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

TM02 124.25(126.0) INSTRUMENT TM03 123.85(126.0) AERODROME ELEV 4 APPROACH
CHART-ICAO VAR2° W THR RWY33 ELEV 4 TMO4 12
HEIGHTS RELATED TO TWR 130.35(118.05)(E)
THR RWY33 ELEV 4 118.45(130.35)(W) TM04 124.75(127.95) ZGSZ SHENZHEN/Baoan 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 Initial approach and Holding MAX 🗚 380kmH 1150 Missed Approach turn MAX IAS 340kmH GLN Circling west of RWY only 1650 Deviation to Southeast is strictly forbidden 9348 20km € 295 086° MSA 46km GUANLAN 112.0 GLN 5 1 CH 57X 1500 266 61 D4.0 IMH LMM IAF 350° 416 Q 1500 D2.5 MH 1150 •587 DME NLG -265° (110.7) IMH CH 44X 1600 444 LMM 385
 ■ 195 M ° €430 DS.6 IMH MSA 46km SHEKOU __ 115.9 SHK ILS 335° 110.7 IMH $\overline{\cdot}$ CH 106X NANLANG -117.7 NLG CH 124X HONGKONG 641 **●585** A **•530**) **185** 396 340 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 IF INOP CF 33 D9.2 IMH immediately at 900, and to 1500 over GP INOP D5.6 IMH GLN, join holding or approach again after ATC clearance. IMH 550(546) 700(696) 500 RDH=16.6m 10.1 16.8km 1.07 В \mathbf{C} FAF-MAPt(GP INOP) 9.03km \mathbb{D} A 100 120 180 64(60) 69(65) kt kmH 140 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: (A) Missed approach climb gradient 4.0%

CIRCLING MDA(H)

195(191)

2800

B Missed approach climb gradient 2.5%

270(266) 4000

270(266) 3600