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General Information

Location: SHANGHAI CHN
ICAO/IATA: ZSSS / SHA
Lat/Long: N31° 11.80', E121° 20.10'
Elevation: 10 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 6.0° W

Fuel Types: Jet, 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: 2059 Z
Sunset: 1043 Z

Runway Information

Runway: 18L
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 328 ft

Runway: 18R
Length x Width: 10827 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 984 ft
Stopway: 492 ft

Runway: 36L
Length x Width: 10827 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 984 ft
Stopway: 492 ft

Runway: 36R
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 328 ft

Communication Information

ATIS: 131.450
ATIS: 132.250
Hongqiao Tower: 124.300 Secondary
Hongqiao Tower: 118.650
Hongqiao Tower: 118.250 Secondary
Hongqiao Tower: 118.100
Hongqiao Ground: 121.600
Hongqiao Ground: 121.575 Secondary
Hongqiao Ground: 121.900
Hongqiao Apron Ramp/Taxi: 121.550 Secondary
Hongqiao Apron Ramp/Taxi: 121.950
Hongqiao Apron Ramp/Taxi: 121.675
Hongqiao Clearance Delivery: 121.750
Hongqiao Clearance Delivery: 121.550 Secondary
Shanghai Approach: 119.750 Secondary
Shanghai Approach: 119.200 Secondary
Shanghai Approach: 127.750
Shanghai Approach: 128.050 Secondary
Shanghai Approach: 125.850
Shanghai Approach: 125.625
Shanghai Approach: 120.650 Secondary
Shanghai Approach: 120.825
Shanghai Approach: 121.100
Shanghai Approach: 121.375
Shanghai Approach: 123.800
Shanghai Approach: 124.050 Secondary
Shanghai Approach: 126.300
Shanghai Approach: 126.650
Shanghai Approach: 119.975
Shanghai Approach: 125.400
Shanghai Approach: 124.875 Secondary
Shanghai Approach: 120.300
Shanghai Approach: 119.075
Pujiang Operations: 130.750

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AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 132.25

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

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

1.3. NOISE ABATEMENT

1.3.1. NIGHT TIME RESTRICTION

Landing RWY 36L/18R forbidden 2400-0700LT except when alternate.

1.3.2. RUN-UP TESTS

GENERAL

The Aerodrome Operation Center (AOC) contact frequency is 130.75, call sign is PUJIANG.

Engine run-ups are subject to AOC permission.

During engine run-ups people and vehicle are forbidden to pass through engine danger area. Engine run-ups area must have clear markings. Before engine run-ups ACFT operator or agent shall report to AOC or Apron Control (additionally to TWR if on the RWY) and follow the instructions strictly.

Engine run-ups must stop immediately if there is any safety hazard. Specialized officer shall contact AOC and Apron Control (if on the RWY, ACFT operator or agent shall also report to TWR).

COOL RUNNING TESTS

All parking stands are available for cool running tests.

ENGINE IDLE TESTS

Available on parking stands 286 thru 290, 313 thru 327, 338 thru 342, 401thru416, 404C, 408C, 413E, 501, 502, 504, 506, 508, 510, 511, 514thru525, 601 thru 608. During idle tests ACFT on near-by stands are forbidden to taxi in or out. It is not allowed to pass through (for ACFT, vehicle and people) on TWY behind ACFT running up its engines.

ACFT on stands 101, 102, 109 thru 115, 120, 121, 126, 127, 212 thru 237, 216E, 220E, 238E, 240E, 246, 248, 250, 256, 257, 259E, 260 thru 285, 281E, 328 thru 337 and ACFT with engine on tail part shall be pushed back to holding point for engine idle test; ACFT parking on stands 310 thru 312 shall be pushed back along corresponding line to TWY L08, then towed to holding point AP01 for engine idle test.

FAST RUN-UPS

Available on apron 4, 273'/83m West of TWY D CL, between stands 402 thru 405. Engine run-up stand on apron 4 can only be used while TWY L11 between stands 401 and 407 is not in use. Only B747-8 or an ACFT with wingspan less than 213.2'/65m can carry out run-ups on run-ups stand with nose to South. Stands 401 thru 406 and 404C must be vacated before run-ups by 747-8 take place on apron4.

If weather or stand situation does not permit fast engine run-ups, they could be carried out on RWY. They must be implemented between finishing the last flight and 1 hour before the first flight on next day.

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AIRPORT BRIEFING

1. GENERAL

1.3.3. AUXILIARY POWER UNITS (APU)

All ACFT parking on boarding bridge stands shall turn off APU and use bridge equipment (400Hz) and special air conditioning.

Following exceptions exist:

- Bridge equipment is unavailable.
- ACFT needs APU to start engine.
- APU is under maintenance.
- Exceptional circumstances influencing operation safety, such as extreme weather, special plane support or insufficient flight transition time.
- The temperature of cabin exceed 26°C after using bridge equipment.
- Frequency solid power supply of bridge equipment cannot meet the demand of special types of ACFT.

If pilots require to use APU, contact: Equipment Support Management Center of Shanghai Hongqiao International Airport (TEL: 86-21-22381500) and apply for permission.

1.4. HUD SPECIAL CAT I/II OPERATION

1.4.1. PREPARATION OF HUD SPECIAL CAT I OPERATION

When RVR descend to 800m and will be lower than 550m within 30 minutes, or ceiling (or vertical visibility) descend to 80m and will be lower than 60m within 30 minutes, HUD Special CAT I operation is commencing.

1.4.2. IMPLEMENTATION OF HUD SPECIAL CAT I/II OPERATION

When RVR is greater or equal 450m and less than 550m, or ceiling (or vertical visibility) is greater or equal 45m and less than 60m, HUD Special CAT I operation is issued by TWR.

When RVR is greater or equal 350m and less than 450m, or ceiling (or vertical visibility) is greater or equal 30m and less than 45m, and RWY 36R is available, HUD Special CAT II operation is issued by TWR.

1.4.3. TERMINATION OF HUD SPECIAL CAT I/II OPERATION

When RVR is greater than 550m, or ceiling (or vertical visibility) is greater than 60m and forecast a stable better trend, HUD Special CAT I/II operation is terminated by TWR.

1.4.4. TAXI INSTRUCTIONS

When HUD operation is implementing, flight crew shall strictly follow ATC instruction to taxi and contact ATC prior to use HUD low visibility taxiing route.

For LVP taxi routings refer to 10-9 charts.

1.5. RWY OPERATIONS

1.5.1. 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 may instruct ACFT downwind take-off or downwind landing for short time. Pilot shall inform controller if he decides not to take off or land on downwind RWY allocated according to ACFT performance or operation handbook.

In order to prevent ACFT landing on the wrong RWY, pilots shall identify the RWY in use via ATIS. During approach, pilots shall carefully check the landing RWY number instructed by ATC. It is suggested to use SFL as an important visual reference.

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AIRPORT BRIEFING

1. GENERAL

1.5.2. PROTECTION PROCEDURES FOR ILS SENSITIVE AREA

When the protection procedures are implemented, the pilot shall follow the ATC instructions and hold at the holding position pattern B.

In order to accelerate the traffic flows, the protection procedures need not to be implemented if the weather condition meets the operational standard for RWY18L/36R. In this condition, the departure ACFT shall hold short of RWY and the landing ACFT shall adopt LOC (GS out) approach procedures (which does not mean the GP fails) or visual approach.

1.5.3. USE OF RWY STATUS LIGHTS (RWSL)

There are just two states of Take-off Hold Lights (THLs) and RWY Entrance Lights (RELs): 'red lights on' or 'lights off'.

It's necessary to get ATC clearance before taking off, entering or crossing RWY. RWSL are used to verify ATC clearance, but not used to replace it.

When the ACFT is going to take off by ATC clearance, if THLs are still red, the flight crew shall verify with ATC immediately. Before moving across RWY holding position by ATC clearance of entering/crossing RWY, if RELs are still red, the flight crew shall verify with ATC immediately.

If flight crews see red THLs in taking off, or see red RELs during entering/crossing RWY, they shall operate according to their best judgment, and contact ATC as soon as possible.

1.6. TAXI PROCEDURES

1.6.1. GENERAL

TWYs D, L01, L16, M1 thru M6 and Y1 thru Y3 restricted to ACFT with wingspan MAX 224.4'/68.4m.

TWYs L10, L11, L15 and L17 thru L19 restricted ACFT with wingspan less than 213.2'/65m.

TWYs BN, BS, L12 thru L14, L20, N and S wingspan restricted to less than 118'/36m.

TWY L08 wingspan restricted to less than 102'/31m.

TWY L09 wingspan restricted to less than 79'/24m.

TWYs BN, BS, N, S available for ACFT with height MAX 43'/13m only (vertical tail included).

Two or more ACFT forbidden to operate simultaneously in following hot spot, or in the hot spot and adjacent parking stand:

- HS05;
- HS05 and parking stand 215;
- HS05 and parking stand 229;
- HS06;
- HS06 and parking stand 237;
- HS06 and parking stand 260;
- HS07;
- HS07 and parking stand 268;
- HS07 and parking stand 282.

Two or more ACFT forbidden to operate simultaneously on each of TWYs Y1 thru Y3, M1 thru M6 and L15 thru L17.

When taxi on ground, if the engine blast may cause damage to ground staff or structures, ACFT shall turn off engine, ask for towing tractor.

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AIRPORT BRIEFING

1. GENERAL

1.6.2. RWY CROSSING

TWYs H1, H4 and H7 used for crossing RWY 18L/36R.

TWYs H1 thru H7 used for crossing RWY 18R/36L.

Cross the RWY immediately upon receiving the crossing clearance.

Repeat all ATC instructions concerning "hold short of RWY or cross the RWY".

Any questions shall be clarified before crossing RWY.

When crossing is completed, report to controller "RWY vacated".

1.6.3. USING LIMIT FOR ROUTE-NORTH/SOUTH

1.6.3.1. CONSTITUTION OF ROUTE-NORTH/SOUTH

Pay attention to ACFTs on TWY N, BN, S, BS when using RWY18R/36L for departure, because they may affect the judgment about take-off. In order to eliminate those ill effects, some visual shelter with Red/White diagonal stripe has been set 1273'/388m outside RWY END on each side extended RCL 18R/36L.

Four compulsory holding points have been set: HP1, HP2, HP3, HP4. The flight crew must stop and wait for ATC instruction when reached these points.

1.6.3.2. ROUTE-NORTH/SOUTH OPERATION

ROUTE-NORTH/SOUTH is normally used for arrival ACFT parking on West apron.

ACFT with wingspan less than 118'/36m is available to use ROUTE-NORTH/SOUTH. ACFT with wingspan between 118'/36m and below 213'/65m is limited to use ROUTE-NORTH/SOUTH. ACFT with wingspan 213'/65m or more is forbidden to use ROUTE-NORTH/SOUTH.

ACFT with wingspan less than 118'/36m normally taxi via ROUTE-NORTH/SOUTH.

ACFT with wingspan 118'/36m or more mainly cross RWY 18R/36L via TWY H2 (or H6).

1.6.3.3. ROUTE-NORTH/SOUTH OPERATIONAL HOURS

Normally H24.

When all departure flight finish take-off at night, RWY crossing mode can be implemented.

When ROUTE-NORTH/SOUTH cannot be used due to TWY surface or some special reasons, RWY crossing mode shall be implemented.

During low visibility operation, RWY crossing mode is implemented.

1.6.3.4. NOTICE FOR ROUTE-NORTH/SOUTH

Pilot using TWY B shall pay attention and keep safety separation with ACFT holding short of RWY on TWY H1 thru H7.

Arrival ACFT shall strictly follow ATC instruction to cross RWY. If missed the intersection of TWY B and TWY H2 (or H6), the ACFT must nose to North (or South), stop before entering the intersection of TWY B and TWY H1 (or H7) and wait for ATC instruction.

ROUTE-NORTH/SOUTH shall only use for one-way. No-entry light and marking are set at the connection part of TWY D and ROUTE-NORTH/SOUTH. Pilot shall pay attention and avoid entering by mistake.

According to RWY in use, no-entry light is set near DER at the connection part of TWY B and ROUTE-NORTH/SOUTH. Departure ACFT taxiing to TWY H1 (or H7) shall pay attention and avoid entering by mistake.

1.6.3.5. LIMITATION AND CONTINGENCY PLAN FOR ROUTE-NORTH/SOUTH

If the ACFT with wingspan more than 118'/36m and below 171'/52m gets in ROUTE-NORTH/SOUTH, stop using RWY 18R/36L for take-off immediately and follow ATC instruction to continue taxiing.

If the ACFT with wingspan more than 171'/52m and below 213'/65m gets in ROUTE-NORTH/SOUTH, stop using RWY 18R/36L for take-off immediately. The stray ACFT shall taxi not exceeding 10.8 KT on its own or guided by Follow-me vehicle to TWY D, then follow ATC instruction to taxi into stand on its own.

If the ACFT with wingspan more than 213'/65m gets in ROUTE-NORTH/SOUTH, stop using RWY 18R/36L for take-off immediately and the ACFT shall shut down engine and wait for towing tractor, after towing back to TWY B, start-up to taxi.

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1. GENERAL

1.7. PARKING INFORMATION

Visual docking guidance system available for stands 101, 102, 109 thru 115, 120, 121, 126, 127, 221 thru 237, 238E, 240E, 246, 248, 250, 256, 257, 259E and 260thru275.

ACFT shall be guided by Follow-me to taxi into parking stands on apron 2, except parking stands 232 thru 235, 262 thru 265 and 286 thru 290.

Simultaneous operations of two ACFT at adjacent stands are forbidden, including simultaneous entry, simultaneous push-out and one in and one out at the same time.

All stands are taxi in/push-back.

On stands TP01 and TP02 parking nose to North and TP03 thru TP08 parking nose to South.

Entry/exit of stand 232 forbidden while ACFT parking nose to South on TWY L12.

Entry/exit of stand 235 forbidden while ACFT parking nose to North on TWY L12.

Entry/exit of stand 262 forbidden while ACFT parking nose to South on TWY L13.

Entry/exit of stand 265 forbidden while ACFT parking nose to North on TWY L13.

1.8. FUEL DUMPING AREA

For fuel dumping area refer to chart 10-3Z.

1.9. OTHER INFORMATION

1.9.1. GENERAL

Birds.

RWYs 18L and 18R right-hand circuit.

Turns of more than 90° on RWY or TWY are forbidden.

1.9.2. IFR FLIGHT PROCEDURES

Follow ATC instructions when the instructions have a conflict with the height limits in the charts.

RNAV-1 flight procedures are primary procedures (only horizontal guidance available). Traditional procedures are secondary procedures.

1.9.3. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

Within 10NM from RWY end, if there is no wake turbulence separation required between ACFT, and ACFT is able to vacate the RWY within 50 seconds after touchdown, the minimum radar separation is reduced to 5km (except for wet or contaminated RWY).

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AIRPORT BRIEFING

2. ARRIVAL

2.1. GENERAL

RNAV flight procedures are primary procedures, pilot shall execute these procedures without special reasons.

2.2. COMMUNICATION FAILURE PROCEDURE

2.2.1. WHEN TRANSMITTER IS AVAILABLE

ATC shall inform operator to contact ACFT (e.g. by satellite phone).

2.2.2. WHEN AD IS NOT AVAILABLE

When AD is not available for landing, pilot can decide to return or alternate.

2.2.3. WITH ARRIVAL INSTRUCTIONS RECEIVED

Follow and descend in procedure, land on RWY according ATIS last received.

2.2.4. WITHOUT ARRIVAL INSTRUCTIONS RECEIVED

Follow flight plan route to fix in use, hold at fix until last received EAT as close as possible, descend and follow IAP, choose RWY according ATIS last received.

2.3. HUD SPECIAL CAT I/II OPERATION

CAT I operation and HUD Special CAT I operation is available for RWY 18L/36R and RWY 18R/36L. HUD Special CAT II is available for RWY 36R.

ACFT using HUD Special CAT I/II operation procedure shall report to ATC at first.

2.4. RWY OPERATIONS

2.4.1. GENERAL

RWY 18L/36R mainly used for arrival, and could be used for departure by ATC clearance.

It is forbidden for landing ACFT to vacate RWY via TWY H3, H4 or H5.

ACFT shall vacate RWY rapidly using appropriate rapid exit TWY by ATC, and report to TWR immediately after vacating RWY.

ACFT shall fully vacate RWY within 50 seconds after touchdown via first or second rapid exit TWY. If flight crew can't fulfill above requirements and need to vacate RWY via the last rapid exit TWY or further TWY, pilot shall inform TWR on first contact. TWR will instruct ACFT to continue approach, land, discontinue approach or go around according to air and ground traffic conditions (except for wet or contaminated RWY).

2.4.2. ILS OPERATIONS MODE

When ACFT landing at:

RWY 18L: RWYs 18L and 36L are available for CAT I/II operation, RWYs 18R and 36R are unavailable.

RWY 18R: RWYs 18R and 36R are available for CAT I/II operation, RWYs 18L and 36L are unavailable.

RWY 36L: RWYs 18L and 36L are available for CAT I/II operation, RWYs 18R and 36R are unavailable.

RWY 36R: RWYs 18R and 36R are available for CAT I/II operation, RWYs 18L and 36L are unavailable. RWYs 18R and 36R are available for HUD II operation, RWYs 18L and 36L are unavailable.

2.5. TAXI PROCEDURES

ACFT shall contact Apron Control for further taxiing clearance before entering apron.

Arriving ACFT shall stop on TWYs before turning into parking stand lead-in lines, then observe and keep slow speed to taxi into parking stand.

Arriving ACFT shall stop at AH01 thru AH03 before taxiing into HS05 thru HS07, then observe and keep slow speed to taxi into parking stand.

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3. ARRIVAL

2.6. PARKING INFORMATION

Stand distribution for arriving ACFT is arranged by AOC.

2.7. OTHER INFORMATION

The latest time to issue landing clearance can be before ACFT flying over RWY THR. The pilot shall hear the instructions clearly.

3. DEPARTURE

3.1. DE-ICING

3.1.1. DE-ICING ON THE WEST APRONS

When the RWYs operate from South to North, de-icing stands 1 thru 4 can be used. When de-icing stands 3 and 4 in use:

- Parking stands 601 thru 603, 604A, 604B, 605 thru 608 are forbidden to use;
- ACFTs are forbidden to enter or exit from China Eastern Airlines hangar of apron Nr.6;
- TWY L14 (South of stand 601) is forbidden to use.

De-icing stands 1, 2, or 4 can be used independently. When de-icing finished, the ACFT on de-icing stand 3 can only taxi out without any ACFT on de-icing stand 1. The ACFT of de-icing stand 1 can taxi out via TWY D and then TWY H7. The ACFT of de-icing stand 2 can taxi out via TWY D and then TWY H6. The ACFT of de-icing stand 3 can taxi out along the de-icing taxiing guidance line (blue) and then by TWY H7. The ACFT of de-icing stand 4 can taxi out along the de-icing taxiing guidance line(blue) and then by TWY H6 or H7.

When the RWYs operate from North to South, de-icing stands 5 and 6 can be used, independently. The ACFT of de-icing stand 5 can taxi out via TWY D and then TWYH1. The ACFT of de-icing stand 6 can taxi out via TWY D and then TWY H2.

3.1.2. DE-ICING ON THE EAST APRONS

When the RWYs operate from South to North, de-icing stand 7 can be used. The ACFT can taxi along TWY L01 to the stop line of de-icing stand 7, nose South. As finished, taxi out via TWY L01 and then TWY H7.

When the RWYs operate from North to South, de-icing stand 8 can be used. The ACFT can taxi along TWY L01 to the stop line of de-icing stand 8, nose North. As finished, taxi out via TWY L01 and then TWY K1.

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

3.2.1. GENERAL

Procedure in Apron Control areas

- Departing ACFT shall contact Delivery for clearance before push-back. ACFT shall not ask for clearance earlier than 10 minutes before start-up.
- Aircrew not required to read back the content of DCL after receiving DCL service.
- ACFT shall contact Apron Control for push-back and start-up after getting delivery clearance and issuing the frequency of next control unit.
- Departing ACFT shall report parking stand to Apron Control on first contact.
- ACFT shall begin push-back and run-up within 3 minutes after receiving clearance, otherwise clearance is cancelled automatically and ACFT should apply for clearance again.
- ACFT shall contact Apron Control for taxiing clearance after start-up and execute according to instructions.

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AIRPORT BRIEFING

3. DEPARTURE

ACFT on stands 232 thru 235 shall be pushed back to holding point on TWY L12, then start-up and taxi to TWY D.

ACFT on stands 262 thru 265 shall be pushed back to holding point on TWY L13, then start-up and taxi to TWY D.

ACFT on stands 286 thru 290 shall be pushed back to holding point on TWY L14, then start-up and taxi to TWY D.

ACFT on stands 310 thru 312 shall be pushed back along the corresponding line to TWY L08, then tow to holding point AP01 and start up.

ACFT on stands 524 and 525 shall be pushed back to holding point on TWY L01.

Nose Direction of ACFT

Nose direction of ACFT on stands 310 thru 342 as follows.

Stands	Push-back with nose to
313, 314	North
310 thru 312	South
315, 339 thru 341	North or South
316 thru 320, 323 thru 337	East or West
321, 322, 338	East or North
342	South or East

ACFT on stands 401 thru 416, 404C, 408C and 413E with wingspan less than 213'/65m shall be pushed back to holding point on TWY L11.

ACFT on stand 411 with wingspan of 213'/65m and more shall be pushed back to TWY D directly.

ACFT on stands 601 thru 603, 604A, 604B and 605 thru 608 with wingspan less than 118'/36m shall be pushed back to holding point on TWY L14 then start-up and enter TWY D with nose direction by ATC.

ACFT on stands 602, 603, 605 and 606 with wingspan more than 118'/36m shall be pushed to TWY D directly, with nose direction by ATC.

ACFT on stands 604B and 605 thru 608 are forbidden to push-back while towing ACFT taxi in/out hangar of China Eastern Airlines on apron 6.

ACFT on stands 604A are forbidden to push-back nose to North while towing ACFT taxi in/out hangar of China Eastern Airlines on apron 6.

3.2.2. END OF PUSH POINTS

End of push points to be used for parking stands.

Stands	End of push points
212 thru 216	Tangency point between push-back lines and TWY M1
216E, 217 thru 221, 220E	EOP01
222 thru 227	EOP02
228 thru 231	Tangency point between push-back lines and TWY M2
236, 237, 238E	Tangency point between push-back lines and TWY M3
240E, 246, 248	EOP03
250, 256, 257	EOP04
259E, 260, 261	Tangency point between push-back lines and TWY M4
266 thru 270	Tangency point between push-back lines and TWY M5
271 thru 275	EOP05
276 thru 280, 281E	EOP06
281 thru 285	Tangency point between push-back lines and TWY M6

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AIRPORT BRIEFING

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

Hongqiao APT adopts NADP1 to reduce noise in the area near DER.
The derated take-off is strongly recommended if ACFT performance permits.

3.3.1. TAKE-OFF

Upon condition of complying with the requirements of flight safety, the following noise abatement climb procedures shall be implemented:

The derated take-off is strongly recommended, if take-off performance of ACFT permits.

At 450m (1500') - adjust engine power/thrust to climb power/thrust;
- climb at $V_2 + 20\text{km/h}$ (10 KT) with flaps/slats in take-off configuration;

At 910m (3000') - accelerate to en-route climb speed and retract flaps/slats on schedule while maintaining a positive rate of climb.

If the procedures can not be implemented due to any reason other than ATC, inform ATC with a reasonable explanation before take-off (except for special flights such as calibration flights).

3.4. COMMUNICATION FAILURE PROCEDURES

3.4.1. GENERAL

Follow last Departure instruction.

3.4.2. WHEN DECIDING TO RETURN

Follow SID to its end, choose STAR and RWY and join STAR from its start.

3.4.3. RECOMMENDED START OF STAR

SIDs to	Start of STAR (recommended)
PIKAS and SASAN	SASAN
ADBAS, AND, HSN and NXD	AND
MIGOL, LAMEN and SURAK	DUMET
IBEGI	MATNU

3.4.4. FUEL DUMPING

If unable to continue departure procedure, and deciding to use Fuel Dumping Area, after fuel dumping crew can choose way to approach and land.

3.5. HUD SPECIAL CAT I/II OPERATION

RVR 200m departure procedure is available for RWY 18L/36R and RWY 18R/36L.

When HUD Special CAT II operation is implementing, ACFT from East apron using RWY 18L/36R for take-off shall hold at TWY A holding position and enter RWY after getting TWR clearance.

3.6. RWY OPERATIONS

RWY 18R/36L mainly used for departure RWY 18L/36R could be used for departure by ATC clearance.

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

3.7. OTHER INFORMATION

Pay attention to ACFT on TWY BN, BS, N, S when using RWY 18R/36L for departure.

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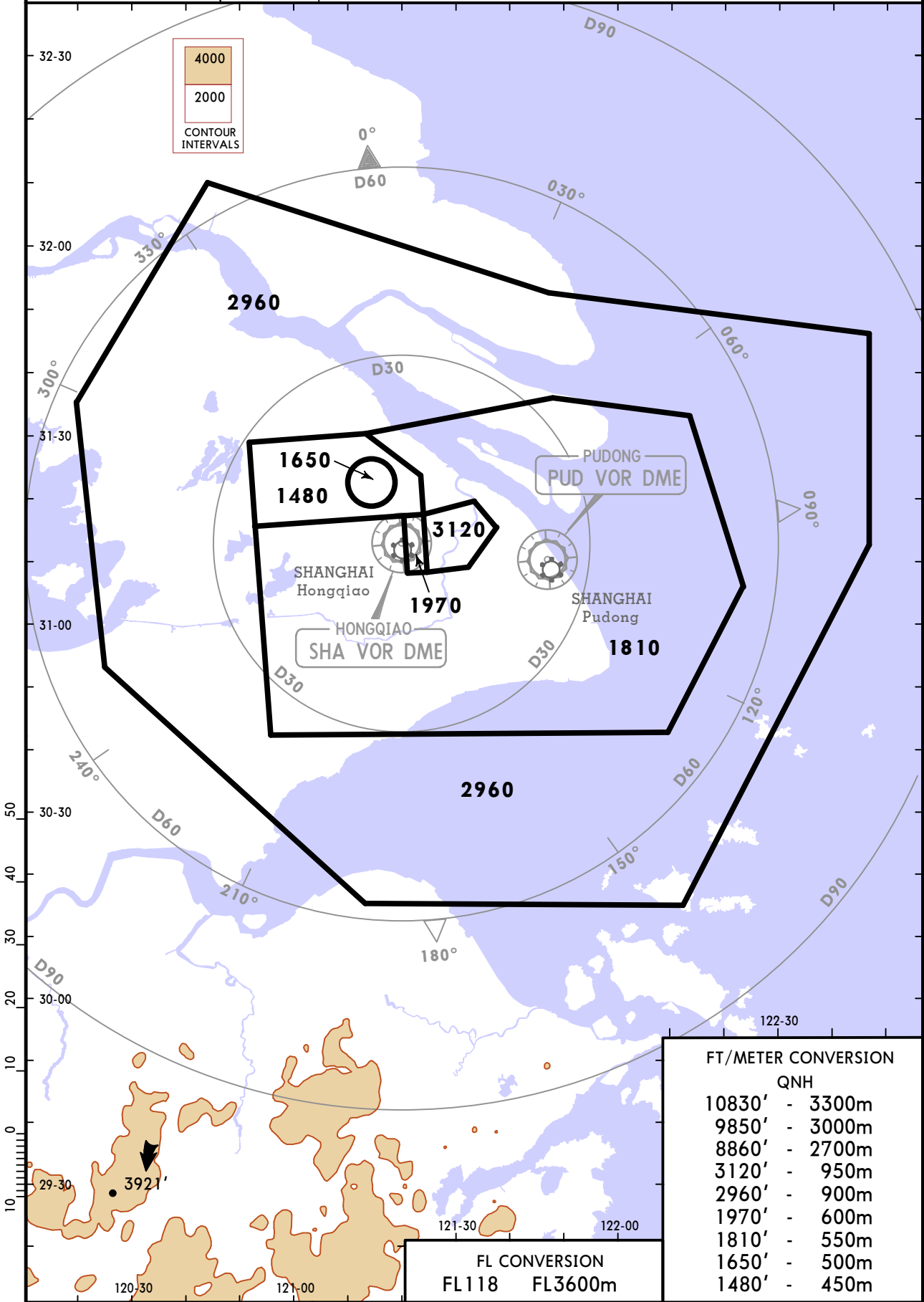
 **JEPPESSEN**
30 MAR 18 **(10-1R)**

SHANGHAI, CHINA
RADAR MINIMUM ALTITUDES

SHANGHAI Approach (R)
120.3 125.4

Apt Elev
10'

Alt Set: hPa
Trans level: FL118
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while
under RADAR control.

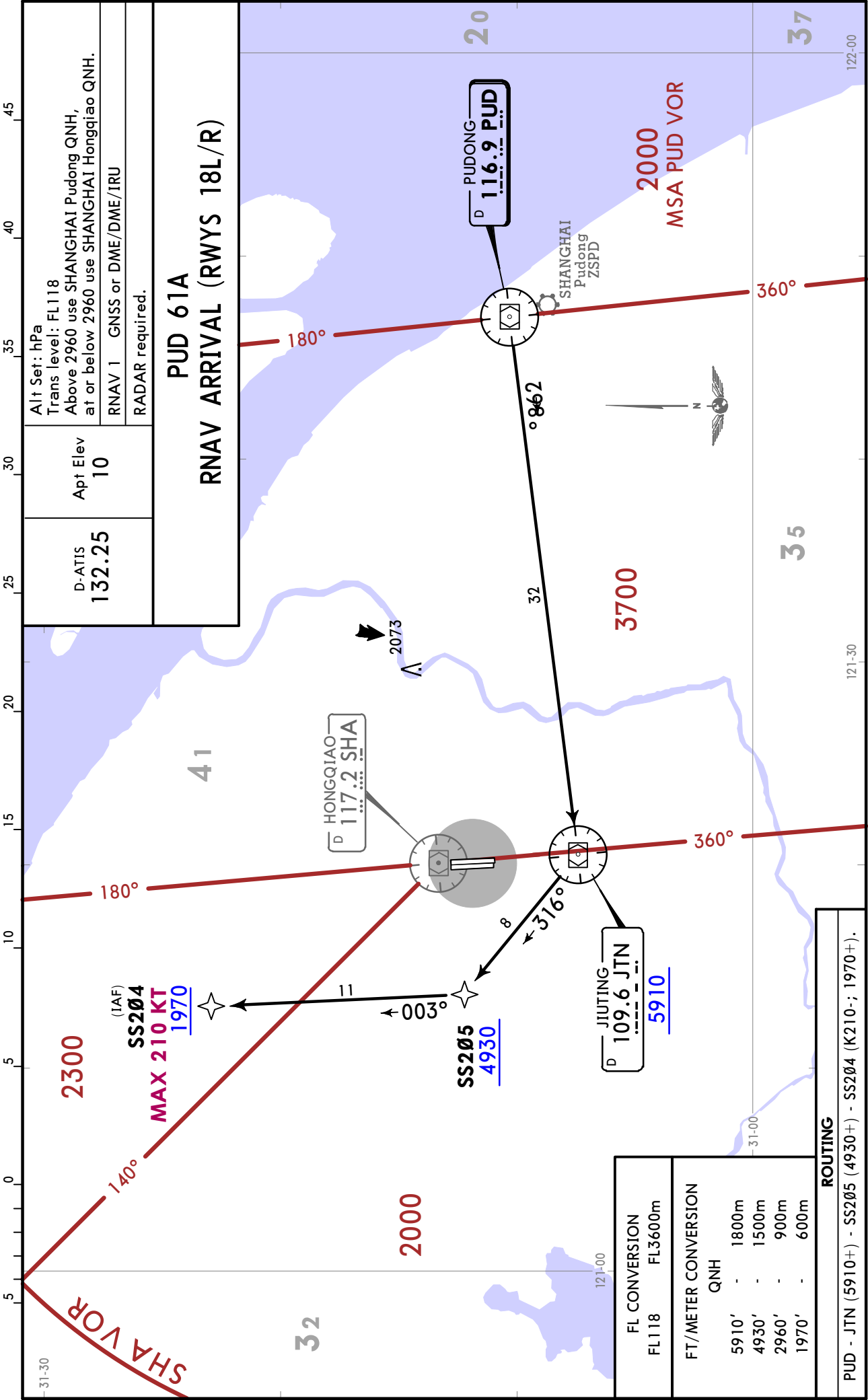


ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA

30 AUG 24 10-2 Eff 4 Sep 1600Z

RNAV STAR

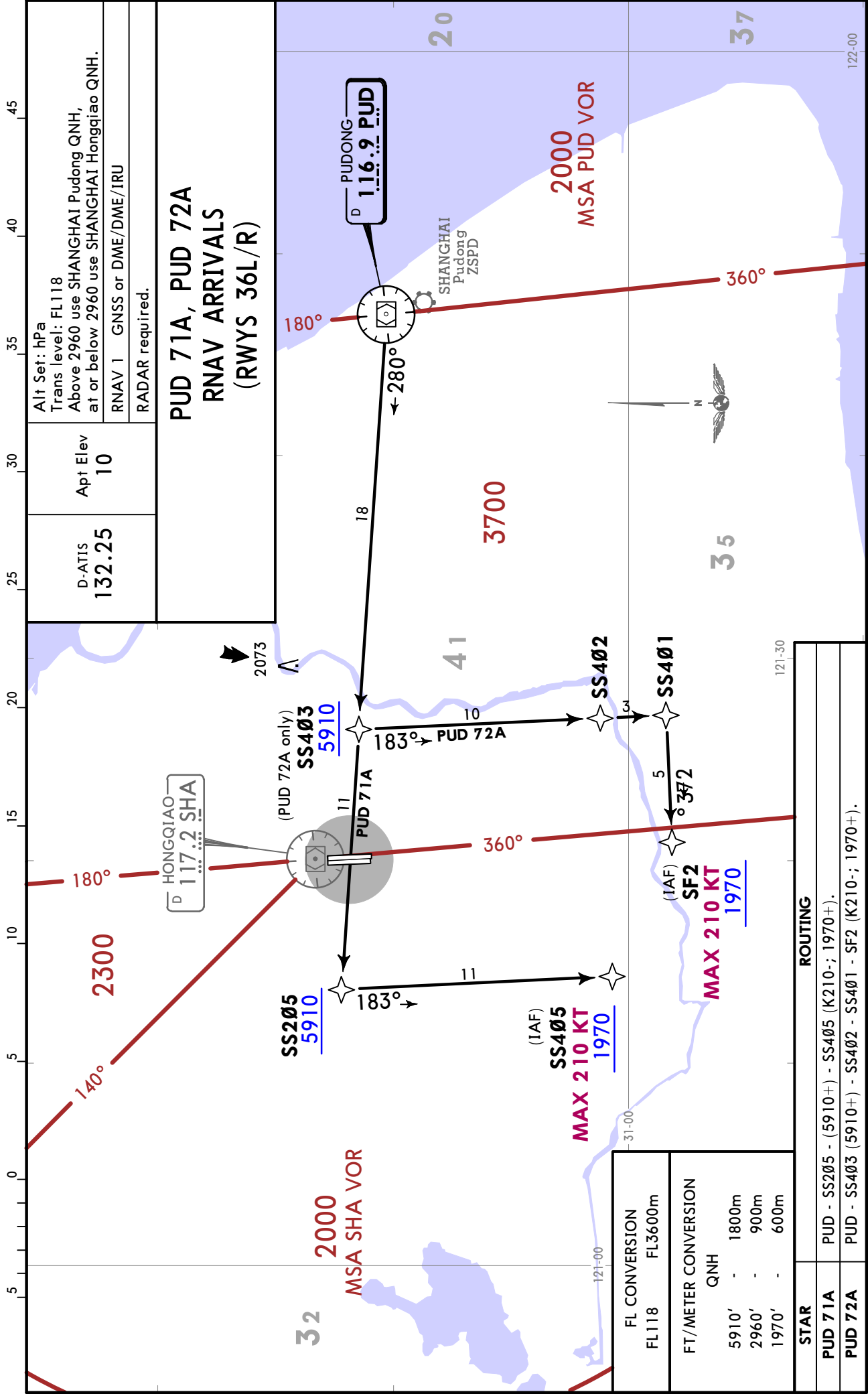


ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA

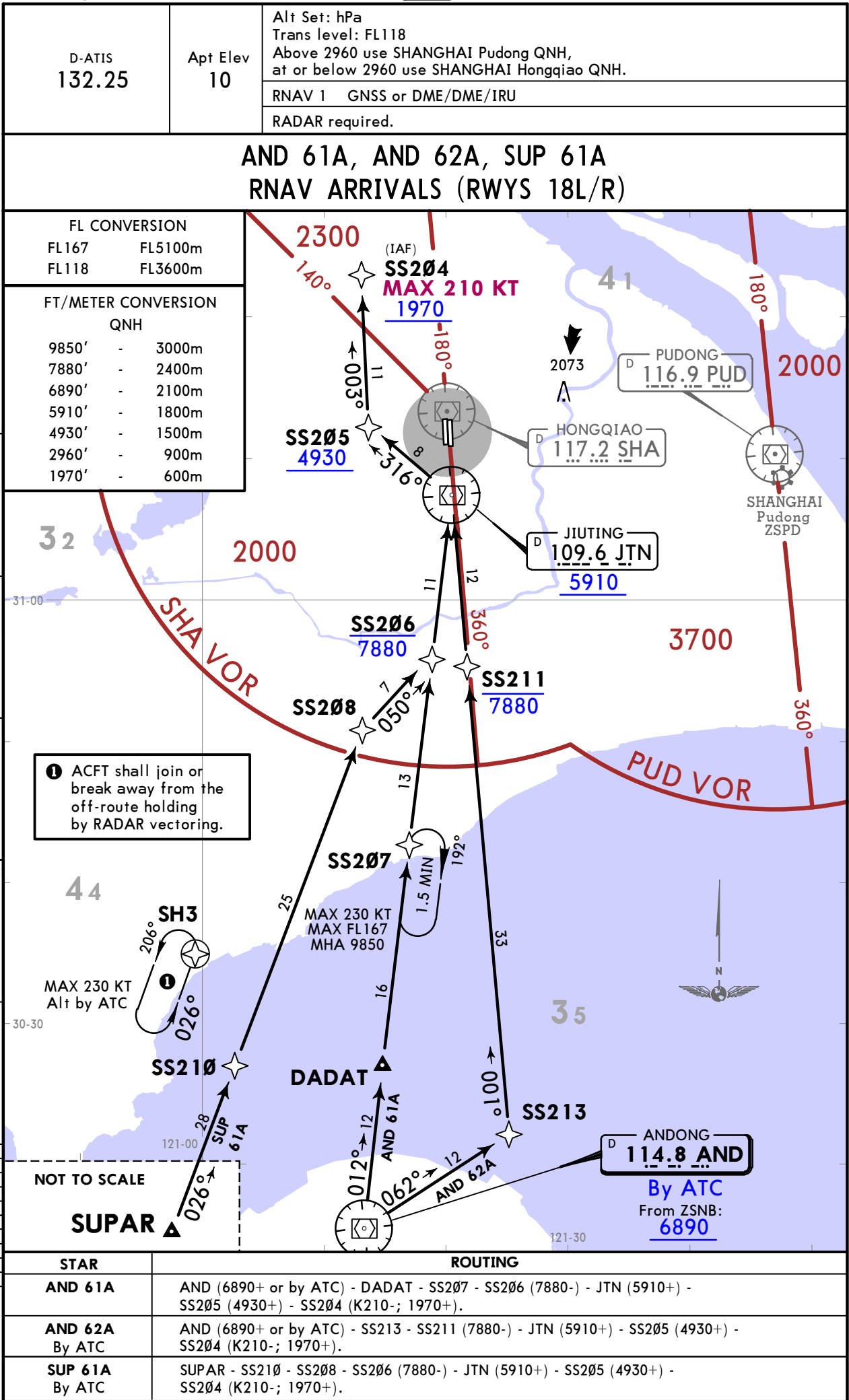
30 AUG 24 10-2A Eff 4 Sep 1600Z

RNAV STAR



ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
30 AUG 24 10-2B Eff 4 Sep 1600Z
RNAV STAR



ZSSS/SHA
HONGQIAO



~~JEPPESSEN SHANGHAI, PR OF CHINA~~

30 AUG 24

10-2C

Eff 4 Sep 1600Z**RNAV STAR**

D-ATIS
132.25

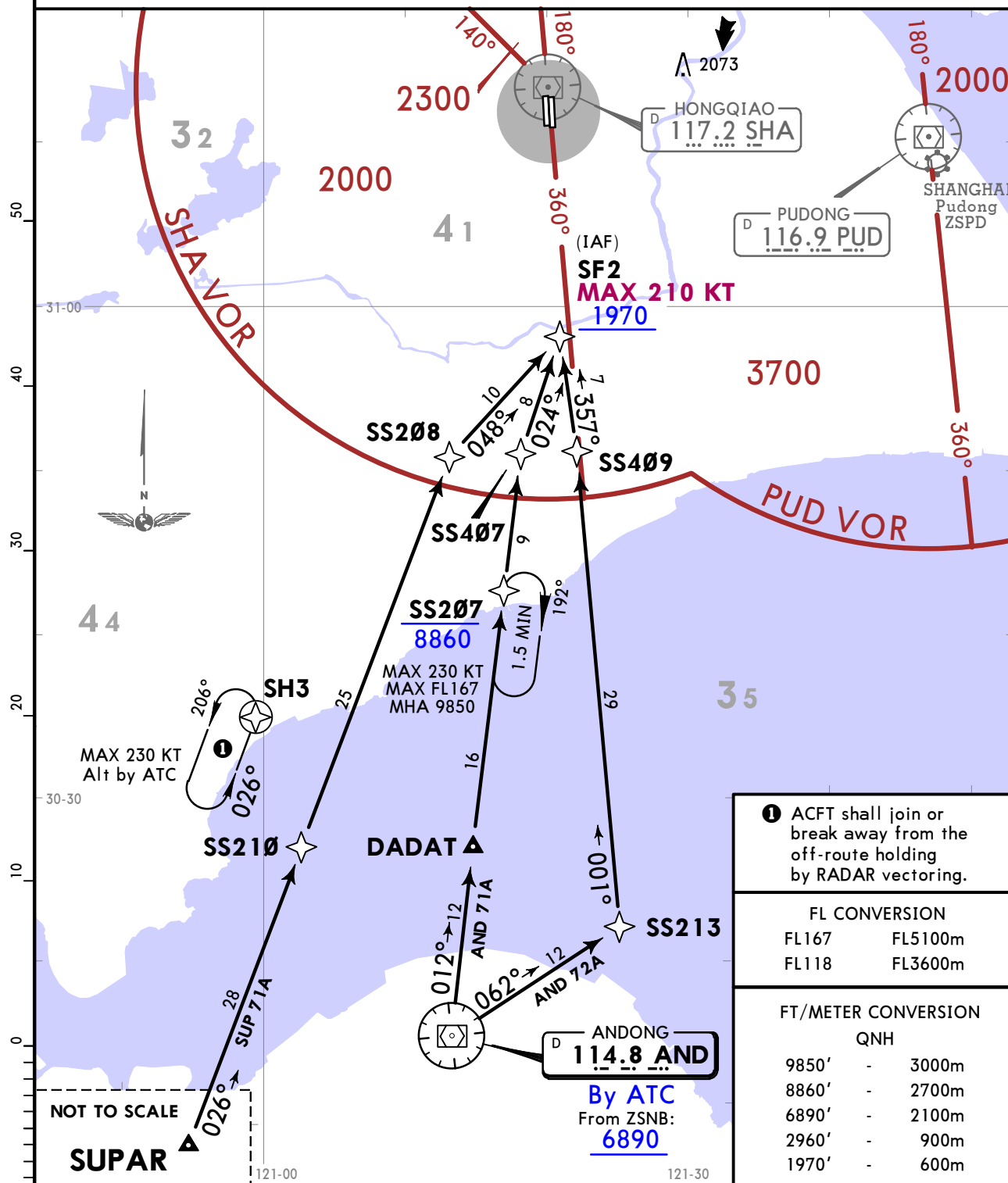
Apt Elev
10

Alt Set: hPa
Trans level: FL118
Above 2960 use SHANGHAI Pudong QNH,
at or below 2960 use SHANGHAI Hongqiao QNH.

RNAV 1	GNSS or DME/DME/IRU
--------	---------------------

RADAR required.

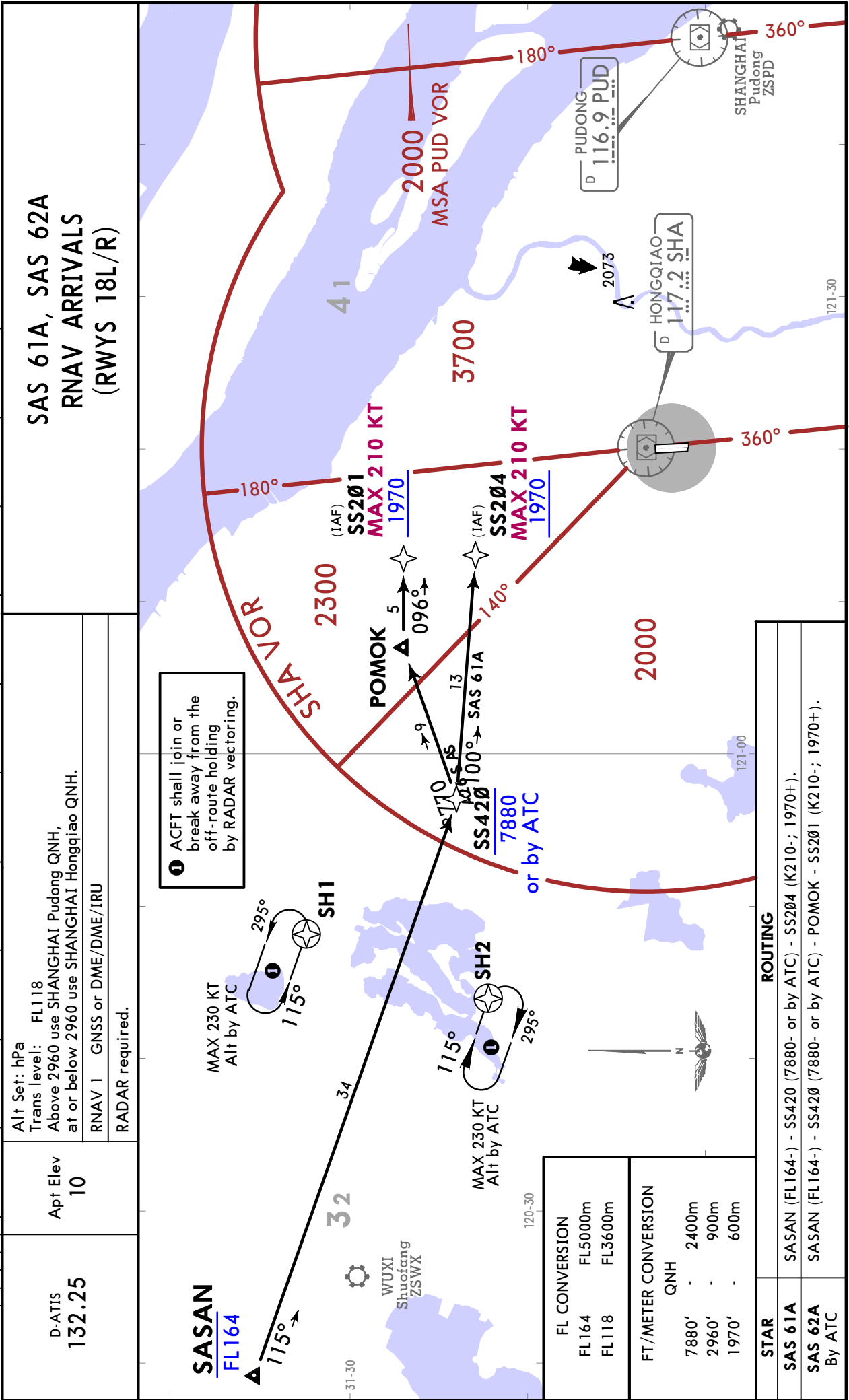
AND 71A, AND 72A, SUP 71A
RNAV ARRIVALS
(RWYS 36L/R)



STAR	ROUTING
AND 71A	AND (6890+ or by ATC) - DADAT - SS2Ø7 (8860-) - SS4Ø7 - SF2 (K210-; 1970+).
AND 72A By ATC	AND (6890+ or by ATC) - SS213 - SS4Ø9 - SF2 (K210-; 1970+).
SUP 71A By ATC	SUPAR - SS21Ø - SS2Ø8 - SF2 (K210-; 1970+).

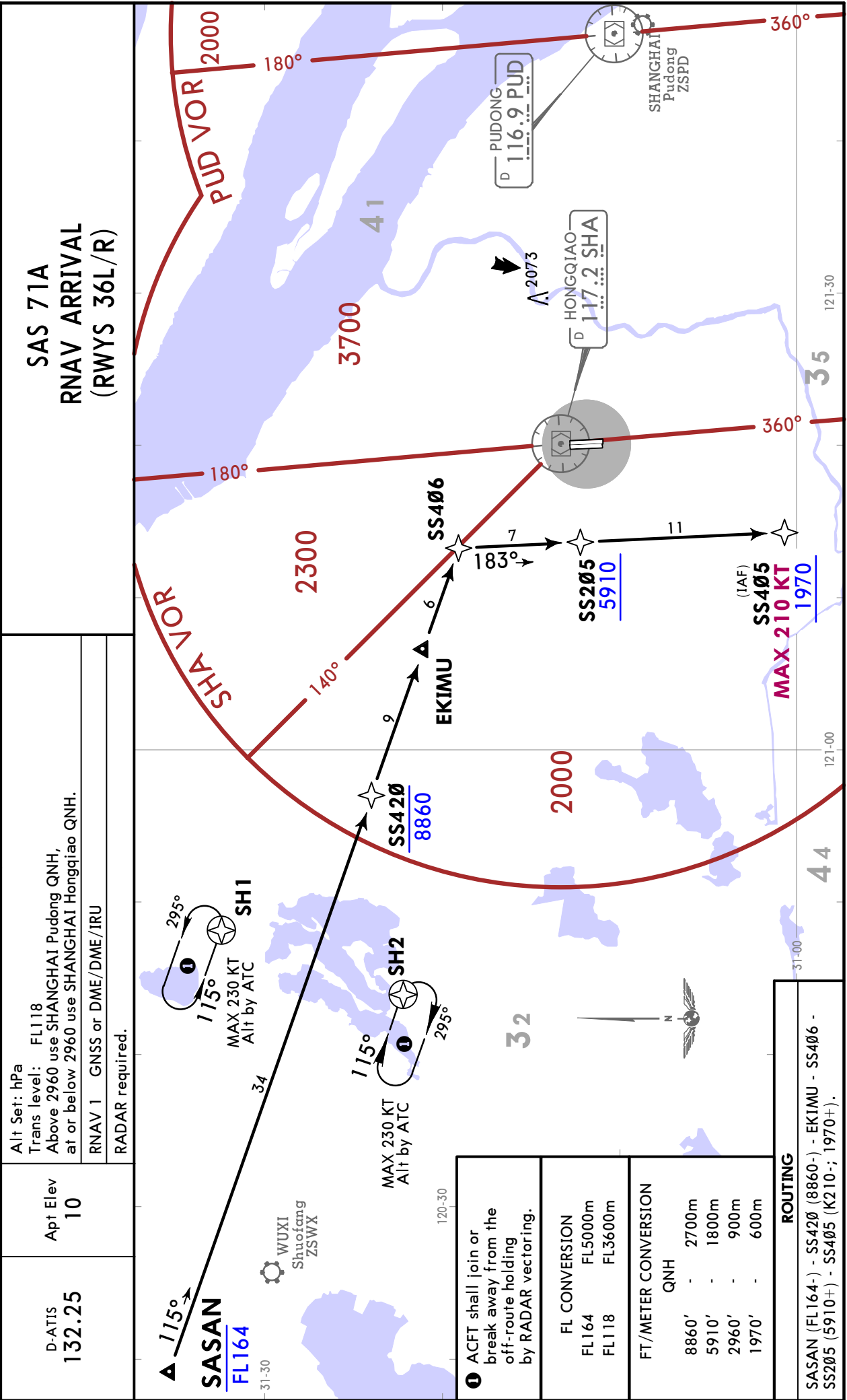
ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
30 AUG 24 10-2D Eff 4 Sep 1600Z RNAV STAR



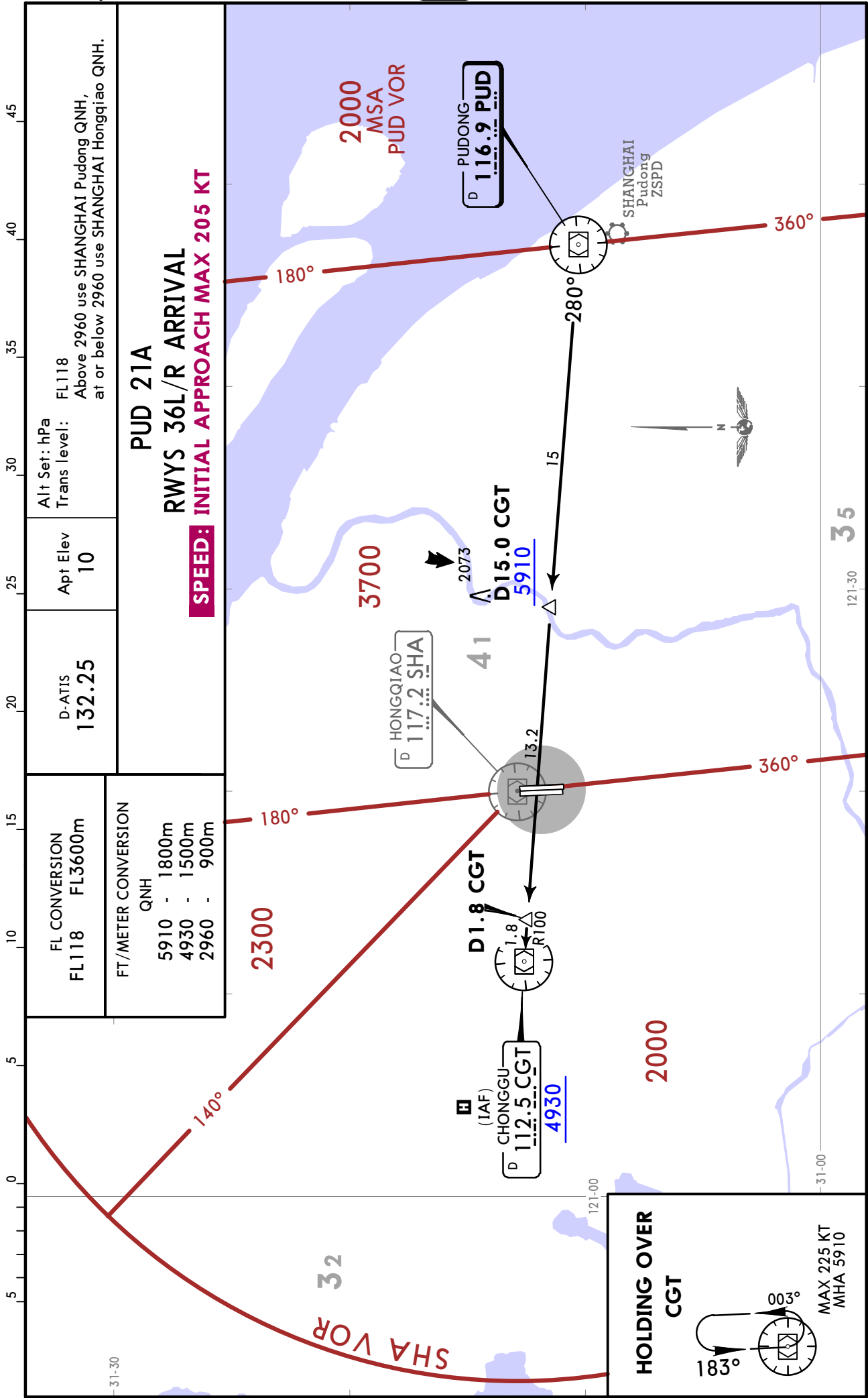
ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
30 AUG 24 10-2E Eff 4 Sep 1600Z RNAV STAR



ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
29 NOV 19 10-2F Eff 4 Dec 1600Z STAR

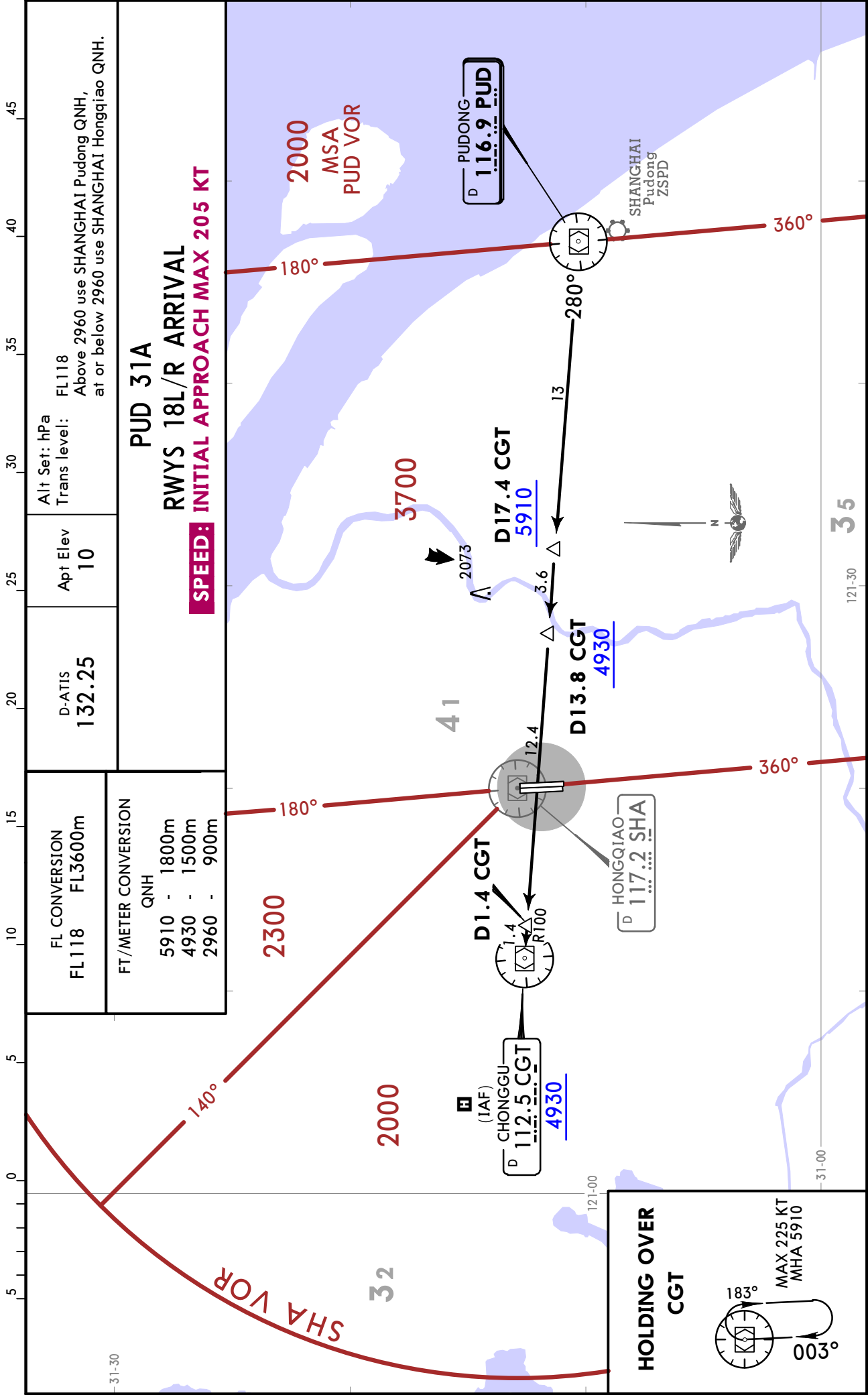


CHANGES: PUD 1A redesignated PUD 21A.

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ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
29 NOV 19 10-2G Eff 4 Dec 1600Z STAR

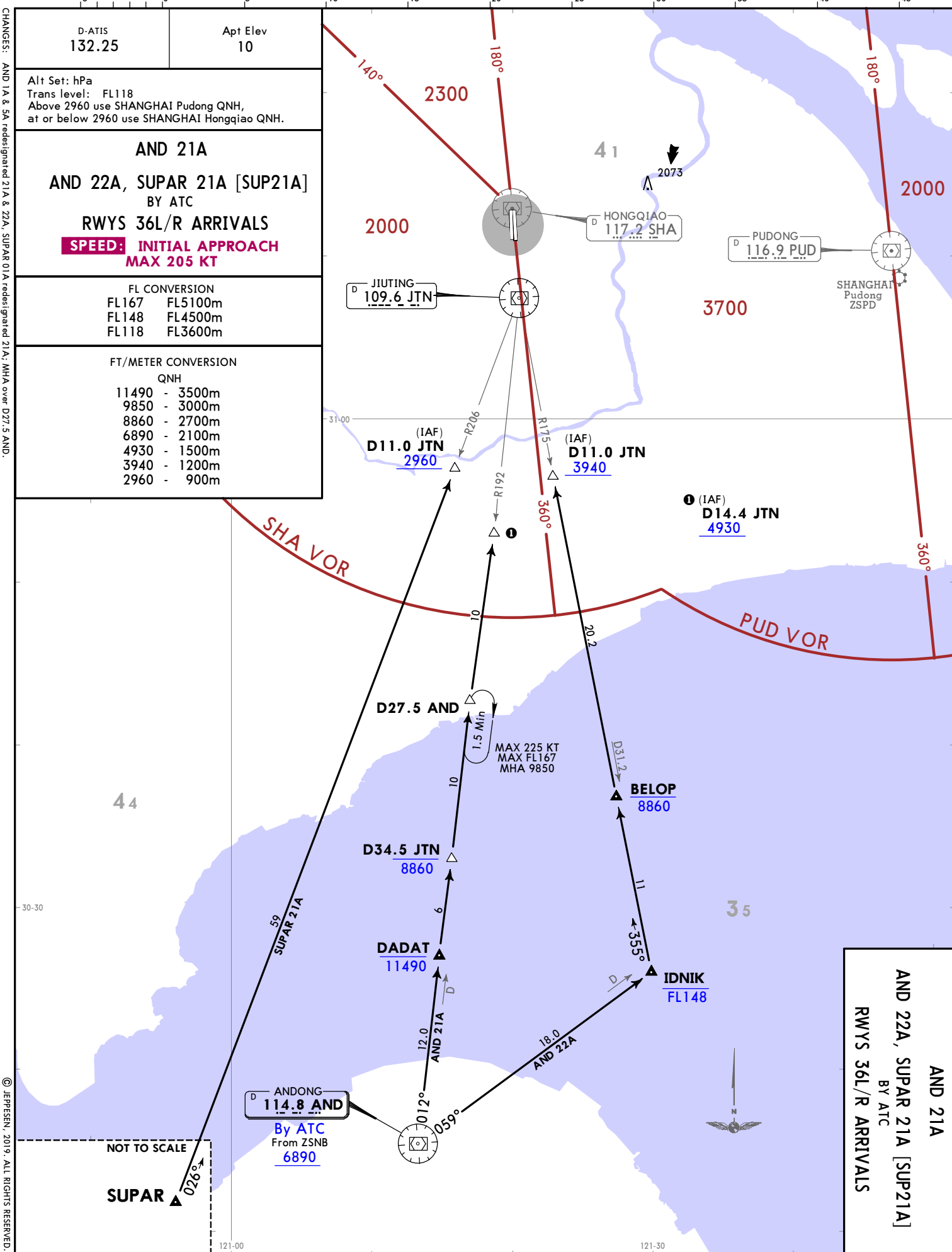


CHANGES: PUD 2A redesignated PUD 31A.

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CHANGES: AND 1A & 5A redesignated 21A & 22A, SUPAR 01A redesignated 21A; MHA over D27.5 AND

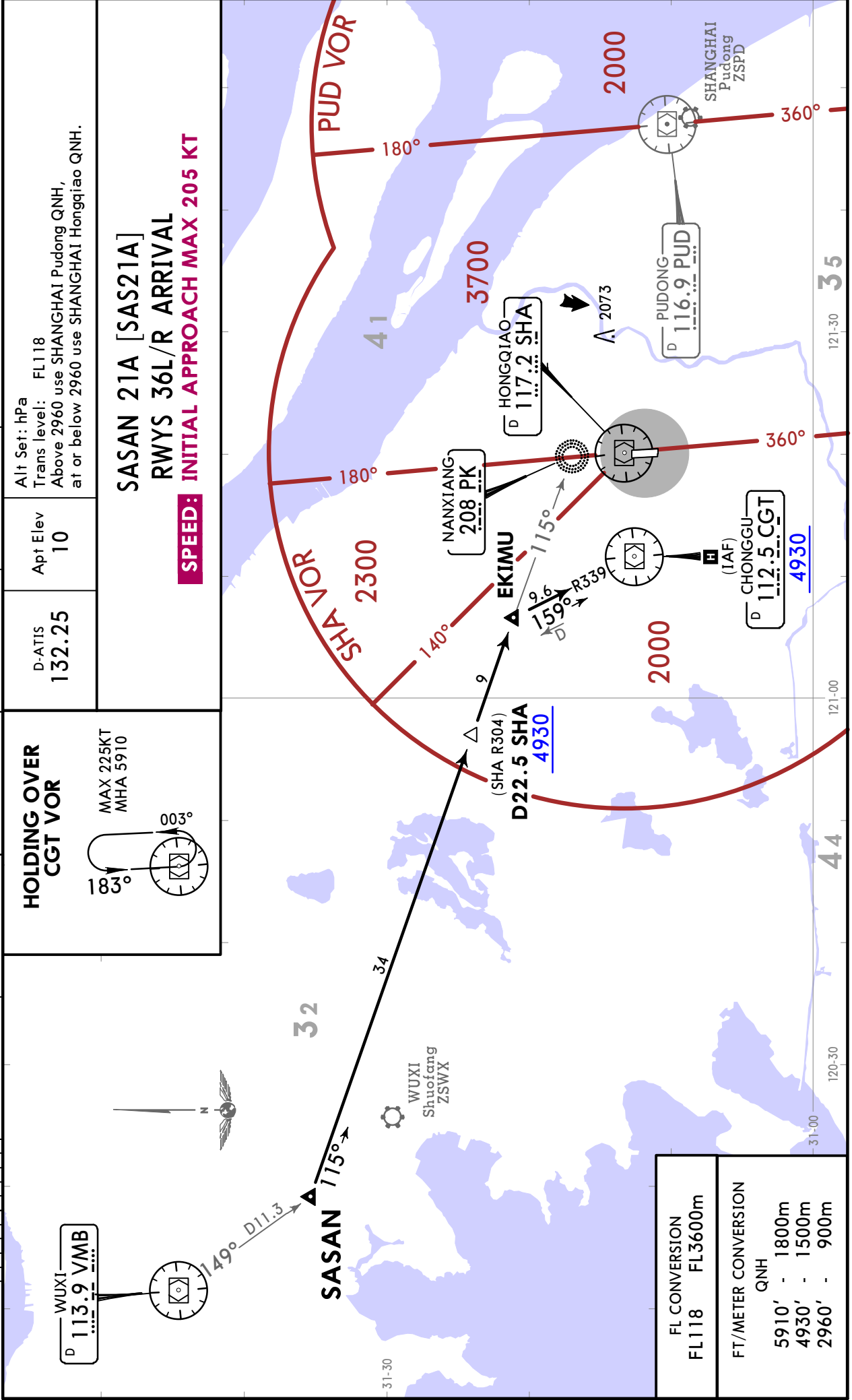
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ZSSS/SHA
HONGQIAO

26 NOV 21 10-2K Eff 1 Dec 1600Z STAR



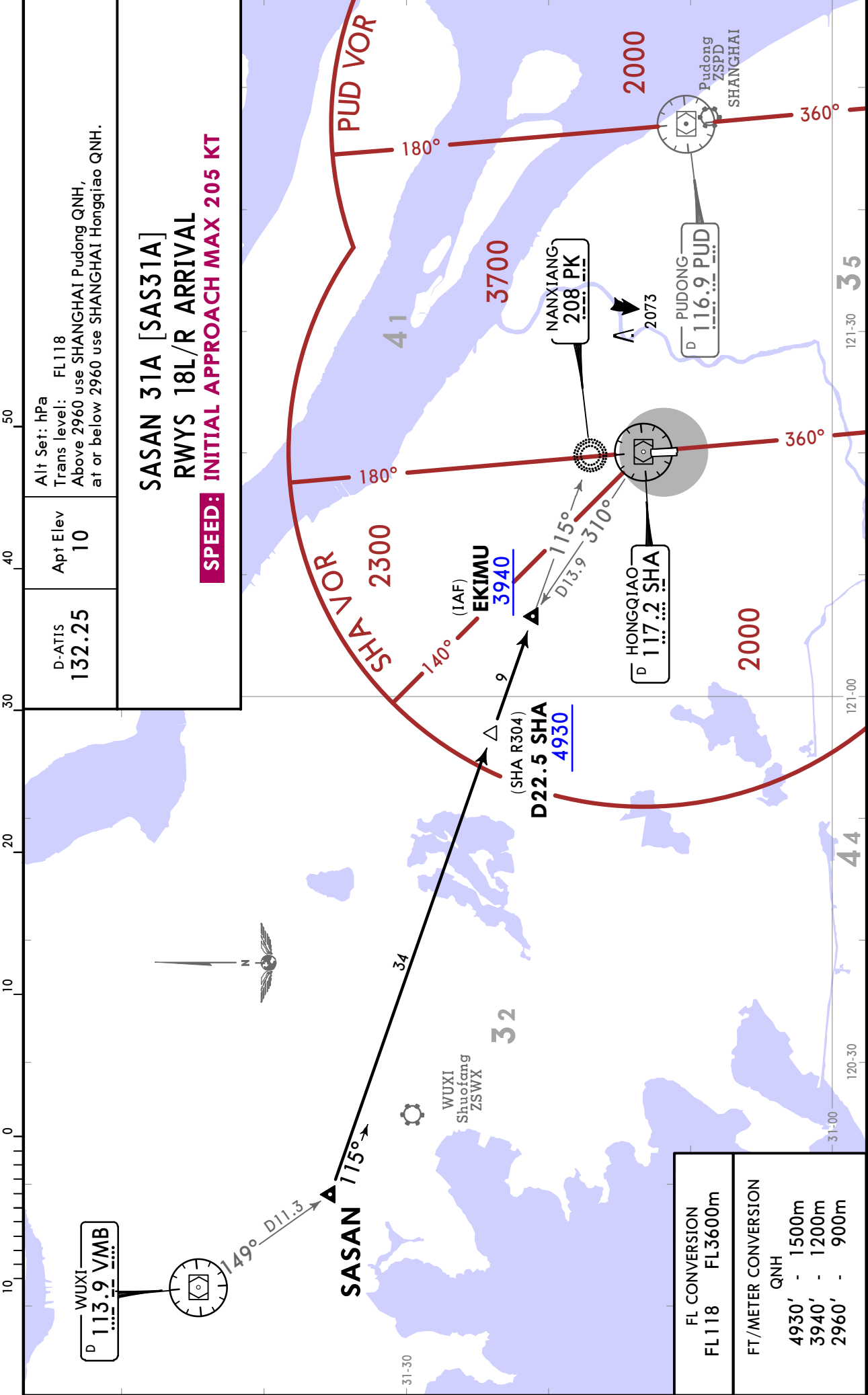
CHANGES: Definition of D22.5 SHA.

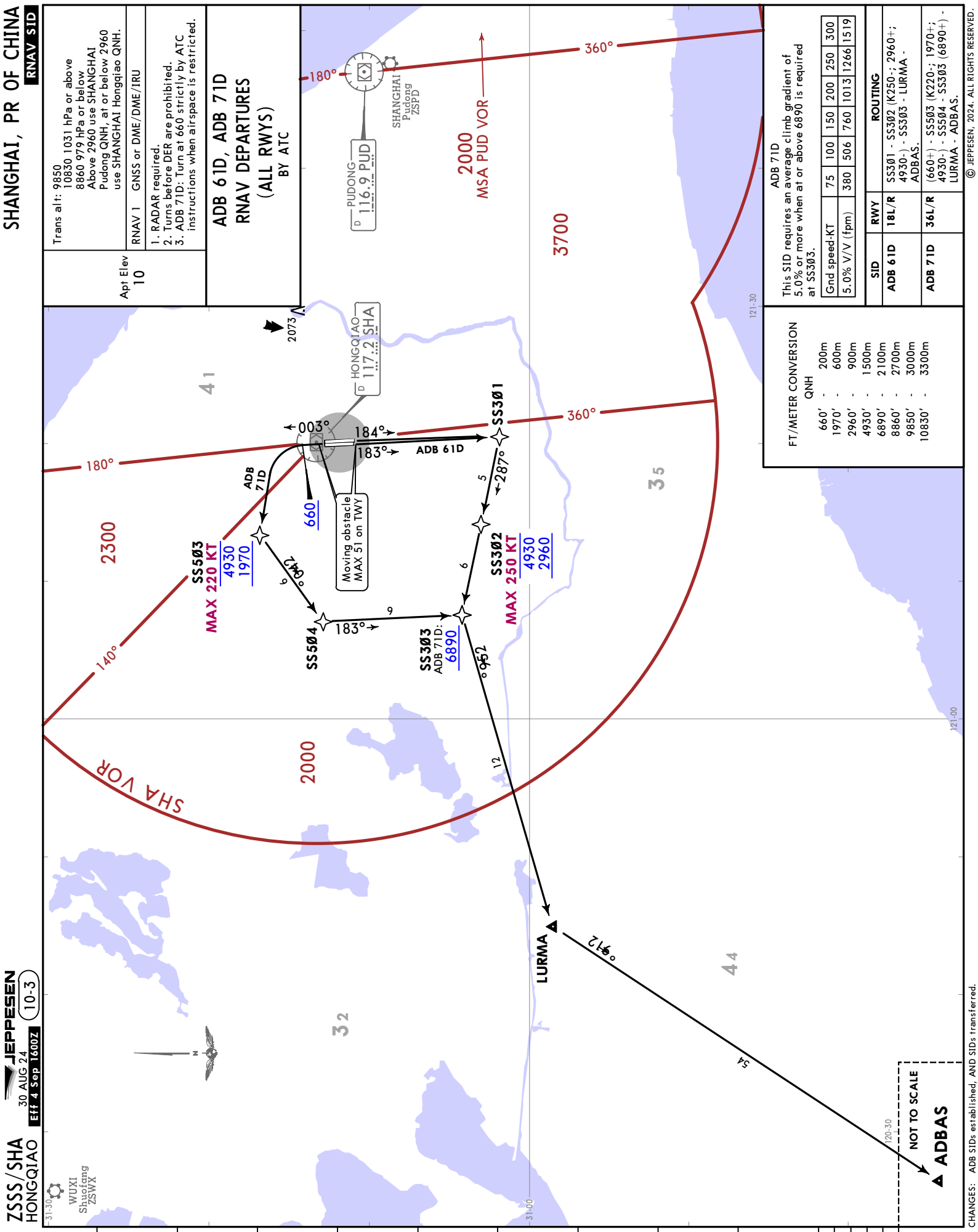
© JEPPESEN, 2019, 2021. ALL RIGHTS RESERVED.

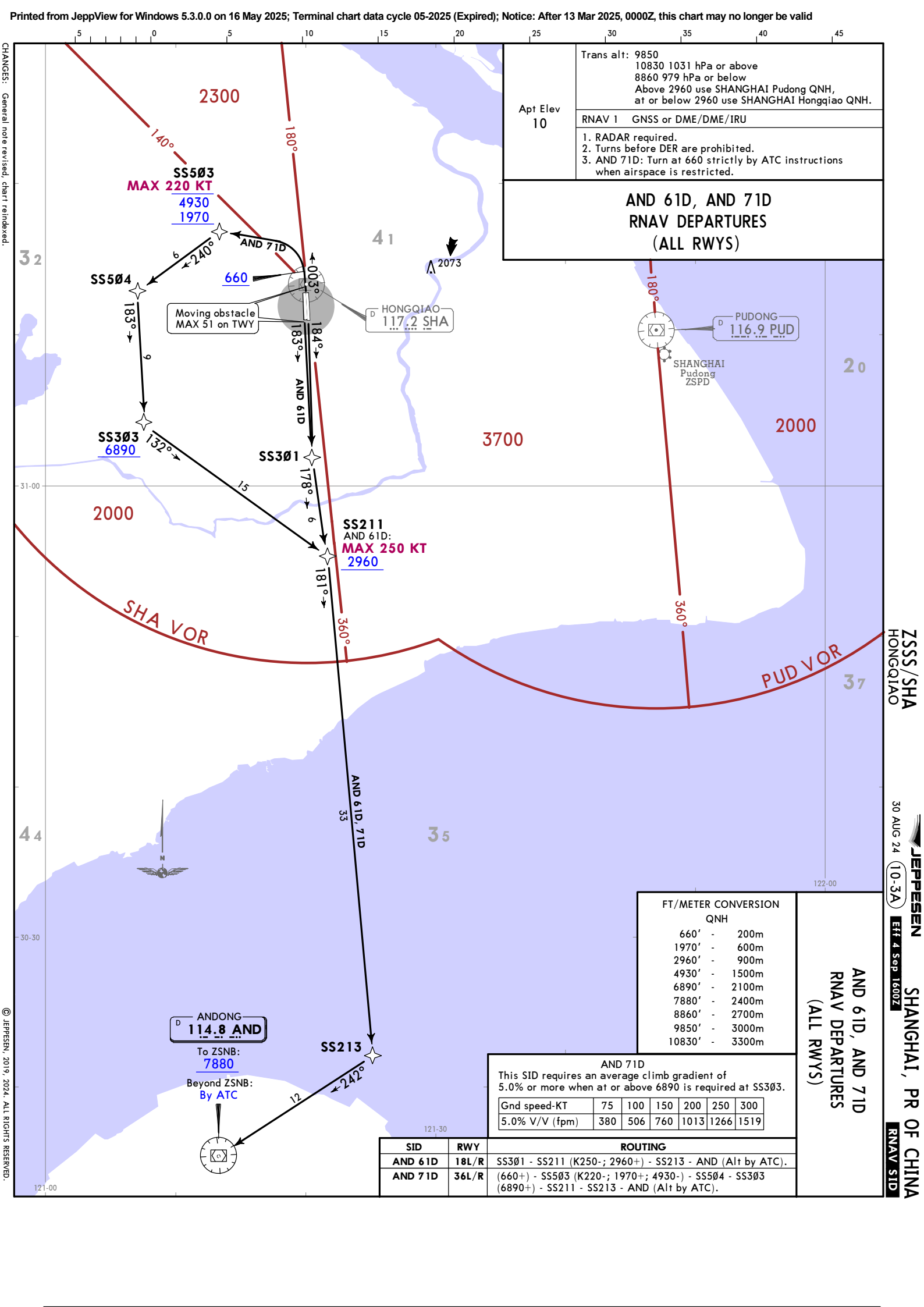
ZSSS/SHA
HONGQIAO

26 NOV 21 10-2L Eff 1 Dec 1600Z STAR

JEPPESEN SHANGHAI, PR OF CHINA







ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
30 AUG 24 (10-3B) Eff 4 Sep 1600Z

RNAV SID

Trans alt: 9850
10850 1031 hPa or above
8860 979 hPa or below
Above 2960 use SHANGHAI Pudong QNH,
at or below 2960 use SHANGHAI Hongqiao QNH.

Apt Elev
10

RNAV 1 GNSS or DME/DME/IRU

1. RADAR required.
2. Turns before DER are prohibited.
3. IBE 71D: Turn at 660 strictly by ATC instructions when airspace is restricted.

IBE 61D, IBE 71D, IBE 73D
RNAV DEPARTURES
(ALL RWYS)

FT/METER CONVERSION

QNH

660' - 200m
1970' - 600m
2960' - 900m
3940' - 1200m
4930' - 1500m
5910' - 1800m
6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL148 FL4500m

IBE 71D

This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS303.

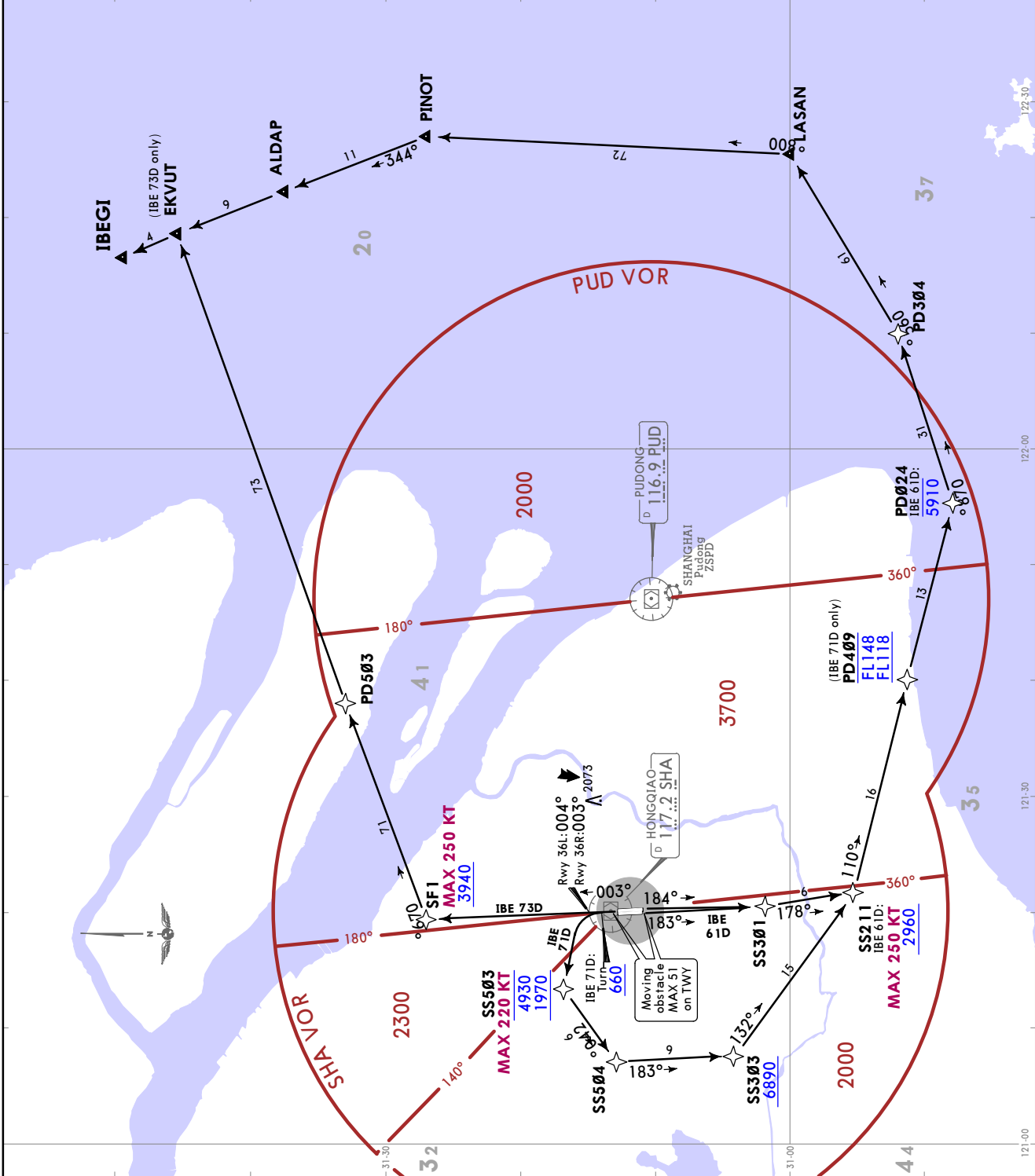
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

ROUTING

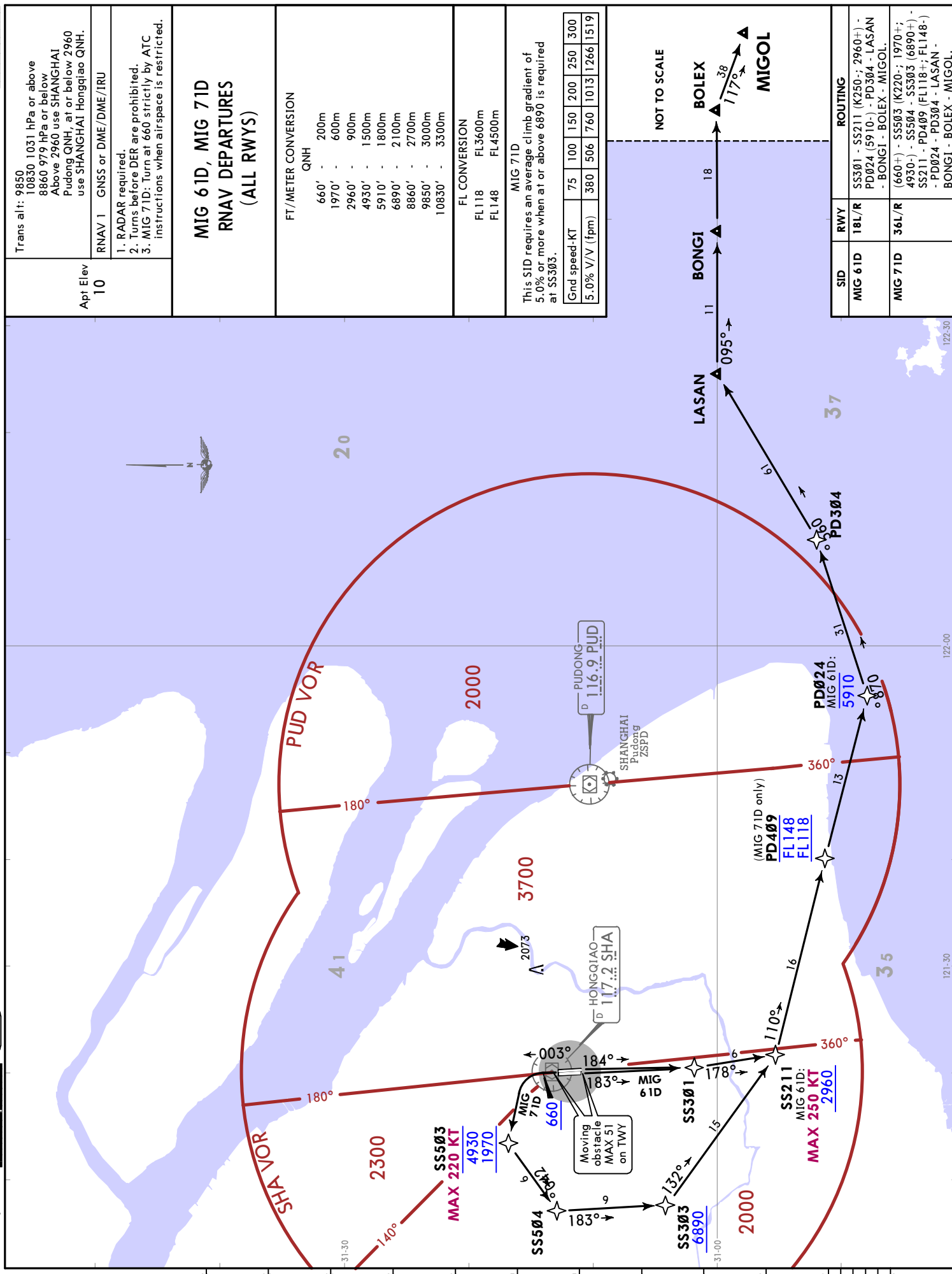
SS301 - SS211 (K250+; 2960+) - PD024 (5910+) - PD304 - LASAN - PINOT - ALDAP - IBEGL.

SS503 (K220+; 1970+; 4930+) - SS504 - SS303 (6890+) - SS211 - PD409 (FL118+; FL148-) - PD024 - PD304 - LASAN - PINOT - ALDAP - IBEGL.

SF1 (K250+; 3940+) - PD503 - EKVUT - IBEGL.



CHANGES: General note revised, chart reindexed.



Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Above 2960 use SHANGHAI
Pudong QNH, at or below 2960
use SHANGHAI Hongqiao QNH.

Apt Elev
10

RNAV 1 GNSS or DME/DME/IRU

1. RADAR required.
2. Turns before DER are prohibited.
3. NXD 71D: Turn at 660 strictly by ATC
Instructions when airspace is restricted.

NXD 61D, NXD 71D

RNAV DEPARTURES

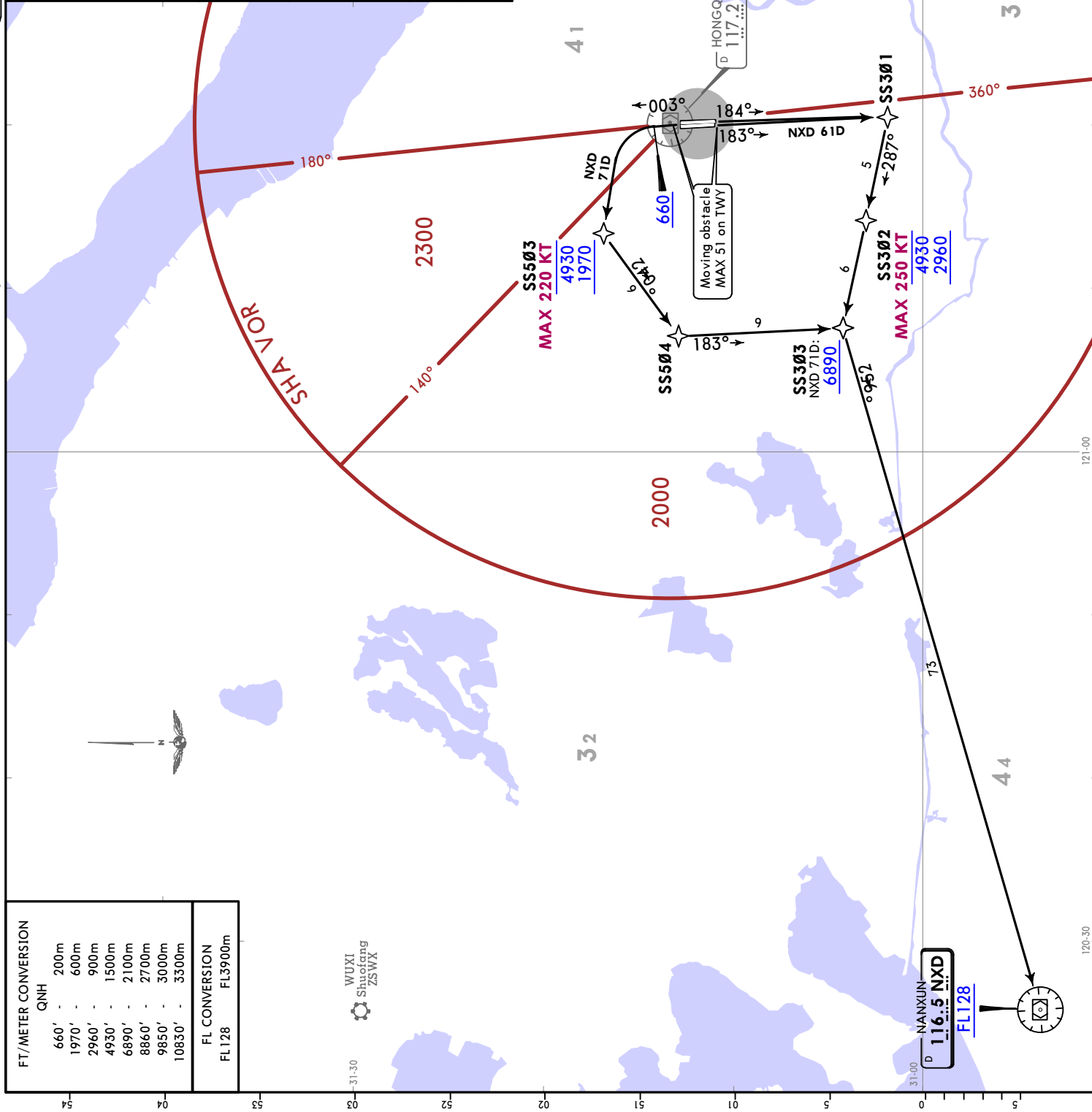
(ALL RWYS)

NXD 71D

This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS303.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING
NXD 61D	18L/R	SS301 - SS302 (K250+; 2960+); 4930+ - SS303 - NXD (FL128+).
NXD 71D	36L/R	(660+ - SS503 (K220+; 1970+; 4930+ - SS504 - SS303 (6890+ - NXD (FL128+).



FT/METER CONVERSION	
QNH	
660'	200m
1970'	600m
2960'	900m
4930'	1500m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL128	FL3900m



31-30

SHANGHAI, PR OF CHINA

RNAV SID

Apt Elev 10	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.
	RNAV 1 GNSS or DME/DME/IRU
1. RADAR required. 2. Turns before DER are prohibited. 3. PIK 71D: Turn at 660 strictly by ATC instructions when airspace is restricted.	

PIK 61D, PIK 71D, PIK 72D
RNAV DEPARTURES
(ALL RWYS)

FT/METER CONVERSION

QNH

660' - 200m
2960' - 900m
4930' - 1500m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL197 FL6000m

PIK 61D

This SID requires an average climb gradient of 4.5% or more when at or above 8860 is required at SS305.

PIK 71D

This SID requires an average climb gradient of 6.5% or more when at or above FL197 is required at SS320.

PIK 72D

This SID requires a minimum climb gradient of 4.2% to SS501, and an average climb gradient of 6.5% or more when at or above FL197 is required at SS320.

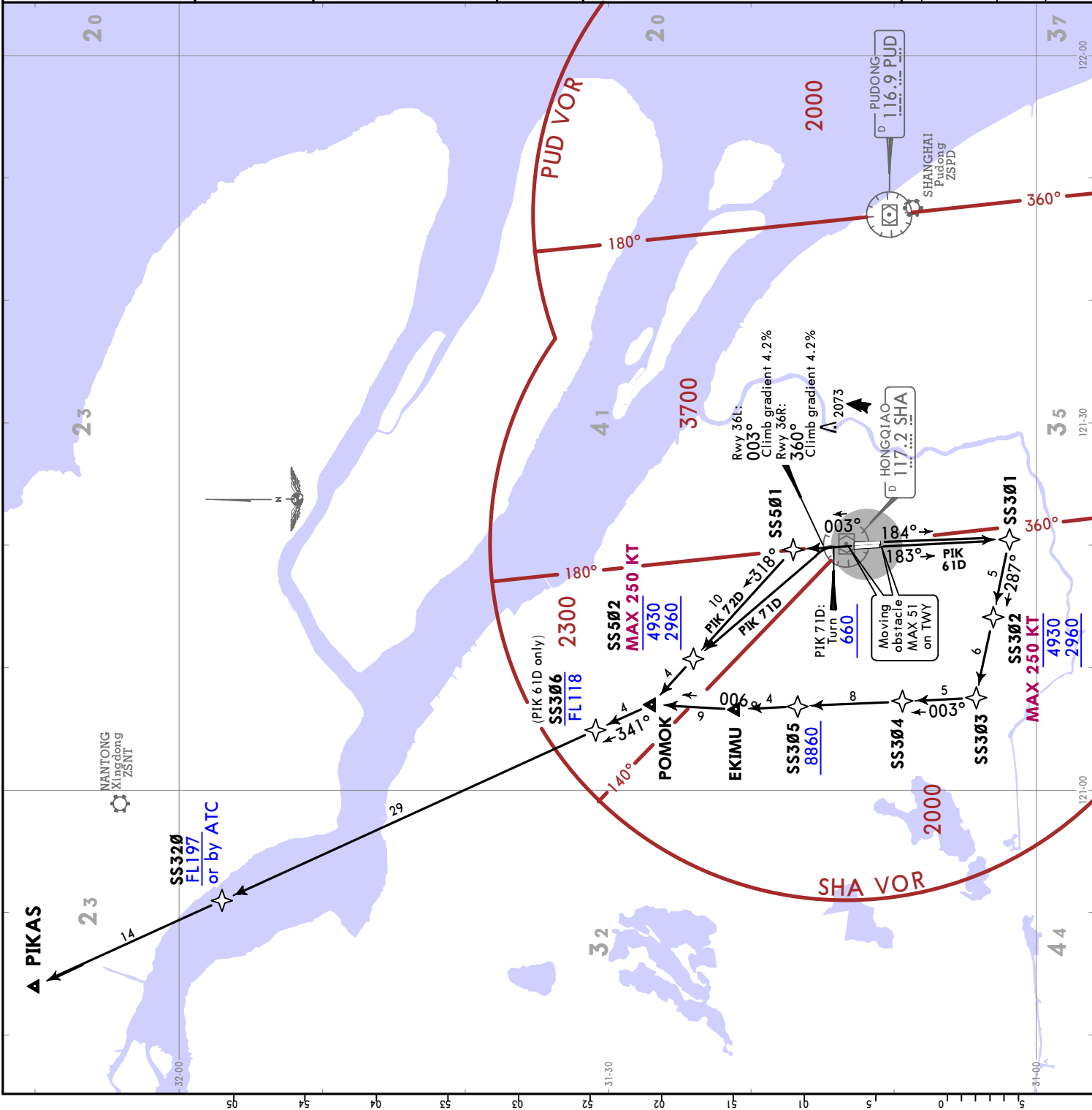
Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.5% V/V (fpm)	342	456	684	911	1139	1367
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	RWY	ROUTING
PIK 61D	18L/R	SS301 - SS302 (K250-; 2960+; 4930-; SS303 - SS304 - SS305 (8860+; - EKIMU - POMOK - SS306 (FL118-; - SS320 (FL197+ or by ATC) - PIKAS.
PIK 71D	36L/R	(660+; - SS502 (K250-; 2960+; 4930-; POMOK - SS320 (FL197+ or by ATC) - PIKAS.
PIK 72D		SS501 - SS502 (K250-; 2960+; 4930-; POMOK - SS320 (FL197+ or by ATC) - PIKAS.

ZSSS/SHA
HONGQIAO

JEYPESEN
30 AUG 24
Eff 4 Sep 1600Z

10-3F



Apt Elev 10	Trans alt: 10830 1031 hPa or above 8860 979 hPa or below Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.
	RNAV 1 GNSS or DME/DME/IRU
1. RADAR required. 2. Turns before DER are prohibited. 3. PON 71D: Turn at 660 strictly by ATC instructions when airspace is restricted.	

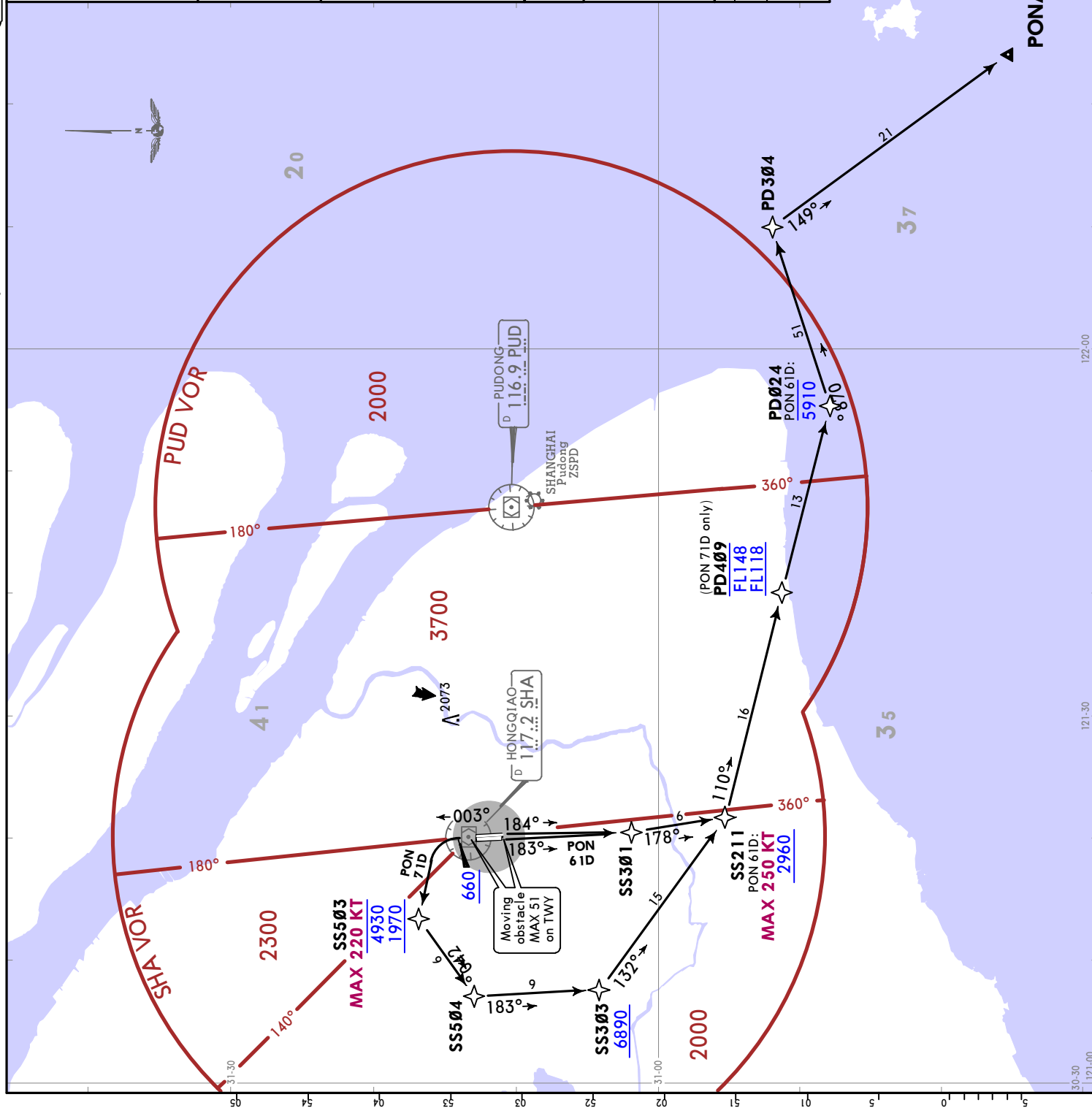
PON 61D, PON 71D
RNAV DEPARTURES
(ALL RWYS)

FT/METER CONVERSION	
QNH	
660' -	200m
1970' -	600m
2960' -	900m
4930' -	1500m
5910' -	1800m
6890' -	2100m
8860' -	2700m
9850' -	3000m
10830' -	3300m
FL CONVERSION	
FL118	FL3600m
FL148	FL4500m

PON 71D
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS303.

SID	RWY	ROUTING							
		18L/R	36L/R	71D	18L/R	36L/R	71D	18L/R	36L/R
PON 61D									
PON 71D									

SS301 - SS211 (K250-; 2960+) - PD024 (5910-) - PD304 - PONAB.	
(660+) - SS503 (K220-; 1970+; 4930-) - SS504 - SS303 (6890+) - SS211 - PD409 (FL118+; FL148-) - PD024 - PD304 - PONAB.	



ZSSS/SHA
HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA
30 AUG 24 (10-3H) Eff 4 Sep 1600Z

RNAV SID

Trans alt: 9850
10650 1031 hPa or above
8860 979 hPa or below
Above 2960 use SHANGHAI Pudong QNH,
at or below 2960 use SHANGHAI Hongqiao QNH.

Apt Elev
10

RNAV 1 GNSS or DME/DME/IRU

1. RADAR required.
2. Turns before DER are prohibited.
3. SAS 71D: Turn at 660 strictly by ATC instructions when airspace
is restricted.

SAS 61D, SAS 71D, SAS 72D
RNAV DEPARTURES
(ALL RWYS)

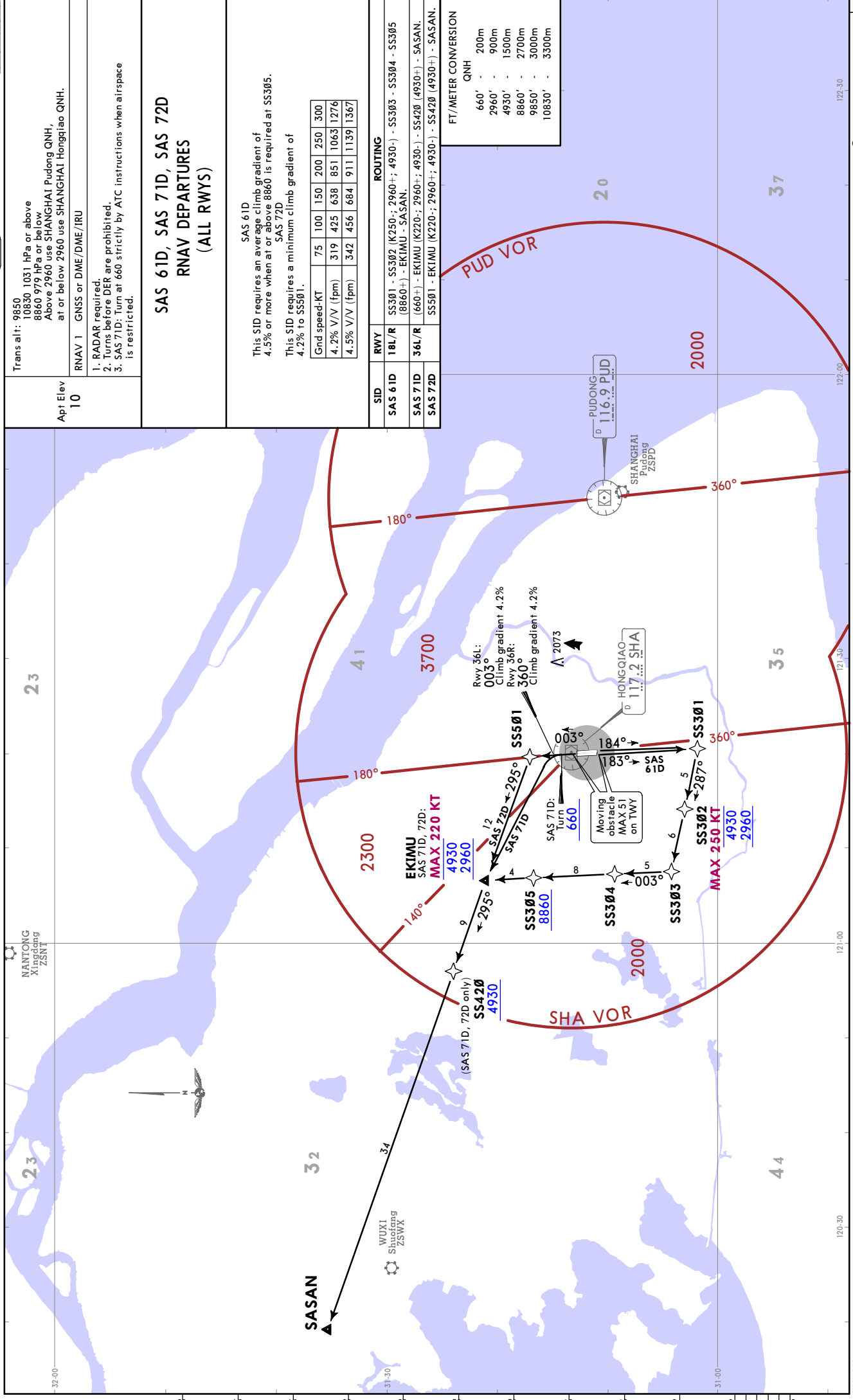
SAS 61D
This SID requires an average climb gradient of
4.5% or more when at or above 8860 is required at SS305.

SAS 72D
This SID requires a minimum climb gradient of
4.2% to SS501.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING
SAS 61D	18L/R	SS301 - SS302 (K250+; 2960+; 4930+) - SS303 - SS304 - SS305 (8860+) - EKIMU - SASAN.
SAS 71D	36L/R	(660+) - EKIMU (K220+; 2960+; 4930+) - SS420 (4930+) - SASAN.
SAS 72D		SS501 - EKIMU (K220+; 2960+; 4930+) - SS420 (4930+) - SASAN.

FT/METER CONVERSION	QNH
660' - 200m	
2960' - 900m	
4930' - 1500m	
8860' - 2700m	
9850' - 3000m	
10650' - 3300m	



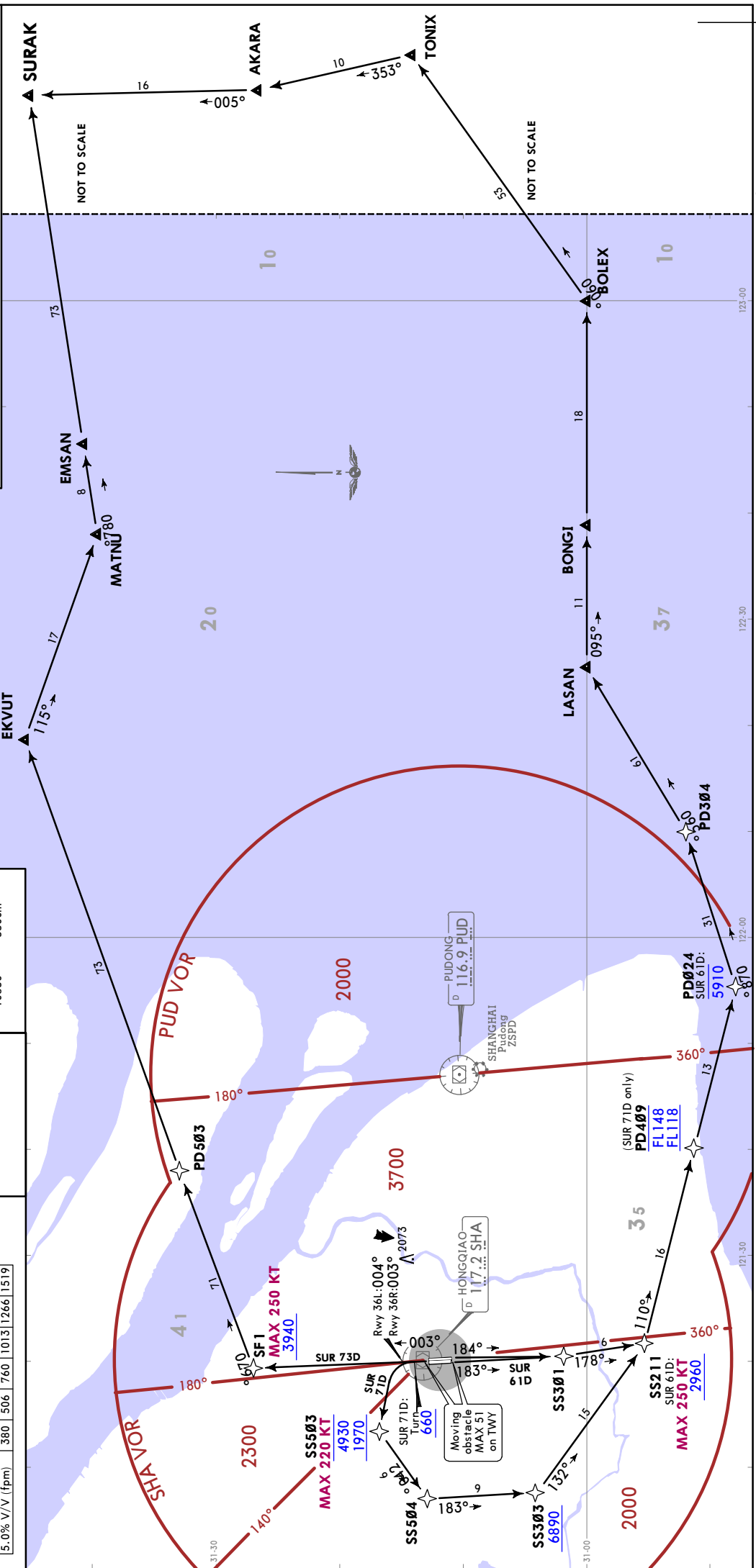
JEPPesen **SHANGHAI, PR OF CHINA** **RNAV SID**
30 AUG 24 (10-3J) **Eff 4 Sep 1600Z**

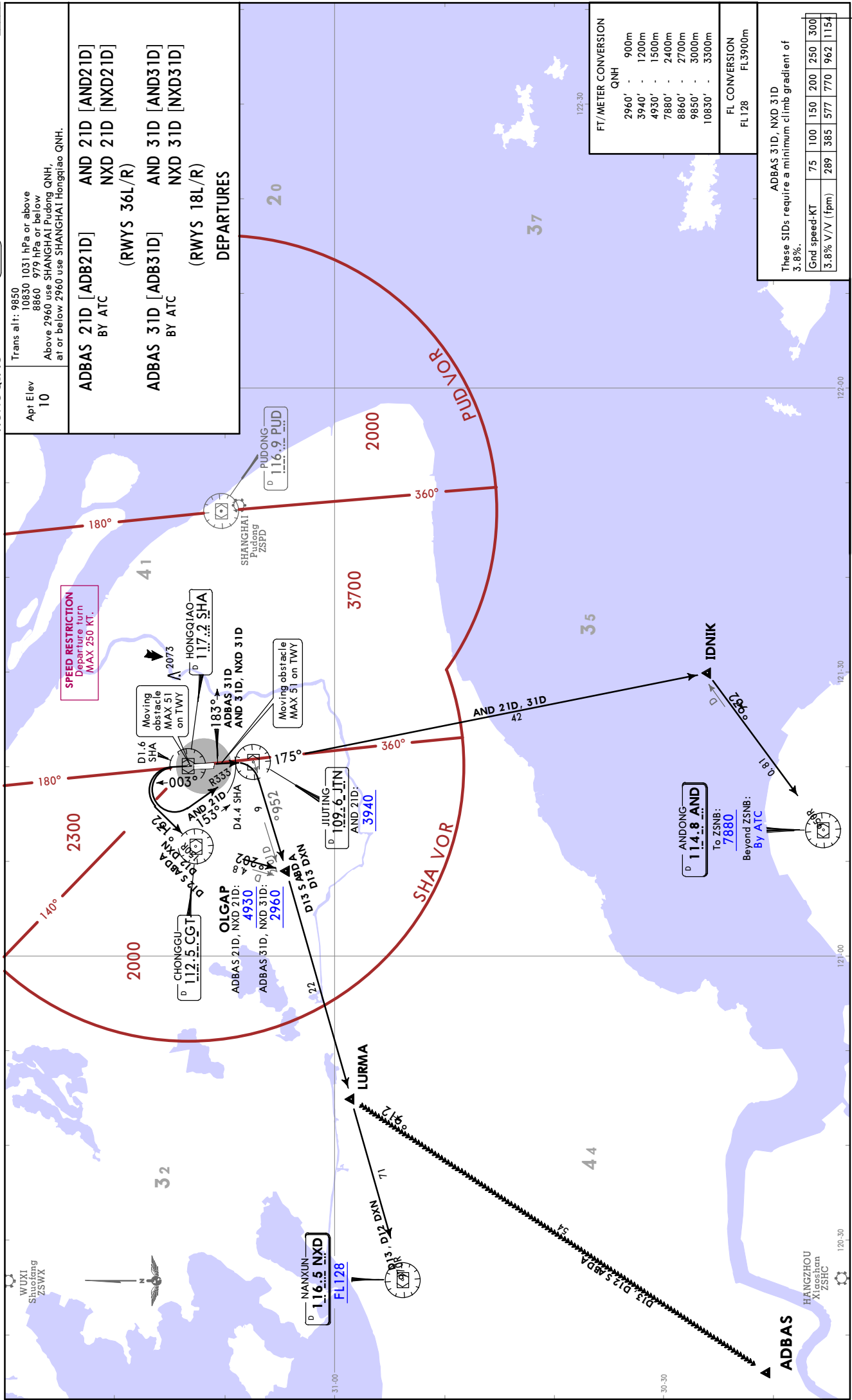
ZSSS/SHA
HONGQIAO

Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.	Apt Elev 10
RNAV 1 GNSS or DME/DME/IRU	
1. RADAR required. 2. Turns before DER are prohibited. 3. SUR 71D: turn at 660 strictly by ATC instructions when airspace is restricted.	

FT/METER CONVERSION	
QNH	
660' - 200m	
1970' - 600m	
2960' - 900m	
3940' - 1200m	
4930' - 1500m	
5910' - 1800m	
6890' - 2100m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

SID	RWY	ROUTING														
SUR 61D	18L/R	SS301 - SS211 (K250+; 2960+) - PD024 (5910+) - PD304 - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.														
SUR 71D	36L/R	(660+) - SS503 (K220+; 1970+; 4930+) - SS504 - SS303 (6890+) - SS211 - PD409 (FL118+; FL148+) - PD024 - PD304 - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.														
SUR 73D By ATC		SF1 (K250+; 3940+) - PD503 - EKVUT - MATNU - EMSAN - SURAK.														
SUR 71D																
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS303.																
FL CONVERSION																
FL 118 FL3600m																
FL 148 FL4500m																
<table><tr><td>Gnd speed-KT</td><td>75</td><td>100</td><td>150</td><td>200</td><td>250</td><td>300</td></tr><tr><td>5.0% V/V (fpm)</td><td>380</td><td>506</td><td>760</td><td>1013</td><td>1266</td><td>1519</td></tr></table>			Gnd speed-KT	75	100	150	200	250	300	5.0% V/V (fpm)	380	506	760	1013	1266	1519
Gnd speed-KT	75	100	150	200	250	300										
5.0% V/V (fpm)	380	506	760	1013	1266	1519										





JEPPESEN SHANGHAI, PR OF CHINA
30 AUG 24 10-3L Eff 4 Sep 1600Z

ZSSS/SHA
HONGQIAO

SID

Trans alt: 9850

10350 1031 hPa or above
8860 979 hPa or below
Above 2960 use SHANGHAI Pudong QNH,
at or below 2960 use SHANGHAI
Hongqiao QNH.

Apt Elev
10

**IBEG1 21D [IBE21D]
(RWYS 36L/R)**

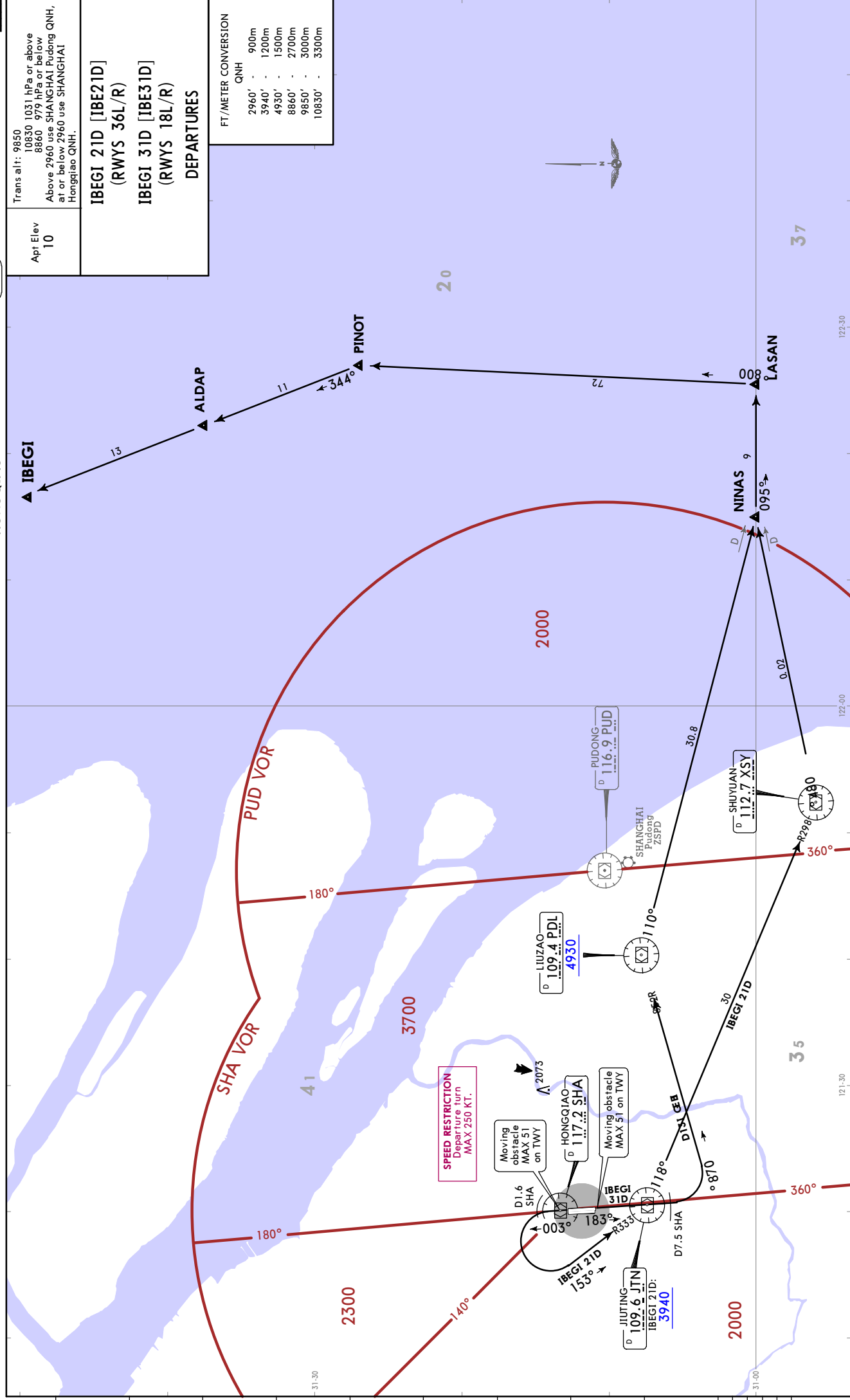
**IBEG1 31D [IBE31D]
(RWYS 18L/R)**

DEPARTURES

FT/METER CONVERSION

QNH

2960' - 900m
3940' - 1200m
4930' - 1500m
8860' - 2700m
9850' - 3000m
10830' - 3300m



ZSSS/SHA
HONGQIAO

JEPPesen SHANGHAI, PR OF CHINA
10 JUN 22 (10-3M) Eff 15 Jun 1600Z

SID

Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.	Apt Elev 10
FT/METER CONVERSION QNH	
2960' - 900m	
3940' - 1200m	
4930' - 1500m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

LAMEN 21D [LAM21D]
MIGOL 21D [MIG21D]
SURAK 21D [SUR21D]
(RWYS 36L/R)

LAMEN 31D [LAM31D]
MIGOL 31D [MIG31D]
SURAK 31D [SUR31D]
(RWYS 18L/R)

DEPARTURES

NOISE ABATEMENT

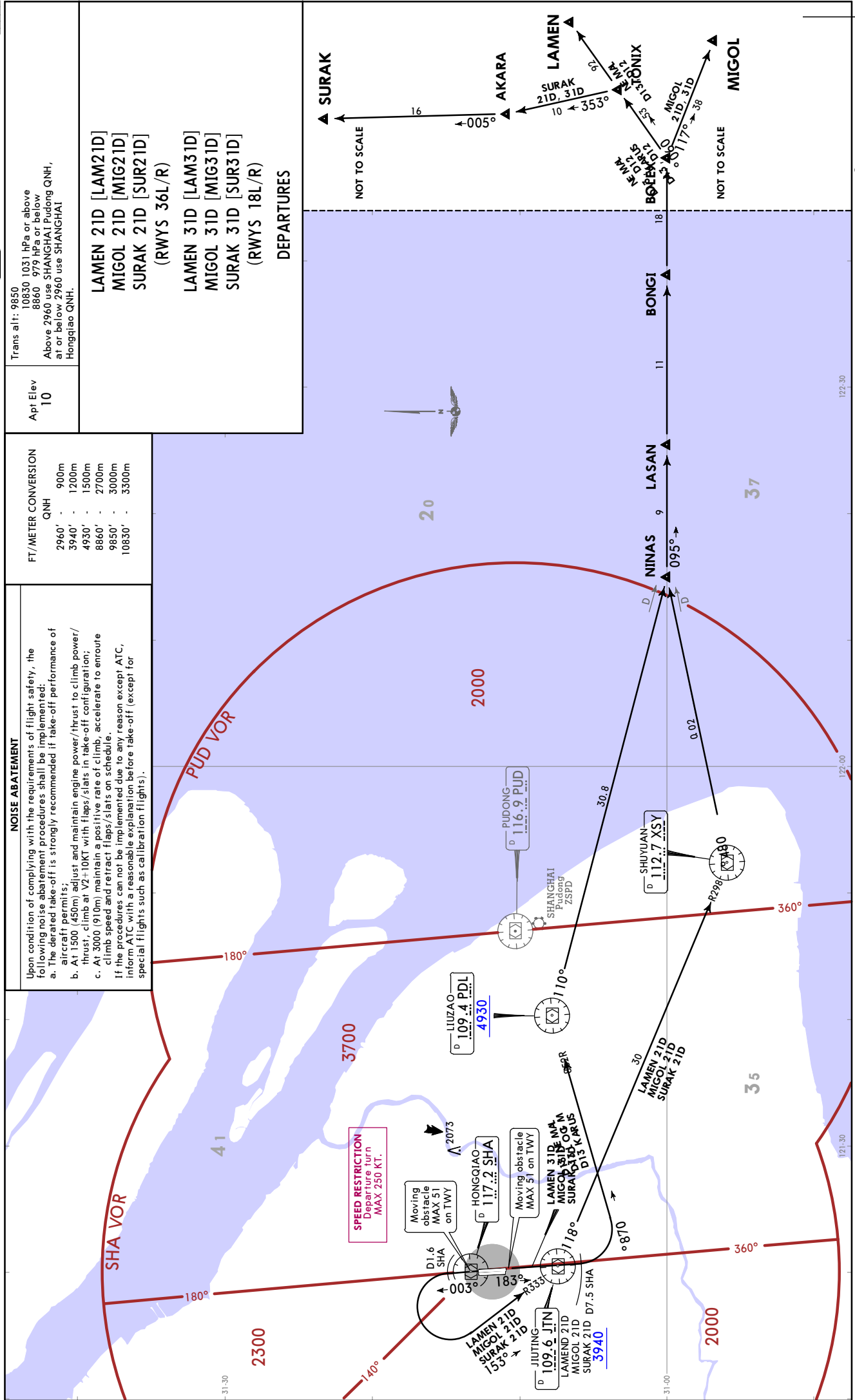
Upon condition of complying with the requirements of flight safety, the following noise abatement procedures shall be implemented:

a. The derated take-off is strongly recommended if take-off performance of aircraft permits;

b. At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration;

c. At 3000 (910m) maintain a positive rate of climb, accelerate to enroute climb speed and retract flaps/slats on schedule.

If the procedures can not be implemented due to any reason except ATC, inform ATC with a reasonable explanation before take-off (except for special flights such as calibration flights).



Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Above 2960 use SHANGHAI Pudong QNH,
at or below 2960 use SHANGHAI
Hongqiao QNH.

Apt Elev
10

PIKAS 21D [PIK21D]
SASAN 21D [SAS21D]
(RWYS 36L/R)
PIKAS 31D [PIK31D]
SASAN 31D [SAS31D]
(RWYS 18L/R)
DEPARTURES

Upon condition of complying with the requirements of flight safety, the following noise abatement procedures shall be implemented:
a. The derated take-off is strongly recommended if take-off performance of aircraft permits;
b. At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration;
c. At 3000 (910m) maintain a positive rate of climb, accelerate to enroute climb speed and retract flaps/slats on schedule.
If the procedures can not be implemented due to any reason except ATC, inform ATC with a reasonable explanation before take-off (except for special flights such as calibration flights).

PIKAS 31D, SASAN 31D
These SIDs require a minimum climb gradient of 3.8%.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

FT/METER CONVERSION
QNH
1970' - 600m
2960' - 900m
4930' - 1500m
8860' - 2700m
9850' - 3000m
10830' - 3300m

WUXI
113.9 VMB

149° D11.3

SASAN

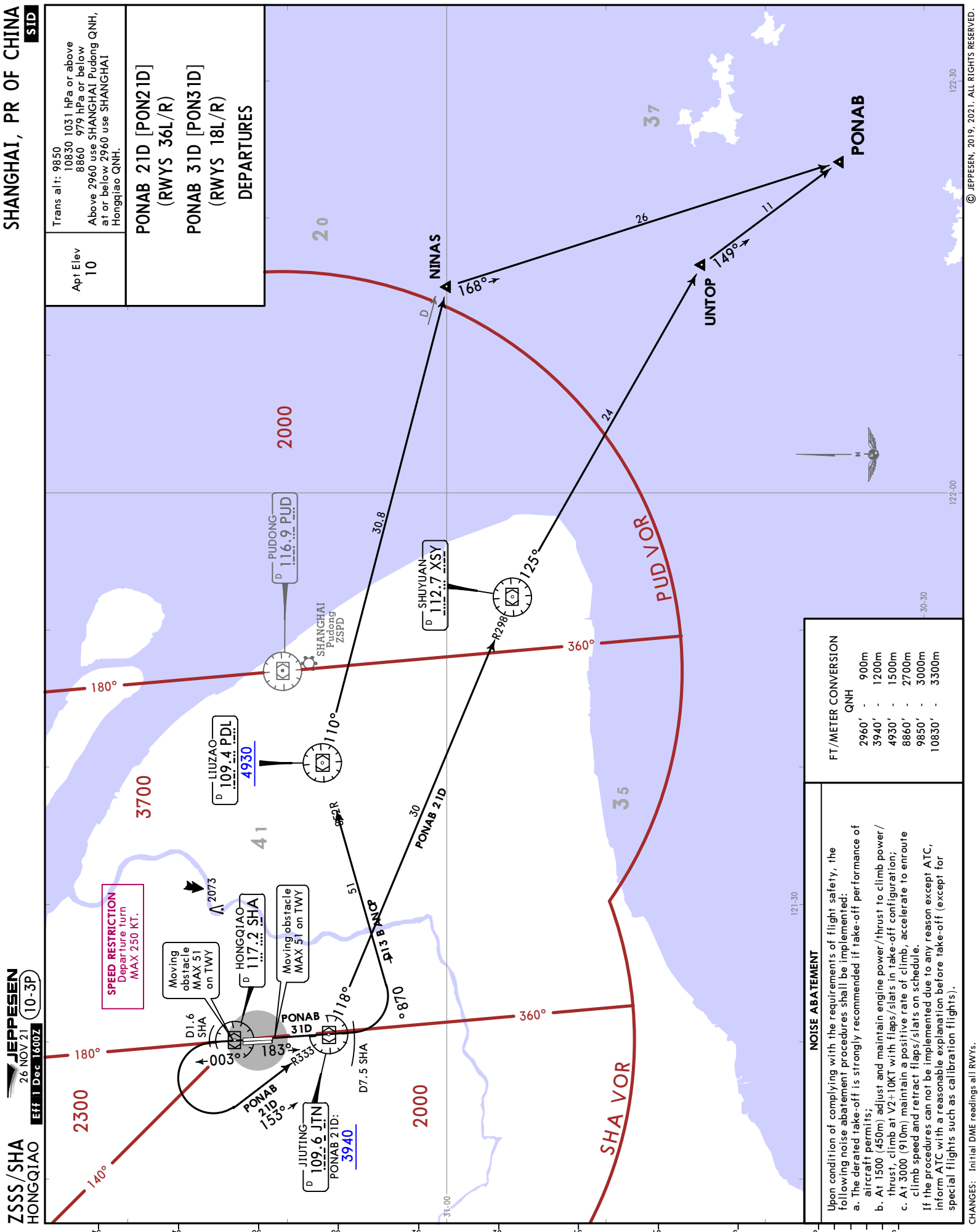
NANTONG
XIANGDONG
ZSNT

D64.4 337°

PIKAS

The chart displays the flight paths for PIKAS and SASAN from SASAN to SHANGHAI Pudong. Key features include:
- **Obstacles:** WUXI (113.9 VMB), NANTONG (XIANGDONG ZSNT), CHONGGU (112.5 CGT, 1970), HONGQIAO (117.2 SHA), and SHANGHAI Pudong (116.9 PUD).
- **Altitudes:** Various altitudes are marked along the paths, such as 2300, 2000, 3700, and 41.
- **Angles:** Angles of 140°, 180°, and 360° are indicated for different segments of the flight paths.
- **Speed Restrictions:** A speed restriction of 250 KT is noted for the departure turn.
- **Obstacle Clearance:** Obstacle clearance heights are provided for various obstacles, such as 208 PK, 2073, 183, 148, and 51 on TWY.

CHANGES: D22.5 SHA formation.
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ZSSS/SHA
HONGQIAO

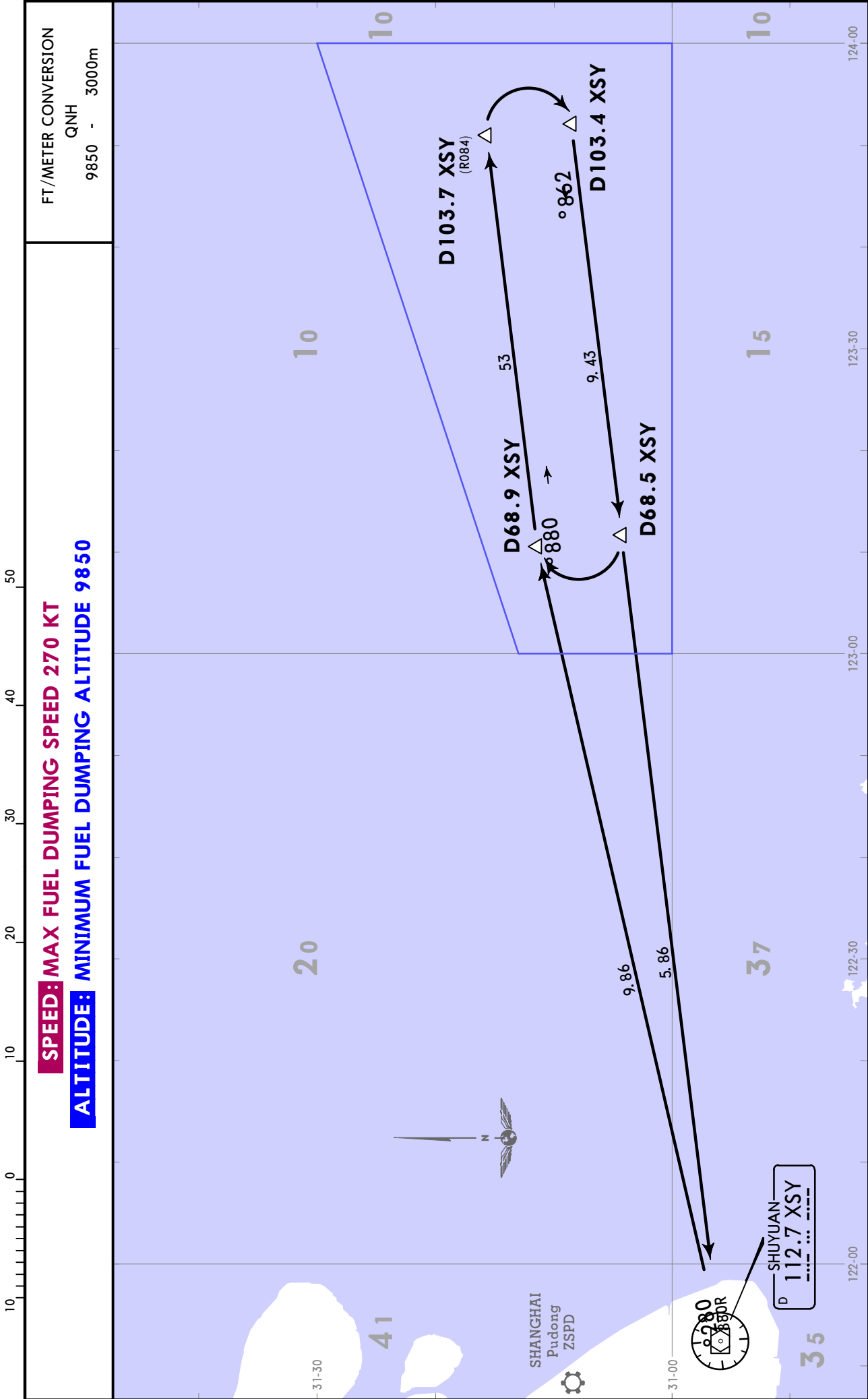
17 AUG 18 10-3Z

JEPPESEN SHANGHAI, PR OF CHINA

FUEL DUMPING AREA

SPEED: MAX FUEL DUMPING SPEED 270 KT
ALTITUDE: MINIMUM FUEL DUMPING ALTITUDE 9850

FT/METER CONVERSION
QNH
9850 - 3000m



ZSSS/SHA

Apt Elev **10'**
N31 11.8 E121 20.1

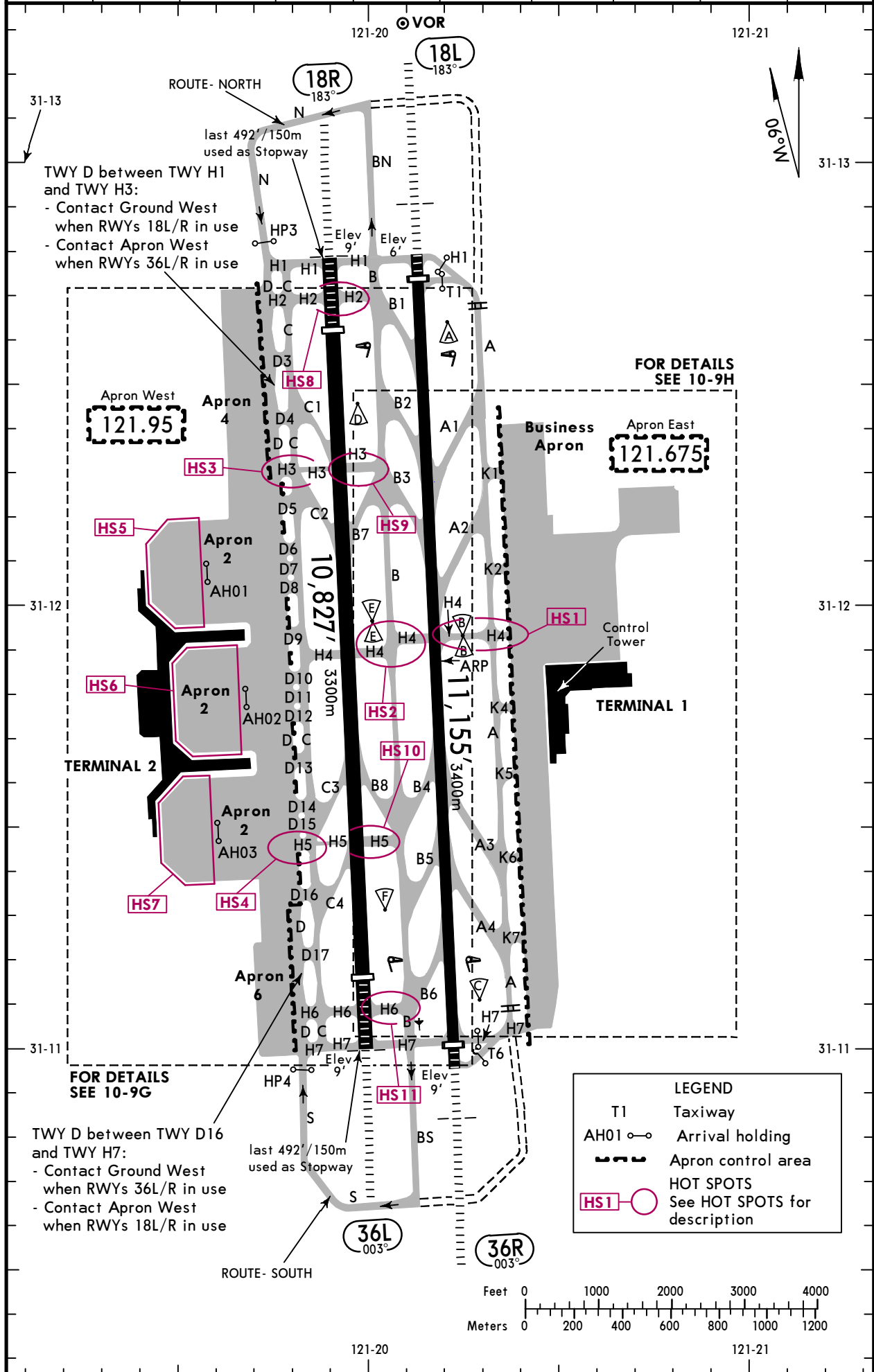


JEPPESEN SHANGHAI, PR OF CHINA

HONGQIAO

8 NOV 24 (10-9)

D-ATIS	Data Comm	*HONGQIAO	Ground		Apron		Tower		Pujiang
D-ATIS	D-ATIS	Delivery	East	West	East	West	East	West	(OP-CTL)
132.25	DCL	121.75	121.6	121.9	121.675	121.95	118.1	118.65	130.75



ZSSS/SHA



JEPPESSEN SHANGHAI, PR OF CHINA

8 NOV 24

10-9A

HONGQIAO

ADDITIONAL RUNWAY INFORMATION										USABLE LENGTHS		TAKE-OFF	WIDTH		
RWY									LANDING BEYOND						
									Threshold	Glide Slope					
18L ① 36R	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) RVR								10,499' 3200m	9498' 2895m	⑤	148' 45m			
	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) RVR														
18R ①② 36L	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) ③ RVR								9350' 2850m	8330' 2539m	⑥	197' 60m			
	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) ④ RVR														
① Runway status lights (RWSL) Take-off hold lights (THLs) installed for RWY 18L/18R/36L/36R. Runway entrance lights (RELs) of RWY 18L/36R installed on TWY H1, H4, H7, T1 and T6. Runway entrance lights (RELs) of RWY 18R/36L installed on TWY H1 thru H7. ② grooved. ③ HST-B8, C3 & C4 grooved at full length. ④ HST-B7, C1 & C2 grooved at full length. ⑤ TAKE-OFF RUN AVAILABLE RWY 18L: From rwy head 10,827' (3300m) twy T1 int 10,459' (3188m) RWY 36R: From rwy head 10,827' (3300m) twy H7 int 10,459' (3188m) ⑥ TAKE-OFF RUN AVAILABLE RWY 18R: From rwy head 10,335' (3150m) twy H2 int 9803' (2988m) RWY 36L: From rwy head 10,335' (3150m) twy H6 int 9803' (2988m)															
Standard															
TAKE-OFF															
		LVP must be in force						RL		NIL (DAY only)					
		HIRL, CL and HUD													
2 TURB Eng or 3 & 4 Eng	A	RVR 200m						RVR 400m VIS 800m		RVR 500m VIS 800m					
	B														
	C														
	D														
Other 1 & 2 Eng		Minimums not established by CAAC													

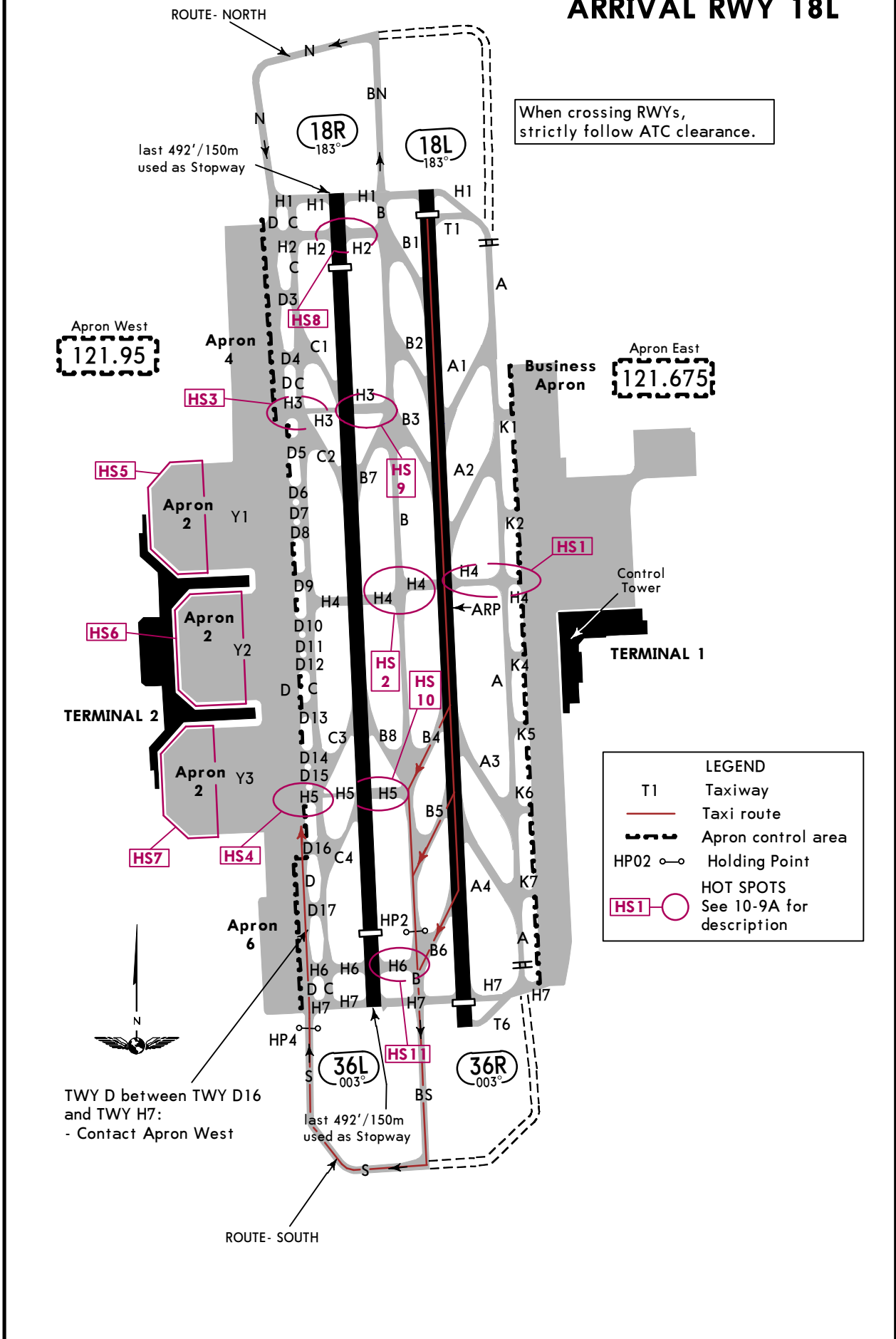
HOT SPOTS

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

- HS1** TWY H4 connected area of TWY L01 and RWY 18L/36R:
RWY crossing area. Pilot must be careful when crossing RWY.
Any doubts about crossing clearance should be clarified in time with ATC. Taxiing busy area.
- HS2** TWY H4 connected area of RWY 18L/36R and 18R/36L: Strictly follow ATC instructions
when vacating RWY 18L/36R.
- HS3** Connected area of TWY H3 and TWY D: Taxiing busy area. Strictly follow ATC instructions
when vacating RWY 18R/36L and pay more attention.
- HS4** Connected area of TWY H5 and TWY D: Taxiing busy area. Strictly follow ATC instructions
when vacating RWY 18R/36L and pay more attention.
- HS5** Area of stands 216E and 216 thru 228: Arrival ACFT and follow-me shall stop at AH01
before taxiing into HS5, then observe and slow speed to taxi into stand.
Two or more ACFT forbidden to operate simultaneously within HS5 and adjacent
stands 215 and 229.
- HS6** Area of stands 238E thru 259E: Arrival ACFT and follow-me shall stop at AH02
before taxiing into HS6, then observe and slow speed to taxi into stand.
Two or more ACFT forbidden to operate simultaneously within HS6 and adjacent
stands 237 and 260.
- HS7** Area of stands 269 thru 281 and 281E: Arrival ACFT and follow-me shall stop at AH03
before taxiing into HS7, then observe and slow speed to taxi into stand.
Two or more ACFT forbidden to operate simultaneously within HS7 and adjacent
stands 268 and 282.
- HS8** TWY H2 connected area of B and RWY 18R/36L:
RWY crossing area. Pilot must be careful when crossing the RWY. Any
doubts about crossing clearance should be clarified in time with ATC.
- HS9** TWY H3 connected area of B and RWY 18R/36L:
RWY crossing area. Pilot must be careful when crossing the RWY. Any
doubts about crossing clearance should be clarified in time with ATC.
- HS10** TWY H5 connected area of B and RWY 18R/36L:
RWY crossing area. Pilot must be careful when crossing the RWY. Any
doubts about crossing clearance should be clarified in time with ATC.
- HS11** TWY H6 connected area of B and RWY 18R/36L:
RWY crossing area. Pilot must be careful when crossing the RWY. Any
doubts about crossing clearance should be clarified in time with ATC.

D-ATIS	ACARS: D-ATIS DCL	*HONGQIAO Delivery	*Ground		Apron		*Tower	
132.25		121.75	East 121.6	West 121.9	East 121.675	West 121.95	East 118.1	West 118.65

TAXI ROUTES ARRIVAL RWY 18L



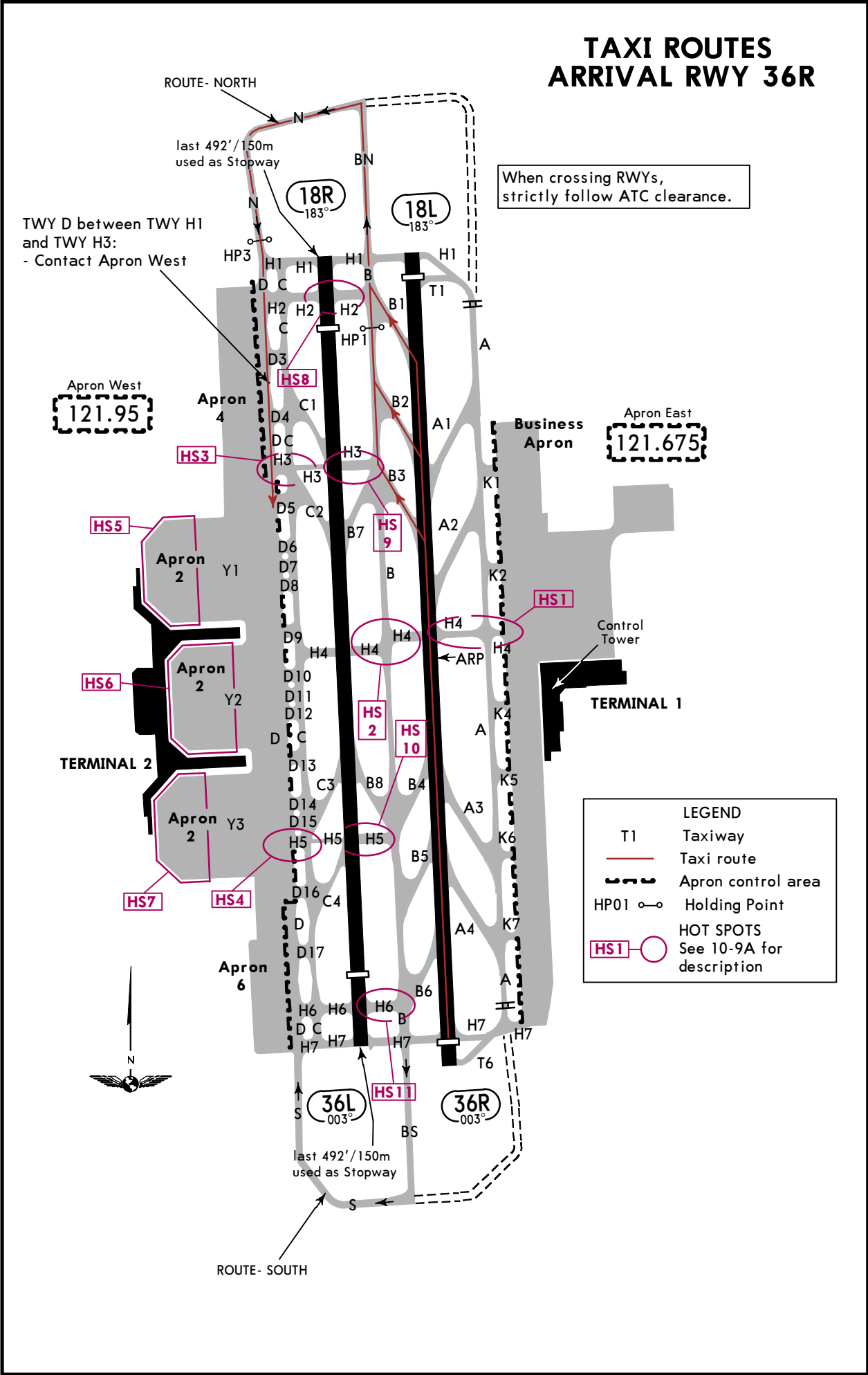
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18 FEB 22 10-9C Eff 23 Feb 1600Z

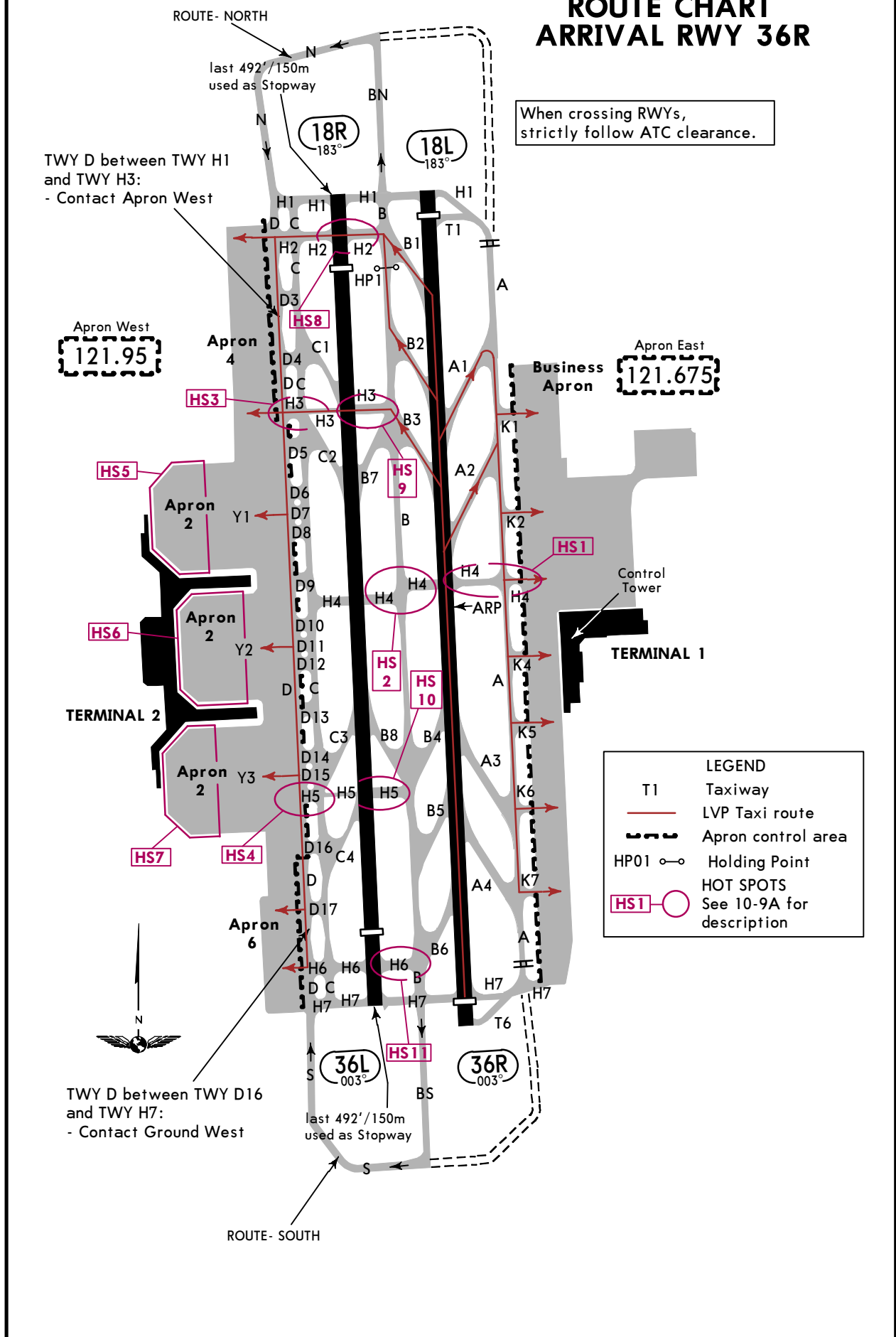
HONGQIAO

D-ATIS	ACARS: D-ATIS DCL	*HONGQIAO Delivery	*Ground		Apron		*Tower	
132.25		121.75	East	West	East	West	East	West
			121.6	121.9	121.675	121.95	118.1	118.65



D-ATIS	ACARS: D-ATIS	*HONGQIAO Delivery	*Ground		Apron		*Tower	
132.25	DCL	121.75	East 121.6	West 121.9	East 121.675	West 121.95	East 118.1	West 118.65

LOW VISIBILITY OPERATION ROUTE CHART ARRIVAL RWY 36R



ZSSS/SHA

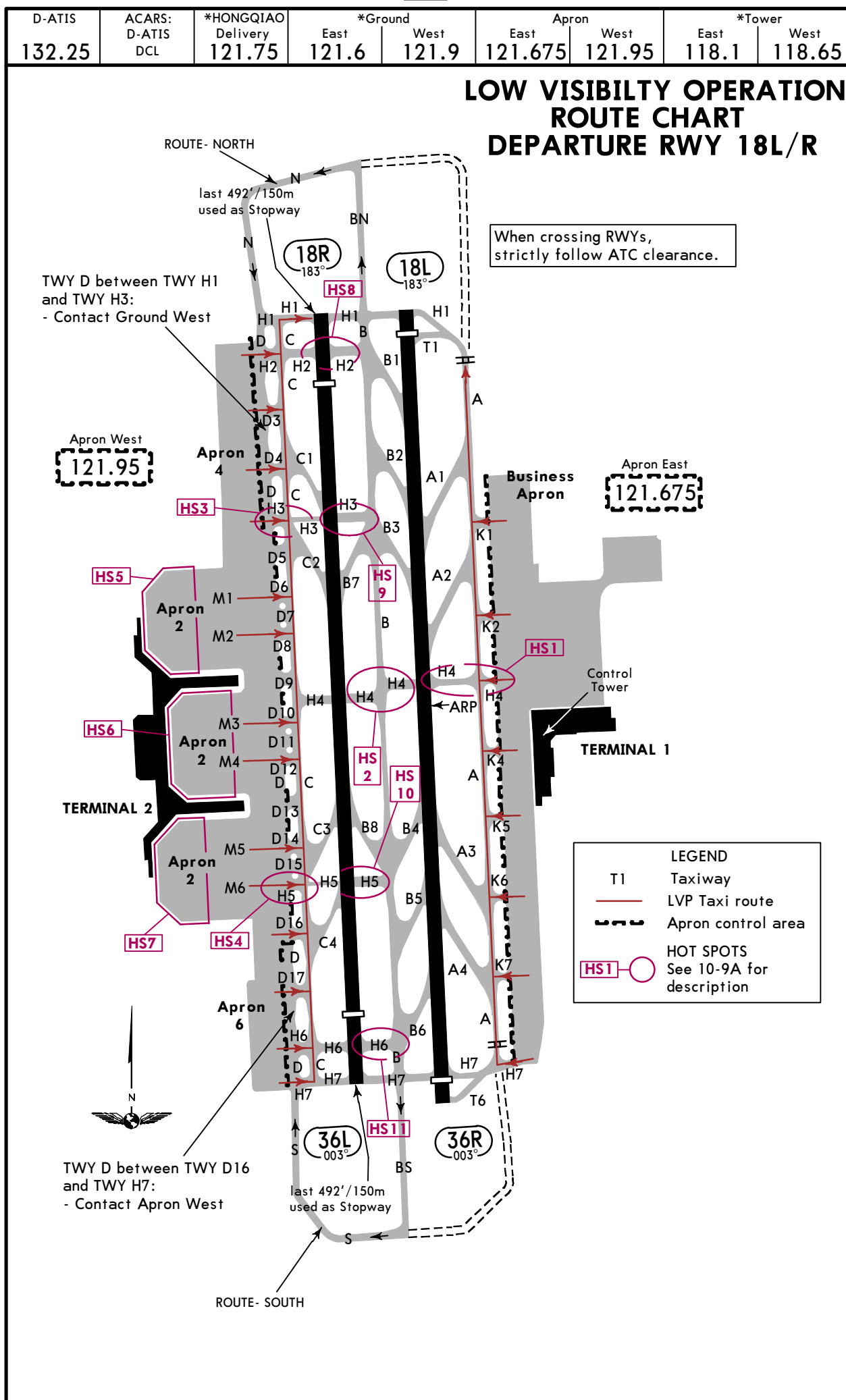
JEPPESSEN SHANGHAI, PR OF CHINA

18 FEB 22

10-9E

Eff 23 Feb 1600Z

HONGQIAO



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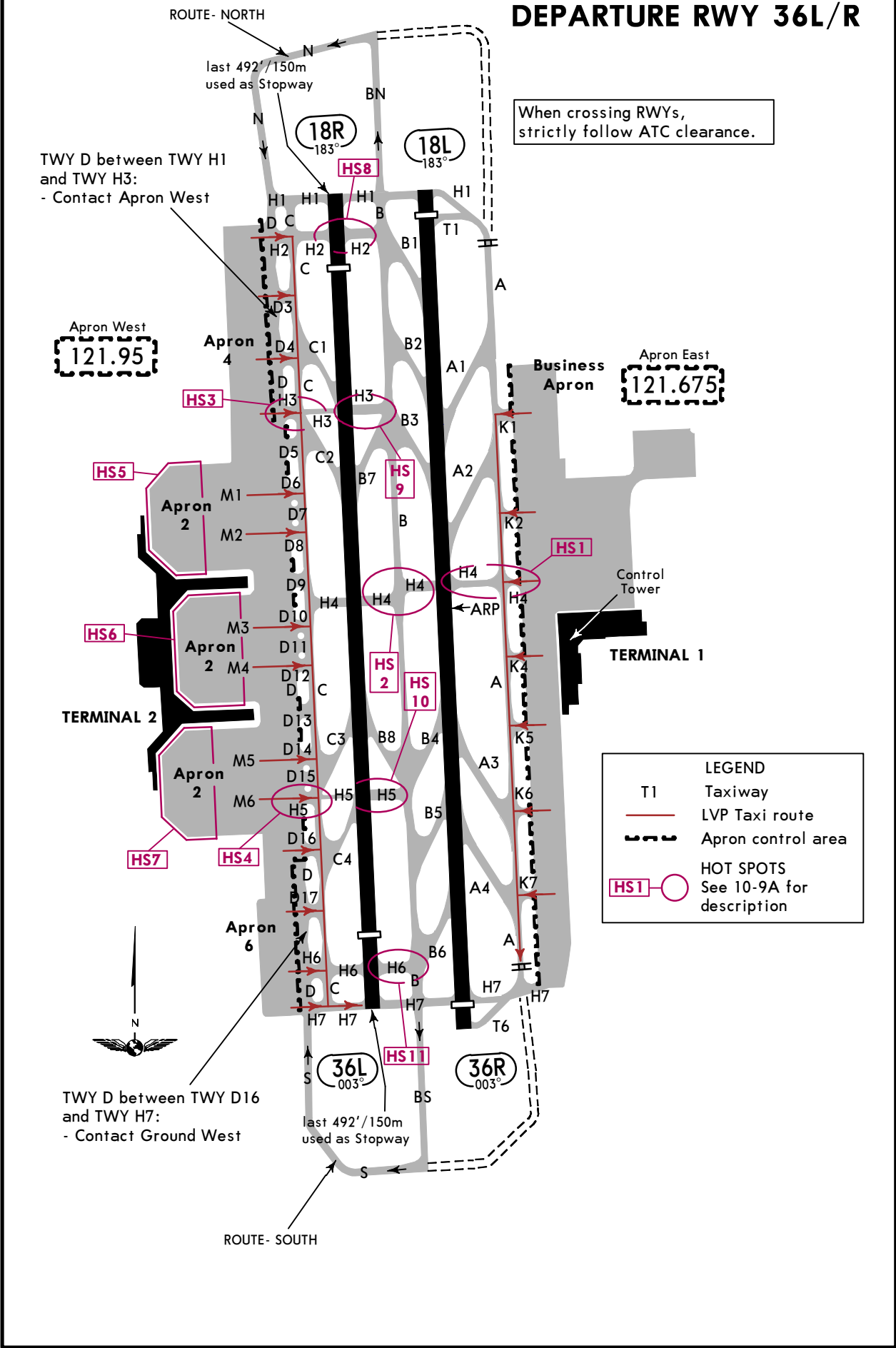
JEPPesen SHANGHAI, PR OF CHINA

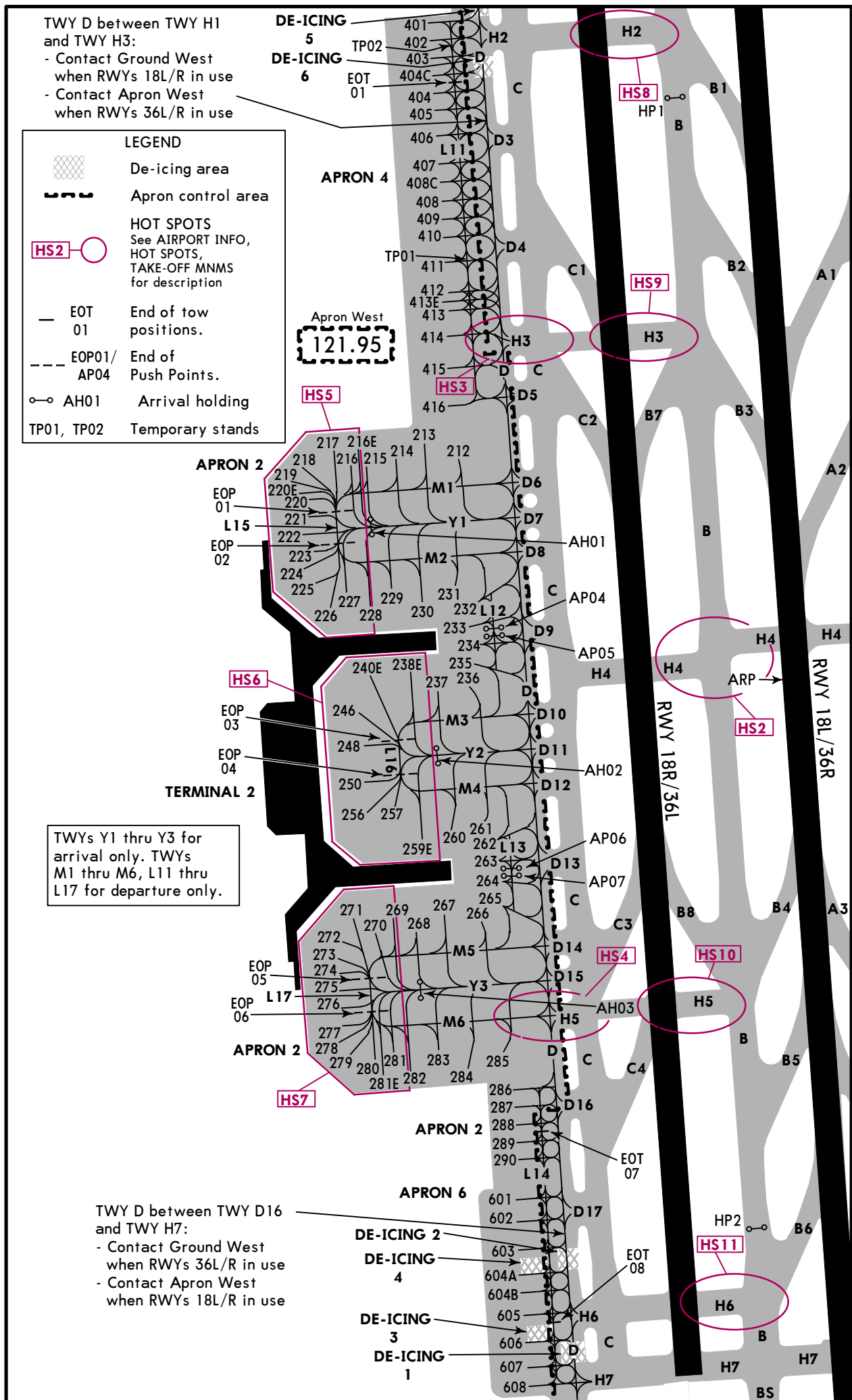
18 FEB 22 10-9F Eff 23 Feb 1600Z

HONGQIAO

D-ATIS	ACARS: D-ATIS DCL	*HONGQIAO Delivery	East	*Ground West	East	Apron West	East	*Tower West
132.25		121.75	121.6	121.9	121.675	121.95	118.1	118.65

LOW VISIBLTY OPERATION
ROUTE CHART
DEPARTURE RWY 36L/R





ZSSS/SHA



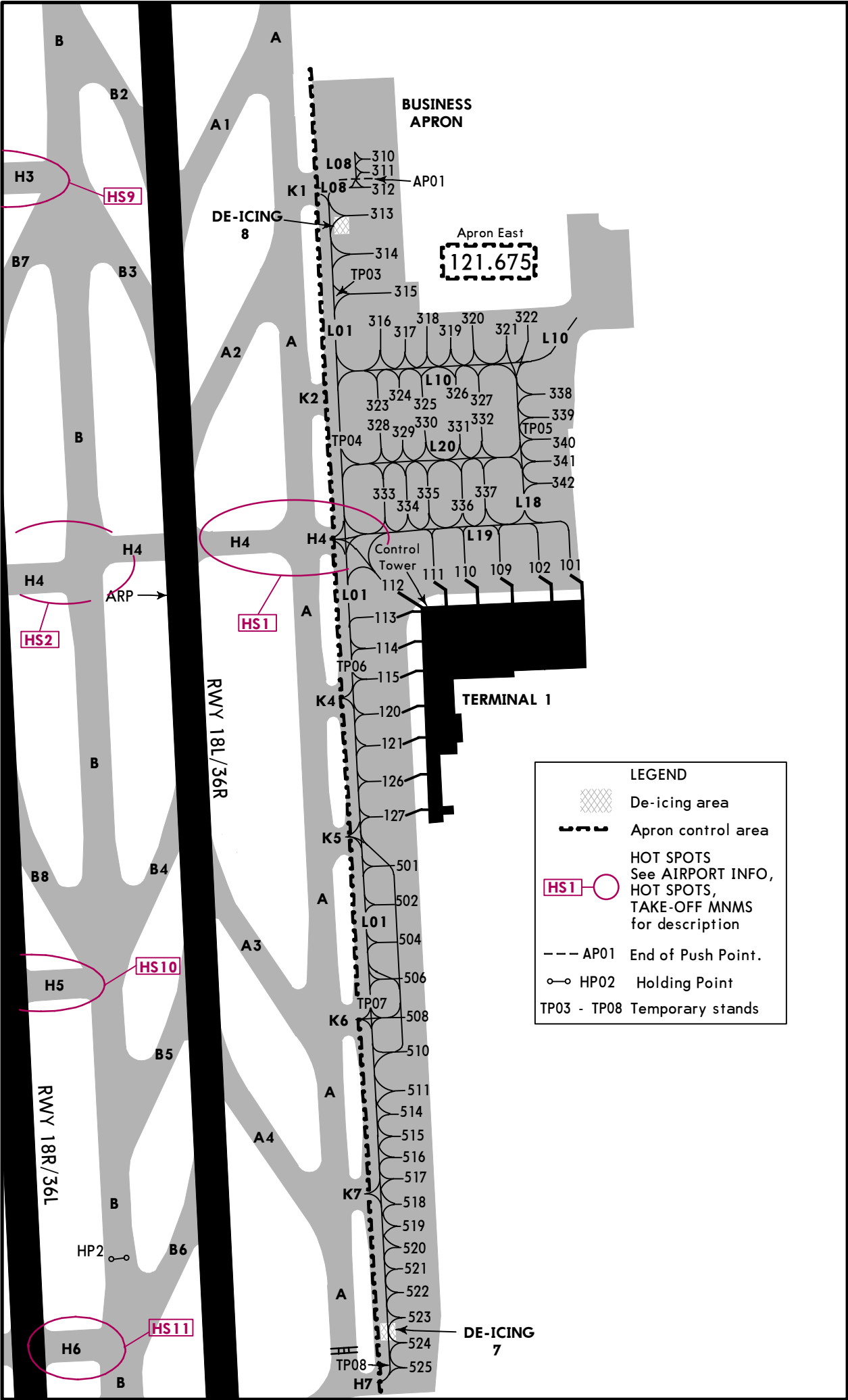
JEPPESEN SHANGHAI, PR OF CHINA

26 JUL 24

(10-9H)

Eff 7 Aug 1600Z

HONGQIAO



LEGEND

- De-icing area
- Apron control area
- HOT SPOTS**
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description
- HS1
- AP01 End of Push Point.
- HP02 Holding Point
- TP03 - TP08 Temporary stands

ZSSS/SHA
HONGQIAO

30 AUG 24
Eff 4 Sep 1600Z

(11-1)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 18L

BRIEFING STRIP™

D-ATIS	AP01		AP02	AP03	SHANGHAI Approach (R)		AP04	AP05	AP06	AP07	AP08
132.25	120.3X		125.4	125.85X	123.8X		126.65	126.3X		121.1X	127.75X
SHANGHAI Approach (R)				HONGQIAO Tower		Ground					
AP09		AP10	AP11		West		East		West	East	
121.375X		125.625X		119.075X		118.65		118.1		121.9	121.6
LOC IPK *111.3		Final Apch Crs 183°		D5.7 IPK 1810' (1804')		ILS DA(H) Refer to Minimums		Apt Elev 10'		Rwy 6'	
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT (MAX 210 KT) to SS205 at 2960', continue to approach or join holding and follow ATC instructions.											
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118				Trans alt: 9850' ①			

180°

140°

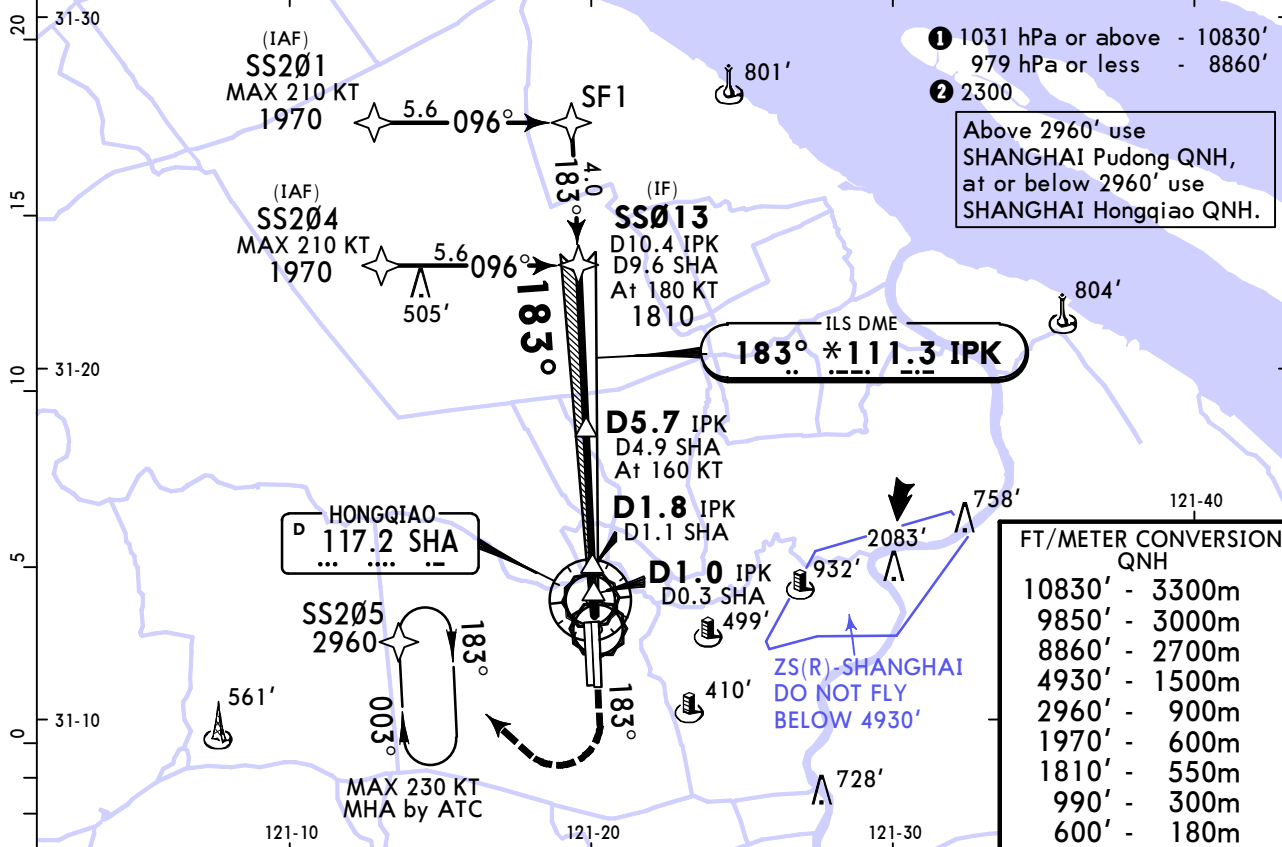
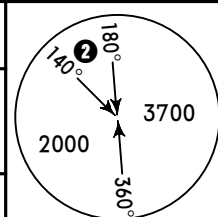
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2000

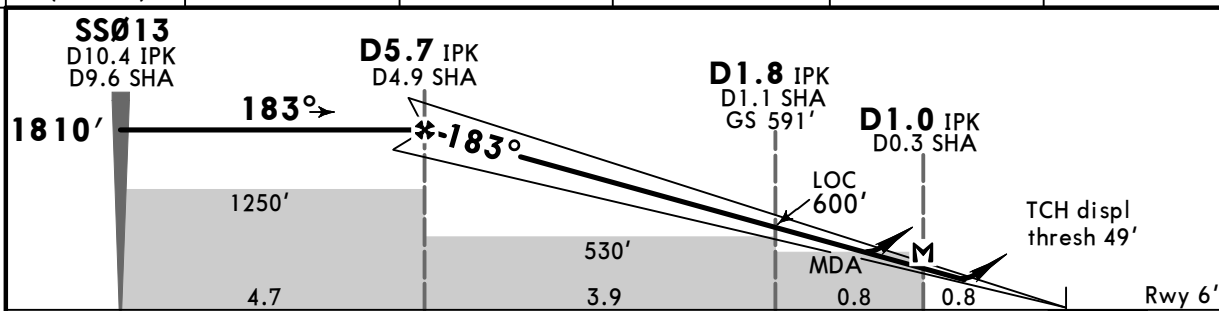
360°

②

MSA SHA VOR



LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	990'	210 KT	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	MAX RT
MAP at D1.0 IPK/D0.3 SHA										

Standard				STRAIGHT-IN LANDING RWY 18L		LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb grad min 4.0%				Missed apch climb grad min 2.5%		CDFA		Not authorized East of runway	
DA(H) 206' (200')				ABC: 219' (213') D: 236' (230')		MDA(H) 430' (424')			
FULL		ALS out		FULL		ALS out		Max Kts	
A		B		C		D		MDA(H) VIS	
RVR 550m VIS 800m		1200m		RVR 600m VIS 800m		1200m		100	
								135	
								180	
								205	

① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

ZSSS/SHA



JEPPESSEN

SHANGHAI, PR OF CHINA

SA CAT I

HONGQIAO

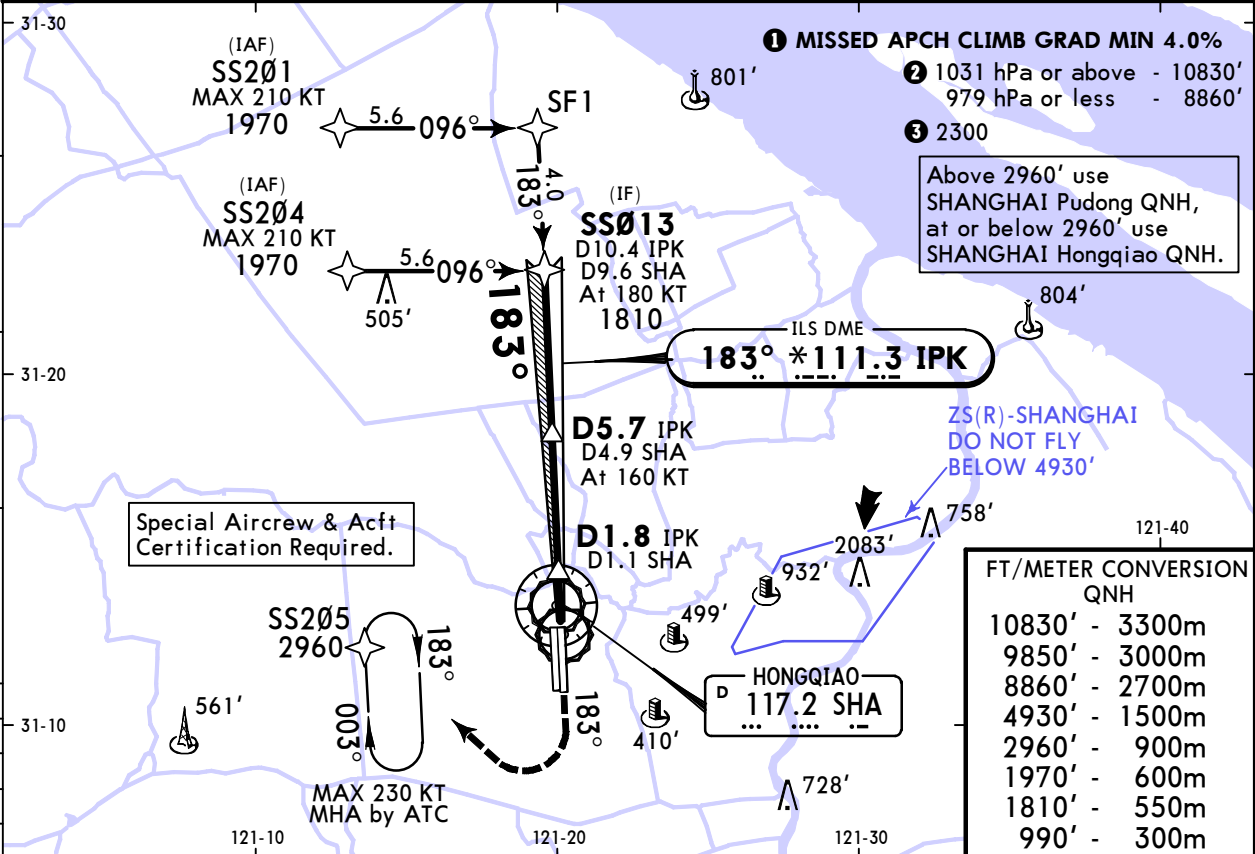
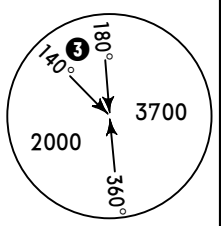
30 AUG 24

Eff 4 Sep 1600Z

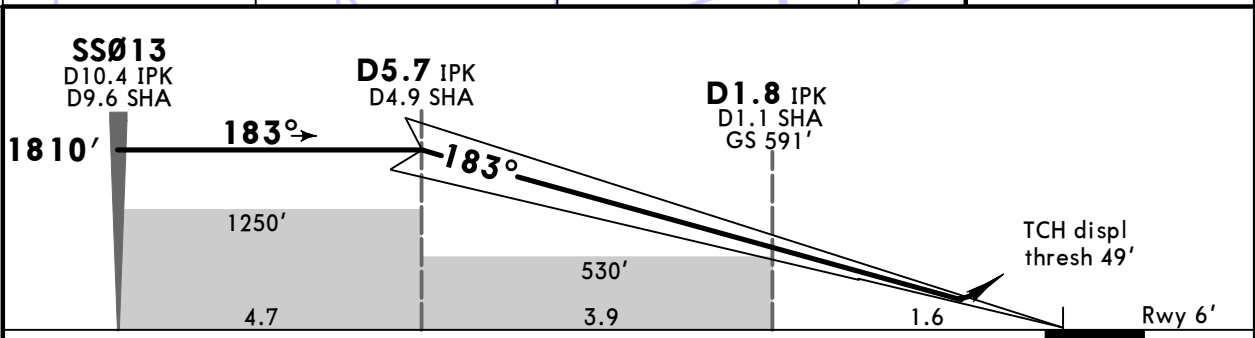
11-2A

RNAV ILS DME Z Rwy 18L

D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X	
AP09	SHANGHAI Approach (R)	AP10	AP11	HONGQIAO Tower	West	East	Ground	East	
121.375X	125.625X	119.075X		118.65	118.1	121.9	121.6		
LOC IPK *111.3	Final Apch Crs 183°	D5.7 IPK 1810' (1804')	SA CAT I ILS RA 154' DA(H) 156' (150')	Appt Elev 10'	Rwy 6'				
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT (MAX 210 KT) to SS205 at 2960', continue to approach or join holding and follow ATC instructions.									
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA SHA VOR					



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
2960'	900m
1970'	600m
1810'	550m
990'	300m



Gnd speed-Kts	70	90	100	120	140	160		HIALS	990'	210 KT	
GS	3.00°	372	478	531	637	743	849	PAPI	↑	MAX RT	SS205 at 2960'

Standard STRAIGHT-IN LANDING RWY 18L
SA CAT I ILS ①
Missed apch climb gradient min 4.0%
RA 154'
DA(H) 156' (150')
RVR 450m
① HUD required.

ZSSS/SHA
HONGQIAO

30 AUG 24
Eff 4 Sep 1600Z

JEPPESSEN SHANGHAI, PR OF CHINA
11-2B SA CAT I ILS DME Y Rwy 18L

D-ATIS
132.25

AP01
120.3X

AP02
125.4

AP03
125.85X

SHANGHAI Approach (R)
AP04
123.8X

AP05
126.65

AP06
126.3X

AP07
121.1X

AP08
127.75X

SHANGHAI Approach (R)
AP09
121.375X

AP10
125.625X

AP11
119.075X

HONGQIAO Tower
West
118.65

East
118.1

Ground
West
121.9

East
121.6

LOC
IPK
*111.3

Final
Apch Crs
183°

D5.7 IPK
1810' (1804')

SA CAT I ILS
RA 154'
DA(H) 156' (150')

Apt Elev 10'
Rwy 6'

180°

140°

120°

100°

80°

60°

40°

20°

0°

200°

220°

240°

260°

280°

300°

320°

340°

360°

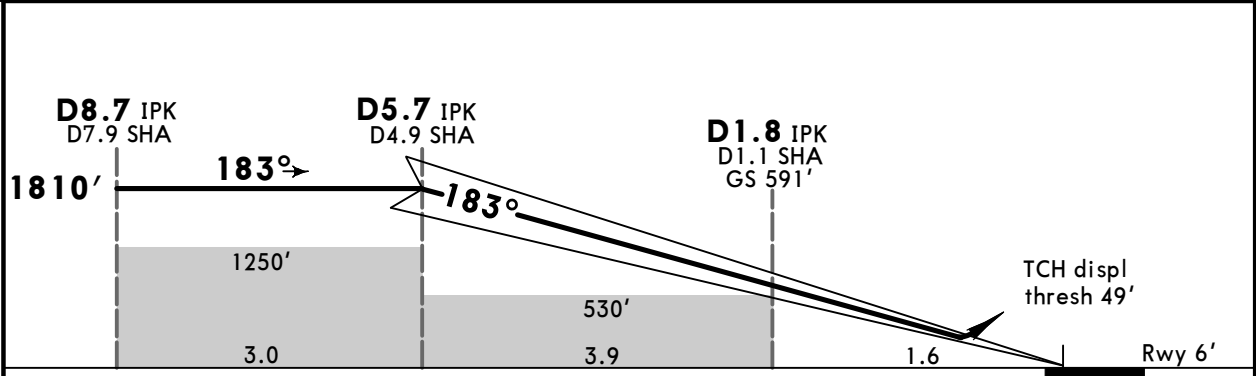
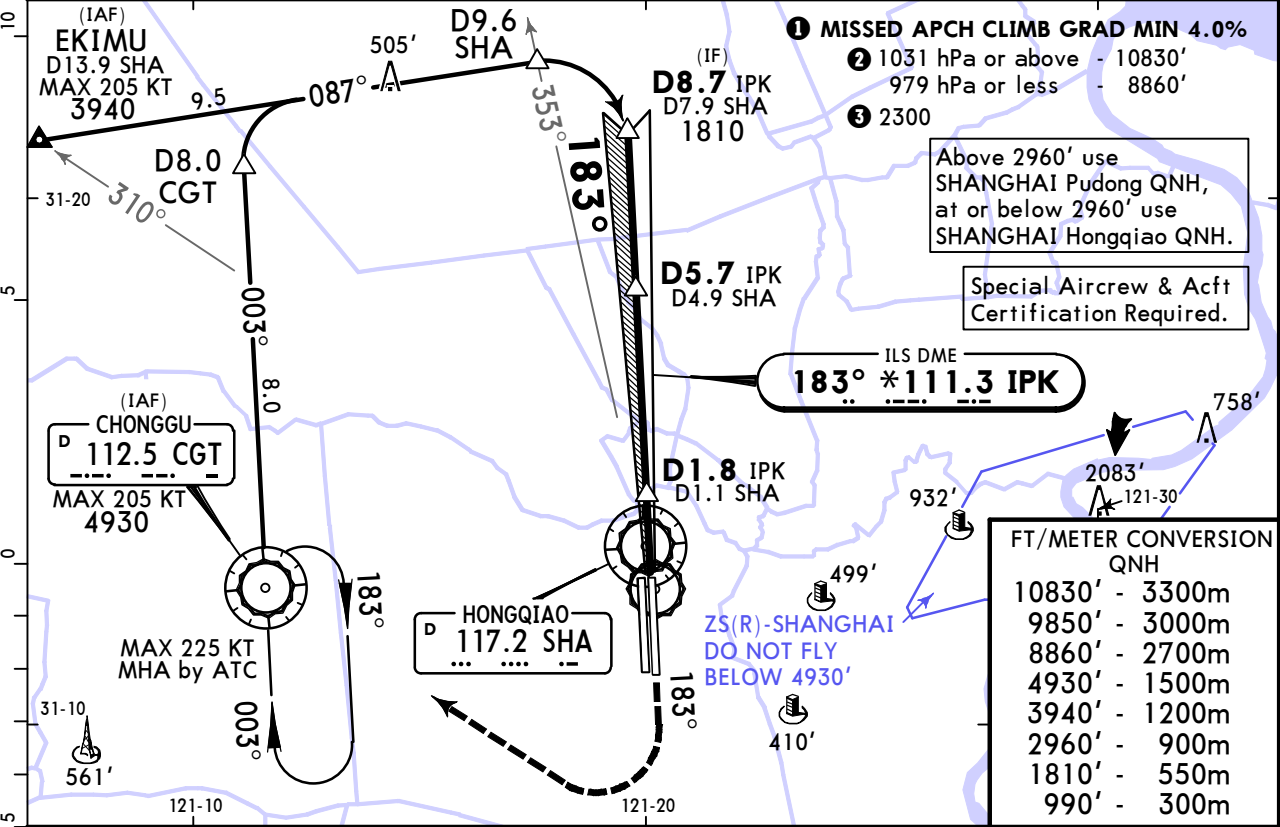
3700

2000

MSA SHA VOR

MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT (MAX 205 KT) to CGT VOR at 2960', continue to approach or join holding and follow ATC instructions.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' ②



Gnd speed-Kts	70	90	100	120	140	160		HIALS	990'	205 KT	CGT	
GS	3.00°	372	478	531	637	743	849	PAPI	↑	MAX	112.5	at 2960'
										RT		

Standard

STRAIGHT-IN LANDING RWY 18L

SA CAT I ILS ①

Misssed apch climb gradient min 4.0%

RA 154'

DA(H) 156' (150')

RVR 450m

① HUD required.

ZSSS/SHA
HONGQIAO

30 AUG 24
Eff 4 Sep 1600Z

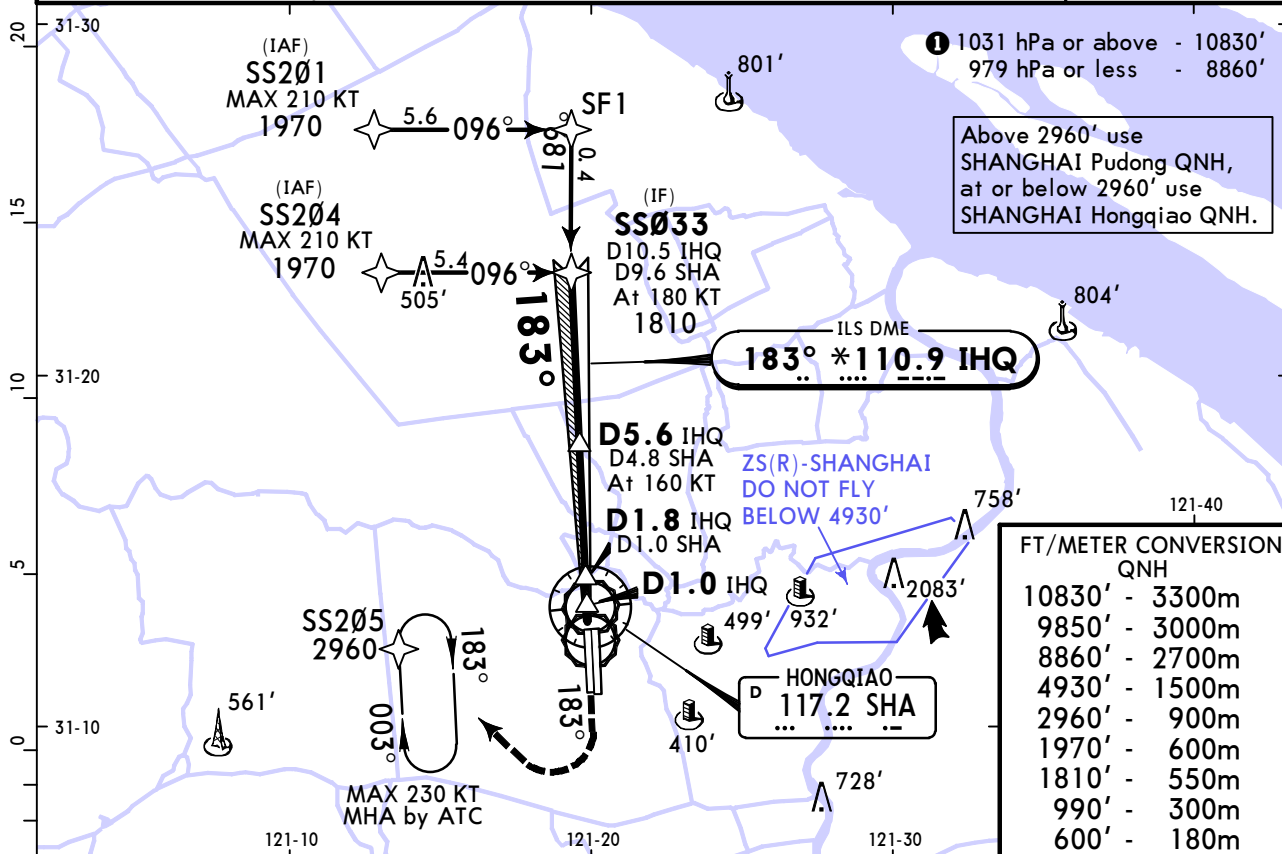
11-3

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 18R

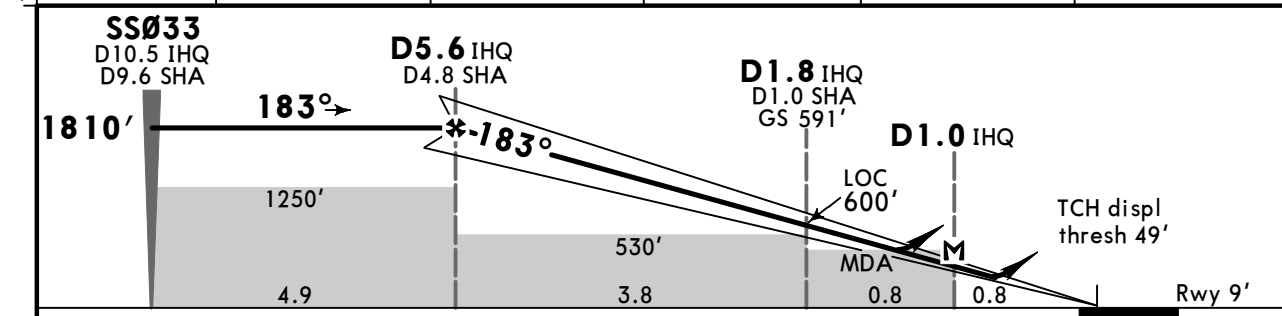
BRIEFING STRIP™

D-ATIS	AP01		AP02	AP03	SHANGHAI Approach (R)		AP04	AP05	AP06	AP07	AP08
132.25	120.3X		125.4	125.85X	123.8X		126.65	126.3X	121.1X	127.75X	
SHANGHAI Approach (R)				HONGQIAO Tower		Ground					
AP09		AP10	AP11	West		East		West		East	
121.375X		125.625X		119.075X		118.65		118.1		121.9 121.6	
LOC IHQ		Final Apch Crs		D5.6 IHQ		ILS DA(H)		Apt Elev 10'			
*110.9		183°		1810' (1801')		209' (200')		Rwy 9'			
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to SS205 at 2960', continue to approach or join holding and follow ATC instructions. MAX 210 KT.											
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850'		①			

MSA SHA VOR



LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	210 KT	990'	2960'	SS205
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	MAX	↑	RT	
MAP at D1.0 IHQ											

Standard				STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not authorized East of runway			
DA(H) 209' (200')				MDA(H) 430' (421')							
FULL				ALS out							
A				1600m				Max Kts	MDA(H)	VIS	
B								100	690' (680')	2800m	
C								135	690' (680')	3200m	
D								180	790' (780')	4400m	
								205	790' (780')	4800m	

① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

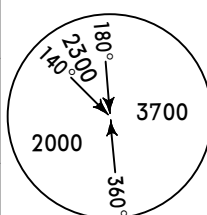
CHANGES: TWR & GND hours of operation, minimums.

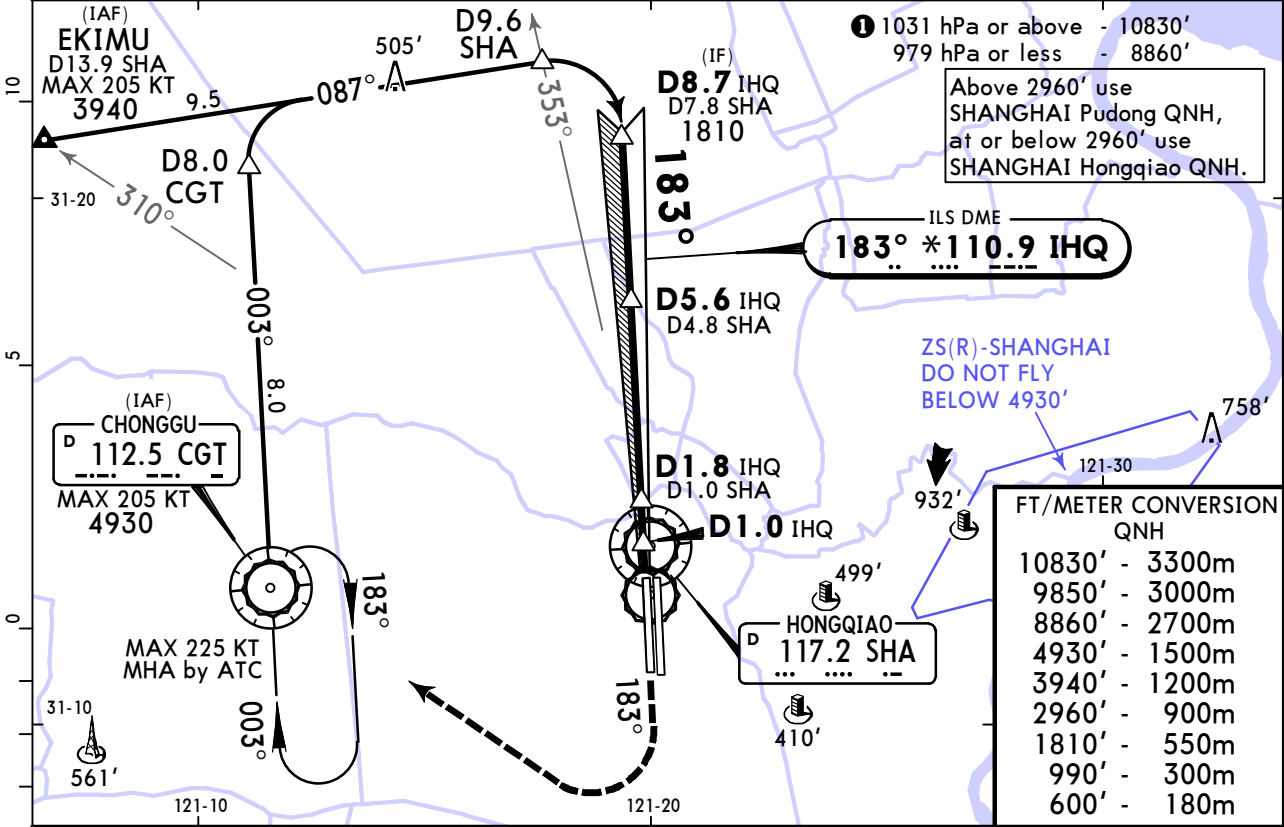
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ZSSS/SHA
HONGQIAO

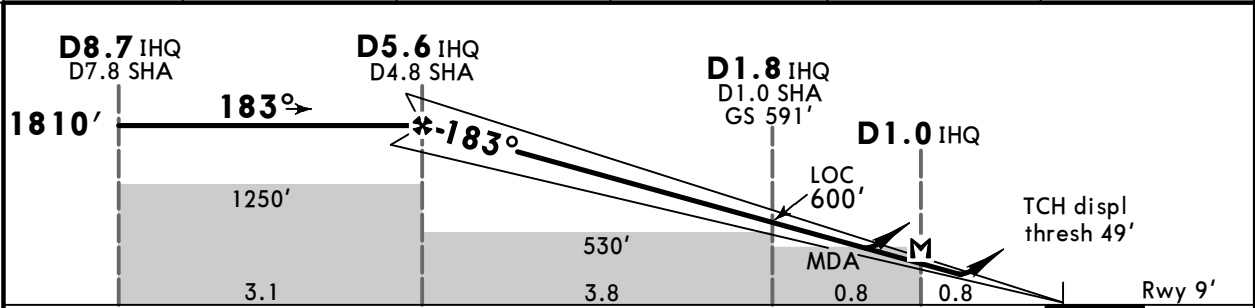
30 AUG 24
Eff 4 Sep 1600Z (11-4)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18R

D-ATIS	SHANGHAI Approach (R)							
132.25	AP01 120.3X	AP02 125.4	AP03 125.85X	AP04 123.8X	AP05 126.65	AP06 126.3X	AP07 121.1X	AP08 127.75X
SHANGHAI Approach (R)			HONGQIAO Tower		Ground			
AP09 121.375X	AP10 125.625X	AP11 119.075X	West 118.65	East 118.1	West 121.9	East 121.6		
LOC IHQ *110.9	Final Apch Crs 183°	D5.6 IHQ 1810' (1801')		ILS DA(H) 209' (200')		Apt Elev 10' Rwy 9'		
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT (MAX 205 KT) to CGT VOR at 2960', continue to approach or join holding and follow ATC instructions.								
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①		
 MSA SHA VOR								



LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	990'	205 KT	CGT	at 2960'
ILS GS or	3.00°	372	478	531	637	743	PAPI	↑	MAX	112.5	
LOC Descent Angle									RT		
MAP at D1.0 IHQ											

Standard				STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not authorized			
DA(H) 209' (200')				CDFA				East of runway			
FULL				MDA(H) 430' (421')							
ALS out				ALS out							
A				1600m			Max Kts	MDA(H)		VIS	
B							100	690' (680')		2800m	
C	RVR 550m ① VIS 800m			1200m			135	690' (680')		3200m	
D							180	790' (780')		4400m	
							205	790' (780')		4800m	

① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

ZSSS/SHA

JEPPESEN SHANGHAI, PR OF CHINA

SA CAT I

HONGQIAO

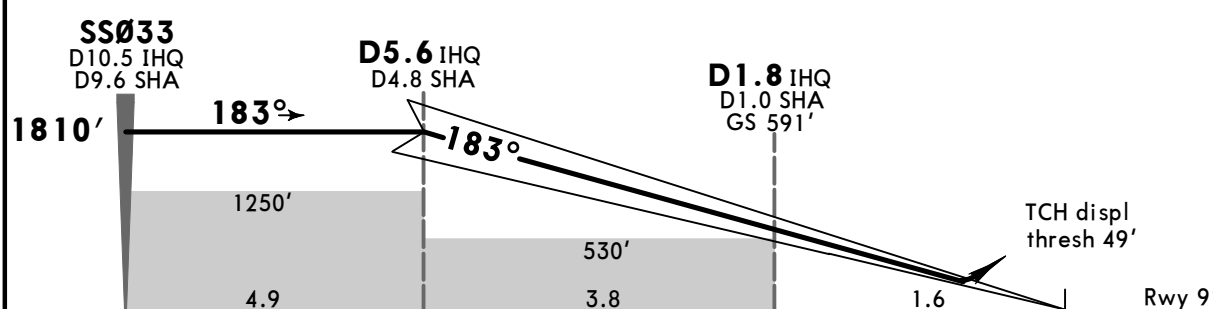
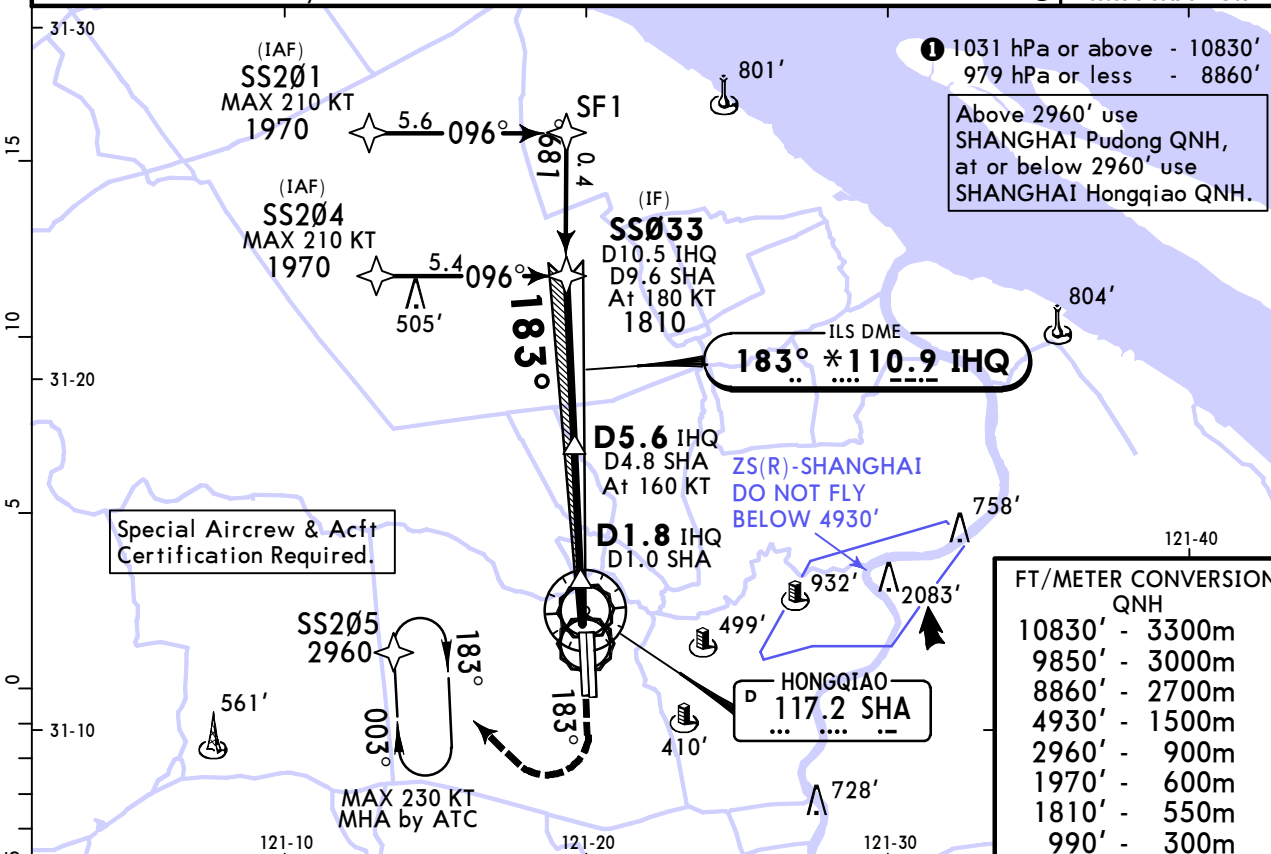
30 AUG 24
Eff 4 Sep 1600Z

11-4A

RNAV ILS DME Z Rwy 18R

BRIEFING STRIP™

D-ATIS	AP01		AP02	AP03	SHANGHAI Approach (R)		AP04	AP05	AP06	AP07	AP08
132.25	120.3X		125.4	125.85X	123.8X		126.65	126.3X	121.1X	127.75X	
SHANGHAI Approach (R)				HONGQIAO Tower		West		East		Ground	
AP09		AP10		AP11		118.65		118.1		121.9 121.6	
LOC IHQ *110.9		Final Apch Crs 183°		D5.6 IHQ 1810' (1801')		SA CAT I ILS RA 154' DA(H) 159' (150')		Apt Elev 10'		Rwy 9'	
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to SS205 at 2960', continue to approach or join holding and follow ATC instructions. MAX 210 KT.											
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850'		①		MSA SHA VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	210 KT	990'	2960'	SS205
GS	3.00°	372	478	531	637	743	849	PAPI	MAX	↑	RT

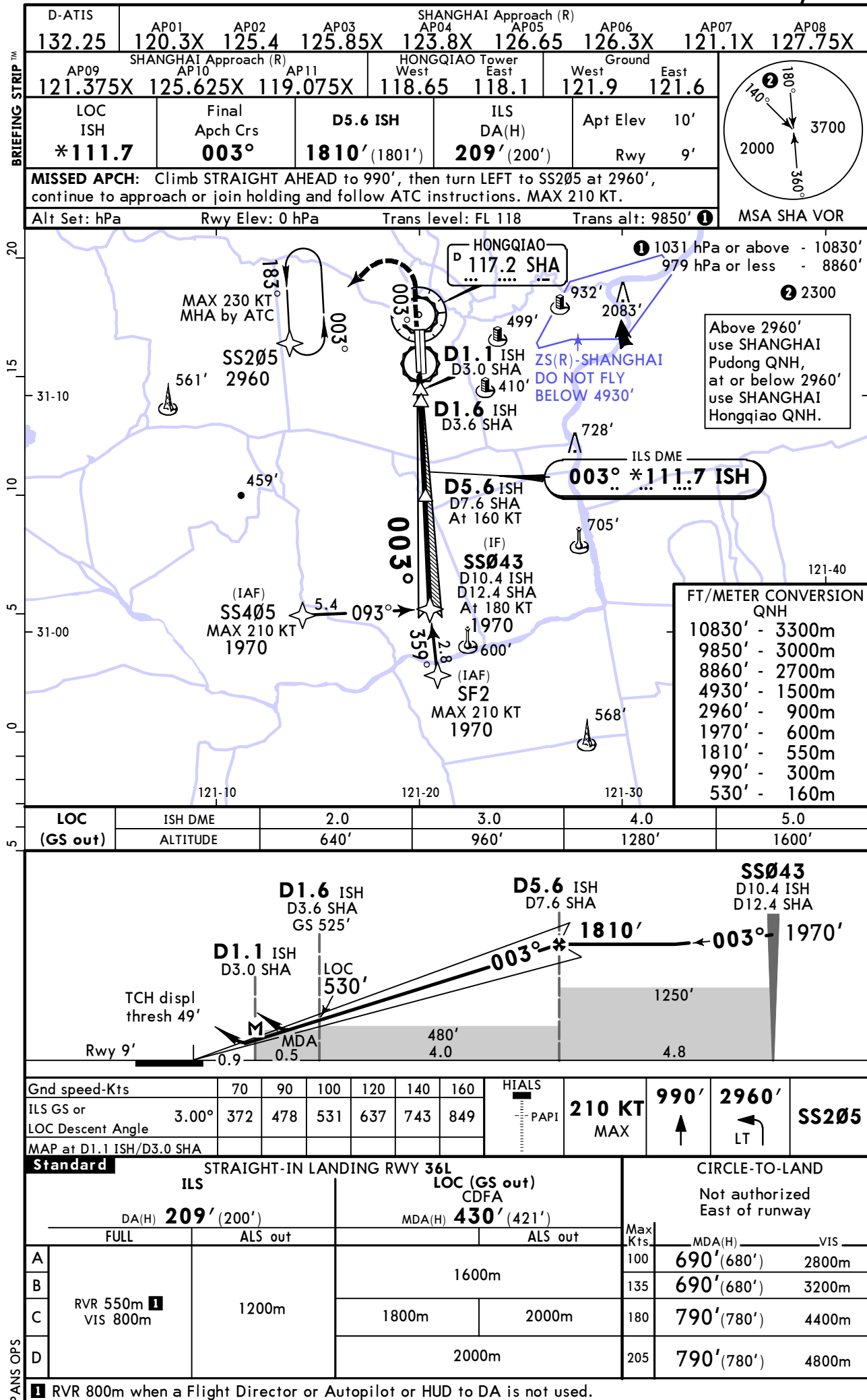
Standard	STRAIGHT-IN LANDING RWY 18R										
	SA CAT I ILS ①										
	RA 154'										
	DA(H) 159' (150')										
	RVR 450m										
PANS OPS	① HUD required.										

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ZSSS/SHA
HONGQIAO

30 AUG 24
Eff 4 Sep 1600Z (11-5)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 36L



ZSSS/SHA



JEPPESSEN

SHANGHAI, PR OF CHINA

SA CAT I

HONGQIAO

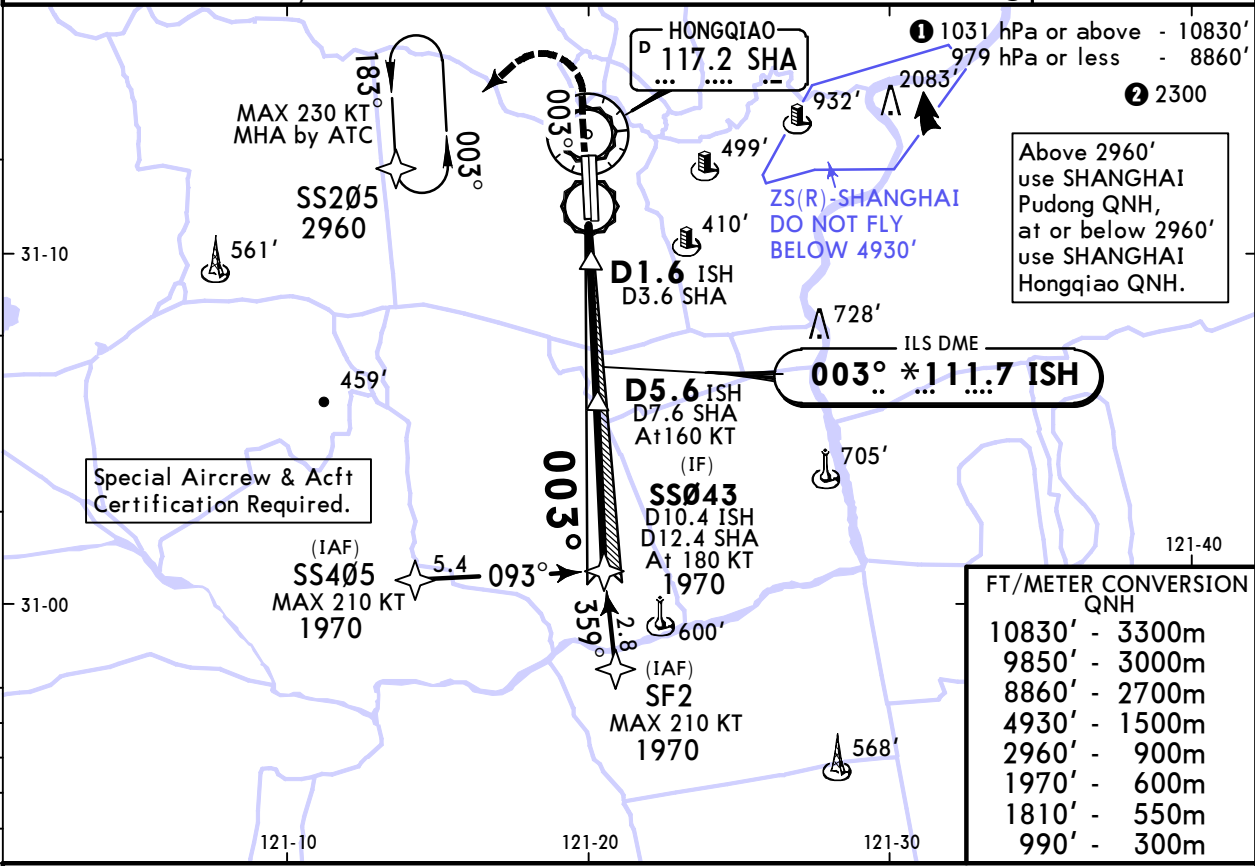
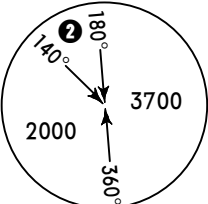
30 AUG 24

Eff 4 Sep 1600Z

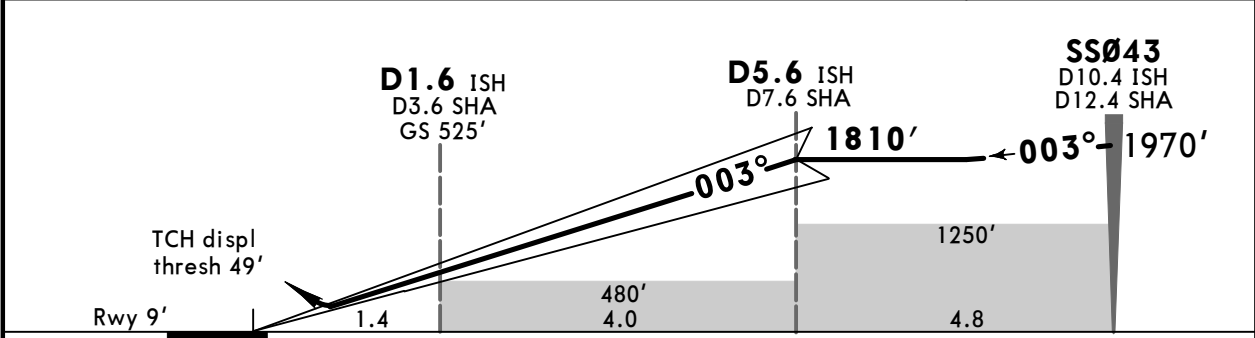
11-6A

RNAV ILS DME Z Rwy 36L

D-ATIS	AP01		AP02	AP03	SHANGHAI Approach (R)		AP04	AP05	AP06	AP07	AP08
132.25	120.3X		125.4	125.85X	123.8X		126.65	126.3X	121.1X	127.75X	
AP09				SHANGHAI Approach (R)		AP10		AP11		HONGQIAO Tower	
121.375X				125.625X		119.075X		118.65		118.1	
121.9				121.6		West		Ground		East	
LOC		Final		D5.6 ISH		SA CAT I ILS		Apt Elev		10'	
ISH		Apch Crs				RA 154'		Rwy		9'	
*111.7		003°		1810' (1801')		DA(H)					
						159' (150')					
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to SS205 at 2960', continue to approach or join holding and follow ATC instructions. MAX 210 KT.											
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850'		①		MSA SHA VOR	



FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
2960'	900m
1970'	600m
1810'	550m
990'	300m



Gnd speed-Kts	70	90	100	120	140	160		HIALS	210 KT	990'	2960'	SS205
GS	3.00°	372	478	531	637	743	849	PAPI	MAX	↑	LT	

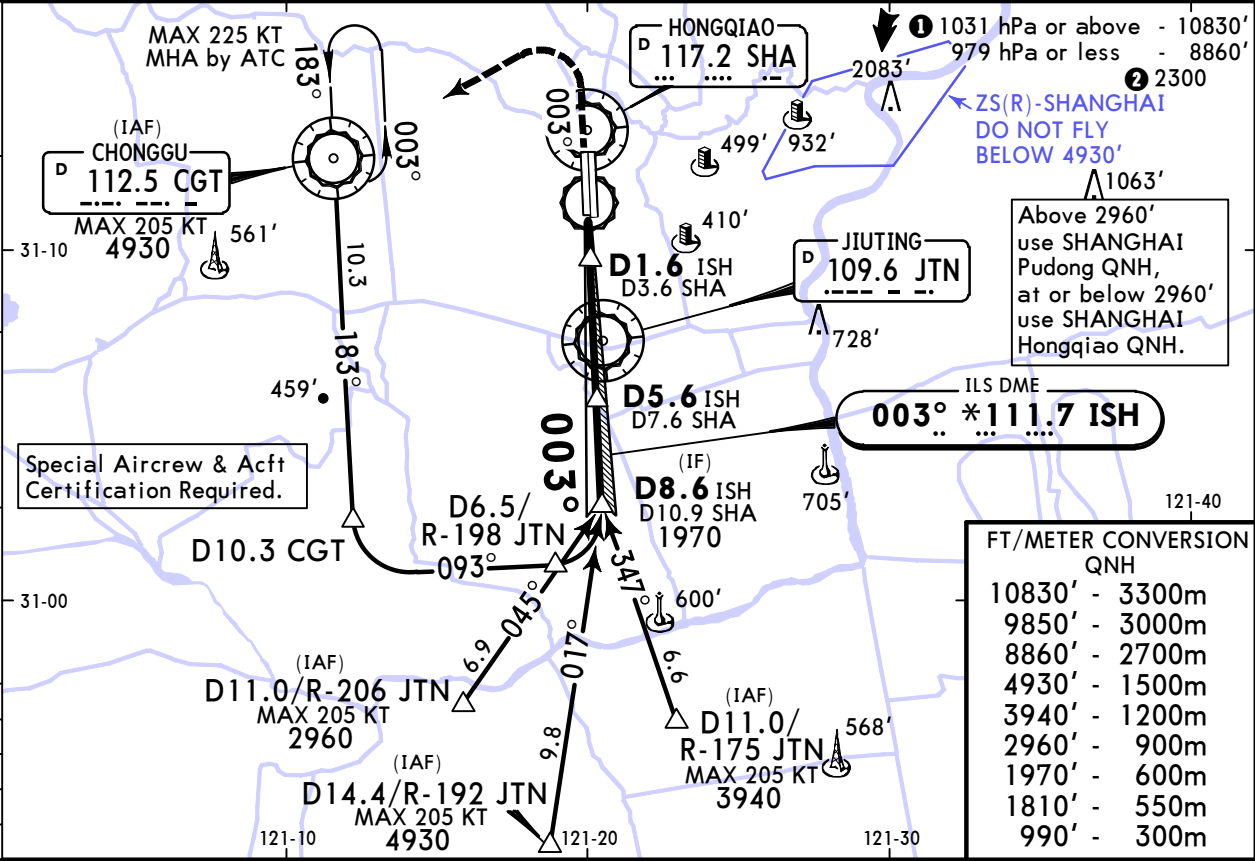
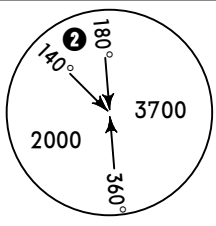
Standard STRAIGHT-IN LANDING RWY 36L												
SA CAT I ILS ①												
RA 154'												
DA(H) 159' (150')												
RVR 450m												
① HUD required.												

ZSSS/SHA
HONGQIAO

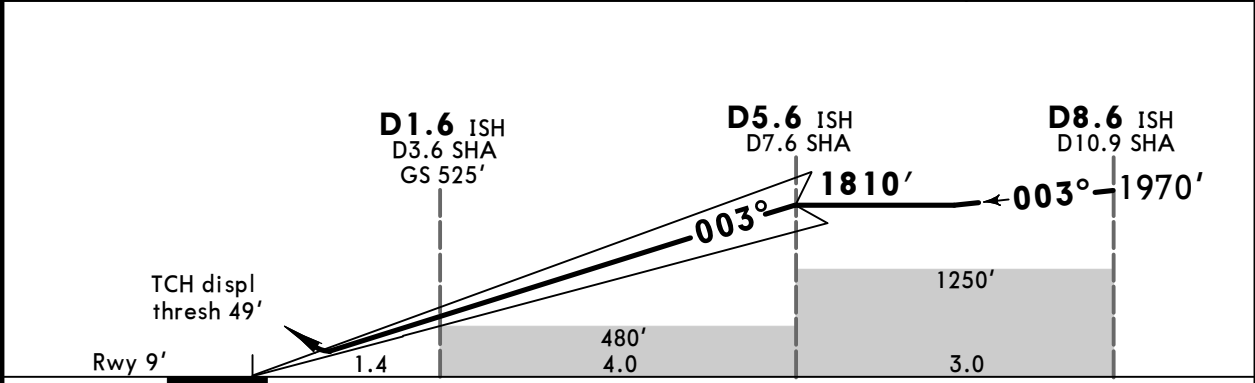
30 AUG 24
Eff 4 Sep 1600Z

JEPPESSEN SHANGHAI, PR OF CHINA
11-6B SA CAT I ILS DME Y Rwy 36L

D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X	
AP09	SHANGHAI Approach (R)	AP10	AP11	HONGQIAO Tower	West	East	West	Ground	East
121.375X	125.625X	119.075X		118.65	118.1		121.9	121.6	
LOC	Final	D5.6 ISH	SA CAT I ILS	Apt Elev	10'				
ISH	Apch Crs		RA 154'	Rwy	9'				
*111.7	003°	1810' (1801')	DA(H) 159' (150')						
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT (MAX 205 KT) to CGT VOR at 2960', continue to approach or join holding and follow ATC instructions.									
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' ①	MSA SHA VOR					



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
2960'	900m
1970'	600m
1810'	550m
990'	300m



Gnd speed-Kts	70	90	100	120	140	160		HIALS	990'	205 KT	CGT	
GS	3.00°	372	478	531	637	743	849	PAPI	↑	MAX	112.5	at 2960'
										LT		

Standard STRAIGHT-IN LANDING RWY 36L
SA CAT I ILS ①
RA 154'
DA(H) 159' (150')
RVR 450m
① HUD required.

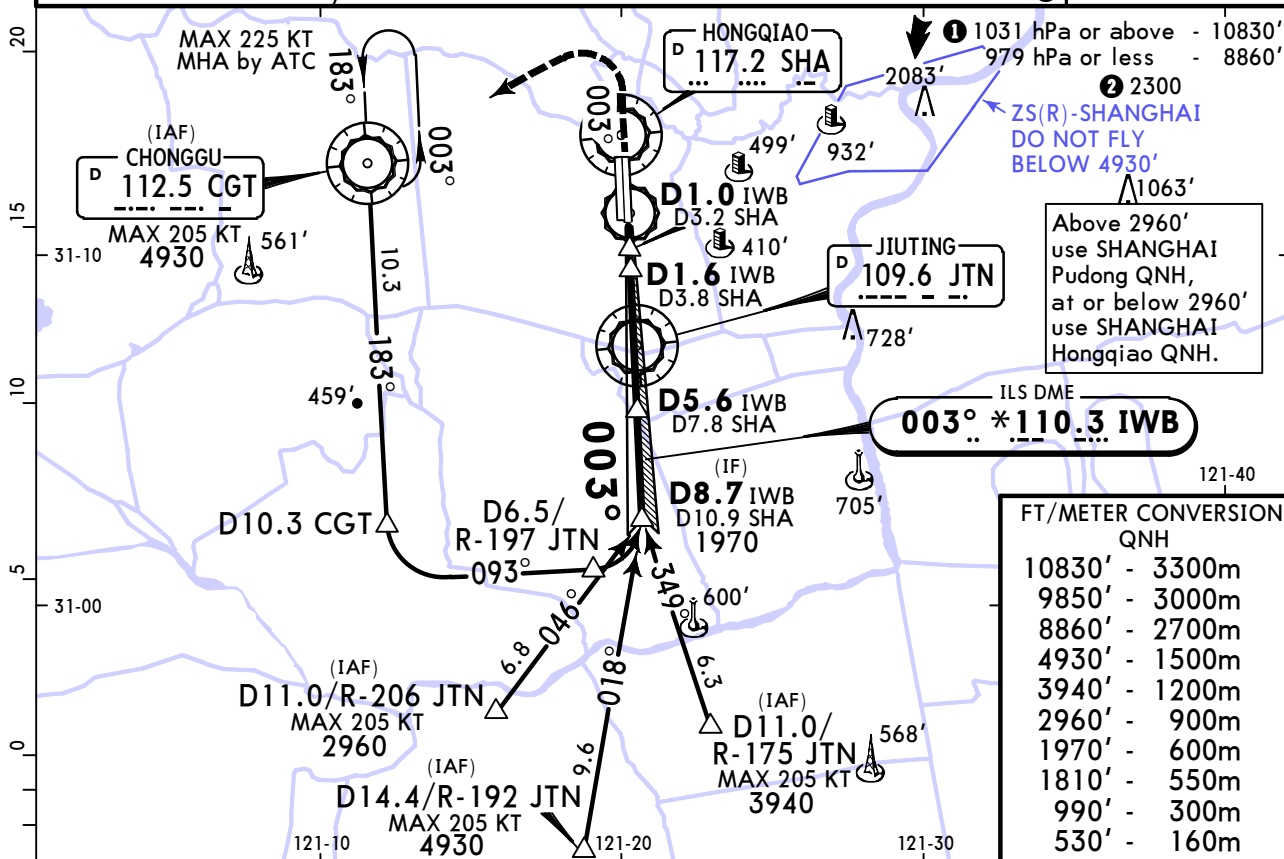
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ZSSS/SHA
HONGQIAO

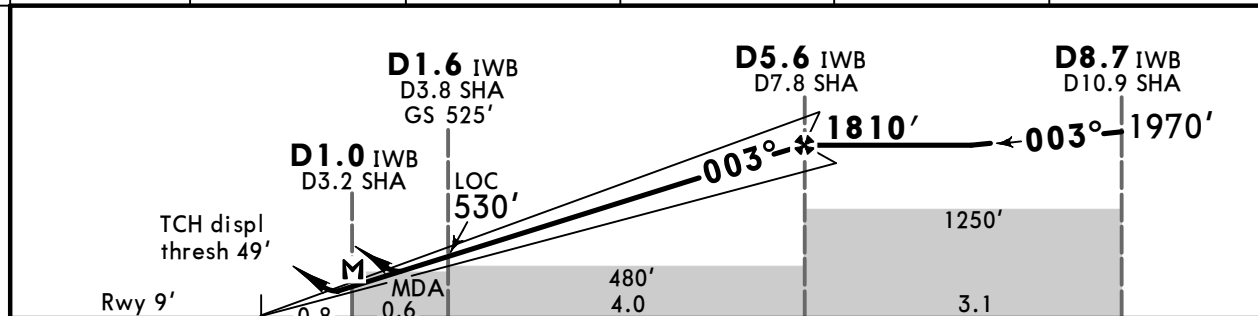
30 AUG 24
Eff 4 Sep 1600Z (11-8)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 36R

D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X	
AP09	SHANGHAI Approach (R)	AP10	AP11	HONGQIAO Tower West	HONGQIAO Tower East	West	Ground	East	
121.375X	125.625X	119.075X		118.65	118.1	121.9	121.6		
LOC IWB *110.3	Final Apch Crs 003°	D5.6 IWB 1810' (1801')	ILS DA(H) 209' (200')	Apt Elev 10'	Rwy 9'				
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT (MAX 205 KT) to CGT VOR at 2960', continue to approach or join holding and follow ATC instructions.									
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' ①	MSA SHA VOR					



LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	990'	205 KT	CGT
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	MAX	at 2960'
MAP at D1.0 IWB/D3.2 SHA								LT		

Standard STRAIGHT-IN LANDING RWY 36R									
ILS					LOC (GS out) CDFA				
DA(H) 209' (200')					MDA(H) 430' (421')				
FULL					ALS out				
A					1600m				
B					1800m				
C					2000m				
D					2000m				
RVR 550m ① VIS 800m					1200m				
					Max Kts				
					100				
					135				
					180				
					205				
					MDA(H)				
					690' (680')				
					VIS				
					2800m				
					3200m				
					4400m				
					4800m				

① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

ZSSS/SHA



JEPPESSEN

SHANGHAI, PR OF CHINA

SA CAT I & SA CAT II

HONGQIAO

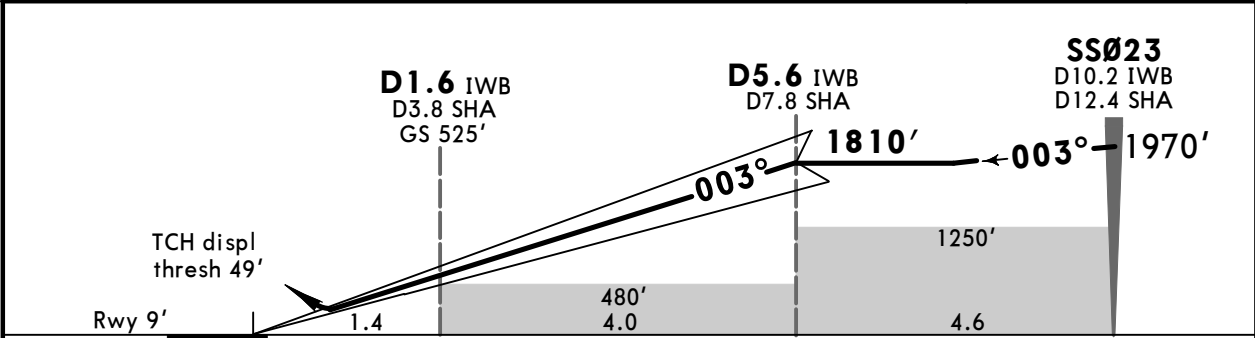
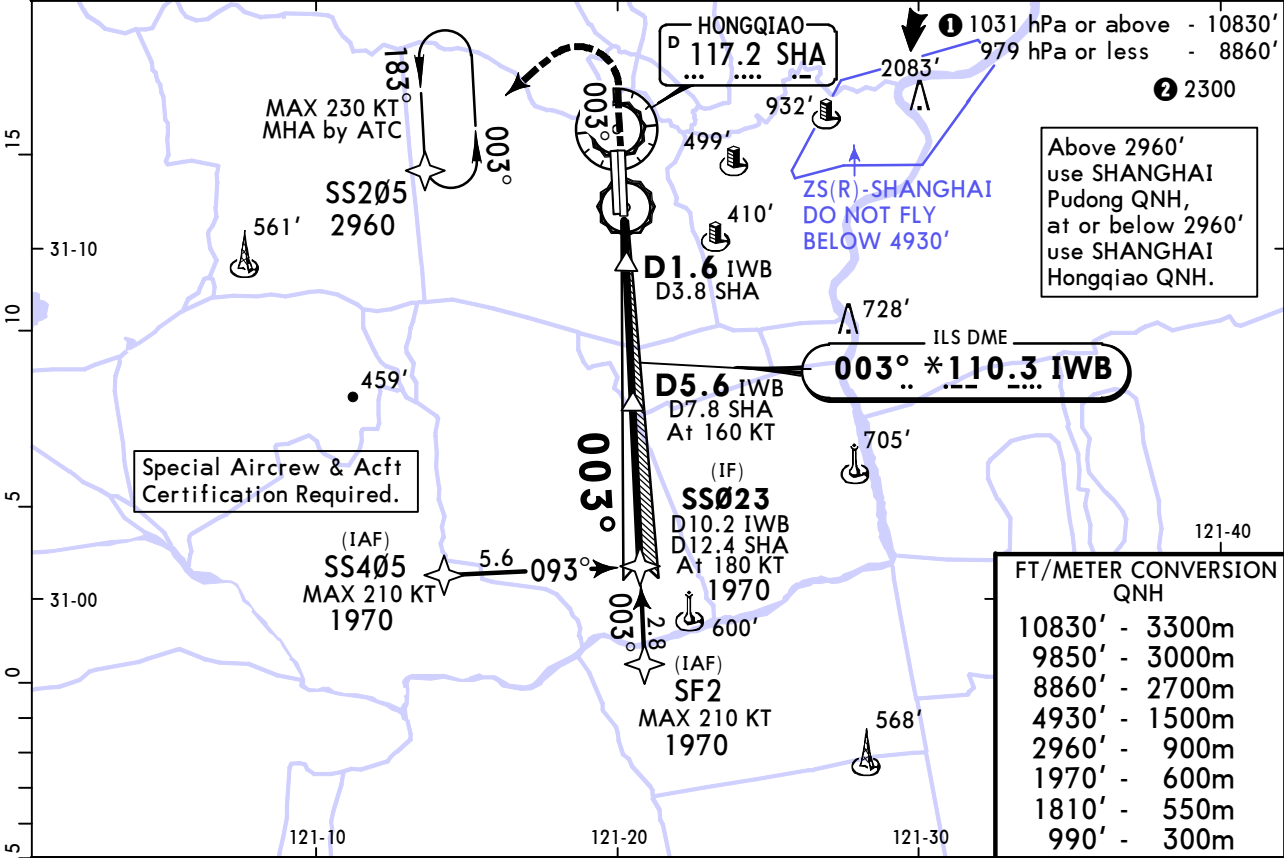
30 AUG 24

Eff 4 Sep 1600Z

11-8A

RNAV ILS DME Z Rwy 36R

D-ATIS	SHANGHAI Approach (R)							
132.25	AP01 120.3X	AP02 125.4	AP03 125.85X	AP04 123.8X	AP05 126.65	AP06 126.3X	AP07 121.1X	AP08 127.75X
SHANGHAI Approach (R)			HONGQIAO Tower		Ground			
AP09 121.375X	AP10 125.625X	AP11 119.075X	West 118.65	East 118.1	West 121.9	East 121.6		
LOC IWB *110.3	Final Apch Crs 003°	D5.6 IWB 1810' (1801')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 10' Rwy 9'		
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT (MAX 210 KT) to SS205 at 2960', continue to approach or join holding and follow ATC instructions.								
Alt Set: hPa	Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA SHA VOR	



Gnd speed-Kts	70	90	100	120	140	160		990'	210 KT MAX	SS205 at 2960'
GS	3.00°	372	478	531	637	849				

Standard		STRAIGHT-IN LANDING RWY 36R	
SA CAT II ILS 1		SA CAT I ILS 1	
RA 105'		RA 151'	
DA(H) 109' (100')		DA(H) 159' (150')	
RVR 350m		RVR 450m	
1 HUD required.			

ZSSS/SHA

**JEPPESEN**

~~SHANGHAI PR OF CHINA~~

SA CAT I & SA CAT II

ILS DME Y Rwy 36R

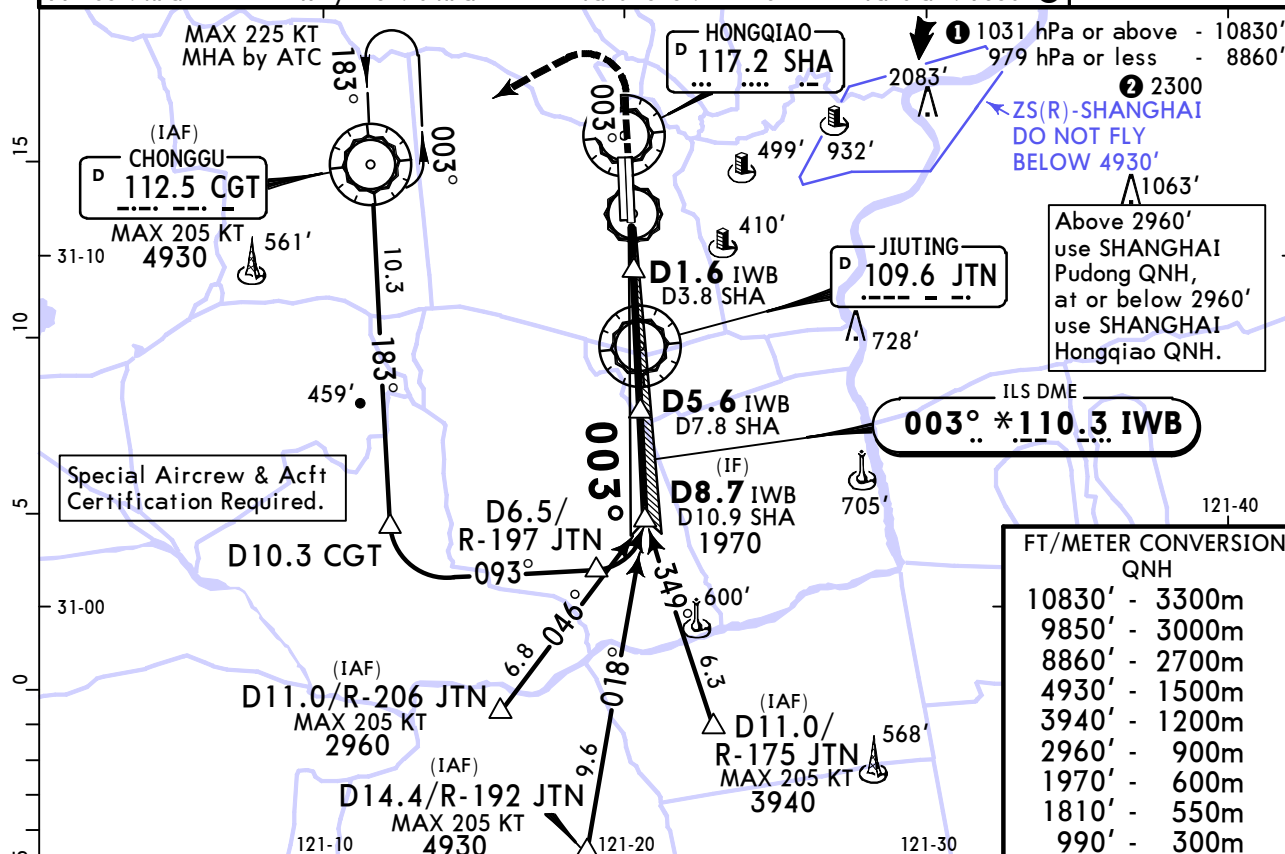
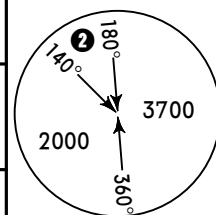
HONGQIAO

30 AUG 24

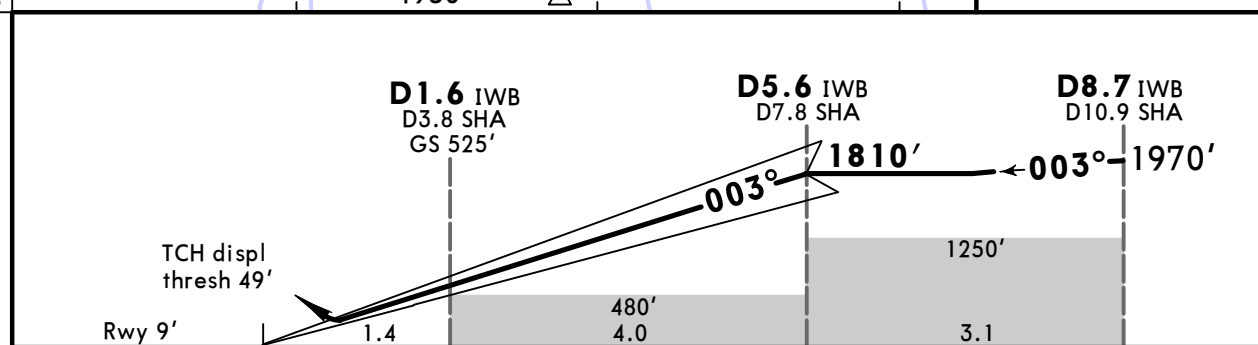
Eff 4 Sep 1600Z

11-8B

BRIEFING STRIP	D-ATIS		SHANGHAI Approach (R)									
	123.25	AP01 120.3X	AP02 125.4	AP03 125.85X	AP04 123.8X	AP05 126.65	AP06 126.3X	AP07 121.1X	AP08 127.75X			
	SHANGHAI Approach (R)				HONGQIAO Tower West East		Ground					
	AP09 121.375X	AP10 125.625X	AP11 119.075X	118.65 118.1		West	East					
	LOC IWB	Final Apch Crs	D5.6 IWB		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev	10'				
	* 110.3	003°	1810' (1801')				Rwy	9'				
	MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT (MAX 205 KT) to CGT VOR at 2960', continue to approach or join holding and follow ATC instructions.											
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA SHA VOR				



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1970'	- 600m
1810'	- 550m
990'	- 300m



Gnd speed-Kts	70	90	100	120	140	160		990' 	205 KT MAX LT	CGT 112.5 at 2960'
GS 3.00°	372	478	531	637	743	849				

Standard

STRAIGHT-IN LANDING RWY 36R

SA CAT II ILS 1

SA CAT I ILS **1**

RA 105'

DA(H) **109'** (100')

RA 151'

DA(H) **159'** (150')

RVR 350m

RVR 450m

1 HUD required.

CHANGES: TWR & GND hours of operation, speeds.

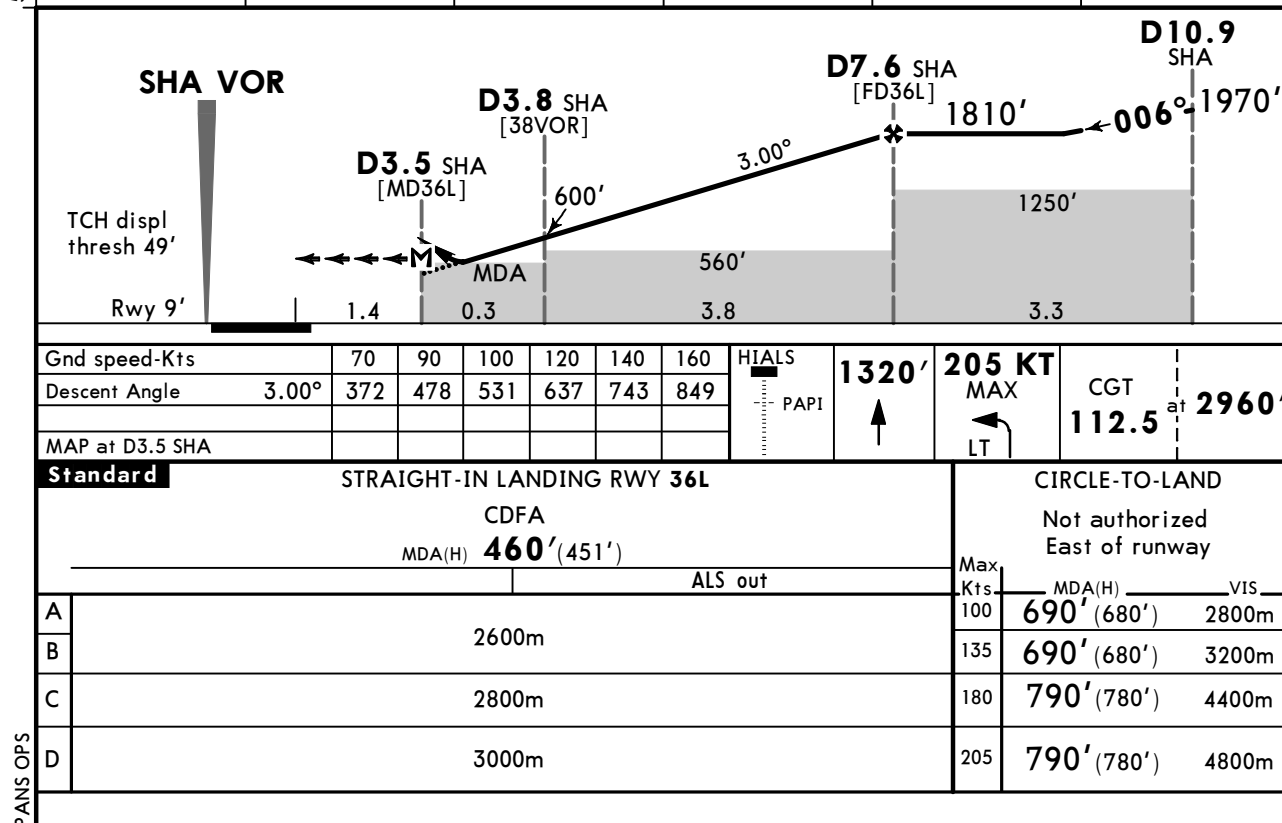
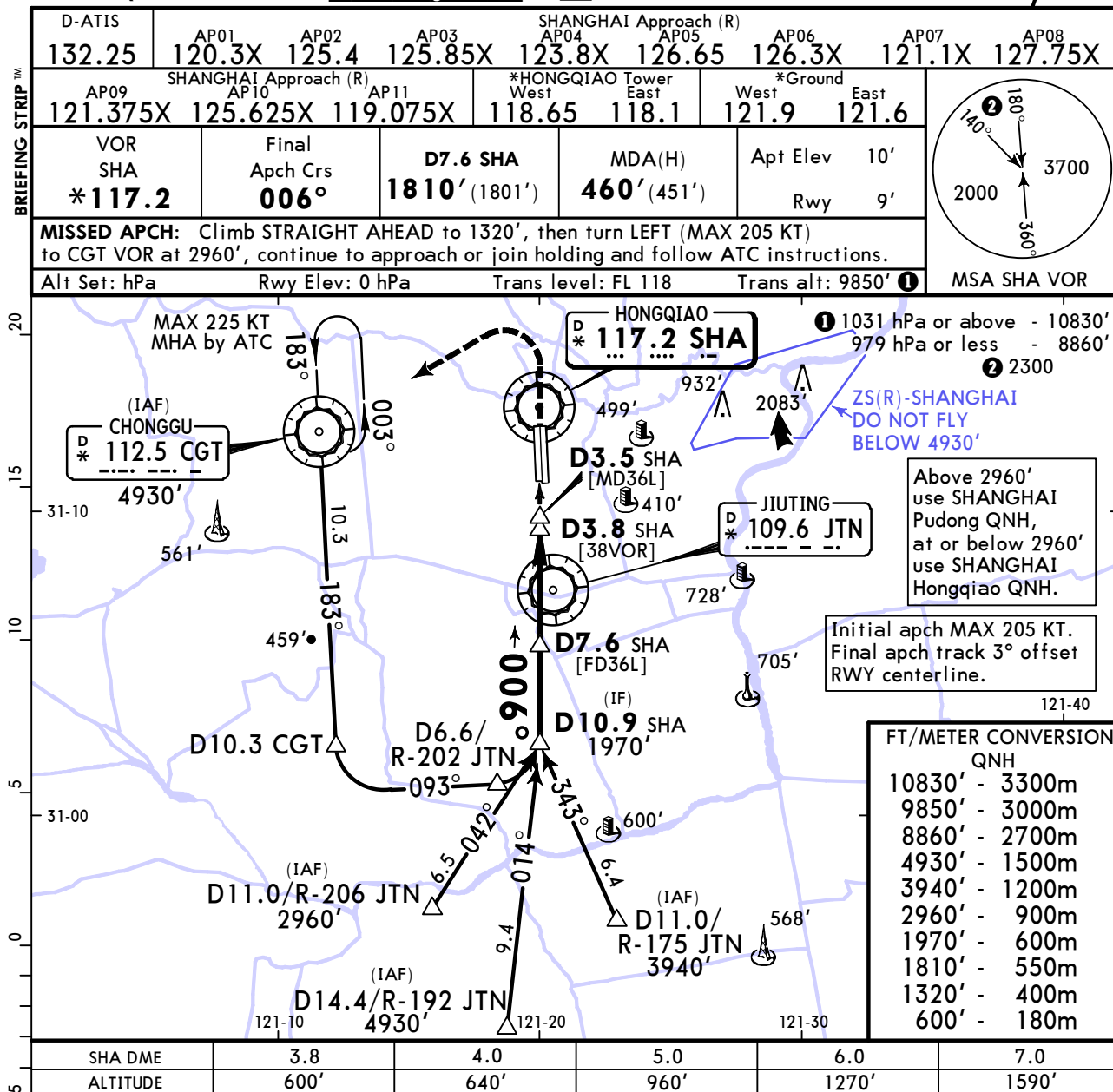
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ZSSS/SHA
HONGQIAO

4 AUG 23
Eff 9 Aug 1600Z

(13-2)

SHANGHAI, PR OF CHINA
VOR DME Rwy 36L



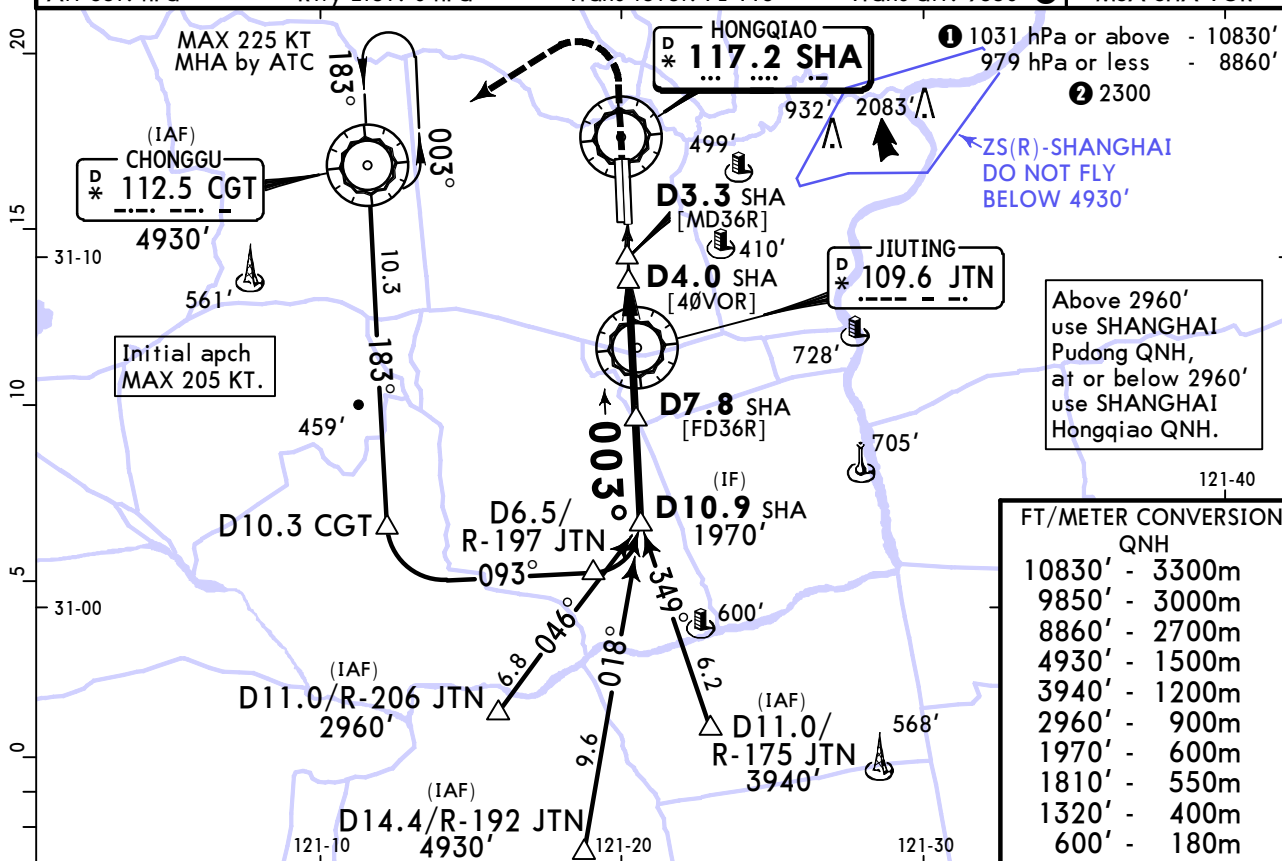
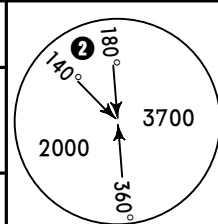
ZSSS/SHA
HONGQIAO

4 AUG 23
Eff 9 Aug 1600Z

(13-3)

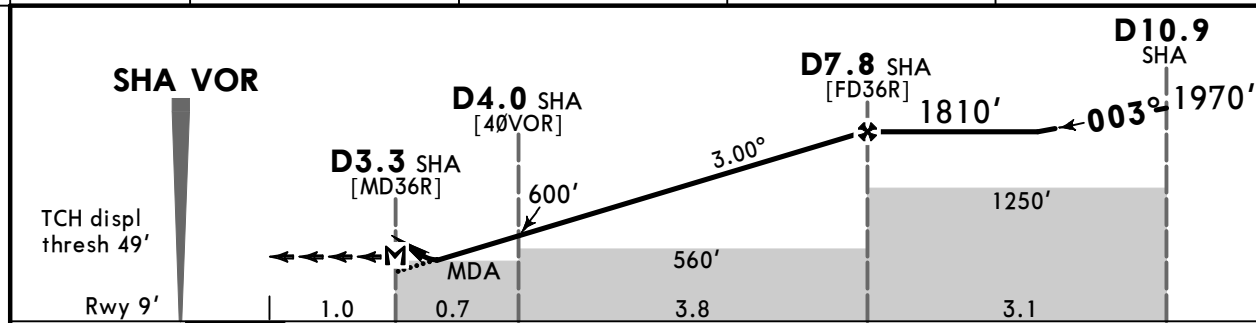
SHANGHAI, PR OF CHINA
VOR DME Rwy 36R

D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X	
AP09	SHANGHAI Approach (R)	AP10	AP11	*HONGQIAO Tower	West	East	*Ground	West	East
121.375X	125.625X	119.075X		118.65	118.1	121.9	121.6		
VOR	Final	D7.8 SHA	MDA(H)	Apt Elev	10'				
SHA	Apch Crs	1810' (1801')	460' (451')	Rwy	9'				
*117.2	003°								
MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn LEFT (MAX 205 KT) to CGT VOR at 2960', continue to approach or join holding and follow ATC instructions.									
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 118	Trans alt: 9850' ①	MSA SHA VOR					



FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
2960'	900m
1970'	600m
1810'	550m
1320'	400m
600'	180m

SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	600'	910'	1230'	1540'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1320'	205 KT	CGT	112.5	at 2960'
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	LT		
MAP at D3.3 SHA												

STRAIGHT-IN LANDING RWY 36R						CIRCLE-TO-LAND	
CDFA						Not authorized East of runway	
MDA(H) 460' (451')							
ALS out						Max Kts	MDA(H) VIS
A						100	690' (680') 2800m
B	2200m					135	690' (680') 3200m
C	2400m					180	790' (780') 4400m
D	2600m					205	790' (780') 4800m

CHANGES: Restricted area ZS(R)-SHANGHAI added.

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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
SHANGHAI, (HONGQIAO - ZSSS)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZSSS