118.65(118.25)(W) APP 120.3(119.75)
(ZSSS) 125.4(119.75) INSTRUMENT AP01 126.65(128.05) AP05 AP02 AP06 126.3(120.65) APPROACH ZSSS SHANGHAI/Hongqiao AP03 AP07 125.85(119.20) 121.1(124.05) CHART-ICAO AP04 127.75(124.05) AP08 ILS/DMF 123.8(119.20) 121° 30 BEARINGS ARE MAGNETIC SS020 ALTITUDES, ELEVATIONS,
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM 900 2200-1600 **♦**SS021 271° 090° SS032 \$\$018⁵⁴ 900, 1088° 1500 SS022 **♦**SS019 088° @ 900/ 1F ËKIMU ⇔SS502 D7.8SHA 1200 1200 SS023 D8.3 IHQ 550 ZS(R)537 ILS ➾ 181°110.9 IHQ 1500 FAF D5.1SHA D5.6 IHQ GND NANXIANG 1,65 208 PK /∆76 (S(R)559 CHONGGU *46 112.5 CGT HONGQIAO IAF 117.2 SHA CH 72X IAF SS009 ABOO SHANGHAI CH 119X 89 × 43 × 42 1500 g DME (110.9) IHQ CH46X 140 20km My-over points for holding RCL of RWY18R/36L \$\$009 are procedure 8 0.0 Holding MAX IAS 390kmH 700 SHA 1100 Initial approach MAX IAS 380kmH Circling W of RWY only 0 5 15km ZS(R),567 GND MSA 46km DME (IHQ) (NM) 6 5 4 3 2 1 GP INOP ALT (m) 486 389 292 195 3600 3000 3300(QNH≥1031HPA) 2700(QNH≤979HPA) MISSED APPROACH ΤĀ Climb straight ahead to 300, turn RIGHT to CGT at 900, or by ATC. FAF GP INOP D4.1SHA D5.1SHA D4.6 IHQ GP INOP SS502 D1.3SHA D7.8SHA D5.6 IHQ D1.8 IHQ D8.3 IHQ *181∘* MAPt SHA GP INOP DO.5SHA II D1.0 IHQ 550(547) 449 380 RDH=15m 180(177) 160 THR displaced 300m 15.1km 10.15 8.23 3.09 1.55 0.65 0-0.31 (DIST to displaced THR) B C FAF-MAPt(GP INOP) 8.6km A D kt kmH 80 100 120 140 160 180 GS in ILS/DME DA(H) RVR/VIS 150 185 220 260 295 335 550/800 600/800 Time min:sec 3:29 2:47 2:19 1:59 1:44 1:33 GP INOP MDA(H) 130(127) 130(127) 130(127) 1600 1800 2000 Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 4.9 CIRCLING MDA(H) 210(207) 210(207) 240(237) 240(237) Changes: D-ATIS, landing minima, missed approach, note 2800 3200 4400 4800 chart name.

VAR5°W AERODROME ELEV 3

3 RWY18R THR ELEV 3 TWR 118.1(124.3)(E)