

## GENERAL

## Operational Hours

ATS Hours / AD ADMIN Hours / AD OPS Hours: H24

## Airport Information

**RFF:** CAT 9

**Fuel:** Nr. 3, Jet Fuel

**PCN:** RWY 15/33: 72/R/B/W/T, RWY 16/34: 0-1000m 110/R/B/W/T; other part 89/R/B/W/T

## Operation

**Low Visibility Procedure:** Report vacating RWY, designator and TWY in use on initial contact with GND.

**RWY Restriction**

Plan of RWY CLSD and maintenance every week:

RWY 15/33: SUN 2000-2200

MON, WED, FRI 1800-2300 (AVBL for taxiing during closure period)

RWY 16/34: TUE, THU, SAT, SUN 1800-2300

Both RWYs CLSD simultaneously at 2000-2200 on SUN every week.

To use RWY in closing time, contact AD management 60min early Tel: 86-755-23456111/23456222.

**TWY Restrictions**

TWY B3 width 18m / 59ft.

TWY A12, B (between B3 and B4, between K4 and A12), D9 (from west of D to APN), D10 (from west of D to APN), D11 (from west of D to APN), G9 (from east of G to APN), G10, G11, K (between K2 and K4), K2, K3, K4 (between A and K), L (south of L2), L2 MAX wingspan 65m / 213ft.

TWY D7, D8 (from west of D to APN), G7, G8 (from east of G to APN), Y (from south of W to APN), Z (from south of W to APN) MAX wingspan 52m / 171ft.

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

TWY B (between K2 and B4), B3, B5, B6, K (between K1 and K2), K1, K4 (east of K), L (between L1 and L2), L1 (from east of B to APN) MAX wingspan 36m / 118ft.

Unless obtain ATC CLR, 180° turns prohibited on TWYs.

**Taxi/Parking**

Before cross HLDG point R1 or S1, must receive ATC CLR.

For LDG ACFT only: Follow-me/towing AVBL via GND.

Use follow-me to taxi at APN and into parking stand.

Marshaller AVBL at all stands.

## GENERAL

**ACFT RWY Incursion "Hot Spots"**

"Hot Spots" are points on the AD surface where RWY/TWY PSN errors have taken place in the past. PSN are flagged on the AGC. For information only, not to be construed as ATC instructions.

HOT SPOT No.	DESCRIPTION
HS 1, HS 2	ACFT in this area shall observe cautiously, then operate according to ATC CLR and "see and avoidance" rules.
HS 3	When ACFT taxiing to TWY C from TWY S or R, pilot shall avoid taxiing into RWY 15/33 via TWY C6 by mistake.
HS 4	When ACFT taxiing from TWY G to TWY E via TWY E11 pilot shall avoid taxiing into RWY 34 via E11 by mistake.
HS 5	When ACFT taxiing from TWY D to RWY 15 via TWY C1 or C2 pilot shall avoid mistaking TWY C as RWY 15.
HS 6	Area for taxiing into stand Nr. 317A/B: Pilot shall pay attention and operate by follow-me.
HS 7	Area for taxiing into stand Nr. 350A/B: Pilot shall pay attention and operate by follow-me.
HS 8	Area for taxiing into stand Nr. 361A/B: Pilot shall pay attention and operate by follow-me.
HS 9	Area for taxiing into stand Nr. 362A/B: Pilot shall pay attention and operate by follow-me.

**Warning**

Do not deviate to SE, avoid entry into Hong Kong Control Airspace.

Do not mistake a freeway west of AD with RWY.

**QJ NDB** unusable for DEP PROC:

- 245° beyond 4NM.
- 271° beyond 8NM.

**ISZ DME** unusable beyond:14NM.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT (460km/h) below 10000ft (3000m).

Adjust IAS to 220KT (410km/h) within 30NM (56km) from AD.

Adjust and maintain IAS to 180KT (330km/h) till 8NM from TDZ (join down wind leg of final APCH leg).

Inform ATC immediately if unable to comply with above speeds.

**Communication****ZGJD APP**

- Contact TM01 when TM02 is unusable.

## GENERAL

## Operational Hours

ATS Hours / AD ADMIN Hours / AD OPS Hours: H24

## Airport Information

RFF: CAT 9

Fuel: Nr. 3, Jet Fuel

PCN: RWY 15/33: 72/R/B/W/T, RWY 16/34: 0-1000m 110/R/B/W/T; other part 89/R/B/W/T

## Operation

**Low Visibility Procedure:** Report vacating RWY, designator and TWY in use on initial contact with GND.**RWY Restriction**

Plan of RWY closed and maintenance:

RWY Designator	Closing Time Every Week	Closing Time Every Day
RWY 15/33	MON, WED, FRI, SUN	1800-2200 (AVBL for taxiing during closure period)
RWY 16/34	SUN	2000-2200
	TUE, THU, SAT	1800-2200

Note:

RWY 15/33 and RWY 16/34 CLSD simultaneously at 2000-2200 on SUN every week.

Contact AD management (TEL: 86-755-23456111/23456222) 60min early if RWY is needed during closure time.

Changes of plan of RWY closed and maintenance will be published by NOTAM.

**TWY Restrictions**

TWY B3 width 18m / 59ft.

TWY A12, B (between B3 and B4, between K4 and A12), D9 (from west of D to APN), D10 (from west of D to APN), D11 (from west of D to APN), G9 (from east of G to APN), G10, G11, K (between K2 and K4), K2, K3, K4 (between A and K), L (south of L2), L2 MAX wingspan 65m / 213ft.

TWY D7, D8 (from west of D to APN), G7, G8 (from east of G to APN), Y (from south of W to APN), Z (from south of W to APN) MAX wingspan 52m / 171ft.

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

TWY B (between K2 and B4), B3, B5, B6, K (between K1 and K2), K1, K4 (east of K), L (between L1 and L2), L1 (from east of B to APN) MAX wingspan 36m / 118ft.

Unless obtain ATC CLR, 180° turns prohibited on TWYs.

**Taxi/Parking**

Before cross HLDG point R1 or S1, must receive ATC CLR.

For LDG ACFT only: Follow-me/towing AVBL via GND.

Use follow-me to taxi at APN and into parking stand.

Marshaller AVBL at all stands.

## GENERAL

## Hot Spots

HOT SPOT No.	DESCRIPTION
HS 1, HS 2	ACFT in this area shall observe cautiously, then operate according to ATC CLR and "see and avoidance" rules.
HS 3	When ACFT taxiing to TWY C from TWY S or R, pilot shall avoid taxiing into RWY 15/33 via TWY C6 by mistake.
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HS 5	When ACFT taxiing from TWY D to RWY 15 via TWY C1 or C2 pilot shall avoid mistaking TWY C as RWY 15.
HS 6	Area for taxiing into stand Nr. 317A/B: Pilot shall pay attention and operate by follow-me.
HS 7	Area for taxiing into stand Nr. 350A/B: Pilot shall pay attention and operate by follow-me.
HS 8	Area for taxiing into stand Nr. 361A/B: Pilot shall pay attention and operate by follow-me.
HS 9	Area for taxiing into stand Nr. 362A/B: Pilot shall pay attention and operate by follow-me.

## Warning

Do not deviate to SE, avoid entry into Hong Kong Control Airspace.

Do not mistake a freeway west of AD with RWY.

**GLN VOR/DME** unusable:

- R360-R030.
- beyond 14NM on R309 for initial APCH.

**ISZ DME** unusable beyond:14NM.

**QJ NDB** unusable for DEP PROC:

- 245° beyond 4NM.
- 271° beyond 8NM.

Birds in vicinity of AD.

## ARRIVAL

## Speed

MAX IAS 250KT (460km/h) below 10000ft (3000m).

Adjust IAS to 220KT (410km/h) within 30NM (56km) from AD.

Adjust and maintain IAS to 180KT (330km/h) till 8NM from TDZ (join down wind leg of final APCH leg).

Inform ATC immediately if unable to comply with above speeds.

## Communication

## ZGJD APP

- Contact TM01 when TM02 is unusable.

**ARRIVAL****Arrival Procedure****VFR Traffic Pattern**

RWY 15, 16 right-hand circuit; ALT 300m / 984ft CAT A/B; 400-600m / 1312ft - 1969ft CAT C/D.

**Hold Short**

- After crossing RWY 15/33 hold short of TWY A (eastbound) or C (westbound).
- After crossing RWY 16/34 hold short of TWY E.
- Report RWY vacated to TWR and wait for instr. from GND.

**Warning**

**LOC RWY 33** unusable beyond:12NM of front course.

**LOC RWY 16** unusable beyond: 28° leftside of course.

**DEPARTURE****Take-off Minima**

RWY		15/33, 16/34	
All ACFT	ft - m/km	0 - 400R/800V	REDL
		0 - 500R/800V	wo LGT, HJ only

**Speed**

Departure turn speed MAX IAS 230KT

**Departure Procedure****Start-up**

Request CLR by DCL or DLV:

- Report to DLV RWY designation and initial ALT 5min before reporting "ready to push-back and start-up".
- Report to DLV "ready to push-back and start-up", then keep on FREQ until instr. for changing.
- Push-back and start-up CLR from GND or TWR.
- PWR-back without CLR from GND prohibited.

Under normal conditions, ACFT must finish RWY alignment within 60s after leaving HLDG PSN.

**Apron Operations Regulations**

Obtain push-back/start-up CLR from DLV when ACFT stand-by.

Obtain push-back/start-up CLR from APN after DLV agreement.

Report stand number at first contact with APN.

ACFT shall push-back/start-up after APN CLR.

When push-back, verify push-back direction and/or push-back procedure with APN

Follow APN instruction within 5min or re-apply the CLR.

Obtain taxi CLR from APN after push-back.

**Noise Abatement Procedure:** Use ICAO Standard TKOF PROC A.

**ATC Slot, Clearance**

**Datalink Departure Clearance (DCL):** See CRAR China/Hong Kong/Macau.

**Warnings**

ENG run-up in the vicinity of boarding bridges or on APN is strictly forbidden.

**A380 OPERATIONS**

**RWY Restriction**

Only RWY 16/34 AVBL for A380 OPS

**RWY Restriction**

Operational TWYs: D (south of Q), E, E1-E7, E9-E11, G, G1, G5, G8 (between G-E), G9 (between G-E), Q (west of D), R (west of D), S (west of D), W (west of D), Y (between Q-W), Z (between Q-W).

**Parking Stand**

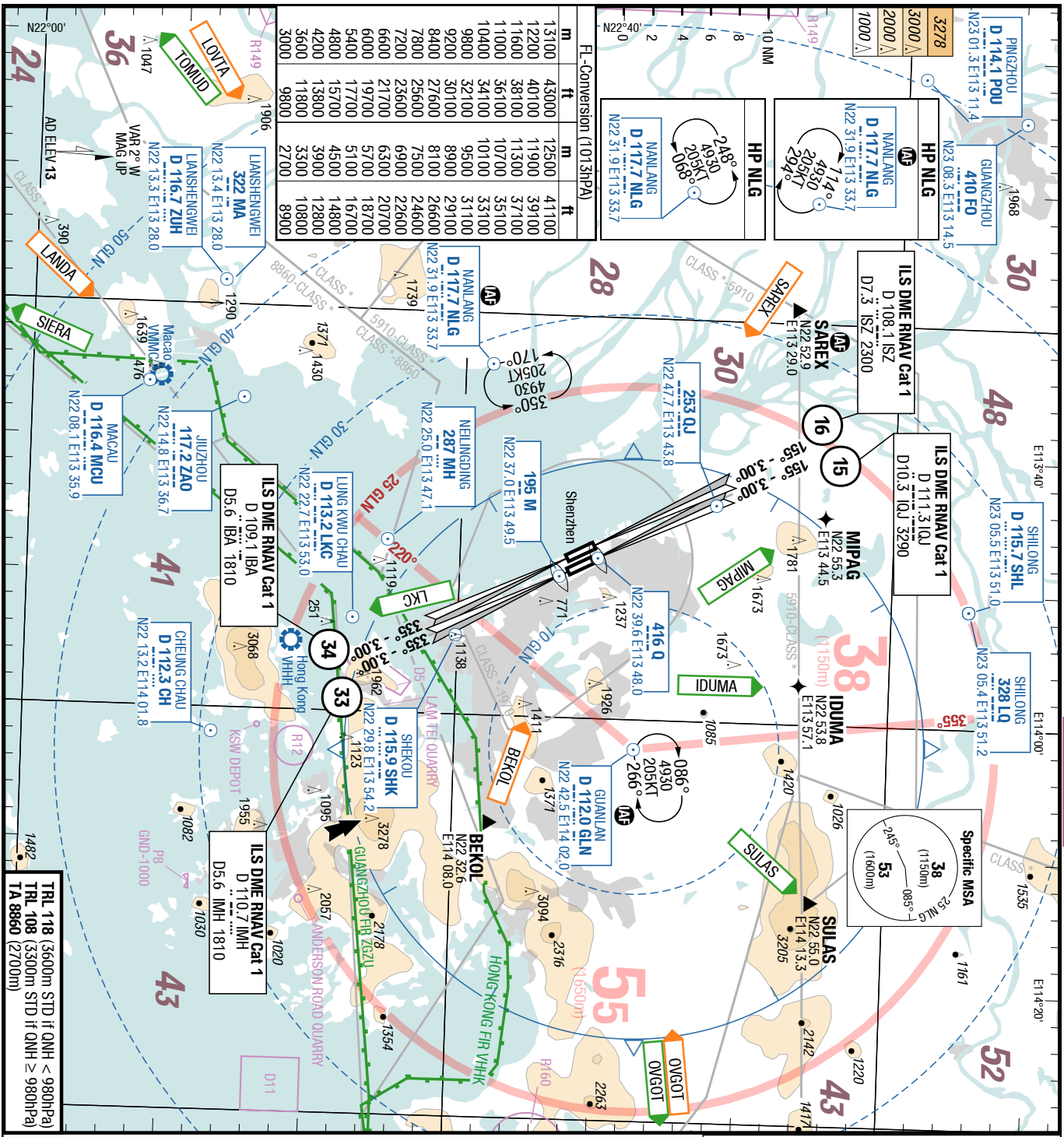
Stands: 317, 350, 361, 362, 391.

**Taxi**

A380 are strictly forbidden to operate within the area not mentioned above.

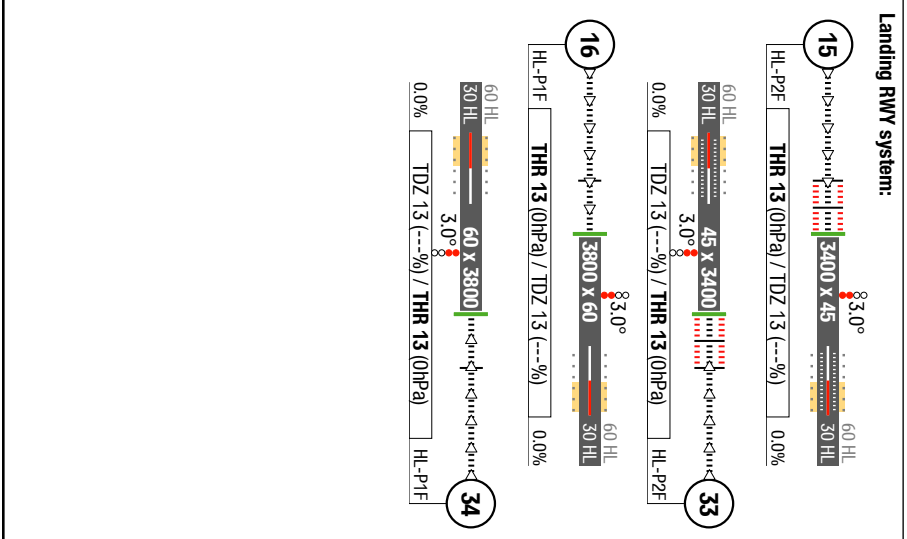
Follow-me AVBL for ARR ACFT, not AVBL for DEP ACFT.

2-10

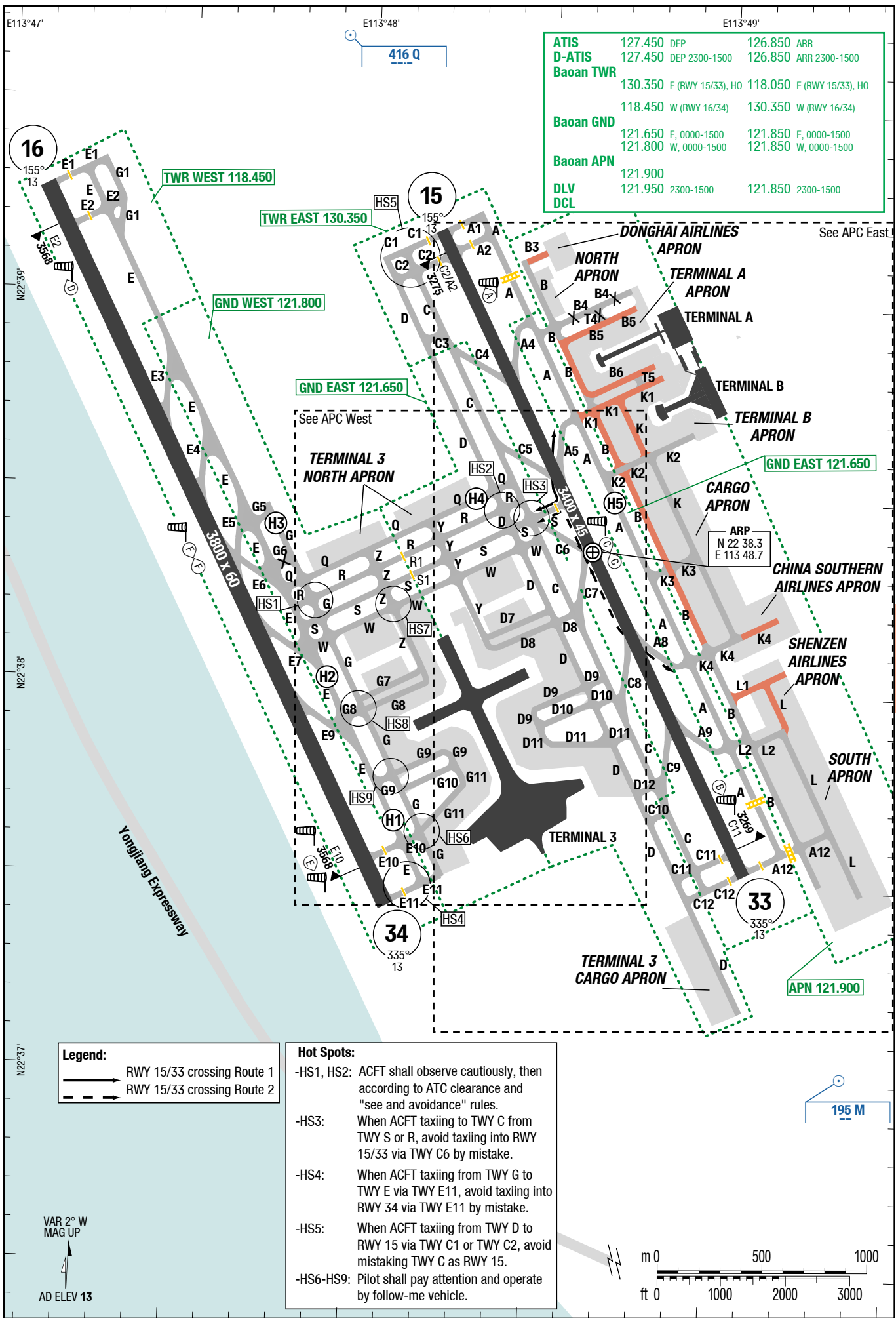


Changes: Nil

<b>ATIS</b>	127.450 DEP	126.850 ARR
<b>D-ATIS</b>	127.450 DEP 2300-1500	126.850 ARR 2300-1500
<b>Zhuhai APP</b>		
	120.350 TM 01	127.950 TM 01
	124.250 TM 02 0000-1700	126.000 TM 02 0000-1700
	123.850 TM 03 0100-1600	126.000 TM 03 0100-1600
	124.750 TM 04 by ATIS	127.950 TM 04 by ATIS
<b>Baoan TWR</b>		
	130.350 E (RMW 15/33), HO	118.050 E (RMW 15/33) HO
	118.450 W (RMW 16/34)	130.350 W (RMW 16/34)
<b>Baoan GND</b>		
	121.650 E 0000-1500	121.850 E 0000-1500
	121.800 W 0000-1500	121.850 W 0000-1500
<b>Baoan APN</b>	121.900	
<b>DLV</b>	121.950 2300-1500	
<b>DCL</b>		121.850 2300-1500



ATIS	127.450	DEP	126.850	ARR
D-ATIS	127.450	DEP 2300-1500	126.850	ARR 2300-1500
Baoan TWR	130.350	E (RWY 15/33), HO	118.050	E (RWY 15/33), HO
	118.450	W (RWY 16/34)	130.350	W (RWY 16/34)
Baoan GND	121.650	E, 0000-1500	121.850	E, 0000-1500
	121.800	W, 0000-1500	121.850	W, 0000-1500
Baoan APN	121.900			
DLV	121.950	2300-1500	121.850	2300-1500
DCL				



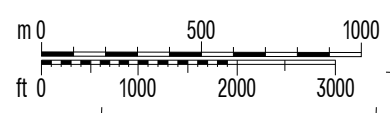
**Legend:**  
 RWY 15/33 crossing Route 1  
 RWY 15/33 crossing Route 2

**Hot Spots:**  
 -HS1, HS2: ACFT shall observe cautiously, then according to ATC clearance and "see and avoidance" rules.  
 -HS3: When ACFT taxiing to TWY C from TWY S or R, avoid taxiing into RWY 15/33 via TWY C6 by mistake.  
 -HS4: When ACFT taxiing from TWY G to TWY E via TWY E11, avoid taxiing into RWY 34 via TWY E11 by mistake.  
 -HS5: When ACFT taxiing from TWY D to RWY 15 via TWY C1 or TWY C2, avoid mistaking TWY C as RWY 15.  
 -HS6-HS9: Pilot shall pay attention and operate by follow-me vehicle.

Changes: TWY  
 N22°37'  
 N22°36'  
 N22°39'

E113°47'  
 E113°48'  
 E113°49'

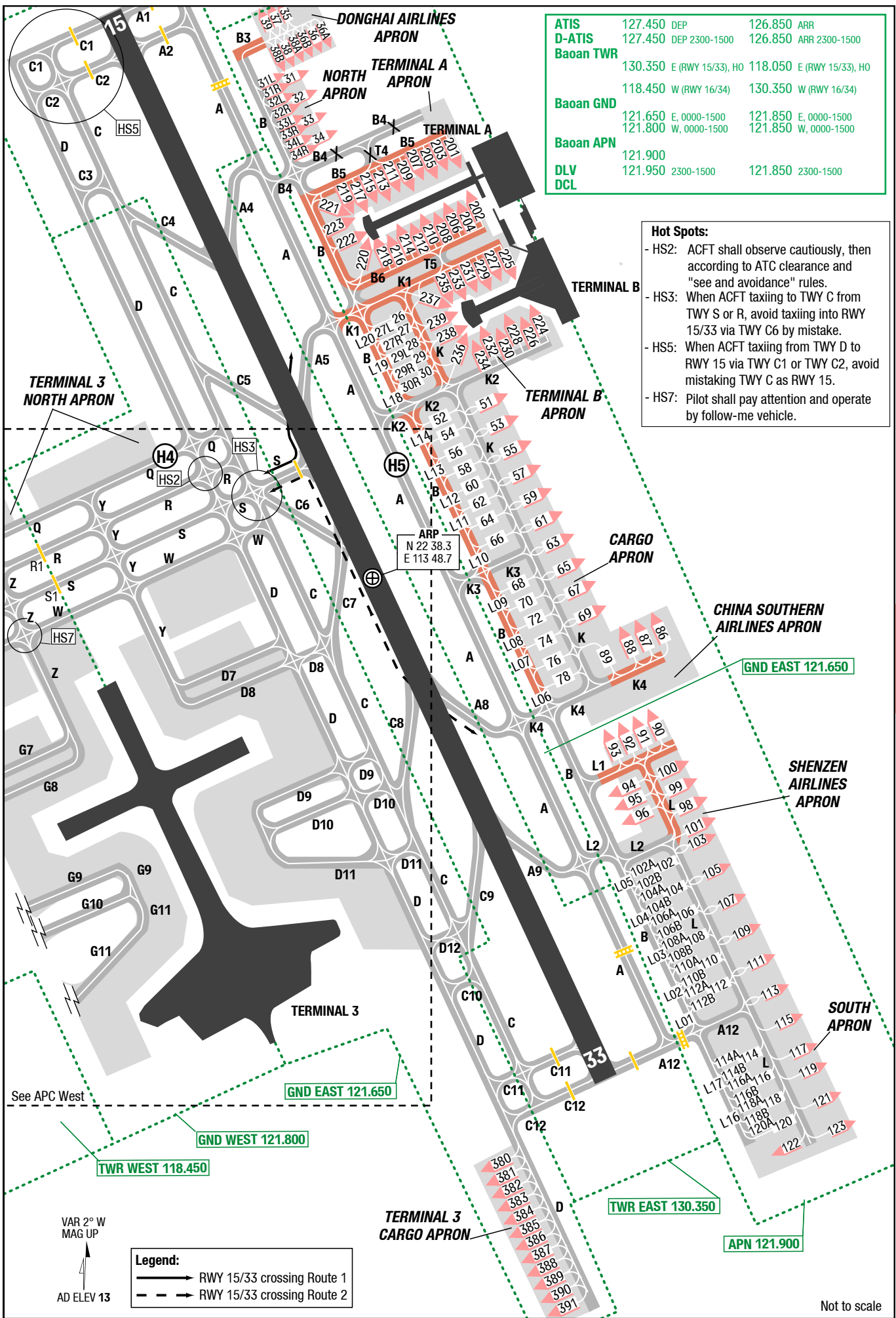
VAR 2° W  
 MAG UP  
 AD ELEV 13





ATIS	127.450	DEP	126.850	ARR
D-ATIS	127.450	DEP 2300-1500	126.850	ARR 2300-1500
Baoan TWR	130.350	E (RWY 15/33), HO	118.050	E (RWY 15/33), HO
	118.450	W (RWY 16/34)	130.350	W (RWY 16/34)
Baoan GND	121.650	E, 0000-1500	121.850	E, 0000-1500
	121.800	W, 0000-1500	121.850	W, 0000-1500
Baoan APN	121.900			
DLV	121.950	2300-1500	121.850	2300-1500
DCL				

- Hot Spots:**
- HS2: ACFT shall observe cautiously, then according to ATC clearance and "see and avoidance" rules.
  - HS3: When ACFT taxiing to TWY C from TWY S or R, avoid taxiing into RWY 15/33 via TWY C6 by mistake.
  - HS5: When ACFT taxiing from TWY D to RWY 15 via TWY C1 or TWY C2, avoid mistaking TWY C as RWY 15.
  - HS7: Pilot shall pay attention and operate by follow-me vehicle.



Changes: Parkingsstand

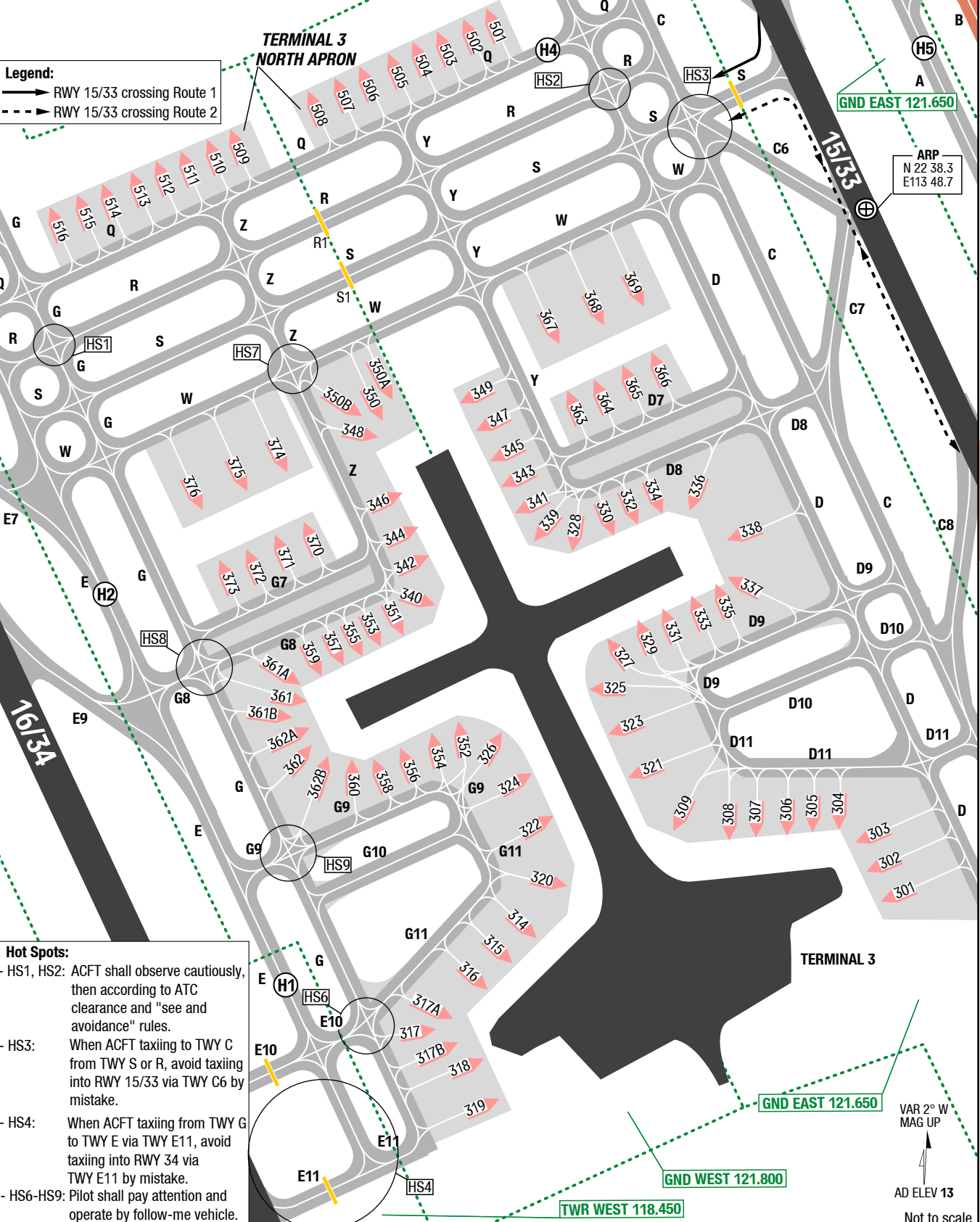
VAR 2° W  
MAG UP  
AD ELEV 13

**Legend:**  
 → RWY 15/33 crossing Route 1  
 - - - RWY 15/33 crossing Route 2

Not to scale

<b>ATIS</b>	127.450 DEP	126.850 ARR
<b>D-ATIS</b>	127.450 DEP 2300-1500	126.850 ARR 2300-1500
<b>Baoan TWR</b>	130.350 E (RWY 15/33), HO	118.050 E (RWY 15/33), HO
	118.450 W (RWY 16/34)	130.350 W (RWY 16/34)
<b>Baoan GND</b>	121.650 E, 0000-1500	121.850 E, 0000-1500
	121.800 W, 0000-1500	121.850 W, 0000-1500
<b>Baoan APN</b>	121.900	
<b>DLV</b>	121.950 2300-1500	121.850 2300-1500
<b>DCL</b>		

**Legend:**  
 -> RWY 15/33 crossing Route 1  
 - - - RWY 15/33 crossing Route 2

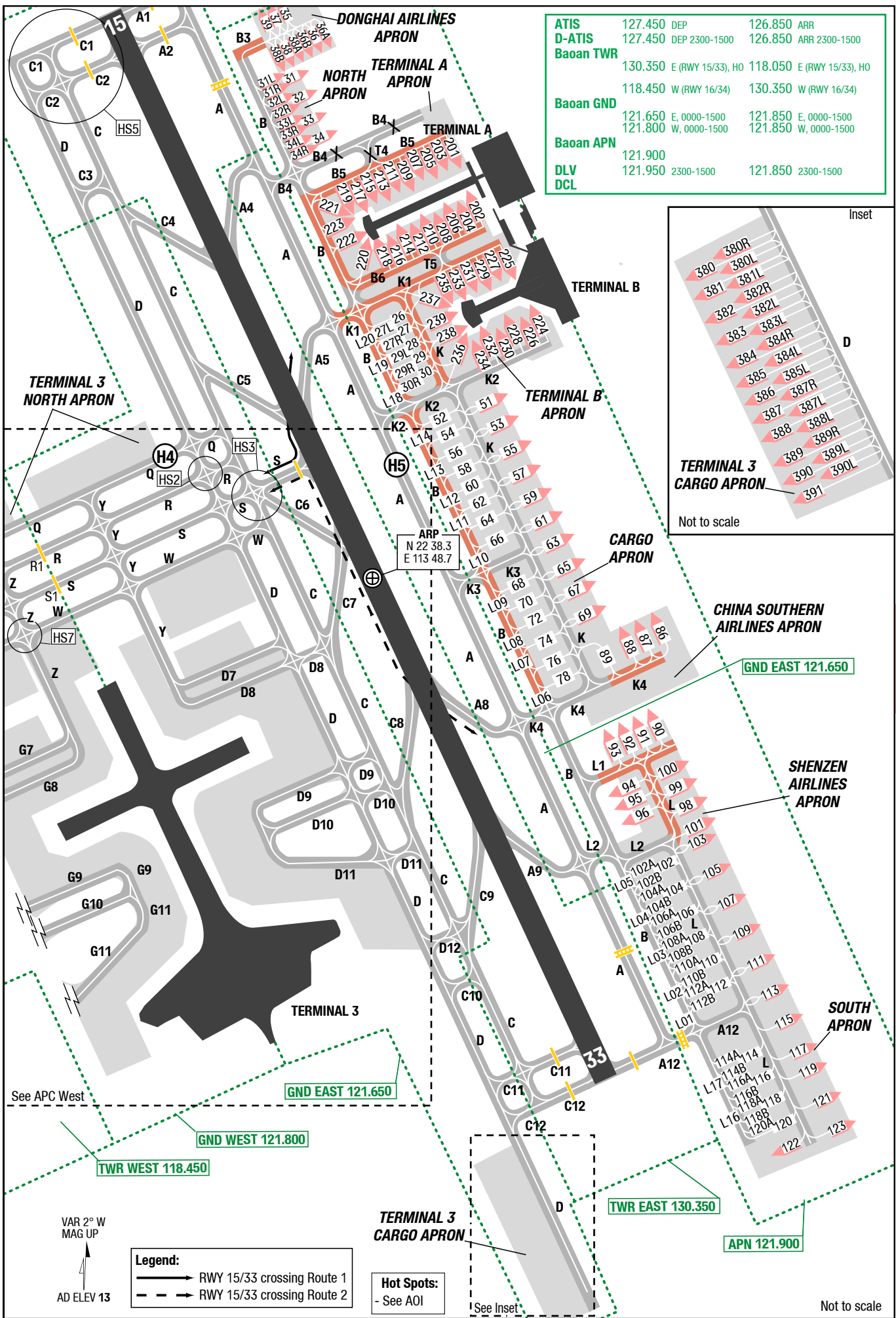


**Hot Spots:**

- HS1, HS2: ACFT shall observe cautiously, then according to ATC clearance and "see and avoidance" rules.
- HS3: When ACFT taxiing to TWY C from TWY S or R, avoid taxiing into RWY 15/33 via TWY C6 by mistake.
- HS4: When ACFT taxiing from TWY G to TWY E via TWY E11, avoid taxiing into RWY 34 via TWY E11 by mistake.
- HS6-HS9: Pilot shall pay attention and operate by follow-me vehicle.

Changes: Nil

ATIS	127.450	DEP	126.850	ARR
D-ATIS	127.450	DEP 2300-1500	126.850	ARR 2300-1500
Baoan TWR	130.350	E (RWY 15/33), HO	118.050	E (RWY 15/33), HO
	118.450	W (RWY 16/34)	130.350	W (RWY 16/34)
Baoan GND	121.650	E, 0000-1500	121.850	E, 0000-1500
	121.800	W, 0000-1500	121.850	W, 0000-1500
Baoan APN	121.900			
DLV	121.950	2300-1500	121.850	2300-1500
DCL				



Changes: Parking Stands T3 Cargo Apron

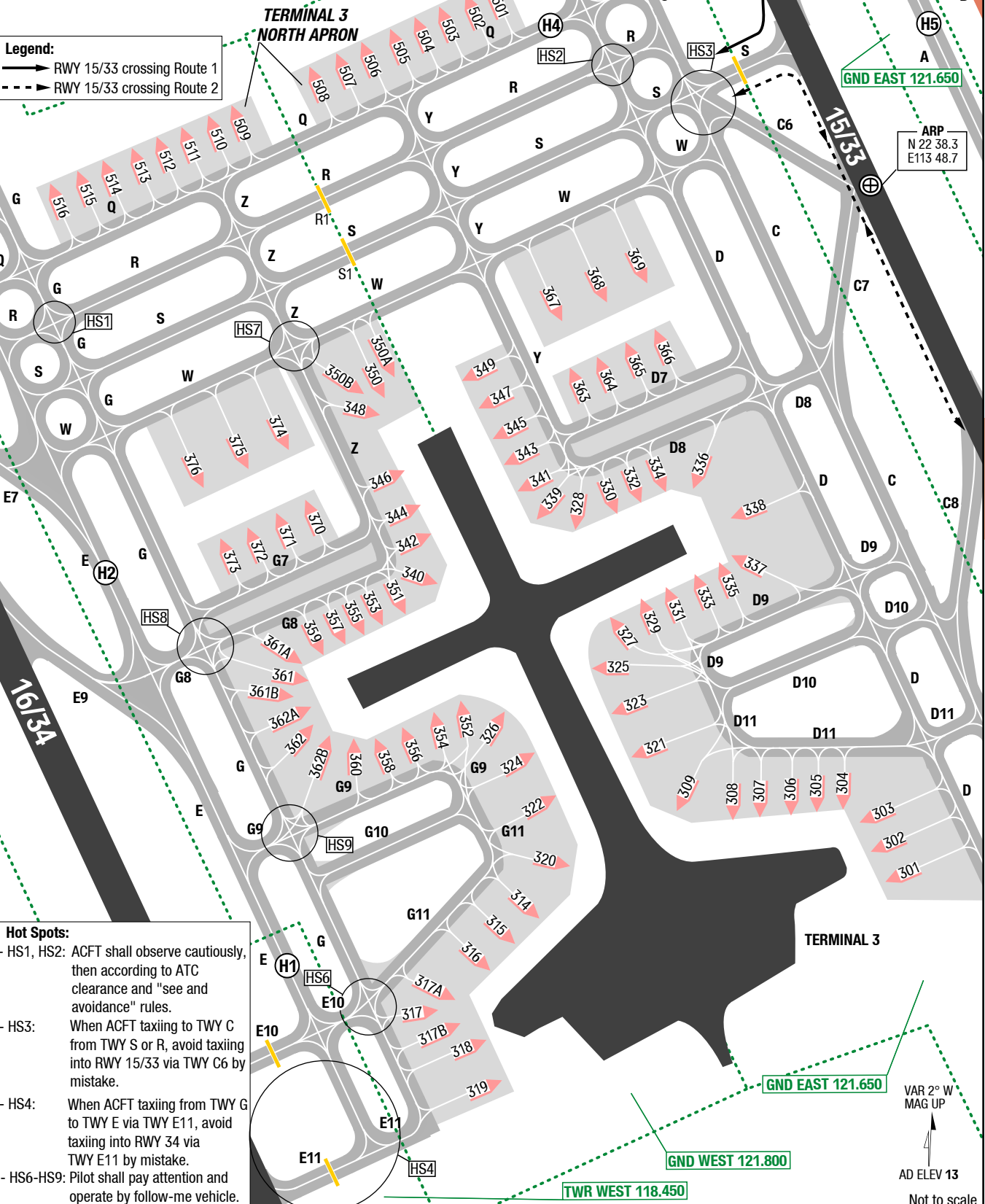


**Legend:**  
 — RWY 15/33 crossing Route 1  
 - - - RWY 15/33 crossing Route 2

**Hot Spots:**  
 - See AOI

<b>ATIS</b>	127.450	DEP	126.850	ARR
<b>D-ATIS</b>	127.450	DEP 2300-1500	126.850	ARR 2300-1500
<b>Baoan TWR</b>	130.350	E (RWY 15/33), HO	118.050	E (RWY 15/33), HO
	118.450	W (RWY 16/34)	130.350	W (RWY 16/34)
<b>Baoan GND</b>	121.650	E, 0000-1500	121.850	E, 0000-1500
	121.800	W, 0000-1500	121.850	W, 0000-1500
<b>Baoan APN</b>	121.900			
<b>DLV</b>	121.950	2300-1500	121.850	2300-1500
<b>DCL</b>				

**Legend:**  
 -> RWY 15/33 crossing Route 1  
 - - - RWY 15/33 crossing Route 2

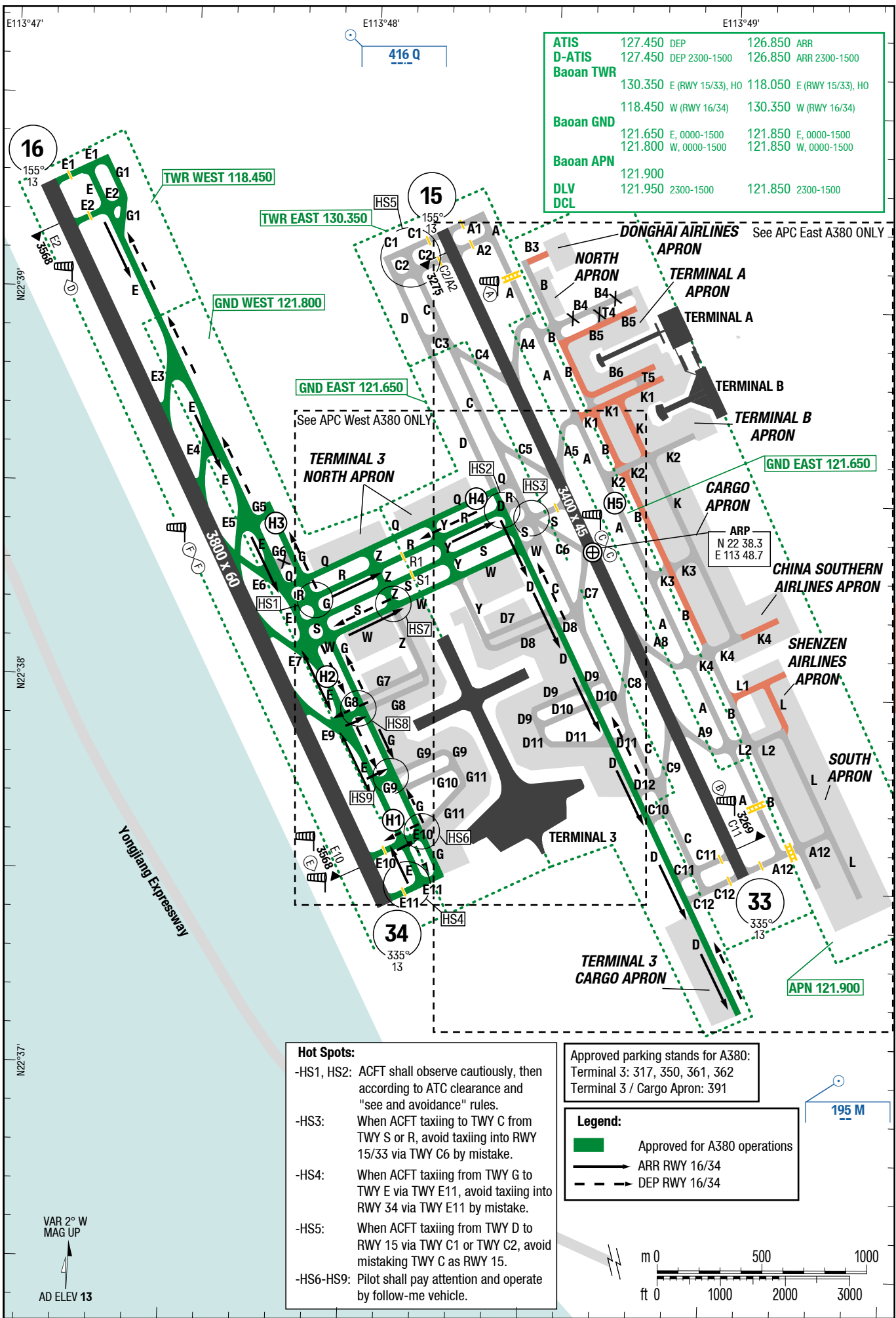


**Hot Spots:**

- HS1, HS2: ACFT shall observe cautiously, then according to ATC clearance and "see and avoidance" rules.
- HS3: When ACFT taxiing to TWY C from TWY S or R, avoid taxiing into RWY 15/33 via TWY C6 by mistake.
- HS4: When ACFT taxiing from TWY G to TWY E via TWY E11, avoid taxiing into RWY 34 via TWY E11 by mistake.
- HS6-HS9: Pilot shall pay attention and operate by follow-me vehicle.

Changes: Nil

ATIS	127.450	DEP	126.850	ARR
D-ATIS	127.450	DEP 2300-1500	126.850	ARR 2300-1500
Baoan TWR	130.350	E (RWY 15/33), HO	118.050	E (RWY 15/33), HO
	118.450	W (RWY 16/34)	130.350	W (RWY 16/34)
Baoan GND	121.650	E, 0000-1500	121.850	E, 0000-1500
	121.800	W, 0000-1500	121.850	W, 0000-1500
Baoan APN	121.900			
DLV	121.950	2300-1500	121.850	2300-1500
DCL				



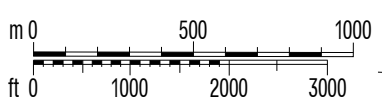
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- HS4: When ACFT taxiing from TWY G to TWY E via TWY E11, avoid taxiing into RWY 34 via TWY E11 by mistake.
- HS5: When ACFT taxiing from TWY D to RWY 15 via TWY C1 or TWY C2, avoid mistaking TWY C as RWY 15.
- HS6-HS9: Pilot shall pay attention and operate by follow-me vehicle.

Approved parking stands for A380:  
Terminal 3: 317, 350, 361, 362  
Terminal 3 / Cargo Apron: 391

**Legend:**

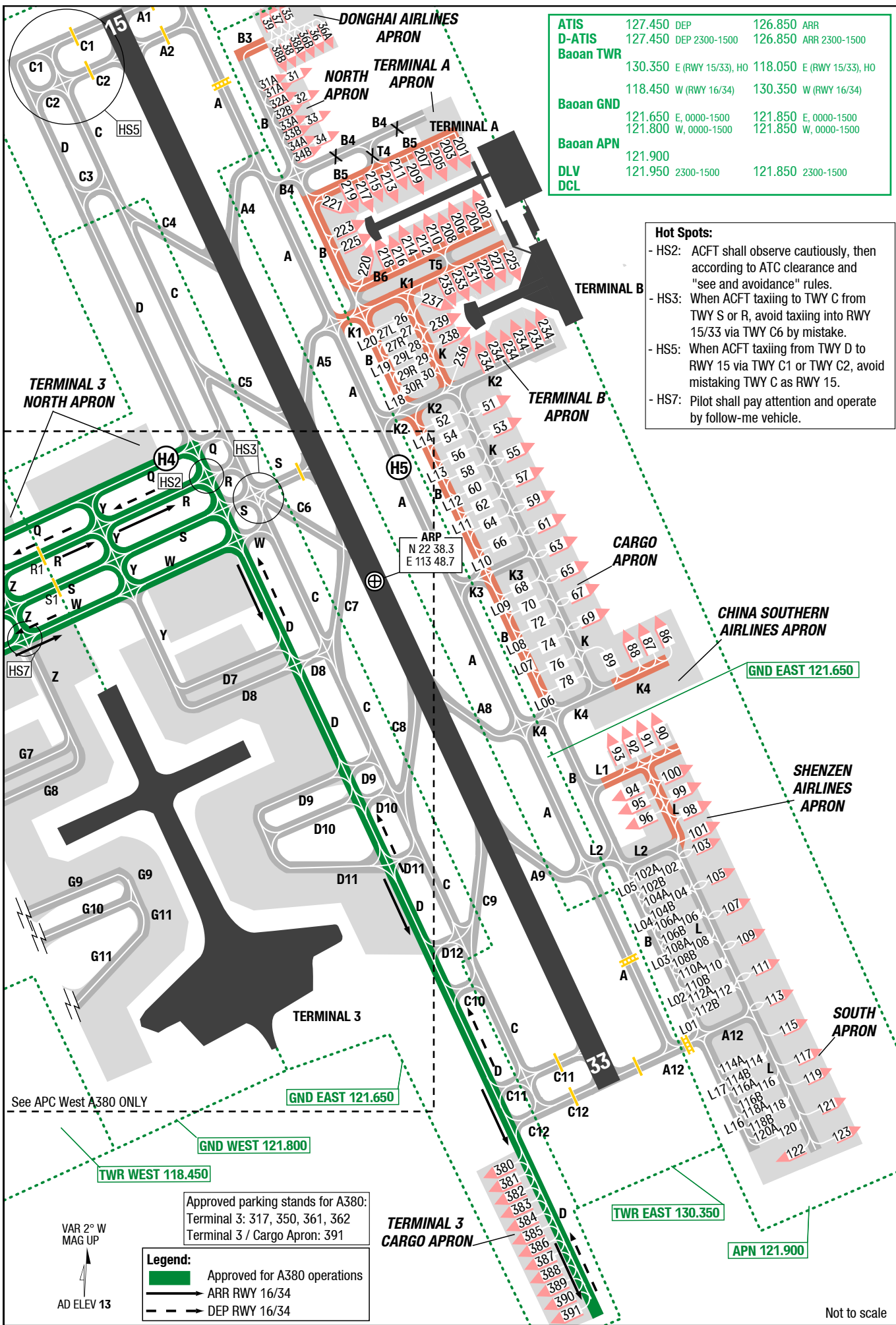
- Approved for A380 operations
- ARR RWY 16/34
- DEP RWY 16/34



Changes: Nil

ATIS	127.450 DEP	126.850 ARR
D-ATIS	127.450 DEP 2300-1500	126.850 ARR 2300-1500
Baoan TWR	130.350 E (RWY 15/33), HO	118.050 E (RWY 15/33), HO
	118.450 W (RWY 16/34)	130.350 W (RWY 16/34)
Baoan GND	121.650 E, 0000-1500	121.850 E, 0000-1500
	121.800 W, 0000-1500	121.850 W, 0000-1500
Baoan APN	121.900	
DLV	121.950 2300-1500	121.850 2300-1500
DCL		

- Hot Spots:**
- HS2: ACFT shall observe cautiously, then according to ATC clearance and "see and avoidance" rules.
  - HS3: When ACFT taxiing to TWY C from TWY S or R, avoid taxiing into RWY 15/33 via TWY C6 by mistake.
  - HS5: When ACFT taxiing from TWY D to RWY 15 via TWY C1 or TWY C2, avoid mistaking TWY C as RWY 15.
  - HS7: Pilot shall pay attention and operate by follow-me vehicle.



Changes: Parkingsstand

See APC West A380 ONLY

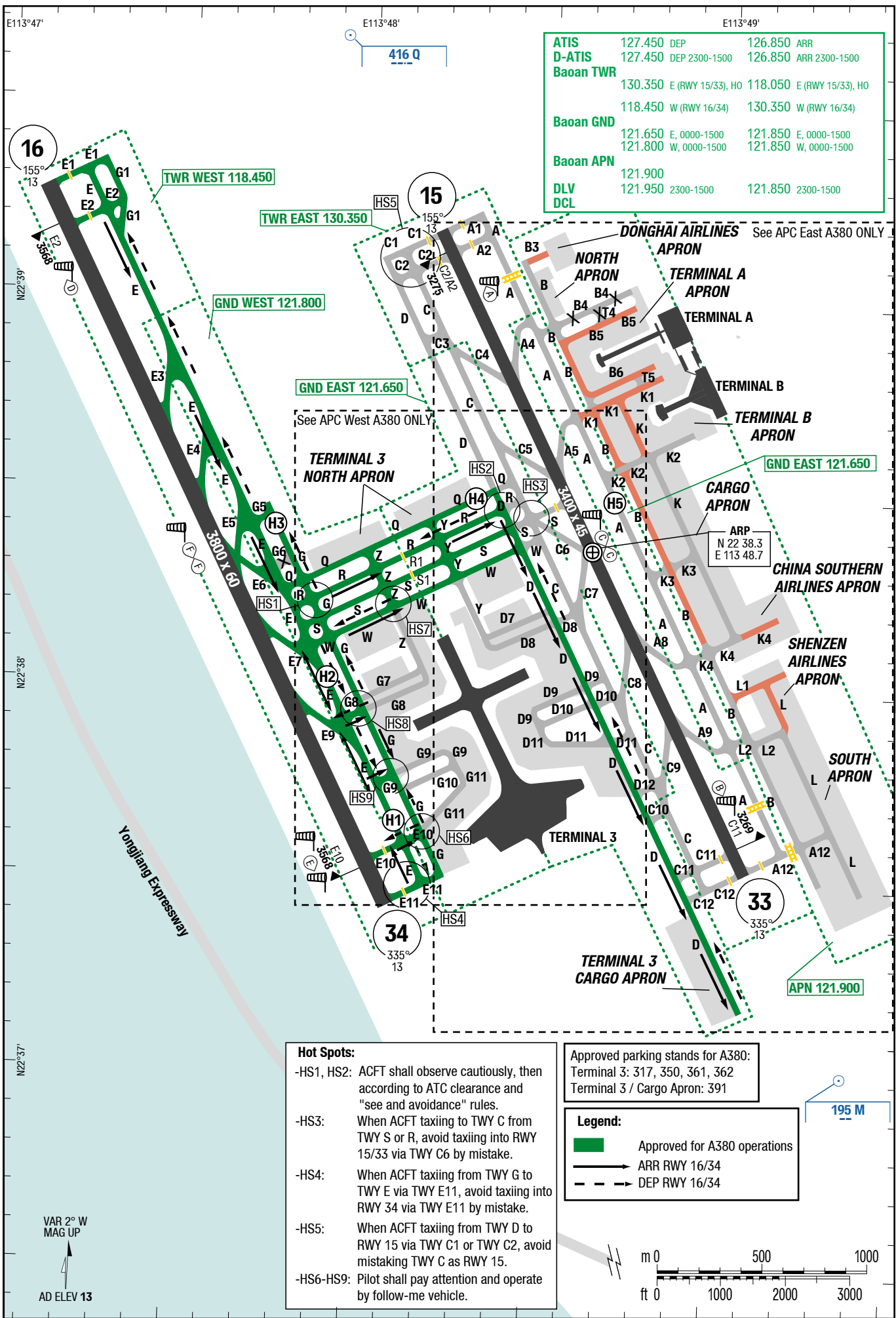
VAR 2° W  
MAG UP  
AD ELEV 13

Approved parking stands for A380:  
Terminal 3: 317, 350, 361, 362  
Terminal 3 / Cargo Apron: 391

**Legend:**  
 Approved for A380 operations  
 → ARR RWY 16/34  
 - - - DEP RWY 16/34

Not to scale

ATIS	127.450	DEP	126.850	ARR
D-ATIS	127.450	DEP 2300-1500	126.850	ARR 2300-1500
Baoan TWR	130.350	E (RWY 15/33), HO	118.050	E (RWY 15/33), HO
	118.450	W (RWY 16/34)	130.350	W (RWY 16/34)
Baoan GND	121.650	E, 0000-1500	121.850	E, 0000-1500
	121.800	W, 0000-1500	121.850	W, 0000-1500
Baoan APN	121.900			
DLV	121.950	2300-1500	121.850	2300-1500
DCL				



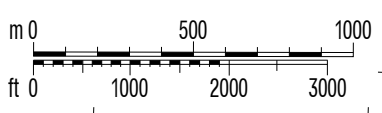
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- HS4: When ACFT taxiing from TWY G to TWY E via TWY E11, avoid taxiing into RWY 34 via TWY E11 by mistake.
- HS5: When ACFT taxiing from TWY D to RWY 15 via TWY C1 or TWY C2, avoid mistaking TWY C as RWY 15.
- HS6-HS9: Pilot shall pay attention and operate by follow-me vehicle.

Approved parking stands for A380:  
Terminal 3: 317, 350, 361, 362  
Terminal 3 / Cargo Apron: 391

**Legend:**

- Approved for A380 operations
- ARR RWY 16/34
- DEP RWY 16/34



Changes: Nil

E113°47' E113°48' E113°49'

16  
155°13'

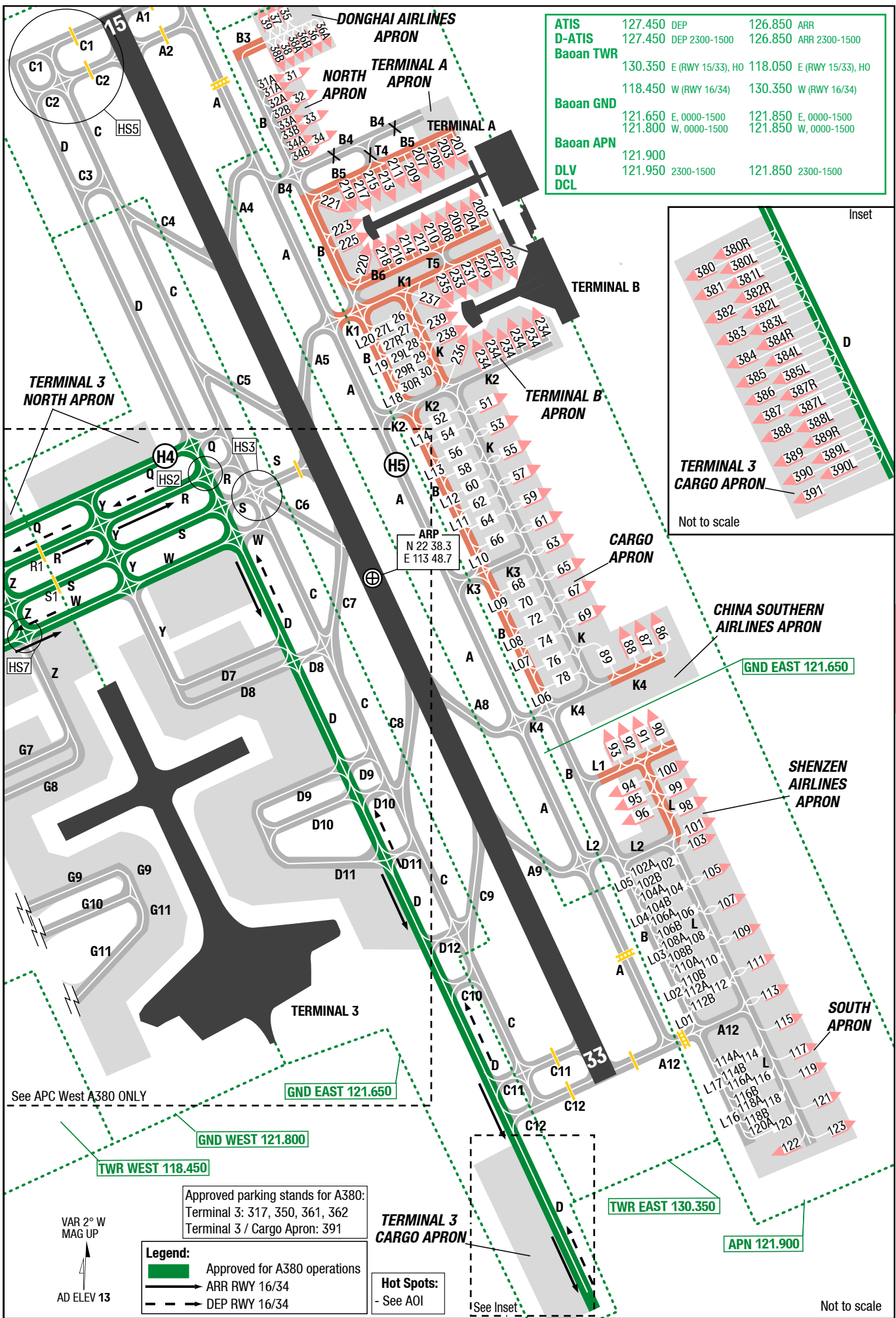
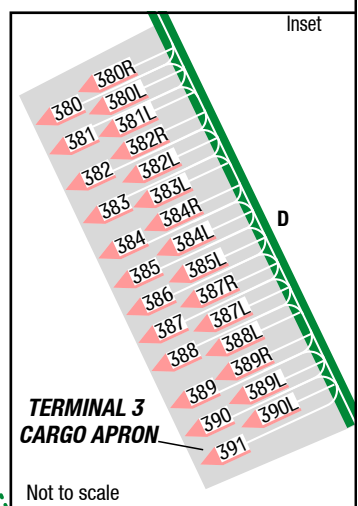
15  
155°13'

34  
335°13'

33  
335°13'

VAR 2° W  
MAG UP  
AD ELEV 13

ATIS	127.450 DEP	126.850 ARR
D-ATIS	127.450 DEP 2300-1500	126.850 ARR 2300-1500
Baoan TWR	130.350 E (RWY 15/33), HO	118.050 E (RWY 15/33), HO
	118.450 W (RWY 16/34)	130.350 W (RWY 16/34)
Baoan GND	121.650 E, 0000-1500	121.850 E, 0000-1500
	121.800 W, 0000-1500	121.850 W, 0000-1500
Baoan APN	121.900	
DLV	121.950 2300-1500	121.850 2300-1500
DCL		



See APC West A380 ONLY

GND EAST 121.650

GND WEST 121.800

TWR WEST 118.450

TWR EAST 130.350

APN 121.900

Approved parking stands for A380:  
Terminal 3: 317, 350, 361, 362  
Terminal 3 / Cargo Apron: 391

**Legend:**  
 Approved for A380 operations  
 ARR RWY 16/34  
 DEP RWY 16/34

**Hot Spots:**  
- See AOI

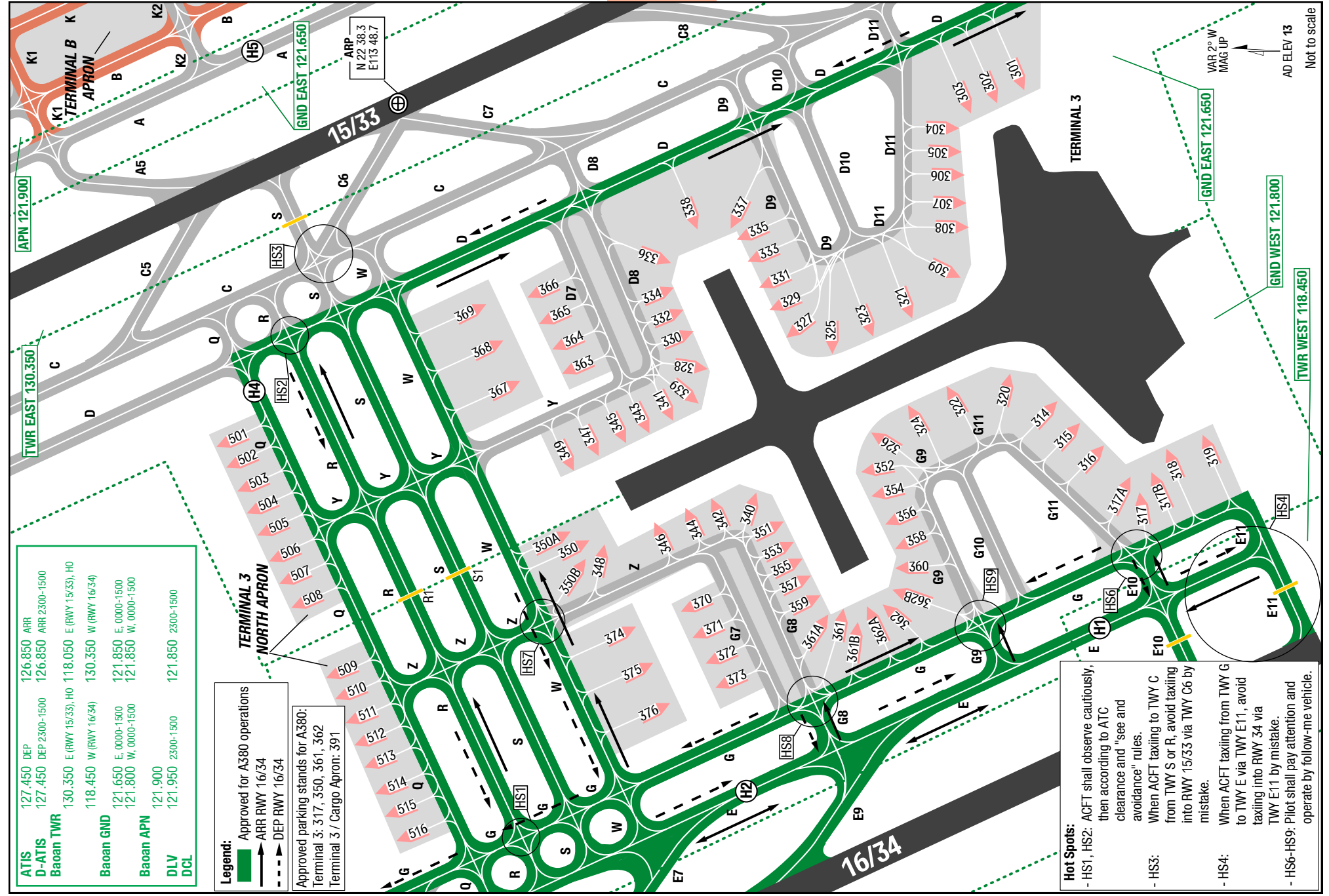
See Inset

Not to scale

Changes: Parking Stands T3 Cargo Apron



3-70



ATIS	127.450 DEP	126.850 ARR
D-ATIS	127.450 DEP 2300-1500	126.850 ARR 2300-1500
Baolan TWR	130.350 E (RWY 15/33), HO 118.050 E (RWY 15/33), HO 118.450 W (RWY 16/34)	130.350 W (RWY 16/34)
Baolan GND	121.650 E, 0000-1500	121.850 E, 0000-1500
Baolan APN	121.800 W, 0000-1500	121.850 W, 0000-1500
DLV	121.900	121.850 2300-1500
DCL	121.950 2300-1500	121.850 2300-1500

**Legend:**

- Approved for A380 operations
- ARR RWY 16/34
- DEP RWY 16/34

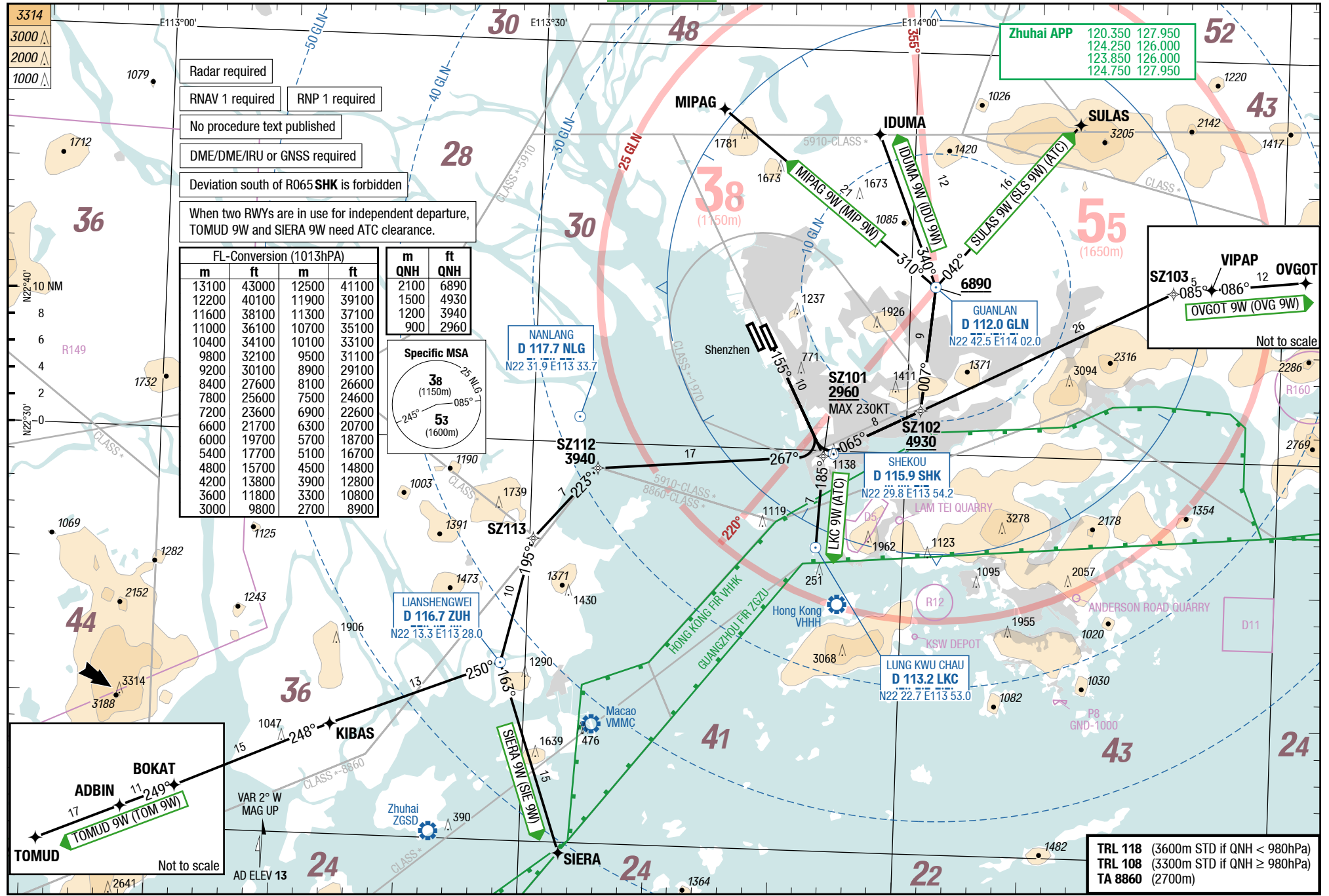
Approved parking stands for A380:  
Terminal 3: 317, 350, 361, 362  
Terminal 3 / Cargo Apron: 391

**Hot Spots:**

- HS1, HS2: ACFT shall observe cautiously, then according to ATC clearance and "see and avoidance" rules.
- HS3: When ACFT taxiing to TWY C from TWY S or R, avoid taxiing into RWY 15/33 via TWY C6 by mistake.
- HS4: When ACFT taxiing from TWY G to TWY E via TWY E11, avoid taxiing into RWY 34 via TWY E11 by mistake.
- HS6-HS9: Pilot shall pay attention and operate by follow-me vehicle.

4-10

RNAV SIDs RWY 15



Radar required

RNAV 1 required    RNP 1 required

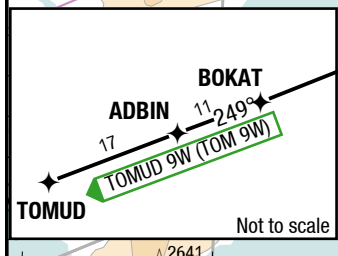
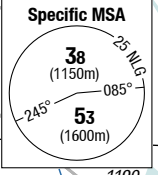
No procedure text published

DME/DME/IRU or GNSS required

Deviation south of R065 SHK is forbidden

When two RWYs are in use for independent departure, TOMUD 9W and SIERA 9W need ATC clearance.

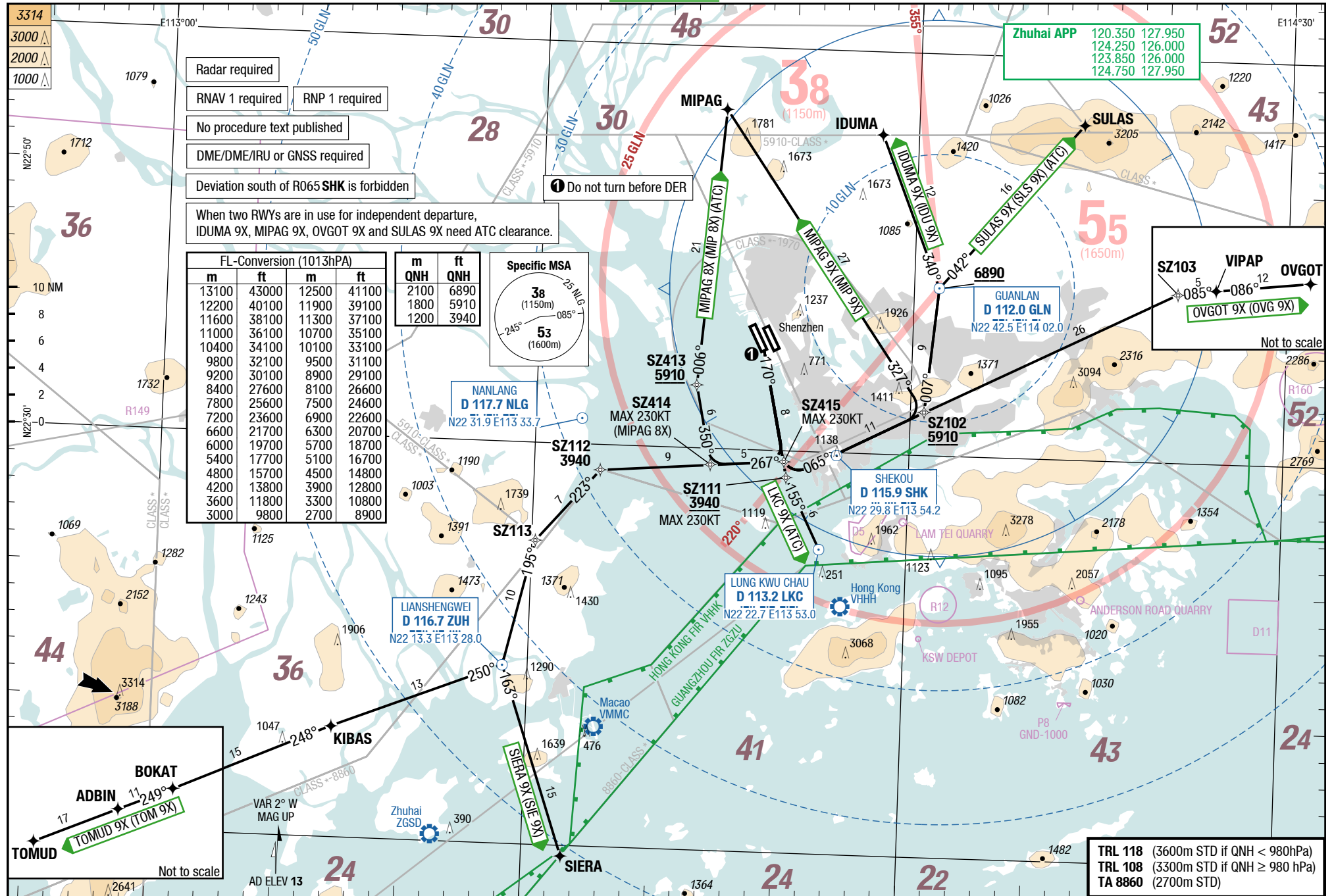
FL-Conversion (1013hPa)				m    ft	
m	ft	m	ft	QNH	QNH
13100	43000	12500	41100	2100	6890
12200	40100	11900	39100	1500	4930
11600	38100	11300	37100	1200	3940
11000	36100	10700	35100	900	2960
10400	34100	10100	33100		
9800	32100	9500	31100		
9200	30100	8900	29100		
8400	27600	8100	26600		
7800	25600	7500	24600		
7200	23600	6900	22600		
6600	21700	6300	20700		
6000	19700	5700	18700		
5400	17700	5100	16700		
4800	15700	4500	14800		
4200	13800	3900	12800		
3600	11800	3300	10800		
3000	9800	2700	8900		



TRL 118 (3600m STD if QNH < 980hPa)

TRL 108 (3300m STD if QNH > 980hPa)

TA 8860 (2700m)



Radar required

RNAV 1 required    RNP 1 required

No procedure text published

DME/DME/IRU or GNSS required

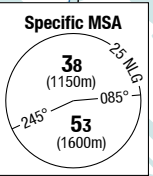
Deviation south of R065 SHK is forbidden

Do not turn before DER

When two RWYs are in use for independent departure, IDUMA 9X, MIPAG 9X, OVGOT 9X and SULAS 9X need ATC clearance.

FL-Conversion (1013hPA)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900

m	ft
2100	6890
1800	5910
1200	3940



TRL 118 (3600m STD if QNH < 980hPa)

TRL 108 (3300m STD if QNH ≥ 980 hPa)

TA 8860 (2700m STD)

4-30

Radar required

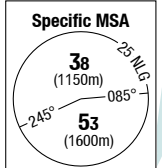
RNAV 1 required RNP 1 required

No procedure text published

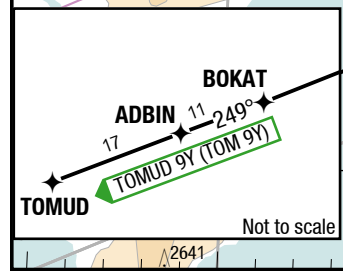
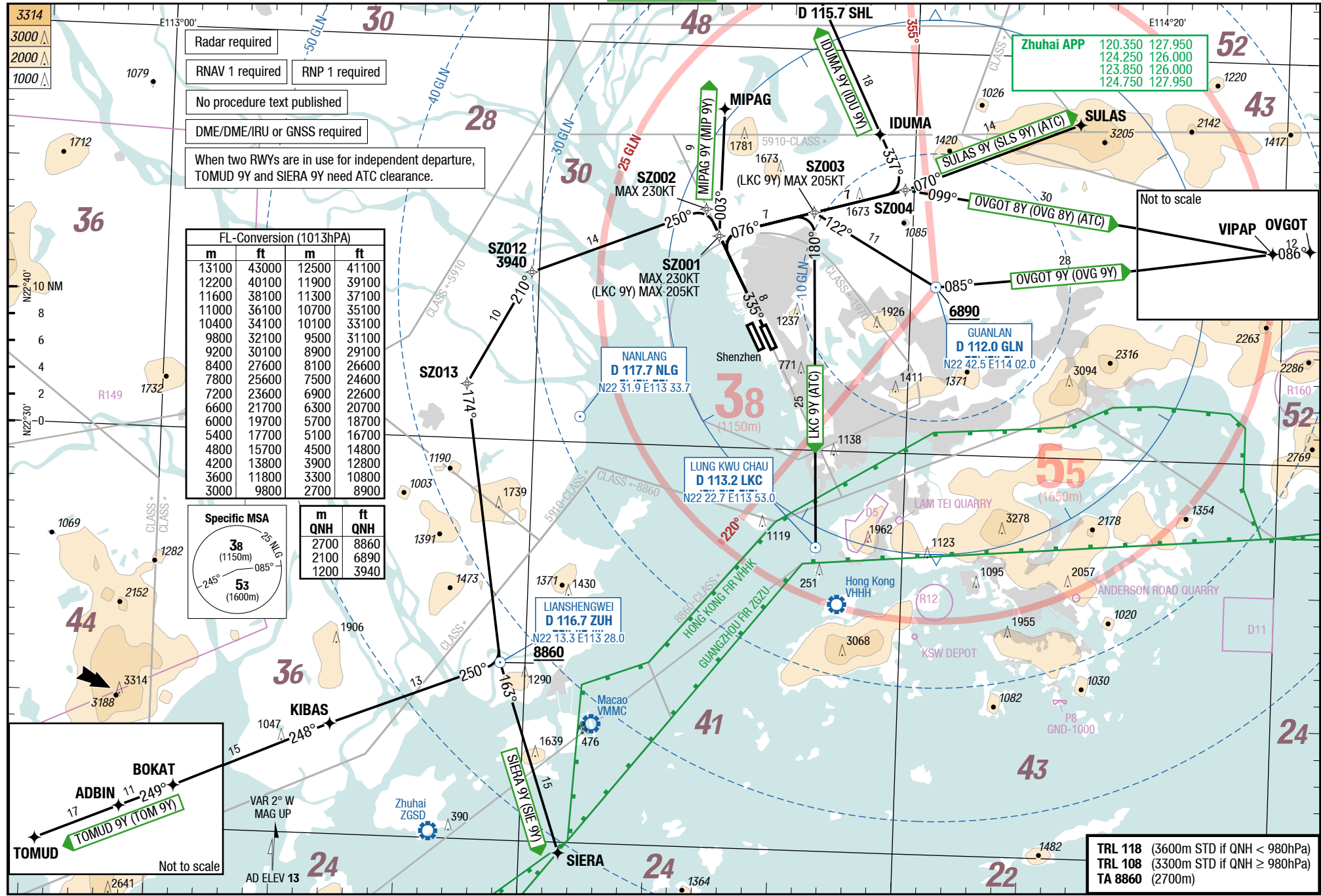
DME/DME/IRU or GNSS required

When two RWYs are in use for independent departure, TOMUD 9Y and SIERA 9Y need ATC clearance.

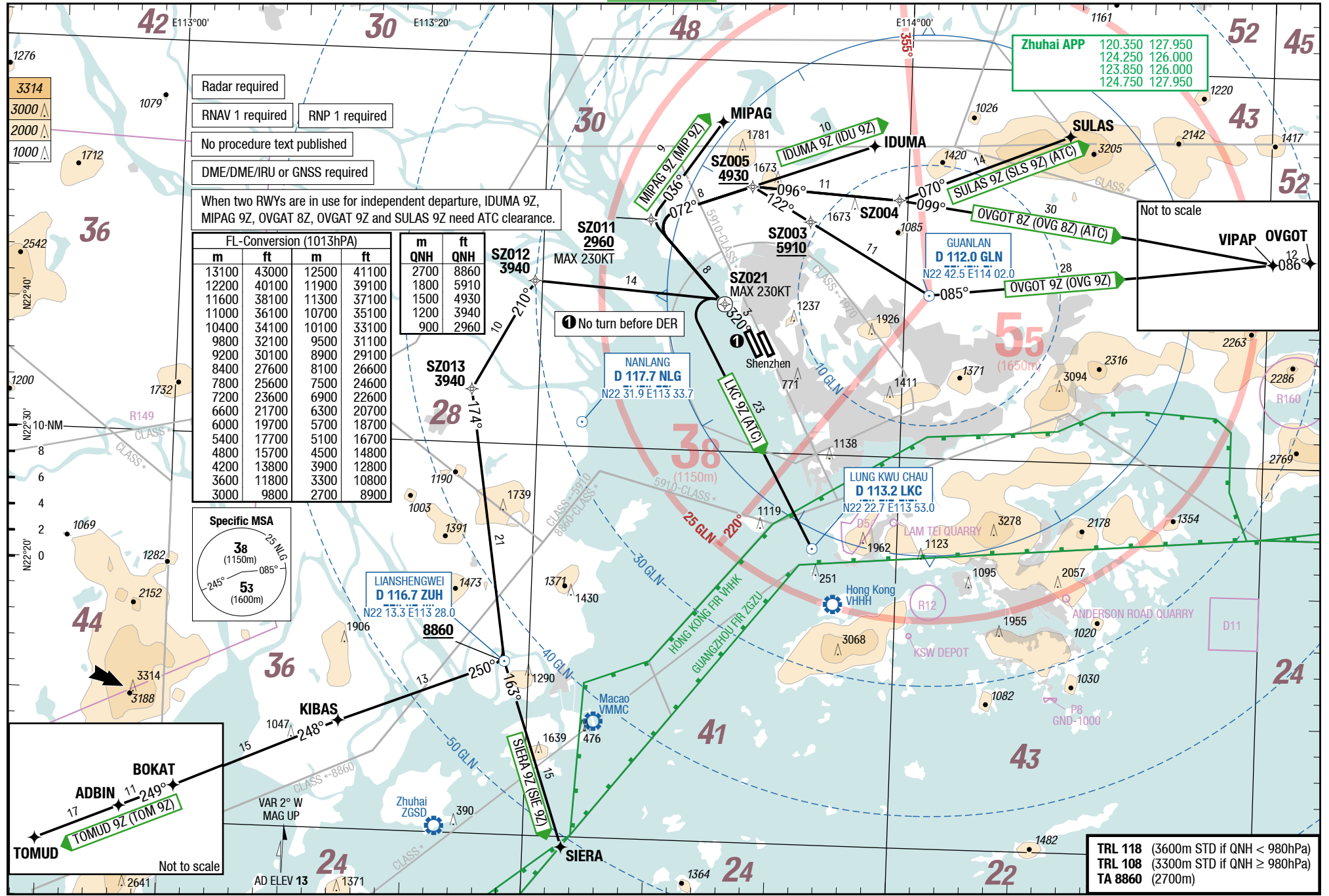
FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900



m	ft
2700	8860
2100	6890
1200	3940



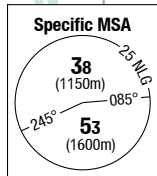
TRL 118 (3600m STD if QNH < 980hPa)  
 TRL 108 (3300m STD if QNH ≥ 980hPa)  
 TA 8860 (2700m)



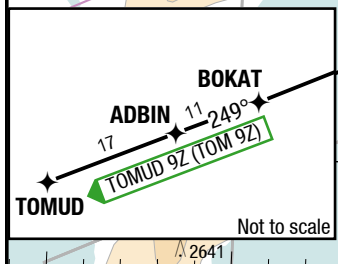
Radar required  
 RNAV 1 required RNP 1 required  
 No procedure text published  
 DME/DME/IRU or GNSS required

When two RWYs are in use for independent departure, IDUMA 9Z, MIPAG 9Z, OVGAT 8Z, OVGAT 9Z and SULAS 9Z need ATC clearance.

FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900



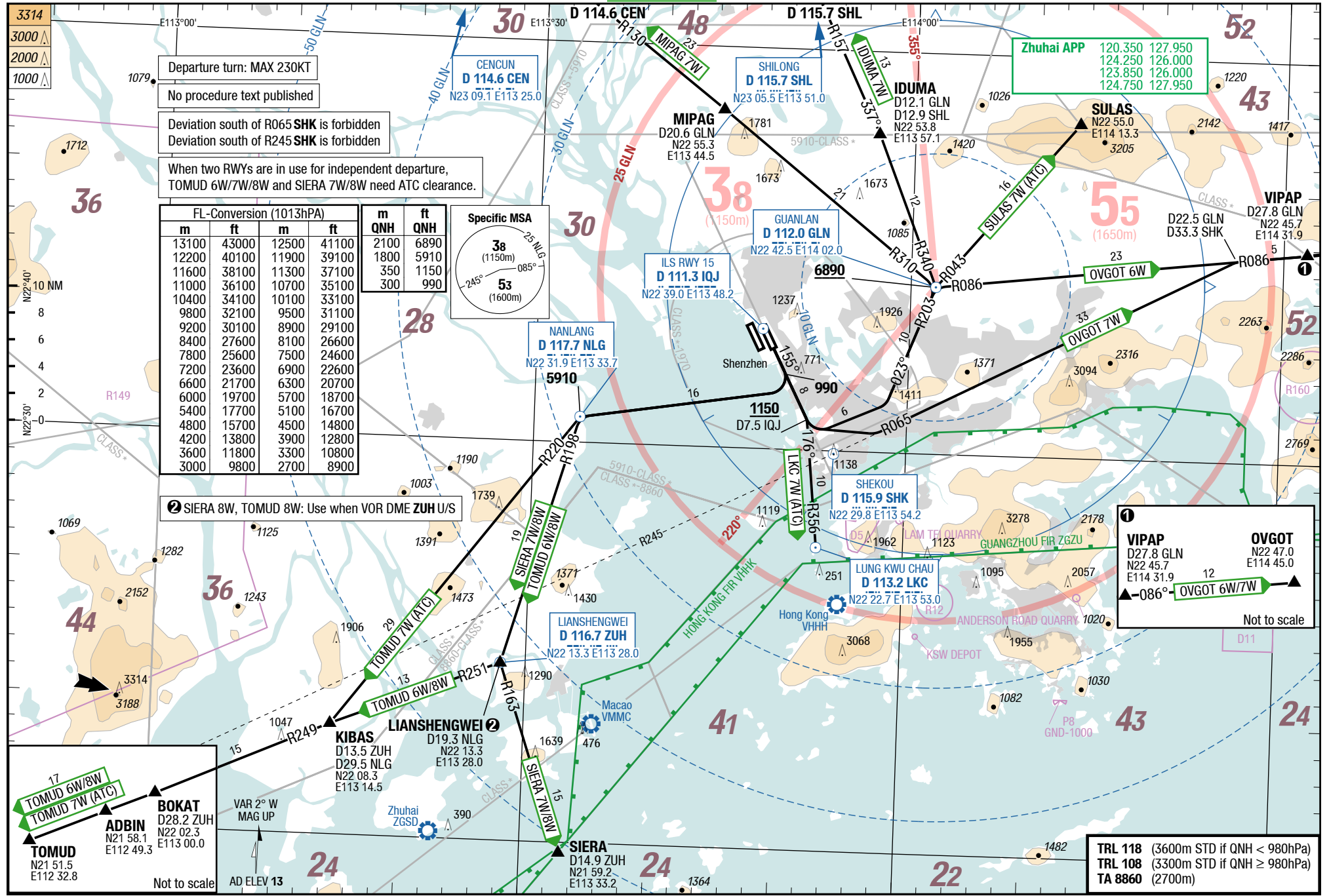
m	ft	m	ft
2700	8860	1800	5910
1500	4930	1200	3940
900	2960		



TRL 118 (3600m STD if QNH < 980hPa)  
 TRL 108 (3300m STD if QNH ≥ 980hPa)  
 TA 8860 (2700m)

4-50

SIDs RWY 15

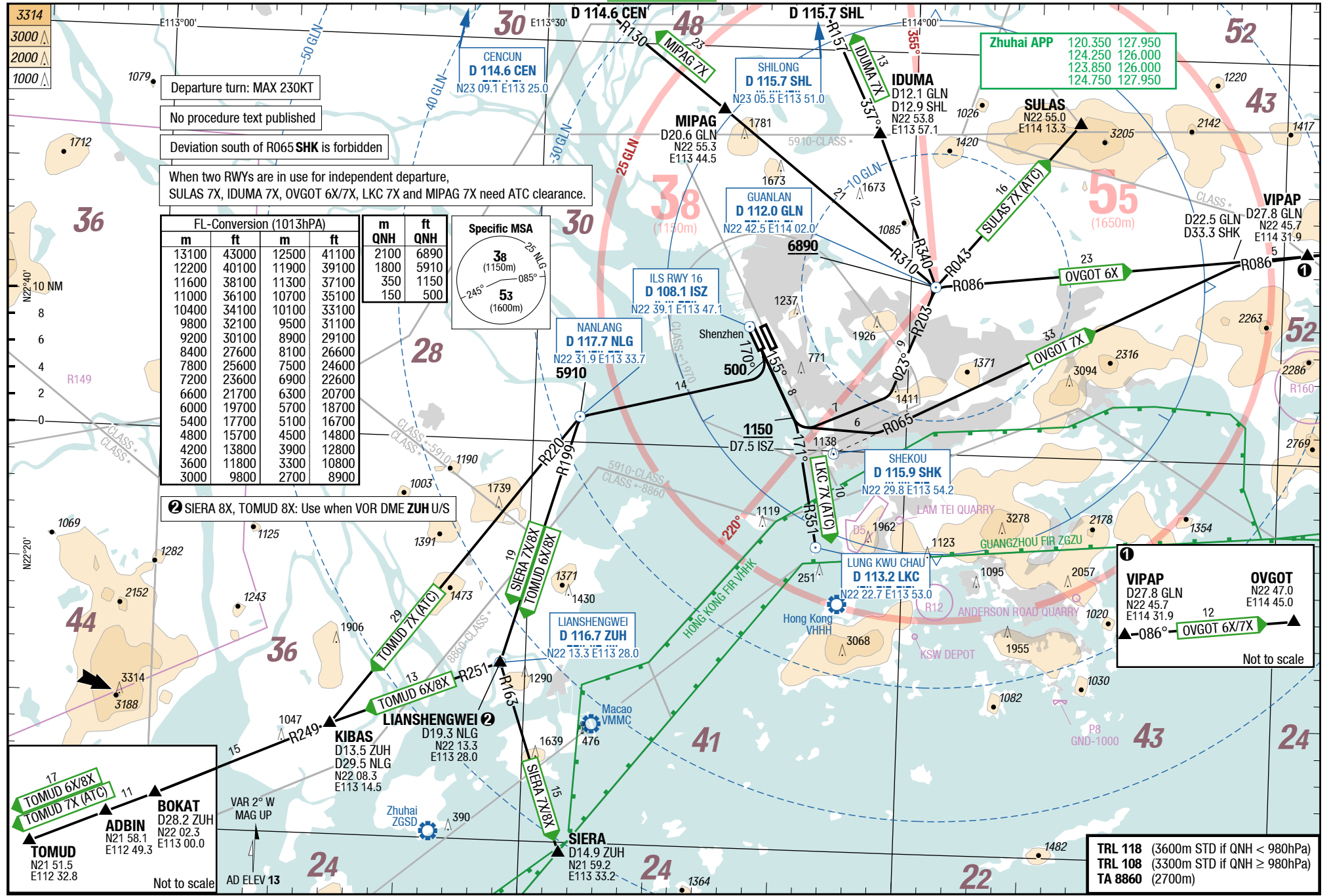


4-60

SIDs RWY 16

SID SID

SIDs RWY 16

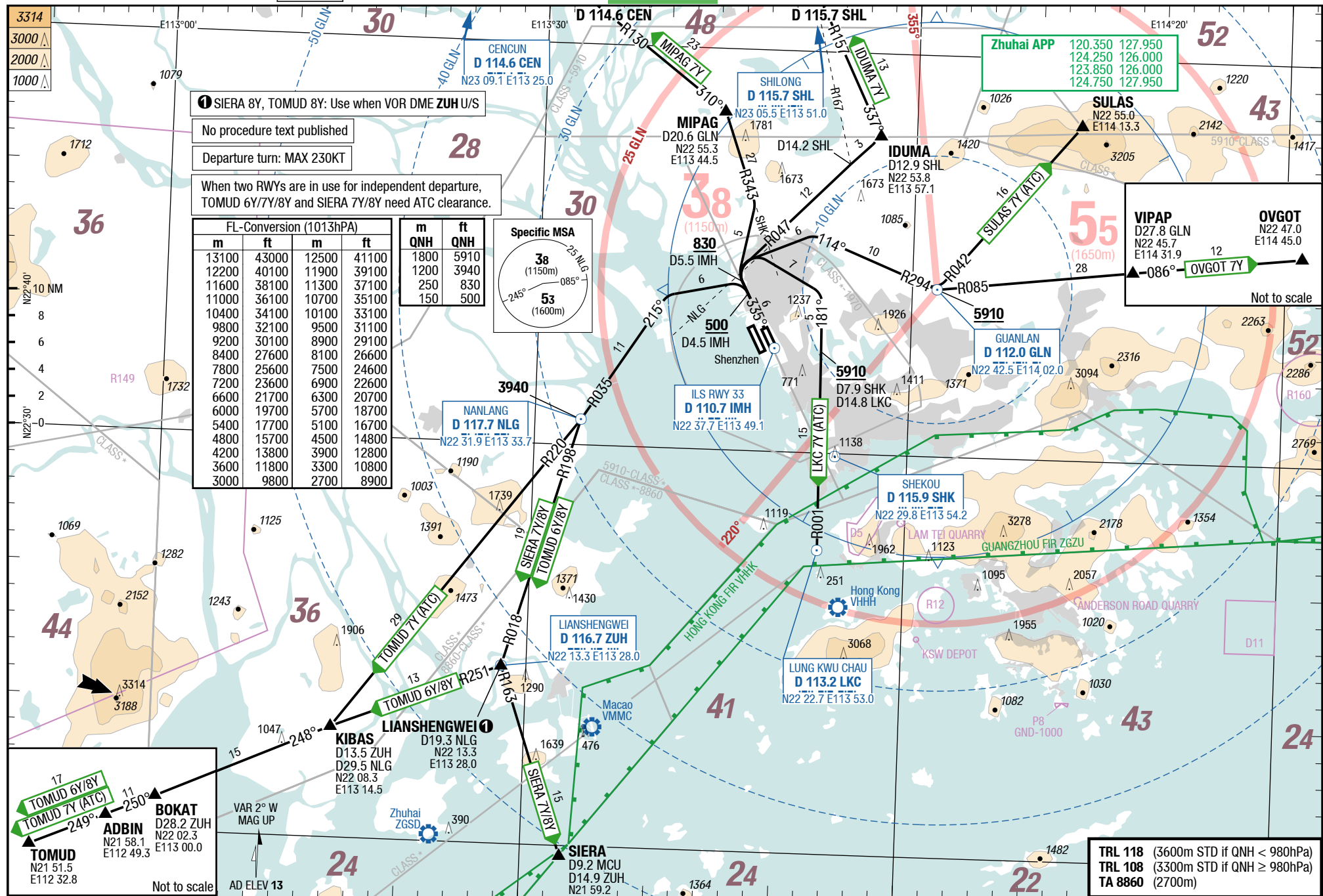


SIDs RWY 34

SID

SID

SIDs RWY 34



Changes: PROC, OBST

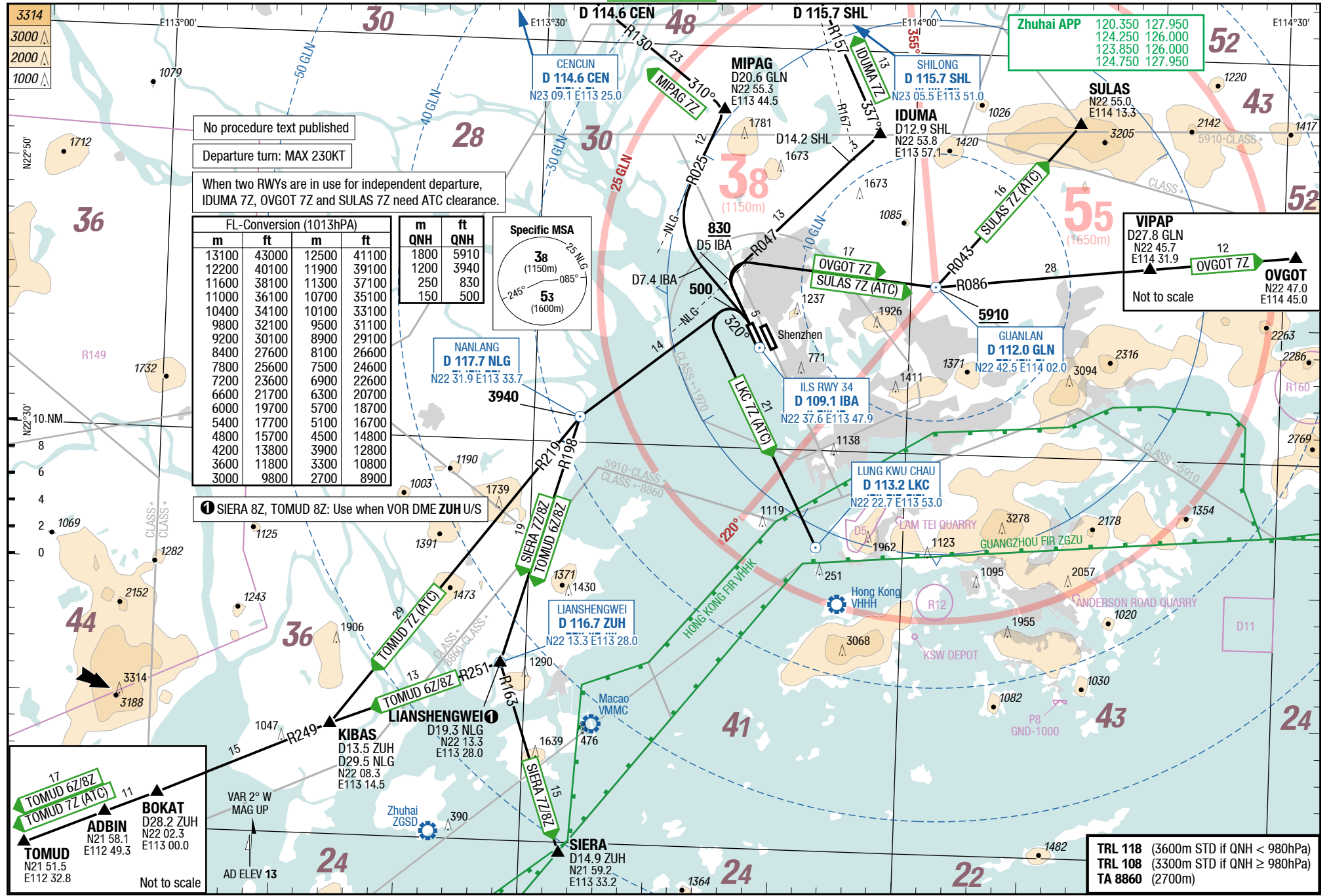


4-80

SIDs RWY 34



SIDs RWY 34

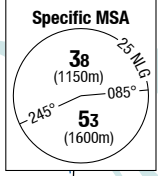


No procedure text published

Departure turn: MAX 230KT

When two RWYs are in use for independent departure, IDUMA 7Z, OVGOT 7Z and SULAS 7Z need ATC clearance.

FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900



SIERA 8Z, TOMUD 8Z: Use when VOR DME ZUH U/S

17 TOMUD 6Z/8Z  
11 TOMUD 7Z (ATC)

ADBIN N21 58.1 E112 49.3

BOKAT D28.2 ZUH N22 02.3 E113 00.0

TOMUD N21 51.5 E112 32.8

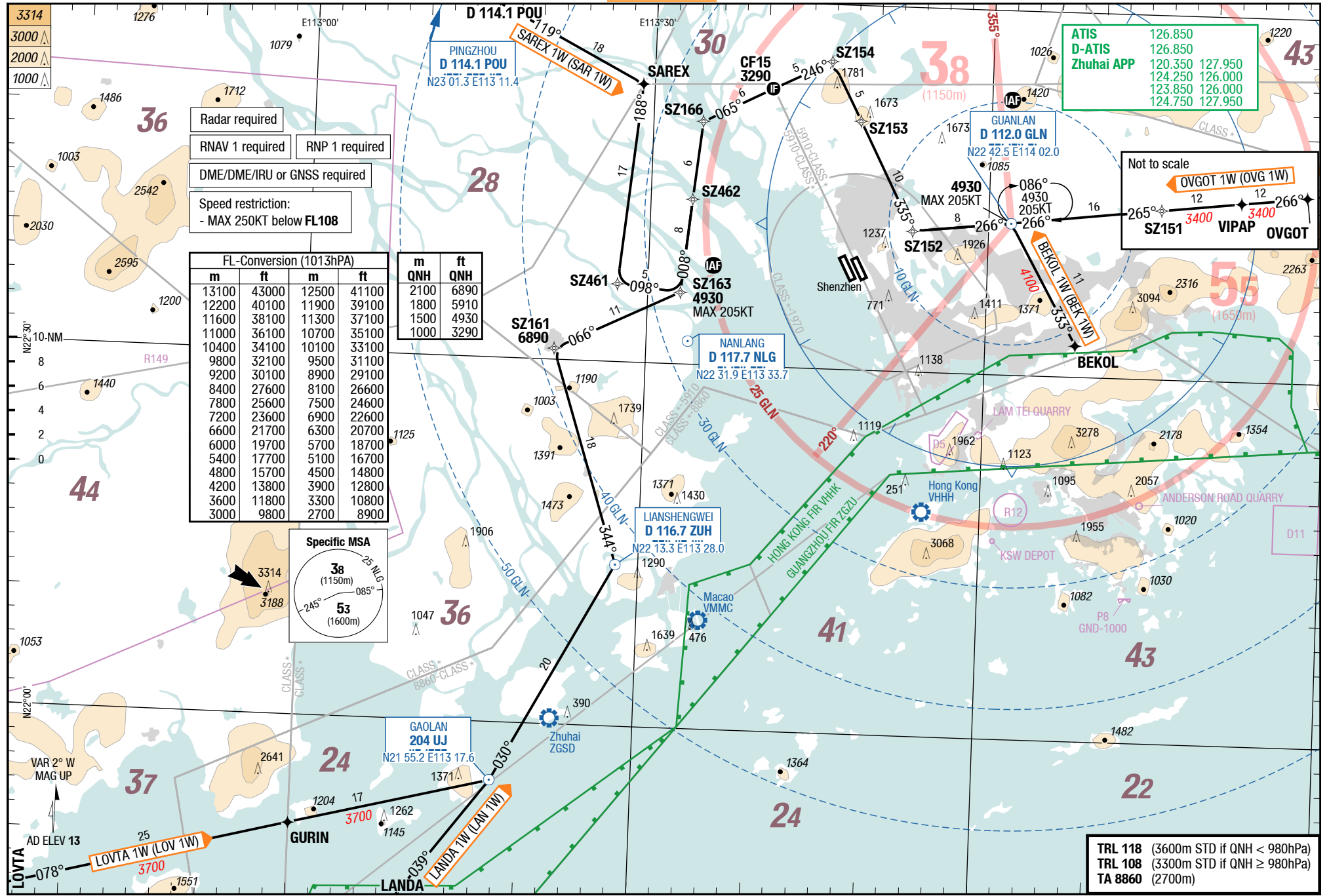
Not to scale

TRL 118 (3600m STD if QNH < 980hPa)

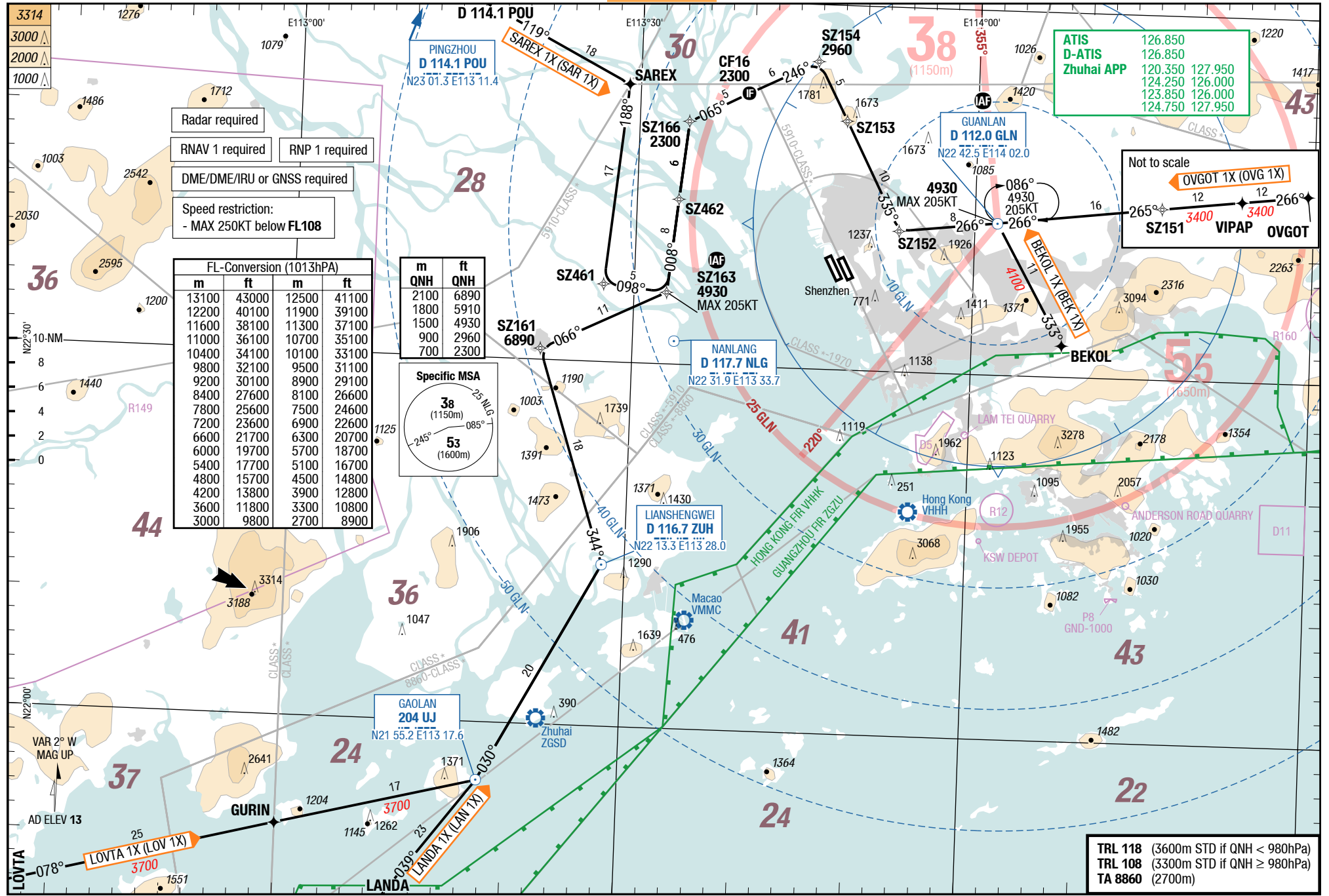
TRL 108 (3300m STD if QNH > 980hPa)

TA 8860 (2700m)

6-10



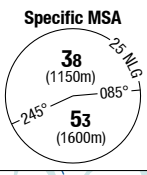
6-20



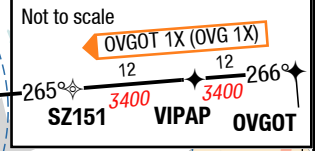
Radar required  
 RNAV 1 required RNP 1 required  
 DME/DME/IRU or GNSS required  
 Speed restriction:  
 - MAX 250KT below FL108

FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900

m	ft
2100	6890
1800	5910
1500	4930
900	2960
700	2300

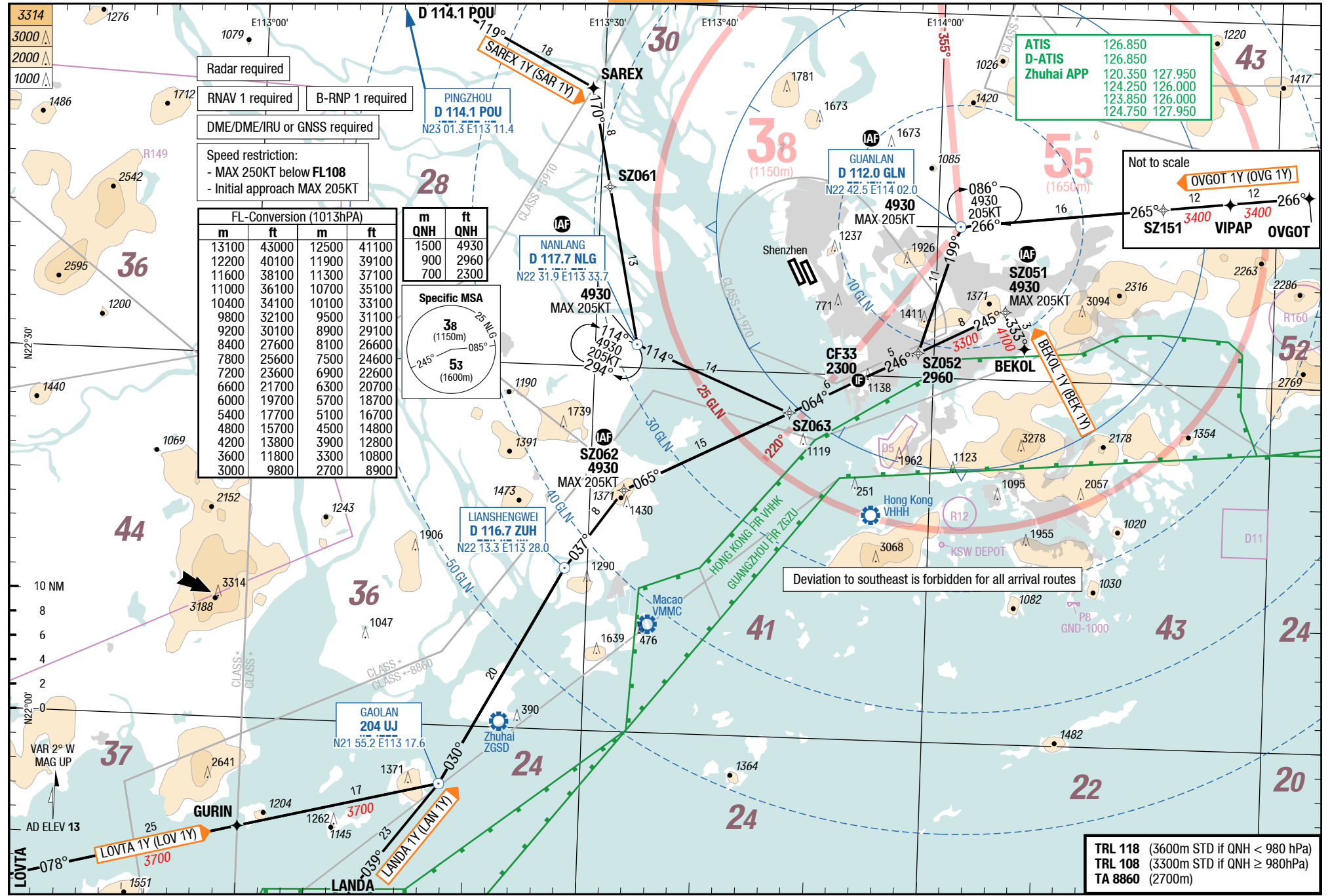


ATIS	126.850
D-ATIS	126.850
Zhuhai APP	120.350 127.950
	124.250 126.000
	123.850 126.000
	124.750 127.950



TRL 118	(3600m STD if QNH < 980hPa)
TRL 108	(3300m STD if QNH < 980hPa)
TA 8860	(2700m)

6-30



Radar required  
RNAV 1 required B-RNP 1 required  
DME/DME/IRU or GNSS required  
Speed restriction:  
- MAX 250KT below FL108  
- Initial approach MAX 205KT

FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900

m	ft
1500	4930
900	2960
700	2300

Specific MSA  
38 (1150m)  
53 (1600m)

ATIS	126.850
D-ATIS	126.850
Zhuhai APP	120.350 127.950
	124.250 126.000
	123.850 126.000
	124.750 127.950

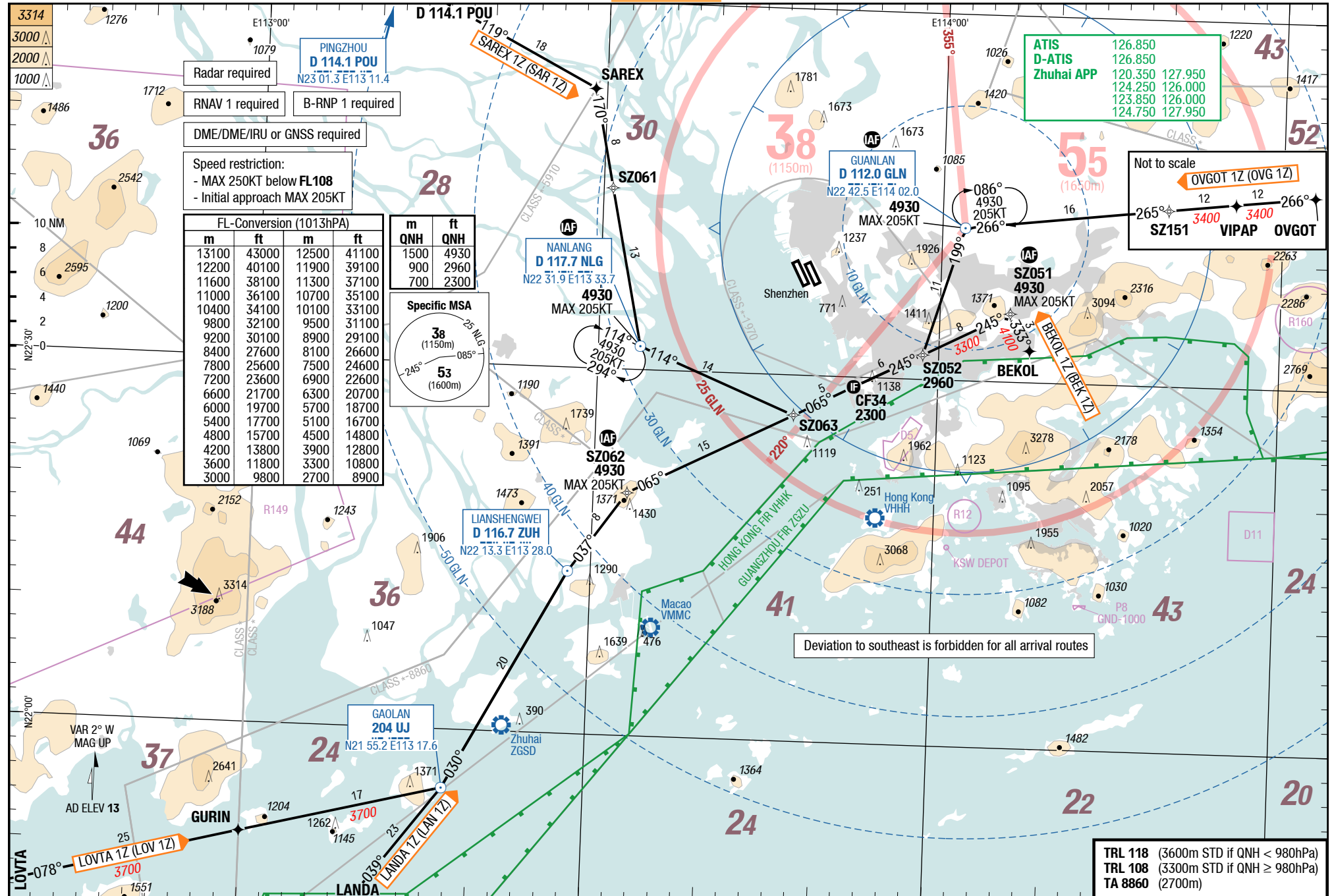
Not to scale  
OVGOT 1Y (OVG 1Y)  
SZ151 3400 VIPAP OVGOT

Deviation to southeast is forbidden for all arrival routes

TRL 118	(3600m STD if QNH < 980 hPa)
TRL 108	(3300m STD if QNH ≥ 980hPa)
TA 8860	(2700m)

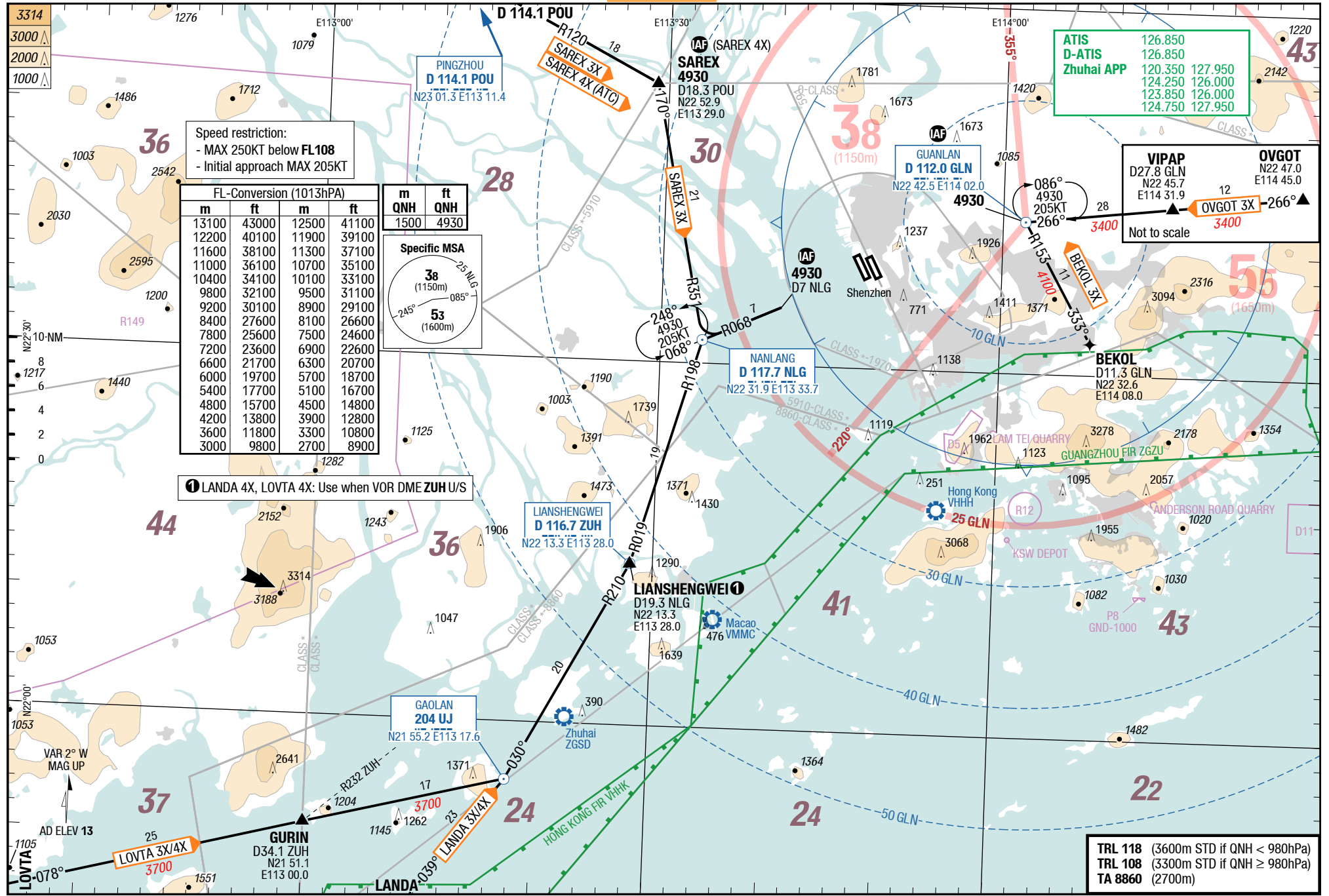
Changes: MGA, MTCA, ASP, SUAs, OBST, TOPO

6-40



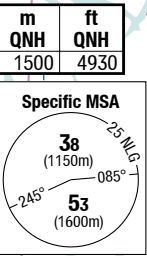
6-50

STARs RWYs 15/16



Speed restriction:  
 - MAX 250KT below FL108  
 - Initial approach MAX 205KT

FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900



LANDA 4X, LOVTA 4X: Use when VOR DME ZUH U/S

ATIS 126.850  
 D-ATIS 126.850  
 Zhuhai APP 120.350 127.950  
 124.250 126.000  
 123.850 126.000  
 124.750 127.950

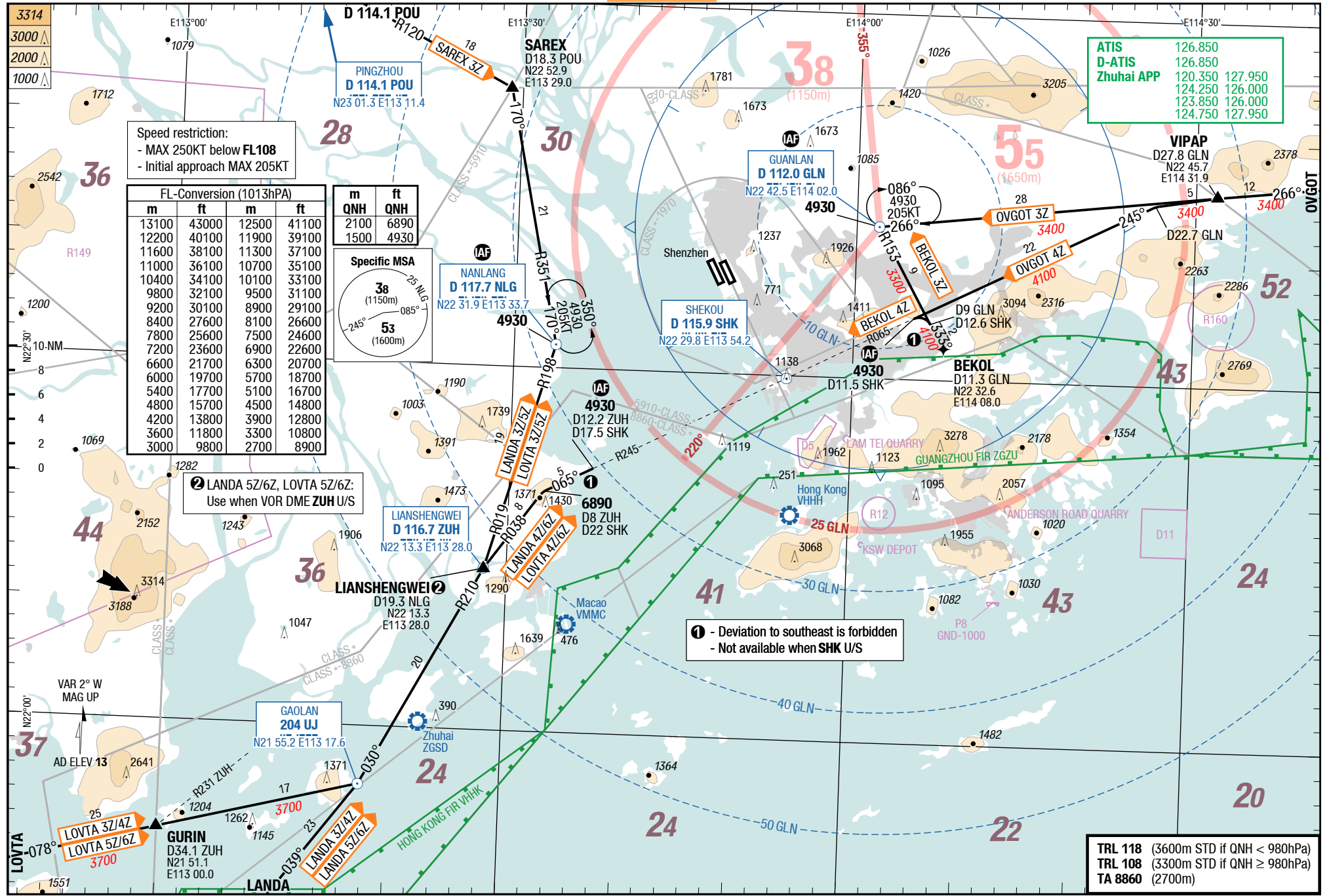
VIPAP D27.8 GLN N22 45.7 E114 31.9  
 OVGOT N22 47.0 E114 45.0

Not to scale

TRL 118 (3600m STD if QNH < 980hPa)  
 TRL 108 (3300m STD if QNH ≥ 980hPa)  
 TA 8860 (2700m)

6-60

STARs RWYs 33/34



Speed restriction:  
 - MAX 250KT below FL108  
 - Initial approach MAX 205KT

FL-Conversion (1013hPA)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900

m	ft
2100	6890
1500	4930

Specific MSA  
 38 (1150m)  
 53 (1600m)

ATIS	126.850
D-ATIS	126.850
Zhuhai APP	120.350 127.950
	124.250 126.000
	123.850 126.000
	124.750 127.950

② LANDA 5Z/6Z, LOVTA 5Z/6Z:  
 Use when VOR DME ZUH U/S

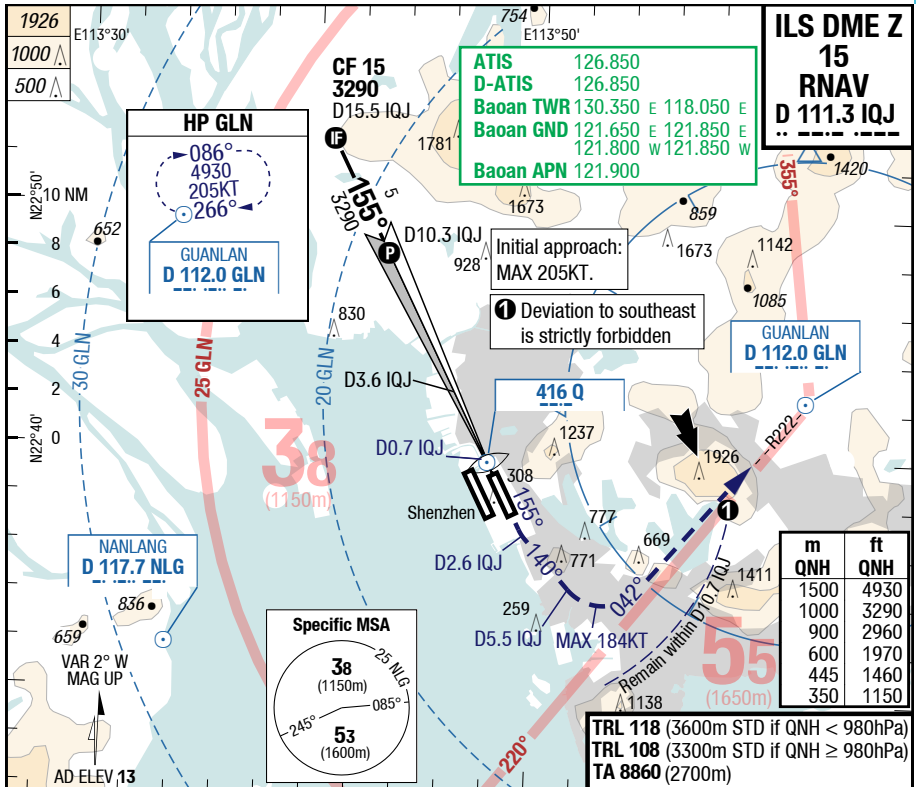
① - Deviation to southeast is forbidden  
 - Not available when SHK U/S

TRL 118	(3600m STD if QNH < 980hPa)
TRL 108	(3300m STD if QNH ≥ 980hPa)
TA 8860	(2700m)

SZX-ZGSZ

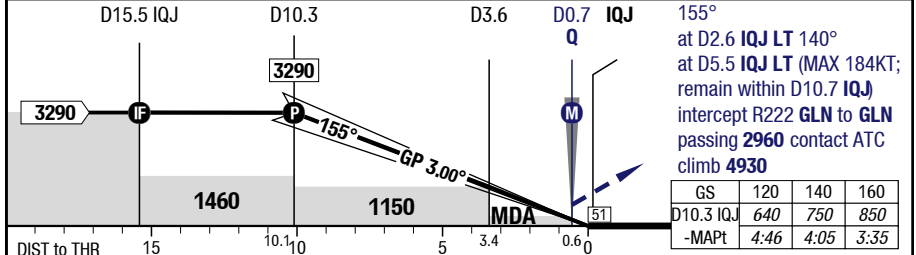
7-10

ILS DME Z 15 RNAV



LOC 3.01° D IQJ	10.3	8	6	5	4	2	
	3290	2570	1930	1610	1290	650	

HL-P2F THR 13 (0hPa) / TDZ 13 (---%) 0.0%



15	C	ft - m/km ft	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5% (1)	LOC DME	Circling W of RWY only
			200 - 550R/800V 220	730 - 3.3V 740	450 - 1.7V 460	
15	D	ft - m/km ft	200 - 550R/800V 220	740 - 3.4V 760	450 - 1.7V 460	880 - 4.0V 890

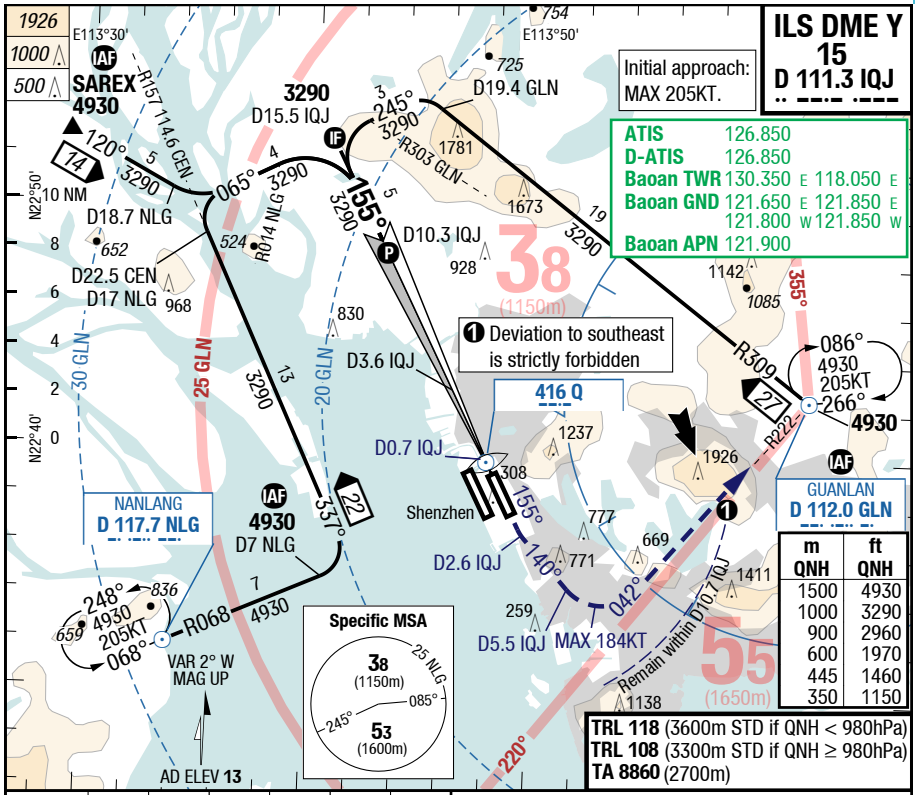
1) With EVS VIS 2.2km



SZX-ZGSZ

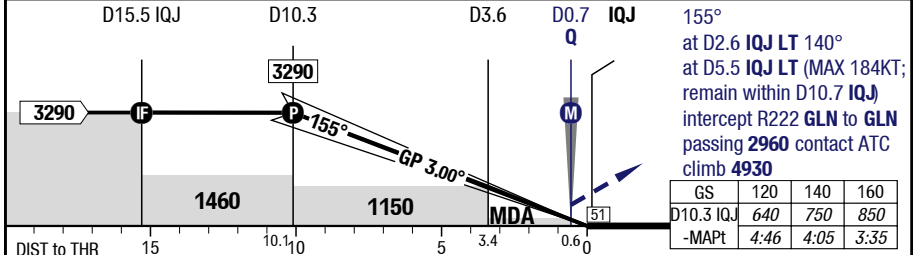
7-20

ILS DME Y 15



LOC 3.01° D IQJ	10.3	8	6	5	4	2
	3290	2570	1930	1610	1290	650

HL-P2F **THR 13** (OhPa) / TDZ 13 (---%) 0.0%



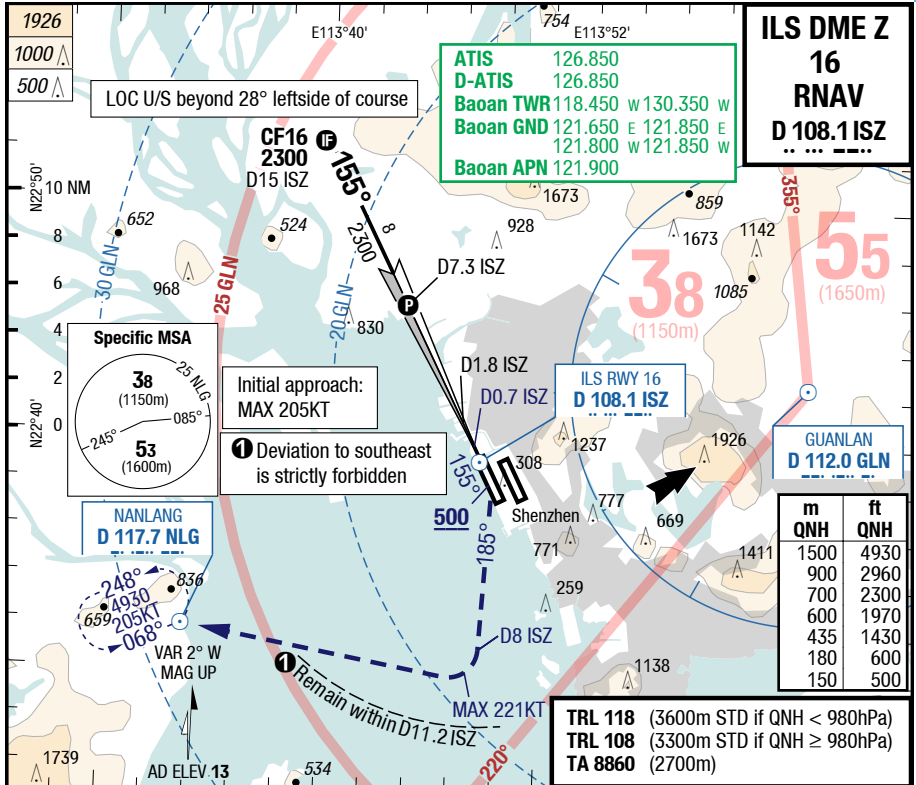
C	ft - m/km	200 - 550R/800V	730 - 3.3V	450 - 1.7V	Circling W of RWY only
	ft	<b>220</b>	<b>740</b>	<b>460</b>	
D	ft - m/km	200 - 550R/800V	740 - 3.4V	450 - 1.7V	880 - 4.0V <b>890</b>
	ft	<b>220</b>	<b>760</b>	<b>460</b>	

1) With EVS VIS 2.2km

SZX-ZGSZ

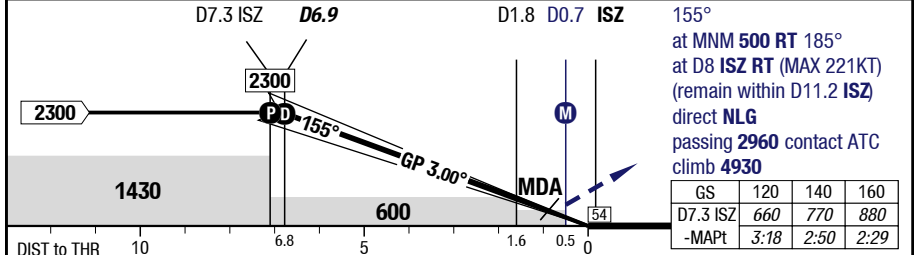
7-30

ILS DME Z 16 RNAV



LOC 3.11° D ISZ	6.9	5	4	3	2	1	
	2300	1660	1330	1000	670	340	

HL-P1F **THR 13** (0hPa) / TDZ 13 (---%) 0.0%



<b>16</b>	Cat 1 DME	LOC DME	Circling W of RWY only																	
		<table border="1"> <tr><td>C</td><td>ft - m/km</td><td>200 - 550R/800V</td><td>300 - 900V</td><td>880 - 3.6V</td></tr> <tr><td></td><td>ft</td><td><b>220</b></td><td><b>320</b></td><td><b>890</b></td></tr> <tr><td>D</td><td>ft - m/km</td><td>200 - 550R/800V</td><td>300 - 1.2V</td><td>880 - 4.0V</td></tr> <tr><td></td><td>ft</td><td><b>220</b></td><td><b>320</b></td><td><b>890</b></td></tr> </table>		C	ft - m/km	200 - 550R/800V	300 - 900V	880 - 3.6V		ft	<b>220</b>	<b>320</b>	<b>890</b>	D	ft - m/km	200 - 550R/800V	300 - 1.2V	880 - 4.0V		ft
C	ft - m/km	200 - 550R/800V	300 - 900V	880 - 3.6V																
	ft	<b>220</b>	<b>320</b>	<b>890</b>																
D	ft - m/km	200 - 550R/800V	300 - 1.2V	880 - 4.0V																
	ft	<b>220</b>	<b>320</b>	<b>890</b>																

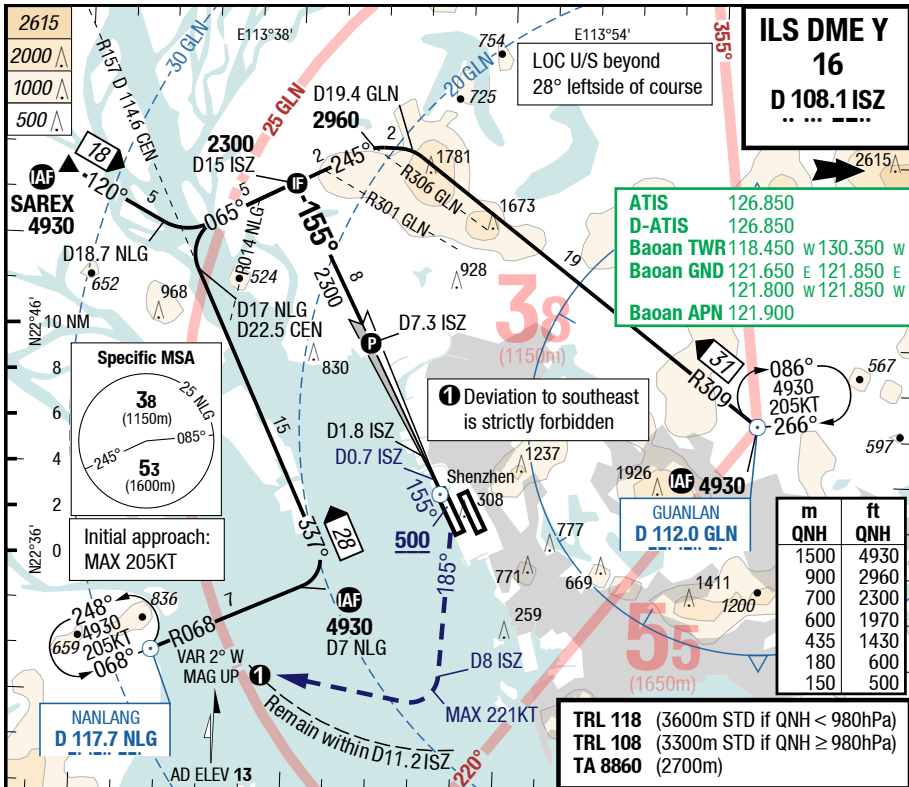
Changes: FREQ

29-DEC-2016

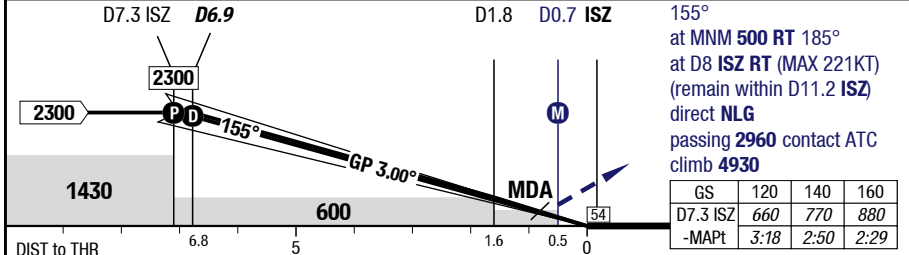
SZX-ZGSZ

7-40

ILS DME Y 16



LOC 3.11° D ISZ	6.9	5	4	3	2	1	
	2300	1660	1330	1000	670	340	



C	ft - m/km ft	200 - 550R/800V	300 - 900V	Circling W of RWY only
		220	320	
D	ft - m/km ft	200 - 550R/800V	300 - 1.2V	880 - 3.6V 890
		220	320	

Changes: FREQ

Effective 05-JAN-2017

29-DEC-2016

SZX-ZGSZ

China Shenzhen Baoan

ILS DME Y 33

7-50 ILS DME Z 33 RNAV

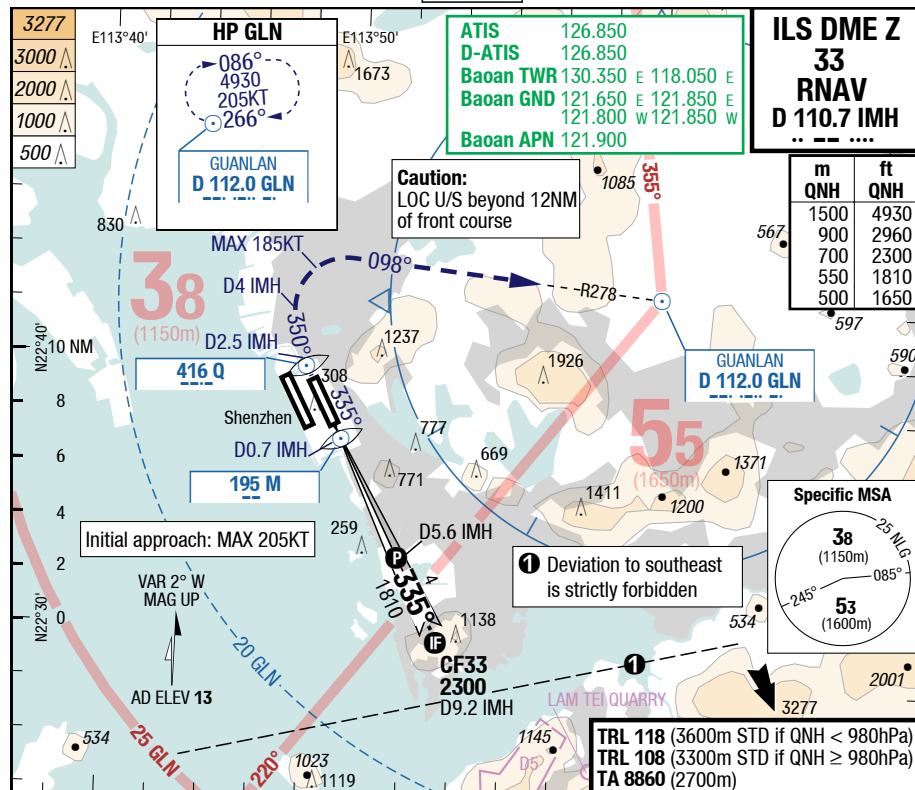
IAC

IAC

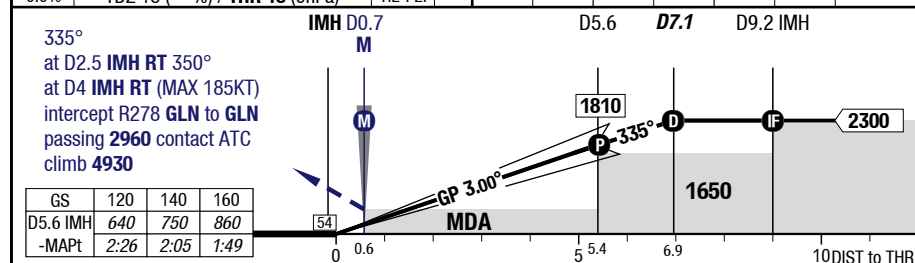
Baoan Shenzhen China

ILS DME Y 33

ILS DME Z 33 RNAV



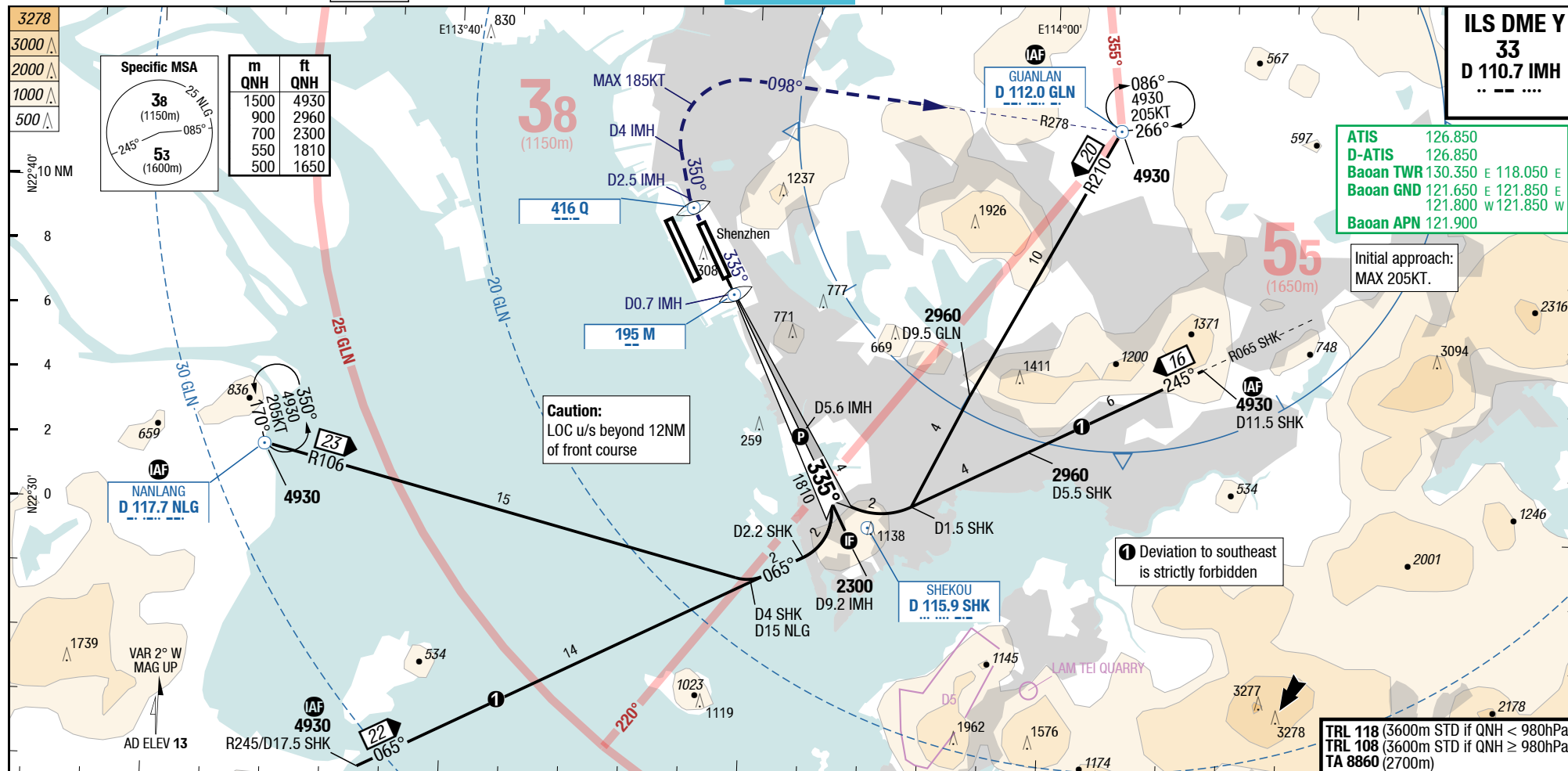
60 HL	45 x 3400	33	2	3	4	5	6	7.1	LOC 3.03°
30 HL	3.0°		660	980	1300	1620	1940	2300	D IMH
0.0%	TDZ 13 (---%) / THR 13 (0hPa)	HL-P2F							



<b>33</b>	<b>Cat 1 DME</b> GA 4.0%	<b>Cat 1 DME</b> GA 2.5% 1)	<b>LOC DME</b>		<b>Circling</b> W of RWY only
C	ft - m/km ft	200 - 550R/800V <b>220</b>	480 - 1.9V <b>490</b>	620 - 2.7V <b>630</b>	880 - 3.6V <b>890</b>
D	ft - m/km ft	200 - 550R/800V <b>220</b>	500 - 2.0V <b>510</b>	620 - 2.7V <b>630</b>	880 - 4.0V <b>890</b>

1) With EVS VIS 1.3km

Changes: FREQ



**ILS DME Y 33**  
D 110.7 IMH  
.. -- ..

ATIS 126.850  
D-ATIS 126.850  
Baoan TWR 130.350 E 118.050 E  
Baoan GND 121.650 E 121.850 E  
121.800 W 121.850 W  
Baoan APN 121.900

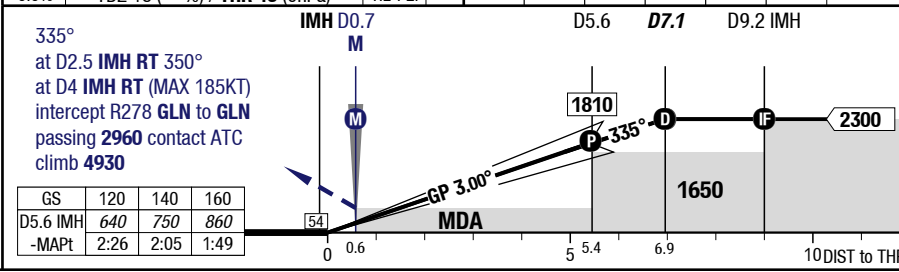
Initial approach:  
MAX 205KT.

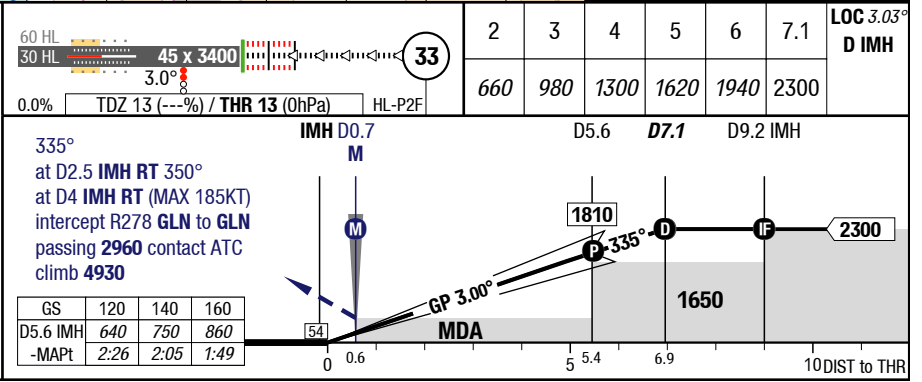
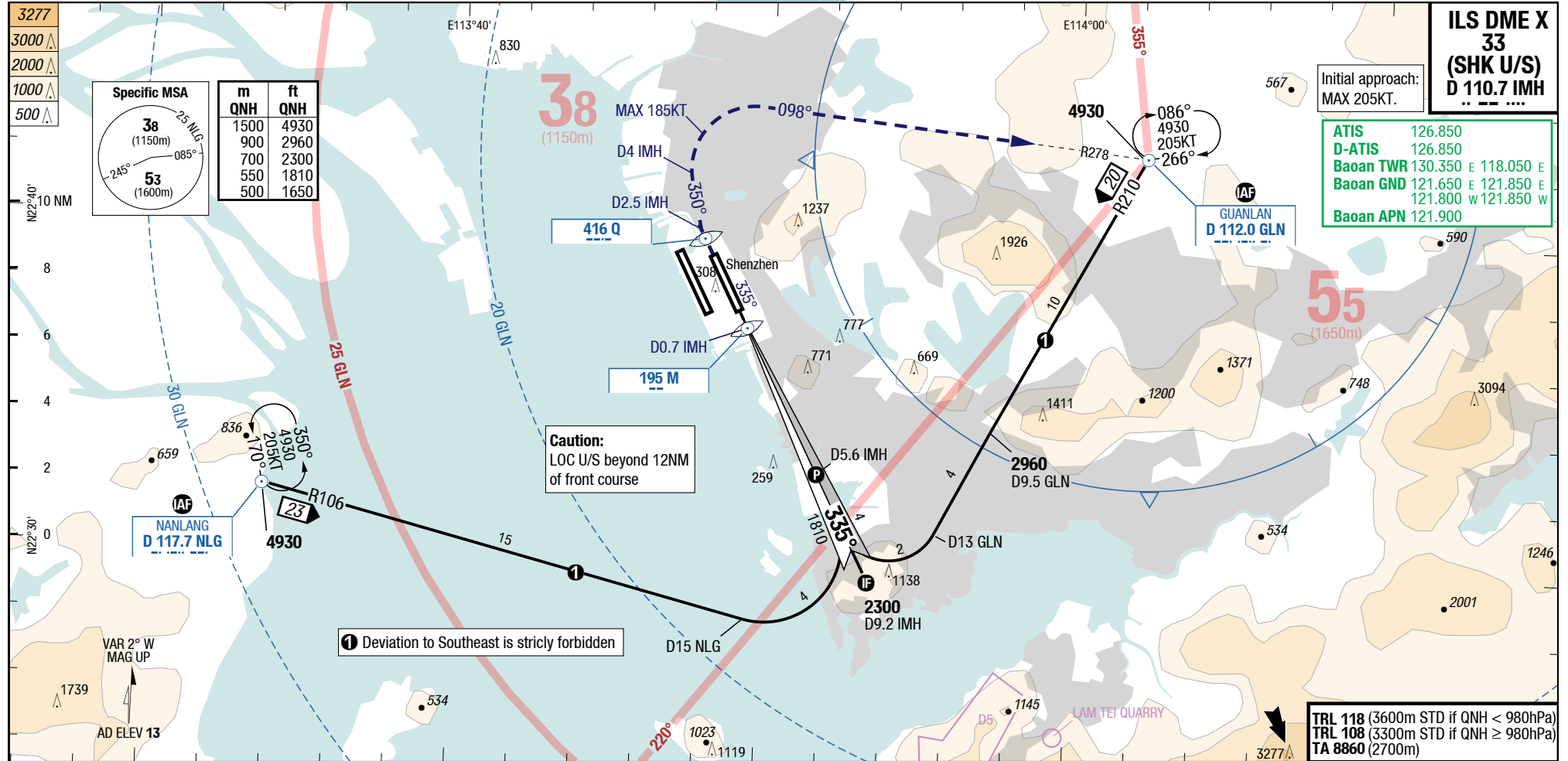
TRL 118 (3600m STD if QNH < 980hPa)  
TRL 108 (3600m STD if QNH ≥ 980hPa)  
TA 8860 (2700m)

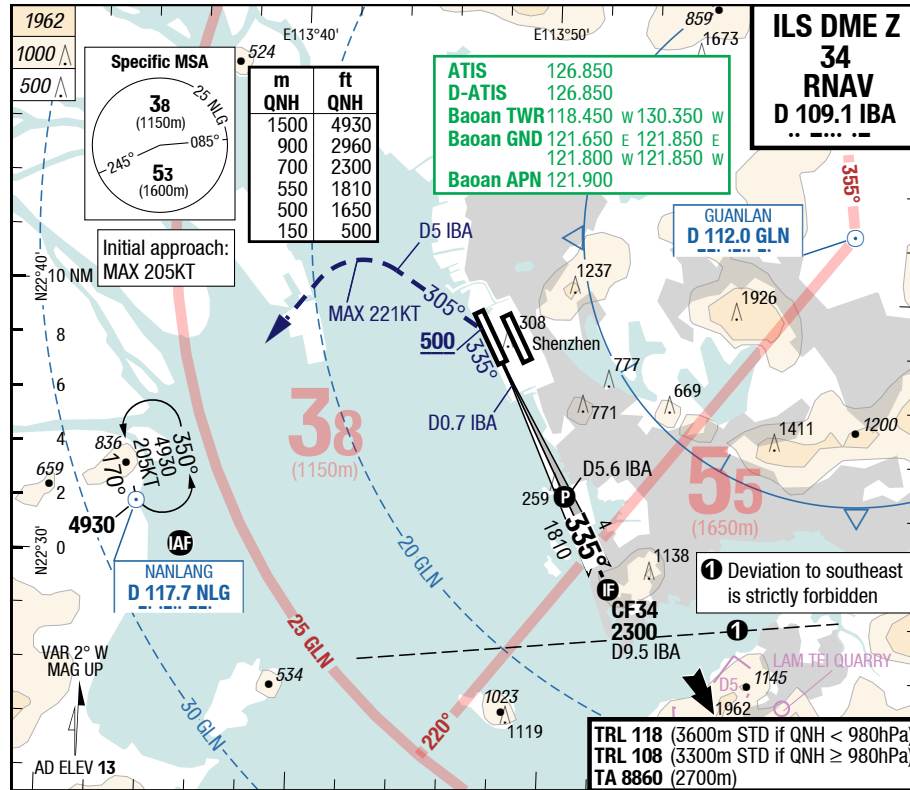
<b>33</b>	Cat 1 DME	Cat 1 DME	LOC DME			Circling	
	GA 4.0%	GA 2.5% 1)				W of RWY only	
	ft - m/km ft	200 - 550R/800V <b>220</b>	480 - 1.9V <b>490</b>	620 - 2.7V <b>630</b>			880 - 3.6V <b>890</b>
D	ft - m/km ft	200 - 550R/800V <b>220</b>	500 - 2.0V <b>510</b>	620 - 2.7V <b>630</b>			880 - 4.0V <b>890</b>

1) With EVS VIS 1.3km

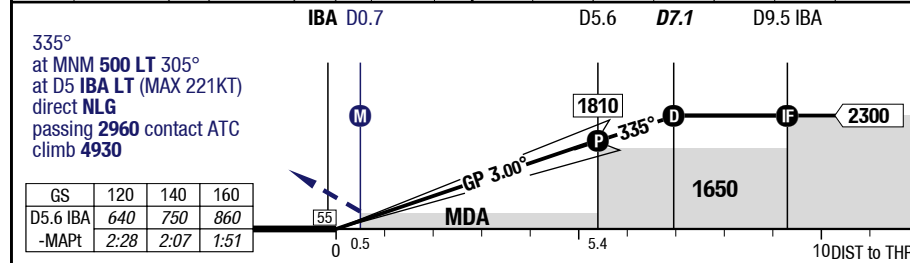
60 HL	45 x 3400	33	2	3	4	5	6	7.1	LOC 3.03°
30 HL			660	980	1300	1620	1940	2300	D IMH
0.0% TDZ 13 (---%) / THR 13 (OhPa)		HL-P2F							







60 HL	30 HL	60 x 3800	3.0°	2	3	4	5	6	7.1	LOC 3.03°
0.0%	TDZ 13 (---%)	THR 13 (0hPa)	HL-P1F	660	980	1300	1620	1940	2300	D IBA



<b>34</b>	Cat 1 DME	LOC DME								Circling W of RWY only
C	ft - m/km ft	200 - 550R/800V <b>220</b>	340 - 1.1V <b>350</b>							880 - 3.6V <b>890</b>
D	ft - m/km ft	200 - 550R/800V <b>220</b>	340 - 1.2V <b>350</b>							880 - 4.0V <b>890</b>

Effective 05-JAN-2017

29-DEC-2016

SZX-ZGSZ

7-90

China Shenzhen Baoan

ILS DME X 34 (SHK U/S)

ILS DME Y 34

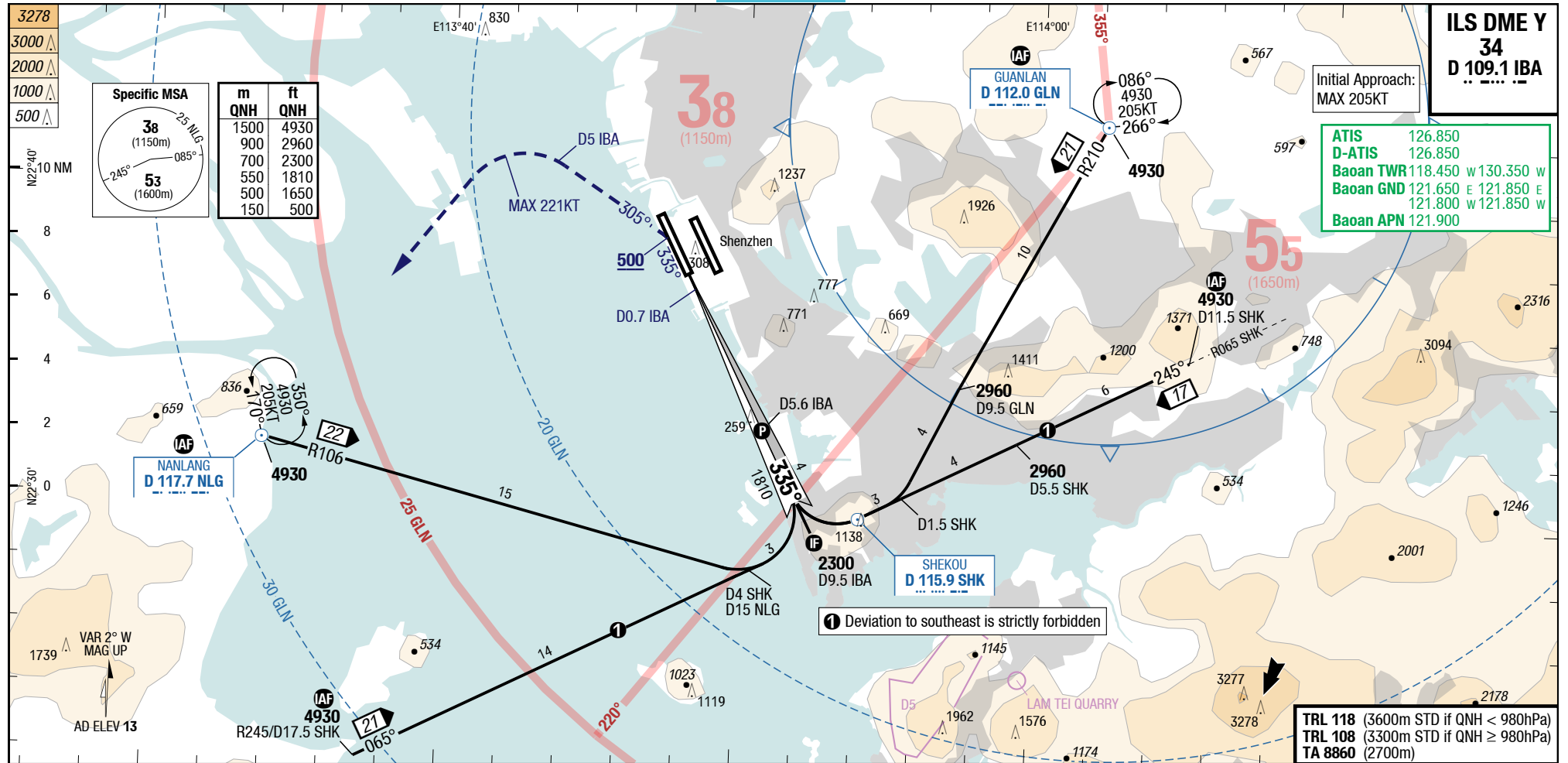
IAC

IAC

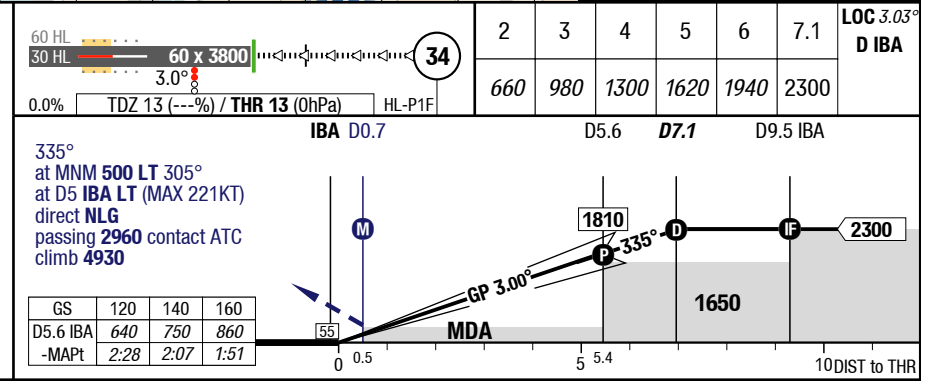
Baoan Shenzhen China

ILS DME X 34 (SHK U/S)

ILS DME Y 34



Cat	ft - m/km	200 - 550R/800V	220	340 - 1.1V	350	Circling W of RWY only
C	ft - m/km	200 - 550R/800V	220	340 - 1.1V	350	880 - 3.6V 890
D	ft - m/km	200 - 550R/800V	220	340 - 1.2V	350	880 - 4.0V 890

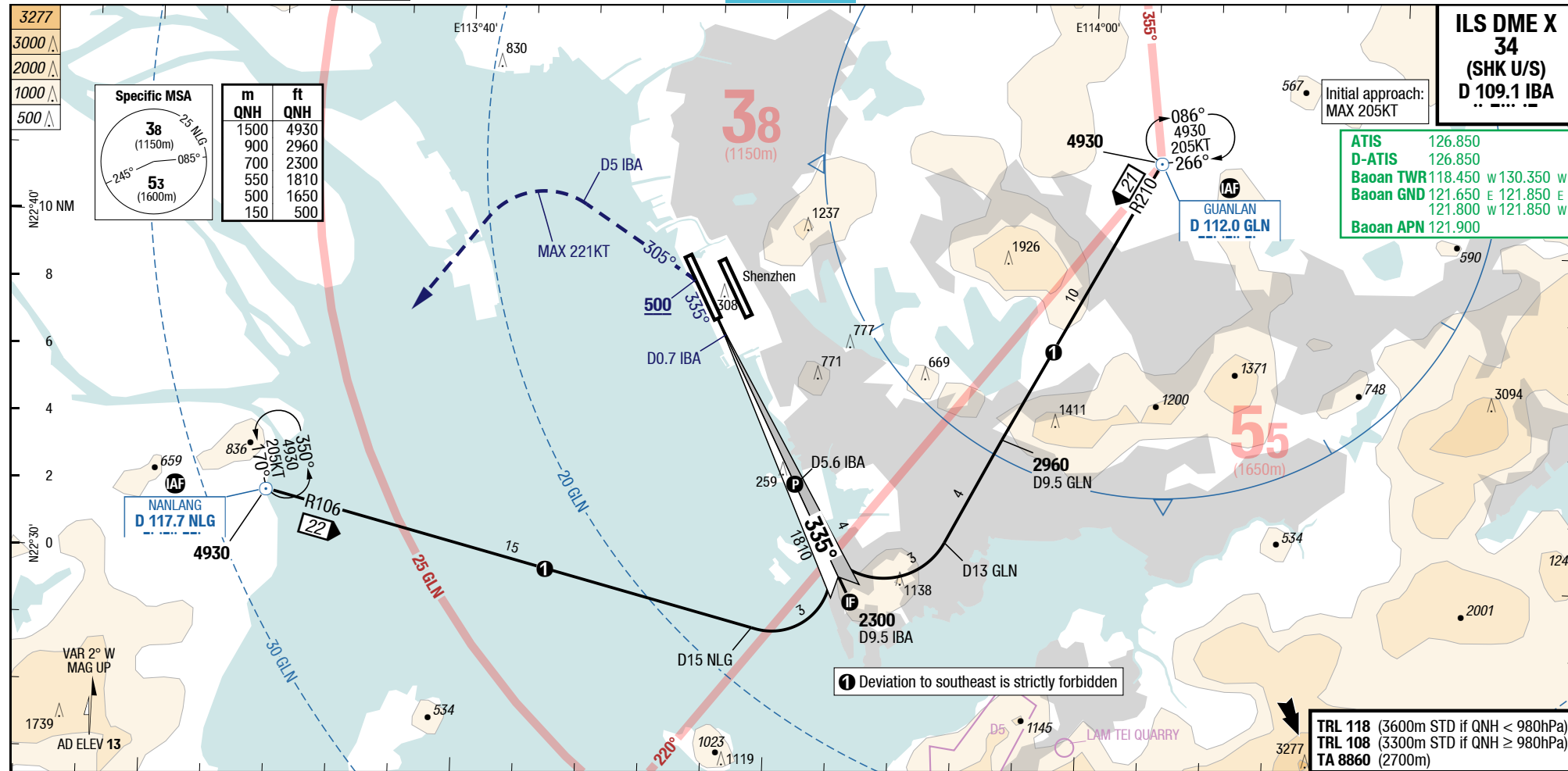


Changes: FREQ

LSY Standard (unitopww)

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**ILS DME X 34 (SHK U/S)**  
**D 109.1 IBA**

Initial approach:  
 MAX 205KT

ATIS 126.850  
 D-ATIS 126.850  
 Baoan TWR 118.450 W 130.350 W  
 Baoan GND 121.650 E 121.850 E  
 121.800 W 121.850 W  
 Baoan APN 121.900

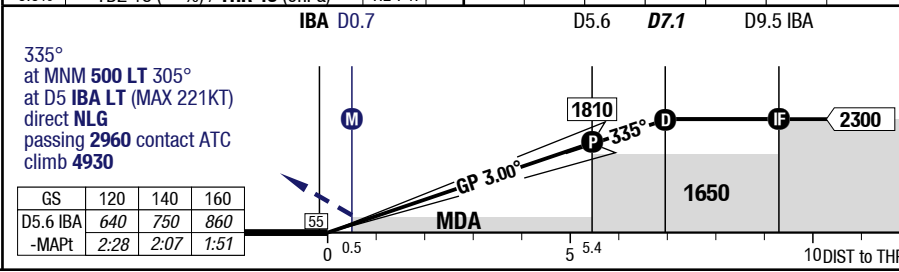
Specific MSA		
	m	ft
<b>38</b> (1150m)	1500	4930
	900	2960
	700	2300
<b>53</b> (1600m)	550	1810
	500	1650
	150	500

TRL 118 (3600m STD if QNH < 980hPa)  
 TRL 108 (3300m STD if QNH ≥ 980hPa)  
 TA 8860 (2700m)

① Deviation to southeast is strictly forbidden

<b>34</b>		Cat 1 DME	LOC DME				Circling W of RWY only
C	ft - m/km ft	200 - 550R/800V <b>220</b>	340 - 1.1V <b>350</b>				880 - 3.6V <b>890</b>
D	ft - m/km ft	200 - 550R/800V <b>220</b>	340 - 1.2V <b>350</b>				880 - 4.0V <b>890</b>

60 HL	30 HL	60 x 3800	34	2	3	4	5	6	7.1	LOC 3.03° D IBA
0.0%	TDZ 13 (---%) / THR 13 (OhPa)	HL-P1F		660	980	1300	1620	1940	2300	



Changes: FREQ