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## 1. GENERAL

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### 1.1. ATIS

D-ATIS 132.25

### 1.2. TAXI PROCEDURES

#### 1.2.1. GENERAL

TWY K1 and Taxilanes L01, L03 and L04 wingspan restricted to less than 213.2?65m.  
Taxilane L07 wingspan restricted to less than 198?60.4m (213.2?65m when towed).  
Turning from TWY A to TWY H4 segment between RWY and TWY A and vice versa wingspan restricted to less than 125?38m.  
TWYs L02, L05 and L06, L12, L13 and L14 MAX wingspan 118?36m.  
TWY L11 MAX wingspan 171?52m.

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

#### 1.2.2. RWY CROSSING

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

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

### 1.3. PARKING INFORMATION

Visual docking guidance system available for stands 221 thru 275.

On stands 22 and 23 push-in required.  
On stands 24 thru 26 push-in and push-back required.  
On stand 76, 98A, 98B, 98C, 99, 232 thru 235, 262 thru 265, 286 thru 290, 401 thru 413 and 601 thru 608 push-back required.

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

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.

### 1.4. OTHER INFORMATION

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

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## 2. ARRIVAL

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### 2.1. GENERAL

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

Upon receipt of approaching clearance, pilot shall monitor the operating situations of other ACFT in vicinity using airborne equipment and establish the visual separation as practicable, then report "visual separation established" when controller notifies the relative positions of other ACFT.

**2. ARRIVAL****2.2. RWY OPERATIONS**

RWY 18L/36R mainly used for arrival.

Landing ACFT shall vacate RWY rapidly using the appropriate rapid exit TWY and report to Tower immediately after vacating RWY.

If ACFT can not use the rapid exit TWY, pilot shall inform controller in advance. TWYs H3 thru H5 can not be used for vacating RWY.

**3. DEPARTURE****3.1. DE-ICING**

DE-ICING POSITION	ENTRY	EXIT	REMARKS
1	TWY D (nose to South)	TWY D - H7	De-icing positions 1 thru 6 can be used independently.  ACFT de-icing on position 3 can taxi out only if position 1 is vacant.
2		TWY D - H6 or H7	
3	TWY D - de-icing guideline (blue) (nose to South)	De-icing guideline - H7	
4		De-icing guideline - H6 or H7	
5	TWY D (nose to North)	TWY D - H1	
6		TWY D - H2 od H1	
7 (stands 917, 918)	TWY H7 - apron K stands 917 or 918 (nose to North)	TWY K7	Stands 919 and 920, and Taxilane L01 btn stands 917 and 920 are forbidden to use.
8 (stands 98C, 99)	TWY A - TWY K6 - apron J - stands 98C or 99 (nose to South)	TWY K7	Taxilane L01 btn stands 98C and 99 is forbidden to use.

**3.2. START-UP AND PUSH-BACK PROCEDURES**

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

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

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

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

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

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

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.

### 3. DEPARTURES

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

Engine run-up stands on apron 4 can only be used while TWY L11 between stands 401 thru 407 is not in use.

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

ACFT on stands 406 and 411 with wingspan more than 171?52m shall be pushed out directly to TWY D.

ACFT on stands 601 thru 603, 604A and 605 thru 608 shall be pushed to holding point on TWY L14 then start-up and taxi to TWY D.

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

ACFT on stands 604 and 604B shall be pushed to TWY D directly.

ACFT on stands 604 thru 608 (including 604B) are forbidden to push-back while towing ACFT taxi in/out on apron 6.

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

### 3.3. NOISE ABATEMENT PROCEDURES

#### 3.3.1. RUN-UP TESTS

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

Testing period and engine noise shall be controlled.

Stands for run-up tests installed East of stands 401 thru 406, available for ACFT with MAX wingspan 65m with nose to south. Fast engine run-ups can be carried out there or by ATC. Engine idle test can be carried out at stands 96, 97, 917 and 21thru23.

#### 3.3.2. TAKE-OFF

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented:

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

At 450m (1500')

- reduce thrust to not less than climb power;
- climb at  $V_2 + 20$  km/h (10 KT) with flaps/slats in take-off configuration;

At 910m (3000')

- accelerate to en-route climb speed and retract flaps/slats on schedule while maintaining a positive rate of climb.

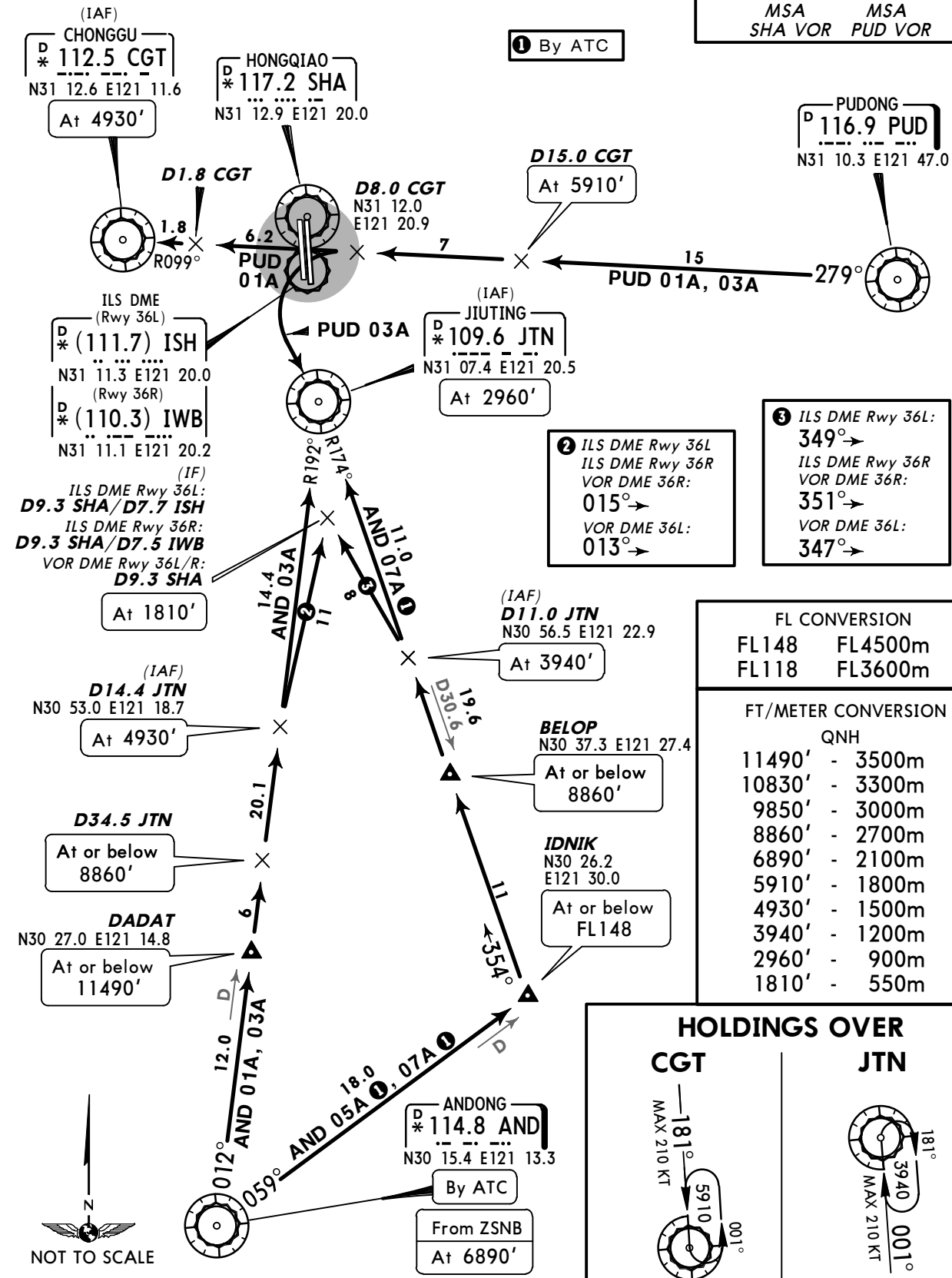
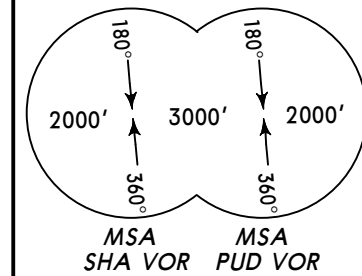
If the procedures can not be implemented due to any reason other than ATC, controller shall be informed by the pilot.

### 3.4. RWY OPERATIONS

RWY 18R/36L mainly used for departure.

D-ATIS <b>132.25</b>	Apt Elev <b>10'</b>	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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AND 01A, AND 03A, AND 05A ①, AND 07A ①  
PUD 01A, PUD 03A  
RWYS 36L/R ARRIVALS  
FROM EAST & SOUTH



① By ATC

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

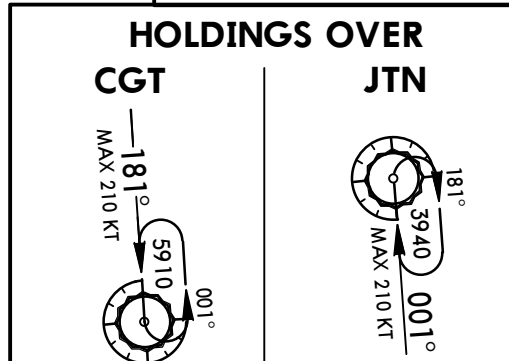
- ② ILS DME Rwy 36L  
ILS DME Rwy 36R  
VOR DME 36R:  
015°→  
VOR DME 36L:  
013°→

FL CONVERSION

FL148	FL4500m
FL118	FL3600m

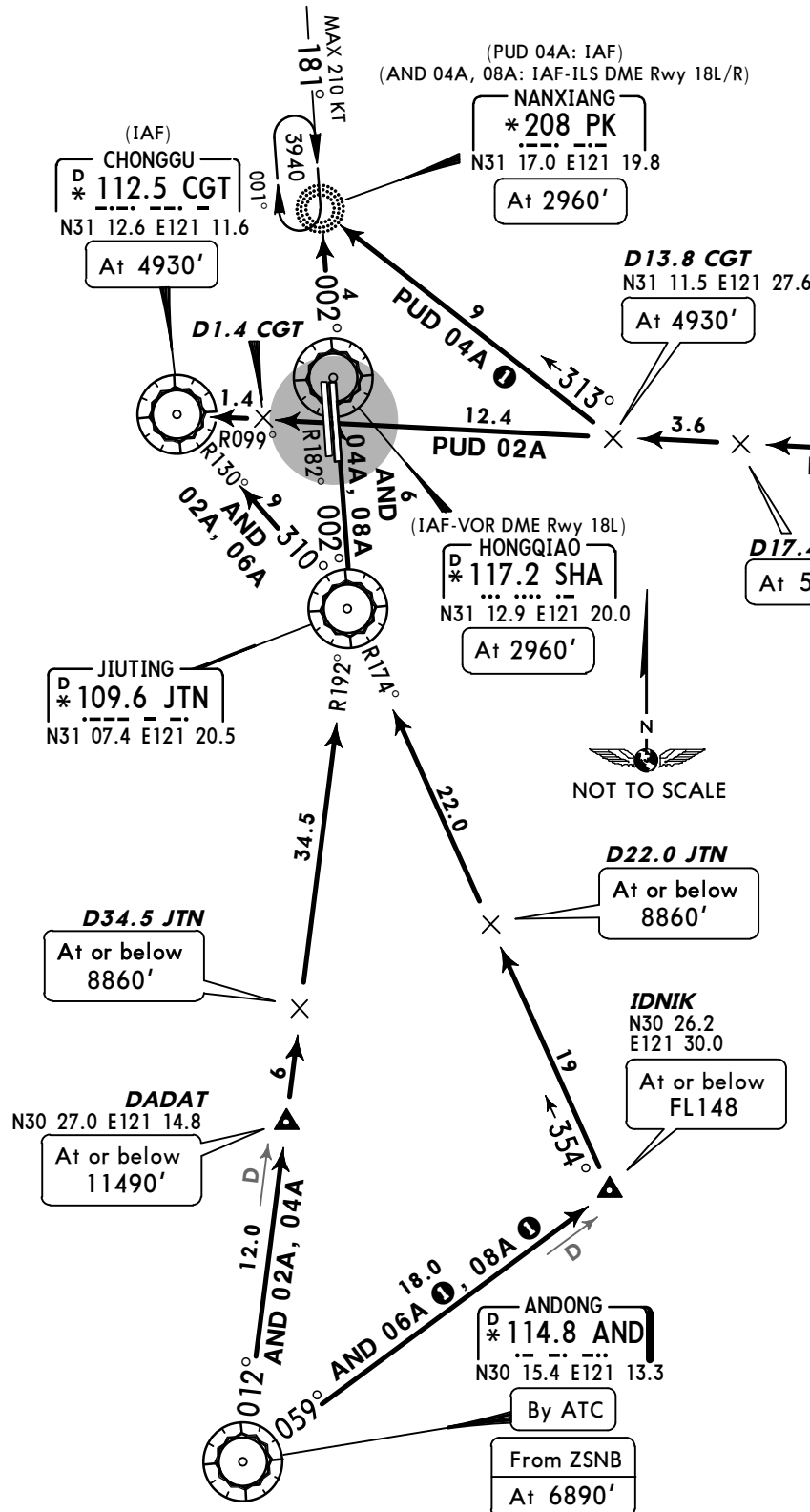
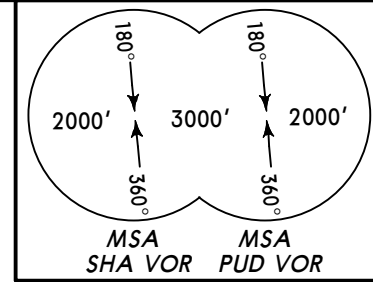
FT/METER CONVERSION

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

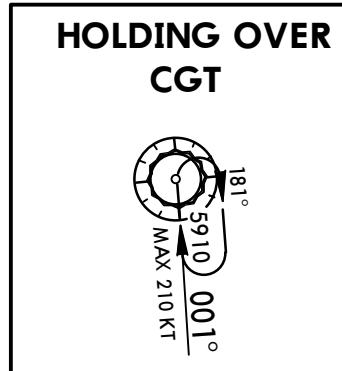
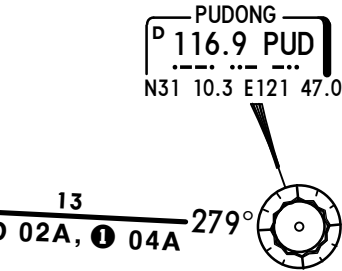


D-ATIS <b>132.25</b>	Apt Elev <b>10'</b>	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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AND 02A, AND 04A, AND 06A ①, AND 08A ①  
 PUD 02A, PUD 04A ①  
 RWYS 18L/R ARRIVALS  
 FROM EAST & SOUTH



① By ATC



FL CONVERSION

FL148	FL4500m
FL118	FL3600m

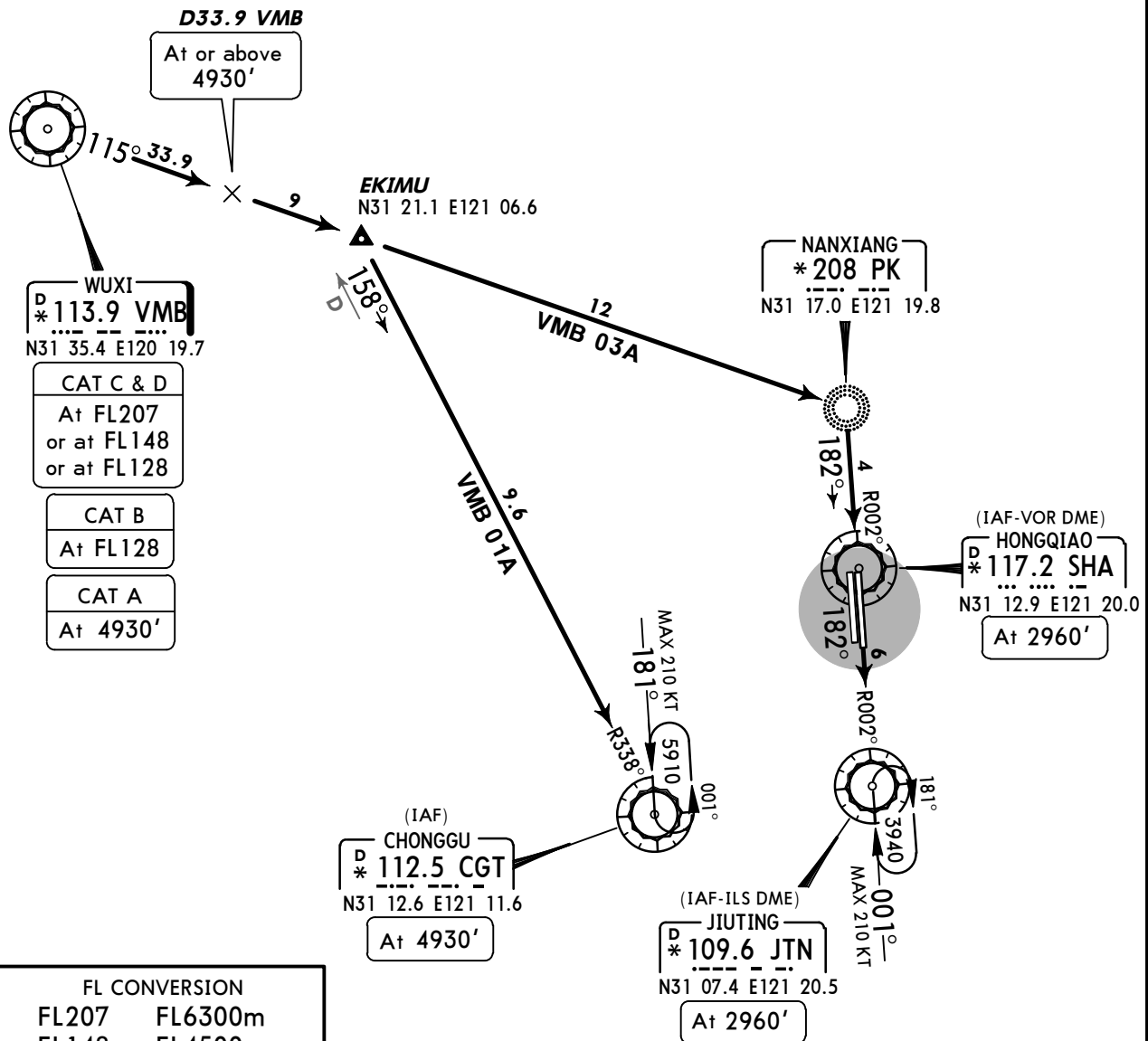
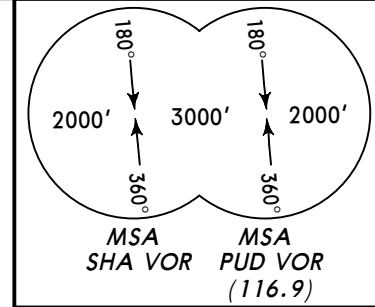
FT/METER CONVERSION

QNH

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

D-ATIS <b>132.25</b>	Apt Elev <b>10'</b>	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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**VMB 01A, VMB 03A**  
**RWYS 36L/R ARRIVALS**  
**FROM WEST**



- WUXI**  
**D \* 113.9 VMB**  
N31 35.4 E120 19.7
- CAT C & D  
At FL207  
or at FL148  
or at FL128
  - CAT B  
At FL128
  - CAT A  
At 4930'

**FL CONVERSION**

FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

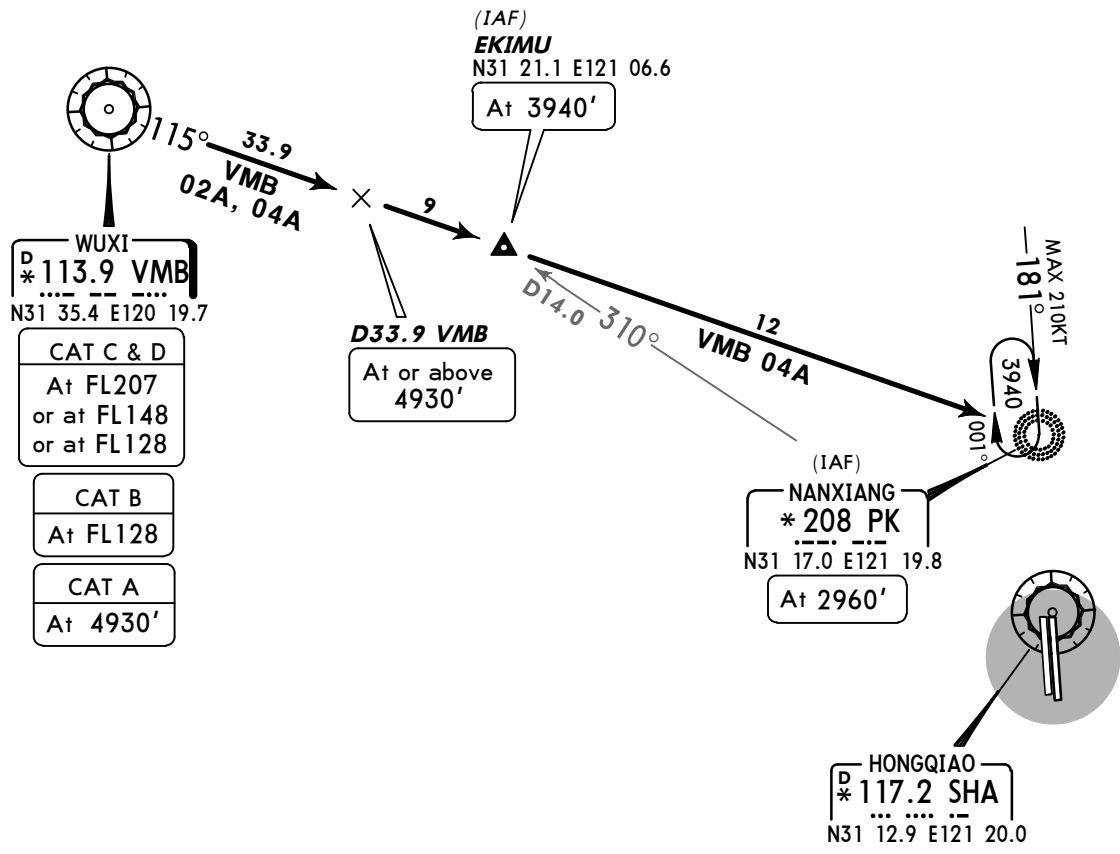
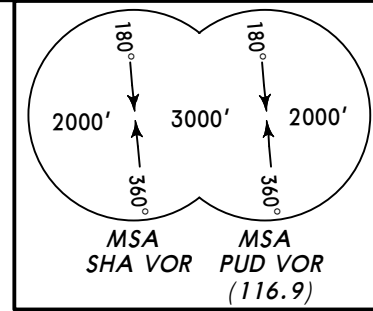
**FT/METER CONVERSION**

	QNH
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m



D-ATIS <b>132.25</b>	Apt Elev <b>10'</b>	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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**VMB 02A, VMB 04A**  
**RWYS 18L/R ARRIVALS**  
**FROM WEST**



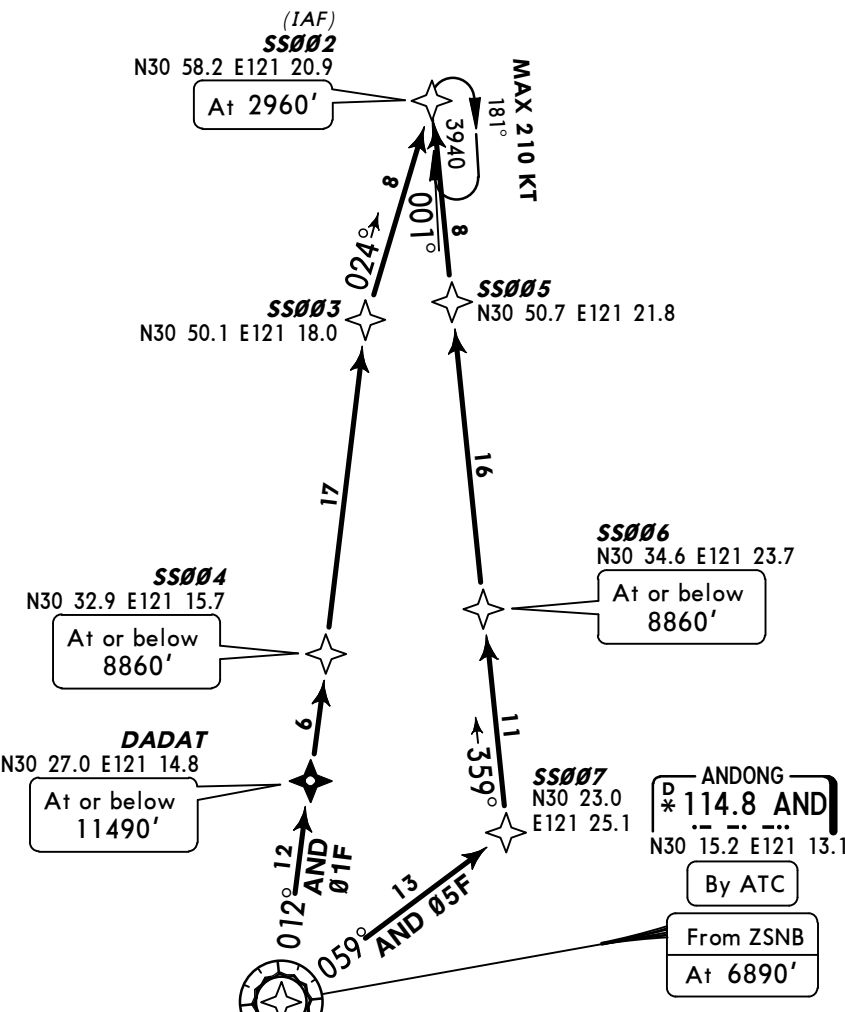
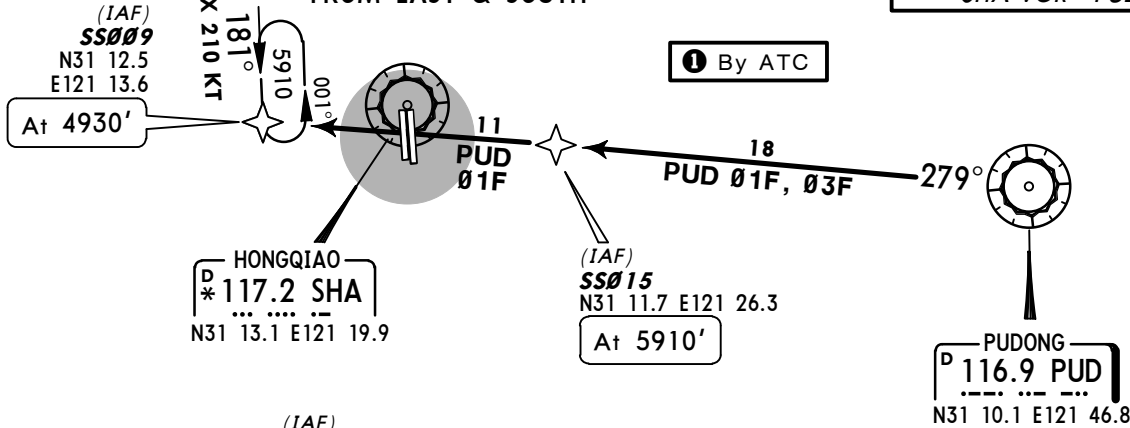
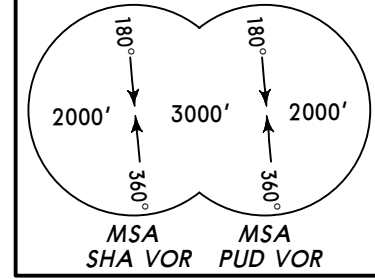
FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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



D-ATIS <b>132.25</b>	Apt Elev <b>10'</b>	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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**AND 01F, AND 05F, PUD 01F, PUD 03F**  
**RWYS 36L/R RNAV ARRIVALS**  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED  
FROM EAST & SOUTH



FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
11490'	- 3500m
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m

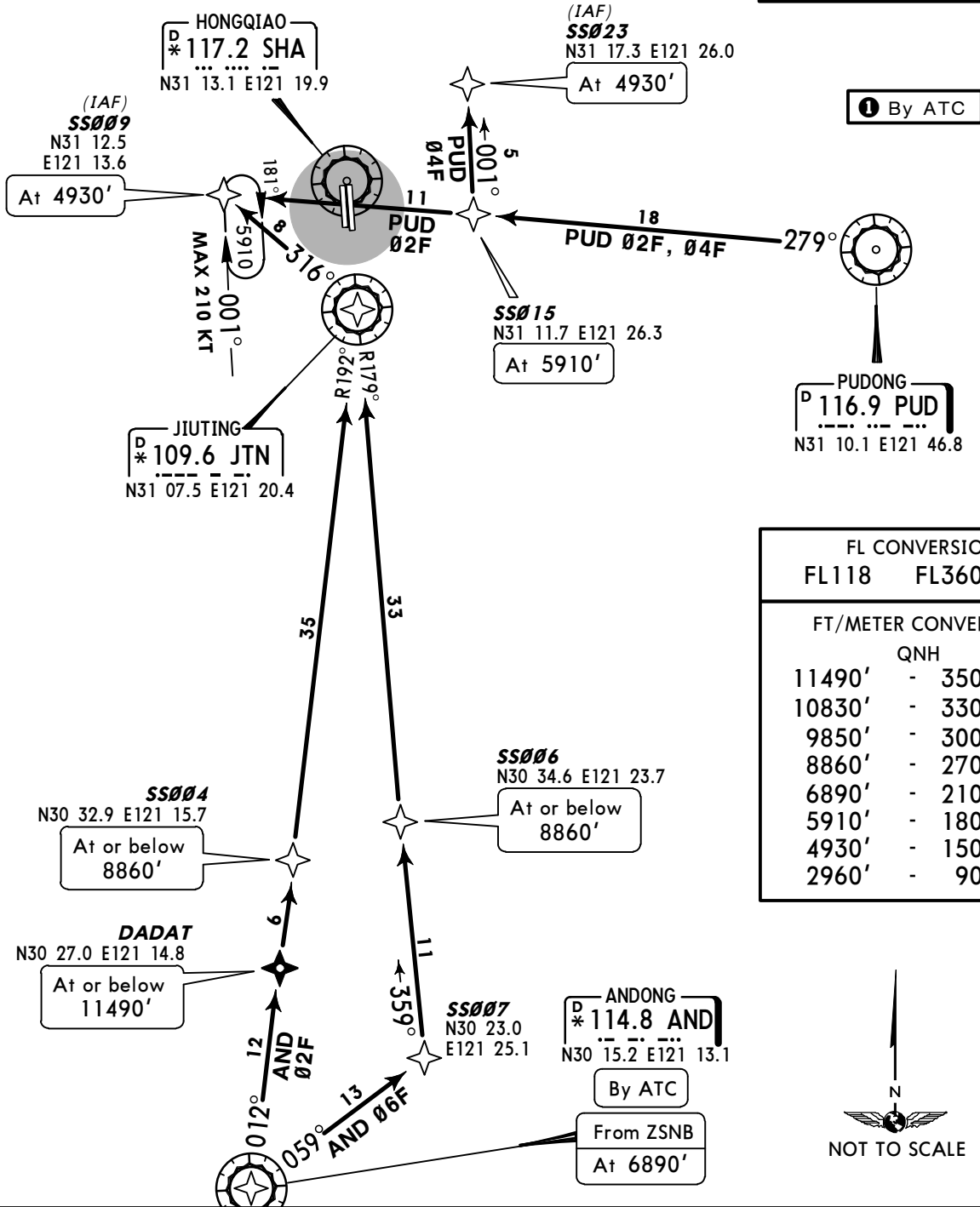
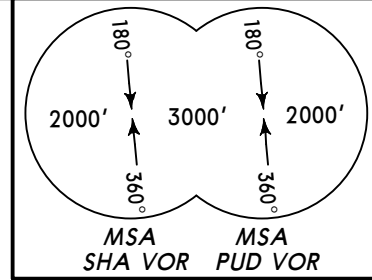


STAR	ROUTING
<b>AND 01F</b>	AND (6890' or by ATC) - DADAT (11490'-) - SS004 (8860'-) - SS003 - SS002 (2960').
<b>AND 05F</b>	AND (6890' or by ATC) - SS007 - SS006 (8860'-) - SS005 - SS002 (2960').
<b>PUD 01F</b>	PUD - SS015 (5910') - SS009 (4930').
<b>PUD 03F</b>	PUD - SS015 (5910').



D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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AND 02F, AND 06F, PUD 02F, PUD 04F  
RWYS 18L/R RNAV ARRIVALS  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED  
FROM EAST & SOUTH



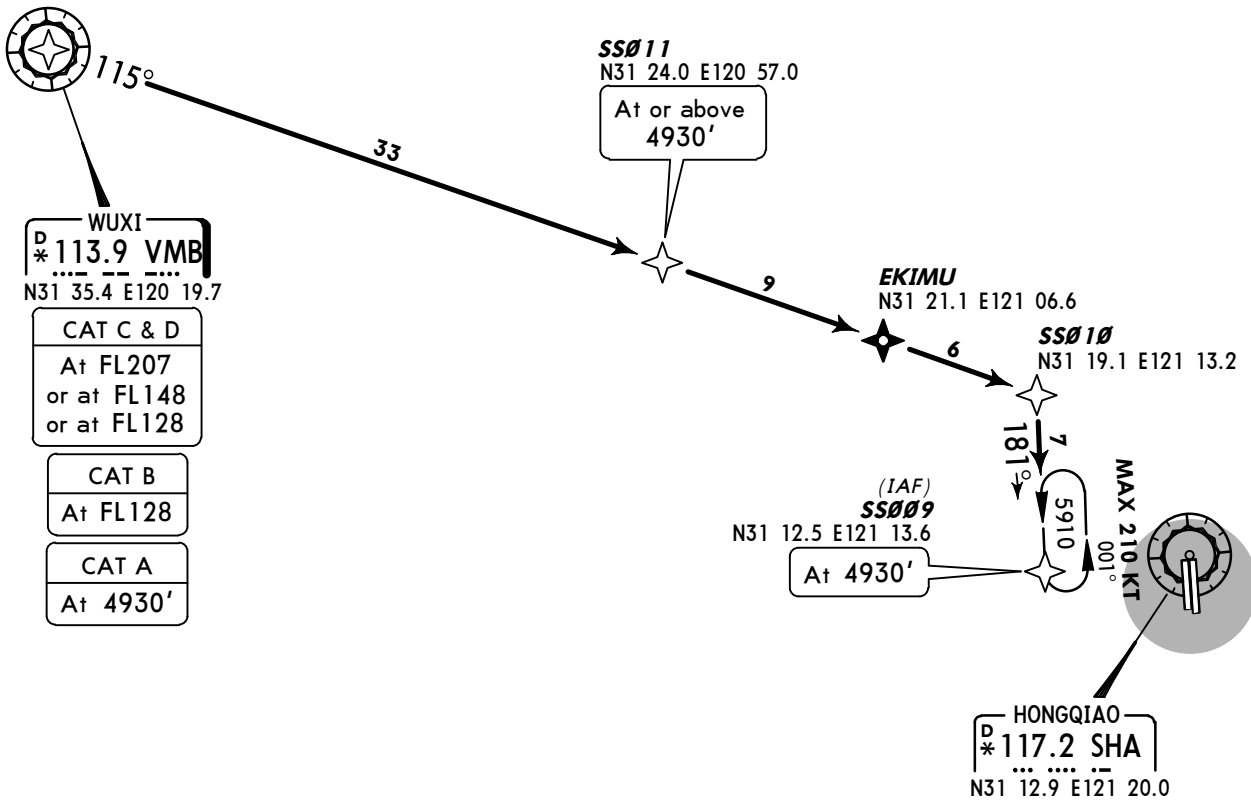
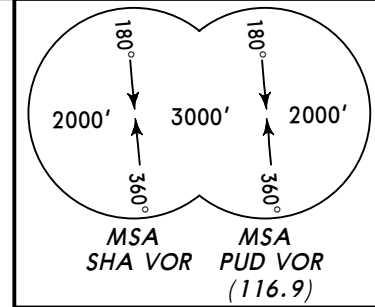
FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
11490'	- 3500m
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
2960'	- 900m



STAR	ROUTING
AND 02F	AND (6890' or by ATC) - DADAT (11490'-) - SS004 (8860'-) - JTN - SS009 (4930').
AND 06F	AND (6890' or by ATC) - SS007 - SS006 (8860'-) - JTN - SS009 (4930').
PUD 02F	PUD - SS015 (5910') - SS009 (4930').
PUD 04F	PUD - SS015 (5910') - SS023 (4930').

D-ATIS <b>132.25</b>	Apt Elev <b>10'</b>	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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**VMB Ø1F**  
**RWYS 36L/R RNAV ARRIVAL**  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED  
FROM WEST



FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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

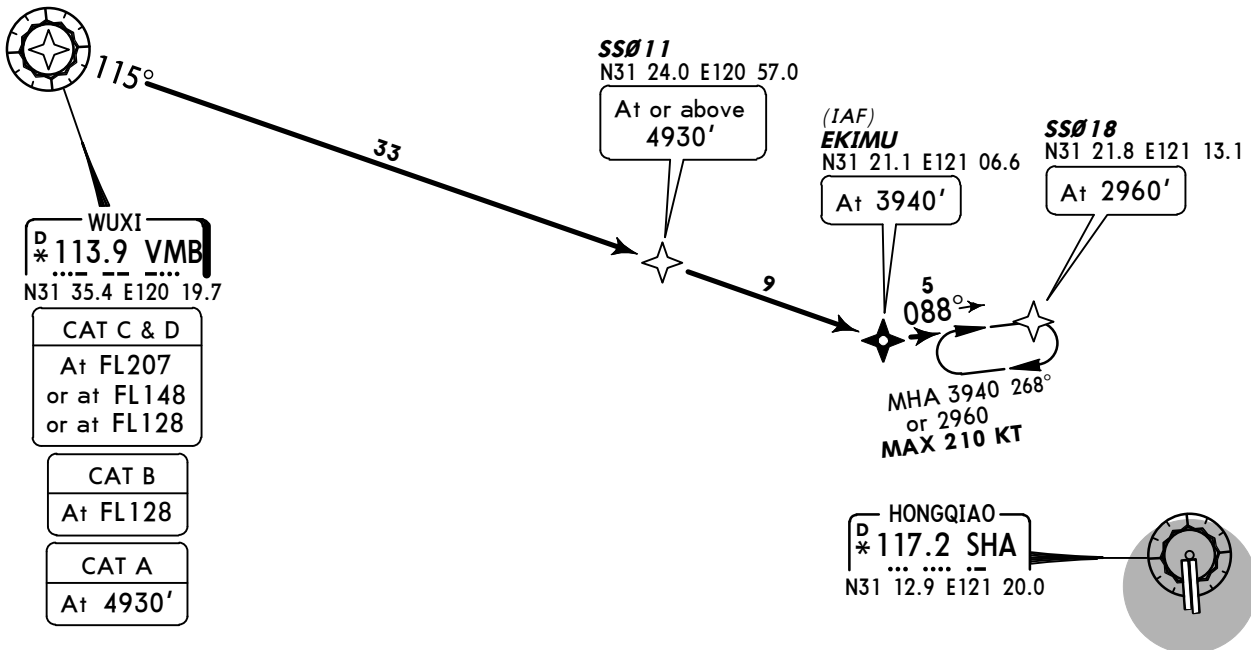
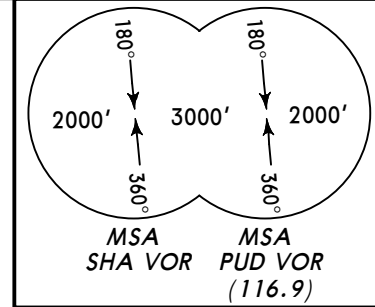


**ROUTING**

VMB - SSØ11 (4930'+) - EKIMU - SSØ10 - SSØ09 (4930').

D-ATIS <b>132.25</b>	Apt Elev <b>10'</b>	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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**VMB Ø2F**  
**RWYS 18L/R RNAV ARRIVAL**  
RNAV (GNSS, DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED  
FROM WEST



**WUXI**  
D \* **113.9 VMB**  
N31 35.4 E120 19.7

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

CAT B  
At FL128

CAT A  
At 4930'

**HONGQIAO**  
D \* **117.2 SHA**  
N31 12.9 E121 20.0

FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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

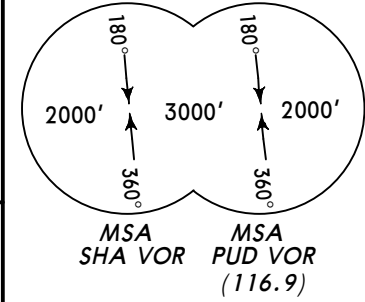


**ROUTING**

VMB - SSØ11 (4930'+) - EKIMU (3940') - SSØ18 (2960').

Apt Elev  
10'

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



ODULO Ø1D [ODUØ1D]  
ODULO Ø3D [ODUØ3D]  
RWYS 18L/R DEPARTURES  
ODULO Ø2D [ODUØ2D]  
RWYS 36L/R DEPARTURE  
BY ATC

**ODULO**  
N33 15.2 E121 37.2  
(SHA R-012/D118.0)

**BUNVA**  
N31 58.4 E121 25.9  
(SHA R-012/D44.8)

At FL148  
By ATC  
At FL128

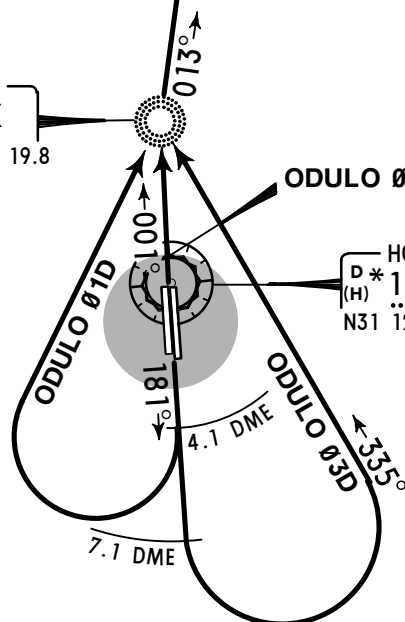


NOT TO SCALE

NANXIANG  
\*208 PK  
N31 17.0 E121 19.8

ODULO Ø2D

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



FT/METER CONVERSION  
QNH

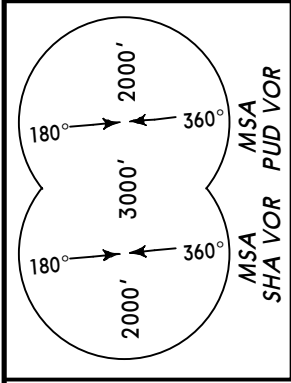
2960'	-	900m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL148	FL4500m

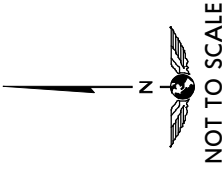
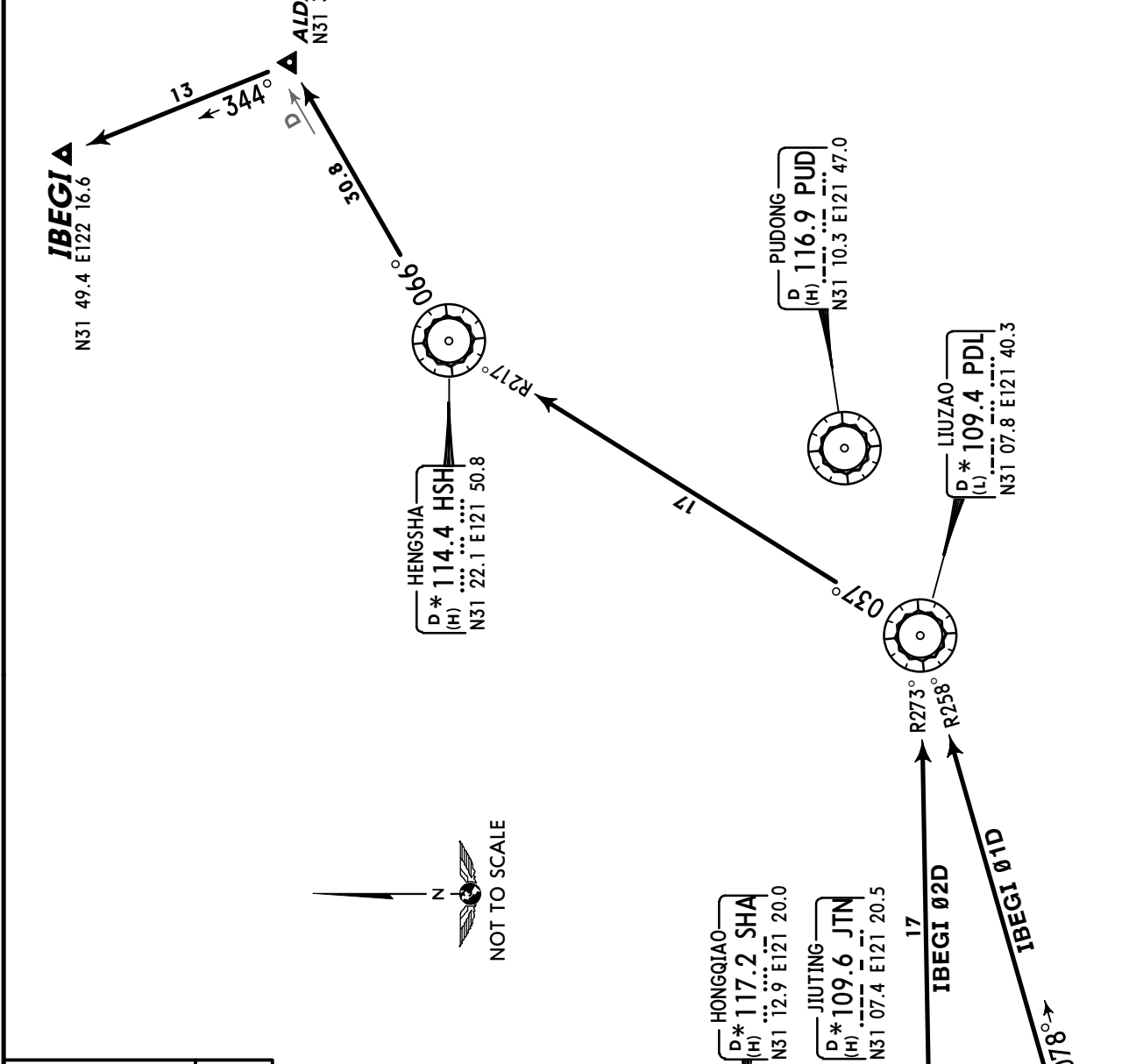
Apt Elev 10'

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



IBEGI Ø1D [IBEØ1D]  
RWYS 18L/R DEPARTURE

IBEGI Ø2D [IBEØ2D]  
RWYS 36L/R DEPARTURE



FT/METER CONVERSION	
QNH	
2960' -	900m
8860' -	2700m
9850' -	3000m
10830' -	3300m
FL CONVERSION	
FL118	FL3600m

Apt Elev  
10'

Trans level: FL118

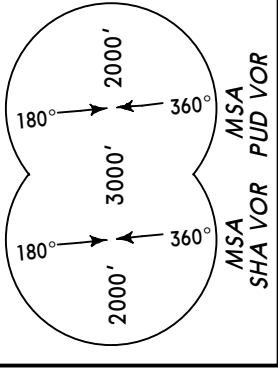
Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong QNH,

at or below 2960' use SHANGHAI Hongqiao QNH.



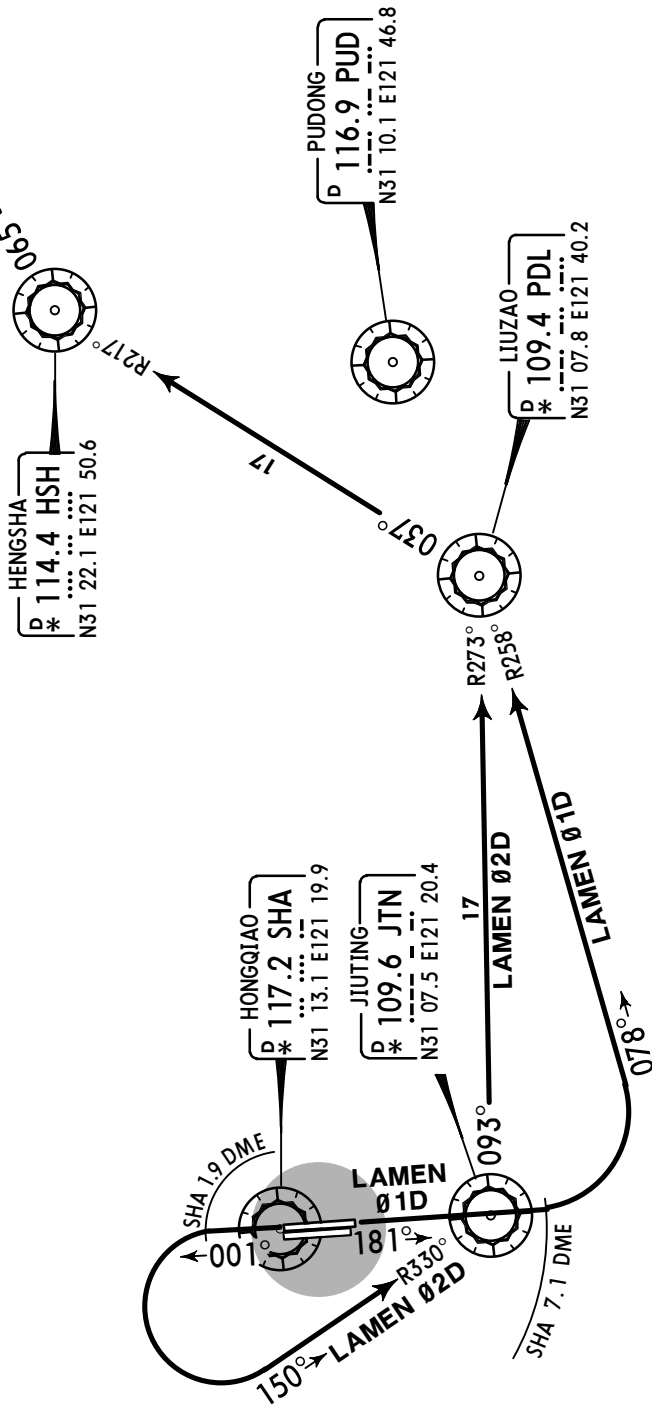
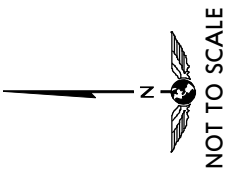
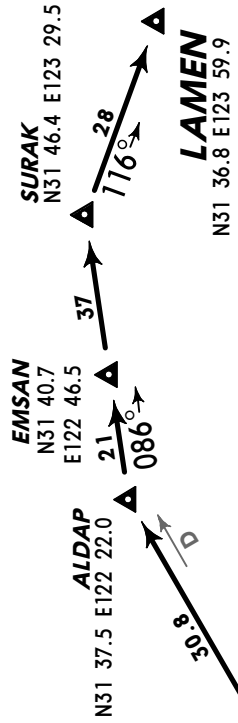
LAMEN Ø1D [LAMØ1D]  
RWYS 18L/R DEPARTURE

LAMEN Ø2D [LAMØ2D]  
RWYS 36L/R DEPARTURE

TO EAST

FOR SIDS LAMEN Ø3D & Ø4D AND

BOLEX Ø1D & Ø2D REFER TO CHART 10-3C



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

FL CONVERSION	
FL118	FL3600m

Apt Elev  
10'

Trans level: FL118

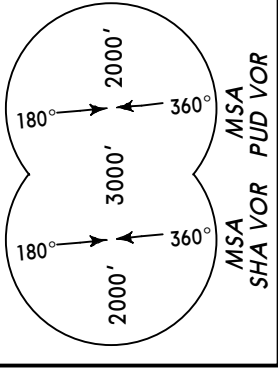
Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong QNH,

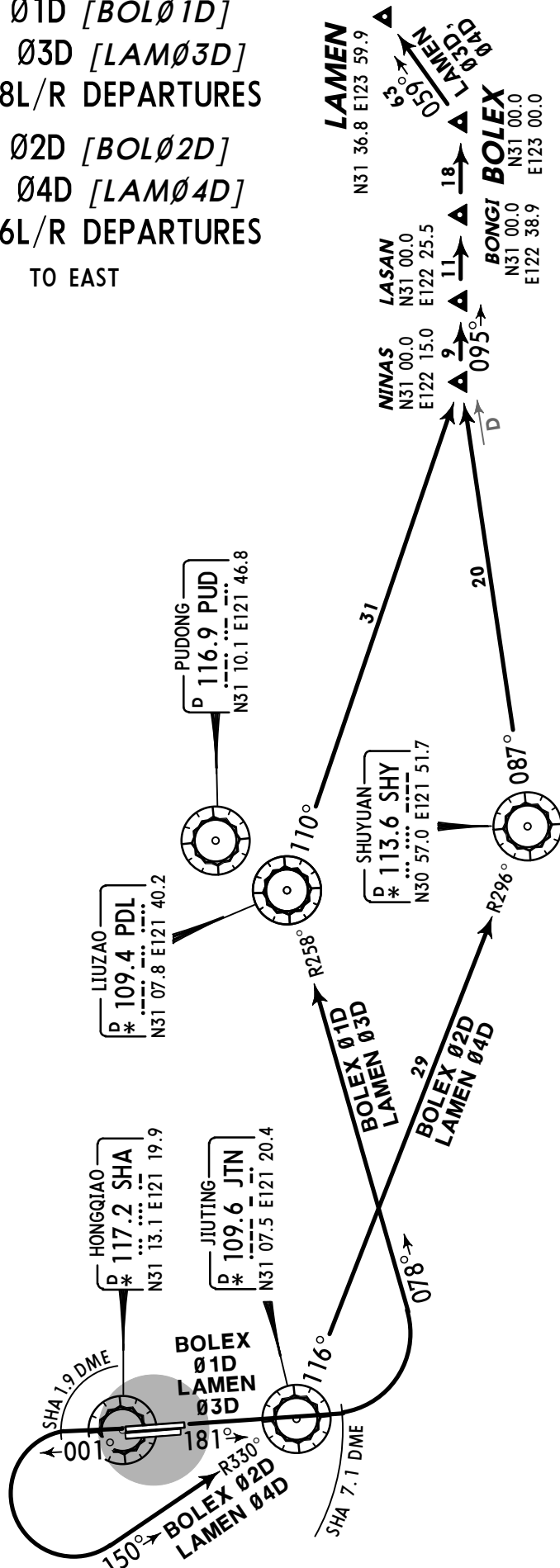
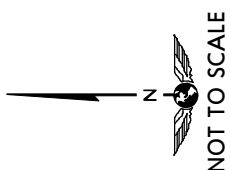
at or below 2960' use SHANGHAI Hongqiao QNH.



**BOLEX Ø1D [BOLØ1D]  
LAMEN Ø3D [LAMØ3D]  
RWYS 18L/R DEPARTURES**

**BOLEX Ø2D [BOLØ2D]  
LAMEN Ø4D [LAMØ4D]  
RWYS 36L/R DEPARTURES**

TO EAST



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

FL CONVERSION	
FL118	FL3600m

Apt Elev  
10'

Trans level: FL118

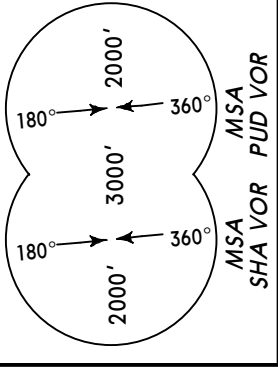
Trans alt: 9850'

10830' 1031 hPa or above

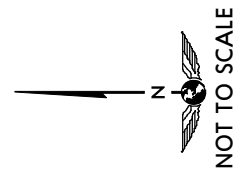
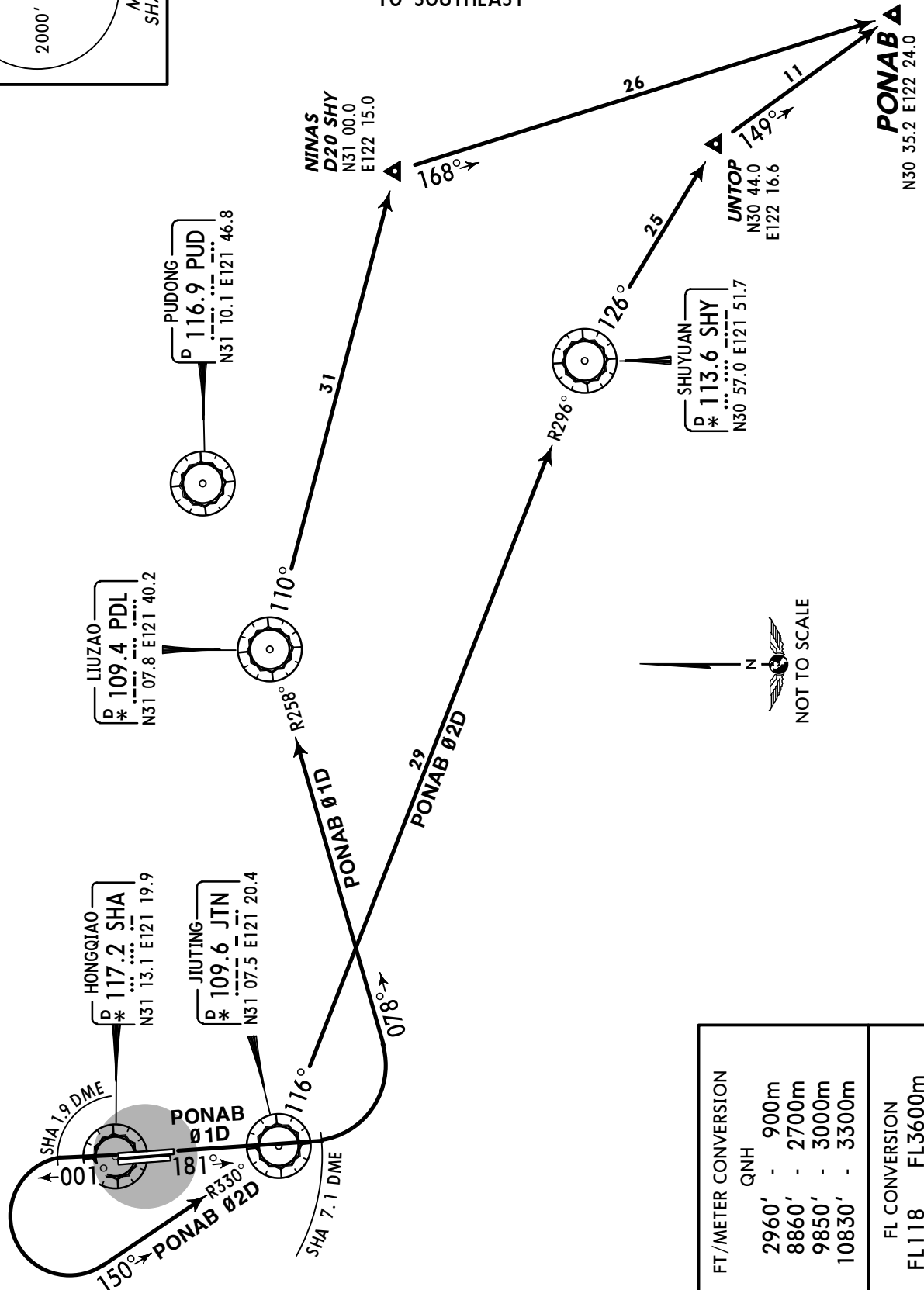
8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong QNH,

at or below 2960' use SHANGHAI Hongqiao QNH.



PONAB Ø1D [PONØ1D]  
RWYS 18L/R DEPARTURE  
PONAB Ø2D [PONØ2D]  
RWYS 36L/R DEPARTURE  
TO SOUTHEAST

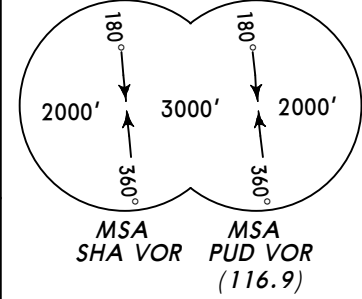


FT/METER CONVERSION	
QNH	
2960' - 900m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL118	FL3600m



Apt Elev  
10'

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



AND Ø1D, AND Ø3D, NXD Ø1D  
RWYS 18L/R DEPARTURES  
AND Ø2D, AND Ø4D, NXD Ø2D  
RWYS 36L/R DEPARTURES

TO SOUTH & SOUTHWEST

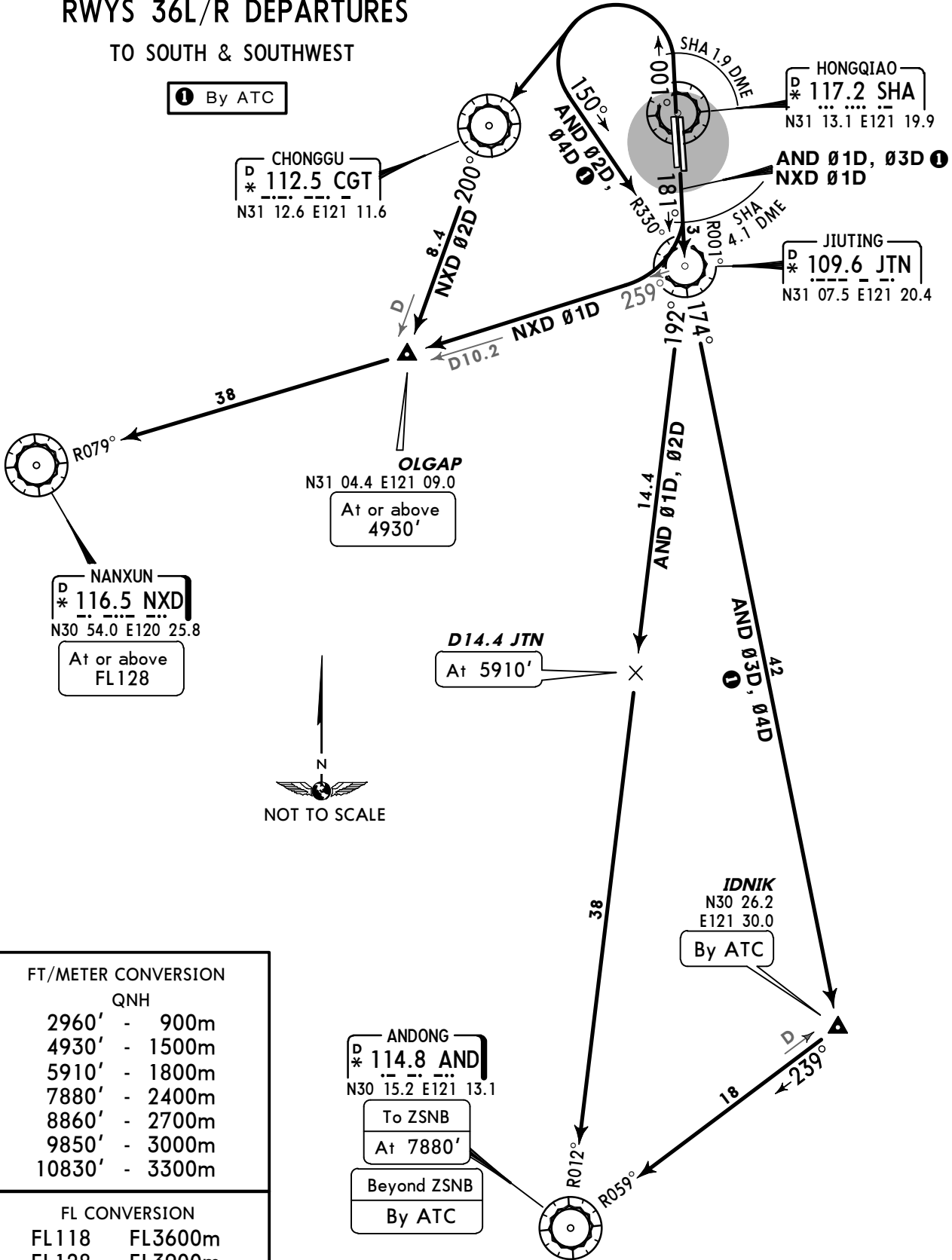
By ATC

CHONGGU  
D \* 112.5 CGT  
N31 12.6 E121 11.6

HONGQIAO  
D \* 117.2 SHA  
N31 13.1 E121 19.9

AND Ø1D, Ø3D  
NXD Ø1D

JIUTING  
D \* 109.6 JTN  
N31 07.5 E121 20.4



NOT TO SCALE

FT/METER CONVERSION  
QNH

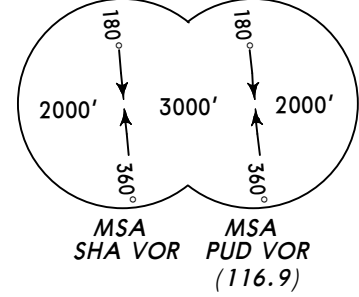
2960'	-	900m
4930'	-	1500m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m

Apt Elev  
10'

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



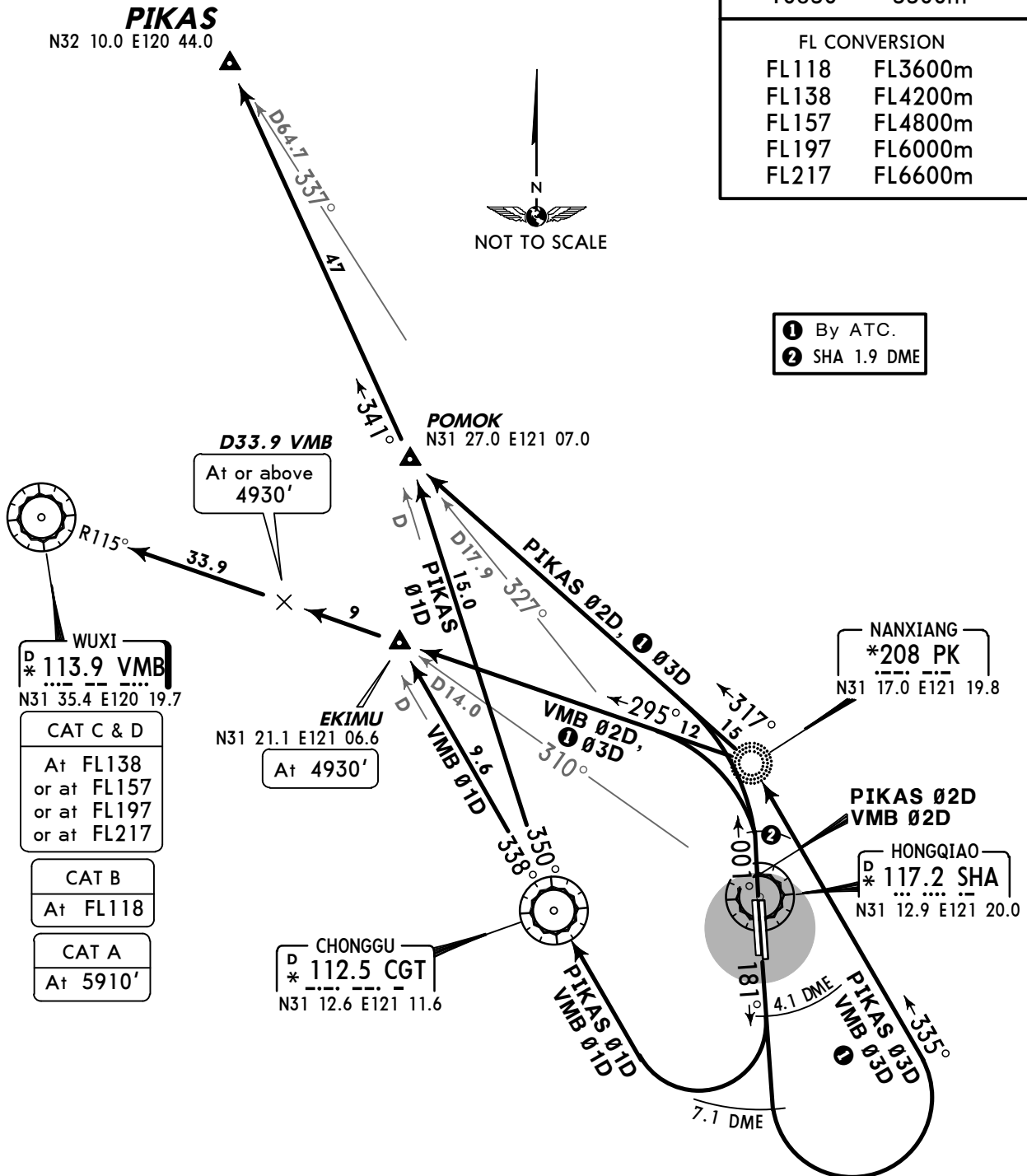
PIKAS 01D [PIK01D], PIKAS 03D [PIK03D] ①  
VMB 01D, VMB 03D ②  
RWYS 18L/R DEPARTURES  
PIKAS 02D [PIK02D], VMB 02D  
RWYS 36L/R DEPARTURES  
TO NORTHWEST

FT/METER CONVERSION

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m



WUXI  
D \* 113.9 VMB  
N31 35.4 E120 19.7

CAT C & D  
At FL138  
or at FL157  
or at FL197  
or at FL217

CAT B  
At FL118

CAT A  
At 5910'

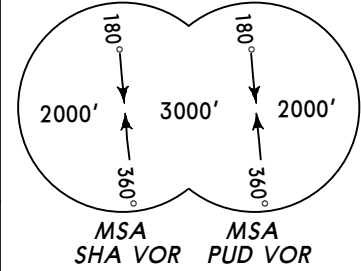
CHONGGU  
D \* 112.5 CGT  
N31 12.6 E121 11.6

NANXIANG  
\*208 PK  
N31 17.0 E121 19.8

HONGQIAO  
D \* 117.2 SHA  
N31 12.9 E121 20.0

Apt Elev  
10'

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



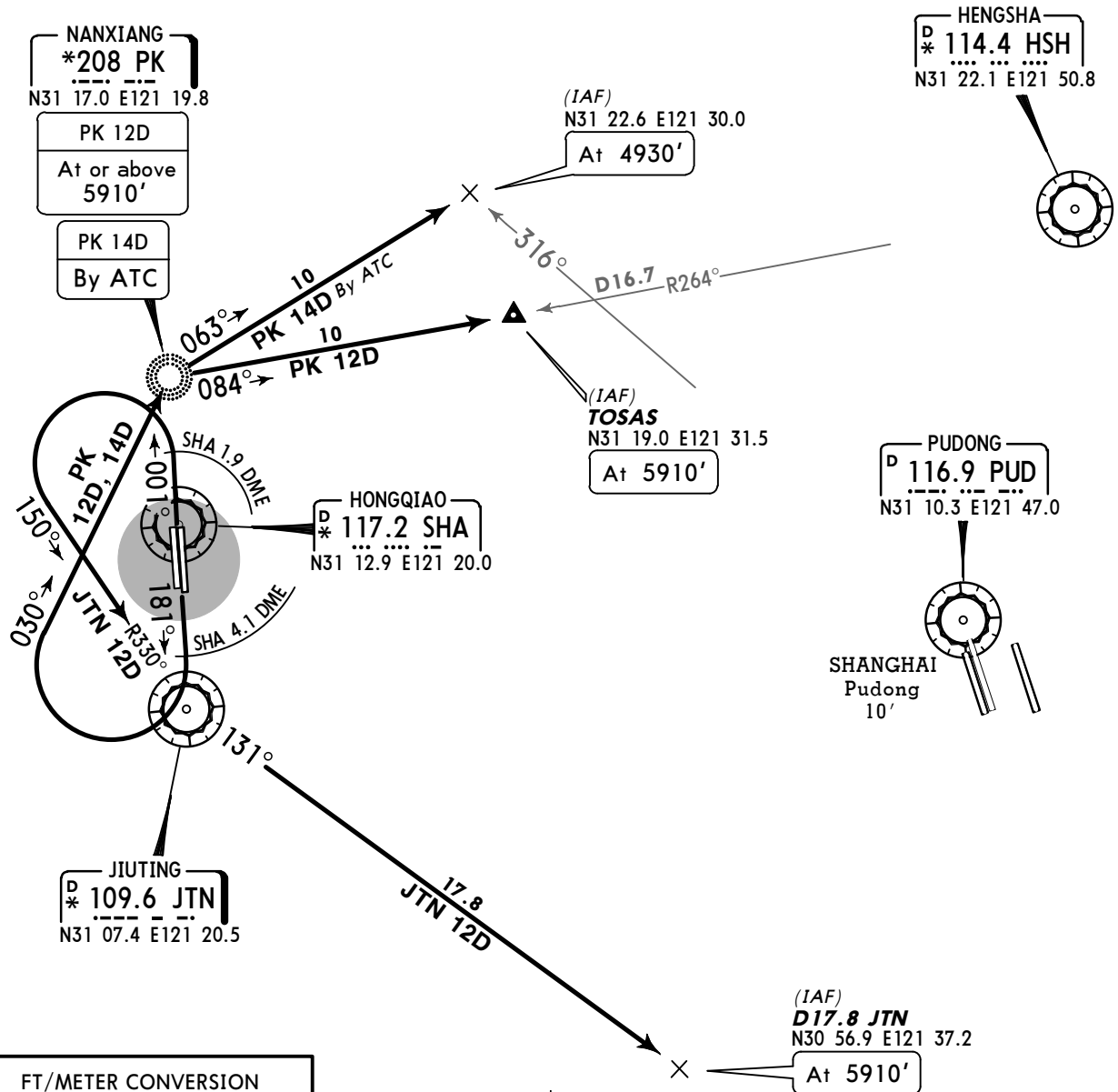
JTN 12D, PK 12D

PK 14D  
BY ATC

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

TO SHANGHAI PUDONG

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



HENGSHA  
D \* 114.4 HSH  
N31 22.1 E121 50.8

PUDONG  
D \* 116.9 PUD  
N31 10.3 E121 47.0

SHANGHAI  
Pudong  
10'

FT/METER CONVERSION

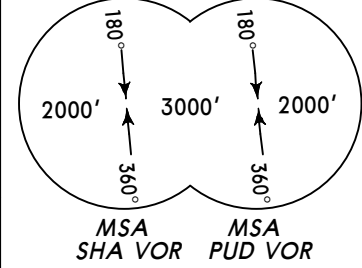
QNH	
2960'	- 900m
4930'	- 1500m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	FL3600m



Apt Elev  
10'

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



**AND 01X, AND 02X, AND 03X  
AND 04X, AND 06X, AND 08X  
RWYS 18L/R, 36L/R RNAV DEPARTURES**  
RNAV (GNSS, DME/DME/IRU REQUIRED)  
RNAV 1  
RADAR REQUIRED

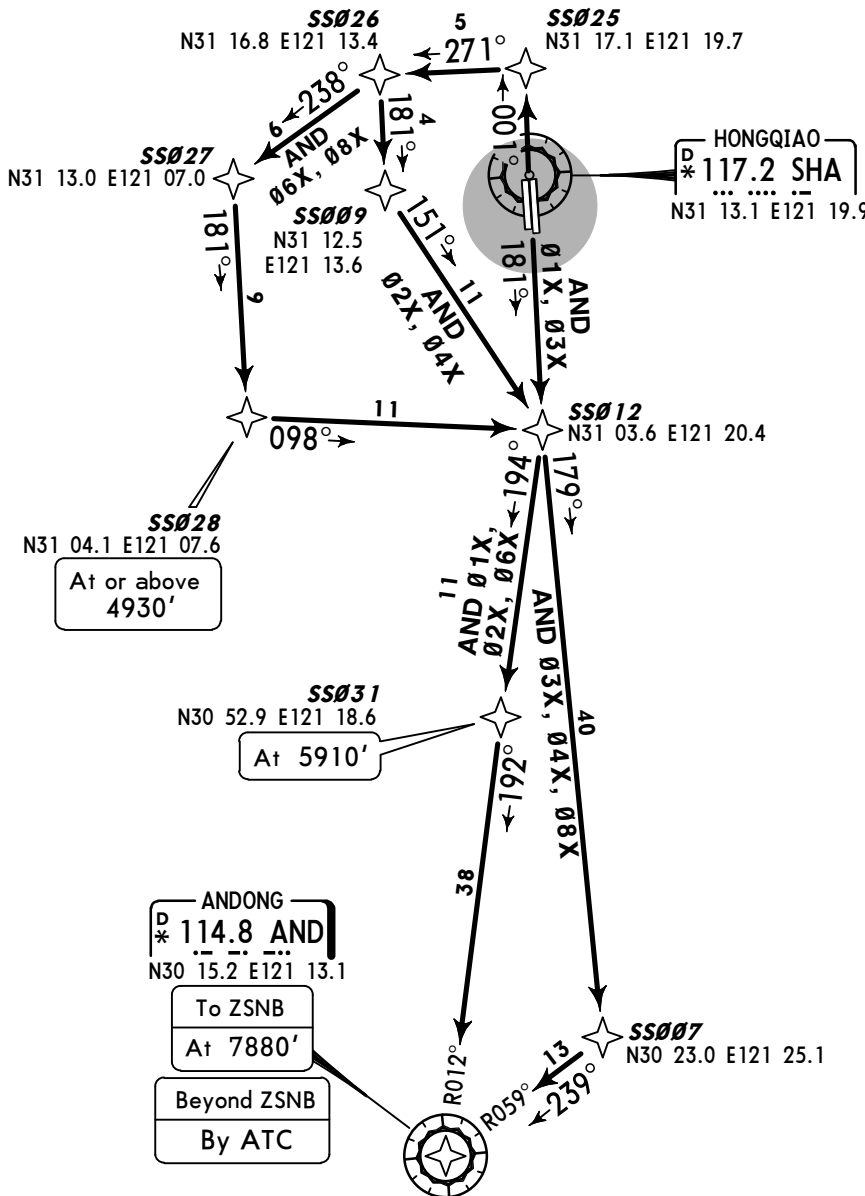
FT/METER CONVERSION

QNH

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

FL CONVERSION

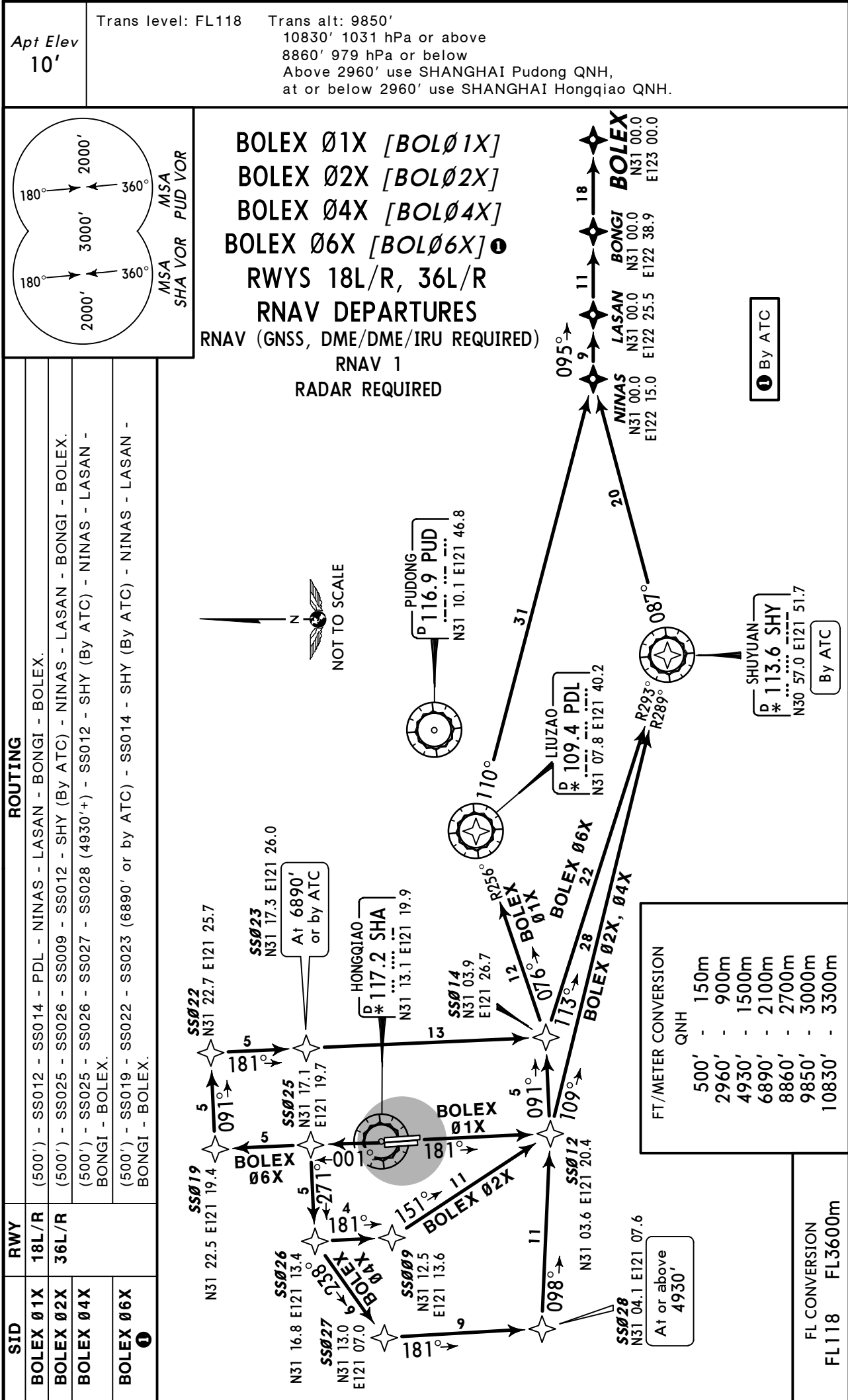
FL118 FL3600m



By ATC



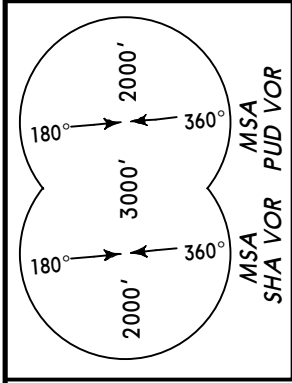
SID	RWY	ROUTING
AND 01X	18L/R	(500') - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 02X	36L/R	(500') - SS025 - SS026 - SS009 - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 03X	18L/R	(500') - SS012 - SS007 - AND (7880' or by ATC).
AND 04X	36L/R	(500') - SS025 - SS026 - SS009 - SS012 - SS007 - AND (7880' or by ATC).
AND 06X		(500') - SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND 08X		(500') - SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS007 - AND (7880' or by ATC).



Apt Elev 10'

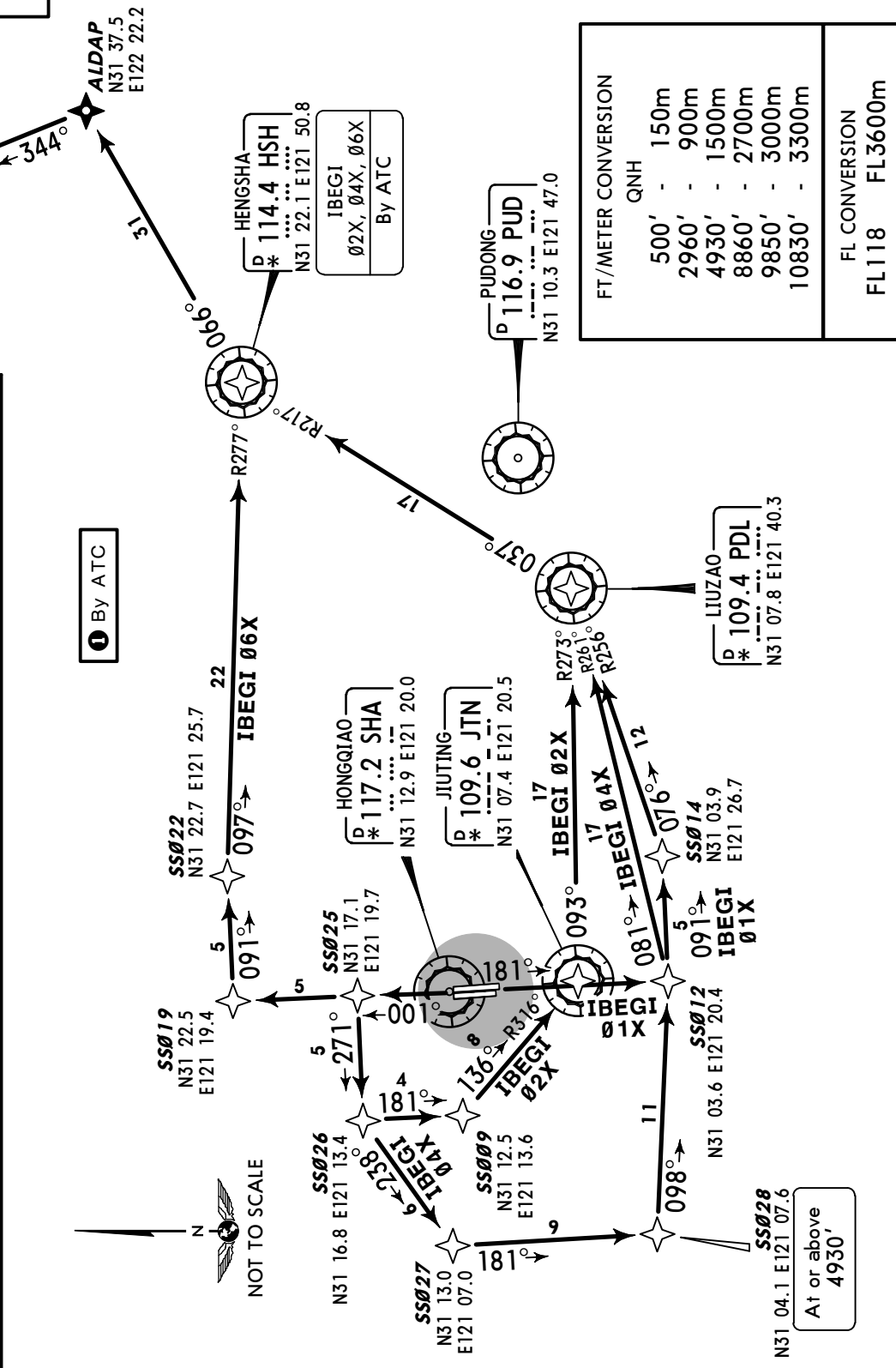
Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above  
8860' 979 hPa or below  
Above 2960' use SHANGHAI Pudong QNH,  
at or below 2960' use SHANGHAI Hongqiao QNH.



**IBEGI 01X [IBE01X], IBEGI 02X [IBE02X]  
IBEGI 04X [IBE04X], IBEGI 06X [IBE06X]**  
**RWYS 18L/R, 36L/R RNAV DEPARTURES**  
RNAV (GNSS, DME/DME/IRU REQUIRED)  
RNAV 1  
RADAR REQUIRED

SID	RWY	ROUTING
IBEGI 01X	18L/R	(500') - SS012 - SS014 - PDL - HSH - ALDAP - IBEGI.
IBEGI 02X	36L/R	(500') - SS025 - SS026 - SS009 - JTN - PDL - HSH (By ATC) - ALDAP - IBEGI.
IBEGI 04X		(500') - SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - IBEGI.
IBEGI 06X		(500') - SS019 - SS022 - HSH (By ATC) - ALDAP - IBEGI.



FT/METER CONVERSION	QNH
500'	150m
2960'	900m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

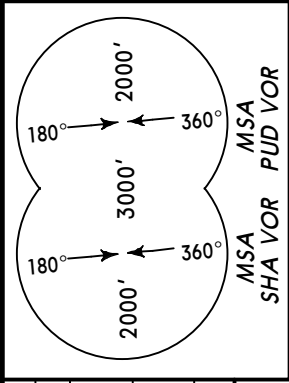
  

FL CONVERSION	FL3600m
FL118	FL3600m

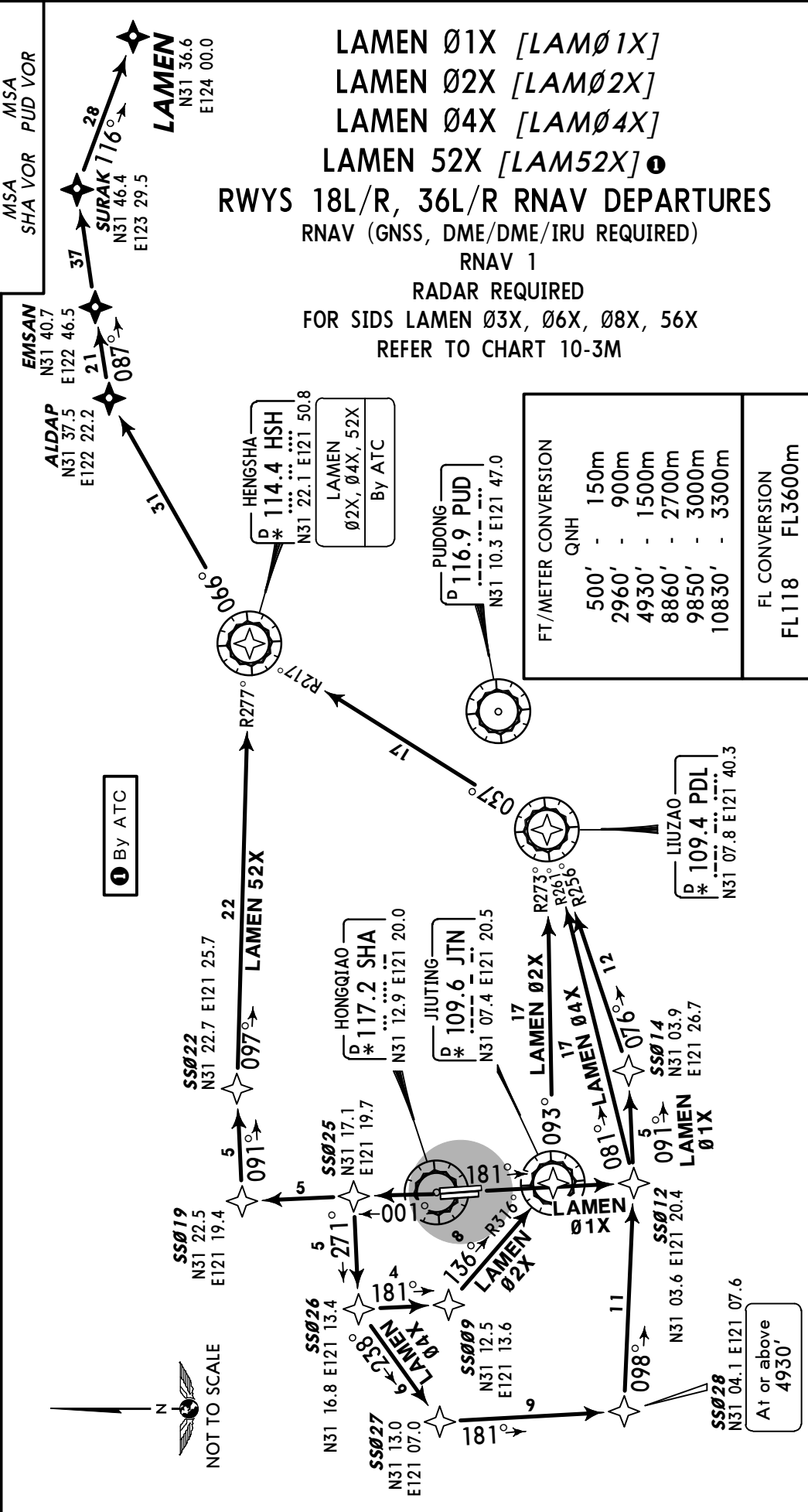
Apt Elev 10'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above  
8860' 979 hPa or below  
Above 2960' use SHANGHAI Pudong QNH,  
at or below 2960' use SHANGHAI Hongqiao QNH.

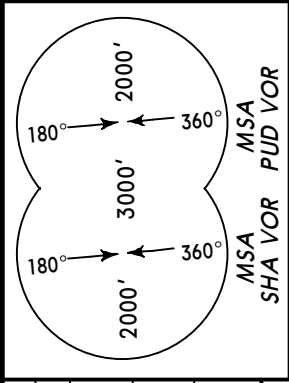


ROUTING	
<b>LAMEN 01X</b>	(500') - SS012 - SS014 - PDL - HSH - ALDAP - EMSAN - SURAK - LAMEN.
<b>LAMEN 02X</b>	(500') - SS025 - SS026 - SS009 - JTN - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.
<b>LAMEN 04X</b>	(500') - SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.
<b>LAMEN 52X</b>	(500') - SS019 - SS022 - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.



Apt Elev 10'

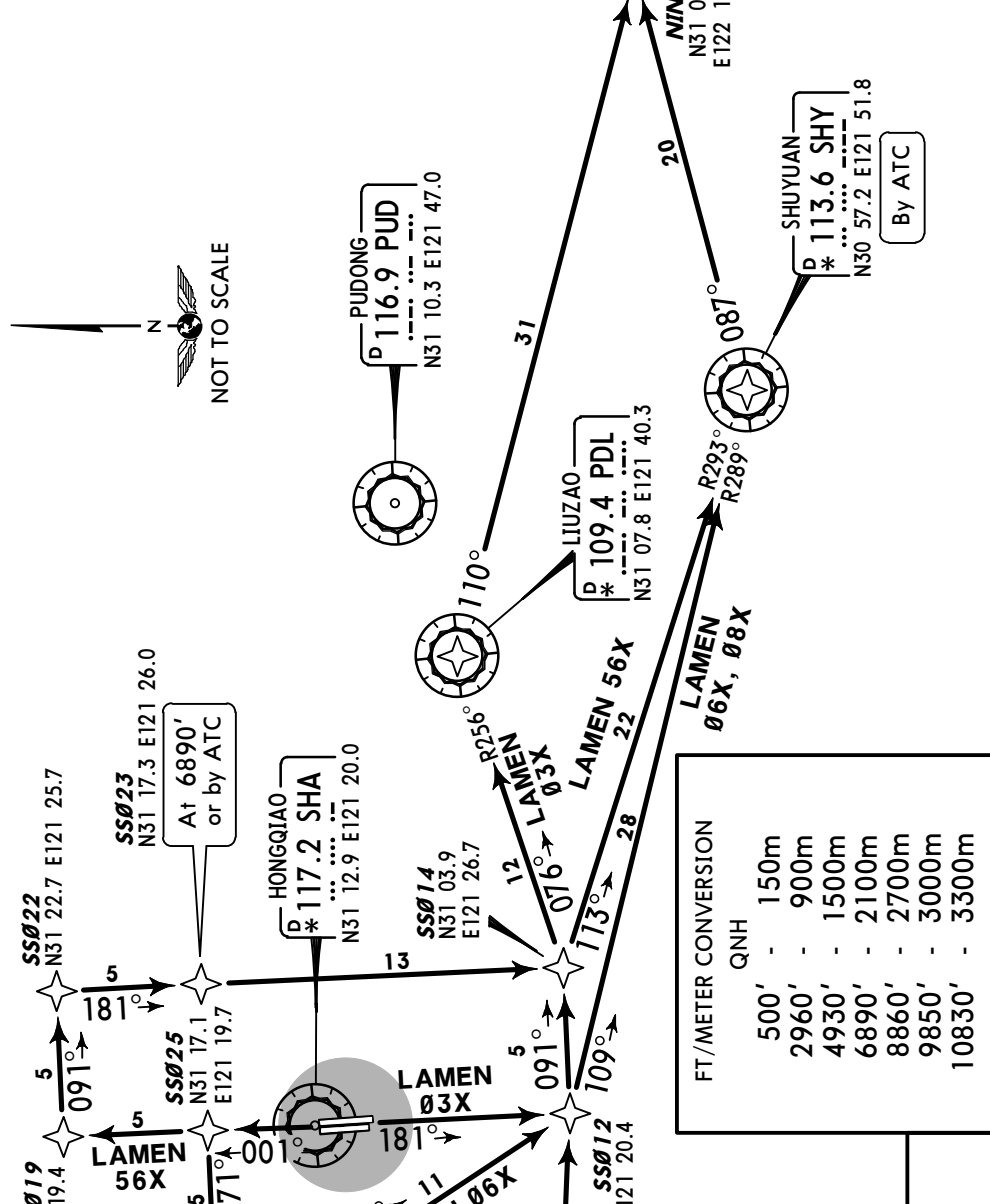
Trans level: FL118 Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below  
Above 2960' use SHANGHAI Pudong QNH,  
at or below 2960' use SHANGHAI Hongqiao QNH.



LAMEN 03X [LAM03X]  
LAMEN 06X [LAM06X]  
LAMEN 08X [LAM08X]  
LAMEN 56X [LAM56X] **1**  
RWYS 18L/R, 36L/R  
RNAV DEPARTURES  
RNAV (GNSS, DME/DME/IRU REQUIRED)  
RNAV 1  
RADAR REQUIRED

ROUTING	
SID	RWY
LAMEN 03X	18L/R
LAMEN 06X	36L/R
LAMEN 08X	
LAMEN 56X <b>1</b>	

(500') - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX - LAMEN.  
 (500') - SS025 - SS026 - SS009 - SS012 - SHY (By ATC) - NINAS - LASAN - BONGI - BOLEX - LAMEN.  
 (500') - SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SHY (By ATC) - NINAS - LASAN - BONGI - BOLEX - LAMEN.  
 (500') - SS019 - SS022 - SS023 (6890' or by ATC) - SS014 - SHY (By ATC) - NINAS - LASAN - BONGI - BOLEX - LAMEN.



**1** By ATC

By ATC

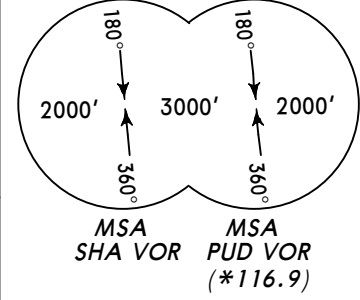
FT/METER CONVERSION	
QNH	
500'	150m
2960'	900m
4930'	1500m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION  
FL118 FL3600m



Apt Elev  
10'

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



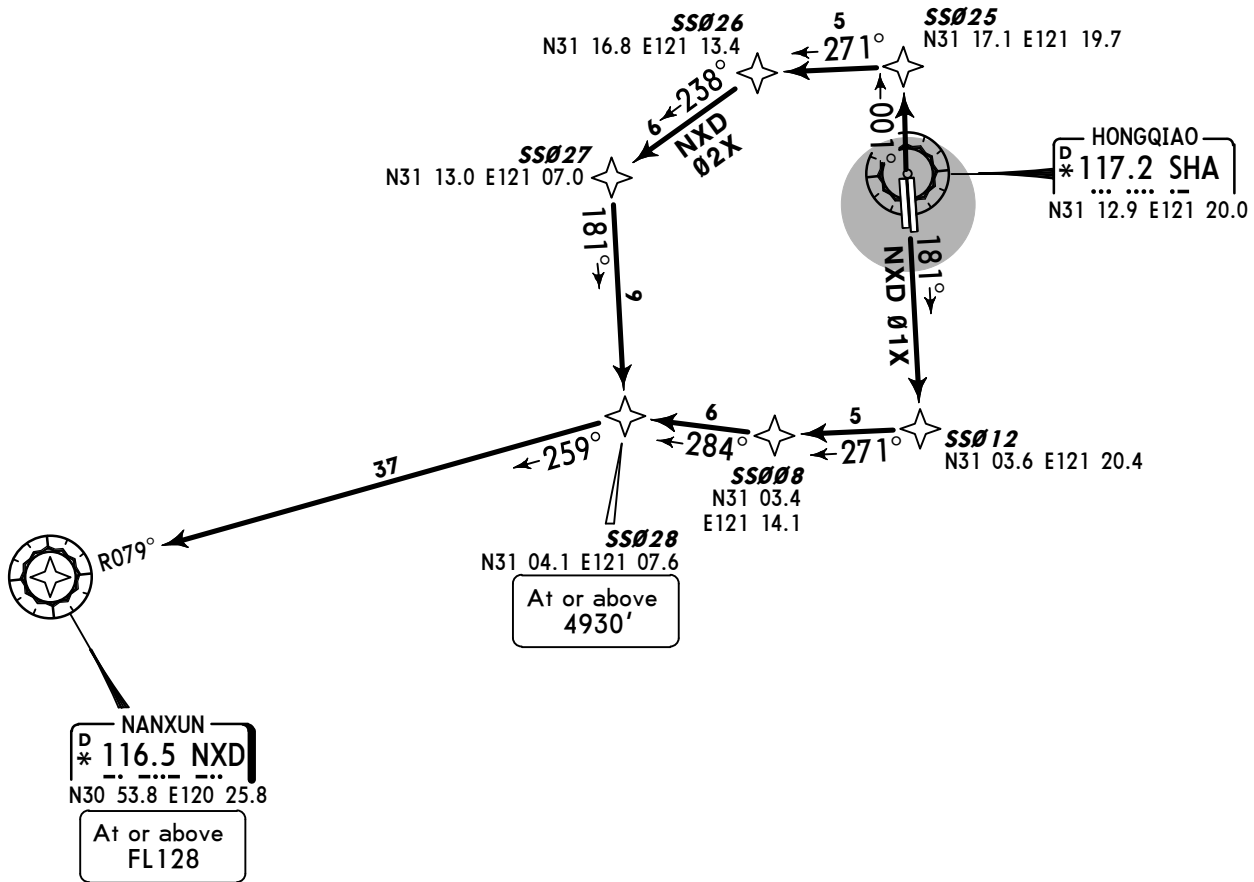
**NXD 01X, NXD 02X**  
**RWYS 18L/R, 36L/R RNAV DEPARTURES**  
RNAV (GNSS, DME/DME/IRU REQUIRED)  
RNAV 1  
RADAR REQUIRED

FT/METER CONVERSION  
QNH

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

FL CONVERSION

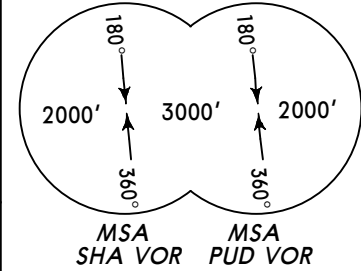
FL118	FL3600m
FL128	FL3900m



SID	RWY	ROUTING
NXD 01X	18L/R	(500') - SS012 - SS008 - SS028 (4930'+) - NXD (FL128+).
NXD 02X	36L/R	(500') - SS025 - SS026 - SS027 - SS028 (4930'+) - NXD (FL128+).

Apt Elev  
10'

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



**ODULO 01X [ODU01X], ODULO 02X [ODU02X]  
ODULO 03X [ODU03X]  
RWYS 18L/R, 36L/R RNAV DEPARTURES  
BY ATC  
RNAV (GNSS, DME/DME/IRU REQUIRED)  
RNAV 1  
RADAR REQUIRED**

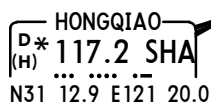
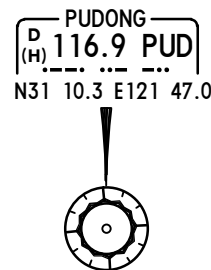
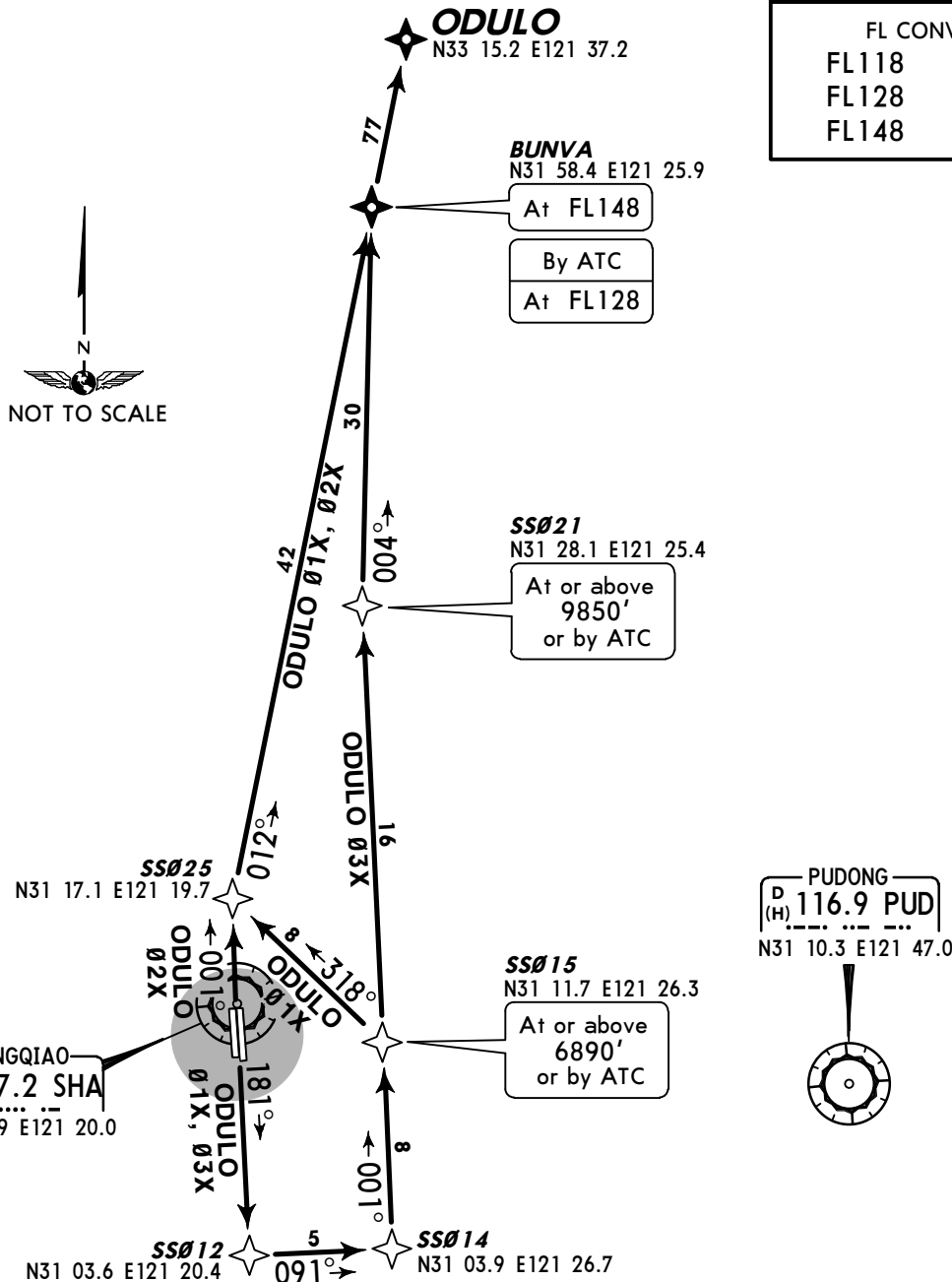
FT/METER CONVERSION

QNH

500'	-	150m
2960'	-	900m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

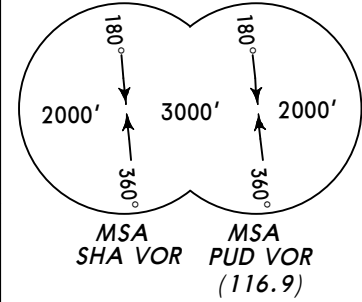
FL118	FL3600m
FL128	FL3900m
FL148	FL4500m



SID	RWY	ROUTING
ODULO 01X	18L/R	(500') - SS012 - SS014 - SS015 (6890'+ or by ATC) - SS025 - BUNVA (FL148; FL128 by ATC) - ODULO.
ODULO 02X	36L/R	(500') - SS025 - BUNVA (FL148; FL128 by ATC) - ODULO.
ODULO 03X	18L/R	(500') - SS012 - SS014 - SS015 (6890'+ or by ATC) - SS021 (9850'+ or by ATC) - BUNVA (FL148; FL128 by ATC) - ODULO.

Apt Elev  
10'

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



**PIKAS Ø1X [PIKØ1X], PIKAS Ø2X [PIKØ2X]  
PIKAS Ø3X [PIKØ3X] ①**  
**RWYS 18L/R, 36L/R RNAV DEPARTURES**  
RNAV (GNSS, DME/DME/IRU REQUIRED)  
RNAV 1  
RADAR REQUIRED

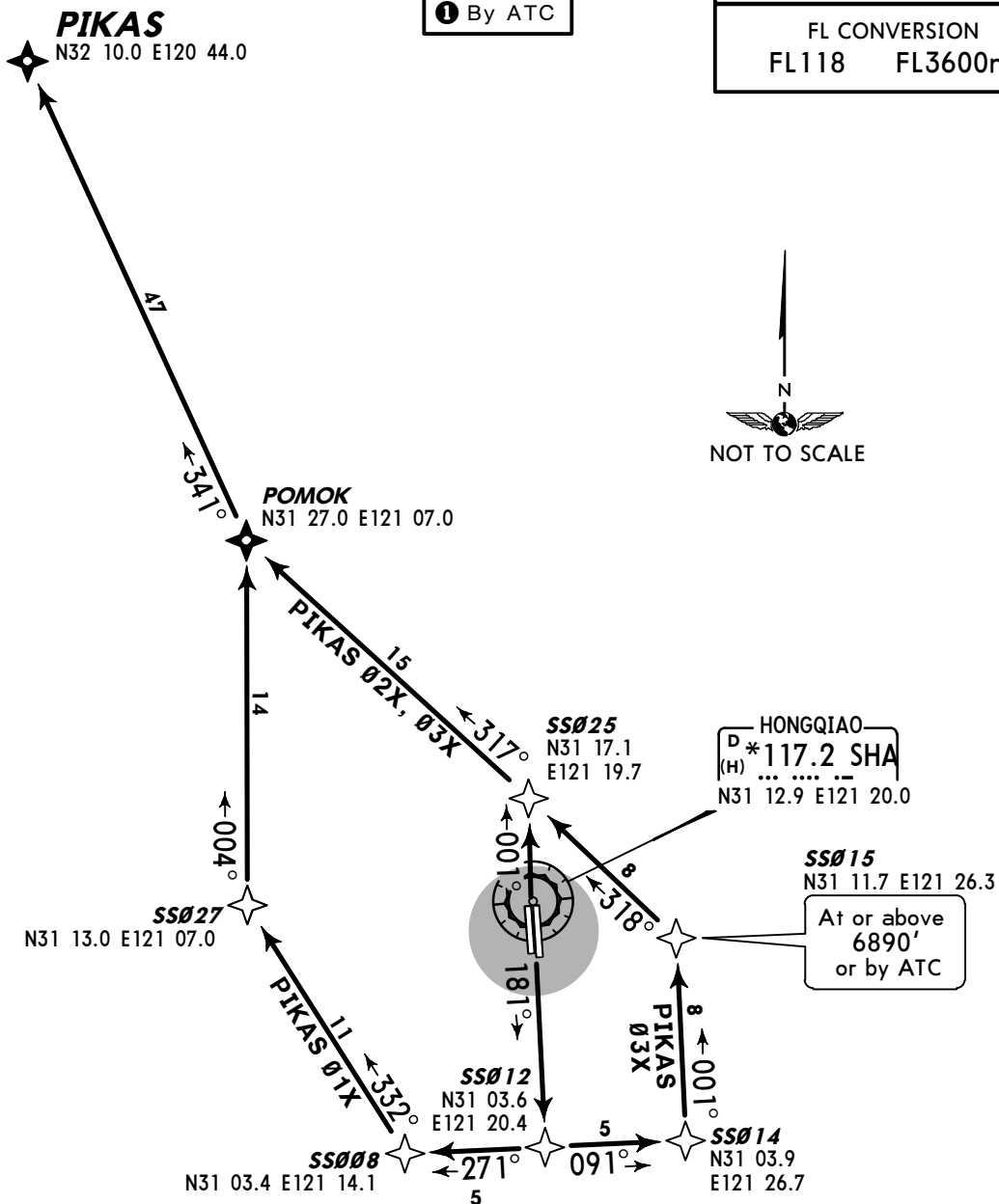
FT/METER CONVERSION  
QNH

500'	-	150m
2960'	-	900m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
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① By ATC



NOT TO SCALE

SID	RWY	ROUTING
PIKAS Ø1X	18L/R	(500') - SSØ12 - SSØ08 - SSØ27 - POMOK - PIKAS.
PIKAS Ø2X	36L/R	(500') - SSØ25 - POMOK - PIKAS.
PIKAS Ø3X ①	18L/R	(500') - SSØ12 - SSØ14 - SSØ15 (6890'+ or by ATC) - SSØ25 - POMOK - PIKAS.

Apt Elev  
10'

Trans level: FL118

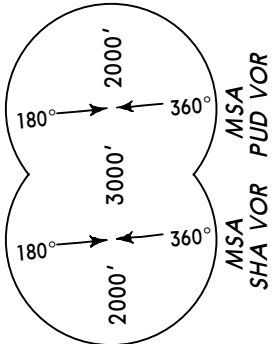
Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Above 2960' use SHANGHAI Pudong QNH,

at or below 2960' use SHANGHAI Hongqiao QNH.



**PONAB 01X [PON01X], PONAB 02X [PON02X]  
PONAB 04X [PON04X], PONAB 06X [PON06X] ①**

**RWYS 18L/R, 36L/R RNAV DEPARTURES**

RNAV (GNSS, DME/DME/IRU REQUIRED)

RNAV 1

RADAR REQUIRED

**ROUTING**

(500') - SS012 - SS014 - PDL - NINAS - PONAB.

(500') - SS025 - SS026 - SS009 - SS012 - SHY (By ATC) - UNTOP - PONAB.

(500') - SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SHY (By ATC) - UNTOP - PONAB.

(500') - SS019 - SS022 - SS023 (6890' or by ATC) - SS014 - SHY (By ATC) - UNTOP - PONAB.

**RWY**

**18L/R**

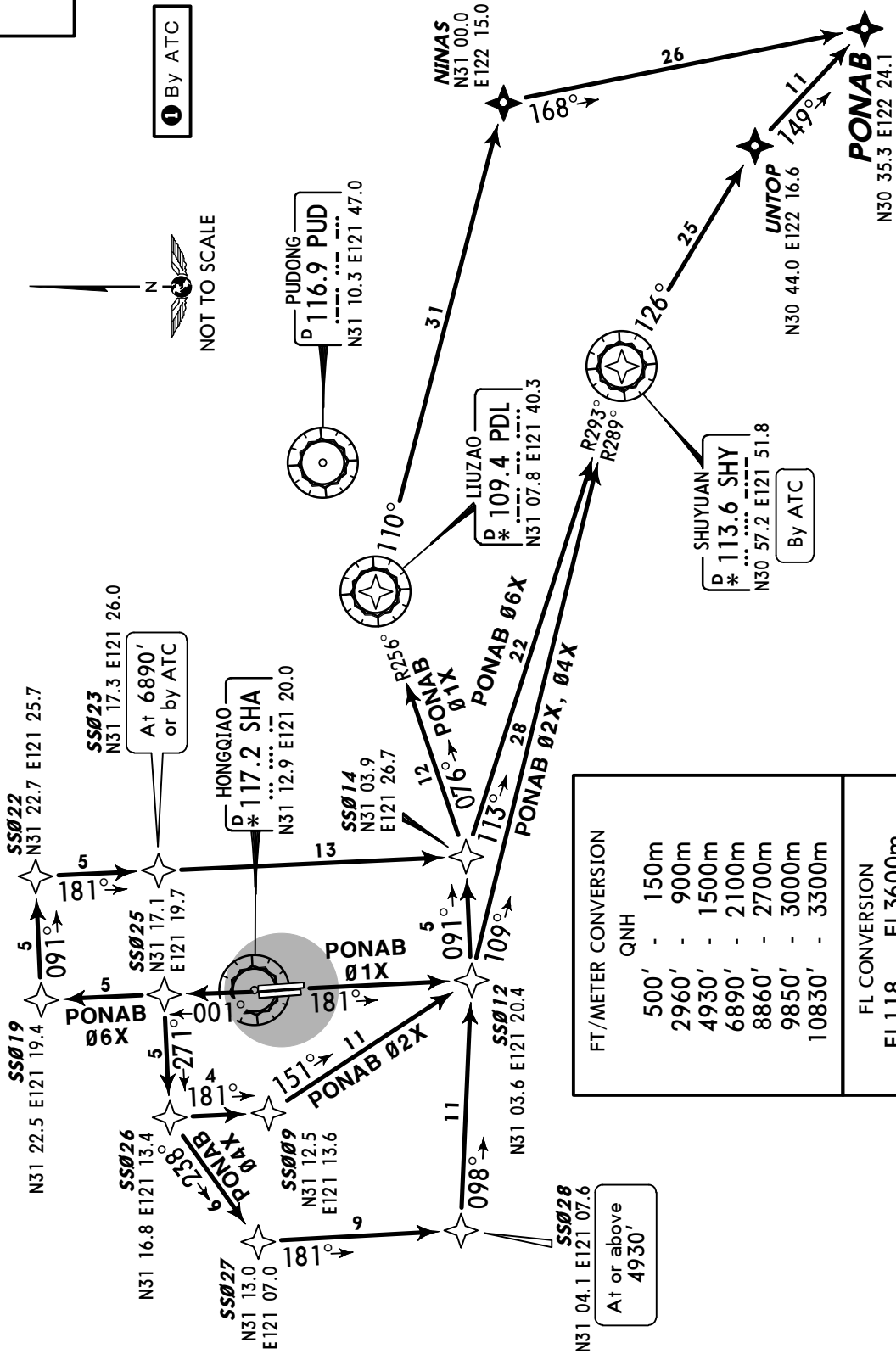
**36L/R**

**PONAB 01X**

**PONAB 02X**

**PONAB 04X**

**PONAB 06X ①**

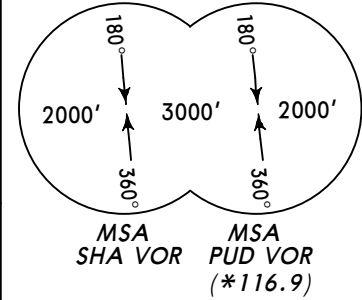


FT/METER CONVERSION	
QNH	
500'	150m
2960'	900m
4930'	1500m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL118	FL3600m

Apt Elev  
10'

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



**VMB 01X, VMB 02X**  
**RWYS 18L/R, 36L/R RNAV DEPARTURES**  
RNAV (GNSS, DME/DME/IRU REQUIRED)  
RNAV 1  
RADAR REQUIRED

FT/METER CONVERSION  
QNH

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

WUXI  
D \* 113.9 VMB  
N31 35.4 E120 19.7

CAT C & D

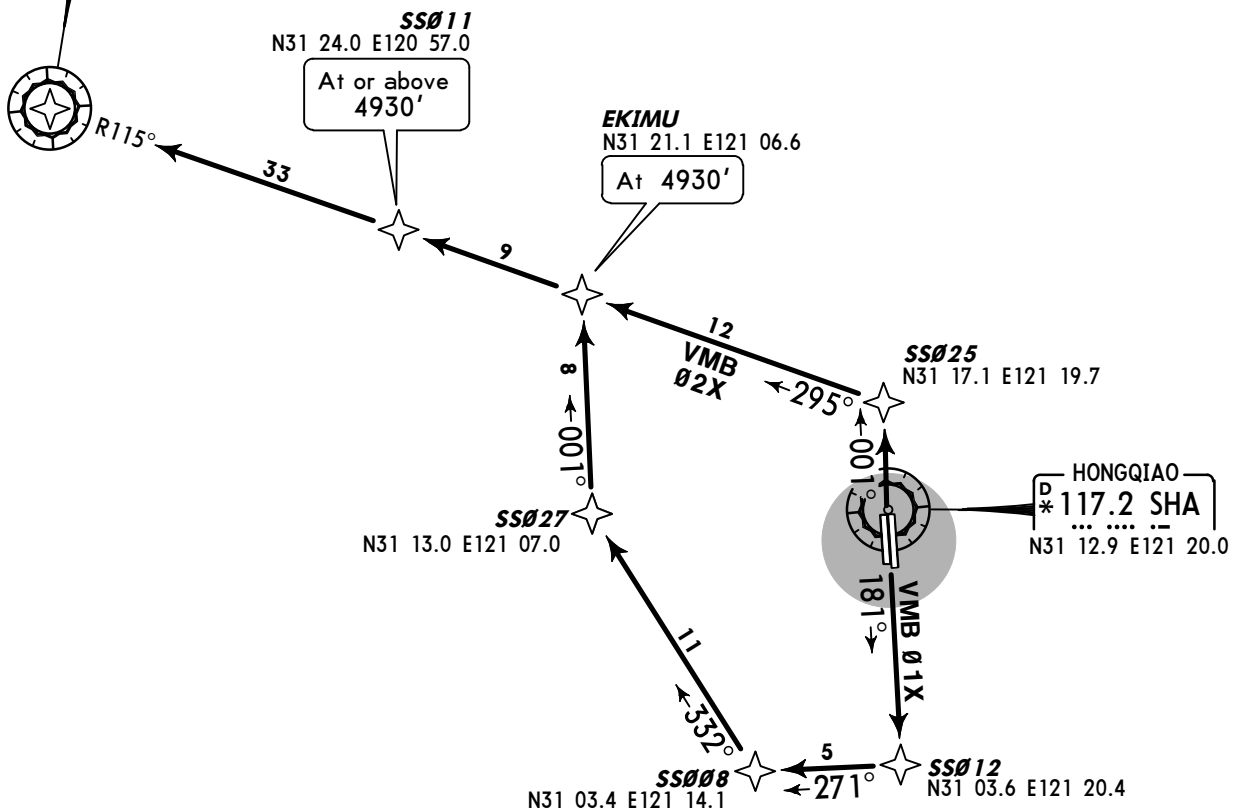
At FL138  
or at FL157  
or at FL197  
or at FL217

CAT B

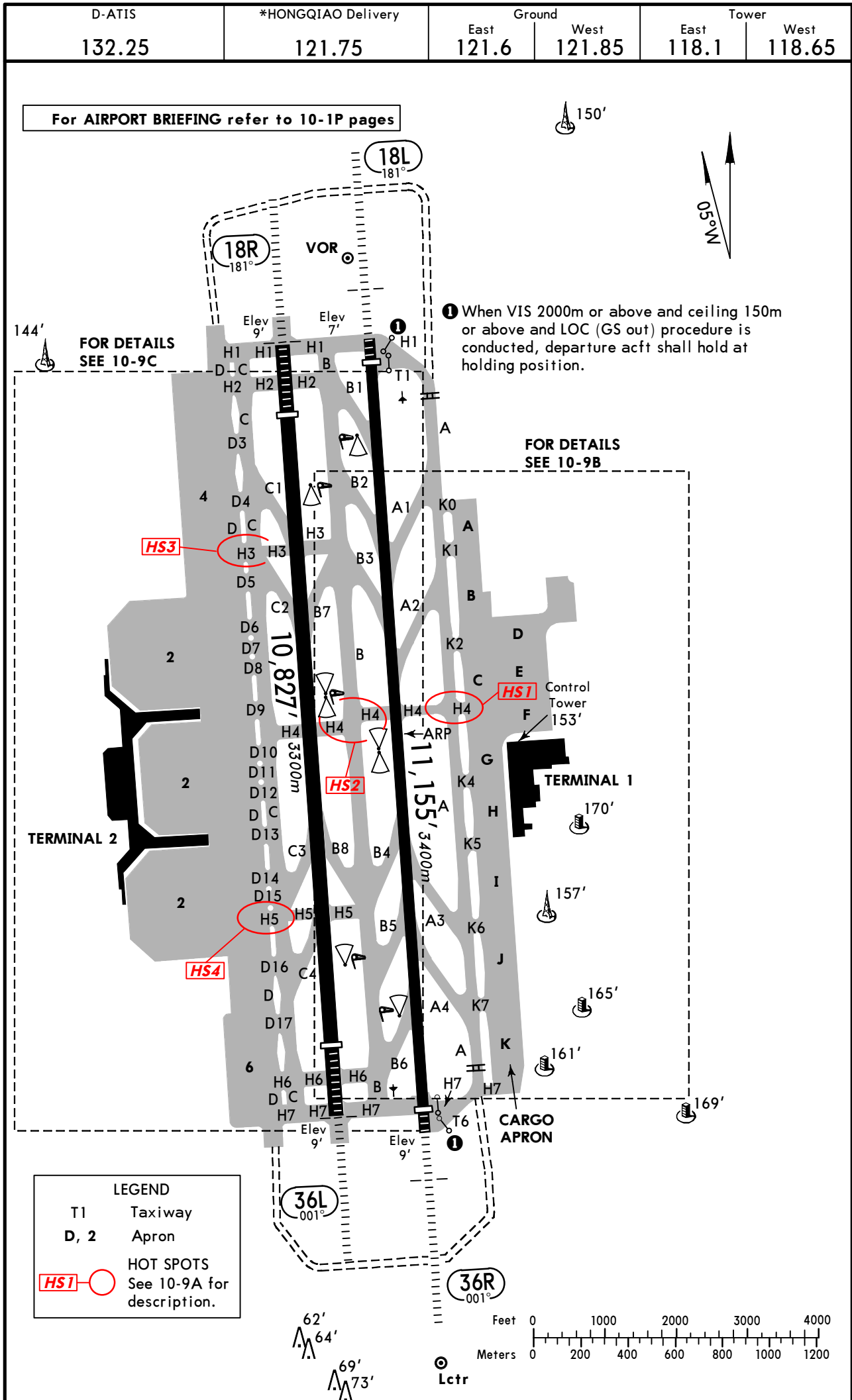
At FL118

CAT A

At 5910'



SID	RWY	ROUTING
VMB 01X	18L/R	(500') - SS012 - SS008 - SS027 - EKIMU (4930') - SS011 (4930'+) - VMB.
VMB 02X	36L/R	(500') - SS025 - EKIMU (4930') - SS011 (4930'+) - VMB.



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
					Threshold	Glide Slope		
18L	HIRL (60m) CL(30m) HIALS	PAPI-L (3.0°)	RVR		10,499' 3200m	9498' 2895m	10,827' 3300m	148' 45m
36R	HIRL (60m) CL(30m) HIALS	SFL PAPI-R (3.0°)	RVR					
18R	HIRL (60m) CL(30m) HIALS	SFL PAPI-L (3.0°) ❷	RVR		9843' 3000m	8823' 2689m		197' 60m
36L	HIRL (60m) CL(30m) HIALS	SFL PAPI-R (3.0°) ❸	RVR					

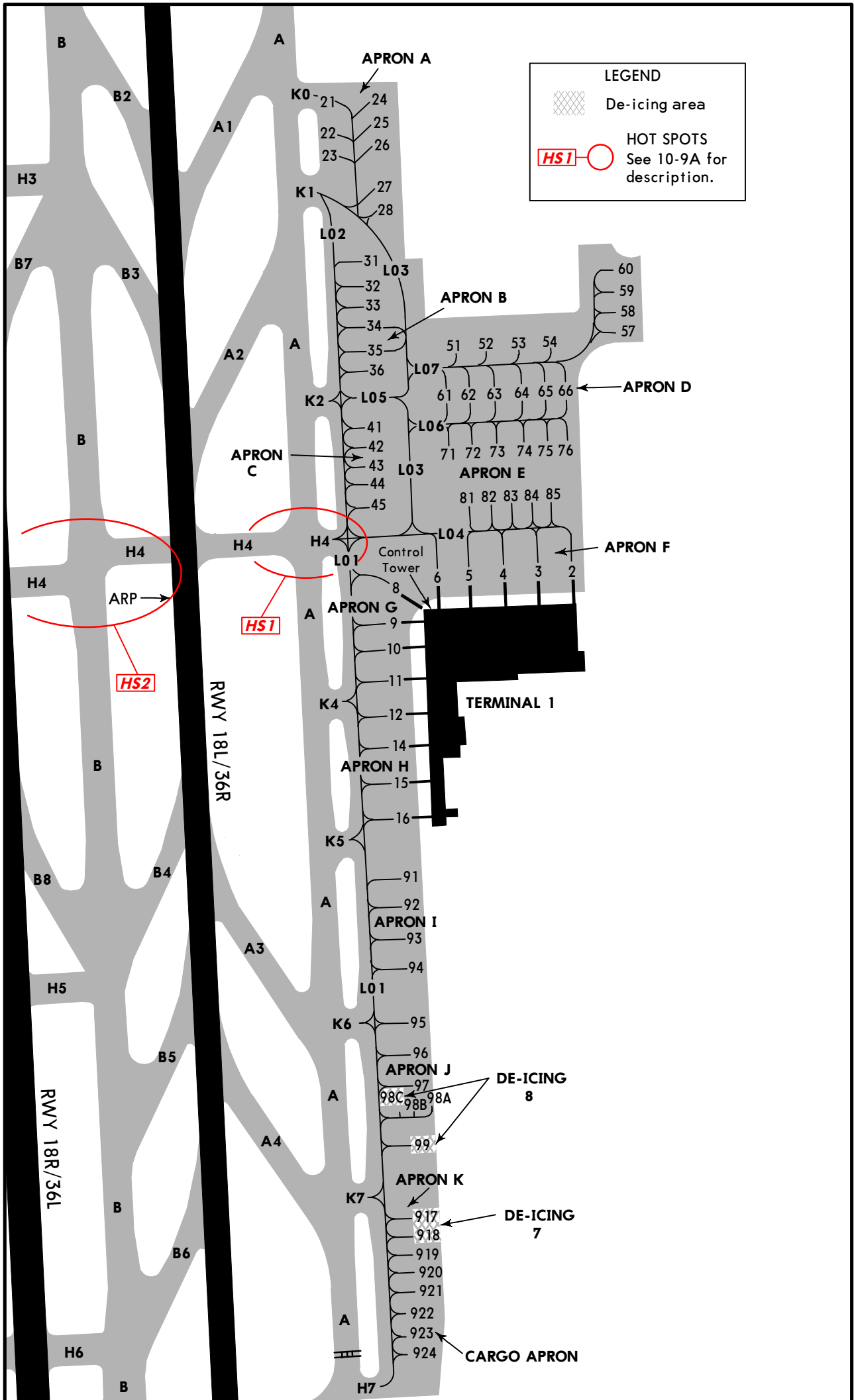
- ❶ grooved.
- ❷ HST-B8, C3 & C4.
- ❸ HST-B7, C1 & C2.

### "HOT SPOTS"

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




- HS1** Departure and arrival acft cross the area frequently. Twy H4 is the main twy for departure acft crossing rwy 18L/36R from East to West. When operating near this area, pay attention to taxiing guidance signs and follow ATC instructions strictly.
  
- HS2** After crossing rwy 18L/36R from East to West, departure acft shall pay attention to ATC instructions and taxiing guidance signs to avoid rwy incursion or taxiing in the wrong direction.
  
- HS3** Departure and arrival acft cross the area frequently.
- HS4** When operating near this area, pay attention to taxiing guidance signs and follow ATC instructions strictly.

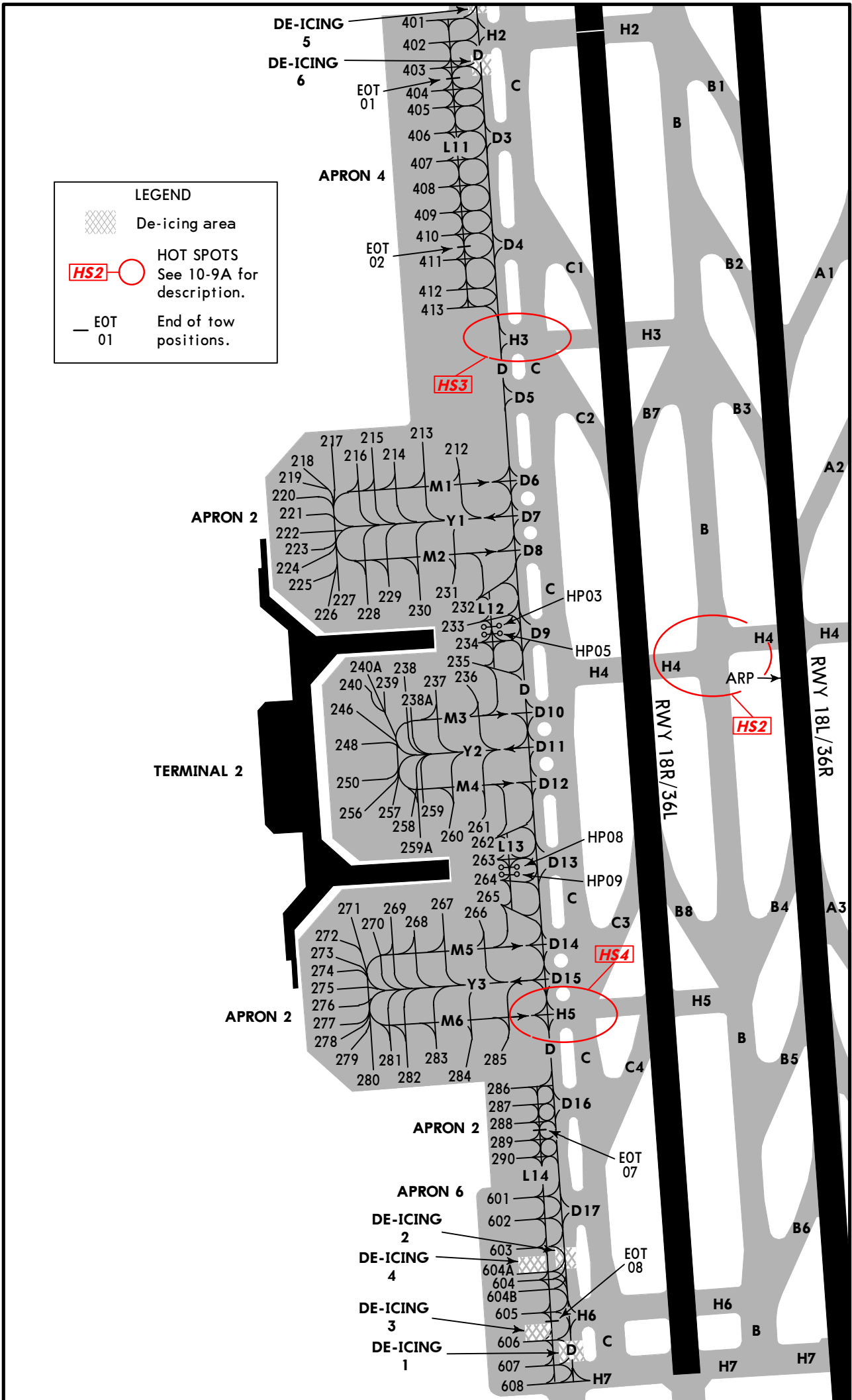
TAKE-OFF		
All Rwys		
	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR 400m VIS 800m	RVR 500m VIS 800m
Other	VIS 1600m	





**LEGEND**

-  De-icing area
-  **HS2** HOT SPOTS  
See 10-9A for description.
-  EOT 01 End of tow positions.



## VISUAL DOCKING GUIDANCE SYSTEM



### START-OF-DOCKING

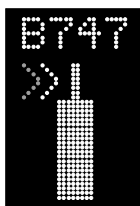
When the system is started, "WAIT" will be displayed.



### CAPTURE

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

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

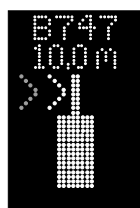


### TRACKING

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

A flashing red arrow indicates the direction to turn.

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



### CLOSING RATE

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

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



### ALIGNED TO CENTER

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



### SLOW DOWN

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



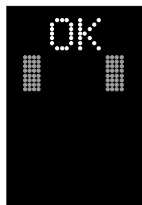
### AZIMUTH GUIDANCE

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



### STOP POSITION REACHED

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

**DOCKING COMPLETED**

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

**OVERSHOOT**

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

**WAIT**

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

**SLOW**

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

**AIRCRAFT VERIFICATION FAILURE**

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

**GATE BLOCKED**

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

**VIEW BLOCKED**

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

**SBU-STOP**

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

**TOO FAST**

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

**EMERGENCY STOP**

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

**CHOCKS ON**

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

**ERROR**

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

**SYSTEM BREAKDOWN**

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

**POWER FAILURE**

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

STRAIGHT-IN RWY		A	B	C	D
<b>18L</b>	ILS	<b>207'</b> (200')	<b>207'</b> (200')	<b>207'</b> (200')	<b>207'</b> (200')
	<i>FULL</i>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R600m V800m</b>
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
LOC ①		<b>430'</b> (423')	<b>430'</b> (423')	<b>430'</b> (423')	<b>430'</b> (423')
	<i>ALS out</i>	<b>1600m</b> 1600m	<b>1600m</b> 1600m	<b>1600m</b> 2000m	<b>2000m</b> 2000m
VOR ①		<b>460'</b> (453')	<b>460'</b> (453')	<b>460'</b> (453')	<b>460'</b> (453')
	<i>ALS out</i>	<b>1600m</b> 1600m	<b>1600m</b> 1600m	<b>2000m</b> 2100m	<b>2000m</b> 2100m
<b>18R</b>	ILS	<b>210'</b> (200')	<b>210'</b> (200')	<b>210'</b> (200')	<b>210'</b> (200')
	<i>FULL</i>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R600m V800m</b>
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
LOC ①		<b>430'</b> (420')	<b>430'</b> (420')	<b>430'</b> (420')	<b>430'</b> (420')
	<i>ALS out</i>	<b>1600m</b> 1600m	<b>1600m</b> 1600m	<b>1600m</b> 1900m	<b>2000m</b> 2000m
<b>36L</b>	ILS	<b>210'</b> (200')	<b>210'</b> (200')	<b>210'</b> (200')	<b>210'</b> (200')
	<i>FULL</i>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R600m V800m</b>
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
LOC ①		<b>430'</b> (420')	<b>430'</b> (420')	<b>430'</b> (420')	<b>430'</b> (420')
	<i>ALS out</i>	<b>1600m</b> 1600m	<b>1600m</b> 1600m	<b>1600m</b> 1900m	<b>2000m</b> 2000m
VOR ①		<b>460'</b> (450')	<b>460'</b> (450')	<b>460'</b> (450')	<b>460'</b> (450')
	<i>ALS out</i>	<b>2400m</b> 2400m	<b>2400m</b> 2400m	<b>2400m</b> 2400m	<b>2800m</b> 2800m
<b>36R</b>	ILS	<b>210'</b> (200')	<b>210'</b> (200')	<b>210'</b> (200')	<b>210'</b> (200')
	<i>FULL</i>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R600m V800m</b>
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
LOC ①		<b>430'</b> (420')	<b>430'</b> (420')	<b>430'</b> (420')	<b>430'</b> (420')
	<i>ALS out</i>	<b>1600m</b> 1600m	<b>1600m</b> 1600m	<b>1600m</b> 1900m	<b>2000m</b> 2000m
VOR ①		<b>460'</b> (450')	<b>460'</b> (450')	<b>460'</b> (450')	<b>460'</b> (450')
	<i>ALS out</i>	<b>2000m</b> 2000m	<b>2000m</b> 2000m	<b>2000m</b> 2100m	<b>2400m</b> 2400m

① Continuous Descent Final Approach.

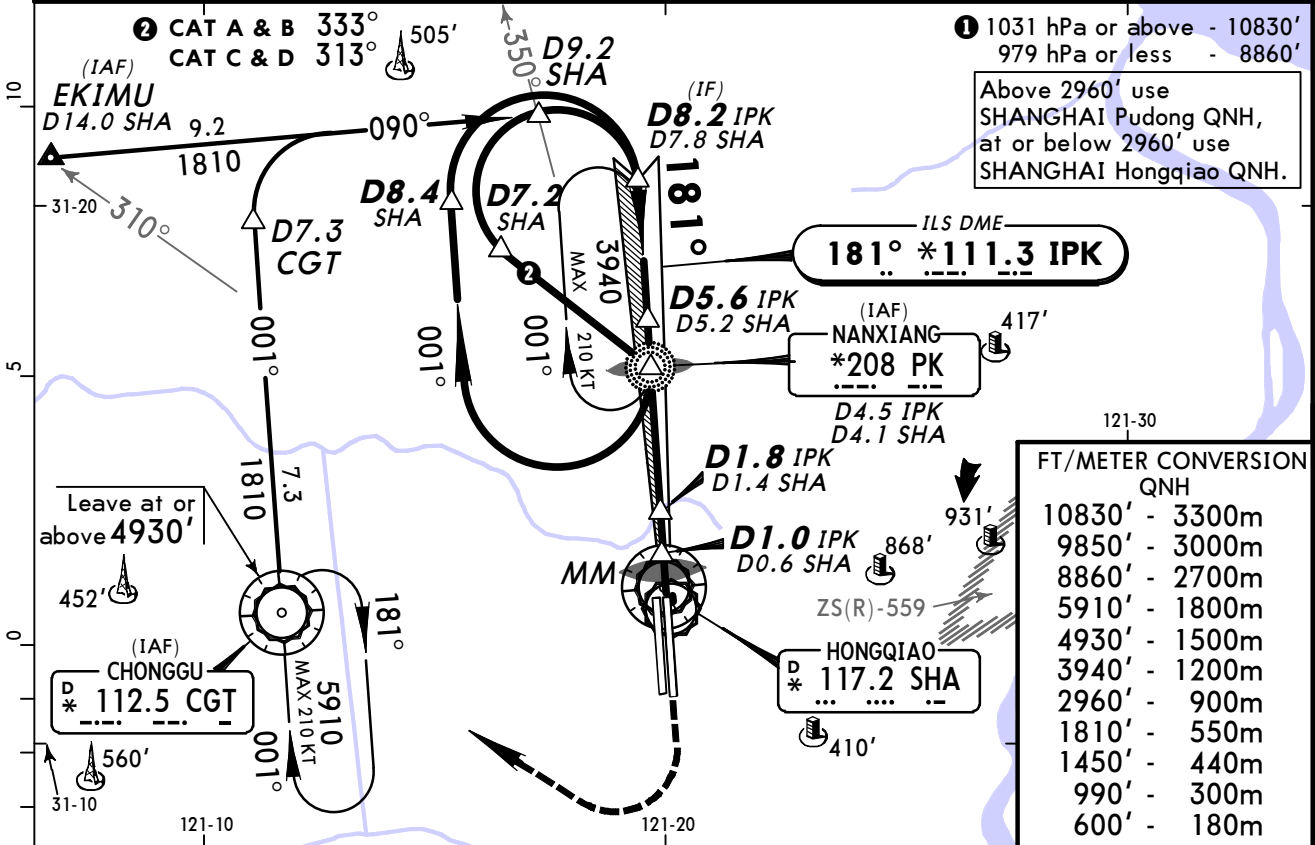
CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	<b>690'</b> (680') V2800m	<b>690'</b> (680') V3200m	<b>790'</b> (780') V4400m	<b>790'</b> (780') V4800m

② Not authorized East of rwy.

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

	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	R400m	R500m
Other	V1600m	

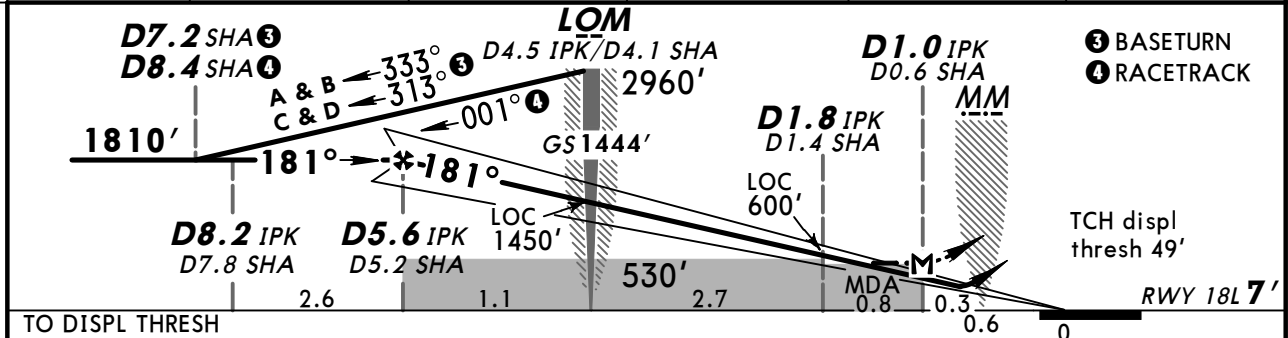
D-ATIS <b>132.25</b>	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 <b>120.3</b> <b>125.4</b>		HONGQIAO Tower East <b>118.1</b>	West <b>118.65</b>	Ground East <b>121.6</b>		West <b>121.85</b>
LOC IPK <b>*111.3</b>	Final Apch Crs <b>181°</b>	GS LOM <b>1444' (1437')</b>	ILS DA(H) <b>207' (200')</b>	Apt Elev <b>10'</b>	RWY <b>7'</b>		
MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT climbing to reach CGT VOR at 2960'.							
Alt Set: hPa    Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' <b>①</b>			
Initial apch MAX 205 KT.					MSA SHA VOR		



FT/METER CONVERSION  
QNH

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

LOC (GS out)	IPK DME ALTITUDE	5.0 1600'	4.0 1280'	3.0 960'	2.0 640'
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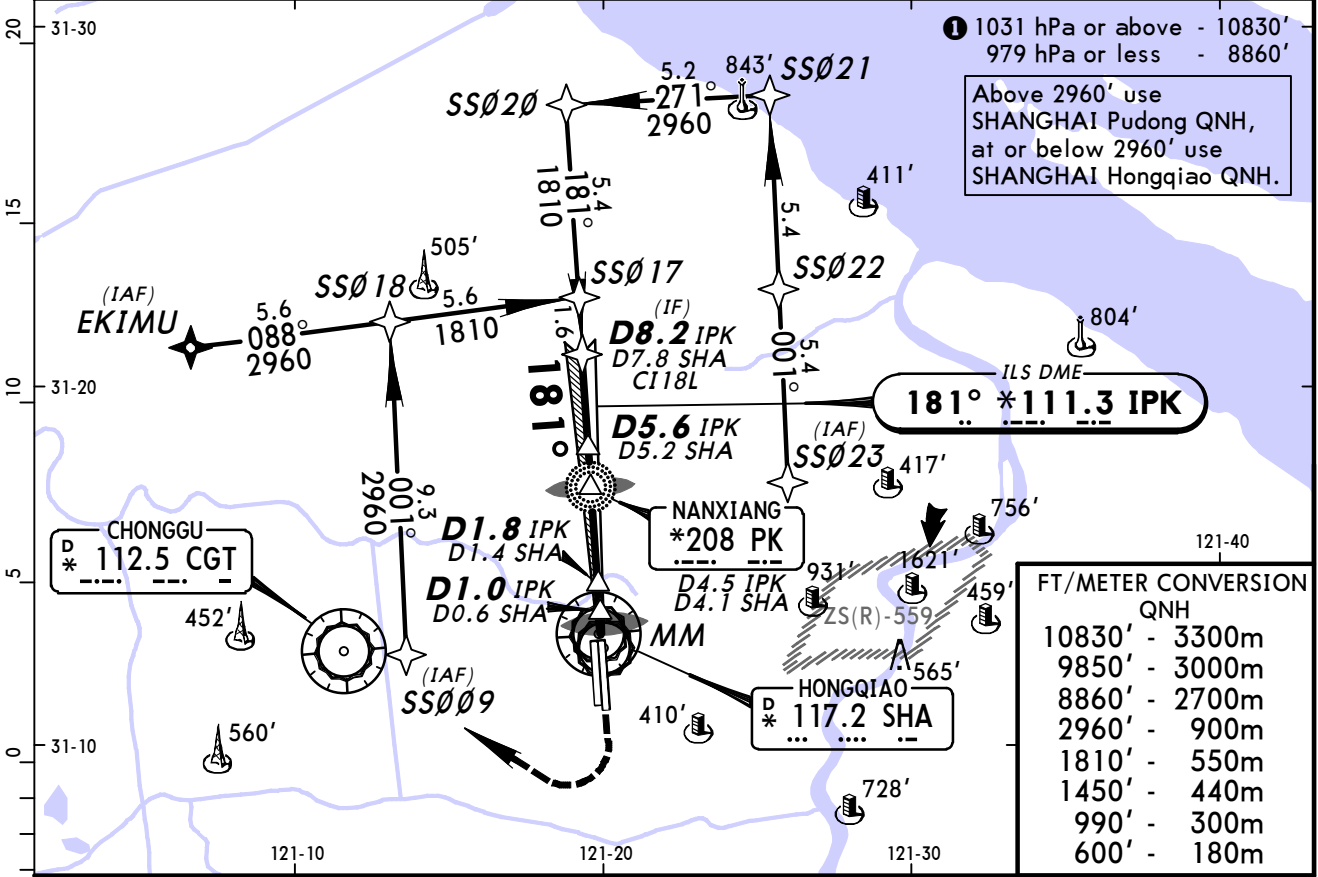
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	990'	2960'	CGT 112.5
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862				
MAP at D1.0 IPK/D0.6 SHA										

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) <b>207' (200')</b>		LOC (GS out) MDA(H) <b>430' (423')</b>			
FULL		ALS out		Max Kts	MDA(H)
				100	690' (680')    2800m
				135	690' (680')    3200m
RVR 720m VIS 800m		1200m		180	790' (780')    4400m
				205	790' (780')    4800m

PANS OPS

D-ATIS <b>132.25</b>	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 <b>120.3</b> <b>125.4</b>		HONGQIAO Tower East <b>118.1</b>	West <b>118.65</b>	Ground East <b>121.6</b>	West <b>121.85</b>
LOC IPK <b>*111.3</b>	Final Apch Crs <b>181°</b>	GS LOM <b>1444' (1437')</b>	ILS DA(H) <b>207' (200')</b>	Apt Elev <b>10'</b>	RWY <b>7'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT climbing to reach CGT VOR at 2960', then as directed.</b>						
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: FL 118    Trans alt: 9850' <b>①</b> Initial apch MAX 205 KT.						

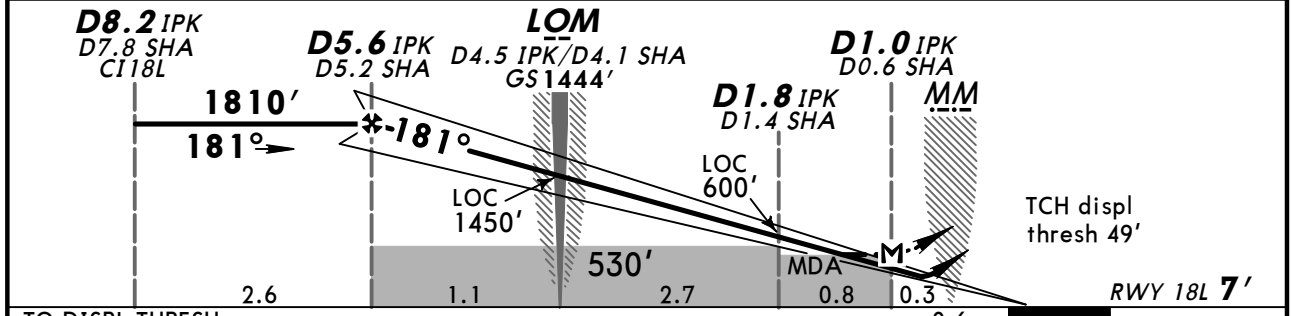
MSA SHA VOR



FT/METER CONVERSION

QNH	
10830'	3300m
9850'	3000m
8860'	2700m
2960'	900m
1810'	550m
1450'	440m
990'	300m
600'	180m

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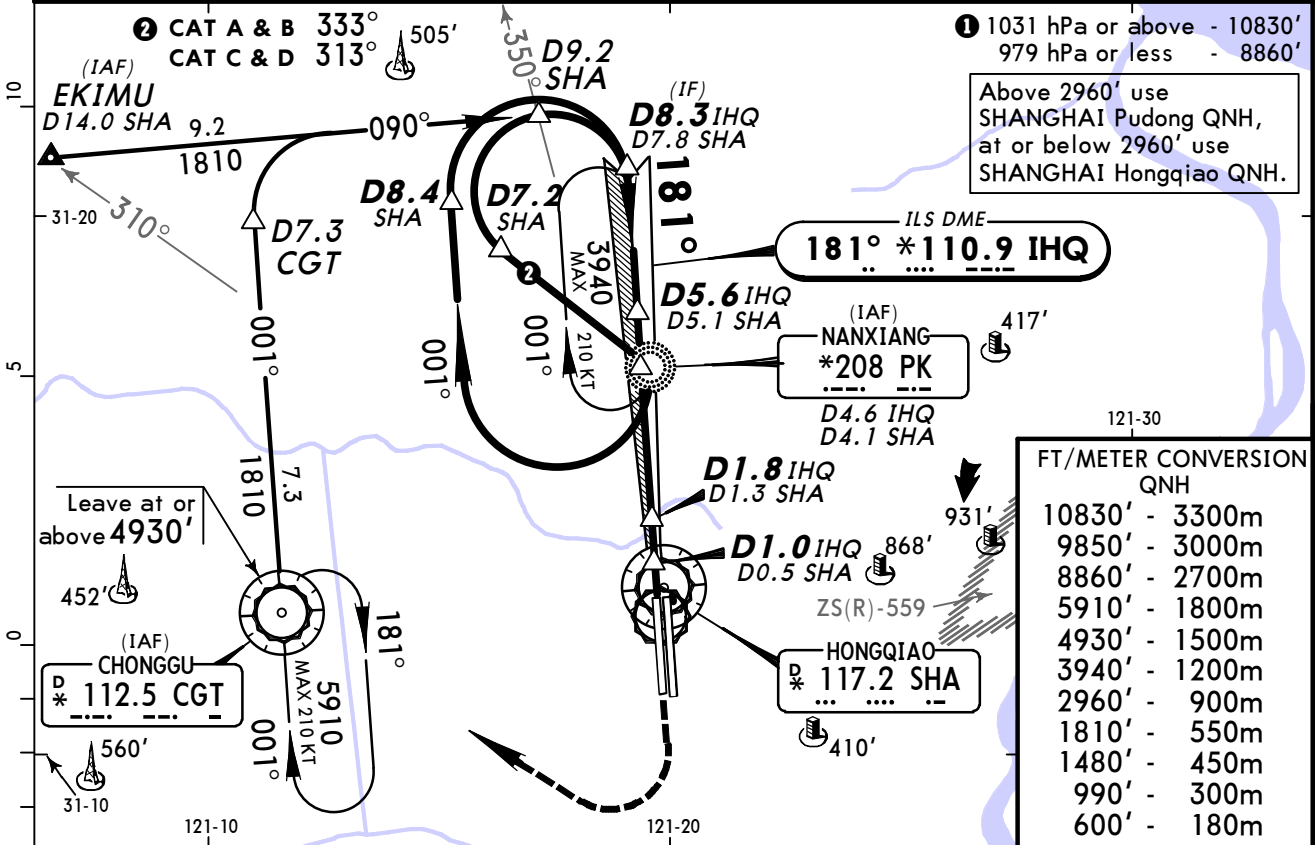


