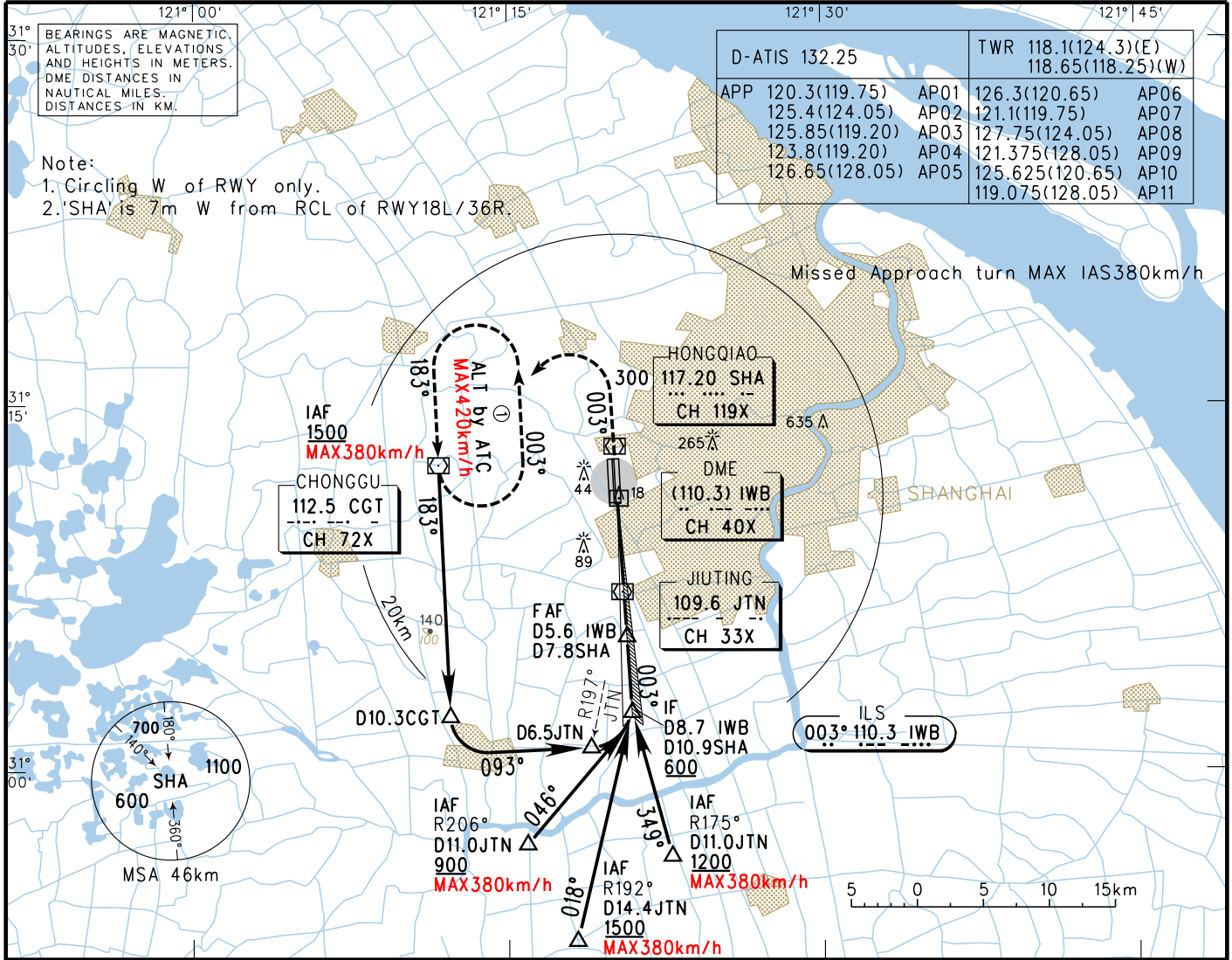


INSTRUMENT
APPROACH
CHART-ICAO

VAR5.8° W
AERODROME ELEV 3.0
DTHR RWY36R ELEV 2.6

ZSSS SHANGHAI/Hongqiao
ILS/DME y RWY36R



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 CGT at 900, continue to
approach or join the holding pattern.
Follow ATC instructions.

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

SHA

IWB

MAPt

GP INOP

160(157)

D1.6 IWB
D3.8SHA

D1.0 IWB
D3.2SHA

FAF

GP INOP

D5.6 IWB
D7.8SHA

IF

D8.7 IWB
D10.9SHA

550(547)

600(597)

380

145

RDH=15
THR displaced 100m

GP3°

003°

(DIST to displaced THR) -4.3 -0.30 1.6 2.7 10.2 15.8km

	A	B	C	D	FAF-MAPt(GP INOP) 8.6km								
ILS/DME	DA(H) RVR/VIS Ⓢ	63(60) Ⓢ 800/800				GS in	kt	80	100	120	140	160	180
GP INOP	MDA(H) VIS	130(127) 1600		130(127) 1800	130(127) 2000	km/h	150	185	220	260	295	335	
CIRCLING	MDA(H) VIS	210(207) 2800	210(207) 3200	240(237) 4400	240(237) 4800	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
HUD Special CAT II													
CAT A,B,C,D		(DH)(30),(RA)(32), RVR350				Ⓢ 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.							