

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZGSZ

Terminal Charts For ZGSZ

Revision Letter For Cycle 05-2016

Change Notices

Notebook

General Information

Location: SHENZHEN CHN

ICAO/IATA: ZGSZ / SZX

Lat/Long: N22°38.3', E113°48.7'

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

Customs: Yes

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: No

Sunrise: 2212 Z

Sunset: 1042 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: 127.450 Departure Service

Airport Information For ZGSZ

Printed on 06 Apr 2016

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JeppView for Windows

ATIS: 126.850 Arrival Service

Baoan Tower: 118.450

Baoan Tower: 118.050 Secondary

Baoan Tower: 130.350

Baoan Ground: 121.800

Baoan Ground: 121.850 Secondary

Baoan Ground: 121.650

Baoan Clearance Delivery: 121.850 Secondary

Baoan Clearance Delivery: 121.950

ZGSZ/SZX
BAOAN

16 OCT 15

JEPPESEN**10-1P****SHENZHEN, PR OF CHINA****AIRPORT BRIEFING**

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), B3 and B (between B3 & B4) 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 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.

RWY Crossing Route 1 (two-way): TWY S - RWY 15/33 - TWY A5.

RWY Crossing Route 2 (two-way): TWY S - RWY 15/33 - TWY A8.

For graphic depiction of RWY crossing routes refer to 10-9 charts.

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.

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16 OCT 15 **(10-1P1)**

SHENZHEN, PR OF CHINA
AIRPORT BRIEFING

1. GENERAL

1.5. PARKING PROCEDURES

All stands are push-back except stands 26 thru 30B, 32 thru 34A/B, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 89, 102, 102A/B, 104, 104A/B, 106, 106A/B, 108, 108A/B, 110, 110A/B, 112, 112A/B, 114, 114A/B, 116, 116A/B, 118, 118A/B, 120 and 120A. Taxiing on own power or push-back is strictly forbidden without ATC clearance.

1.6. OTHER INFORMATION

1.6.1. GENERAL

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.

1.6.2. USE OF A380

Operational areas:

RWY 16/34 and stands 317, 350, 361, 362 and 391 are suitable for A380 ACFT.

Follow-me is available for arriving, but not for departing ACFT.

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. 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.

2.3. 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 frequency 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.

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22 MAY 15

JEPPesen

(10-1P2)

Eff 27 May 1600Z

SHENZHEN, PR OF CHINA

AIRPORT BRIEFING

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 minutes before reporting "ready to push-back and start-up".

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 TWR.

For the standard push-back procedure for stands 307, 314, 315, 318, 319, 321, 323, 324, 331 and 356, it is strictly forbidden to start the first engine at stand and the second engine after pushed back.

Pilot shall leave TWR frequency without instruction as soon as airborne to contact assigned APP frequency 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.

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6 JUN 14



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SHENZHEN, PR OF CHINA

TERMINAL TRANSITION ROUTE

D-ATIS
126.85

Apt Elev
13'

Alt Set: hPa
Trans alt: 8860'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above

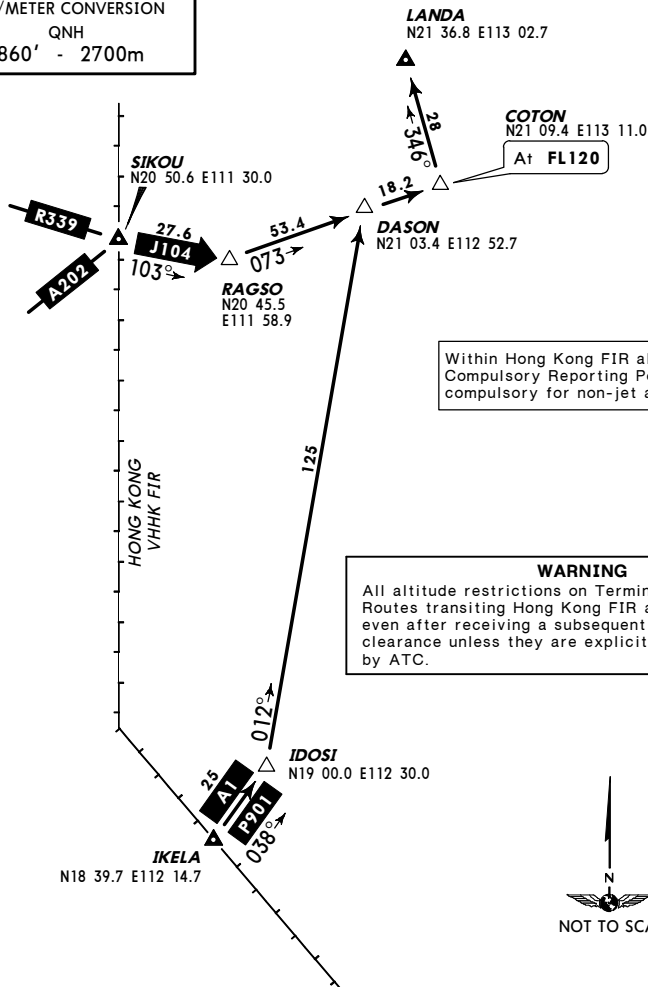
TERMINAL TRANSITION ROUTES **TRANSITING HONG KONG FIR** **VIA J104 TO LANDA**



FL CONVERSION
FL118 FL3600m
FL108 FL3300m

FT/METER CONVERSION
QNH
8860' - 2700m

Direct distance to
Baoan Apt from:
LANDA 75 NM



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

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.



NOT TO SCALE

ENTRY ROUTE

ROUTING

A-1

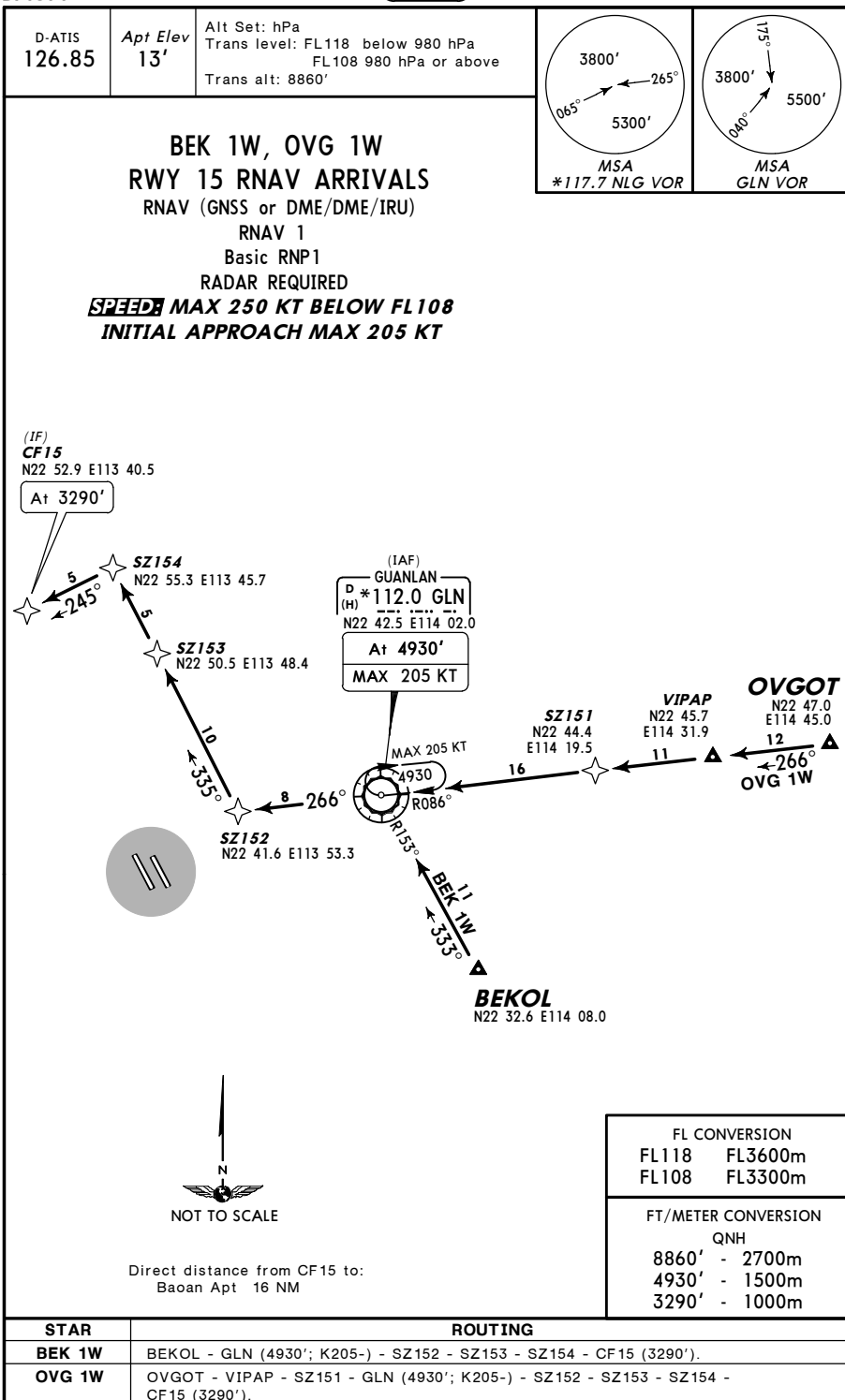
From IKELA along A-1/P-901 to IDOSI, then direct to DASON, then along J-104 to COTON, then direct to LANDA. Cross COTON at FL120, do not descend without ATC clearance.

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.

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BAOAN

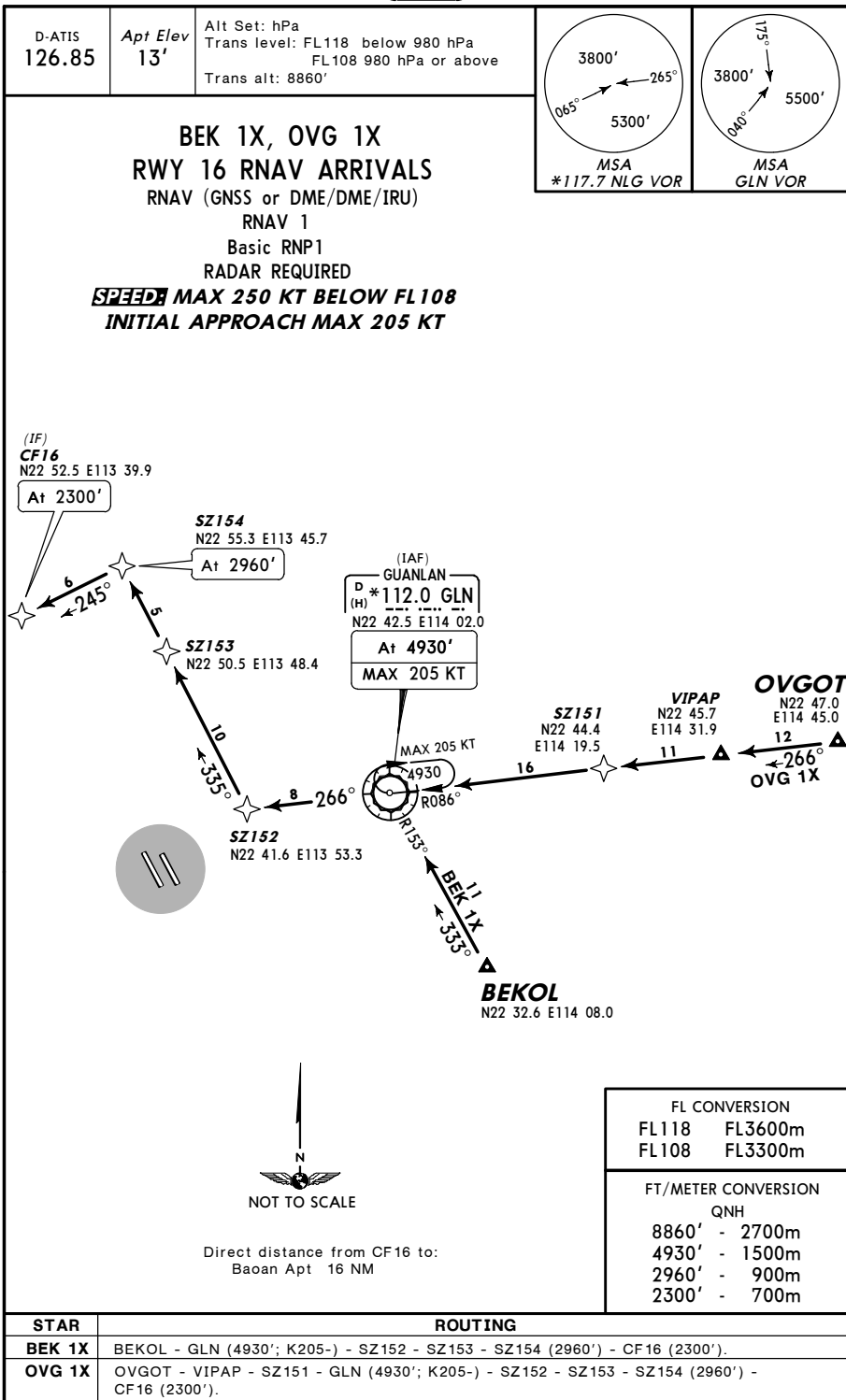
JEPPESSEN SHENZHEN, PR OF CHINA
6 JUN 14 **(10-2A1)** **RNAV STAR**



ZGSZ/SZX
BAOAN

JEPPESSEN
6 JUN 14 **(10-2A2)**

SHENZHEN, PR OF CHINA
RNAV STAR



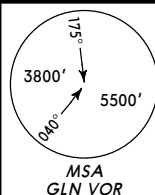
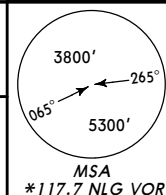
ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 10-2C Eff 6 Feb RNAV STAR

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 1Z, OVG 1Z
RWY 34 RNAV ARRIVALS
RNAV (GNSS or DME/DME/IRU)

RNAV 1

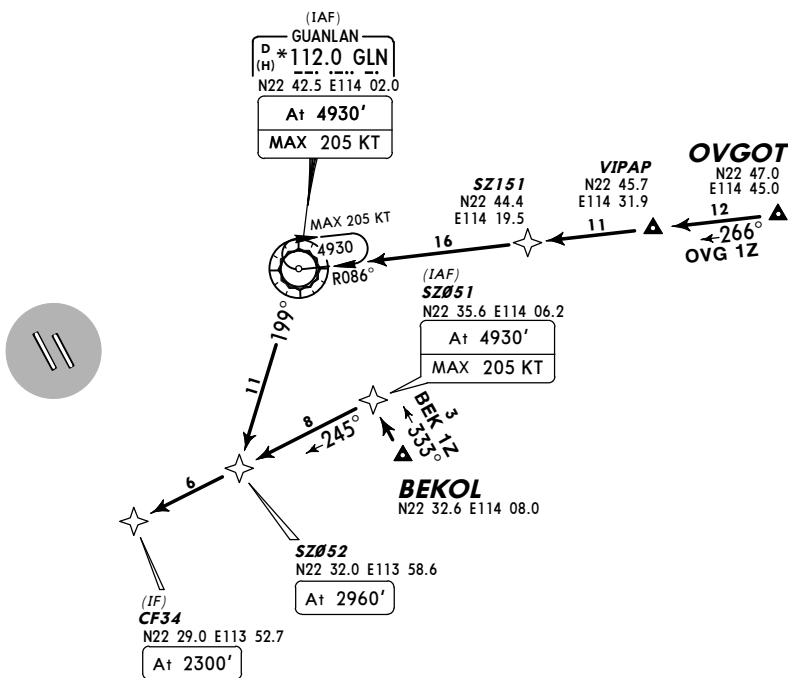
Basic RNP1

RADAR REQUIRED

DEVIATION TO SOUTHEAST IS FORBIDDEN

~~SPEED~~ MAX 250 KT BELOW FL108

INITIAL APPROACH MAX 205 KT



NOT TO SCALE

Direct distance from CF34 to:
Baoan Apt 11 NM

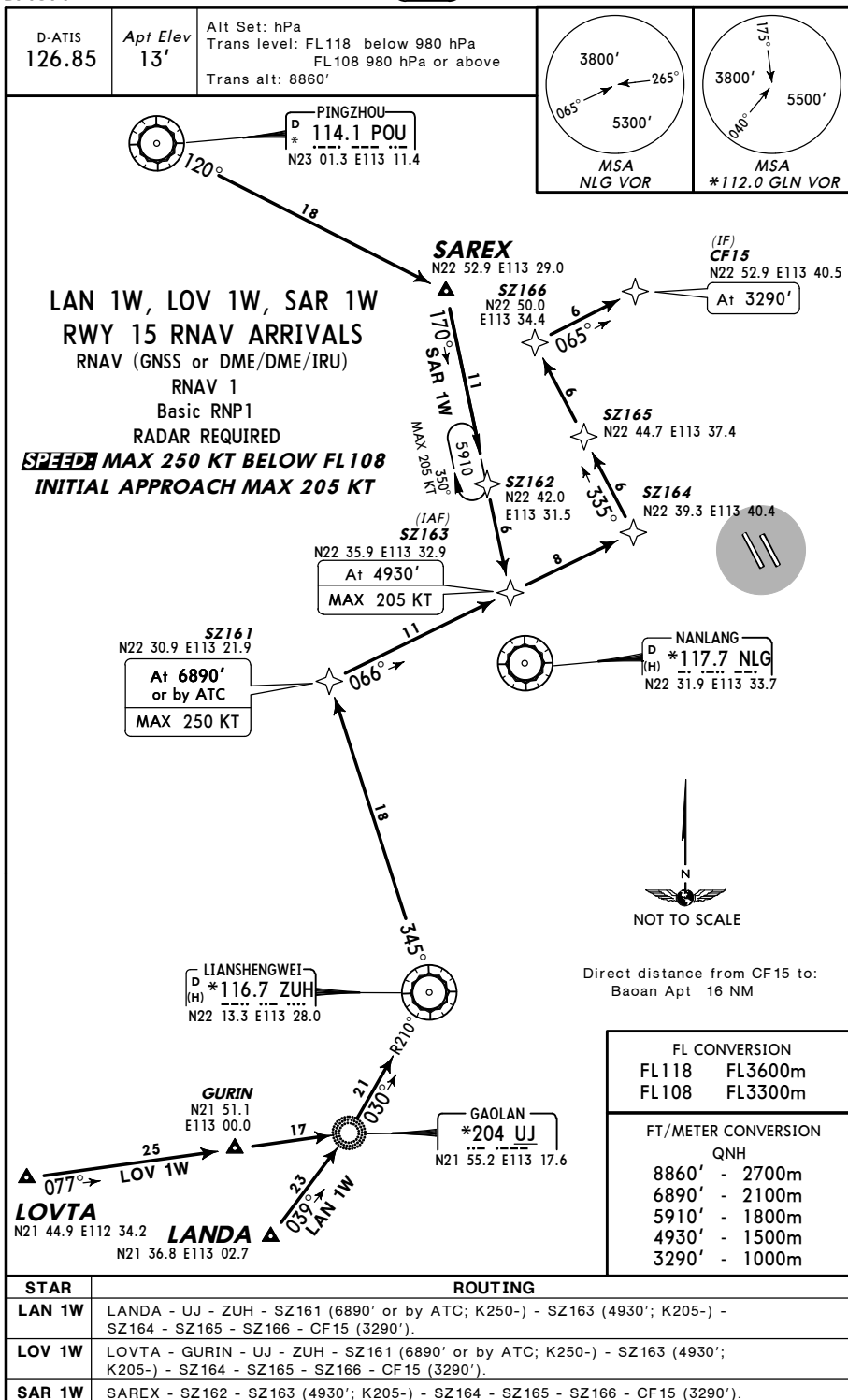
FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

STAR	ROUTING
BEK 1Z	BEKOL - SZ051 (4930'; K205-) - SZ052 (2960') - CF34 (2300').
OVG 1Z	OVGOT - VIPAP - SZ151 - GLN (4930'; K205-) - SZ052 (2960') - CF34 (2300').

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31 JAN 14 **(10-2D)** **Eff 6 Feb** **RNAV STAR**



ZGSZ/SZX
BAOAN

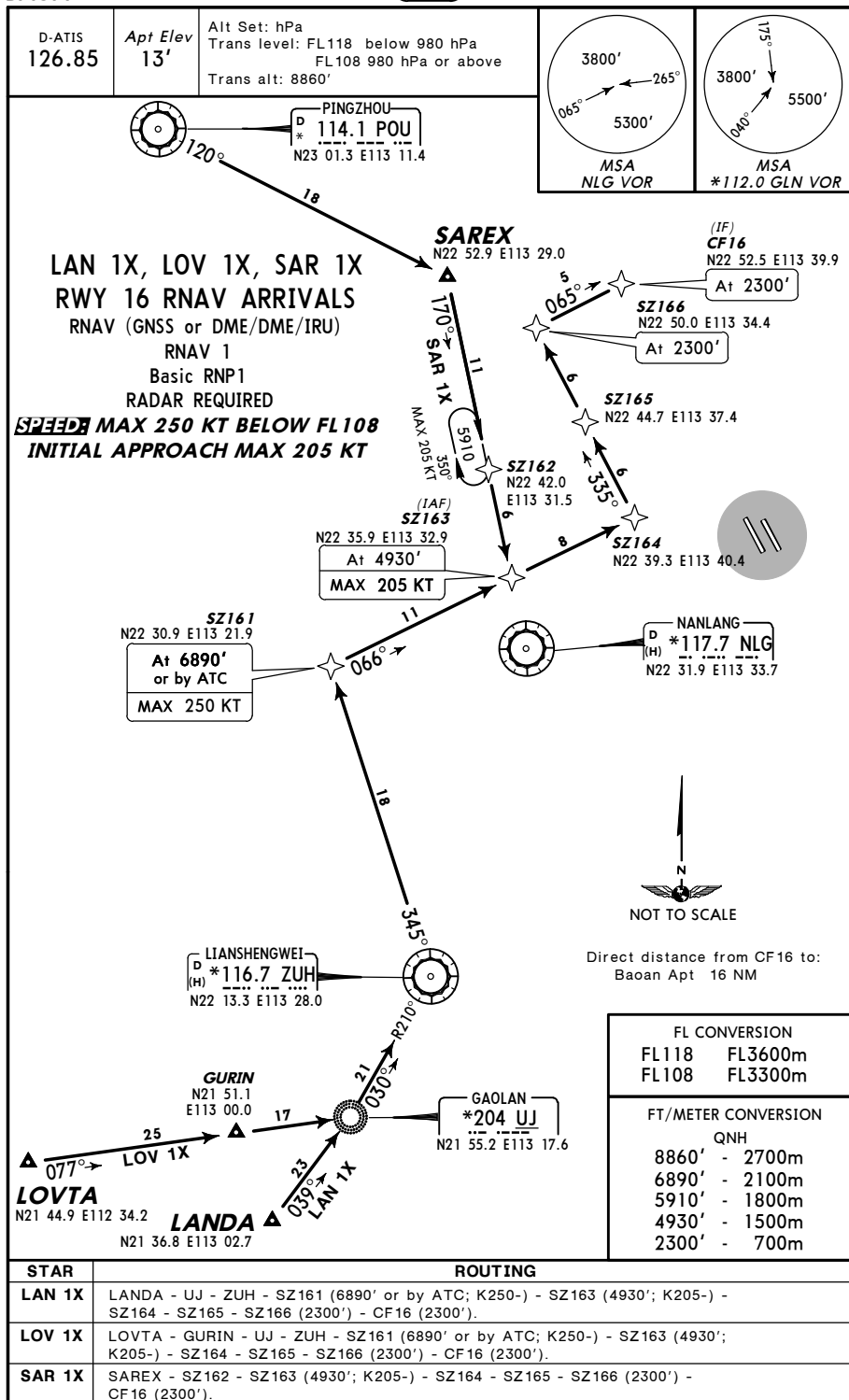
31 JAN 14

10-2E

Eff 6 Feb

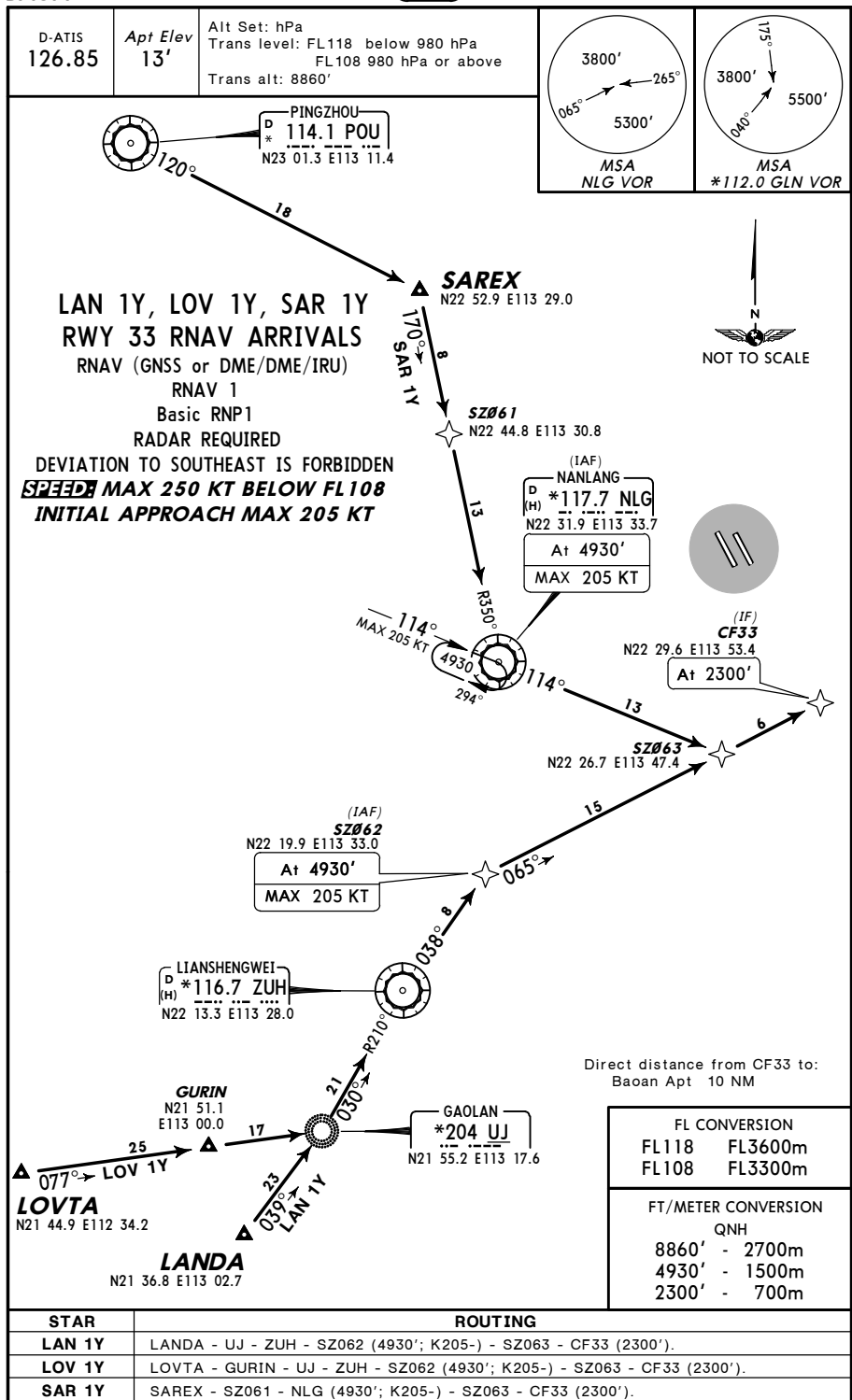
JEPPESSEN SHENZHEN, PR OF CHINA

RNAV STAR



ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **10-2F** **Eff 6 Feb** **RNAV STAR**



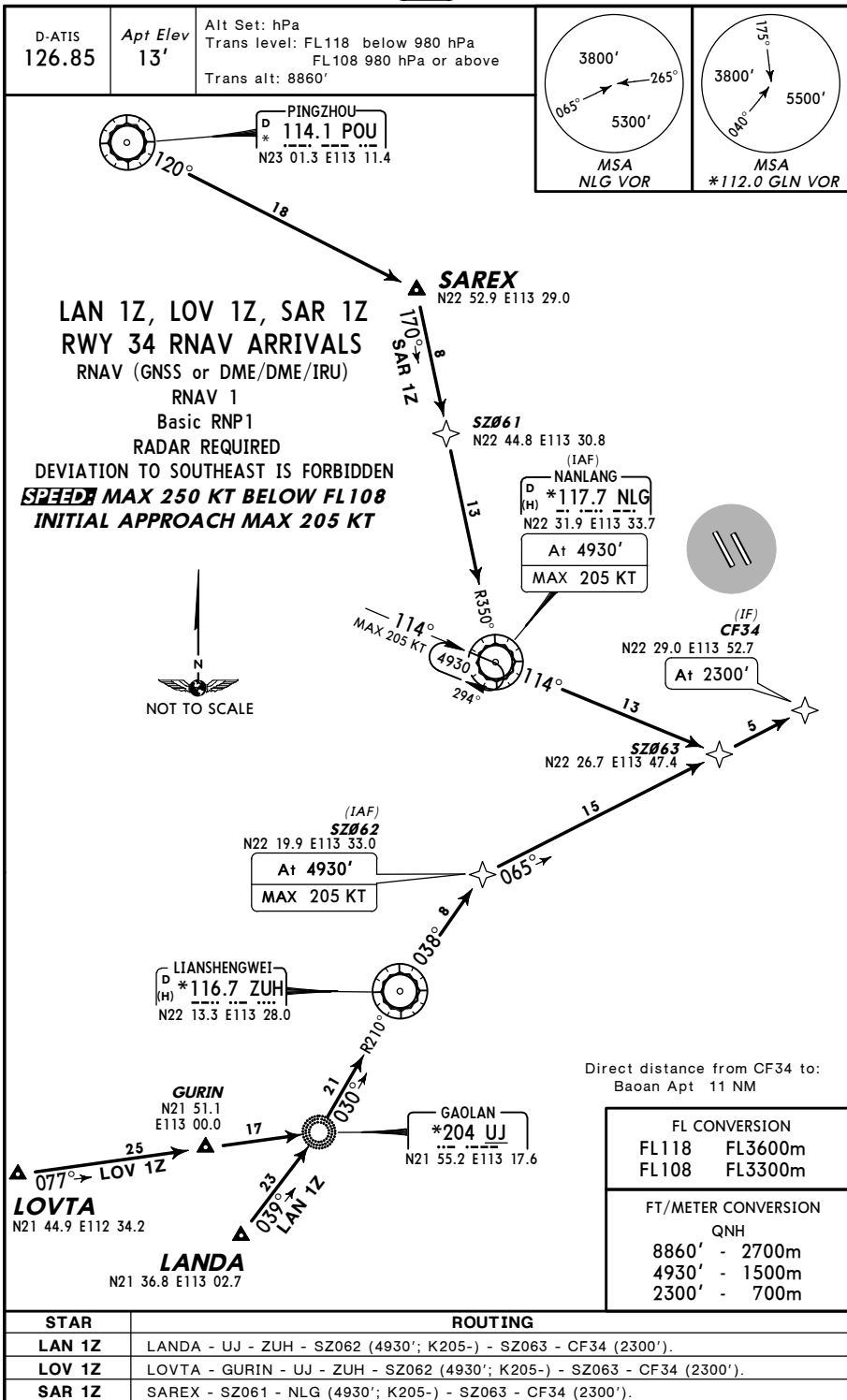
FL CONVERSION	
FL118	FL3600m
FL108	FL3300m

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

STAR	ROUTING
LAN 1Y	LANDA - UJ - ZUH - SZ062 (4930'; K205-) - SZ063 - CF33 (2300').
LOV 1Y	LOVTA - GURIN - UJ - ZUH - SZ062 (4930'; K205-) - SZ063 - CF33 (2300').
SAR 1Y	SAREX - SZ061 - NLG (4930'; K205-) - SZ063 - CF33 (2300').

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **(10-2G)** **Eff 6 Feb** **RNAV STAR**



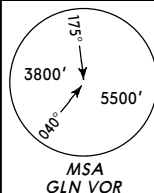
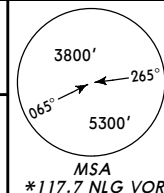
ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **(10-2H)** **Eff 6 Feb** **STAR**

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

A+ **4930'**

MAX 205 KT
4930
R086°

R153°
BEKOL
3X
11 ← 353°

BEKOL
N22 32.6 E114 08.0

OVGOT
N22 47.0 E114 45.0
VIPAP
N22 45.7 E114 31.9
D →
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

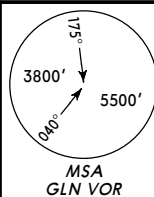
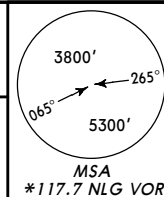
ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **(10-2J)** **Eff 6 Feb** **STAR**

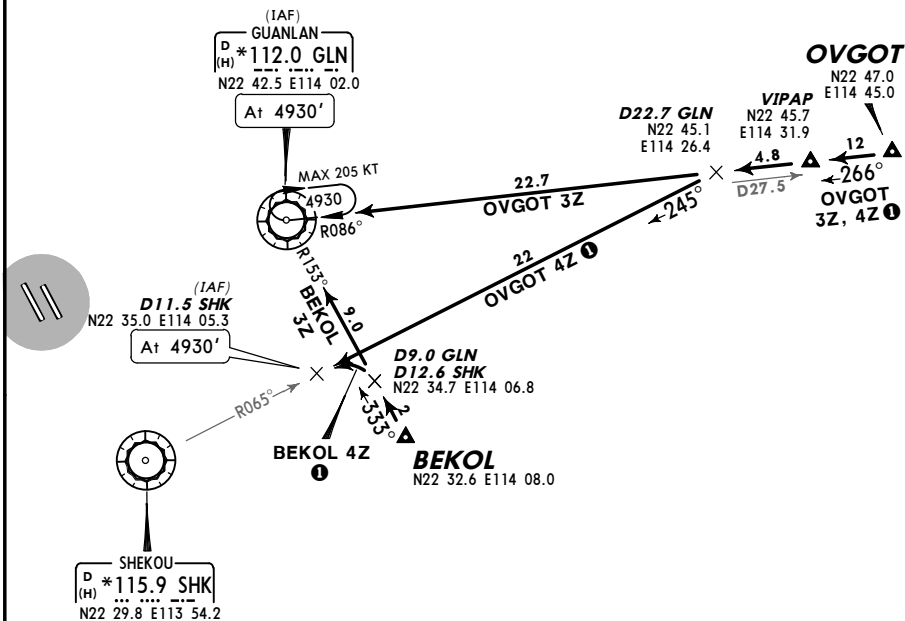
D-ATIS
126.85

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.

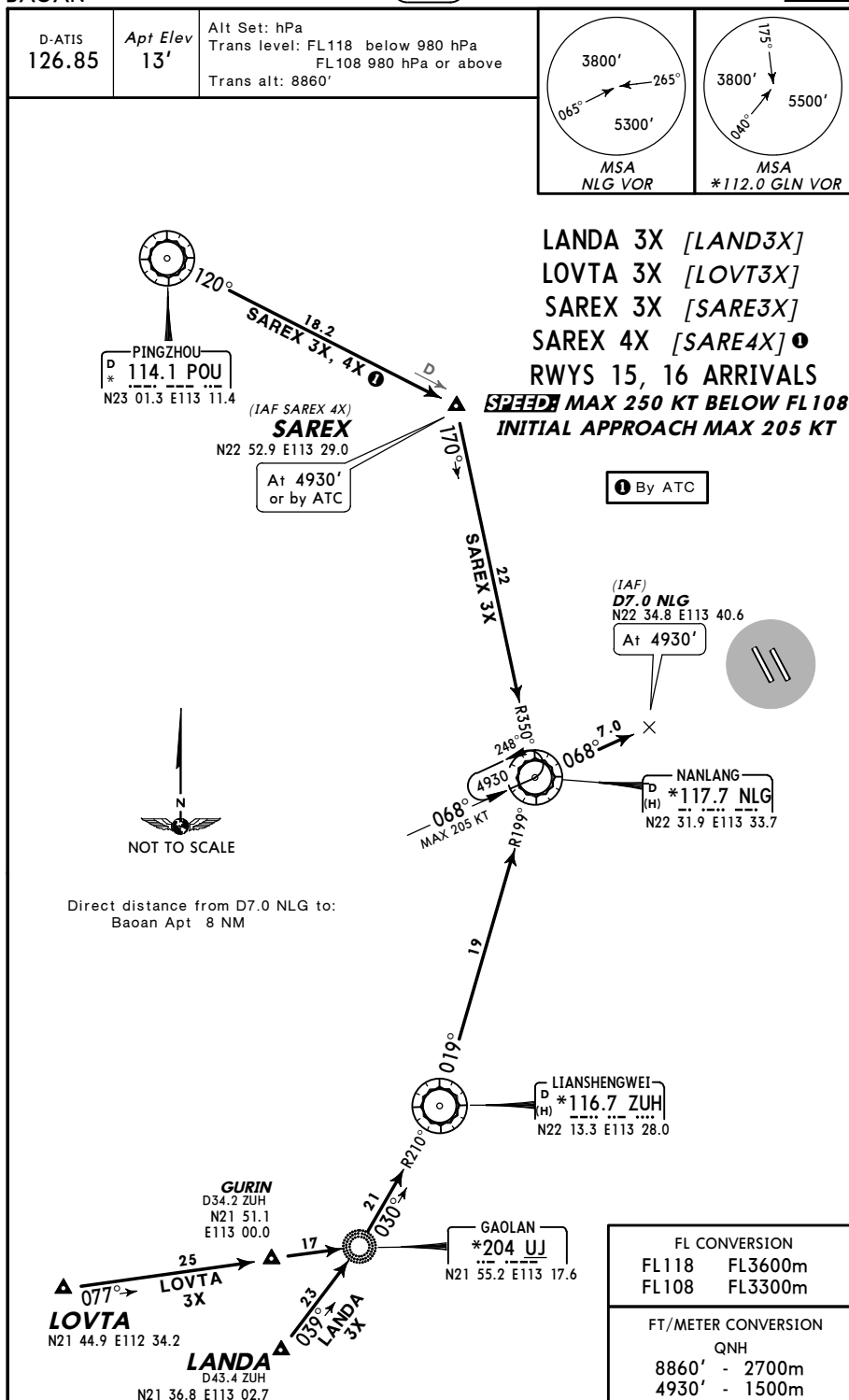
FL CONVERSION
FL118 FL3600m
FL108 FL3300m

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

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

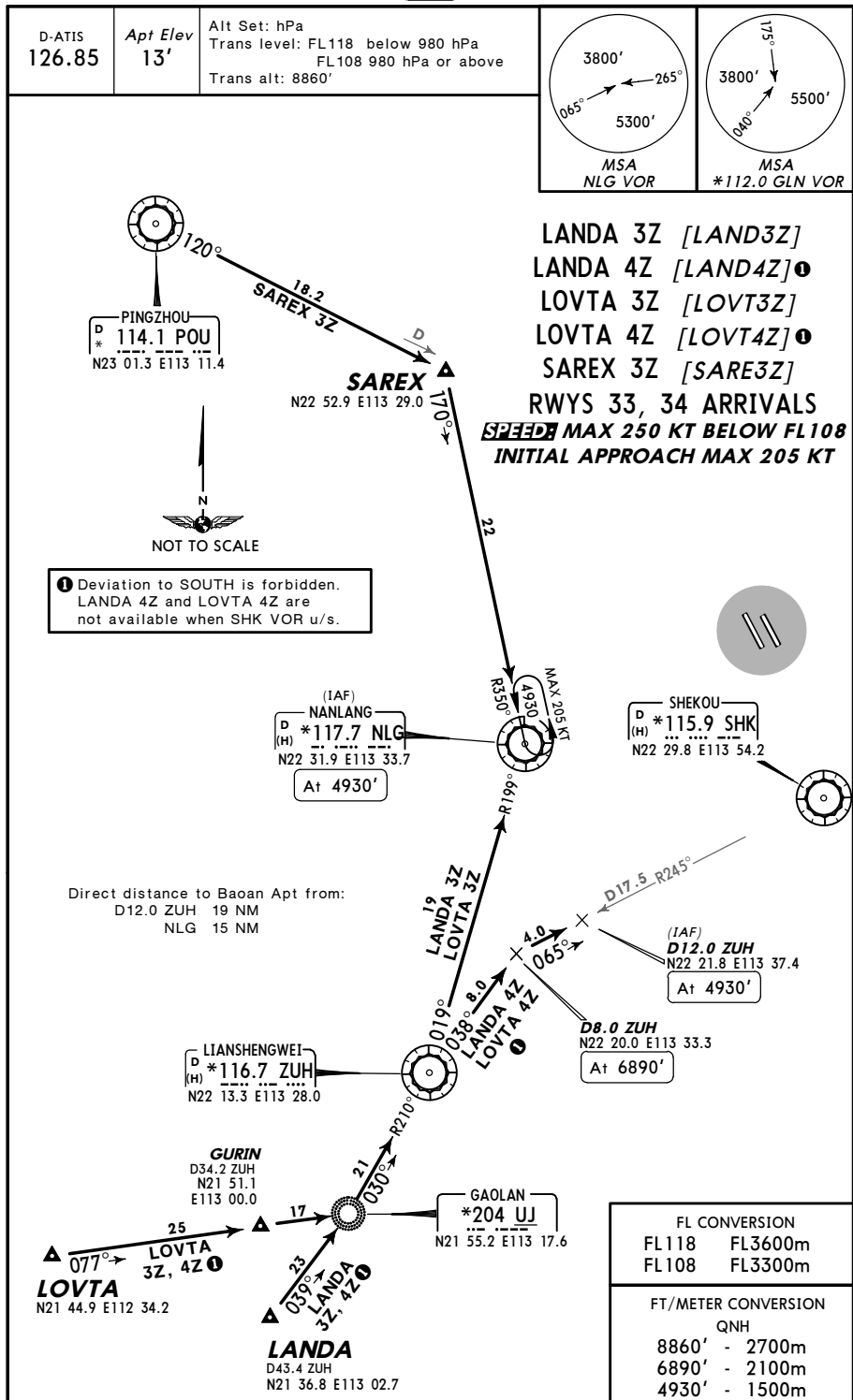
ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **10-2K** **Eff 6 Feb** **STAR**



ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **10-2L** **Eff 6 Feb** **STAR**

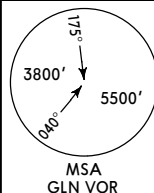
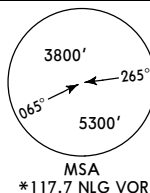


ZGSZ/SZX
BAOAN

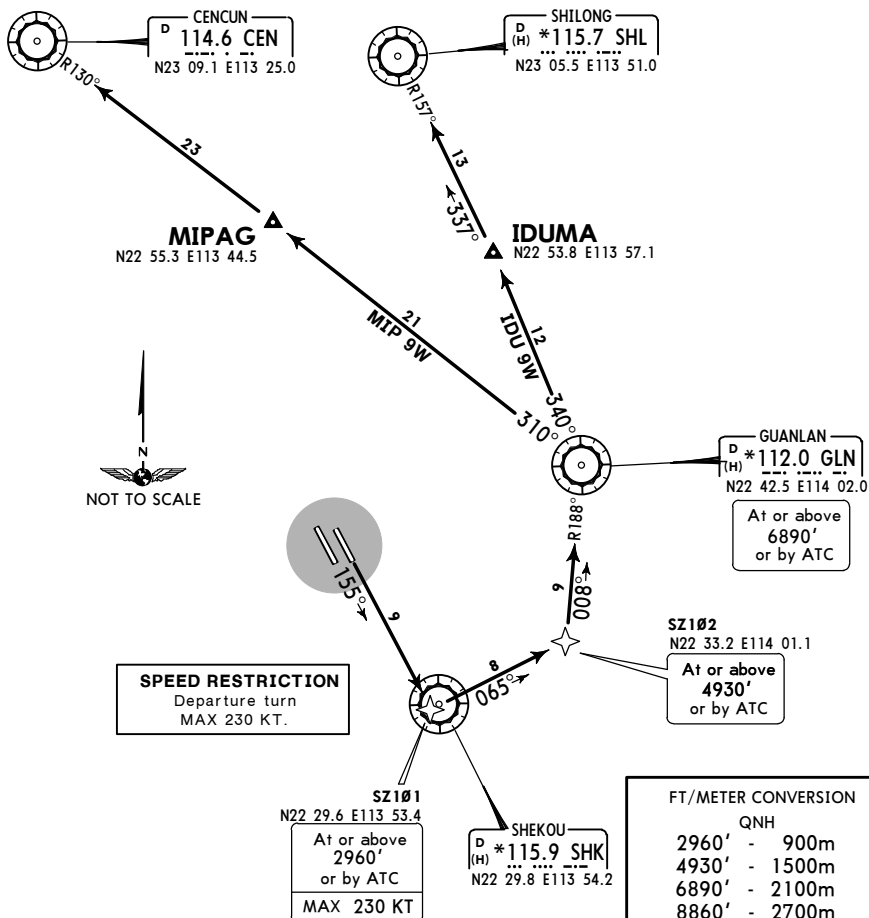
JEPPESSEN SHENZHEN, PR OF CHINA
20 NOV 15 **(10-3)** **RNAV SID**

Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
1. RNAV (GNSS OR DME/DME/IRU)
2. RNAV 1
3. Basic RNP1
4. RADAR required



IDU 9W, MIP 9W
RWY 15 RNAV DEPARTURES
DEVIATION TO SOUTH SHK R-065 IS FORBIDDEN



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

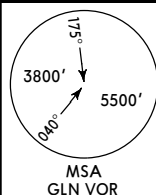
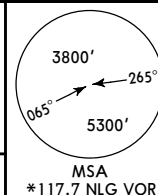
SID	ROUTING
IDU 9W	On 155° track to SZ101 (2960'+ or by ATC; K230-) - SZ102 (4930'+ or by ATC) - GLN (6890'+ or by ATC) - IDUMA.
MIP 9W 1	On 155° track to SZ101 (2960'+ or by ATC; K230-) - SZ102 (4930'+ or by ATC) - GLN (6890'+ or by ATC) - MIPAG.

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
20 NOV 15 **(10-3A)** **RNAV SID**

Apt Elev
13'

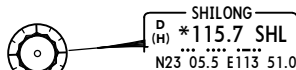
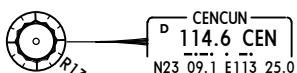
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
1. RNAV (GNSS OR DME/DME/IRU)
2. RNAV 1
3. Basic RNP1
4. RADAR required



IDU 9X, MIP 9X

RWY 16 RNAV DEPARTURES

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

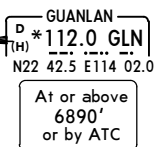
QNH
3940' - 1200m
5910' - 1800m
6890' - 2100m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m

SPEED RESTRICTION

Departure turn
MAX 230 KT.



SZ102
N22 33.2 E114 01.1
At or above
5910'
or by ATC

SZ111
N22 28.0 E113 50.2
At or above
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.

ZGSZ/SZX
BAOAN

12 DEC 14



JEPPESSEN

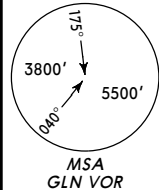
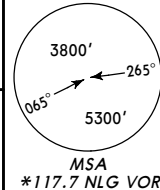
SHENZHEN, PR OF CHINA

10-3C

RNAV SID

Apt Elev
13'

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



IDU 9Z, MIP 9Z
RWY 34 RNAV DEPARTURES

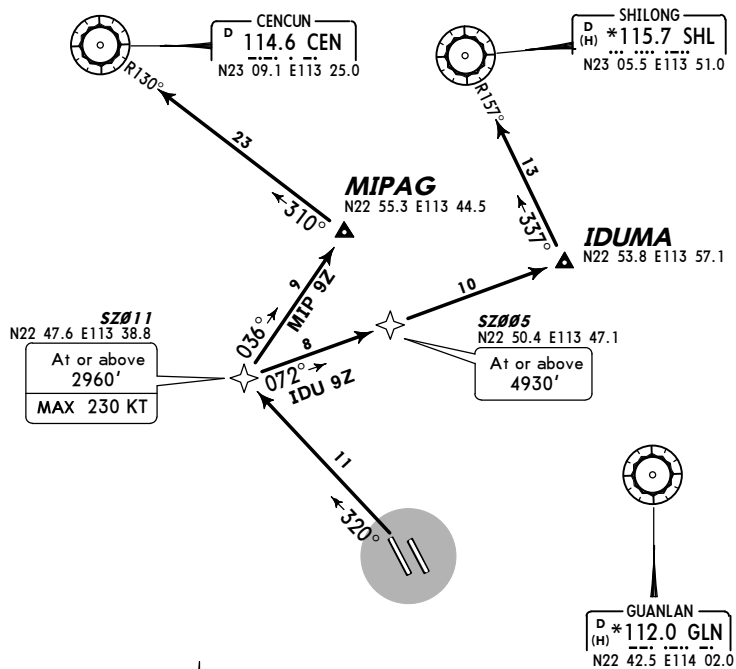
RNAV (GNSS OR DME/DME/IRU)

RNAV 1

Basic RNP1

RADAR REQUIRED

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



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

FL CONVERSION	
FL108	FL3300m
FL118	FL3600m

SID	ROUTING
IDU 9Z	On 320° track to SZ011 (2960'+; K230-) - SZ005 (4930'+) - IDUMA.
MIP 9Z	On 320° track to SZ011 (2960'+; K230-) - MIPAG.

CHANGES: Continuation to CEN & SHL added.

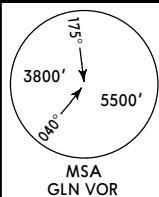
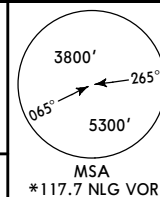
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ZGSZ/SZX
BAOAN

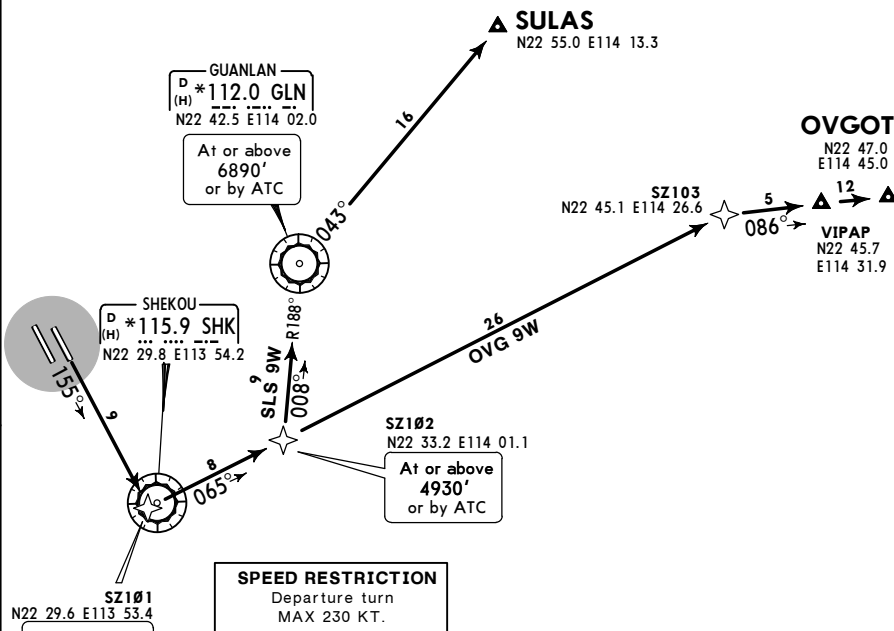
JEPPESSEN SHENZHEN, PR OF CHINA
20 NOV 15 **(10-3D)** **RNAV SID**

Apt Elev
13'

Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
1. RNAV (GNSS OR DME/DME/IRU)
2. RNAV 1
3. Basic RNP1
4. RADAR required



OVG 9W, SLS 9W
RWY 15 RNAV DEPARTURES
DEVIATION TO SOUTH SHK R-065
IS FORBIDDEN



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

FL CONVERSION	
FL108	FL3300m
FL118	FL3600m

SID	ROUTING
OVG 9W	On 155° track to SZ101 (2960'+ or by ATC; K230-) - SZ102 (4930'+ or by ATC) - SZ103 - VIPAP - OVGOT.
SLS 9W By ATC	On 155° track to SZ101 (2960'+ or by ATC; K230-) - SZ102 (4930'+ or by ATC) - GLN (6890'+ or by ATC) - SULAS.

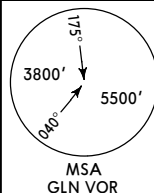
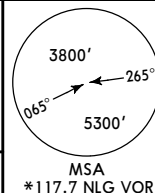
ZGSZ/SZX
BAOAN

JEPPESSEN
20 NOV 15 **(10-3E)**

SHENZHEN, PR OF CHINA
RNAV SID

Apt Elev
13'

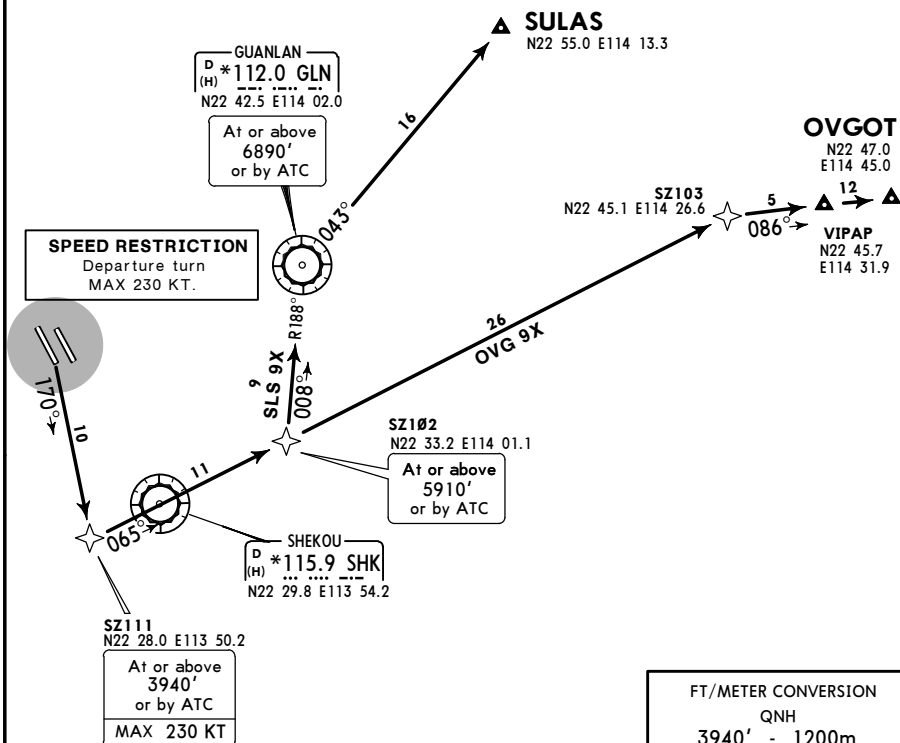
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
1. RNAV (GNSS OR DME/DME/IRU)
2. RNAV 1
3. Basic RNP1
4. RADAR required



OVG 9X, SLS 9X

RWY 16 RNAV DEPARTURES

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



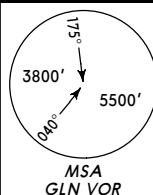
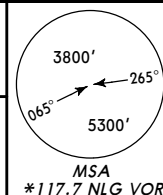
SID	ROUTING
OVG 9X	On 170° track to SZ111 (3940'+ or by ATC; K230-) - SZ102 (5910'+ or by ATC) - SZ103 - VIPAP - OVGOT.
SLS 9X By ATC	On 170° track to SZ111 (3940'+ or by ATC; K230-) - SZ102 (5910'+ or by ATC) - GLN (6890'+ or by ATC) - SULAS.

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **(10-3F)** **Eff 6 Feb** **RNAV SID**

Apt Elev
13'

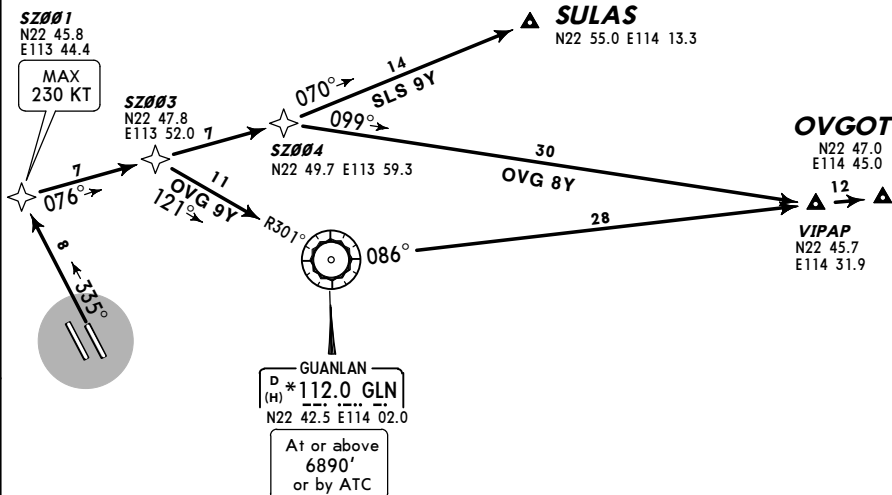
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



OVG 8Y① , OVG 9Y, SLS 9Y①
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 8Y①	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 9Y①	On 335° track to SZ001 (K230-) - SZ003 - SZ004 - SULAS.

CHANGES: RNAV SIDs completely revised.

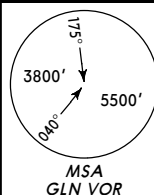
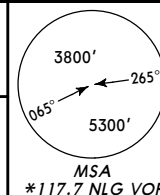
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ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **(10-3G)** **Eff 6 Feb** **RNAV SID**

Apt Elev
13'

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



OVG 8Z , **OVG 9Z**, **SLS 9Z**

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**



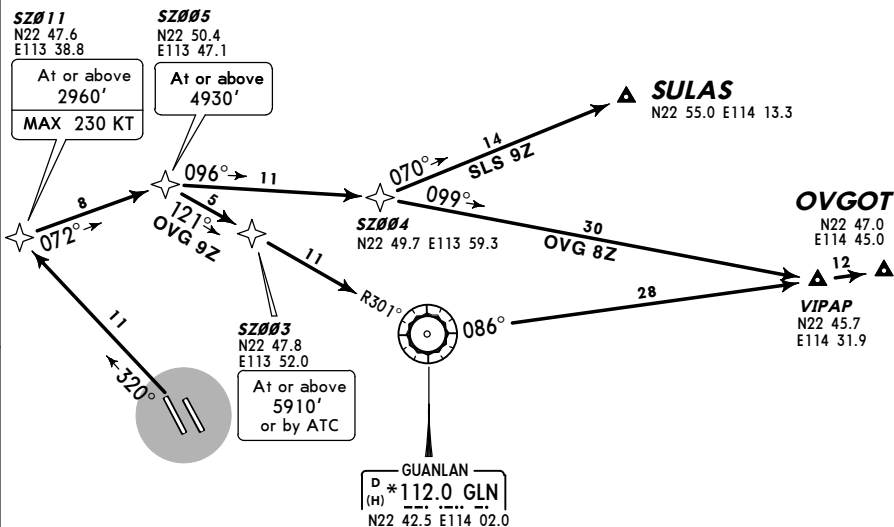
1 By ATC.

SZ011
N22 47.6
E113 38.8

At or above
2960'
MAX 230 KT

SZ005
N22 50.4
E113 47.1

At or above
4930'



FT/METER CONVERSION

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

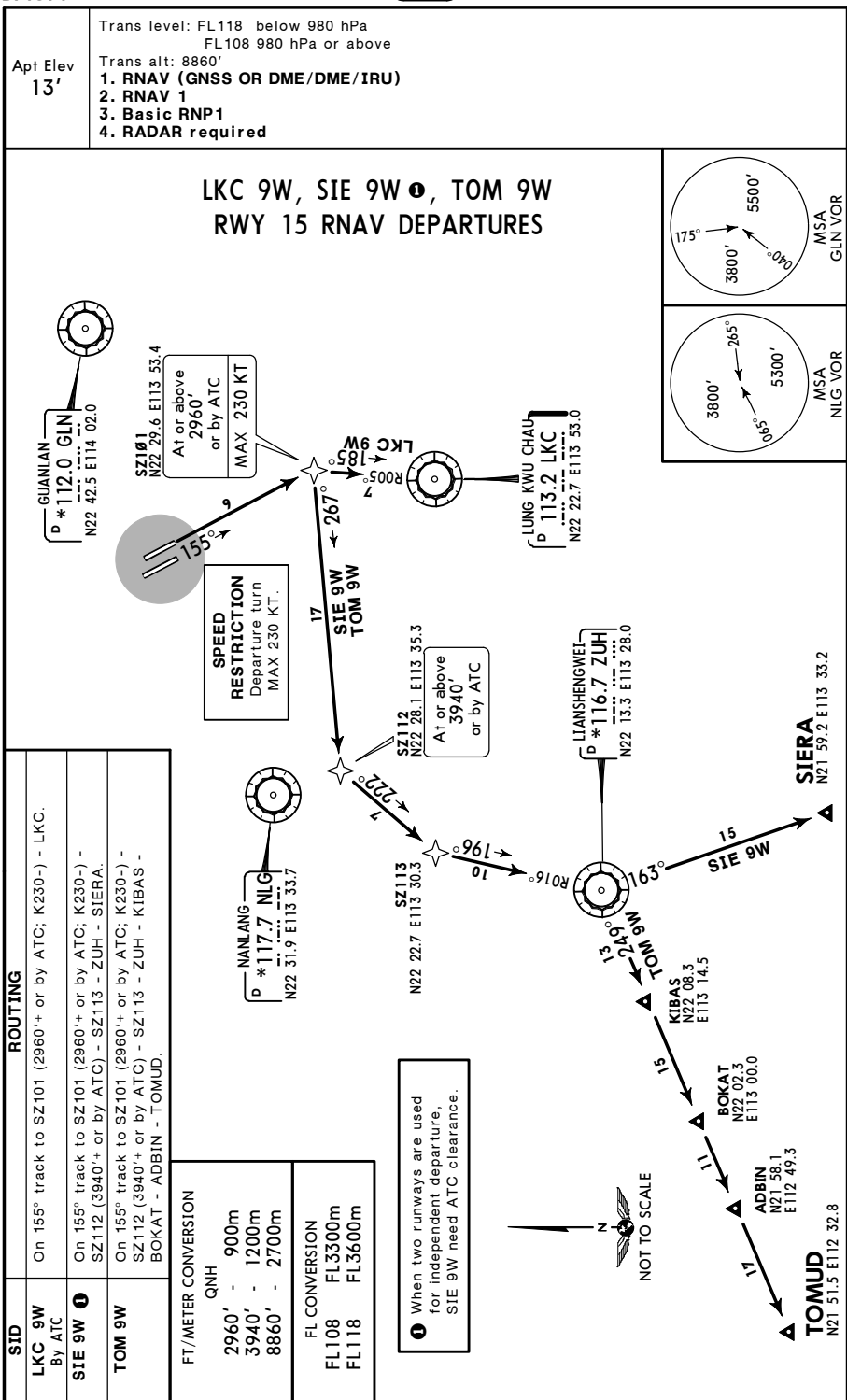
FL CONVERSION

FL108 FL3300m
FL118 FL3600m

SID	ROUTING
OVG 8Z	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	On 320° track to SZ011 (2960'+; K230-) - SZ005 (4930'+) - SZ004 - SULAS.

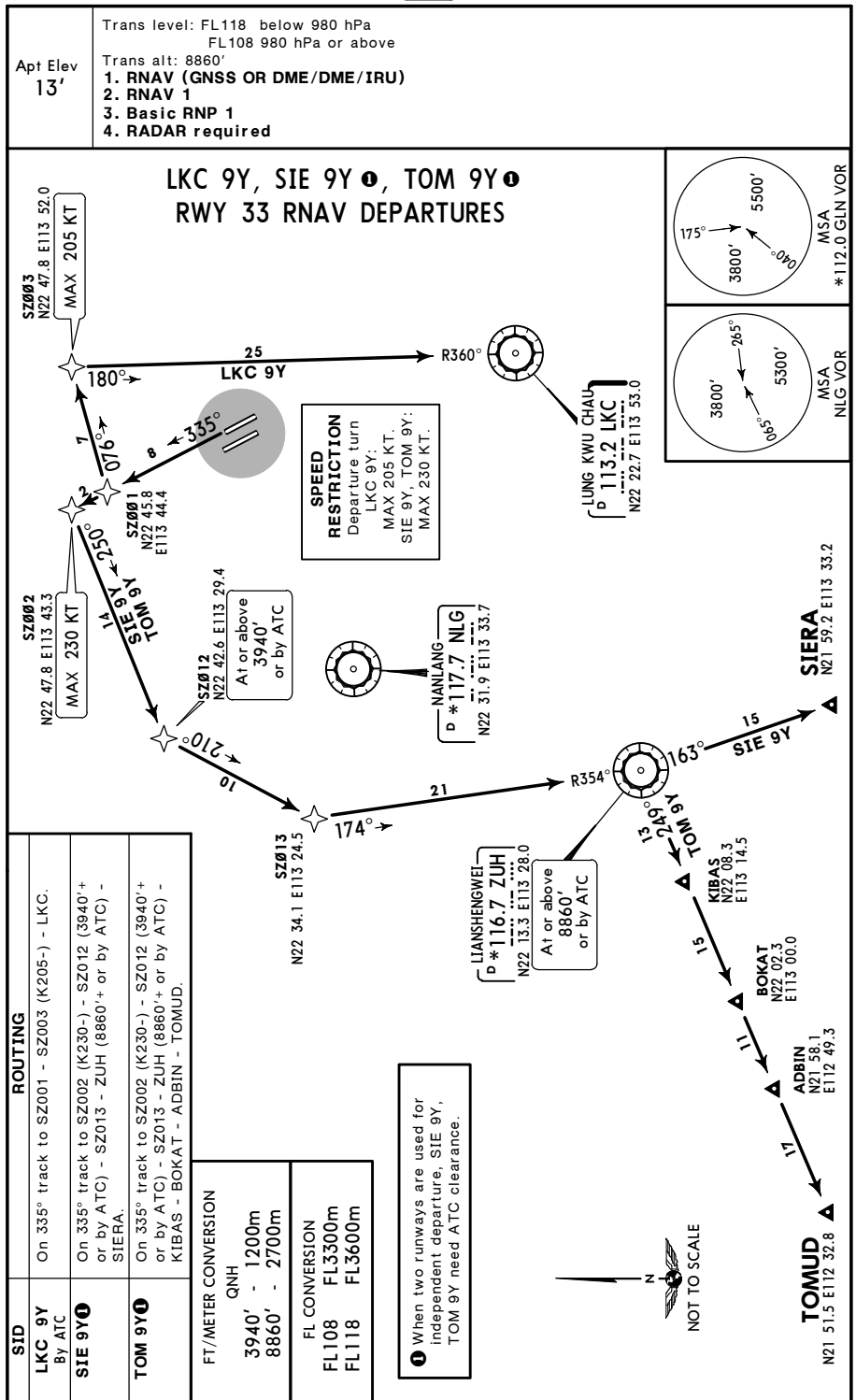
ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
1 JAN 16 **(10-3H)** Eff 6 Jan 1600Z **RNAV SID**



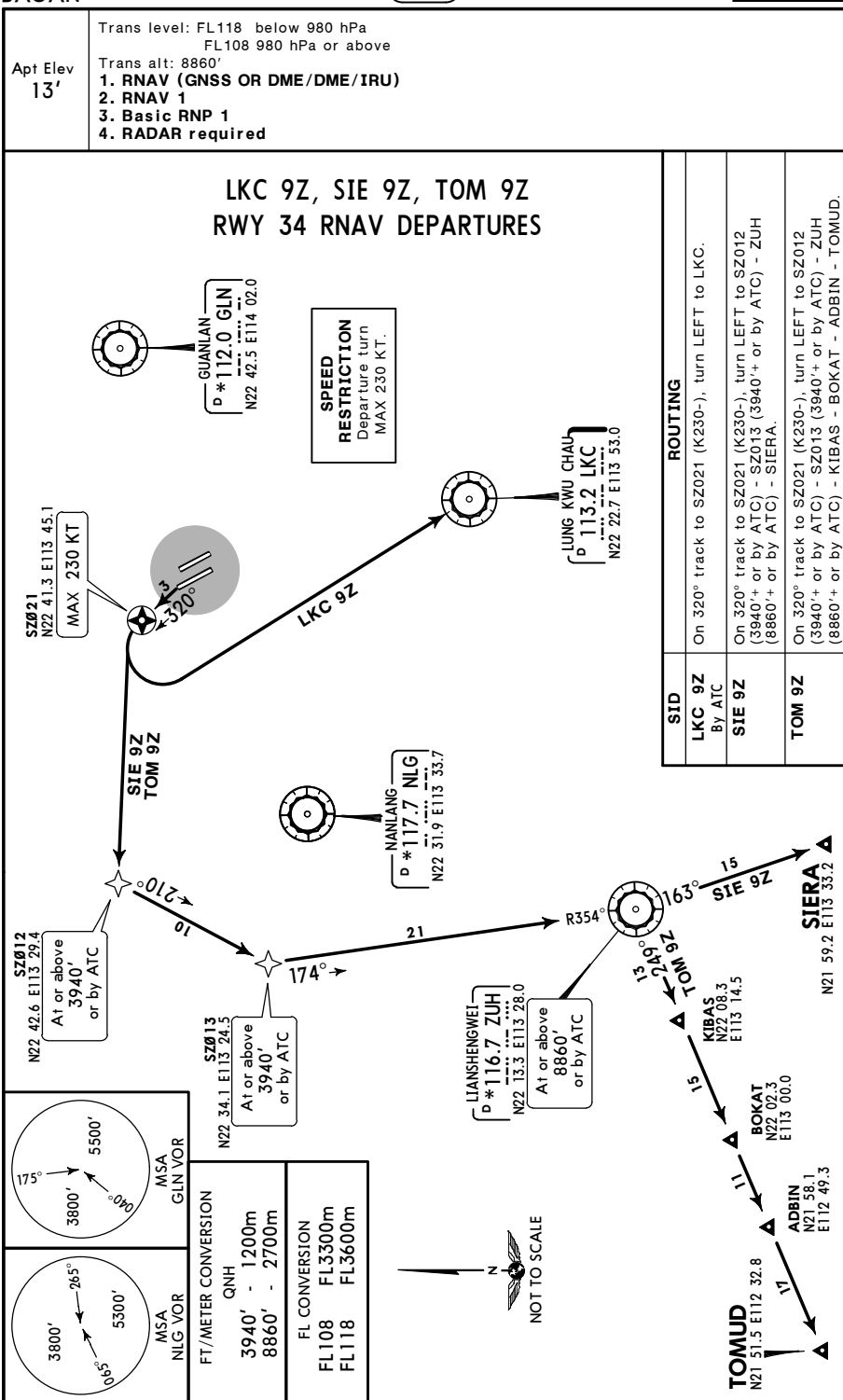
ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
1 JAN 16 **(10-3K)** Eff 6 Jan 1600Z **RNAV SID**



ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
1 JAN 16 (10-3L) Eff 6 Jan 1600Z RNAV SID



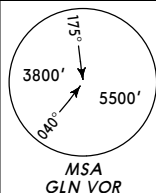
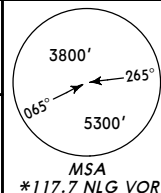
ZGSZ/SZX
BAOAN

12 DEC 14 **(10-3M)**

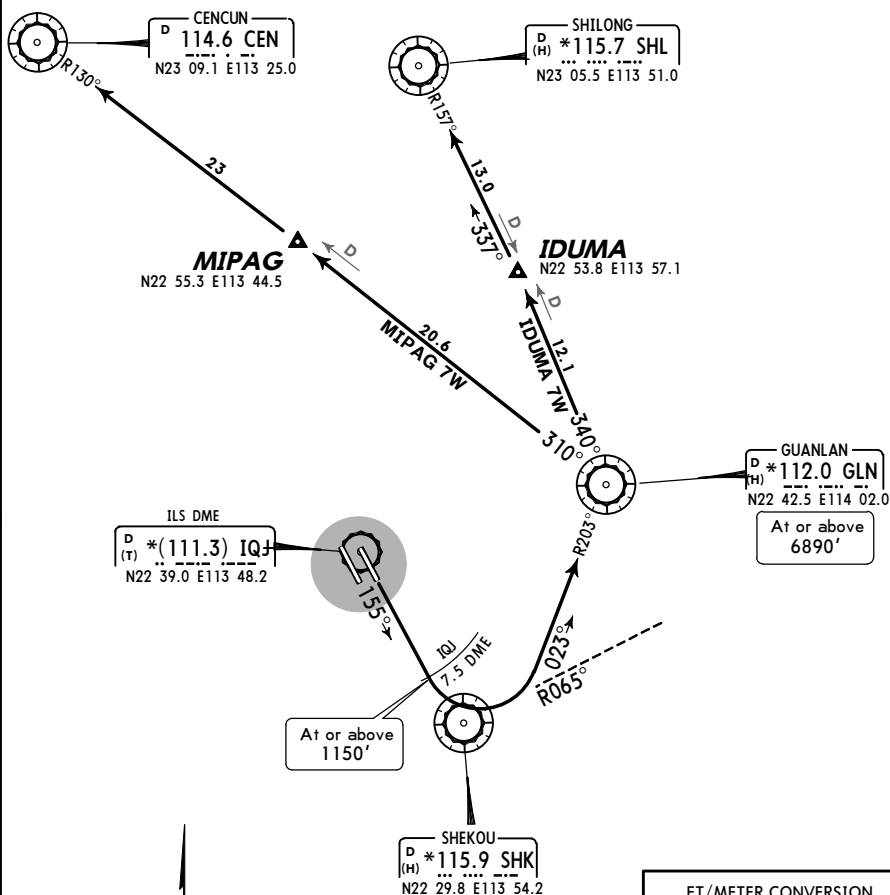
JEPPESSEN SHENZHEN, PR OF CHINA
SID

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

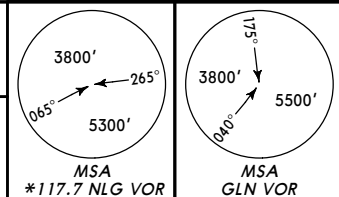
FL CONVERSION	
FL108	FL3300m
FL118	FL3600m

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
12 DEC 14 **(10-3N)** **SID**

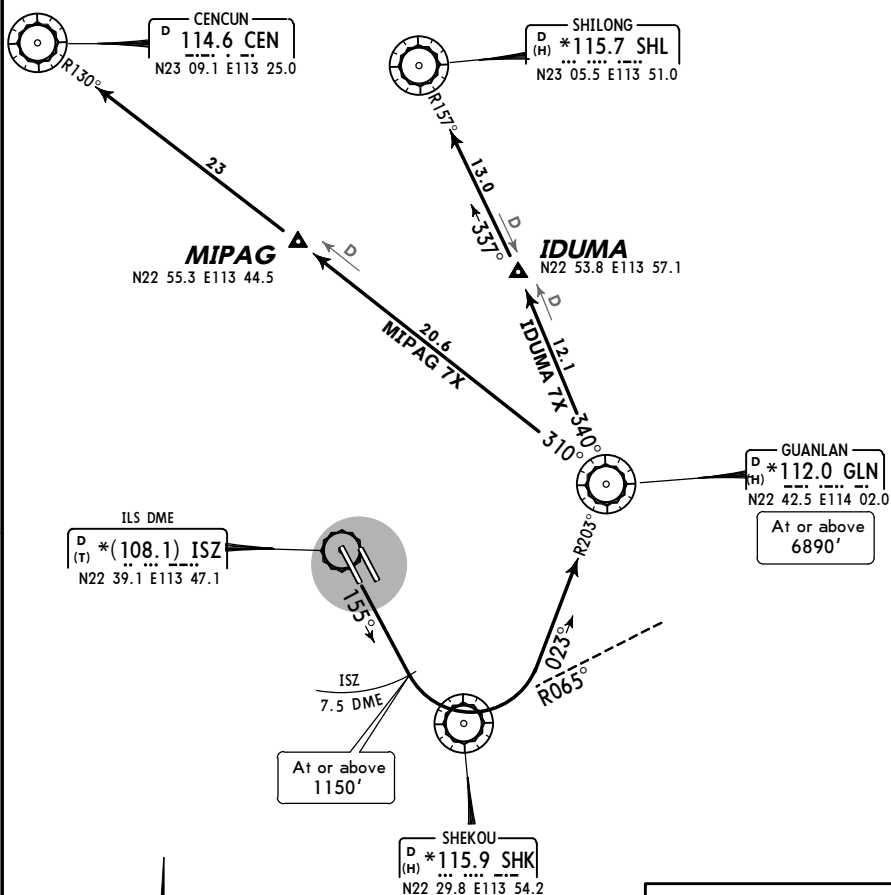
Apt Elev
13'

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

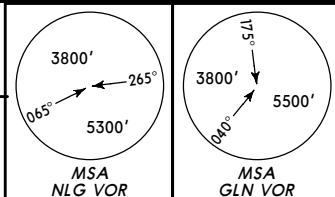
FL108	FL3300m
FL118	FL3600m

ZGSZ/SZX
BAOAN

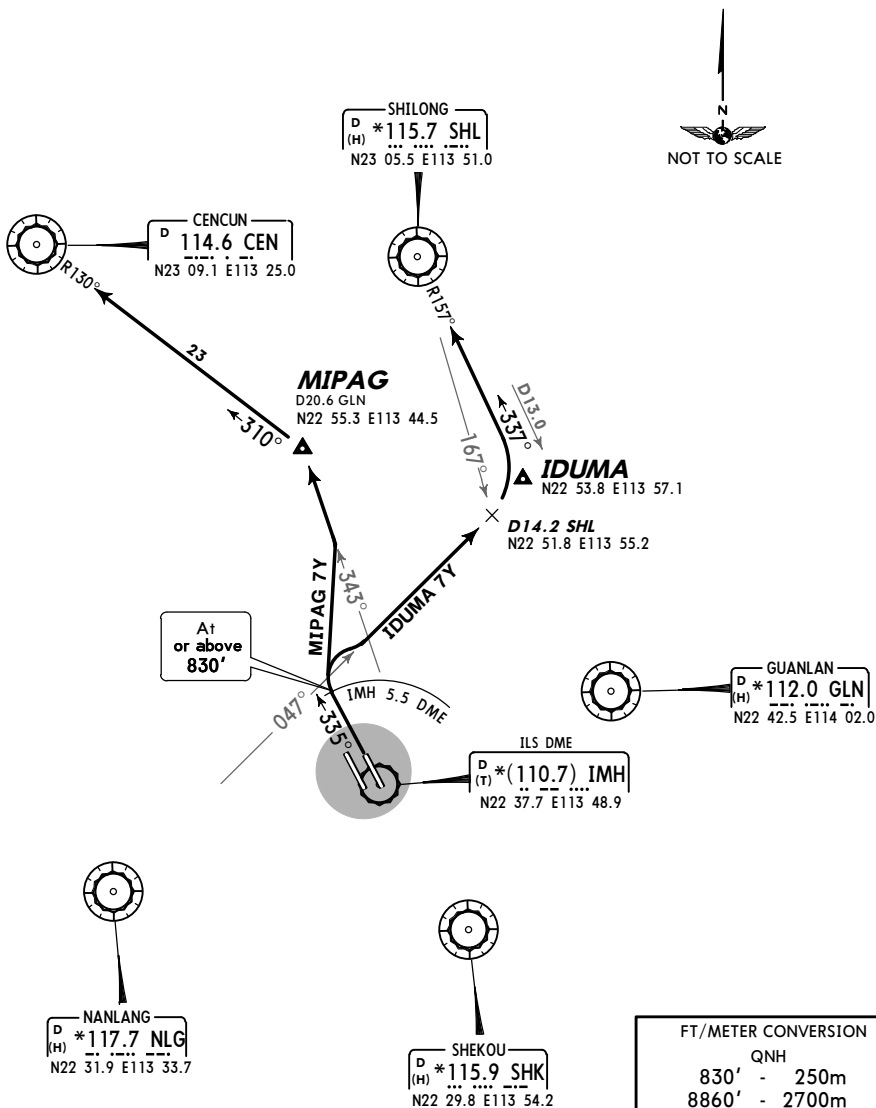
JEPPESSEN SHENZHEN, PR OF CHINA
12 DEC 14 **(10-3P)** **SID**

Apt Elev
13'

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

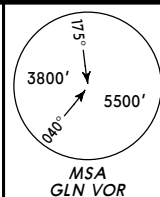
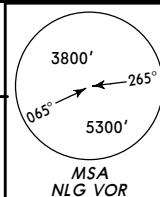
FL CONVERSION
FL108 FL3300m
FL118 FL3600m

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
12 DEC 14 **(10-3Q)** **SID**

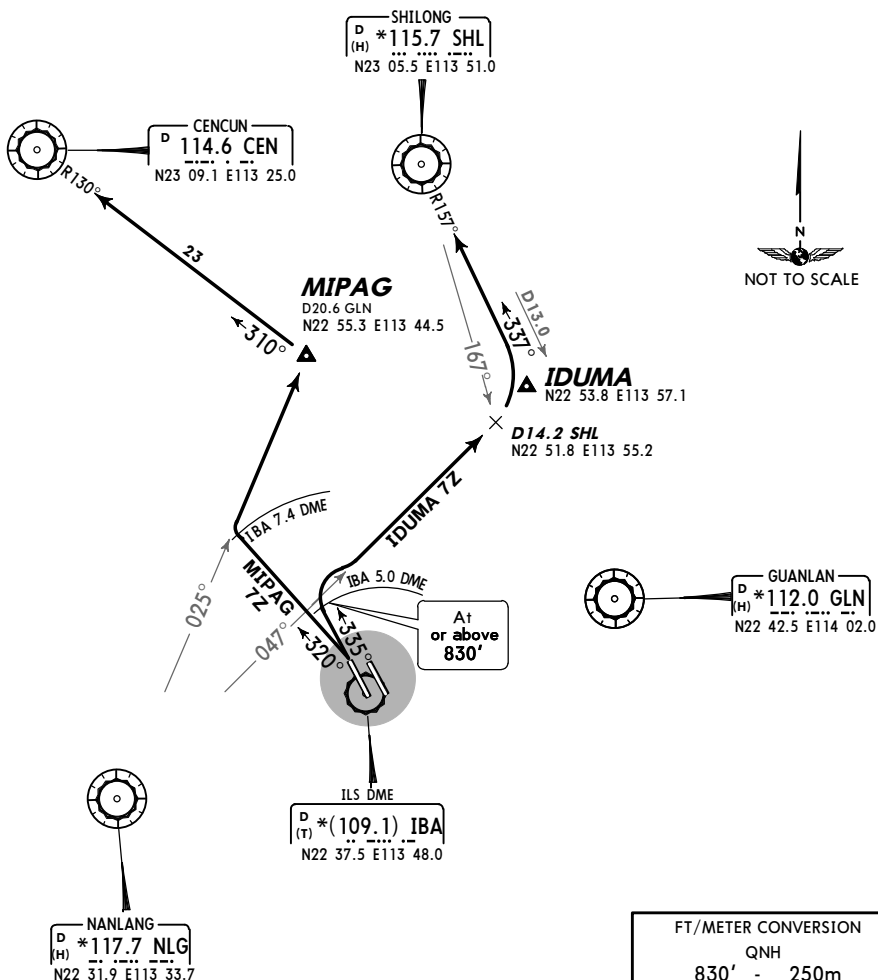
Apt Elev
13'

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



IDUMA 7Z [IDUM7Z] ●
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

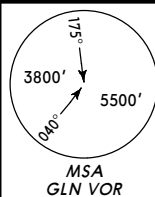
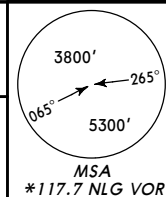
FL CONVERSION
FL108 FL3300m
FL118 FL3600m

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **(10-3S)** **Eff 6 Feb** **SID**

Apt Elev
13'

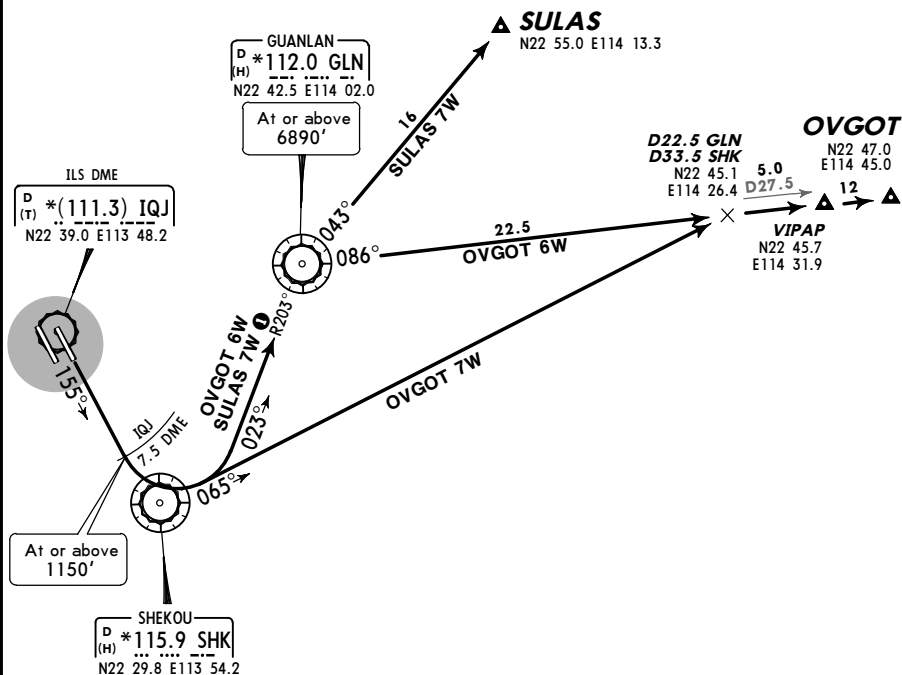
Trans level: FL118 below 980 hPa
FL108 980 hPa or above
Trans alt: 8860'
Departure turn MAX 230 KT.



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

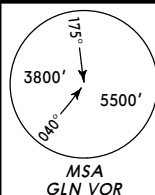
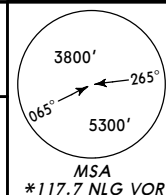
FL108 FL3300m
FL118 FL3600m

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **(10-3T)** **Eff 6 Feb** **SID**

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]

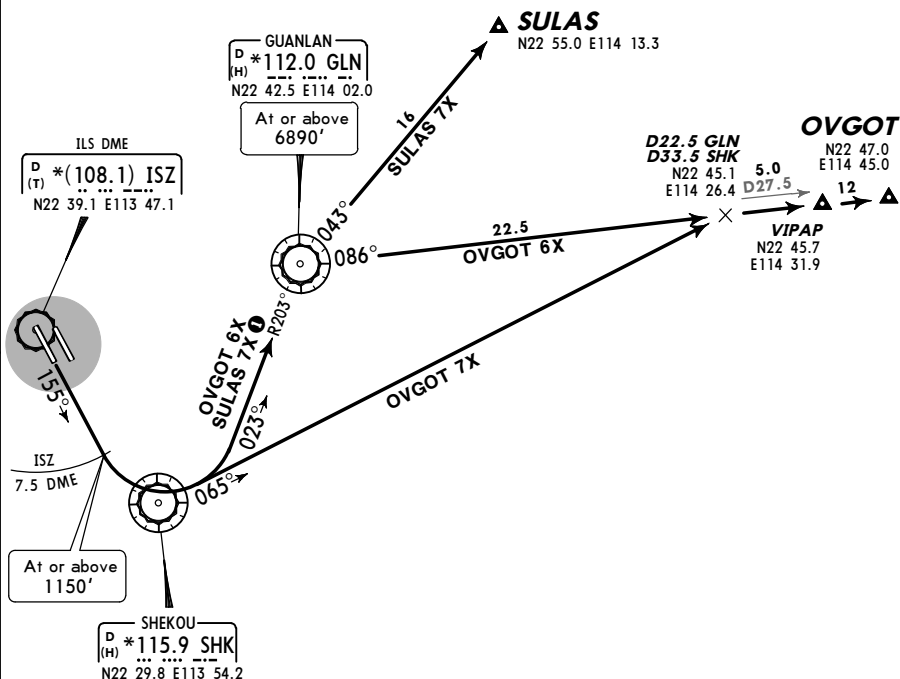
SULAS 7X [SULA7X] ①

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

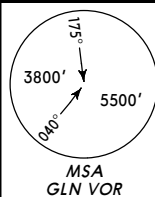
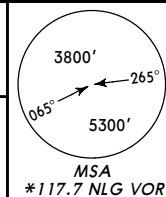
FL108 FL3300m
FL118 FL3600m

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
31 JAN 14 **(10-3V)** **Eff 6 Feb** **SID**

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]

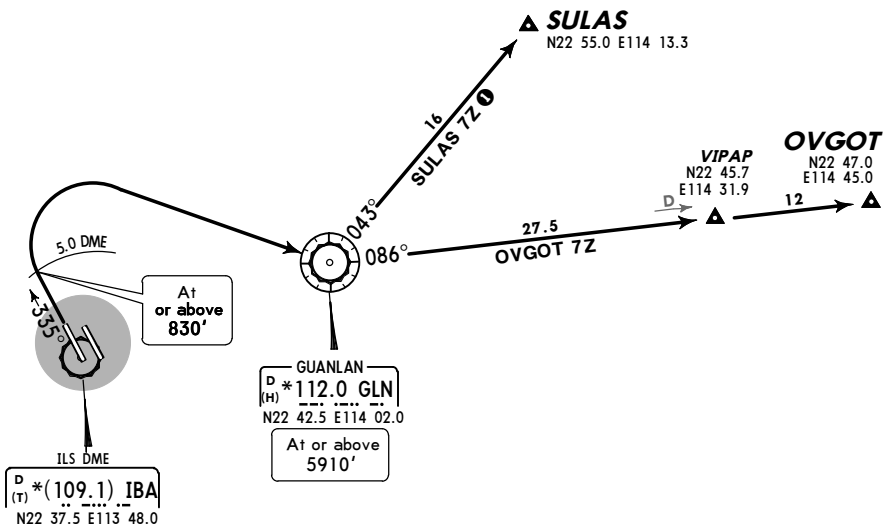
SULAS 7Z [SULA7Z] ①

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

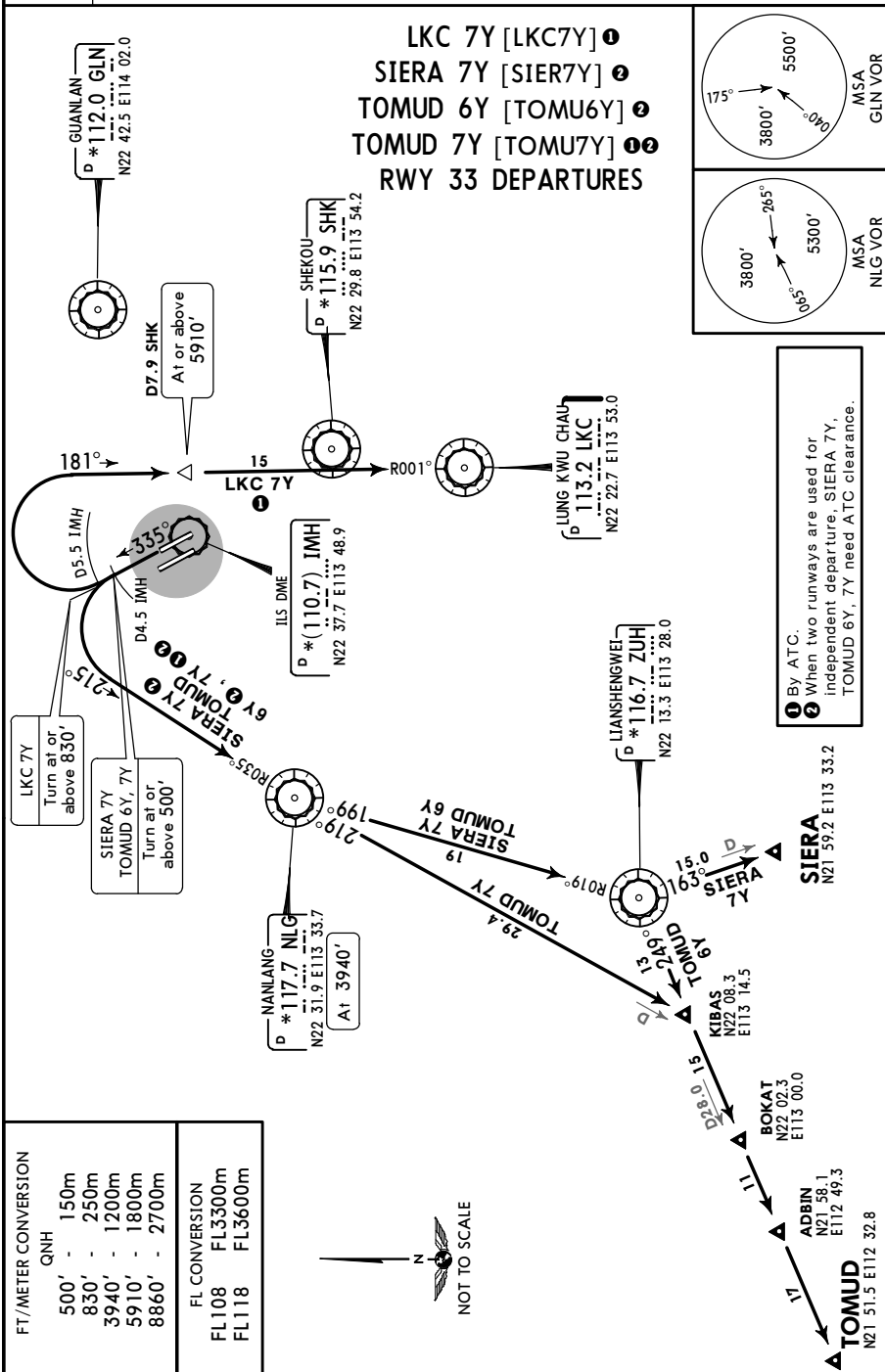
FL108 FL3300m
FL118 FL3600m

ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
1 JAN 16 **(10-3X1)** **Eff 6 Jan 1600Z** **SID**

Apt Elev
13'

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

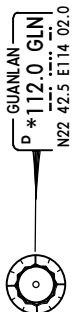


ZGSZ/SZX
BAOAN

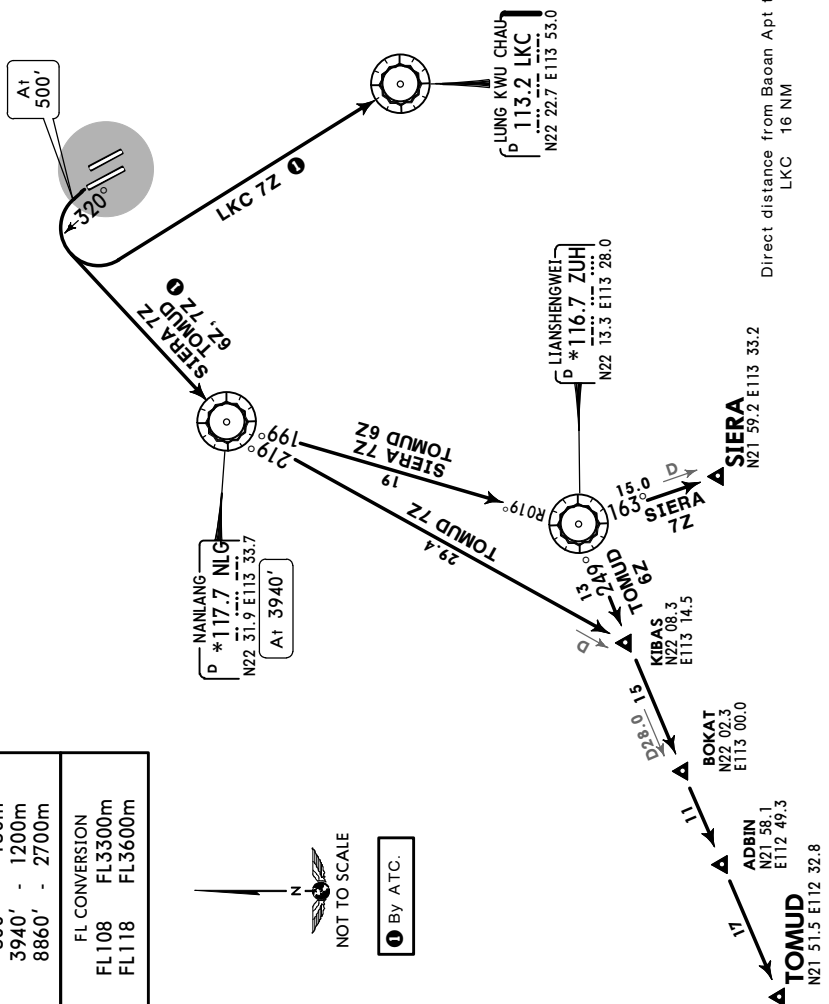
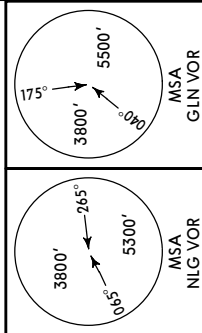
JEPPESSEN SHENZHEN, PR OF CHINA
1 JAN 16 **(10-3X2)** Eff 6 Jan 1600Z **SID**

Apt Elev
13'

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



LKC 7Z [LKC7Z] ①
SIERA 7Z [SIER7Z]
TOMUD 6Z [TOMU6Z]
TOMUD 7Z [TOMU7Z] ①
RWY 34 DEPARTURES



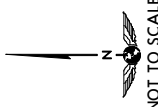
FT/METER CONVERSION

QNH

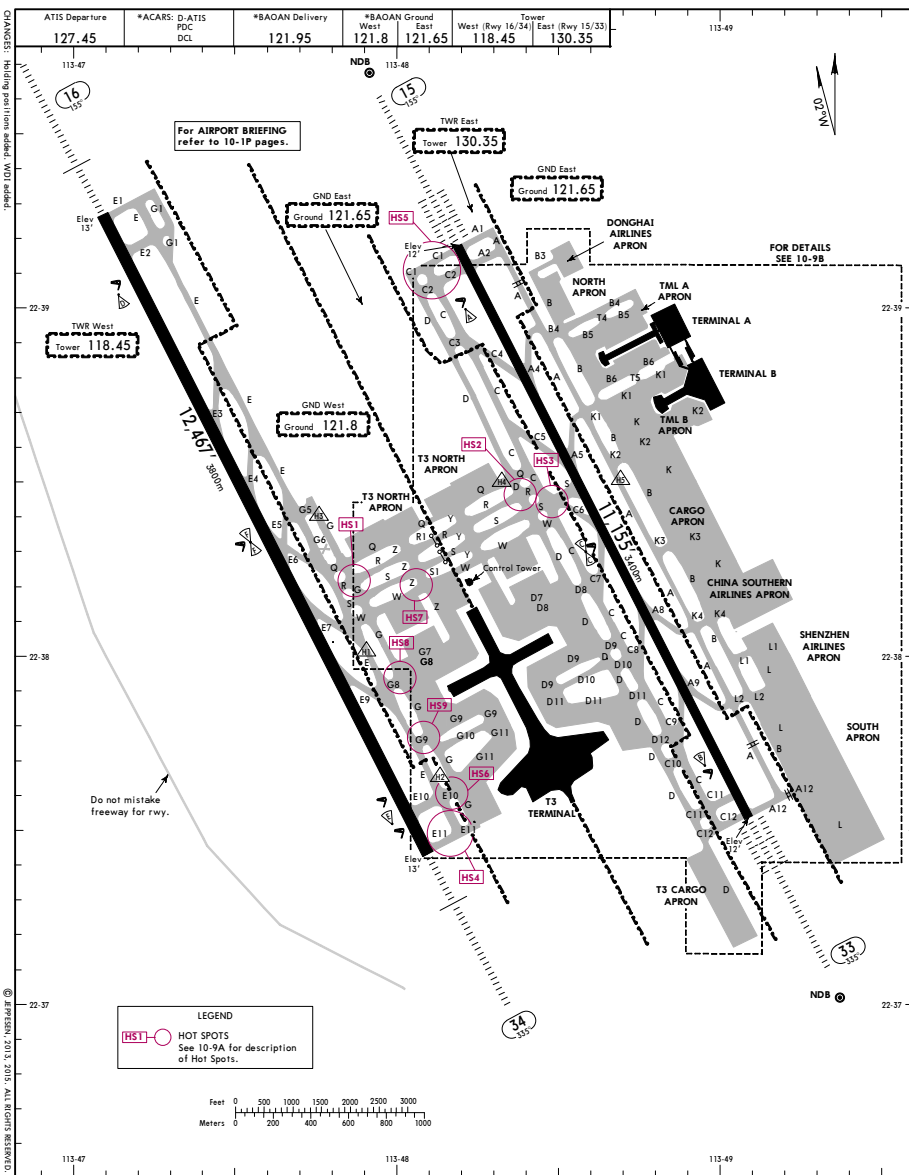
500' - 150m
3940' - 1200m
8860' - 2700m

FL CONVERSION

FL108 FL3300m
FL118 FL3600m



① By ATC.



CHANGES: Holding position added, VOT added.

ZGSZ/SZX


JEPPESSEN

SHENZHEN, PR OF CHINA
BAOAN

17 JUL 15
10-9A
Eff 22 Jul 1600Z

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
						Threshold	Glide Slope		
15	33	HIRL ❶ CL ❷ ALSF-II TDZ PAPI-L (3.0°) RVR				10,131' 3088m	❸	148'	
						10,151' 3094m			45m
❶ spacing 60m									
❷ spacing 30m									
❸ 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	34	HIRL (60m) CL (30m) HIALS SFL PAPI-L (3.0°) RVR				11,443' 3488m	❹	197'	
						11,440' 3487m			60m
❹ 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.)

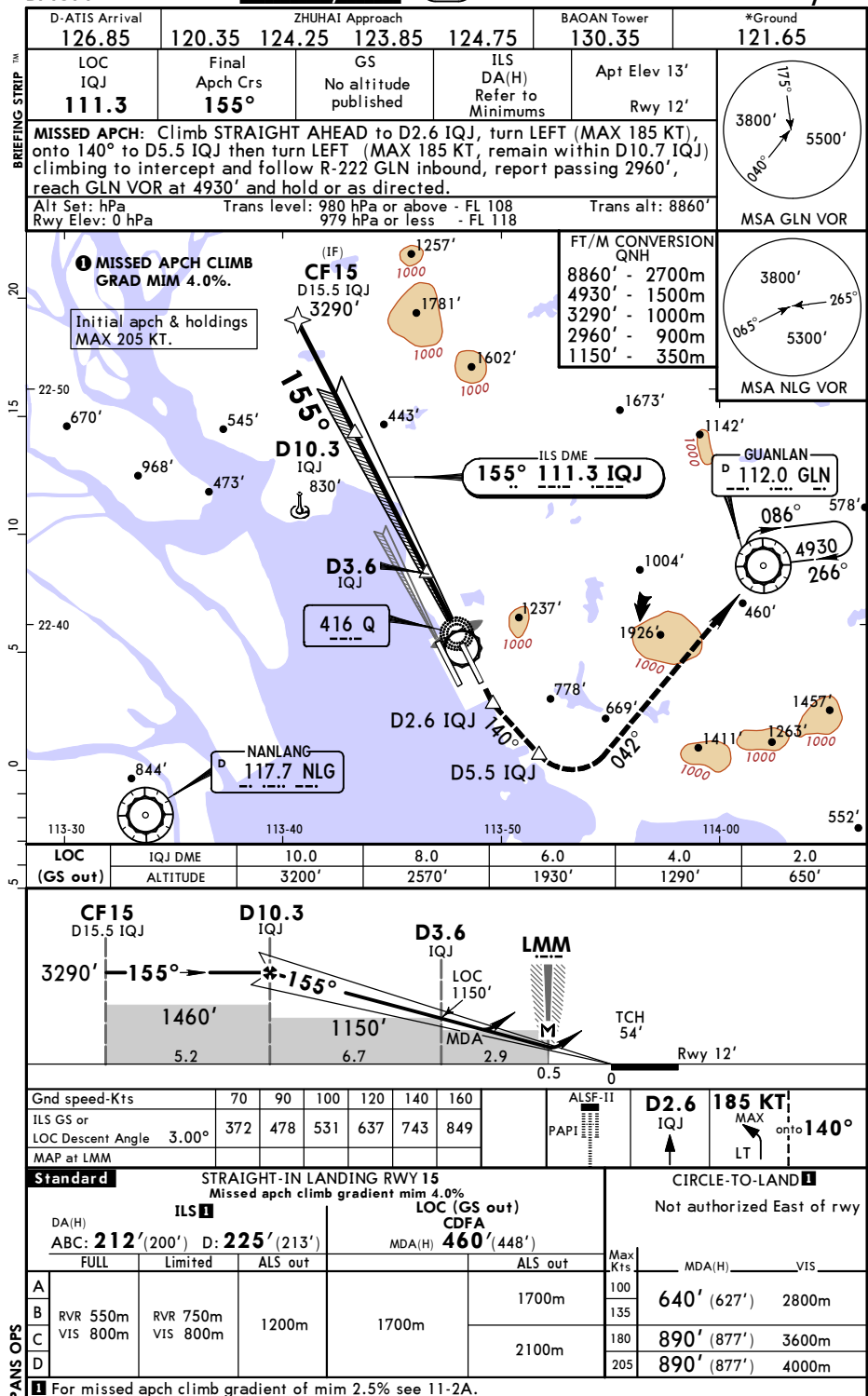
- HS1** INTERSECTION OF TWYS G, R:
Acft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.
- HS2** INTERSECTION OF TWYS D, R:
Acft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.
- 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.
- HS6** AREA FOR TAXIING INTO STAND 317 (317A/317B):
Pilot shall pay attention and operate by follow - me vehicle.
- HS7** AREA FOR TAXIING INTO STAND 350 (350A/350B):
Pilot shall pay attention and operate by follow - me vehicle.
- HS8** AREA FOR TAXIING INTO STAND 361 (361A/361B):
Pilot shall pay attention and operate by follow - me vehicle.
- HS9** AREA FOR TAXIING INTO STAND 362 (362A/362B):
Pilot shall pay attention and operate by follow - me vehicle.

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

ZGSZ/SZX
BAOAN

22 MAY 15
Eff 27 May 1600Z

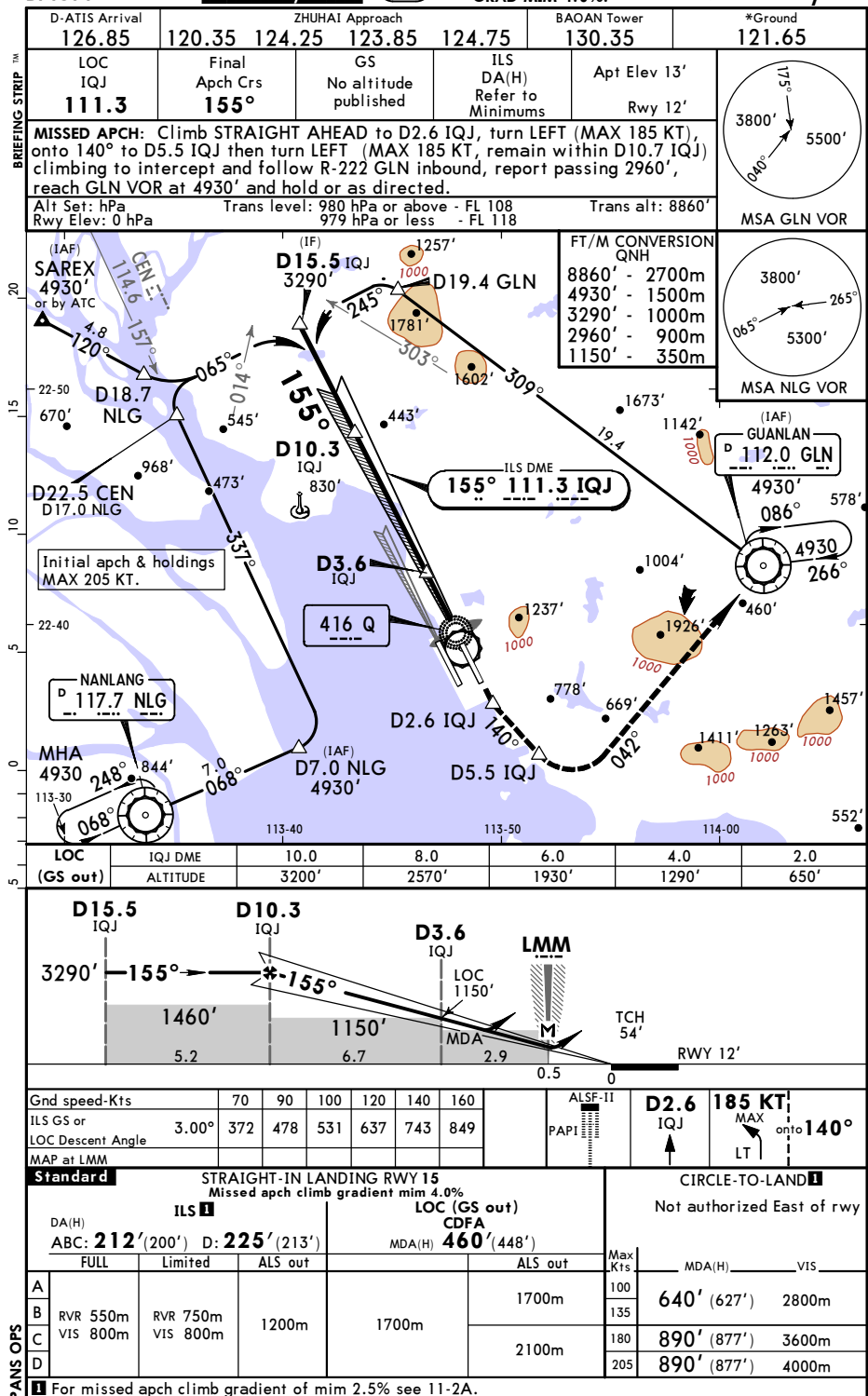
JEPPESSEN SHENZHEN, PR OF CHINA
11-1 **RNAV ILS DME Z Rwy 15**



ZGSZ/SZX BAOAN

22 MAY 15
Eff 27 May 1600Z

JEPPESSEN SHENZHEN, PR OF CHINA
MISSED APCH CLIMB GRAD MIM 4.0% ILS DME Y Rwy 15



ZGSZ/SZX

 **JEPPESSEN SHENZHEN, PR OF CHINA**
22 MAY 15 **(11-2A)** **Eff 27 May 1600Z** **BAOAN**

RNAV ILS DME Z or ILS DME Y RWY 15 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

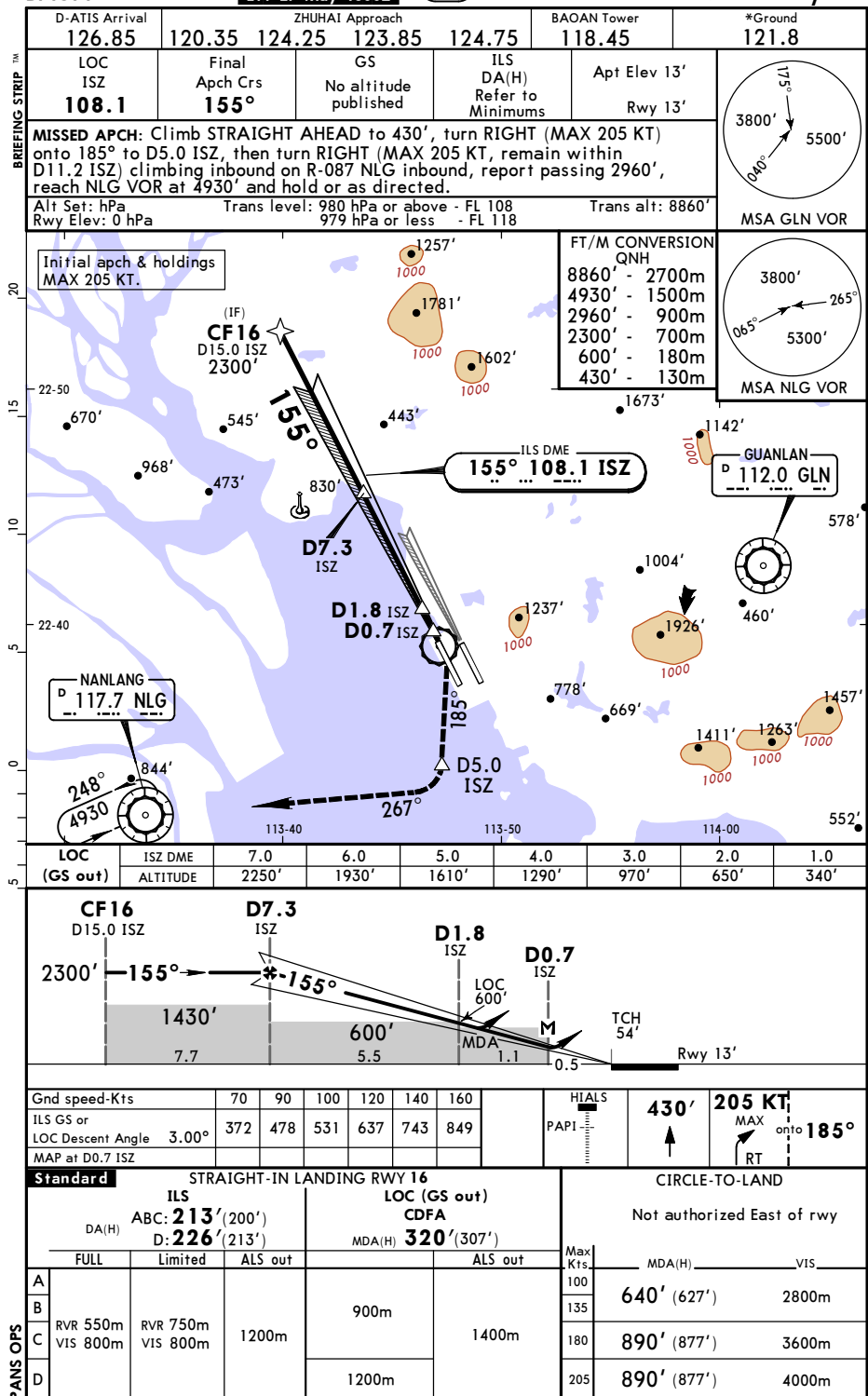
Standard		STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND Not authorized East of rwy	
		DA(H) A: 719' (707') BC: 735' (723') D: 751' (739')			
		FULL/Limited	ALS out	Max Kts	MDA(H) VIS
A				100	720' (707') 3300m
B	3300m			135	740' (727') 3300m
C				180	890' (877') 3900m
D	3400m			205	890' (877') 4000m

ZGSZ/SZX
BAOAN

22 MAY 15
Eff 27 May 1600Z

JEPPESSEN
11-3

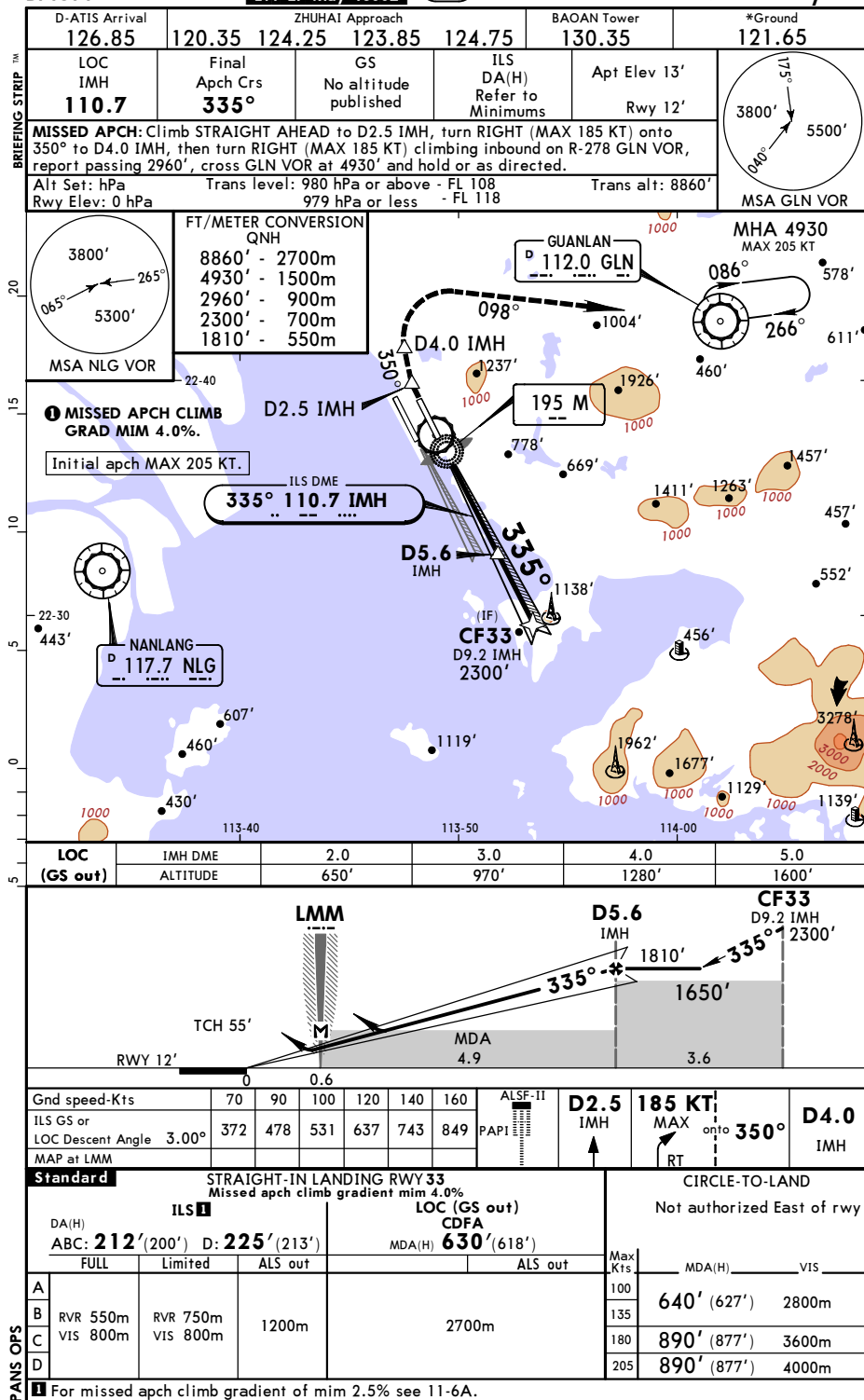
SHENZHEN, PR OF CHINA
RNAV ILS DME Z Rwy 16



ZGSZ/SZX
BAOAN

22 MAY 15
Eff 27 May 1600Z

JEPPESSEN SHENZHEN, PR OF CHINA
(11-5) ● RNAV ILS DME Z Rwy 33



ZGSZ/SZ

BAOAN

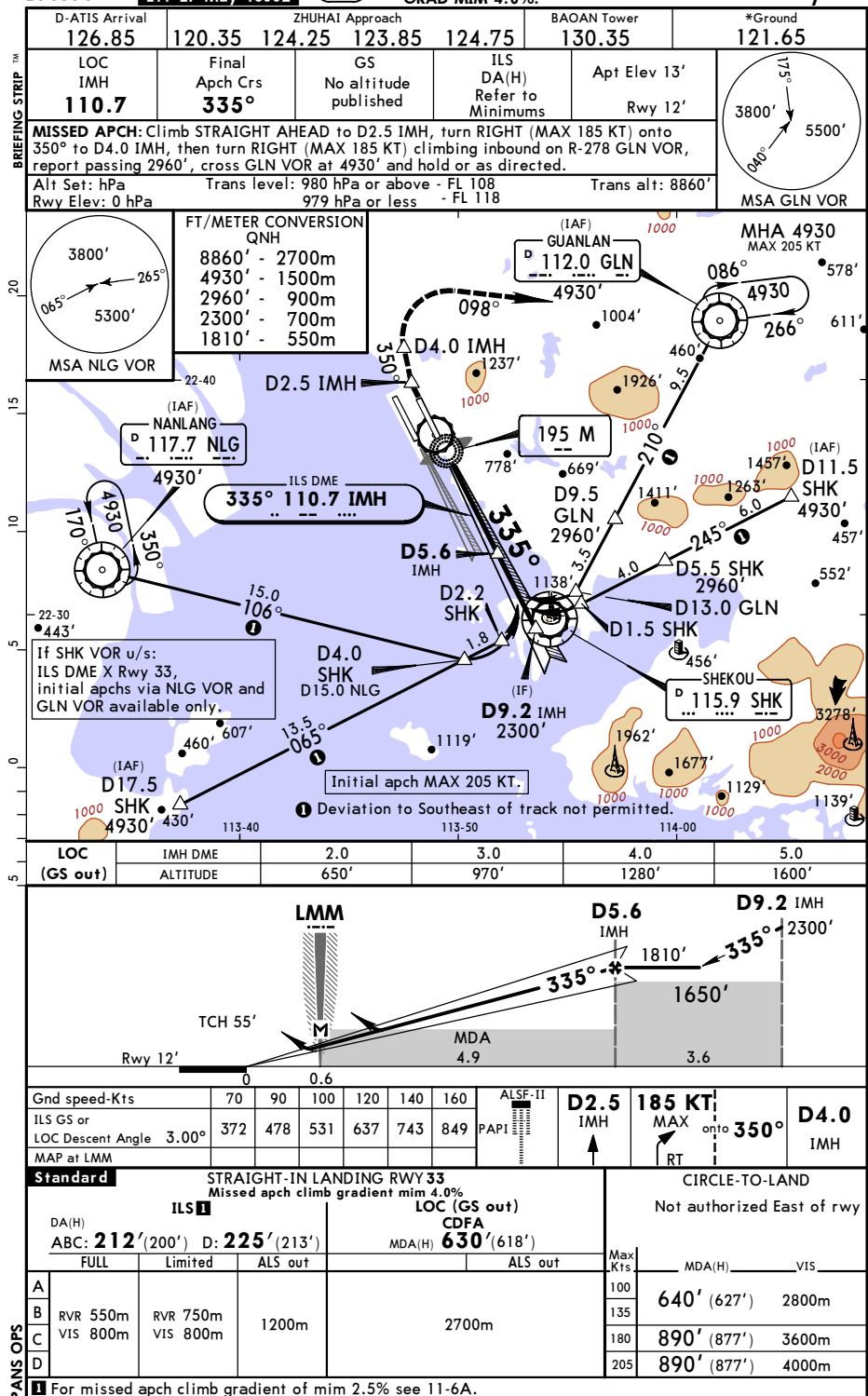
22 MAY 15
Eff 27 May 1600Z

11-6

MISSD APCH CLIMB
GRAD MIM 4.0%.

JEPPESSEN SHENZHEN, PR OF CHINA

ILS DME Y OR X Rwy 33



ZGSZ/SZX

 **JEPPESSEN SHENZHEN, PR OF CHINA**
22 MAY 15 **(11-6A)** **Eff 27 May 1600Z** **BAOAN**

RNAV ILS DME Z or ILS DME Y OR X RWY 33 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard		STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND Not authorized East of rwy	
		DA(H) A: 471' (459') BC: 488' (476') D: 504' (492')			
		FULL/Limited	ALS out	Max Kts	MDA(H) VIS
A		1800m		100	640' (627') 2800m
B		1900m		135	
C	1900m		2200m	180	890' (877') 3600m
D	2000m		2300m	205	890' (877') 4000m

ZGSZ/SZX
BAOAN

22 MAY 15

Eff 27 May 1600Z

(11-7)

JEPPESSEN

SHENZHEN, PR OF CHINA

RNAV ILS DME Z Rwy 34

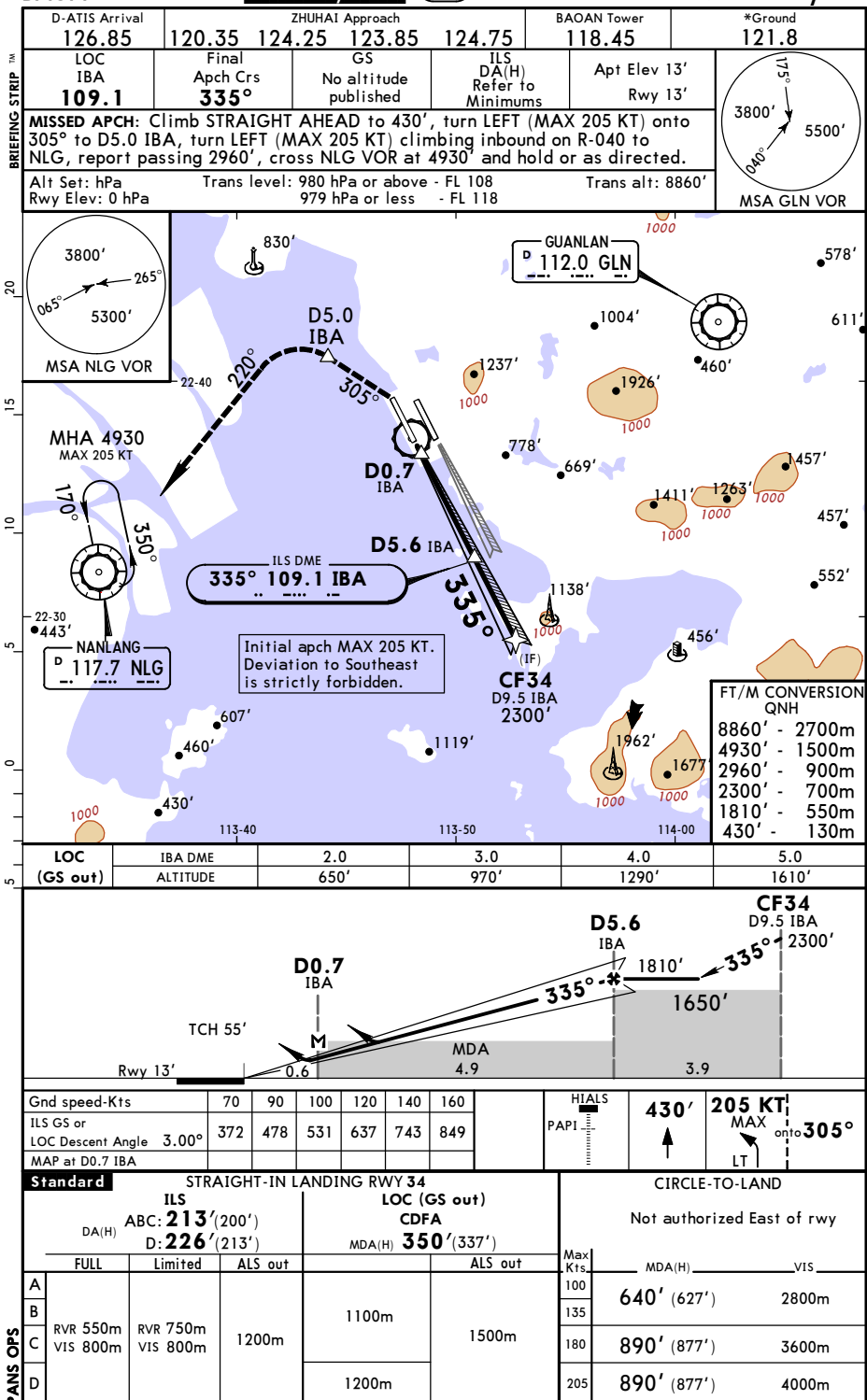




Chart changes since cycle 04-2016

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

SHENZHEN, (BAOAN - ZGSZ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZGSZ

Chart Change Notices for Country CHN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20150429

End Date: No end date

At the following airports disregard the note "QNH on req" as QFE is avbl only: ZGNN, ZSCG, ZSQZ, ZSWX, ZWTN, ZYJM, ZYMD, ZYQQ and ZYYJ.