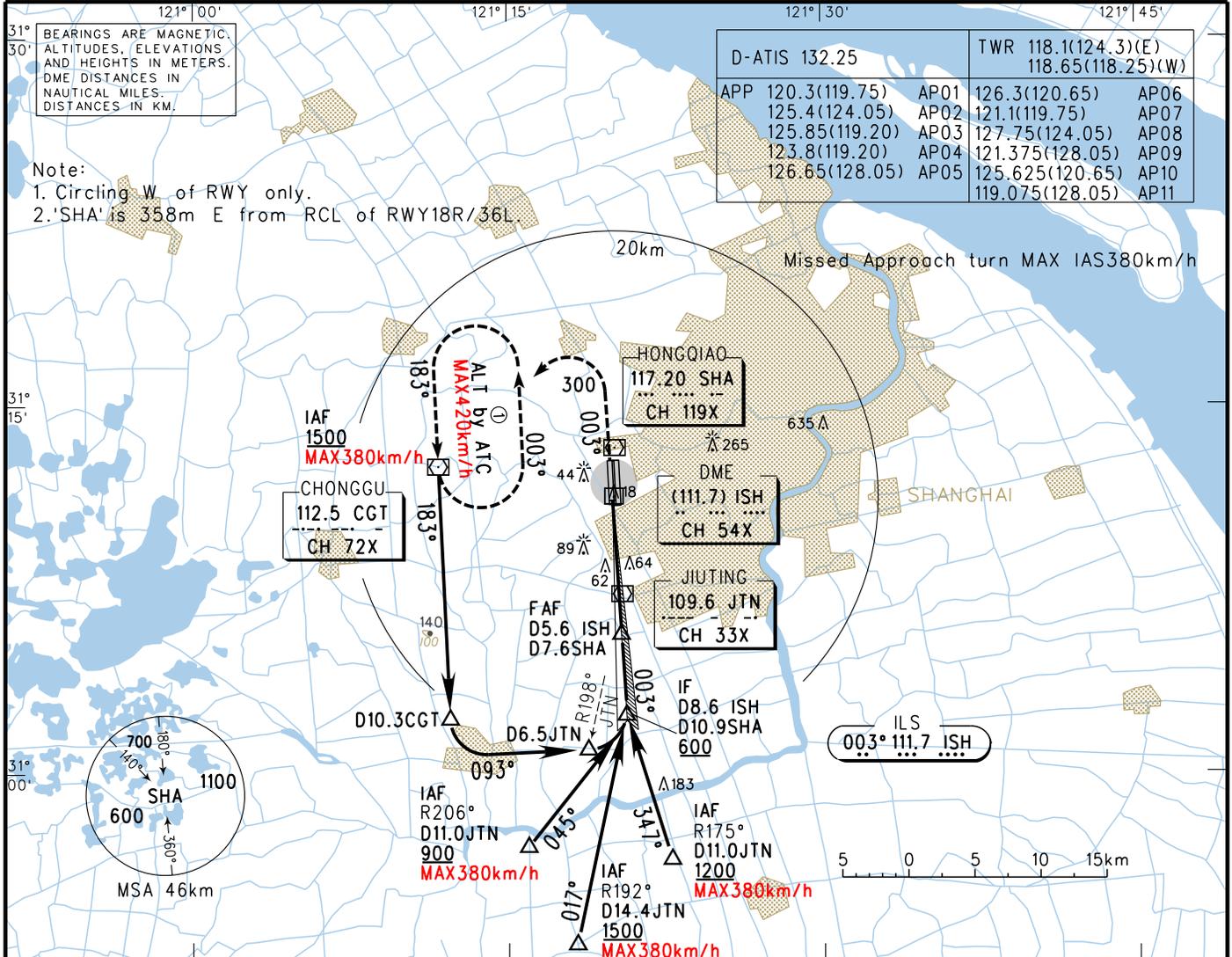


INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 3.0
VAR 5.8° W DTHR RWY36L ELEV 2.6

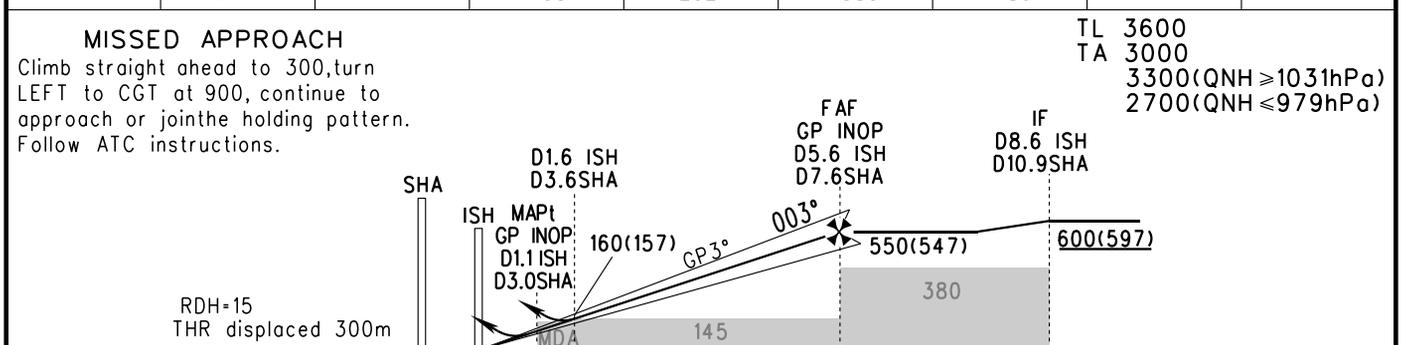
ZSSS SHANGHAI/Hongqiao
ILS/DME y RWY36L



D-ATIS 132.25		TWR 118.1(124.3)(E) 118.65(118.25)(W)	
APP 120.3(119.75)	AP01 126.3(120.65)	AP06 125.4(124.05)	AP07 121.1(119.75)
125.85(119.20)	AP02 127.75(124.05)	AP08 123.8(119.20)	AP09 121.375(128.05)
126.65(128.05)	AP03 125.625(120.65)	AP10 119.075(128.05)	AP11

Note:
1. Circling W. of RWY only.
2. 'SHA' is 358m E from RCL of RWY18R/36L.

GP INOP	DME (ISH) (NM)	1	2	3	4	5	6	7
	ALT (m)		195	292	389	486		



	A	B	C	D	FAF-MAPT(GP INOP) 8.6km							
ILS/DME DA(H) RVR/VIS ⑥	63(60) ⑧ 800/800				GS in	80	100	120	140	160	180	
GP INOP MDA(H) VIS	130(127) 1600		130(127) 1800	130(127) 2000	kt/h	150	185	220	260	295	335	
CIRCLING MDA(H) VIS	210(207) 2800		210(207) 3200	240(237) 4400	Time	min:sec	3:29	2:47	2:19	2:00	1:45	1:33
	210(207) 3200		240(237) 4400	240(237) 4800	Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

⑧ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.
⑨ HUD Special CAT I: (DH)(45), (RA)(47), RVR450.
Changes: Landing Minima.