

General Info

Shanghai, CHN

N 31°08.5' E121°47.4' Mag Var: 4.9°

Elevation: 13'

Public, Control Tower, IFR, Landing Fee, Customs

Fuel: Jet

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 16-34 12467' x 197' concrete

Runway 17-35 13123' x 197' concrete

Runway 16 (167.0°) TDZE 13'

Lights: Edge, ALS, Centerline, TDZ

Runway 17 (167.0°) TDZE 10'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Runway 34 (347.0°) TDZE 13'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Runway 35 (347.0°) TDZE 10'

Lights: Edge, ALS, Centerline, TDZ

Communications InfoATIS **127.85**Pudong Tower **124.35** SecondaryPudong Tower **118.8**Pudong Tower **118.4**Pudong Delivery Ground Control **121.95**Pudong Ground Control **121.8**Pudong Ground Control **121.7** SecondaryPudong Ground Control **121.65**Shanghai Approach Control **125.4** MFShanghai Approach Control **120.3** MFShanghai Approach Control **119.75** SecondaryShanghai Approach Control **119.2** SecondaryShanghai Approach Control **123.8**Shanghai Approach Control **121.3** MF**Notebook Info**

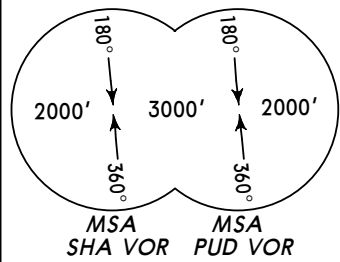
ZSPD/PVG
PUDONG

26 MAY 06
JEPPESSEN SHANGHAI, PR OF CHINA
20-2
STAR

*ATIS
127.85

Apt Elev
13'

Alt Set: hPa
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



DUMET 21A [DUM21A]
PINOT 21A [PIN21A], VMB 11A
RWYS 34, 35 ARRIVALS
FROM NORTH
SPEEDS INITIAL APPROACH MAX 205 KT

PINOT
N31 27.0 E122 27.0
By ATC

D25.4 SHY
N31 15.2 E122 12.8
At 5910'

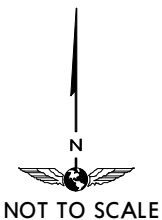
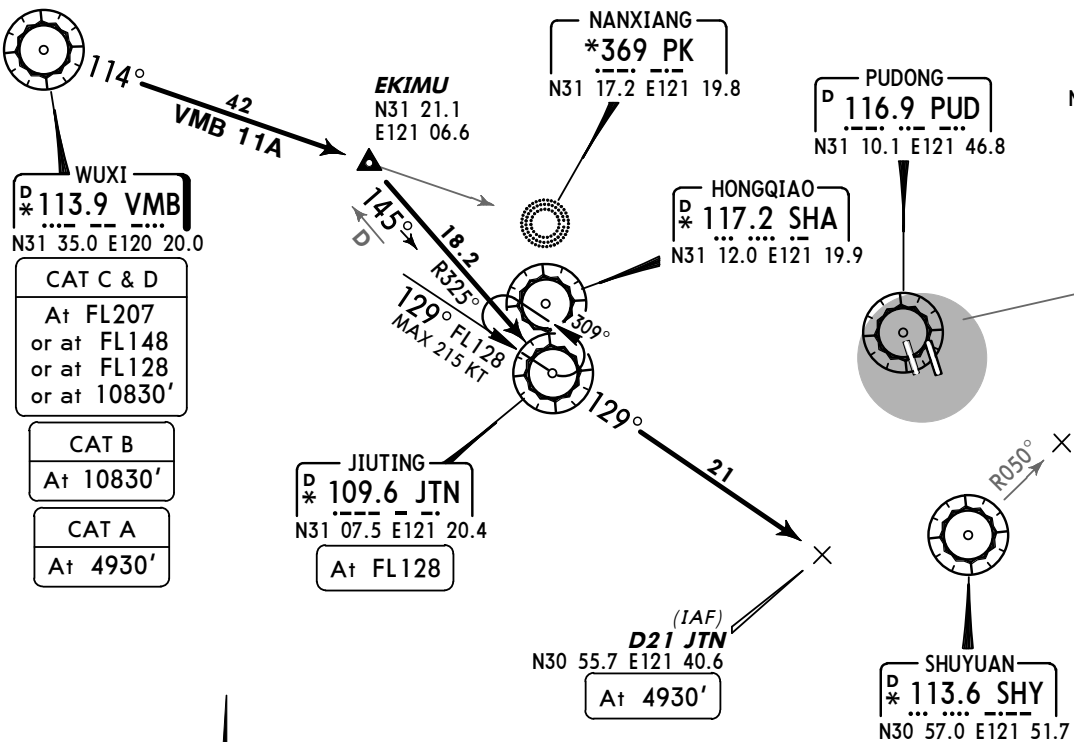
(IAF)
D8.5 SHY
N31 03.0 E121 58.7
At 3940'

FT/METER CONVERSION

QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m

FL CONVERSION

FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m



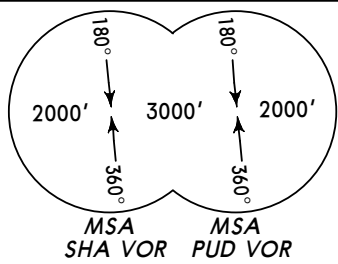
ZSPD/PVG
PUDONG

26 MAY 06
JEPPESSEN SHANGHAI, PR OF CHINA
STAR

* ATIS
127.85

Apt Elev
13'

Alt Set: hPa
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



DUMET 22A [DUM22A]
PINOT 22A [PIN22A]
VMB 12A
VMB 14A
BY ATC

RWYS 16, 17 ARRIVALS
FROM NORTH
SPEED INITIAL APPROACH
MAX 205 KT

PINOT
N31 27.0 E122 27.0
By ATC

31.4
PINOT 22A
D
←266°

21.3
DUMET 22A
D52.3
←262°

D31 PUD
At 9850'

D22 PUD
At 7880'

D8.1 PUD
N31 11.9 E121 56.0
At 5910'

(IAF) HENGSHA
D * 114.4 HSH
N31 22.1 E121 50.6

(IAF) D12.3 SHA
N31 20.9 E121 29.9
(SHA R-049)
At 6890'

(IAF) TOSAS
N31 19.0 E121 31.5
(SHA R-059)
At 7880'

PUDONG
D * 116.9 PUD
N31 10.1 E121 46.8

NANXIANG
*369 PK
N31 17.2 E121 19.8
Between 9850' & 8860'

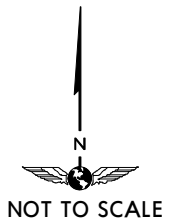
EKIMU
N31 21.1 E121 06.6

HONGQIAO
D * 117.2 SHA
N31 12.0 E121 19.9

WUXI
D * 113.9 VMB
N31 35.0 E120 20.0
CAT C & D
At FL207
or at FL148
or at FL128
or at 10830'
CAT B
At 10830'
CAT A
At 4930'

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
2960'	- 900m

FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m



ZSPD/PVG
PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA
24 JUN 05 **(20-2B)** **STAR**

*ATIS
127.85

Apt Elev
13'

Alt Set: hPa
Trans level: FL118 Trans alt: 9850'

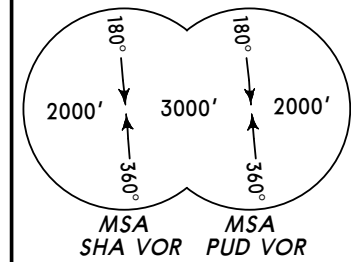
1031 hPa or above - 10830'
979 hPa or below - 8860'

AND 11A, AND 13A

NGB 11A
BY ATC

RWYS 34, 35 ARRIVALS
FROM SOUTH

~~SPEED~~ INITIAL APPROACH MAX 205 KT



HONGQIAO
D * **117.2 SHA**
N31 12.0 E121 19.9

PUDONG
D * **116.9 PUD**
N31 10.1 E121 46.8

SHUYUAN
D * **113.6 SHY**
N30 57.0 E121 51.7

(IAF)
D9.5 SHY
N30 50.5 E121 43.6

At 3940'

(IAF)
D10 SHY
N30 47.2 E121 49.4

At 4930'

BELOP
N30 37.3 E121 27.4

By ATC

D16 SHY

At 6890'

DADAT
N30 27.0 E121 14.8

At or below
11490'

ATRIIP
N30 36.8 E121 47.0

At or below
FL148

012° 12

059° 18

AND 11A

IDNIK
N30 26.2 E121 30.0

By ATC

ANDONG
D * **114.8 AND**
N30 15.2 E121 13.1

BAVIK
N30 21.4 E121 40.9

34

NGB 11A

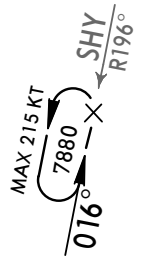
By ATC

024°

NINGBO
D * **116.3 NGB**
N29 49.6 E121 27.6



HOLDING
OVER
D16 SHY



FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
11490'	- 3500m
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
4930'	- 1500m
3940'	- 1200m

ZSPD/PVG
PUDONG

JEPPesen SHANGHAI, PR OF CHINA
24 JUN 05 **(20-2C)** **STAR**

*ATIS
127.85

Apt Elev
13'

Alt Set: hPa
Trans level: FL118 Trans alt: 9850'

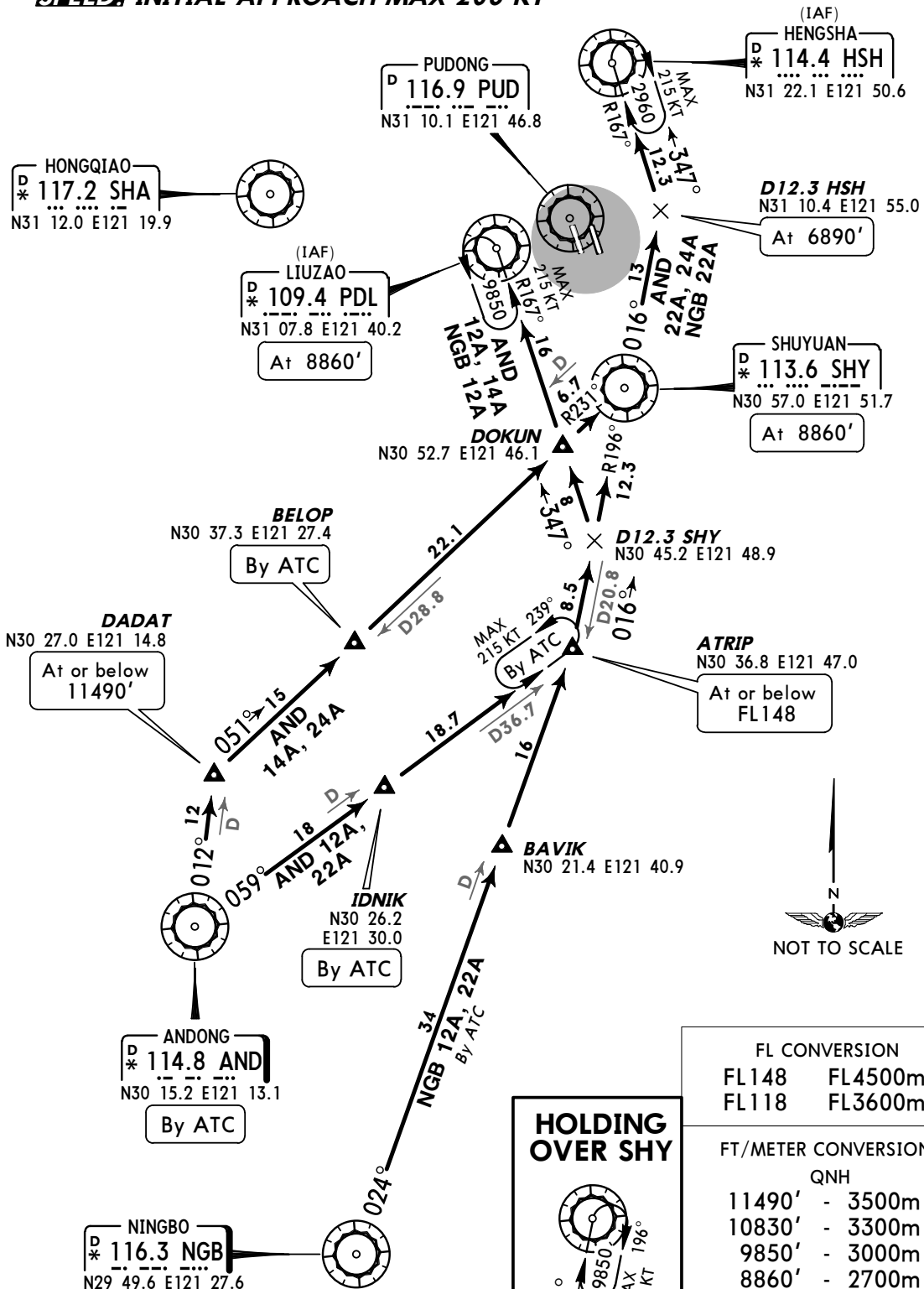
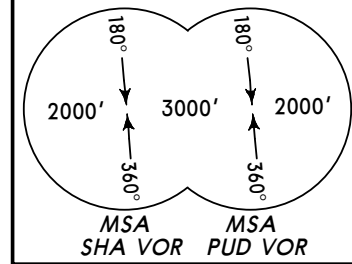
1031 hPa or above - 10830'
979 hPa or below - 8860'

AND 12A, AND 14A, AND 22A, AND 24A

NGB 12A, NGB 22A
BY ATC

RWYS 16, 17 ARRIVALS
FROM SOUTH

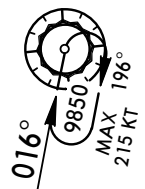
~~SPEED~~ INITIAL APPROACH MAX 205 KT



FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
11490'	- 3500m
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
2960'	- 900m

HOLDING OVER SHY



ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

26 MAY 06 (20-3)

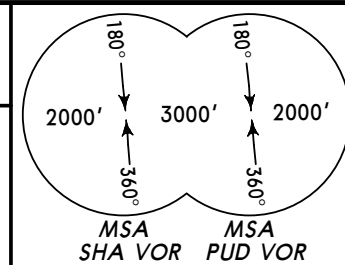
SID

Apt Elev
13'

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below



AND 11D, AND 13D
RWY 17 DEPARTURES

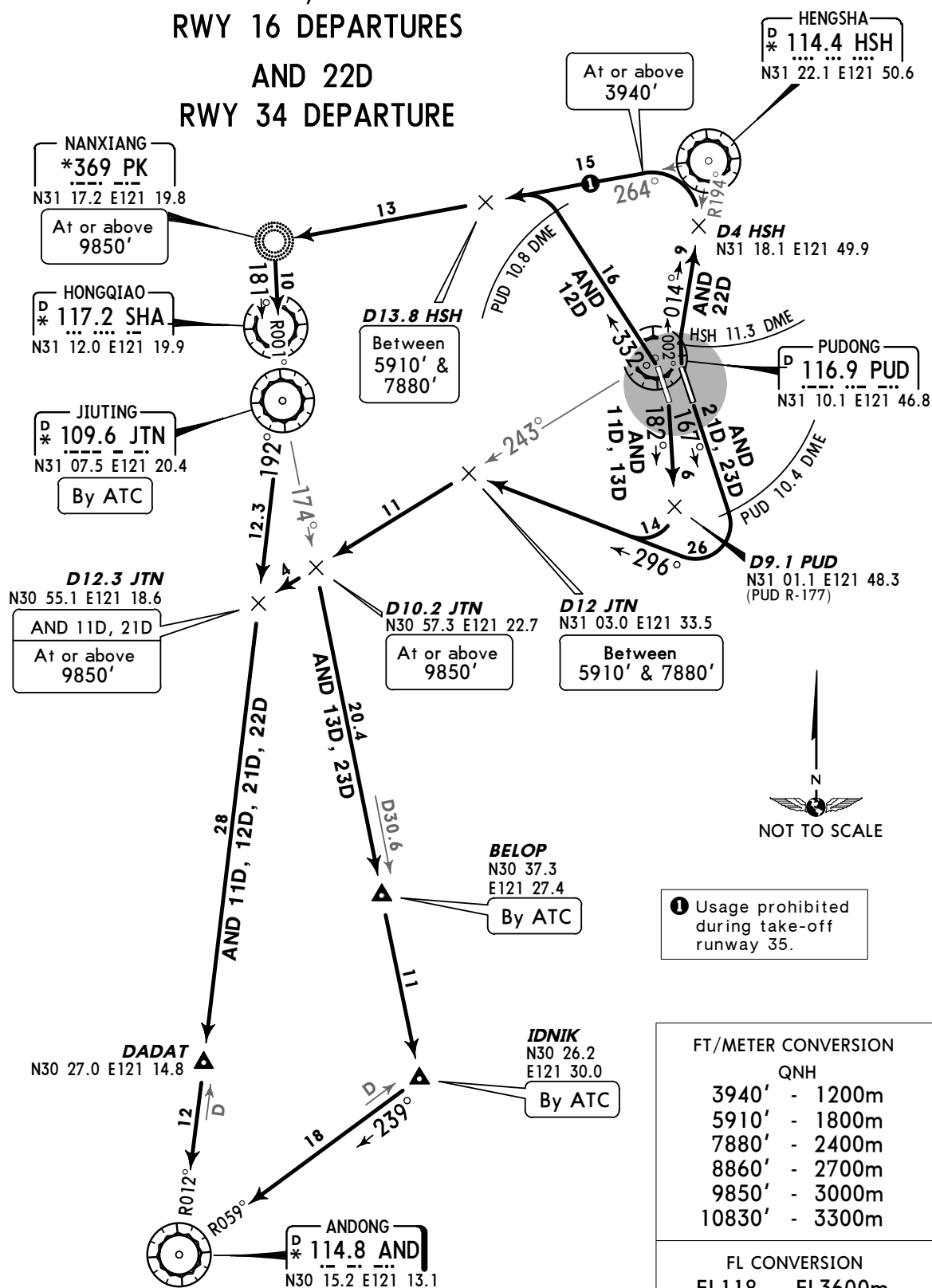
AND 12D

RWY 35 DEPARTURE

AND 21D, AND 23D
RWY 16 DEPARTURES

AND 22D

RWY 34 DEPARTURE



NOT TO SCALE

1 Usage prohibited during take-off runway 35.

FT/METER CONVERSION

QNH

3940' - 1200m

5910' - 1800m

7880' - 2400m

8860' - 2700m

9850' - 3000m

FL CONVERSION

FL118 FL3600m

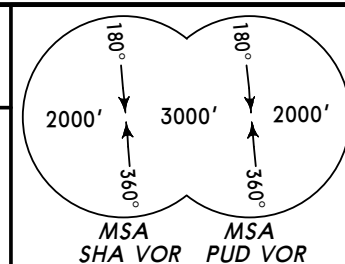
ZSPD/PVG
PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA
26 MAY 06 (20-3A) **SID**

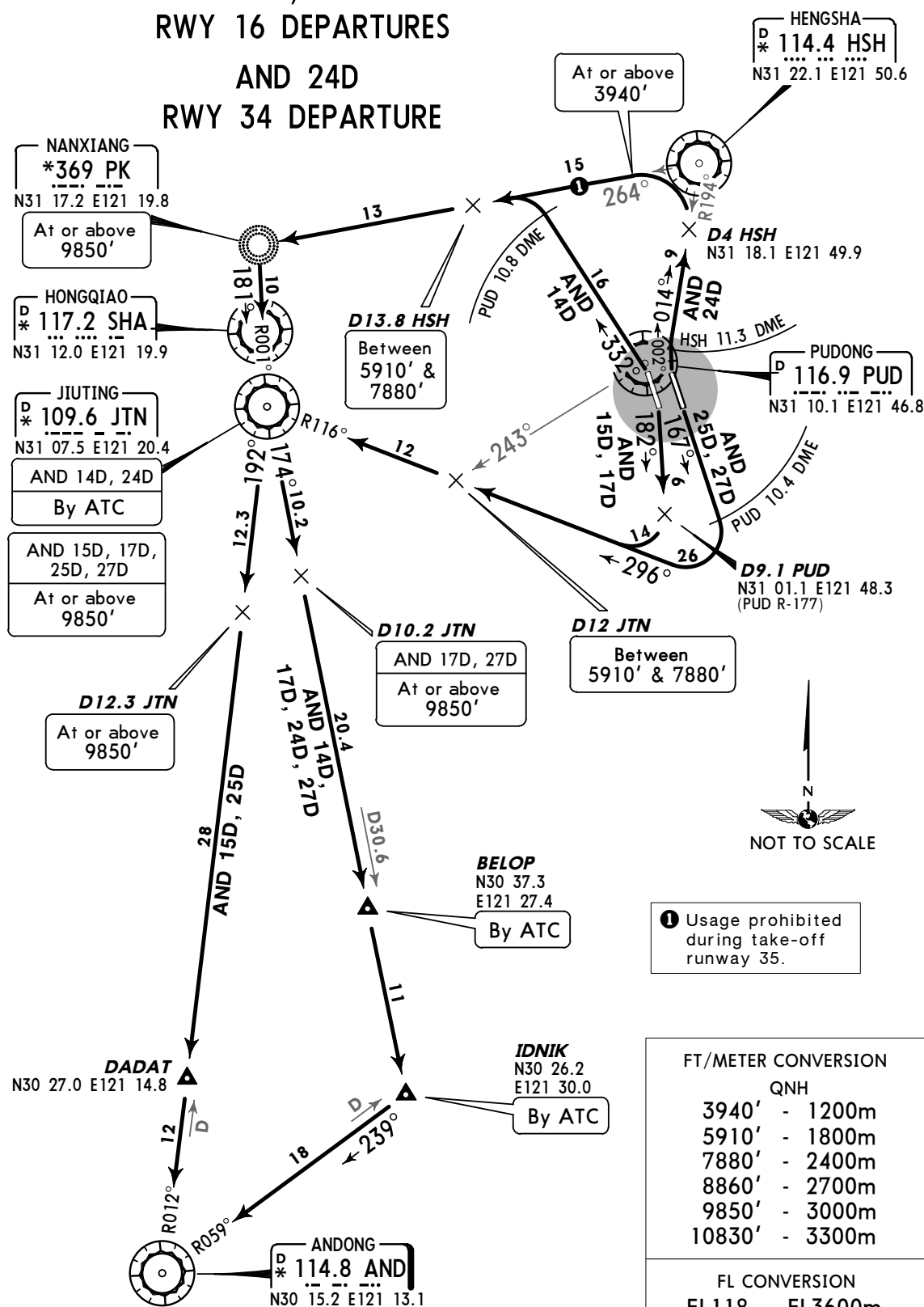
SID

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below



AND 15D, AND 17D
RWY 17 DEPARTURES
AND 14D
RWY 35 DEPARTURE
AND 25D, AND 27D
RWY 16 DEPARTURES
AND 24D
RWY 34 DEPARTURE



NOT TO SCALE

1 Usage prohibited during take-off runway 35.

FT/METER CONVERSION

	QNH
3940'	- 1200m
5910'	- 1800m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION
FL118 FL3600m

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

4 MAY 07

20-3B

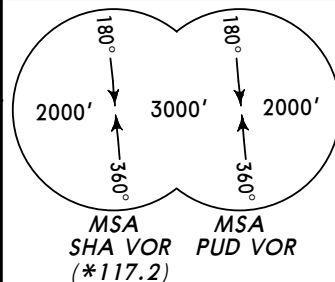
Eff 10 May**SID**

Apt Elev
13'

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below



FT/METER CONVERSION

QNH

2960'	-	900m
3940'	-	1200m
4930'	-	1500m
5910'	-	1800m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL256	FL7800m

HSN 11D, HSN 13D
RWY 17 DEPARTURES

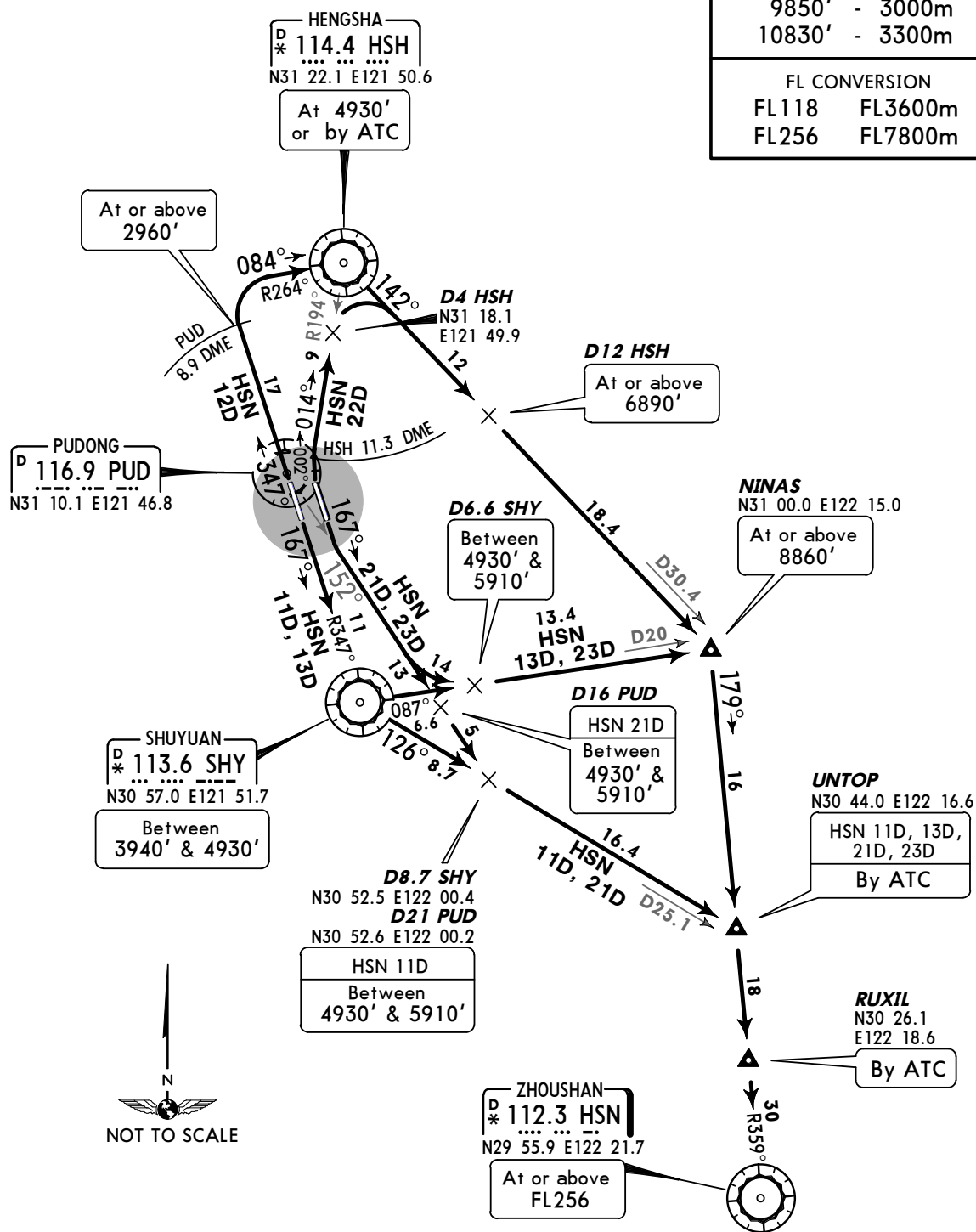
HSN 12D

RWY 35 DEPARTURE

HSN 21D, HSN 23D
RWY 16 DEPARTURES

HSN 22D

RWY 34 DEPARTURE



ZSPD/PVG
PUDONG

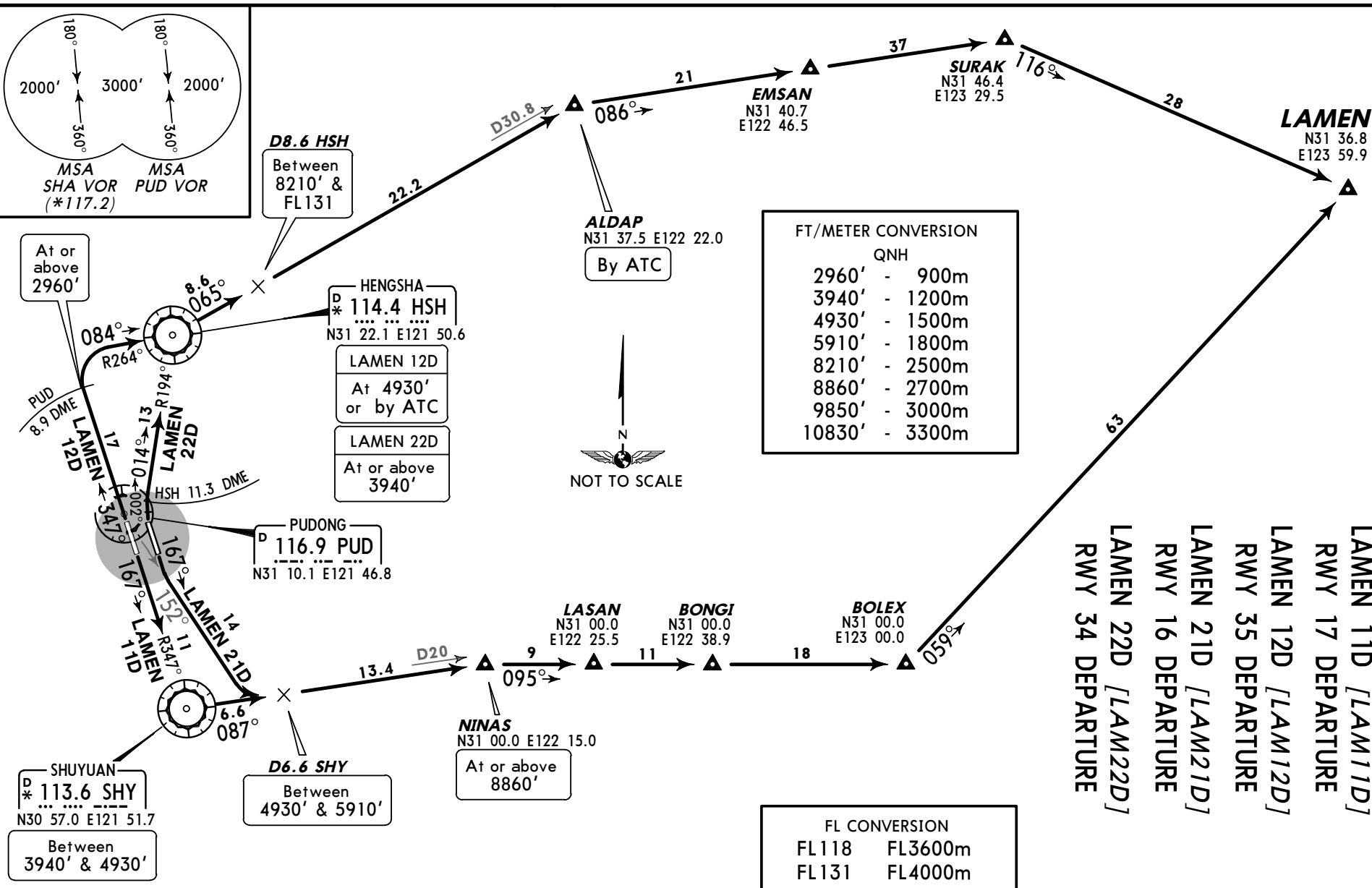
JEPPESSEN SHANGHAI, PR OF CHINA
4 MAY 07 **(20-3C)** **Eff 10 May** **SID**

Apt Elev
13'
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below

LAMEN 11D [LAM11D]
RWY 17 DEPARTURE
LAMEN 12D [LAM12D]
RWY 35 DEPARTURE
LAMEN 21D [LAM21D]
RWY 16 DEPARTURE
LAMEN 22D [LAM22D]
RWY 34 DEPARTURE

FT/METER CONVERSION	
QNH	
2960'	- 900m
3940'	- 1200m
4930'	- 1500m
5910'	- 1800m
8210'	- 2500m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	FL3600m
FL131	FL4000m



ZSPD/PVG
PUDONG

JEPPesen SHANGHAI, PR OF CHINA

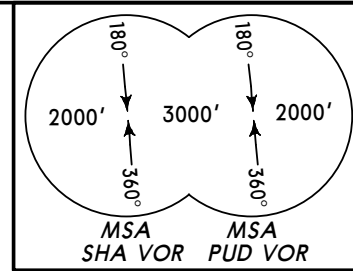
1 APR 05 **(20-3D)** Eff 14 Apr

SID

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
1031 hPa or above - 10830'
979 hPa or below - 8860'

ODULO 11D [ODU11D]
ODULO 13D [ODU13D] 1 2
RWY 17 DEPARTURES
ODULO 12D [ODU12D]
RWY 35 DEPARTURE
ODULO 21D [ODU21D]
ODULO 23D [ODU23D] 1 2
RWY 16 DEPARTURES
ODULO 22D [ODU22D]
RWY 34 DEPARTURE



- ① SID must be approved by ATC due to approaching aircraft.
- ② By ATC



HONGQIAO
D * 117.2 SHA
N31 12.0 E121 19.9



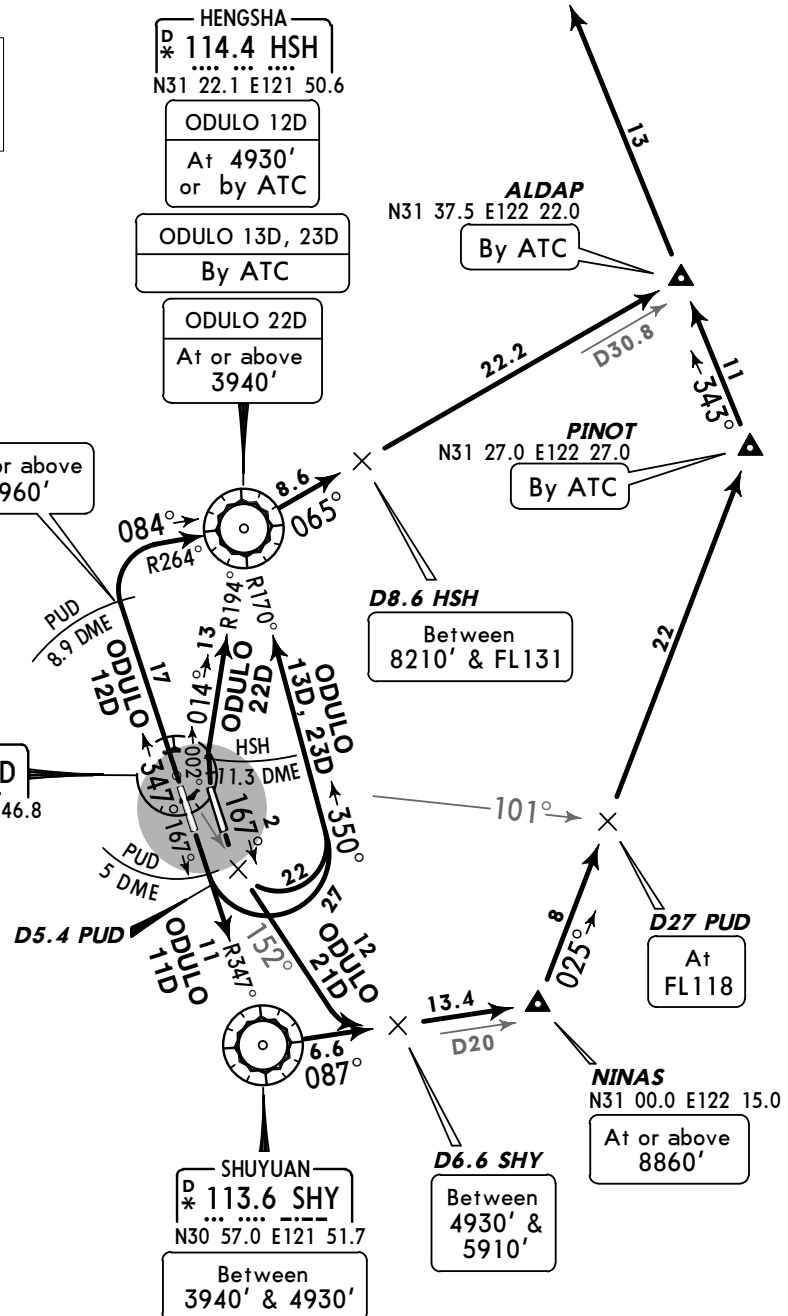
PUDONG
D 116.9 PUD
N31 10.1 E121 46.8

FT/METER CONVERSION

QNH	
2960'	- 900m
3940'	- 1200m
4930'	- 1500m
5910'	- 1800m
8210'	- 2500m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

FL118	FL3600m
FL131	FL4000m



ZSPD/PVG
PUDONG

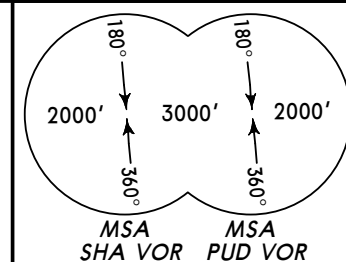
JEPPESSEN SHANGHAI, PR OF CHINA

1 APR 05 **(20-3E)** Eff 14 Apr

SID

Apt Elev 13'
Trans level: FL118 Trans alt: 9850'
1031 hPa or above - 10830'
979 hPa or below - 8860'

ODULO 15D [ODU15D] ①
ODULO 17D [ODU17D]
RWY 17 DEPARTURES
ODULO 14D [ODU14D]
RWY 35 DEPARTURE
ODULO 25D [ODU25D] ①
ODULO 27D [ODU27D]
RWY 16 DEPARTURES
ODULO 24D [ODU24D]
RWY 34 DEPARTURE
BY ATC



① SID must be approved by ATC due to approaching aircraft.



HONGQIAO
D * 117.2 SHA
N31 12.0 E121 19.9



PUDONG
D 116.9 PUD
N31 10.1 E121 46.8

At or above 2960'

HENGSHA
D * 114.4 HSH
N31 22.1 E121 50.6

ODULO 14D
At 4930'
or by ATC

ODULO 15D, 17D, 25D, 27D
By ATC

ODULO 24D
At or above 3940'

D23 HSH
At or above 8860'

D12 SHY
N30 58.9 E122 05.7

D6.6 SHY
Between 4930' & 5910'

SHUYUAN
D * 113.6 SHY
N30 57.0 E121 51.7

Between 3940' & 4930'

FT/METER CONVERSION
QN

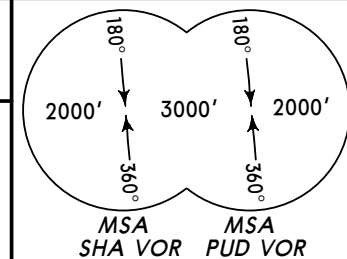
2960'	-	900m
3940'	-	1200m
4930'	-	1500m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION
FL118 FL3600m

ZSPD/PVG
PUDONG

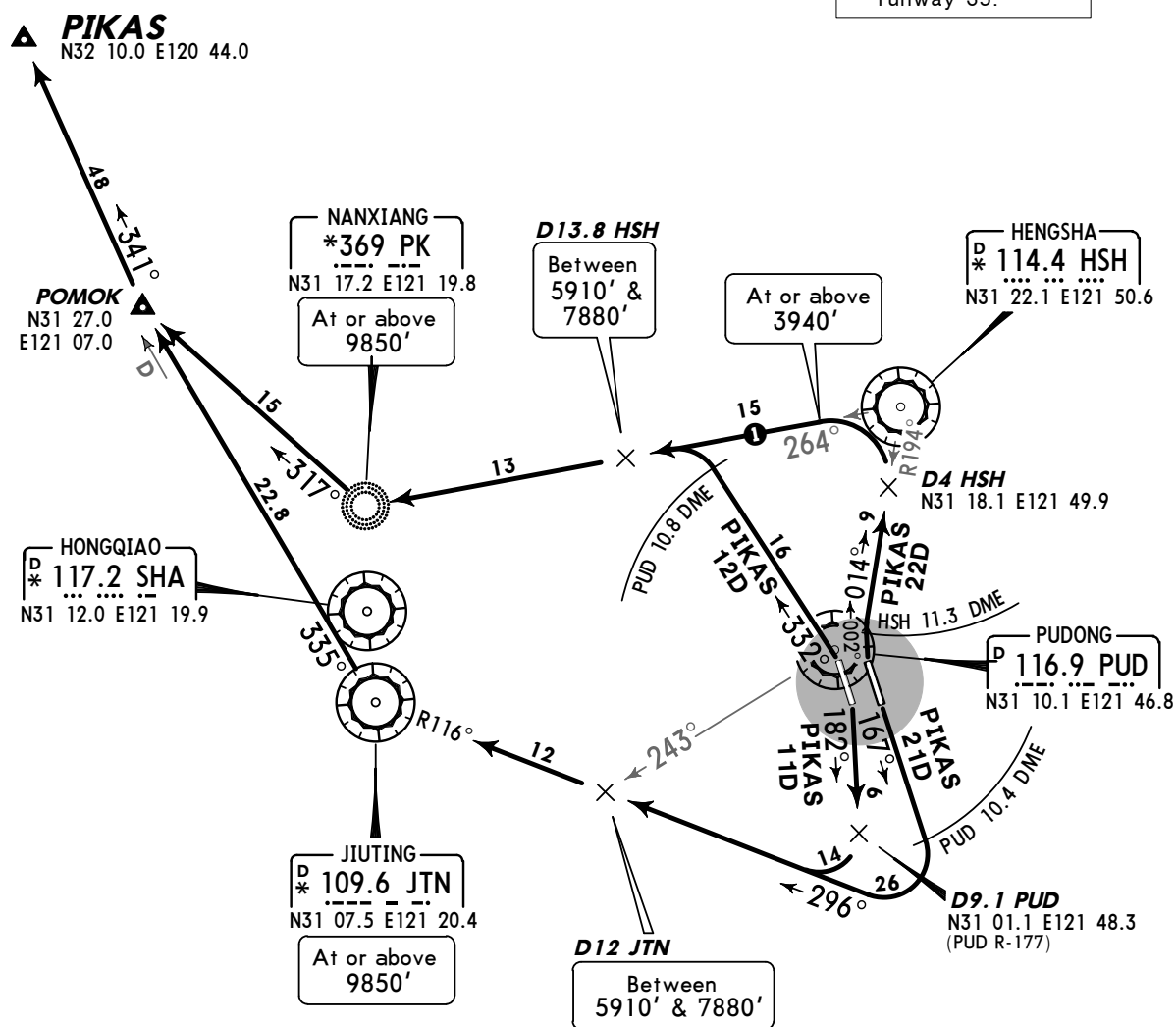
JEPPesen SHANGHAI, PR OF CHINA
2 MAR 07 **(20-3F)** **Eff 15 Mar** **SID**

Apt Elev 13'
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



PIKAS 11D [PIK11D]
RWY 17 DEPARTURE
PIKAS 12D [PIK12D]
RWY 35 DEPARTURE
PIKAS 21D [PIK21D]
RWY 16 DEPARTURE
PIKAS 22D [PIK22D]
RWY 34 DEPARTURE

① Usage prohibited during take-off runway 35.



FT/METER CONVERSION

QNH	
3940'	- 1200m
5910'	- 1800m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION
FL118 FL3600m

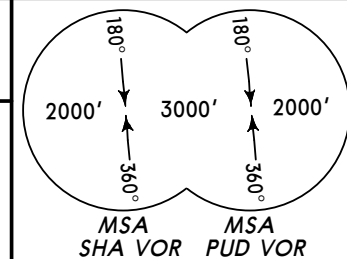


ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
26 MAY 06 **(20-3H)** **SID**

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



SX 11D, VMB 11D
RWY 17 DEPARTURES
SX 12D, VMB 12D
RWY 35 DEPARTURES
SX 21D, VMB 21D
RWY 16 DEPARTURES
SX 22D, VMB 22D
RWY 34 DEPARTURES

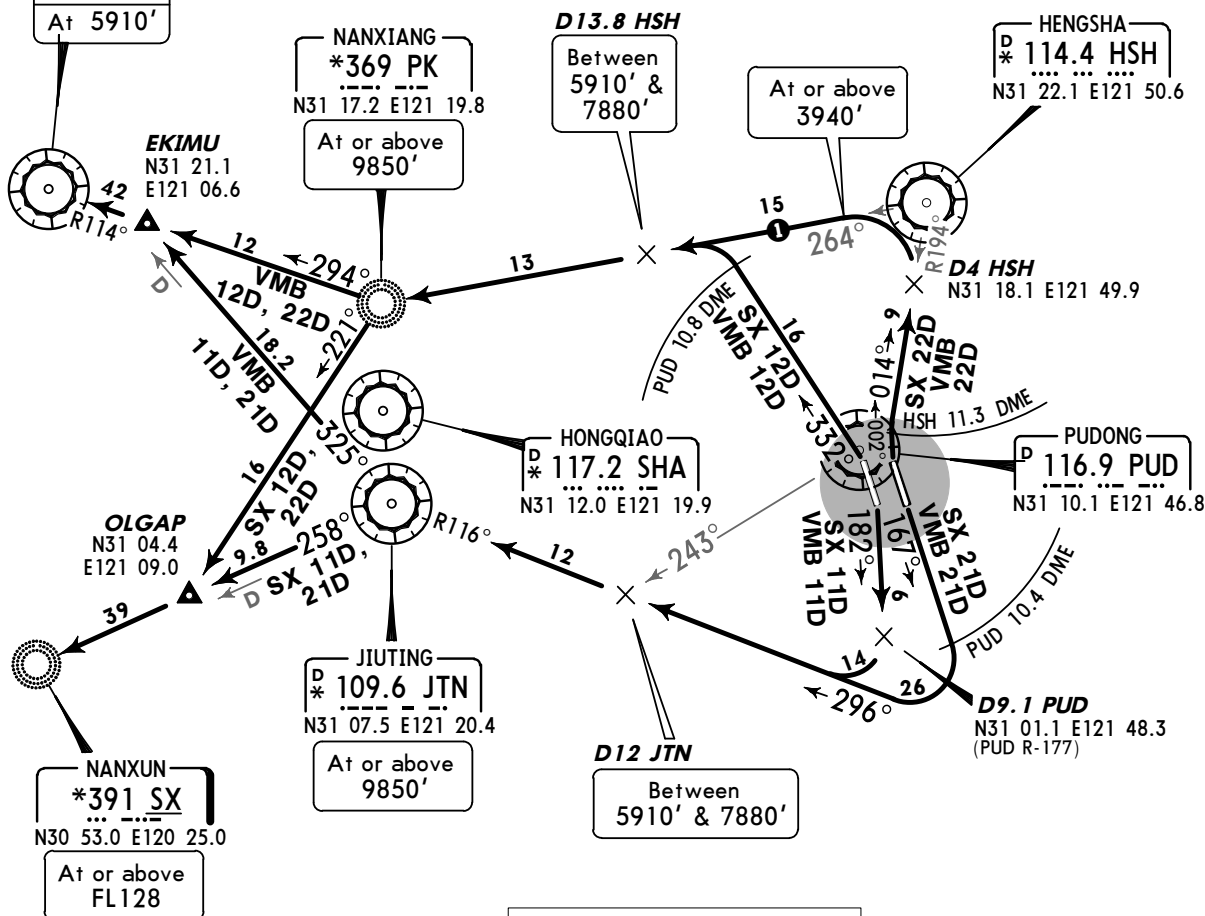
WUXI
D * **113.9 VMB**
N31 35.0 E120 20.0

CAT C & D
At 9850'
or at FL138
or at FL157
or at FL197
or at FL217

CAT B
At 9850'

CAT A
At 5910'

1 Usage prohibited
during take-off
runway 35.



FT/METER CONVERSION

QNH

3940'	-	1200m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

ZSPD/PVG
PUDONG

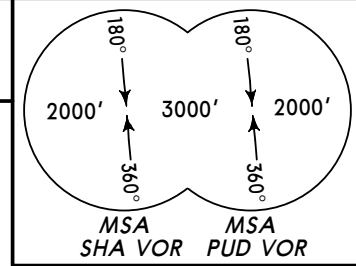
JEPPESEN SHANGHAI, PR OF CHINA
26 MAY 06 **(20-3J)** **SID**

Apt Elev
13'

Trans level: FL118

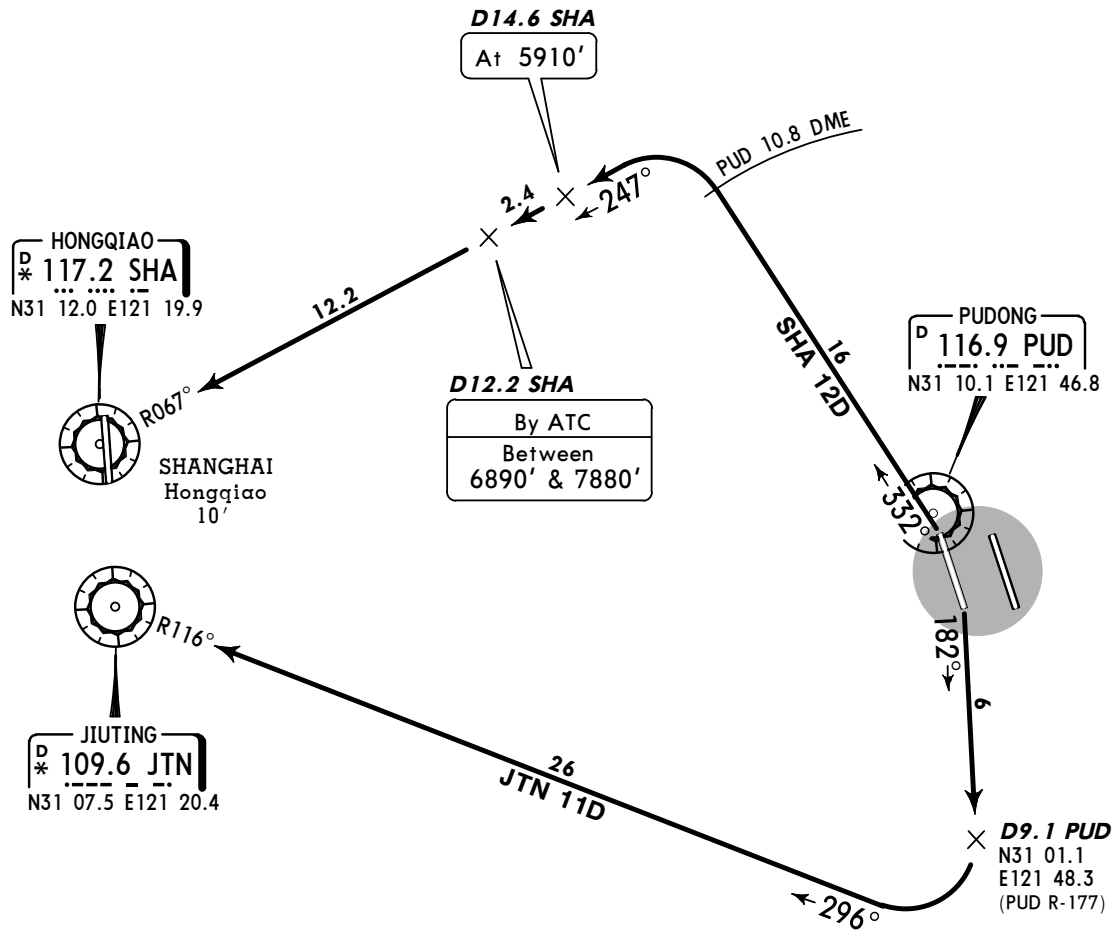
Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below



JTN 11D, SHA 12D
RWYS 17, 35 FERRY ROUTES

TO SHANGHAI HONGQIAO
FOLLOW JTN 11D OR SHA 12D, THEN FOLLOW
SHANGHAI HONGQIAO STARS AND APPROACH PROCEDURES



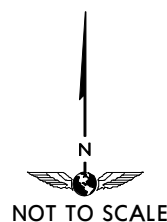
FT/METER CONVERSION

QNH

5910'	-	1800m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m



ZSPD/PVG

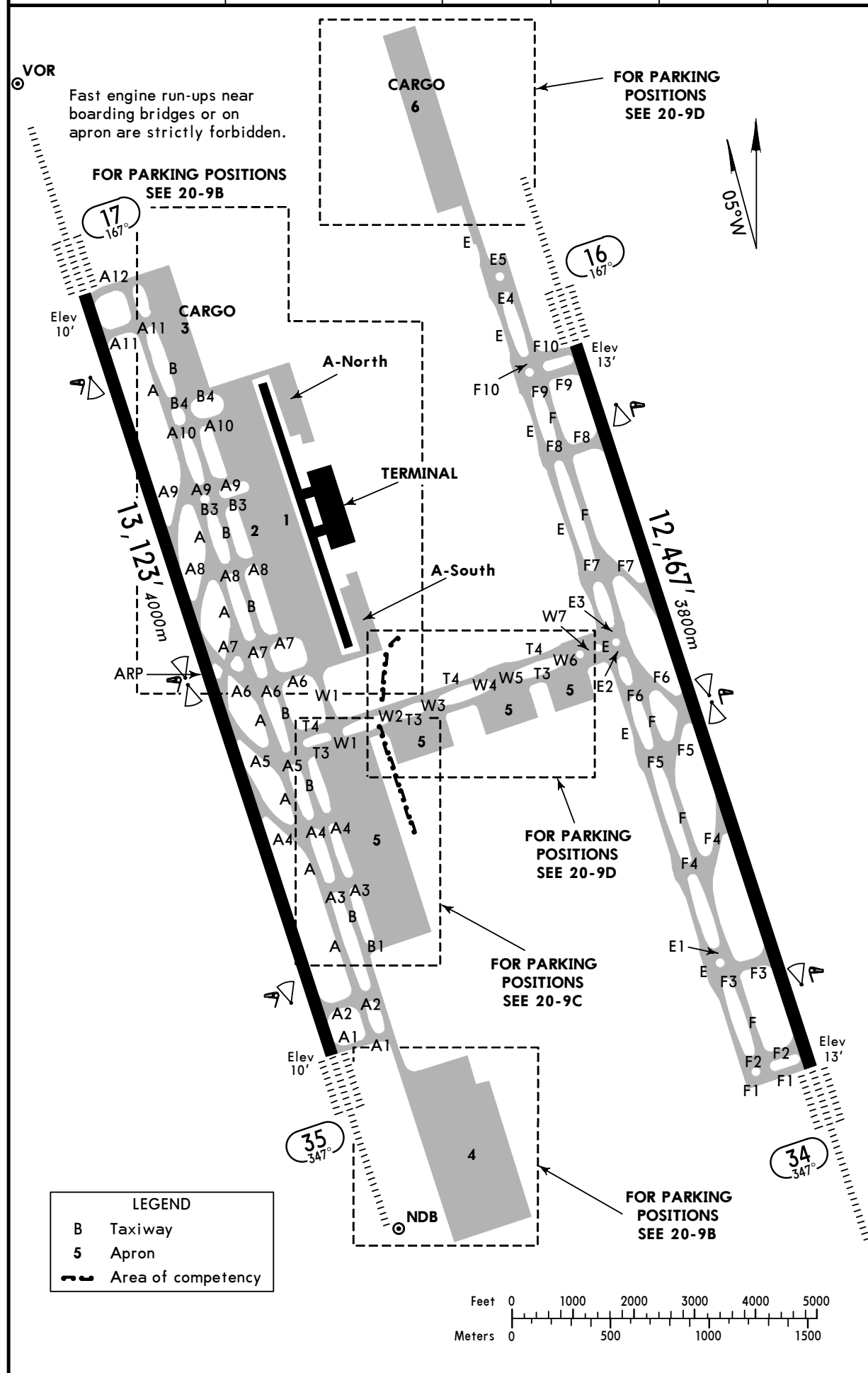
Apt Elev **13'**
N31 08.5 E121 47.4

JEPPESEN SHANGHAI, PR OF CHINA

PUDONG

13 MAY 05 (20-9)

ATIS	*PUDONG Delivery	PUDONG Ground		Tower	
		West	East	West	East
127.85	121.95	121.65	121.8	118.8	118.4



ZSPD/PVG**JEPPESEN SHANGHAI, PR OF CHINA**
13 MAY 05 **(20-9A)** **PUDONG**GENERAL

Rwys 17 & 35 approved for CAT II operations, special aircrew and acft certification required.
Rwy 17 & 34 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
16 ① 34	HIRL (60m)CL (15m)ALSF-II TDZ ② ③ RVR		11,437' 3486m		197' 60m
	HIRL (60m)CL (15m)ALSF-II TDZ ② ④ RVR				
① grooved ② PAPI-L (3.0°) ③ HST-F5 & F4 ④ HST-F6 & F7					
17 ⑤ 35	HIRL (60m)CL (15m)ALSF-II TDZ ⑥ ⑦ RVR		12,093' 3686m		197' 60m
	HIRL (60m)CL (15m)ALSF-II TDZ ⑥ ⑧ RVR		12,097' 3687m		
⑤ grooved ⑥ PAPI-L (3.0°) ⑦ HST-A6, A5 & A4 ⑧ HST-A7, A8 & A9					

LOW VISIBILITY PROCEDURES

Low visibility procedures will be applied during ILS CAT II operations.
Acft shall only vacate the rwy via designated rapid exit taxiways.
Pilots should avoid stopping their acft within the ILS Sensitive Area and should make their "Runway vacated" call only after the acft is clear of the Sensitive Area.

TAKE-OFF

		Rwys 17/35 LVP must be in force		All Rwys	
		HIRL and CL	RL and RCLM	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	RVR 200m	RVR 250m	RVR 400m	RVR 500m
	B				
	C				
	D	RVR 250m	RVR 300m		
Other	VIS 1600m				

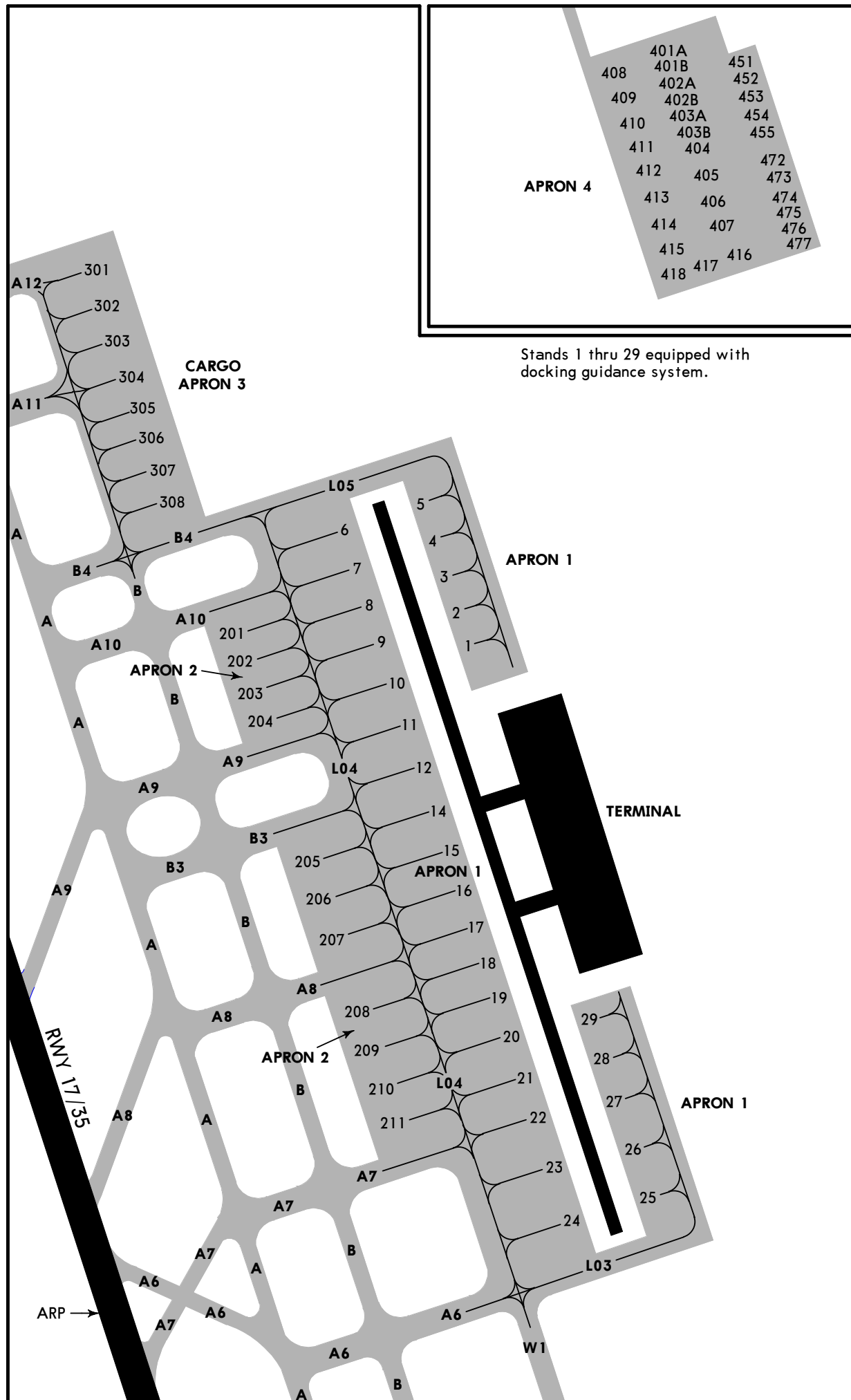
ZSPD/PVG

JEPPESEN SHANGHAI, PR OF CHINA

13 MAY 05

20-9B

PUDONG

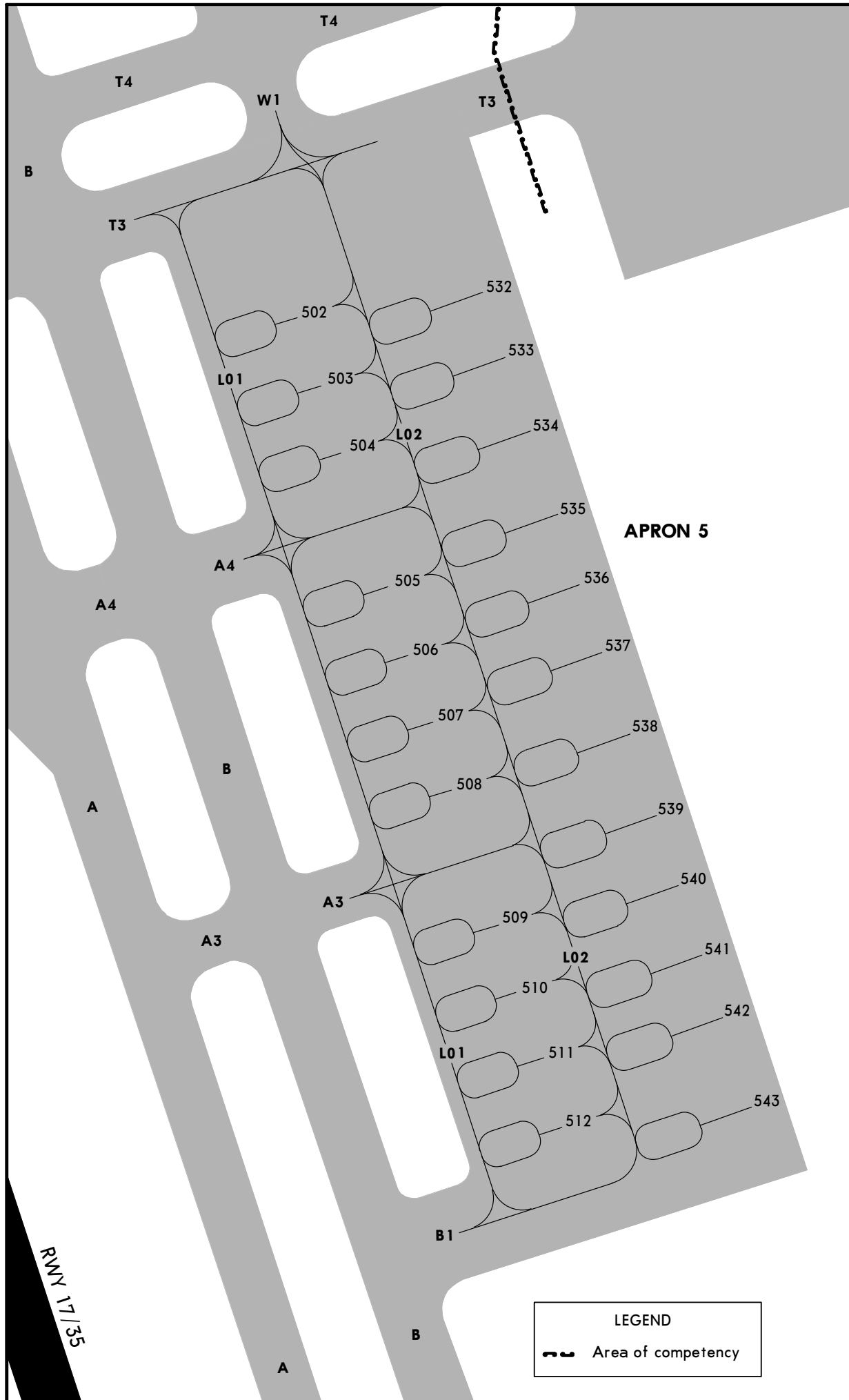


CHANGES: None.

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ZSPD/PVG

JEPPESEN SHANGHAI, PR OF CHINA
13 MAY 05 (20-9C) PUDONG



CHANGES: Area of competency. Stands 501 & 531 withdrawn.

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ZSPD/PVG

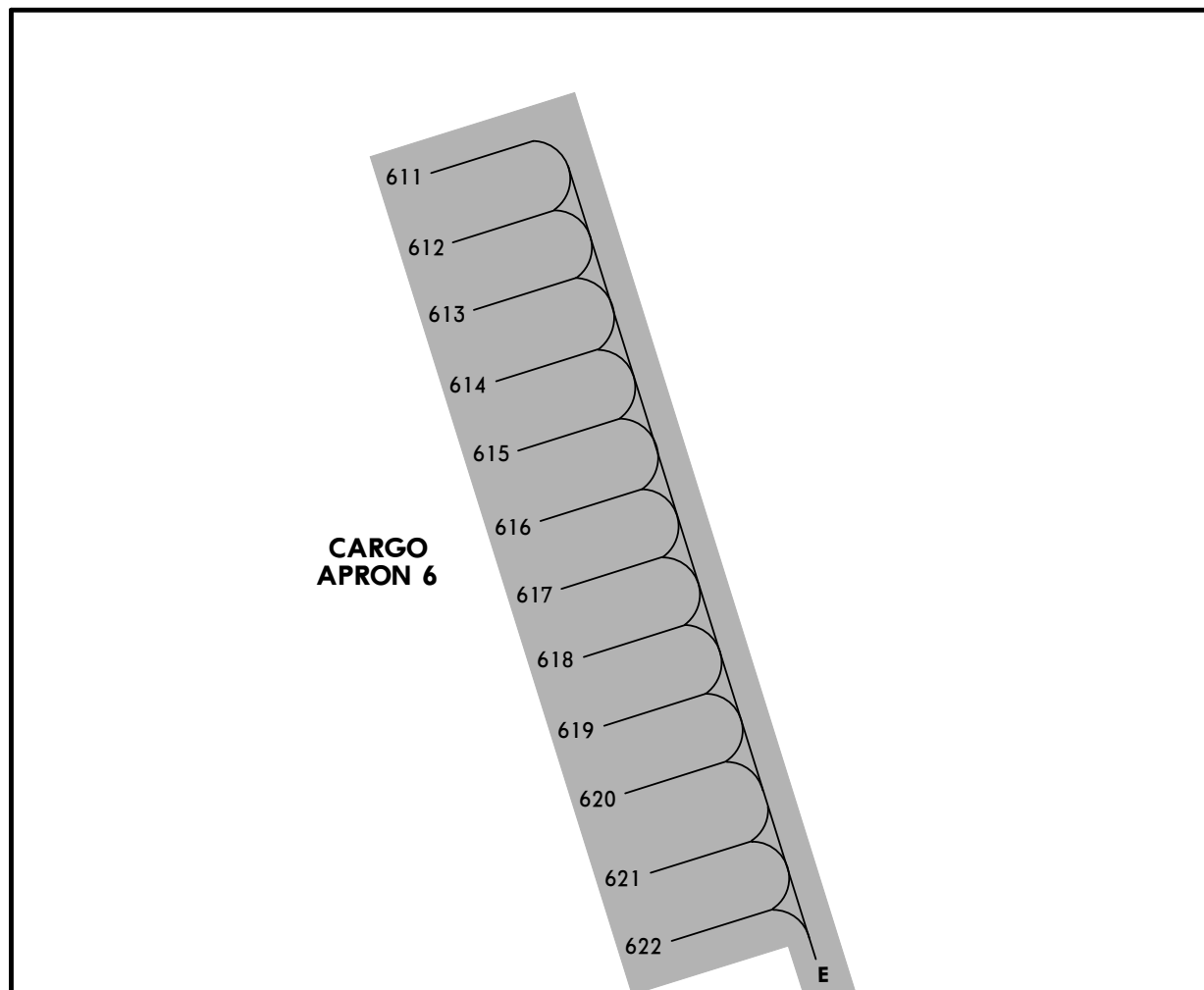
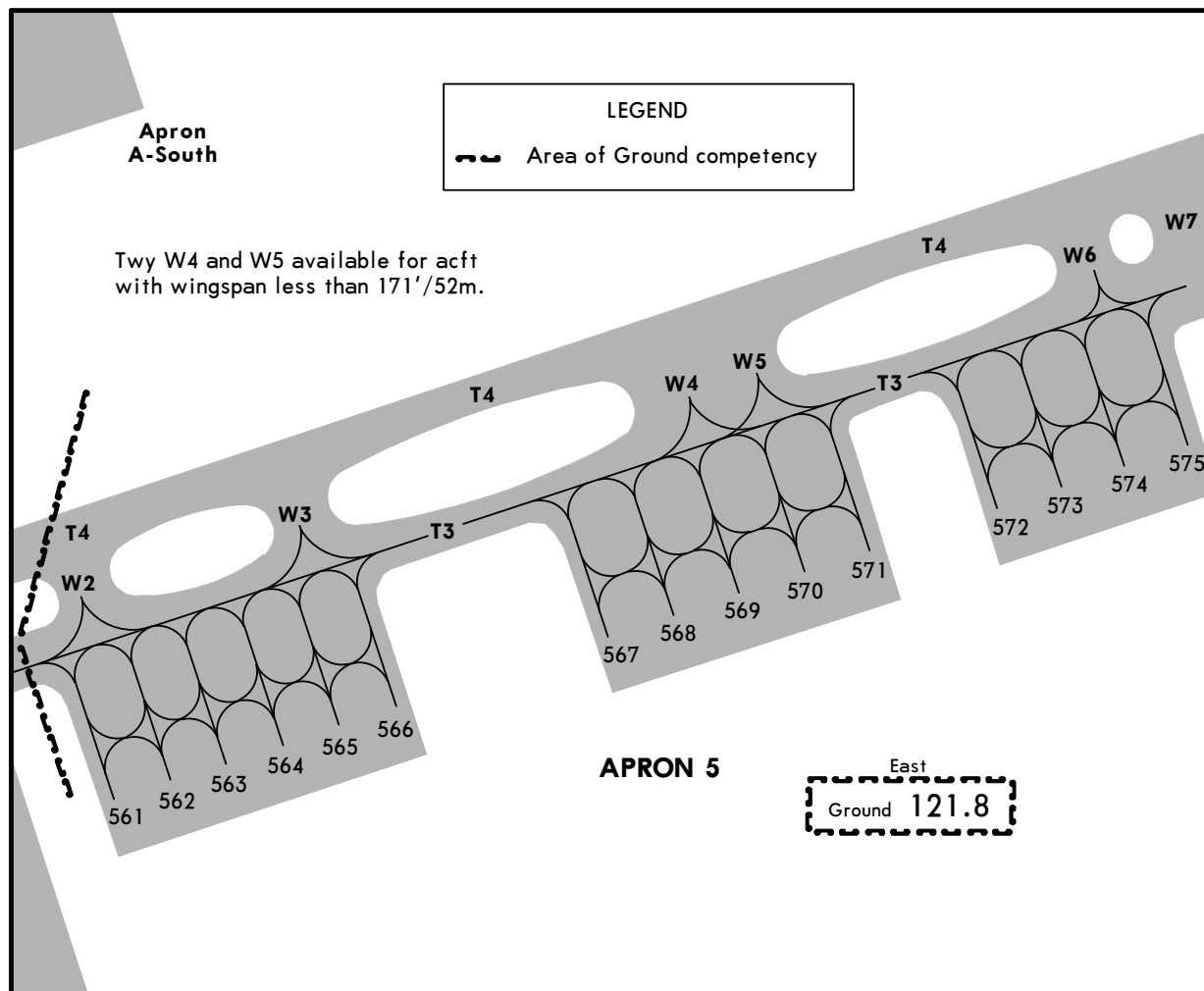
JEPPESEN SHANGHAI, PR OF CHINA

29 JUN 07

20-9D

Eff 5 Jul

PUDONG

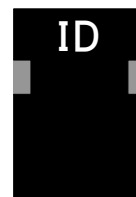


ZSPD/PVG

JEPPESEN SHANGHAI, PR OF CHINA
29 JUN 07 **20-9E** Eff 5 Jul
PUDONG

AIRCRAFT DOCKING GUIDANCE SYSTEM**Stop taxiing, marshalled by marshaller:**

The aircraft must be identified at least 39'/12m before the correct stop position. If this does not occur, the system displays "STOP" and then "ID FAIL" with two red rectangular fields being lighted.

**Follow the lead-in line.**

The correct aircraft type is displayed.

The scrolling arrows indicate that the system is activated.

When the solid yellow closing rate field appears, the aircraft has been caught by the scanning unit.

The scanning unit now checks the aircraft 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 aircraft is 39'/12m from the stop position, closing rate information is given.

12m to 2m 1m steps

2m to Stop 0.2m steps

Each half meter the aircraft 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 aircraft exceeds the speed of 4m/s(7.7 KT). This is to minimize instances of aircraft overshooting the stopbar.

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



If the aircraft has gone past the correct stop position more than 3'/1m, the display will show "TOO FAR".



On seeing a wrong aircraft type displayed on the system, the pilot should stop the aircraft 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 aircraft immediately when seeing the "STOP" display, or when given the stop sign by the marshaller.

When the system is identifying and display "WAIT", the aircraft must stop and wait for the system identifying it over again. If the aircraft is identified successfully by the system, then the aircraft can continue docking, otherwise "STOP" will appear and the pilot must brake the aircraft immediately.

If the pilot is unsure of the information being shown on the DGS display unit, he must immediately stop the aircraft and obtain further information.

ZSPD/PVG**JEPPESEN**

11 AUG 06

(20-9X)**SHANGHAI, PR OF CHINA**
PUDONG**JAA MINIMUMS**

STRAIGHT-IN RWY		A	B	C	D
16	ILS DME	213' (200')	213' (200')	213' (200')	213' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	430' (417')	430' (417')	430' (417')	430' (417')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
17	CAT 2 ILS DME	110' (100')	110' (100')	110' (100')	110' (100')
		RA 102' R350m	RA 102' R350m	RA 102' R350m	RA 102' R350m
	ILS DME	210' (200')	210' (200')	210' (200')	210' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	430' (420')	430' (420')	430' (420')	430' (420')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	440' (430')	440' (430')	440' (430')	440' (430')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
34	ILS DME	213' (200')	213' (200')	213' (200')	213' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	430' (417')	430' (417')	430' (417')	430' (417')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
35	CAT 2 ILS DME	110' (100')	110' (100')	110' (100')	110' (100')
		RA 101' R350m	RA 101' R350m	RA 101' R350m	RA 101' R350m
	ILS DME	210' (200')	210' (200')	210' (200')	210' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ❶	430' (420')	430' (420')	430' (420')	430' (420')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	470' (460')	470' (460')	470' (460')	470' (460')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

❶ LMM out: NOT AUTHORIZED

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
❷❸	690' (677')	690' (677')	790' (777')	790' (777')
	V1500m	V1600m	V2400m	V3600m

❷ Rwy 16/34: Not authorized West of rwy.

❸ Rwy 17/35: Not authorized East of rwy.

ZSPD/PVG

JEPPESEN

11 AUG 06

20-9X1

JAA MINIMUMS
SHANGHAI, PR OF CHINA
PUDONG

TAKE-OFF RWY 16, 34

		RL		NIL (DAY only)	
2 TURB Eng or 3 & 4 Eng	A	R400m		R500m	
	B				
	C				
	D				
Other		V1600m			

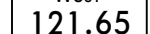
TAKE-OFF RWY 17, 35

		LVP must be in Force			
		HIRL and CL	RL and RCLM	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R200m	R250m	R400m	R500m
	B				
	C				
	D				
Other		V1600m			

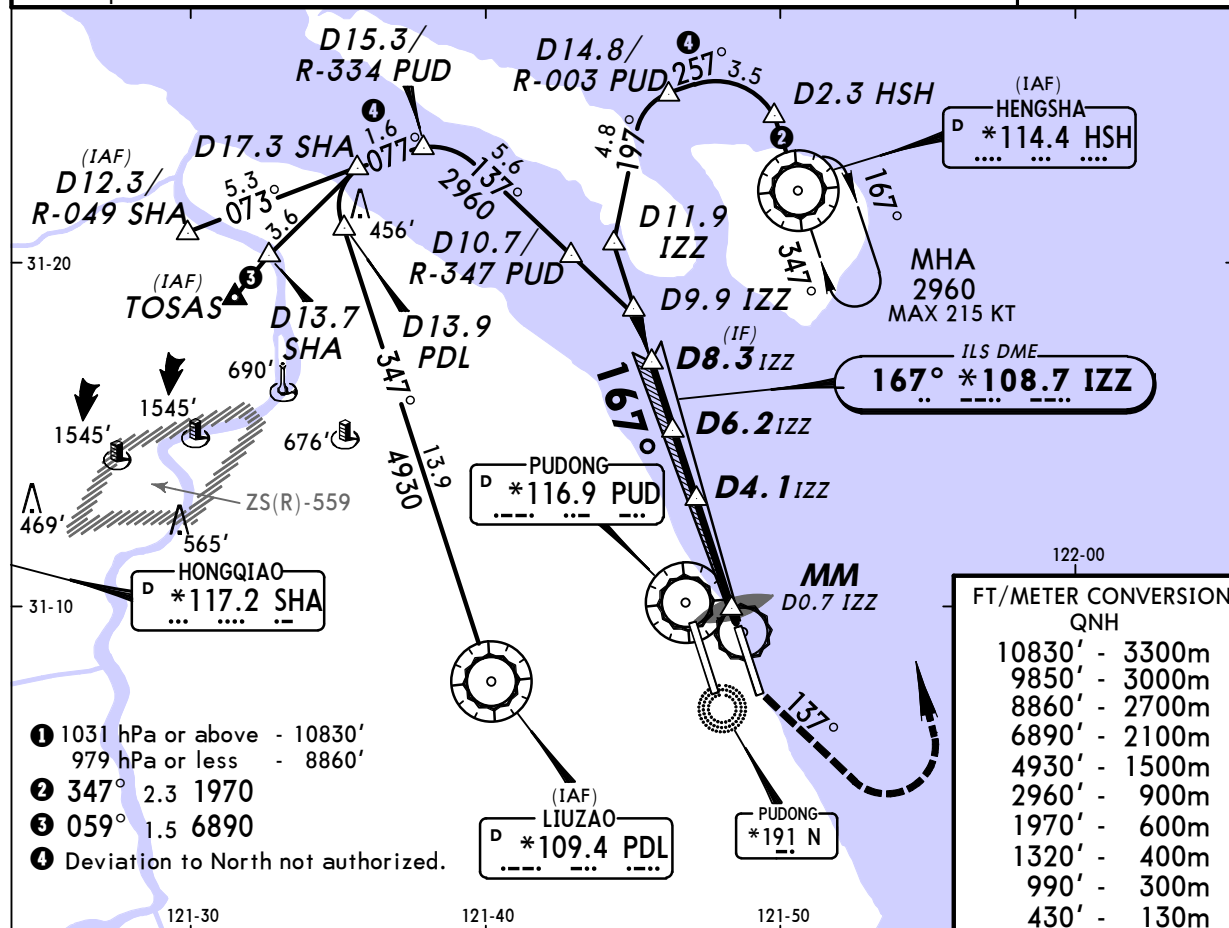
ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
11 AUG 06 (21-1) ILS DME Rwy 16

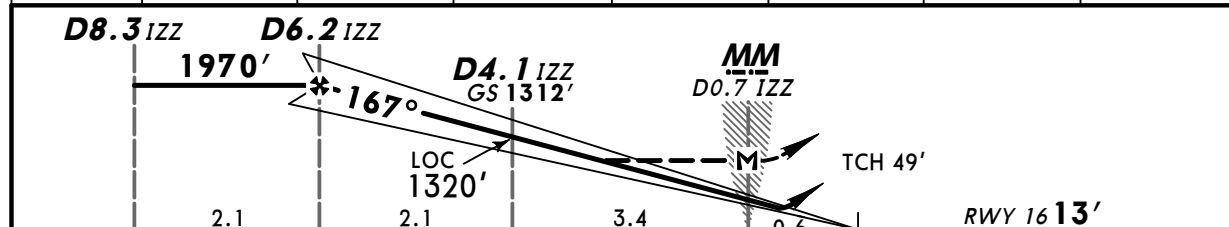
BRIEFING STRIP	ATIS		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1				PUDONG Tower		Ground	
	127.85		120.3	125.4	121.3	123.8	West 118.8	East 118.4	West 121.65	East 121.8
	LOC IZZ *108.7		Final Apch Crs 167°		GS D4.1 IZZ 1312' (1299')		ILS DA(H) 213' (200')		Apt Elev 13' RWY 13'	
	MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn LEFT on track 137° to 990'. Turn LEFT to reach HSH VOR at 1970', or by ATC. MAX 205 KT. Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' ① Initial apch restricted to MAX 205 KT.									



MSA PUD VOR



LOC (GS out)	IZZ DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1930'	1610'	1290'	970'	650'	340'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		205 KT MAX	430' ↑	137° LT ↙	990' ↑
<i>ILS GS 3.00° or LOC Desc Grad 5.2%</i>	377	484	538	646	753	861					
<i>MAP at D0.7 IZZ/MM</i>											

STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized West of runway	
DA(H) 213' (200')				MDA(H) 430' (417')			
FULL		TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690'(677') 1600m
B						135	
C						180	790'(777') 3600m
D				1200m	2000m	205	790'(777') 4000m

CHANGES: Minimums.

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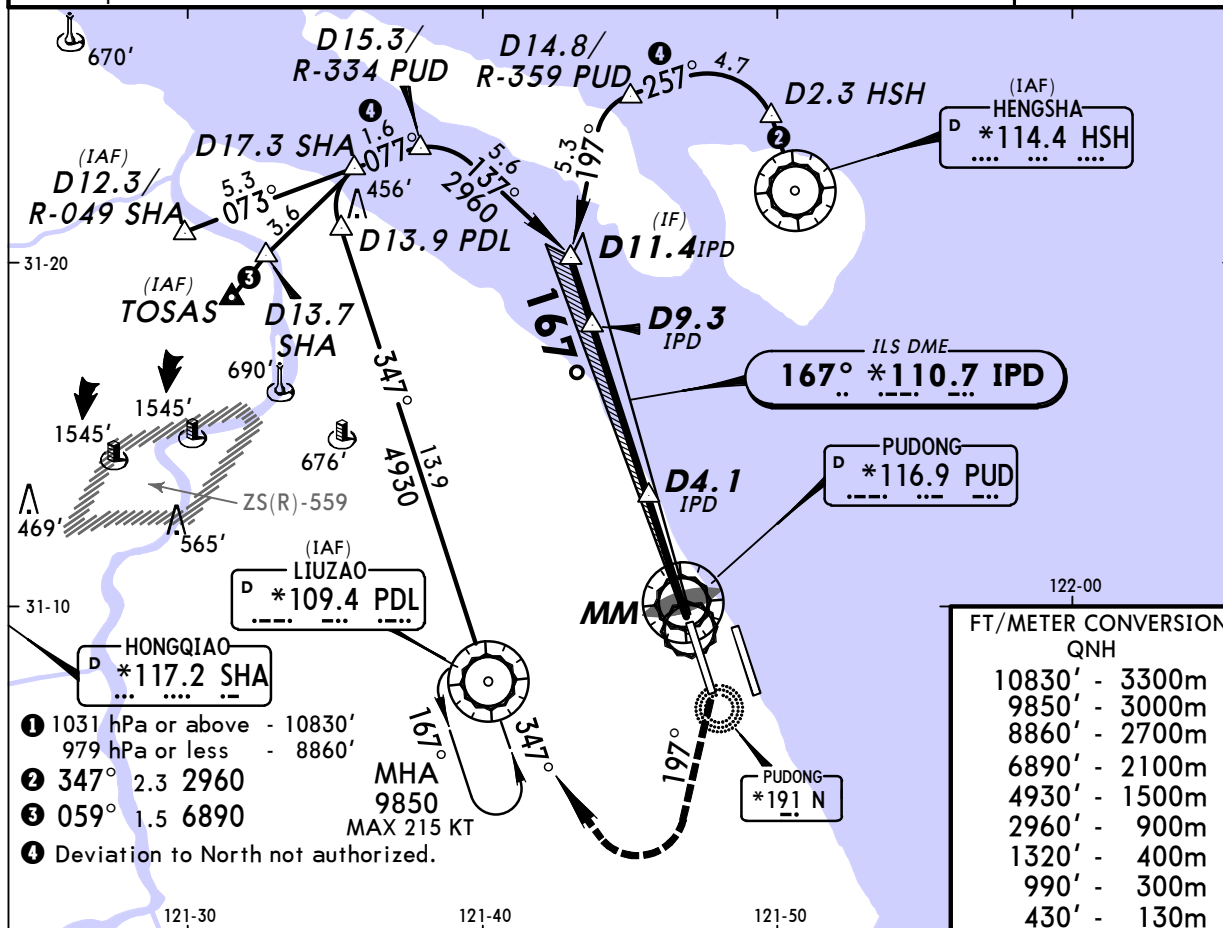
ZSPD/PVG
PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA
3 MAR 06 (21-2) ILS DME Rwy 17

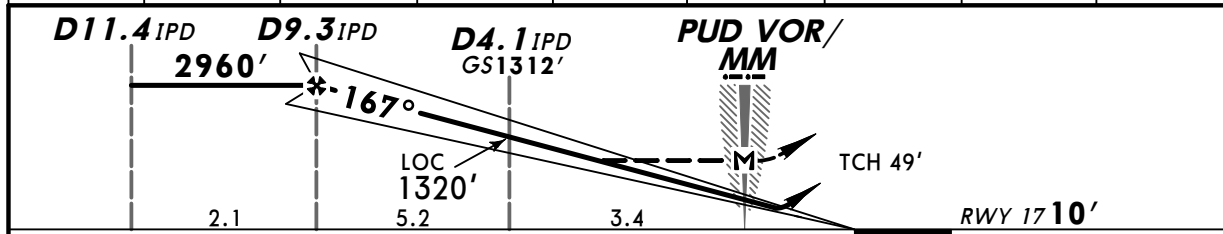
BRIEFING STRIP

ATIS		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1				PUDONG Tower		Ground	
127.85		120.3	125.4	121.3	123.8	West 118.8	East 118.4	West 121.65	East 121.8
LOC IPD *110.7		Final Apch Crs 167°		GS D4.1 IPD 1312' (1302')		ILS DA(H) 210' (200')		Apt Elev 13' RWY 10'	
MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn RIGHT on track 197° to 990'. Then turn RIGHT to reach PDL VOR at 2960', or by ATC. MAX 205 KT.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118			Trans alt: 9850' ①		
Initial apch restricted to MAX 205 KT.									

MSA PUD VOR



LOC (GS out)	IPD DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2240'	1920'	1600'	1280'	960'	640'	330'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	205 KT MAX	430'	197°	990'
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861	PAPI			RT	
MAP at PUD VOR/MM											

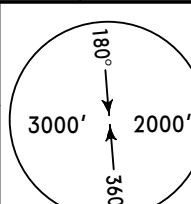
STRAIGHT-IN LANDING RWY 17					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not authorized East of runway	
DA(H) 210' (200')			MDA(H) 430' (420')		MDA(H)	
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	
A			RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690' (677') 1600m
B					135	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		180	790' (777') 3600m
D					205	790' (777') 4000m

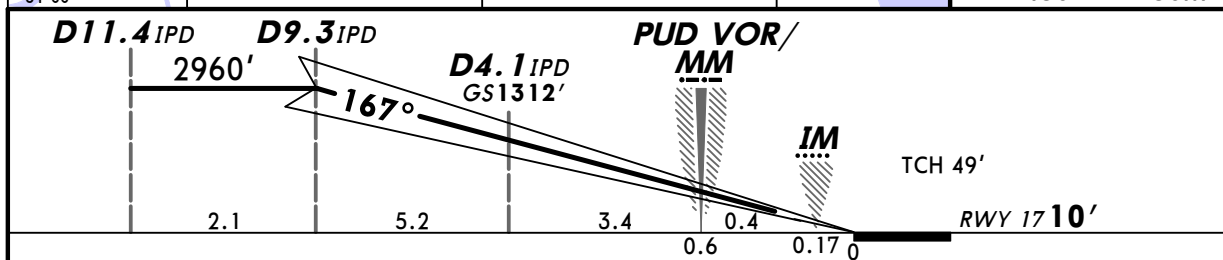
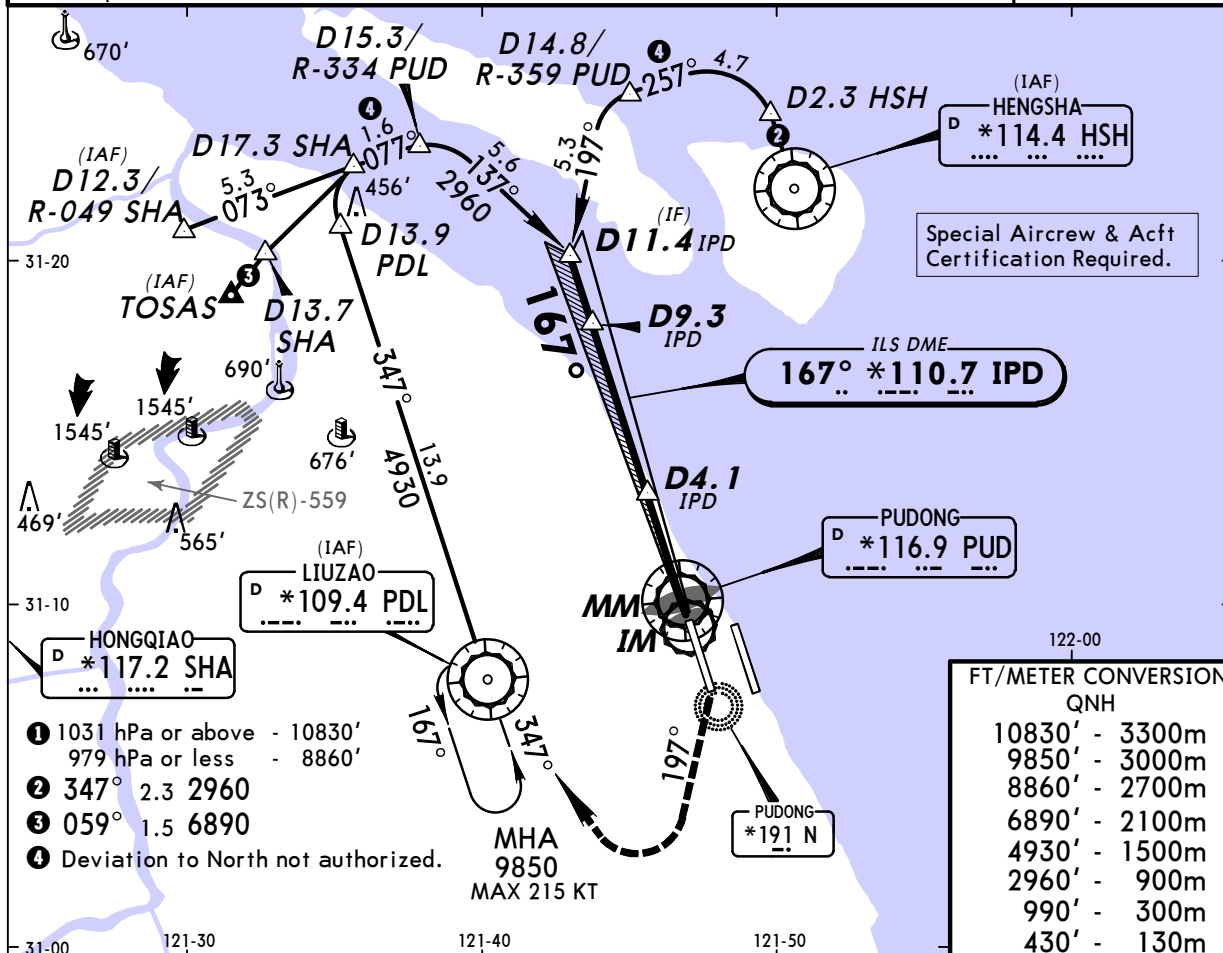
ZSPD/PVG
PUDONG

JEPPesen SHANGHAI, PR OF CHINA
3 MAR 06 (21-2A)

CAT II ILS DME Rwy 17

BRIEFING STRIP

ATIS		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1				PUDONG Tower		Ground	
127.85		120.3	125.4	121.3	123.8	West 118.8	East 118.4	West 121.65	East 121.8
LOC IPD *110.7		Final Apch Crs 167°		GS D4.1 IPD 1312' (1302')		CAT II ILS RA 102' DA(H) 110' (100')		Apt Elev 13' RWY 10'	
MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn RIGHT on track 197° to 990'. Then turn RIGHT to reach PDL VOR at 2960', or by ATC. MAX 205 KT.									
Alt Set: hPa Initial apch restricted to MAX 205 KT.		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA PUD VOR	



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II	205 KT MAX	430'	197°	990'
GS	3.00°	377	484	538	646	753	861			RT	

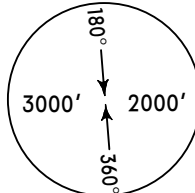
STRAIGHT-IN LANDING RWY 17
CAT II ILS
ABCD
RA 102'
DA(H) 110' (100')
RVR 350m

PANS OPS 4

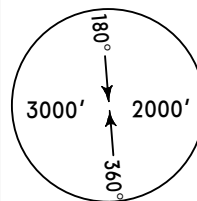
ZSPD/PVG
PUDONG

JEPPesen SHANGHAI, PR OF CHINA
11 AUG 06 (21-3)
ILS DME Rwy 34

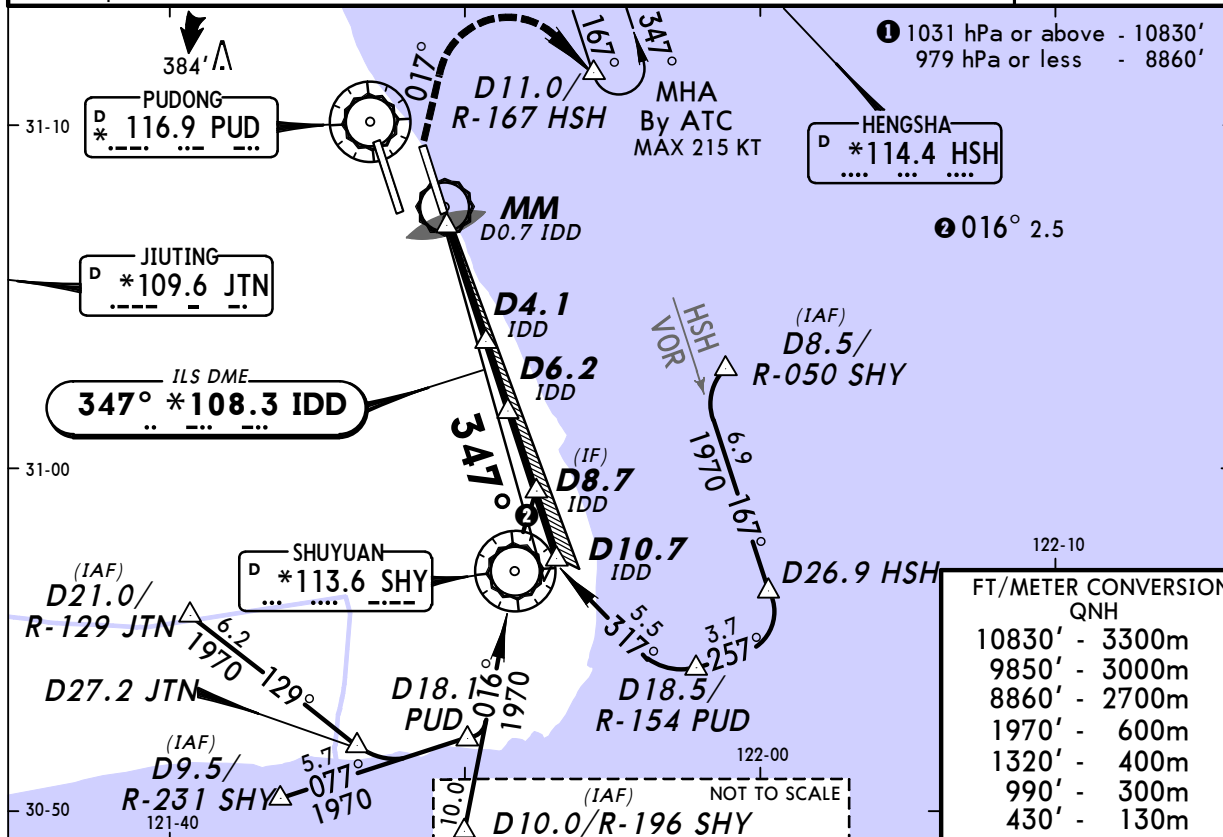
BRIEFING STRIP

ATIS		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1				PUDONG Tower		Ground	
127.85		120.3	125.4	121.3	123.8	West 118.8	East 118.4	West 121.65	East 121.8
LOC IDD *108.3		Final Apch Crs 347°		GS D4.1 IDD 1312' (1299')		ILS DA(H) 213' (200')		Apt Elev 13' RWY 13'	
MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn RIGHT on track 017° to 990'. Then turn RIGHT to reach D11.0/R-167 HSH at 1970', or by ATC. MAX 205 KT.									
Alt Set: hPa Initial apch restricted to MAX 205 KT.		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①			

MSA PUD VOR



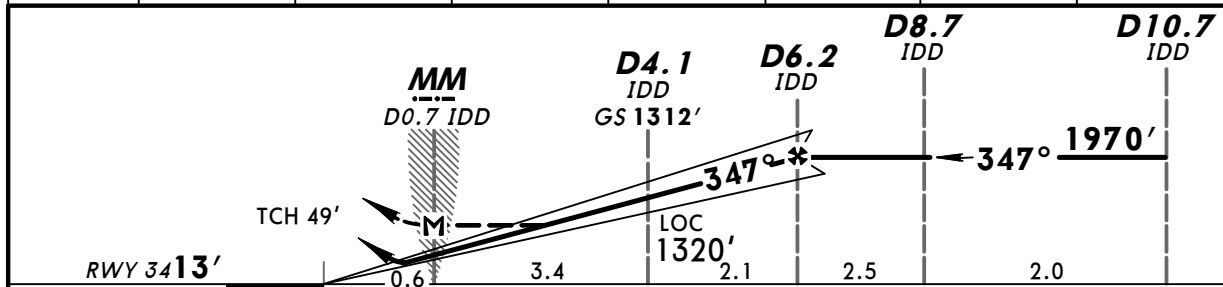
MSA PUD VOR



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
1970'	-	600m
1320'	-	400m
990'	-	300m
430'	-	130m

LOC (GS out)	IDD DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	340'	650'	970'	1290'	1610'	1930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	205 KT	430'	017°	990'
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	539	646	754	861	PAPI	MAX	↑	RT	↑
MAP at D0.7 IDD/MM											

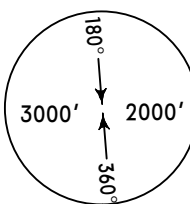
STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not authorized West of runway	
DA(H) 213' (200')			MDA(H) 430' (417')			
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A					100	690' (677') 1600m
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	135	
C				RVR 1500m VIS 1600m	180	790' (777') 3600m
D				1200m 2000m	205	790' (777') 4000m

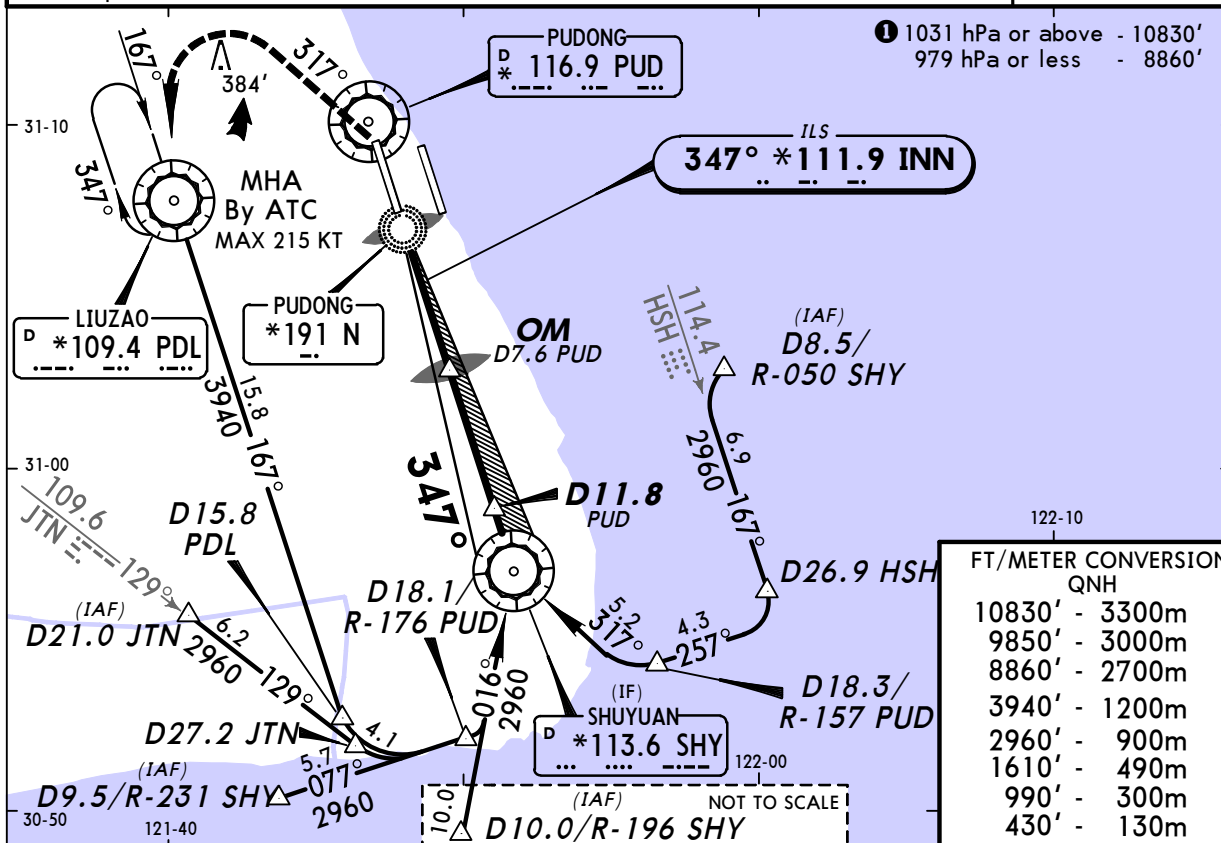
PANS OPS 4

ZSPD/PVG
PUDONG

JEPPesen SHANGHAI, PR OF CHINA
26 MAY 06 (21-4)
ILS DME Rwy 35

BRIEFING STRIP

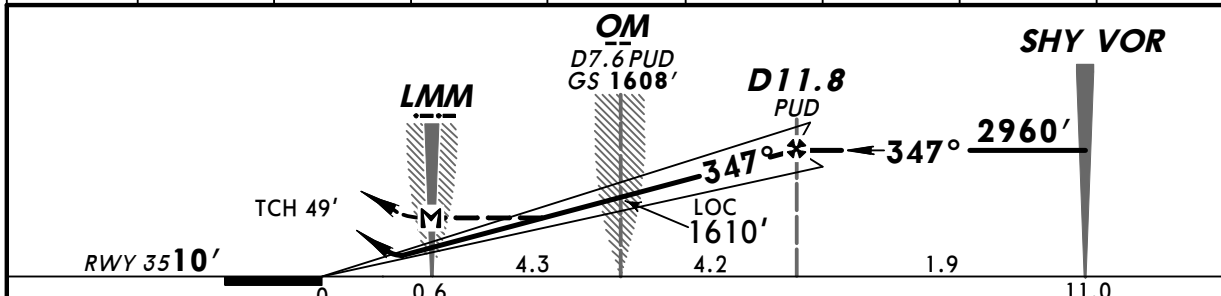
ATIS		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1				PUDONG Tower		Ground	
127.85		120.3	125.4	121.3	123.8	West 118.8	East 118.4	West 121.65	East 121.8
LOC INN *111.9		Final Apch Crs 347°		GS OM 1608' (1598')		ILS DA(H) 210' (200')		Apt Elev 13' RWY 10'	
MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn LEFT on track 317° to 990'. Then turn LEFT to reach PDL VOR at 2960', or by ATC. MAX 205 KT.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850'		①	
Initial apch restricted to MAX 205 KT.									



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
3940'	1200m
2960'	900m
1610'	490m
990'	300m
430'	130m

LOC (GS out)	PUD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE		140'	460'	780'	1100'	1420'	1730'	2050'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	205 KT MAX	430'	317°	990'
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	539	646	754	861	PAPI		↑	LT	↑
MAP at LMM											

STRAIGHT-IN LANDING RWY 35					CIRCLE-TO-LAND	
ILS			LOC (GS out) ①		Not authorized East of runway	
DA(H) 210' (200')			MDA(H) 430' (420')			
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)
A					100	690' (677')
B					135	1600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	180	790' (777')
D					205	3600m
						790' (777')
						4000m

① LMM out: NOT AUTH.

CHANGES: VOR ident.

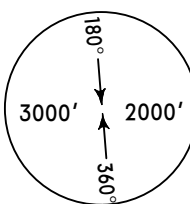
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ZSPD/PVG
PUDONG

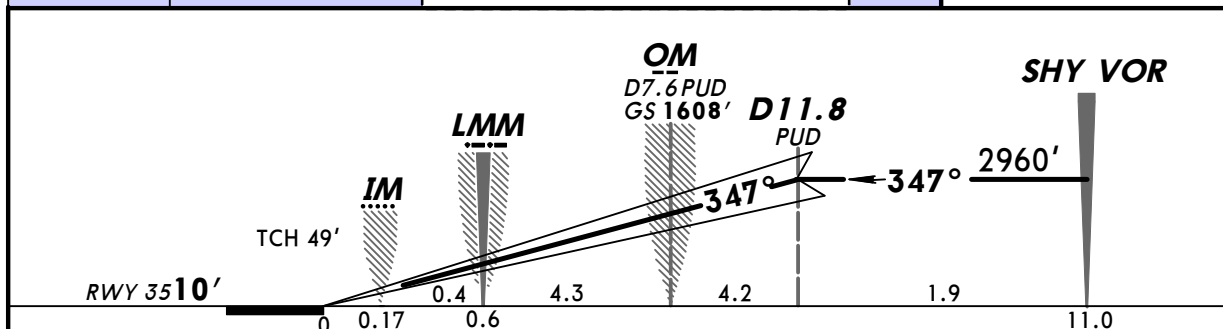
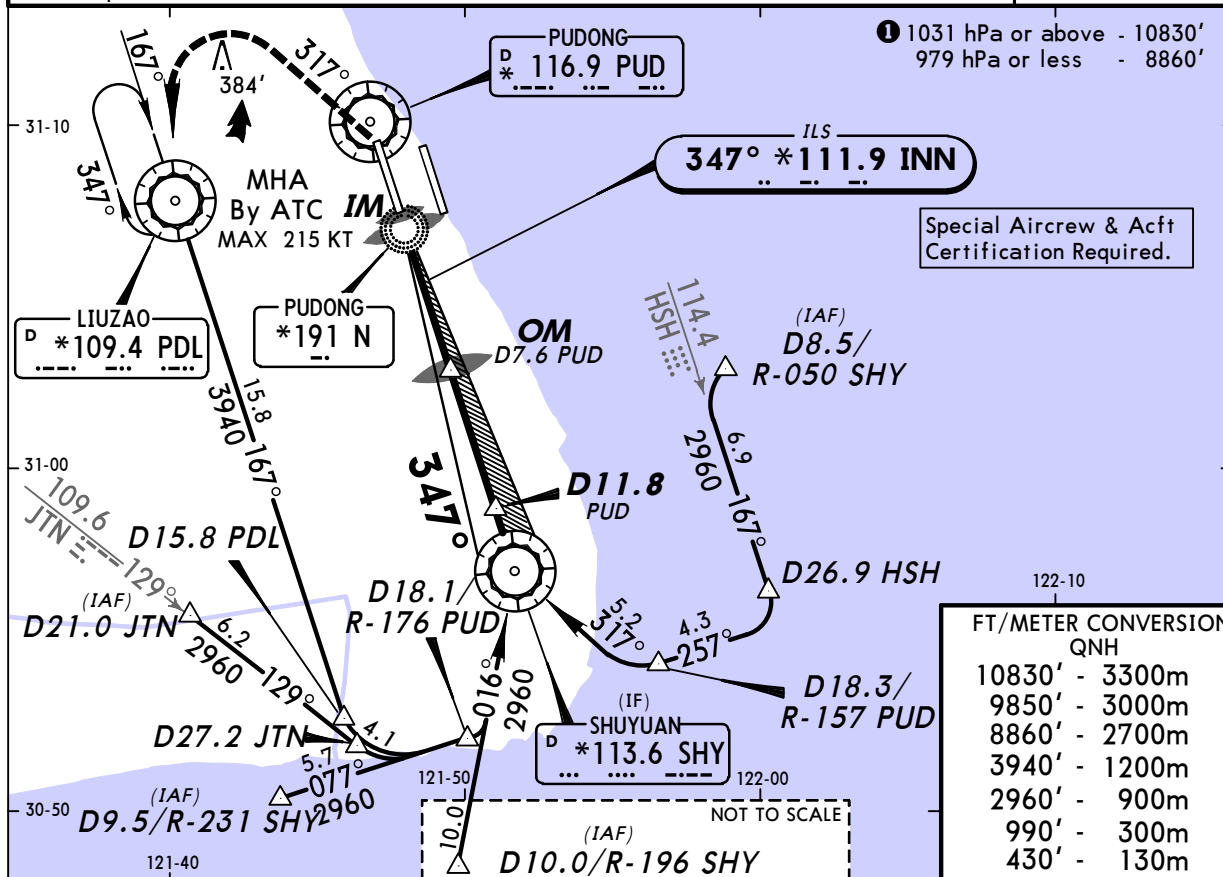
JEPPesen SHANGHAI, PR OF CHINA
26 MAY 06 (21-4A)

CAT II ILS DME Rwy 35

BRIEFING STRIP

ATIS		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1				PUDONG Tower		Ground	
127.85		120.3	125.4	121.3	123.8	West 118.8	East 118.4	West 121.65	East 121.8
LOC INN *111.9		Final Apch Crs 347°		GS OM 1608' (1598')		CAT II ILS RA 101' DA(H) 110' (100')		Apt Elev 13' RWY 10'	
MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn LEFT on track 317° to 990'. Then turn LEFT to reach PDL VOR at 2960', or by ATC. MAX 205 KT.									
Alt Set: hPa Initial apch restricted to MAX 205 KT.		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①			

MSA PUD VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	205 KT MAX	430'	317°	990'
GS	3.00°	377	484	539	646	754	861	PAPI	↑	LT	↑

STRAIGHT-IN LANDING RWY 35
CAT II ILS

ABCD
RA 101'
DA(H) 110' (100')

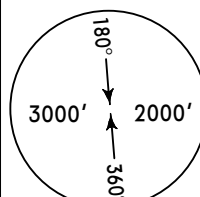
RVR 350m

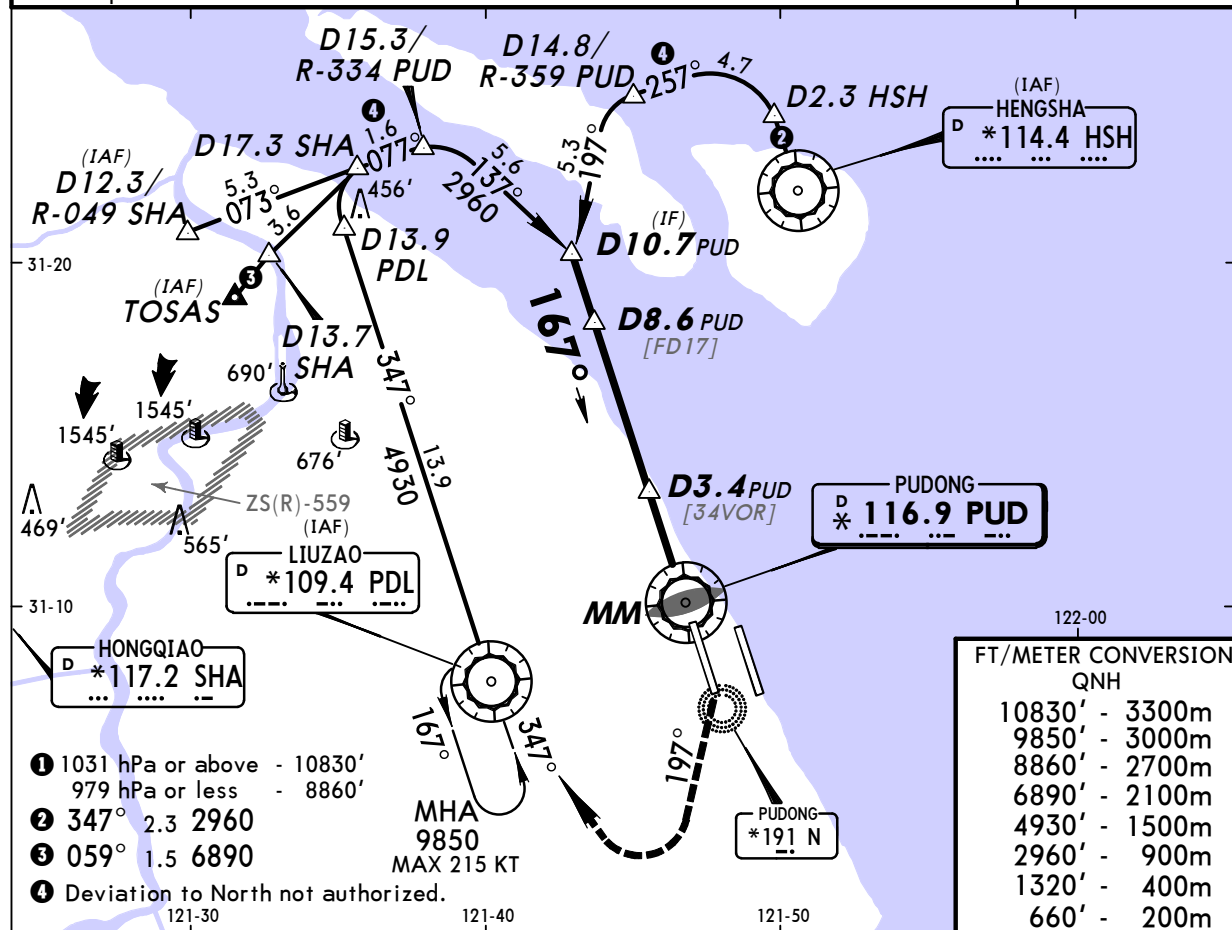
PANS OPS 4

ZSPD/PVG
PUDONG

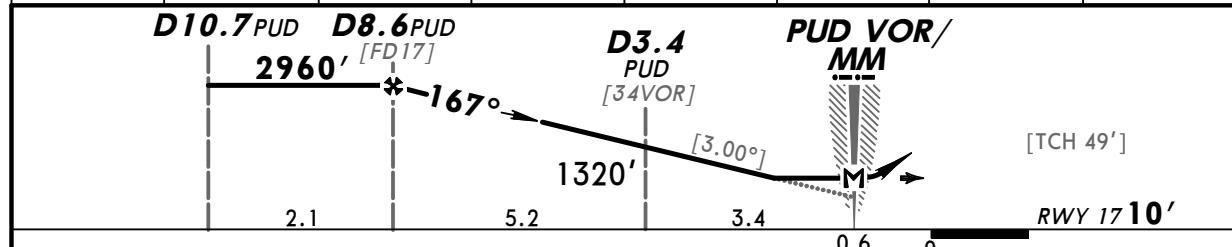
JEPPESEN SHANGHAI, PR OF CHINA
26 MAY 06 (23-1) VOR DME Rwy 17

BRIEFING STRIP

ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1					PUDONG Tower		Ground	
127.85	120.3	125.4	121.3	123.8	West 118.8	East 118.4	West 121.65	East 121.8	
VOR PUD *116.9	Final Apch Crs 167°	Minimum Alt D8.6 PUD 2960' (2950')	MDA(H) 440' (430')		Apt Elev 13' RWY 10'				
MISSED APCH: Climb STRAIGHT AHEAD to 660', then turn RIGHT on track 197° to 1320'. Then turn RIGHT to reach PDL VOR at 2960', or by ATC. MAX 205 KT.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA PUD VOR	
Initial apch restricted to MAX 205 KT.									



PUD DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2460'	2140'	1830'	1510'	1200'	880'	560'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	 HIALS-II PAPI	205 KT MAX	660' ↑	197° ↗ RT	1320' ↑
<i>Descent Gradient 5.24% or Descent angle [3.00°]</i>	372	478	531	637	743	849					
<i>MAP at PUD VOR/MM</i>											

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND	
<i>MDA(H)</i> 440' (<i>430'</i>)			Not authorized East of runway	
		ALS out	Max Kts.	<i>MDA(H)</i>
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690' (<i>677'</i>) 1600m
B			135	
C	1200m	2000m	180	790' (<i>777'</i>) 3600m
D	RVR 1500m VIS 1600m	2400m	205	790' (<i>777'</i>) 4000m

CHANGES: None.

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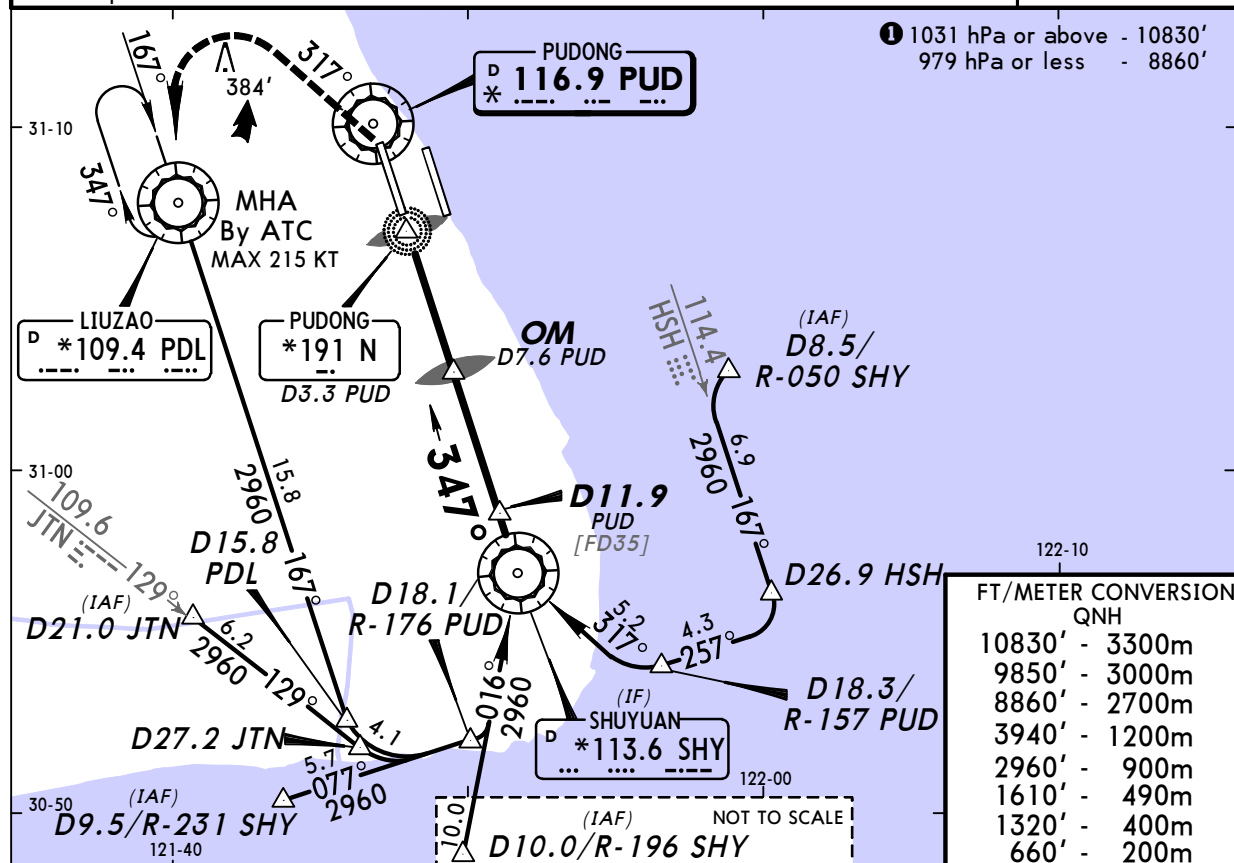
ZSPD/PVG
PUDONG

JEPPE
26 MAY 06 (23-2)

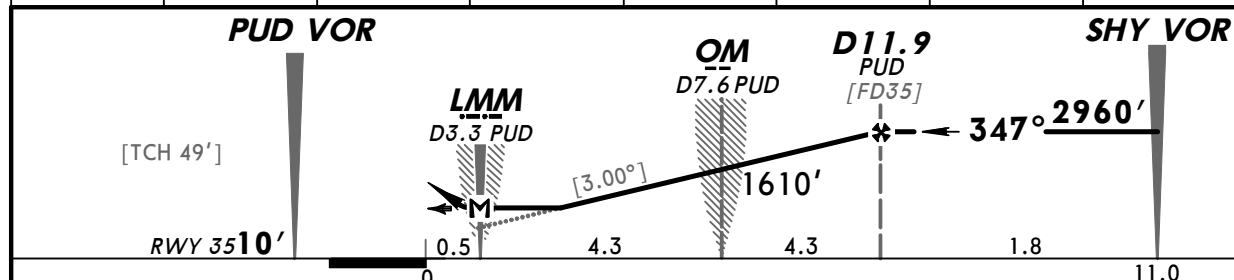
SHANGHAI, PR OF CHINA
VOR DME Rwy 35

BRIEFING STRIP™

ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1					PUDONG Tower		Ground	
127.85	120.3	125.4	121.3	123.8	West 118.8	East 118.4	West 121.65	East 121.8	
VOR PUD *116.9	Final Apch Crs 347°	Minimum Alt D11.9 PUD 2960' (2950')	MDA(H) 470' (460')		Apt Elev 13' RWY 10'		180° 3000'↕2000' 360°		
MISSED APCH: Climb STRAIGHT AHEAD to 660', then turn LEFT on track 317° to 1320'. Then turn LEFT to reach PDL VOR at 2960', or by ATC. MAX 205 KT.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA PUD VOR	
Initial apch restricted to MAX 205 KT.									



PUD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	140'	460'	780'	1100'	1420'	1730'	2050'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	 HIALS-II PAPI	205 KT MAX	660' ↑	317° LT ↘	1320' ↑
<i>Descent Gradient 5.24% or Descent angle [3.00°]</i>	372	478	531	637	743	849					
<i>MAP at PUD VOR/MM</i>											

STRAIGHT-IN LANDING RWY 35			CIRCLE-TO-LAND	
MDA(H) 470' (460')			Max Kts	Not authorized East of runway
		ALS out		MDA(H)
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690' (677') 1600m
B			135	
C	1200m	2000m	180	790' (777') 3600m
D	RVR 1500m VIS 1600m	2400m	205	790' (777') 4000m