

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

Noise abatement procedures
1. In condition of complying with the requirements of flight safety, the following noise abatement procedures shall be implemented:
a. The derated take-off is strongly recommended if the take-off performance of aircraft permit;
b. At ALT 450, adjust engine power/thrust to climb power/thrust and maintain it, maintain climbing speed at V2+10kt with flaps and slats in the take-off configuration;
c. At ALT 910, maintain a positive rate of climb, accelerate to normal en-route climb speed and retract flaps/slats on schedule.
2. If the procedures can not be implemented due to any reason except ATC, pilot shall inform ATC with a reasonable explanation before take-off (except for special flights such as calibration flights).

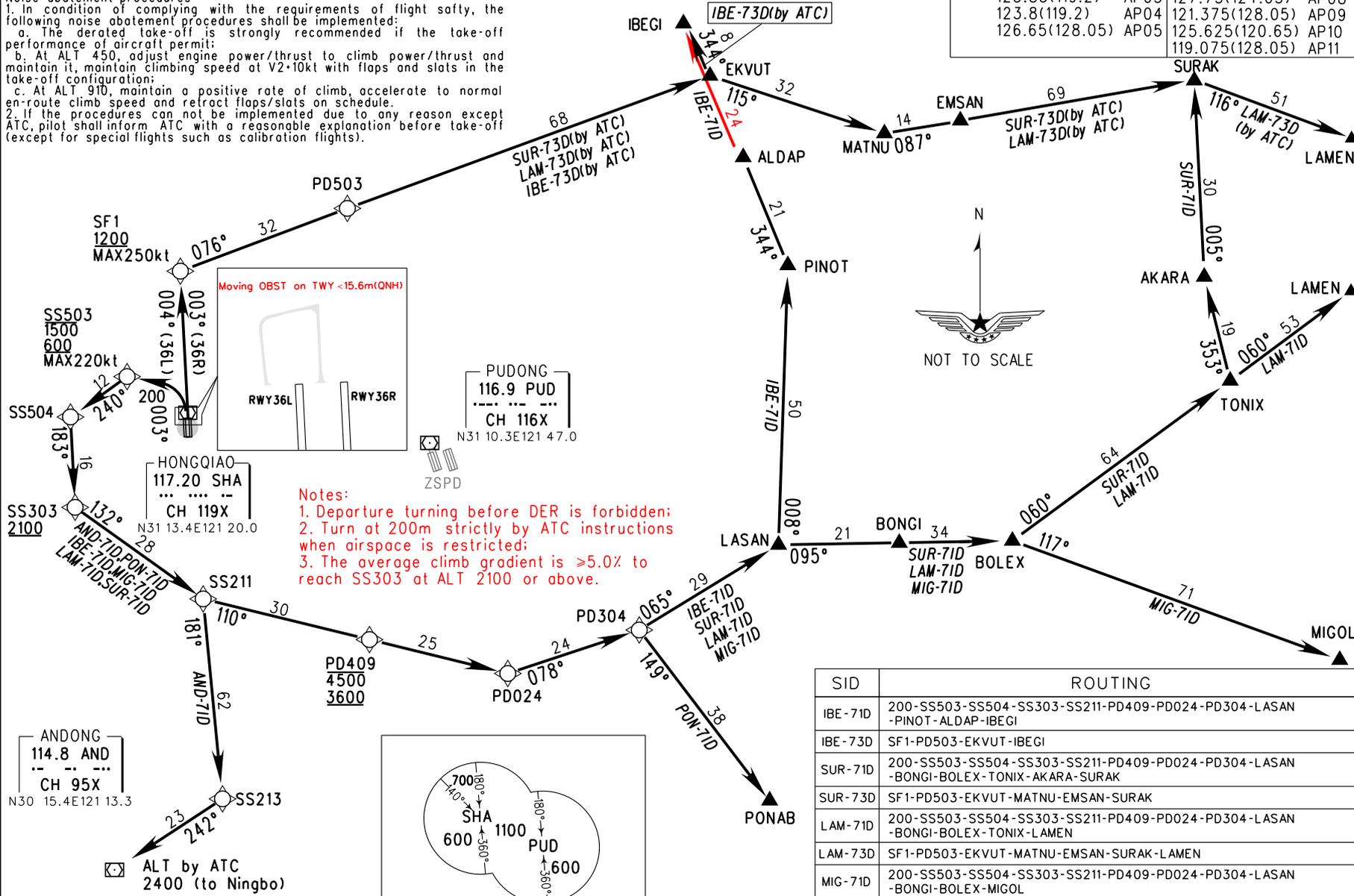
RNAV1 GNSS or DME/DME/IRU RADAR REQUIRED

TL 3600 TA 3000 3300(QNH ≥1031hPa) 2700(QNH ≤979hPa)

D-ATIS 132.25

TWR 118.1(124.3)(E) 118.65(118.25)(W)

Table with 2 columns: APP (120.3-126.65) and AP (AP01-AP10) with their respective frequencies.



- Notes:
1. Departure turning before DER is forbidden;
2. Turn at 200m strictly by ATC instructions when airspace is restricted;
3. The average climb gradient is ≥5.0% to reach SS303 at ALT 2100 or above.

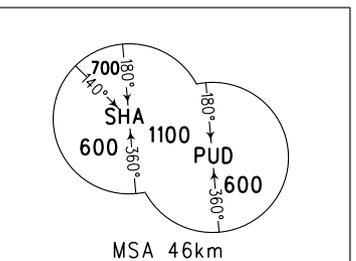
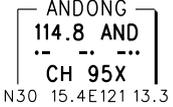
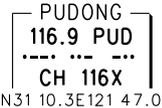
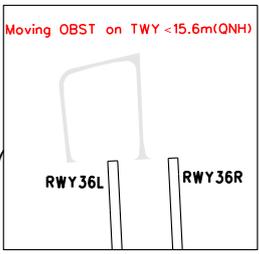


Table with 2 columns: SID and ROUTING. Lists various flight paths and their corresponding waypoints.

Changes: IBE-71D, Notes.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR5.8° W

(IBEGI/SURAK/LAMEN/MIGOL/PONAB/AND)

ZSSS SHANGHAI/Hongqiao RNAV RWY 36L/36R