

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport ZSSS

ZSSS (Hongqiao)**General Info**

Shanghai, CHN

N 31° 12.0' E121° 20.0' Mag Var: 4.8°W

Elevation: 10'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet, Jet A-1

Oxygen: High Pressure

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 18L-36R 11155' x 190' asphalt

Runway 18R-36L 10827' x 197' concrete

Runway 18L (181.0°M) TDZE 8'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Displaced Threshold Distance 328'

Runway 18R (181.0°M) TDZE 9'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 984'

Runway 36L (1.0°M) TDZE 9'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 984'

Runway 36R (1.0°M) TDZE 9'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 328'

ZSSS (*Hongqiao*)**Communications Info**ATIS **132.25**ATIS **131.45**Hongqiao Tower **124.3**Hongqiao Tower **118.65**Hongqiao Tower **118.25**Hongqiao Tower **118.1**Hongqiao Delivery Ground Control **121.75**Hongqiao Ground Control **121.9**Hongqiao Ground Control **121.85**Hongqiao Ground Control **121.6**Hongqiao Ground Control **118.1**Shanghai Approach Control **125.4**Shanghai Approach Control **120.3**Shanghai Approach Control **119.75**Shanghai Approach Control **119.2**Shanghai Approach Control **128.05**Shanghai Approach Control **126.65**Shanghai Approach Control **126.3**Shanghai Approach Control **125.85**Shanghai Approach Control **123.8**Shanghai Approach Control **120.65**Shanghai Approach Control **127.75**Shanghai Approach Control **124.05**Shanghai Approach Control **121.1****Notebook Info**

1. GENERAL

1.1. ATIS

D-ATIS 132.25

1.2. TAXI PROCEDURES

1.2.1. GENERAL

TWY K1 and Taxilanes L01, L03 and L04 MAX wingspan less than 213'/65m.

Taxilane L07 MAX wingspan less than 198'/60.4m (213'/65m when towed).

Turning from TWY A to TWY H4 segment between RWY and TWY A and vice versa MAX wingspan 125'/38m.

Taxilane L02 MAX wingspan 118'/36m.

Taxilanes L05 and L06 MAX wingspan less than 118'/36m.

Taxilane 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 and 99 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.

1.4. OTHER INFORMATION

Birds.

RWYs 18L and 18R right-hand circuit.

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

2. ARRIVAL

2.1. 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. DEPARTURES**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.
2		TWY D - H6 or H7	
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	
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 406 and 411 with wingspan more than 171'/52m shall be pushed out directly to TWY D.

3. DEPARTURES

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. |

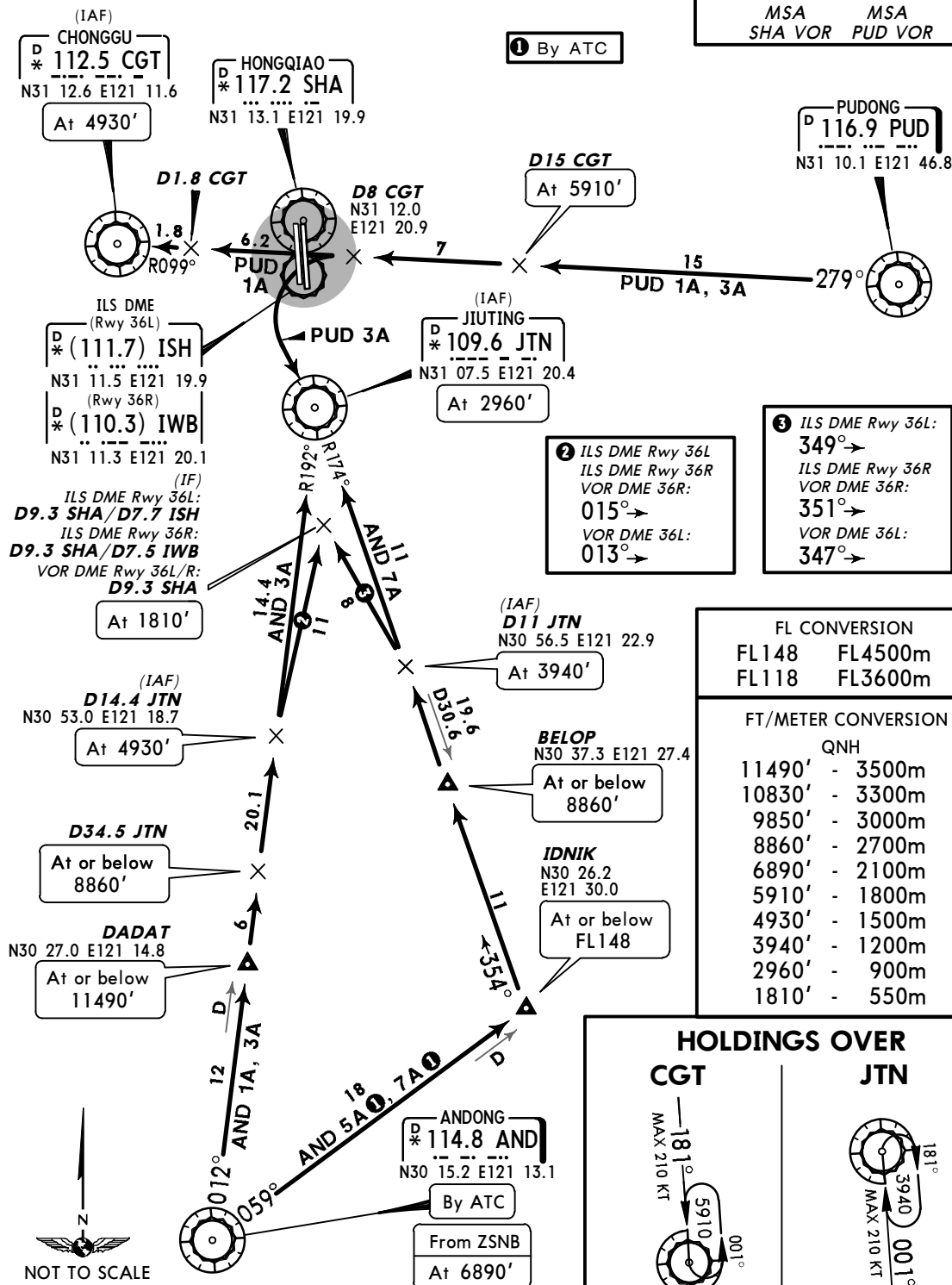
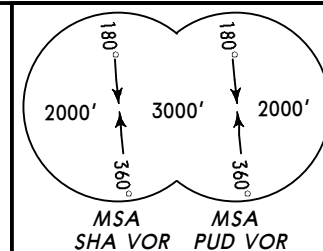
If the procedures can not be implemented due to any reason other than ATC, controller shall be informed by the pilot.

3.4. RWY OPERATIONS

RWY 18R/36L mainly used for departure.

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 1A, AND 3A, AND 5A ①, AND 7A ①
PUD 1A, PUD 3A
RWYS 36L/R ARRIVALS
FROM EAST & SOUTH



① By ATC

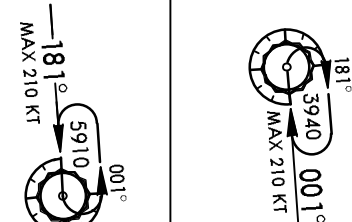
② ILS DME Rwy 36L
ILS DME Rwy 36R
VOR DME 36R:
015°
VOR DME 36L:
013°

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

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

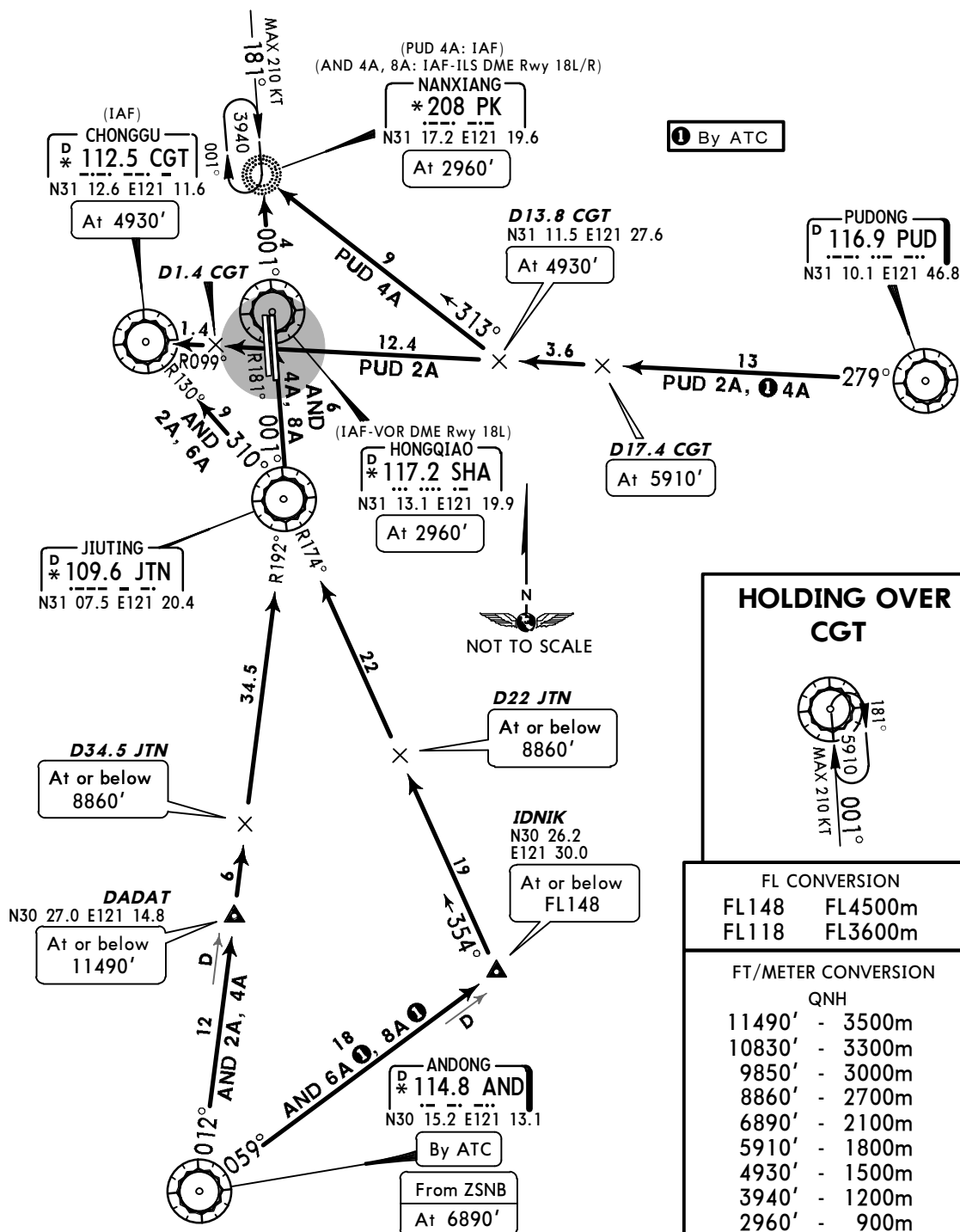
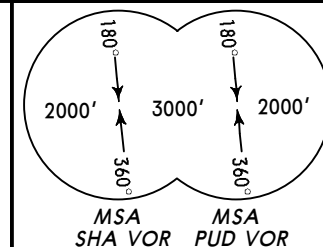
FT/METER CONVERSION	
QNH	
11490'	- 3500m
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1810'	- 550m

