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Revision Letter For Cycle 05-2025
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JEPPESEN
JeppView for Windows

General Information

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

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

Fuel Types: Jet, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2059 Z
Sunset: 1043 Z

Runway Information

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

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

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

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

Communication Information

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

1. GENERAL

1.1. ATIS

D-ATIS 132.25

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

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

1.3. NOISE ABATEMENT

1.3.1. NIGHT TIME RESTRICTION

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

1.3.2. RUN-UP TESTS

GENERAL

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

Engine run-ups are subject to AOC permission.

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

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

COOL RUNNING TESTS

All parking stands are available for cool running tests.

ENGINE IDLE TESTS

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

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

FAST RUN-UPS

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

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

1. GENERAL

1.3.3. AUXILIARY POWER UNITS (APU)

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

Following exceptions exist:

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

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

1.4. HUD SPECIAL CAT I/II OPERATION

1.4.1. PREPARATION OF HUD SPECIAL CAT I OPERATION

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

1.4.2. IMPLEMENTATION OF HUD SPECIAL CAT I/II OPERATION

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

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

1.4.3. TERMINATION OF HUD SPECIAL CAT I/II OPERATION

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

1.4.4. TAXI INSTRUCTIONS

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

For LVP taxi routings refer to 10-9 charts.

1.5. RWY OPERATIONS

1.5.1. GENERAL

During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct ACFT downwind take-off or downwind landing for short time. Pilot shall inform controller if he decides not to take off or land on downwind RWY allocated according to ACFT performance or operation handbook.

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

1. GENERAL

1.5.2. PROTECTION PROCEDURES FOR ILS SENSITIVE AREA

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

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

1.5.3. USE OF RWY STATUS LIGHTS (RWSL)

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

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

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

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

1.6. TAXI PROCEDURES

1.6.1. GENERAL

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

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

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

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

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

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

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

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

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

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

1. GENERAL

1.6.2. RWY CROSSING

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

Cross the RWY immediately upon receiving the crossing clearance.
Repeat all ATC instructions concerning "hold short of RWY or cross the RWY".
Any questions shall be clarified before crossing RWY.
When crossing is completed, report to controller "RWY vacated".

1.6.3. USING LIMIT FOR ROUTE-NORTH/SOUTH

1.6.3.1. CONSTITUTION OF ROUTE-NORTH/SOUTH

Pay attention to ACFTs on TWY N, BN, S, BS when using RWY18R/36L for departure, because they may affect the judgment about take-off. In order to eliminate those ill effects, some visual shelter with Red/White diagonal stripe has been set 1273'/388m outside RWY END on each side extended RCL 18R/36L.
Four compulsory holding points have been set: HP1, HP2, HP3, HP4. The flight crew must stop and wait for ATC instruction when reached these points.

1.6.3.2. ROUTE-NORTH/SOUTH OPERATION

ROUTE-NORTH/SOUTH is normally used for arrival ACFT parking on West apron.
ACFT with wingspan less than 118'/36m is available to use ROUTE-NORTH/SOUTH. ACFT with wingspan between 118'/36m and below 213'/65m is limited to use ROUTE-NORTH/SOUTH. ACFT with wingspan 213'/65m or more is forbidden to use ROUTE-NORTH/SOUTH.
ACFT with wingspan less than 118'/36m normally taxi via ROUTE-NORTH/SOUTH.
ACFT with wingspan 118'/36m or more mainly cross RWY 18R/36L via TWY H2 (or H6).

1.6.3.3. ROUTE-NORTH/SOUTH OPERATIONAL HOURS

Normally H24.
When all departure flight finish take-off at night, RWY crossing mode can be implemented.
When ROUTE-NORTH/SOUTH cannot be used due to TWY surface or some special reasons, RWY crossing mode shall be implemented.
During low visibility operation, RWY crossing mode is implemented.

1.6.3.4. NOTICE FOR ROUTE-NORTH/SOUTH

Pilot using TWY B shall pay attention and keep safety separation with ACFT holding short of RWY on TWY H1 thru H7.
Arrival ACFT shall strictly follow ATC instruction to cross RWY. If missed the intersection of TWY B and TWY H2 (or H6), the ACFT must nose to North (or South), stop before entering the intersection of TWY B and TWY H1 (or H7) and wait for ATC instruction.
ROUTE-NORTH/SOUTH shall only use for one-way. No-entry light and marking are set at the connection part of TWY D and ROUTE-NORTH/SOUTH. Pilot shall pay attention and avoid entering by mistake.
According to RWY in use, no-entry light is set near DER at the connection part of TWY B and ROUTE-NORTH/SOUTH. Departure ACFT taxiing to TWY H1 (or H7) shall pay attention and avoid entering by mistake.

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

If the ACFT with wingspan more than 118'/36m and below 171'/52m gets in ROUTE-NORTH/SOUTH, stop using RWY 18R/36L for take-off immediately and follow ATC instruction to continue taxiing.
If the ACFT with wingspan more than 171'/52m and below 213'/65m gets in ROUTE-NORTH/SOUTH, stop using RWY 18R/36L for take-off immediately. The stray ACFT shall taxi not exceeding 10.8 KT on its own or guided by Follow-me vehicle to TWY D, then follow ATC instruction to taxi into stand on its own.
If the ACFT with wingspan more than 213'/65m gets in ROUTE-NORTH/SOUTH, stop using RWY 18R/36L for take-off immediately and the ACFT shall shut down engine and wait for towing tractor, after towing back to TWY B, start-up to taxi.

1. GENERAL

1.7. PARKING INFORMATION

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

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

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

All stands are taxi in/push-back.

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

Entry/exit of stand 232 forbidden while ACFT parking nose to South on TWY L12.
Entry/exit of stand 235 forbidden while ACFT parking nose to North on TWY L12.
Entry/exit of stand 262 forbidden while ACFT parking nose to South on TWY L13.
Entry/exit of stand 265 forbidden while ACFT parking nose to North on TWY L13.

1.8. FUEL DUMPING AREA

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

1.9. OTHER INFORMATION

1.9.1. GENERAL

Birds.

RWYs 18L and 18R right-hand circuit.

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

1.9.2. IFR FLIGHT PROCEDURES

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

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

1.9.3. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

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

2. ARRIVAL

2.1. GENERAL

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

2.2. COMMUNICATION FAILURE PROCEDURE

2.2.1. WHEN TRANSMITTER IS AVAILABLE

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

2.2.2. WHEN AD IS NOT AVAILABLE

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

2.2.3. WITH ARRIVAL INSTUCTIONS RECIEVED

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

2.2.4. WITHOUT ARRIVAL INSTUCTIONS RECIEVED

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

2.3. HUD SPECIAL CAT I/II OPERATION

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

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

2.4. RWY OPERATIONS

2.4.1. GENERAL

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

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

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

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

2.4.2. ILS OPERATIONS MODE

When ACFT landing at:

RWY 18L: RWYs 18L and 36L are available for CAT I/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.

3. ARRIVAL

2.6. PARKING INFORMATION

Stand distribution for arriving ACFT is arranged by AOC.

2.7. OTHER INFORMATION

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

3. DEPARTURE

3.1. DE-ICING

3.1.1. DE-ICING ON THE WEST APRONs

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

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

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

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

3.1.2. DE-ICING ON THE EAST APRONs

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

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

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

3.2.1. GENERAL

Procedure in Apron Control areas

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

3. DEPARTURE

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

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

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

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

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

Nose Direction of ACFT

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

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

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

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

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

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

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

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

3.2.2. END OF PUSH POINTS

End of push points to be used for parking stands.

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

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

Hongqiao APT adopts NADP1 to reduce noise in the area near DER.

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

3.3.1. TAKE-OFF

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

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

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

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

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

3.4. COMMUNICATION FAILURE PROCEDURES

3.4.1. GENERAL

Follow last Departure instruction.

3.4.2. WHEN DECIDING TO RETURN

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

3.4.3. RECOMMENDED START OF STAR

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

3.4.4. FUEL DUMPING

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

3.5. HUD SPECIAL CAT I/II OPERATION

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

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

3.6. RWY OPERATIONS

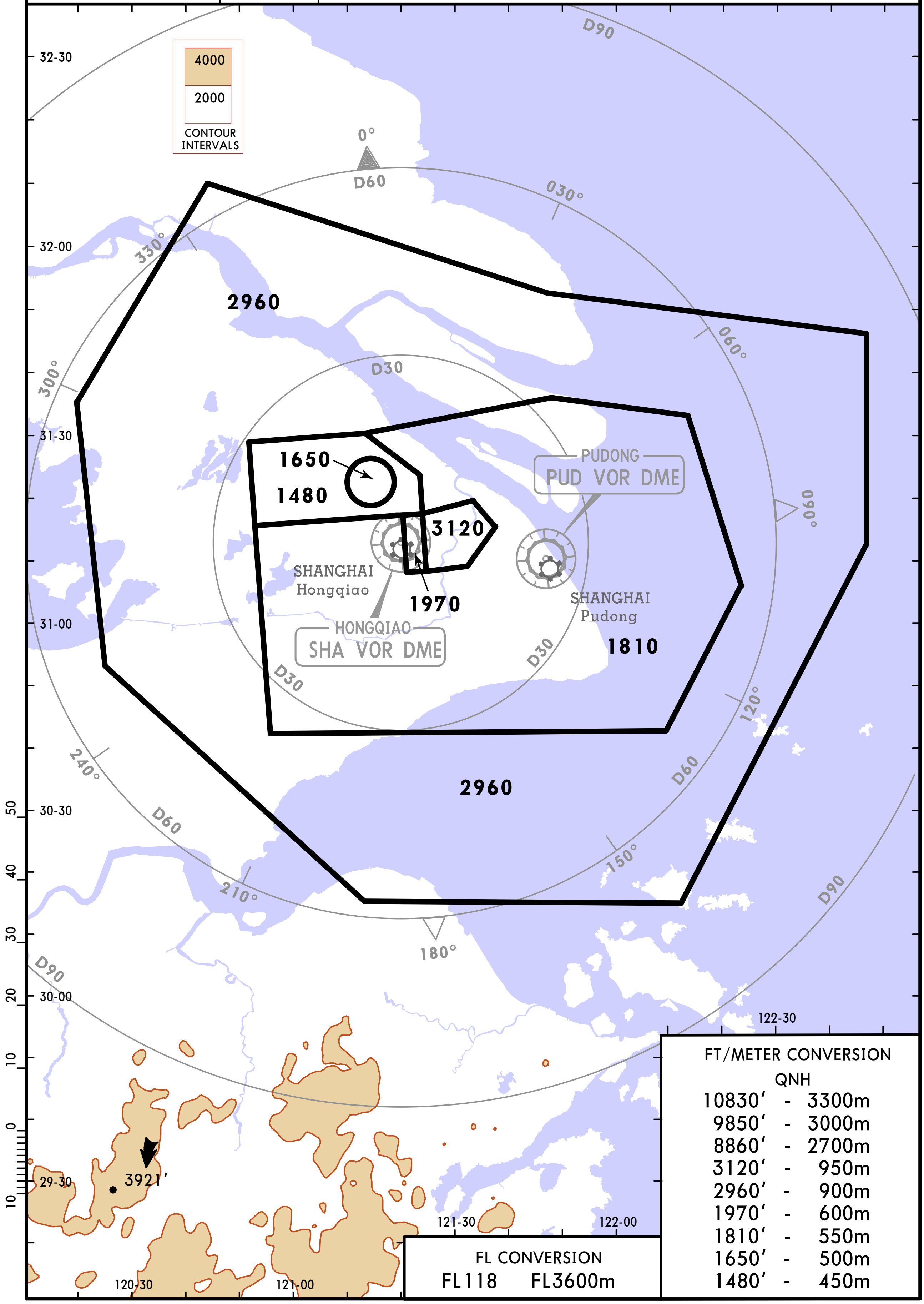
RWY 18R/36L mainly used for departure RWY 18L/36R could be used for departure by ATC clearance.

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

3.7. OTHER INFORMATION

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

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.



FL CONVERSION

FL118	FL3600m

FT/METER CONVERSION

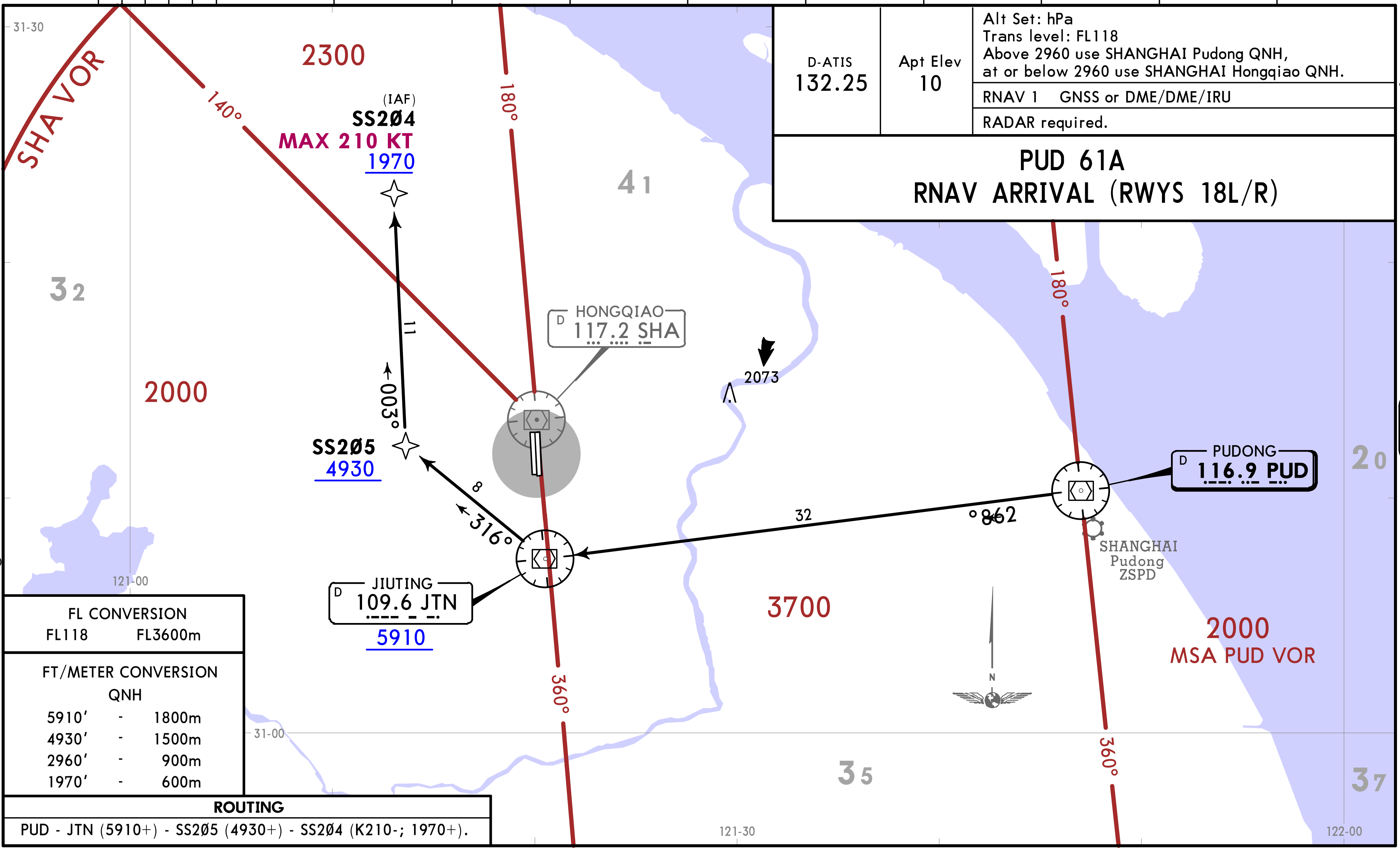
QNH

10830'	3300m
9850'	3000m
8860'	2700m
3120'	950m
2960'	900m
1970'	600m
1810'	550m
1650'	500m
1480'	450m

CHANGES: Relief in south west corner updated.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.
132.25	10	RNAV 1 GNSS or DME/DME/IRU
		RADAR required.

PUD 61A
RNAV ARRIVAL (RWYS 18L/R)



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION

QNH		
5910'	-	1800m
4930'	-	1500m
2960'	-	900m
1970'	-	600m

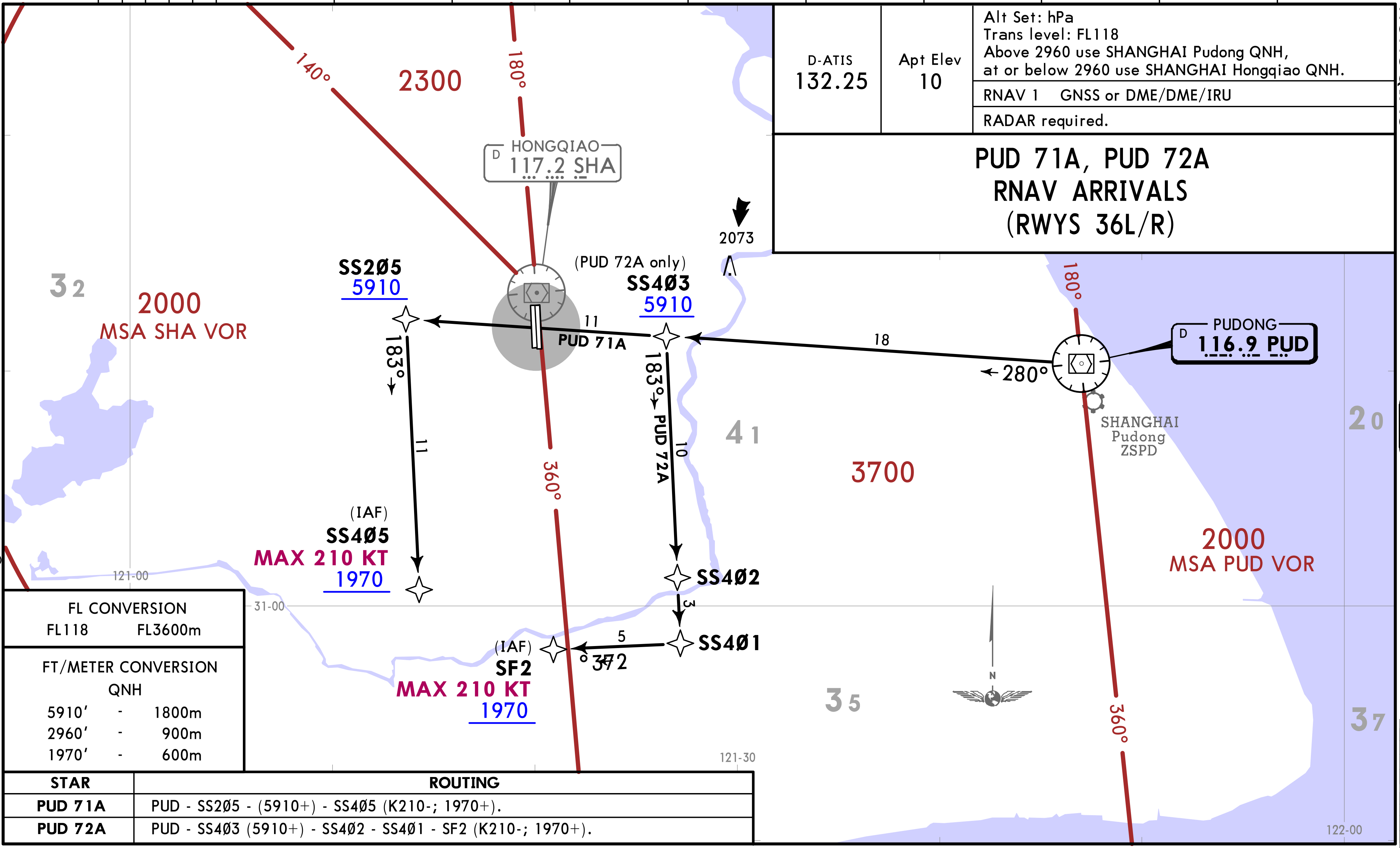
ROUTING

PUD - JTN (5910+) - SS2Ø5 (4930+) - SS2Ø4 (K210-; 1970+).

CHANGES: PBN Navspec.

D-ATIS	Apt Elev	
132.25	10	Alt Set: hPa Trans level: FL118 Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.
		RNAV 1 GNSS or DME/DME/IRU
		RADAR required.

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



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION
QNH

5910'	-	1800m
2960'	-	900m
1970'	-	600m

STAR	ROUTING
PUD 71A	PUD - SS2Ø5 - (5910+) - SS4Ø5 (K210-; 1970+).
PUD 72A	PUD - SS4Ø3 (5910+) - SS4Ø2 - SS4Ø1 - SF2 (K210-; 1970+).

CHANGES: PBN Navspec.

D-ATIS	Apt Elev	
132.25	10	Alt Set: hPa Trans level: FL118 Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.
		RNAV 1 GNSS or DME/DME/IRU
		RADAR required.

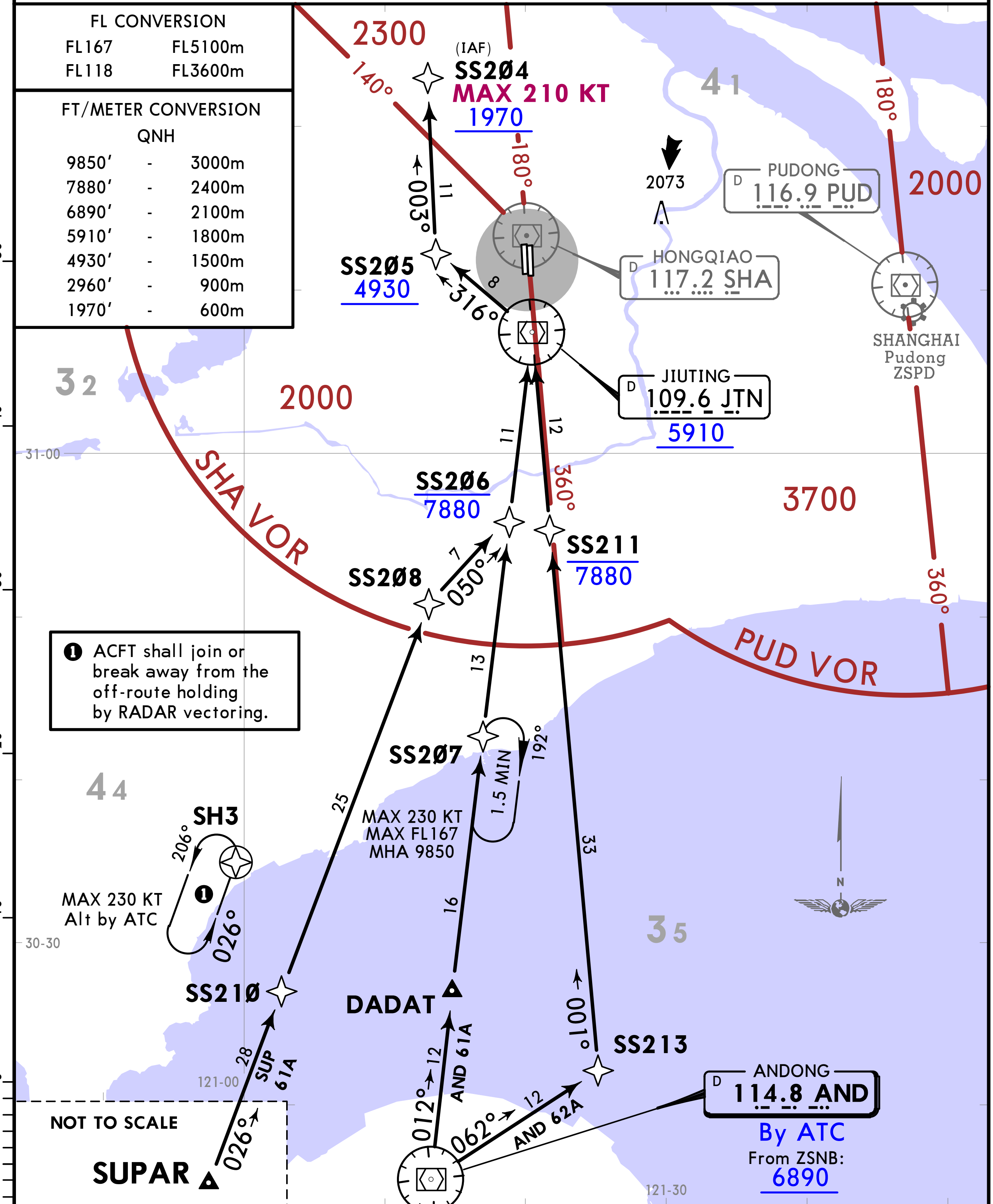
AND 61A, AND 62A, SUP 61A
RNAV ARRIVALS (RWYS 18L/R)

FL CONVERSION

FL167	FL5100m
FL118	FL3600m

FT/METER CONVERSION
QNH

9850'	-	3000m
7880'	-	2400m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
2960'	-	900m
1970'	-	600m

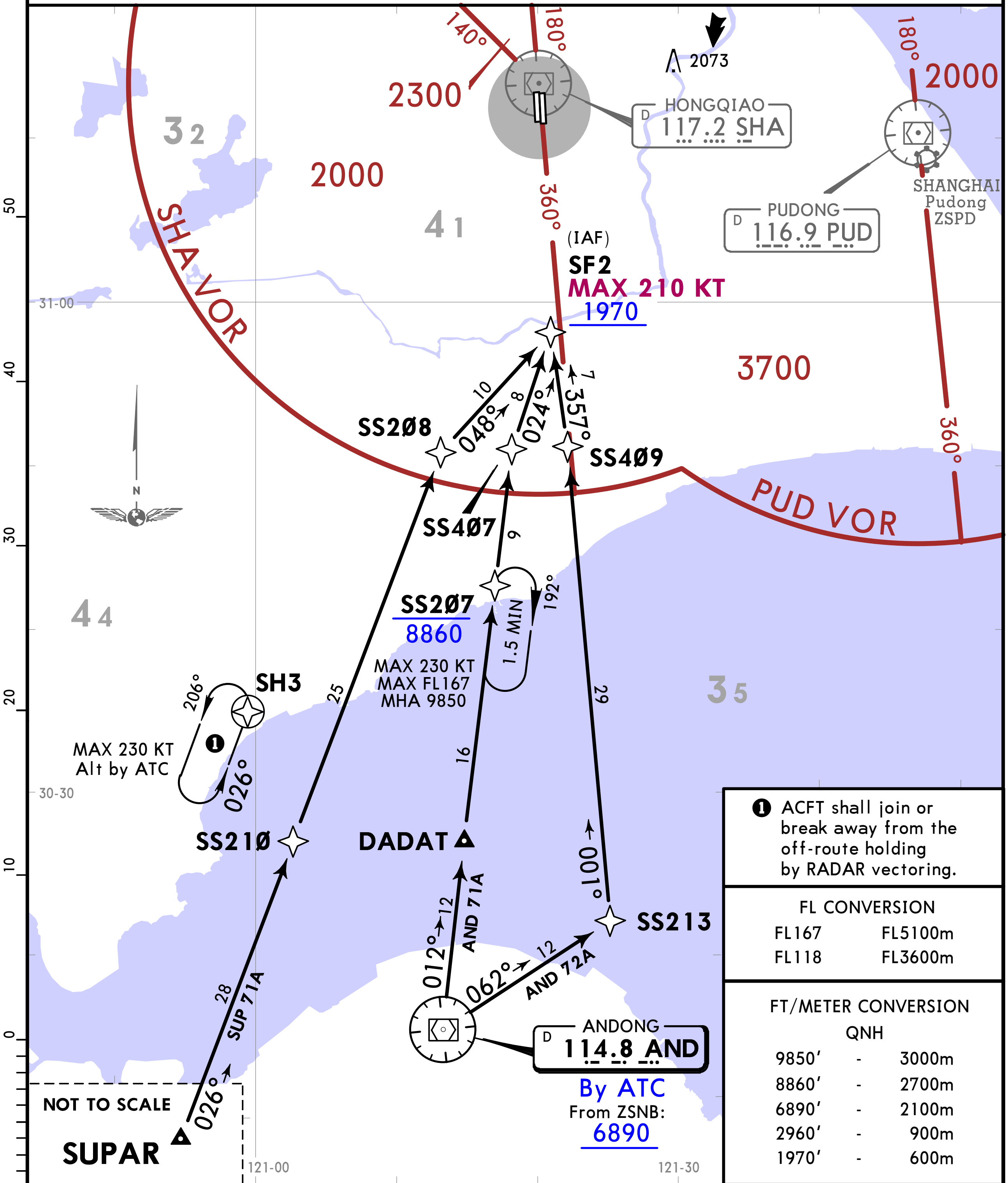


STAR	ROUTING
AND 61A	AND (6890+ or by ATC) - DADAT - SS2Ø7 - SS2Ø6 (7880-) - JTN (5910+) - SS2Ø5 (4930+) - SS2Ø4 (K210-; 1970+).
AND 62A By ATC	AND (6890+ or by ATC) - SS213 - SS211 (7880-) - JTN (5910+) - SS2Ø5 (4930+) - SS2Ø4 (K210-; 1970+).
SUP 61A By ATC	SUPAR - SS21Ø - SS2Ø8 - SS2Ø6 (7880-) - JTN (5910+) - SS2Ø5 (4930+) - SS2Ø4 (K210-; 1970+).

CHANGES: PBN Navspec, ballnote revised.

D-ATIS	Apt Elev	
132.25	10	Alt Set: hPa Trans level: FL118 Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.
		RNAV 1 GNSS or DME/DME/IRU
		RADAR required.

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



❶ ACFT shall join or break away from the off-route holding by RADAR vectoring.

FL CONVERSION

FL167	FL5100m
FL118	FL3600m

FT/METER CONVERSION

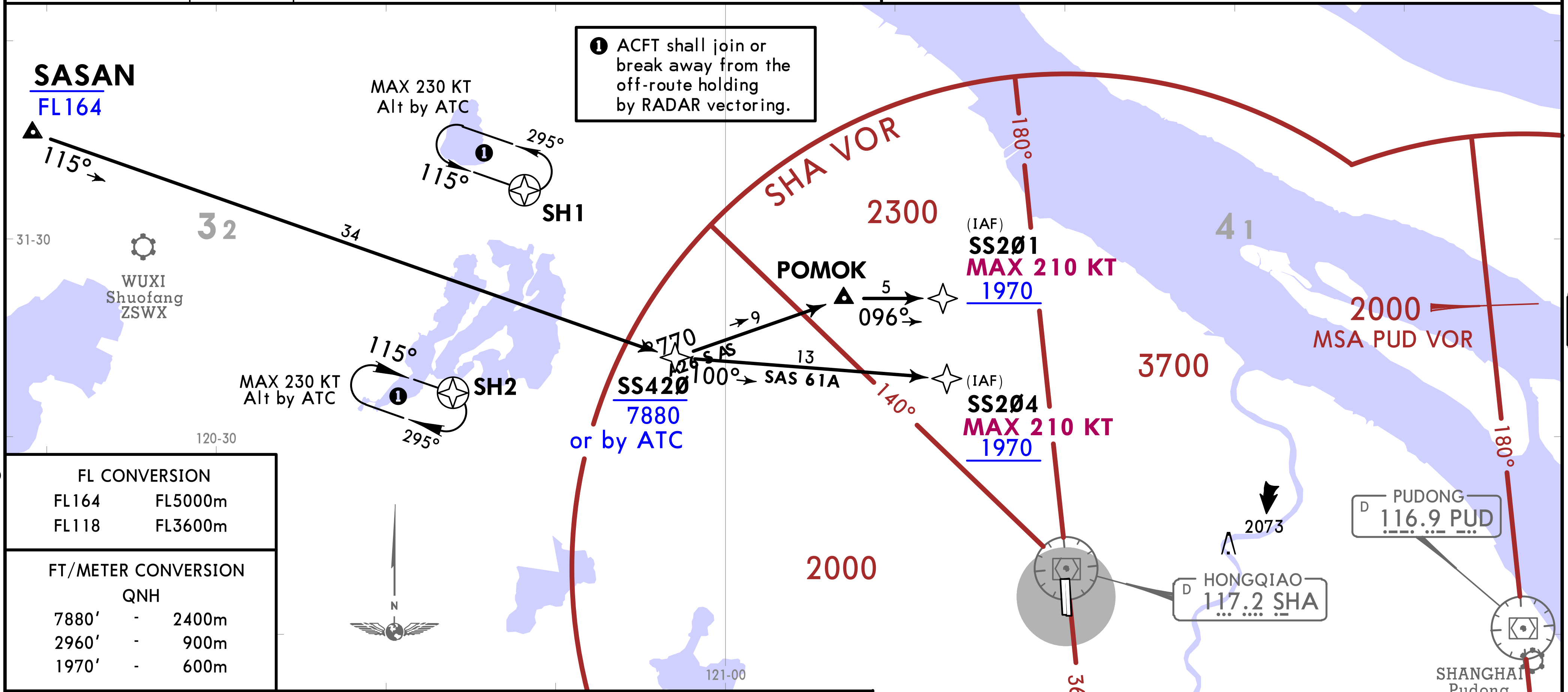
QNH

9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
2960'	-	900m
1970'	-	600m

STAR	ROUTING
AND 71A	AND (6890+ or by ATC) - DADAT - SS207 (8860-) - SS407 - SF2 (K210-; 1970+).
AND 72A By ATC	AND (6890+ or by ATC) - SS213 - SS409 - SF2 (K210-; 1970+).
SUP 71A By ATC	SUPAR - SS210 - SS208 - SF2 (K210-; 1970+).

CHANGES: PBN Navspec, ballnote revised.

D-ATIS 132.25	Apt Elev 10	Alt Set: hPa Trans level: FL118 Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH. RNAV 1 GNSS or DME/DME/IRU RADAR required.	SAS 61A, SAS 62A RNAV ARRIVALS (RWYS 18L/R)



FL CONVERSION

FL164	FL5000m
FL118	FL3600m

FT/METER CONVERSION

QNH

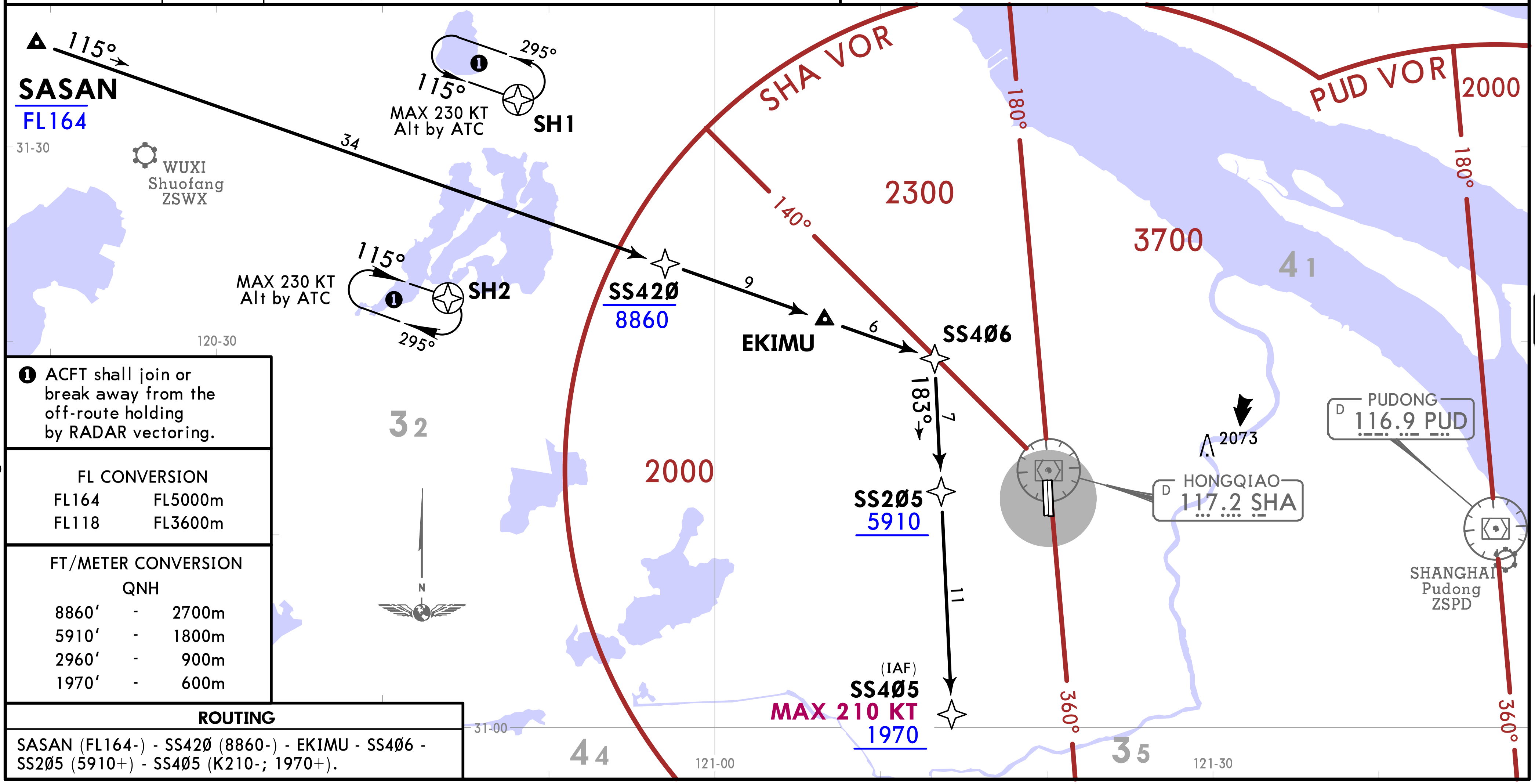
7880'	2400m
2960'	900m
1970'	600m

STAR	ROUTING
SAS 61A	SASAN (FL164-) - SS420 (7880- or by ATC) - SS2Ø4 (K210-; 1970+).
SAS 62A By ATC	SASAN (FL164-) - SS42Ø (7880- or by ATC) - POMOK - SS2Ø1 (K210-; 1970+).

CHANGES: PBN Navspec, ballnote revised.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.
132.25	10	RNAV 1 GNSS or DME/DME/IRU
		RADAR required.

SAS 71A RNAV ARRIVAL (RWYS 36L/R)



❶ ACFT shall join or break away from the off-route holding by RADAR vectoring.

FL CONVERSION	
FL164	FL5000m
FL118	FL3600m

FT/METER CONVERSION

QNH		
8860'	-	2700m
5910'	-	1800m
2960'	-	900m
1970'	-	600m

ROUTING

SASAN (FL164-) - SS42Ø (8860-) - EKIMU - SS4Ø6 - SS2Ø5 (5910+) - SS4Ø5 (K210-; 1970+).

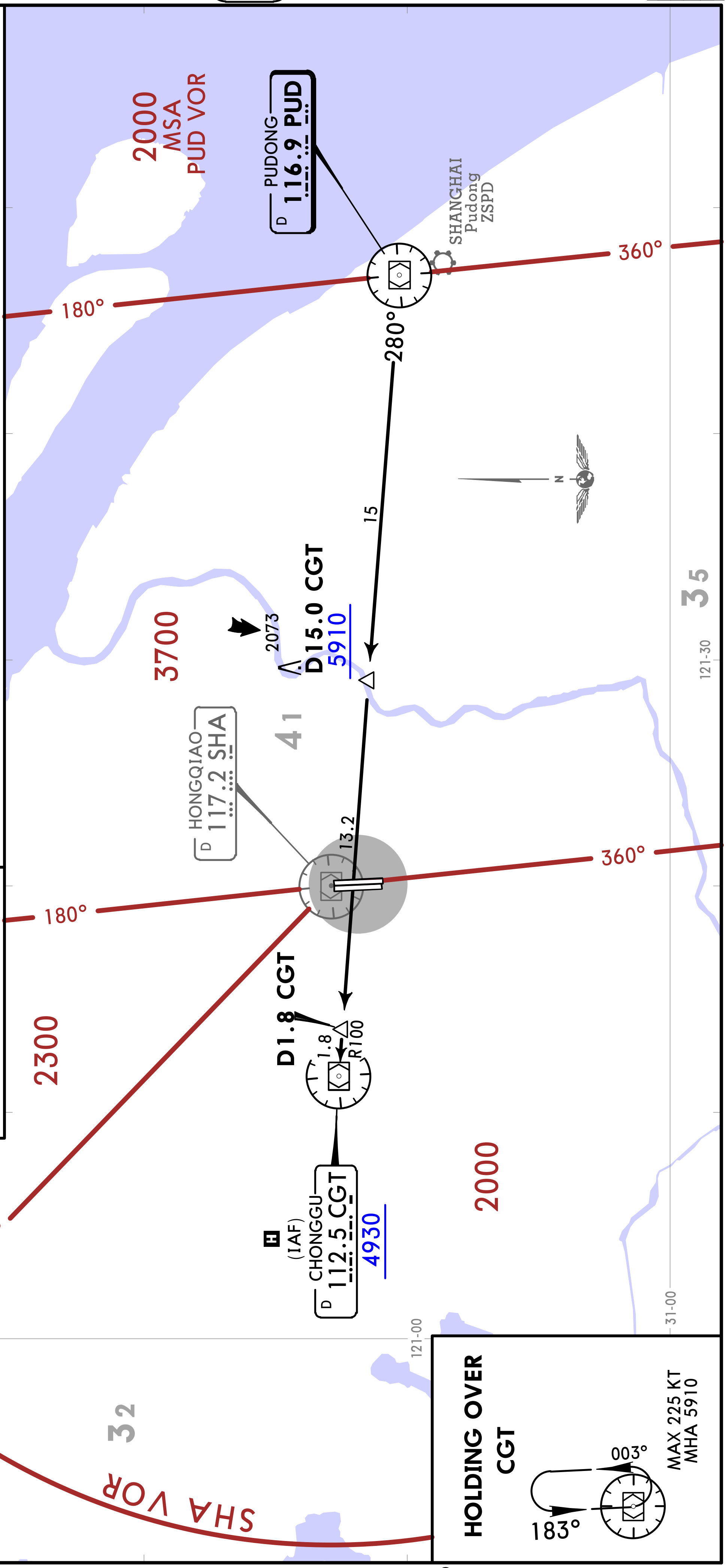
CHANGES: PBN Navspec, ballnote revised.

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.

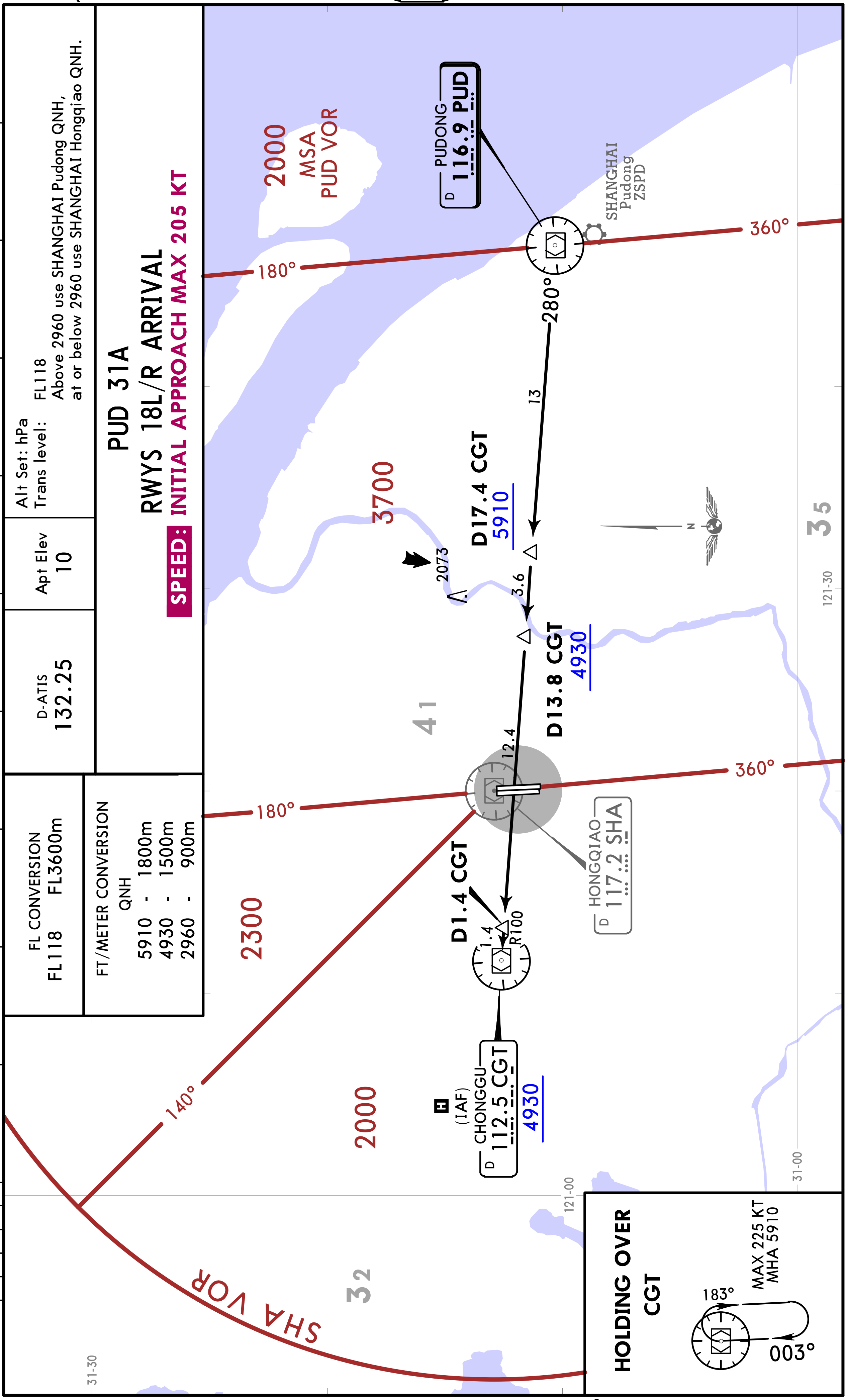
PUD 21A
RWYS 36L/R ARRIVAL
SPEED: INITIAL APPROACH MAX 205 KT

FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION	
QNH	
5910 -	1800m
4930 -	1500m
2960 -	900m



CHANGES: PUD 1A redesignated PUD 21A.



CHANGES: PUD 2A redesignated PUD 31A.

D-ATIS	Apt Elev
132.25	10

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

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

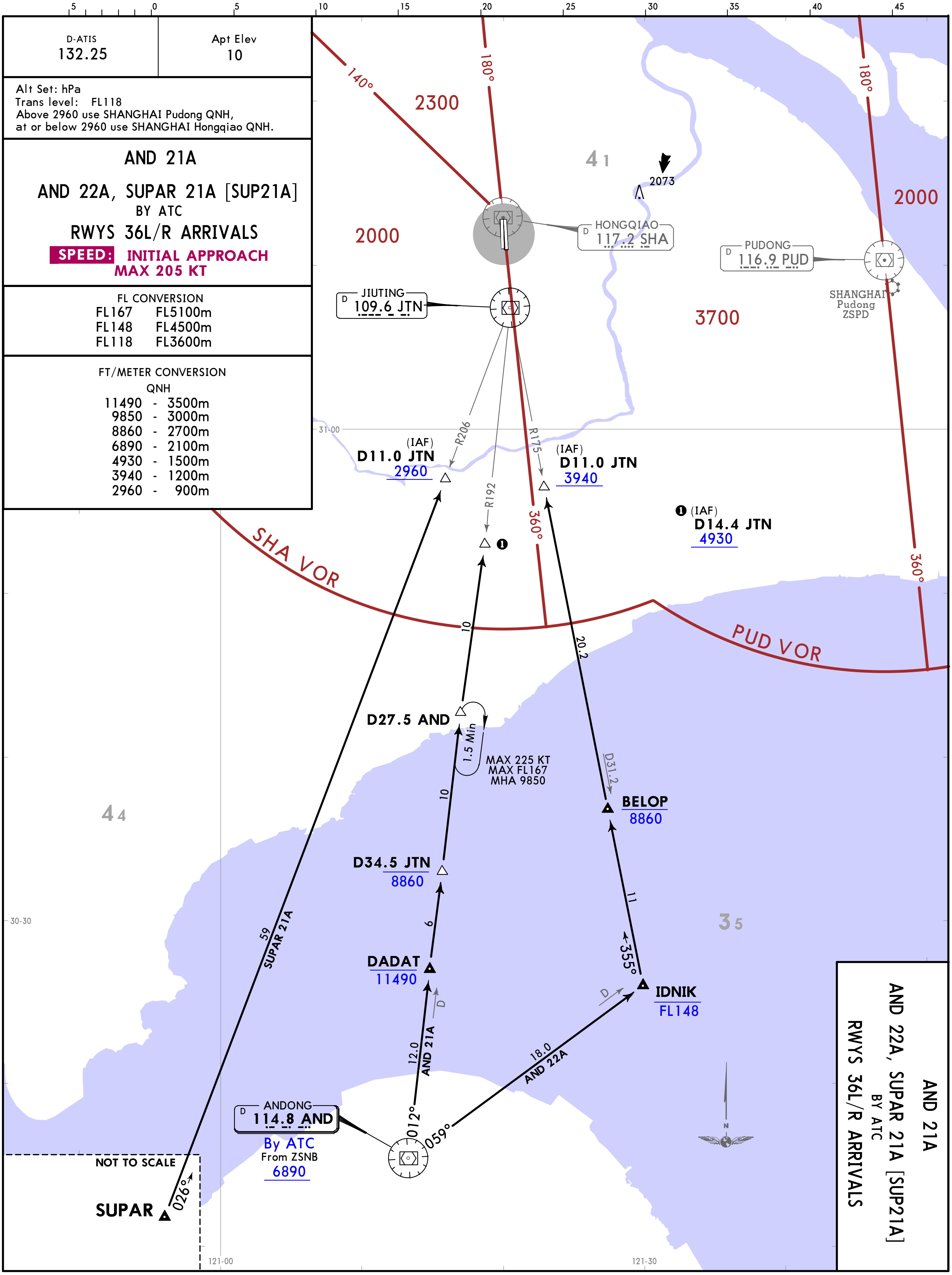
SPEED: INITIAL APPROACH MAX 205 KT

FL CONVERSION

FL167	FL5100m
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION
QNH

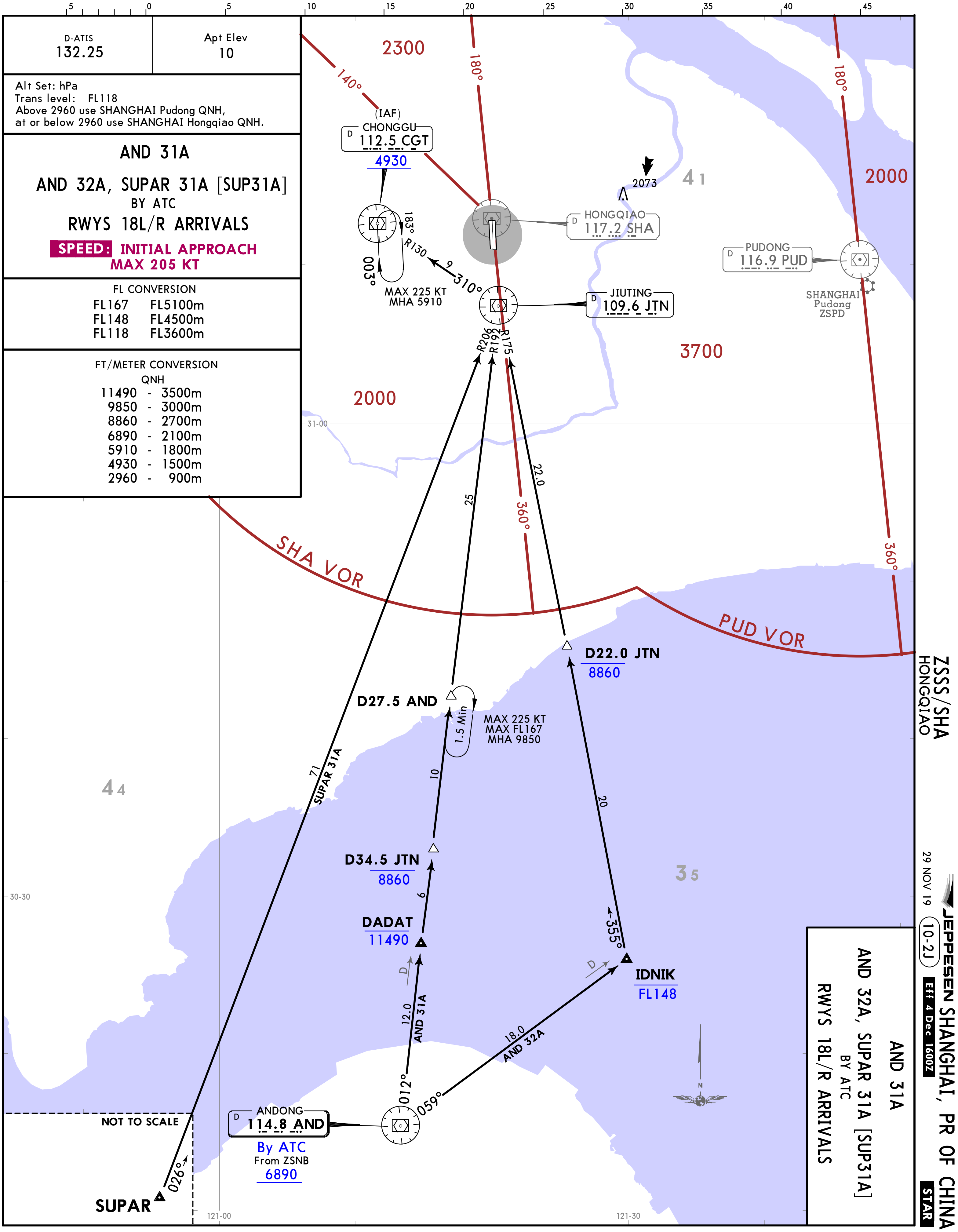
11490	3500m
9850	3000m
8860	2700m
6890	2100m
4930	1500m
3940	1200m
2960	900m



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

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

Printed from JeppView for Windows 5.3.0.0 on 16 May 2025; Terminal chart data cycle 05-2025 (Expired); Notice: After 13 Mar 2025, 0000Z, this chart may no longer be valid

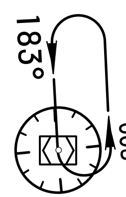


D-ATIS	Apt Elev	Alt Set: hPa
132.25	10	Trans level: FL118 Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.

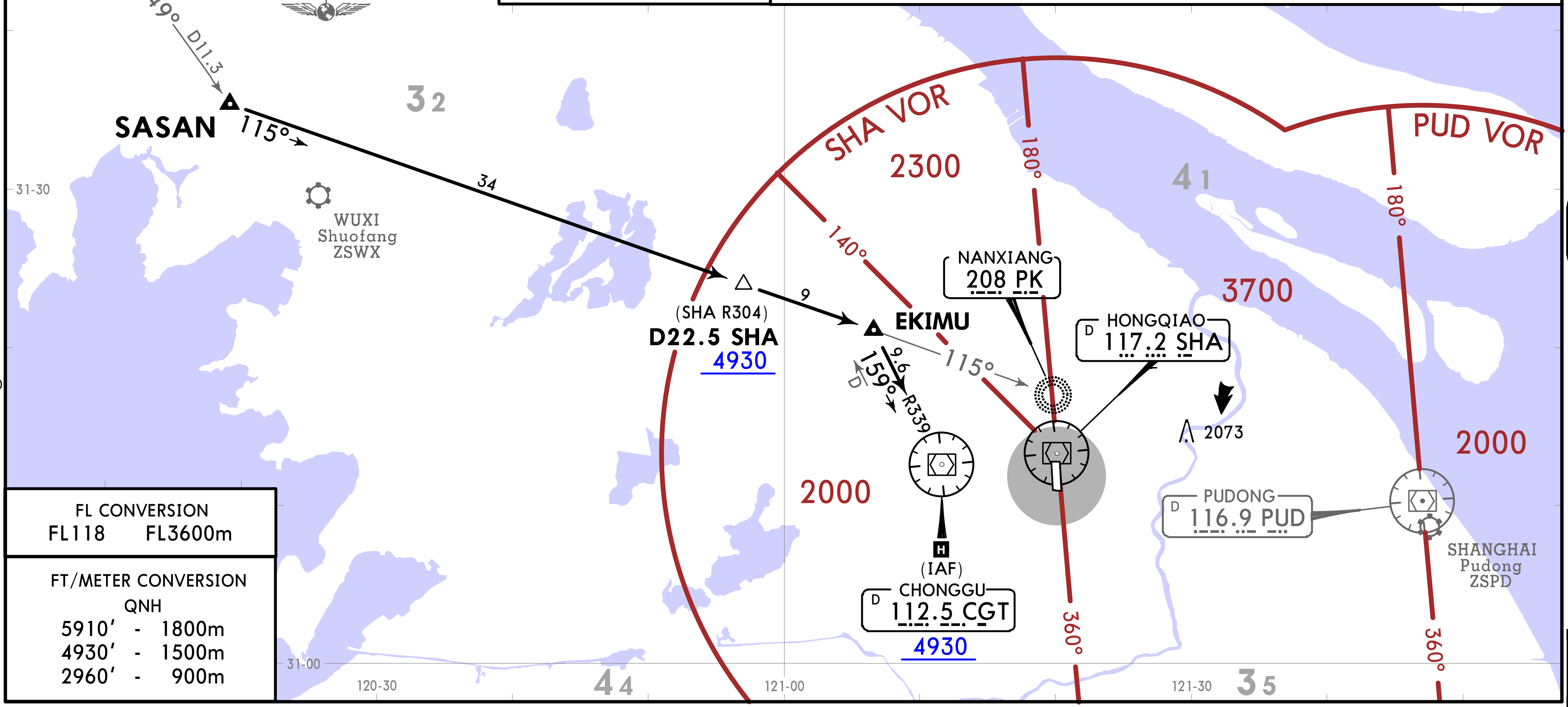
SASAN 21A [SAS21A]
RWYS 36L/R ARRIVAL

SPEED: INITIAL APPROACH MAX 205 KT

HOLDING OVER CGT VOR



MAX 225KT
MHA 5910



FL CONVERSION	
FL118	FL3600m

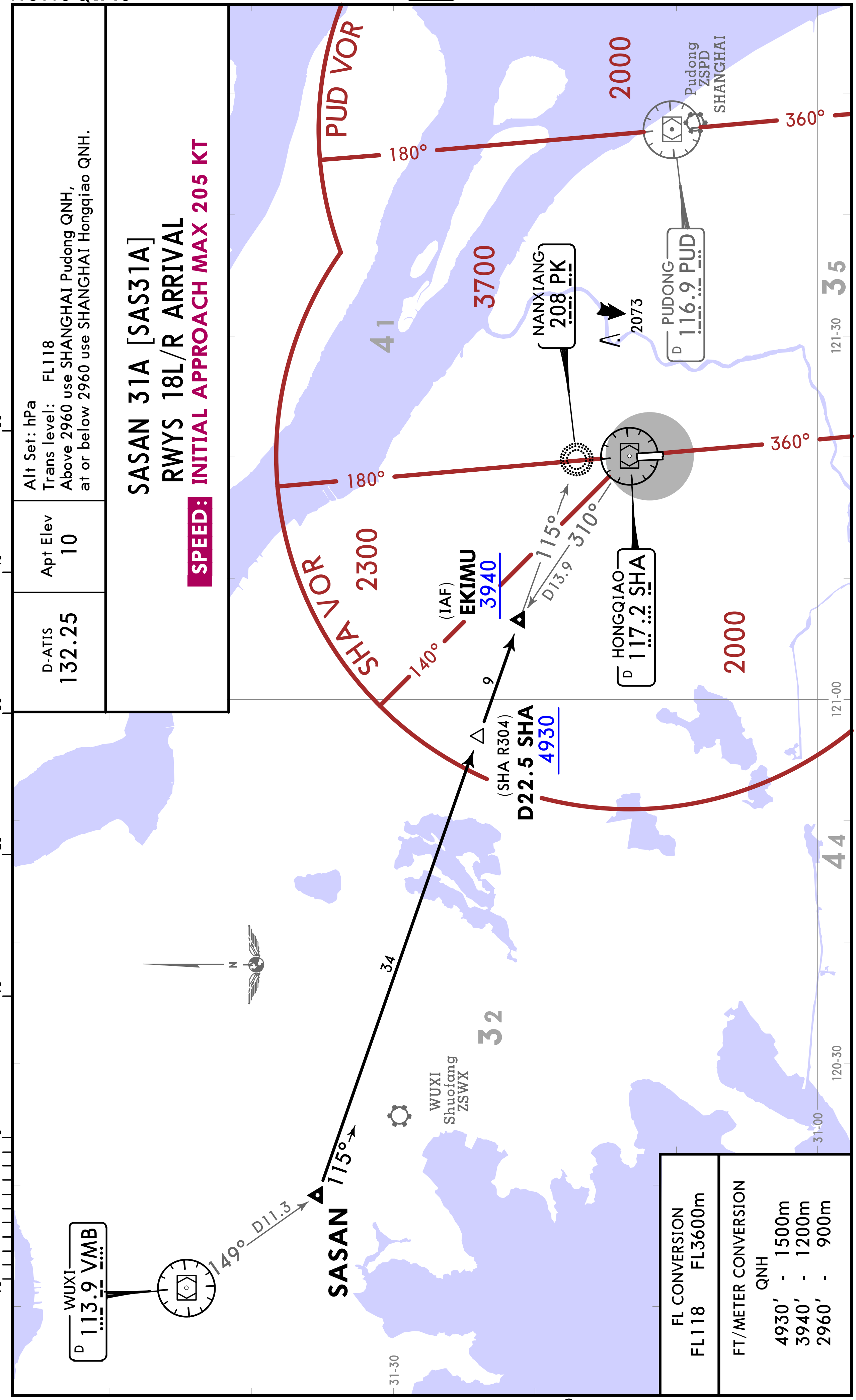
FT/METER CONVERSION

QNH	
5910'	1800m
4930'	1500m
2960'	900m

D-ATIS	Apt Elev	Alt Set: hPa
132.25	10	Trans level: FL118 Above 2960 use SHANGHAI Pudong QNH, at or below 2960 use SHANGHAI Hongqiao QNH.

SASAN 31A [SAS31A]
RWYS 18L/R ARRIVAL

SPEED: INITIAL APPROACH MAX 205 KT



CHANGES: Definition of D22.5 SHA and EKIMU.

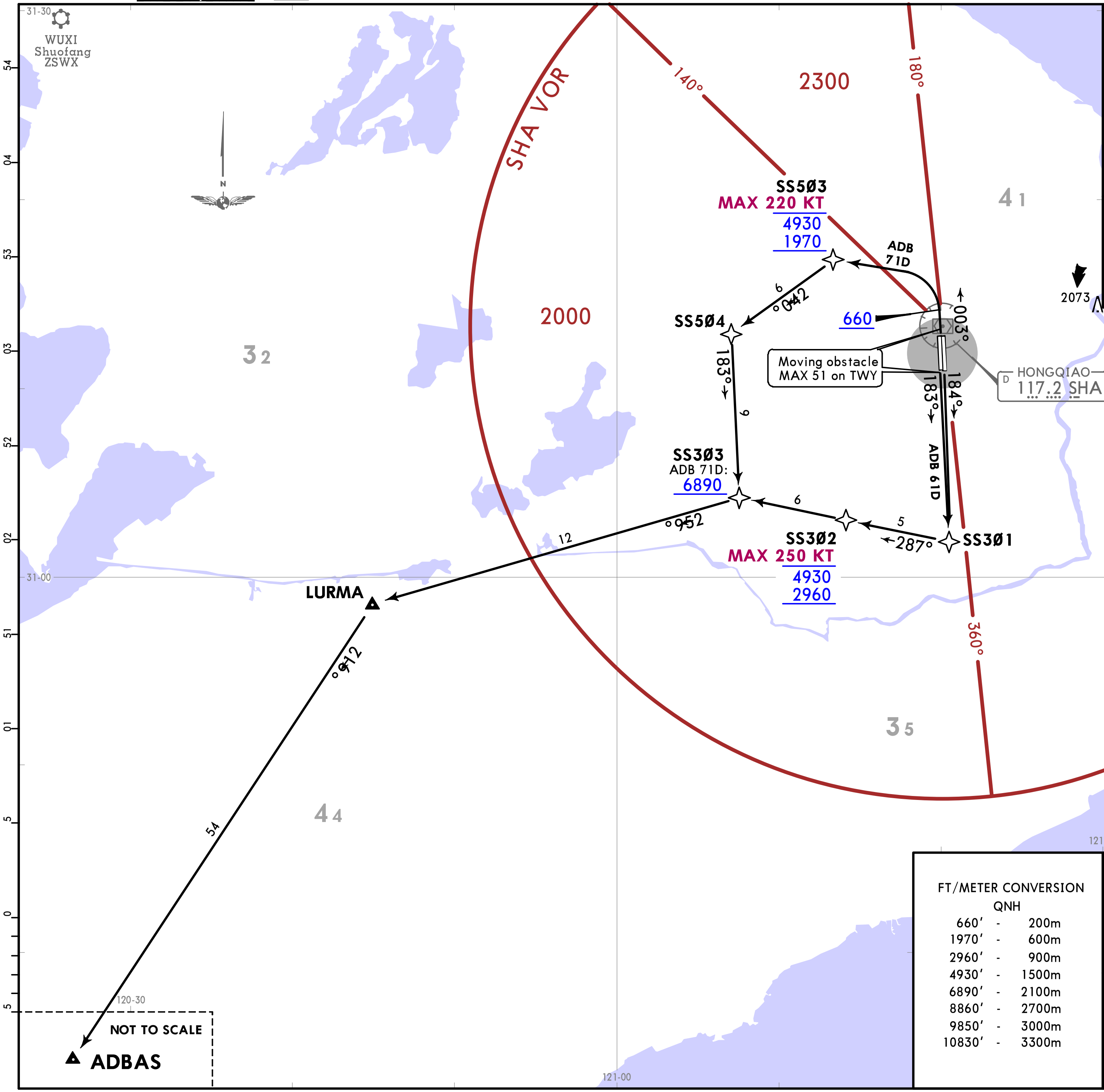
Apt Elev 10

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

RNAV 1 GNSS or DME/DME/IRU

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

ADB 61D, ADB 71D RNAV DEPARTURES (ALL RWYS) BY ATC



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

ADB 71D
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3Ø3.

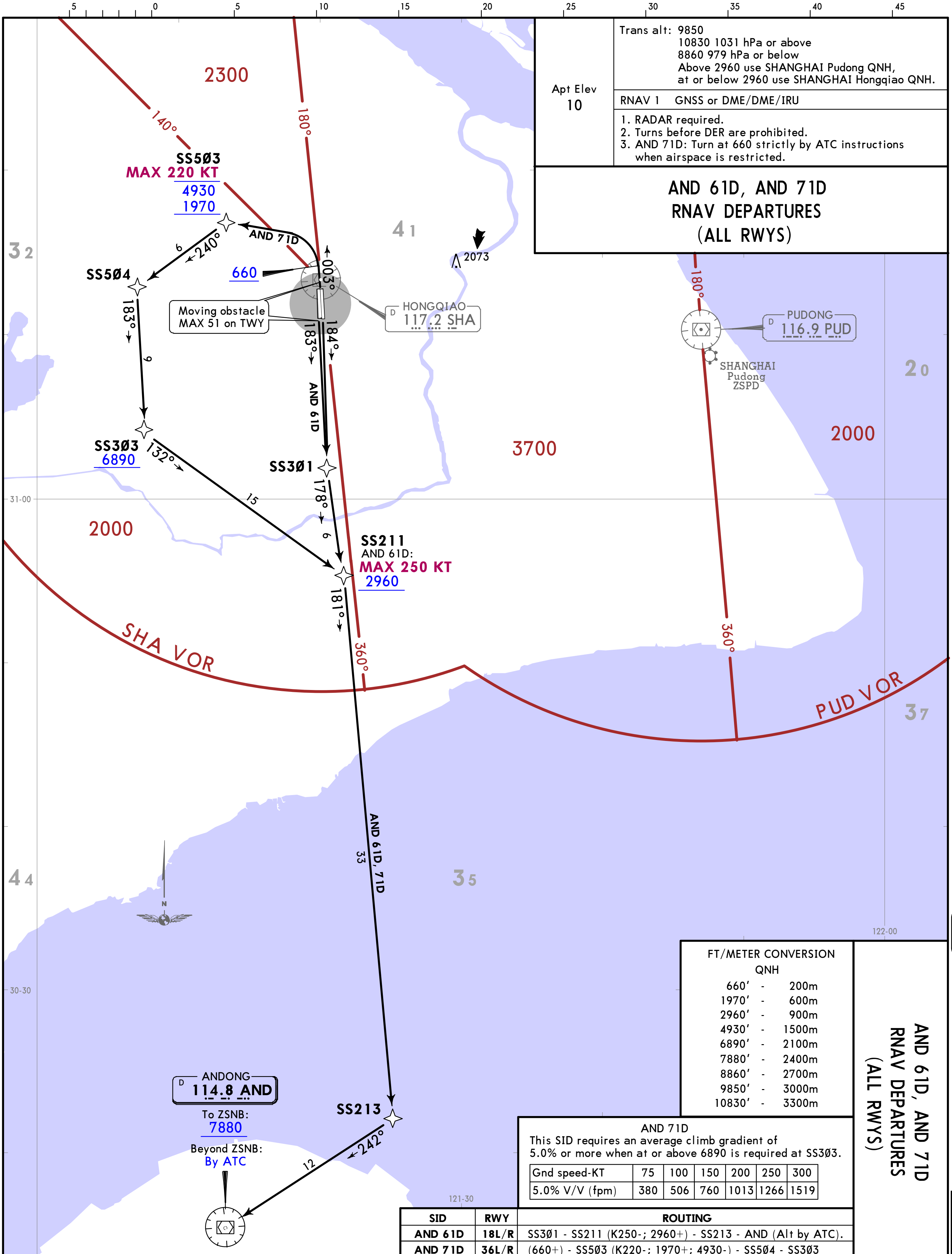
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING
ADB 61D	18L/R	SS3Ø1 - SS3Ø2 (K250-; 2960+; 4930-) - SS3Ø3 - LURMA - ADBAS.
ADB 71D	36L/R	(660+) - SS5Ø3 (K220-; 1970+; 4930-) - SS5Ø4 - SS3Ø3 (6890+) - LURMA - ADBAS.

CHANGES: ADB SIDs established, AND SIDs transferred.

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

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



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 SS3Ø3.

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

SID	RWY	ROUTING
AND 61D	18L/R	SS3Ø1 - SS211 (K250-; 2960+) - SS213 - AND (Alt by ATC).
AND 71D	36L/R	(660+) - SS5Ø3 (K220-; 1970+; 4930-) - SS5Ø4 - SS3Ø3 (6890+) - SS211 - SS213 - AND (Alt by ATC).

CHANGES: General note revised, chart reindexed.

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

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

FT/METER CONVERSION

QNH

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

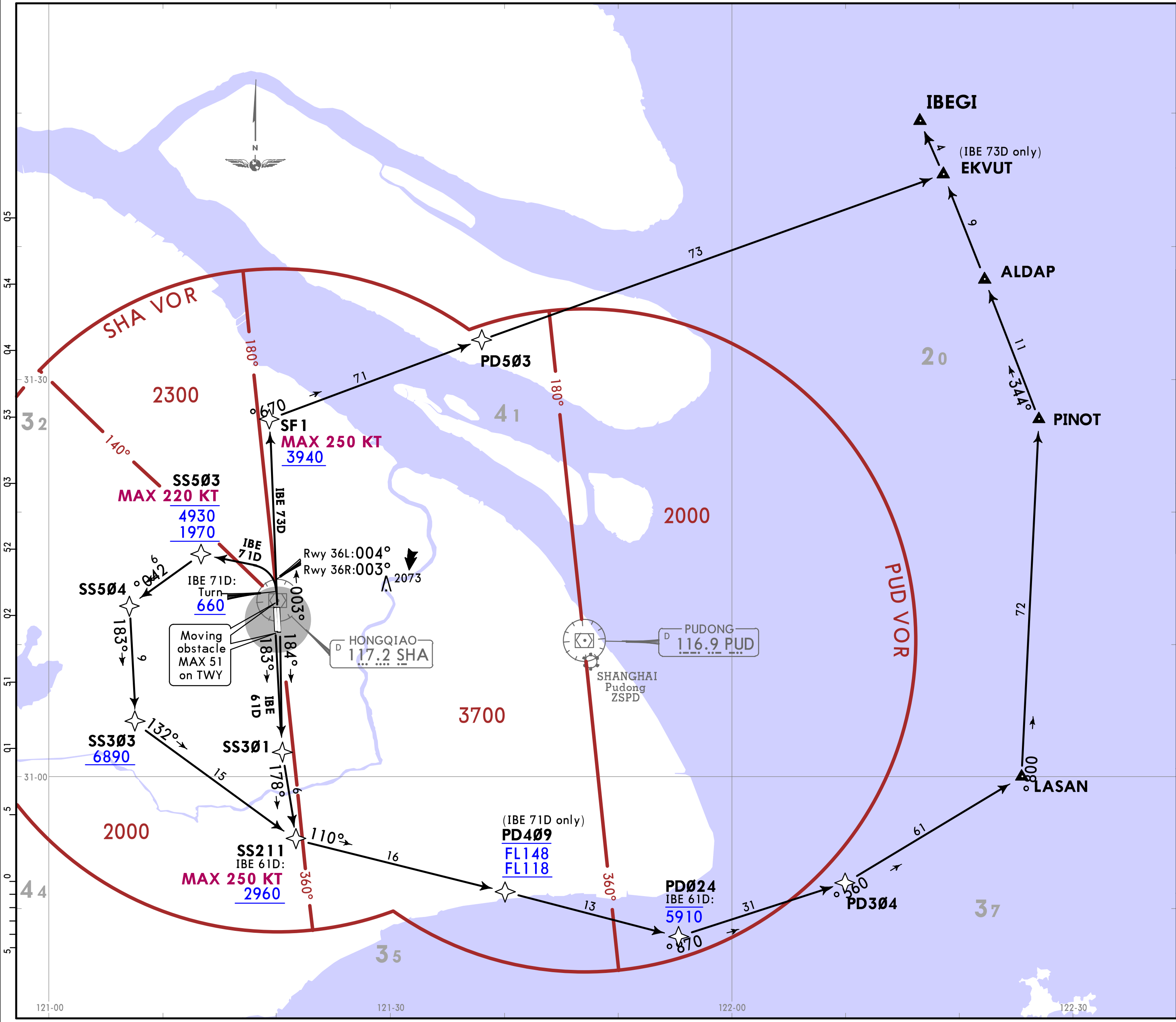
FL CONVERSION

FL118	FL3600m
FL148	FL4500m

IBE 71D

This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3Ø3.

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



SID	RWY	ROUTING
IBE 61D	18L/R	SS3Ø1 - SS211 (K250-; 2960+) - PDØ24 (5910-) - PD3Ø4 - LASAN - PINOT - ALDAP - IBEGI.
IBE 71D	36L/R	(660+) - SS5Ø3 (K220-; 1970+; 4930-) - SS5Ø4 - SS3Ø3 (6890+) - SS211 - PD4Ø9 (FL118+; FL148-) - PDØ24 - PD3Ø4 - LASAN - PINOT - ALDAP - IBEGI.
IBE 73D By ATC		SF1 (K250-; 3940+) - PD5Ø3 - EKVUT - IBEGI.

CHANGES: General note revised, chart reindexed & redrawn.

SID	RWY	ROUTING
LAM 61D	18L/R	SS3Ø1 - SS211 (K250-; 2960+) - PDØ24 (5910-) - PD3Ø4 - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 71D	36L/R	(660+) - SS5Ø3 (K220-; 1970+; 4930-) - SS5Ø4 - SS3Ø3 (6890+) - SS211 - PD4Ø9 (FL118+; FL148-) - PDØ24 - PD3Ø4 - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 73D By ATC	36L/R	SF1 (K250-; 3940+) - PD5Ø3 - EKVUT - MATNU - EMSAN - SURAK - LAMEN.

LAM 71D
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3Ø3.

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

FL CONVERSION

FL118	FL3600m
FL148	FL4500m

FT/METER CONVERSION
QNH

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

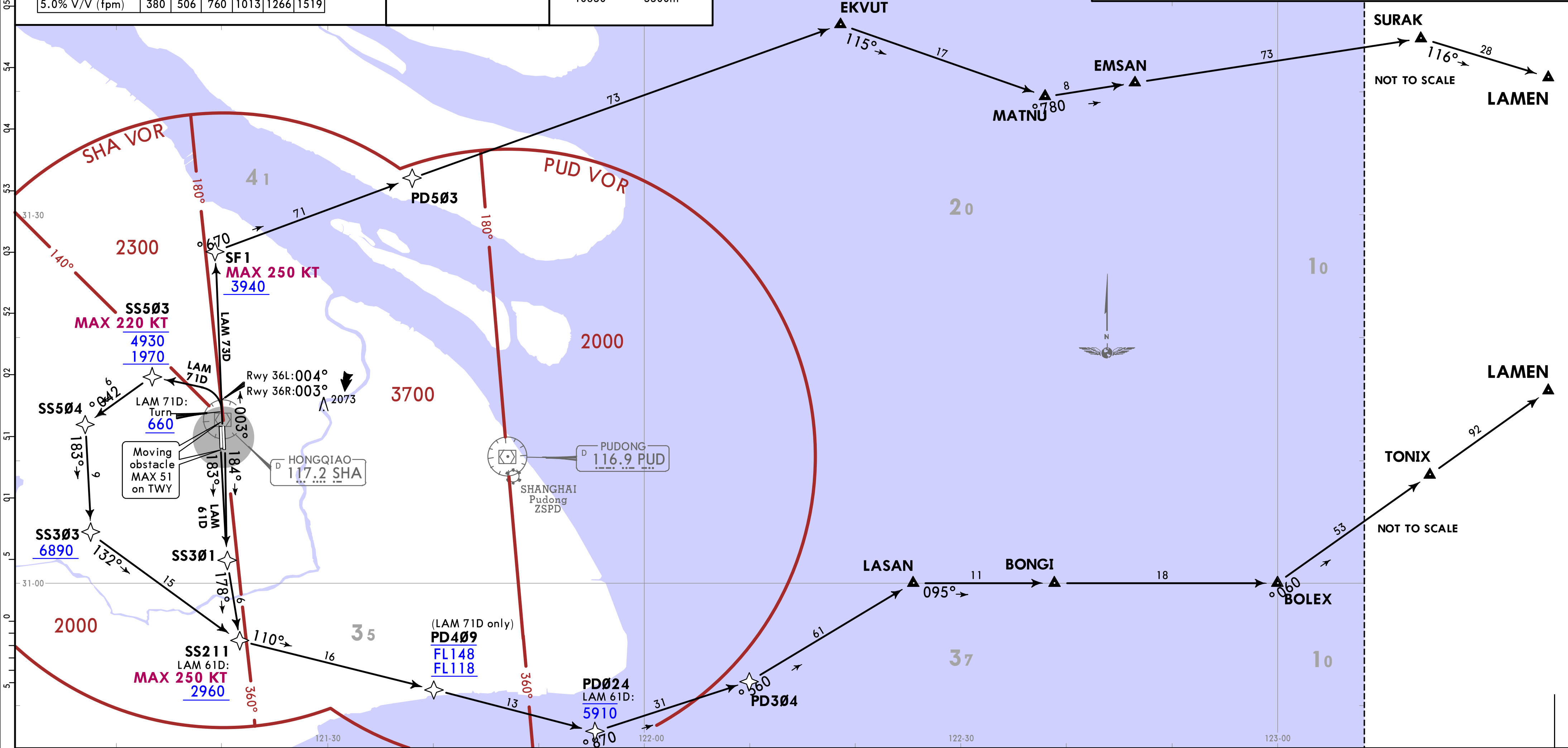
Apt Elev
10

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

RNAV 1 GNSS or DME/DME/IRU

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

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



Apt Elev
10

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

RNAV 1 GNSS or DME/DME/IRU

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

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

FT/METER CONVERSION
QNH

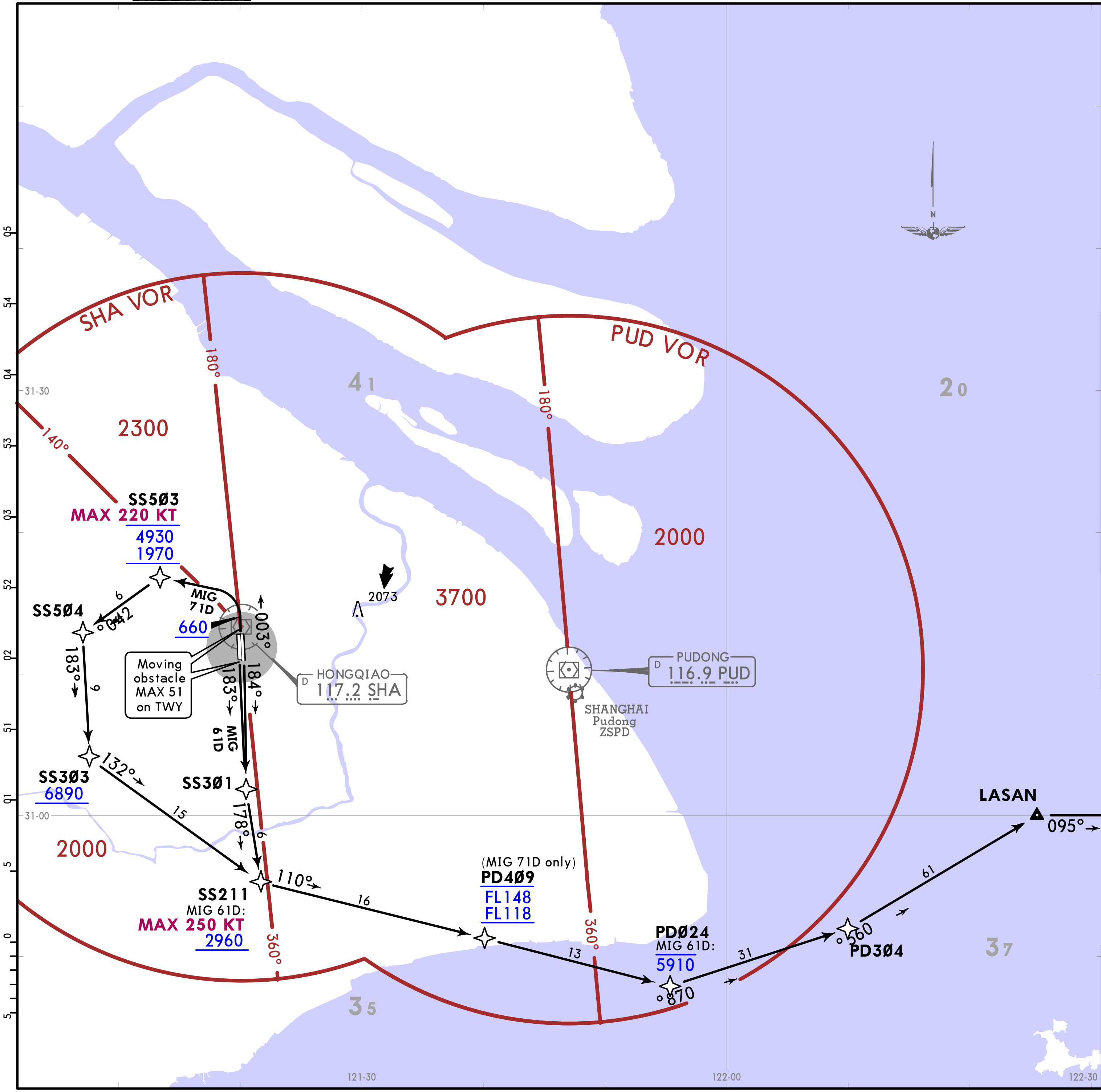
660'	-	200m
1970'	-	600m
2960'	-	900m
4930'	-	1500m
5910'	-	1800m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

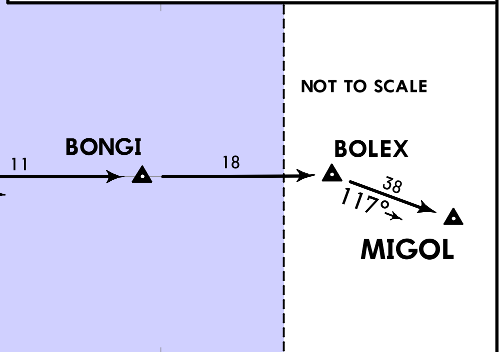
FL CONVERSION

FL118	FL3600m
FL148	FL4500m

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

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





SID	RWY	ROUTING
MIG 61D	18L/R	SS301 - SS211 (K250-; 2960+) - PD024 (5910-) - PD304 - LASAN - BONGI - BOLEX - MIGOL.
MIG 71D	36L/R	(660+) - SS503 (K220-; 1970+; 4930-) - SS504 - SS303 (6890+) - SS211 - PD409 (FL118+; FL148-) - PD024 - PD304 - LASAN - BONGI - BOLEX - MIGOL.

CHANGES: General note revised, chart reindexed.

Apt Elev 10

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

RNAV 1 GNSS or DME/DME/IRU

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

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

NXD 71D
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3Ø3.

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

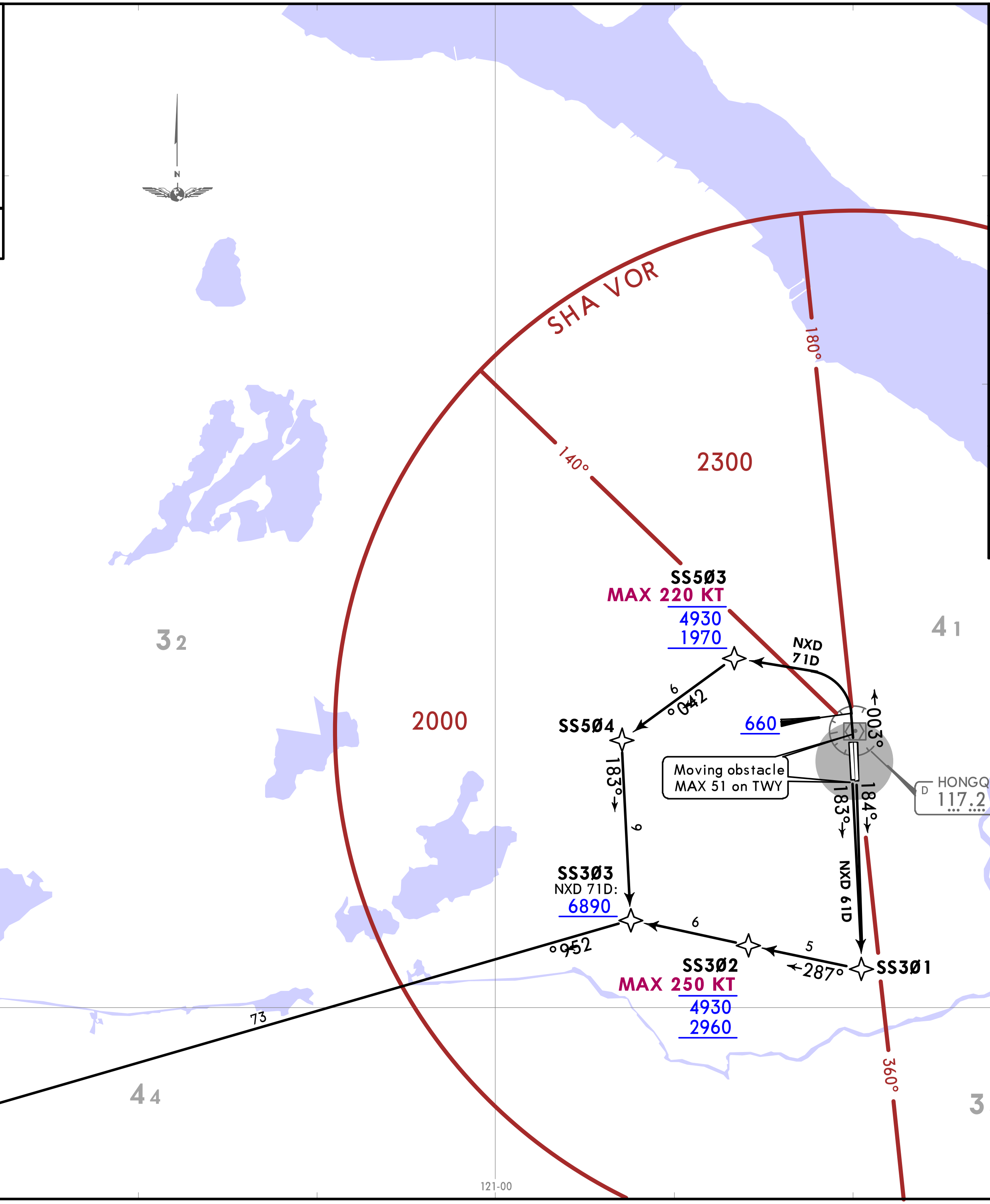
SID	RWY	ROUTING
NXD 61D	18L/R	SS3Ø1 - SS3Ø2 (K250-; 2960+; 4930-) - SS3Ø3 - NXD (FL128+).
NXD 71D	36L/R	(660+) - SS5Ø3 (K220-; 1970+; 4930-) - SS5Ø4 - SS3Ø3 (6890+) - NXD (FL128+).

FT/METER CONVERSION
QNH

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

FL CONVERSION

FL128	FL3900m



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

Apt Elev 10

RNAV 1 GNSS or DME/DME/IRU

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

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

FT/METER CONVERSION

QNH

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

FL CONVERSION

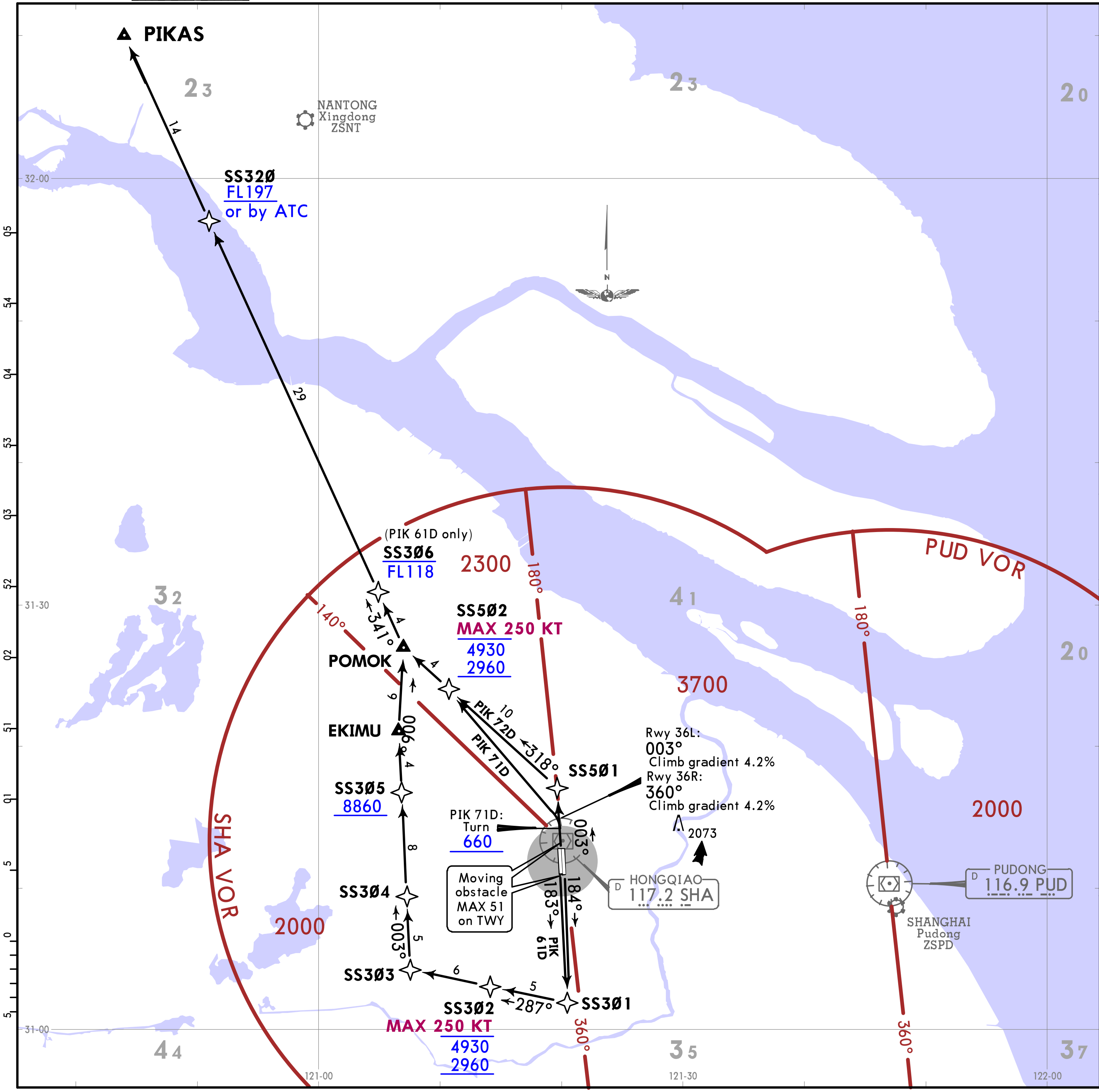
FL118	FL3600m
FL197	FL6000m

PIK 61D
This SID requires an average climb gradient of 4.5% or more when at or above 8860 is required at SS3Ø5.

PIK 71D
This SID requires an average climb gradient of 6.5% or more when at or above FL197 is required at SS32Ø.

PIK 72D
This SID requires a minimum climb gradient of 4.2% to SS5Ø1, and an average climb gradient of 6.5% or more when at or above FL197 is required at SS32Ø.

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



SID	RWY	ROUTING
PIK 61D	18L/R	SS3Ø1 - SS3Ø2 (K250-; 2960+; 4930-) - SS3Ø3 - SS3Ø4 - SS3Ø5 (8860+) - EKIMU - POMOK - SS3Ø6 (FL118-) - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 71D	36L/R	(660+) - SS5Ø2 (K250-; 2960+; 4930-) - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 72D		SS5Ø1 - SS5Ø2 (K250-; 2960+; 4930-) - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.

CHANGES: General note revised, chart reindexed.

Apt Elev 10

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

RNAV 1 GNSS or DME/DME/IRU

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

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

FT/METER CONVERSION

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

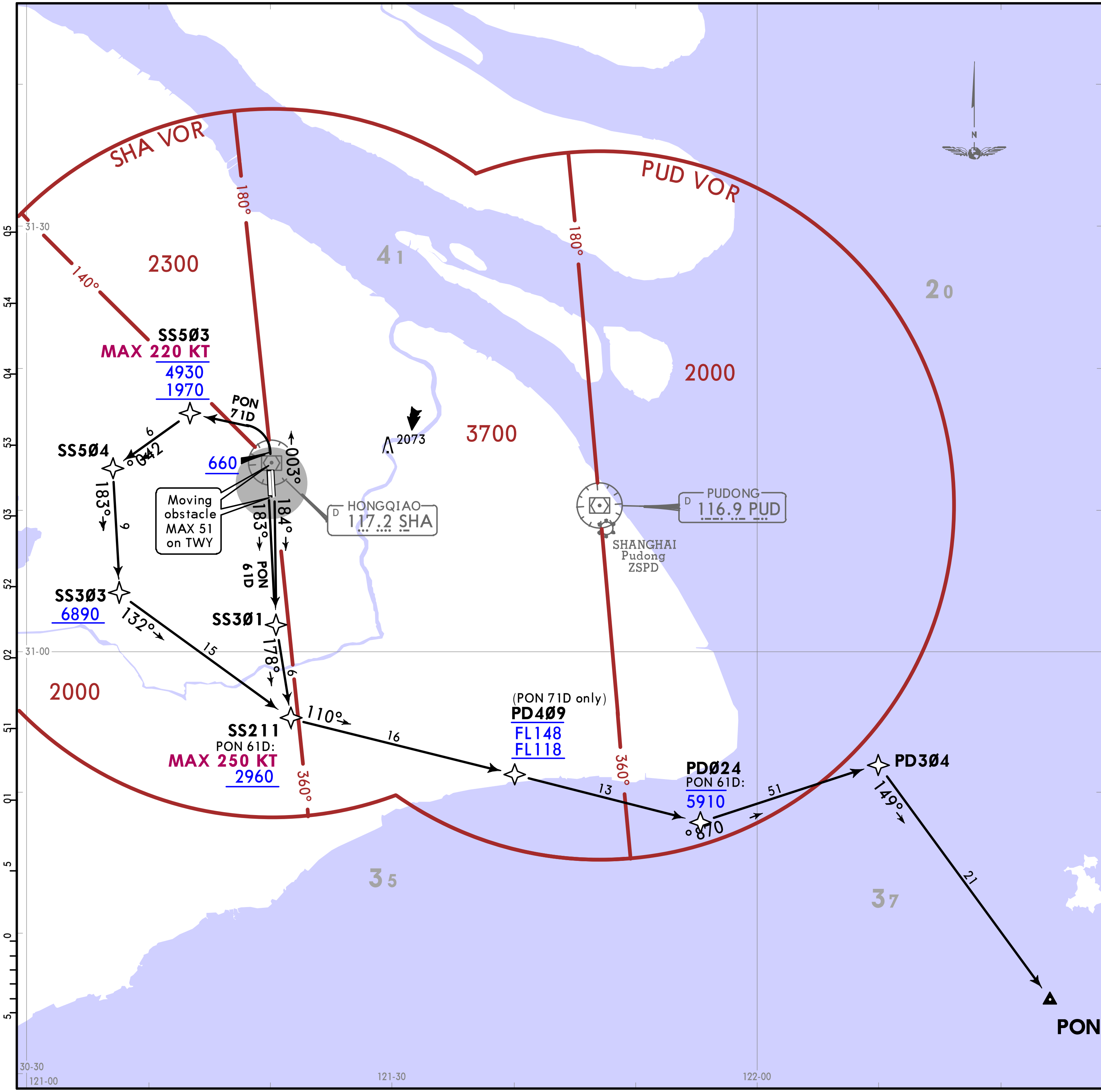
FL CONVERSION

FL118	FL3600m
FL148	FL4500m

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

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

SID	RWY	ROUTING
PON 61D	18L/R	SS301 - SS211 (K250-; 2960+) - PD024 (5910-) - PD304 - PONAB.
PON 71D	36L/R	(660+) - SS503 (K220-; 1970+; 4930-) - SS504 - SS303 (6890+) - SS211 - PD409 (FL118+; FL148-) - PD024 - PD304 - PONAB.



Apt Elev 10

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

RNAV 1 GNSS or DME/DME/IRU

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

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

SAS 61D
This SID requires an average climb gradient of 4.5% or more when at or above 8860 is required at SS3Ø5.

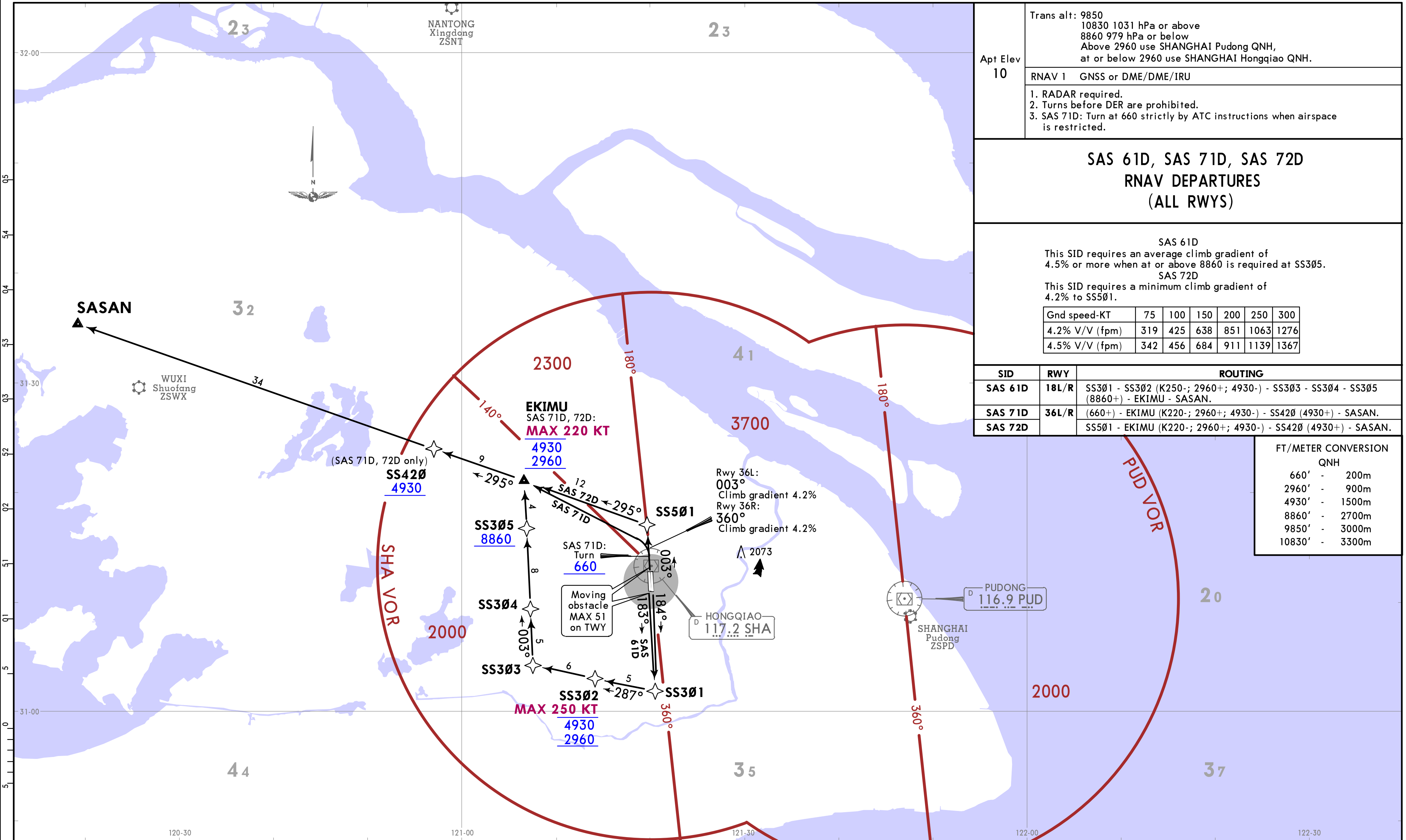
SAS 72D
This SID requires a minimum climb gradient of 4.2% to SS5Ø1.

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

SID	RWY	ROUTING
SAS 61D	18L/R	SS3Ø1 - SS3Ø2 (K250-; 2960+; 4930-) - SS3Ø3 - SS3Ø4 - SS3Ø5 (8860+) - EKIMU - SASAN.
SAS 71D	36L/R	(660+) - EKIMU (K220-; 2960+; 4930-) - SS42Ø (4930+) - SASAN.
SAS 72D		SS5Ø1 - EKIMU (K220-; 2960+; 4930-) - SS42Ø (4930+) - SASAN.

FT/METER CONVERSION

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



CHANGES: General note revised, chart reindexed & redrawn.

SID	RWY	ROUTING
SUR 61D	18L/R	SS3Ø1 - SS211 (K250-; 2960+) - PDØ24 (5910-) - PD3Ø4 - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 71D	36L/R	(660+) - SS5Ø3 (K220-; 1970+; 4930-) - SS5Ø4 - SS3Ø3 (6890+) - SS211 - PD4Ø9 (FL118+; FL148-) - PDØ24 - PD3Ø4 - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 73D By ATC		SF1 (K250-; 3940+) - PD5Ø3 - EKVUT - MATNU - EMSAN - SURAK.

SUR 71D
This SID requires an average climb gradient of 5.0% or more when at or above 6890 is required at SS3Ø3.

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

FL CONVERSION

FL118	FL3600m
FL148	FL4500m

FT/METER CONVERSION
QNH

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

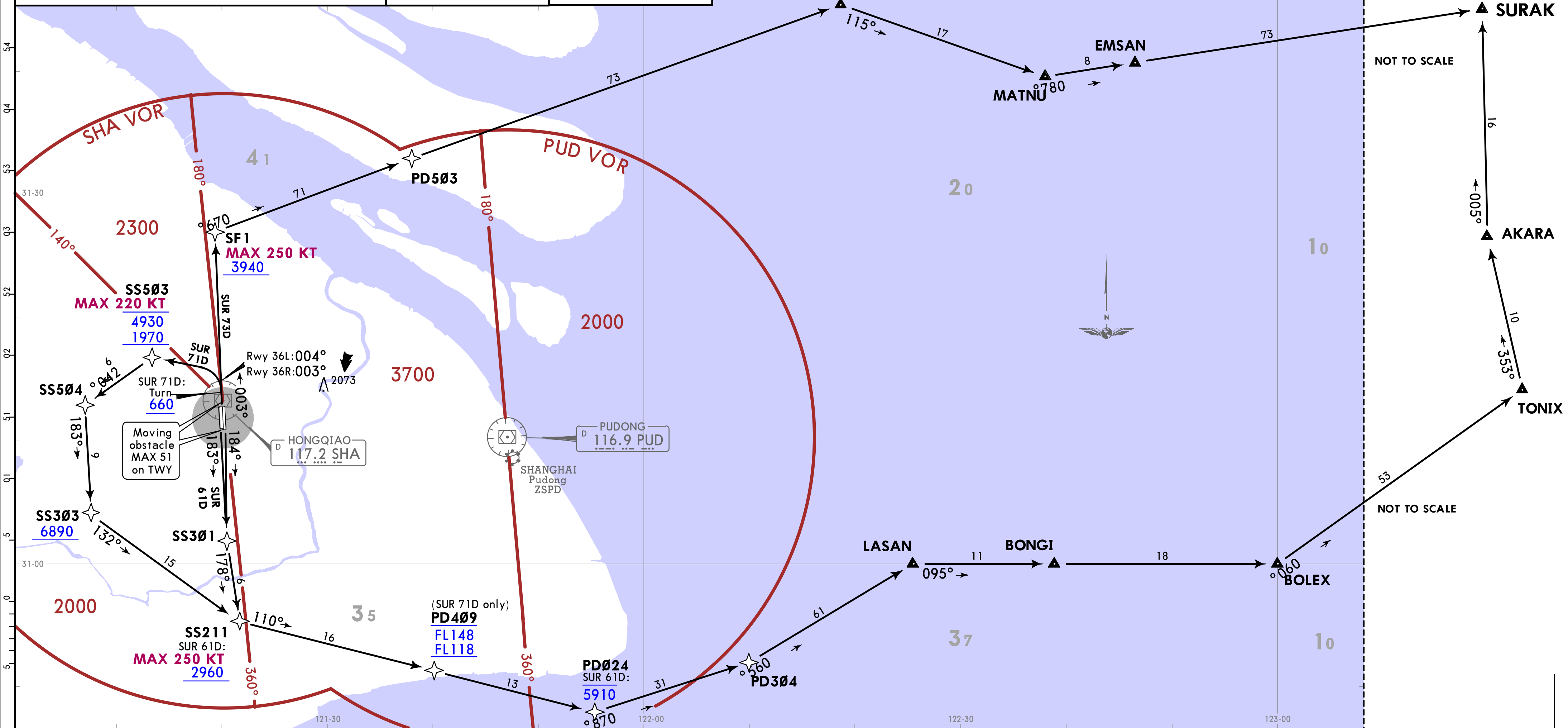
Apt Elev 10

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

RNAV 1 GNSS or DME/DME/IRU

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

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



CHANGES: General note revised, chart reindexed.

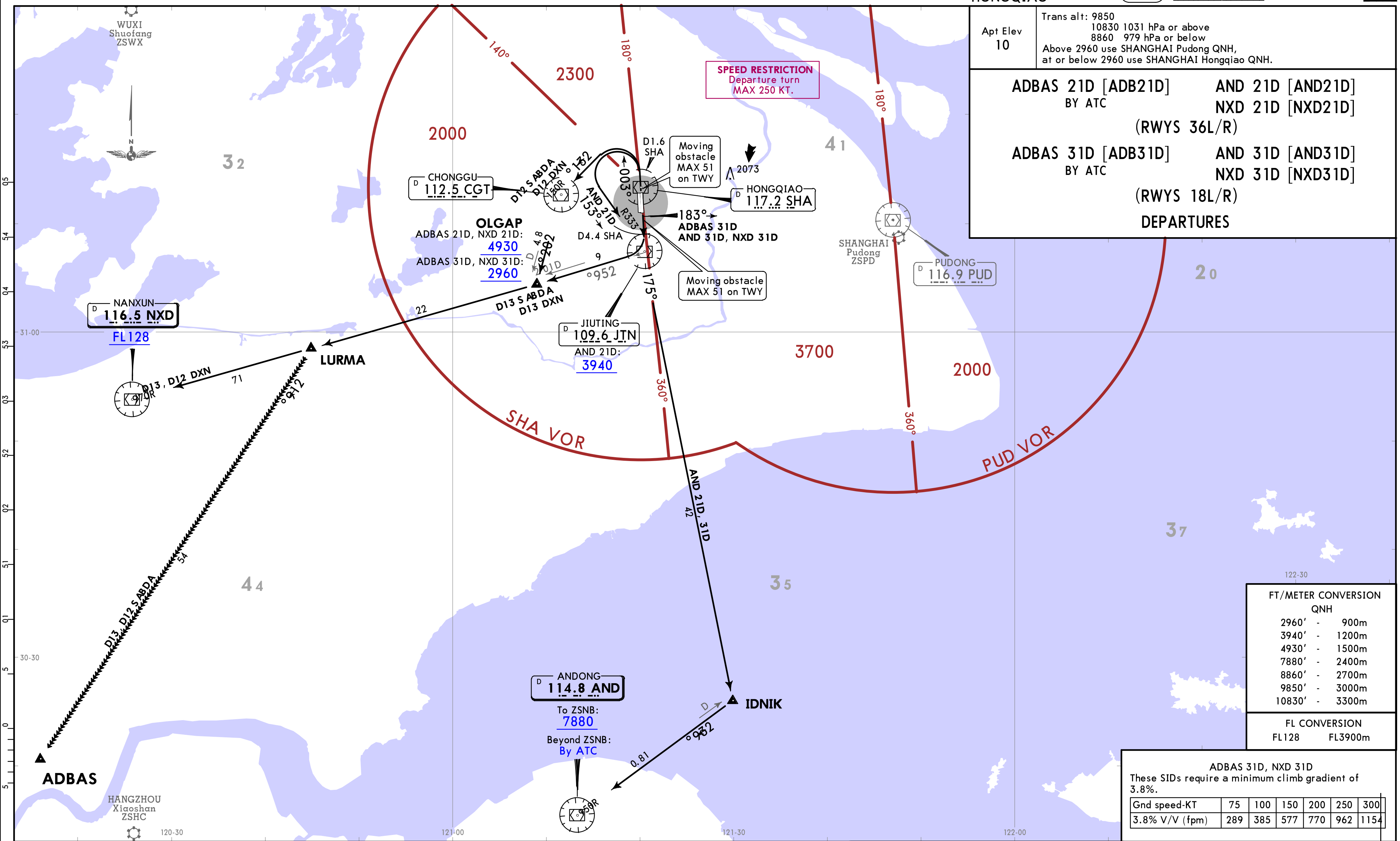
Apt Elev 10

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.

ADBAS 21D [ADB21D] BY ATC
AND 21D [AND21D]
NXD 21D [NXD21D]
(RWYS 36L/R)

ADBAS 31D [ADB31D] BY ATC
AND 31D [AND31D]
NXD 31D [NXD31D]
(RWYS 18L/R)

DEPARTURES



FT/METER CONVERSION QNH

2960'	-	900m
3940'	-	1200m
4930'	-	1500m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION
FL128 FL3900m

ADBAS 31D, NXD 31D
These SIDs require a minimum climb gradient of 3.8%.

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

CHANGES: ADBAS SIDs established, chart redrawn.

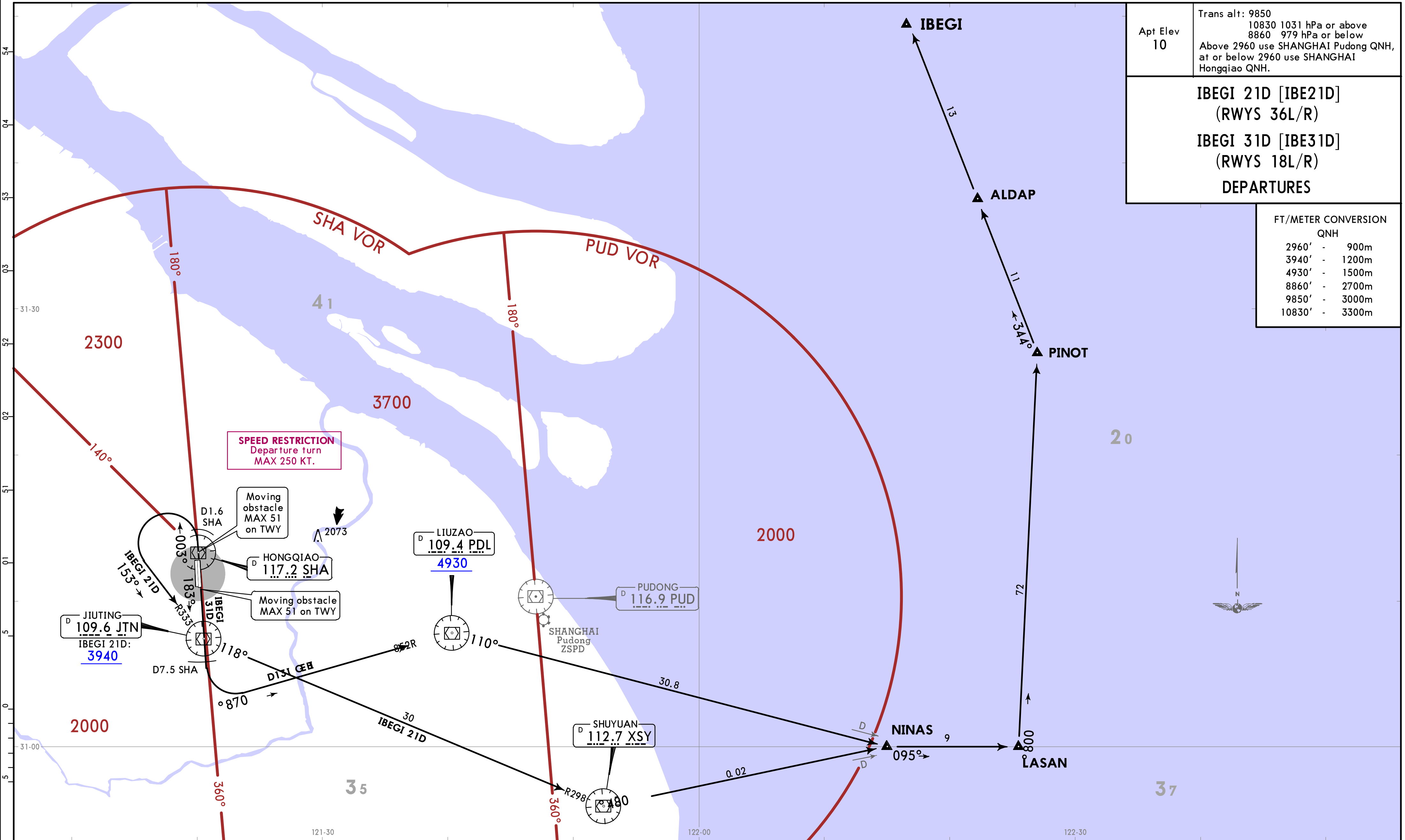
Apt Elev 10

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.

IBEGI 21D [IBE21D] (RWYS 36L/R)
IBEGI 31D [IBE31D] (RWYS 18L/R)
DEPARTURES

FT/METER CONVERSION

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



CHANGES: Chart redrawn.

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).

FT/METER CONVERSION
QNH

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

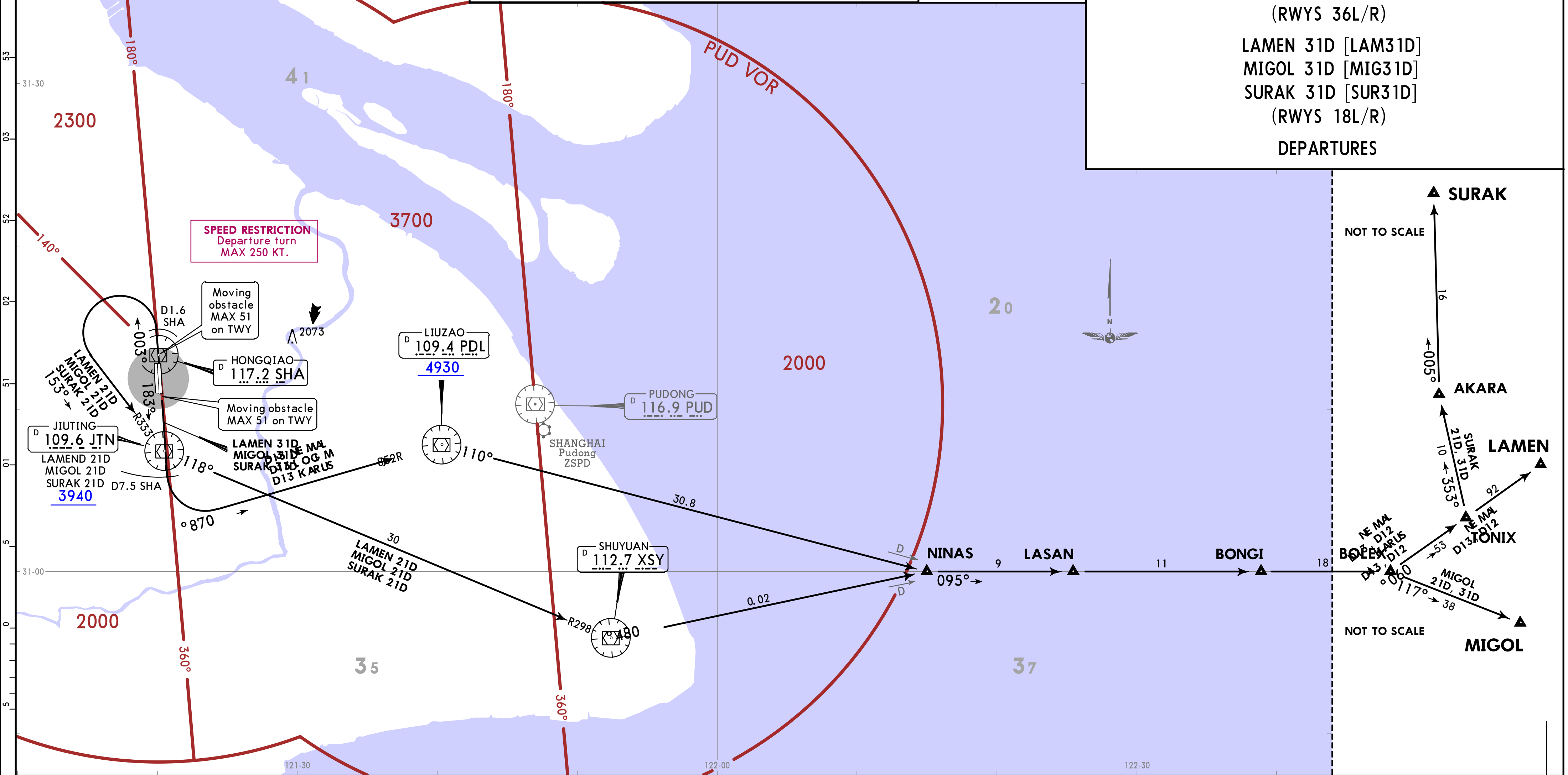
Apt Elev
10

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.

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



CHANGES: None.

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.

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

NOISE ABATEMENT

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

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

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

PIKAS 31D, SASAN 31D

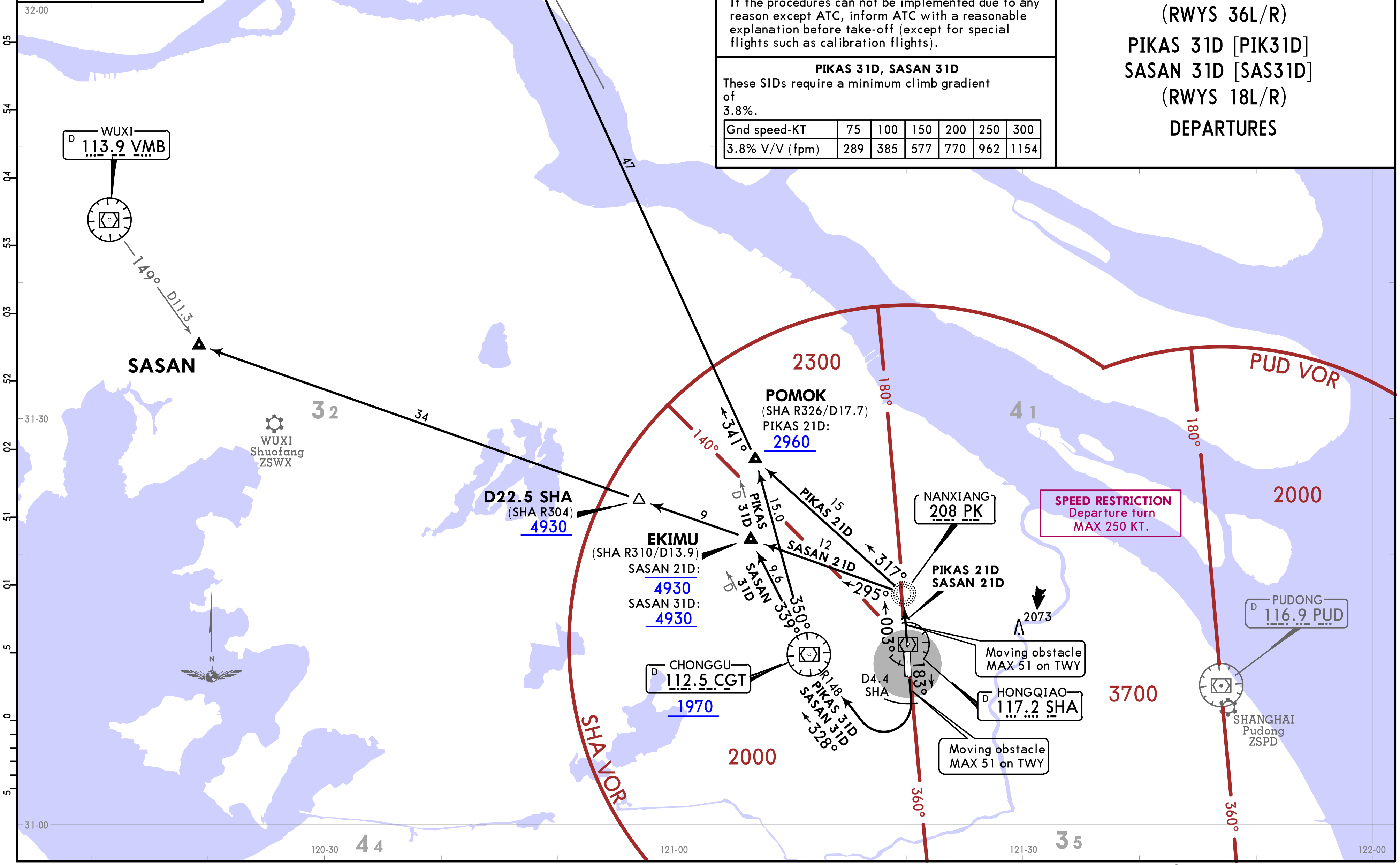
These SIDs require a minimum climb gradient of 3.8%.

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

FT/METER CONVERSION

QNH

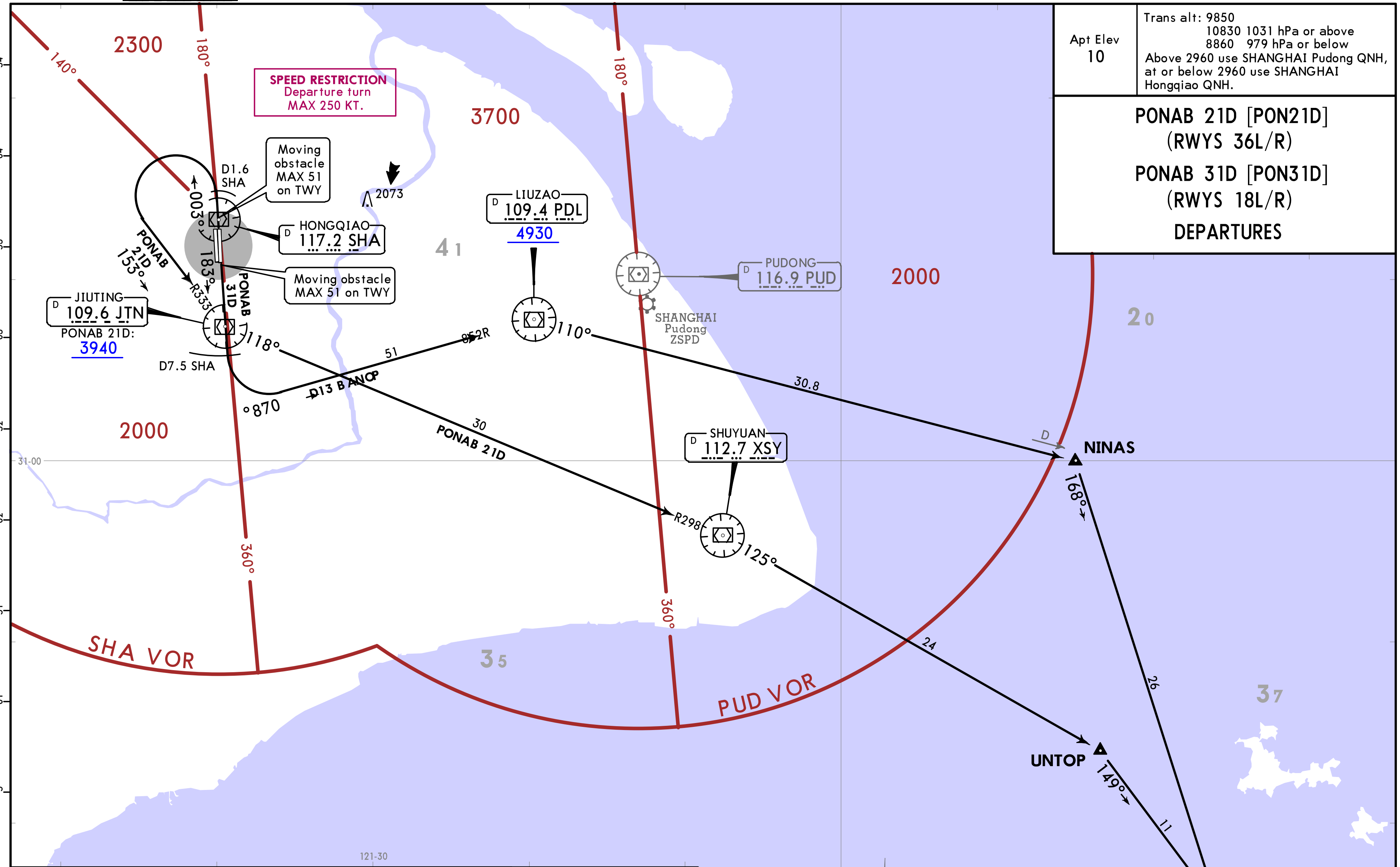
1970'	600m
2960'	900m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m



CHANGES: D22.5 SHA formation.

Apt Elev	Trans alt: 9850
10	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 21D [PON21D] (RWYS 36L/R)
PONAB 31D [PON31D] (RWYS 18L/R)
DEPARTURES



NOISE ABATEMENT

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

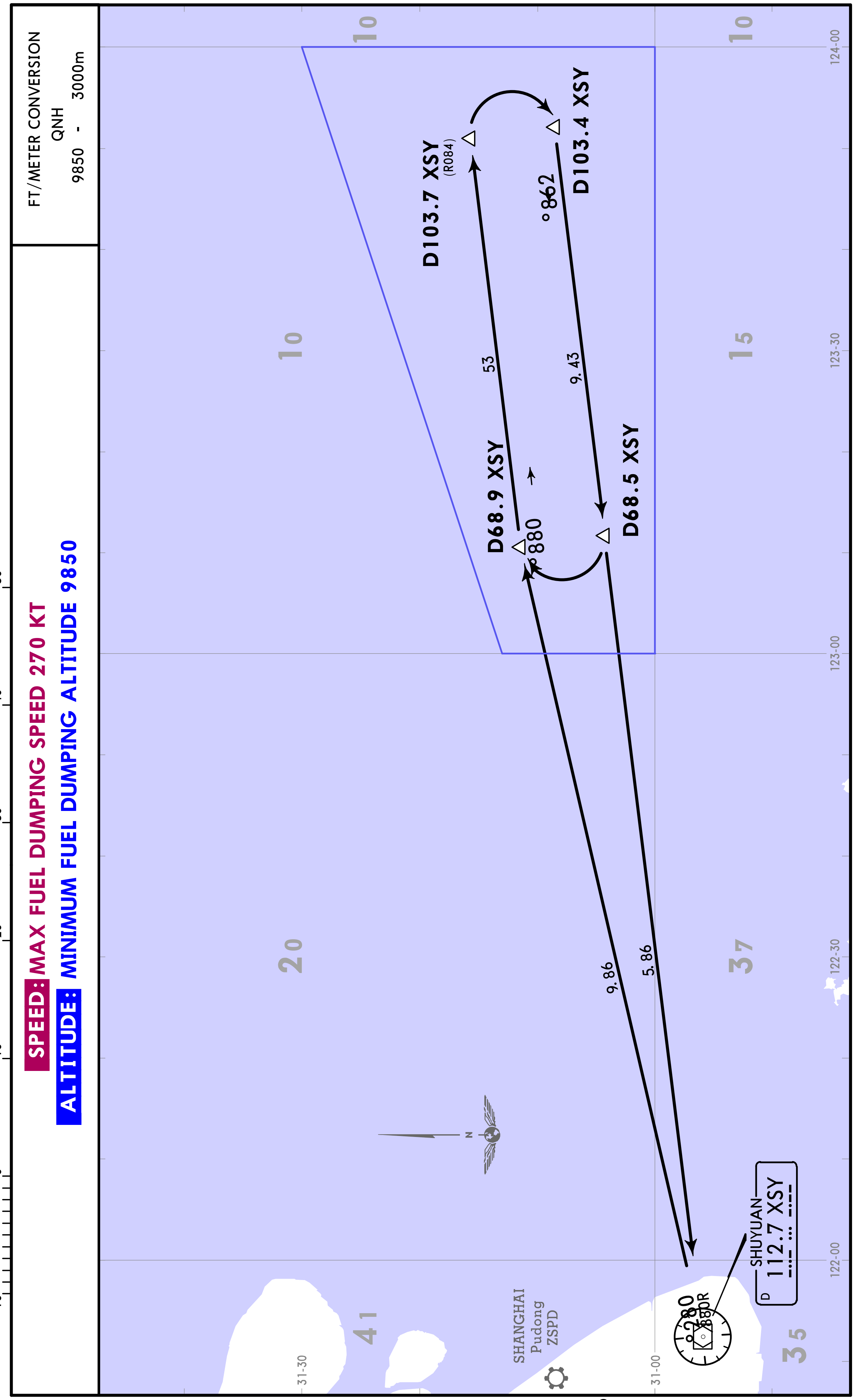
a. The derated take-off is strongly recommended if take-off performance of aircraft permits;
b. At 1500 (450m) adjust and maintain engine power/thrust to climb power/thrust, climb at V2+10KT with flaps/slats in take-off configuration;
c. At 3000 (910m) maintain a positive rate of climb, accelerate to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

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

FT/METER CONVERSION
QNH

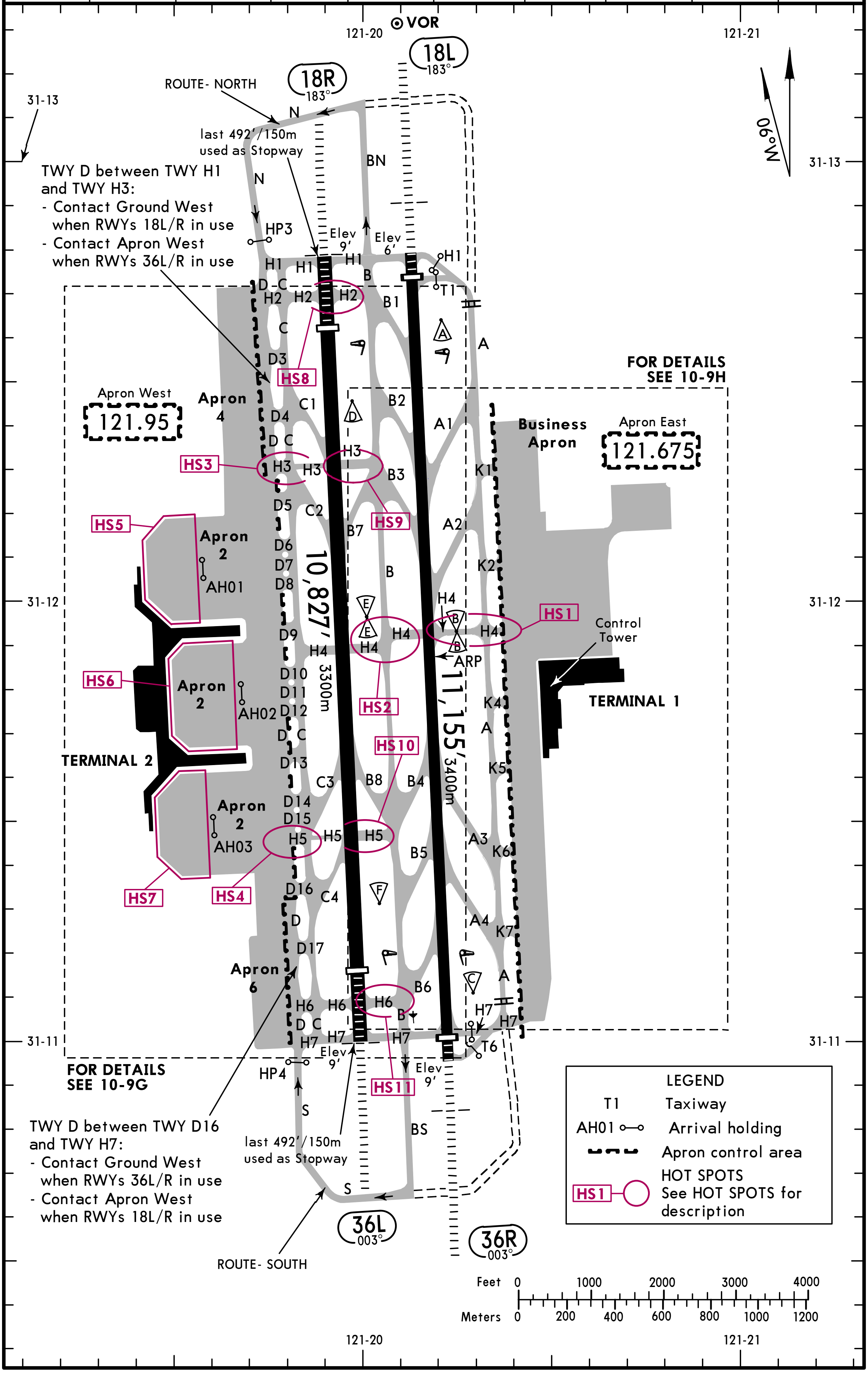
2960'	900m
3940'	1200m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

CHANGES: Initial DME readings all RWYs.



CHANGES: New chart.

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



CHANGES: Note transferred to Briefing Pages.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18L ❶	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) RVR	10,499' 3200m	9498' 2895m	❺	148' 45m
36R	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) RVR				
18R ❶❷	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) ❸ RVR	9350' 2850m	8330' 2539m	❻	197' 60m
36L	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) ❹ RVR				

❶ Runway status lights (RWSL)
Take-off hold lights (THLs) installed for RWY 18L/18R/36L/36R.
Runway entrance lights (RELs) of RWY 18L/36R installed on TWY H1, H4, H7, T1 and T6.
Runway entrance lights (RELs) of RWY 18R/36L installed on TWY H1 thru H7.

❷ grooved.

❸ HST-B8, C3 & C4
grooved at full length.

❹ HST-B7, C1 & C2
grooved at full length.

❺ TAKE-OFF RUN AVAILABLE

RWY 18L:
From rwy head 10,827' (3300m)
twy T1 int 10,459' (3188m)

RWY 36R:
From rwy head 10,827' (3300m)
twy H7 int 10,459' (3188m)

❻ TAKE-OFF RUN AVAILABLE

RWY 18R:
From rwy head 10,335' (3150m)
twy H2 int 9803' (2988m)

RWY 36L:
From rwy head 10,335' (3150m)
twy H6 int 9803' (2988m)

Standard

		TAKE-OFF		
		LVP must be in force HIRL, CL and HUD	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A B C D	RVR 200m	RVR 400m VIS 800m	RVR 500m VIS 800m
Other 1 & 2 Eng		Minimums not established by CAAC		

CHANGES: None.

HOT SPOTS

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

HS1 TWY H4 connected area of TWY L01 and RWY 18L/36R:
RWY crossing area. Pilot must be careful when crossing RWY.
Any doubts about crossing clearance should be clarified in time with ATC. Taxiing busy area.

HS2 TWY H4 connected area of RWY 18L/36R and 18R/36L: Strictly follow ATC instructions when vacating RWY 18L/36R.

HS3 Connected area of TWY H3 and TWY D: Taxiing busy area. Strictly follow ATC instructions when vacating RWY 18R/36L and pay more attention.

HS4 Connected area of TWY H5 and TWY D: Taxiing busy area. Strictly follow ATC instructions when vacating RWY 18R/36L and pay more attention.

HS5 Area of stands 216E and 216 thru 228: Arrival ACFT and follow-me shall stop at AH01 before taxiing into HS5, then observe and slow speed to taxi into stand.
Two or more ACFT forbidden to operate simultaneously within HS5 and adjacent stands 215 and 229.

HS6 Area of stands 238E thru 259E: Arrival ACFT and follow-me shall stop at AH02 before taxiing into HS6, then observe and slow speed to taxi into stand.
Two or more ACFT forbidden to operate simultaneously within HS6 and adjacent stands 237 and 260.

HS7 Area of stands 269 thru 281 and 281E: Arrival ACFT and follow-me shall stop at AH03 before taxiing into HS7, then observe and slow speed to taxi into stand.
Two or more ACFT forbidden to operate simultaneously within HS7 and adjacent stands 268 and 282.

HS8 TWY H2 connected area of B and RWY 18R/36L:
RWY crossing area. Pilot must be careful when crossing the RWY. Any doubts about crossing clearance should be clarified in time with ATC.

HS9 TWY H3 connected area of B and RWY 18R/36L:
RWY crossing area. Pilot must be careful when crossing the RWY. Any doubts about crossing clearance should be clarified in time with ATC.

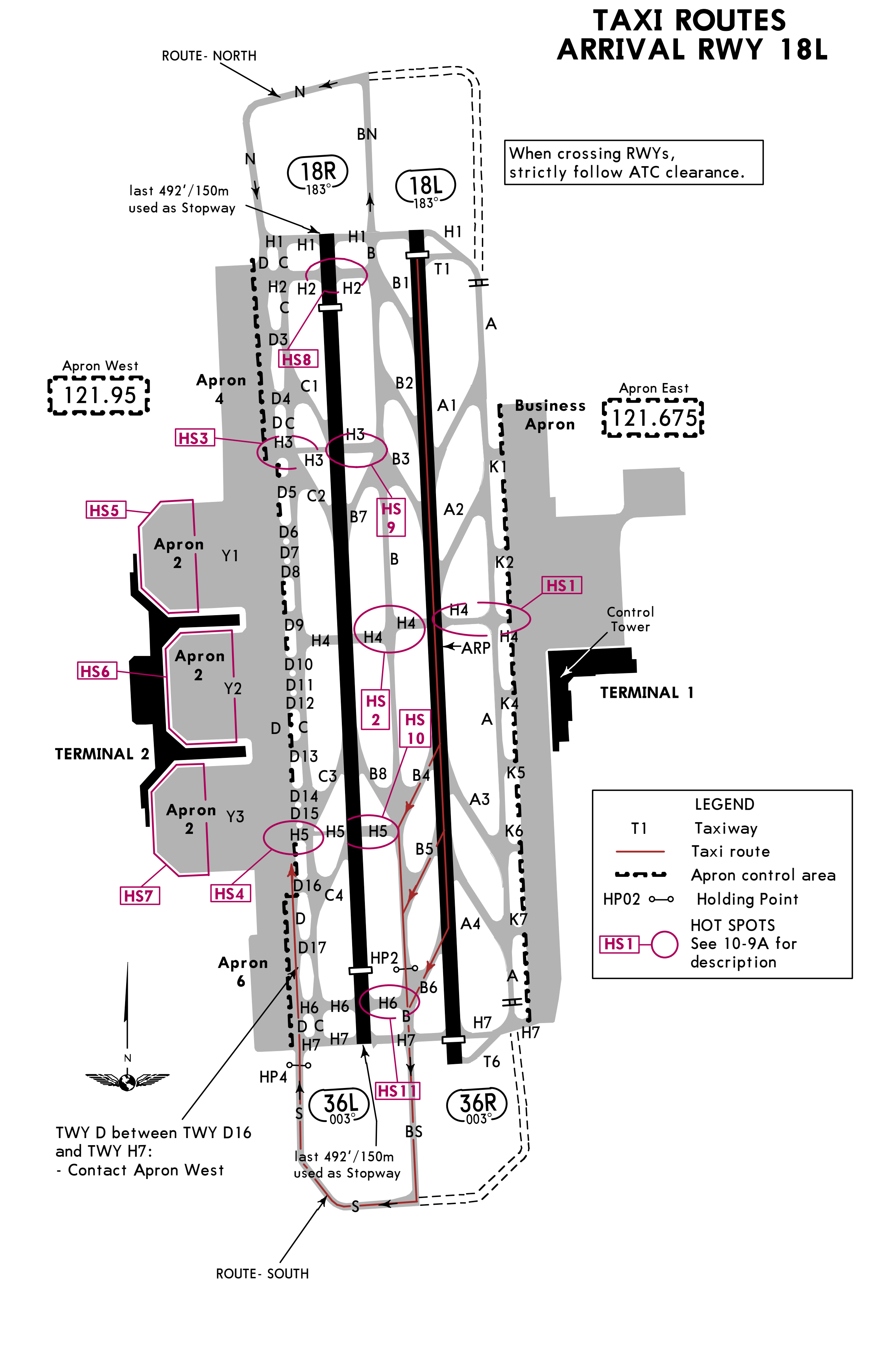
HS10 TWY H5 connected area of B and RWY 18R/36L:
RWY crossing area. Pilot must be careful when crossing the RWY. Any doubts about crossing clearance should be clarified in time with ATC.

HS11 TWY H6 connected area of B and RWY 18R/36L:
RWY crossing area. Pilot must be careful when crossing the RWY. Any doubts about crossing clearance should be clarified in time with ATC.

CHANGES: New page.

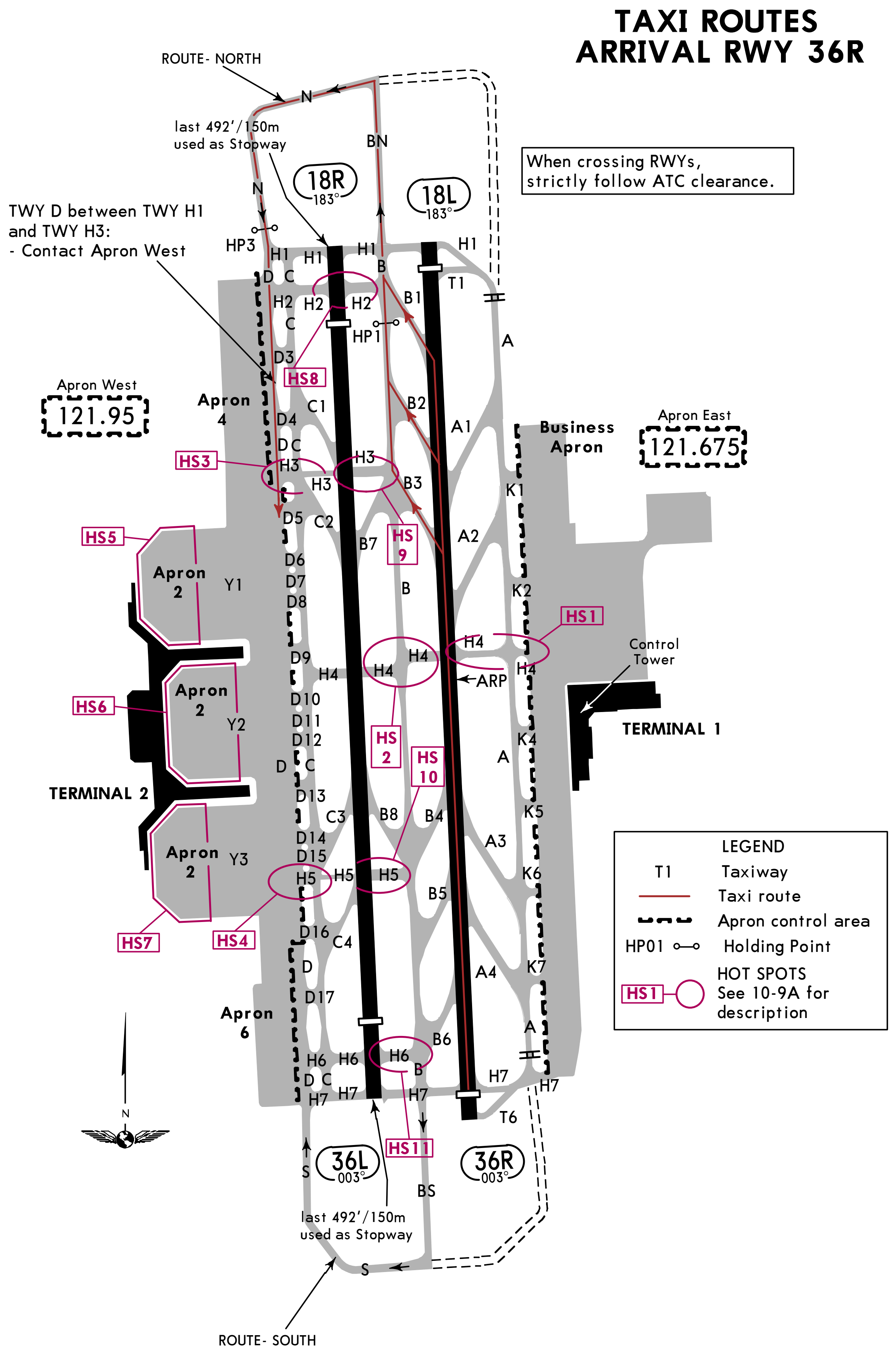
D-ATIS	ACARS: D-ATIS DCL	*HONGQIAO Delivery	*Ground East	*Ground West	Apron East	Apron West	*Tower East	*Tower West
132.25		121.75	121.6	121.9	121.675	121.95	118.1	118.65

TAXI ROUTES ARRIVAL RWY 18L



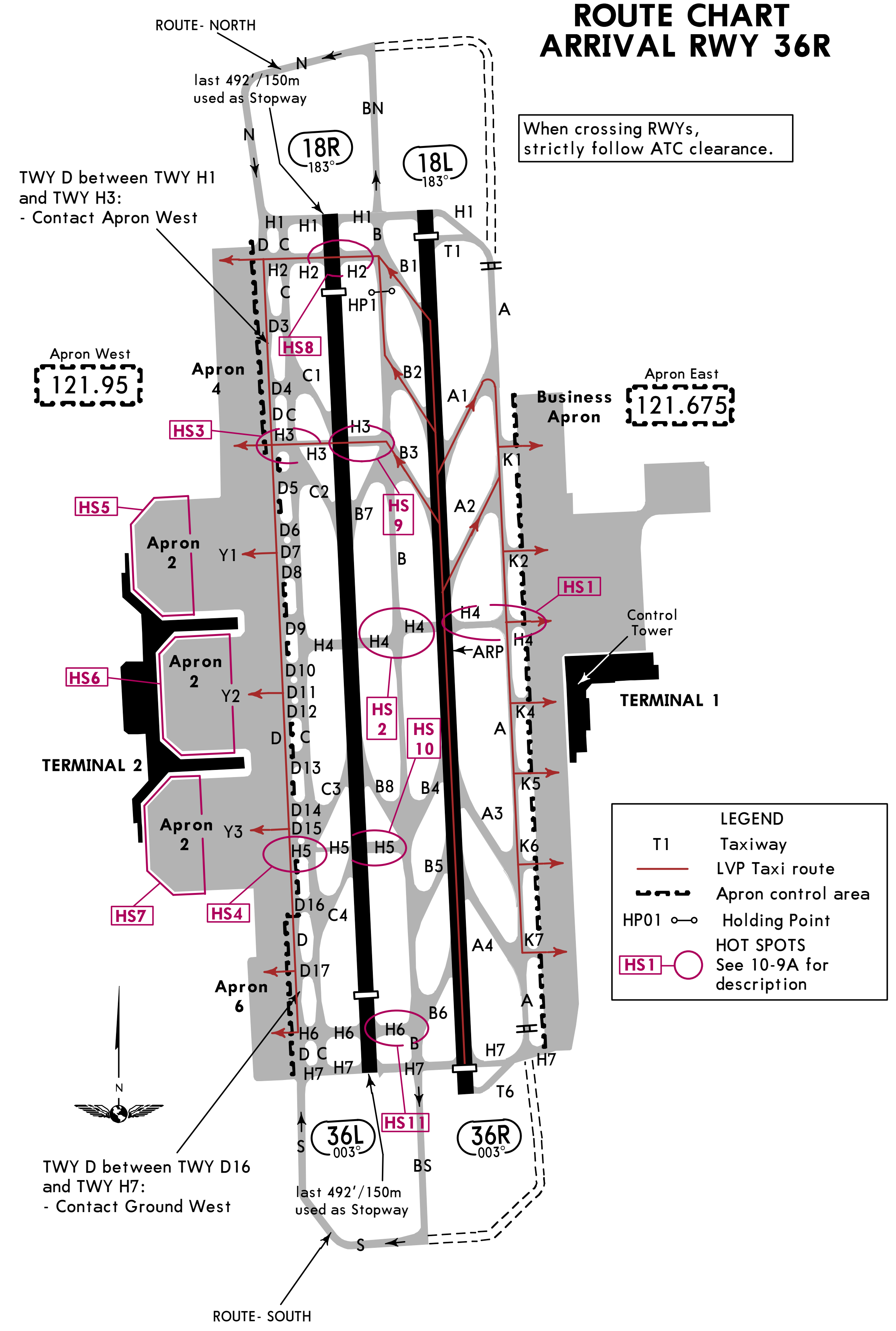
D-ATIS	ACARS: D-ATIS DCL	*HONGQIAO Delivery	*Ground East	*Ground West	Apron East	Apron West	*Tower East	*Tower West
132.25		121.75	121.6	121.9	121.675	121.95	118.1	118.65

TAXI ROUTES ARRIVAL RWY 36R



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

LOW VISIBILTY OPERATION ROUTE CHART ARRIVAL RWY 36R

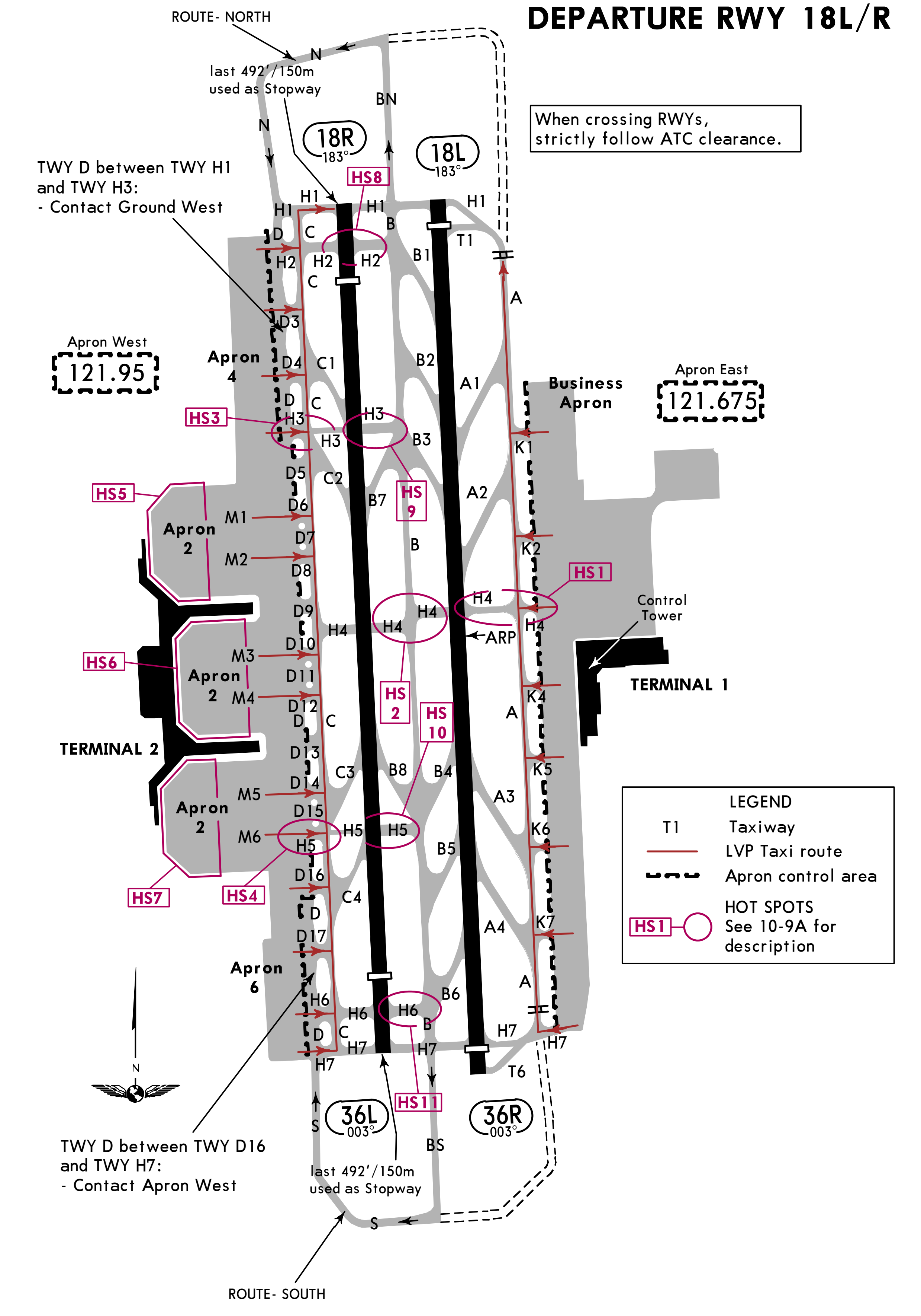


CHANGES: Twy K0 withdrawn.

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

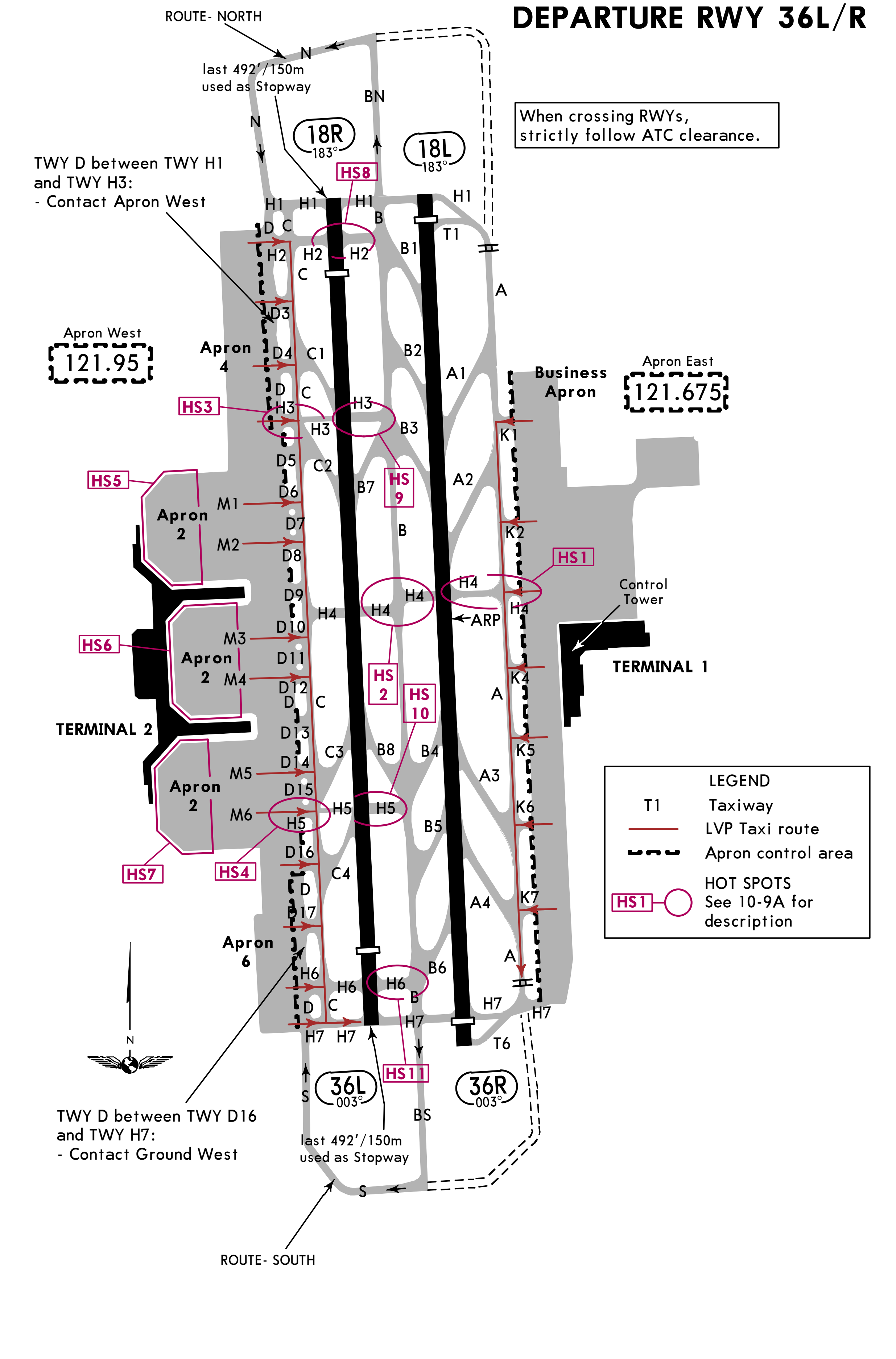
LOW VISIBILTY OPERATION ROUTE CHART DEPARTURE RWY 18L/R

When crossing RWYs, strictly follow ATC clearance.

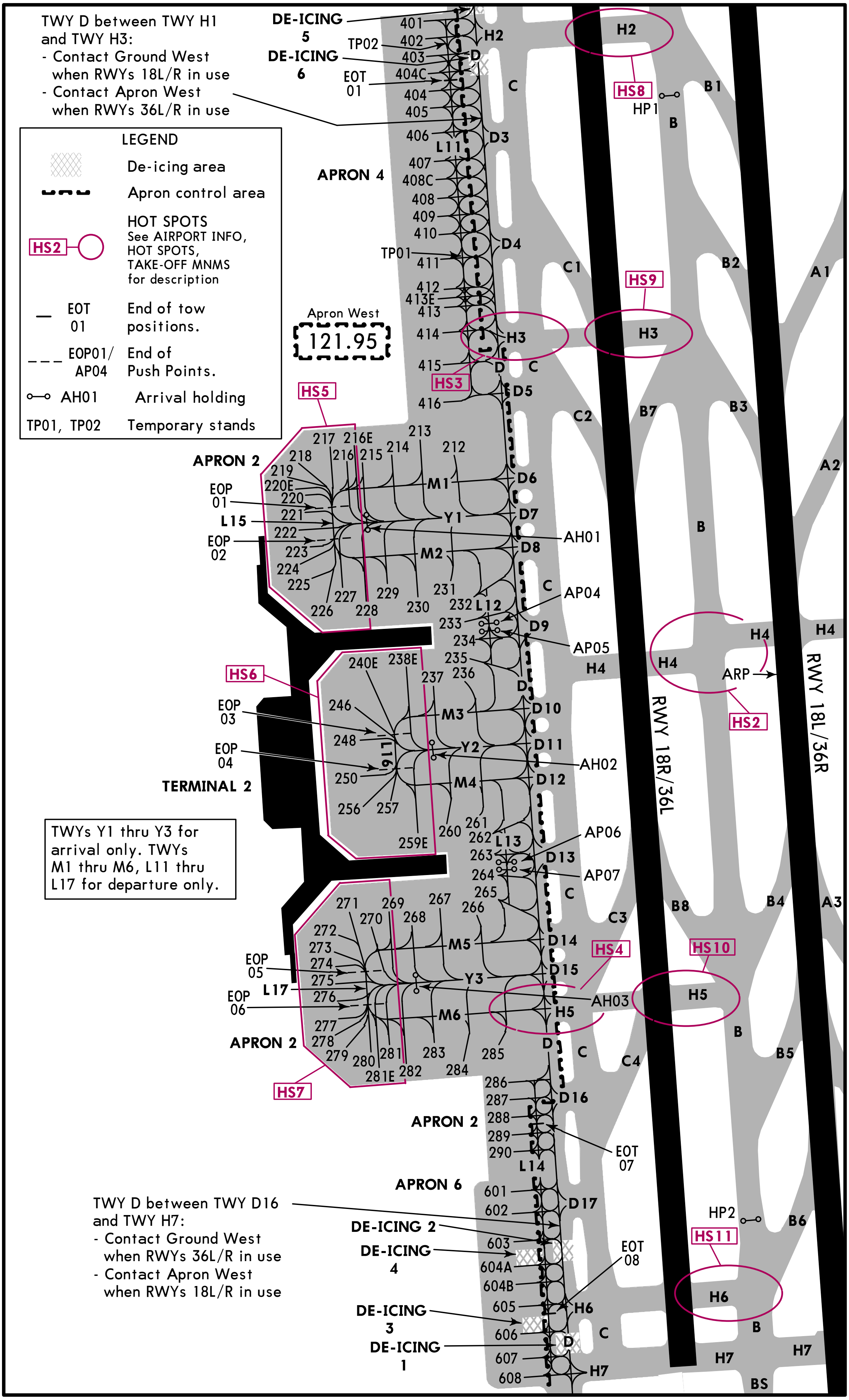


D-ATIS	ACARS: D-ATIS DCL	*HONGQIAO Delivery	*Ground East	*Ground West	Apron East	Apron West	*Tower East	*Tower West
132.25		121.75	121.6	121.9	121.675	121.95	118.1	118.65

LOW VISIBILTY OPERATION ROUTE CHART DEPARTURE RWY 36L/R



CHANGES: Twy K0 withdrawn.


TWY D between TWY H1 and TWY H3:
- Contact Ground West when RWYs 18L/R in use
- Contact Apron West when RWYs 36L/R in use
LEGEND
De-icing area
Apron control area
HOT SPOTS See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description
HS2
EOT 01 End of tow positions.
EOP01/ AP04 End of Push Points.
AH01 Arrival holding
TP01, TP02 Temporary stands
DE-ICING 5
DE-ICING 6
TP02
EOT 01
APRON 4
Apron West 121.95
TP01
APRON 2
TERMINAL 2
TWYs Y1 thru Y3 for arrival only. TWYs M1 thru M6, L11 thru L17 for departure only.
APRON 6
TWY D between TWY D16 and TWY H7:
- Contact Ground West when RWYs 36L/R in use
- Contact Apron West when RWYs 18L/R in use
DE-ICING 2
DE-ICING 4
DE-ICING 3
DE-ICING 1
EOT 07
EOT 08
HS3
HS4
HS5
HS6
HS7
HS8
HS9
HS10
HS11
HP1
HP2
AH01
AH02
AH03
AP04
AP05
AP06
AP07
EOP 01
EOP 02
EOP 03
EOP 04
EOP 05
EOP 06
ARP
RWY 18R/36L
RWY 18L/36R
H2
H3
H4
H5
H6
H7
B1
B2
B3
B4
B5
B6
B7
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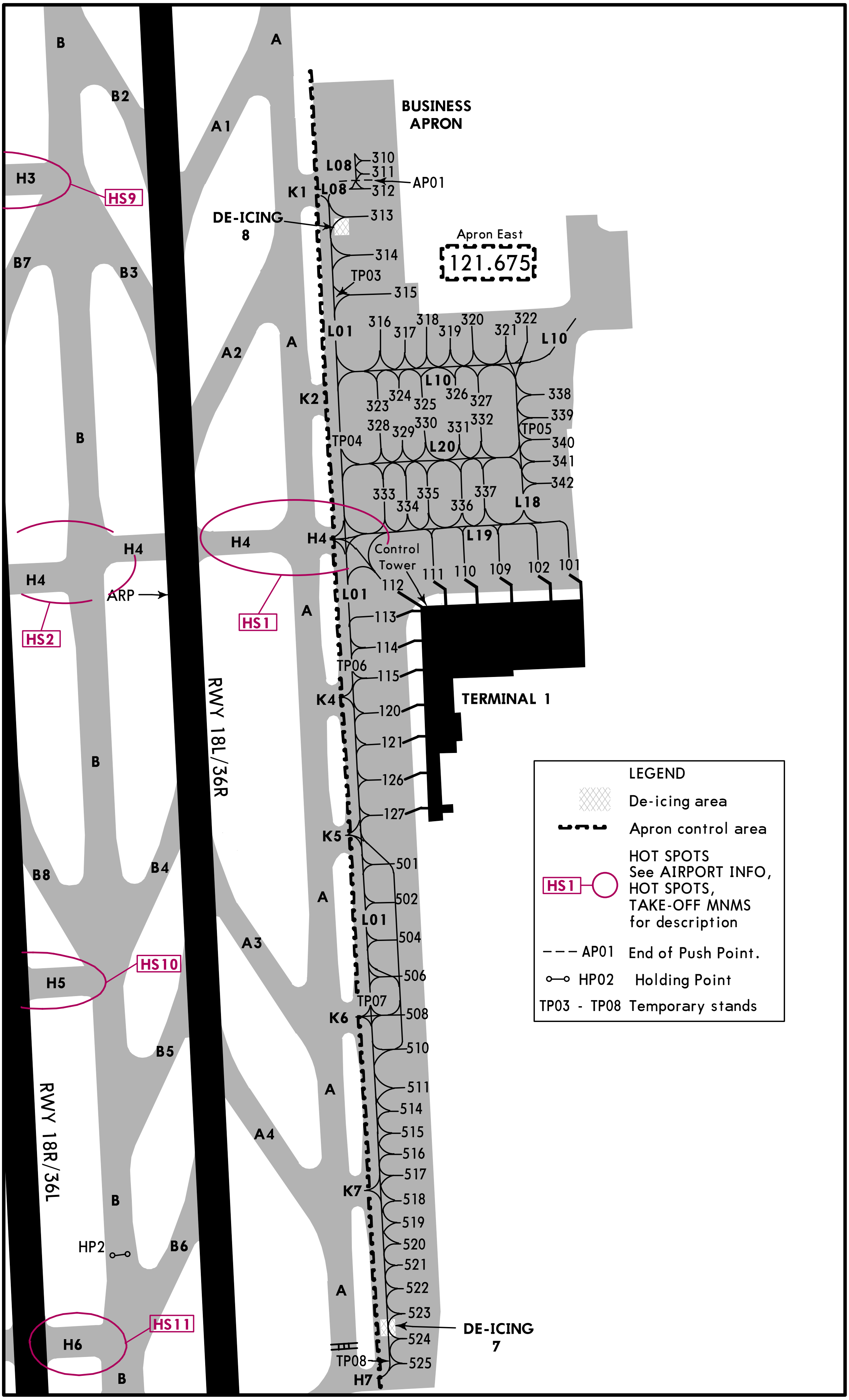


CHANGES: None.

RNAV ILS DME Z Rwy 18L

BRIEFING STRIP ™

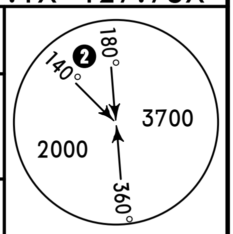
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

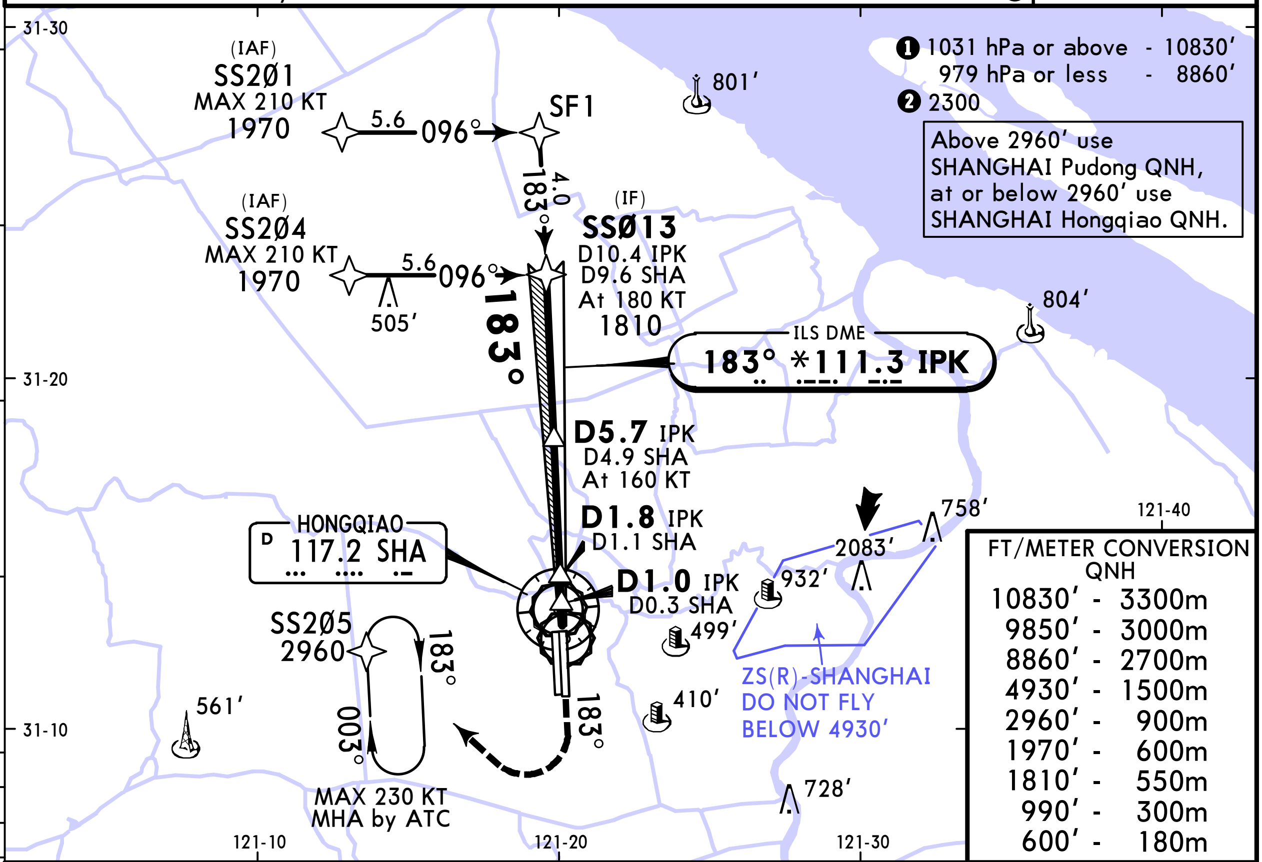
LOC IPK	Final Apch Crs	D5.7 IPK	ILS DA(H)	Apt Elev
*111.3	183°	1810′(1804′)	Refer to Minimums	10′ Rwy 6′

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT (MAX 210 KT) to SS205 at 2960′, continue to approach or join holding and follow ATC instructions.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶



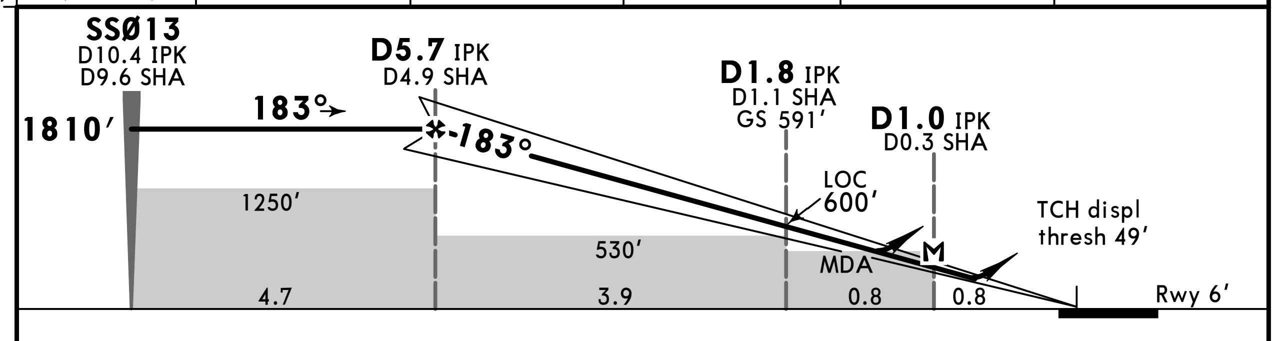
MSA SHA VOR



FT/METER CONVERSION QNH

FT	METER
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
1970′	600m
1810′	550m
990′	300m
600′	180m

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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 IPK/D0.3 SHA							

HIALS PAPI | 990′ | 210 KT MAX RT | SS205 at 2960′

Standard

STRAIGHT-IN LANDING RWY 18L

	ILS Missed apch climb grad min 4.0% DA(H) 206′(200′) FULL	ILS ALS out	Missed apch climb grad min 2.5% DA(H) ABC: 219′(213′) D: 236′(230′) FULL	ALS out	LOC (GS out) CDFA MDA(H) 430′(424′) FULL	ALS out
A	RVR 550m ❶ VIS 800m	1200m	RVR 600m ❶ VIS 800m	1200m	1600m	
B	RVR 550m ❶ VIS 800m	1200m	RVR 600m ❶ VIS 800m	1200m	1600m	
C	RVR 550m ❶ VIS 800m	1200m	RVR 600m ❶ VIS 800m	1200m	1800m	2000m
D	RVR 550m ❶ VIS 800m	1200m	RVR 600m ❶ VIS 800m	1200m	2000m	

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

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

PANS OPS

CHANGES: TWR & GND hours of operation, minimums.

BRIEFING STRIP ™

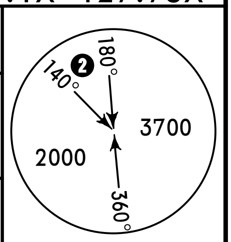
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

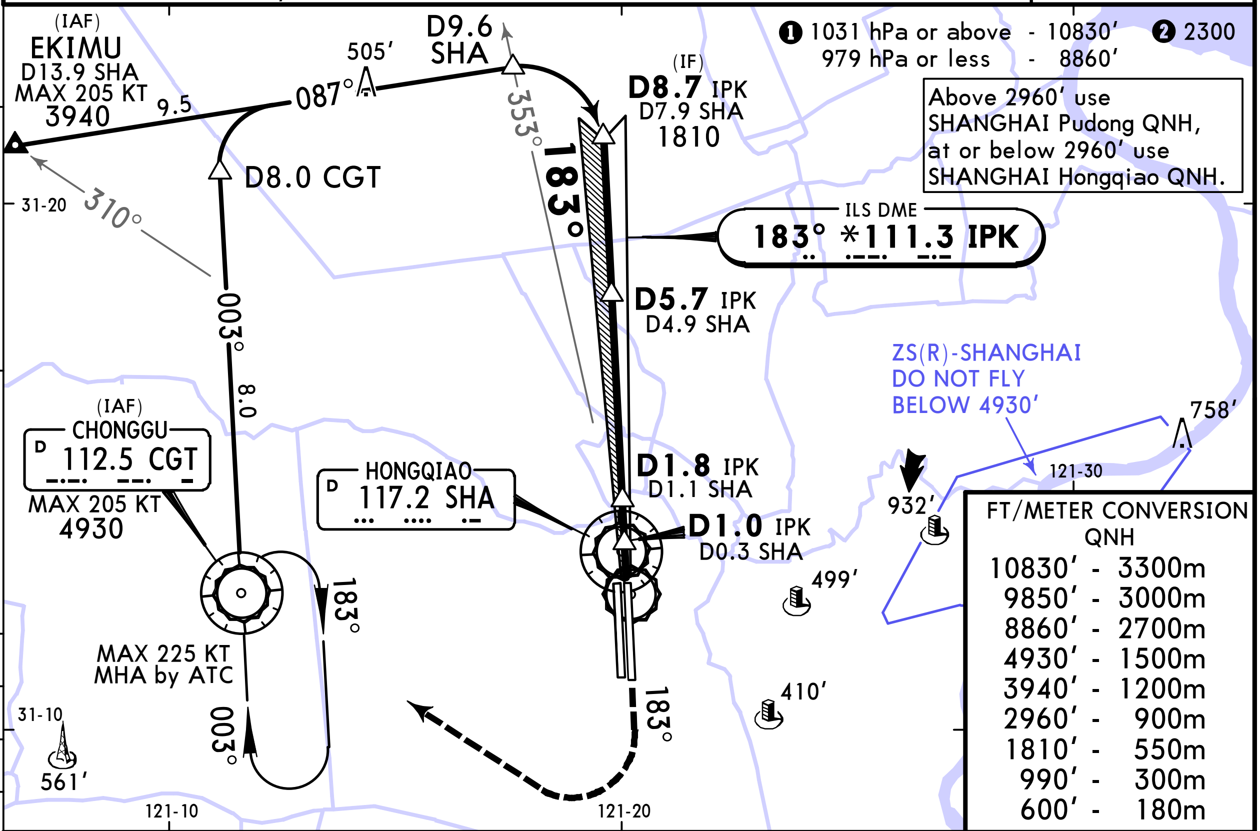
SHANGHAI Approach (R) AP09	AP10	AP11	HONGQIAO Tower West	East	Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

LOC IPK	Final Apch Crs	D5.7 IPK	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.

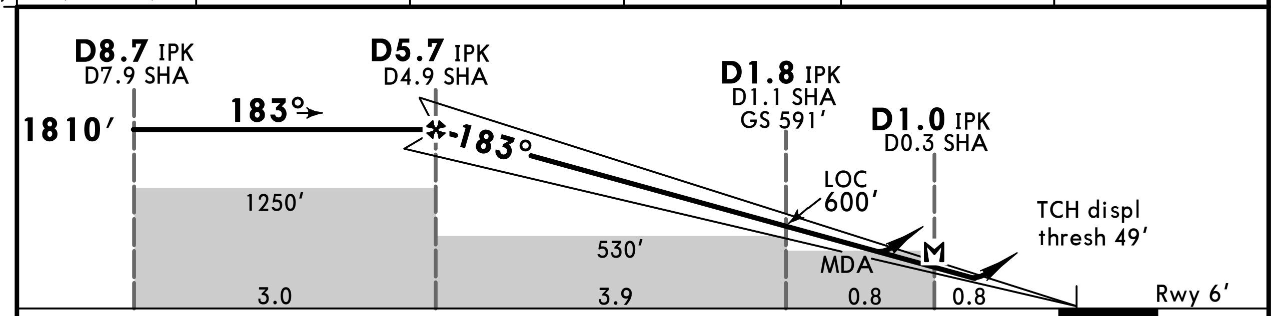
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶





FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
990′	300m
600′	180m

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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 IPK/D0.3 SHA							

HIALS
PAPI

990′ | 205 KT MAX RT | CGT 112.5 at 2960′

Standard

STRAIGHT-IN LANDING RWY 18L

	ILS Missed apch climb grad min 4.0% DA(H) 206′(200′)		ILS Missed apch climb grad min 2.5% DA(H) ABC: 219′(213′) D: 236′(230′)		LOC (GS out) CDFA MDA(H) 430′(424′)	
	FULL	ALS out	FULL	ALS out		ALS out
A	RVR 550m ❶ VIS 800m	1200m	RVR 600m ❶ VIS 800m	1200m	1600m	
B						
C					1800m	2000m
D					2000m	

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

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

PANS OPS

CHANGES: TWR & GND hours of operation, speeds, minimums.

ZSSS/SHA

JEPPESEN

SHANGHAI, PR OF CHINA

HONGQIAO

30 AUG 24
Eff 4 Sep 1600Z

11-2A

❶ SA CAT I
RNAV ILS DME Z Rwy 18L

BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

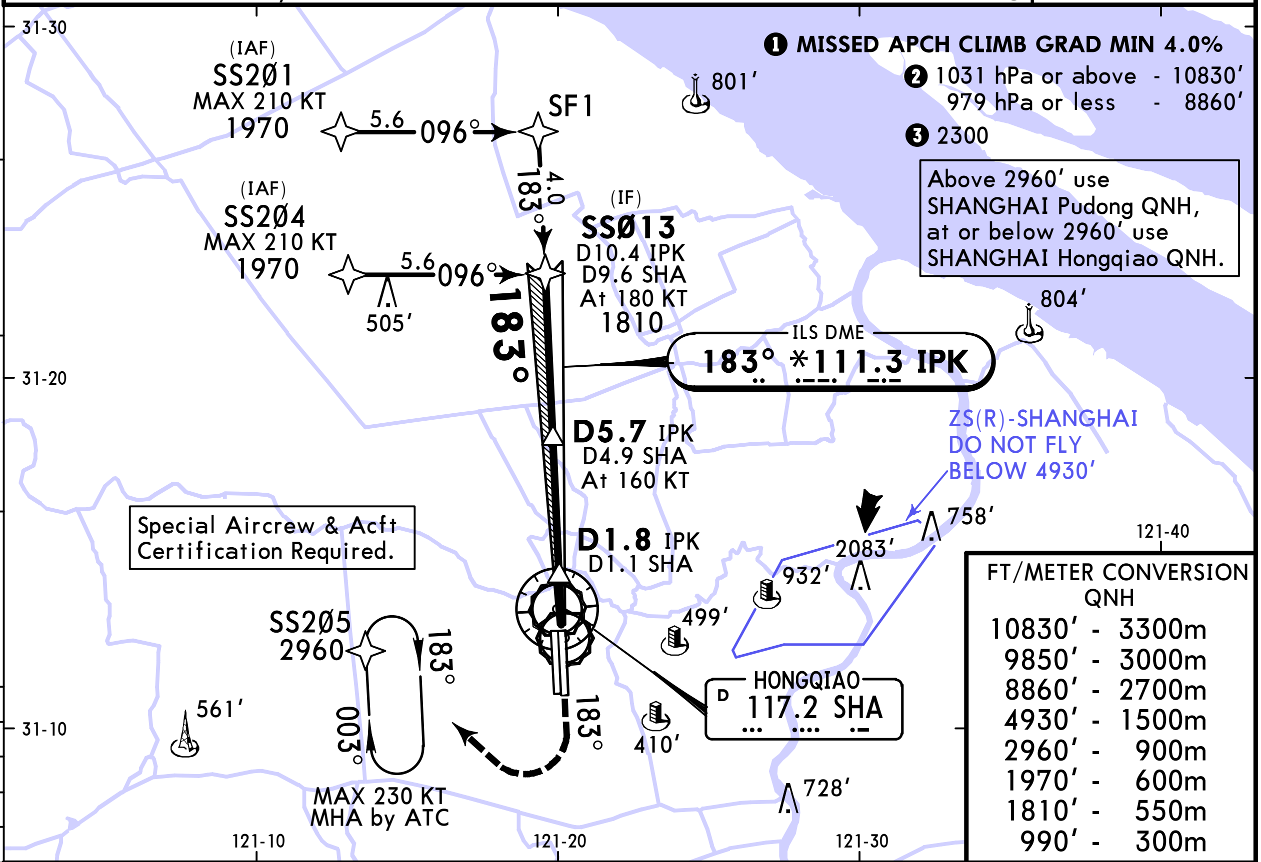
SHANGHAI Approach (R) AP09	AP10	AP11	HONGQIAO Tower West	East	Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

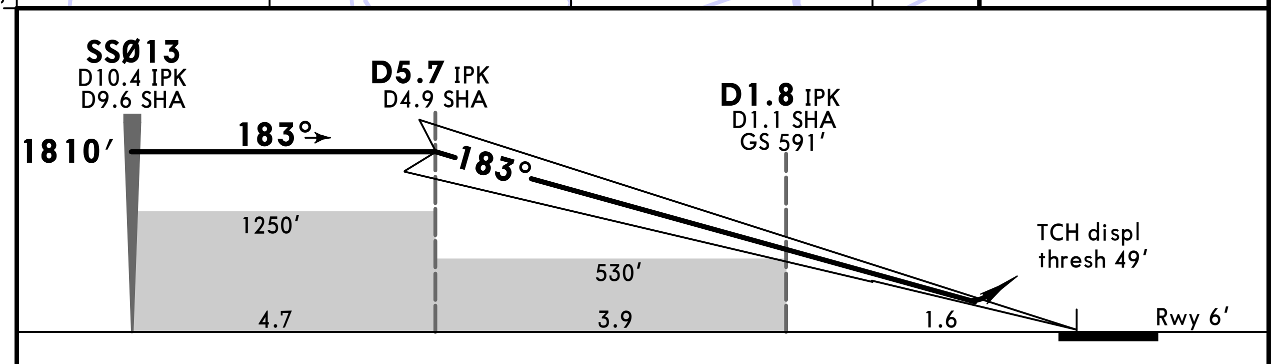
LOC IPK	Final Apch Crs	D5.7 IPK	SA CAT I ILS	Apt Elev 10′
*111.3	183°	1810′ (1804′)	RA 154′ DA(H) 156′(150′)	Rwy 6′

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT (MAX 210 KT) to SS2Ø5 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′ ❷

MSA SHA VOR: 180° ❸ 140° 3700 2000 360°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS PAPI

990′ ↑ 210 KT MAX RT SS2Ø5 at 2960′

Standard

STRAIGHT-IN LANDING RWY 18L
SA CAT I ILS ❶
Missed apch climb gradient min 4.0%
RA 154′
DA(H) **156′**(150′)

RVR 450m

PANS OPS

❶ HUD required.

CHANGES: TWR & GND hours of operation.

❶ SA CAT I ILS DME Y Rwy 18L

BRIEFING STRIP ™

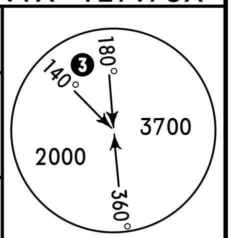
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

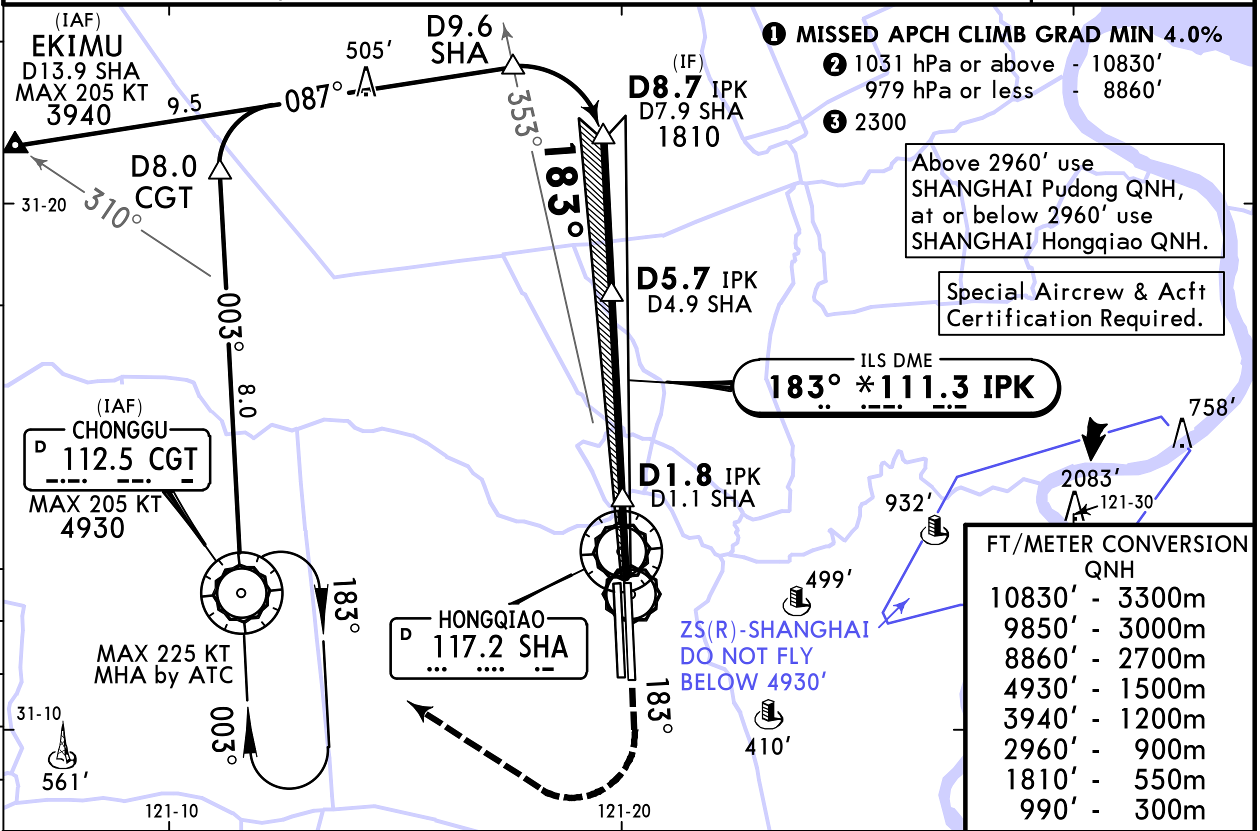
LOC IPK	Final Apch Crs	D5.7 IPK	SA CAT I ILS	Apt Elev 10′
*111.3	183°	1810′(1804′)	RA 154′ DA(H) 156′(150′)	Rwy 6′

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′ ❷



MSA SHA VOR



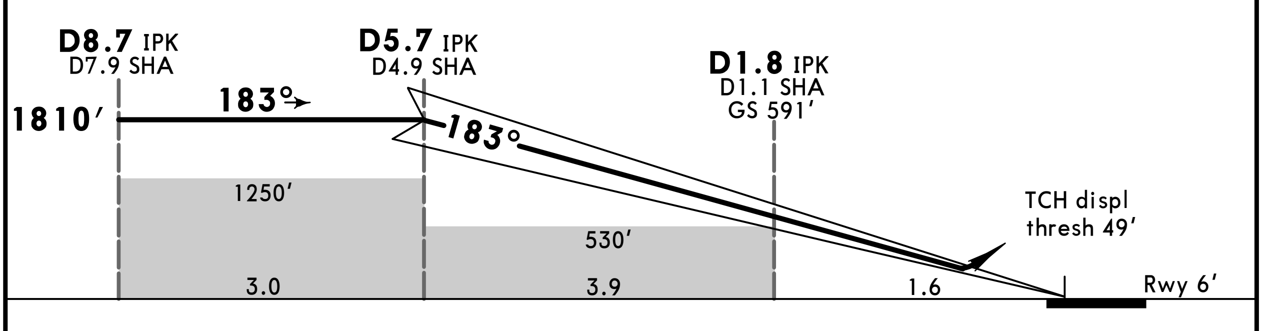
❶ MISSED APCH CLIMB GRAD MIN 4.0%
❷ 1031 hPa or above - 10830′
979 hPa or less - 8860′
❸ 2300

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
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI

990′ ↑ 205 KT MAX RT CGT 112.5 at 2960′

Standard

STRAIGHT-IN LANDING RWY 18L

SA CAT I ILS 1

Missed apch climb gradient min 4.0%

RA 154′

DA(H) **156′**(150′)

RVR 450m

PANS OPS

1 HUD required.

CHANGES: TWR & GND hours of operation, speeds.

RNAV ILS DME Z Rwy 18R

BRIEFING STRIP ™

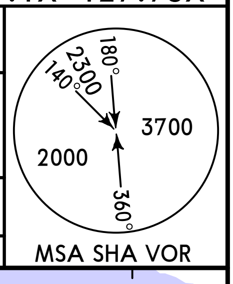
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

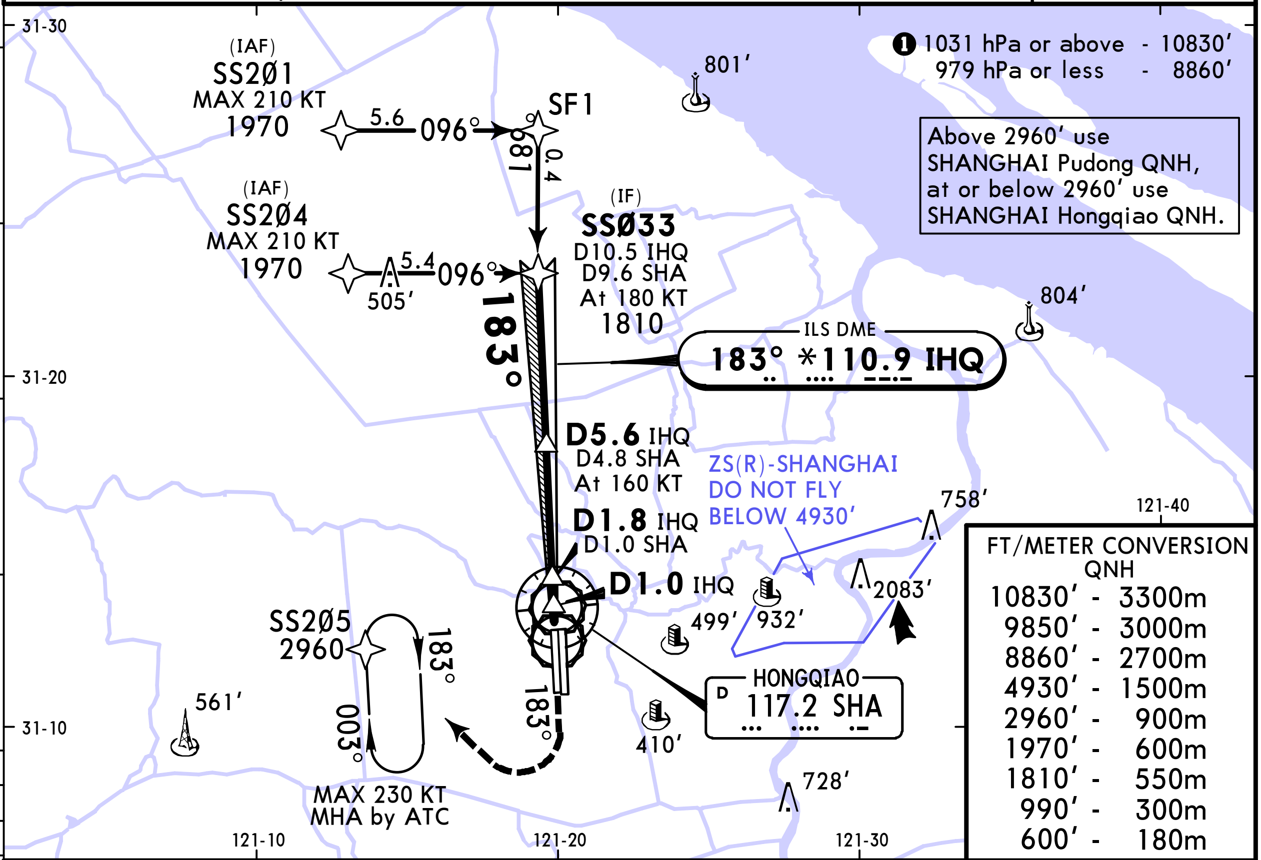
SHANGHAI Approach (R) AP09	AP10	AP11	HONGQIAO Tower West	East	Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

LOC IHQ	Final Apch Crs	D5.6 IHQ	ILS DA(H)	Apt Elev 10'
*110.9	183°	1810' (1801')	209' (200')	Rwy 9'

MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT to SS205 at 2960', continue to approach or join holding and follow ATC instructions. MAX 210 KT.

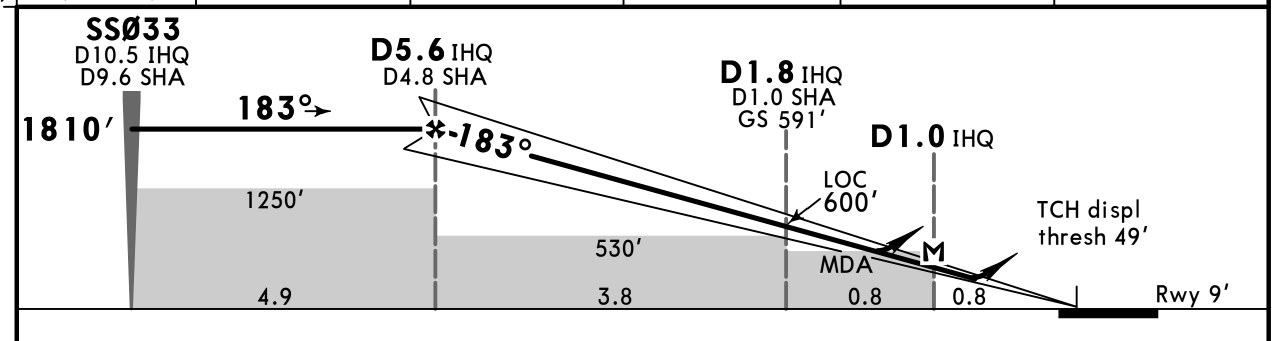
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1





FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 IHQ							

HIALS
PAPI

210 KT MAX | 990' ↑ | 2960' RT | SS205

Standard

STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 209' (200') FULL	ALS out	LOC (GS out) CDFA MDA(H) 430' (421')	ALS out
A	RVR 550m 1 VIS 800m	1200m	1600m	
B				
C			1800m	2000m
D			2000m	

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

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

CHANGES: TWR & GND hours of operation, minimums.

ILS DME Y Rwy 18R

BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

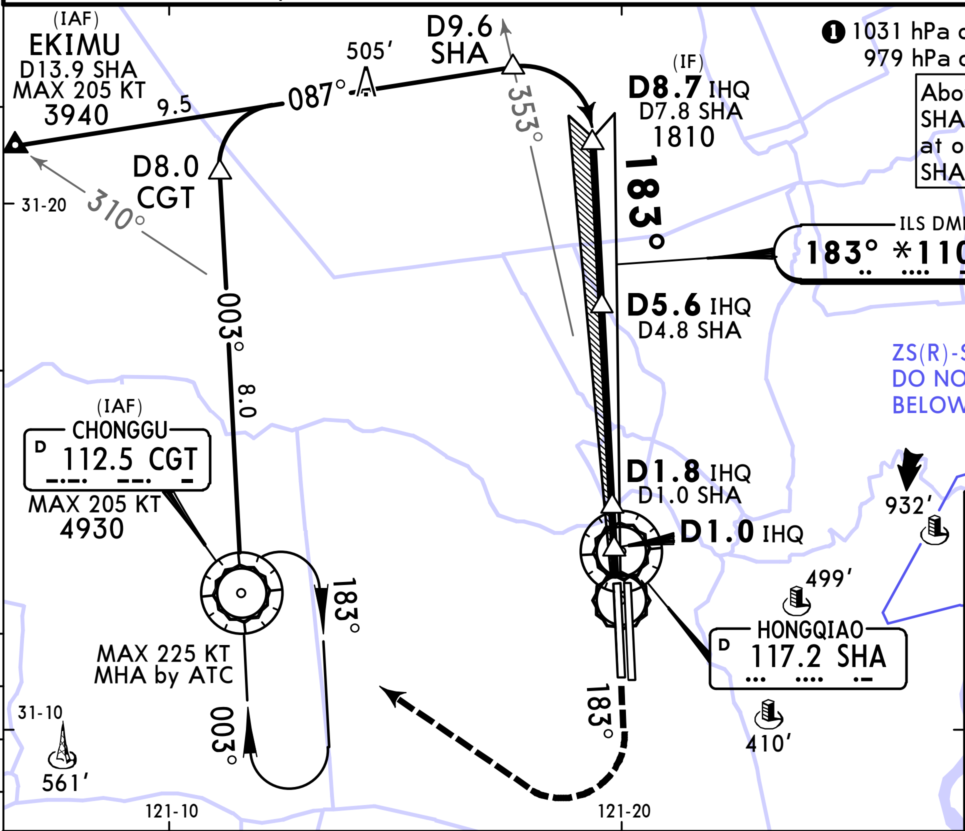
SHANGHAI Approach (R) AP09	AP10	AP11	HONGQIAO Tower West	East	Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

LOC IHQ	Final Apch Crs	D5.6 IHQ	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' ❶

MSA SHA VOR: 180°–360° via 140°: 2300 / 2000 / 3700



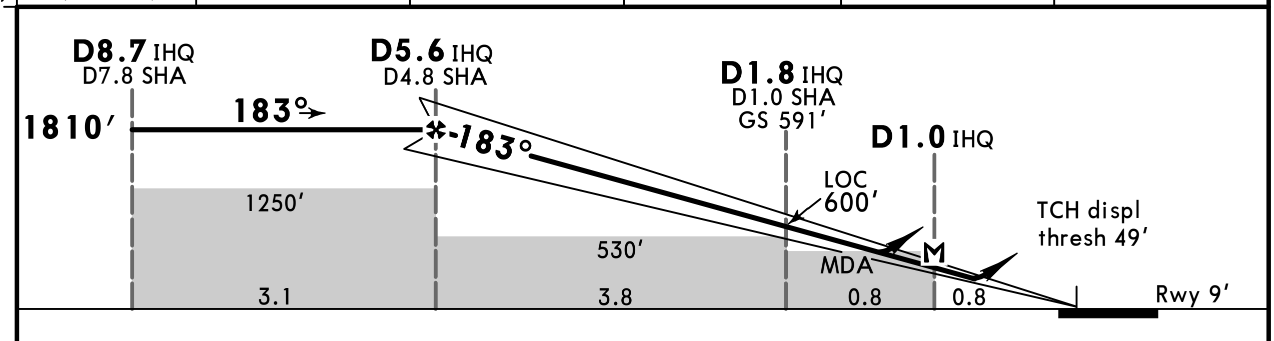
❶ 1031 hPa or above - 10830'
979 hPa or less - 8860'

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

FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 IHQ							

HIALS · PAPI · 990' · 205 KT MAX RT · CGT 112.5 at 2960'

Standard

STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 209' (200') FULL	ILS ALS out	LOC (GS out) CDFA MDA(H) 430' (421')	ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B			1600m	
C			1800m	2000m
D			2000m	

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

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

CHANGES: TWR & GND hours of operation, speeds, minimums.

ZSSS/SHA
HONGQIAO

JEPPESEN

30 AUG 24
Eff 4 Sep 1600Z

11-4A

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

BRIEFING STRIP™

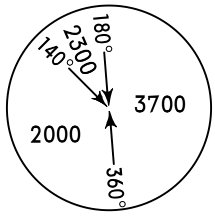
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

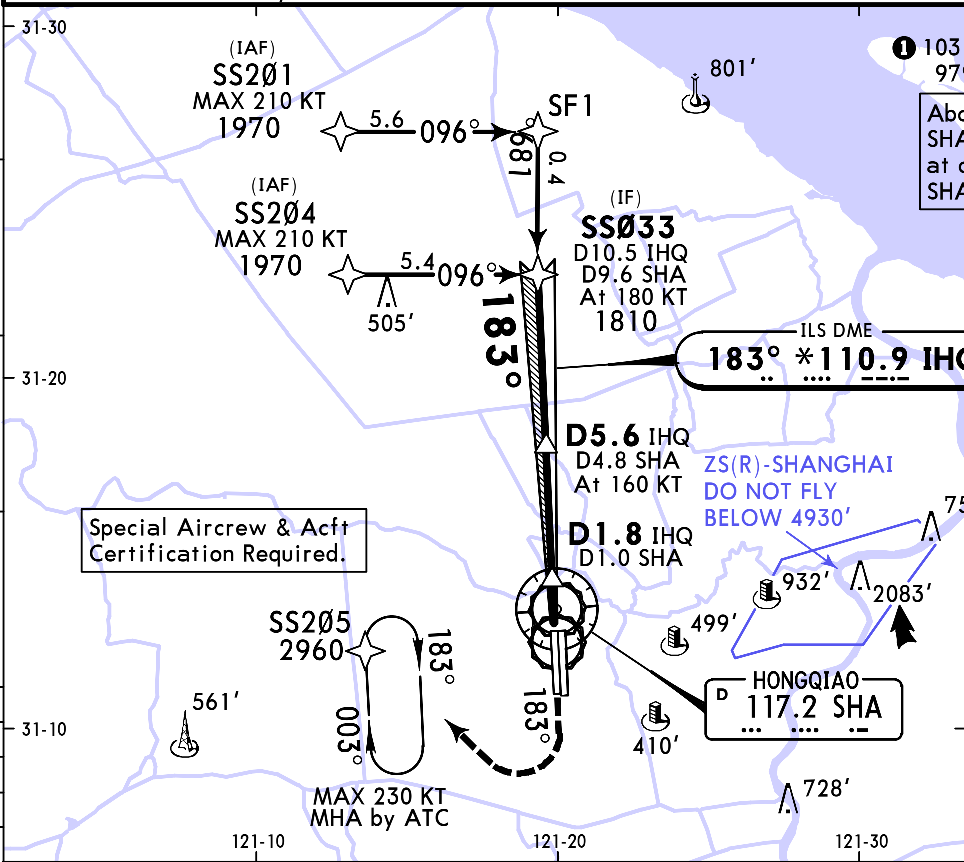
LOC IHQ	Final Apch Crs	D5.6 IHQ	SA CAT I ILS	Apt Elev 10′
*110.9	183°	1810′(1801′)	RA 154′ DA(H) 159′(150′)	Rwy 9′

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT to SS205 at 2960′, continue to approach or join holding and follow ATC instructions. MAX 210 KT.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶



MSA SHA VOR

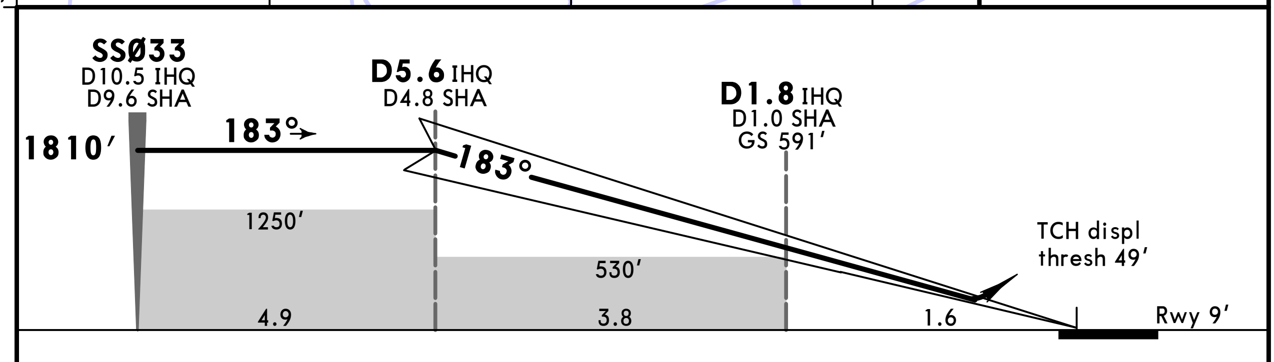


❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

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

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
1970′	600m
1810′	550m
990′	300m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI

210 KT MAX | 990′ | 2960′ RT | SS205

Standard

STRAIGHT-IN LANDING RWY **18R**
SA CAT I ILS ❶

RA 154′
DA(H) **159′**(150′)

RVR 450m

PANS OPS

❶ HUD required.

CHANGES: TWR & GND hours of operation.

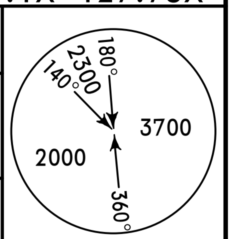
BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	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

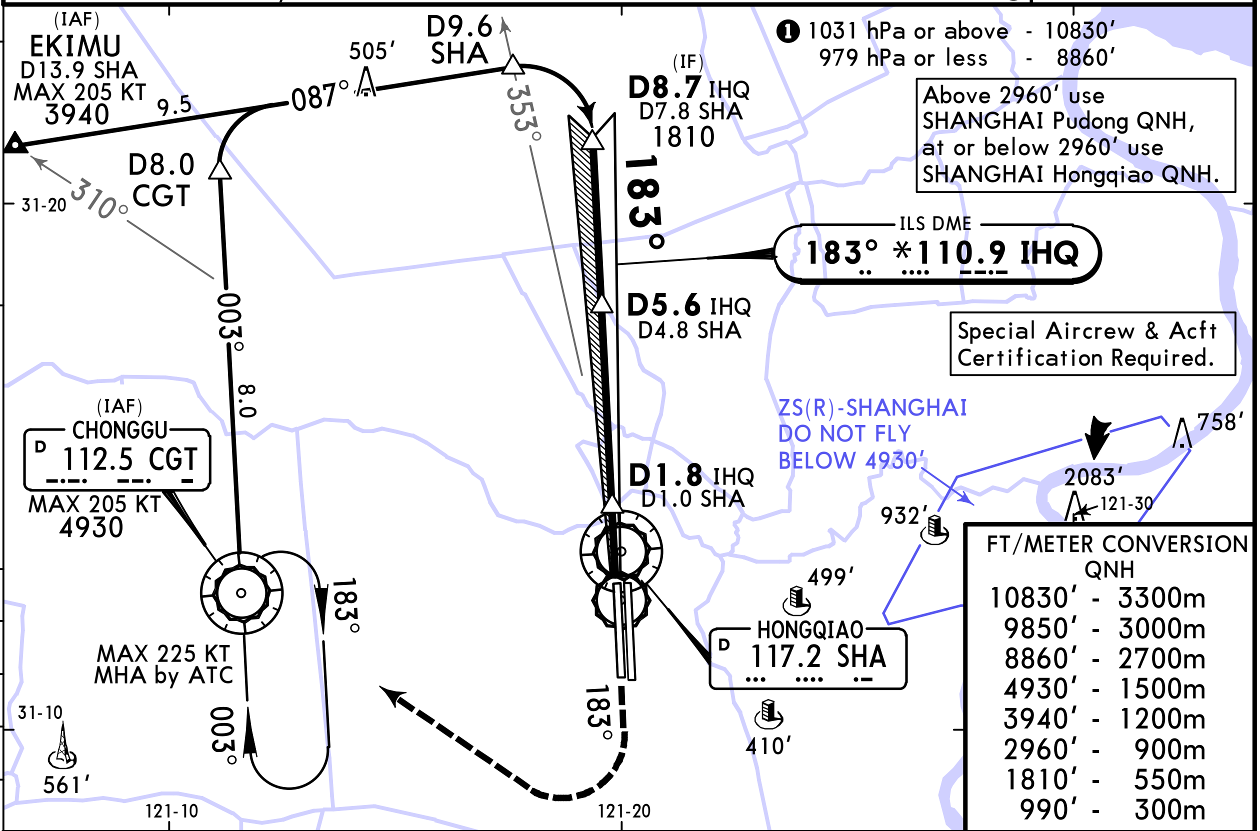
LOC	Final Apch Crs	D5.6 IHQ	SA CAT I ILS	Apt Elev 10′
IHQ *110.9	183°	1810′(1801′)	RA 154′ DA(H) 159′(150′)	Rwy 9′

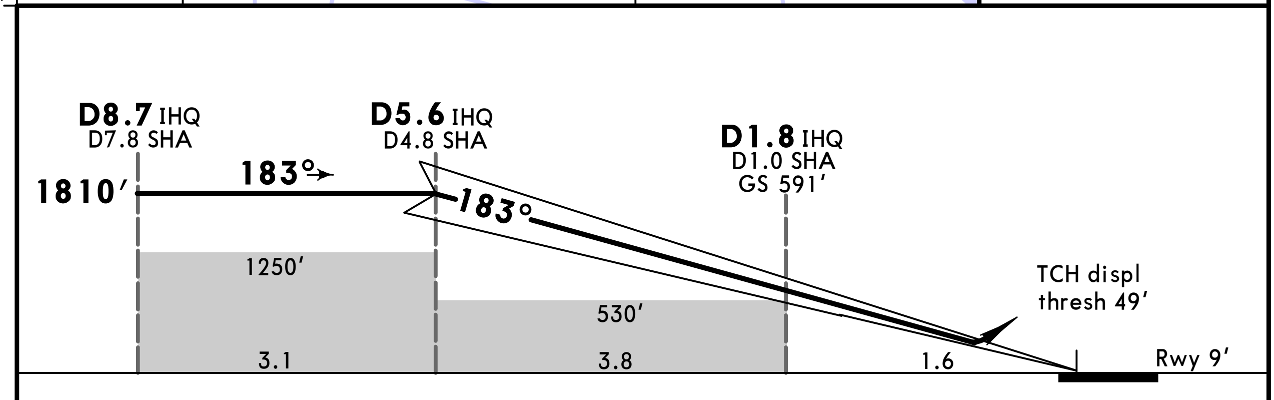
MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT (MAX 205 KT) to CGT VOR at 2960′, continue to approach or join holding and follow ATC instructions.



MSA SHA VOR

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI
990′ 205 KT MAX RT CGT 112.5 at 2960′

Standard

STRAIGHT-IN LANDING RWY **18R**

SA CAT I ILS 1

RA 154′

DA(H) **159′**(150′)

RVR 450m

PANS OPS

1 HUD required.

CHANGES: TWR & GND hours of operation, speeds.

BRIEFING STRIP™

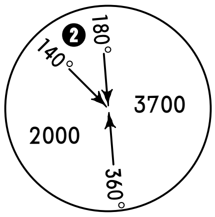
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

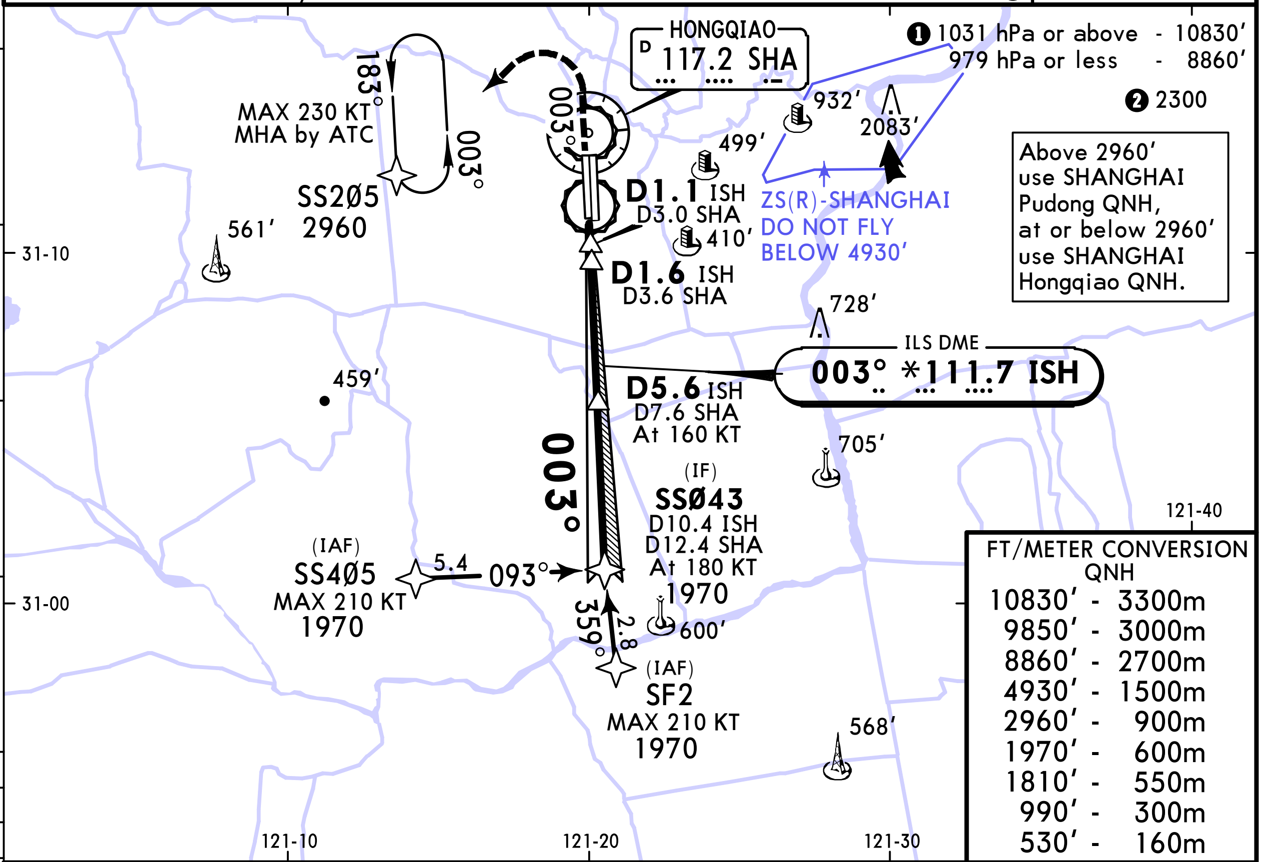
LOC ISH	Final Apch Crs	D5.6 ISH	ILS DA(H)	Apt Elev 10′ Rwy 9′
*111.7	003°	1810′ (1801′)	209′ (200′)	Apt Elev 10′; Rwy 9′

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to SS2Ø5 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′ ❶



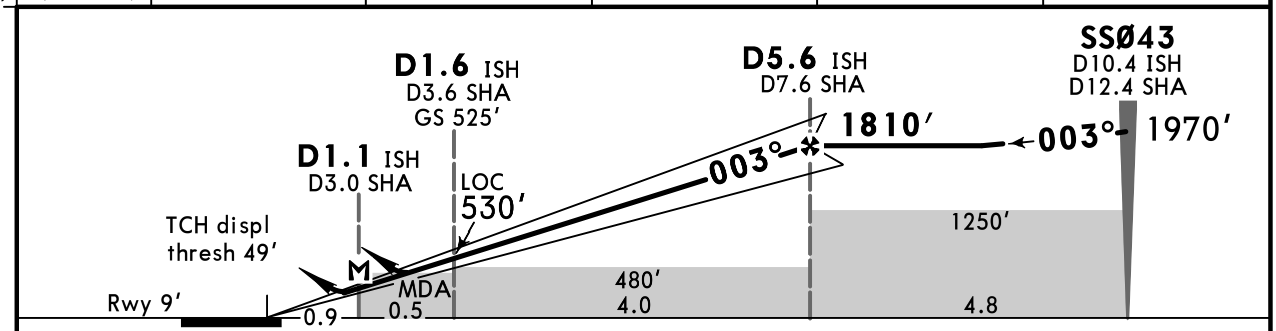
MSA SHA VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
1970′	600m
1810′	550m
990′	300m
530′	160m

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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.1 ISH/D3.0 SHA						

HIALS PAPI | 210 KT MAX | 990′ ↑ | 2960′ LT | SS2Ø5

Standard

	STRAIGHT-IN LANDING RWY 36L ILS DA(H) 209′ (200′) FULL	ALS out	LOC (GS out) CDFA MDA(H) 430′ (421′)	ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B				
C			1800m	2000m
D			2000m	

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

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

CHANGES: TWR & GND hours of operation, rec alts, minimums.

ILS DME Y Rwy 36L

BRIEFING STRIP™

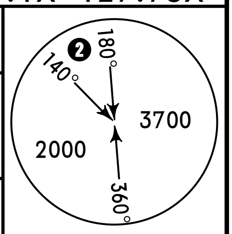
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

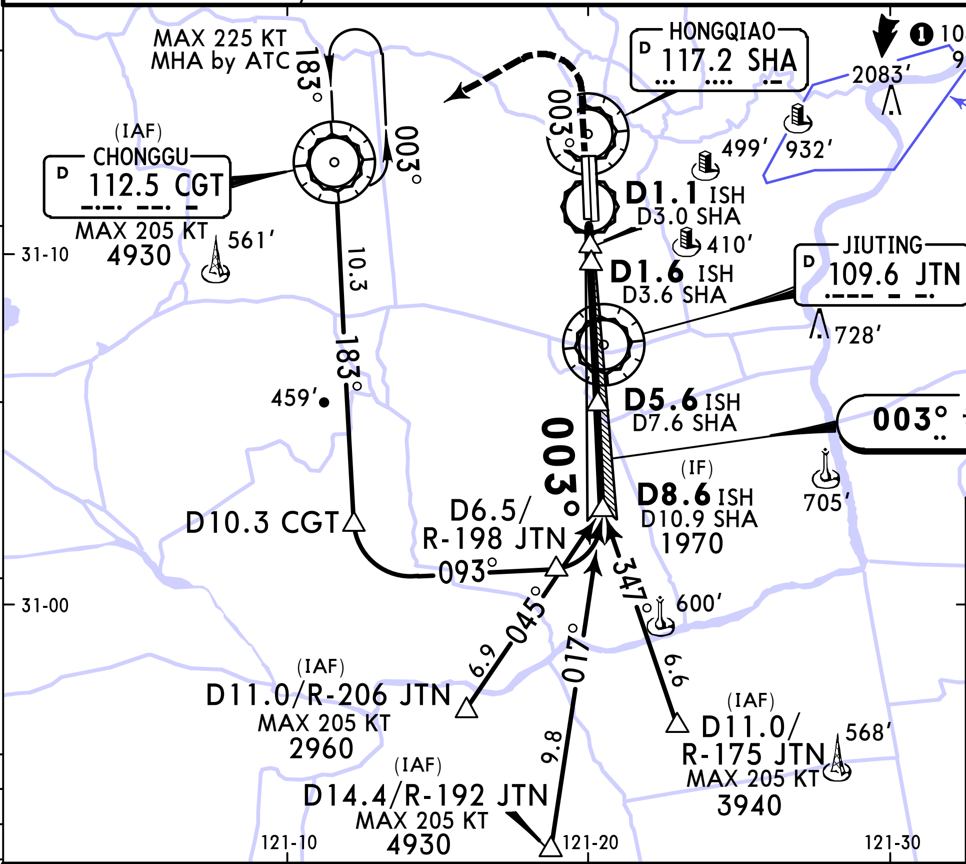
LOC ISH	Final Apch Crs	D5.6 ISH	ILS DA(H)	Apt Elev	
*111.7	003°	1810′ (1801′)	209′ (200′)	Apt Elev 10′	Rwy 9′

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

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶



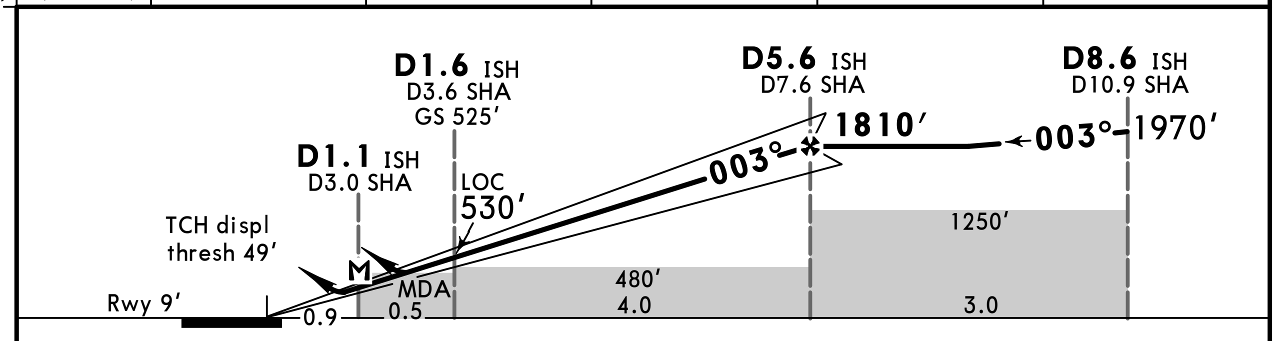
MSA SHA VOR



FT/METER CONVERSION
QNH

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

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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.1 ISH/D3.0 SHA						

HIALS PAPI

990′ — 205 KT MAX — LT — CGT 112.5 at 2960′

Standard

STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 209′ (200′) FULL	ILS ALS out	LOC (GS out) CDFA MDA(H) 430′ (421′)		ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m		
B			1600m		
C			1800m		2000m
D			2000m		

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

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

PANS OPS

CHANGES: TWR & GND hours of operation, speeds, rec alt, minimums.

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

BRIEFING STRIP™

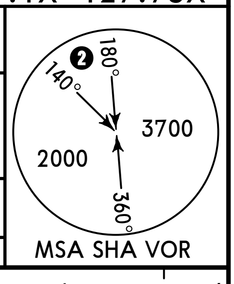
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

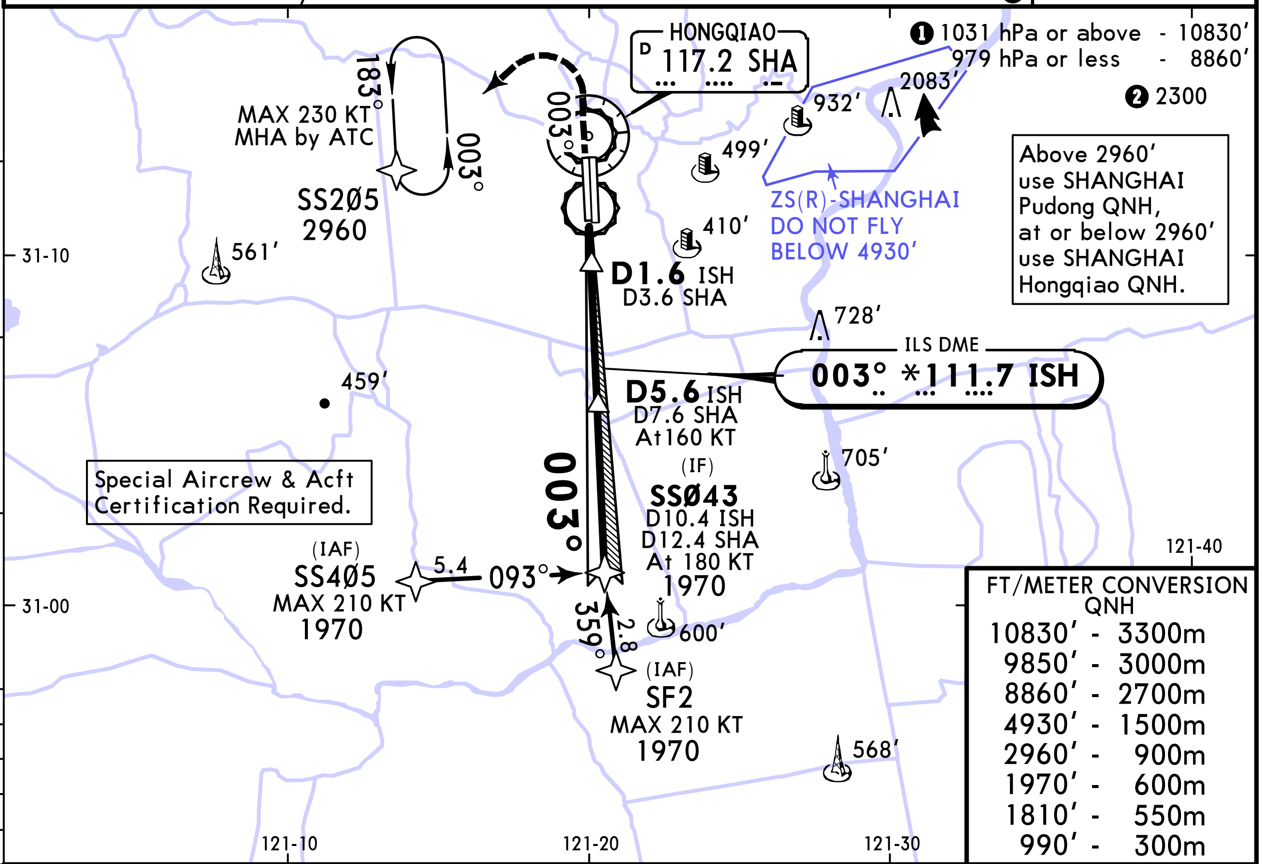
SHANGHAI Approach (R) AP09	AP10	AP11	HONGQIAO Tower West	East	Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

LOC ISH	Final Apch Crs	D5.6 ISH	SA CAT I ILS	Apt Elev / Rwy
*111.7	003°	1810′ (1801′)	RA 154′ DA(H) 159′(150′)	Apt Elev 10′ Rwy 9′

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to SS205 at 2960′, continue to approach or join holding and follow ATC instructions. MAX 210 KT.

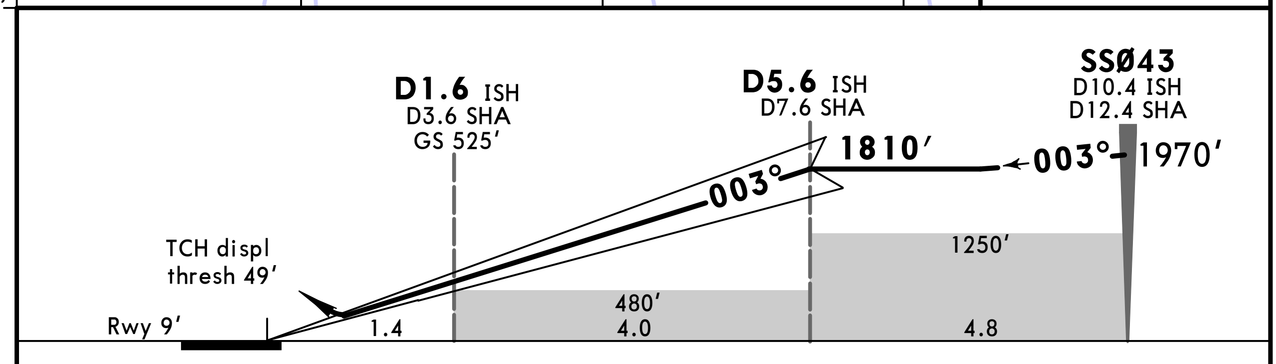
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶





FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
1970′	600m
1810′	550m
990′	300m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI | 210 KT MAX | 990′ | 2960′ LT | SS205

Standard

STRAIGHT-IN LANDING RWY 36L
SA CAT I ILS ❶

RA 154′
DA(H) **159′**(150′)

RVR 450m

PANS OPS

❶ HUD required.

CHANGES: TWR & GND hours of operation.

SA CAT I ILS DME Y Rwy 36L

BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

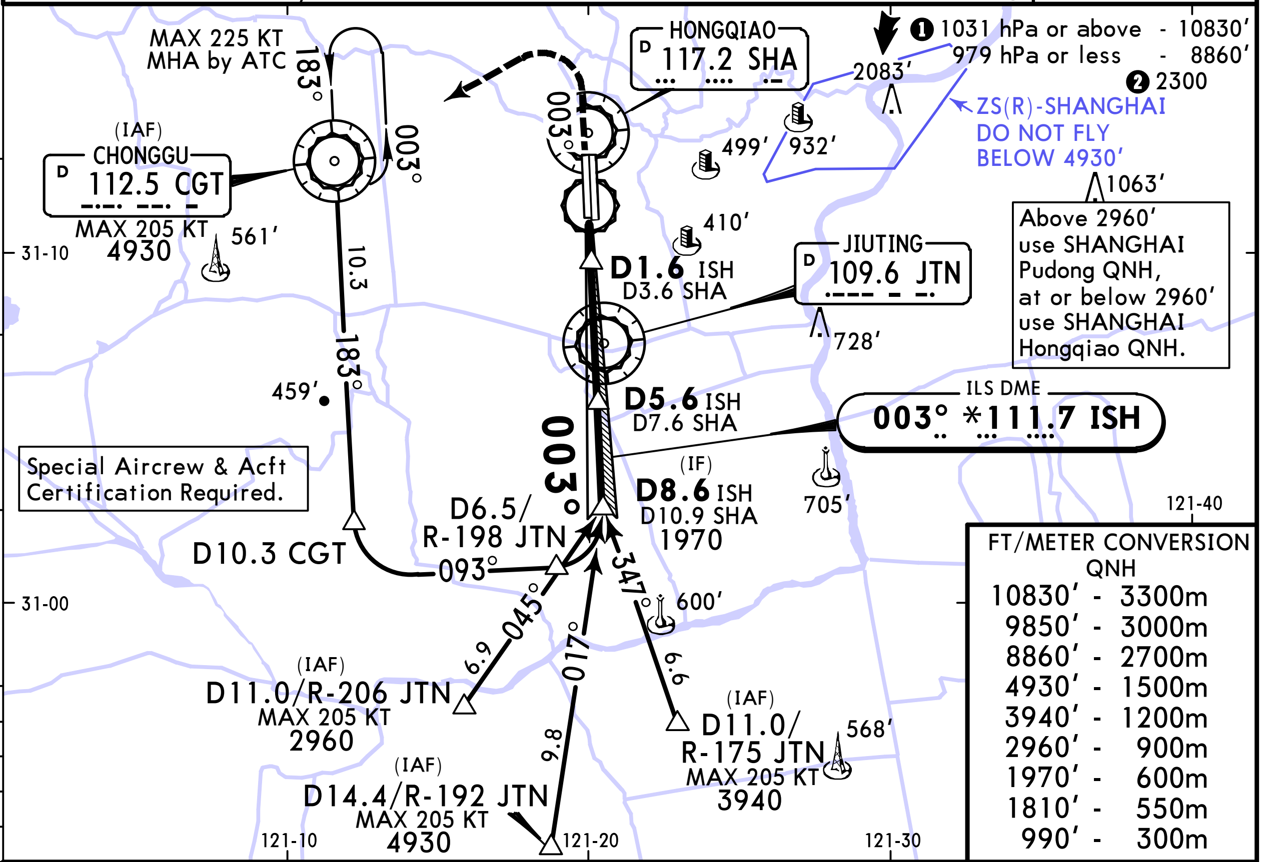
SHANGHAI Approach (R) AP09	AP10	AP11	HONGQIAO Tower West	East	Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

LOC ISH	Final Apch Crs	D5.6 ISH	SA CAT I ILS	Apt Elev 10'
*111.7	003°	1810'(1801')	RA 154' DA(H) 159'(150')	Rwy 9'

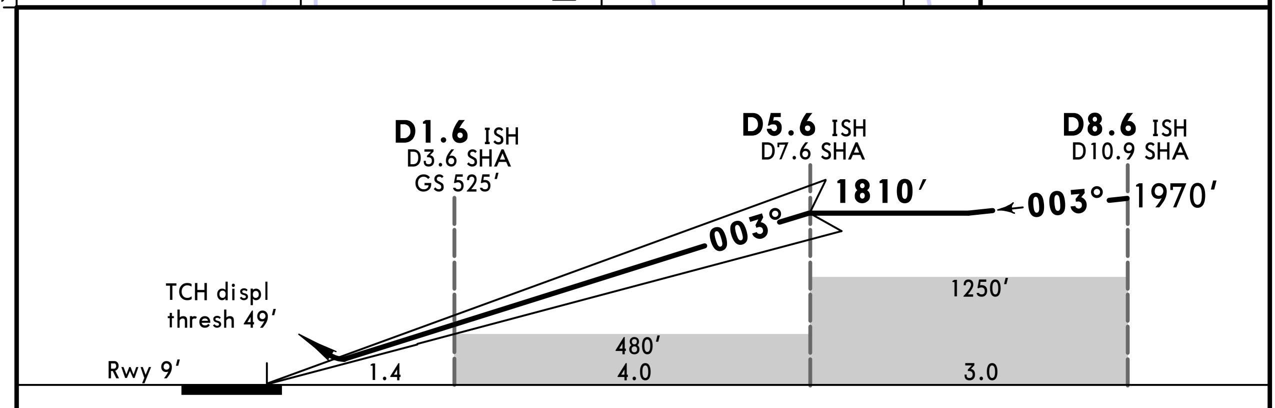
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT (MAX 205 KT) to CGT VOR at 2960', continue to approach or join holding and follow ATC instructions.

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

MSA SHA VOR: 140° ❷ 180° 3700; 2000; 360°



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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS PAPI | 990' | 205 KT MAX LT | CGT 112.5 at 2960'

Standard

STRAIGHT-IN LANDING RWY 36L
SA CAT I ILS ❶

RA 154'
DA(H) **159'**(150')

RVR 450m

PANS OPS

❶ HUD required.

CHANGES: TWR & GND hours of operation, speeds.

ZSSS/SHA
HONGQIAO

JEPPESEN
30 AUG 24 **Eff 4 Sep 1600Z** 11-7

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

BRIEFING STRIP ™

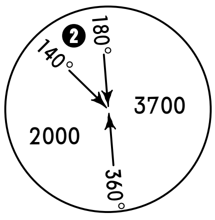
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

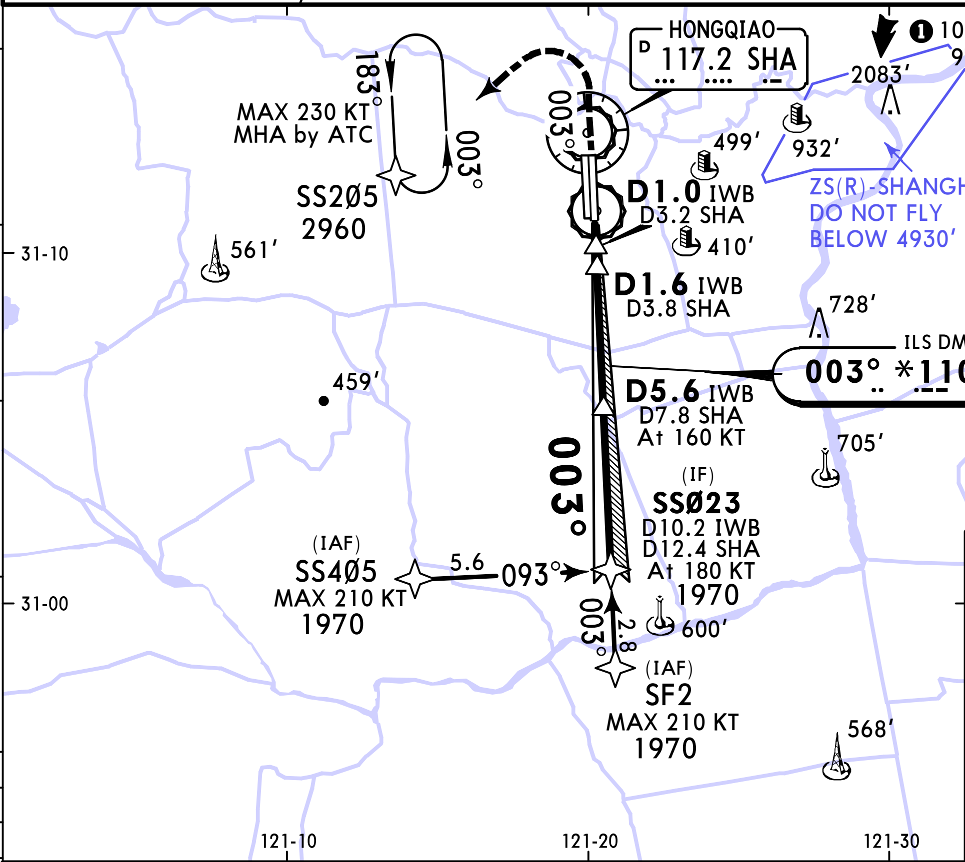
LOC IWB	Final Apch Crs	D5.6 IWB	ILS DA(H)	Apt Elev 10′ / Rwy 9′
*110.3	003°	1810′(1801′)	209′(200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT (MAX 210 KT) to SS2Ø5 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′ ❶



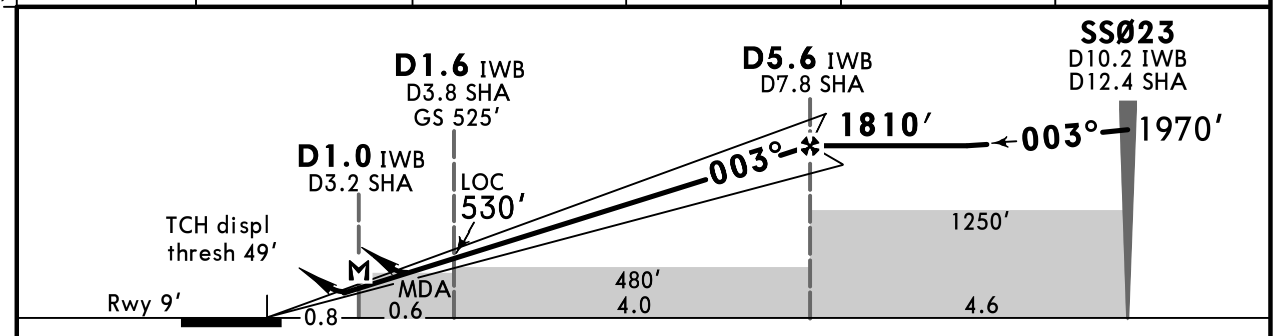
MSA SHA VOR



FT/METER CONVERSION

QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 IWB/D3.2 SHA							

HIALS PAPI | 990′ | 210 KT MAX LT | SS2Ø5 at 2960′

Standard

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

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

PANS OPS

CHANGES: TWR & GND hours of operation, minimums.

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 36R

BRIEFING STRIP ™

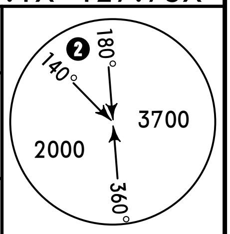
D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

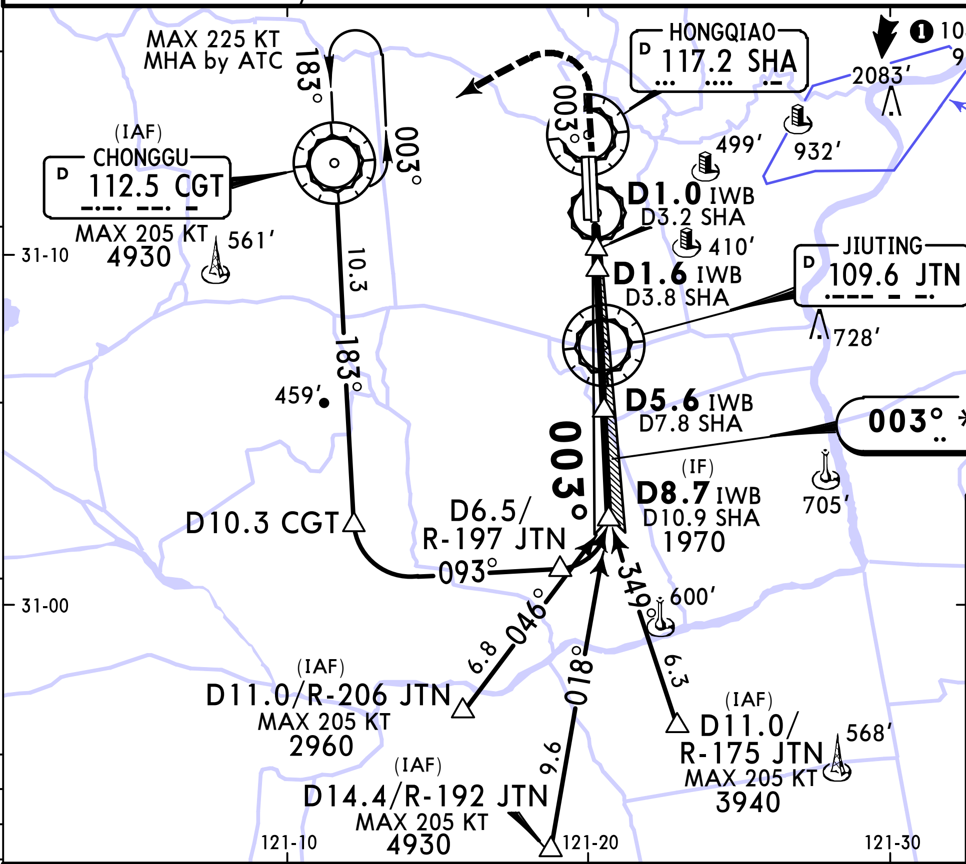
LOC IWB	Final Apch Crs	D5.6 IWB	ILS DA(H)	Apt Elev 10'
*110.3	003°	1810' (1801')	209' (200')	Rwy 9'

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

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



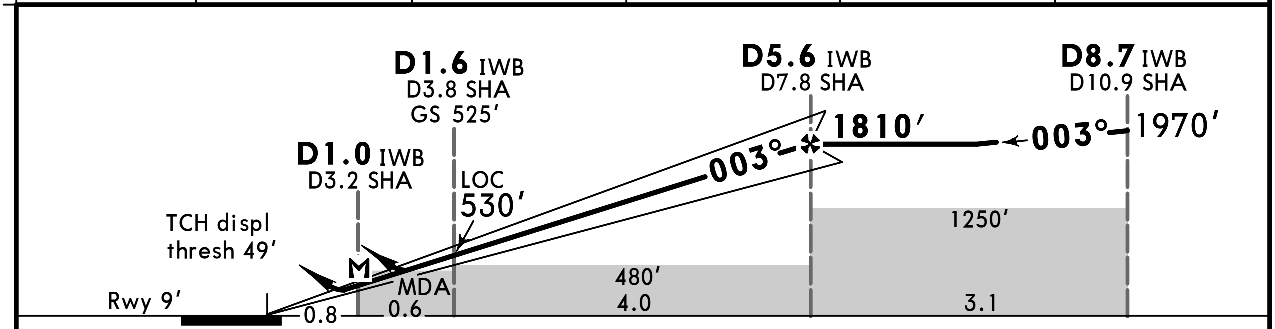
MSA SHA VOR



FT/METER CONVERSION

QNH	
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
2960'	900m
1970'	600m
1810'	550m
990'	300m
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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 IWB/D3.2 SHA							

HIALS PAPI | 990' | 205 KT MAX LT | CGT 112.5 at 2960'

Standard

	STRAIGHT-IN LANDING RWY 36R ILS DA(H) 209' (200') FULL	ILS ALS out	LOC (GS out) CDFA MDA(H) 430' (421') FULL	LOC ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
A	RVR 550m [1] VIS 800m	1200m	1600m		100	690' (680')	2800m
B			1600m		135	690' (680')	3200m
C			1800m	2000m	180	790' (780')	4400m
D			2000m		205	790' (780')	4800m

CIRCLE-TO-LAND: Not authorized East of runway

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

PANS OPS

CHANGES: TWR & GND hours of operation, speeds, minimums.

SA CAT I & SA CAT II RNAV ILS DME Z Rwy 36R

BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

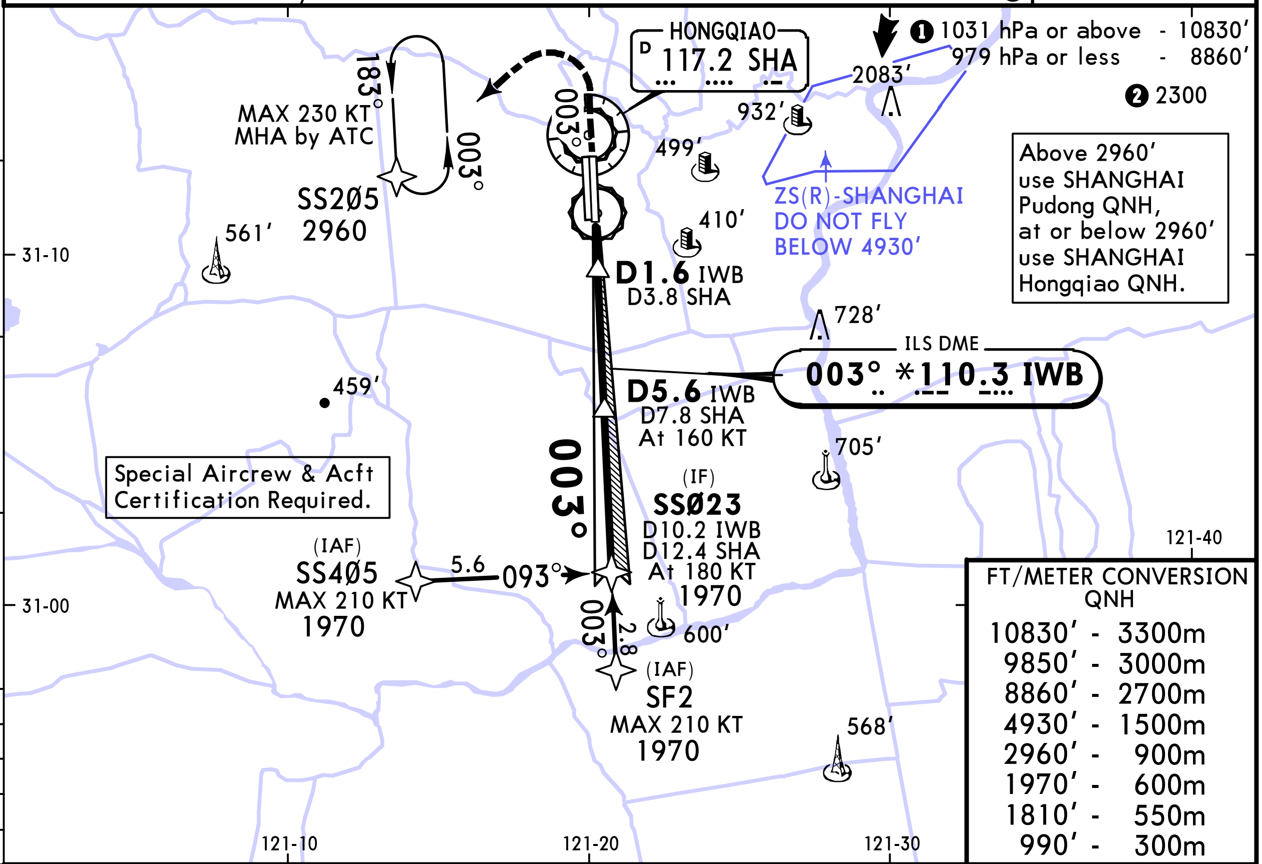
SHANGHAI Approach (R) AP09	AP10	AP11	HONGQIAO Tower West	East	Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

LOC 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 SS2Ø5 at 2960', continue to approach or join holding and follow ATC instructions.

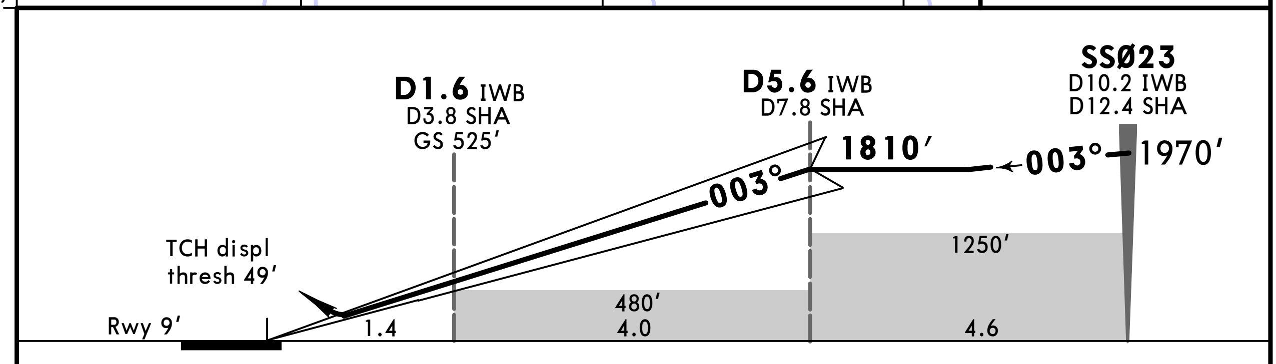
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' 1

MSA SHA VOR: 140° – 2 – 180°; 3700; 2000; 360°



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
2960'	900m
1970'	600m
1810'	550m
990'	300m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS PAPI | 990' ↑ | 210 KT MAX LT | SS2Ø5 at 2960'

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

CHANGES: TWR & GND hours of operation.

ZSSS/SHA
HONGQIAO

JEPPESEN

30 AUG 24
Eff 4 Sep 1600Z

11-8B

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

BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

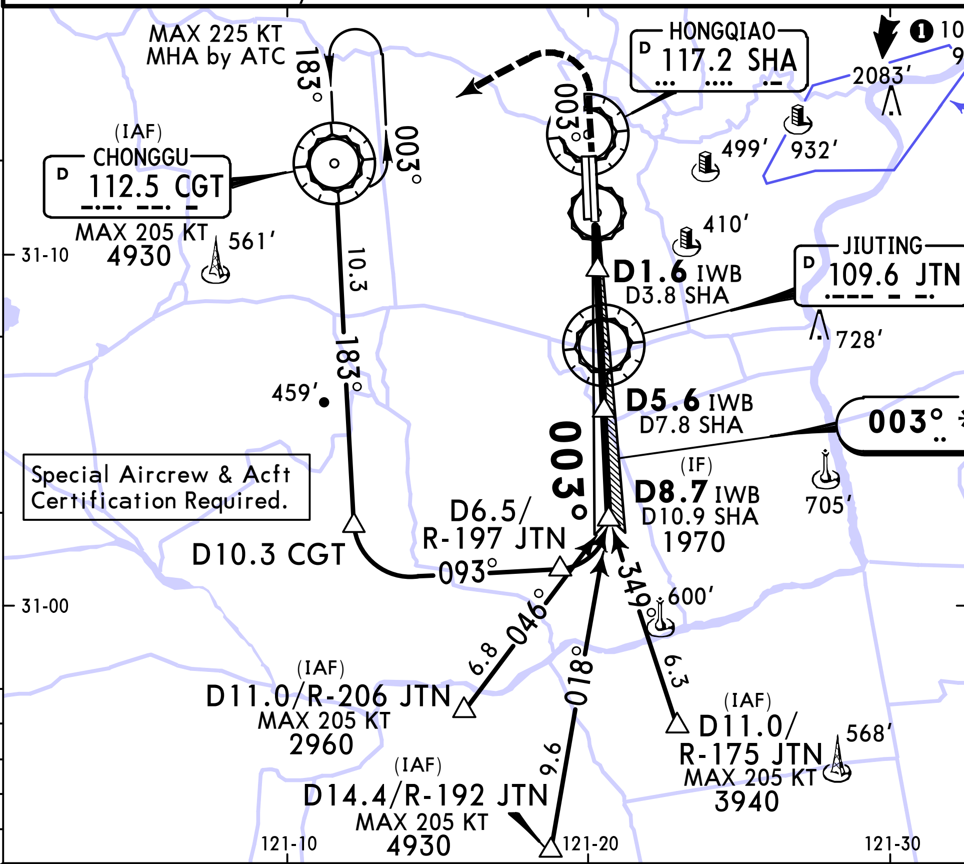
SHANGHAI Approach (R) AP09	AP10	AP11	HONGQIAO Tower West	East	Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

LOC 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′

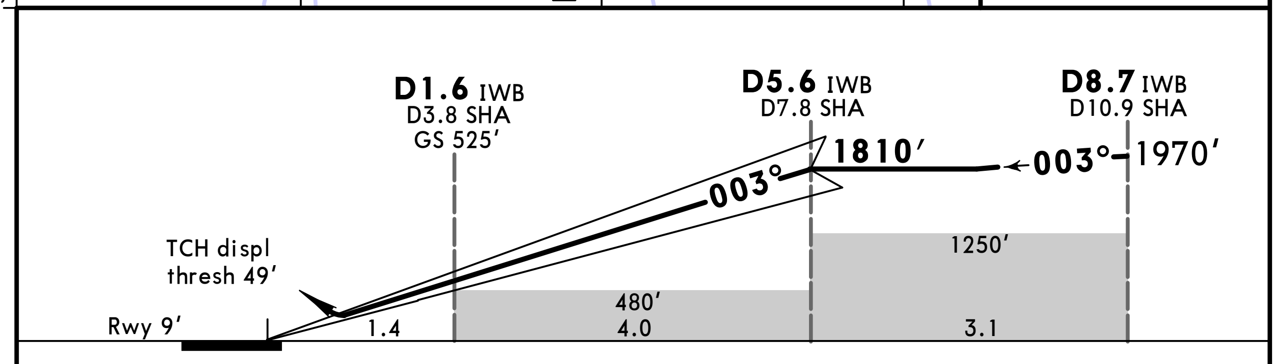
MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT (MAX 205 KT) to CGT VOR at 2960′, continue to approach or join holding and follow ATC instructions.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

MSA SHA VOR: 180° ❷ 3700; 140° 2000; 360°



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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS, PAPI | 990′ | 205 KT MAX, LT | CGT 112.5 at 2960′

Standard

STRAIGHT-IN LANDING RWY 36R

SA CAT II ILS ❶	SA CAT I ILS ❶
RA 105′ DA(H) 109′ (100′)	RA 151′ DA(H) 159′ (150′)
RVR 350m	RVR 450m

❶ HUD required.

PANS OPS

CHANGES: TWR & GND hours of operation, speeds.

BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

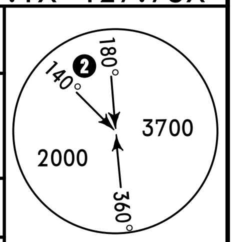
SHANGHAI Approach (R) AP09	AP10	AP11	*HONGQIAO Tower West	East	*Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

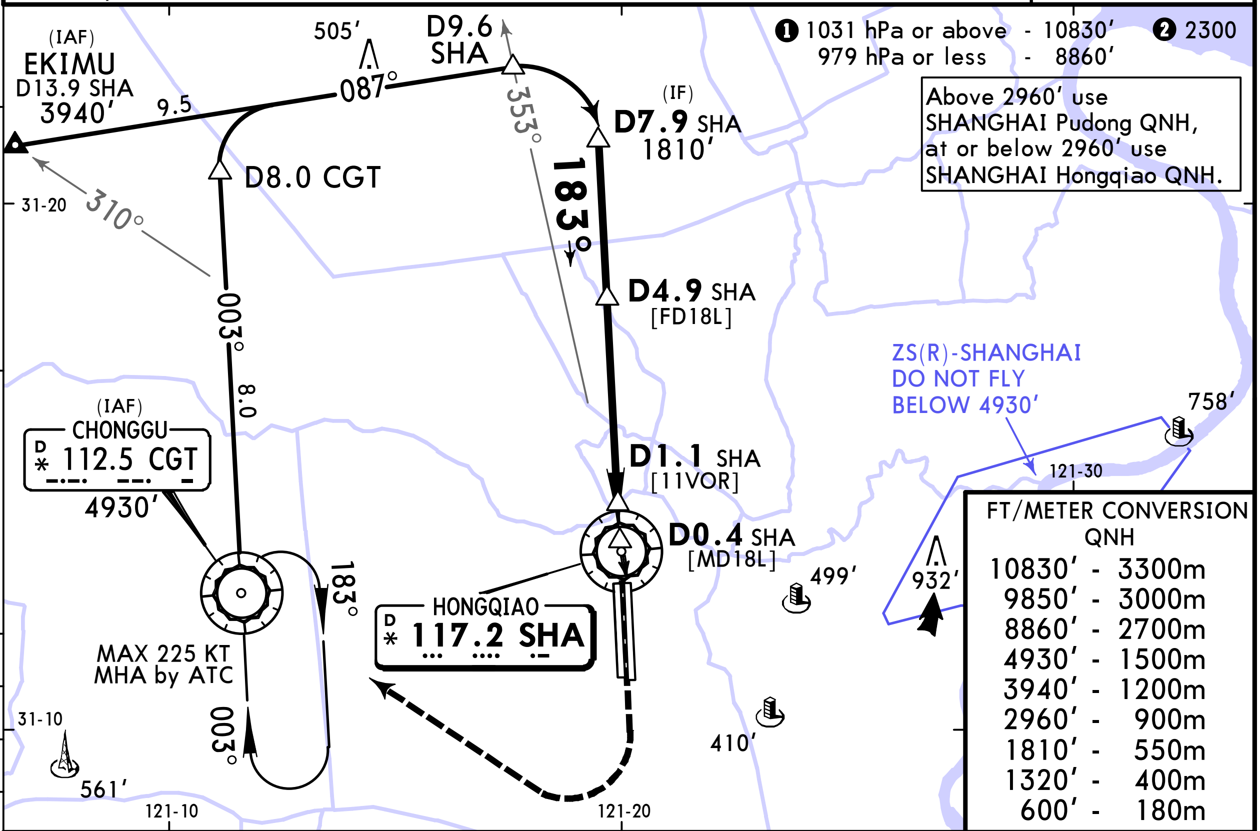
VOR	Final Apch Crs		MDA(H)	Apt Elev
SHA *117.2	183°	D4.9 SHA 1810′(1804′)	460′(454′)	10′ Rwy 6′

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′ ❶

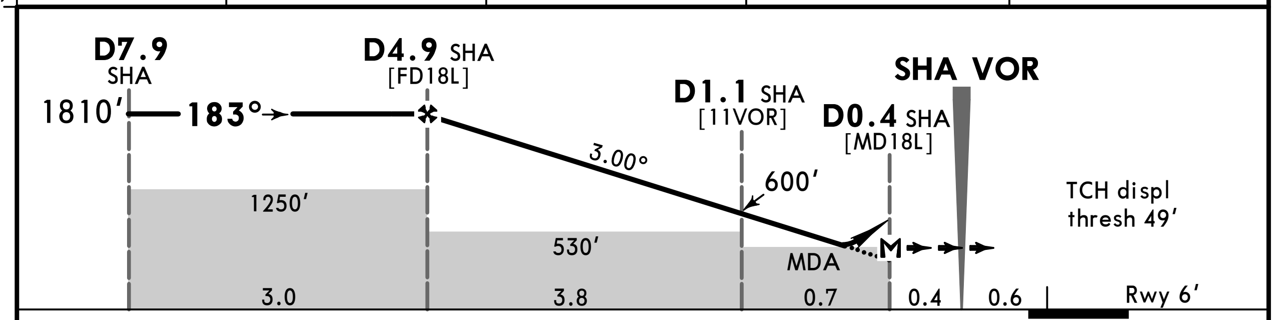
Initial apch MAX 205 KT.





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

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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.4 SHA						

HIALS PAPI | 1320′ | 205 KT MAX RT | CGT 112.5 at 2960′

Standard

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

PANS OPS

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

SHANGHAI, PR OF CHINA
VOR DME Rwy 36L

D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	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

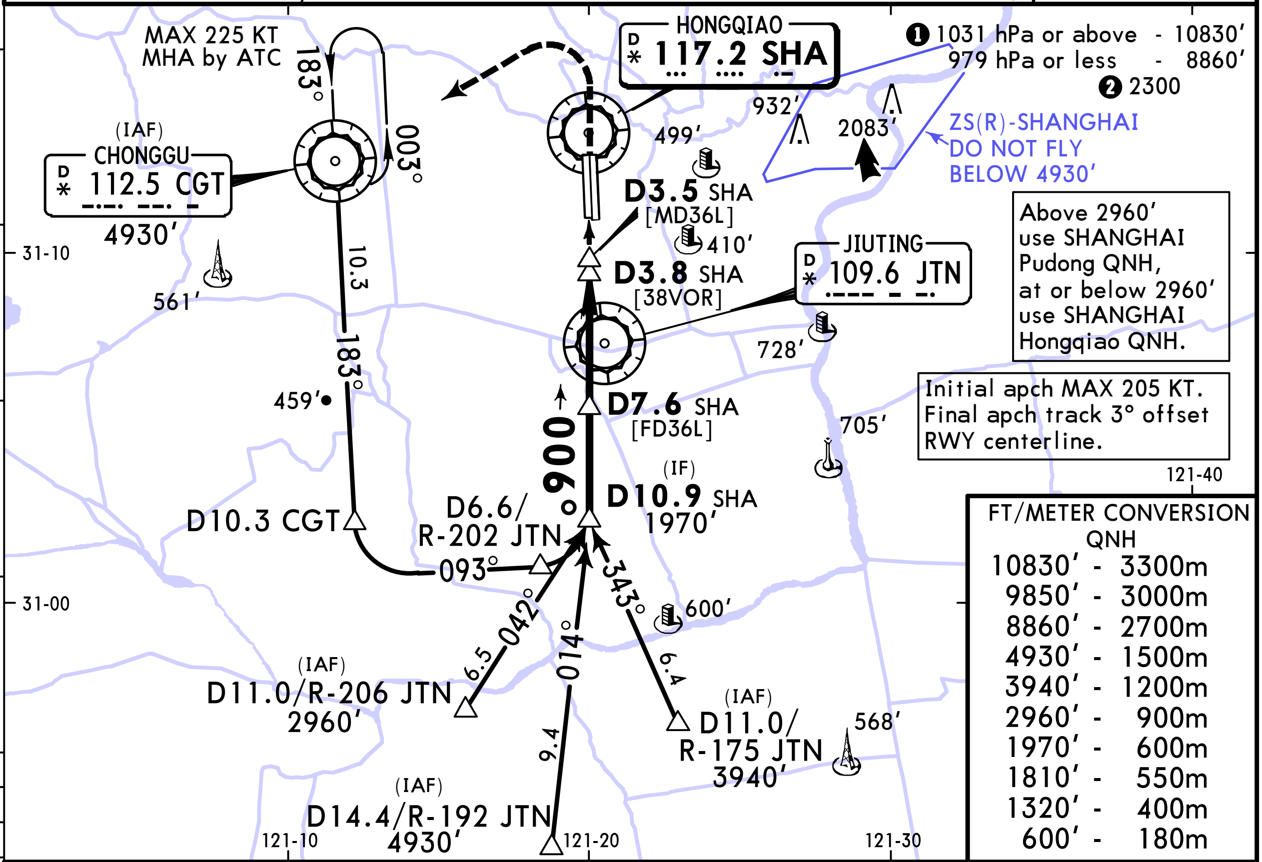
BRIEFING STRIP ™

VOR	Final Apch Crs	D7.6 SHA	MDA(H)	Apt Elev
SHA *117.2	006°	1810′(1801′)	460′(451′)	10′ Rwy 9′

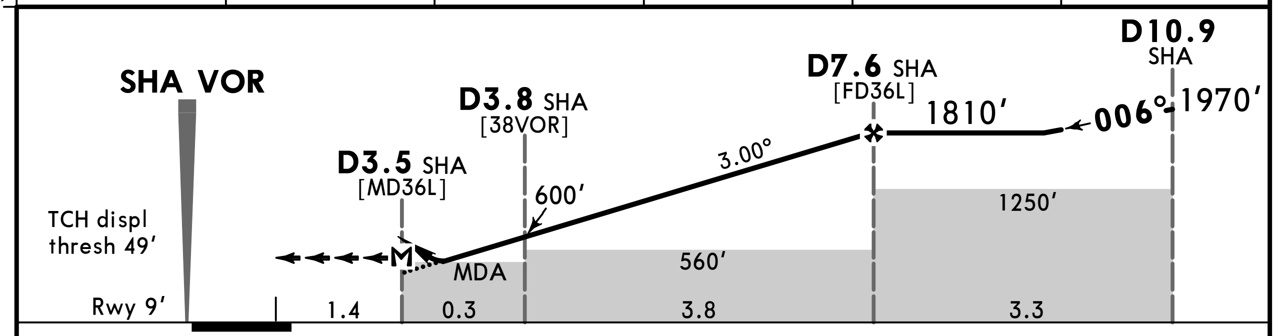
MISSED APCH: Climb STRAIGHT AHEAD to 1320′, then turn LEFT (MAX 205 KT) to CGT VOR at 2960′, continue to approach or join holding and follow ATC instructions.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶

MSA SHA VOR: 180°, 140°, ❷, 3700, 2000, 360°



SHA DME	3.8	4.0	5.0	6.0	7.0
ALTITUDE	600′	640′	960′	1270′	1590′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.5 SHA						

HIALS PAPI | 1320′ ↑ | 205 KT MAX LT | CGT 112.5 at 2960′

Standard

	STRAIGHT-IN LANDING RWY 36L CDFA MDA(H) 460′(451′) ALS out
A	2600m
B	2600m
C	2800m
D	3000m

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: Restricted area ZS(R)-SHANGHAI added.

ZSSS/SHA
HONGQIAO

JEPPESEN
4 AUG 23
Eff 9 Aug 1600Z
13-3

SHANGHAI, PR OF CHINA
VOR DME Rwy 36R

BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) AP01	AP02	AP03	AP04	AP05	AP06	AP07	AP08
132.25	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

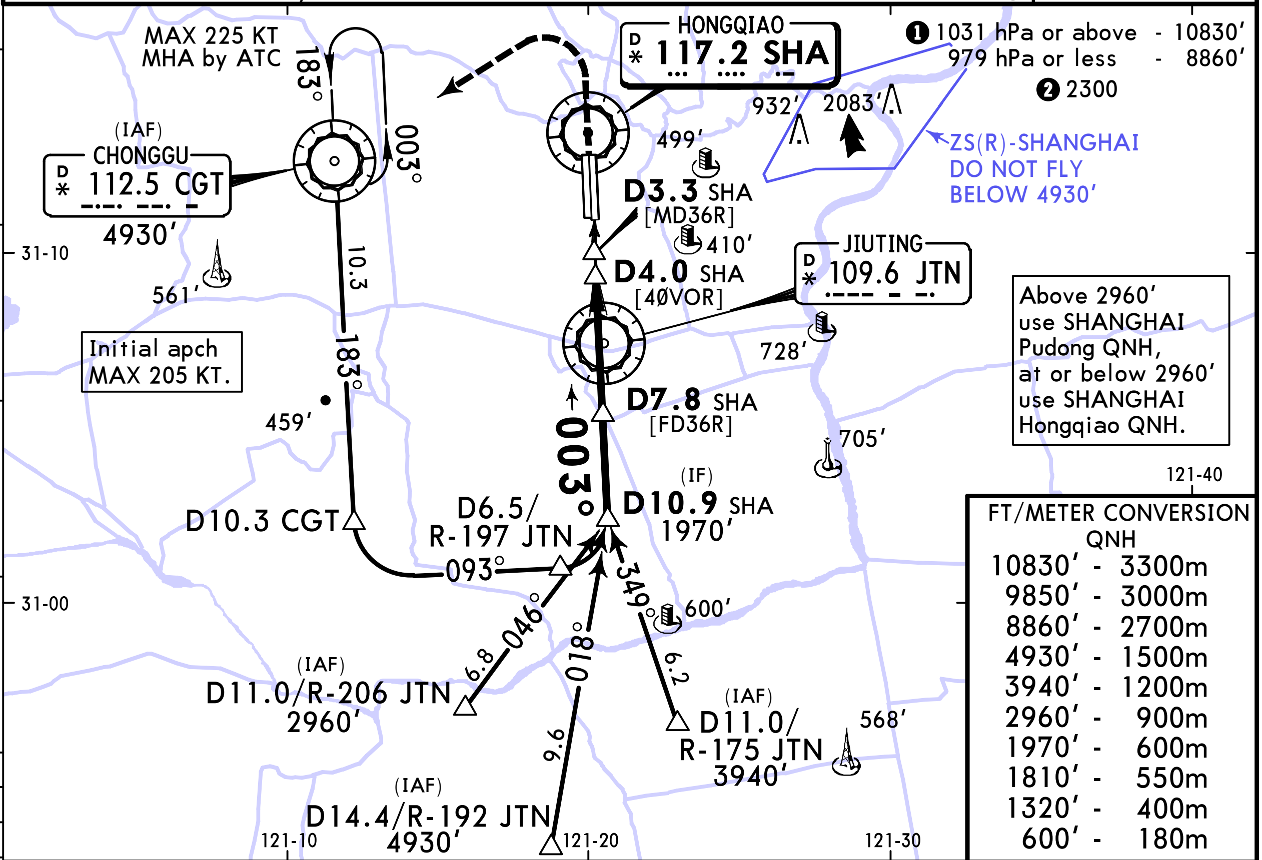
SHANGHAI Approach (R) AP09	AP10	AP11	*HONGQIAO Tower West	East	*Ground West	East
121.375X	125.625X	119.075X	118.65	118.1	121.9	121.6

VOR SHA	Final Apch Crs	D7.8 SHA	MDA(H)	Apt Elev / Rwy
*117.2	003°	1810′(1801′)	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′ ❶

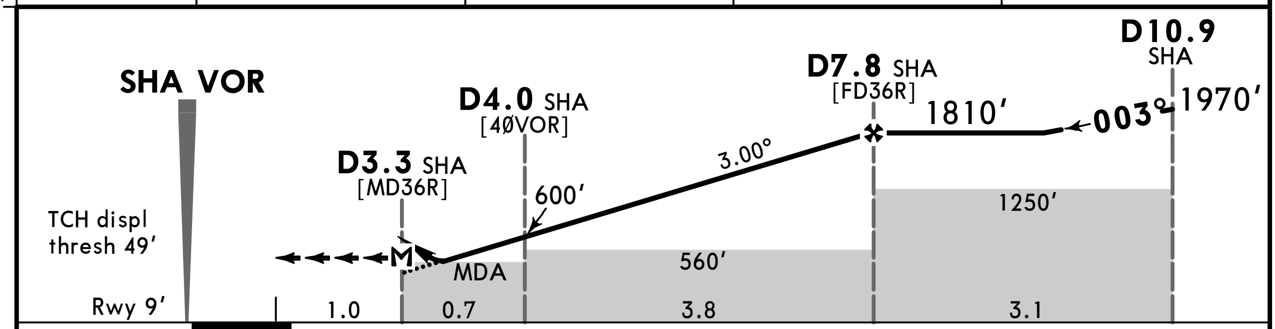
MSA SHA VOR: 180° ❷ 140° 3700 2000 360°



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
3940′	1200m
2960′	900m
1970′	600m
1810′	550m
1320′	400m
600′	180m

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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.3 SHA						

HIALS PAPI | 1320′ | 205 KT MAX LT | CGT 112.5 at 2960′

Standard

STRAIGHT-IN LANDING RWY **36R**

CDFA
MDA(H) **460′**(451′)

	ALS out
A	2200m
B	2200m
C	2400m
D	2600m

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: Restricted area ZS(R)-SHANGHAI added.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SHANGHAI, (HONGQIAO - ZSSS)

Notice: After 13 Mar 2025, 0000Z, this data may no longer be valid

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZSSS