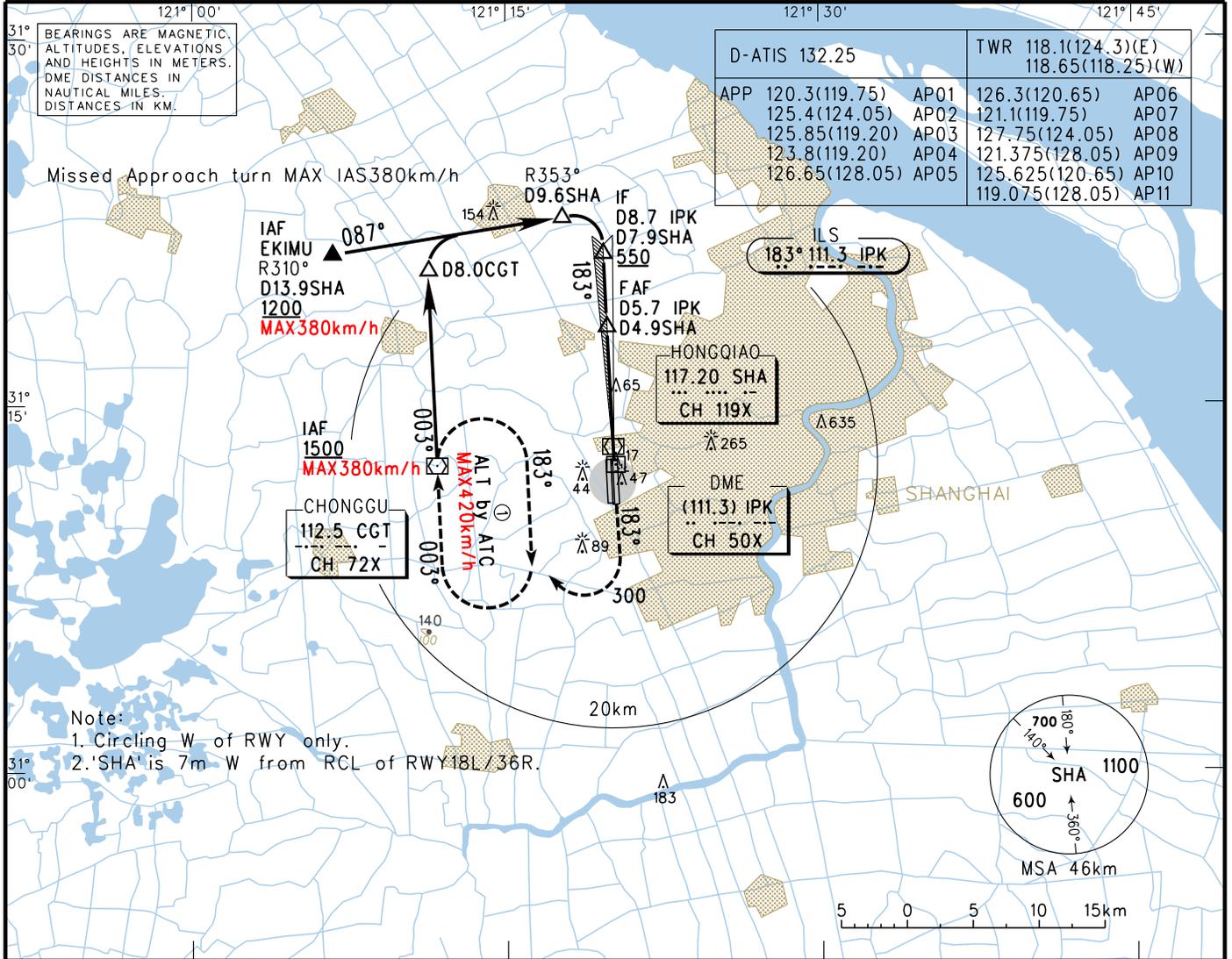


INSTRUMENT APPROACH CHART-ICAO

VAR 5.8° W AERODROME ELEV 3.0 DTBR RWY18L ELEV 1.9

ZSSS SHANGHAI/Hongqiao ILS/DME y RWY18L

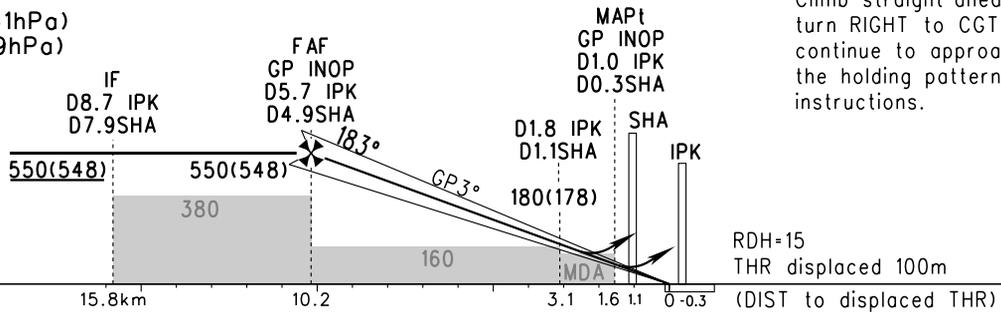


D-ATIS 132.25		TWR 118.1(124.3)(E) 118.65(118.25)(W)	
APP 120.3(119.75)	AP01 126.3(120.65)	AP06 121.1(119.75)	AP07 127.75(124.05)
125.4(124.05)	AP02 121.1(119.75)	AP08 121.375(128.05)	AP09 125.625(120.65)
125.85(119.20)	AP03 127.75(124.05)	AP10 119.075(128.05)	AP11
123.8(119.20)	AP04		
126.65(128.05)	AP05		

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

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

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



ILS/DME	DA(H) RVR/VIS	FAF-MAPt(GP INOP) 8.6km			
		A	B	C	D
≥ 4.0%	62(60) 800/800				
≥ 2.5%	67(65) 800/800			72(70) 800/800	
GP INOP	MDA(H) VIS	130(128) 1600	130(128) 1800	130(128) 2000	
CIRCLING	MDA(H) VIS	210(207) 2800	210(207) 3200	240(237) 4400	240(237) 4800

GS in kt	80	100	120	140	160	180
Time min:sec	3:29	2:48	2:20	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.
 Ⓢ RVR 600m can be implemented when using approved HUD or AP or FD for ILS/DME approach.
 Ⓢ HUD Special CAT I: (DH)(45),(RA)(47),RVR450.Changes:Landing Minima.