JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: SHANGHAI CHN
ICAO/IATA: ZSPD / PVG
Lat/Long: N31° 08.70', E121° 47.60'
Elevation: 12 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 6.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2057 Z
Sunset: 1041 Z

Runway Information

Runway: 16L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline

Runway: 16R
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17R
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline

Runway: 34L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline

Runway: 35L
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline

Runway: 35R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 127.850
ATIS: 131.450
ATIS: 128.650 Non-English
Pudong Tower: 118.800
Pudong Tower: 124.350
Pudong Tower: 118.725 Secondary
Pudong Tower: 118.575
Pudong Tower: 118.325 Secondary
Pudong Tower: 118.400
Pudong Ground: 121.625
Pudong Ground: 121.700
Pudong Ground: 121.800
Pudong Ground: 121.875
Pudong Apron Ramp/Taxi: 121.650
Pudong Apron Ramp/Taxi: 122.700
Pudong Apron Ramp/Taxi: 122.600
Pudong Apron Ramp/Taxi: 122.125 Secondary
Pudong Apron Ramp/Taxi: 121.975
Pudong Clearance Delivery: 121.950
Pudong Clearance Delivery: 121.625 Secondary
Shanghai Approach: 126.650
Shanghai Approach: 128.050 Secondary
Shanghai Approach: 126.300
Shanghai Approach: 125.850
Shanghai Approach: 125.625
Shanghai Approach: 119.075

Shanghai Approach: 119.200 Secondary
Shanghai Approach: 119.750 Secondary
Shanghai Approach: 120.300
Shanghai Approach: 125.400
Shanghai Approach: 124.050 Secondary
Shanghai Approach: 123.800
Shanghai Approach: 121.375
Shanghai Approach: 121.100
Shanghai Approach: 127.750
Shanghai Approach: 120.650 Secondary

1. GENERAL

1.1. ATIS

D-ATIS 127.85
128.65 (Chinese)

1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

1.3. LOW VISIBILITY OPERATION PROCEDURES (LVOP)

1.3.1. GENERAL

When RVR is forecast to descend to 1000m with decreasing trend or ceiling is forecast to descend to 90m with decreasing trend, LVOP will be implemented.

When RVR is below 550m or ceiling is below 60m, CAT II/IIIA operation will be implemented.

When RVR is 550m or above with forecast improving or ceiling is 60m or above with forecast improving or either aerodrome or ATC cannot satisfy LVOP requirement, LVOP will be terminated.

1.3.2. USE OF RWY

RWYs 17L/35R and 34L are usable for CAT II ILS and Low Visibility Departures.

RWY 34L is usable for CAT IIIA ILS.

During northbound operations, RWY 34L is used mainly for arrivals, RWY 35R is used mainly for departures.

During southbound operations, RWY 17L is used for arrival and departure.

During LVOP, RWY 34L is available for A380 ACFT, instructions by ATC.

1.3.3. ARRIVING ACFT

Aircrew prepared for CAT II/IIIA approach shall apply to APP control at first contact.

1.3.4. TAXI ROUTES

For LVOP taxi routes, refer to corresponding 20-9 taxi charts.

Follow ATC instructions for practical taxi routes.

Arriving ACFT on rapid exit TWYs shall report to ATC "ACFT already vacated RWY" after taxiing into the parallel TWY.

During CAT II/IIIA operations, departing ACFT shall follow ATC instructions.

1.4. RWY OPERATIONS

RWYs 16L/34R and 17R/35L are mainly used for arrival, RWYs 16R/34L and 17L/35R for departure.

During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct ACFT downwind take-off or downwind landing for short time. Pilot shall inform controller if he decides not to take off or land on downwind RWY allocated according to ACFT performance or operation handbook.

In order to prevent ACFT landing on the wrong RWY, pilots shall identify the RWY in use via ATIS. During approach, pilots shall carefully check the landing RWY number in ATC clearance. It is suggested to use SFL as an important visual reference.

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

ACFT landing on RWY 17L/35R are forbidden to vacate to the West via TWY P2, P3, P4 or P5.

TWYs P1 or P6 may not be used to cross the RWY when RWYs 17L/35R or 17R/35L are in use by landing ACFT.

Any ACFT taxiing out via E2 is forbidden when A380 parking at stands 168, 170 or 173 is pushing-back.

Flight crew shall contact TWR for crossing clearance. Repeat all ATC instructions for clarity, then put in practice as soon as possible. Finally, report "RWY vacated".

Flight crew shall monitor the TWR FREQ and watch activities on RWY and around.

While crossing RWY after the take-off ACFT, flight crew shall be responsible for safety distance with the ACFT to avoid effect of wake turbulence.

When watching other ACFT moving on the RWY, aircrew should contact TWR to make sure whether to cross.

180° turnaround on TWY is strictly forbidden.

In multiple RWY operation mode, TWYs T1 and T3 only available taxiing from East to West, TWYs T2 and T4 only from West to East.

Pilot shall pay attention to GND service vehicles near the intersections of TWYsT3, T4 and W1, and keep slow speed while passing through.

1.5.2. GENERAL TWY LIMITS

TWYs	MAX Wingspan
TWYs A, A1 thru A6, B, B1, B3 thru B6 (West of TWY B), B7, B8, C, C1, C2, C5, C6, D, D1, D2, D5, D6, E, E0 thru E8, F, F1 thru F4, G, G1 thru G6, H, H1 thru H6, J1, J2, L02, L04 (South of TWY B4), L09, L15, L18, L23, P1 thru P3, P4 thru P6 (West of TWY B), Q1 thru Q6, R1 thru R6, S1, S2 (btn TWY T5 and T6), T2 thru T4, V1, V2, V8, W1 and W7	Less than 262'/80m
TWYs B2, B3 thru B6 (East of TWY B), L04 (North of TWY B4), L08, L16, L17, L17A, L19, L20, L20A, L21, L21A, L22, L24, L25, L25A, L26, L26A, P4 thru P6 (East of TWY B), T1, T5, T6, V3 thru V7, W2, W3, W4 (South of TWY T4), W5 (South of TWY T4) and W6	Less than 224.7'/68.5m
TWYs C3, C4, D3, D4, L05, L06, L06A, L10 thru L12, L12A, W4 (North of TWY T4), W5 (North of TWY T4)	Less than 171'/52m
TWYs L03, L03A, L07 and S2 (South of TWY T5)	Less than 118'/36m
TWYs L15B, L15C	Less than 102'/31m
TWY L15D	Less than 79'/24m

1.5.3. OPERATIONAL LIMITS FOR B747-8 ACFT

When using RWY 17L/35R for CAT I, Track Control System (TCS) shall be installed on ACFT and be used until landing.

TWYs L16, L17 and L17A usable for unladen weight B747-8 ACFT only.

1.5.4. OPERATIONAL LIMITS FOR A340 ACFT

A340-600 ACFT should use Judgemental Oversteering Method when taxiing:

- on TWY A and turning West to TWYs P1, B1, B7, B8;
- on TWY B and turning East to TWYs B3-B6, P4-P6;
- on TWYs B1, B7, B8, P1 and entering TWY A from West to East;
- on TWY L17 and turning North to TWY L16;
- on TWY L16 and entering TWY L17 from North to South;
- at the intersection of TWYs B3-B6, P4-P6 and TWY L04.

1. GENERAL

1.5.5. APRON 4

ACFT shall be guided by Follow-me car when taxiing into our out of apron 4, using TWYs L16 and L17A for entering apron 4 and TWY V2 for exiting.

1.5.6. APRON 5

ACFT shall be guided by Follow-me vehicle when taxiing in or out Eastern and in Southern and Northern apron 5 and follow APN ATC instructions.

1.5.7. APRONS 7 AND 8

ACFT shall be guided by Follow-me vehicle when taxiing in or out of apron 7 and 8 and follow APN ATC instructions.

1.5.8. SATELLITE APRON

ACFT use TWYs L21 and L21A for entering SATELLITE South apron and TWYs L20 and L20A for exiting.

ACFT use TWYs L26 and L26A for entering SATELLITE North apron and TWYs L25 and L25A for exiting.

ACFT parking on SATELLITE apron shall be guided by Follow-me car.

1.5.9. HOLDING POINTS ON TWYs

Compulsory Holding Points:

- A-T3 on TWY A in taxi direction North: Hold before TWY T3.
- B-T3 on TWY B in taxi direction North: Hold before TWY T3.
- B-T4 on TWY B in taxi direction South: Hold before TWY T4.
- E-T3 on TWY E in taxi direction North: Hold before TWY T3.
- E-T4 on TWY E in taxi direction South: Hold before TWY T4.
- F-T3 on TWY F in taxi direction North: Hold before TWY T3.
- F-T4 on TWY F in taxi direction South: Hold before TWY T4.
- T3-B on TWY T3 in taxi direction West: Hold before TWY B.
- T4-E on TWY T4 in taxi direction East: Hold before TWY E.
- W1-T4 on TWY W1 in taxi direction South: Hold before TWY T4.

1.5.10. HOLDING POINTS ON APRONS 7 AND 8

Apron holding points AH01 thru AH09 used for entering apron.

- AH01 thru AH03 and AH05 taxiing direction East to West.
- AH04 and AH06 thru AH09 taxiing direction South to North.

Holding points HP01 thru HP05 used for exiting apron.

- HP01 thru HP03 taxiing direction West to East.
- HP04 and HP05 taxiing direction North to South.

1.5.11. HOLDING POINTS ON SATELLITE APRON AND EASTERN APRON 5

- AH10 and AH11 for entering apron taxiing direction from East to West.
- HP06 for exiting apron taxiing direction from South to North.
- HP07 for exiting apron taxiing direction from West to East.
- HP08 for exiting apron taxiing direction from North to South.

1.6. PARKING INFORMATION

1.6.1. GENERAL

After approval by AOC and apron controllers, engine IDLE test and cool running test may be carried out at designated stands.

Stands 1 thru 12, 14 thru 32, 50 thru 65, 67, 69, 71, 73, 75, 77, 79 thru 94, 97, 98, 101 thru 110, 112 thru 123, 125 thru 129, 131 thru 156, 158, 159, 161 thru 177 and 179 thru 190 equipped with visual docking guidance system.

On all stands push-back required.

Engine run-ups on stands are strictly forbidden without permission.

Stand 418 available for fast engine run-ups.

When ACFT is moving on TWY L15, other ACFT are forbidden to taxi in/out standsZ11, Z12, Z21, Z22, Z31, Z32.

On adjacent parking stands two ACFT are forbidden to move simultaneously.

1. GENERAL

1.6.2. RULES FOR ENTERING AND EXITING APRON

Apron	Stands	Entry by TWY	Exit by TWY
7 and 8	50 thru 54, 56, 58, 60, 62, 64	E7	E6
	55, 57, 59, 61, 63, 65, 806 thru 809	R6	E5
	67, 69, 71, 73, 75	R5	E5
	77, 79, 81, 83, 85, 87, 89, 91, 93, 810 thru 816	R5	R4
	95 thru 98	W7	W6
	80, 82, 84, 86, 88, 90, 92, 94	W5	W4
Satellite and Eastern 5	174 thru 177, 581 thru 584	E3	L24 face to North
	171 thru 173	E3	E2
	168 thru 170	E1	E2
	166, 167, 585, 586	E1	L24 face to South
	161 thru 165, 589, 590	R3	L24 face to South
Satellite and Western 5	112, 113, 501 thru 503	P3	L02 face to North
	114 thru 118, 504 thru 506	P2	L02 face to North
	119 thru 122, 507 thru 509	P2	L02 face to South
	123 thru 126	B2	L02 face to South
	510 thru 512	B2	B
Satellite and Southern 5	127 thru 130, 157 thru 160	L19	L19
	131 thru 135, 137, 139, 567 thru 572	L21A	L20A
	141, 143	L21A-L20	L20A
	145	L21-L20	L20
	147, 149, 151 thru 156, 556 thru 560	L21	L20
Satellite and Northern 5	109 thru 111, 178 thru 180	L22	L22
	101 thru 108, 136, 138, 140, 561 thru 566	L26A	L25A
	142, 144	L26A-L25	L25A
	146	L26-L25	L25
	148, 150, 181 thru 190, 551 thru 555	L26	L25

1. GENERAL

1, 2 and CARGO 3	1 thru 10, 201 thru 204	P6	follow apron controllers instructions
	11, 12, 14 thru 17, 205 thru 207	P5	
	18 thru 22, 208 thru 211	P4	
	23 thru 32	B3	
	301 thru 308	P6 or B8	B7
6	611 thru 626	L18 face to North	E8

ACFT taxiing in and being pushed back on apron 3 or Satellite East apron shall be guided by Follow-me car and be pushed back on TWY L15 respectively L24 to start up.

1.6.3. USE OF BOARDING BRIDGES

All ACFT parking on boarding bridge stands shall turn off APU and use bridge equipment. If ACFT require to use APU, contact department of AP EQPT and INFO (TML 1/Satellite: 86-21-68343126/68343195, TML 2/Satellite: 86-21-68343297/68343231) to apply, and use APU with permission.

In following situations, ACFT can use APU without getting permission:

- Bridge equipment is unavailable;
- ACFT needs APU to start engine;
- APU is under maintenance;
- Forecast temperature is more than 35°C;
- Flight transition time is less than 45 minutes.

If APU is unavailable, aircrew may start the engine when boarding bridge is retracted.

Bridge equipment for stand 24 is only available for ACFT with wingspan less than 213.2'/65m.

1.7. FUEL DUMPING AREA

For fuel dumping area refer to chart 20-3Z.

1.8. OTHER INFORMATION

1.8.1. GENERAL

Birds.

RWYs 17L/R and 34L/R right-hand circuit.

1.8.2. IFR FLIGHT PROCEDURES

Follow ATC instructions when the instructions have a conflict with the height limits in the charts.

RNAV-1 flight procedures are primary procedures (only horizontal guidance available). Traditional procedures are secondary procedures.

1.8.3. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

Within 10NM from approaching RWY end, if there is no wake turbulence between two ACFT approaching to the same RWY in final approach, and the preceding ACFT is able to vacate RWY within 50 seconds after touchdown, the minimum radar separation can be reduced to 5km (except for wet or contaminated RWY).

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. WHEN AD IS NOT AVAILABLE

When AD is not available for landing, pilot can decide to return or alternate.

2.1.2. WITH ARRIVAL INSTUCTIONS RECIEVED

Follow and descend in procedure, land on RWY according ATIS last received.

2.1.3. WITHOUT ARRIVAL INSTUCTIONS RECIEVED

Follow flight plan route to fix in use, hold at fix until last received EAT as close as possible, descend and follow IAP, chose RWY according ATIS last received.

2.2. CAT II/III OPERATIONS

RWYs 17L and 35R approved for CAT II operations, RWY 34L is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. GENERAL

Flight crew shall monitor Tower frequency until vacating RWY.

After vacating RWY, flight crew shall report the RWY vacated and the TWY in use to PUDONG Ground at first contact, especially under low visibility operation.

2.3.2. ILS OPERATIONS MODE

All RWYs are available for CAT I/HUD I operations.

When landing to South:

RWYs 16L/R, 17L/R, 34L/R and 35L are available for CAT II/III operations, RWY 35R is unavailable.

When landing to North:

RWYs 16L, 17R, 34L/R and 35L/R are available for CAT II/III operations, RWYs 16R and 17L are unavailable.

2.4. TAXI PROCEDURES

Requirements for ACFT occupying RWY (except for wet or contaminated RWY):

- ACFT shall fully vacate RWY via first or second rapid exit TWY within 50 seconds after touchdown. If flight crew considers they cannot fulfill the above requirement and need to vacate RWY via further TWY or the last rapid exit TWY, pilot shall inform TWR on first contact.

Arrival ACFT turn off taxiing lights and follow Follow-me car when in sight.

Arrival ACFT and Follow-me car shall stop on TWYs before turning into stands lead-in lines, then observe and keep slow speed to stands.

2.5. OTHER INFORMATION

The latest time to issue landing clearance can be before ACFT flying over RWY THR.

Parallel RWYs visual approach implemented at APT. Pilot shall control IAS and IAS shall be 175 KT when projected flight path distance to touchdown is 7NM. If speed requirement cannot be implemented, pilot shall inform ATC. Pilot shall obey flight rules of visual separation.

3. DEPARTURE

3.1. COMMUNICATION FAILURE PROCEDURES

3.1.1. GENERAL

Follow last Departure instruction.

3.1.2. WHEN DECIDING TO RETURN

Follow SID to its end, choose STAR and RWY according to last received ATIS , join STAR from its start.

3.1.3. RECOMMENDED START OF STAR

SIDs to	Start of STAR (recommended)
PIKAS and SASAN	SASAN
ADBAS, AND, HSN and NXD	AND
MIGOL, LAMEN and SURAK	DUMET
ODULO	MATNU

3.1.4. FUEL DUMPING

If SID is unsustainable and fuel dumping is needed, after fuel dumping crew can choose way to approach and land.

3.2. DE-ICING

3.2.1. RULES FOR DE-ICING

- Contact the agent of airline as early as possible for de-icing within the stand or designated stand.
- Contact apron controllers before starting the progress.
- PUDONG APT implements all-day fixed-point de-icing.
- Defrost course equals de-icing.
- Stands 510 thru 512, 585, 586, 589 and 590 are de-icing stands.

Flight crew shall strictly follow the apron controllers and ACFT maintenance instructions to carry out various operations and keep a certain distance from the de-icing ACFT for safety.

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

Apron controllers release push-back and engine on order, then departing ACFT shall turn on taxi lights after receiving taxi instructions and confirming with ground crew that no potential security menace is in the rear of the ACFT.

Departing ACFT shall contact Delivery for delivery clearance within 10 minutes prior to start-up.

Aircrew not required to read back the content of DCL after receiving DCL service.

Before push-back and start-up, departing ACFT shall contact PUDONG Apron for push-back and start-up clearance and conduct within 5 minutes, otherwise, apply clearance once more.

ATC may instruct to enter RWY via TWY B1, B7, E0, E5, Q1, Q6, J1 or J2 for take-off. If not able, pilots shall inform ATC before entering the TWY link.

Requirements for ACFT occupying RWY (except for wet or contaminated RWY):

- ACFT shall finish RWY alignment within 60 seconds from holding position. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform TWR before entering RWY.

3.4. NOISE ABATEMENT

Apply NADP 1. If it cannot be implemented, inform ATC with a reasonable explanation.

The derated take-off is strongly recommended if ACFT performance permits.

ZSPD/PVG
PUDONG

29 SEP 23
Eff 4 Oct 1600Z

JEPPESEN
20-1R

SHANGHAI, CHINA
RADAR MINIMUM ALTITUDES

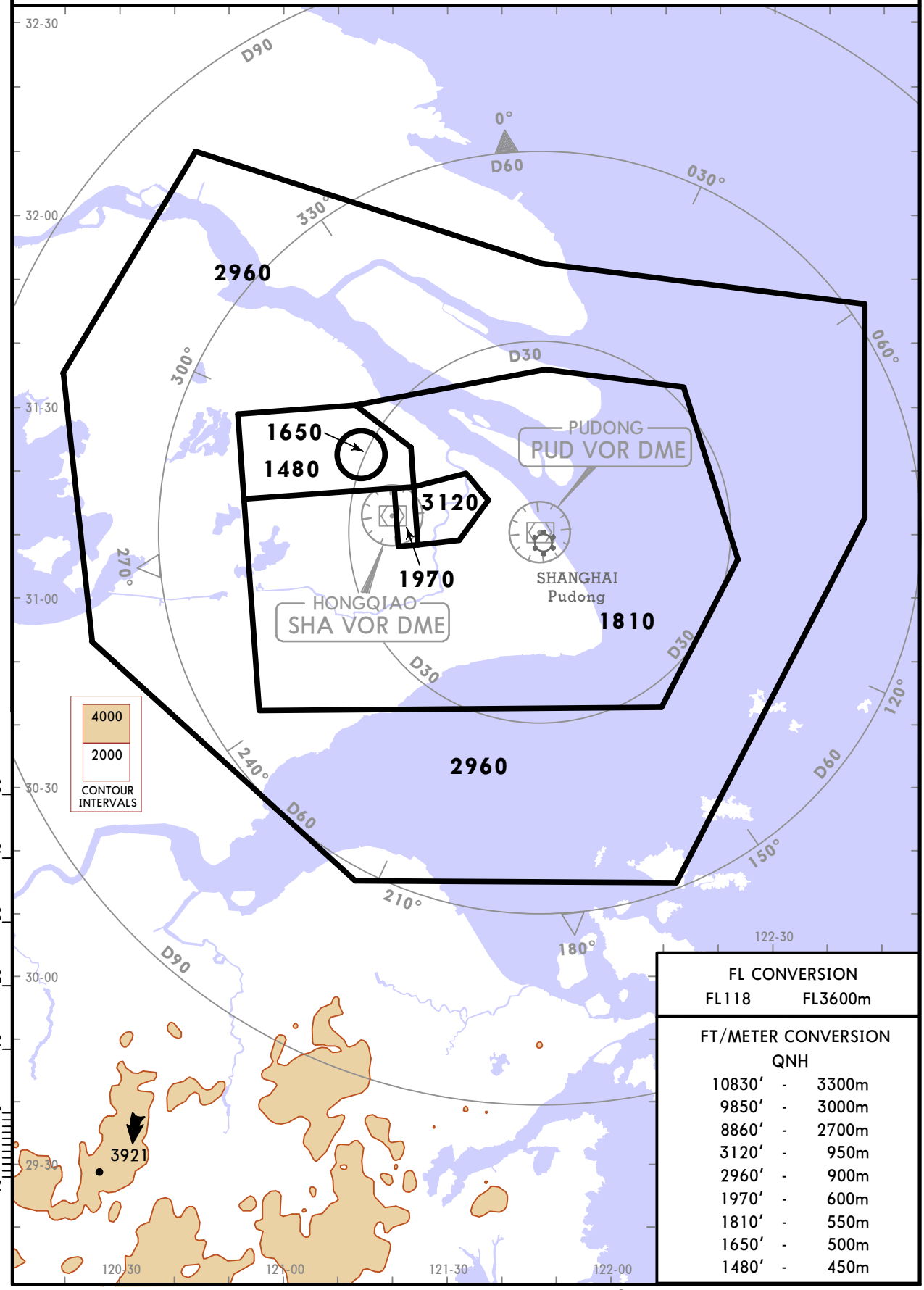
SHANGHAI Approach (R)
APP01 120.3
APP02 125.4

Apt Elev
12

Alt Set: hPa
Trans level: FL118 Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while under RADAR control.

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Refer to Shanghai Pudong 20-1P and Hongqiao 10-1P series.



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION
QNH

10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
3120′	-	950m
2960′	-	900m
1970′	-	600m
1810′	-	550m
1650′	-	500m
1480′	-	450m

CHANGES: LOST COMM note.

SHANGHAI, PR OF CHINA

RNAV STAR

D-ATIS	Alt Set: hPa
127.85 (Chinese 128.65)	Trans level: FL118
	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

AND 81A, AND 82A, AND 83A RNAV ARRIVALS (RWYS 16L/R, 17L/R)

❷ RADAR vectoring direct to MP1 available when aircraft in fanwise sequence.

(IAF) **PD2Ø1** MAX 210 KT RWYs 16L/R: 1970 RWYs 17L/R: 2960

(IAF) **MP1** MAX 210 KT RWYs 16L/R: 1970 RWYs 17L/R: 2960

Do not fly NORTH of line N31 27.0

PD2Ø2 4930 (2083)

PD2Ø7 6890

PD231 At 230 KT 6890 5910

PD232 6890

PD233

PD234

PD235 6890

PD2Ø8 9850 or by ATC

HONGQIAO D 117.2 SHA

SHANGHAI Hongqiao ZSSS

PUDONG D 116.9 PUD

LIUZAO D 109.4 PDL

SHUYUAN D 112.7 XSY

ANDONG D 114.8 AND

SHA VOR

PUD VOR

2300 2000 3700

WUXI Shuofang ZSWX

PH1 MAX 230 KT MHA 7880

PH2 MAX 230 KT Alt by ATC

MAX 230 KT Alt by ATC

❶ Aircraft using the holding patterns beside routes shall fly via RADAR vectoring.

FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION QNH	
9850′	3000m
7880′	2400m
6890′	2100m
5910′	1800m
4930′	1500m
2960′	900m
1970′	600m

OUTSIDE HOLDING PROCEDURES

NOT TO SCALE

SOSMA, ODULO, IBEGI, MATNU, ALDAP, PH3, PH4

W108, B221

MAX 250 KT Alt by ATC

1.5 Min

NOT TO SCALE

STAR	ROUTING
AND 81A	AND - PD2Ø8 (9850- or by ATC) - XSY - PD2Ø7 (6890+) - PDL - PD2Ø2 (4930+) - PD2Ø1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).
AND 82A	AND - PD2Ø8 (9850- or by ATC) - XSY - PD231 (K230; 6890-; 5910+) - PD232 (6890-) - PD233 - PD234 - PD235 (6890-) - MP1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).
AND 83A	AND - PD2Ø8 (9850- or by ATC) - XSY - PD231 (K230; 6890-; 5910+) - MP1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).

CHANGES: Communications; PBN navspec.

D-ATIS 127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

AND 91A
RNAV ARRIVAL
(RWYS 34L/R, 35L/R)

WUXI Shuofang ZSWX

HONGQIAO D 117.2 SHA

SHANGHAI Hongqiao ZSSS

PUDONG D 116.9 PUD

2083

2300 2000 3700 2000

180° 140° 360° 180° 360°

SHA VOR

PUD VOR

PD4Ø5 MAX 230 KT

PD4Ø4 PD4Ø3 PD4Ø2 PD4Ø1 PD4Ø6 PD4Ø7

(IAF)

PD4Ø1
MAX 220 KT
RWYs 34L/R:
1970
RWYs 35L/R:
2960

PD2Ø8
9850
or by ATC

MAX 230 KT Alt by ATC

ANDONG D 114.8 AND

FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION QNH	
9850′	3000m
2960′	900m
1970′	600m

OUTSIDE HOLDING PROCEDURES

NOT TO SCALE

SOSMA
ODULO
IBEGI
MATNU
ALDAP
PH3
PH4
W108
B221
MAX 250 KT Alt by ATC
1.5 Min
NOT TO SCALE

ROUTING

AND - PD2Ø8 (9850- or by ATC) - PD4Ø7 - PD4Ø6 - PD4Ø5 (K230-) - PD4Ø4 - PD4Ø3 - PD4Ø2 - PD4Ø1 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).

CHANGES: Communications; PBN navspec.

SHANGHAI, PR OF CHINA

RNAV STAR

❷ RADAR vectoring direct to MP1 available when aircraft in fanwise sequence.

❶ Aircraft using the holding patterns beside routes shall fly via RADAR vectoring.

(IAF)
PD2Ø1
MAX 210 KT
RWYs 16L/R: 1970
RWYs 17L/R: 2960

(IAF)
❷
MP1
MAX 210 KT
RWYs 16L/R: 1970
RWYs 17L/R: 2960

Do not fly NORTH of line N31 27.0

PD2Ø2
2083
4930

PD2Ø7
6890

PD231
At 230 KT
6890
5910

PD232
6890

PD233

PD234

PD235
6890

PD2Ø8
9850
or by ATC

SAMKI
FL187

BAVIK

IBEGI

ODULO

SOSMA

ALDAP

MATNU

PH1
MAX 230 KT
MHA 7880

PH2
MAX 230 KT
Alt by ATC

PH3
MAX 250 KT
Alt by ATC

PH4
MAX 250 KT
Alt by ATC

HONGQIAO
D 117.2 SHA

SHANGHAI
Hongqiao
ZSSS

PUDONG
D 116.9 PUD

LIUZAO
D 109.4 PDL

SHUYUAN
D 112.7 XSY

LISHE
227 BK

SHA VOR

PUD VOR

WUXI
Shuofang
ZSWX

2300
2000
3700
2000

FL CONVERSION	
FL187	FL5700m
FL118	FL3600m

FT/METER CONVERSION QNH		
9850′	-	3000m
7880′	-	2400m
6890′	-	2100m
5910′	-	1800m
4930′	-	1500m
2960′	-	900m
1970′	-	600m

OUTSIDE HOLDING PROCEDURES

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

D-ATIS 127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
Apt Elev 12	RNAV 1 GNSS or DME/DME/IRU
	RADAR required.

BK 81A, BK 82A, BK 83A RNAV ARRIVALS (RWYS 16L/R, 17L/R)

STAR	ROUTING
BK 81A	BK - SAMKI (FL187-) - BAVIK - PD2Ø8 (9850- or by ATC) - XSY - PD2Ø7 (6890+) - PDL - PD2Ø2 (4930+) - PD2Ø1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).
BK 82A	BK - SAMKI (FL187-) - BAVIK - PD2Ø8 (9850- or by ATC) - XSY - PD231 (K230; 6890-; 5910+) - PD232 (6890-) - PD233 - PD234 - PD235 (6890-) - MP1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).
BK 83A	BK - SAMKI (FL187-) - BAVIK - PD2Ø8 (9850- or by ATC) - XSY - PD231 (K230; 6890-; 5910+) - MP1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).

CHANGES: Communications; PBN navspec.

D-ATIS 127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

BK 91A
RNAV ARRIVAL
(RWYS 34L/R, 35L/R)

WUXI Shuofang ZSWX

HONGQIAO D 117.2 SHA

SHANGHAI Hongqiao ZSSS

PUDONG D 116.9 PUD

2083

2300 | 3700 | 2000 | 2000

180° | 140° | 360° | 180° | 360°

SHA VOR | PUD VOR

FL CONVERSION	
FL187	FL5700m
FL118	FL3600m

FT/METER CONVERSION QNH	
9850' -	3000m
2960' -	900m
1970' -	600m

PD4Ø5
MAX 230 KT
870
PD4Ø4
168°
PD4Ø3
PD4Ø6
PD4Ø2
PD4Ø7
(IAF)
PD4Ø1
MAX 220 KT
RWYs 34L/R:
1970
RWYs 35L/R:
2960

MAX 230 KT
Alt By ATC
242
260
PD2Ø8
9850
or by ATC

348°
13
41
730
BAVIK

8
SAMKI
FL187

NOT TO SCALE
LISHE
227 BK
42
130

OUTSIDE HOLDING PROCEDURES

NOT TO SCALE

SOSMA
164°
ODULO
164°
B221
92
W108
133
MAX 250 KT
Alt by ATC
1.5 Min
164°
344°
PH3
344°
MATNU
MAX 250 KT
Alt by ATC
1.5 Min
164°
344°
IBEGI
13
344°
PH4
ALDAP

NOT TO SCALE

ROUTING

BK - SAMKI (FL187-) - BAVIK - PD2Ø8 (9850- or by ATC) - PD4Ø7 - PD4Ø6 - PD4Ø5 (K230-) - PD4Ø4 - PD4Ø3 - PD4Ø2 - PD4Ø1 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).

CHANGES: Communications; PBN navspec.

SHANGHAI, PR OF CHINA

RNAV STAR

D-ATIS	Alt Set: hPa
127.85 (Chinese 128.65)	Trans level: FL118
Apt Elev 12	RNAV 1 GNSS or DME/DME/IRU
	RADAR required.

DUM 81A, DUM 82A RNAV ARRIVALS (RWYS 16L/R, 17L/R)

❷ RADAR vectoring direct to MP1 available when aircraft in fanwise sequence.

SHA VOR

PUD VOR

❷ (IAF)
MP1
MAX 210 KT
RWYs 16L/R: 1970
RWYs 17L/R: 2960

Do not fly NORTH of line N31 27.0

PD235 6890

PD234

PD233

PD232 6890

PD231 At 230 KT 6890 5910

PD230 At 230 KT 6890

DUMET FL157

PH1 MAX 230 KT MHA 7880

PH2 MAX 230 KT Alt by ATC

HONGQIAO D 117.2 SHA

SHANGHAI Hongqiao ZSSS

PUDONG D 116.9 PUD

2083

2300 2000 3700 2000

❶ Aircraft using the holding patterns beside routes shall fly via RADAR vectoring.

OUTSIDE HOLDING PROCEDURES

NOT TO SCALE

SOSMA, ODULO, IBEGI, PH3, PH4, MATNU, ALDAP

W108 B221

MAX 250 KT Alt by ATC

NOT TO SCALE

FL CONVERSION	
FL157	FL4800m
FL118	FL3600m

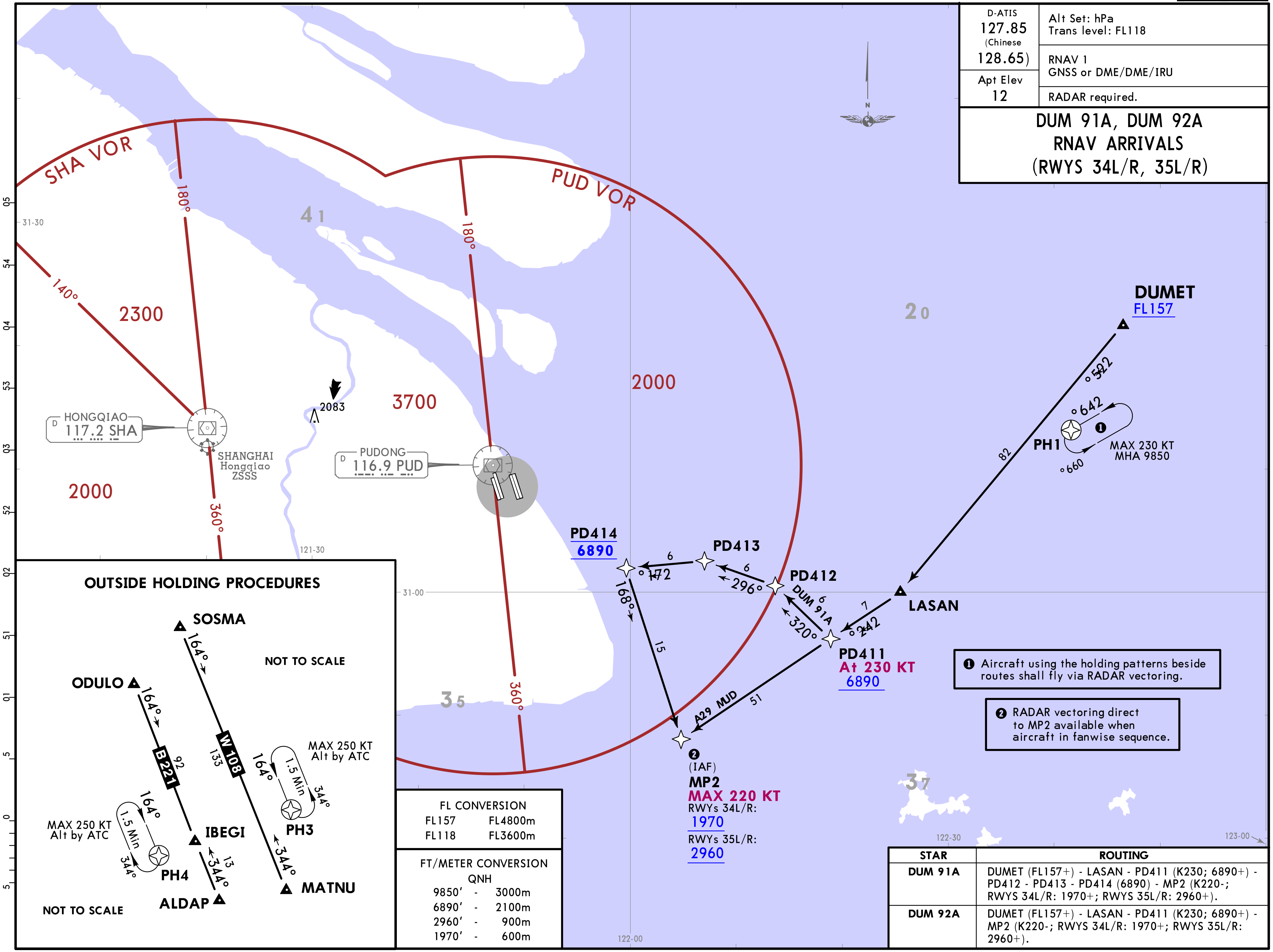
FT/METER CONVERSION QNH	
7880′ -	2400m
6890′ -	2100m
5910′ -	1800m
2960′ -	900m
1970′ -	600m

STAR	ROUTING
DUM 81A	DUMET (FL157+) - PD230 (K230; 6890-) - PD232 (6890-) - PD233 - PD234 - PD235 (6890-) - MP1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).
DUM 82A	DUMET (FL157+) - PD230 (K230; 6890-) - PD231 (K230; 6890-; 5910+) - MP1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).

CHANGES: Communications; PBN navspec.

D-ATIS 127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

DUM 91A, DUM 92A RNAV ARRIVALS (RWYS 34L/R, 35L/R)



❶ Aircraft using the holding patterns beside routes shall fly via RADAR vectoring.

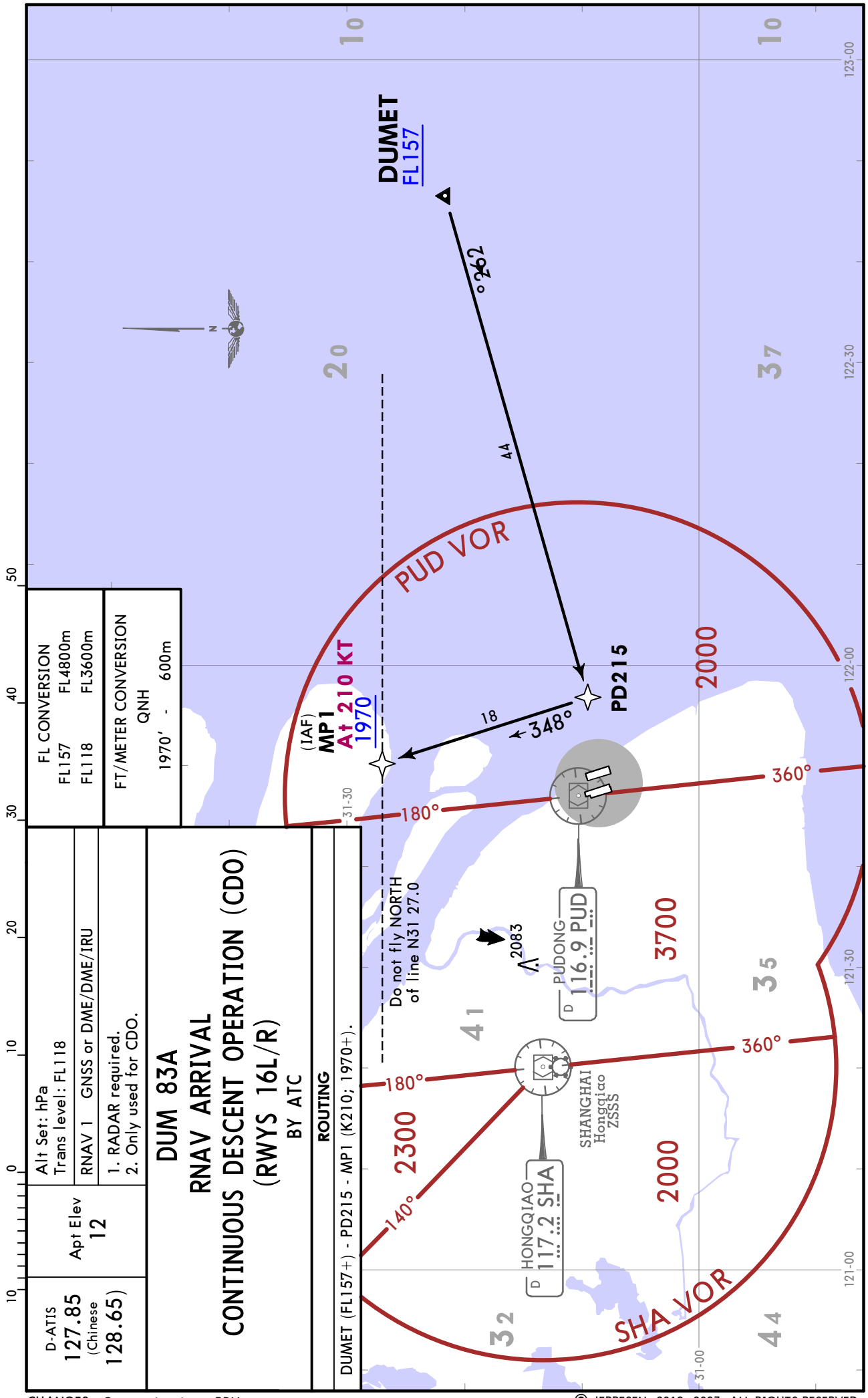
❷ RADAR vectoring direct to MP2 available when aircraft in fanwise sequence.

FL CONVERSION	
FL157	FL4800m
FL118	FL3600m

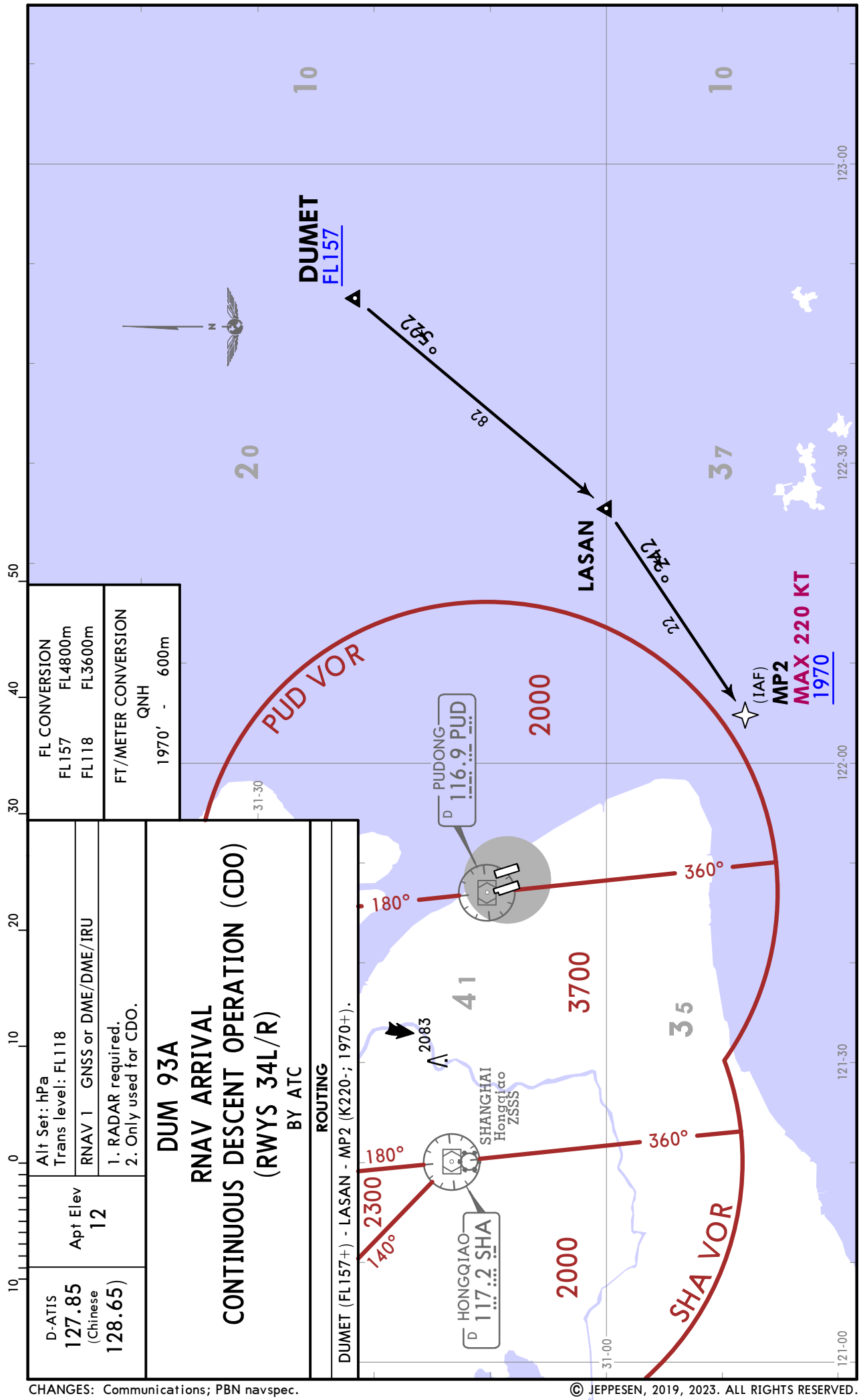
FT/METER CONVERSION QNH		
9850'	-	3000m
6890'	-	2100m
2960'	-	900m
1970'	-	600m

STAR	ROUTING
DUM 91A	DUMET (FL157+) - LASAN - PD411 (K230; 6890+) - PD412 - PD413 - PD414 (6890) - MP2 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).
DUM 92A	DUMET (FL157+) - LASAN - PD411 (K230; 6890+) - MP2 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).

CHANGES: Communications; PBN navspec.



CHANGES: Communications; PBN navspec.



CHANGES: Communications; PBN navspec.

SHANGHAI, PR OF CHINA

RNAV STAR

D-ATIS	Alt Set: hPa
127.85 (Chinese 128.65)	Trans level: FL118
Apt Elev 12	RNAV 1 GNSS or DME/DME/IRU
	RADAR required.

MAT 81A, MAT 82A RNAV ARRIVALS (RWYS 16L/R, 17L/R)

❷ RADAR vectoring direct to MP1 available when aircraft in fanwise sequence.

MATNU
FL167

PD228

PINOT

(MAT 81A only)
PD211
At 230 KT
7880

MP1
(IAF)
MAX 210 KT
RWYs 16L/R:
1970
RWYs 17L/R:
2960

MAT 82A

Do not fly NORTH of line N31 27.0

PD212

PD213

PD214

PD215
7880

SHA VOR

PUD VOR

HONGQIAO
D 117.2 SHA

PUDONG
D 116.9 PUD

2083

2300

3700

2000

PH1

PH2

PH3

PH4

MAX 230 KT
MHA 7880

MAX 230 KT
Alt by ATC

MAX 250 KT
Alt by ❶

❶ Aircraft using the holding patterns beside routes shall fly via RADAR vectoring.

OUTSIDE HOLDING PROCEDURES

NOT TO SCALE

SOSMA
ODULO
IBEGI
ALDAP
MATNU
W108
B221
PH3
PH4

MAX 250 KT
Alt by ATC

NOT TO SCALE

FL CONVERSION	
FL167	FL5100m
FL118	FL3600m

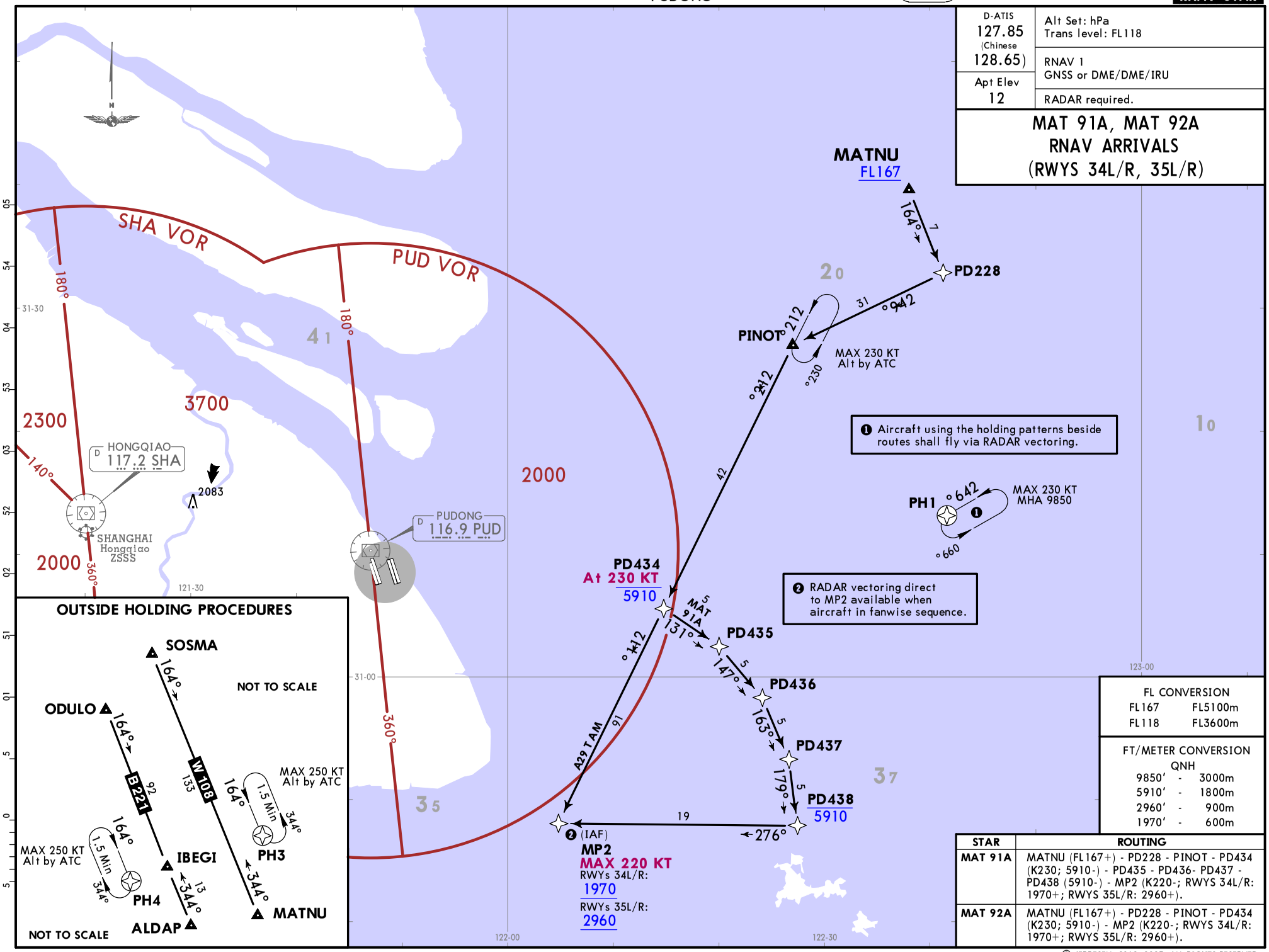
FT/METER CONVERSION QNH		
7880′	-	2400m
2960′	-	900m
1970′	-	600m

STAR	ROUTING
MAT 81A	MATNU (FL167+) - PD228 - PINOT - PD211 (K230; 7880+) - PD212 - PD213 - PD214 - PD215 (7880) - MP1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).
MAT 82A	MATNU (FL167+) - PD228 - PINOT - MP1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).

CHANGES: Communications; PBN navspec.

D-ATIS 127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
Apt Elev 12	RNAV 1 GNSS or DME/DME/IRU
	RADAR required.

MAT 91A, MAT 92A RNAV ARRIVALS (RWYS 34L/R, 35L/R)



FL CONVERSION	
FL167	FL5100m
FL118	FL3600m

FT/METER CONVERSION QNH	
9850′	3000m
5910′	1800m
2960′	900m
1970′	600m

STAR	ROUTING
MAT 91A	MATNU (FL167+) - PD228 - PINOT - PD434 (K230; 5910-) - PD435 - PD436- PD437 - PD438 (5910-) - MP2 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).
MAT 92A	MATNU (FL167+) - PD228 - PINOT - PD434 (K230; 5910-) - MP2 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).

CHANGES: Communications; PBN navspec.

SHANGHAI, PR OF CHINA

RNAV STAR

D-ATIS	Alt Set: hPa
127.85 (Chinese 128.65)	Trans level: FL118
Apt Elev 12	RNAV 1 GNSS or DME/DME/IRU
	RADAR required.

SAS 81A, SAS 82A RNAV ARRIVALS (RWYS 16L/R, 17L/R)

1 Aircraft using the holding patterns beside routes shall fly via RADAR vectoring.

SASAN FL197
115°
25
MAX 250 KT Alt by ATC
1.5 Min
295°
115°
SH1
SS2Ø2
9
WUXI Shuofang ZSWX
115°
SH2
MAX 250 KT Alt by ATC
1.5 Min
295°
SS42Ø FL157
9
SAS 81A
POMOK
4
103°
SS22Ø FL128
13
PD2Ø4
(IAF)
PD2Ø1
MAX 210 KT
RWYs 16L/R: 1970
RWYs 17L/R: 2960
Do not fly NORTH of line N31 27.0
180°
140°
2300
EKIMU
12
SS2ØØ
168°
12
11
2083
348°
9
PD2Ø2 4930
HONGQIAO D 117.2 SHA
SHANGHAI Hongqiao ZSSS
PD2Ø3
MAX 230 KT
270°
PUDONG D 116.9 PUD
PUD VOR
SHA VOR
360°
2000
3700
2000
41
20
32
44
35
37

OUTSIDE HOLDING PROCEDURES

NOT TO SCALE

SOSMA
164°
ODULO
164°
B221
92
W108
133
MAX 250 KT Alt by ATC
1.5 Min
164°
344°
PH3
MAX 250 KT Alt by ATC
1.5 Min
164°
344°
PH4
IBEGI
13
344°
ALDAP
344°
MATNU

NOT TO SCALE

FL CONVERSION		FT/METER CONVERSION QNH	
FL197	FL6000m	4930′ -	1500m
FL157	FL4800m	2960′ -	900m
FL128	FL3900m	1970′ -	600m
FL118	FL3600m		

STAR	ROUTING
SAS 81A	SASAN (FL197+) - SS2Ø2 - SS42Ø (FL157-) - EKIMU - SS2ØØ - PD2Ø3 (K23Ø-) - PD2Ø2 (4930+) - PD2Ø1 (K21Ø-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).
SAS 82A By ATC	SASAN (FL197+) - SS2Ø2 - SS42Ø (FL157-) - POMOK - SS22Ø (FL128+) - PD2Ø4 - PD2Ø3 (K23Ø-) - PD2Ø2 (4930+) PD2Ø1 (K21Ø-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).

CHANGES: None.

D-ATIS 127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

SAS 91A, SAS 92A, SAS 93A RNAV ARRIVALS (RWYS 34L/R, 35L/R)

❶ Aircraft using the holding patterns beside routes shall fly via RADAR vectoring.

SASAN FL197
115° 25
WUXI Shuofang ZSWX
MAX 250 KT Alt by ATC
❶ 1.5 Min 295° 115°
SH1
SS2Ø2
9
115° SH2
MAX 250 KT Alt by ATC
❶ 1.5 Min 295°
SS42Ø FL157
136° 26
HONGQIAO D 117.2 SHA
SHANGHAI Hongqiao ZSSS
2083
PUDONG D 116.9 PUD
JIUTING D 109.6 JTN FL128
111° 19
PUD VOR
SHA VOR
2300
3700
2000
2000
180°
140°
360°
PD4Ø8 9850
PD4Ø4
PD4Ø3
PD4Ø2
(IAF) PD4Ø1 MAX 220 KT
RWYs 34L/R: 1970
RWYs 35L/R: 2960
PD431 At 230 KT 5910
PD432
PD433
PD434
PD435
PD436
PD437
PD438 5910
SAS 91A
SAS 92A
❷ (IAF) MP2 MAX 220 KT
RWYs 34L/R: 1970
RWYs 35L/R: 2960

OUTSIDE HOLDING PROCEDURES

NOT TO SCALE
SOSMA 164°
ODULO 164°
B221 92
W108 133
MAX 250 KT Alt by ATC
1.5 Min 164° 344°
PH3
MAX 250 KT Alt by ATC
1.5 Min 164° 344°
PH4
IBEGI 13
344°
MATNU
ALDAP
NOT TO SCALE

FL CONVERSION	
FL197	FL6000m
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH	
9850′ -	3000m
5910′ -	1800m
2960′ -	900m
1970′ -	600m

❷ RADAR vectoring direct to MP2 available when aircraft in fanwise sequence.

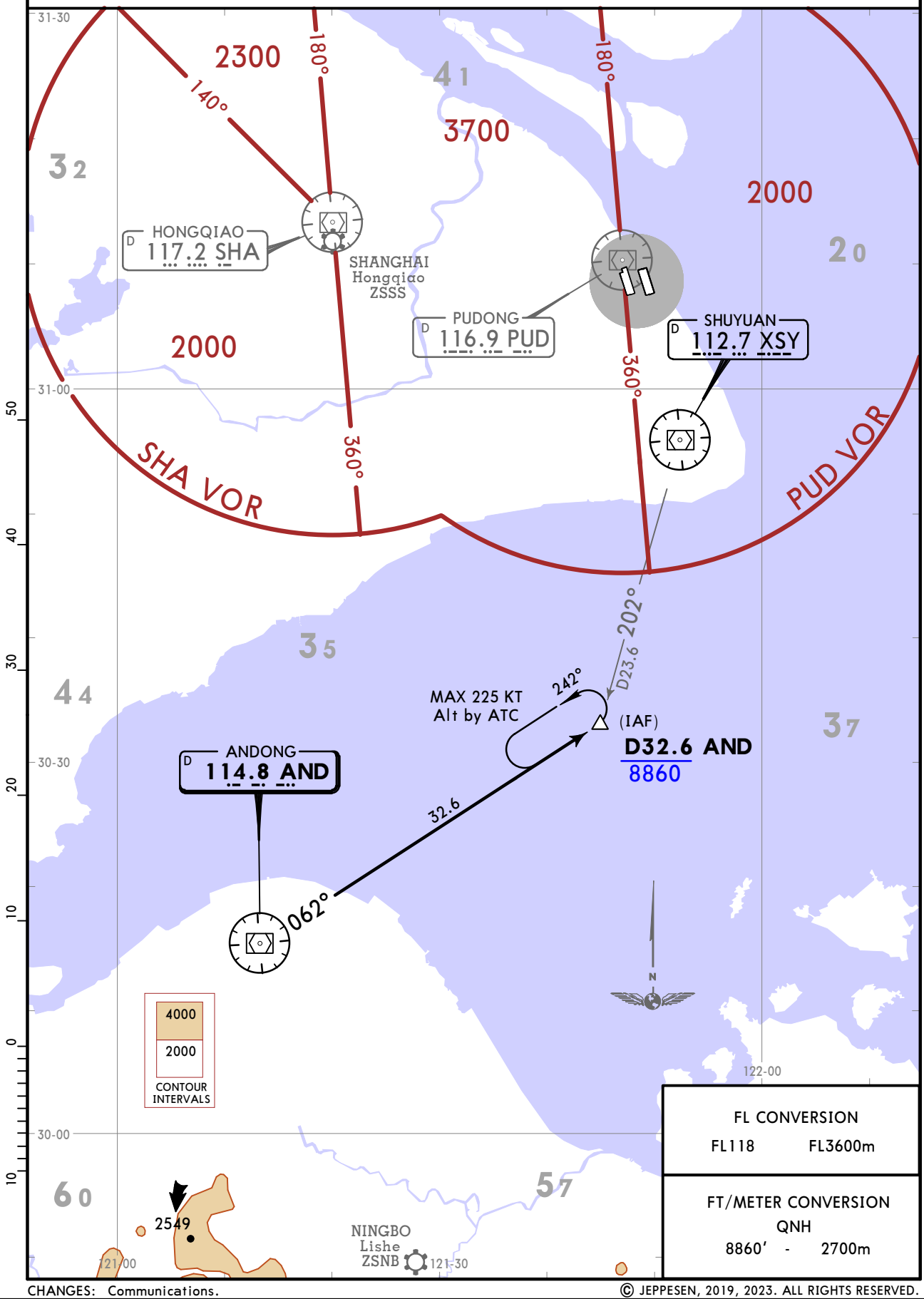
STAR	ROUTING
SAS 91A	SASAN (FL197+) - SS2Ø2 - SS42Ø (FL157-) - JTN (FL128+) - PD4Ø8 (9850-) - PD4Ø4 - PD4Ø3 - PD4Ø2 - PD4Ø1 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).
SAS 92A	SASAN (FL197+) - SS2Ø2 - SS42Ø (FL157-) - JTN (FL128+) - PD4Ø8 (9850-) - PD431 (K230; 5910-) - MP2 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R 2960+).
SAS 93A	SASAN (FL197+) - SS2Ø2 - SS42Ø (FL157-) - JTN (FL128+) - PD4Ø8 (9850-) - PD431 (K230; 5910-) - PD432 - PD433 - PD434 - PD435 - PD436 - PD437 - PD438 (5910-) - MP2 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).

CHANGES: SAS 91A bearing.

D-ATIS	Apt Elev	
127.85 (Chinese 128.65)	12	Alt Set: hPa Trans level: FL118

AND Ø1A ARRIVAL
(RWYS 34L/R, 35L/R)

SPEED: INITIAL APPROACH MAX 205 KT



CHANGES: Communications.

ZSPD/PVG
PUDONG

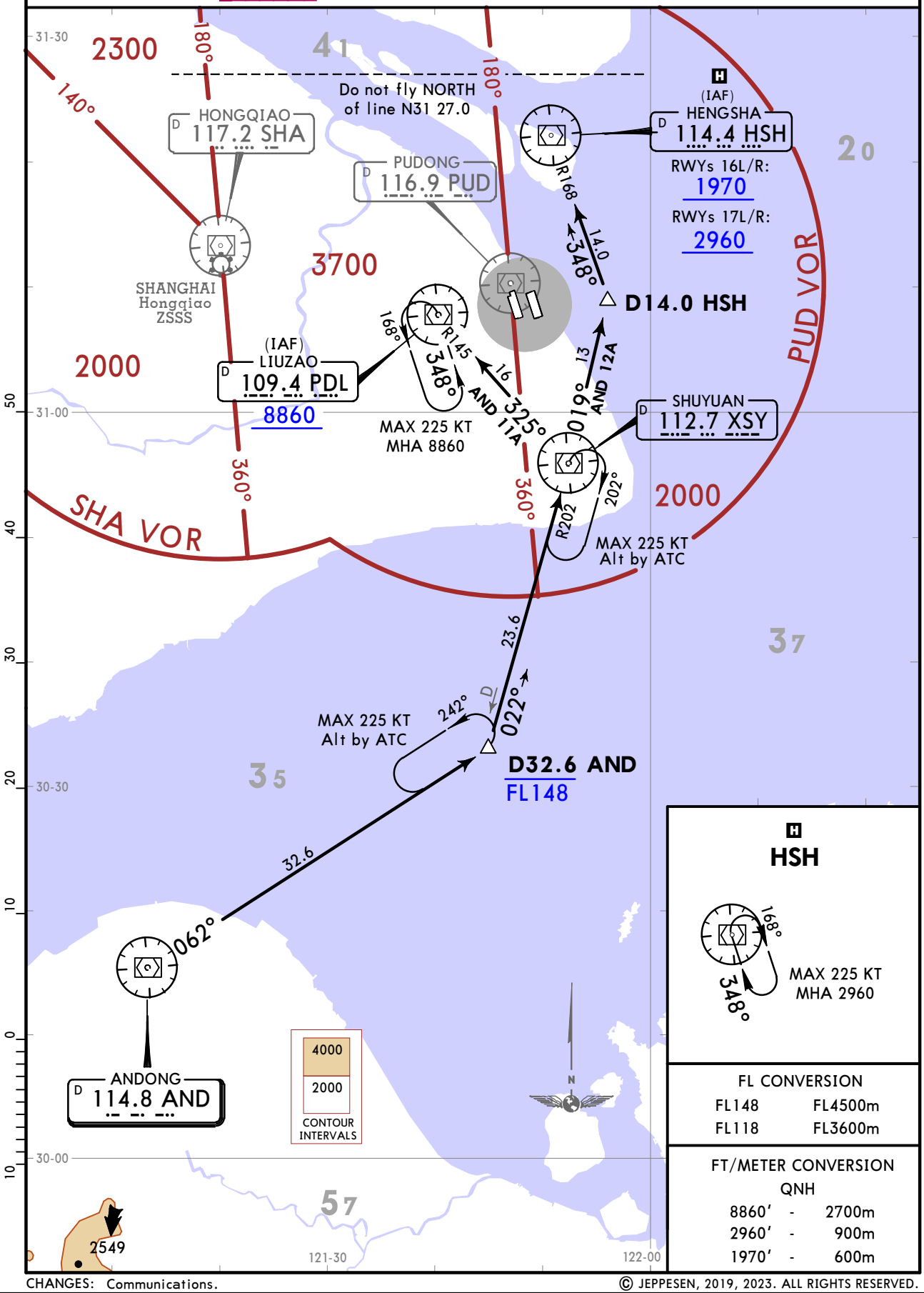
JEPPESEN SHANGHAI, PR OF CHINA

14 APR 23 | 20-2N | Eff 19 Apr 1600Z | STAR

D-ATIS	Apt Elev	
127.85 (Chinese 128.65)	12	Alt Set: hPa Trans level: FL118

AND 11A, AND 12A ARRIVALS (RWYS 16L/R, 17L/R)

SPEED: INITIAL APPROACH MAX 205 KT



HSH

MAX 225 KT
MHA 2960

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

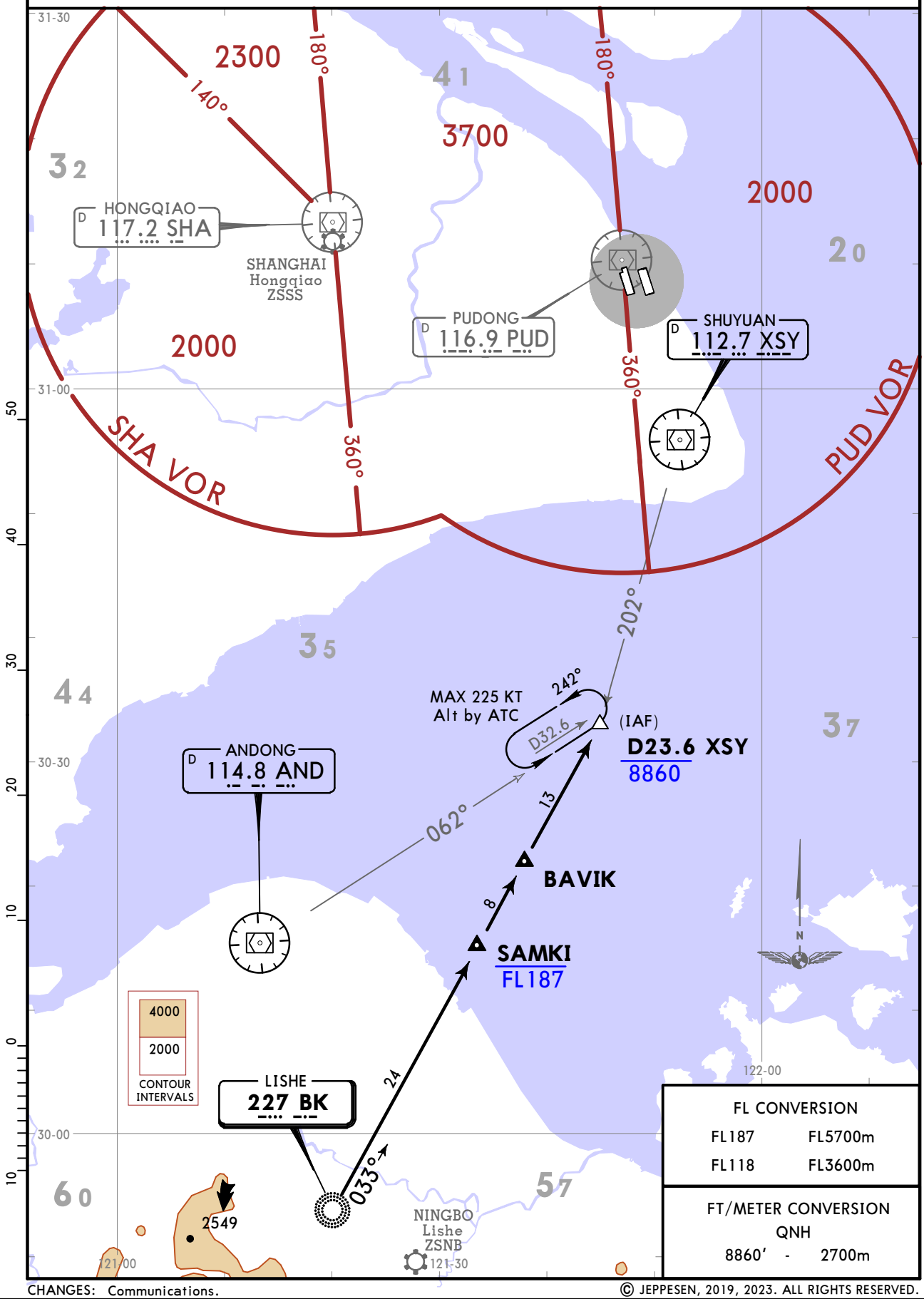
FT/METER CONVERSION QNH		
8860′	-	2700m
2960′	-	900m
1970′	-	600m

CHANGES: Communications.

D-ATIS	Apt Elev	
127.85 (Chinese 128.65)	12	Alt Set: hPa Trans level: FL118

BK Ø1A ARRIVAL
(RWYS 34L/R, 35L/R)

SPEED: INITIAL APPROACH MAX 205 KT



FL CONVERSION	
FL187	FL5700m
FL118	FL3600m

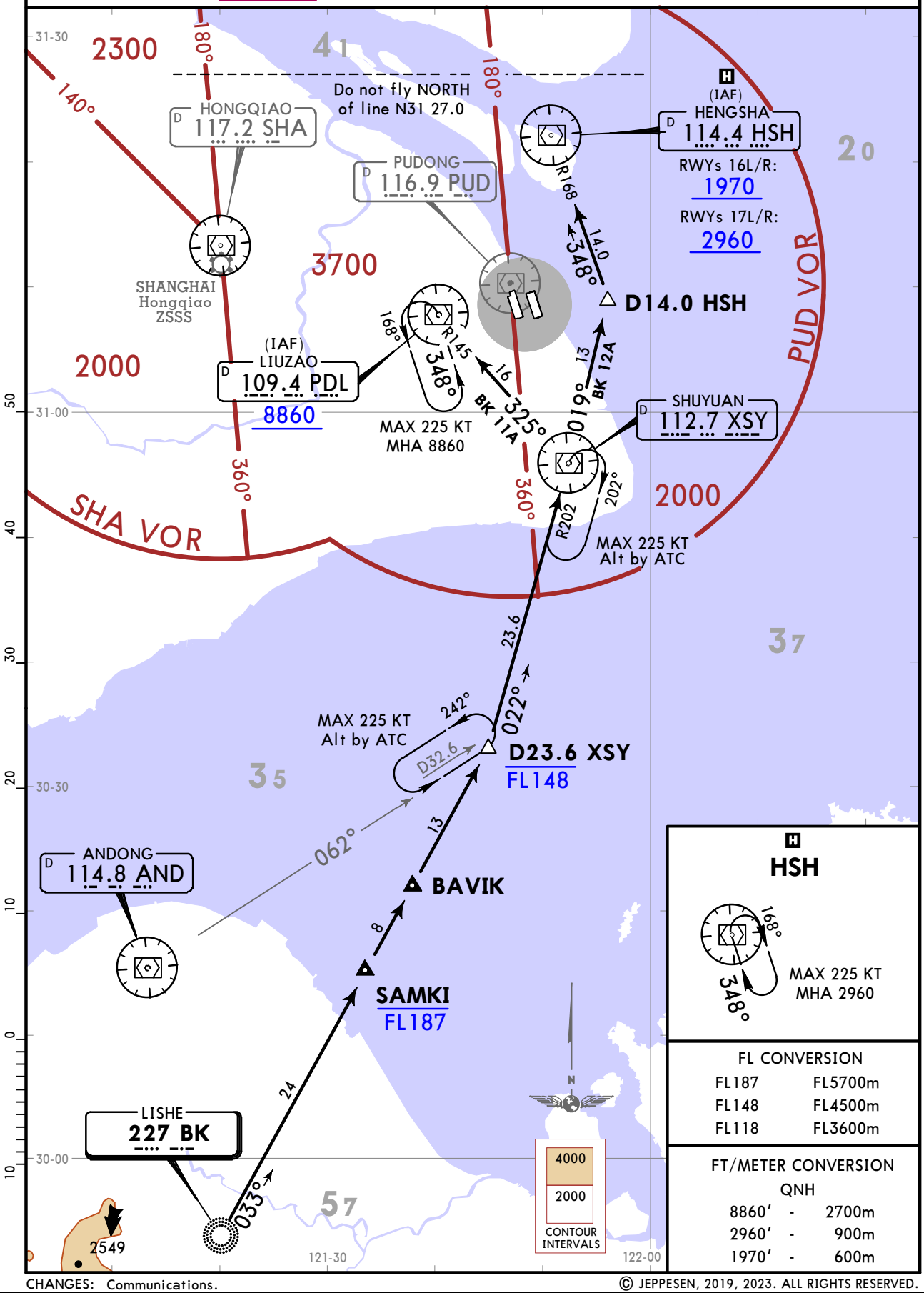
FT/METER CONVERSION QNH	
8860'	2700m

CHANGES: Communications.

D-ATIS	Apt Elev	
127.85 (Chinese 128.65)	12	Alt Set: hPa Trans level: FL118

BK 11A, BK 12A
ARRIVALS
(RWYS 16L/R, 17L/R)

SPEED: INITIAL APPROACH MAX 205 KT



HSH

168° / 348°
MAX 225 KT
MHA 2960

FL CONVERSION	
FL187	FL5700m
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION QNH		
8860′	-	2700m
2960′	-	900m
1970′	-	600m

CHANGES: Communications.

DUMET Ø1A [DUMØ1A], MATNU Ø1A [MATØ1A] ARRIVALS

(RWYS 34L/R, 35L/R)

SPEED: INITIAL APPROACH MAX 205 KT

D-ATIS 127.85 (Chinese 128.65)

Apt Elev 12

Alt Set: hPa
Trans level: FL118

FL CONVERSION

FL167	FL5100m
FL157	FL4800m
FL118	FL3600m

FT/METER CONVERSION

QNH

7880′ -	2400m
4930′ -	1500m

PINOT
MAX 225 KT
Alt by ATC

MATNU FL167

DUMET FL157

D51.7 PUD

D31.3 PUD

D27.1 XSY

D15.4 XSY 4930 (IAF)

By ATC
MAX 225 KT
MAX FL167
MHA 7880

PUDONG 116.9 PUD

SHUYUAN 112.7 XSY

HONGQIAO 117.2 SHA

PUD VOR

SHA VOR

SHANGHAI Hongqiao ZSSS

NANTONG Xingdong ZSNT

2083

2000

3700

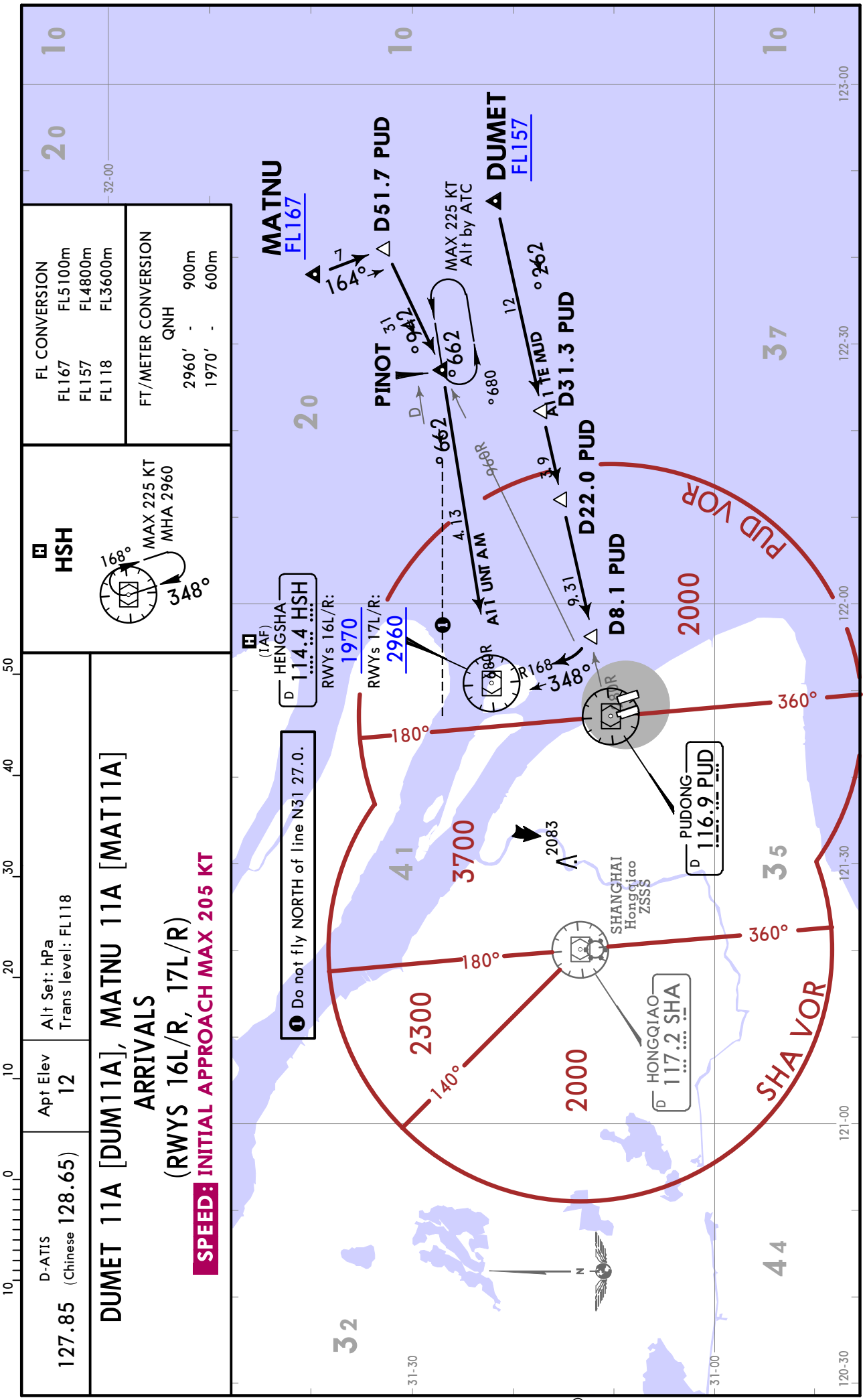
2300

2000

180°

360°

140°



SASAN Ø1A [SASØ1A] ARRIVAL (RWYS 34L/R, 35L/R)

SPEED: INITIAL APPROACH MAX 205 KT

D-ATIS 127.85 (Chinese 128.65)

Apt Elev 12

Alt Set: hPa
Trans level: FL118

FL CONVERSION
FL197 FL6000m
FL118 FL3600m

FT/METER CONVERSION
QNH
7880' - 2400m

JTN
MAX 225 KT
Alt by ATC
°490

SASAN
FL197
115°
43

EKIMU
145°
18.2
R325

PUDONG
116.9 PUD
PUD VOR

HONGQIAO
117.2 SHA
SHA VOR

SHANGHAI
Hongqiao
ZSSS

JIUTING
109.6 JTN

(IAF)
LIUZAO
109.4 PDL
7880

MAX 225 KT
MHA 7880

2000
3700
2300
2000

180°
360°
168°
348°
140°

17
R12
09

2083

WUXI
Shuofang
ZSWX

CHANGES: Communications.

SASAN 11A [SAS11A] ARRIVAL
(RWYS 16L/R, 17L/R)

SPEED: INITIAL APPROACH MAX 205 KT

D-ATIS 127.85 (Chinese 128.65)

Apt Elev 12

Alt Set: hPa
Trans level: FL118

TOSAS
MAX 225 KT
MAX 7880
MHA 5910

FL CONVERSION
FL197 FL6000m
FL167 FL5100m
FL118 FL3600m

FT/METER CONVERSION
QNH
7880' - 2400m
5910' - 1800m

SASAN FL197
115°
34
WUXI Shuofang ZSWX
D22.5 SHA (SHA R304) FL167
EKIMU
9
12
D13.9
310°
SHANGHAI Hongqiao ZSSS
HONGQIAO 117.2 SHA
NANXIANG 208 PK
TOSAS 5910
(IAF)
Do not fly NORTH of line N31 27.0
HENGSHA 114.4 HSH
PUDONG 116.9 PUD
PUD VOR
SHA VOR
180°
360°
140°
2300
2000
3700
2083
562R
561D
01
562

SHANGHAI, PR OF CHINA

RNAV SID

FT/METER CONVERSION QNH	
500′	150m
3940′	1200m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL128	FL3900m

Apt Elev
12

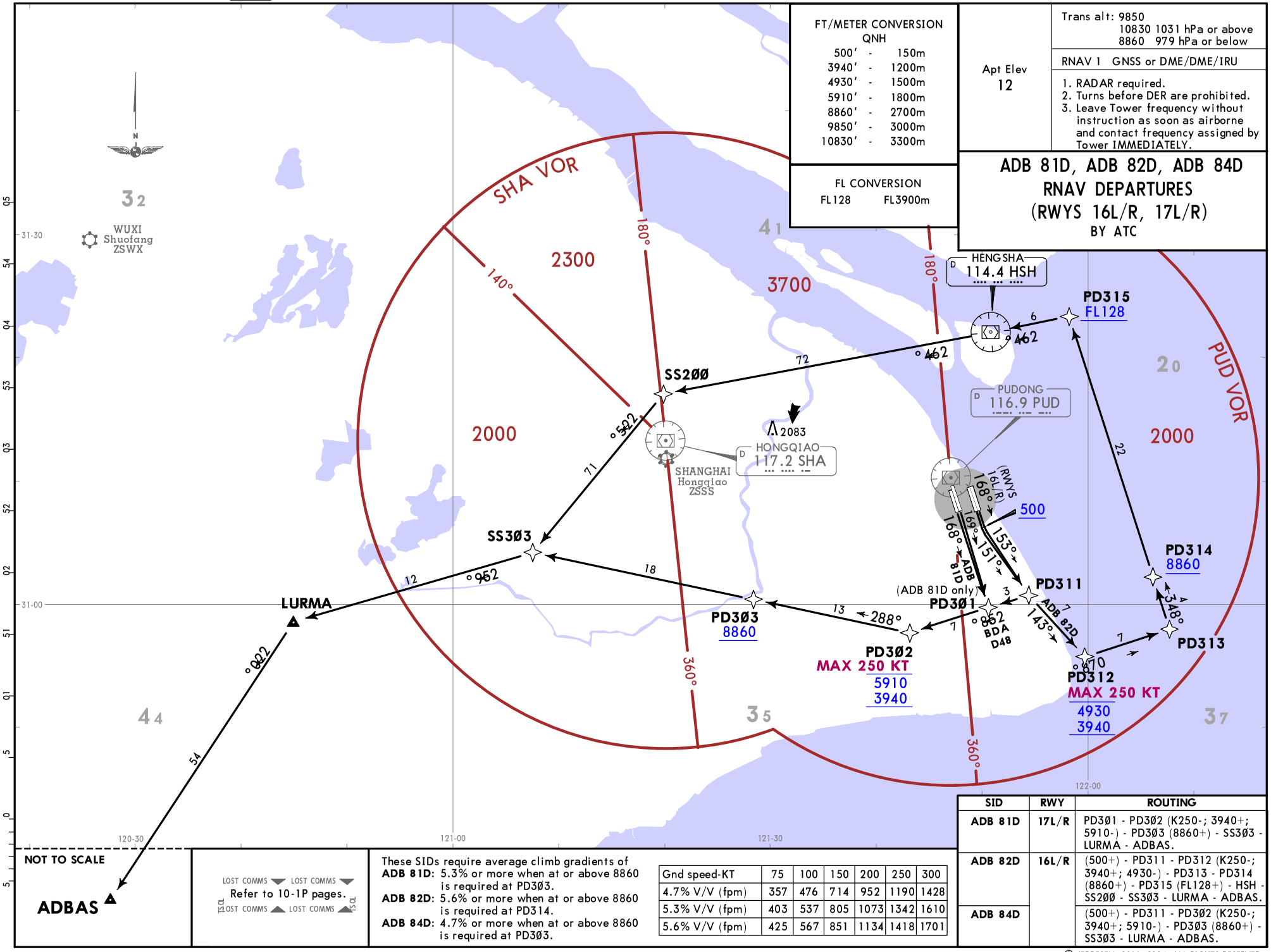
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

1. RADAR required.
2. Turns before DER are prohibited.
3. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

ADB 81D, ADB 82D, ADB 84D RNAV DEPARTURES (RWYS 16L/R, 17L/R)

BY ATC



NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲

These SIDs require average climb gradients of
ADB 81D: 5.3% or more when at or above 8860 is required at PD3Ø3.
ADB 82D: 5.6% or more when at or above 8860 is required at PD314.
ADB 84D: 4.7% or more when at or above 8860 is required at PD3Ø3.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
ADB 81D	17L/R	PD3Ø1 - PD3Ø2 (K250-; 3940+; 5910-) - PD3Ø3 (8860+) - SS3Ø3 - LURMA - ADBAS.
ADB 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - PD313 - PD314 (8860+) - PD315 (FL128+) - HSH - SS2Ø0 - SS3Ø3 - LURMA - ADBAS.
ADB 84D		(500+) - PD311 - PD3Ø2 (K250-; 3940+; 5910-) - PD3Ø3 (8860+) - SS3Ø3 - LURMA - ADBAS.

CHANGES: Index page withdrawn, ADB RNAV SIDs established.

FT/METER CONVERSION QNH	
500′	150m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL157	FL4800m

Apt Elev
12

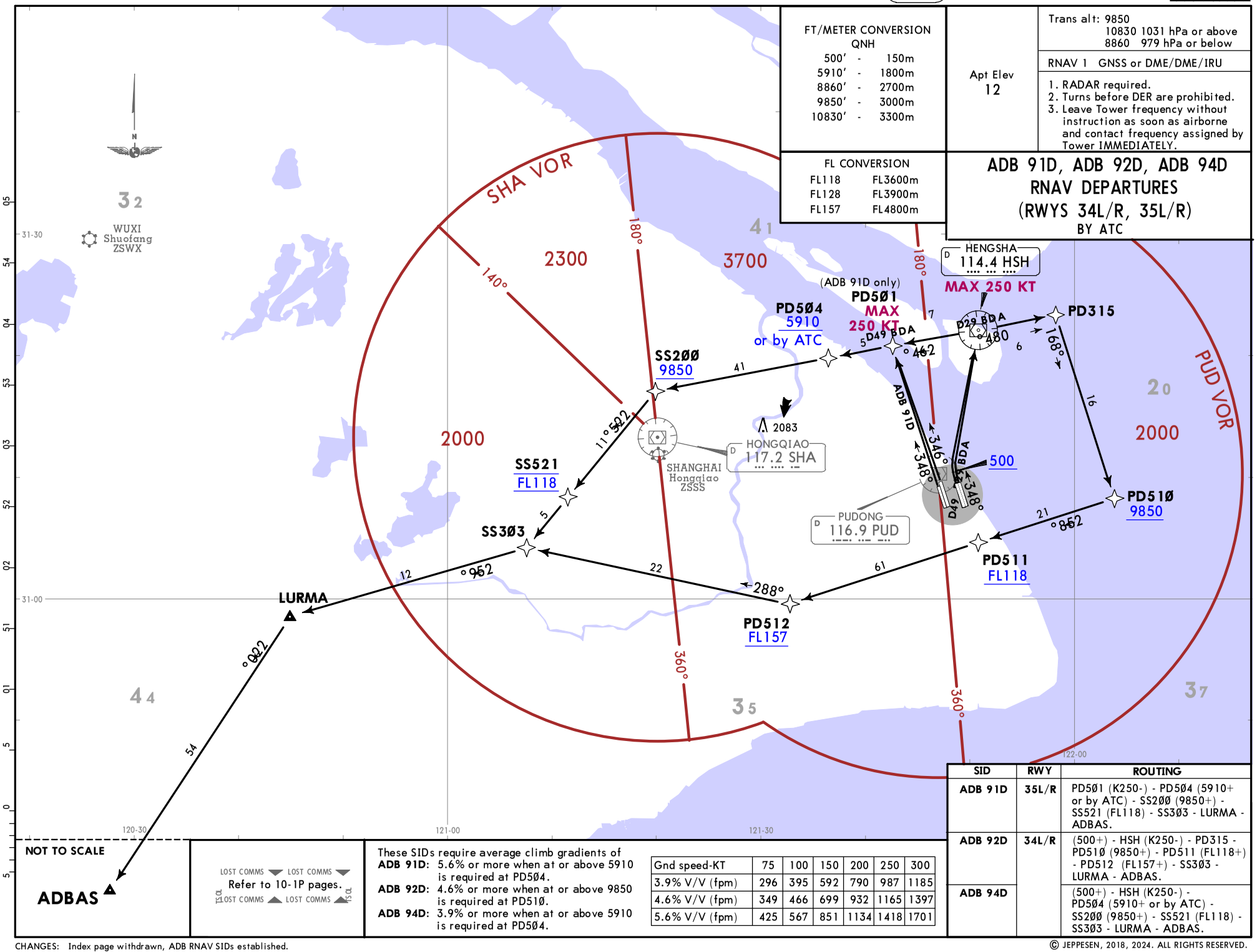
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

1. RADAR required.
2. Turns before DER are prohibited.
3. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

ADB 91D, ADB 92D, ADB 94D RNAV DEPARTURES (RWYS 34L/R, 35L/R)

BY ATC



NOT TO SCALE

ADBAS

LOST COMMS ▼ LOST COMMS ▼
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲

These SIDs require average climb gradients of
ADB 91D: 5.6% or more when at or above 5910 is required at PD504.
ADB 92D: 4.6% or more when at or above 9850 is required at PD510.
ADB 94D: 3.9% or more when at or above 5910 is required at PD504.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
ADB 91D	35L/R	PD501 (K250-) - PD504 (5910+ or by ATC) - SS200 (9850+) - SS521 (FL118) - SS303 - LURMA - ADBAS.
ADB 92D	34L/R	(500+) - HSH (K250-) - PD315 - PD510 (9850+) - PD511 (FL118+) - PD512 (FL157+) - SS303 - LURMA - ADBAS.
ADB 94D		(500+) - HSH (K250-) - PD504 (5910+ or by ATC) - SS200 (9850+) - SS521 (FL118) - SS303 - LURMA - ADBAS.

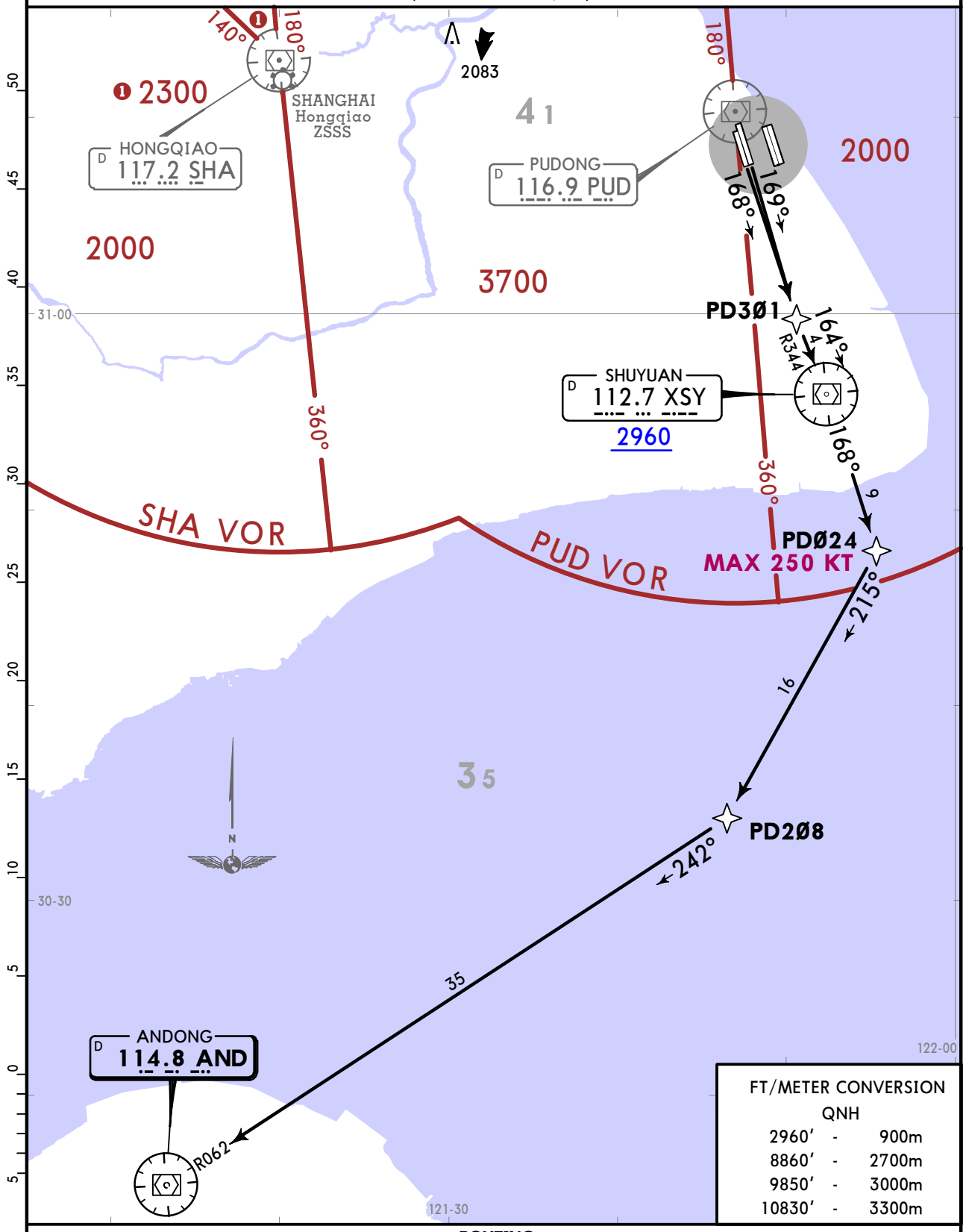
CHANGES: Index page withdrawn, ADB RNAV SIDs established.

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

AND 81D RNAV DEPARTURE
(RWYS 17L/R)



FT/METER CONVERSION	
QNH	
2960'	900m
8860'	2700m
9850'	3000m
10830'	3300m

ROUTING

PD3Ø1 - XSY (2960+) - PDØ24 (K250-) - PD2Ø8 - AND.

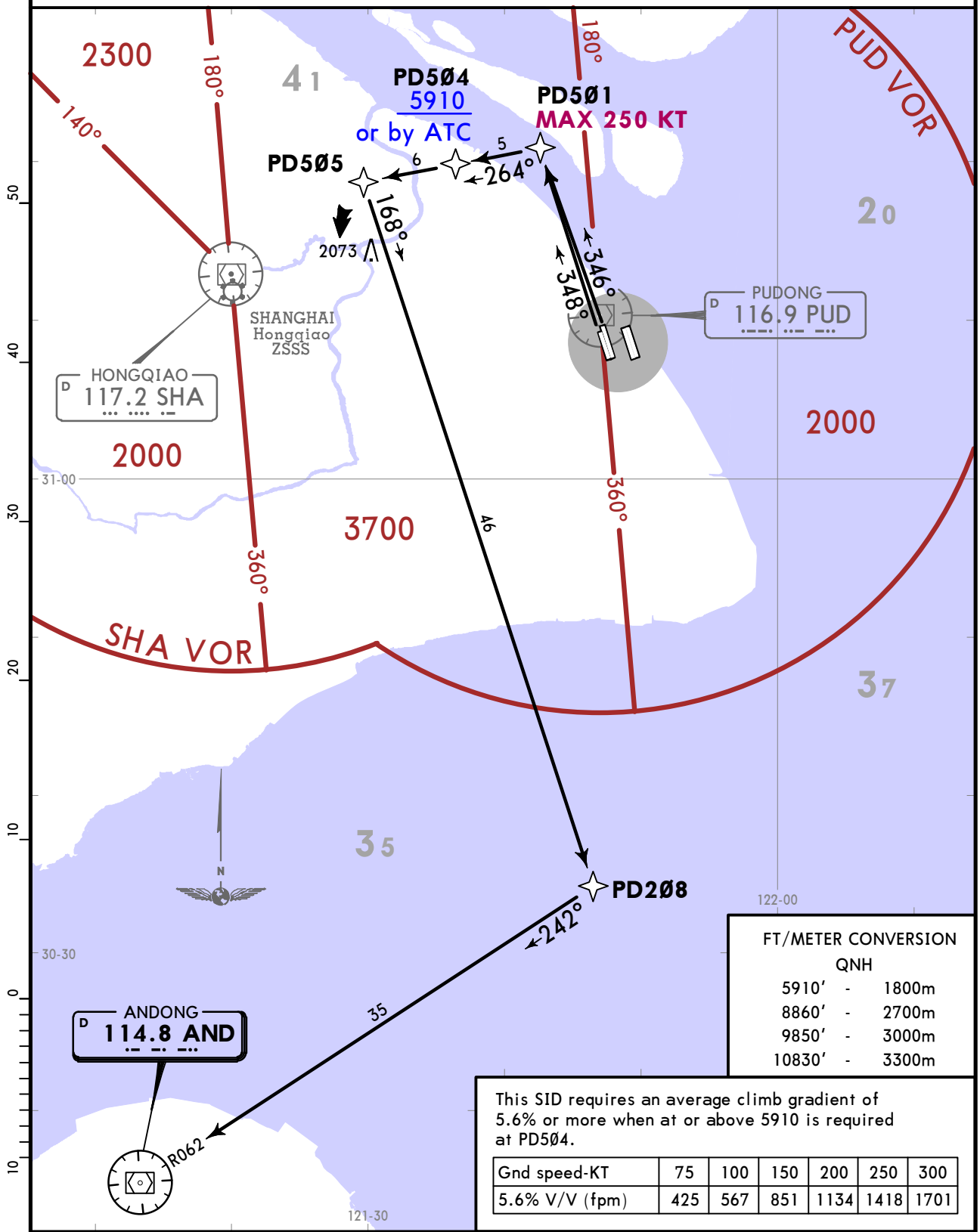
CHANGES: General note 3.

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

AND 91D RNAV DEPARTURE
(RWYS 35L/R)



FT/METER CONVERSION
QNH

5910′	-	1800m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

This SID requires an average climb gradient of 5.6% or more when at or above 5910 is required at PD5Ø4.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

ROUTING

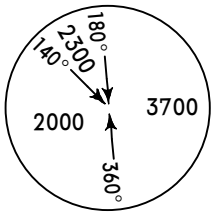
PD5Ø1 (K250-) - PD5Ø4 (5910+ or by ATC) - PD5Ø5 - PD2Ø8 - AND.

CHANGES: General note 3.

Apt Elev 13

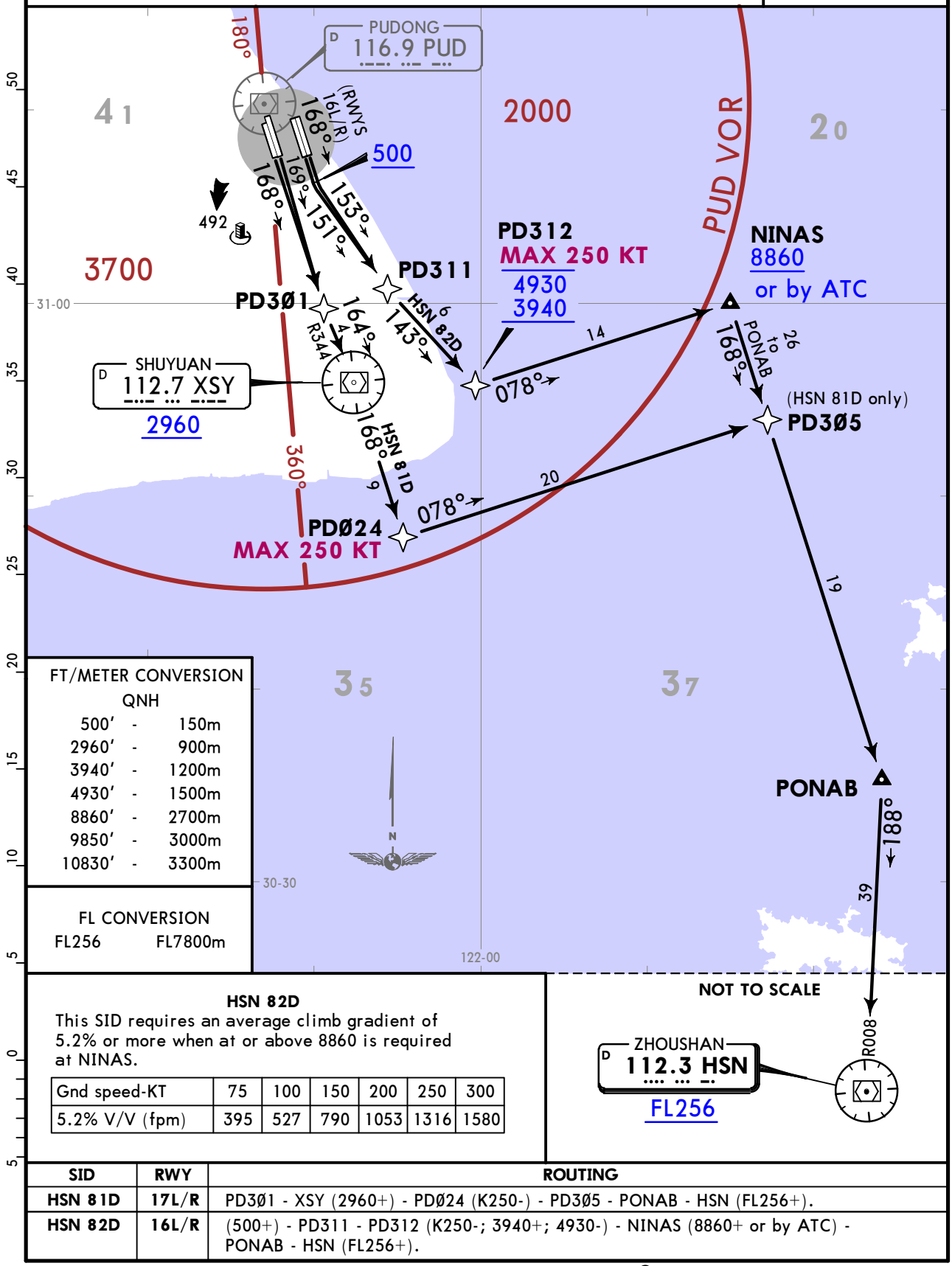
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.



MSA
SHA VOR
(117.2)

HSN 81D, HSN 82D
RNAV DEPARTURES



FT/METER CONVERSION QNH		
500′	-	150m
2960′	-	900m
3940′	-	1200m
4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION	
FL256	FL7800m

HSN 82D

This SID requires an average climb gradient of 5.2% or more when at or above 8860 is required at NINAS.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

NOT TO SCALE

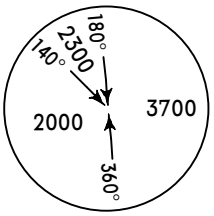
SID	RWY	ROUTING
HSN 81D	17L/R	PD3Ø1 - XSY (2960+) - PDØ24 (K250-) - PD3Ø5 - PONAB - HSN (FL256+).
HSN 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - NINAS (8860+ or by ATC) - PONAB - HSN (FL256+).

CHANGES: Waypoint PD304 & associated crossing withdrawn; PD305 established.

Apt Elev
13

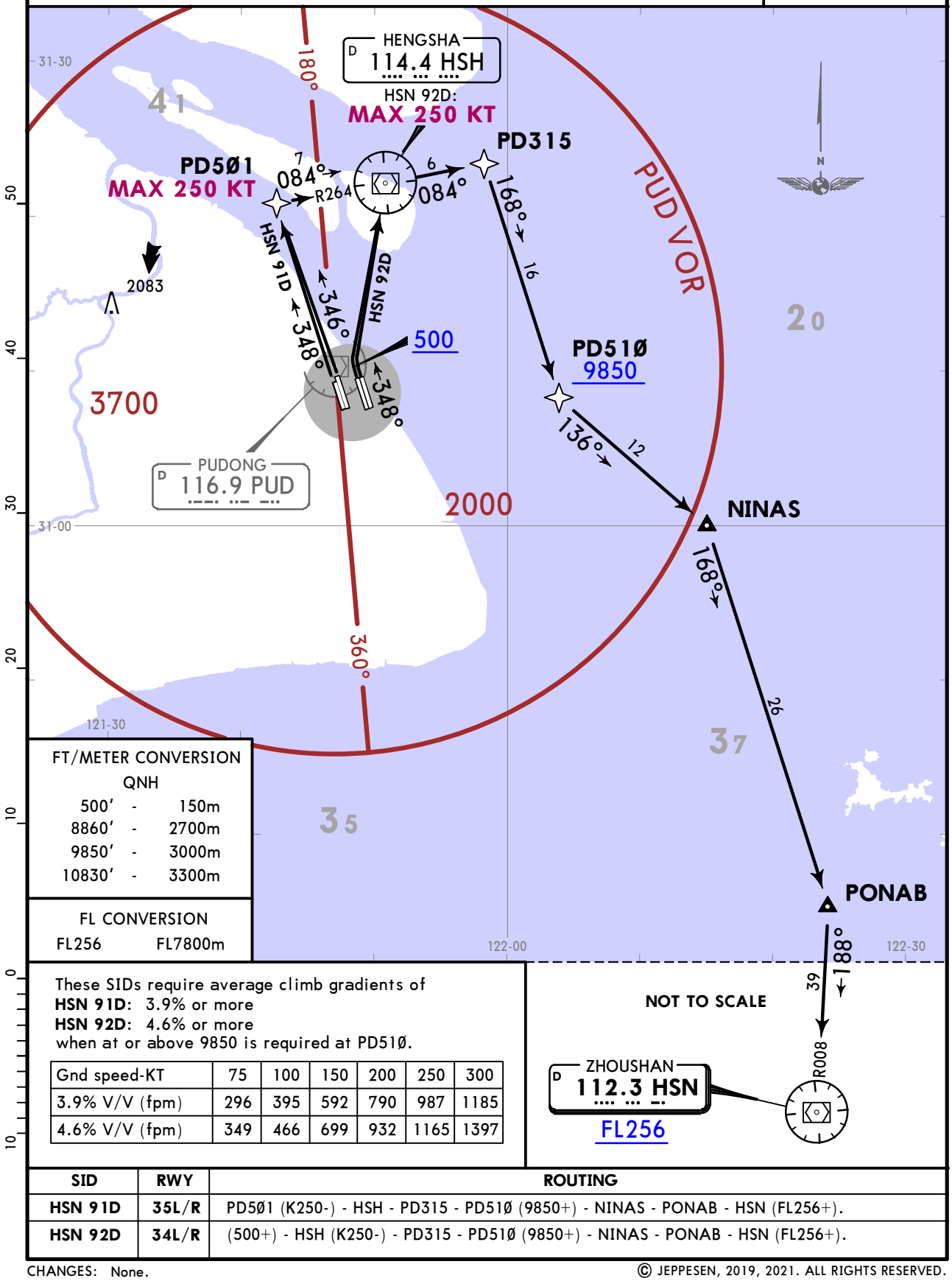
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.



MSA
SHA VOR
(117.2)

HSN 91D, HSN 92D
RNAV DEPARTURES



FT/METER CONVERSION
QNH

500′	-	150m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL256	FL7800m

These SIDs require average climb gradients of
HSN 91D: 3.9% or more
HSN 92D: 4.6% or more
when at or above 9850 is required at PD51Ø.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397

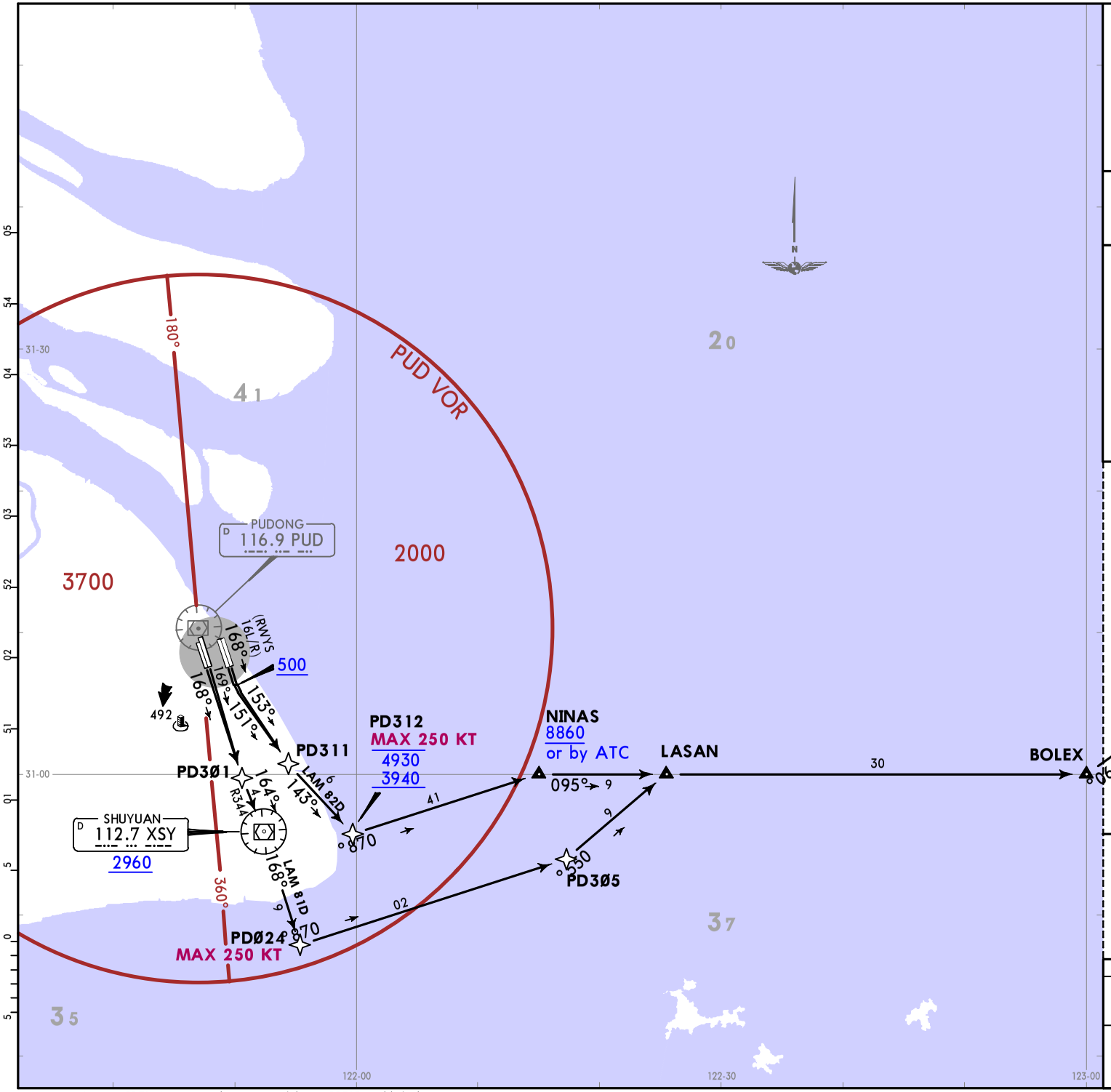
NOT TO SCALE

SID	RWY	ROUTING
HSN 91D	35L/R	PD5Ø1 (K250-) - HSH - PD315 - PD51Ø (9850+) - NINAS - PONAB - HSN (FL256+).
HSN 92D	34L/R	(500+) - HSH (K250-) - PD315 - PD51Ø (9850+) - NINAS - PONAB - HSN (FL256+).

CHANGES: None.

SHANGHAI, PR OF CHINA

RNAV SID



Apt Elev
13

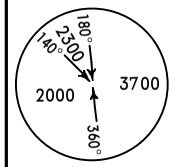
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

LAM 81D, LAM 82D
RNAV DEPARTURES

FT/METER CONVERSION
QNH

500′	-	150m
2960′	-	900m
3940′	-	1200m
4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m



MSA
SHA VOR
(117.2)

LAM 82D
This SID requires an average climb gradient of 5.2% or more when at or above 8860 is required at NINAS.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

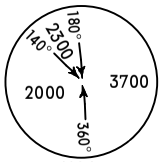
SID	RWY	ROUTING
LAM 81D	17L/R	PD3Ø1 - XSY (2960+) - PDØ24 (K250-) - PD3Ø5 - LASAN - BOLEX - TONIX - LAMEN.
LAM 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - NINAS (8860+ or by ATC) - LASAN - BOLEX - TONIX - LAMEN.

CHANGES: Waypoint PD304 & associated crossing withdrawn; PD305 established.

LAM 91D, LAM 92D LAM 93D, LAM 94D LAM 95D RNAV DEPARTURES

FT/METER CONVERSION QNH	
500′	150m
4930′	1500m
8210′	2500m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL157	FL4800m



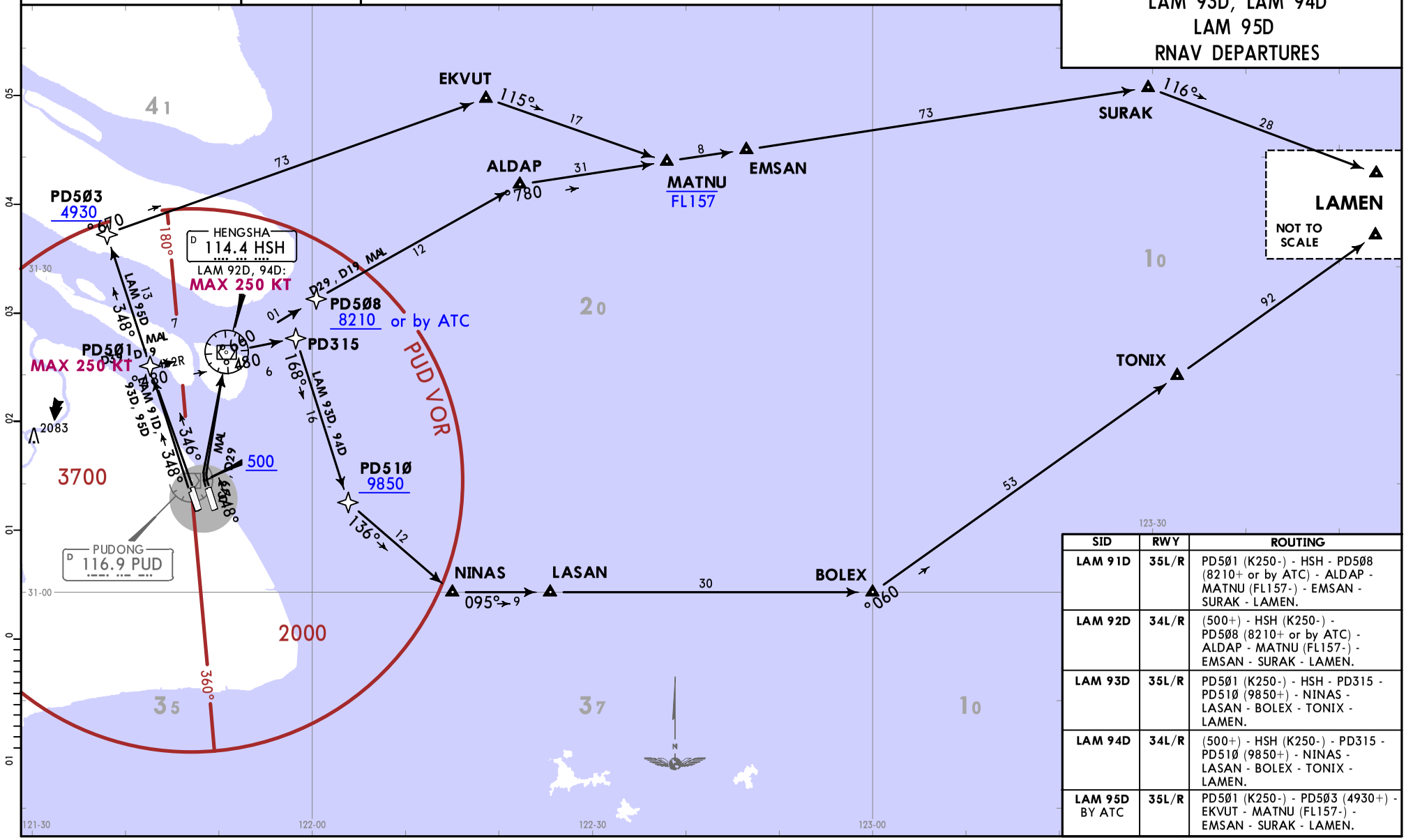
MSA
SHA VOR
(117.2)

These SIDs require average climb gradients of
LAM 91D: 4.8% or more when at or above 8210 is required at PD5Ø8.
LAM 92D: 6.0% or more when at or above 8210 is required at PD5Ø8.
LAM 93D: 3.9% or more when at or above 9850 is required at PD51Ø.
LAM 94D: 4.6% or more when at or above 9850 is required at PD51Ø.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.



SID	RWY	ROUTING
LAM 91D	35L/R	PD5Ø1 (K250-) - HSH - PD5Ø8 (8210+ or by ATC) - ALDAP - MATNU (FL157-) - EMSAN - SURAK - LAMEN.
LAM 92D	34L/R	(500+) - HSH (K250-) - PD5Ø8 (8210+ or by ATC) - ALDAP - MATNU (FL157-) - EMSAN - SURAK - LAMEN.
LAM 93D	35L/R	PD5Ø1 (K250-) - HSH - PD315 - PD51Ø (9850+) - NINAS - LASAN - BOLEX - TONIX - LAMEN.
LAM 94D	34L/R	(500+) - HSH (K250-) - PD315 - PD51Ø (9850+) - NINAS - LASAN - BOLEX - TONIX - LAMEN.
LAM 95D BY ATC	35L/R	PD5Ø1 (K250-) - PD5Ø3 (4930+) - EKVUT - MATNU (FL157-) - EMSAN - SURAK - LAMEN.

CHANGES: None.

LAM 84D RNAV DEPARTURE
CONTINUOUS CLIMB OPERATIONS (CCO)
(RWYS 16L/R)
BY ATC

Apt Elev 13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.
6. Only use for CCO.

MSA
SHA VOR
(117.2)
3700
2000
180° 2300 140°
360°

This SID requires an average climb gradient of 5.2% or more when at or above 8860 is required at NINAS.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

FT/METER CONVERSION
QNH

500′	-	150m
3940′	-	1200m
4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

ROUTING

(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - NINAS (8860+) - LASAN - BOLEX - TONIX - LAMEN.

NOT TO SCALE

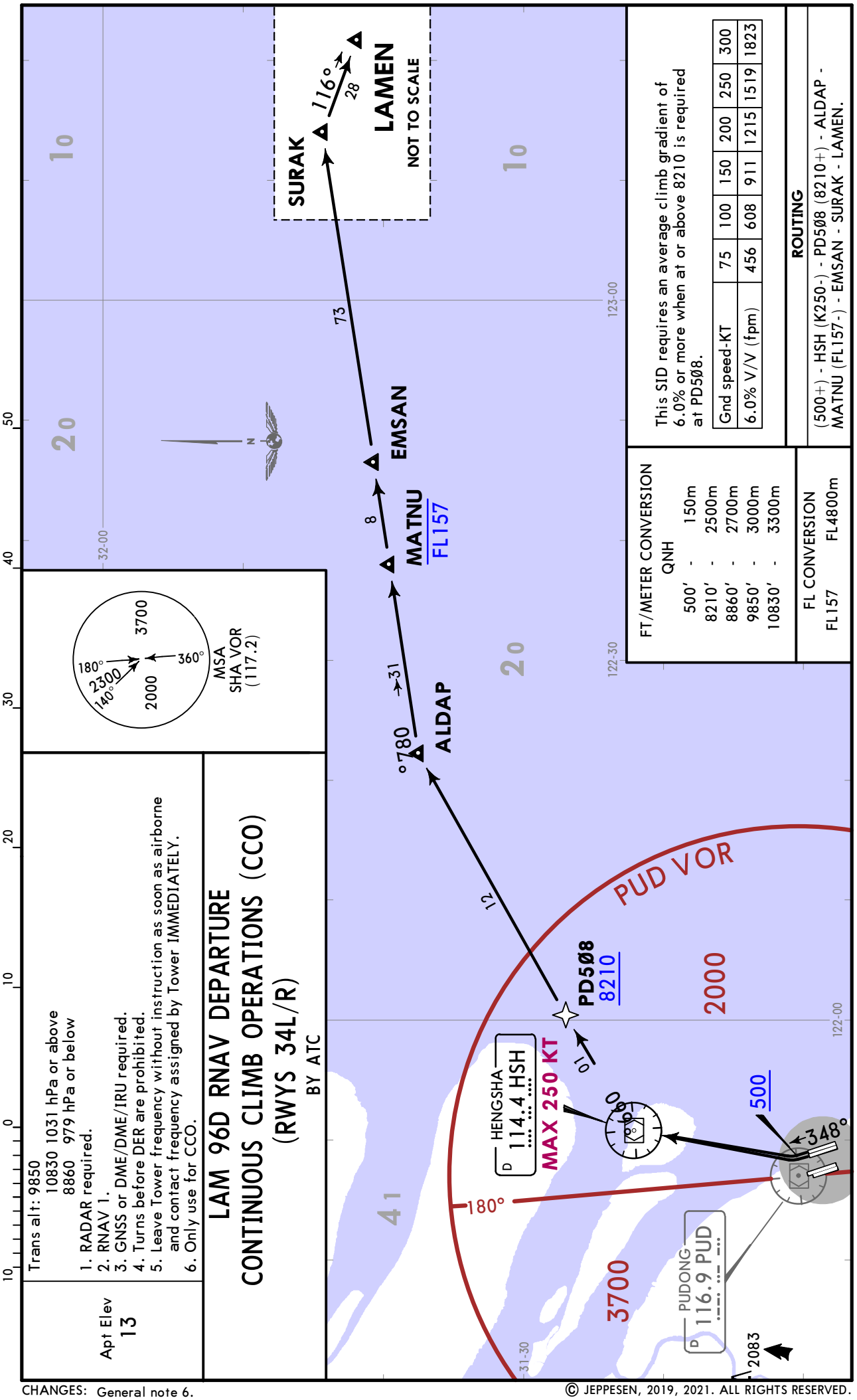
LAMEN
TONIX 92°
BOLEX 90°
LASAN
NINAS 8860
095°
PD312
MAX 250 KT
4930
3940
41
078°
PD311
6
143°
500
153°
151°
168°
PUD VOR
2000
PUDONG
P 116.9 PUD
709
180°
360°
3700
10
20
37
41
35
9
30
123-00
122-30
122-00
31-30
31-00

CHANGES: General note 6.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

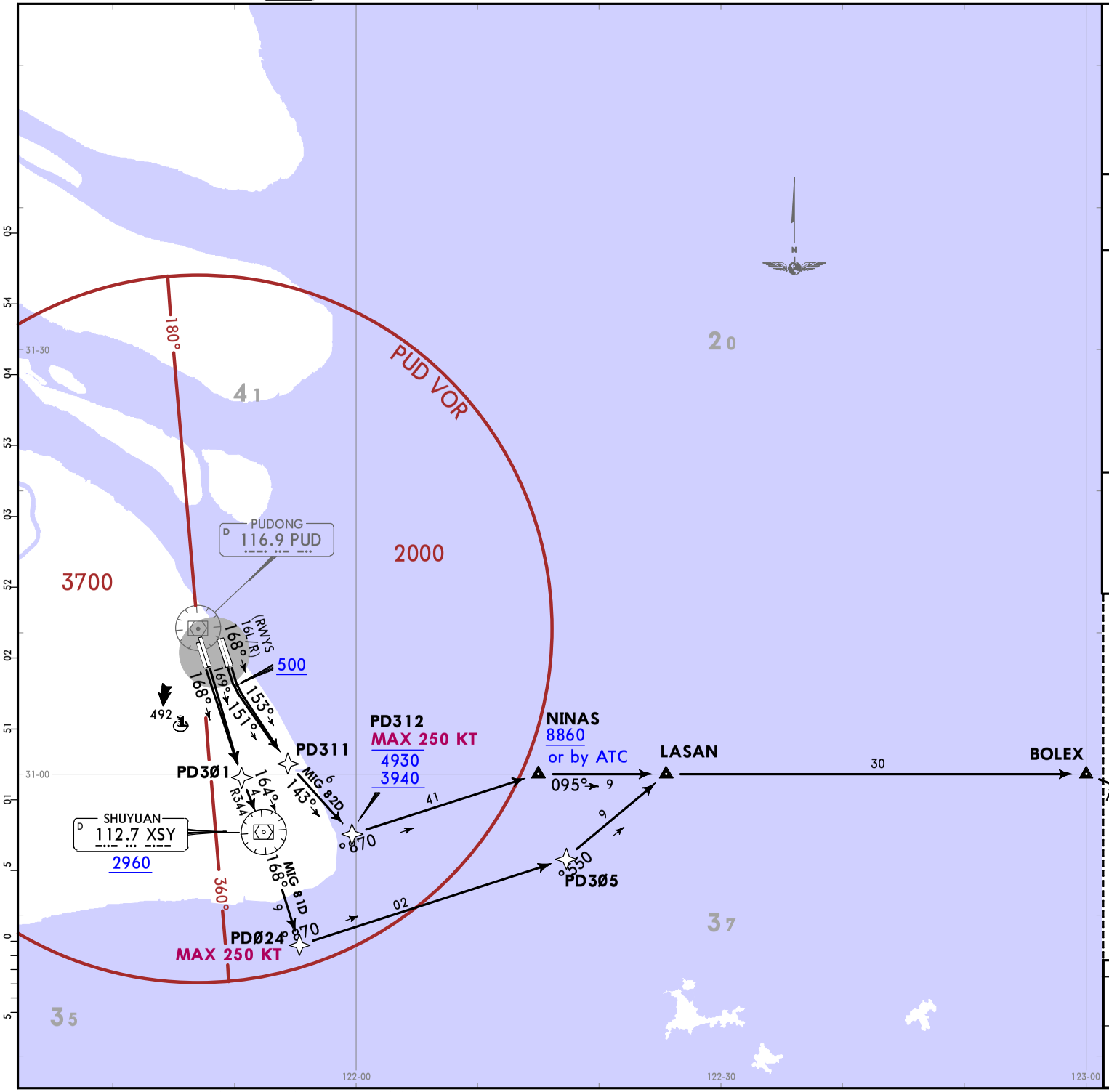
19 NOV 21 | 20-3J | Eff 1 Dec 1600Z | RNAV SID



CHANGES: General note 6.