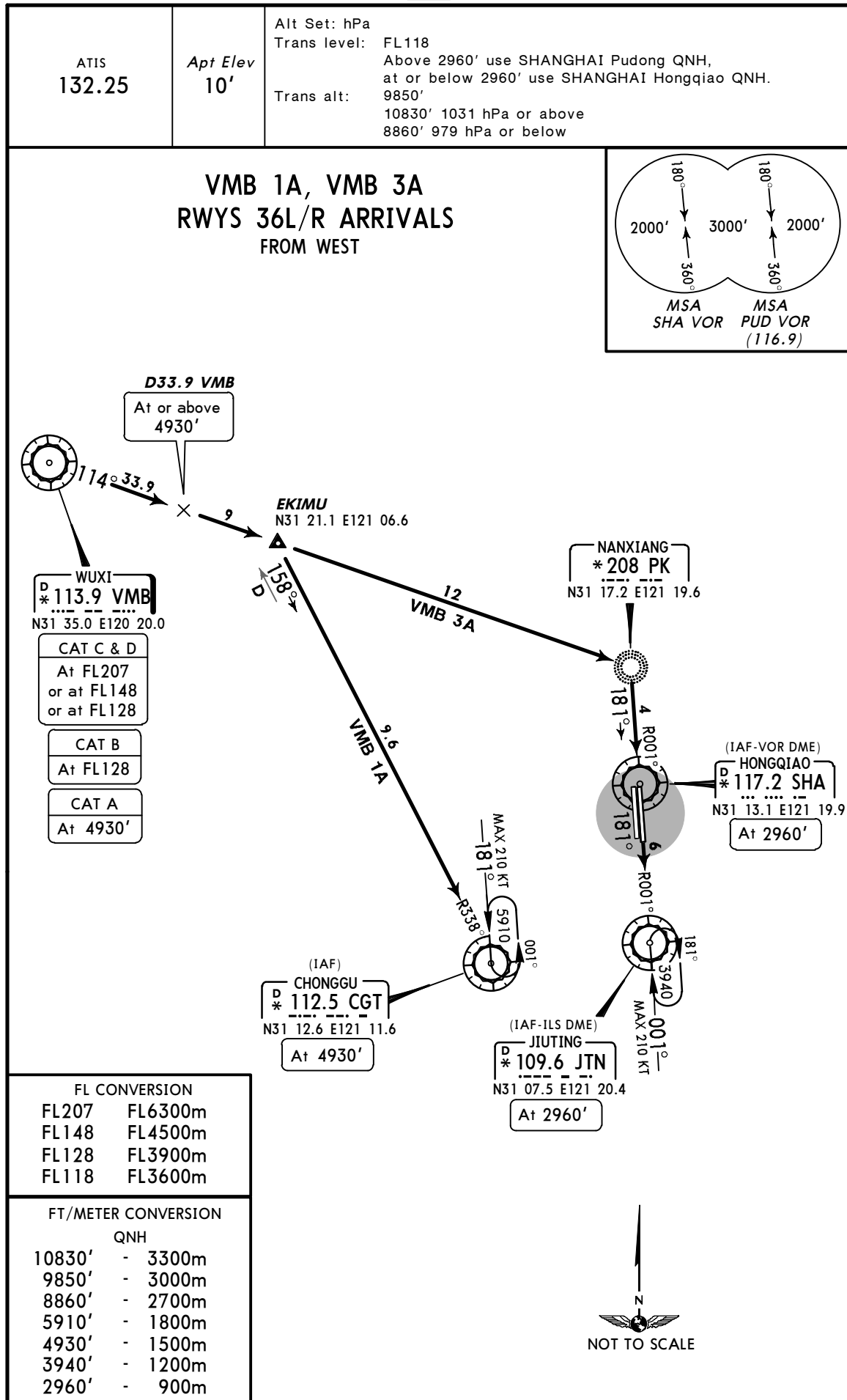
HOLDINGS OVER
CGT JTN



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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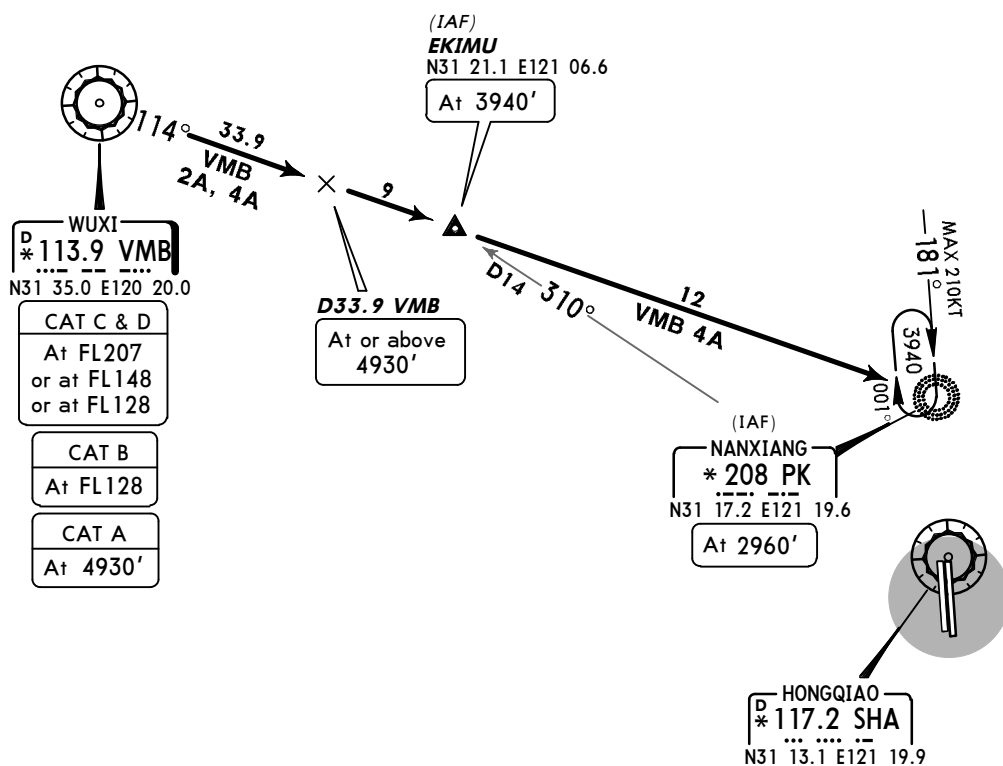
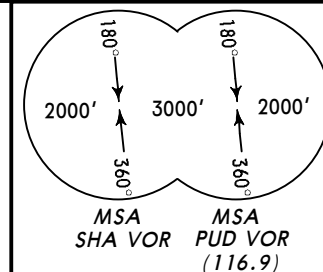
AND 2A, AND 4A, AND 6A ①, AND 8A ①
PUD 2A, PUD 4A ①
RWYS 18L/R ARRIVALS
FROM EAST & SOUTH





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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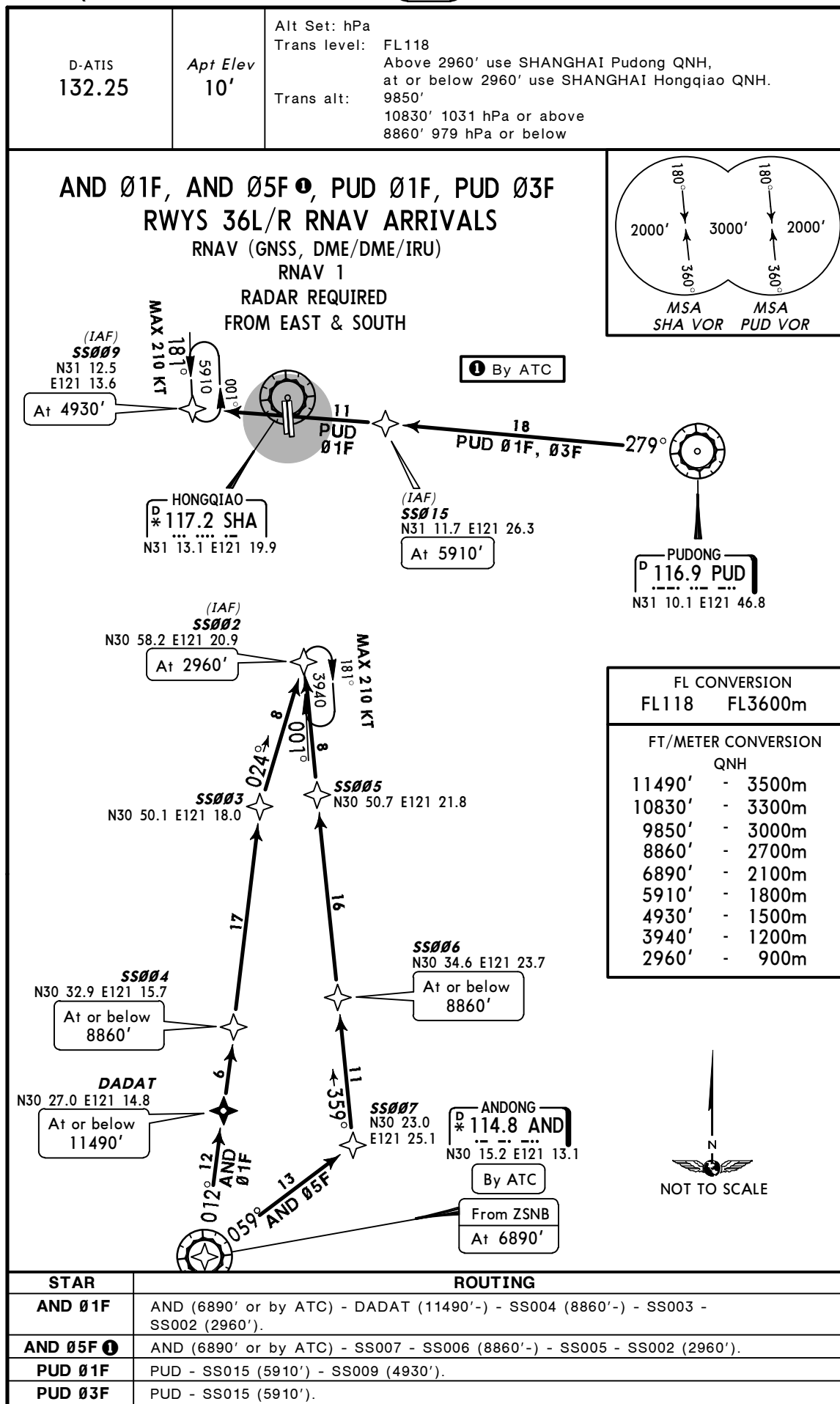
VMB 2A, VMB 4A
RWYS 18L/R ARRIVALS
FROM WEST

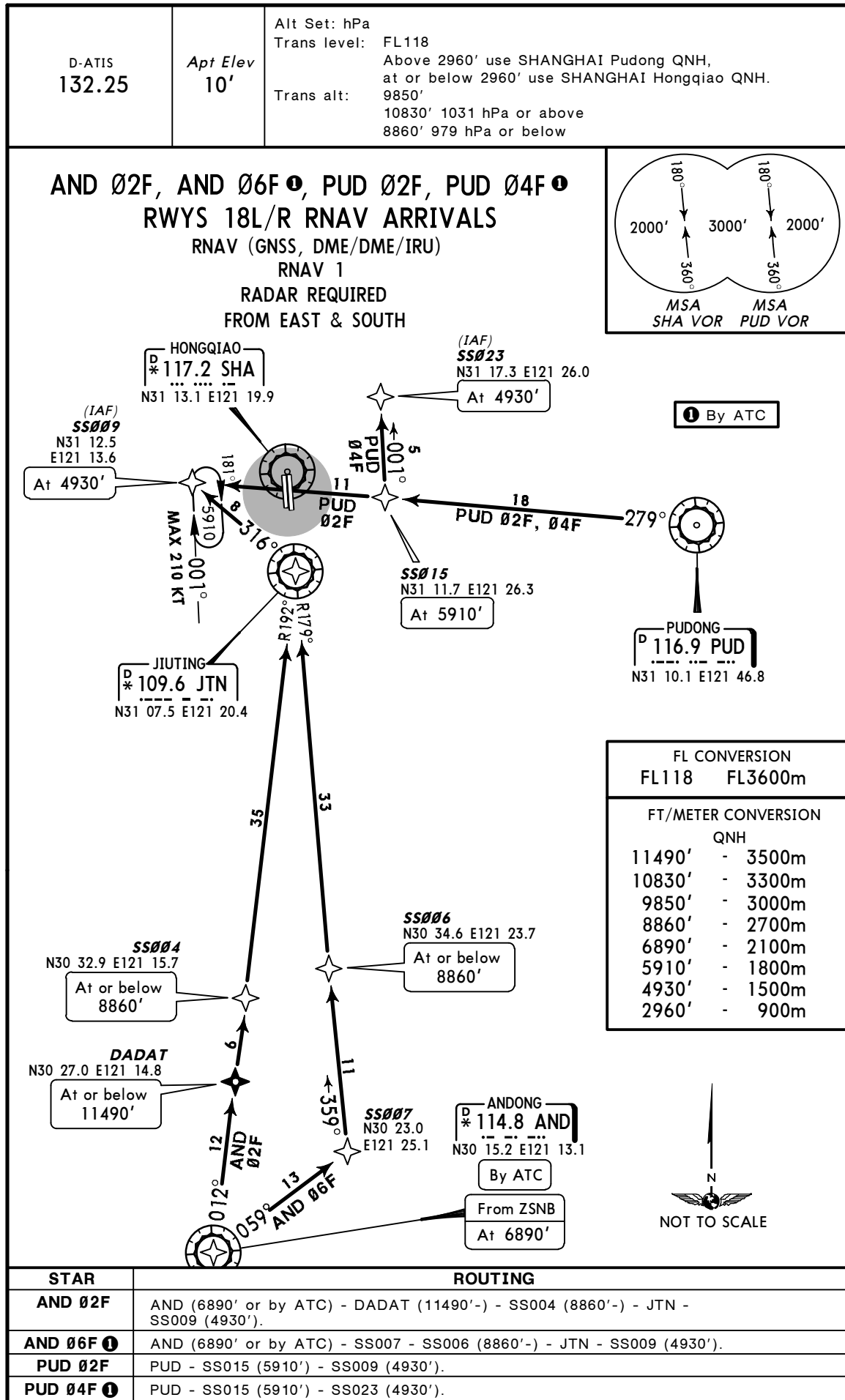


FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

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

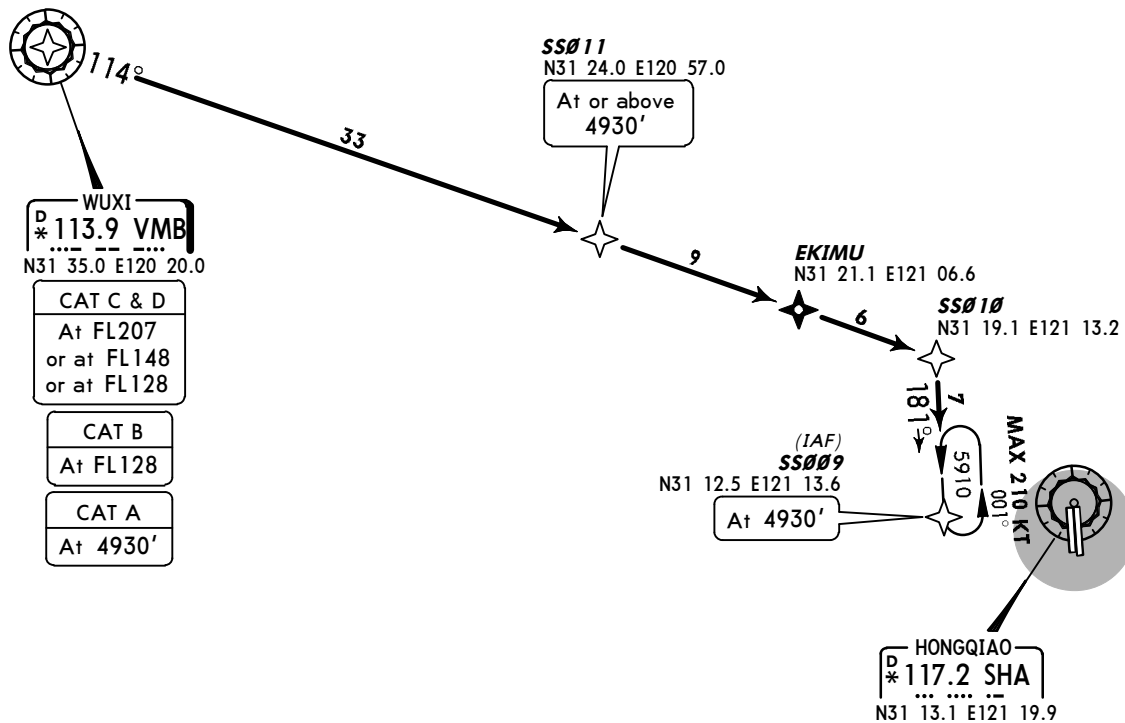
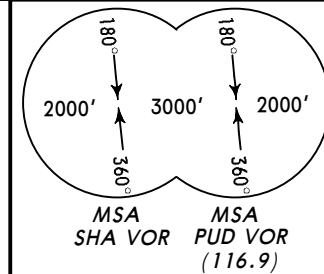






D-ATIS 132.25	Apt Elev 10'	Alt Set: hPa Trans level: FL118 Above 2960' use SHANGHAI Pudong QNH, at or below 2960' use SHANGHAI Hongqiao QNH. Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below
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VMB Ø1F
RWYS 36L/R RNAV ARRIVAL
RNAV (GNSS, 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

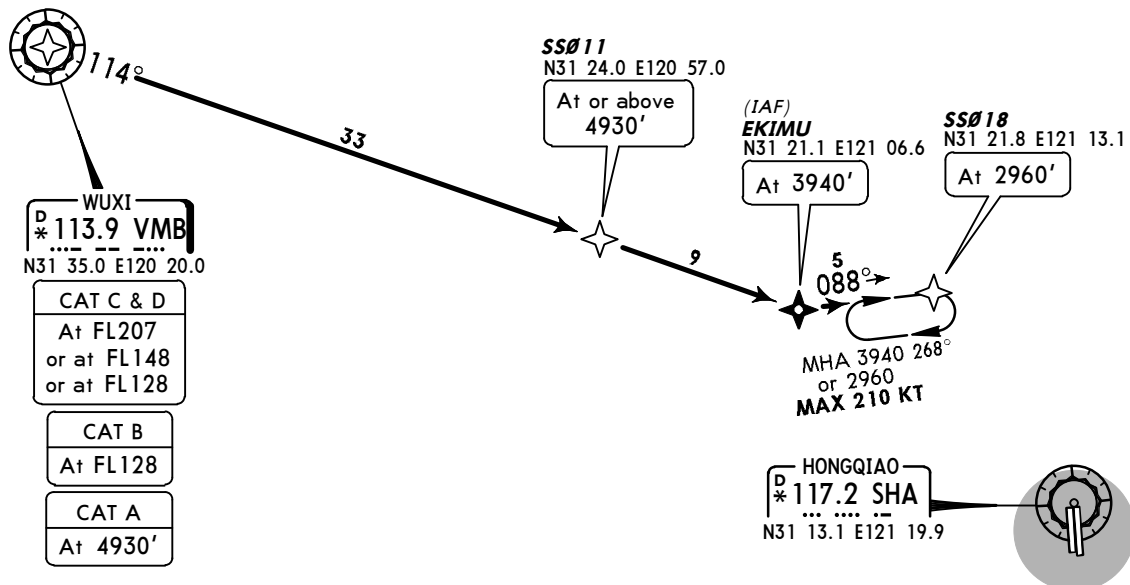
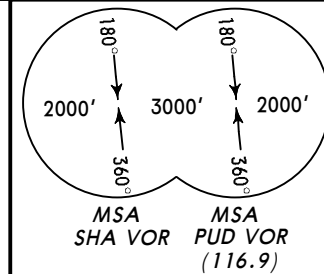


ROUTING

VMB - SSØ11 (4930'+) - EKIMU - SSØ1Ø - SSØØ9 (4930').

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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VMB Ø2F
RWYS 18L/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
4930'	- 1500m
3940'	- 1200m
2960'	- 900m

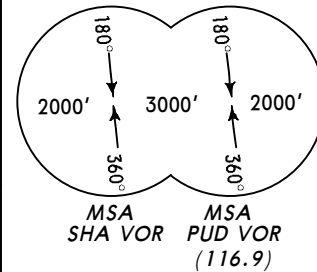


ROUTING

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
TO NORTH

▲ **ODULO**
N33 10.0 E121 37.7
(SHA R-012/D118)

BUNVA
N31 57.5 E121 26.2
(SHA R-012/D44.8)

At FL148
By ATC
At FL128



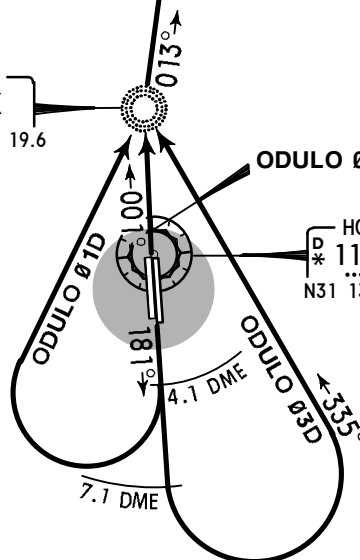
NANXIANG
*208 PK
N31 17.2 E121 19.6

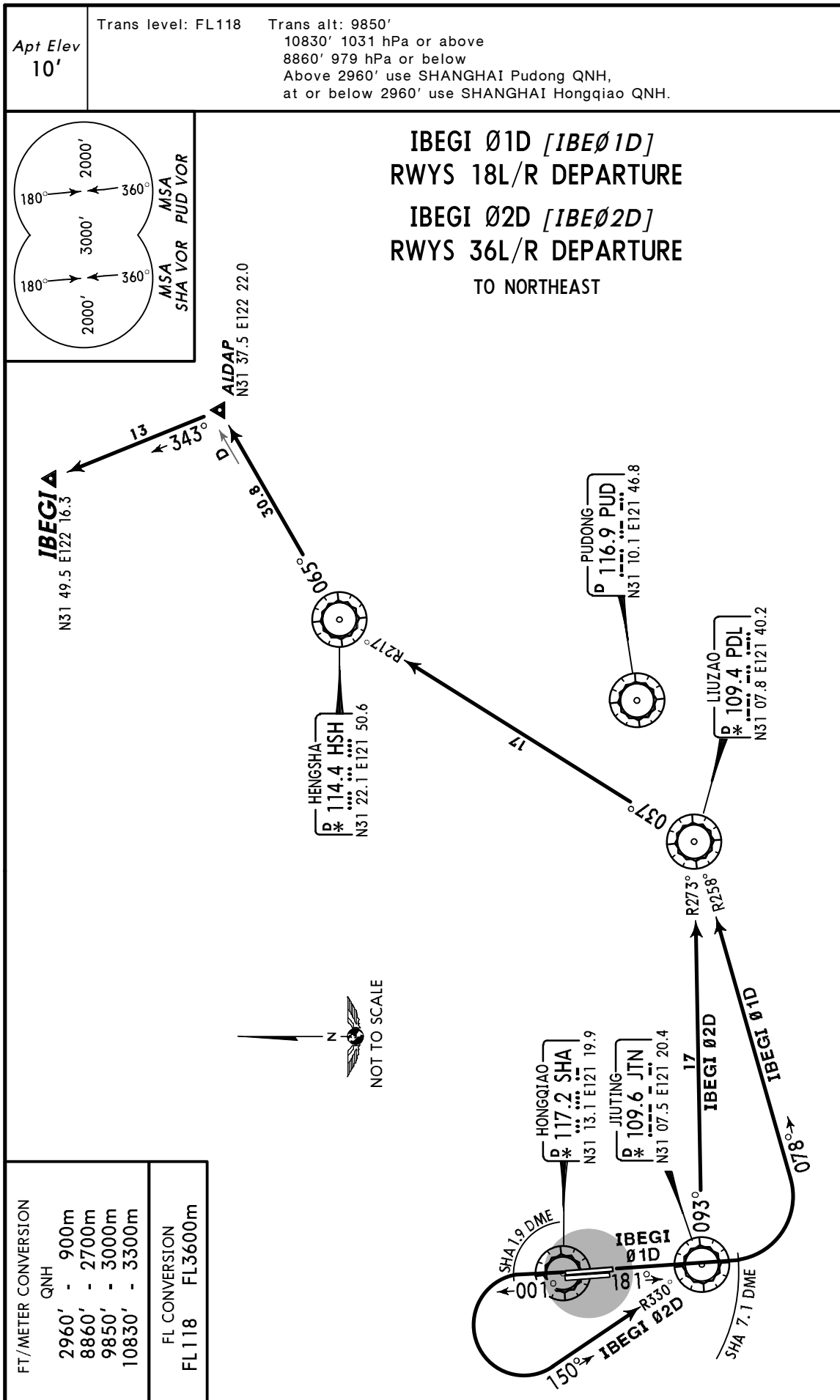
ODULO Ø2D

HONGQIAO
*117.2 SHA
N31 13.1 E121 19.9

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

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL148	FL4500m

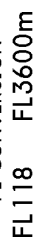


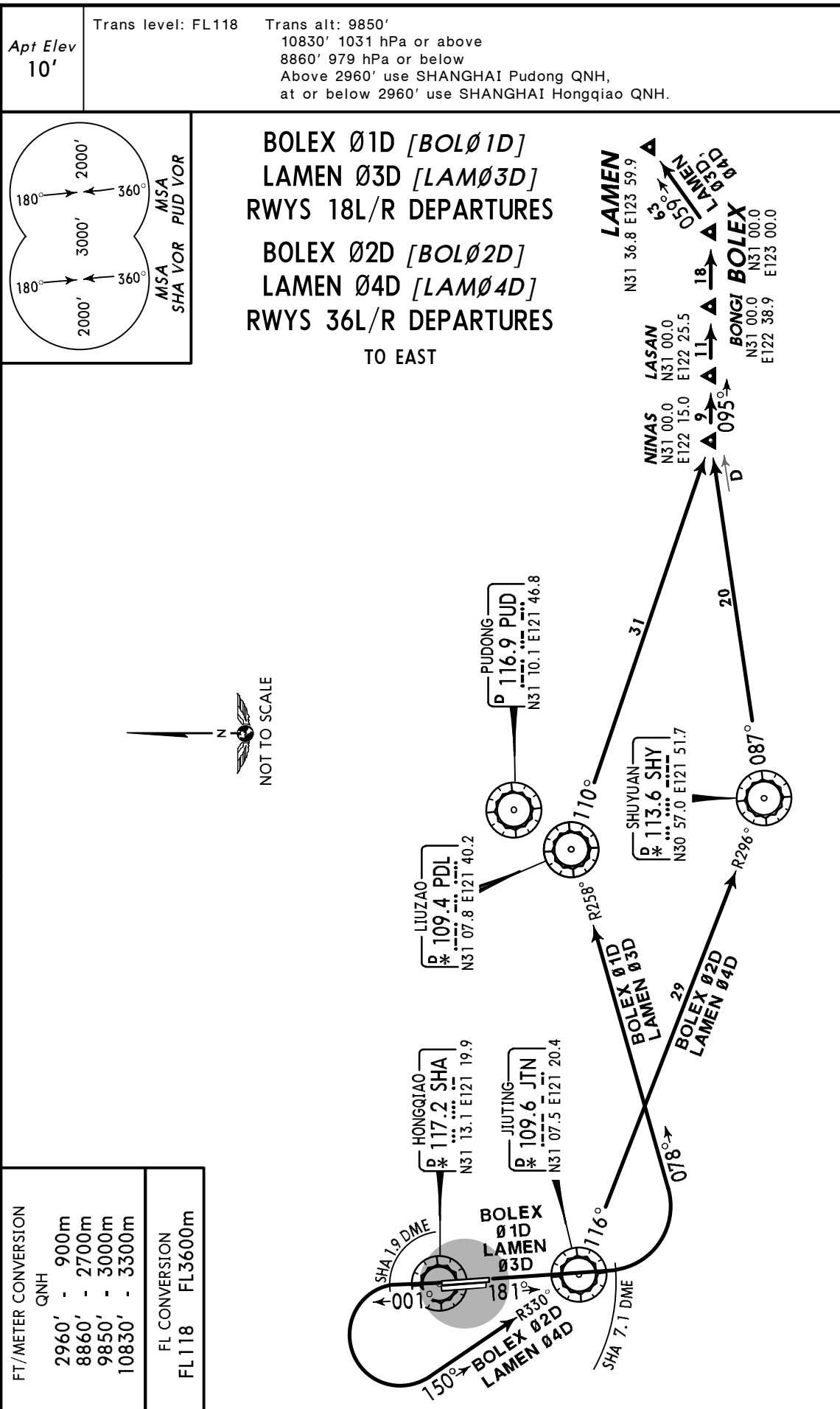


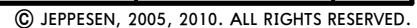
FT/METER CONVERSION	
QNH	
2960'	- 900m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL 118	FL3600m

at or below 2960' use SHANGHAI Hongqiao QNH.



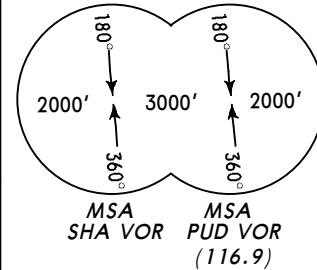




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Apt Elev
10'

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.



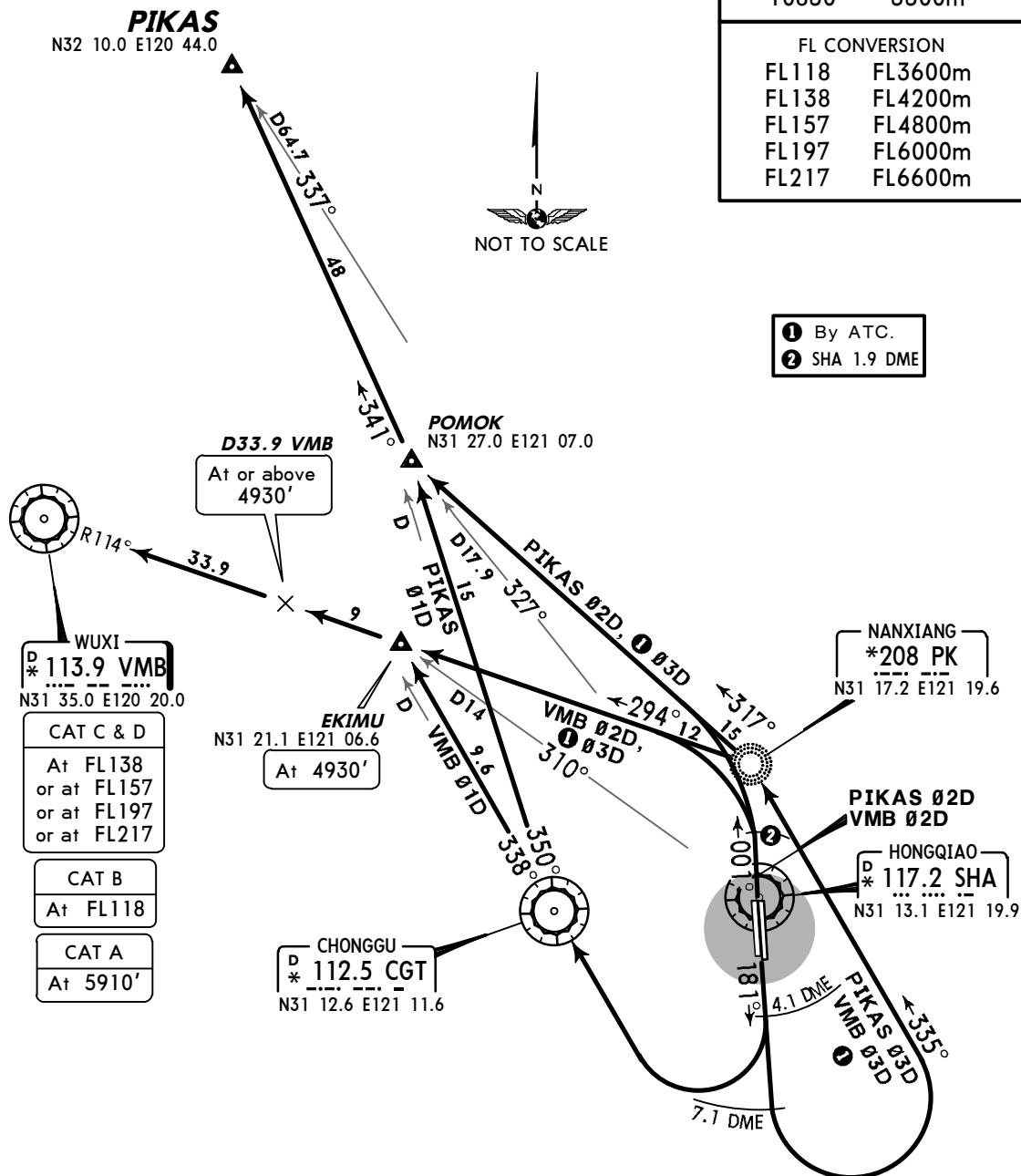
PIKAS Ø1D [PIKØ1D], PIKAS Ø3D [PIKØ3D] ①
VMB Ø1D, VMB Ø3D ②
RWYS 18L/R DEPARTURES
PIKAS Ø2D [PIKØ2D], VMB Ø2D
RWYS 36L/R DEPARTURES
TO NORTHWEST

FT/METER CONVERSION
QNH

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

FL CONVERSION

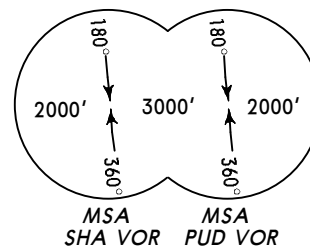
FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m



- ① By ATC.
- ② SHA 1.9 DME

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

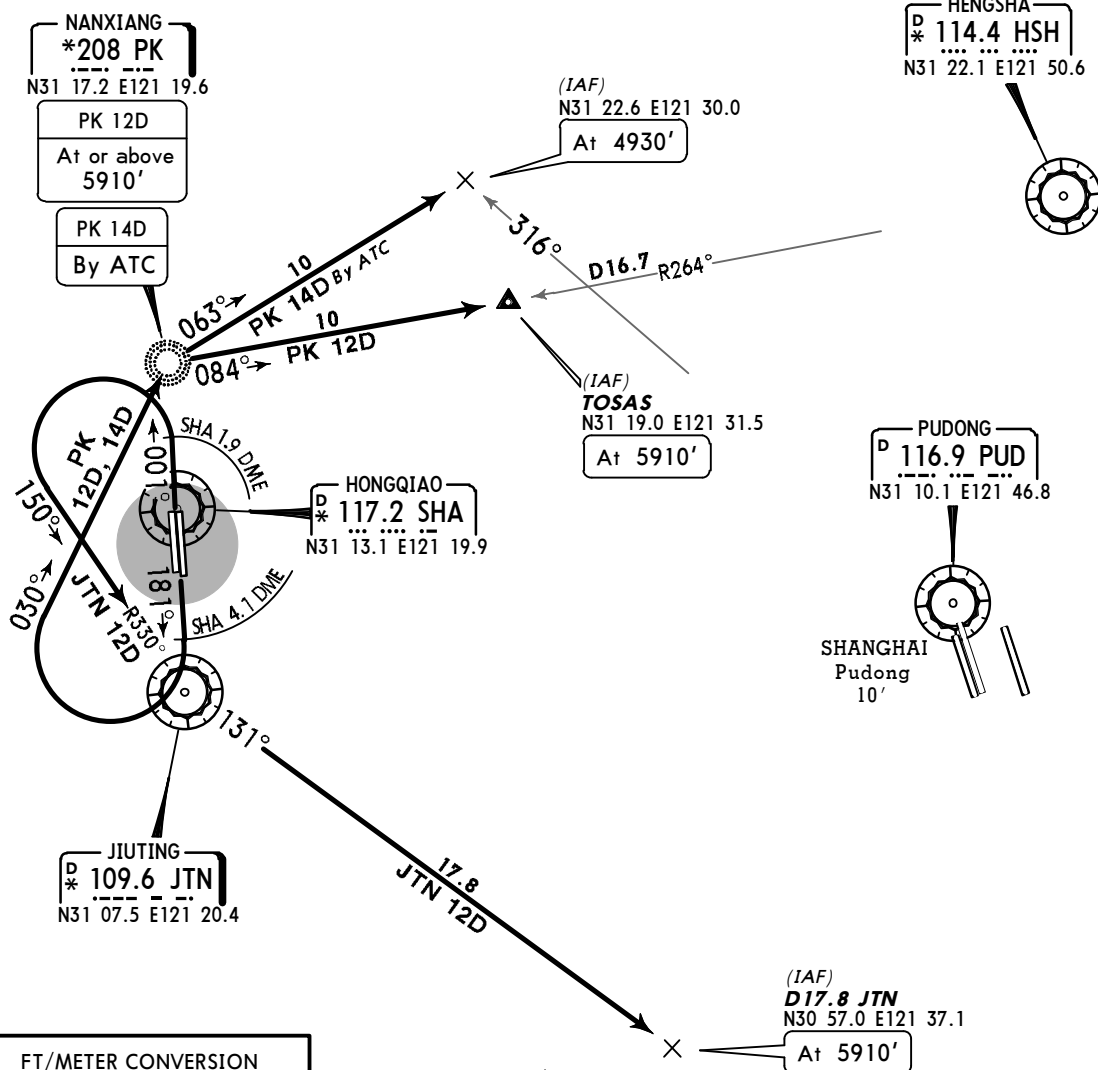
PK 14D

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



FT/METER CONVERSION

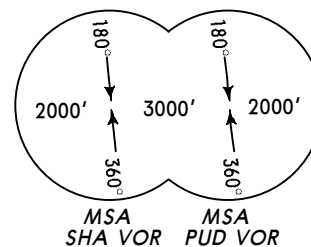
QNH	
2960'	- 900m
4930'	- 1500m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

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.



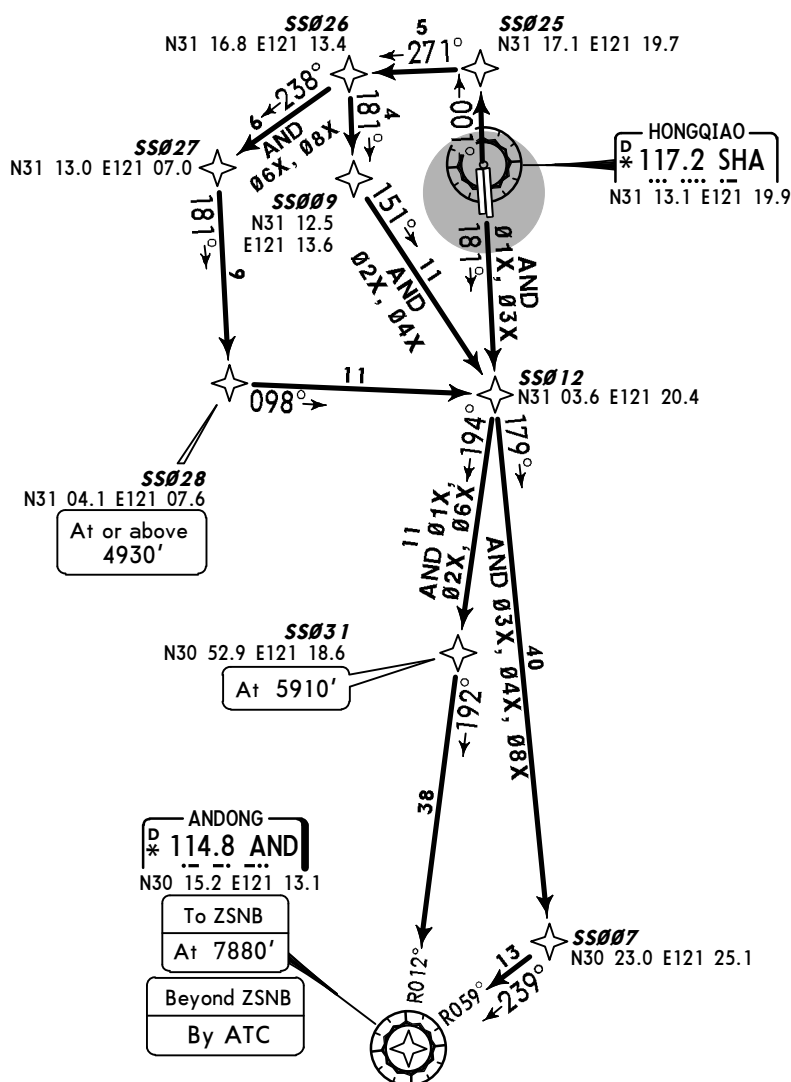
FT/METER CONVERSION

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

FL CONVERSION

FL118	FL3600m
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AND Ø1X, AND Ø2X, AND Ø3X
AND Ø4X, AND Ø6X, AND Ø8X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED



1 By ATC

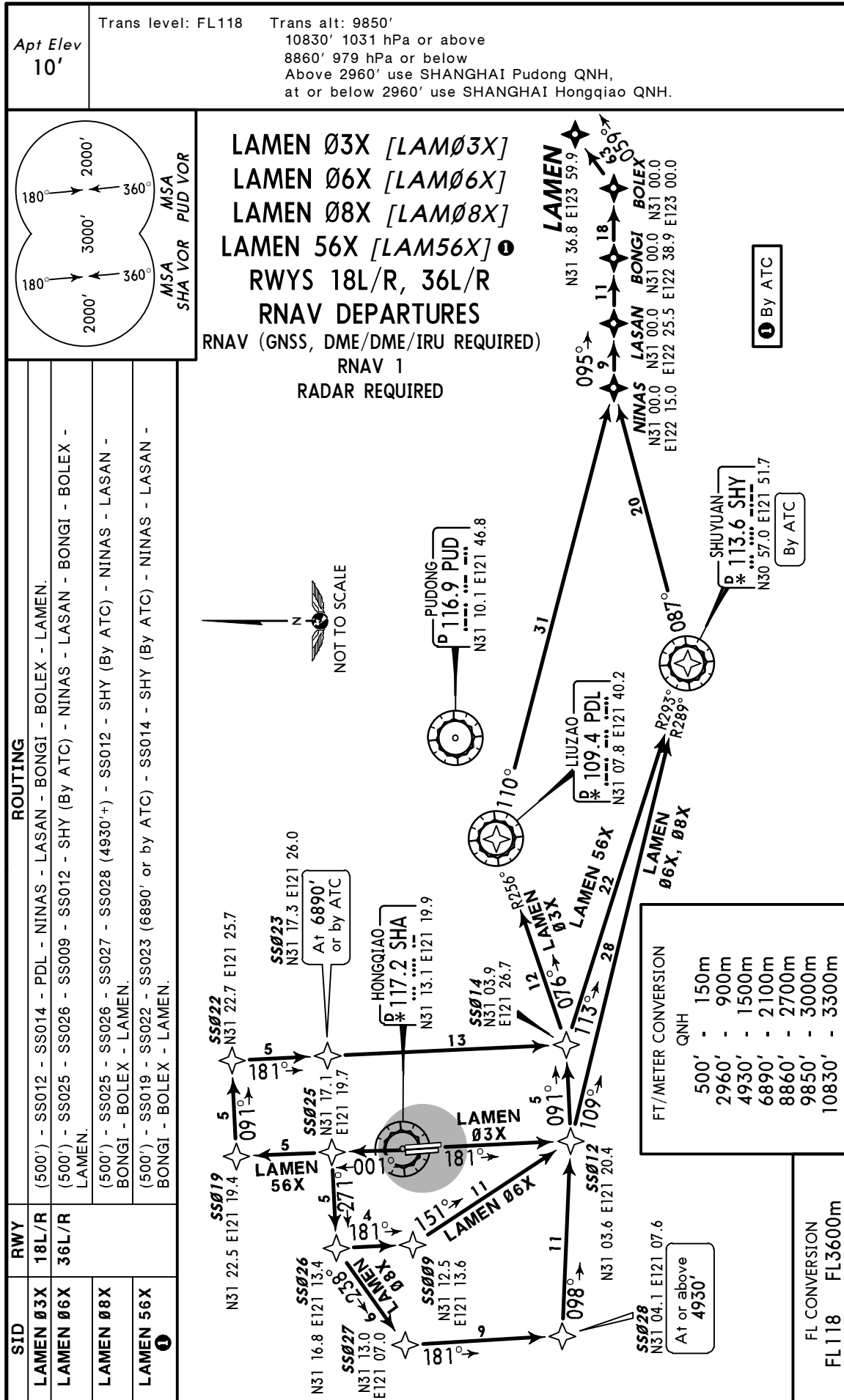
NOT TO SCALE

SID	RWY	ROUTING
AND Ø1X	18L/R	(500') - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND Ø2X	36L/R	(500') - SS025 - SS026 - SS009 - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND Ø3X	18L/R	(500') - SS012 - SS007 - AND (7880' or by ATC).
AND Ø4X	36L/R	(500') - SS025 - SS026 - SS009 - SS012 - SS007 - AND (7880' or by ATC).
AND Ø6X		(500') - SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS031 (5910') - AND (7880' or by ATC).
AND Ø8X		(500') - SS025 - SS026 - SS027 - SS028 (4930'+) - SS012 - SS007 - AND (7880' or by ATC).

CHANGES: New chart (RNAV SIDs established). © JEPPESEN, 2011. ALL RIGHTS RESERVED.

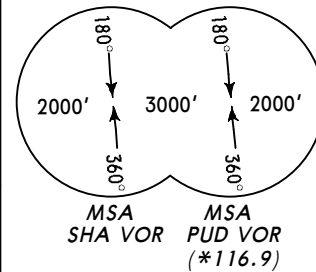
CHANGES: New chart (RNAV SIDs established). © JEPPESEN, 2011. ALL RIGHTS RESERVED.





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.



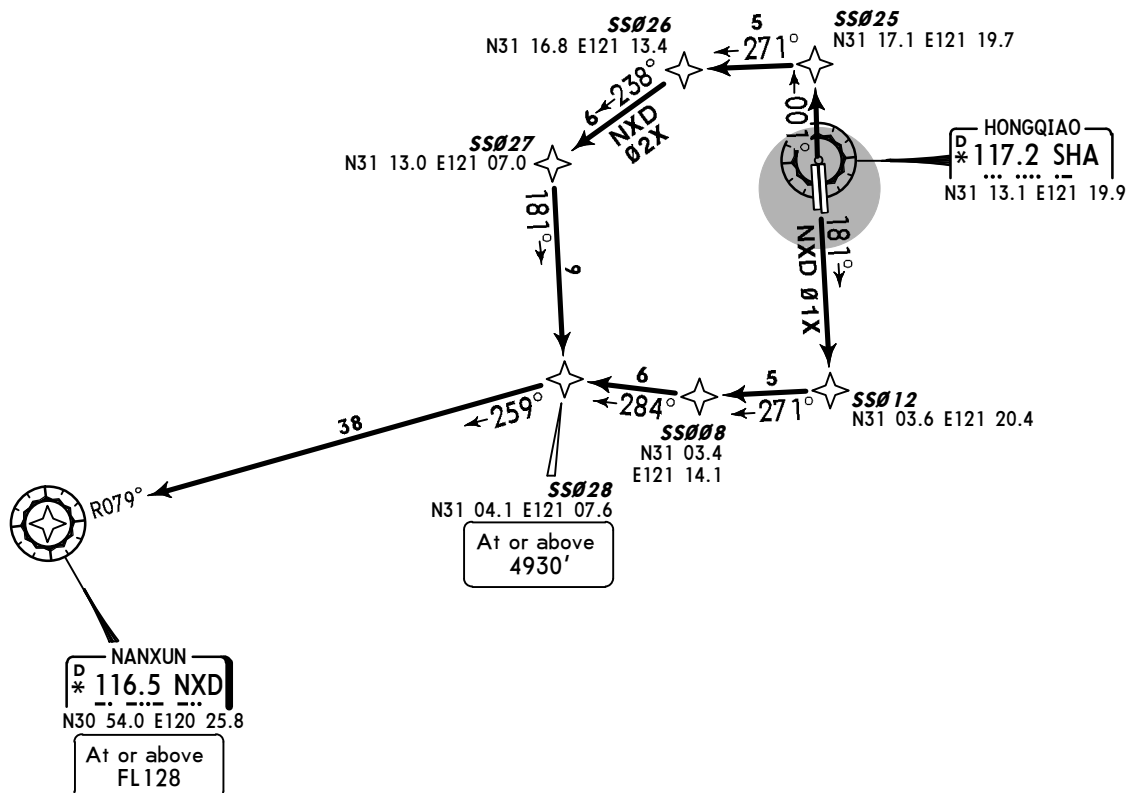
NXD 01X, NXD 02X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION
QNH

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

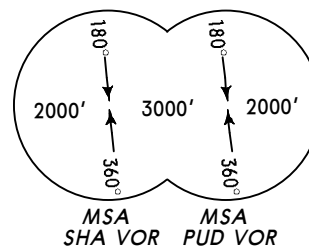
FL CONVERSION

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.


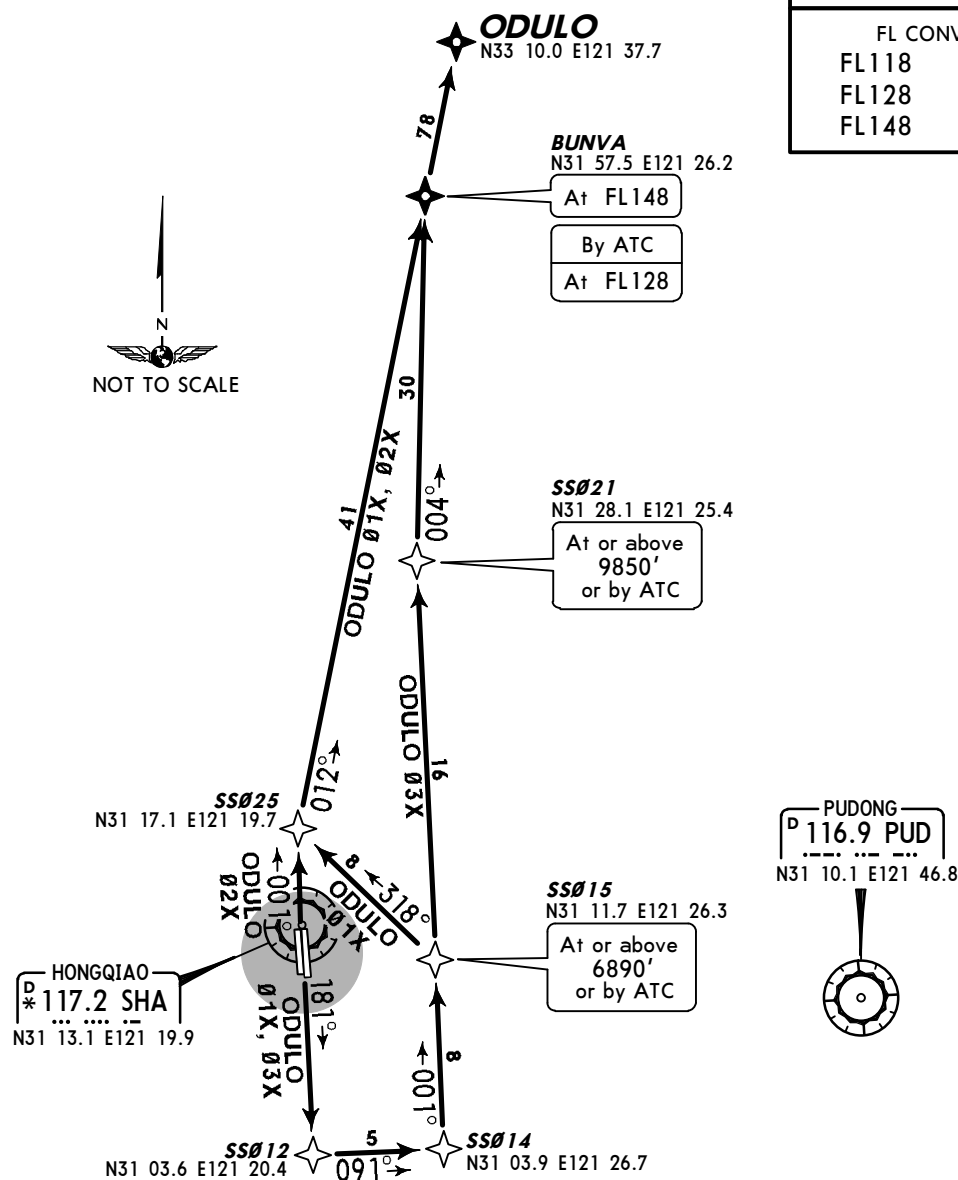
FT/METER CONVERSION

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

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL148	FL4500m

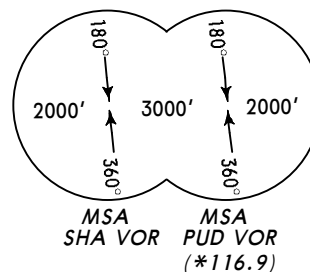
**ODULO 01X [ODU01X], ODULO 02X [ODU02X]
 ODULO 03X [ODU03X]
 RWYS 18L/R, 36L/R RNAV DEPARTURES
 BY ATC
 RNAV (GNSS, DME/DME/IRU REQUIRED)
 RNAV 1
 RADAR REQUIRED**



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

① By ATC

PIKAS
N32 10.0 E120 44.0

POMOK
N31 27.0 E121 07.0

SSØ25
N31 17.1
E121 19.7

HONGQIAO
* 117.2 SHA
N31 13.1 E121 19.9

SSØ15
N31 11.7 E121 26.3

At or above
6890'
or by ATC

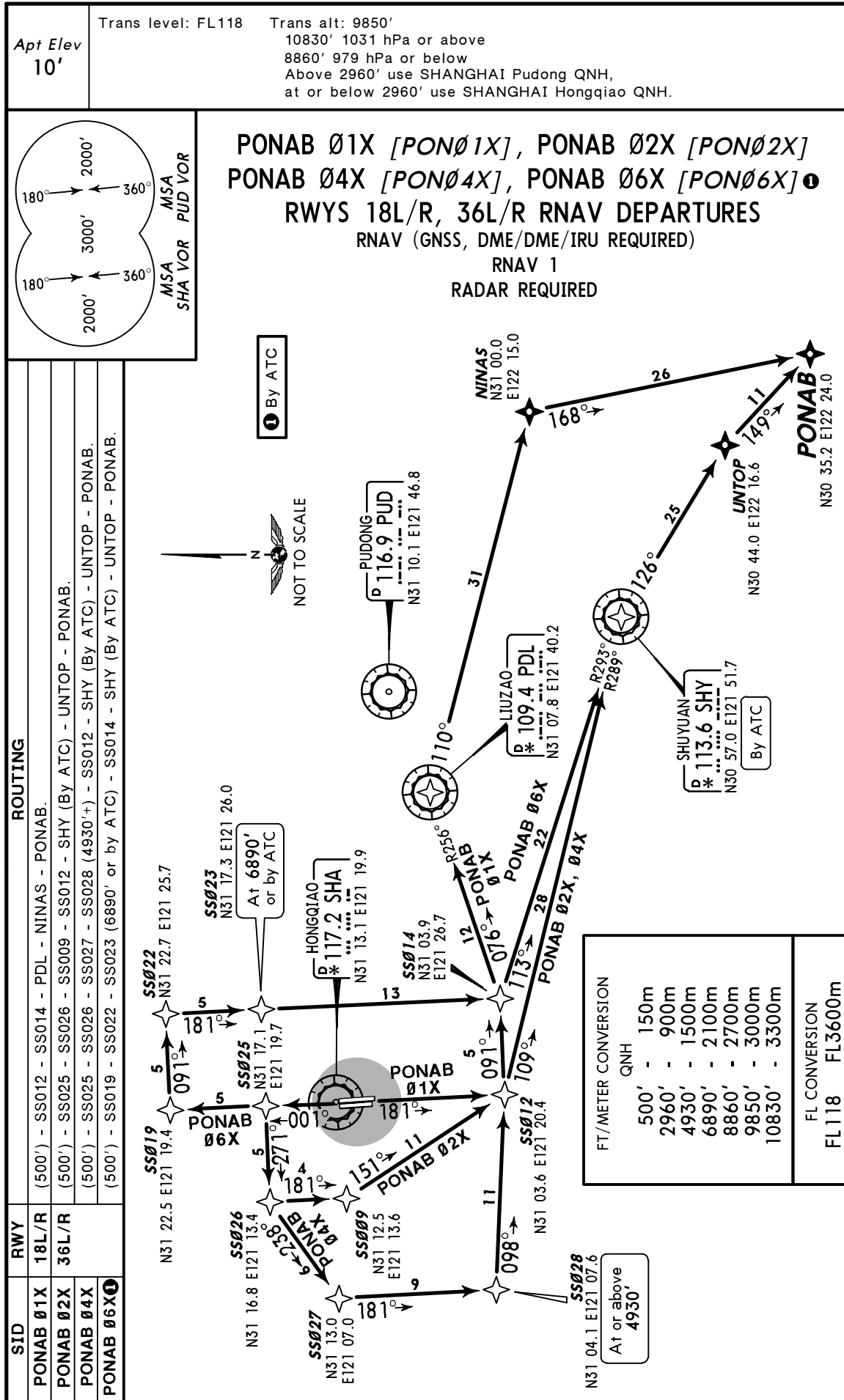
SSØ27
N31 13.0 E121 07.0

SSØ12
N31 03.6
E121 20.4

SSØØ8
N31 03.4 E121 14.1

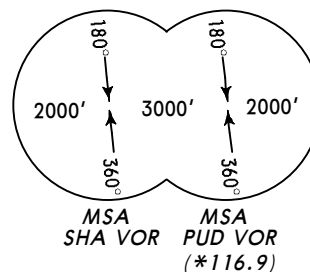
SSØ14
N31 03.9
E121 26.7

SID	RWY	ROUTING
PIKAS Ø1X	18L/R	(500') - SSØ12 - SSØØ8 - 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.



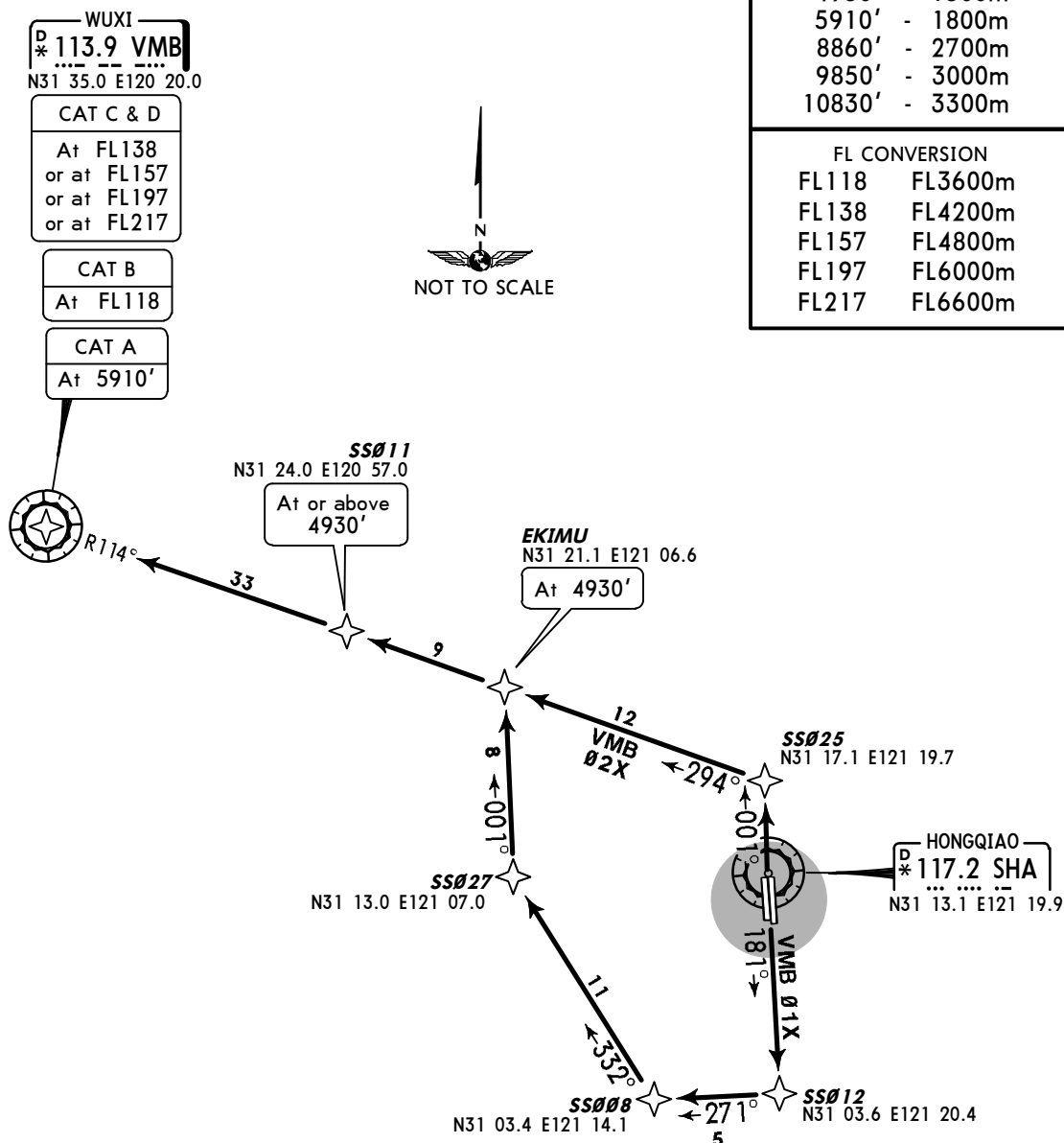
VMB Ø1X, VMB Ø2X
RWYS 18L/R, 36L/R RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

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



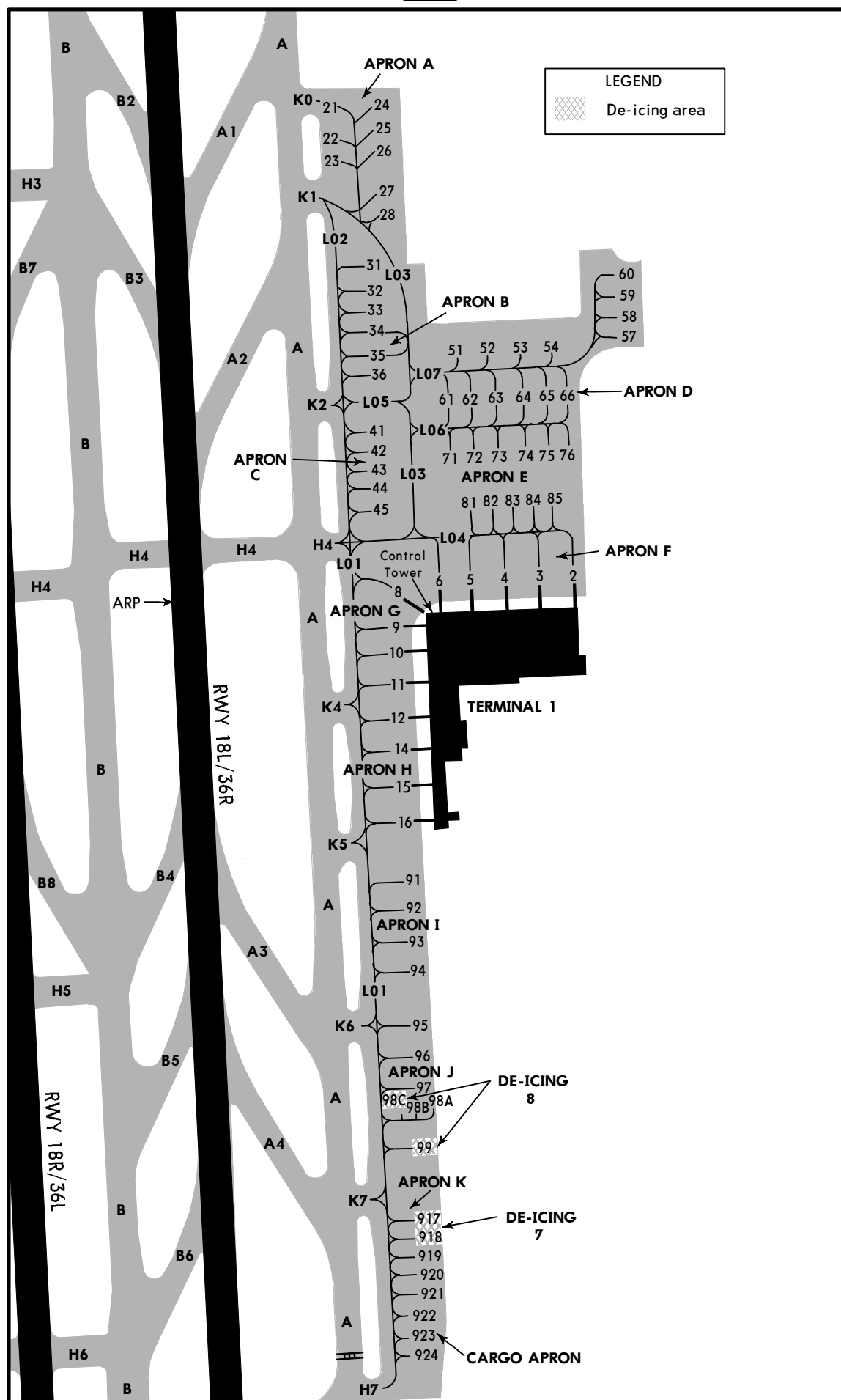
SID	RWY	ROUTING
VMB Ø1X	18L/R	(500') - SSØ12 - SSØ08 - SSØ27 - EKIMU (4930') - SSØ11 (4930'+) - VMB.
VMB Ø2X	36L/R	(500') - SSØ25 - EKIMU (4930') - SSØ11 (4930'+) - VMB.

HONGQIAO

10-9A

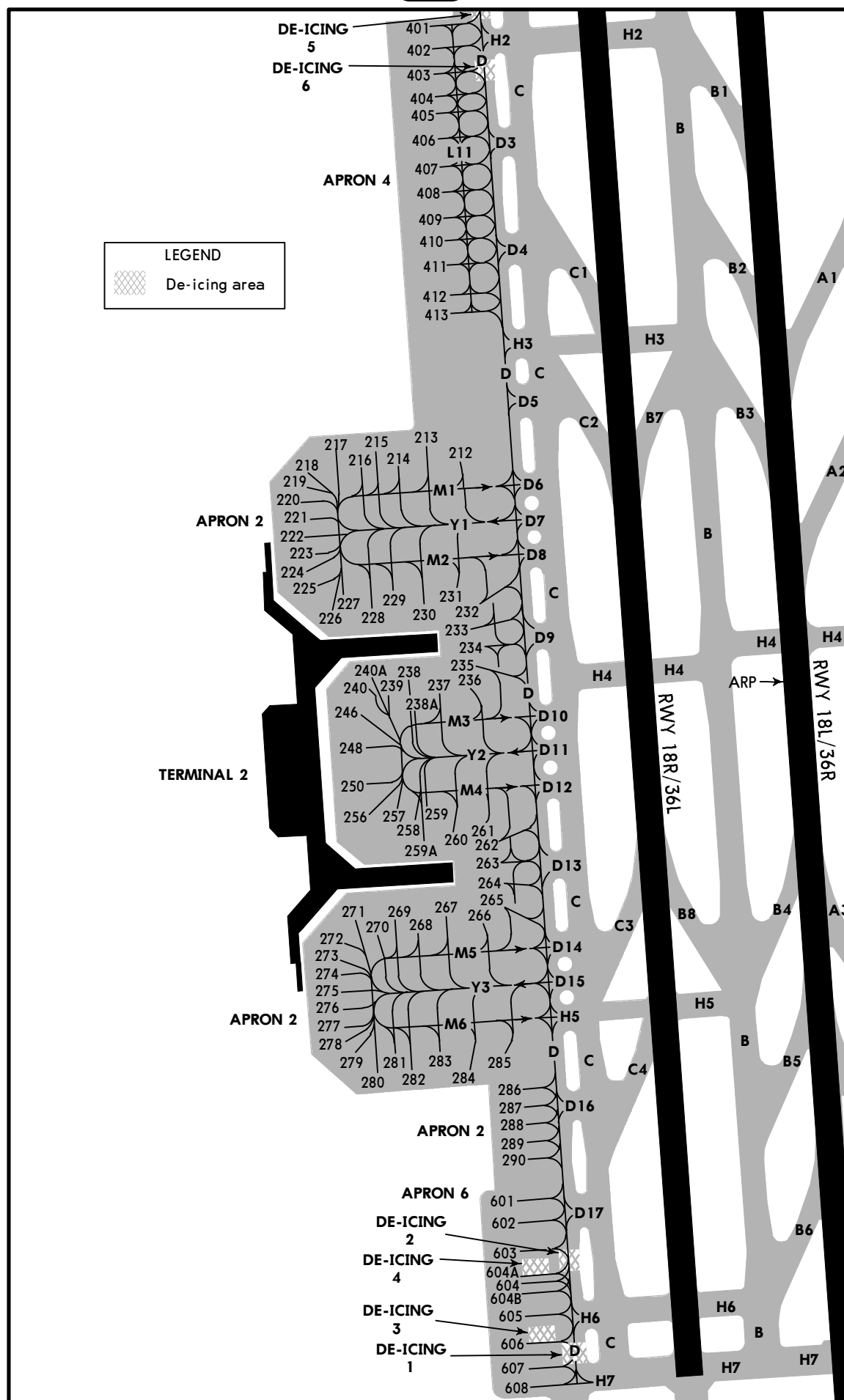
USABLE LENGTHS

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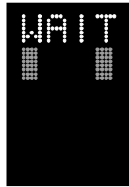


CHANGES: De-icing areas.

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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.

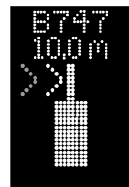


TRACKING

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.



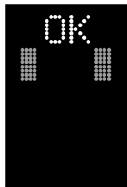
AZIMUTH GUIDANCE

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 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.

STRAIGHT-IN RWY		A	B	C	D
18L	ILS	207'(200')	207'(200')	207'(200')	207'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	430'(423')	430'(423')	430'(423')	430'(423')
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR ①	460'(453')	460'(453')	460'(453')	460'(453')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
18R	ILS	210'(200')	210'(200')	210'(200')	210'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	430'(420')	430'(420')	430'(420')	430'(420')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	VOR ①	460'(450')	460'(450')	460'(450')	460'(450')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
36L	ILS	210'(200')	210'(200')	210'(200')	210'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	430'(420')	430'(420')	430'(420')	430'(420')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	VOR ①	460'(450')	460'(450')	460'(450')	460'(450')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
36R	ILS	210'(200')	210'(200')	210'(200')	210'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	430'(420')	430'(420')	430'(420')	430'(420')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	VOR ①	460'(450')	460'(450')	460'(450')	460'(450')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	690'(680') V1500m	690'(680') V1600m	790'(780') V3600m	790'(780') V4000m

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	

STRAIGHT-IN RWY		A	B	C	D
18L	ILS	207' (200')	207' (200')	207' (200')	207' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430' (423')	430' (423')	430' (423')	430' (423')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	460' (453')	460' (453')	460' (453')	460' (453')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
18R	ILS	210' (200')	210' (200')	210' (200')	210' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430' (420')	430' (420')	430' (420')	430' (420')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
36L	ILS	210' (200')	210' (200')	210' (200')	210' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430' (420')	430' (420')	430' (420')	430' (420')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	460' (450')	460' (450')	460' (450')	460' (450')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
36R	ILS	210' (200')	210' (200')	210' (200')	210' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430' (420')	430' (420')	430' (420')	430' (420')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	460' (450')	460' (450')	460' (450')	460' (450')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized East of rwy	690' (680')	690' (680')	790' (780')	790' (780')
	V1500m	V1600m	V3600m	V4000m

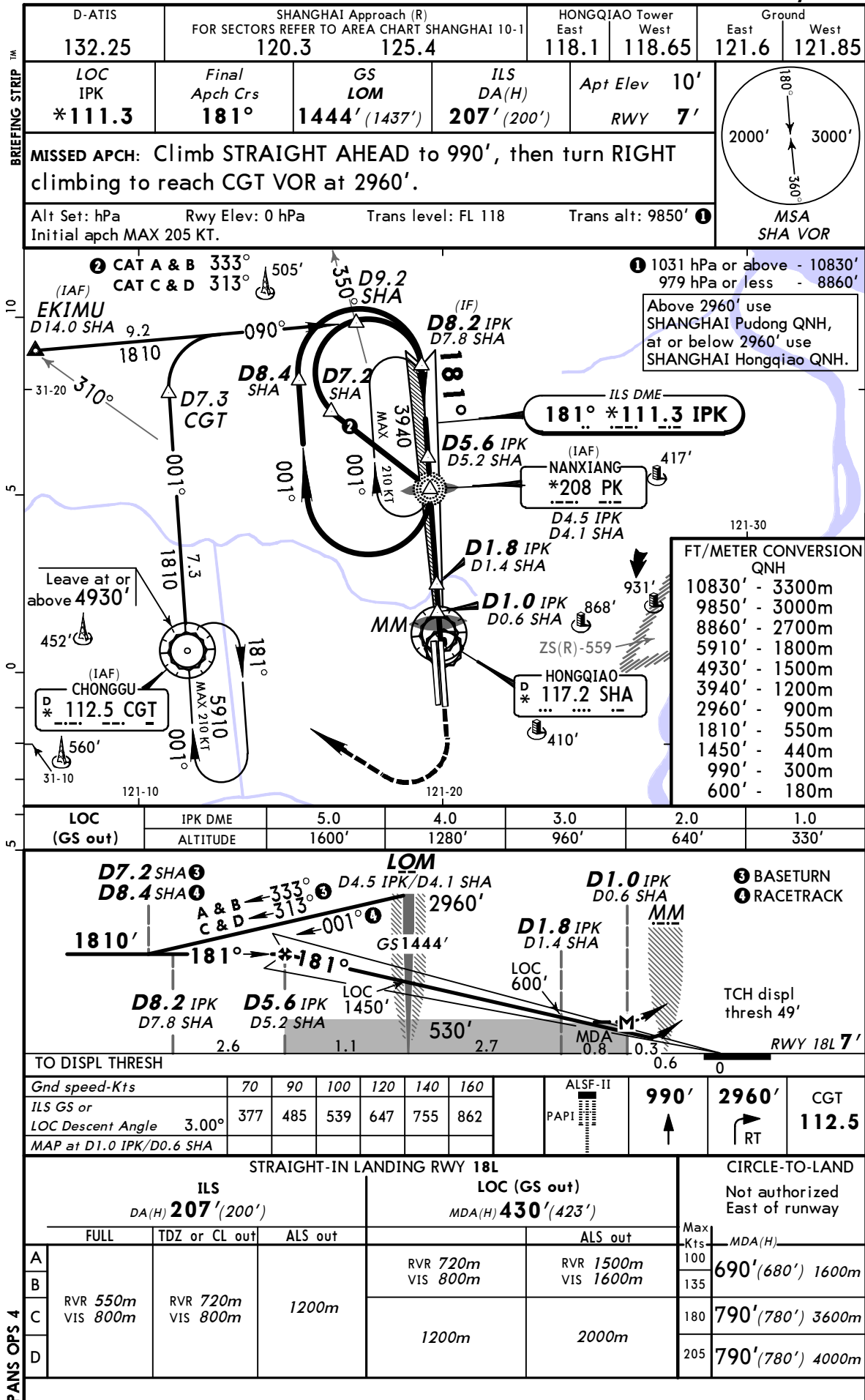
TAKE-OFF RWY 18L/R, 36L/R

RL		NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR 400m	RVR 500m
Other	VIS 1600m	

ZSSS/SHA
HONGQIAO

JEPPesen SHANGHAI, PR OF CHINA
4 FEB 11 (11-1) Eff 10 Feb

ILS DME Rwy 18L



SHANGHAI, PR OF CHINA
RNAV ILS DME Rwy 18L

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JEPPESSEN SHANGHAI, PR OF CHINA
4 FEB 11 **(11-3)** Eff 10 Feb ILS DME Rwy 18R

PANS OPS 4

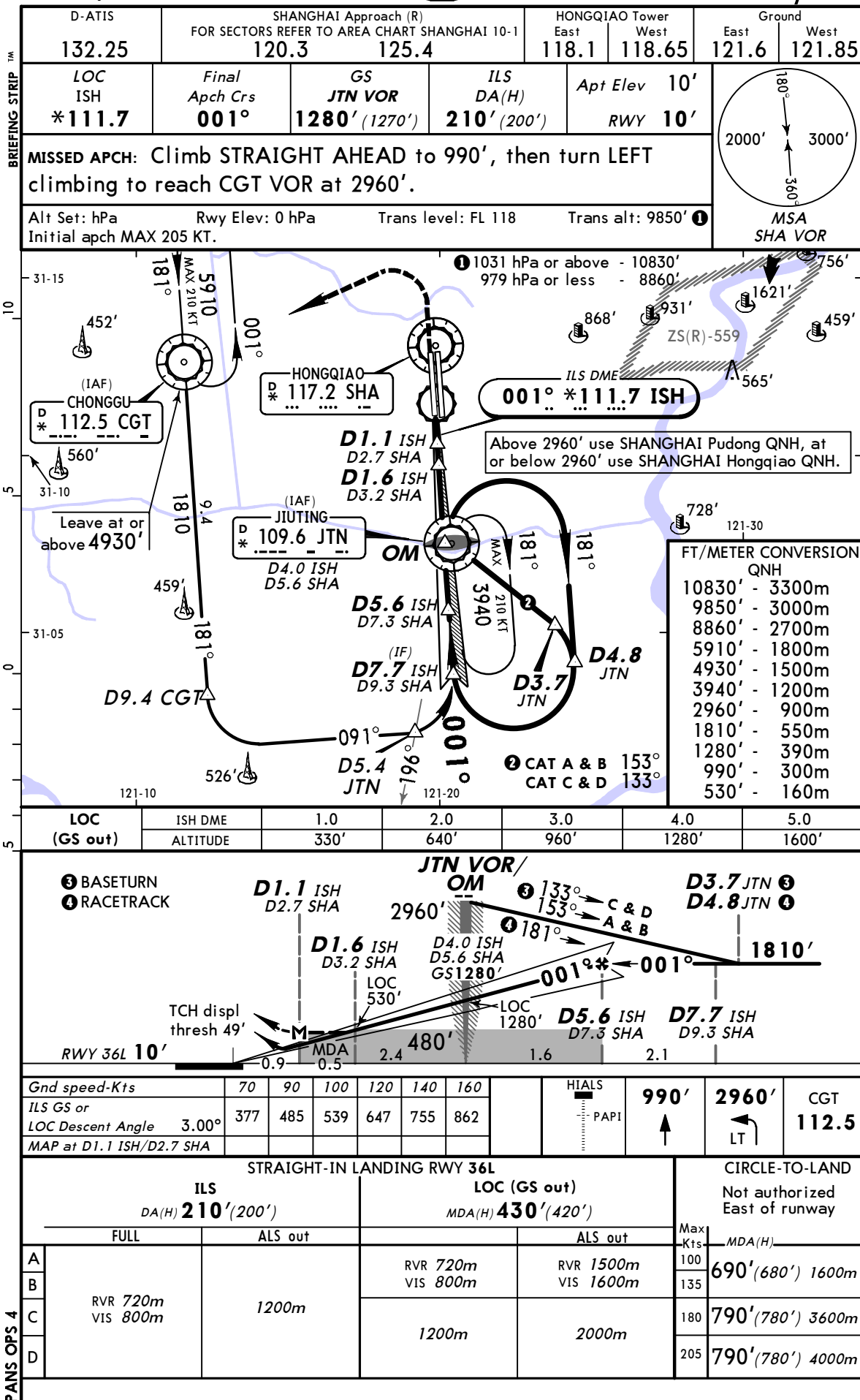
SHANGHAI, PR OF CHINA
RNAV ILS DME Rwy 18R

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ZSSS/SHA
HONGQIAO

JEPPESEN
4 FEB 11 11-5 Eff 10 Feb

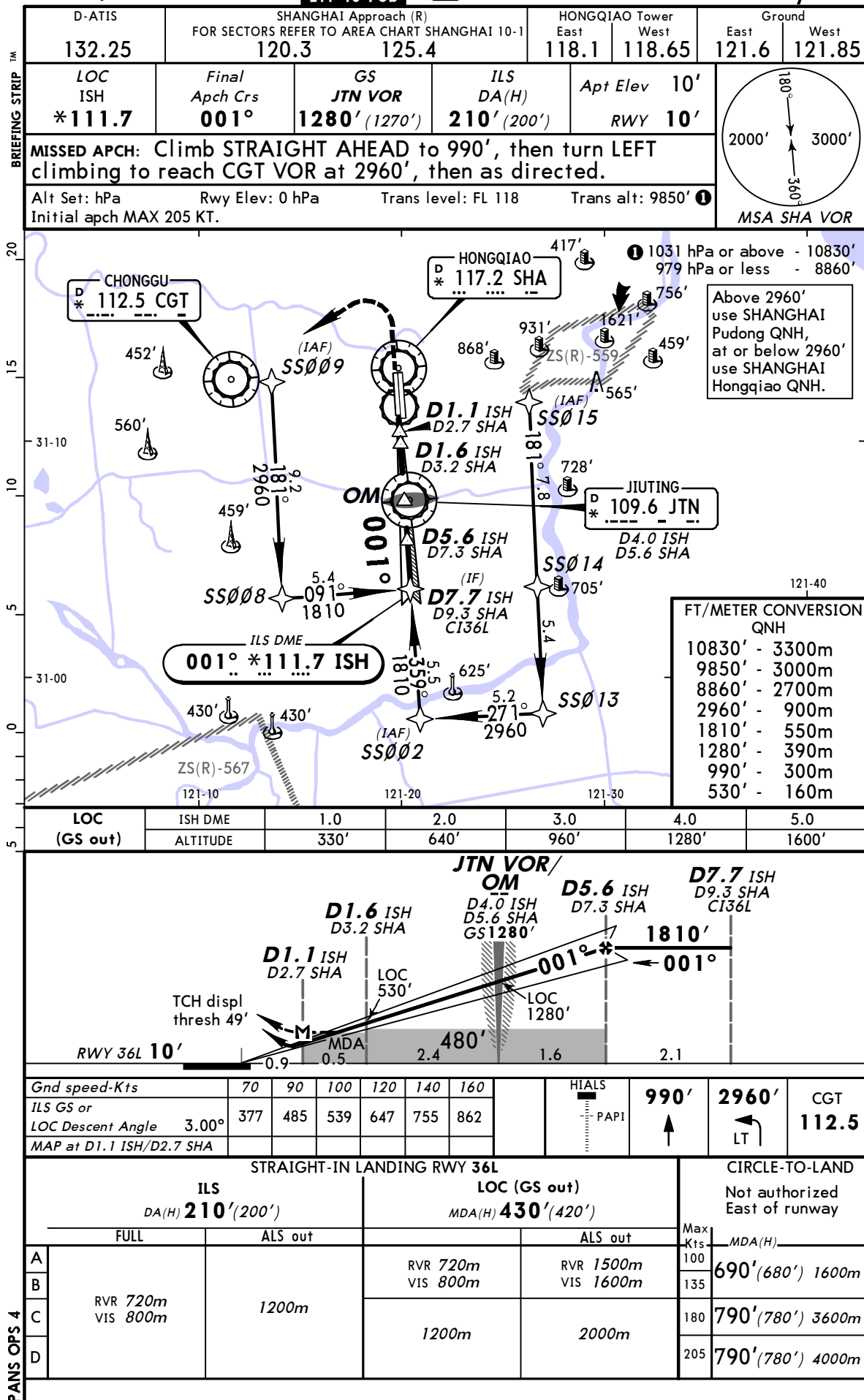
SHANGHAI, PR OF CHINA
ILS DME Rwy 36L



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JEPPESSEN
4 FEB 11
Eff 10 Feb

SHANGHAI, PR OF CHINA
RNAV ILS DME Rwy 36L



CHANGES: New procedure.

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JEPPesen SHANGHAI, PR OF CHINA
4 FEB 11 **11-7** Eff 10 Feb ILS DME Rwy 36R

PANS OPS 4

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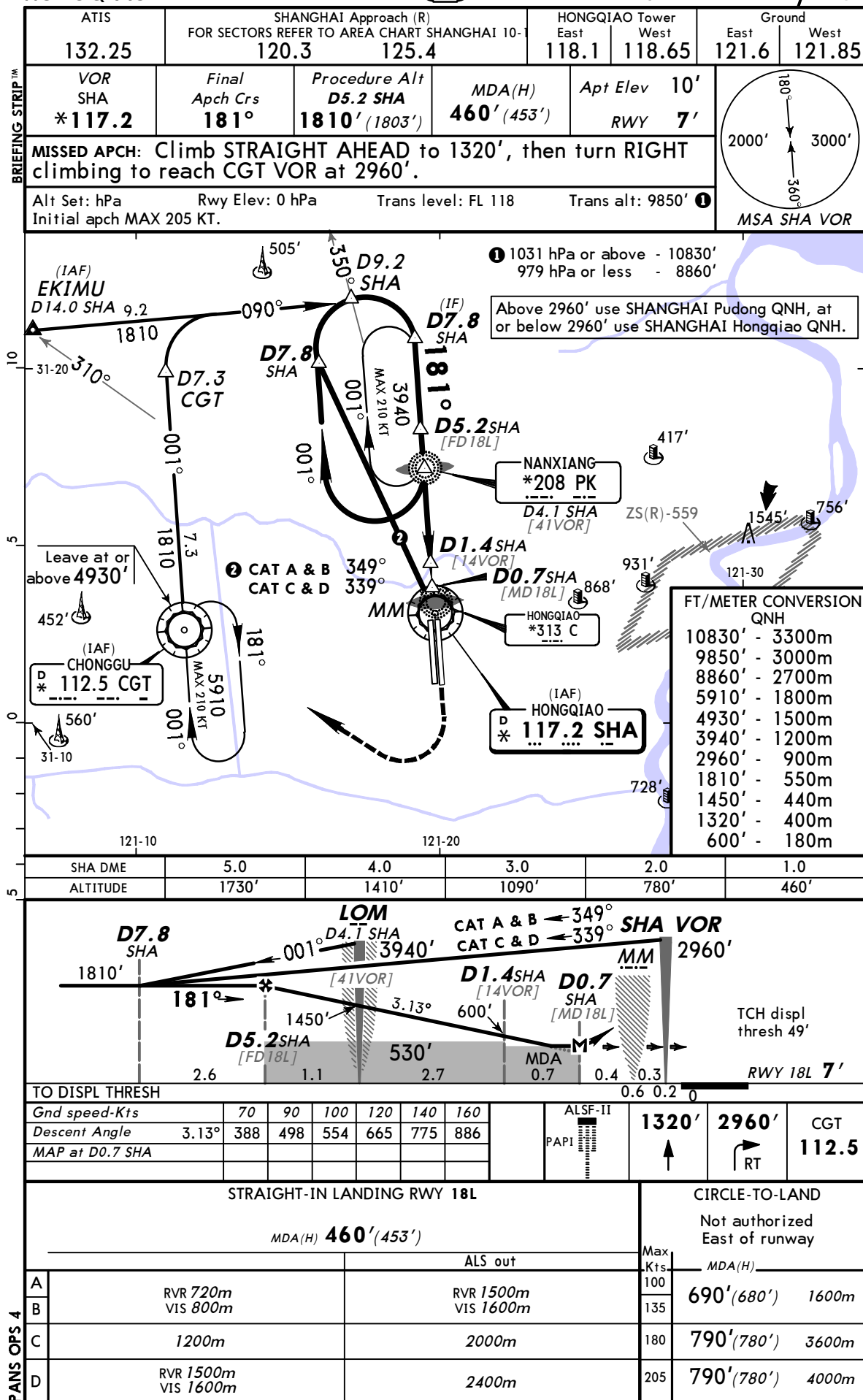
SHANGHAI, PR OF CHINA
RNAV ILS DME Rwy 36R

PANS OPS 4

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ZSSS/SHA
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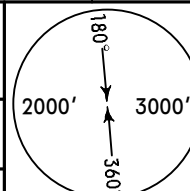
JEPPESEN SHANGHAI, PR OF CHINA
28 MAY 10 13-1 Eff 3 Jun VOR DME Rwy 18L

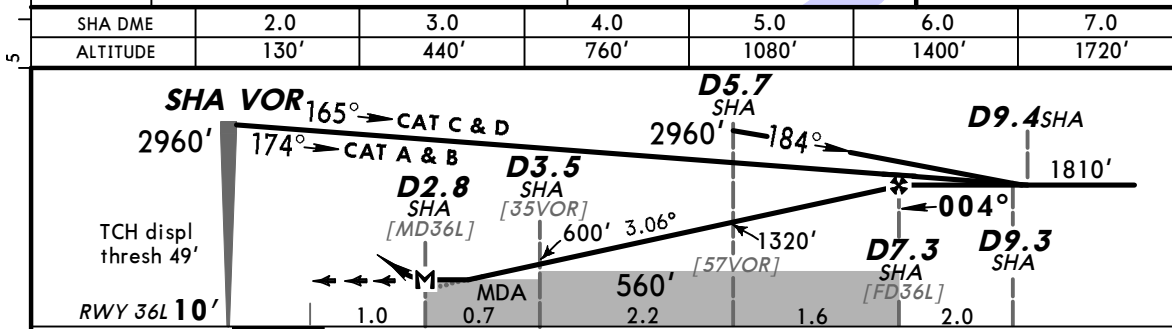
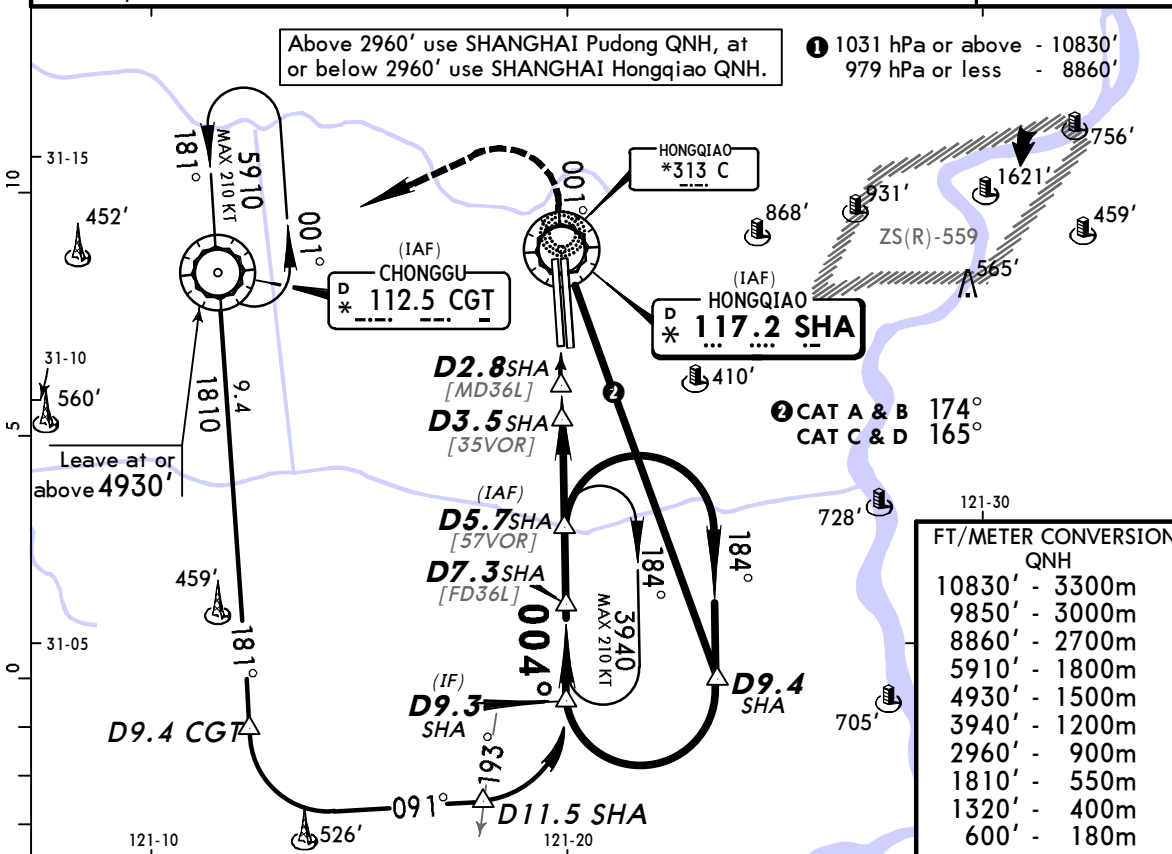


ZSSS/SHA
HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA
28 MAY 10 (13-2) Eff 3 Jun VOR DME Rwy 36L

BRIEFING STRIP™

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 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.		MSA SHA VOR					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	SHA 117.2	1320'	CGT 112.5
Descent Angle	3.06°	379	487	541	650	758	PAPI	R-001		LT
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	RVR 720m VIS 800m		RVR 1500m VIS 1600m	100	690' (680') 1600m		
B	1200m		2000m	135	790' (780') 3600m		
C	RVR 1500m VIS 1600m		2400m	180	790' (780') 4000m		
D				205			

CHANGES: Missed approach.

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ZSSS/SHA
HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA
28 MAY 10 (13-3) Eff 3 Jun VOR DME Rwy 36R

