

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZGSZ

Terminal Charts For ZGSZ

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Shenzhen Chn
IATA Code: SZX
Lat/Long: N22° 38.3' E113° 48.7'
Elevation: 13 ft

Airport Use: Public
Magnetic Variation: 2.6°W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2306 Z
Sunset: 0954 Z,

Runway Information

Runway: 15
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Runway: 33
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 127.45 Departure Service
ATIS 126.85 Arrival Service
Baoan Tower 118.05 Secondary
Baoan Tower 130.35
Baoan Tower 118.45
Baoan Ground Control 121.85 Secondary
Baoan Ground Control 121.8
Baoan Ground Control 121.65
Baoan Clearance Delivery 121.95
Baoan Clearance Delivery 121.85 Secondary

1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.85

D-ATIS Departure 127.45

1.2. RUN-UP-TESTS

Engine run-ups are subject to GND and shall be carried out at a designated location. Fast engine run-ups in the vicinity of boarding bridges or on apron are strictly forbidden. ACFT parking on T3 TML bridge stands shall close APU and use 400 Hz GPU and A/C.

1.3. RWY OPERATION

During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC shall inform ACFT of the ground wind direction and speed, and instruct downwind take-off or downwind landing for short time. If pilot decides not to take off or land on downwind RWY, inform ATC immediately.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWYs B (between B5 & B6 and between K2 & K4), B6, K (between K1 & K2), K1 and L (between L1 & L2) MAX wingspan 156'/47.6m.

TWYs L1 (from East of B to apron) and B3 MAX wingspan 118'/36m.

TWYs B (between K1 & K2) and K4 (East of K) MAX wingspan 113'/34.3m.

Parallel taxiing on TWYs D7 and D8 as on G7 and G8 is strictly forbidden.

1.4.2. RULES FOR CROSSING RWY 15/33

Read back ATC instructions concerning holding and crossing, verify any questions before crossing:

- Taxi to the designated holding position and hold short of RWY 15/33.
- Upon receiving crossing clearance from ATC, conduct crossing ASAP.
- Monitor TWR freq for other information of RWY and observe activities on RWY and around carefully.
- While crossing RWY 15/33 following a taking-off ACFT, pilot shall be responsible for safety separation with the taking-off ACFT to avoid effect of wake turbulence.
- Report to TWR "RWY vacated" after crossing.
- ACFT shall hold short of TWY A after crossing RWY 15/33 from West to East, or short of TWY C after crossing from East to West and then wait for instructions from GND.

Refer to 10-9 charts for RWY crossing routes.

1.4.3. RWY HOLDING POSITIONS AND REQUIREMENTS

- ACFT shall stop and wait for ATC instructions at the relative RWY holding positions.
- The nose of ACFT shall get close to the RWY holding position marking without exceeding it when ACFT is waiting.
- ACFT shall report to ATC when nose of ACFT exceeds holding position without instruction.

1.5. PARKING PROCEDURES

All stands are push-back except stands 26 thru 30, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 89, 102, 102A, 102B, 104, 104A, 104B, 106, 106A, 106B, 108, 108A, 108B, 110, 110A, 110B, 112A, 112B, 114, 114A, 114B, 116, 116A, 116B, 118, 118A, 118B, 120 and 120A. Taxiing on own power or push-back is strictly forbidden without ATC clearance.

1. GENERAL

1.6. OTHER INFORMATION

Two RWYs are parallel and wide-distance, RWY designator is not supplemented with "L" or "R", pilots shall pay attention to identify.

A freeway is located to the West of airport, do not mistake for RWY.

ACFT shall report to ATC immediately when realizing taxiing on the wrong way or an incursion of RWY.

RWY 15 and 16 right-hand circuit.

Birds in vicinity of airport.

2. ARRIVAL

2.1. OPERATIONS ON PARALLEL RWYS

Upon receipt of approach clearance, pilot shall monitor the operating status of other ACFT in the vicinity by airborne equipment and establish visual separation as practicable, then report "visual separation established" when controller notifies the relative position with other ACFT.

Under certain adverse weather condition (e.g. wind shear, turbulence, downdrafts or crosswind) report the situation to controller immediately. According to the reports and weather information, ATC will take the appropriate methods to deal with it.

2.2. RUNWAY OPERATIONS

Landing ACFT shall vacate RWY ASAP (within 50 seconds from flying over threshold), otherwise inform TWR before landing.

Landing ACFT shall keep listening TWR freq before vacating RWY; under low visibility conditions, report vacated RWY designation and TWY in use during initial contact with GND.

Landing ACFT shall hold short of TWY A or C (RWY 15/33) or TWY E (RWY 16/34) and wait for further ATC instructions after vacating RWY.

3. DEPARTURE

3.1. START-UP AND PUSH-BACK PROCEDURES

Obtain delivery clearance by DCL or delivery frequency.

Repeat call sign, RWY designation and initial altitude to Delivery 5 min before reporting "ready to push-back and start-up".

Inform Delivery "ready to push-back and start-up", then keep on freq until requested to change.

Push-back and start-up upon receiving clearance from GND or TWR.

For blue and green standard push-back procedure, it is strictly forbidden to start the first engine at stand and the second engine after pushed back.

Pilot shall leave TWR freq without instruction as soon as airborne to contact assigned APP freq and report departure RWY designation.

- Requirements for ACFT occupying RWY (under normal conditions):

ACFT shall finish RWY alignment within 60 seconds from holding position. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform TWR before entering RWY.

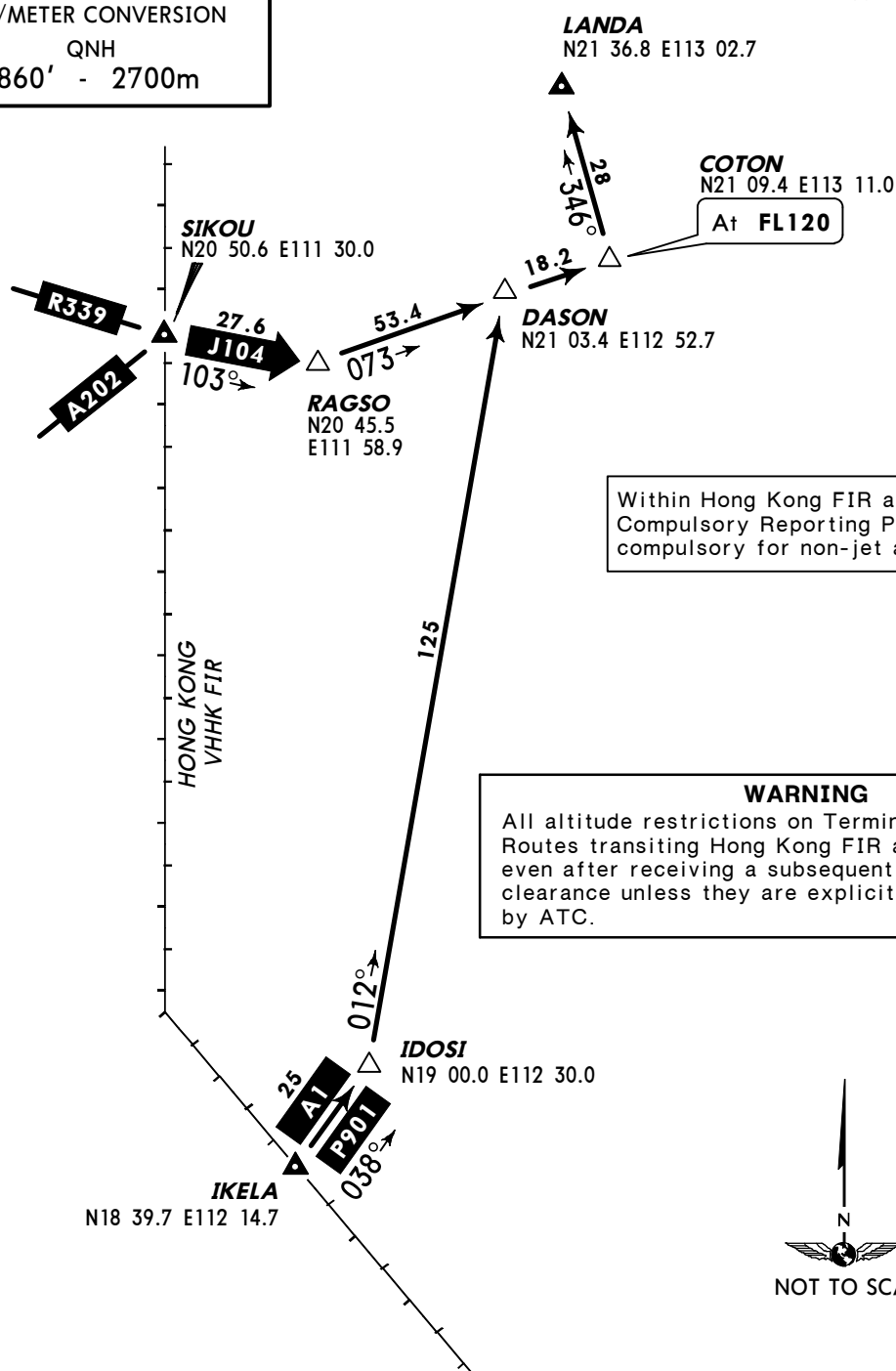
3.2. DEPARTURES

Upon condition of complying with the requirement of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for the take-off climb shall be implemented. If the procedures cannot be implemented due to any reason, pilot shall inform ATC before take-off (except for special flight):

1. Under the condition that ACFT performance allows, use the reduced thrust to take off.
2. At 450m (1500'):
 - Climb speed of $V_2 + 20\text{km/h}$ (10 KT);
 - Reduce engine power/thrust to climb power/thrust;
 - Maintain a speed with flaps and slats in the take-off configuration.
3. Above 900m (3000'):
 - Accelerate and retract flaps/slats on schedule;
 - Maintain a positive rate of climb;
 - Complete the transition to normal en-route climb speed.

3.3. OTHER INFORMATION

Follow-me is not available.

D-ATIS
126.85Apt Elev
13'Alt Set: hPa Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'TERMINAL TRANSITION ROUTES
TRANSITING HONG KONG FIR
VIA J104 TO LANDAFL CONVERSION
FL118 FL3600m
FL108 FL3300mFT/METER CONVERSION
QNH
8860' - 2700mDirect distance to
Baoan Apt from:
LANDA 75 NM

ENTRY ROUTE

ROUTING

A-1

From IKELA along A-1/P-901 to IDOSI, then direct to DASON, then along J-104 to COTON, then direct to LANDA. Cross COTON at FL120, do not descend without ATC clearance.

A-202/R-339

From SIKOU along J-104 to COTON, then direct to LANDA. Cross COTON at FL120, do not descend without ATC clearance.

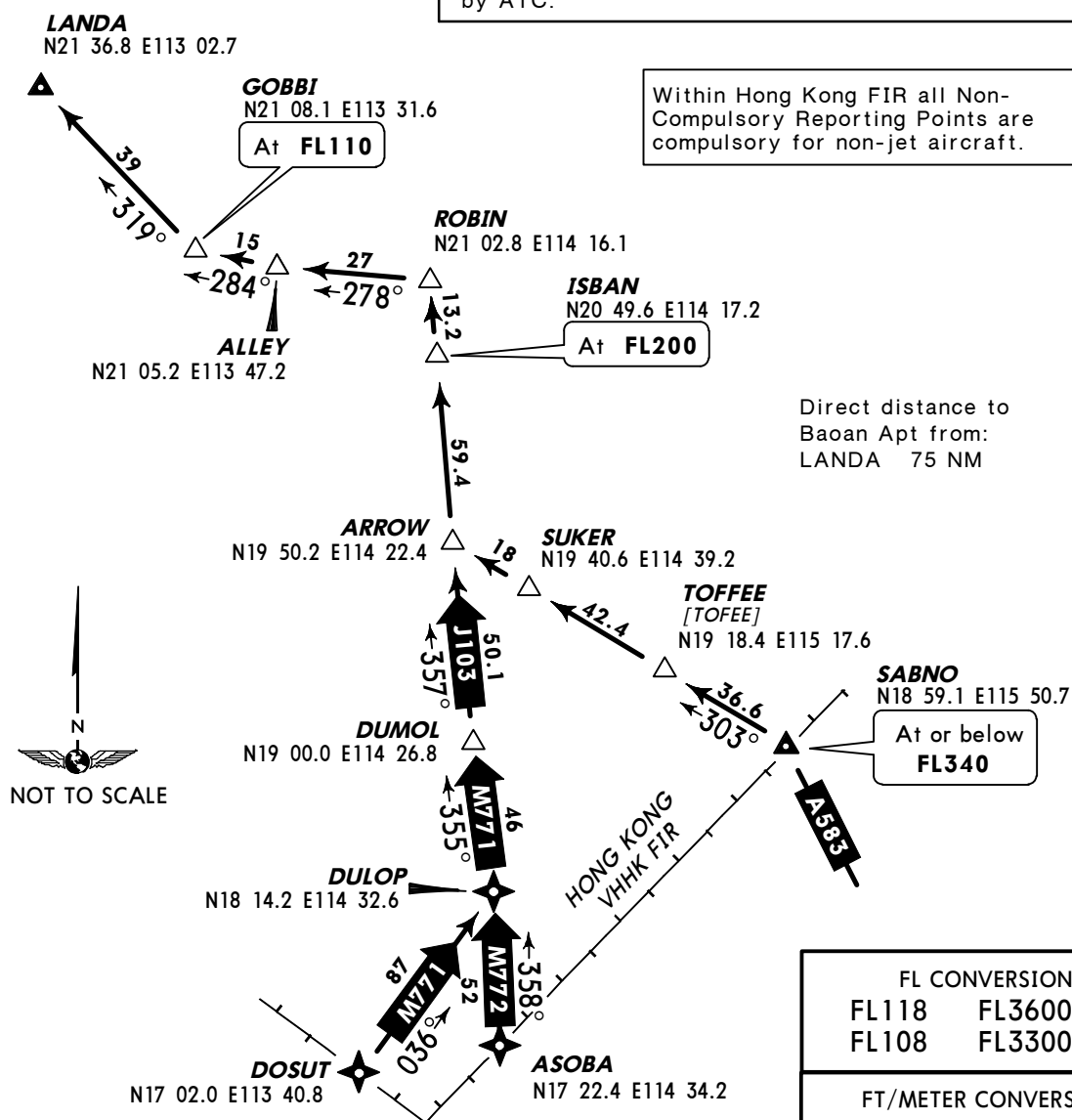
D-ATIS
126.85Apt Elev
13'Alt Set: hPa Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'TERMINAL TRANSITION ROUTES
TRANSITING HONG KONG FIR
VIA J103 TO LANDA

WARNING

All altitude restrictions on Terminal Transition Routes transiting Hong Kong FIR are mandatory even after receiving a subsequent descent clearance unless they are explicitly cancelled by ATC.

Within Hong Kong FIR all Non-Compulsory Reporting Points are compulsory for non-jet aircraft.

Direct distance to
Baoan Apt from:
LANDA 75 NM



FL CONVERSION
FL118 FL3600m
FL108 FL3300m

FT/METER CONVERSION
QNH
8860' - 2700m

ENTRY ROUTE

ROUTING

A-583

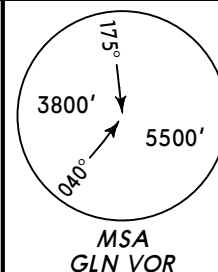
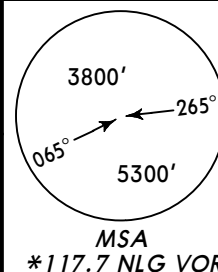
From SABNO direct via TOFFEE and SUKER to ARROW, then along J-103 to ROBIN, then direct to ALLEY, then direct to GOBBI, then direct to LANDA. Cross SABNO at or below FL340, ISBAN at FL200 and GOBBI at FL110, do not descend without ATC clearance.

M-771

From DOSUT along M-771 to DUMOL, then along J-103 to ROBIN, then direct to ALLEY, then direct to GOBBI, then direct to LANDA. Cross ISBAN at FL200 and GOBBI at FL110, do not descend without ATC clearance.

M-772

From ASOBA along M-772 to DULOP, then along M-771 to DUMOL, then along J-103 to ROBIN, then direct to ALLEY, then direct to GOBBI, then direct to LANDA. Cross ISBAN at FL200 and GOBBI at FL110, do not descend without ATC clearance.

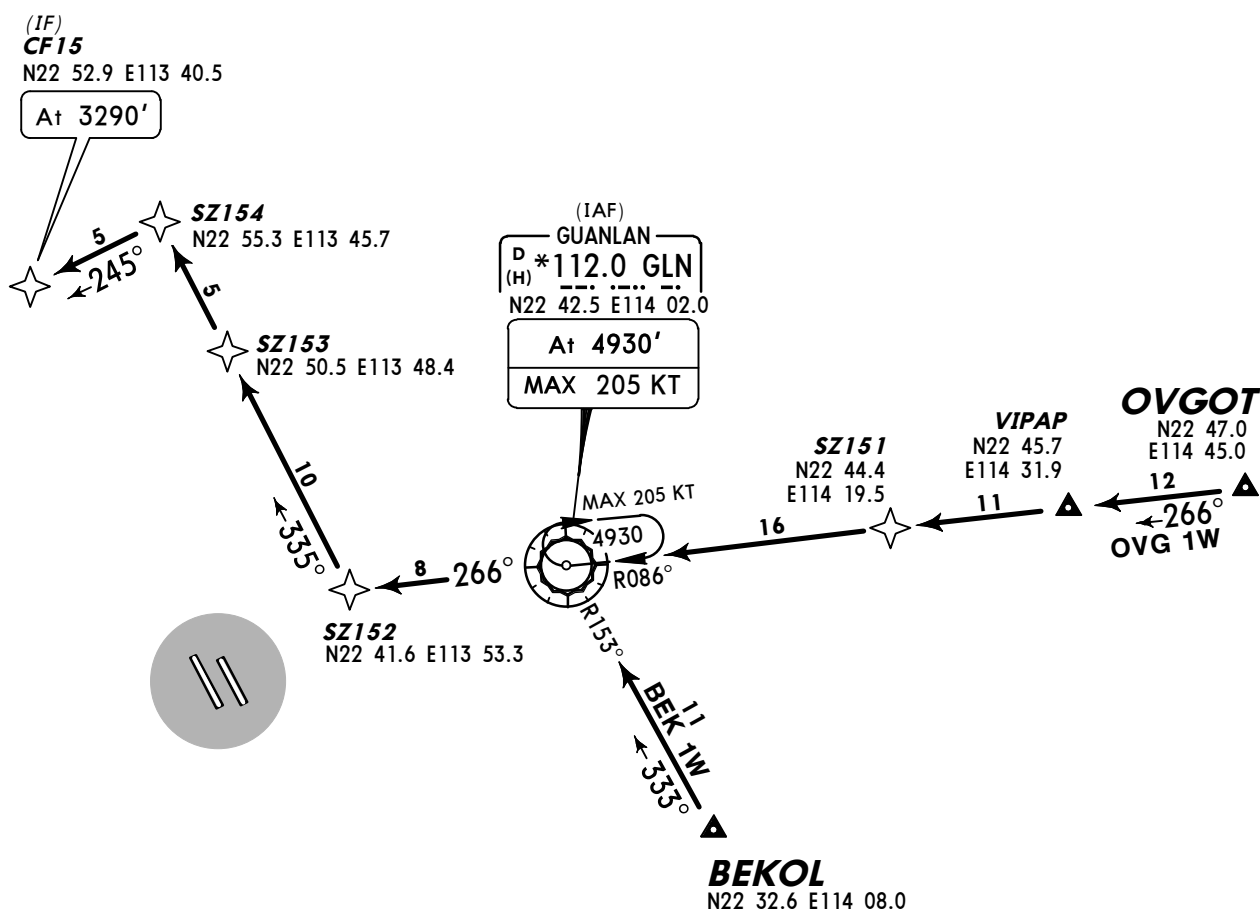
D-ATIS
126.85Apt Elev
13'Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'**BEK 1W, OVG 1W**
RWY 15 RNAV ARRIVALS

RNAV (GNSS or DME/DME/IRU)

RNAV 1

Basic RNP1

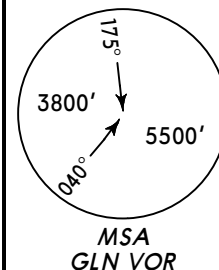
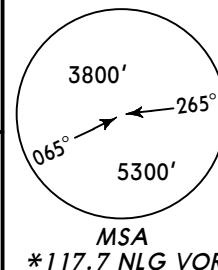
RADAR REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL108**INITIAL APPROACH MAX 205 KT**Direct distance from CF15 to:
Baoan Apt 16 NMFL CONVERSION
FL118 FL3600m
FL108 FL3300mFT/METER CONVERSION
QNH
8860' - 2700m
4930' - 1500m
3290' - 1000m**STAR****ROUTING****BEK 1W**

BEKOL - GLN (4930'; K205-) - SZ152 - SZ153 - SZ154 - CF15 (3290').

OVG 1W

OVGOT - VIPAP - SZ151 - GLN (4930'; K205-) - SZ152 - SZ153 - SZ154 - CF15 (3290').

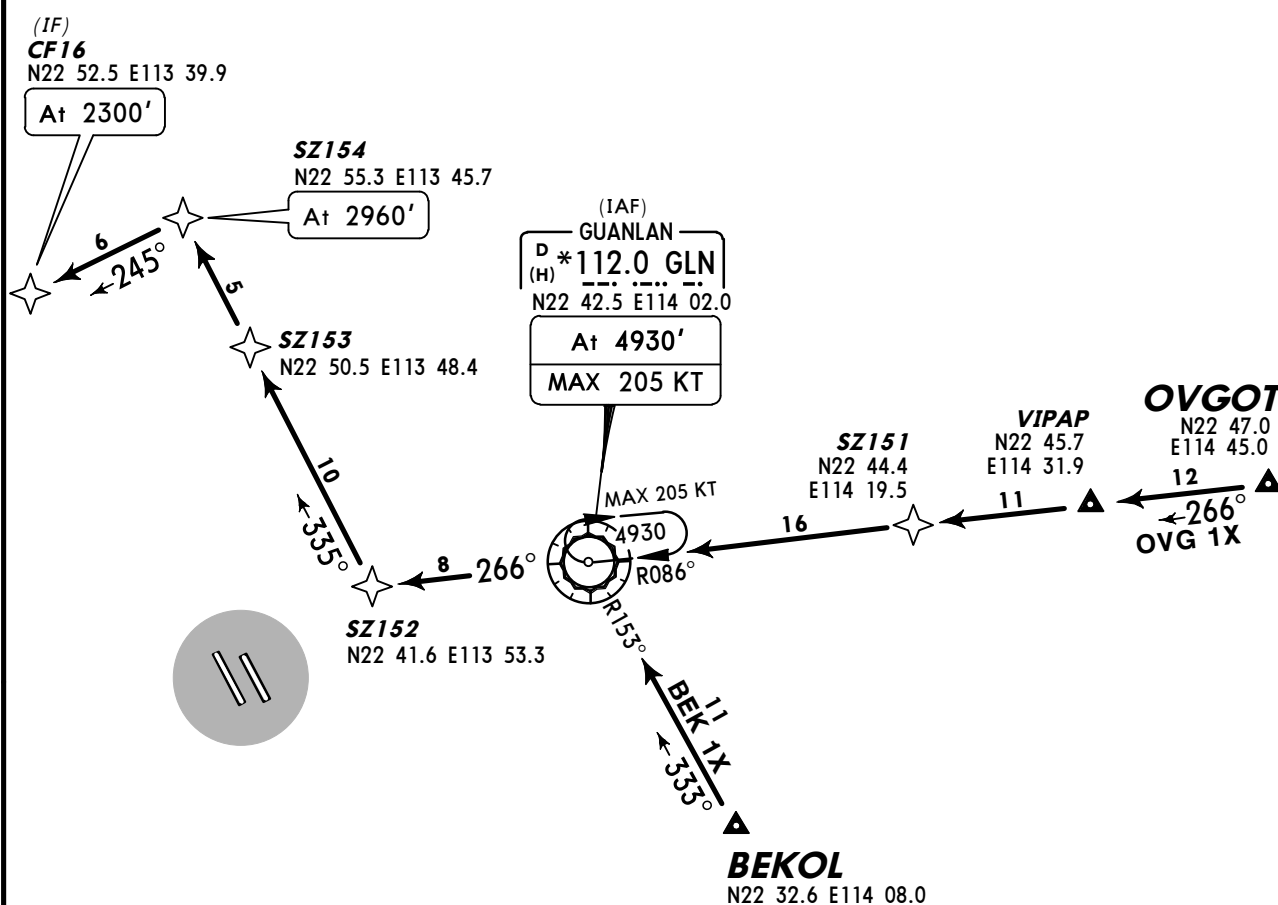
D-ATIS
126.85Apt Elev
13'Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'**BEK 1X, OVG 1X
RWY 16 RNAV ARRIVALS**

RNAV (GNSS or DME/DME/IRU)

RNAV 1

Basic RNP1

RADAR REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL108**INITIAL APPROACH MAX 205 KT**Direct distance from CF16 to:
Baoan Apt 16 NM**FL CONVERSION**
FL118 FL3600m
FL108 FL3300m**FT/METER CONVERSION**
QNH
8860' - 2700m
4930' - 1500m
2960' - 900m
2300' - 700m**STAR****ROUTING****BEK 1X**

BEKOL - GLN (4930'; K205-) - SZ152 - SZ153 - SZ154 (2960') - CF16 (2300').

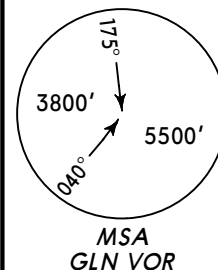
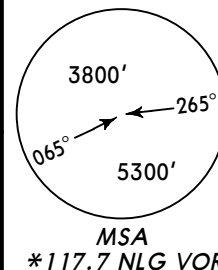
OVG 1X

OVGOT - VIPAP - SZ151 - GLN (4930'; K205-) - SZ152 - SZ153 - SZ154 (2960') - CF16 (2300').

D-ATIS
126.85

Apt Elev
13'

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'



BEK 1Y, OVG 1Y RWY 33 RNAV ARRIVALS

RNAV (GNSS or DME/DME/IRU)

RNAV 1

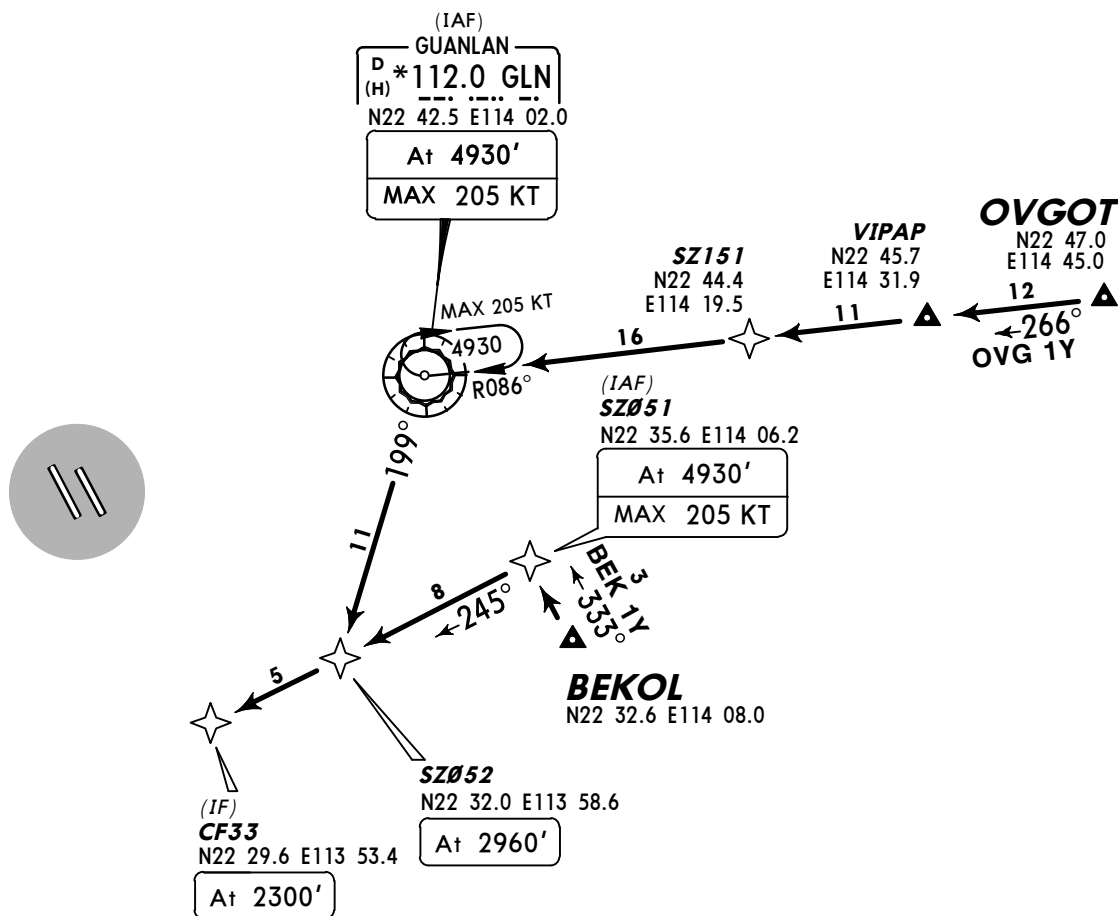
Basic RNP1

RADAR REQUIRED

DEVIATION TO SOUTHEAST IS FORBIDDEN

~~SPEED~~ MAX 250 KT BELOW FL108

INITIAL APPROACH MAX 205 KT



Direct distance from CF33 to:
Baoan Apt 10 NM

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

FT/METER CONVERSION
QNH
8860' - 2700m
4930' - 1500m
2960' - 900m
2300' - 700m

STAR

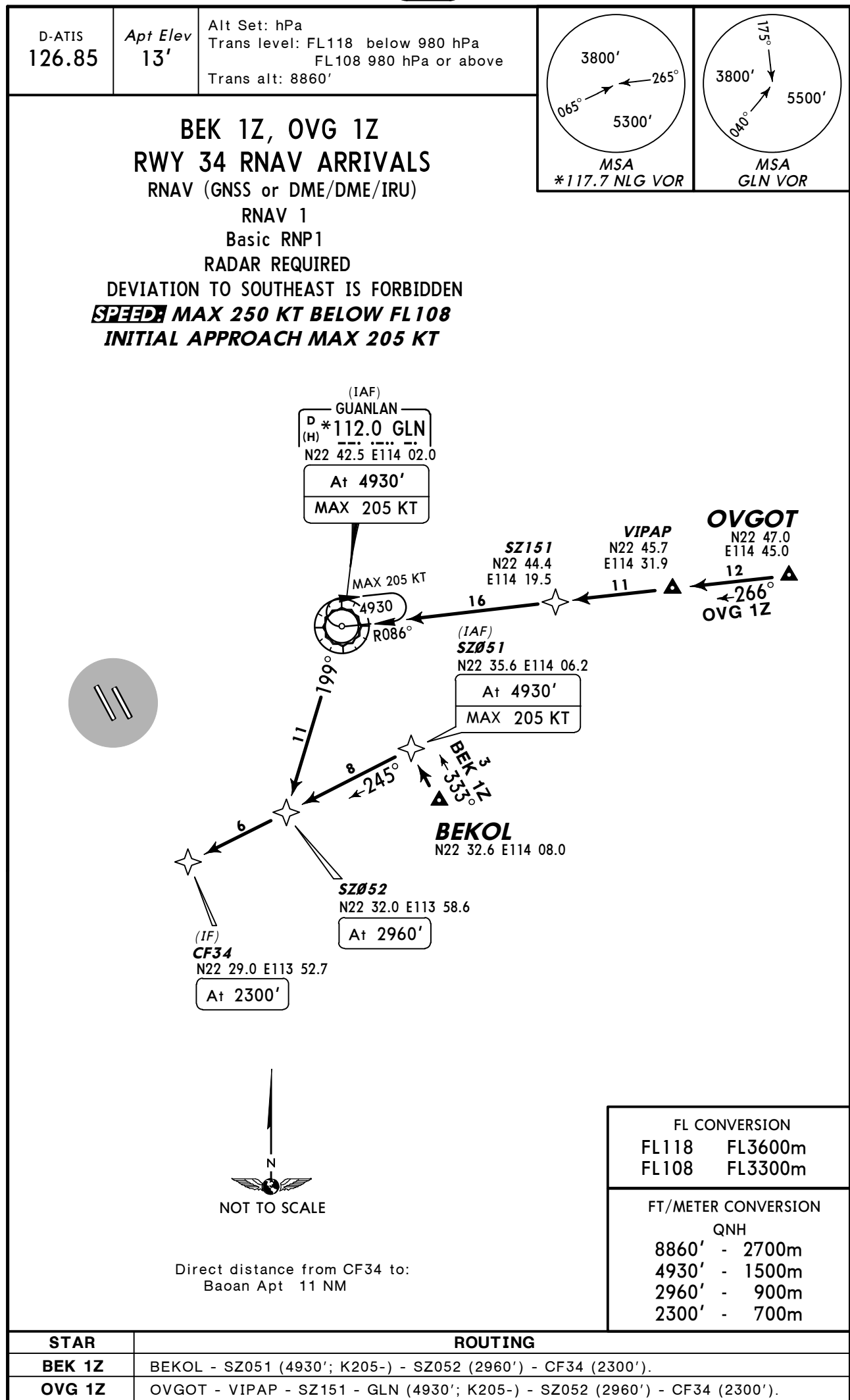
ROUTING

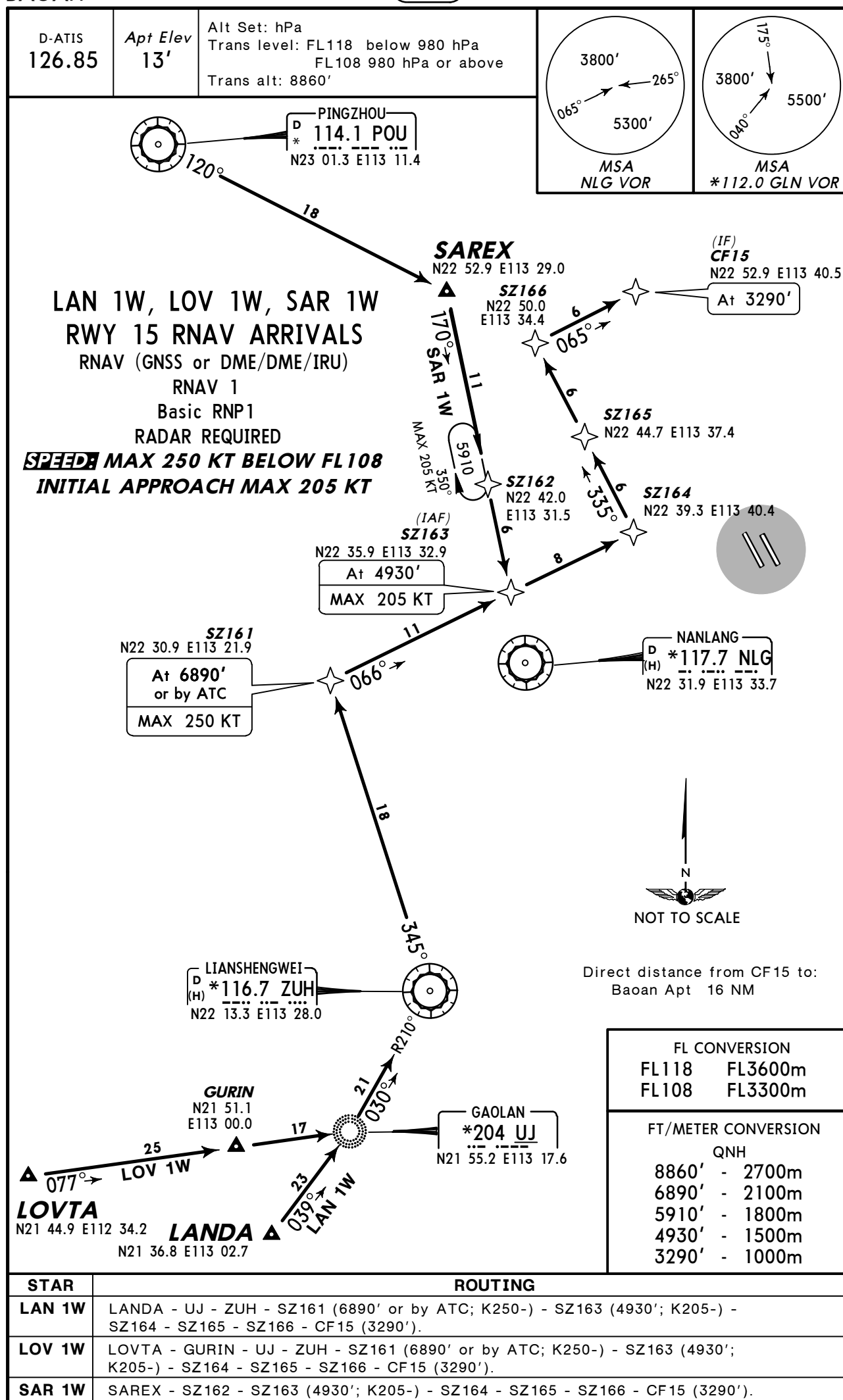
BEK 1Y

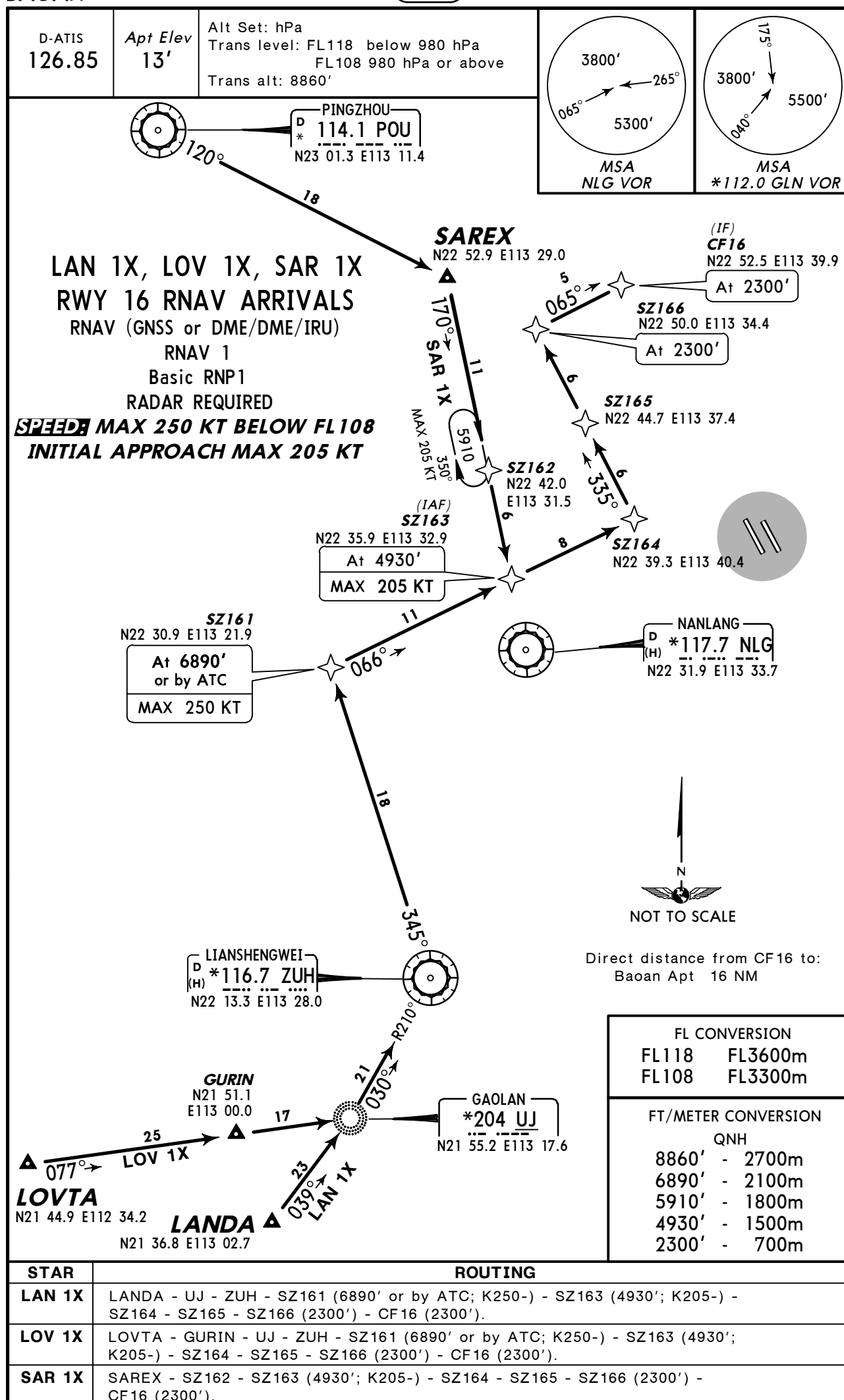
BEKOL - SZ051 (4930'; K205-) - SZ052 (2960') - CF33 (2300').

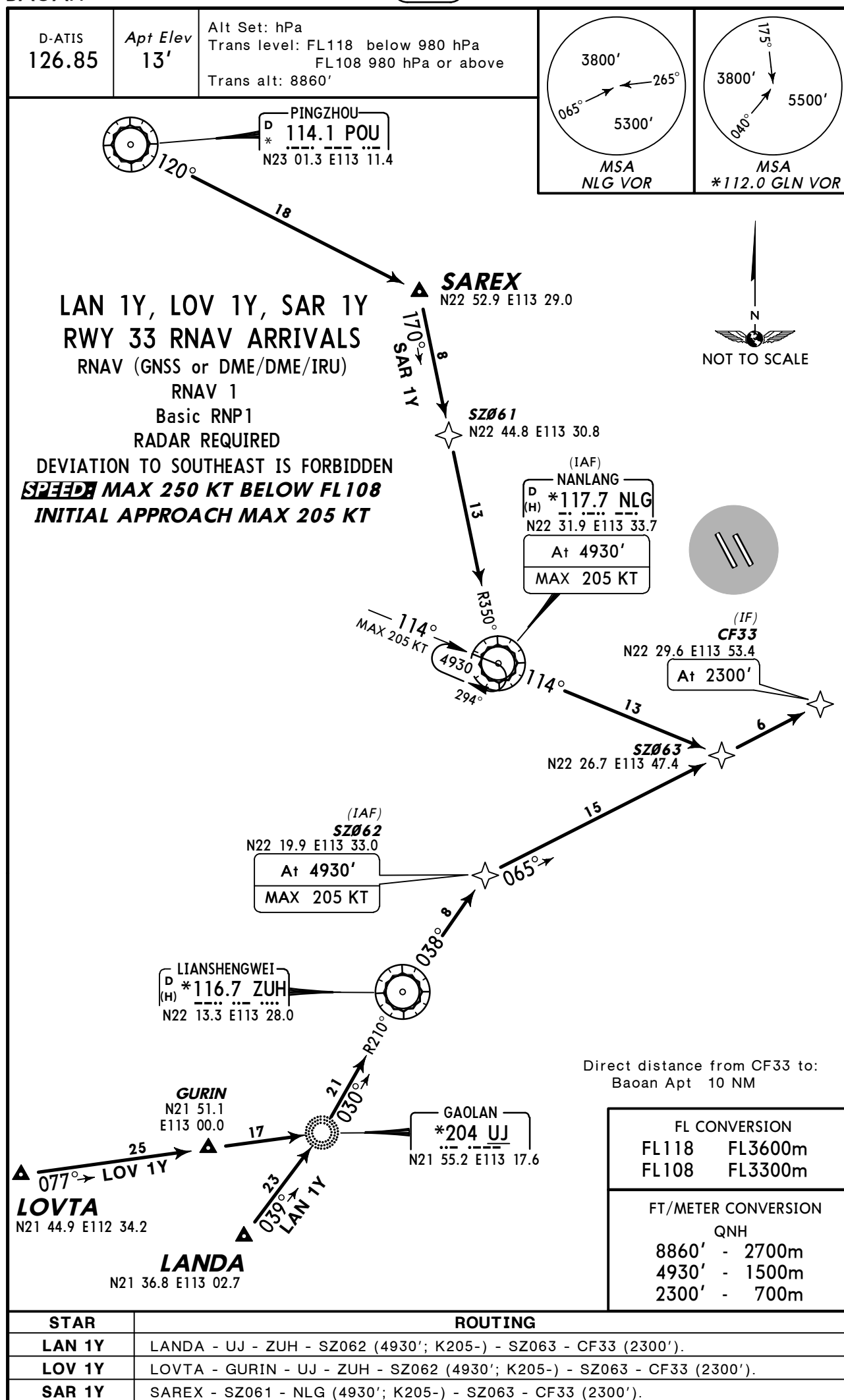
OVG 1Y

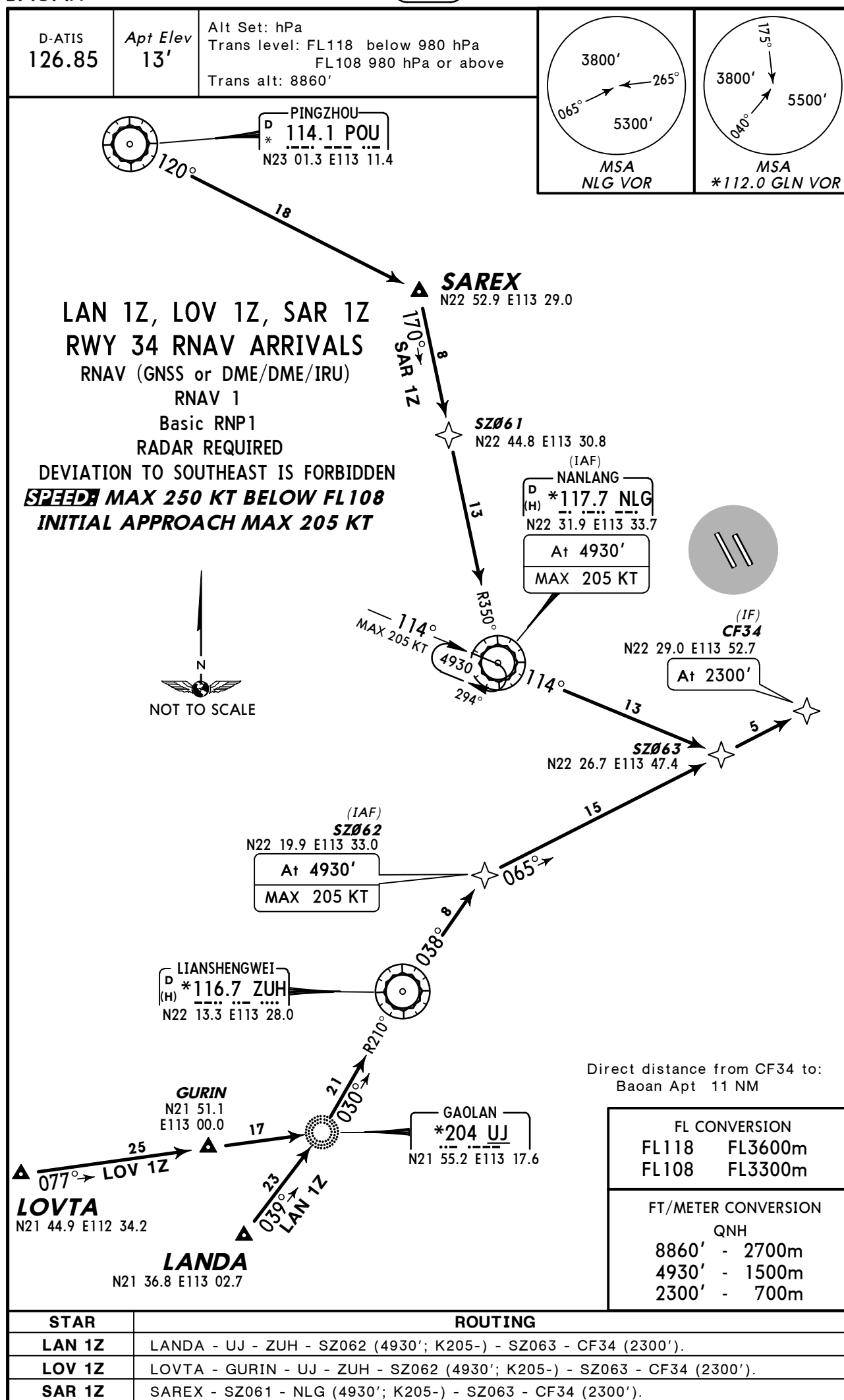
OVGOT - VIPAP - SZ151 - GLN (4930'; K205-) - SZ052 (2960') - CF33 (2300').







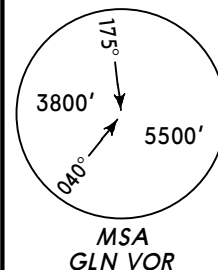
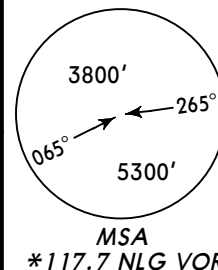




D-ATIS
126.85

Apt Elev
13'

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'



BEKOL 3X [BEKO3X]
OVGOT 3X [OVGO3X]
RWYS 15, 16 ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL108
INITIAL APPROACH MAX 205 KT

(IAF)
GUANLAN
D *112.0 GLN
(H) N22 42.5 E114 02.0

At 4930'

MAX 205 KT



R153°
BEKOL
3X
11 333°

BEKOL
N22 32.6 E114 08.0

OVGOT

N22 47.0
E114 45.0
VIPAP
N22 45.7
E114 31.9

12
266°
OVGOT
3X

27.5



Direct distance from GLN to:
Baoan Apt 13 NM

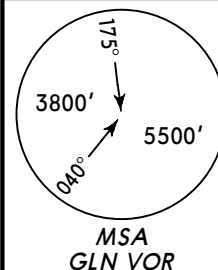
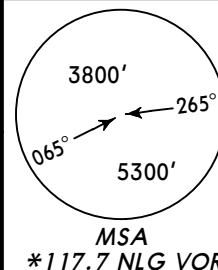
FL CONVERSION
FL118 FL3600m
FL108 FL3300m

FT/METER CONVERSION
QNH
8860' - 2700m
4930' - 1500m

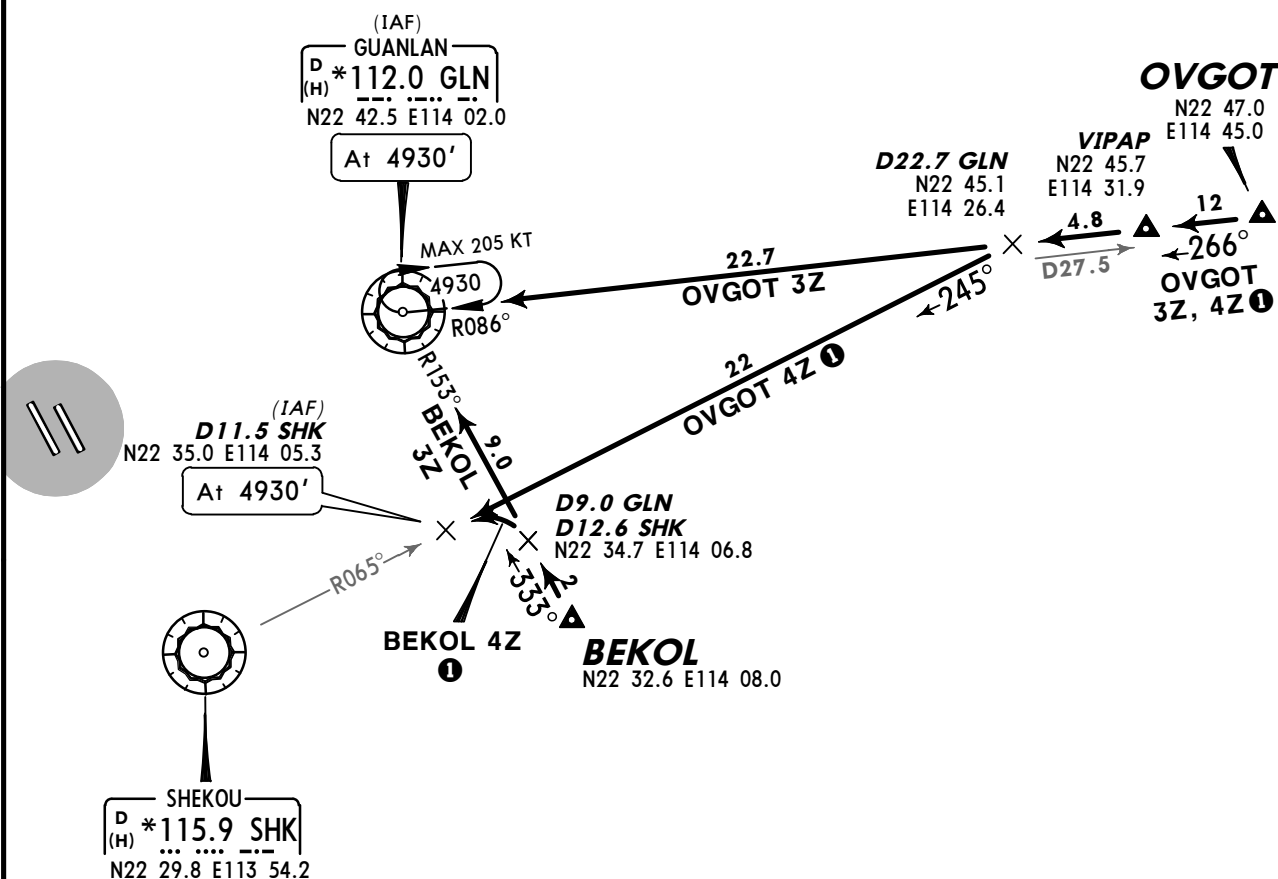
D-ATIS
126.85

Apt Elev
13'

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'



BEKOL 3Z [BEKO3Z]
BEKOL 4Z [BEKO4Z] ①
OVGOT 3Z [OVGO3Z]
OVGOT 4Z [OVGO4Z] ①
RWYS 33, 34 ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL108
INITIAL APPROACH MAX 205 KT

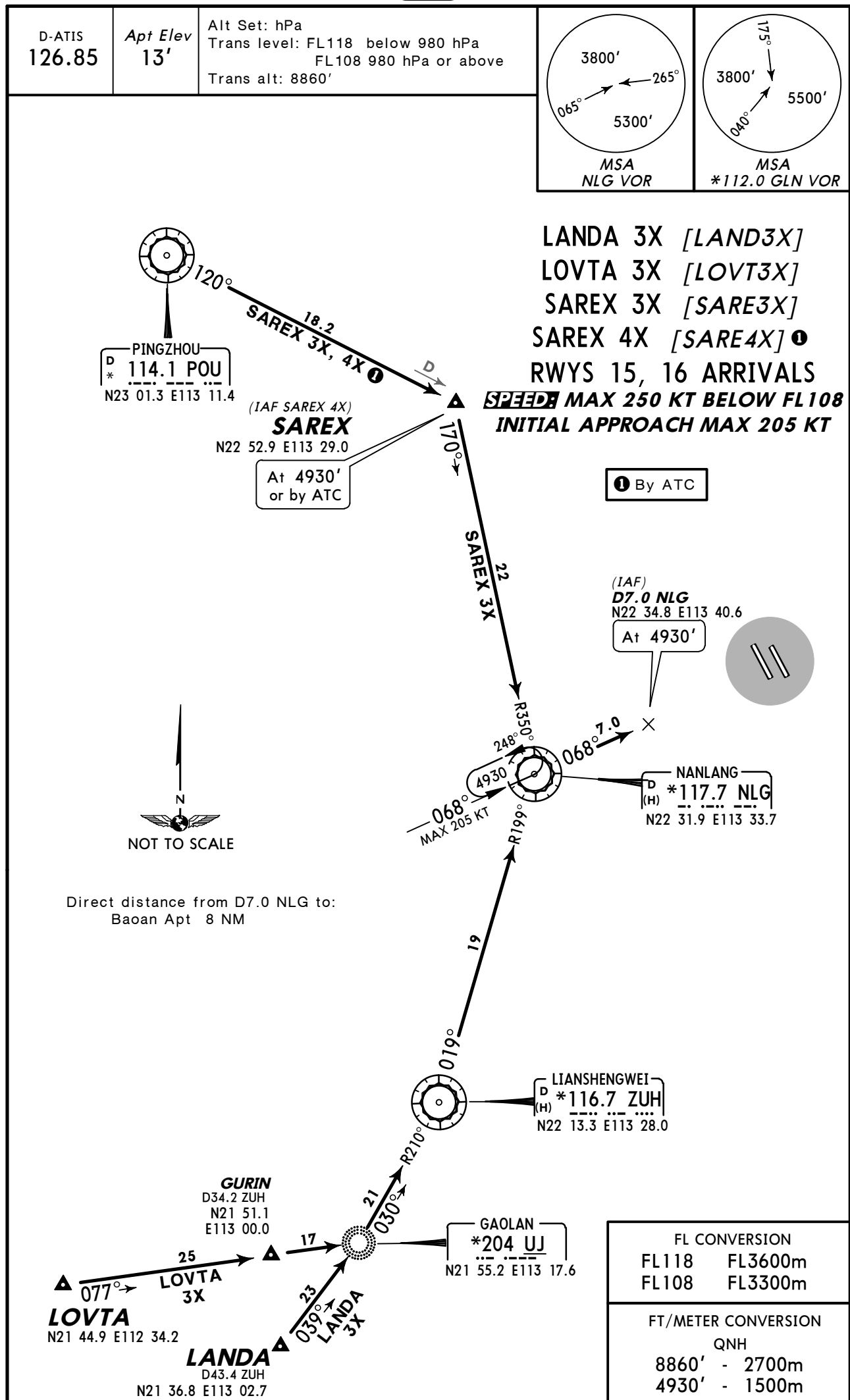


① Deviation to SOUTH is forbidden.
BEKOL 4Z and OVGOT 4Z are not
available when SHK VOR u/s.

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

FT/METER CONVERSION
QNH
8860' - 2700m
4930' - 1500m

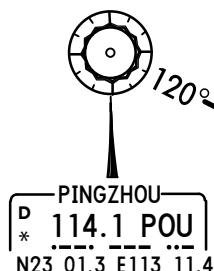
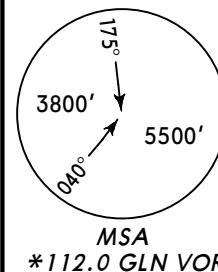
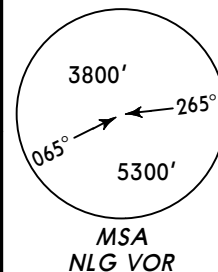
Direct distance to Baoan Apt from:
D11.5 SHK 16 NM
GLN 13 NM



D-ATIS
126.85

Apt Elev
13'

Alt Set: hPa
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'



① Deviation to SOUTH is forbidden.
LANDA 4Z and LOVTA 4Z are
not available when SHK VOR u/s.

LANDA 3Z [LAND3Z]
LANDA 4Z [LAND4Z]①
LOVTA 3Z [LOVT3Z]
LOVTA 4Z [LOVT4Z]①
SAREX 3Z [SARE3Z]
RWYS 33, 34 ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL108
INITIAL APPROACH MAX 205 KT

SAREX
N22 52.9 E113 29.0

(IAF)
NANLANG
D (H) *117.7 NLG
N22 31.9 E113 33.7
At 4930'

SHEKOU
D (H) *115.9 SHK
N22 29.8 E113 54.2

Direct distance to Baoan Apt from:
D12.0 ZUH 19 NM
NLG 15 NM

LIANSHENGWEI
D (H) *116.7 ZUH
N22 13.3 E113 28.0

(IAF)
D12.0 ZUH
N22 21.8 E113 37.4
At 4930'

D8.0 ZUH
N22 20.0 E113 33.3
At 6890'

GURIN
D34.2 ZUH
N21 51.1
E113 00.0

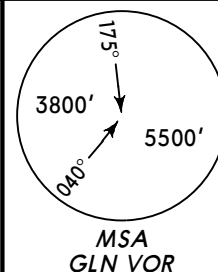
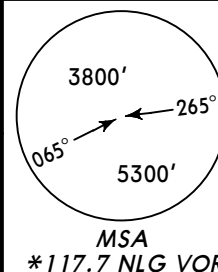
GAOLAN
*204 UJ
N21 55.2 E113 17.6

LOVTA
N21 44.9 E112 34.2
LOVTA 3Z, 4Z①

LANDA
D43.4 ZUH
N21 36.8 E113 02.7

FL CONVERSION
FL118 FL3600m
FL108 FL3300m

FT/METER CONVERSION
QNH
8860' - 2700m
6890' - 2100m
4930' - 1500m

Apt Elev
13'Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.IDU 9W, MIP 9W
RWY 15 RNAV DEPARTURES

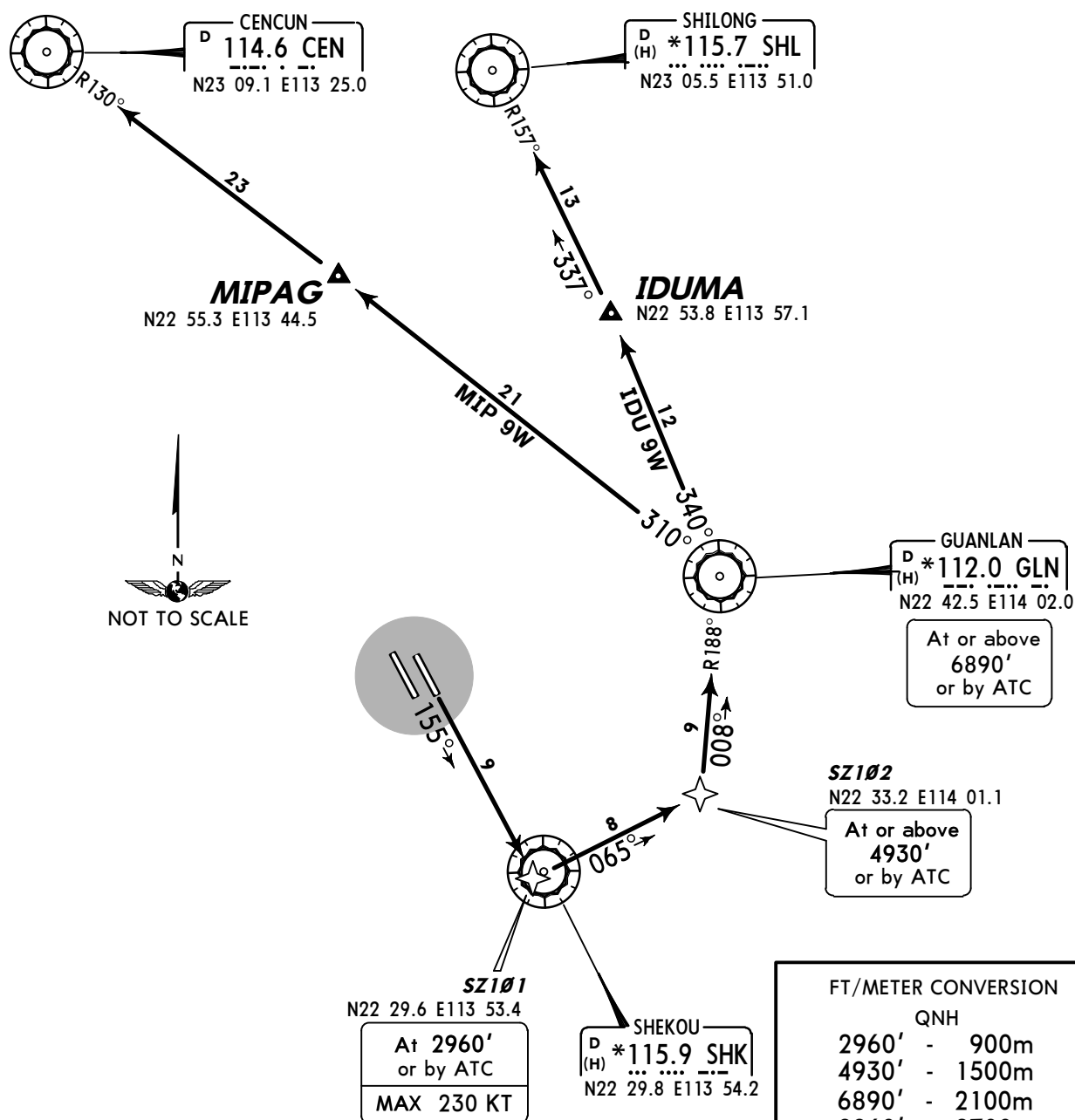
RNAV (GNSS OR DME/DME/IRU)

RNAV 1

Basic RNP1

RADAR REQUIRED

DEVIATION TO SOUTH SHK R-065 IS FORBIDDEN



① When two runways are used for independent departure, MIP 9W need ATC clearance.

FT/METER CONVERSION

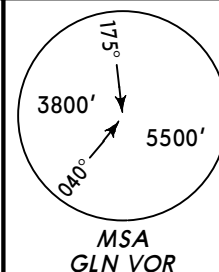
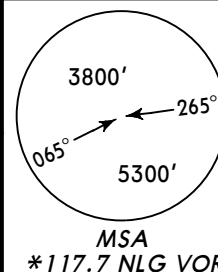
QNH

2960'	-	900m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

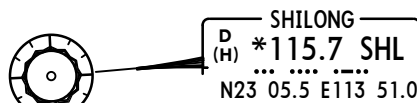
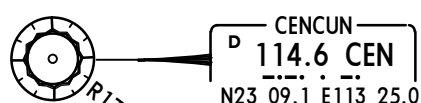
SID	ROUTING
IDU 9W	On 155° track to SZ101 (2960' or by ATC; K230-) - SZ102 (4930'+ or by ATC) - GLN (6890'+ or by ATC) - IDUMA.
MIP 9W ①	On 155° track to SZ101 (2960' or by ATC; K230-) - SZ102 (4930'+ or by ATC) - GLN (6890'+ or by ATC) - MIPAG.

Apt Elev
13'Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.**IDU 9X, MIP 9X**
RWY 16 RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)

RNAV 1

Basic RNP1

RADAR REQUIRED

DEVIATION TO SOUTH SHK R-065 IS FORBIDDEN
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, RNAV SIDS NEED ATC CLEARANCE**MIPAG**
N22 55.3 E113 44.5**IDUMA**
N22 53.8 E113 57.1

FT/METER CONVERSION

QNH

3940' - 1200m
5910' - 1800m
6890' - 2100m
8860' - 2700m

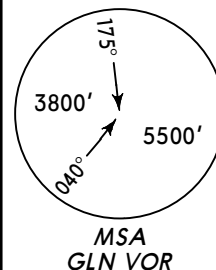
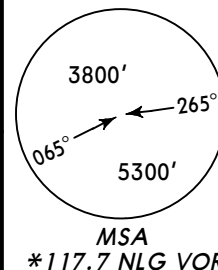
FL CONVERSION

FL108 FL3300m
FL118 FL3600m**GUANLAN**
D (H) *112.0 GLN
N22 42.5 E114 02.0At or above
6890'
or by ATC**SZ102**
N22 33.2 E114 01.1
At or above
5910'
or by ATC**SZ111**
N22 28.0 E113 50.2
At 3940'
or by ATC
MAX 230 KT**SHEKOU**
D (H) *115.9 SHK
N22 29.8 E113 54.2

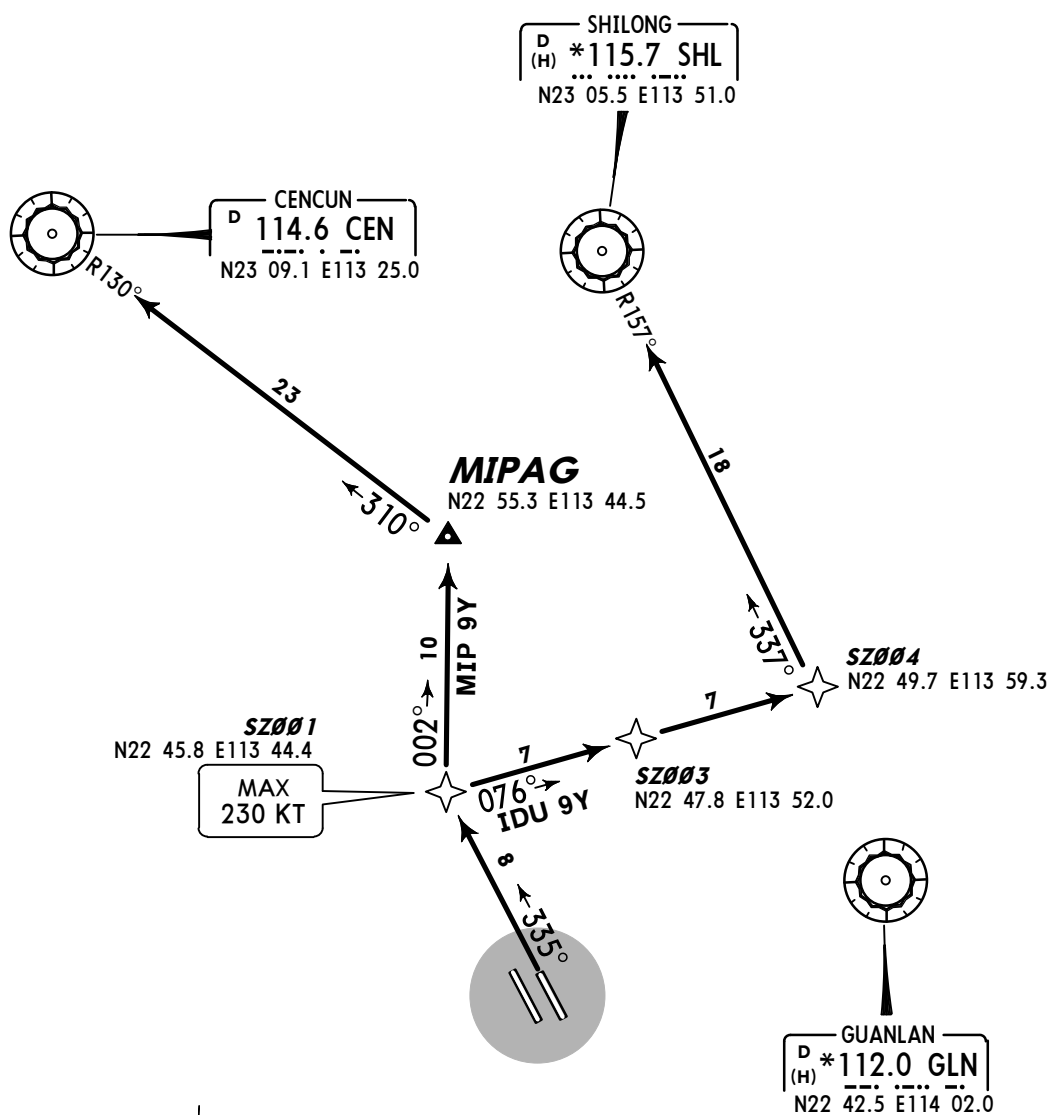
SID	ROUTING
IDU 9X	On 170° track to SZ111 (3940' or by ATC; K230-) - SZ102 (5910'+ or by ATC) - GLN (6890'+ or by ATC) - IDUMA.
MIP 9X	On 170° track to SZ111 (3940' or by ATC; K230-) - SZ102 (5910'+ or by ATC) - MIPAG.

Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



IDU 9Y, MIP 9Y
RWY 33 RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
Basic RNP1
RADAR REQUIRED



FT/METER CONVERSION

QNH

8860' - 2700m

FL CONVERSION

FL108 FL3300m

FL118 FL3600m

SID

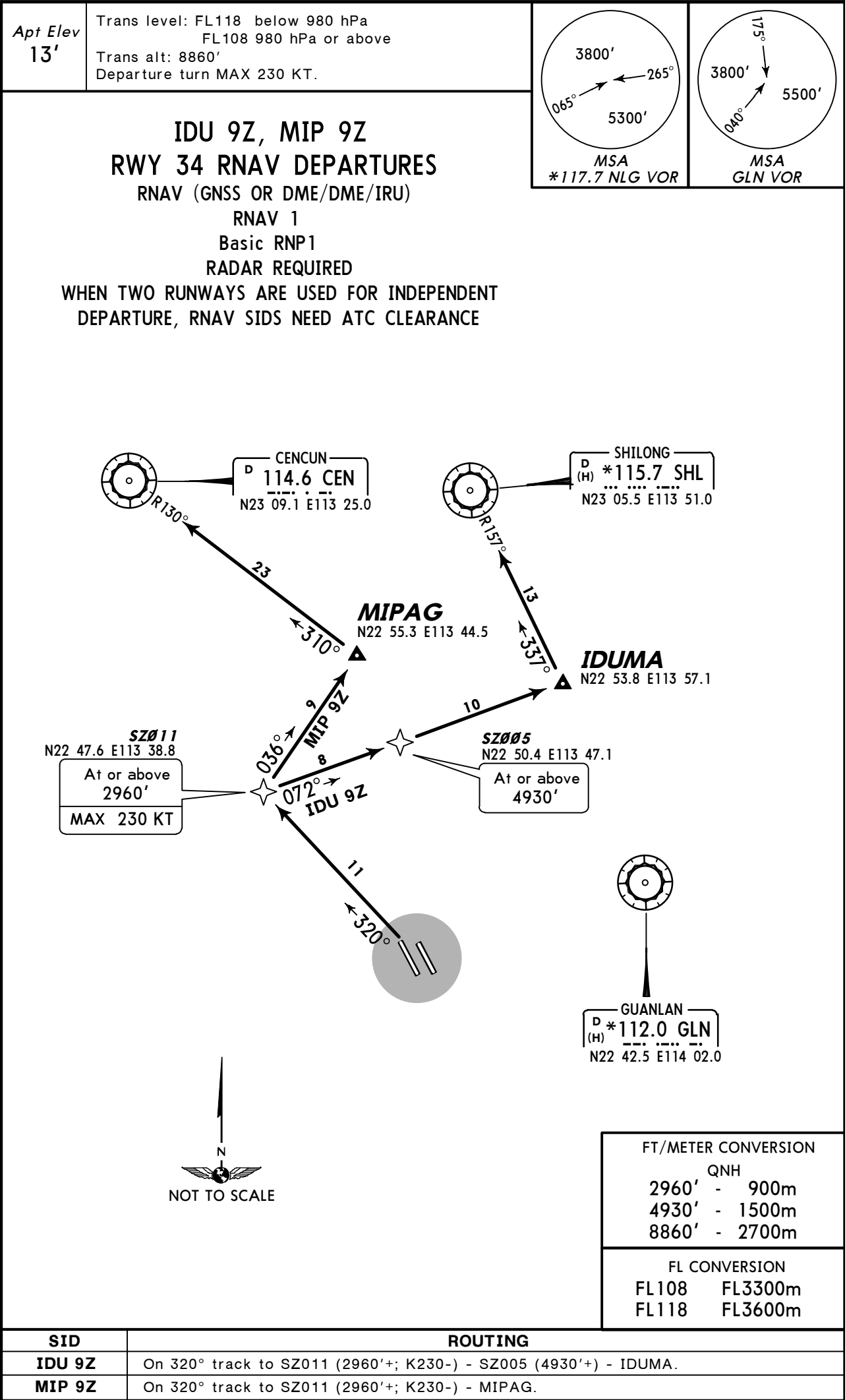
ROUTING

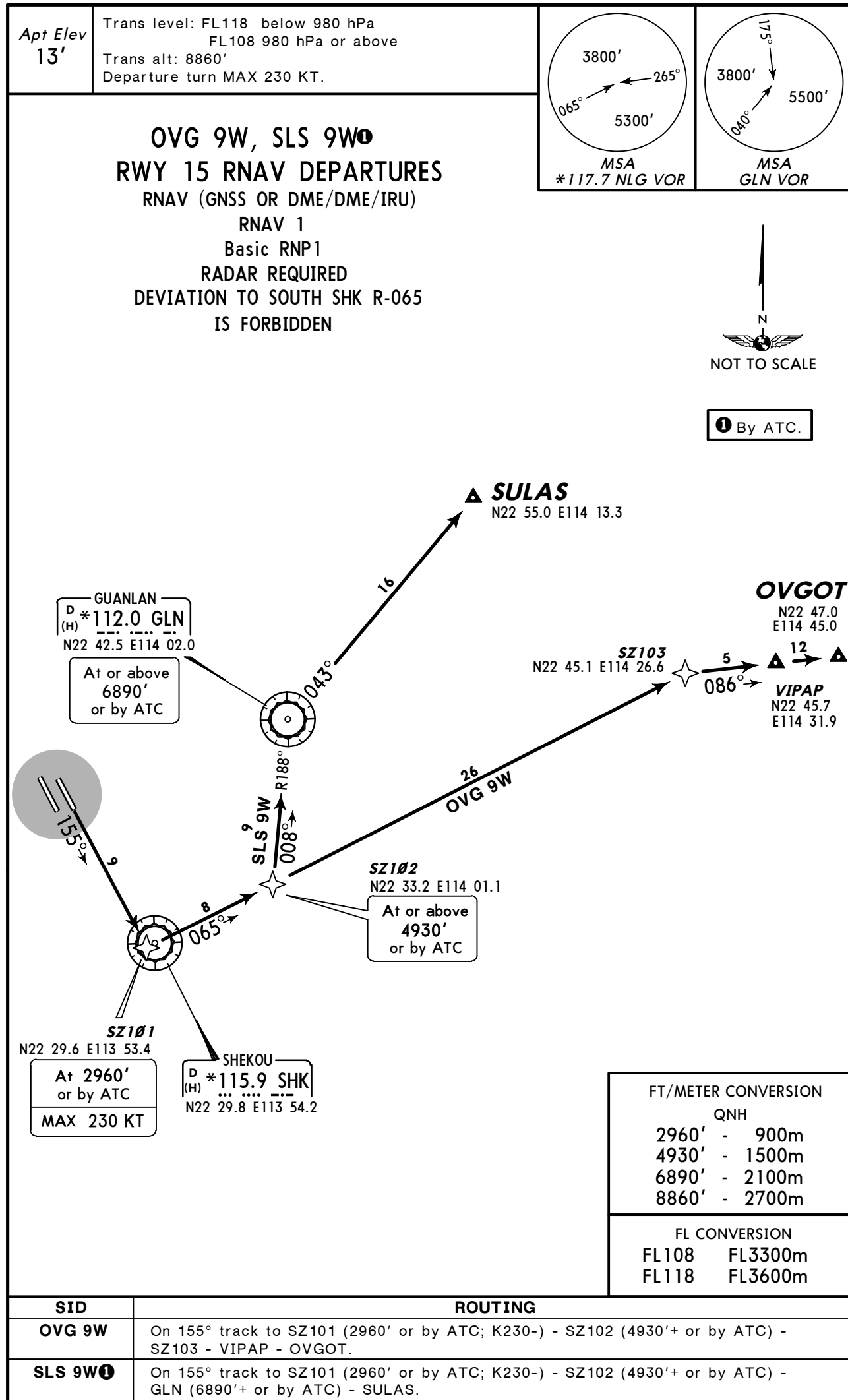
IDU 9Y

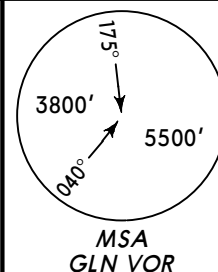
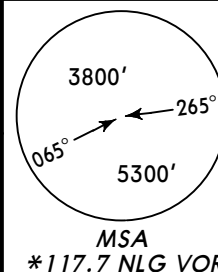
On 335° track to SZ001 (K230-) - SZ003 - SZ004 - SHL.

MIP 9Y

On 335° track to SZ001 (K230-) - MIPAG.





Apt Elev
13'Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.**OVG 9X, SLS 9X①**
RWY 16 RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)

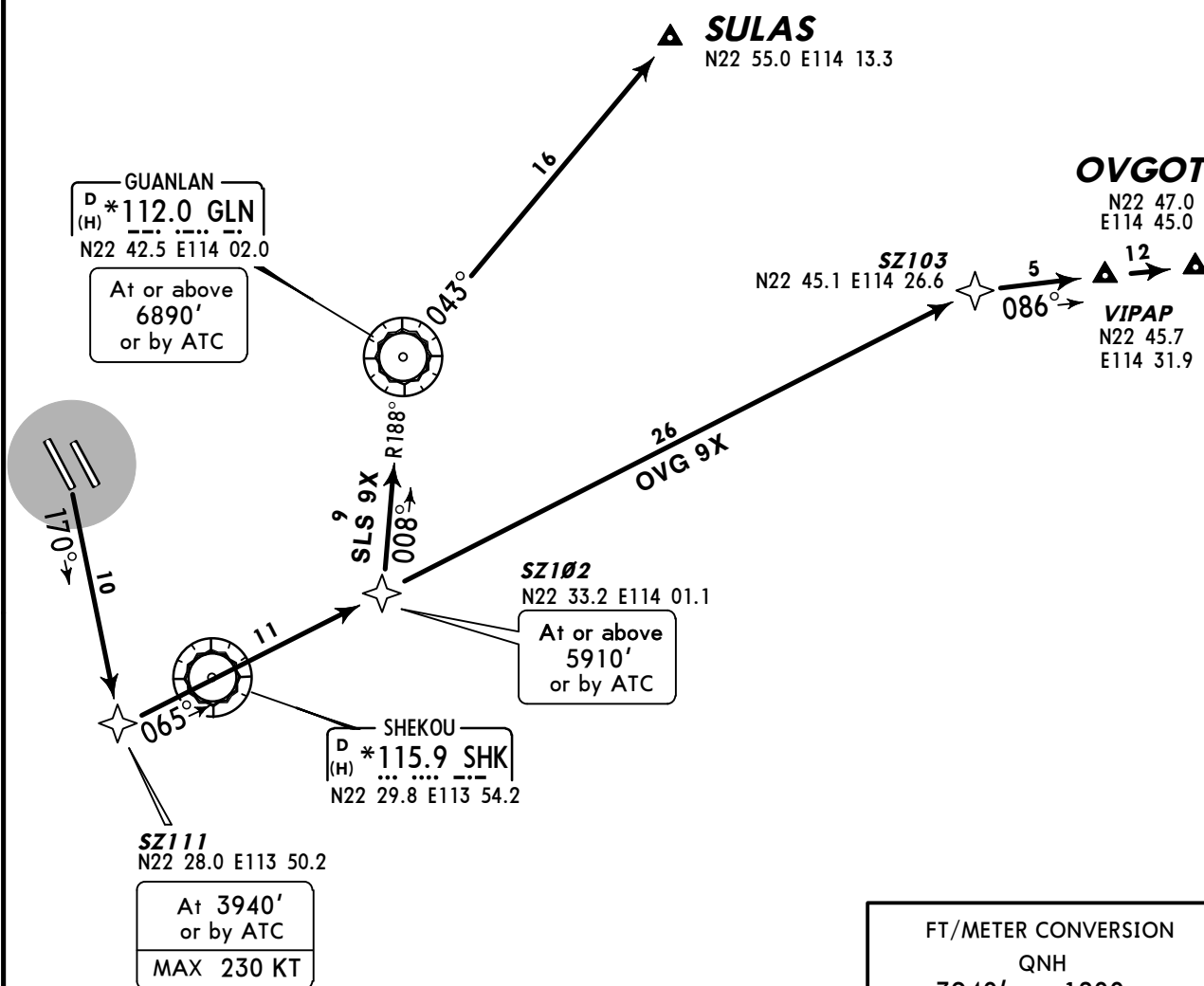
RNAV 1

Basic RNP1

RADAR REQUIRED

DEVIATION TO SOUTH SHK R-065 IS FORBIDDEN
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, RNAV SIDS NEED ATC CLEARANCE

① By ATC.



FT/METER CONVERSION

QNH

3940' - 1200m
5910' - 1800m
6890' - 2100m
8860' - 2700m

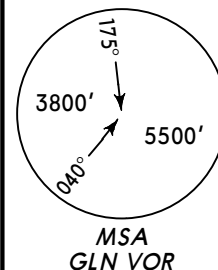
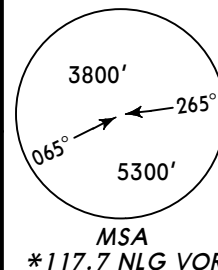
FL CONVERSION

FL108 FL3300m
FL118 FL3600m

SID	ROUTING
OVG 9X	On 170° track to SZ111 (3940' or by ATC; K230-) - SZ102 (5910'+ or by ATC) - SZ103 - VIPAP - OVGOT.
SLS 9X①	On 170° track to SZ111 (3940' or by ATC; K230-) - SZ102 (5910'+ or by ATC) - GLN (6890'+ or by ATC) - SULAS.

Apt Elev
13'

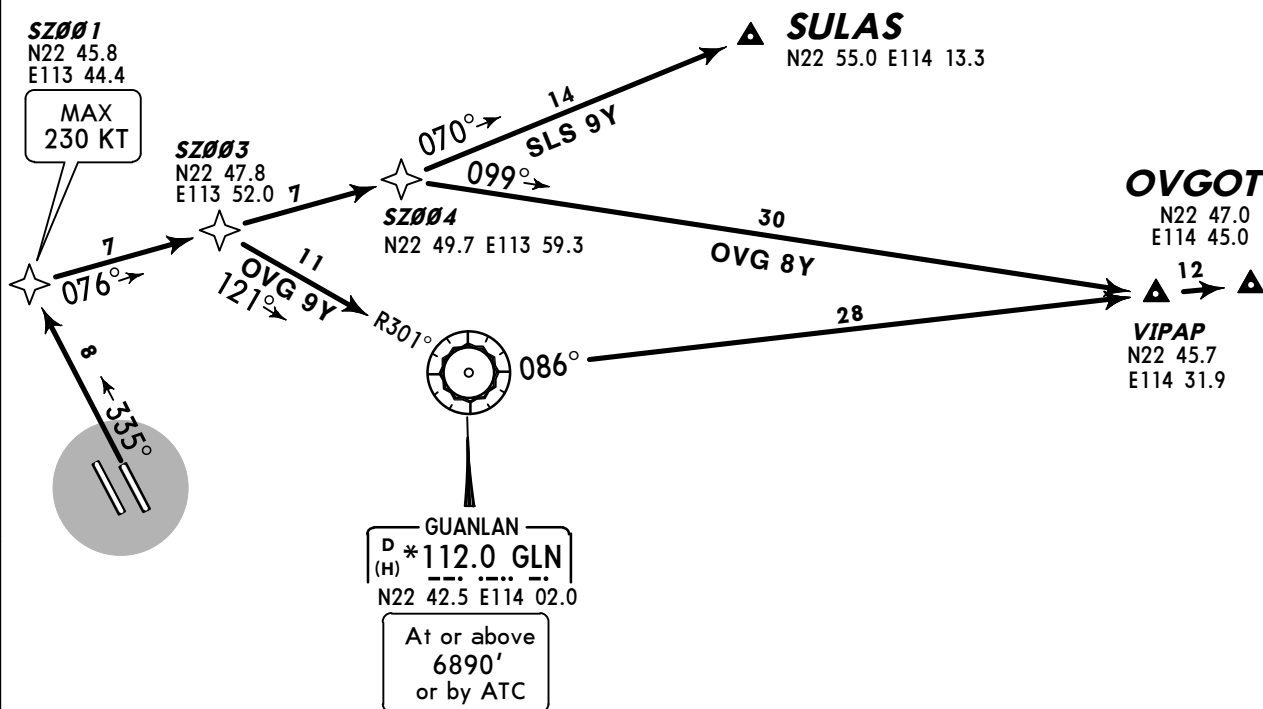
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



OVG 8Y^① , OVG 9Y, SLS 9Y^①
RWY 33 RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
Basic RNP1
RADAR REQUIRED



① By ATC.



FT/METER CONVERSION

QNH

6890' - 2100m
8860' - 2700m

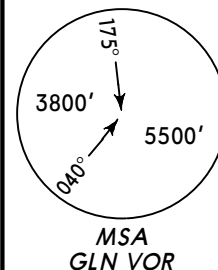
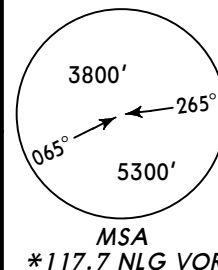
FL CONVERSION

FL108 FL3300m
FL118 FL3600m

SID	ROUTING
OVG 8Y^①	On 335° track to SZ001 (K230-) - SZ003 - SZ004 - VIPAP - OVGOT.
OVG 9Y	On 335° track to SZ001 (K230-) - SZ003 - GLN (6890'+ or by ATC) - VIPAP - OVGOT.
SLS 9Y^①	On 335° track to SZ001 (K230-) - SZ003 - SZ004 - SULAS.

Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



OVG 8Z^① , OVG 9Z, SLS 9Z^①
RWY 34 RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)

RNAV 1

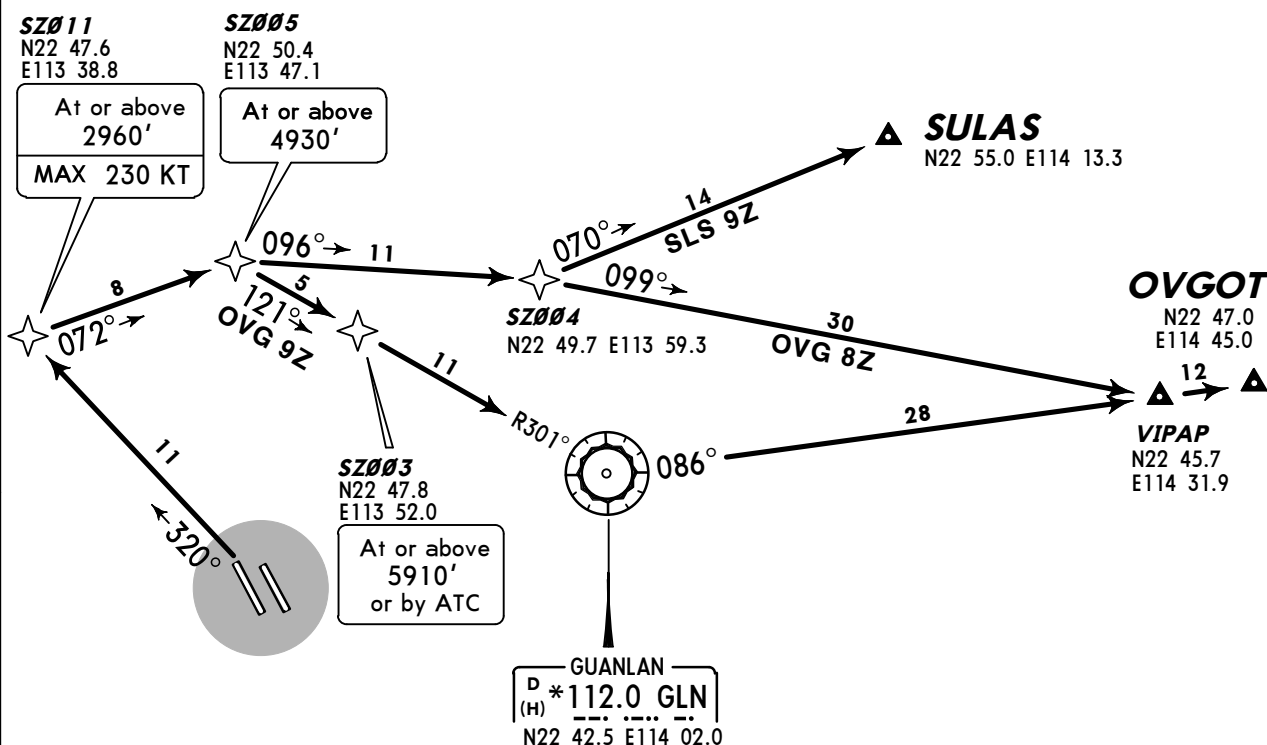
Basic RNP1

RADAR REQUIRED

WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, RNAV SIDS NEED ATC CLEARANCE



① By ATC.



FT/METER CONVERSION

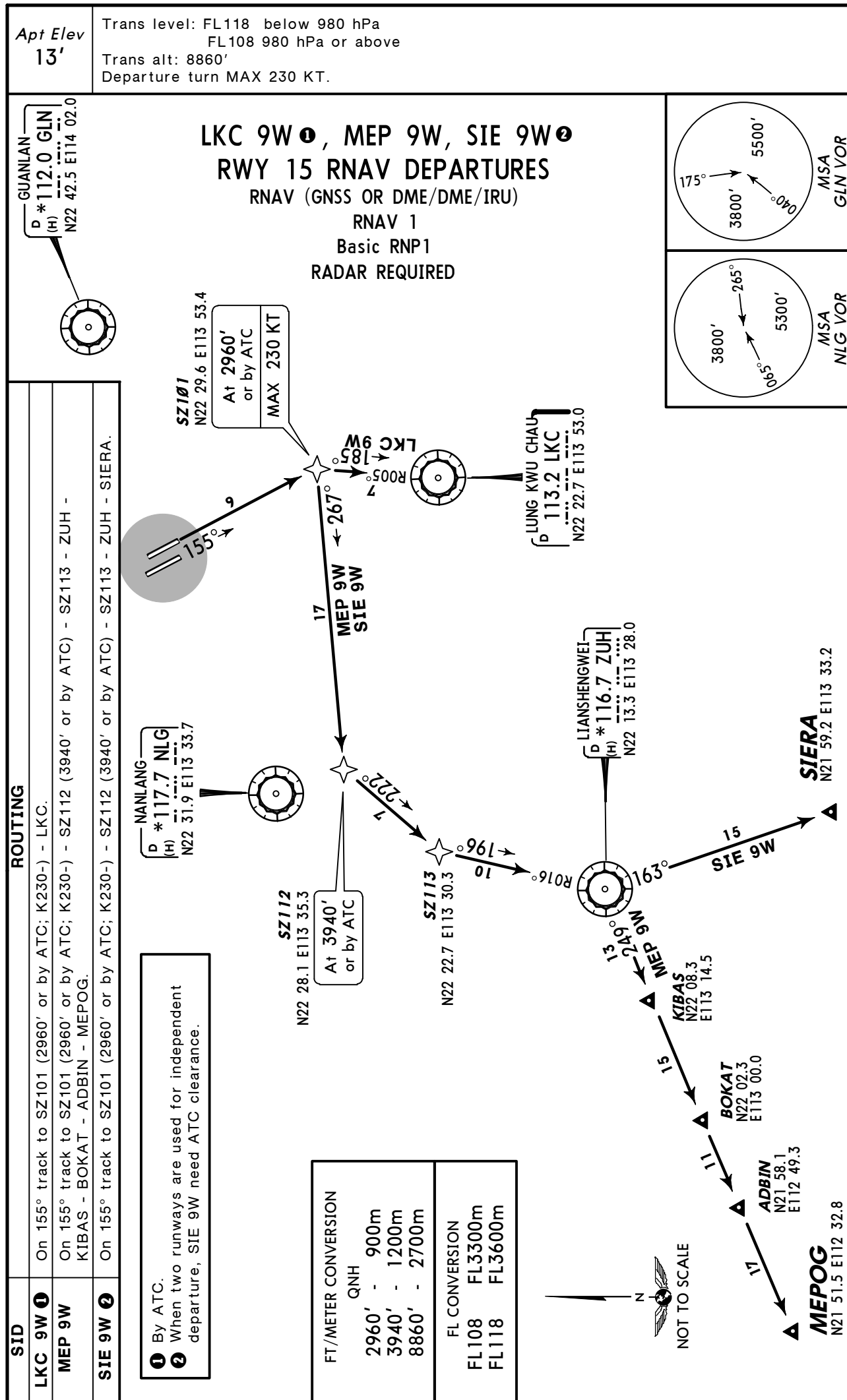
QNH

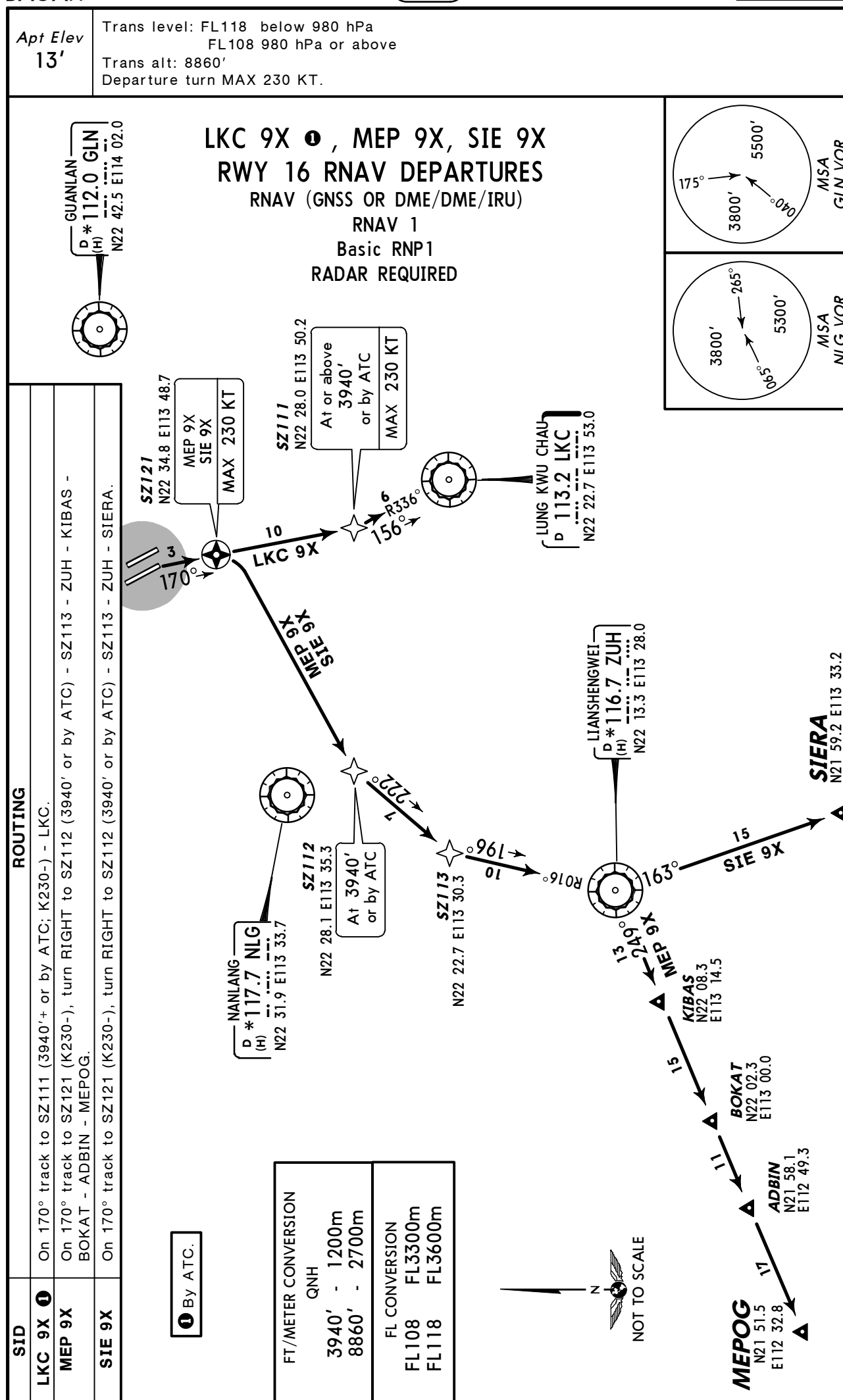
2960'	-	900m
4930'	-	1500m
5910'	-	1800m
8860'	-	2700m

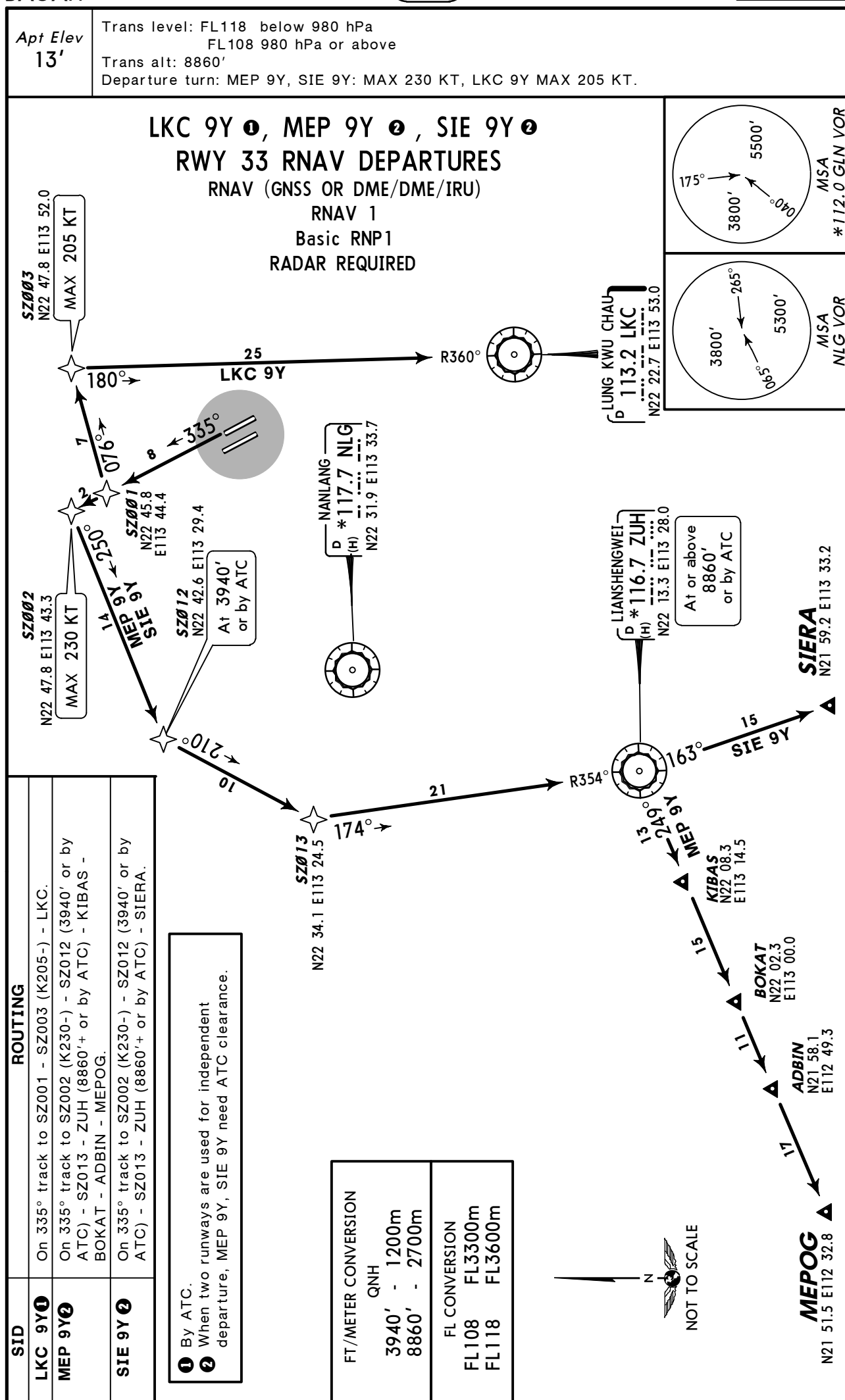
FL CONVERSION

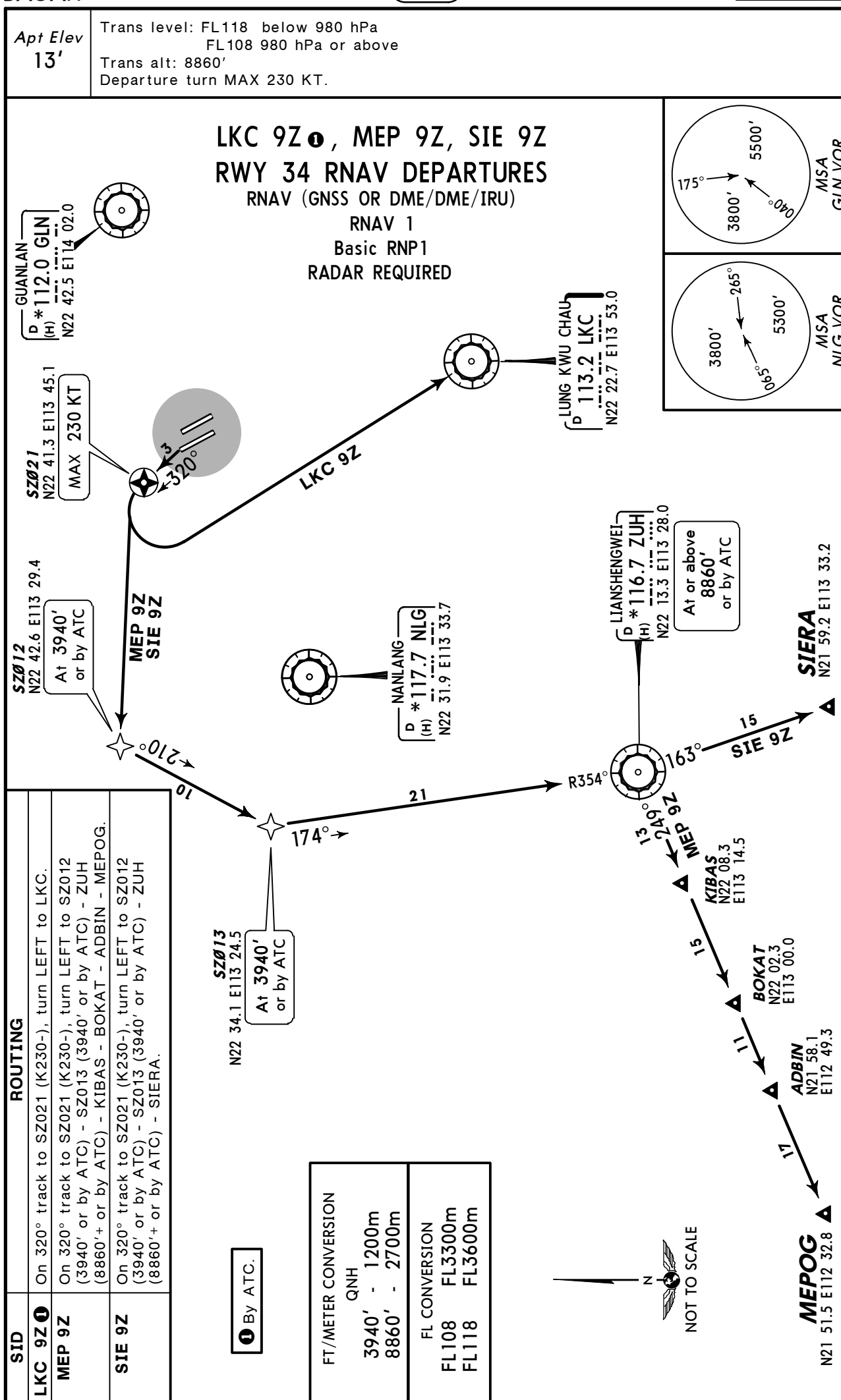
FL108	FL3300m
FL118	FL3600m

SID	ROUTING
OVG 8Z^①	On 320° track to SZ011 (2960'+; K230-) - SZ005 (4930'+) - SZ004 - VIPAP - OVGOT.
OVG 9Z	On 320° track to SZ011 (2960'+; K230-) - SZ005 (4930'+) - SZ003 (5910'+ or by ATC) - GLN - VIPAP - OVGOT.
SLS 9Z^①	On 320° track to SZ011 (2960'+; K230-) - SZ005 (4930'+) - SZ004 - SULAS.



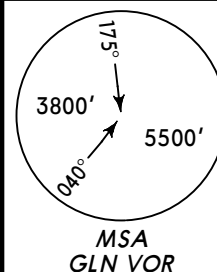
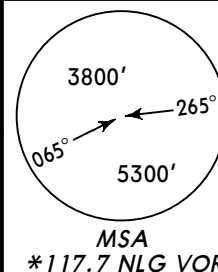






Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.

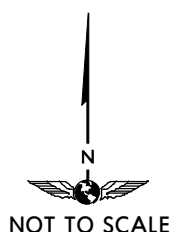
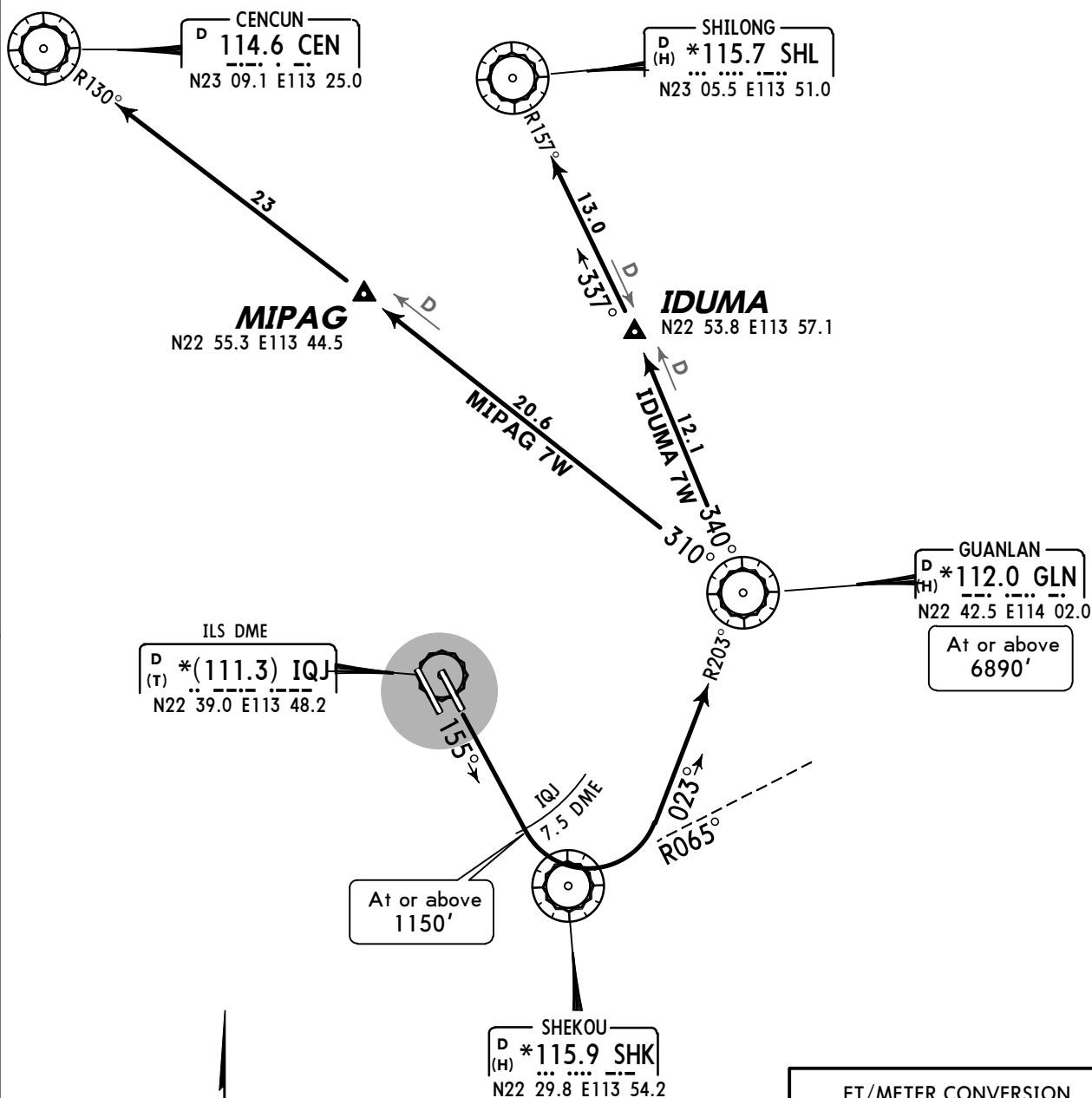


IDUMA 7W [IDUM7W]

MIPAG 7W [MIPA7W]

RWY 15 DEPARTURES

DEVIATION TO SOUTH SHK R-065 IS FORBIDDEN



FT/METER CONVERSION

QNH

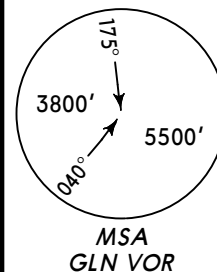
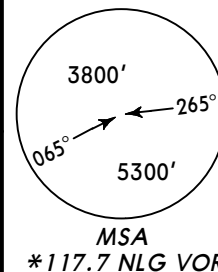
1150' - 350m
6890' - 2100m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

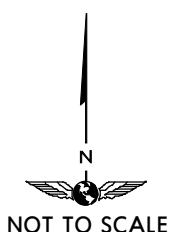
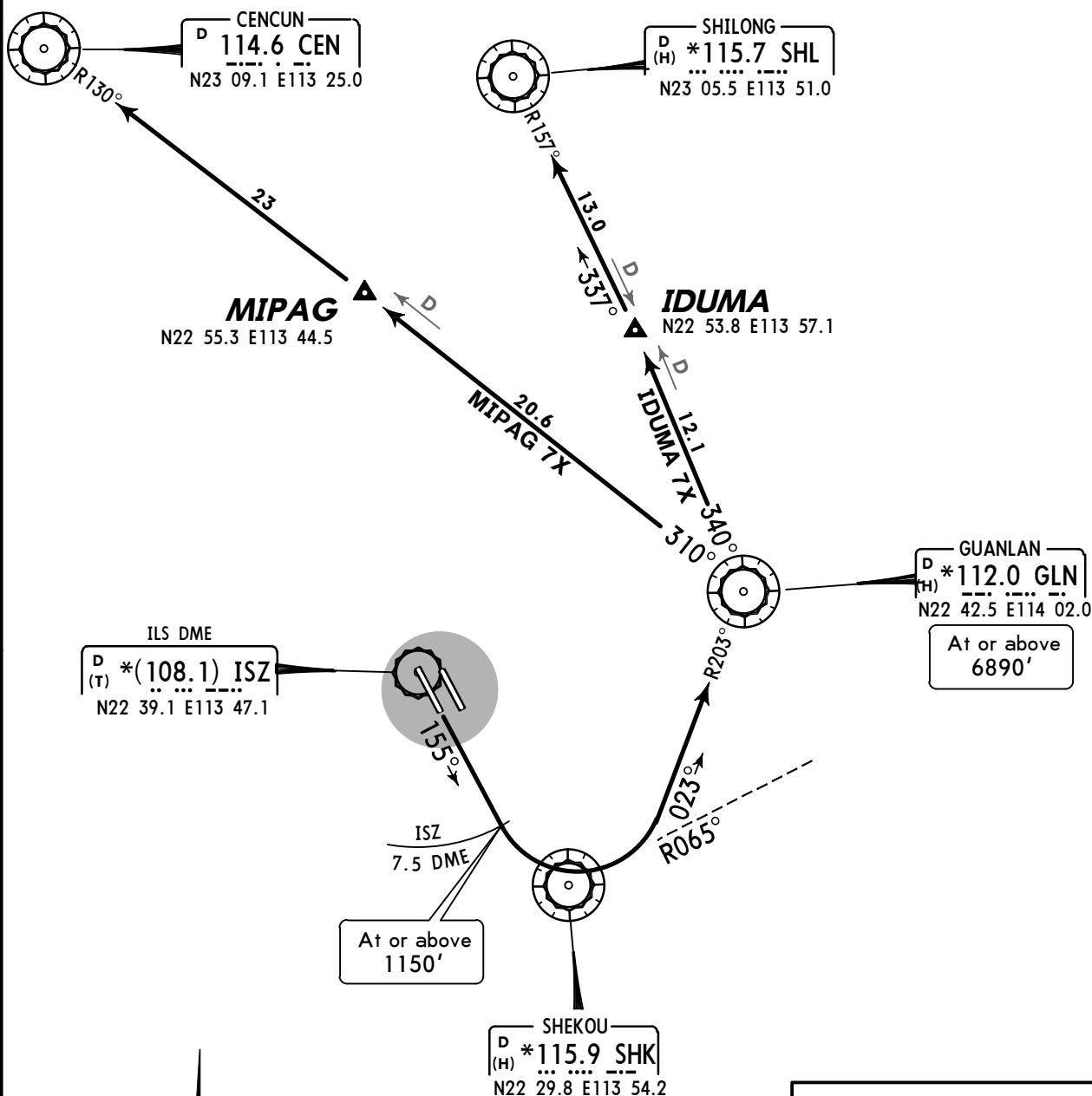
Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



**IDUMA 7X [IDUM7X]
MIPAG 7X [MIPA7X]
RWY 16 DEPARTURES**

DEVIATION TO SOUTH SHK R-065 IS FORBIDDEN
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, RNAV SIDS NEED ATC CLEARANCE



FT/METER CONVERSION

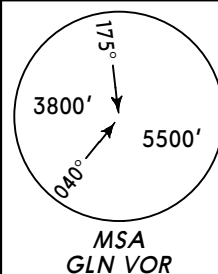
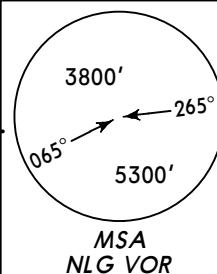
QNH

1150' - 350m
6890' - 2100m
8860' - 2700m

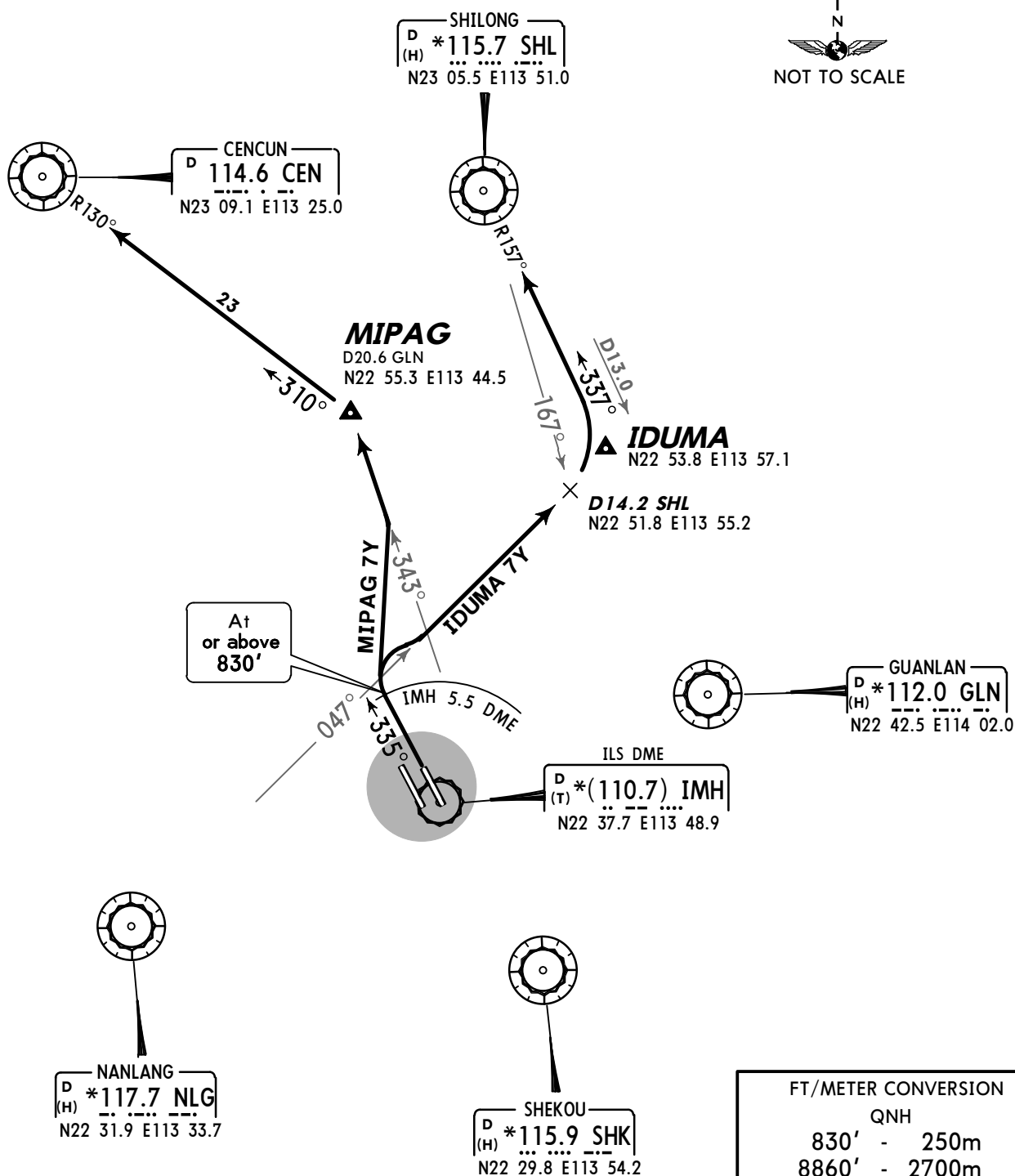
FL CONVERSION

FL108 FL3300m
FL118 FL3600m

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



**IDUMA 7Y [IDUM7Y]
MIPAG 7Y [MIPA7Y]
RWY 33 DEPARTURES**



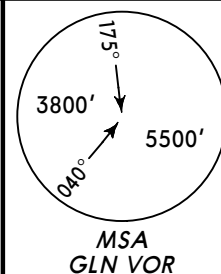
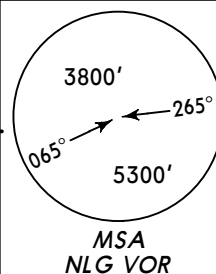
FT/METER CONVERSION
QNH
830' - 250m
8860' - 2700m

FL CONVERSION

FL108	FL3300m
FL118	FL3600m

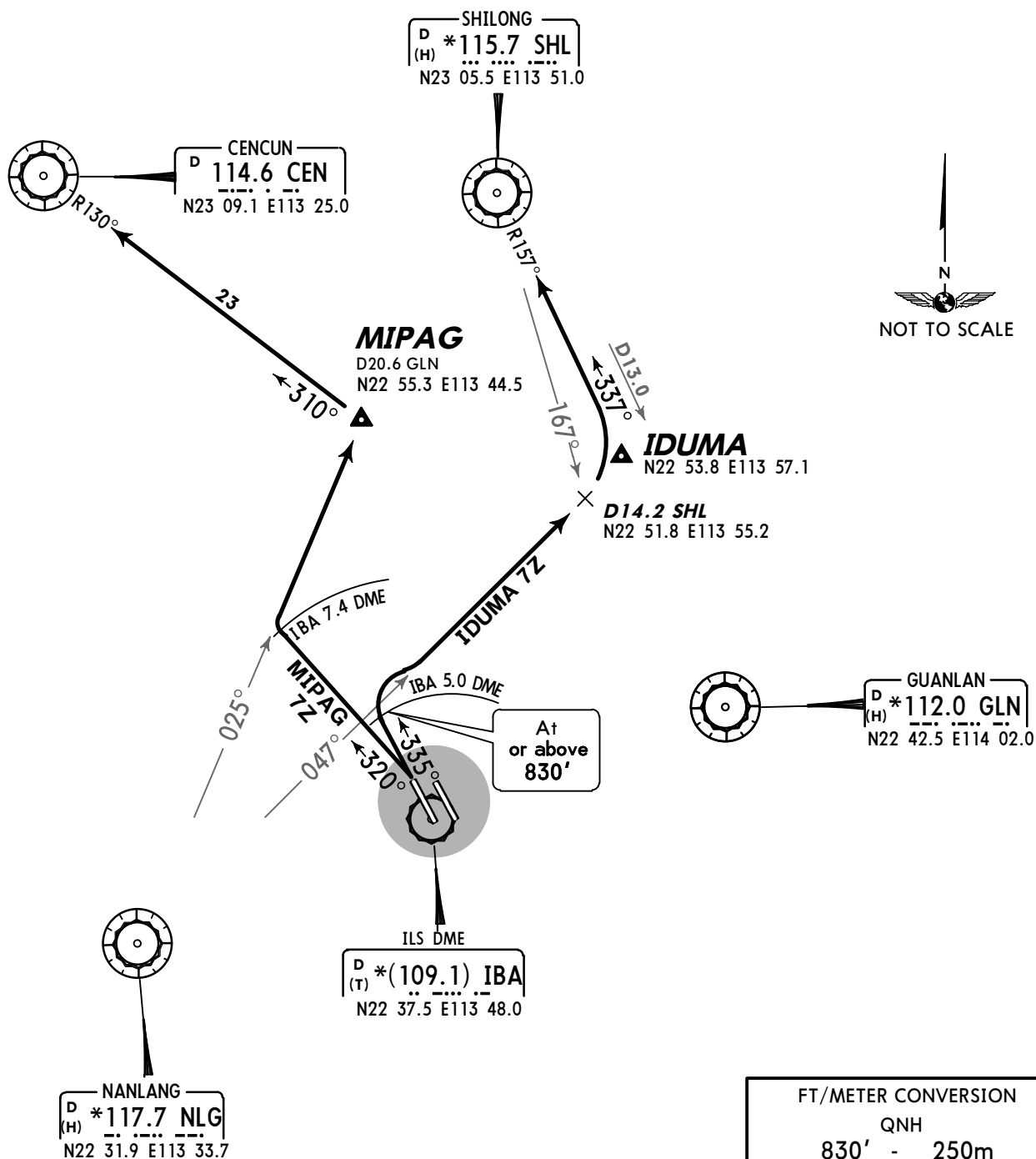
Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



IDUMA 7Z [IDUM7Z] ①
MIPAG 7Z [MIPA7Z]
RWY 34 DEPARTURES

① When two runways are used for independent departure, IDUMA 7Z need ATC clearance.



FT/METER CONVERSION

QNH

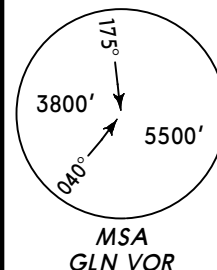
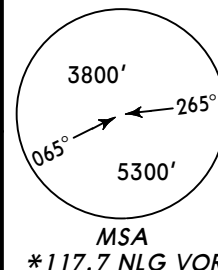
830' - 250m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



OVGOT 6W [OVGO6W]

OVGOT 7W [OVGO7W]

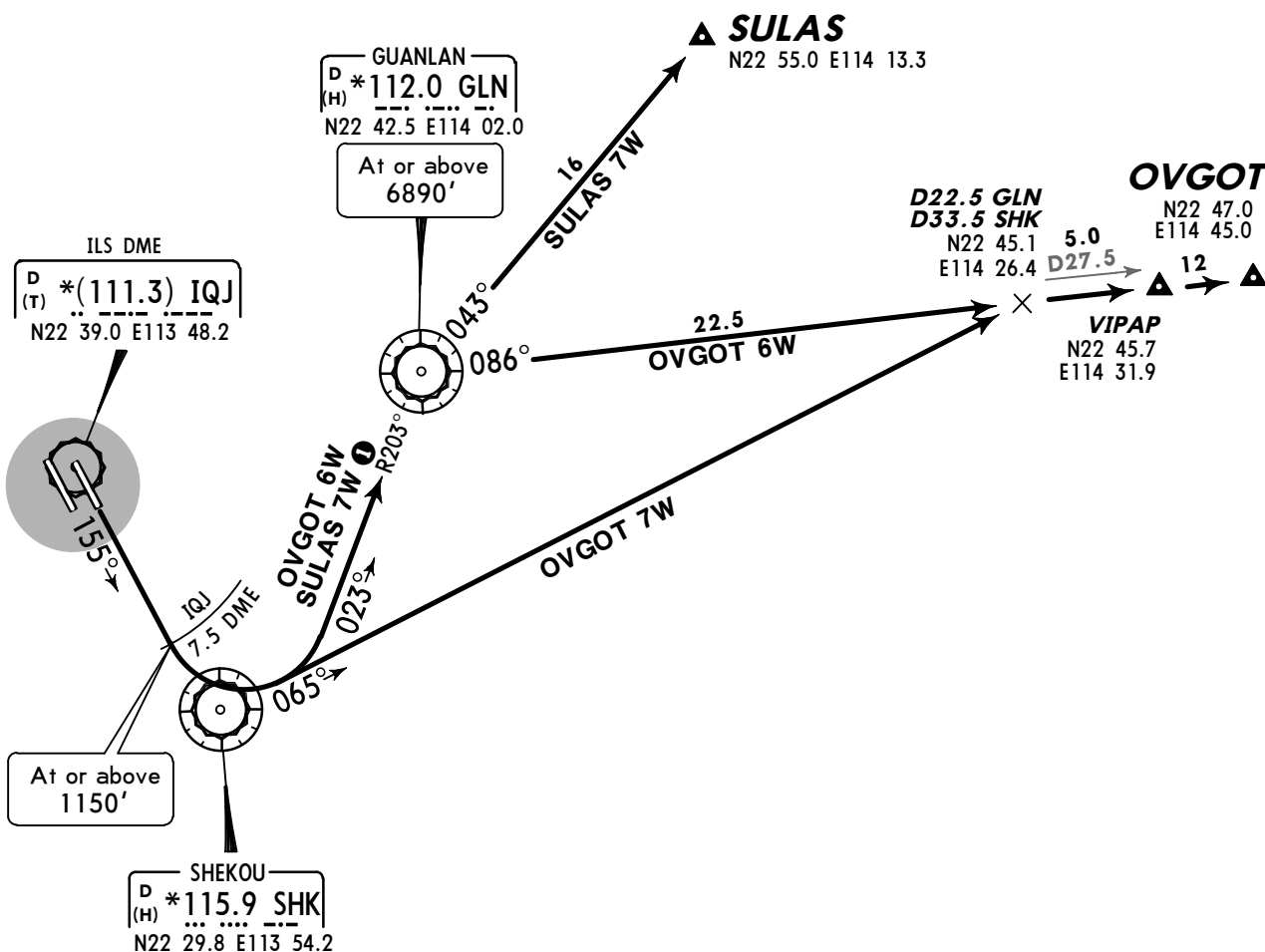
SULAS 7W [SULA7W] ①

RWY 15 DEPARTURES

DEVIATION TO SOUTH SHK R-065 IS FORBIDDEN



① By ATC.



FT/METER CONVERSION

QNH

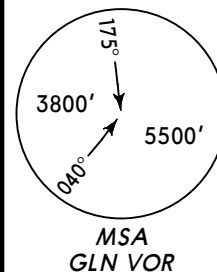
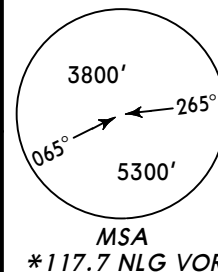
1150' - 350m
6890' - 2100m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



OVGOT 6X [OVGO6X]

OVGOT 7X [OVGO7X]

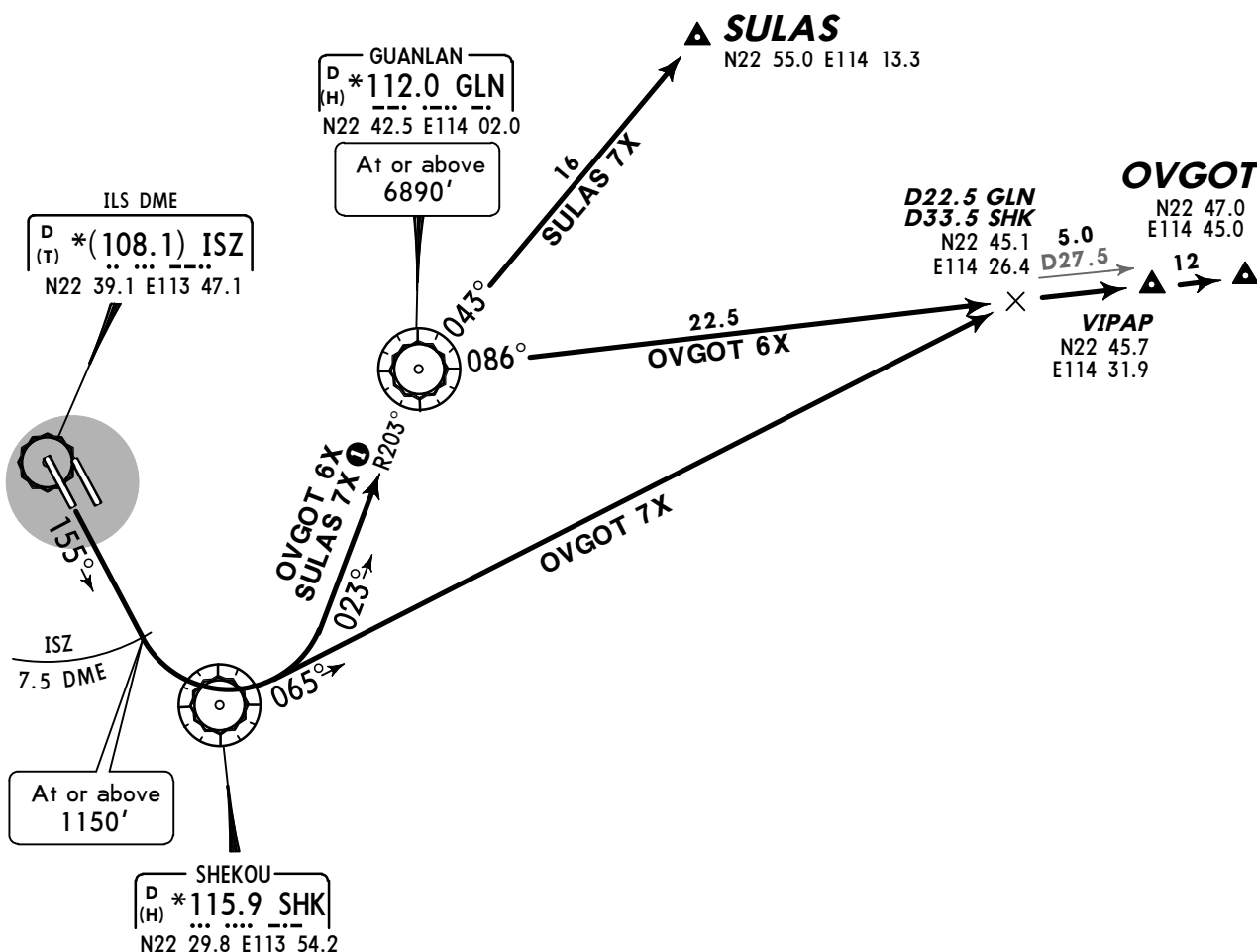
SULAS 7X [SULA7X] ①

RWY 16 DEPARTURES

DEVIATION TO SOUTH SHK R-065 IS FORBIDDEN
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, RNAV SIDS NEED ATC CLEARANCE



① By ATC.



FT/METER CONVERSION

QNH

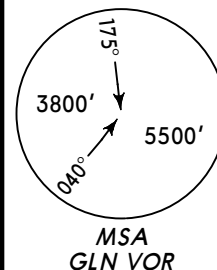
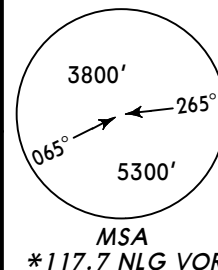
1150' - 350m
6890' - 2100m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

Apt Elev
13'

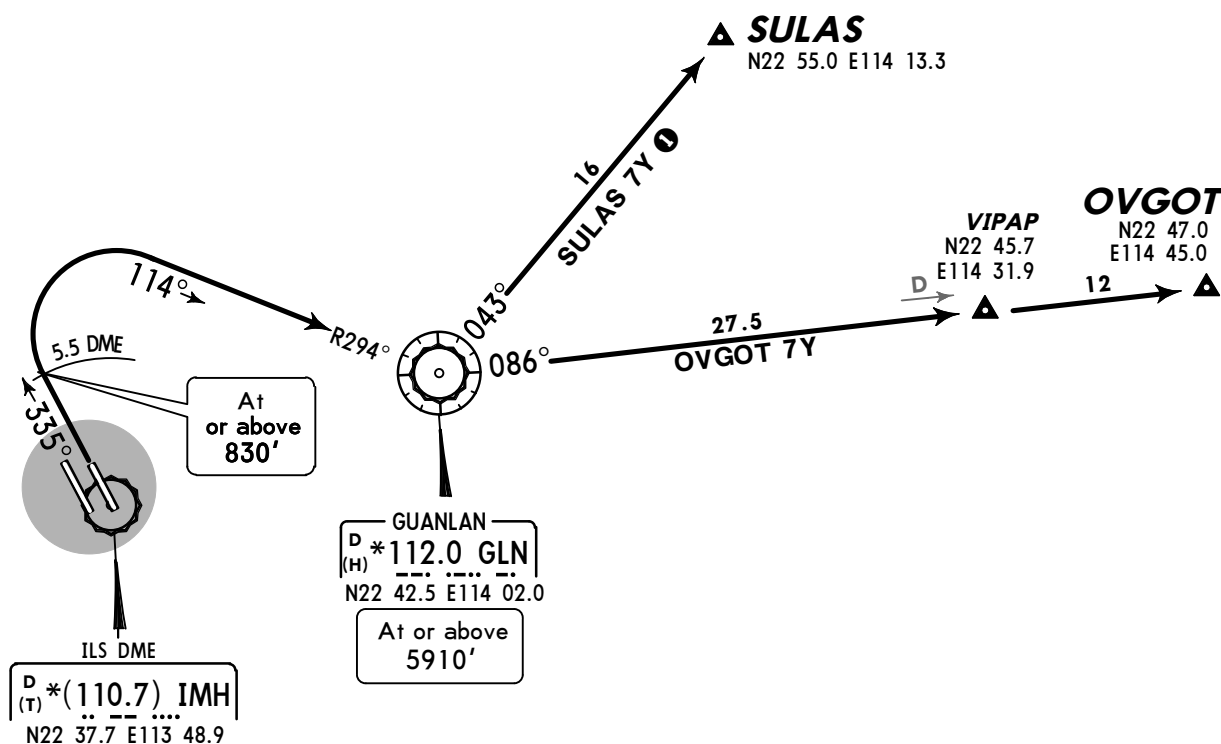
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



OVGOT 7Y [OVGO7Y]
SULAS 7Y [SULA7Y] ①
RWY 33 DEPARTURES



① By ATC.



FT/METER CONVERSION

QNH

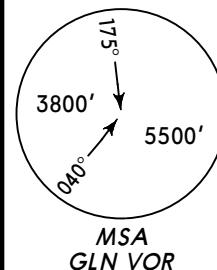
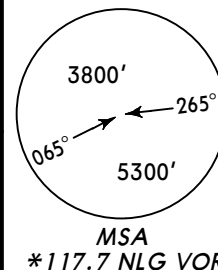
830' - 250m
5910' - 1800m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.

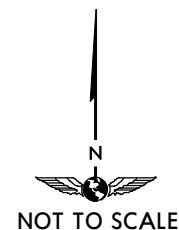


OVGOT 7Z [OVGO7Z]

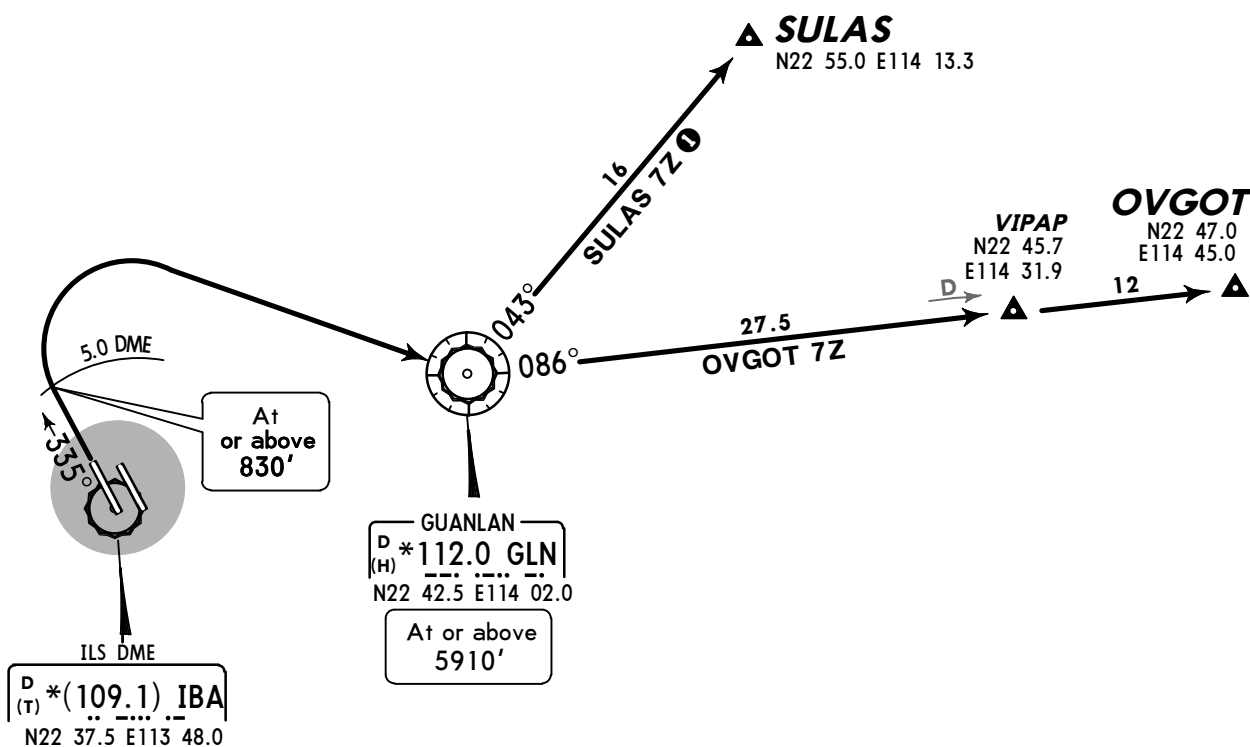
SULAS 7Z [SULA7Z] ①

RWY 34 DEPARTURES

WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, RNAV SIDS NEED ATC CLEARANCE



① By ATC.



FT/METER CONVERSION

QNH

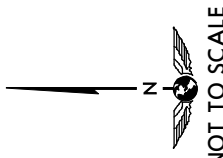
830' - 250m
5910' - 1800m
8860' - 2700m

FL CONVERSION

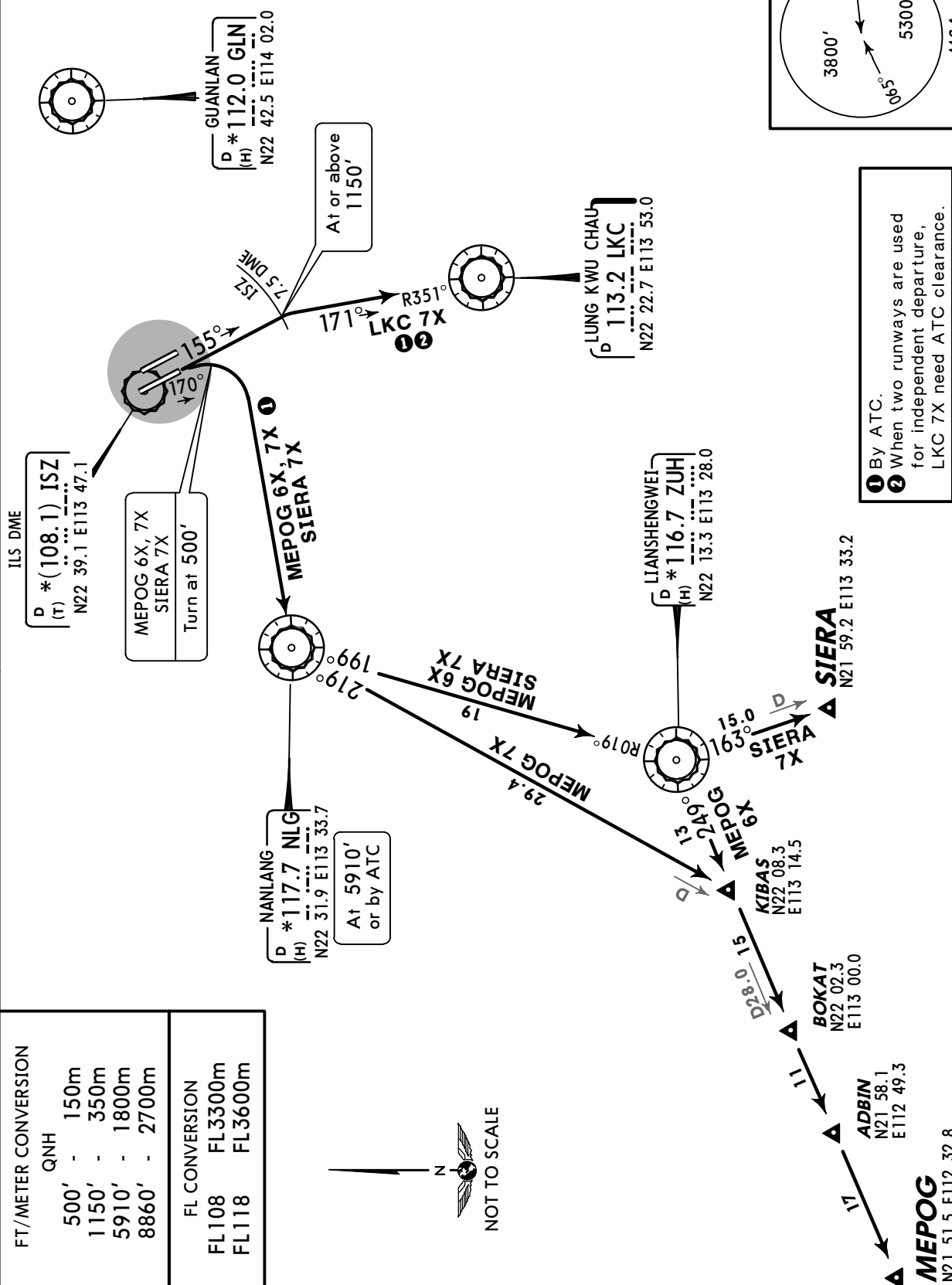
FL108 FL3300m
FL118 FL3600m

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.

RWY 15 DEPARTURES



Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



FT/METER CONVERSION

500'	-	150m
150'	-	350m
910'	-	1800m
860'	-	2700m

FL CONVERSION

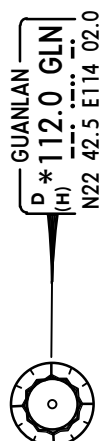
FL108	FL3300m
FL118	FL3600m

NOT TO SCALE

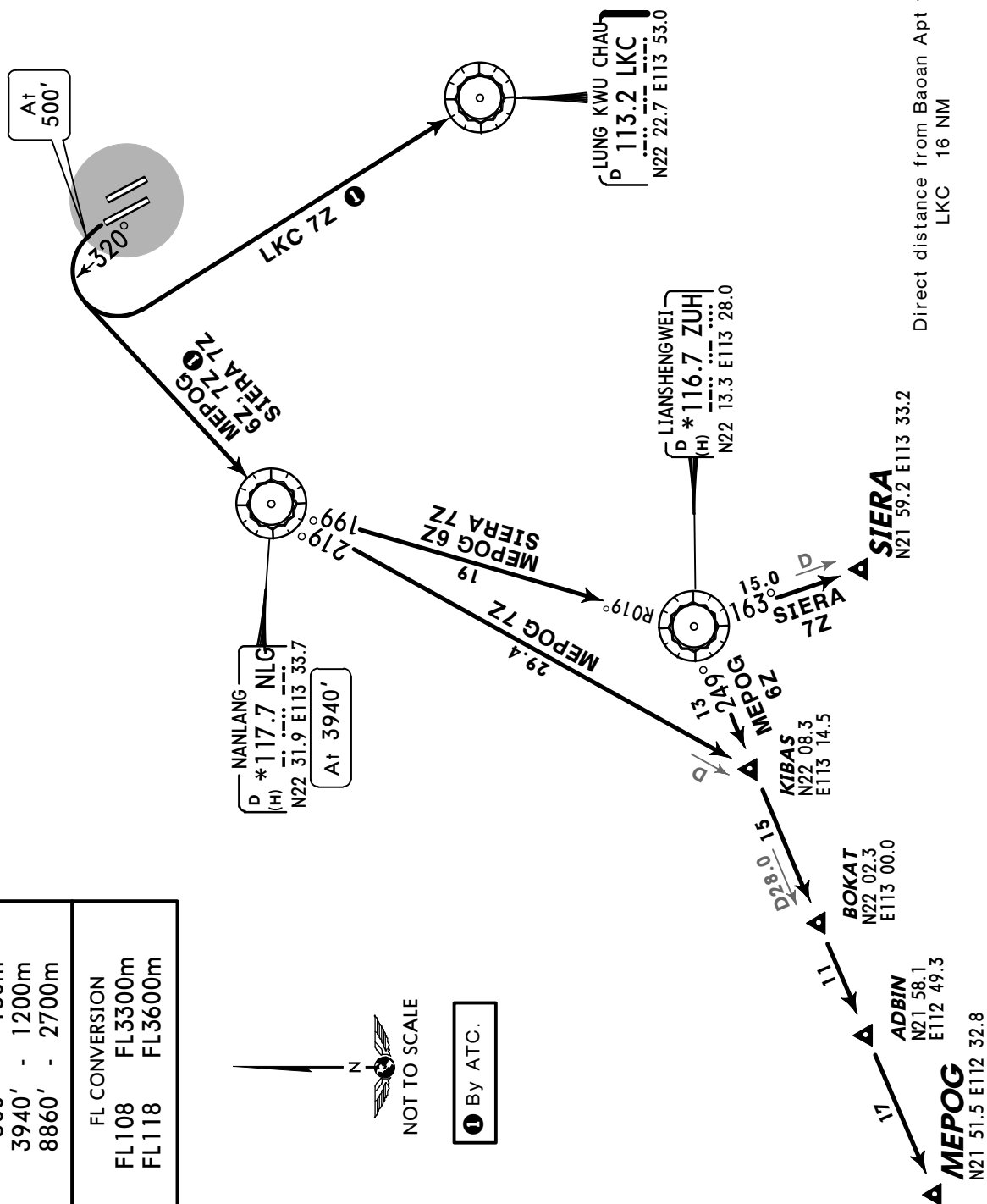
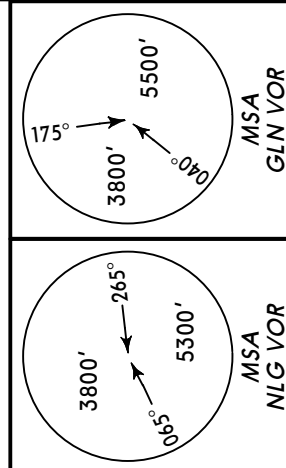
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



LKC 7Z ❶
MEPOG 6Z [MEPO6Z]
MEPOG 7Z [MEPO7Z] ❶
SIERA 7Z [SIER7Z]
RWY 34 DEPARTURES



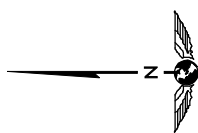
FT/METER CONVERSION

QNH

500' - 150m

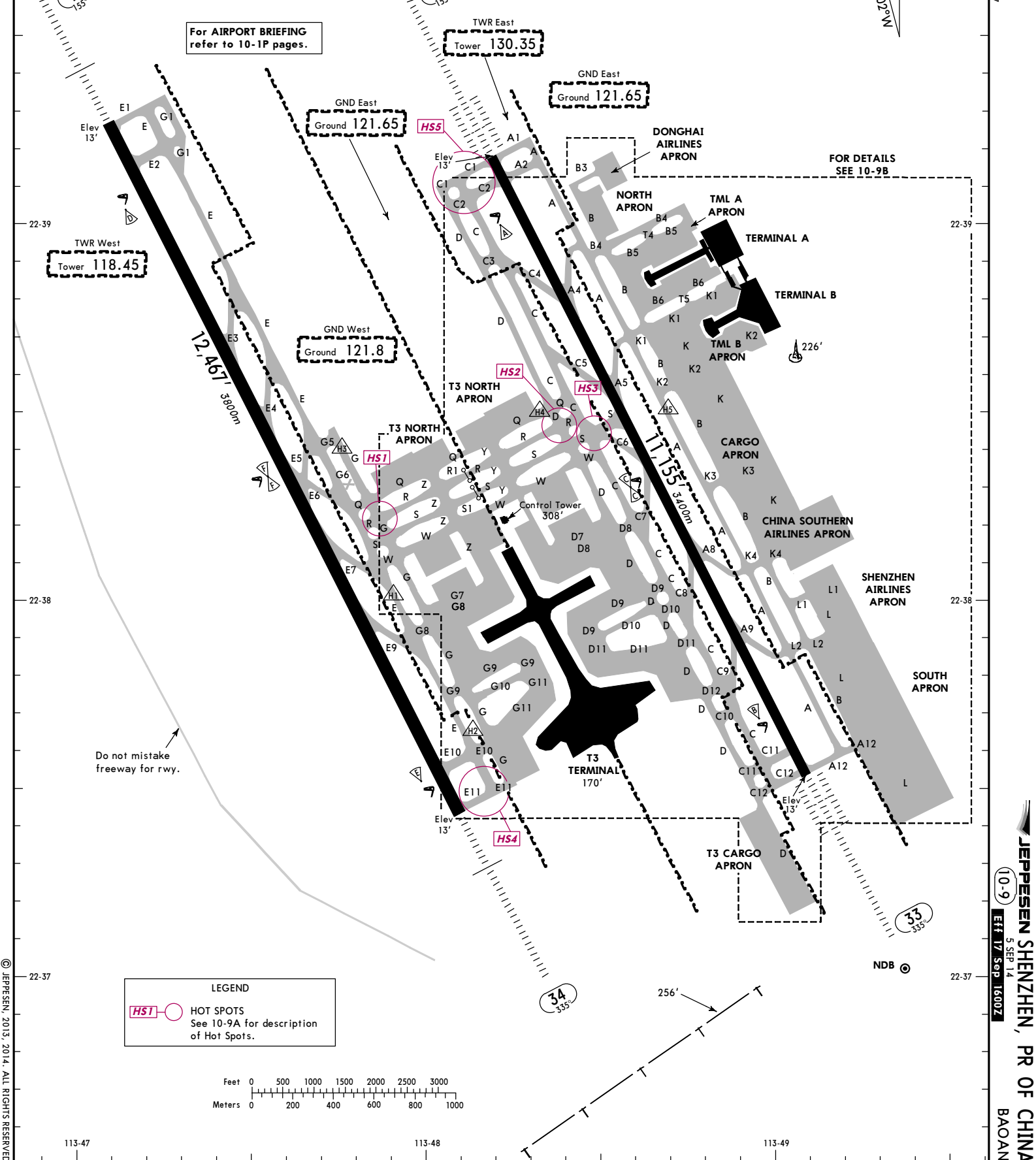
3940' - 1200m

FL CONVERSION

FL108 FL3300mFL118 FL3600m

NOT TO SCALE

1 By ATC:



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING	BEYOND		
						Threshold	Glide Slope		
15		HIRL ① CL ② ALSF-II TDZ PAPI-L (3.0°)		RVR			10,131' 3088m	③	148'
33							10,145' 3092m		45m

① spacing 60m

② spacing 30m

③ TAKE-OFF RUN AVAILABLE

RWY 15:

From rwy head 11,155' (3400m)

Twy A2, C2 int 10,745' (3275m)

RWY 33:

From rwy head 11,155' (3400m)

Twy C11 int 10,725' (3269m)

16		HIRL (60m) CL (30m) HIALS SFL PAPI-L (3.0°)		RVR		11,443' 3488m		④	197'
34						11,440' 3487m			60m

④ TAKE-OFF RUN AVAILABLE

RWY 16:

From rwy head 12,467' (3800m)

Twy E2 int 11,706' (3568m)

RWY 34:

From rwy head 12,467' (3800m)

Twy E10 int 11,706' (3568m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1

INTERSECTION OF TWYS G, R:

Acft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS2

INTERSECTION OF TWYS D, R:

Acft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS3

INTERSECTION OF TWYS C, C6:

When acft taxiing to TWY C from TWY S or R, pilot shall avoid taxiing into RWY 15/33 via TWY C6 by mistake.

HS4

INTERSECTION OF TWYS E11, E and RWY 34:

When acft taxiing from TWY G to TWY E via TWY E11, pilot shall avoid taxiing into RWY 34 via TWY E11 by mistake.

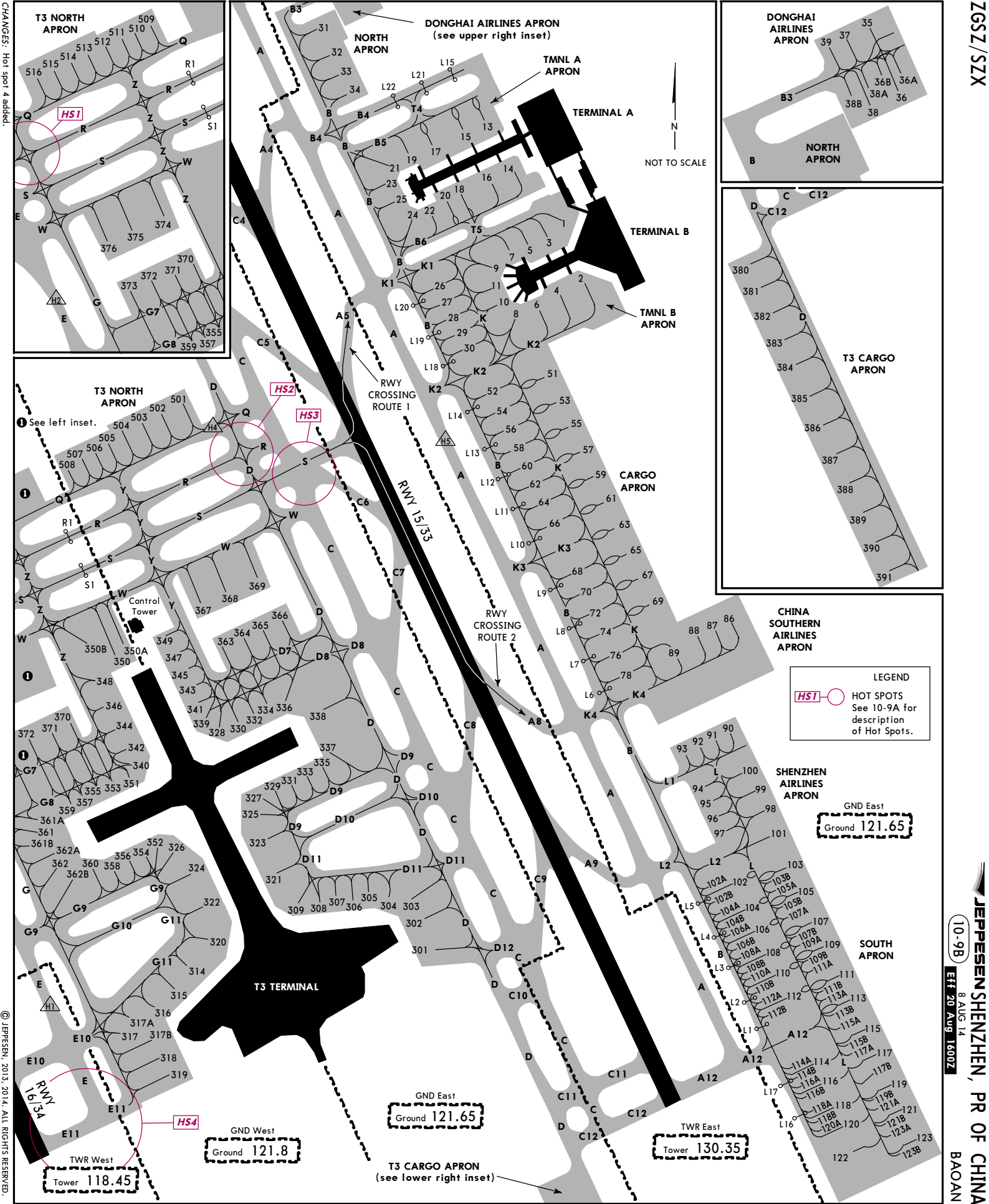
HS5

INTERSECTION OF TWYS C1, C2 and TWY C, RWY 15:

When acft taxiing from TWY D to RWY 15 via TWY C1 or C2, pilot shall avoid mistaking TWY C as RWY 15.

TAKE-OFF

	All Rwys	
	RL	NIL (DAY only)
A		
B	RVR 400m	RVR 500m
C	VIS 800m	VIS 800m
D		



STRAIGHT-IN RWY		A	B	C	D
15	ILS ❶	213'(200')	213'(200')	213'(200')	226'(213')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	ILS ❷	719'(706')	735'(722')	735'(722')	751'(738')
		3300m	3300m	3300m	3400m
	LOC ❶ ❸	460'(447')	460'(447')	460'(447')	460'(447')
		1700m	1700m	1700m	1700m
	ALS out	1700m	1700m	2100m	2100m
16	ILS	213'(200')	213'(200')	213'(200')	226'(213')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC ❸	320'(307')	320'(307')	320'(307')	320'(307')
		900m	900m	900m	1200m
	ALS out	1400m	1400m	1400m	1400m
33	ILS ❶	213'(200')	213'(200')	213'(200')	226'(213')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	ILS ❷	472'(459')	489'(476')	489'(476')	505'(492')
		1800m	1900m	1900m	2000m
	ALS out	1800m	1900m	2200m	2300m
	LOC ❶ ❸	630'(617')	630'(617')	630'(617')	630'(617')
		2700m	2700m	2700m	2700m
34	ILS	213'(200')	213'(200')	213'(200')	226'(213')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC ❸	350'(337')	350'(337')	350'(337')	350'(337')
		1100m	1100m	1100m	1200m
	ALS out	1500m	1500m	1500m	1500m

❶ Missed apch climb gradient mim 4.0%.

❷ Missed apch climb gradient mim 2.5%.

❸ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❹	100 KT	135 KT	180 KT	205 KT
	640'(627') ❺ V2800m	640'(627') ❺ V2800m	890'(877') V3600m	890'(877') V4000m

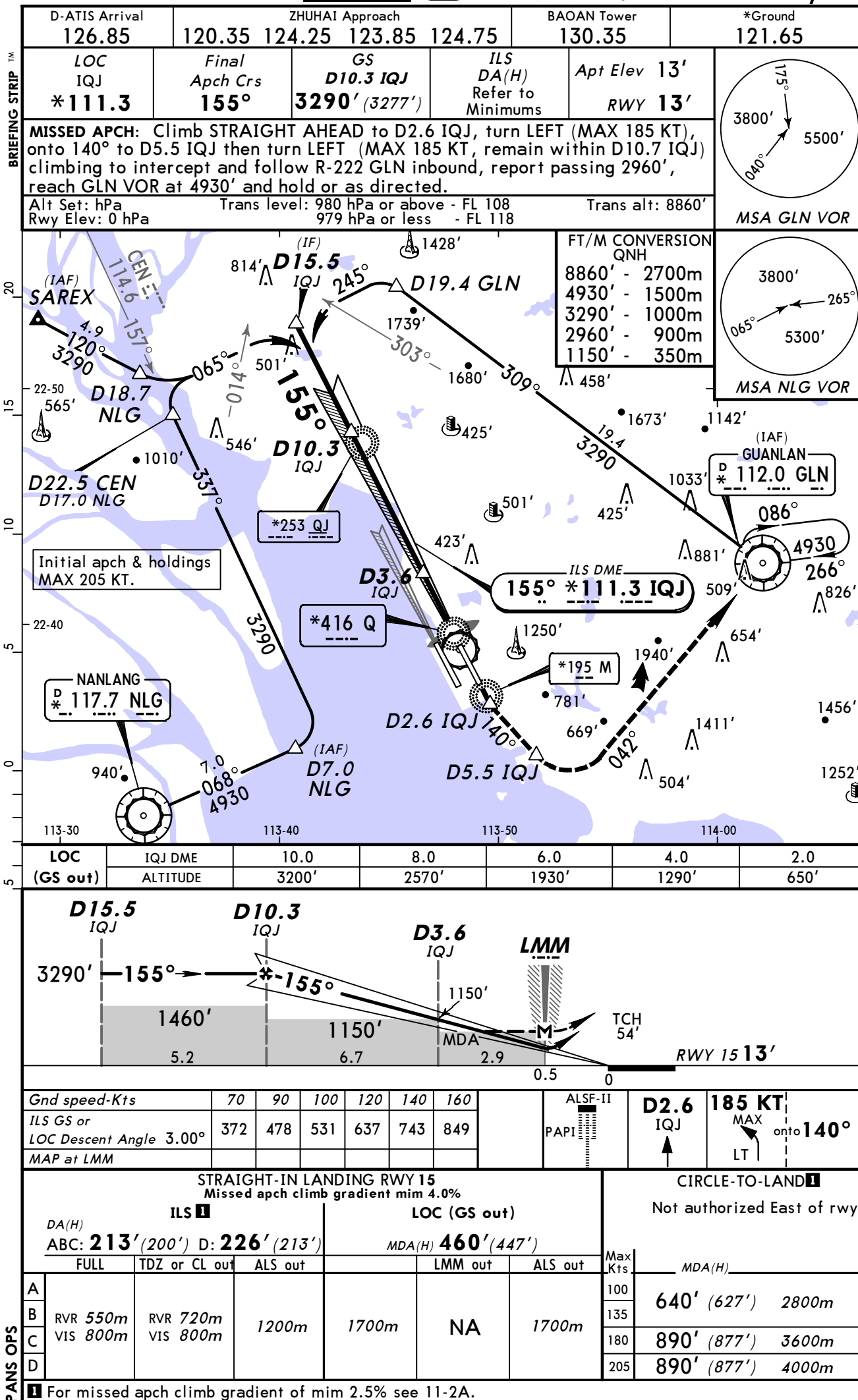
❹ Not authorized East of rwy.

❺ or higher minimums of preceding straight-in approach.

ZGSZ/SZX

TAKE-OFF RWY 15, 16, 33, 34

	RL	NIL (DAY only)
A	RVR 400m VIS 800m	RVR 500m VIS 800m
B		
C		
D		



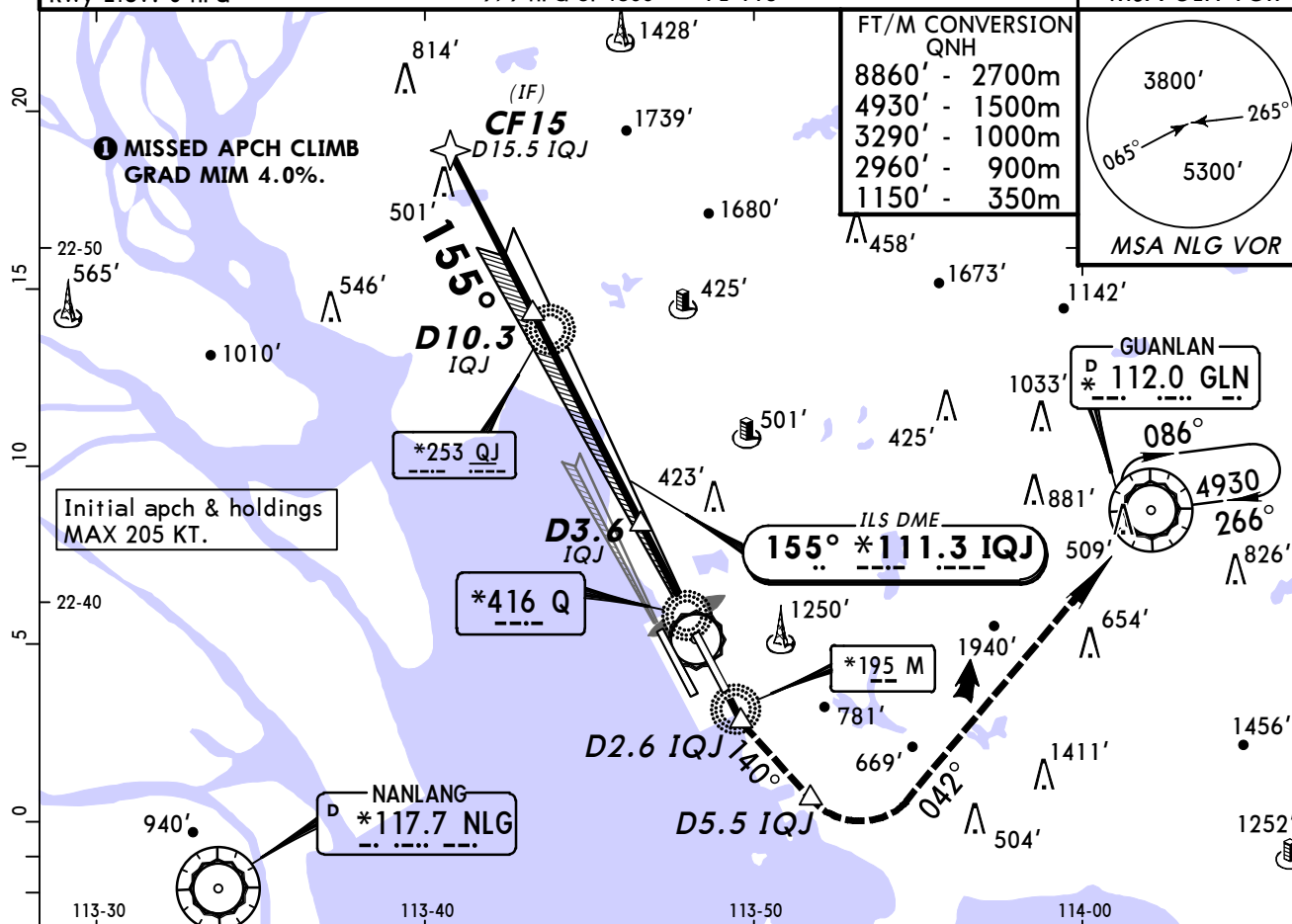
SHENZHEN, PR OF CHINA
 ① RNAV ILS DME Rwy 15

A diagram of a circular sector. The radius is labeled as 5500'. The central angle is labeled as 175°. The arc length is labeled as 3800'.

Alt Set: hPa	Trans level: 980 hPa or above - FL 108	Trans alt: 8860'
Rwy Elev: 0 hPa	979 hPa or less - FL 118	

MSA GLN VOR

FT/M CONVERSION	
QNH	
8860'	- 2700m
4930'	- 1500m
3290'	- 1000m
2960'	- 900m
1150'	- 350m



Profile view of runway 15 showing elevation, distance, and obstacle data. The profile starts at an elevation of 3290' and a distance of 0. The runway length is 13'. The profile includes the following data points:

Obstacle	Elevation (ft)	Distance (mi)	Distance (ft)
CF15	1460'	5.2	15.5
D10.3	1150'	6.7	10.3
D3.6	1150'	2.9	3.6
LMM	1150'	0.5	0.5
TCH	54'	0	0

The profile also shows a 155° angle at the start of the runway and a 155° angle at the end of the runway.

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS or LOC Descent Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at LMM</i>							

STRAIGHT-IN LANDING RWY 15 Missed apch climb gradient mim 4.0%							CIRCLE-TO-LAND 1 Not authorized East of rwy	
ILS 1 DA(H) ABC: 213' (200') D: 226' (213')				LOC (GS out) MDA(H) 460' (447')			Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out		LMM out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1700m	NA	1700m	100	640' (627') 2800m 890' (877') 3600m 890' (877') 4000m
B								
C								
D								

1 For missed apch climb gradient of min 2.5% see 11-2A.

CHANGES: Communications, Minimums.

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ILS DME or RNAV ILS DME RWY 15 MINIMUMS

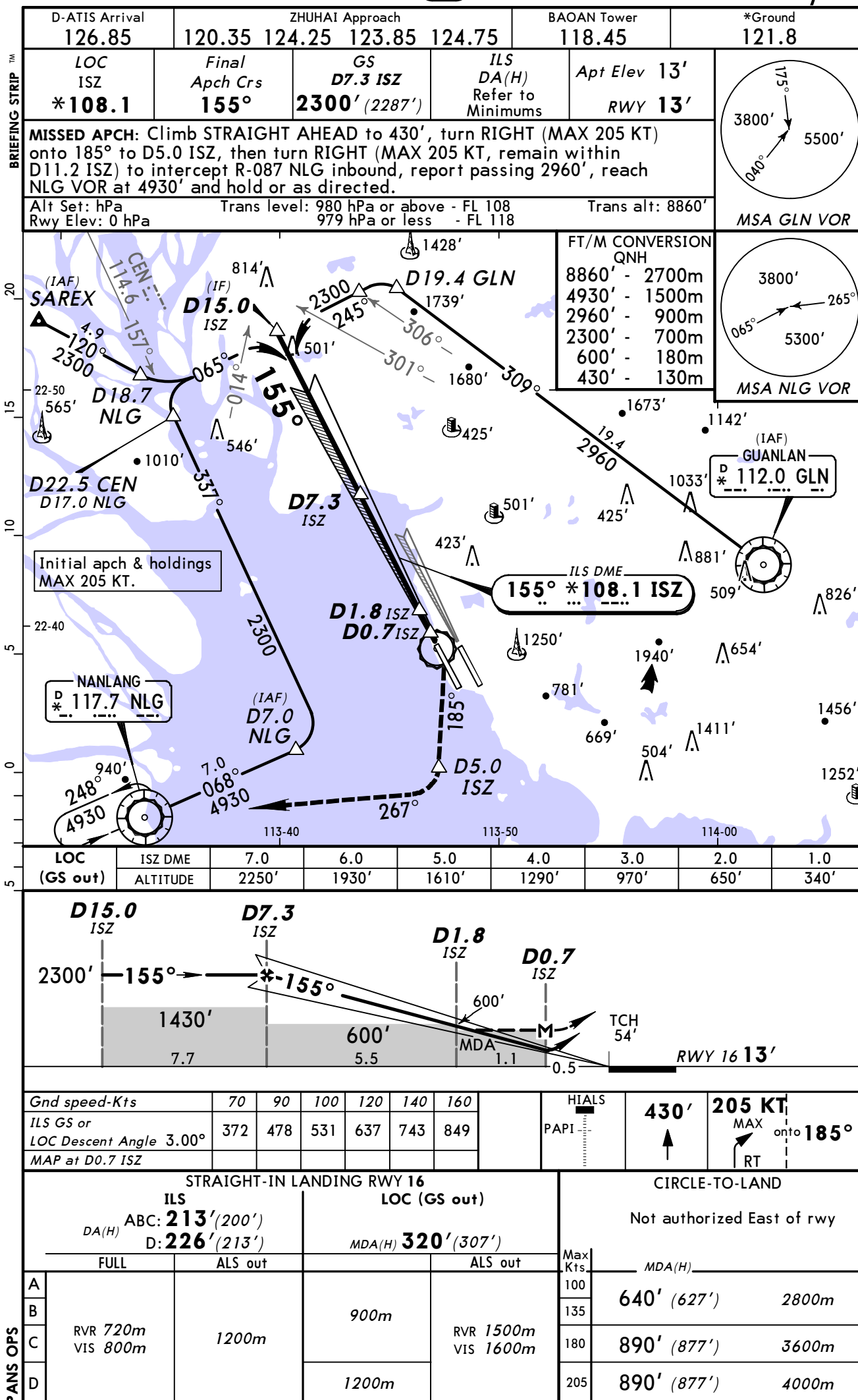
BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

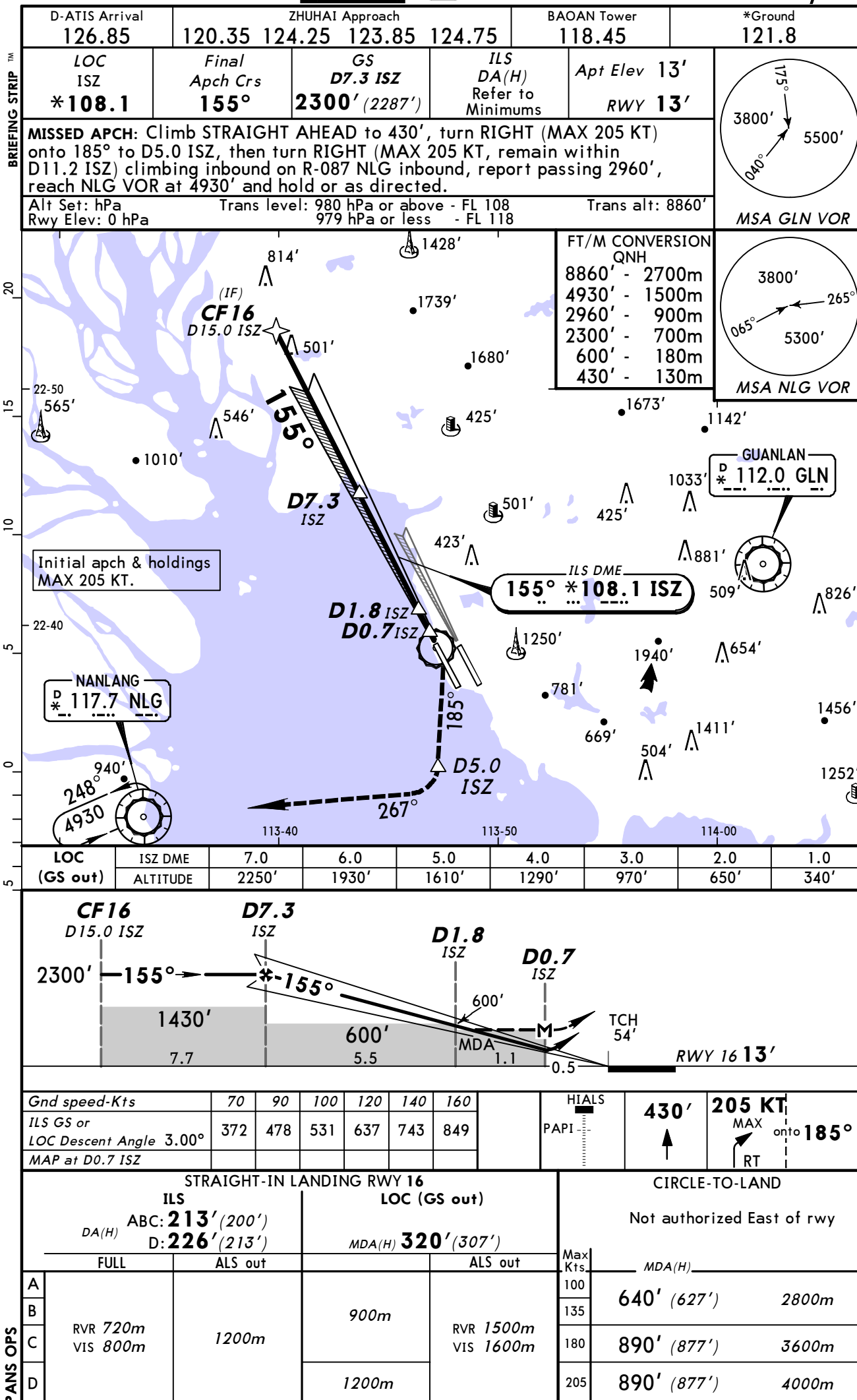
STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND Not authorized East of rwy	
$DA(H)$ A: 719' (706') BC: 735' (722') D: 751' (738')				
FULL		ALS out	Max Kts	$MDA(H)$
A	3300m		100	720' (707') 3300m
B			135	740' (727') 3300m
C	3300m	3900m	180	890' (877') 3900m
D	3400m	4000m	205	890' (877') 4000m

ZGSZ/SZX
BAOAN

JEPPESEN SHENZHEN, PR OF CHINA
1 NOV 13 (11-3) Eff 14 Nov
ILS DME Rwy 16



1 NOV 13
Eff 14 Nov 11-4



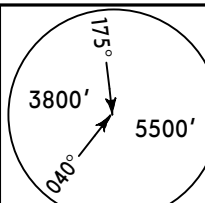
ZGSZ/SZX
BAOAN

1 NOV 13
Eff 14 Nov

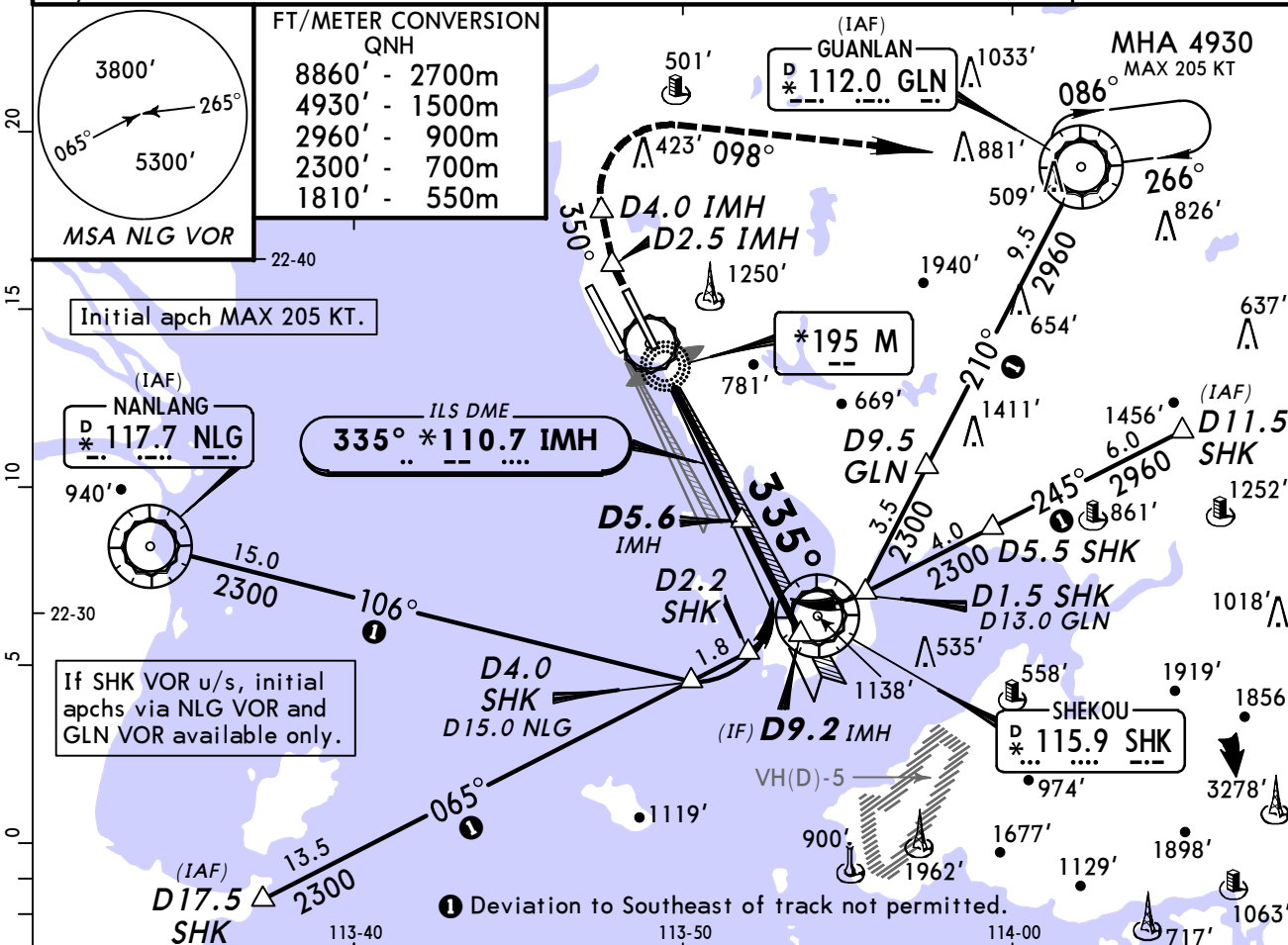
11-5

JEPPESEN SHENZHEN, PR OF CHINA
MISSED APCH CLIMB GRAD MIM 4.0%. ILS DME Rwy 33

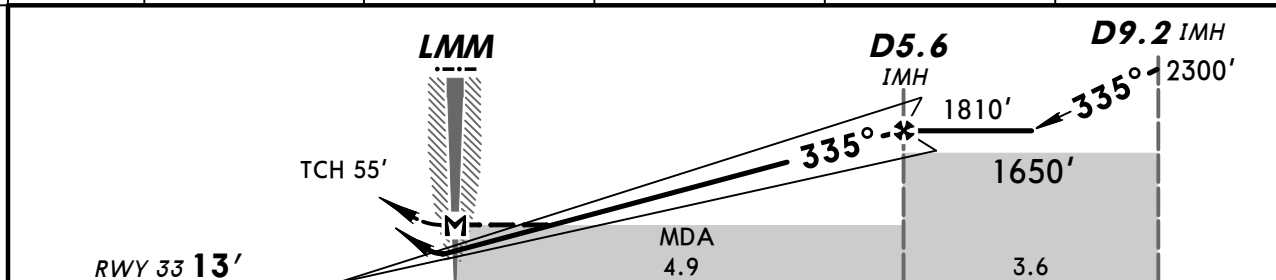
BRIEFING STRIP™

D-ATIS Arrival 126.85	ZHUHAI Approach 120.35 124.25 123.85 124.75				BAOAN Tower 130.35	*Ground 121.65
LOC IMH *110.7	Final Apch Crs 335°	GS D5.6 IMH 1810' (1797')	ILS DA(H) Refer to Minimums	Apt Elev 13' RWY 13'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.5 IMH, turn RIGHT (MAX 185 KT) onto 350° to D4.0 IMH, then turn RIGHT (MAX 185 KT) climbing inbound on R-278 GLN VOR, report passing 2960', cross GLN VOR at 4930' and hold or as directed.						
Alt Set: hPa		Trans level: 980 hPa or above - FL 108		Trans alt: 8860'		
Rwy Elev: 0 hPa		979 hPa or less - FL 118				

MSA GLN VOR



LOC (GS out)	IMH DME	2.0	3.0	4.0	5.0
	ALTITUDE	650'	970'	1290'	1610'



Gnd speed-Kts	70	90	100	120	140	160		D2.5 IMH	185 KT	D4.0 IMH
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		MAX	onto 350°	
MAP at LMM								RT		

STRAIGHT-IN LANDING RWY 33 Missed apch climb gradient mim 4.0%						CIRCLE-TO-LAND Not authorized East of rwy	
ILS I			LOC (GS out)				
DA(H) ABC: 213' (200') D: 226' (213')			MDA(H) 630' (617')				
FULL	TDZ or CL out	ALS out		LMM out	ALS out	Max Kts	MDA(H)
A						100	640' (627') 2800m
B	RVR 550m	RVR 720m	1200m	2700m	NA	135	890' (877') 3600m
C	VIS 800m	VIS 800m				180	890' (877') 3600m
D						205	890' (877') 4000m

For missed apch climb gradient of mim 2.5% see 11-6A.

CHANGES: Communications. FAF. Recommended altitudes. Minimums.

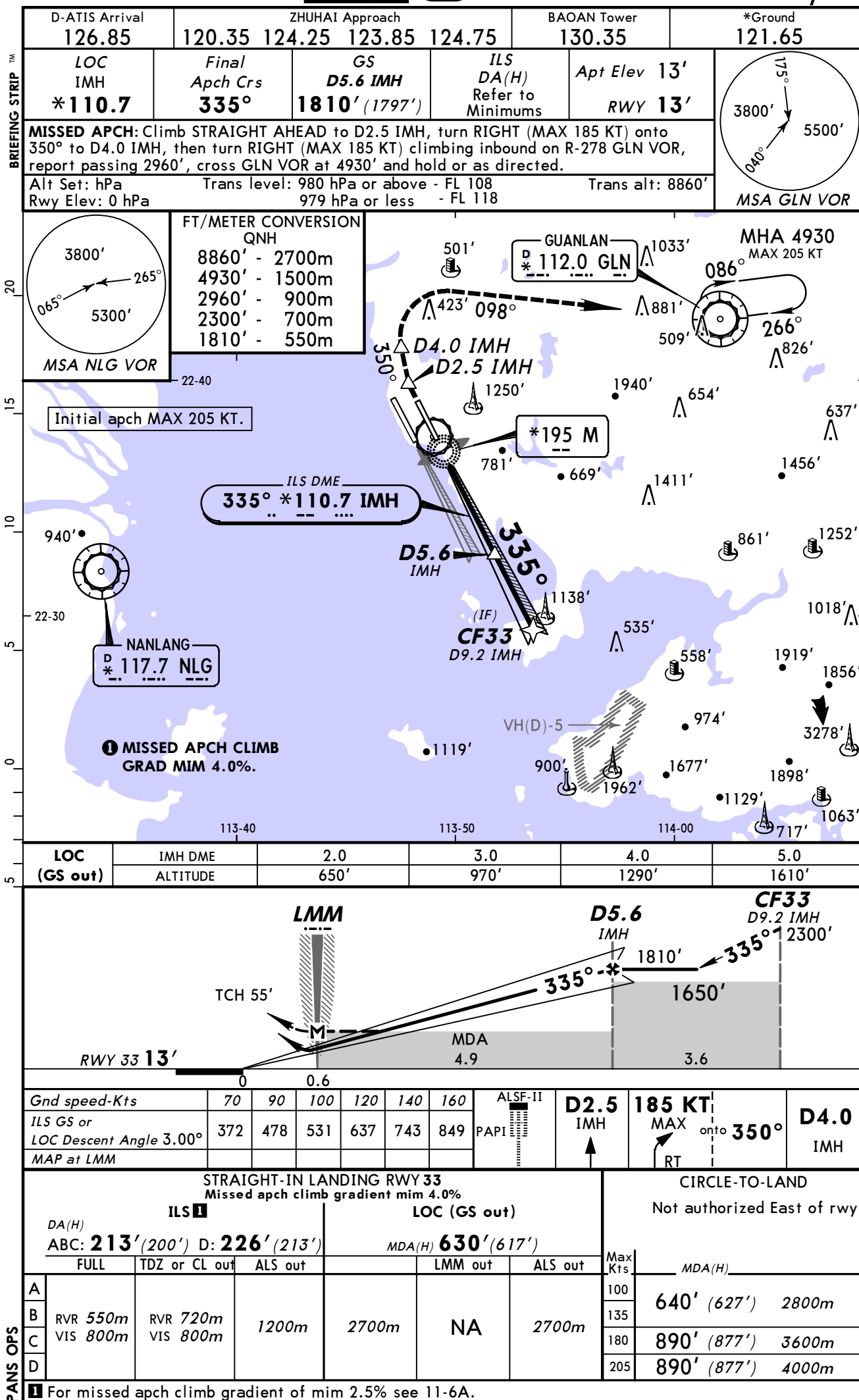
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ZGSZ/SZX
BAOAN

1 NOV 13
Eff 14 Nov

11-6

JEPPESEN SHENZHEN, PR OF CHINA
• RNAV ILS DME Rwy 33

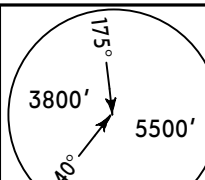


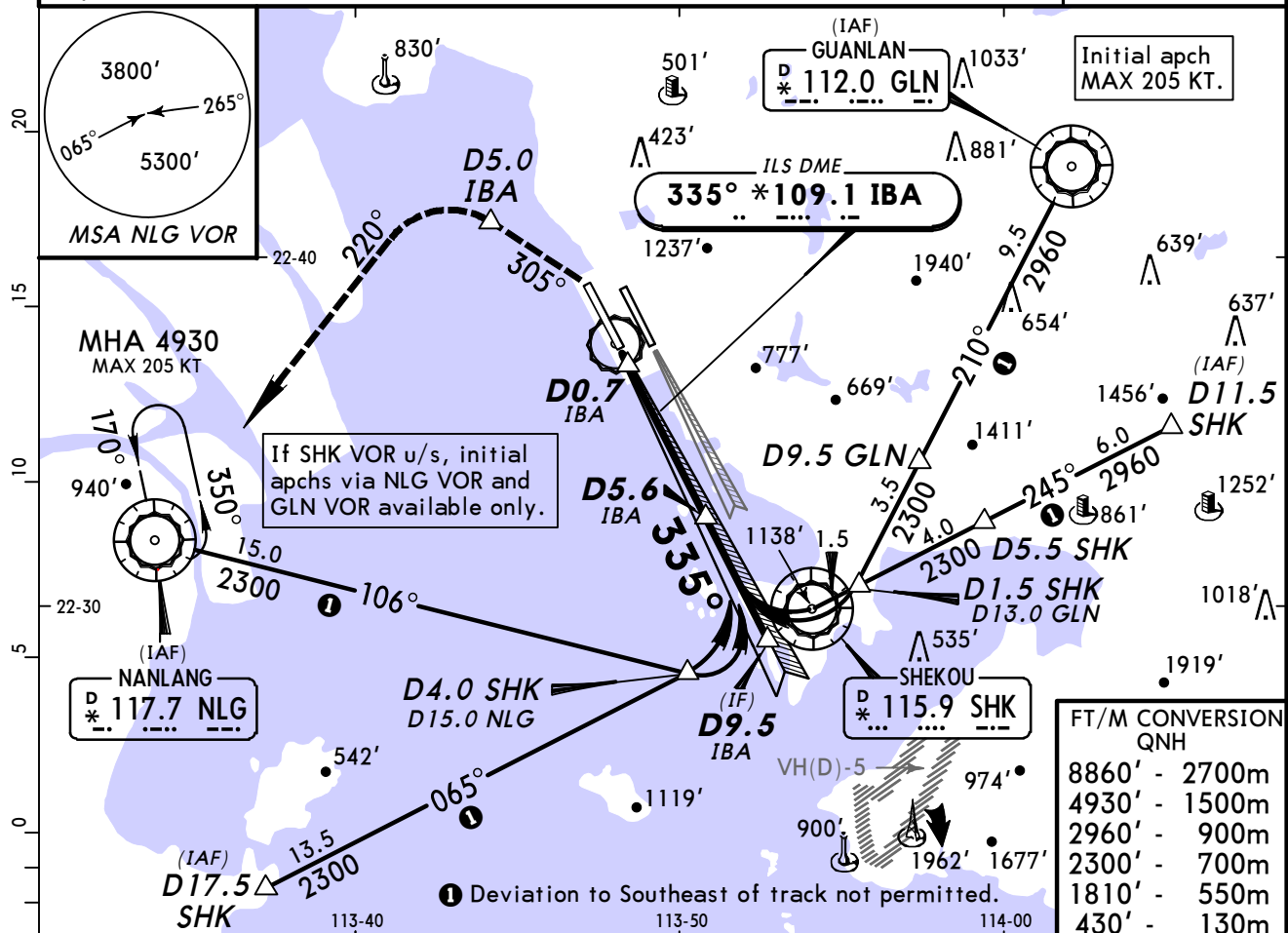
ILS DME or RNAV ILS DME RWY 33 MINIMUMS

BASED ON:

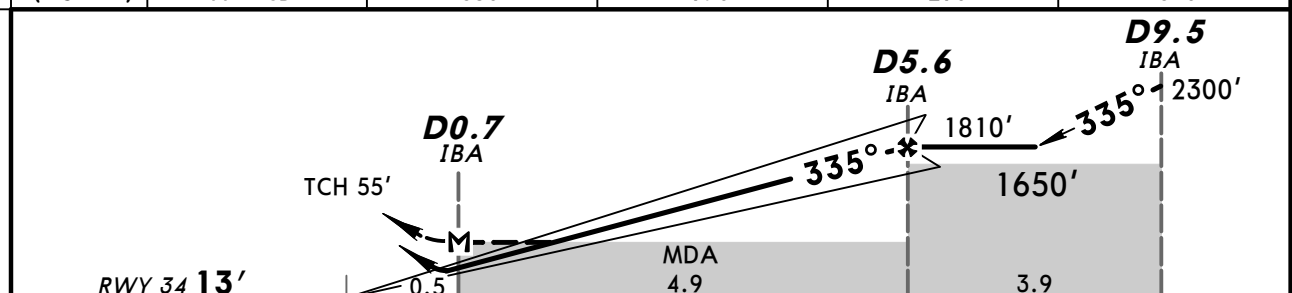
MISSED APCH CLIMB GRADIENT MIM 2.5%

STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND Not authorized East of rwy	
DA(H) A: 472' (459') BC: 489' (476') D: 505' (492')				
	FULL	ALS out	Max Kts	MDA(H)
A	1800m	2300m	100	640' (627') 2800m
B	1900m	2400m	135	
C			180	890' (877') 3600m
D	2000m	2500m	205	890' (877') 4000m

D-ATIS Arrival 126.85		ZHUHAI Approach 120.35 124.25 123.85 124.75			BAOAN Tower 118.45		*Ground 121.8		
LOC IBA *109.1		Final Apch Crs 335°		GS D5.6 IBA 1810' (1797')		ILS DA(H) Refer to Minimums		Apt Elev 13' RWY 13'	
MISSED APCH: Climb STRAIGHT AHEAD to 430', turn LEFT (MAX 205 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 205 KT) climbing inbound on R-040 to NLG, report passing 2960', cross NLG VOR at 4930' and hold or as directed.									
Alt Set: hPa			Trans level: 980 hPa or above - FL 108			Trans alt: 8860'			
Rwy Elev: 0 hPa			979 hPa or less - FL 118						
									
MSA GLN VOR									



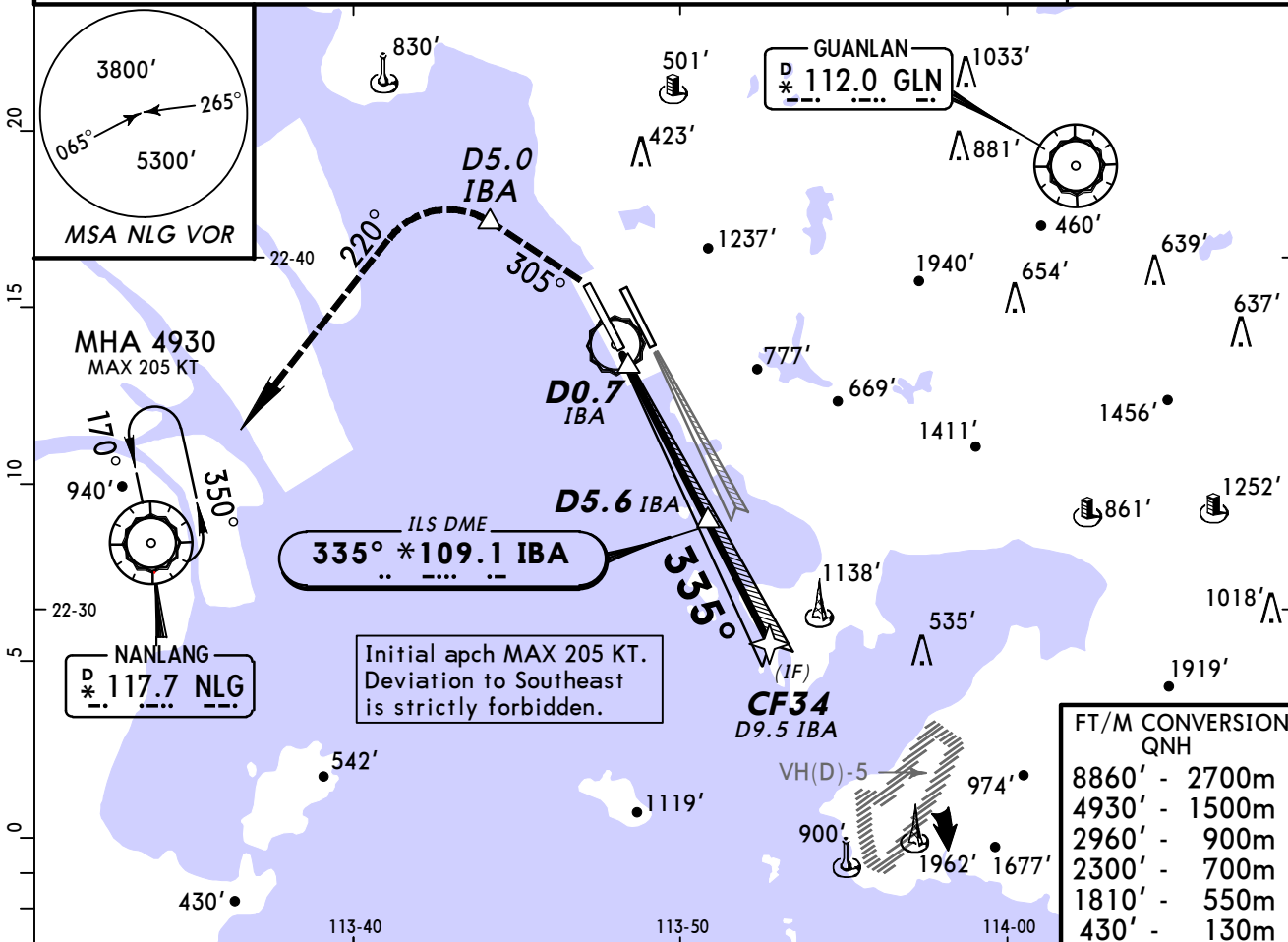
LOC (GS out)	IBA DME	2.0	3.0	4.0	5.0
	ALTITUDE	650'	970'	1290'	1610'



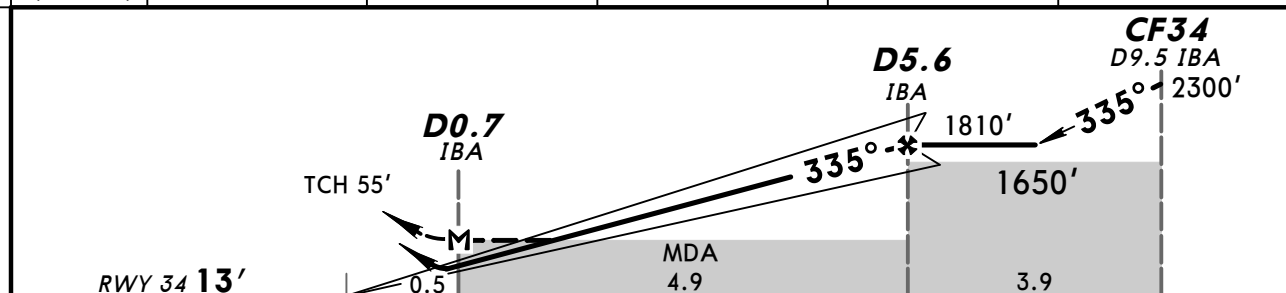
Gnd speed-Kts	70	90	100	120	140	160	430' ↑ PAPI 205 KT MAX ↑ LT onto 305°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7 IBA							

STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
ILS ABC: 213' (200') DA(H) D: 226' (213')		LOC (GS out) MDA(H) 350' (337')		Not authorized East of rwy	
FULL		ALS out		Max Kts.	MDA(H)
A	RVR 720m VIS 800m	1200m	1100m	100	640' (627') 2800m
B				135	
C			1200m	180	890' (877') 3600m
D				205	

D-ATIS Arrival 126.85		ZHUHAI Approach 120.35 124.25 123.85 124.75			BAOAN Tower 118.45	*Ground 121.8
LOC IBA *109.1	Final Apch Crs 335°	GS D5.6 IBA 1810' (1797')	ILS DA(H) Refer to Minimums	Apt Elev 13' RWY 13'		
MISSED APCH: Climb STRAIGHT AHEAD to 430', turn LEFT (MAX 205 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 205 KT) climbing inbound on R-040 to NLG, report passing 2960', cross NLG VOR at 4930' and hold or as directed.						
Alt Set: hPa		Trans level: 980 hPa or above - FL 108			Trans alt: 8860'	
Rwy Elev: 0 hPa		979 hPa or less - FL 118			MSA GLN VOR	



LOC (GS out)	IBA DME	2.0	3.0	4.0	5.0
	ALTITUDE	650'	970'	1290'	1610'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 430' 205 KT MAX LT onto 305°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7 IBA							

STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not authorized East of rwy	
ABC: 213' (200')						
DA(H) D: 226' (213')			MDA(H) 350' (337')			
FULL		ALS out		Max Kts.		MDA(H)
A	RVR 720m VIS 800m	1200m	1100m	RVR 1500m VIS 1600m	100	640' (627') 2800m
B					135	
C			1200m		180	890' (877') 3600m
D					205	

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SHENZHEN, (BAOAN - ZGSZ)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZGSZ

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20141211

(10-3 to 10-3C, 10-3M to 10-3Q) SIDs IDU 9W, 9X, 9Y, 9Z, IDUMA 7W, 7X, from IDUMA proceed on SHL R-157 inbound to SHL (13 NM); SIDs MIP 9W, 9X, 9Z, MIPAG 7W, 7X, 7Y, 7Z, from MIPAG proceed on CEN R-130 inbound to CEN (23 NM).