

## List of pages in this Trip Kit

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Revision Letter For Cycle 07-2023

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Notebook

## 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: 2126 Z  
Sunset: 1023 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: 118.650  
Hongqiao Tower: 124.300 Secondary  
Hongqiao Tower: 118.250 Secondary  
Hongqiao Tower: 118.100  
Hongqiao Ground: 121.900  
Hongqiao Ground: 121.600  
Hongqiao Ground: 121.575 Secondary  
Hongqiao Apron Ramp/Taxi: 121.675  
Hongqiao Apron Ramp/Taxi: 121.550 Secondary  
Hongqiao Apron Ramp/Taxi: 121.950  
Hongqiao Clearance Delivery: 121.750  
Hongqiao Clearance Delivery: 121.550 Secondary  
Shanghai Approach: 125.400  
Shanghai Approach: 125.625  
Shanghai Approach: 125.850  
Shanghai Approach: 128.050 Secondary  
Shanghai Approach: 120.650 Secondary  
Shanghai Approach: 120.300  
Shanghai Approach: 119.975  
Shanghai Approach: 127.750  
Shanghai Approach: 123.800  
Shanghai Approach: 119.750 Secondary  
Shanghai Approach: 119.200 Secondary  
Shanghai Approach: 121.100  
Shanghai Approach: 124.050 Secondary  
Shanghai Approach: 126.650  
Shanghai Approach: 119.075  
Shanghai Approach: 126.300  
Shanghai Approach: 121.375  
Pujiang Operations: 130.750

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17 MAR 23

10-1P

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## 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, 401 thru 413, 413E, 414 thru 416, 501, 502, 504, 506, 508, 510, 511, 517 thru 525, 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 285, 328 thru 337, 512 thru 514 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 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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## 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

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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## 1. GENERAL

### 1.6. TAXI PROCEDURES

#### 1.6.1. GENERAL

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

TWYs L01, 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, L09 and L15 thru L17.

#### 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

ACFT using ROUTE-NORTH/SOUTH may influence the ACFT on RWY 18R/36L judging for take-off. In order to avoid that, visual shelter with Red/White diagonal stripe has been set 1273' /388m outside SWY 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 more than 118' /36m and below 171' /52m is limited to use ROUTE-NORTH/SOUTH. ACFT with wingspan 171' /52m 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 in the evening, 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.

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## 1. GENERAL

### 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. CONTINGENCY PLAN FOR ROUTE-NORTH/SOUTH

When ACFT with wingspan more than 118' /36m and below 171' /52m entering ROUTE-NORTH/SOUTH by mistake, stop using RWY 18R/36L for take-off and follow ATC instruction to continue taxiing.

When ACFT with wingspan more than 171' /52m and below 213' /65m entering ROUTE-NORTH/SOUTH by mistake, stop using RWY 18R/36L for take-off. 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.

When ACFT with wingspan more than 213' /65m entering ROUTE-NORTH/SOUTH by mistake, stop using RWY 18R/36L for take-off. The stray ACFT shall shut down engine and wait for towing tractor, after towing back to TWY B, start-up to taxi.

## 1.7. PARKING INFORMATION

Visual docking guidance system available for stands 101, 102, 109 thru 115, 120, 121, 126, 127 and 221 thru 275.

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. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

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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10-1P4

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## 2. ARRIVAL

### 2.1. GENERAL

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

### 2.2. COMMUNICATION FAILURE PROCEDURE

Continue to approach as soon as possible. If condition of APT is not available for landing, pilots can decide to return or alternate by themselves.

#### Landing to North:

Proceed to CGT according to the last instructed altitude (climb to 4930'-1500m if not reached), if the altitude over CGT is higher than omit brackets: 4930'-1500m, then join the holding, descend to the initial approach altitude (4930'-1500m), and then approach and land according to ILS/DME Y RWY 36R.

#### Landing to South:

Proceed to CGT according to the last instructed altitude (climb to 4930'-1500m if not reached), if the altitude over CGT is higher than omit brackets: 4930'-1500m, then join the holding, descend to the initial approach altitude (4930'-1500m), and then approach and land according to ILS/DME Y RWY 18L.

### 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.

TWYs H3 thru H5 can not be used for vacating RWY.

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 approaching, landing, stopping approach or missed approach 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/HUD I operation, RWYs 18R and 36R are unavailable.

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

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

**RWY 36R:** RWYs 18R and 36R are available for CAT I/HUD I 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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## 2. 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.

## 3. DEPARTURE

### 3.1. DE-ICING

DE-ICING POSITION	ENTRY	EXIT	REMARKS
1	TWY D	TWY D - H7	De-icing positions 1, 2, 4, 5, 6 can be used independently.
2	(nose to South)	TWY D - H6	
3	TWY D - de-icing guideline (blue) (nose to South)	De-icing guideline - H7	ACFT de-icing on position 3 can taxi out only if position 1 is vacant.
4		De-icing guideline - H6 or H7	
5	TWY D	TWY D - H1	ACFT de-icing on positions 3 and 4: Stands 601 thru 608 are forbidden to use;
6	(nose to North)	TWY D - H2	
7	L01 (nose to South)	L01 - H7	ACFT entering or exiting from China Eastern Airlines hangar are forbidden; TWY L14 (South of stand 601) is forbidden to use.
8	L01 (nose to North)	L01 - 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.
- 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.

ACFT using stands 266 thru 285: When exiting, push-back nosewheel to holding position, then start-up to enter corresponding TWY by ATC instructions.

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.

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(10-1P6)

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### 3. DEPARTURE

#### 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 413, 413E and 414 thru 416 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.

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

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	EOP01
222 thru 227	EOP02
228 thru 231	Tangency point between push-back lines and TWY M2
236 thru 238E	Tangency point between push-back lines and TWY M3
239 thru 248	EOP03
250 thru 257	EOP04
258 thru 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

### 3.3. NOISE ABATEMENT PROCEDURES

#### 3.3.1. GENERAL

Apply NADP 1. If it cannot be implemented, inform ATC with a reasonable explanation.

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

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## 3. DEPARTURE

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### 3.3.2. TAKE-OFF

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, 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') - reduce thrust to not less than climb power;  
- 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, controller shall be informed by the pilot.

### 3.4. COMMUNICATION FAILURE PROCEDURES

Continue departure according to the last clearance.

If departure cannot be continued, crew can decide to return or dump fuel over fuel dumping area, then land according to operation direction.

### 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

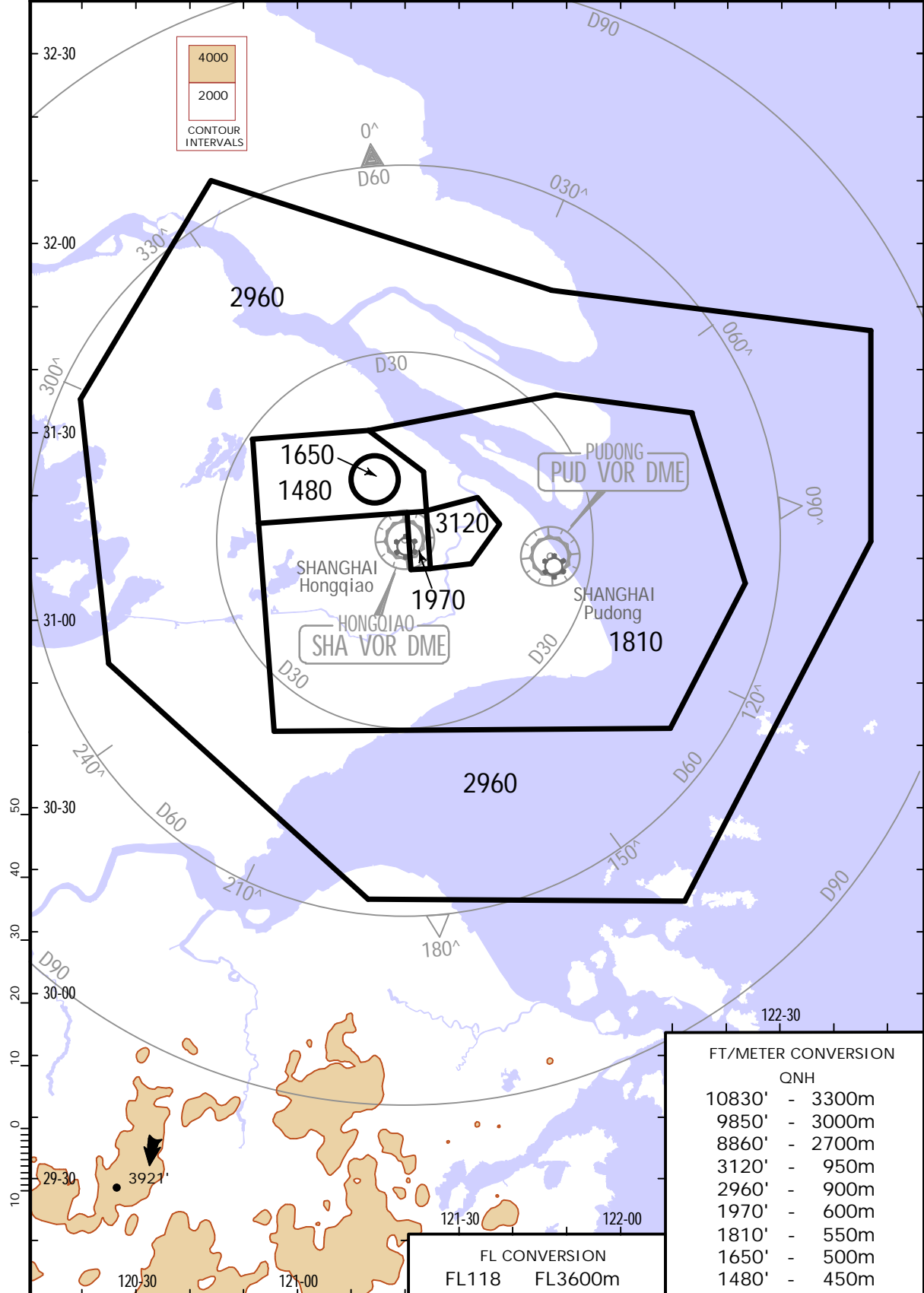
Pay attention to ACFT on TWY BN, BS, N, S when using RWY 18R/36L for departure.

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

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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.
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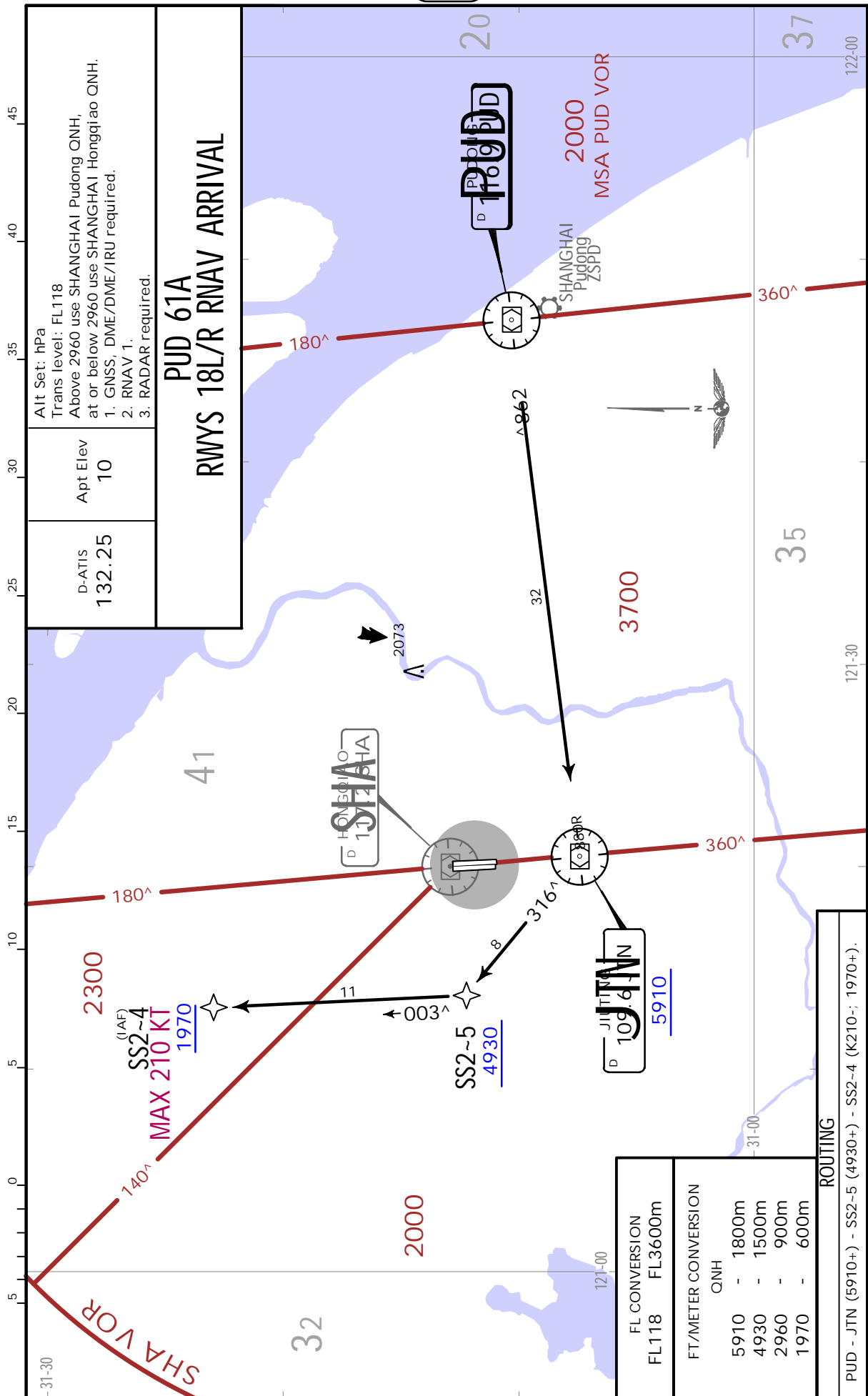


CHANGES: Relief in south west corner updated.

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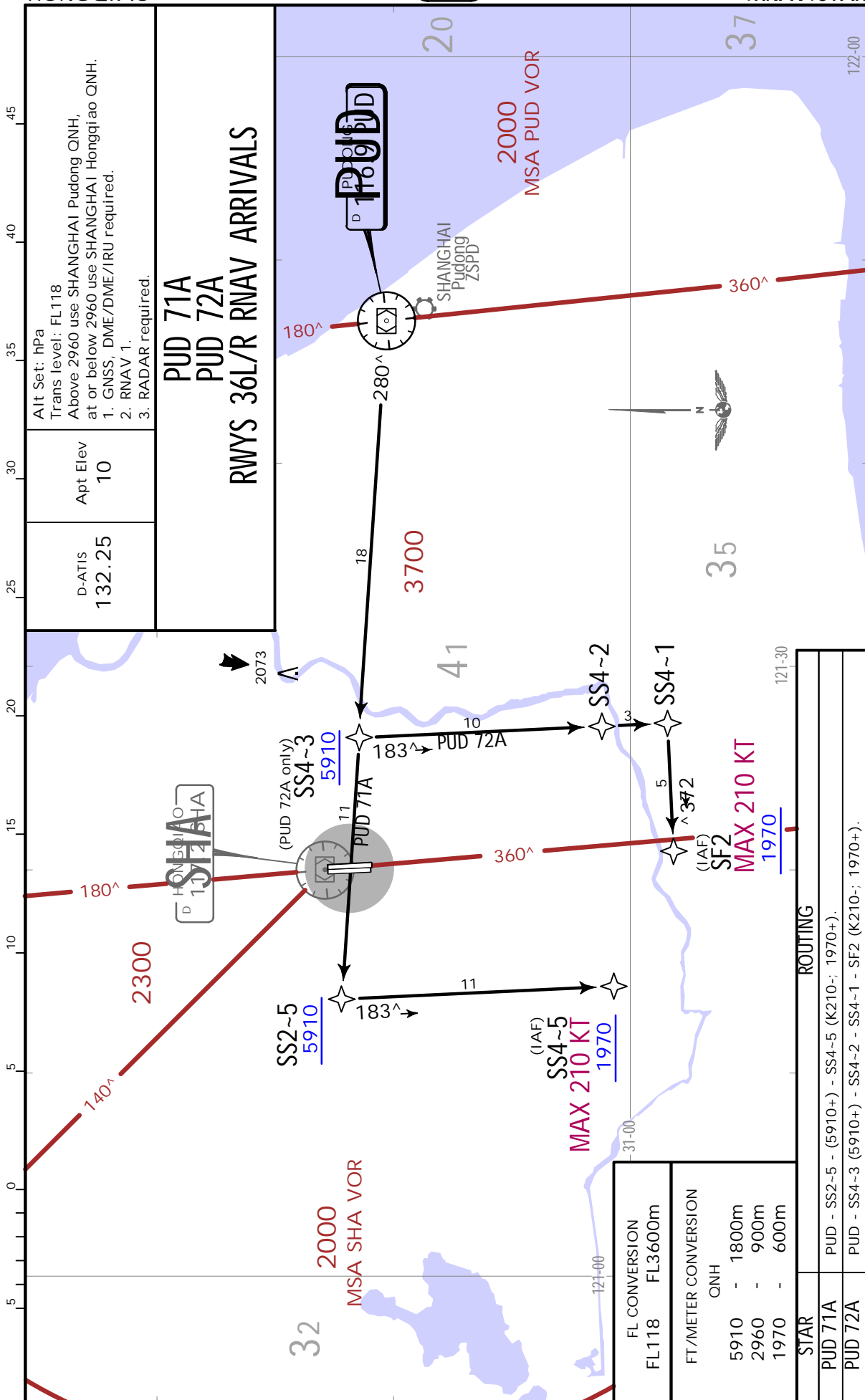


CHANGES: RNAV STARS completely revised.

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29 NOV 19 (10-2A) .Eff.4.Dec.1600Z.  
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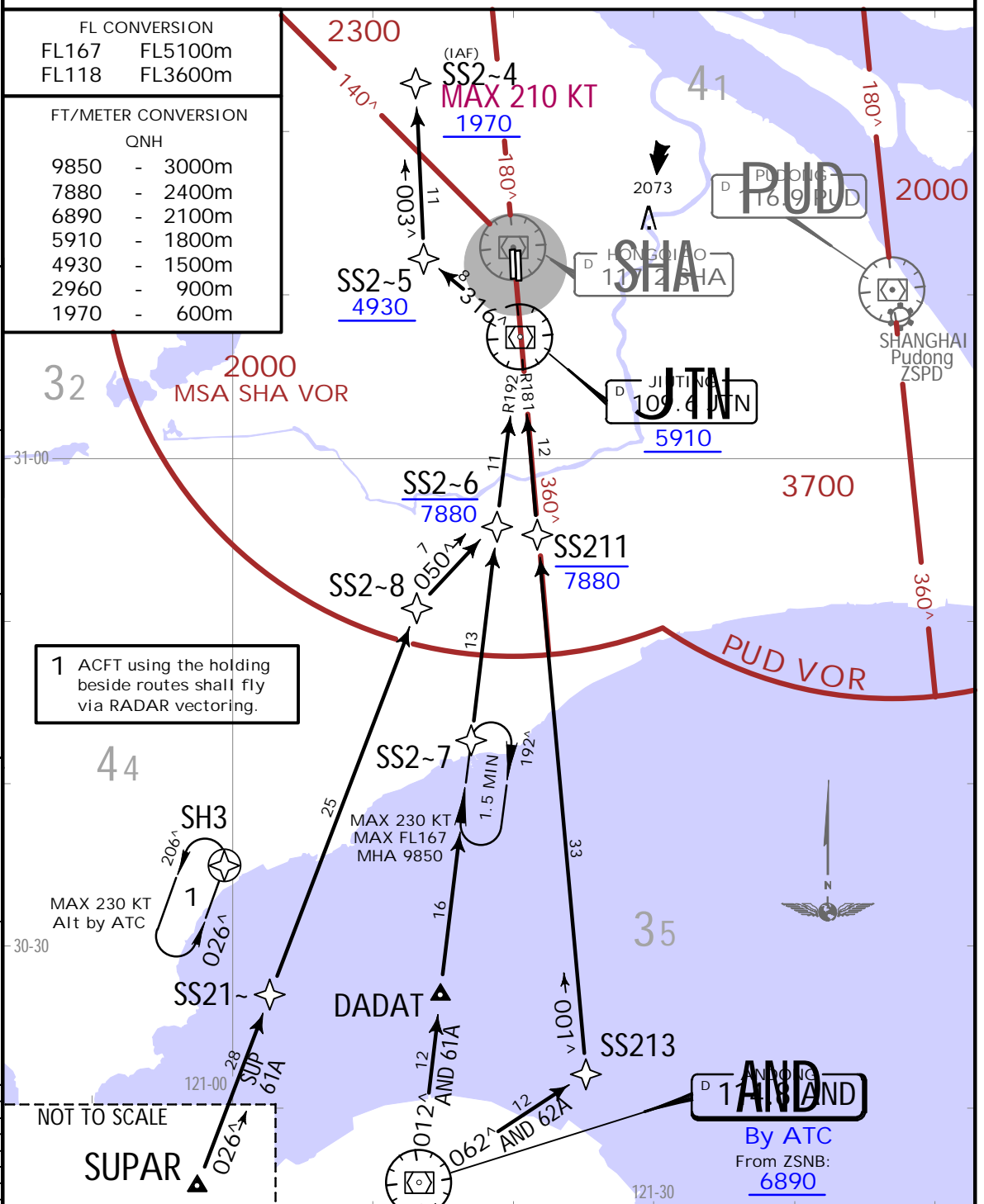
CHANGES: RNAV STARs completely revised.

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25 DEC 20 (10-2B) .Eff.30.Dec.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. 1. GNSS, DME/DME/IRU required. 2. RNAV 1. 3. RADAR required.
------------------	----------------	--

AND 61A, AND 62A, SUP 61A  
RWYS 18L/R RNAV ARRIVALS



1 ACFT using the holding beside routes shall fly via RADAR vectoring.

NOT TO SCALE

By ATC  
From ZSNB:  
6890

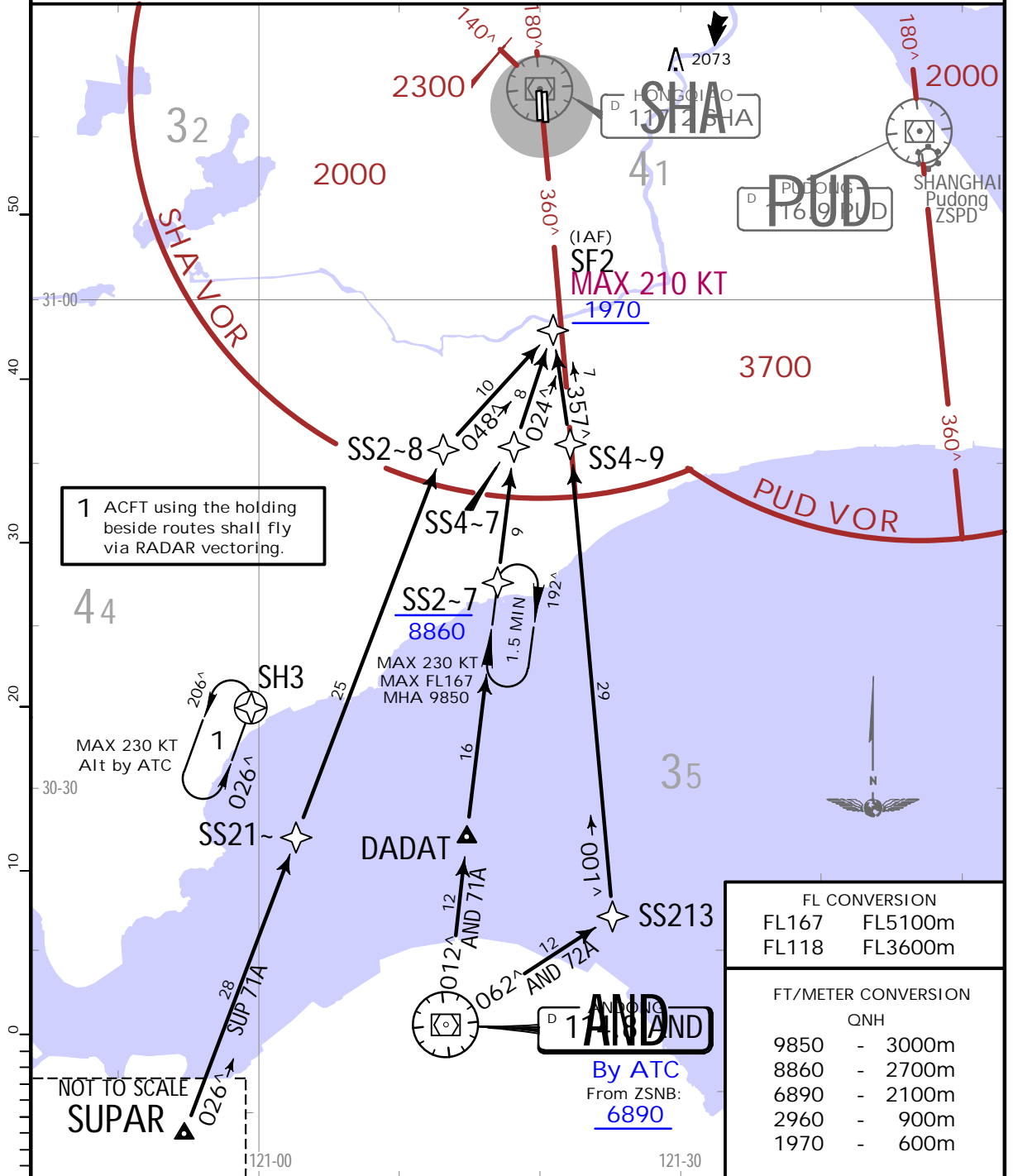
STAR	ROUTING
AND 61A	AND (6890+ or by ATC) - DADAT - SS2-7 - SS2-6 (7880-) - JTN (5910+) - SS2-5 (4930+) - SS2-4 (K210-; 1970+).
AND 62A By ATC	AND (6890+ or by ATC) - SS213 - SS211 (7880-) - JTN (5910+) - SS2-5 (4930+) - SS2-4 (K210-; 1970+).
SUP 61A By ATC	SUPAR - SS21- - SS2-8 - SS2-6 (7880-) - JTN (5910+) - SS2-5 (4930+) - SS2-4 (K210-; 1970+).

ZSSS/SHA  
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA  
25 DEC 20 10-2C Eff.30.Dec.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. 1. GNSS, DME/DME/IRU required. 2. RNAV 1. 3. RADAR required.
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AND 71A, AND 72A, SUP 71A  
RWYS 36L/R RNAV ARRIVALS



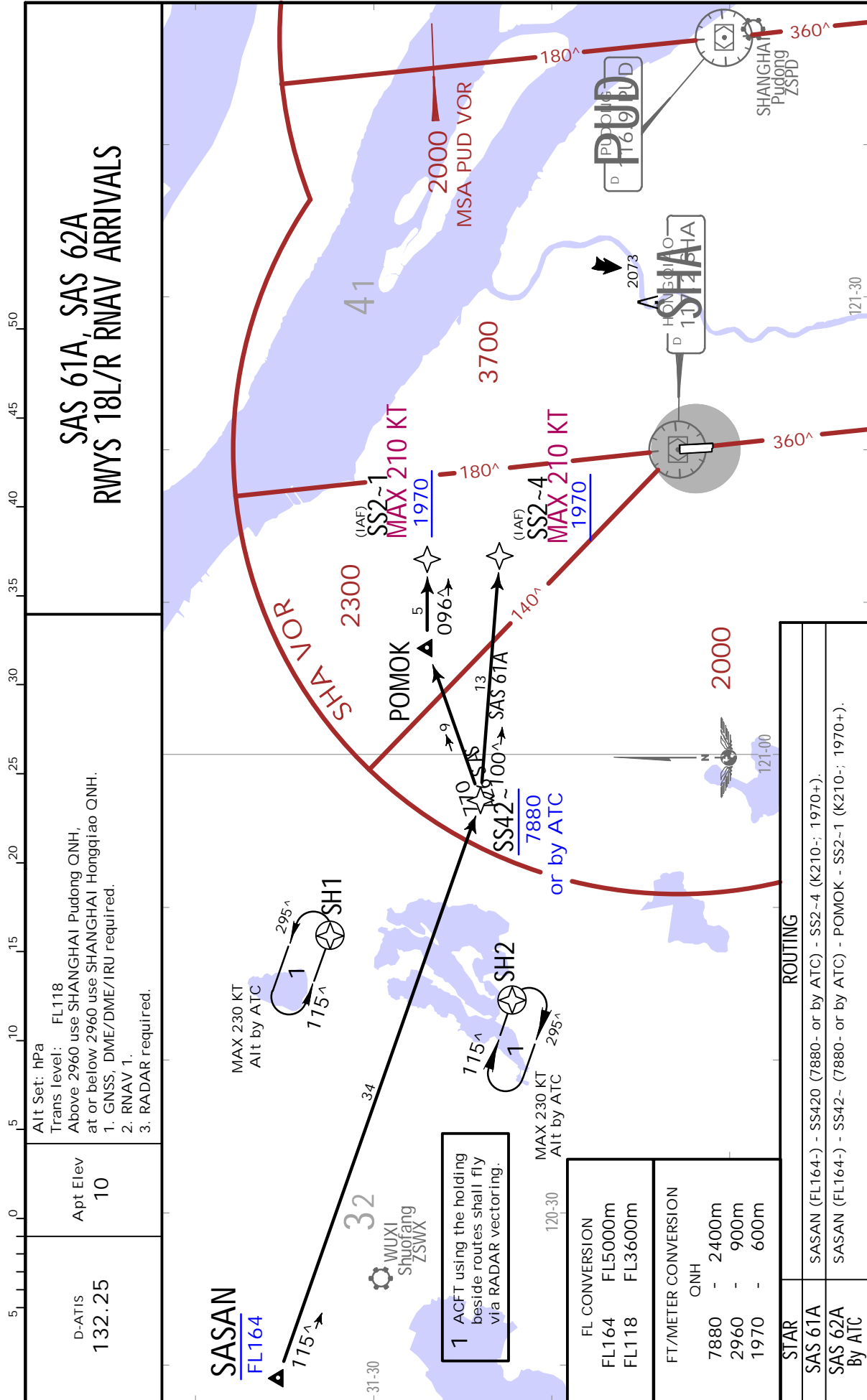
STAR	ROUTING
AND 71A	AND (6890+ or by ATC) - DADAT - SS2-7 (8860-) - SS4-7 - SF2 (K210-; 1970+).
AND 72A By ATC	AND (6890+ or by ATC) - SS213 - SS4-9 - SF2 (K210-; 1970+).
SUP 71A By ATC	SUPAR - SS21- - SS2-8 - SF2 (K210-; 1970+).



ZSSS/SHA  
HONGQIAO

29 NOV 19 (10-2D). Eff. 4. Dec. 1600Z.

JEPPESEN SHANGHAI, PR OF CHINA  
.RNAV.STAR.



SAS 61A, SAS 62A  
RWYS 18L/R RNAV ARRIVALS

Alt Set: hPa  
Trans level: FL118  
Above 2960 use SHANGHAI Pudong QNH,  
at or below 2960 use SHANGHAI Hongqiao QNH.  
1. GNSS, DME/DME/IRU required.  
2. RNAV 1.  
3. RADAR required.

D-ATIS  
132.25  
Apt Elev  
10

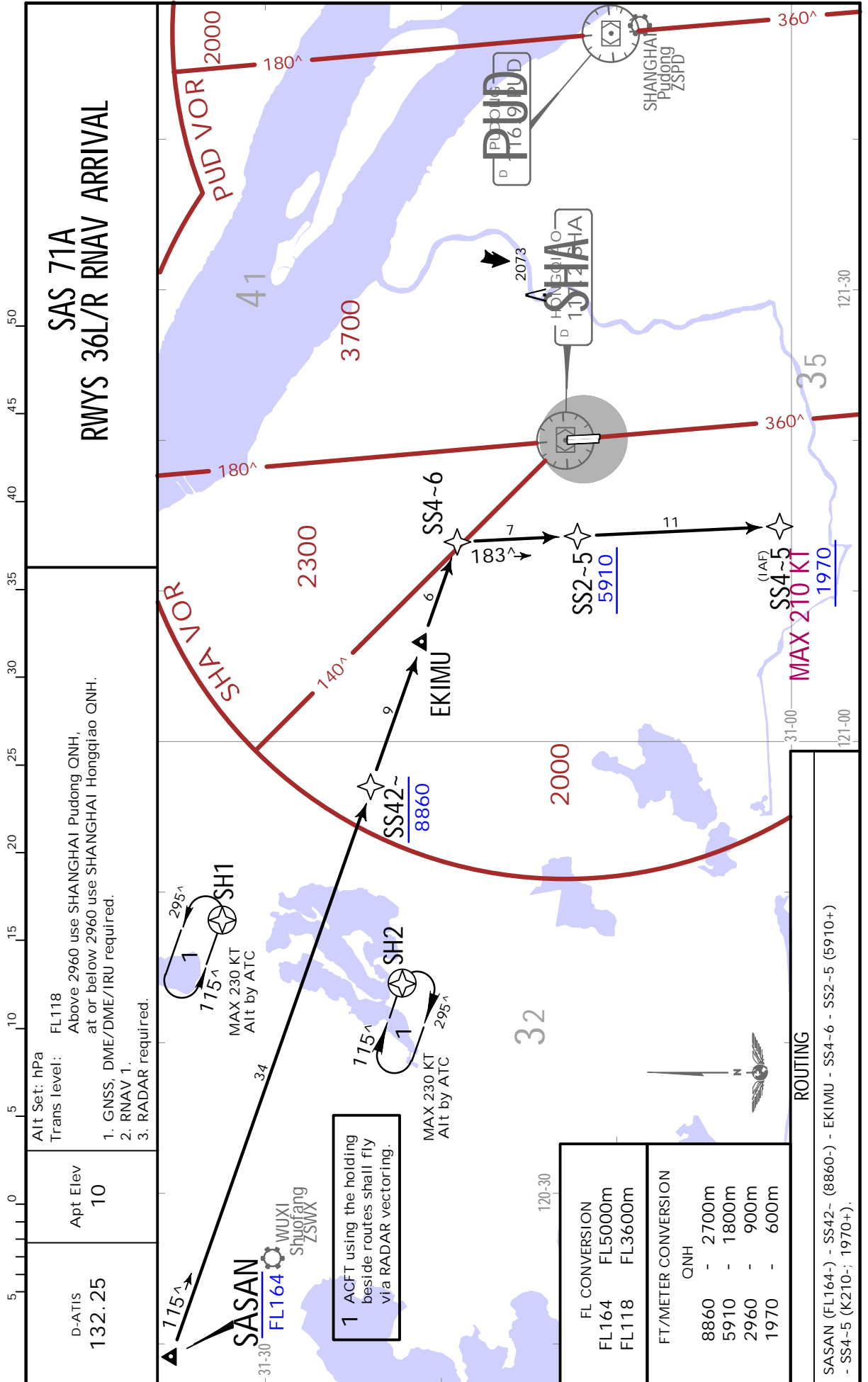
1 ACFT using the holding  
beside routes shall fly  
via RADAR vectoring.

FL CONVERSION	
FL164	FL5000m
FL118	FL3600m
FT/METER CONVERSION	
7880	2400m
2960	900m
1970	600m

ROUTING	
SAS 61A	SASAN (FL164+) - SS420 (7880- or by ATC) - SS2-4 (K210-; 1970+).
SAS 62A By ATC	SASAN (FL164+) - SS42- (7880- or by ATC) - POMOK - SS2-1 (K210-; 1970+).

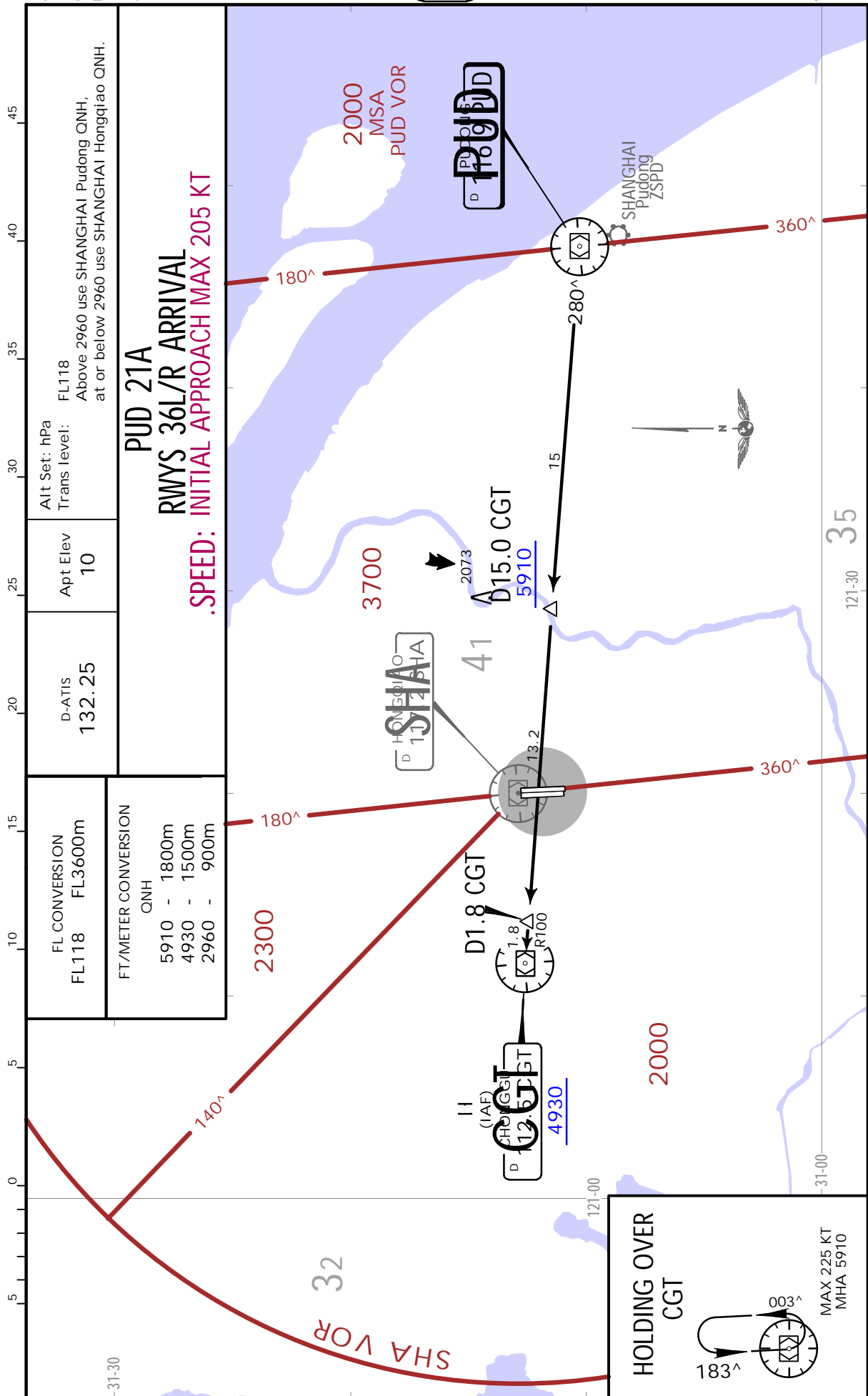
ZSSS/SHA  
HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA  
29 NOV 19 (10-2E). Eff. 4. Dec. 1600Z.  
.RNAV.STAR.



ZSSS/SHA  
HONGQIAO

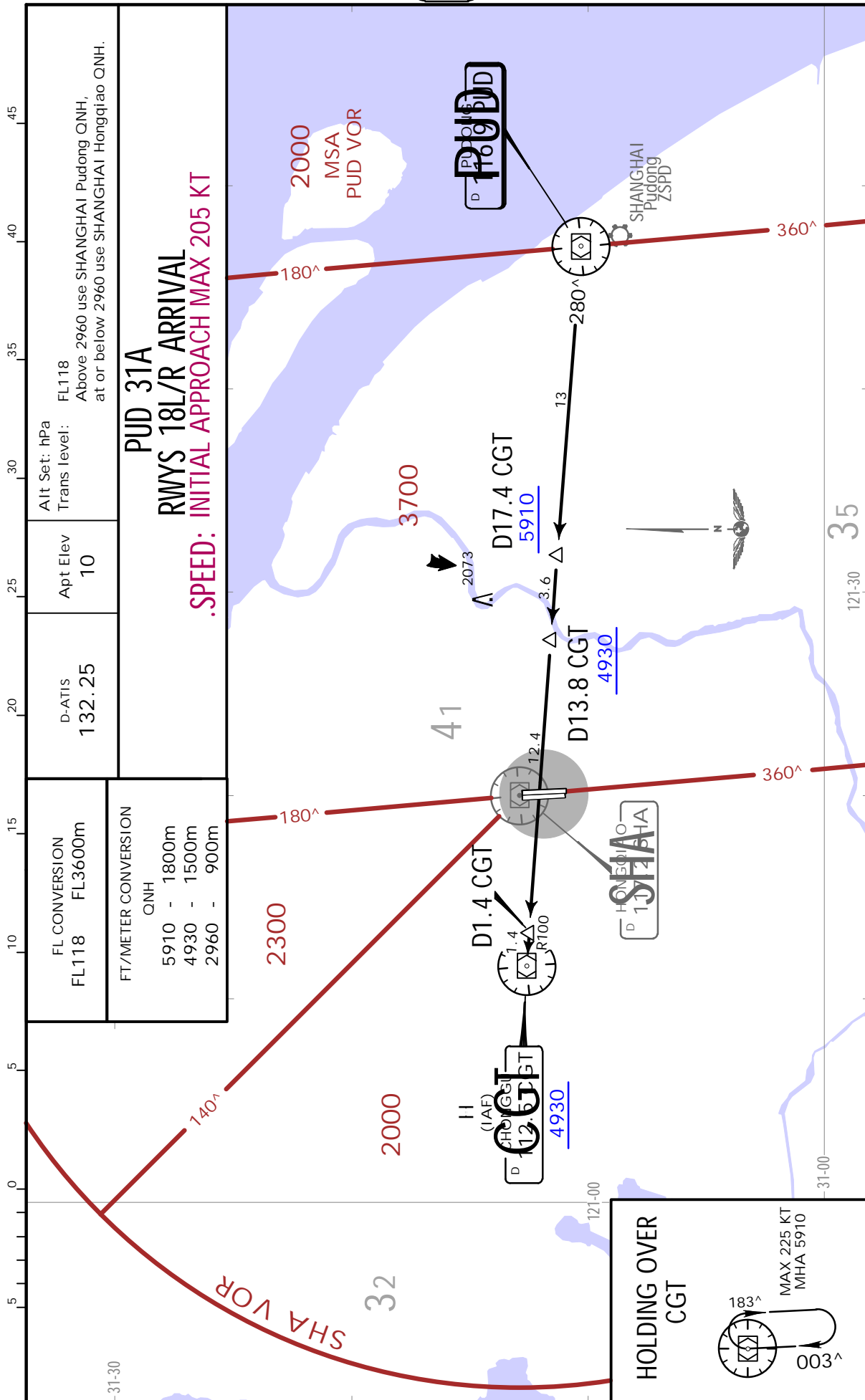
JEPPESEN SHANGHAI, PR OF CHINA  
29 NOV 19 (10-2F) .Eff.4.Dec.1600Z.  
.STAR.



CHANGES: PUD 1A redesignated PUD 21A.

ZSSS/SHA  
HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA  
29 NOV 19 (10-2G) .Eff. 4. Dec. 1600Z. .STAR.



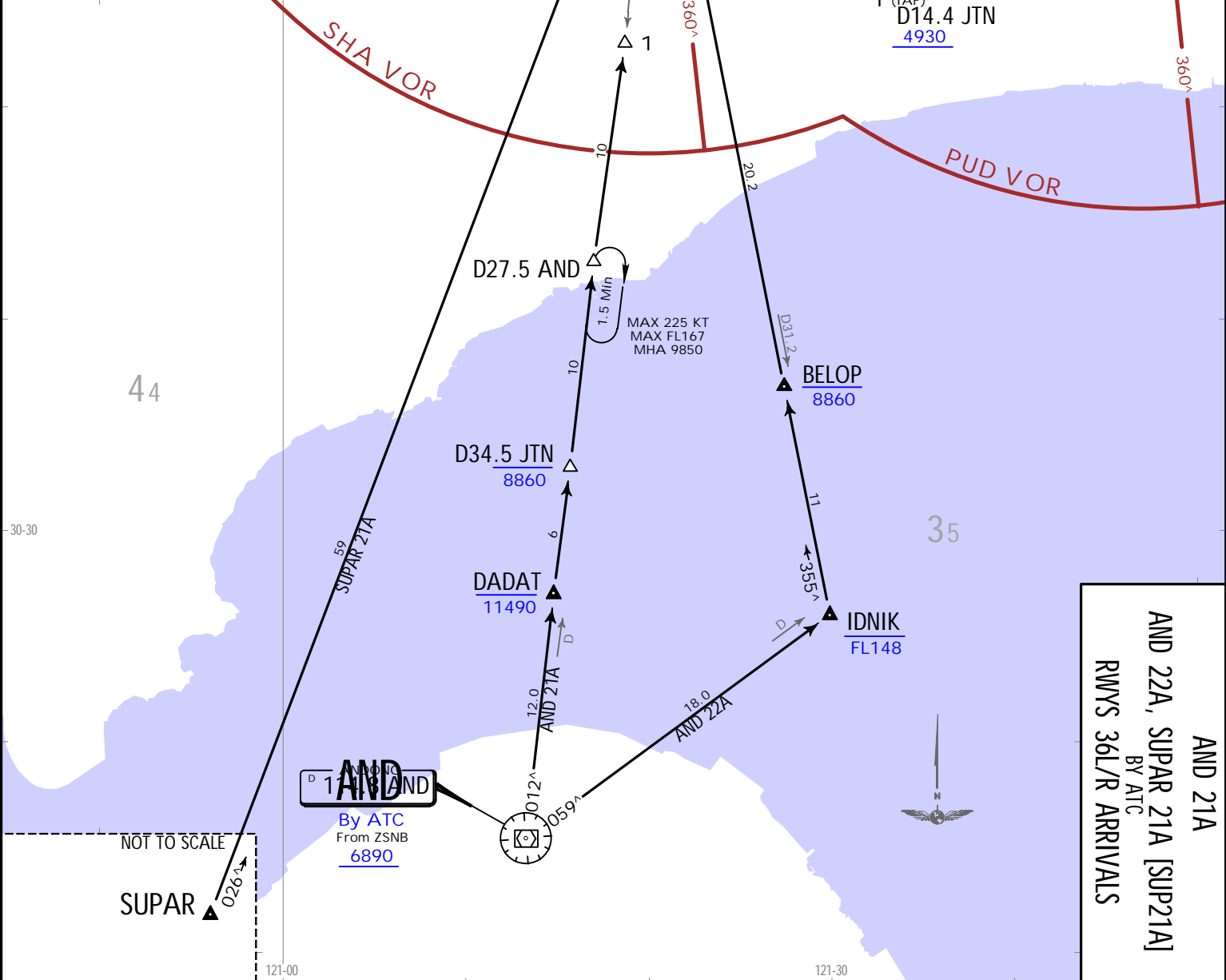
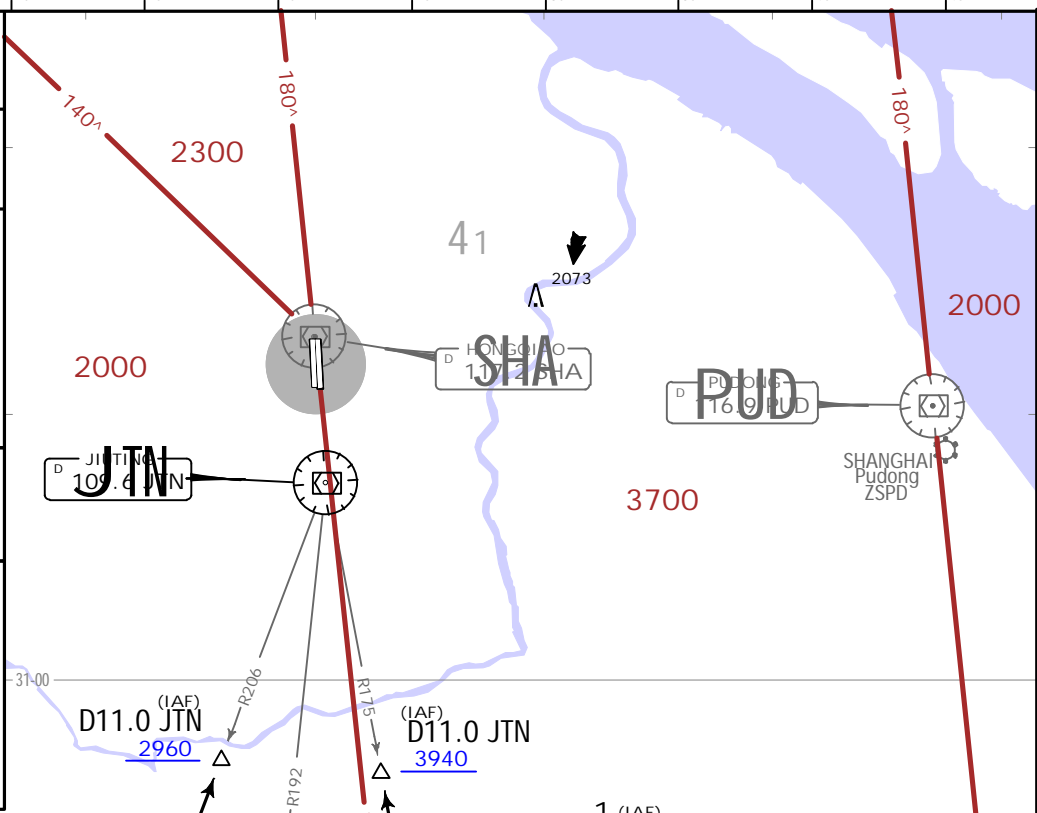
CHANGES: PUD 2A redesignated PUD 31A.

JEPPESEN, 2019. ALL RIGHTS RESERVED.

CHANGES: AND 21A & SA redesignated 21A & 22A. SUPAR 01A redesignated 21A. MHA over D27.5 AND.

ZSSS/SHA  
HONGQIAO

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.	
<p><b>AND 21A</b>  <b>AND 22A, SUPAR 21A [SUP21A]</b>                  BY ATC  <b>RWYS 36L/R ARRIVALS</b>                  .SPEED: INITIAL APPROACH                  MAX 205 KT</p>	
FL CONVERSION FL167 FL5100m FL148 FL4500m FL118 FL3600m	
FT/METER CONVERSION QNH 11490 - 3500m 9850 - 3000m 8860 - 2700m 6890 - 2100m 4930 - 1500m 3940 - 1200m 2960 - 900m	



**AND 21A**  
**AND 22A, SUPAR 21A [SUP21A]**  
 BY ATC  
**RWYS 36L/R ARRIVALS**

NOT TO SCALE

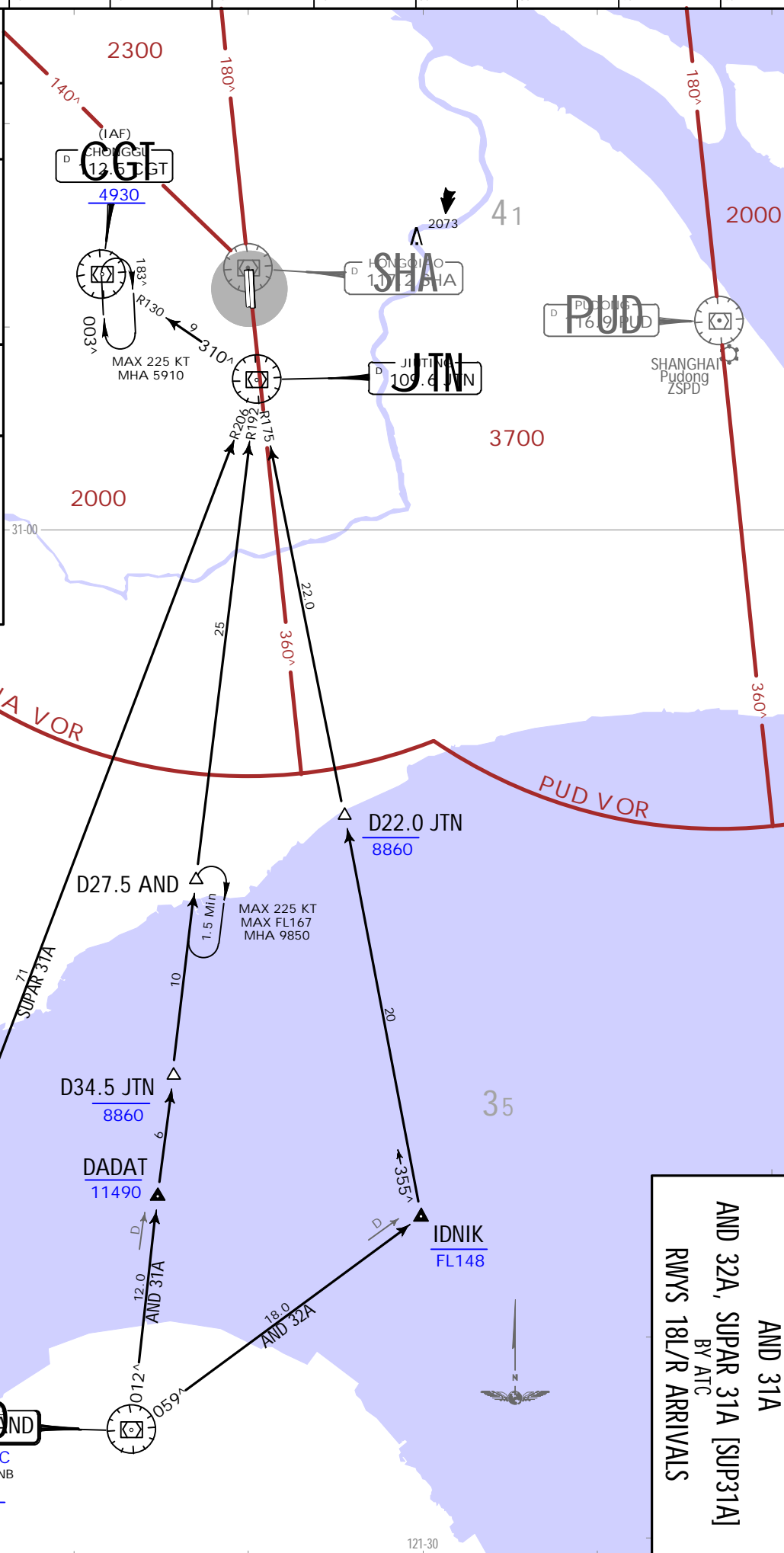
SUPAR

**AND**  
 By ATC  
 From ZSNB  
 6890



CHANGES: AND 2A & 6A redesignated 31A & 32A. SUPAR 2A redesignated 31A. MHA and MAX speed for holding on D27.5 AND.

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.	
<p><b>AND 31A</b>  <b>AND 32A, SUPAR 31A [SUP31A]</b>                  BY ATC  <b>RWYS 18L/R ARRIVALS</b>                  .SPEED: INITIAL APPROACH                  MAX 205 KT</p>	
FL CONVERSION FL167 FL5100m FL148 FL4500m FL118 FL3600m	
FT/METER CONVERSION QNH 11490 - 3500m 9850 - 3000m 8860 - 2700m 6890 - 2100m 5910 - 1800m 4930 - 1500m 2960 - 900m	



**AND 31A**  
**AND 32A, SUPAR 31A [SUP31A]**  
 BY ATC  
**RWYS 18L/R ARRIVALS**

ZSSS/SHA  
HONGQIAO



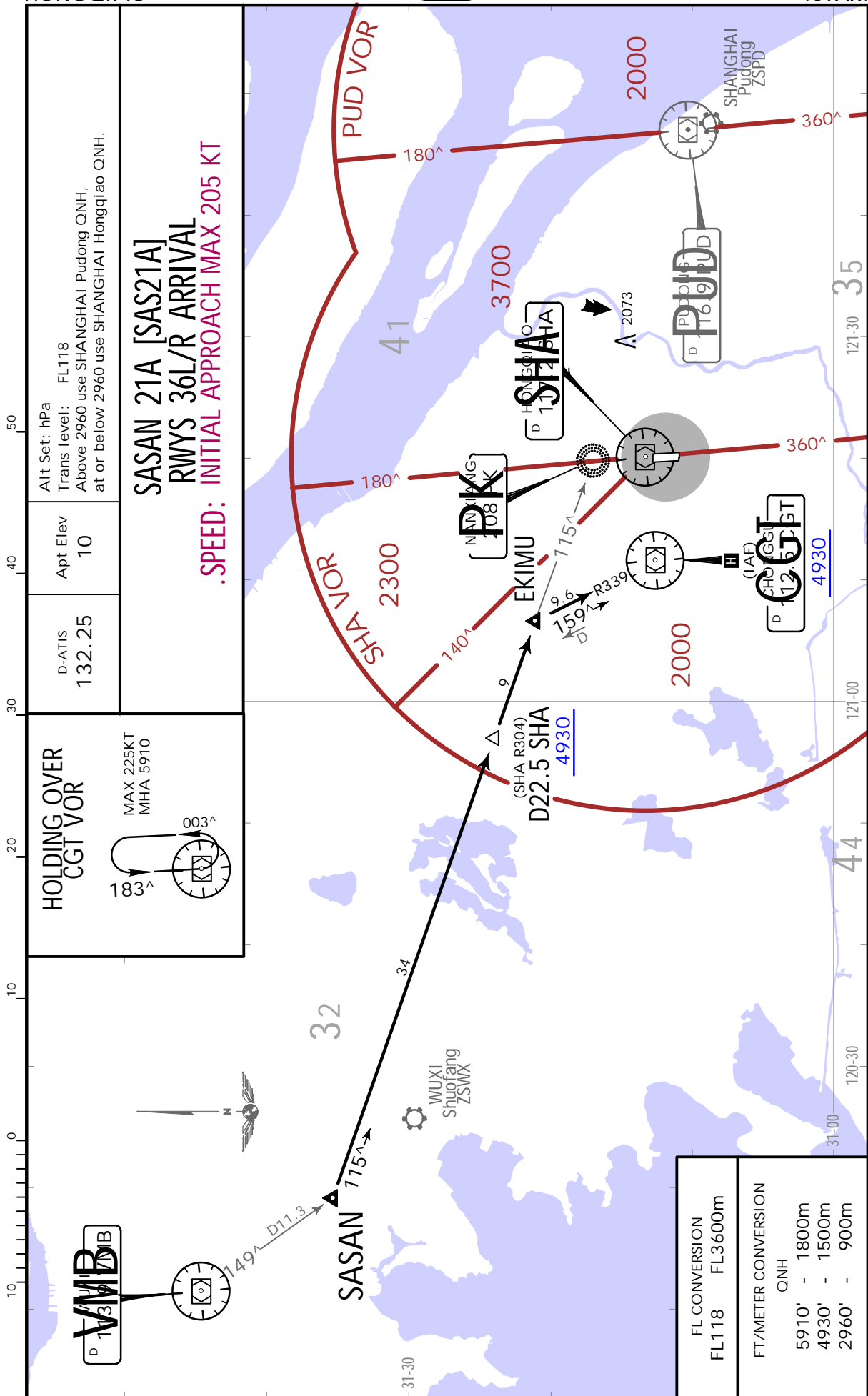
JEPPESSEN SHANGHAI, PR OF CHINA

26 NOV 21

10-2K

.Eff.1.Dec.1600Z.

.STAR.



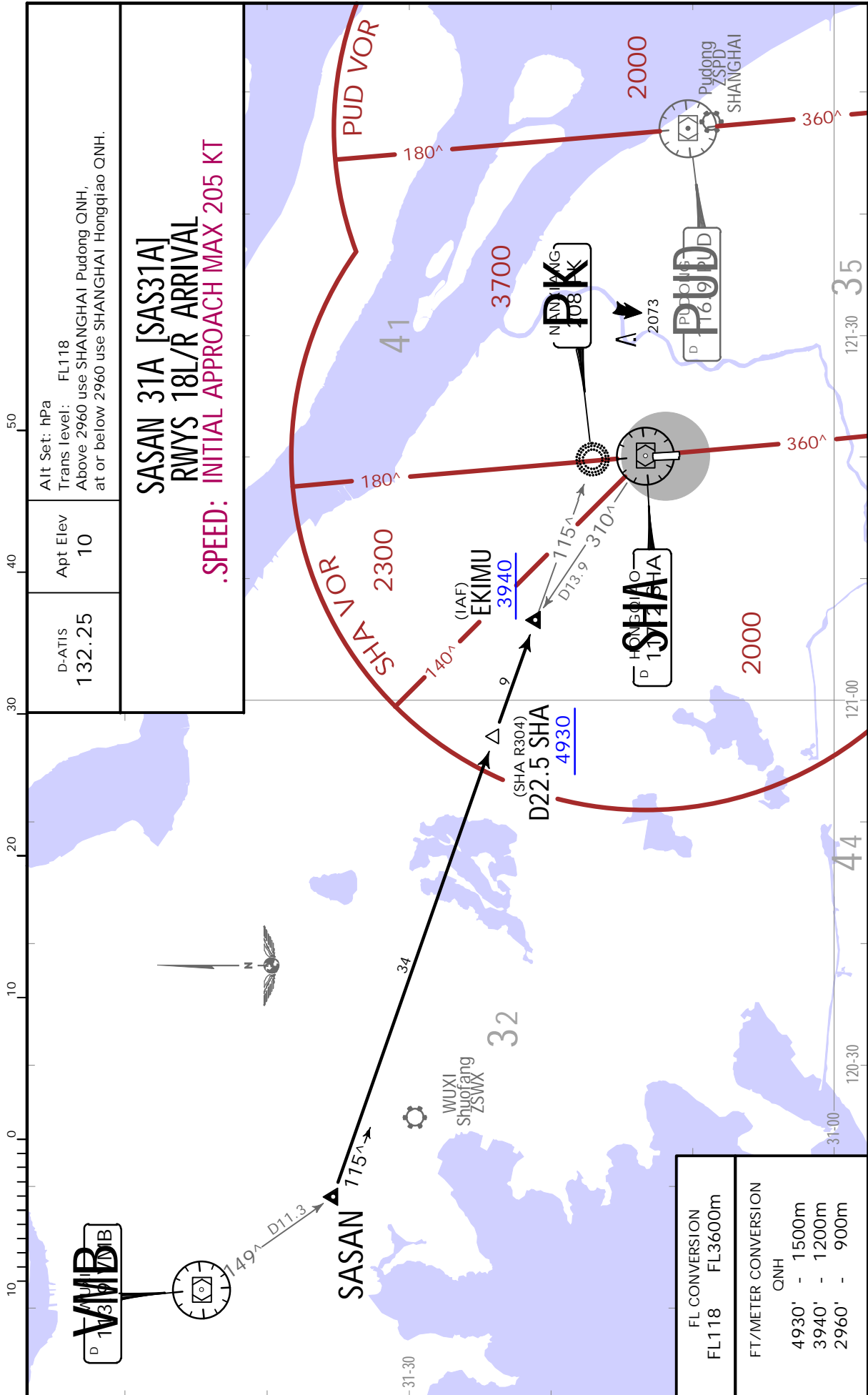
ZSSS/SHA  
HONGQIAO

26 NOV 21

10-2L

.Eff.1.Dec.1600Z.

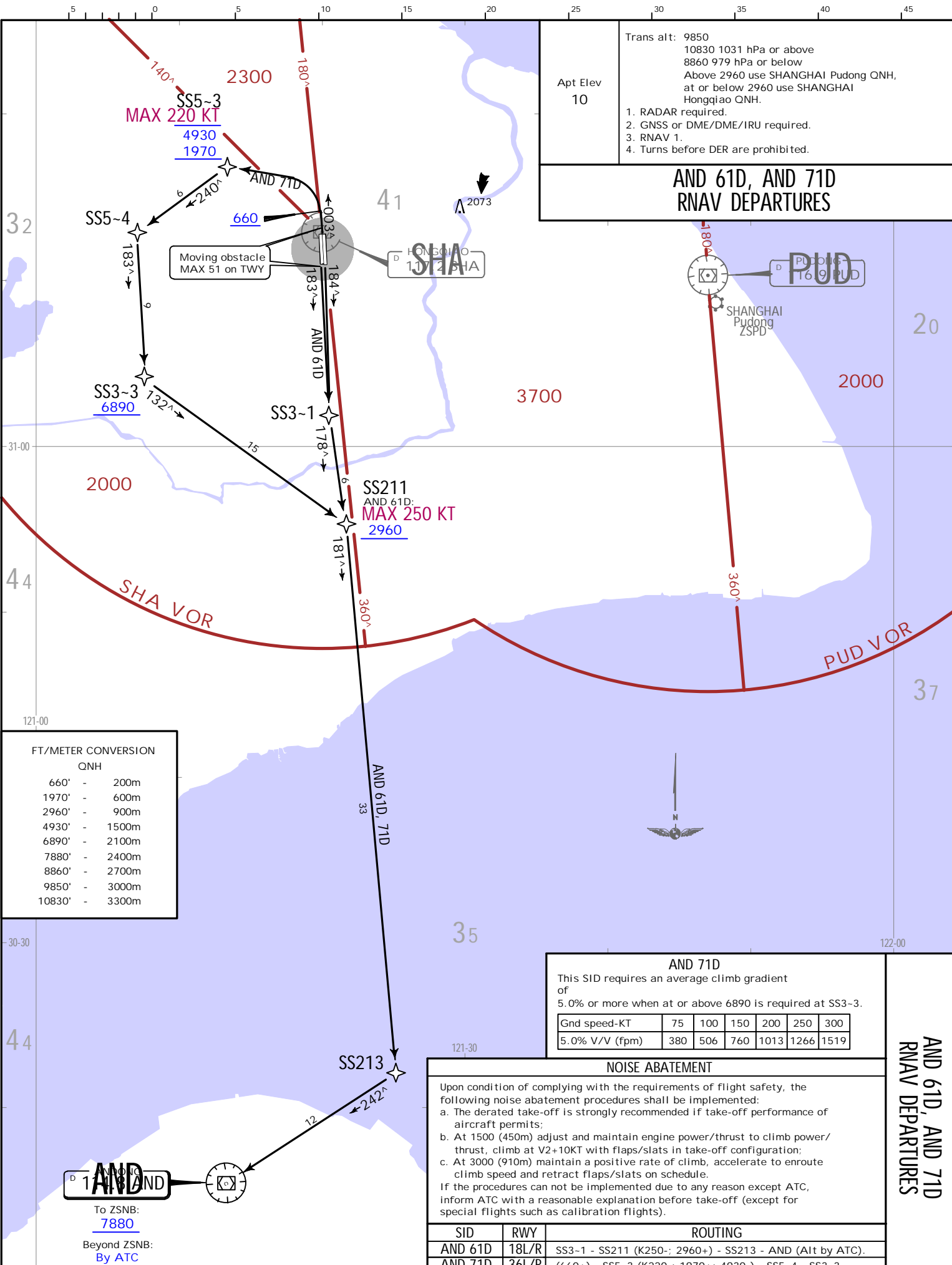
JEPPESEN SHANGHAI, PR OF CHINA  
.STAR.