SHANGHAI, PR OF CHINA

RNAV SID



Apt Elev
13

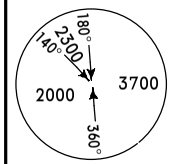
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

MIG 81D, MIG 82D RNAV DEPARTURES

FT/METER CONVERSION
QNH

500′	-	150m
2960′	-	900m
3940′	-	1200m
4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m



MSA
SHA VOR
(117.2)

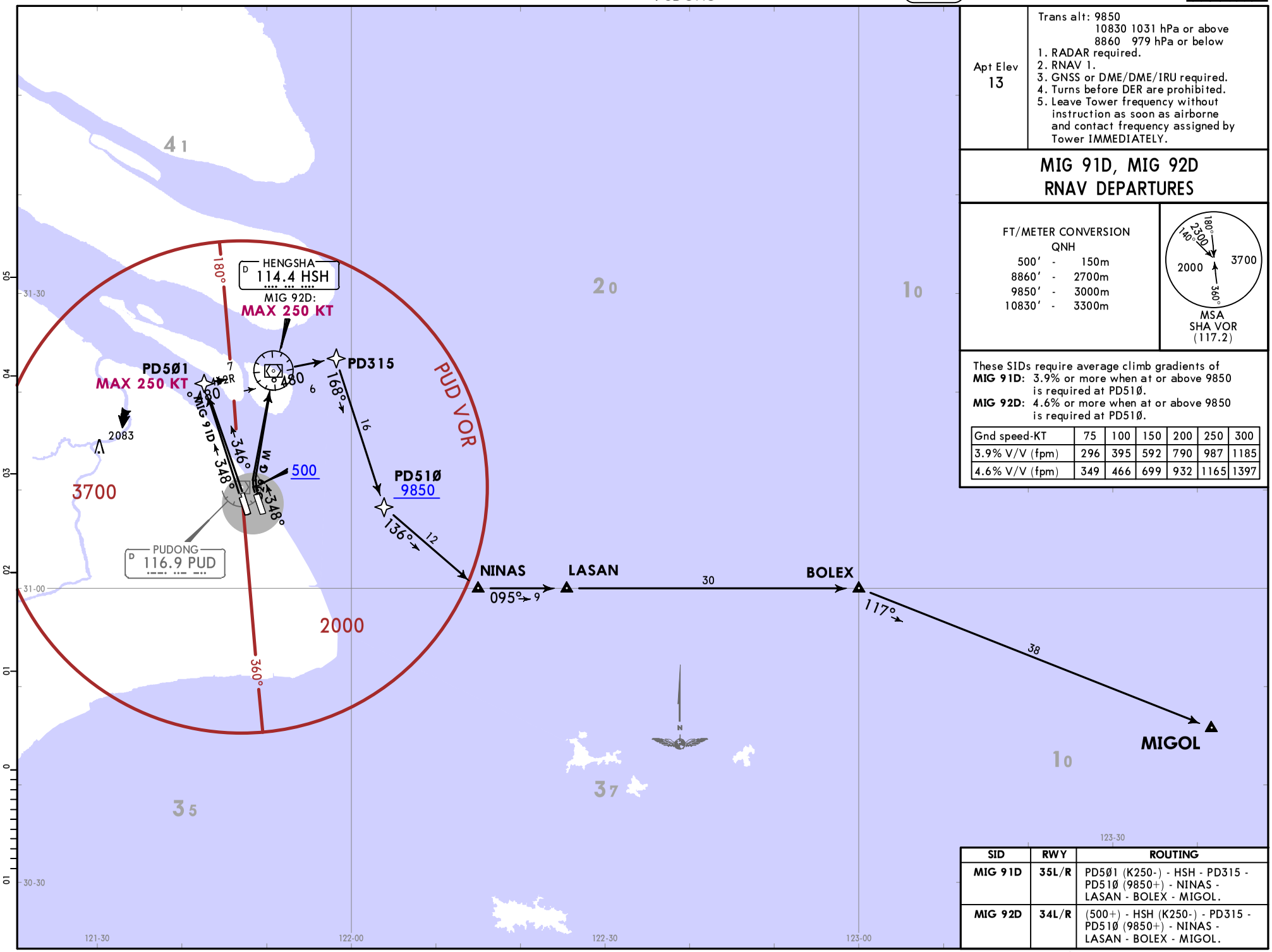
MIG 82D

This SID requires an average climb gradient of 5.2% or more when at or above 8860 is required at NINAS.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

SID	RWY	ROUTING
MIG 81D	17L/R	PD3Ø1 - XSY (2960+) - PDØ24 (K250-) - PD3Ø5 - LASAN - BOLEX - MIGOL.
MIG 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - NINAS (8860+ or by ATC) - LASAN - BOLEX - MIGOL.

CHANGES: Waypoint PD304 & associated crossing withdrawn; PD305 established.



Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

MIG 91D, MIG 92D
RNAV DEPARTURES

FT/METER CONVERSION
QNH

500′	-	150m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

MSA
SHA VOR
(117.2)

These SIDs require average climb gradients of
MIG 91D: 3.9% or more when at or above 9850 is required at PD510.
MIG 92D: 4.6% or more when at or above 9850 is required at PD510.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397

SID	RWY	ROUTING
MIG 91D	35L/R	PD501 (K250-) - HSH - PD315 - PD510 (9850+) - NINAS - LASAN - BOLEX - MIGOL.
MIG 92D	34L/R	(500+) - HSH (K250-) - PD315 - PD510 (9850+) - NINAS - LASAN - BOLEX - MIGOL.

CHANGES: None.

SHANGHAI, PR OF CHINA

RNAV SID

FT/METER CONVERSION QNH	
500′	150m
3940′	1200m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

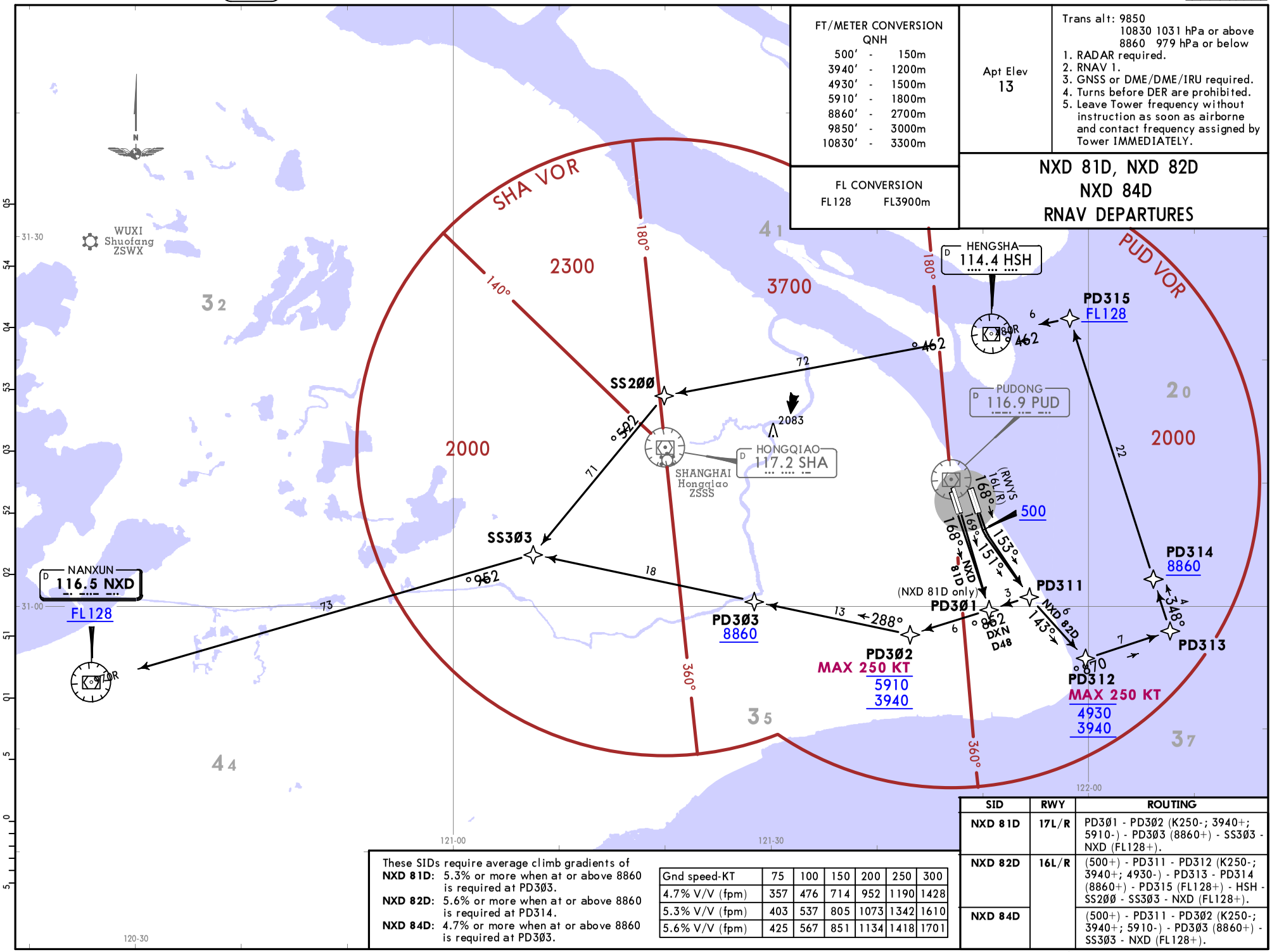
FL CONVERSION	
FL128	FL3900m

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

NXD 81D, NXD 82D
NXD 84D
RNAV DEPARTURES



SID	RWY	ROUTING
NXD 81D	17L/R	PD301 - PD302 (K250-; 3940+; 5910-) - PD303 (8860+) - SS303 - NXD (FL128+).
NXD 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - PD313 - PD314 (8860+) - PD315 (FL128+) - HSH - SS200 - SS303 - NXD (FL128+).
NXD 84D		(500+) - PD311 - PD302 (K250-; 3940+; 5910-) - PD303 (8860+) - SS303 - NXD (FL128+).

These SIDs require average climb gradients of
NXD 81D: 5.3% or more when at or above 8860 is required at PD303.
NXD 82D: 5.6% or more when at or above 8860 is required at PD314.
NXD 84D: 4.7% or more when at or above 8860 is required at PD303.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.6% V/V (fpm)	425	567	851	1134	1418	1701

CHANGES: General note 3.

FT/METER CONVERSION QNH	
500′	150m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

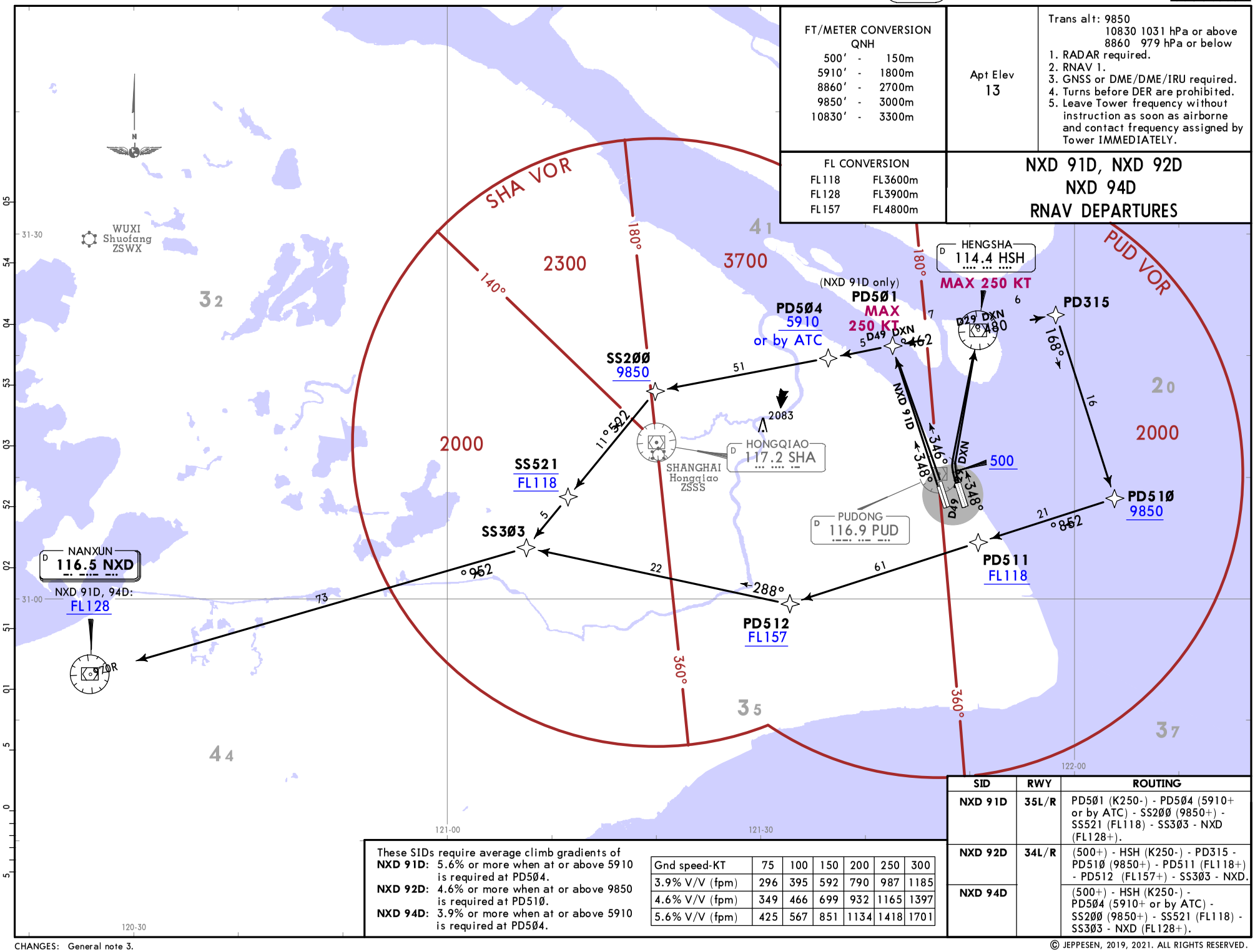
FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL157	FL4800m

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

NXD 91D, NXD 92D
NXD 94D
RNAV DEPARTURES



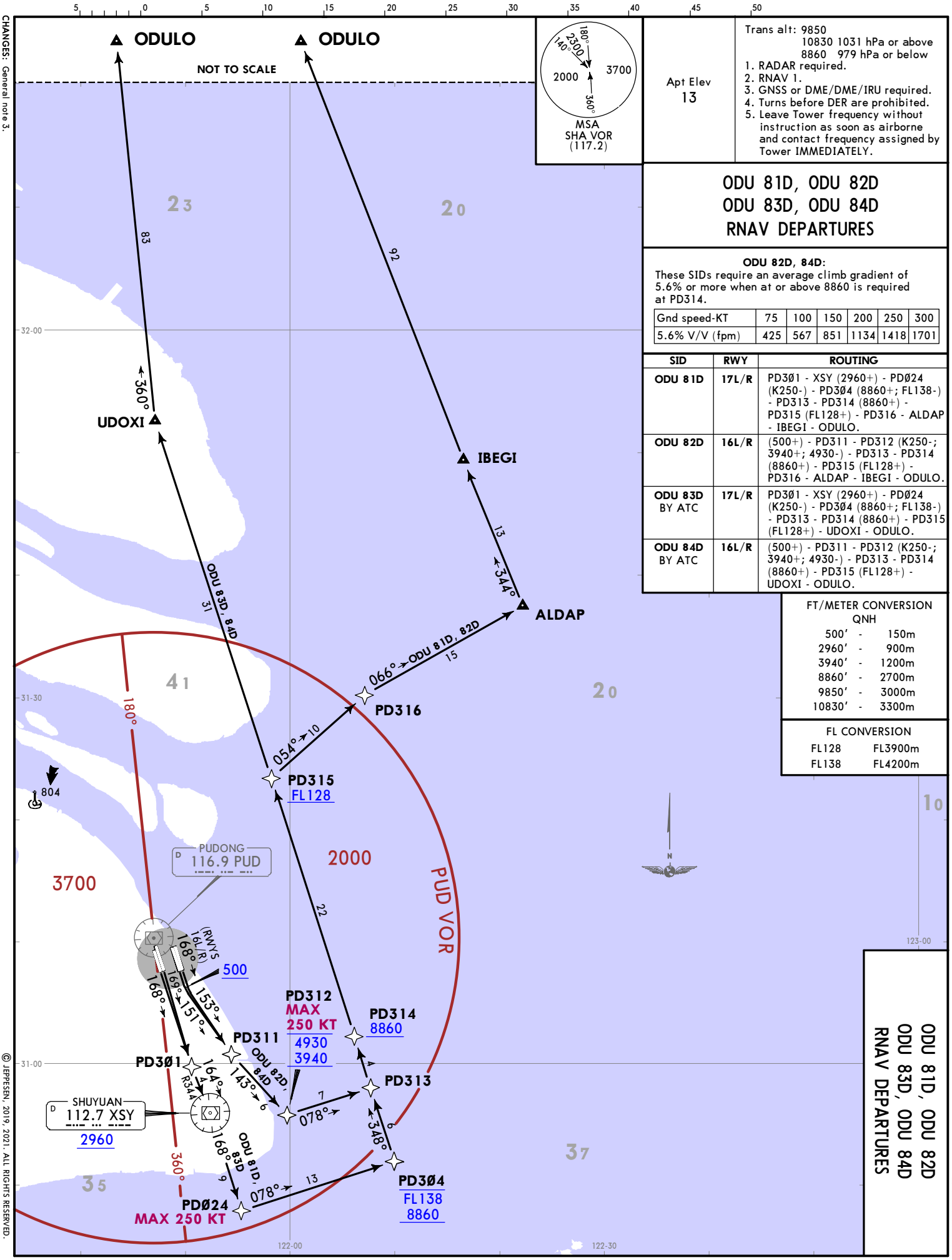
These SIDs require average climb gradients of
NXD 91D: 5.6% or more when at or above 5910 is required at PD504.
NXD 92D: 4.6% or more when at or above 9850 is required at PD510.
NXD 94D: 3.9% or more when at or above 5910 is required at PD504.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
NXD 91D	35L/R	PD501 (K250-) - PD504 (5910+ or by ATC) - SS200 (9850+) - SS521 (FL118) - SS303 - NXD (FL128+).
NXD 92D	34L/R	(500+) - HSH (K250-) - PD315 - PD510 (9850+) - PD511 (FL118+) - PD512 (FL157+) - SS303 - NXD.
NXD 94D		(500+) - HSH (K250-) - PD504 (5910+ or by ATC) - SS200 (9850+) - SS521 (FL118) - SS303 - NXD (FL128+).

CHANGES: General note 3.

CHANGES: General note 3.



Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

ODU 81D, ODU 82D
ODU 83D, ODU 84D
RNAV DEPARTURES

ODU 82D, 84D:
These SIDs require an average climb gradient of 5.6% or more when at or above 8860 is required at PD314.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
ODU 81D	17L/R	PD301 - XSY (2960+) - PD024 (K250-) - PD304 (8860+; FL138-) - PD313 - PD314 (8860+) - PD315 (FL128+) - PD316 - ALDAP - IBEGI - ODULO.
ODU 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - PD313 - PD314 (8860+) - PD315 (FL128+) - PD316 - ALDAP - IBEGI - ODULO.
ODU 83D BY ATC	17L/R	PD301 - XSY (2960+) - PD024 (K250-) - PD304 (8860+; FL138-) - PD313 - PD314 (8860+) - PD315 (FL128+) - UDOXI - ODULO.
ODU 84D BY ATC	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - PD313 - PD314 (8860+) - PD315 (FL128+) - UDOXI - ODULO.

FT/METER CONVERSION
QNH

500'	-	150m
2960'	-	900m
3940'	-	1200m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

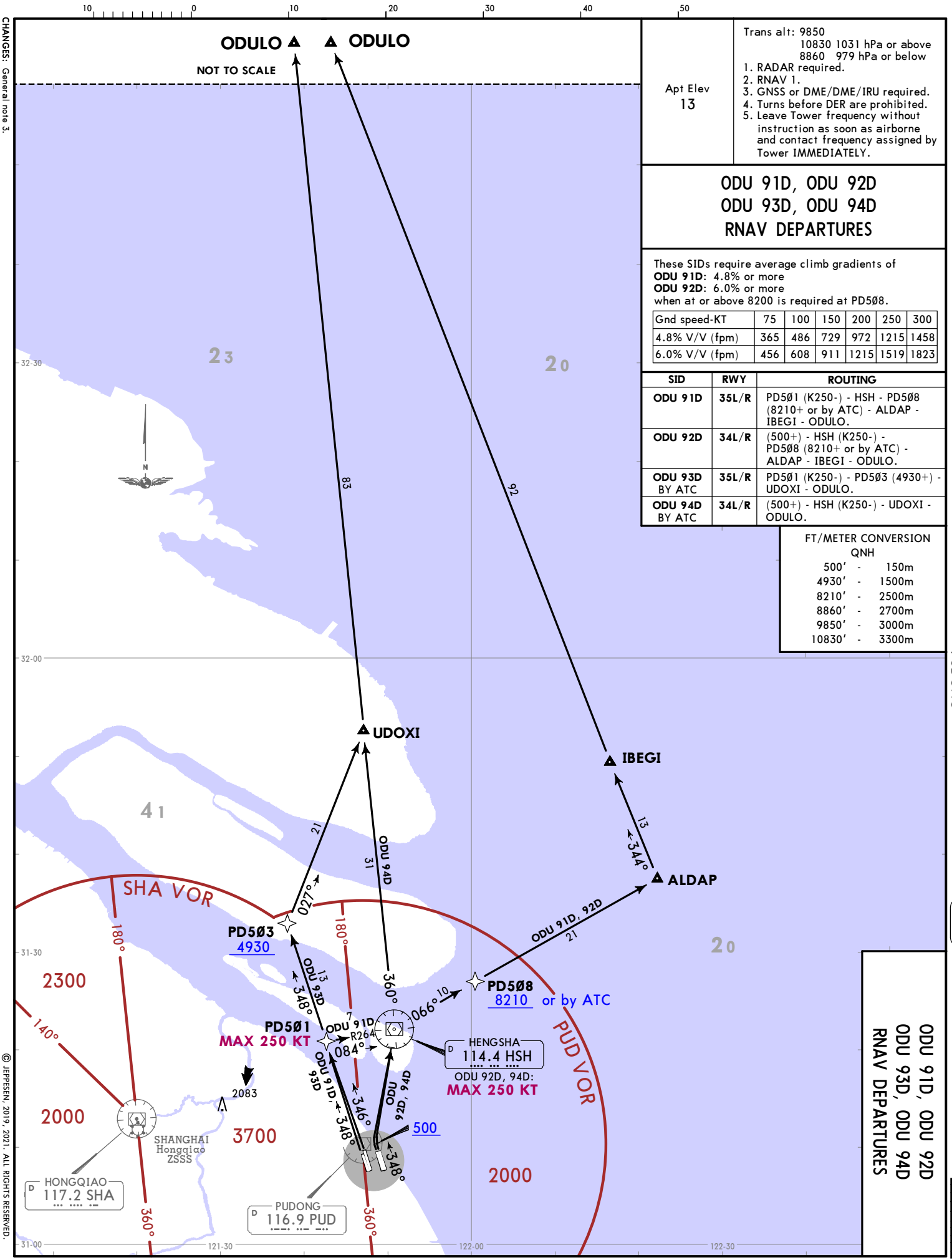
FL CONVERSION

FL128	FL3900m
FL138	FL4200m

ODU 81D, ODU 82D
ODU 83D, ODU 84D
RNAV DEPARTURES

SHANGHAI, PR OF CHINA
RNAV SID

CHANGES: General note 3.



Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

ODU 91D, ODU 92D
ODU 93D, ODU 94D
RNAV DEPARTURES

These SIDs require average climb gradients of
ODU 91D: 4.8% or more
ODU 92D: 6.0% or more
when at or above 8200 is required at PD5Ø8.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	RWY	ROUTING
ODU 91D	**35L/R**	PD5Ø1 (K250-) - HSH - PD5Ø8 (8210+ or by ATC) - ALDAP - IBEGI - ODULO.
ODU 92D	**34L/R**	(500+) - HSH (K250-) - PD5Ø8 (8210+ or by ATC) - ALDAP - IBEGI - ODULO.
ODU 93D BY ATC	**35L/R**	PD5Ø1 (K250-) - PD5Ø3 (4930+) - UDOXI - ODULO.
ODU 94D BY ATC	**34L/R**	(500+) - HSH (K250-) - UDOXI - ODULO.

FT/METER CONVERSION
QNH

500′	-	150m
4930′	-	1500m
8210′	-	2500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

ZSPD/PVG
PUDONG

21 MAY 21 (20-3L)

JEPPESEN

SHANGHAI, PR OF CHINA

RNAV SID

ODU 91D, ODU 92D
ODU 93D, ODU 94D
RNAV DEPARTURES

SHANGHAI, PR OF CHINA

RNAV SID

NOT TO SCALE

PIKAS

FT/METER CONVERSION QNH	
500′	150m
3940′	1200m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL128	FL3900m
FL167	FL5100m
FL197	FL6000m

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

PIK 81D, PIK 82D, PIK 86D RNAV DEPARTURES

SS32Ø
FL197
or by ATC

POMOK

EKIMU

SS3Ø5
FL167

SS3Ø4

SS3Ø3

SS2ØØ

PD3Ø3
8860

PD3Ø2
MAX 250 KT
5910
3940

PD3Ø1

PD311

PD312
MAX 250 KT
4930
3940

PD313

PD314
8860

PD315
FL128

SHA VOR

PUD VOR

HENGSHA
114.4 HSH

PUDONG
116.9 PUD

HONGQIAO
117.2 SHA

SHANGHAI
Hongqiao
ZSSS

WUXI
Shuofang
ZSWX

2300

3700

2000

2000

(PIK 81D only)

PIK 81D

PIK 82D

MKP
D68

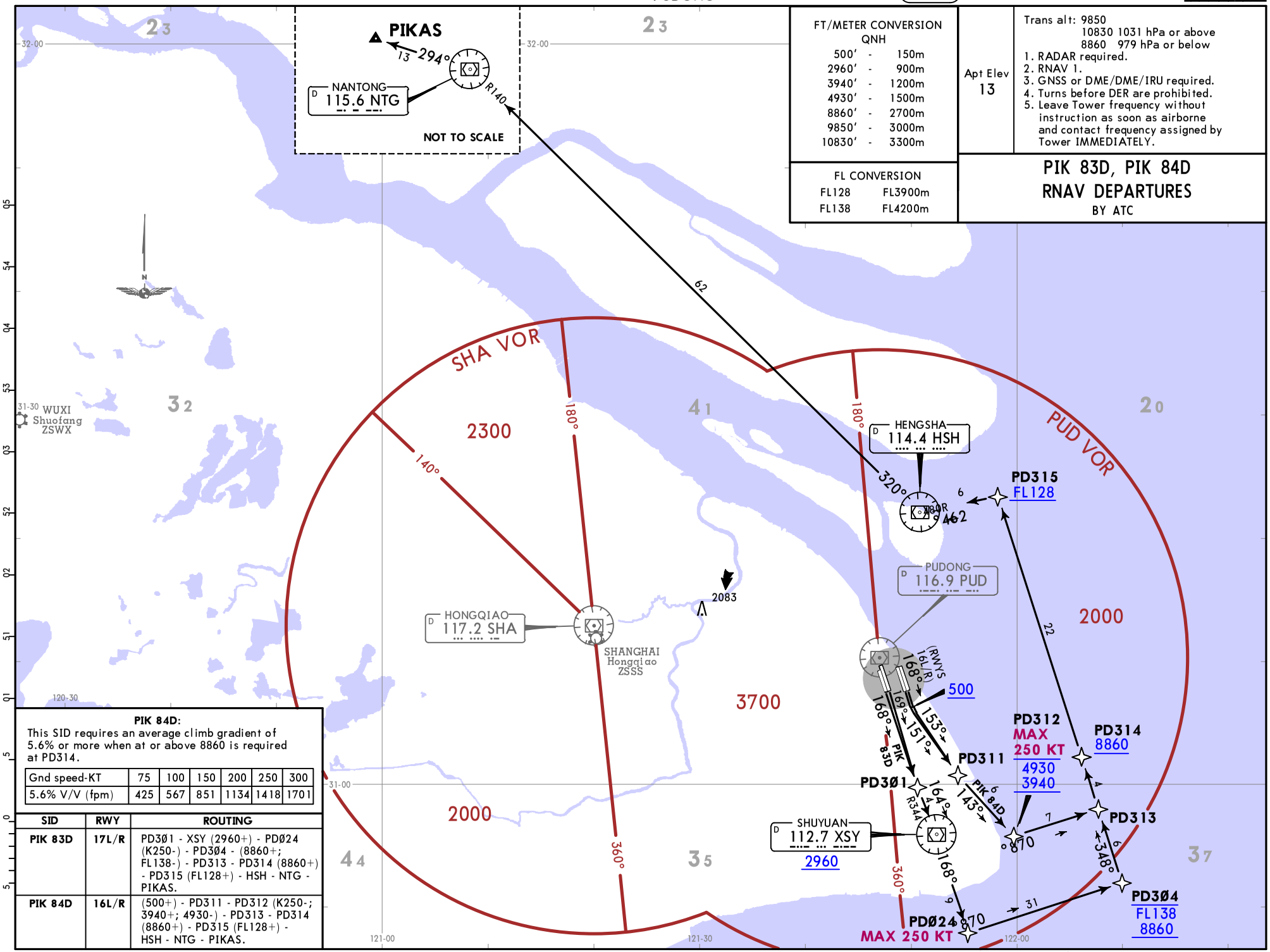
500

These SIDs require average climb gradients of
PIK 81D: 5.3% or more when at or above 8860 is required at PD3Ø3.
PIK 82D: 5.6% or more when at or above 8860 is required at PD314.
PIK 86D: 4.7% or more when at or above 8860 is required at PD3Ø3.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
PIK 81D	17L/R	PD3Ø1 - PD3Ø2 (K25Ø-; 3940+; 5910-) - PD3Ø3 (8860+) - SS3Ø3 - SS3Ø4 - SS3Ø5 (FL167+) - EKIMU - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 82D	16L/R	(500+) - PD311 - PD312 (K25Ø-; 3940+; 4930-) - PD313 - PD314 (8860+) - PD315 (FL128+) - HSH - SS2ØØ - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 86D		(500+) - PD311 - PD3Ø2 (K25Ø-; 3940+; 5910-) - PD3Ø3 (8860+) - SS3Ø3 - SS3Ø4 - SS3Ø5 (FL167+) - EKIMU - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.

CHANGES: General note 3.



FT/METER CONVERSION QNH	
500′ -	150m
2960′ -	900m
3940′ -	1200m
4930′ -	1500m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL128	FL3900m
FL138	FL4200m

Apt Elev 13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

PIK 83D, PIK 84D
RNAV DEPARTURES
BY ATC

PIK 84D:
This SID requires an average climb gradient of 5.6% or more when at or above 8860 is required at PD314.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
PIK 83D	17L/R	PD3Ø1 - XSY (2960+) - PDØ24 (K250-) - PD3Ø4 - (8860+; FL138-) - PD313 - PD314 (8860+) - PD315 (FL128+) - HSH - NTG - PIKAS.
PIK 84D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - PD313 - PD314 (8860+) - PD315 (FL128+) - HSH - NTG - PIKAS.

CHANGES: General note 3.

SHANGHAI, PR OF CHINA

RNAV SID

FT/METER CONVERSION QNH	
500′	150m
3940′	1200m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL157	FL4800m
FL197	FL6000m

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

PIK 91D, PIK 92D PIK 93D, PIK 94D, PIK 98D RNAV DEPARTURES

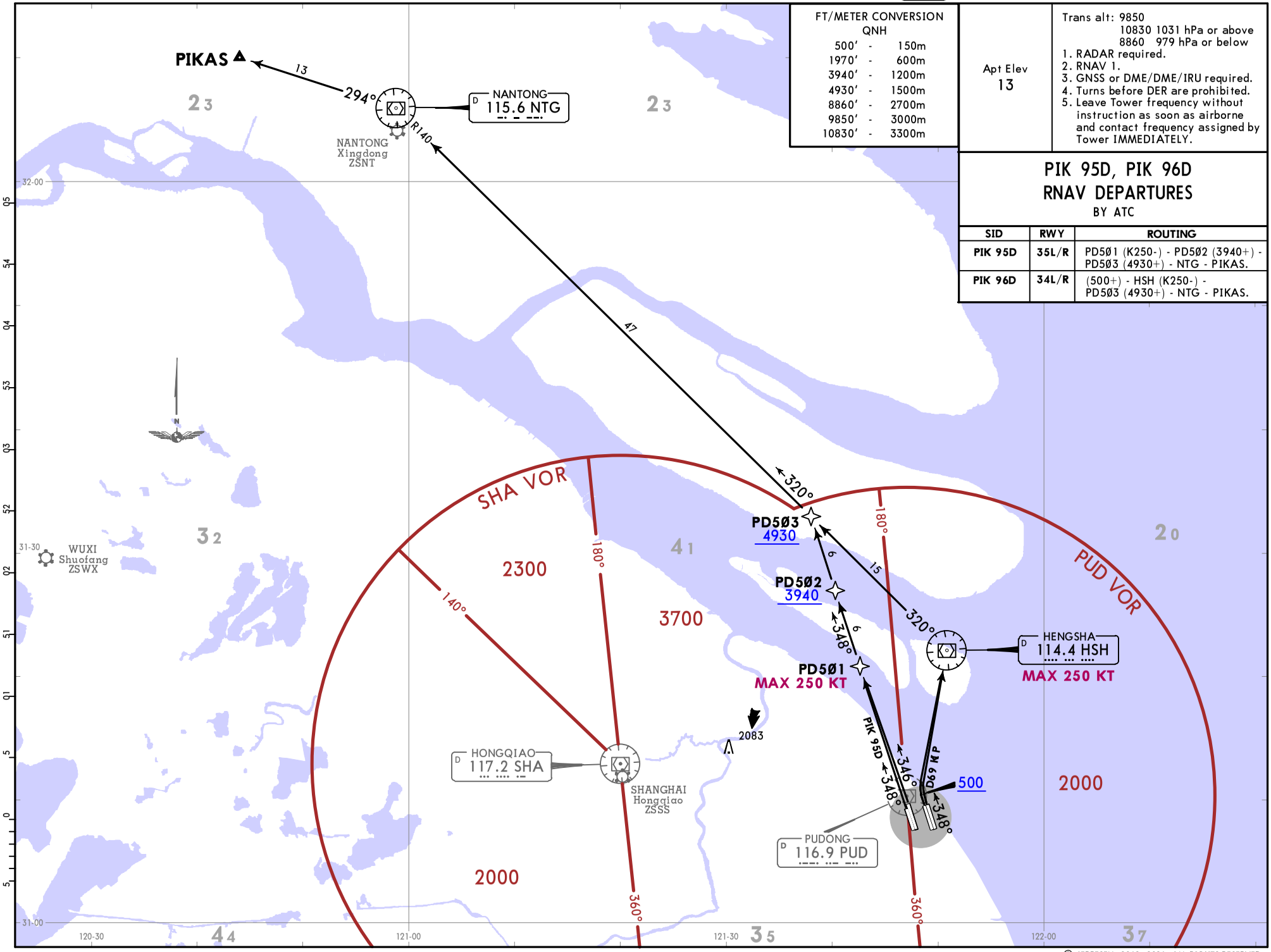
PIKAS
SS32Ø
FL197
or by ATC
NANTONG
Xingdong
ZSNT
SHA VOR
2300
PUD VOR
POMOK
EKIMU
SS2ØØ
9850
SS5Ø4
SS3Ø3
PD5Ø2
3940
PD5Ø4
5910
or by ATC
PD5Ø1
MAX
250 KT
(PIK 91D, 93D only)
VEBNI
HENGSHA
114.4 HSH
MAX 250 KT
PD315
PD51Ø
9850
PD511
FL118
PD512
FL157
HONGQIAO
117.2 SHA
SHANGHAI
Hongqiao
ZSSS
PUDONG
116.9 PUD
3700
2000
500

These SIDs require average climb gradients of
PIK 91D: 5.6% or more when at or above 5910 is required at PD5Ø4.
PIK 92D: 4.6% or more when at or above 9850 is required at PD51Ø.
PIK 98D: 3.9% or more when at or above 5910 is required at PD5Ø4.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
PIK 91D	35L/R	PD5Ø1 (K250-) - PD5Ø4 (5910+ or by ATC) - SS2ØØ (9850+) - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 92D	34L/R	(500+) - HSH (K250-) - PD315 - PD51Ø (9850+) - PD511 (FL118+) - PD512 (FL157+) - SS3Ø3 - SS5Ø4 - EKIMU - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 93D BY ATC	35L/R	PD5Ø1 (K250-) - PD5Ø2 (3940+) - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 94D BY ATC	34L/R	(500+) - HSH (K250-) - VEBNI - PD5Ø2 (3940+) - POMOK - SS32Ø(FL197+ or by ATC) - PIKAS.
PIK 98D		(500+) - HSH (K250-) - PD5Ø4 (5910+ or by ATC) - SS2ØØ (9850+) - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.

CHANGES: General note 3.



FT/METER CONVERSION QNH		
500′	-	150m
1970′	-	600m
3940′	-	1200m
4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

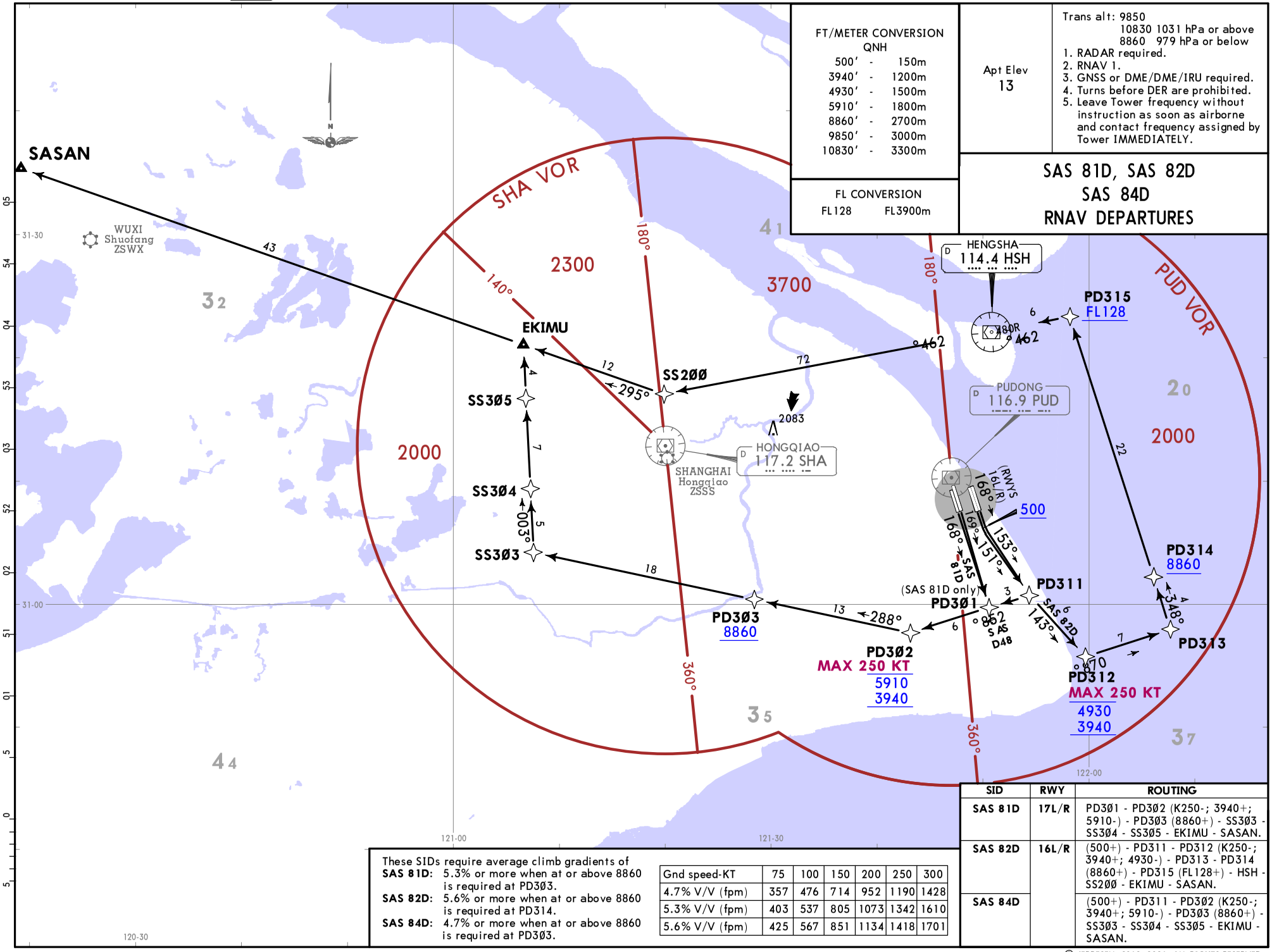
PIK 95D, PIK 96D
RNAV DEPARTURES
BY ATC

SID	RWY	ROUTING
PIK 95D	35L/R	PD5Ø1 (K250-) - PD5Ø2 (3940+) - PD5Ø3 (4930+) - NTG - PIKAS.
PIK 96D	34L/R	(500+) - HSH (K250-) - PD5Ø3 (4930+) - NTG - PIKAS.

CHANGES: General note 3.

SHANGHAI, PR OF CHINA

RNAV SID



FT/METER CONVERSION QNH	
500′	150m
3940′	1200m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL128	FL3900m

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

SAS 81D, SAS 82D
SAS 84D
RNAV DEPARTURES

These SIDs require average climb gradients of

SAS 81D: 5.3% or more when at or above 8860 is required at PD303.

SAS 82D: 5.6% or more when at or above 8860 is required at PD314.

SAS 84D: 4.7% or more when at or above 8860 is required at PD303.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
SAS 81D	17L/R	PD301 - PD302 (K250-; 3940+; 5910-) - PD303 (8860+) - SS303 - SS304 - SS305 - EKIMU - SASAN.
SAS 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - PD313 - PD314 (8860+) - PD315 (FL128+) - HSH - SS200 - EKIMU - SASAN.
SAS 84D		(500+) - PD311 - PD302 (K250-; 3940+; 5910-) - PD303 (8860+) - SS303 - SS304 - SS305 - EKIMU - SASAN.

CHANGES: General note 3.

FT/METER CONVERSION QNH	
500′	150m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

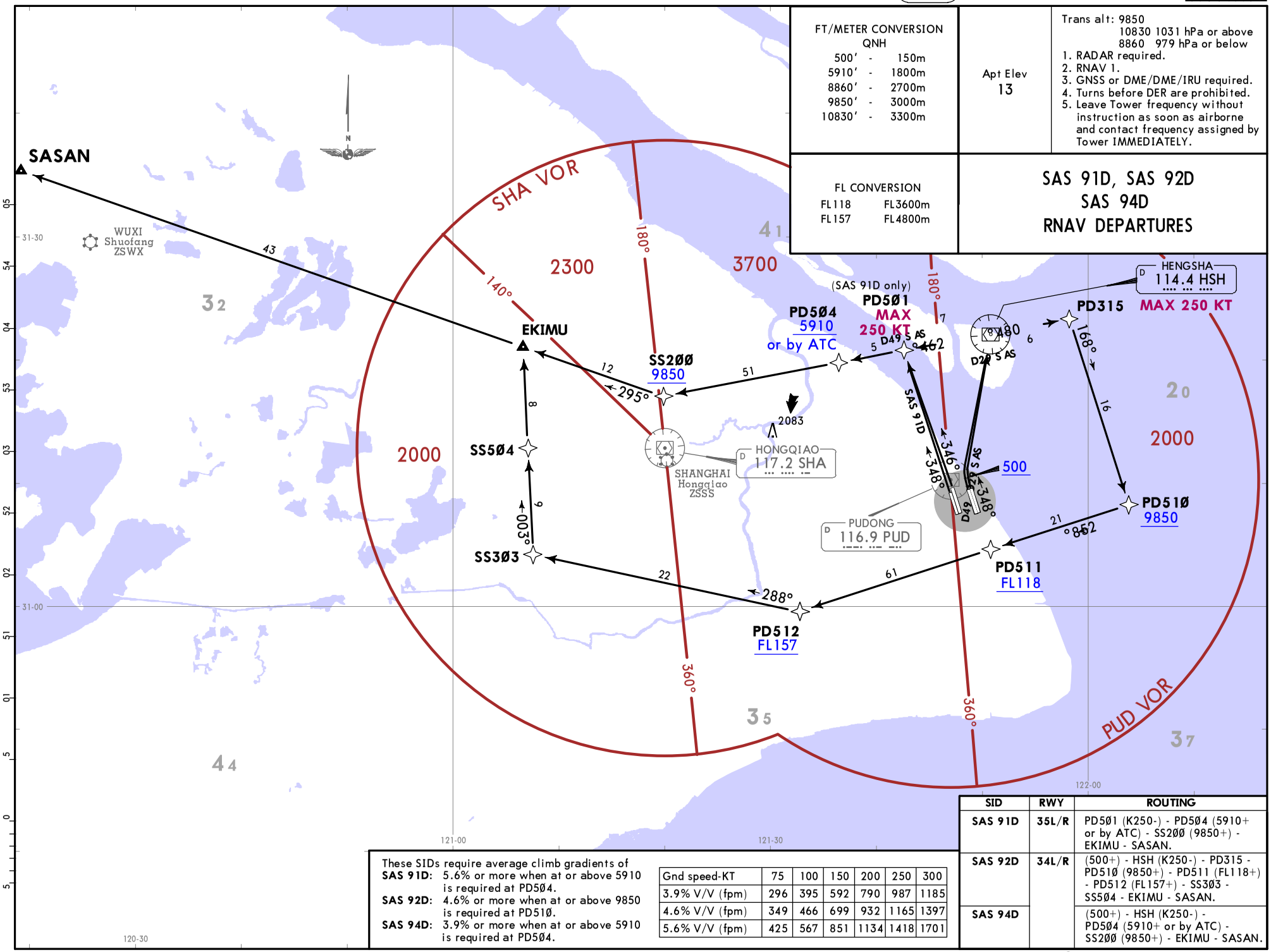
Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

FL CONVERSION	
FL118	FL3600m
FL157	FL4800m

SAS 91D, SAS 92D SAS 94D RNAV DEPARTURES

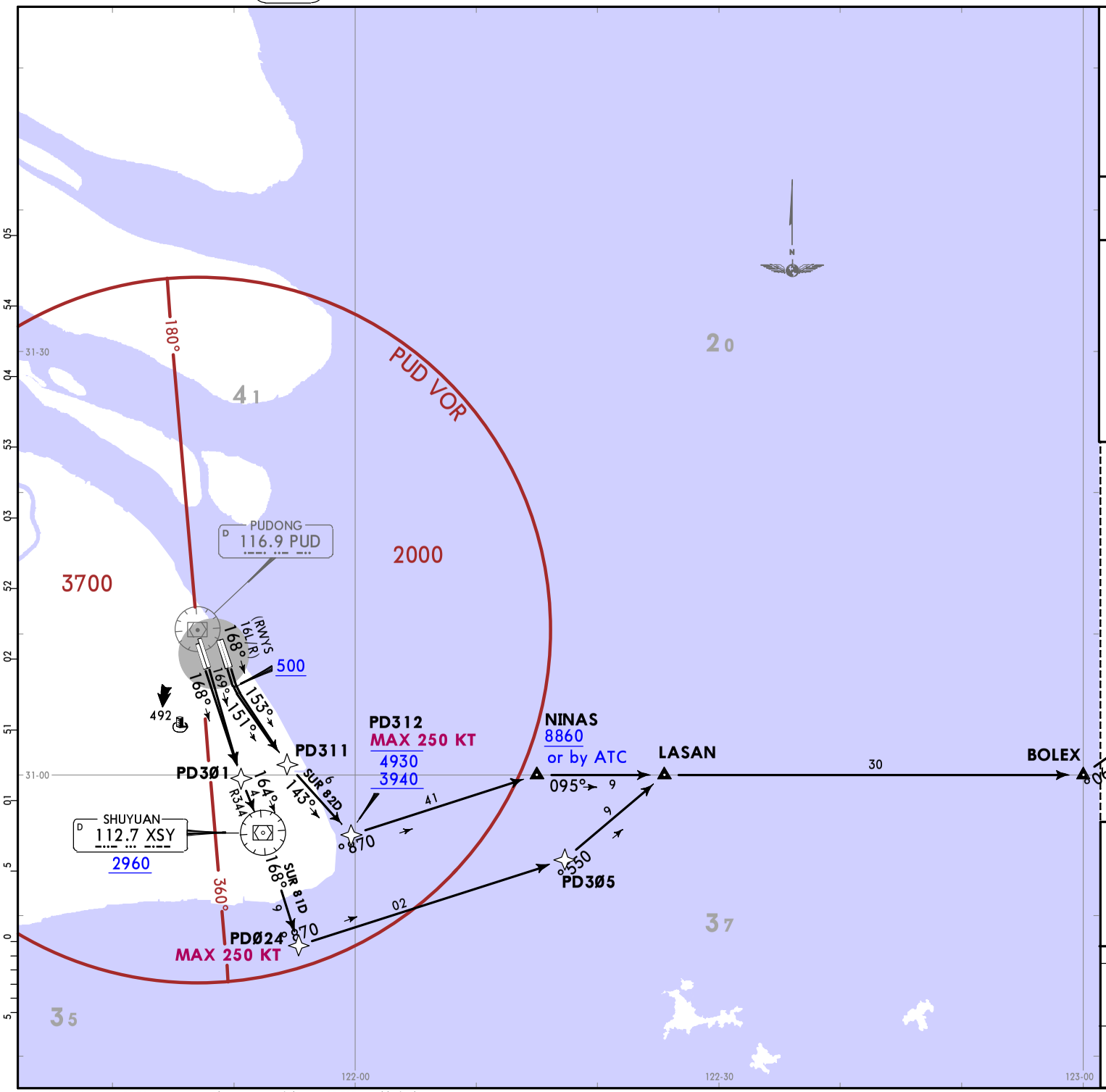


These SIDs require average climb gradients of
SAS 91D: 5.6% or more when at or above 5910 is required at PD5Ø4.
SAS 92D: 4.6% or more when at or above 9850 is required at PD51Ø.
SAS 94D: 3.9% or more when at or above 5910 is required at PD5Ø4.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
SAS 91D	35L/R	PD5Ø1 (K250-) - PD5Ø4 (5910+ or by ATC) - SS2Ø0 (9850+) - EKIMU - SASAN.
SAS 92D	34L/R	(500+) - HSH (K250-) - PD315 - PD51Ø (9850+) - PD511 (FL118+) - PD512 (FL157+) - SS3Ø3 - SS5Ø4 - EKIMU - SASAN.
SAS 94D		(500+) - HSH (K250-) - PD5Ø4 (5910+ or by ATC) - SS2Ø0 (9850+) - EKIMU - SASAN.

CHANGES: General note 3.



Apt Elev
13

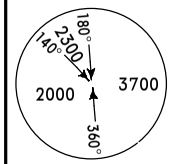
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

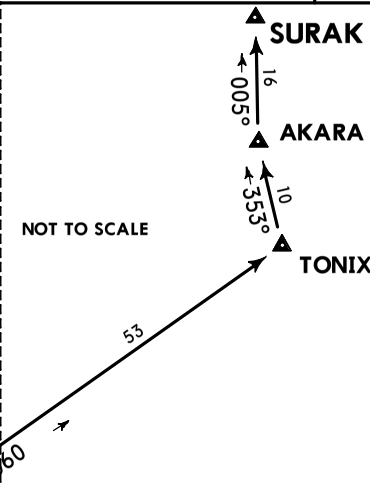
SUR 81D, SUR 82D RNAV DEPARTURES

FT/METER CONVERSION
QNH

500′	-	150m
2960′	-	900m
3940′	-	1200m
4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m



MSA
SHA VOR
(117.2)



SUR 82D
This SID requires an average climb gradient of 5.2% or more when at or above 8860 is required at NINAS.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

SID	RWY	ROUTING
SUR 81D	17L/R	PD3Ø1 - XSY (2960+) - PDØ24 (K250-) - PD3Ø5 - LASAN - BOLEX - TONIX - AKARA - SURAK.
SUR 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - NINAS (8860+ or by ATC) - LASAN - BOLEX - TONIX - AKARA - SURAK.

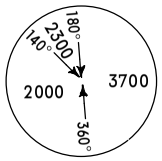
CHANGES: Waypoint PD304 & associated crossing withdrawn; PD305 established.

FT/METER CONVERSION
QNH

500′	-	150m
4930′	-	1500m
8210′	-	2500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL157	FL4800m



MSA
SHA VOR
(117.2)

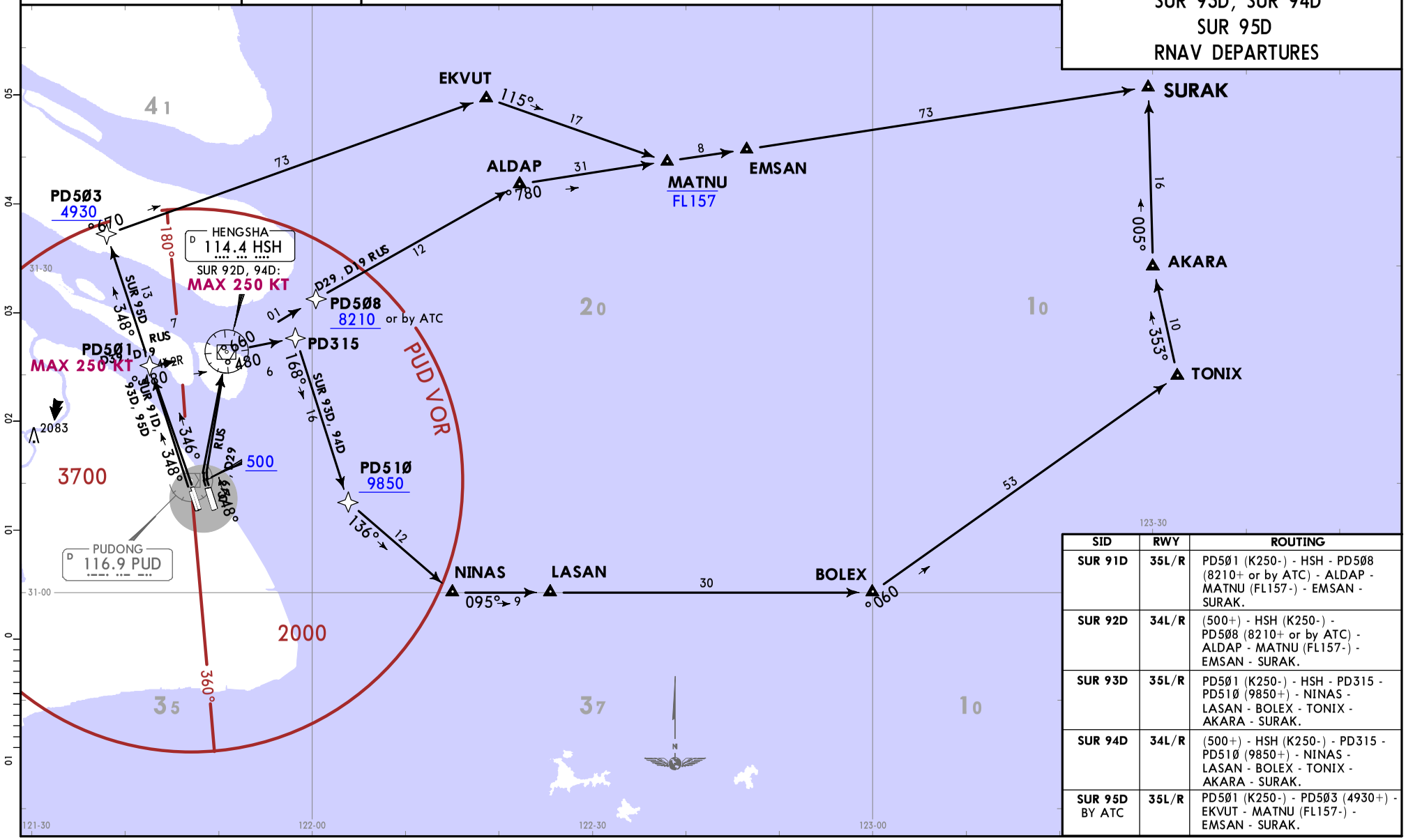
These SIDs require average climb gradients of
SUR 91D: 4.8% or more when at or above 8210 is required at PD5Ø8.
SUR 92D: 6.0% or more when at or above 8210 is required at PD5Ø8.
SUR 93D: 3.9% or more when at or above 9850 is required at PD51Ø.
SUR 94D: 4.6% or more when at or above 9850 is required at PD51Ø.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

SUR 91D, SUR 92D SUR 93D, SUR 94D SUR 95D RNAV DEPARTURES



SID	RWY	ROUTING
SUR 91D	35L/R	PD5Ø1 (K25Ø-) - HSH - PD5Ø8 (8210+ or by ATC) - ALDAP - MATNU (FL157-) - EMSAN - SURAK.
SUR 92D	34L/R	(500+) - HSH (K25Ø-) - PD5Ø8 (8210+ or by ATC) - ALDAP - MATNU (FL157-) - EMSAN - SURAK.
SUR 93D	35L/R	PD5Ø1 (K25Ø-) - HSH - PD315 - PD51Ø (9850+) - NINAS - LASAN - BOLEX - TONIX - AKARA - SURAK.
SUR 94D	34L/R	(500+) - HSH (K25Ø-) - PD315 - PD51Ø (9850+) - NINAS - LASAN - BOLEX - TONIX - AKARA - SURAK.
SUR 95D BY ATC	35L/R	PD5Ø1 (K25Ø-) - PD5Ø3 (4930+) - EKVUT - MATNU (FL157-) - EMSAN - SURAK.

CHANGES: None.

ADBAS Ø1D [ADBØ1D] DEPARTURE (RWYS 35L/R)
ADBAS Ø2D [ADBØ2D] DEPARTURE (RWYS 34L/R)
ADBAS 11D [ADB11D] DEPARTURE (RWYS 17L/R)
ADBAS 12D [ADB12D] DEPARTURE (RWYS 16L/R)
BY ATC

Apt Elev
12

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

LOST COMMS ▼ LOST COMMS ▼
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲

SHA VOR
PUD VOR
WUXI Shuofang ZSWX
NANXIANG 208 PK
HONGQIAO 117.2 SHA
SHANGHAI Hongqiao ZSSS
PUDONG 116.9 PUD
HENGSHA 114.4 HSH
JIUTING 109.6 JTN
SHUYUAN 112.7 XSY
LURMA
ADBAS

D13.8 HSH
5910
or by ATC
9850
D2.9 HSH
D8.9 PUD
(PUD R348)
D4.0 HSH
D11.3 HSH
initial track: 003°
D11.5 JTN
D5.8 JTN
D23.9 XSY
3940
D13.1 XSY
D11.9 PUD
D6.0 PUD
D12.0 PUD
2960

SPEED RESTRICTION
Departure turn MAX 250 KT.

