**INSTRUMENT** TM04 124.75(127.95) ZGSZ SHENZHEN/Baoan APPROACH APPROACH

AERODROME ELEV 4

CHART-ICAO VAR2°W THR RWY15 ELEV 4 TWR 130.35(118.05)(E) 118.45(130.35)(W) RNAV ILS/DME z RWY15 BEARINGS ARE MAGNETIC TITUDES. ELEVATIONS ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS IF, CF 15 D15.5 IQJ DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM 543-530 1003 1000 ILS 1150 155° 111.3 GLN IQJ 1650 D10.3 IQJ 348 1000 ° • 127 295 MSA 46km 086° 000 1 1500 306 266° 1150 268 GUANLAN 112.0 GLN NLG←265° LMM ĎΜΈ (11.3) IQJ 416 Q •587 CH 57X 1600 CH 50X MSA 46km D2.6 IQJ 444 385 • 943 D5.5 QJ 20km NANLANG 117.7 NLG SHEKOU - 115.9 SHK 641 CH 124X CH 106X **9585** •530 185 396 340 Initial approach and Holding MAX IAS 380kmH Missed Approach turn MAX IAS 340kmH **9**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) 974 780 586 391 197 3600(QNH < 980hPa) MISSED APPROACH 3300(QNH ≥980hPa) Climb straight ahead with gradient 4% to 2700 TΑ D2.6 IQJ, turn LEFT on track 140° to D5.5 IQJ, MAP t then turn LEFT and climb along R222°GLN, FAF ΪΝΟΡ IF contact ATC immediately at 900, GP INOP 0 CF 15 D15.5 IQJ and to 1500 over GLN, join holding or D10.3 IQJ GP INOP approach again after ATC clearance. D3.6 IQJ IQJ GP3. 1000(996) 350 (346) 445 350 RDH=15.5m 28.4km 18.7 6.4 B  $\mathbf{C}$ FAF-MAPt(GP INOP) 17.67km A D 64(60) 550/800 kt kmH 100 120 140 160 180 GS in **(** 220 150 185 260 295 335 ILS/DME DA(H) RVR/VIS 219(215) 224(220) 229(225) 7:09 5:43 4:46 4:05 3:35 3:11 Time min:sec 0 -/3300 -/3300 -/3400 Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 4.9 140(136) GP INOP MDA(H) 1700 Note: A Missed approach climb gradient 4.0% 270(266) 3600 195(191) 270(266) CIRCLING MDA(H) B Missed approach climb gradient 2.5% 2800 4000 Changes: Landing minima.