CHANGES: Noise abatement & obstacle information added

ZSSS/SHA  
HONGQIAO  
JEPPESSEN  
1 OCT 21  
Eff: 6 Oct 1600Z  
10-3



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.

1. RADAR required.
2. GNSS or DME/DME/IRU required.
3. RNAV 1.
4. Turns before DER are prohibited.

**AND 61D, AND 71D  
RNAV DEPARTURES**

FT/METER CONVERSION  
QNH

660'	-	200m
1970'	-	600m
2960'	-	900m
4930'	-	1500m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

**AND 71D**  
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3-3.

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

**NOISE ABATEMENT**

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

- The derated take-off is strongly recommended if take-off performance of aircraft permits;
- At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration;
- 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).

SID	RWY	ROUTING
AND 61D	18L/R	SS3-1 - SS211 (K250-; 2960+) - SS213 - AND (Alt by ATC).
AND 71D	36L/R	(660+) - SS5-3 (K220-; 1970+; 4930-) - SS5-4 - SS3-3 (6890+) - SS211 - SS213 - AND (Alt by ATC).

**AND 61D, AND 71D  
RNAV DEPARTURES**

To ZSNB:  
**7880**

Beyond ZSNB:  
By ATC

SHANGHAI, PR OF CHINA  
RNAV.SID.

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

Apt Elev  
 10

1. RADAR required.  
 2. GNSS or DME/DME/IRU required.  
 3. RNAV 1.  
 4. Turns before DER are prohibited.

**IBE 61D, IBE 71D, IBE 73D**  
**RNAV DEPARTURES**

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 SS3-3.

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

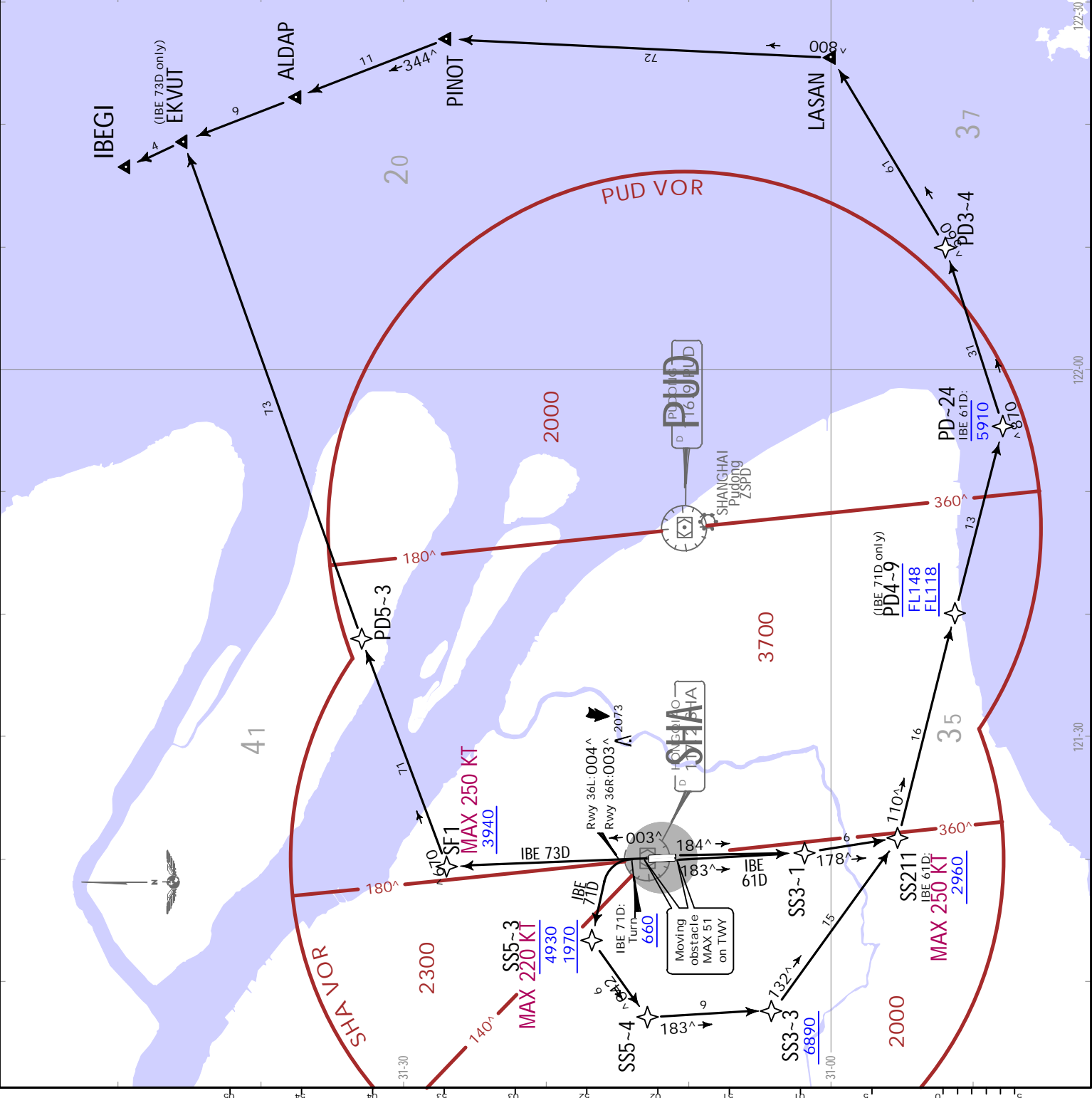
**NOISE ABATEMENT**

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

- The derated take-off is strongly recommended if take-off performance of aircraft permits.
- At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration.
- 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).

SID	RWY	ROUTING
IBE 61D	18L/R	SS3-1 - SS211 (K250+; 2960+) - PD-24 (5910+) - PD3-4 - LASAN - PINOT - ALDAP - IBEGL.
IBE 71D	36L/R	(660+) - SS5-3 (K220+; 1970+; 4930+) - SS5-4 - SS3-3 (6890+) - SS211 - PD4-9 (FL118+; FL148+) - PD-24 - PD3-4 - LASAN - PINOT - ALDAP - IBEGL.
IBE 73D	By ATC	SF1 (K250+; 3940+) - PD5-3 - EKVUT - IBEGL.



**ZSSS/SHA**  
HONGQIAO  
1 OCT 21 (10-3B) .Eff. 6 Oct. 1600Z.

**JEPPESEN SHANGHAI, PR OF CHINA**  
RNAV 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

LAM 71D  
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3-3.

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

FT/METER CONVERSION

QNH	200m
660'	200m
1970'	600m
2960'	900m
3940'	1200m
4920'	1500m
5910'	1800m
6890'	2100m
7870'	2400m
8850'	2700m
9830'	3000m
10810'	3300m

NOISE ABATEMENT

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

- At take-off, it is strongly recommended if take-off performance of aircraft permits; adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration.
- 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).

SID	ROUTING
LAM 61D	SS3-1 - SS211 (K250+; 2960+) - PD-24 (5970+) - PD3-4 - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 71D	(660+) - SS5-3 (K220+; 4930+) - SS5-4 - SS3-3 (6890+) - SS211 - PD4-9 (FL118+; FL148+) - PD-24 - PD3-4 - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 73D	SF1 (K250+; 3940+) - PD5-3 - EKVUT - MATNU - EMSAN - SURAK - LAMEN.

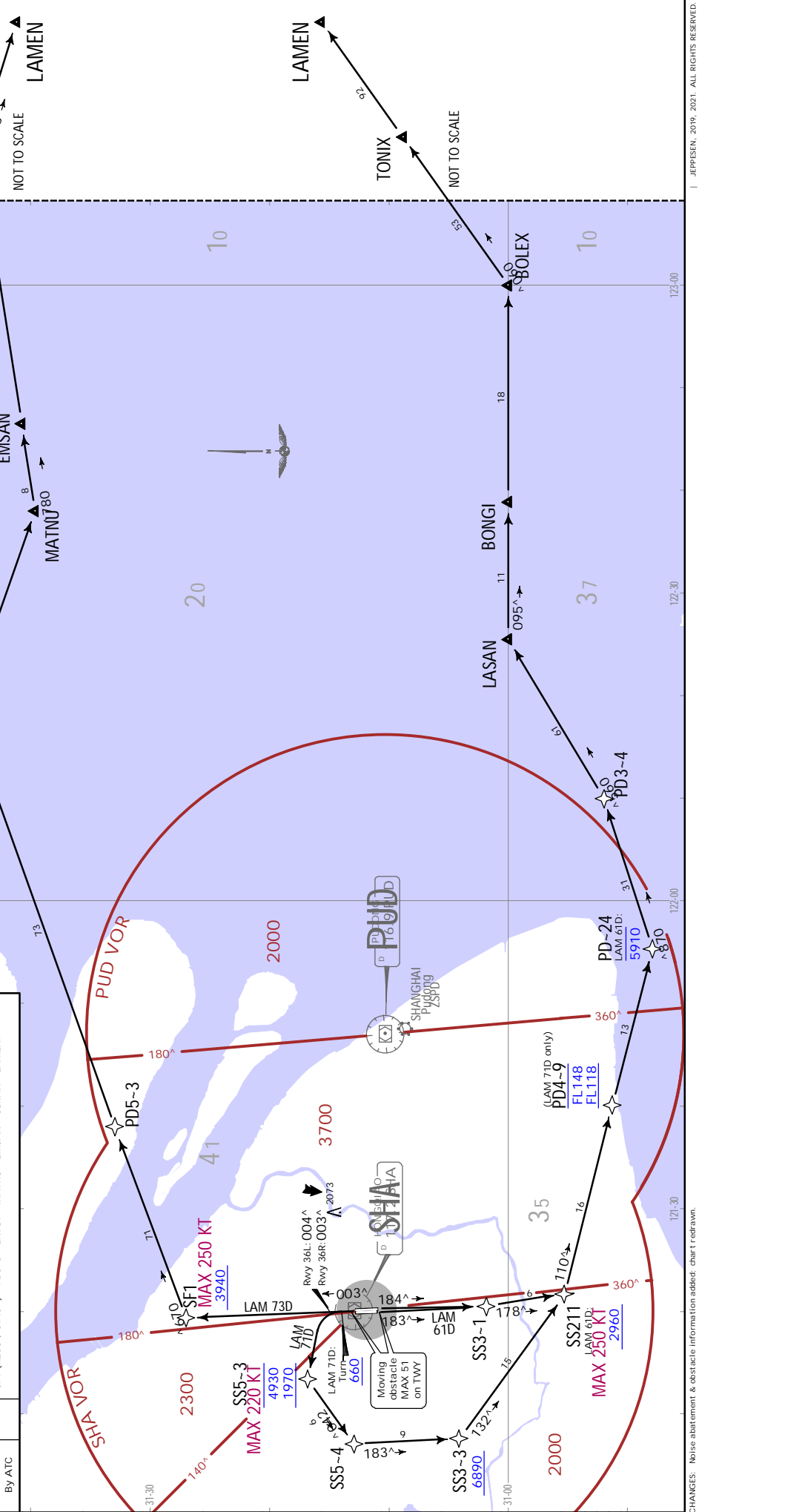
LAM 61D, LAM 71D, LAM 73D  
RNAV DEPARTURES

FL CONVERSION

FL118	FL3600m
FL148	FL4500m

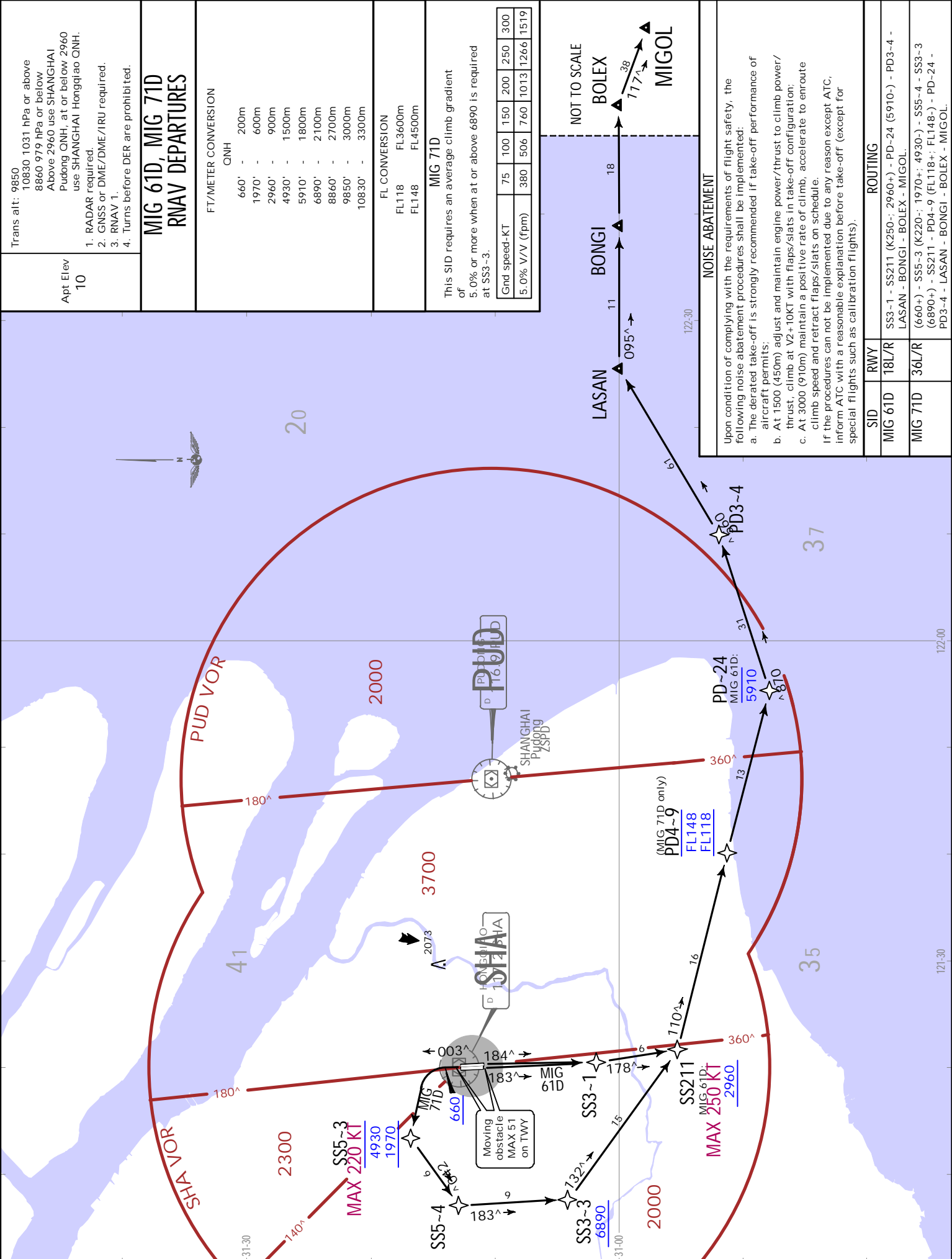
RNAV DEPARTURES

RNAV	ROUTING
LAM 61D	SS3-1 - SS211 (K250+; 2960+) - PD-24 (5970+) - PD3-4 - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 71D	(660+) - SS5-3 (K220+; 4930+) - SS5-4 - SS3-3 (6890+) - SS211 - PD4-9 (FL118+; FL148+) - PD-24 - PD3-4 - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 73D	SF1 (K250+; 3940+) - PD5-3 - EKVUT - MATNU - EMSAN - SURAK - LAMEN.



**JEPPESEN**  
 SHANGHAI, PR OF CHINA  
 .RNAV.SID.  
 1 OCT 21 (10-3C) .Eff.6.Oct.1600Z.

ZSSS/SHA  
 HONGQIAO



**ZSSS/SHA**  
HONGQIAO  
1 OCT 21  
Eff. 6 Oct. 1600Z. (10-3D)

**SHANGHAI, PR OF CHINA**  
.RNAV.SID.

Trans alt: 9850  
10830 1031 hPa or above  
8860 979 hPa or below  
Above 2960 use SHANGHAI  
Pudong CNH, at or below 2960  
use SHANGHAI Hongqiao CNH.  
1. RADAR required.  
2. GNSS or DME/DME/IRU required.  
3. RNAV 1.  
4. Turns before DER are prohibited.

Apt Elev  
10

**NXD 61D, NXD 71D**  
**RNAV DEPARTURES**

FT./METER CONVERSION

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

FL CONVERSION  
FL128 FL3900m

**NXD 71D**  
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3-3.

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

**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).

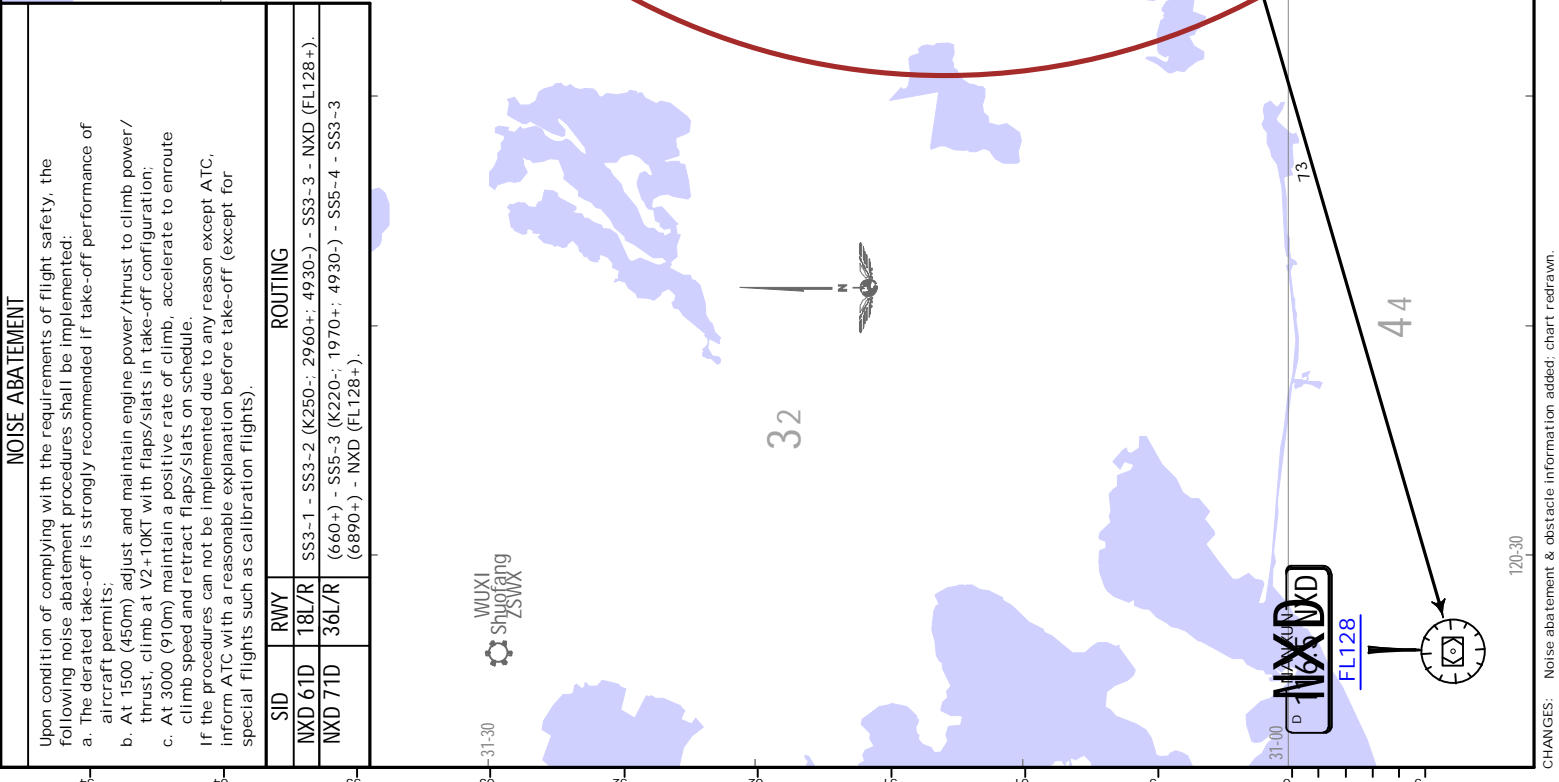
SID	RMW	ROUTING
NXD 61D	18L/R	SS3-1 - SS3-2 (K250+; 2960+; 4930+) - SS3-3 - NXD (FL128+).
NXD 71D	36L/R	(660+) - SS5-3 (K220+; 1970+; 4930+) - SS5-4 - SS3-3 (6890+) - NXD (FL128+).

WUXI  
Shuofang  
ZSWX

FL CONVERSION  
FL128 FL3900m

**NXD 71D**  
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3-3.

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



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.  
 1. RADAR required.  
 2. GNSS or DME/DME/IRU required.  
 3. RNAV 1.  
 4. Turns before DER are prohibited.

**PIK 61D, PIK 71D, PIK 72D  
 RNAV DEPARTURES**

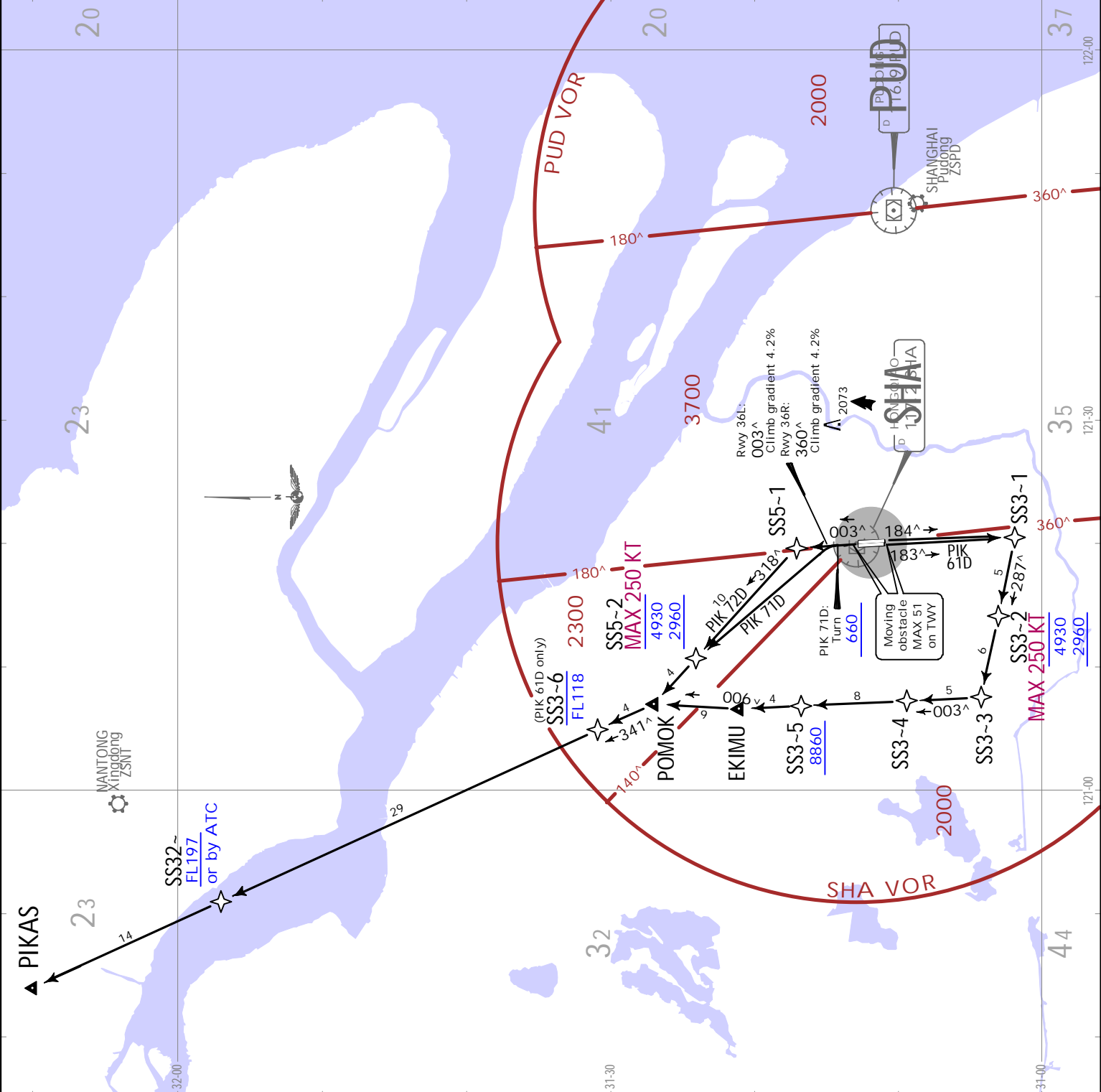
FT/METER CONVERSION		FL CONVERSION	
QNH		FL118	FL3600m
660'	- 200m	FL197	FL6000m
2960'	- 900m		
4930'	- 1500m		
8860'	- 2700m		
9850'	- 3000m		
10830'	- 3300m		

**PIK 61D:** This SID requires an average climb gradient of 4.5% or more when at or above 8860 is required at SS3-5.  
**PIK 71D:** This SID requires an average climb gradient of 6.5% or more when at or above FL197 is required at SS32-.  
**PIK 72D:** This SID requires a minimum climb gradient of 4.2% to SS5-1, and an average climb gradient of 6.5% or more when at or above FL197 is required at SS32-.

NOISE ABATEMENT						
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

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).

SID	RWY	ROUTING
PIK 61D	18L/R	SS3-1 - SS3-2 (K250-; 2960+; 4930-) - SS3-3 - SS3-4 - SS3-5 (8860+) - EKIMU - POMOK - SS3-6 (FL118-) - SS32- (FL197+ or by ATC) - PIKAS.
PIK 71D	36L/R	(660+ - SS5-2 (K250-; 2960+; 4930-) - POMOK - SS32- (FL197+ or by ATC) - PIKAS.
PIK 72D		SS5-1 - SS5-2 (K250-; 2960+; 4930-) - POMOK - SS32- (FL197+ or by ATC) - PIKAS.



**SHANGHAI, PR OF CHINA**  
**.RNAV.SID.**

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

Apt Elev  
 10

1. RADAR required.  
 2. GNSS or DME/DME/IRU required.  
 3. RNAV 1.  
 4. Turns before DER are prohibited.

**PON 61D, PON 71D**  
**RNAV DEPARTURES**

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 SS3-3.

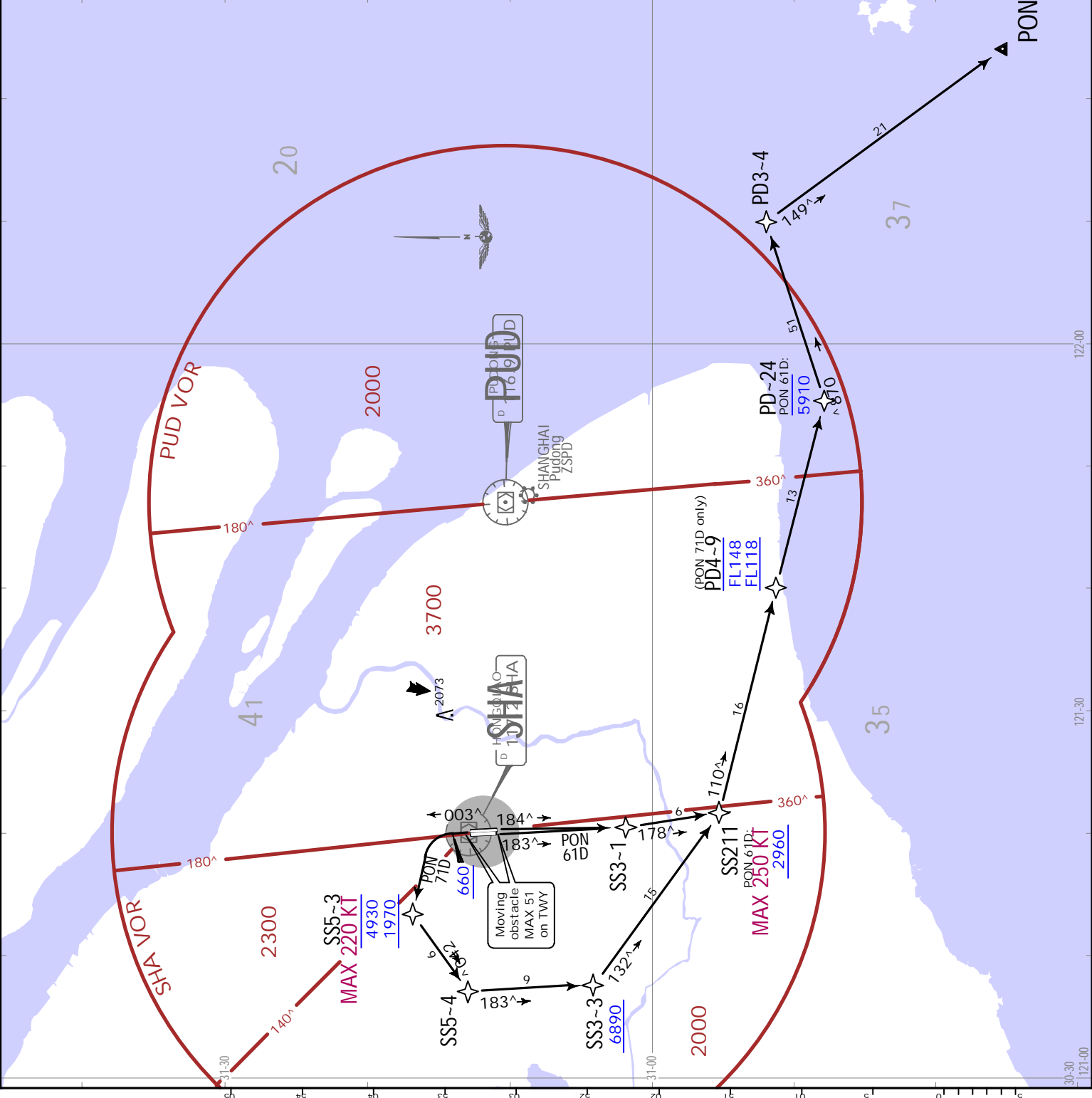
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

**NOISE ABATEMENT**

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

- The derated take-off is strongly recommended if take-off performance of aircraft permits:
  - At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration;
  - 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).

SID	RWY	ROUTING
PON 61D	18L/R	SS3-1 - SS211 (K250+; 2960+) - PD-24 (5910-) - PD3-4 - PONAB.
PON 71D	36L/R	(660+) - SS5-3 (K220+; 1970+; 4930-) - SS5-4 - SS3-3 (6890+) - SS211 - PD4-9 (FL118+; FL148-) - PD-24 - PD3-4 - PONAB.



**ZSSS/SHA**  
**HONGQIAO**  
 1 OCT 21  
 Eff. 6.Oct.1600Z. (10-3F)

Trans alt: 9850  
 10830 1031 hPa or above  
 8860 979 hPa or below  
 Above 2960 use SHANGHAI  
 Puding QNH, at or below 2960  
 use SHANGHAI Hongqiao QNH.  
 1. RADAR required.  
 2. GNSS or DME/DME/IRU required.  
 3. RNAV 1.  
 4. Turns before DER are prohibited.

Apt Elev  
 10

**SAS 61D, SAS 71D, SAS 72D  
 RNAV DEPARTURES**

**NOISE ABATEMENT**

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

- The derated take-off is strongly recommended if take-off performance of aircraft permits;
- At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration;
- 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).