TO DISPL THRESH						0.6	0	RWY 18L 7'			
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	990'	2960'	CGT	
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755		862	↑	↻ RT	112.5
MAP at D1.0 IPK/D0.6 SHA											

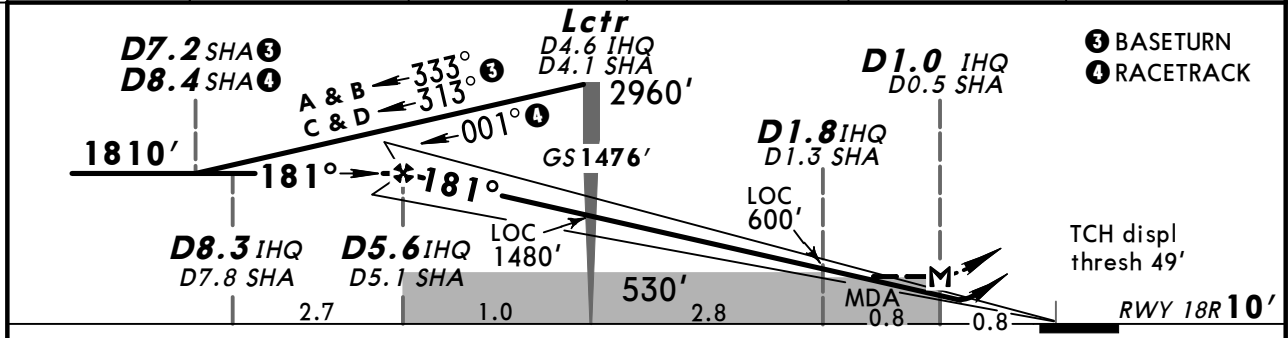
STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) <b>207' (200')</b>		LOC (GS out) MDA(H) <b>430' (423')</b>			
FULL		ALS out		Max Kts	
				100	690' (680') 2800m
				135	690' (680') 3200m
RVR 720m VIS 800m		1200m		1600m	180 790' (780') 4400m
				2000m	205 790' (780') 4800m

PANS OPS

D-ATIS <b>132.25</b>	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East West		Ground East West	
	120.3	125.4	118.1	118.65	121.6	121.85
LOC IHQ <b>*110.9</b>	Final Apch Crs <b>181°</b>	GS Lctr <b>1476' (1466')</b>	ILS DA(H) <b>210' (200')</b>	Apt Elev <b>10'</b>	RWY <b>10'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT climbing to reach CGT VOR at 2960'.</b>						
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 118		Trans alt: 9850' ①	
Initial apch MAX 205 KT.				MSA SHA VOR		



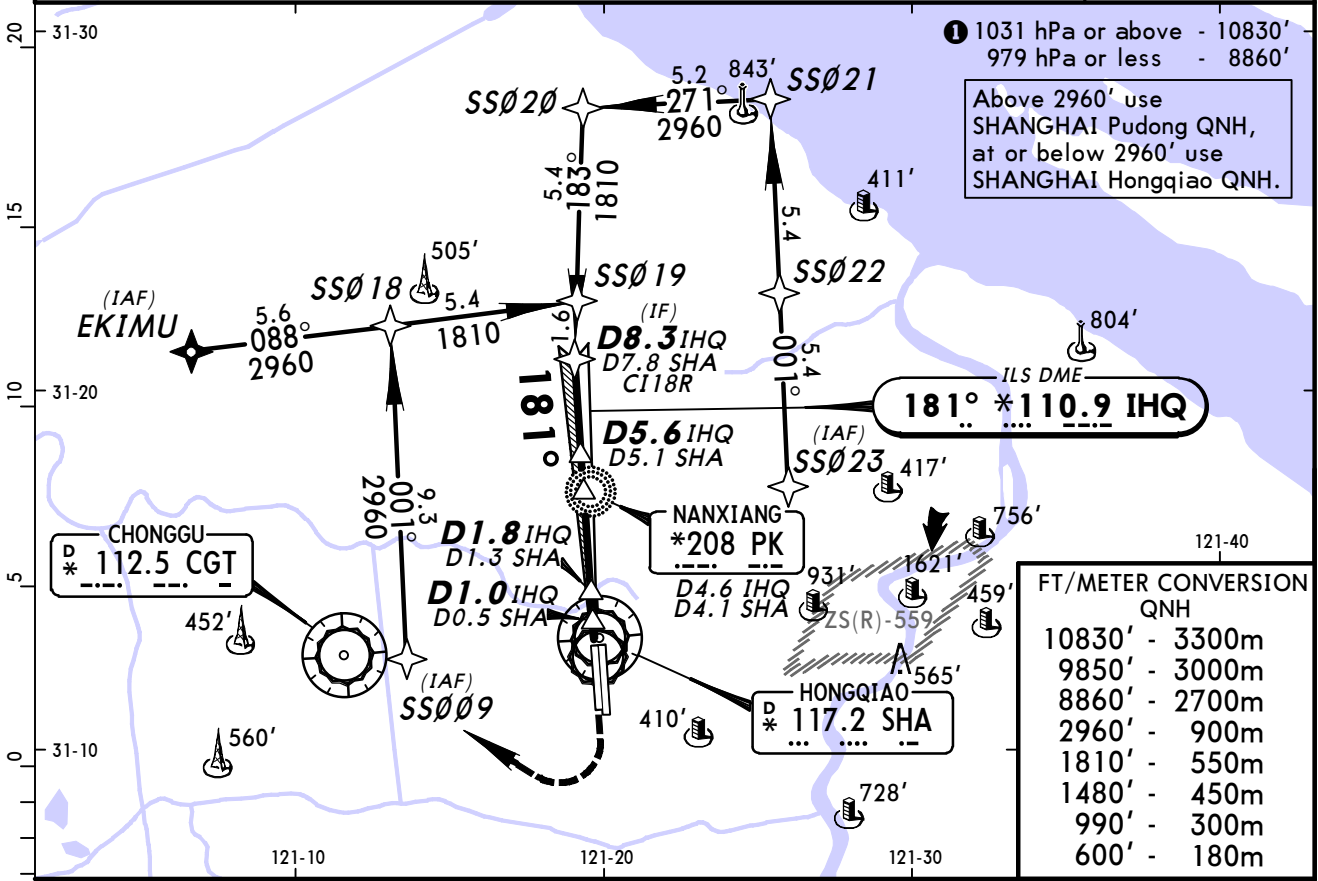
LOC (GS out)	IHQ DME ALTITUDE	5.0 1600'	4.0 1280'	3.0 960'	2.0 640'
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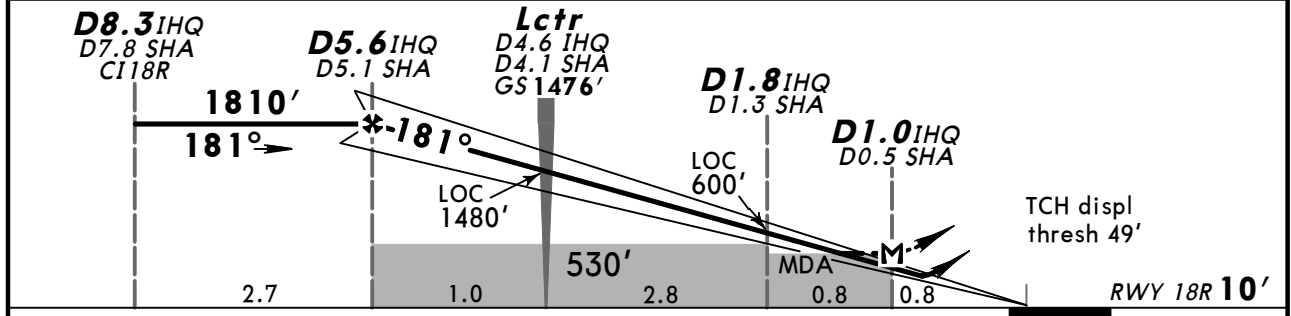
Gnd speed-Kts	70	90	100	120	140	160	HIALS	990'	2960'	CGT 112.5
ILS GS or	377	485	539	647	755	862	PAPI	↑	↻ RT	
LOC Descent Angle	3.00°									
MAP at D1.0 IHQ/D0.5 SHA										

STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND	
ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 430' (420')		Not authorized East of runway	
FULL		ALS out		Max Kts	MDA(H)
				100	690' (680') 2800m
				135	690' (680') 3200m
RVR 720m VIS 800m		1200m		180	790' (780') 4400m
				205	790' (780') 4800m
A					
B			1600m		
C					
D			2000m		

D-ATIS <b>132.25</b>	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 <b>120.3</b> <b>125.4</b>		HONGQIAO Tower East <b>118.1</b>	West <b>118.65</b>	Ground East <b>121.6</b>	West <b>121.85</b>
LOC IHQ <b>*110.9</b>	Final Apch Crs <b>181°</b>	GS Lctr <b>1476' (1466')</b>	ILS DA(H) <b>210' (200')</b>	Apt Elev <b>10'</b> RWY <b>10'</b>		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn RIGHT climbing to reach CGT VOR at 2960', then as directed.</b>						<b>MSA SHA VOR</b>
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: FL 118    Trans alt: 9850' <b>①</b> Initial apch MAX 205 KT.						



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



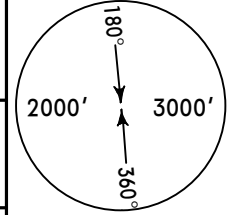
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <b>990'</b> <b>2960'</b> CGT <b>112.5</b>
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	
MAP at D1.0 IHQ/D0.5 SHA							

STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) <b>210' (200')</b>		LOC (GS out) MDA(H) <b>430' (420')</b>		Max Kts	MDA(H)
FULL	ALS out	ALS out	ALS out		
A				100	<b>690' (680')</b> 2800m
B				135	<b>690' (680')</b> 3200m
C	RVR 720m VIS 800m	1200m		180	<b>790' (780')</b> 4400m
D			2000m	205	<b>790' (780')</b> 4800m

PANS OPS

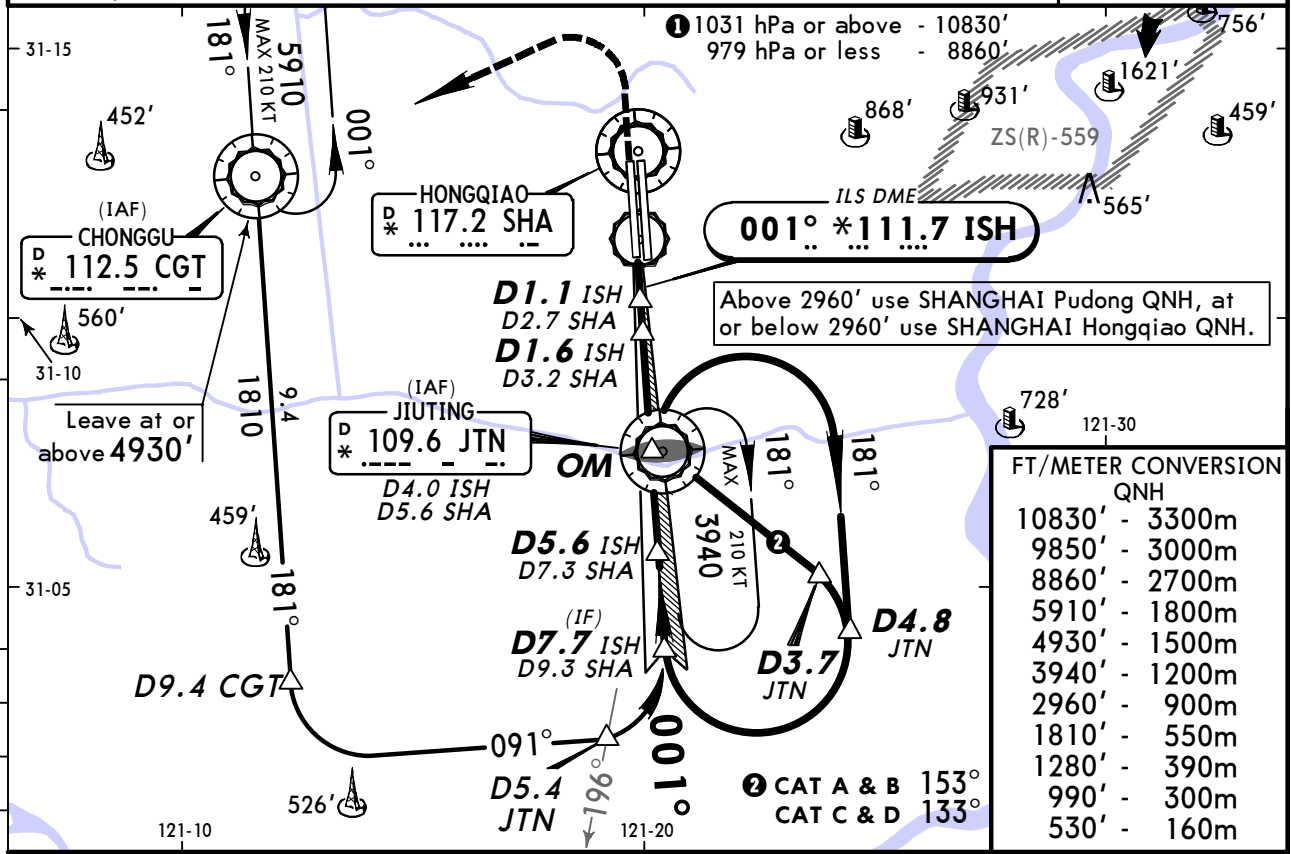


D-ATIS <b>132.25</b>	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 <b>120.3</b> <b>125.4</b>		HONGQIAO Tower East <b>118.1</b> West <b>118.65</b>		Ground East <b>121.6</b> West <b>121.85</b>	
LOC ISH <b>*111.7</b>	Final Apch Crs <b>001°</b>	GS JTN VOR <b>1280' (1270')</b>	ILS DA(H) <b>210' (200')</b>	Apt Elev <b>10'</b>	RWY <b>10'</b>	



**MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT climbing to reach CGT VOR at 2960'.**

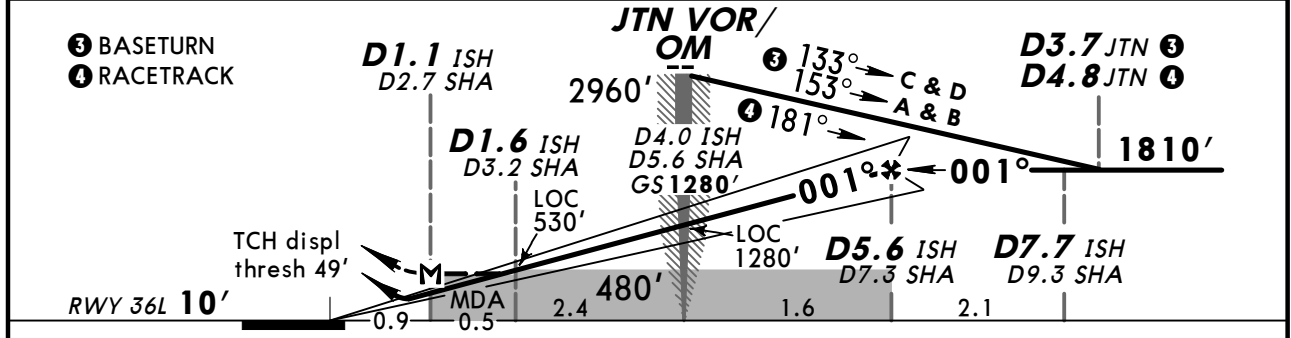
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: FL 118    Trans alt: 9850' **1**  
Initial apch MAX 205 KT.



**FT/METER CONVERSION**

QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m
1810'	550m
1280'	390m
990'	300m
530'	160m

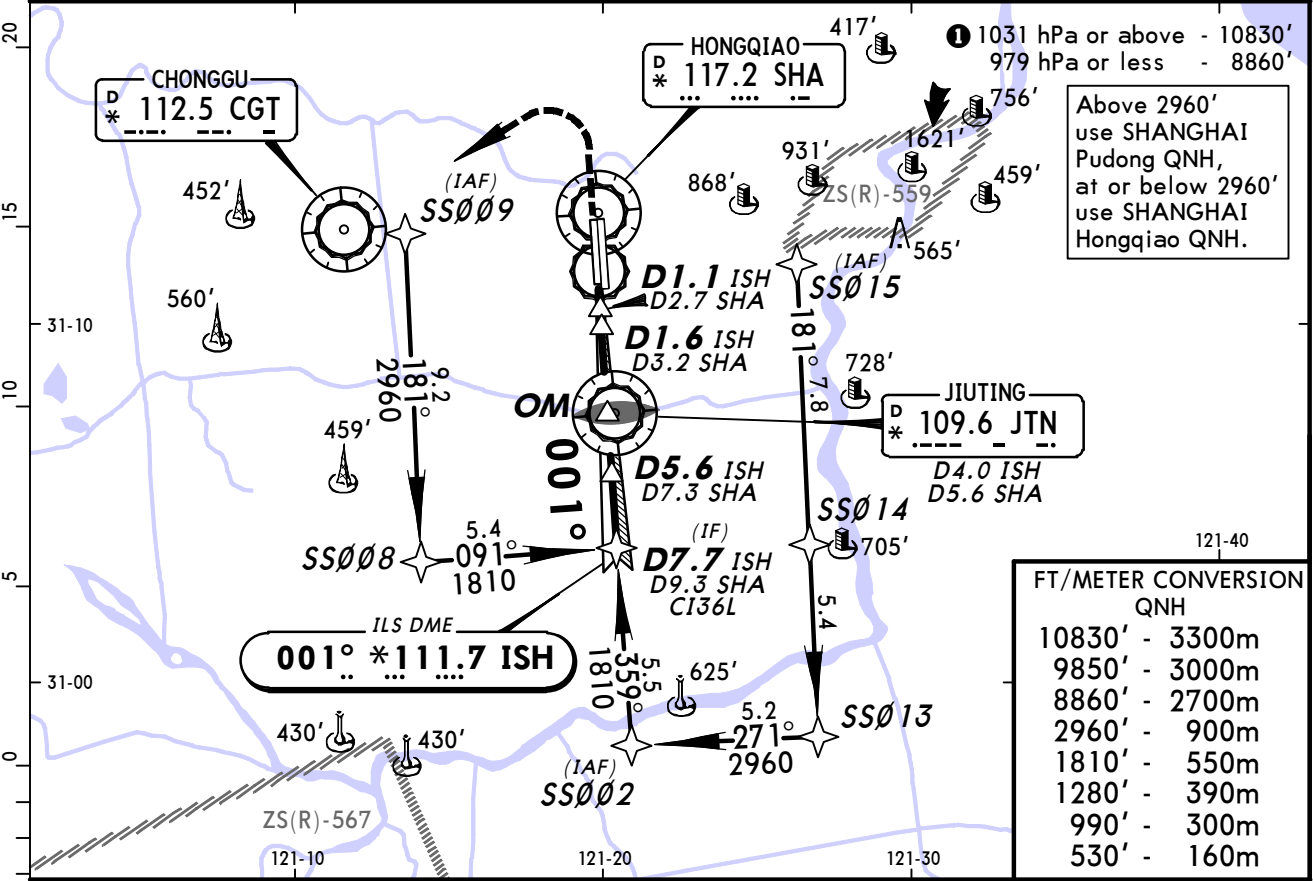
LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



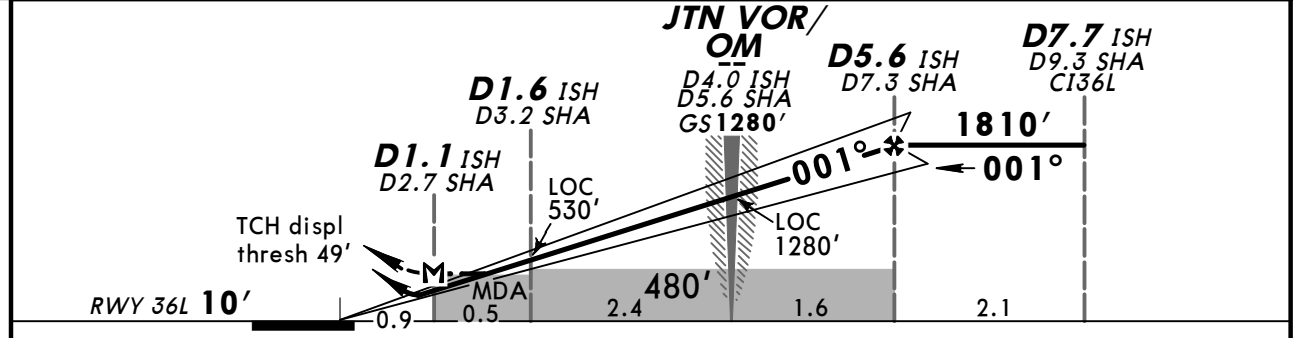
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	990'	2960'	CGT 112.5
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862				
MAP at D1.1 ISH/D2.7 SHA										

STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) <b>210' (200')</b>		LOC (GS out) MDA(H) <b>430' (420')</b>		Max Kts	MDA(H)
FULL	ALS out	ALS out	ALS out		
A				100	690' (680') 2800m
B				135	690' (680') 3200m
C	RVR 720m VIS 800m	1200m		180	790' (780') 4400m
D			2000m	205	790' (780') 4800m

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



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

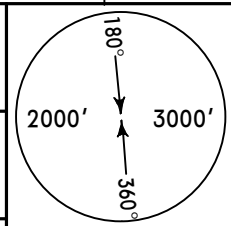


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	990'	2960'	CGT 112.5
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862				
MAP at D1.1 ISH/D2.7 SHA								↑	←	

STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) <b>210' (200')</b>		LOC (GS out) MDA(H) <b>430' (420')</b>			
FULL		ALS out		ALS out	
A				Max Kts	MDA(H)
B				100	690' (680') 2800m
C	RVR 720m VIS 800m	1200m		135	690' (680') 3200m
D			2000m	180	790' (780') 4400m
				205	790' (780') 4800m

PANS OPS

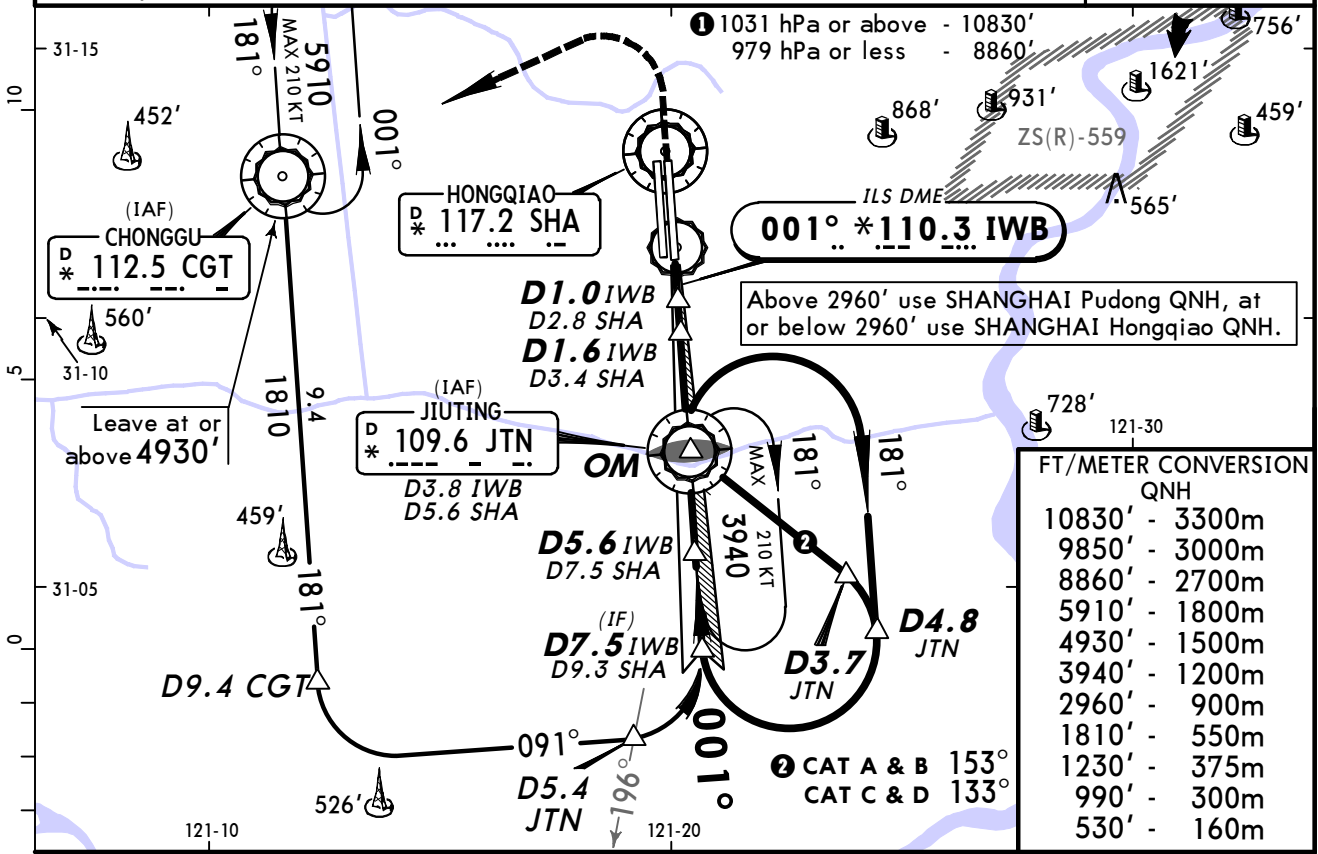
D-ATIS <b>132.25</b>	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 <b>120.3</b> <b>125.4</b>		HONGQIAO Tower East <b>118.1</b> West <b>118.65</b>		Ground East <b>121.6</b> West <b>121.85</b>	
LOC IWB <b>*110.3</b>	Final Apch Crs <b>001°</b>	GS JTN VOR <b>1230'</b> (1220')	ILS DA(H) <b>210'</b> (200')	Apt Elev <b>10'</b>	RWY <b>10'</b>	



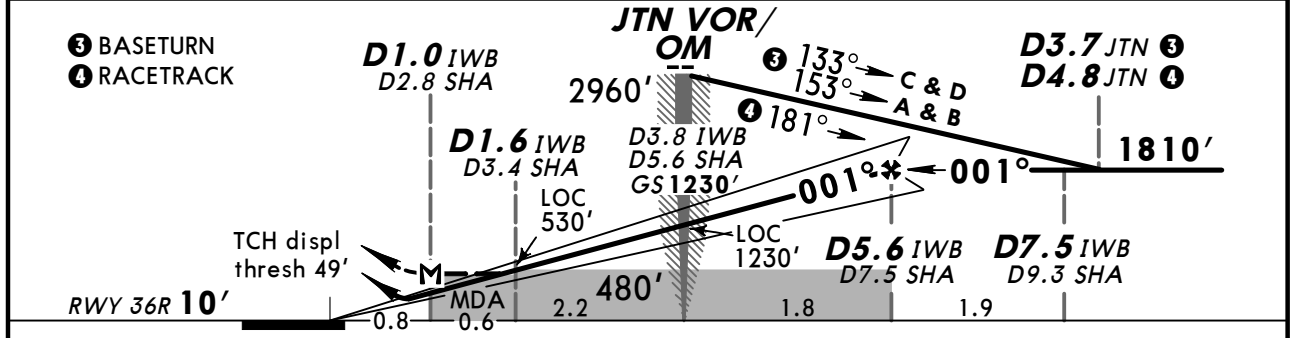
**MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT climbing to reach CGT VOR at 2960'.**

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

Initial apch MAX 205 KT.



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

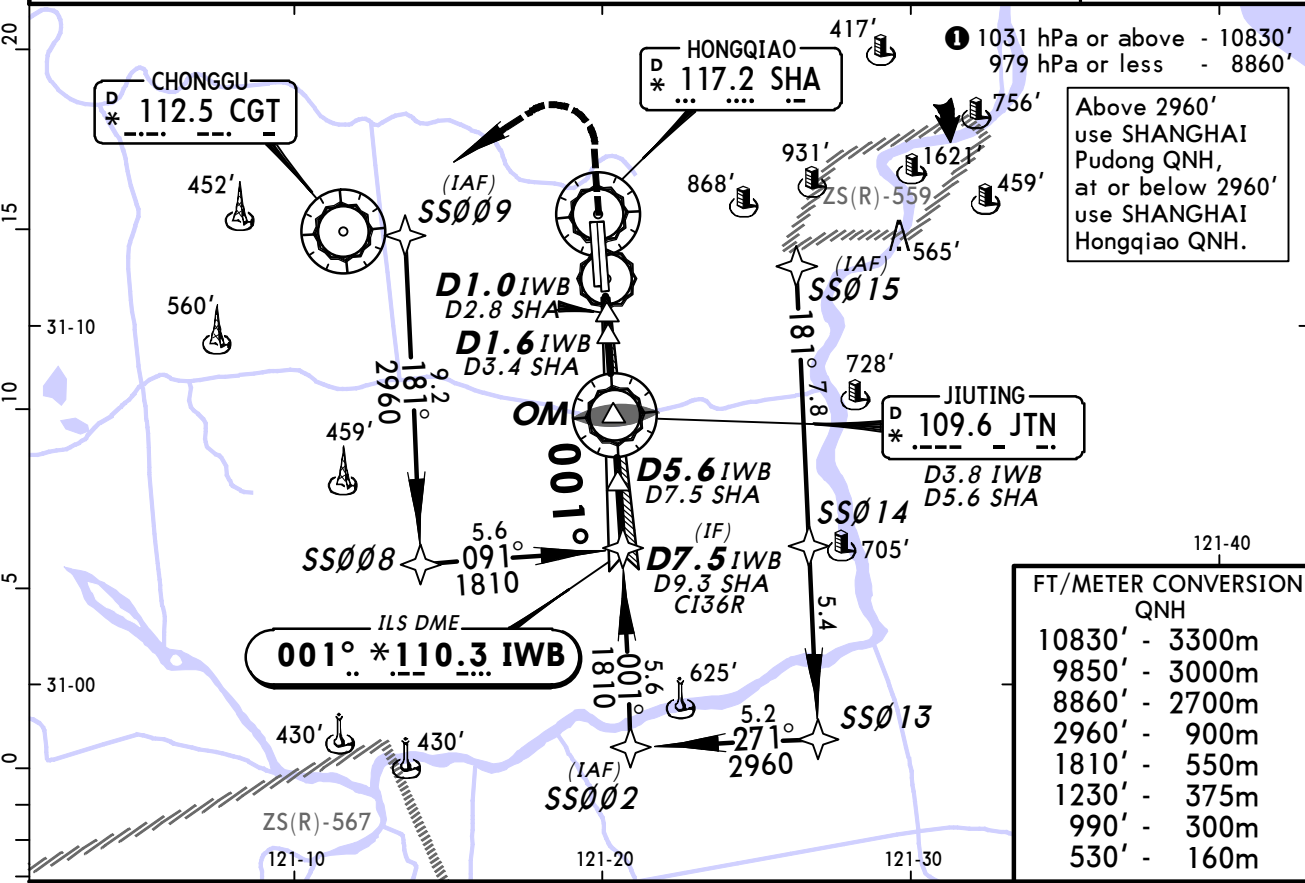


Gnd speed-Kts	70	90	100	120	140	160		HIALS	990'	2960'	CGT
ILS GS or								PAPI	↑	↙	112.5
LOC Descent Angle	3.00°										
MAP at D1.0 IWB/D2.8 SHA											

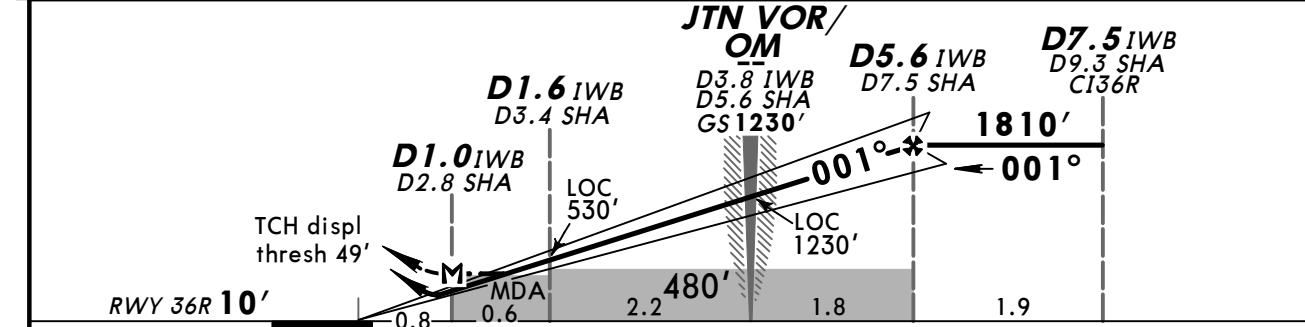
STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) <b>210'</b> (200')		LOC (GS out) MDA(H) <b>430'</b> (420')			
FULL		ALS out		ALS out	
A				Max Kts	MDA(H)
B				100	<b>690'</b> (680') 2800m
C	RVR 720m VIS 800m	1200m		135	<b>690'</b> (680') 3200m
D				180	<b>790'</b> (780') 4400m
				205	<b>790'</b> (780') 4800m

PANS OPS

BRIEFING STRIP™	D-ATIS <b>132.25</b>	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10- <b>120.3 125.4</b>		HONGQIAO Tower East <b>118.1</b>	West <b>118.65</b>	Ground East <b>121.6</b>	West <b>121.85</b>
	LOC IWB <b>*110.3</b>	Final Apch Crs <b>001°</b>	GS JTN VOR <b>1230' (1220')</b>	ILS DA(H) <b>210' (200')</b>	Apt Elev <b>10'</b>	RWY <b>10'</b>	<p>MSA SHA VOR</p>
<p><b>MISSED APCH: Climb STRAIGHT AHEAD to 990', then turn LEFT climbing to reach CGT VOR at 2960', then as directed.</b></p> <p>Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL 118      Trans alt: 9850' <b>①</b> Initial apch MAX 205 KT.</p>							



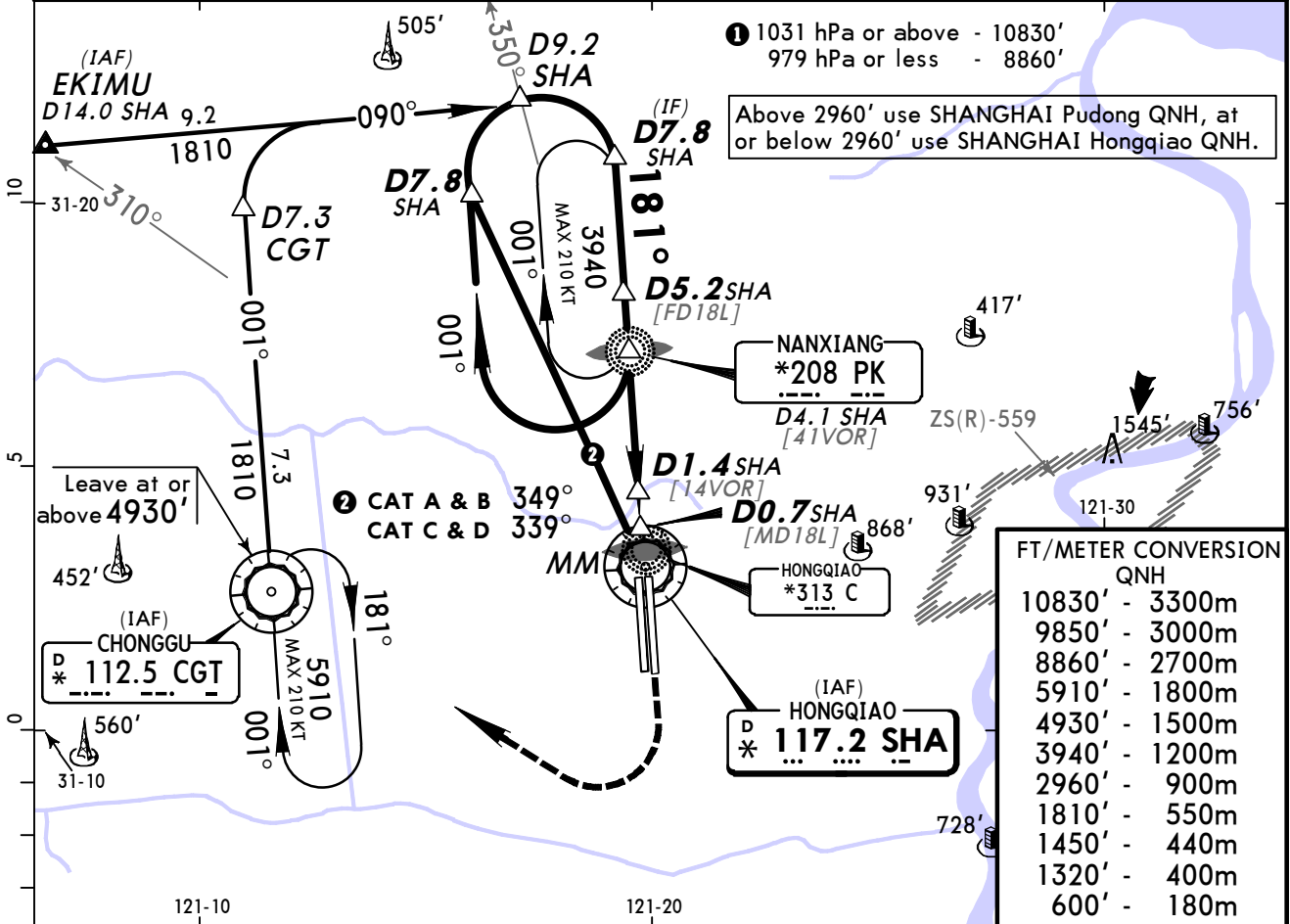
LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640'	960'	1280'	1600'



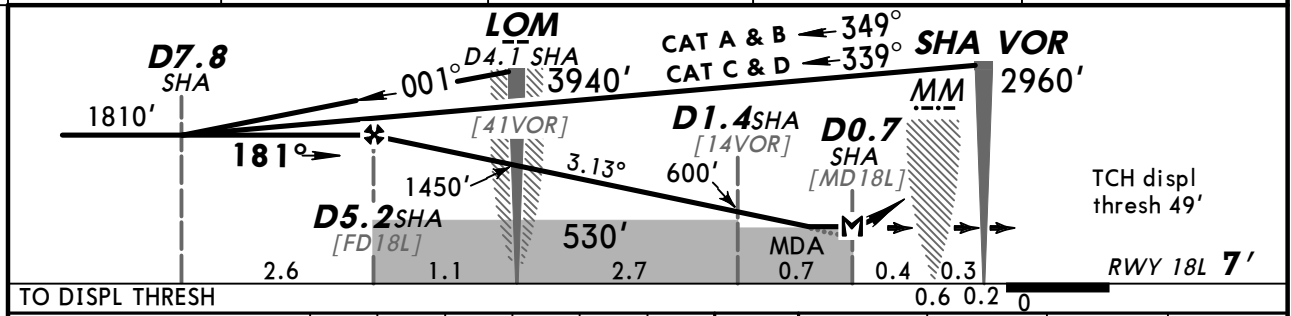
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 990' ↑ 2960' ↙ CGT 112.5 LT
ILS GS or	377	485	539	647	755	862	
LOC Descent Angle 3.00°							
MAP at D1.0 IWB/D2.8 SHA							

STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND Not authorized East of runway	
ILS DA(H) <b>210' (200')</b>		LOC (GS out) MDA(H) <b>430' (420')</b>		Max Kts	MDA(H)
FULL	ALS out	ALS out	ALS out		
A				100	690' (680') 2800m
B				135	690' (680') 3200m
C	RVR 720m VIS 800m	1200m		180	790' (780') 4400m
D			2000m	205	790' (780') 4800m

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



SHA DME	5.0	4.0	3.0	2.0
ALTITUDE	1730'	1400'	1090'	770'

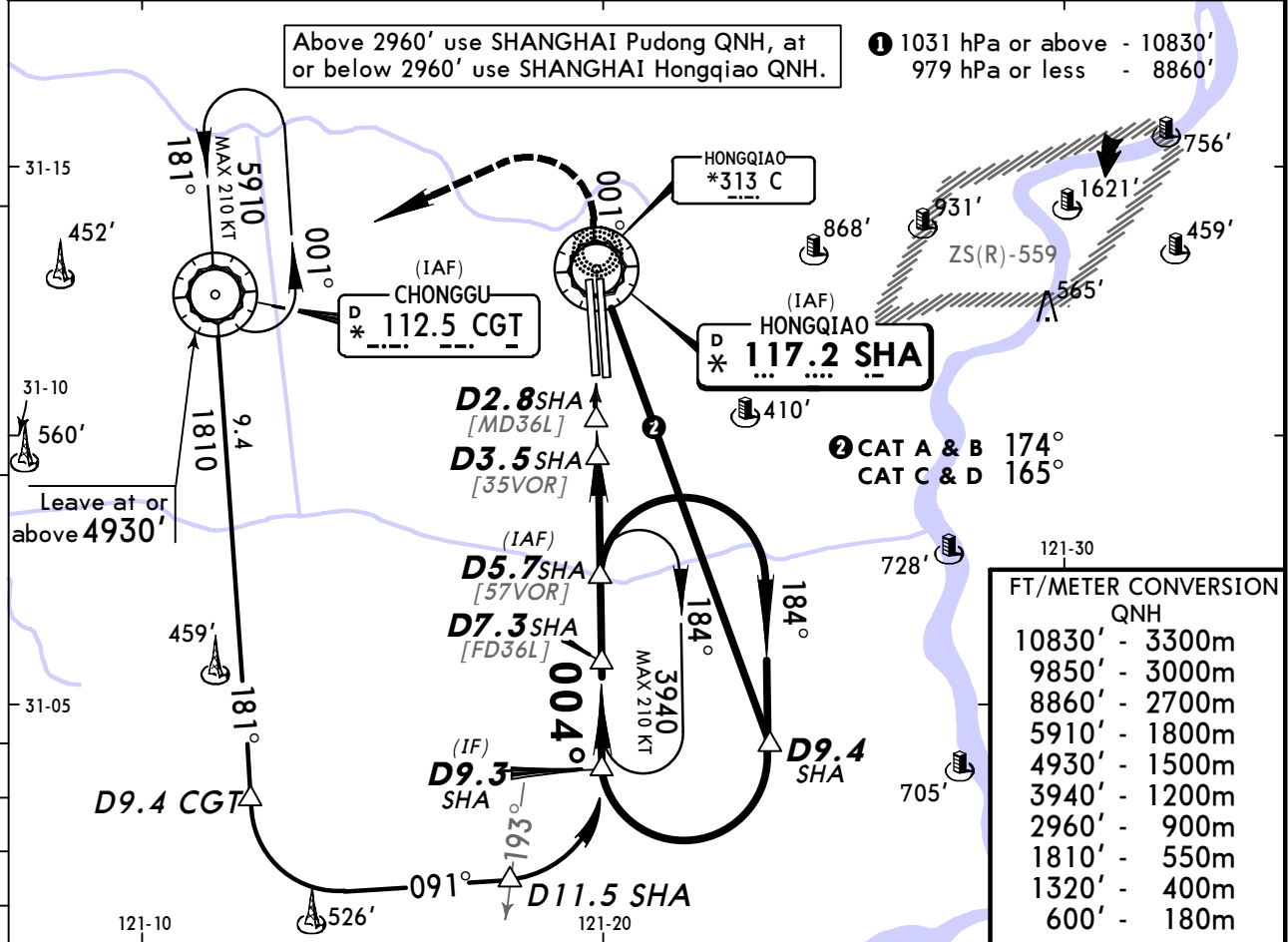


TO DISPL THRESH							ALSF-II	1320'	2960'	CGT
Gnd speed-Kts	70	90	100	120	140	160			112.5	
Descent Angle	3.13°	388	498	554	665	775				886
MAP at D0.7 SHA										

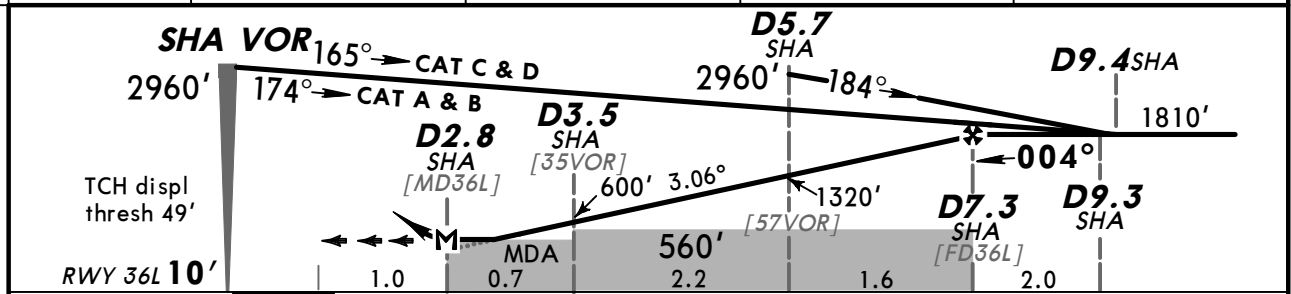
STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
MDA(H) 460' (453')		Not authorized East of runway	
ALS out		Max Kts	MDA(H)
A	1600m	100	690' (680') 2800m
B		135	690' (680') 3200m
C	2000m	180	790' (780') 4400m
D		205	790' (780') 4800m

PANS OPS

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



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

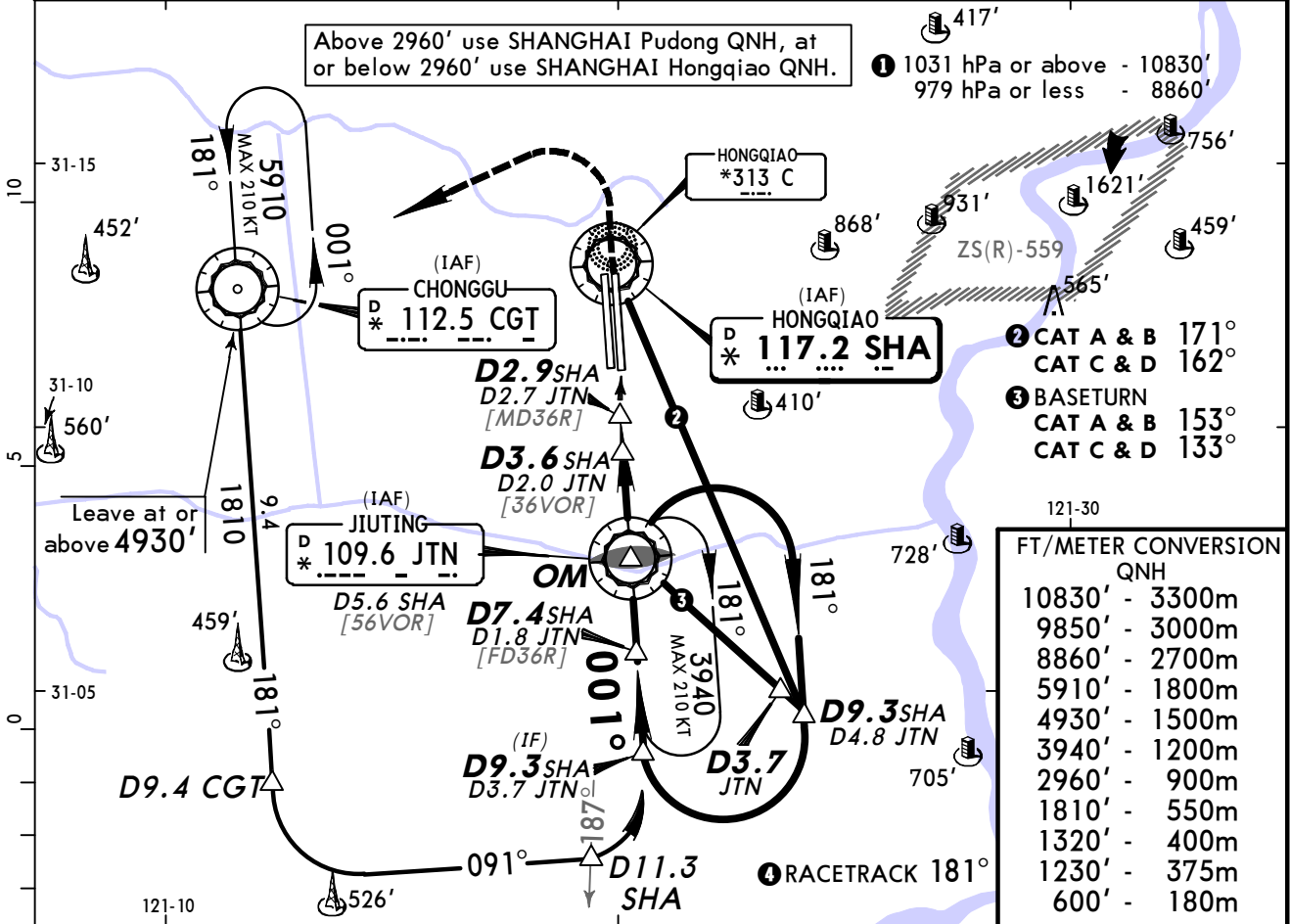


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI ↑	SHA 117.2 R-001	1320'	CGT 112.5 LT
Descent Angle	3.06°	379	487	541	650	758		866		
MAP at D2.8 SHA										

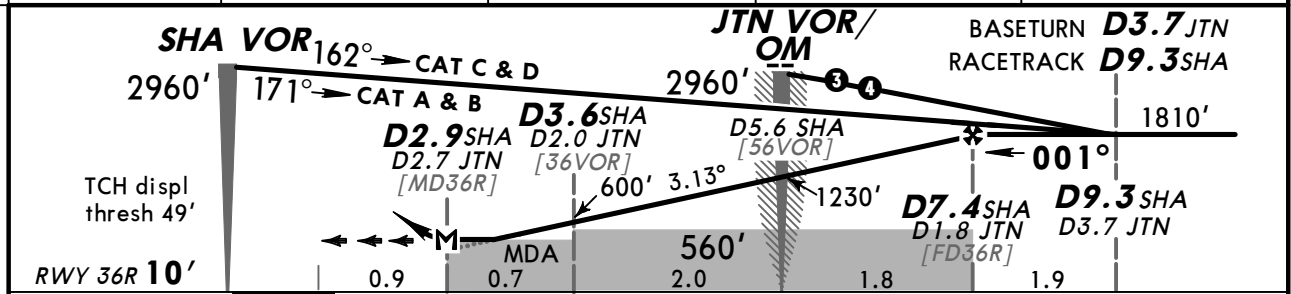
STRAIGHT-IN LANDING RWY 36L						CIRCLE-TO-LAND				
MDA(H) 460' (450')						Not authorized East of runway				
ALS out						Max Kts	MDA(H)			
A						100	690' (680')		2800m	
B	2400m					135	690' (680')		3200m	
C						180	790' (780')		4400m	
D	2800m					205	790' (780')		4800m	

BRIEFING STRIP™

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



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1320' 2960' CGT ↑ LT 112.5
Descent Angle	3.13°	388	498	554	665	775	
MAP at D2.9 SHA/D2.7 JTN							

STRAIGHT-IN LANDING RWY 36R		CIRCLE-TO-LAND	
MDA(H) 460' (450')		Not authorized East of runway	
ALS out		Max. Kts	MDA(H)
A		100	690' (680') 2800m
B	2000m	135	690' (680') 3200m
C		180	790' (780') 4400m
D	2400m	205	790' (780') 4800m

PANS OPS