D-ATIS 126.85(arrival)

Zhuhai APP(R) TM01 120.35(127.95) TM02 124.25(126.0) TM03 123.85(126.0) INSTRUMENT TM04 124.75(127.95) ZGSZ SHENZHEN/Baoan AERODROME ELEV 4 APPROACH CHART-ICAO VAR2° W THR RWY15 ELEV 4 130.35(118.05)(E) BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM D15.5 IQJ D19.4GLN 1000 IAF SAREX 1500 or by ATC D18.7NLG 1150 GLN FAF D10.3 IQJ 1650 D22.5CEN **348** D17.0NLG 1000 ° • 127 295 155° 111.3 MSA 46km 300 086° LMM1 416 Q 1500 D3.6 | IQJ 306 266° 1500 GUANLAN 1150 NLG ←265° 65 268 DME 112.0 GLN (111.3) IQJ •587 CH 57X 1600 CH 50X IAF R068° MSA 46km D2.6 IQJ 444 D7.0NLG 1500 **385** •943 **430** 015,00 D5.5 IQJ 0680 20km NANLANG 117.7 NLG SHEKOU - 115.9 SHK CITY 641 CH 124X CH 106X •530 **185** 396 340 Initial approach and Holding MAX IAS 380kmH Missed Approach turn MAX IAS 340kmH 583 Circling west of RWY only 15km A Deviation to southeast is strictly forbidden DME (IQJ) (NM) 14 12 10 8 6 4 2 0 GP INOP ALT (m) 975 781 392 587 198 MISSED APPROACH 3600(QNH<980hPa) 3300(QNH>980hPa) Climb straight ahead with gradient 4% to D2.6 IQJ, turn LEFT on track 140° to D5.5 IQJ, TA 2700 MAP t then turn LEFT and climb along R222°GLN, FAF ΪΝΟΡ contact ATC immediately at 900, GP INOP 0 and to 1500 over GLN, join holding or D10.3 IQJ GP INOP D15.5 IQJ approach again after ATC clearance. D3.6 IQJ IQJ 1000(996) 350 (346) 445 350 RDH=16.5m 28.4km 18.7 6.4 B \mathbf{C} FAF-MAPt(GP INOP) 17.67km D 64(60) 550/800 69(65) 550/800 180 100 120 140 160 kt kmH GS in **(** 220 295 150 185 260 335 ILS/DME DA(H) RVR/VIS 219(215) 224(220) 229(225) Time 7:09 5:43 4:46 4:05 3:35 3:11 min:sec 0 -/3300 -/3300 -/3400

2015	-1-15	EFF15	0527	1600

GP INOP MDA(H)

CIRCLING MDA(H)

3.8

4.3

4.9

270(266)

4000

140(136)

1700

195(191)

2800

270(266) 3600

Rate of descent m/s

2.2

B Missed approach climb gradient 2.5%

Note: A Missed approach climb gradient 4.0%

2.7

3.2