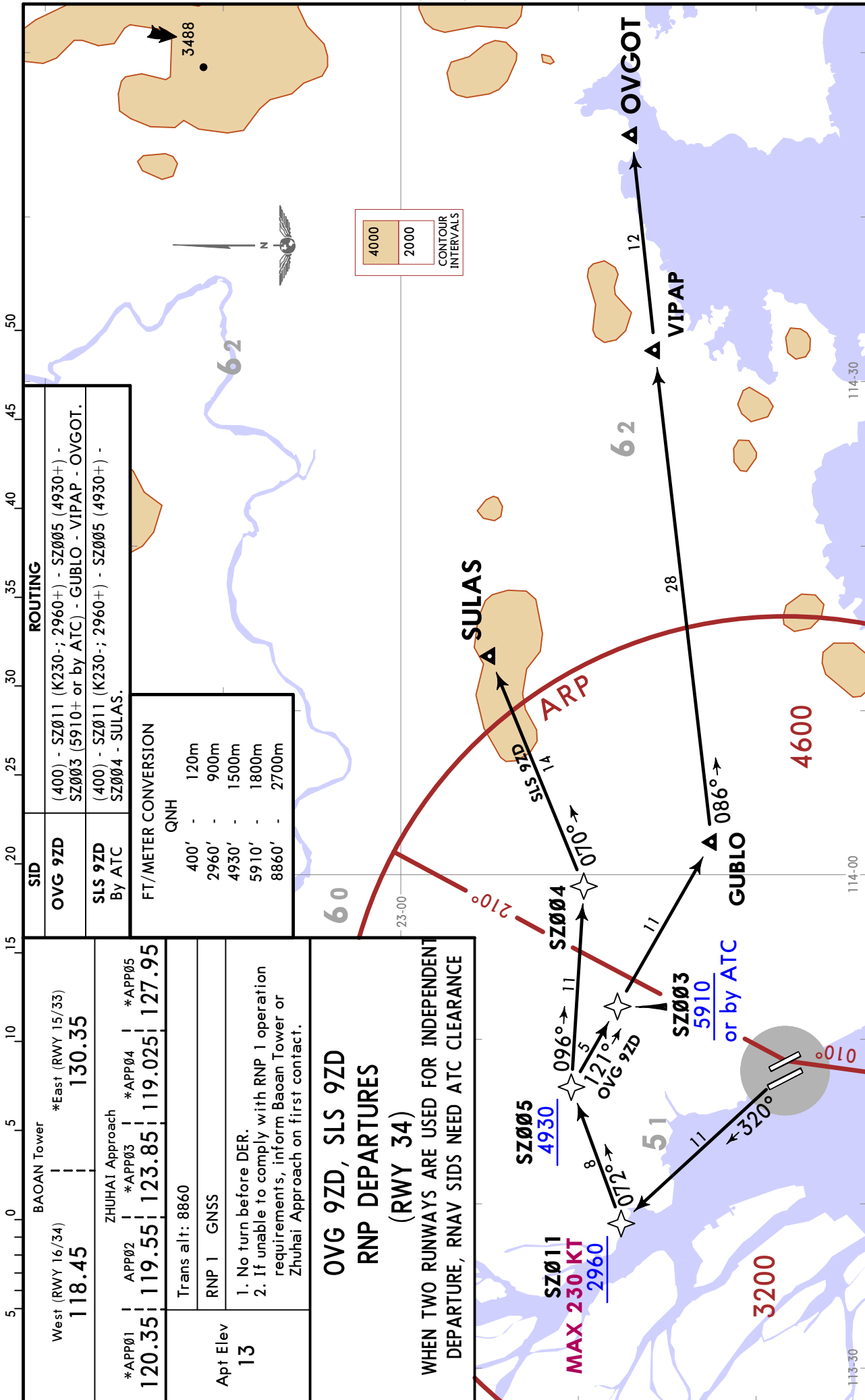


CHANGES: Waypoint GLN renamed GUBLO.

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BAOAN

JEPPESEN SHENZHEN, PR OF CHINA  
22 SEP 23 10-3G Eff 4 Oct 1600Z RNAV SID



CHANGES: Waypoint GLN renamed GUBLO.

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RNAV SID

JEYPESEN  
27 OCT 23 (10-3H)  
Eff. 1 Nov. 1600Z

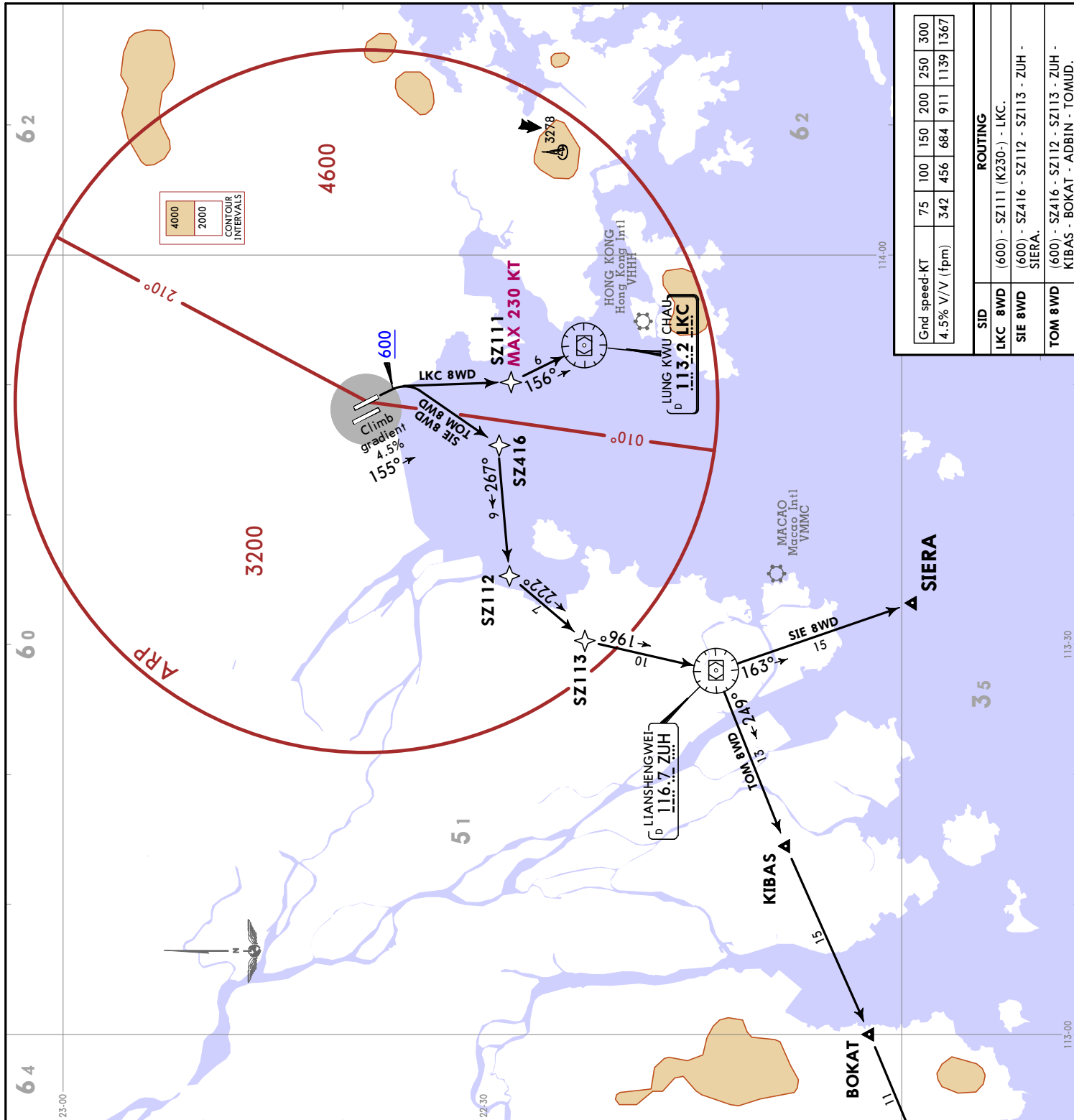
ZGSZ/SZX  
BAOAN

|                        |                                     |                  |
|------------------------|-------------------------------------|------------------|
| *BAOAN Tower<br>130.35 | ZHUHAI Approach<br>*APP01<br>120.35 | APP02<br>119.55  |
| *APP03<br>123.85       | *APP04<br>119.025                   | *APP05<br>127.95 |
| Apt Elev<br>13         |                                     |                  |
| Trans alt: 8860        |                                     |                  |
| RNP 1 GNSS             |                                     |                  |

**LKC 8WD**  
**SIE 8WD, TOM 8WD**  
**RNP DEPARTURES**  
**(RWY 15)**  
**ONLY USED FOR NOISE ABATEMENT**  
**PROCEDURES FOR SINGLE**  
**RWY AT NIGHT AND BY ATC**

|                     |
|---------------------|
| FT/METER CONVERSION |
| QNH                 |
| 600' - 180m         |
| 8860' - 2700m       |

1. If unable to comply with RNP 1 operation requirements, inform BAOAN Tower or Zuhai Approach on first contact.
2. No other noise abatement measures required during noise abatement procedures.
3. Turn before DER is prohibited.



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

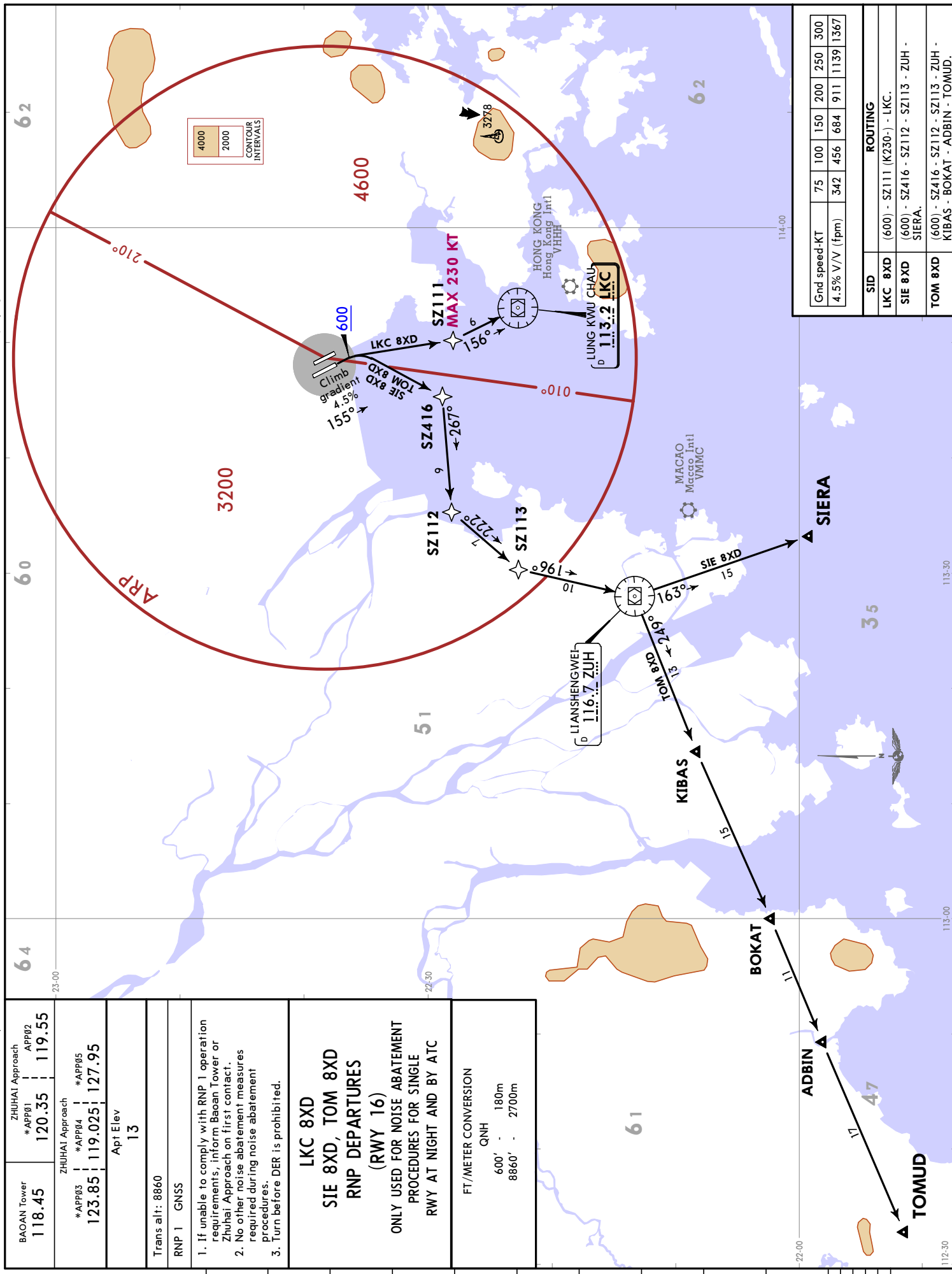
  

| SID     | ROUTING  |
|---------|--|
| LKC 8WD | (600) - SZ111 (K230-) - LKC.   |
| SIE 8WD | (600) - SZ416 - SZ112 - SZ113 - ZUH - SIERA.                         |
| TOM 8WD | (600) - SZ416 - SZ112 - SZ113 - ZUH - KIBAS - BOKAT - ADBIN - TOMUD. |



**JEPPesen** SHENZHEN, PR OF CHINA  
 27 OCT 23 (10-3) Eff 1 Nov 1600Z  
 RNAV SID

ZGSZ/SZX  
 BAOAN



|             |        |                 |        |        |        |         |
|-------------|--------|-----------------|--------|--------|--------|---------|
| BAOAN Tower | 118.45 | ZHUHAI Approach | APP01  | 120.35 | APP02  | 119.55  |
|             |        | ZHUHAI Approach | *APP03 | 123.85 | *APP04 | 119.025 |
|             |        |                 | *APP05 | 127.95 |        |         |
|             |        | Apt Elev        |        | 13     |        |         |
| Trans alt:  | 8860   |                 |        |        |        |         |
| RNP 1       | GNSS   |                 |        |        |        |         |

1. If unable to comply with RNP 1 operation requirements, inform BAOAN Tower or Zuhai Approach on first contact.
2. No other noise abatement measures required during noise abatement procedures.
3. Turn before DER is prohibited.

**LKC 8XD**  
**SIE 8XD, TOM 8XD**  
**RNP DEPARTURES**  
**(RWY 16)**  
**ONLY USED FOR NOISE ABATEMENT**  
**PROCEDURES FOR SINGLE**  
**RWY AT NIGHT AND BY ATC**

|                     |               |
|---------------------|---------------|
| FT/METER CONVERSION |               |
| QNH                 | 600' - 180m   |
|                     | 8860' - 2700m |

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

|         |  |
|---------|--|
| SID     | ROUTING  |
| LKC 8XD | (600) - SZ111 (K230-) - LKC.   |
| SIE 8XD | (600) - SZ416 - SZ112 - SZ113 - ZUH - SIERA.                         |
| TOM 8XD | (600) - SZ416 - SZ112 - SZ113 - ZUH - KIBAS - BOKAT - ADBIN - TOMUD. |

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RNAV SID

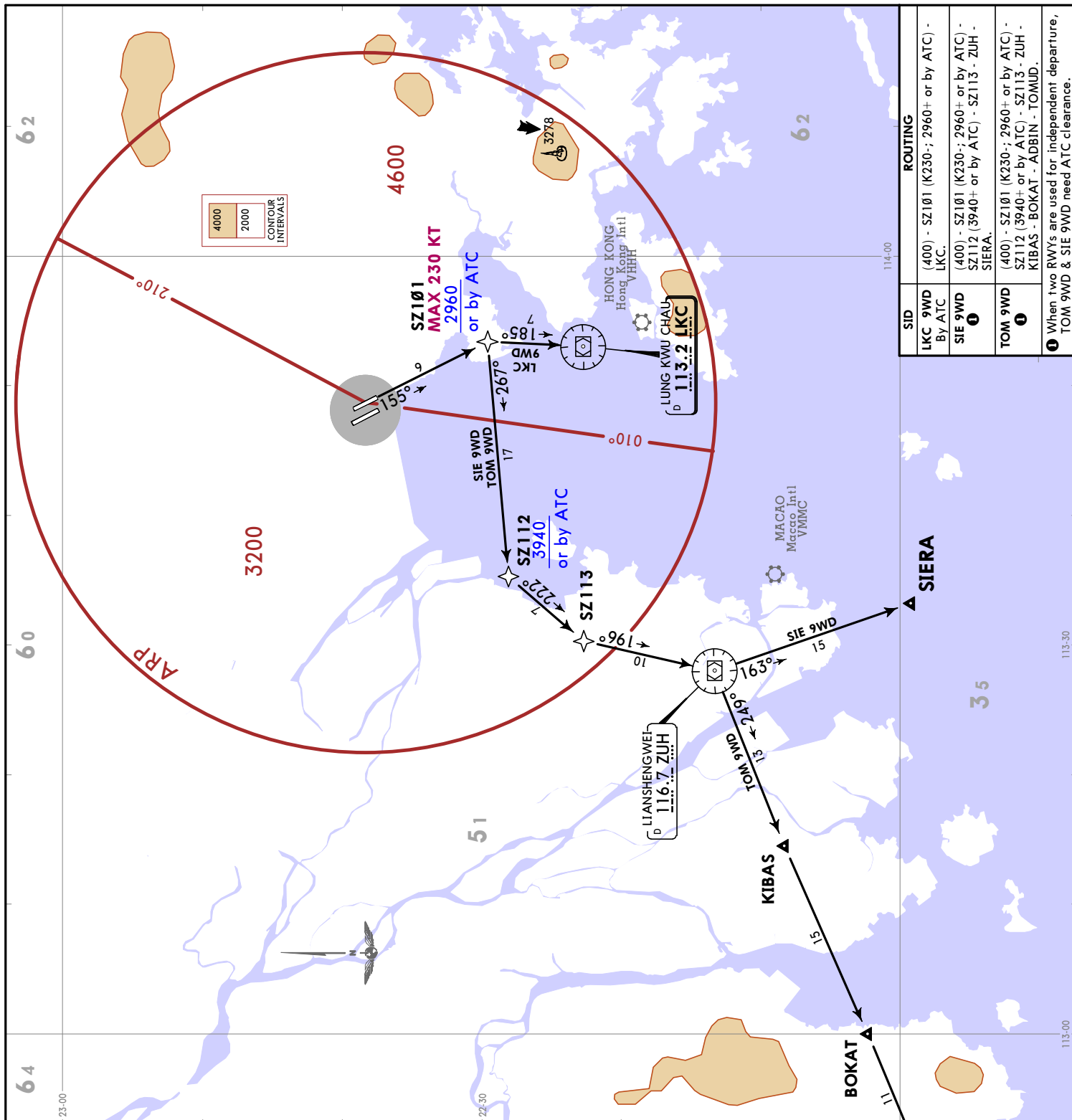
JEPPesen  
27 OCT 23  
10-3J1  
Eff 1 Nov 1600Z

ZGSZ/SZX  
BAOAN

|  |                                     |                  |
|--|-------------------------------------|------------------|
| *BAOAN Tower<br>130.35   | ZHUHAI Approach<br>*APP01<br>120.35 | APP02<br>119.55  |
| *APP03<br>123.85   | *APP04<br>119.025                   | *APP05<br>127.95 |
| Apt Elev<br>13   |                                     |                  |
| Trans alt: 8860  |                                     |                  |
| RNP 1 GNSS   |                                     |                  |
| If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact. |                                     |                  |

**LKC 9WD  
SIE 9WD, TOM 9WD  
RNP DEPARTURES  
(RWY 15)**

| FT./METER CONVERSION |  |
|----------------------|--|
| QNH                  |  |
| 400' - 120m          |  |
| 2960' - 900m         |  |
| 3940' - 1200m        |  |
| 8860' - 2700m        |  |



| SID               | ROUTING   |
|-------------------|---|
| LKC 9WD<br>By ATC | (400) - SZ101 (K230-; 2960+ or by ATC) - LKC.   |
| SIE 9WD<br>①      | (400) - SZ101 (K230-; 2960+ or by ATC) - SZ112 (3940+ or by ATC) - SZ113 - ZUH - SIERA.                         |
| TOM 9WD<br>①      | (400) - SZ101 (K230-; 2960+ or by ATC) - SZ112 (3940+ or by ATC) - SZ113 - ZUH - KIBAS - BOKAT - ADBIN - TOMUD. |

① When two RWYs are used for independent departure, TOM 9WD & SIE 9WD need ATC clearance.  
CHANGES: New chart (chart reindexed).  
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**JEPPesen** SHENZHEN, PR OF CHINA  
**10-312** Eff 1 Nov 1600Z  
**RNAV SID**

**ZGSZ/SZX**  
 BAOAN

27 OCT 23

BAOAN Tower  
 118.45

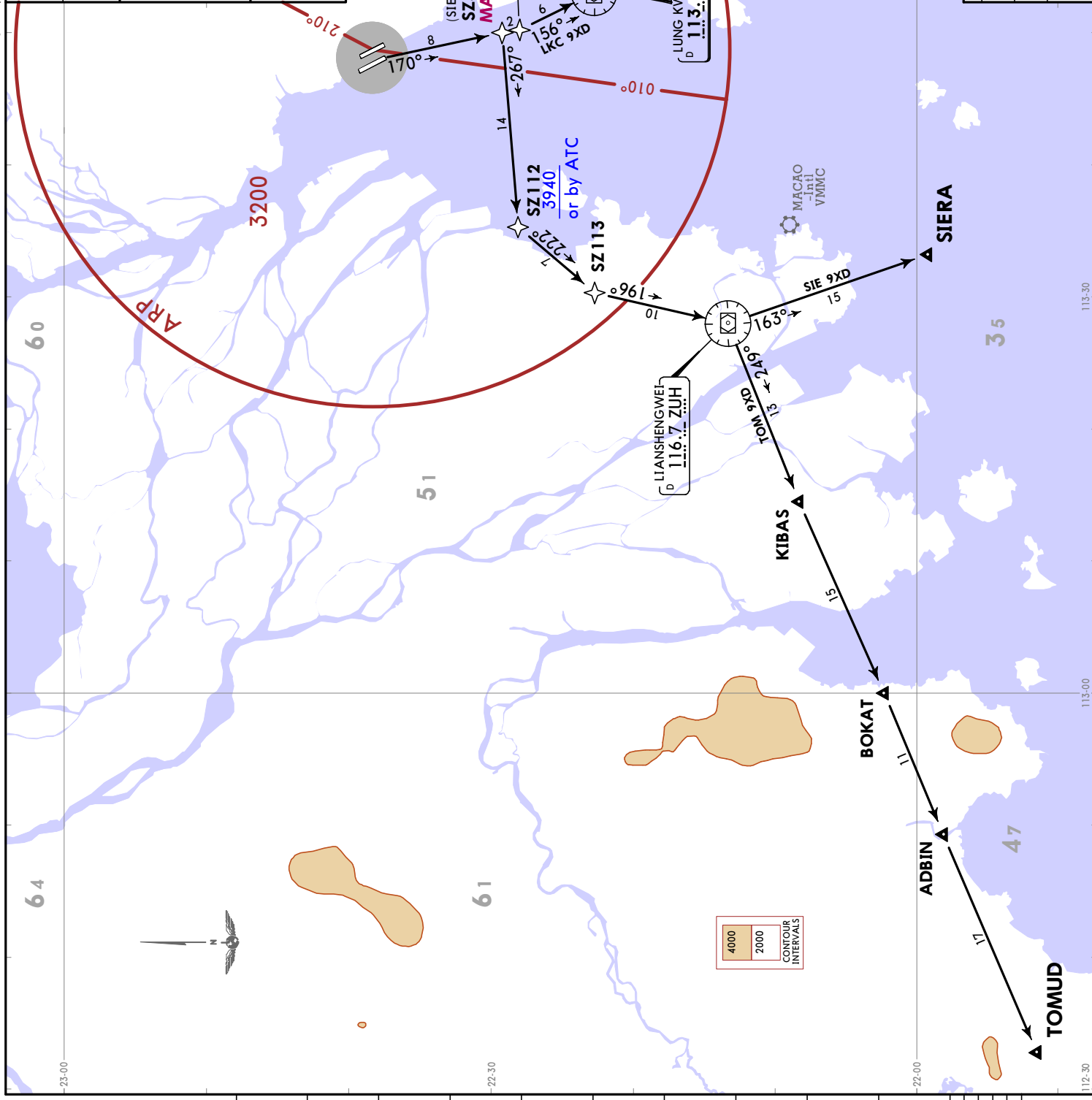
ZHUHAI Approach  
 \*APP01 | APP02 | \*APP03 | \*APP04 | \*APP05  
 120.35 | 119.55 | 123.85 | 119.025 | 127.95

Trans alt: 8860  
 RNP 1 GNSS

Apt Elev  
 13

1. No turn before DER.  
 2. If unable to comply with RNP 1 operation requirements, inform BAOAN Tower or Zuhai Approach on first contact.

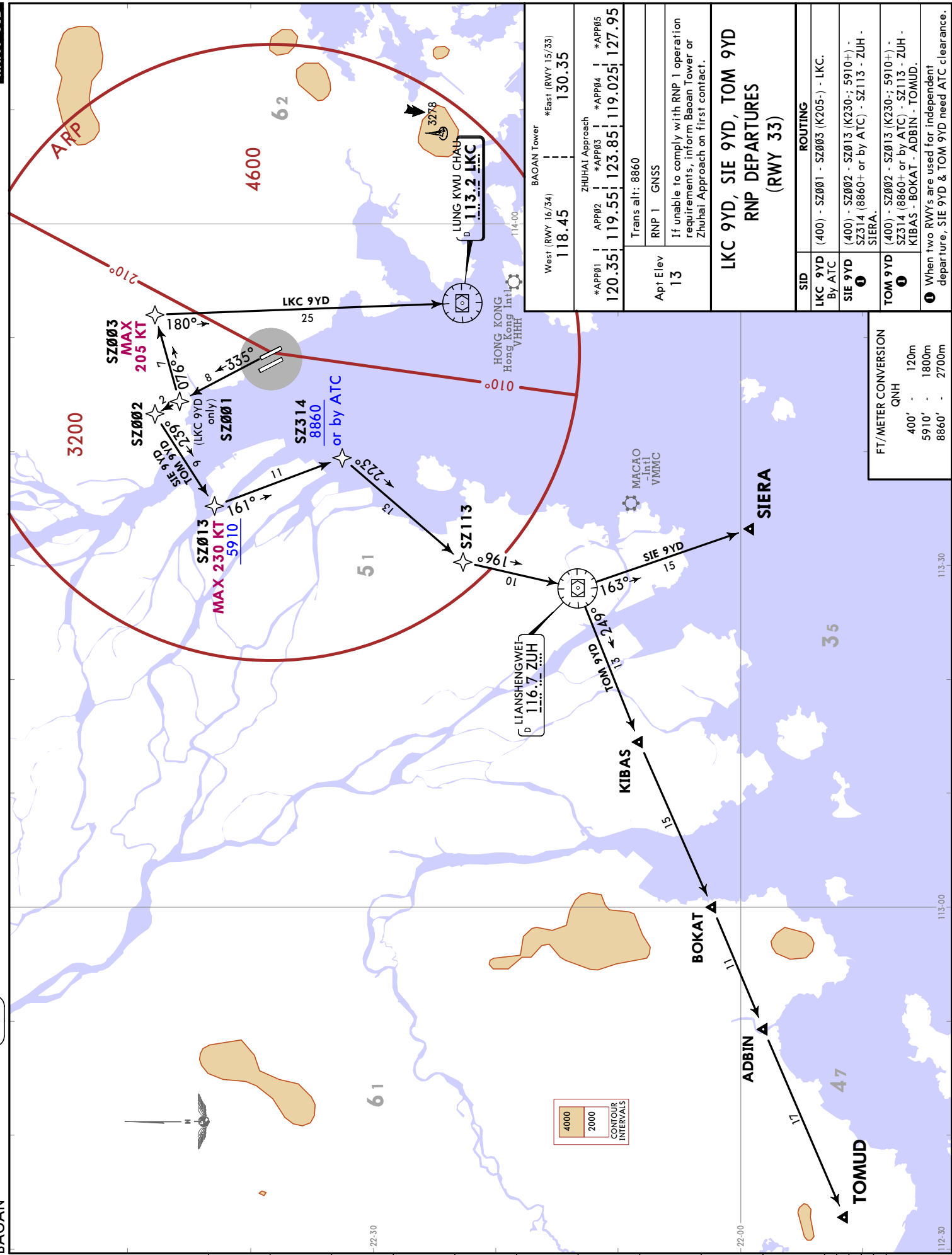
**LKC 9XD, SIE 9XD, TOM 9XD**  
**RNP DEPARTURES**  
**(RWY 16)**



SHENZHEN, PR OF CHINA  
RNAV SID

ZGSZ/SZX  
BAOAN

JEPPESSEN  
23 JUN 23  
10-3K



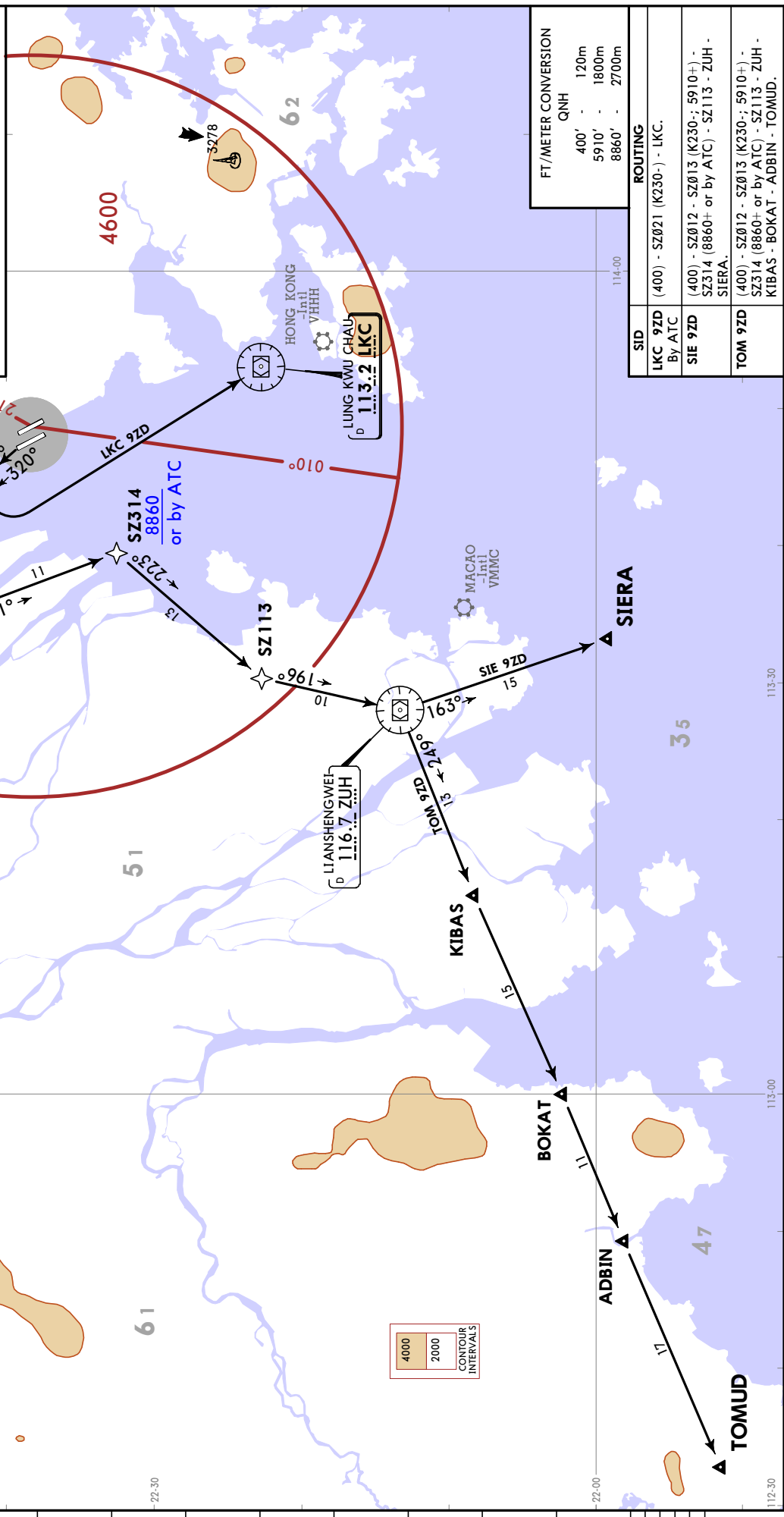
|   |   |                  |         |                  |        |
|---|---|------------------|---------|------------------|--------|
| BAOAN Tower   |   | West (RWY 16/34) | 118.45  | East (RWY 15/33) | 130.35 |
| ZHUHAI Approach   |   |                  |         |                  |        |
| *APP01  | APP02   | *APP03           | *APP04  | *APP05           |        |
| 120.35  | 119.55  | 123.85           | 119.025 | 127.95           |        |
| Trans alt: 8860   |   |                  |         |                  |        |
| RNP 1 GNSS  |   |                  |         |                  |        |
| Apt Elev 13   |   |                  |         |                  |        |
| If unable to comply with RNP 1 operation requirements, inform BAOAN Tower or Zuhai Approach on first contact. |   |                  |         |                  |        |
| <b>LKC 9YD, SIE 9YD, TOM 9YD RNP DEPARTURES (RWY 33)</b>  |   |                  |         |                  |        |
| <b>SID ROUTING</b>  |   |                  |         |                  |        |
| LKC 9YD By ATC  | (400) - SZ001 - SZ003 (K205-) - LKC.  |                  |         |                  |        |
| SIE 9YD   | (400) - SZ002 - SZ013 (K230-; 5910+) - SZ314 (8860+ or by ATC) - SZ113 - ZUH - SIERA.                         |                  |         |                  |        |
| TOM 9YD   | (400) - SZ002 - SZ013 (K230-; 5910+) - SZ314 (8860+ or by ATC) - SZ113 - ZUH - KIBAS - BOKAT - ADBIN - TOMUD. |                  |         |                  |        |
| ① When two RWYs are used for independent departure, SIE 9YD & TOM 9YD need ATC clearance.                     |   |                  |         |                  |        |

|                     |  |
|---------------------|--|
| FT/METER CONVERSION |  |
| QNH                 |  |
| 400' - 120m         |  |
| 5910' - 1800m       |  |
| 8860' - 2700m       |  |

**JEPPesen** SHENZHEN, PR OF CHINA **RNAV SID**  
 23 JUN 23 (10-3L)  
**ZGSZ/SZ**  
**BAOAN**

|  |                   |
|--|-------------------|
| BAOAN Tower  |                   |
| West (RWY 16/34)   | *East (RWY 15/33) |
| <b>118.45</b>  | <b>130.35</b>     |
| ZHUHAI Approach  |                   |
| *APP01   | *APP02            |
| *APP03   | *APP04            |
| *APP05   |                   |
| <b>120.35</b>  | <b>119.55</b>     |
| <b>123.85</b>  | <b>119.025</b>    |
| <b>127.95</b>  |                   |
| Trans alt: 8860  |                   |
| RNP 1 GNSS   |                   |
| Apt Elev<br><b>13</b>  |                   |
| 1. No turn before DER.<br>2. If unable to comply with RNP 1 operation requirements, inform BAOAN tower or Zuhai Approach on first contact. |                   |

**LKC 9ZD, SIE 9ZD, TOM 9ZD**  
**RNP DEPARTURES**  
**(RWY 34)**



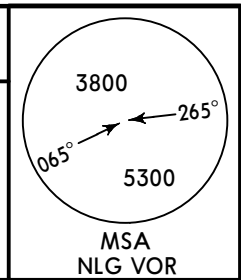
| SID               | ROUTING  |
|-------------------|--|
| LKC 9ZD<br>By ATC | (400) - SZ021 (K230-) - LKC.   |
| SIE 9ZD           | (400) - SZ012 - SZ013 (K230; 5910+) - SZ314 (8860+ or by ATC) - SZ113 - ZUH - SIERA.                         |
| TOM 9ZD           | (400) - SZ012 - SZ013 (K230; 5910+) - SZ314 (8860+ or by ATC) - SZ113 - ZUH - KIBAS - BOKAT - ADBIN - TOMUD. |

| FT/METER CONVERSION | QNH   |
|---------------------|-------|
| 400'                | 120m  |
| 5910'               | 1800m |
| 8860'               | 2700m |

ZGSZ/SZX  
BAOAN

**JEPPESSEN SHENZHEN, PR OF CHINA**  
17 MAR 23 **10-3M** Eff 22 Mar 1600Z **SID**

Apt Elev 13 Trans alt: 8860



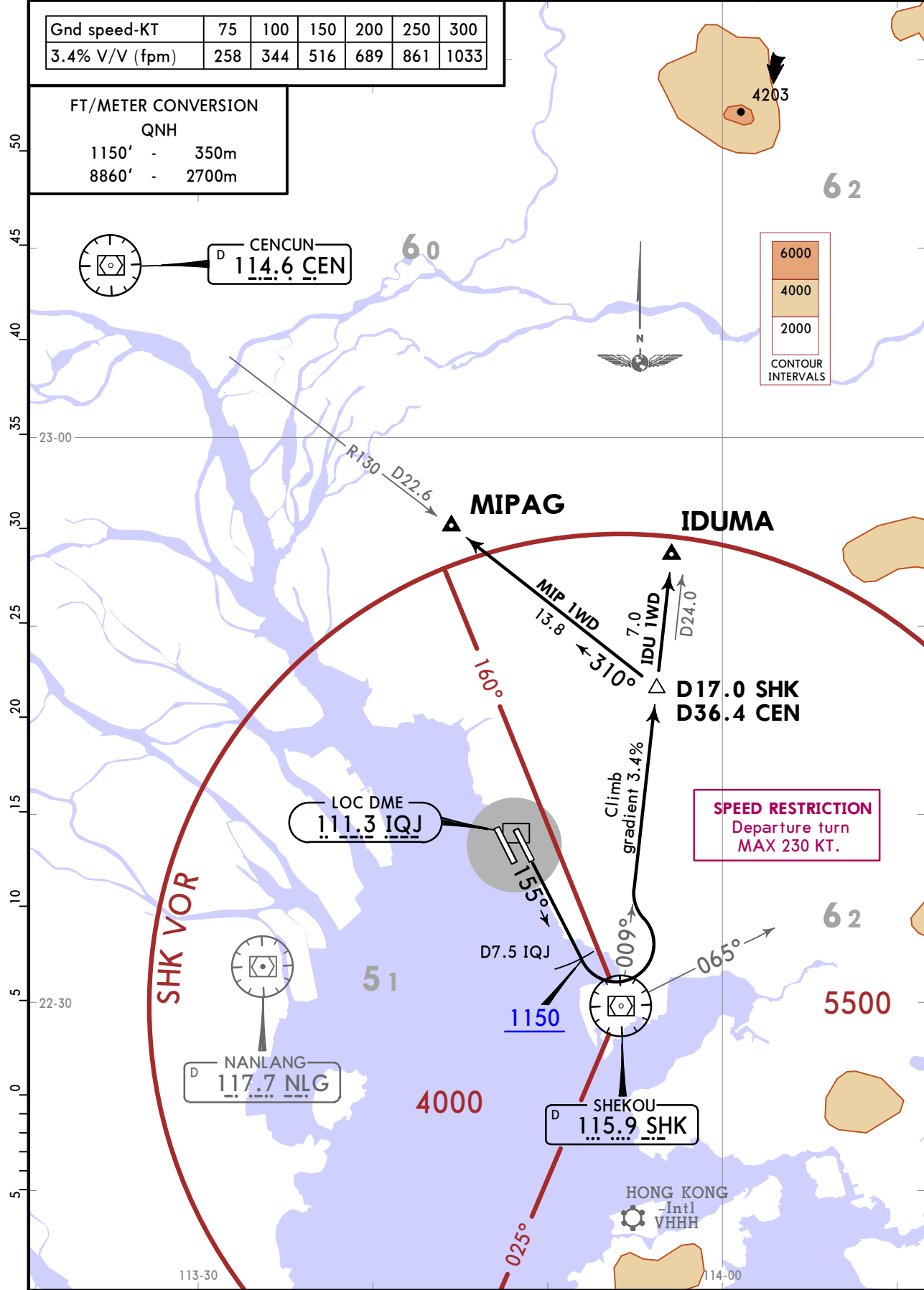
**IDU 1WD, MIP 1WD**  
**DEPARTURES**  
**(RWY 15)**  
DEVIATION TO SOUTH OF SHK R065 IS FORBIDDEN

|                |     |     |     |     |     |      |
|----------------|-----|-----|-----|-----|-----|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250 | 300  |
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

FT/METER CONVERSION

QNH

1150' - 350m  
8860' - 2700m



**SPEED RESTRICTION**  
Departure turn  
MAX 230 KT.



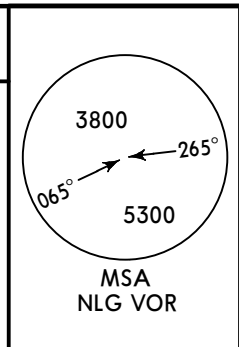
ZGSZ/SZ  
BAOAN

**JEPPESSEN SHENZHEN, PR OF CHINA**  
17 MAR 23 (10-3N) Eff 22 Mar 1600Z **SID**

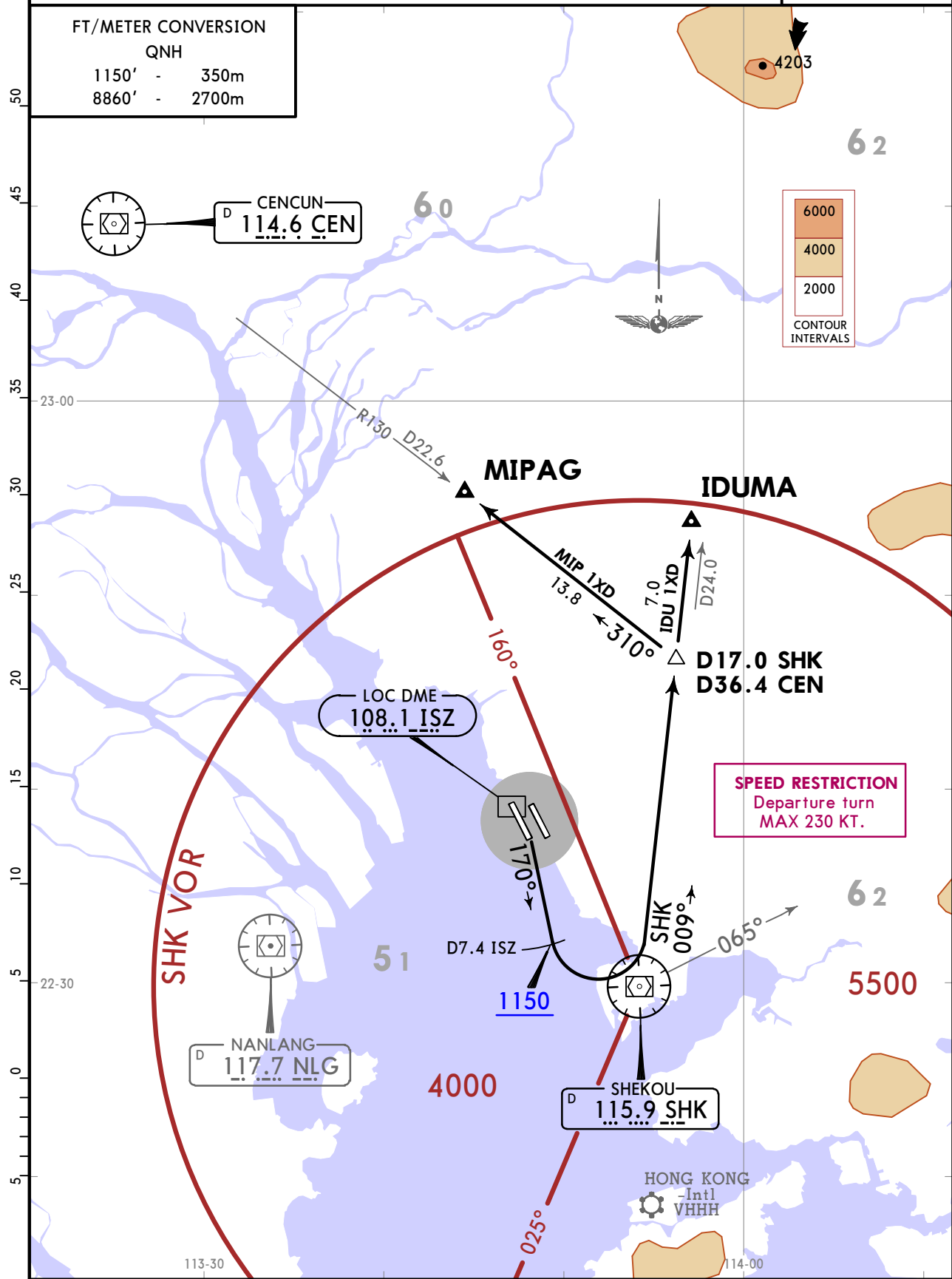
|                       |  |
|-----------------------|--|
| Apt Elev<br><b>13</b> | Trans alt: 8860<br>No turn before DER. |
|-----------------------|--|

**IDU 1XD, MIP 1XD  
DEPARTURES  
(RWY 16)**

DEVIATION TO SOUTH OF SHK R065 IS FORBIDDEN  
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT  
DEPARTURE, ATC CLEARANCE IS NEEDED



| FT/METER CONVERSION |       |
|---------------------|-------|
| QNH                 |       |
| 1150'               | 350m  |
| 8860'               | 2700m |



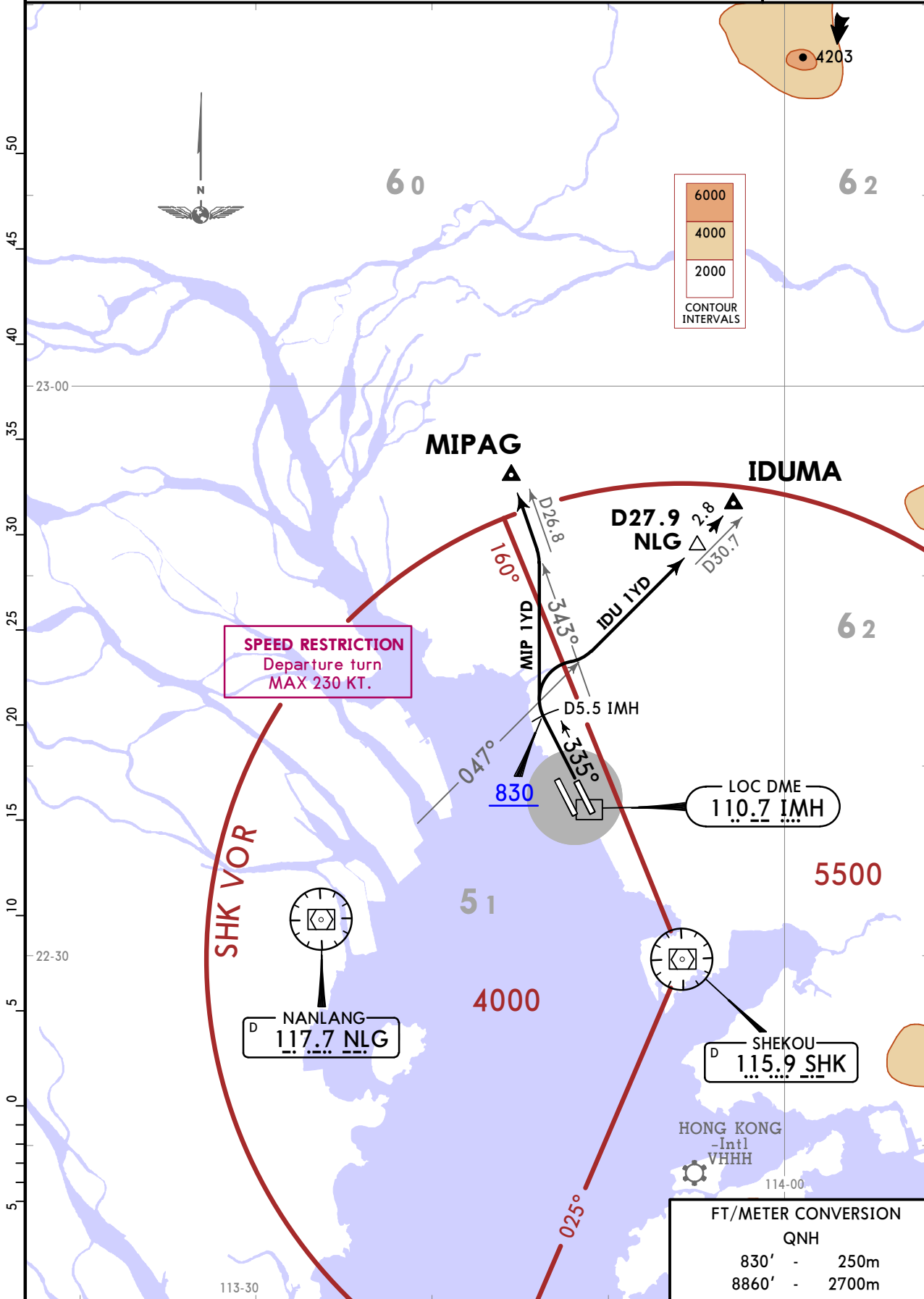
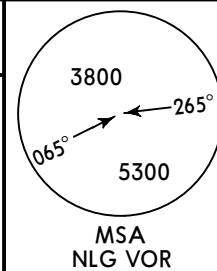
ZGSZ/SZX  
BAOAN

JEPPESEN SHENZHEN, PR OF CHINA  
17 MAR 23 10-3P Eff 22 Mar 1600Z SID

Apt Elev  
13

Trans alt: 8860

IDU 1YD, MIP 1YD  
DEPARTURES  
(RWY 33)

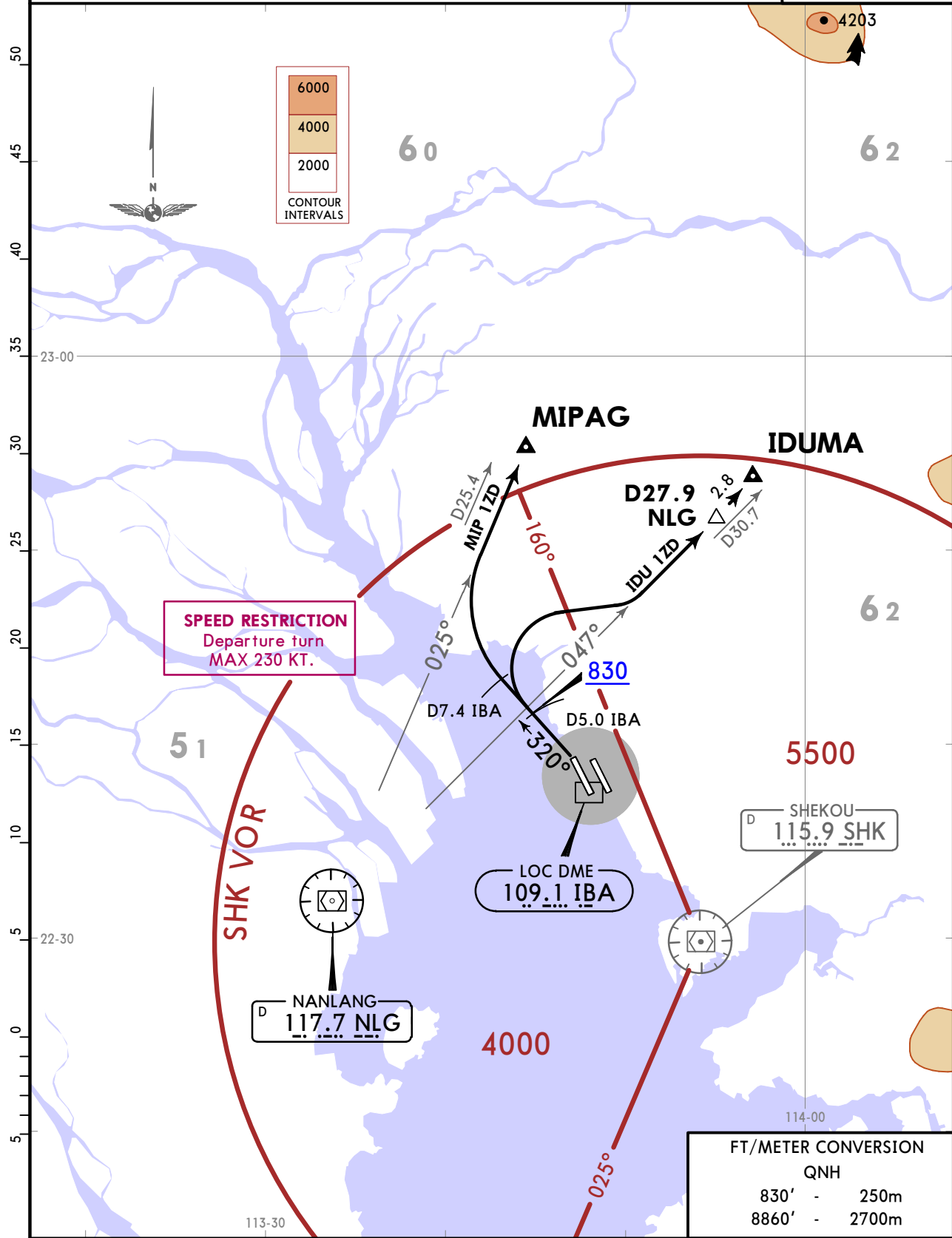
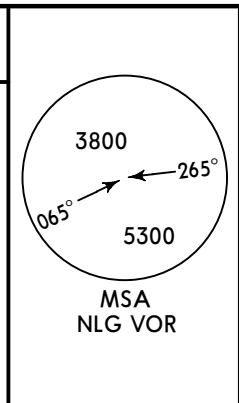




ZGSZ/SZX  
BAOAN

**JEPPESSEN** SHENZHEN, PR OF CHINA  
17 MAR 23 **10-3Q** Eff 22 Mar 1600Z **SID**

|  |  |
|--|--|
| Apt Elev<br><b>13</b>  | Trans alt: 8860<br>No turn before DER. |
| <b>IDU 1ZD</b>   |  |
| WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT DEPARTURE, ATC CLEARANCE IS NEEDED |  |
| <b>MIP 1ZD</b>   |  |
| <b>DEPARTURES</b>  |  |
| <b>(RWY 34)</b>  |  |



**FT/METER CONVERSION**

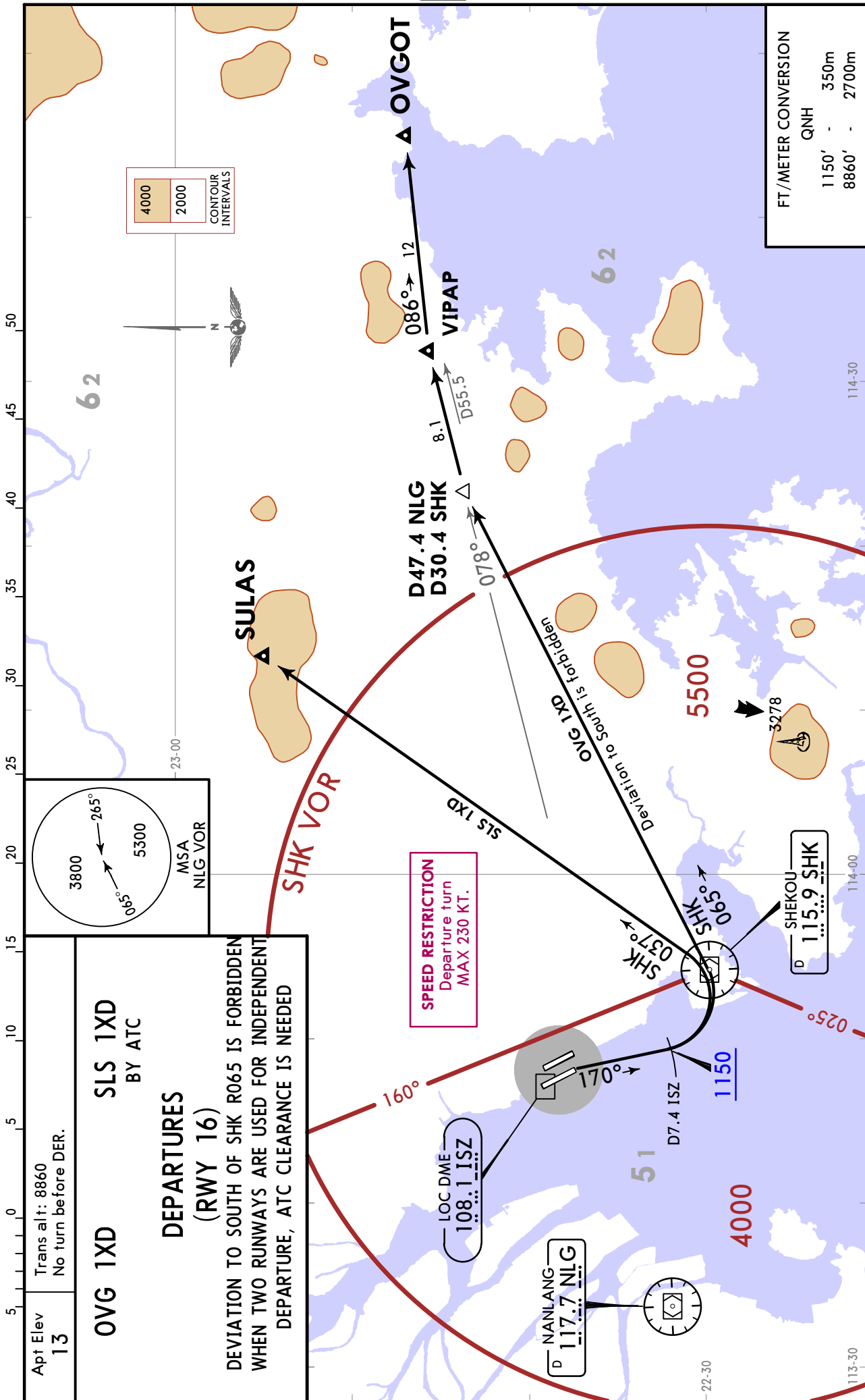
QNH

|       |   |       |
|-------|---|-------|
| 830'  | - | 250m  |
| 8860' | - | 2700m |



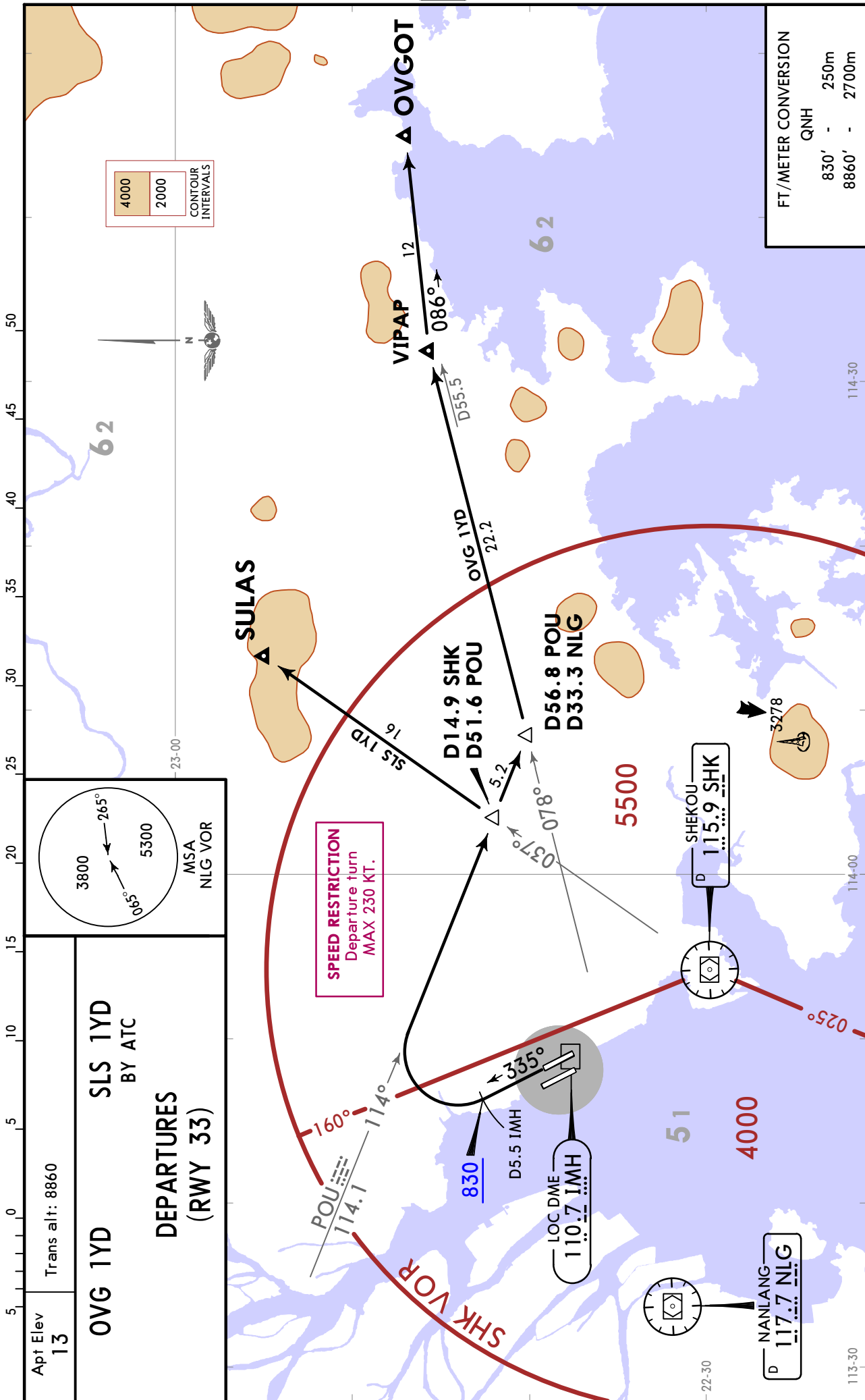
ZGSZ/SZ  
BAOAN

JEPPESEN SHENZHEN, PR OF CHINA  
17 MAR 23 10-3T Eff 22 Mar 1600Z SID



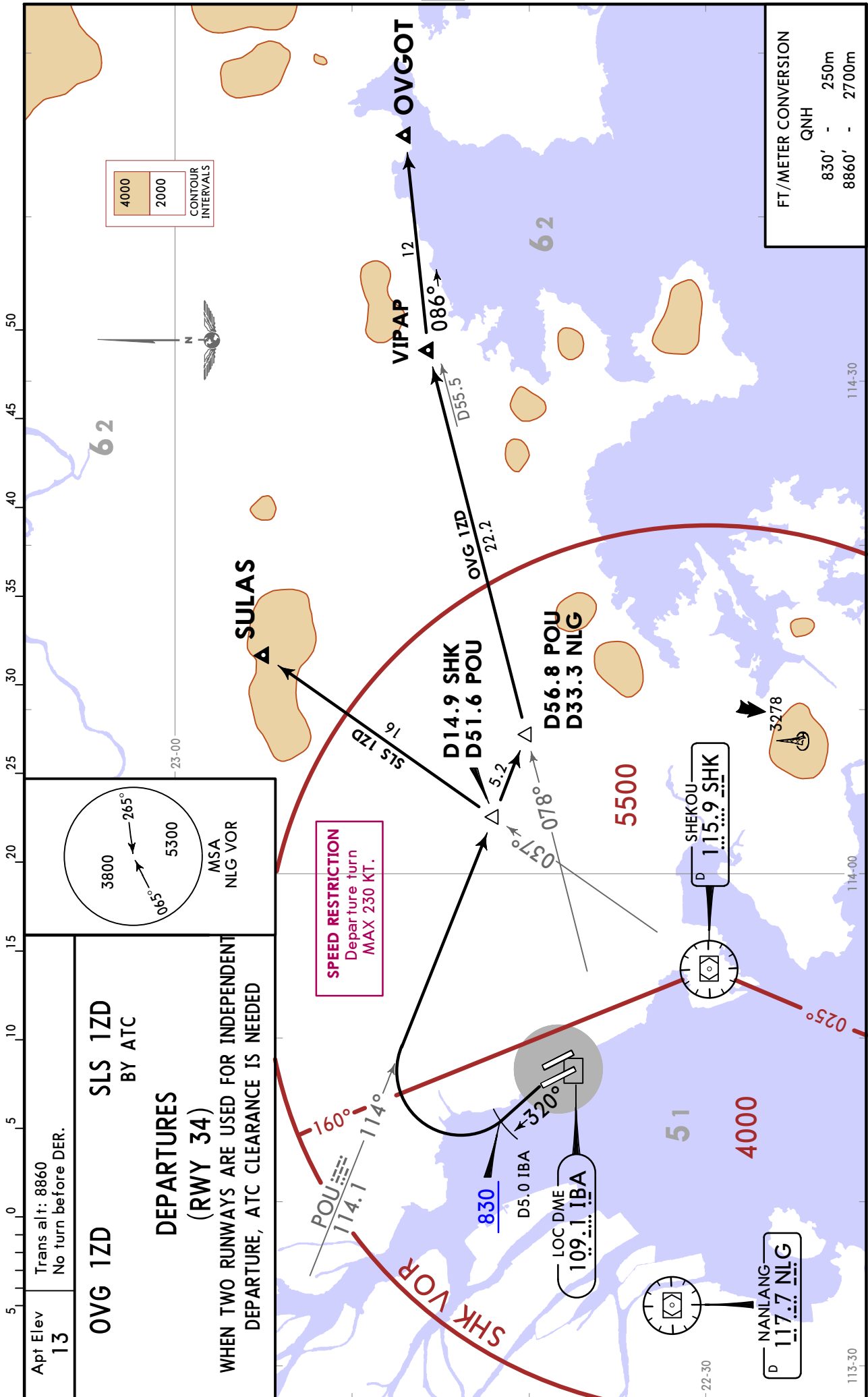
ZGSZ/SZ  
BAOAN

JEPPESEN SHENZHEN, PR OF CHINA  
17 MAR 23 10-3U Eff 22 Mar 1600Z SID



ZGSZ/SZX  
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA  
17 MAR 23 10-3V Eff 22 Mar 1600Z SID



CHANGES: SIDs revised, MSA.

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**SHENZHEN, PR OF CHINA**

**SID**

Apt Elev  
13  
Trans alt: 8860

**SIE 1WD**  
**TOM 1WD**

**LKC 1WD**  
**TOM 2WD**  
BY ATC

**DEPARTURES**  
**(RWY 15)**

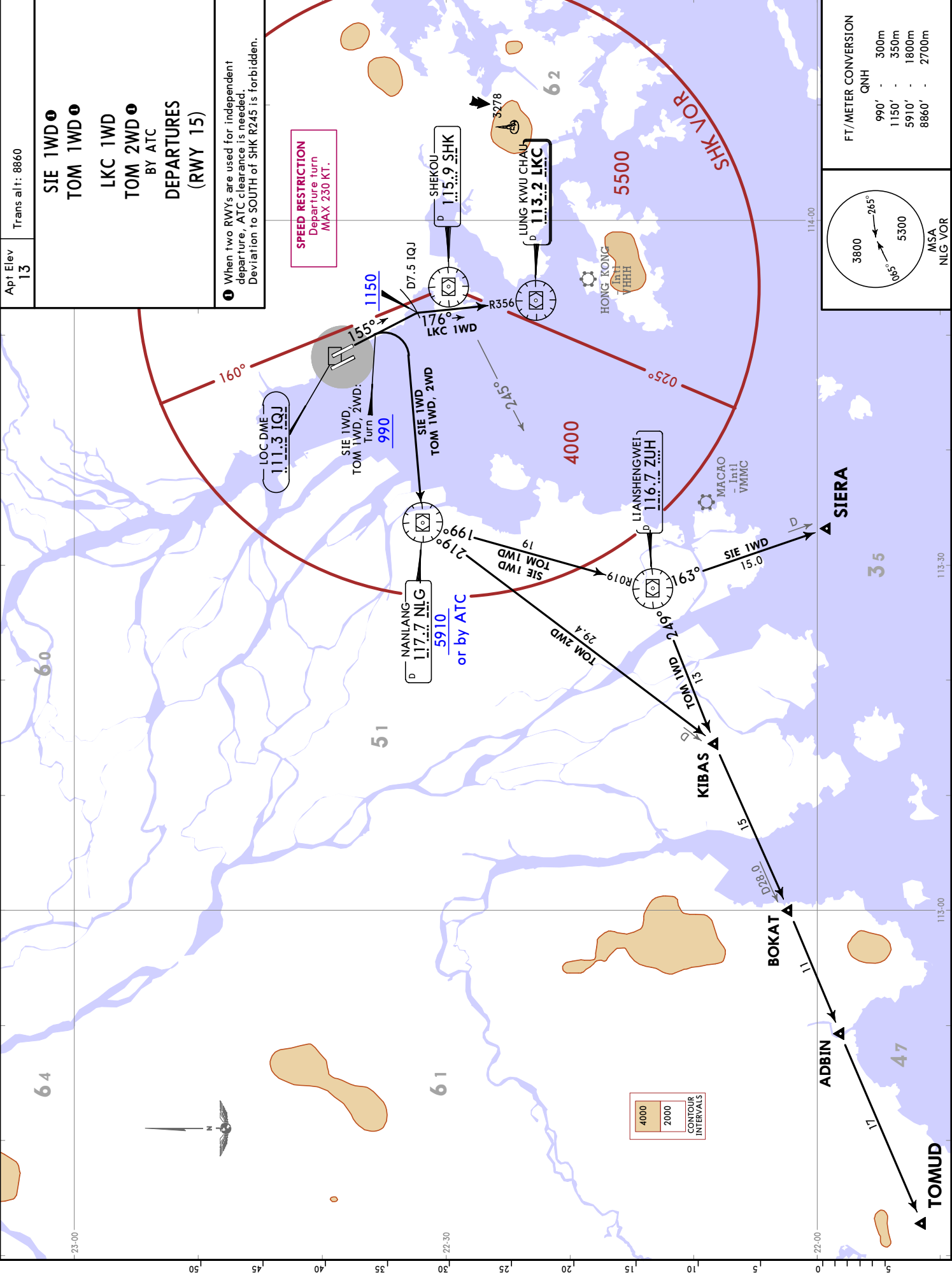
When two RWYs are used for independent departure, ATC clearance is needed. Deviation to SOUTH of SHK R245 is forbidden.

**SPEED RESTRICTION**  
Departure turn  
MAX 230 KT.

**FT/METER CONVERSION**

|     |       |       |
|-----|-------|-------|
| QNH | 990'  | 300m  |
|     | 1150' | 350m  |
|     | 5910' | 1800m |
|     | 8860' | 2700m |

MSA  
NILG VOR



**ZGSZ/SZX**  
**BAOAN**

**JEPPESSEN**  
12 JAN 24 (10-3W)

**JEPPESSEN**  
**SHENZHEN, PR OF CHINA**  
**SID**

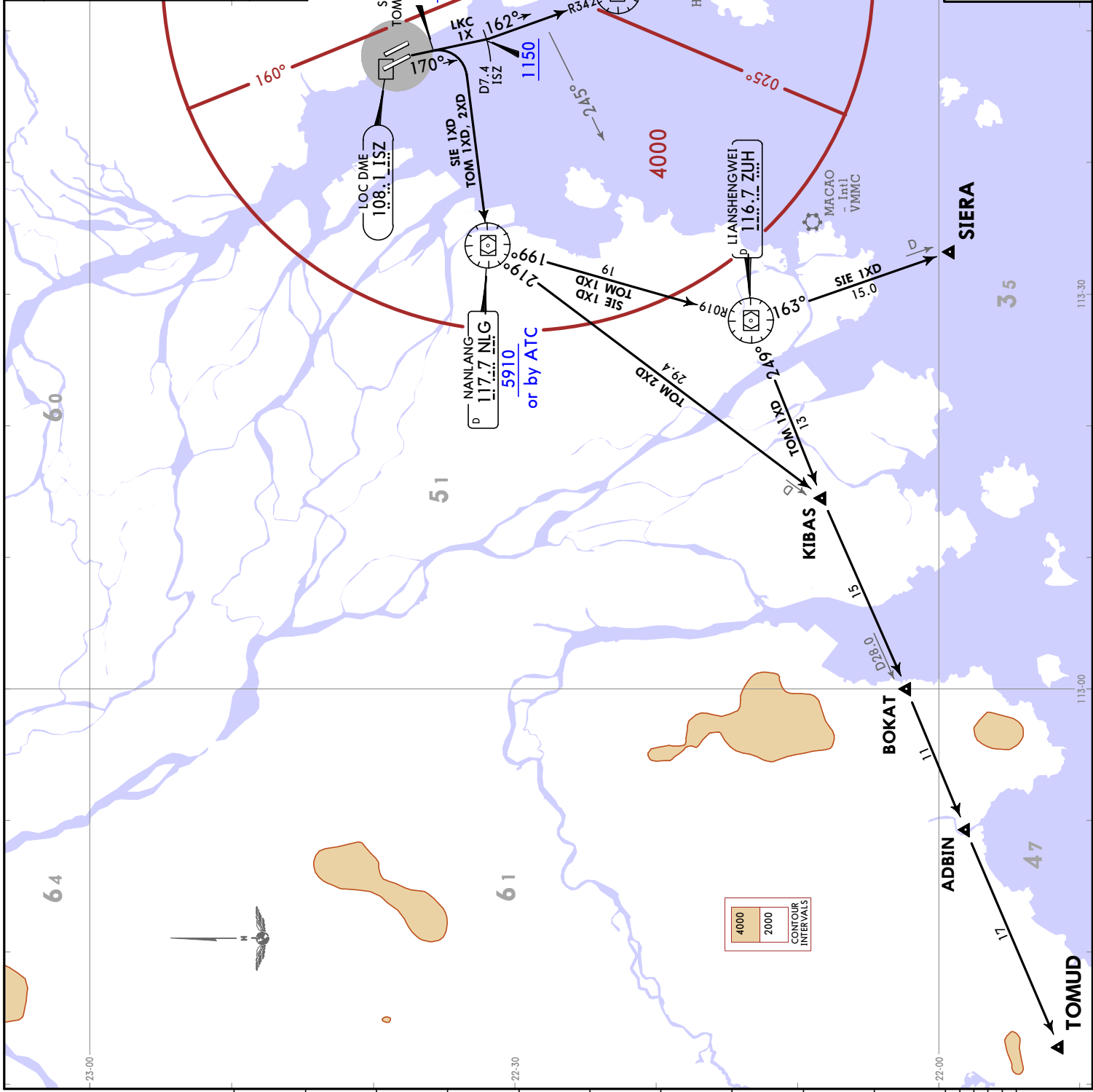
**ZGSZ/SZX**  
**BAOAN**

12 JAN 24 10-3X

|  |  |
|--|--|
| Apt Elev<br>13   | Trans alt: 8860<br>No turn before DER. |
| <b>SIE 1XD ①</b><br><b>TOM 1XD ①</b><br><b>LKC 1XD ②</b><br><b>TOM 2XD ①</b><br>BY ATC<br><b>DEPARTURES</b><br><b>(RWY 16)</b> |  |
| ① Deviation to SOUTH of SHK R245 is forbidden.<br>② When two RWYs are used for independent departure, ATC clearance is needed. |  |

**SPEED RESTRICTION**  
 Departure turn  
 MAX 230 KT.

|                              |       |
|------------------------------|-------|
| 3800<br>5300<br>265°<br>065° |       |
| MSA<br>NLG VOR               |       |
| FT/METER CONVERSION          | QNH   |
| 830'                         | 250m  |
| 1150'                        | 350m  |
| 5910'                        | 1800m |
| 8860'                        | 2700m |



CHANGES: Initial turn altitude raised to 830.



**SHENZHEN, PR OF CHINA** **SID**

Aprt Elev  
13

Trans alt: 8860

**SIE 1YD** ●  
**TOM 1YD** ●  
**LKC 1YD**  
**TOM 2YD** ●  
BY ATC

**DEPARTURES**  
**(RWY 33)**

● When two RWYs are used for independent departure, ATC clearance is needed.

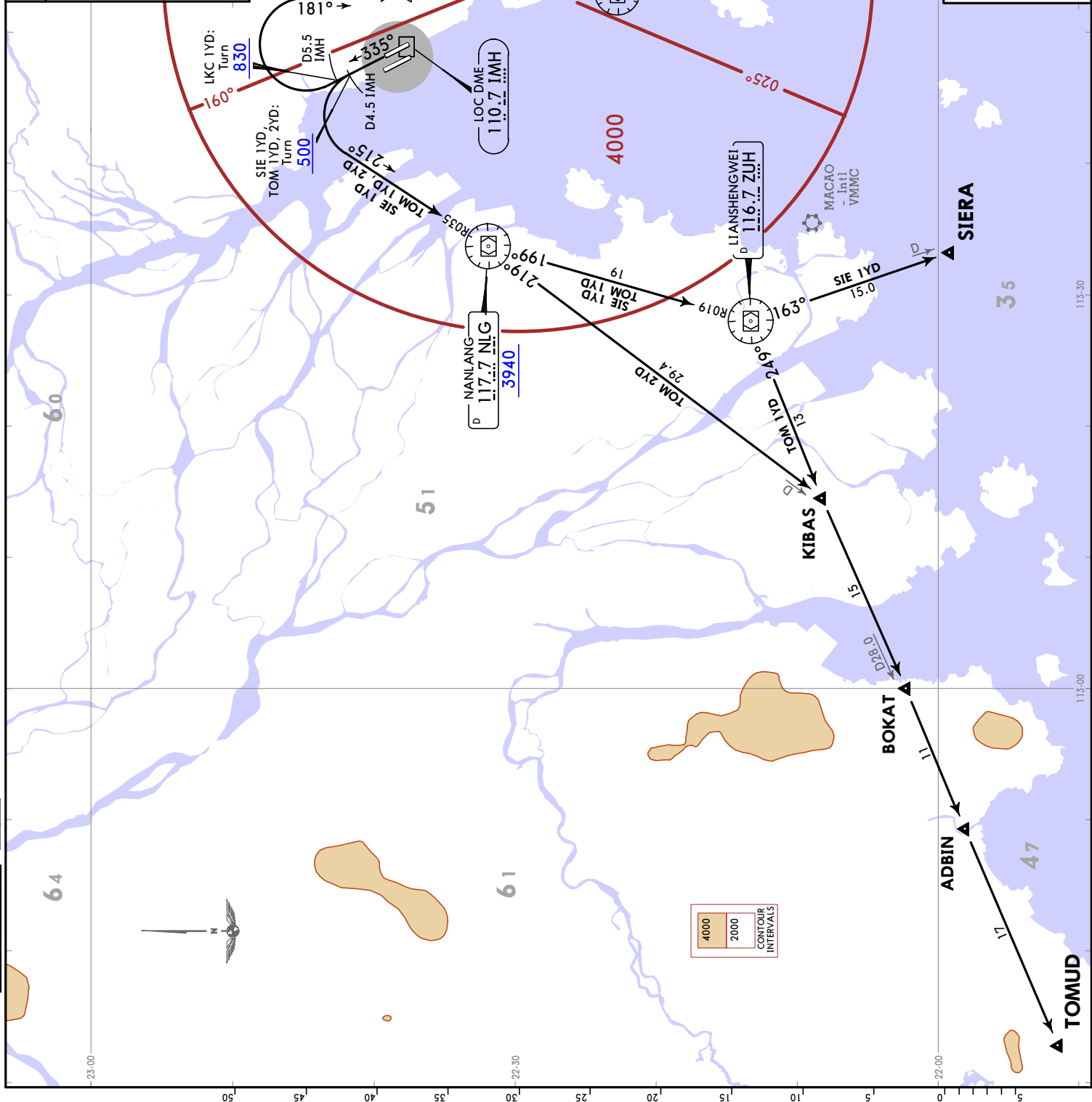
**SPEED RESTRICTION**  
Departure turn  
MAX 230 KT.

**FT/METER CONVERSION**

|       |       |
|-------|-------|
| 500'  | 150m  |
| 830'  | 250m  |
| 3940' | 1200m |
| 5910' | 1800m |
| 8860' | 2700m |

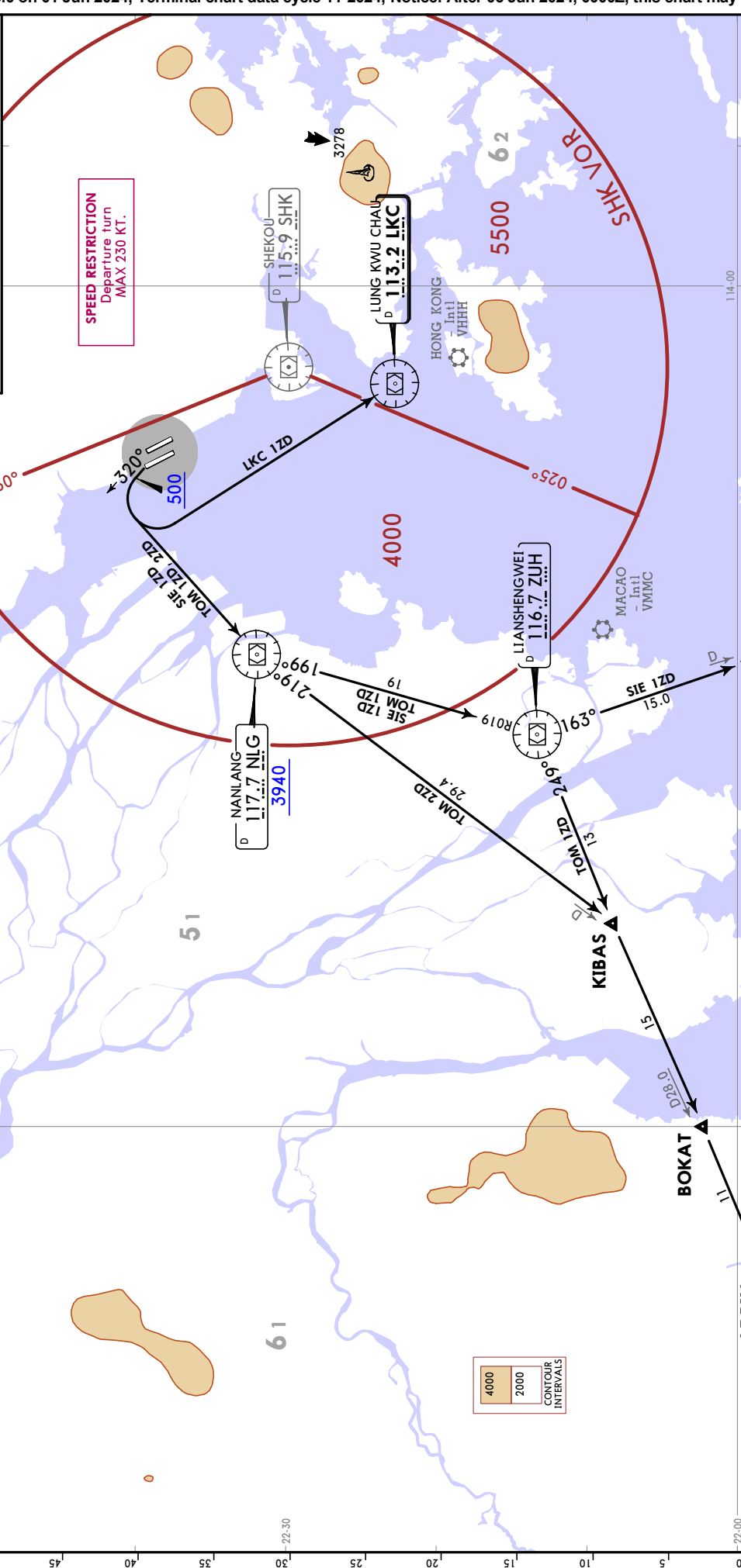
3800  
5300  
265°  
066.5°

MSA  
NLG VOR



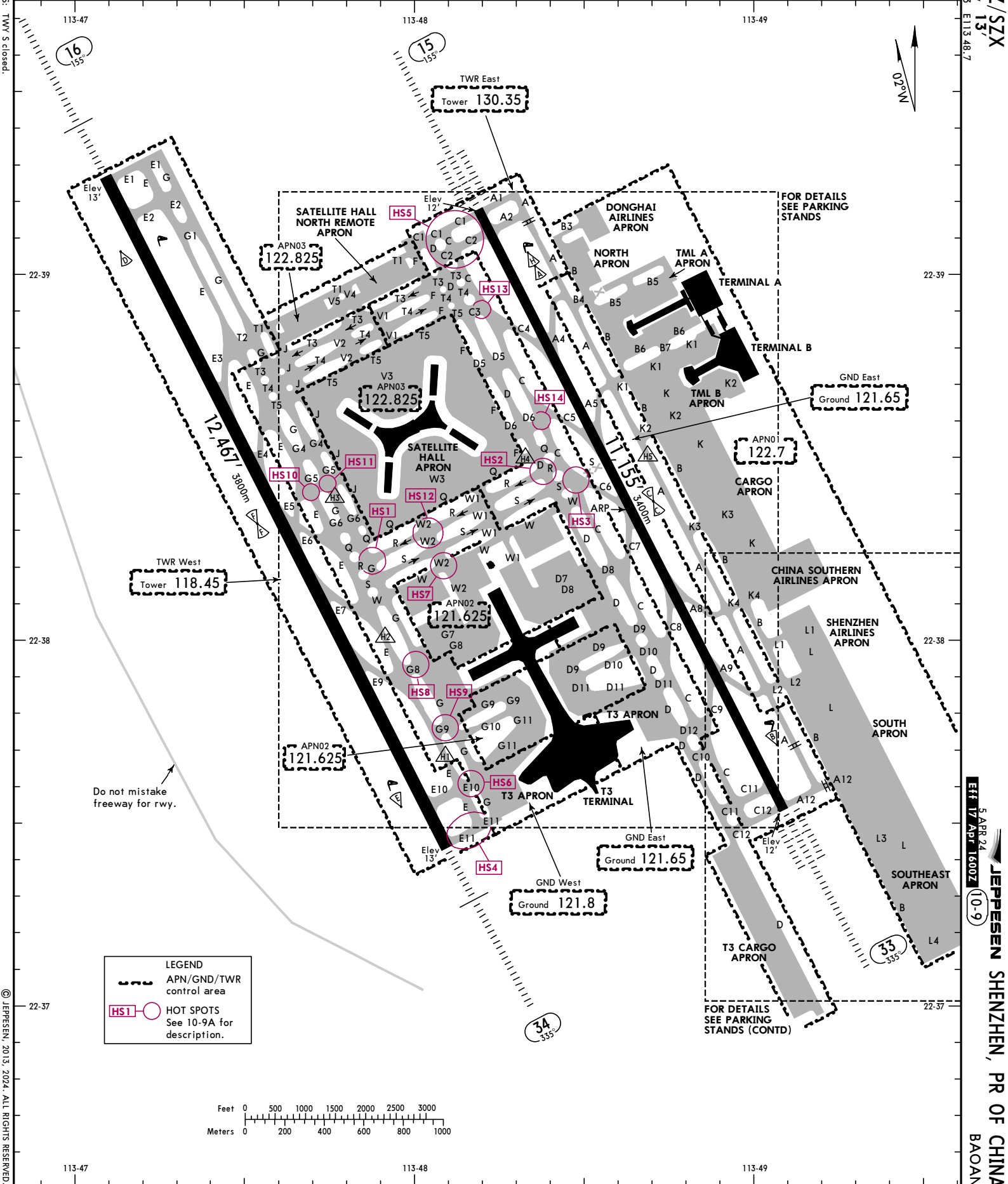
**JEPPESEN** SHENZHEN, PR OF CHINA **SID**  
 17 MAR 23 10-3X2 EFF 22 MET 1600Z  
 ZGSZ/SZX BAOAN

Aprt Elev  
13  
 Trans alt: 8860  
 No turn before DER.  
**SIE 1ZD**  
**TOM 1ZD**  
**LKC 1ZD**  
**TOM 2ZD**  
 BY ATC  
**DEPARTURES**  
**(RWY 34)**



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|                  |                               |                 |               |             |       |             |         |                  |                        |
|------------------|-------------------------------|-----------------|---------------|-------------|-------|-------------|---------|------------------|------------------------|
| D-ATIS Departure | ACARS: D-ATIS<br>*PDC<br>*DCL | *BAOAN Delivery | *BAOAN Ground |             | APN01 | Apron APN02 | APN03   | West (Rwy 16/34) | Tower East (Rwy 15/33) |
| 127.45           |                               | 121.95          | West 121.8    | East 121.65 | 122.7 | 121.625     | 122.825 | 118.45           | 130.35                 |



**LEGEND**  
 - - - - - APN/GND/TWR control area  
 HS1-○ HOT SPOTS  
 See 10-9A for description.



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ZGSZ/SZX  
 Aot Elev 13'  
 N22 36.3 E113 48.7  
 5 APR 24  
 EFF 17 APR 1600Z (0-9)  
 JEPPESEN SHENZHEN, PR OF CHINA  
 BAOAN

| RWY   | ADDITIONAL RUNWAY INFORMATION |    |          |     | USABLE LENGTHS |        | TAKE-OFF | WIDTH       |
|---|-------------------------------|----|----------|-----|----------------|--------|----------|-------------|
|   | HIRL                          | CL | HIALS-II | SFL | TDZ            | PAPI-L |          |             |
| 15  | 33                            | ①  | ②        | ③   | ④              | ⑤      | ⑥        | 148'<br>45m |
| ① spacing 60m<br>② spacing 30m<br>③ HST-C7, C8, C9, A8 & A9<br>④ HST-C6, C5, C4, A5 & A4<br>⑤ LDA to HST<br>RWY 15: C7 5098' (1554m)<br>C8, A8 6575' (2004m)<br>C9, A9 8051' (2454m)<br>⑥ TAKE-OFF RUN AVAILABLE<br>RWY 15: From rwy head 11,155' (3400m)<br>Twy A2, C2 int 10,745' (3275m)<br>From rwy head 11,155' (3400m)<br>Twy C11 int 10,725' (3269m) |                               |    |          |     |                |        |          |             |

| RWY  | ADDITIONAL RUNWAY INFORMATION |    |       |     | USABLE LENGTHS |        | TAKE-OFF | WIDTH       |
|--|-------------------------------|----|-------|-----|----------------|--------|----------|-------------|
|  | HIRL                          | CL | HIALS | SFL | TDZ            | PAPI-L |          |             |
| 16   | 34                            | ①  | ②     | ③   | ④              | ⑤      | ⑥        | 197'<br>60m |
| ⑦ grooved<br>⑧ spacing 60m<br>⑨ spacing 30m<br>⑩ HSTIL-E6, E7 & E9<br>⑪ HSTIL-E5, E4 & E3<br>⑫ LDA to HST<br>RWY 16: E6 5755' (1754m)<br>E7 7067' (2154m)<br>E9 8379' (2554m)<br>⑬ TAKE-OFF RUN AVAILABLE<br>RWY 16: From rwy head 12,467' (3800m)<br>Twy E2 int 11,706' (3568m)<br>From rwy head 12,467' (3800m)<br>Twy E10 int 11,706' (3568m) |                               |    |       |     |                |        |          |             |

| State              |       | TAKE-OFF (with reliable alternate) |  |
|--------------------|-------|------------------------------------|--|
| All Rwys           |       |                                    |  |
| RL                 |       | NIL (DAY only)                     |  |
| A                  | R400m | R500m                              |  |
| B                  | V800m | V800m                              |  |
| C                  |       |                                    |  |
| D                  |       |                                    |  |
| Other<br>1 & 2 Eng |       | R/V1600m                           |  |

### HOT SPOTS

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

**HS1** INTERSECTION OF TWYS G, R:  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

**HS2** INTERSECTION OF TWYS D, R:  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

**HS3** INTERSECTION OF TWYS C, C6:  
When ACFT taxiing to TWY C from TWY S or R, pilot shall avoid taxiing into RWY 15/33 via TWY C6 by mistake.

**HS4** INTERSECTION OF TWYS E11, E and RWY 34:  
When ACFT taxiing from TWY G to TWY E via TWY E11, pilot shall avoid taxiing into RWY 34 via TWY E11 by mistake. ACFT in stand 318, 319 taxiing from TWY G to TWY E via TWY E11 to RWY 15, 16, 33 take-off, pilot shall avoid taxiing into RWY 34 via TWY E11 by mistake.

**HS5** INTERSECTION OF TWYS C1, C2 and TWY C, RWY 15:  
When ACFT taxiing from TWY D to RWY 15 via TWY C1 or C2, pilot shall avoid mistaking TWY C as RWY 15.

**HS6** AREA FOR TAXIING INTO STAND 317 (317L/317R):  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

**HS7** AREA FOR TAXIING INTO STAND 350 (350L/350R):  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

**HS8** AREA FOR TAXIING INTO STAND 361 (361L/361R):  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

**HS9** AREA FOR TAXIING INTO STAND 362 (362L/362R):  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

**HS10** INTERSECTION OF TWYS E, G5:  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

**HS11** INTERSECTION OF TWYS G, G5:  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

**HS12** INTERSECTION OF TWYS W2, R:  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

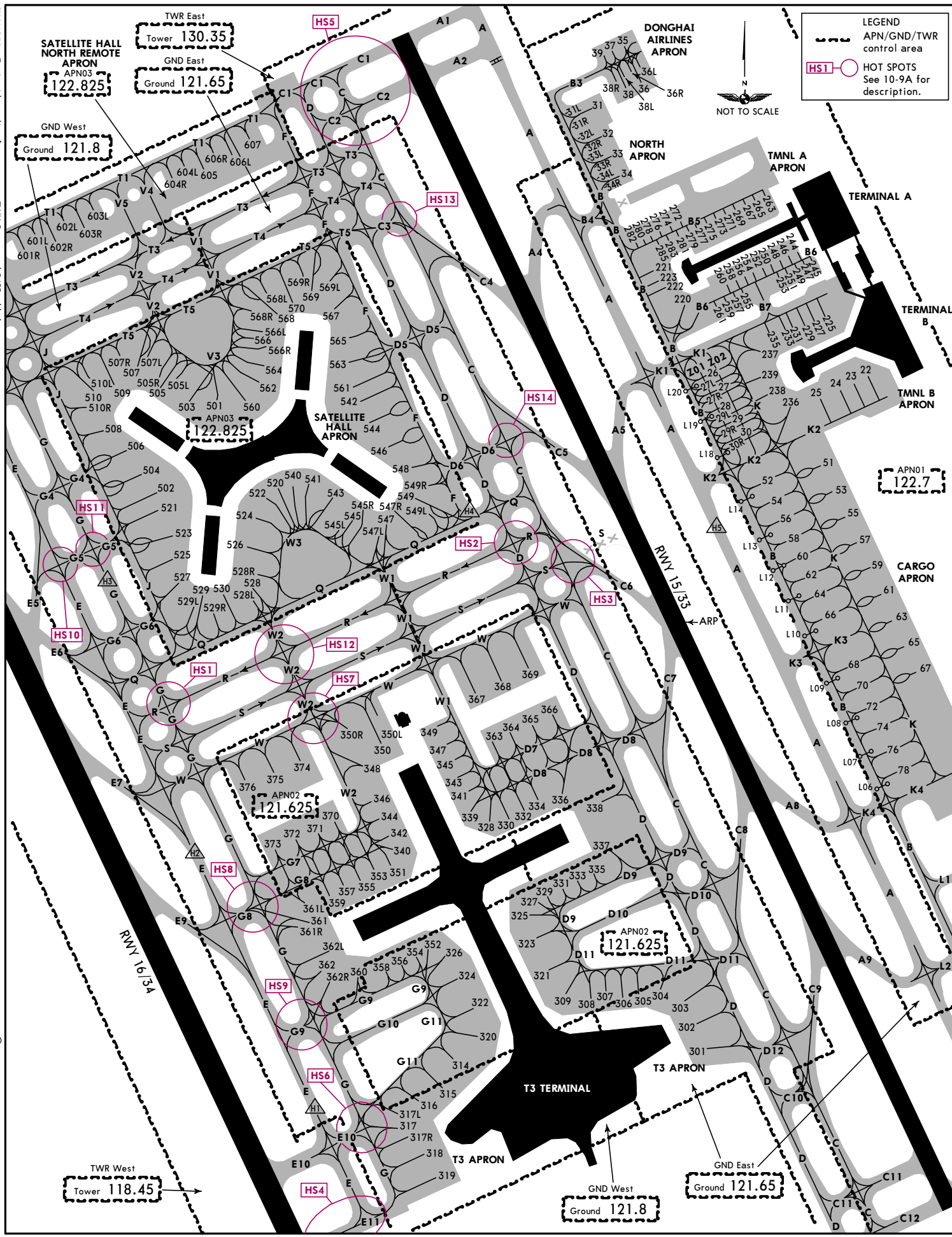
**HS13** INTERSECTION OF TWYS C, C3:  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

**HS14** INTERSECTION OF TWYS C, D6:  
ACFT in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.



CHANGES: Taxi guidance line from western TWY Q to stand 545R added.

ZGSZ/SZX



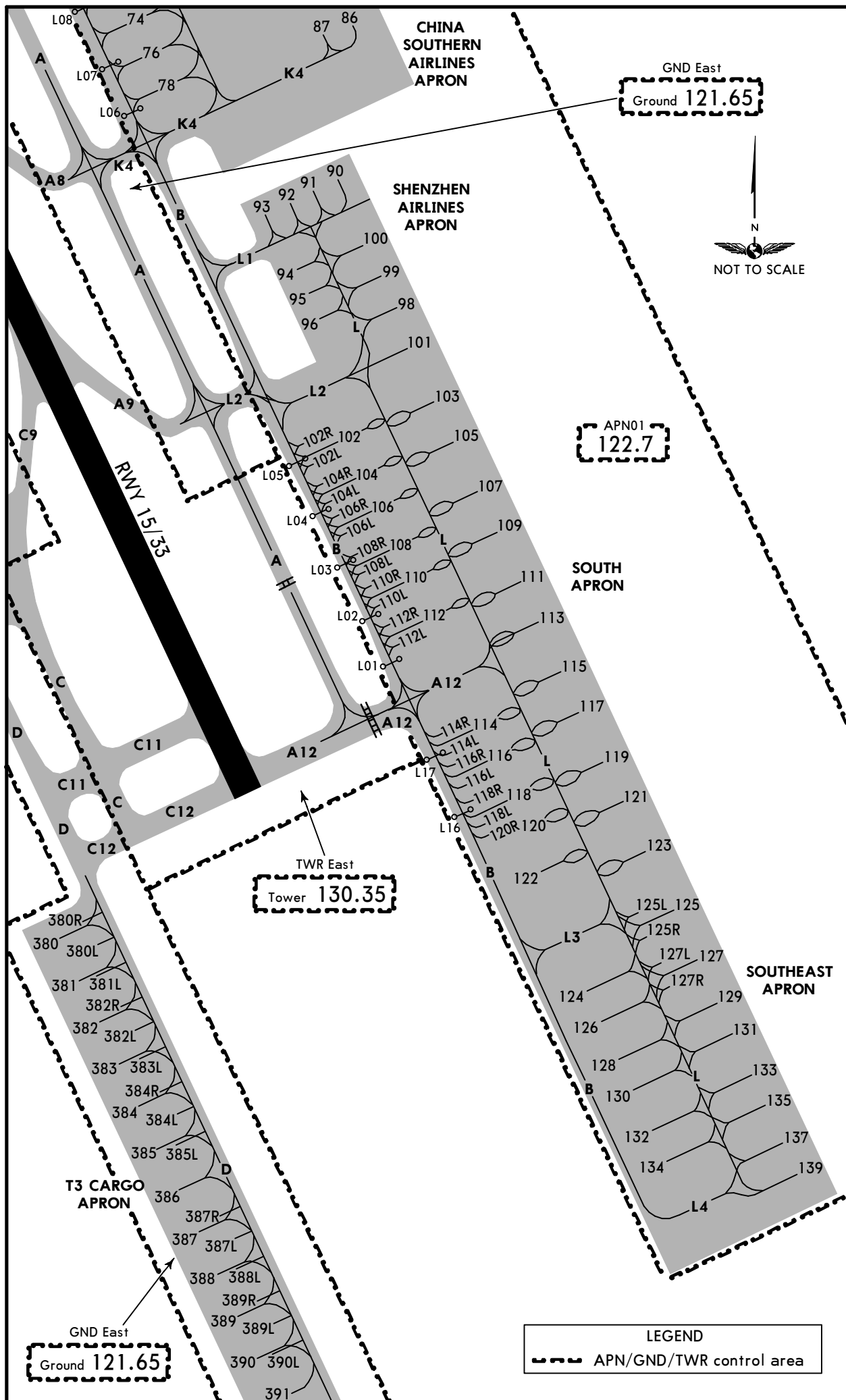
JEPPESSEN SHENZHEN, PR OF CHINA  
 10-9B 5 MAY 24  
 Eff 15 May 1600Z  
 BAOAN

ZGSZ/SZX

JEPPESSEN SHENZHEN, PR OF CHINA

3 MAY 24 10-9C Eff 15 May 1600Z

BAOAN



ZGSZ/SZX

JEPPESEN

EASA AIR OPS

16 FEB 24  
Eff 21 Feb 1600Z (10-9S)

SHENZHEN, PR OF CHINA  
BAOAN

| STRAIGHT-IN RWY                                    | A  | B   | C   | D   |   |
|--|--|---|---|---|---|
| 15 SA CAT I RNP ILS DME Z<br>or SA CAT I ILS DME Y | 162' (150')<br>RA 158'<br>② R450m  | 162' (150')<br>RA 158'<br>② R450m                       | 162' (150')<br>RA 158'<br>② R450m                       | 162' (150')<br>RA 158'<br>② R450m                       |   |
|  | ALS out  |   |   |   |   |
|  | ① RNP ILS DME Z<br>or ① ILS DME Y<br>R550m V800m<br>TDZ or CL out<br>ALS out | 212' (200')<br>R550m V800m<br>③ R550m V800m<br>R/V1200m | 212' (200')<br>R550m V800m<br>③ R550m V800m<br>R/V1200m | 212' (200')<br>R550m V800m<br>③ R550m V800m<br>R/V1200m | 212' (200')<br>R550m V800m<br>③ R550m V800m<br>R/V1200m |
|  | ④ RNP ILS DME Z<br>or ④ ILS DME Y<br>R/V3300m<br>TDZ or CL out<br>ALS out    | 718' (706')<br>R/V3300m<br>R/V3300m<br>R/V4200m         | 734' (722')<br>R/V3300m<br>R/V3300m<br>R/V4200m         | 734' (722')<br>R/V3300m<br>R/V3300m<br>R/V4200m         | 751' (739')<br>R/V3400m<br>R/V3400m<br>R/V4300m         |
|  | ⑤ LOC<br>TDZ or CL out<br>ALS out  | 460' (448')<br>R/V1700m<br>R/V1700m<br>R/V2600m         | 460' (448')<br>R/V1700m<br>R/V1700m<br>R/V2600m         | 460' (448')<br>R/V1700m<br>R/V1700m<br>R/V2600m         | 460' (448')<br>R/V1700m<br>R/V1700m<br>R/V2600m         |
| 16 SA CAT I RNP ILS DME Z                          | 163' (150')<br>RA 155'<br>② R450m  | 163' (150')<br>RA 155'<br>② R450m                       | 163' (150')<br>RA 155'<br>② R450m                       | 163' (150')<br>RA 155'<br>② R450m                       |   |
|  | ALS out  |   |   |   |   |
|  | SA CAT I ILS DME Y   | 163' (150')<br>RA 158'<br>② R450m                       | 163' (150')<br>RA 158'<br>② R450m                       | 163' (150')<br>RA 158'<br>② R450m                       | 163' (150')<br>RA 158'<br>② R450m                       |
|  | ALS out  |   |   |   |   |
|  | ⑥ RNP ILS DME Z<br>or ⑥ ILS DME Y<br>R550m V800m<br>ALS out                  | 213' (200')<br>⑦ R550m V800m<br>R/V1200m                | 213' (200')<br>⑦ R550m V800m<br>R/V1200m                | 213' (200')<br>⑦ R550m V800m<br>R/V1200m                | 213' (200')<br>⑦ R550m V800m<br>R/V1200m                |
|  | ④ RNP ILS DME Z<br>or ④ ILS DME Y<br>R/V1000m<br>ALS out                     | 325' (312')<br>R/V1000m<br>R/V1900m                     | 342' (329')<br>R/V1100m<br>R/V2000m                     | 358' (345')<br>R/V1200m<br>R/V2100m                     | 358' (345')<br>R/V1200m<br>R/V2100m                     |
|  | ALS out  |   |   |   |   |
| ⑤ LOC<br>R/V1500m<br>ALS out                       | 420' (407')<br>R/V1500m<br>R/V2400m  | 420' (407')<br>R/V1500m<br>R/V2400m                     | 420' (407')<br>R/V1500m<br>R/V2400m                     | 420' (407')<br>R/V1500m<br>R/V2400m                     |   |
| 33 SA CAT I RNP ILS DME Z<br>or SA CAT I ILS DME Y | 162' (150')<br>RA 158'<br>② R450m  | 162' (150')<br>RA 158'<br>② R450m                       | 162' (150')<br>RA 158'<br>② R450m                       | 162' (150')<br>RA 158'<br>② R450m                       |   |
|  | ALS out  |   |   |   |   |
|  | ① RNP ILS DME Z<br>or ① ILS DME Y<br>R550m V800m<br>TDZ or CL out<br>ALS out | 212' (200')<br>R550m V800m<br>③ R550m V800m<br>R/V1200m | 212' (200')<br>R550m V800m<br>③ R550m V800m<br>R/V1200m | 212' (200')<br>R550m V800m<br>③ R550m V800m<br>R/V1200m | 212' (200')<br>R550m V800m<br>③ R550m V800m<br>R/V1200m |
|  | ④ RNP ILS DME Z<br>or ④ ILS DME Y<br>R/V1800m<br>TDZ or CL out<br>ALS out    | 472' (460')<br>R/V1800m<br>R/V1800m<br>R/V2700m         | 488' (476')<br>R/V1900m<br>R/V1900m<br>R/V2800m         | 488' (476')<br>R/V1900m<br>R/V1900m<br>R/V2800m         | 505' (493')<br>R/V2000m<br>R/V2000m<br>R/V2900m         |
|  | ⑤ LOC<br>R/V2700m<br>TDZ or CL out<br>ALS out                                | 630' (618')<br>R/V2700m<br>R/V2700m<br>R/V3600m         | 630' (618')<br>R/V2700m<br>R/V2700m<br>R/V3600m         | 630' (618')<br>R/V2700m<br>R/V2700m<br>R/V3600m         | 630' (618')<br>R/V2700m<br>R/V2700m<br>R/V3600m         |

- ① Missed approach climb gradient MIN 4.0%.
- ② HUD required.
- ③ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ④ Missed approach climb gradient MIN 2.5%.
- ⑤ Continuous Descent Final Approach.
- ⑥ Missed approach climb gradient MIN 3.0%.
- ⑦ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.



ZGSZ/SZX

JEPPESEN

EASA AIR OPS

16 FEB 24  
Eff 21 Feb 1600Z (10-9SI)

SHENZHEN, PR OF CHINA  
BAOAN

| STRAIGHT-IN RWY                                    | A             | B             | C             | D             |
|--|---------------|---------------|---------------|---------------|
| 34 SA CAT I RNP ILS DME Z<br>or SA CAT I ILS DME Y | 163'(150')    | 163'(150')    | 163'(150')    | 163'(150')    |
|  | RA 158'       | RA 158'       | RA 158'       | RA 158'       |
| ALS out  | ① R450m       | ① R450m       | ① R450m       | ① R450m       |
| RNP ILS DME Z, ILS DME Y<br>or RNP (AR) ILS DME W  | 213'(200')    | 213'(200')    | 213'(200')    | 213'(200')    |
|  | ② R550m V800m | ② R550m V800m | ② R550m V800m | ② R550m V800m |
| ALS out  | R/V1200m      | R/V1200m      | R/V1200m      | R/V1200m      |
| ③ LOC  | 420'(407')    | 420'(407')    | 420'(407')    | 420'(407')    |
| ALS out  | R/V1500m      | R/V1500m      | R/V1500m      | R/V1500m      |
|  | R/V2400m      | R/V2400m      | R/V2400m      | R/V2400m      |

- ① HUD required.
- ② R800m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Continuous Descent Final Approach.

| CIRCLE-TO-LAND ④ | 100 Kts    | 135 Kts    | 180 Kts    | 205 Kts    |
|------------------|------------|------------|------------|------------|
|                  | 730'(717') | 740'(727') | 910'(897') | 910'(897') |
|                  | V3300m     | V3300m     | V4000m     | V4600m     |

④ Not authorized East of runway.

**TAKE-OFF**

(with reliable alternate)

|                            |   | RL             | NIL (DAY only) |
|----------------------------|---|----------------|----------------|
| 2 TURB Eng<br>or 3 & 4 Eng | A | R400m<br>V800m | R500m<br>V800m |
|                            | B |                |                |
|                            | C |                |                |
|                            | D |                |                |
| Other<br>1 & 2 Eng         |   | R/V1600m       |                |

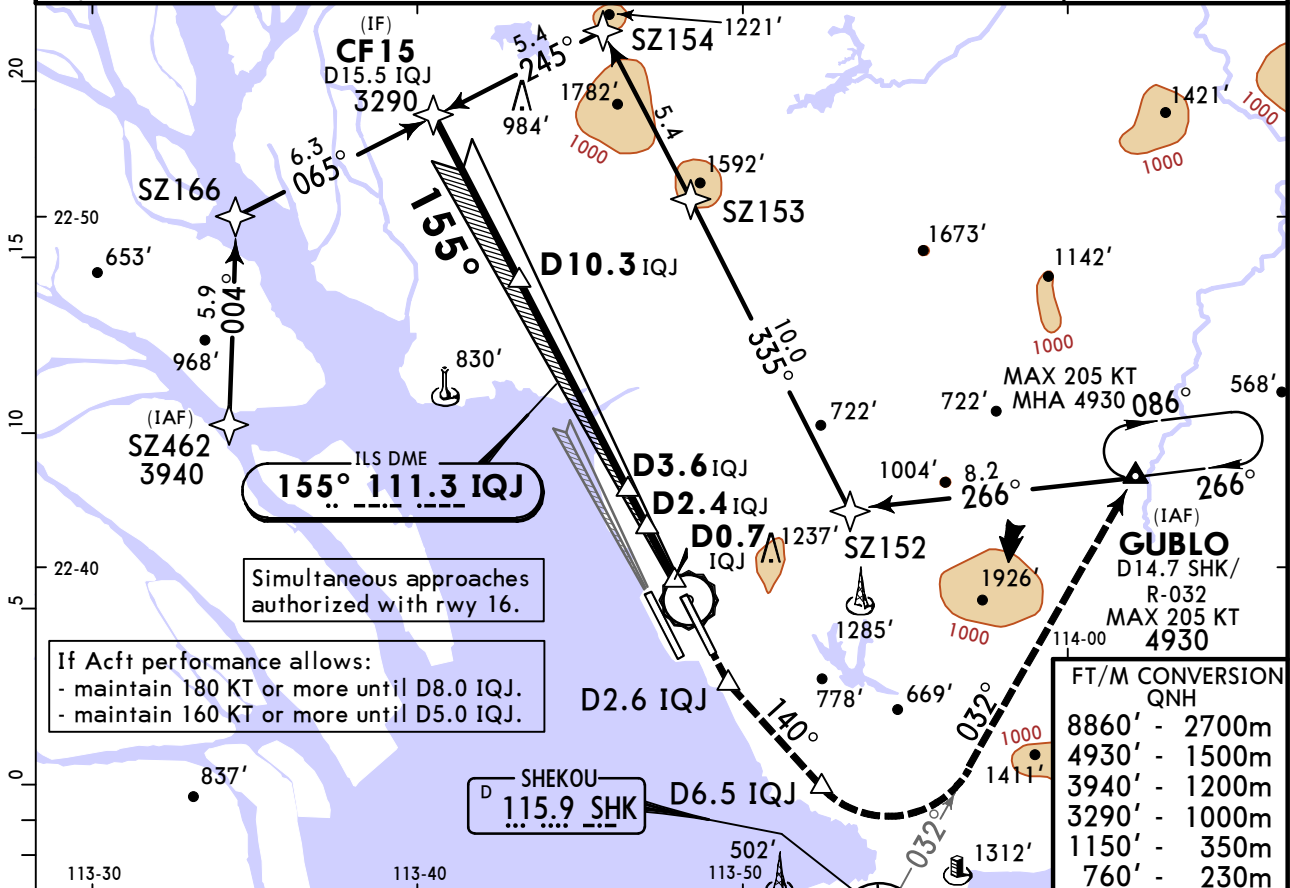
# ZGSZ/SZX BAOAN

16 FEB 24  
Eff 21 Feb 1600Z

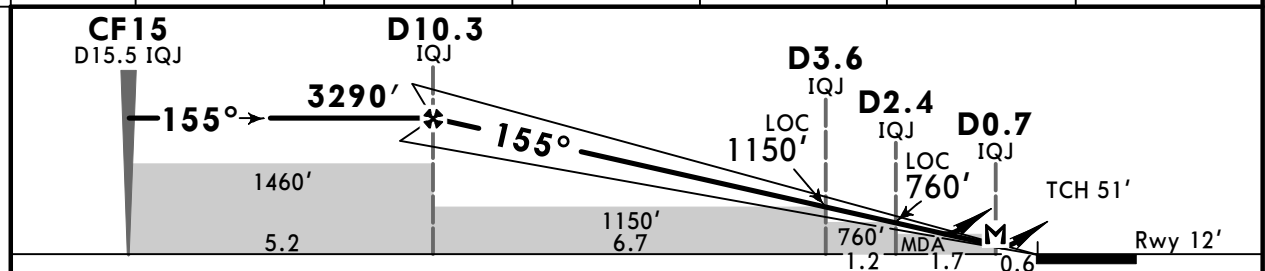
(11-1)

# JEPPESSEN SHENZHEN, PR OF CHINA RNP ILS DME Z Rwy 15

|   |                               |  |                 |                                |                  |              |         |
|---|-------------------------------|--|-----------------|--------------------------------|------------------|--------------|---------|
| D-ATIS Arrival  | *APP01                        | APP02  | ZHUHAI Approach |                                | *APP05           | *BAOAN Tower | *Ground |
| 126.85  | 120.35                        | 119.55   | 123.85          | 119.025                        | 127.95           | 130.35       | 121.65  |
| LOC IQJ<br><b>111.3</b>   | Final Apch Crs<br><b>155°</b> | D10.3 IQJ<br><b>3290'</b> (3278')                                |                 | ILS DA(H)<br>Refer to Minimums | Apt Elev 13'     | Rwy 12'      |         |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D2.6 IQJ, turn LEFT (MAX 185 KT) onto 140° to D6.5 IQJ, then turn LEFT (MAX 185 KT, remain within D10.7 IQJ) to intercept R-032 SHK and climb to 4930'. Over GUBLO/D14.7 SHK join hold or by ATC. Refer to minimums for missed apch climb grad. |                               |  |                 |                                |                  |              |         |
| Alt Set: hPa  |                               | Trans level: 980 hPa or above - FL108<br>979 hPa or less - FL118 |                 |                                | Trans alt: 8860' |              | MSA ARP |



|              |          |       |       |       |       |      |
|--------------|----------|-------|-------|-------|-------|------|
| LOC (GS out) | IQJ DME  | 10.0  | 8.0   | 6.0   | 4.0   | 2.0  |
|              | ALTITUDE | 3200' | 2560' | 1930' | 1290' | 650' |



|                             |       |    |     |     |     |     |          |          |        |     |           |          |      |   |    |  |
|-----------------------------|-------|----|-----|-----|-----|-----|----------|----------|--------|-----|-----------|----------|------|---|----|--|
| Gnd speed-Kts               | 70    | 90 | 100 | 120 | 140 | 160 | HIALS-II | D2.6 IQJ | 185 KT | MAX | onto 140° | D6.5 IQJ |      |   |    |  |
| ILS GS or LOC Descent Angle | 3.00° |    |     |     |     |     | 372      | 478      | 531    | 637 | 743       | 849      | PAPI | ↑ | LT |  |
| MAP at D0.7 IQJ             |       |    |     |     |     |     |          |          |        |     |           |          |      |   |    |  |

|  |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |                        |  |  |  |  |  |                        |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|------------------------|--|--|--|--|--|------------------------|--|--|--|--|--|
| <b>State</b>                           |  |  |  |  |  | <b>STRAIGHT-IN LANDING</b>                           |  |  |  |  |  | <b>CIRCLE-TO-LAND</b>                       |  |  |  |  |  |                        |  |  |  |  |  |                        |  |  |  |  |  |
| MACG MIN 4.0% (244'/NM) until D6.5 IQJ |  |  |  |  |  | MACG MIN 2.5% (152'/NM) DA(H) BC: <b>734'</b> (722') |  |  |  |  |  | LOC (GS out) CDFA MDA(H) <b>460'</b> (448') |  |  |  |  |  | West of rwy only       |  |  |  |  |  |                        |  |  |  |  |  |
| DA(H) <b>212'</b> (200')               |  |  |  |  |  | A: <b>718'</b> (706') D: <b>751'</b> (739')          |  |  |  |  |  | ALS out                                     |  |  |  |  |  | Max Kts                |  |  |  |  |  |                        |  |  |  |  |  |
| ALS out                                |  |  |  |  |  | ALS out  |  |  |  |  |  | ALS out                                     |  |  |  |  |  | MDA(H)                 |  |  |  |  |  |                        |  |  |  |  |  |
| A                                      |  |  |  |  |  | B  |  |  |  |  |  | C   |  |  |  |  |  | D                      |  |  |  |  |  |                        |  |  |  |  |  |
| R550m V800m                            |  |  |  |  |  | V1200m   |  |  |  |  |  | V3300m V4200m                               |  |  |  |  |  | R/V 1700m V 2600m      |  |  |  |  |  | 100 730' (717') V3300m |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  | 135 740' (727') V3300m |  |  |  |  |  |                        |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  | 180 910' (897') V4000m |  |  |  |  |  |                        |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  | 205 910' (897') V4600m |  |  |  |  |  |                        |  |  |  |  |  |

# ZGSZ/SZX BAOAN

16 FEB 24  
Eff 21 Feb 1600Z

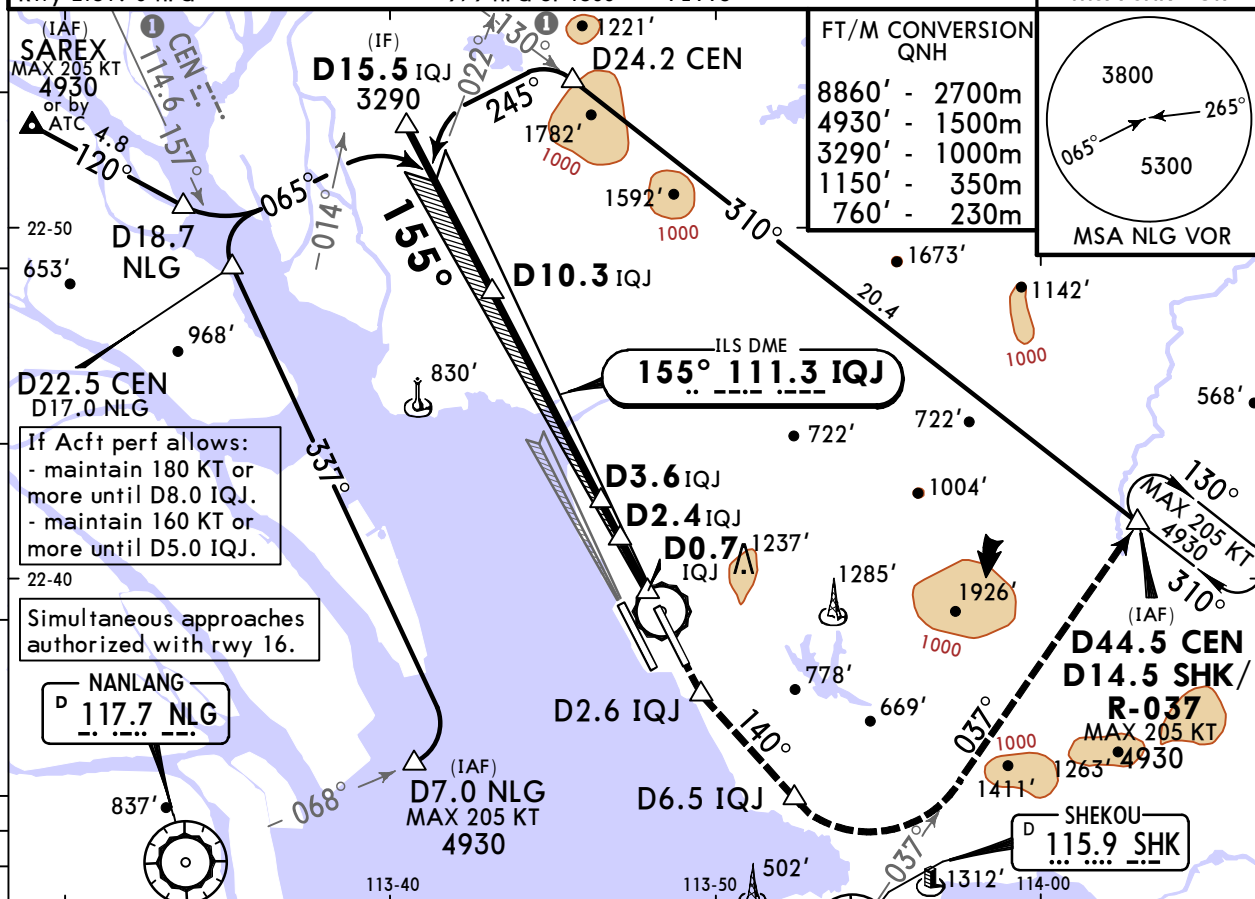
(11-2)

# JEPPESSEN SHENZHEN, PR OF CHINA ILS DME Y Rwy 15

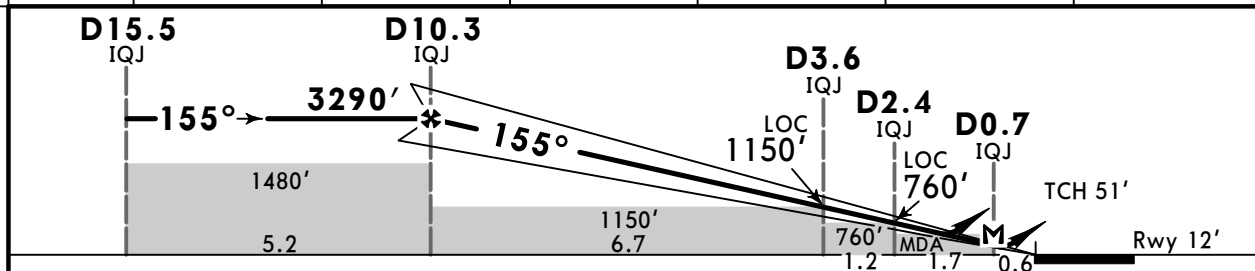
|                                 |                                  |                                   |  |                                      |                         |                               |                          |
|---------------------------------|----------------------------------|-----------------------------------|--|--------------------------------------|-------------------------|-------------------------------|--------------------------|
| D-ATIS Arrival<br><b>126.85</b> | *APP01<br><b>120.35</b>          | APP02<br><b>119.55</b>            | ZHUHAI Approach<br>*APP03<br><b>123.85</b> | *APP04<br><b>119.025</b>             | *APP05<br><b>127.95</b> | *BAOAN Tower<br><b>130.35</b> | *Ground<br><b>121.65</b> |
| LOC<br>IQJ<br><b>111.3</b>      | Final<br>Apch Crs<br><b>155°</b> | D10.3 IQJ<br><b>3290'</b> (3278') |  | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 13'<br>Rwy 12' |                               |                          |

**MISSED APCH:** Climb STRAIGHT AHEAD to D2.6 IQJ, turn LEFT (MAX 185 KT) onto 140° to D6.5 IQJ, then turn LEFT (MAX 185 KT, remain within D10.7 IQJ) to intercept R-037 SHK and climb to 4930'. Over D14.5 SHK VOR join holding or as directed. Refer to minimums for missed apch climb grad.

Alt Set: hPa      Trans level: 980 hPa or above - FL108      Trans alt: 8860'  
Rwy Elev: 0 hPa      979 hPa or less - FL118



|              |          |       |       |       |       |      |
|--------------|----------|-------|-------|-------|-------|------|
| LOC (GS out) | IQJ DME  | 10.0  | 8.0   | 6.0   | 4.0   | 2.0  |
|              | ALTITUDE | 3200' | 2560' | 1930' | 1290' | 650' |



|                             |       |    |     |     |     |     |          |          |                     |     |           |          |      |   |    |
|-----------------------------|-------|----|-----|-----|-----|-----|----------|----------|---------------------|-----|-----------|----------|------|---|----|
| Gnd speed-Kts               | 70    | 90 | 100 | 120 | 140 | 160 | HIALS-II | D2.6 IQJ | 185 KT <sup>1</sup> | MAX | onto 140° | D6.5 IQJ |      |   |    |
| ILS GS or LOC Descent Angle | 3.00° |    |     |     |     |     | 372      | 478      | 531                 | 637 | 743       | 849      | PAPI | ↑ | LT |
| MAP at D0.7 IQJ             |       |    |     |     |     |     |          |          |                     |     |           |          |      |   |    |

|  |       |        |  |  |        |   |     |   |   |     |             |                  |        |        |  |
|--|-------|--------|--|--|--------|---|-----|---|---|-----|-------------|------------------|--------|--------|--|
| <b>State</b>                           |       |        |  |  |        | STRAIGHT-IN LANDING                             |     |   | CIRCLE-TO-LAND                              |     |             |                  |        |        |  |
| MACG MIN 4.0% (244'/NM) until D6.5 IQJ |       |        | MACG MIN 2.5% (152'/NM) DA(H) <b>212'</b> (200') |  |        | DA(H) <b>A:718'</b> (706') <b>D:751'</b> (739') |     |   | LOC (GS out) CDFA MDA(H) <b>460'</b> (448') |     |             | West of rwy only |        |        |  |
| ALS out                                |       |        | ALS out  |  |        | ALS out   |     |   | Max Kts                                     |     |             | MDA(H)           |        |        |  |
| A                                      |       |        |  |  |        |   |     |   |   |     | 100         | 730' (717')      |        | V3300m |  |
| B                                      | R550m | V1200m | V3300m   |  | V4200m |   | R/V | V |   | 135 | 740' (727') |                  | V3300m |        |  |
| C                                      |       |        |  |  |        |   |     |   |   |     | 180         | 910' (897')      |        | V4000m |  |
| D                                      |       |        | V3400m   |  | V4300m |   |     |   |   |     | 205         | 910' (897')      |        | V4600m |  |

**ZGSZ/SZ**  
**BAOAN**

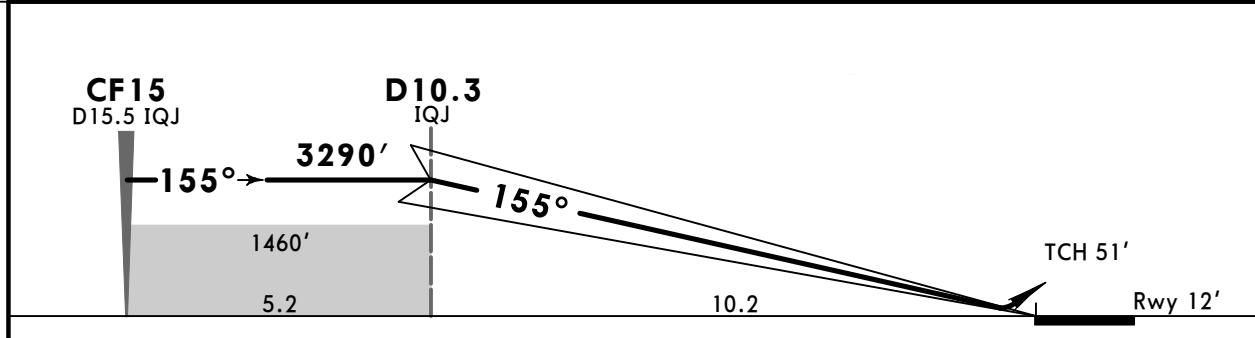
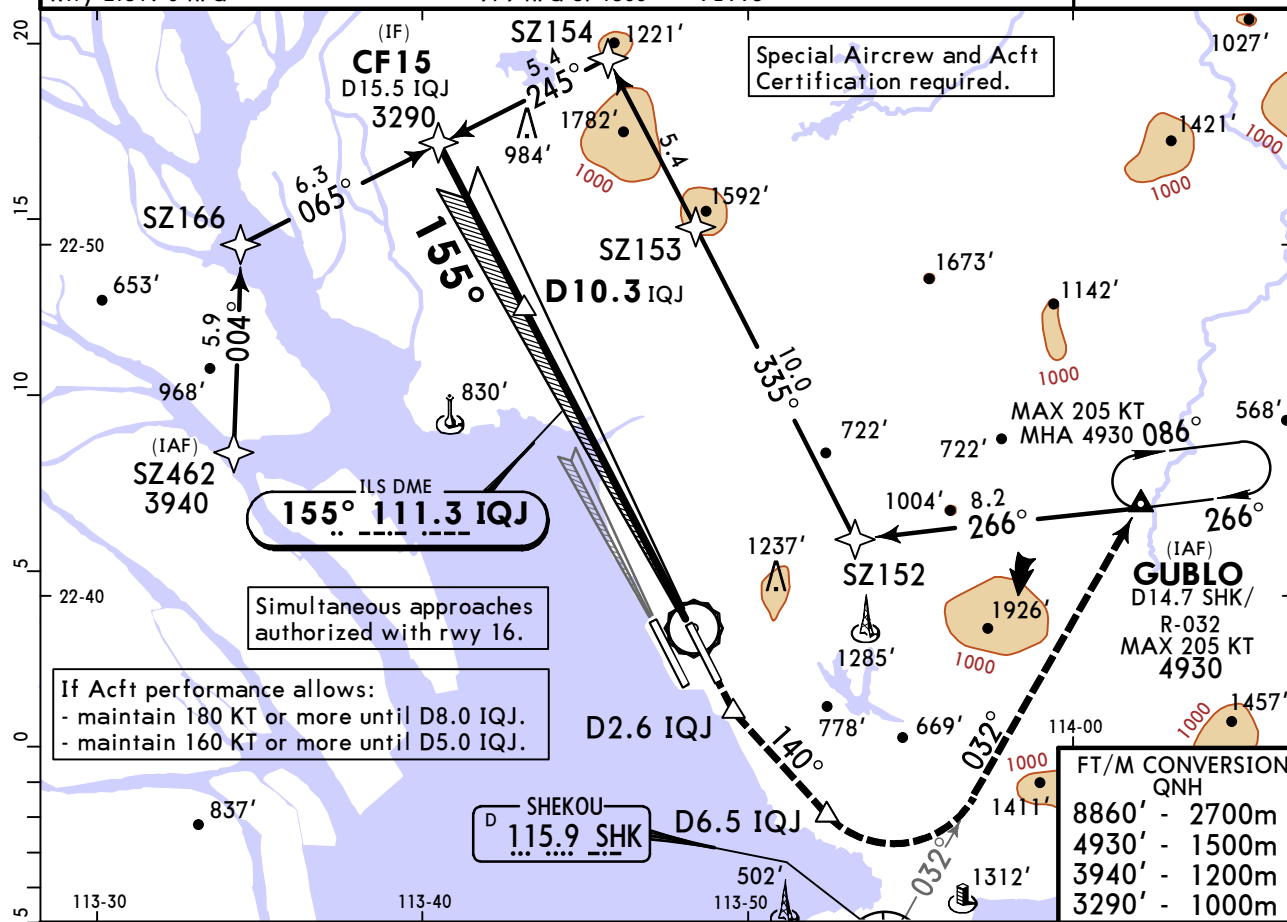
16 FEB 24  
Eff 21 Feb 1600Z

11-2A

**SA CAT I RNP ILS DME Z Rwy 15**

**JEPPESSEN SHENZHEN, PR OF CHINA**

|  |                                  |  |   |                          |                         |                               |                          |
|--|----------------------------------|--|---|--------------------------|-------------------------|-------------------------------|--------------------------|
| D-ATIS Arrival<br><b>126.85</b>  | *APP01<br><b>120.35</b>          | APP02<br><b>119.55</b>   | ZHUHAI Approach<br>*APP03<br><b>123.85</b>                    | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | *BAOAN Tower<br><b>130.35</b> | *Ground<br><b>121.65</b> |
| LOC<br>IQJ<br><b>111.3</b>   | Final<br>Apch Crs<br><b>155°</b> | <b>D10.3 IQJ</b><br><b>3290'</b> (3278')                         | <b>SA CAT I ILS</b><br><b>RA 158'</b><br>DA(H)<br>162' (150') | Apt Elev 13'<br>Rwy 12'  |                         |                               |                          |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D2.6 IQJ, turn LEFT (MAX 185 KT) onto 140° to D6.5 IQJ, then turn LEFT (MAX 185 KT, remain within D10.7 IQJ) to intercept R-032 SHK and climb to 4930'. Over GUBLO/D14.7 SHK join hold or by ATC. MACG MIN 4.0% (244' /NM) until D6.5 IQJ. |                                  |  |   |                          |                         |                               |                          |
| Alt Set: hPa<br>Rwy Elev: 0 hPa  |                                  | Trans level: 980 hPa or above - FL108<br>979 hPa or less - FL118 |   |                          | Trans alt: 8860'        |                               | MSA ARP                  |



|               |       |     |     |     |     |     |   |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI<br>D2.6 IQJ<br>185 KT MAX<br>onto 140°<br>D6.5 IQJ |
| Gs            | 3.00° | 372 | 478 | 531 | 637 | 849 |   |

**State** STRAIGHT-IN LANDING  
**SA CAT I ILS**  
**RA 158'**  
 DA(H) **162'** (150')

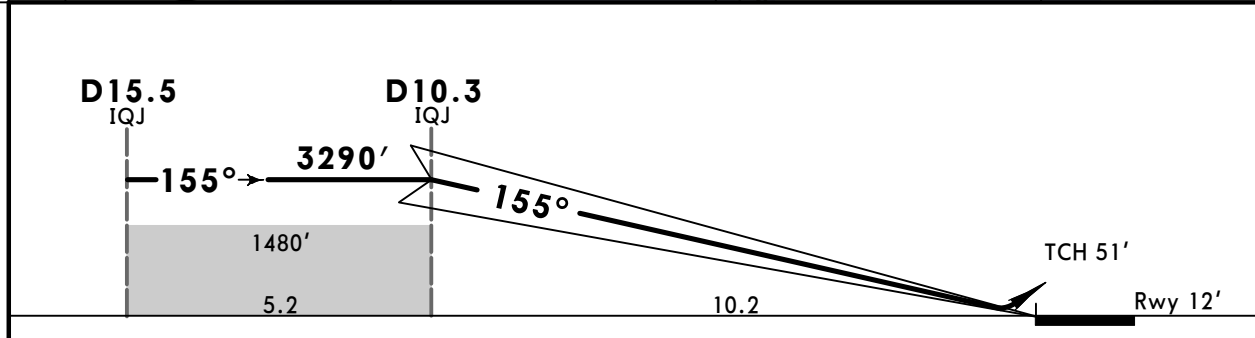
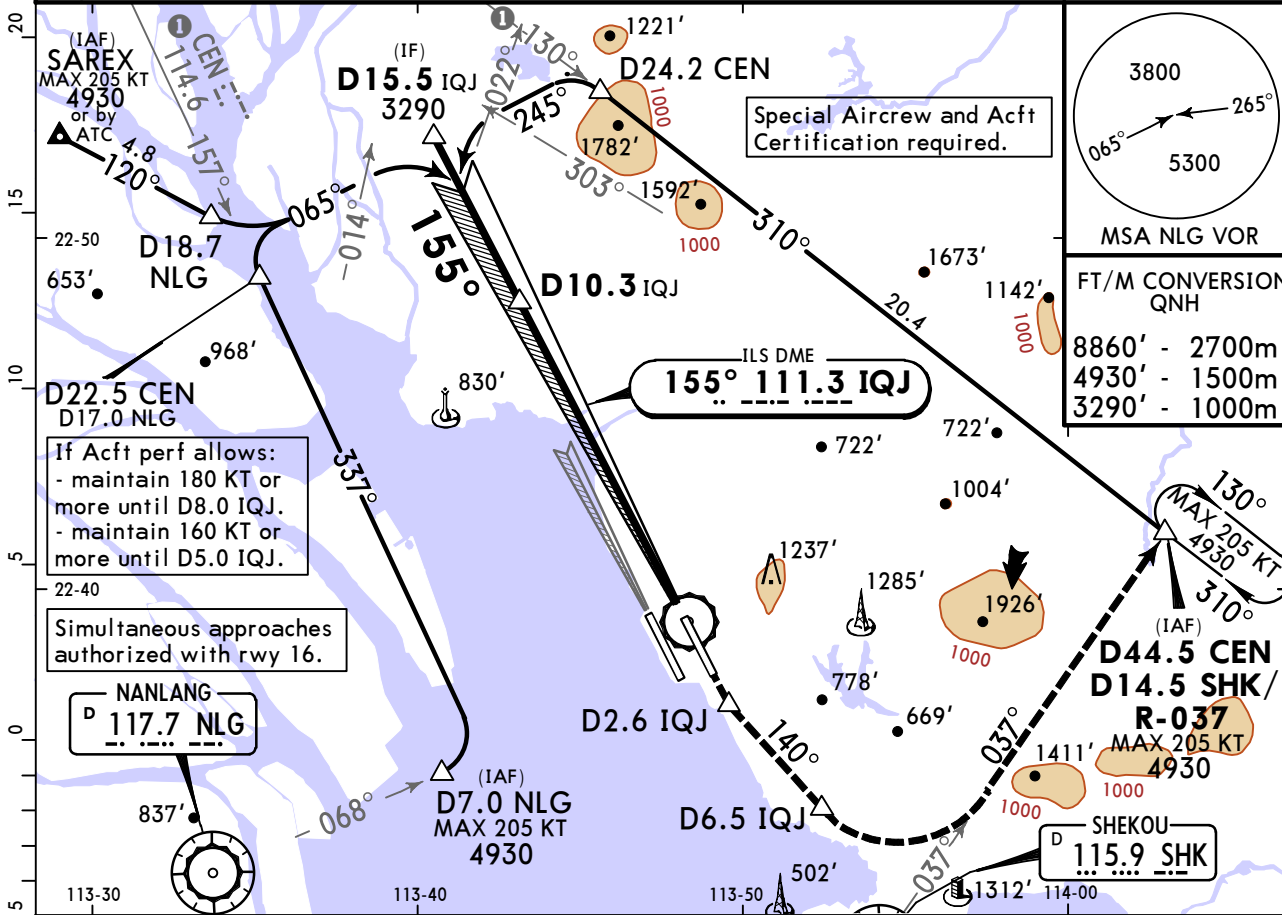
R450m  
**HUD required.**

# ZGSZ/SZ BAOAN

16 FEB 24  
Eff 21 Feb 1600Z

# JEPPESSEN SHENZHEN, PR OF CHINA SA CAT I ILS DME Y Rwy 15

|   |  |                        |                         |                          |                         |                               |                          |
|---|--|------------------------|-------------------------|--------------------------|-------------------------|-------------------------------|--------------------------|
| D-ATIS Arrival<br><b>126.85</b>   | ZHUHAI Approach                            |                        |                         |                          |                         | *BAOAN Tower<br><b>130.35</b> | *Ground<br><b>121.65</b> |
| LOC<br>IQJ<br><b>111.3</b>  | *APP01<br>Final<br>Apch Crs<br><b>155°</b> | APP02<br><b>119.55</b> | *APP03<br><b>123.85</b> | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | Apt Elev 13'<br>Rwy 12'       |                          |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D2.6 IQJ, turn LEFT (MAX 185 KT) onto 140° to D6.5 IQJ, then turn LEFT (MAX 185 KT, remain within D10.7 IQJ) to intercept R-037 SHK and climb to 4930'. Over D14.5 SHK VOR join holding or as directed. Missed apch climb grad MIN 4.0% (244'/NM) until D6.5 IQJ. |  |                        |                         |                          |                         |                               |                          |
| Alt Set: hPa      Trans level: 980 hPa or above - FL108      Trans alt: 8860'<br>Rwy Elev: 0 hPa      979 hPa or less - FL118   |  |                        |                         |                          |                         |                               |                          |



|               |       |     |     |     |     |     |                  |               |                     |           |          |
|---------------|-------|-----|-----|-----|-----|-----|------------------|---------------|---------------------|-----------|----------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI | D2.6 IQJ<br>↑ | 185 KT<br>MAX<br>LT | onto 140° | D6.5 IQJ |
| Gs            | 3.00° | 372 | 478 | 531 | 637 | 743 |                  |               |                     |           |          |

**State** STRAIGHT-IN LANDING

**SA CAT I ILS**

**RA 158'**  
DA(H) 162'(150')

R450m

**HUD required.**



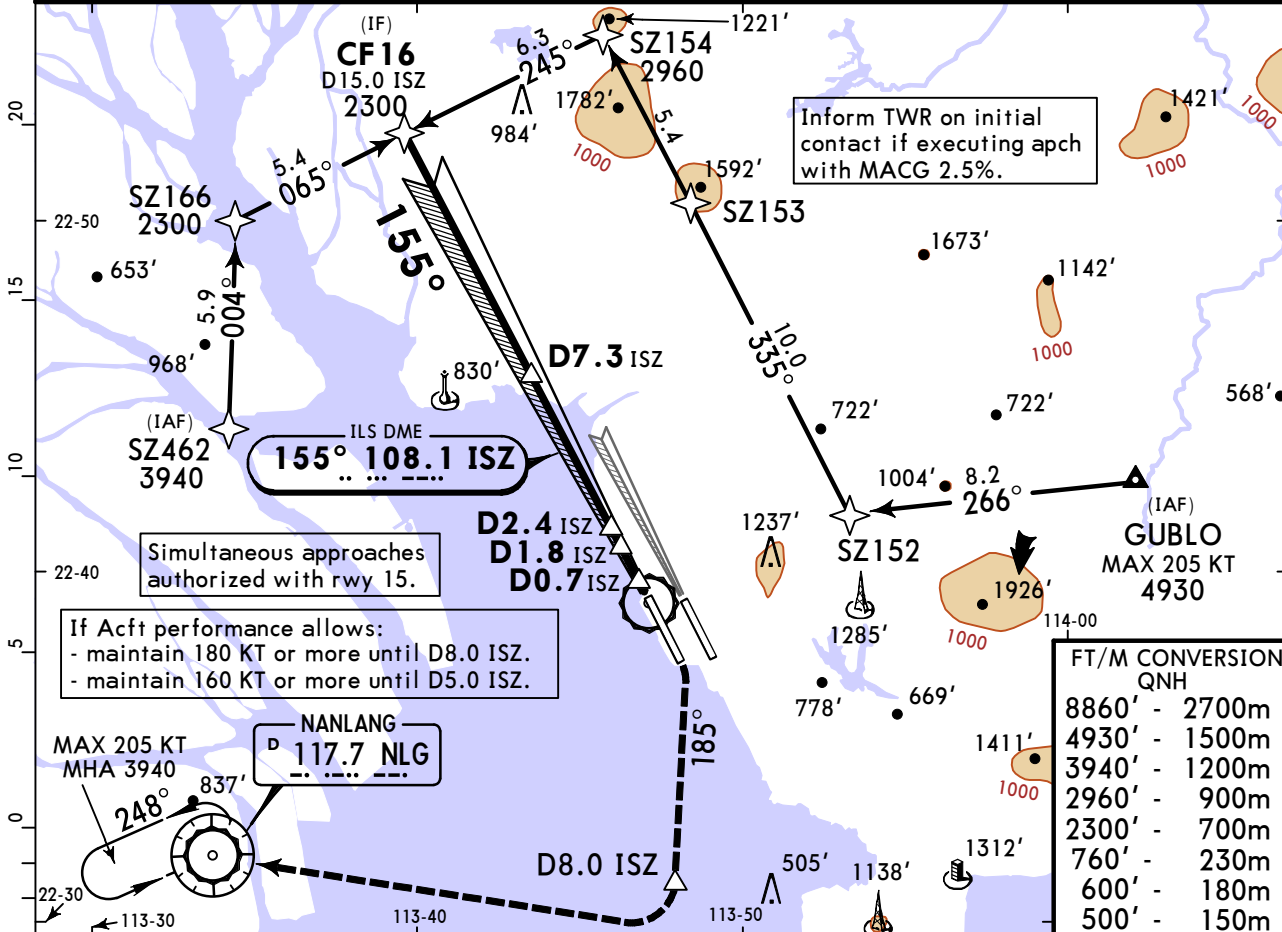
# ZGSZ/SZX BAOAN

16 FEB 24  
Eff 21 Feb 1600Z

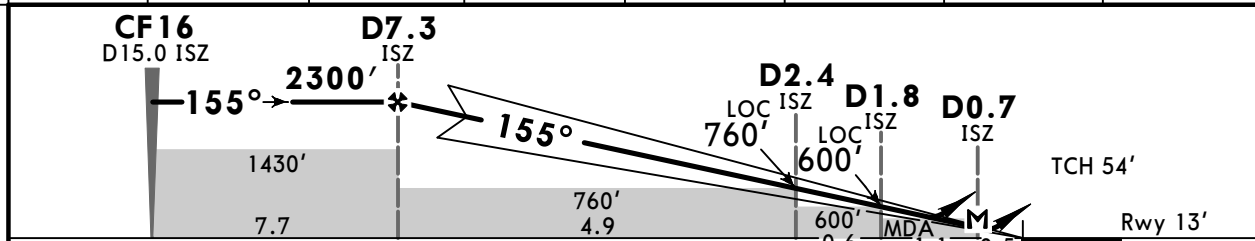
(11-3)

# JEPPESSEN SHENZHEN, PR OF CHINA RNP ILS DME Z Rwy 16

|  |                                  |  |  |                          |                         |                              |                         |
|--|----------------------------------|--|--|--------------------------|-------------------------|------------------------------|-------------------------|
| D-ATIS Arrival<br><b>126.85</b>  | *APP01<br><b>120.35</b>          | APP02<br><b>119.55</b>   | ZHUHAI Approach<br>*APP03<br><b>123.85</b> | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | BAOAN Tower<br><b>118.45</b> | *Ground<br><b>121.8</b> |
| LOC<br>ISZ<br><b>108.1</b>   | Final<br>Apch Crs<br><b>155°</b> | <b>D7.3 ISZ</b><br>2300' (2287')                                 | ILS<br>DA(H)<br>Refer to<br>Minimums       | Apt Elev 13'             | Rwy 13'                 |                              |                         |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn RIGHT (MAX 220 KT) onto 185° to D8.0 ISZ, turn RIGHT (MAX 220 KT, remain within D11.2 ISZ) direct to NLG VOR at 3940'. Join holding or as directed. Refer to minimums for missed approach climb gradient. |                                  |  |  |                          |                         |                              | MSA ARP                 |
| Alt Set: hPa<br>Rwy Elev: 0 hPa  |                                  | Trans level: 980 hPa or above - FL108<br>979 hPa or less - FL118 |  |                          | Trans alt: 8860'        |                              |                         |



| LOC (GS out) | ISZ DME  | 7.0   | 6.0   | 5.0   | 4.0   | 3.0  | 2.0  |
|--------------|----------|-------|-------|-------|-------|------|------|
|              | ALTITUDE | 2250' | 1930' | 1610' | 1290' | 970' | 650' |



|                             |       |     |     |     |     |     |  |
|-----------------------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>500' ↑<br>220 KT<br>MAX RT<br>onto 185°<br>D8.0 ISZ |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |  |
| MAP at D0.7 ISZ             |       |     |     |     |     |     |  |

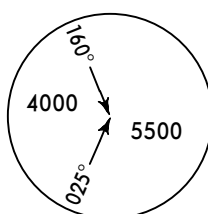
| State                   |       |                               |        | STRAIGHT-IN LANDING |       |                  |             | CIRCLE-TO-LAND |  |  |  |
|-------------------------|-------|-------------------------------|--------|---------------------|-------|------------------|-------------|----------------|--|--|--|
| MACG MIN 3.0% (183'/NM) |       | ILS MACG MIN 2.5% (152'/NM)   |        | LOC (GS out) CDFA   |       | West of rwy only |             |                |  |  |  |
| DA(H) 213' (200')       |       | A: 325' (312') B: 342' (329') |        | MDA(H) 420' (407')  |       |                  |             |                |  |  |  |
| ALS out                 |       | ALS out                       |        | ALS out             |       | Max Kts          |             |                |  |  |  |
| A                       |       | R/V1000m                      | V1900m | R/V                 | V     | 100              | 730' (717') | V3300m         |  |  |  |
| B                       | R550m | R/V1100m                      | V2000m | 1500m               | 2400m | 135              | 740' (727') | V3300m         |  |  |  |
| C                       | V800m | R/V1200m                      | V2100m |                     |       | 180              | 910' (897') | V4000m         |  |  |  |
| D                       |       |                               |        |                     |       | 205              | 910' (897') | V4600m         |  |  |  |

