

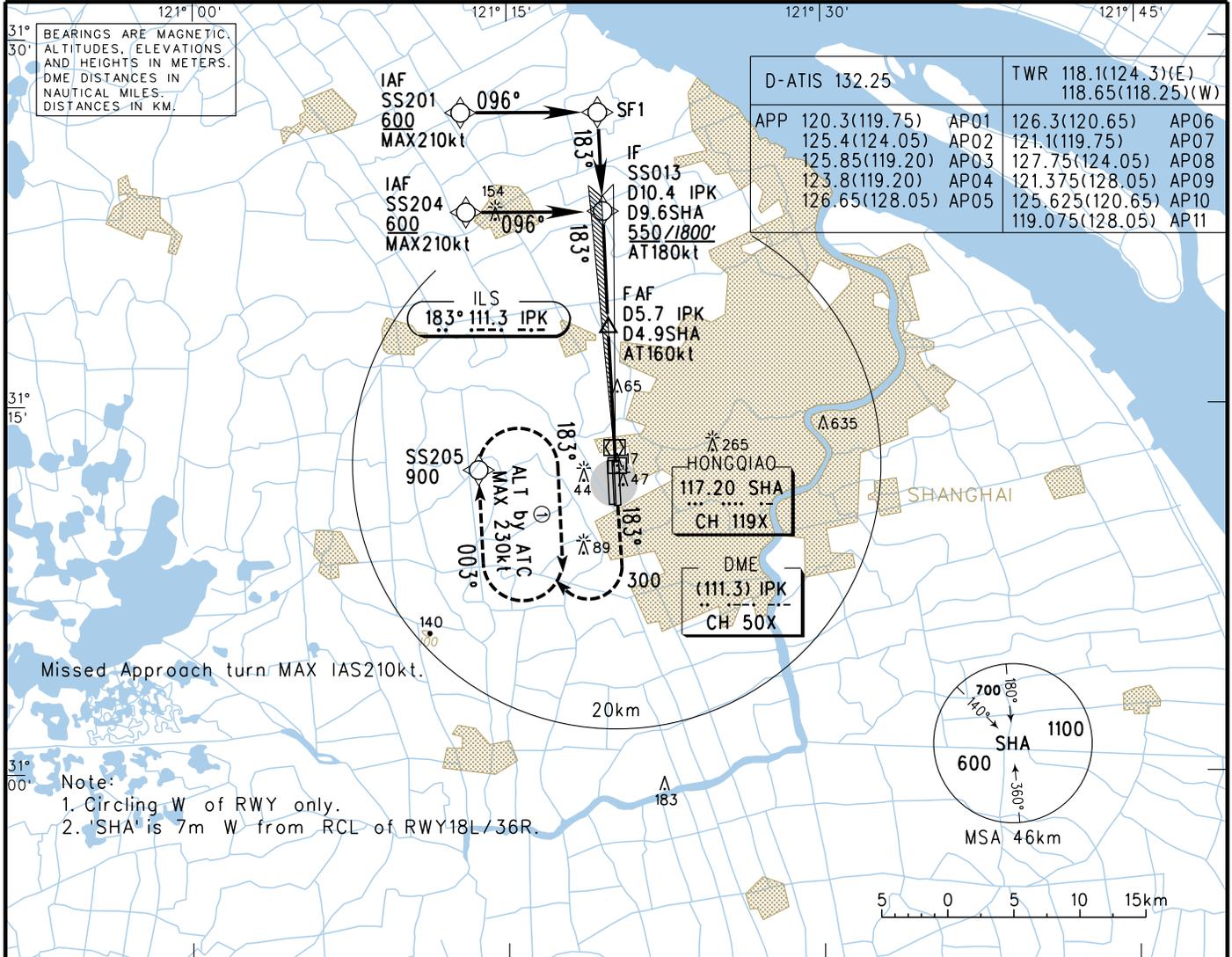
# INSTRUMENT APPROACH CHART-ICAO

VAR 5.8° W

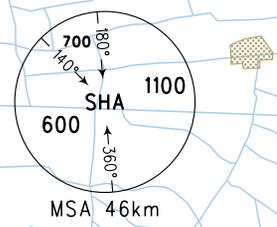
AERODROME ELEV 3.0  
DTHR RWY18L ELEV 1.9

## ZSSS SHANGHAI/Hongqiao

RNAV ILS/DME z RWY18L

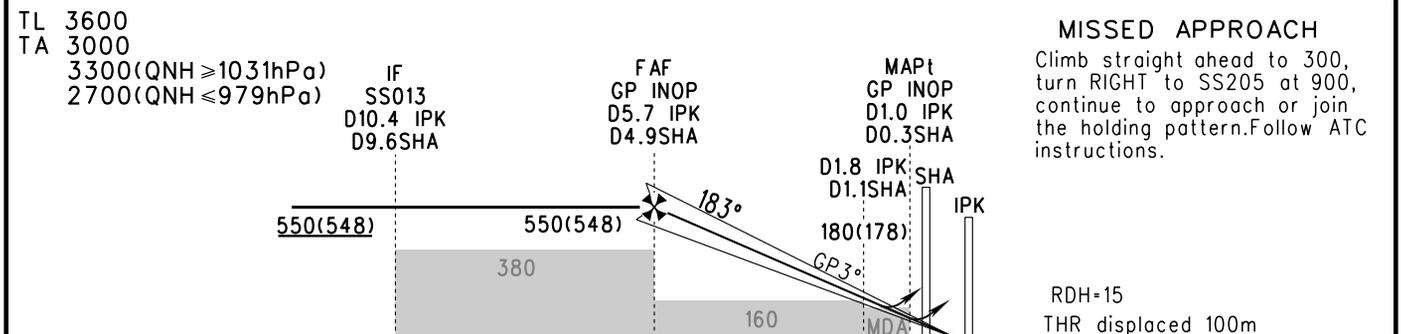


D-ATIS 132.25		TWR 118.1(124.3)(E) 118.65(118.25)(W)	
APP 120.3(119.75)	AP01 126.3(120.65)	AP06 125.4(124.05)	AP07 121.1(119.75)
125.85(119.20)	AP02 127.75(124.05)	AP08 123.8(119.20)	AP09 121.375(128.05)
126.65(128.05)	AP03 125.625(120.65)	AP05 119.075(128.05)	AP11



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

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



**MISSED APPROACH**  
Climb straight ahead to 300, turn RIGHT 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)	IF SS013 D10.4 IPK D9.6SHA	FAF GP INOP D5.7 IPK D4.9SHA	MAPt GP INOP D1.0 IPK D0.3SHA	MISSED APPROACH Climb straight ahead to 300, turn RIGHT to SS205 at 900, continue to approach or join the holding pattern. Follow ATC instructions.		
	550(548)	550(548)	180(178)	RDH=15	THR displaced 100m	
	18.9km	10.2	3.1	(DIST to displaced THR)		
	FAF-MAPt(GP INOP) 8.6km					
ILS/DME ≥ 4.0%	DA(H) RVR/VIS	62(60) 800/800				
ILS/DME ≥ 2.5%	DA(H) RVR/VIS	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	
		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: Langding Minima				