VAR5°W AERODROME ELEV 3 RWY36R THR ELEV 3 TWR 118.1(124.3)(E) 118.65(118.25)(W) APP 120.3(119.75)
(ZSSS) 125.4(119.75) INSTRUMENT AP01 126.65(128.05) AP05 AP02 126.3(120.65) AP06 ZSSS SHANGHAI/Honggiao APPROACH AP03 | 121.1(124.05) AP07 125.85(119.20) CHART-ICAO AP04 127.75(124.05) AP08 RNAV ILS/DME 123.8(119.20) 121° 30 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN S(R)535 Holding MAX IAS 390kmH DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM Initial approach MAX IAS 380kmH Circling W of RWY only SHA'is 66m W from RCL of RWY181/36R SS002 and SS009 are fly-over points for holding 20km HONGQIÃO 117.2 SHA CH 119X ZS(R)537 2200-1600 (110, 3) IWB CHONGGU 112.5 CGT S(R)559 **8**€ CH 72X **(·)** SHANGHAI ᅘ IAF SS015 薆 SS009 1800 -IL\$ JIUTING 1500 001° 110.3 IWB 109.6 JTN CH 33X FAF 140 D7.5SHA JF SS601 D9.3SHA D7.5 IWB ♦ SS014 SS008 **♦** 900 SS001 091 ळ 183/ 091 **♦ SS013** 700 SHA 1100 SS034 2719 SS002 8 900 15km ZS(R)567 MSA 46km DME (IWB) (NM) 2 7 3 4 6 5 GP INOP AIT (m) 195 292 389 486 3600 3000 3300(QNH≥1031HPA) 2700(QNH≤979HPA) MISSED APPROACH Climb straight ahead to 300, turn ΙF GP INOP FAF GP INOP D7.5SHA D5.6 IWB LEFT to CGT at 900, or by ATC. SS601 D3.4SHA D5.6SHA D9.3SHA D1.6 IWB D7.5 IWB D3.8 IWB MAPt GP INOP JTN GP3° 001° SHA IWB D1.0 IWB >550(547) 374 380 (371) RDH=15m 160(157) THR displaced 100m 145 -3.65 -0.30 1.55 2.66 10<sup>1</sup>15 13 6km (DIST to displaced THR) 6 8  $\mathbb{B}$  $\mathbf{C}$ FAF-MAPt(GP INOP) 8.6km D 180 335 kt 80 100 120

ZSSS AD2.24-20D EFF1408201600 2014-7-15 中国民用航空局CAAC

600/800

130(127)

2000

240(237)

4800

ILS/DME RVR/VIS

GP INOP MDA(H)

CIRCLING MDA(H)

550/800

210(207)

3200

130(127)

1800

240(237)

4400

130(127)

210(207)

2800

GS in

Time

kmH

min:sec

chart name.

Rate of descent m/s

150

3:29

2.2

Changes: D-ATIS, landing minima, missed approach, note

185

2:47

2.7

220

2:19

3.2

260

1:59

3.8

295

1:44

4.3

1:33

4.9