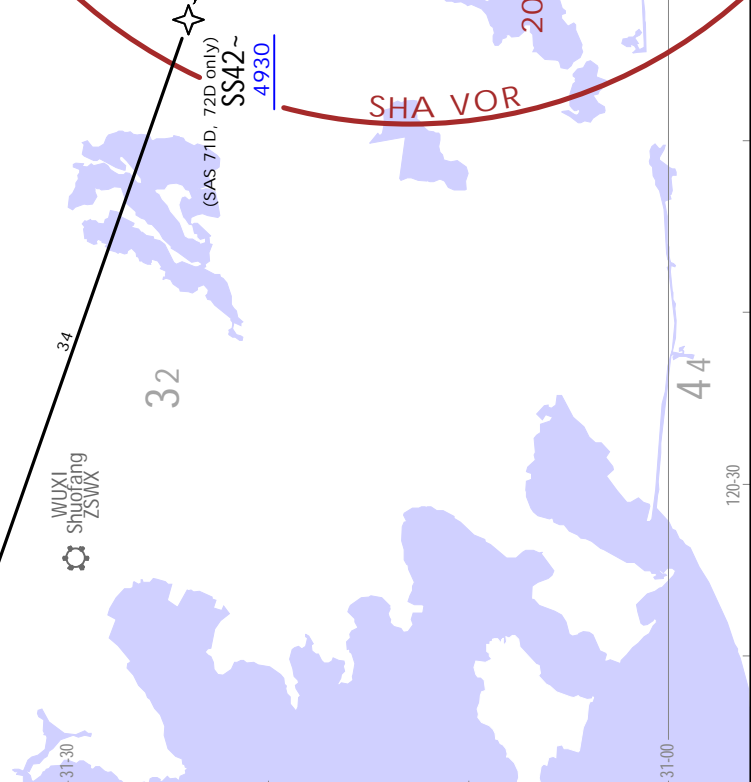
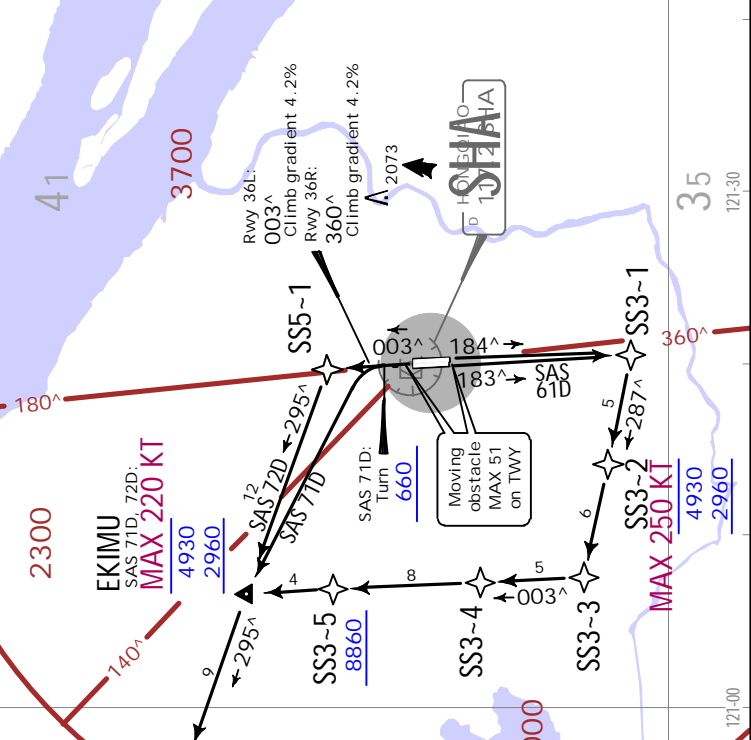
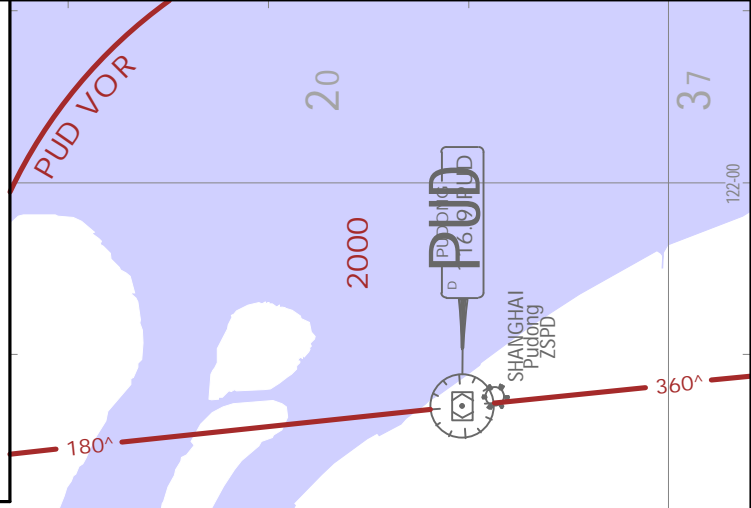
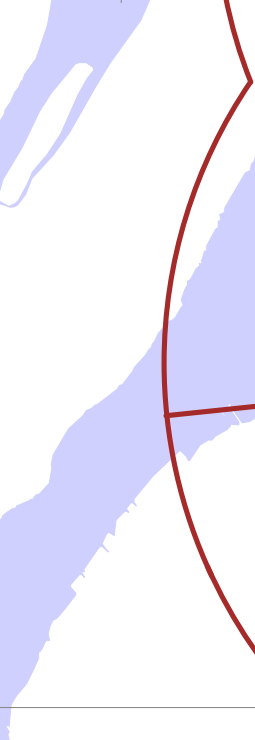
FT./METER CONVERSION	
QNH	
660'	- 200m
2960'	- 900m
4930'	- 1500m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

SID	RWY	ROUTING
SAS 61D	18L/R	SS3-1 - SS3-2 (K250-; 2960+; 4930-) - SS3-3 - SS3-4 - SS3-5 (8860+)- - EKIMU - SASAN.
SAS 71D	36L/R	(660+)- - EKIMU (K220-; 2960+; 4930-) - SS420 (4930+)- - SASAN.
SAS 72D		SS5-1 - EKIMU (K220-; 2960+; 4930-) - SS42- (4930+)- - SASAN.

**SAS 61D:** This SID requires an average climb gradient of 4.5% or more when at or above 8860 is required at SS3-5.

**SAS 72D:** This SID requires a minimum climb gradient of 4.2% to SS5-1.

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





ZSSS/SHA  
HONGQIAO  
1 OCT 21 (10-3H)  
Eff. 6 Oct. 1600Z.  
RNAV SID.

JEPPESEN SHANGHAI, PR OF CHINA  
10830 1031 hPa or above  
8860 979 hPa or below  
Above 2960 use SHANGHAI Pudong QNH.  
at or below 2960 use SHANGHAI Hongqiao QNH.  
1. RADAR required.  
2. GNS or DME/DME/IRU required.  
3. RNAV 1  
4. Turns before DER are prohibited.

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.  
1. RADAR required.  
2. GNS or DME/DME/IRU required.  
3. RNAV 1  
4. Turns before DER are prohibited.

**SUR 61D, SUR 71D, SUR 73D  
RNAV DEPARTURES**

SUR 71D  
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3-3.

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

FT/METER CONVERSION

QNH	200m
660'	200m
1970'	600m
2960'	900m
3940'	1200m
4920'	1500m
5910'	1800m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

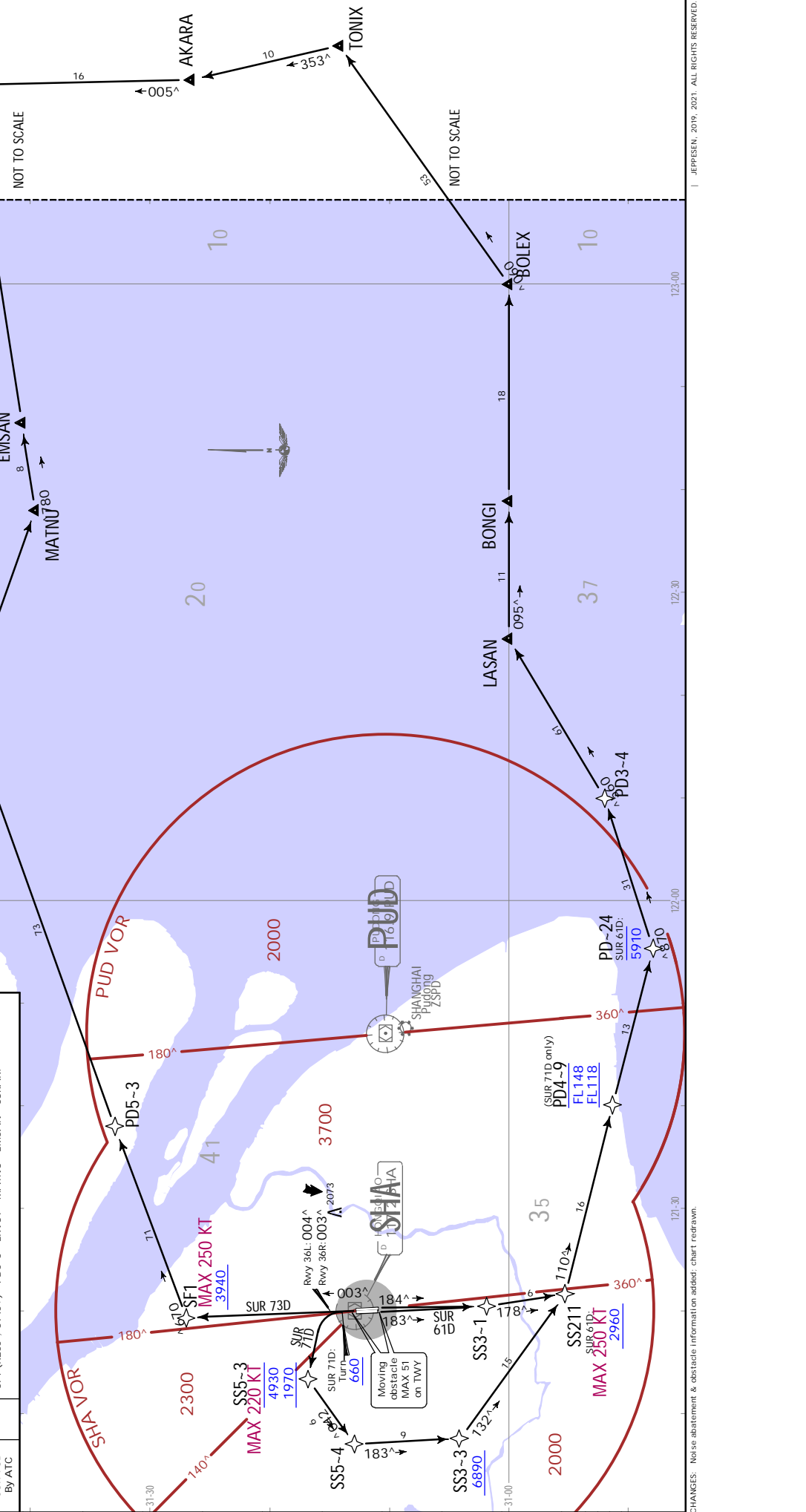
FL CONVERSION

FL	FL3600m
FL118	FL3600m
FL148	FL4500m

**NOISE ABATEMENT**  
Upon condition of complying with the requirements of flight safety, the following noise abatement procedures shall be implemented:  
a. The normal take-off is strongly recommended if take-off performance of aircraft permits.  
b. At 150K (490m) adjust and maintain engine power/thrust to climb power/thrust, climb at V<sub>2</sub>+100K (110m) flap/slots in take-off configuration.  
c. At 3000 (910m) maintain a positive rate of climb, accelerate to enroute climb speed and retract flaps/slots 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).

**ROUTING**

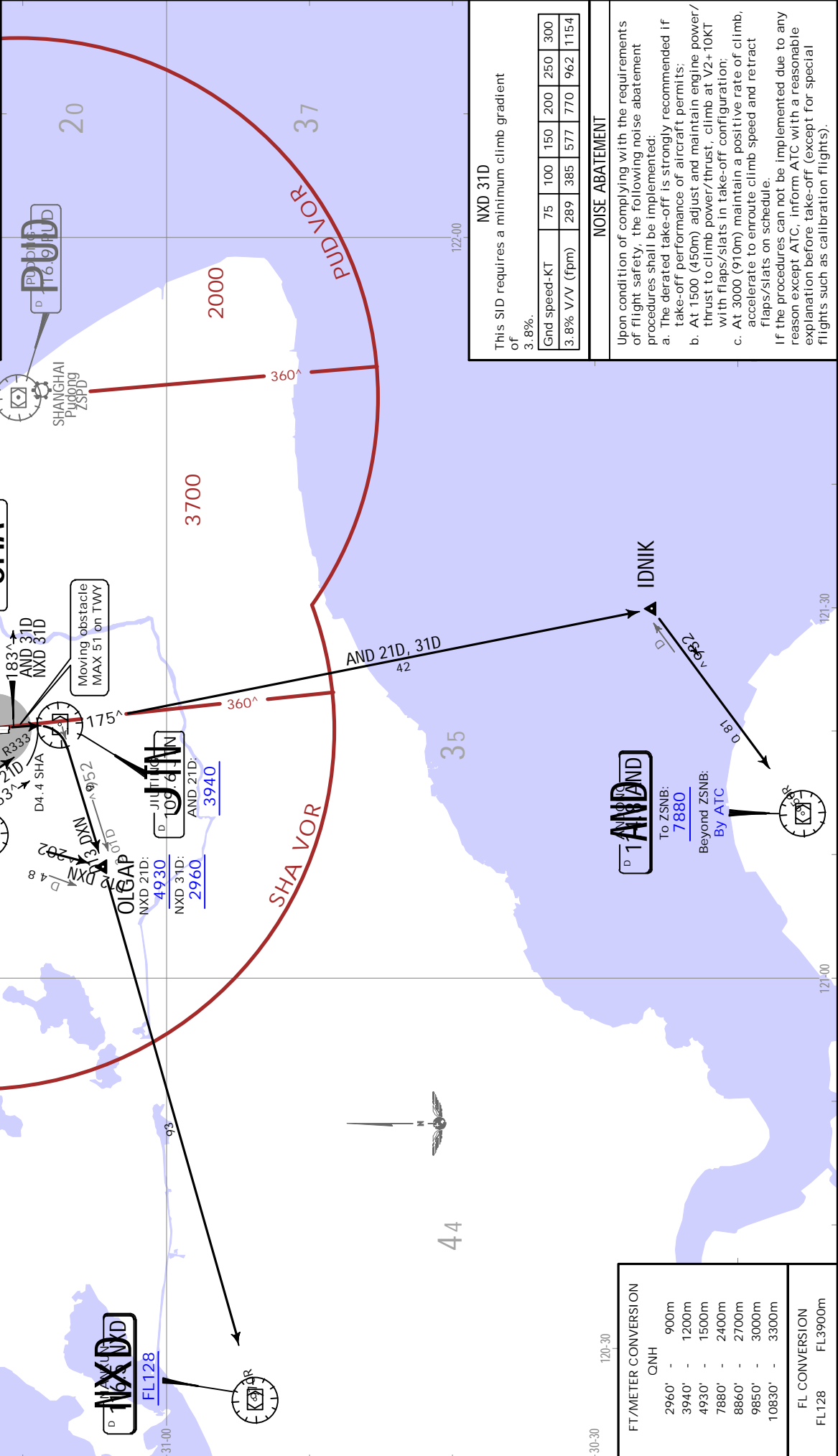
SID	RNAV
SUR 61D	18L/R
SUR 71D	36L/R
SUR 73D	By ATC



**SHANGHAI, PR OF CHINA**  
SID.

**ZSSS/SHA**  
HONGQIAO  
WUXI  
Shuofang  
ZSWX

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.
<b>AND 21D, NXD 21D (RWYS 36L/R)</b> <b>AND 31D, NXD 31D (RWYS 18L/R)</b> <b>DEPARTURES</b>	



This SID requires a minimum climb gradient of 3.8%.

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

**NOISE ABATEMENT**

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

- The derated take-off is strongly recommended if take-off performance of aircraft permits;
- At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration;
- 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).

FT/METER CONVERSION	
QNH	
2960'	900m
3940'	1200m
4930'	1500m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL128	FL3900m

**ZSSS/SHA**  
HONGQIAO

**JEPPESEN**  
SHANGHAI, PR OF CHINA  
.SID.

26 NOV 21 (10-3L). Eff. 1. Dec. 1600Z.

**FT./METER CONVERSION**

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

**NOISE ABATEMENT**

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

- The derated take-off is strongly recommended if take-off performance of aircraft permits;
- At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration;
- At 3000 (910m) maintain a positive rate of climb, accelerate to enroute climb speed and retract flaps/slats on schedule.

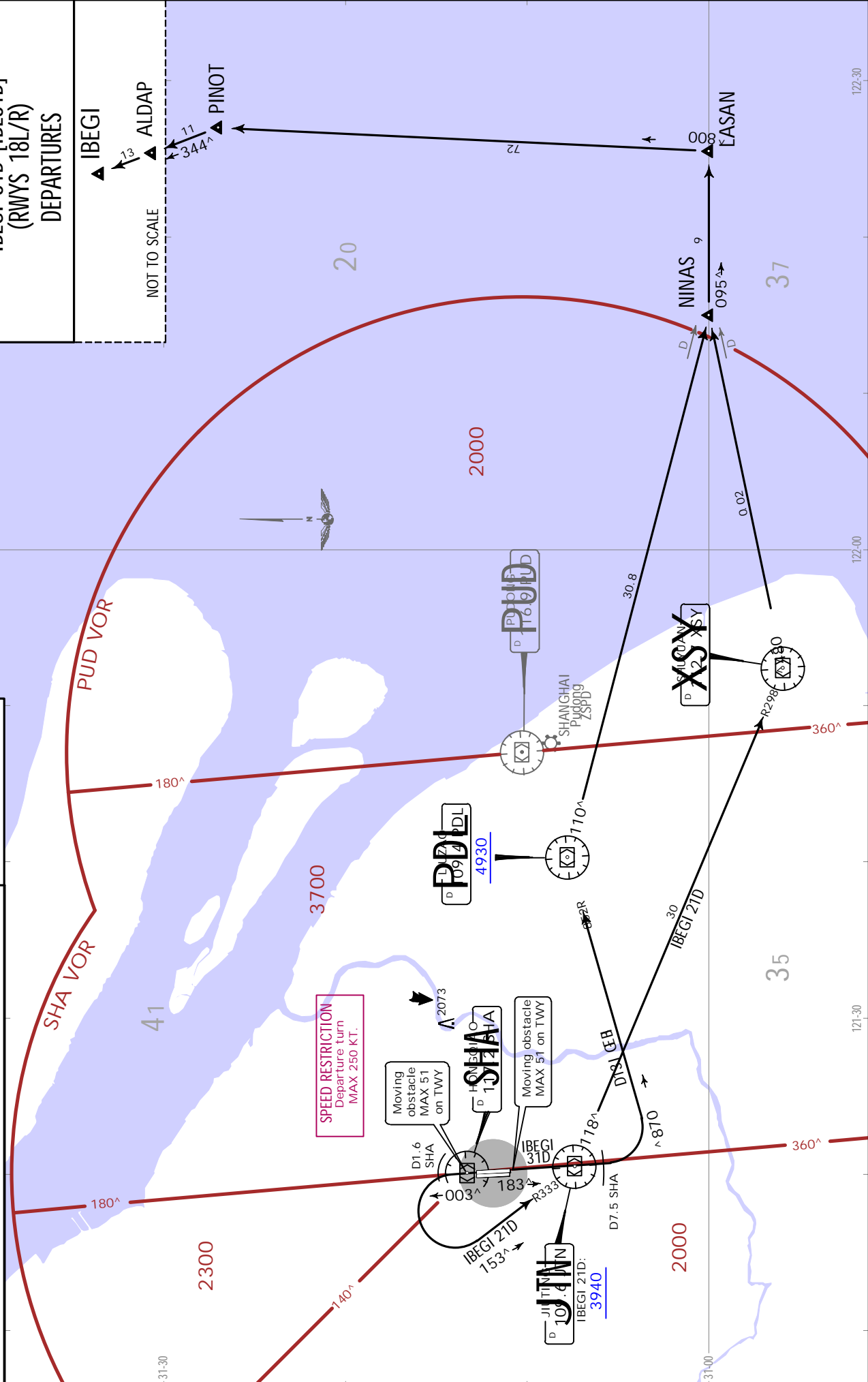
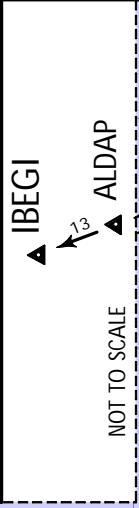
If the procedures can not be implemented due to any reason except ATC, inform ATC with a reasonable explanation before take-off (except for special flights such as calibration flights).

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.

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

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

**DEPARTURES**



**ZSSS/SHA**  
HONGQIAO

**JEPPESEN**  
10 JUN 22 (10-3M) Eff. 15 Jun. 1600Z.

**SHANGHAI, PR OF CHINA**  
SHANGHAI PUDONG INTERNATIONAL AIRPORT

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

**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**

FT/METER CONVERSION

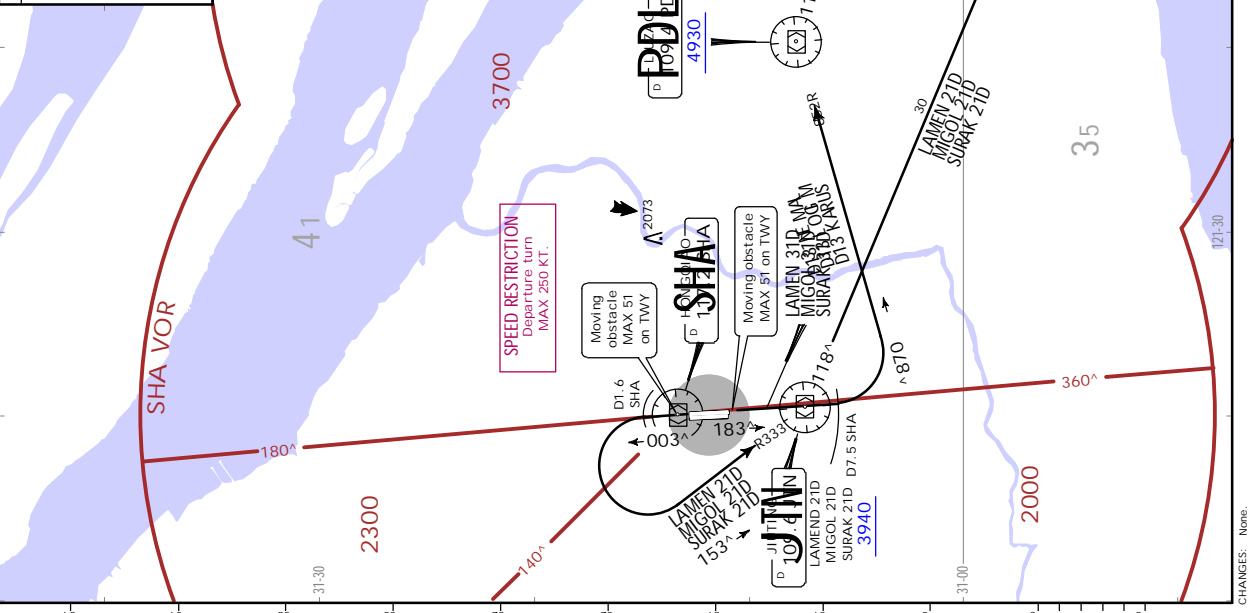
QNH	900m
2960'	900m
3940'	1200m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

**NOISE ABATEMENT**

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

- The derated take-off is strongly recommended if take-off performance of aircraft permits.
- At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration.
- At 3000 (900m) maintain a positive rate of climb, accelerate to enroute climb speed and retract flaps/slats on schedule.

If the procedures cannot 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).



**ZSSS/SHA**  
HONGQIAO

**JEPPESEN** SHANGHAI, PR OF CHINA  
SID

10 JUN 22 (10-3N) . Eff. 15 Jun. 1600Z.  
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.

**NOISE ABATEMENT**

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

- The derated take-off is strongly recommended if take-off performance of aircraft, permits;
- At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration;
- 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%.

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

**FT/METER CONVERSION**

QNH	600m
1970'	-
2960'	-
4930'	-
8860'	-
9850'	-
10830'	-

**PIKAS 21D [PIK21D]  
SASAN 21D [SAS21D]  
(RWYS 36L/R)**

**PIKAS 31D [PIK31D]  
SASAN 31D [SAS31D]  
(RWYS 18L/R)**

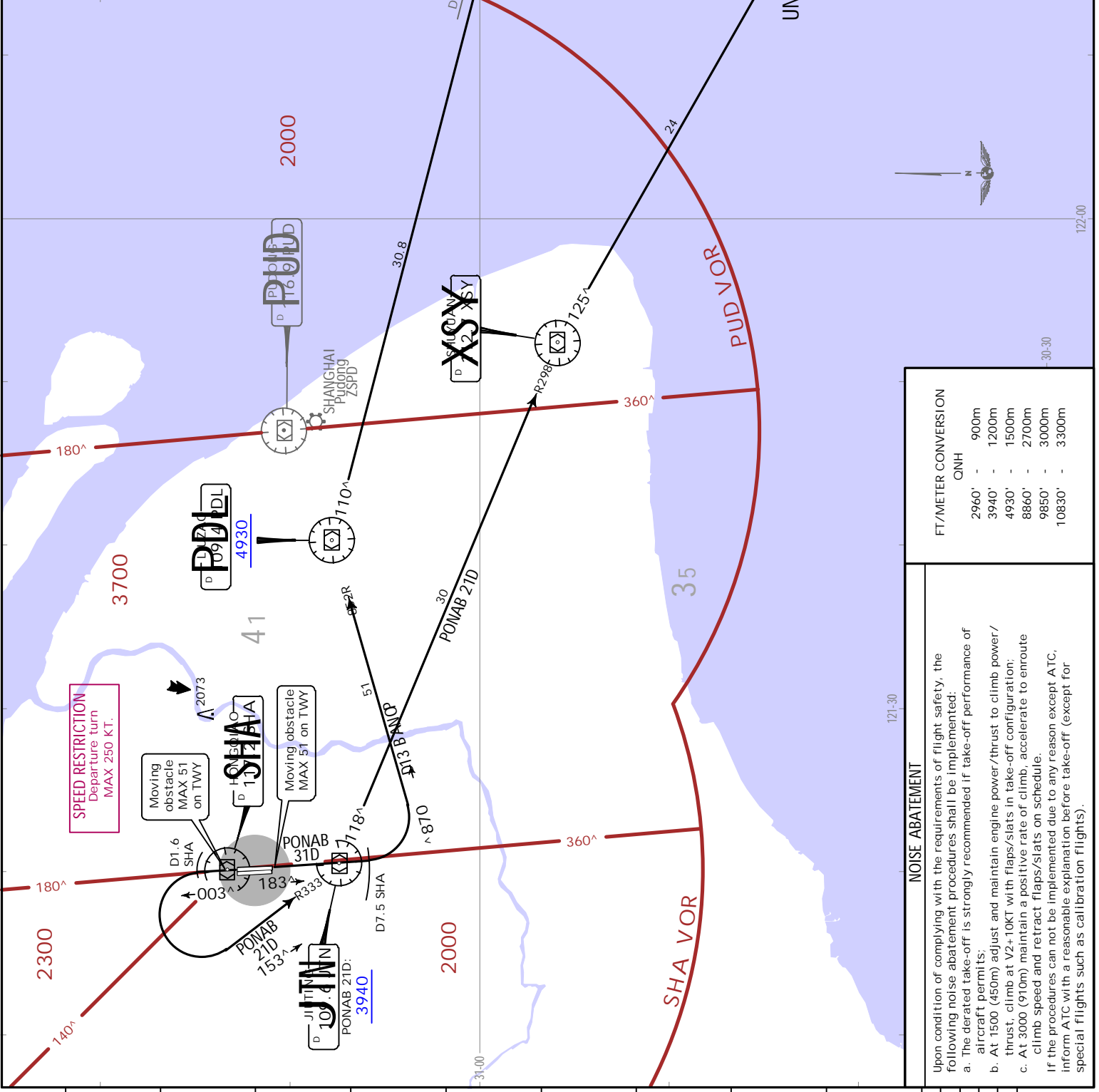
**DEPARTURES**



**SHANGHAI, PR OF CHINA**  
**.SID.**

**ZSSS/SHA**  
 HONGQIAO  
 26 NOV 21  
 Eff. 1 Dec 1600Z (10-3P)

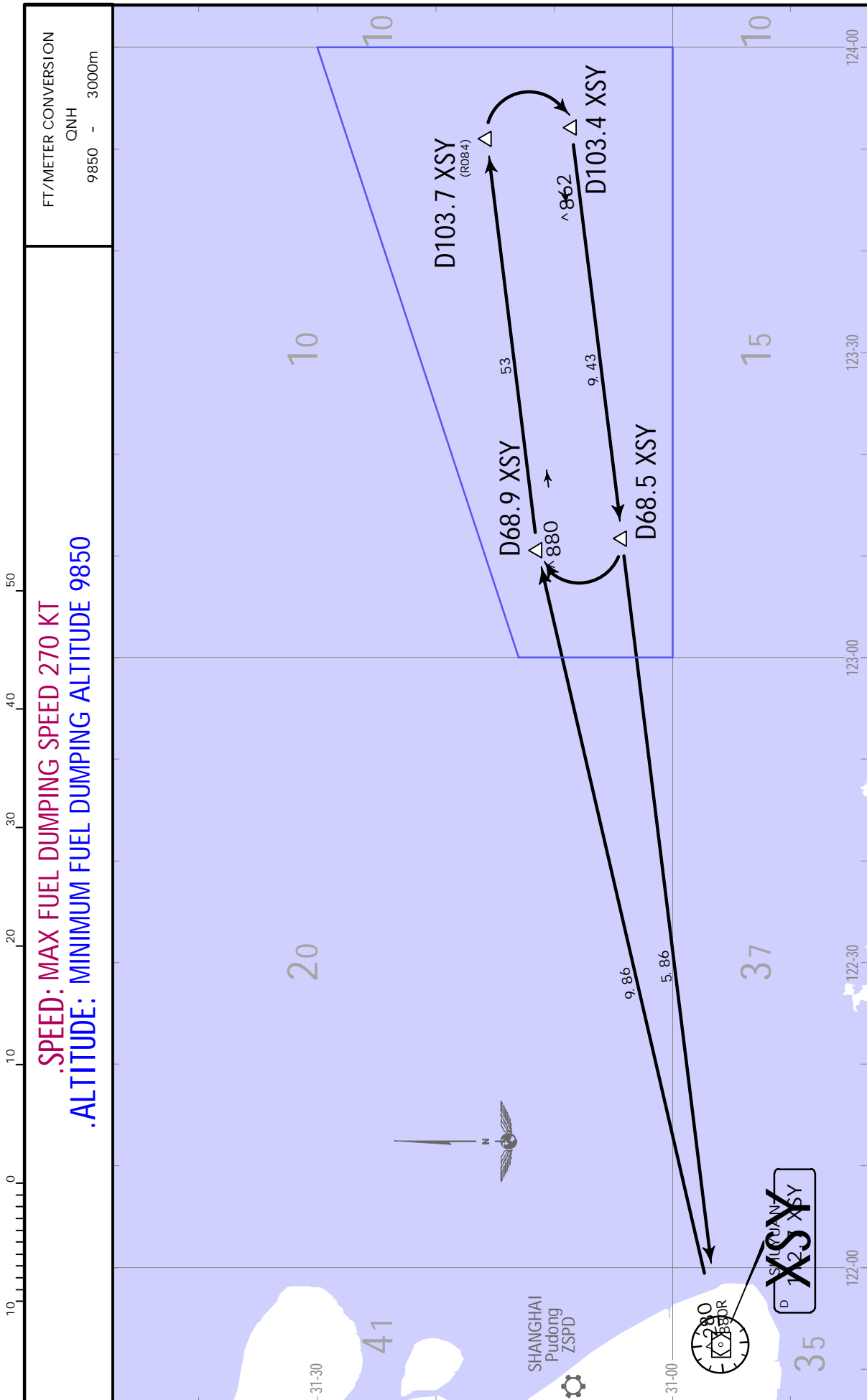
Apt Elev 10	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Above 2960 use SHANGHAI Pudong QNH; at or below 2960 use SHANGHAI Hongqiao QNH.
<b>PONAB 21D [PON21D]                  (RWYS 36L/R)</b> <b>PONAB 31D [PON31D]                  (RWYS 18L/R)</b> DEPARTURES	



ZSSS/SHA  
HONGQIAO

17 AUG 18 (10-3Z)

JEPPESEN SHANGHAI, PR OF CHINA  
.FUEL.DUMPING.AREA.



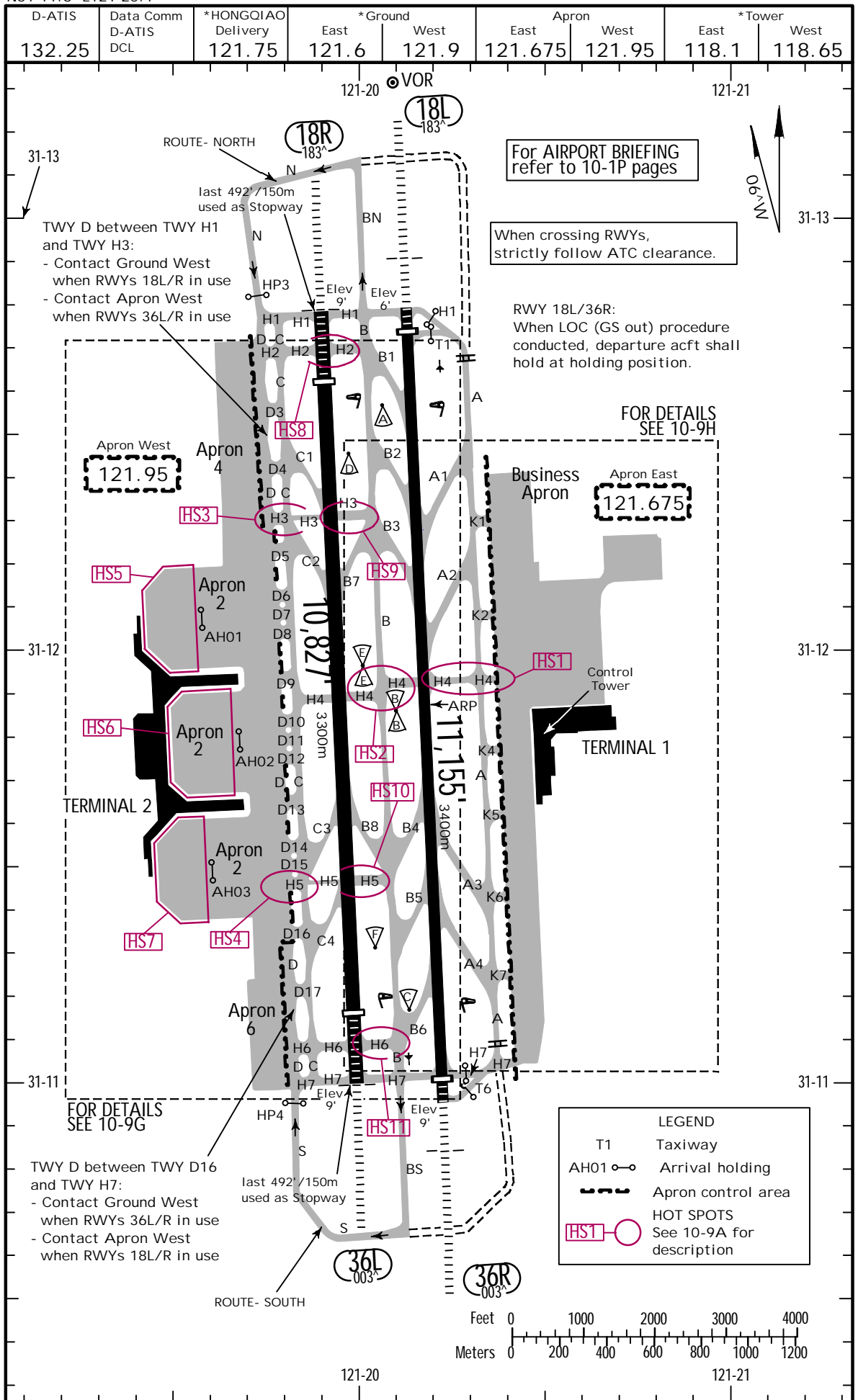
# ZSSS/SHA

Apt Elev 10  
N31 11.8 E121 20.1

# JEPPESSEN SHANGHAI, PR OF CHINA

6 MAY 22 (10-9) .Eff.18.May.1600Z.

HONGQIAO





ZSSS/SHA

**JEPPesen SHANGHAI, PR OF CHINA**  
 6 MAY 22 (10-9A) .Eff.18.May.1600Z. HONGQIAO

RWY	ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS					
							LANDING BEYOND		TAKE-OFF	WIDTH		
							Threshold	Glide Slope				
18L 36R	HIRL(60m)	CL(30m)	HIALS	SFL	PAPI-L (3.0^)	RVR	10,499'	3200m	9498'	2895m	4	148' 45m
18R 36L	HIRL(60m)	CL(30m)	HIALS	SFL	PAPI-R (3.0^)	RVR	9350'	2850m	8330'	2539m	5	197' 60m

1 grooved.	4 TAKE-OFF RUN AVAILABLE													
2 HST-B8, C3 & C4 grooved at full length.	<table border="0"> <tr> <td><u>RWY 18L:</u></td> <td>From rwy head</td> <td>10,827' (3300m)</td> <td><u>RWY 36R:</u></td> <td>From rwy head</td> <td>10,827' (3300m)</td> </tr> <tr> <td></td> <td>twy T1 int</td> <td>10,459' (3188m)</td> <td></td> <td>twy H7 int</td> <td>10,459' (3188m)</td> </tr> </table>	<u>RWY 18L:</u>	From rwy head	10,827' (3300m)	<u>RWY 36R:</u>	From rwy head	10,827' (3300m)		twy T1 int	10,459' (3188m)		twy H7 int	10,459' (3188m)	
<u>RWY 18L:</u>	From rwy head	10,827' (3300m)	<u>RWY 36R:</u>	From rwy head	10,827' (3300m)									
	twy T1 int	10,459' (3188m)		twy H7 int	10,459' (3188m)									
3 HST-B7, C1 & C2 grooved at full length.	<table border="0"> <tr> <td>5 TAKE-OFF RUN AVAILABLE</td> </tr> <tr> <td><u>RWY 18R:</u></td> <td>From rwy head</td> <td>10,335' (3150m)</td> <td><u>RWY 36L:</u></td> <td>From rwy head</td> <td>10,335' (3150m)</td> </tr> <tr> <td></td> <td>twy H2 int</td> <td>9803' (2988m)</td> <td></td> <td>twy H6 int</td> <td>9803' (2988m)</td> </tr> </table>	5 TAKE-OFF RUN AVAILABLE	<u>RWY 18R:</u>	From rwy head	10,335' (3150m)	<u>RWY 36L:</u>	From rwy head	10,335' (3150m)		twy H2 int	9803' (2988m)		twy H6 int	9803' (2988m)
5 TAKE-OFF RUN AVAILABLE														
<u>RWY 18R:</u>	From rwy head	10,335' (3150m)	<u>RWY 36L:</u>	From rwy head	10,335' (3150m)									
	twy H2 int	9803' (2988m)		twy H6 int	9803' (2988m)									

**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 259 and 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.

.Standard.

TAKE-OFF

		LVP must be in force		
		HIRL, CL and HUD	RL	NIL (DAY only)
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		

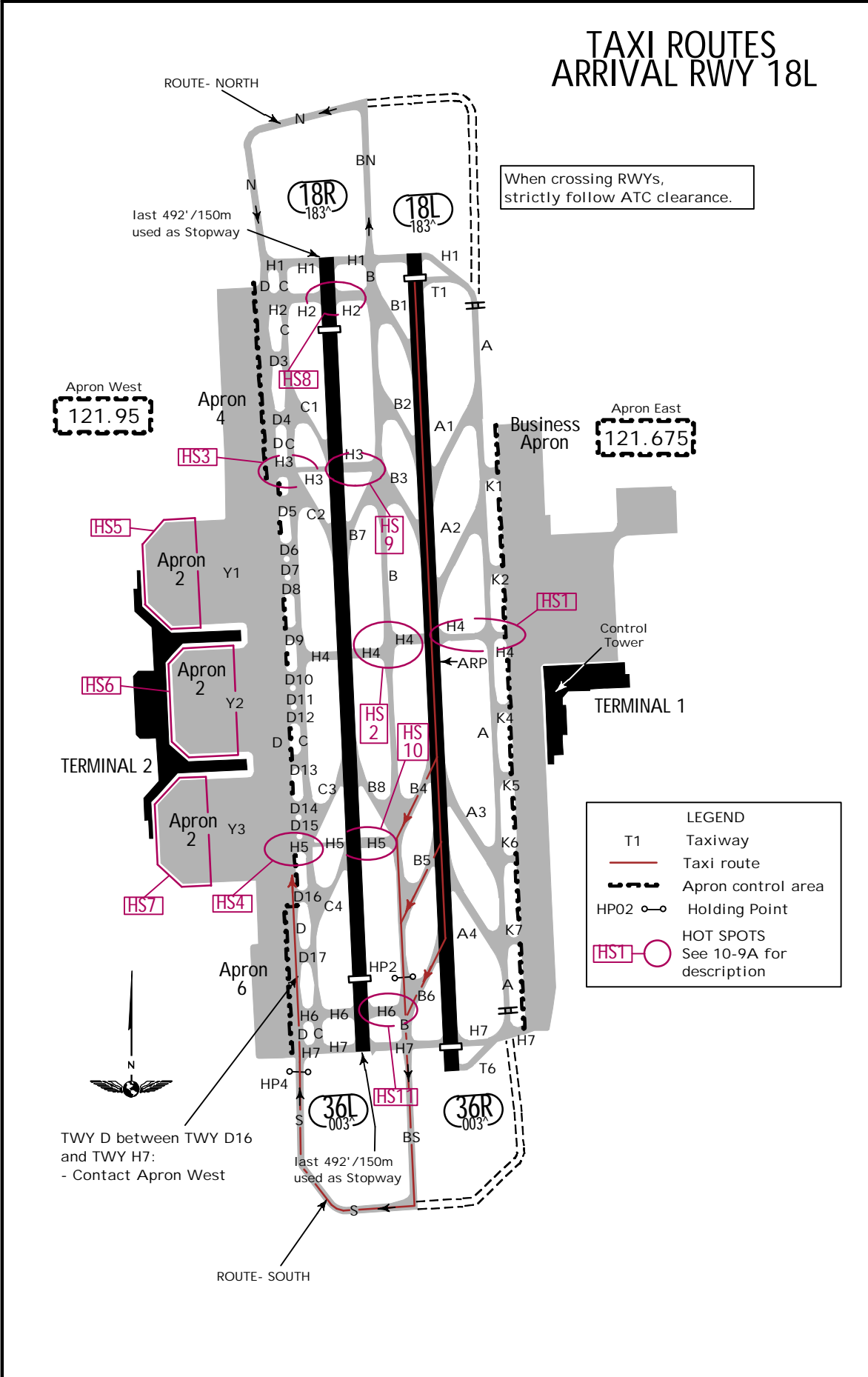
ZSSS/SHA

JEPPESEN SHANGHAI, PR OF CHINA

18 FEB 22 (10-9B). Eff. 23.Feb.1600Z.

HONGQIAO

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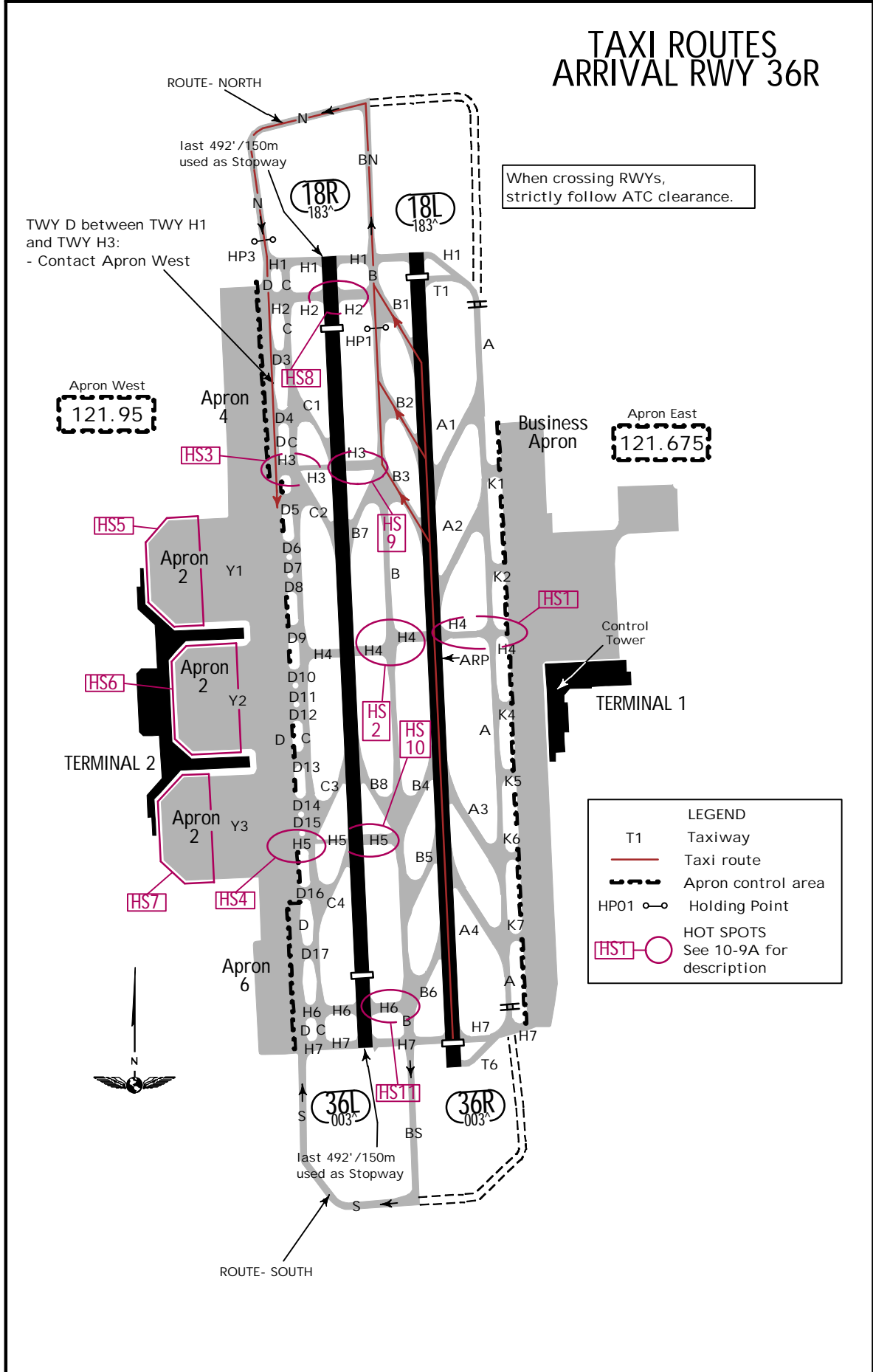
ZSSS/SHA

**JEPPESSEN SHANGHAI, PR OF CHINA**

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 121.6	West 121.9	East 121.675	West 121.95	East 118.1	West 118.65



ZSSS/SHA

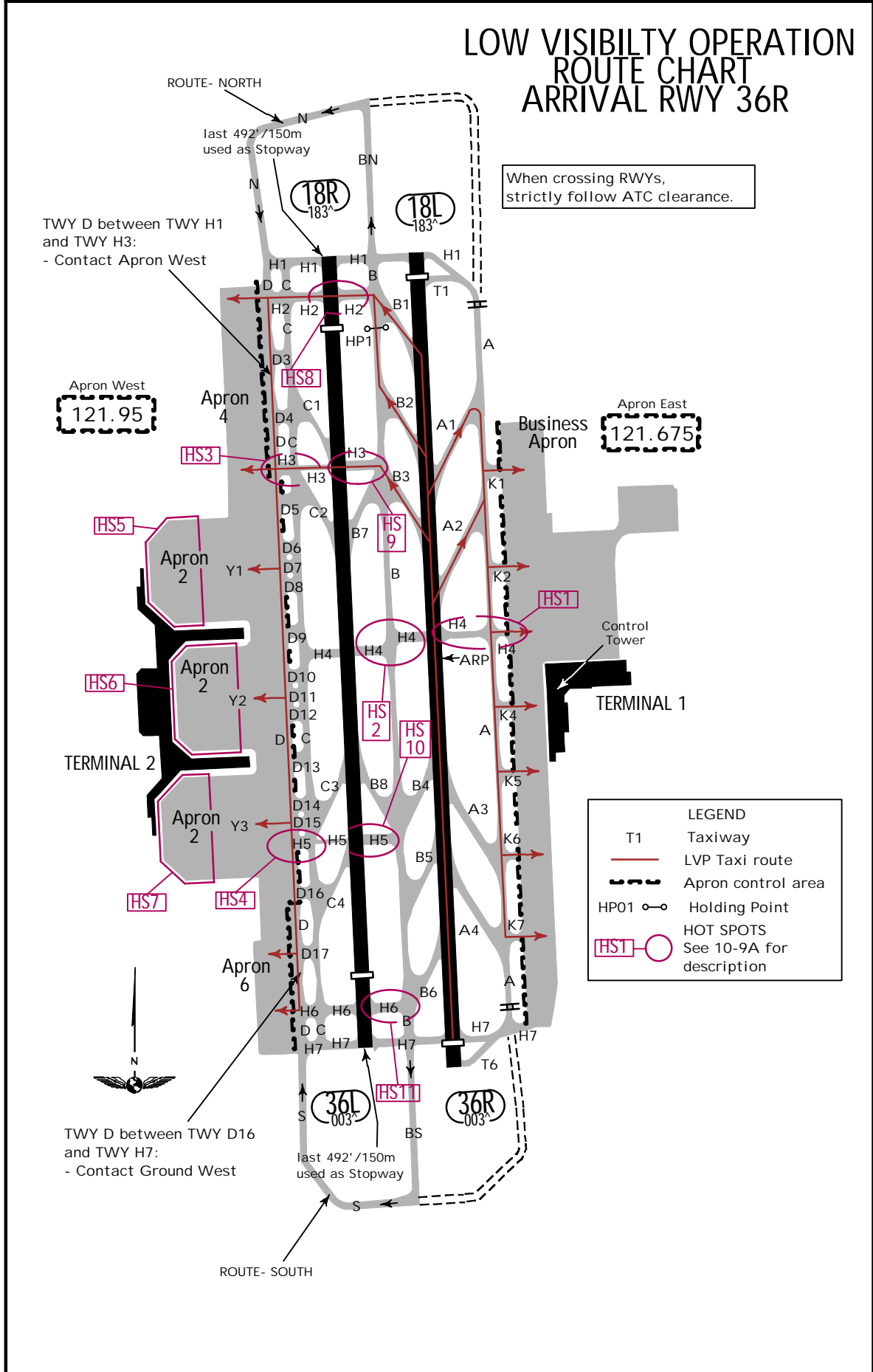
**JEPPESSEN SHANGHAI, PR OF CHINA**

18 FEB 22 (10-9D) .Eff.23.Feb.1600Z.

HONGQIAO

D-ATIS 132.25	ACARS: D-ATIS DCL	*HONGQIAO Delivery 121.75	*Ground East 121.6	West 121.9	Apron East 121.675	West 121.95	*Tower East 118.1	West 118.65
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# LOW VISIBILITY OPERATION ROUTE CHART ARRIVAL RWY 36R



ZSSS/SHA

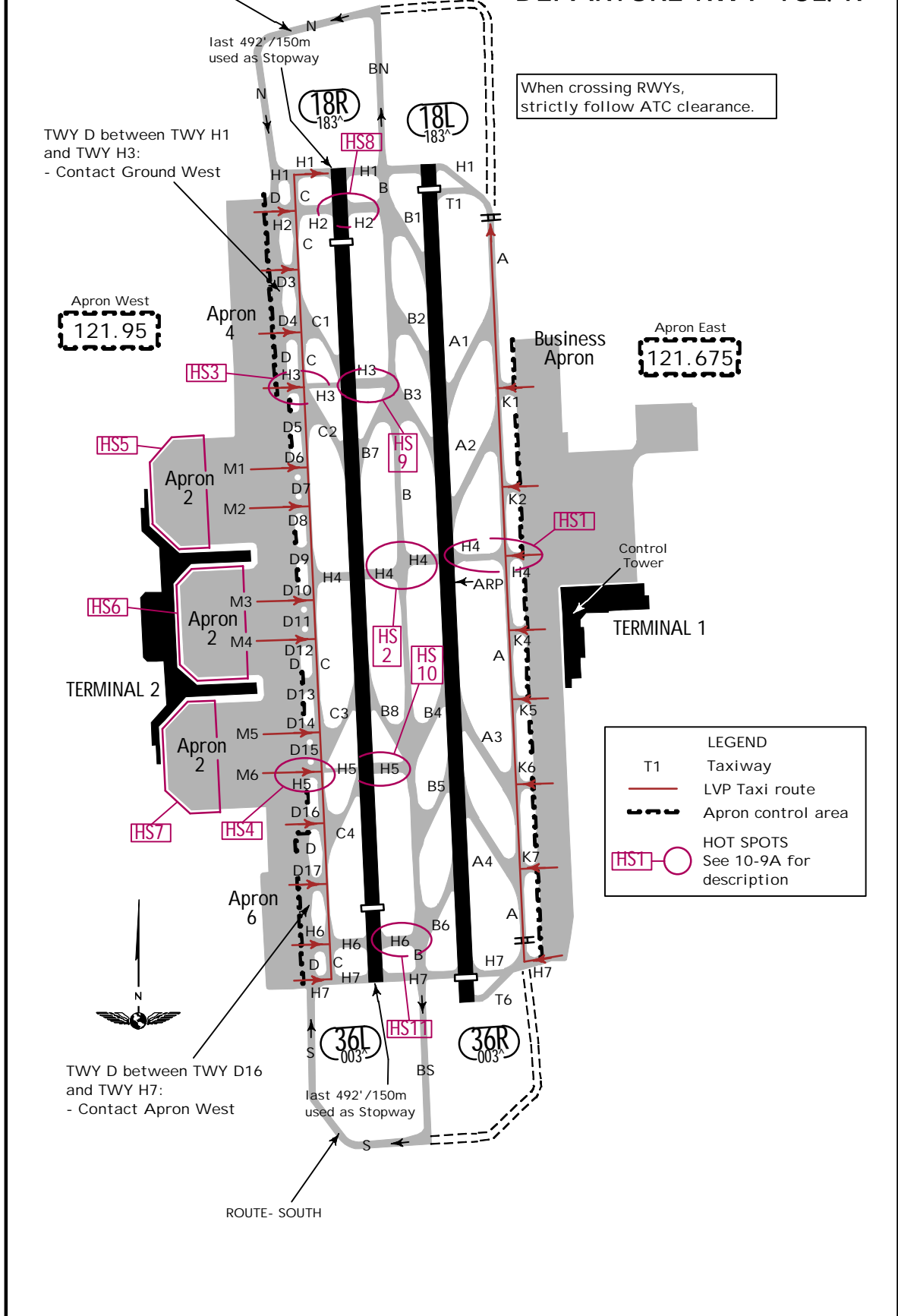
**JEPPESSEN SHANGHAI, PR OF CHINA**

18 FEB 22 (10-9E). Eff. 23.Feb.1600Z.

HONGQIAO

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

# LOW VISIBILITY OPERATION ROUTE CHART DEPARTURE RWY 18L/R



ZSSS/SHA

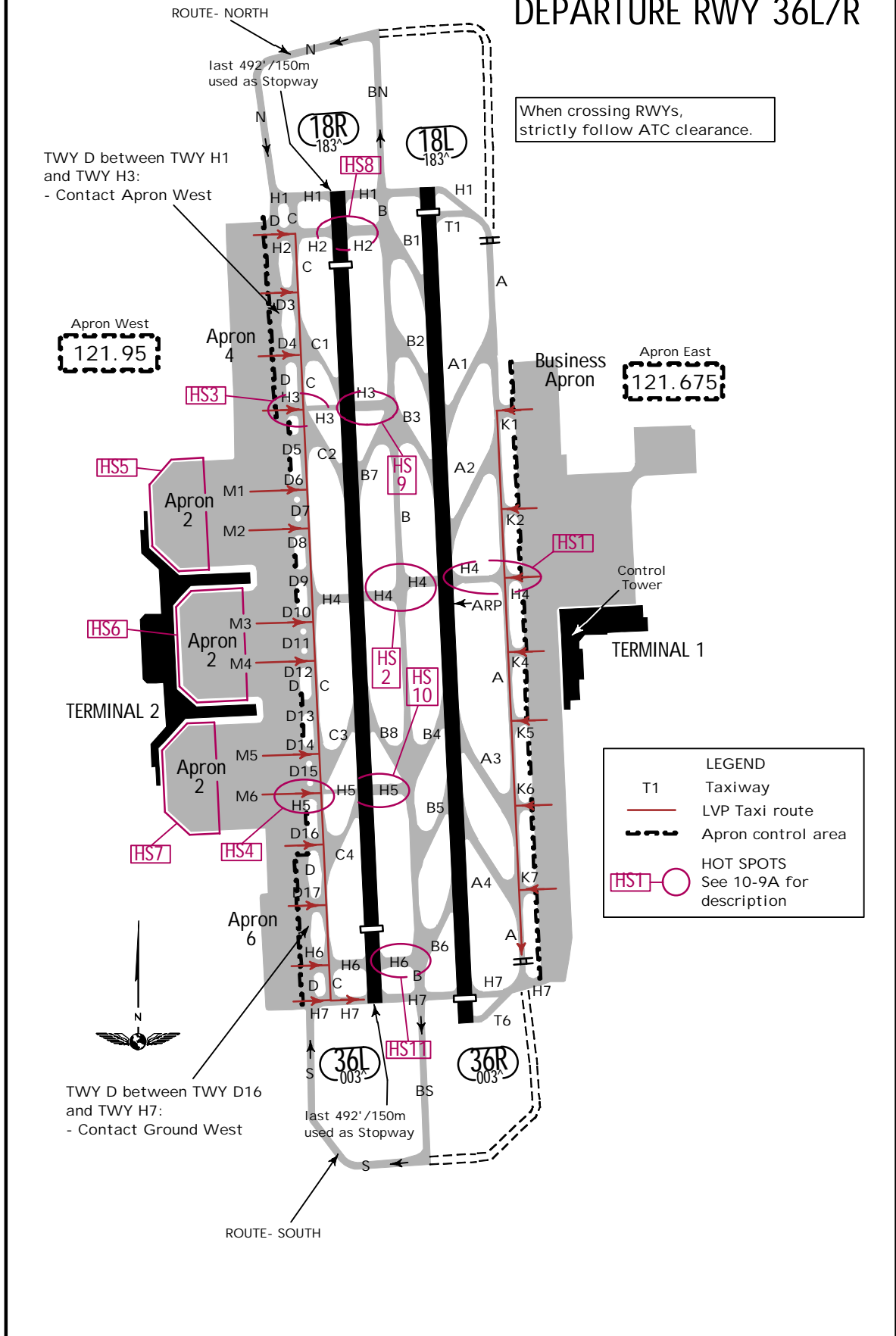
JEPPESSEN SHANGHAI, PR OF CHINA

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

HONGQIAO

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

# LOW VISIBILITY OPERATION ROUTE CHART DEPARTURE RWY 36L/R

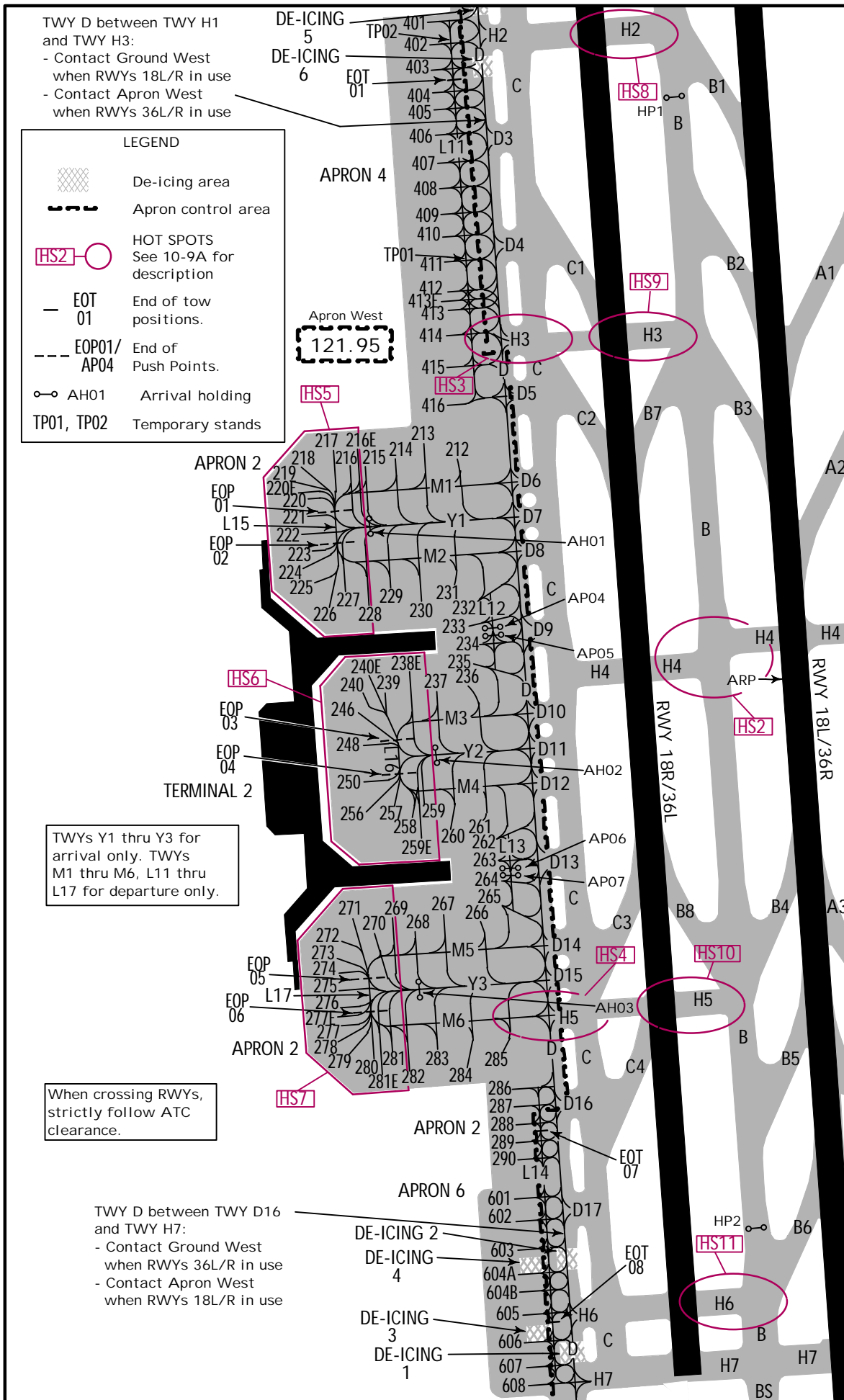


# ZSSS/SHA

# JEPPESEN SHANGHAI, PR OF CHINA

17 MAR 23 (10-9G) .Eff.22.Mar.1600Z.

HONGQIAO



# ZSSS/SHA

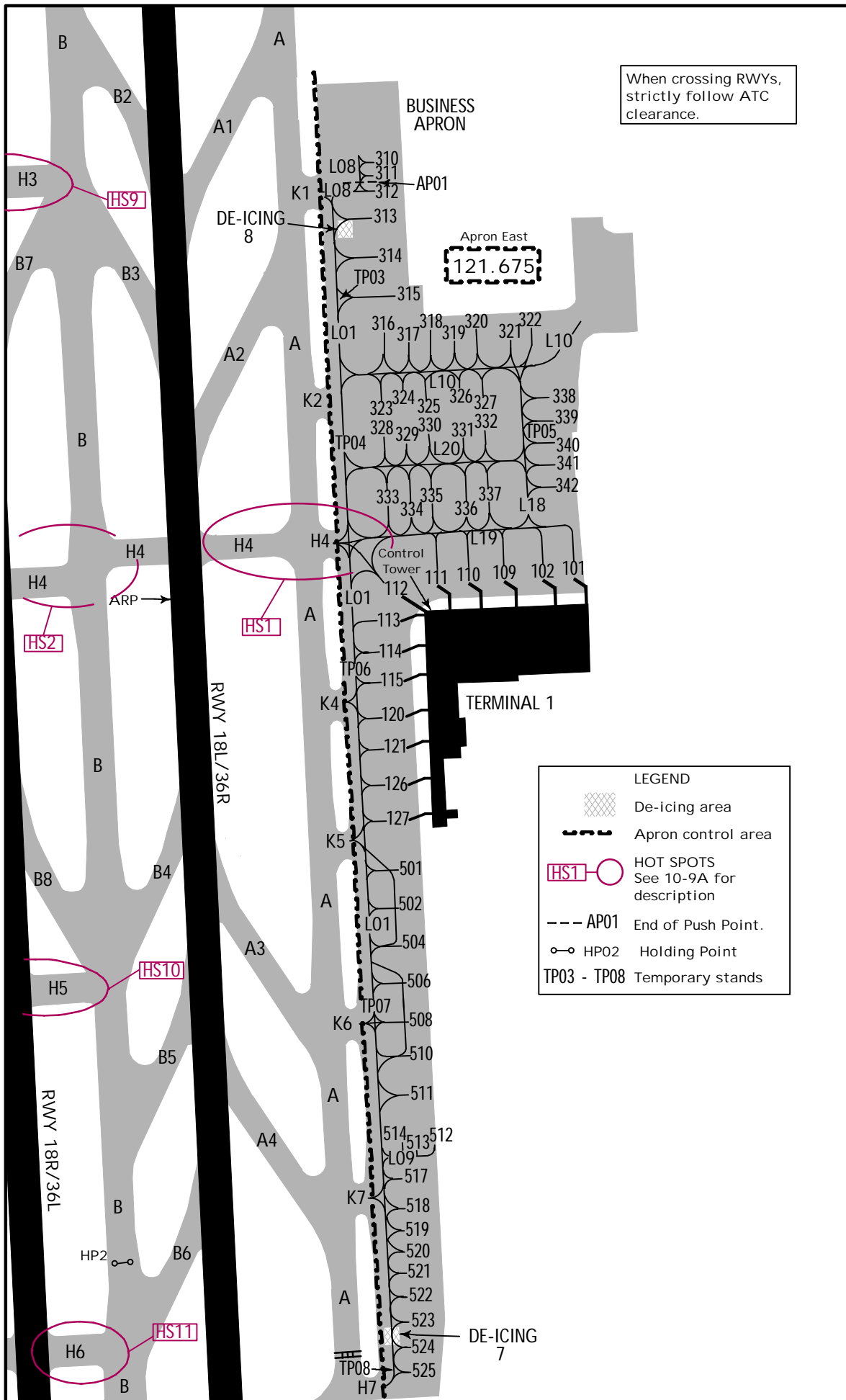
# JEPPESEN SHANGHAI, PR OF CHINA

17 MAR 23

(10-9H)

.Eff.22.Mar.1600Z.

HONGQIAO



When crossing RWYs, strictly follow ATC clearance.

**LEGEND**

- De-icing area
- Apron control area
- HST** HOT SPOTS  
See 10-9A for description
- AP01 End of Push Point.
- HP02 Holding Point
- TP03 - TP08 Temporary stands

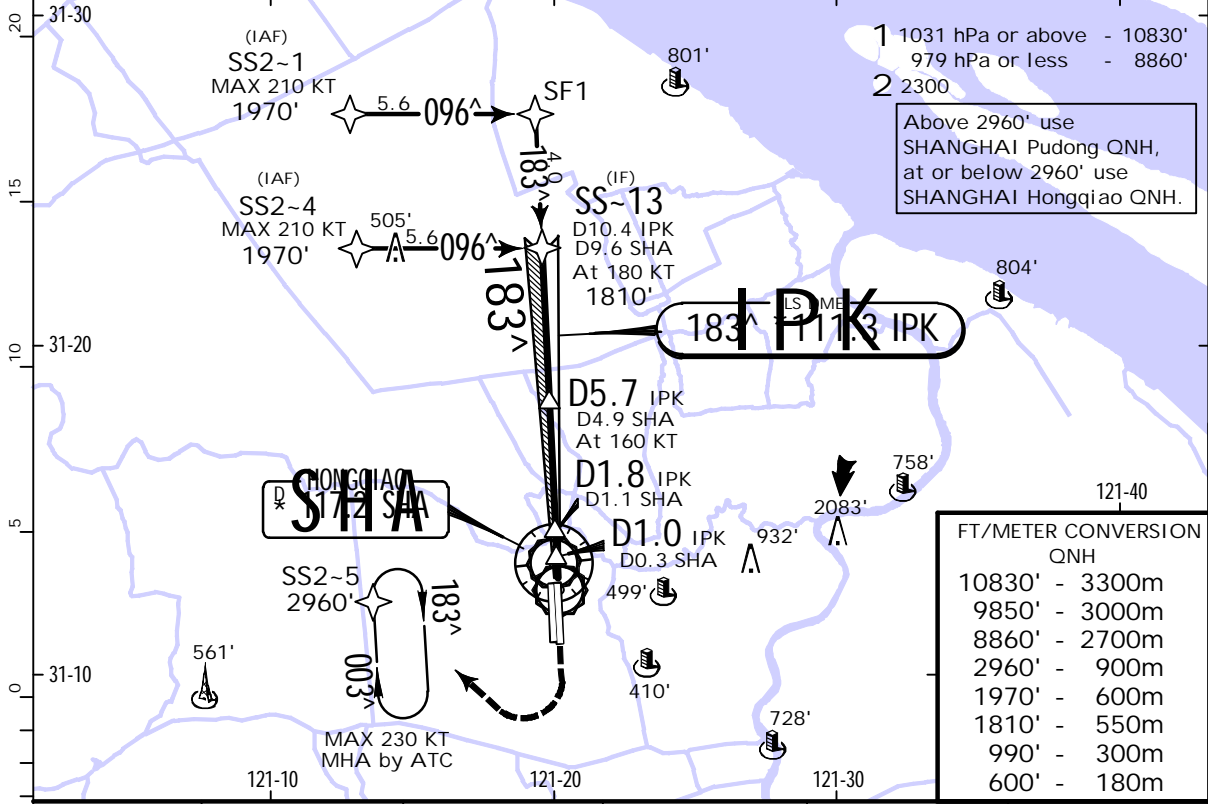


ZSSS/SHA  
HONGQIAO

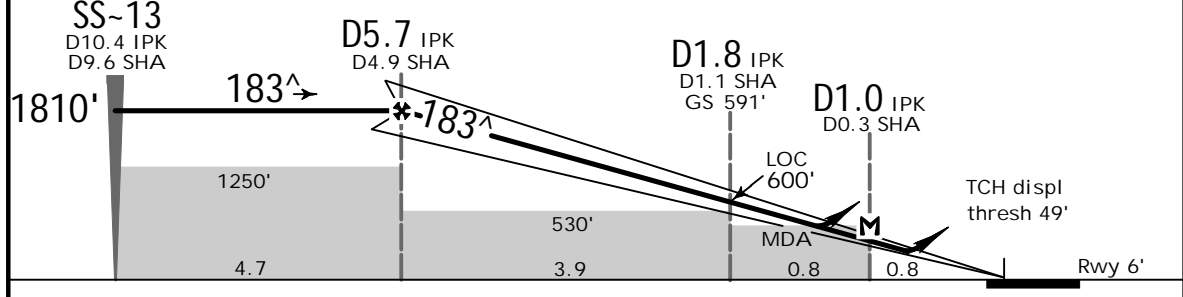
JEPPesen  
10 JUN 22  
.Eff. 15 Jun. 1600Z. (11-1)

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

D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)		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'			
<p>MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT (MAX 210 KT) to SS2-5 at 2960', continue to approach or join holding and follow ATC instructions.</p>								
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' 1		



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	SS2-5 at 2960'
ILS GS or	3.00^	372	478	531	637	743	PAPI		MAX	
LOC Descent Angle									RT	

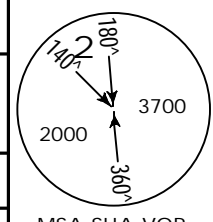
Standard.		STRAIGHT-IN LANDING RWY 18L				LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb grad min 4.0%		Missed apch climb grad min 2.5%				CDFA		Not authorized East of runway	
DA(H) 206' (200')		DA(H) ABC: 219' (213') D: 236' (230')				MDA(H) 430' (424')			
FULL ALS out		FULL ALS out		FULL ALS out		MDA(H) 430' (424')		Max Kts. MDA(H) VIS.	
A						1600m		100	690' (680') 2800m
B	RVR 550m 1 VIS 800m	1200m	RVR 600m 1 VIS 800m	1200m				135	690' (680') 3200m
C						1800m	2000m	180	790' (780') 4400m
D						2000m		205	790' (780') 4800m

ZSSS/SHA  
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z. (11-2)

SHANGHAI, PR OF CHINA  
ILS DME Y Rwy 18L

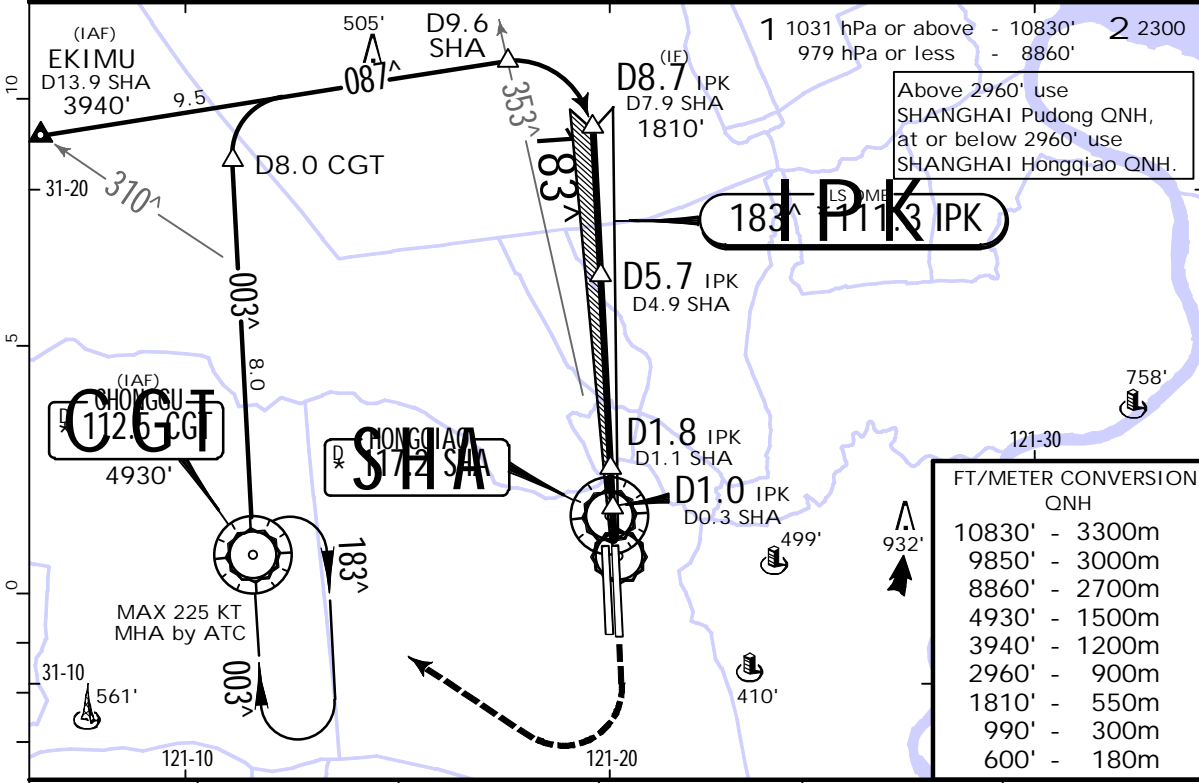
D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R) AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X
SHANGHAI Approach (R)				*HONGQIAO Tower West		*Ground West		East
AP09	AP10	AP11			West	East		
121.375X	125.625X	119.075X	118.65		121.9	121.6		
LOC IPK	Final Apch Crs	D5.7 IPK		ILS DA(H)	Apt Elev		10'	
*111.3	183^	1810' (1804')		Refer to Minimums	Rwy		6'	



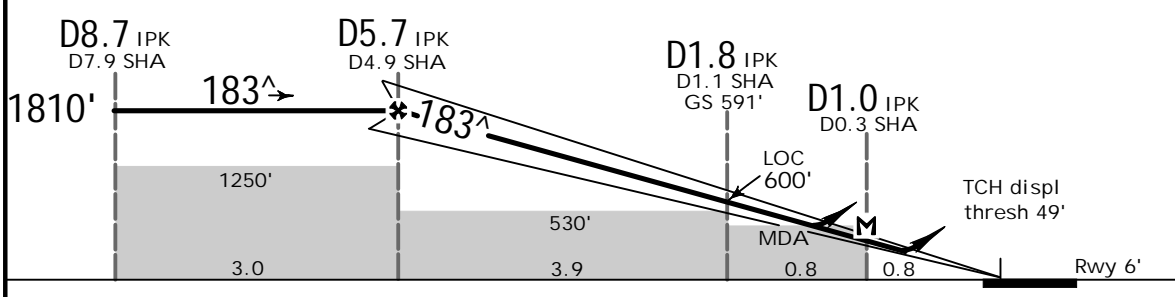
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT (MAX 205 KT) to CGT VOR at 2960', continue to approach or join holding and follow ATC instructions.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1

Initial apch MAX 205 KT.



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'	205 KT	CGT 2960'
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849	MAX	112.5 at
MAP at D1.0 IPK/DO.3 SHA							PAPI	RT	

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')		DA(H) ABC: 219' (213') D: 236' (230')		MDA(H) 430' (424')			
FULL	ALS out	FULL	ALS out			Max Kts	MDA(H) VIS
A				1600m		100	690'(680') 2800m
B	RVR 550m 1 VIS 800m	1200m	RVR 600m 1 VIS 800m	1200m			135 690'(680') 3200m
C					1800m 2000m	180	790'(780') 4400m
D					2000m	205	790'(780') 4800m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Restricted area withdrawn. | JEPPESEN, 1999, 2022. ALL RIGHTS RESERVED.

ZSSS/SHA

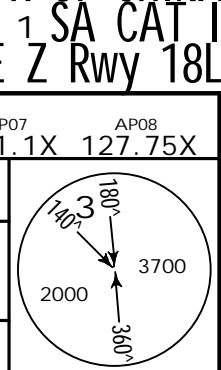
**JEPESEN** SHANGHAI, PR OF CHINA

HONGQIAO

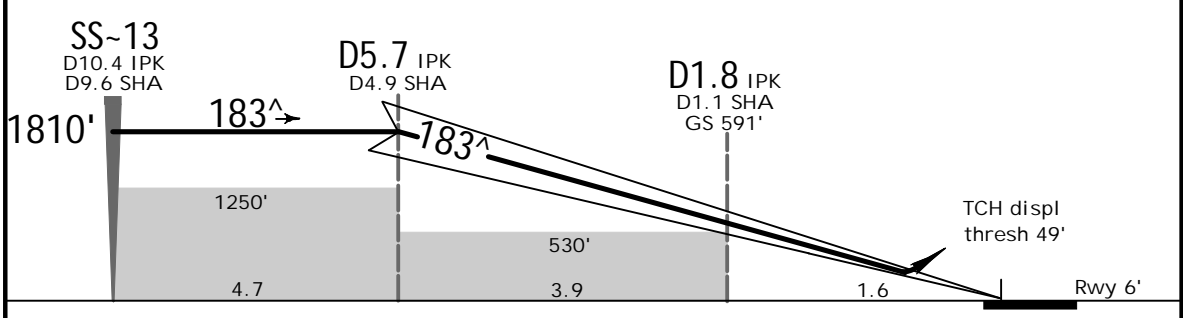
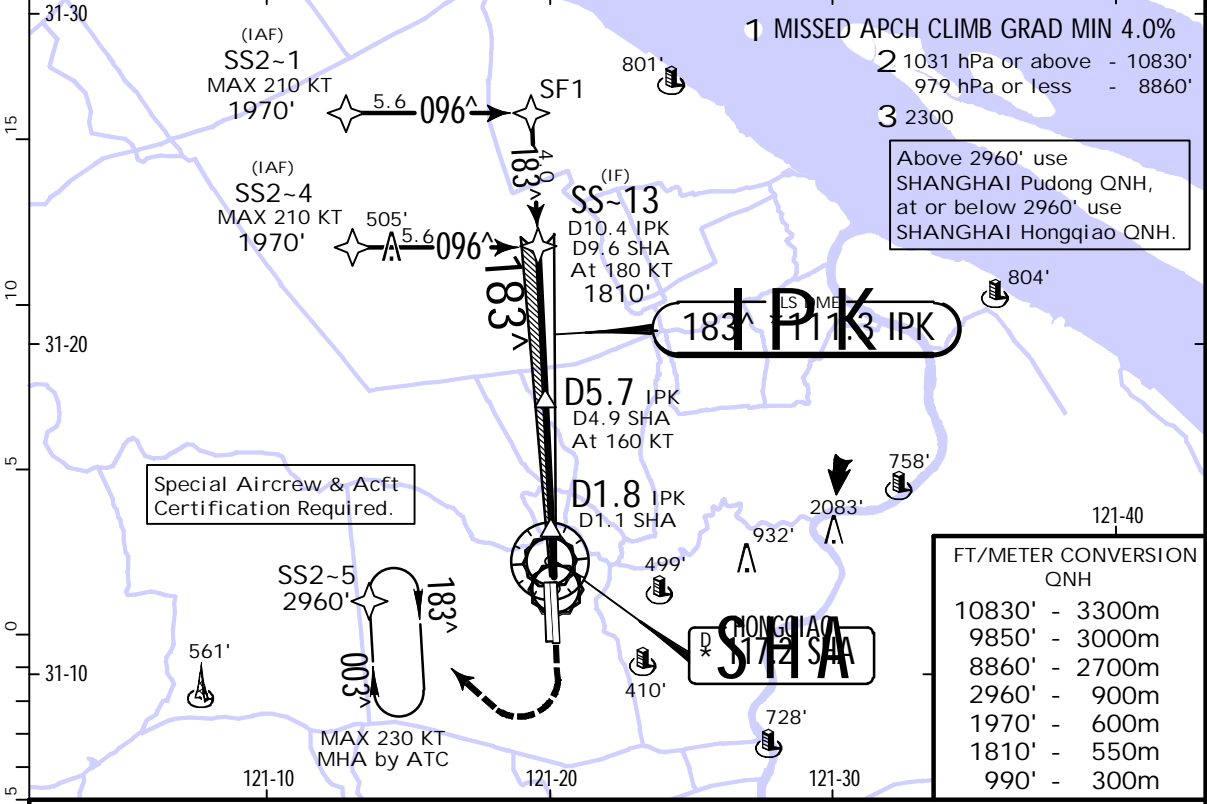
10 JUN 22  
Eff. 15 Jun. 1600Z.

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
SHANGHAI Approach (R) AP09			AP10	AP11	*HONGQIAO Tower West East		*Ground West East	
121.375X			125.625X	119.075X	118.65	118.1	121.9	121.6
LOC IPK	Final Apch Crs	D5.7 IPK		RA 154'		Apt Elev	10'	
*111.3	183^	1810' (1804')		DA(H) 156' (150')		Rwy	6'	
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT (MAX 210 KT) to SS2-5 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



Gnd speed-Kts	70	90	100	120	140	160	HIALS 990'	210 KT MAX	SS2-5 at 2960'
GS	3.00^	372	478	531	637	743			

.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.

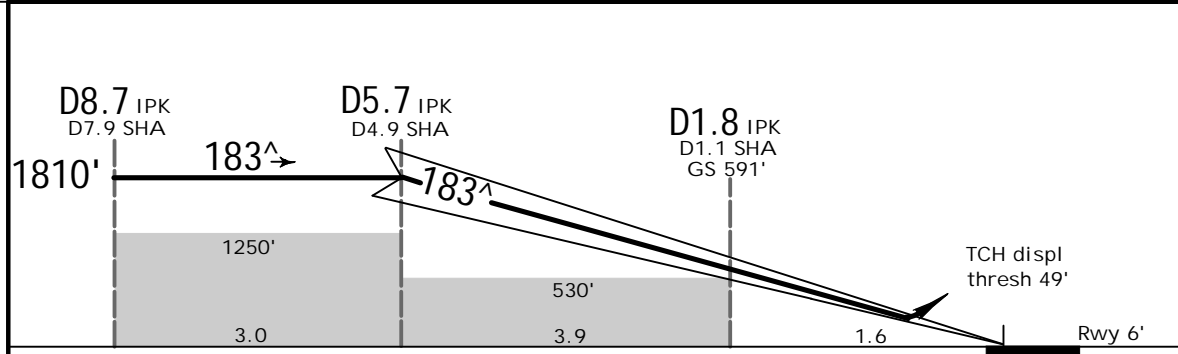
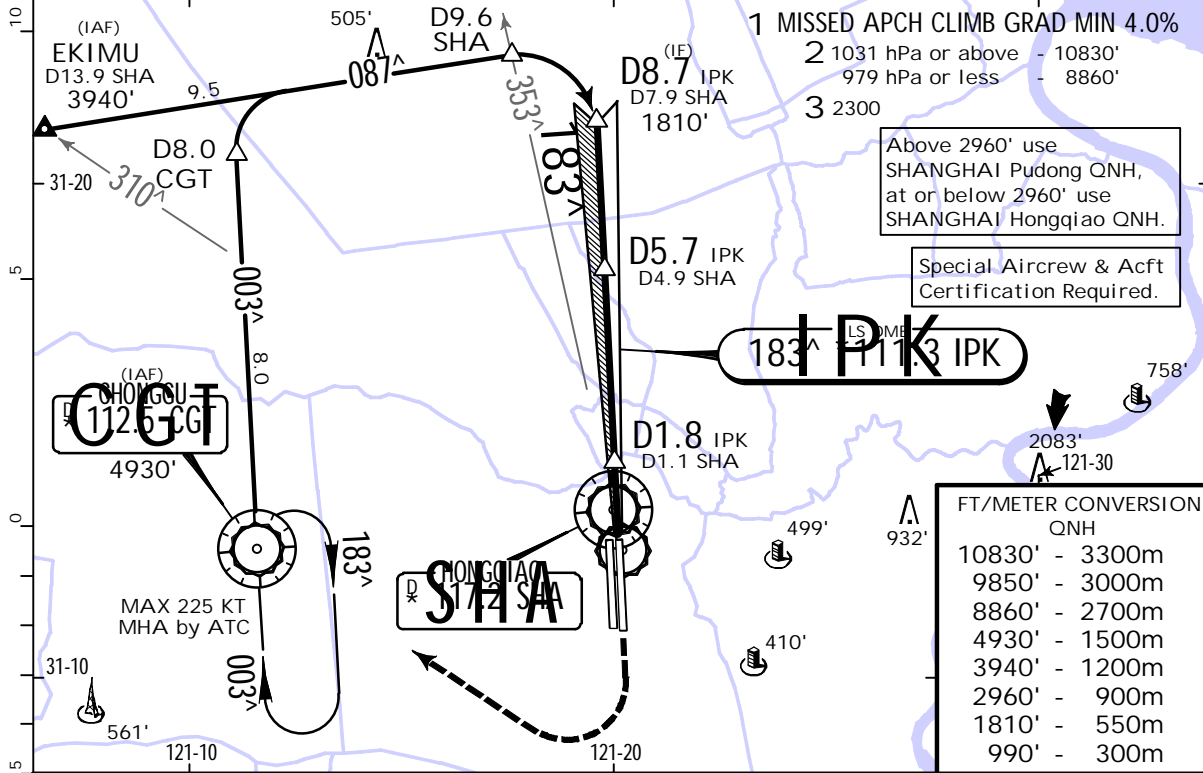
PANS OPS

ZSSS/SHA  
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z.

**JEPPESEN SHANGHAI, PR OF CHINA**  
**(11-2B) 1 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				*HONGQIAO Tower West 118.65		*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'		<p>MSA SHA VOR</p>	
<p>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.</p> <p>Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL 118      Trans alt: 9850' 2</p> <p>Initial apch MAX 205 KT.</p>									
<p>1 MISSED APCH CLIMB GRAD MIN 4.0%</p> <p>2 1031 hPa or above - 10830' 979 hPa or less - 8860'</p> <p>3 2300</p> <p>Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.</p> <p>Special Aircrew &amp; Acft Certification Required.</p>									



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

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

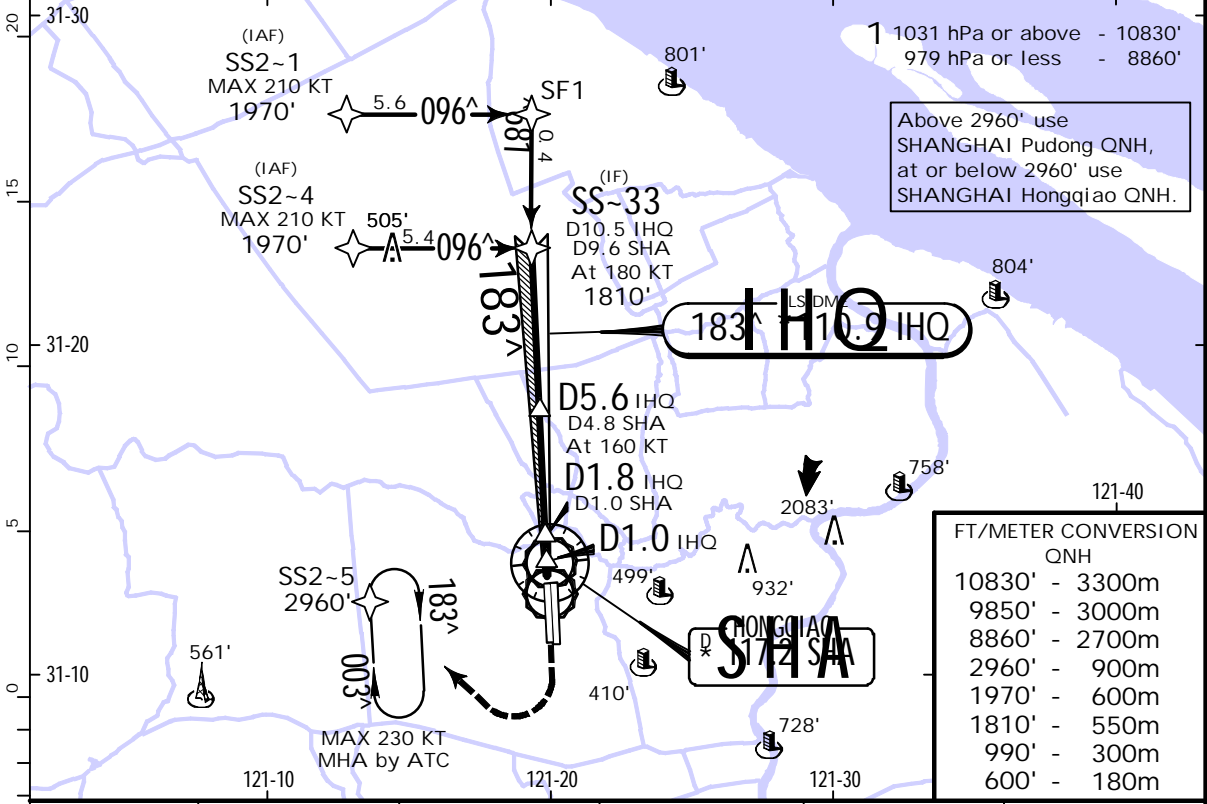
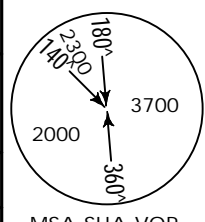
1 HUD required.

ZSSS/SHA  
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z. (11-3)

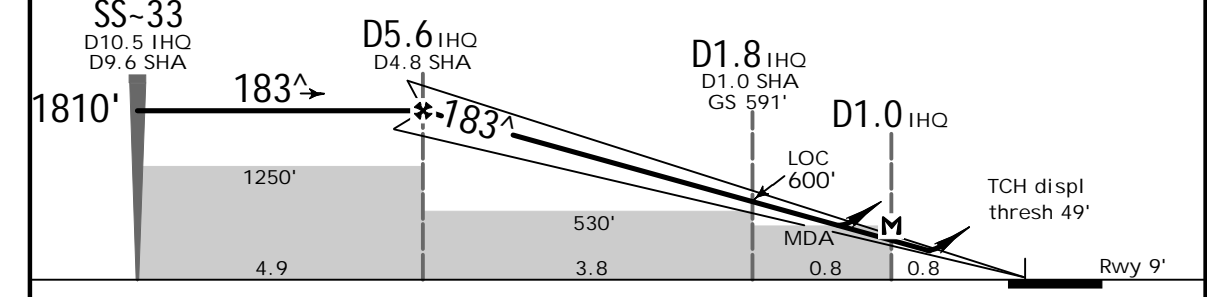
SHANGHAI, PR OF CHINA  
RNAV ILS DME Z Rwy 18R

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				*HONGQIAO Tower West 118.65		*Ground West 121.9		East 121.6
LOC IHQ *110.9	Final Apch Crs 183 <sup>^</sup>	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 to SS2-5 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	



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
2960'	-	900m
1970'	-	600m
1810'	-	550m
990'	-	300m
600'	-	180m

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'	SS2-5
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743	849	PAPI	MAX	↑	RT

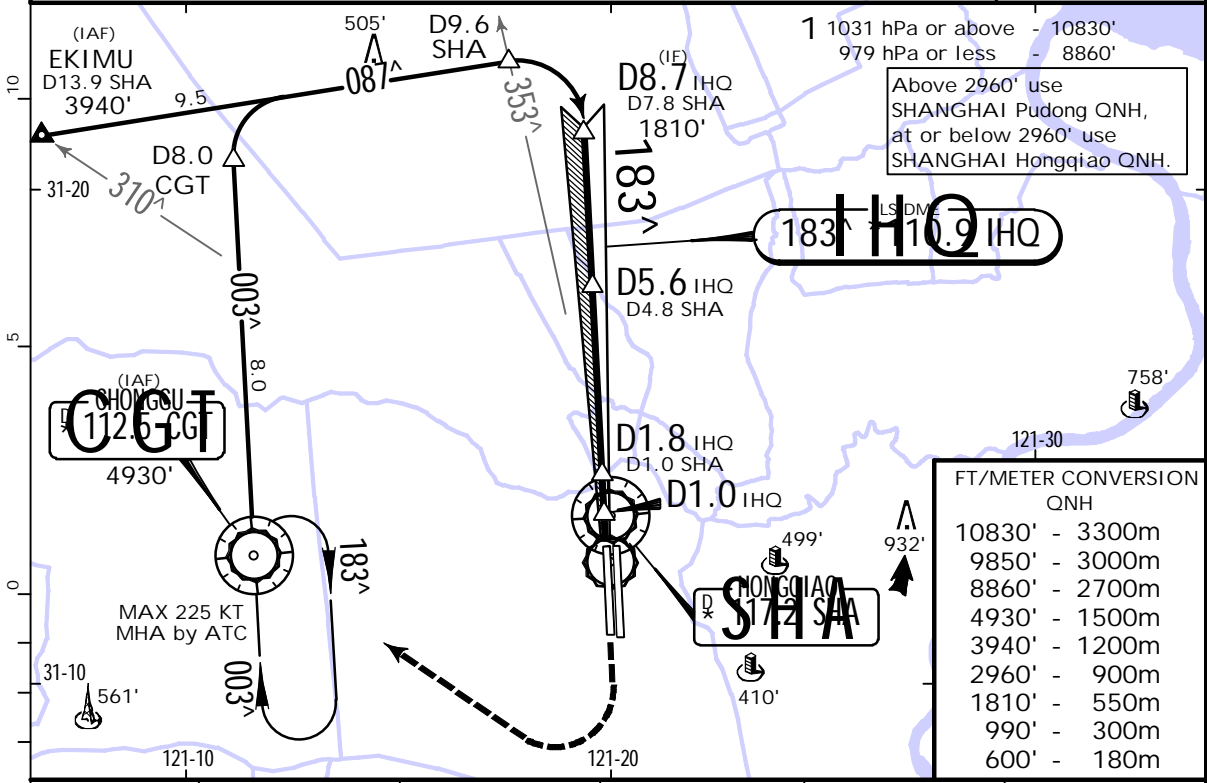
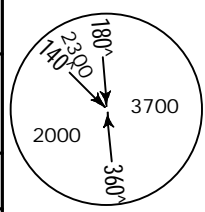
PANS OPS	Standard.				STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND			
	ILS		LOC (GS out)		LOC (GS out)		LOC (GS out)		Not authorized		East of runway	
	DA(H) 209' (200')		MDA(H) 430' (421')		CDFA		CDFA					
	FULL		ALS out		ALS out		ALS out		Max Kts		MDA(H) VIS	
	A									100	690' (680') 2800m	
B	RVR 550m 1		1200m		1600m				135	690' (680') 3200m		
C	VIS 800m				1800m		2000m		180	790' (780') 4400m		
D					2000m				205	790' (780') 4800m		

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Restricted areas withdrawn. | JEPPESEN, 2011, 2022. ALL RIGHTS RESERVED.

ZSSS/SHA  
HONGQIAO

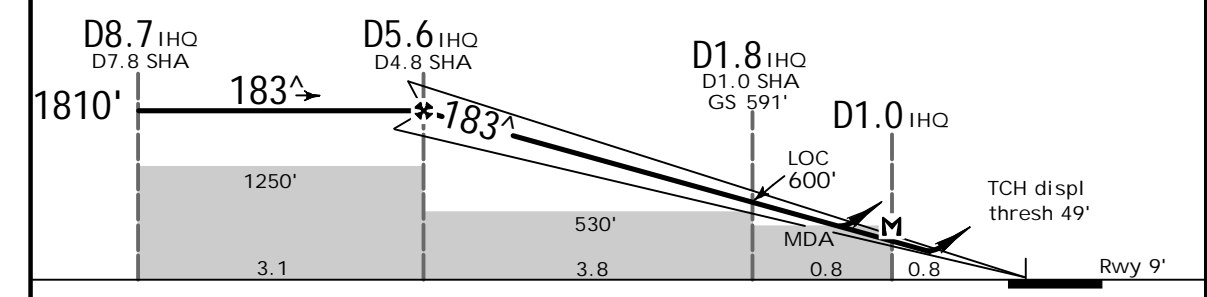
JEPPESEN SHANGHAI, PR OF CHINA  
ILS DME Y Rwy 18R  
10 JUN 22  
.Eff. 15 Jun. 1600Z. (11-4)

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) AP09			AP10	AP11	*HONGQIAO Tower West		*Ground West		East
	121.375X			125.625X	119.075X	118.65		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 (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			
Initial apch MAX 205 KT.										



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1810'	-	550m
990'	-	300m
600'	-	180m

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	112.5	at 2960'
ILS GS or	3.00^	372	478	531	637	743	849	PAPI	↑	MAX	RT	
LOC Descent Angle												
MAP at D1.0 IHQ												

PANS OPS	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		ALS out		ALS out		Max Kts		MDA(H)		VIS	
	A				1600m				100	690' (680')	2800m			
B	RVR 550m 1							135	690' (680')	3200m				
C	VIS 800m		1200m	1800m		2000m		180	790' (780')	4400m				
D				2000m				205	790' (780')	4800m				

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Restricted area withdrawn. | JEPPESEN, 2010, 2022. ALL RIGHTS RESERVED.

ZSSS/SHA

JEPPESSEN SHANGHAI, PR OF CHINA

SA CAT I

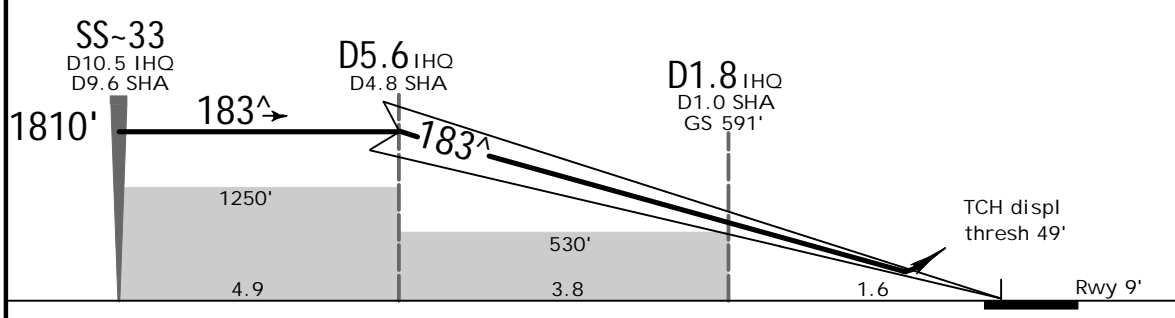
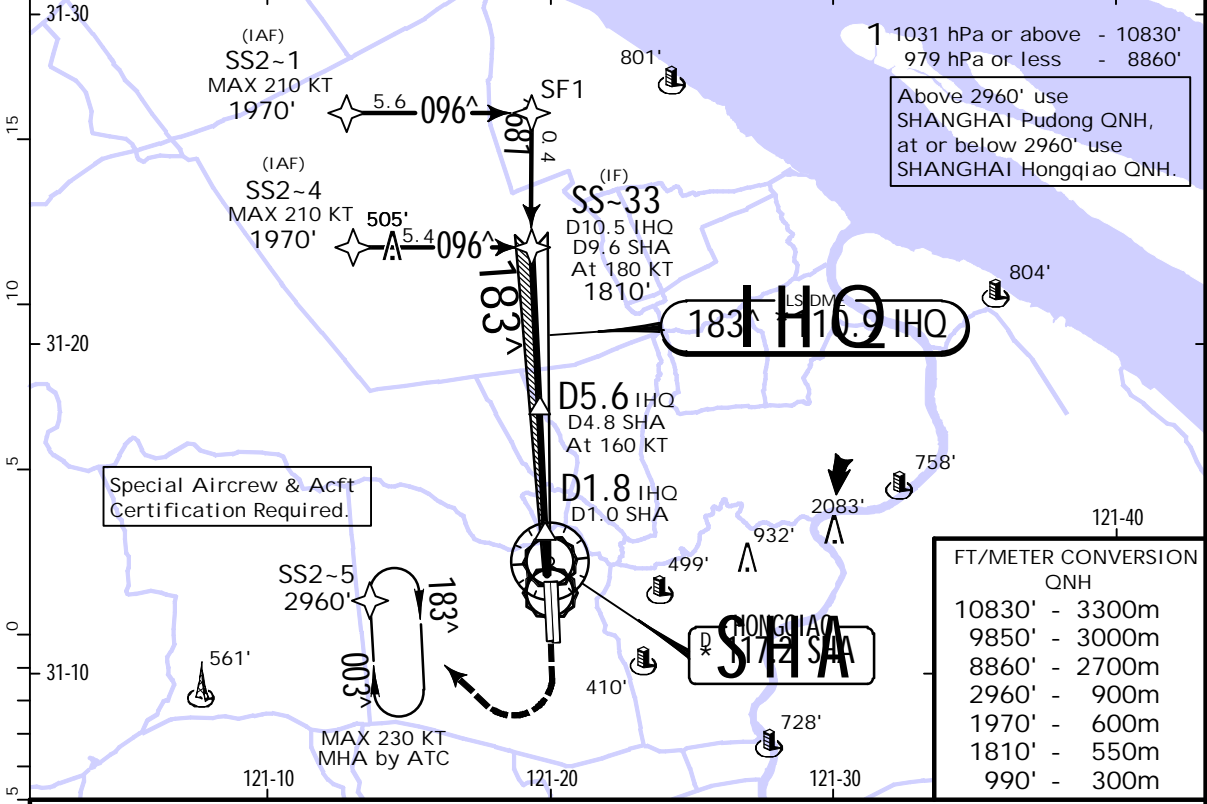
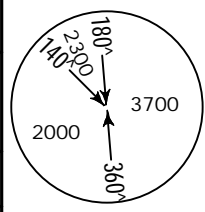
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z.

