TM02 124.25(126.0) TM03 123.85(126.0) **INSTRUMENT** TM04 124.75(127.95) ZGSZ SHENZHEN/Baoan AERODROME ELEV 4 APPROACH HEIGHTS RELATED TO TWR 130.35(118.05)(E) CHART-ICAO VAR2° W THR RWY16 ELEV 118.45(130.35)(W) 4 BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM ÖF 16 D15.0 ISZ_∇ 543-530 1003 • 797 1150 155° 108.1 ISZ GLN 0, 1650 .348 ° • 127 295 000 FAF MSA 46km ISZ D7.3 LMM 700 4160 Q 306 $\overline{\cdot}$ 61 1150 268 DME NLG ←265° D1.8 ISZ-GUANLAN (108.1) ISZ 112.0 GLN •587 D0.7 ISZ 1600 CH 18X CH 57X 130 MSA 46km 444 A ∆¹¹⁵ · 385 •943 430 D5.0 ISZ 1500 267° ZHEN DZHUHA 0680 - SHEKOU -**115.9 SHK** NANLANG _ 117.7 NLG CH 124X HONGKONG 641 D11.215Z **9585** 185 396 340 Initial approach and Holding MAX IAS 380kmH Missed Approach turn MAX IAS 380kmH **9**583 Circling west of RWY only **⚠** Deviation to southeast is strictly forbidden 0 15km DME (ISZ) (NM) 8 7 6 5 4 3 2 GP INOP ALT (m) 587 684 490 392 295 198 101 MISSED APPROACH 3600(QNH<980hPa) Climb straight ahead to 130, turn RIGHT on track 185° to D5.0 ISZ then turn RIGHT and climb along 3300(QNH>980hPa) to D5.0 ISZ, 2700 TΑ R087° NLG, contact ATC immediately FAF MAPt GP INOP D0.7, ISZ ΙF GP INOP at 900, and to 1500 over NLG, join CF 16 D15.0 ISZ holding or approach again after ATC clearance. GP INOP ISZ 700(696) D1.8 ISZ 180 (176) 435 180 RDH=16.4m 13.1 3.051.0₀ 27.4km FAF-MAPt(GP INOP) 12.1km В \mathbf{C} Α D 140 260 kt kmH 80 100 120 180 GS in ILS/DME DA(H) RVR/VIS 64(60) 69(65) 185 295 335 550/800 550/800 4:54 3:16 2:27 min:sec 3:55 2:48 2:11 Time 95(91) 95(91) GP INOP MDA(H) 900 1200 2.2 2.7 3.2 3.8 4.3 4.9 Rate of descent m/s 195(191) 270(266) 270(266) CIRCLING MDA(H) Changes: Chart title. 3600 4000 2800