# ZGSZ/SZX BAOAN

16 FEB 24  
Eff 21 Feb 1600Z

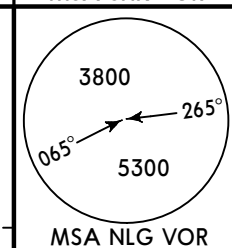
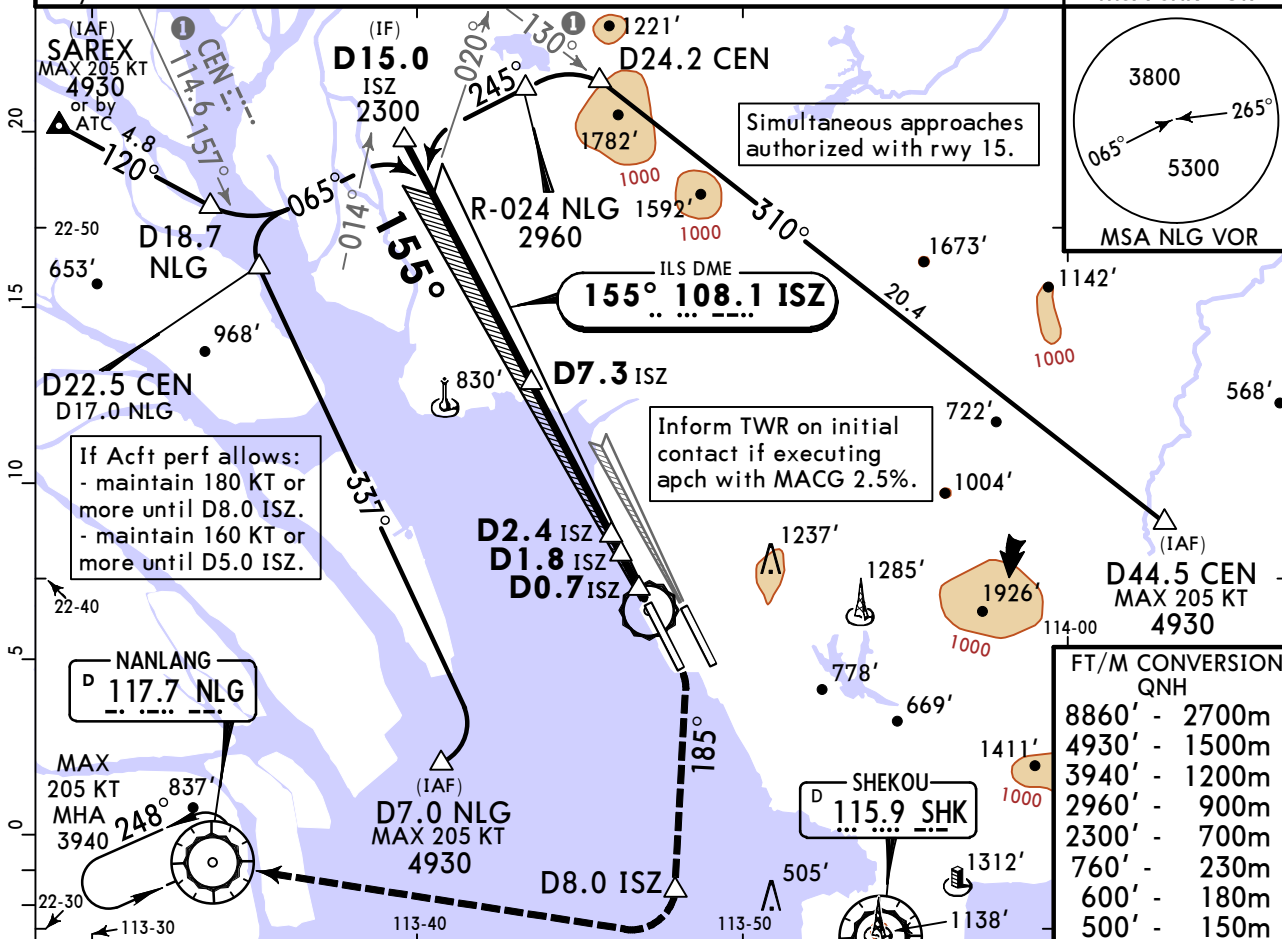
(11-4)

# JEPPESSEN SHENZHEN, PR OF CHINA ILS DME Y Rwy 16

|                                 |                                  |                                  |  |                          |                         |   |                         |
|---------------------------------|----------------------------------|----------------------------------|--|--------------------------|-------------------------|---|-------------------------|
| D-ATIS Arrival<br><b>126.85</b> | *APP01<br><b>120.35</b>          | APP02<br><b>119.55</b>           | ZHUHAI Approach<br>*APP03<br><b>123.85</b> | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | BAOAN Tower<br><b>118.45</b>  | *Ground<br><b>121.8</b> |
| LOC<br>ISZ<br><b>108.1</b>      | Final<br>Apch Crs<br><b>155°</b> | <b>D7.3 ISZ</b><br>2300' (2287') | ILS<br>DA(H)<br>Refer to<br>Minimums       | Apt Elev 13'<br>Rwy 13'  |                         |  |                         |

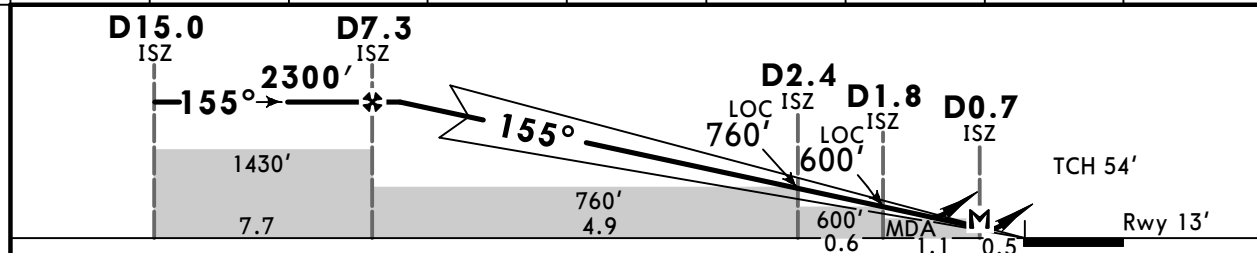
**MISSED APCH:** Climb STRAIGHT AHEAD to 500', turn RIGHT (MAX 220 KT) onto 185° to D8.0 ISZ, turn RIGHT (MAX 220 KT, remain within D11.2 ISZ) direct to NLG VOR at 3940'. Join holding or as directed. Refer to minimums for missed approach climb gradient.

Alt Set: hPa Trans level: 980 hPa or above - FL108 Trans alt: 8860'  
Rwy Elev: 0 hPa 979 hPa or less - FL118



| FT/M CONVERSION<br>QNH |       |
|------------------------|-------|
| 8860'                  | 2700m |
| 4930'                  | 1500m |
| 3940'                  | 1200m |
| 2960'                  | 900m  |
| 2300'                  | 700m  |
| 760'                   | 230m  |
| 600'                   | 180m  |
| 500'                   | 150m  |

| LOC (GS out) | ISZ DME  | 7.0   | 6.0   | 5.0   | 4.0   | 3.0  | 2.0  | 1.0  |
|--------------|----------|-------|-------|-------|-------|------|------|------|
|              | ALTITUDE | 2250' | 1930' | 1610' | 1290' | 970' | 650' | 340' |



|                             |       |     |     |     |     |     |       |             |               |                 |
|-----------------------------|-------|-----|-----|-----|-----|-----|-------|-------------|---------------|-----------------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | <b>500'</b> | <b>220 KT</b> | <b>D8.0 ISZ</b> |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI  | ↑           | MAX           | onto 185°       |
| MAP at D0.7 ISZ             |       |     |     |     |     |     |       |             | RT            |                 |

| State                    |              | STRAIGHT-IN LANDING                         |        |                           |         | CIRCLE-TO-LAND   |                           |
|--------------------------|--------------|---|--------|---------------------------|---------|------------------|---------------------------|
| MACG MIN 3.0% (183'/NM)  |              | ILS MACG MIN 2.5% (152'/NM)                 |        |                           |         | West of rwy only |                           |
| DA(H) <b>213'</b> (200') |              | A: <b>325'</b> (312') B: <b>342'</b> (329') |        | LOC (GS out) CDFA         |         |                  |                           |
|                          |              | DA(H) CD: <b>358'</b> (345')                |        | MDA(H) <b>420'</b> (407') |         |                  |                           |
|                          | ALS out      | ALS out                                     |        | ALS out                   | ALS out | Max Kts          | MDA(H)                    |
| A                        |              | R/V1000m                                    | V1900m | R/V                       | V       | 100              | <b>730'</b> (717') V3300m |
| B                        | <b>R550m</b> | R/V1100m                                    | V2000m | 1500m                     | 2400m   | 135              | <b>740'</b> (727') V3300m |
| C                        | V800m        | R/V1200m                                    | V2100m |                           |         | 180              | <b>910'</b> (897') V4000m |
| D                        |              |   |        |                           |         | 205              | <b>910'</b> (897') V4600m |

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



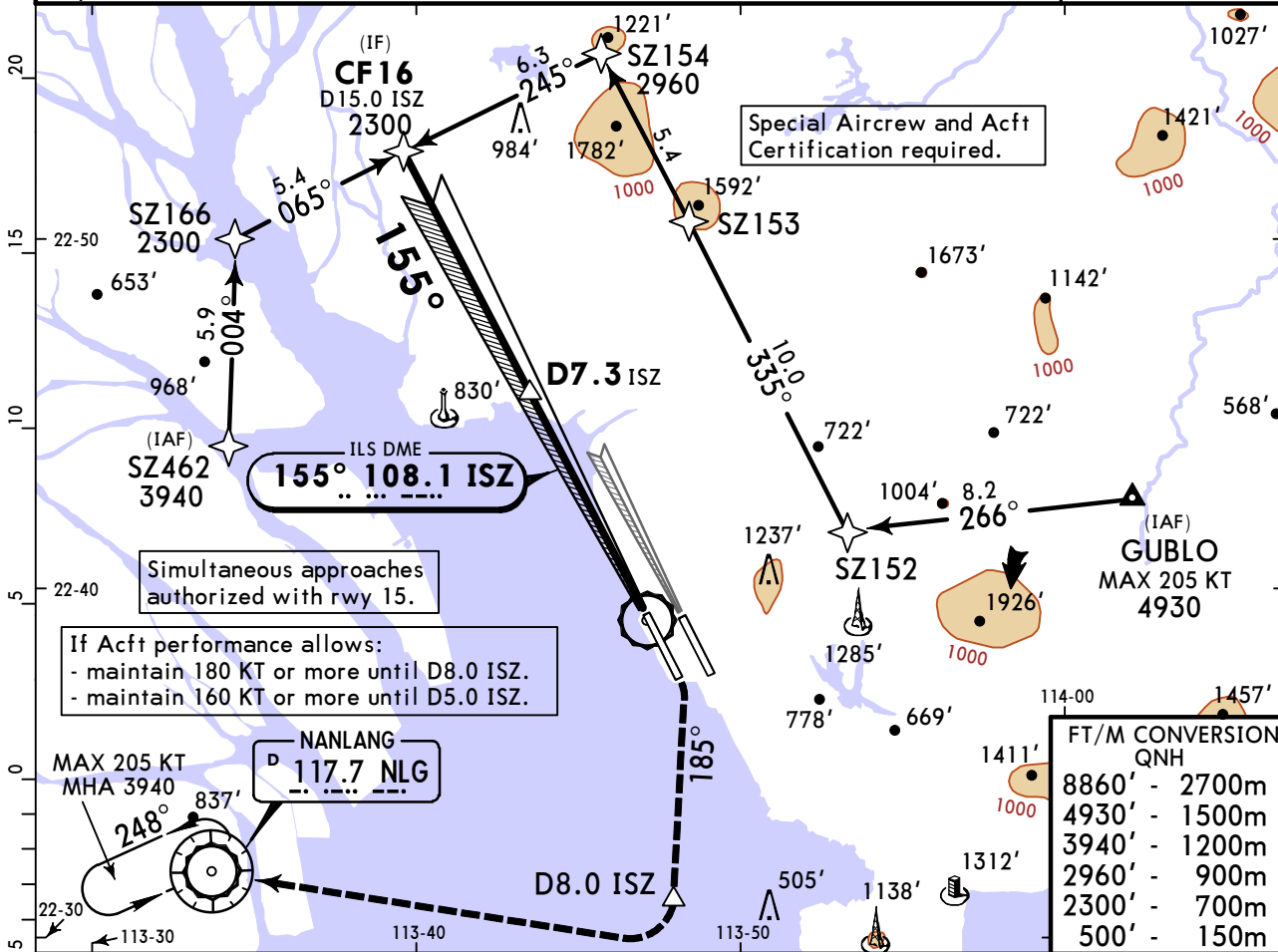
ZGSZ/SZX  
BAOAN

16 FEB 24  
Eff 21 Feb 1600Z

11-4A

JEPPESEN SHENZHEN, PR OF CHINA  
SA CAT I RNP ILS DME Z Rwy 16

|  |                                  |  |        |  |                  |                         |         |
|--|----------------------------------|--|--------|--|------------------|-------------------------|---------|
| D-ATIS Arrival   | ZHUHAI Approach                  |  |        |  |                  | BAOAN Tower             | *Ground |
| 126.85   | *APP01                           | APP02  | *APP03 | *APP04   | *APP05           | 118.45                  | 121.8   |
| LOC<br>ISZ<br><b>108.1</b>   | Final<br>Apch Crs<br><b>155°</b> | D7.3 ISZ<br><b>2300'</b> (2287')                                 |        | SA CAT I ILS<br><b>RA 155'</b><br>DA(H)<br>163' (150') |                  | Apt Elev 13'<br>Rwy 13' |         |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn RIGHT (MAX 220 KT) onto 185° to D8.0 ISZ, turn RIGHT (MAX 220 KT, remain within D11.2 ISZ) direct to NLG VOR at 3940'. Join holding or as directed. |                                  |  |        |  |                  |                         |         |
| Alt Set: hPa<br>Rwy Elev: 0 hPa  |                                  | Trans level: 980 hPa or above - FL108<br>979 hPa or less - FL118 |        |  | Trans alt: 8860' |                         | MSA ARP |

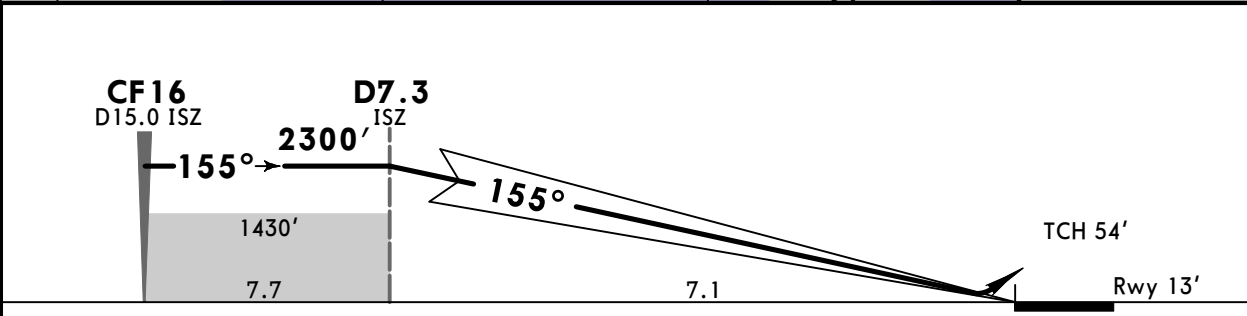


Simultaneous approaches authorized with rwy 15.

If Actf performance allows:  
- maintain 180 KT or more until D8.0 ISZ.  
- maintain 160 KT or more until D5.0 ISZ.

FT/M CONVERSION  
QNH

|       |   |       |
|-------|---|-------|
| 8860' | - | 2700m |
| 4930' | - | 1500m |
| 3940' | - | 1200m |
| 2960' | - | 900m  |
| 2300' | - | 700m  |
| 500'  | - | 150m  |



|               |       |     |     |     |     |     |  |
|---------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>500' 220 KT<br>MAX<br>onto 185°<br>RT<br>D8.0 ISZ |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |  |

**State** STRAIGHT-IN LANDING

**SA CAT I ILS**

**RA 155'**  
DA(H) **163'** (150')

R450m

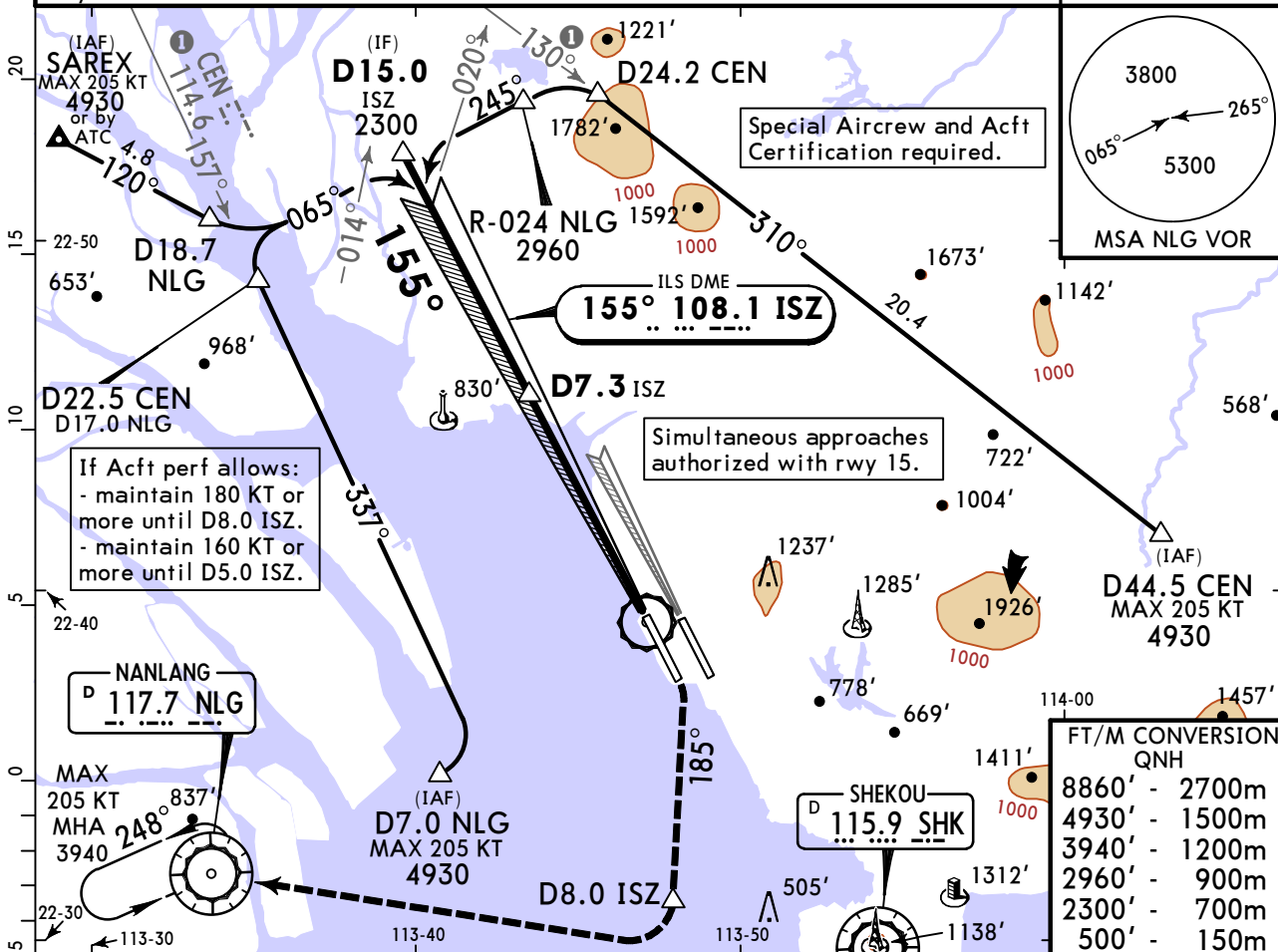
**HUD required.**

# ZGSZ/SZX BAOAN

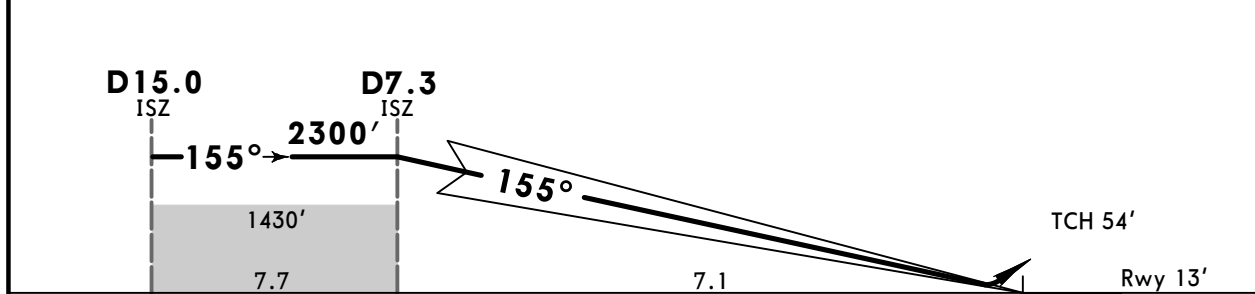
16 FEB 24  
Eff 21 Feb 1600Z

# JEPPESSEN SHENZHEN, PR OF CHINA SA CAT I ILS DME Y Rwy 16

|  |                           |  |   |                         |                  |                       |                  |
|--|---------------------------|--|---|-------------------------|------------------|-----------------------|------------------|
| D-ATIS Arrival<br>126.85   | *APP01<br>120.35          | APP02<br>119.55  | ZHUHAI Approach<br>*APP03<br>123.85             | *APP04<br>119.025       | *APP05<br>127.95 | BAOAN Tower<br>118.45 | *Ground<br>121.8 |
| LOC<br>ISZ<br>108.1  | Final<br>Apch Crs<br>155° | D7.3 ISZ<br>2300' (2287')  | SA CAT I ILS<br>RA 158'<br>DA(H)<br>163' (150') | Apt Elev 13'<br>Rwy 13' |                  |                       |                  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn RIGHT (MAX 220 KT) onto 185° to D8.0 ISZ, turn RIGHT (MAX 220 KT, remain within D11.2 ISZ) direct to NLG VOR at 3940'. Join holding or as directed. |                           |  |   |                         |                  |                       |                  |
| Alt Set: hPa<br>Rwy Elev: 0 hPa  |                           | Trans level: 980 hPa or above - FL108<br>979 hPa or less - FL118 |   |                         | Trans alt: 8860' |                       | MSA SHK VOR      |



|       |   |       |
|-------|---|-------|
| 8860' | - | 2700m |
| 4930' | - | 1500m |
| 3940' | - | 1200m |
| 2960' | - | 900m  |
| 2300' | - | 700m  |
| 500'  | - | 150m  |



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

**State** STRAIGHT-IN LANDING  
**SA CAT I ILS**  
**RA 158'**  
 DA(H) **163' (150')**

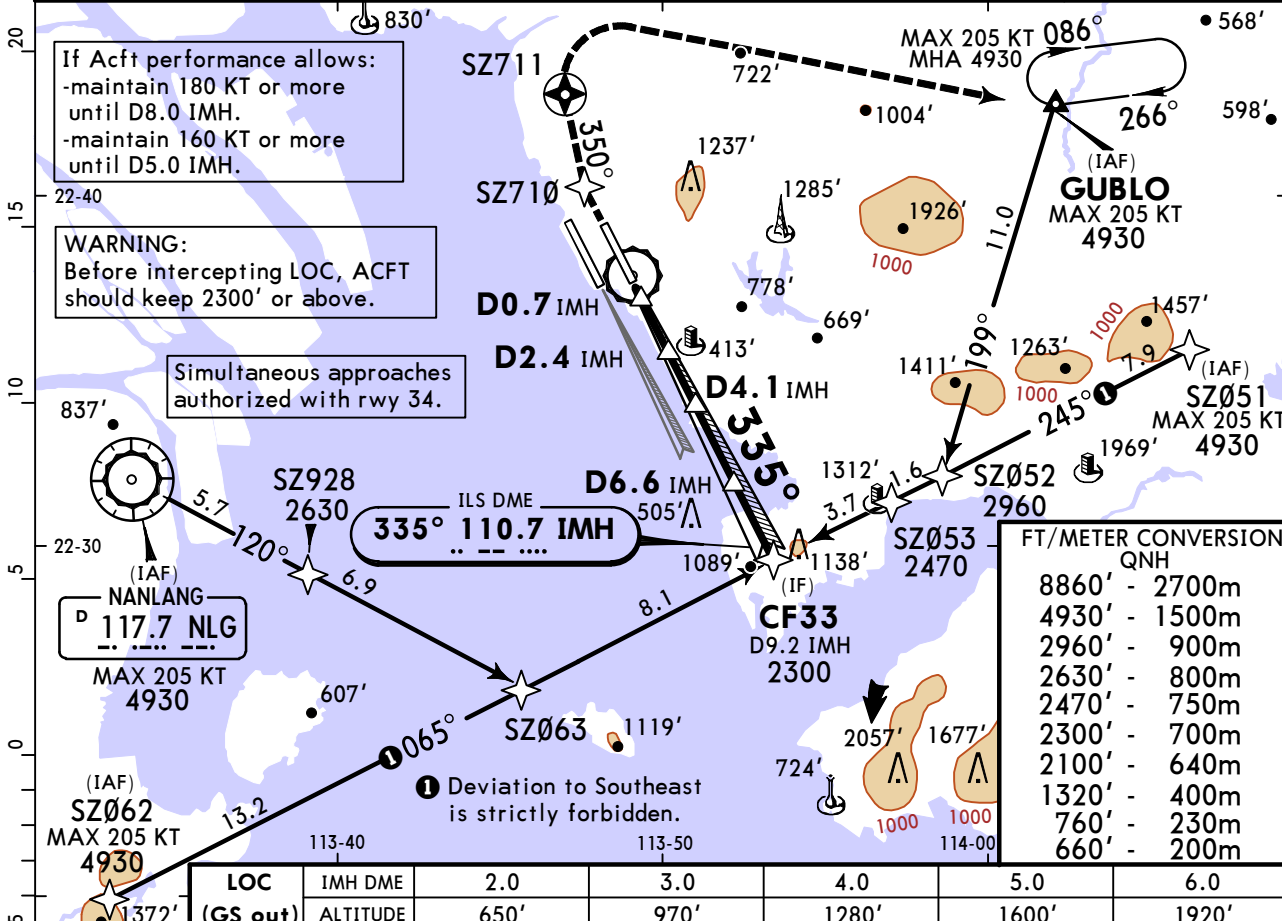
R450m  
**HUD required.**

# ZGSZ/SZX BAOAN

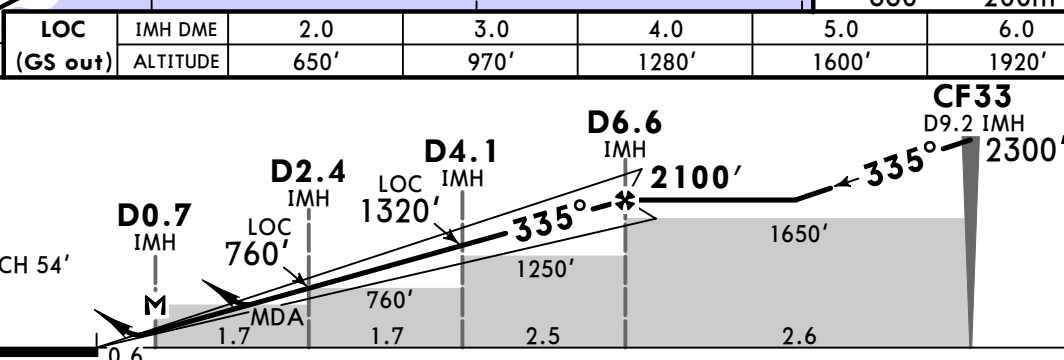
# JEPPESSEN SHENZHEN, PR OF CHINA RNP ILS DME Z Rwy 33

22 MAR 24 (11-5)

|   |                                  |                                       |  |                                      |                         |                               |                          |
|---|----------------------------------|---------------------------------------|--|--------------------------------------|-------------------------|-------------------------------|--------------------------|
| D-ATIS Arrival<br><b>126.85</b>   | *APP01<br><b>120.35</b>          | APP02<br><b>119.55</b>                | ZHUHAI Approach<br>*APP03<br><b>123.85</b> | *APP04<br><b>119.025</b>             | *APP05<br><b>127.95</b> | *BAOAN Tower<br><b>130.35</b> | *Ground<br><b>121.65</b> |
| LOC<br>IMH<br><b>110.7</b>  | Final<br>Apch Crs<br><b>335°</b> | D6.6 IMH<br><b>2100'</b> (2088')      |  | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 13'            | Rwy 12'                       |                          |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SZ710, at 660' or above turn RIGHT (MAX 185 KT) along 350° to SZ711 at 1320' or above, then turn RIGHT (MAX 185 KT) to GUBLO at 4930'. Over GUBLO join holding or as directed.<br>Refer to minimums for missed apch climb gradient. |                                  |                                       |  |                                      |                         |                               |                          |
| Alt Set: hPa  |                                  | Trans level: 980 hPa or above - FL108 |  |                                      | Trans alt: 8860'        |                               | MSA ARP                  |
| Rwy Elev: 0 hPa   |                                  | 979 hPa or less - FL118               |  |                                      |                         |                               |                          |



|       |   |       |
|-------|---|-------|
| 8860' | - | 2700m |
| 4930' | - | 1500m |
| 2960' | - | 900m  |
| 2630' | - | 800m  |
| 2470' | - | 750m  |
| 2300' | - | 700m  |
| 2100' | - | 640m  |
| 1320' | - | 400m  |
| 760'  | - | 230m  |
| 660'  | - | 200m  |



|                             |       |     |     |     |     |     |          |       |        |               |       |
|-----------------------------|-------|-----|-----|-----|-----|-----|----------|-------|--------|---------------|-------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | SZ710 | 185 KT | MAX onto 350° | SZ711 |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | PAPI  |        |               |       |
| MAP at D0.7 IMH             |       |     |     |     |     |     |          |       |        |               |       |

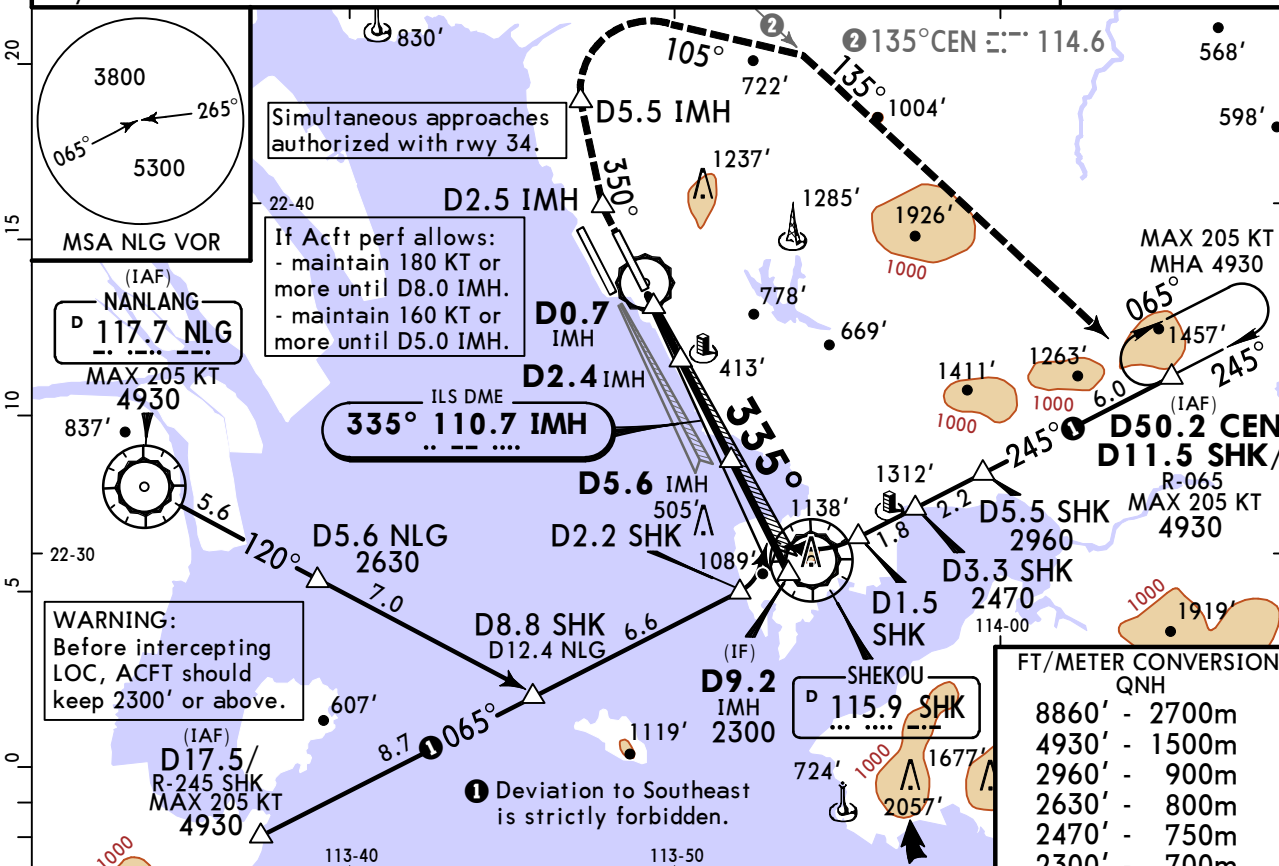
| State                               |       |   |          | STRAIGHT-IN LANDING       |         |                  |             | CIRCLE-TO-LAND |  |  |  |
|-------------------------------------|-------|---|----------|---------------------------|---------|------------------|-------------|----------------|--|--|--|
| MACG MIN 4.0% (244'/NM) until SZ711 |       | MACG MIN 2.5% (152'/NM)                           |          | LOC (GS out)              |         | West of rwy only |             |                |  |  |  |
| DA(H) <b>212'</b> (200')            |       | DA(H) <b>A: 472'</b> (460') D: <b>505'</b> (493') |          | CDFA                      |         |                  |             |                |  |  |  |
| ALS out                             |       | ALS out   |          | MDA(H) <b>630'</b> (618') |         |                  |             |                |  |  |  |
| A                                   |       | R/V1800m  | V2700m   |                           |         | Max Kts          | MDA(H)      |                |  |  |  |
| B                                   | R550m | V1200m  | R/V1900m | V2800m                    | V 2700m | 100              | 730' (717') | V3300m         |  |  |  |
| C                                   | V800m |   | R/V2000m | V2900m                    | V 3600m | 135              | 740' (727') | V3300m         |  |  |  |
| D                                   |       |   |          |                           |         | 180              | 910' (897') | V4000m         |  |  |  |
|                                     |       |   |          |                           |         | 205              | 910' (897') | V4600m         |  |  |  |

# ZGSZ/SZX BAOAN

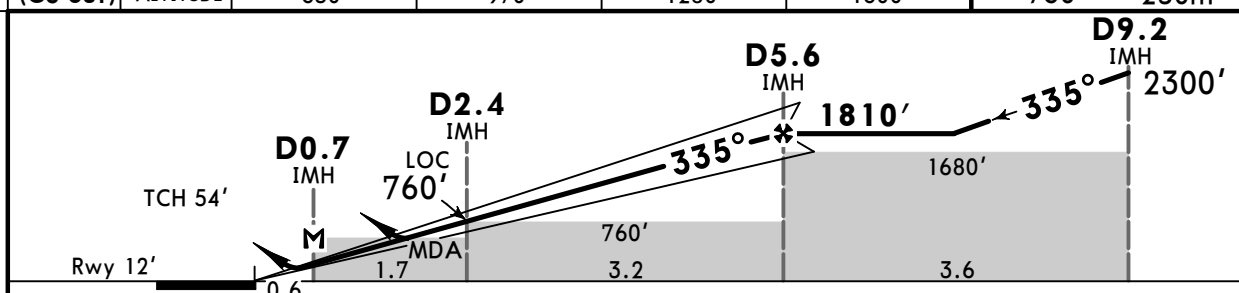
# JEPPESSEN SHENZHEN, PR OF CHINA ILS DME Y Rwy 33

22 MAR 24 (11-6)

|  |                                  |  |  |                          |                         |                               |                          |
|--|----------------------------------|--|--|--------------------------|-------------------------|-------------------------------|--------------------------|
| D-ATIS Arrival<br><b>126.85</b>  | *APP01<br><b>120.35</b>          | APP02<br><b>119.55</b>   | ZHUHAI Approach<br>*APP03<br><b>123.85</b> | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | *BAOAN Tower<br><b>130.35</b> | *Ground<br><b>121.65</b> |
| LOC<br>IMH<br><b>110.7</b>   | Final<br>Apch Crs<br><b>335°</b> | <b>D5.6 IMH</b><br><b>1810'</b> (1798')                          | ILS<br>DA(H)<br>Refer to<br>Minimums       | Apt Elev 13'<br>Rwy 12'  |                         |                               |                          |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D2.5 IMH, turn RIGHT (MAX 185 KT) onto 350° to D5.5 IMH, then turn RIGHT (MAX 185 KT) along track 105° to intercept R-135 CEN climbing to 4930'. Join holding at D50.2 CEN/D11.5 SHK or as directed. Refer to minimums for missed apch climb gradient. |                                  |  |  |                          |                         |                               | MSA SHK VOR              |
| Alt Set: hPa<br>Rwy Elev: 0 hPa  |                                  | Trans level: 980 hPa or above - FL108<br>979 hPa or less - FL118 |  |                          | Trans alt: 8860'        |                               |                          |



|                     |          |      |      |       |       |
|---------------------|----------|------|------|-------|-------|
| <b>LOC (GS out)</b> | IMH DME  | 2.0  | 3.0  | 4.0   | 5.0   |
|                     | ALTITUDE | 650' | 970' | 1280' | 1600' |



|                                |       |     |     |     |     |     |          |             |               |             |
|--------------------------------|-------|-----|-----|-----|-----|-----|----------|-------------|---------------|-------------|
| Gnd speed-Kts                  | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | <b>D2.5</b> | <b>185 KT</b> | <b>D5.5</b> |
| ILS GS or<br>LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | PAPI        | ↑             | ↑           |
| MAP D0.7 IMH                   |       |     |     |     |     |     |          |             | ↑             | ↑           |

|  |       |                         |          |                              |       |                        |       |                       |      |                  |        |
|--|-------|-------------------------|----------|------------------------------|-------|------------------------|-------|-----------------------|------|------------------|--------|
| <b>State</b>                           |       |                         |          | <b>STRAIGHT-IN LANDING</b>   |       |                        |       | <b>CIRCLE-TO-LAND</b> |      |                  |        |
| MACG MIN 4.0% (244'/NM) until D5.5 IMH |       | MACG MIN 2.5% (152'/NM) |          | ILS DA(H) <b>212'</b> (200') |       | BC: <b>488'</b> (476') |       | LOC (GS out) CDFA     |      | West of rwy only |        |
| ALS out                                |       | ALS out                 |          | MDA(H) <b>630'</b> (618')    |       | ALS out                |       | Max Kts               |      | MDA(H)           |        |
| A                                      |       | R/V1800m                | V2700m   | V                            | 2700m | V                      | 3600m | 100                   | 730' | (717')           | V3300m |
| B                                      | R550m | V1200m                  | R/V1900m | V2800m                       |       |                        |       | 135                   | 740' | (727')           | V3300m |
| C                                      | V800m |                         | R/V2000m | V2900m                       |       |                        |       | 180                   | 910' | (897')           | V4000m |
| D                                      |       |                         |          |                              |       |                        |       | 205                   | 910' | (897')           | V4600m |

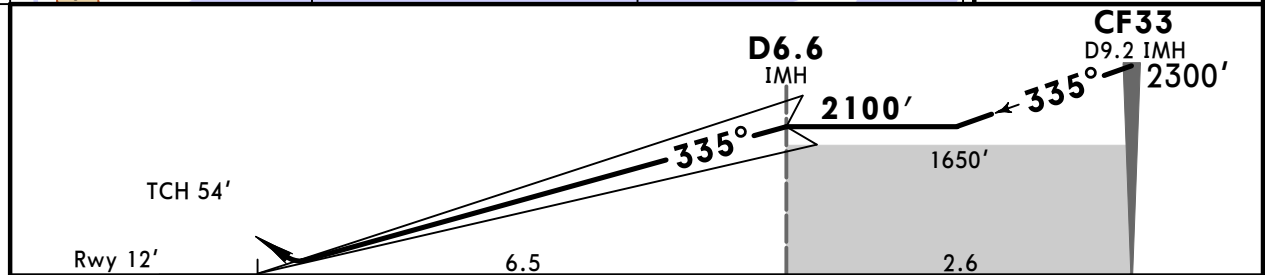
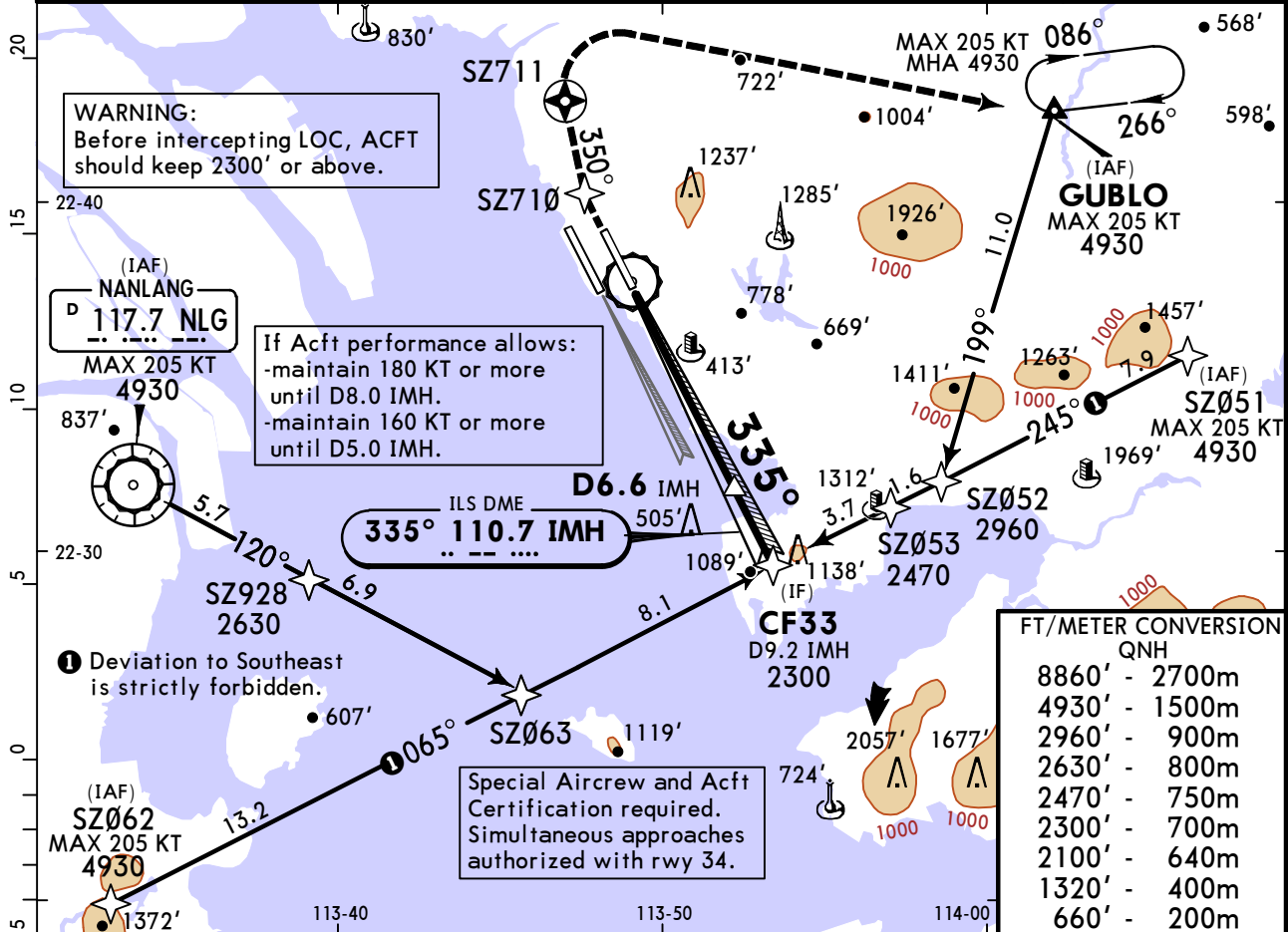


# ZGSZ/SZ BAOAN

22 MAR 24 **11-6A**

# JEPPESSEN SHENZHEN, PR OF CHINA SA CAT I RNP ILS DME Z Rwy 33

|   |                                  |  |  |                          |                         |                               |                          |
|---|----------------------------------|--|--|--------------------------|-------------------------|-------------------------------|--------------------------|
| D-ATIS Arrival<br><b>126.85</b>   | *APP01<br><b>120.35</b>          | APP02<br><b>119.55</b>   | ZHUHAI Approach<br>*APP03<br><b>123.85</b>             | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | *BAOAN Tower<br><b>130.35</b> | *Ground<br><b>121.65</b> |
| LOC<br>IMH<br><b>110.7</b>  | Final<br>Apch Crs<br><b>335°</b> | D6.6 IMH<br><b>2100'</b> (2088')                                 | SA CAT I ILS<br><b>RA 158'</b><br>DA(H)<br>162' (150') | Apt Elev 13'<br>Rwy 12'  |                         |                               |                          |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SZ710, at 660' or above turn RIGHT (MAX 185 KT) along 350° to SZ711 at 1320' or above, then turn RIGHT (MAX 185 KT) to GUBLO at 4930'. Over GUBLO join holding or as directed. Missed apch climb grad MIN 4.0% (244'/NM) until SZ711. |                                  |  |  |                          |                         |                               | MSA ARP                  |
| Alt Set: hPa<br>Rwy Elev: 0 hPa   |                                  | Trans level: 980 hPa or above - FL108<br>979 hPa or less - FL118 |  |                          | Trans alt: 8860'        |                               |                          |



|               |       |     |     |     |     |     |                  |   |
|---------------|-------|-----|-----|-----|-----|-----|------------------|---|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI | SZ710<br>↑<br>185 KT<br>MAX<br>onto 350°<br>RT<br>SZ711 |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                  |   |

**State** STRAIGHT-IN LANDING

**SA CAT I ILS**

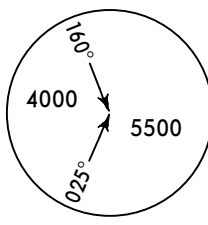
**RA 158'**  
DA(H) **162'** (150')

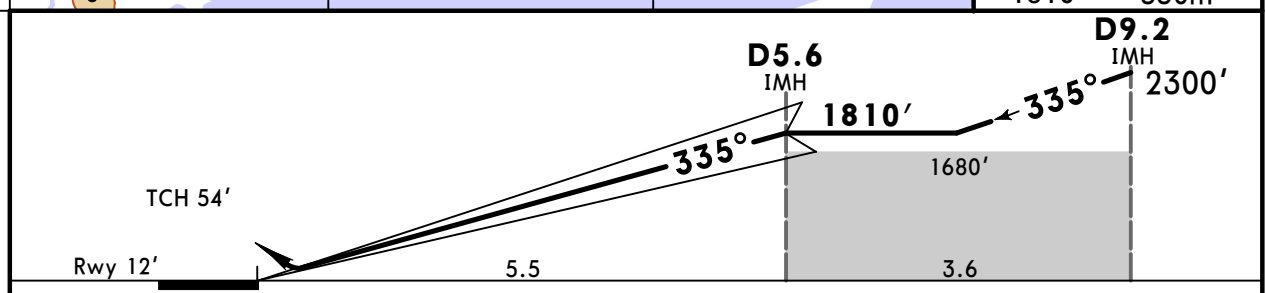
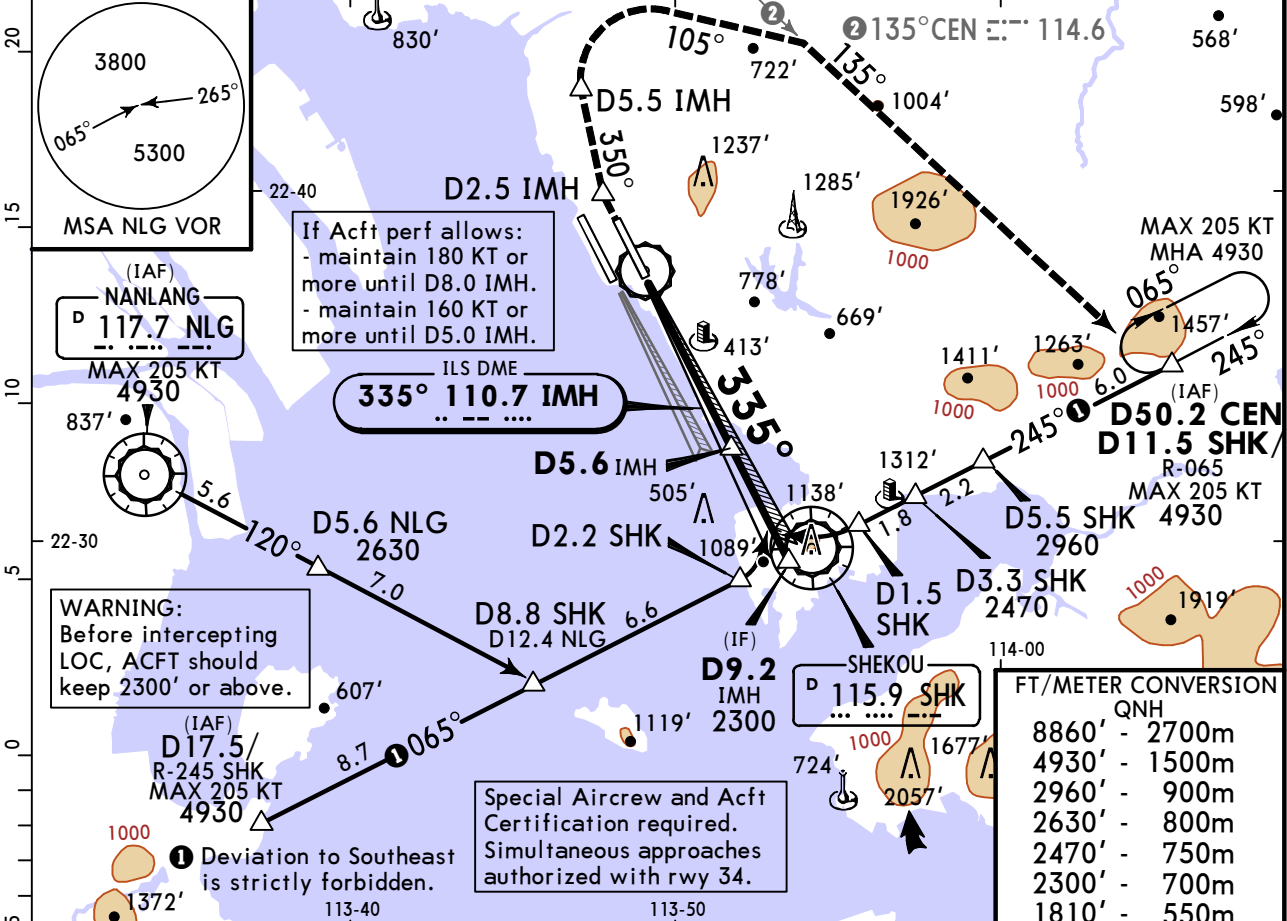
R450m

**HUD required.**

# ZGSZ/SZ BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA  
22 MAR 24 (11-6B) SA CAT I ILS DME Y Rwy 33

|   |                                  |  |  |                          |                         |   |                          |
|---|----------------------------------|--|--|--------------------------|-------------------------|---|--------------------------|
| D-ATIS Arrival<br><b>126.85</b>   | *APP01<br><b>120.35</b>          | APP02<br><b>119.55</b>   | ZHUHAI Approach<br>*APP03<br><b>123.85</b>             | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | *BAOAN Tower<br><b>130.35</b>   | *Ground<br><b>121.65</b> |
| LOC<br>IMH<br><b>110.7</b>  | Final<br>Apch Crs<br><b>335°</b> | D5.6 IMH<br><b>1810'</b> (1798')                                 | SA CAT I ILS<br><b>RA 158'</b><br>DA(H)<br>162' (150') | Apt Elev 13'<br>Rwy 12'  |                         |  |                          |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to D2.5 IMH, turn RIGHT (MAX 185 KT) onto 350° to D5.5 IMH, then turn RIGHT (MAX 185 KT) along track 105° to intercept R-135 CEN climbing to 4930'. Join hold at D50.2 CEN/D11.5 SHK or as directed. Missed apch climb grad MIN 4.0% (244'/NM) until D5.5 IMH. |                                  |  |  |                          |                         |   |                          |
| Alt Set: hPa<br>Rwy Elev: 0 hPa   |                                  | Trans level: 980 hPa or above - FL108<br>979 hPa or less - FL118 |  |                          | Trans alt: 8860'        |   | MSA SHK VOR              |



|               |       |     |     |     |     |     |                  |                      |  |                 |
|---------------|-------|-----|-----|-----|-----|-----|------------------|----------------------|--|-----------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI | <b>D2.5 IMH</b><br>↑ | <b>185 KT</b><br>MAX<br>↘ onto <b>350°</b> | <b>D5.5 IMH</b> |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                  |                      |  |                 |

**State** STRAIGHT-IN LANDING

**SA CAT I ILS**

**RA 158'**  
DA(H) **162'** (150')

R450m

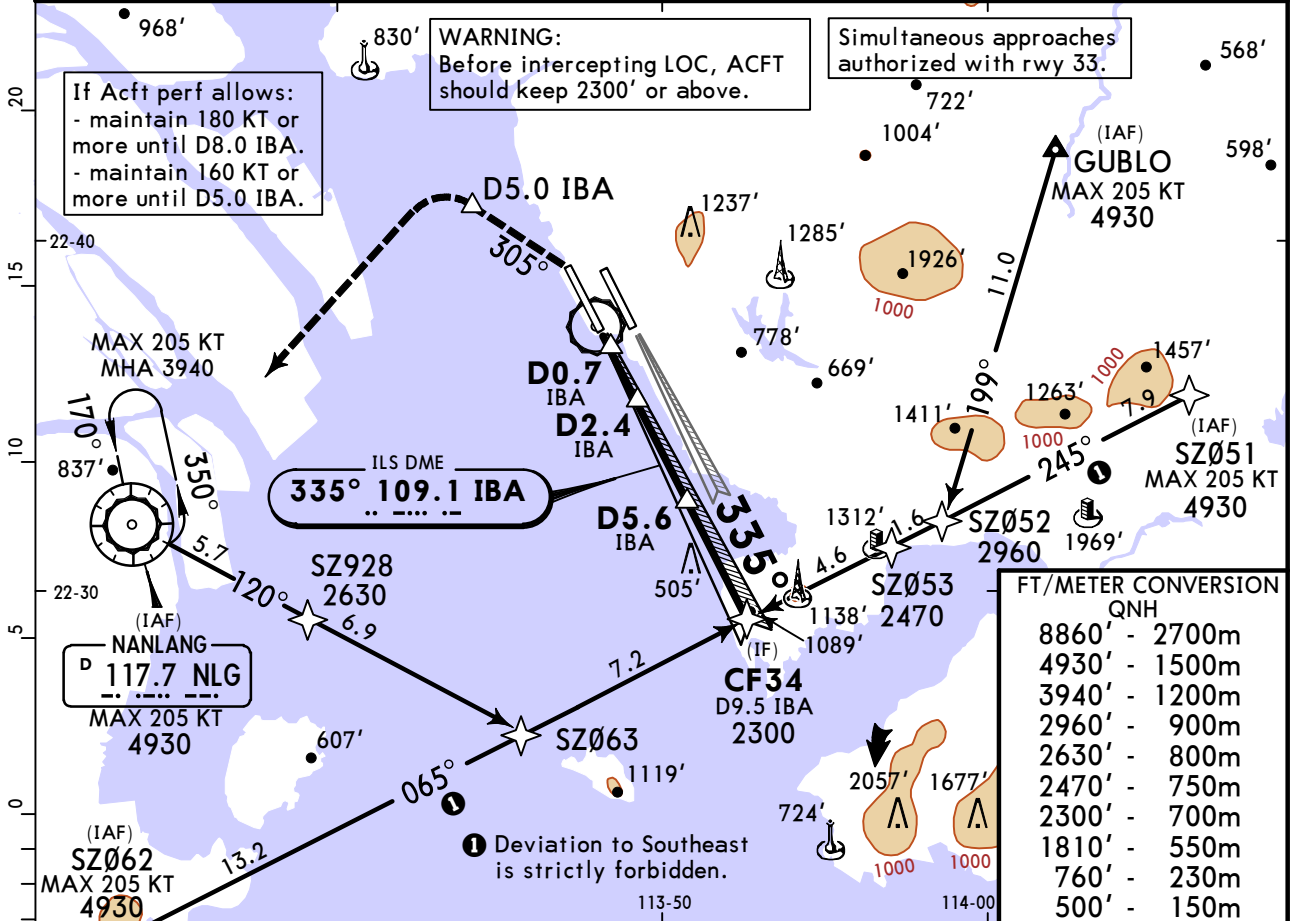
**HUD required.**

# ZGSZ/SZX BAOAN

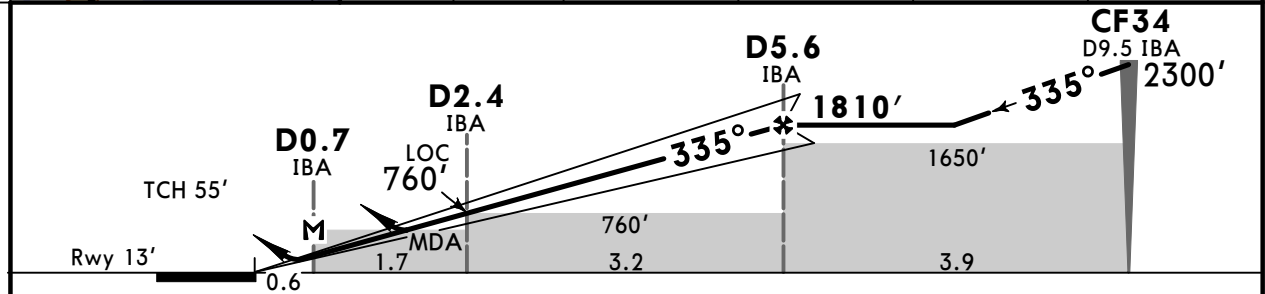
# JEPPESSEN SHENZHEN, PR OF CHINA RNP ILS DME Z Rwy 34

22 MAR 24 (11-7)

|   |                               |                                       |  |                          |                         |                              |                         |         |
|---|-------------------------------|---------------------------------------|--|--------------------------|-------------------------|------------------------------|-------------------------|---------|
| D-ATIS Arrival<br><b>126.85</b>   | *APP01<br><b>120.35</b>       | APP02<br><b>119.55</b>                | ZHUHAI Approach<br>*APP03<br><b>123.85</b> | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | BAOAN Tower<br><b>118.45</b> | *Ground<br><b>121.8</b> |         |
| LOC IBA<br><b>109.1</b>   | Final Apch Crs<br><b>335°</b> | D5.6 IBA<br><b>1810'</b> (1797')      | ILS DA(H)<br><b>213'</b> (200')            | Apt Elev 13'<br>Rwy 13'  |                         |                              |                         |         |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 3940'. Join holding or as directed. |                               |                                       |  |                          |                         |                              |                         |         |
| Alt Set: hPa  |                               | Trans level: 980 hPa or above - FL108 |  |                          | Trans alt: 8860'        |                              |                         | MSA ARP |
| Rwy Elev: 0 hPa   |                               | 979 hPa or less - FL118               |  |                          |                         |                              |                         |         |



|              |                  |          |          |           |           |
|--------------|------------------|----------|----------|-----------|-----------|
| LOC (GS out) | IBA DME ALTITUDE | 2.0 650' | 3.0 970' | 4.0 1290' | 5.0 1610' |
|--------------|------------------|----------|----------|-----------|-----------|



|                             |       |     |     |     |     |     |       |      |        |     |           |          |
|-----------------------------|-------|-----|-----|-----|-----|-----|-------|------|--------|-----|-----------|----------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 500' | 220 KT | MAX | onto 305° | D5.0 IBA |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849   | PAPI | ↑      | LT  |           |          |
| MAP at D0.7 IBA             |       |     |     |     |     |     |       |      |        |     |           |          |

| State | STRAIGHT-IN LANDING      |        |                           |        | CIRCLE-TO-LAND   |                           |
|-------|--------------------------|--------|---------------------------|--------|------------------|---------------------------|
|       | ILS                      |        | LOC (GS out) CDFA         |        | West of rwy only |                           |
|       | DA(H) <b>213'</b> (200') |        | MDA(H) <b>420'</b> (407') |        |                  |                           |
|       | ALS out                  |        | ALS out                   |        | Max Kts          | MDA(H)                    |
| A     |                          |        |                           |        | 100              | <b>730'</b> (717') V3300m |
| B     | <b>R550m</b>             | V1200m | R/V1500m                  | V2400m | 135              | <b>740'</b> (727') V3300m |
| C     | V800m                    |        |                           |        | 180              | <b>910'</b> (897') V4000m |
| D     |                          |        |                           |        | 205              | <b>910'</b> (897') V4600m |

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

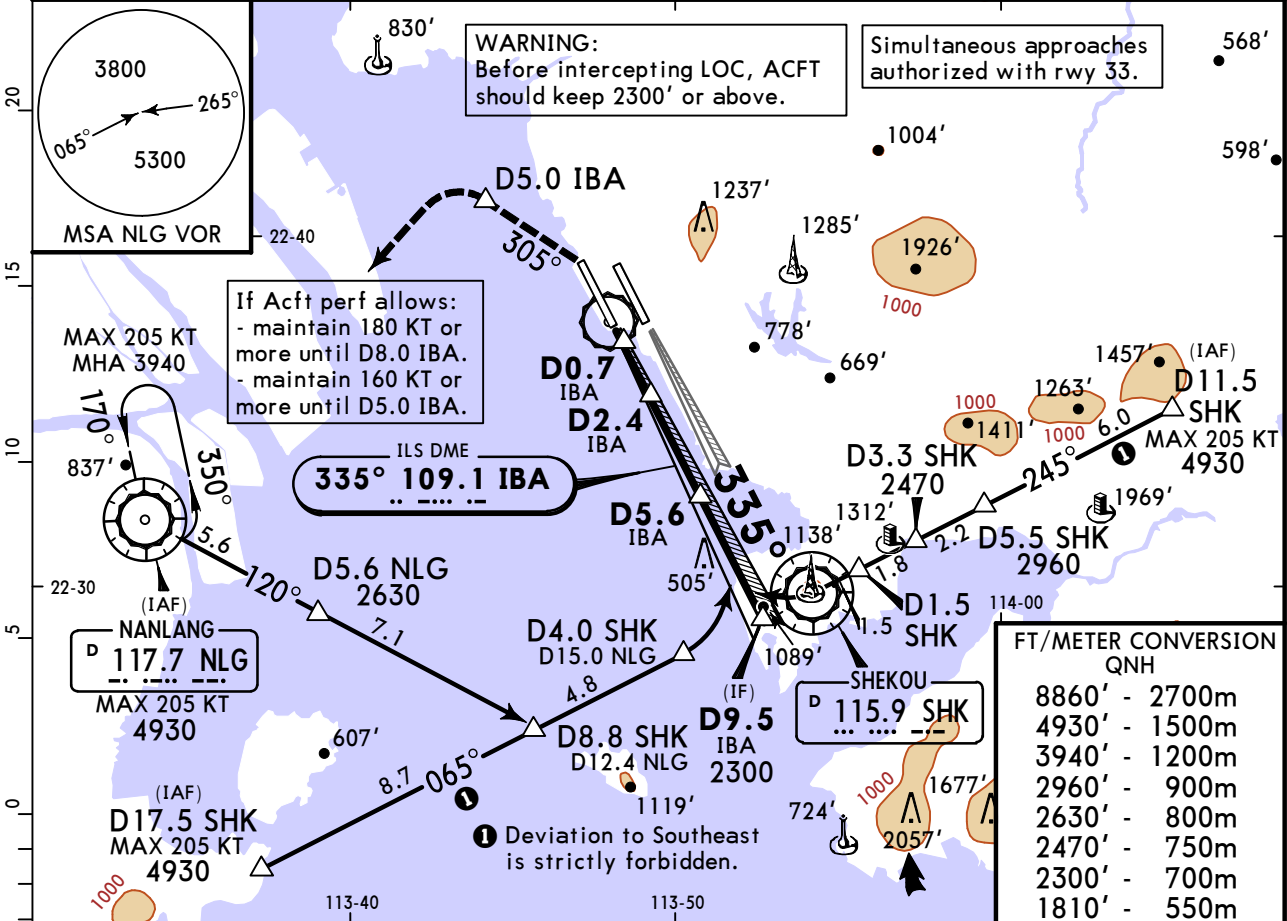


# ZGSZ/SZX BAOAN

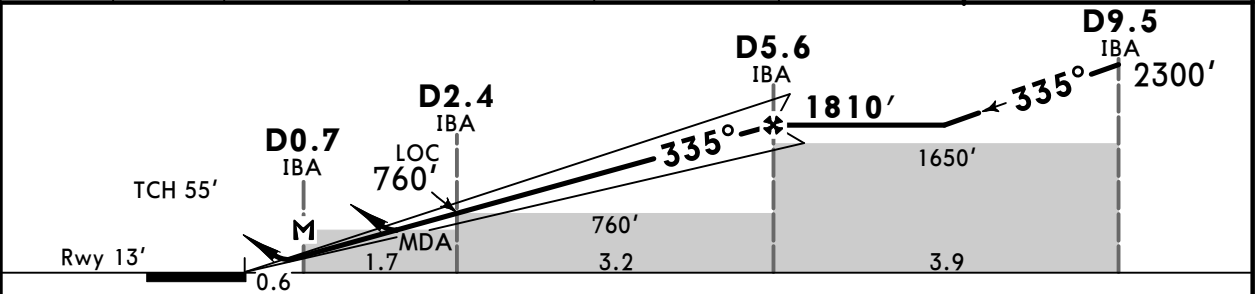
# JEPPESSEN SHENZHEN, PR OF CHINA ILS DME Y Rwy 34

22 MAR 24 (11-8)

|   |                 |                                       |             |              |                  |             |         |
|---|-----------------|---------------------------------------|-------------|--------------|------------------|-------------|---------|
| D-ATIS Arrival  | ZHUHAI Approach |                                       |             |              |                  | BAOAN Tower | *Ground |
| 126.85  | *APP01          | APP02                                 | *APP03      | *APP04       | *APP05           | 118.45      | 121.8   |
| 120.35  | 119.55          | 123.85                                | 119.025     | 127.95       |                  |             |         |
| LOC IBA   | Final Apch Crs  | D5.6 IBA                              | ILS DA(H)   | Apt Elev 13' | Rwy 13'          |             |         |
| 109.1   | 335°            | 1810' (1797')                         | 213' (200') |              |                  |             |         |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 3940'. Join holding or as directed. |                 |                                       |             |              |                  |             |         |
| Alt Set: hPa  |                 | Trans level: 980 hPa or above - FL108 |             |              | Trans alt: 8860' |             |         |
| Rwy Elev: 0 hPa   |                 | 979 hPa or less - FL118               |             |              | MSA SHK VOR      |             |         |



| LOC (GS out) | IBA DME | 2.0  | 3.0  | 4.0   | 5.0   |
|--------------|---------|------|------|-------|-------|
| ALTITUDE     |         | 650' | 970' | 1290' | 1610' |



|                             |       |     |     |     |     |     |       |      |        |     |           |          |
|-----------------------------|-------|-----|-----|-----|-----|-----|-------|------|--------|-----|-----------|----------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 500' | 220 KT | MAX | onto 305° | D5.0 IBA |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849   | PAPI | ↑      | LT  |           |          |
| MAP at D0.7 IBA             |       |     |     |     |     |     |       |      |        |     |           |          |

| State | STRAIGHT-IN LANDING |        |                    |        | CIRCLE-TO-LAND   |                    |
|-------|---------------------|--------|--------------------|--------|------------------|--------------------|
|       | ILS                 |        | LOC (GS out) CDFA  |        | West of rwy only |                    |
|       | DA(H) 213' (200')   |        | MDA(H) 420' (407') |        |                  |                    |
|       | ALS out             |        | ALS out            |        | Max Kts          | MDA(H)             |
| A     |                     |        |                    |        | 100              | 730' (717') V3300m |
| B     | R550m               | V1200m | R/V1500m           | V2400m | 135              | 740' (727') V3300m |
| C     | V800m               |        |                    |        | 180              | 910' (897') V4000m |
| D     |                     |        |                    |        | 205              | 910' (897') V4600m |

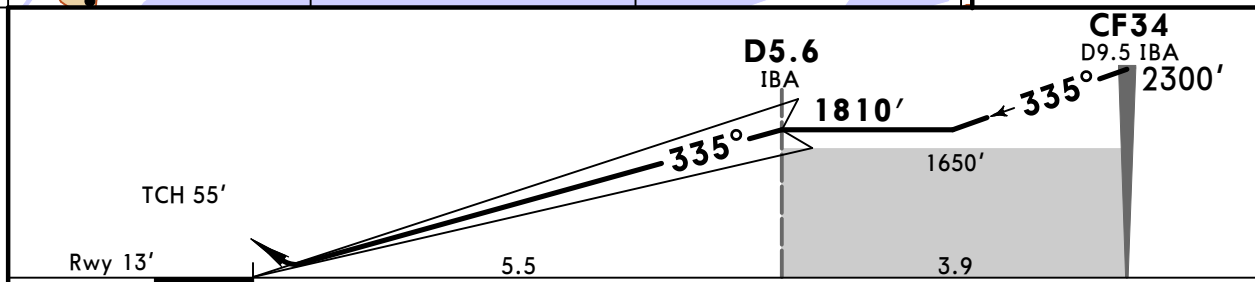
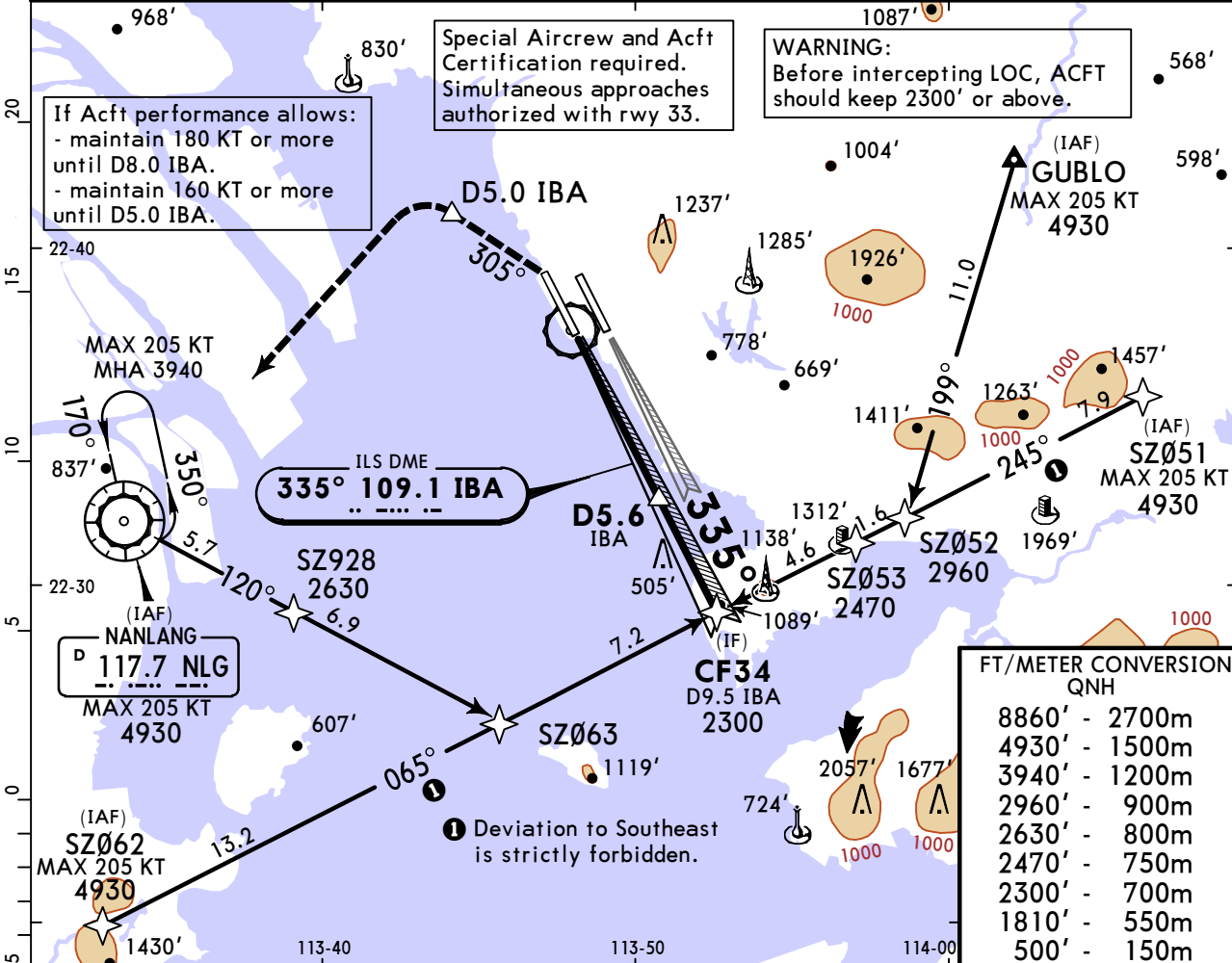
R800m when a Flight Director or Autopilot or HUD to DA is not used.

# ZGSZ/SZ BAOAN

22 MAR 24 **11-8A** SA CAT I RNP ILS DME Z Rwy 34

**JEPPESSEN SHENZHEN, PR OF CHINA**

|   |                               |                                       |  |                          |                         |                              |                         |
|---|-------------------------------|---------------------------------------|--|--------------------------|-------------------------|------------------------------|-------------------------|
| D-ATIS Arrival<br><b>126.85</b>   | *APP01<br><b>120.35</b>       | APP02<br><b>119.55</b>                | ZHUHAI Approach<br>*APP03<br><b>123.85</b>         | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | BAOAN Tower<br><b>118.45</b> | *Ground<br><b>121.8</b> |
| LOC IBA<br><b>109.1</b>   | Final Apch Crs<br><b>335°</b> | D5.6 IBA<br><b>1810'</b> (1797')      | SA CAT I ILS<br><b>RA 158'</b><br>DA(H) 163'(150') | Apt Elev 13'<br>Rwy 13'  |                         |                              |                         |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 3940'. Join holding or as directed. |                               |                                       |  |                          |                         |                              |                         |
| Alt Set: hPa  |                               | Trans level: 980 hPa or above - FL108 |  |                          | Trans alt: 8860'        |                              |                         |
| Rwy Elev: 0 hPa   |                               | 979 hPa or less - FL118               |  |                          | MSA ARP                 |                              |                         |



|               |       |     |     |     |     |     |       |      |        |               |          |
|---------------|-------|-----|-----|-----|-----|-----|-------|------|--------|---------------|----------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 500' | 220 KT | MAX onto 305° | D5.0 IBA |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |       |      |        |               |          |

**State** STRAIGHT-IN LANDING

**SA CAT I ILS**

**RA 158'**  
DA(H) 163'(150')

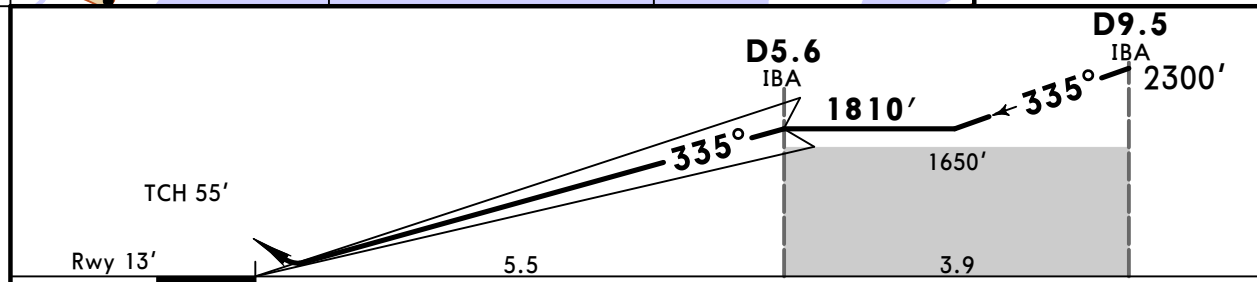
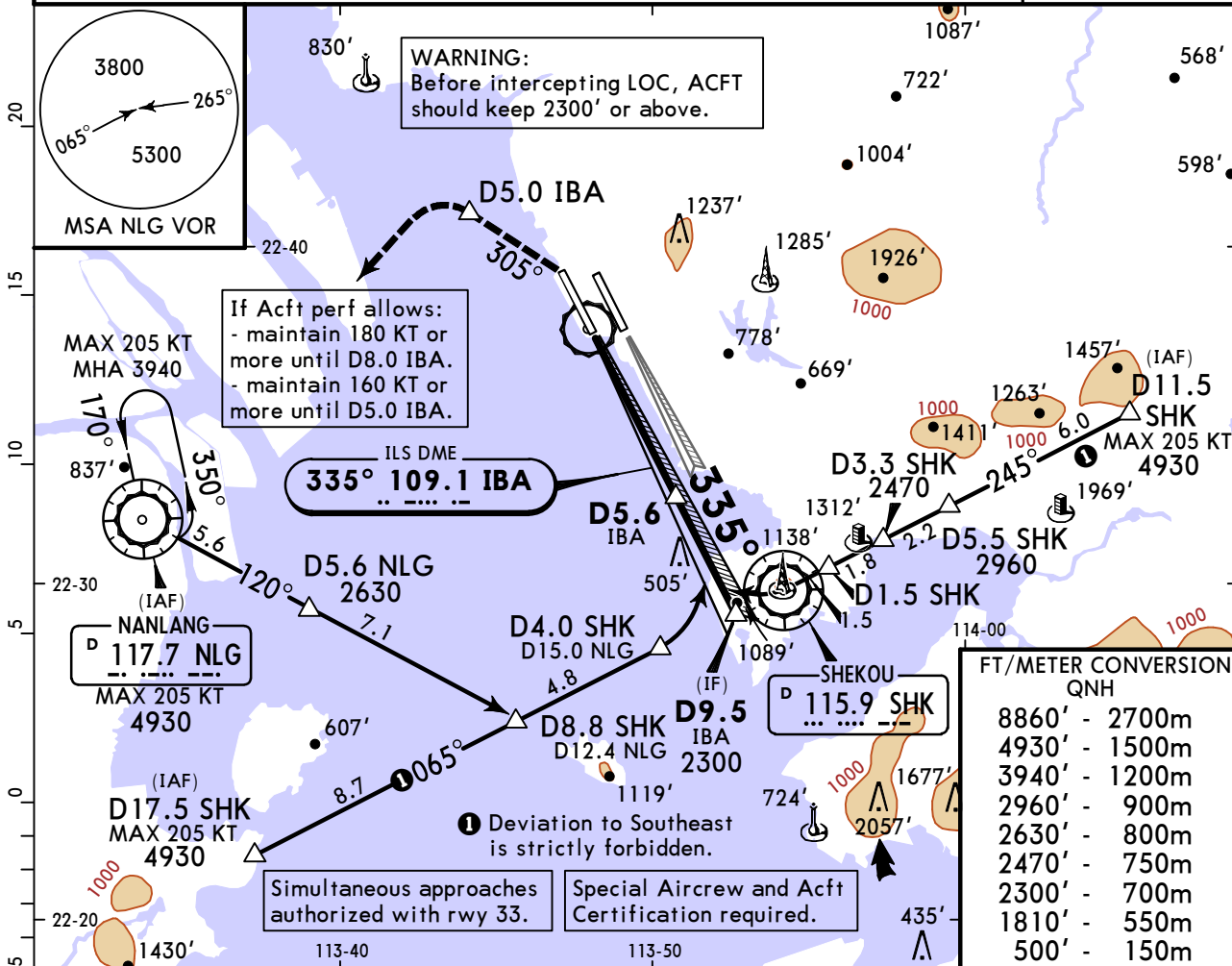
R450m

**HUD required.**

# ZGSZ/SZ BAOAN

22 MAR 24 **(11-8B)** SA CAT I ILS DME Y Rwy 34

|   |                               |  |  |                          |                         |                              |                         |
|---|-------------------------------|--|--|--------------------------|-------------------------|------------------------------|-------------------------|
| D-ATIS Arrival<br><b>126.85</b>   | *APP01<br><b>120.35</b>       | APP02<br><b>119.55</b>   | ZHUHAI Approach<br>*APP03<br><b>123.85</b>         | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | BAOAN Tower<br><b>118.45</b> | *Ground<br><b>121.8</b> |
| LOC IBA<br><b>109.1</b>   | Final Apch Crs<br><b>335°</b> | D5.6 IBA<br><b>1810'</b> (1797')                                 | SA CAT I ILS<br><b>RA 158'</b><br>DA(H) 163'(150') | Apt Elev 13'<br>Rwy 13'  |                         |                              |                         |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 3940'. Join holding or as directed. |                               |  |  |                          |                         |                              |                         |
| Alt Set: hPa<br>Rwy Elev: 0 hPa   |                               | Trans level: 980 hPa or above - FL108<br>979 hPa or less - FL118 |  |                          | Trans alt: 8860'        |                              | MSA SHK VOR             |



|               |       |     |     |     |     |     |   |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>500'<br>220 KT<br>MAX<br>onto 305°<br>LT<br>D5.0 IBA |
| Gs            | 3.00° | 372 | 478 | 531 | 637 | 743 |   |

**State** STRAIGHT-IN LANDING  
**SA CAT I ILS**  
**RA 158'**  
 DA(H) **163'** (150')

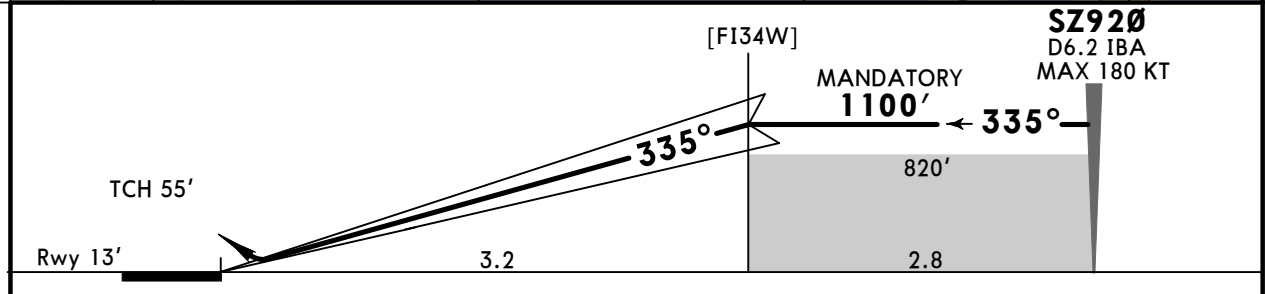
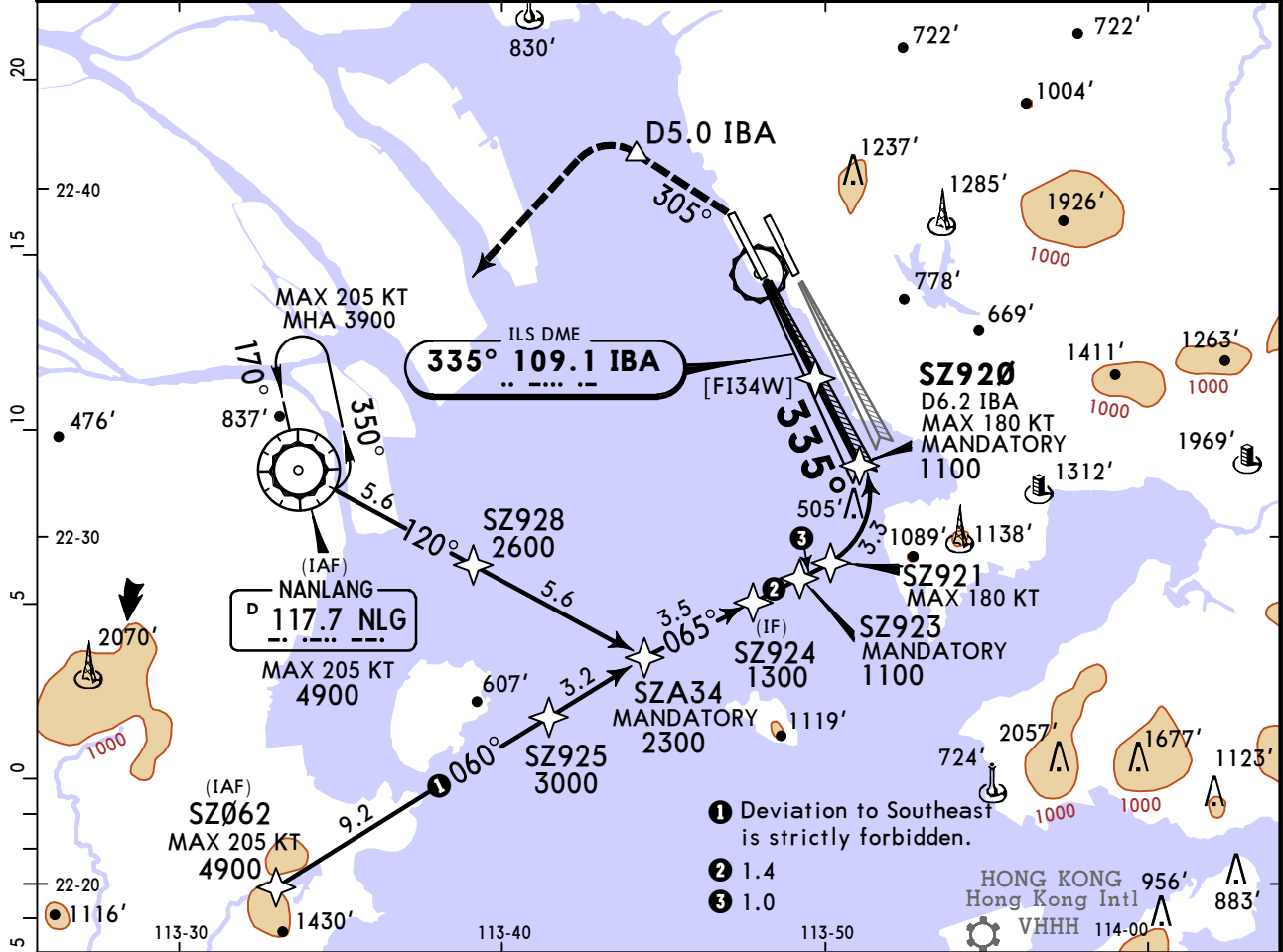
R450m  
**HUD required.**

# ZGSZ/SZX BAOAN

16 FEB 24  
Eff 21 Feb 1600Z

# JEPPESSEN SHENZHEN, PR OF CHINA (11-9) RNP (AR) ILS DME W Rwy 34

|   |                               |   |  |                          |                         |                              |                         |  |
|---|-------------------------------|---|--|--------------------------|-------------------------|------------------------------|-------------------------|--|
| D-ATIS Arrival<br><b>126.85</b>   | *APP01<br><b>120.35</b>       | APP02<br><b>119.55</b>                    | ZHUHAI Approach<br>*APP03<br><b>123.85</b> | *APP04<br><b>119.025</b> | *APP05<br><b>127.95</b> | BAOAN Tower<br><b>118.45</b> | *Ground<br><b>121.8</b> |  |
| LOC IBA<br><b>109.1</b>   | Final Apch Crs<br><b>335°</b> | [FI34W] MANDATORY<br><b>1100'</b> (1087') | ILS DA(H)<br><b>213'</b> (200')            | Apt Elev 13'<br>Rwy 13'  |                         | <p>MSA ARP</p>               |                         |  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 3900'. Join holding or as directed. |                               |   |  |                          |                         |                              |                         |  |
| Alt Set: hPa  |                               | Trans level: 980 hPa or above - FL108     |  |                          | Trans alt: 8860'        |                              |                         |  |
| Rwy Elev: 0 hPa   |                               | 979 hPa or less - FL118                   |  |                          |                         |                              |                         |  |
| 1. Authorization required. 2. Dual GNSS and IRU required. 3. RF required.   |                               |   |  |                          |                         |                              |                         |  |



|               |       |     |     |     |     |     |               |      |                     |           |          |
|---------------|-------|-----|-----|-----|-----|-----|---------------|------|---------------------|-----------|----------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI | 500' | 220 KT<br>MAX<br>LT | onto 305° | D5.0 IBA |
| Gs            | 3.00° | 372 | 478 | 531 | 637 | 849 |               |      |                     |           |          |

|  |                              |                     |  |
|--|------------------------------|---------------------|--|
| <b>State</b>   |                              | STRAIGHT-IN LANDING |  |
| ILS  |                              | ALS out             |  |
| DA(H) <b>213'</b> (200')   |                              |                     |  |
| A  | <b>R550m</b><br><b>V800m</b> | <b>V1200m</b>       |  |
| B  |                              |                     |  |
| C  |                              |                     |  |
| D  |                              |                     |  |
| <b>R800m</b> when a Flight Director or Autopilot or HUD to DA is not used. |                              |                     |  |

## Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

SHENZHEN, (BAOAN - ZGSZ)

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZGSZ