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Airport Information For ZSSS

Terminal Charts For ZSSS

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Shanghai Chn
IATA Code: SHA
Lat/Long: N31° 11.8' E121° 20.1'
Elevation: 10 ft

Airport Use: Public
Magnetic Variation: 5.6°W

Fuel Types: Jet, Jet A-1
Oxygen Types: High Pressure
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: 2254 Z
Sunset: 0906 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

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

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 132.25
Hongqiao Tower 124.3 Secondary
Hongqiao Tower 118.65
Hongqiao Tower 118.25 Secondary
Hongqiao Tower 118.1
Hongqiao Delivery Ground Control 121.75
Hongqiao Ground Control 121.9 Secondary
Hongqiao Ground Control 121.85
Hongqiao Ground Control 121.6
Hongqiao Ground Control 118.1 Secondary
Shanghai Approach Control 128.05 Secondary
Shanghai Approach Control 127.75
Shanghai Approach Control 126.65
Shanghai Approach Control 126.3
Shanghai Approach Control 125.85
Shanghai Approach Control 124.05 Secondary
Shanghai Approach Control 123.8
Shanghai Approach Control 121.1
Shanghai Approach Control 120.65 Secondary
Shanghai Approach Control 119.2 Secondary
Shanghai Approach Control 125.4
Shanghai Approach Control 120.3
Shanghai Approach Control 119.75 Secondary

1. GENERAL

1.1. ATIS

D-ATIS 132.25

1.2. 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.

1.3. TAXI PROCEDURES**1.3.1. GENERAL**

TWYs K1, L01, L03 and L04 wingspan restricted to less than 213.2'/65m.
TWY L07 wingspan restricted to less than 198'/60.4m (213.2'/65m when towed).
TWY L11 wingspan restricted to less than 171'/52m.
TWYs L02, L05, L06, L12 thru L14 and L17 wingspan restricted to less than 118'/36m.
TWY L08 wingspan restricted to less than 79'/24m.

1.3.2. RWY CROSSING

TWYs H1, H4 and H7 used for crossing RWY 18L/36R.
TWYs H1 thru H7 used for crossing RWY 18R/36L.
Cross the RWY immediately upon receiving the crossing clearance.
Repeat all ATC instructions concerning "hold short of RWY or cross the RWY".
Any questions shall be clarified before crossing RWY.
Finally, report to controller "runway vacated".

1.4. OPERATIONAL RULES FOR B747-8

- 1.4.1.** RWY 18L/36R mainly used for arrivals, 18R/36L for departures.
- 1.4.2.** Pilots shall follow ATC instructions for taxi routes of B747-8. For TWYs unusable for B747-8 refer to 10-9A1 chart.
- 1.4.3.** Stands 95, 97, 248, 250 and 411 are available for B747-8.
- 1.4.4.** B747-8 shall be guided into stands by Follow-me.
- 1.4.5.** Use judgmental steering at following TWY corner sections:
 - TWYs A1 thru A4, H1, H7, T1, T6, K6 and K7 into TWY A;
 - TWYs H1, H7, T1 and T6 into RWY 18L/36R;
 - TWY L01 into TWYs K6 and K7.

1.5. PARKING INFORMATION

Visual docking guidance system available for stands 221 thru 275.

On stand 76, 98A, 98B, 98C, 99, 232 thru 235, 262 thru 265, 286 thru 290, 301 thru 312 and 401 thru 413 push-back required.

Stands 604, 604B, 605 and 606 are available for emergency flights and under Follow-me guidance only.

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.
Enter stand 301 from TWY L08 via TWY K1.

1. GENERAL

1.6. OTHER INFORMATION

1.6.1. GENERAL

Birds.

RWYs 18L and 18R right-hand circuit.

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

1.6.2. 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 separation 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).

2. ARRIVAL

2.1. GENERAL

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

2.2. COMMUNICATION FAILURE PROCEDURE

Landing to North:

Proceed to JTN according to the last instructed altitude (climb to 4930'-1500m if not reached), then join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 36R instrument approach procedure.

Landing to South:

Proceed to PK according to the last instructed altitude (climb to 4930'-1500m if not reached), join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 18L instrument approach procedure.

2.3. RWY OPERATIONS

RWY 18L/36R mainly used for arrival.

If ACFT can not use the rapid exit TWY, pilot shall inform controller in advance.

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

2.4. TAXI PROCEDURES

- **Requirements for ACFT occupying RWY (except for wet or contaminated RWY):**

ACFT shall fully vacate RWY within 50 seconds after touchdown. If flight crew considers they cannot fulfill the process within the required time, pilot shall inform the controller no later than 5 minutes before touching down.

2.5. OTHER INFORMATION

The latest time to issue landing clearance can be before ACFT flying over RWY THR. Pilots shall strictly follow ATC instructions.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

Crew may apply for departure clearance via DCL 20 minutes prior to estimated start-up time.

Upon receiving of departure information via DCL, crew shall transmit a confirm information within 10 minutes, or the service will be regarded a failure.

Upon completion of DCL service, crew shall repeat RWY designator and initial climb altitude to ATC.

3.2. DE-ICING

DE-ICING POSITION	ENTRY	EXIT	REMARKS
1	TWY D (nose to South)	TWY D - H7	De-icing positions 1, 2, 4, 5, 6 can be used independently.
2		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 (nose to North)	TWY D - H1	ACFT de-icing on positions 3 and 4:
6		TWY D - H2 or H1	
7	L01 (nose to South)	L01 - H7	Stands 601 thru 608 are forbidden to use;
8	L03 (nose to West)	L03 - K1	ACFT entering or exiting from China Eastern Airlines hangar are forbidden; TWY L14 (South of stand 601) is forbidden to use.

3.3. START-UP, PUSH-BACK & TAXI PROCEDURES

Departing ACFT shall contact Delivery for delivery clearance within 10 min prior to start-up.

Before push-back and start-up, departing ACFT shall contact HONGQIAO Ground for push-back and start-up clearance and conduct within 5 min, otherwise, apply the clearance once more.

HONGQIAO Ground will notify the ACFT at appropriate time to contact Tower for further ATC instructions.

In order to avoid frequency congestion, pilot shall leave Tower frequency without RTF instruction from controller as soon as airborne and contact the frequency assigned in the delivery clearance immediately.

ACFT using stand 2 shall not start-up until pushed to the taxilane West of stand 3 or North of stand 6.

ACFT using stand 76 will be pushed back with nose Westwards if stands 65, 66 and 75 not occupied, otherwise with nose Eastwards to Aprons B or C before start-up.

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 301 thru 312 shall be pushed back to holding point on TWY L08.

3. DEPARTURE

Engine run-up stands on apron 4 can only be used while TWY L11 between stands 406 and 407 is not in use.

ACFT on stands 401 thru 413 shall be pushed back to holding point on TWY L11, then start-up and taxi to TWY D.

ACFT on stands 406 and 411 with wingspan no less than 171'/52m shall be pushed out directly to TWY D.

ACFT on stands 601 thru 608 shall be pushed to holding point on TWY L14 then start-up and taxi to 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 604 thru 608 (including 604B) are forbidden to push-back while towing ACFT taxi in/out on apron 6.

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

- Requirements for ACFT occupying RWY (except for wet or contaminated RWY):

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

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. RUN-UP TESTS

Engine run-ups are subject to AOC permission and Tower clearance, and may only be carried out at a designated location.

Testing period and engine noise shall be controlled.

Stands for run-up tests installed North of stand 404 with nose to South. Engine run-up stands can only be used while TWY L11 between stands 401 thru 407 is not in use. Stands 401 thru 406 must be vacated before engine run-ups take place on Apron 4 engine run-ups stand by ACFT type B747-8.

3.4.2. 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.

3.5. RWY OPERATIONS

RWY 18R/36L mainly used for departure.

D-ATIS
132.25Apt 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

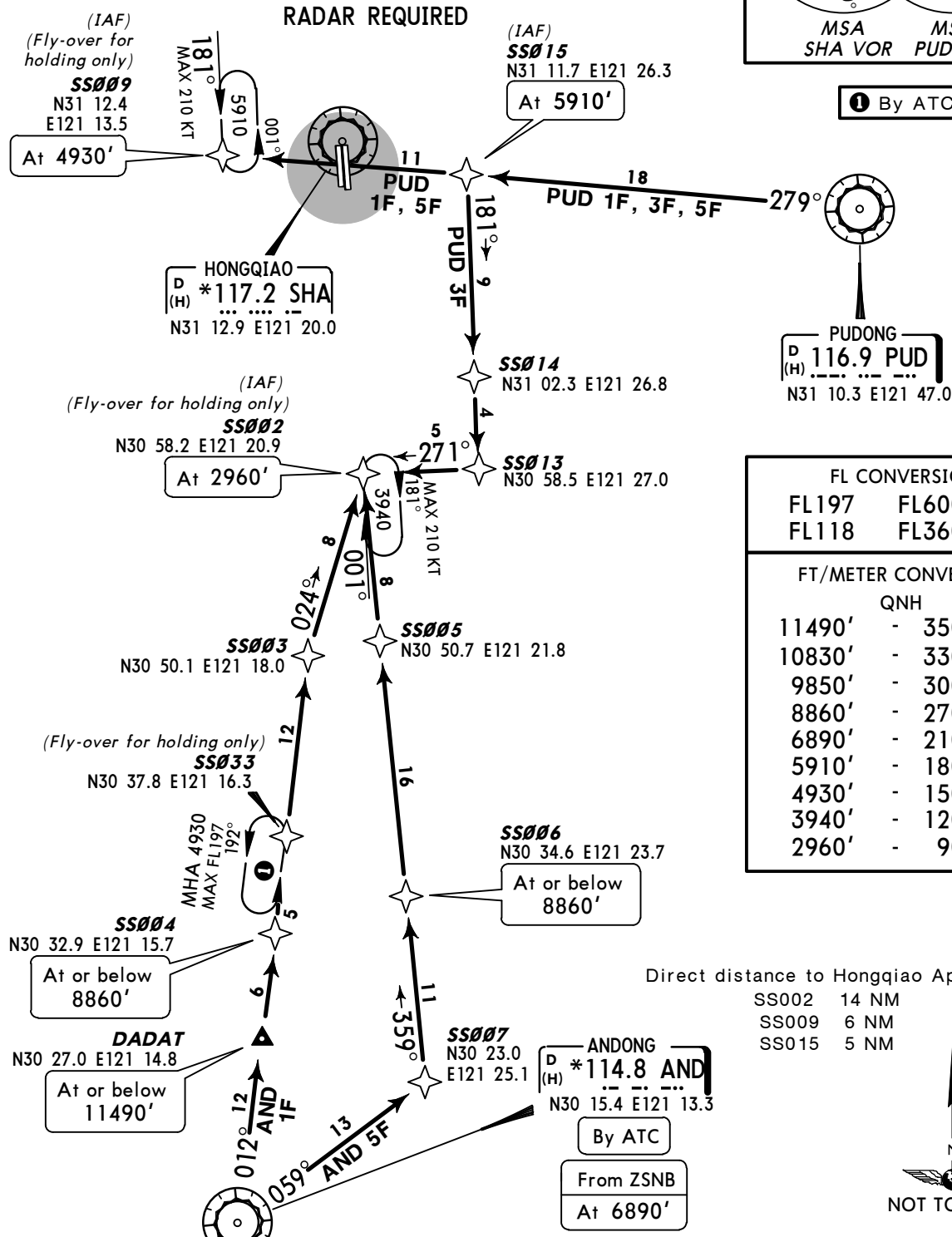
AND 1F, AND 5F①, PUD 1F, PUD 3F, PUD 5F①

RWYS 36L/R RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED



STAR

ROUTING

AND 1F

AND (6890' or by ATC) - DADAT (11490'-) - SS004 (8860'-) - SS033 - SS003 - SS002 (2960').

AND 5F①

AND (6890' or by ATC) - SS007 - SS006 (8860'-) - SS005 - SS002 (2960').

PUD 1F, PUD 5F①

PUD - SS015 (5910') - SS009 (4930').

PUD 3F

PUD - SS015 (5910') - SS014 - SS013 - SS002 (2960').

D-ATIS
132.25Apt 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

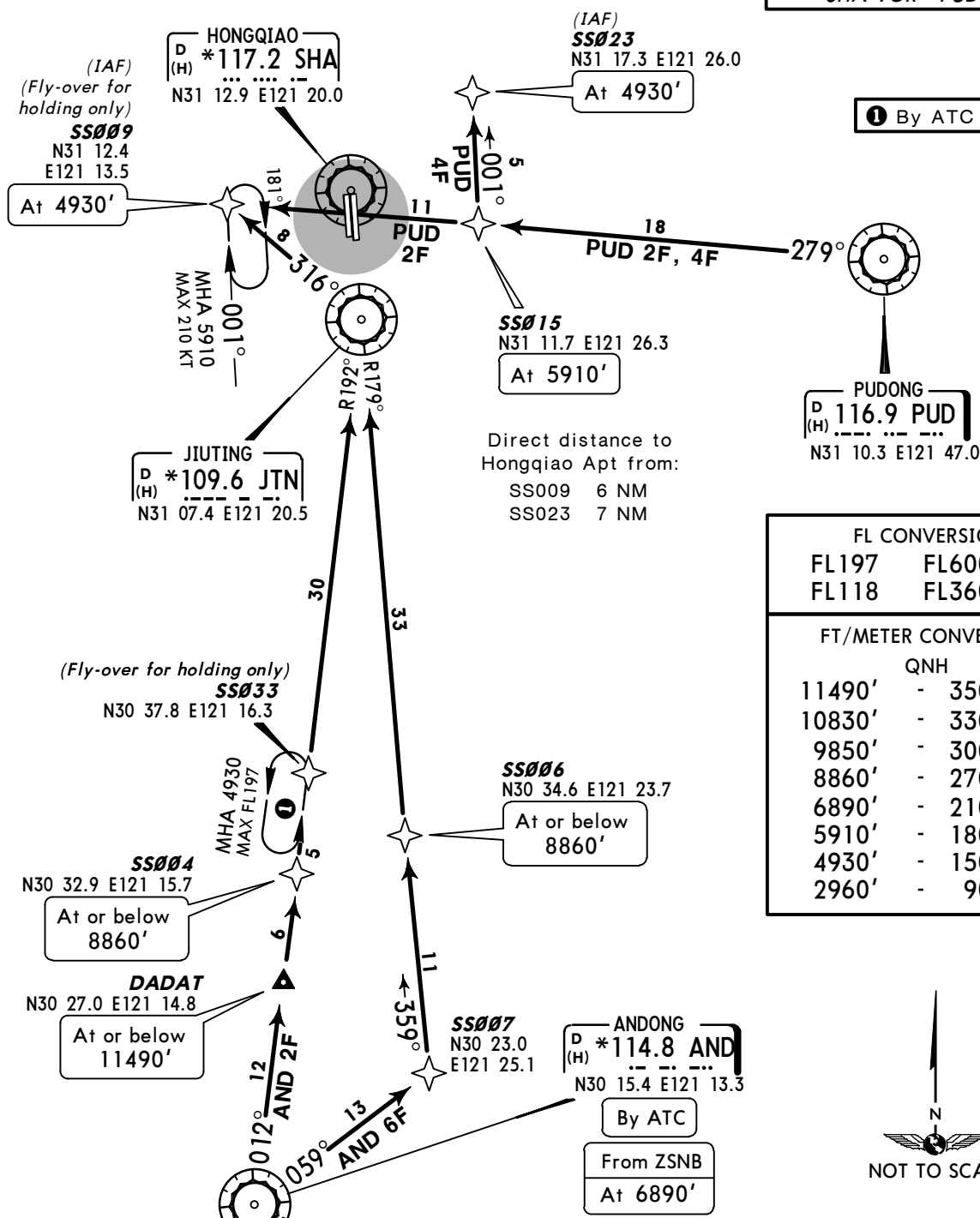
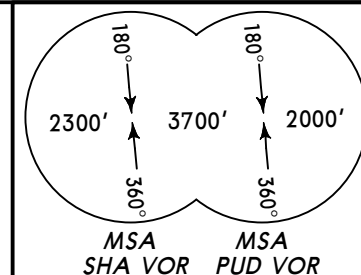
AND 2F, AND 6F ①, PUD 2F, PUD 4F ①

RWYS 18L/R RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED



FL CONVERSION	
FL197	FL6000m
FL118	FL3600m

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

STAR

ROUTING

AND 2F

AND (6890' or by ATC) - DADAT (11490'-) - SS004 (8860'-) - SS033 - JTN - SS009 (4930').

AND 6F ①

AND (6890' or by ATC) - SS007 - SS006 (8860'-) - JTN - SS009 (4930').

PUD 2F

PUD - SS015 (5910') - SS009 (4930').

PUD 4F ①

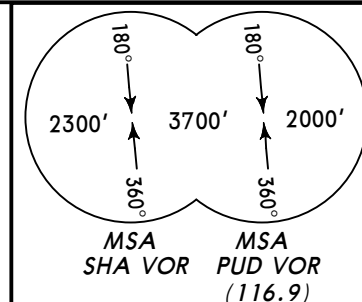
PUD - SS015 (5910') - SS023 (4930').

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.
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below

SAS 1F, SAS 3F
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



SASAN

N31 35.4 E120 19.2

CAT C & D

At FL207
or at FL148
or at FL128

CAT B

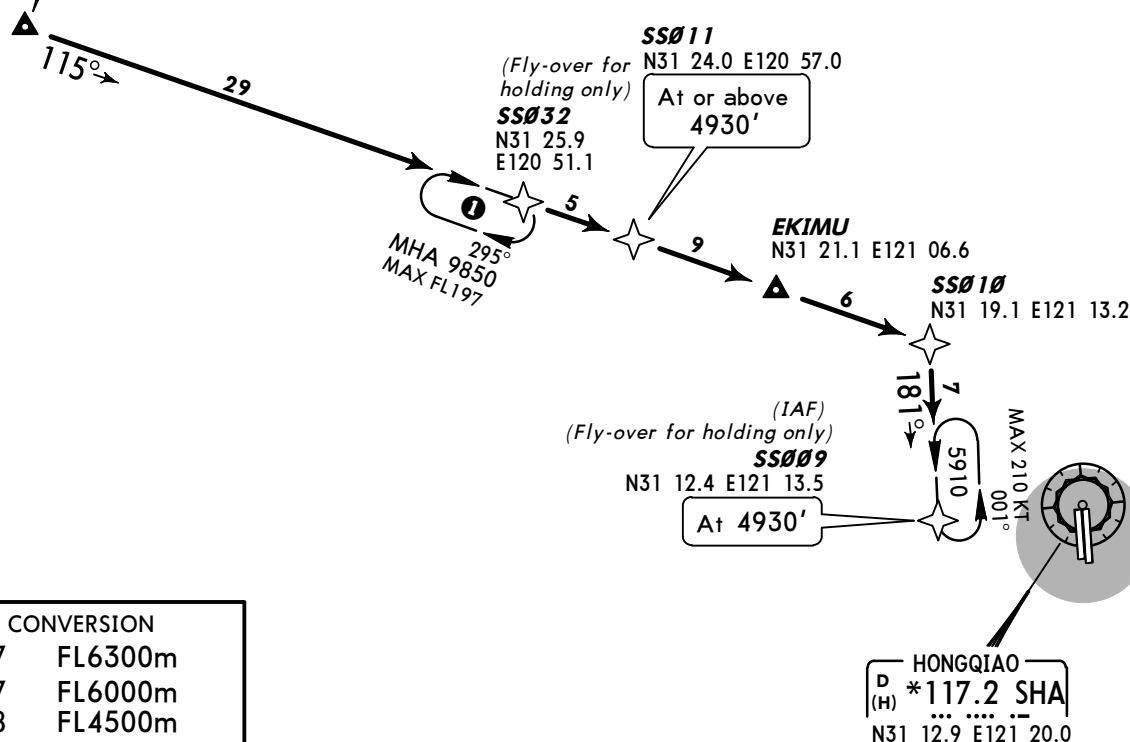
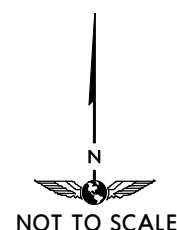
At FL128

CAT A

At 4930'

By ATC

Direct distance to Hongqiao Apt from:
SS009 6 NM



FL CONVERSION

FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION

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

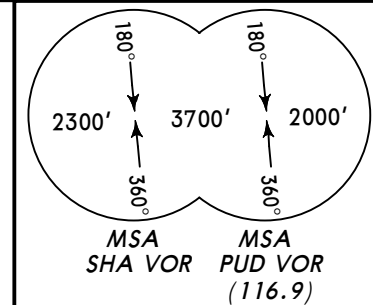
ROUTING

SASAN - SS032 - SS011 (4930'+) - EKIMU - SS010 - SS009 (4930').

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. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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SAS 2F, SAS 4F
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

1 By ATC



SASAN

N31 35.4 E120 19.2

CAT C & D

At FL207
or at FL148
or at FL128

CAT B

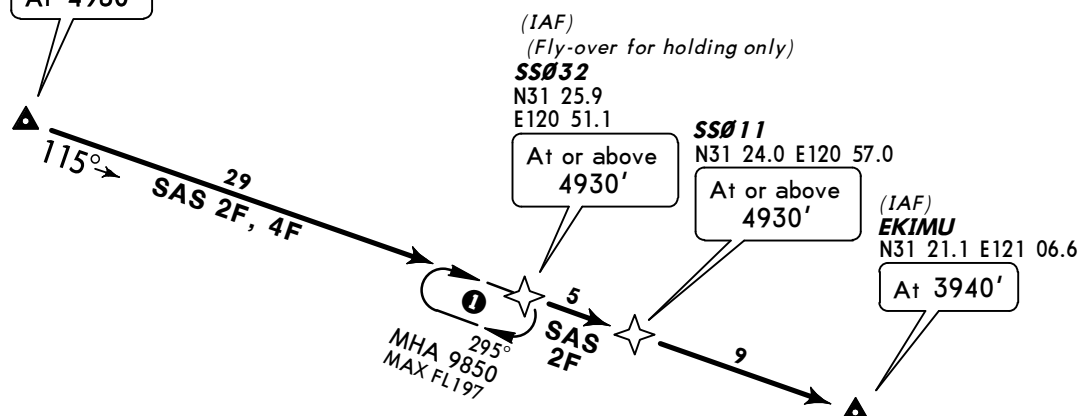
At FL128

CAT A

At 4930'

Direct distance to Hongqiao Apt from:

EKIMU 15 NM
SS032 29 NM



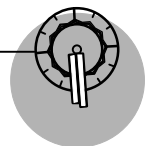
FL CONVERSION

FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION
QNH

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

HONGQIAO
D *117.2 SHA
(H)
N31 12.9 E121 20.0



STAR	ROUTING
SAS 2F	SASAN - SS032 (4930'+) - SS011 (4930'+) - EKIMU (3940').
SAS 4F	SASAN - SS032 (4930'+).

D-ATIS
132.25

Apt Elev
10'

Alt Set: hPa

Trans level: FL118

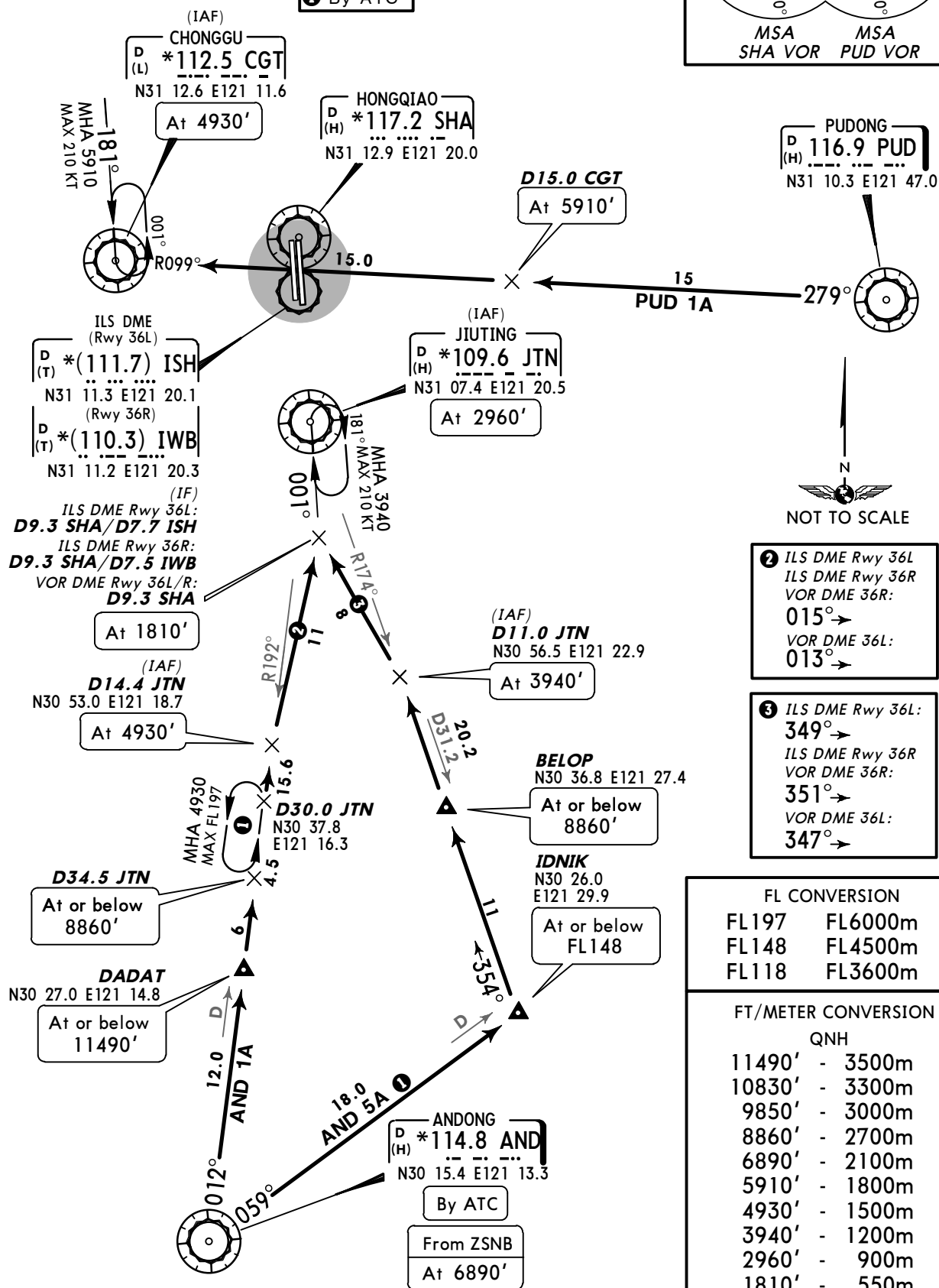
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

Trans alt: 9850'

Trans art. 5555
10830' 1031 hPa or above
8860' 979 hPa or below

AND 1A, AND 5A ①, PUD 1A
RWYS 36L/R ARRIVALS

1 By ATC



NOT TO SCALE

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

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

FL CONVERSION	
FL197	FL6000m
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION

QNH

11490'	-	3500m
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1810'	-	550m

D-ATIS
132.25

Apt Elev
10'

Alt Set: hPa

Trans level: FL118

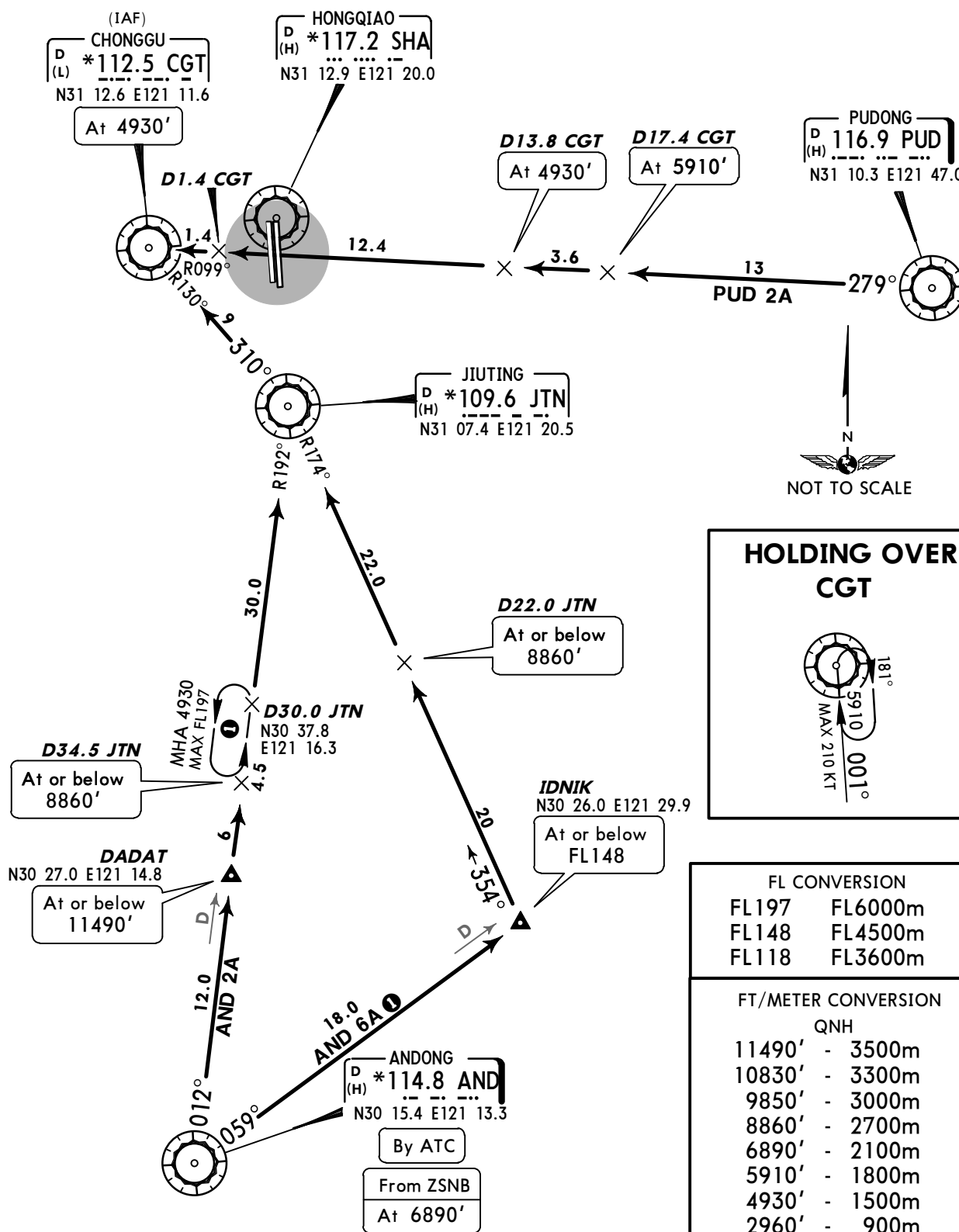
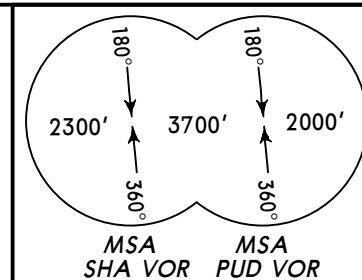
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

AND 2A, AND 6A, PUD 2A RWYS 18L/R ARRIVALS

By ATC



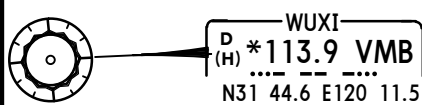
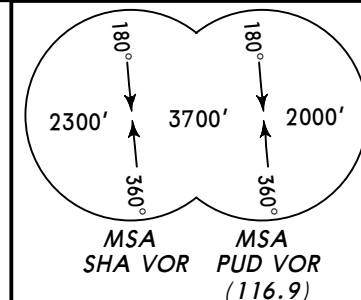
D-ATIS
132.25

Apt Elev
10'

Alt Set: hPa
Trans level: FL118
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below

SASAN 1A [SASA1A] RWYS 36L/R ARRIVAL

① By ATC



D11.3
130°

SASAN
N31 35.4 E120 19.2

CAT C & D
At FL207
or at FL148
or at FL128

CAT B
At FL128

CAT A
At 4930'

D28.0 SHA
N31 25.8
E120 51.1
(SHA R-302)
MHA 9850
MAX FL197

D22.5 SHA
(SHA R-304)

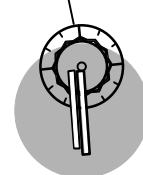
At or above
4930'

EKIMU
N31 21.1 E121 06.6

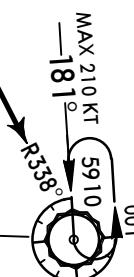
158°

9.6

HONGQIAO
D (H) *117.2 SHA
N31 12.9 E121 20.0



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



FT/METER CONVERSION

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

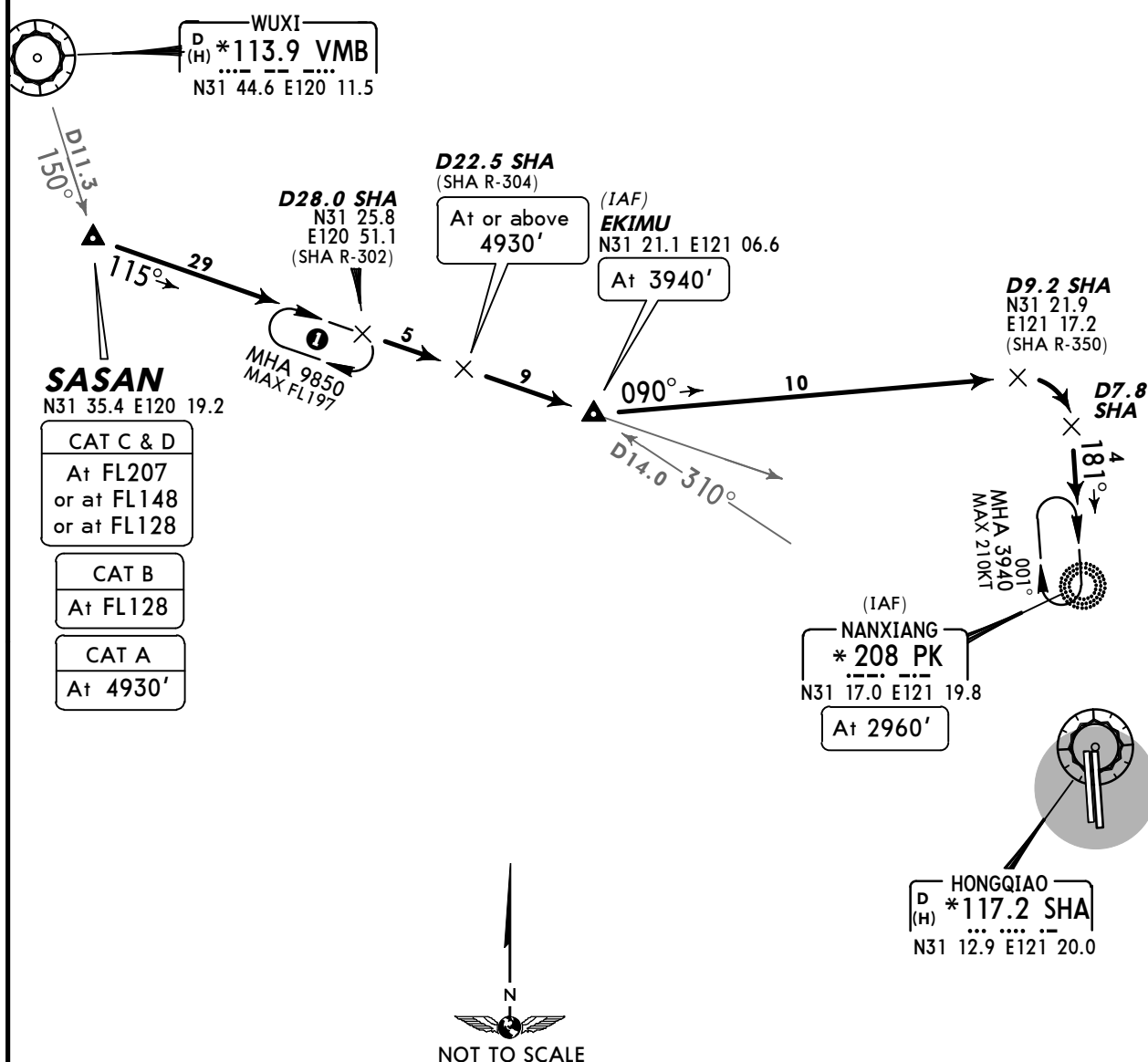
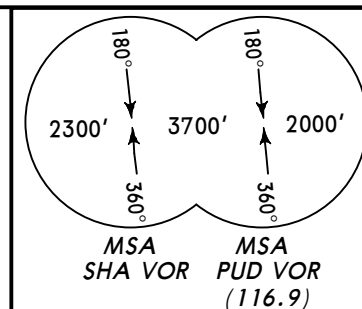
FL CONVERSION

FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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SASAN 2A [SASA2A] RWYS 18L/R ARRIVAL

① By ATC



- CAT C & D
At FL207
or at FL148
or at FL128
- CAT B
At FL128
- CAT A
At 4930'

FT/METER CONVERSION

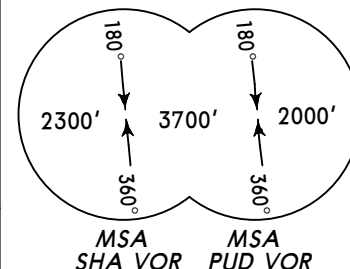
	QNH
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m

FL CONVERSION

FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

Apt Elev
10'

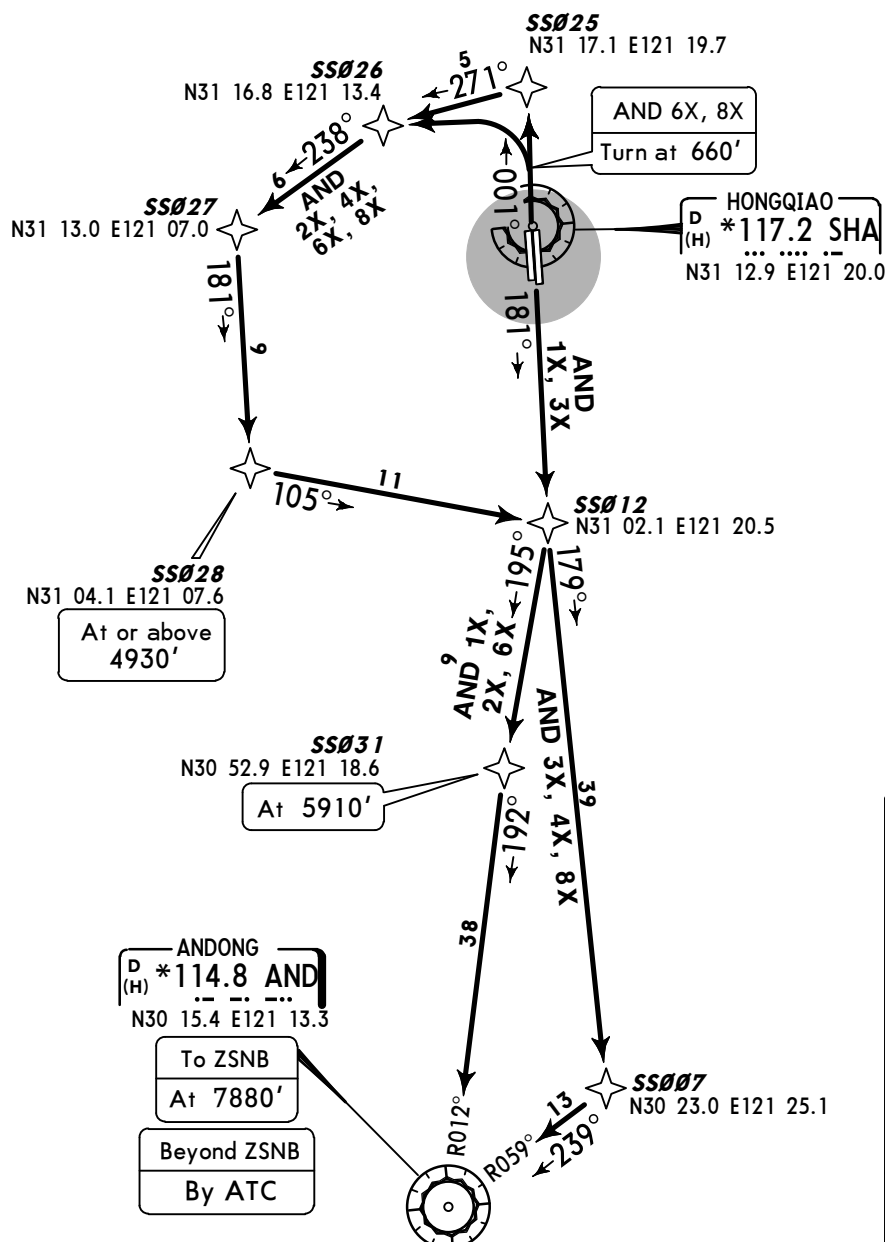
Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



AND 1X, AND 2X, AND 3X
AND 4X, AND 6X, AND 8X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

NOT TO SCALE

By ATC



FT/METER CONVERSION

QNH

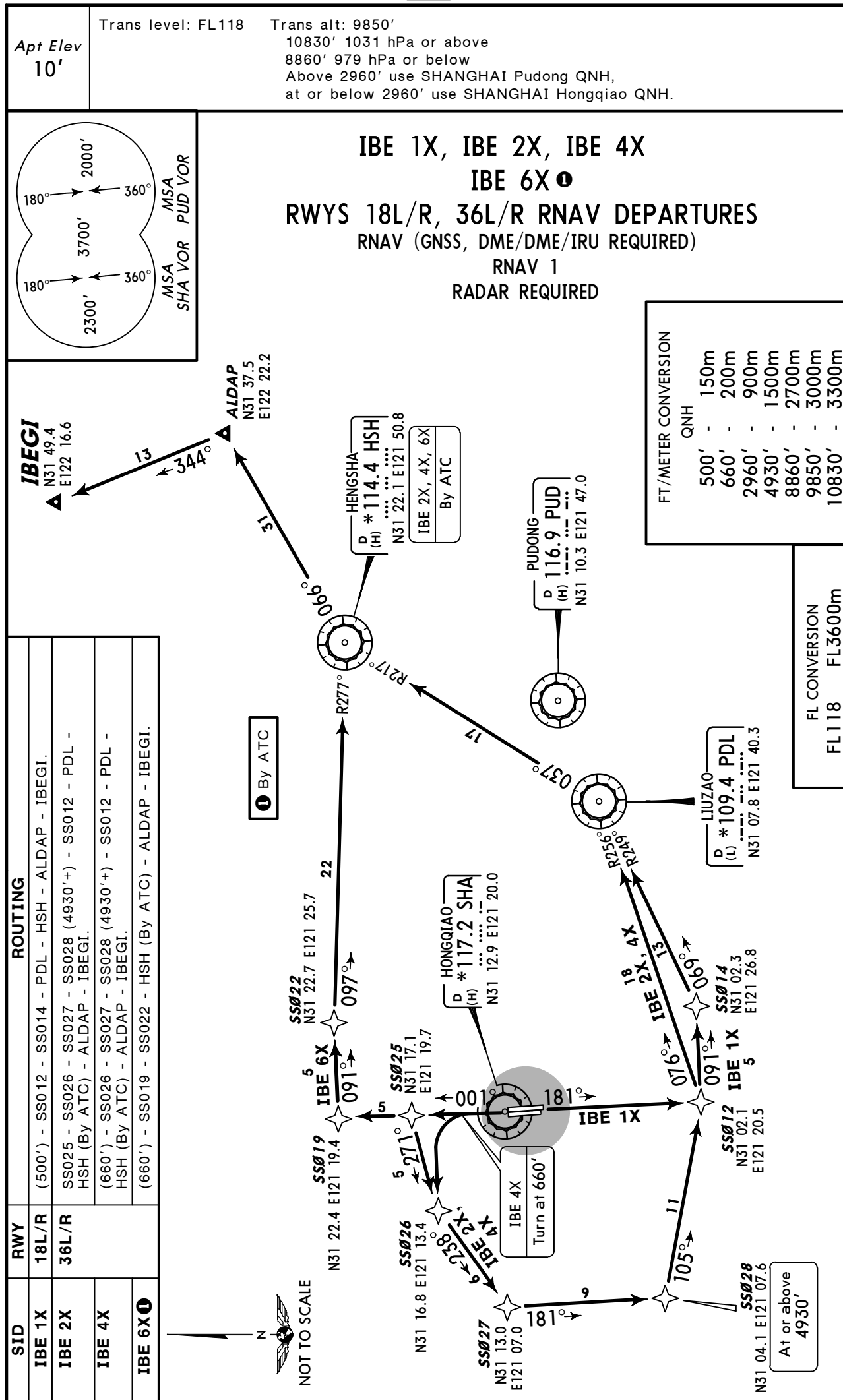
500'	-	150m
660'	-	200m
2960'	-	900m
4930'	-	1500m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

SID	RWY	ROUTING
AND 1X	18L/R	(500') - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 3X	18L/R	(500') - SS012 - SS007 - AND (7880' or by ATC).
AND 4X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS007 - AND (7880' or by ATC).
AND 6X		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 8X		(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - SS007 - AND (7880' or by ATC).

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Apt Elev
10'

Trans level: FL118

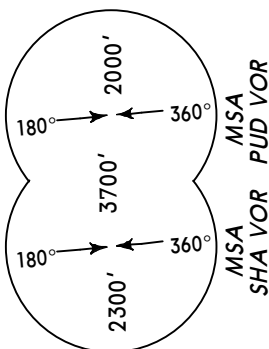
Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong QNH,

at or below 2960' use SHANGHAI Hongqiao QNH.



LAM 2X, LAM 3X
LAM 8X, LAM 56X
RWYS 18L/R, 36L/R
RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

LAMEN
N31 36.6 E124 00.0
TONIX
N31 19.9 E123 32.6
BOLEX
N31 00.0 N31 00.0
LASAN BONGI
N31 00.0 N31 00.0
NINAS
N31 00.0 E122 25.5 E122 38.9 E123 00.0

By ATC

ROUTING

RWY

SID

LAM 3X

LAM 2X

LAM 8X

LAM 56X

①

(500') - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - TONIX - LAMEN.

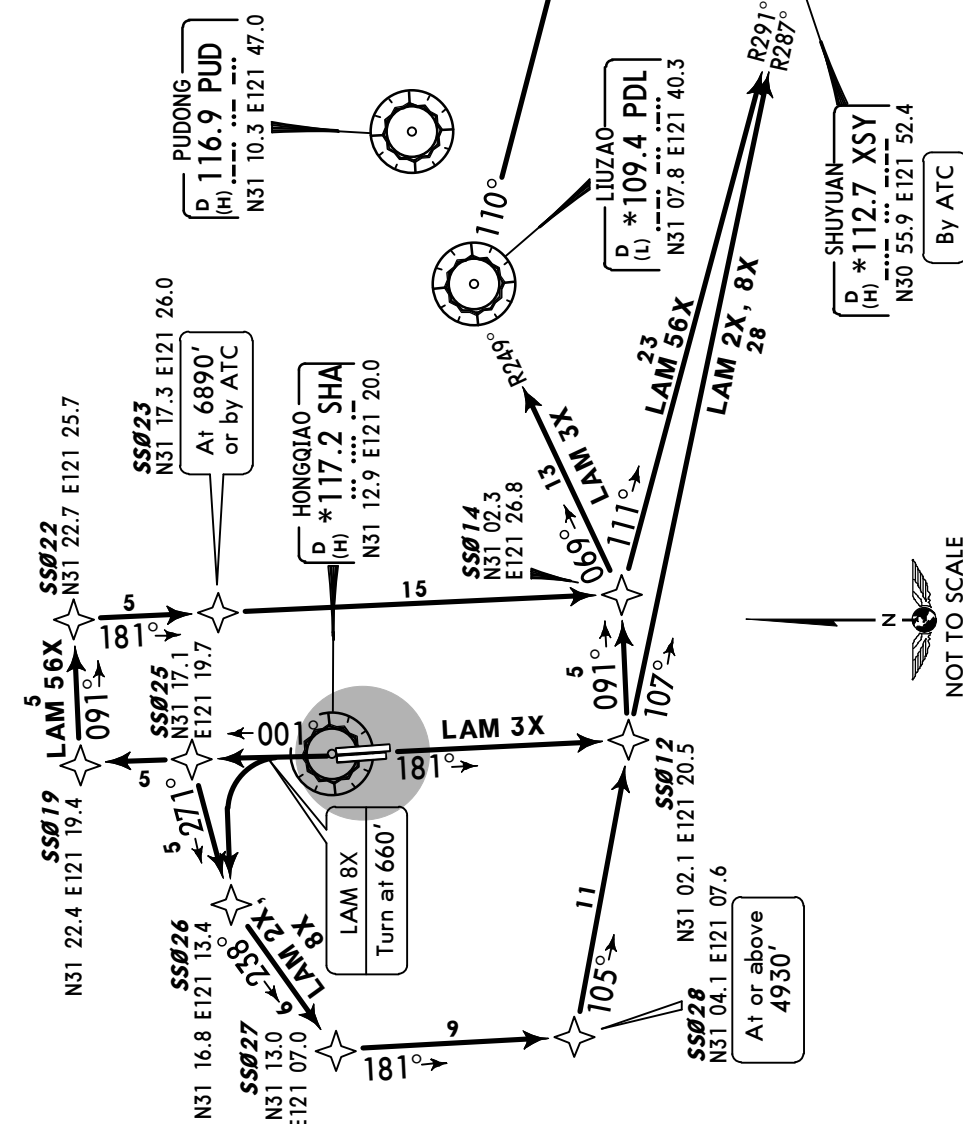
SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.

(660') - SS026 - SS027 - SS028 (4930'+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.

(660') - SS019 - SS022 - SS023 (6890' or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.

(660') - SS019 - SS022 - SS023 (6890' or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.

FT/METER CONVERSION	QNH
500' - 150m	
660' - 200m	
2960' - 900m	
4930' - 1500m	
6890' - 2100m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	FL118
FL3600m	



NOT TO SCALE

By ATC

D *112.7 XSY
N30 55.9 E121 52.4

D *109.4 PDL
N31 07.8 E121 40.3

D *116.9 PUD
N31 10.3 E121 47.0

D *117.2 SHA
N31 12.9 E121 20.0

D *117.2 SHA
N31 12.9 E121 20.0

D *117.2 SHA
N31 12.9 E121 20.0

D *117.2 SHA
N31 12.9 E121 20.0

D *117.2 SHA
N31 12.9 E121 20.0

D *117.2 SHA
N31 12.9 E121 20.0

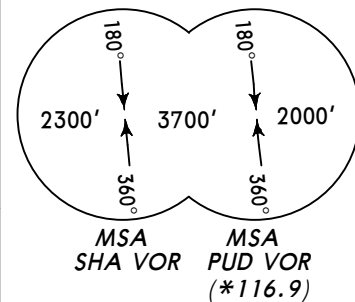
D *117.2 SHA
N31 12.9 E121 20.0

D *117.2 SHA
N31 12.9 E121 20.0

D *117.2 SHA
N31 12.9 E121 20.0

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



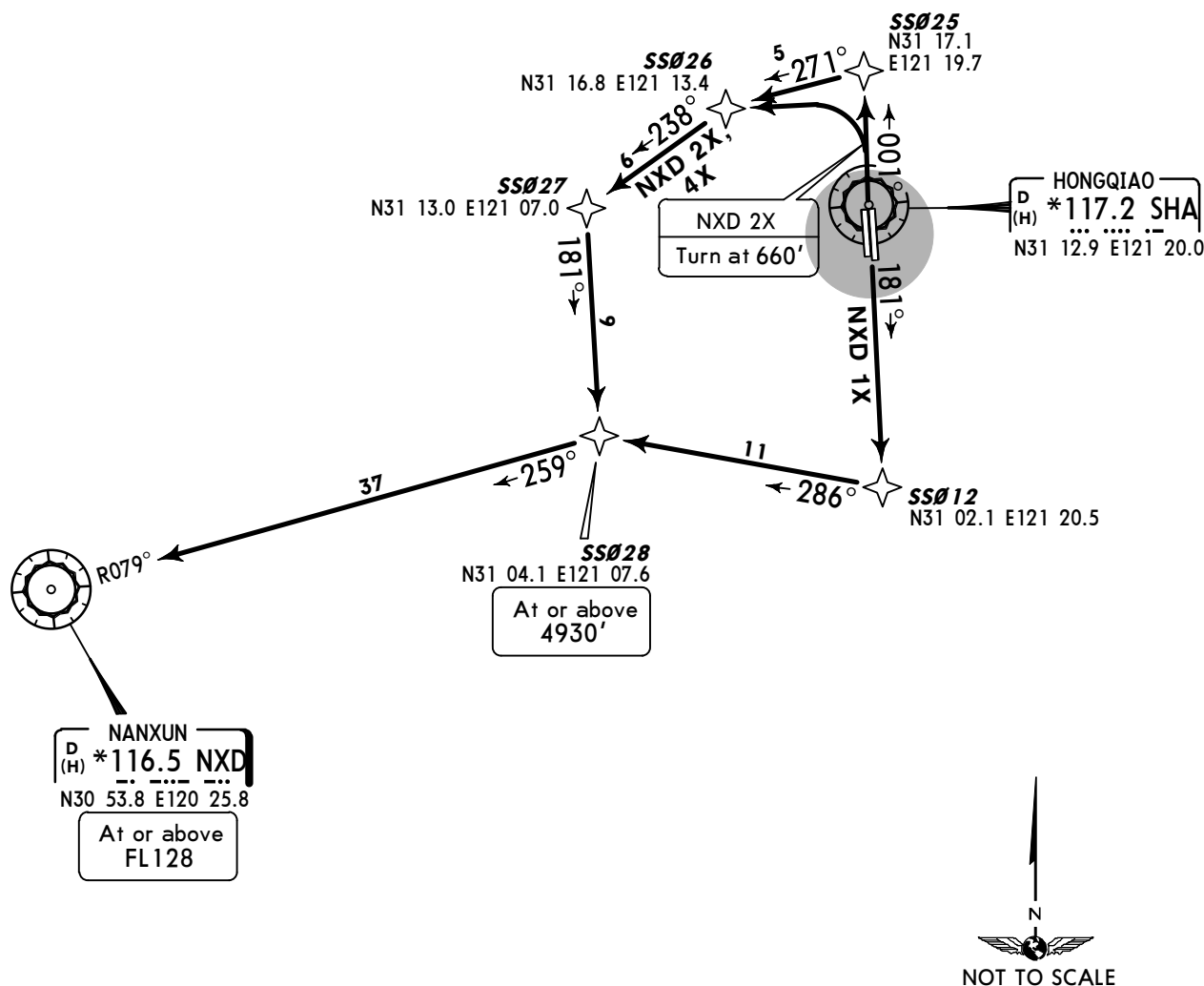
NXD 1X, NXD 2X, NXD 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION

QNH	
500'	- 150m
660'	- 200m
2960'	- 900m
4930'	- 1500m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

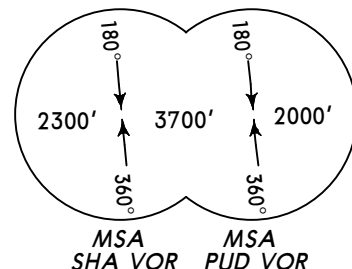
FL118	FL3600m
FL128	FL3900m



SID	RWY	ROUTING
NXD 1X	18L/R	(500') - SS012 - SS028 (4930'+) - NXD (FL128+).
NXD 2X	36L/R	(660') - SS026 - SS027 - SS028 (4930'+) - NXD (FL128+).
NXD 4X		SS025 - SS026 - SS027 - SS028 (4930'+) - NXD (FL128+).

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



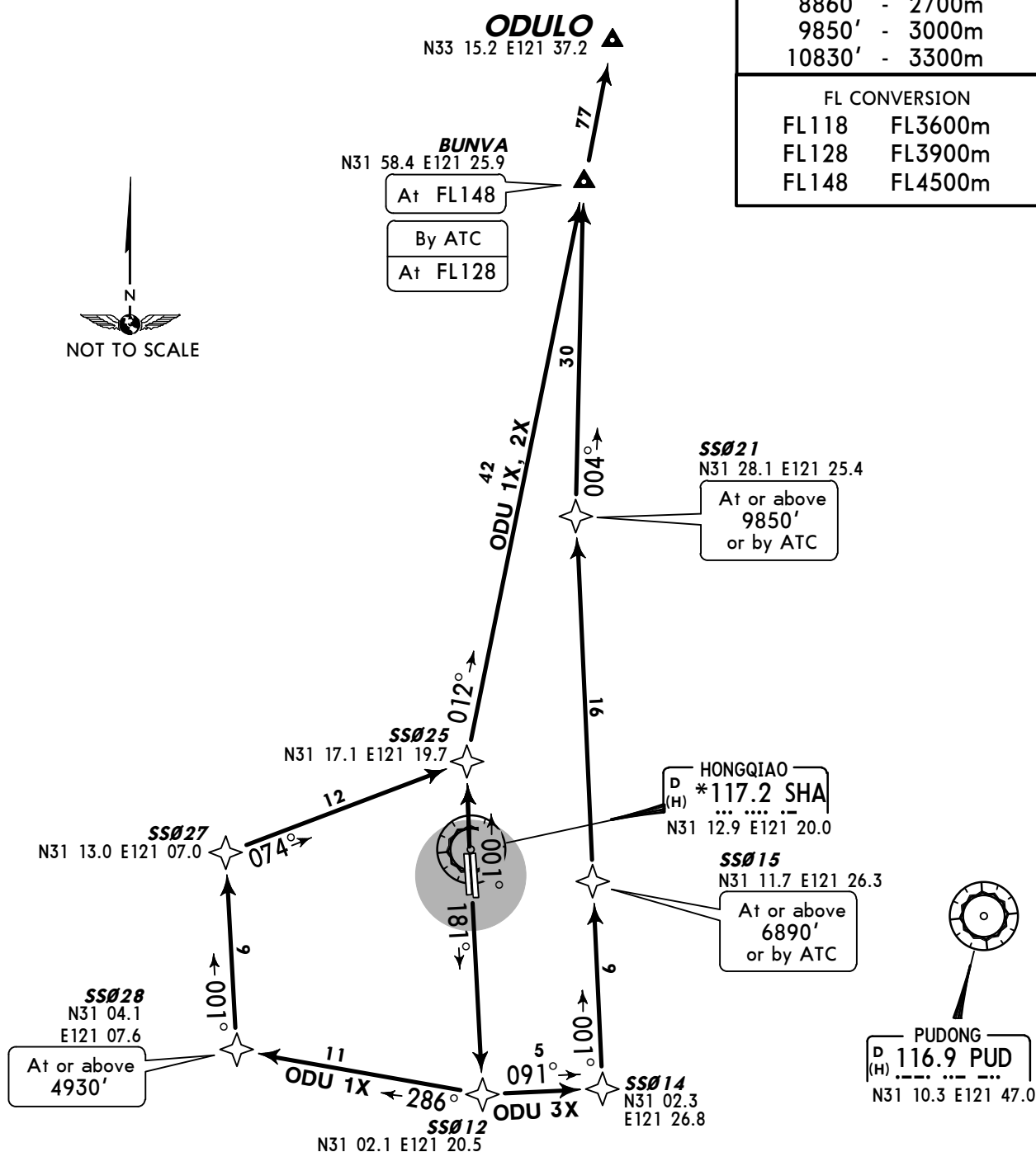
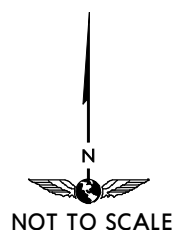
ODU 1X, ODU 2X, ODU 3X
RWYS 18L/R, 36L/R RNAV DEPARTURES
BY ATC
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION

QNH	
500'	150m
2960'	900m
4930'	1500m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

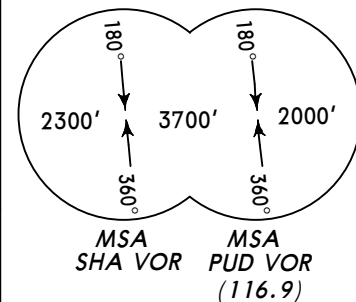
FL118	FL3600m
FL128	FL3900m
FL148	FL4500m



SID	RWY	ROUTING
ODU 1X	18L/R	(500') - SS012 - SS028 (4930'+) - SS027 - SS025 - BUNVA (FL148; FL128 by ATC) - ODULO.
ODU 2X	36L/R	SS025 - BUNVA (FL148; FL128 by ATC) - ODULO.
ODU 3X	18L/R	(500') - SS012 - SS014 - SS015 (6890'+ or by ATC) - SS021 (9850'+ or by ATC) - BUNVA (FL148; FL128 by ATC) - ODULO.

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



PIK 1X, PIK 2X, PIK 3X ①, PIK 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

① By ATC

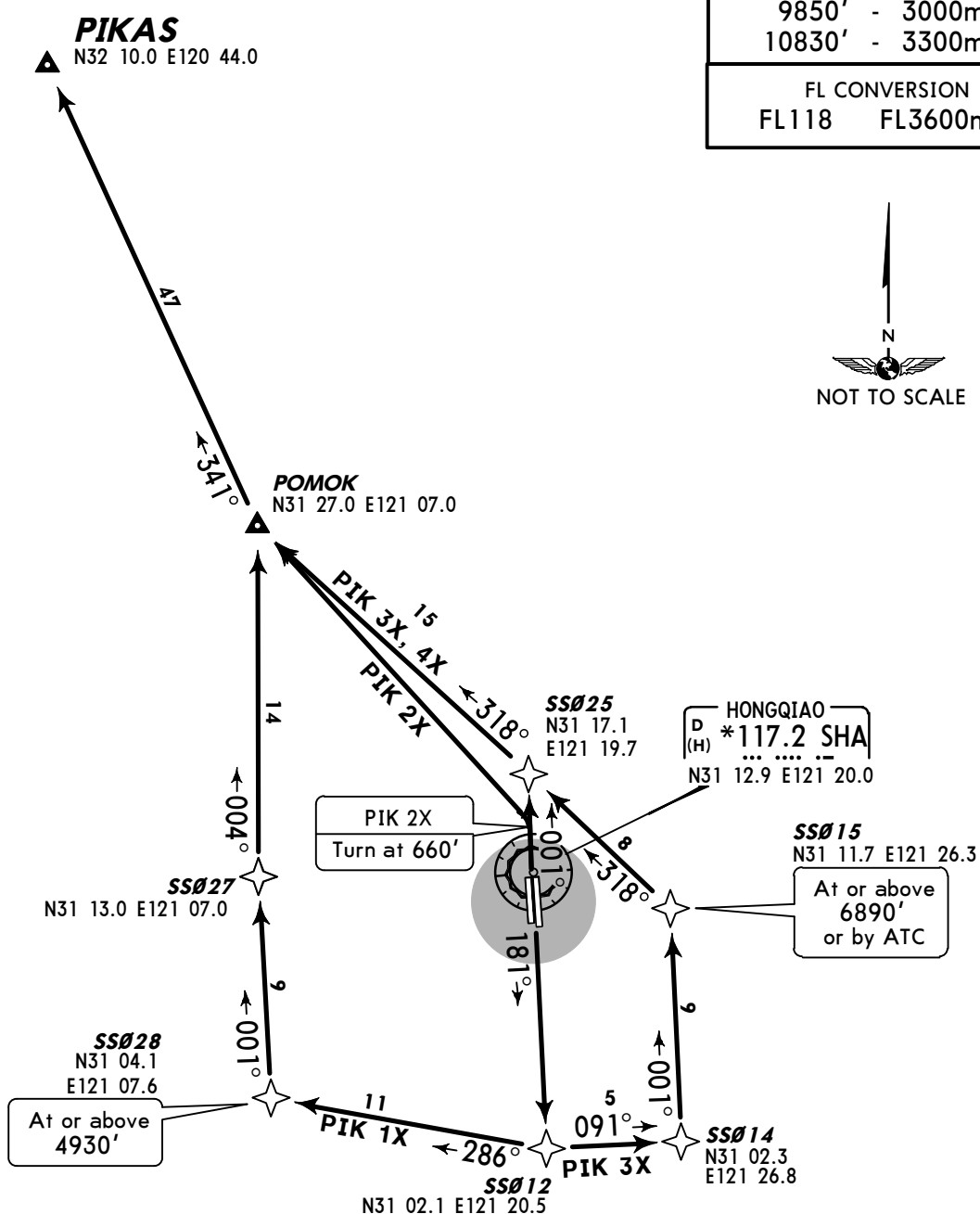
FT/METER CONVERSION

QNH

500'	-	150m
660'	-	200m
2960'	-	900m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m



SID	RWY	ROUTING
PIK 1X	18L/R	(500') - SS012 - SS028 (4930'+) - SS027 - POMOK - PIKAS.
PIK 2X	36L/R	(660') - POMOK - PIKAS.
PIK 3X ①	18L/R	(500') - SS012 - SS014 - SS015 (6890'+ or by ATC) - SS025 - POMOK - PIKAS.
PIK 4X	36L/R	SS025 - POMOK - PIKAS.

Apt Elev
10'

Trans level: FL118

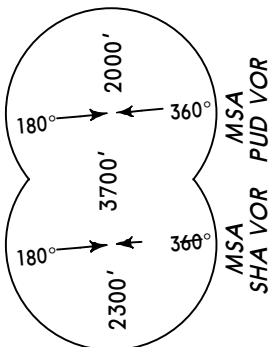
Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong QNH,

at or below 2960' use SHANGHAI Hongqiao QNH.



PON 1X, PON 2X, PON 4X, PON 6X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)

RNAV 1
RADAR REQUIRED

PONAB
N30 35.3 E122 24.1

UNTOP
N30 44.0 E122 16.6

NINAS
N31 00.0
E122 15.0

31

26

11

24



125°

R291°

R287°

SHUYUAN

D *112.7 XSY
(H) ...
N30 55.9 E121 52.4
By ATC

LIUZA
D *109.4 PDL
(L) ...
N31 07.8 E121 40.3



170°

R249°

PUDONG
D 116.9 PUD
(H) ...
N31 10.3 E121 47.0

HONGQIAO
D *117.2 SHA
(H) ...
N31 12.9 E121 20.0

At 6890'
or by ATC

SS023
N31 17.3 E121 26.0

SS022
N31 22.7 E121 25.7

SS025
N31 17.1 E121 19.7

SS026
N31 16.8 E121 13.4

SS027
N31 13.0 E121 07.0

PON 1X

SS012
N31 02.1 E121 20.5

SS028
N31 04.1 E121 07.6

At or above
4930'

11

105°

181°

9

SS014
N31 02.3 E121 26.8

SS015
N31 02.3 E121 26.8

SS016
N31 02.3 E121 26.8

SS017
N31 02.3 E121 26.8

SS018
N31 02.3 E121 26.8

SS019
N31 02.3 E121 26.8

SS020
N31 02.3 E121 26.8

SS021
N31 02.3 E121 26.8

SS022
N31 02.3 E121 26.8

SS023
N31 02.3 E121 26.8

SS024
N31 02.3 E121 26.8

SS025
N31 02.3 E121 26.8

SS026
N31 02.3 E121 26.8

SS027
N31 02.3 E121 26.8

SS028
N31 02.3 E121 26.8

SS029
N31 02.3 E121 26.8

SS030
N31 02.3 E121 26.8

SS031
N31 02.3 E121 26.8

SS032
N31 02.3 E121 26.8

SS033
N31 02.3 E121 26.8

SS034
N31 02.3 E121 26.8

SS035
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SS036
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SS037
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SS038
N31 02.3 E121 26.8

SS039
N31 02.3 E121 26.8

SS040
N31 02.3 E121 26.8

SS041
N31 02.3 E121 26.8

SS042
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SS043
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SS044
N31 02.3 E121 26.8

SS045
N31 02.3 E121 26.8

SS046
N31 02.3 E121 26.8

SS047
N31 02.3 E121 26.8

SS048
N31 02.3 E121 26.8

SS049
N31 02.3 E121 26.8

SS050
N31 02.3 E121 26.8

SS051
N31 02.3 E121 26.8

SS052
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SS053
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SS054
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SS055
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SS056
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SS057
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SS058
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SS059
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SS062
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SS064
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SS065
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SS066
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SS067
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SS069
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SS070
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SS071
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SS072
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SS073
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SS074
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SS075
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SS080
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SS095
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SS096
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SS097
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SS098
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SS099
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SS100
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SS102
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SS103
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SS104
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SS105
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SS106
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SS109
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SS110
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SS111
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SS112
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SS113
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SS114
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SS115
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SS116
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SS118
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SS120
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SS121
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SS122
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SS123
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SS125
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SS126
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SS127
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SS128
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SS129
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SS130
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SS131
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SS132
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SS133
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SS134
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SS148
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SS150
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SS151
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SS160
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SS170
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SS173
N31 02.3 E121 26.8

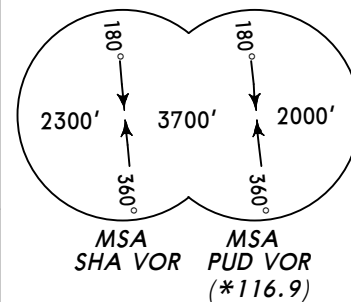
SS174
N31 02.3 E121 26.8

SS175
N31 02.3 E121 26.8

SS176
N31 02.3 E121 26.8

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



SAS 1X, SAS 2X, SAS 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION

QNH	
500'	150m
660'	200m
2960'	900m
4930'	1500m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

SASAN

N31 35.4 E120 19.2

CAT C & D

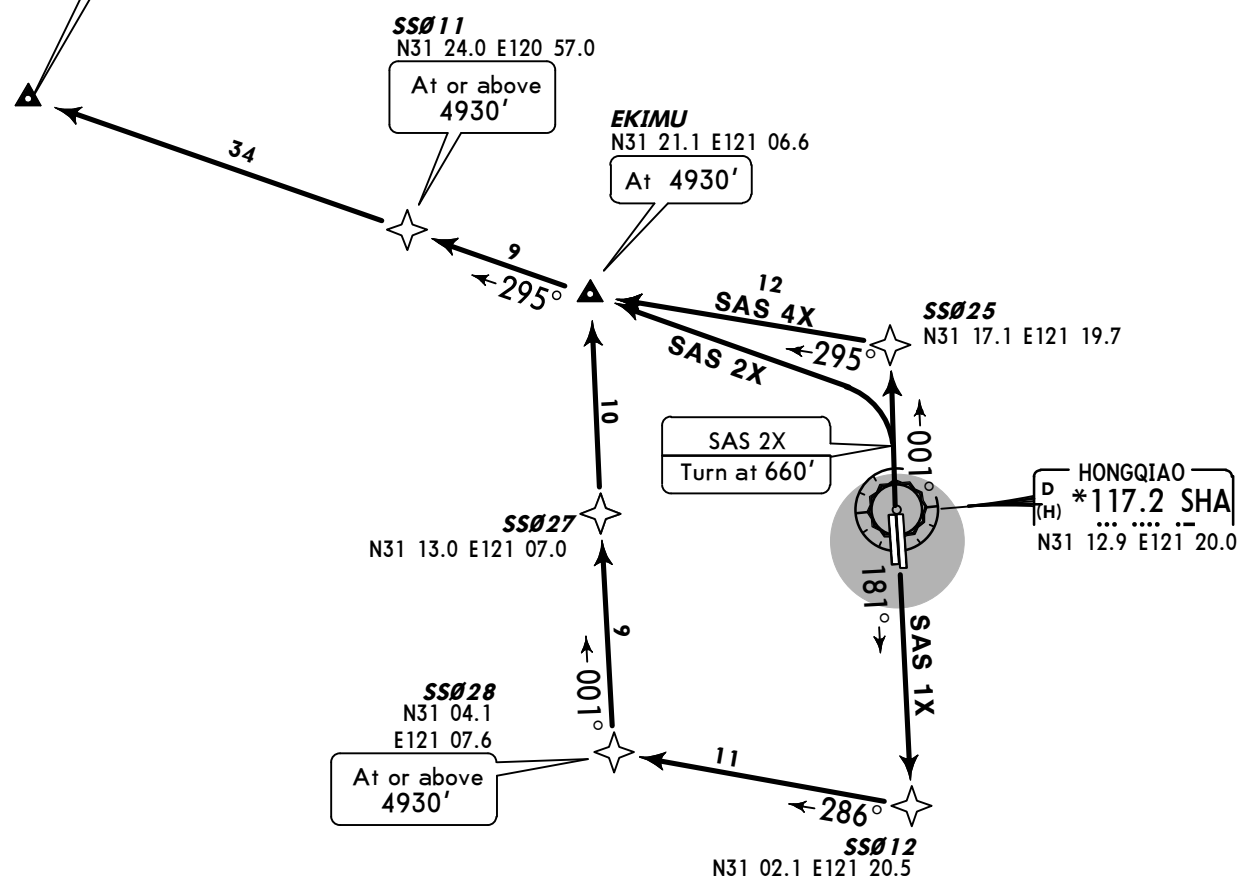
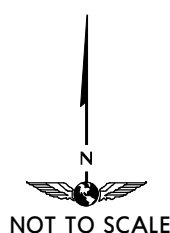
At FL138
or at FL157
or at FL197
or at FL217

CAT B

At FL118

CAT A

At 5910'



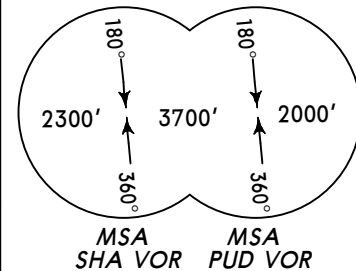
SID	RWY	ROUTING
SAS 1X	18L/R	(500') - SS012 - SS028 (4930'+) - SS027 - EKIMU (4930') - SS011 (4930'+) - SASAN.
SAS 2X	36L/R	(660') - EKIMU (4930') - SS011 (4930'+) - SASAN
SAS 4X		SS025 - EKIMU (4930') - SS011 (4930'+) - SASAN

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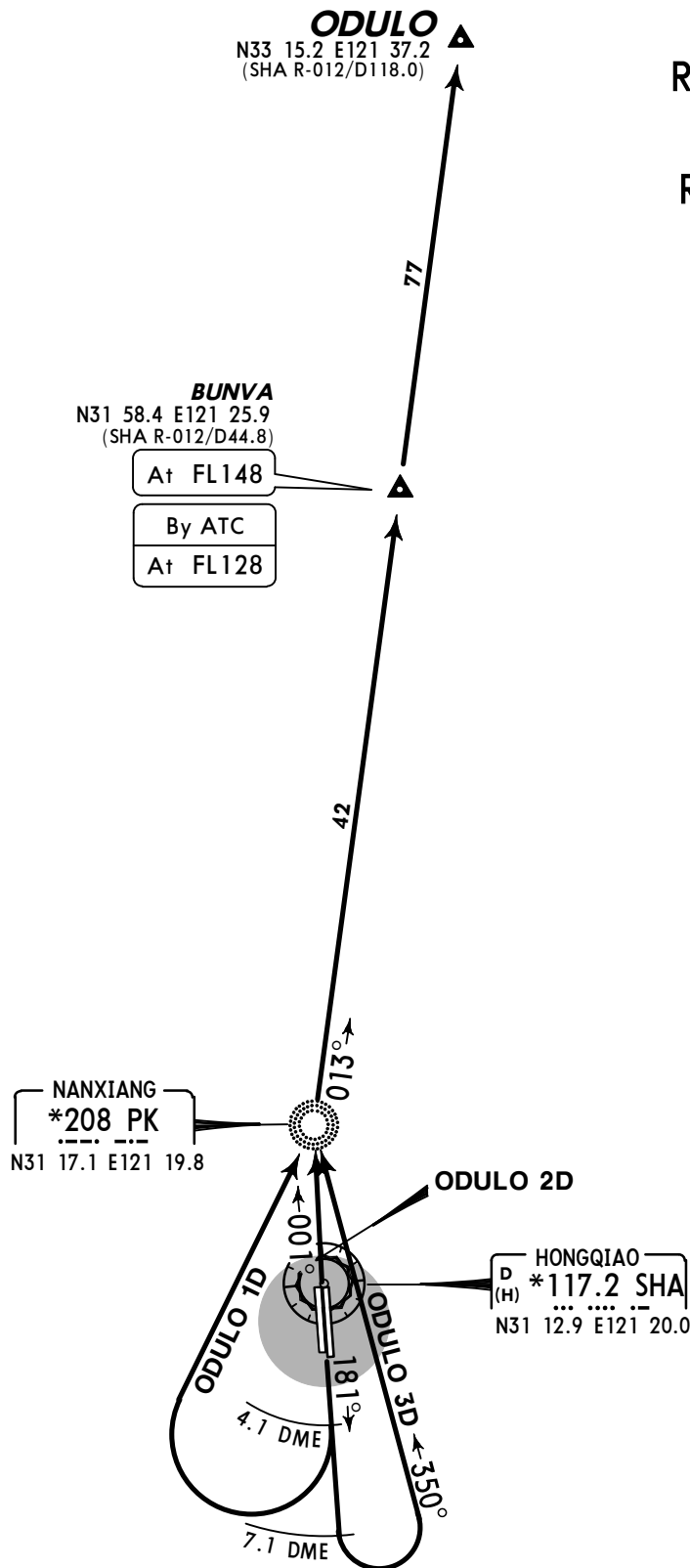
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Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



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



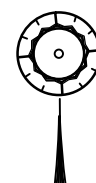
FT/METER CONVERSION

QNH

2960'	-	900m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL148	FL4500m



PUDONG
P 116.9 PUD
(H)
N31 10.3 E121 47.0



Apt Elev
10'

Trans level: FL118

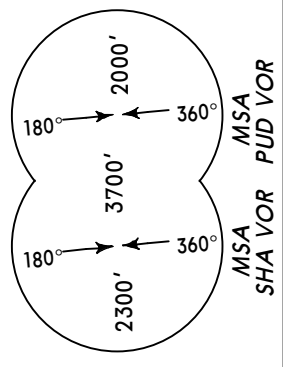
Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

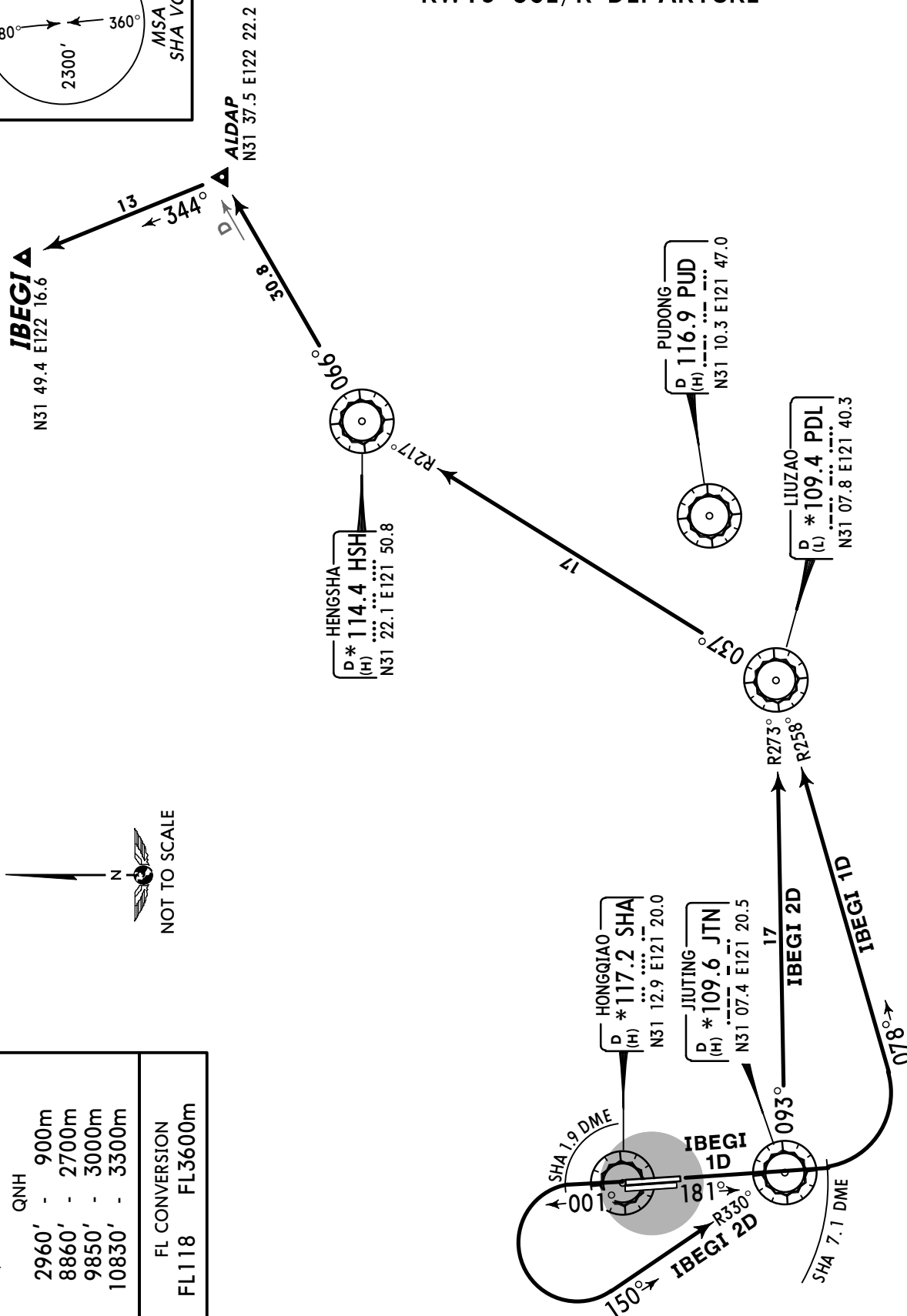
Above 2960' use SHANGHAI Pudong QNH,

at or below 2960' use SHANGHAI Hongqiao QNH.



IBEGI 1D [IBEG1D]
RWYS 18L/R DEPARTURE

IBEGI 2D [IBEG2D]
RWYS 36L/R DEPARTURE



FT/METER CONVERSION

QNH
2960' - 900m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m

Apt Elev
10'

Trans level: FL118

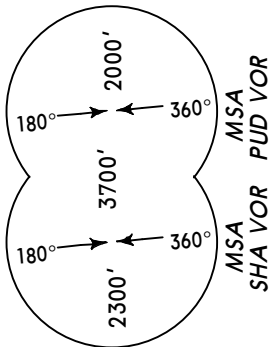
Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong QNH,

at or below 2960' use SHANGHAI Hongqiao QNH.



SURAK
N31 46.4 E123 29.5
176°
28
LAMEN
1D, 2D
N31 36.8 E124 00.0
LAMEN

EMSAN
N31 40.7
E122 46.5
21
087°

ALDAP
N31 37.5 E122 22.0
30.8

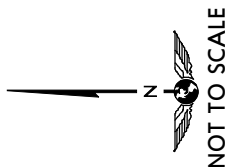
HENGSHA
D * 114.4 HSH
(H)
N31 22.1 E121 50.8

PUDONG
D 116.9 PUD
(H)
N31 10.3 E121 47.0

LIUZA0
D * 109.4 PDL
(L)
N31 07.8 E121 40.3

**LAMEN 1D [LAME1D]
SURAK 1D [SURA1D]
RWYS 18L/R DEPARTURES**

**LAMEN 2D [LAME2D]
SURAK 2D [SURA2D]
RWYS 36L/R DEPARTURES**

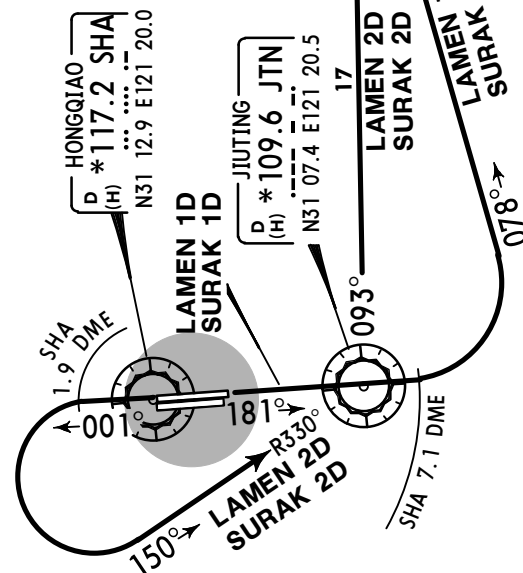


FT/METER CONVERSION

QNH
2960' - 900m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m

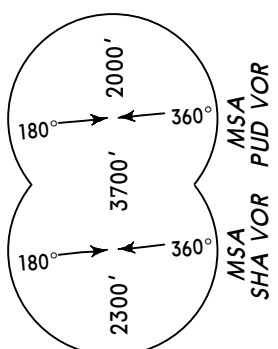
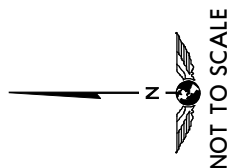


Apt Elev
10'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI Hongqiao QNH.

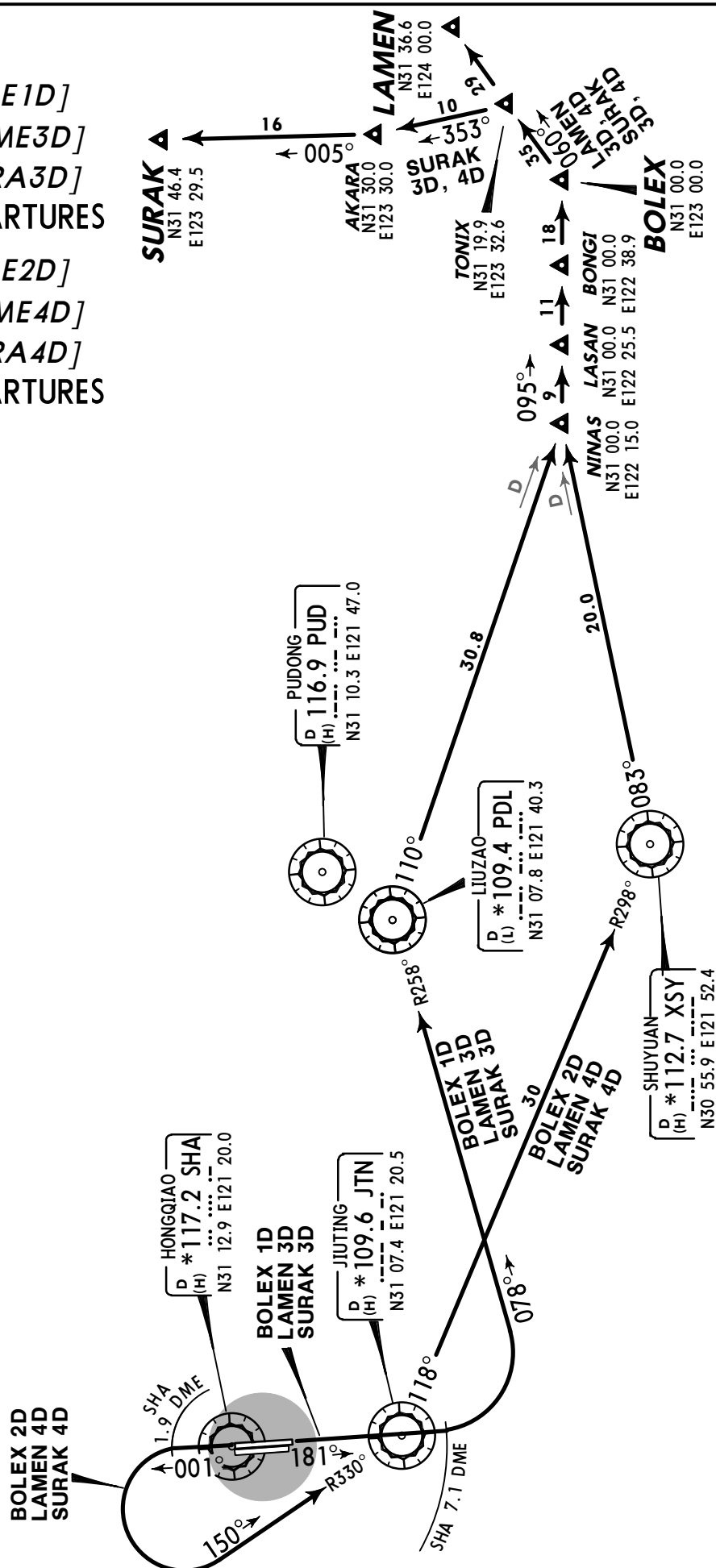
BOLEX 1D [BOLE1D]
LAMEN 3D [LAME3D]
SURAK 3D [SURA3D]
RWYS 18L/R DEPARTURES

BOLEX 2D [BOLE2D]
LAMEN 4D [LAME4D]
SURAK 4D [SURA4D]
RWYS 36L/R DEPARTURES



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

FL CONVERSION	FL3600m
FL118	



Apt Elev
10'

Trans level: FL118

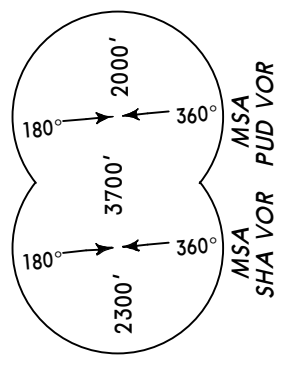
Trans alt: 9850'

10830' 1031 hPa or above

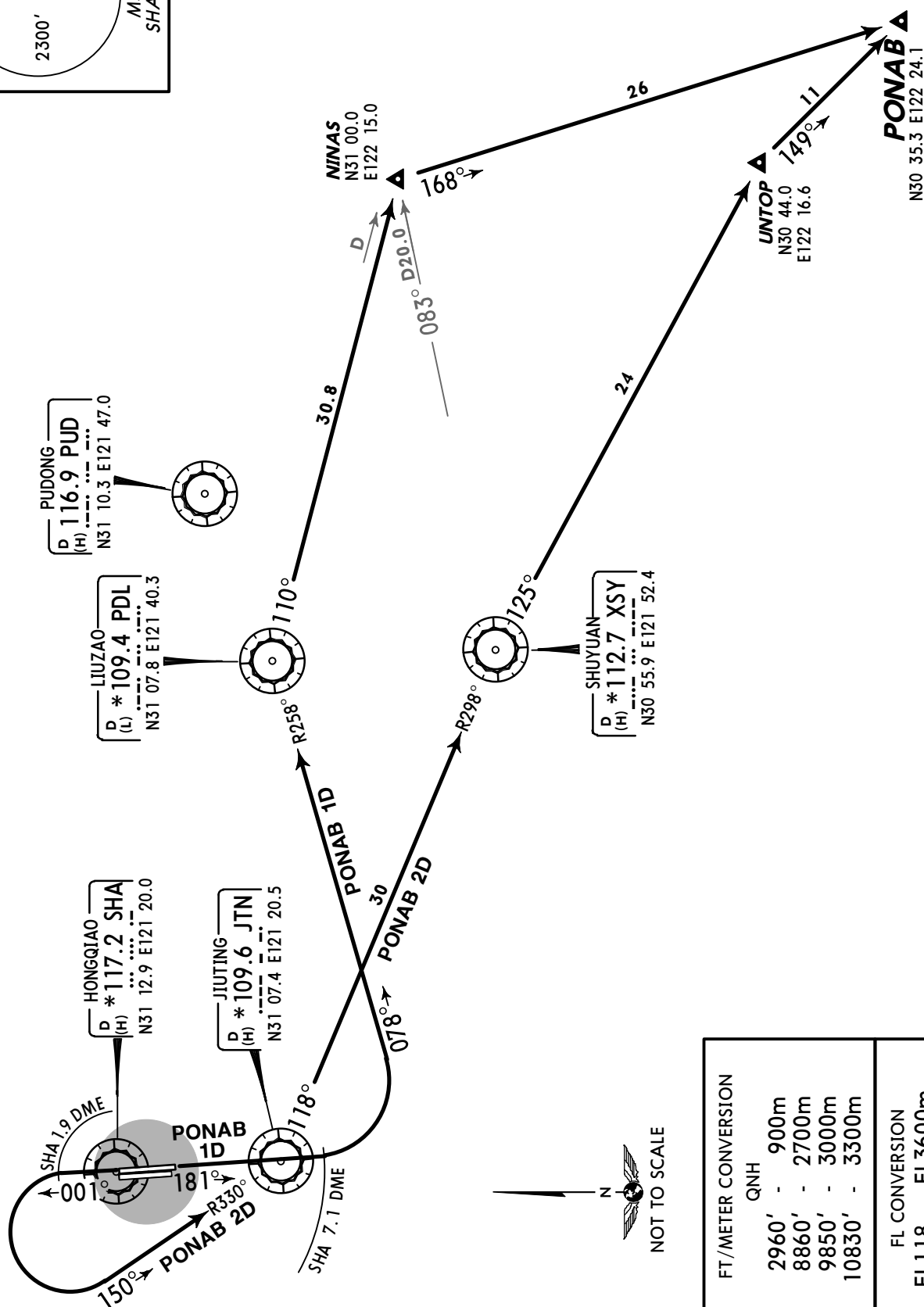
8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong QNH,

at or below 2960' use SHANGHAI Hongqiao QNH.



PONAB 1D [PONA1D]
RWYS 18L/R DEPARTURE
PONAB 2D [PONA2D]
RWYS 36L/R DEPARTURE



FT/METER CONVERSION

QNH

2960' - 900m

8860' - 2700m

9850' - 3000m

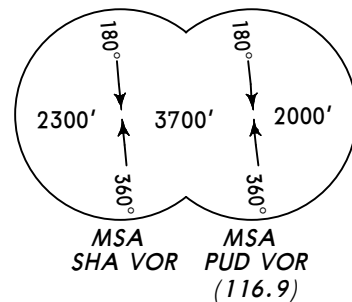
10830' - 3300m

FL CONVERSION

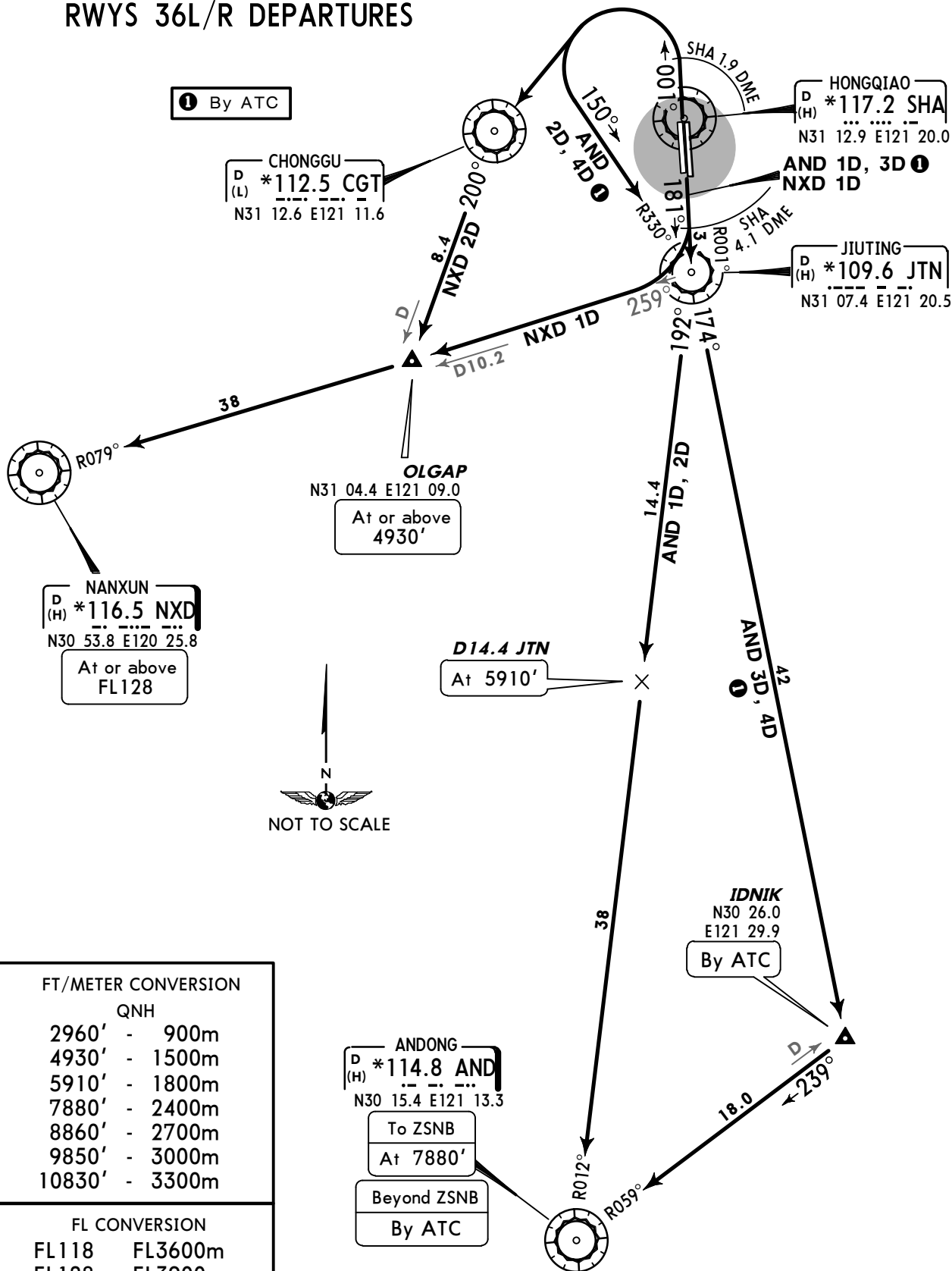
FL118 FL3600m

Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.

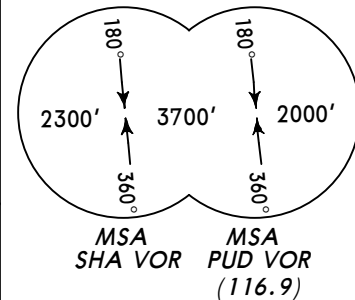


AND 1D, AND 3D, NXD 1D
RWYS 18L/R DEPARTURES
AND 2D, AND 4D, NXD 2D
RWYS 36L/R DEPARTURES



Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



PIKAS 1D [PIKA1D], PIKAS 3D [PIKA3D] ①
SASAN 1D [SASA1D], SASAN 3D [SASA3D] ①
RWYS 18L/R DEPARTURES
PIKAS 2D [PIKA2D], SASAN 2D [SASA2D]
RWYS 36L/R DEPARTURES

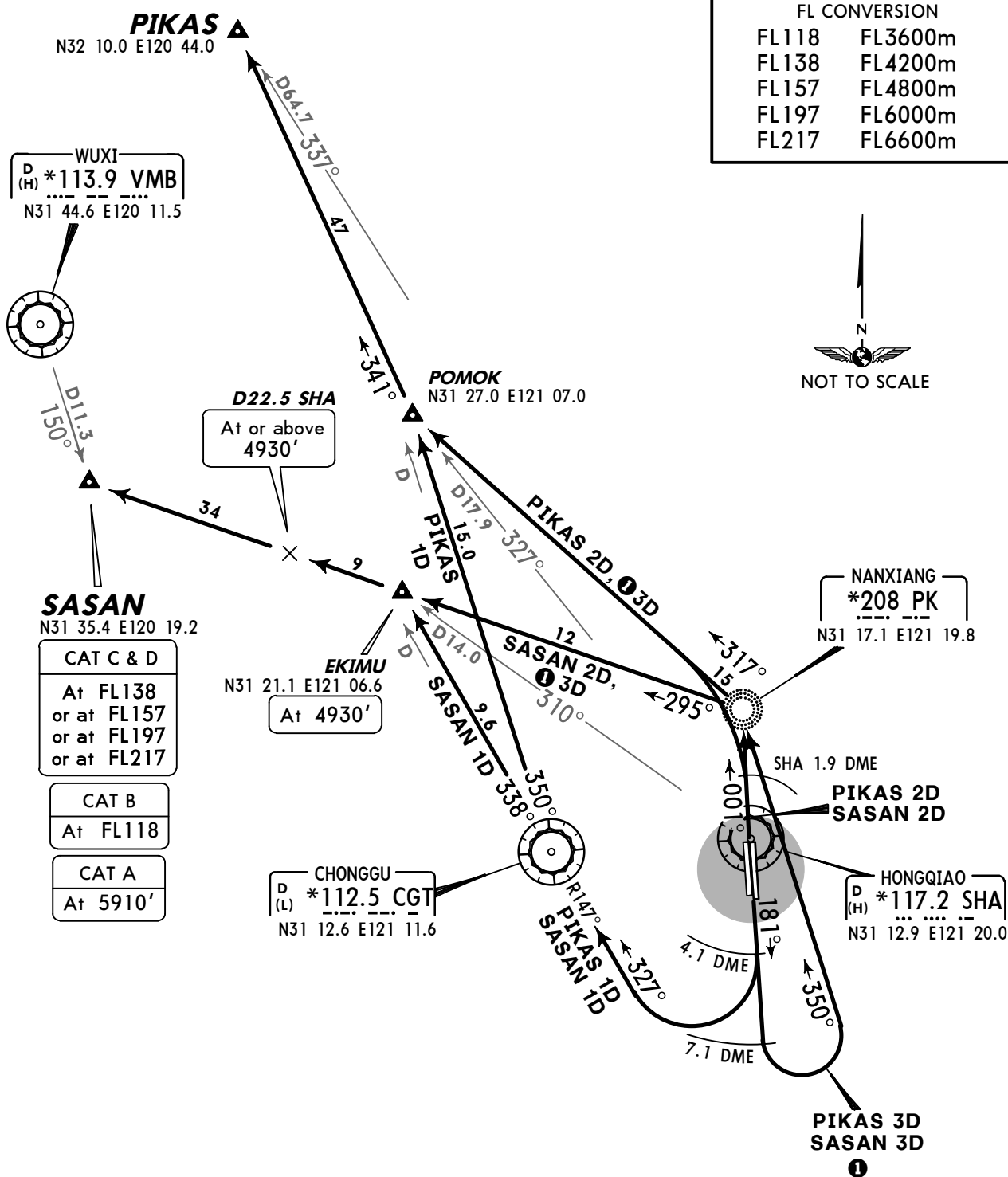
FT/METER CONVERSION

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

FL CONVERSION

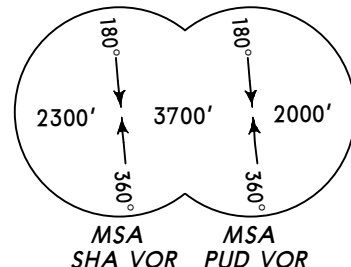
FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

① By ATC



Apt Elev
10'

Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Above 2960' use SHANGHAI Pudong QNH,
at or below 2960' use SHANGHAI
Hongqiao QNH.



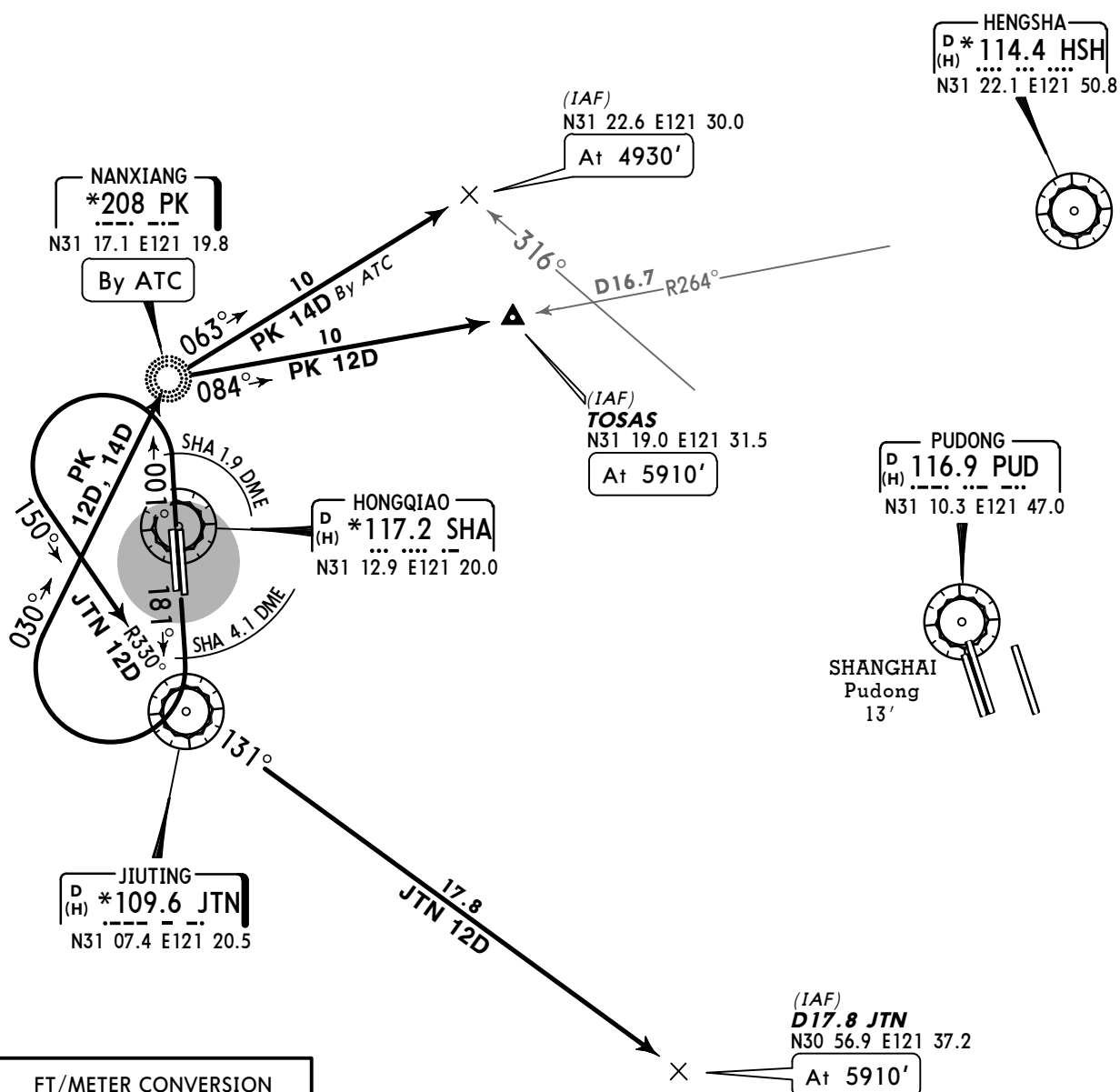
JTN 12D, PK 12D

PK 14D
BY ATC

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

TO SHANGHAI PUDONG

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



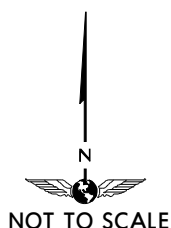
FT/METER CONVERSION

QNH

2960'	-	900m
4930'	-	1500m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

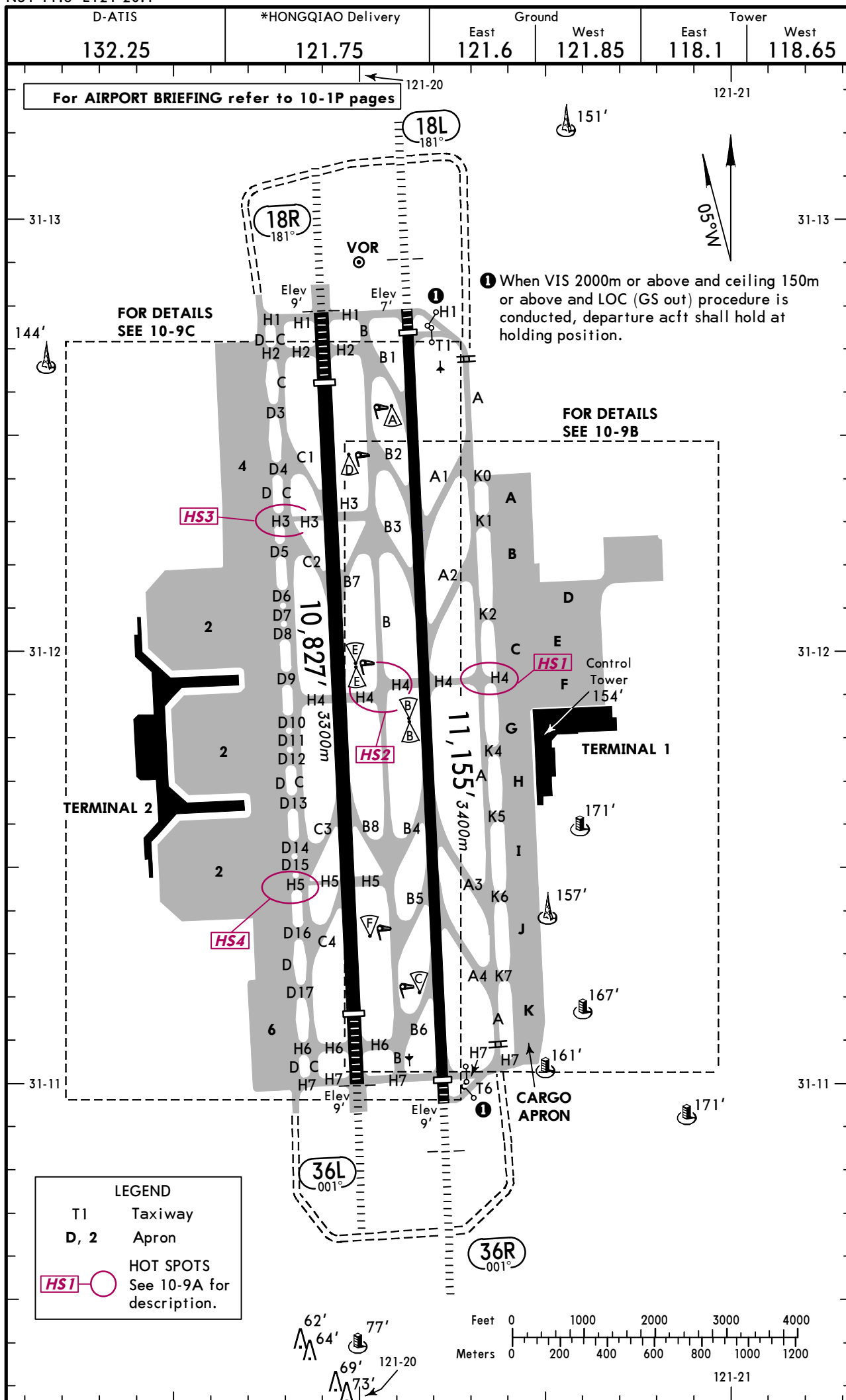


ZSSS/SHAApt Elev 10'
N31 11.8 E121 20.1

15 AUG 14

(10-9)

Eff 20 Aug 1600Z

JEPPESSEN SHANGHAI, PR OF CHINA**HONGQIAO**

CHANGES: Apron.

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ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS		WIDTH	
RWY							LANDING BEYOND			TAKE-OFF
							Threshold	Glide Slope		
18L	HIRL (60m) CL (30m) HIALS SFL PAPI-L (3.0°) RVR						10,499' 3200m	9498' 2895m	10,827' 3300m	148' 45m
36R	HIRL (60m) CL (30m) HIALS SFL PAPI-R (3.0°) RVR									

18R	HIRL (60m) CL (30m) HIALS SFL PAPI-L (3.0°) ② RVR	9843' 3000m	8823' 2689m	④	197' 60m
① 36L	HIRL (60m) CL (30m) HIALS SFL PAPI-R (3.0°) ③ RVR				

① grooved.

② HST-B8, C3 & C4.

③ HST-B7, C1 & C2.

④ TAKE-OFF RUN AVAILABLE

RWY 18R:

From rwy head 10,827' (3300m)

twy H2 int 10,295' (3138m)

RWY 36L:

From rwy head 10,827' (3300m)

twy H6 int 10,295' (3138m)

"HOT SPOTS"

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

HS1 Departure and arrival acft cross the area frequently. Twy H4 is the main twy for departure acft crossing rwy 18L/36R from East to West. When operating near this area, pay attention to taxiing guidance signs and follow ATC instructions strictly.

HS2 After crossing rwy 18L/36R from East to West, departure acft shall pay attention to ATC instructions and taxiing guidance signs to avoid rwy incursion or taxiing in the wrong direction.

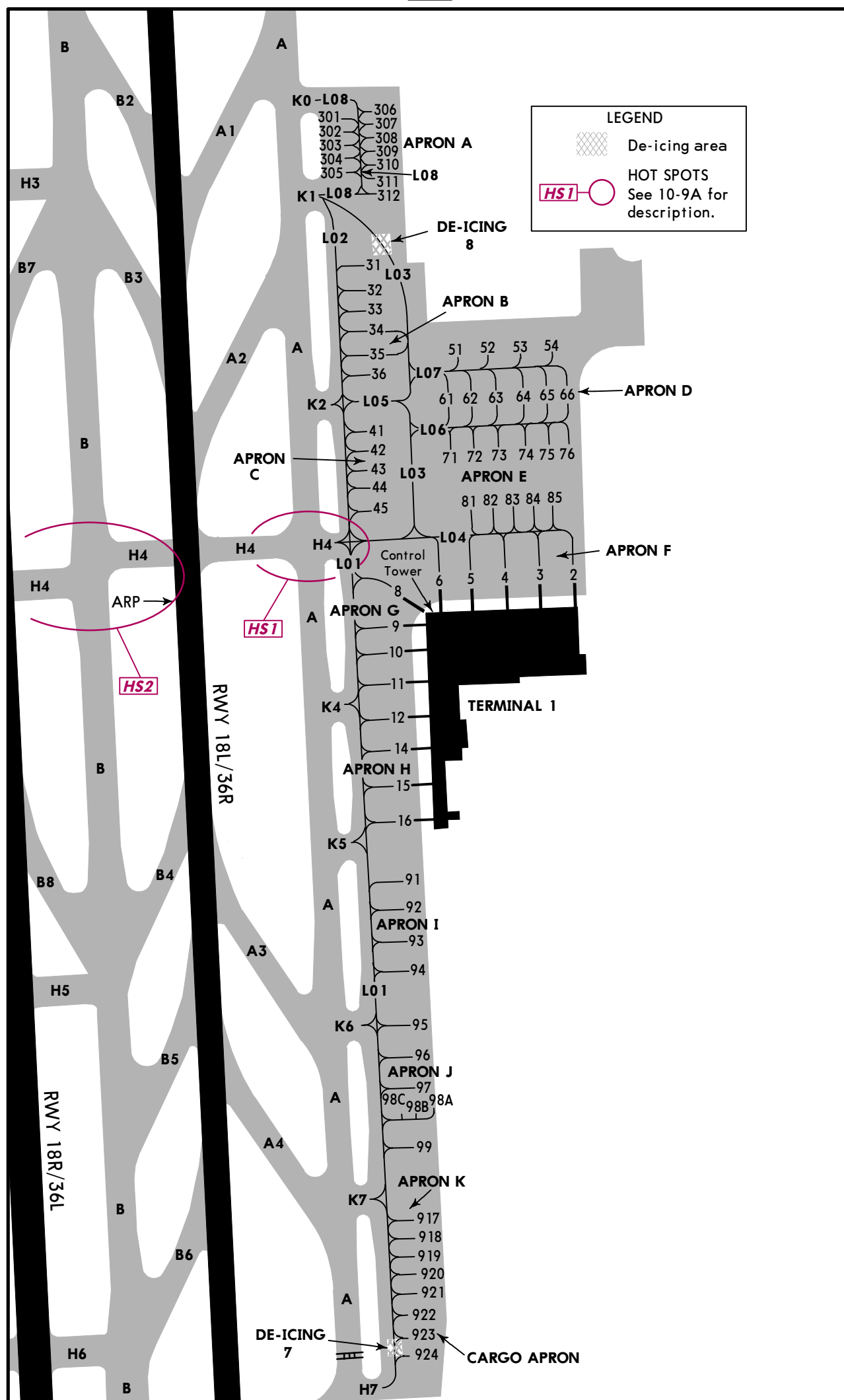
HS3 Departure and arrival acft cross the area frequently.

