TM02 124.25(126.0) TM03 123.85(126.0) **INSTRUMENT** TM04 124.75(127.95) ZGSZ SHENZHEN/Baoan **APPROACH** APPROACH

AERODROME ELEV 4

CHART-ICAO VAR2°W THR RWY16 ELEV 4 TWR 130.35(118.05)(E) 118.45(130.35)(W) RNAV ILS/DME z RWY16 BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM CF 16 D15.0 ISZ 543-530 1003 • 797 1150 155° 108.1 ISZ GLN 1650 .348 ° • 127 295 314. 00 FAF MSA 46km ISZ D7.3 B 700 LMM 4160 Q 306  $\odot$ 1150 NLG ←265° 268 DME GUANLAN (108.1) ISZ •587 112.0 GLN 1600 CH 18X CH 57X 237 130 MSA 46km 444 Atx 2480 **385** ● •943 ۸115 430 D5.0 ISZ \$ 1500 267° ZHEN V HONGKONG OAP P - SHEKOU -115.9 SHK CH 106X NANLANG 117.7 NLG CH 124X 641 11.2ISZ **●58**5 185 340 Initial approach and Holding MAX IAS 380kmH **9**583 Missed Approach turn MAX IAS 380kmH 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) 684 587 490 392 295 198 101 3600(QNH < 980hPa)MISSED APPROACH 3300(QNH≥980hPa) Climb straight ahead to 130, turn RIGHT on track 185° to D5.0 ISZ then turn RIGHT and climb along 2700 TΑ to D5.0 ISZ, R087° NLG, contact ATC immediately FAF MAPt GP INOP D0.7, ISZ IF GP INOP at 900, and to 1500 over NLG, join CF 16 D15.0 ISZ holding or approach again after ATC D7.3 ISZ clearance. GP INOP ISZ 700(696) D1.8 ISZ 180 (176) 435 180 RDH=16.4m პ.051.0<sub>ბ</sub> 27.4km 13.1 FAF-MAPt(GP INOP) 12.1km В  $\mathbf{C}$ D 120 220 180 335 kt kmH 80 100 140 160 GS in ILS/DME DA(H) 64(60) 260 550/800 4:54 3:55 3:16 2:48 2:27 2:11 min:sec 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

CIRCLING MDA(H)

195(191)

2800

Changes: Landing minima.

270(266)

4000

270(266)

3600