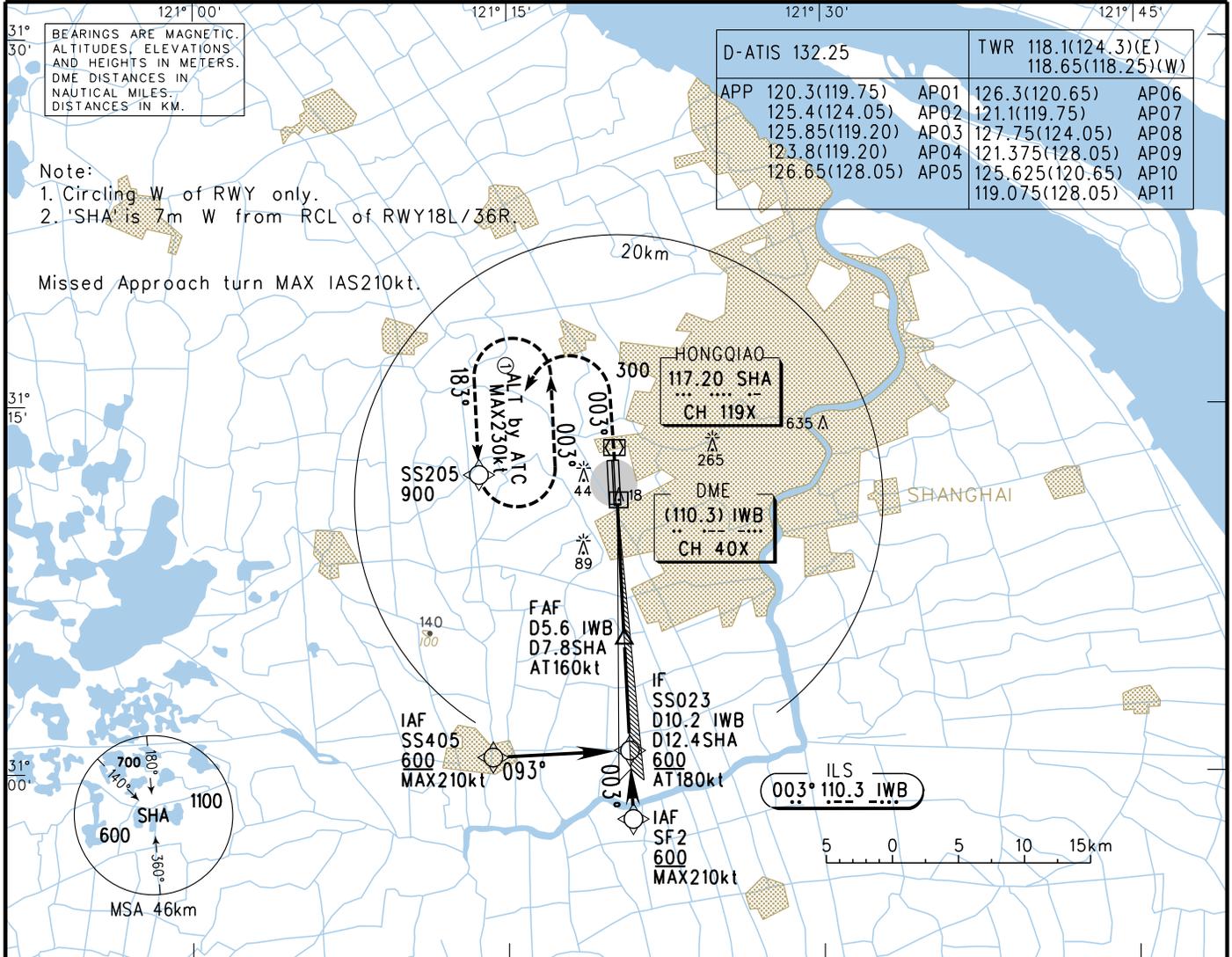


INSTRUMENT APPROACH CHART-ICAO

VAR 5.8° W
AERODROME ELEV 3.0
DTHR RWY36R ELEV 2.6

ZSSS SHANGHAI/Hongqiao
RNAV ILS/DME z RWY36R



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

- Note:
1. Circling W of RWY only.
 2. 'SHA' is 7m W from RCL of RWY18L/36R.

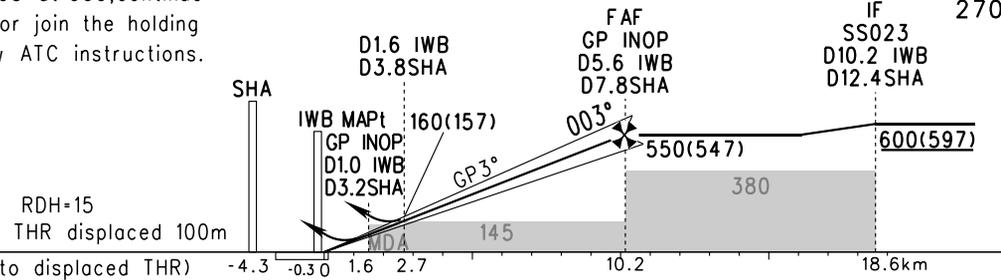
Missed Approach turn MAX IAS 210kt.

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

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

MISSED APPROACH
Climb straight ahead to 300, turn LEFT to SS205 at 900, continue to approach or join the holding pattern. Follow ATC instructions.

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



ILS/DME	FAF-MAPt(GP INOP) 8.6km			
	A	B	C	D
DA(H) RVR/VIS ⊕	63(60) ⊕ 800/800			
GP INOP	MDA(H) VIS 130(127) 1600	130(127) 1800	130(127) 2000	
CIRCLING	MDA(H) VIS 210(207) 2800	210(207) 3200	240(237) 4400	240(237) 4800
HUD Special CAT II				
CAT A,B,C,D	(DH)(30),(RA)(32), RVR350			

GS in	kt	80	100	120	140	160	180
km/h		150	185	220	260	295	335
Time	min:sec	3:29	2:47	2:19	2:00	1:45	1:33
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

⊕ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.
⊕ HUD Special CAT I: (DH)(45),(RA)(46),RVR450.
Changes: Landing Minima.