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Airport Information For ZSSS

Terminal Charts For ZSSS

Revision Letter For Cycle 19-2016

Change Notices

Notebook

General Information

Location: SHANGHAI CHN
ICAO/IATA: ZSSS / SHA
Lat/Long: N31°11.8', E121°20.1'
Elevation: 10 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 5.0°W

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

Sunrise: 2138 Z
Sunset: 1002 Z

Runway Information

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

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

Runway: 36L

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

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

Communication Information

ATIS: 132.250
Hongqiao Tower: 118.100
Hongqiao Tower: 118.250 Secondary
Hongqiao Tower: 124.300 Secondary
Hongqiao Tower: 118.650
Hongqiao Ground: 118.100 Secondary
Hongqiao Ground: 121.600
Hongqiao Delivery Ground: 121.750
Hongqiao Ground: 121.850
Hongqiao Ground: 121.900 Secondary
Shanghai Approach: 121.100
Shanghai Approach: 126.650
Shanghai Approach: 125.850
Shanghai Approach: 120.300
Shanghai Approach: 124.050 Secondary
Shanghai Approach: 119.200 Secondary
Shanghai Approach: 120.650 Secondary
Shanghai Approach: 123.800
Shanghai Approach: 119.750 Secondary
Shanghai Approach: 126.300
Shanghai Approach: 125.400
Shanghai Approach: 128.050 Secondary
Shanghai Approach: 127.750

ZSSS/SHA
HONGQIAO

JEPPESEN

26 AUG 16

10-1P

SHANGHAI, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 132.25

1.2. NOISE ABATEMENT

1.2.1. RUN-UP TESTS

GENERAL

Engine run-ups are subject to AOC permission and TWR clearance and are monitored by a specialized officer.

During engine run-ups people and vehicle are forbidden to pass through engine danger area. Engine run-ups area must have clear markings. Engine run-ups must stop immediately if there come out any safety hazards. Specialized officer is responsible for new permission.

COOL RUNNING TESTS

All parking stands are available for cool running tests.

ENGINE IDLE TESTS

Available on parking stands 91-99, 286-290, 313-327, 338-342, 401-413, 601-608 and 917-924. 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 11-16, 212-285, 301-312, 328-332 and ACFT with engine on tail part shall be pushed back to holding point for engine idle test; ACFT parking on stands 333-337 shall be pushed back to TWY L20 for engine idle tests.

FAST RUN-UPS

Available on apron 4, 273'/83m west of TWY D CL, between stands 402-405. 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 214'/65m can carry out run-ups on run-ups stand with nose to South. Stands 401-406 must be vacated before run-ups by 747-8 take place on apron 4.

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.

1.2.2. 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.

If Pilots require to use APU, contact APT Equipment and Information via Tel. 86-21-22381500.

1.3. RWY OPERATIONS

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

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10-1P1

SHANGHAI, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWYs L01, L10, L16, L18, L19, Y1 thru Y3 and M1 thru M6 restricted to B747-8 and ACFT with wingspan less than 213'/65m.

TWY L11 wingspan restricted to less than 171'52m.

TWYs L12 thru L15, L17 and L20 wingspan restricted to less than 118'36m.

TWY L08 wingspan restricted to less than 79'24m.

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.

1.4.2. 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".

1.5. OPERATIONAL RULES FOR B747-8

1.5.1. RWY 18L/36R mainly used for arrivals, 18R/36L for departures.

1.5.2. Pilots shall follow ATC instructions for taxi routes of B747-8. For TWYs unusable for B747-8 refer to 10-9A1 chart.

1.5.3. Stands 95, 97, 248, 250 and 411 are available for B747-8.

1.5.4. B747-8 shall be guided into stands by Follow-me.

1.5.5. Use judgmental steering at following TWY corner sections:

- TWYs A1 thru A4, H1, H7, T1, T6, K6 and K7 into TWY A;
- TWYs H1, H7, T1 and T6 into RWY 18L/36R;
- TWY L01 into TWYs K6 and K7.

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12 AUG 16

10-1P2

Eff 17 Aug 1600Z

AIRPORT BRIEFING

1. GENERAL

1.6. PARKING INFORMATION

Visual docking guidance system available for stands 221 thru 275.

Stands guidance system available for stands 8 thru 16.

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.

On adjacent parking stands, two ACFT forbidden to move simultaneously, including taxi into/out by own power and push-back.

All stands except 313 thru 315 are taxi in/push-back.

On stands TP06 thru TP08 parking nose to South and follow ATC instructions

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

Entry/exit of stand 232 forbidden while ACFT parking nose to South on TWY L12.

Entry/exit of stand 235 forbidden while ACFT parking nose to North on TWY L12.

Entry/exit of stand 262 forbidden while ACFT parking nose to South on TWY L13.

Entry/exit of stand 265 forbidden while ACFT parking nose to North on TWY L13.

Enter stand 301 from TWY L08 via TWY K1.

1.7. OTHER INFORMATION

1.7.1. GENERAL

Birds.

RWYs 18L and 18R right-hand circuit.

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

1.7.2. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

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

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SHANGHAI, PR OF CHINA

12 AUG 16

10-1P3

Eff 17 Aug 1600Z

AIRPORT BRIEFING

2. ARRIVAL

2.1. GENERAL

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

2.2. COMMUNICATION FAILURE PROCEDURE

Landing to North:

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

Landing to South:

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

2.3. RWY OPERATIONS

RWY 18L/36R mainly used for arrival.

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

2.4. TAXI PROCEDURES

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

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

Arrival ACFT shall stop on TWYs before turning into parking stand lead-in lines, then observe and keep slow speed to taxi into parking stand.

Arrival ACFT shall stop at AH01 thru AH03 before taxiing into HS05 thru HS07, then observe and keep slow speed to taxi into parking stand.

2.5. OTHER INFORMATION

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

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10-1P4

SHANGHAI, PR OF CHINA
Eff 17 Aug 1600Z

AIRPORT BRIEFING

3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

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

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

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

3.2. DE-ICING

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

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

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

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

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

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

TWY L15 only available for departure ACFT with wingspan restriction less than 118'/36m.

TWY L16 only available for departure ACFT with wingspan restriction less than 213'/65m.

TWY L17 only for departure ACFT.

ACFT using stand 2 shall not start-up until being pushed to main taxi line either West of stand 3 or North of stand 6 with nose to South.

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

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

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

3. DEPARTURE

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

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

Normally, ACFT on stands 301, 306, 307, 313 and 314 shall be pushed back with nose to North and stands 302 thru 305 and 308 thru 312 with nose to South, except when ATC instructs otherwise.

ACFT on stands 315 thru 342 shall be pushed back with nose direction by ATC.

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 412 and 413 shall be pushed back to holding point on TWY L11 with nose to South. If ACFT needs to change direction after being pushed back, ACFT shall get ATC clearance and shall be pushed to TWY D by ATC instructions.

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

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

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

ACFT on stands 604 and 604B shall be pushed back to holding point for TWY D.

ACFT on stands 604 thru 608 (including 604B) 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 on apron 6.

- **Requirements for ACFT occupying RWY (except for wet or contaminated RWY):**
ACFT shall finish RWY alignment within 60 seconds from holding position. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform TWR before entering RWY.

3.3.1. 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
217 thru 221	EOP01
222 thru 227	EOP02
228 thru 231	Tangency point between push-back lines and TWY M2
236 thru 238	Tangency point between push-back lines and TWY M3
239 thru 248	EOP03
250 thru 257	EOP04
258 thru 261	Tangency point between push-back lines and TWY M4
266 thru 270	Tangency point between push-back lines and TWY M5
271 thru 275	EOP05
276 thru 280	EOP06
281 thru 285	Tangency point between push-back lines and TWY M6

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12 AUG 16

10-1P6

Eff 17 Aug 1600Z

SHANGHAI, PR OF CHINA

AIRPORT BRIEFING

3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. TAKE-OFF

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

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

At 450m (1500') - reduce thrust to not less than climb power;
- climb at $V_2 + 20\text{km/h}$ (10 KT) with flaps/slats in take-off configuration;

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

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

3.5. RWY OPERATIONS

RWY 18R/36L mainly used for departure.

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17 JUN 16
Eff 22 Jun 1600Z

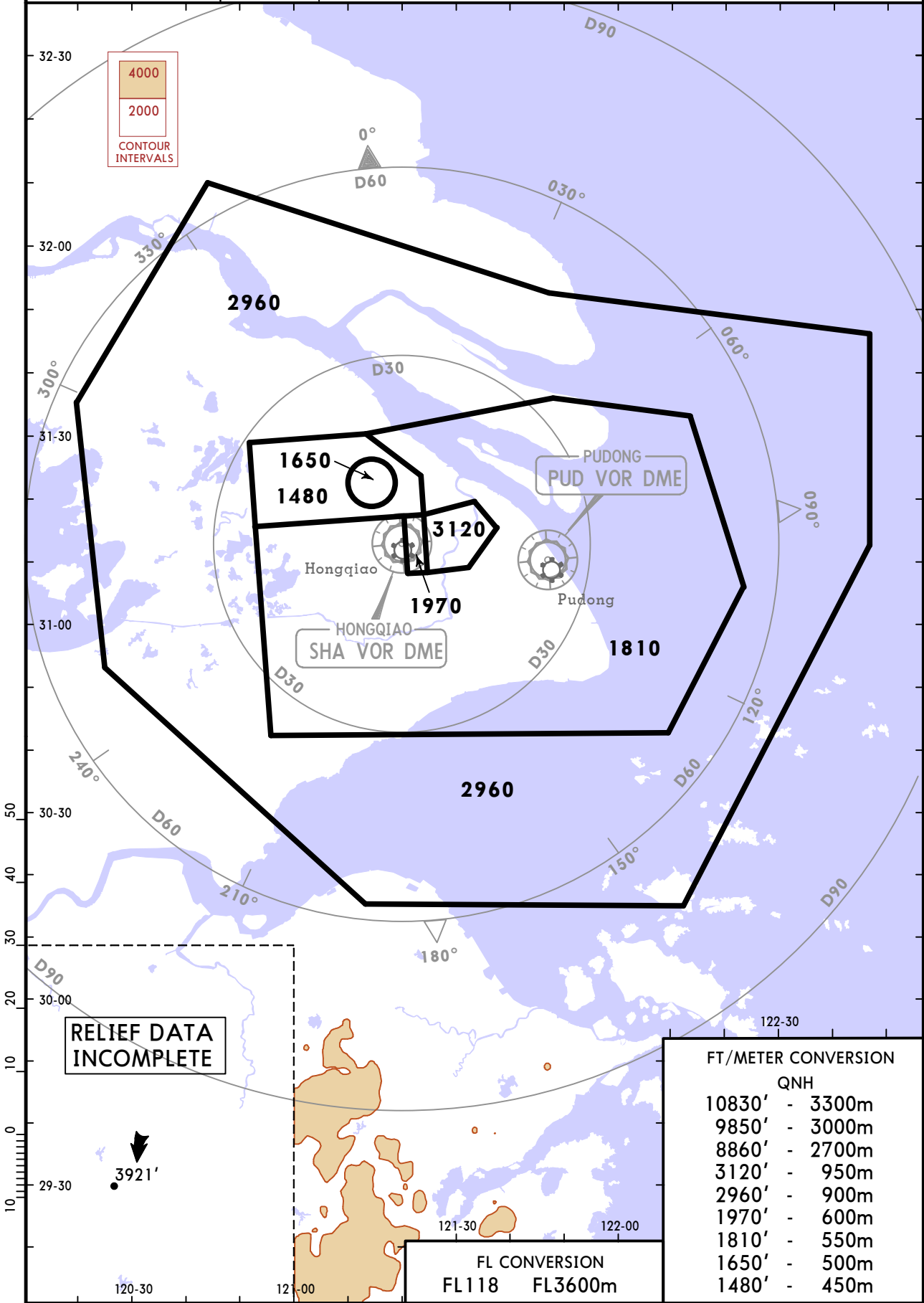
JEPPESSEN
10-1R

SHANGHAI, CHINA
RADAR MINIMUM ALTITUDES

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
Charts only to be used for cross-checking of altitudes assign while
under RADAR control.

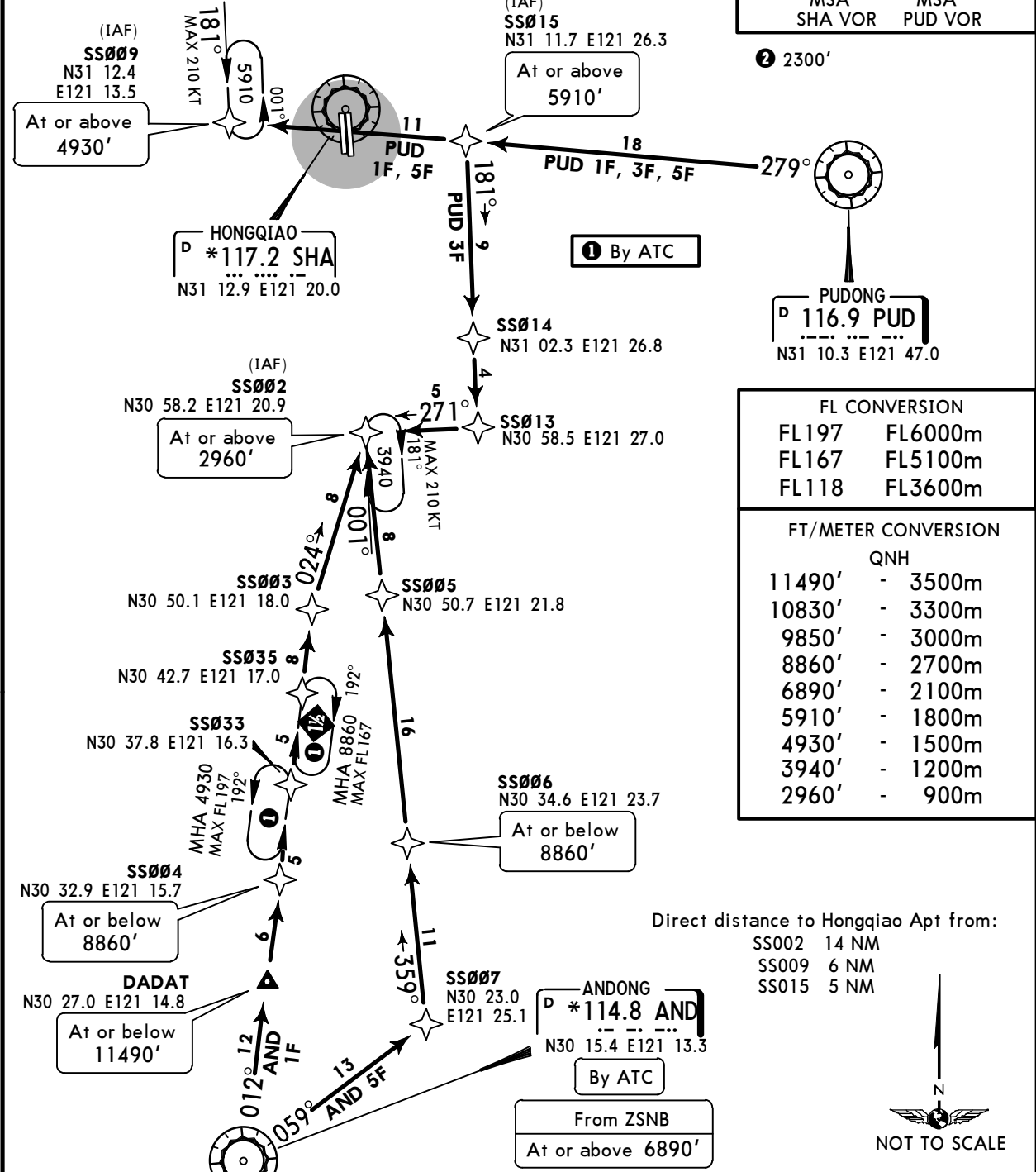
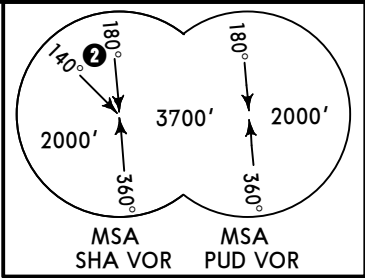


ZSSS/SHA
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JEPPESSEN SHANGHAI, PR OF CHINA
22 APR 16 10-2 Eff 27 Apr 1600Z RNAV STAR

D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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AND 1F, AND 5F ①, PUD 1F, PUD 3F, PUD 5F ①
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FL CONVERSION	
FL197	FL6000m
FL167	FL5100m
FL118	FL3600m

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

Direct distance to Hongqiao Apt from:
SS002 14 NM
SS009 6 NM
SS015 5 NM



NOT TO SCALE

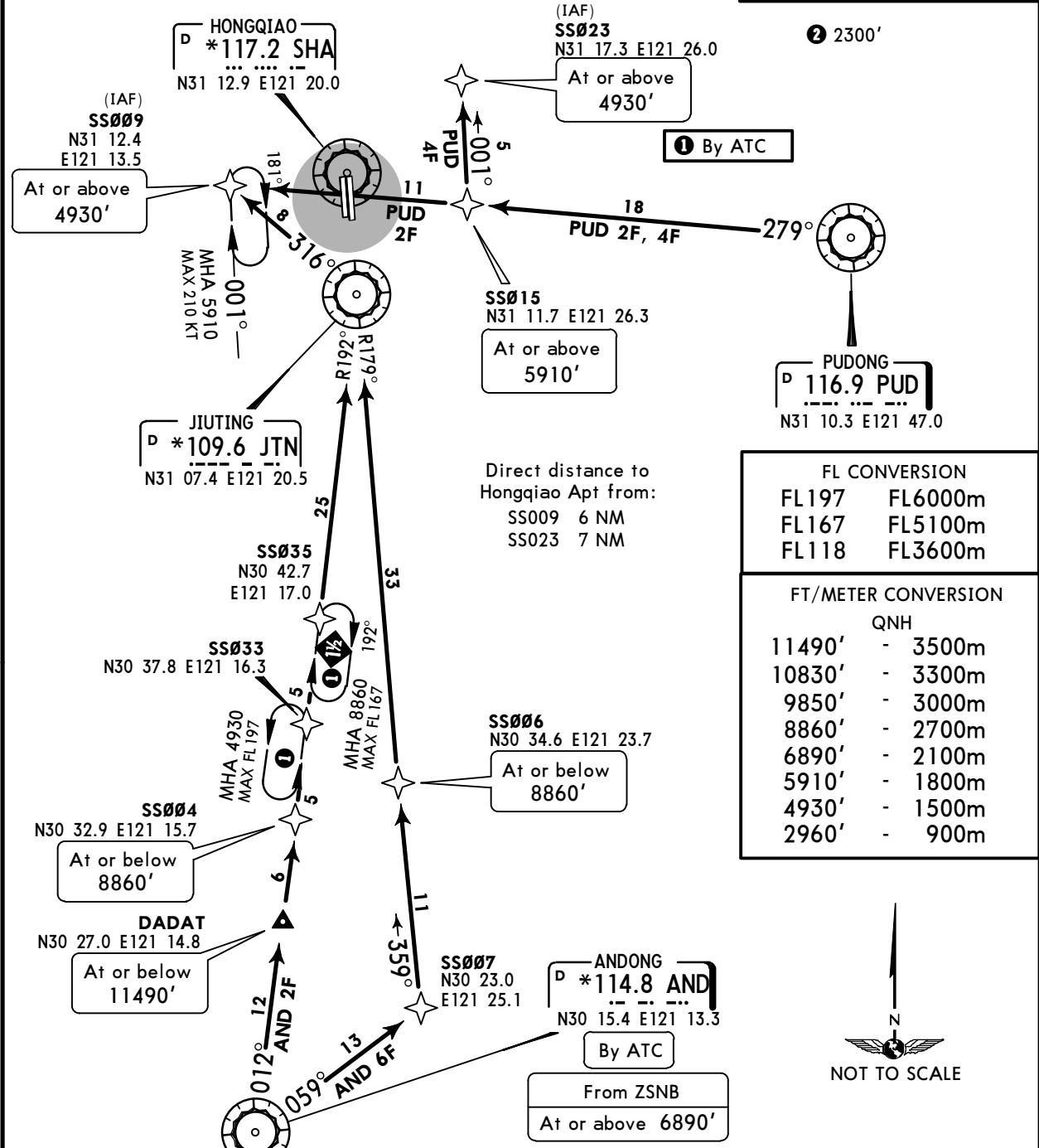
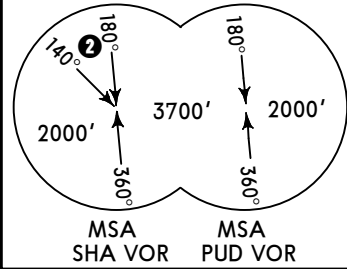
STAR	ROUTING
AND 1F	AND (6890'+ or by ATC) - DADAT (11490'-) - SS004 (8860'-) - SS033 - SS035 - SS003 - SS002 (2960'+).
AND 5F ①	AND (6890'+ or by ATC) - SS007 - SS006 (8860'-) - SS005 - SS002 (2960'+).
PUD 1F, PUD 5F ①	PUD - SS015 (5910'+) - SS009 (4930'+).
PUD 3F	PUD - SS015 (5910'+) - SS014 - SS013 - SS002 (2960'+).

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22 APR 16 **10-2A** Eff 27 Apr 1600Z **RNAV STAR**

D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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AND 2F, AND 6F ①, PUD 2F, PUD 4F ①
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



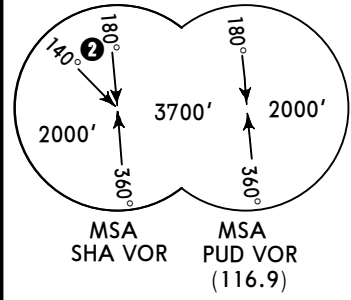
STAR	ROUTING
AND 2F	AND (6890'+ or by ATC) - DADAT (11490'-) - SS004 (8860'-) - SS033 - SS035 - JTN - SS009 (4930'+).
AND 6F ①	AND (6890'+ or by ATC) - SS007 - SS006 (8860'-) - JTN - SS009 (4930'+).
PUD 2F	PUD - SS015 (5910'+) - SS009 (4930'+).
PUD 4F ①	PUD - SS015 (5910'+) - SS023 (4930'+).

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JEPPESSEN SHANGHAI, PR OF CHINA
22 APR 16 10-2B Eff 27 Apr 1600Z RNAV STAR

D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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SAS 1F, SAS 3F
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



SASAN
N31 35.4 E120 19.2

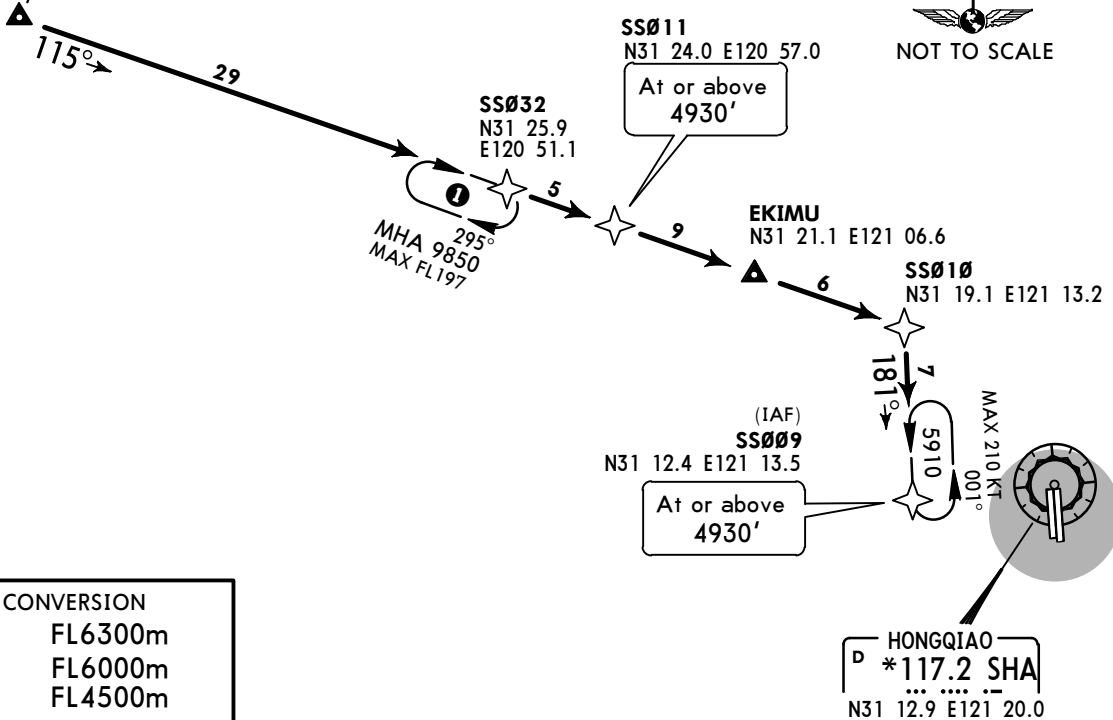
By ATC

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

CAT B
At FL128

CAT A
At 4930'

Direct distance to Hongqiao Apt from:
SS009 6 NM



FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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

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

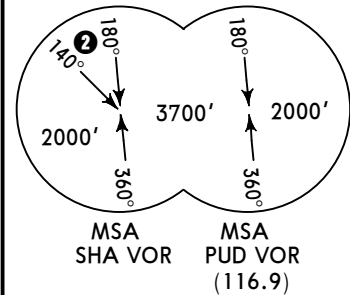
ZSSS/SHA
HONGQIAO

22 APR 16 **10-2C** Eff 27 Apr 1600Z **RNAV STAR**

D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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SAS 2F, SAS 4F ①
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

① By ATC

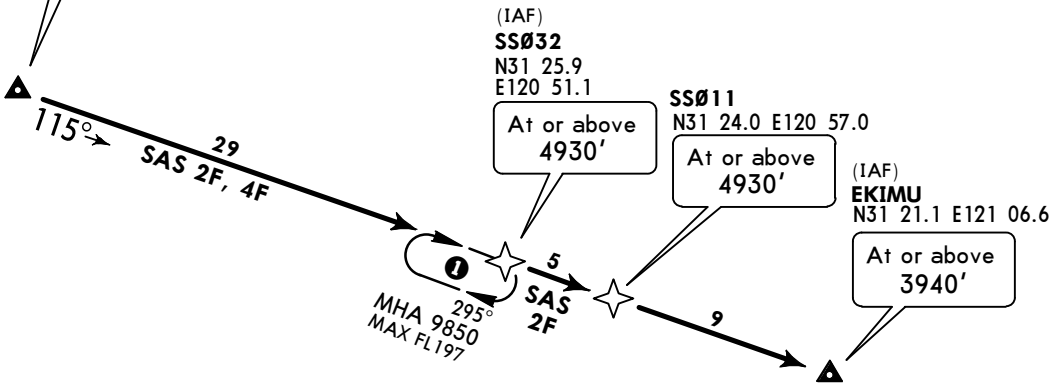


SASAN
N31 35.4 E120 19.2

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

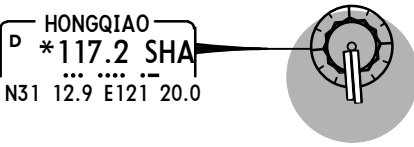
Direct distance to Hongqiao Apt from:
EKIMU 15 NM
SS032 29 NM

② 2300'



FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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



STAR	ROUTING
SAS 2F	SASAN - SS032 (4930'+) - SS011 (4930'+) - EKIMU (3940'+).
SAS 4F ①	SASAN - SS032 (4930'+).

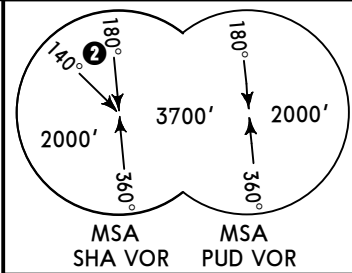
ZSSS/SHA
HONGQIAO

22 APR 16 10-2E Eff 27 Apr 1600Z STAR

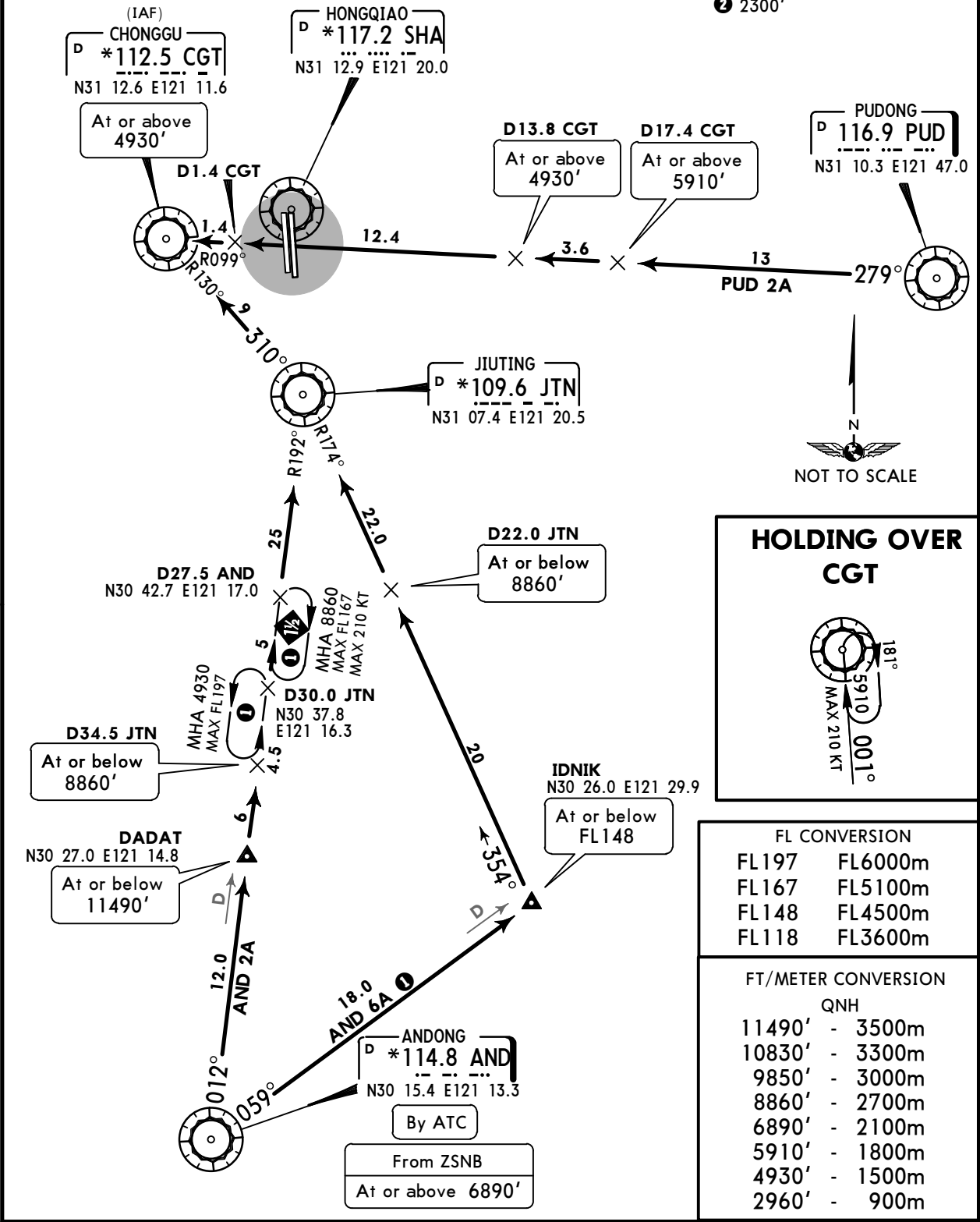
D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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AND 2A, AND 6A ①, PUD 2A
RWYS 18L/R ARRIVALS

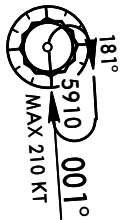
① By ATC



② 2300'



HOLDING OVER
CGT



FL CONVERSION	
FL197	FL6000m
FL167	FL5100m
FL148	FL4500m
FL118	FL3600m

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

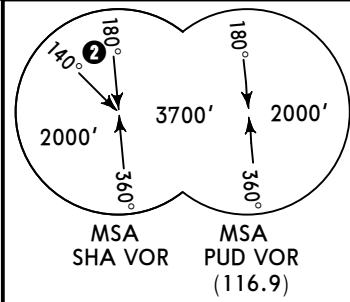
ZSSS/SHA
HONGQIAO

22 APR 16 10-2F Eff 27 Apr 1600Z STAR

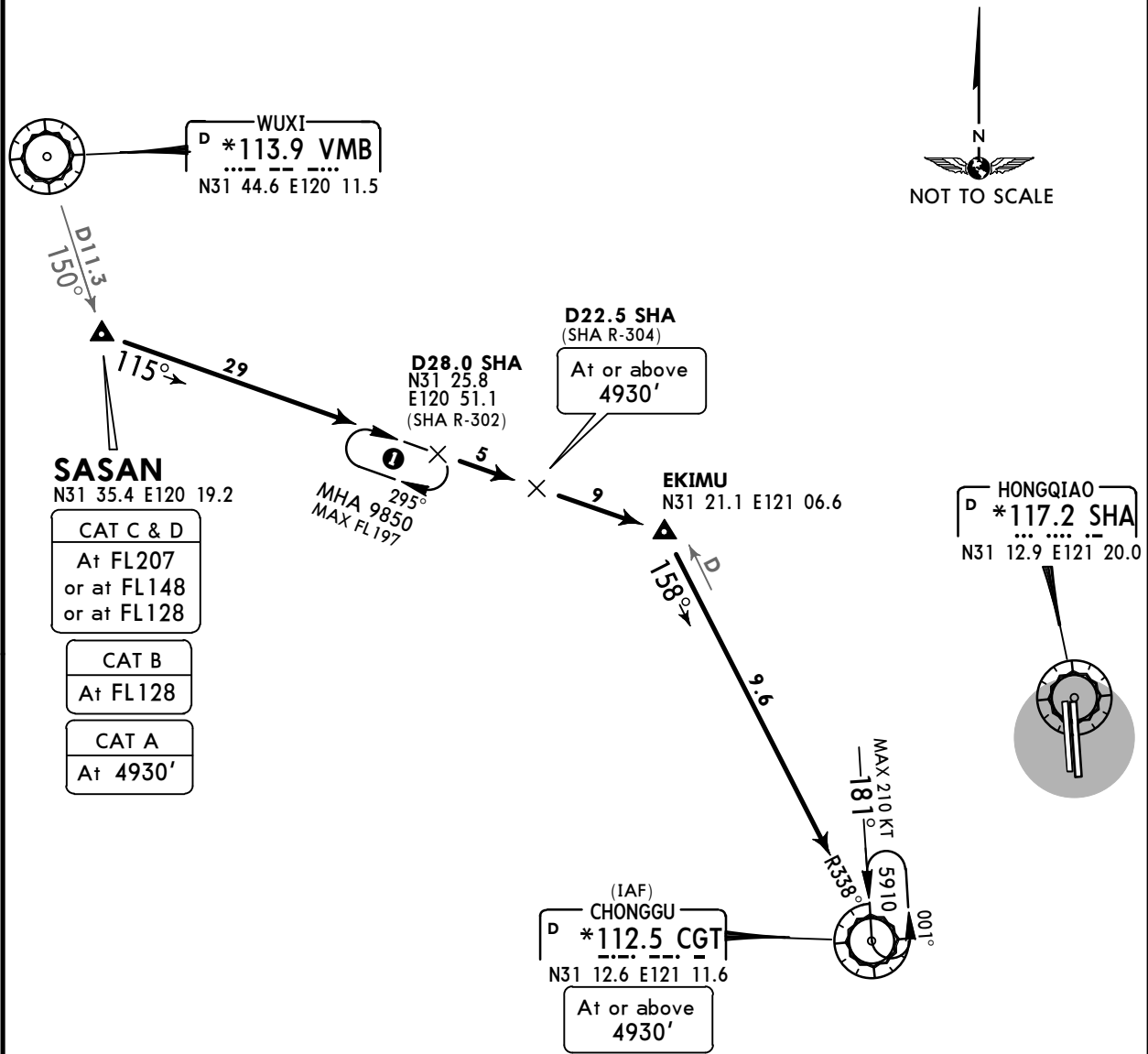
D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
------------------	-----------------	---

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

① By ATC



② 2300'



FT/METER CONVERSION		FL CONVERSION	
QNH		FL207	FL6300m
10830'	- 3300m	FL197	FL6000m
9850'	- 3000m	FL148	FL4500m
8860'	- 2700m	FL128	FL3900m
5910'	- 1800m	FL118	FL3600m
4930'	- 1500m		
2960'	- 900m		

CHANGES: MSA based on SHA revised.

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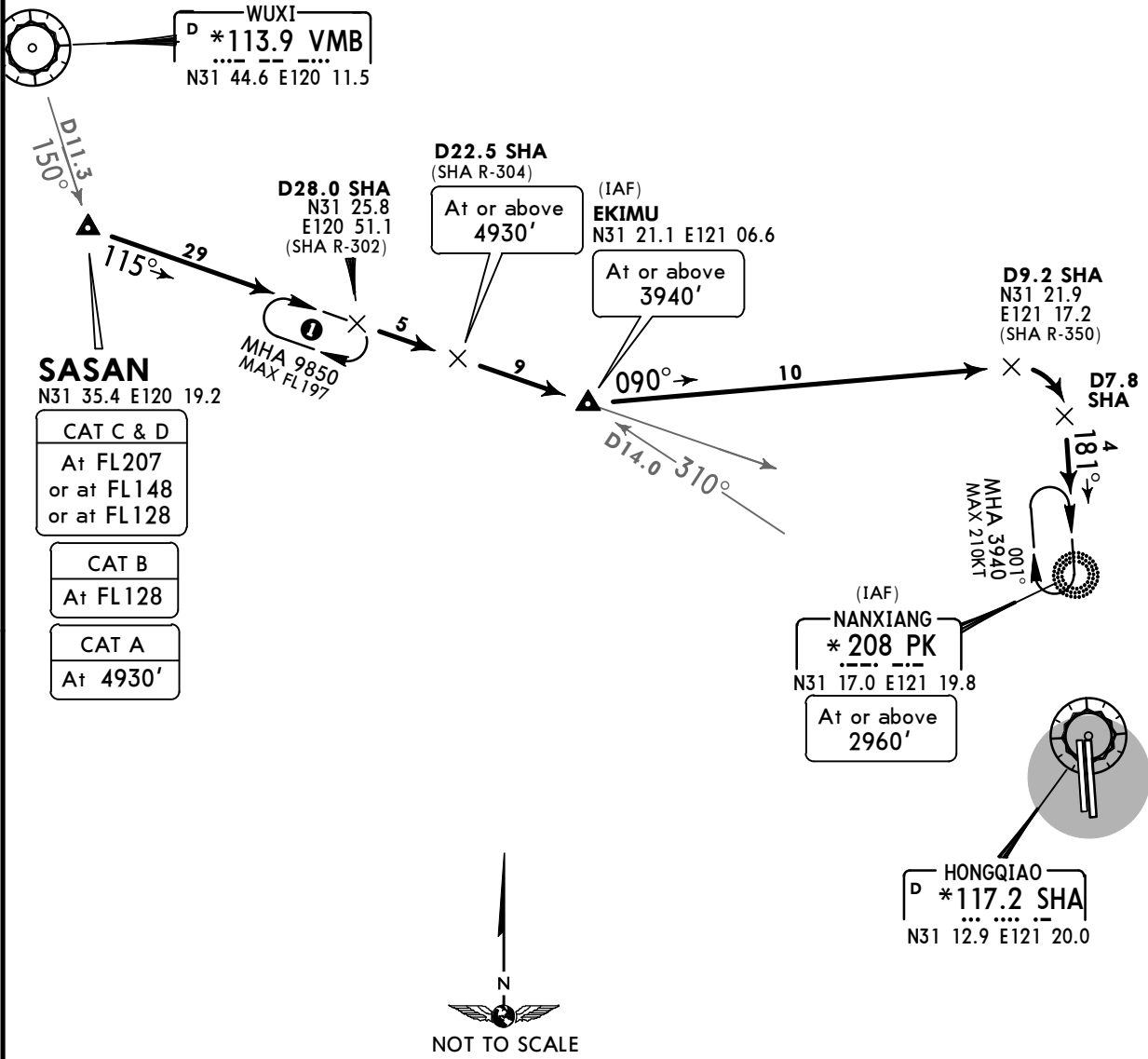
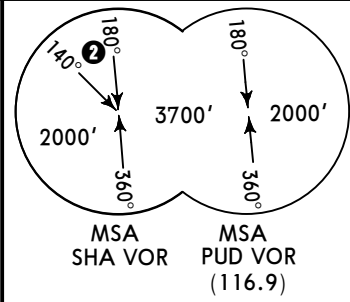
ZSSS/SHA
HONGQIAO

22 APR 16 **10-2G** Eff 27 Apr 1600Z **STAR**

D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
------------------	-----------------	---

SASAN 2A [SASA2A]
RWYS 18L/R ARRIVAL

① By ATC



FT/METER CONVERSION		FL CONVERSION	
QNH			
10830'	- 3300m	FL207	FL6300m
9850'	- 3000m	FL197	FL6000m
8860'	- 2700m	FL148	FL4500m
4930'	- 1500m	FL128	FL3900m
3940'	- 1200m	FL118	FL3600m
2960'	- 900m		

ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
3 JUN 16 10-3 RNAV SID

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.
1. RADAR required.
2. GNSS or DME/DME/IRU required.
3. RNAV 1.

MSA SHA VOR MSA PUD VOR

AND 1X, AND 2X, AND 3X
AND 4X, AND 6X, AND 8X
RWYS 18L/R, 36L/R RNAV DEPARTURES

NOT TO SCALE

① By ATC

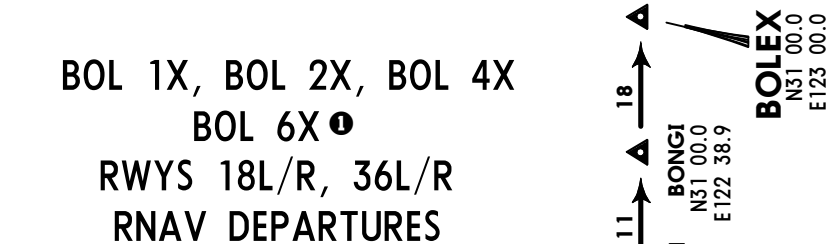
FT/METER CONVERSION
QNH
500' - 150m
660' - 200m
2960' - 900m
4930' - 1500m
5910' - 1800m
7880' - 2400m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION
FL118 FL3600m

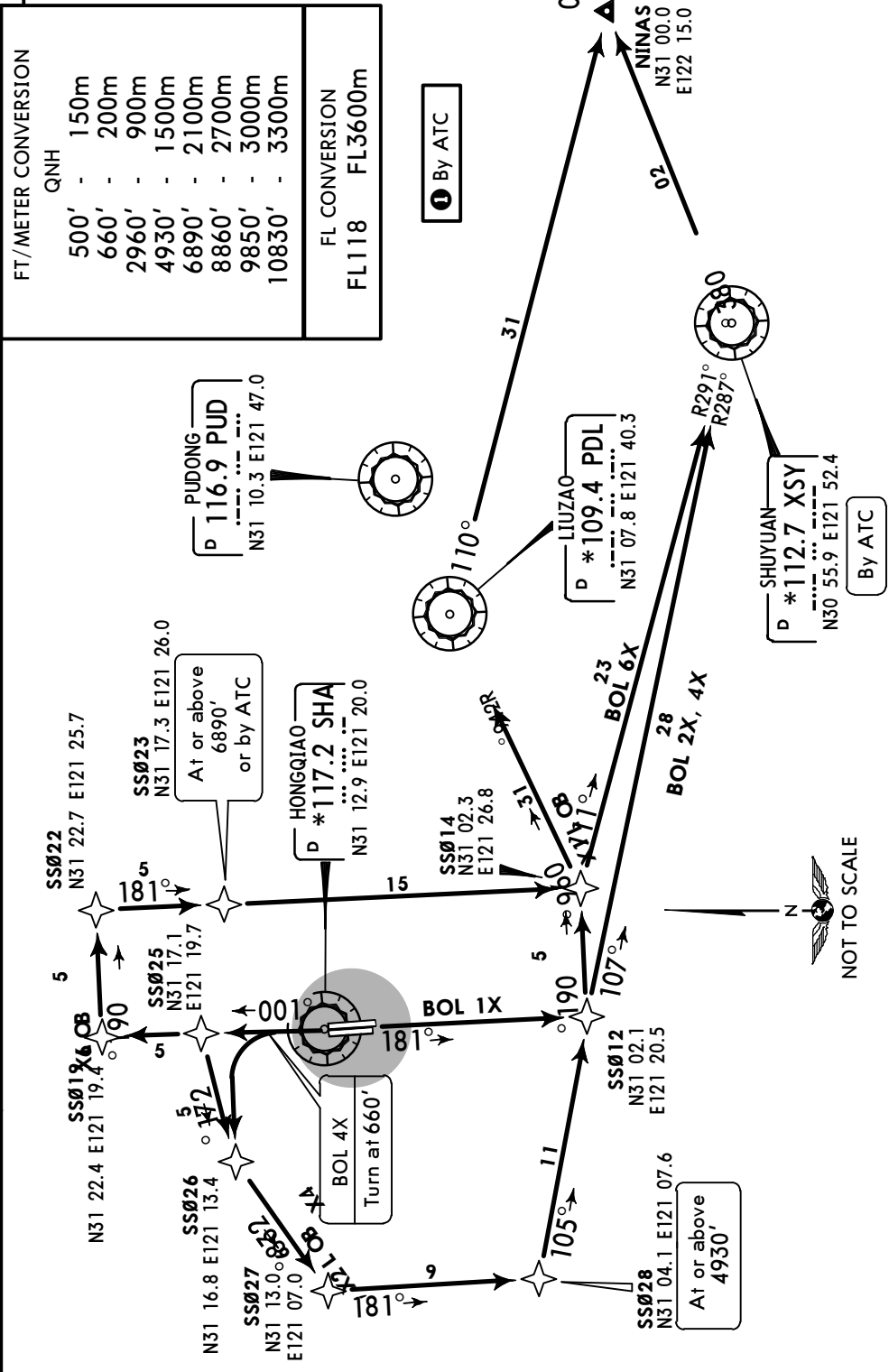
SID	RWY	ROUTING
AND 1X	18L/R	(500') - SS012 - SS031 (5910'+) - AND (7880'+ or by ATC).
AND 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS031 (5910'+) - AND (7880'+ or by ATC).
AND 3X ①	18L/R	(500') - SS012 - SS007 - AND (7880'+ or by ATC).
AND 4X ①	36L/R	SS025 - SS026 - SS027 - SS028 (4930'+)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

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.

1. RADAR required. 2. GNSS or DME/DME/IRU required. 3. RNAV 1.



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

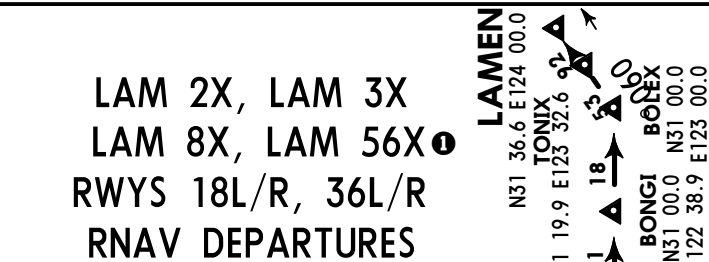


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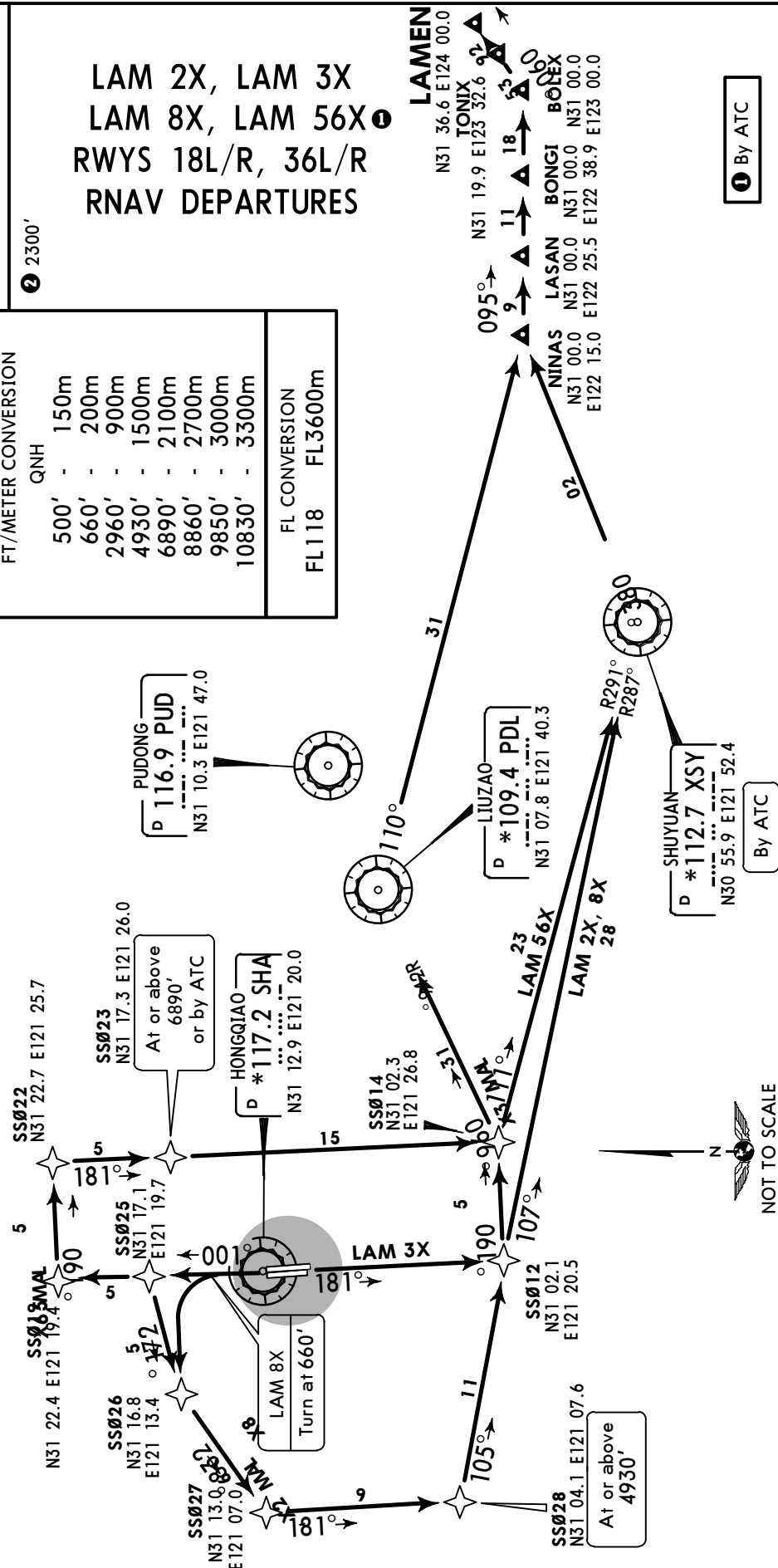
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Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below
 Above 2960' use SHANGHAI Pudong QNH,
 at or below 2960' use SHANGHAI Hongqiao QNH.

1. RADAR required. 2.GNSS or DME/DME/IRU required. 3. RNAV 1.



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



RNAV SID

ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
3 JUN 16 10-3F RNAV SID

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.

1. RADAR required.
2. GNSS or DME/DME/IRU required.
3. RNAV 1.

180°
140°
2000'
360°
3700'
2000'
180°
360°

MSA
SHA VOR

MSA
PUD VOR

ODU 1X, ODU 2X, ODU 3X
RWYS 18L/R, 36L/R RNAV DEPARTURES
BY ATC

ODULO
N33 15.2 E121 37.2

BUNVA
N31 58.4 E121 25.9

At
FL148

By ATC
At
FL128

SS021
N31 28.1 E121 25.4

At or above
9850'
or by ATC

SS025
N31 17.1 E121 19.7

SS027
N31 13.0 E121 07.0

SS028
N31 04.1 E121 07.6

At or above
4930'

HONGQIAO
D *117.2 SHA
N31 12.9 E121 20.0

SS015
N31 11.7 E121 26.3

At or above
6890'
or by ATC

SS014
N31 02.3 E121 26.8

SS012
N31 02.1 E121 20.5

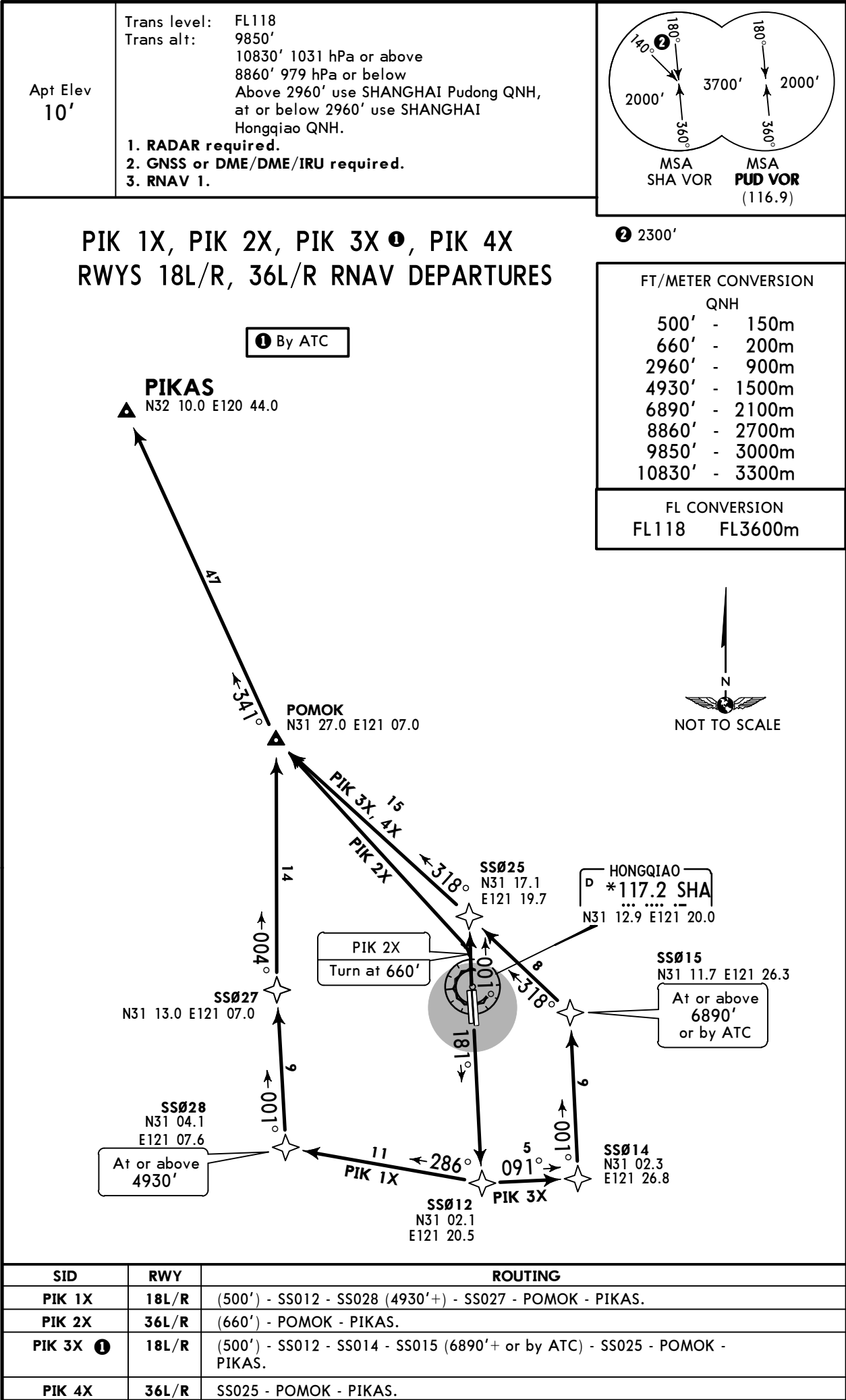
PUDONG
D 116.9 PUD
N31 10.3 E121 47.0

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

CHANGES: MSA. © JEPPESSEN, 2013, 2016. ALL RIGHTS RESERVED.

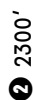
ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
3 JUN 16 10-3G RNAV SID



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.

1. RADAR required. 2. GNSS or DME/DME/IRU required. 3. RNAV 1.



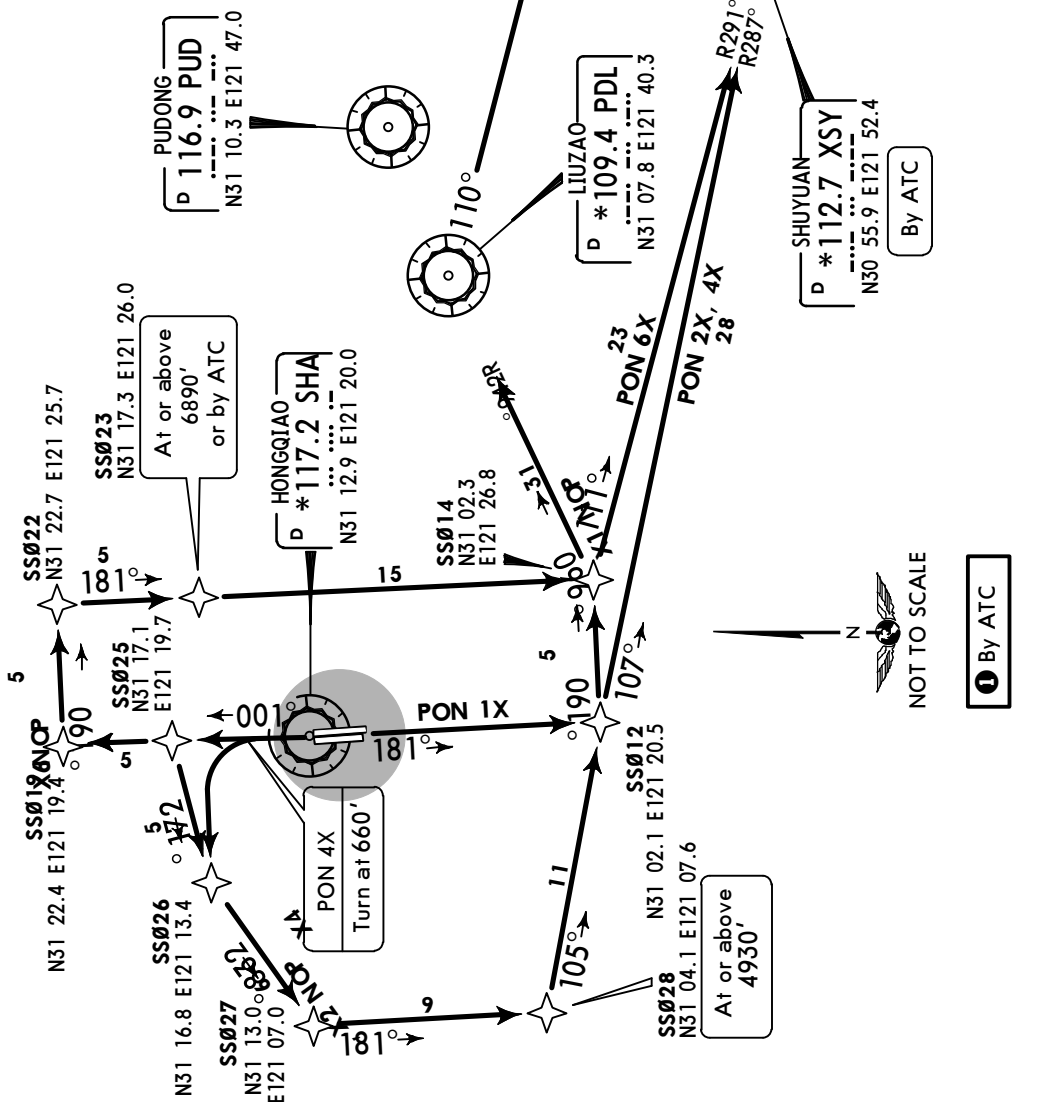
FEET/METER CONVERSION

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

FL CONVERSION
FL118 FL3600n



	SID	RWY
	PON 1X	18L/R
	PON 2X	36L/R
	PON 4X	
	PON 6X 1	



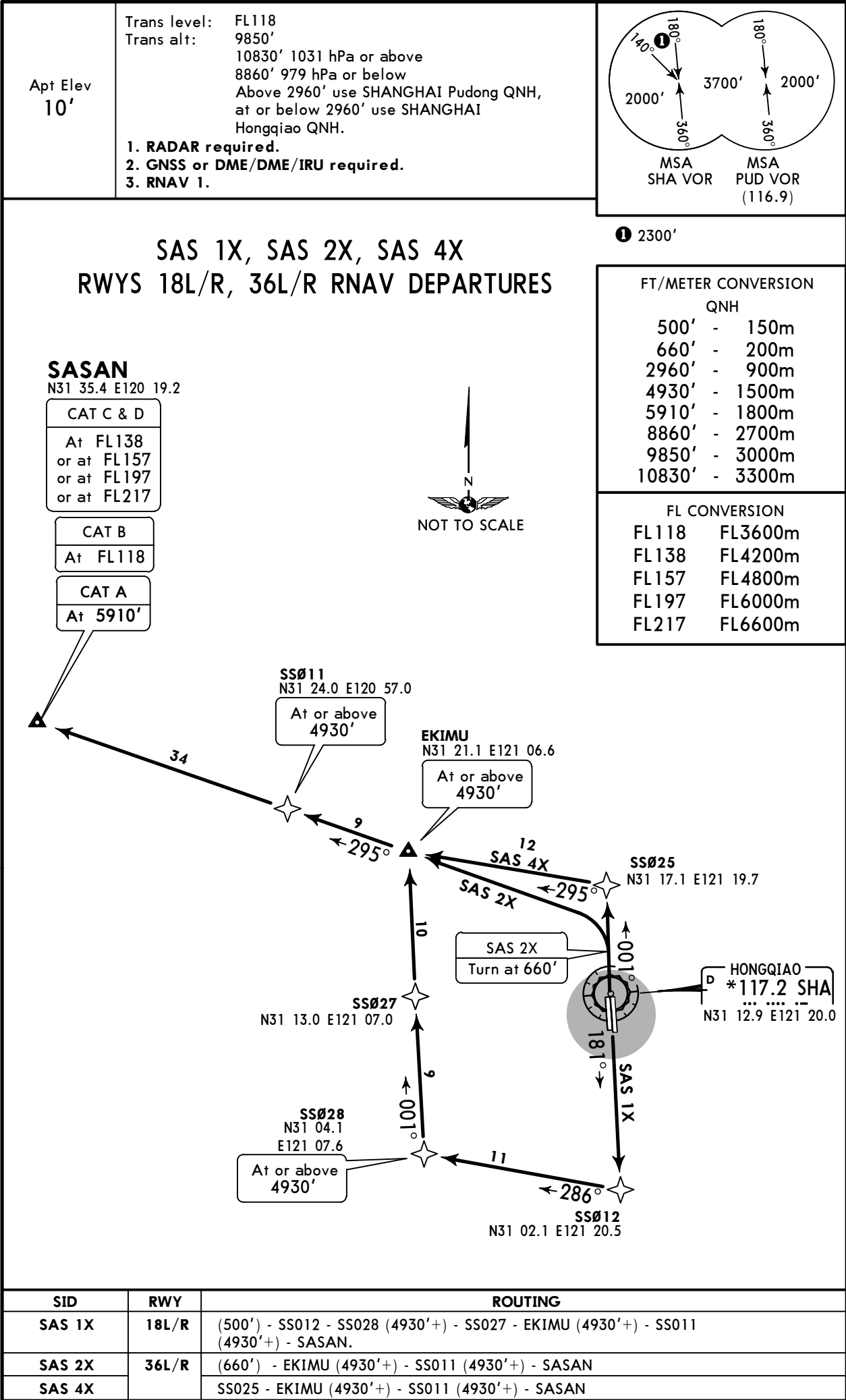
NOT TO SCALE

1 Bv ATC

ZSSS/SHA
HONGQIAO

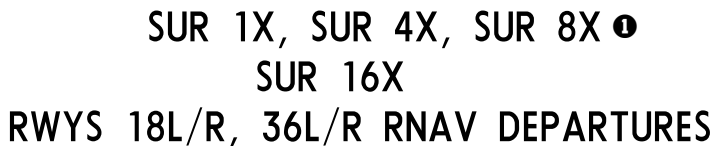
JEPPESSEN SHANGHAI, PR OF CHINA
3 JUN 16 10-3J

RNAV SID



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.

1. RADAR required. 2. GNSS or DME/DME/IRU required. 3. RNAV 1.



NOT TO SCALE

N

ALDAP
N31 37.5
E122 22.2

HENGSHA
D *114.4 HSH
...
N31 22.1 E121 50.8
SUR 4X, 8X, 16X
By ATC

PUDONG
D 116.9 PUD
...
N31 10.3 E121 47.0

LIUZAO
D *109.4 PDL
...
N31 07.8 E121 40.3

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

SS022
N31 22.7 E121 25.7

SS025
N31 17.1
E121 19.7

SS026
N31 16.8 E121 13.4

SS027
N31 13.0
E121 07.0

SS028
N31 04.1
E121 07.6

SS019
N31 22.4 E121 19.0

SS012
N31 08.8 E121 20.5

SS014
N31 02.3
E121 26.8

SUR 1X
Turn at 660'

FL CONVERSION
FL118 FL3600m

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

At or above 4930'

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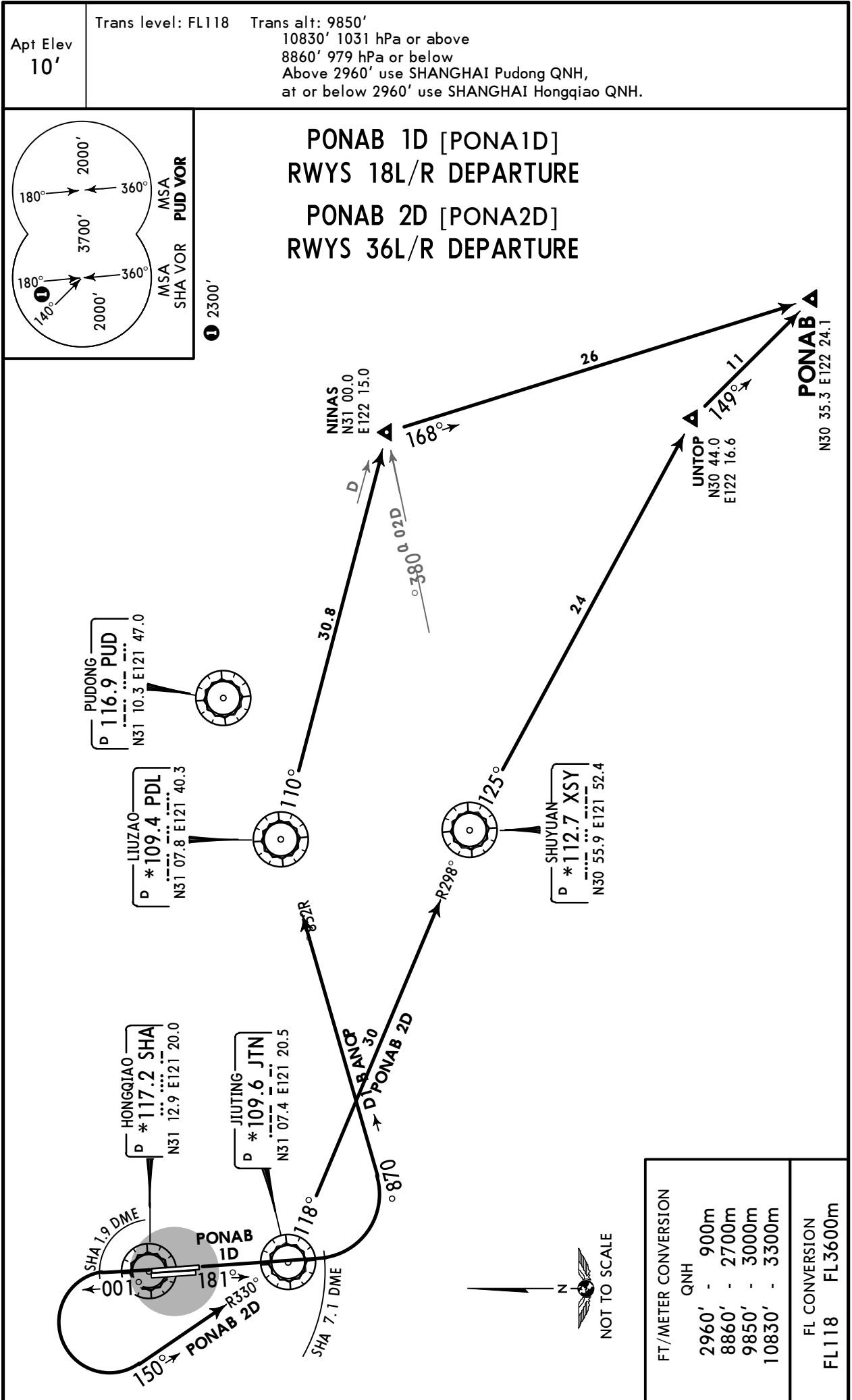
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ZSSS/SHA
HONGQIAO

3 JUN 16 10-3S

JEPPESSEN SHANGHAI, PR OF CHINA

SID



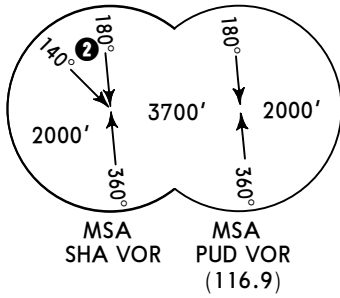
ZSSS/SHA
HONGQIAO

JEPPESSEN SHANGHAI, PR OF CHINA
3 JUN 16 10-3U

SID

Apt Elev
10'

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



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

PIKAS 2D [PIKA2D], SASAN 2D [SASA2D]
RWYS 36L/R DEPARTURES

② 2300'

FT/METER CONVERSION

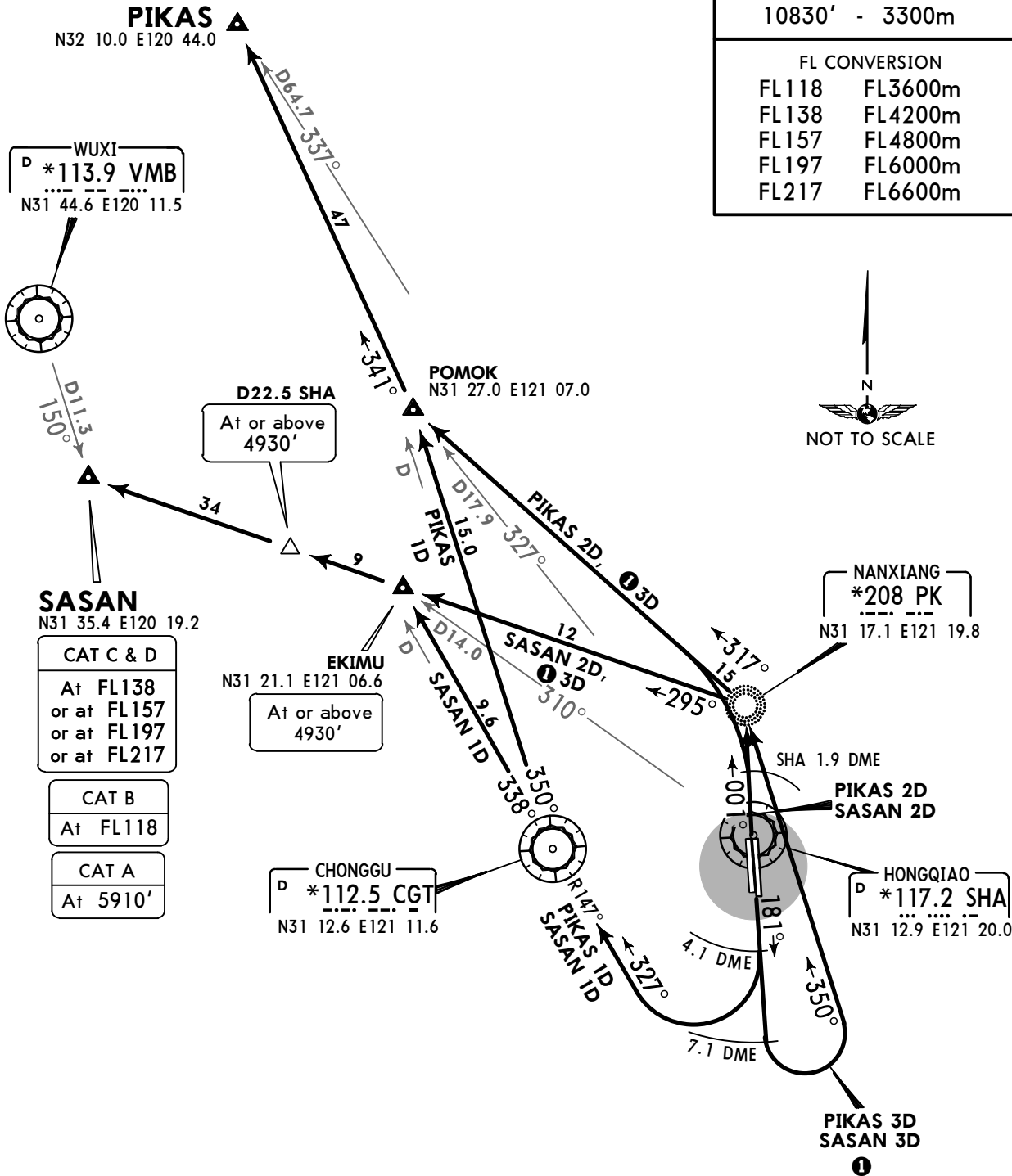
QNH

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

① By ATC



ZSSS/SHA
HONGQIAO

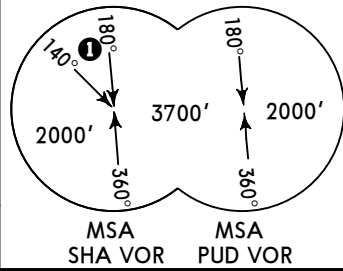
3 JUN 16 (10-3V)

JEPPESSEN SHANGHAI, PR OF CHINA

SID

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.



① 2300'

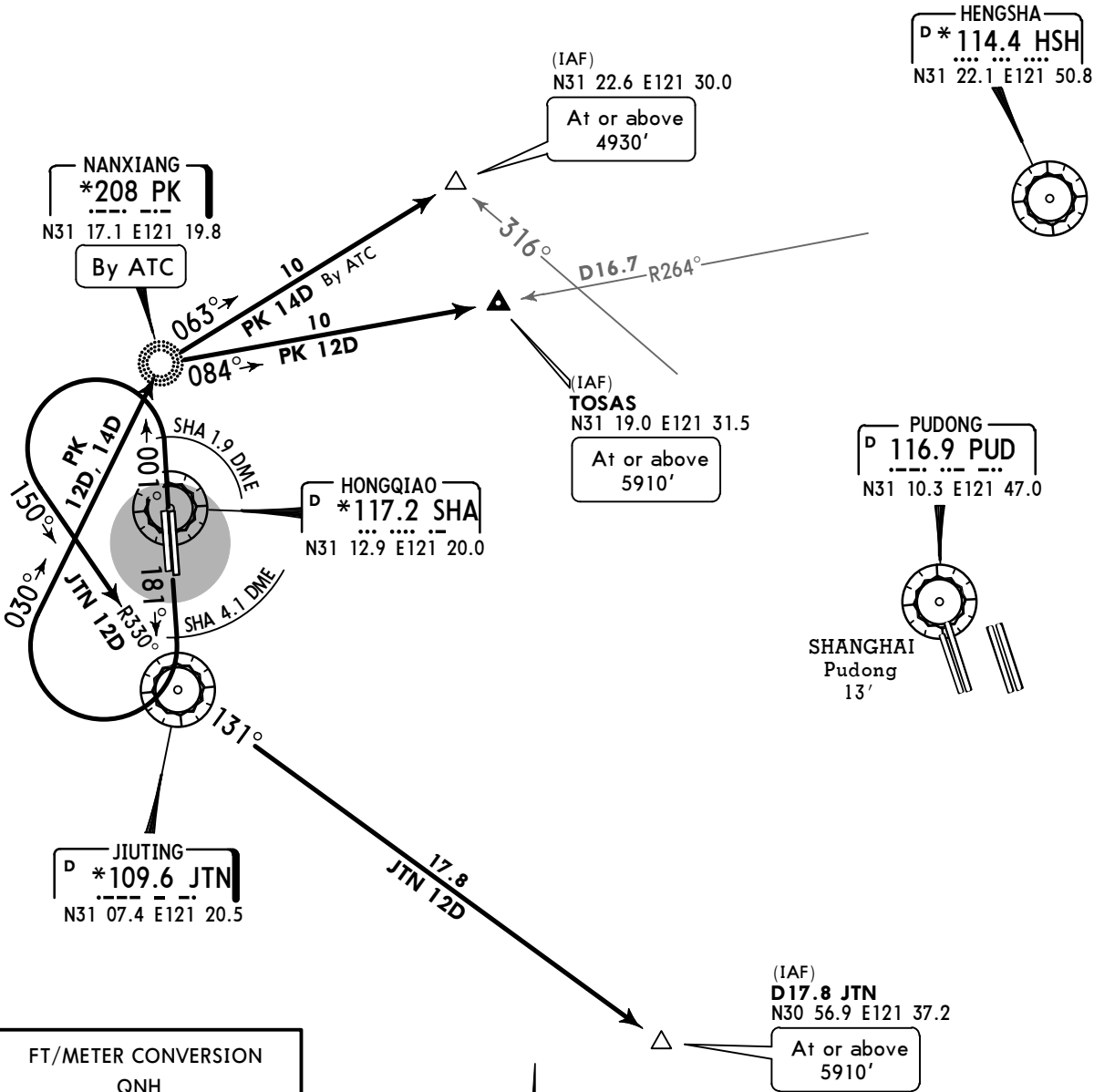
JTN 12D, PK 12D

PK 14D
BY ATC

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

TO SHANGHAI PUDONG

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



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118 FL3600m



ZSSS/SHA

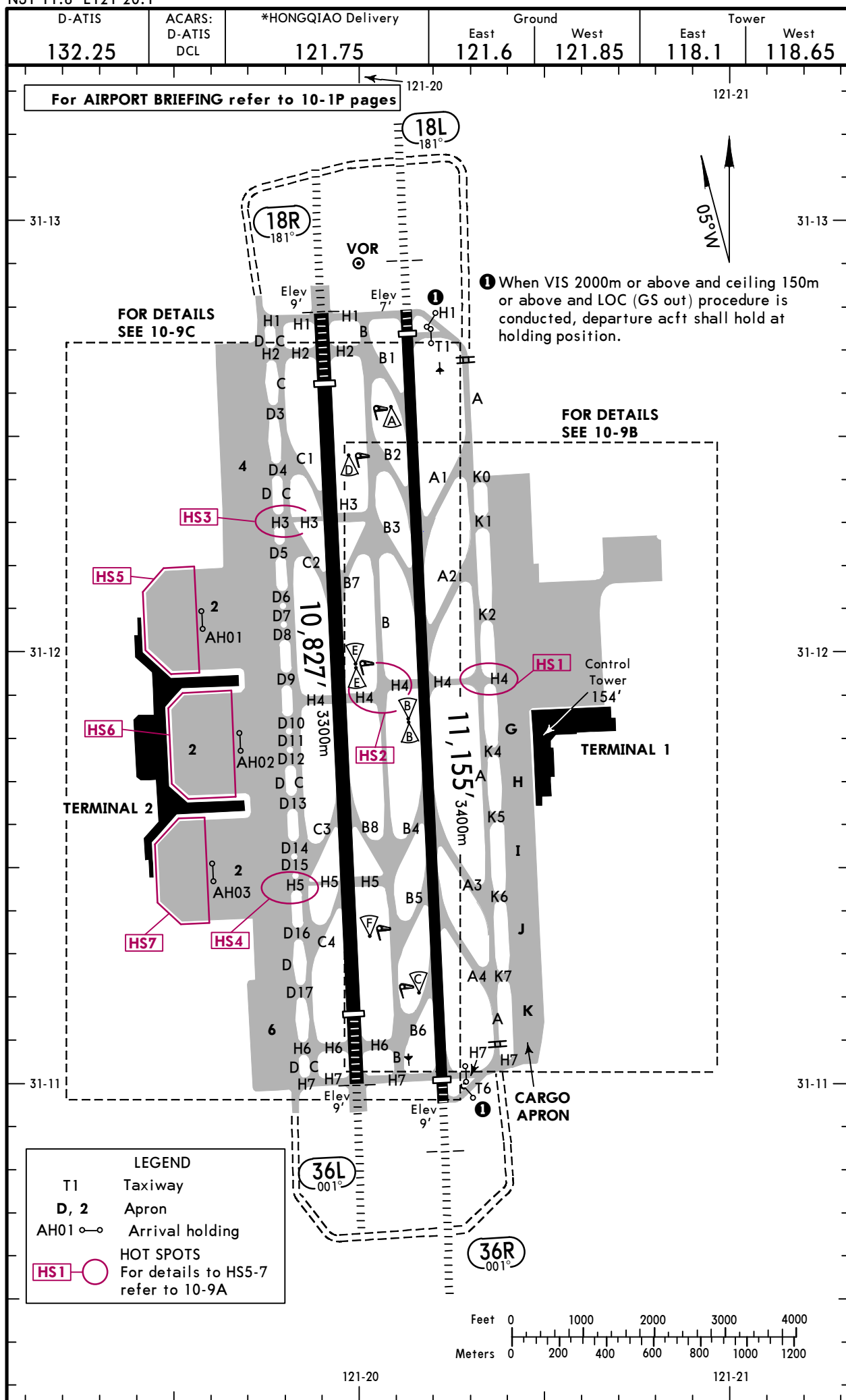
Apt Elev **10'**
N31 11.8 E121 20.1



JEPPESSEN SHANGHAI, PR OF CHINA

8 JUL 16 **(10-9)** Eff 20 Jul 1600Z

HONGQIAO



CHANGES: Hot spot note. Arrival holdings.

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ZSSS/SHA



JEPPESSEN SHANGHAI, PR OF CHINA

8 JUL 16

10-9A

Eff 20 Jul 1600Z

HONGQIAO

ADDITIONAL RUNWAY INFORMATION									
RWY							USABLE LENGTHS		WIDTH
							LANDING	BEYOND	
							Threshold	Glide Slope	TAKE-OFF
18L	HIRL(60m)	CL(30m)	HIALS	SFL	PAPI-L (3.0°)	RVR	10,499' 3200m	9498' 2895m	10,827' 3300m
36R	HIRL(60m)	CL(30m)	HIALS	SFL	PAPI-R (3.0°)	RVR			148' 45m
18R	HIRL(60m)	CL(30m)	HIALS	SFL	PAPI-L (3.0°)	RVR	9843' 3000m	8823' 2689m	
36L	HIRL(60m)	CL(30m)	HIALS	SFL	PAPI-R (3.0°)	RVR			197' 60m
<div><div>① grooved.</div><div>② HST-B8, C3 & C4.</div><div>③ HST-B7, C1 & C2.</div><div>④ TAKE-OFF RUN AVAILABLE</div></div>									
<div><div><div>RWY 18R:</div><div>From rwy head 10,827' (3300m)</div><div>twy H2 int 10,295' (3138m)</div></div><div><div>RWY 36L:</div><div>From rwy head 10,827' (3300m)</div><div>twy H6 int 10,295' (3138m)</div></div></div>									
HOT SPOTS									
(For information only, not to be construed as ATC instructions.)									
<div><div><div>HS5</div><div>Area of stands 216 thru 228: Arrival ACFT and follow-me shall stop at AH01 before taxiing into HS5, then observe and keep slow speed to taxi into parking stand. Two or more ACFT forbidden to operate simultaneously within HS5 and adjacent stands 215 and 229.</div></div><div><div>HS6</div><div>Area of stands 238 thru 259: Arrival ACFT and follow-me shall stop at AH02 before taxiing into HS6, then observe and keep slow speed to taxi into parking stand. Two or more ACFT forbidden to operate simultaneously within HS6 and adjacent stands 237 and 260.</div></div><div><div>HS7</div><div>Area of stands 269 thru 281: Arrival ACFT and follow-me shall stop at AH03 before taxiing into HS7, then observe and keep slow speed to taxi into parking stand. Two or more ACFT forbidden to operate simultaneously within HS7 and adjacent stands 268 and 282.</div></div></div>									
Standard TAKE-OFF									
	RL					NIL (DAY only)			
A	RVR 400m VIS 800m					RVR 500m VIS 800m			
B									
C									
D									

ZSSS/SHA



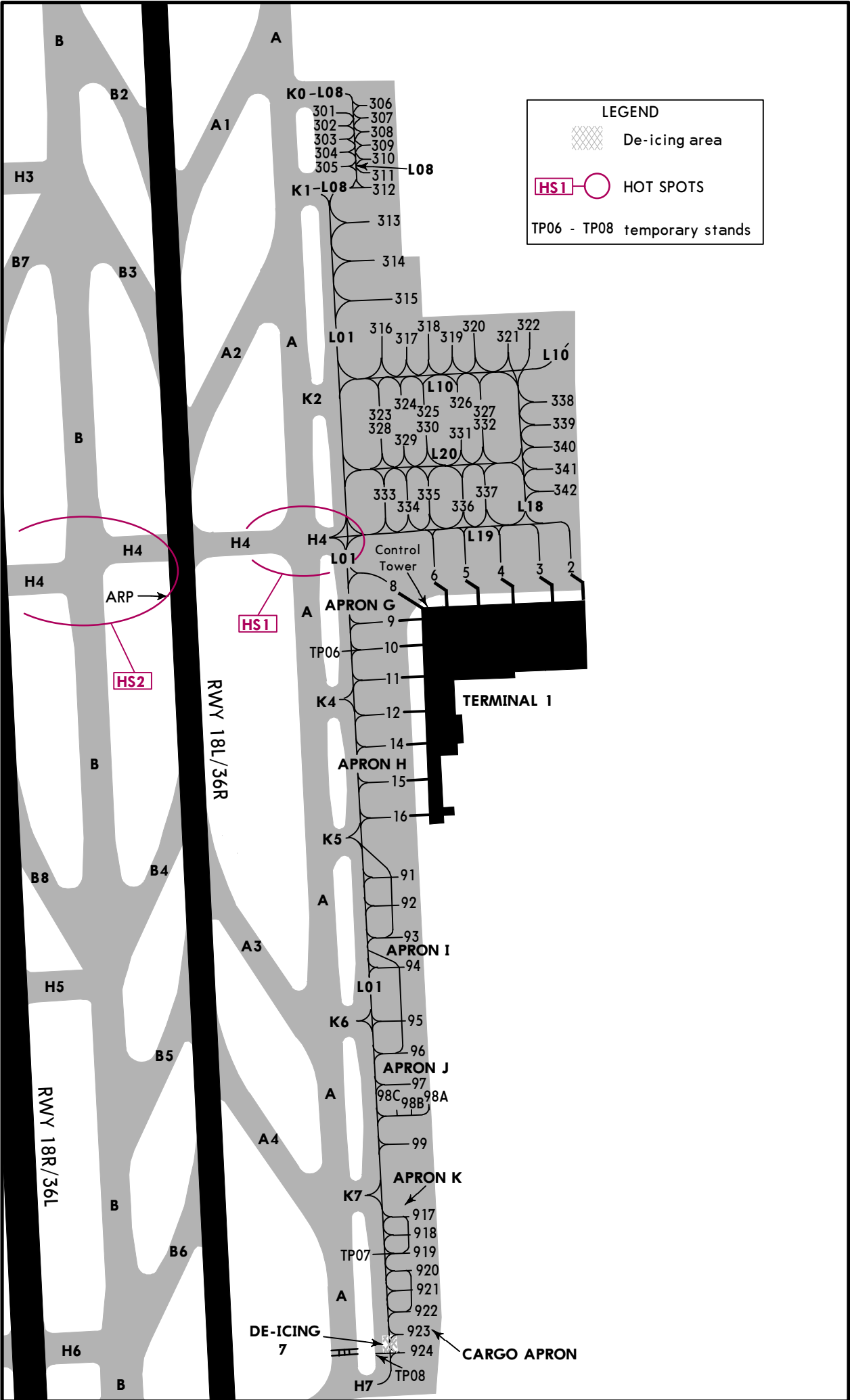
JEPPESEN SHANGHAI, PR OF CHINA

8 JUL 16

10-9B

Eff 20 Jul 1600Z

HONGQIAO

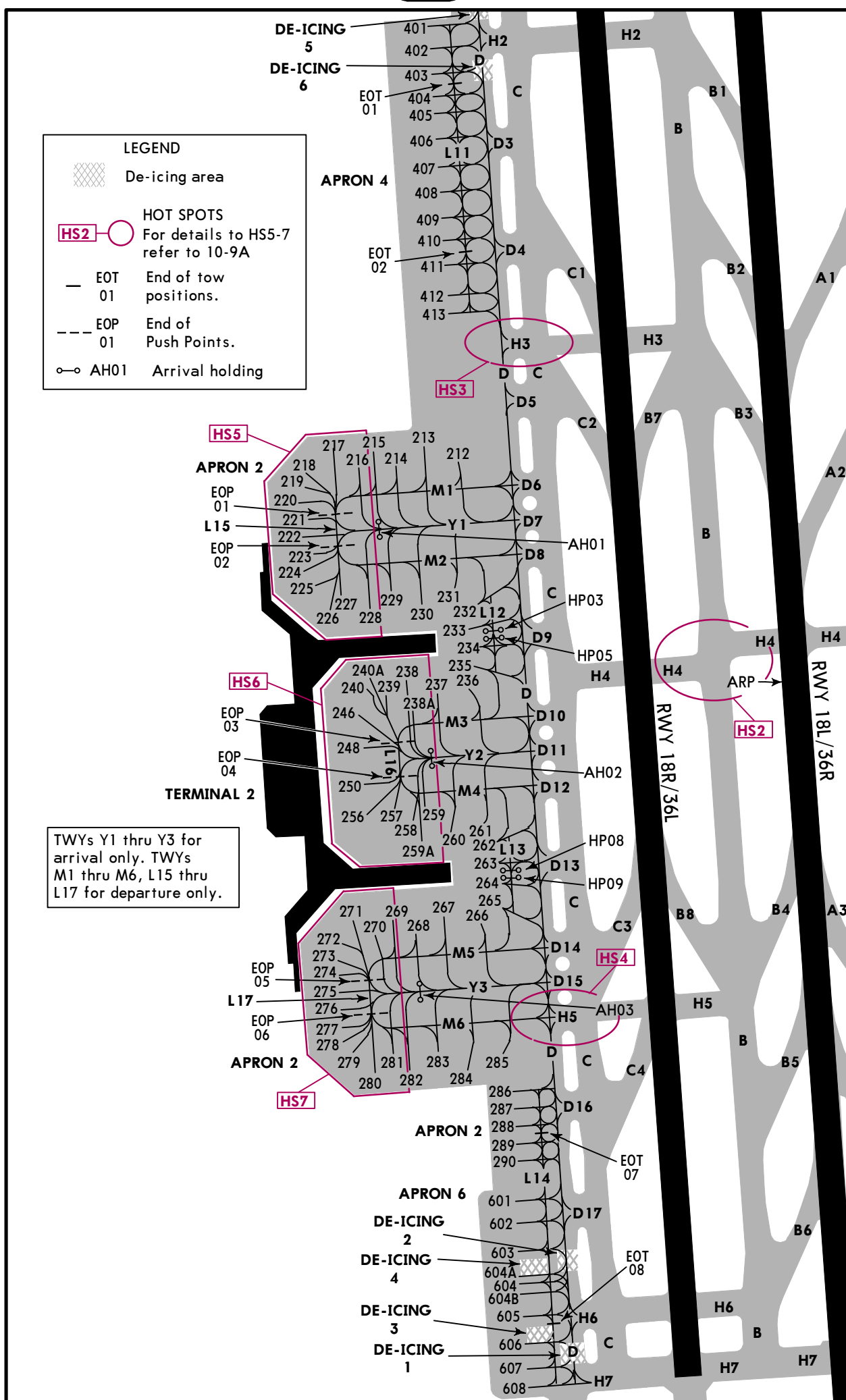


CHANGES: Stands 2 thru 5 added.

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8 JUL 16

10-9C

Eff 20 Jul 1600Z

CHANGES: Hot spots notes.

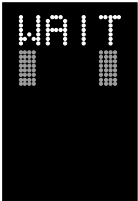
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ZSSS/SHA

JEPPesen
20 NOV 15 (10-9D)

SHANGHAI, PR OF CHINA
HONGQIAO

VISUAL DOCKING GUIDANCE SYSTEM (Stands 221 thru 275)



START-OF-DOCKING

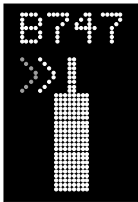
When the system is started, "WAIT" will be displayed.



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.

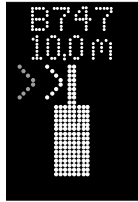


TRACKING

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.

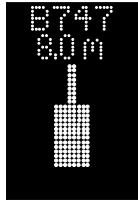
The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



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.



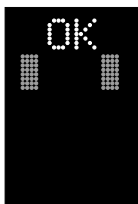
STOP POSITION REACHED

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

ZSSS/SHA

 **JEPPesen**
20 NOV 15 **(10-9E)**

SHANGHAI, PR OF CHINA
HONGQIAO



DOCKING COMPLETED

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

OVERSHOOT

If the aircraft has overshoot 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

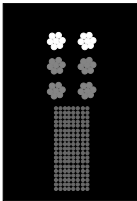
In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

ZSSS/SHA

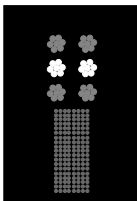
20 NOV 15 **JEPPESEN**

SHANGHAI, PR OF CHINA
HONGQIAO

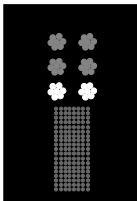
STAND GUIDANCE SYSTEM (Stands 8 thru 16)



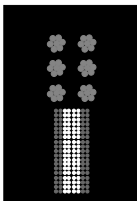
GREEN LIGHTS:
Aircraft entering stands and taxiing.



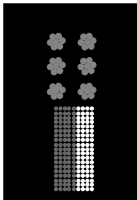
YELLOW LIGHTS
Indicates speed reduction.



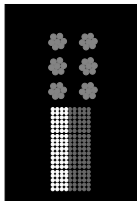
RED LIGHTS
Aircraft not entering stands and stop.



MIDDLE GREEN LINE:
Aircraft on the middle line.

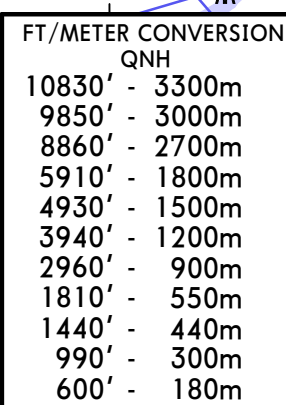


RIGHT RED LINE:
Aircraft on the right off-line.



LEFT RED LINE:
Aircraft on the left off-line.

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

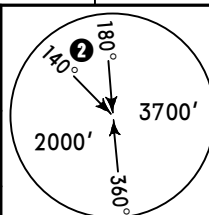
ZSSS/SHA
HONGQIAO

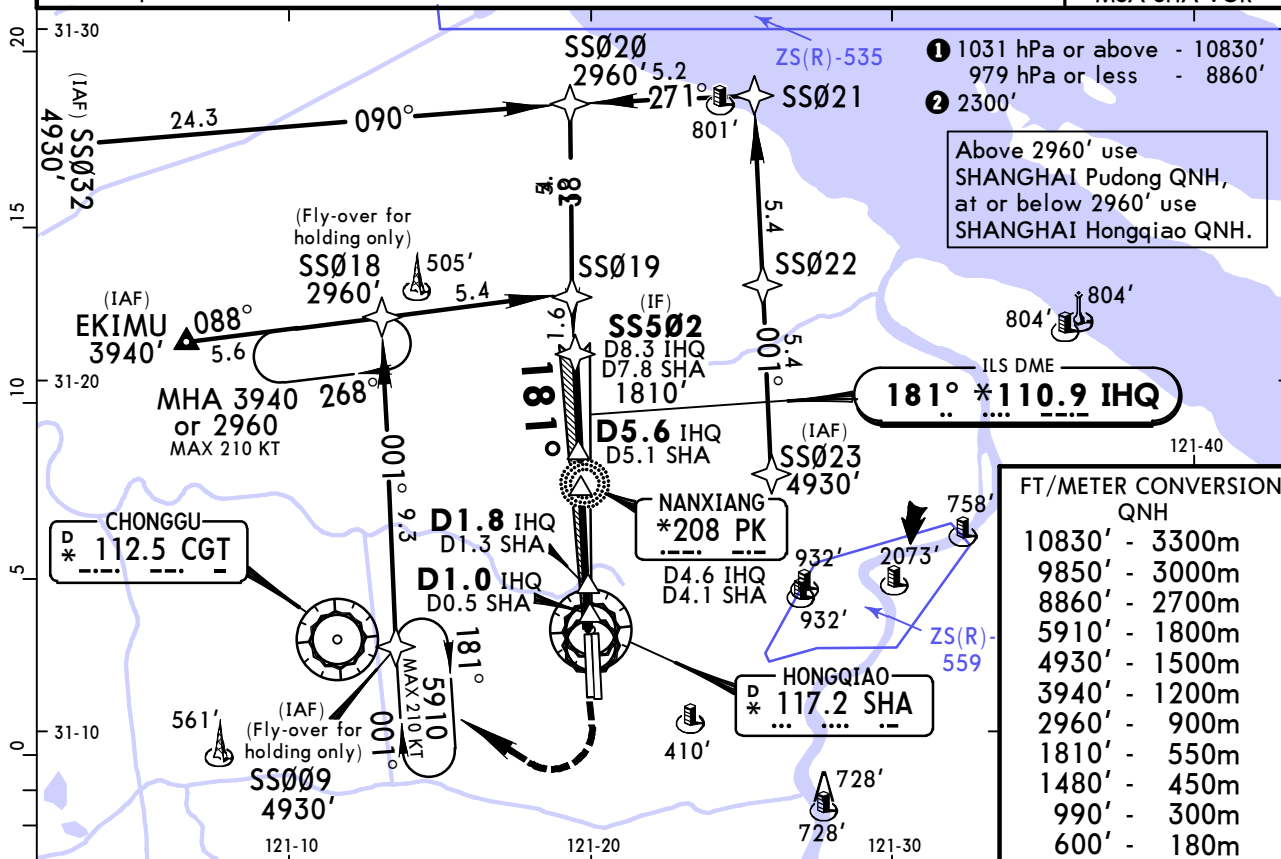
3 JUN 16

(11-3)

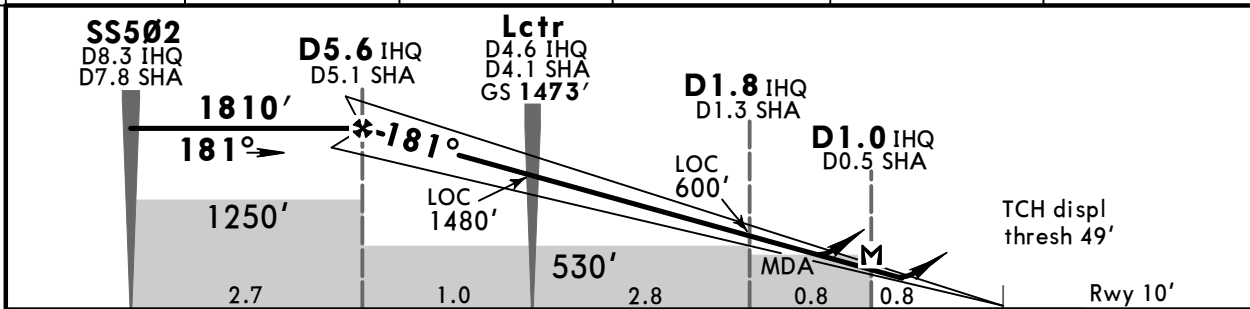
SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 18R

BRIEFING STRIP™

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



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



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

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

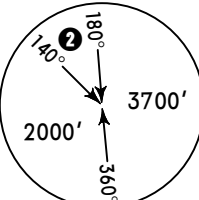
CHANGES: MSA.

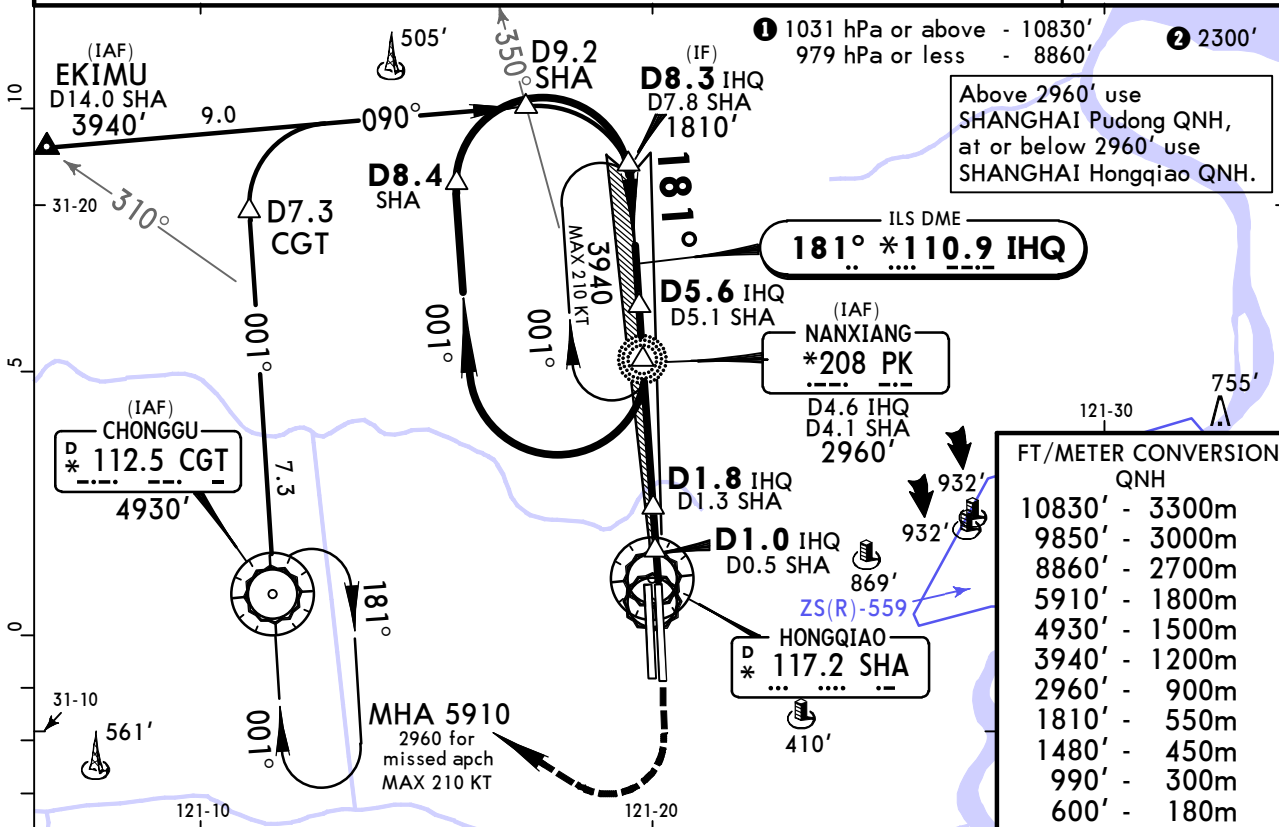
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ZSSS/SHA
HONGQIAO

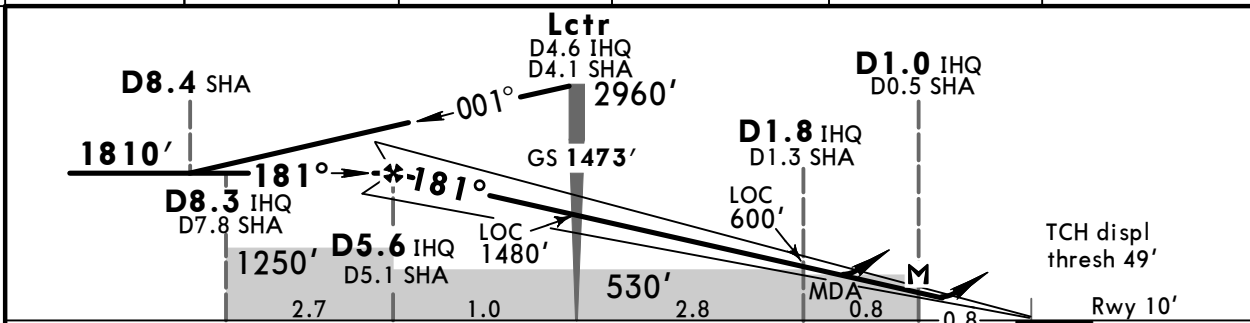
JEPPESSEN
3 JUN 16 (11-4)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18R

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



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



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

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

CHANGES: MSA.

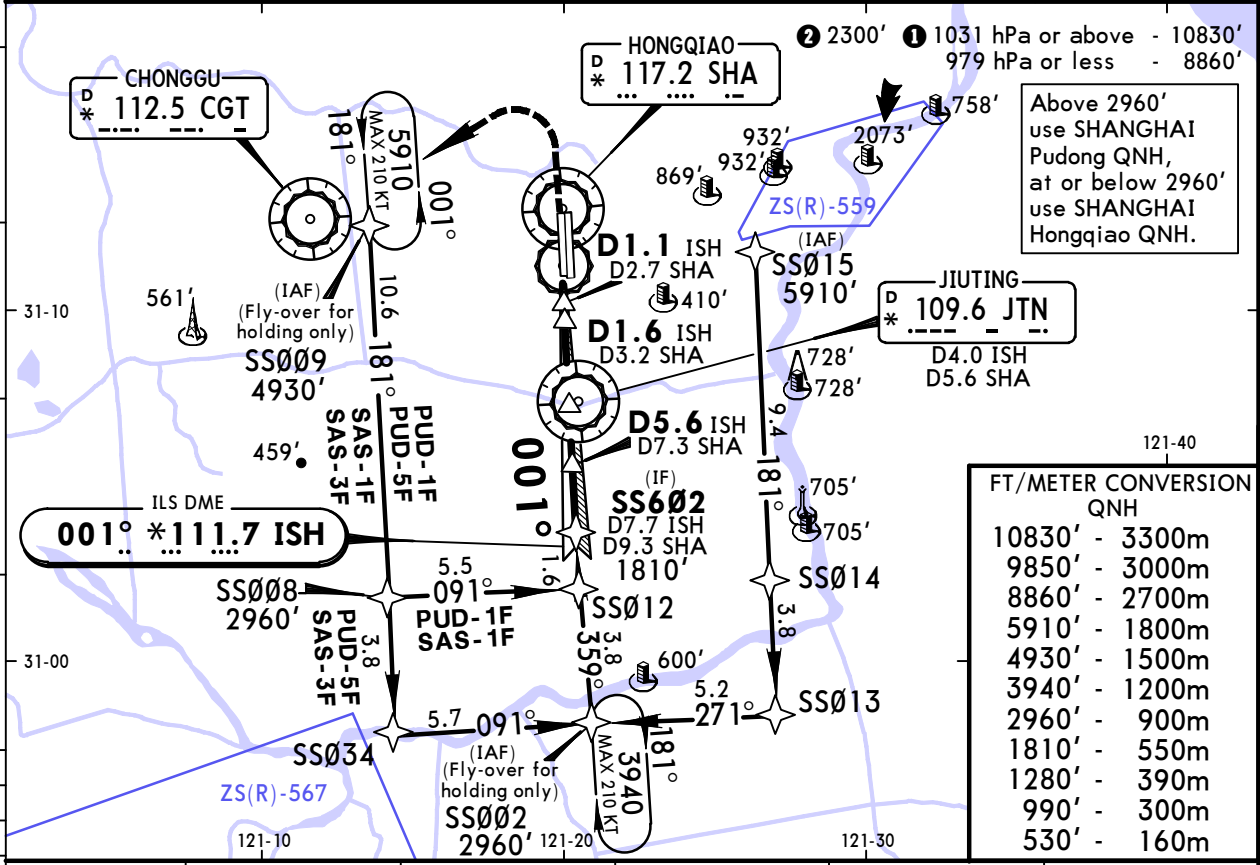
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ZSSS/SHA
HONGQIAO

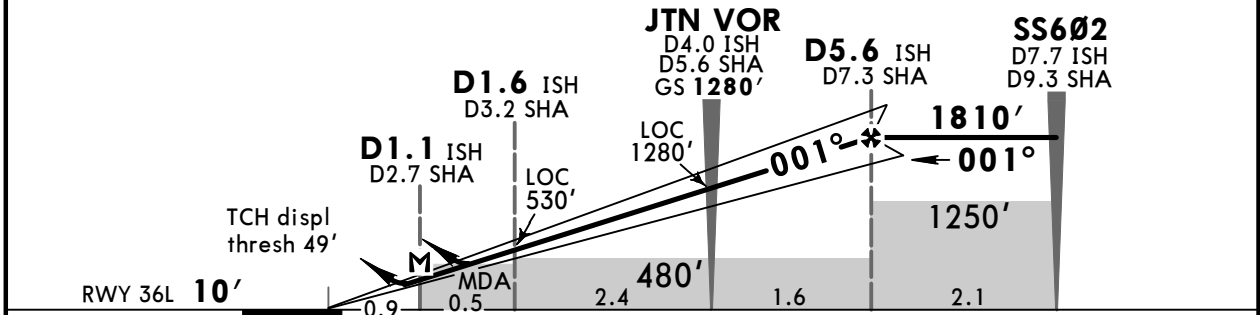
JEPPESEN
26 JUN 15 (11-5)

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

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



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



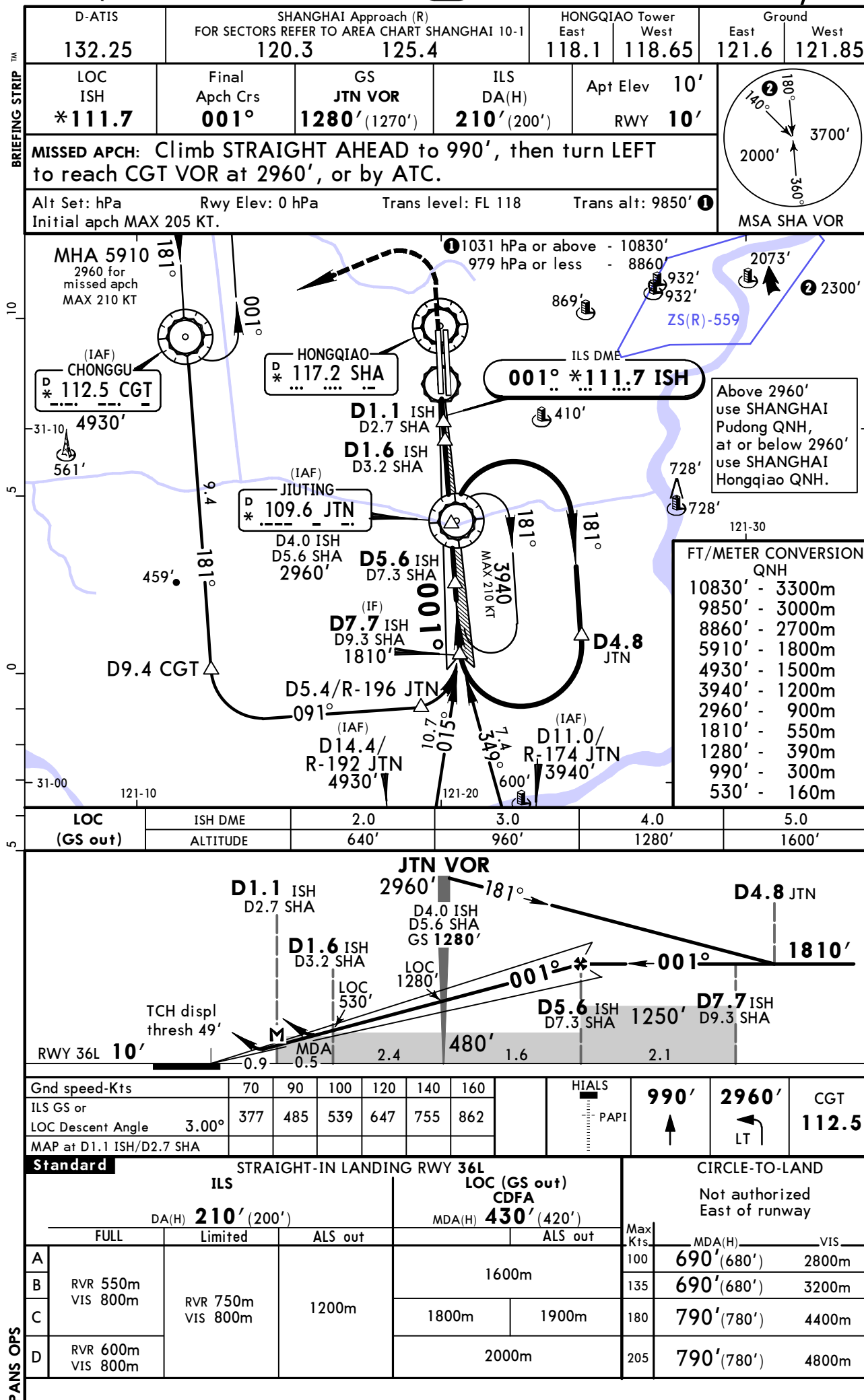
Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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Standard						CIRCLE-TO-LAND		
ILS			LOC (GS out) CDFA			Not authorized East of runway		
DA(H) 210' (200')			MDA(H) 430' (420')					
FULL			ALS out			Max Kts	MDA(H)	VIS
A						100	690' (680')	2800m
B	RVR 550m VIS 800m	RVR 750m VIS 800m	1600m			135	690' (680')	3200m
C			1800m	1900m		180	790' (780')	4400m
D	RVR 600m VIS 800m		2000m			205	790' (780')	4800m

ZSSS/SHA
HONGQIAO

JEPPESSEN
26 JUN 15 **(11-6)**

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 36L



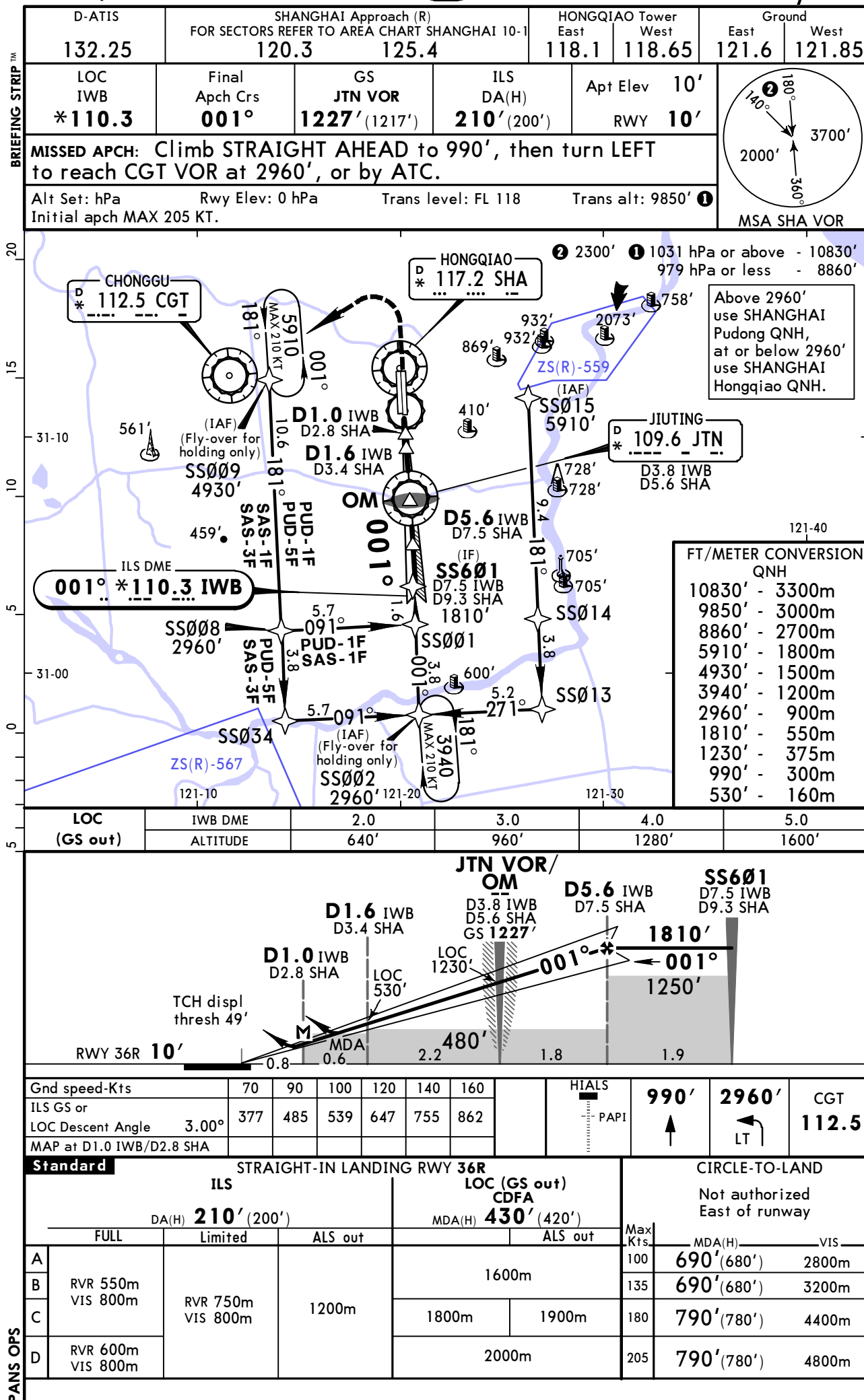
CHANGES: MSA.

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ZSSS/SHA
HONGQIAO

JEPPESSEN
26 JUN 15 **(11-7)**

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



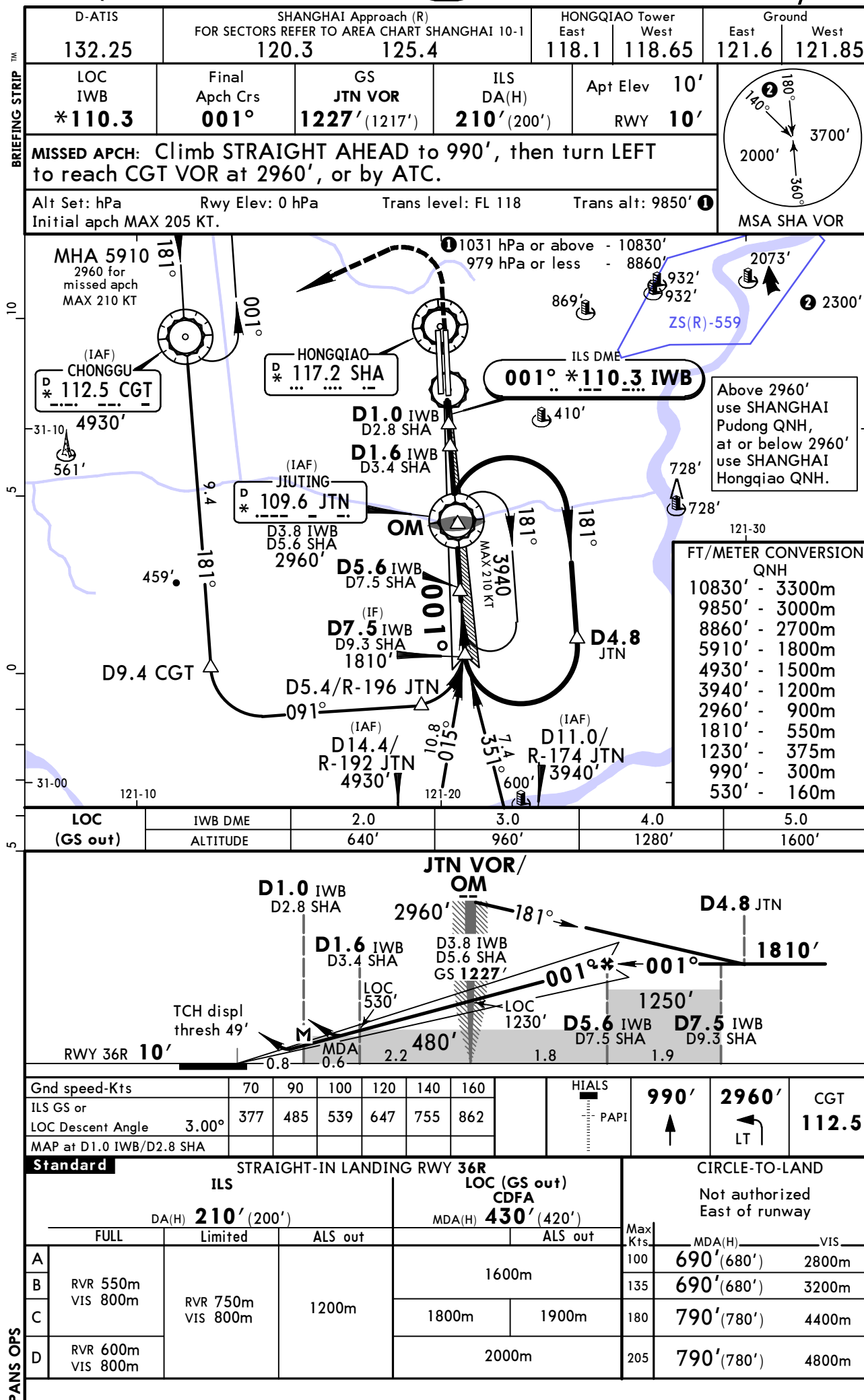
CHANGES: MSA. STAR designators added.

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ZSSS/SHA
HONGQIAO

JEPPesen
26 JUN 15 **(11-8)**

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 36R



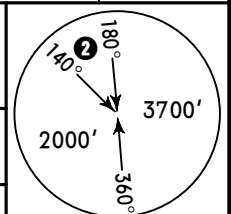
ZSSS/SHA
HONGQIAO

JEPPESSEN
3 JUN 16 (13-1)

SHANGHAI, PR OF CHINA
VOR DME Rwy 18L

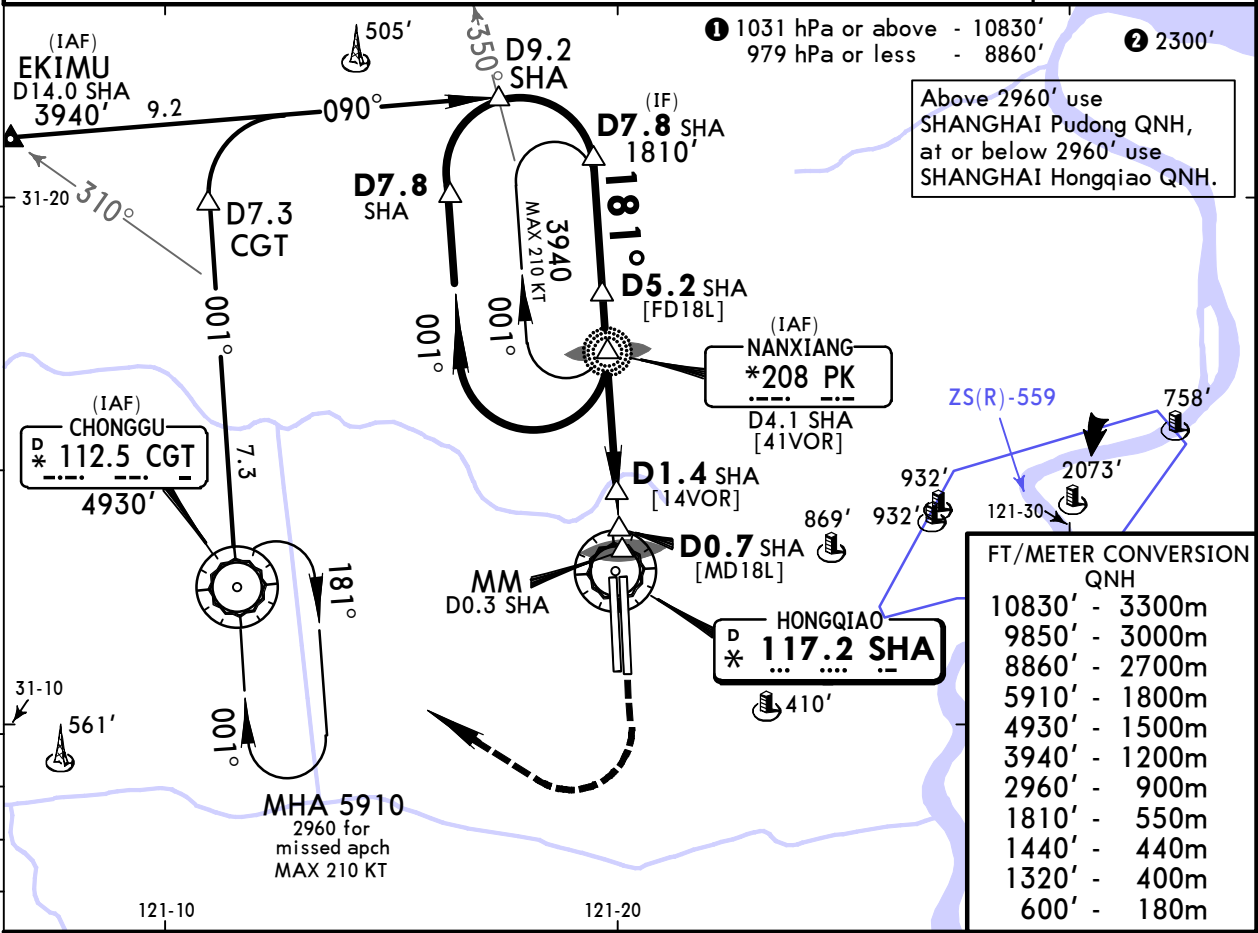
ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		HONGQIAO Tower East West 118.1 118.65		Ground East West 121.6 121.85	
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VOR SHA *117.2	Final Apch Crs 181°	Procedure Alt D5.2 SHA 1810' (1803')	MDA(H) 460' (453')	Apt Elev 10' Rwy 7'
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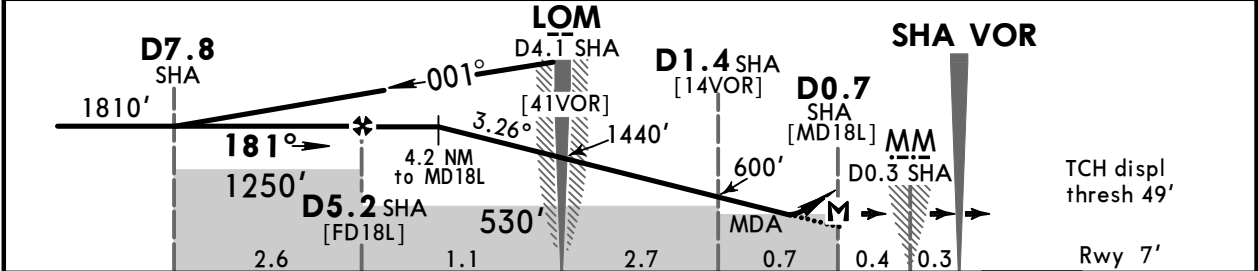


MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn RIGHT to reach CGT VOR at 2960'.

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



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



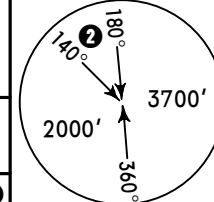
TO DISPL THRESH							ALSF-II			1320'	2960'	CGT
Gnd speed-Kts	70	90	100	120	140	160	PAPI			↑	↗	112.5
Descent Angle	3.26°	404	519	577	692	923						
MAP at D0.7 SHA												

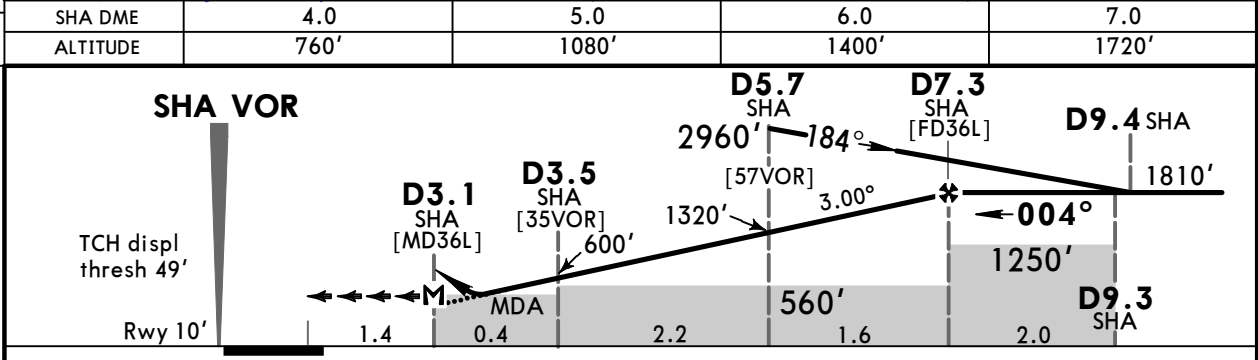
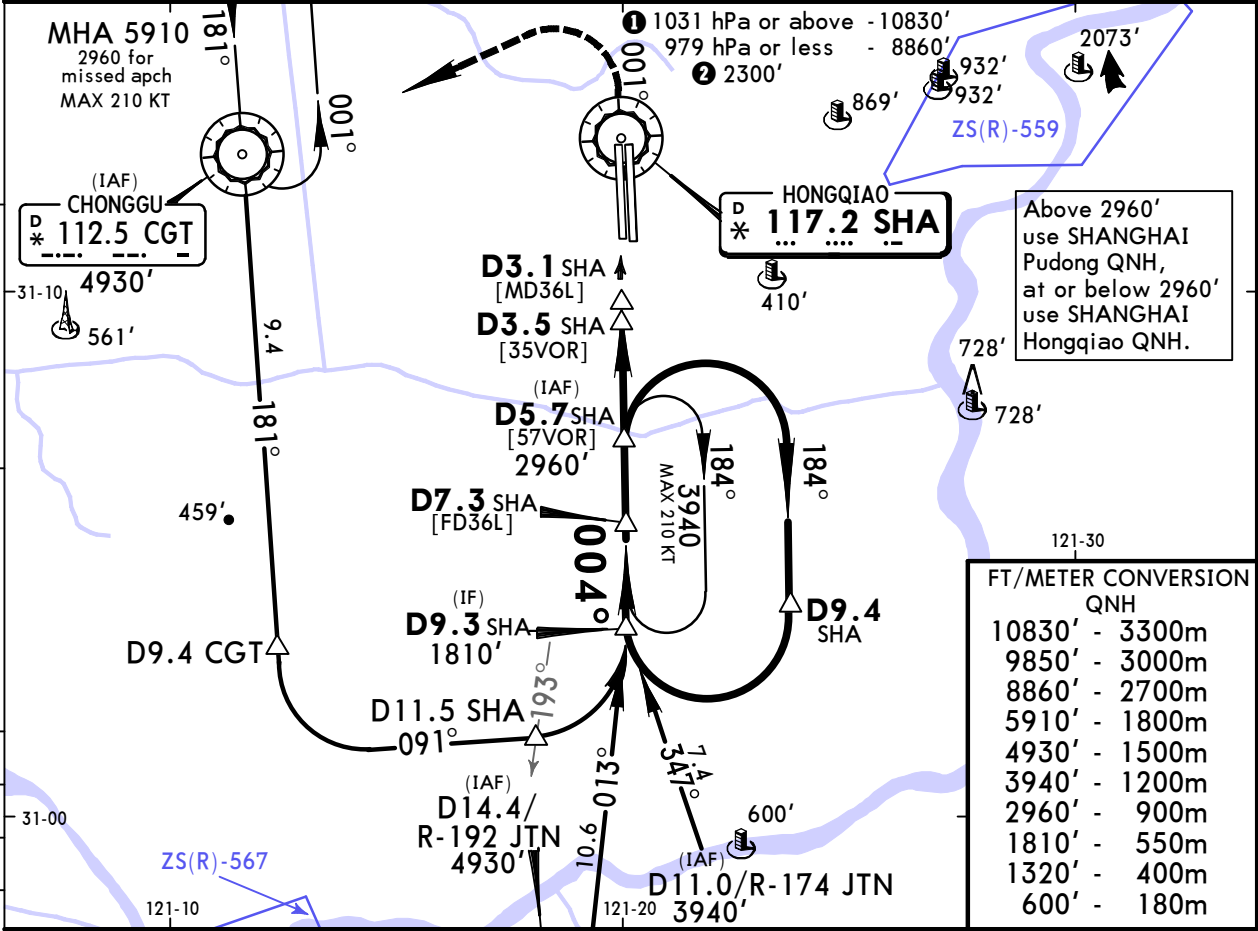
Standard		STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
		CDFA		Not authorized	
		MDA(H) 460'(453')		East of runway	
		ALS out		Max Kts	MDA(H) VIS
A				100	690'(680') 2800m
B		2200m		135	690'(680') 3200m
C		2400m		180	790'(780') 4400m
D		2600m		205	790'(780') 4800m

ZSSS/SHA
HONGQIAO

3 JUN 16 (13-2)

SHANGHAI, PR OF CHINA
VOR DME Rwy 36L

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	SHA 117.2	1320'	CGT 112.5
Descent Angle	3.00°	372	478	531	637	849	PAPI	R-001	↑	LT
MAP at D3.1 SHA										

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

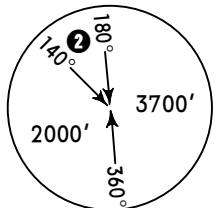
ZSSS/SHA
HONGQIAO

JEPPESEN
3 JUN 16 (13-3)

SHANGHAI, PR OF CHINA
VOR DME Rwy 36R

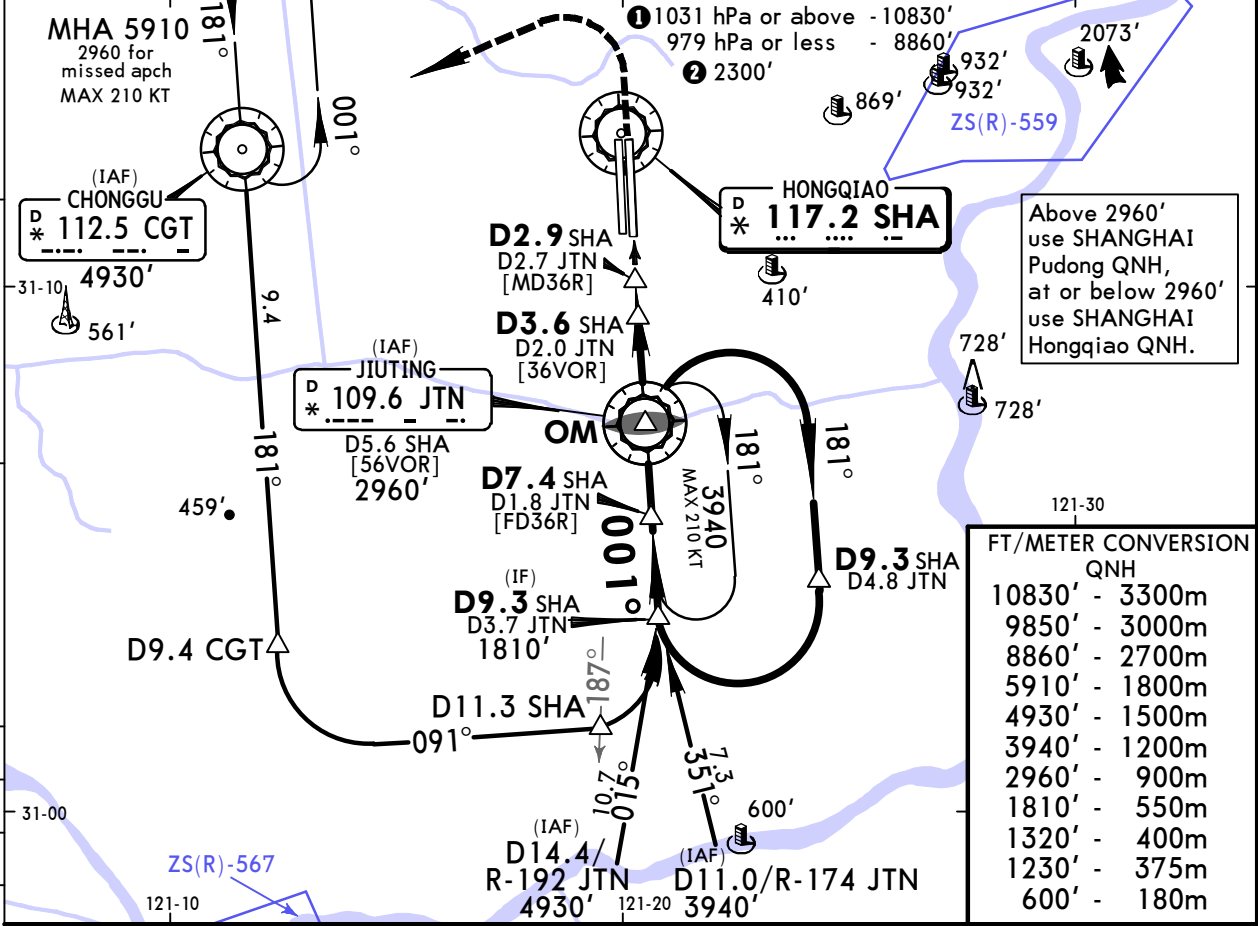
ATIS 132.25	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		HONGQIAO Tower East West 118.1 118.65		Ground East West 121.6 121.85	
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VOR SHA *117.2	Final Apch Crs 001°	Procedure Alt D7.4 SHA 1810' (1800')	MDA(H) 460' (450')	Apt Elev 10' Rwy 10'
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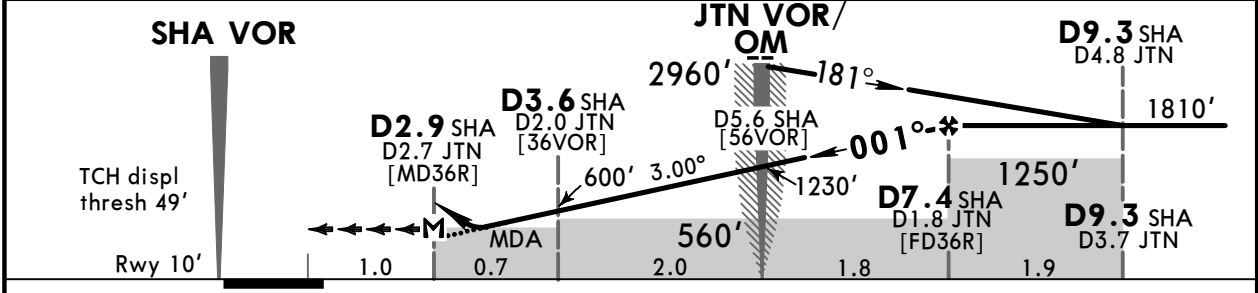


MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn LEFT to reach CGT VOR at 2960'.

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



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



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

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

Chart changes since cycle 18-2016

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZSSS

Chart Change Notices for Country CHN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20150429

End Date: No end date

At the following airports disregard the note "QNH on req" as QFE is avbl only: ZGNN, ZSQZ, ZSWX, ZYJM, ZYMD, ZYQQ and ZYYJ.