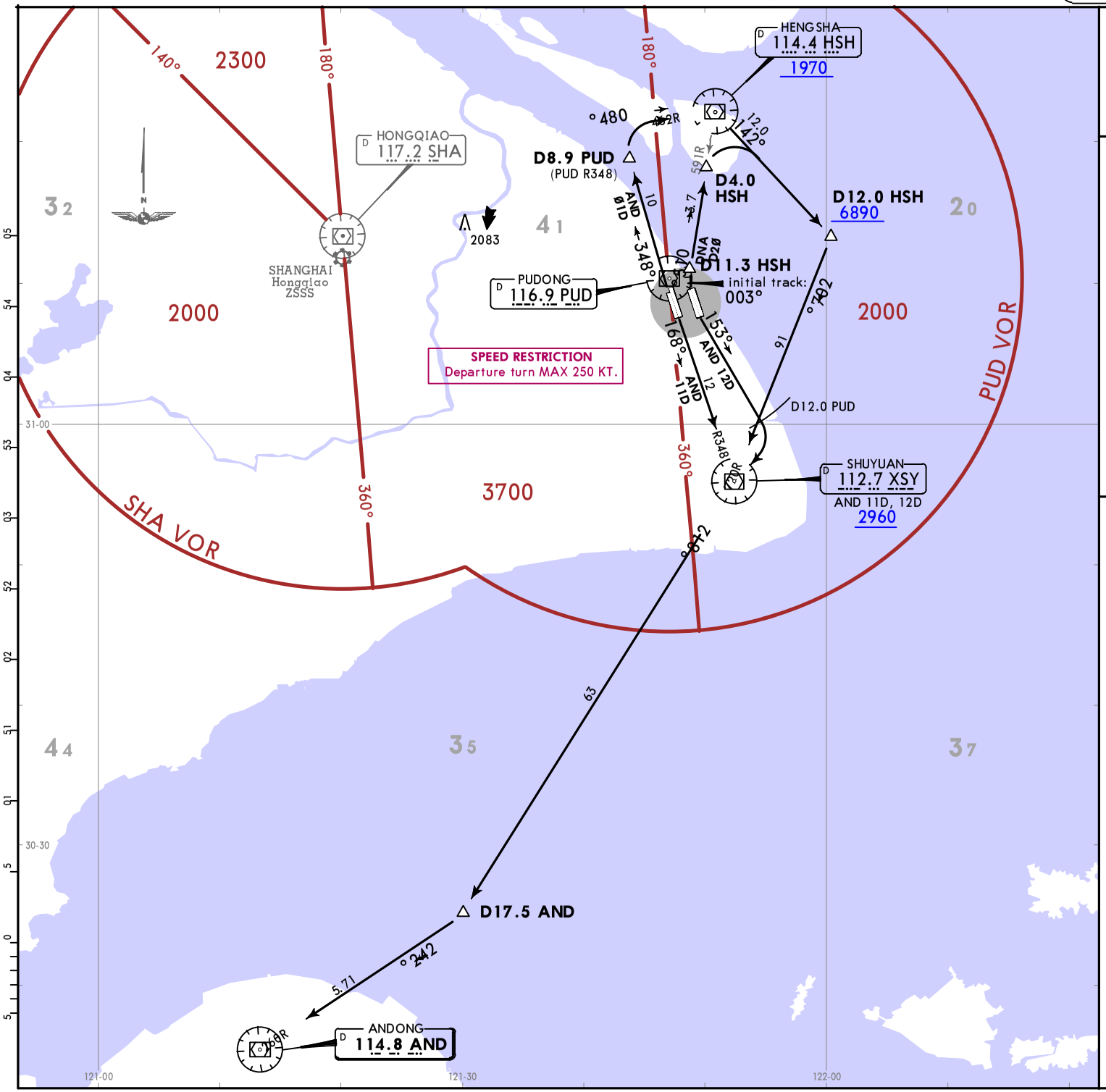
NOT TO SCALE

FT/METER CONVERSION
QNH
2960′ - 900m
3940′ - 1200m
5910′ - 1800m
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

These SIDs require average climb gradients of
ADBAS Ø1D:5.5% or more when at or above 5910 is required at HSH R264/D13.8.
ADBAS Ø2D:4.0% or more when at or above 5910 is required at HSH R264/D13.8.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: ADBAS SIDs established, AND SIDs transferred.



Apt Elev
12

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

AND Ø1D DEPARTURE (RWYS 35L/R)

AND Ø2D DEPARTURE (RWYS 34L/R)

AND 11D DEPARTURE (RWYS 17L/R)

AND 12D DEPARTURE (RWYS 16L/R)

LOST COMMS ▼ LOST COMMS ▼
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲

FT/METER CONVERSION

QNH		
1970′	-	600m
2960′	-	900m
6890′	-	2100m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

These SIDe require average climb gradients of

AND Ø1D

3.9% or more when at or above 6890 is required at HSH R142/D12.0.

AND Ø2D

5.5% or more when at or above 6890 is required at HSH R142/D12.0.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: New chart (SIDs transferred).

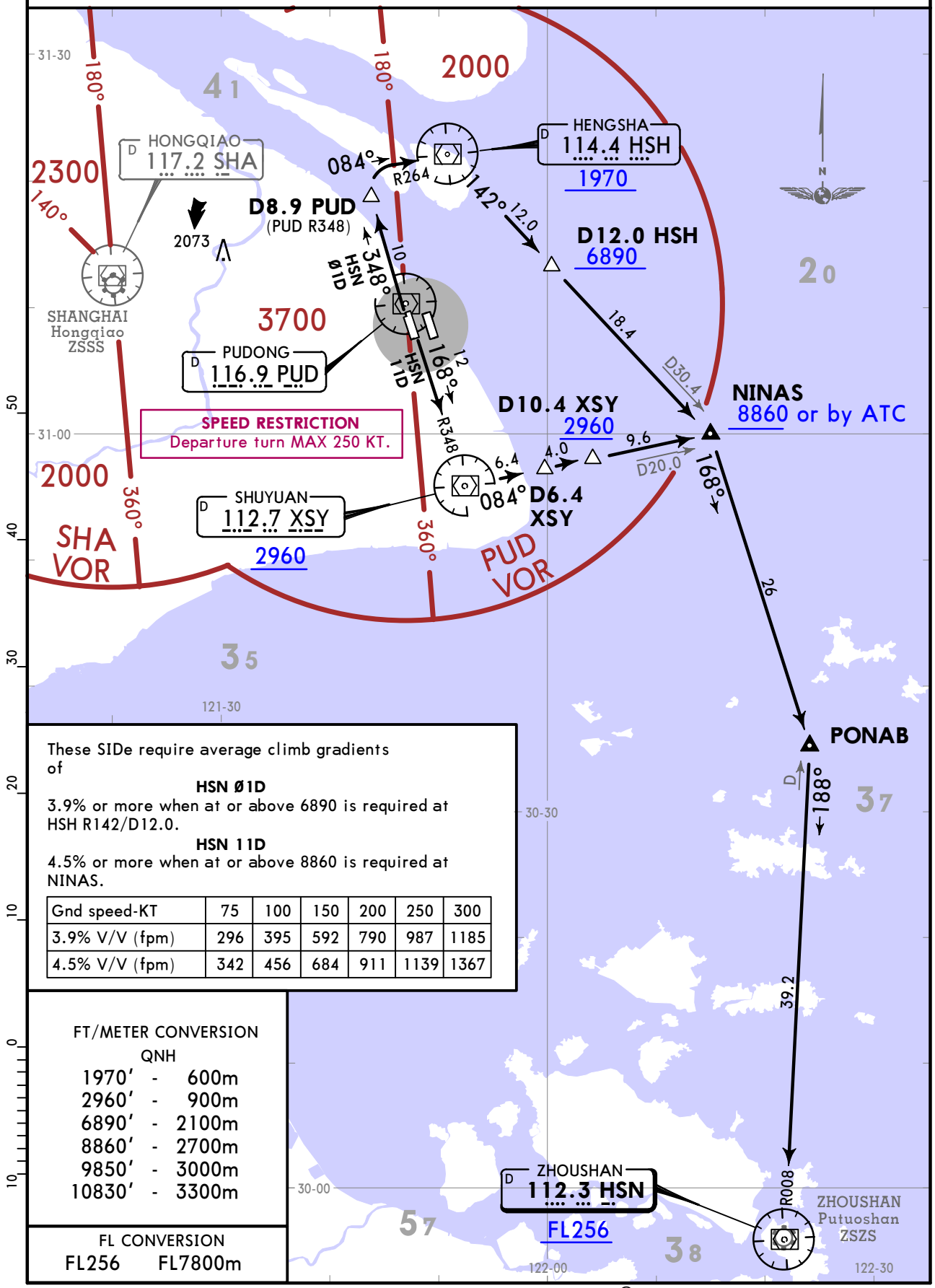
Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

HSN Ø1D RWYS 35L/R DEPARTURE

HSN 11D RWYS 17L/R DEPARTURE



These SIDe require average climb gradients of

HSN Ø1D

3.9% or more when at or above 6890 is required at HSH R142/D12.0.

HSN 11D

4.5% or more when at or above 8860 is required at NINAS.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.5% V/V (fpm)	342	456	684	911	1139	1367

FT/METER CONVERSION
QNH

1970′ - 600m
2960′ - 900m
6890′ - 2100m
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

FL CONVERSION
FL256 FL7800m

CHANGES: General note 2 added.

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

HSN Ø2D
RWYS 34L/R DEPARTURE
HSN 12D
RWYS 16L/R DEPARTURE

HENGSHA
D 114.4 HSH

PUDONG
D 116.9 PUD

SHUYUAN
D 112.7 XSY

ZHOUSHAN
D 112.3 HSN

D4.0 HSH

D11.3 HSH
initial track:
003°

D12.0 HSH
6890

SPEED RESTRICTION
Departure turn MAX 250 KT.

D10.4 XSY
2960

D6.4 XSY

D12.0 PUD

NINAS
8860 or by ATC

PONAB

FL256

MSA
SHA VOR
(117.2)
180°
2300
140°
3700
2000
360°

R195
142°
7.3
015°
HSN Ø2D
180°
153°
HSN 12D
18.4
D30.4
9.6
D20.0
4.0
084°
360°
168°
26
188°
R008
39.2
985

PUD VOR

41
3700
2000
20
35
31-00
30-30
37
122-00
122-30

NOT TO SCALE

These SIDs require average climb gradients of
HSN Ø2D: 5.5% or more when at or above 6890 is required at HSH R142/D12.0.
HSN 12D: 5.2% or more when at or above 8860 is required at NINAS.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.5% V/V (fpm)	418	557	835	1114	1392	1671

FT/METER CONVERSION
QNH
2960' - 900m
6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION
FL256 FL7800m

CHANGES: General note 2 added.

SHANGHAI, PR OF CHINA

SID

These SIDs require average climb gradients of

LAMEN Ø1D
5.0% or more when at or above 8210 is required at HSH R066/D9.6.

LAMEN Ø2D
6.0% or more when at or above 8210 is required at HSH R066/D9.6.

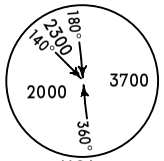
LAMEN Ø3D
3.9% or more when at or above 6890 is required at HSH R142/D12.0.

LAMEN Ø4D
5.5% or more when at or above 6890 is required at HSH R142/D12.0.

LAMEN 11D
4.5% or more when at or above 8860 is required at NINAS.

LAMEN 12D
5.2% or more when at or above 8860 is required at NINAS.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823



MSA
SHA VOR
(117.2)

FT/METER CONVERSION
QNH

1970′	-	600m
2960′	-	900m
6890′	-	2100m
8210′	-	2500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION
FL157 FL4800m

Apt Elev
13

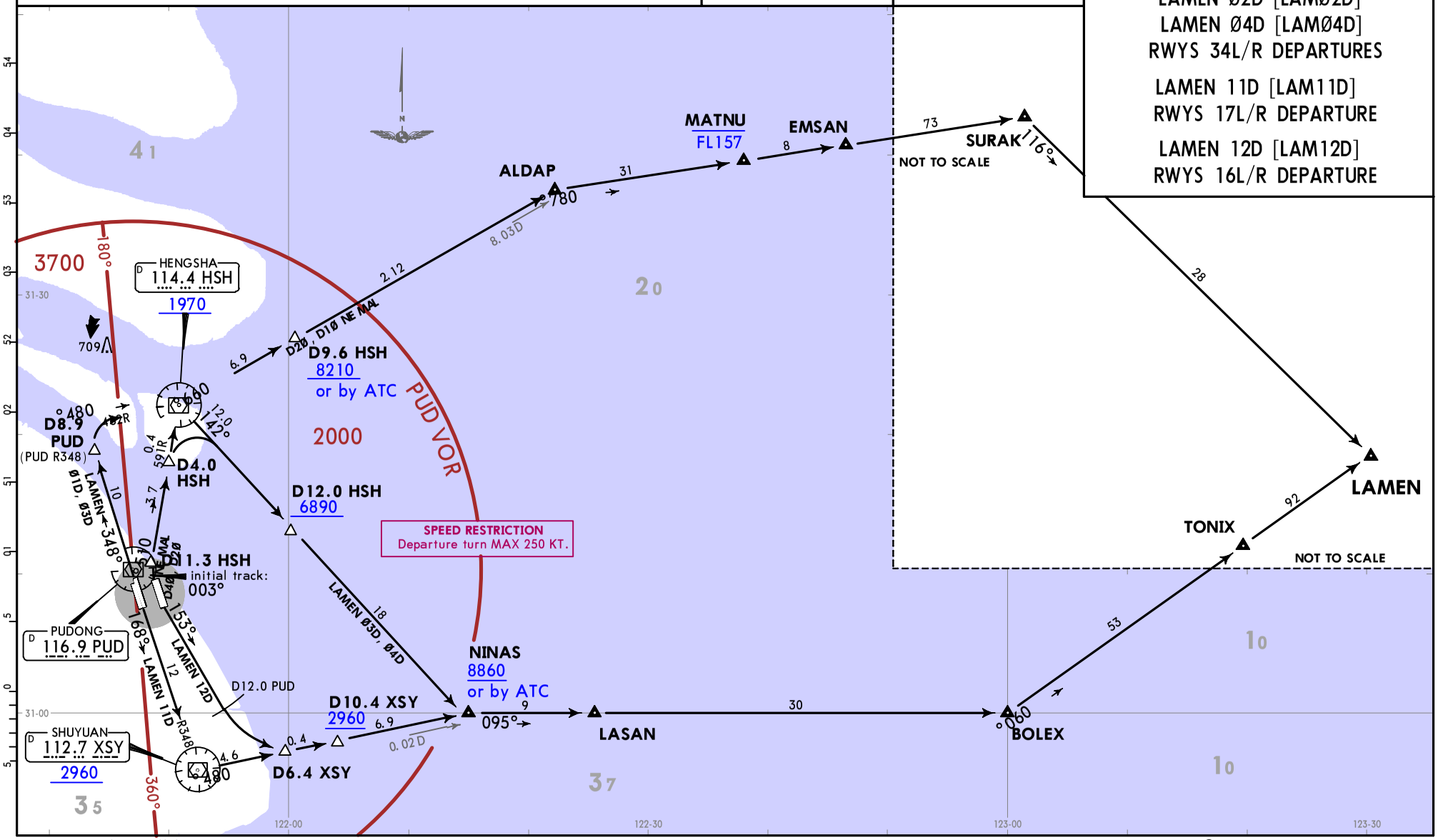
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

LAMEN Ø1D [LAMØ1D]
LAMEN Ø3D [LAMØ3D]
RWYS 35L/R DEPARTURES

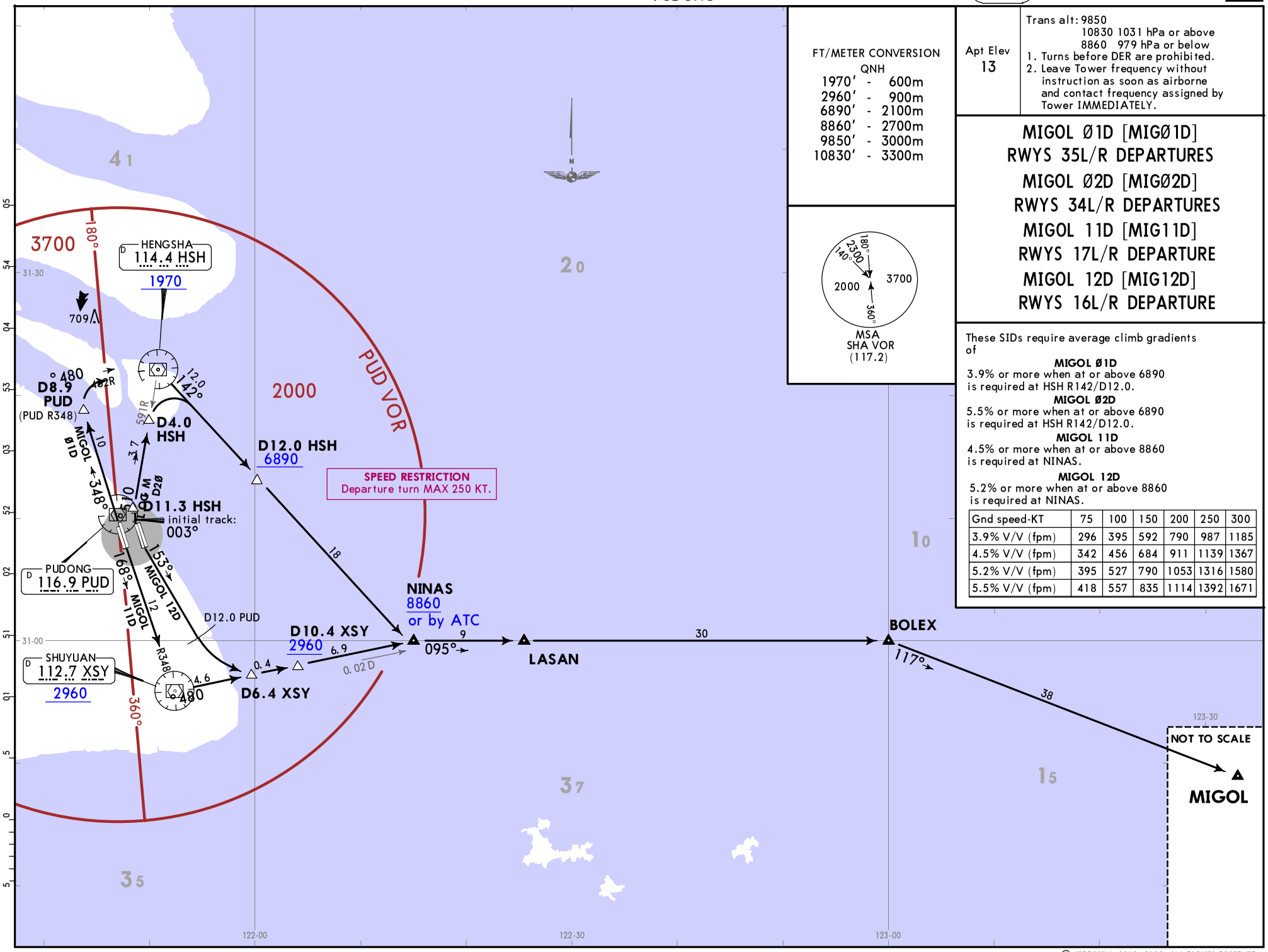
LAMEN Ø2D [LAMØ2D]
LAMEN Ø4D [LAMØ4D]
RWYS 34L/R DEPARTURES

LAMEN 11D [LAM11D]
RWYS 17L/R DEPARTURE

LAMEN 12D [LAM12D]
RWYS 16L/R DEPARTURE



CHANGES: General note 2 added.



CHANGES: General note 2 added.

SHANGHAI, PR OF CHINA

SID

NXD Ø1D
DEPARTURE (RWYS 35L/R)
NXD Ø2D
DEPARTURE (RWYS 34L/R)
NXD 11D
DEPARTURE (RWYS 17L/R)
NXD 12D
DEPARTURE (RWYS 16L/R)

Apt Elev
12

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

LOST COMMS ▼ LOST COMMS ▼
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲

SHA VOR
PUD VOR
WUXI Shuofang ZSWX
NANXIANG 208 PK
9850
D13.8 HSH
5910
or by ATC
D2.9 HSH
HENGSHA 114.4 HSH
D8.9 PUD
(PUD R348)
D4.0 HSH
HONGQIAO 117.2 SHA
SHANGHAI Hongqiao ZSSS
PUDONG 116.9 PUD
D11.3 HSH
initial track: 003°
D11.5 JTN
JIUTING 109.6 JTN
D5.8 JTN
D23.9 XSY
3940
D13.1 XSY
D11.9 PUD
D6.0 PUD
D12.0 PUD
LURMA
SHUYUAN 112.7 XSY
2960
NANXUN 116.5 NXD
FL128

SPEED RESTRICTION
Departure turn MAX 250 KT.

2300
3700
2000
2000
2083

FT/METER CONVERSION
QNH

2960′	-	900m
3940′	-	1200m
5910′	-	1800m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL128	FL3900m

These SIDs require average climb gradients of
NXD Ø1D: 5.5% or more when at or above 5910 is required at HSH R264/D13.8.
NXD Ø2D: 4.0% or more when at or above 5910 is required at HSH R264/D13.8.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: Chart redrawn, SIDs revised.

Apt Elev 12

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

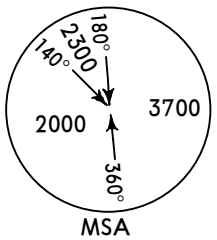
LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲

ODULO Ø1D [ODUØ1D] DEPARTURES (RWYS 35L/R)

ODULO Ø2D [ODUØ2D] DEPARTURES (RWYS 34L/R)

FT/METER CONVERSION
QNH

1970′	-	600m
8210′	-	2500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m



MSA
SHA VOR
(117.2)

NOT TO SCALE

ODULO
92
IBEGI
13
344°
ALDAP
D30.8
21.2
D9.6 HSH
8210
or by ATC
9.6
066°
HENGSHA
114.4 HSH
1970
180°
R264
084°
R195
D8.9
PUD
(PUD R348)
ODULO Ø1D
348°
10
11.3
015°
ODULO Ø2D
D11.3 HSH
initial track:
003°
PUDONG
116.9 PUD
PUD VOR
SPEED RESTRICTION
Departure turn MAX 250 KT.
360°
31-30
31-00
122-30
122-00
41
20
2000
3700
35
37

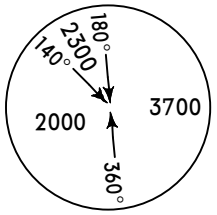
These SIDs require average climb gradients of

ODULO Ø1D
5.0% or more when at or above 8210 is required at HSH R066/D9.6.

ODULO Ø2D
6.0% or more when at or above 8210 is required at HSH R066/D9.6.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.0% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: None.



Apt Elev
13

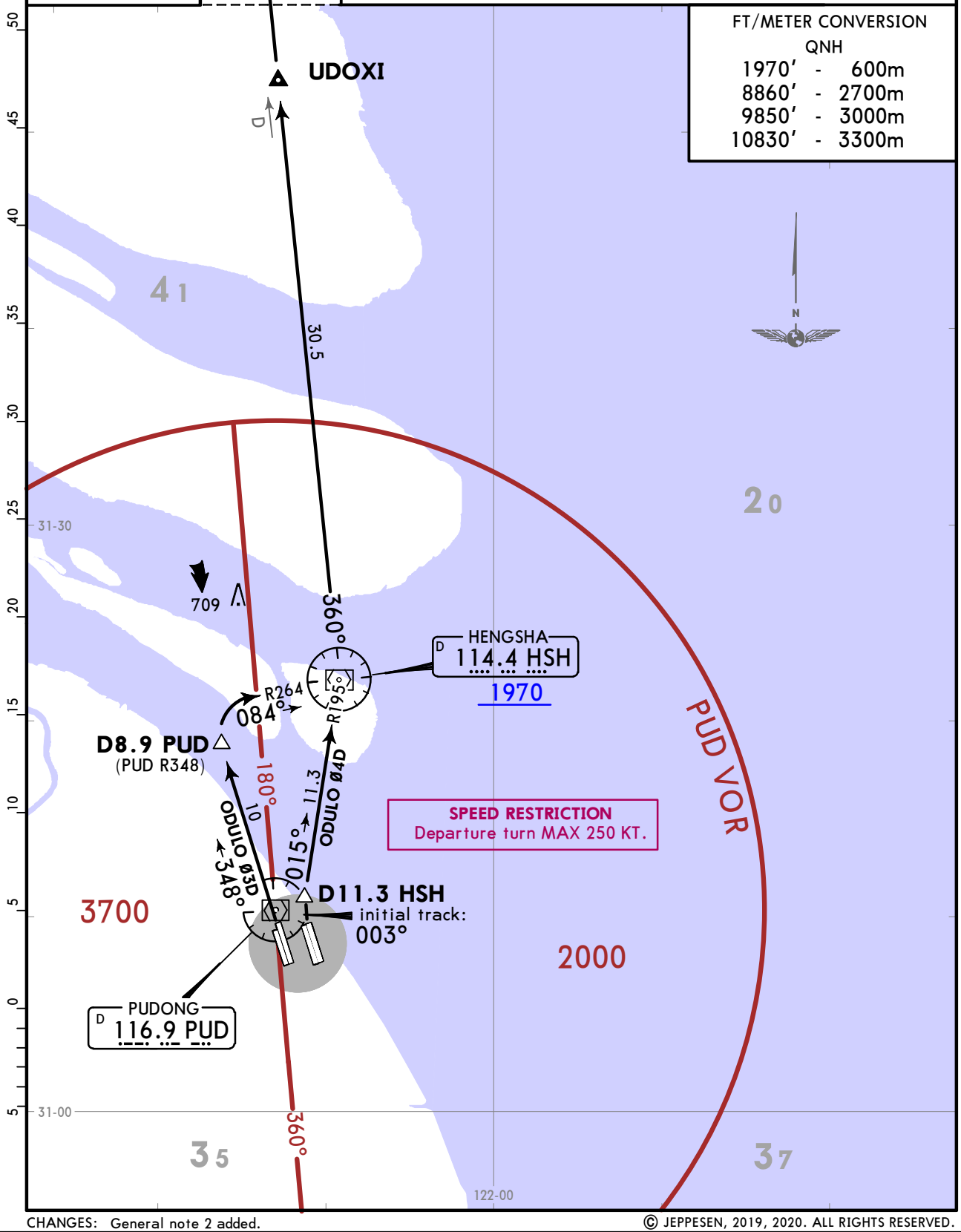
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

ODULO Ø3D [ODUØ3D]
RWYS 35L/R DEPARTURES
ODULO Ø4D [ODUØ4D]
RWYS 34L/R DEPARTURES
BY ATC

NOT TO SCALE

FT/METER CONVERSION
QNH
1970' - 600m
8860' - 2700m
9850' - 3000m
10830' - 3300m



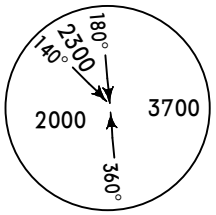
CHANGES: General note 2 added.

Apt Elev 13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

ODULO 11D [ODU11D]
RWYS 17L/R DEPARTURE
ODULO 12D [ODU12D]
RWYS 16L/R DEPARTURES



MSA
SHA VOR
(117.2)

ODULO

NOT TO SCALE

92

IBEGI

13

344°

ALDAP

D30.8

22.2

PUD VOR

180°

D8.6 HSH
8210
or by ATC

066° 8.6

HENGSHA
D 114.4 HSH

R154

804

PUDONG
D 116.9 PUD

22.0

2000

3700

SPEED RESTRICTION
Departure turn MAX 250 KT.

153°

168°

ODULO 12D

ODULO 11D

12

R348

D22.0 HSH

334°

D12.0 PUD

4.0

D10.4 XSY
2960

SHUYUAN
D 112.7 XSY
2960

6.4

084°

D6.4 XSY

360°

FT/METER CONVERSION
QNH
2960 - 900m
8210 - 2500m
8860 - 2700m
9850 - 3000m
10830 - 3300m

32-00
31-30
31-00
122-00

CHANGES: General note 2 added.

Apt Elev 13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

ODULO 13D [ODU13D]
RWYS 17L/R DEPARTURE

ODULO 14D [ODU14D]
RWYS 16L/R DEPARTURE

BY ATC

NOT TO SCALE

ODULO

UDOXI

83

30.5

360°

180°

PUD VOR

R154

HENGSHA
114.4 HSH

PUDONG
116.9 PUD

2073

3700

2000

22.0

D22.0 HSH

334°

D12.0 PUD

153°

168°

ODULO 13D

ODULO 14D

12

R348

SHUYUAN
112.7 XSY
2960

6.4

084°

D6.4 XSY

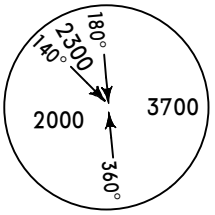
4.0

D10.4 XSY
2960

360°

SPEED RESTRICTION
Departure turn MAX 250 KT.

FT/METER CONVERSION
QNH
2960 - 900m
8860 - 2700m
9850 - 3000m
10830 - 3300m



MSA
SHA VOR
(117.2)

CHANGES: General note 2 added.

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

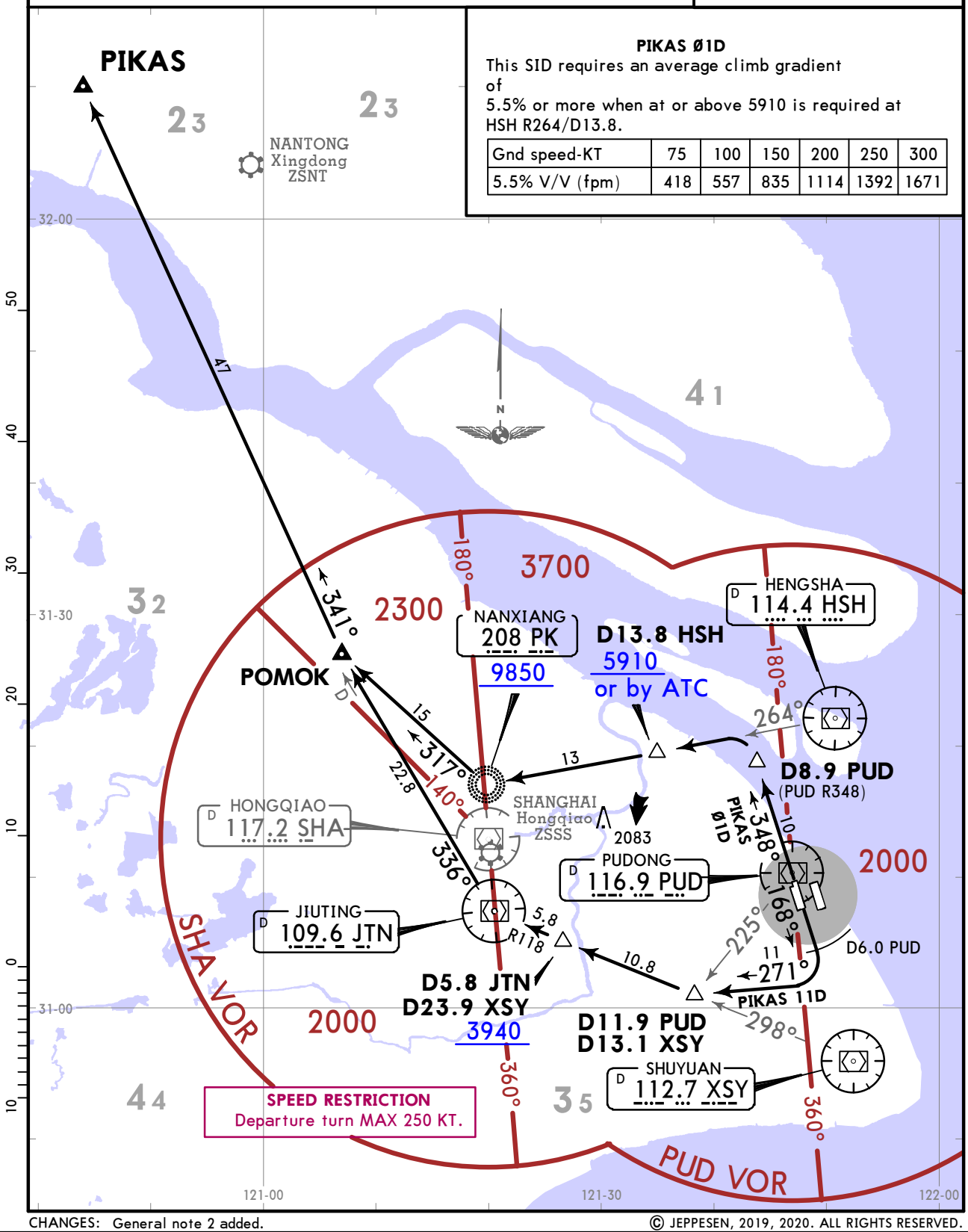
PIKAS Ø1D [PIKØ1D]
RWYS 35L/R DEPARTURE

PIKAS 11D [PIK11D]
RWYS 17L/R DEPARTURE

FT/METER CONVERSION
QNH
3940 - 1200m
5910 - 1800m
8860 - 2700m
9850 - 3000m
10830 - 3300m

PIKAS Ø1D
This SID requires an average climb gradient of
5.5% or more when at or above 5910 is required at HSH R264/D13.8.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671



CHANGES: General note 2 added.

Apt Elev	
13	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Turns before DER are prohibited. 2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

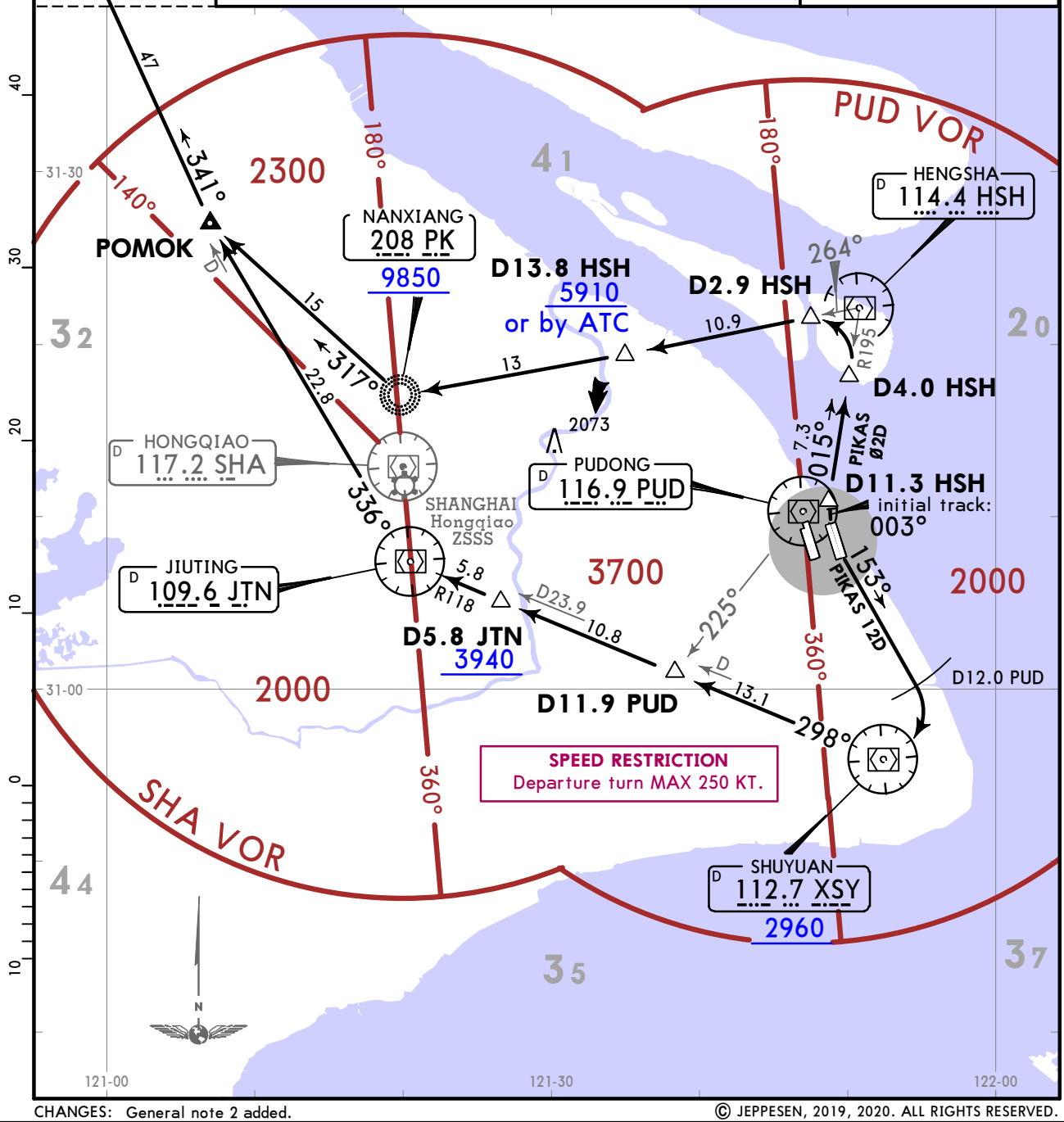
PIKAS Ø2D [PIKØ2D]
RWYS 34L/R DEPARTURE

PIKAS 12D [PIK12D]
RWYS 16L/R DEPARTURE

PIKAS Ø2D
This SID requires an average climb gradient of
4.0% or more when at or above 5910 is required at HSH R264/D13.8.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

FT/METER CONVERSION
QNH
2960 - 900m
3940 - 1200m
5910 - 1800m
8860 - 2700m
9850 - 3000m
10830 - 3300m



Apt Elev 13

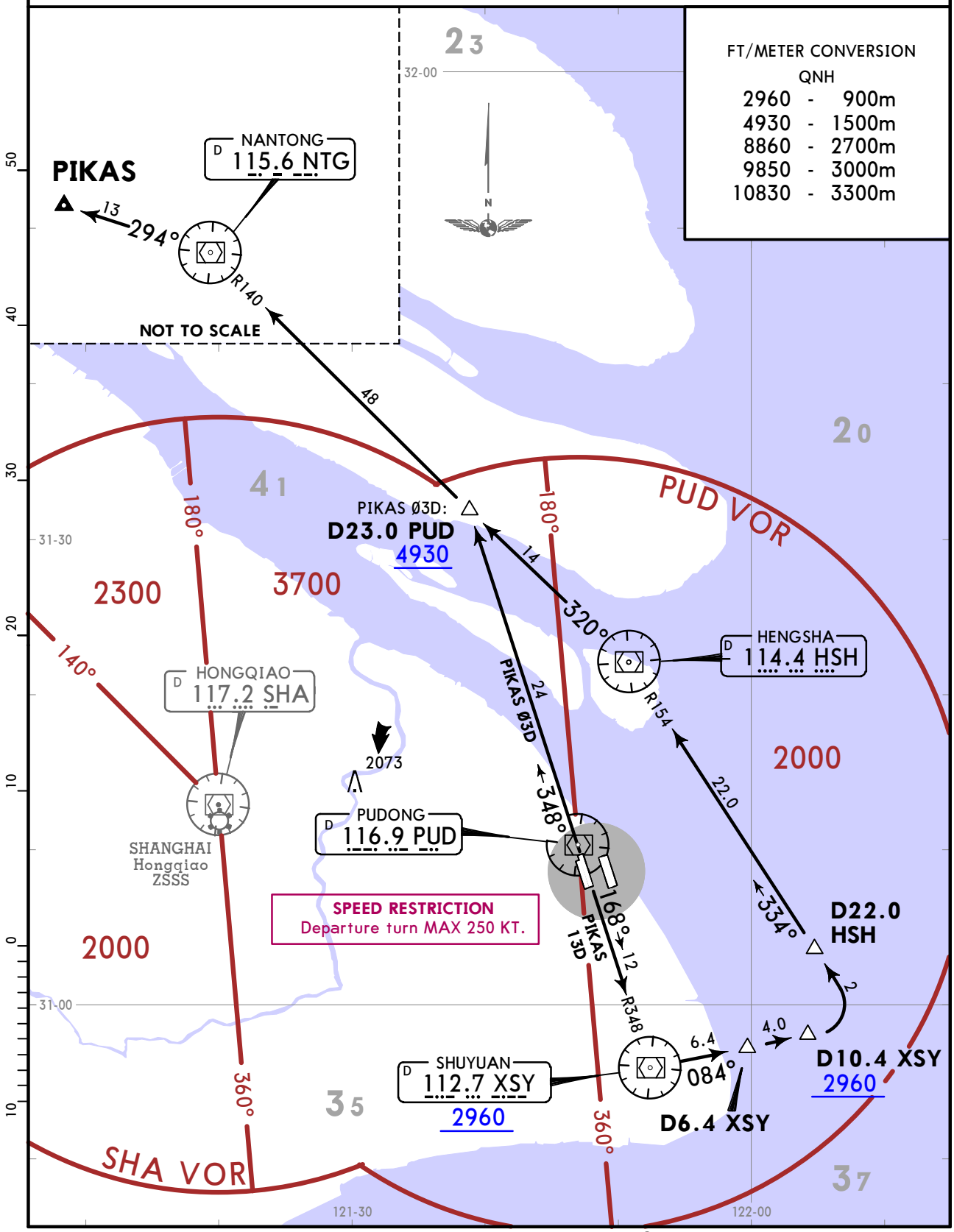
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

PIKAS Ø3D [PIKØ3D] RWYS 35L/R DEPARTURE

PIKAS 13D [PIK13D] RWYS 17L/R DEPARTURE

BY ATC



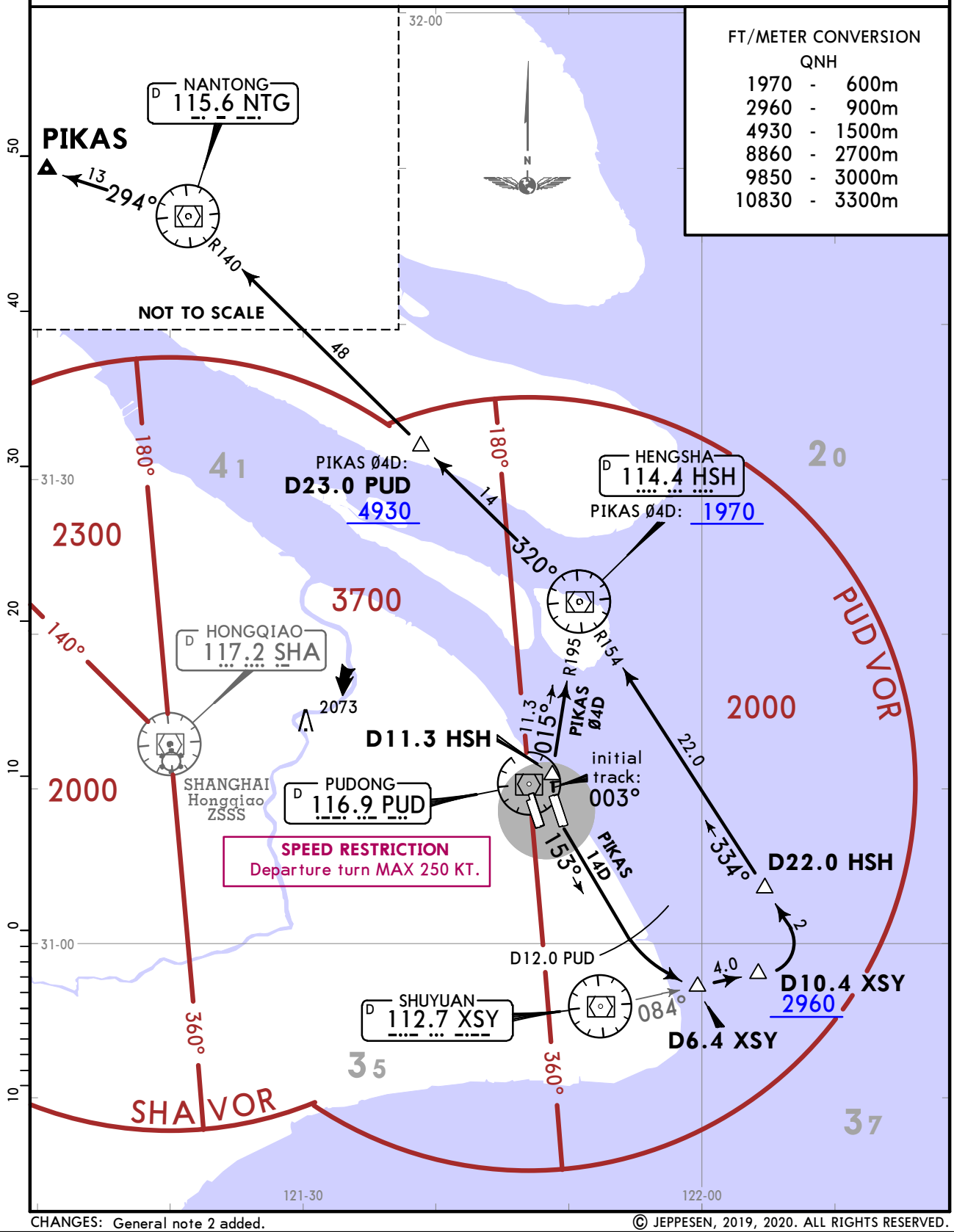
CHANGES: General note 2 added.

Apt Elev	
13	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Turns before DER are prohibited. 2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

PIKAS Ø4D [PIKØ4D]
RWYS 34L/R DEPARTURE

PIKAS 14D [PIK14D]
RWYS 16L/R DEPARTURE

BY ATC



CHANGES: General note 2 added.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 20-3X

SID

Apt Elev 13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

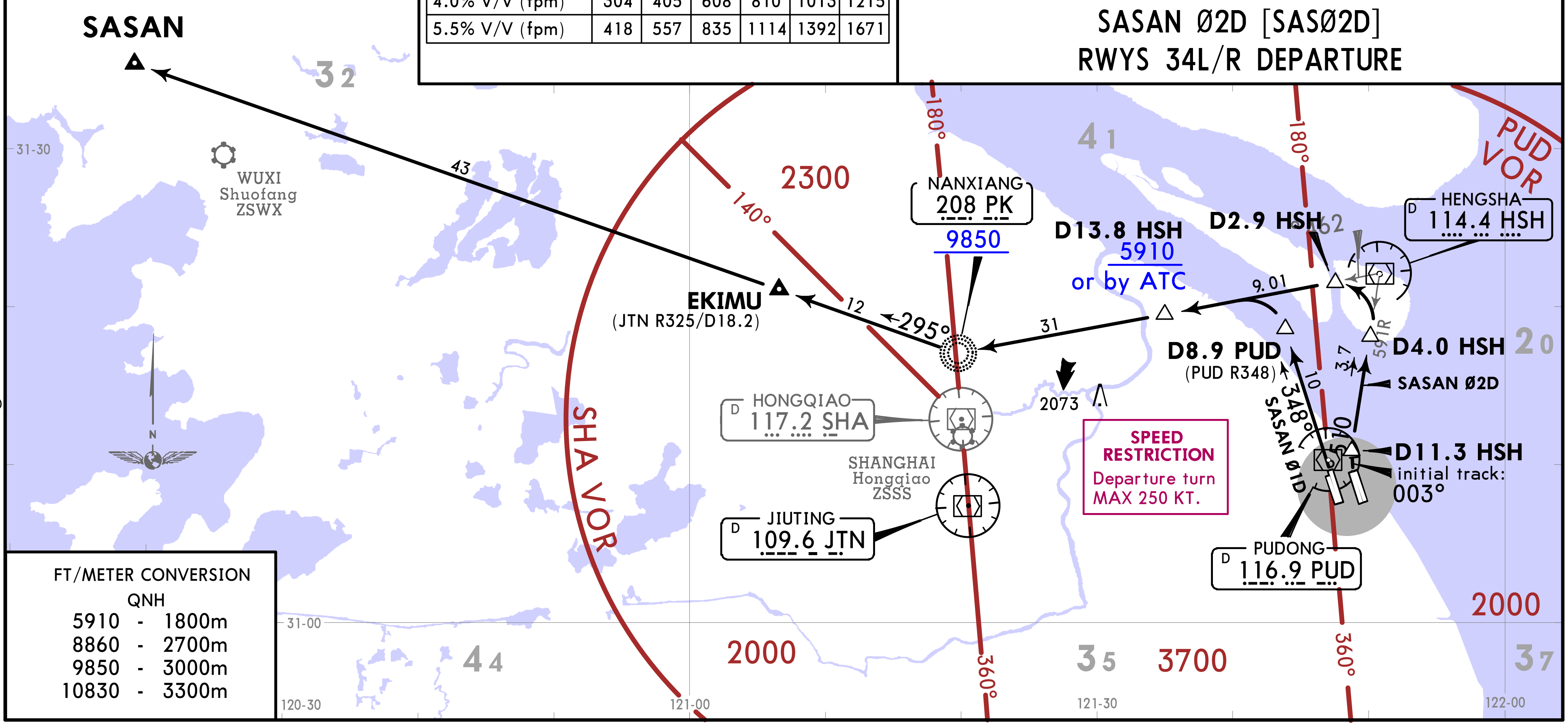
SASAN Ø1D [SASØ1D] RWYS 35L/R DEPARTURE
SASAN Ø2D [SASØ2D] RWYS 34L/R DEPARTURE

These SIDs require average climb gradients of

SASAN Ø1D:
5.5% or more when at or above 5910 is required at HSH R264/D13.8.

SASAN Ø2D:
4.0% or more when at or above 5910 is required at HSH R264/D13.8.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.5% V/V (fpm)	418	557	835	1114	1392	1671



FT/METER CONVERSION

QNH	
5910	1800m
8860	2700m
9850	3000m
10830	3300m

CHANGES: General note 2 added.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3X1)

SID

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

Apt Elev 13

SASAN 11D [SAS11D] SASAN 12D [SAS12D]
RWYS 17L/R DEPARTURE RWYS 16L/R DEPARTURE

SASAN 12D
D12.0 PUD
153°
168°
SASAN 11D
D6.0 PUD
11
PUDONG 116.9 PUD
180°
2000
3700
SPEED RESTRICTION
Departure turn MAX 250 KT.
2073
298°
360°
PUD VOR
SHUYUAN 112.7 XSY
2960
D11.9 PUD
D13.1 XSY
10.8
NANXIANG 208 PK
180°
SHANGHAI Hongqiao ZSSS
5.8
R118
D5.8 JTN
D23.9 XSY
3940
360°
325°
115°
18.2
EKIMU
140°
2300
2000
HONGQIAO 117.2 SHA
JIUTING 109.6 JTN
295°
43
SHA VOR
SASAN
WUXI Shuofang ZSWX

FT/METER CONVERSION
QNH
2960 - 900m
3940 - 1200m
8860 - 2700m
9850 - 3000m
10830 - 3300m

CHANGES: General note 2 added.

SHANGHAI, PR OF CHINA

SID

These SIDs require average climb gradients of

SURAK Ø1D
5.0% or more when at or above 8210 is required at HSH R066/D9.6.

SURAK Ø2D
6.0% or more when at or above 8210 is required at HSH R066/D9.6.

SURAK 11D
4.5% or more when at or above 8860 is required at NINAS.

SURAK 12D
5.2% or more when at or above 8860 is required at NINAS.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.2% V/V (fpm)	395	527	790	1053	1316	1580
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Apt Elev
13

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

SURAK Ø1D [SURØ1D]
RWYS 35L/R DEPARTURE

SURAK Ø2D [SURØ2D]
RWYS 34L/R DEPARTURE

SURAK 11D [SUR11D]
RWYS 17L/R DEPARTURE

SURAK 12D [SUR12D]
RWYS 16L/R DEPARTURE

HENGSHA
D 114.4 HSH
1970

HONGQIAO
D 117.2 SHA

PUDONG
D 116.9 PUD

SHUYUAN
D 112.7 XSY
2960

SHANGHAI
Hongqiao
ZSSS

D8.9 PUD
(PUD R348)

D4.0 HSH

D9.6 HSH
8210 or by ATC

D11.3 HSH
initial track:
003°

D10.4
XSY
2960

D12.0
PUD

D6.4
XSY

NINAS
8860 or by ATC

ALDAP

MATNU
FL157

EMSAN

SURAK

AKARA

TONIX

LASAN

BOLEX

PUD VOR

SHA VOR

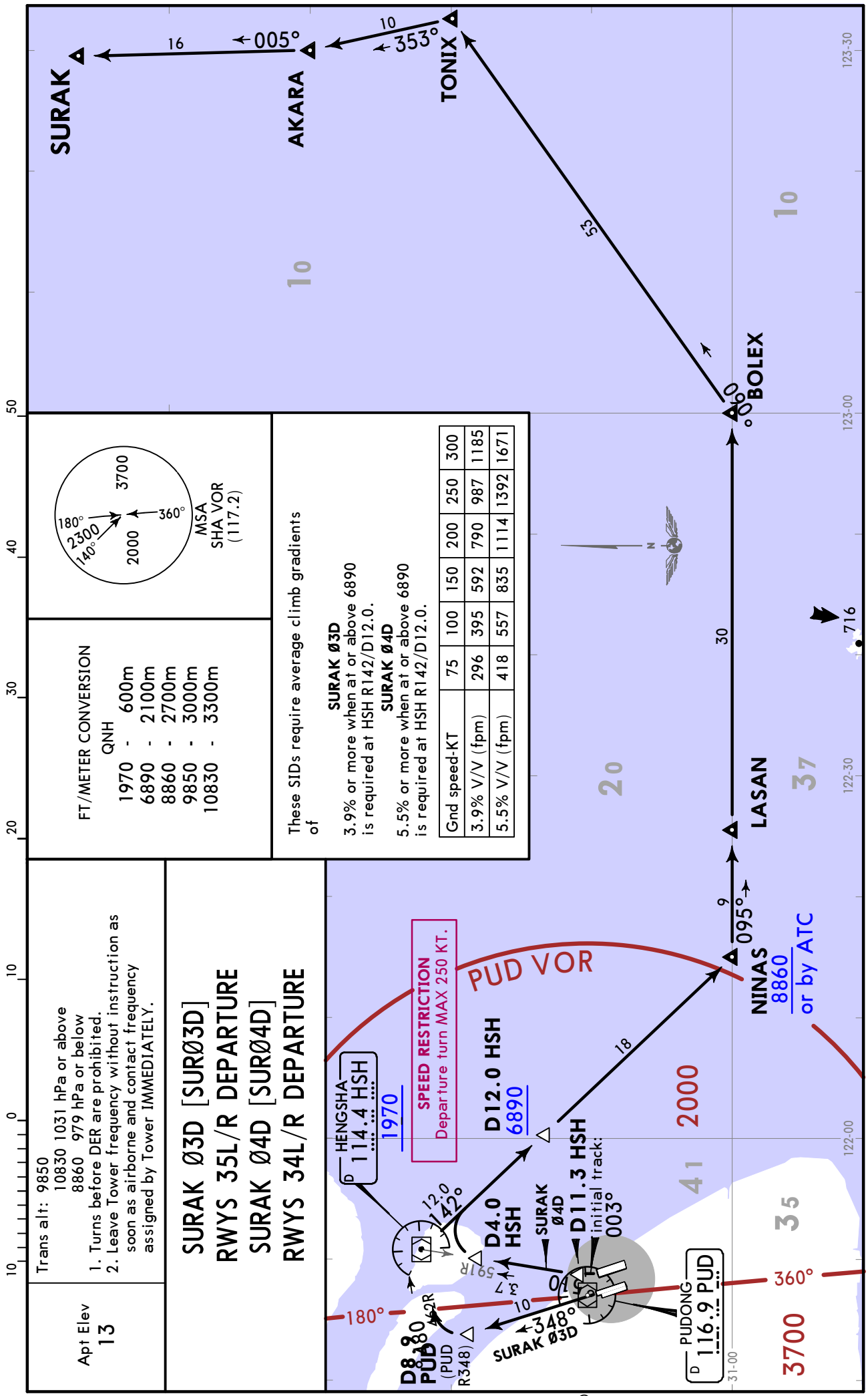
SPEED RESTRICTION
Departure turn MAX 250 KT.

FT/METER CONVERSION
QNH

1970	-	600m
2960	-	900m
8210	-	2500m
8860	-	2700m
9850	-	3000m
10830	-	3300m

FL CONVERSION
FL157 FL4800m

CHANGES: General note 2 added.



ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
17 AUG 18 20-3Z

FUEL DUMPING AREA

FT/METER CONVERSION
QNH
9850 - 3000m

SPEED: MAX FUEL DUMPING SPEED 270 KT

ALTITUDE: MINIMUM FUEL DUMPING ALTITUDE 9850

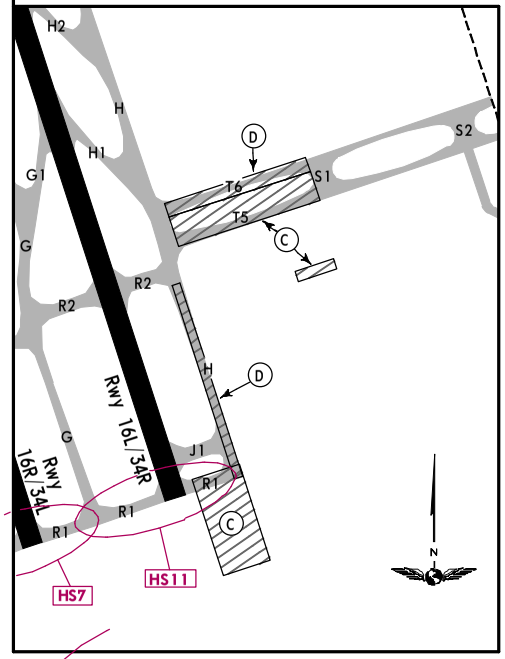
D103.7 XSY (R084)
D103.4 XSY
D68.9 XSY
D68.5 XSY
53
9.43
9.86
5.86
SHUYUAN
112.7 XSY

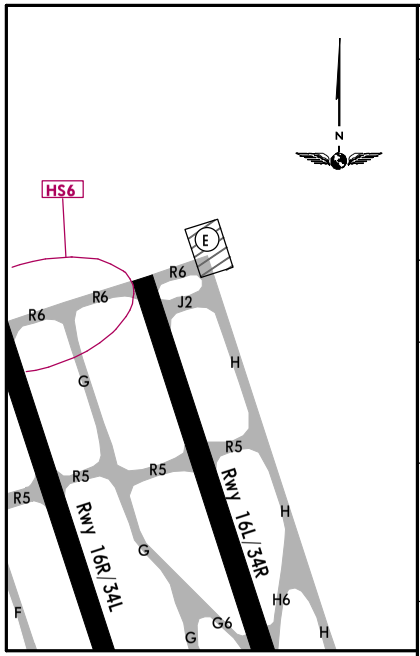
CHANGES: New chart.

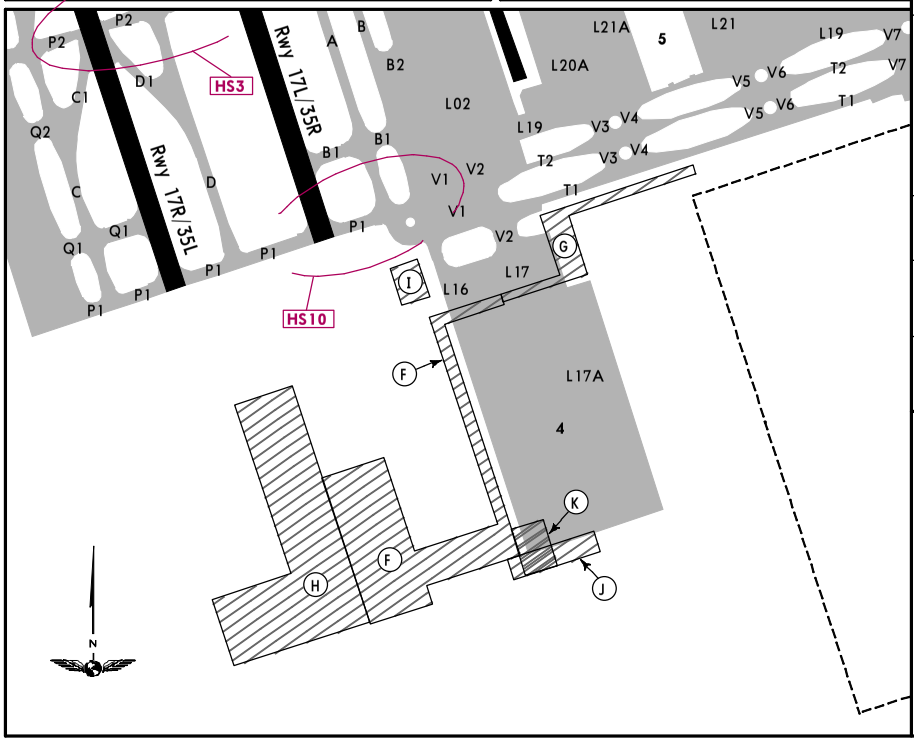
CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

Excercise caution while landing and taking off and taxiing.







Construction Area	Planned Construction Time (UTC)	Operational Impact
C	24 AUG 24 23:30 until 31 MAY 25 15:59	1. TWY T5 between TWYs S1 (excluded) and H (excluded) closed. 2. TWY H between TWYs R1 (included) and R2 (excluded) closed. 3. TWYs R1 and J1 between RWY 16L/34R and TWY H (included) closed. 4. TWY H between TWYs T6 (included) and R2 (included) is only available for ACFT with wingspan not exceeding 118'/36m (excluded). 5. TWY T6 is only available for ACFT with wingspan not exceeding 118'/36m (excluded).
E	31 AUG 24 17:30 until 29 NOV 24 17:30	1. TWY R6 between RWY 16L/34R and TWY H (included) closed. 2. TWY H between TWYs R6 (included) and J2 (excluded) closed.
D	31 MAY 25 16:00 until 30 DEC 25 23:30	1. TWY T6 between TWYs S1 (excluded) and H (excluded) closed. 2. TWY H between TWYs R1 (included) and R2 (excluded) closed. 3. TWYs J1 and R1 between RWY 16L/34R and TWY H (included) closed.
F	14 AUG 24 22:00 until 30 NOV 24 09:30	1. Stands 408A/B and 409A/B closed. 2. Taxiline L16 between stands 408A and 409A closed. 3. When taxing on apron 4, ACFT should be guided by Follow-me vehicle and follow the ATC instructions during the construction period.
I	14 SEP 24 16:00 until 31 DEC 25 09:30	Nil.
G	30 NOV 24 23:30 until 30 APR 25 09:30	1. Stands 401A/B and 402A closed. 2. Taxiline L17A between stands 401A and 401B closed. 3. TWY T1 between TWYs V2 (excluded) and V5 (excluded) is only available for ACFT with wingspan not exceeding 213'/65m (excluded). 4. When taxing on apron 4, ACFT should be guided by Follow-me vehicle and follow the ATC instructions during the construction period.
J	30 NOV 24 23:30 until 30 APR 25 09:30	Nil.
H	30 NOV 24 23:30 until 30 APR 25 09:30	Nil.
K	28 FEB 26 23:30 until 31 MAY 26 09:30	Nil.

LEGEND

B Taxiway

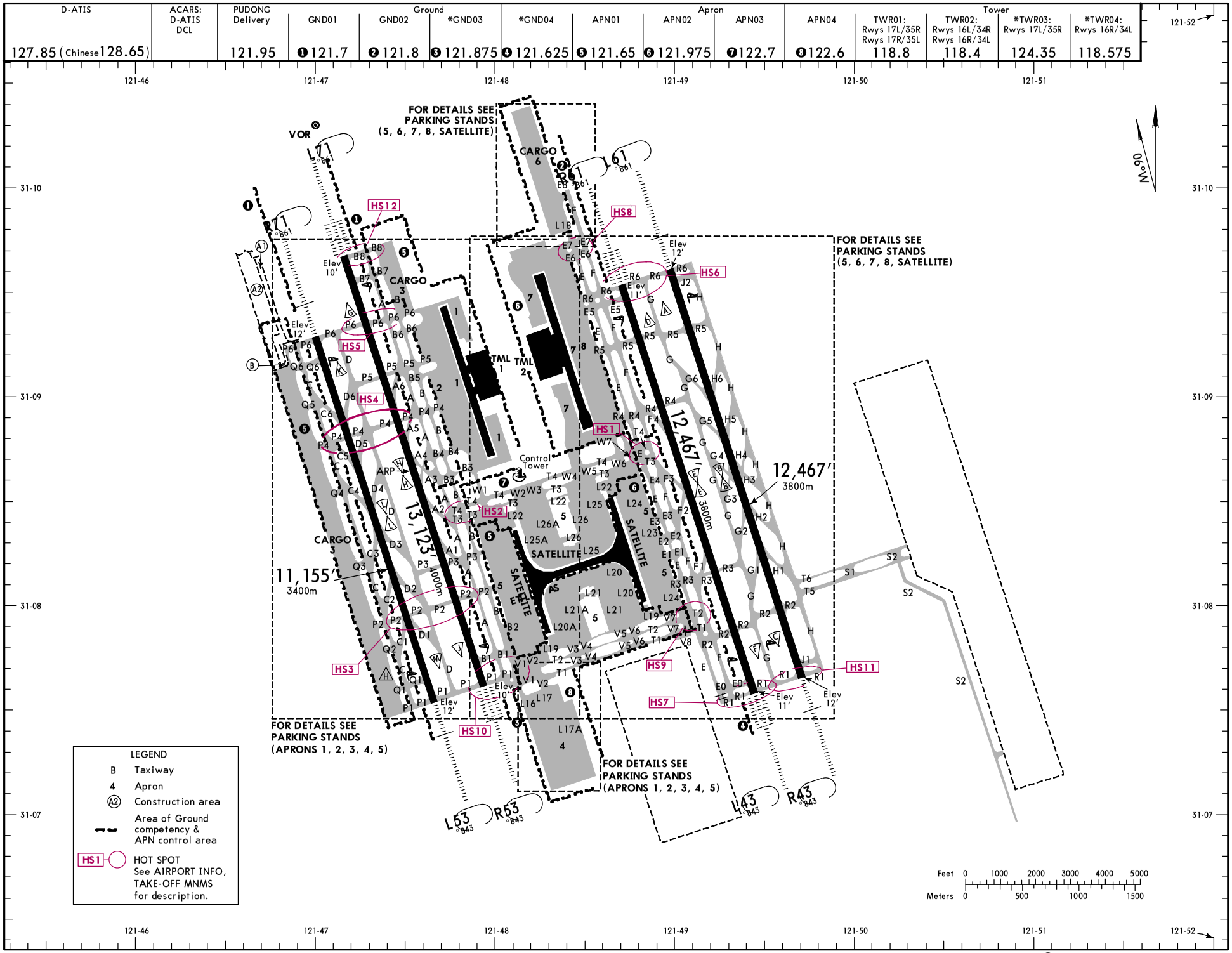
4 Apron

C Construction area

HS3 HOT SPOT
See HOT SPOTS, AIRPORT INFO, TAKE-OFF MNMS for description.

CHANGES: New TEMP chart.

D-ATIS	ACARS: D-ATIS DCL	PUDONG Delivery	Ground GND01	Ground GND02	Ground *GND03	Apron *GND04	Apron APN01	Apron APN02	Apron APN03	Apron APN04	Tower TWR01: Rwys 17L/35R Rwys 17R/35L	Tower TWR02: Rwys 16L/34R Rwys 16R/34L	Tower *TWR03: Rwys 17L/35R	Tower *TWR04: Rwys 16R/34L
127.85 (Chinese 128.65)		121.95	❶ 121.7	❷ 121.8	❸ 121.875	❹ 121.625	❺ 121.65	❻ 121.975	❼ 122.7	❽ 122.6	118.8	118.4	124.35	118.575



CHANGES: None.

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Intersections of Twys E, F, T3 and T4:
HS1 is the conjunction area of arrival and departure acft.
Normally, the departing acft leaving Terminal 2 shall use Twy E and hold out of Twy T4 to ensure no conflict before go on. If taxiing into wrong way by mistake, stop immediately and inform ATC.

HS2 Intersections of Twys A, B, T3 and T4:
Proceed with extreme CAUTION when operating near this area.
Normally, when taxiing via T3 to Rwy 17L/35R and Terminal 1, acft shall hold out of Twy B to ensure no conflict before go on. Because T3 and A2 are connected, when taxiing into Twy A, pay attention to traffic situation and Twy guidance signs to avoid Rwy incursion.

HS3 **HS4** Rwy crossing busy area:
Twys P2 and P4 are the main vertical Twys for Rwy crossing. When crossing Rwys, acft shall strictly follow ATC clearance. Without clear instructions, any kind of Rwy crossing operation is forbidden.

HS5 Intersections of Twys A, B and P6, Rwy crossing busy area:
Twy P6 is important handover point of TWR and APN. Acft for departure shall take CAUTION with guidance signs to avoid Rwy incursion when taxiing via Twy P6 into Twy A. Twy P6 is the main Twy for Rwy crossing. When crossing Rwys, acft shall strictly follow ATC instructions. Without clear instructions, any kind of Rwy crossing operation is forbidden. Acft shall contact the next control unit immediately after crossing Rwy via Twy P6.

HS6 Rwy crossing busy area:
Twy R6 is the main Twy for Rwy crossing. When crossing Rwys, acft shall strictly follow ATC instructions. Without clear instructions, any kind of Rwy crossing operation is forbidden. When using Twy F, acft shall hold short of Twy E5 to ensure no conflict before go on. HS6 is the acft sequencing busy area for take-off, ATC can use Twy E, F to expedite the flow of traffic, when in southward operation.

HS7 Rwy crossing busy area:
Twy R1 is the main vertical Twy for Rwy crossing. When crossing Rwys, acft shall strictly follow ATC instructions. Without clear instructions, any kind of Rwy crossing operation is forbidden.

HS8 Intersections of Twys E, F and E7:
HS8 is the conjunction area of arrival and departure acfts, and also the handover point between TWR and APN. The arriving acft shall use Twy E, and hold short of Twy E6 to ensure no conflict before go on. The departing acft shall use Twy F, and hold short of Twy E7 to ensure no conflict before go on.

HS9 Intersections of Twys E, F and T1, T2, L19:
HS9 is the conjunction area of arrival and departure acfts.
Normally, when using Twy T2, acft shall hold short of Twy E to ensure no conflict before go on.
When using Twy E to join Twy T1, acft shall hold short of L19 to ensure no conflict before go on.
ATC can use Twy L19 to avoid taxi conflict.

HS10 Intersections of Twys A, B, T1, T2 and P1, Rwy crossing busy area:
HS10 is the conjunction area of arrival and departure acfts.
Normally, acft shall hold short of Twy B to ensure no conflict before go on when using Twy T1.
Twy P1 is the main vertical Twy for Rwy crossing. When crossing Rwys, acft shall strictly follow ATC instructions. Without clear instructions, any kind of Rwy crossing operation is forbidden. TWR shall ensure Twy P1 available and instruct the acft holding short of Twy P1 cross the Rwy immediately, acft shall hold short of Twy B to ensure no conflict before go on, after Rwy crossing.
ATC can use Twy L19 to avoid taxi conflict.

HS11 Intersection of Twys G and R1, Rwy crossing busy area:
Twy R1 is the main vertical Twy for Rwy crossing. When crossing Rwys, acft shall strictly follow ATC instructions. Without clear instructions, any kind of Rwy crossing operation is forbidden.

HS12 Intersections of Twys A, B and B8, Rwy entering busy area:
When acft on stand 301 face to South push-back and start-up, push-back shall temporarily occupy Twy B8. Acft shall be towed immediately along Twy centerline to Twy B with ATC clearance after being pushed to Twy B8.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
16L / 34R	HIRL (60m) CL(15m) ❷HIALS SFL PAPI-L(3.0°) ❹RVR		11,440′ 3487m	❻	197′ 60m
	HIRL (60m) CL(15m) ❷HIALS SFL PAPI-L(3.0°) ❺RVR				
16R / 34L	HIRL (60m) CL(15m) ❷HIALS-II SFL TDZ ❸❼ RVR		11,443′ 3488m	❻	197′ 60m
	HIRL (60m) CL(15m) ❷HIALS-II SFL TDZ ❸❽ RVR		11,450′ 3490m		
17L / 35R	HIRL (60m) CL(15m) ❷HIALS-II SFL TDZ ❸❾ RVR		12,093′ 3686m	❻	197′ 60m
	HIRL (60m) CL(15m) ❷HIALS-II SFL TDZ ❸❿ RVR				
17R / 35L	HIRL (60m) CL(30m) ❷HIALS SFL PAPI-L(3.0°) ⓫RVR		10,138′ 3090m	❻	197′ 60m
	HIRL (60m) CL(30m) ❷HIALS SFL PAPI-L(3.0°) ⓬RVR				

❶ grooved ❷ length 900m ❸ PAPI-L (3.0°)
❹ HSTIL. HST-G3, G2, G1, H3, H2, H1 ❺ HSTIL. HST-G4, G5, G6, H4, H5, H6
❻ TAKE-OFF RUN AVAILABLE

RWY 16L:
From rwy head 12,467′ (3800m)
twy J2 int 12,139′ (3700m)
twy R5 int 10,704′ (3263m)

RWY 16R:
From rwy head 12,467′ (3800m)
twy E5 int 12,139′ (3700m)
twy R5 int 10,892′ (3320m)

RWY 17L:
From rwy head 13,123′ (4000m)
twy B7 int 12,402′ (3780m)
twy P6 int 11,109′ (3386m)

RWY 17R:
From rwy head 11,155′ (3400m)
twy Q6 int 10,499′ (3200m)

RWY 34R:
From rwy head 12,467′ (3800m)
twy J1 int 12,139′ (3700m)
twy R2 int 10,420′ (3176m)

RWY 34L:
From rwy head 12,467′ (3800m)
twy E0 int 12,139′ (3700m)
twy R2 int 10,597′ (3230m)

RWY 35R:
From rwy head 13,123′ (4000m)
twy B1 int 12,402′ (3780m)
twy P2 int 10,499′ (3200m)

RWY 35L:
From rwy head 11,155′ (3400m)
twy Q1 int 10,499′ (3200m)

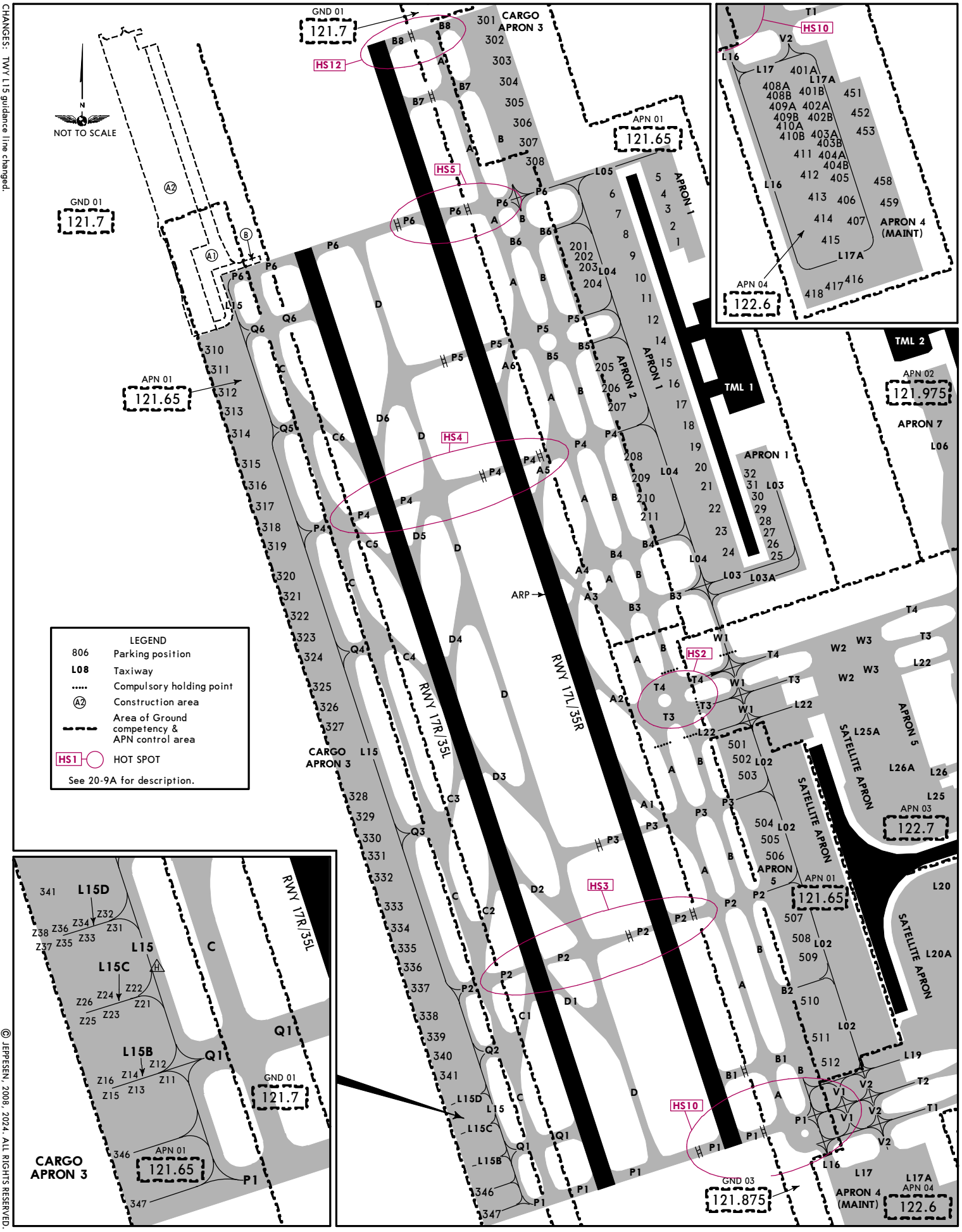
❼ HSTIL. HST-F2 & F1 ❽ HSTIL. HST-F3 & F4
❾ HSTIL. HST-A3, A2 & A1 ❿ HSTIL. HST-A4, A5 & A6
⓫ HSTIL. HST-C3, C2, C1, D3, D2, D1 ⓬ HSTIL. HST-C4, C5, C6, D4, D5, D6

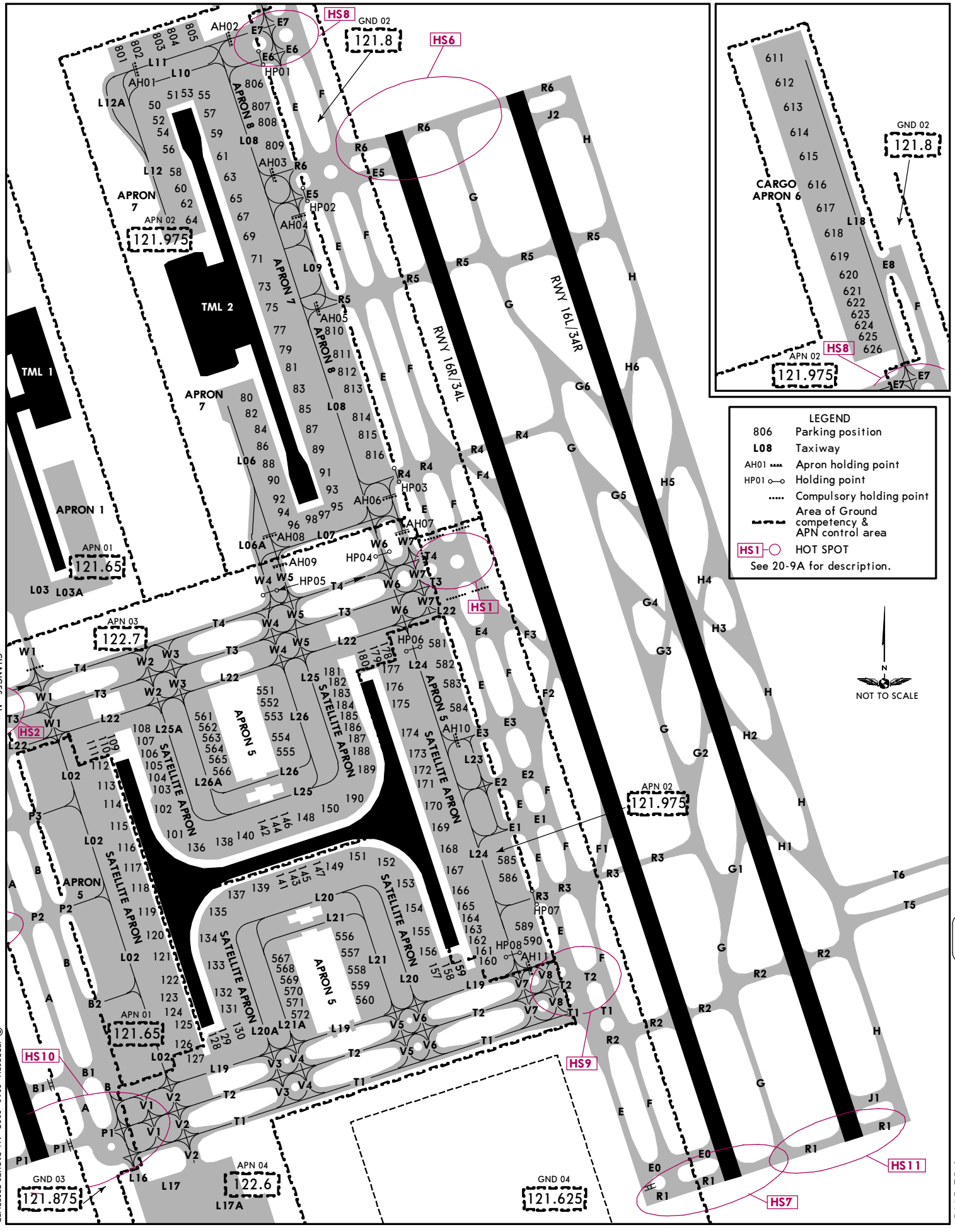
State

		TAKE-OFF (with reliable alternate)			
		RWYs 17L/35R/34L — LVP must be in force		All Rwys	
		RL & CL & RVR	RL & CL	RL & RCLM	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R150m	R200m	R400m V800m	R500m V800m
	B				
	C				
	D	R200m	R250m		
Other 1 & 2 Eng		Minimums not established by CAAC			

CHANGES: New AOM format.

CHANGES: TWY L15 guidance line changed.





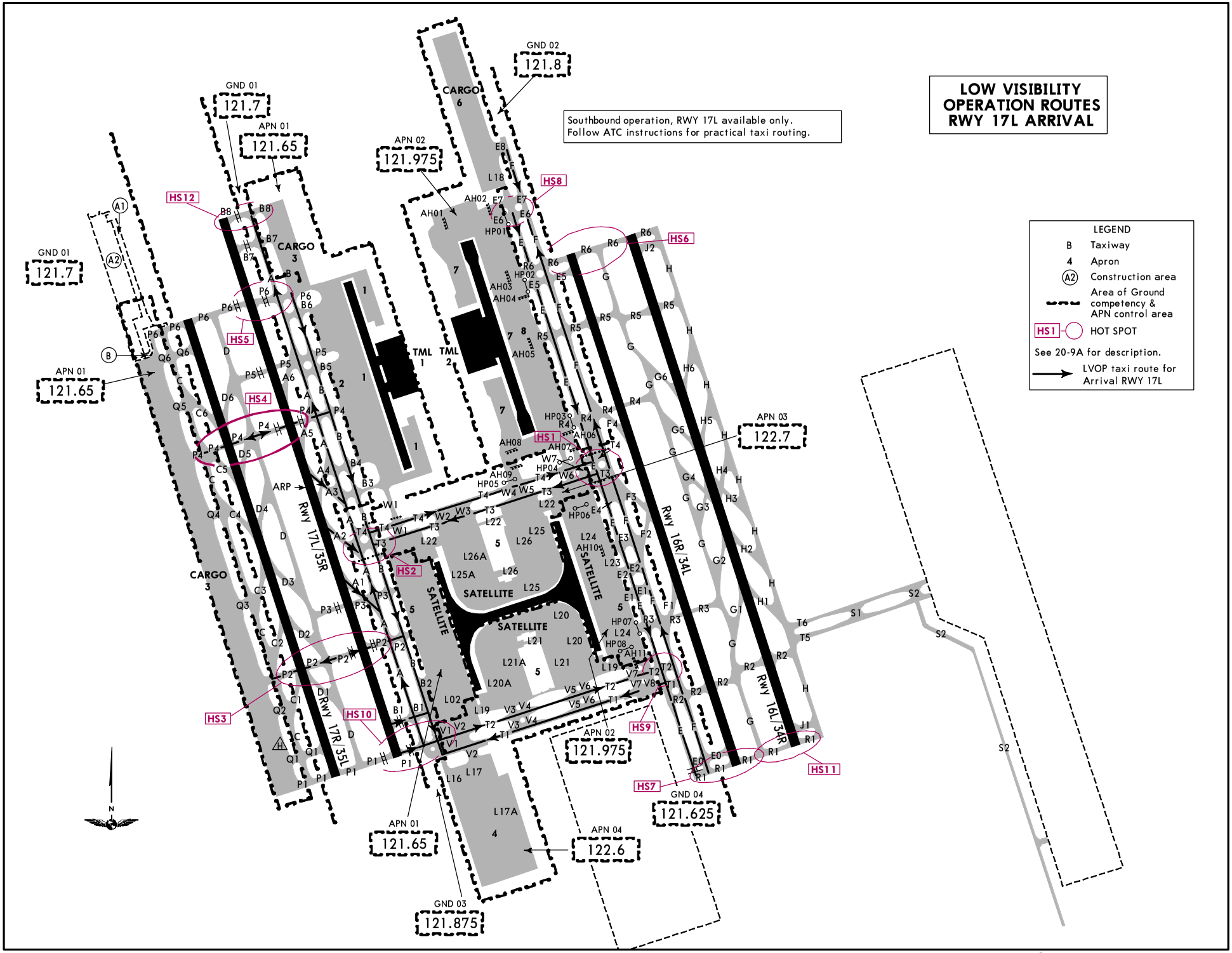
CHANGES: None.

ZSPD/PVG

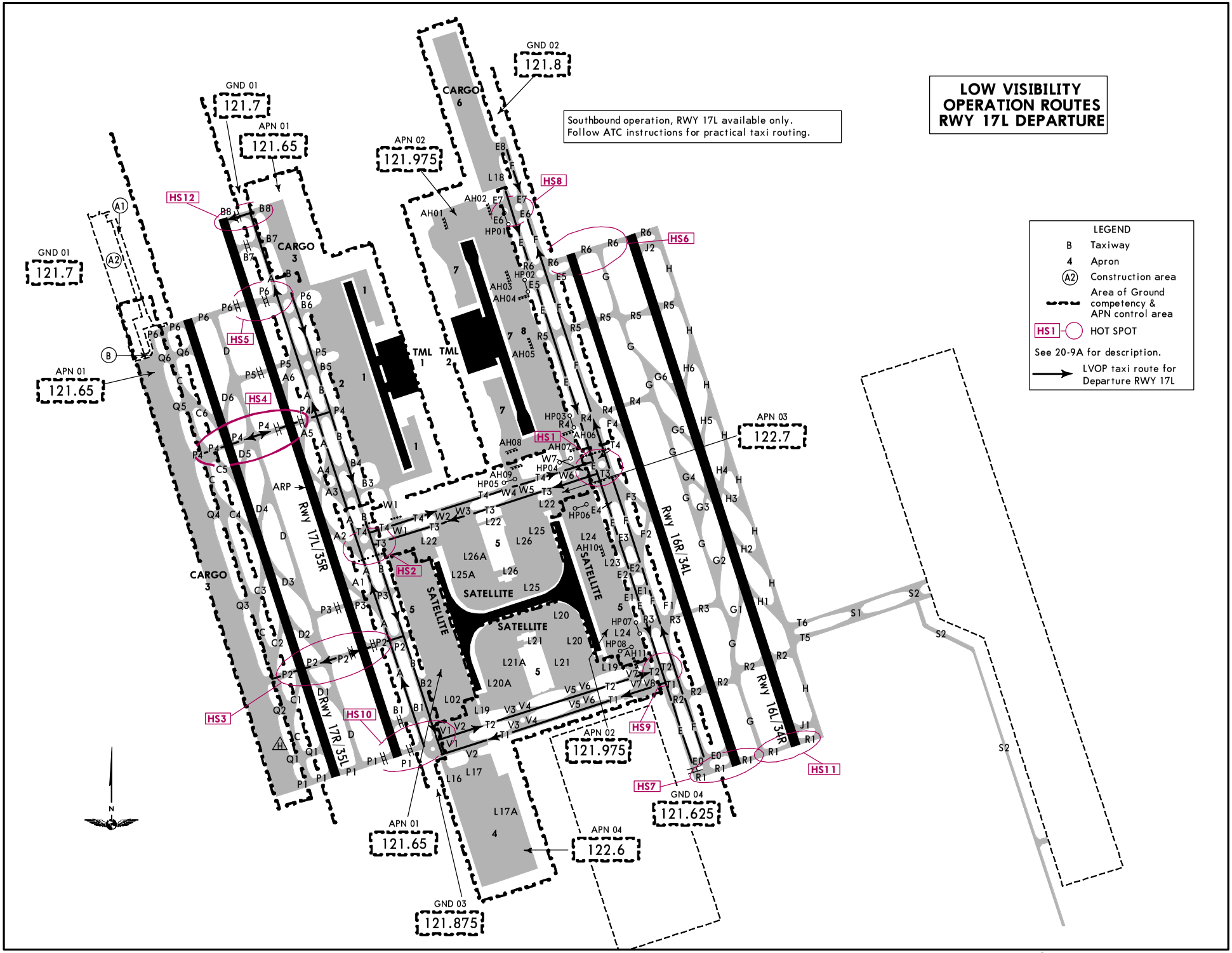
JEPPESEN SHANGHAI, PR OF CHINA

PUDONG

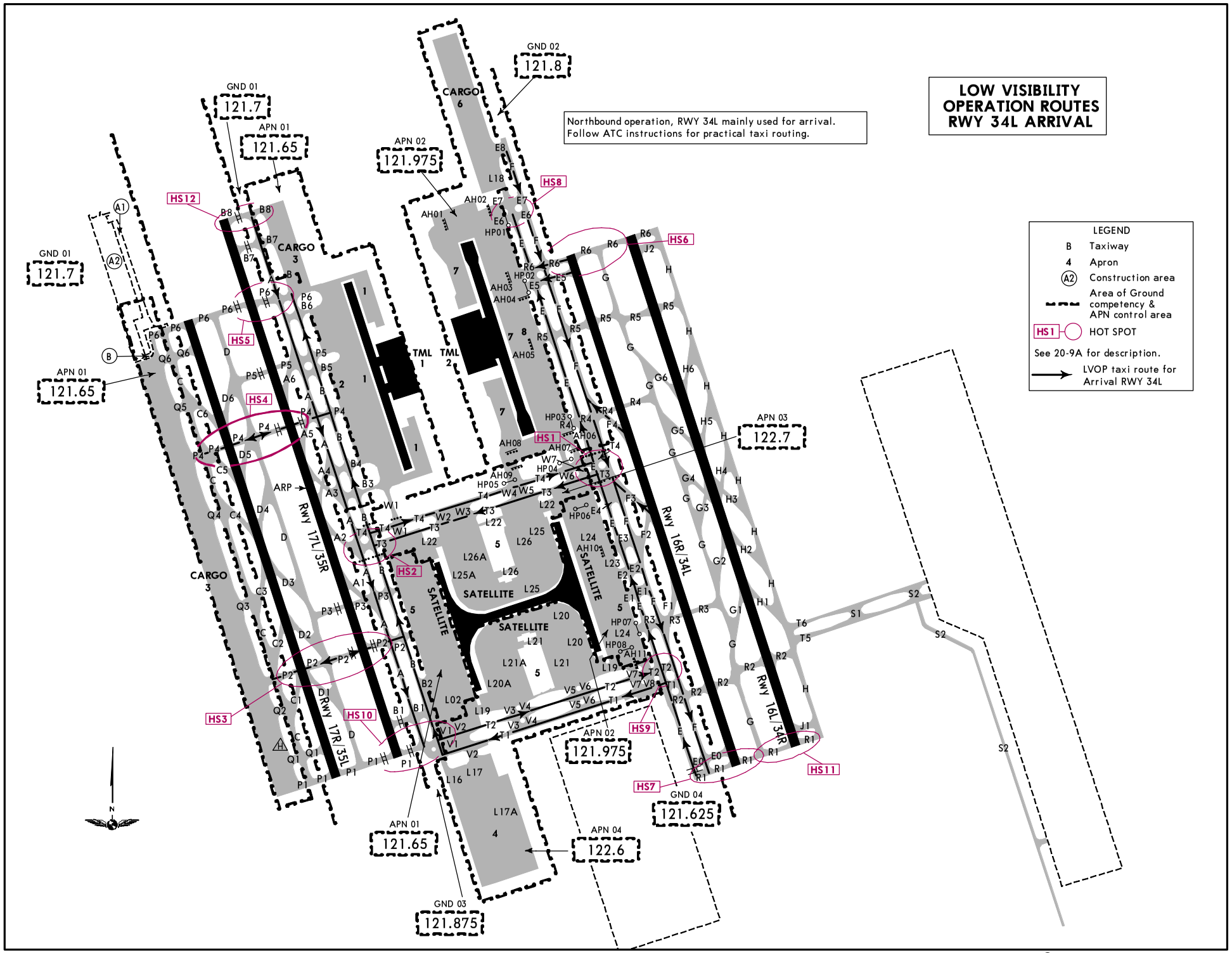
8 MAR 24 (20-9C) Eff 20 Mar 1600Z



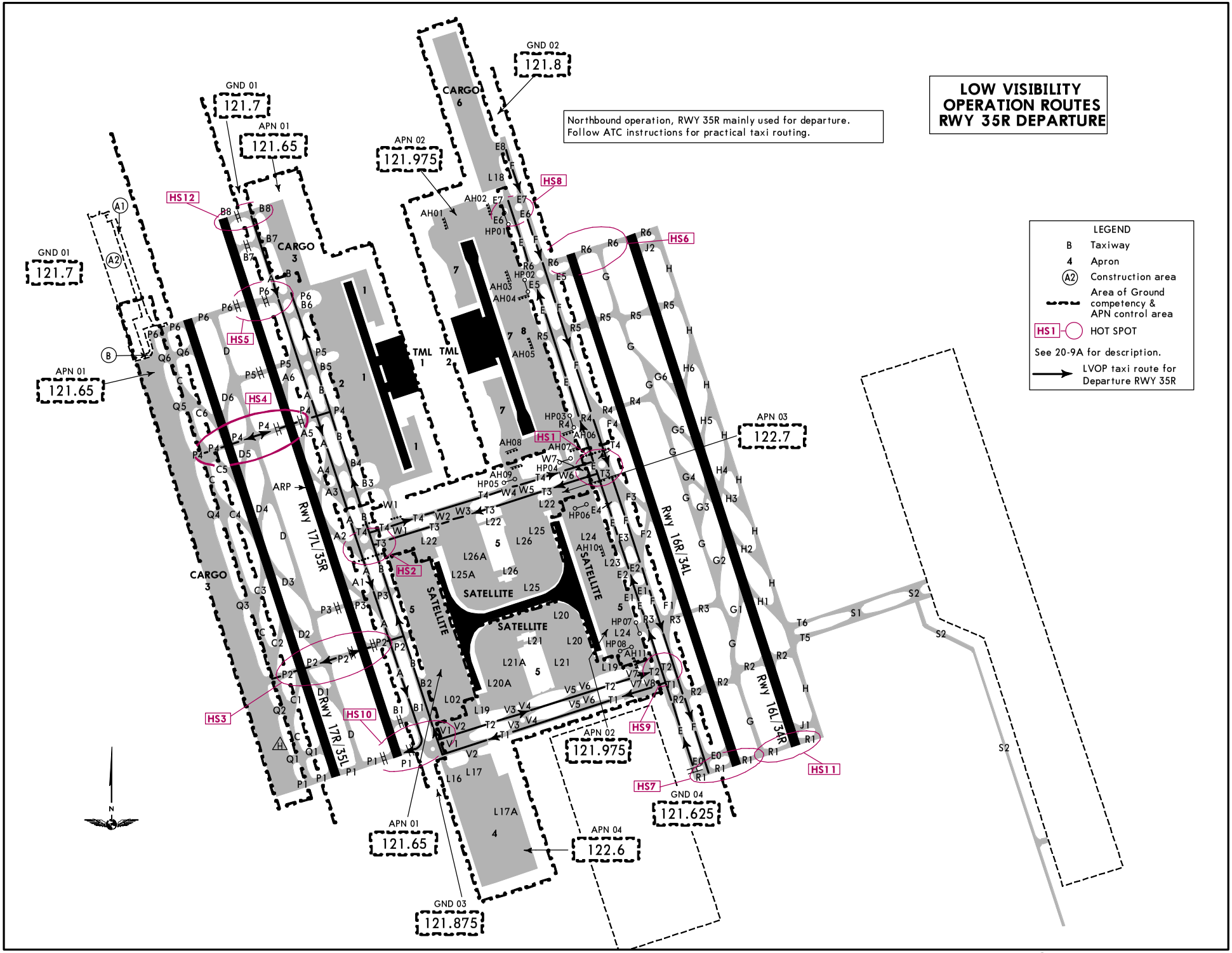
CHANGES: Hot Spots, holding point HP08 added.



CHANGES: Hot Spots, holding point HP08 added.



CHANGES: Hot Spots, holding point HP08 added.

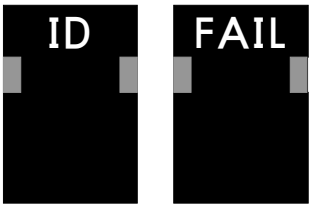


CHANGES: Hot Spots, holding point HP08 added.

VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

Stand 90 equipped with APIS VDGS. Please refer to Introduction pages.

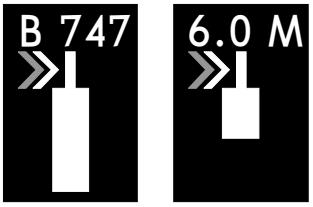
Stop taxiing, marshalled by marshaller:
The ACFT must be identified at least 66'/20m before the correct stop position. Otherwise, the system displays "STOP" and then "ID FAIL" with two red rectangular fields being lighted.



Follow the lead-in line.
The correct ACFT type is displayed.
The scrolling arrows indicate that the system is activated.
When the solid yellow closing rate field appears, the ACFT has been caught by the scanning unit.
The scanning unit now checks the ACFT type and the display provides azimuth guidance information.
Look for the flashing red and solid yellow arrow, which provide azimuth guidance information.
The flashing red arrow shows the direction to steer.

When the ACFT is 99'/30m from the stop position (APN 1: all stands and Satellite APN: all stands except stands 111, 124, 130, 157, 160, 178), closing rate information is given.

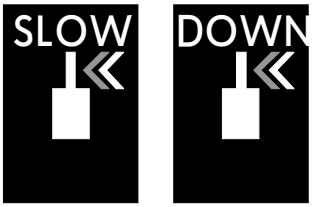
99'/30m to 10'/3m	3'/1m steps
10'/3m to stop position	0.3'/0.1m steps



When the ACFT is 66'/20m from the stop position (APN 7: all stands except 90, 95 and 96), closing rate information is given.

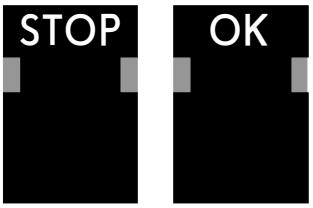
66'/20m to 7'/2m	3'/1m steps
7'/2m to stop position	0.7'/0.2m steps

Each 1.6'/0.5m the ACFT advances toward the stop position, one row of LEDs in the closing rate field goes out.



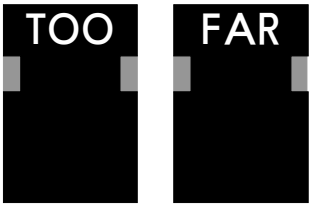
The system also displays a "SLOW DOWN" sign when the ACFT exceeds the speed of 4m/s(7.7 KT) on APN 7 (except stands 90, 95 and 96) and 3m/s(5.8 KT) on APN 1 and Satellite APN (except stands 111, 124, 130, 157, 160, 178).
This is to minimize instances of ACFT overshooting the stop bar.

Display indicating.
When the correct stop position is reached, all of the LEDs for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will be lighted in the azimuth guidance area of the display.



If the ACFT stops in the correct position, "OK" will be displayed after a few seconds.

If the ACFT has gone past the correct stop position more than 5'/1.5m on APN 7 (except stands 90, 95 and 96) and 3'/1m on APN 1 and Satellite APN (except stands 111, 124, 130, 157, 160, 178), the display will show "TOO FAR".



On seeing a wrong ACFT type displayed on the system, the pilot should stop the ACFT immediately.
When using the docking system, pilots are to be following taxi centerline into the stand at minimum operating speed.
To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information. Pilots should stop the ACFT immediately when seeing the "STOP" display, or when given the stop sign by the marshaller.
When the system is identifying and displays "WAIT", the ACFT must stop and wait for the system identifying it over again. If the ACFT is identified successfully by the system, then the ACFT can continue docking, otherwise "STOP" will appear and the pilot must brake the ACFT immediately.
If the pilot is unsure of the information being shown on the DGS display unit, he must immediately stop the ACFT and obtain further information.

SHANGHAI, PR OF CHINA
PUDONG

STRAIGHT-IN RWY	A	B	C	D
16L SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	**162**′(150′) **RA 151**′ ❶ R450m	**162**′(150′) **RA 151**′ ❶ R450m	**162**′(150′) **RA 151**′ ❶ R450m	**162**′(150′) **RA 151**′ ❶ R450m
RNAV ILS DME Z or ILS DME Y	**212**′(200′) ❷ R550m V800m	**212**′(200′) ❷ R550m V800m	**212**′(200′) ❷ R550m V800m	**212**′(200′) ❷ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸ LOC	**460**′(448′) R/V1800m	**460**′(448′) R/V1800m	**460**′(448′) R/V2000m	**460**′(448′) R/V2200m
ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m
16R SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	**161**′(150′) **RA 151**′ ❶ R450m	**161**′(150′) **RA 151**′ ❶ R450m	**161**′(150′) **RA 151**′ ❶ R450m	**161**′(150′) **RA 151**′ ❶ R450m
RNAV ILS DME Z or ILS DME Y	**211**′(200′) R550m V800m	**211**′(200′) R550m V800m	**211**′(200′) R550m V800m	**211**′(200′) R550m V800m
TDZ or CL out	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸ LOC	**460**′(449′) R/V1800m	**460**′(449′) R/V1800m	**460**′(449′) R/V2000m	**460**′(449′) R/V2200m
ALS out	R/V2700m	R/V2700m	R/V2700m	R/V2700m
17L CAT 2 RNAV ILS DME Z or CAT 2 ILS DME Y	**110**′(100′) **RA 102**′ R300m	**110**′(100′) **RA 102**′ R300m	**110**′(100′) **RA 102**′ R300m	**110**′(100′) **RA 102**′ ❺ R300m
SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	**160**′(150′) **RA 151**′ ❶ R450m	**160**′(150′) **RA 151**′ ❶ R450m	**160**′(150′) **RA 151**′ ❶ R450m	**160**′(150′) **RA 151**′ ❶ R450m
RNAV ILS DME Z or ILS DME Y	**210**′(200′) R550m V800m	**210**′(200′) R550m V800m	**210**′(200′) R550m V800m	**210**′(200′) R550m V800m
TDZ or CL out	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m	❹ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸ LOC	**460**′(450′) R/V1800m	**460**′(450′) R/V1800m	**460**′(450′) R/V2000m	**460**′(450′) R/V2200m
ALS out	R/V2700m	R/V2700m	R/V2700m	R/V2700m
❸ VOR DME	**460**′(450′) R/V1800m	**460**′(450′) R/V1800m	**460**′(450′) R/V2000m	**460**′(450′) R/V2200m
ALS out	R/V2700m	R/V2700m	R/V2700m	R/V2700m
17R SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	**162**′(150′) **RA 151**′ ❶ R450m	**162**′(150′) **RA 151**′ ❶ R450m	**162**′(150′) **RA 151**′ ❶ R450m	**162**′(150′) **RA 151**′ ❶ R450m
RNAV ILS DME Z or ILS DME Y	**212**′(200′) ❷ R550m V800m	**212**′(200′) ❷ R550m V800m	**212**′(200′) ❷ R550m V800m	**212**′(200′) ❷ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸ LOC	**460**′(448′) R/V1800m	**460**′(448′) R/V1800m	**460**′(448′) R/V2000m	**460**′(448′) R/V2200m
ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m

❶ HUD required.

❷ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.

❸ Continuous Descent Final Approach.

❹ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

❺ CAT D requires autoland or HUDLS, otherwise: R350m.

SHANGHAI, PR OF CHINA
PUDONG

STRAIGHT-IN RWY	A	B	C	D
34L CAT 3A RNAV ILS DME X or CAT 3A ILS DME W	**RA 50′** R175m	**RA 50′** R175m	**RA 50′** R175m	**RA 50′** R175m
CAT 2 RNAV ILS DME X or CAT 2 ILS DME W	**111′**(100′) **RA 102′** R300m	**111′**(100′) **RA 102′** R300m	**111′**(100′) **RA 102′** R300m	**111′**(100′) **RA 102′** ❹ R300m
SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	**161′**(150′) **RA 151′** ❶ R450m	**161′**(150′) **RA 151′** ❶ R450m	**161′**(150′) **RA 151′** ❶ R450m	**161′**(150′) **RA 151′** ❶ R450m
RNAV ILS DME Z or ILS DME Y	**211′**(200′) R550m V800m	**211′**(200′) R550m V800m	**211′**(200′) R550m V800m	**211′**(200′) R550m V800m
TDZ or CL out	❺ R550m V800m	❺ R550m V800m	❺ R550m V800m	❺ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸ LOC	**500′**(489′) R/V2000m	**500′**(489′) R/V2000m	**500′**(489′) R/V2200m	**500′**(489′) R/V2400m
ALS out	R/V2900m	R/V2900m	R/V2900m	R/V2900m
34R SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	**162′**(150′) **RA 158′** ❶ R450m	**162′**(150′) **RA 158′** ❶ R450m	**162′**(150′) **RA 158′** ❶ R450m	**162′**(150′) **RA 158′** ❶ R450m
RNAV ILS DME Z or ILS DME Y	**212′**(200′)	**212′**(200′)	**212′**(200′)	**212′**(200′)
	❷ R550m V800m	❷ R550m V800m	❷ R550m V800m	❷ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸ LOC	**500′**(488′) R/V2000m	**500′**(488′) R/V2000m	**500′**(488′) R/V2200m	**500′**(488′) R/V2400m
ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m
35L SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	**162′**(150′) **RA 151′** ❶ R450m	**162′**(150′) **RA 151′** ❶ R450m	**162′**(150′) **RA 151′** ❶ R450m	**162′**(150′) **RA 151′** ❶ R450m
RNAV ILS DME Z or ILS DME Y	**212′**(200′)	**212′**(200′)	**212′**(200′)	**212′**(200′)
	❷ R550m V800m	❷ R550m V800m	❷ R550m V800m	❷ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸ LOC	**500′**(488′) R/V2000m	**500′**(488′) R/V2000m	**500′**(488′) R/V2200m	**500′**(488′) R/V2400m
ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m
35R CAT 2 RNAV ILS DME Z or CAT 2 ILS DME Y	**110′**(100′) **RA 102′** R300m	**110′**(100′) **RA 102′** R300m	**110′**(100′) **RA 102′** R300m	**110′**(100′) **RA 102′** ❹ R300m
SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	**160′**(150′) **RA 151′** ❶ R450m	**160′**(150′) **RA 151′** ❶ R450m	**160′**(150′) **RA 151′** ❶ R450m	**160′**(150′) **RA 151′** ❶ R450m
RNAV ILS DME Z or ILS DME Y	**210′**(200′) R550m V800m	**210′**(200′) R550m V800m	**210′**(200′) R550m V800m	**210′**(200′) R550m V800m
TDZ or CL out	❺ R550m V800m	❺ R550m V800m	❺ R550m V800m	❺ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
❸ LOC	**500′**(490′) R/V2000m	**500′**(490′) R/V2000m	**500′**(490′) R/V2200m	**500′**(490′) R/V2400m
ALS out	R/V2900m	R/V2900m	R/V2900m	R/V2900m
❸ VOR DME	**500′**(490′) R/V2000m	**500′**(490′) R/V2000m	**500′**(490′) R/V2200m	**500′**(490′) R/V2400m
ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m

❶ HUD required.
❷ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ Continuous Descent Final Approach.
❹ CAT D requires autoland or HUDLS, otherwise: R350m.
❺ R750m when Flight Director or Autopilot or HUDLS to DA is not used.

SHANGHAI, PR OF CHINA
PUDONG

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
	690′(678′) V2800m	**690**′(678′) V3200m	**790**′(778′) V4400m	**920**′(908′) V4800m

❶RWY 16L/34R: Not authorized West of RWY.
RWY 17R/35L: Not authorized East of RWY.

TAKE-OFF (with reliable alternate)

		RWYs 17L/35R/34L		All Rwys	
		Low Visibility Procedures required		RL & RCLM	NIL (DAY only)
		RL & CL & RVR	RL & CL		
2 TURB Eng or 3 & 4 Eng	A	R150m	R200m	R400m V800m	R500m V800m
	B				
	C				
	D	R200m	R250m		
Other 1 & 2 Eng		Minimums not established by CAAC			

CHANGES: New chart.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-1)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 16L

BRIEFING STRIP

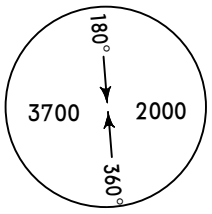
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR02	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	121.7	121.8	121.875	121.625

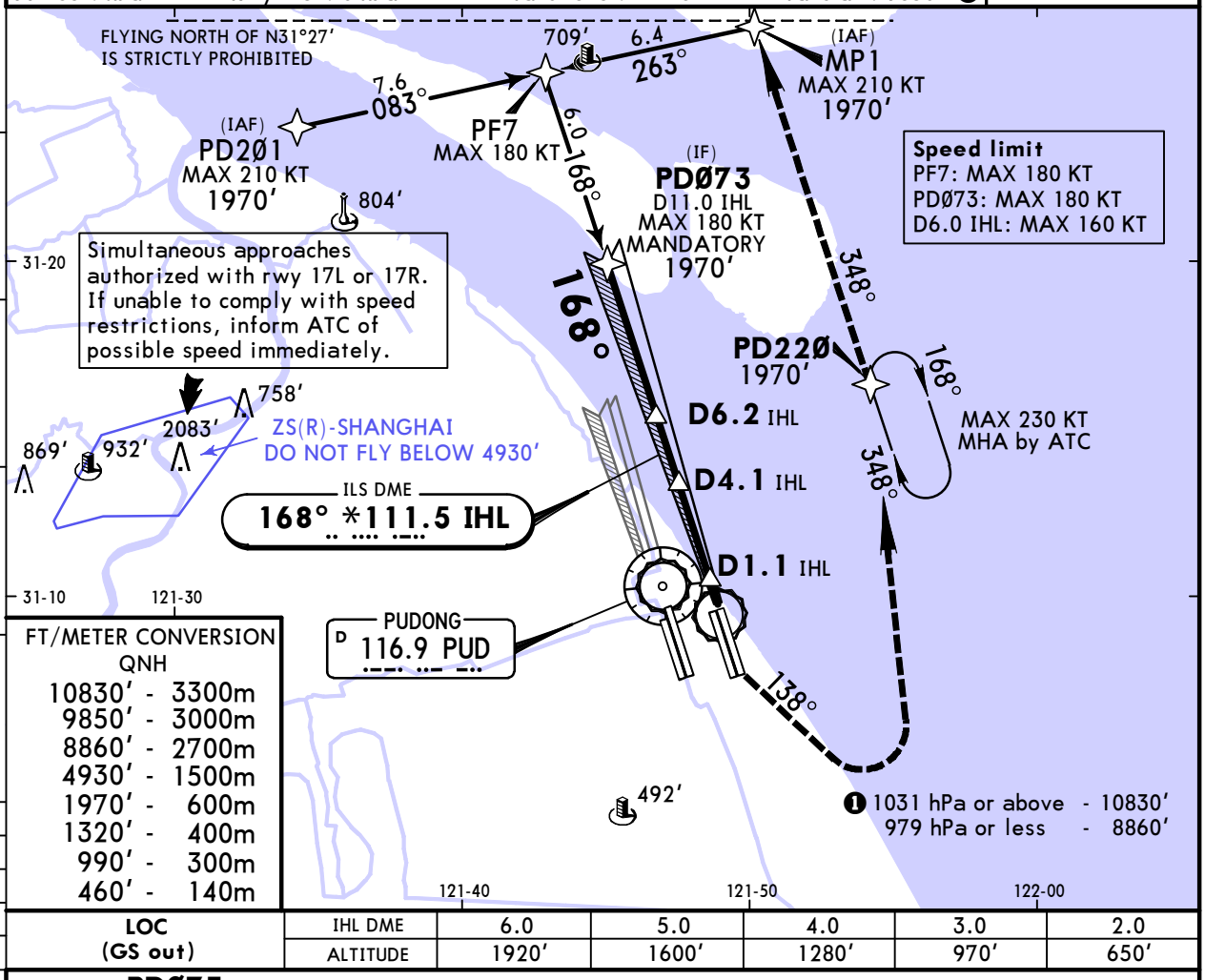
LOC IHL	Final Apch Crs	D6.2 IHL MANDATORY	ILS DA(H)	Apt Elev 12′
*111.5	168°	1970′ (1958′)	212′ (200′)	Rwy 12′

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn LEFT on track 138° to 990′, then turn LEFT to PD22Ø at 1970′, approach again or join holding and as directed. Turns MAX 210 KT.

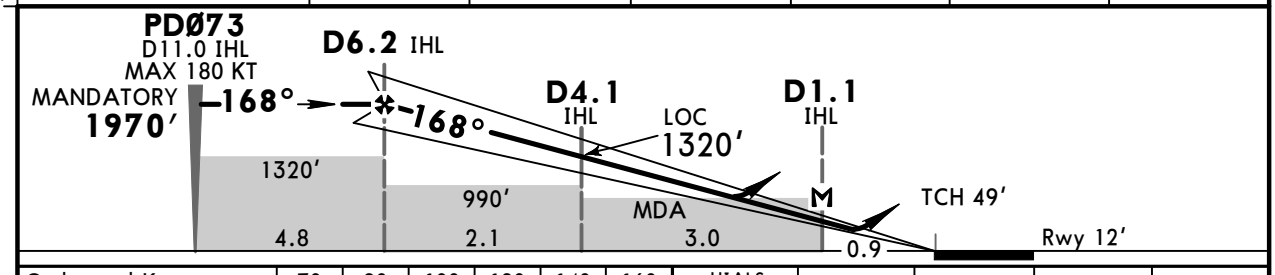
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



LOC (GS out)	IHL DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1920′	1600′	1280′	970′	650′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 IHL							

HIALS
PAPI

Turns 210 KT MAX

460′ ↑ | 138° LT | 990′ ↑

State

STRAIGHT-IN LANDING

	ILS DA(H) 212′ (200′)		LOC (GS out) CDFA MDA(H) 460′ (448′)	
		ALS out		ALS out
A	❶ R550m V800m	V1200m	V1800m	V2600m
B				
C			V2000m	
D			V2200m	

CIRCLE-TO-LAND
East of RWY only

Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

PANS OPS

❶ R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-2)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 16L

BRIEFING STRIP

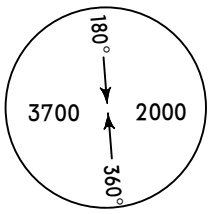
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR02	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	121.7	121.8	121.875	121.625

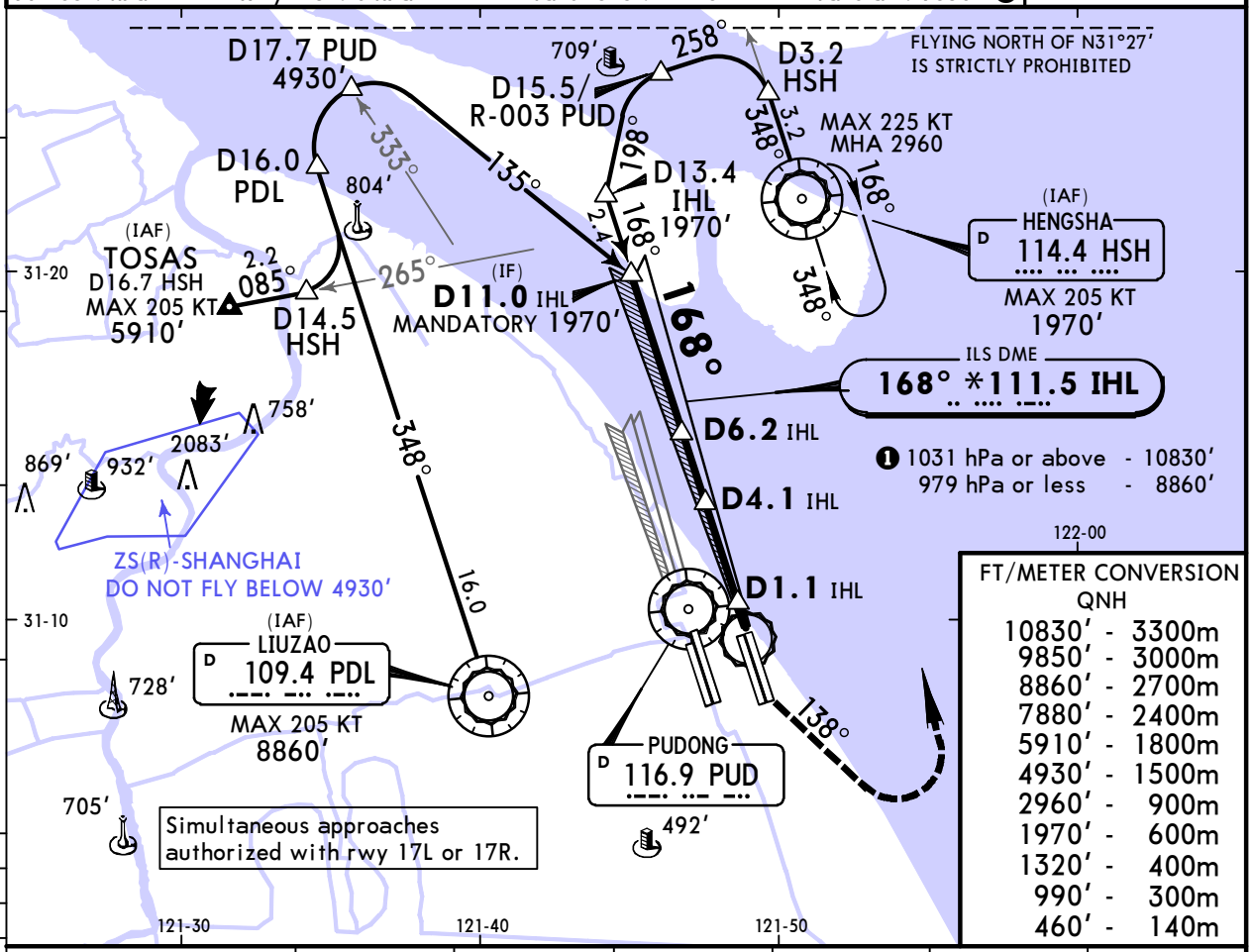
LOC IHL	Final Apch Crs	D6.2 IHL MANDATORY	ILS DA(H)	Apt Elev 12′
*111.5	168°	1970′ (1958′)	212′ (200′)	Rwy 12′

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn LEFT on track 138° to 990′, then turn LEFT to HSH VOR at 1970′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



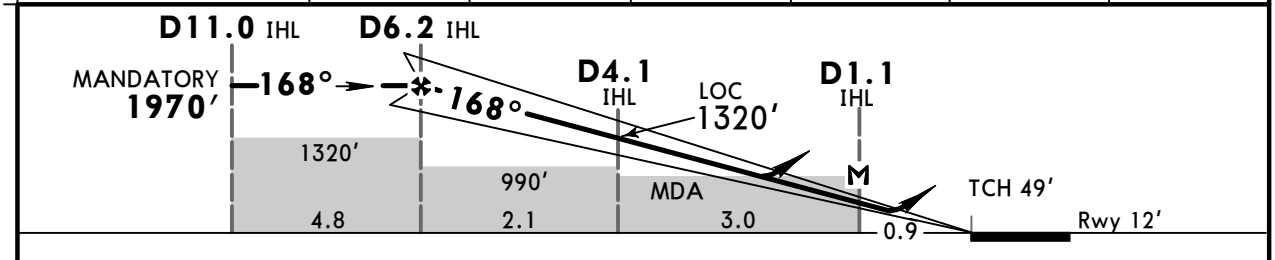
MSA PUD VOR



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
2960′	900m
1970′	600m
1320′	400m
990′	300m
460′	140m

LOC (GS out)	IHL DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1920′	1600′	1280′	970′	650′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 IHL							

HIALS
PAPI

Turns 205 KT MAX

460′ ↑ | 138° LT | 990′ ↑

State

STRAIGHT-IN LANDING

	ILS DA(H) 212′ (200′)		LOC (GS out) CDFA MDA(H) 460′ (448′)	
		ALS out		ALS out
A	❶ R550m V800m	V1200m	V1800m	V2600m
B				
C			V2000m	
D			V2200m	

CIRCLE-TO-LAND
East of RWY only

Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

PANS OPS

❶ R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New AOM format.

ZSPD/PVG PUDONG

JEPPESEN

11 OCT 24 (21-2A)

SHANGHAI, PR OF CHINA

SA CAT I RNAV ILS DME Z Rwy 16L

BRIEFING STRIP

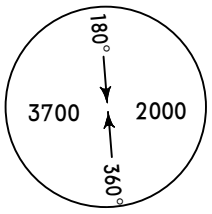
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR02	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	121.7	121.8	121.875	121.625

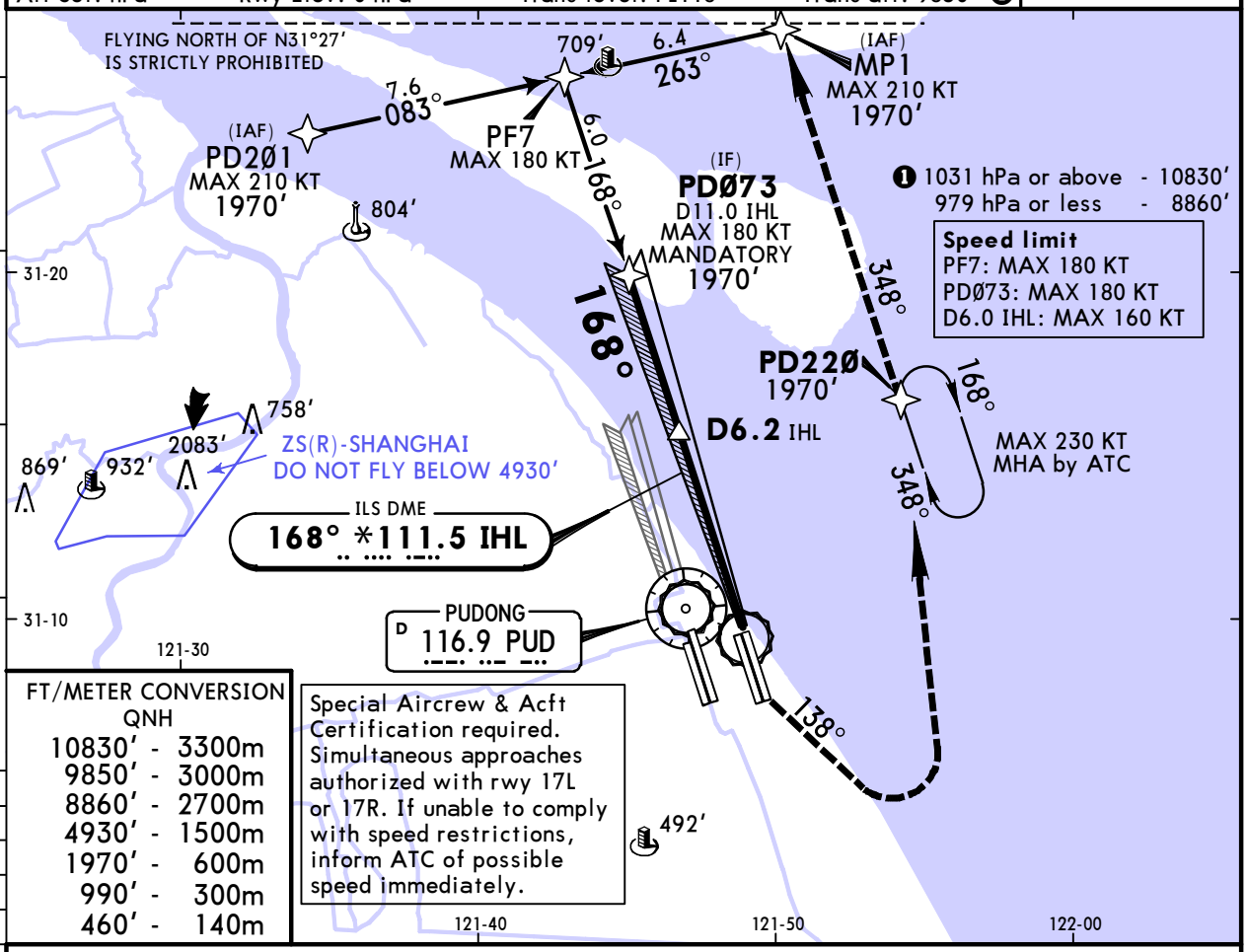
LOC IHL	Final Apch Crs	D6.2 IHL MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*111.5	168°	1970′ (1958′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn LEFT on track 138° to 990′, then turn LEFT to PD22Ø at 1970′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

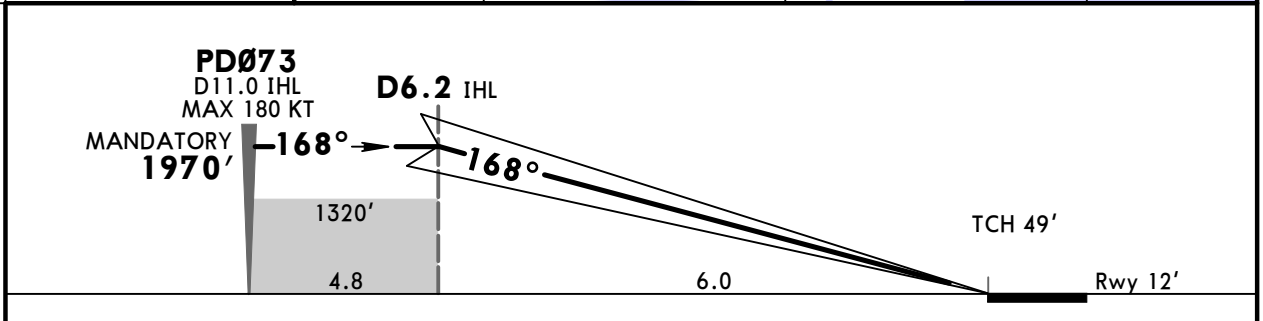


MSA PUD VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
1970′	600m
990′	300m
460′	140m

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 17L or 17R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS | PAPI

Turns 210 KT MAX

460′ ↑ | 138° LT | 990′ ↑

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **162′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-2B)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 16L

BRIEFING STRIP

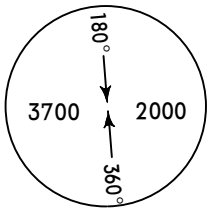
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR02	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	121.7	121.8	121.875	121.625

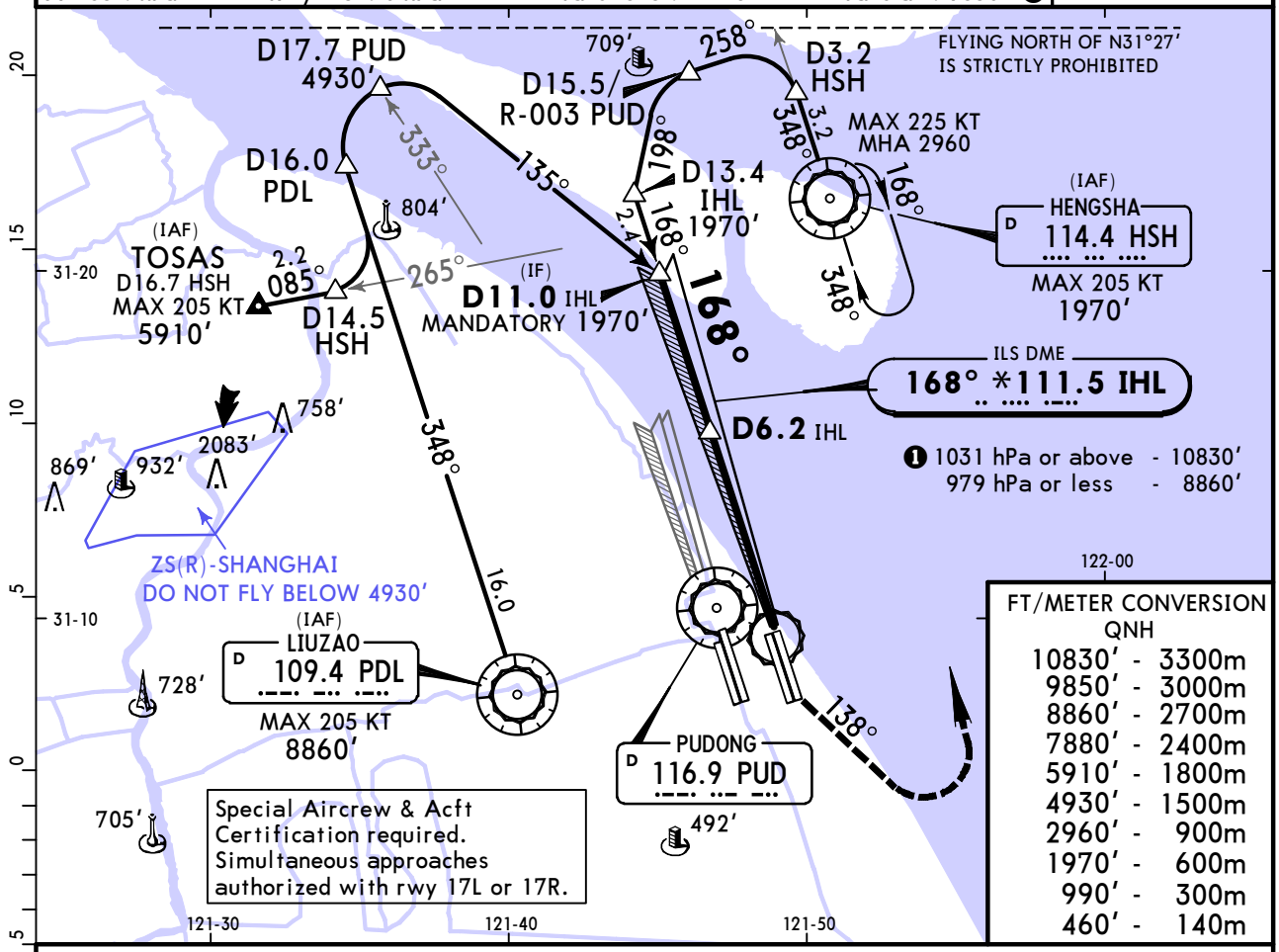
LOC IHL	Final Apch Crs	D6.2 IHL MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*111.5	168°	1970′ (1958′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn LEFT on track 138° to 990′, then turn LEFT to HSH VOR at 1970′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ (1)

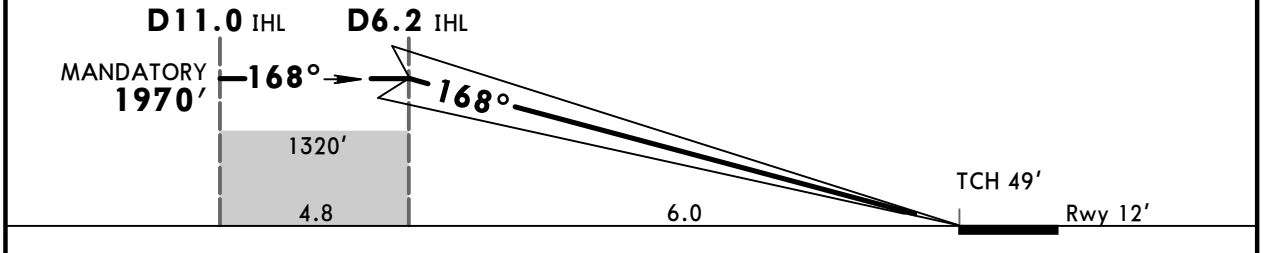


MSA PUD VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
2960′	900m
1970′	600m
990′	300m
460′	140m



Gnd speed-Kts		70	90	100	120	140	160	HIALS / PAPI	Turns 205 KT MAX	460′	138° LT	990′
GS	3.00°	372	478	531	637	743	849					

State

STRAIGHT-IN LANDING
(1) SA CAT I ILS

RA 151′
DA(H) **162′** (150′)

R450m

PANS OPS

(1) HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-3)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 16R

BRIEFING STRIP™

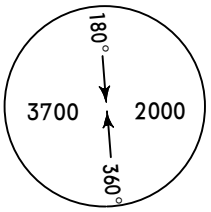
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

LOC IZZ	Final Apch Crs	D6.2 IZZ MANDATORY	ILS DA(H)	Apt Elev 12′
*108.7	168°	1970′ (1959′)	211′ (200′)	Rwy 11′

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn LEFT on track 138° to 990′, then turn LEFT to PD22Ø at 1970′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR

FLYING NORTH OF N31°27′ IS STRICTLY PROHIBITED

PF3 MAX 180 KT 709′ 6.6 263° 7.3 083°

(IAF) MP1 MAX 210 KT 1970′

(IAF) PD2Ø1 MAX 210 KT 1970′ 804′

(IF) PDØ33 D11.0 IZZ MAX 180 KT MANDATORY 1970′

6.0 168°

168°

348°

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Speed limit
PF3: MAX 180 KT
PDØ33: MAX 180 KT
D6.0 IZZ: MAX 160 KT

31-20

Simultaneous approaches authorized with rwy 17L or 17R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

PD22Ø 1970′ 168° 348°

MAX 230 KT
MHA by ATC

D6.2 IZZ

D4.1 IZZ

758′ 2083′ 869′ 932′

ILS DME
168° *108.7 IZZ

ZS(R)-SHANGHAI
DO NOT FLY BELOW 4930′

31-10 121-30

MM D0.7 IZZ

PUDONG
D 116.9 PUD

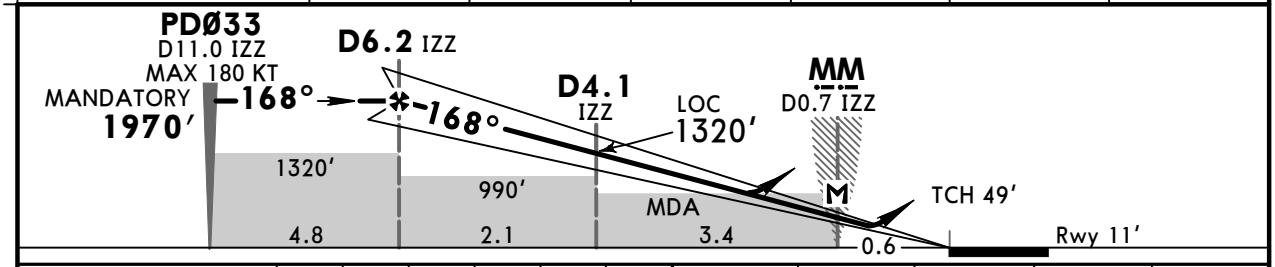
138°

492′

121-40 121-50 122-00

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
1970′	600m
1320′	400m
990′	300m
460′	140m

LOC (GS out)	IZZ DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1920′	1610′	1290′	970′	650′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IZZ							

HIALS-II
PAPI

Turns 210 KT MAX

460′ ↑ | 138° LT | 990′ ↑

State

STRAIGHT-IN LANDING

	ILS DA(H) 211′ (200′)		LOC (GS out) CDFA MDA(H) 460′ (449′)	
		ALS out		ALS out
A	R550m V800m	V1200m	V1800m	V2700m
B				
C			V2000m	
D			V2200m	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

PANS OPS

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-4)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 16R

BRIEFING STRIP

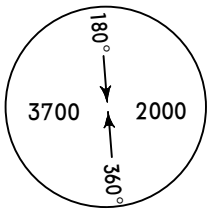
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

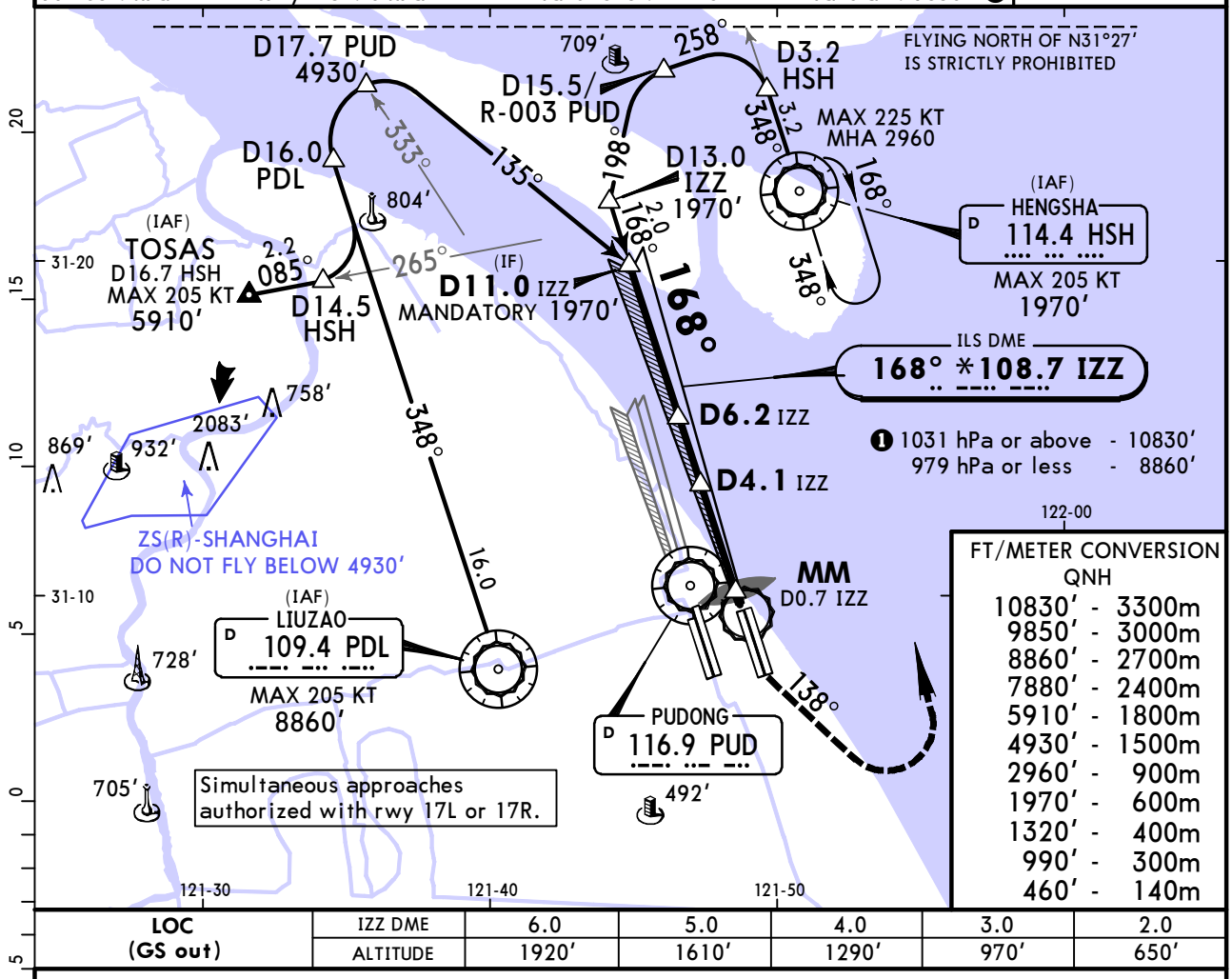
LOC IZZ	Final Apch Crs	D6.2 IZZ MANDATORY	ILS DA(H)	Apt Elev 12′
*108.7	168°	1970′ (1959′)	211′ (200′)	Rwy 11′

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn LEFT on track 138° to 990′, then turn LEFT to HSH VOR at 1970′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

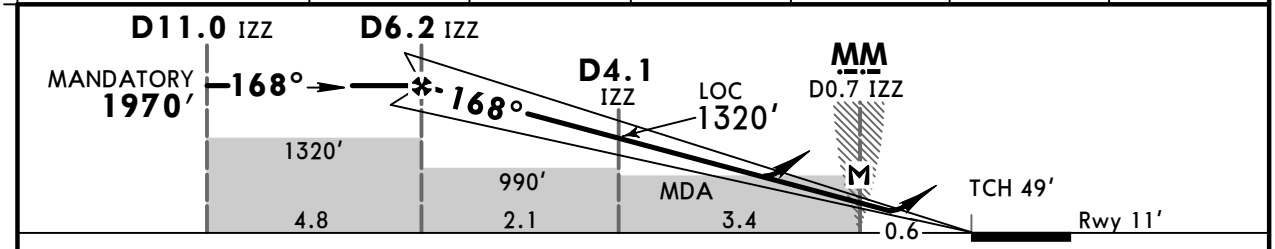


MSA PUD VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
2960′	900m
1970′	600m
1320′	400m
990′	300m
460′	140m

LOC (GS out)	IZZ DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1920′	1610′	1290′	970′	650′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IZZ							

HIALS-II PAPI

Turns 205 KT MAX

460′ ↑ | 138° LT ↰ | 990′ ↑

State

STRAIGHT-IN LANDING ILS DA(H) 211′ (200′)		LOC (GS out) CDFA MDA(H) 460′ (449′)		CIRCLE-TO-LAND		
	ALS out		ALS out	Max KT	MDA(H)	
A	R550m V800m	V1200m	V1800m	100	690′ (678′)	V2800m
B				135	690′ (678′)	V3200m
C			V2000m	180	790′ (778′)	V4400m
D			V2200m	205	920′ (908′)	V4800m

PANS OPS

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-4A)

SHANGHAI, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 16R

BRIEFING STRIP

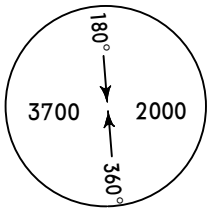
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

LOC IZZ	Final Apch Crs	D6.2 IZZ MANDATORY	SA CAT I ILS RA 151′ DA(H) 161′(150′)	Apt Elev 12′ Rwy 11′
*108.7	168°	1970′ (1959′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn LEFT on track 138° to 990′, then turn LEFT to PD22Ø at 1970′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR

FLYING NORTH OF N31°27′ IS STRICTLY PROHIBITED

PF3 MAX 180 KT 709′ 6.6 263° (IAF) MP1 MAX 210 KT 1970′

7.3 083° (IAF) PD2Ø1 MAX 210 KT 1970′

6.0 168° (IF) PDØ33 D11.0 IZZ MAX 180 KT MANDATORY 1970′

804′

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Speed limit
PF3: MAX 180 KT
PDØ33: MAX 180 KT
D6.0 IZZ: MAX 160 KT

348° PD22Ø 1970′ 168° MAX 230 KT MHA by ATC 348°

168° D6.2 IZZ

758′ 2083′ 869′ 932′

ILS DME 168° *108.7 IZZ

ZS(R)-SHANGHAI DO NOT FLY BELOW 4930′

PUDONG D 116.9 PUD

MM D0.7 IZZ 138°

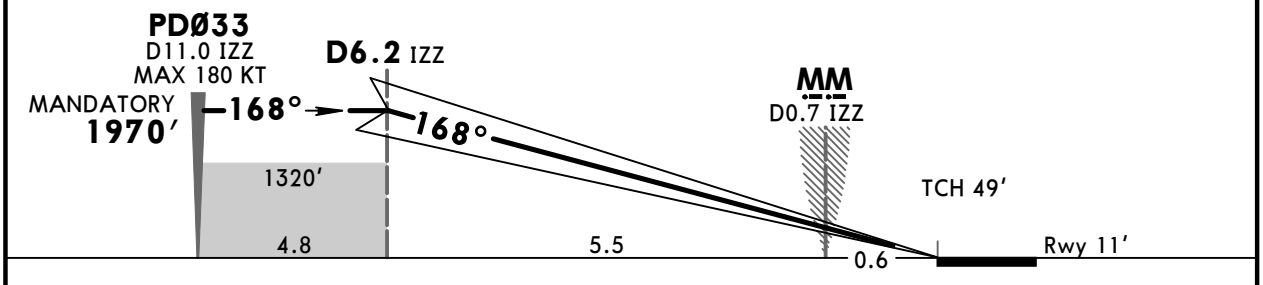
492′

31-20 31-10 121-30 121-40 121-50 122-00

20 15 10 5 0 5

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
1970′	600m
990′	300m
460′	140m

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 17L or 17R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

Turns 210 KT MAX | 460′ ↑ | 138° LT | 990′ ↑

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 161′(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-4B)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 16R

BRIEFING STRIP

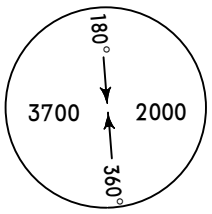
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

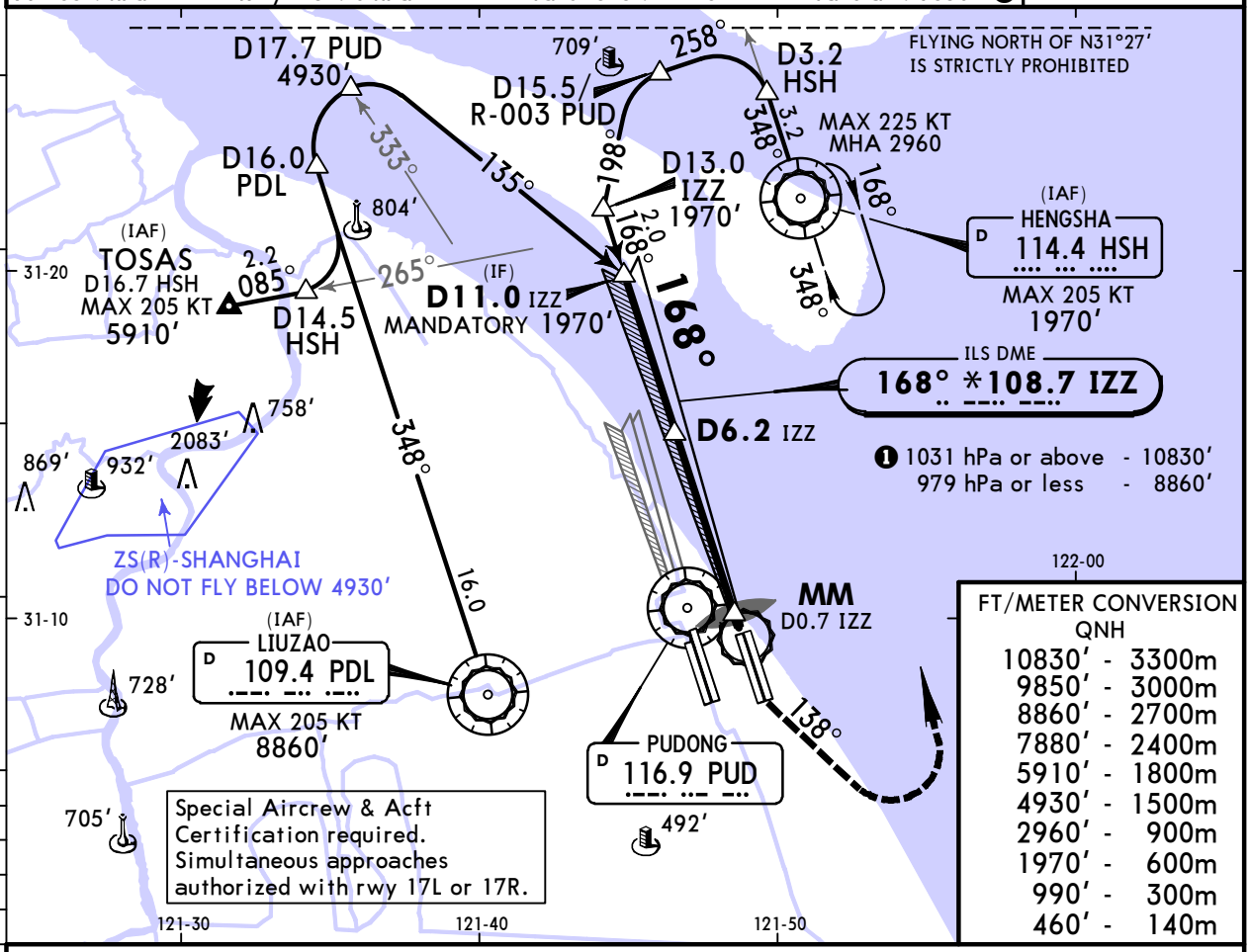
LOC IZZ	Final Apch Crs	D6.2 IZZ MANDATORY	SA CAT I ILS RA 151′ DA(H) 161′(150′)	Apt Elev 12′ Rwy 11′
*108.7	168°	1970′(1959′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn LEFT on track 138° to 990′, then turn LEFT to HSH VOR at 1970′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ [1]

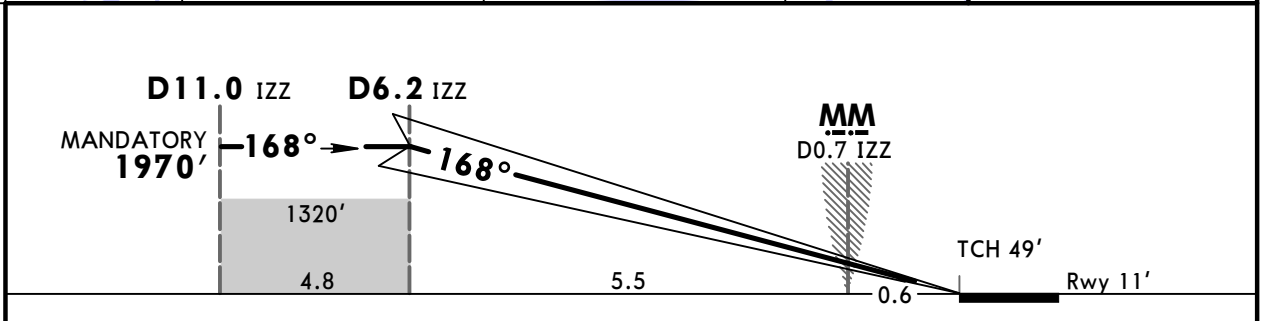


MSA PUD VOR



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
2960′	900m
1970′	600m
990′	300m
460′	140m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

Turns 205 KT MAX

460′ ↑ | 138° LT | 990′ ↑

State

STRAIGHT-IN LANDING
[1] SA CAT I ILS

RA 151′
DA(H) 161′(150′)

R450m

PANS OPS

[1] HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-5)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 17L

BRIEFING STRIP

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′ (2950′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

180° 3700 2000 360°
MSA PUD VOR

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

FLYING NORTH OF N31°27′ IS STRICTLY PROHIBITED

PF1 MAX 180 KT
709′ 7.8 263°
(IAF) MP1 MAX 210 KT 2960′

(IAF) PD2Ø1 MAX 210 KT 2960′
6.1 083°
4.1 168°
(IF) PDØ13 D12.5 IPD D11.7 PUD MAX 180 KT MANDATORY 2960′

804′
168°
D9.3 IPD D8.5 PUD
758′
PD2Ø2
2083′
869′ 932′
ZS(R)-SHANGHAI DO NOT FLY BELOW 4930′
348°
D4.1 IPD D3.3 PUD
D1.2 IPD D0.4 PUD
MM IM
ILS DME 168° *110.7 IPD
PUDONG D 116.9 PUD
122-00
LIUZAO D 109.4 PDL 2960′
728′
705′
168° 348° 198°
492′
MAX 230 KT
MHA by ATC

Simultaneous approaches authorized with rwy 16L or 16R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

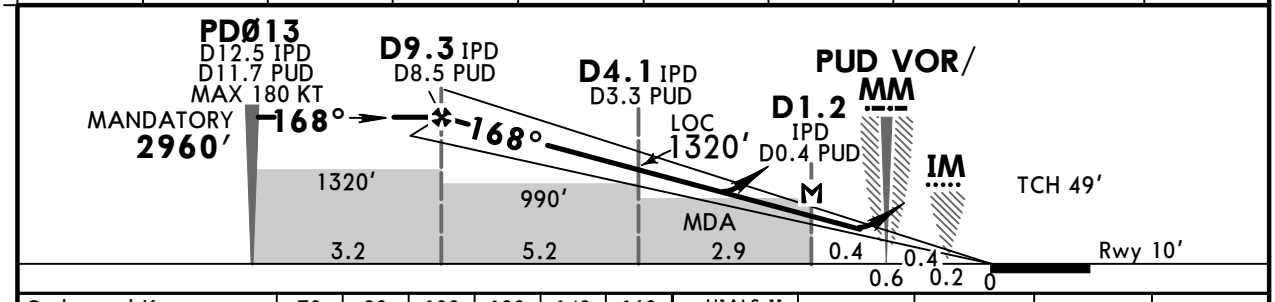
Speed limit
PF1: MAX 180 KT
PDØ13: MAX 180 KT
D6.0 IPD: MAX 160 KT

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
1320′	400m
990′	300m
460′	140m

121-30 | 121-40 | 121-50 | 31-20 | 31-10

LOC (GS out)	IPD DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2880′	2560′	2240′	1920′	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.2 IPD/D0.4 PUD							

HIALS-II PAPI

Turns 210 KT MAX

460′ ↑ | 198° RT | 990′ ↑

State

STRAIGHT-IN LANDING

	ILS DA(H) 210′ (200′)		LOC (GS out) CDFA MDA(H) 460′ (450′)	
		ALS out		ALS out
A	R550m V800m	V1200m	V1800m	V2700m
B				
C			V2000m	
D			V2200m	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

PANS OPS

CHANGES: New AOM format.

ZSPD/PVG PUDONG

JEPPESEN

11 OCT 24 (21-5A)

SHANGHAI, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 17L

BRIEFING STRIP

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	CAT II ILS RA 102′ DA(H) 110′ (100′)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′ (2950′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

180° 3700 2000 360°

MSA PUD VOR

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

FLYING NORTH OF N31°27′ IS STRICTLY PROHIBITED

PF1 MAX 180 KT

709′ 7.8 263°

(IAF) MP1 MAX 210 KT 2960′

6.1 083°

(IAF) PD2Ø1 MAX 210 KT 2960′

4.1 168°

(IF) PDØ13 D12.5 IPD D11.7 PUD MAX 180 KT MANDATORY 2960′

804′

168°

D9.3 IPD D8.5 PUD

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 16L or 16R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

Speed limit
PF1: MAX 180 KT
PDØ13: MAX 180 KT
D6.0 IPD: MAX 160 KT

ZS(R)-SHANGHAI DO NOT FLY BELOW 4930′

758′ 2083′ 869′ 932′

PD2Ø2

348°

ILS DME 168° *110.7 IPD

PUDONG D 116.9 PUD

MM IM

LIUZAO D 109.4 PDL 2960′

728′

168° 348°

198°

492′

705′

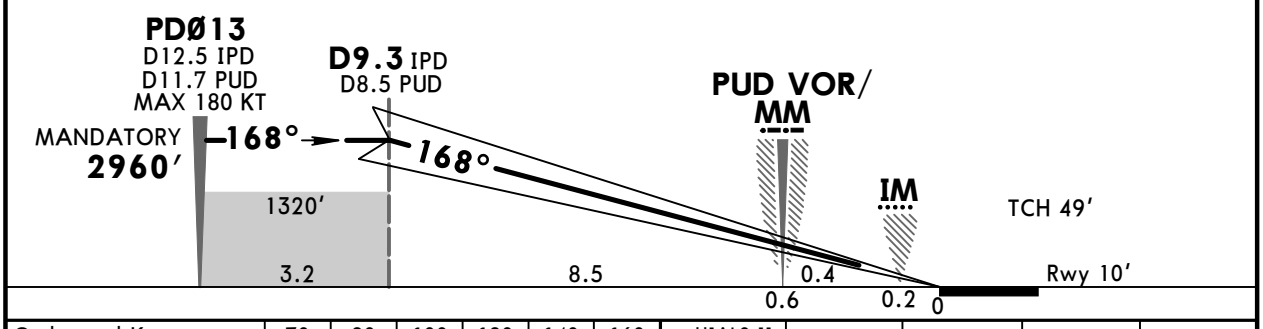
MAX 230 KT
MHA by ATC

31-20 31-10 122-00 121-30 121-40 121-50

20 15 10 5 0 5

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
990′	300m
460′	140m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

Turns 210 KT MAX | 460′ ↑ | 198° RT | 990′ ↑

PANS OPS

State

STRAIGHT-IN LANDING
CAT II ILS

RA 102′
DA(H) **110′** (100′)

❶ R300m

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-6)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 17L

BRIEFING STRIP

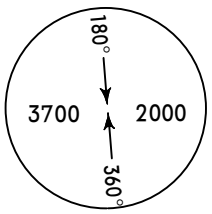
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

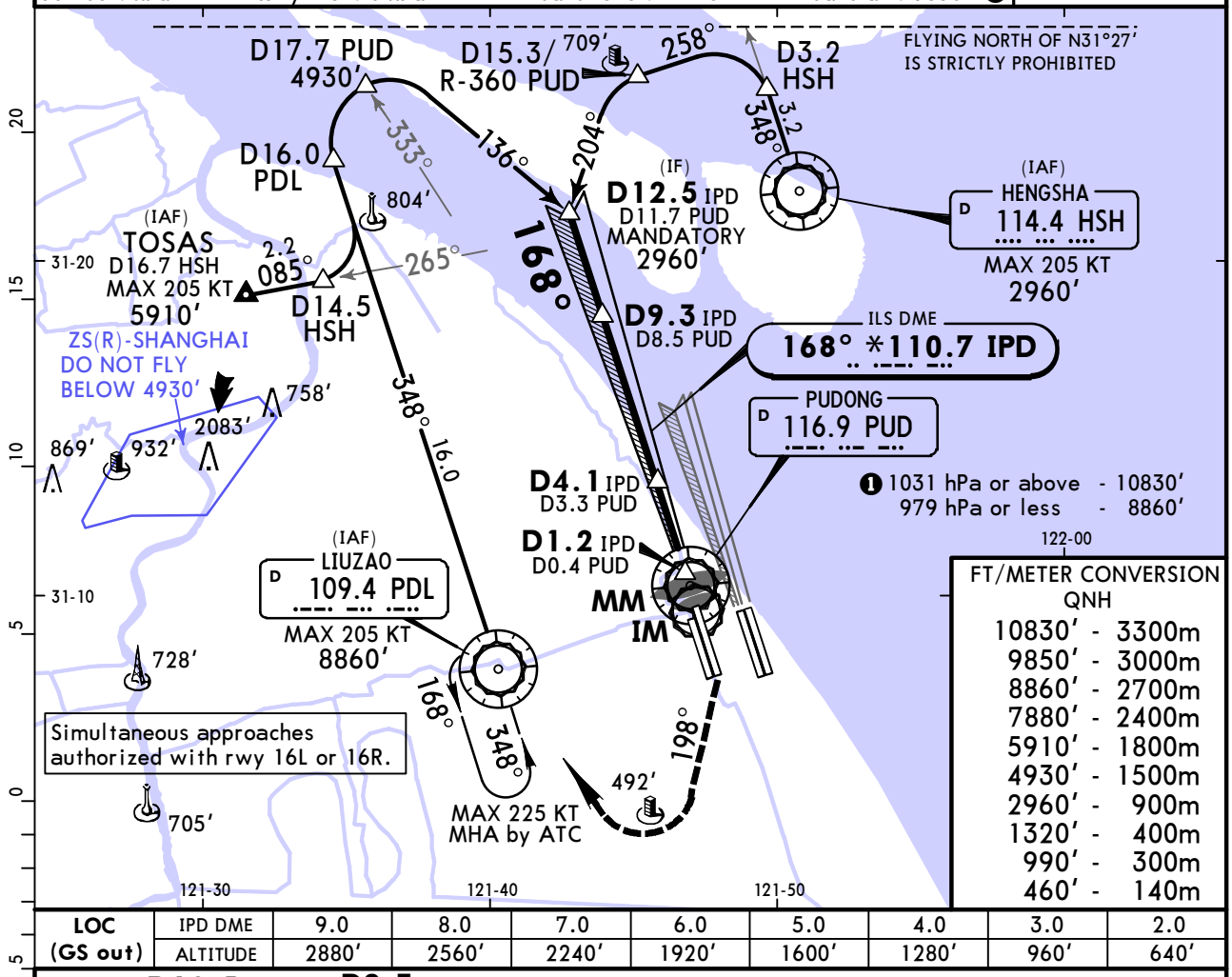
LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′ (2950′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

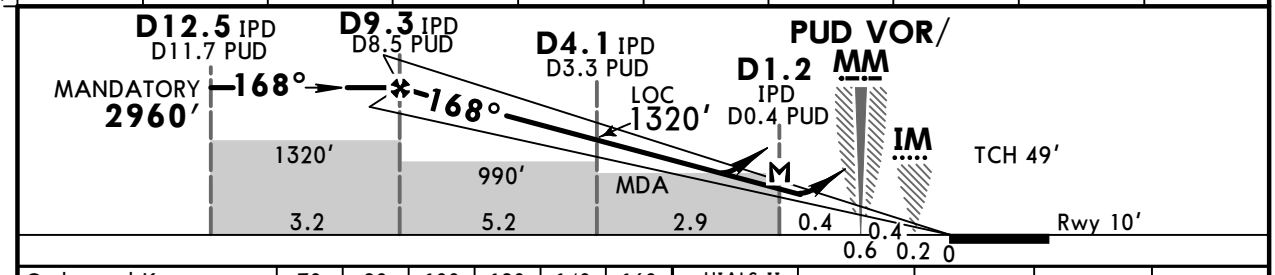
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



LOC (GS out)	IPD DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2880′	2560′	2240′	1920′	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.2 IPD/D0.4 PUD							

HIALS-II | PAPI

Turns 205 KT MAX | 460′ | 198° RT | 990′

State

STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
ILS DA(H) 210′ (200′)		LOC (GS out) CDFA MDA(H) 460′ (450′)				
	ALS out		ALS out	Max KT	MDA(H)	
A	R550m V800m	V1200m	V1800m	100	690′ (678′)	V2800m
B				135	690′ (678′)	V3200m
C			V2000m	180	790′ (778′)	V4400m
D			V2200m	205	920′ (908′)	V4800m

PANS OPS

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

11 OCT 24 (21-6A) CAT II ILS DME Y Rwy 17L

BRIEFING STRIP

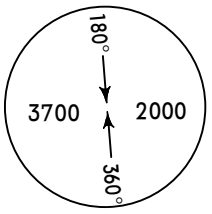
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

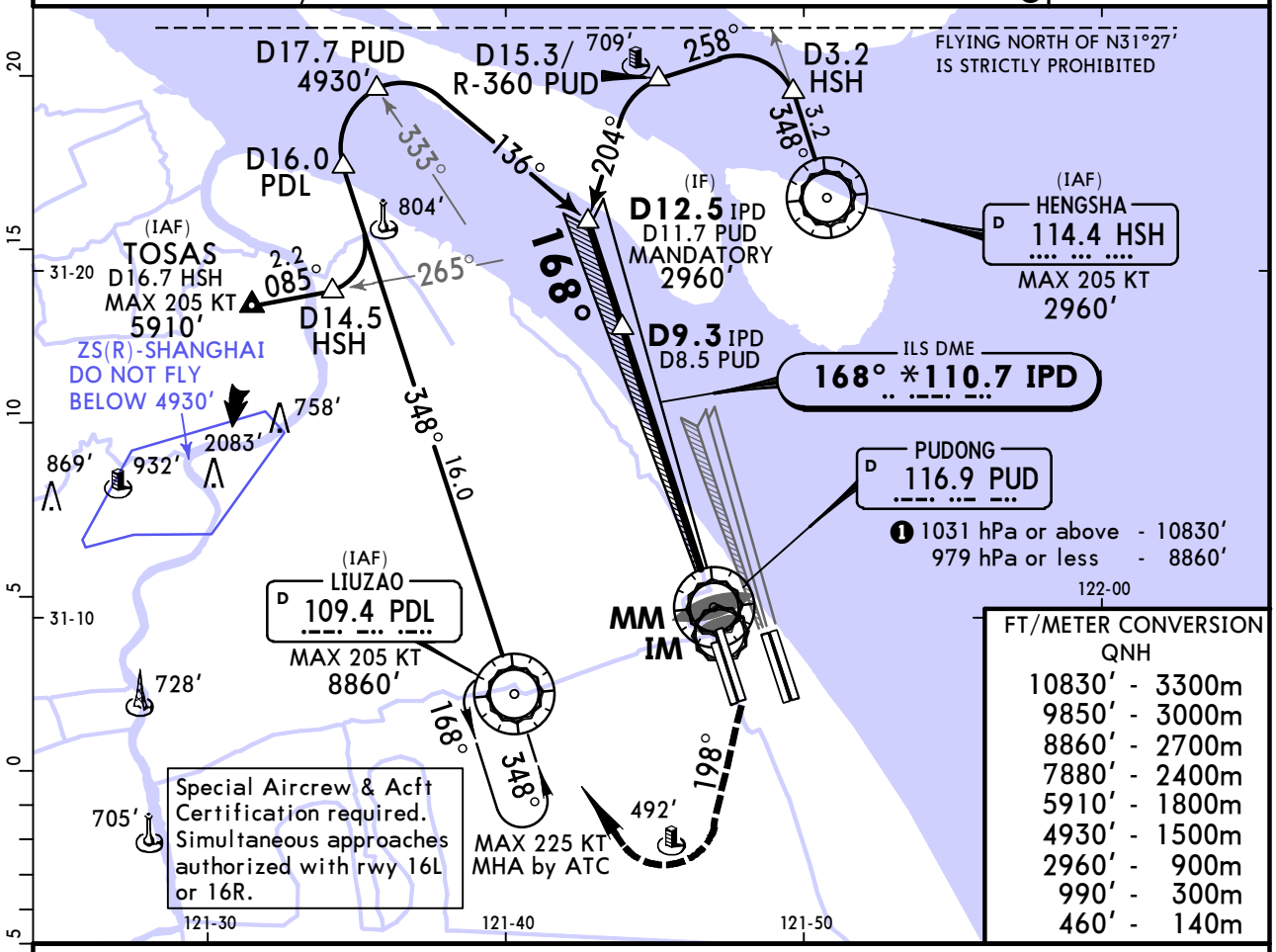
LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	CAT II ILS RA 102′ DA(H) 110′ (100′)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′ (2950′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

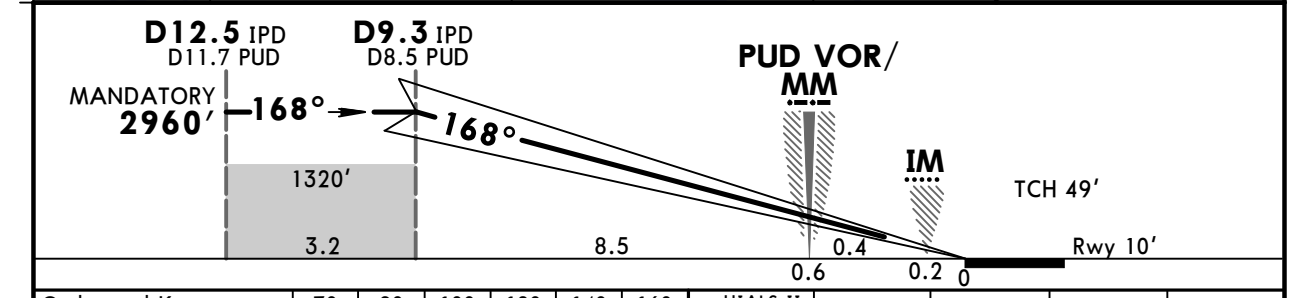
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
2960′	900m
990′	300m
460′	140m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

Turns 205 KT MAX | 460′ | 198° RT | 990′

PANS OPS

State

STRAIGHT-IN LANDING
CAT II ILS

RA 102′
DA(H) **110′** (100′)

❶ R300m

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN

11 OCT 24 (21-6B)

SHANGHAI, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 17L

BRIEFING STRIP

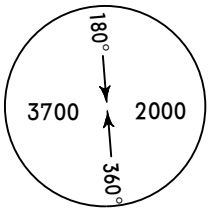
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

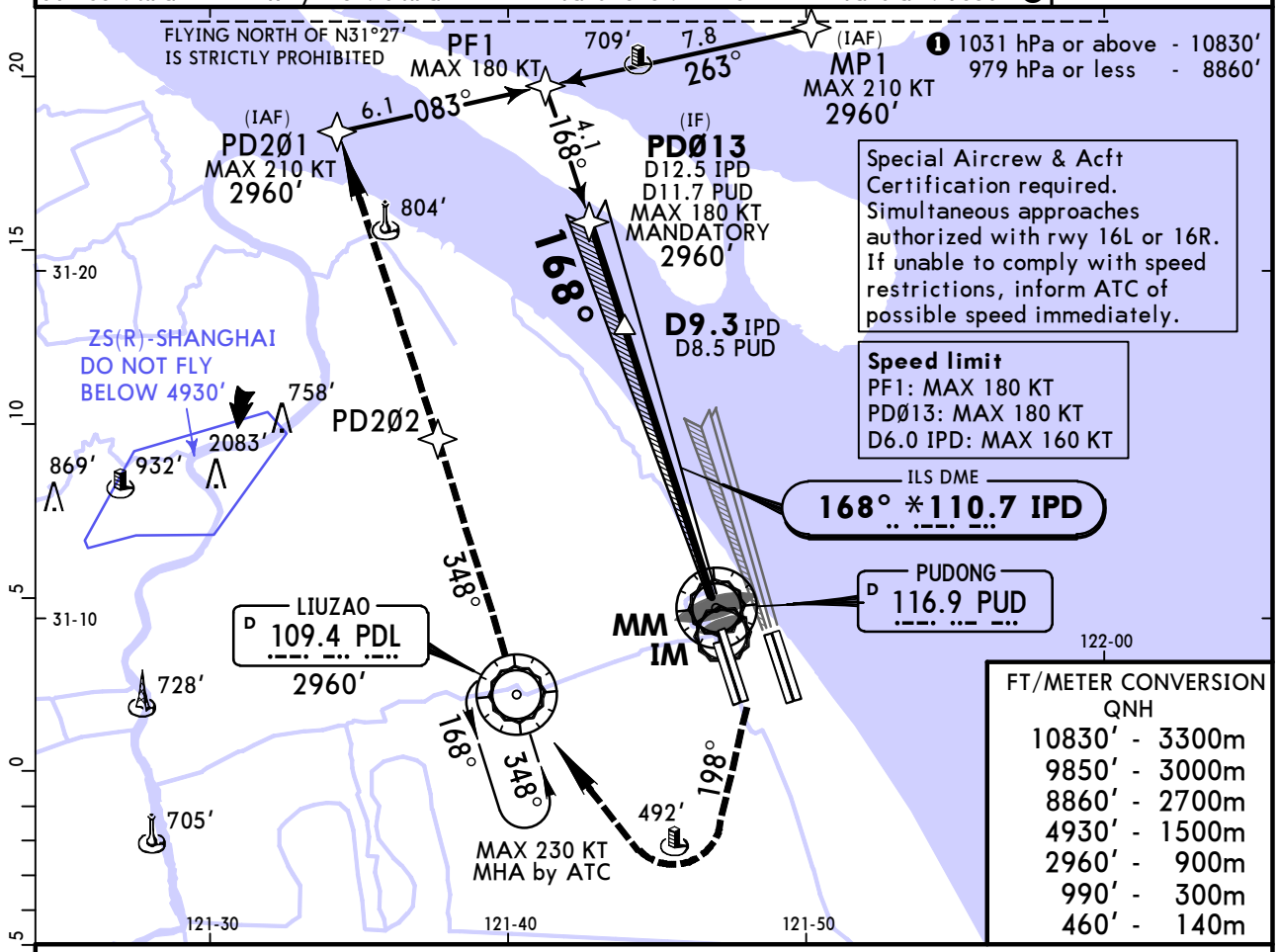
LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	SA CAT I ILS RA 151′ DA(H) 160′(150′)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′(2950′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

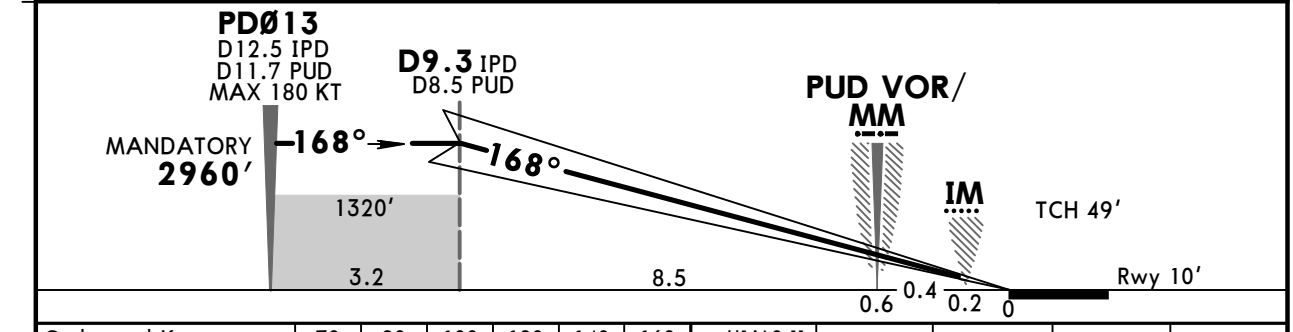
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
990′	300m
460′	140m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

Turns 210 KT MAX | 460′ ↑ | 198° RT | 990′ ↑

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 160′(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-6C)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 17L

BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

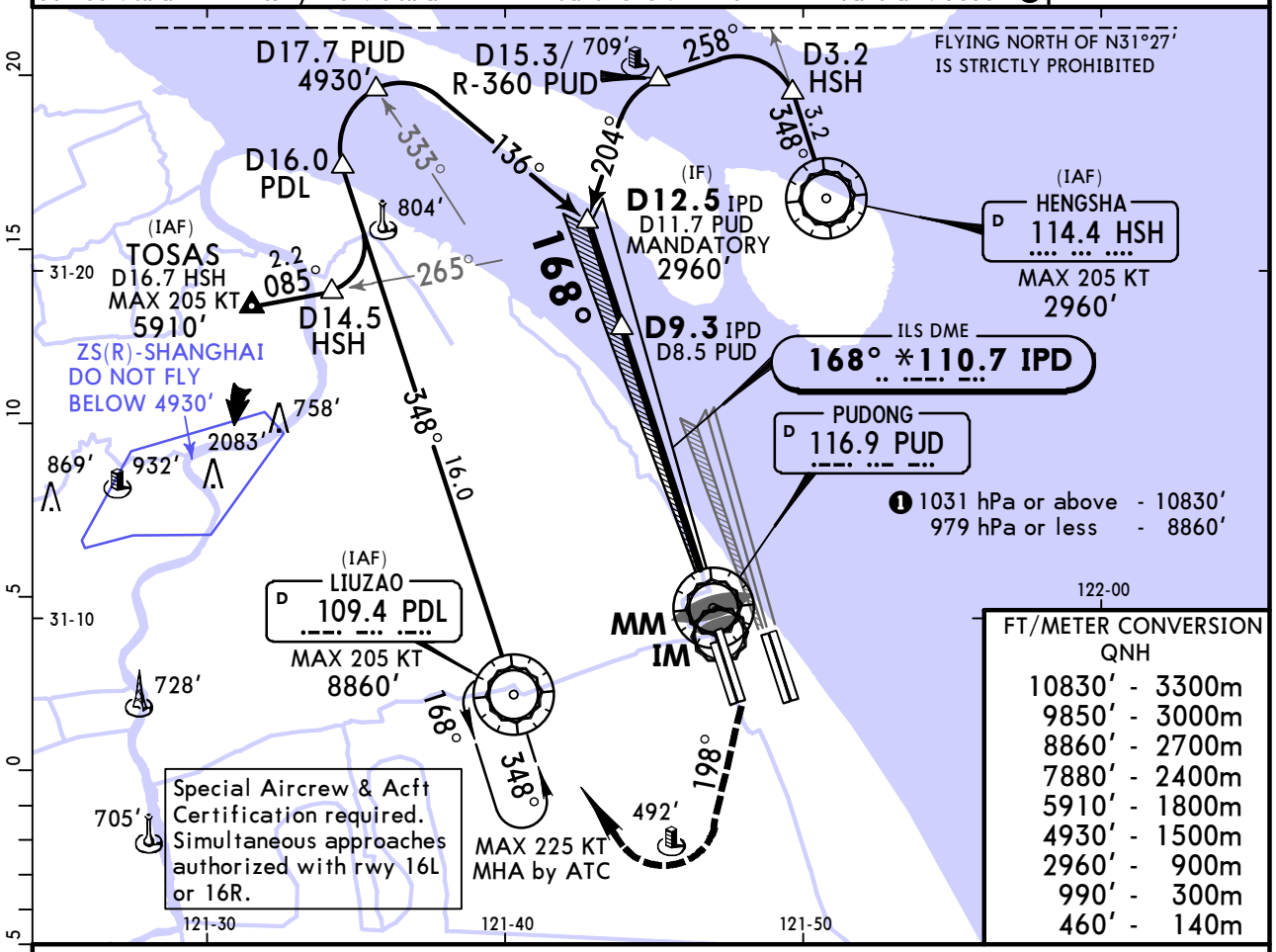
SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	SA CAT I ILS RA 151′ DA(H) 160′(150′)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′ (2950′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

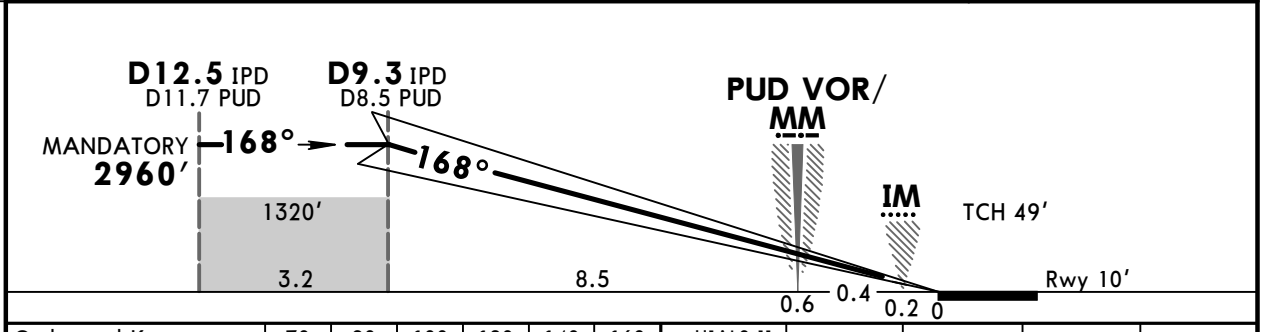
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

180° 3700 2000 360°
MSA PUD VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
2960′	900m
990′	300m
460′	140m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

Turns 205 KT MAX | 460′ ↑ | 198° RT | 990′ ↑

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **160′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

11 OCT 24 (21-7)

RNAV ILS DME Z Rwy 17R

BRIEFING STRIP

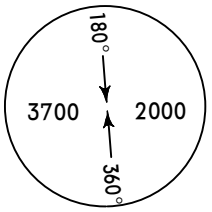
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR01	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	121.7	121.8	121.875	121.625

LOC IKM	Final Apch Crs	D9.3 IKM MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*111.1	168°	2960′ (2948′)	212′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ (1)



MSA PUD VOR

(1) 1031 hPa or above - 10830′
979 hPa or less - 8860′

FLYING NORTH OF N31°27′ IS STRICTLY PROHIBITED

PF5 MAX 180 KT
709′ 8.1 263°
(IAF) MP1 MAX 210 KT 2960′

5.8 083°
4.4 168°
(IAF) PD2Ø1 MAX 210 KT 2960′
804′

(IF) PDØ53 D12.5 IKM MAX 180 KT MANDATORY 2960′

168°

D9.3 IKM

ILS DME 168° *111.1 IKM

Simultaneous approaches authorized with rwy 16L or 16R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

ZS(R)-SHANGHAI DO NOT FLY BELOW 4930′

758′ PD2Ø2 2083′ 1932′ 869′

PUDONG D 116.9 PUD

Speed limit
PF5: MAX 180 KT
PDØ53: MAX 180 KT
D6.0 IKM: MAX 160 KT

D4.1 IKM

D0.8 IKM

348°

LIUZAO D 109.4 PDL 2960′
728′

168° 348° 198°

492′ 705′

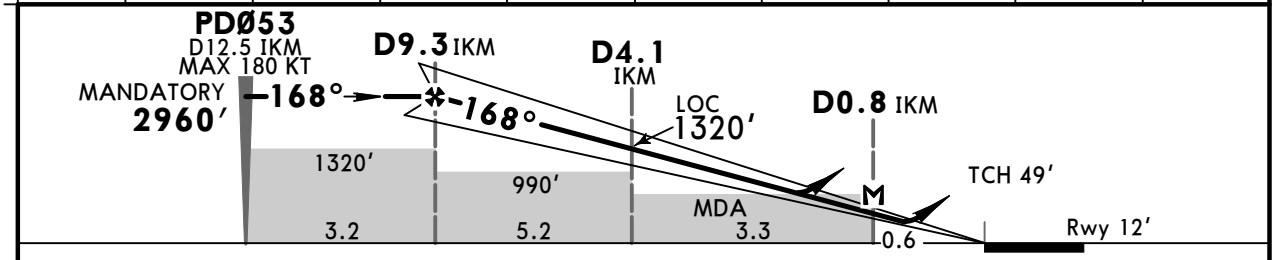
MAX 230 KT
MHA by ATC

31-20 31-10 122-00 121-30 121-40 121-50

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
1320′	400m
990′	300m
460′	140m

LOC (GS out)	IKM DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2880′	2560′	2240′	1920′	1600′	1280′	970′	650′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 IKM							

HIALS
PAPI

Turns 210 KT MAX

460′ ↑ | 198° RT | 990′ ↑

PANS OPS

State

	STRAIGHT-IN LANDING ILS DA(H) 212′ (200′)		STRAIGHT-IN LANDING LOC (GS out) CDFA MDA(H) 460′ (448′)		CIRCLE-TO-LAND West of RWY only		
		ALS out		ALS out	Max KT	MDA(H)	
A	(1) R550m V800m	V1200m	V1800m	V2600m	100	690′ (678′)	V2800m
B					135	690′ (678′)	V3200m
C			V2000m		180	790′ (778′)	V4400m
D			V2200m		205	920′ (908′)	V4800m

(1) R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-8)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 17R

BRIEFING STRIP™

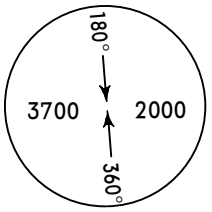
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR01	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	121.7	121.8	121.875	121.625

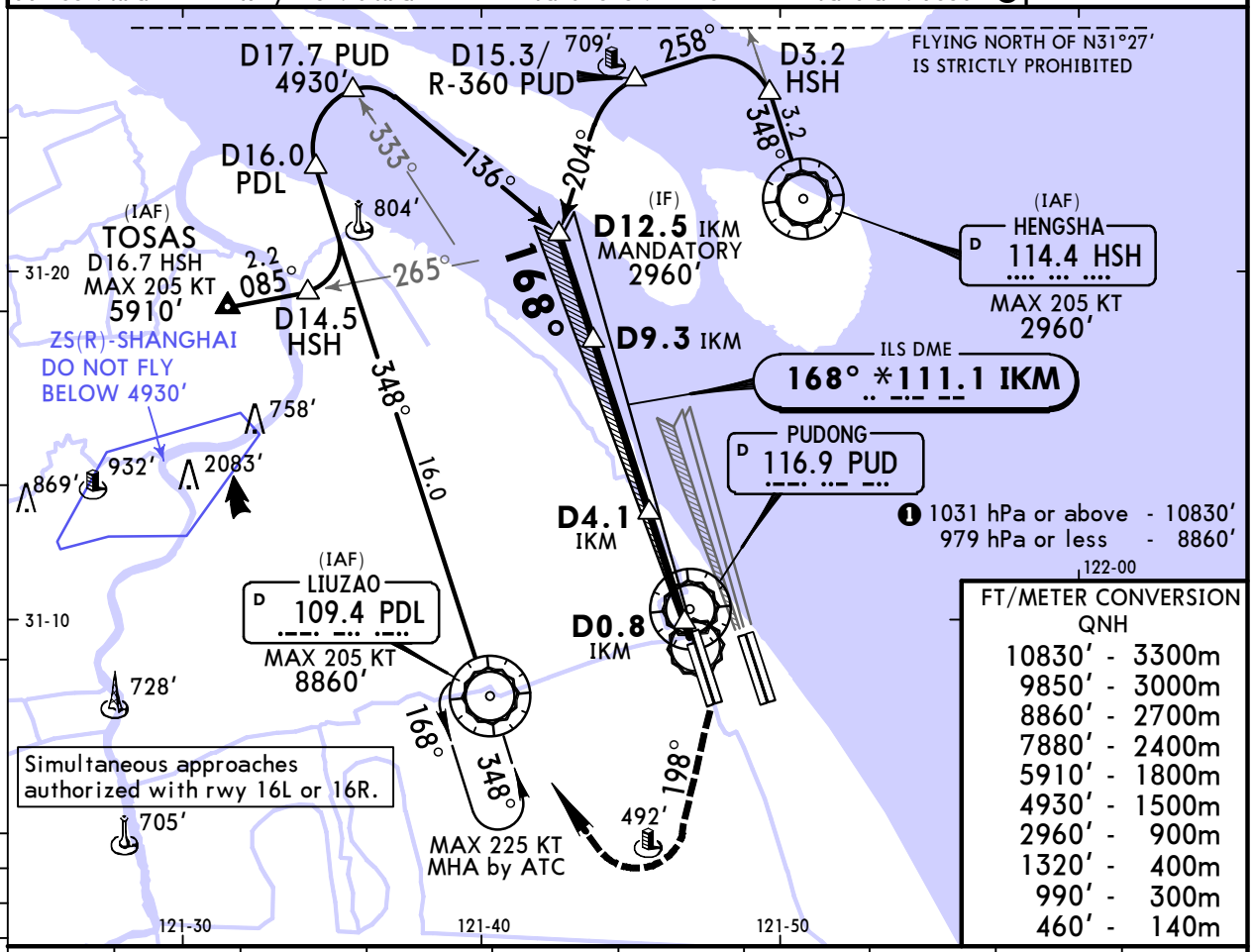
LOC IKM	Final Apch Crs	D9.3 IKM MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*111.1	168°	2960′ (2948′)	212′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

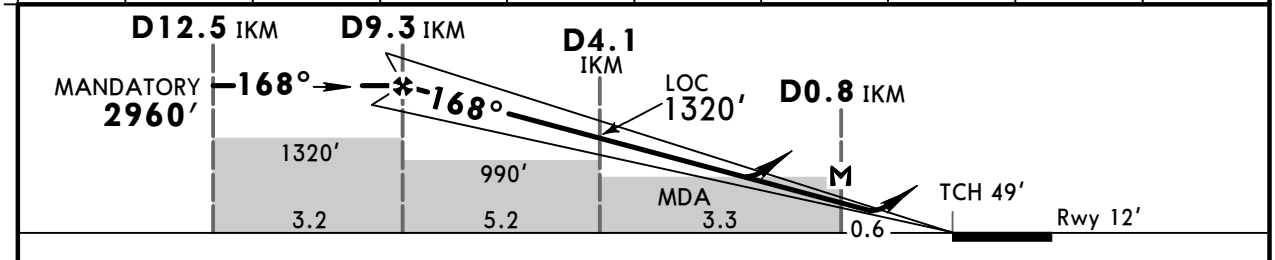
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



LOC (GS out)	IKM DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2880′	2560′	2240′	1920′	1600′	1280′	970′	650′



Gnd speed-Kts		70	90	100	120	140	160	HIALS	Turns	460′	198°	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	205 KT MAX		RT	
MAP at D0.8 IKM												

State

STRAIGHT-IN LANDING

	ILS DA(H) 212′ (200′)		LOC (GS out) CDFA MDA(H) 460′ (448′)	
		ALS out		ALS out
A	❶ R550m V800m	V1200m	V1800m	V2600m
B				
C			V2000m	
D			V2200m	

CIRCLE-TO-LAND
West of RWY only

Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

PANS OPS

❶ R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-8A)

SHANGHAI, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 17R

BRIEFING STRIP

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR01	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	121.7	121.8	121.875	121.625

LOC IKM	Final Apch Crs	D9.3 IKM MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*111.1	168°	2960′(2948′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

180° 3700 2000 360°
MSA PUD VOR

FLYING NORTH OF N31°27′ IS STRICTLY PROHIBITED

PF5 MAX 180 KT
709′ 8.1 263°
(IAF) MP1 MAX 210 KT 2960′

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

(IAF) PD2Ø1 MAX 210 KT 2960′
5.8 083°
4.4 168°
804′

(IF) PDØ53 D12.5 IKM MAX 180 KT MANDATORY 2960′

168°

D9.3 IKM

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 16L or 16R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

ILS DME 168° *111.1 IKM

ZS(R)-SHANGHAI
DO NOT FLY BELOW 4930′

758′ PD2Ø2
869′ 932′ 2083′

PUDONG D 116.9 PUD

Speed limit
PF5: MAX 180 KT
PDØ53: MAX 180 KT
D6.0 IKM: MAX 160 KT

348°

LIUZAO D 109.4 PDL 2960′
728′

168° 348° 198°
492′
705′

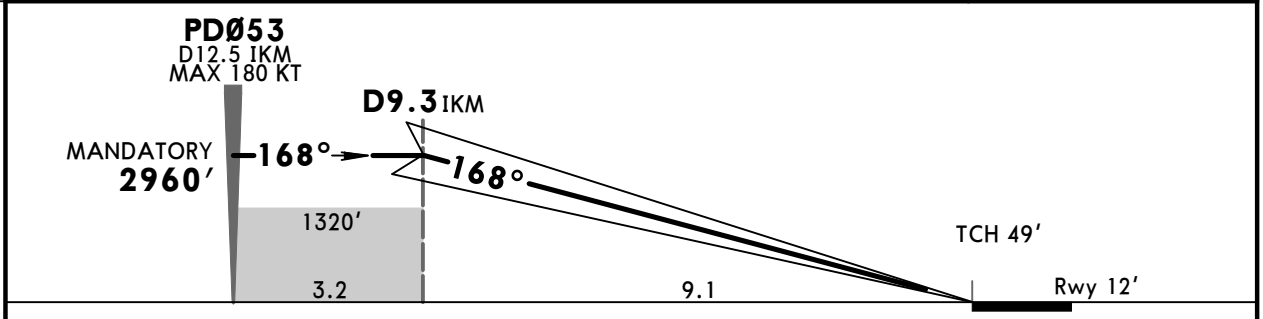
MAX 230 KT
MHA by ATC

31-20 31-10 122-00 121-30 121-40 121-50

20 15 10 5 0 5

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
990′	300m
460′	140m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

Turns 210 KT MAX
460′ ↑
198° RT
990′ ↑

PANS OPS

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 162′(150′)

R450m

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-8B)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 17R

BRIEFING STRIP

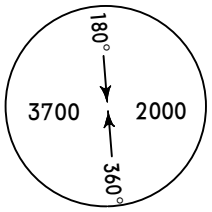
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR01	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	121.7	121.8	121.875	121.625

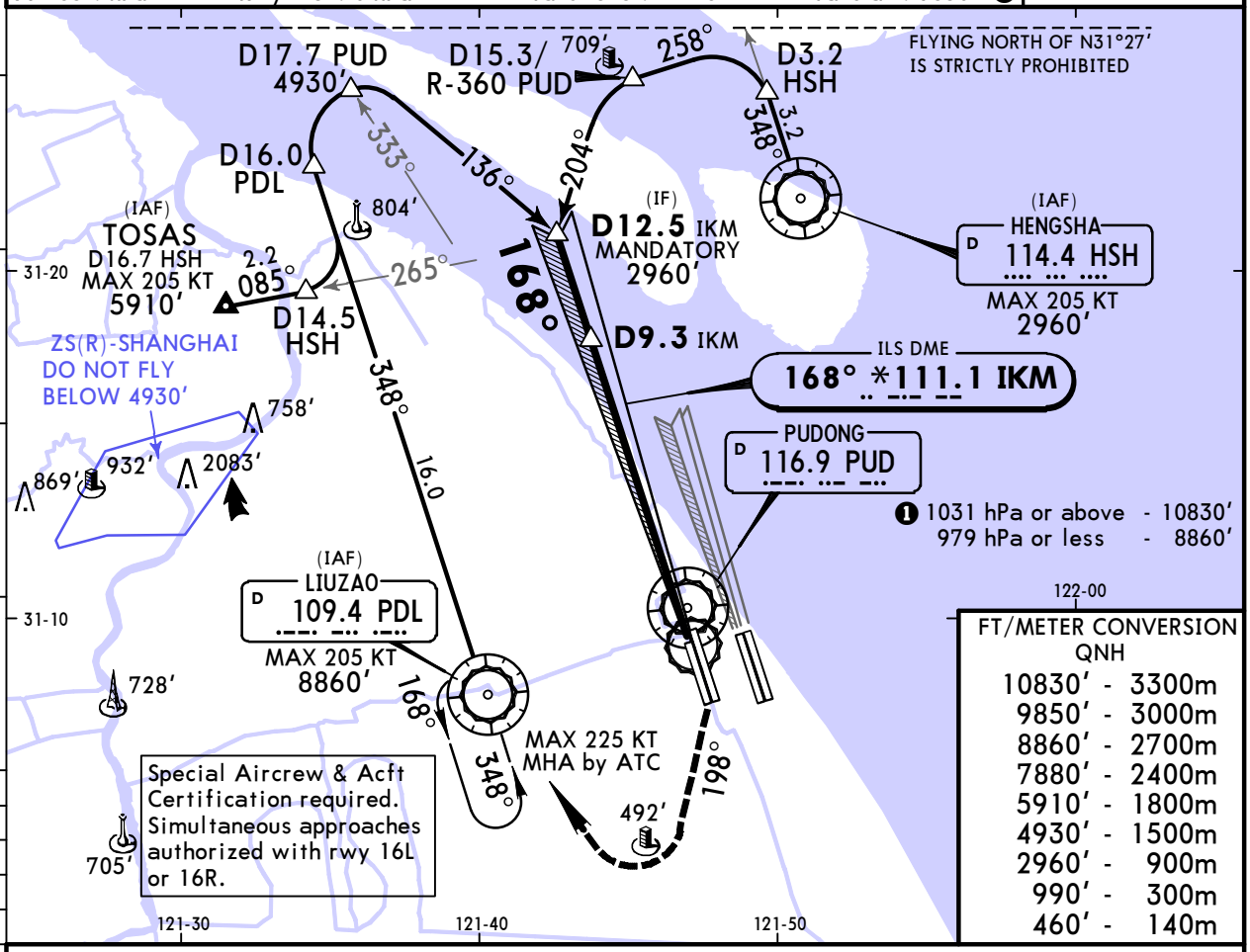
LOC IKM	Final Apch Crs	D9.3 IKM MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*111.1	168°	2960′(2948′)		

MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ [1]

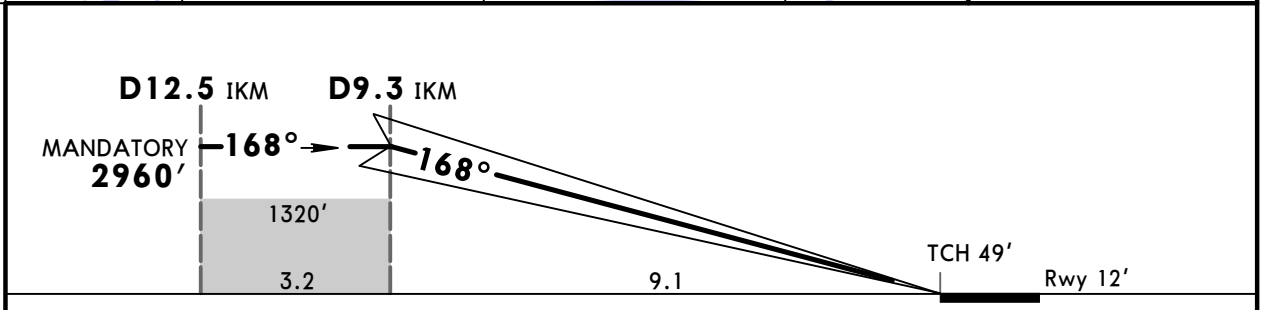


MSA PUD VOR



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
2960′	900m
990′	300m
460′	140m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

Turns	460′	198°	990′
205 KT MAX	↑	RT	↑

State

STRAIGHT-IN LANDING
[1] SA CAT I ILS

RA 151′
DA(H) 162′(150′)

R450m

PANS OPS

[1] HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

11 OCT 24 (21-9) RNAV ILS DME Z Rwy 34L

BRIEFING STRIP

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

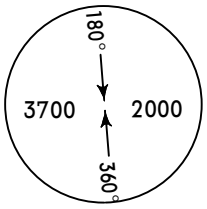
SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

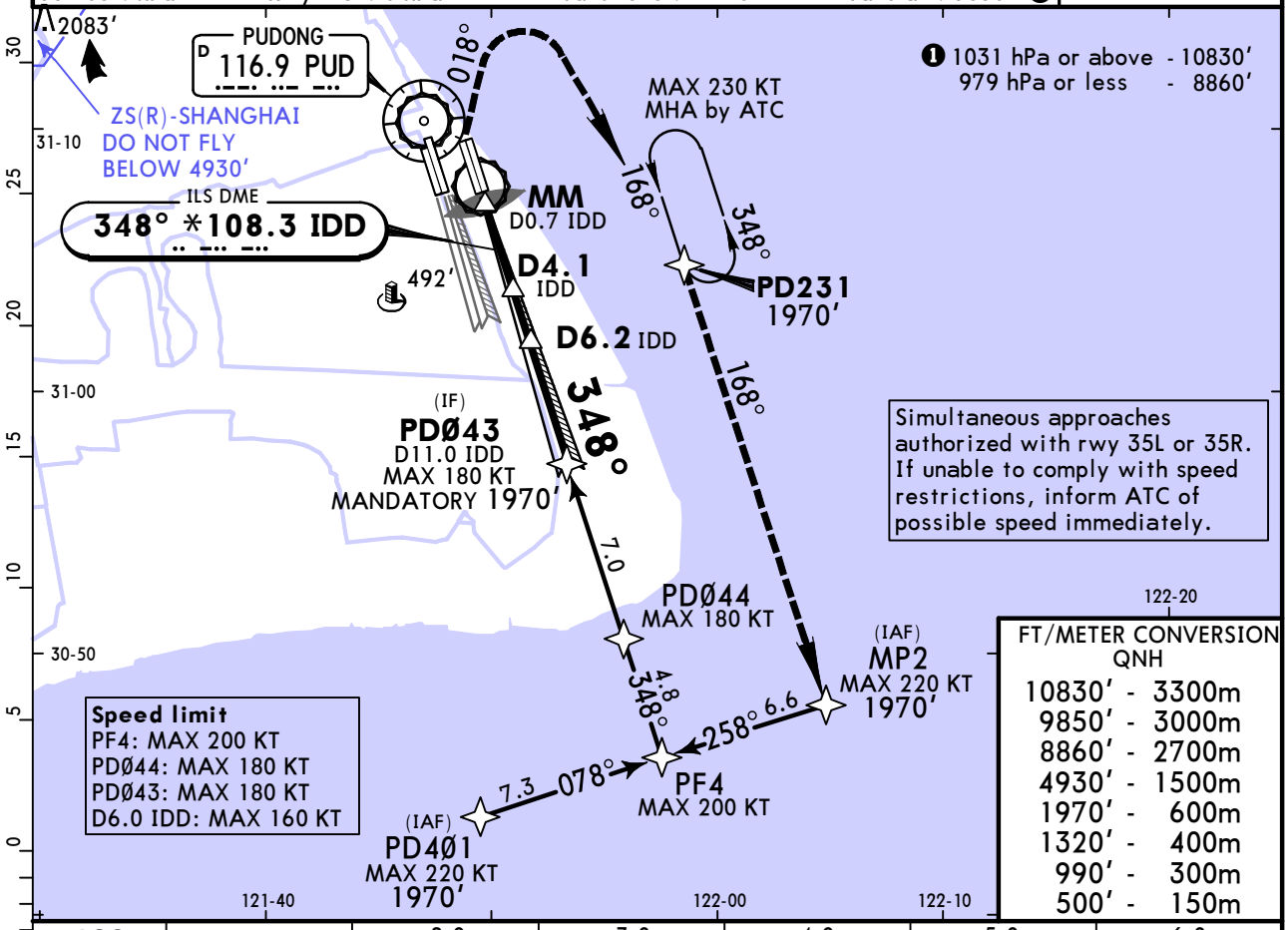
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	ILS DA(H)	Apt Elev 12′
*108.3	348°	1970′ (1959′)	211′ (200′)	Rwy 11′

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to PD231 at 1970′, approach again or join holding and as directed. Turns MAX 210 KT.

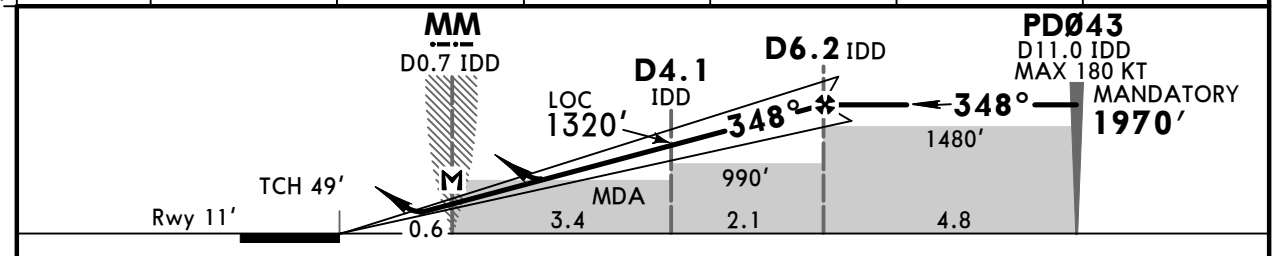
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

MSA PUD VOR





LOC (GS out)	IDD DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	650′	960′	1280′	1600′	1920′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IDD							

HIALS-II PAPI

Turns 210 KT MAX

500′ ↑ | 018° RT | 990′ ↑

State

STRAIGHT-IN LANDING

	ILS DA(H) 211′ (200′)		LOC (GS out) CDFA MDA(H) 500′ (489′)	
		ALS out		ALS out
A	R550m V800m	V1200m	V2000m	V2900m
B				
C			V2200m	
D			V2400m	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

PANS OPS

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-10)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 34L

BRIEFING STRIP

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

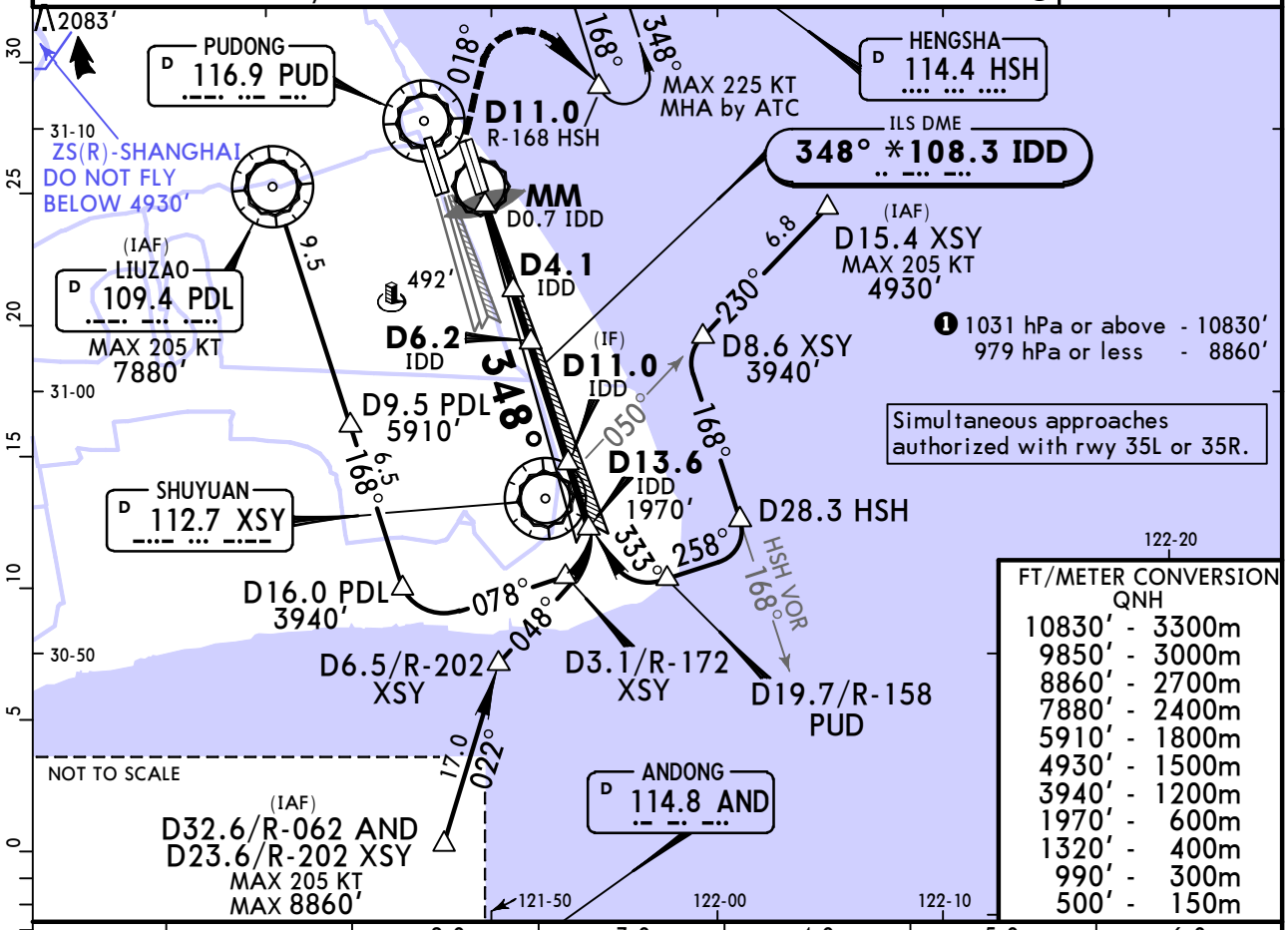
SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	ILS DA(H)	Apt elev 12′ Rwy 11′
*108.3	348°	1970′ (1959′)	211′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to D11.0/R-168 HSH at 1970′, approach again or join holding and as directed. Turns MAX 205 KT.

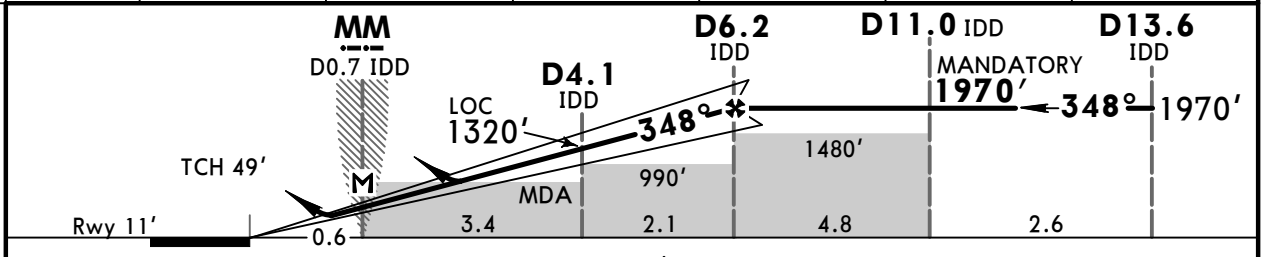
MSA PUD VOR: 180° 3700 2000 360°

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
1970′	600m
1320′	400m
990′	300m
500′	150m

LOC (GS out)	IDD DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	650′	970′	1280′	1600′	1920′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IDD							

HIALS-II
PAPI

Turns 205 KT MAX

500′ | 018° RT | 990′

State

STRAIGHT-IN LANDING

	ILS DA(H) 211′ (200′)		LOC (GS out) CDFA MDA(H) 500′ (489′)	
		ALS out		ALS out
A	R550m V800m	V1200m	V2000m	V2900m
B				
C			V2200m	
D			V2400m	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

PANS OPS

CHANGES: New AOM format.

ZSPD/PVG PUDONG

JEPPESEN

11 OCT 24 (21-10A)

SHANGHAI, PR OF CHINA

SA CAT I RNAV ILS DME Z Rwy 34L

BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

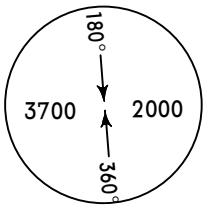
SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

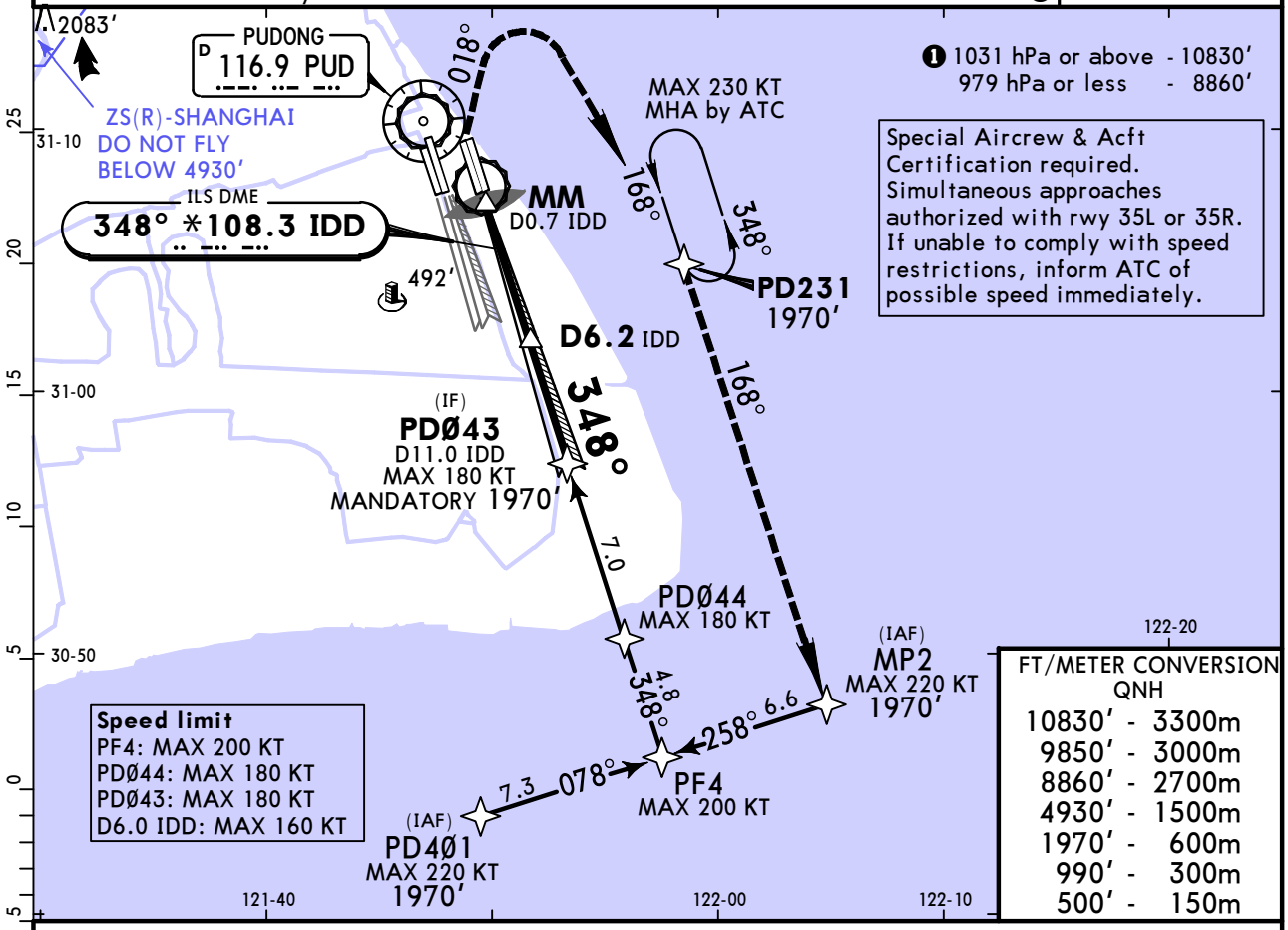
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	SA CAT I ILS RA 151′ DA(H) 161′(150′)	Apt Elev 12′ Rwy 11′
*108.3	348°	1970′(1959′)		

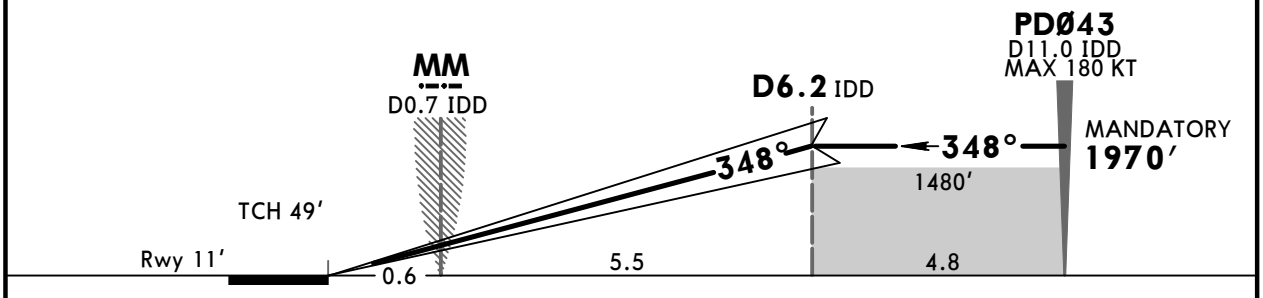
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to PD231 at 1970′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

MSA PUD VOR







Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

Turns 210 KT MAX | 500′ | 018° RT | 990′

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 161′(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-10B)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 34L

BRIEFING STRIP™

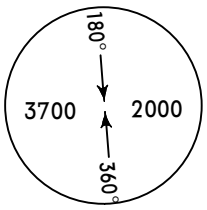
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

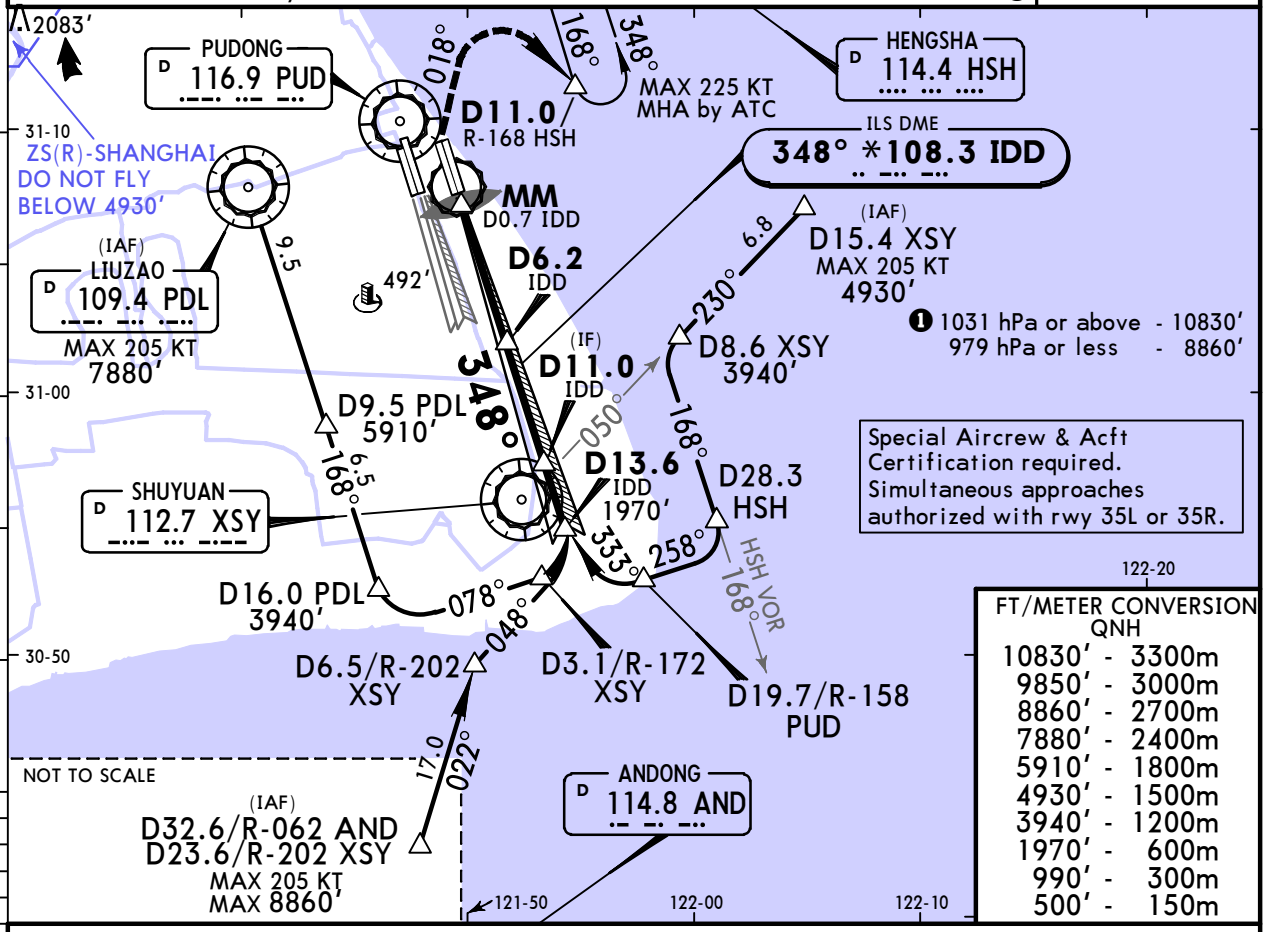
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	SA CAT I ILS RA 151′ DA(H) 161′(150′)	Apt elev 12′ Rwy 11′
*108.3	348°	1970′(1959′)		

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to D11.0/R-168 HSH at 1970′, approach again or join holding and as directed. Turns MAX 205 KT.

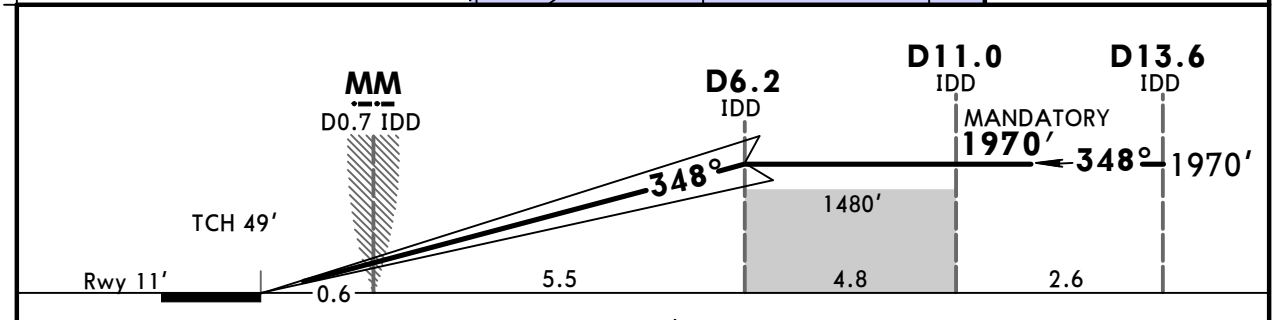
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
1970′	600m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

Turns 205 KT MAX | 500′ | 018° RT | 990′

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 161′(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG PUDONG

JEPPESEN 11 OCT 24 (21-11)

SHANGHAI, PR OF CHINA
CAT II/III RNAV ILS DME X Rwy 34L

BRIEFING STRIP

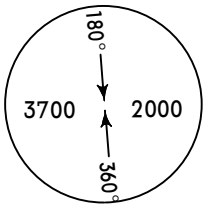
D-ATIS	SHANGHAI Approach (R)						
	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85 (Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

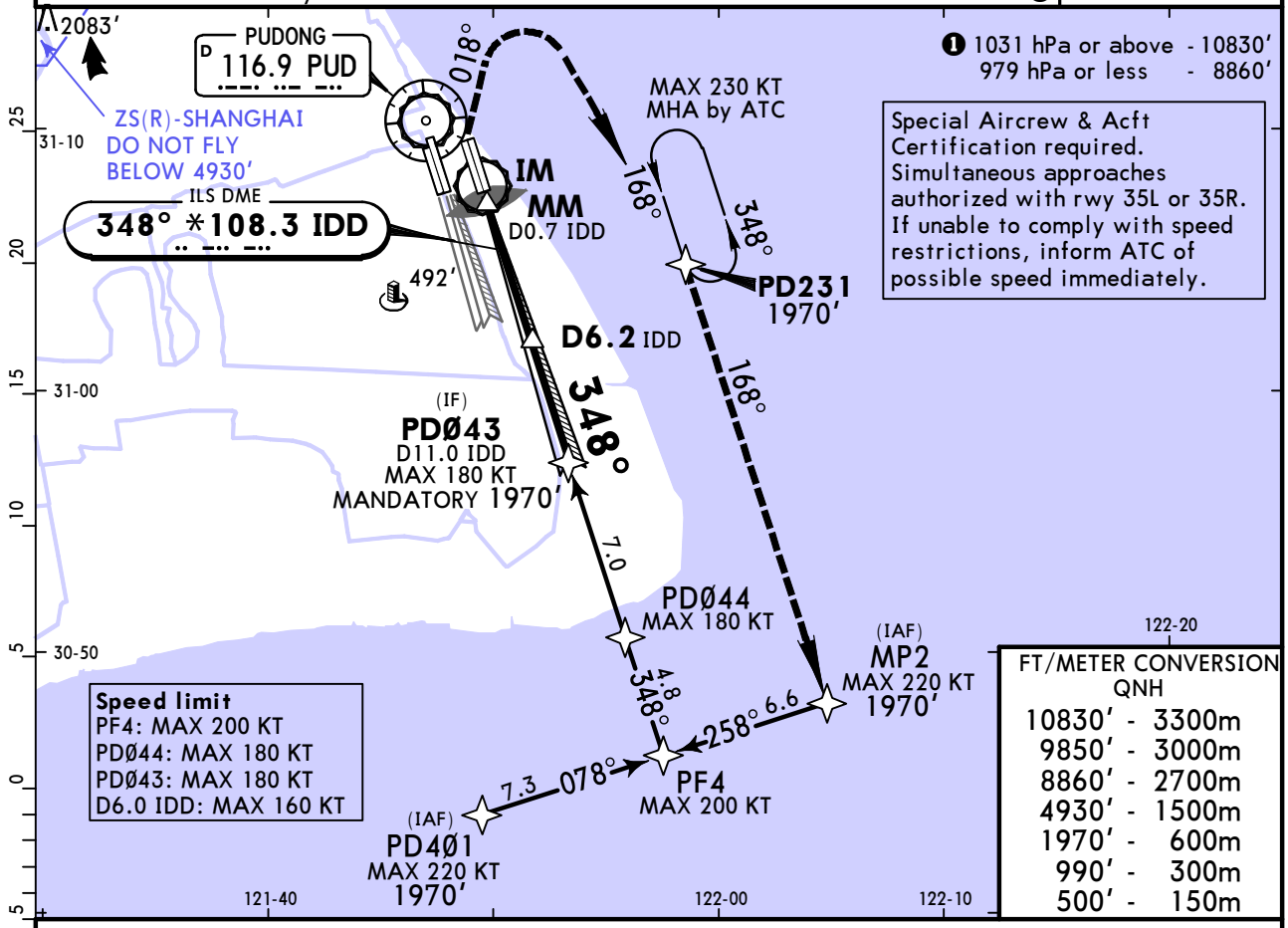
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 102′ DA(H) 111′ (100′)	Apt Elev 12′ Rwy 11′
*108.3	348°	1970′ (1959′)			

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to PD231 at 1970′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



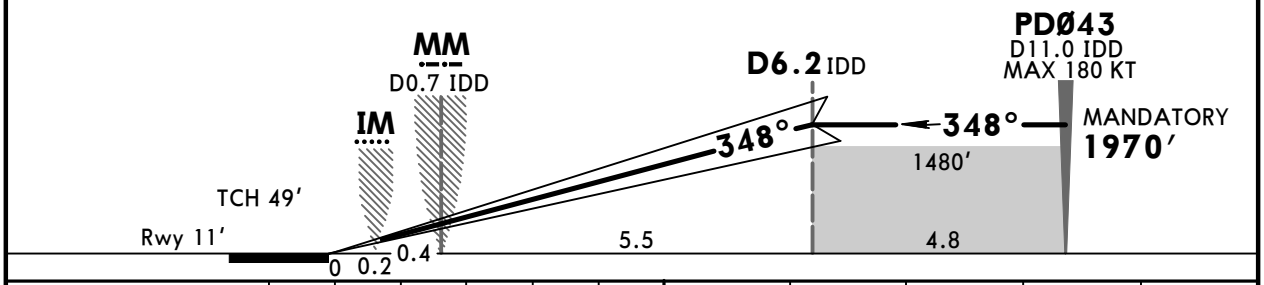
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 35L or 35R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

Speed limit
PF4: MAX 200 KT
PDØ44: MAX 180 KT
PDØ43: MAX 180 KT
D6.0 IDD: MAX 160 KT

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
1970′	600m
990′	300m
500′	150m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI

Turns 210 KT MAX | 500′ ↑ | 018° RT | 990′ ↑

State STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH RA 50′	RA 102′ DA(H) 111′ (100′)
R175m	❶R300m

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-12)

SHANGHAI, PR OF CHINA
CAT II/III ILS DME W Rwy 34L

BRIEFING STRIP™

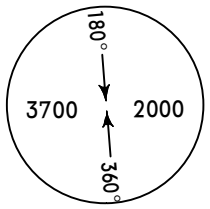
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

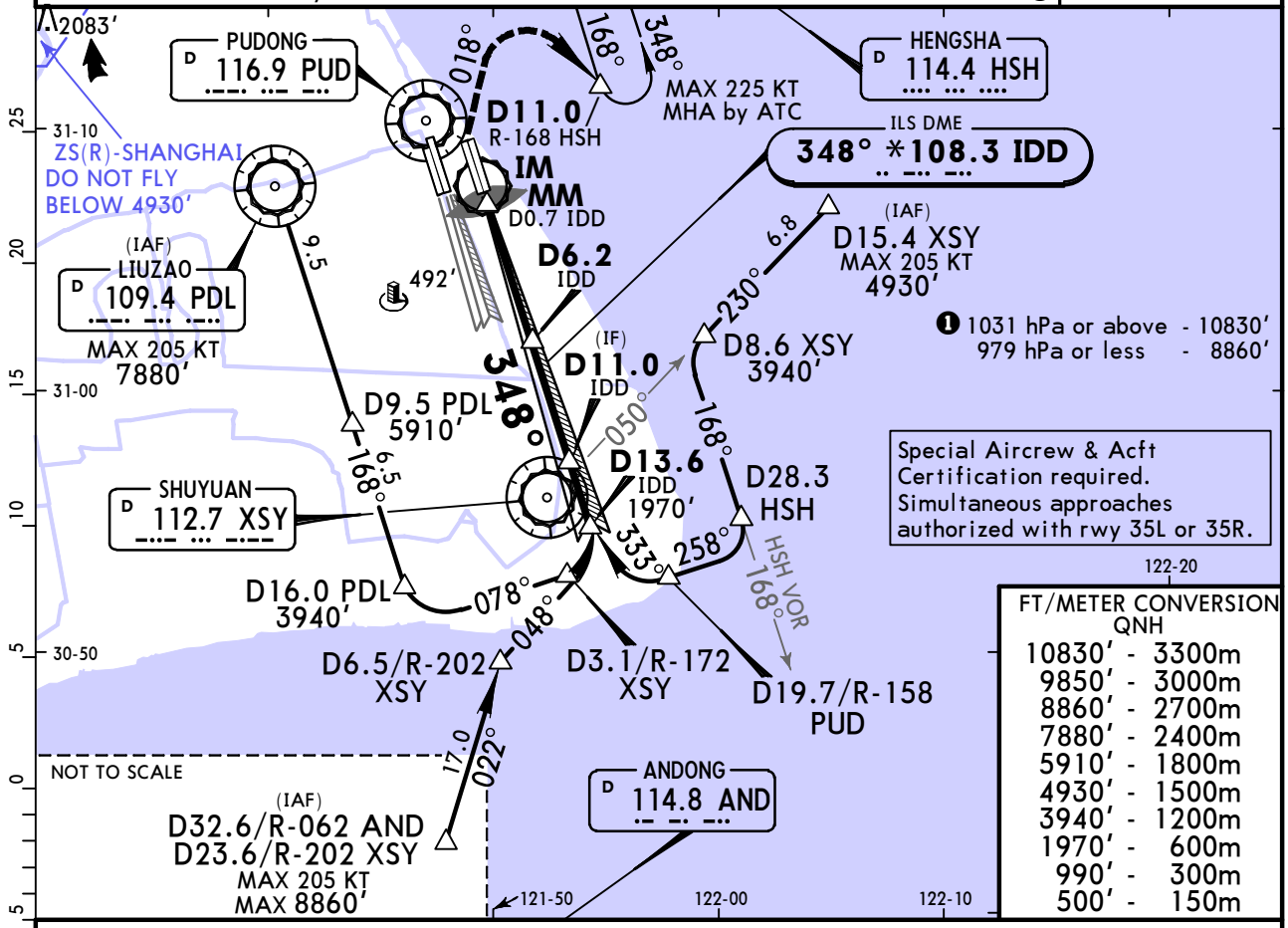
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 102′ DA(H) 111′ (100′)	Apt elev 12′ Rwy 11′
*108.3	348°	1970′ (1959′)			

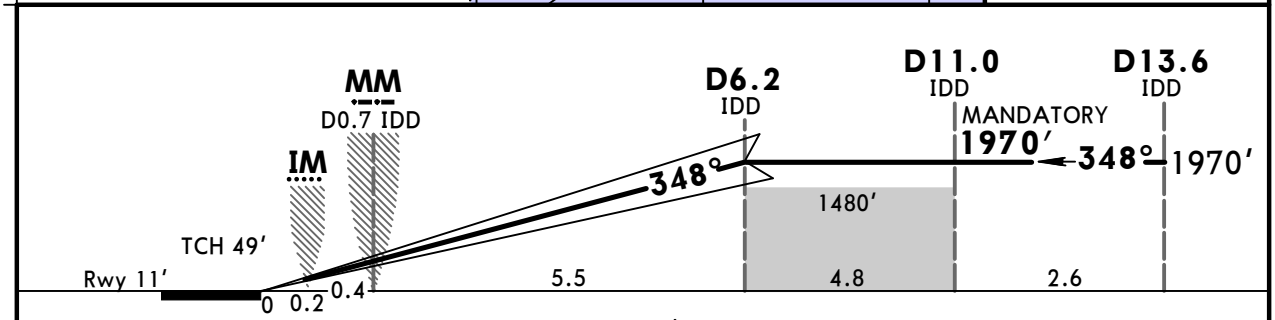
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to D11.0/R-168 HSH at 1970′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

Turns 205 KT MAX

500′ | 018° RT | 990′

State STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH RA 50′	RA 102′ DA(H) 111′(100′)
R175m	❶R300m

❶ CAT D: R350m for manual operation below DH.

PANS OPS

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

11 OCT 24 (21-13)

RNAV ILS DME Z Rwy 34R

BRIEFING STRIP

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR02	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	121.7	121.8	121.875	121.625

LOC IPR	Final Apch Crs	D6.2 IPR MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*108.9	348°	1970′ (1958′)	212′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to PD231 at 1970′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

MSA PUD VOR: 180° 3700 2000 360°

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Simultaneous approaches authorized with rwy 35L or 35R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

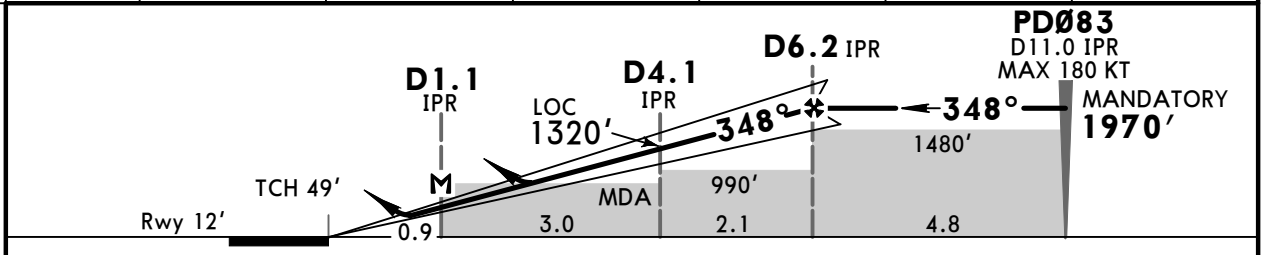
2083′
PUDONG D 116.9 PUD
ZS(R)-SHANGHAI DO NOT FLY BELOW 4930′
31-10
ILS DME 348° *108.9 IPR
492′
018°
MAX 230 KT MHA by ATC
168°
348°
D1.1 IPR
D4.1 IPR
D6.2 IPR
PD231 1970′
168°
348°
31-00
(IF) PDØ83 D11.0 IPR MAX 180 KT MANDATORY 1970′
7.0
PDØ84 MAX 180 KT
(IAF) MP2 MAX 220 KT 1970′
122-20
30-50
4.8
348°
6.3
258°
078°
7.5
PF8 MAX 200 KT
(IAF) PD4Ø1 MAX 220 KT 1970′
121-40
122-00
122-10

Speed limit
PF8: MAX 200 KT
PDØ84: MAX 180 KT
PDØ83: MAX 180 KT
D6.0 IPR: MAX 160 KT

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
1970′	600m
1320′	400m
990′	300m
500′	150m

LOC (GS out)	IPR DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	650′	970′	1280′	1600′	1920′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 IPR							

HIALS
PAPI

Turns 210 KT MAX

500′ ↑ | 018° RT | 990′ ↑

PANS OPS

State

STRAIGHT-IN LANDING

	ILS DA(H) 212′ (200′)		LOC (GS out) CDFA MDA(H) 500′ (488′)	
		ALS out		ALS out
A	❶ R550m V800m	V1200m	V2000m	V2800m
B				
C			V2200m	
D			V2400m	

CIRCLE-TO-LAND

East of RWY only

Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

❶ R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-14)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 34R

BRIEFING STRIP™

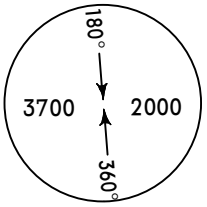
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR02	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	121.7	121.8	121.875	121.625

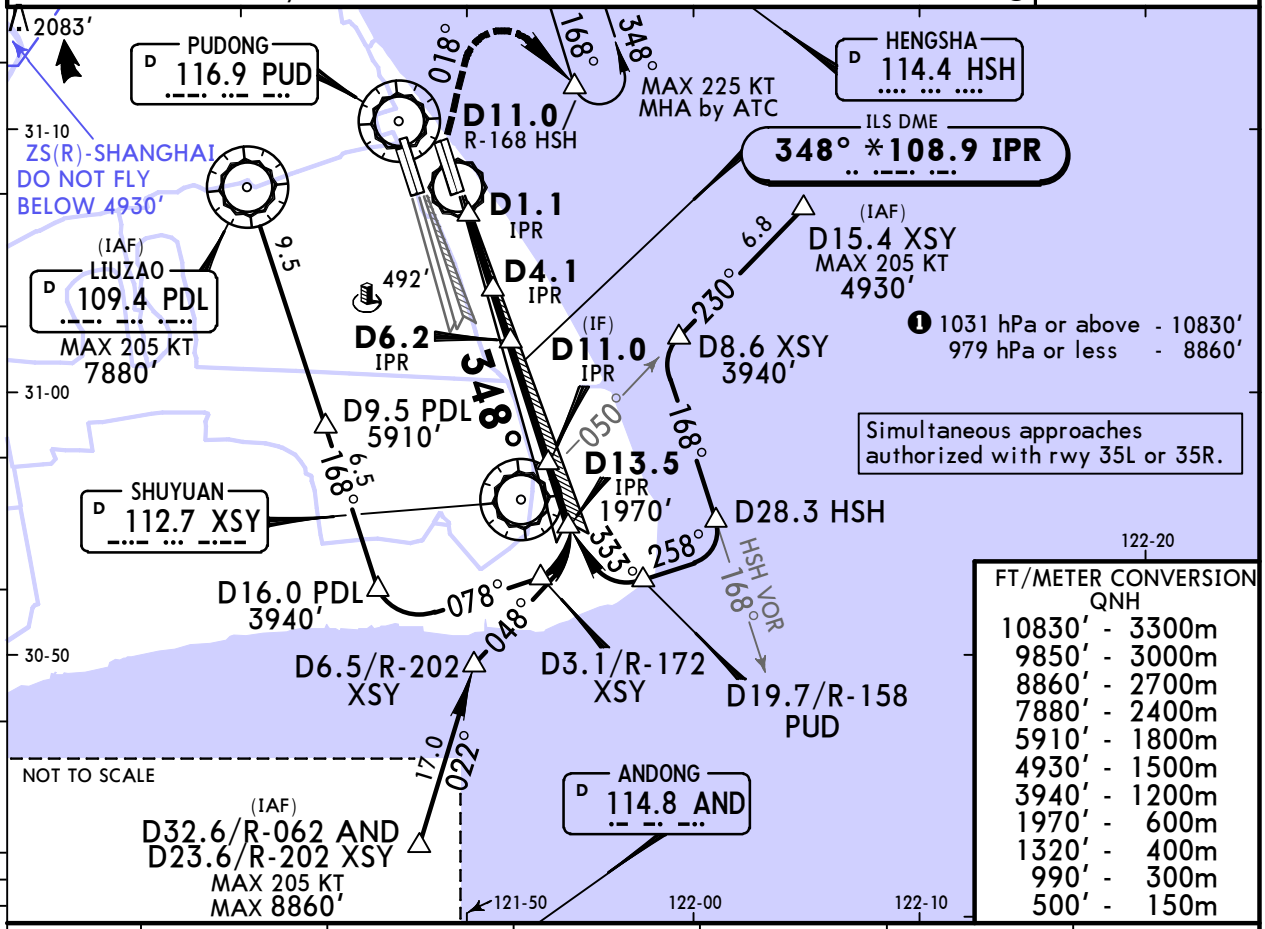
LOC IPR	Final Apch Crs	D6.2 IPR MANDATORY	ILS DA(H)	Apt elev 12′ Rwy 12′
*108.9	348°	1970′ (1958′)	212′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to D11.0/R-168 HSH at 1970′, approach again or join holding and as directed. Turns MAX 205 KT.

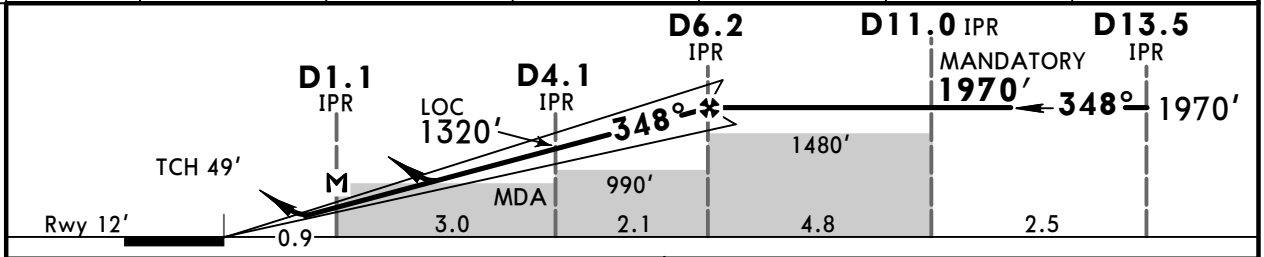
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



LOC (GS out)	IPR DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	650′	970′	1280′	1600′	1920′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 IPR							

HIALS
PAPI

Turns 205 KT MAX

500′ ↑ | 018° RT | 990′ ↑

PANS OPS

State

	STRAIGHT-IN LANDING ILS DA(H) 212′ (200′)		STRAIGHT-IN LANDING LOC (GS out) CDFA MDA(H) 500′ (488′)		CIRCLE-TO-LAND East of RWY only		
		ALS out		ALS out	Max KT	MDA(H)	
A	❶ R550m V800m	V1200m	V2000m	V2800m	100	690′ (678′)	V2800m
B					135	690′ (678′)	V3200m
C			V2200m		180	790′ (778′)	V4400m
D			V2400m		205	920′ (908′)	V4800m

❶ R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New AOM format.

ZSPD/PVG PUDONG

JEPPESEN

11 OCT 24 (21-14A)

SHANGHAI, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 34R

BRIEFING STRIP

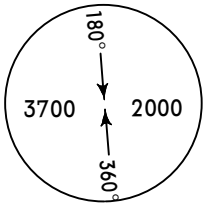
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR02	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	121.7	121.8	121.875	121.625

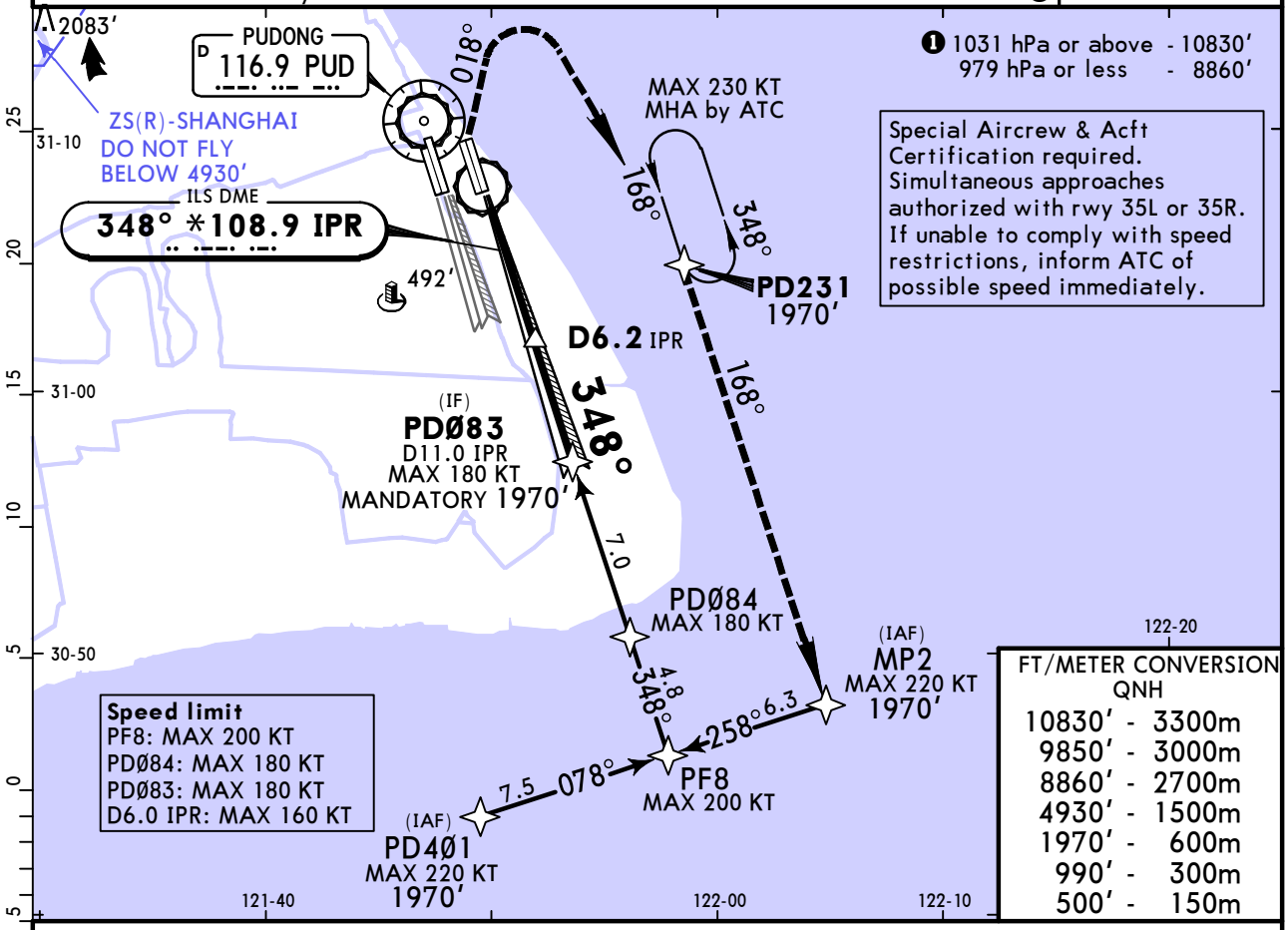
LOC IPR	Final Apch Crs	D6.2 IPR MANDATORY	SA CAT I ILS RA 158′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*108.9	348°	1970′(1958′)		

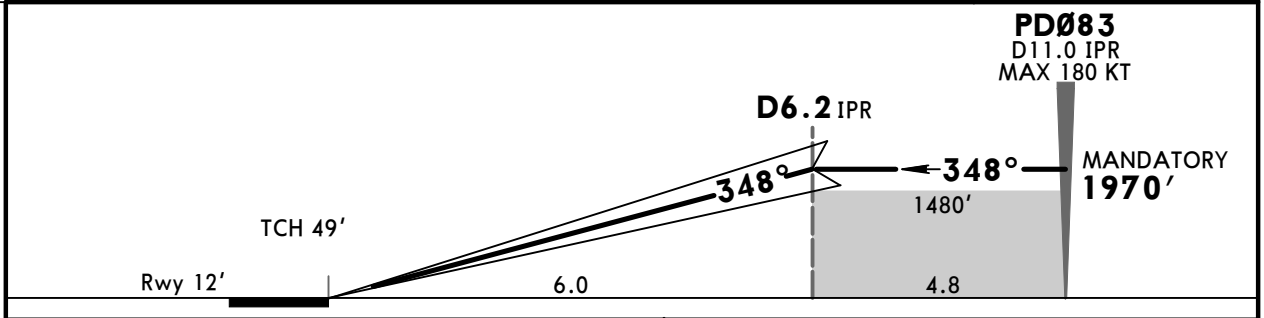
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to PD231 at 1970′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS | PAPI

Turns 210 KT MAX | 500′ | 018° RT | 990′

PANS OPS

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 158′
DA(H) **162′**(150′)

R450m

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-14B)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 34R

BRIEFING STRIP™

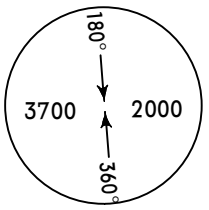
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR02	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	121.7	121.8	121.875	121.625

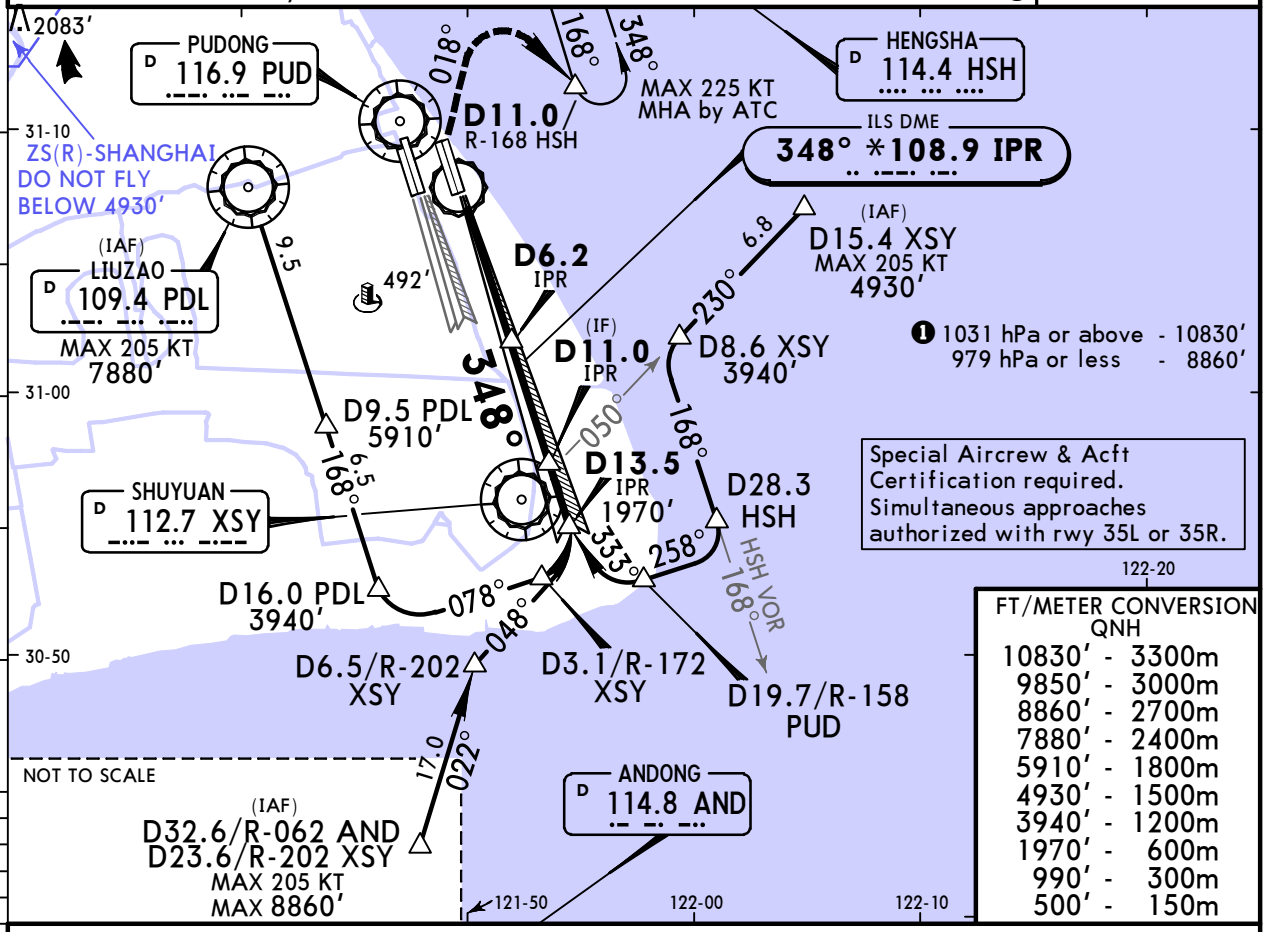
LOC IPR	Final Apch Crs	D6.2 IPR MANDATORY	SA CAT I ILS RA 158′ DA(H) 162′(150′)	Apt elev 12′ Rwy 12′
*108.9	348°	1970′(1958′)		

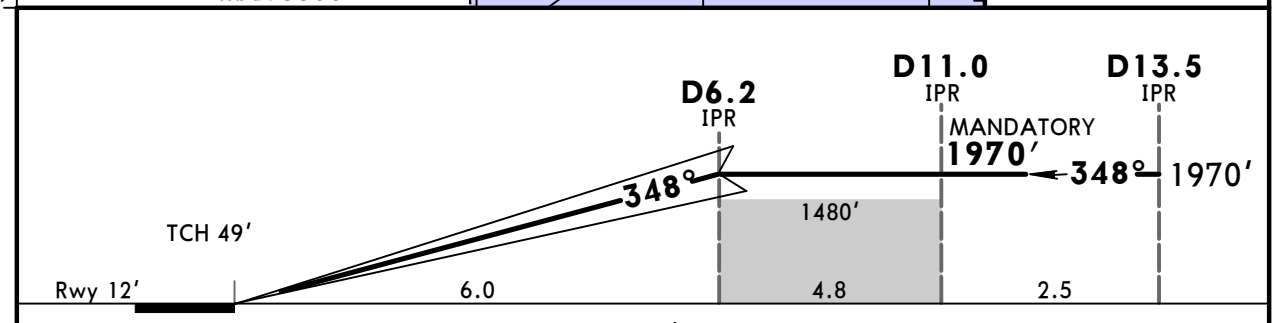
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn RIGHT on track 018° to 990′, then turn RIGHT to D11.0/R-168 HSH at 1970′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS | PAPI

Turns 205 KT MAX | 500′ | 018° RT | 990′

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 158′
DA(H) 162′(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 21-15

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 35L

BRIEFING STRIP

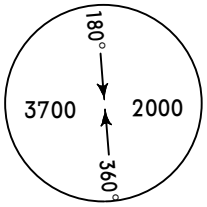
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR01	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	121.7	121.8	121.875	121.625

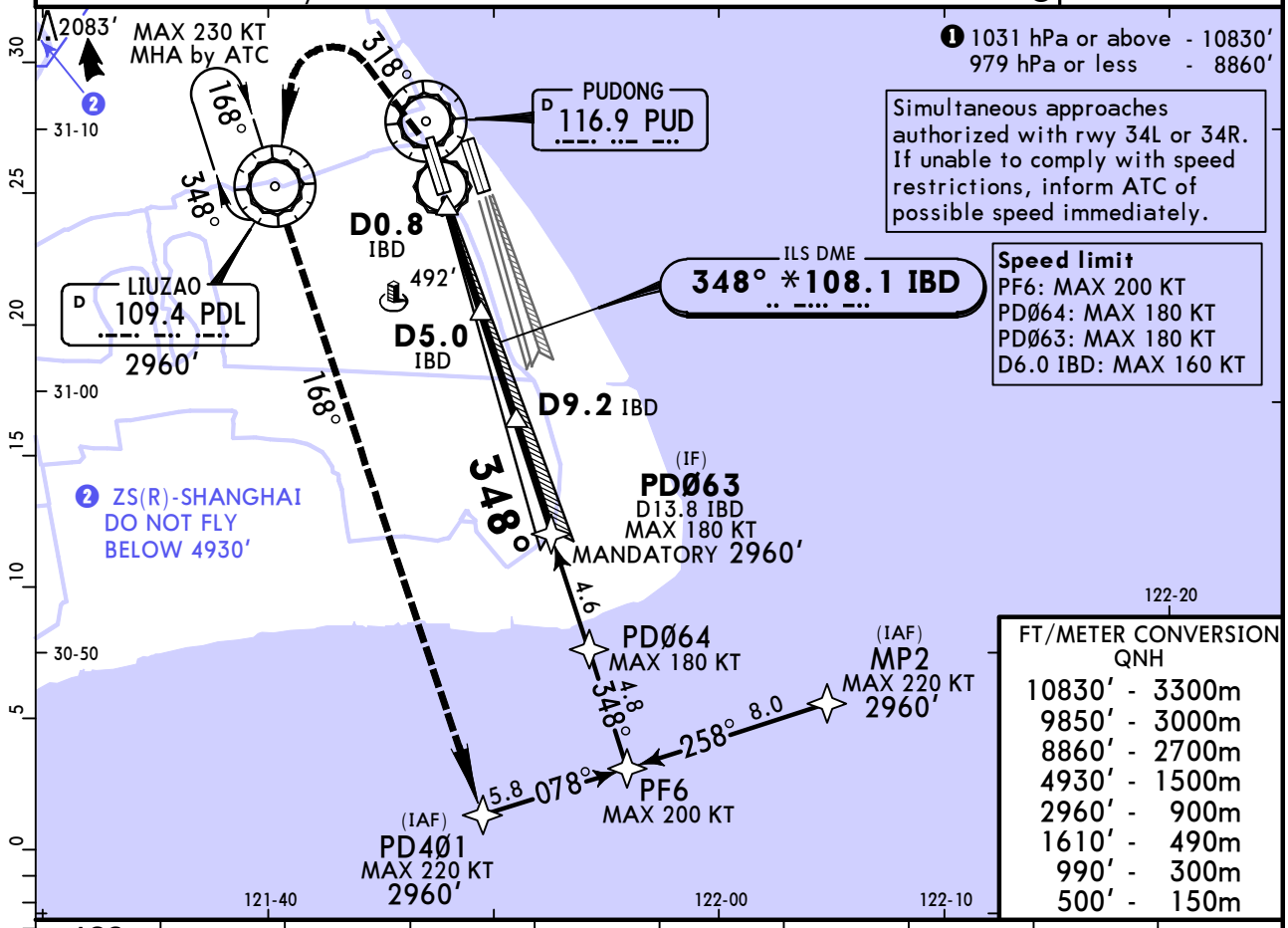
LOC IBD	Final Apch Crs	D9.2 IBD MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*108.1	348°	2960′ (2948′)	212′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Simultaneous approaches authorized with rwy 34L or 34R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

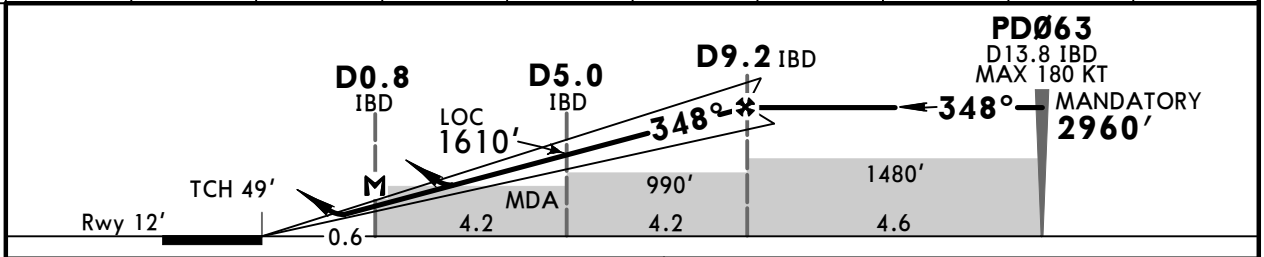
Speed limit
PF6: MAX 200 KT
PDØ64: MAX 180 KT
PDØ63: MAX 180 KT
D6.0 IBD: MAX 160 KT

❷ ZS(R)-SHANGHAI DO NOT FLY BELOW 4930′

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
1610′	490m
990′	300m
500′	150m

LOC (GS out)	INN DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	650′	970′	1280′	1610′	1920′	2240′	2550′	2880′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 IBD							

HIALS PAPI

Turns 210 KT MAX

500′ ↑ | 318° LT | 990′ ↑

State

STRAIGHT-IN LANDING

	ILS DA(H) 212′ (200′)		LOC (GS out) CDFA MDA(H) 500′ (488′)	
		ALS out		ALS out
A	❶ R550m V800m	V1200m	V2000m	V2800m
B				
C			V2200m	
D			V2400m	

CIRCLE-TO-LAND

West of RWY only

Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

PANS OPS

❶ R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-16)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 35L

BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR01	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	121.7	121.8	121.875	121.625

LOC IBD	Final Apch Crs	D9.2 IBD MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*108.1	348°	2960′ (2948′)	212′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

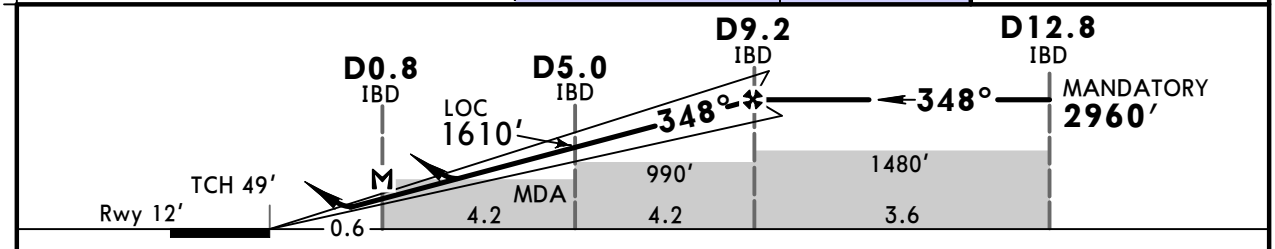
MSA PUD VOR
180°
3700
2000
360°

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

MAX 225 KT
MHA 7880
318°
168°
348°
31-10
PUDONG
D 116.9 PUD
HENGSHA
D 114.4 HSH
ILS DME
348° *108.1 IBD
(IAF)
D15.4 XSY
MAX 205 KT
4930′
122-10
D0.8 IBD
492′
D5.0 IBD
(IAF)
LIUZAO
D 109.4 PDL
MAX 205 KT
7880′
9.5
HSH VOR
168°
230°
6.8
D8.6 XSY
3940′
31-00
D9.5 PDL
5910′
348°
D9.2 IBD
050°
168°
(IF)
D12.8 IBD
MANDATORY
2960′
6.5
168°
ANDONG
D 114.8 AND
D28.3 HSH
D19.7/
R-158
PUD
D18.3/
R-176
PUD
D16.0 PDL
3940′
318°
258°
022°
078°
SHUYUAN
D 112.7 XSY
23.2
NOT TO SCALE
(IAF)
D32.6/R-062 AND
D23.6/R-202 XSY
MAX 205 KT
MAX 8860′
Simultaneous approaches authorized with rwy 34L or 34R.
122-00

RECOMMENDED ALTITUDES	
LOC (GS out)	
IBD DME	ALTITUDE
9.0	2880′
8.0	2550′
7.0	2240′
6.0	1920′
5.0	1610′
4.0	1280′
3.0	970′
2.0	650′

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1610′	490m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 IBD							

HIALS
PAPI

Turns 205 KT MAX

500′ ↑ | 318° LT | 990′ ↑

State

STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
ILS		LOC (GS out) CDFA		West of RWY only		
DA(H) 212′ (200′)	ALS out	MDA(H) 500′ (488′)	ALS out	Max KT	MDA(H)	
A	❶ R550m V800m	V1200m	V2000m	V2800m	100	690′ (678′) V2800m
B					135	690′ (678′) V3200m
C			V2200m		180	790′ (778′) V4400m
D			V2400m		205	920′ (908′) V4800m

PANS OPS

❶ R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New AOM format.

ZSPD/PVG PUDONG

JEPPESEN

11 OCT 24 (21-16A)

SHANGHAI, PR OF CHINA

SA CAT I RNAV ILS DME Z Rwy 35L

BRIEFING STRIP

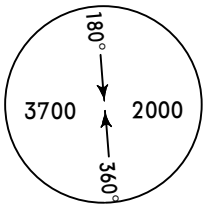
D-ATIS	SHANGHAI Approach (R)						
	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85 (Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR01	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	121.7	121.8	121.875	121.625

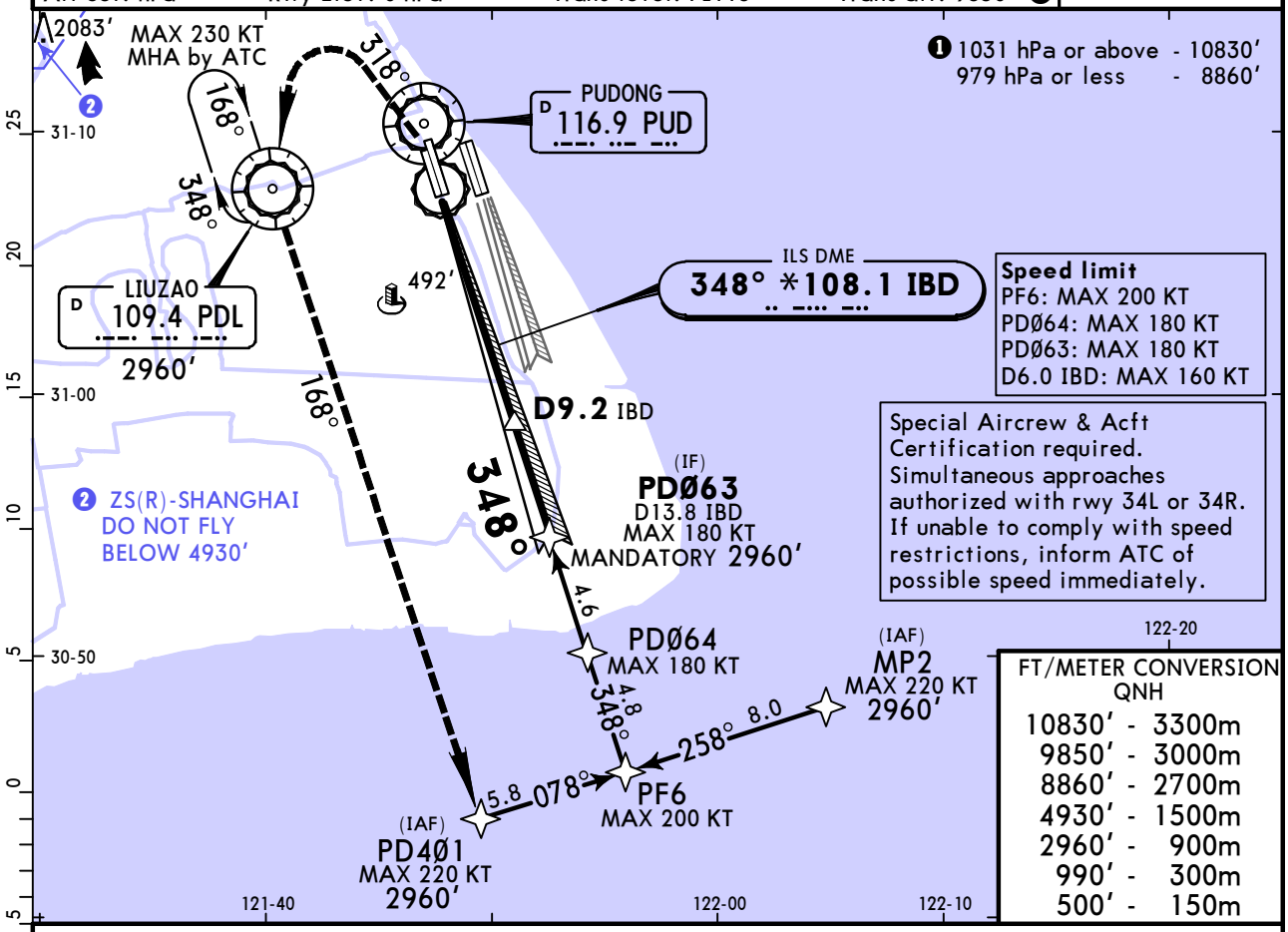
LOC IBD	Final Apch Crs	D9.2 IBD MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*108.1	348°	2960′(2948′)		

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



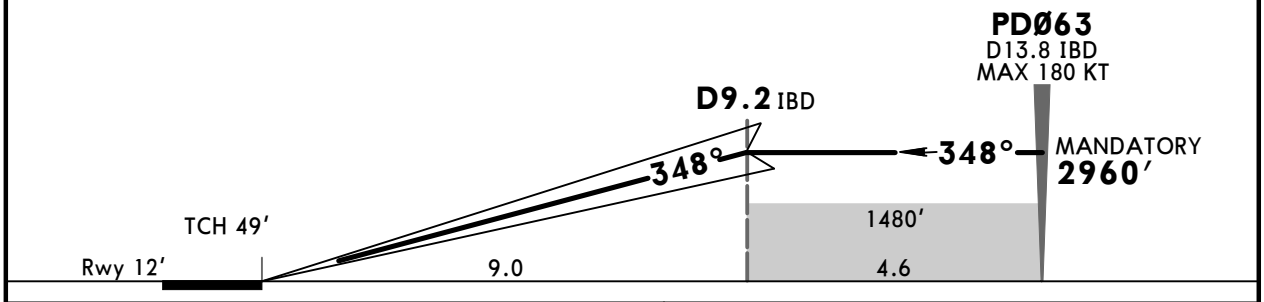
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Speed limit
PF6: MAX 200 KT
PDØ64: MAX 180 KT
PDØ63: MAX 180 KT
D6.0 IBD: MAX 160 KT

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 34L or 34R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
990′	300m
500′	150m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI

Turns 210 KT MAX

500′ ↑

318° LT

990′ ↑

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **162′**(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-16B)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 35L

BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR01	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	121.7	121.8	121.875	121.625

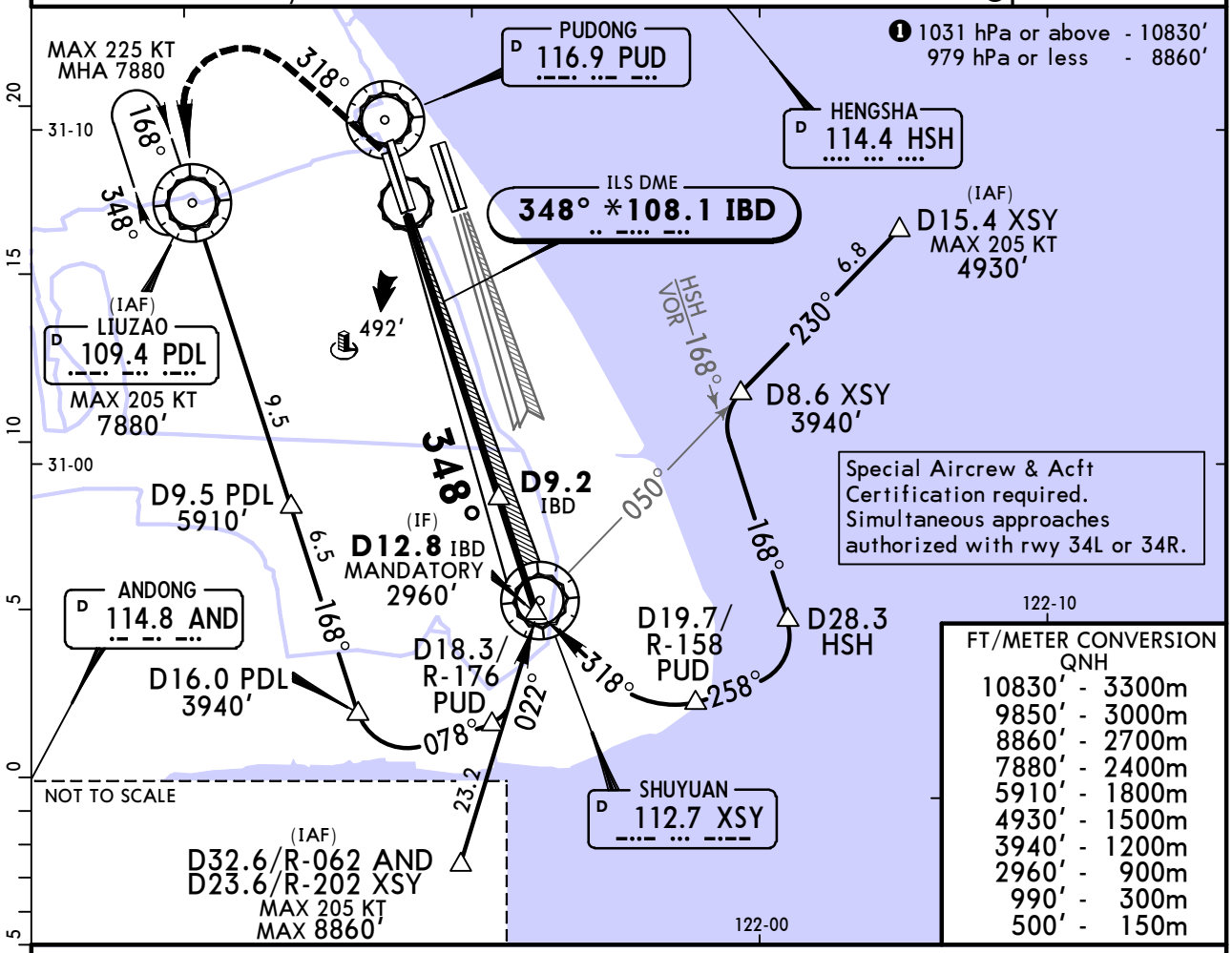
LOC IBD	Final Apch Crs	D9.2 IBD MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*108.1	348°	2960′(2948′)		

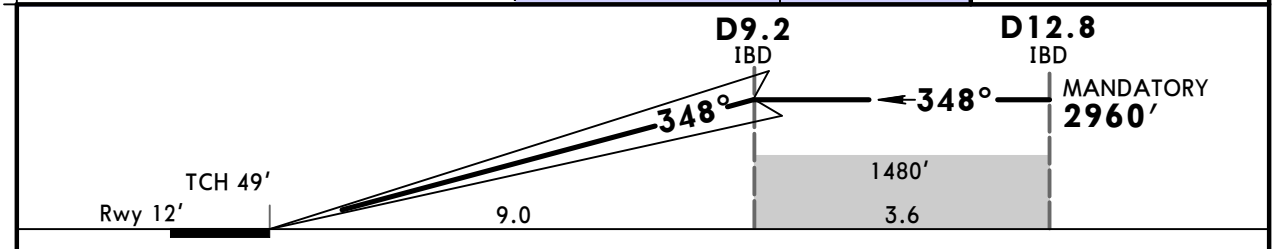
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

180° 3700 2000 360°
MSA PUD VOR

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

Turns 205 KT MAX

500′ ↑ | 318° LT | 990′ ↑

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 162′(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-17)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 35R

BRIEFING STRIP

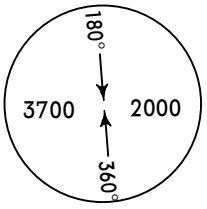
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
		120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

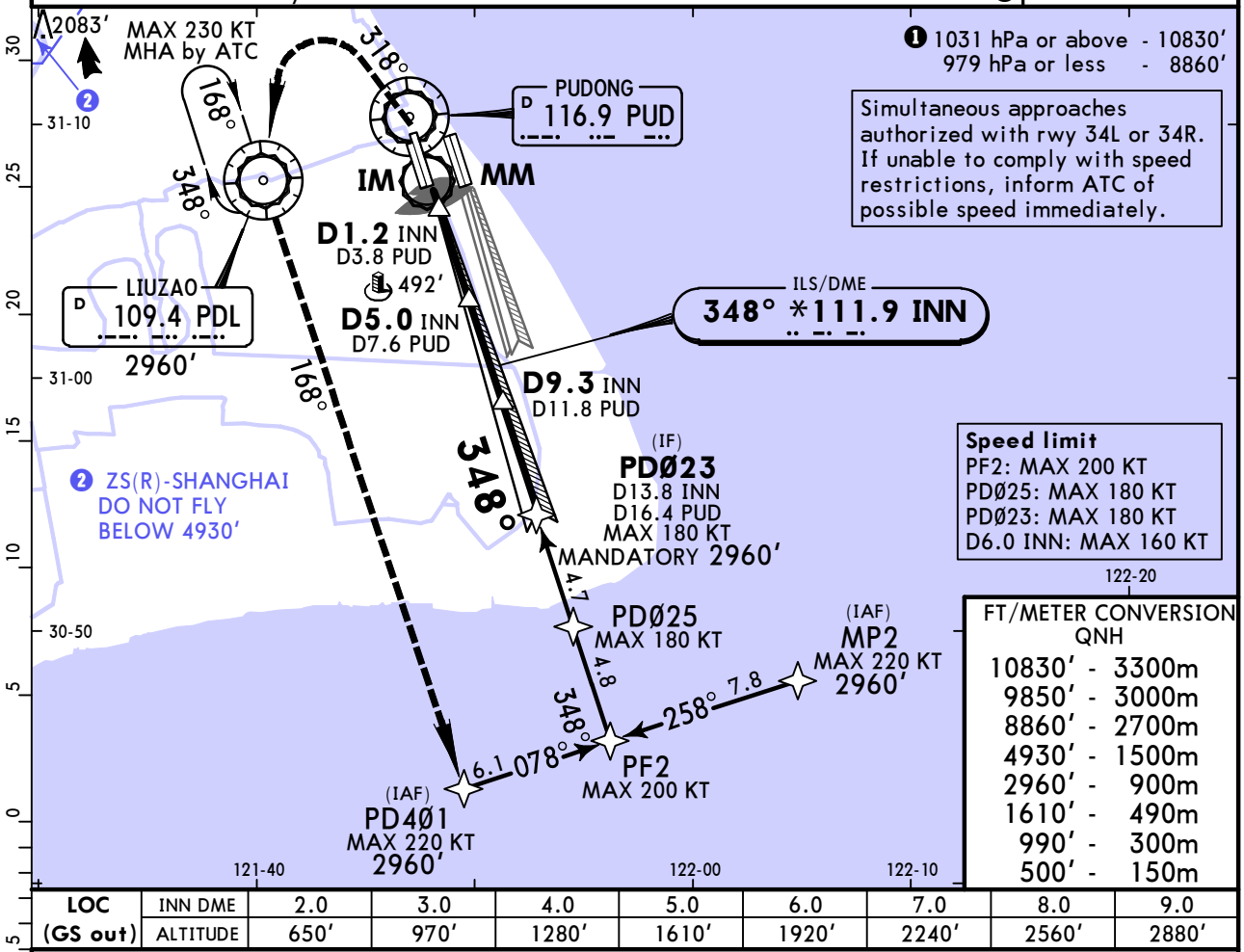
LOC	Final	D9.3 INN	ILS	
INN	Apch Crs	MANDATORY	DA(H)	Apt Elev 12′
*111.9	348°	2960′ (2950′)	210′ (200′)	Rwy 10′

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

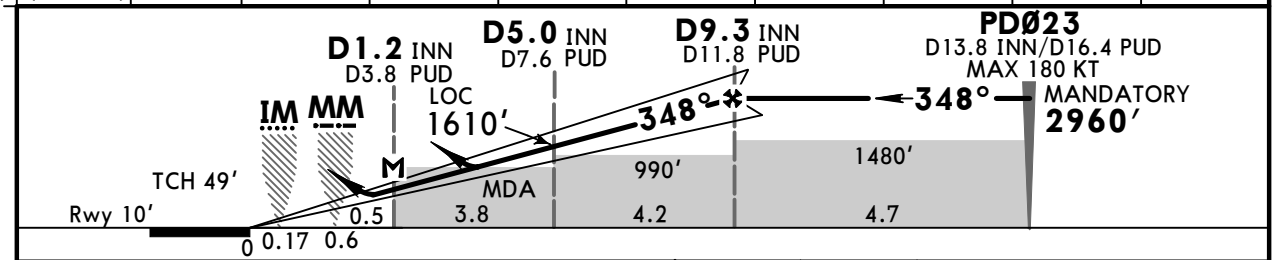
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



LOC (GS out)	INN DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	650′	970′	1280′	1610′	1920′	2240′	2560′	2880′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.2 INN							

HIALS-II
PAPI

Turns 210 KT MAX

500′ ↑ | 318° LT | 990′ ↑

PANS OPS

State

STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
ILS		LOC (GS out) CDFA				
DA(H) 210′ (200′)		MDA(H) 500′ (490′)				
	ALS out		ALS out	Max KT	MDA(H)	
A	R550m V800m	V1200m	V2000m	V2900m	100	690′ (678′) V2800m
B					135	690′ (678′) V3200m
C			V2200m		180	790′ (778′) V4400m
D			V2400m		205	920′ (908′) V4800m

CHANGES: New AOM format.

ZSPD/PVG PUDONG

JEPPESEN

11 OCT 24 (21-17A)

SHANGHAI, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 35R

BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

LOC	Final	D9.3 INN	CAT II ILS	
INN	Apch Crs	MANDATORY	RA 102′	Apt Elev 12′
*111.9	348°	2960′ (2950′)	DA(H) 110′ (100′)	Rwy 10′

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

180° 3700 2000 360°

MSA PUD VOR

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

2083′ MAX 230 KT MHA by ATC

318° 168° 348°

PUDONG D 116.9 PUD

IM MM

492′

LIUZAO D 109.4 PDL 2960′

D5.0 INN D7.6 PUD

ILS/DME 348° *111.9 INN

D9.3 INN D11.8 PDU

(IF) PDØ23 D13.8 INN D16.4 PUD MAX 180 KT MANDATORY 2960′

PDØ25 MAX 180 KT

(IAF) MP2 MAX 220 KT 2960′

PF2 MAX 200 KT

(IAF) PDØ1 MAX 220 KT 2960′

❷ ZS(R)-SHANGHAI DO NOT FLY BELOW 4930′

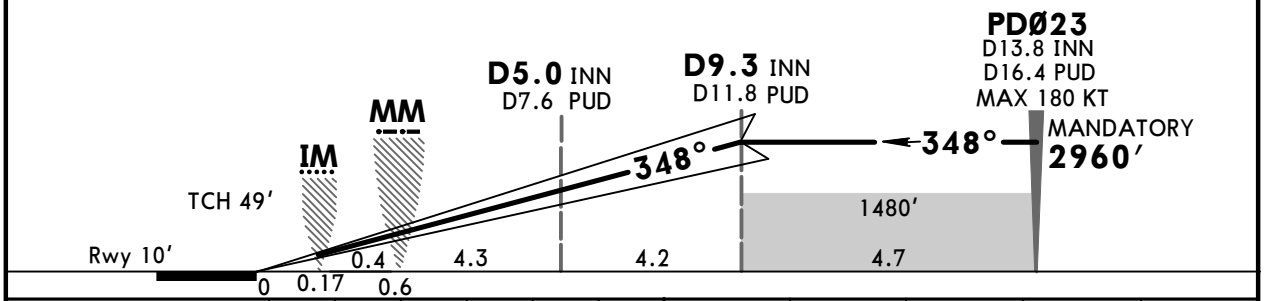
Speed limit
PF2: MAX 200 KT
PDØ25: MAX 180 KT
PDØ23: MAX 180 KT
D6.0 INN: MAX 160 KT

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 34L or 34R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

31-10 | 31-00 | 30-50 | 121-40 | 122-00 | 122-10 | 122-20

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

Turns 210 KT MAX

500′ ↑ | 318° LT | 990′ ↑

State

STRAIGHT-IN LANDING
CAT II ILS

RA 102′
DA(H) **110′** (100′)

❶ R300m

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-18)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 35R

BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

LOC	Final	D9.3 INN	ILS	Apt Elev 12′
INN	Apch Crs	MANDATORY	DA(H)	Rwy 10′
*111.9	348°	2960′ (2950′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

MSA PUD VOR
180°
3700 2000
360°

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

PUDONG D 116.9 PUD

HENGSHA D 114.4 HSH

ILS/DME 348° *111.9 INN

IM
MM D1.2 INN D3.8 PUD

D5.0 INN D7.6 PUD

D9.3 INN D11.8 PUD

(IAF) D15.4 XSY
MAX 205 KT
4930′

(IAF) LIUZAO D 109.4 PDL
MAX 225 KT
MHA 7880

MAX 205 KT
7880′

D9.5 PDL 5910′

D8.6 XSY 3940′

D28.3 HSH

ANDONG D 114.8 AND

D16.0 PDL 3940′

D18.3/ R-176 PUD

D19.7/ R-158 PUD

(IF) SHUYUAN D 112.7 XSY
MANDATORY 2960′

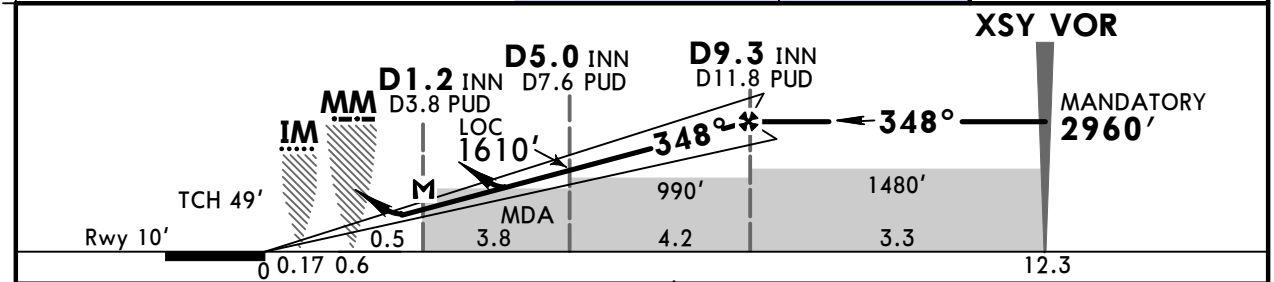
Simultaneous approaches authorized with rwy 34L or 34R.

(IAF) D32.6/R-062 AND D23.6/R-202 XSY
MAX 205 KT
MAX 8860′

NOT TO SCALE

RECOMMENDED ALTITUDES	
LOC (GS out)	
INN DME	ALTITUDE
2.0	650′
3.0	970′
4.0	1280′
5.0	1610′
6.0	1920′
7.0	2240′
8.0	2560′
9.0	2880′

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1610′	490m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D1.2 INN							

HIALS-II
PAPI

Turns 205 KT MAX

500′ ↑ | 318° LT | 990′ ↑

PANS OPS

State	STRAIGHT-IN LANDING ILS DA(H) 210′ (200′)		STRAIGHT-IN LANDING LOC (GS out) CDFA MDA(H) 500′ (490′)		CIRCLE-TO-LAND		
		ALS out		ALS out	Max KT	MDA(H)	
A	R550m V800m	V1200m	V2000m	V2900m	100	690′ (678′)	V2800m
B					135	690′ (678′)	V3200m
C			V2200m		180	790′ (778′)	V4400m
D			V2400m		205	920′ (908′)	V4800m

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

11 OCT 24 (21-18A) CAT II ILS DME Y Rwy 35R

BRIEFING STRIP

D-ATIS	SHANGHAI Approach (R)						
	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85 (Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

LOC	Final	D9.3 INN	CAT II ILS	
INN	Apch Crs	MANDATORY	RA 102′	Apt Elev 12′
*111.9	348°	2960′ (2950′)	DA(H) 110′ (100′)	Rwy 10′

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

180° 3700 2000 360°
MSA PUD VOR

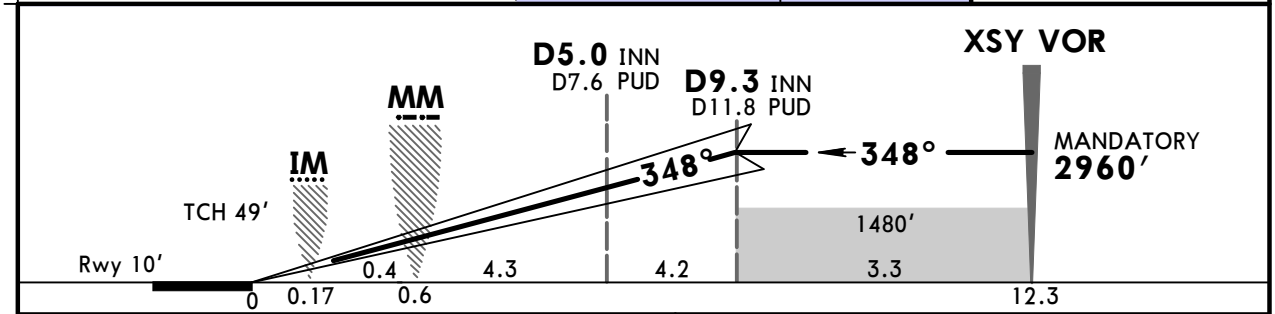
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

1063′
318°
168°
348°
MAX 225 KT
MHA 7880
(IAF)
LIUZAO
D 109.4 PDL
MAX 205 KT
7880′
9.5
D9.5 PDL
5910′
6.5
168°
ANDONG
D 114.8 AND
D16.0 PDL
3940′
NOT TO SCALE
(IAF)
D32.6/R-062 AND
D23.6/R-202 XSY
MAX 205 KT
MAX 8860′
23.6
078°
022°
D18.3/
R-176
PUD
492′
D5.0 INN
D7.6 PUD
IM
MM
PUDONG
D 116.9 PUD
ILS/DME
348° *111.9 INN
348°
D9.3 INN
D11.8 PUD
050°
HENGSHA
D 114.4 HSH
(IAF)
D15.4 XSY
MAX 205 KT
4930′
6.8
230°
HSH VOR
168°
D8.6 XSY
3940′
168°
D28.3
HSH
D19.7/
R-158
PUD
318°
258°
(IF)
SHUYUAN
D 112.7 XSY
MANDATORY 2960′
122-10
122-00
31-10
31-00
20
15
10
5
0
5

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 34L or 34R.

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

Turns 205 KT MAX

500′ ↑ | 318° LT | 990′ ↑

PANS OPS

State

STRAIGHT-IN LANDING
CAT II ILS

RA 102′
DA(H) **110′** (100′)

❶ R300m

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-18B)

SHANGHAI, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 35R

BRIEFING STRIP

D-ATIS	SHANGHAI Approach (R)						
	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85 (Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

LOC	Final	D9.3 INN	SA CAT I ILS	
INN	Apch Crs	MANDATORY	RA 151′	Apt Elev 12′
*111.9	348°	2960′ (2950′)	DA(H) 160′ (150′)	Rwy 10′

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

180° 3700 2000 360°
MSA PUD VOR

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 34L or 34R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

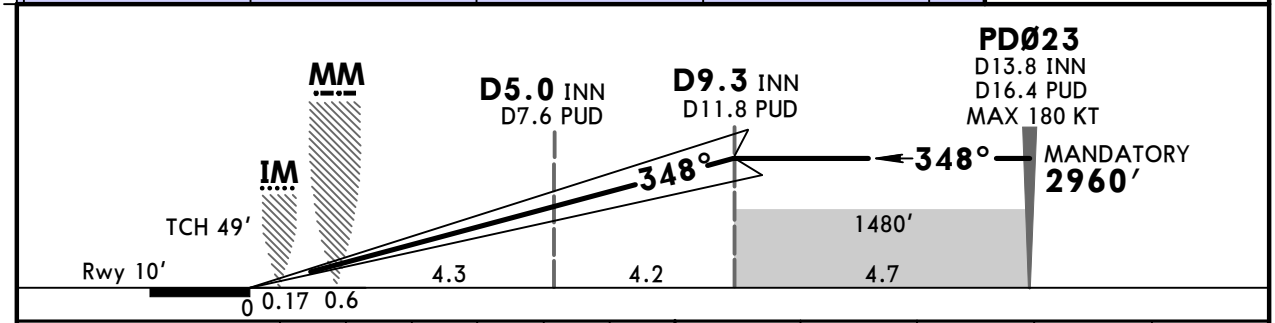
2083′ MAX 230 KT
MHA by ATC
31-10
318° 168° 348°
PUDONG D 116.9 PUD
IM
MM 492′
LIUZAO D 109.4 PDL
2960′
D5.0 INN
D7.6 PUD
ILS/DME 348° *111.9 INN
31-00
168°
D9.3 INN
D11.8 PUD
348°
(IF) PDØ23
D13.8 INN
D16.4 PUD
MAX 180 KT
MANDATORY 2960′
❷ ZS(R)-SHANGHAI DO NOT FLY BELOW 4930′
4.7
PDØ25
MAX 180 KT
(IAF) MP2
MAX 220 KT
2960′
30-50
4.8
348° 258° 7.8
6.1 078°
PF2
MAX 200 KT
(IAF) PDØ1
MAX 220 KT
2960′
121-40 122-00 122-10

Speed limit
PF2: MAX 200 KT
PDØ25: MAX 180 KT
PDØ23: MAX 180 KT
D6.0 INN: MAX 160 KT

122-20

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

Turns 210 KT MAX | 500′ | 318° LT | 990′

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 160′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN

11 OCT 24 (21-18C)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 35R

BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

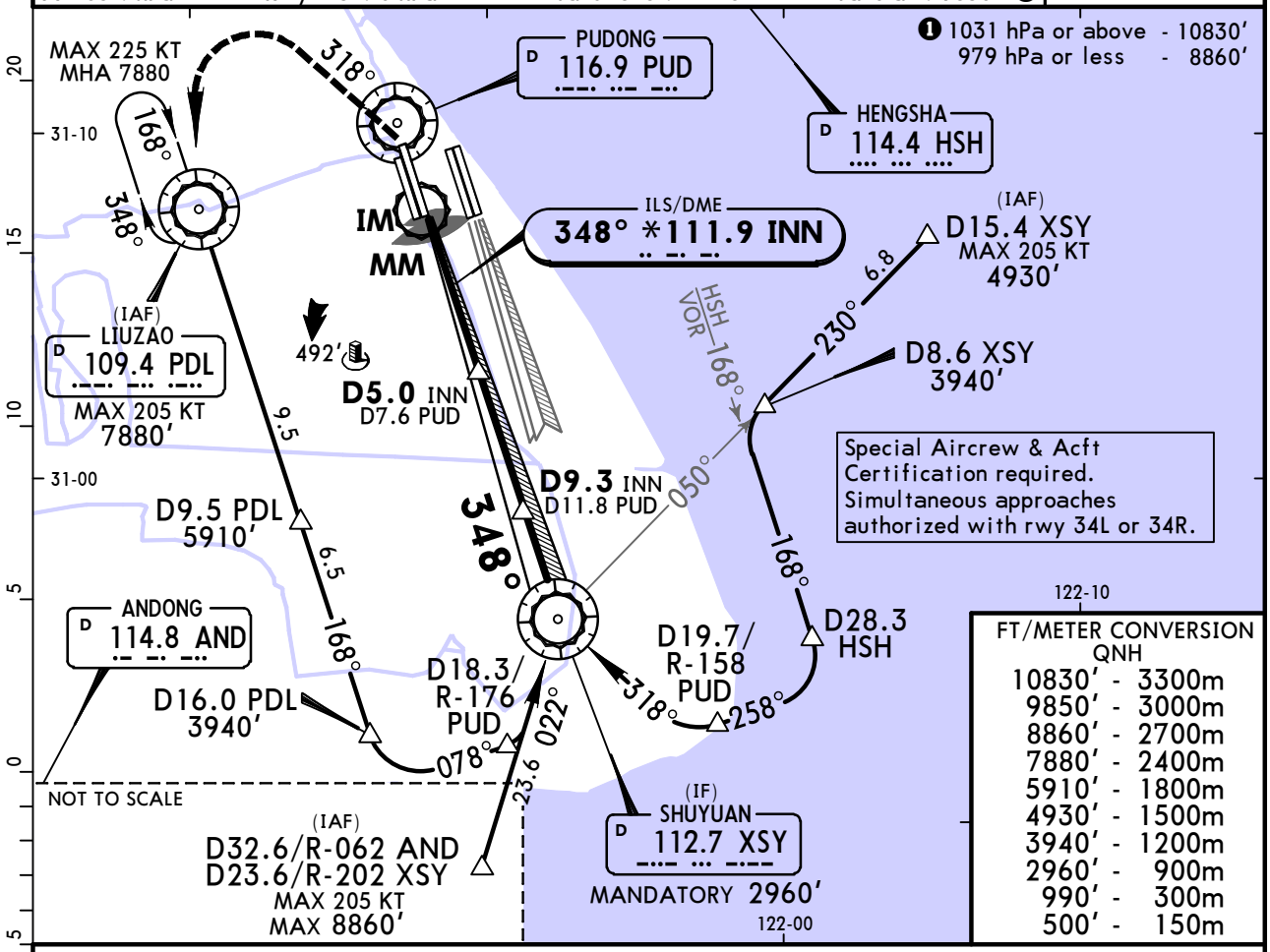
LOC	Final	D9.3 INN	SA CAT I ILS	
INN	Apch Crs	MANDATORY	RA 151′	Apt Elev 12′
*111.9	348°	2960′ (2950′)	DA(H) 160′ (150′)	Rwy 10′

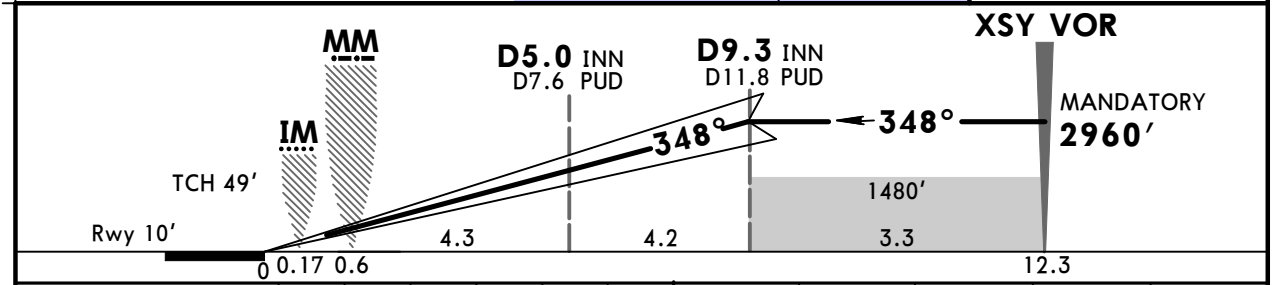
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

MSA PUD VOR: 180° 3700 2000 360°

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ (1)

(1) 1031 hPa or above - 10830′
979 hPa or less - 8860′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II | PAPI

Turns 205 KT MAX | 500′ ↑ | 318° LT | 990′ ↑

State

STRAIGHT-IN LANDING
(1) SA CAT I ILS

RA 151′
DA(H) 160′ (150′)

R450m

PANS OPS

(1) HUD required.

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (23-1)

SHANGHAI, PR OF CHINA
VOR DME Rwy 17L

D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

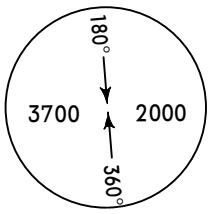
SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

BRIEFING STRIP

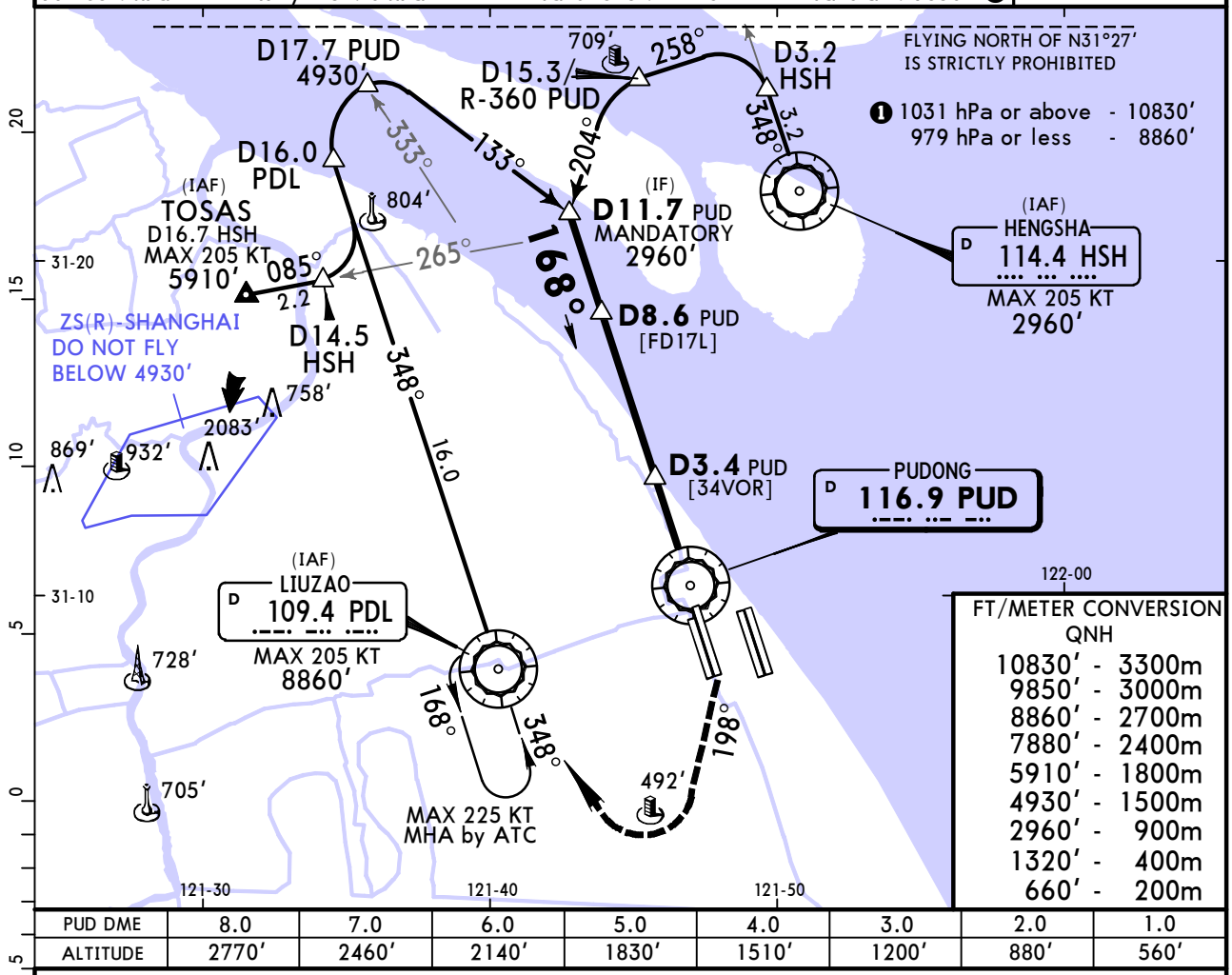
VOR PUD	Final Apch Crs	D8.6 PUD MANDATORY	MDA(H)	Apt Elev 12′
116.9	168°	2960′ (2950′)	460′ (450′)	Rwy 10′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, then turn RIGHT on track 198° to 1320′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

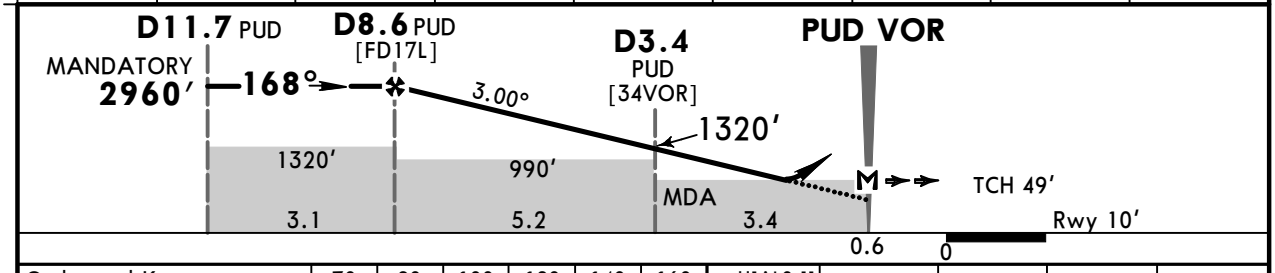


MSA PUD VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
2960′	900m
1320′	400m
660′	200m

PUD DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2770′	2460′	2140′	1830′	1510′	1200′	880′	560′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at PUD VOR							

HIALS-II
PAPI

Turns 205 KT MAX | 660′ | 198° RT | 1320′

State

STRAIGHT-IN LANDING CDFA MDA(H) 460′ (450′)		CIRCLE-TO-LAND		
	ALS out	Max KT	MDA(H)	
A	V1800m	100	690′ (678′)	V2800m
B		135	690′ (678′)	V3200m
C	V2000m	180	790′ (778′)	V4400m
D	V2200m	205	920′ (908′)	V4800m

PANS OPS

CHANGES: New AOM format.

ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (23-2)

SHANGHAI, PR OF CHINA
VOR DME Rwy 35R

BRIEFING STRIP

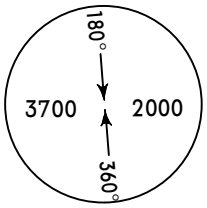
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR01	*TWR03	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	124.35	121.7	121.8	121.875	121.625

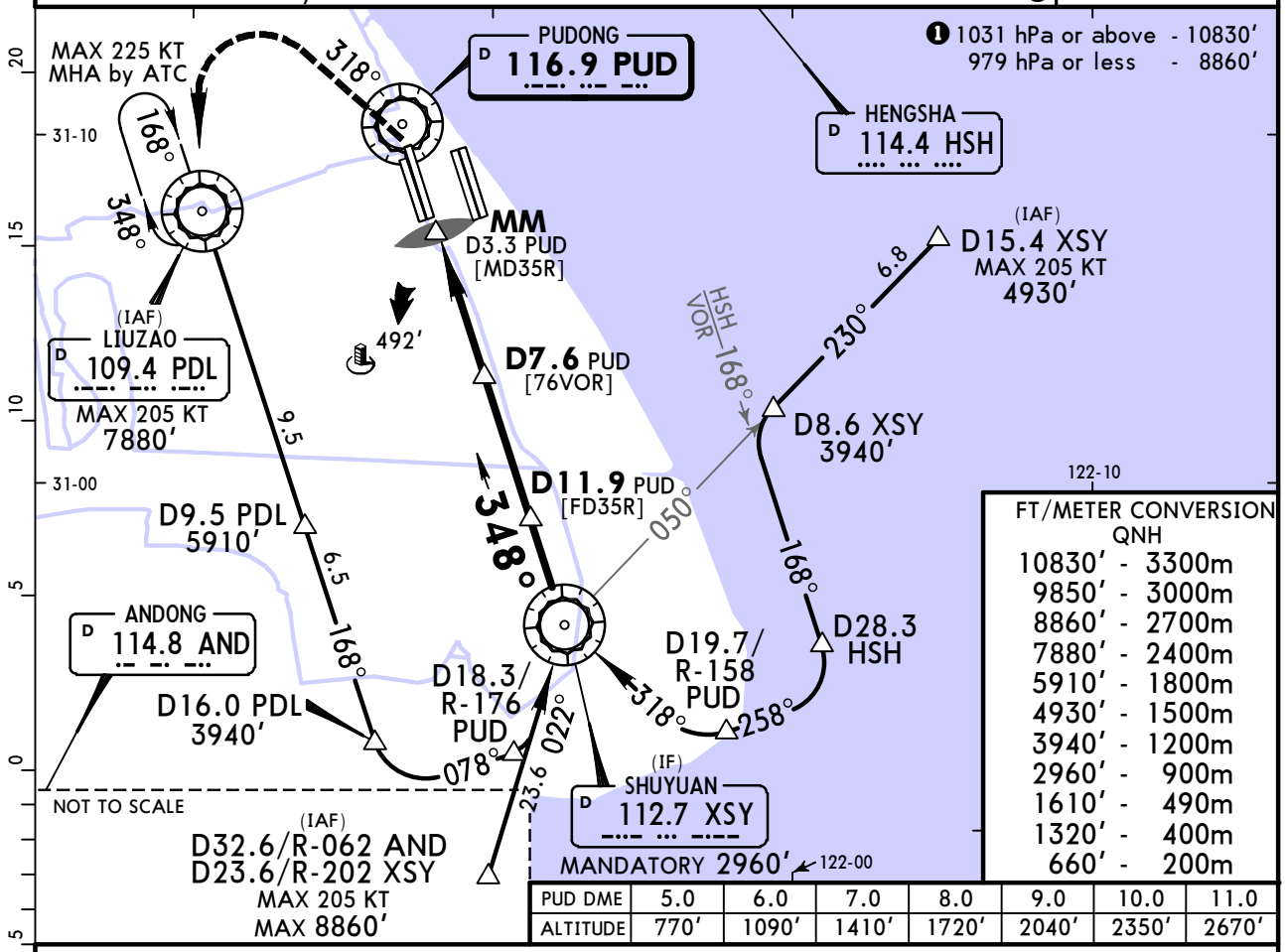
VOR	Final	D11.9 PUD	MDA(H)	Apt Elev 12′
PUD	Apch Crs	MANDATORY	500′ (490′)	Rwy 10′
116.9	348°	2960′ (2950′)		

MISSED APCH: Climb STRAIGHT AHEAD to 660′, then turn LEFT on track 318° to 1320′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

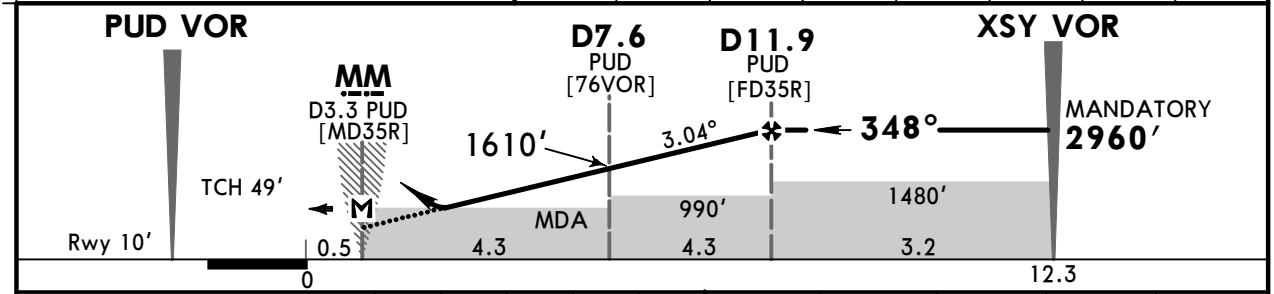
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



PUD DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	770′	1090′	1410′	1720′	2040′	2350′	2670′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at MM/D3.3 PUD							

HIALS-II
PAPI

Turns 205 KT MAX | 660′ ↑ | 318° LT | 1320′ ↑

PANS OPS

State

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
CDFA				
MDA(H) 500′ (490′)				
	ALS out	Max KT	MDA(H)	
A	V2000m	100	690′ (678′)	V2800m
B		135	690′ (678′)	V3200m
C	V2200m	180	790′ (778′)	V4400m
D	V2400m	205	920′ (908′)	V4800m

CHANGES: New AOM format.

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SHANGHAI, (PUDONG - ZSPD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZSPD

Type: Terminal
Effectivity: Temporary
Begin Date: 20241030
End Date: 20260531

Construction works on airport (based on SUP 22-24; EFF 30 OCT 24 1600Z). Exercise caution while landing, taking off and taxiing. Refer to temporary chart 20-8 and latest NOTAMs.