(11-4A)

RNAV ILS DME Z Rwy 18R

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) AP09			AP10	AP11	*HONGQIAO Tower West East		*Ground West East	
121.375X			125.625X	119.075X	118.65	118.1	121.9	121.6
LOC IHQ	Final Apch Crs	D5.6 IHQ		SA CAT I ILS RA 154 <sup>T</sup>		Apt Elev 10'		
*110.9	183 <sup>^</sup>	1810' (1801')		DA(H) 159' (150')		Rwy 9'		
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to SS2-5 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 PAPI	210 KT MAX	990' ↑	2960' ↶ RT	SS2-5
GS	3.00 <sup>^</sup>	372	478	531	637	743					

.Standard. STRAIGHT-IN LANDING RWY 18R  
SA CAT I ILS 1  
RA 154'  
DA(H) 159' (150')

RVR 450m  
1 HUD required.

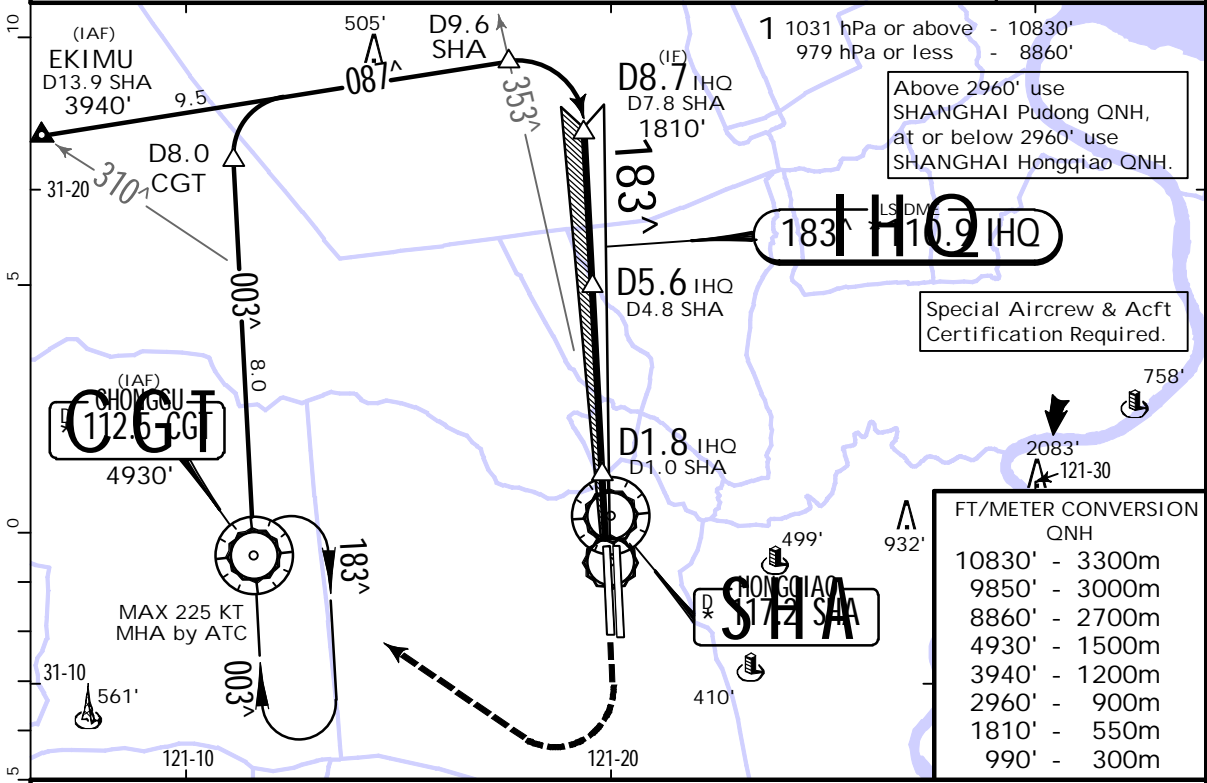
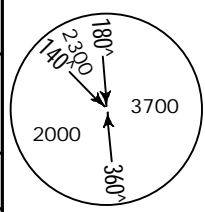
PANS OPS

ZSSS/SHA  
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z. (11-4B) SA CAT I ILS DME Y Rwy 18R

JEPPESEN SHANGHAI, PR OF CHINA

BRIEFING STRIP™	D-ATIS	SHANGHAI Approach (R)							
	132.25	AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
		SHANGHAI Approach (R)			*HONGQIAO Tower		*Ground		
		AP09	AP10	AP11	West	East	West	East	
LOC	Final		D5.6 IHQ		SA CAT I ILS		Apt Elev 10'		
IHQ	Apch Crs		1810' (1801')		RA 154'		Rwy 9'		
*110.9	183^				DA(H)				
					159' (150')				
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									
Initial apch MAX 205 KT.									

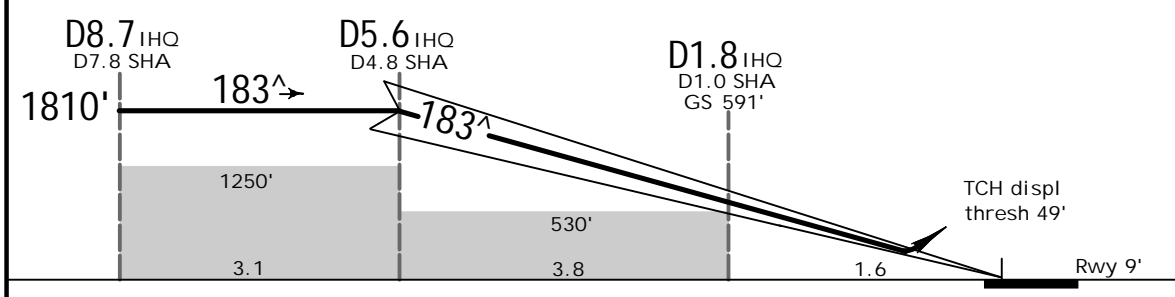


Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.

Special Aircrew & Acft Certification Required.

FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1810'	-	550m
990'	-	300m



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

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

PANS OPS

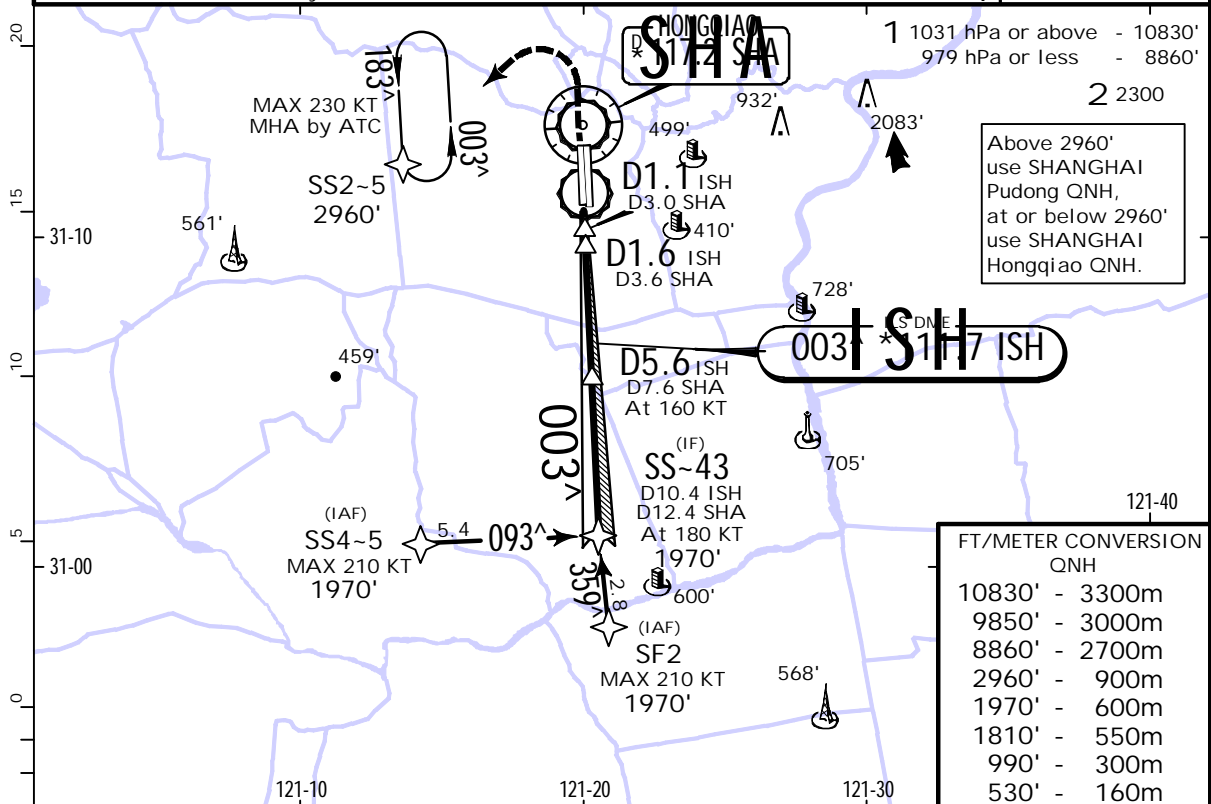


ZSSS/SHA  
HONGQIAO

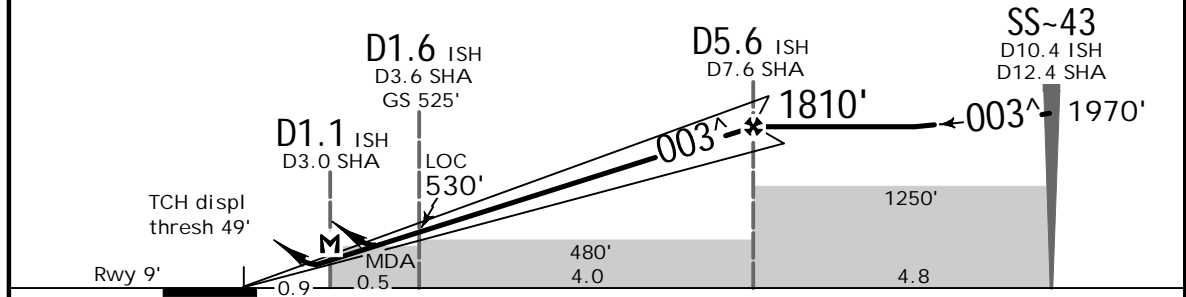
10 JUN 22  
Eff. 15 Jun. 1600Z. (11-5)

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

D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)		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 ISH *111.7	Final Apch Crs 003^	D5.6 ISH 1810' (1801')	ILS DA(H) 209' (200')		Apt Elev 10' Rwy 9'			
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to SS2-5 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		



LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	640'	960'	1280'	1600'	1810'



Gnd speed-Kts	70	90	100	120	140	160		210 KT MAX	990' ↑	2960' ↙	SS2-5
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743					

.Standard.				CIRCLE-TO-LAND					
ILS STRAIGHT-IN LANDING RWY 36L		LOC (GS out)		Not authorized East of runway					
DA(H) 209' (200')		MDA(H) 430' (421')							
FULL		ALS out		Max Kts.		MDA(H)		VIS	
RVR 550m 1 VIS 800m		1200m		1600m		100		690' (680') 2800m	
				1800m 2000m		135		690' (680') 3200m	
				2000m		180		790' (780') 4400m	
						205		790' (780') 4800m	

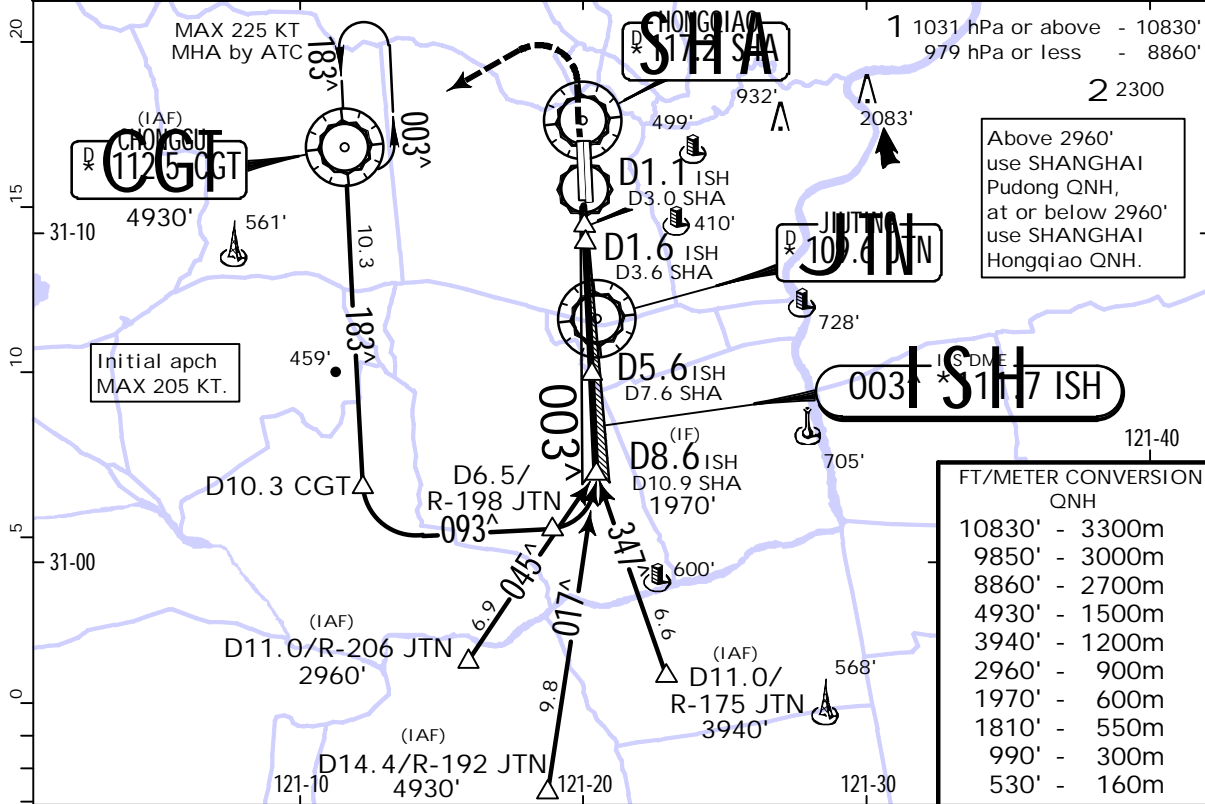
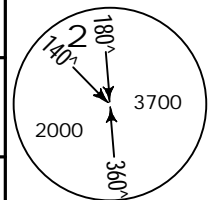
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used. CHANGES: Restricted areas withdrawn. | JEPPESEN, 2011, 2022. ALL RIGHTS RESERVED.

ZSSS/SHA  
HONGQIAO

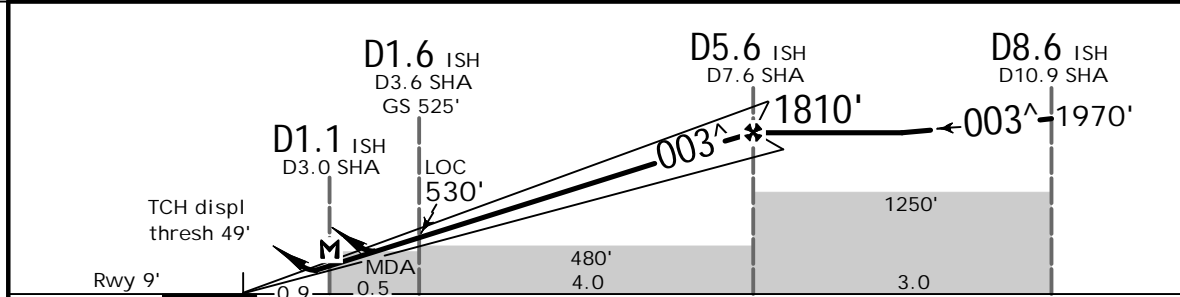
JEPESEN SHANGHAI, PR OF CHINA  
10 JUN 22  
.Eff. 15 Jun. 1600Z. (11-6)

SHANGHAI, PR OF CHINA  
ILS DME Y Rwy 36L

D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)		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 ISH	Final Apch Crs	D5.6 ISH	ILS DA(H)		Apt Elev		10'	
*111.7	003^	1810' (1801')	209' (200')		Rwy 9'			
<p>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.</p> <p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1 MSA SHA VOR</p>								



LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	640'	960'	1280'	1600'	1810'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	990'	205 KT	CGT	112.5	at 2960'
ILS GS or	3.00^	372	478	531	637	743	PAPI		MAX			
LOC Descent Angle									LT			
MAP at D1.1 ISH/D3.0 SHA												

PANS OPS	.Standard.				CIRCLE-TO-LAND			
	STRAIGHT-IN LANDING RWY 36L				Not authorized East of runway			
	ILS		LOC (GS out)		MDA(H)		VIS	
	DA(H) 209' (200')		CDFA 430' (421')		430' (421')			
	FULL		ALS out		ALS out			
A					Max Kts	MDA(H)	VIS	
B				1600m	100	690' (680')	2800m	
C	RVR 550m 1 VIS 800m	1200m		1800m 2000m	135	690' (680')	3200m	
D				2000m	180	790' (780')	4400m	
					205	790' (780')	4800m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Restricted areas withdrawn. | JEPESEN, 2010, 2022. ALL RIGHTS RESERVED.

ZSSS/SHA

**JEPPESSEN** SHANGHAI, PR OF CHINA

SA CAT I

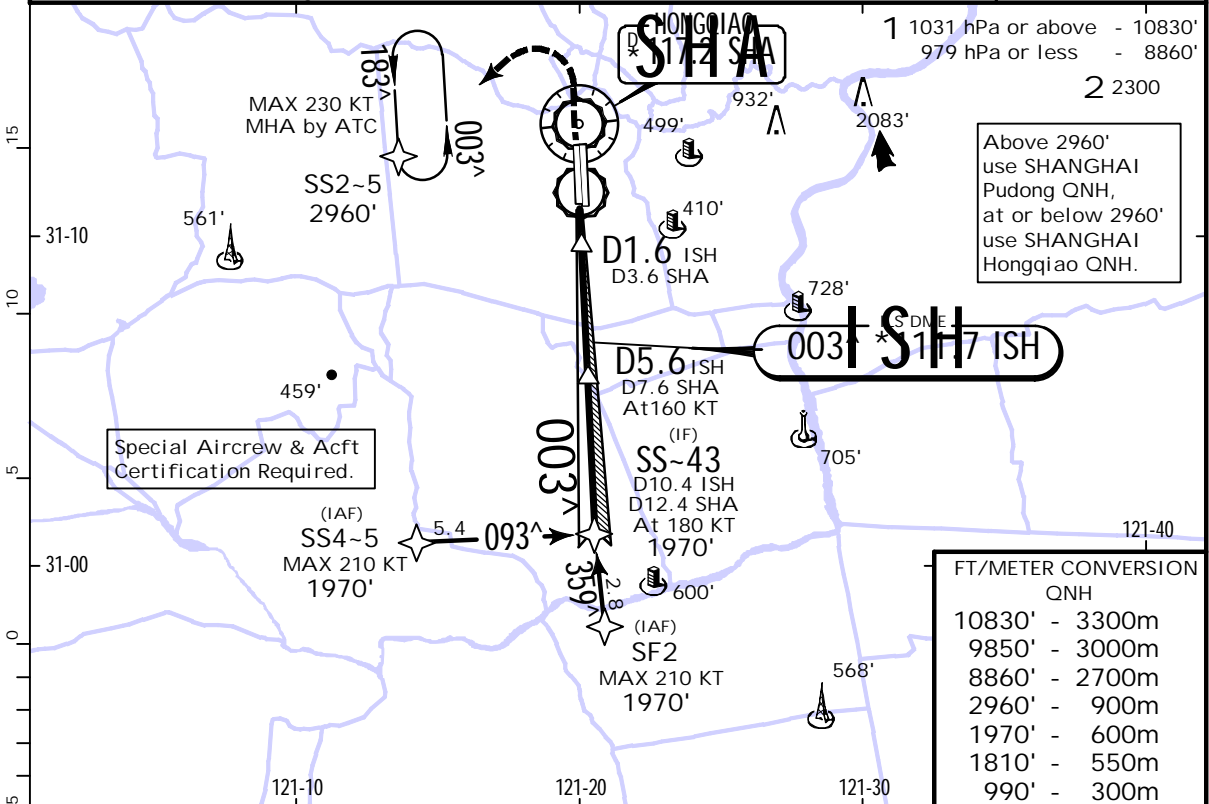
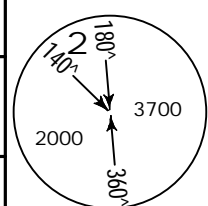
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z.

11-6A

RNAV ILS DME Z Rwy 36L

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) AP09		AP10		AP11	*HONGQIAO Tower West		*Ground East	
	121.375X		125.625X		119.075X	118.65		118.1	
LOC ISH	Final Apch Crs	D5.6 ISH		SA CAT I ILS RA 154 <sup>T</sup>		Apt Elev		10'	
*111.7	003 <sup>^</sup>	1810' (1801')		DA(H) 159' (150')		Rwy		9'	
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to SS2-5 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	

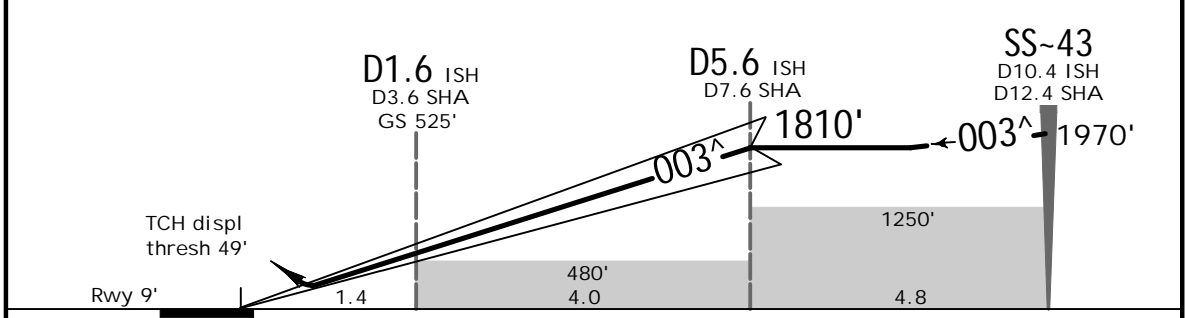


Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH.

Special Aircrew & Acft Certification Required.

FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
2960'	-	900m
1970'	-	600m
1810'	-	550m
990'	-	300m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	210 KT MAX	990' ↑	2960' ← LT	SS2-5
GS	3.00 <sup>^</sup>	372	478	531	637	743					

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

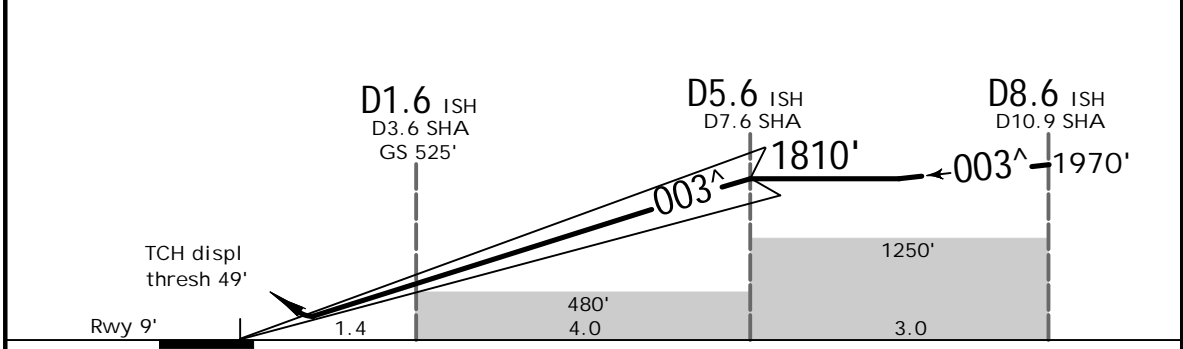
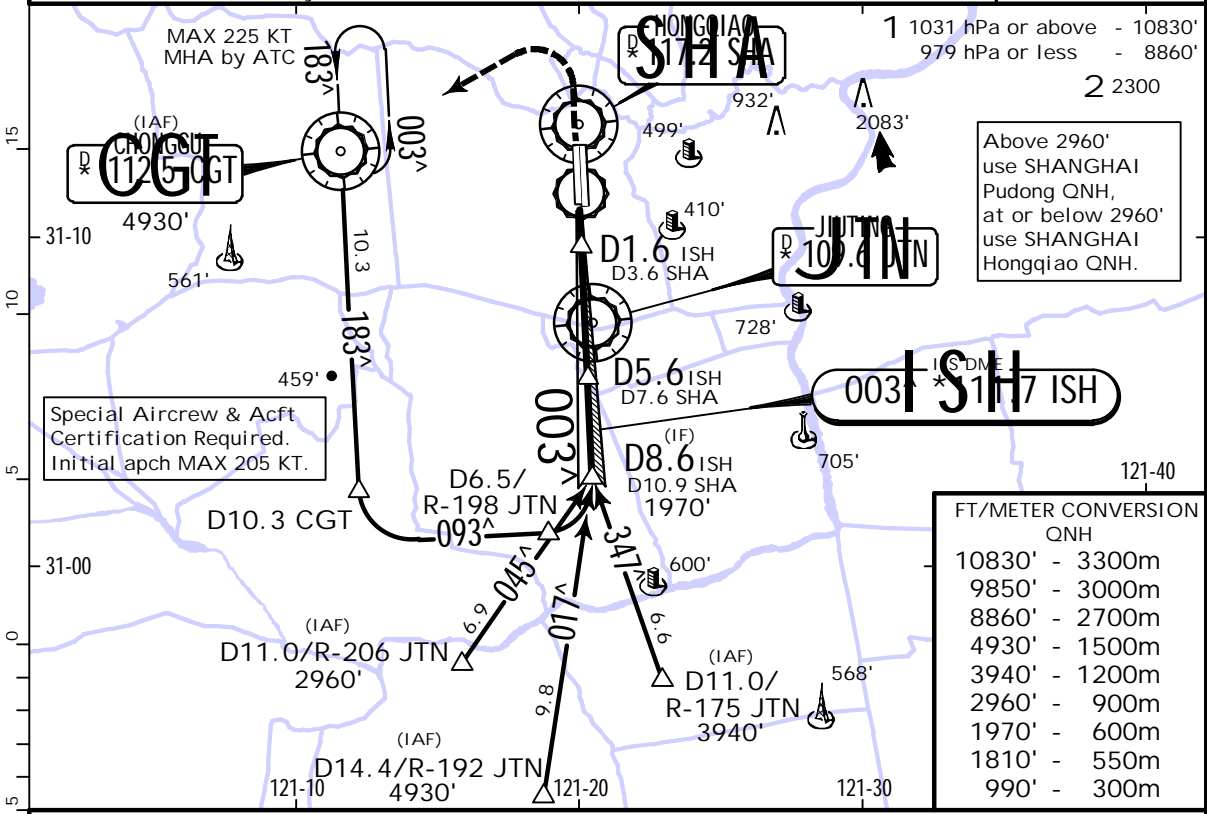
PANS OPS

ZSSS/SHA  
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z. (11-6B) SA CAT I ILS DME Y Rwy 36L

JEPPESSEN SHANGHAI, PR OF CHINA

BRIEFING STRIP™	D-ATIS	AP01		AP02		AP03		SHANGHAI Approach (R)		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)		AP11		*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 ISH		Final Apch Crs		D5.6 ISH		SA CAT I ILS		RA 154'		Apt Elev		10'					
*111.7		003^		1810' (1801')		159' (150')		159' (150')		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	



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

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

RVR 450m  
1 HUD required.

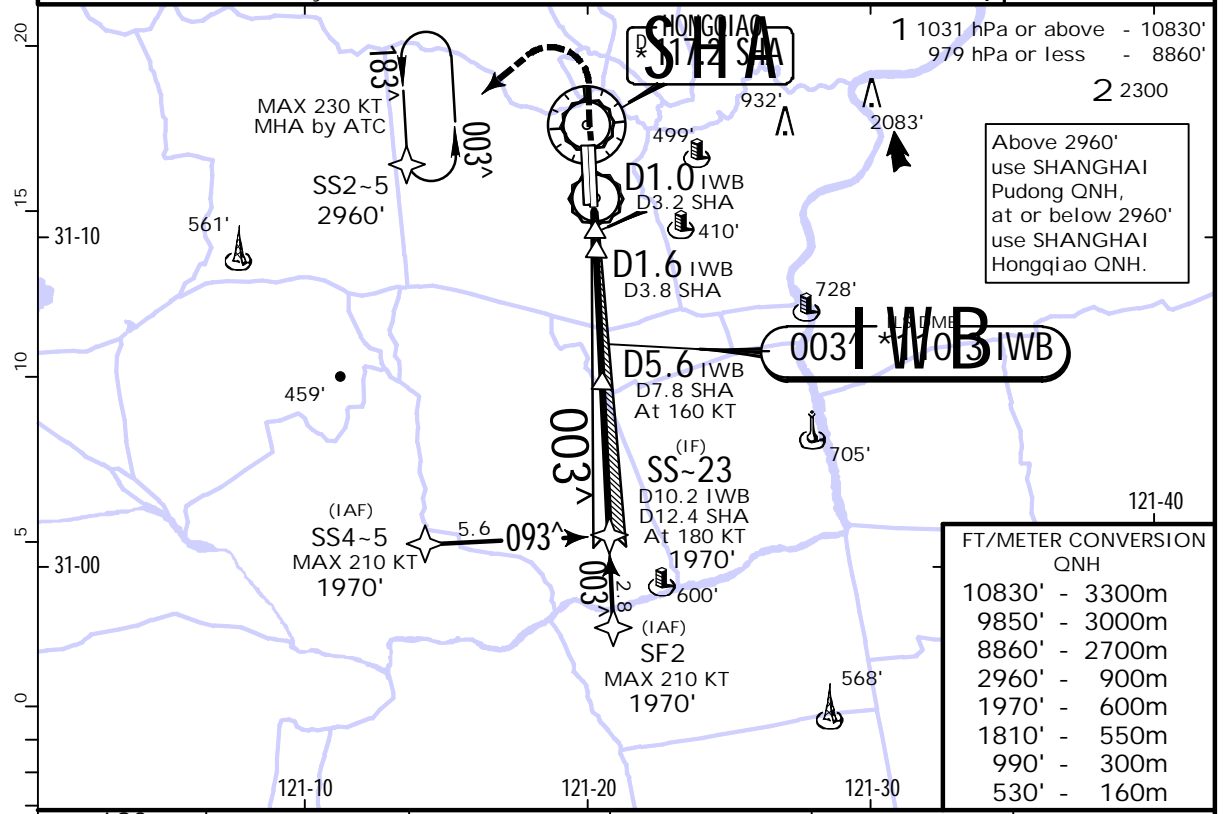
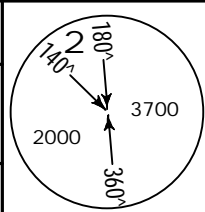
PANS OPS

ZSSS/SHA  
HONGQIAO

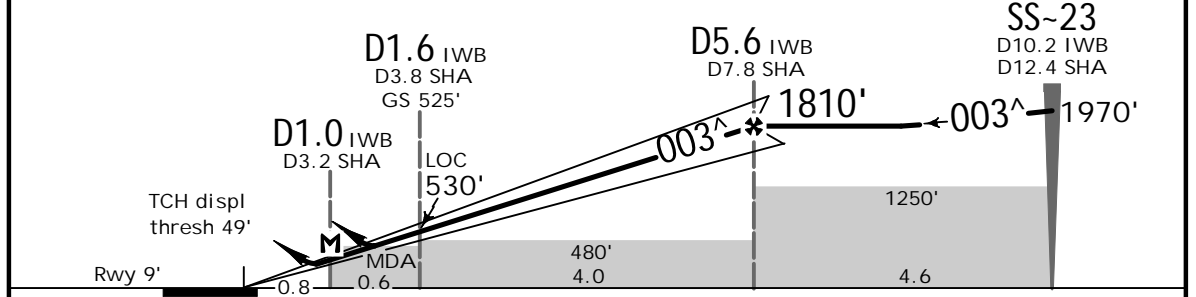
10 JUN 22  
Eff. 15 Jun. 1600Z. (11-7)

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

D-ATIS 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) AP09 121.375X			SHANGHAI Approach (R) AP10 125.625X		SHANGHAI Approach (R) AP11 119.075X		*HONGQIAO Tower West 118.65	
*Ground West 121.9		*Ground East 121.6		*HONGQIAO Tower East 118.1				
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 210 KT) to SS2-5 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	



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'	210 KT	SS2-5 at 2960'
ILS GS or	3.00^	372	478	531	637	743	PAPI		MAX	
LOC Descent Angle									LT	
MAP at D1.0 IWB/D3.2 SHA										

PANS OPS	.Standard.				CIRCLE-TO-LAND	
	ILS STRAIGHT-IN LANDING RWY 36R		LOC (GS out)		Not authorized East of runway	
	DA(H) 209' (200')		MDA(H) 430' (421')			
	FULL ALS out		ALS out		Max Kts	VIS
	A				100	690' (680') 2800m
B				135	690' (680') 3200m	
C	RVR 550m 1 VIS 800m	1200m	1800m	2000m	180	790' (780') 4400m
D			2000m		205	790' (780') 4800m

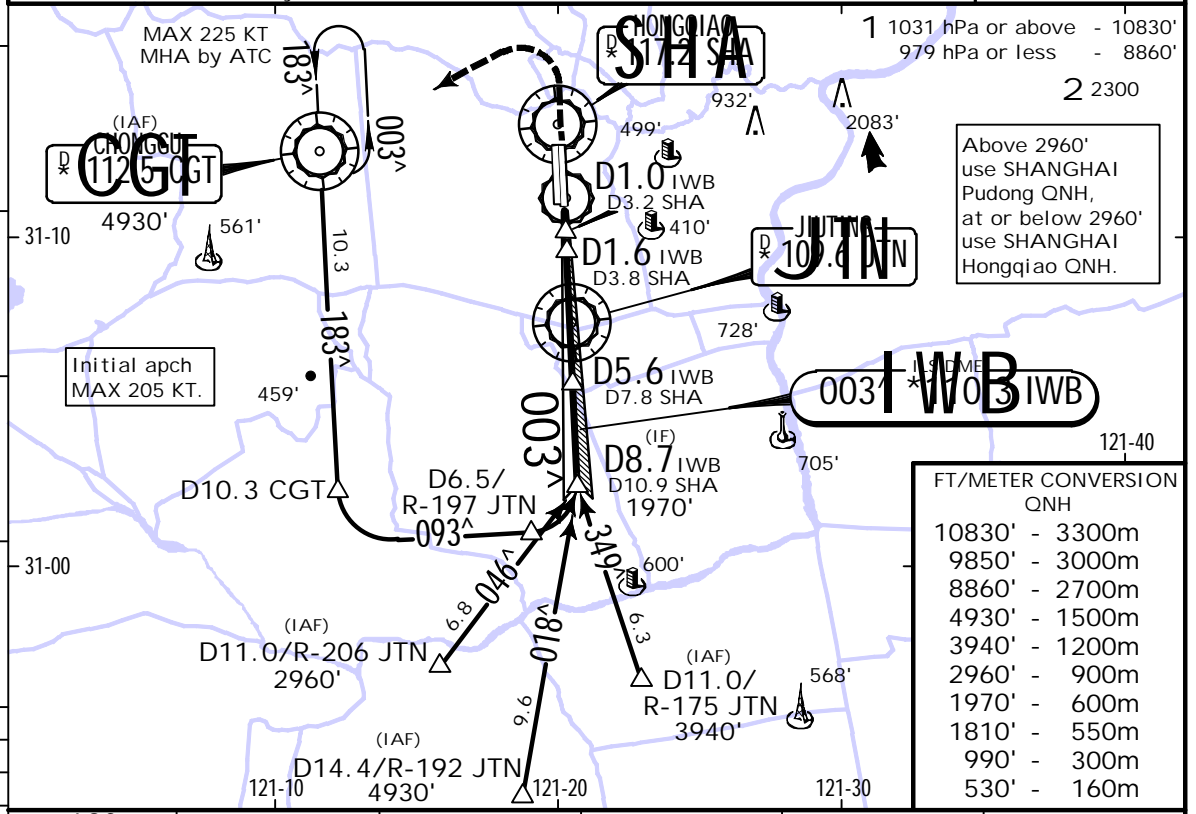
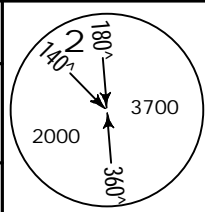
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Restricted areas withdrawn. | JEPPESEN, 2011, 2022. ALL RIGHTS RESERVED.

ZSSS/SHA  
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA  
10 JUN 22  
.Eff. 15 Jun. 1600Z. (11-8)

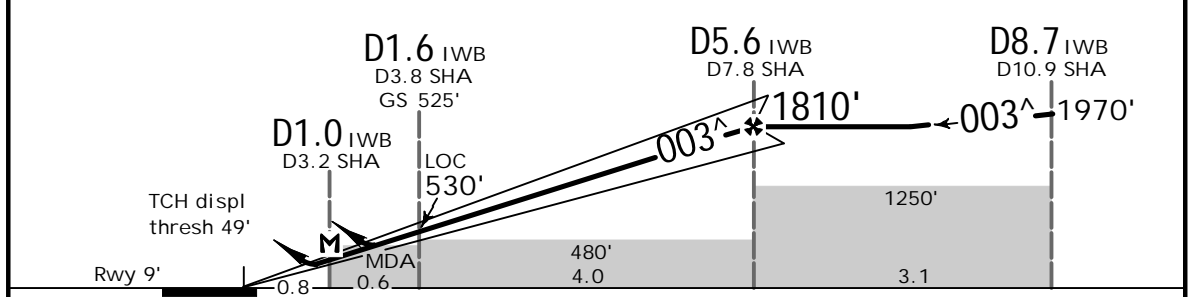
SHANGHAI, PR OF CHINA  
ILS DME Y Rwy 36R

D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)		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 IWB	Final Apch Crs	D5.6 IWB	ILS DA(H)		Apt Elev		10'	
*110.3	003^	1810' (1801')	209' (200')		Rwy 9'			



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1970'	-	600m
1810'	-	550m
990'	-	300m
530'	-	160m

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	112.5	at 2960'
ILS GS or	3.00^	372	478	531	637	743	PAPI	↑	MAX	LT		
LOC Descent Angle												
MAP at D1.0 IWB/D3.2 SHA												

PANS OPS	.Standard.				STRAIGHT-IN LANDING RWY 36R		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CDFA		Not authorized East of runway	
	DA(H) 209' (200')		MDA(H) 430' (421')					
	FULL		ALS out		ALS out			
	A					Max Kts.	MDA(H)	VIS
B	RVR 550m 1			1600m	100	690' (680')	2800m	
C	VIS 800m	1200m		1800m	135	690' (680')	3200m	
D				2000m	180	790' (780')	4400m	
					205	790' (780')	4800m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Restricted areas withdrawn. | JEPPESSEN, 1999, 2022. ALL RIGHTS RESERVED.

ZSSS/SHA



SHANGHAI, PR OF CHINA  
SA CAT I & SA CAT II  
RNAV ILS DME Z Rwy 36R

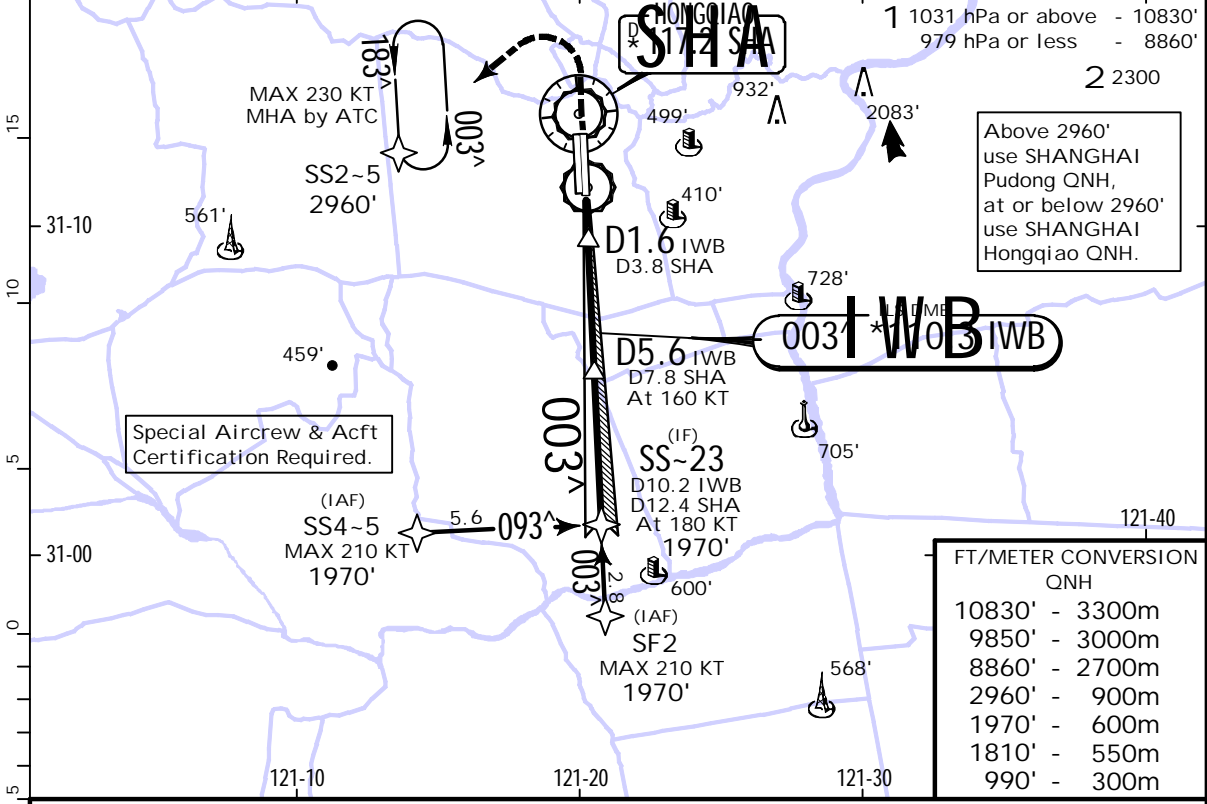
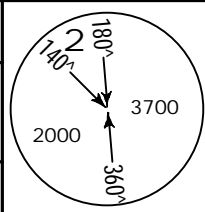
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z.

11-8A

BRIEFING STRIP™

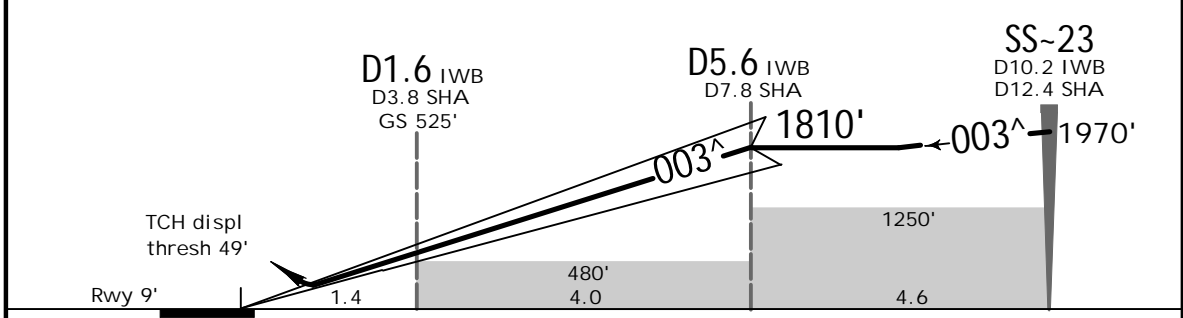
D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)		AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X
SHANGHAI Approach (R)			*HONGQIAO Tower		*Ground			
AP09	AP10	AP11	West	East	West	East		
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6		
LOC IWB	Final Apch Crs	D5.6 IWB	SA CAT I & SA CAT II ILS		Apt Elev	10'		
*110.3	003^	1810' (1801')	Refer to Minimums		Rwy	9'		
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT (MAX 210 KT) to SS2-5 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	



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

FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
2960'	-	900m
1970'	-	600m
1810'	-	550m
990'	-	300m



Gnd speed-Kts	70	90	100	120	140	160		990'	210 KT	
GS	3.00^	372	478	531	637	743		849	MAX	

.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.					

PANS OPS

ZSSS/SHA

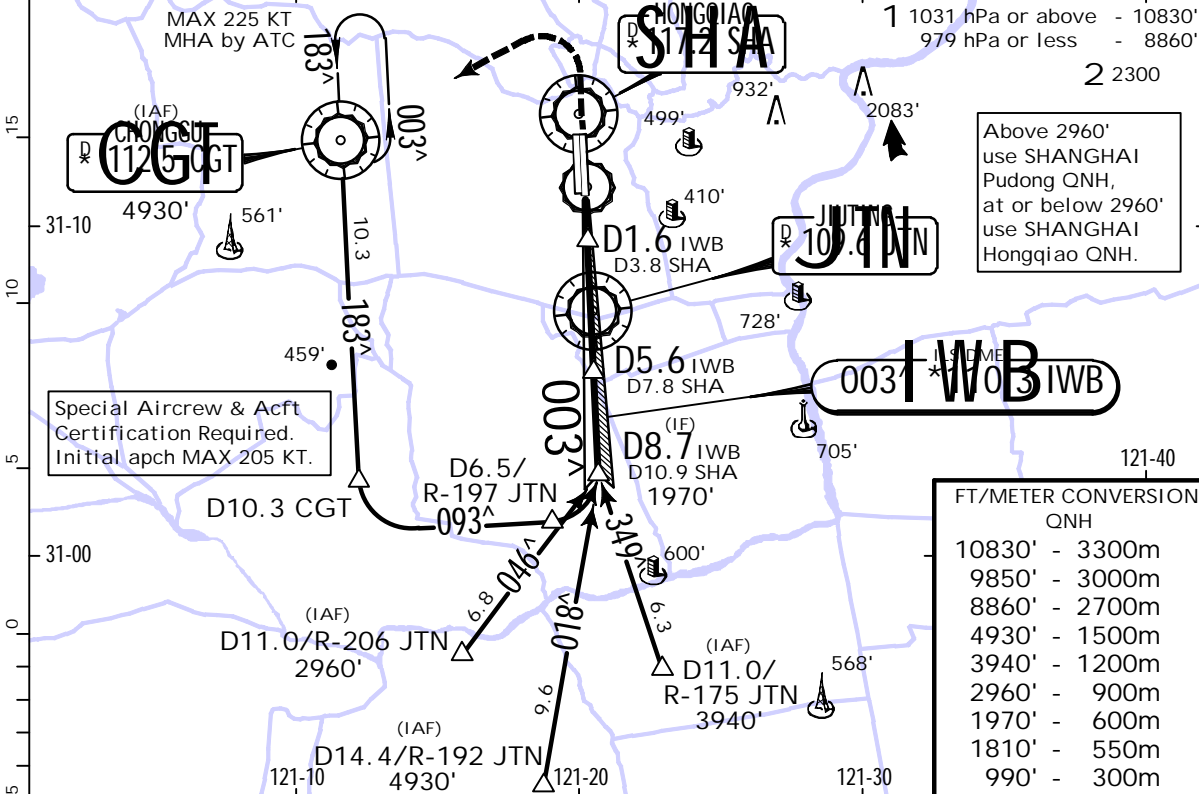
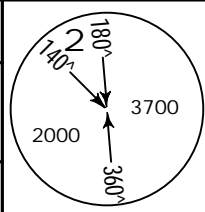


SHANGHAI, PR OF CHINA  
SA CAT I & SA CAT II  
ILS DME Y Rwy 36R

HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z. (11-8B)

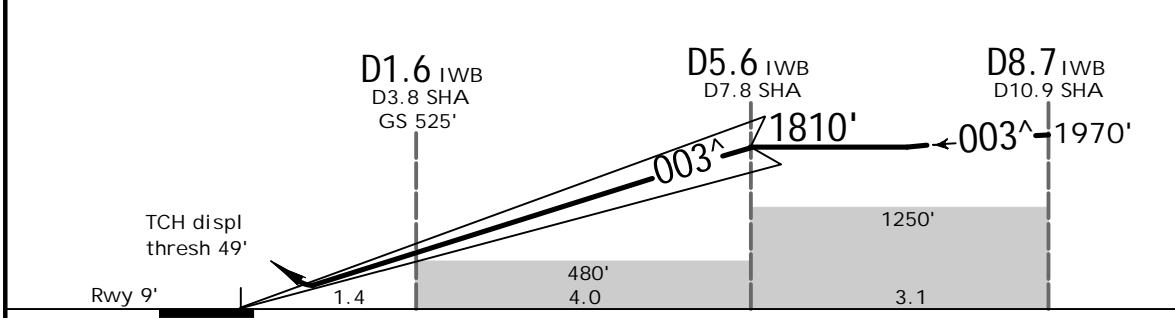
D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R) AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X
SHANGHAI Approach (R)				*HONGQIAO Tower West East		*Ground West East		
AP09	AP10	AP11	118.65	118.1	121.9	121.6		
LOC IWB *110.3	Final Apch Crs 003^	D5.6 IWB 1810' (1801')	SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 10'	10'		
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.						Rwy 9'		
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA SHA VOR



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

Special Aircrew & Acft Certification Required. Initial apch MAX 205 KT.

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			

.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.		

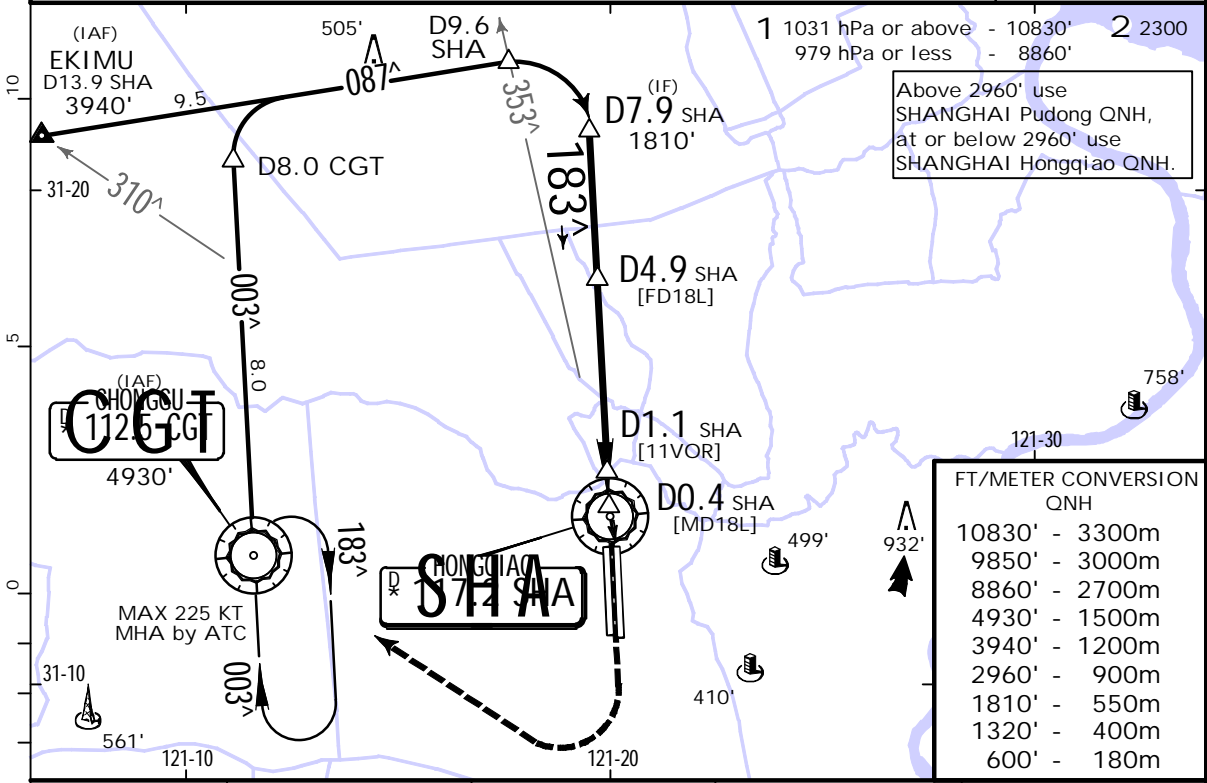
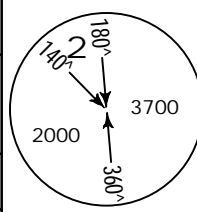
PANS OPS



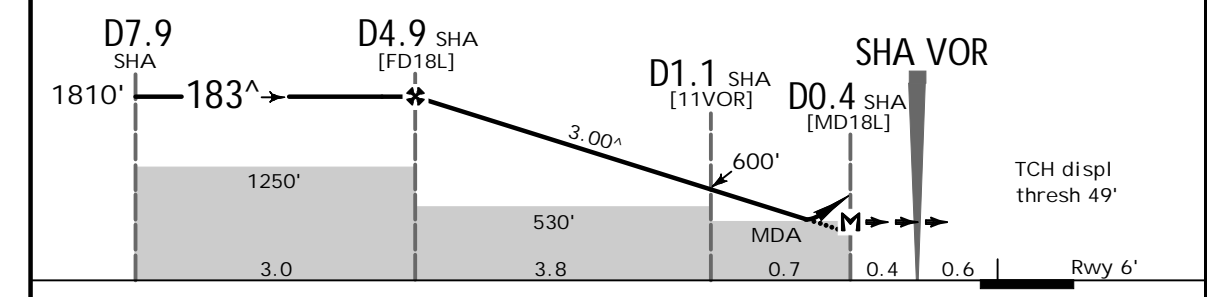
ZSSS/SHA  
HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA  
VOR DME Rwy 18L  
10 JUN 22  
Eff. 15 Jun. 1600Z. (13-1)

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) AP09				*HONGQIAO Tower West		*Ground West		East	
	121.375X 125.625X 119.075X				118.65 118.1		121.9 121.6			
VOR SHA *117.2		Final Apch Crs 183^		D4.9 SHA 1810' (1804')		MDA(H) 460' (454')		Apt Elev 10' Rwy 6'		
MISSED APCH: Climb STRAIGHT AHEAD to 1320', 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			
Initial apch MAX 205 KT.										



SHA DME	4.0	3.0	2.0	1.1
ALTITUDE	1510'	1190'	870'	600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS 1320'	205 KT MAX	CGT 112.5 at 2960'
Descent Angle	3.00^	372	478	531	637	849			
MAP at DO.4 SHA							PAPI	RT	
Standard.									

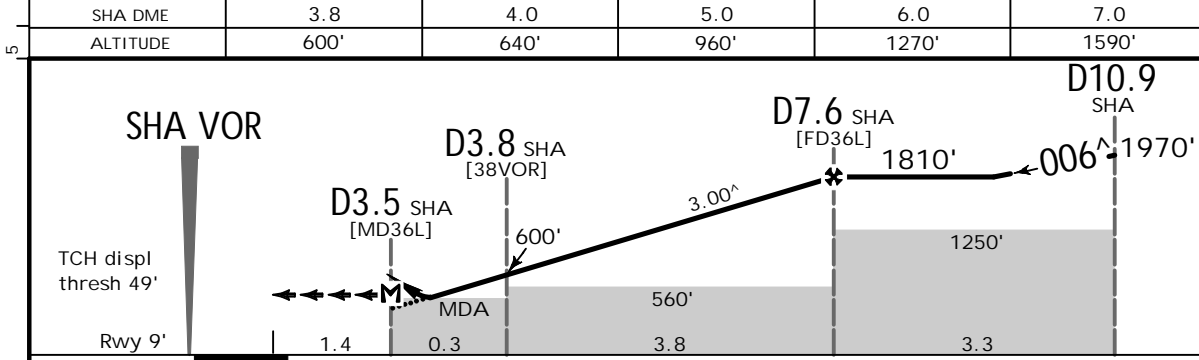
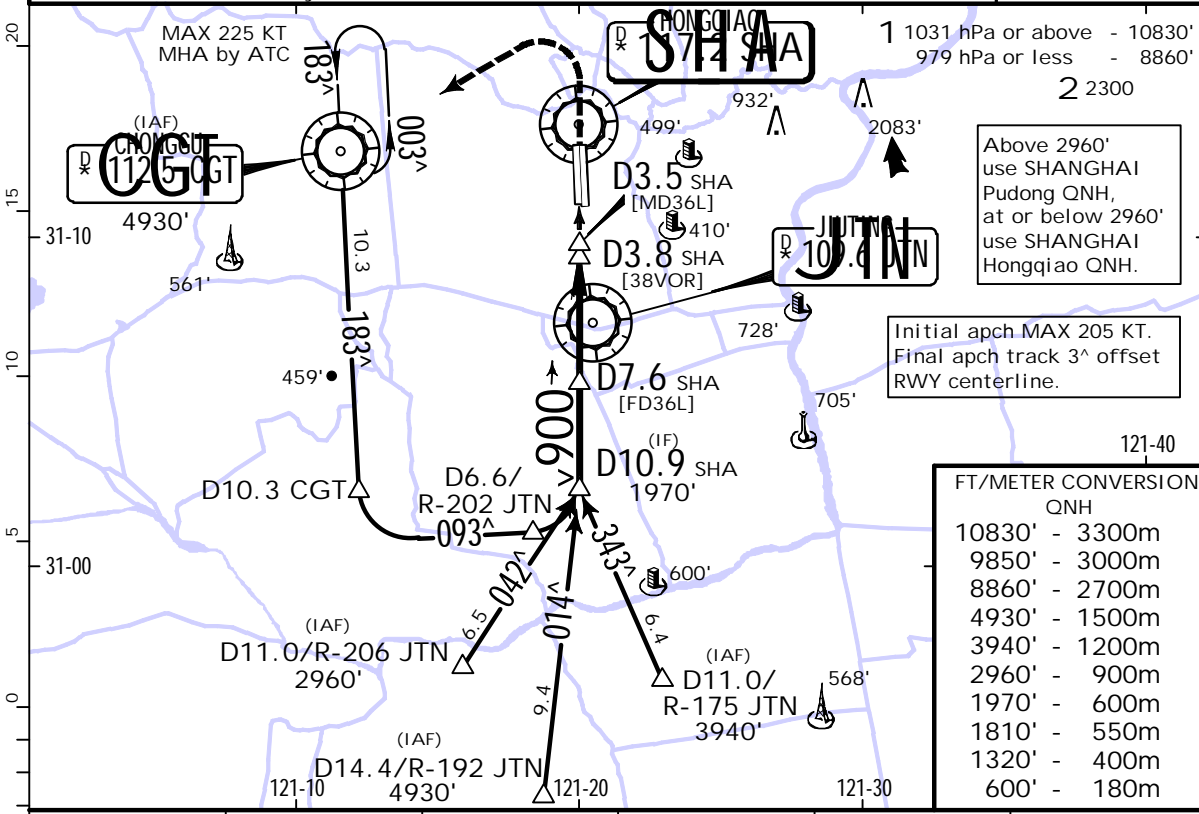
STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND	
CDFA				Not authorized East of runway	
MDA(H) 460' (454')				ALS out	
			Max Kts.	MDA(H)	VIS
A			100	690' (680')	2800m
B	2200m		135	690' (680')	3200m
C	2400m		180	790' (780')	4400m
D	2600m		205	790' (780')	4800m

ZSSS/SHA  
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z. (13-2)

SHANGHAI, PR OF CHINA  
VOR DME Rwy 36L

BRIEFING STRIP™	D-ATIS	AP01		AP02	AP03		SHANGHAI Approach (R)		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				
	VOR SHA *117.2	Final Apch Crs 006^	D7.6 SHA 1810' (1801')		MDA(H) 460' (451')		Apt Elev 10' Rwy 9'				
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		



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	PAPI		MAX			
MAP at D3.5 SHA									LT			

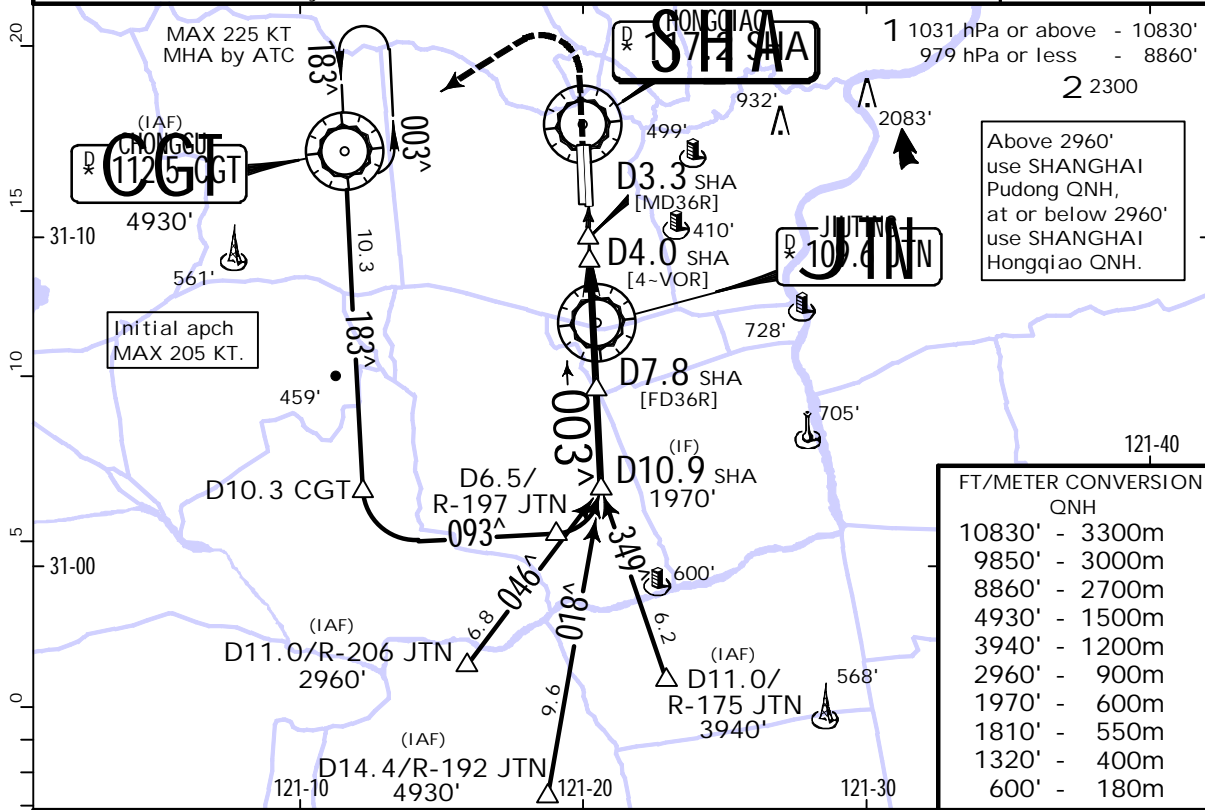
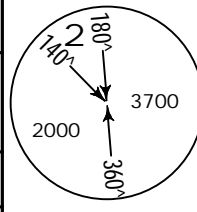
PANS OPS	Standard.				STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND			
					CDFA				Not authorized			
					MDA(H) 460' (451')				East of runway			
					ALS out							
	A									Max Kts	MDA(H)	VIS
B	2600m								100	690' (680')	2800m	
C	2800m								135	690' (680')	3200m	
D	3000m								180	790' (780')	4400m	
									205	790' (780')	4800m	

ZSSS/SHA  
HONGQIAO

10 JUN 22  
Eff. 15 Jun. 1600Z. (13-3)

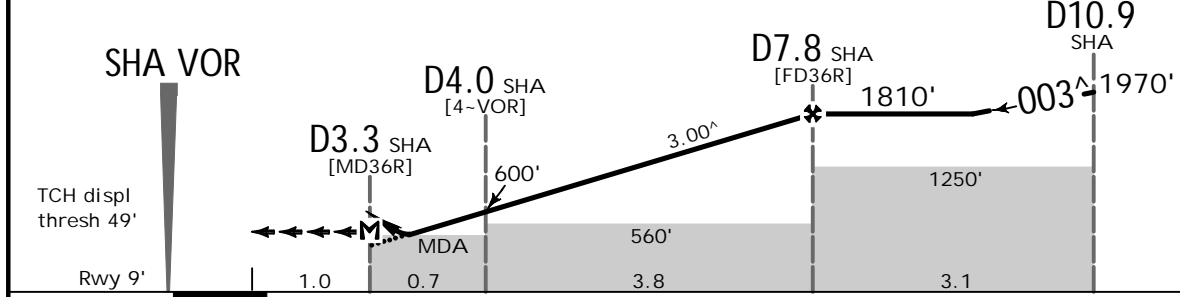
SHANGHAI, PR OF CHINA  
VOR DME Rwy 36R

D-ATIS	AP01	AP02	AP03	SHANGHAI Approach (R)		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		
VOR SHA *117.2	Final Apch Crs 003 <sup>^</sup>	D7.8 SHA 1810' (1801')		MDA(H) 460' (451')	Apt Elev 10'			
				Rwy 9'				
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	



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	HLALS	1320'	205 KT	CGT	112.5	at 2960'
Descent Angle	3.00 <sup>^</sup>						PAPI	↑	MAX	←	LT	
MAP at D3.3 SHA												

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

## Chart changes since cycle 06-2023

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

**SHANGHAI, (HONGQIAO - ZSSS)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport ZSSS

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20211119

**End Date:** 20230430

Based on NTM F0713-23 minimums changed. VOR DME RWY 18L (13-1) MDA(H) raised to 600'(594'), VIS 2600m. VOR DME RWY 36L (13-2) and VOR DME RWY 36R (13-3) MDA(H) raised to 600'(591'), VIS 2600m.

### Chart Change Notices for Country CHN

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** 20210716

**End Date:** Until Further Notice

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