

**GENERAL****Operational Hours****ATS Hours:** HS or O/R**AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 18L/36R: 130/F/C/W/T , RWY 18R/36L: 104/R/B/W/T**Operation****Preferential RWY**

RWY 18R/36L: mainly used for DEP, LDG forbidden from 1600-2300.

RWY 18L/36R: mainly used for LDG

When changing direction of RWY in use, if downwind speed is more than 3m/s and not exceeding 5m/s, ATC may instruct ACFT downwind TKOF or downwind LDG for short time, inform controller if not able to perform.

**Low Visibility Procedure**

RWY 36R: When VIS 2000m or above and ceiling 150m or above and GP INOP INST APCH PROC conducted, DEP ACFT shall hold at holding PSN A.

**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures.

**TWY Restrictions**

TWY L01, L10, L18, L19, Y1-Y3, M1-M6 MAX wingspan below 65m / 213ft (except B747-8).

TWY L11 MAX wingspan below 52m / 171ft.

TWY L12, L13, L14, L20 MAX wingspan below 36m / 118ft.

TWY L08 MAX wingspan below 24m / 79ft.

TWY H3, H4, H5 can not be used for vacating RWY.

TWY L11-L17 only AVBL for DEP ACFT.

ACFT exceeding 28m / 92ft from front and back gear wheel are prohibited to taxi from TWY A to TWY H4 or from TWY H4 to TWY A.

Simultaneous operation at TWY Y1-Y3, M1-M6 or L15-L17 prohibited.

**Taxi/Parking**

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

Follow-me and towing AVBL via GND.

Follow-me is mandatory for parking on APN 2, except stands 232-235, 262-265 and 286-290.

Follow-me is mandatory for stands 502, 504, 506, 508, 510, 511 and 518-525.

Marshaller compulsory on stands 301-342, 401-413, 501, 502, 504, 506, 508, 510-514, 517-525, 601-603, 604A, 604B, 605-608, 212-220, 276-290.

ARR ACFT shall stop on TWYs before turning into stands lead-in lines, then observe and keep slow speed to stands.

Stand 301: taxi in from TWY L08 via TWY K1.

Visual Docking Guidance System (VDGS) AVBL at stands 101, 102, 109-115, 120, 121, 126, 127, 221-237, 238A and 239-275.

## GENERAL

## Hot Spots

HOT SPOT No.	DESCRIPTION
HS 1	RWY crossing area. Pilot must be careful when crossing RWY. Follow ATC instructions strictly when vacating RWY. Taxiing busy area.
HS 2	Follow ATC instructions strictly when vacating RWY.
HS 3, 4	Taxiing busy area. Follow ATC instructions strictly when vacating RWY.
HS 5-7	Two or more ACFT forbidden to operate simultaneously.
HS 8-11	RWY crossing area. When crossing RWYs follow ATC instructions strictly.

## Engine Run-up Areas

ENG run-ups are subject to AOC permission and TWR CLR.

All stands AVBL for cool running test.

ENG idle test can be performed at stands 401-413, 286-290, 601-603, 604A, 604B, 605-608, 501, 502, 504, 506, 508, 510-514, 517-525, 313-327, 338-342. During the time of ENG-idle tests nearby stands are forbidden to taxi in or out. Passing of TWY behind run-up operations not allowed.

ACFT on stands 101, 102, 109-115, 120, 121, 126, 127, 212-237, 238A, 239-285, 301-312, 328-332, and all ACFT with tail mounted ENG shall be pushed back to the corresponding HLDG position for ENG idle test.

ACFT on stands 333-337 shall be pushed back to TWY L20 for ENG idle test.

Stands for ENG run-ups installed on APN 4, 83m / 272ft west of TWY D CL, between stands 402 and 405.

ENG run-up stands on APN 4 can only be used while TWY L11 between stand 401 and 407 is not used. Only B747-8 or an ACFT with MAX wingspan 65m / 213ft may perform fast ENG run-ups facing south there.

Fast ENG run-ups on RWY are allowed between finishing the last flight of a day and 1HR before the first flight of the next day only.

Fast ENG run-ups shall be performed on APN 4 unless weather or stands do not permit so, fast ENG run-ups can be performed on RWY.

## Warnings

**PK NDB** unusable:

- beyond 7NM on bearing 243°
- between 7-12NM on bearing 264°
- between 14-19NM on bearing 292°
- beyond 3.5NM on bearing 350°
- beyond 4NM on bearing 002°

Do not fly into restricted area ZS(R) 559 by mistake, east of AD.

Birds in vicinity of AD.

## ARRIVAL

## Communication

## COM Failure

LDG north: Fly to JTN according to the last command ALT (climb to 1500m / 4920ft if not reached), join HLDG procedure, descend to initial APCH ALT (900m / 2950ft), then approach and land RWY 36R.

**ARRIVAL**

LDG south: Fly to PK according to the last command ALT (climb to 1500m / 4920ft if not reached), join HLDG procedure, descend to initial APCH ALT (900m / 2950ft), then approach and land RWY 18L.

**Arrival Procedures****VFR Traffic Pattern****RWY 18L, 18R**

Right-hand circuit; CAT A/B ALT 300m / 984ft.

Right-hand circuit; CAT C/D ALT 450m / 1467ft.

**DEPARTURE****Take-off Minima**

RWY		18L/36R, 18R/36L	
All ACFT	ft - m/km	0 - 400R/800V	REDL, HJ only
		0 - 500R/800V	wo LGT, HJ only
		0 - 800R/800V	HN

**Departure Procedure****Start-up/Push-back**

Contact DLV for CLR within 10min prior start-up.

Contact GND for pushed back/start-up within 5min, otherwise new CLR necessary.

Request CLR to be pushed to TWY D when direction change is needed after being pushed-back to TWY 11 HLDG point.

**Noise Abatement Procedure:** Use ICAO Standard TKOF PROC A.

**ATC Slot, Clearance****Data Link Departure Clearance (DCL)**

DCL AVBL. Repeat RWY designation and initial climb ALT to ATC.

**De-Icing****De-Icing rules**

De-Icing PSN	Entry	Exit	Remarks
1	TWY D (nose to south)	TWY D, H7	De-Icing PSN 1, 2, 4, 5, 6 can be used independently;
2		TWY D, H6	
3	TWY D - de-icing guide line (blue) (nose to south)	De-Icing guide line, H7	ACFT de-icing on PSN 3 can only taxi out until PSN 1 without any ACFT;
4		De-Icing guide line H6 or H7	
5	TWY D (nose to north)	TWY D, H1	ACFT de-icing on PSN 3, 4: Stands 601-603, 604A, 604B, 605-608 are prohibited to use; ACFT entering/exiting from China Eastern Airlines hangar are prohibited; L14 (south of stand 601) is prohibited to use.
6		TWY D, H2 or H1	
7	L01 (nose to south)	L01 - H7	
8	L01 (nose to north)	L01 - K1	

## B747-8 OPS

RWY 18R/36L: Mainly used for departure.

RWY 18L/36R: Mainly used for arrival.

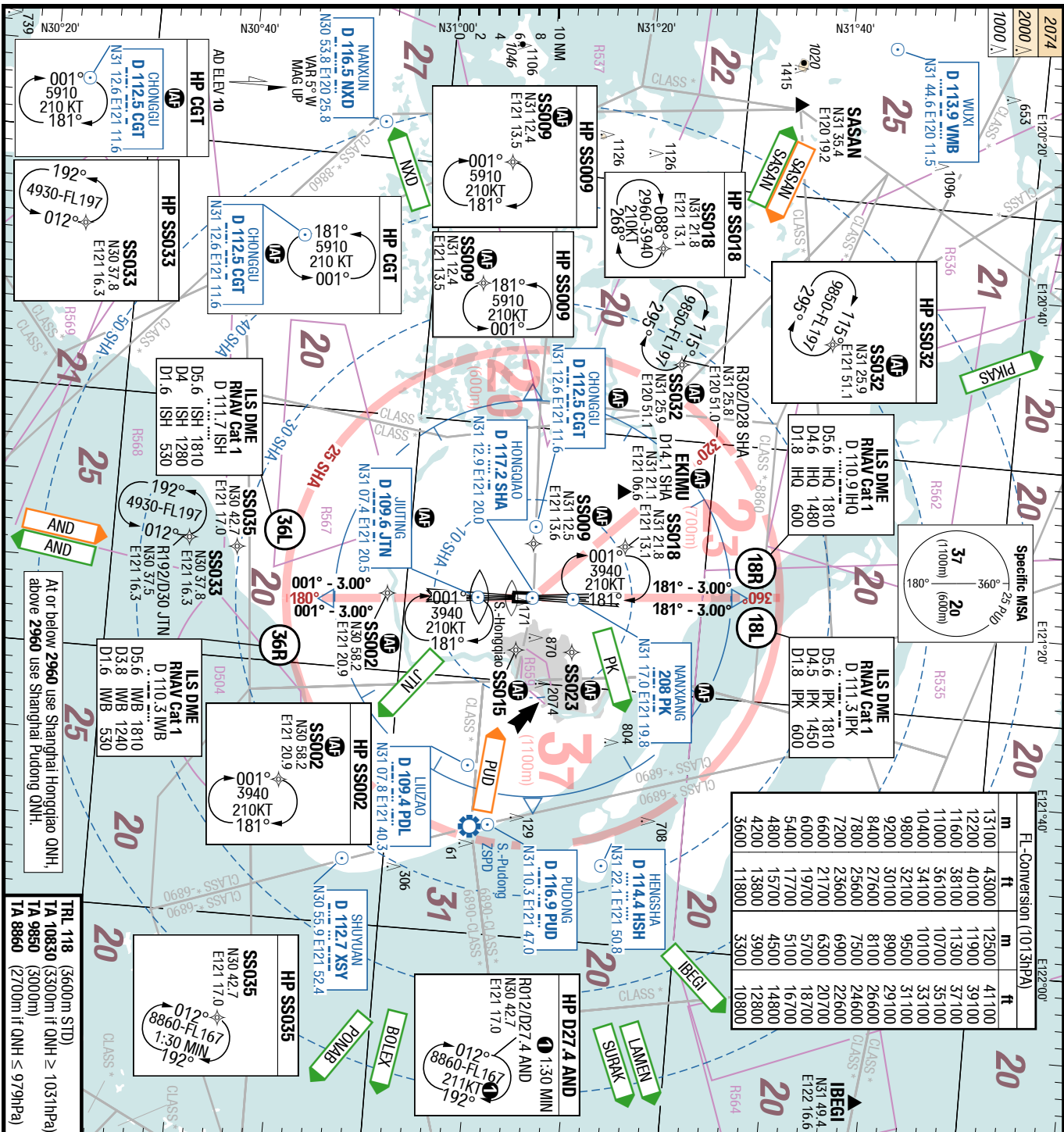
TWY not AVBL for B747-8:

TWY B2, B5, B7, B8, D3, D6-13, D17, H4 (between A and C), B (between H1 and H2, H2 and H3, H3 and H5, H5 and H6, H6 and H7), C (between H1 and H2, H2 and D4, H3 and D4, D5 and H3, D5 and D14, D14 and D15, D15 and H5, H5 and D16, D16 and H6, H6 and H7).

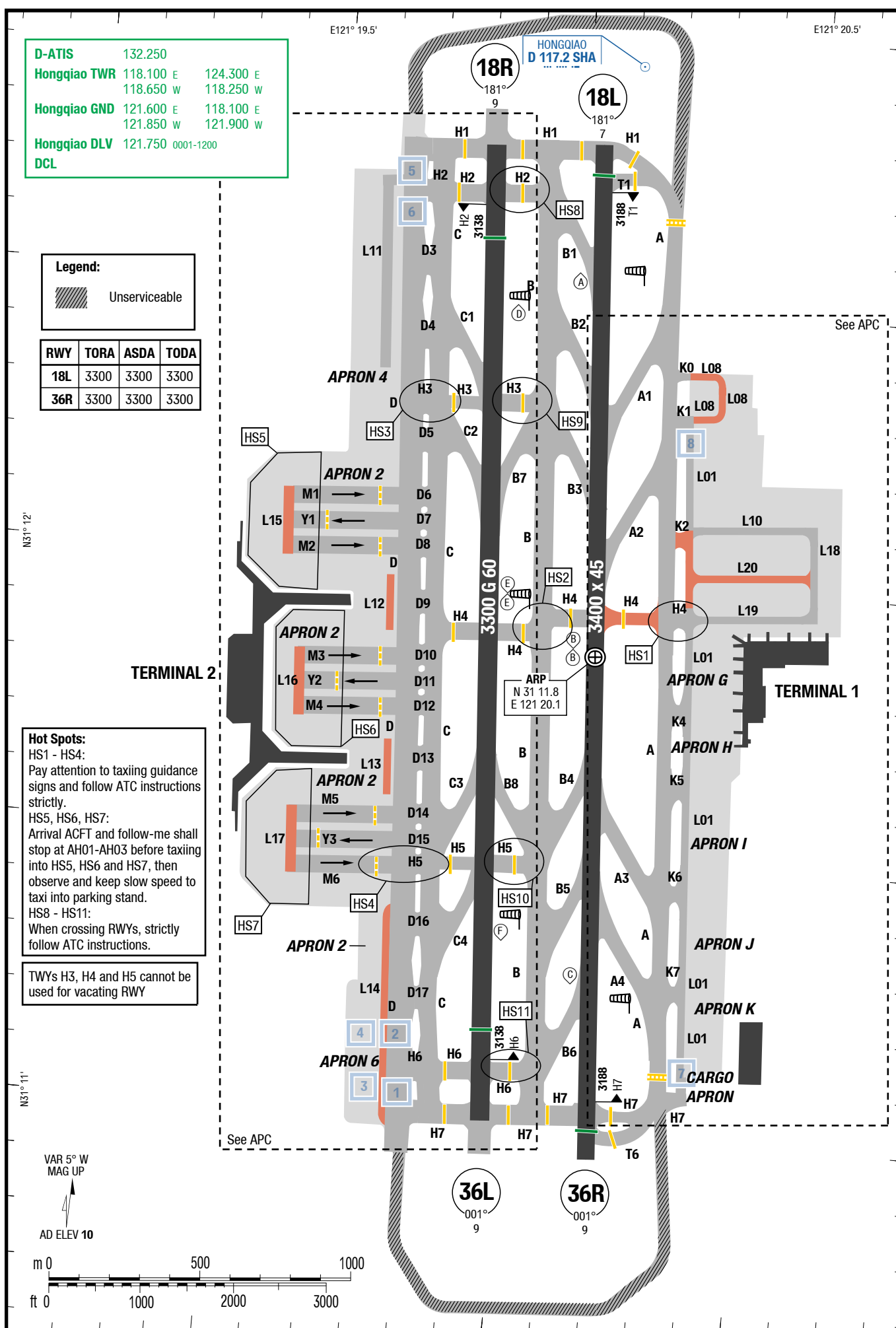
B747-8 are requested to use judgemental steering at the following TWYs:

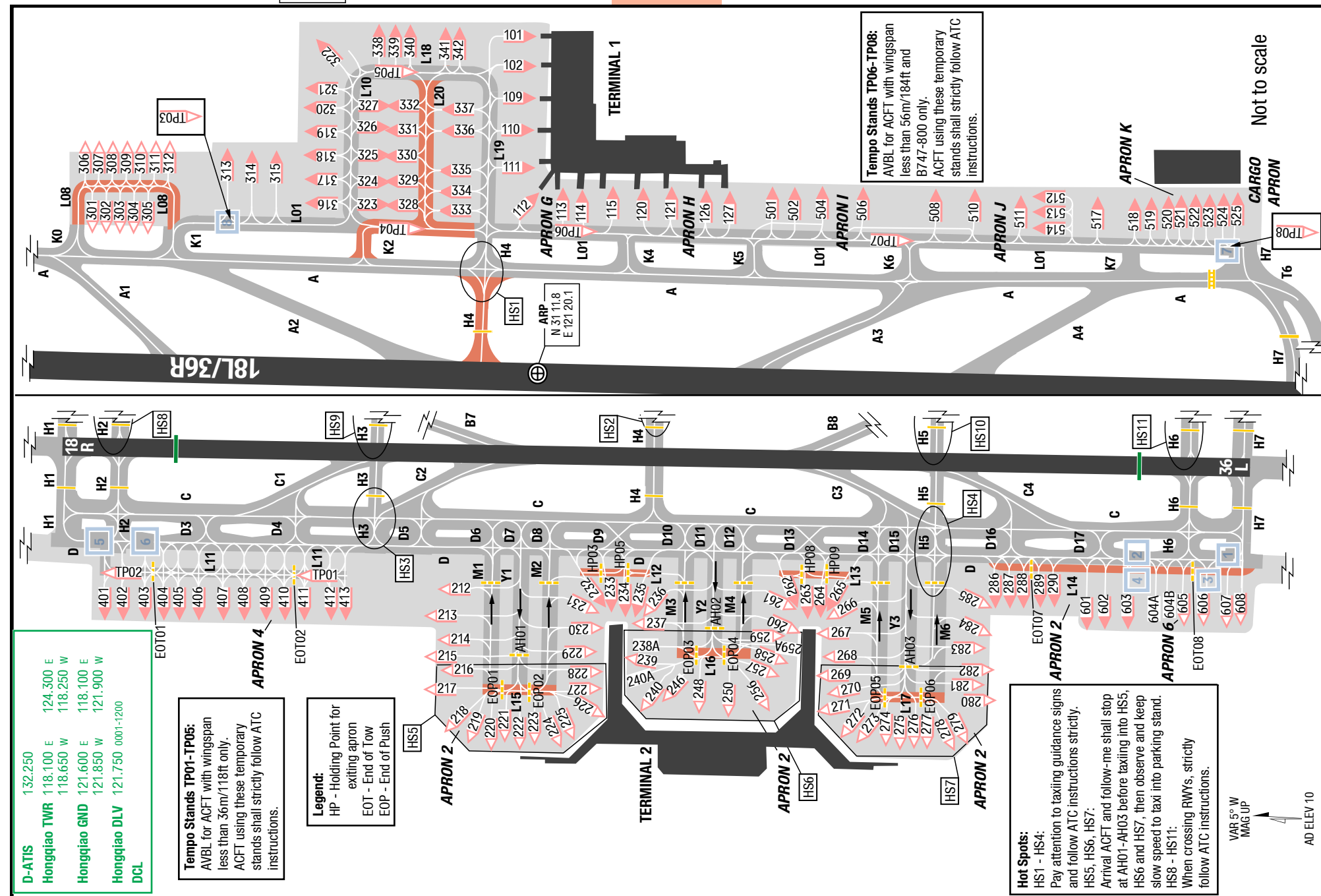
A1 and A, A2 and A, A3 and A, A4 and A, H1 and A, H7 and A, T1 and A, T6 and A, K6 and A, K7 and A, H1 and RWY 18L/36R, T6 and RWY 18L/36R, L01 and K6, L01 and K7.

B747-8 must be guided by follow-me into stands.



D-ATIS	132.250	
APP	120.300 AP01 by ATC 125.400 AP02 125.850 AP03 by ATC 123.800 AP04 by ATC 126.650 AP05 126.500 AP06 by ATC 121.100 AP07 by ATC 127.750 AP08 by ATC 121.375 AP09 by ATC 125.625 AP10 by ATC	119.750 AP01 by ATC 124.050 AP02 119.200 AP03 by ATC 119.200 AP04 by ATC 128.050 AP05 120.650 AP06 by ATC 119.750 AP07 by ATC 124.050 AP08 by ATC 128.050 AP09 by ATC 120.650 AP10 by ATC
Hongqiao TWR	118.100 E 118.650 W	124.300 E 118.250 W
Hongqiao GND	121.600 E 121.850 W	118.100 E 121.900 W
Hongqiao DLV	121.750 0001-1200	
DCL		
Landing RWY system:		
18L	HL-P1F THR 7 (0hPa) / TDZ 8 (---%) 30 HL 60 HL 30 HL 60 G 3200 100 300 30 HL 0.0% TDZ 9 (---%) / THR 9 (0hPa) HL-P1F	8.30° 60 HL 30 HL 36R
18R	HL-P1F THR 9 (0hPa) / TDZ --- (---%) 30 HL 60 HL 30 HL 60 G 3000 300 300 30 HL 0.0% TDZ --- (---%) / THR 9 (0hPa) HL-P1F	8.30° 60 HL 30 HL 36L





SHA-ZSSS

3-40

Stand Coordinates

APC

APC

Stand Coordinates

Stand Coordinates

42-45	N31 12.0 E121 20.4
71, 72	N31 12.0 E121 20.5
81, 82	N31 12.0 E121 20.5
501	N31 11.6 E121 20.4
502, 504	N31 11.5 E121 20.4
506, 508, 510	N31 11.4 E121 20.4
511	N31 11.3 E121 20.4
512-517	Not published
101, 102	Not published
109-114	Not published
115	N31 11.8 E121 20.4
120-126	N31 11.7 E121 20.4
127	N31 11.6 E121 20.4
212-240A	Not published
246, 248	Not published
250	Not published
256-290	Not published
301-342	Not published
401-413	Not published
601-608	Not published
518	N31 11.3 E121 20.5
519-521	N31 11.2 E121 20.5
522	N31 11.1 E121 20.5
523	N31 11.1 E121 20.4
524, 525	N31 11.0 E121 20.4
TP01-TP08	Not published



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25-JAN-2018

SHA-ZSSS

China Shanghai Hongqiao

RNAV SIDs RWY 36L/R North

RNAV SIDs RWY 18L/R

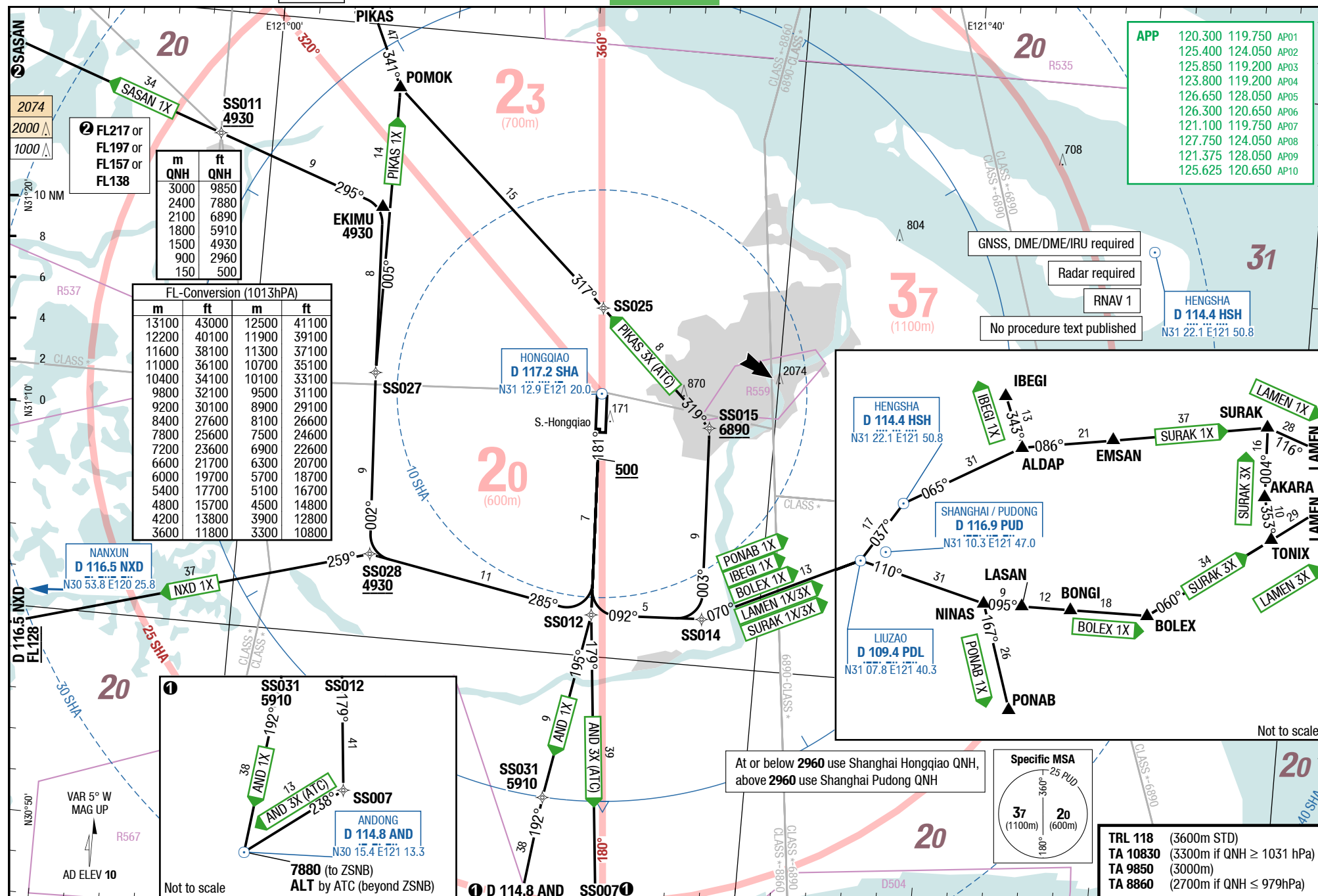
SID

SID

Hongqiao Shanghai China

RNAV SIDs RWY 36L/R North

RNAV SIDs RWY 18L/R



Changes: PROC, Track, OBST, Note

## SHA-ZSSS

China **Shanghai** Hongqiao

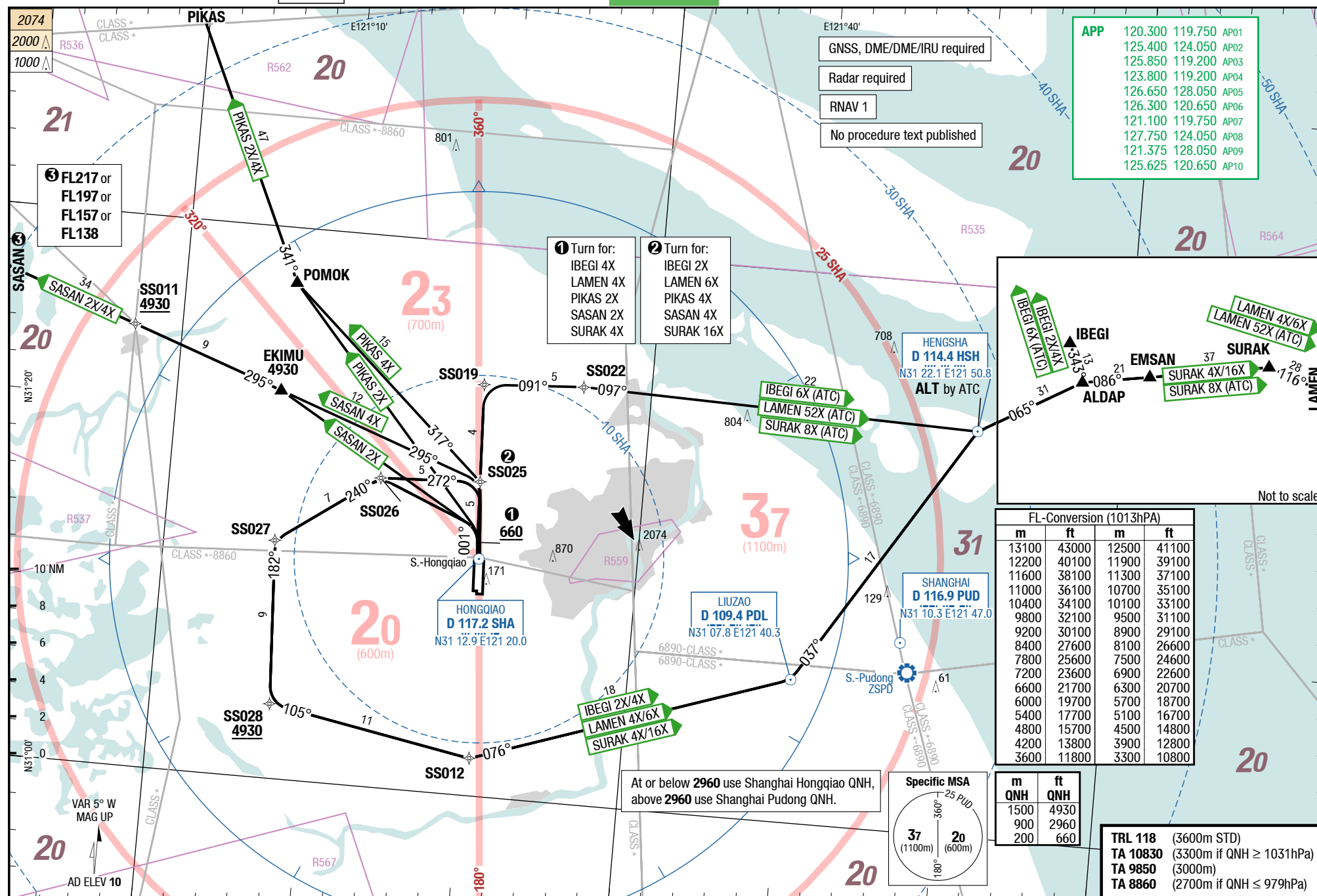
## 4-20 RNAV SIDs RWY 36L/R North

SID

SID

Hongqiao **Shanghai** China

## RNAV SIDs RWY 36L/R North



Changes: Track, PROC, OBST, Note

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25-JAN-2018

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SIDs RWYs 18L/R

4-30

RNAV SIDs RWY 36L/R South

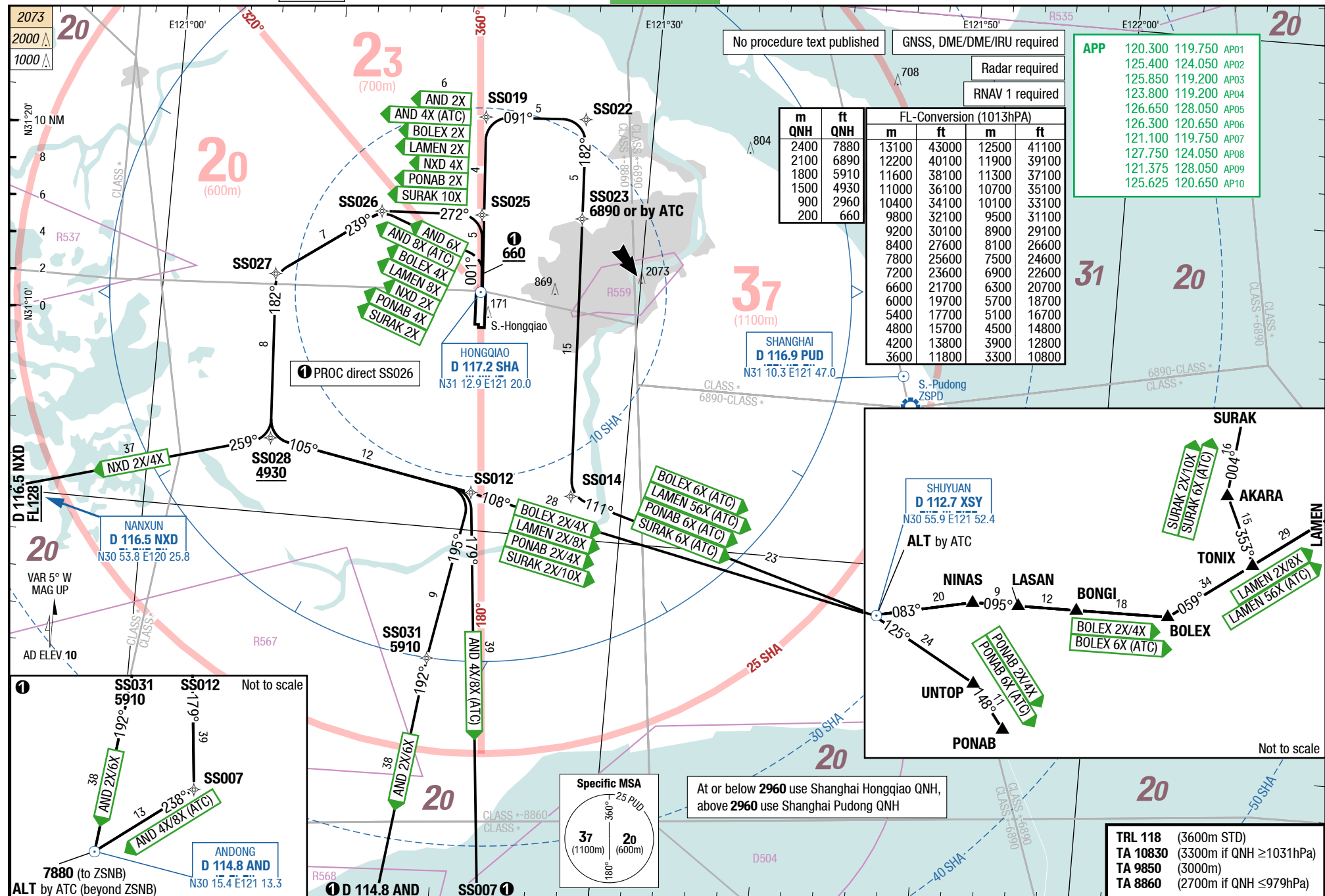
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Hongqiao Shanghai China

SIDs RWYs 18L/R

RNAV SIDs RWY 36L/R South



Changes: Nil



25-JAN-2018

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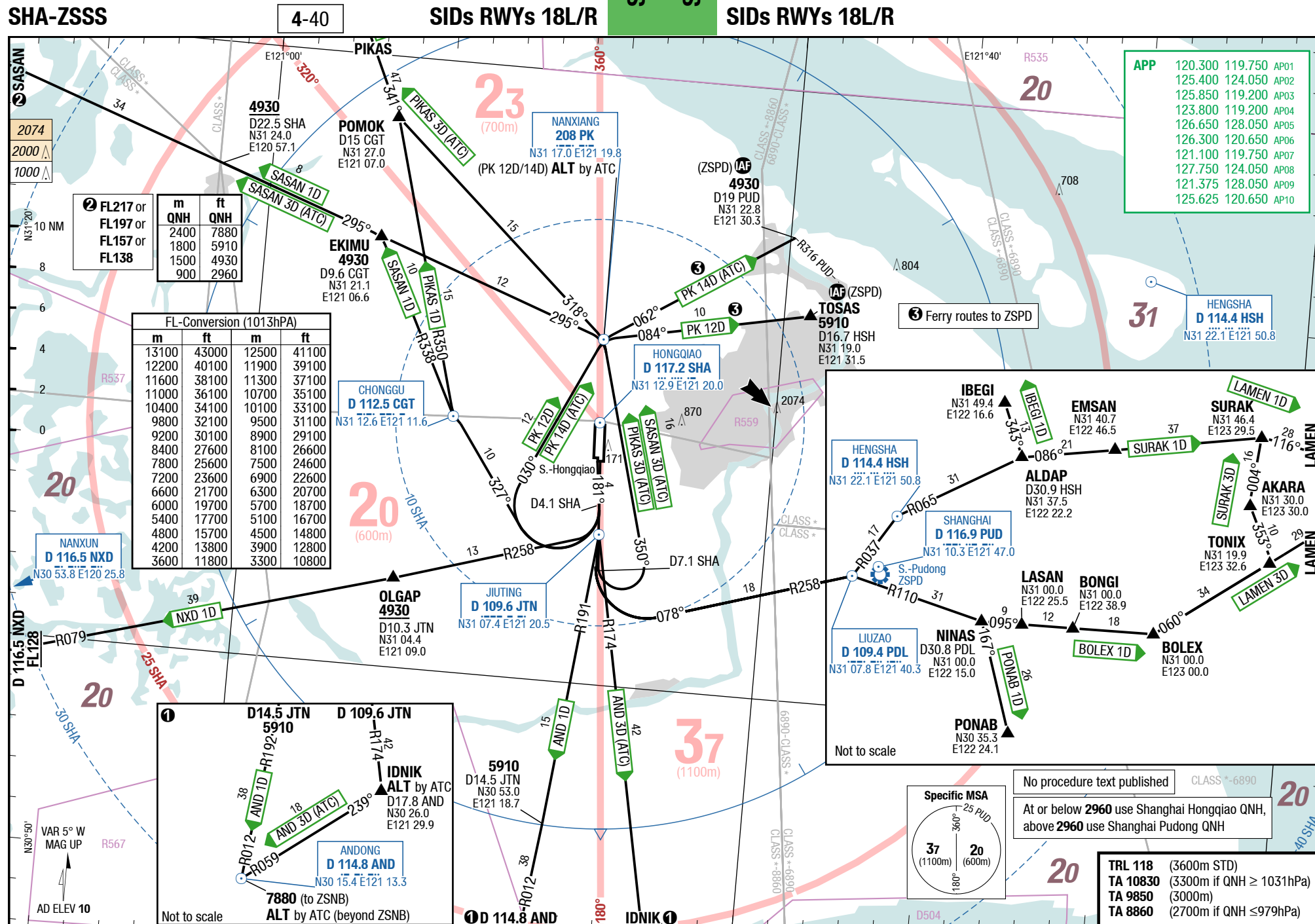
China **Shanghai** Hongqiao

SID

SID

Hongqiao **Shanghai** China

## SIDs RWYs 18L/R



Changes: PROC, Inset, Track, OBST

25-JAN-2018

## SHA-ZSSS

China **Shanghai** Hongqiao

**NIL**

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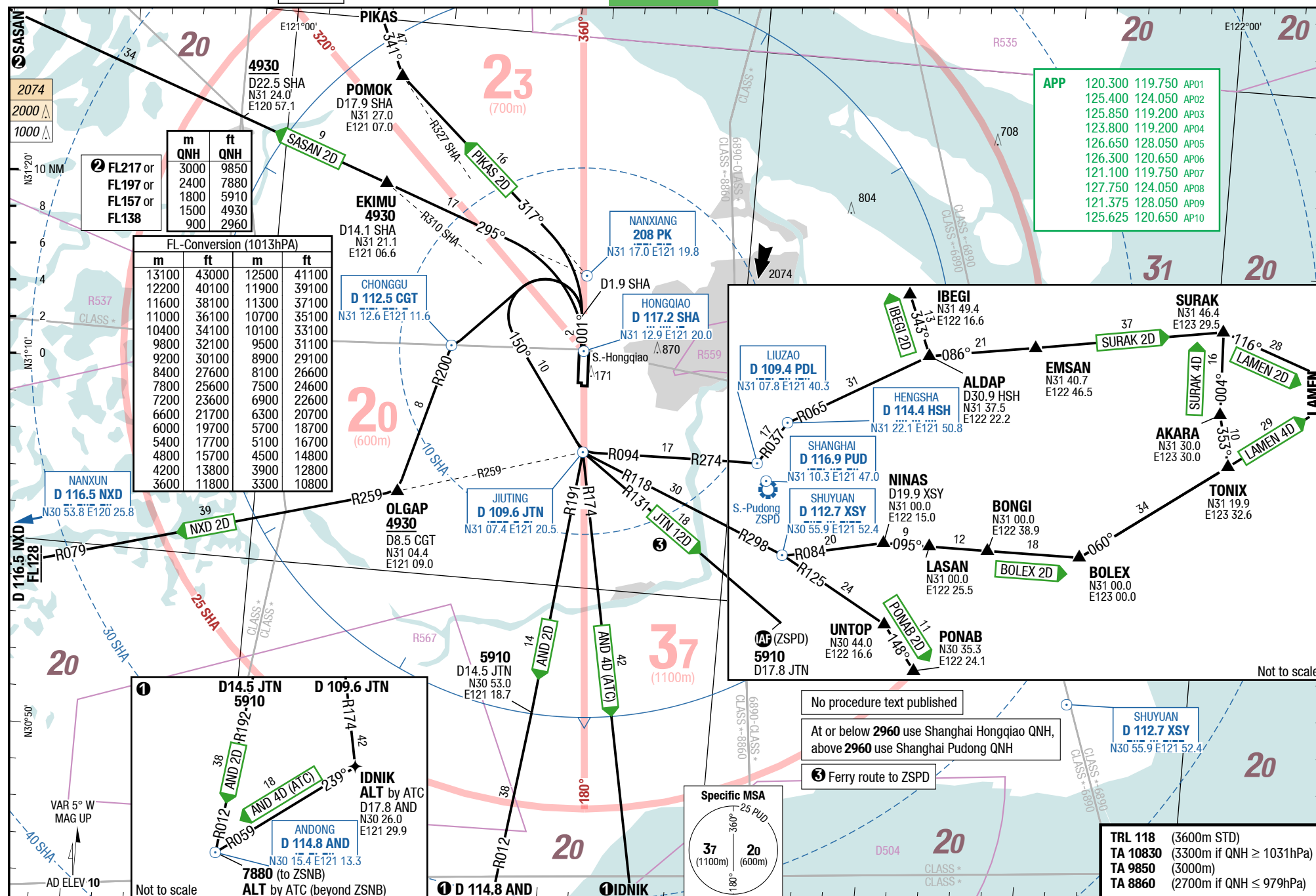
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SID

Hongqiao **Shanghai** China

NIL

## SIDs RWYs 36L/R



Changes: Track, PROC, Note, OBST

Effective 29-MAR-2018

22-MAR-2018

SHA-ZSSS

China Shanghai Hongqiao

RNAV STARs RWY 36L/R

6-10

RNAV STARs RWY 18L/R

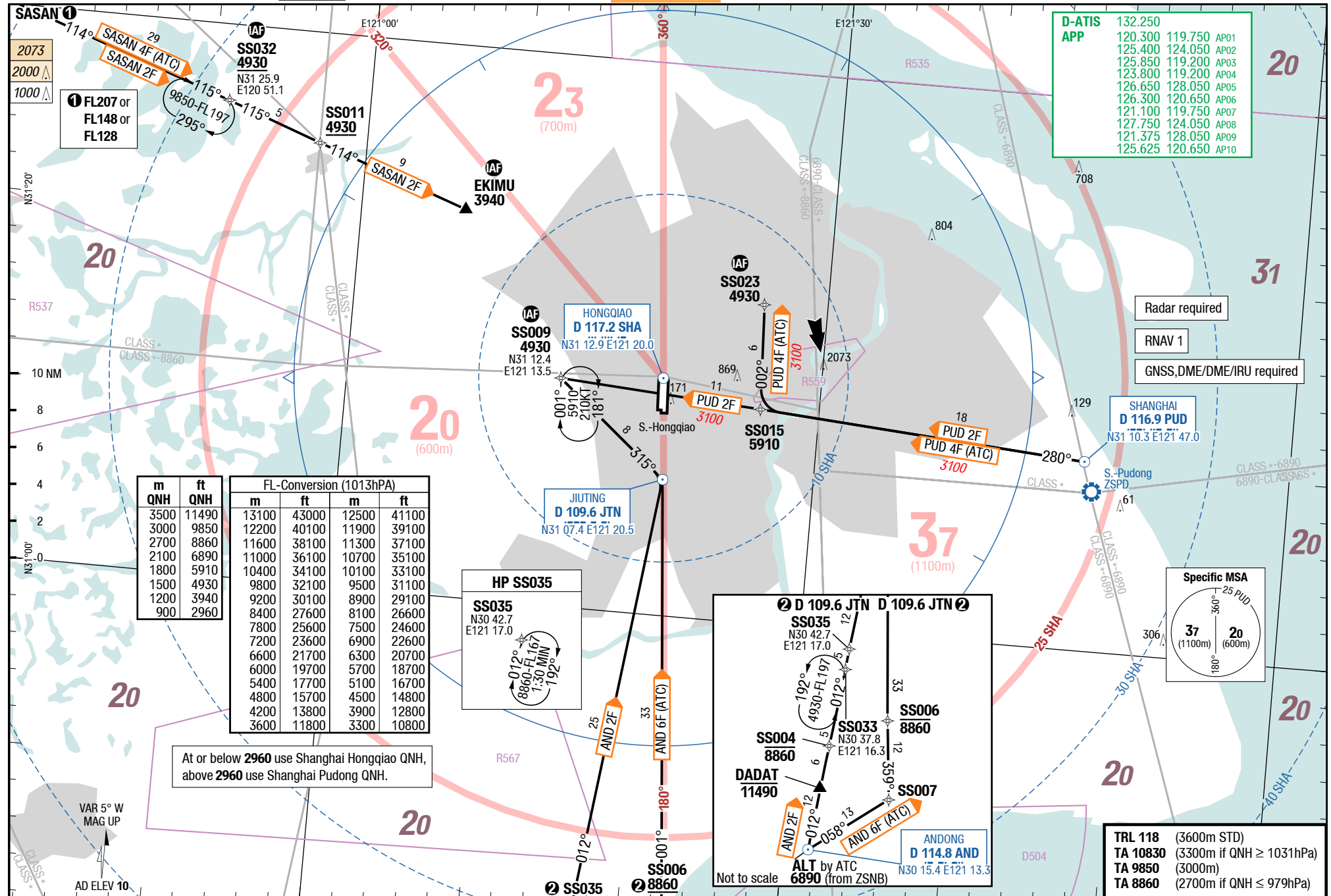
STAR

STAR

Hongqiao Shanghai China

RNAV STARs RWY 36L/R

RNAV STARs RWY 18L/R



Changes: Nil



Effective 29-MAR-2018

22-MAR-2018

SHA-ZSSS

China Shanghai Hongqiao

STAR

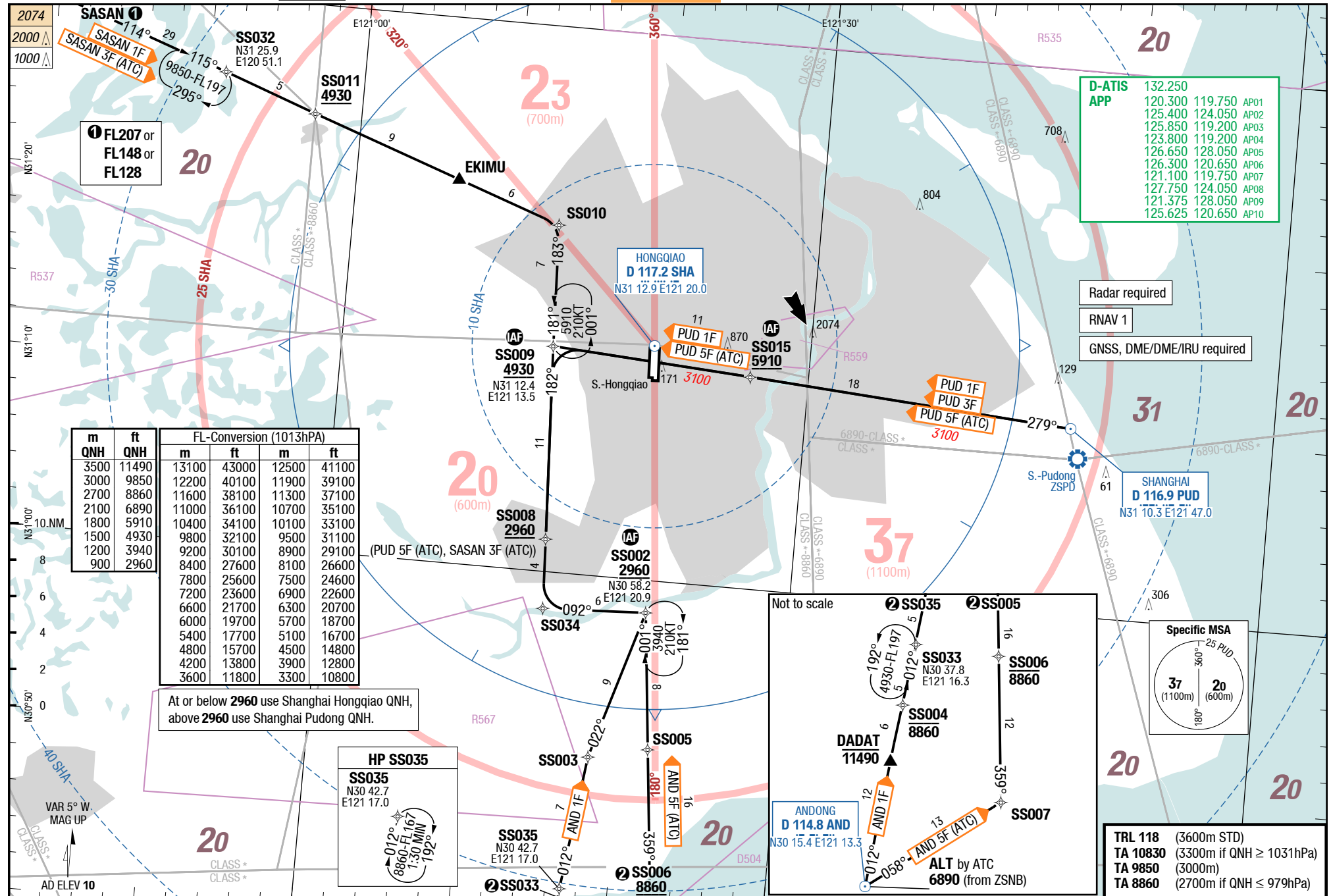
STAR

Hongqiao Shanghai China

RNAV STARs RWY 36L/R

6-20

RNAV STARs RWY 36L/R



Changes: PROC

## SHA-ZSSS

STARs RWYs 36L/R

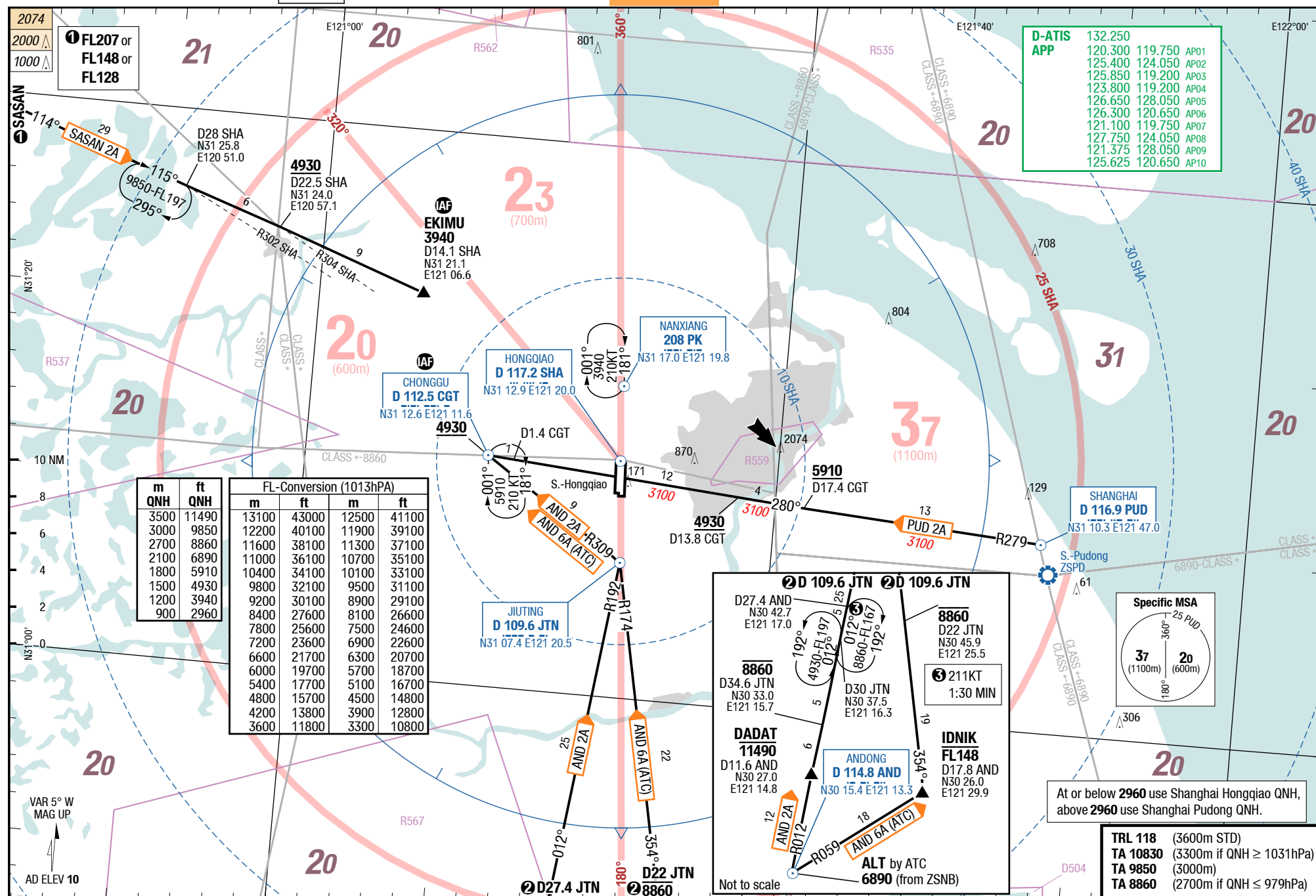
## STARs RWYs 18L/R

# STAR

# STAR

STARs RWYs 36L/R

## STARs RWYs 18L/R



Changes: PROC

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Effective 29-MAR-2018

22-MAR-2018

SHA-ZSSS

China Shanghai Hongqiao

STAR

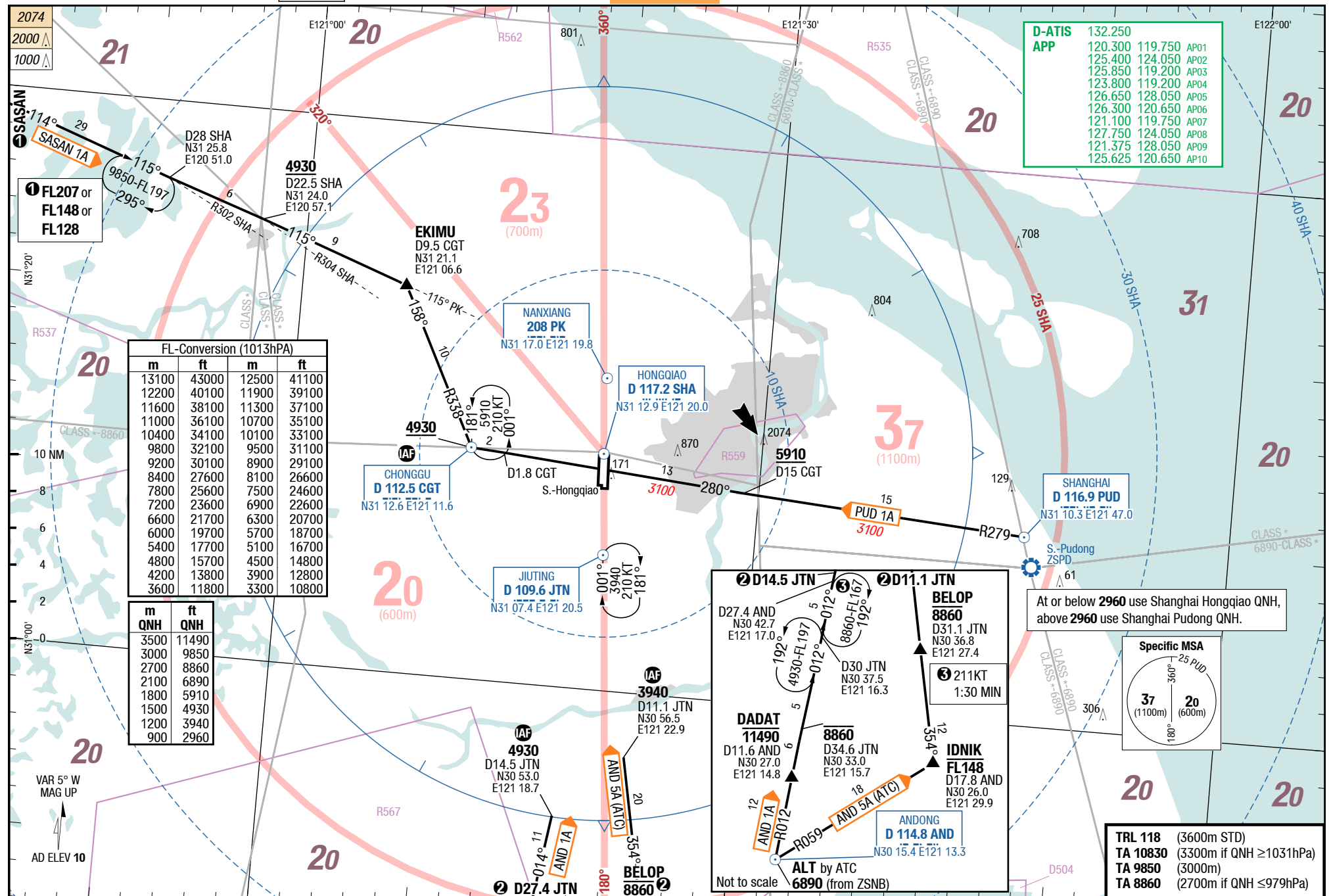
STAR

Hongqiao Shanghai China

STARs RWYs 36L/R

6-40

STARs RWYs 36L/R



Changes: PROC

# SHA-ZSSS

## ILS DME Z 18L RNAV



Changes: MIN, ALT, APL, OBST, OM, MM

## SHA-ZSSS

**ILS DME Y 18L**



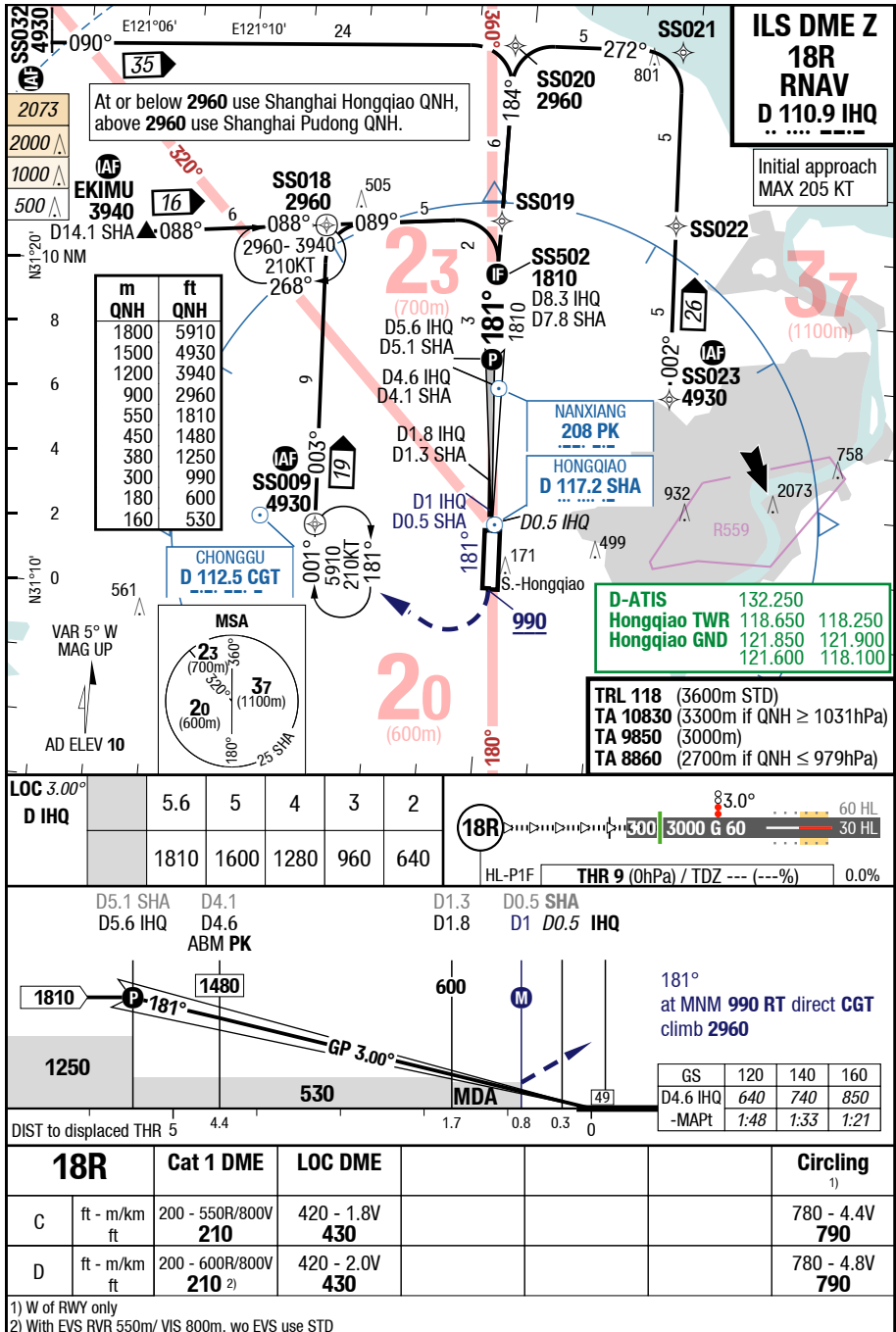
Changes: ALT, APL, MIN, OBST, MM, OM

17-AUG-2017

SHA-ZSSS

7-30

ILS DME Z 18R RNAV



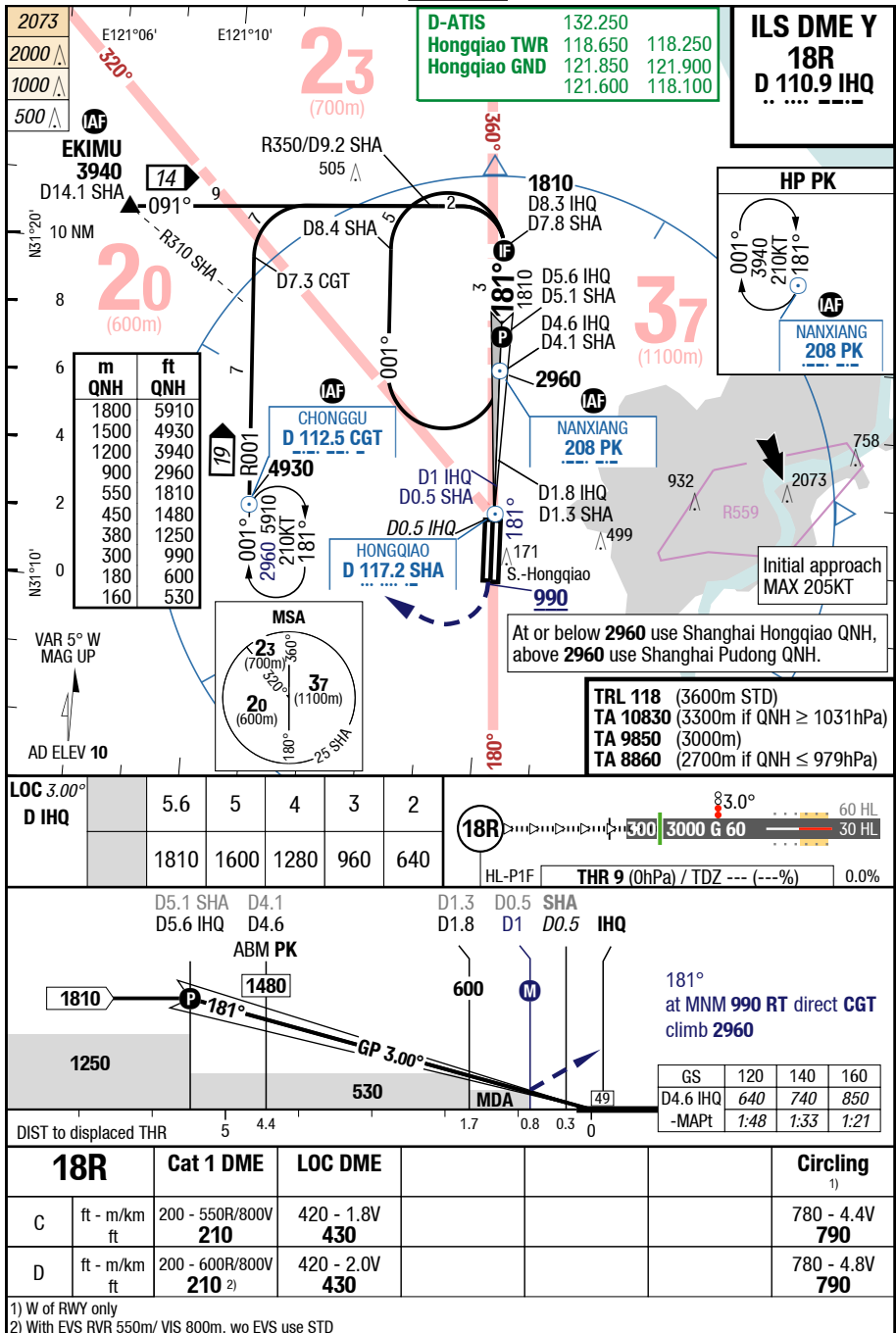
Changes: ALT, APL, OBST

17-AUG-2017

SHA-ZSSS

7-40

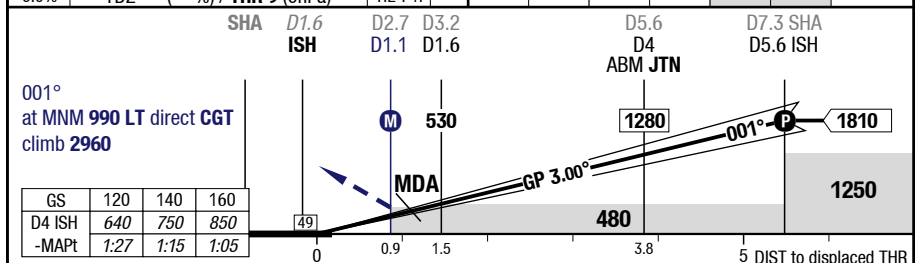
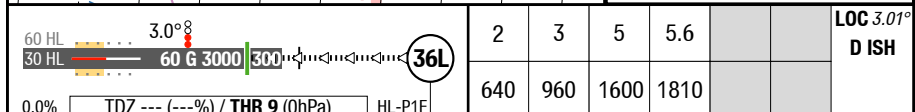
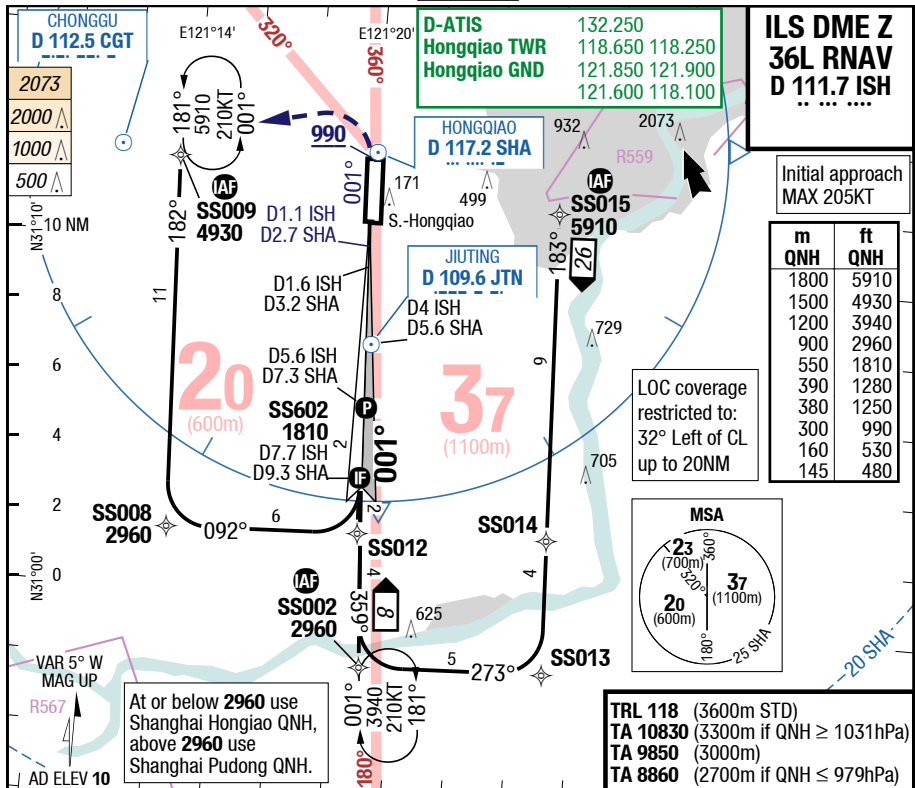
ILS DME Y 18R



## SHA-ZSSS

7-50

## ILS DME Z 36L RNAV



36L	Cat 1 DME	LOC DME				Circling <sup>1)</sup>
C	ft - m/km ft	200 - 550R/800V 210	420 - 1.8V 430			780 - 4.4V 790
D	ft - m/km ft	200 - 600R/800V 210 <sup>2)</sup>	420 - 2.0V 430			780 - 4.8V 790

1) W of RWY only

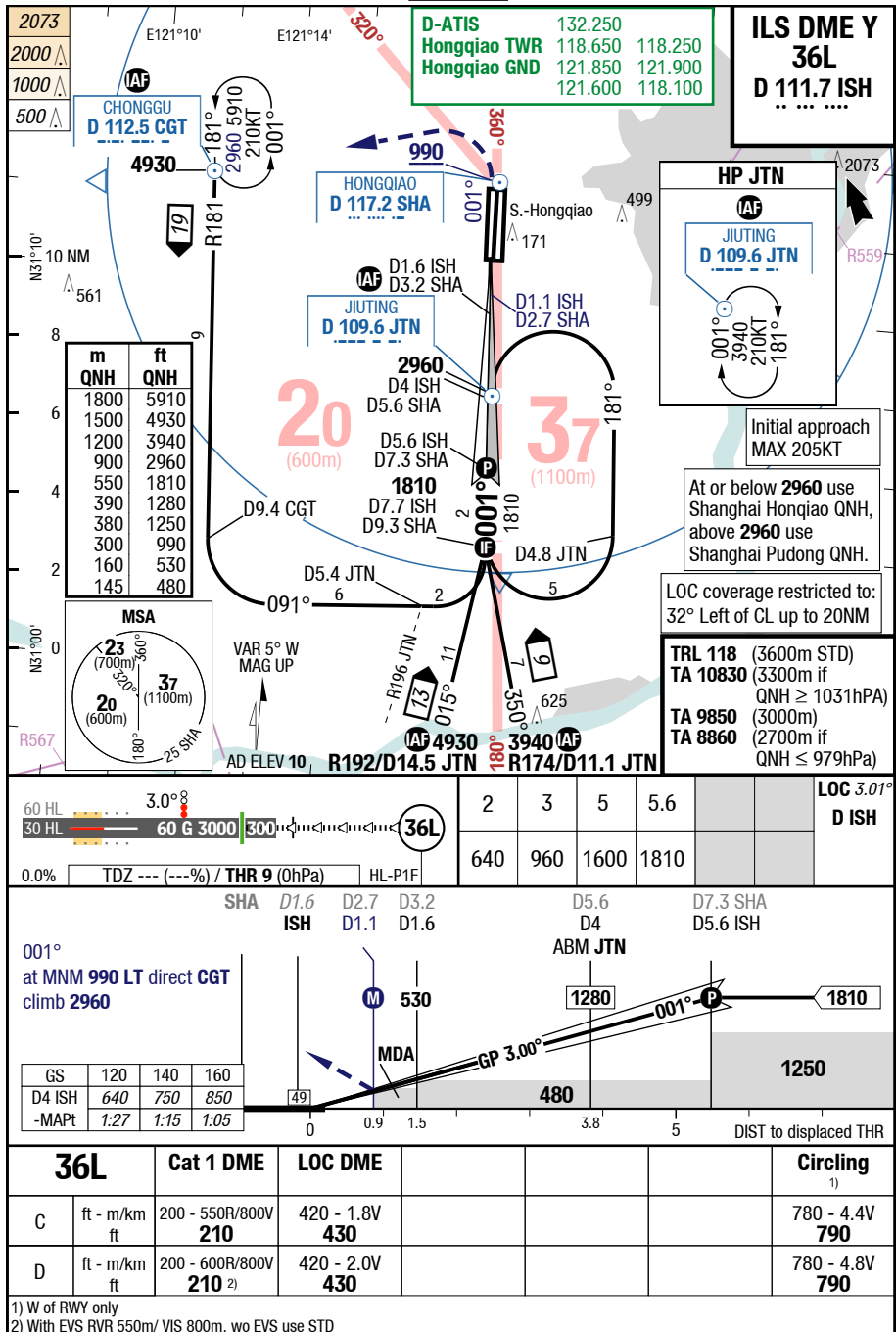
2) With EVS RVR 550m/ VIS 800m, wo EVS use STD

Changes: WPT SS002, SS009, SS034, PROC

## SHA-ZSSS

7-60

## ILS DME Y 36L



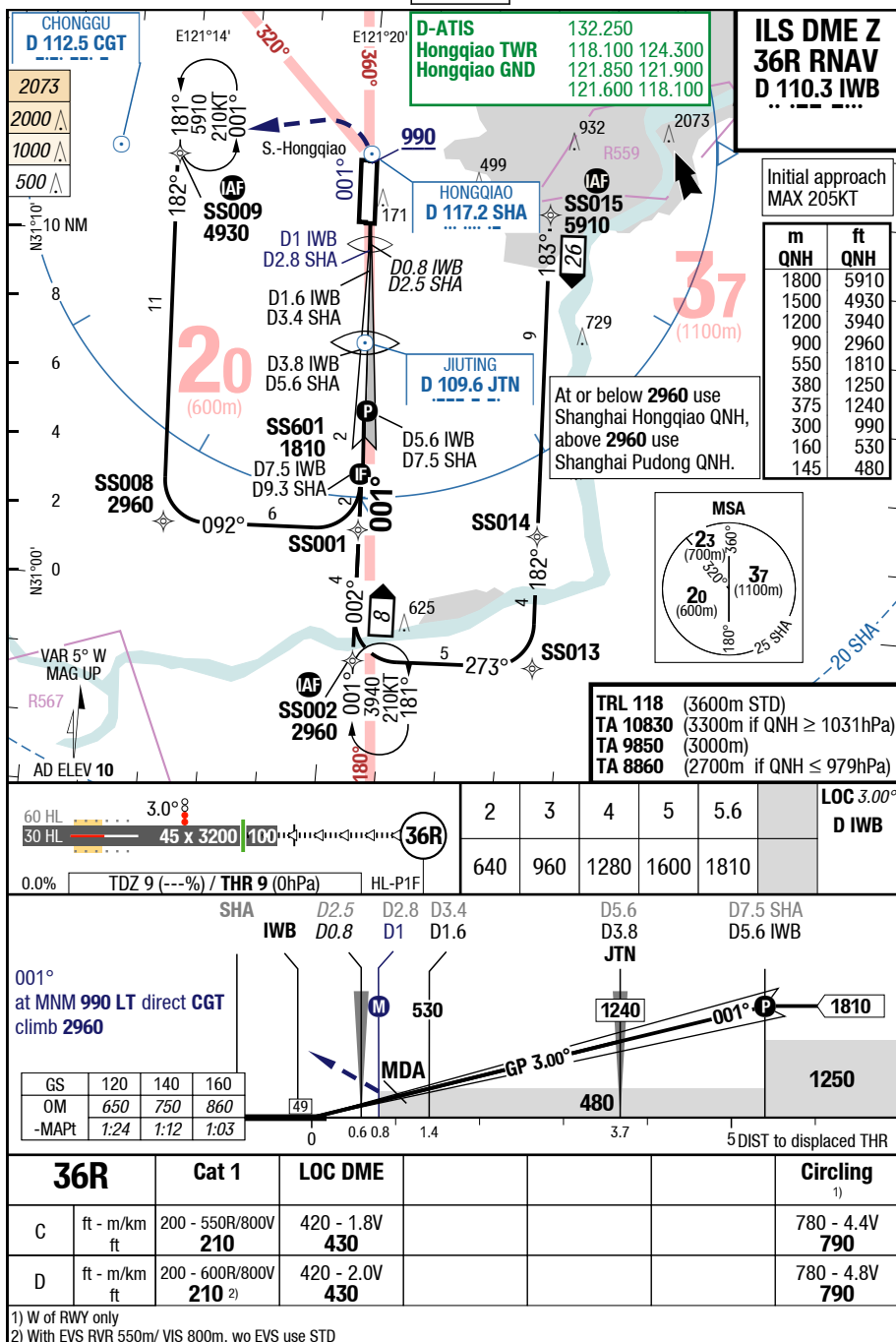
Changes: Nil



## SHA-ZSSS

7-70

## ILS DME Z 36R RNAV

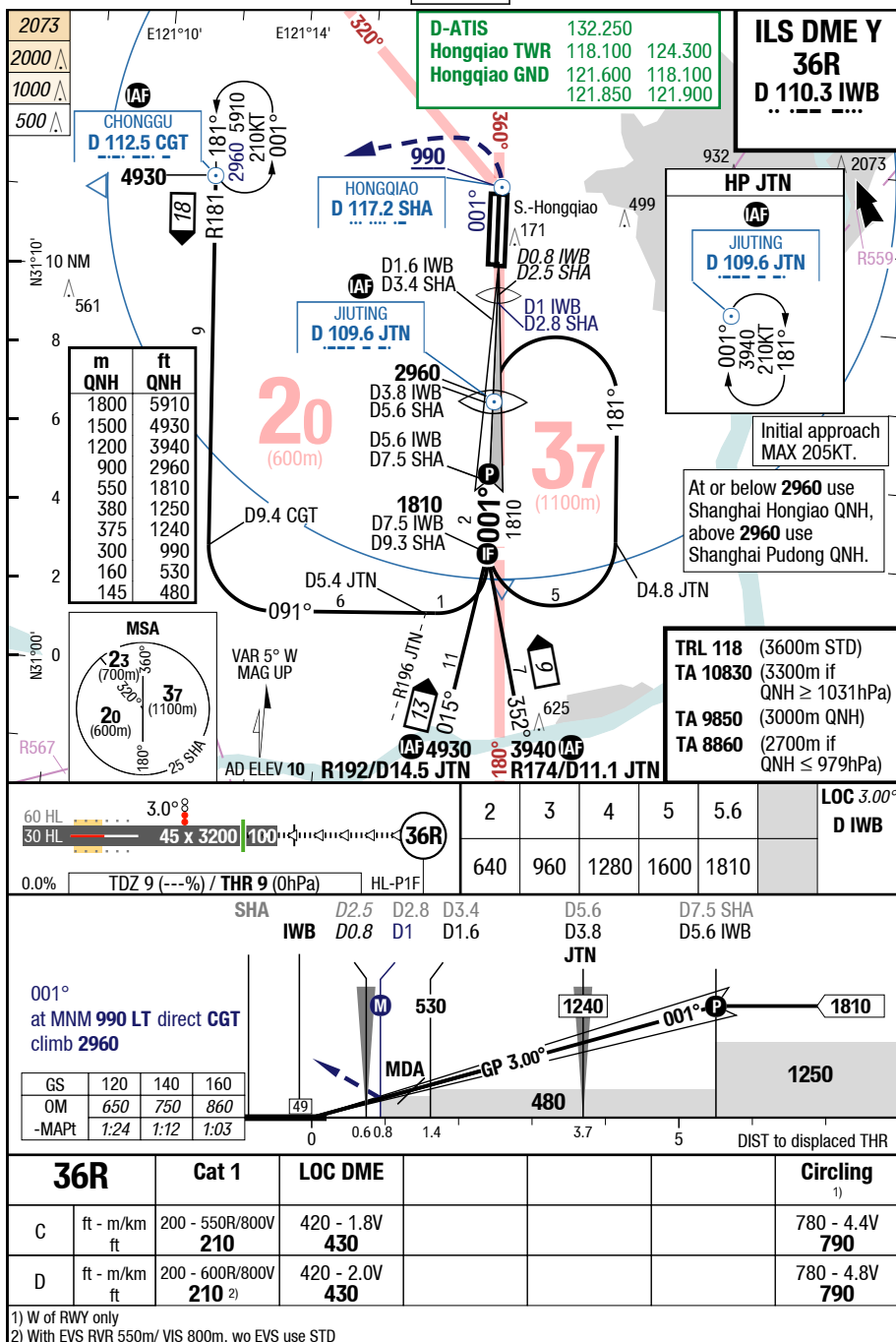




## SHA-ZSSS

7-80

## ILS DME Y 36R



**VOR DME 18L**



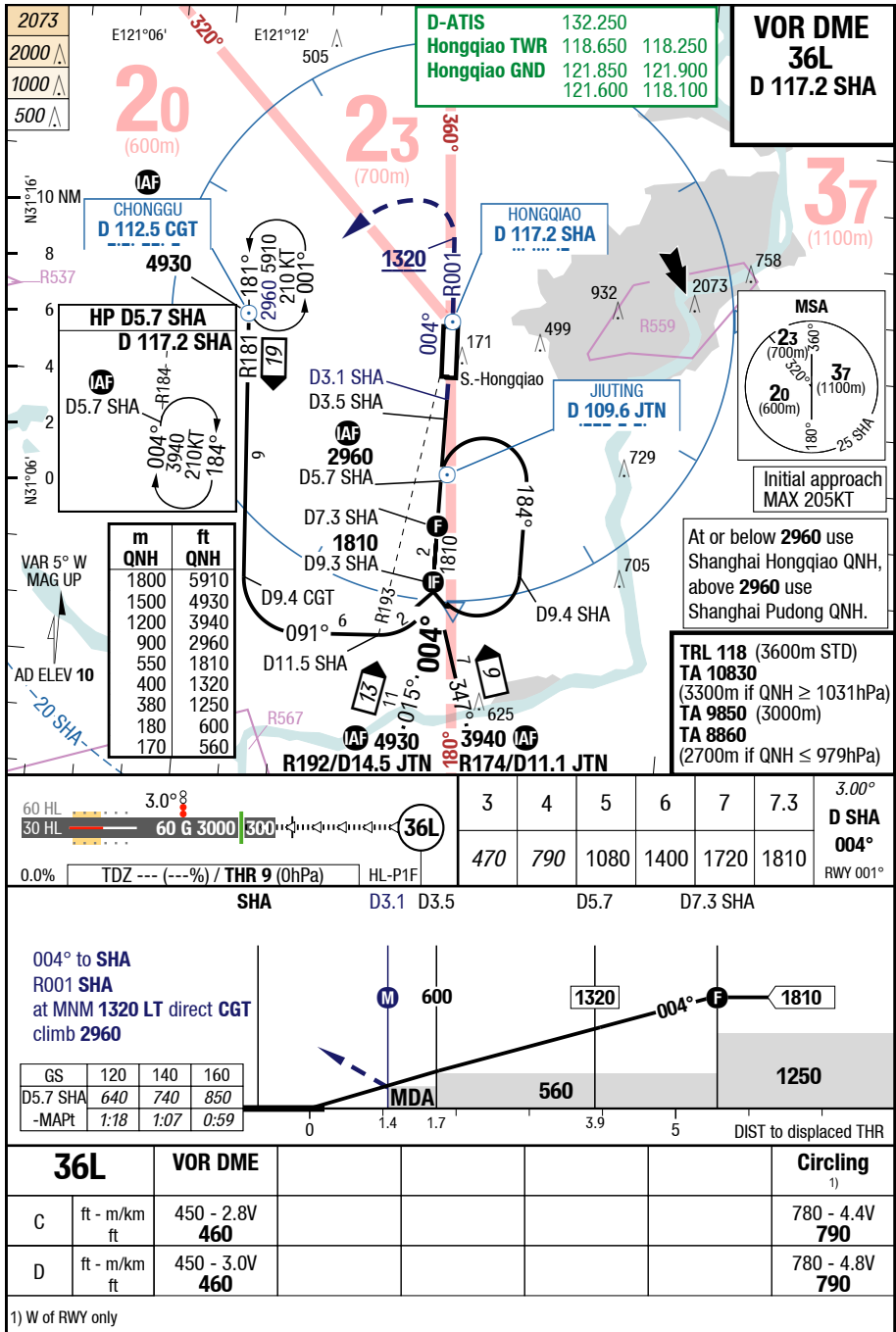
Changes: ALT, APL, MM, OBST, OM

17-AUG-2017

SHA-ZSSS

7-100

VOR DME 36L



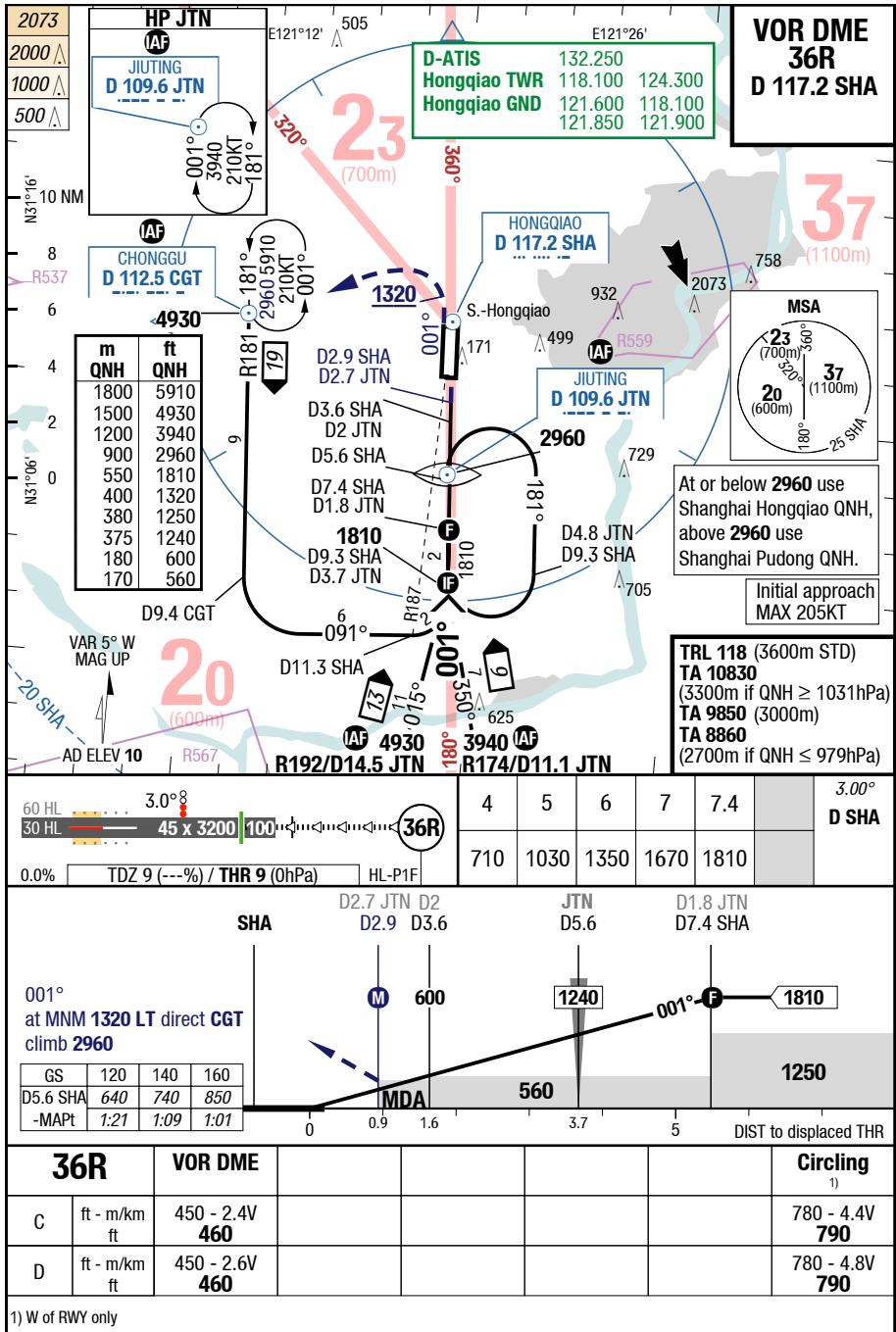
Changes: ALT, APL, OBST

17-AUG-2017

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7-110

VOR DME 36R



Changes: APL, ALT, OBST

Effective 23-JUN-2016

16-JUN-2016

SHA-ZSSS

8-10

China Shanghai Hongqiao

NIL

MRC

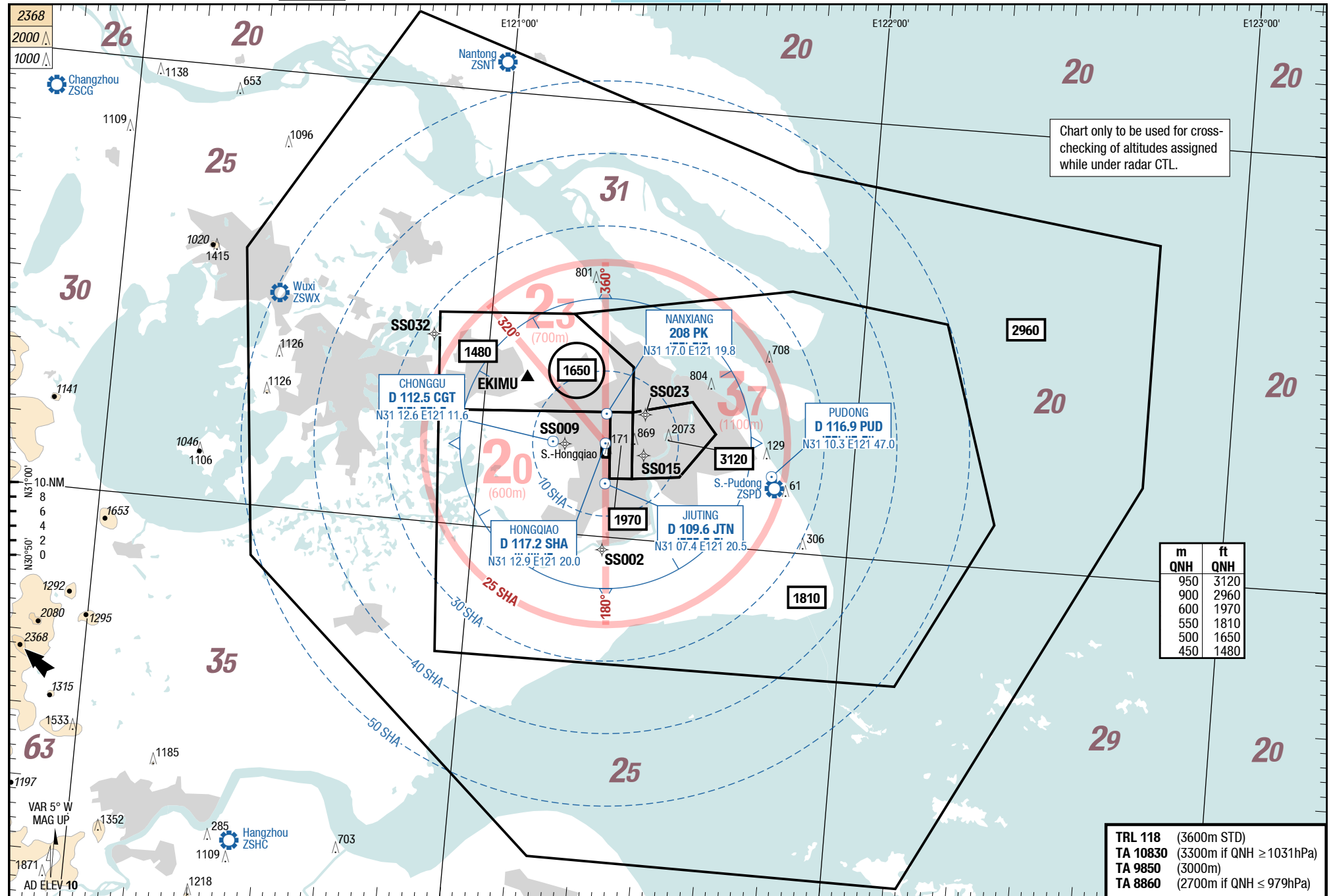
MRC

MRC

Hongqiao Shanghai China

NIL

MRC



m	ft
950	3120
900	2960
600	1970
550	1810
500	1650
450	1480

TRL 118 (3600m STD)  
TA 10830 (3300m if QNH ≥ 1031hPa)  
TA 9850 (3000m)  
TA 8860 (2700m if QNH ≤ 979hPa)

Changes: new