

List of pages in this Trip Kit

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- Airport Information For ZGSZ
- Terminal Charts For ZGSZ
- Revision Letter For Cycle 05-2025
- Change Notices
- Notebook

General Information

Location: SHENZHEN CHN
ICAO/IATA: ZGSZ / SZX
Lat/Long: N22° 38.30', E113° 48.70'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 2.0° W

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

Sunrise: 2144 Z
Sunset: 1058 Z

Runway Information

Runway: 15
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 12 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: 12 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: 131.450
- ATIS: 126.850 Non-English
- ATIS: 127.450
- Baoan Tower: 130.350
- Baoan Tower: 118.450
- Baoan Tower: 118.050 Secondary
- Baoan Ground: 121.650
- Baoan Ground: 121.850 Secondary
- Baoan Ground: 121.800
- Baoan Apron Ramp/Taxi: 122.825
- Baoan Apron Ramp/Taxi: 122.700
- Baoan Apron Ramp/Taxi: 121.625
- Baoan Clearance Delivery: 121.950
- Baoan Clearance Delivery: 121.850
- Zhuhai Approach: 119.550
- Zhuhai Approach: 125.525 Secondary
- Zhuhai Approach: 127.950
- Zhuhai Approach: 119.775 Secondary
- Zhuhai Approach: 120.350
- Zhuhai Approach: 123.850
- Zhuhai Approach: 119.025

ZGSZ/SZX
BAOAN**JEPPESEN****SHENZHEN, PR OF CHINA**

17 JAN 25

10-1P

Eff 22 Jan 1600Z

AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

D-ATIS 127.45
126.85 (Chinese)

1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

1.3. RUN-UP TESTS

Engine run-ups are subject to GND or APN clearance, 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.

1.4. RWY OPERATION**1.4.1. GENERAL**

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.

1.4.2. RWY CLOSING TIME

RWY 15/33 closed on Monday, Wednesday, Friday and Saturday between 1800-2200UTC, but it is still available for taxiing during closure period.

RWY 16/34 closed on Tuesday, Thursday and Sunday between 1800-2200UTC.

If airlines want to use RWY in the closing time, contact the APT management department with 60 minutes PPR via

Tel: +86-755-23456111/23456222 or Fax: +86-755-23458415.

Also refer to latest NOTAMs.

1.5. TAXI PROCEDURES**1.5.1. GENERAL**

TWYs B (between TWY K4 and L2), D5, D6, F, G4 thru G6 (East of G), J, K (between TWY K2 and K4), K2 (West of K), K3, K4 (West of K), Q (between D and G), T3 (East of G), T5 (East of G), V3 and W3 MAX wingspan 224'/68.4m.

TWYs A12, B (North of B4 and South of L2), D9 thru D11 (West of D), G9 (East of G), G10, G11, K1 (West of K), K2 (East of K), L (South of L2), L2 thru L4 and T6 MAX wingspan 213'/65m.

TWYs D7, D8 (West of D), G7, G8 (East of G), W1 (South of W) and W2 (South of W) MAX wingspan 171'/52m.

TWY B (between K2 and K4) MAX wingspan 156'/47.6m.

TWYs B (between K2 and B4), B3, K (North of K2), K1 (East of K), K4 (East of K), L (North of L2), L1 (East of B), T1, V4 and V5 MAX wingspan 118'/36m.

TWY B5 thru B7 MAX wingspan 102'/31m.

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

Without ATC clearance, 180° turnaround on TWY is forbidden.

B777-300/300ER, A340-600 and A350-1000 type ACFT shall use Judgement Oversteering Method while making quarter turn on East of TWY D (exclude), and pay attention to avoid crushing TWY edge lights.

If the crew assesses that it is impossible to use Judgement Oversteering Method, it must apply to ATC in advance to operate West of TWY D (include).

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17 JAN 25

10-1P1

Eff 22 Jan 1600Z

AIRPORT BRIEFING

1. GENERAL

1.5.2. 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 frequency 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.

1.5.3. 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.
- Without APN 's clearance, ACFT cannot exceed HP4 when taxiing from East to West along TWY T6. Pilot should stop taxiing and report to BAOAN Apron "close to HP4, request continuing to taxi" when close to HP4.

1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 301 thru 309, 314 thru 317, 317R, 318 thru 350, 350L, 350R, 351 thru 361, 361R, 362, 362R, 501, 502, 504, 505, 505R, 506, 507, 507R, 508 thru 510, 510R, 520 thru 528, 528R, 529, 529R, 530, 540 thru 545, 545R, 546, 547, 547R, 548, 549, 549R, 560 thru 566, 566R, 567, 568, 568R, 569, 569R and 570.

All stands are push-back except stands 26 thru 30, 27L/R, 29L/R, 30R, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 102, 104, 106, 108, 110, 112, 114, 116, 118, Z01 and Z02. Taxiing on own power or push-back is strictly forbidden without ATC clearance.

ACFT parking on T3 and Satellite Hall bridge stands shall close APU and use 400 Hz GPU and A/C, except for following special situations:

- 400 Hz GPU and A/C are under maintenance;
- ACFT needs APU to start up engine;
- APU is under maintenance;
- other malfunctions of ACFT;
- in case of exceptional circumstances influencing the regularity and safety of operation, such as public health events, extreme weather, special plane support or insufficient flight transition time;
- quality of power supply or capacity of A/C cannot satisfy demand of ACFT.

Stands 375 and 376 are used for helicopter parking.

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24 JAN 25

10-1P2

SHENZHEN, PR OF CHINA
AIRPORT BRIEFING

1. GENERAL

1.7. OTHER INFORMATION

1.7.1. GENERAL

ACFT push-back, start-up, taxiing and other operations in the APN control areas shall follow the instructions of APN.

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 APT, do not mistake for RWY.

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

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.

RWY 15 and 16 right hand circuit.

Birds in vicinity of APT.

1.7.2. OPERATIONS ON PARALLEL RWYS

From North to South segregated parallel approaches/departures, independent parallel approaches/departures and dependent parallel approaches are implemented for RWY 15 and RWY 16.

From South to North segregated parallel approaches/departures and independent parallel departures are implemented for RWY 33 and RWY 34.

When independent parallel departures are applied, departures to IDUMA, SULAS or OVGOT will be carried out via RWY 15/33 and departures to MIPAG, SIERA, TOMUD or LKC will be carried out via RWY 16/34.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Arriving ACFT shall follow speed limits as follows (unless otherwise instructed by ATC):

- MAX 250 KT below 10000' QNH;
- 220 KT within 30NM from ARP;
- 180 KT and continue flying until 8NM from TDZ when ACFT joins downwind leg or approach final leg.
- ACFT shall immediately inform ATC if ACFT cannot fulfill above speed limits.

2.2. RWY OPERATION

2.2.1. GENERAL

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

2.2.2. VACATING RWY VIA RAPID EXIT TWYs

ACFT shall vacate RWY as quickly as possible.

ACFT shall fully vacate RWY within 50 seconds after flying over THR. Flight crew shall inform TWR controller if more time needed before landing.

Each RWY is equipped with several rapid exit TWYs. ACFT shall vacate from the nearest available rapid exit TWY or follow ATC instruction. Flight crew shall inform TWR controller if can not use the suggested rapid exit TWY.

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24 JAN 25 **(10-1P3)**

SHENZHEN, PR OF CHINA
AIRPORT BRIEFING

2. ARRIVAL

RWY 16/34 are equipped with rapid exit TWY lights to help pilot obtaining the distance information between rapid exit TWY during the night or under low visibility conditions. RWY 15/33 are not equipped with rapid exit TWY lights (rapid exit TWY lights indicate 300m, 200m and 100m from rapid exit TWY.)

Refer to 10-9 pages for LDAs for each rapid exit TWY.

ACFT is forbidden to stop at rapid exit TWY before fully cross the "NO ENTRY" on it.

2.3. TAXI PROCEDURES

ACFT shall turn transponder on Mode S after landing until entering parking stands. ACFT shall keep ADS-B equipment on while taxiing.

Within APN areas, ACFT shall contact APN for stands information and taxiing clearance before entering APN areas.

Follow-me is not available, except special flight. If required, landing ACFT shall file for Follow-me service to APT Operation Control Center (AOC) in 30 minutes advance.

When taxiing into stands 503 and 543 ACFT with wingspan 171'/52m and above are recommended to use taxiline type A first. ACFT with wingspan less than 171'/52m can use either type A or type B taxiline.

2.4. OTHER INFORMATION

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

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

ACFT shall keep ADS-B equipment on while push-back and taxiing.

Follow-me is not available.

Within APN operation control area, following rules for apply:

- Obtain delivery clearance from Delivery.
- Obtain push-back and start-up clearance from Delivery when ACFT is on standby.
- Obtain push-back and start-up clearance from APN after agreement with Delivery.
- Report parking stand number to APN controller at the first contact with APN.
- Follow APN controller instructions when pushing back and starting up.
- Obtain taxiing clearance from APN after pushing back and starting up.

Obtain delivery clearance by DCL or delivery frequency.

Report stand number and repeat call sign, SID and initial altitude to TWR delivery controller 5 minutes earlier than closing cabin door.

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

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

ACFT shall follow push-back and start-up instructions by ATC within 3 minutes or re-apply clearance if not fulfilled in time. After receiving ATC clearance for push-back, pilot shall repeat and tell ground worker.

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

Under normal conditions, ACFT shall finish RWY alignment within 60 seconds after leaving holding position. If flight crew need more time, pilot shall inform ATC before entering RWY.

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20 SEP 24

10-1P4

Eff 2 Oct 1600Z

AIRPORT BRIEFING

3. DEPARTURE

3.2. NOISE ABATEMENT PROCEDURES

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.

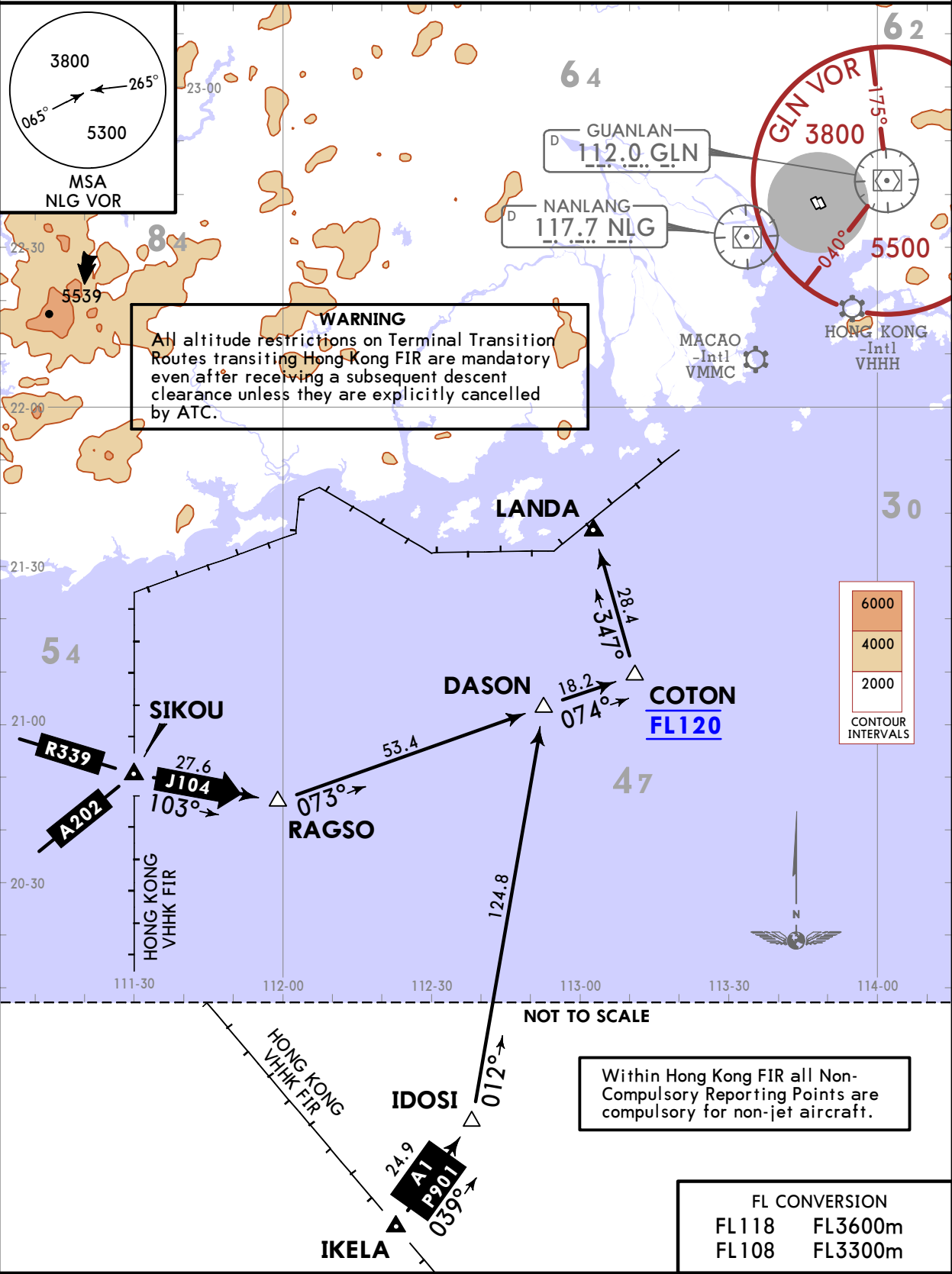
ZGSZ/SZX
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JEPPESSEN
22 NOV 24 10-2

SHENZHEN, PR OF CHINA
TERMINAL TRANSITION ROUTE

D-ATIS 127.45 (Chinese 126.85) Apt Elev 13 Alt Set: hPa Trans level: FL118 below 980 hPa
FL108 980 hPa or above

TERMINAL TRANSITION ROUTES
TRANSITING HONG KONG FIR
VIA J104 TO LANDA



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.

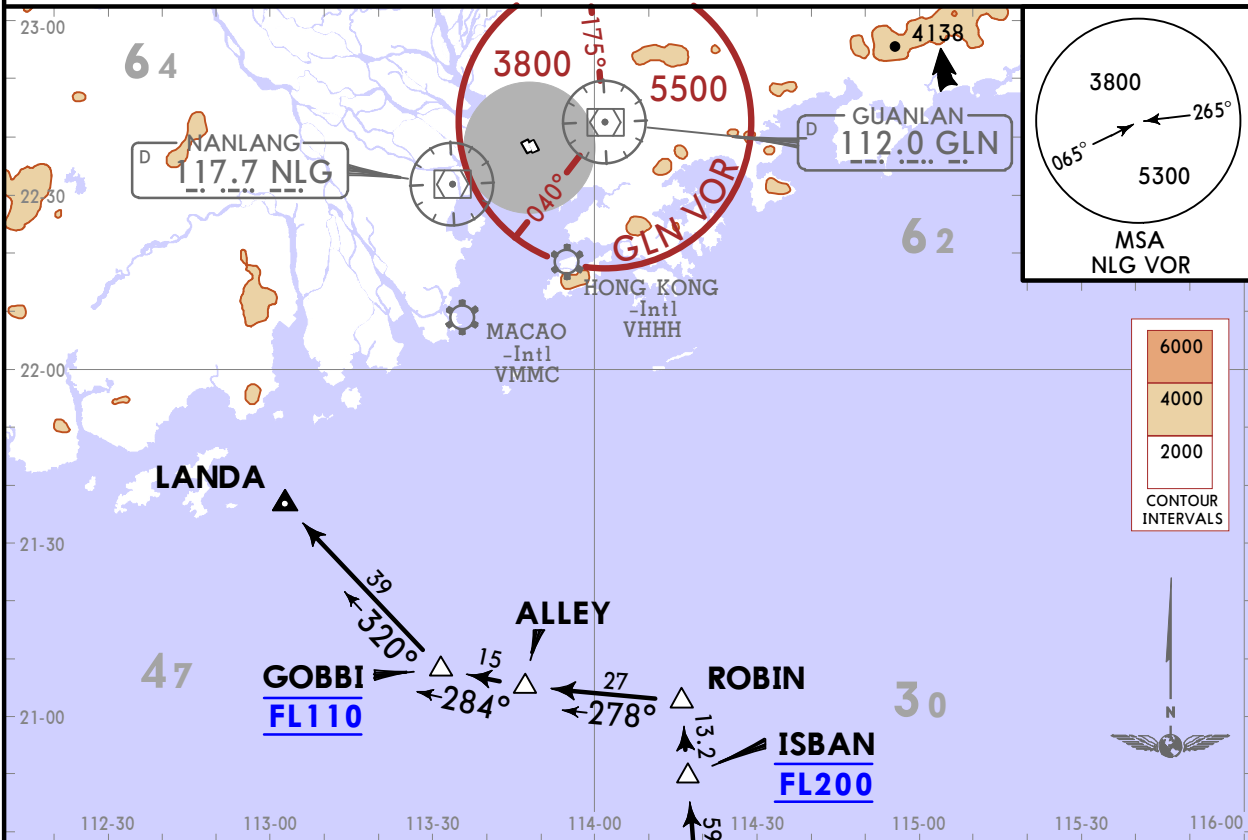
ZGSZ/SZX
BAOAN

JEPPESSEN
22 NOV 24 10-2A

SHENZHEN, PR OF CHINA
TERMINAL TRANSITION ROUTE

D-ATIS 127.45 (Chinese 126.85) Apt Elev 13 Alt Set: hPa Trans level: FL118 below 980 hPa
FL108 980 hPa or above

TERMINAL TRANSITION ROUTES
TRANSITING HONG KONG FIR
VIA J103 TO LANDA



NOT TO SCALE

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.

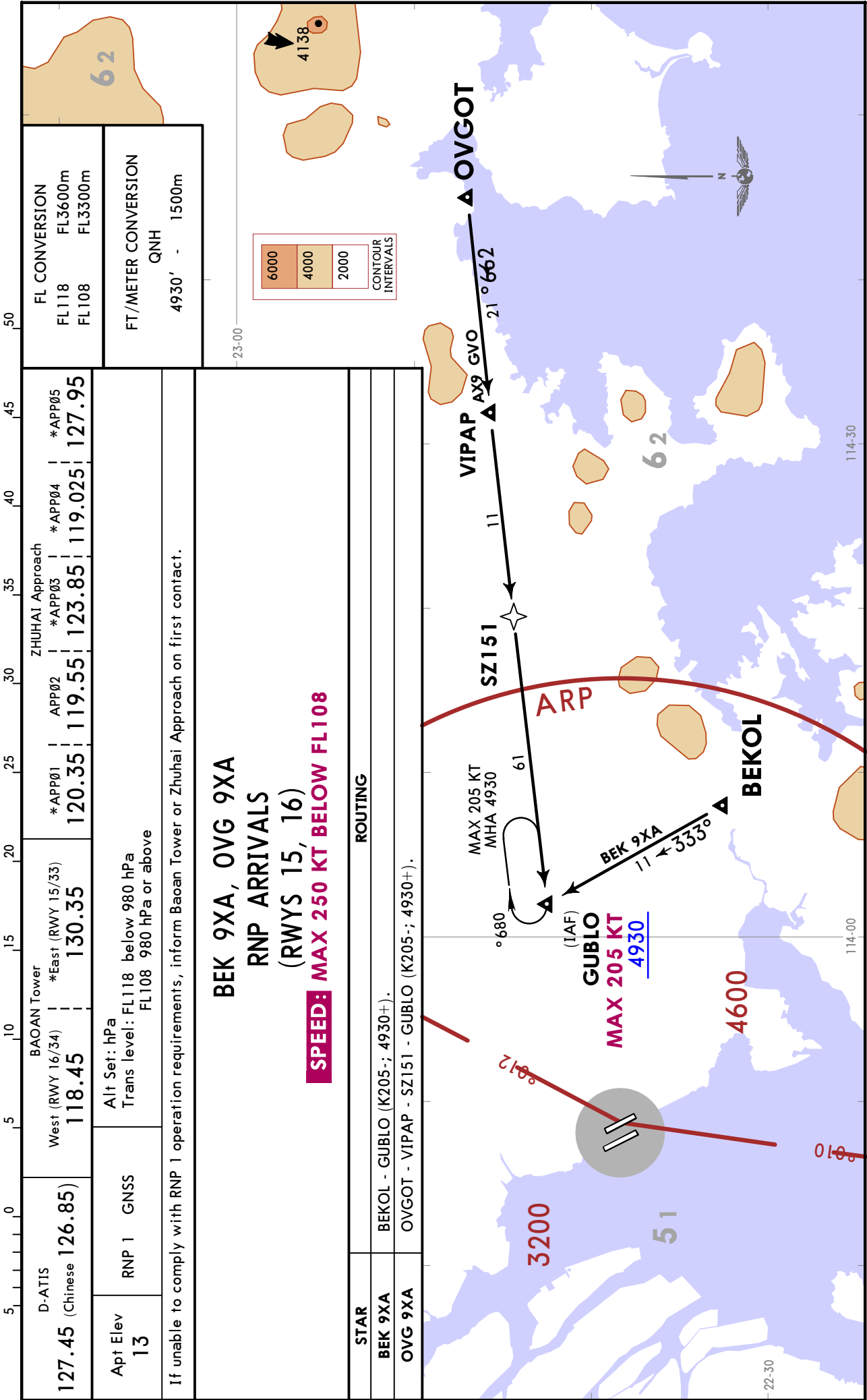
FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

ENTRY ROUTE	ROUTING
A-583	From SABNO direct via TOFEE and SUKER to ALDOM, 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.

ZGSZ/SZX
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22 NOV 24 10-2B

SHENZHEN, PR OF CHINA
RNAV STAR

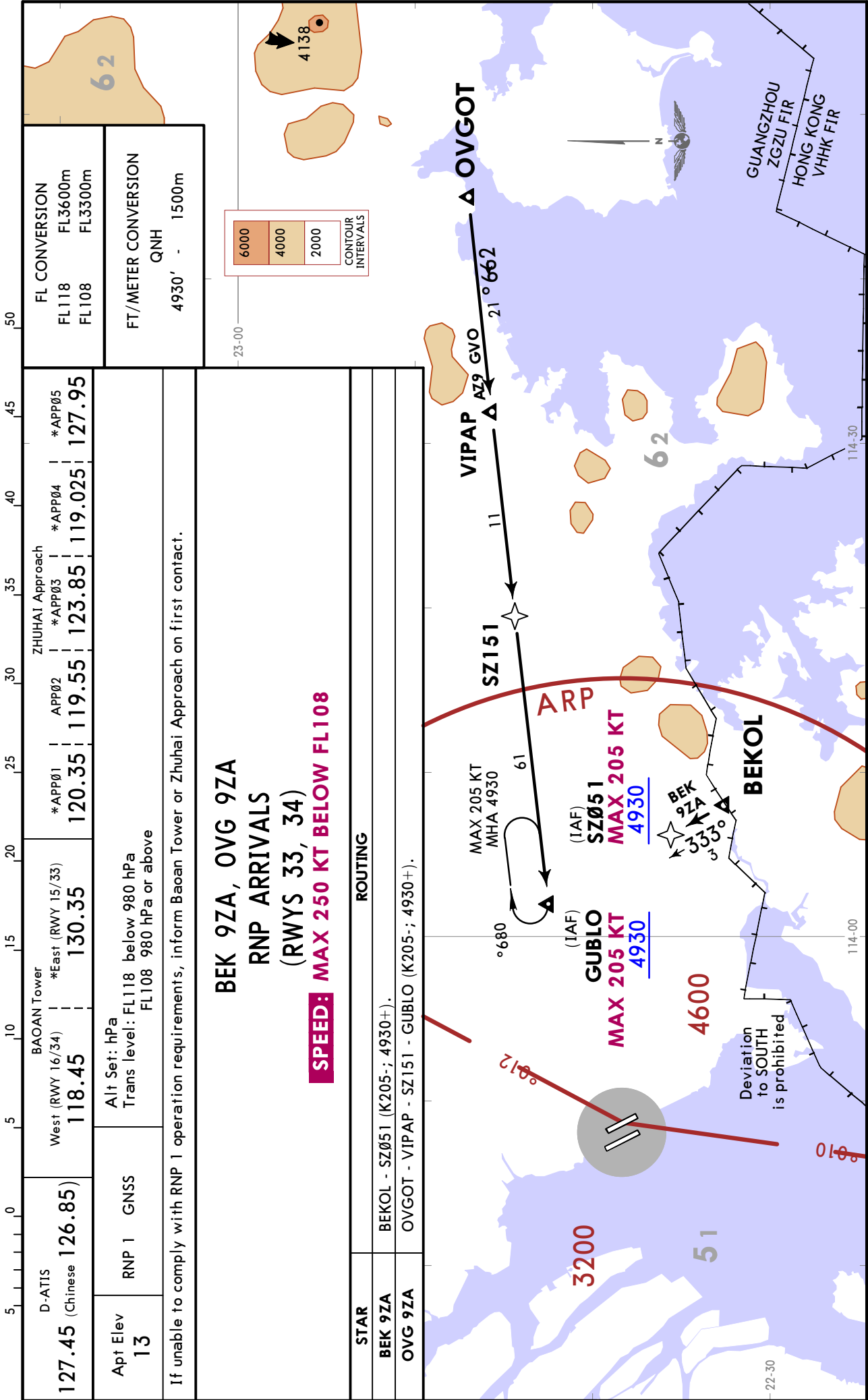


ZGSZ/SZX
BAOAN

22 NOV 24 10-2C

SHENZHEN, PR OF CHINA

RNAV STAR



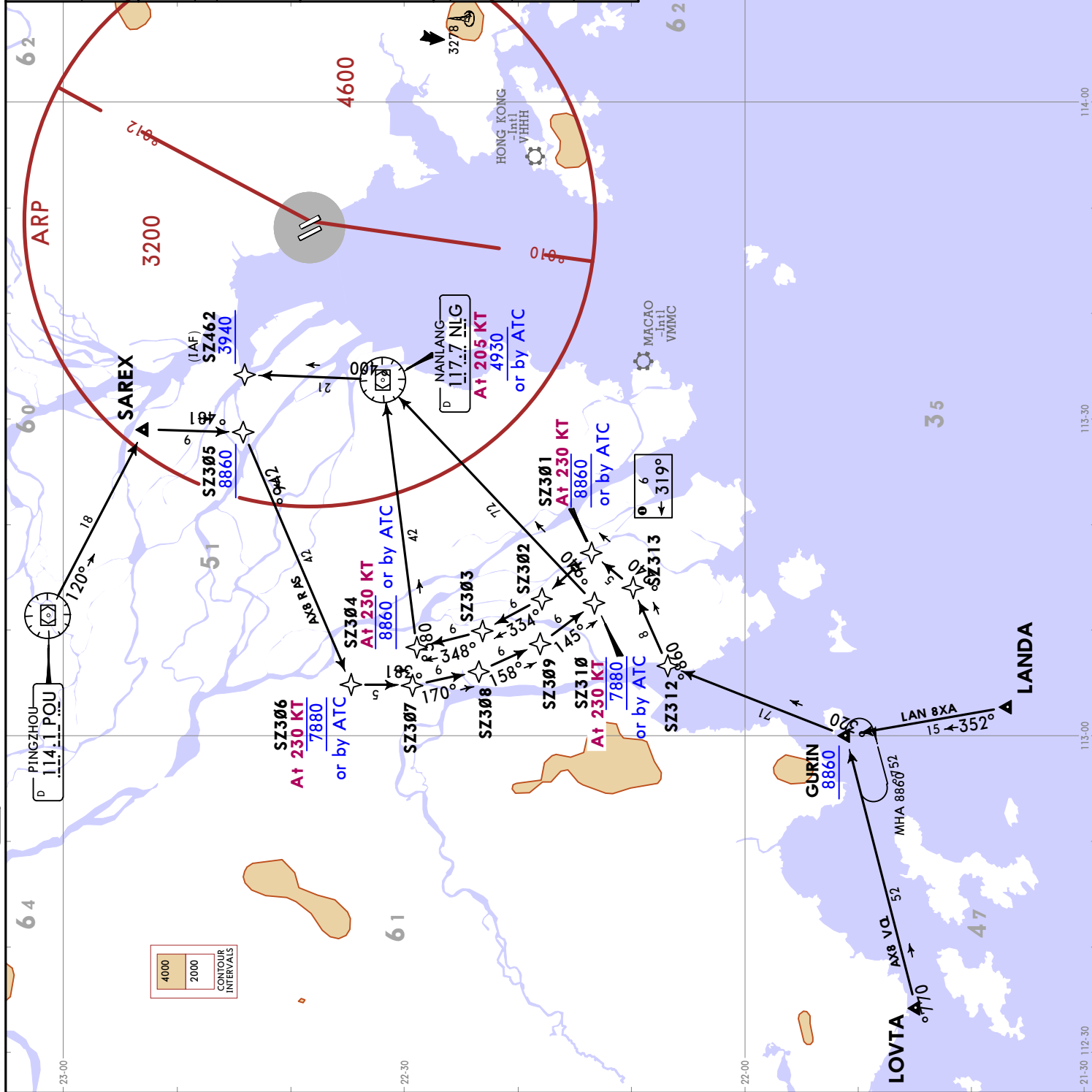
SHENZHEN, PR OF CHINA

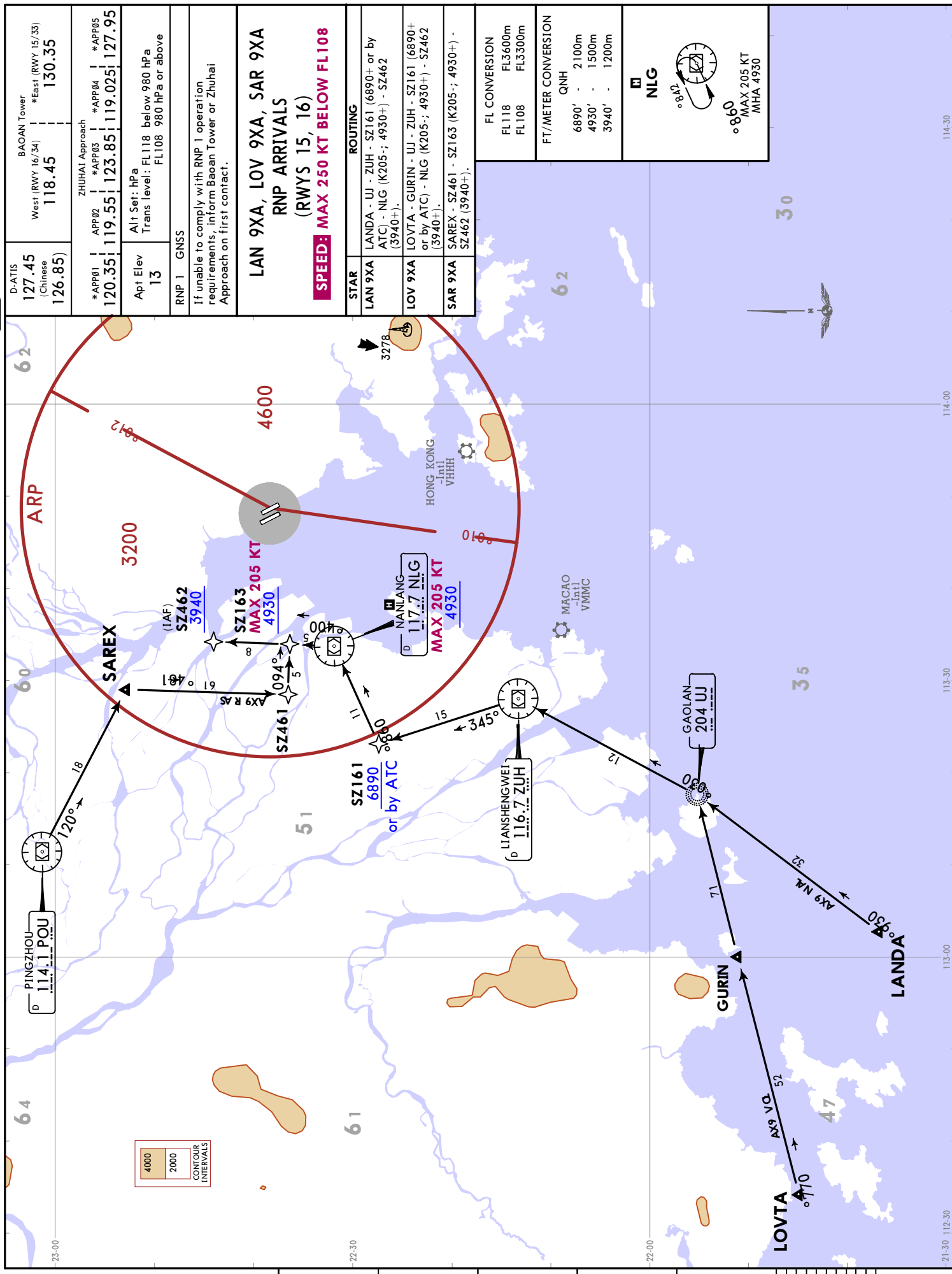
ZGSZ/SZX
BAOAN

JEPPESSEN
22 NOV 24
10-2D

RNAV STAR

D-ATIS 127.45 (Chinese) 126.85)	BAOAN Tower West (RWY 16/34) 118.45 *East (RWY 15/33) 130.35
*APP01 120.35	ZHUHAI Approach *APP02 119.55
*APP03 123.85	*APP04 119.025
*APP05 127.95	
Apt Elev 13	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above
RNP 1 GNSS	1. RADAR vectoring direct to NLG is available when acft in fanwise sequence. 2. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zuhai Approach on first contact.
LAN 8XA, LOV 8XA, SAR 8XA RNP ARRIVALS (RWYS 15, 16) BY ATC SPEED: MAX 250 KT BELOW FL108	
STAR LAN 8XA	ROUTING LANDA - GURIN (8860+) - SZ312 - SZ313 - SZ301 (K230; 8860 or by ATC) - SZ302 - SZ303 - SZ304 (K230; 8860 or by ATC) - NLG (K205; 4930+ or by ATC) - SZ462 (3940+).
LOV 8XA	LOVTA - GURIN (8860+) - SZ312 - SZ313 - SZ301 (K230; 8860 or by ATC) - SZ302 - SZ303 - SZ304 (K230; 8860 or by ATC) - NLG (K205; 4930+ or by ATC) - SZ462 (3940+).
SAR 8XA	SAREX - SZ305 (8860+) - SZ306 (K230; 7880 or by ATC) - SZ307 - SZ308 - SZ309 - SZ310 (K230; 7880 or by ATC) - NLG (K205; 4930+ or by ATC) - SZ462 (3940+).
FL CONVERSION FL118 FL3600m FL108 FL3300m	
FT/METER CONVERSION QNH 8860 - 2700m 7880 - 2400m 4930 - 1500m 3940 - 1200m	





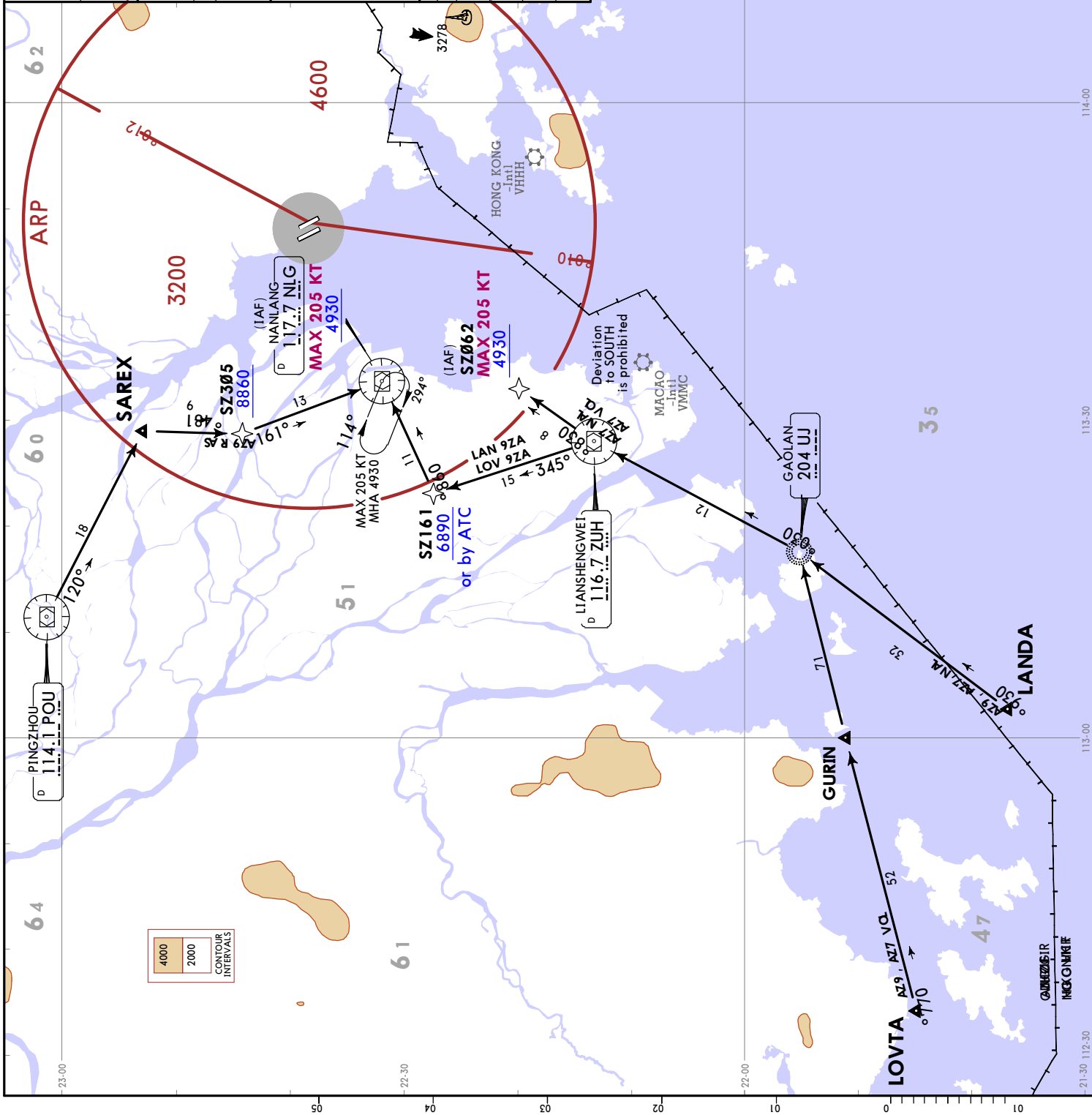
SHENZHEN, PR OF CHINA

ZGSZ/SZX
BAOAN

JEPPESSEN
22 NOV 24 (10-2F)

RNAV STAR

D-ATIS 127.45 (Chinese) 126.85)	BAOAN Tower	
	West (RWY 16/34)	*East (RWY 15/33)
	118.45	130.35
*APP01 APP02 *APP03 *APP04 *APP05	ZHUHAI Approach	
120.35 119.55 123.85 119.025 127.95		
Apt Elev 13	Alt Set: hPa Trans level: FL118 below 980 hPa FL108 980 hPa or above	
RNP 1 GNSS		
If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zuhai Approach on first contact.		
LAN 7ZA, LAN 9ZA LOV 7ZA, LOV 9ZA, SAR 9ZA RNP ARRIVALS (RWYS 33, 34) SPEED: MAX 250 KT BELOW FL108		
STAR	ROUTING	
LAN 7ZA	LANDA - UJ - ZUH - SZ062 (K205-; 4930+).	
LAN 9ZA	LANDA - UJ - ZUH - SZ161 (6890+ or by ATC) - NLG (K205-; 4930+).	
LOV 7ZA	LOVTA - GURIN - UJ - ZUH - SZ062 (K205-; 4930+).	
LOV 9ZA	LOVTA - GURIN - UJ - ZUH - SZ161 (6890+ or by ATC) - NLG (K205-; 4930+).	
SAR 9ZA	SAREX - SZ305 (8860+) - NLG (K205-; 4930+).	



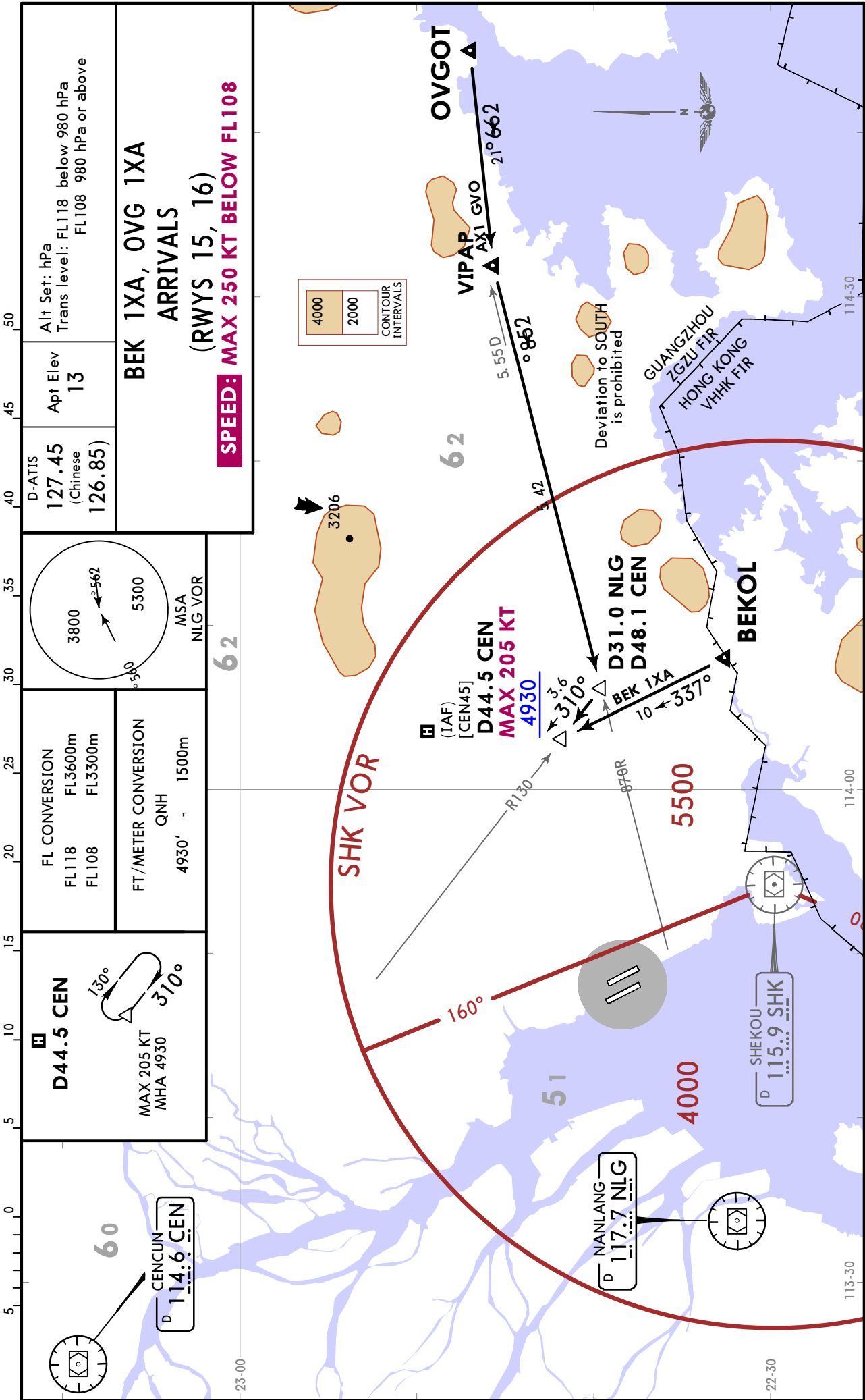


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BAOAN

JEPPESSEN
22 NOV 24 10-2H

SHENZHEN, PR OF CHINA

STAR

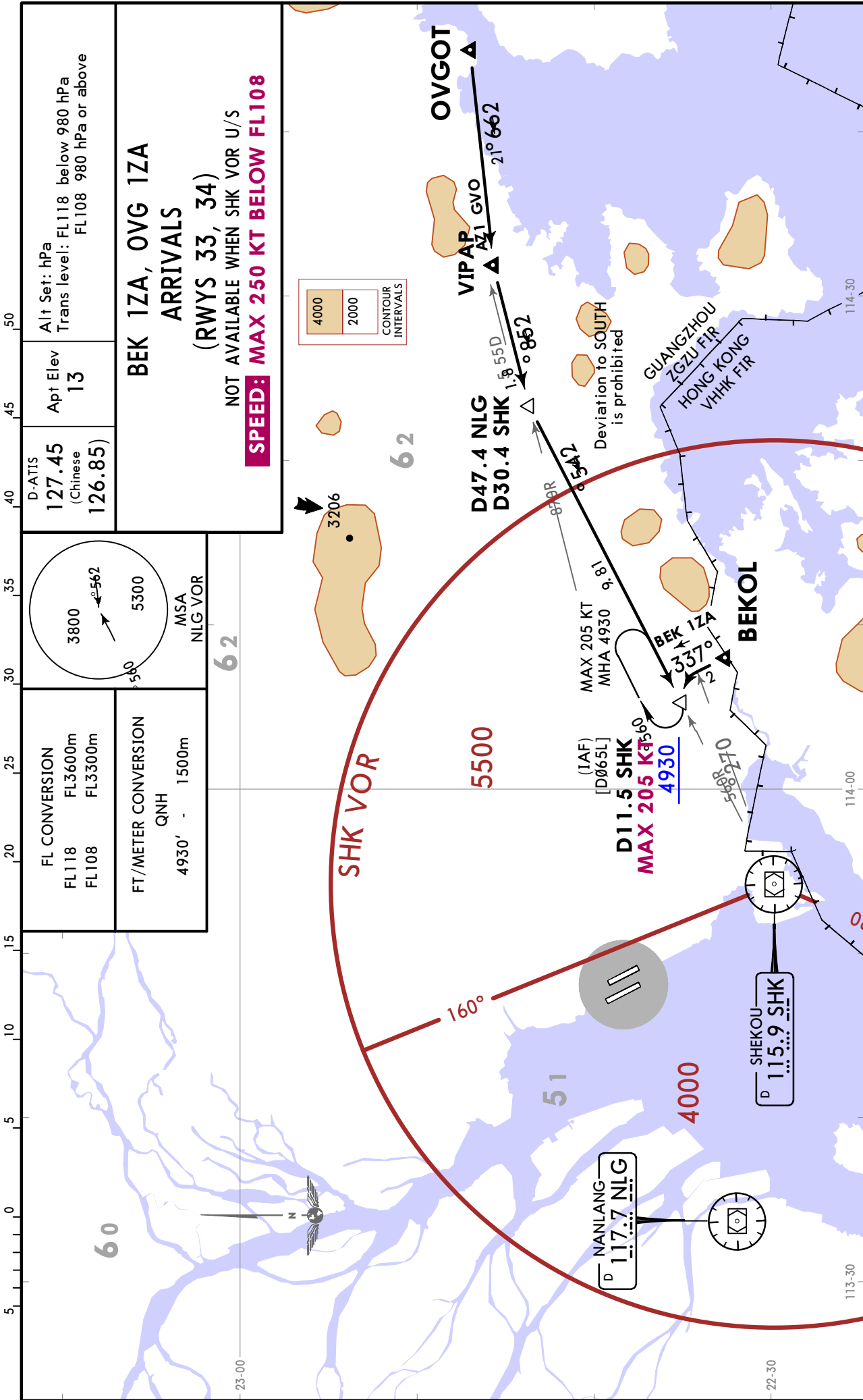


ZGSZ/SZ
BAOAN

22 NOV 24 10-2J

SHENZHEN, PR OF CHINA

STAR





ZGSZ/SZX
BAOAN

27 OCT 23

10-3

Eff 1 Nov 1600Z

SHENZHEN, PR OF CHINA

RNAV SID

*BAOAN Tower
130.35

ZHUHAI Approach

*APP01
120.35

APP02
119.55

*APP03
123.85

*APP04
119.025

*APP05
127.95

Trans alt: 8860

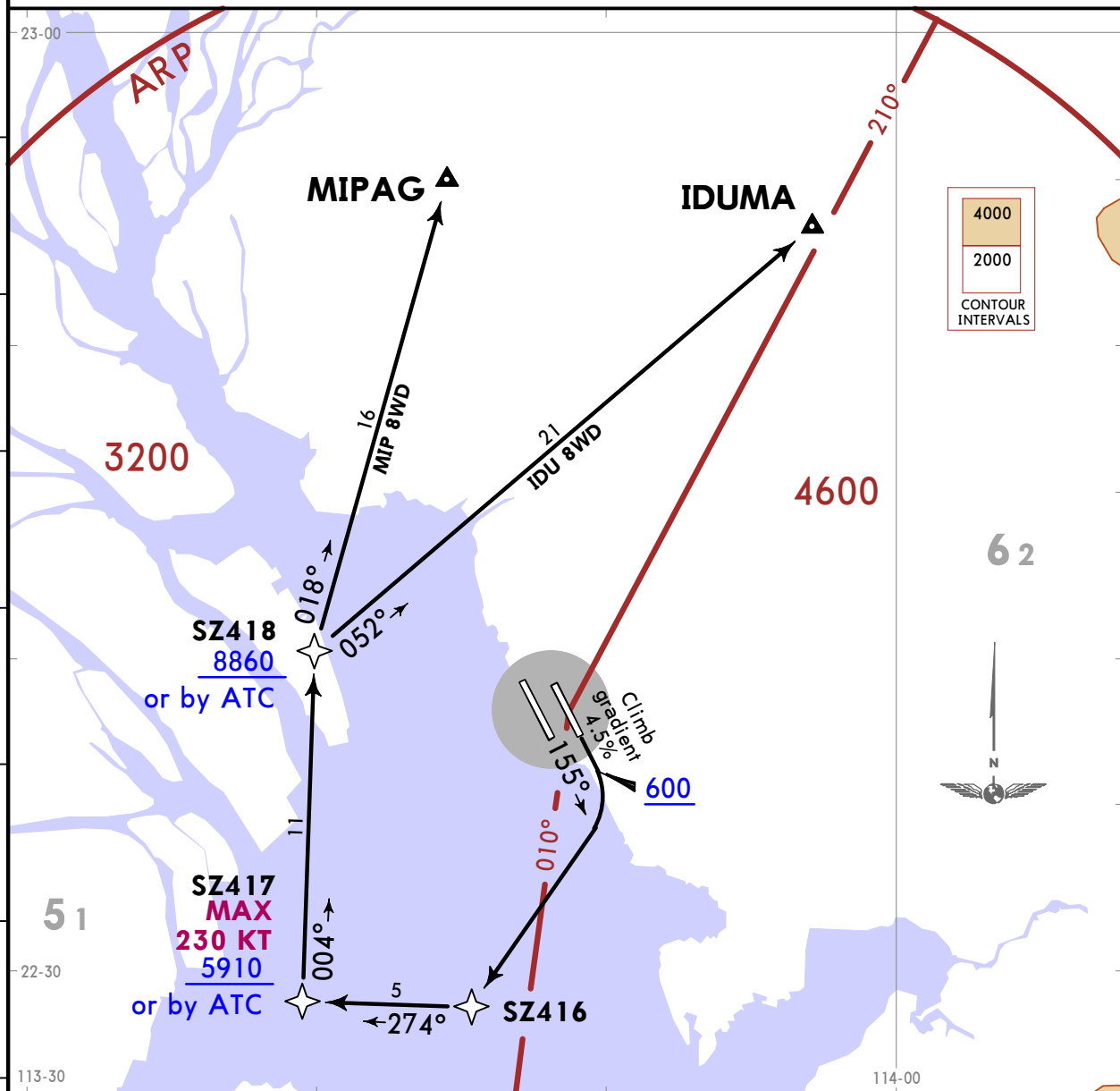
RNP 1 GNSS

Apt Elev
13

1. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.
2. No other noise abatement measures required during noise abatement procedures.
3. Turn before DER is prohibited.

IDU 8WD, MIP 8WD
RNP DEPARTURES
(RWY 15)

ONLY USED FOR NOISE ABATEMENT PROCEDURES FOR SINGLE RWY AT NIGHT AND BY ATC



Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

FT/METER CONVERSION

QNH

600'	-	180m
5910'	-	1800m
8860'	-	2700m

SID

ROUTING

IDU 8WD (600) - SZ416 - SZ417 (K230-; 5910+ or by ATC) - SZ418 (8860+ or by ATC) - IDUMA.

MIP 8WD (600) - SZ416 - SZ417 (K230-; 5910+ or by ATC) - SZ418 (8860+ or by ATC) - MIPAG.

ZGSZ/SZX
BAOAN



JEPPESSEN

SHENZHEN, PR OF CHINA

27 OCT 23

10-3A

Eff 1 Nov 1600Z

RNAV SID

BAOAN Tower
118.45

ZHUHAI Approach

*APP01
120.35

APP02
119.55

*APP03
123.85

*APP04
119.025

*APP05
127.95

Trans alt: 8860

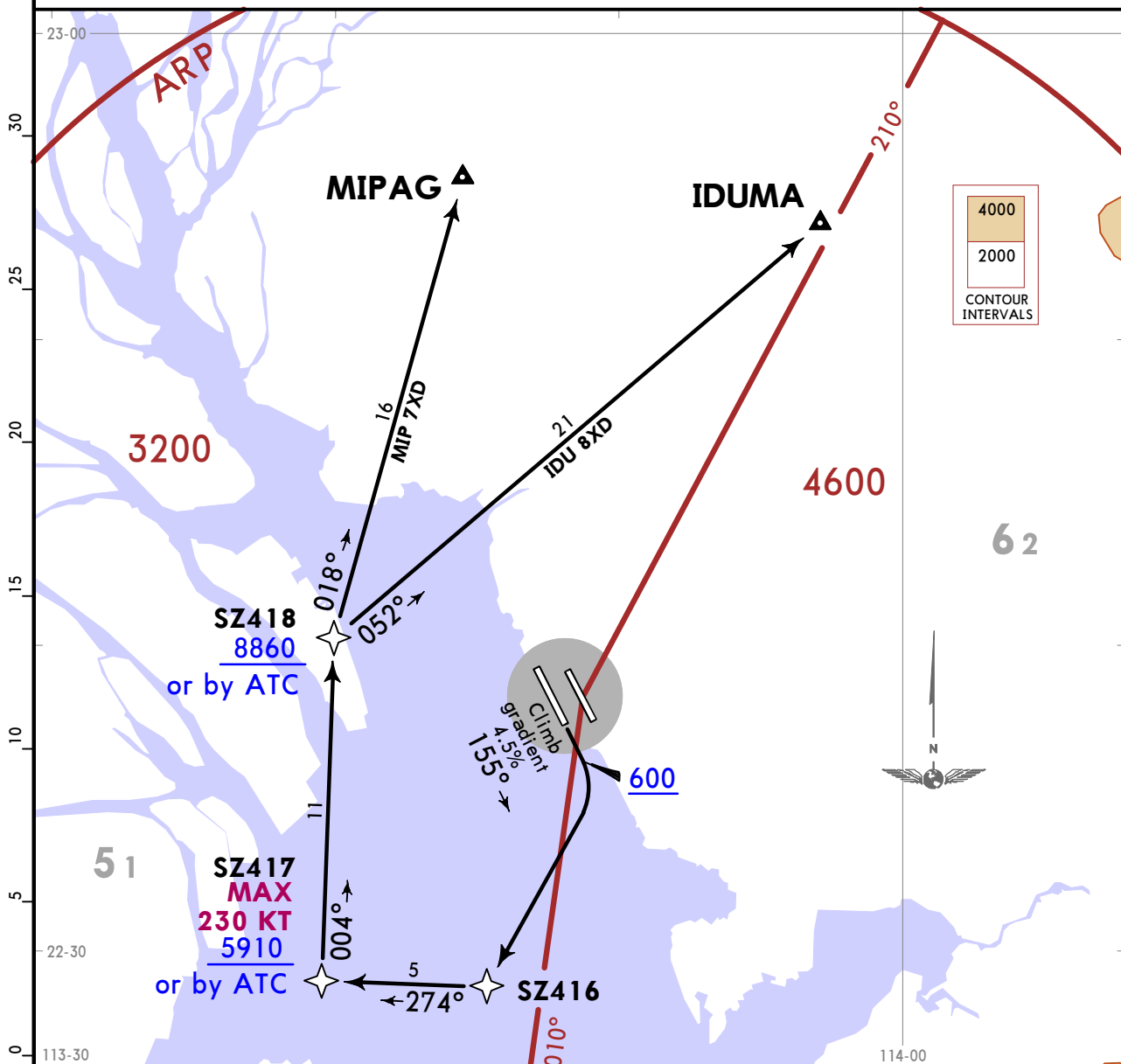
RNP 1 GNSS

Apt Elev
13

1. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.
2. No other noise abatement measures required during noise abatement procedures.
3. Turn before DER is prohibited.

IDU 8XD, MIP 7XD
RNP DEPARTURES
(RWY 16)

ONLY USED FOR NOISE ABATEMENT PROCEDURES FOR SINGLE RWY AT NIGHT AND BY ATC



Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

FT/METER CONVERSION

QNH

600'	-	180m
5910'	-	1800m
8860'	-	2700m

SID

ROUTING

IDU 8XD

(600) - SZ416 - SZ417 (K230-; 5910+ or by ATC) - SZ418 (8860+ or by ATC) - IDUMA.

MIP 7XD

(600) - SZ416 - SZ417 (K230-; 5910+ or by ATC) - SZ418 (8860+ or by ATC) - MIPAG.

ZGSZ/SZX
BAOAN

5 JUL 24

JEPPESEN
10-3A1 **Ef**

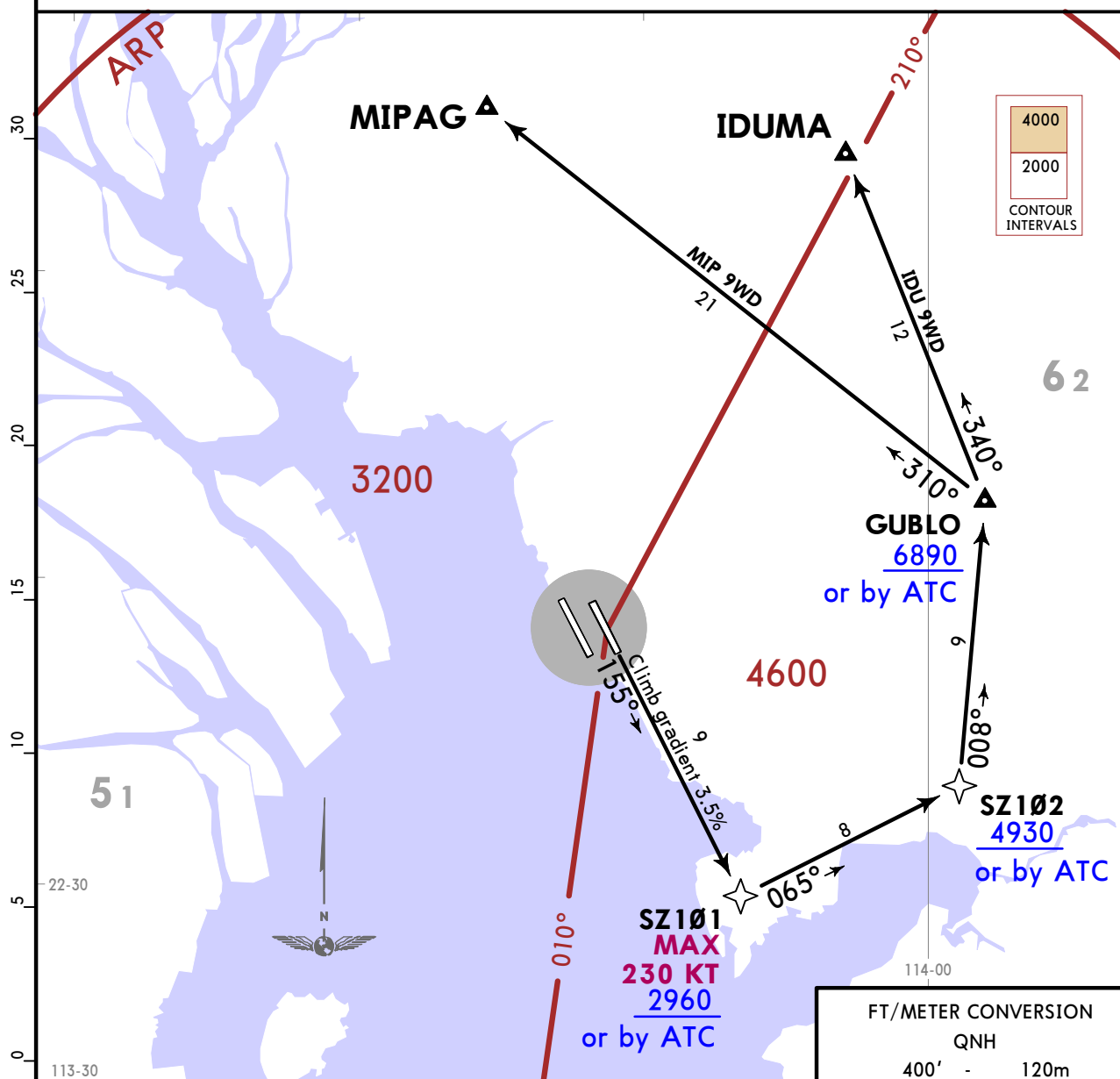
~~SHENZHEN, PR OF CHINA~~

Eff 10 Jul 1600Z**RNAV SID**

*BAOAN Tower	ZHUHAI Approach				
130.35	*APP01	APP02	*APP03	*APP04	*APP05
	120.35	119.55	123.85	119.025	127.95

Apt Elev 13	Trans alt: 8860
	RNP 1 GNSS
	If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.

IDU 9WD, MIP 9WD
 RNP DEPARTURES
 (RWY 15)
 DEVIATION TO SOUTH OF SZ101-SZ102 IS FORBIDDEN



Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

FT/METER CONVERSION		
QNH		
400'	-	120m
2960'	-	900m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m

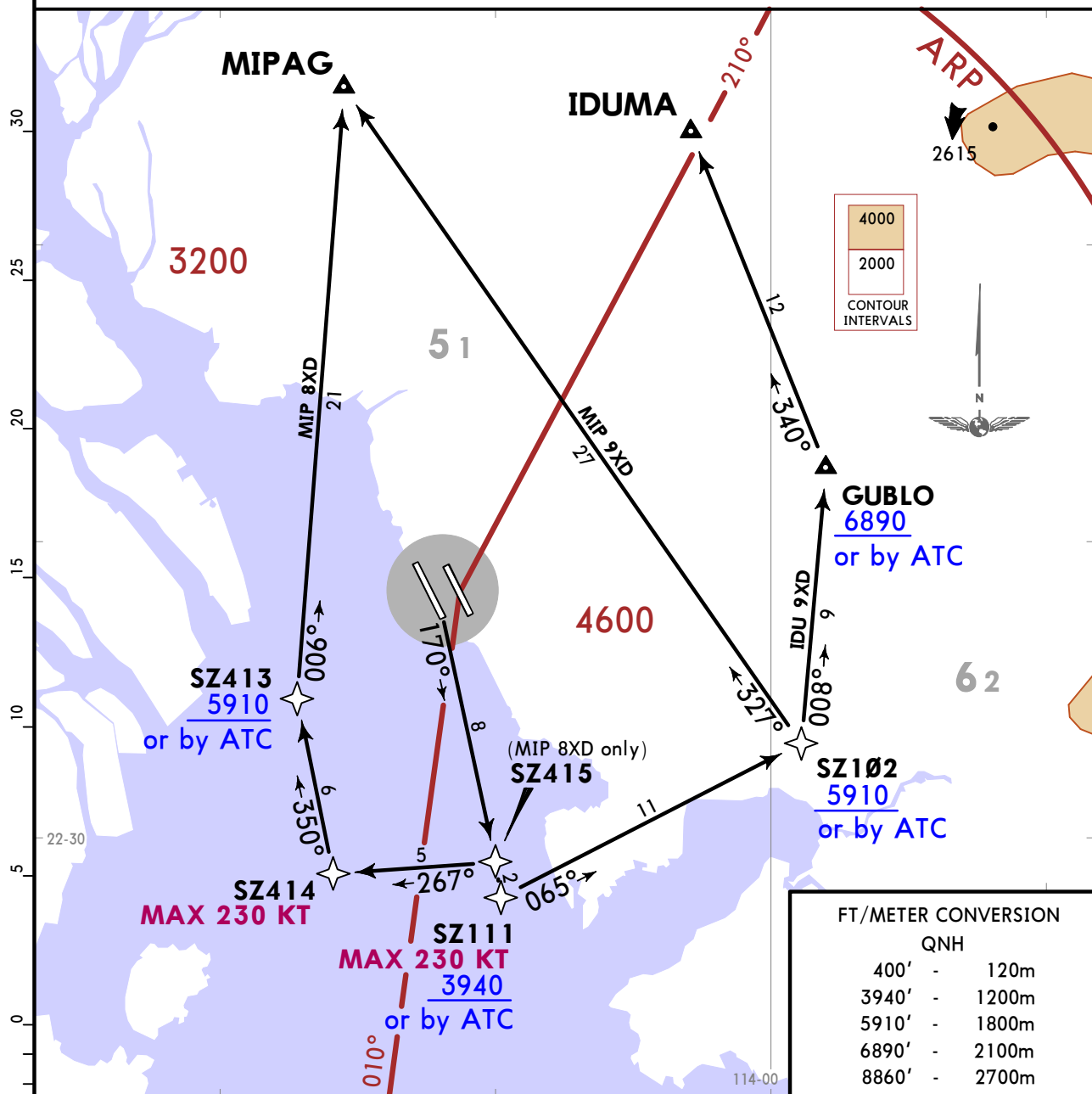
SID	ROUTING
IDU 9WD	(400) - SZ101 (K230-; 2960+ or by ATC) - SZ102 (4930+ or by ATC) - GUBLO (6890+ or by ATC) - IDUMA.
MIP 9WD	(400) - SZ101 (K230-; 2960+ or by ATC) - SZ102 (4930+ or by ATC) - GUBLO (6890+ or by ATC) - MIPAG.

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
5 JUL 24 **10-3A2** Eff 10 Jul 1600Z **RNAV SID**

BAOAN Tower 118.45		ZHUHAI Approach				
		*APP01	APP02	*APP03	*APP04	*APP05
		120.35	119.55	123.85	119.025	127.95
Apt Elev 13	Trans alt: 8860					
	RNP 1 GNSS					
	1. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact. 2. Turn before DER is prohibited.					

IDU 9XD, MIP 8XD, MIP 9XD
RNP DEPARTURES
(RWY 16)
DEVIATION TO SOUTH OF SZ111-SZ102 IS FORBIDDEN



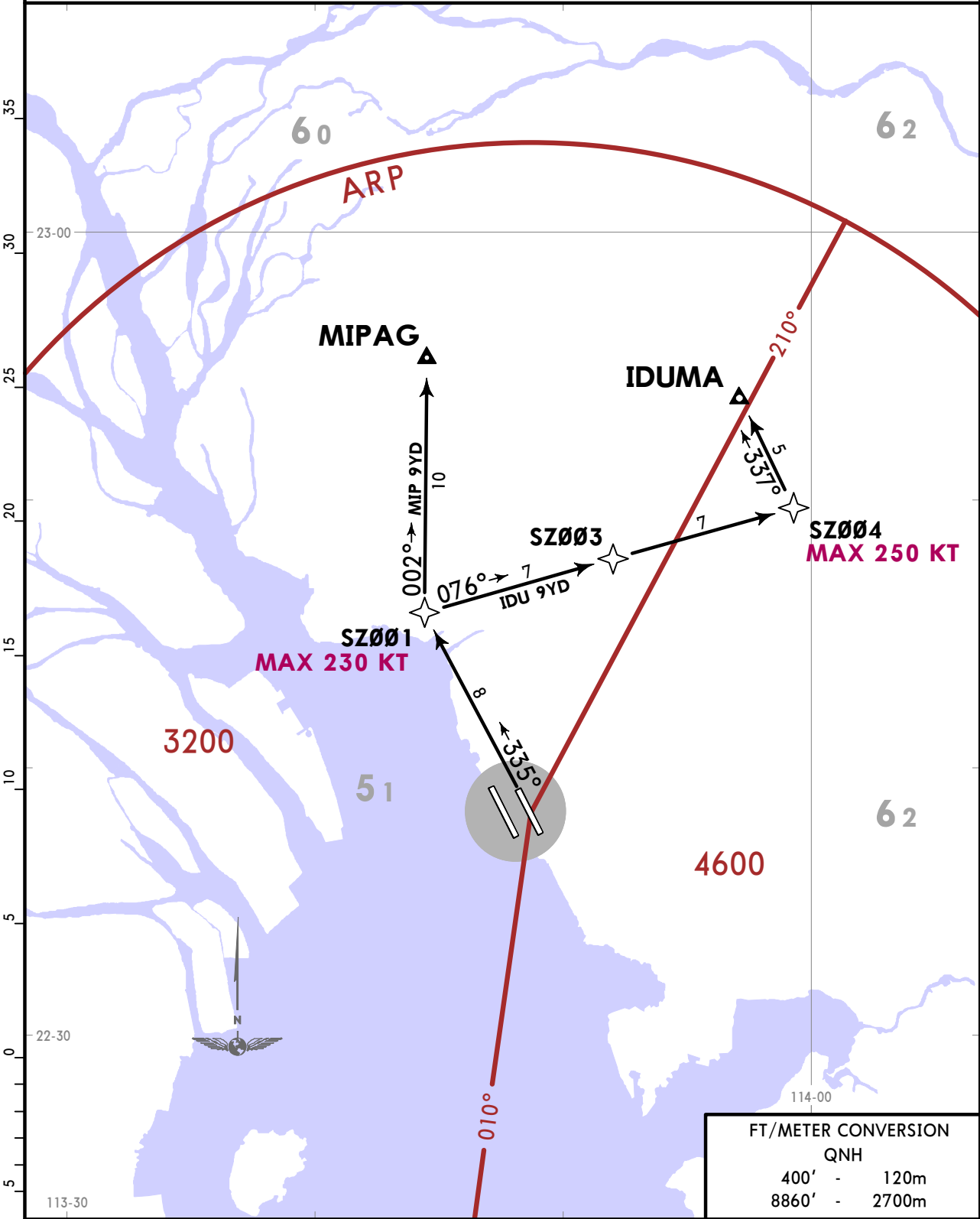
SID	ROUTING
IDU 9XD ①	(400) - SZ111 (K230-; 3940+ or by ATC) - SZ102 (5910+ or by ATC) - GUBLO (6890+ or by ATC) - IDUMA.
MIP 8XD By ATC	(400) - SZ415 - SZ414 (K230-) - SZ413 (5910+ or by ATC) - MIPAG.
MIP 9XD ①	(400) - SZ111 (K230-; 3940+ or by ATC) - SZ102 (5910+ or by ATC) - MIPAG.
① When two RWYs are used for independent departure, RNAV SIDs need ATC clearance.	

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BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
23 JUN 23 10-3B
RNAV SID

BAOAN Tower		ZHUHAI Approach				
West (RWY 16/34)	*East (RWY 15/33)	*APP01	APP02	*APP03	*APP04	*APP05
118.45	130.35	120.35	119.55	123.85	119.025	127.95
Apt Elev 13	RNP 1 GNSS	Trans alt: 8860 If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.				

IDU 9YD, MIP 9YD
RNP DEPARTURES
(RWY 33)



SID	ROUTING
IDU 9YD	(400) - SZ001 (K230-) - SZ003 - SZ004 (K250-) - IDUMA.
MIP 9YD	(400) - SZ001 (K230-) - MIPAG.

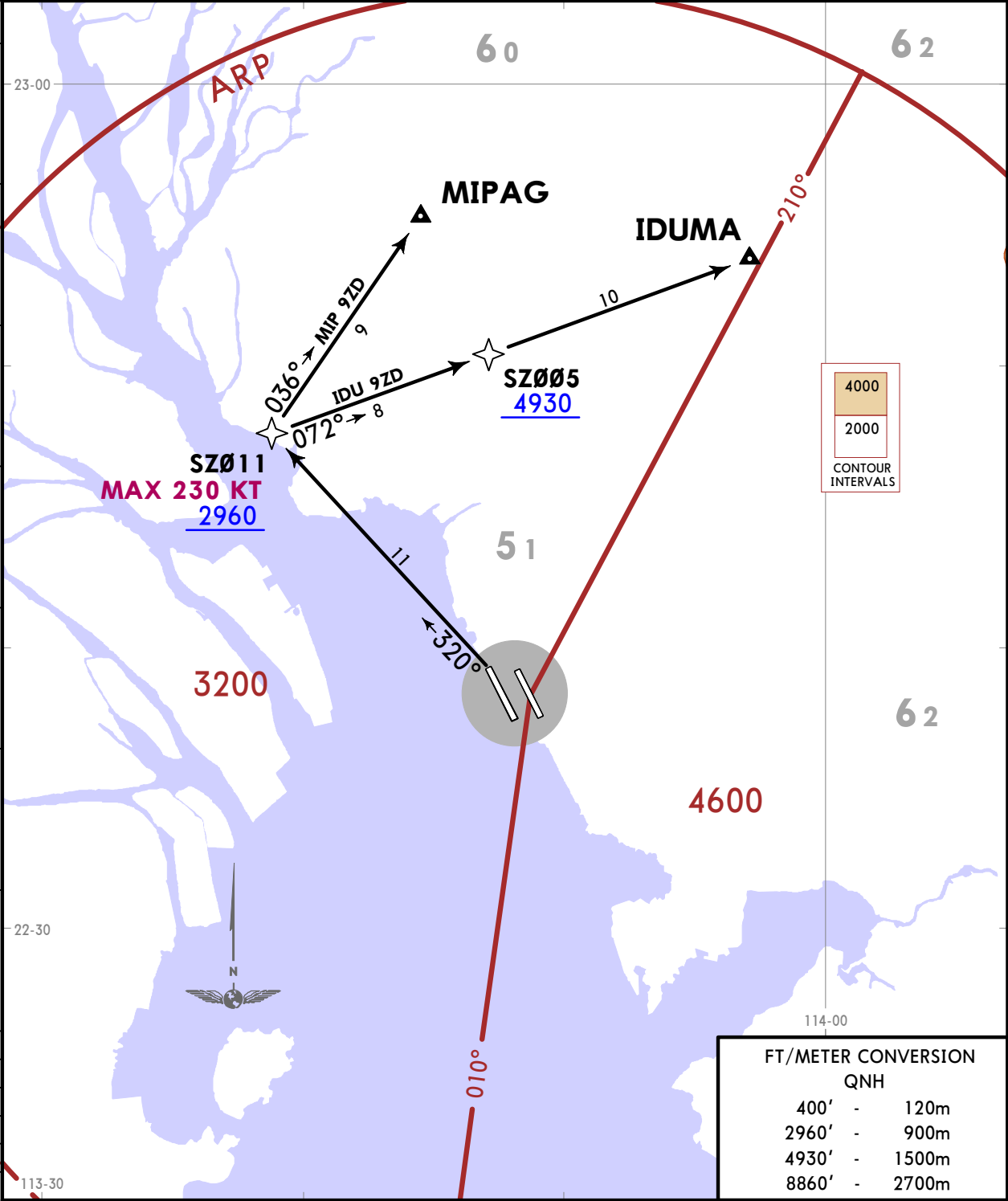
ZGSZ/SZX
BAOAN

JEPPESSEN
23 JUN 23 10-3C

SHENZHEN, PR OF CHINA
RNAV SID

BAOAN Tower		ZHUHAI Approach				
West (RWY 16/34)	*East (RWY 15/33)	*APP01	APP02	*APP03	*APP04	*APP05
118.45	130.35	120.35	119.55	123.85	119.025	127.95
Apt Elev 13	RNP 1 GNSS	Trans alt: 8860 1. No turn before DER. 2. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.				

IDU 9ZD, MIP 9ZD
RNP DEPARTURES
(RWY 34)
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT DEPARTURE, RNAV SIDS NEED ATC CLEARANCE



SID	ROUTING
IDU 9ZD	(400) - SZ011 (K230-; 2960+) - SZ005 (4930+) - IDUMA.
MIP 9ZD	(400) - SZ011 (K230-; 2960+) - MIPAG.

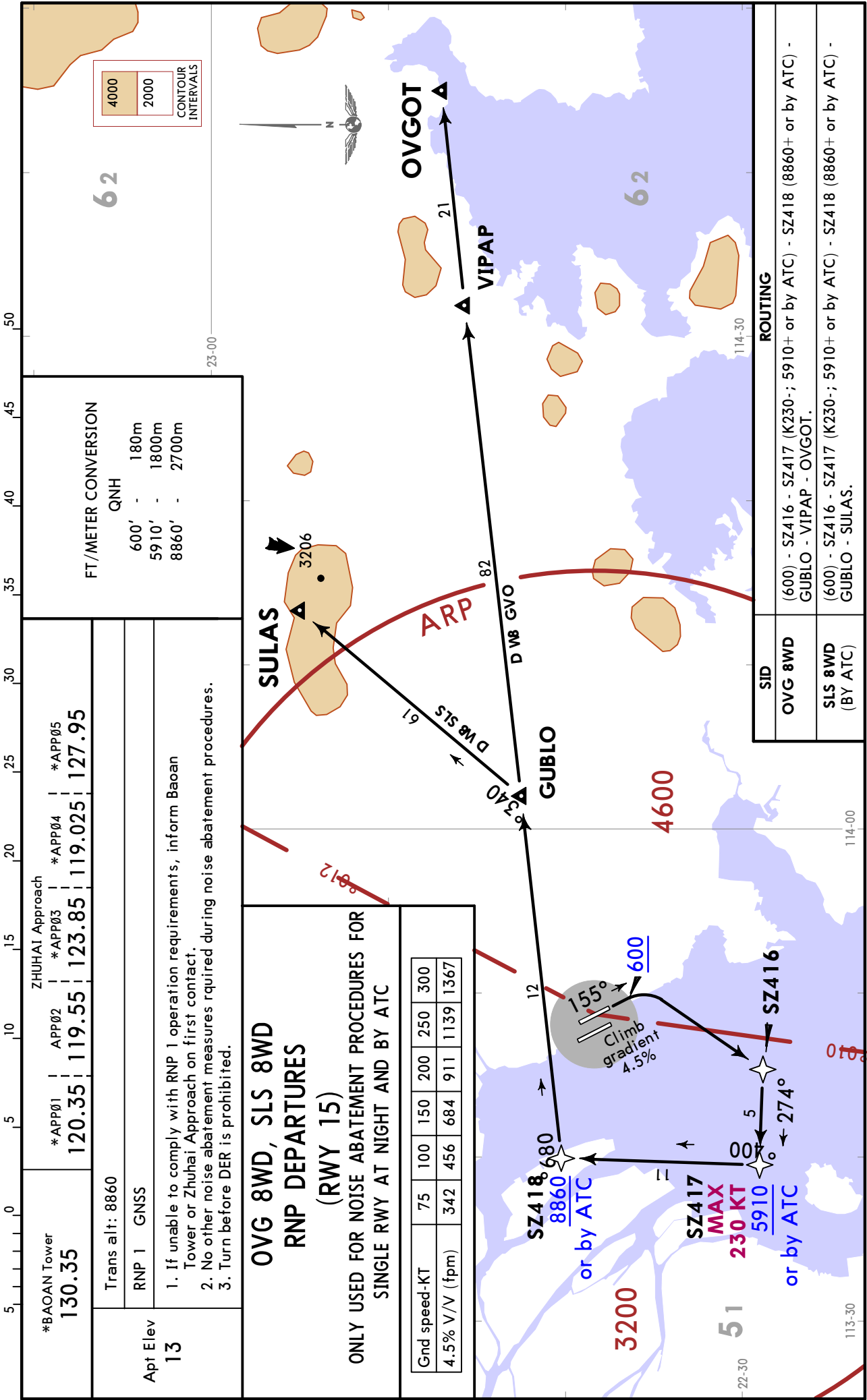
ZGSZ/SZX
BAOAN

JEPPESSEN
27 OCT 23 10-3D

SHENZHEN, PR OF CHINA

Eff 1 Nov 1600Z

RNAV SID



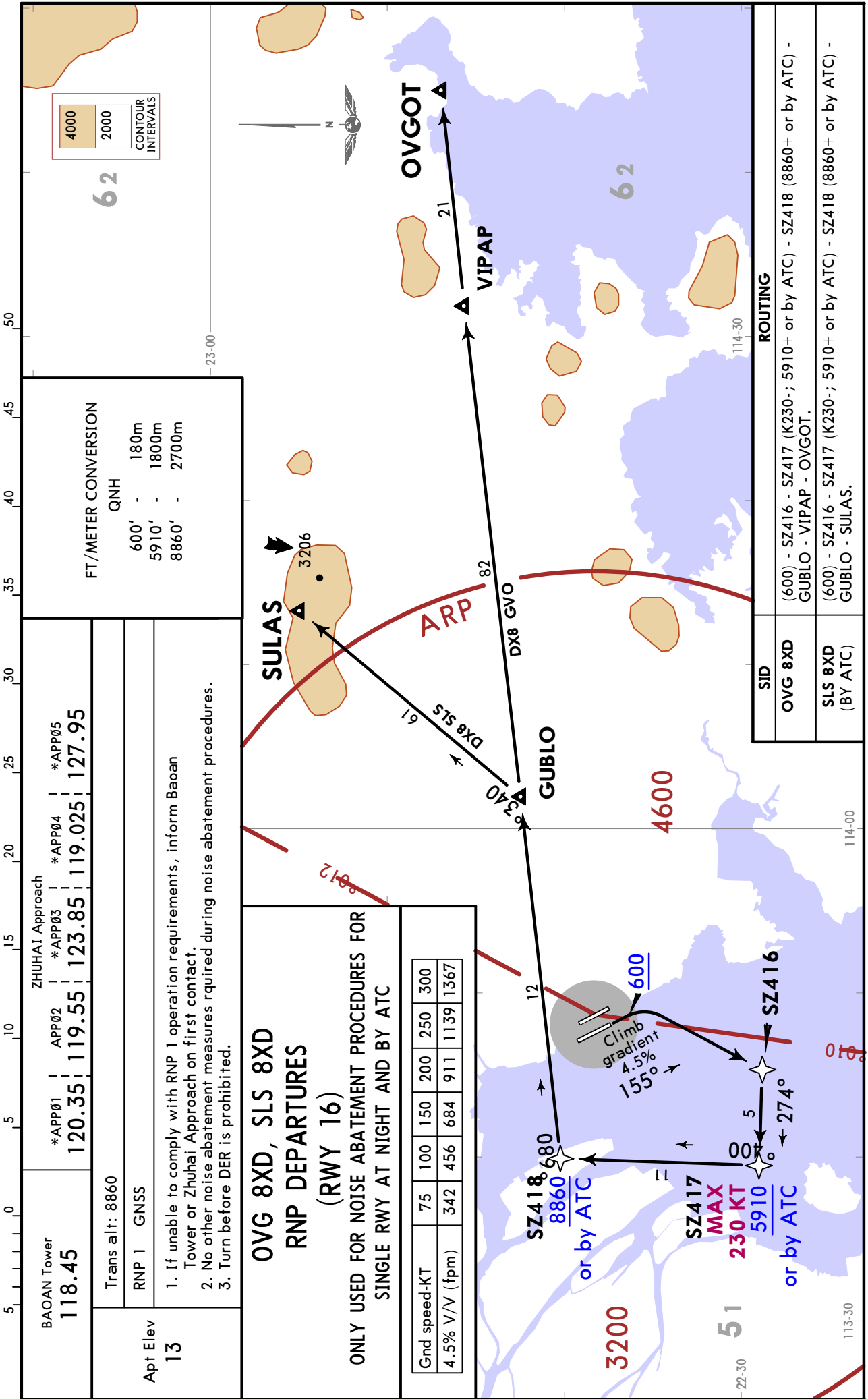
CHANGES: New procedures.

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ZGSZ/SZX
BAOAN

JEPPESSEN
27 OCT 23 10-3E

SHENZHEN, PR OF CHINA
Eff 1 Nov 1600Z
RNAV SID



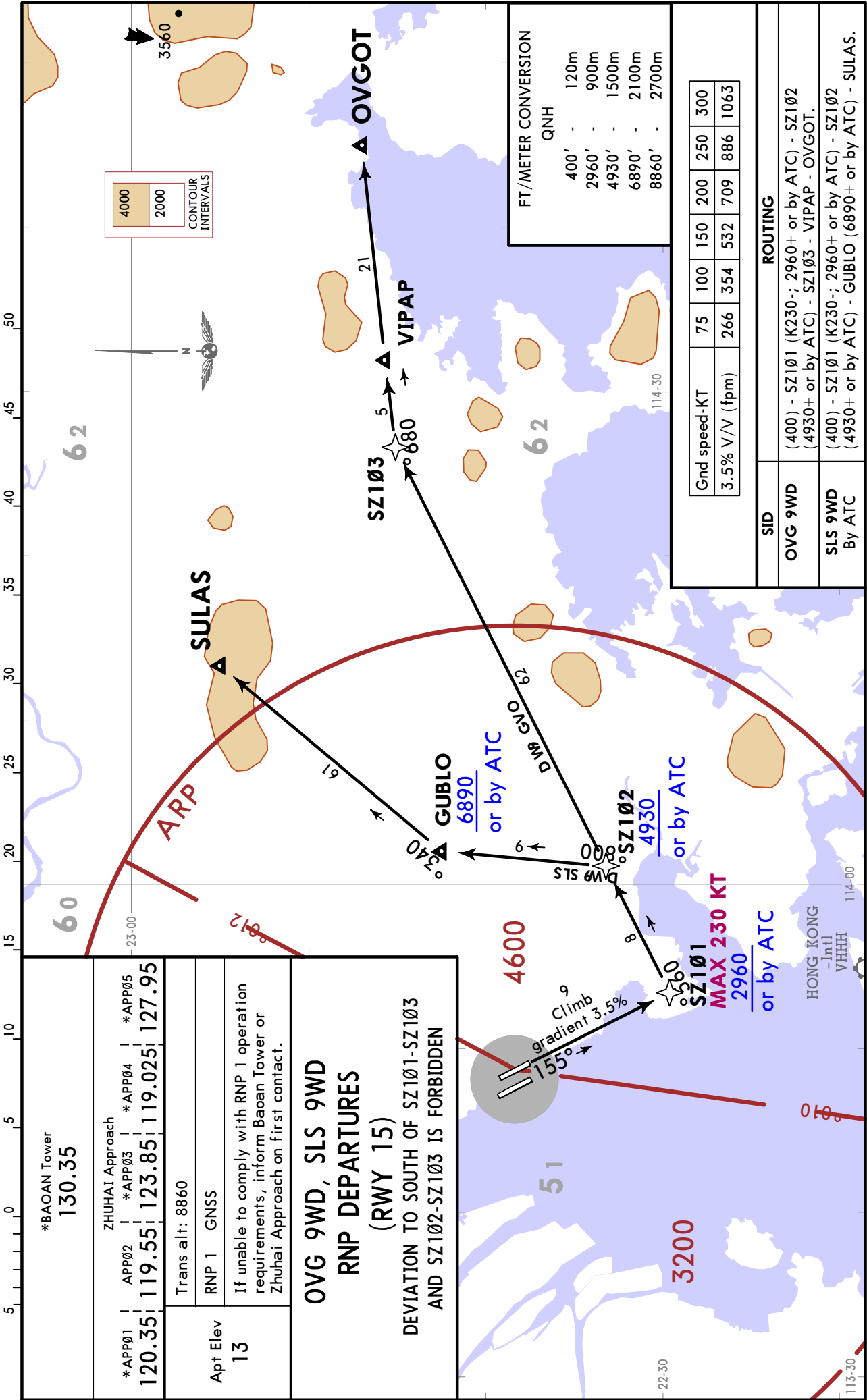
ZGSZ/SZX
BAOAN

JEPPESSEN
5 JUL 24 10-3E1

SHENZHEN, PR OF CHINA

Eff 10 Jul 1600Z

RNAV SID



ZGSZ/SZX
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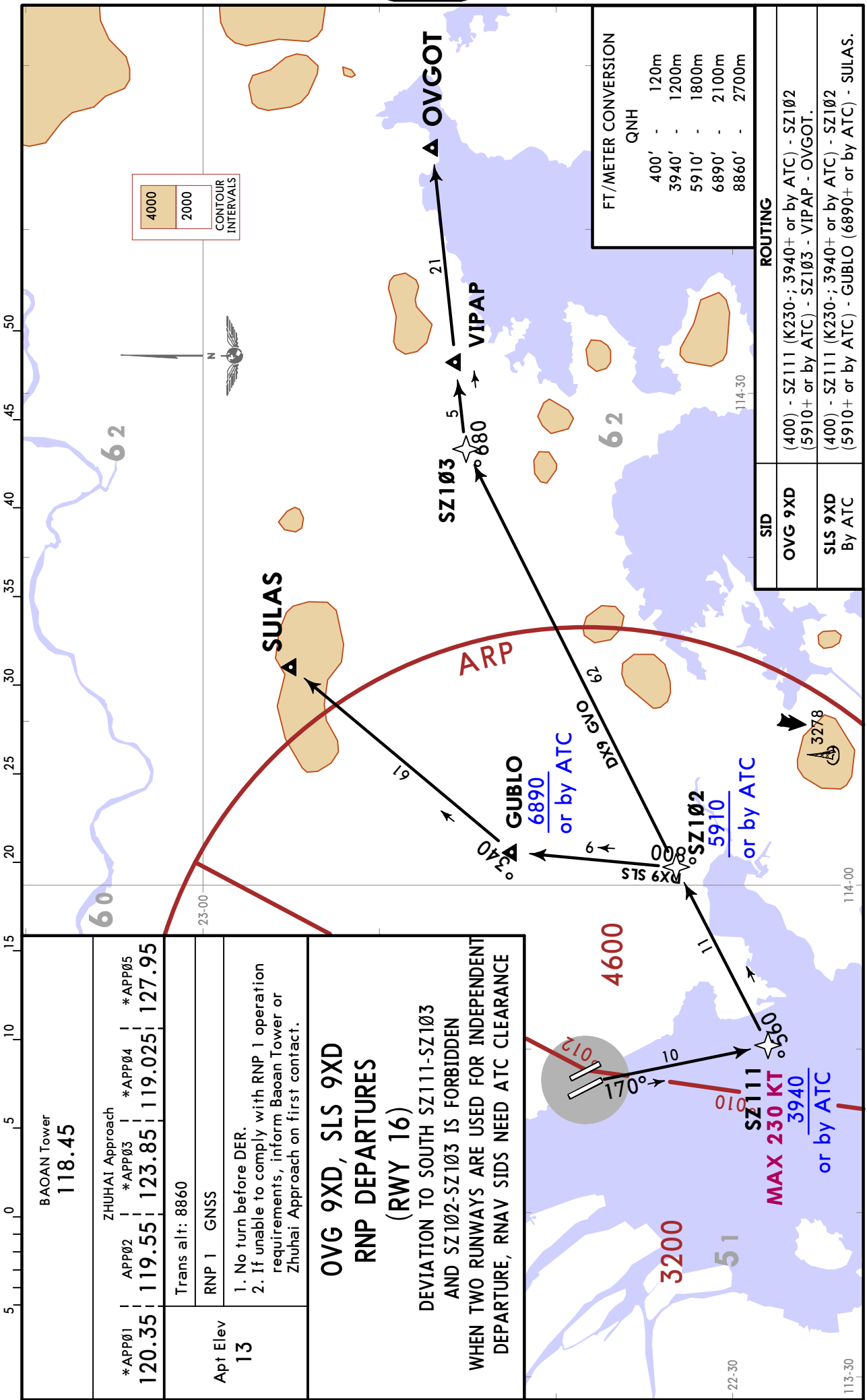
5 JUL 24

10-3E2

Eff 10 Jul 1600Z

SHENZHEN, PR OF CHINA

RNAV SID



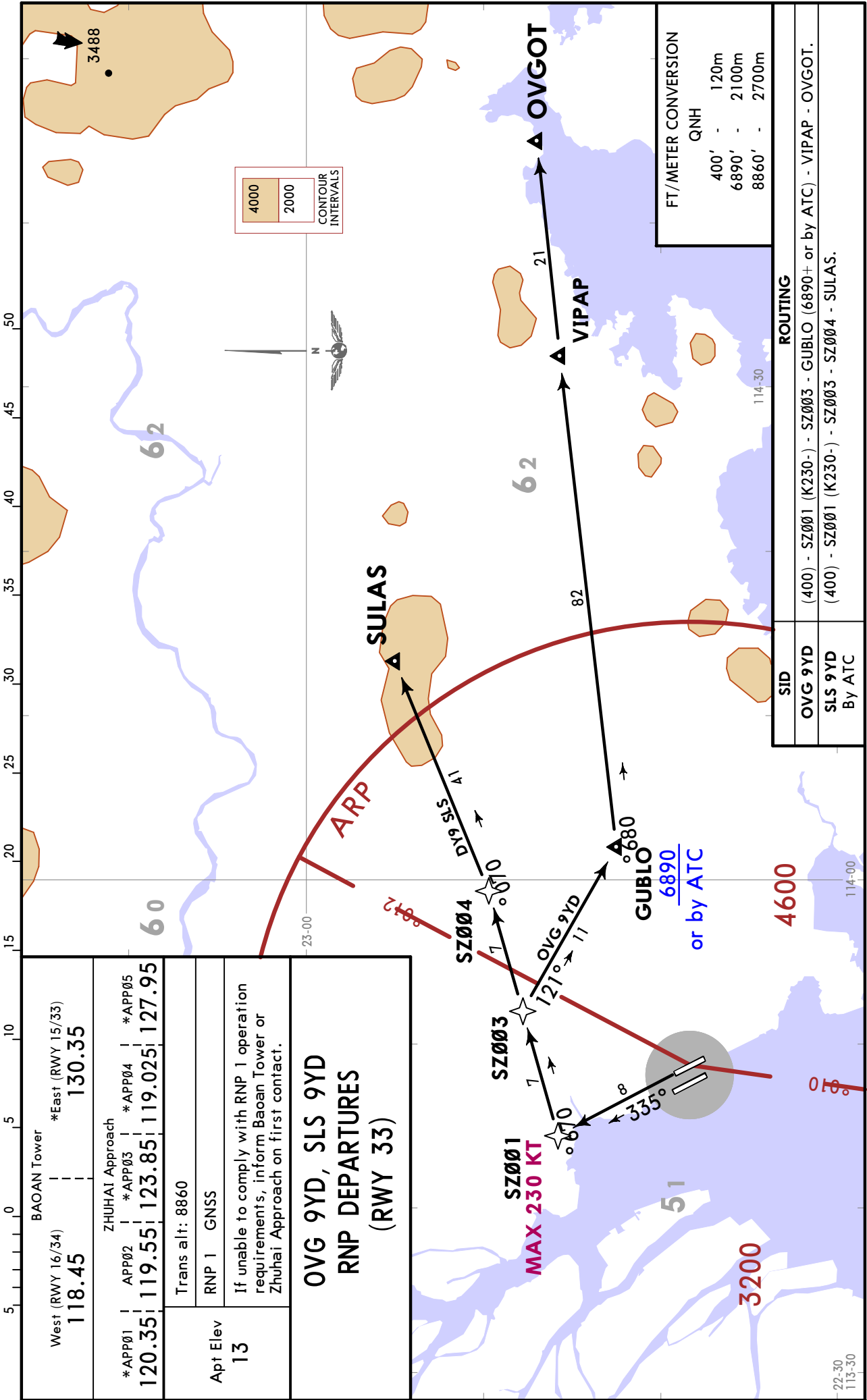
ZGSZ/SZ
BAOAN

JEPPESSEN
22 SEP 23 10-3F

Eff 4 Oct 1600Z

SHENZHEN, PR OF CHINA

RNAV SID

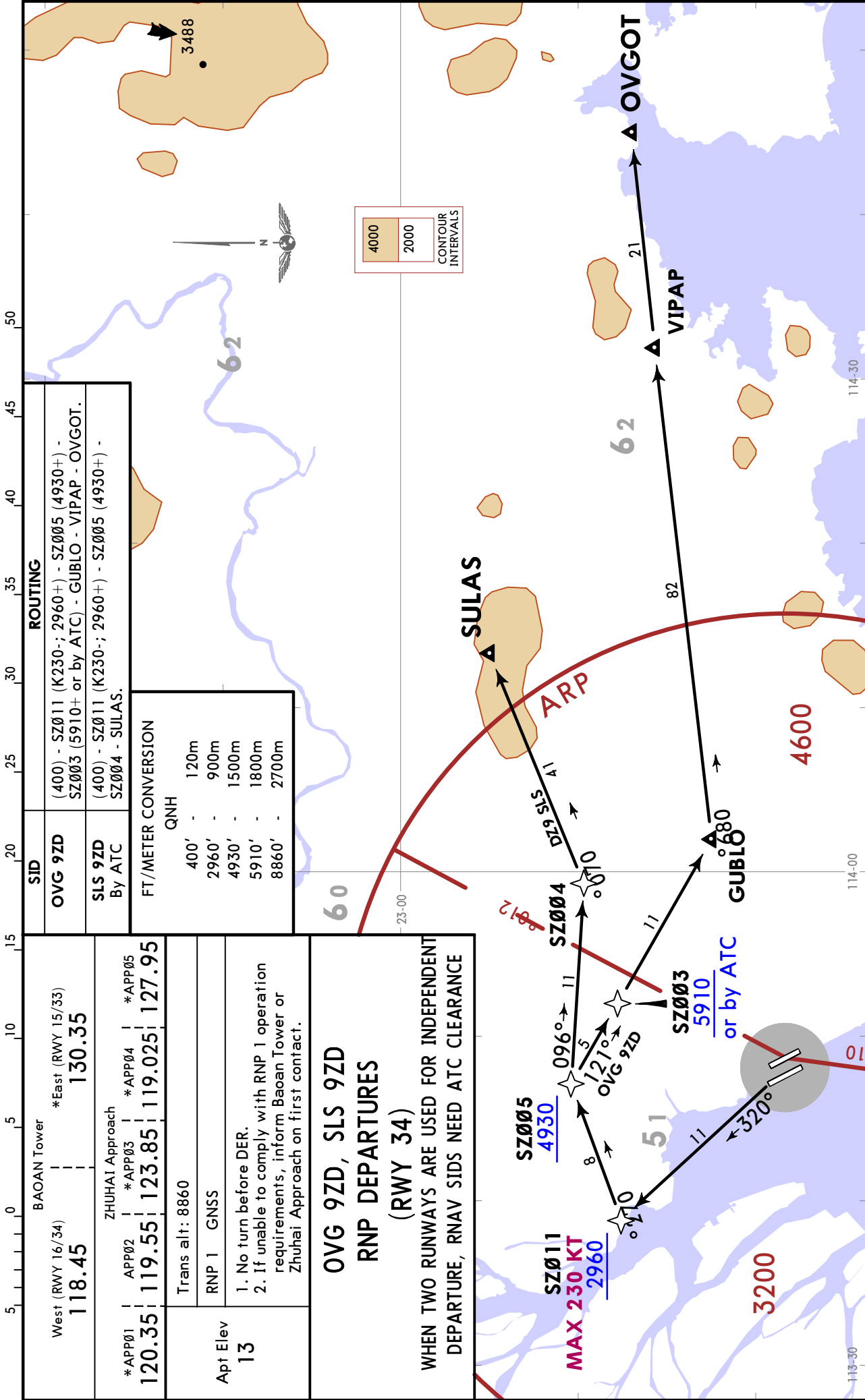


ZGSZ/SZ
BAOAN

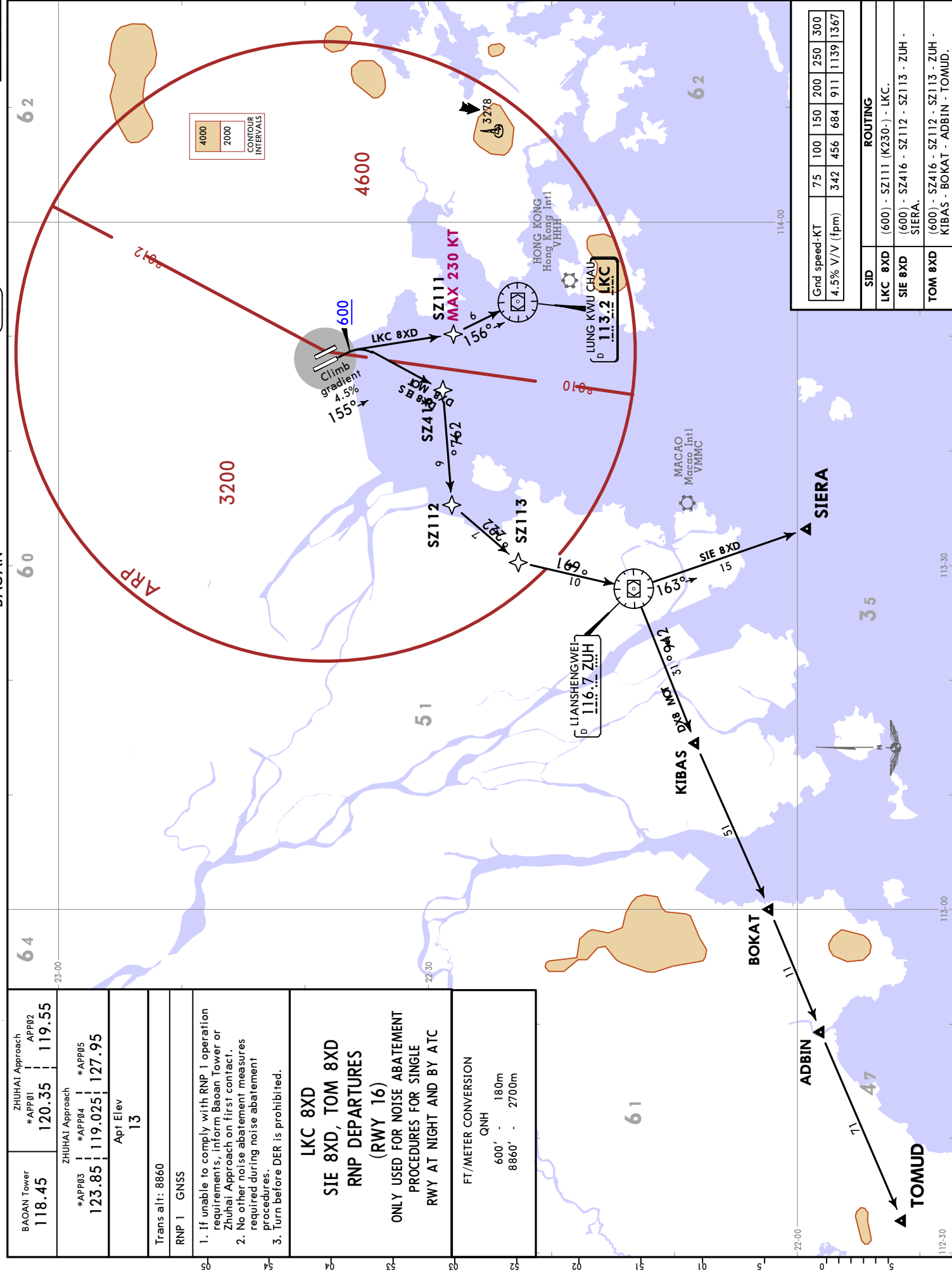
22 SEP 23 10-3G

Eff 4 Oct 1600Z

SHENZHEN, PR OF CHINA
RNAV SID

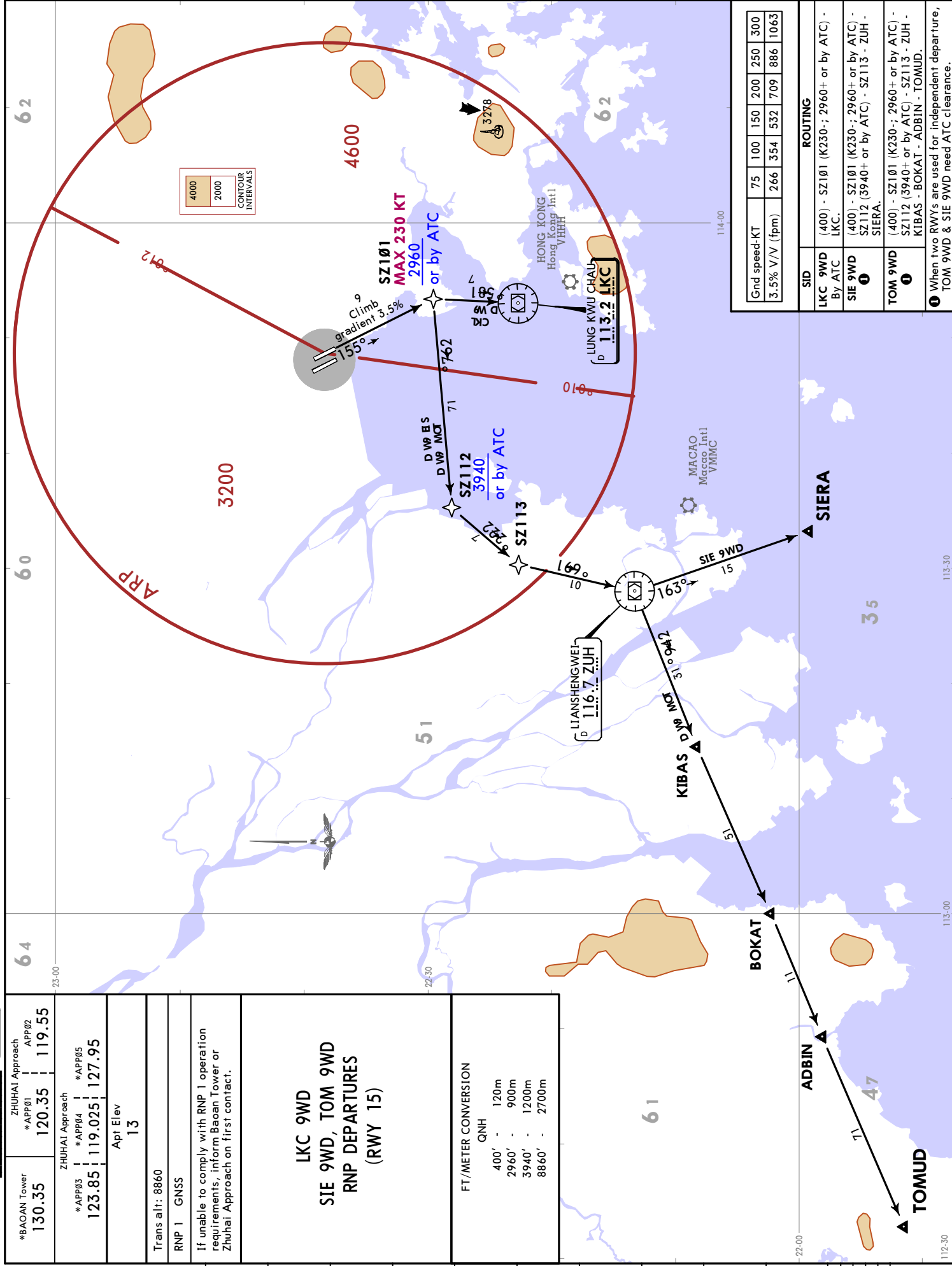






SHENZHEN, PR OF CHINA
RNAV SID

ZGSZ/SZX
BAOAN
JEPPESSEN
5 JUL 24
Eff 10 Jul 1600Z
10-3J1



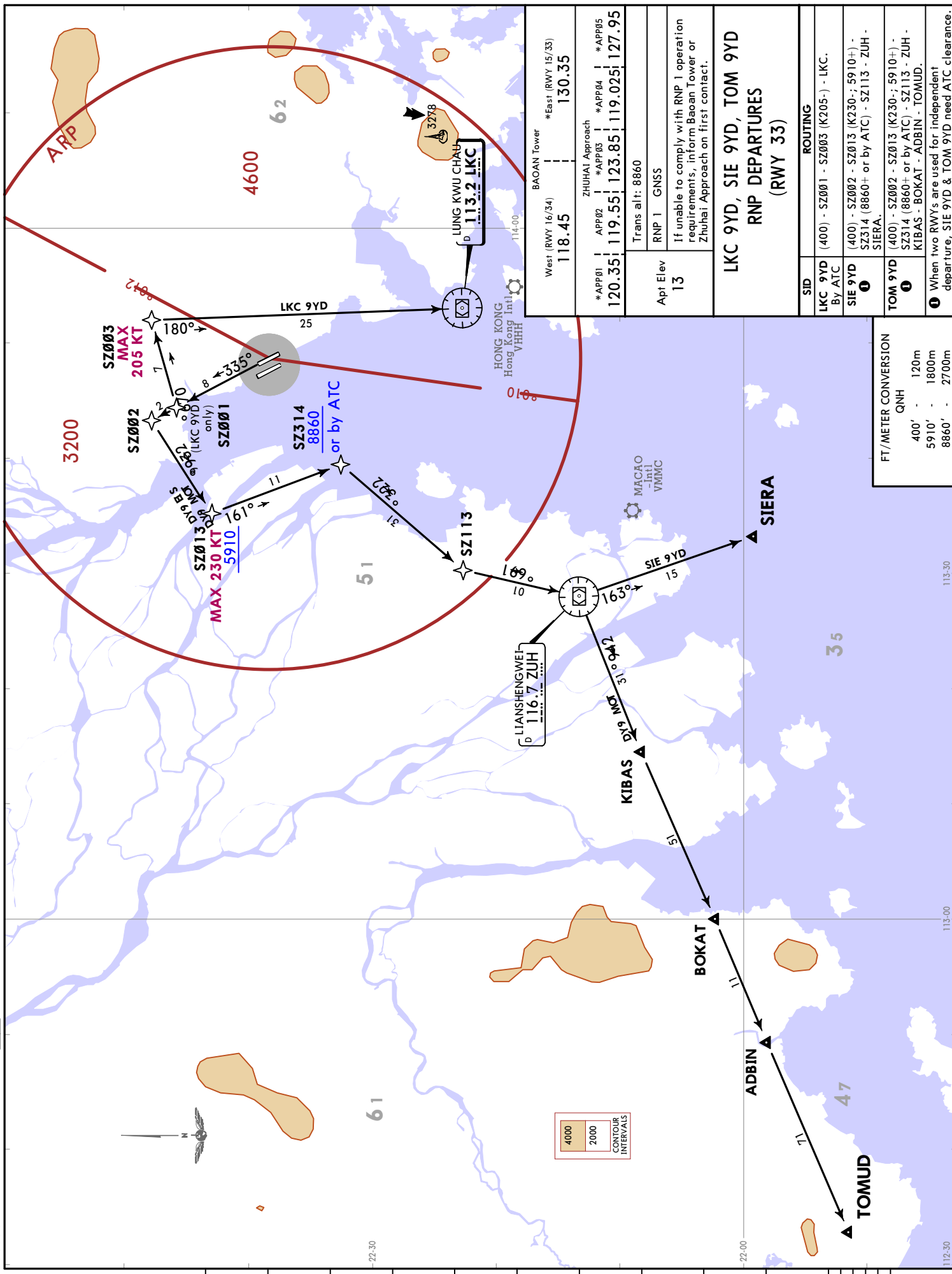


CHANGES: None.

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SHENZHEN, PR OF CHINA
RNAV SID

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BAOAN
JEPPESEN
23 JUN 23
10-3K



BAOAN Tower

West (RWY 16/34) 118.45

*East (RWY 15/33) 130.35

ZHUHAI Approach

*APP01 | APP02 | APP03 | APP04 | APP05

120.35 | 119.55 | 123.85 | 119.025 | 127.95

Trans alt: 8860

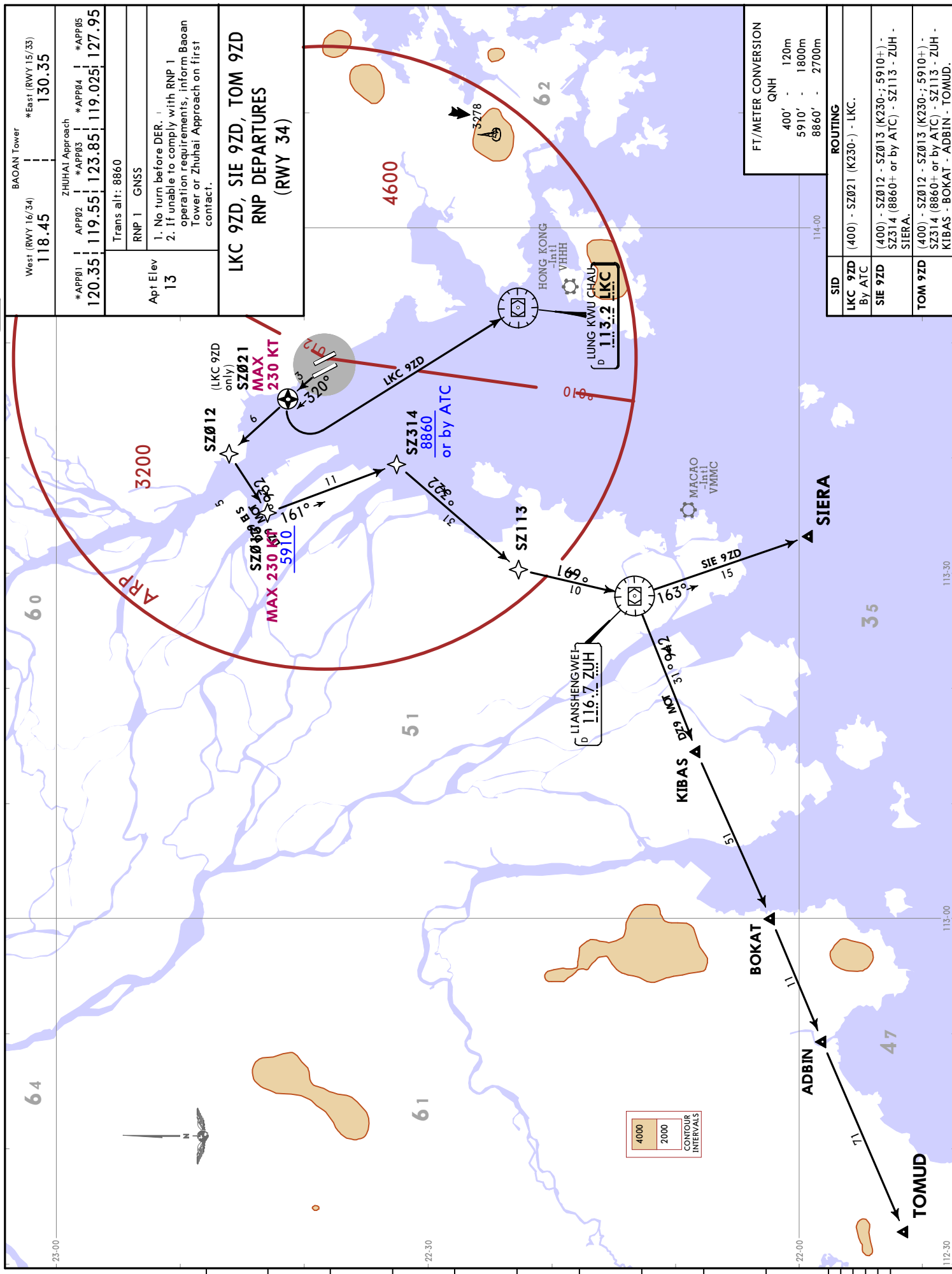
RNP 1 GNSS

Apt Elev 13

1. No turn before DER.
2. If unable to comply with RNP 1 operation requirements, inform BAOAN Tower or Zuhai Approach on first contact.

LKC 9ZD, SIE 9ZD, TOM 9ZD

RNP DEPARTURES (RWY 34)



FT/METER CONVERSION	
QNH	
400' - 120m	
5910' - 1800m	
8860' - 2700m	

ROUTING	
LKC 9ZD By ATC	(400) - SZ021 (K230-) - LKC.
SIE 9ZD	(400) - SZ012 - SZ013 (K230-; 5910+) - SZ314 (8860+ or by ATC) - SZ113 - ZUH - SIERA.
TOM 9ZD	(400) - SZ012 - SZ013 (K230-; 5910+) - SZ314 (8860+ or by ATC) - SZ113 - ZUH - KIBAS - BOKAT - ADBIN - TOMUD.

ZGSZ/SZX
BAOAN

JEPPESEN SHENZHEN, PR OF CHINA
5 JUL 24 (10-3M) Eff 10 Jul 1600Z **SID**

SID

Apt Elev
13

Trans alt: 8860

**IDU 1WD, MIP 1WD
DEPARTURES
(RWY 15)**

DEVIATION TO SOUTH OF SHK R065 IS FORBIDDEN

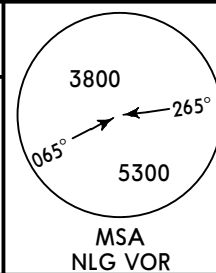
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

FT/METER CONVERSION

QNH

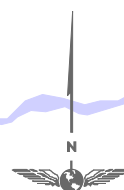
1150' - 350m

8860' - 2700m



— CENCUN —
114.6 CEN

60



6000
4000
2000

CONTOUR INTERVALS

62

- 23-00

R130

MIPAG

IDUMA

MIP 1M

D17.0 SHK
D36.4 CEN

LOC DME —
111.3 IQJ
.. ---: ---: ---:

1550 Climbing 3.5 grad

D7.5 IQJ

1150

SHK VOR

— NANLANG —
117.7 NLG

SHEKOU
115.9 SHK

HONG KONG
-Intl
VHHH

5500

4000

113-30

114-00

CHANGES: Climb gradient revised.

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ZGSZ/SZX
BAOAN

JEPPESEN SHENZHEN, PR OF CHINA
5 JUL 24 (10-3N) Eff 10 Jul 1600Z SID

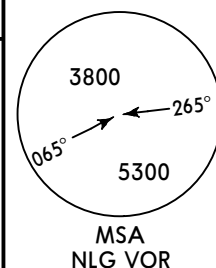
SID

Apt Elev
13

Trans alt: 8860
No turn before DER.

**IDU 1XD, MIP 1XD
DEPARTURES
(RWY 16)**

DEVIATION TO SOUTH OF SHK R065 IS FORBIDDEN
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, ATC CLEARANCE IS NEEDED



FT/METER CONVERSION

QNH

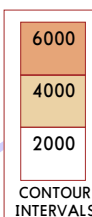
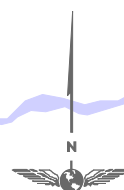
1150' - 350m

8860' - 2700m



— CENCUN —
114.6 CEN

60



62

MIPAG

IDUMA

D17.0 SHK
D36.4 CEN

SPEED RESTRICTION
Departure turn
MAX 230 KT.

SHK VOR

— NANLANG —
117.7 NIG

SHEKOU
115.9 SHK

HONG KONG
-Intl
VHHH

ZGSZ/SZX
BAOAN

JEPPESSEN
17 MAR 23 10-3P

SHENZHEN, PR OF CHINA

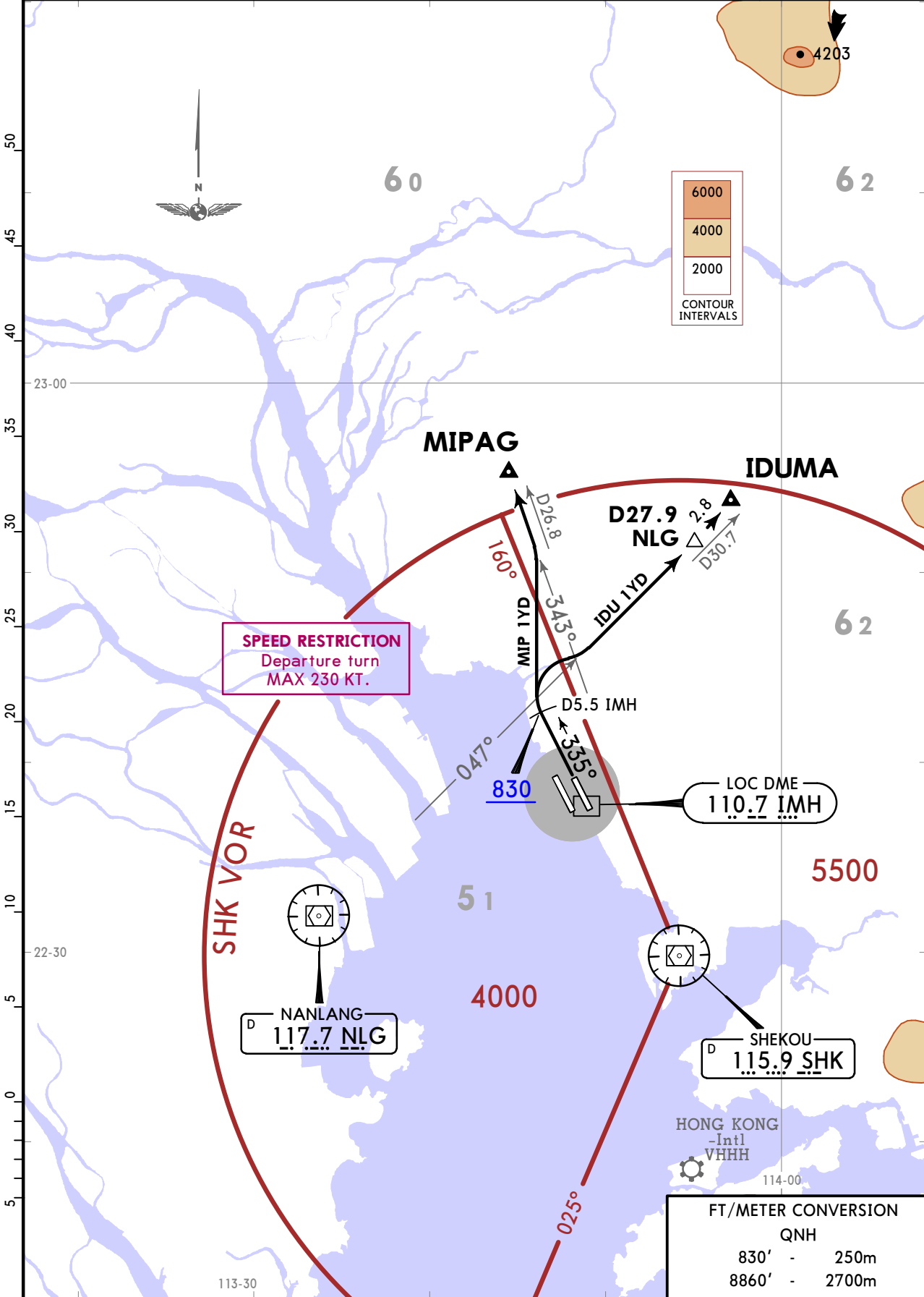
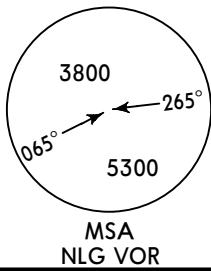
Eff 22 Mar 1600Z

SID

Apt Elev
13

Trans alt: 8860

IDU 1YD, MIP 1YD
DEPARTURES
(RWY 33)



ZGSZ/SZX
BAOAN

JEPPESSEN
17 MAR 23 10-3Q

SHENZHEN, PR OF CHINA

Eff 22 Mar 1600Z

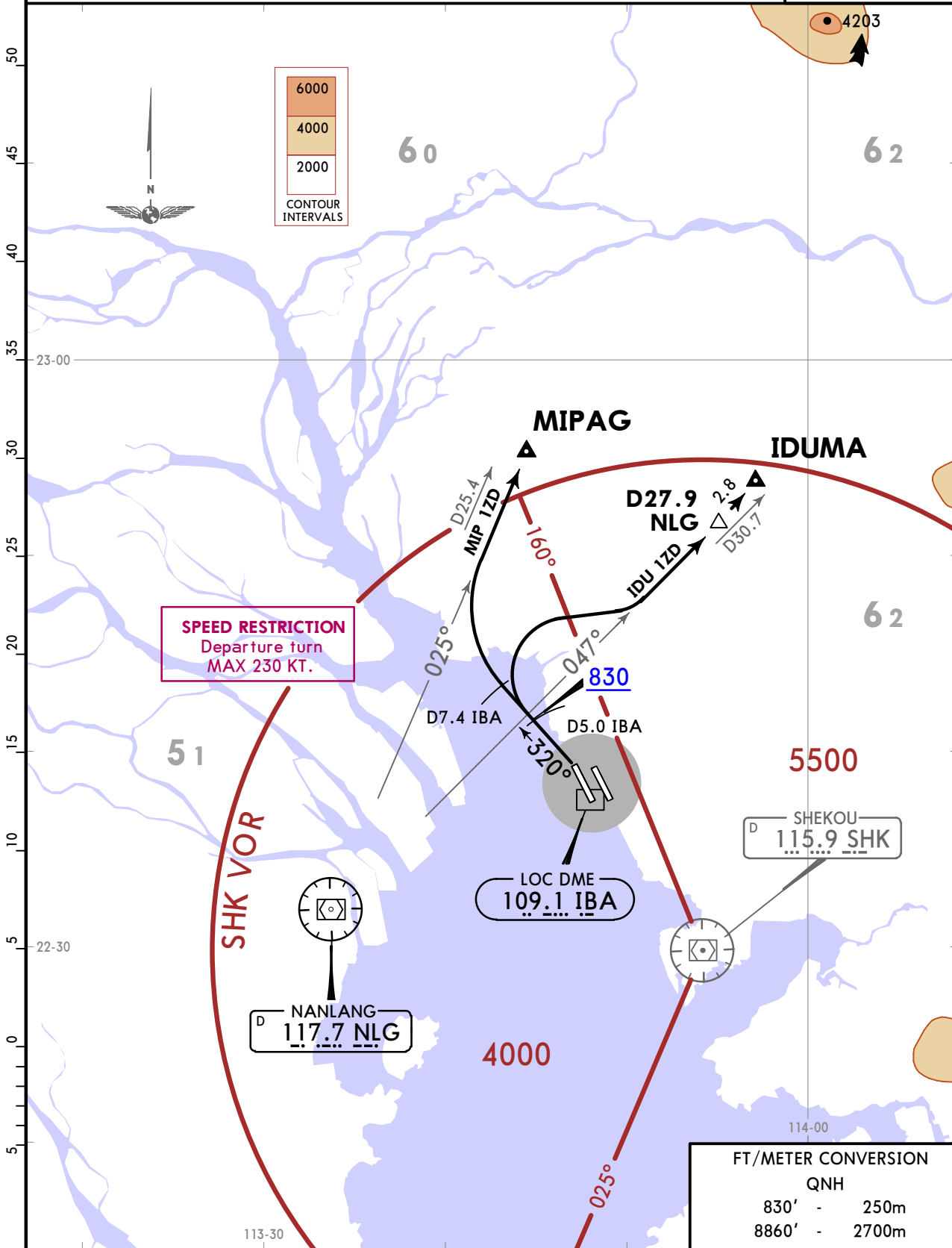
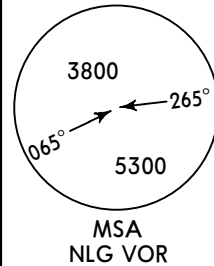
SID

Apt Elev
13

Trans alt: 8860
No turn before DER.

IDU 1ZD
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, ATC CLEARANCE IS NEEDED

MIP 1ZD
DEPARTURES
(RWY 34)



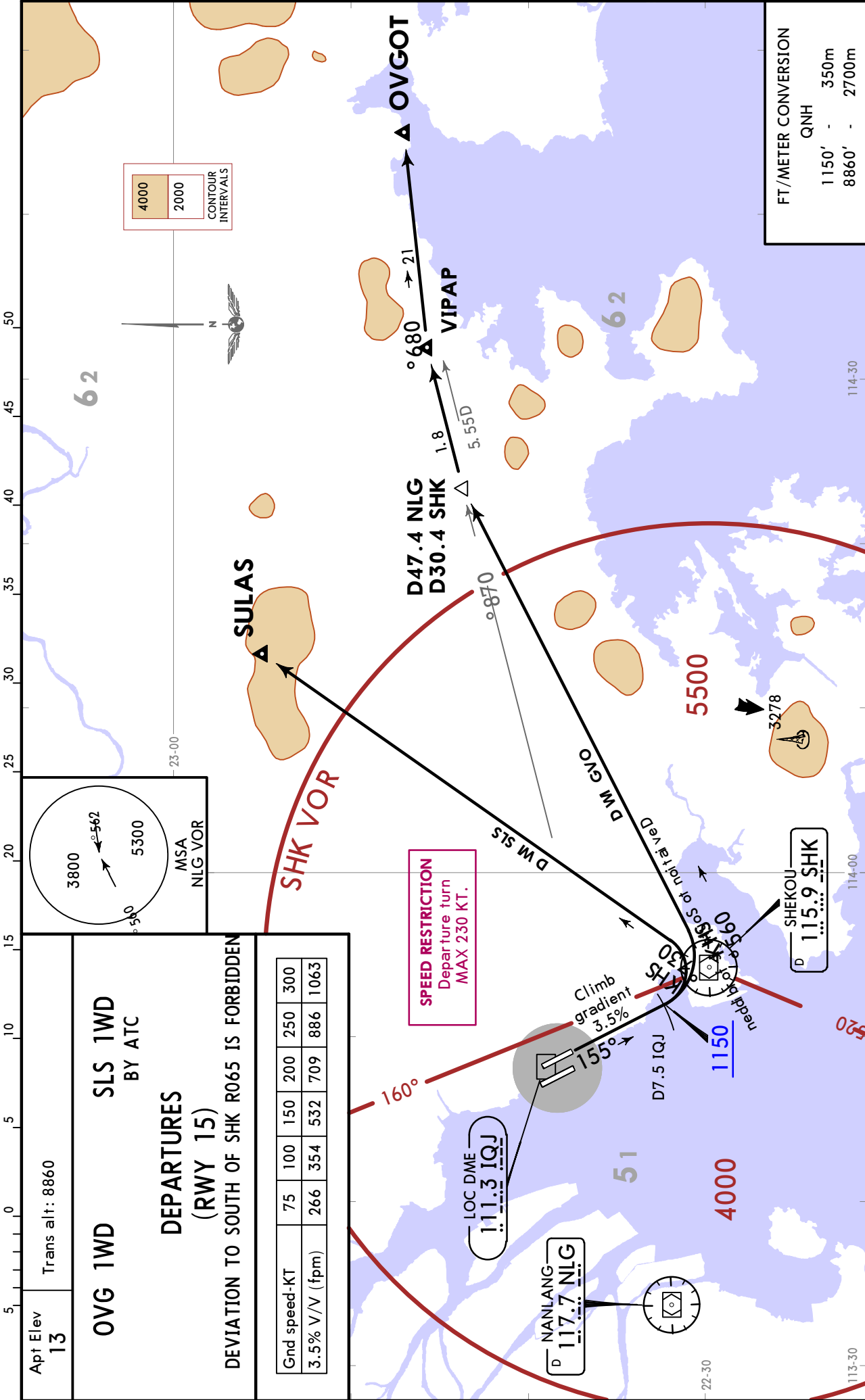
ZGSZ/SZX
BAOAN

JEPPESSEN
5 JUL 24 10-3S

SHENZHEN, PR OF CHINA

Eff 10 Jul 1600Z

SID



CHANGES: Climb gradient established.

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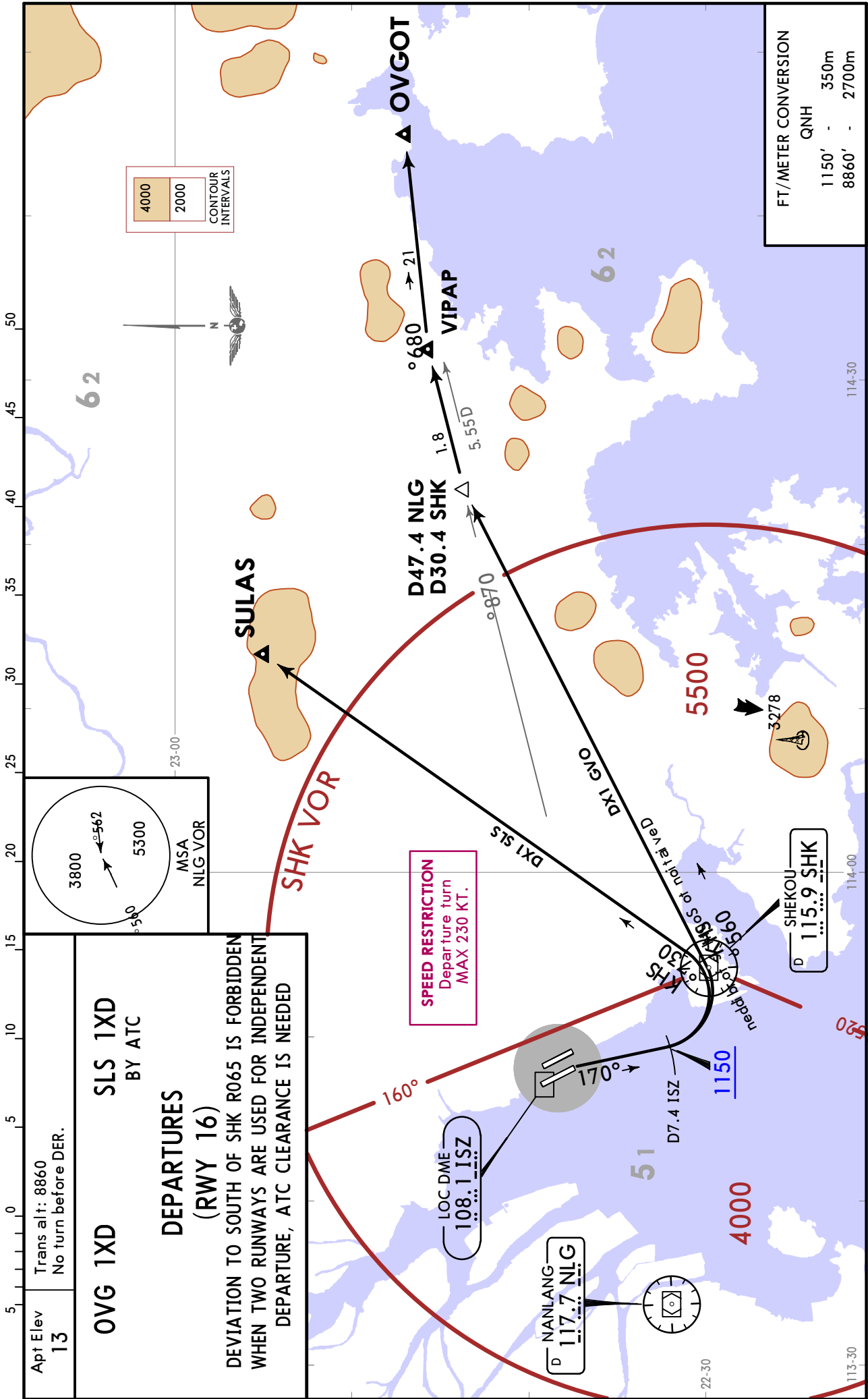
ZGSZ/SZX
BAOAN

JEPPESSEN
5 JUL 24 10-3T

SHENZHEN, PR OF CHINA

Eff 10 Jul 1600Z

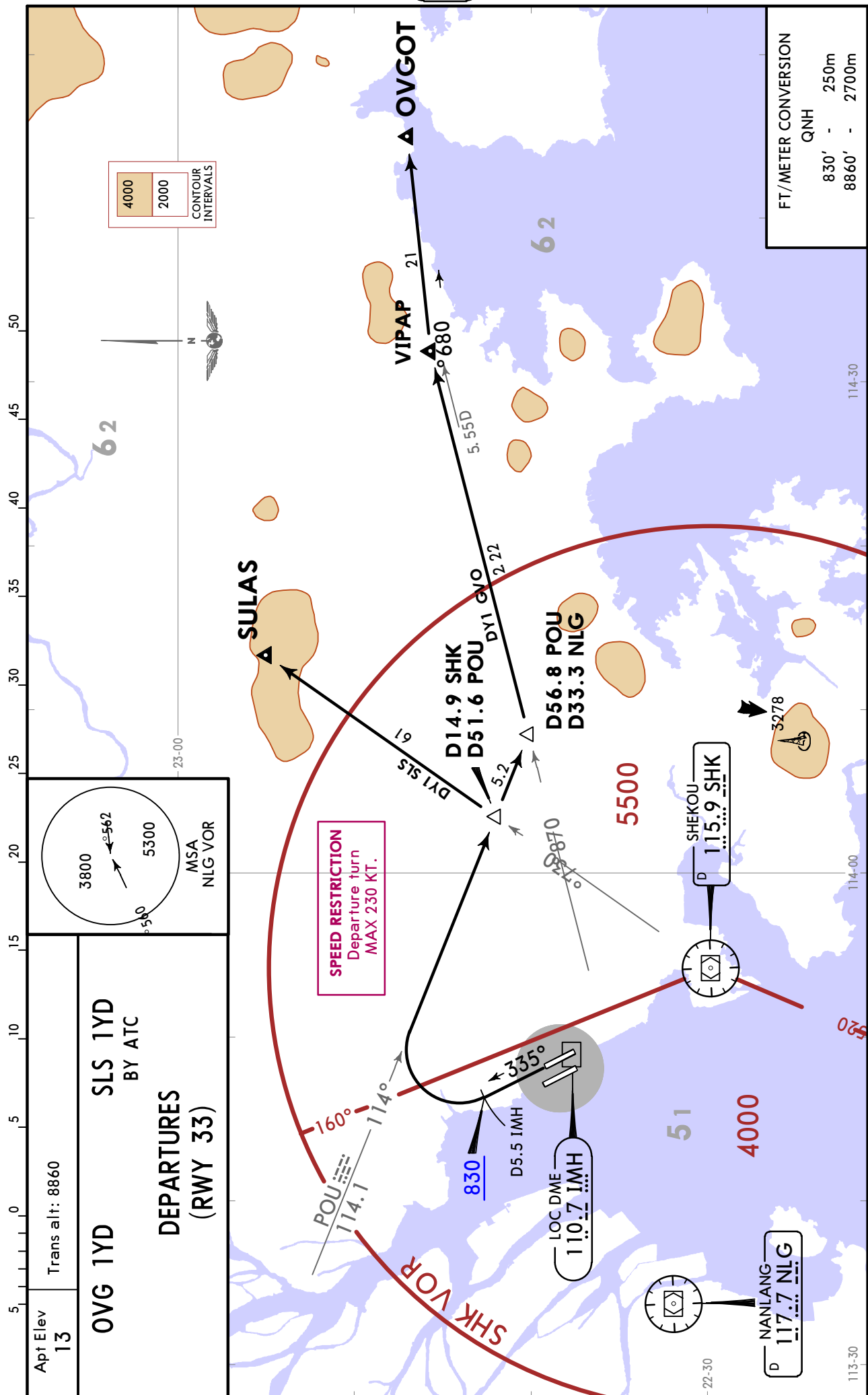
SID



ZGSZ/SZX
BAOAN

JEPPESEN
17 MAR 23 (10-3U) E

~~SHENZHEN, PR OF CHINA~~

SID

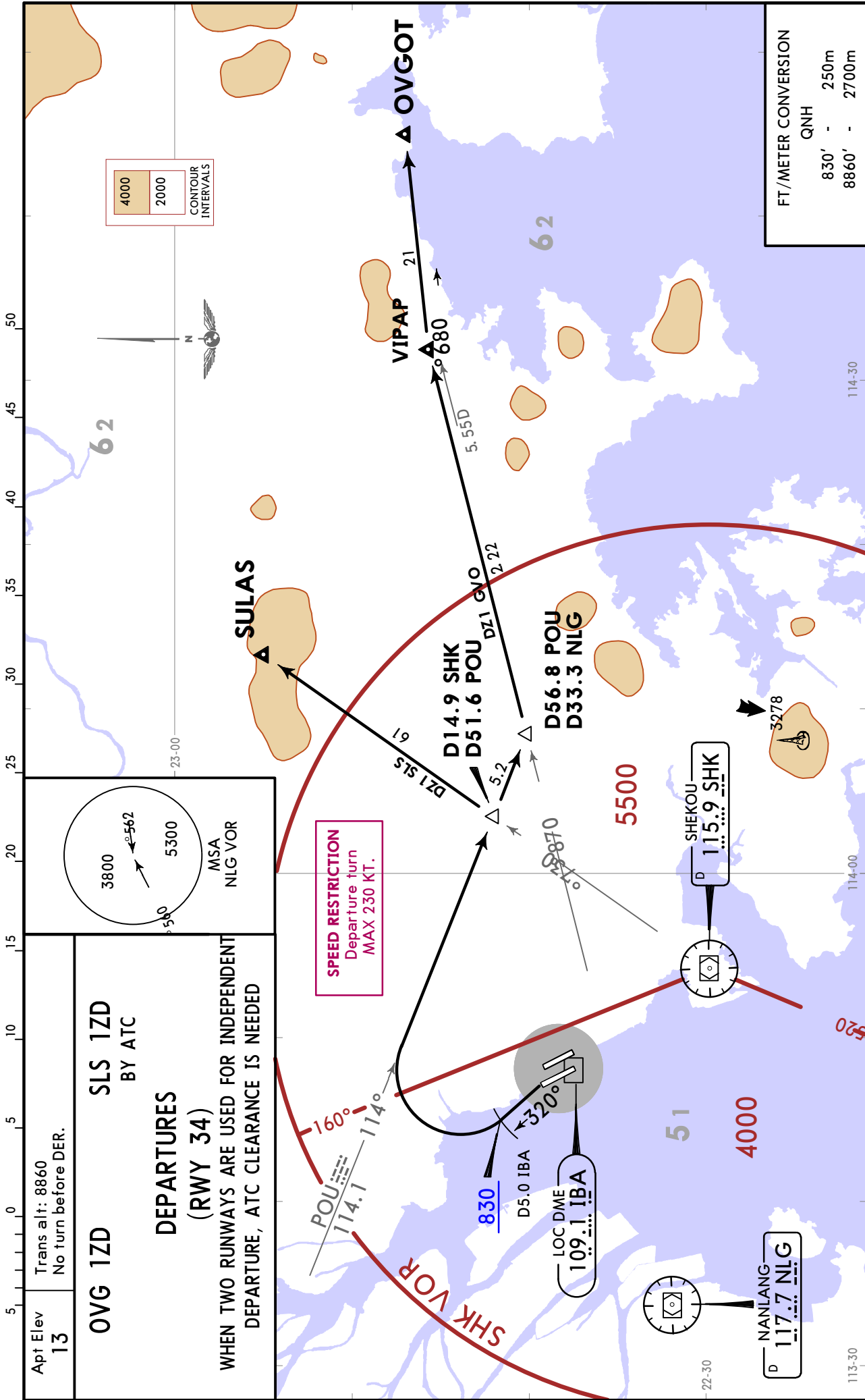
ZGSZ/SZX
BAOAN

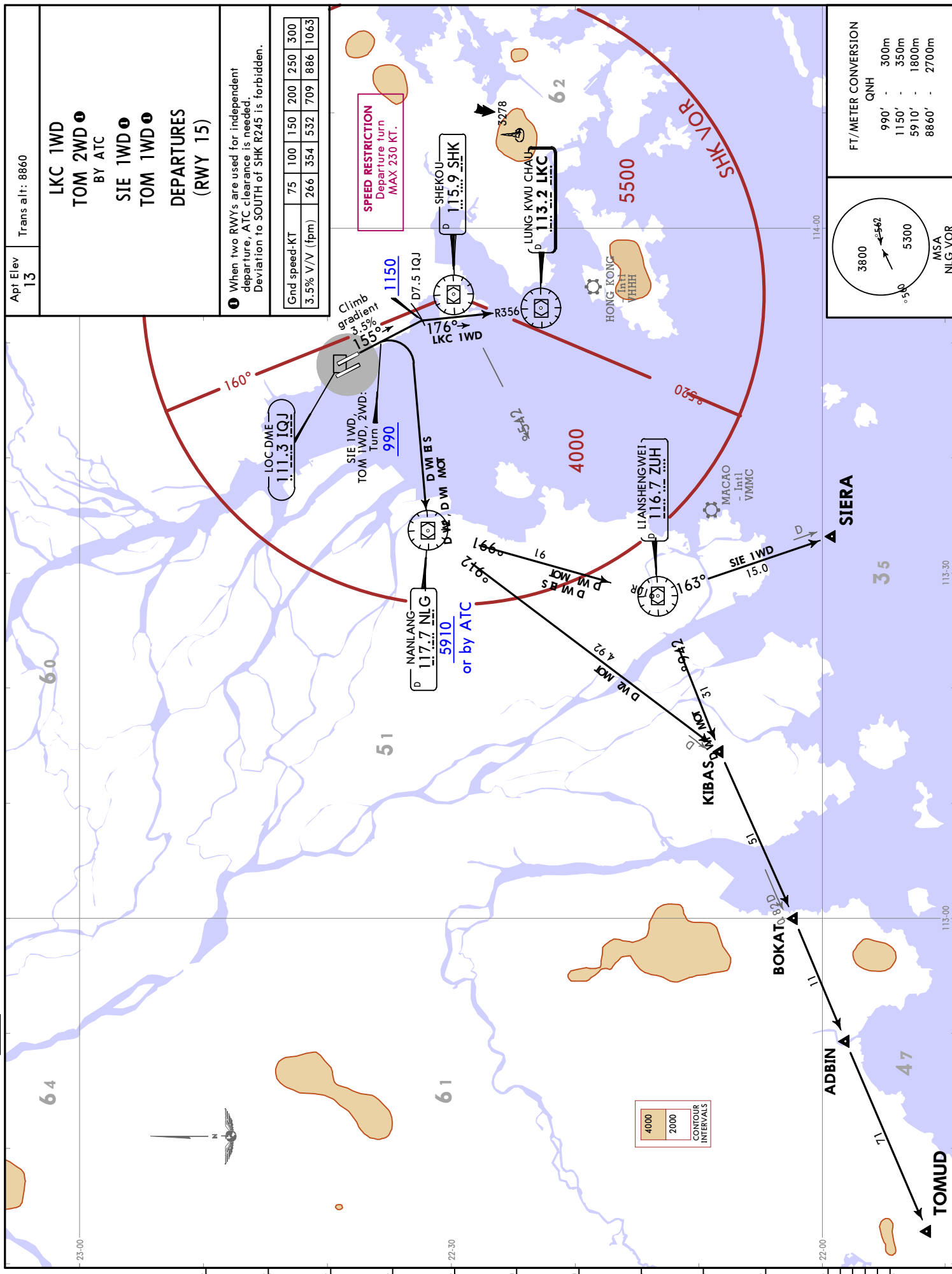
JEPPESSEN
17 MAR 23 10-3V

SHENZHEN, PR OF CHINA

Eff 22 Mar 1600Z

SID





Apt Elev
13

Trans alt: 8860

LKC 1WD
TOM 2WD
BY ATC
SIE 1WD
TOM 1WD
DEPARTURES
(RWY 15)

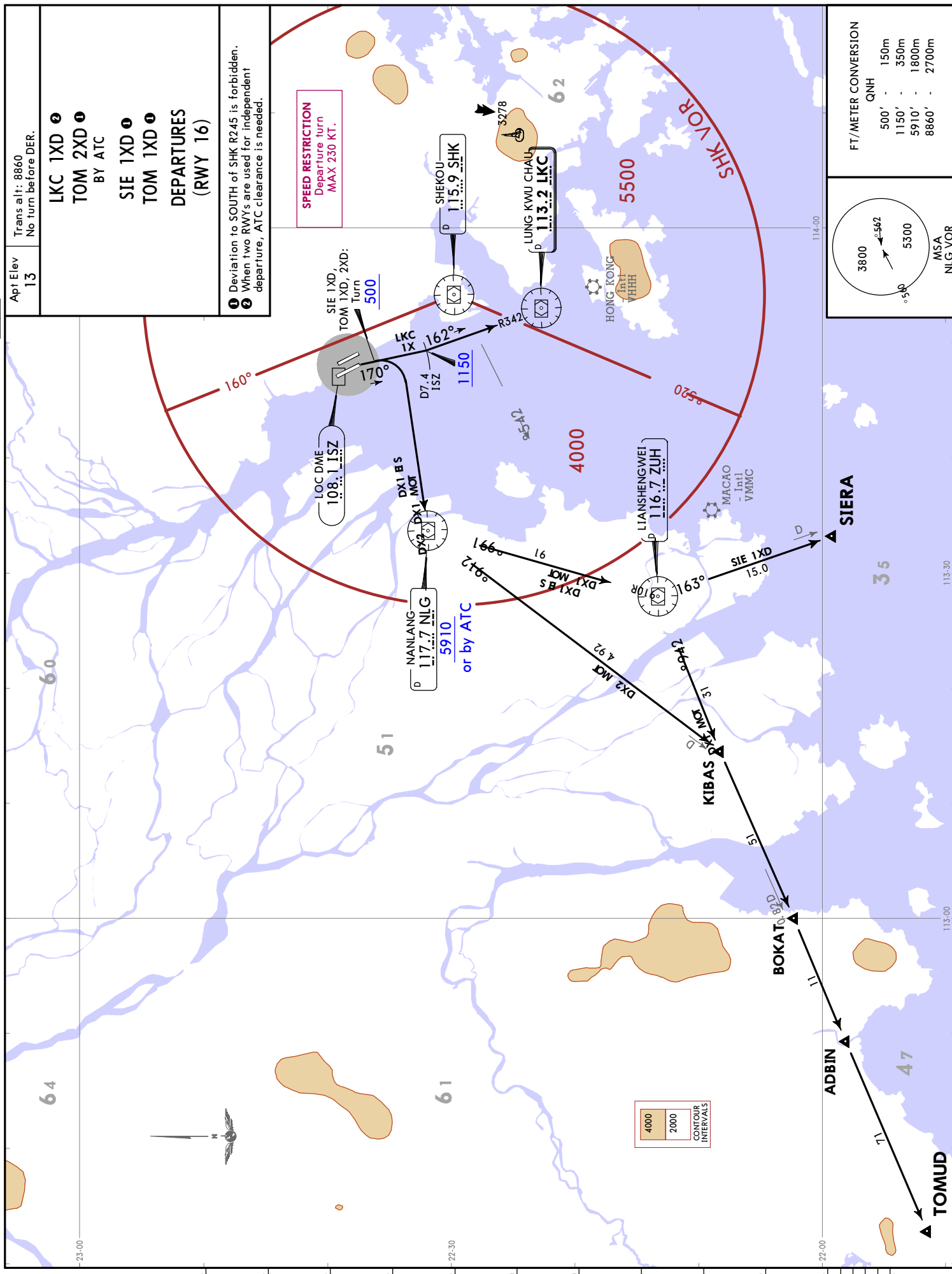
When two RWYs are used for independent departure, ATC clearance is needed. Deviation to SOUTH of SHK R245 is forbidden.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

FT/METER CONVERSION

QNH	300m	350m	1800m	2700m
990'	-	-	-	-
1150'	-	-	-	-
5910'	-	-	-	-
8860'	-	-	-	-

3800 5300 MSA NLG VOR





JEPPESEN SHENZHEN, PR OF CHINA
17 MAR 23 10-3X2 Eff 22 Mar 1600Z

ZGSZ/SZ
BAOAN

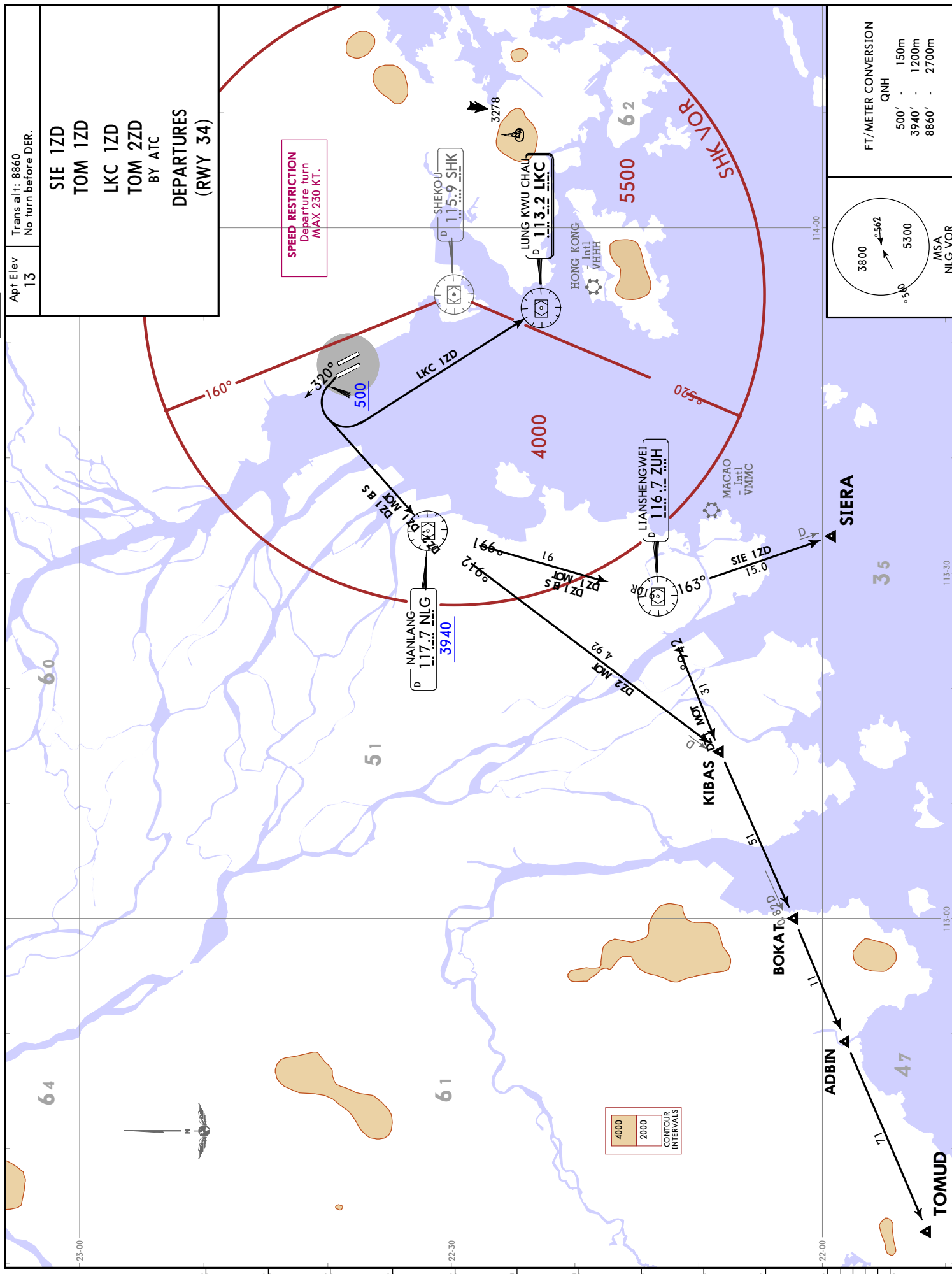
SID

Apri Elev
13

Trans alt: 8860
No turn before DER.

SIE 1ZD
TOM 1ZD
LKC 1ZD
TOM 2ZD
BY ATC

DEPARTURES
(RWY 34)



3800 5300 562

FT/METER CONVERSION
QNH
500' - 150m
3940' - 1200m
8860' - 2700m

MSA
NLG VOR

ZGSZ/SZX



JEPPESSEN

SHENZHEN, PR OF CHINA

5 JUL 24

10-8

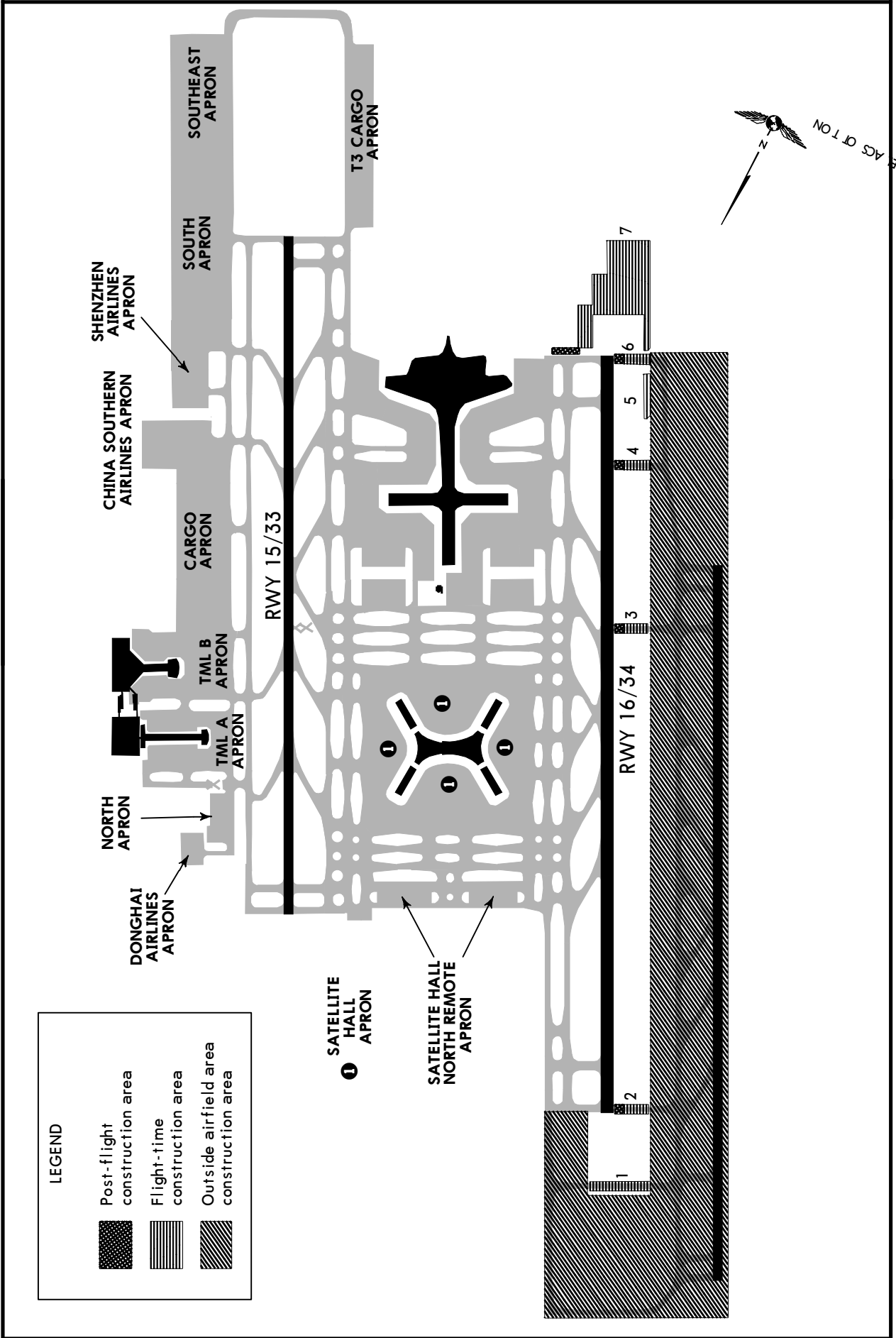
Eff 10 Jul 1600Z

BAOAN

TEMPORARY CHART - CONSTRUCTION WORKS
(SUP 17/24)

REFER ALSO TO LATEST NOTAMS

New RWY and TWYs are under construction.
Excercise caution while landing, taking off and taxiing.

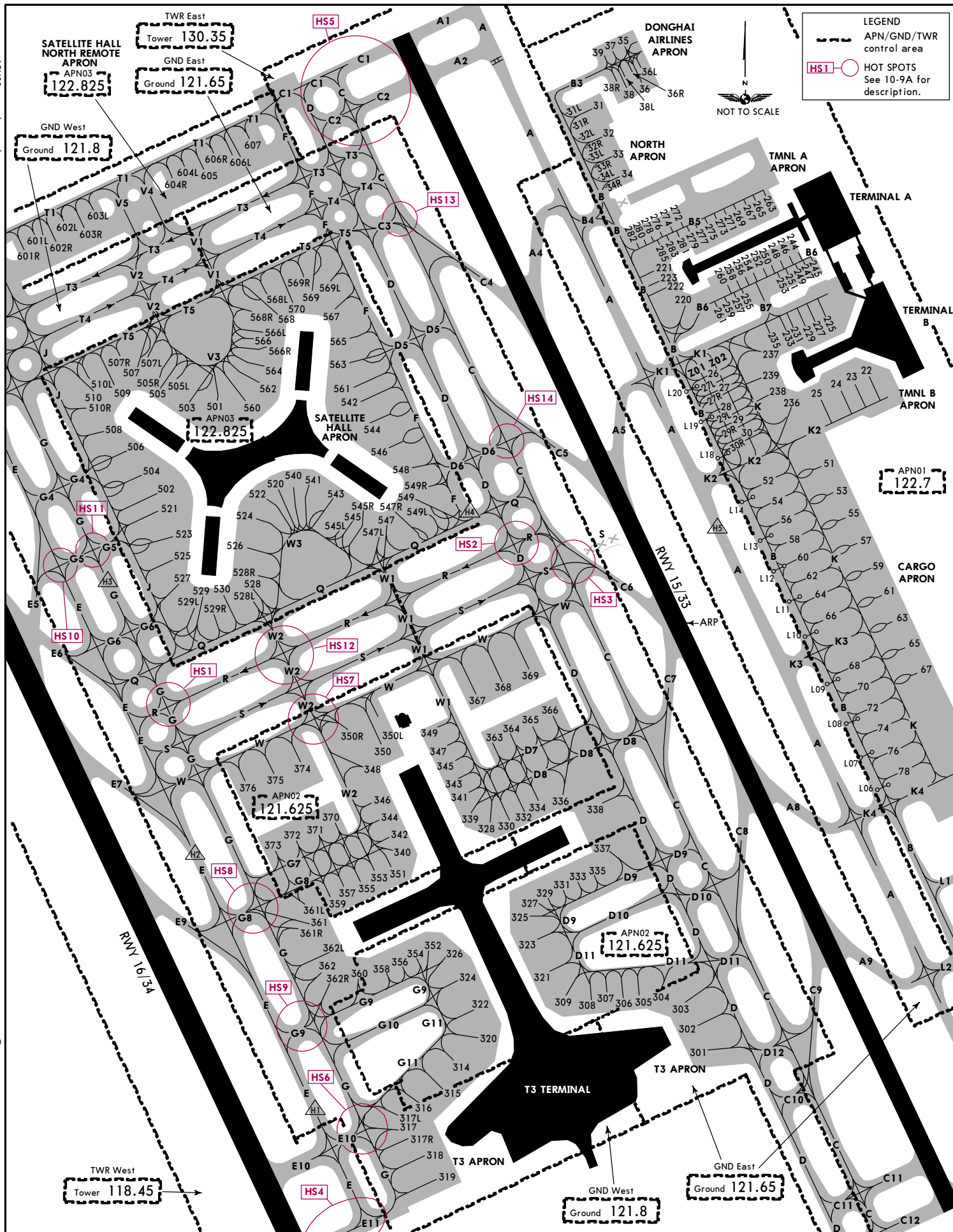


ZGSZ/SZX
Apt Elev **13'**
N22 38.3 E113 48.



CHANGES: APN02 control area shape.

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ZGSZ/SZX

ZGSZ/SZX



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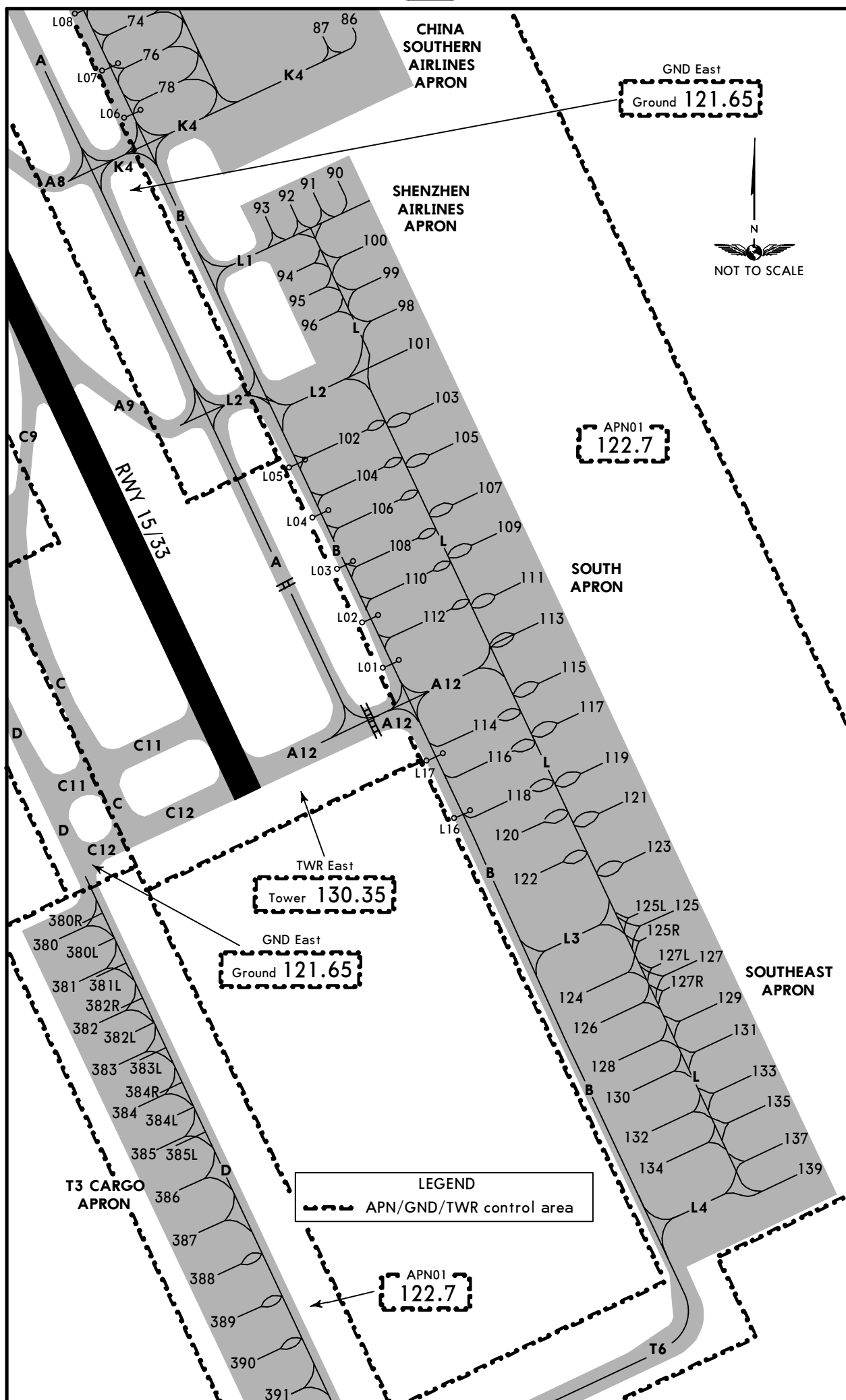
SHENZHEN, PR OF CHINA

20 SEP 24

10-9C

Eff 2 Oct 1600Z

BAOAN



CHANGES: APN01 control area shape.

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 **JEPPESSEN**
12 JUL 24 **(10-9S)**
EASA AIR OPS
SHENZHEN, PR OF CHINA
BAOAN

STRAIGHT-IN RWY		A	B	C	D
15	SA CAT I RNP ILS DME Z or SA CAT I ILS DME Y	162' (150') RA 158' ② R450m	162' (150') RA 158' ② R450m	162' (150') RA 158' ② R450m	162' (150') RA 158' ② R450m
	① RNP ILS DME Z or ① ILS DME Y TDZ or CL out ALS out	212' (200') R550m V800m ③ R550m V800m R/V1200m	212' (200') R550m V800m ③ R550m V800m R/V1200m	212' (200') R550m V800m ③ R550m V800m R/V1200m	212' (200') R550m V800m ③ R550m V800m R/V1200m
	④ RNP ILS DME Z or ④ ILS DME Y TDZ or CL out ALS out	718' (706') R/V3300m R/V3300m R/V4200m	734' (722') R/V3300m R/V3300m R/V4200m	734' (722') R/V3300m R/V3300m R/V4200m	751' (739') R/V3400m R/V3400m R/V4300m
	⑤ LOC	460' (448') R/V1700m R/V1700m R/V2600m	460' (448') R/V1700m R/V1700m R/V2600m	460' (448') R/V1700m R/V1700m R/V2600m	460' (448') R/V1700m R/V1700m R/V2600m
	TDZ or CL out ALS out				
16	SA CAT I RNP ILS DME Z	163' (150') RA 155' ② R450m	163' (150') RA 155' ② R450m	163' (150') RA 155' ② R450m	163' (150') RA 155' ② R450m
	SA CAT I ILS DME Y	163' (150') RA 158' ② R450m	163' (150') RA 158' ② R450m	163' (150') RA 158' ② R450m	163' (150') RA 158' ② R450m
	RNP ILS DME Z or ILS DME Y	213' (200') ⑥ R550m V800m R/V1200m	213' (200') ⑥ R550m V800m R/V1200m	213' (200') ⑥ R550m V800m R/V1200m	213' (200') ⑥ R550m V800m R/V1200m
	ALS out				
	⑤ LOC	420' (407') R/V1500m R/V2400m	420' (407') R/V1500m R/V2400m	420' (407') R/V1500m R/V2400m	420' (407') R/V1500m R/V2400m
33	SA CAT I RNP ILS DME Z or SA CAT I ILS DME Y	162' (150') RA 158' ② R450m	162' (150') RA 158' ② R450m	162' (150') RA 158' ② R450m	162' (150') RA 158' ② R450m
	① RNP ILS DME Z or ① ILS DME Y TDZ or CL out ALS out	212' (200') R550m V800m ③ R550m V800m R/V1200m	212' (200') R550m V800m ③ R550m V800m R/V1200m	212' (200') R550m V800m ③ R550m V800m R/V1200m	212' (200') R550m V800m ③ R550m V800m R/V1200m
	④ RNP ILS DME Z or ④ ILS DME Y TDZ or CL out ALS out	472' (460') R/V1800m R/V1800m R/V2700m	488' (476') R/V1900m R/V1900m R/V2800m	488' (476') R/V1900m R/V1900m R/V2800m	505' (493') R/V2000m R/V2000m R/V2900m
	⑤ LOC	630' (618') R/V2700m R/V2700m R/V3600m	630' (618') R/V2700m R/V2700m R/V3600m	630' (618') R/V2700m R/V2700m R/V3600m	630' (618') R/V2700m R/V2700m R/V3600m
	TDZ or CL out ALS out				

① Missed approach climb gradient MIN 4.0%.

② HUD required.

③ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

④ Missed approach climb gradient MIN 2.5%.

⑤ Continuous Descent Final Approach.

⑥ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.

ZGSZ/SZX



EASA AIR OPS

SHENZHEN, PR OF CHINA
BAOAN

STRAIGHT-IN RWY		A	B	C	D
34	SA CAT I RNP ILS DME Z or SA CAT I ILS DME Y	163'(150') RA 158' ① R450m	163'(150') RA 158' ① R450m	163'(150') RA 158' ① R450m	163'(150') RA 158' ① R450m
	RNP ILS DME Z, ILS DME Y or RNP (AR) ILS DME W	213'(200') ② R550m V800m	213'(200') ② R550m V800m	213'(200') ② R550m V800m	213'(200') ② R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	③ LOC	420'(407') R/V1500m	420'(407') R/V1500m	420'(407') R/V1500m	420'(407') R/V1500m
ALS out		R/V2400m	R/V2400m	R/V2400m	R/V2400m

- ① HUD required.
- ② R800m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Continuous Descent Final Approach.

CIRCLE-TO-LAND ④	100 Kts	135 Kts	180 Kts	205 Kts
	730'(717') V3300m	740'(727') V3300m	910'(897') V4000m	910'(897') V4600m

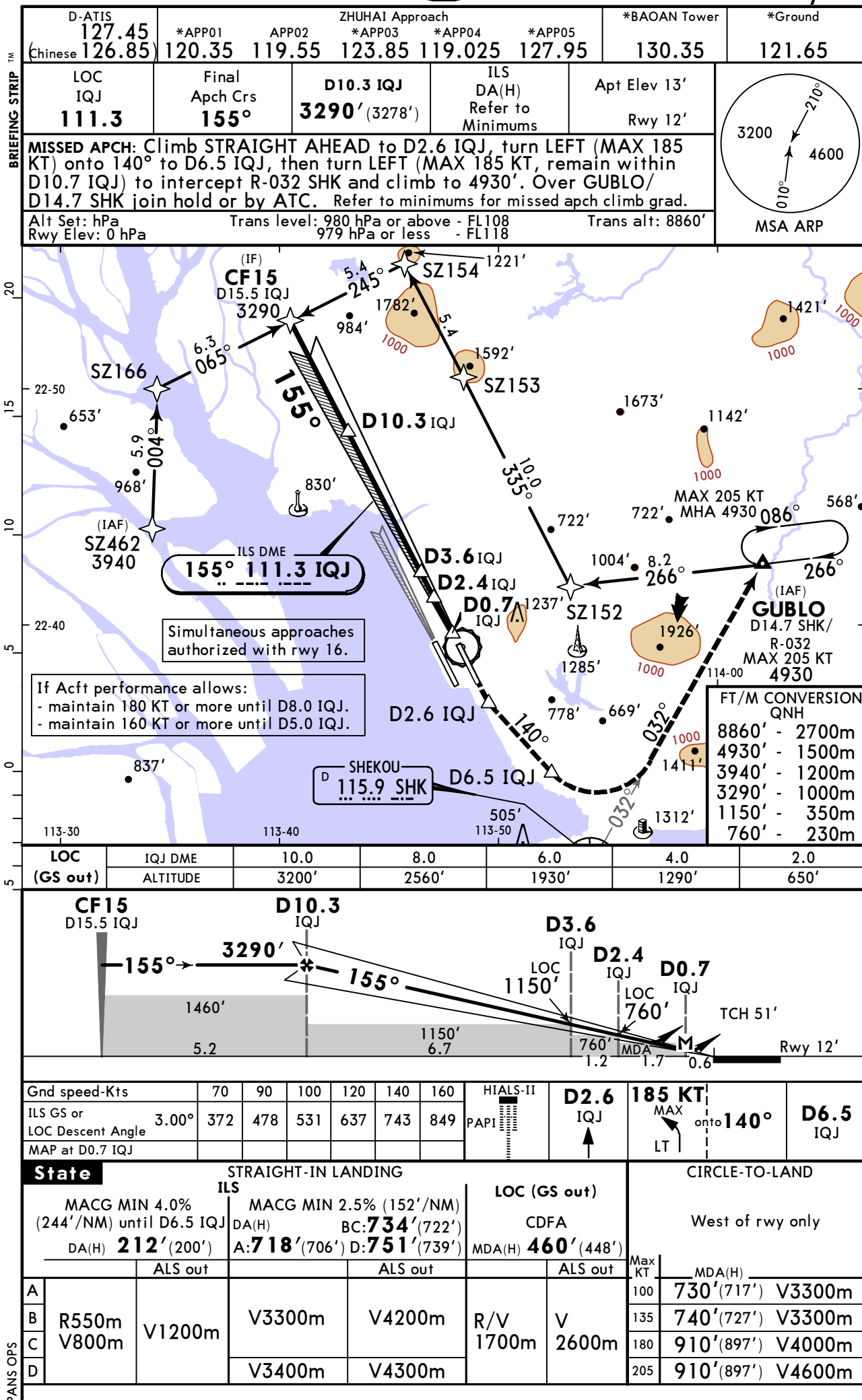
- ④ Not authorized East of runway.

TAKE-OFF		(with reliable alternate)	
		RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R400m V800m	R500m V800m
	B		
	C		
	D		
Other 1 & 2 Eng		R/V1600m	

ZGSZ/SZX
BAOAN

JEPPESSEN
3 JAN 25 (11-1)

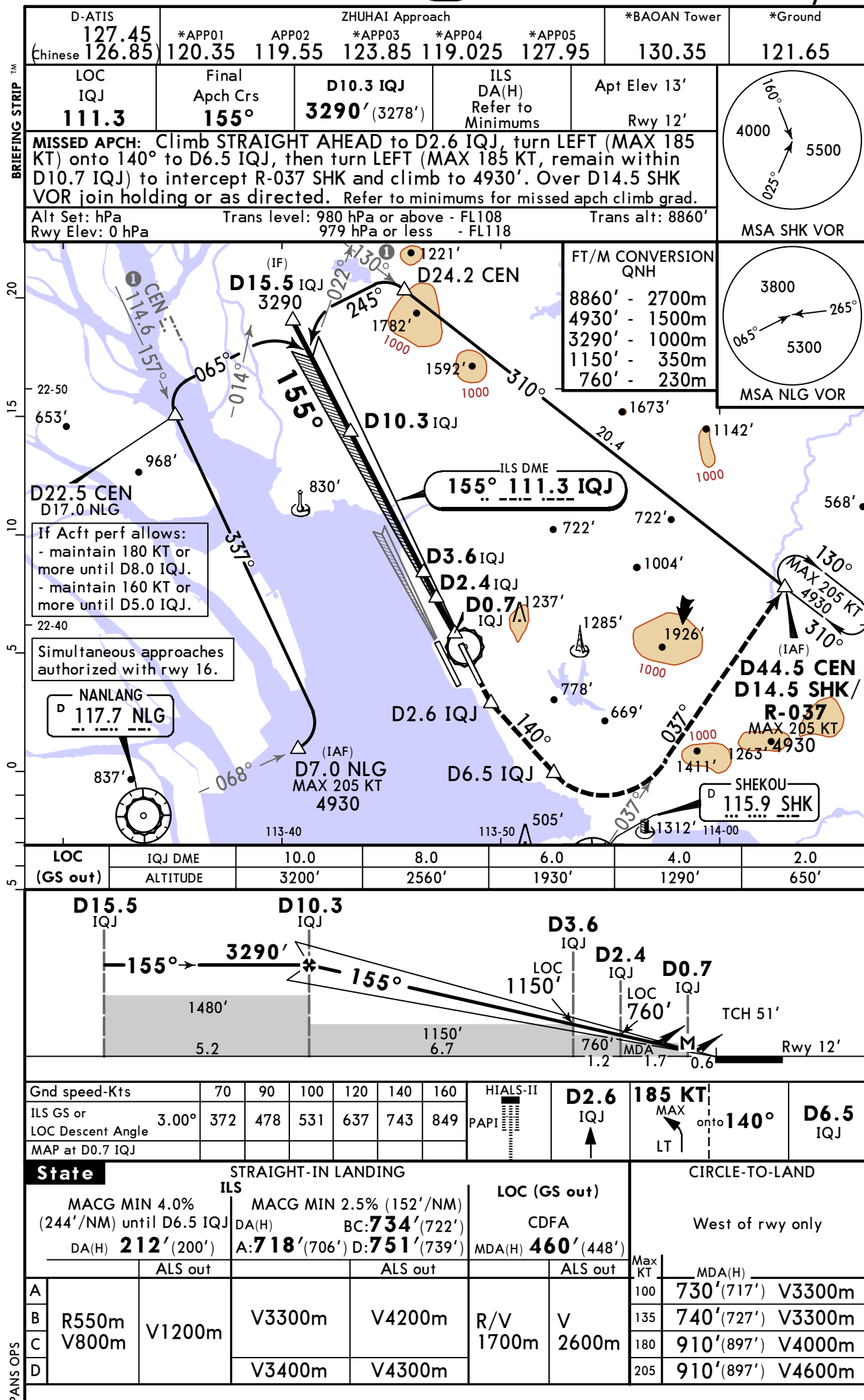
SHENZHEN, PR OF CHINA
RNP ILS DME Z Rwy 15



ZGSZ/SZX
BAOAN

3 JAN 25 (11-2)

SHENZHEN, PR OF CHINA
ILS DME Y Rwy 15



ZGSZ/SZX
BAOAN

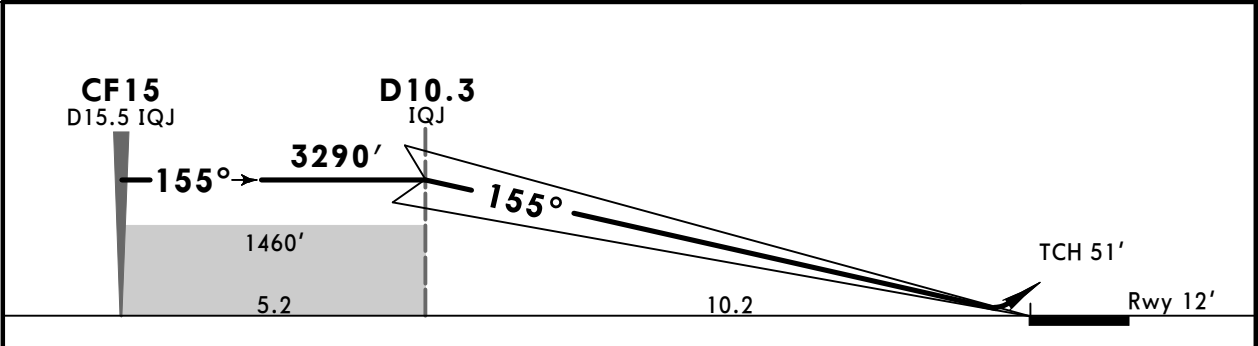
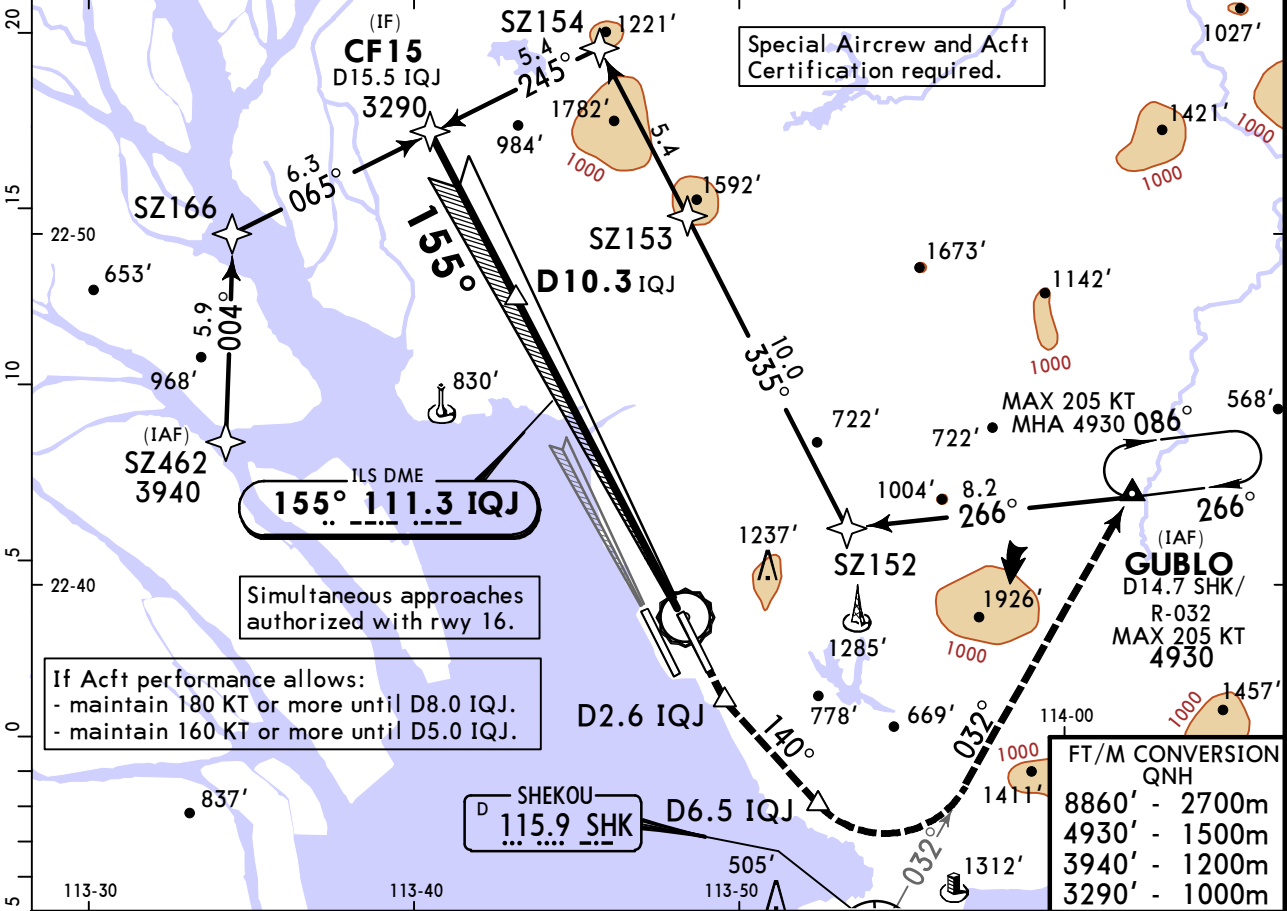
3 JAN 25

11-2A

SA CAT I RNP ILS DME Z Rwy 15

JEPPESSEN SHENZHEN, PR OF CHINA

D-ATIS 127.45 (Chinese 126.85)		ZHUHAI Approach					*BAOAN Tower	*Ground
		*APP01 120.35	APP02 119.55	*APP03 123.85	*APP04 119.025	*APP05 127.95	130.35	121.65
LOC IQJ 111.3	Final Apch Crs 155°	D10.3 IQJ 3290' (3278')		SA CAT I ILS RA 158' DA(H) 162' (150')		Apt Elev 13' Rwy 12'		 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IQJ, turn LEFT (MAX 185 KT) onto 140° to D6.5 IQJ, then turn LEFT (MAX 185 KT, remain within D10.7 IQJ) to intercept R-032 SHK and climb to 4930'. Over GUBLO/D14.7 SHK join hold or by ATC. MACG MIN 4.0% (244' /NM) until D6.5 IQJ.								
Alt Set: hPa Rwy Elev: 0 hPa		Trans level: 980 hPa or above - FL108 979 hPa or less - FL118			Trans alt: 8860'			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D2.6 IQJ ↑	185 KT MAX LT	onto 140°	D6.5 IQJ
Gs	3.00°	372	478	531	637	743					

State	STRAIGHT-IN LANDING									
	1 SA CAT I ILS									
	RA 158'									
	DA(H) 162' (150')									
	R450m									
1 HUD required.										

CHANGES: None.

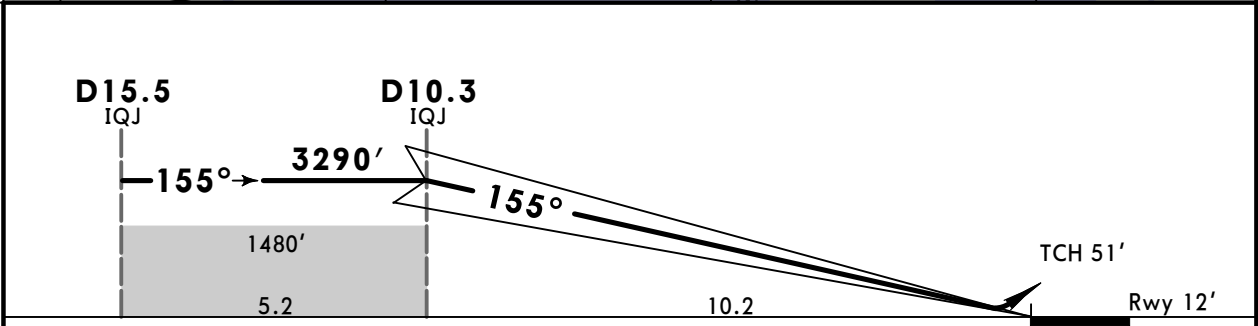
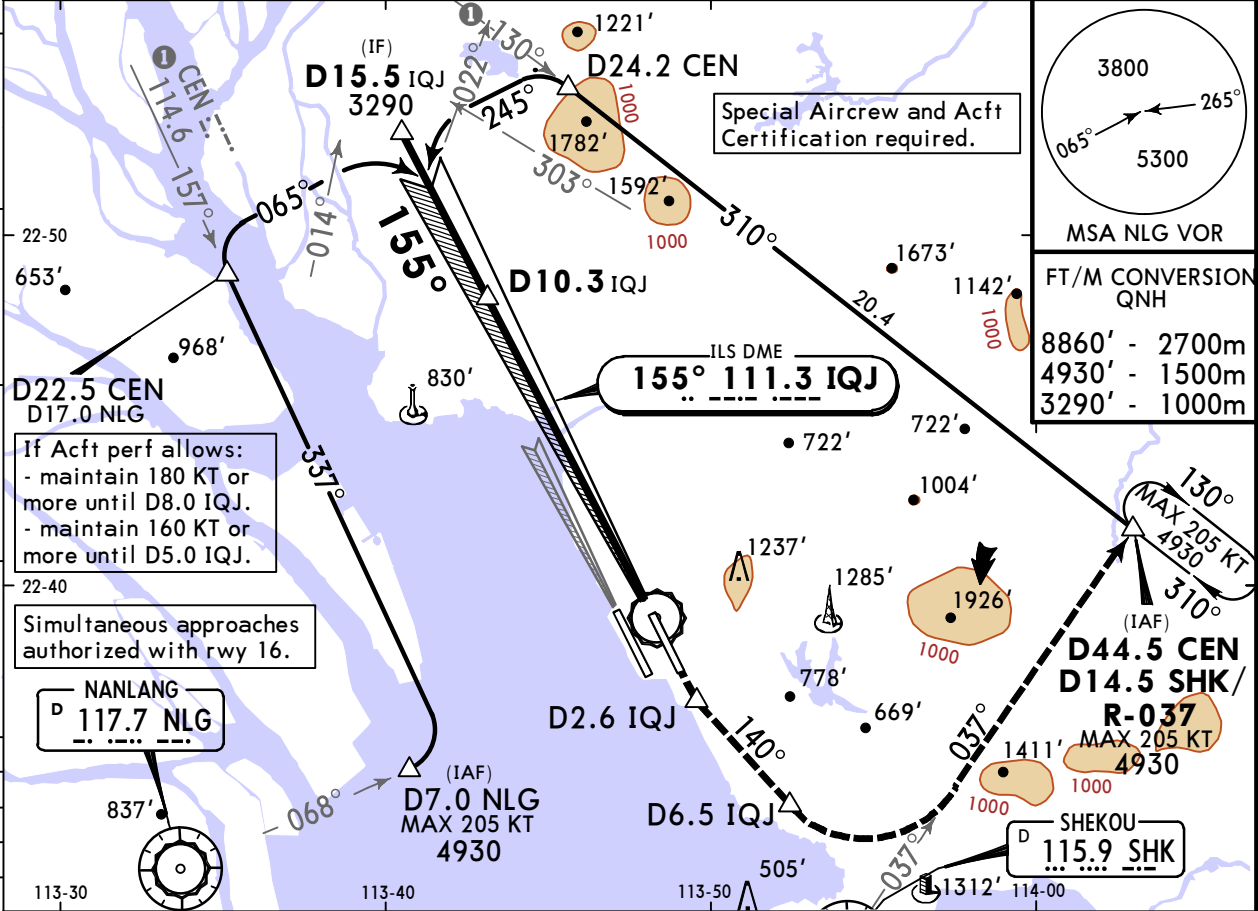
ZGSZ/SZ
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
3 JAN 25 11-2B SA CAT I ILS DME Y Rwy 15

D-ATIS 127.45 (Chinese 126.85)	ZHUHAI Approach					*BAOAN Tower	*Ground
	*APP01 120.35	APP02 119.55	*APP03 123.85	*APP04 119.025	*APP05 127.95	130.35	121.65

LOC IQJ 111.3	Final Apch Crs 155°	D10.3 IQJ 3290' (3278')	SA CAT I ILS RA 158' DA(H) 162' (150')	Apt Elev 13' Rwy 12'	
----------------------------	----------------------------------	-----------------------------------	--	-----------------------------	---

Alt Set: hPa	Trans level: 980 hPa or above - FL108	Trans alt: 8860'
Rwy Elev: 0 hPa	979 hPa or less - FL118	



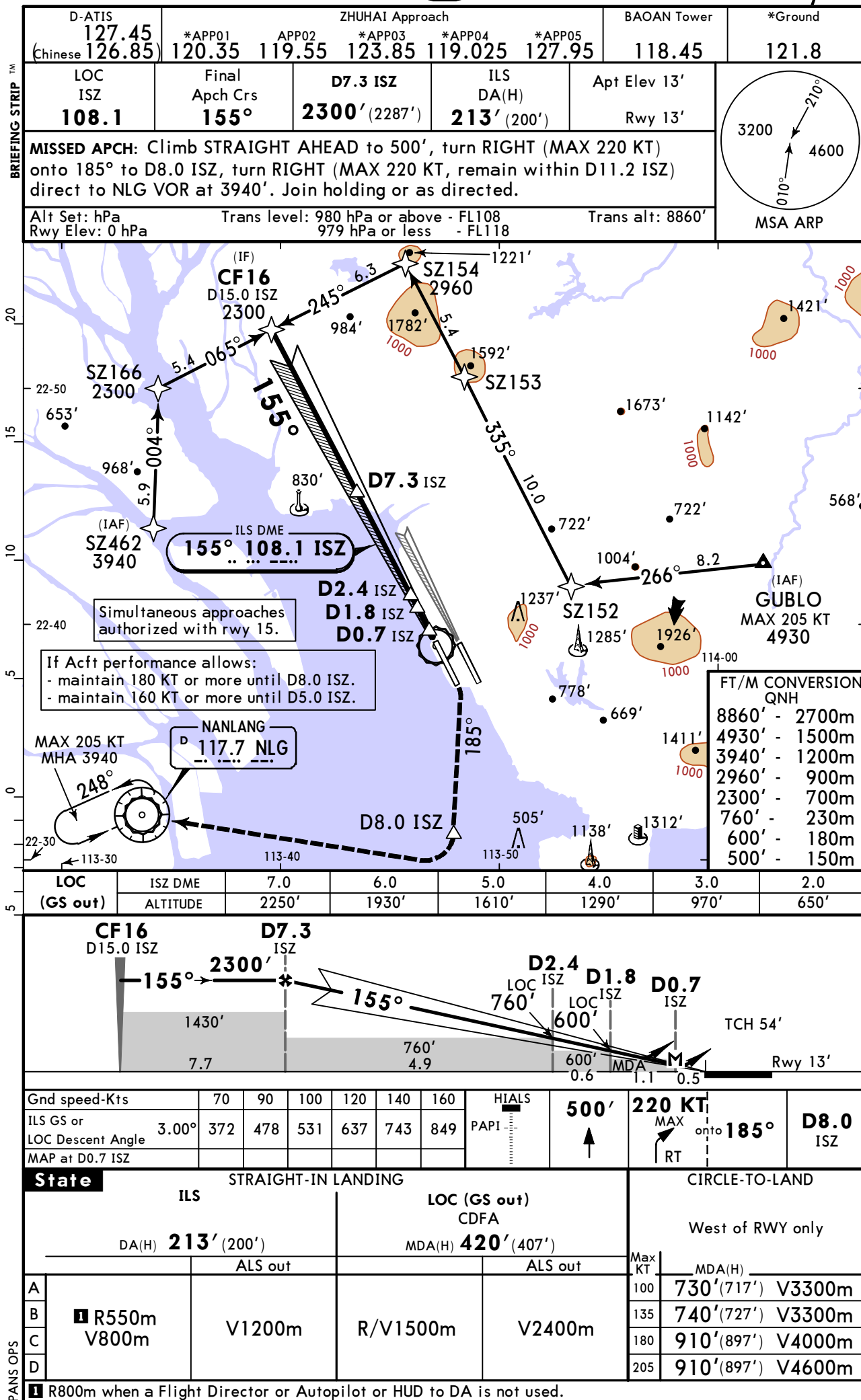
Gnd speed-Kts	70	90	100	120	140	160		D2.6 IQJ	185 KT MAX LT	onto 140°	D6.5 IQJ
Gs	3.00°	372	478	531	637	743	849				

State	STRAIGHT-IN LANDING										
	SA CAT I ILS										
	RA 158' DA(H) 162' (150')										
PANS OPS	R450m										
	HUD required.										

ZGSZ/SZX
BAOAN

JEPPESSEN
3 JAN 25 (11-3)

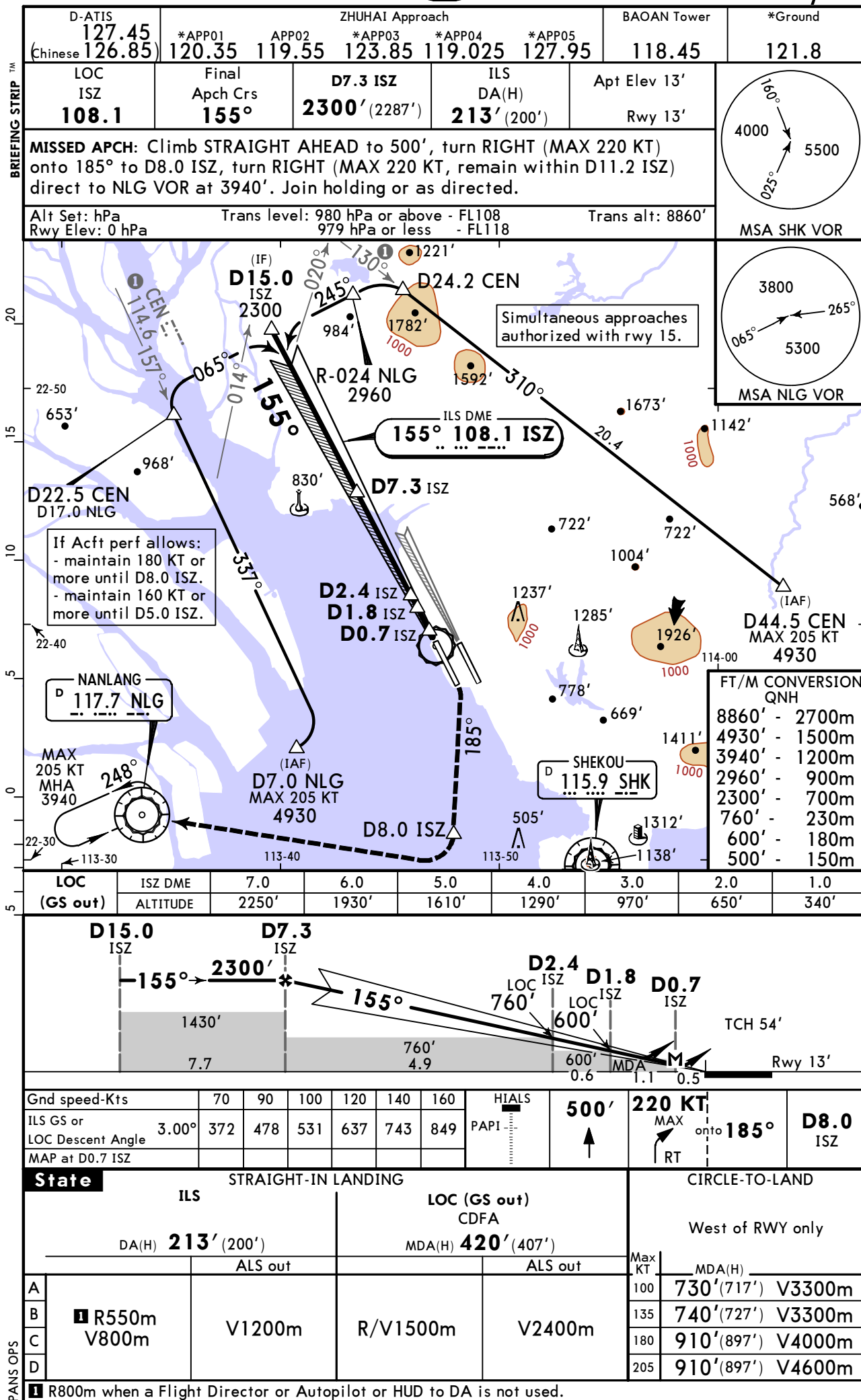
SHENZHEN, PR OF CHINA
RNP ILS DME Z Rwy 16



ZGSZ/SZX
BAOAN

JEPPESSEN
3 JAN 25 **(11-4)**

SHENZHEN, PR OF CHINA
ILS DME Y Rwy 16



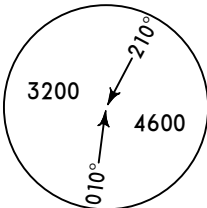
ZGSZ/SZX
BAOAN

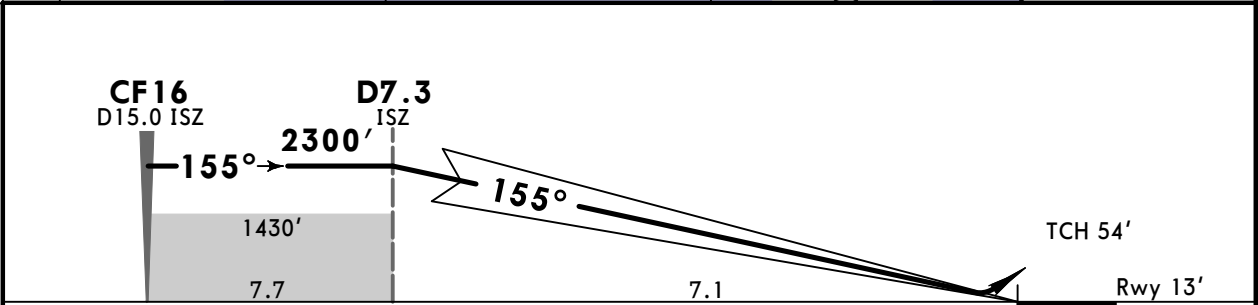
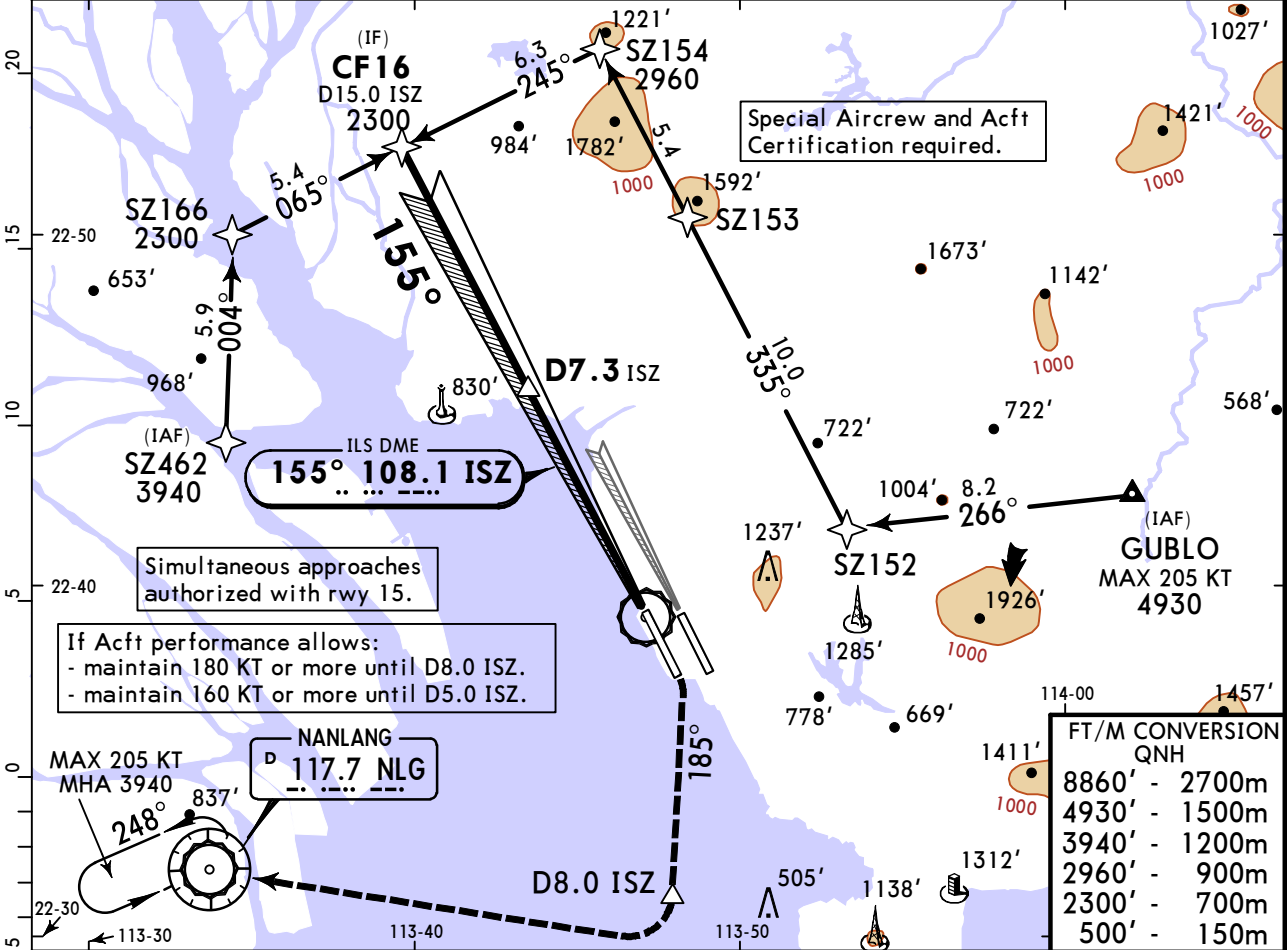
3 JAN 25

11-4A

SA CAT I RNP ILS DME Z Rwy 16

JEPPESSEN SHENZHEN, PR OF CHINA

D-ATIS 127.45 (Chinese 126.85)	*APP01 120.35	APP02 119.55	ZHUHAI Approach *APP03 123.85	*APP04 119.025	*APP05 127.95	BAOAN Tower 118.45	*Ground 121.8
LOC ISZ 108.1	Final Apch Crs 155°	D7.3 ISZ 2300' (2287')	SA CAT I ILS RA 155' DA(H) 163' (150')	Apt Elev 13' Rwy 13'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', turn RIGHT (MAX 220 KT) onto 185° to D8.0 ISZ, turn RIGHT (MAX 220 KT, remain within D11.2 ISZ) direct to NLG VOR at 3940'. Join holding or as directed.							MSA ARP
Alt Set: hPa Rwy Elev: 0 hPa		Trans level: 980 hPa or above - FL108 979 hPa or less - FL118			Trans alt: 8860'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS	500'	220 KT	MAX	185°	D8.0 ISZ
GS	3.00°	372	478	531	637	743	PAPI	↑	↑	↑	↑	↑

State	STRAIGHT-IN LANDING											
	SA CAT I ILS											
	RA 155'											
	DA(H) 163' (150')											
	R450m											
PANS OPS	HUD required.											

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
3 JAN 25 11-4B SA CAT I ILS DME Y Rwy 16

D-ATIS
127.45
(Chinese 126.85)

*APP01
120.35

APP02
119.55

ZHUHAI Approach
*APP03
123.85

*APP04
119.025

*APP05
127.95

BAOAN Tower
118.45

*Ground
121.8

LOC
ISZ
108.1

Final
Apch Crs
155°

D7.3 ISZ
2300' (2287')

SA CAT I ILS
RA 158'
DA(H)
163' (150')

Apt Elev 13'
Rwy 13'

MISSED APCH: Climb STRAIGHT AHEAD to 500', turn RIGHT (MAX 220 KT) onto 185° to D8.0 ISZ, turn RIGHT (MAX 220 KT, remain within D11.2 ISZ) direct to NLG VOR at 3940'. Join holding or as directed.

Alt Set: hPa
Rwy Elev: 0 hPa

Trans level: 980 hPa or above - FL108
979 hPa or less - FL118

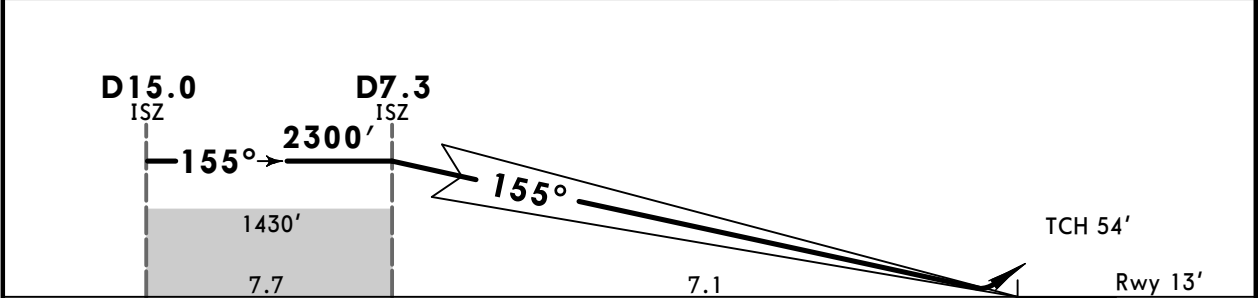
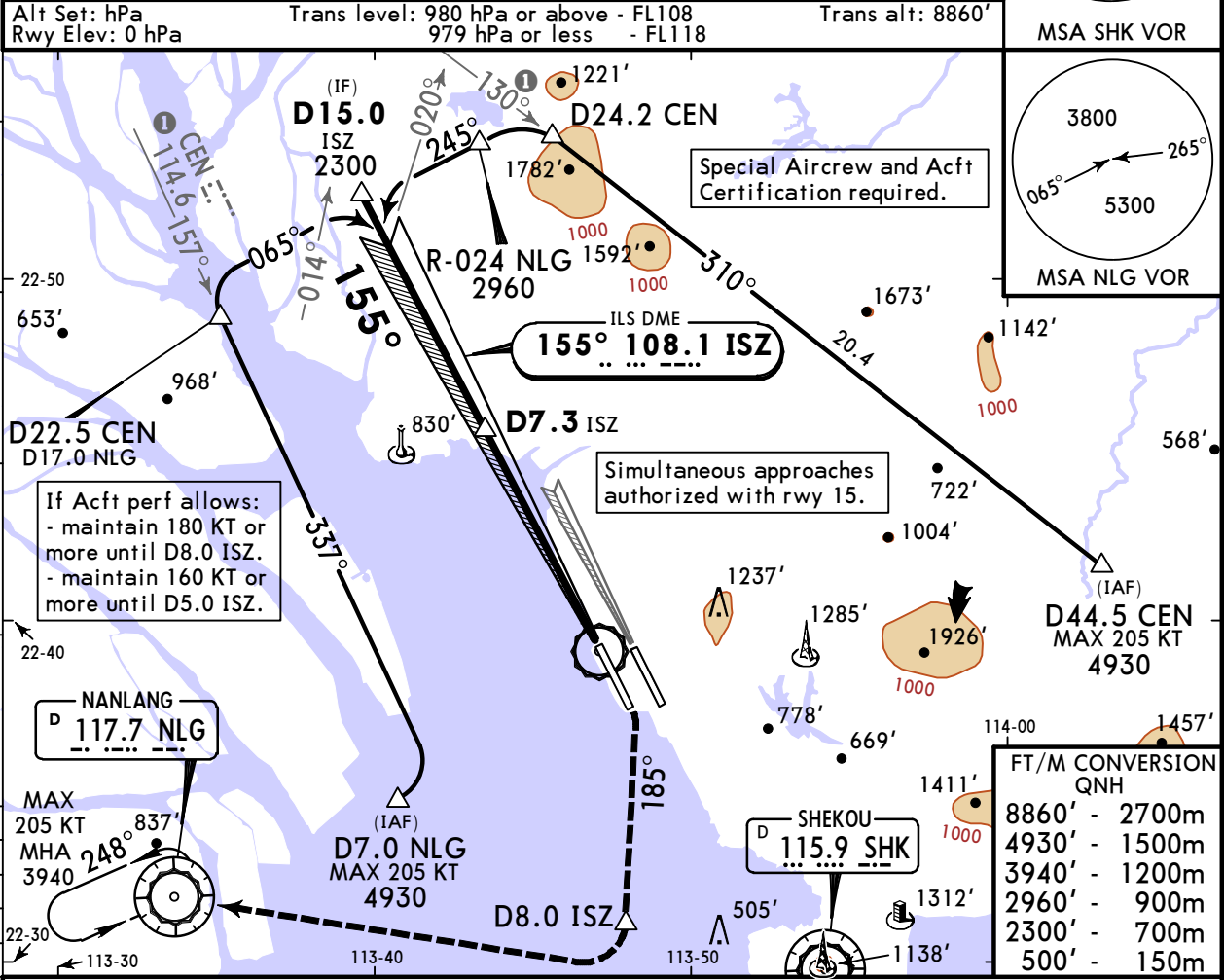
Trans alt: 8860'

4000
5500
025°

MSA SHK VOR

3800
5300
065° 265°

MSA NLG VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 500' ↑ 220 KT MAX RT onto 185° D8.0 ISZ	
Gs	3.00°	372	478	531	637	743		849

State STRAIGHT-IN LANDING
SA CAT I ILS
RA 158'
DA(H) 163' (150')

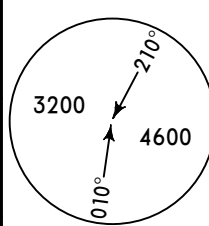
R450m
HUD required.

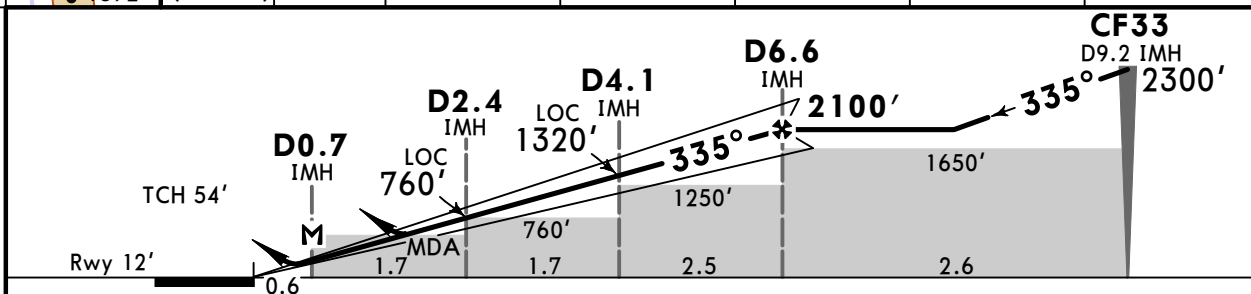
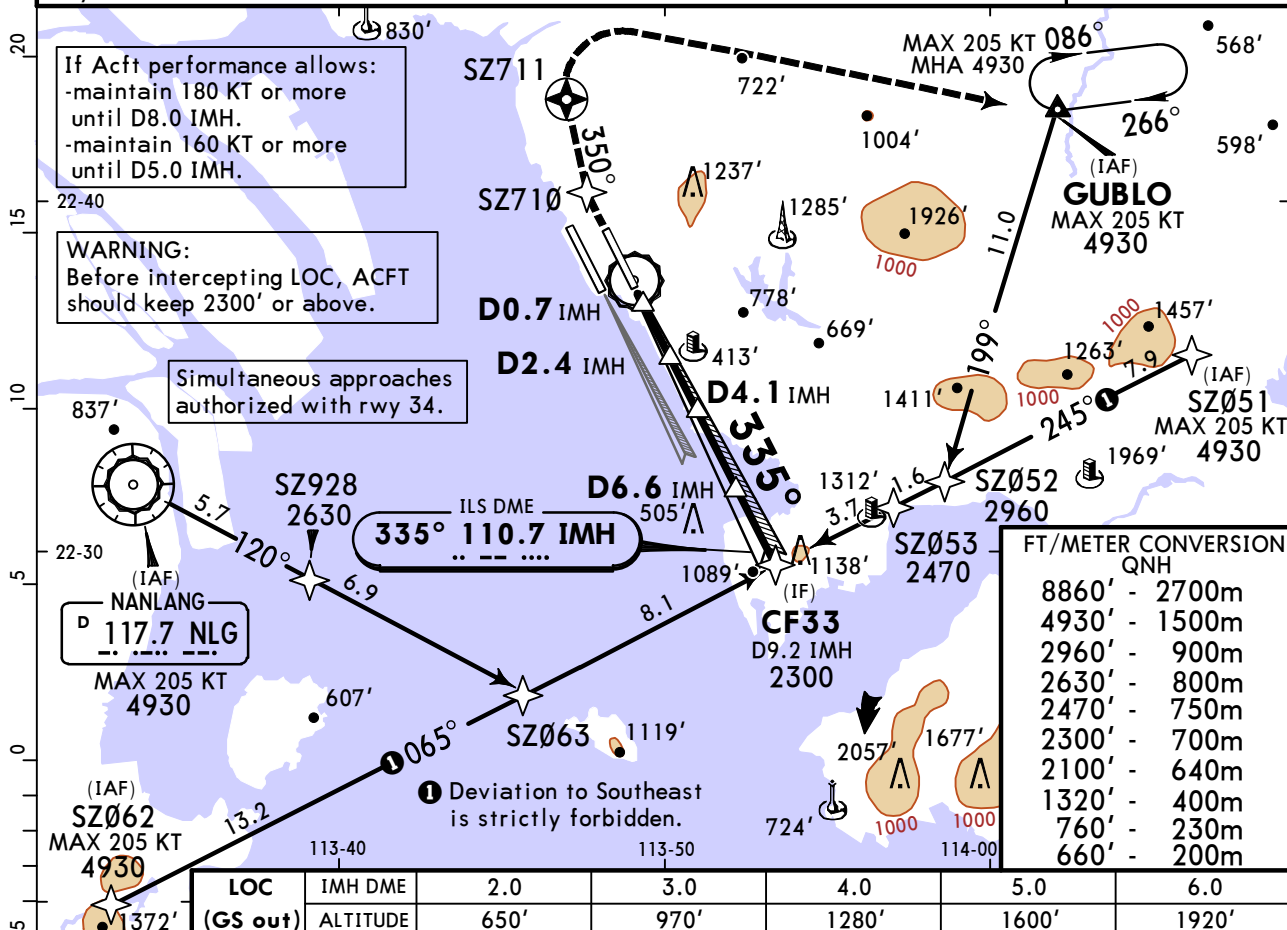
ZGSZ/SZX
BAOAN

6 DEC 24 (11-5)

SHENZHEN, PR OF CHINA
RNP ILS DME Z Rwy 33

BRIEFING STRIP™

D-ATIS 127.45 (Chinese 126.85)	*APP01 120.35	APP02 119.55	ZHUHAI Approach *APP03 123.85	*APP04 119.025	*APP05 127.95	*BAOAN Tower 130.35	*Ground 121.65
LOC IMH 110.7	Final Apch Crs 335°	D6.6 IMH 2100' (2088')	ILS DA(H) Refer to Minimums	Apt Elev 13' Rwy 12'		 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to SZ710, at 660' or above turn RIGHT (MAX 185 KT) along 350° to SZ711 at 1320' or above, then turn RIGHT (MAX 185 KT) to GUBLO at 4930'. Over GUBLO join holding or as directed. Refer to minimums for missed apch climb gradient.							
Alt Set: hPa Rwy Elev: 0 hPa		Trans level: 980 hPa or above - FL108 979 hPa or less - FL118			Trans alt: 8860'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	SZ710	185 KT	MAX	onto 350°	SZ711
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	RT		
MAP at D0.7 IMH												

State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
ILS				LOC (GS out)				West of rwy only			
MACG MIN 4.0% (244'/NM) until SZ711				MACG MIN 2.5% (152'/NM)							
DA(H) 212' (200')				DA(H) BC: 488' (476') A: 472' (460') D: 505' (493')							
ALS out				ALS out				Max KT			
R550m V1200m				R/V1800m V2700m				100	730' (717')	V3300m	
R550m V800m				R/V1900m V2800m				135	740' (727')	V3300m	
				R/V2000m V2900m				180	910' (897')	V4000m	
								205	910' (897')	V4600m	

ZGSZ/SZX
BAOAN

6 DEC 24 11-6

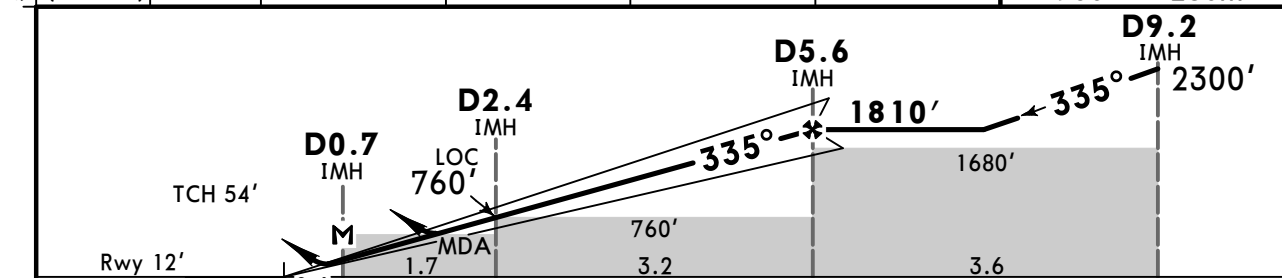
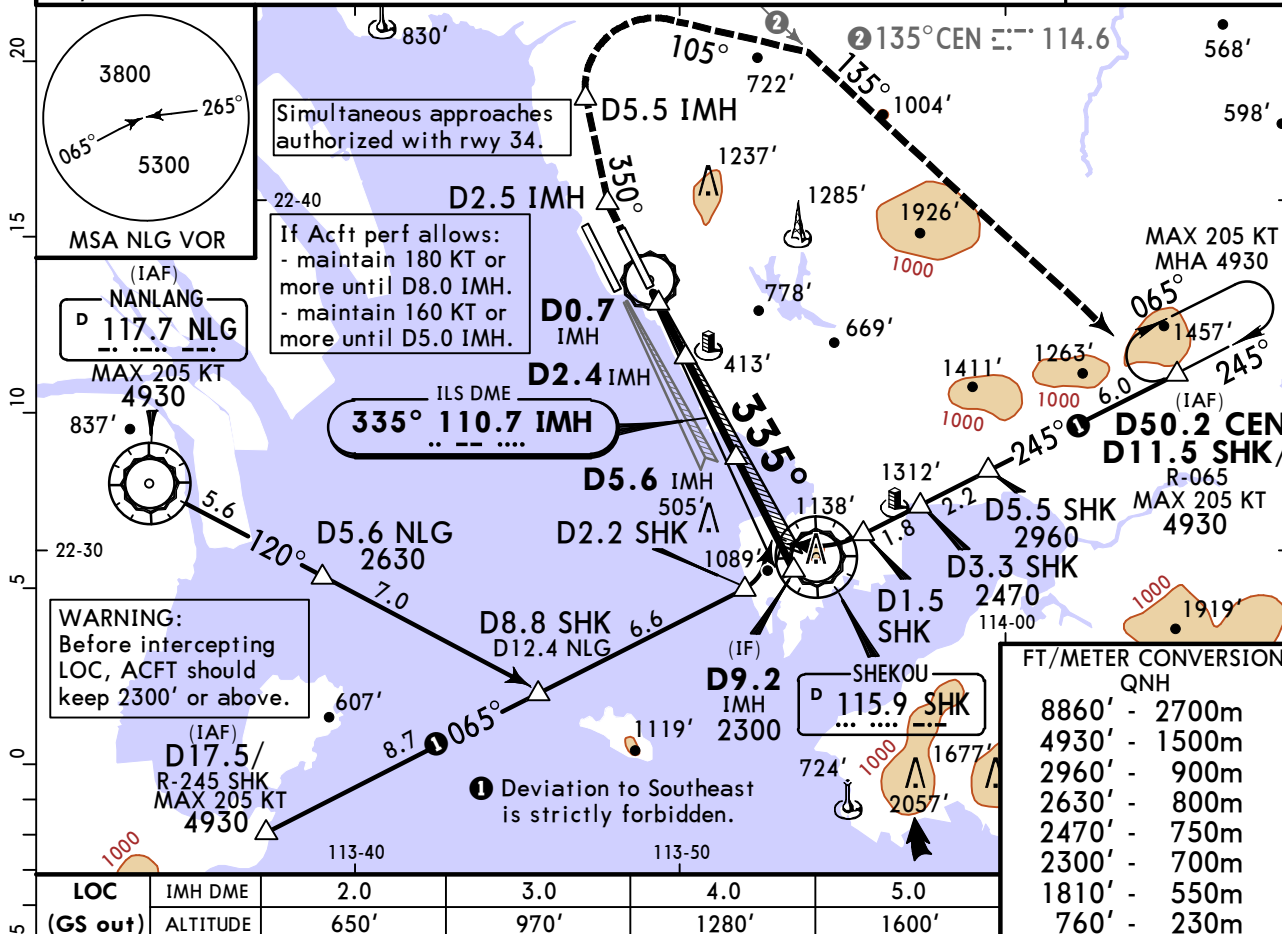
SHENZHEN, PR OF CHINA
ILS DME Y Rwy 33

BRIEFING STRIP™

D-ATIS 127.45 (Chinese 126.85)	ZHUHAI Approach					*BAOAN Tower	*Ground
*APP01 120.35	APP02 119.55	*APP03 123.85	*APP04 119.025	*APP05 127.95	130.35	121.65	
LOC IMH 110.7	Final Apch Crs 335°	D5.6 IMH 1810' (1798')	ILS DA(H) Refer to Minimums	Apt Elev 13' Rwy 12'			
MISSED APCH: Climb STRAIGHT AHEAD to D2.5 IMH, turn RIGHT (MAX 185 KT) onto 350° to D5.5 IMH, then turn RIGHT (MAX 185 KT) along track 105° to intercept R-135 CEN climbing to 4930'. Join holding at D50.2 CEN/D11.5 SHK or as directed. Refer to minimums for missed apch climb gradient.							
Alt Set: hPa		Trans level: 980 hPa or above - FL108		Trans alt: 8860'			
Rwy Elev: 0 hPa		979 hPa or less - FL118					

160°
4000
023°
5500

MSA SHK VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	D2.5 IMH	185 KT	D5.5 IMH
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	MAX RT	onto 350°
MAP D0.7 IMH										

State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
ILS				LOC (GS out)				West of rwy only			
MACG MIN 4.0% (244'/NM) until D5.5 IMH				MACG MIN 2.5% (152'/NM)							
DA(H) 212' (200')				BC: 488' (476') A: 472' (460') D: 505' (493')				CDFA			
				MDA(H) 630' (618')							
ALS out		ALS out		ALS out		ALS out		Max KT		MDA(H)	
A		R/V1800m		V2700m		V 2700m		100	730' (717')	V3300m	
B		R/V1900m		V2800m		V 2700m		135	740' (727')	V3300m	
C		R/V2000m		V2900m		V 2700m		180	910' (897')	V4000m	
D						V 3600m		205	910' (897')	V4600m	

ZGSZ/SZX
BAOAN

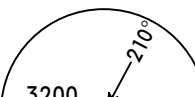
6 DEC 24

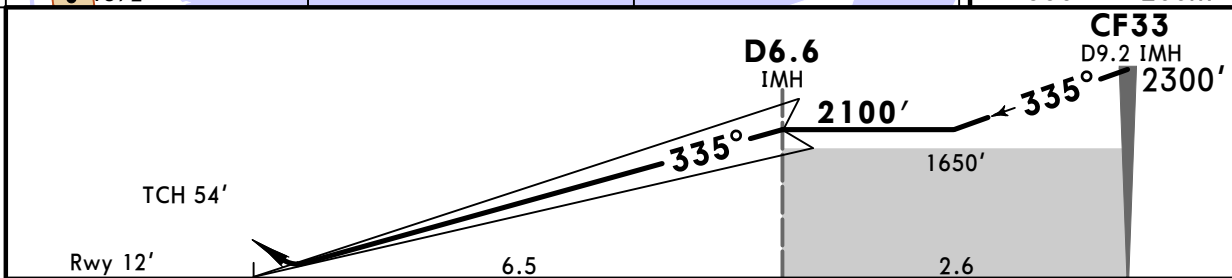
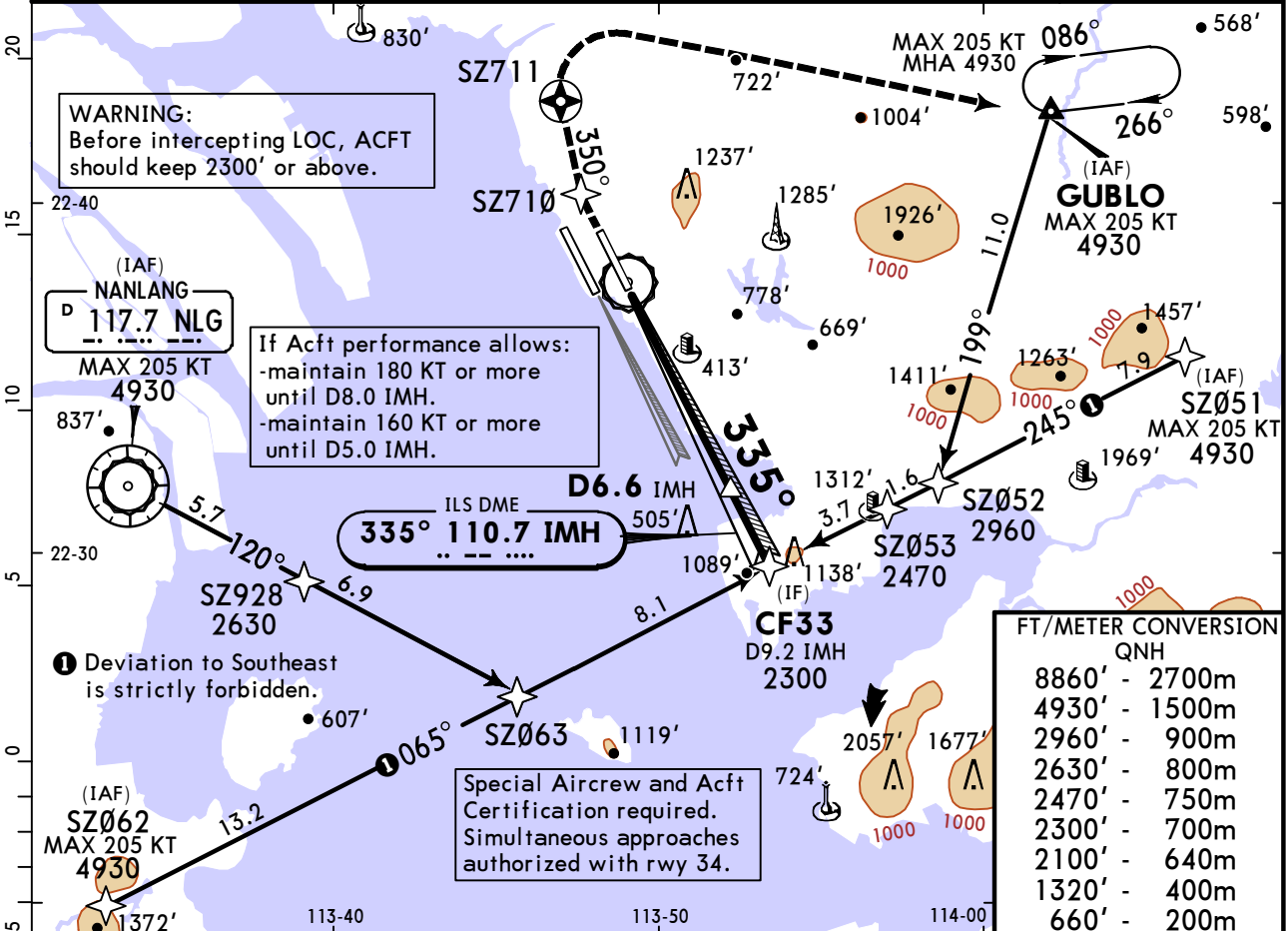
11-6A

JEPPESSEN SHENZHEN, PR OF CHINA

SA CAT I RNP ILS DME Z Rwy 33

BRIEFING STRIP™

D-ATIS 127.45 (Chinese 126.85)	ZHUHAI Approach					*BAOAN Tower	*Ground
	*APP01 120.35	APP02 119.55	*APP03 123.85	*APP04 119.025	*APP05 127.95	130.35	121.65
LOC IMH 110.7	Final Apch Crs 335°	D6.6 IMH 2100' (2088')	SA CAT I ILS RA 158' DA(H) 162' (150')		Apt Elev 13' Rwy 12'		 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to SZ710, at 660' or above turn RIGHT (MAX 185 KT) along 350° to SZ711 at 1320' or above, then turn RIGHT (MAX 185 KT) to GUBLO at 4930'. Over GUBLO join holding or as directed. Missed apch climb grad MIN 4.0% (244'/NM) until SZ711.							
Alt Set: hPa Rwy Elev: 0 hPa		Trans level: 980 hPa or above - FL108 979 hPa or less - FL118			Trans alt: 8860'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II			SZ710 185 KT			SZ711		
GS	3.00°	372	478	531	637	743	PAPI			MAX			onto 350°		
										RT					

State

STRAIGHT-IN LANDING

SA CAT I ILS

RA 158'

DA(H) 162' (150')

R450m

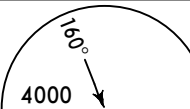
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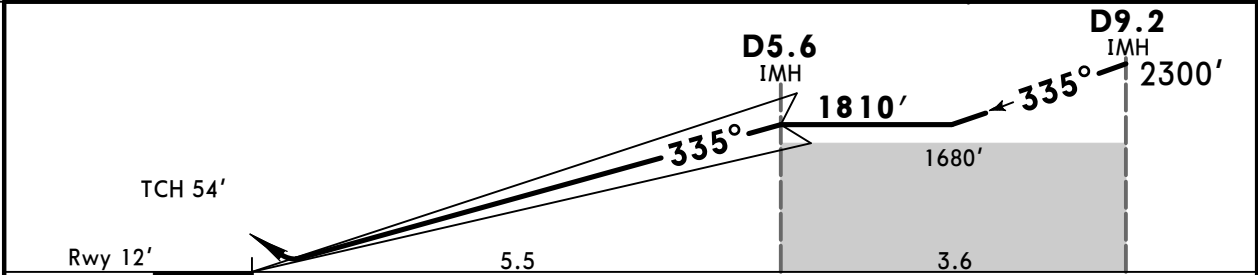
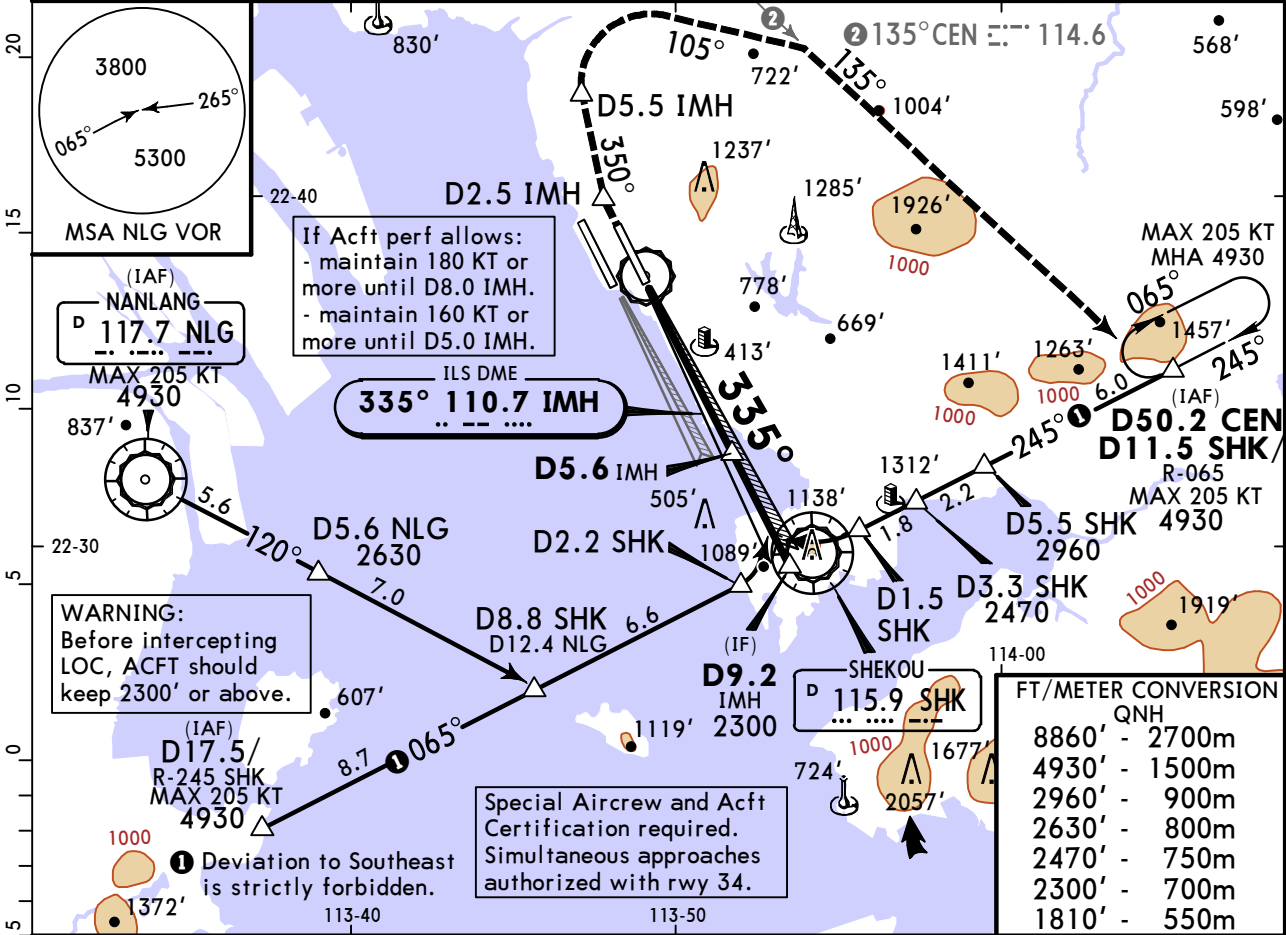
CHANGES: D-ATIS.

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ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
6 DEC 24 11-6B SA CAT I ILS DME Y Rwy 33

D-ATIS 127.45 (Chinese 126.85)		ZHUHAI Approach					*BAOAN Tower	*Ground
		*APP01 120.35	APP02 119.55	*APP03 123.85	*APP04 119.025	*APP05 127.95	130.35	121.65
LOC IMH 110.7		Final Apch Crs 335°		D5.6 IMH 1810' (1798')		SA CAT I ILS RA 158' DA(H) 162' (150')		Apt Elev 13' Rwy 12'
MISSED APCH: Climb STRAIGHT AHEAD to D2.5 IMH, turn RIGHT (MAX 185 KT) onto 350° to D5.5 IMH, then turn RIGHT (MAX 185 KT) along track 105° to intercept R-135 CEN climbing to 4930'. Join hold at D50.2 CEN/D11.5 SHK or as directed. Missed apch climb grad MIN 4.0% (244'/NM) until D5.5 IMH.								
Alt Set: hPa Rwy Elev: 0 hPa		Trans level: 980 hPa or above - FL108 979 hPa or less - FL118			Trans alt: 8860'		MSA SHK VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D2.5 IMH	185 KT	MAX onto 350°	D5.5 IMH
GS	3.00°	372	478	531	637	743	PAPI		↑	↑	↑	↑

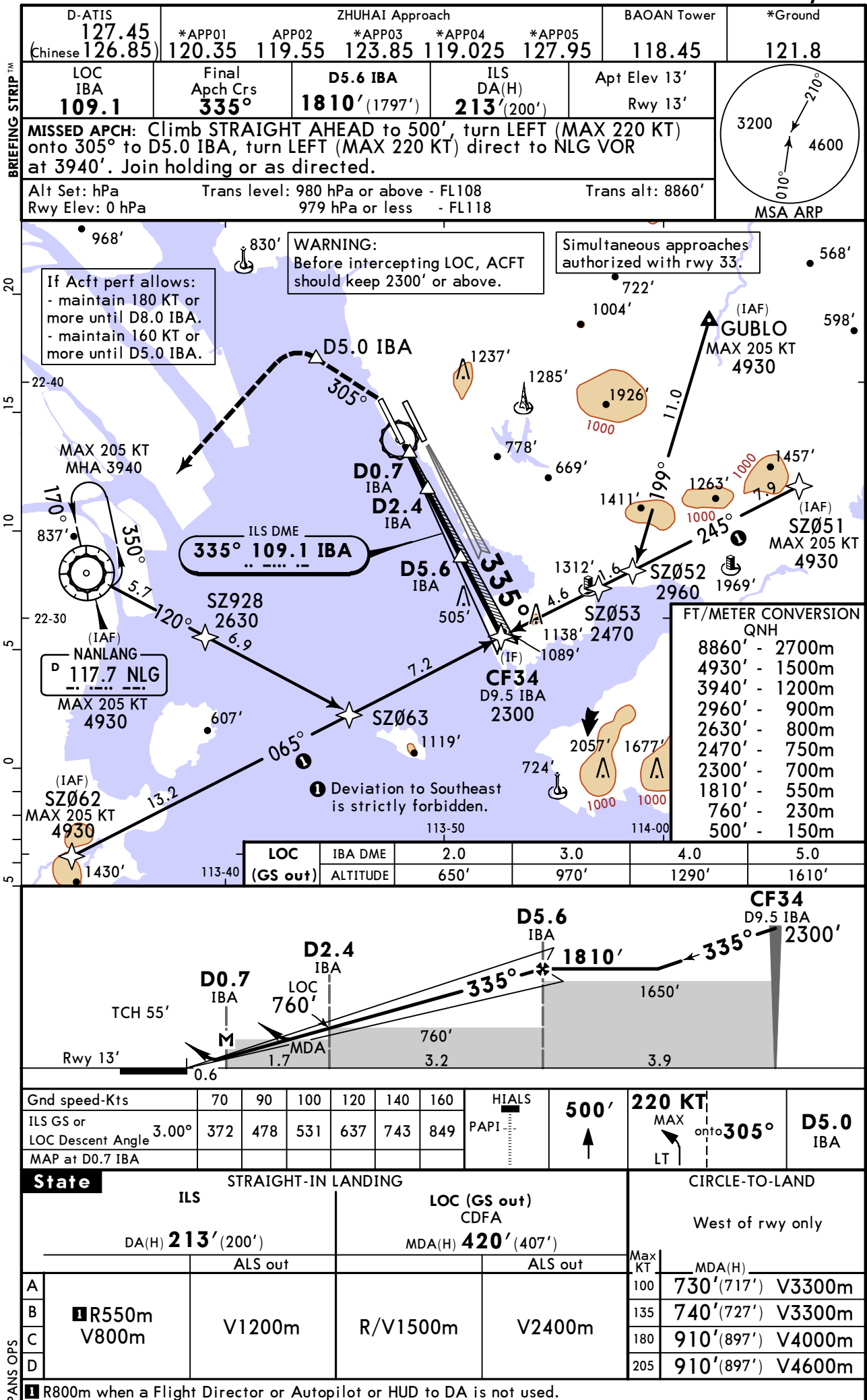
State		STRAIGHT-IN LANDING	
		SA CAT I ILS	
		RA 158' DA(H) 162' (150')	
		R450m	
		HUD required.	

CHANGES: D-ATIS.

ZGSZ/SZX
BAOAN

6 DEC 24 (11-7)

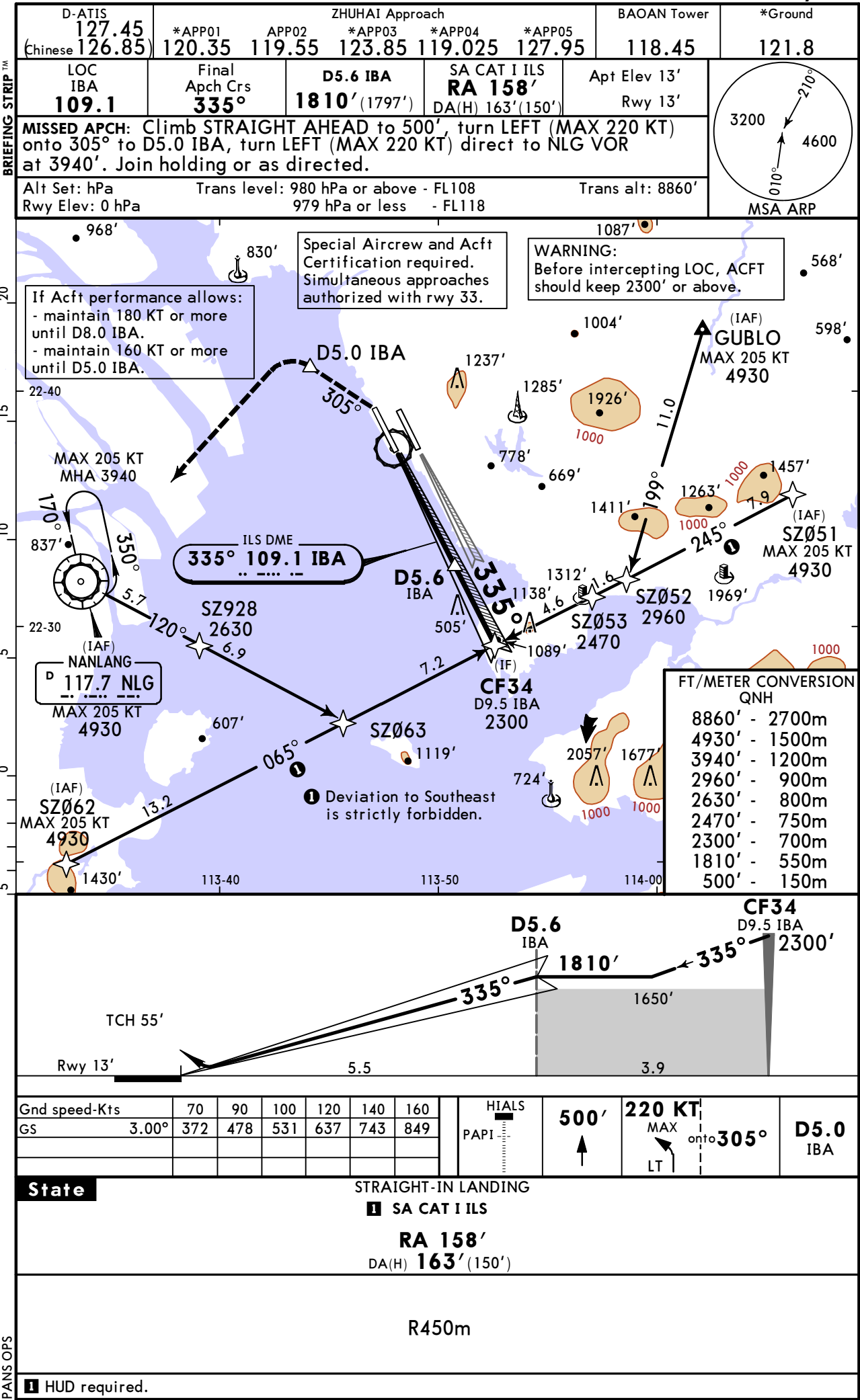
SHENZHEN, PR OF CHINA
RNP ILS DME Z Rwy 34



ZGSZ/SZX
BAOAN

6 DEC 24 **11-8A** SA CAT I RNP ILS DME Z Rwy 34

JEPPESSEN SHENZHEN, PR OF CHINA



ZGSZ/SZX
BAOAN

6 DEC 24 (11-8B) SA CAT I ILS DME Y Rwy 34

D-ATIS
127.45
(Chinese 126.85)

*APP01
120.35

APP02
119.55

ZHUHAI Approach
*APP03
123.85

*APP04
119.025

*APP05
127.95

BAOAN Tower
118.45

*Ground
121.8

LOC
IBA
109.1

Final
Apch Crs
335°

D5.6 IBA
1810' (1797')

SA CAT I ILS
RA 158'
DA(H) 163' (150')

Apt Elev 13'
Rwy 13'

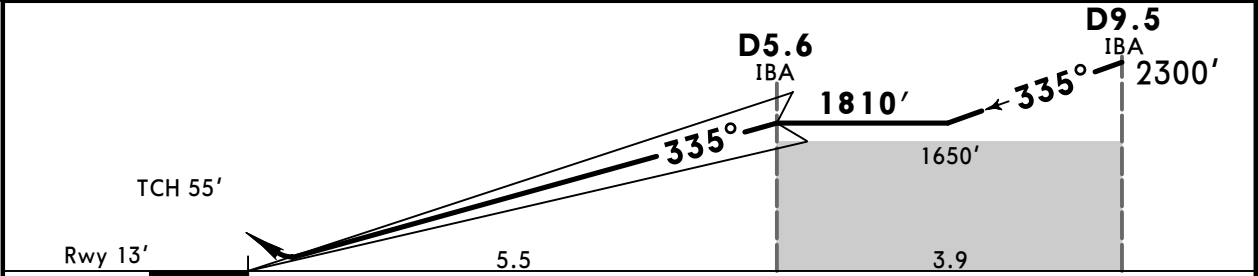
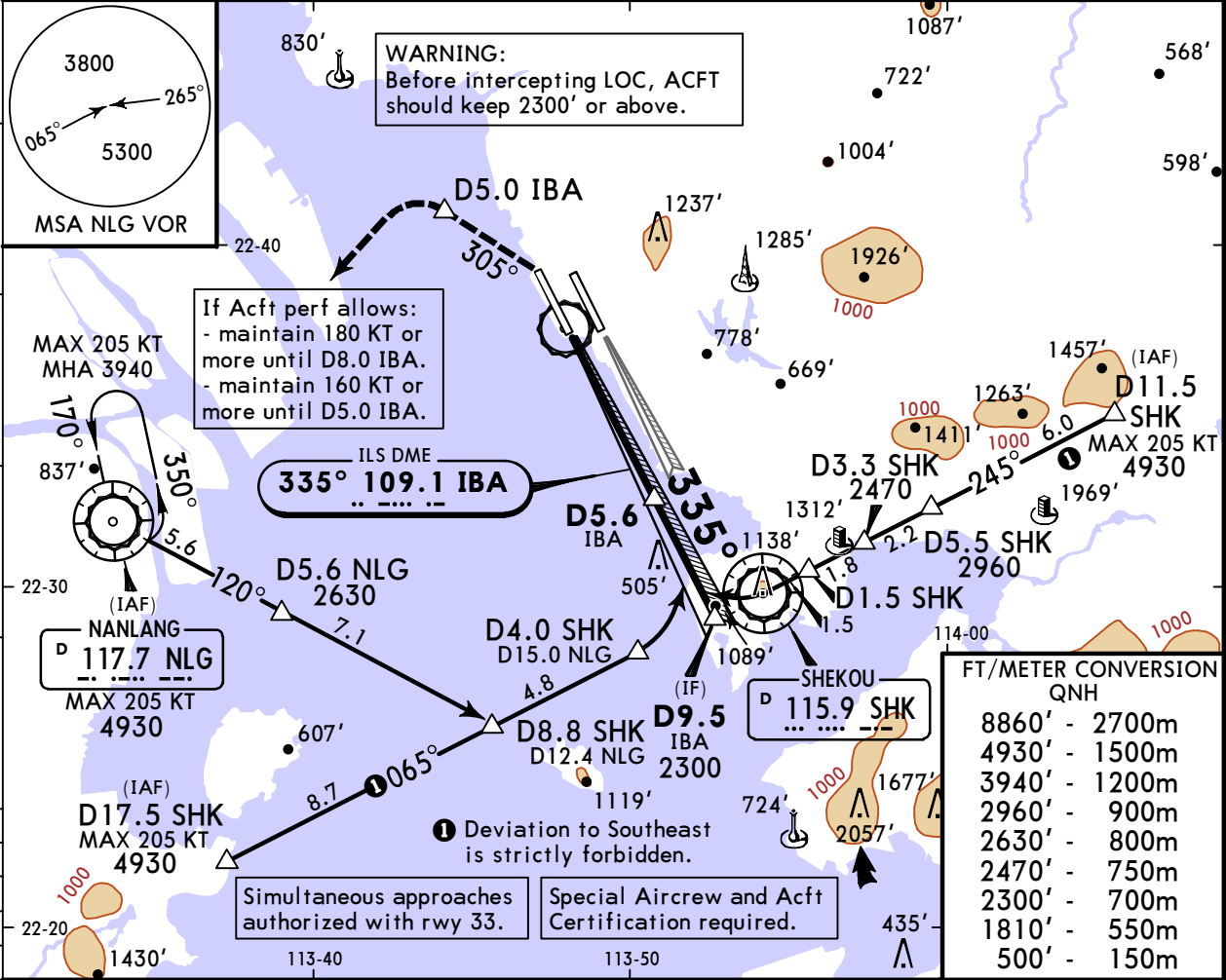
MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 3940'. Join holding or as directed.

Alt Set: hPa
Rwy Elev: 0 hPa

Trans level: 980 hPa or above - FL108
979 hPa or less - FL118

Trans alt: 8860'

MSA SHK VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS	500'	220 KT	MAX	onto 305°	D5.0 IBA
GS	3.00°	372	478	531	637	743	PAPI	↑	LT			

State

STRAIGHT-IN LANDING

SA CAT I ILS

RA 158'

DA(H) 163' (150')

R450m

HUD required.

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Chart changes since cycle 04-2025

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: 20250104
End Date: 20250630

(Based on G0014-25) RNP ILS DME Z RWY 33 (11-5) and SA CAT I RNP ILS DME Z RWY 33 (11-6A) segment minimum altitude between CF33 and D6.6 IMH raised from 1650' to 1740'. (Based on G0016-25) RNP ILS DME Z RWY 34 (11-7) and SA CAT I RNP ILS DME Z RWY 34 (11-8A) segment minimum altitude between CF34 and D5.6 IBA raised from 1650' to 1740'.