1. GENERAL

1.1. ATIS

ATIS 132.25

1.2. TAXI PROCEDURES

1.2.1. GENERAL

TWY K1 and Taxilanes L01, L03 and L04 MAX wingspan less than 213'/65m.
Taxilane L07 MAX wingspan less than 198'/60.4m (213'/65m when towed).
TWY H4 between RWY 18L/36R and TWY A MAX wingspan 125'/38m.
Taxilane L02 MAX wingspan 118'/36m.
Taxilanes L05 and L06 MAX wingspan less than 118'/36m.

It is strictly forbidden to taxi backward on own power without permission.

1.2.2. 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.
Finally, report to controller "runway vacated".

1.3. PARKING INFORMATION

Visual docking guidance system available for stands 221 thru 275.

On stands 22 and 23 push-in required.
On stands 24 thru 26 push-in and push-back required.
On stand 76 push-back required.

On stands 21 thru 23, 96, 97 and 917 IDLE engine test can be carried out.
Stands 401 and 402 available for run-up.

1.4. OTHER INFORMATION

Birds.
RWYs 18L and 18R right-hand circuit.
Turns of more than 90° on RWY or TWY are forbidden.

2. ARRIVAL

2.1. RWY OPERATIONS

RWY 18L/36R mainly used for arrival.
Landing ACFT shall vacate RWY rapidly using the appropriate rapid exit TWY and report to Tower immediately after vacating RWY.
If ACFT can not use the rapid exit TWY, pilot shall inform controller in advance.
TWYs H3 thru H5 can not be used for vacating RWY.

3. DEPARTURE

3.1. DE-ICING

When RWY 18L/36R in use, enter de-icing stands 98 or 99 (nose facing South) via TWYs A and TWY K6 and enter de-icing stands 917 or 918 (nose facing North) via TWY H7.
When RWY 18R in use, exit assigned de-icing stands via TWY H1.
When RWY 36L in use, exit assigned de-icing stands via TWY H7.

During de-icing, use of Taxilane L01 behind de-icing stands 98 and 99 respectively 917 and 918 is forbidden to use.

3.2. START-UP AND PUSH-BACK PROCEDURES

Departing ACFT shall contact Delivery for delivery clearance within 10 min prior to start-up.
Before push-back and start-up, departing ACFT shall contact HONGQIAO Ground for push-back and start-up clearance and conduct within 5 min, otherwise, apply the clearance once more.
HONGQIAO Ground will notify the ACFT at appropriate time to contact Tower for further ATC instructions.
In order to avoid frequency congestion, pilot shall leave Tower frequency without RTF instruction from controller as soon as airborne and contact the frequency assigned in the delivery clearance immediately.

ACFT using stand 2 shall not start-up until pushed to the taxilane West of stand 3 or North of stand 6.
Acft using stand 76 will be pushed back with nose Westwards if stands 65, 66 and 75 not occupied, otherwise with nose Eastwards to Aprons B or C before start-up.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. RUN-UP TESTS

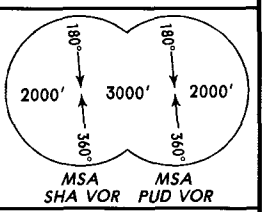
Engine run-ups are subject to AOC permission and Tower clearance, and may only be carried out at a designated location. Testing period and engine noise shall be controlled.
Fast engine run-ups can be also carried out at stands 401 and 402 available for one ACFT CAT E with nose to South. Engine idle test can be carried out at stands 96, 97, 917 and 21 thru 23.

3.4. RWY OPERATIONS

RWY 18R/36L mainly used for departure.

ATIS	Apt Elev	
132.25	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

AND 1A, AND 3A, AND 5A ❶, AND 7A ❶
PUD 1A, PUD 3A
RWYS 36L/R ARRIVALS
FROM EAST & SOUTH



(IAF)
CHONGGU
D *112.5 CGT
N31 12.6 E121 11.6
At 4930′

HONGQIAO
D *117.2 SHA
N31 13.1 E121 19.9

❶ By ATC

PUDONG
D 116.9 PUD
N31 10.1 E121 46.8

D1.8 CGT
1.8
R099°

D8 CGT
N31 12.0
E121 20.9

D15 CGT
At 5910′

7
15
PUD 1A, 3A
279°

ILS DME
(Rwy 36L)
D *(111.7) ISH
N31 11.5 E121 19.9
(Rwy 36R)
D *(110.3) IWB
N31 11.3 E121 20.1

PUD 3A

(IAF)
JIUTING
D *109.6 JTN
N31 07.5 E121 20.4
At 2960′

(IF)
ILS DME Rwy 36L:
D9.3 SHA/D7.7 ISH
ILS DME Rwy 36R:
D9.3 SHA/D7.5 IWB
VOR DME Rwy 36L/R:
D9.3 SHA
At 1810′

R192°
R174°
14.4
AND 3A
11
AND 7A
11
8

❷ ILS DME Rwy 36L
ILS DME Rwy 36R
VOR DME 36R:
015°→
VOR DME 36L:
013°→

❸ ILS DME Rwy 36L:
349°→
ILS DME Rwy 36R
VOR DME 36R:
351°→
VOR DME 36L:
347°→

(IAF)
D11 JTN
N30 56.5 E121 22.9
At 3940′

(IAF)
D14.4 JTN
N30 53.0 E121 18.7
At 4930′

19.6
D30.6

BELOP
N30 37.3 E121 27.4
At or below
8860′

20.1

D34.5 JTN
At or below
8860′

IDNIK
N30 26.2
E121 30.0
At or below
FL148

11
354°

DADAT
N30 27.0 E121 14.8
At or below
11490′

6
D
12
AND 1A, 3A
012°
059°
18
AND 5A ❶, 7A ❶
D

ANDONG
D *114.8 AND
N30 15.2 E121 13.1
By ATC
From ZSNB
At 6890′

N
NOT TO SCALE

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION QNH	
11490′	3500m
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m

HOLDINGS OVER

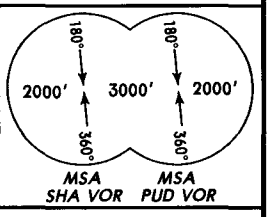
CGT
181°
MAX 210 KT
5910′
001°

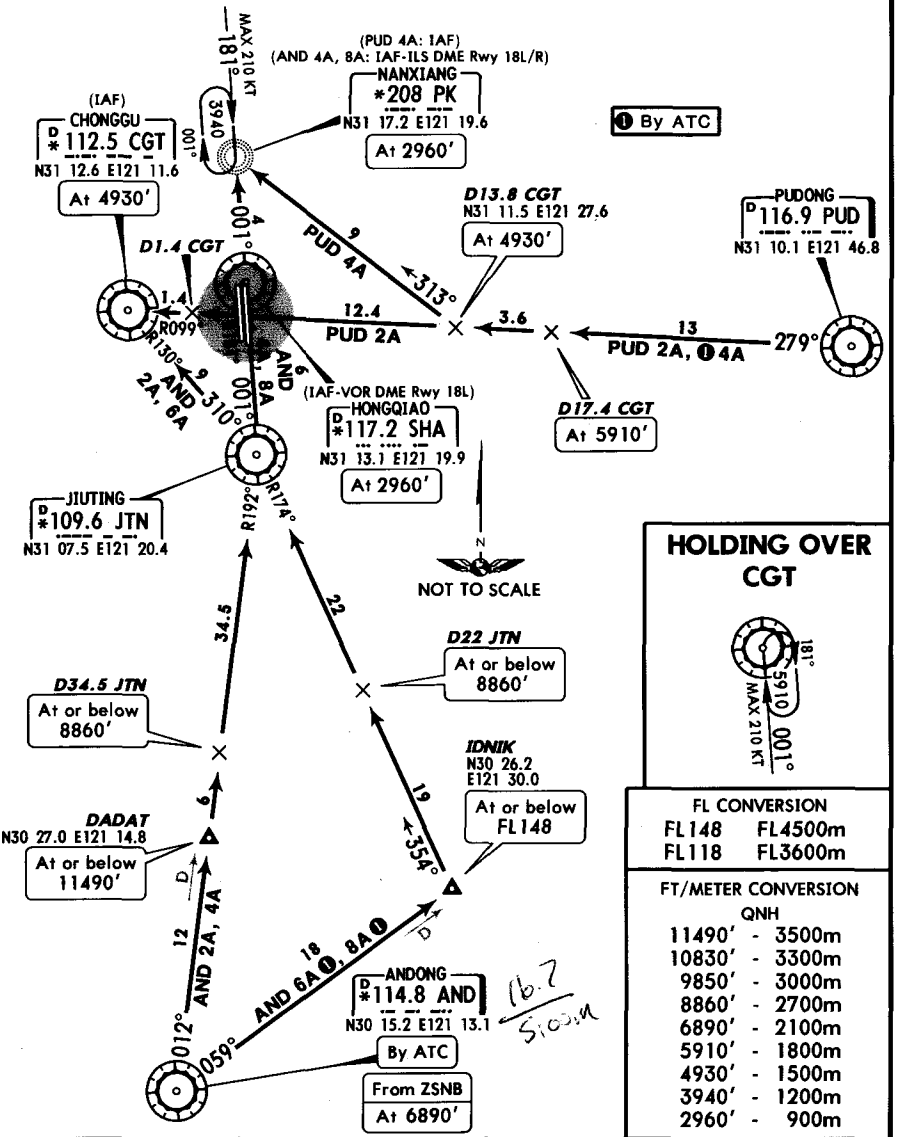
JTN
181°
3940′
MAX 210 KT
001°

CHANGES: Rwy 18R/36L established; STARs revised.

ATIS	Apt Elev	
132.25	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

AND 2A, AND 4A, AND 6A ❶, AND 8A ❶
PUD 2A, PUD 4A ❶
RWYS 18L/R ARRIVALS
FROM EAST & SOUTH





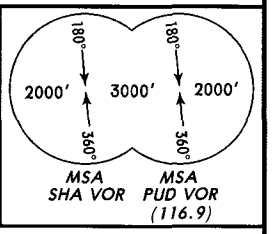
FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

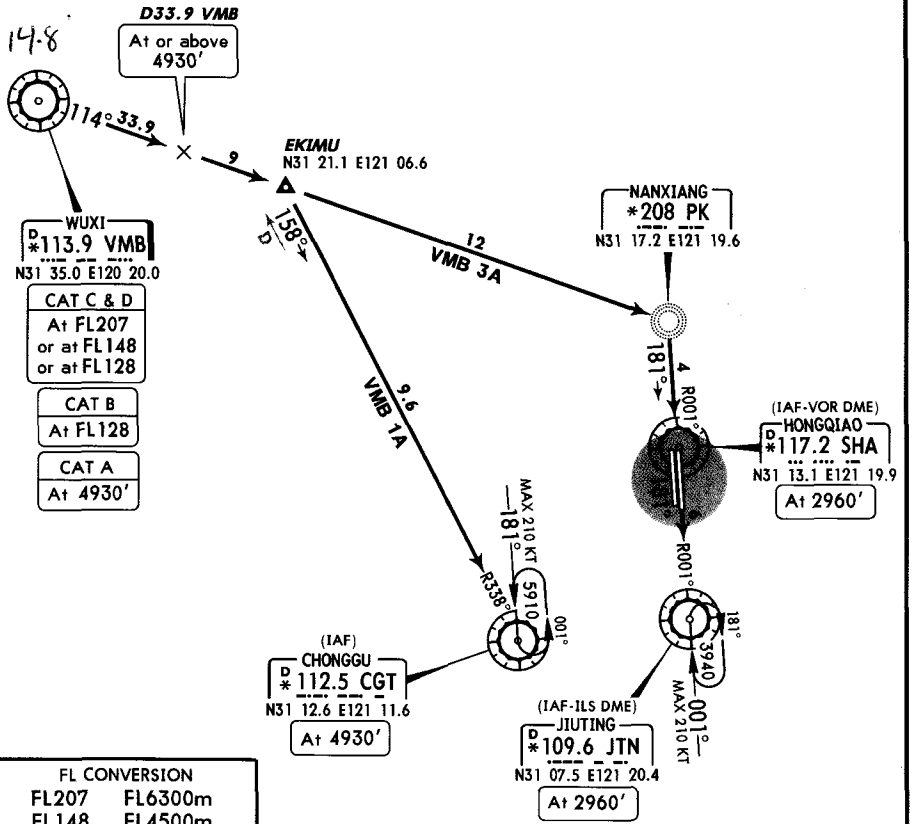
FT/METER CONVERSION QNH	
11490′	3500m
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m

CHANGES: Rwy 18R/36L established; STARs revised.

ATIS	Apt Elev	
132.25	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

VMB 1A, VMB 3A
RWYS 36L/R ARRIVALS
FROM WEST





FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

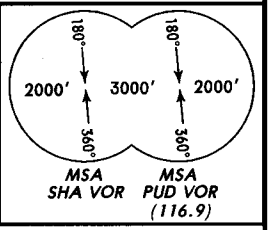
FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m

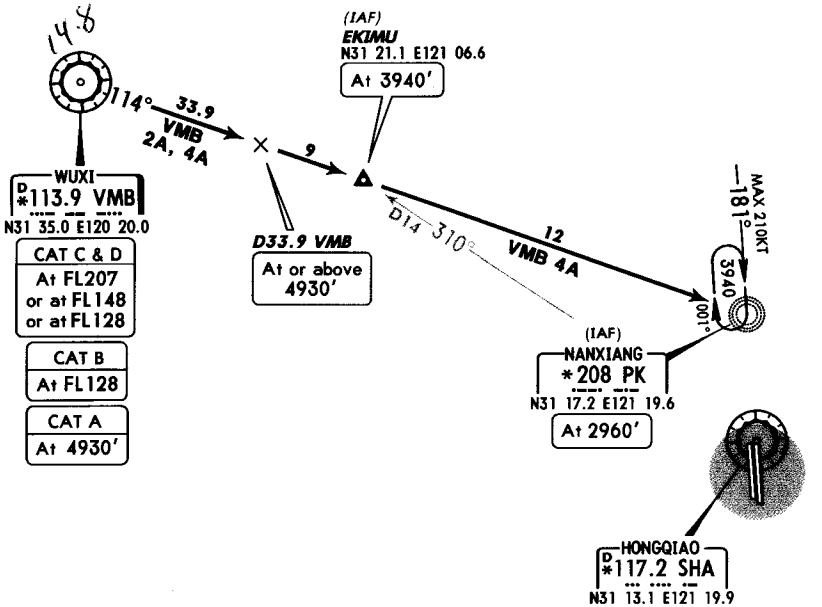
N
NOT TO SCALE

CHANGES: Rwy 18R/36L established; STARs revised.

ATIS	Apt Elev	
132.25	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

VMB 2A, VMB 4A
RWYS 18L/R ARRIVALS
FROM WEST





FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

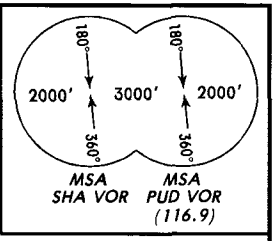
FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
3940′	1200m
2960′	900m

NOT TO SCALE

CHANGES: Rwy 18R/36L established; STAR VMB 2A revised.

Apt Elev
10′

Trans level: FL118
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.



ODULO 1D *[ODUL1D]*
ODULO 3D *[ODUL3D]*
RWYS 18L/R DEPARTURES
ODULO 2D *[ODUL2D]*
RWYS 36L/R DEPARTURE

BY ATC
TO NORTH

ODULO
N33 10.0 E121 37.7
(SHA R-012/D118)

73

BUNVA
N31 57.5 E121 26.2
(SHA R-012/D44.8)

At FL148

By ATC
At FL128

N
NOT TO SCALE

40

013°

NANXIANG
*208 PK
N31 17.2 E121 19.6

ODULO 2D

4

100

HONGQIAO
D
*117.2 SHA
N31 13.1 E121 19.9

ODULO 1D

ODULO 3D

335°

4.1 DME

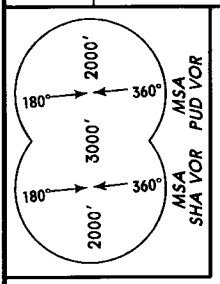
7.1 DME

FT/METER CONVERSION QNH	
2960′	900m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL148	FL4500m

CHANGES: Rwy 18R/36L established.

Apt Elev	Trans level: FL118	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.
10'		



HSH 1D ⓘ, NINAS 1D *[NINA1D]*
RWYS 18L/R DEPARTURES
NINAS 2D *[NINA2D]*, PUD 2D
UNTOP 2D *[UNTO2D]*
RWYS 36L/R DEPARTURES

TO EAST

NINAS
N31 00.0
E122 15.0

UNTOP
N30 44.0 E122 16.6

RUXIL
N30 26.1 E122 18.6

18
179°

ⓘ By ATC

26 NINAS 1D

20 NINAS 2D

25 UNTOP 2D

HENGSHA
D 114.4 HSH
N31 22.1 E121 50.6

PUDONG
D 116.9 PUD
N31 10.1 E121 46.8

SHUYUAN
D 113.6 SHY
N30 57.0 E121 51.7

HONGQIAO
D 117.2 SHA
N31 13.1 E121 19.9

NANXIANG
*208 PK
N31 17.2 E121 19.6

JIUTING
D 109.6 JTN
N31 07.5 E121 20.4

R264°
R267°
R255°
118°
087°
126°
R296°

27 HSH 1D ⓘ

23 PUD 2D

NINAS 1D

29 NINAS 2D
UNTOP 2D

015°

084°
SHA 1.9 DME
SHA 4.1 DME
001°
181°
087°
116°
SHA 7.1 DME
R330°
NINAS 2D
PUD 2D
UNTOP 2D
150°
ⓘ 1D HSH

N

NOT TO SCALE

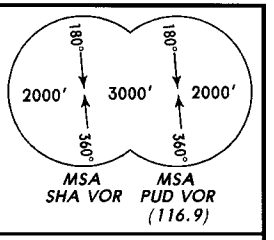
FT/METER CONVERSION QNH	
2960' -	900m
8860' -	2700m
9850' -	3000m
10830' -	3300m

FL CONVERSION	
FL118	FL3600m

CHANGES: Rwy 18L/36R established.

458-17

Apt Elev	
10′	Trans level: FL118 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.



AND 1D, AND 3D ❶, NXD 1D RWYS 18L/R DEPARTURES

AND 2D, AND 4D ❶, NXD 2D RWYS 36L/R DEPARTURES

TO SOUTH & SOUTHWEST

❶ By ATC

CHONGGU
D *112.5 CGT
N31 12.6 E121 11.6

HONGQIAO
D *117.2 SHA
N31 13.1 E121 19.9

JIUTING
D *109.6 JTN
N31 07.5 E121 20.4

NANXUN
D *116.5 NXD
N30 54.0 E120 25.8
At or above FL128

OLGAP
N31 04.4 E121 09.0
At or above 4930′

D14.4 JTN
At 5910′

IDNIK
N30 26.2
E121 30.0
By ATC

ANDONG
D *114.8 AND
N30 15.2 E121 13.1
To ZSNB
At 7880′
Beyond ZSNB
By ATC

AND 1D, 3D ❶ NXD 1D

AND 2D, 4D ❶

NXD 2D

NXD 1D

AND 1D, 2D

AND 3D, 4D ❶

SHA 1.9 DME

SHA 4.1 DME

150°

200°

8.4

D10.2

38

R079°

R330°

R001°

259°

192°

174°

14.4

42

18

R012°

R059°

239°

NOT TO SCALE

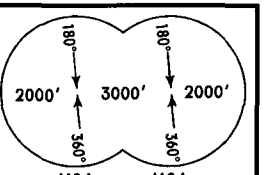
FT/METER CONVERSION QNH	
2960′	900m
4930′	1500m
5910′	1800m
7880′	2400m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

CHANGES: Rwy 18R/L established; SID NXD 2D revised.

Apt Elev
10′

Trans level: FL118
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.



FT/METER CONVERSION

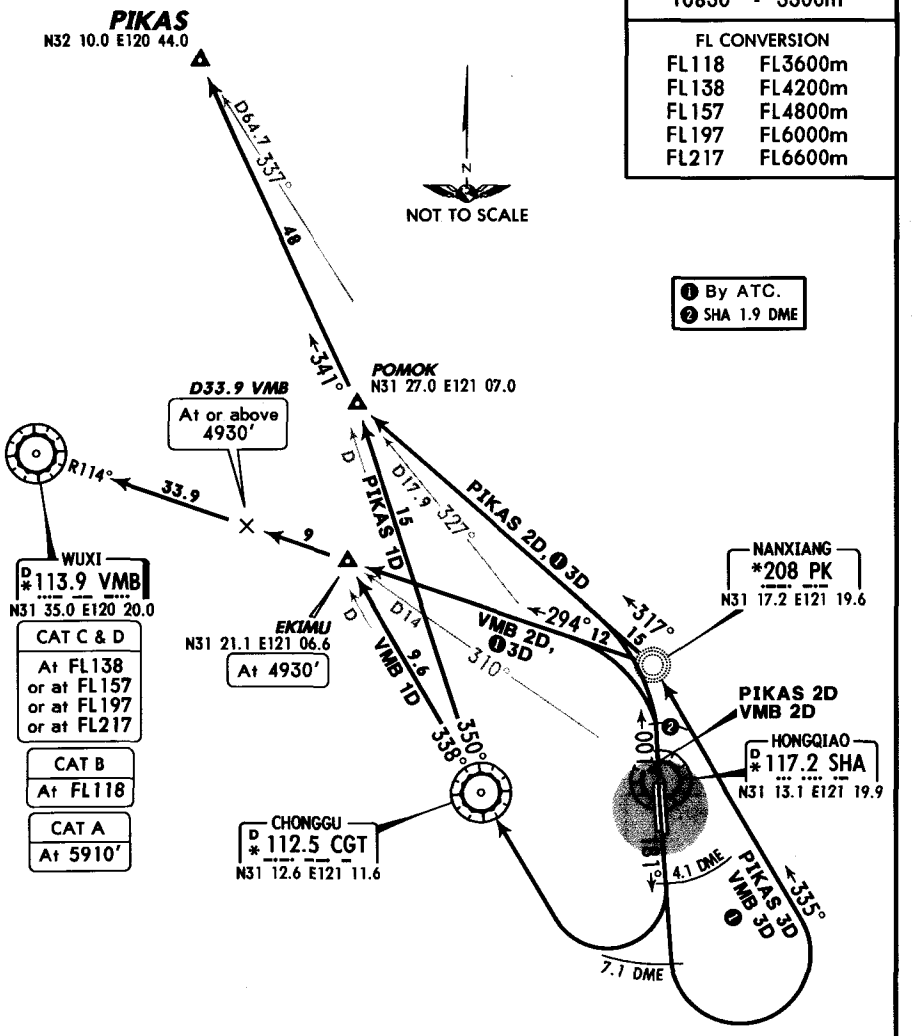
QNH	
2960′	900m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

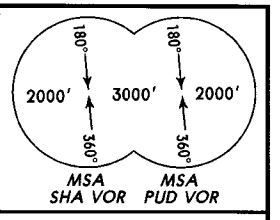
PIKAS 1D *[PIKA1D]*, PIKAS 3D *[PIKA3D]* ❶
VMB 1D, VMB 3D ❶
RWYS 18L/R DEPARTURES
PIKAS 2D *[PIKA2D]*, VMB 2D
RWYS 36L/R DEPARTURES

TO NORTHWEST



CHANGES: Rwy 18R/36L established; SIDs PIKAS 1D & VMB 1D revised.

Apt Elev	Trans level: FL118 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.
10′	



JTN 12D, PK 12D

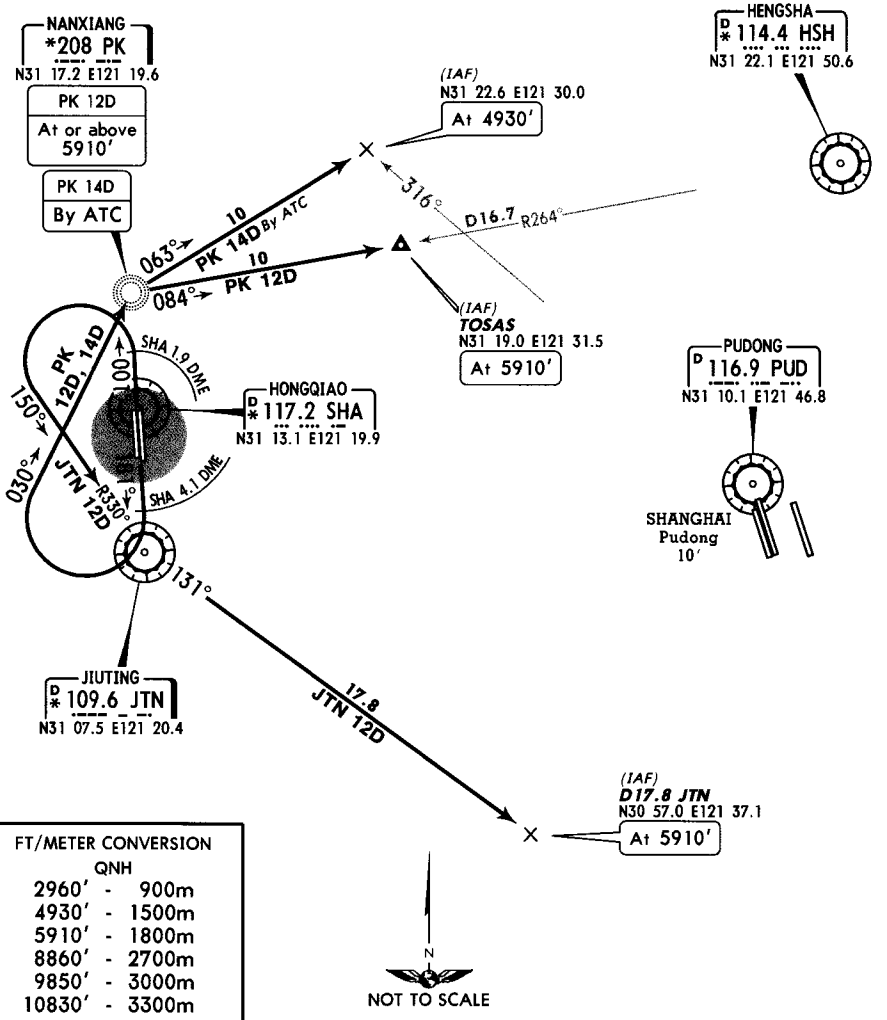
PK 14D

BY ATC

RWYS 18L/R, 36L/R FERRY ROUTES

TO SHANGHAI PUDONG

FOLLOW JTN 12D, PK 12D OR PK 14D, THEN FOLLOW SHANGHAI PUDONG APPROACH PROCEDURES



FT/METER CONVERSION QNH	
2960′	900m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m

CHANGES: Rwy 18R/36L established.

INTENTIONALLY

LEFT

BLANK

ZSSS/SHA

Apt Elev **10′**

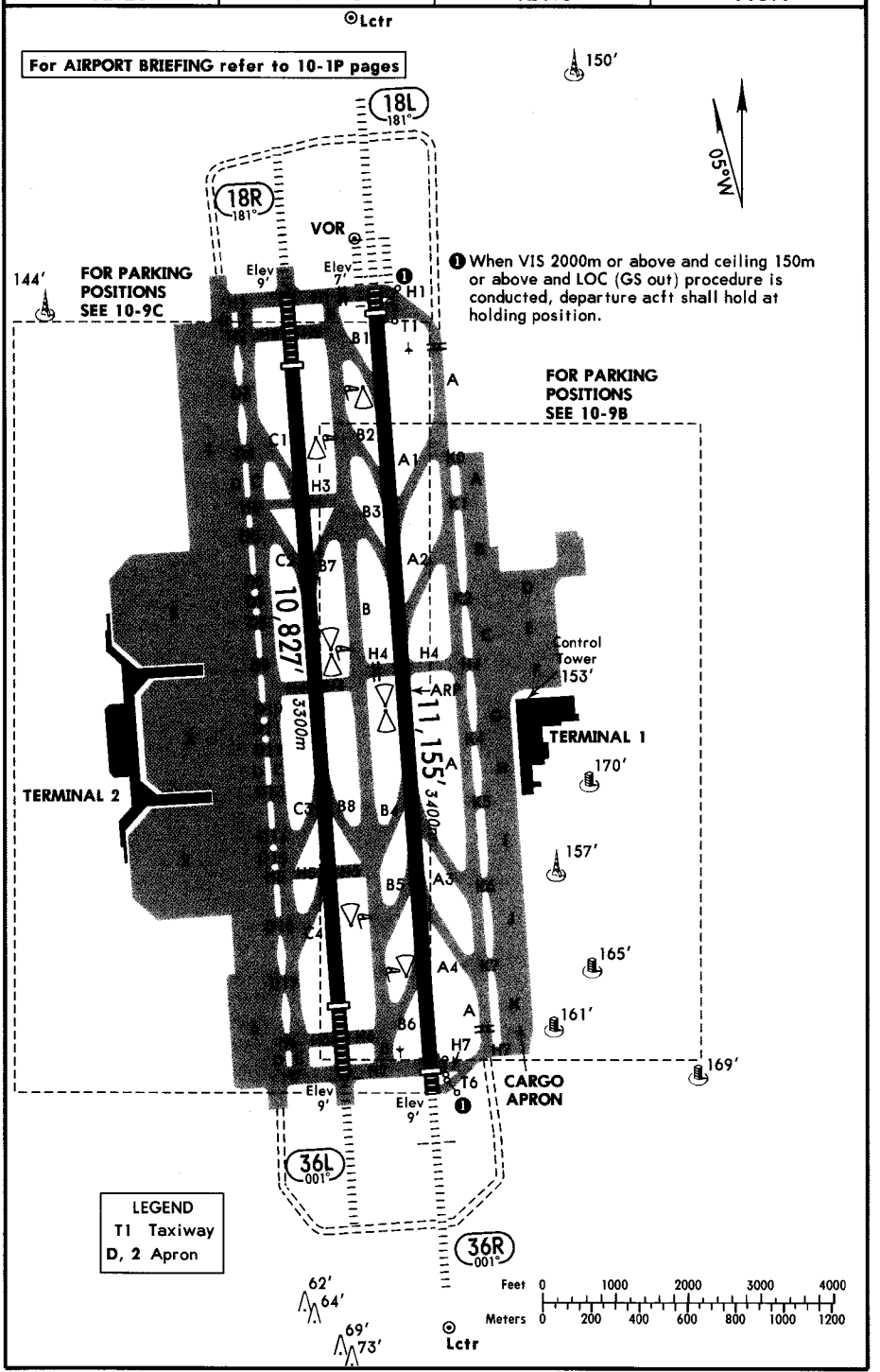
N31 12.0 E121 20.0

JEPPESEN **SHANGHAI, PR OF CHINA**

26 FEB 10 (10-9) Eff 11 Mar

HONGQIAO

ATIS	*HONGQIAO Delivery	Ground	Tower
132.25	121.75	121.6	118.1



❶ When VIS 2000m or above and ceiling 150m or above and LOC (GS out) procedure is conducted, departure acft shall hold at holding position.

458-2,1

CHANGES: Rwy 18R/36L. Twys. Aprons.

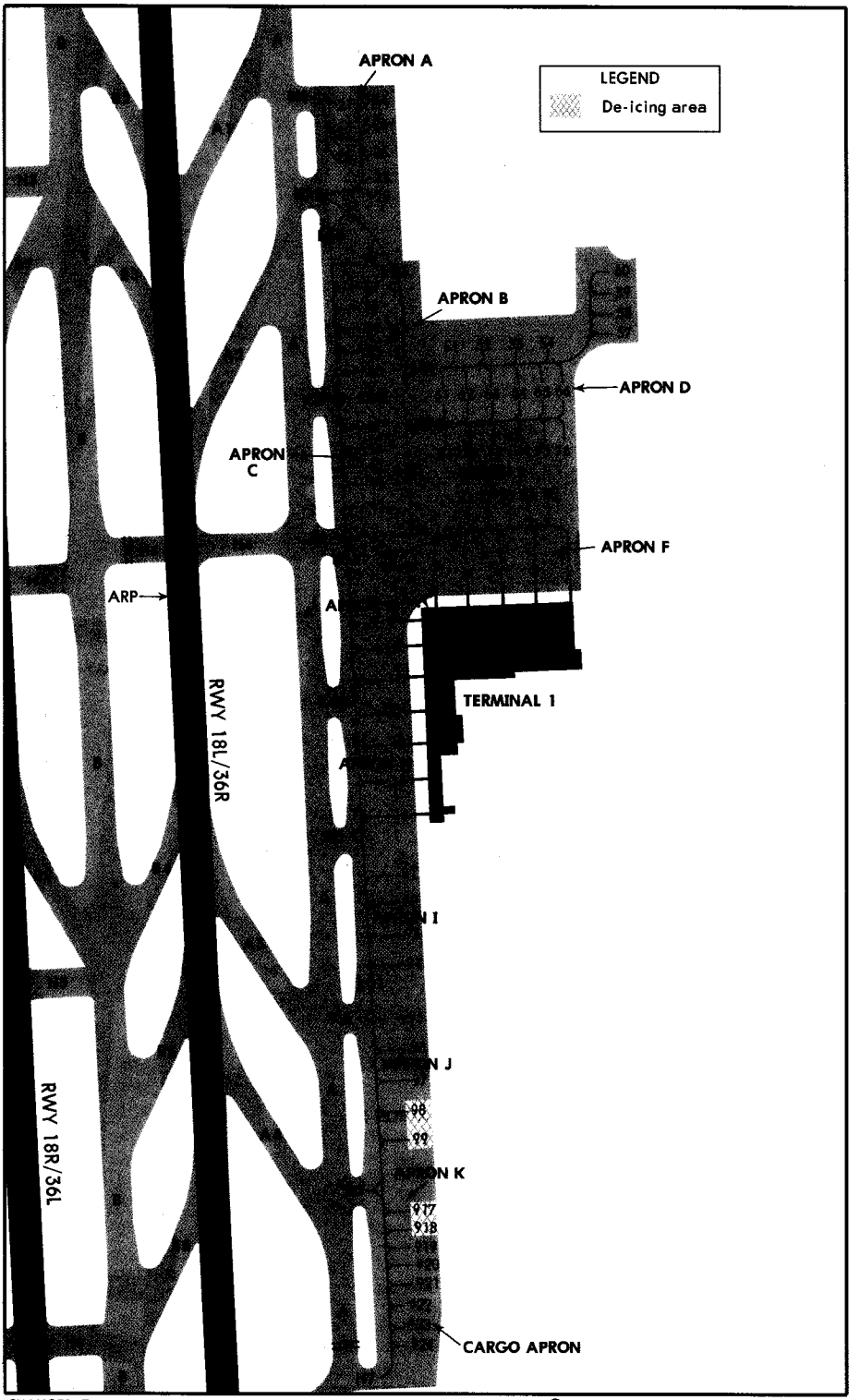
ADDITIONAL RUNWAY INFORMATION

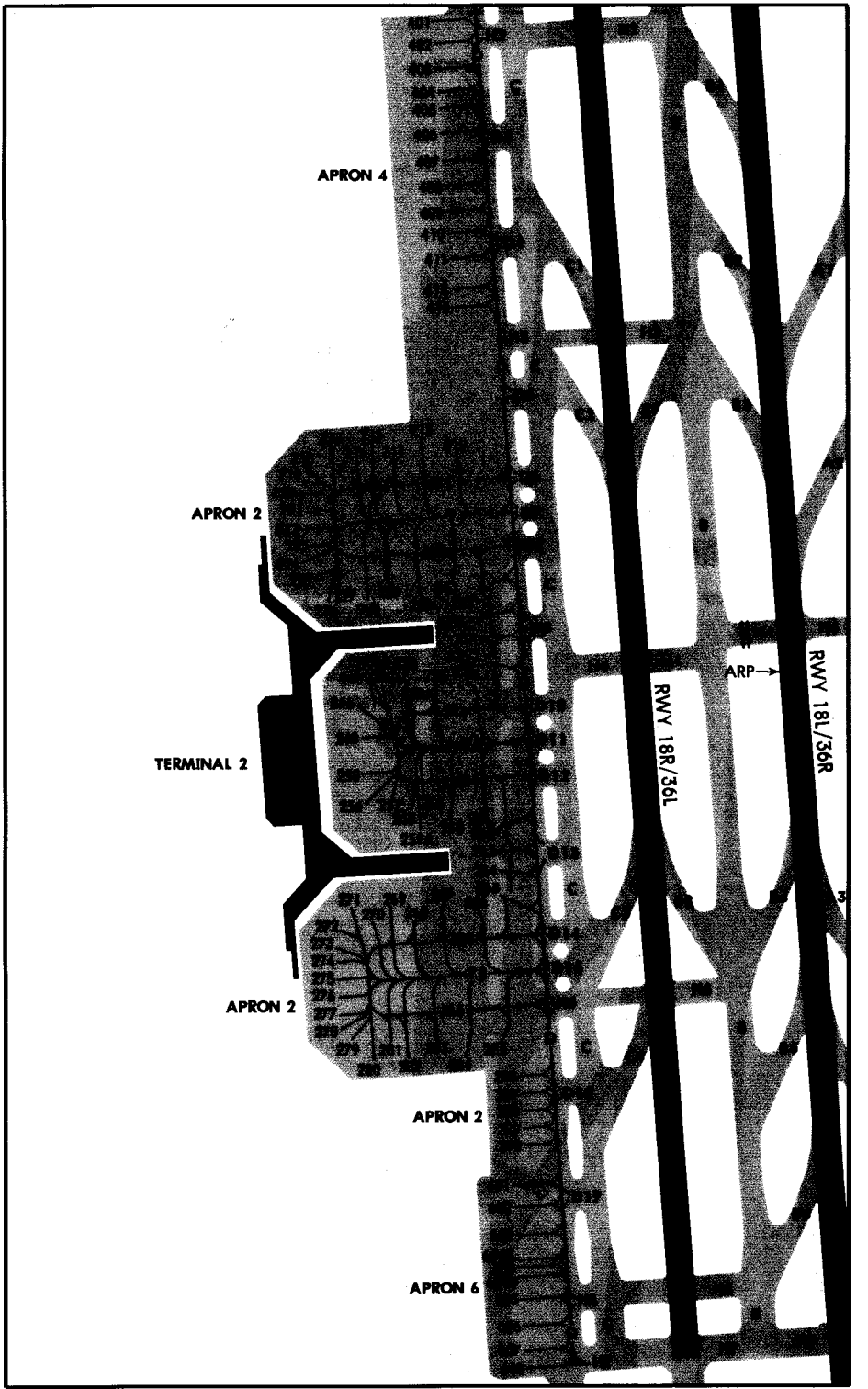
RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18L	HIRL(60m) CL(30m) ALSF-II TDZ PAPI-L (3.0°) RVR	10,499' 3200m	9498' 2895m	10,827' 3300m	190' 58m
36R	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) RVR				
18R	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) RVR	9843' 3000m	8823' 2689m		197' 60m
36L	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) RVR				

TAKE-OFF

	All Rwys	
	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR 400m VIS 800m	RVR 500m VIS 800m
Other	VIS 1600m	

CHANGES: Rwy 18R/36L.

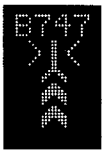




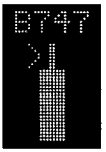
CHANGES: New chart.

VISUAL DOCKING GUIDANCE SYSTEM

START-OF-DOCKING
When the system is started, "WAIT" will be displayed.

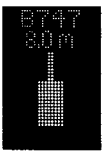


CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.
IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.



TRACKING
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.
A flashing red arrow indicates the direction to turn.
The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.

CLOSING RATE
Display of digital countdown will start when the aircraft is 98'/30m from stop position.
When the aircraft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.



ALIGNED TO CENTER
The aircraft is 26'/8m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

SLOW DOWN
If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.

AZIMUTH GUIDANCE
The aircraft is 13'/4m from the stop-position. The yellow arrow indicates an aircraft to the RIGHT of the centerline, and the red flashing arrow indicates the direction to turn.

STOP POSITION REACHED
When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.

DOCKING COMPLETED
When the aircraft has parked, "OK" will be displayed.

OVERSHOOT
If the aircraft has overshot the stop-position, "TOO FAR" will be displayed.

WAIT
If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SLOW
The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

AIRCRAFT VERIFICATION FAILURE
During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails, "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

GATE BLOCKED
If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED
If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a view blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SBU-STOP
Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".
A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST
If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.
THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

EMERGENCY STOP
When the "Emergency Stop" button is pressed, "STOP" is displayed.

CHOCKS ON
"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

ERROR
If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes.

SYSTEM BREAKDOWN
In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

POWER FAILURE
In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

SHANGHAI, PR OF CHINA
HONGQIAO

STRAIGHT-IN RWY		A	B	C	D
18L	ILS	207'(200')	207'(200')	207'(200')	207'(200')
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430'(423')	430'(423')	430'(423')	430'(423')
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	460'(453')	460'(453')	460'(453')	460'(453')
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
18R	ILS	210'(200')	210'(200')	210'(200')	210'(200')
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430'(420')	430'(420')	430'(420')	430'(420')
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
36L	ILS	210'(200')	210'(200')	210'(200')	210'(200')
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430'(420')	430'(420')	430'(420')	430'(420')
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	460'(450')	460'(450')	460'(450')	460'(450')
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
36R	ILS	210'(200')	210'(200')	210'(200')	210'(200')
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430'(420')	430'(420')	430'(420')	430'(420')
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	460'(450')	460'(450')	460'(450')	460'(450')
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized East of rwy	690'(680')	690'(680')	790'(780')	790'(780')
	V1500m	V1600m	V3600m	V4000m

TAKE-OFF RWY 18L/R, 36L/R

	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR *400m*	RVR *500m*
Other	VIS *1600m*	

CHANGES: Minimums.

INTENTIONALLY

LEFT

BLANK

ZSSS/SHA HONGQIAO

JEPPESEN 26 FEB 10 (11-1) Eff 11 Mar

SHANGHAI, PR OF CHINA ILS DME Rwy 18L

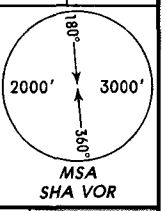
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1						HONGQIAO Tower	Ground
132.25	120.3	125.4	125.85	123.8	126.65	126.3	118.1	121.6

BRIEFING STRIP™

LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	10′
*111.3	181°	1444′(1437′)	207′(200′)	RWY	7′

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT climbing to reach CGT VOR at 4930′. 300 - 1500

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



❷ CAT A & B 333° CAT C & D 313°

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

(IAF) EKIMU D14.0 SHA 9.2 1810 090° 310° 31-20

D7.3 CGT

D8.4 SHA

D7.2 SHA

D9.2 SHA 350° 505′

181°

(IF) D8.2 IPK D7.8 SHA

ILS DME 181° *111.3 IPK

3940 MAX 210 KT

001°

D5.6 IPK D5.2 SHA

(IAF) NANXIANG *208 PK 417′

121-30

D4.5 IPK D4.1 SHA

D1.8 IPK D1.4 SHA

HONGQIAO *313 C

D1.0 IPK D0.6 SHA 868′ 931′

MM

ZS(R)-559

HONGQIAO D *117.2 SHA 410′

At or above 4930′ 452′

(IAF) CHONGGU D *112.5 CGT 560′ 31-10

7.3 1810

5910 MAX 210 KT

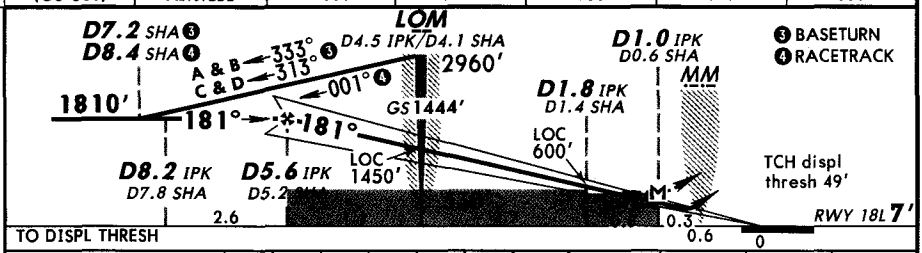
121-10 121-20

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1450′	440m
990′	300m
600′	180m
530′	160m

LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1600′	1280′	960′	640′	330′

1 in=5 NM



TO DISPL THRESH

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 IPK/D0.6 SHA						

ALSF-II PAPI

990′ ↑

4930′ RT

CGT 112.5

PANS OPS 4

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 207′(200′)			LOC (GS out) MDA(H) 430′(423′)		CIRCLE-TO-LAND Not authorized East of runway	
	FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100 135	690′(680′) 1600m
B							
C				1200m	2000m	180	790′(780′) 3600m
D						205	790′(780′) 4000m

CHANGES: Procedure. Minimums.

457-29

ZSSS/SHA HONGQIAO

JEPPESEN 26 FEB 10 (11-2) Eff 11 Mar

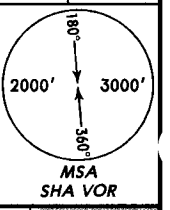
SHANGHAI, PR OF CHINA ILS DME Rwy 18R

ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1						HONGQIAO Tower	Ground
132.25	120.3	125.4	125.85	123.8	126.65	126.3	118.1	121.6

LOC IHQ	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 10'
*110.9	181°	1476'(1466')	210'(200')	RWY 10'

MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT climbing to reach CGT VOR at 4930'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' ❶
Initial apch MAX 205 KT.

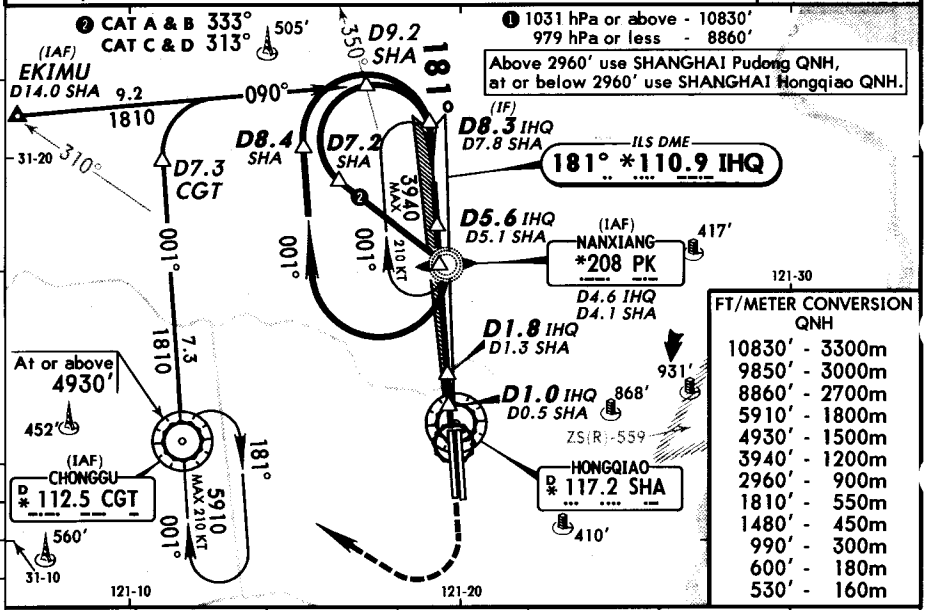


MSA SHA VOR

❷ CAT A & B 333° CAT C & D 313°

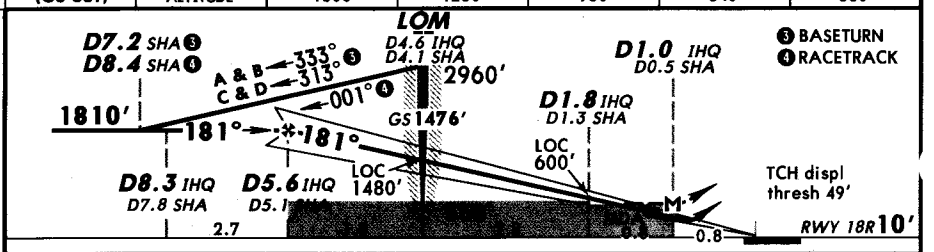
❶ 1031 hPa or above - 10830'
979 hPa or less - 8860'

Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.



FT/METER CONVERSION QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
5910' - 1800m
4930' - 1500m
3940' - 1200m
2960' - 900m
1810' - 550m
1480' - 450m
990' - 300m
600' - 180m
530' - 160m

LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1600'	1280'	960'	640'	330'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 IHQ/D0.5 SHA						

HIALS PAPI

990' ↑

4930' RT

CGT 112.5

STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 210'(200')		LOC (GS out) MDA(H) 430'(420')	
	FULL	ALS out		ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C			1200m	2000m
D				

CIRCLE-TO-LAND

Not authorized East of runway

Max Kts	MDA(H)
100	690'(680') 1600m
135	
180	790'(780') 3600m
205	790'(780') 4000m

PANS OPS 4

CHANGES: New procedure.

ZSSS/SHA HONGQIAO

JEPPESEN 26 FEB 10 (11-3) Eff 11 Mar

SHANGHAI, PR OF CHINA ILS DME Rwy 36L

ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1						HONGQIAO Tower	Ground
132.25	120.3	125.4	125.85	123.8	126.65	126.3	118.1	121.6

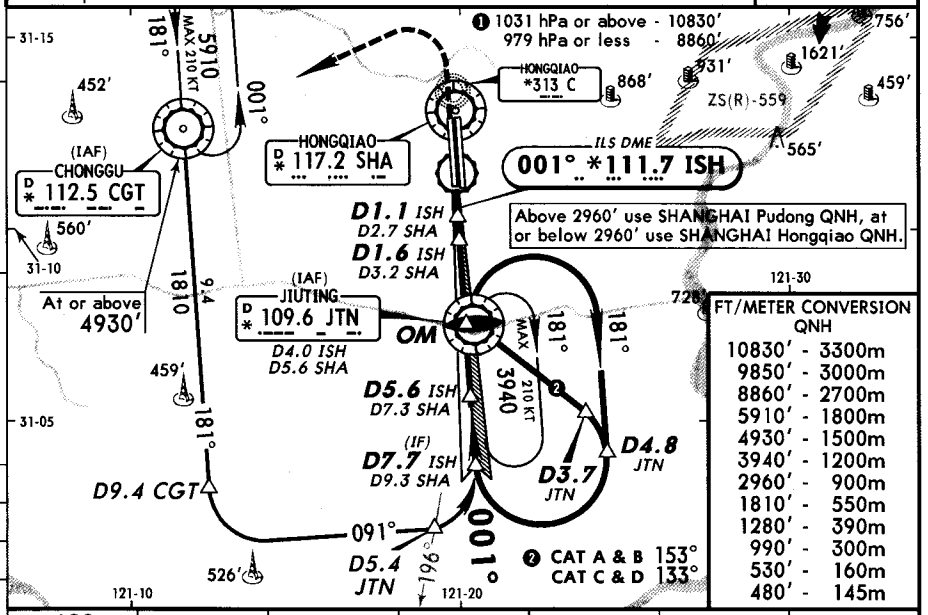
BRIEFING STRIP™

LOC ISH	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10′ RWY 10′
*111.7	001°	1280′ (1270′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT climbing to reach CGT VOR at 4930′.

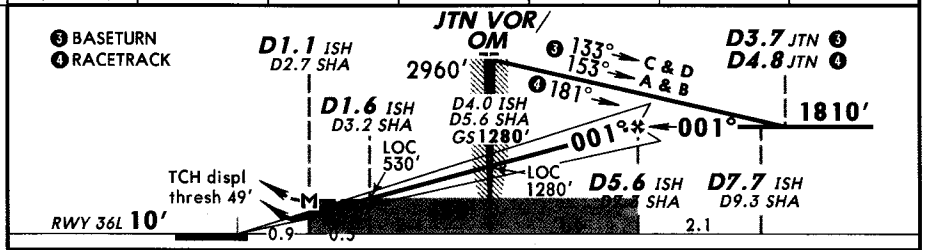
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.

MSA SHA VOR



LOC (GS out)	ISH DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	330′	640′	960′	1280′	1600′

1 in=5 NM



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.1 ISH/D2.7 SHA						

HIALS PAPI 990′ 4930′ LT CGT 112.5

STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 210′ (200′)		LOC (GS out) MDA(H) 430′ (420′)		CIRCLE-TO-LAND Not authorized East of runway	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690′ (680′) 1600m
B					135	
C			1200m	2000m	180	790′ (780′) 3600m
D					205	790′ (780′) 4000m

PANS OPS 4

CHANGES: New procedure.

ZSSS/SHA HONGQIAO

JEPPESEN 26 FEB 10 (11-4) Eff 11 Mar

SHANGHAI, PR OF CHINA ILS DME Rwy 36R

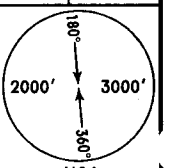
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1					HONGQIAO Tower	Ground
132.25	120.3	125.4	125.85	123.8	126.65	126.3	118.1	121.6

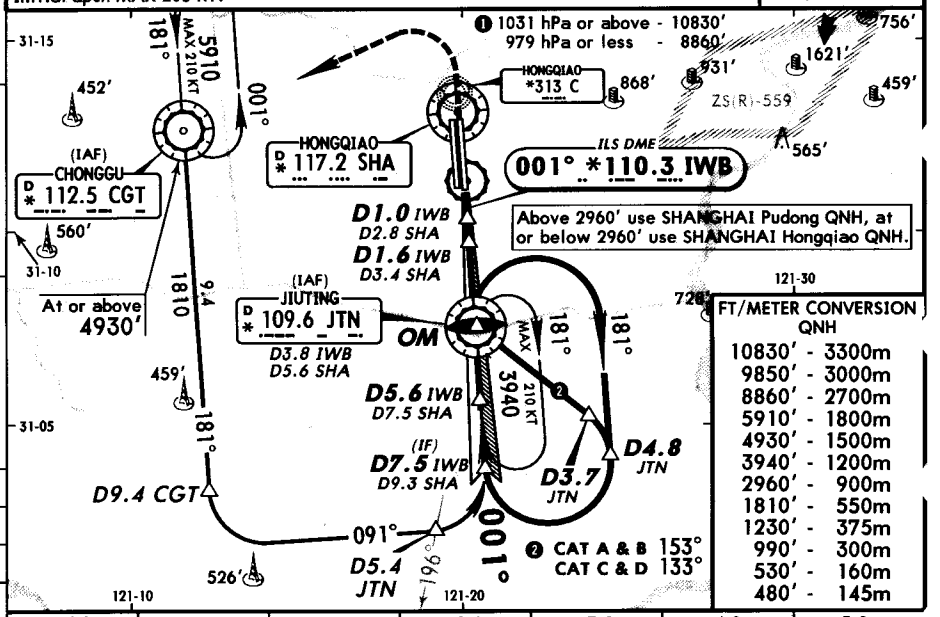
LOC IWB	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev	10′
*110.3	001°	1230′(1220′)	210′(200′)	RWY	10′

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT climbing to reach CGT VOR at 4930′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′❶
Initial apch MAX 205 KT.

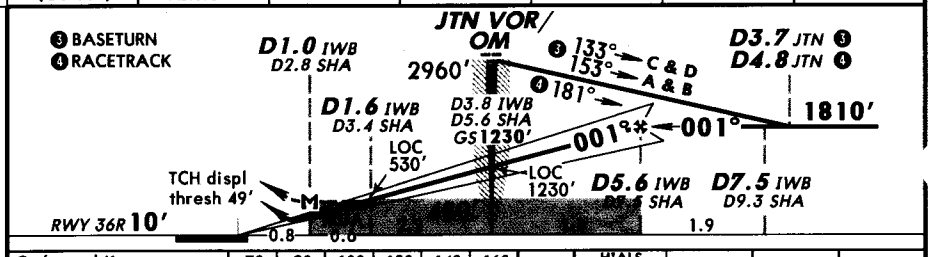
MSA SHA VOR





FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1230′	375m
990′	300m
530′	160m
480′	145m

LOC (GS out)	IWB DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	330′	640′	960′	1280′	1600′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 IWB/D2.8 SHA						

HIALS PAPI 990′ 4930′ LT CGT 112.5

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 210′(200′) FULL	ILS DA(H) 210′(200′) ALS out	LOC (GS out) MDA(H) 430′(420′)	LOC (GS out) MDA(H) 430′(420′) ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C			1200m	2000m
D				

CIRCLE-TO-LAND

Not authorized East of runway

Max Kts	MDA(H)
100 135	690′(680′) 1600m
180	790′(780′) 3600m
205	790′(780′) 4000m

PANS OPS 4

CHANGES: Chart reindexed. Procedure. Minimums.

ZSSS/SHA
HONGQIAO

JEPPESEN

26 FEB 10 (13-1) Eff 11 Mar

SHANGHAI, PR OF CHINA
VOR DME Rwy 18L

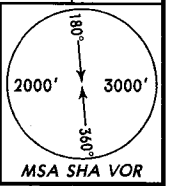
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1						HONGQIAO Tower	Ground
132.25	120.3	125.4	125.85	123.8	126.65	126.3	118.1	121.6

BRIEFING STRIP™

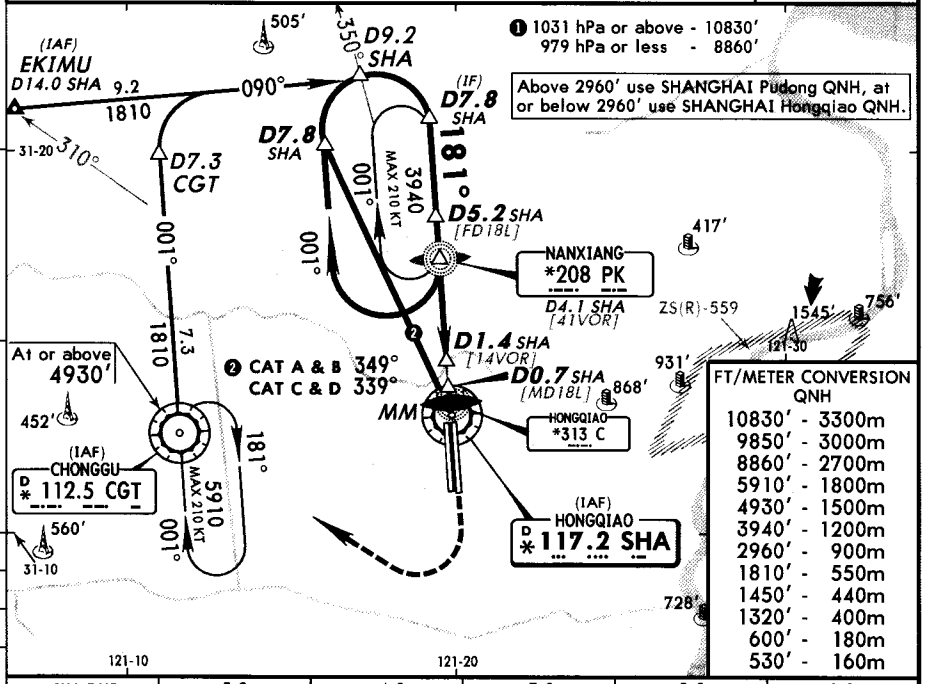
VOR SHA	Final Apch Crs	Minimum Alt D5.2 SHA	MDA(H)	Apt Elev	10′
*117.2	181°	1810′(1803′)	460′(453′)	RWY	7′

MISSED APCH: Climb STRAIGHT AHEAD to 1320′, then turn RIGHT climbing to reach CGT VOR at 4930′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



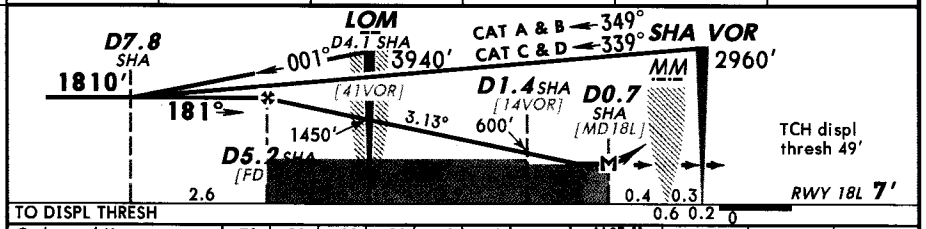
MSA SHA VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1450′	440m
1320′	400m
600′	180m
530′	160m

SHA DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1730′	1410′	1090′	780′	460′

1 in=5 NM



TO DISPL THRESH							
Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D0.7 SHA							

ALSF-II PAPI

1320′ 4930′ RT CGT 112.5

PANS OPS 4

STRAIGHT-IN LANDING RWY 18L

MDA(H) 460′(453′)

	ALS out	Max. Kts	MDA(H)	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690′(680′)	1600m
B			135		
C	1200m	2000m	180	790′(780′)	3600m
D	RVR 1500m VIS 1600m	2400m	205	790′(780′)	4000m

CIRCLE-TO-LAND

Not authorized East of runway

CHANGES: Procedure. Minimums.

456-33

ZSSS/SHA HONGQIAO

JEPPESEN 26 FEB 10 (13-2) Eff 11 Mar

SHANGHAI, PR OF CHINA VOR DME Rwy 36L

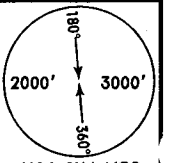
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1						HONGQIAO Tower	Ground
132.25	120.3	125.4	125.85	123.8	126.65	126.3	118.1	121.6

BRIEFING STRIP™

VOR SHA	Final Apch Crs	Minimum Alt D7.3 SHA	MDA(H)	Apt Elev 10' RWY 10'
*117.2	004°	1810'(1800')	460'(450')	

MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn LEFT climbing to reach CGT VOR at 4930'.

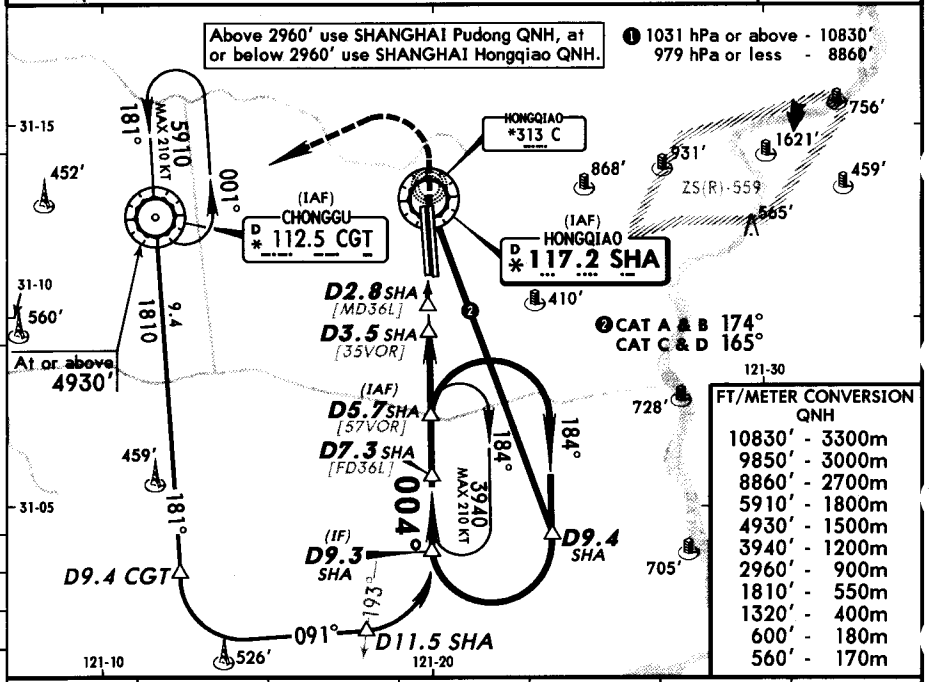
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' ❶
Initial apch MAX 205 KT.



MSA SHA VOR

Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.

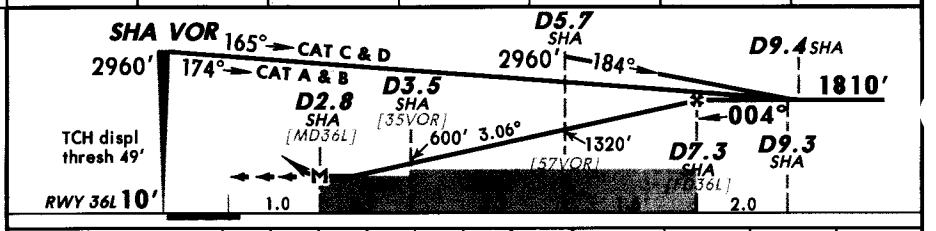
❶ 1031 hPa or above - 10830'
979 hPa or less - 8860'



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1320'	400m
600'	180m
560'	170m

SHA DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	130'	440'	760'	1080'	1400'	1720'

1 in=5 NM



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.06°	379	487	541	650	758	866
MAP at D2.8 SHA							

HIALS PAPI 1320' 4930' LT CGT 112.5

PANS OPS 4

STRAIGHT-IN LANDING RWY 36L

MDA(H) 460'(450')

	ALS out	Max Kts.	MDA(H)	
A	RVR 720m VIS 800m	100	690'(680')	1600m
B		135		
C	1200m	180	790'(780')	3600m
D	RVR 1500m VIS 1600m	205	790'(780')	4000m

CIRCLE-TO-LAND

Not authorized East of runway

CHANGES: New procedure.

ZSSS/SHA
HONGQIAO

JEPPESEN **SHANGHAI, PR OF CHINA**

26 FEB 10 (13-3) Eff 11 Mar **VOR DME Rwy 36R**

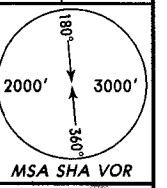
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1						HONGQIAO Tower	Ground
132.25	120.3	125.4	125.85	123.8	126.65	126.3	118.1	121.6

BRIEFING STRIP™

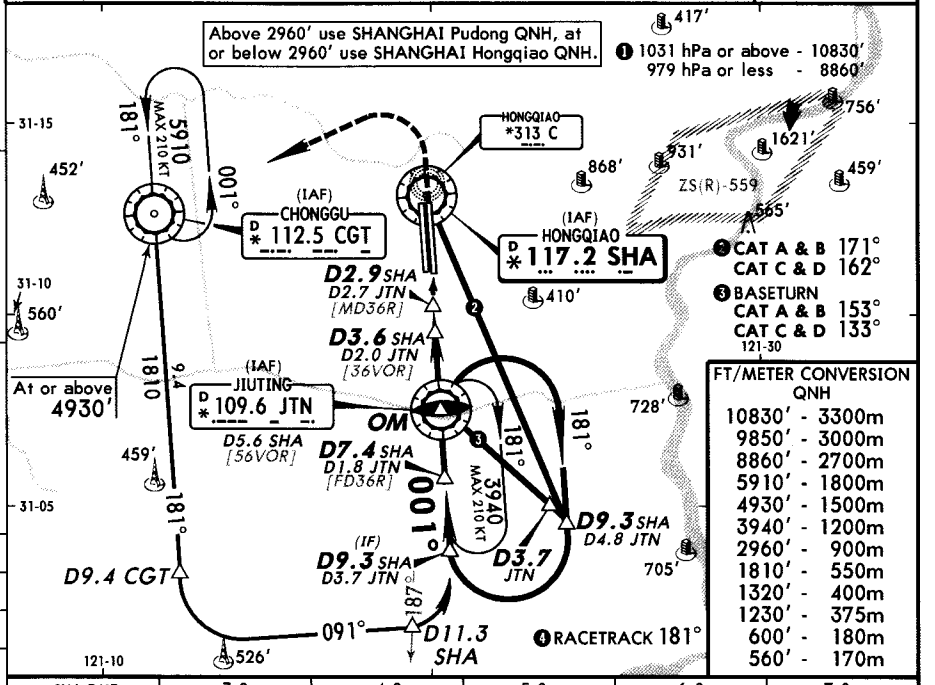
VOR SHA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
*117.2	001°	D7.4 SHA 1810′ (1800′)	460′ (450′)	10′ / 10′

MISSED APCH: Climb STRAIGHT AHEAD to 1320′, then turn LEFT climbing to reach CGT VOR at 4930′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



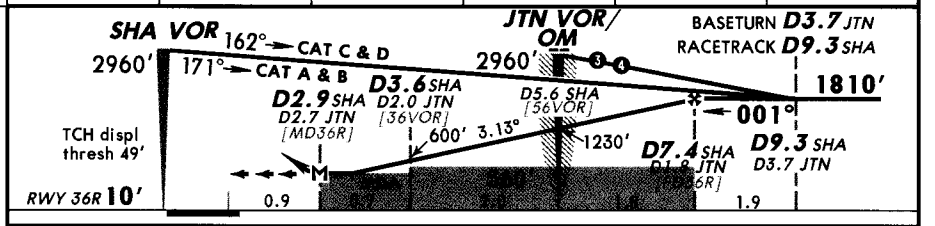
MSA SHA VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1320′	400m
1230′	375m
600′	180m
560′	170m

SHA DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	390′	710′	1030′	1350′	1660′

1 in=5 NM



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D2.9 SHA/D2.7 JTN							

HIALS PAPI 1320′ 4930′ LT CGT 112.5

PANS OPS 4

STRAIGHT-IN LANDING RWY 36R

MDA(H) 460′ (450′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	2000m
D	RVR 1500m VIS 1600m	2400m

CIRCLE-TO-LAND

Not authorized East of runway

Max Kts	MDA(H)	
100	690′ (680′)	1600m
135		
180	790′ (780′)	3600m
205	790′ (780′)	4000m

CHANGES: Chart reindexed. Procedure. Minimums.

INTENTIONALLY

LEFT

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