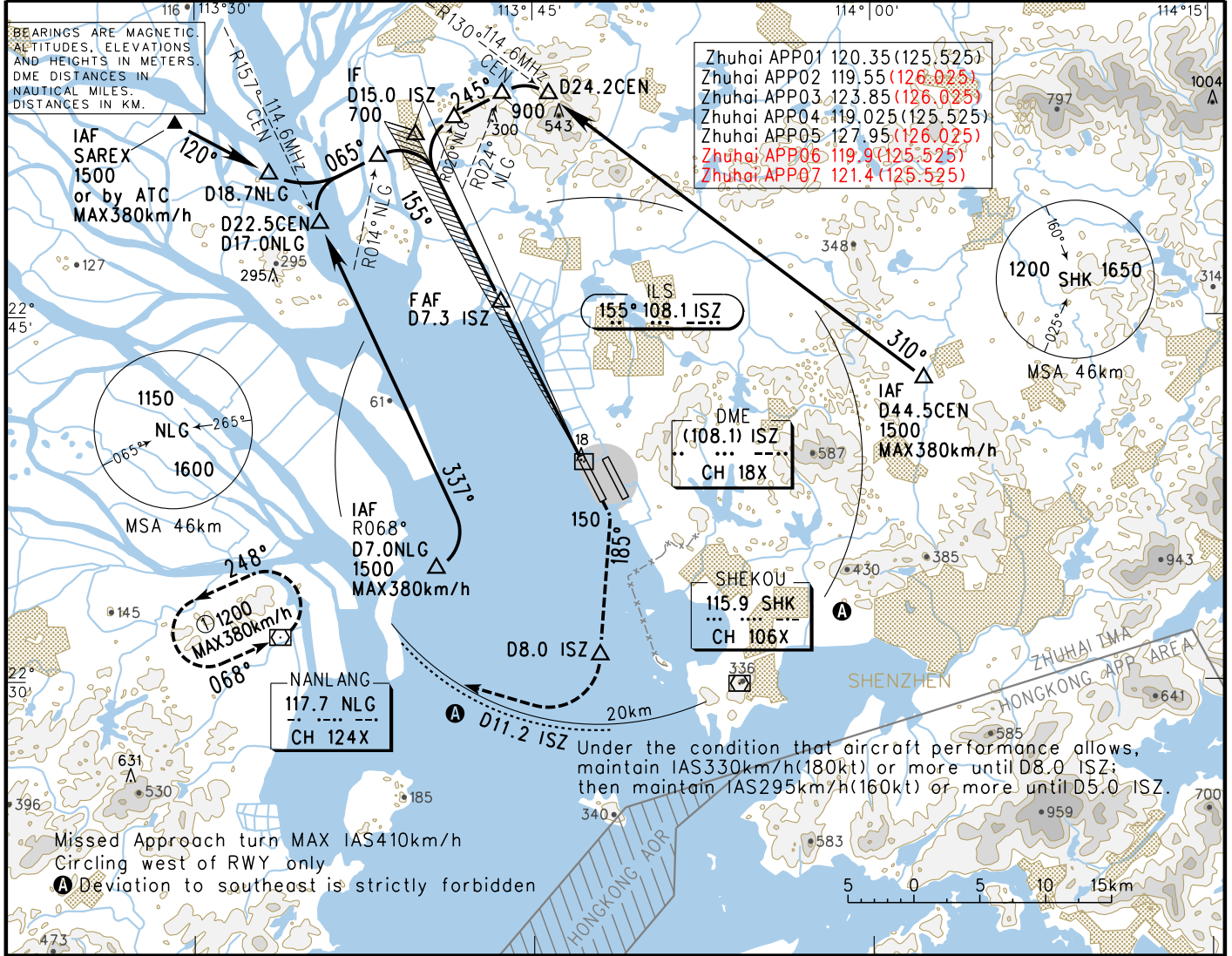


INSTRUMENT
APPROACH
CHART-ICAO

VAR2°W
AERODROME ELEV 4.0
THR RWY16 ELEV 4.0

D-ATIS 126.85(ARR)
TWR 130.35(118.05)(E)
118.45(130.35)(W)

ZGSZ SHENZHEN/Baoan
ILS/DME y RWY16



GP INOP	DME (ISZ) (NM)	7	6	5	4	3	2	1
	ALT (m)	684	587	490	392	295	198	

TL 3600(QNH <980hPa)
3300(QNH ≥980hPa)
TA 2700

IF D15.0 ISZ

700(696)

435

27.4km

FAF D7.3 ISZ

155°

13.1

GP INOP D2.4 ISZ 230(226)

GP INOP D0.7 ISZ

GP INOP D1.8 ISZ 180(176)

GP INOP D1.8 ISZ 180(176)

MAPt D0.7 ISZ

4.1

3.1

1.0

RDH=16.4

GP INOP D1.8 ISZ 180(176)

GP INOP D0.7 ISZ

MAPt D0.7 ISZ

MISSED APPROACH
Climb straight to 150, turn RIGHT on track 185° to D8.0 ISZ, turn RIGHT direct to NLG at 1200 Join the holding pattern, or by ATC.

ILS/DME	DA(H)	64(60)			
	RVR/VIS	800/800			
GP INOP	MDA(H)	125(121)			
	RVR/VIS	1500/1500			
CIRCLE	MDA(H)	220(216)	225(221)	275(271)	275(271)
	VIS	3300	3300	4000	4600

FAF-MAPt(GP INOP) 12.1km						
GS in kt	80	100	120	140	160	180
km/h	150	185	220	260	295	335
Time min:sec	4:54	3:55	3:16	2:48	2:27	2:11
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

HUD Special CAT I: (DH)(45),(RA)(48),RVR450.
RVR550 can be implemented when using approved HUD or AP or FD.
Changes: APP FREQ.

ZGSZ AD2.24-10B

中国民用航空局CAAC

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