D-ATIS 126.85(arrival) Zhuhai APP(R) TM01 120.35(127.95) TM02 124.25(126.0)

INSTRUMENT TM03 123.85(126.0) AERODROME ELEV 4 **APPROACH** TM04 124.75(127.95) ZGSZ SHENZHEN/Baoan APPROACH

HEIGHTS RELATED TO TWR 130.35(118.05)(E)

CHART-ICAO VAR2°W THR RWY33 ELEV 4 118.45(130.35)(W) 118.45(130.35)(W) 114° 00 113°30' BEARINGS ARE MAGNETIC BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM 543-530 Initial approach and Holding MAX 🗚 380kmH 1150 Missed Approach turn MAX IAS 340kmH GLN Circling west of RWY only 1650 A Deviation to Southeast is strictly forbidden 9348 20km 295 MSA 46km 086° GUANLAN 112.0 GLN 1500° CH 57X • 306 266 61 I MM D4.0 IMH IAF 416 Q 1500 268 D2.5 IMH SHEKOU 115.9 SHK DME 1150 (110.7) IMH NLG ←265° °CH -106X CH 44X D11.5SHK 1600 LMM £ 1500 385 195 M D5.6 IMH D9.5GLN MSA 46km ILS 9 145 335° 110.7 IMH 1500 E D5.5SHK 900 D1.5SHK NANLANG D2.2SHK 641 D4.0SHK 700 CH 124X D15.0NLG **•530** 185 396 340 **9**583 D17.5SHK 1500 × 765 15km DME (IMH) (NM) 2 3 4 5 6 8 GP INOP ALT (m) 196 293 390 487 MISSED APPROACH 3600(QNH<980hPa) Climb straight ahead with gradient 4% 3300(QNH>980hPa) to D2.5 IMH, turn RIGHT on track 350° TA 2700 MAPt GP " to D4.0 IMH, then turn RIGHT and climb along R278° GLN, contact ATC INOP immediately at 900, and to 1500 over IF FAF GP INOP D5.6 IMH D9.2 IMH GLN, join holding or approach again after ATC clearance. IMH 700(696) (550(546) 500 RDH=16.6m 10.1 16.8km 1.07 В  $\mathbf{C}$ FAF-MAPt(GP INOP) 9.03km D A 100 120 180 64(60) 69(65) kt kmH GS in 0 550/800 550/800 150 185 220 260 295 335 ILS/DME DA(H) RVR/VIS 154(150) 144(140) 149(145) Time min:sec 3:39 2:56 2:26 2:05 1:50 1:38 -/1800 -/1900 -/2000 Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 4.9 190(186) GP INOP MDA(H) 2700 Note: • Missed approach climb gradient 4.0% 195(191) 270(266) 3600 270(266) 4000 CIRCLING MDA(H) B Missed approach climb gradient 2.5% 2800