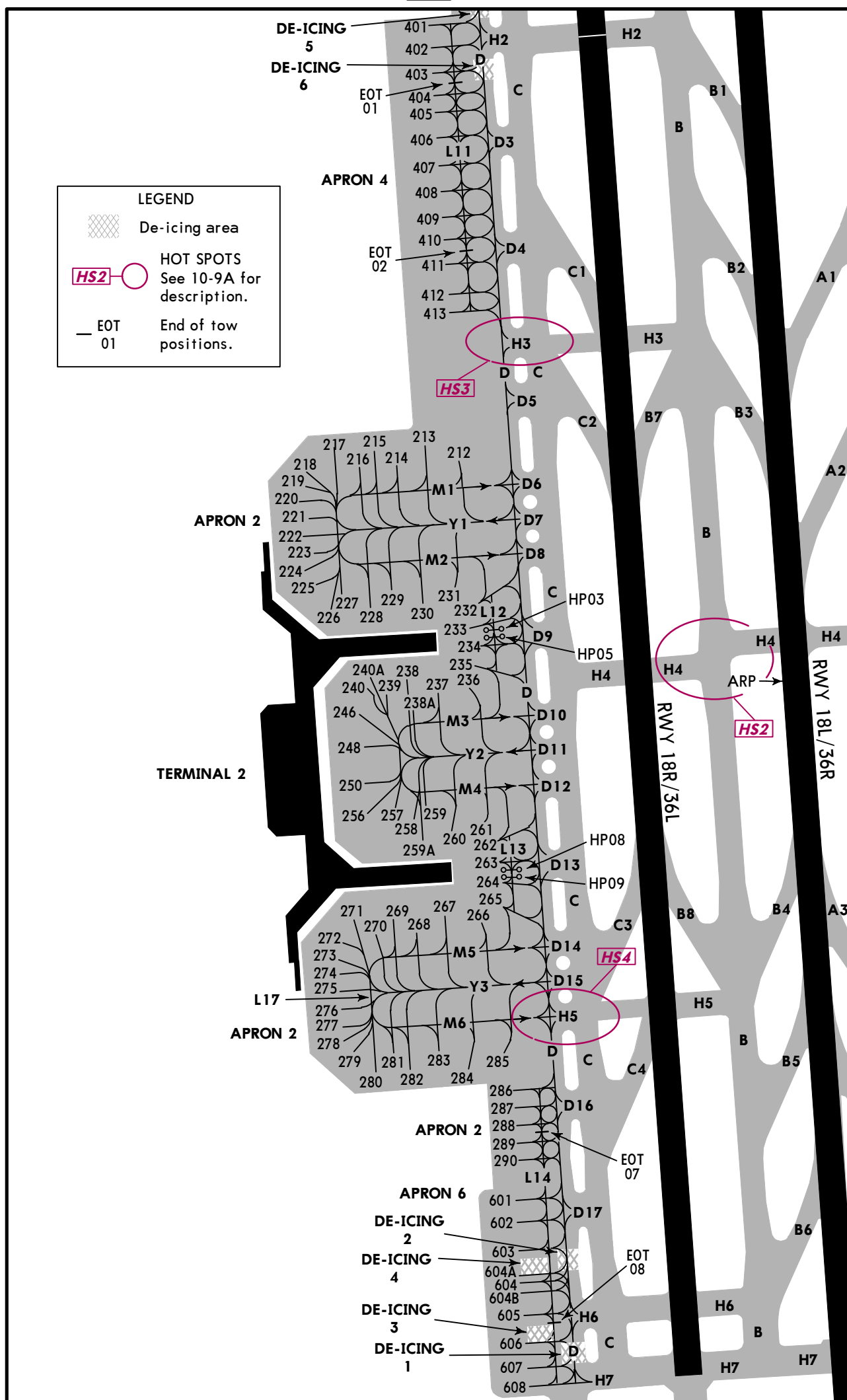
HS4 When operating near this area, pay attention to taxiing guidance signs and follow ATC instructions strictly.

Standard

TAKE-OFF

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





VISUAL DOCKING GUIDANCE SYSTEM



START-OF-DOCKING

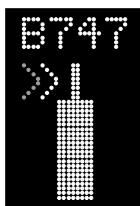
When the system is started, "WAIT" will be displayed.



CAPTURE

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.

IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.

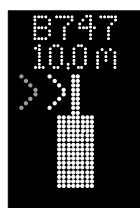


TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



CLOSING RATE

Display of digital countdown will start when the aircraft is 98'/30m from stop position.

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



ALIGNED TO CENTER

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



SLOW DOWN

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



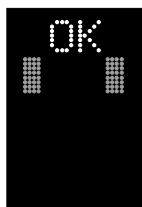
AZIMUTH GUIDANCE

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



STOP POSITION REACHED

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

**DOCKING COMPLETED**

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

OVERSHOOT

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

WAIT

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SLOW

The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails, "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a view blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SBU-STOP

Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".

A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.

THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

EMERGENCY STOP

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

CHOCKS ON

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

ERROR

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

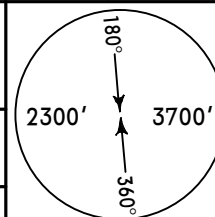
SYSTEM BREAKDOWN

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

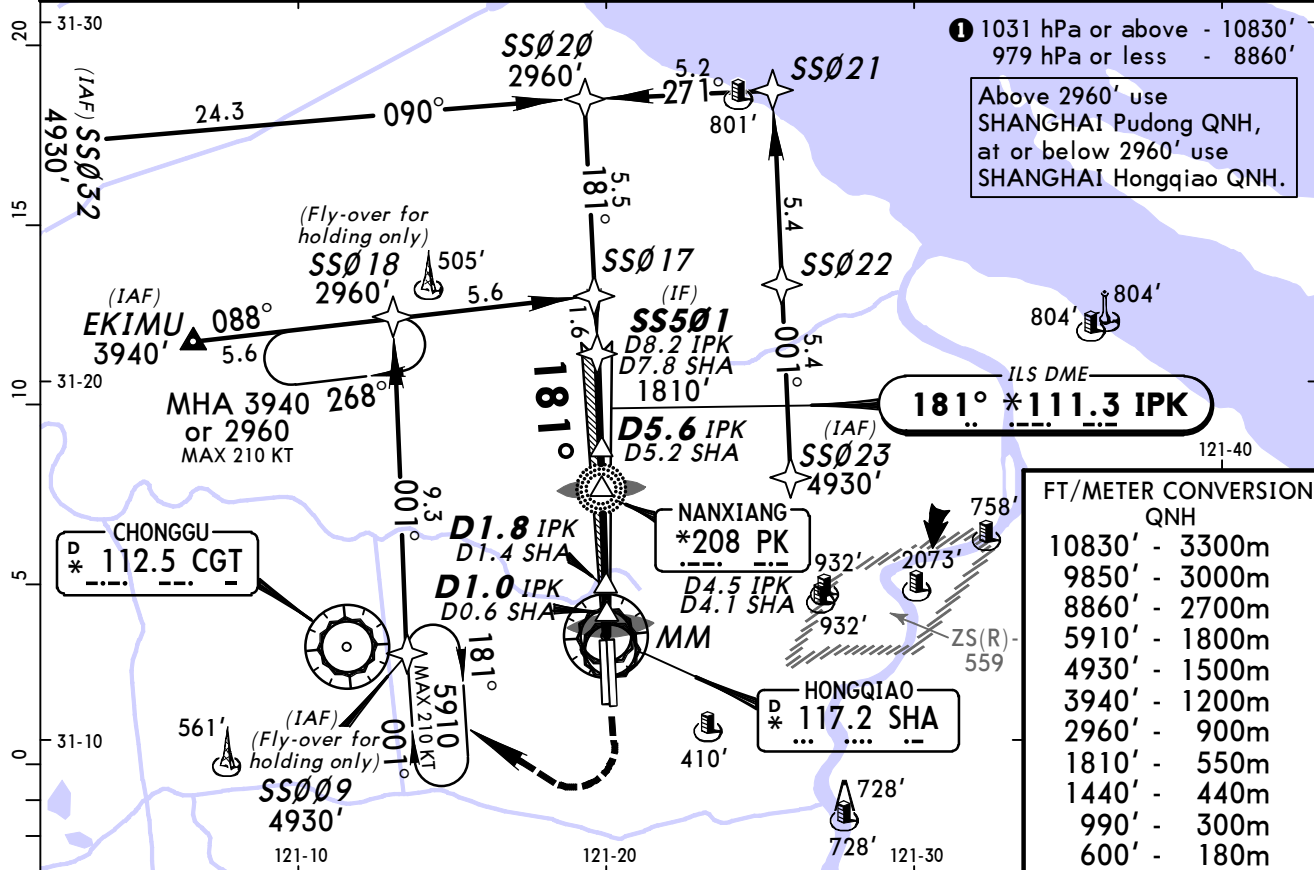
POWER FAILURE

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

D-ATIS		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East West		Ground East West	
132.25		120.3 125.4		118.1 118.65		121.6 121.85	
LOC IPK *111.3	Final ApcH Crs 181°	GS LOM 1437' (1430')	ILS DA(H) 207' (200')	Apt Elev 10' RWY 7'			
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 118		Trans alt: 9850' ①		
Initial apch MAX 205 KT.							

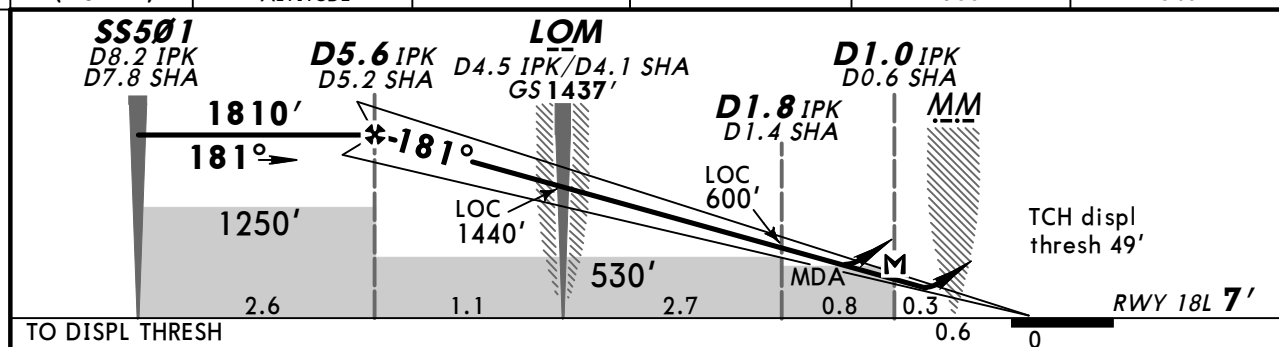


MSA SHA VOR



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1810'	- 550m
1440'	- 440m
990'	- 300m
600'	- 180m

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



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

Standard		STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA				Not authorized East of runway	
DA(H) 207' (200')		MDA(H) 430' (423')					
FULL		Limited	ALS out	ALS out		Max Kts.	MDA(H) VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m		100	690' (680') 2800m
B						135	690' (680') 3200m
C				1800m	2000m	180	790' (780') 4400m
D	RVR 600m VIS 800m			2000m		205	790' (780') 4800m

ZSSS/SHA
HONGQIAO

15 AUG 14
Eff 20 Aug 1600Z

11-2

JEPPESEN SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18L

BRIEFING STRIP

D-ATIS

132.25

SHANGHAI Approach (R)

FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1

120.3

125.4

HONGQIAO Tower

East

118.1

West

118.65

Ground

East

121.6

West

121.85

LOC

IPK

*111.3

Final

Apch Crs

181°

GS

LOM

1437' (1430')

ILS

DA(H)

207' (200')

Apt Elev

10'

RWY

7'

MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa

Rwy Elev: 0 hPa

Trans level: FL 118

Trans alt: 9850' ①

Initial apch MAX 205 KT.

180°

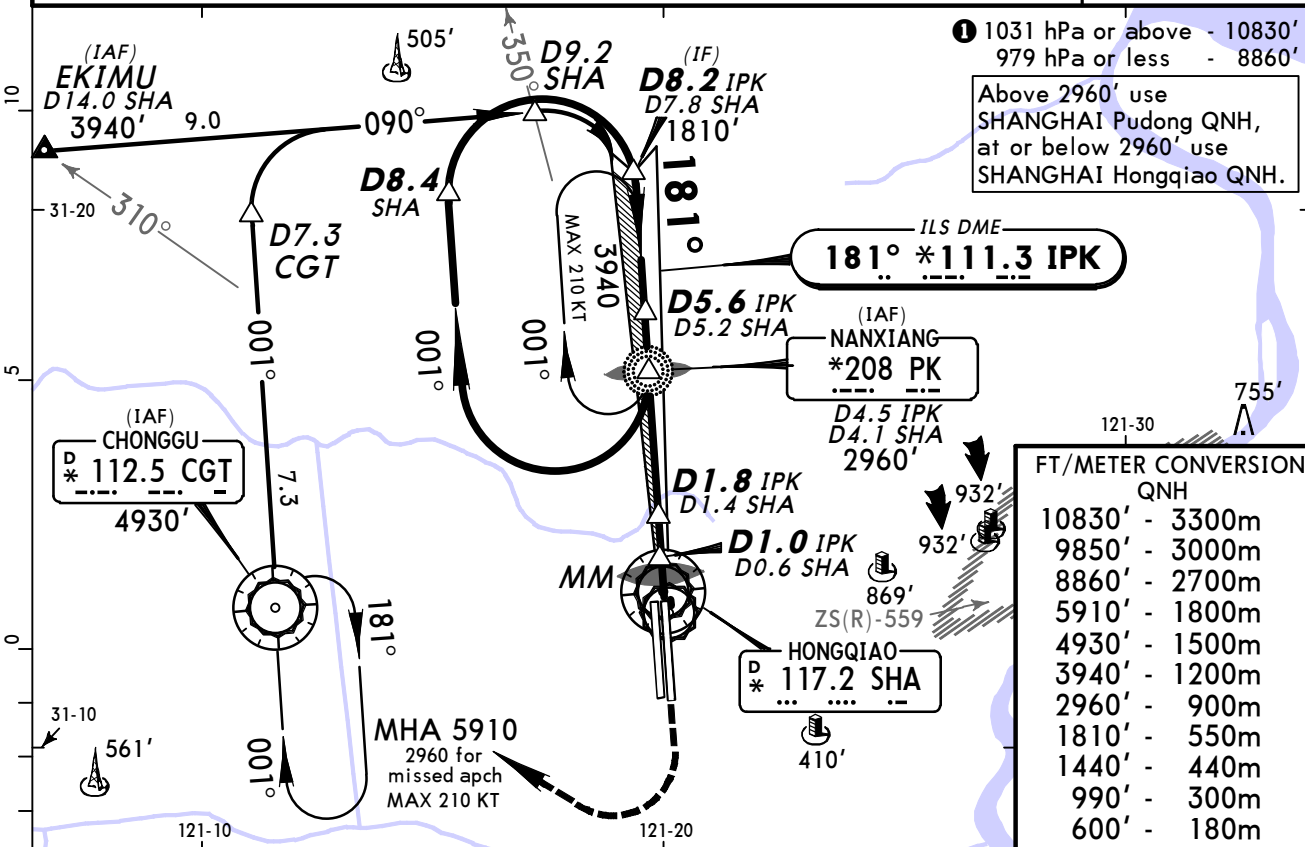
2300'

3700'

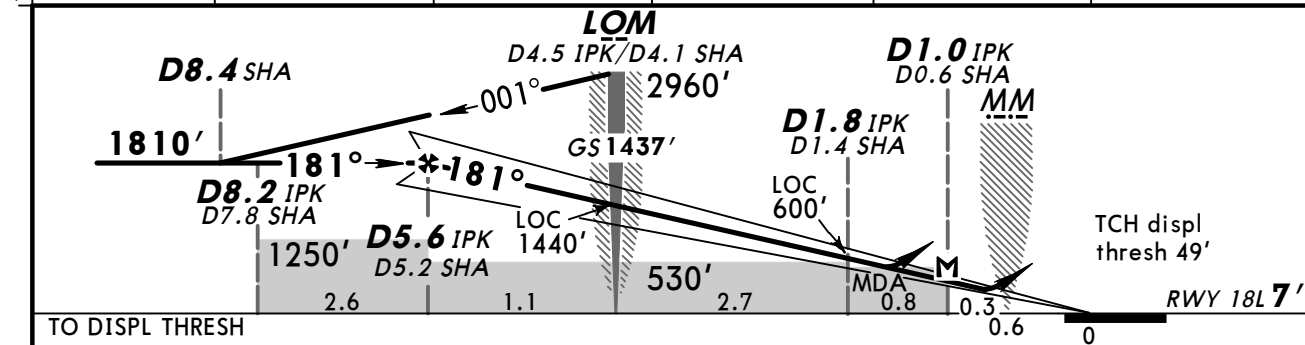
360°

MSA

SHA VOR



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS		
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	PAPI		
MAP at D1.0 IPK/D0.6 SHA							990' ↑		
							2960' ↗ RT		
							CGT 112.5		

PANS OPS	STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND	
	ILS			LOC (GS out)	Not authorized East of runway	
	DA(H) 207' (200')			CDFA		
	MDA(H) 430' (423')			ALS out		
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A					100	690' (680') 2800m
B	RVR 550m VIS 800m	RVR 750m VIS 800m		1600m	135	690' (680') 3200m
C			1200m	1800m 2000m	180	790' (780') 4400m
D	RVR 600m VIS 800m			2000m	205	790' (780') 4800m

CHANGES: Chart reindexed. Proc title. Missed aptch. Minimums.

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BRIEFING STRIP

D-ATIS

132.25

SHANGHAI Approach (R)

FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1

120.3

125.4

HONGQIAO Tower

East

118.1

West

118.65

Ground

East

121.6

West

121.85

LOC

IHQ

*110.9

Final

Apch Crs

181°

GS

Lctr

1473' (1463')

ILS

DA(H)

210' (200')

Apt Elev

10'

RWY

10'

MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.

Alt Set: hPa

Rwy Elev: 0 hPa

Trans level: FL 118

Trans alt: 9850'

Initial apch MAX 205 KT.

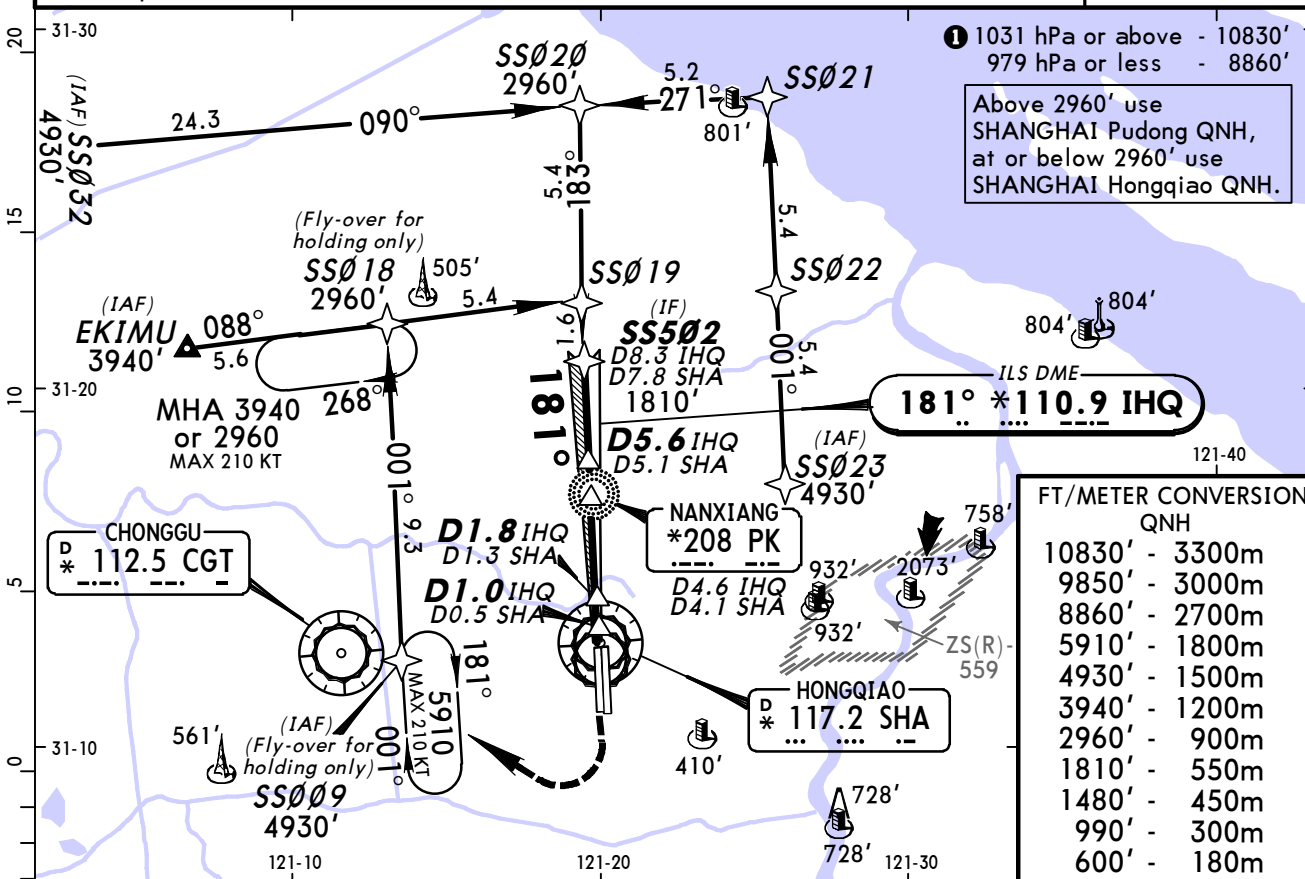
180°

2300'

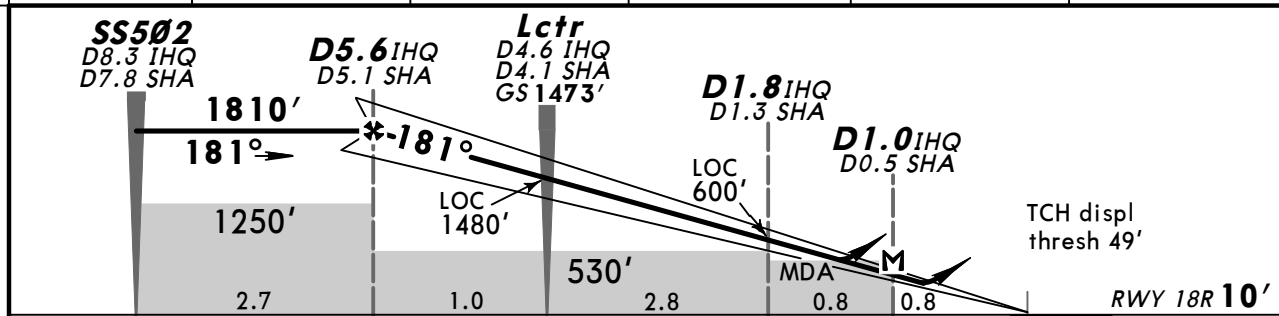
3700'

360°

MSA SHA VOR



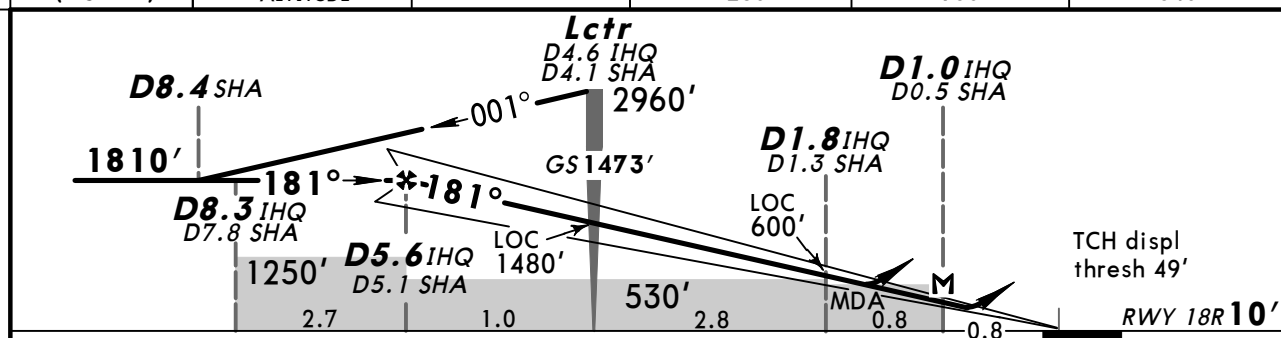
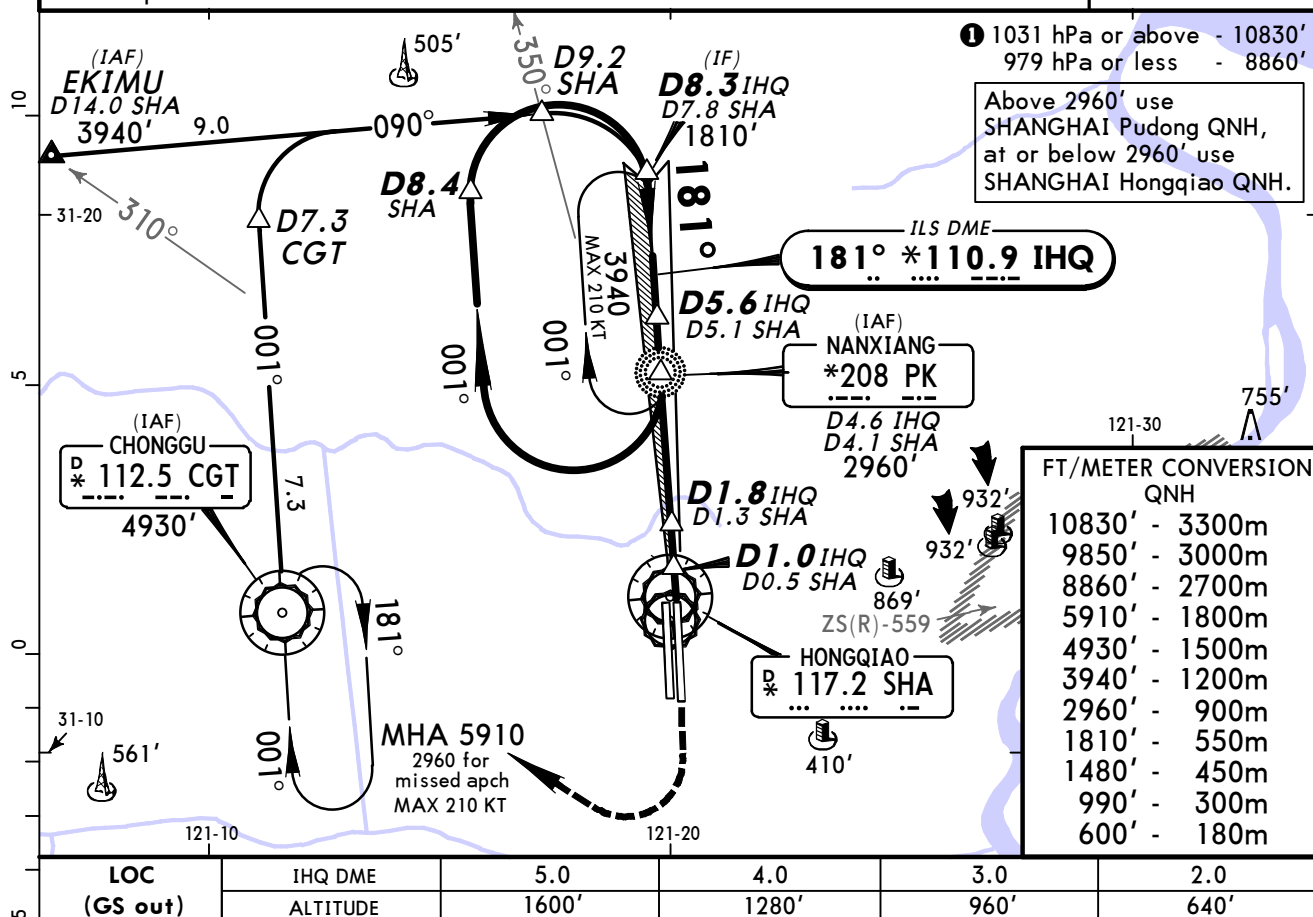
LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600'	1280'	960'	640'



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

STRAIGHT-IN LANDING RWY 18R					CIRCLE-TO-LAND		
ILS			LOC (GS out) CDFA		Not authorized East of runway		
DA(H) 210' (200')			MDA(H) 430' (420')				
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A			1600m		100	690' (680')	2800m
B	RVR 550m VIS 800m				135	690' (680')	3200m
C		RVR 750m VIS 800m	1200m	1800m 1900m	180	790' (780')	4400m
D	RVR 600m VIS 800m			2000m	205	790' (780')	4800m

D-ATIS 132.25		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		HONGQIAO Tower East West 118.1 118.65		Ground East West 121.6 121.85	
LOC IHQ *110.9	Final ApcH Crs 181°	GS Lctr 1473' (1463')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'			
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to reach CGT VOR at 2960', or by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 118		Trans alt: 9850' ①		MSA SHA VOR
Initial apch MAX 205 KT.							

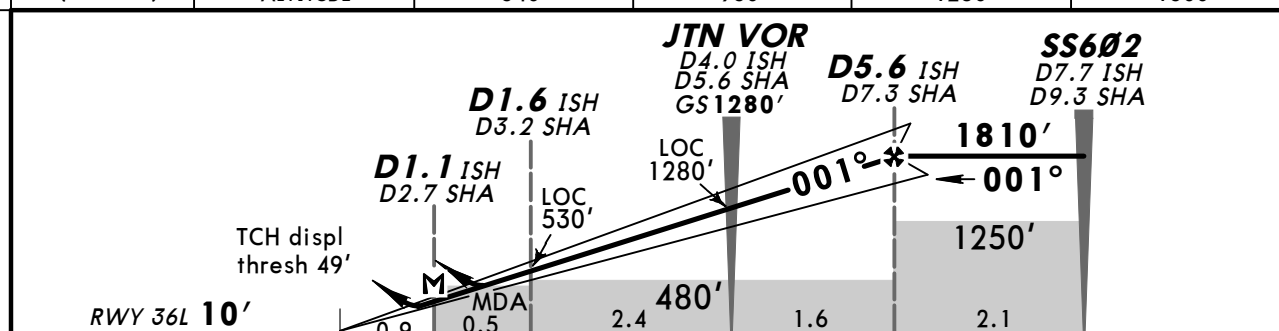
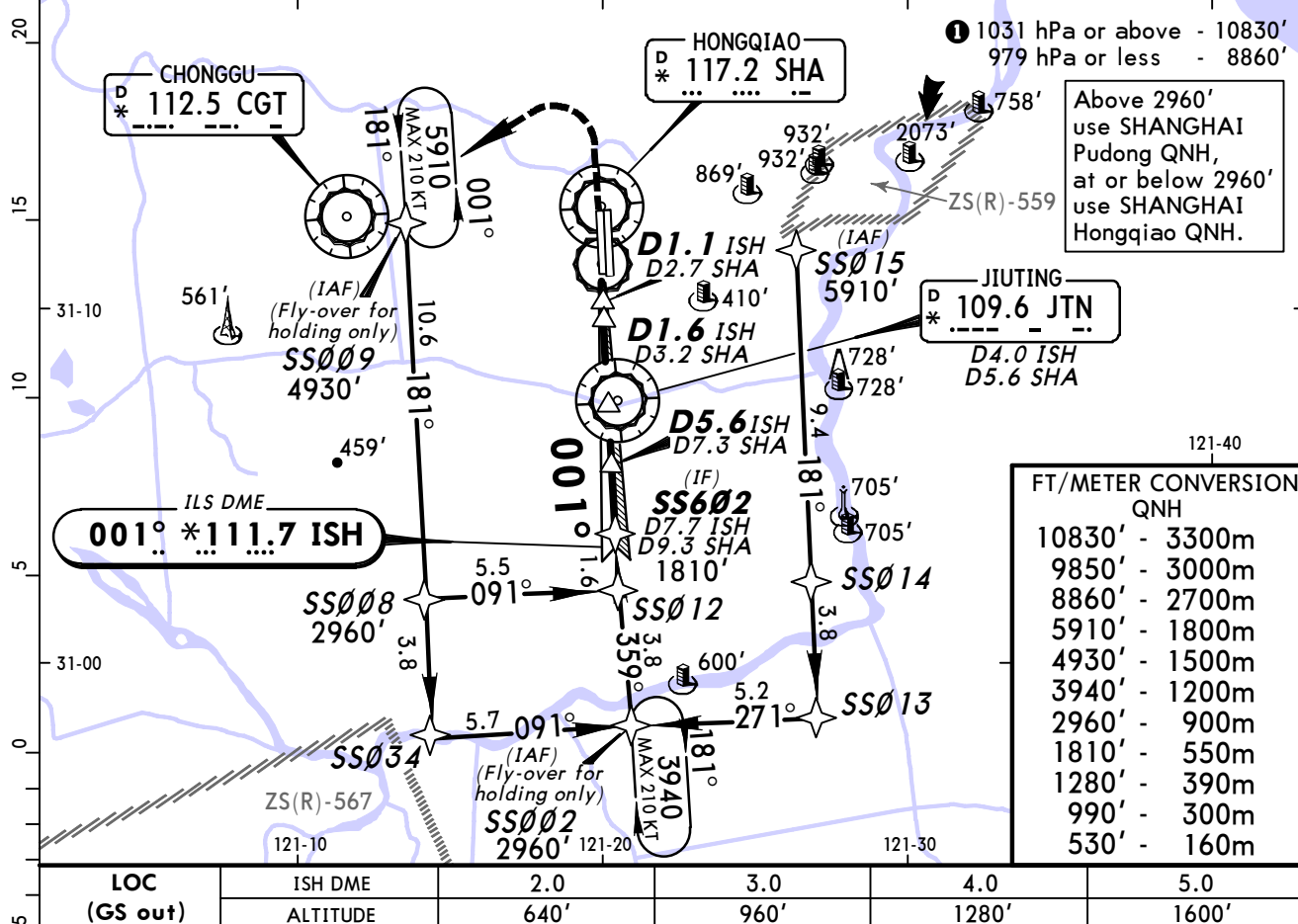


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS or</i>							
<i>LOC Descent Angle</i> 3.00°	377	485	539	647	755	862	
<i>MAP at D1.0 IHQ/D0.5 SHA</i>							

Standard		STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA				Not authorized East of runway	
DA(H) 210' (200')		MDA(H) 430' (420')					
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m		100	690' (680') 2800m
B				1800m 1900m		135	690' (680') 3200m
C				2000m		180	790' (780') 4400m
D	RVR 600m VIS 800m					205	790' (780') 4800m

D-ATIS 132.25		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		HONGQIAO Tower East West 118.1 118.65		Ground East West 121.6 121.85	
LOC ISH *111.7	Final ApcH Crs 001°	GS JTN VOR 1280' (1270')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'			
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①	
Initial apch MAX 205 KT.							

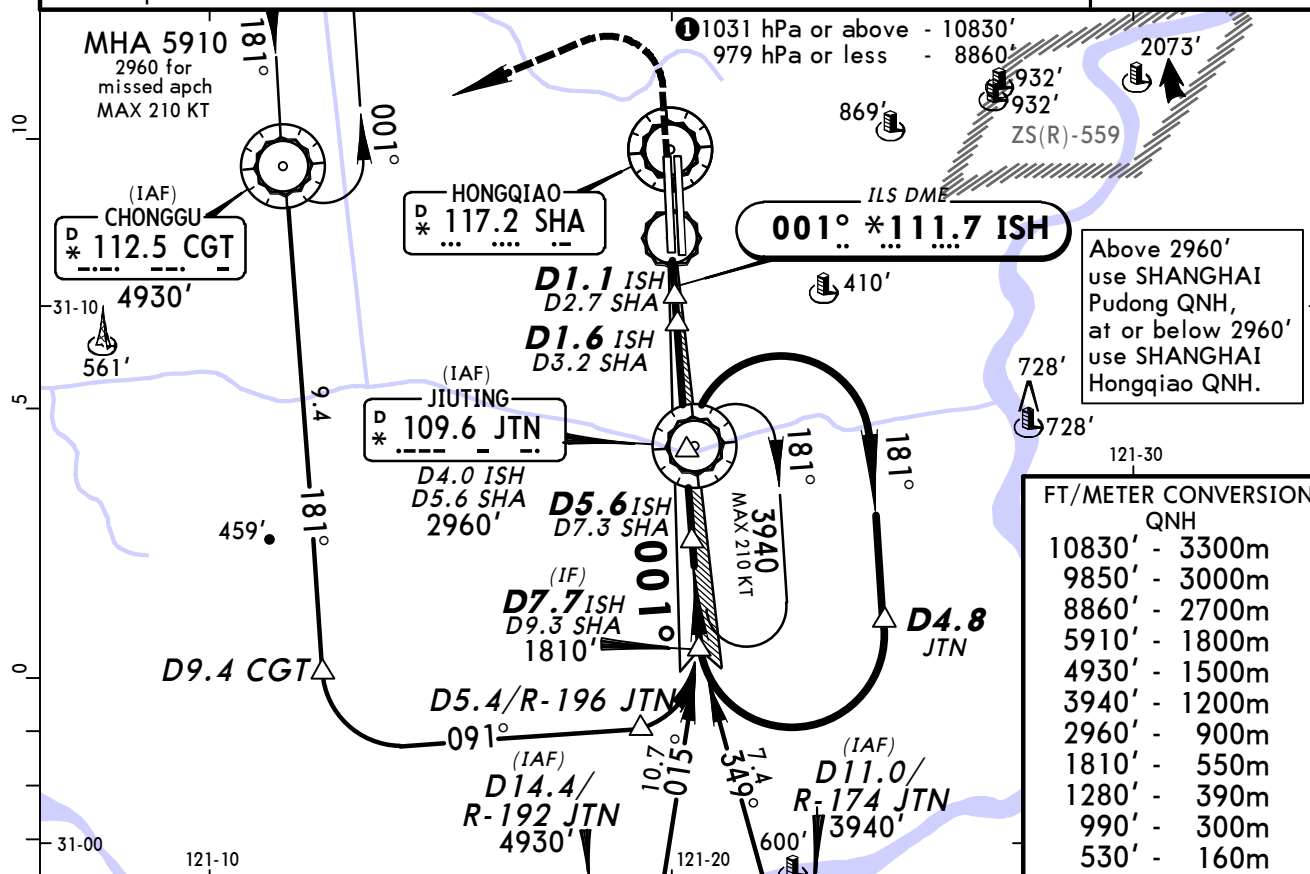
MSA SHA VOR



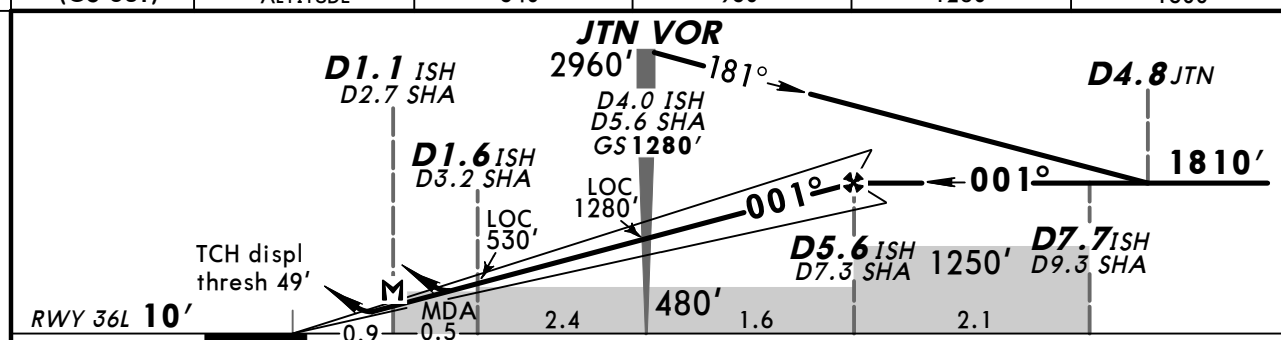
<i>Gnd speed-Kts</i>	70	90	100	120	140	160		990' 	2960' 	CGT 112.5
<i>ILS GS or</i>										
<i>LOC Descent Angle</i> 3.00°	377	485	539	647	755	862				
<i>MAP at D1.1 ISH/D2.7 SHA</i>										

Standard		STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA				Not authorized East of runway	
DA(H) 210' (200')		MDA(H) 430' (420')				Max Kts.	MDA(H) VIS
FULL		Limited	ALS out	ALS out			
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m		100	690' (680') 2800m
B						135	690' (680') 3200m
C				1800m	1900m	180	790' (780') 4400m
D	RVR 600m VIS 800m			2000m		205	790' (780') 4800m

D-ATIS 132.25		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		HONGQIAO Tower East West 118.1 118.65		Ground East West 121.6 121.85	
LOC ISH *111.7	Final ApcH Crs 001°	GS JTN VOR 1280' (1270')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'			
MISSD APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①	
Initial apch MAX 205 KT.							



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



Gnd speed-Kts	70	90	100	120	140	160		990'	2960'	CGT
ILS GS or										
LOC Descent Angle 3.00°	377	485	539	647	755	862				112.5
MAP at D1.1 ISH/D2.7 SHA										

Standard		STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA				Not authorized East of runway	
DA(H) 210' (200')		MDA(H) 430' (420')					
FULL		Limited	ALS out	ALS out		Max Kts.	MDA(H) VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m		100	690' (680') 2800m
B				1800m 1900m		135	690' (680') 3200m
C				2000m		180	790' (780') 4400m
D	RVR 600m VIS 800m					205	790' (780') 4800m

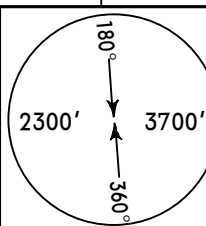
ZSSS/SHA
HONGQIAO

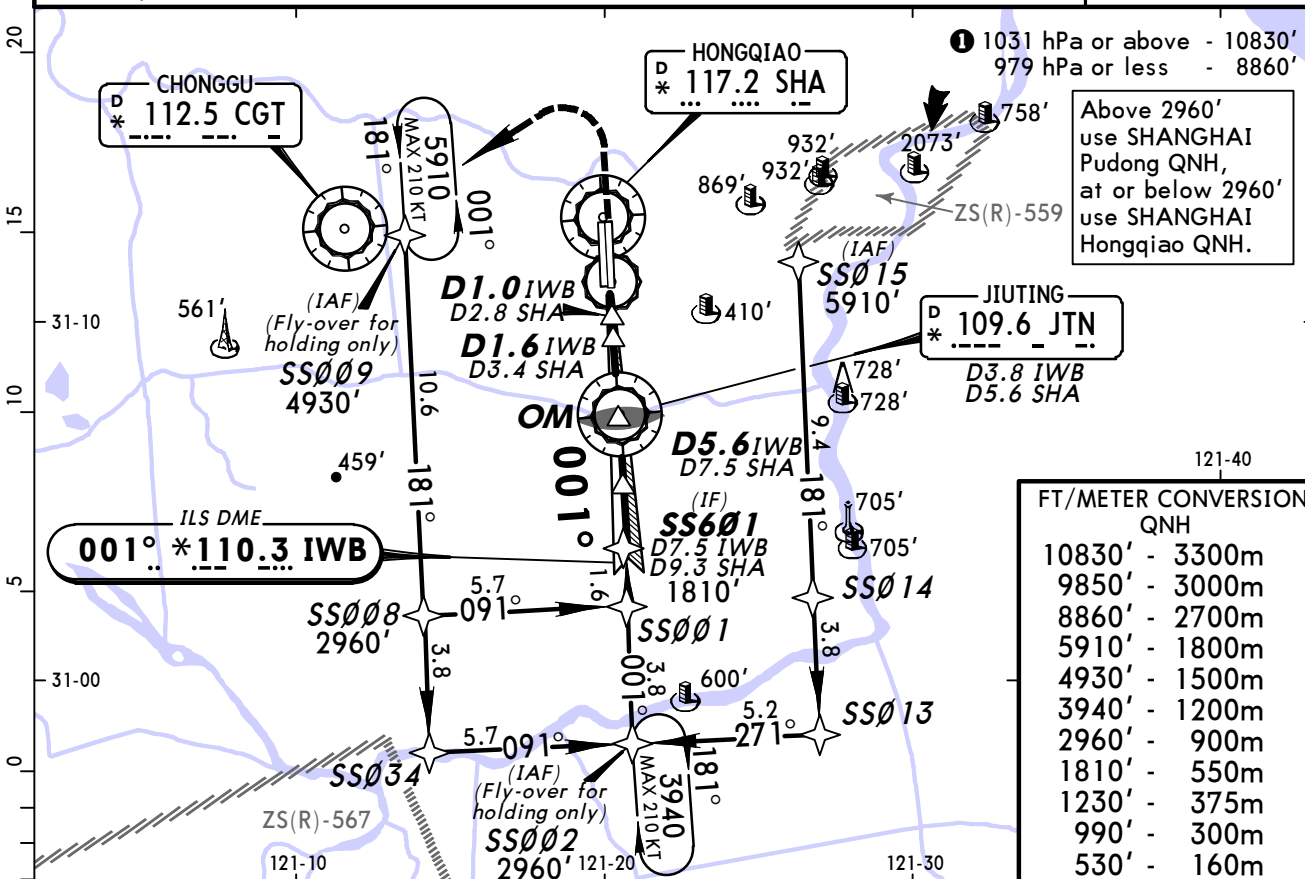
15 AUG 14
Eff 20 Aug 1600Z

11-7

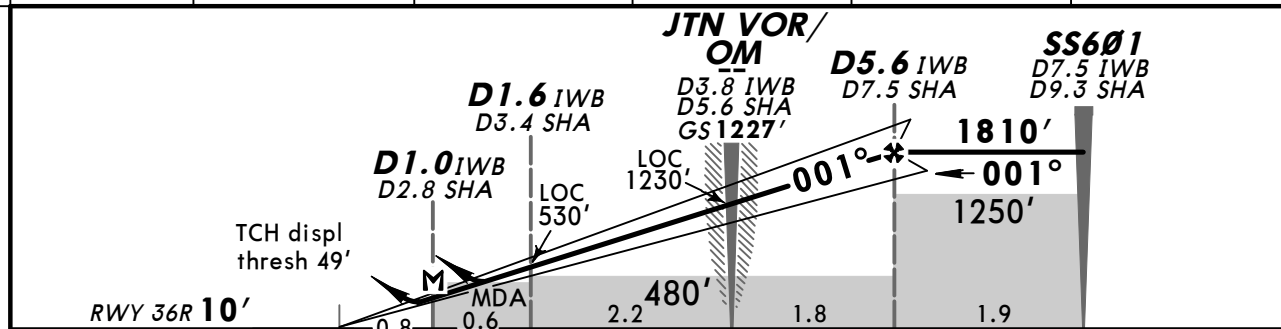
SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 36R

BRIEFING STRIP™

D-ATIS 132.25		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10- 120.3 125.4		HONGQIAO Tower East West 118.1 118.65		Ground East West 121.6 121.85	
LOC IWB *110.3	Final Apch Crs 001°	GS JTN VOR 1227' (1217')	ILS DA(H) 210' (200')	Apt Elev 10' RWY 10'		 MSA SHA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT to reach CGT VOR at 2960', or by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①			
Initial apch MAX 205 KT.							



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

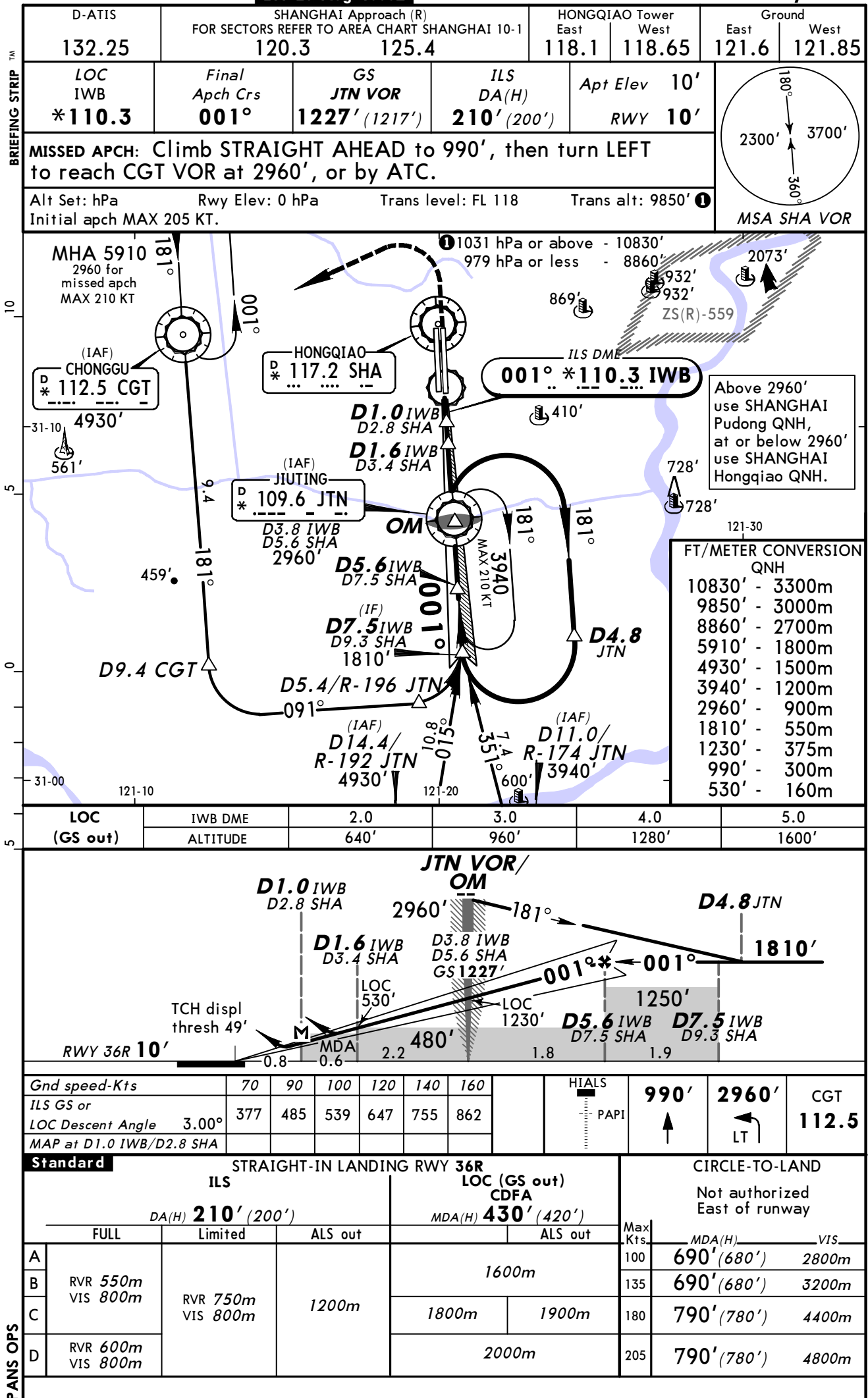


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	990'	2960'	CGT 112.5
ILS GS or	377	485	539	647	755	862		↑	↩	
LOC Descent Angle 3.00°										
MAP at D1.0 IWB/D2.8 SHA										

STRAIGHT-IN LANDING RWY 36R					CIRCLE-TO-LAND		
ILS			LOC (GS out) CDFA		Not authorized East of runway		
DA(H) 210' (200')			MDA(H) 430' (420')				
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m		100	690' (680')	2800m
					135	690' (680')	3200m
C	RVR 600m VIS 800m		1800m	1900m	180	790' (780')	4400m
D			2000m		205	790' (780')	4800m

CHANGES: Chart reindexed. Proc title. Missed apch. Note. Minimums.

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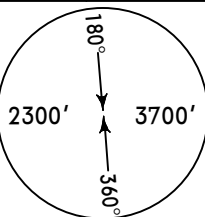
ZSSS/SHA
HONGQIAO

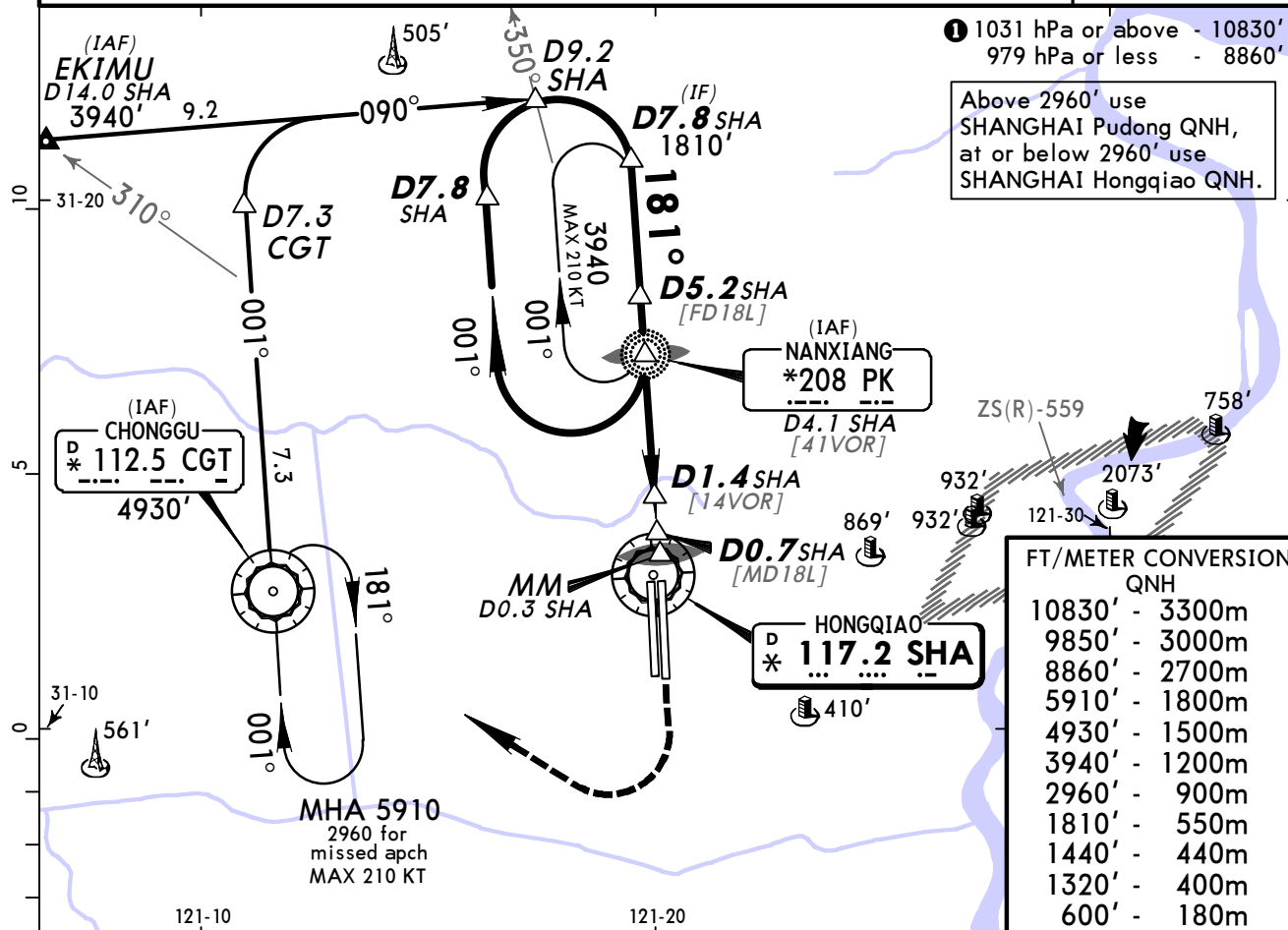
15 AUG 14
Eff 20 Aug 1600Z

13-1

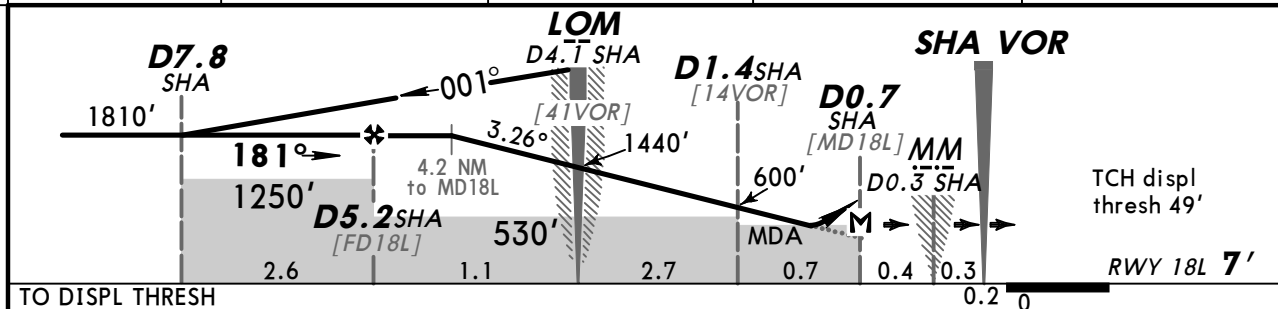
SHANGHAI, PR OF CHINA
VOR DME Rwy 18L

BRIEFING STRIP™

ATIS 132.25		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10- 120.3 125.4		HONGQIAO Tower East 118.1 West 118.65		Ground East 121.6 West 121.85	
VOR SHA *117.2		Final Apch Crs 181°	Procedure Alt D5.2 SHA 1810' (1803')	MDA(H) 460' (453')	Apt Elev 10' RWY 7'		 2300' 3700' 360° MSA SHA VOR
MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn RIGHT to reach CGT VOR at 2960'.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①	
Initial apch MAX 205 KT.							



SHA DME	5.0	4.0	3.0	2.0
ALTITUDE	1730'	1410'	1090'	780'



Standard STRAIGHT-IN LANDING RWY 18L						
CDFA						
MDA(H) 460' (453')						
ALS out						

CIRCLE-TO-LAND		Not authorized East of runway	
Max Kts	MDA(H)	VIS	
100	690' (680')	2800m	
135	690' (680')	3200m	
180	790' (780')	4400m	
205	790' (780')	4800m	

PANS OPS

CHANGES: Minimums.

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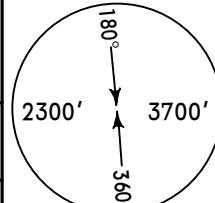
ZSSS/SHA
HONGQIAO

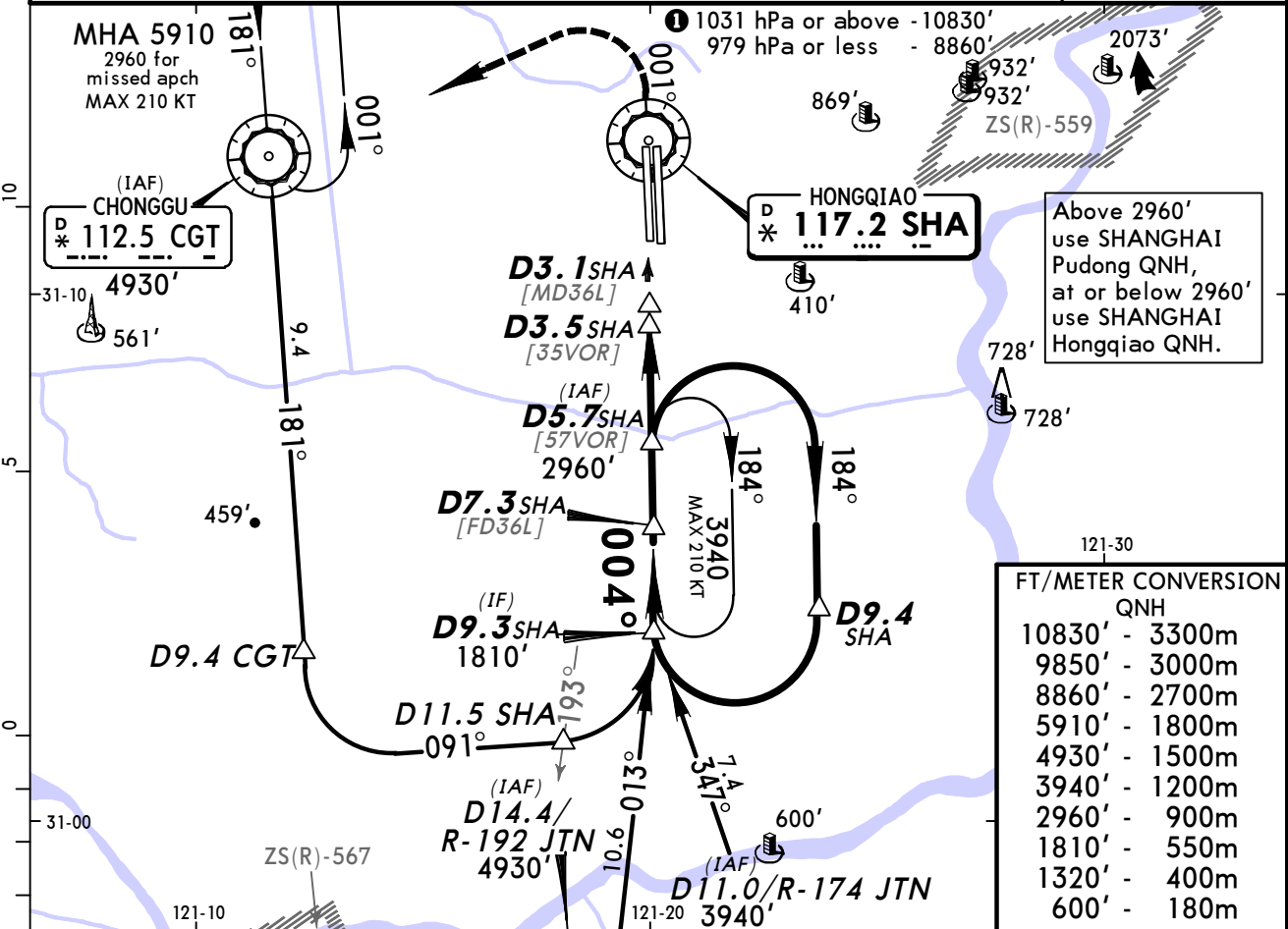
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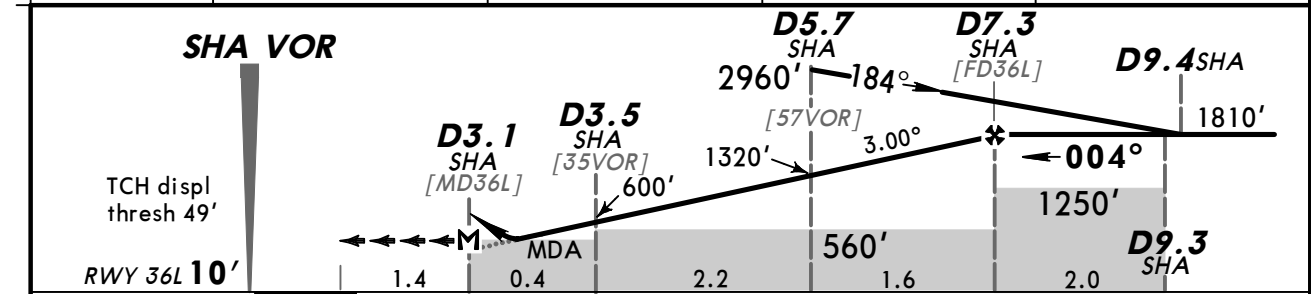
SHANGHAI, PR OF CHINA
VOR DME Rwy 36L

BRIEFING STRIP

ATIS 132.25		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		HONGQIAO Tower East West 118.1 118.65		Ground East West 121.6 121.85	
VOR SHA *117.2		Final Apch Crs 004°	Procedure Alt D7.3 SHA 1810' (1800')	MDA(H) 460' (450')	Apt Elev 10' RWY 10'		
MISSED APCH: Climb STRAIGHT AHEAD to SHA VOR. Intercept R-001 SHA, passing 1320' turn LEFT to reach CGT VOR at 2960'.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①	
Initial apch MAX 205 KT.							MSA SHA VOR



SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	760'	1080'	1400'	1720'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI ↑	SHA 117.2 R-001	1320'	CGT 112.5 LT
Descent Angle	3.00°	372	478	531	637	743				
MAP at D3.1 SHA										

Standard							STRAIGHT-IN LANDING RWY 36L			CIRCLE-TO-LAND		
							CDFA			Not authorized		
							MDA(H) 460' (450')			East of runway		
							ALS out			Max.		
										Kts	MDA(H)	VIS
A										100	690' (680')	2800m
B	2600m									135	690' (680')	3200m
C	2800m									180	790' (780')	4400m
D	3000m									205	790' (780')	4800m

PANS OPS

CHANGES: Minimums.

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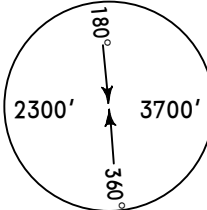
ZSSS/SHA
HONGQIAO

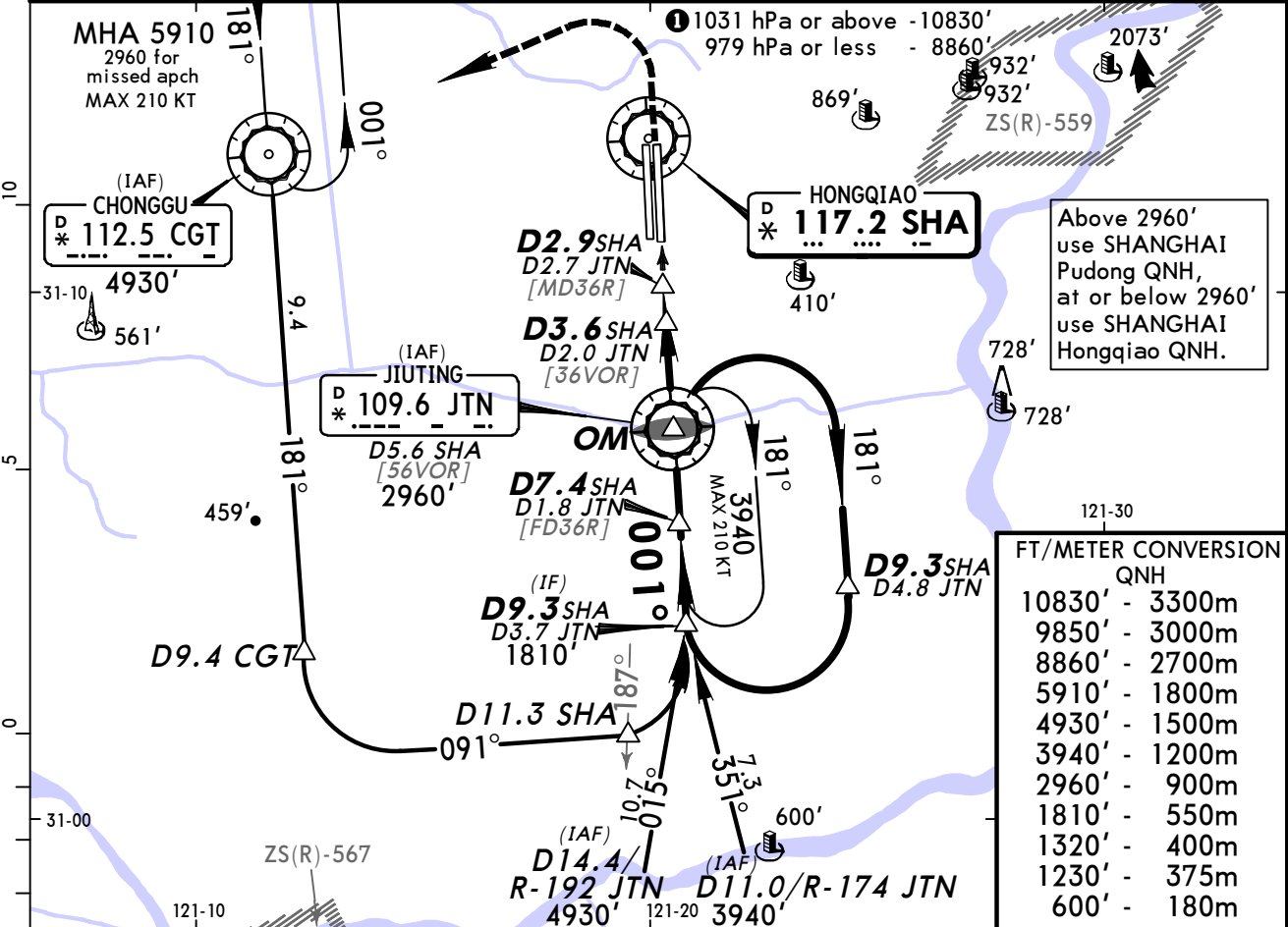
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Eff 20 Aug 1600Z

13-3

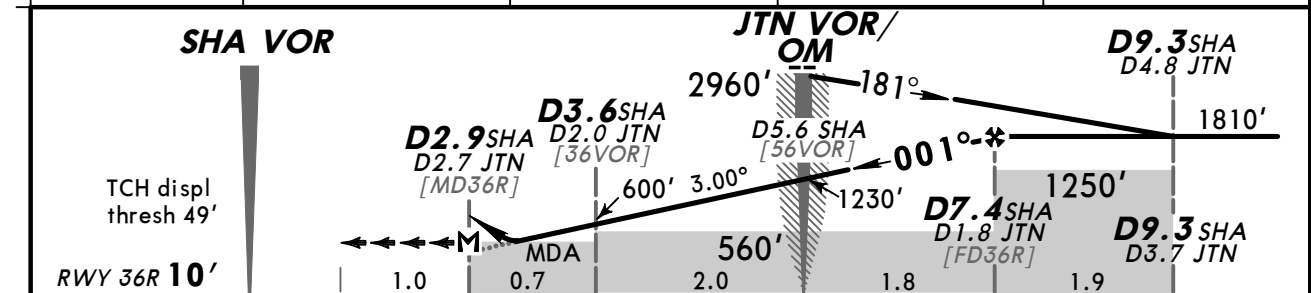
SHANGHAI, PR OF CHINA
VOR DME Rwy 36R

BRIEFING STRIP

ATIS 132.25		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		HONGQIAO Tower East West 118.1 118.65		Ground East West 121.6 121.85	
VOR SHA *117.2		Final Apch Crs 001°	Procedure Alt D7.4 SHA 1810' (1800')	MDA(H) 460' (450')	Apt Elev 10' RWY 10'		 2300' 3700' MSA SHA VOR
MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn LEFT to reach CGT VOR at 2960'.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' ①							
Initial apch MAX 205 KT.							



SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	710'	1030'	1350'	1660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1320' 2960' CGT 112.5
Descent Angle	3.00°	372	478	531	637	743	
MAP at D2.9 SHA/D2.7 JTN							

Standard		STRAIGHT-IN LANDING RWY 36R		CIRCLE-TO-LAND	
CDFA		MDA(H) 460' (450')		Not authorized East of runway	
		ALS out		Max. Kts	MDA(H) VIS
A		2200m		100	690' (680') 2800m
B		2400m		135	690' (680') 3200m
C		2600m		180	790' (780') 4400m
D		2800m		205	790' (780') 4800m

Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SHANGHAI, (HONGQIAO - ZSSS)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZSSS