

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZSPD

Terminal Charts For ZSPD

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Shanghai Chn
IATA Code: PVG
Lat/Long: N31° 08.7' E121° 47.6'
Elevation: 13 ft

Airport Use: Public
Magnetic Variation: 5.6°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: 2252 Z
Sunset: 0905 Z,

Runway Information

Runway: 16
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: 34
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

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 131.45
ATIS 127.85
Pudong Tower 124.35 Secondary
Pudong Tower 118.8
Pudong Tower 118.725 Secondary
Pudong Tower 118.4
Pudong Tower 118.325 Secondary
Pudong Ground Control 121.8
Pudong Ground Control 121.7 Secondary
Pudong Ground Control 121.65
Pudong Clearance Delivery 121.95
Pudong Clearance Delivery 121.7 Secondary
Shanghai Approach Control 128.05 Secondary
Shanghai Approach Control 127.75
Shanghai Approach Control 126.65
Shanghai Approach Control 126.3
Shanghai Approach Control 125.85
Shanghai Approach Control 124.05
Shanghai Approach Control 123.8
Shanghai Approach Control 121.1
Shanghai Approach Control 120.65 Secondary
Shanghai Approach Control 125.4
Shanghai Approach Control 120.3
Shanghai Approach Control 119.75 Secondary
Shanghai Approach Control 119.2 Secondary

1. GENERAL

1.1. ATIS

D-ATIS 127.85

1.2. LOW VISIBILITY PROCEDURES (LVP)

When RVR is forecast to descend from 1000m to 600m or ceiling is forecast to descend from 80m to 65m, LVP will be implemented.

When RVR is between 400m and 600m or ceiling between 30m and 65m, CAT II operation will be implemented.

Enter RWY 17L via TWY B7 or B8, exit via TWY A1, A2 or A3.

Enter RWY 35R via TWY B1 or P1, exit via TWY A4, A5 or A6.

1.3. RWY OPERATIONS

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.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

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

ACFT are forbidden to use TWYs P1 or P6 for crossing of RWY 17L/35R or RWY 17R/35L where landing ACFT is taxiing.

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

Flight crew shall monitor the Tower frequency 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.

180° turnaround on TWY is strictly forbidden.

WARNING: Decrease speed between TWYs W1 and W2 and observe vehicle traffic.

1.4.2. GENERAL TWY LIMITS EXCEPT B747-8 ACFT

TWYs	MAX Wingspan
TWYs B1 (btn TWY A & B), B6, C, C1, C2, C5, C6, D, D1, D2, D5, D6, E, E1 thru E7, F, F1 thru F4, L04 (btn TWY B3 & B4), L09, L15, L18, P1 (West of RWY 17L/35R), P2, P3, P6, Q1 thru Q6, R1 thru R6, T3, T4, W1 thru W3 and W7	Less than 262'/80m
West of TWY B: TWYs B3 thru B5, P4 and P5	Less than 262'/80m
TWYs A, A1 thru A6, B, B1 (btn TWY A & RWY 17L/35R), B7, B8, L02, L04 (btn TWY B4 & P6), L08, L16, L17, P1 (East of RWY 17R/35L), W4 (South of TWY T4) and W5 (South of TWY T4)	Less than 213'/65m
East of TWY B: TWYs B2 thru B5, P4, P5 and W6	Less than 213'/65m
TWYs C3, C4, D3, D4, L01, L03, L05 thru L07, L10 thru L12A, W4 (North of TWY T4) and W5 (North of TWY T4)	Less than 171'/52m

1. GENERAL

1.4.3. TWY LIMITS B747-8 ACFT

TWYs C3, C4, D3, D4, W4 (North of TWY T4) and W5 (North of TWY T4) are forbidden to use.

1.4.4. APRONS 7 & 8

Taxiing on Aprons 7 & 8 shall be guided by Follow-me car.

Arriving ACFT shall follow instructions from PUDONG Ground to holding positions of TWY E7, R5, R6, W5 or W7, then turn off taxi lights when Follow-me car in sight and follow Follow-me car.

Departing ACFT shall turn on taxi lights upon receiving taxi instructions from Tower and follow Follow-me car to holding positions of TWY E5, E6, R4, W4 or W6, then contact PUDONG Ground.

1.4.5. 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.
- T3-W3 on TWY T3 in taxi direction West: Hold before TWY W3.
- T4-E on TWY T4 in taxi direction East: Hold before TWY E.
- T4-W3 on TWY T4 in taxi direction East: Hold before TWY W3.
- W1-T4 on TWY W1 in taxi direction South: Hold before TWY T4.

1.4.6. HOLDING POINTS ON APRONS 7 & 8

Apron holding points AH 01 thru AH 09 used for entering apron.

AH 01 thru AH 03 and AH 05 in taxi direction West, AH 04 and AH 06 thru AH 09 in taxi direction North.

Holding points HP 01 thru HP 05 used for exiting apron.

HP 01 thru HP 03 in taxi direction East, HP 04 and HP 05 in taxi direction South.

1.4.7. USE OF A380

Areas without Operational Limits

- RWY 16/34, 17R/35L.
- TWYs B1 (between A and B), B6, C, C1, C2, C5, C6, D, D1, D2, D5, D6, E, E1 thru E7, F, F1 thru F4, P1 (West of RWY 17L/35R), P2, P3, P6, Q1 thru Q6, R1 thru R6, T3, T4, W1 thru W3 and W7.
- West of TWY B: TWYs B3 thru B5, P4 and P5.
- Stands 24, 71, 75, 310, 314, 315, 320, 325, 328, 333, 338, 342, 343, 347, 612 thru 614 and 616 thru 618.

When operating within these areas, A380 shall follow ATC instructions.

1. GENERAL

Areas with Operational Limits

- TWYs A (between P1 and P6), B (between P1 and P6) and P1 (East of RWY 17L/35R).

When operating within these areas, A380 shall follow ATC instructions and obey following rules:

- Arriving ACFT shall keep the outboard engines on idle thrust after vacating RWY.
- ACFT equipped with ETACS (A380 Taxiing Camera System) must keep it in operation.
- ACFT without ETACS, offset TWY centerline while turning and apply a bigger turning radius.

A380 are strictly forbidden to operate within areas not mentioned above.

1.5. PARKING INFORMATION

1.5.1. GENERAL

Engine IDLE test and cool running test may be carried out at designated stands on Apron 2, 3, 5, 6 or 8.

Apron 1 and 7 stands, except stand 96 equipped with visual docking guidance system.

On all stands, except stand 96 push-back required.

Stand 418 available for fast engine run-ups.

Use of stands Z40 thru Z44, Z47 thru Z51 with Follow-me car.

Use of Apron 4 with Follow-me car.

Enter stands 50 thru 54, 56, 58, 60, 62 and 64 via TWY E7, exit via TWY E6.

Enter stands 55, 57, 59, 61, 63, 65 and 806 thru 809 via TWY R6, exit via TWY E5.

Enter stands 67, 69, 71, 73 and 75 via TWY R5, exit via TWY E5.

Enter stands 77, 79, 81, 83, 85, 87, 89, 91, 93 and 810 thru 816 via TWY R5, exit via TWY R4.

Enter stands 80, 82, 84, 86, 88, 90, 92 and 94 via TWY W5, exit via TWY W4.

Enter stands 95 thru 98 via TWY W7, exit via TWY W6.

1.5.2. USE OF BOARDING BRIDGES

All ACFT parking on boarding bridge stands shall turn off APU and use bridge equipment. 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.

Bridge equipment for stand 24 is only available for ACFT with wingspan less than 213'/65m.

1.6. OTHER INFORMATION

1.6.1. GENERAL

Fast engine run-ups near boarding bridges or on apron are strictly forbidden.

Birds.

RWYs 17R and 34 right-hand circuit.

1. GENERAL

1.6.2. IFR FLIGHT PROCEDURES WITHIN SHANGHAI APPROACH CONTROL AREA AND PUDONG TOWER CONTROL AREA

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

1.6.3. 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. CAT II OPERATIONS

RWYs 17L and 35R approved for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

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. TAXI PROCEDURES

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

ACFT shall fully vacate RWY within 50 seconds after touchdown. If flight crew considers they cannot fulfill the process within the required time, pilot shall inform ATC immediately.

2.4. OTHER INFORMATION

2.4.1. GENERAL

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

2.4.2. COMMUNICATION FAILURE

Landing to North:

Proceed to PDL according to the last instructed altitude (climb to 4930'/1500m) if not reached), if the altitude over PDL is higher than the initial approach altitude (7880'/2400m), then join the holding procedure, descend to the initial approach altitude (7880'/2400m) and land according to RWY 35R instrument approach procedure; if the altitude over PDL is below the initial approach altitude (7880'/2400m), approach and land according to RWY 35R instrument approach procedure.

Landing to South:

Proceed to HSH according to the last instructed altitude (climb to 4930'/1500m if not reached), join the holding procedure, descend to the initial approach altitude (2960'/900m) and land according to RWY 17L instrument approach procedure.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing points on TWY L02 ABEAM stands 504, 508, 512 and on stands 561 thru 566.

3.1.2. RULES FOR DE-ICING

- Contact Tower and PUDONG Ground before pushed back.
- Follow ATC instruction to taxi to the de-icing holding position.
- Follow Follow-me car to de-icing location.
- Shut down engines, block wheels, then start de-icing.
- Contact Tower for start-up clearance after de-icing.
- Flight crew shall carefully control throttle to avoid wake turbulence injure to people and facilities around.
- Defrost course is same as de-icing.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

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

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

Departure clearance via Data Link (DCL) available:

- Pilot may apply for Departure Clearance via DCL 20 MIN prior Estimated Start-up Time.
- After receiving departure info via DCL, confirm within 10 MIN or service will be regarded a failure.
- When DCL service completed, crew shall repeat RWY designator and initial climb altitude to ATC.

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.

3.3. OTHER INFORMATION

RNAV flight procedures are primary procedures, pilot shall execute these procedures without special reasons.

Upon receipt of approach clearance, the pilot shall monitor the operating situations of other ACFT in the vicinity using airborne equipment and establish the visual separation as practicable, then report 'visual separation established' when the controller notifies the relative positions of other ACFT.

D-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

Direct distance to Pudong Apt from:

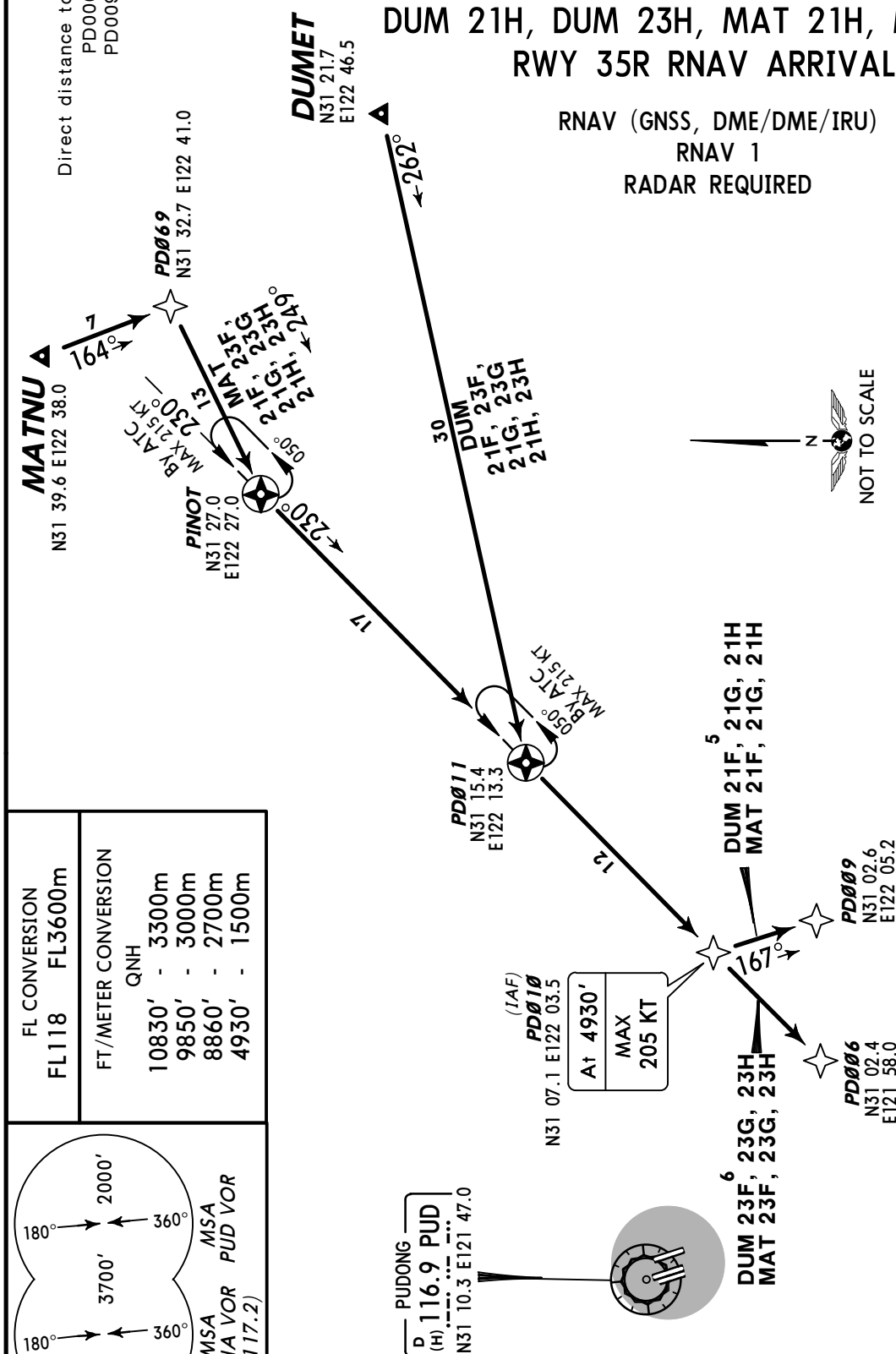
PD006 11 NM
PD009 16 NM

DUM 21F, DUM 23F, MAT 21F, MAT 23F
RWY 34 RNAV ARRIVALS

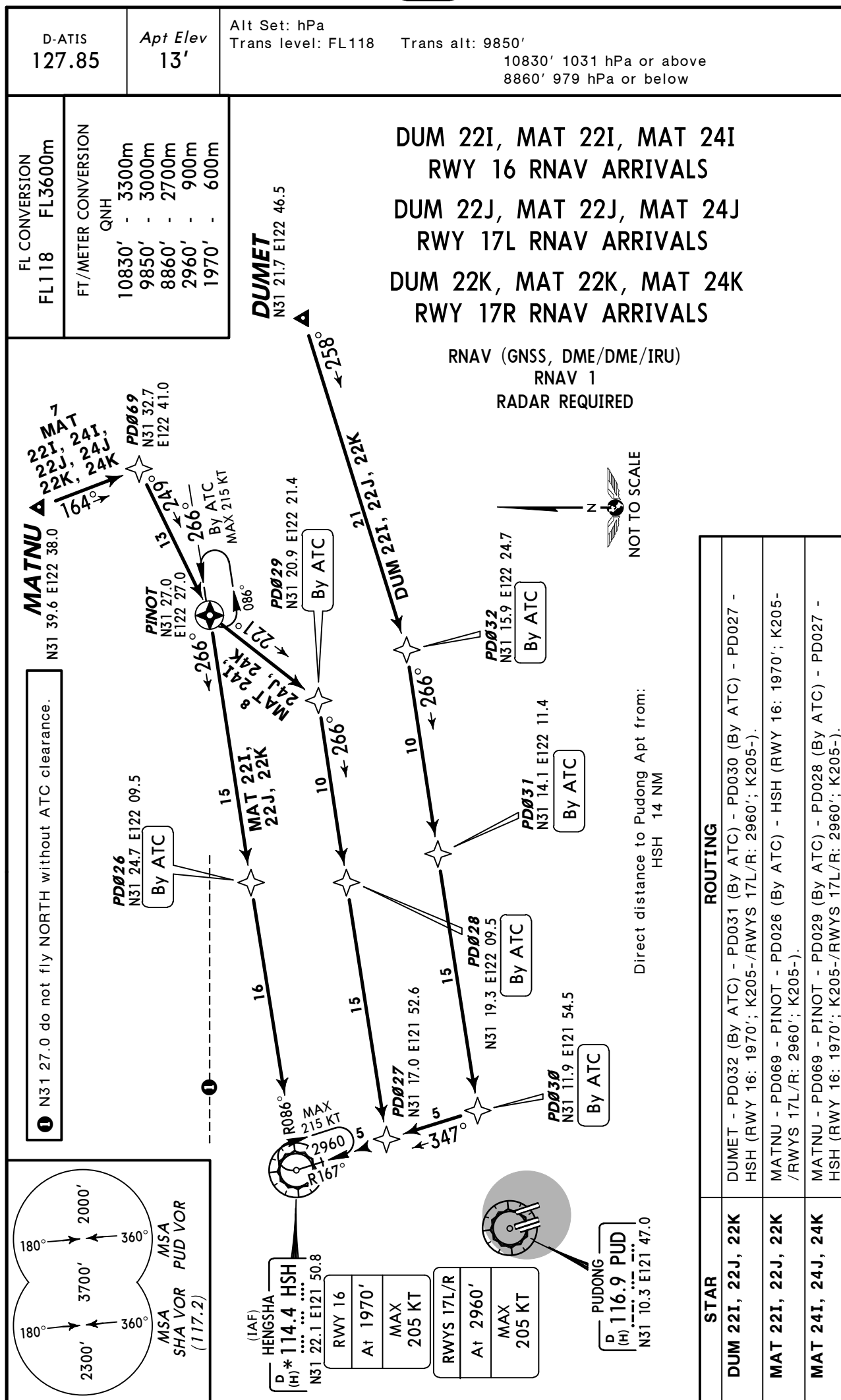
DUM 21G, DUM 23G, MAT 21G, MAT 23G
RWY 35L RNAV ARRIVALS

DUM 21H, DUM 23H, MAT 21H, MAT 23H
RWY 35R RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



STAR	ROUTING
DUM 21F, 21G, 21H	DUMET - PD011 - PD010 (4930'; K205-) - PD009.
DUM 23F, 23G, 23H	DUMET - PD011 - PD010 (4930'; K205-) - PD006.
MAT 21F, 21G, 21H	MATNU - PD069 - PINOT - PD011 - PD010 (4930'; K205-) - PD009.
MAT 23F, 23G, 23H	MATNU - PD069 - PINOT - PD011 - PD010 (4930'; K205-) - PD006.



D-ATIS
127.85Apt Elev
13'

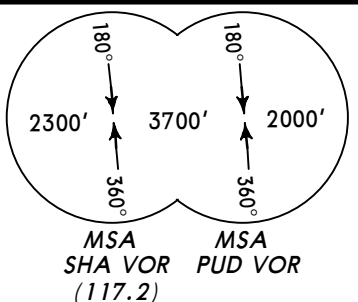
Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

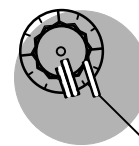
8860' 979 hPa or below



BK 11F
RWY 34 RNAV ARRIVAL

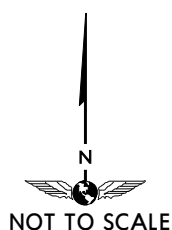
BK 11G
RWY 35L RNAV ARRIVAL

BK 11H
RWY 35R RNAV ARRIVAL



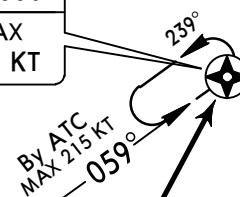
PUDONG
D 116.9 PUD
(H) ...
N31 10.3 E121 47.0

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



(IAF)
IGLIT
N30 37.4 E121 47.7

At 7880'
MAX
205 KT



BAVIK
N30 22.0 E121 37.9

At FL148
or by ATC

Direct distance to Pudong Apt from:
IGLIT 31 NM

LISHE
*227 BK
N29 53.7 E121 20.0

FL CONVERSION
FL148 FL4500m
FL118 FL3600m

FT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
7880' - 2400m

ROUTING

BK - BAVIK (FL148 or by ATC) - IGLIT (7880'; K205-).

D-ATIS
127.85Apt Elev
13'Alt Set: hPa
Trans level: FL118 Trans alt: 9850'10830' 1031 hPa or above
8860' 979 hPa or below

BK 12I, BK 22I
RWY 16 RNAV ARRIVALS
BK 12J, BK 22J
RWY 17L RNAV ARRIVALS
BK 12K, BK 22K
RWY 17R RNAV ARRIVALS

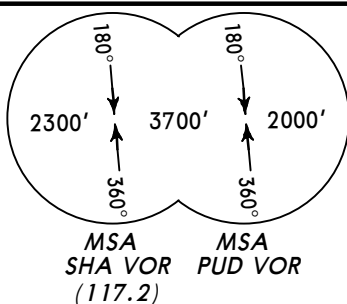
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



Direct distance to Pudong Apt from:
HSH 14 NM
PD038 9 NM

FL CONVERSION
FL148 FL4500m
FL118 FL3600m

FT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m
2960' - 900m
1970' - 600m



STAR

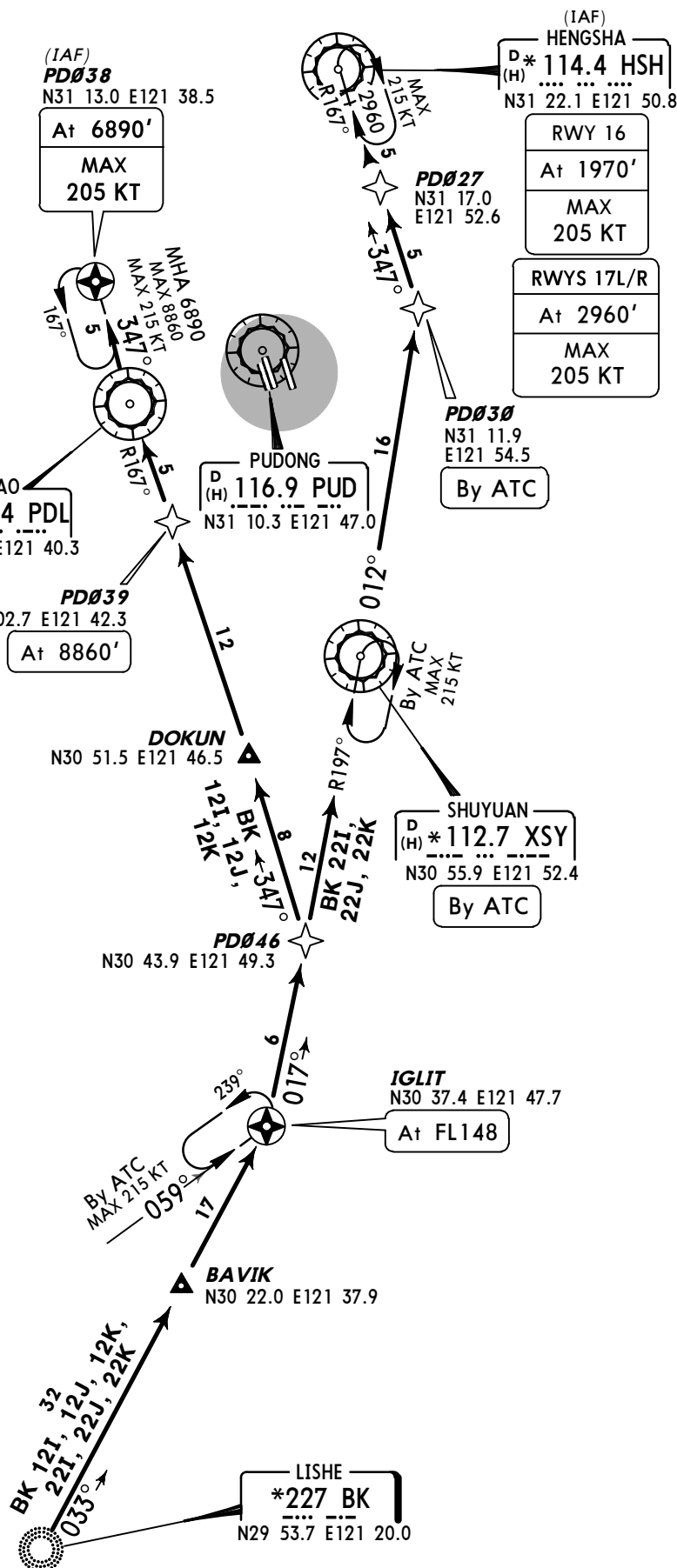
BK 12I, 12J, 12K

ROUTING

BK - BAVIK - IGLIT (FL148) - PD046 - DOKUN - PD039 (8860') - PDL - PD038 (6890'; K205-).

BK 22I, 22J, 22K

BK - BAVIK - IGLIT (FL148) - PD046 - XSY (By ATC) - PD030 (By ATC) - PD027 - HSH (RWY 16: 1970'; K205-/RWYS 17L/R: 2960'; K205-).



D-ATIS
127.85

Apt Elev
13'

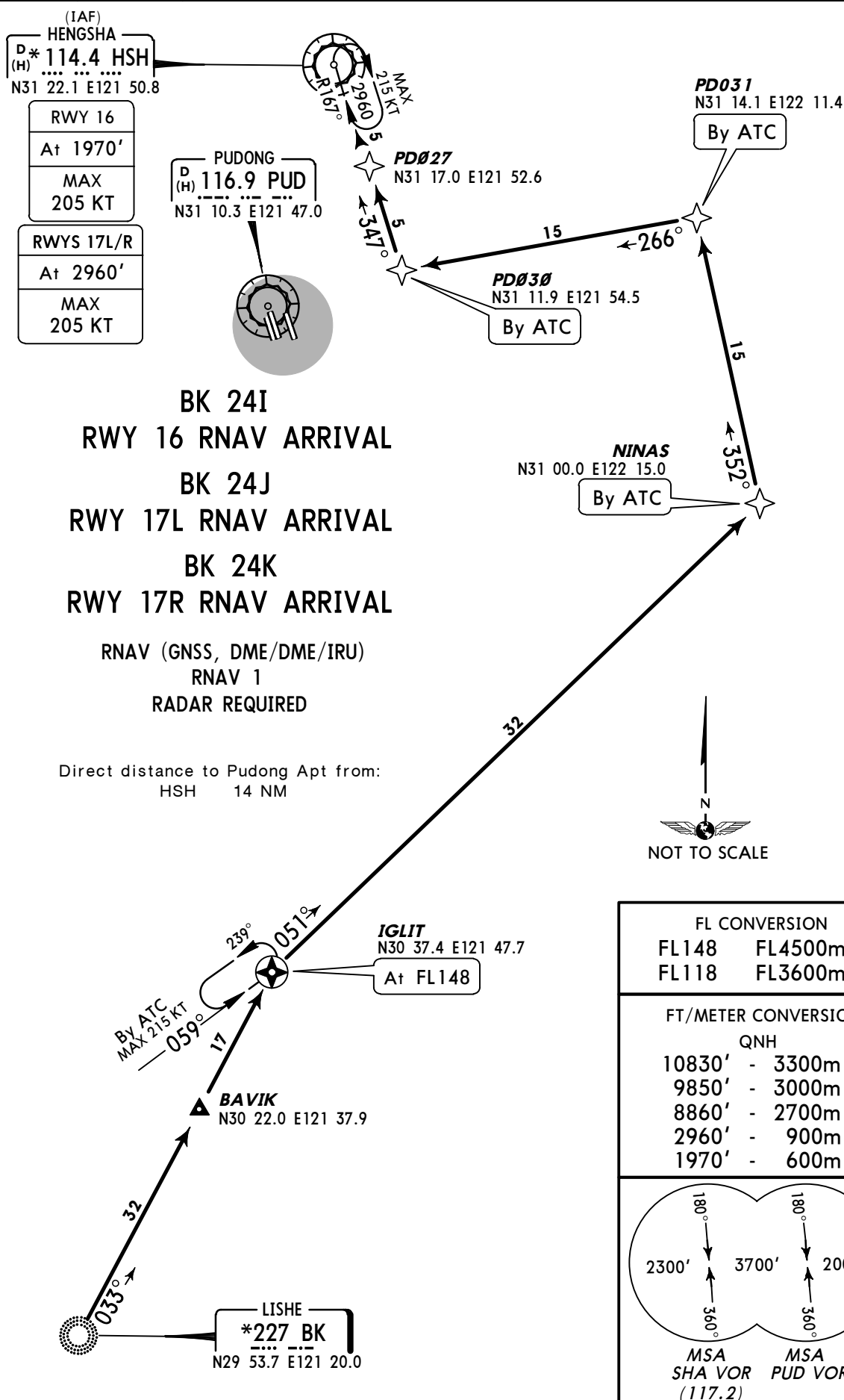
Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below



D-ATIS
127.85Apt Elev
13'

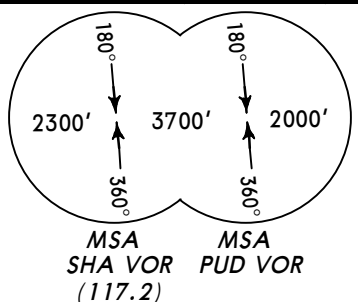
Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

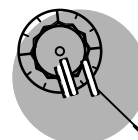


AND 11F, AND 13F
RWY 34 RNAV ARRIVALS
AND 11G, AND 13G
RWY 35L RNAV ARRIVALS
AND 11H, AND 13H
RWY 35R RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

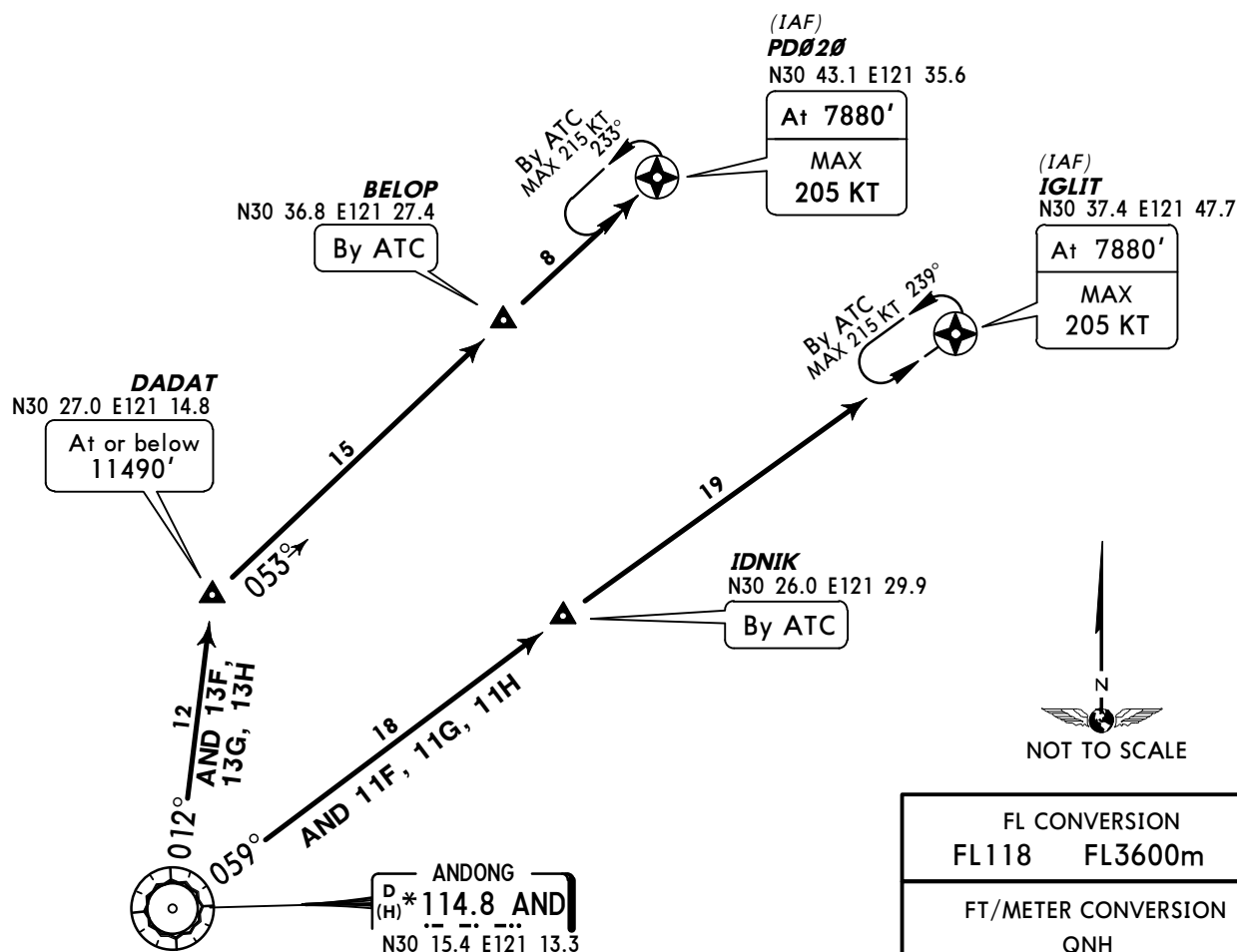


PUDONG
D (H) 116.9 PUD
N31 10.3 E121 47.0

Direct distance to Pudong Apt from:

IGLIT 31 NM

PD020 28 NM



FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION

QNH

11490' - 3500m

10830' - 3300m

9850' - 3000m

8860' - 2700m

7880' - 2400m

STAR

ROUTING

AND 11F, 11G, 11H

AND - IDNIK (By ATC) - IGLIT (7880'; K205-).

AND 13F, 13G, 13H

AND - DADAT (11490'-) - BELOP (By ATC) - PD020 (7880'; K205-).

D-ATIS
127.85Apt Elev
13'Alt Set: hPa
Trans level: FL118

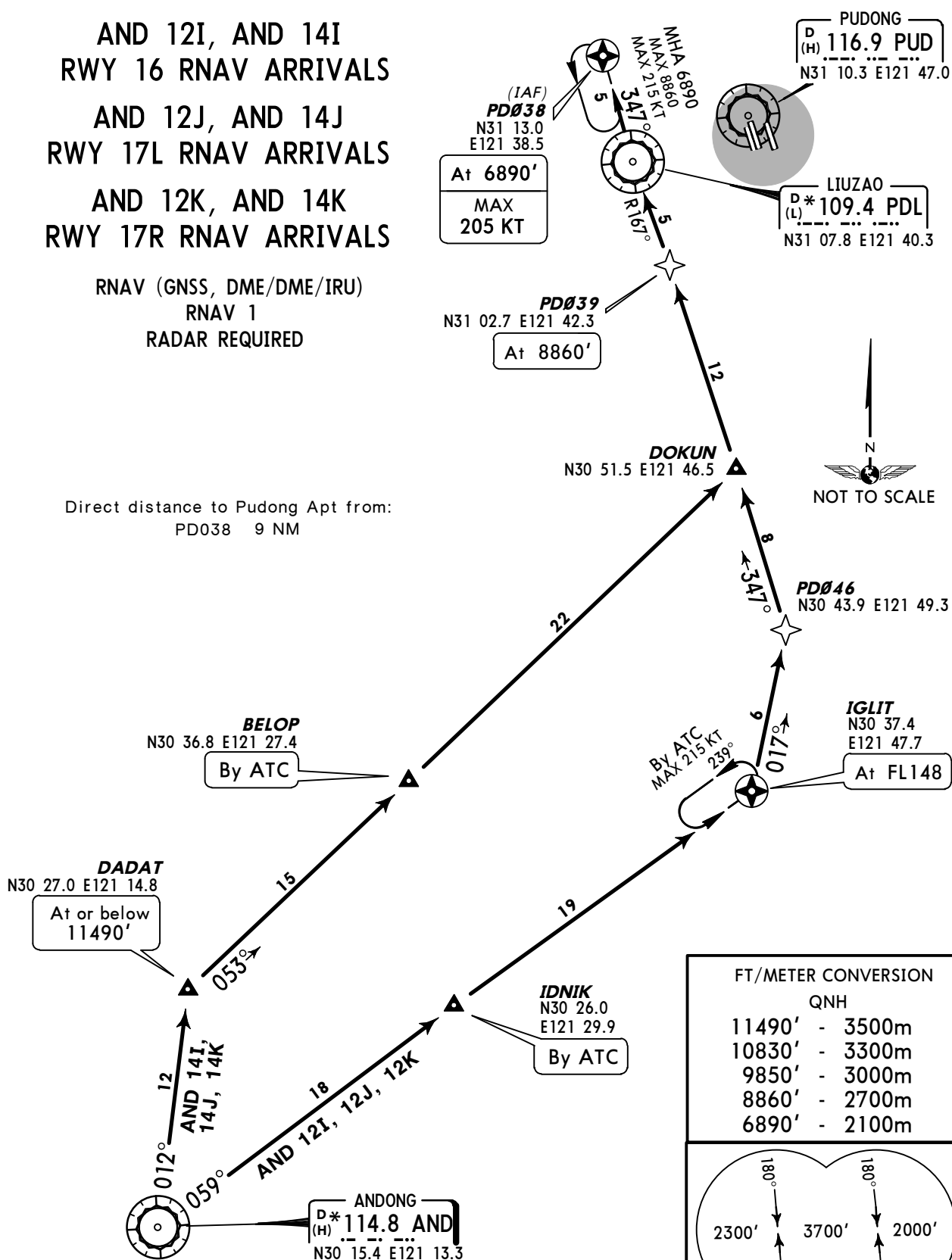
Trans alt: 9850'

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

AND 12I, AND 14I
RWY 16 RNAV ARRIVALS
AND 12J, AND 14J
RWY 17L RNAV ARRIVALS
AND 12K, AND 14K
RWY 17R RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

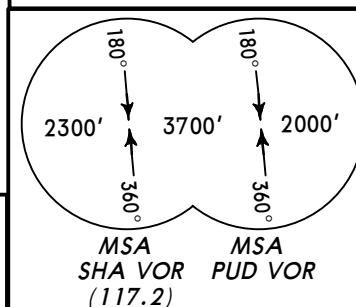
Direct distance to Pudong Apt from:
PD038 9 NM



FT/METER CONVERSION

QNH

11490'	-	3500m
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m



FL CONVERSION
FL148 FL4500m
FL118 FL3600m

STAR

ROUTING

AND 12I, 12J, 12K

AND - IDNIK (By ATC) - IGLIT (FL148) - PD046 - DOKUN - PD039 (8860') - PDL - PD038 (6890'; K205-).

AND 14I, 14J, 14K

AND - DADAT (11490'-) - BELOP (By ATC) - DOKUN - PD039 (8860') - PDL - PD038 (6890'; K205-).

D-ATIS
127.85Apt Elev
13'Alt Set: hPa
Trans level: FL118

Trans alt: 9850'

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

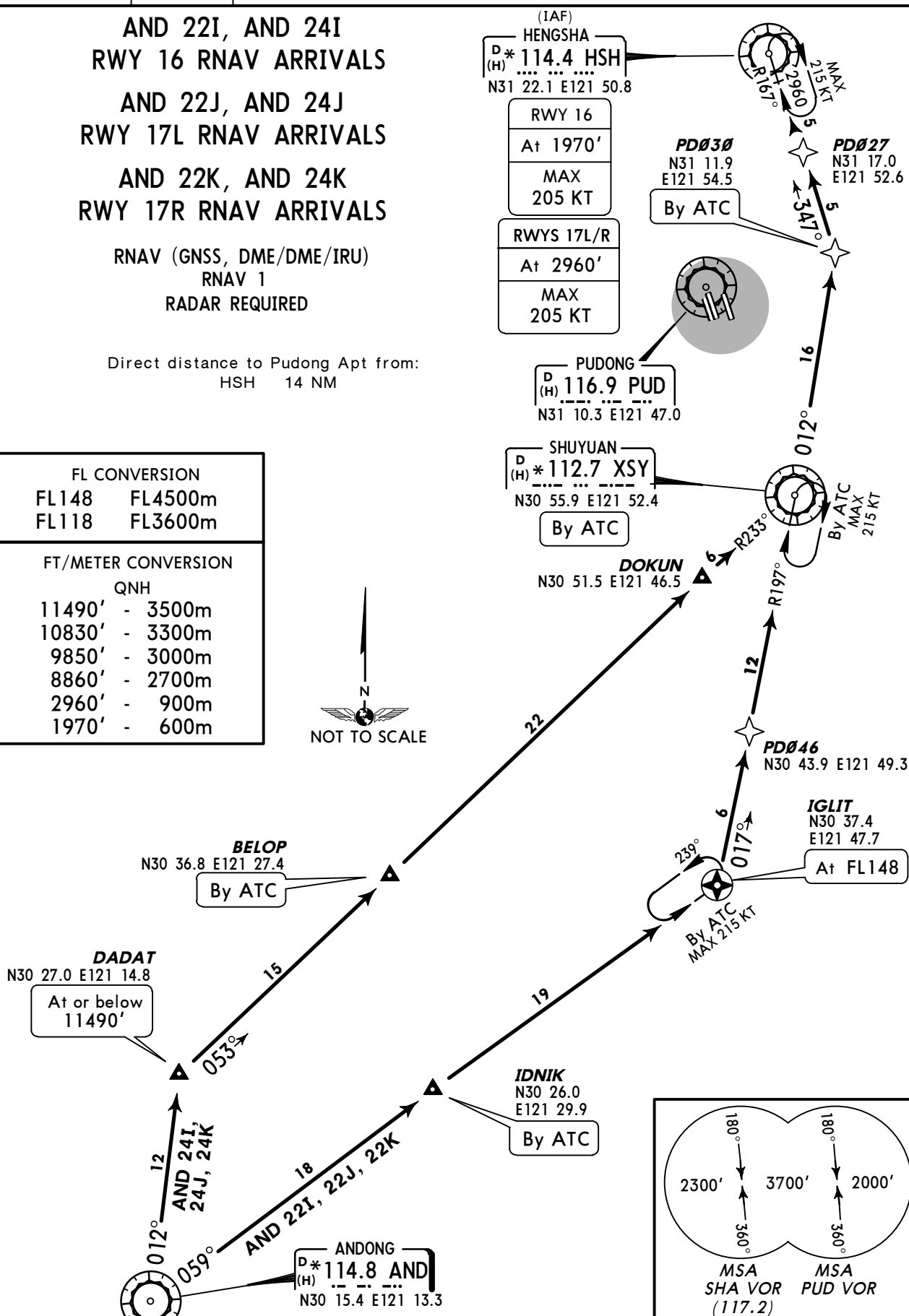
AND 22I, AND 24I
RWY 16 RNAV ARRIVALS
AND 22J, AND 24J
RWY 17L RNAV ARRIVALS
AND 22K, AND 24K
RWY 17R RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

Direct distance to Pudong Apt from:
HSH 14 NM

FL CONVERSION
FL148 FL4500m
FL118 FL3600m

FT/METER CONVERSION
QNH
11490' - 3500m
10830' - 3300m
9850' - 3000m
8860' - 2700m
2960' - 900m
1970' - 600m



STAR

ROUTING

AND 22I,
22J, 22KAND - IDNIK (By ATC) - IGLIT (FL148) - PD046 - XSY (By ATC) - PD030
(By ATC) - PD027 - HSH (RWY 16: 1970'; K205-/RWYS 17L/R: 2960'; K205-).AND 24I,
24J, 24KAND - DADAT (11490'-) - BELOP (By ATC) - DOKUN - XSY (By ATC) - PD030
(By ATC) - PD027 - HSH (RWY 16: 1970'; K205-/RWYS 17L/R: 2960'; K205-).

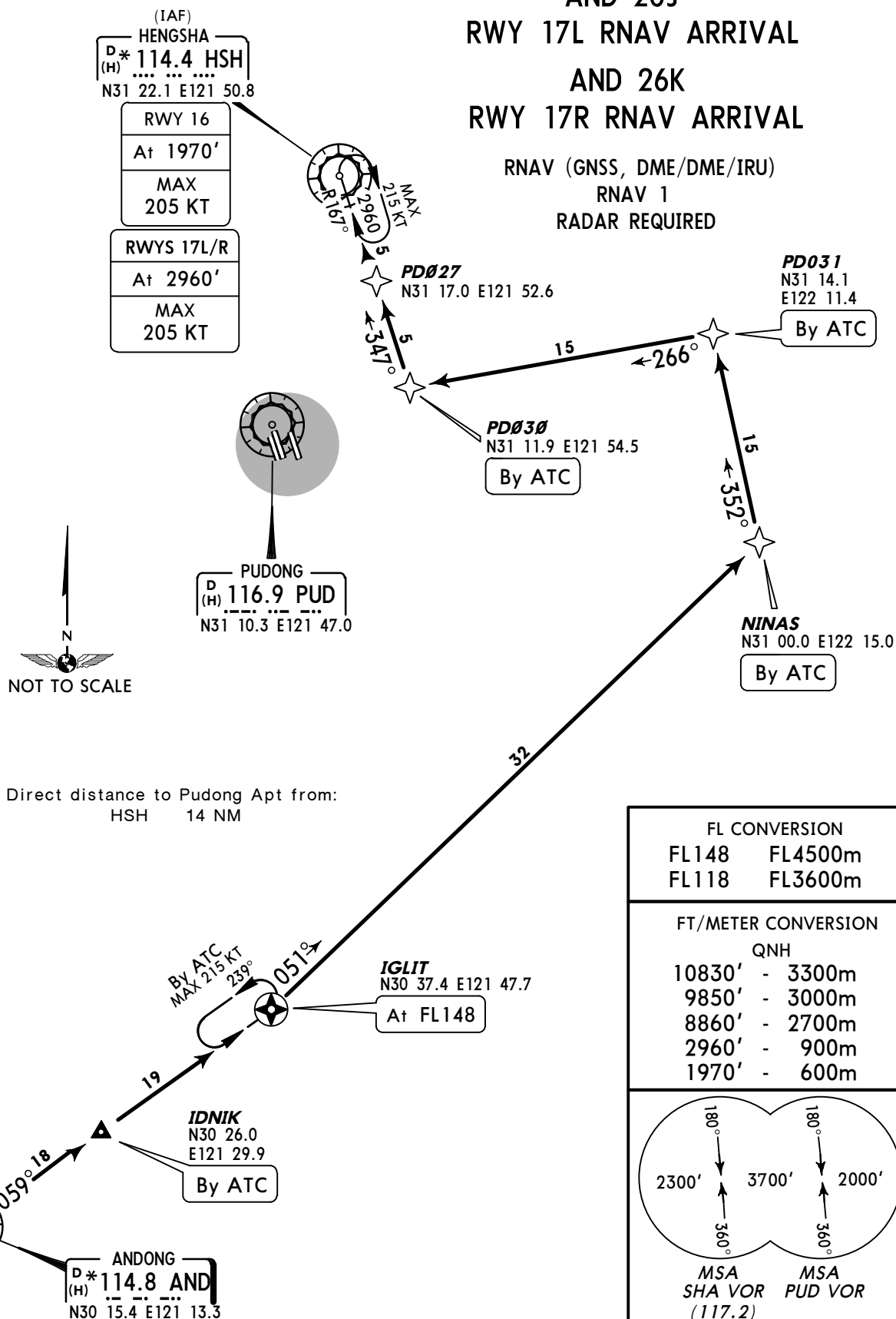
D-ATIS
127.85Apt Elev
13'Alt Set: hPa
Trans level: FL118

Trans alt: 9850'

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

AND 26I
RWY 16 RNAV ARRIVAL
AND 26J
RWY 17L RNAV ARRIVAL
AND 26K
RWY 17R RNAV ARRIVAL

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



ROUTING

AND - IDNIK (By ATC) - IGLIT (FL148) - NINAS (By ATC) - PD031 (By ATC) - PD030
(By ATC) - PD027 - HSH (RWY 16: 1970'; K205-/RWYS 17L/R: 2960'; K205-).

D-ATIS
127.85

Apt Elev
13'

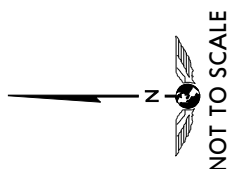
Alt Set: hPa
Trans level: FL118

Trans alt: 9850'

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

SAS 11F
RWY 34 RNAV ARRIVAL
SAS 11G
RWY 35L RNAV ARRIVAL
SAS 11H
RWY 35R RNAV ARRIVAL

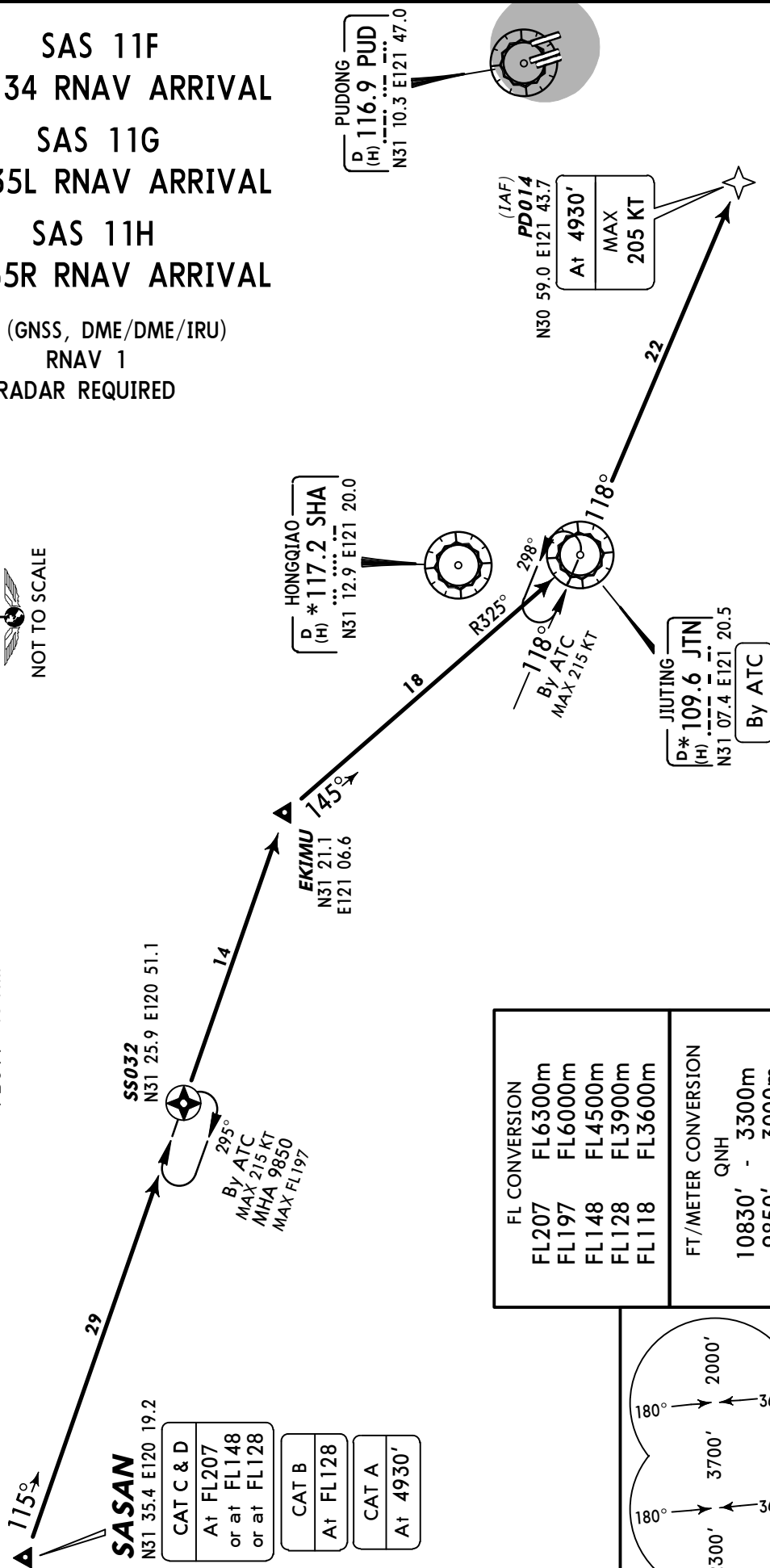
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



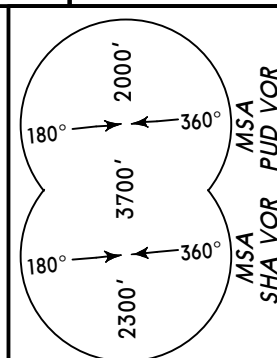
Direct distance to Pudong Apt from:
PD014 10 NM

ROUTING

SASAN - SS032 - EKIMU - JTN (By ATC) - PD014 (4930'; K205-).



FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m



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D-ATIS
127.85

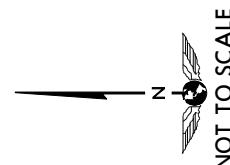
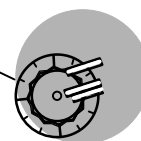
Apt Elev
13'

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

SAS 14I, SAS 16I
RWY 16 RNAV ARRIVALS
SAS 14J, SAS 16J
RWY 17L RNAV ARRIVALS
SAS 14K, SAS 16K
RWY 17R RNAV ARRIVALS

RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
BY ATC

PUDONG
D 116.9 PUD
(H)
N31 10.3 E121 47.0



Direct distance to Pudong Apt from:
PD035 20 NM

ROUTING

STAR	ROUTING
SAS 14I, 14J, 14K	SASAN - SS032 - EKIMU - PD045 (7880' or by ATC; K220-) - PD035 (4930'; K205-).
SAS 16I, 16J, 16K	SASAN - SS032 - PD035 (4930'; K205-).

① N31 27.0 do not fly NORTH without ATC clearance.

(IAF)
PD035
N31 24.7 E121 34.2

At 4930'
MAX
205 KT

SS032
N31 25.9
E120 51.1

SASAN
N31 35.4 E120 19.2
CAT C & D
At FL207
or at FL148
or at FL128

CAT B
At FL128

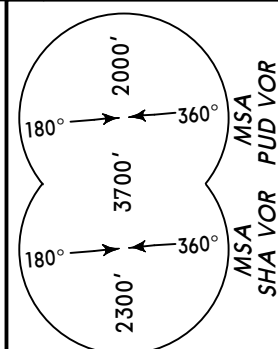
CAT A
At 4930'

SAS 14I, 14J, 14K
SAS 16I, 16J, 16K
EKIMU
N31 21.1
E121 06.6

PD045
N31 17.1 E121 19.9
At 7880'
or by ATC
MAX 220 KT

HONGQIAO
D* 117.2 SHA
(H)
N31 12.9 E121 20.0

FL CONVERSION	FT/METER CONVERSION
FL207 FL6300m	QNH
FL197 FL6000m	10830' - 3300m
FL148 FL4500m	9850' - 3000m
FL128 FL3900m	8860' - 2700m
FL118 FL3600m	7880' - 2400m
	4930' - 1500m



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D-ATIS
127.85

Apt Elev
13'

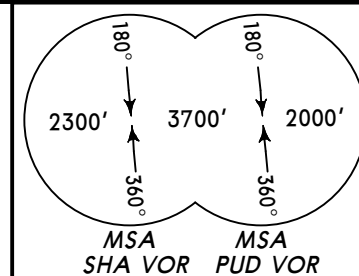
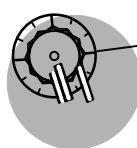
Alt Set: hPa
Trans level: FL118 Trans alt: 9850'

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

AND 11A, AND 13A, AND 15A

BK 11A, BK 13A

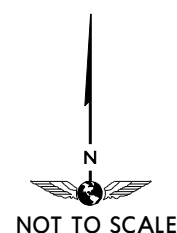
RWYS 34, 35L/R ARRIVALS

SPEED INITIAL APPROACH MAX 205 KT

HONGQIAO
D (H) *117.2 SHA
N31 12.9 E121 20.0

PUDONG
D (H) 116.9 PUD
N31 10.3 E121 47.0

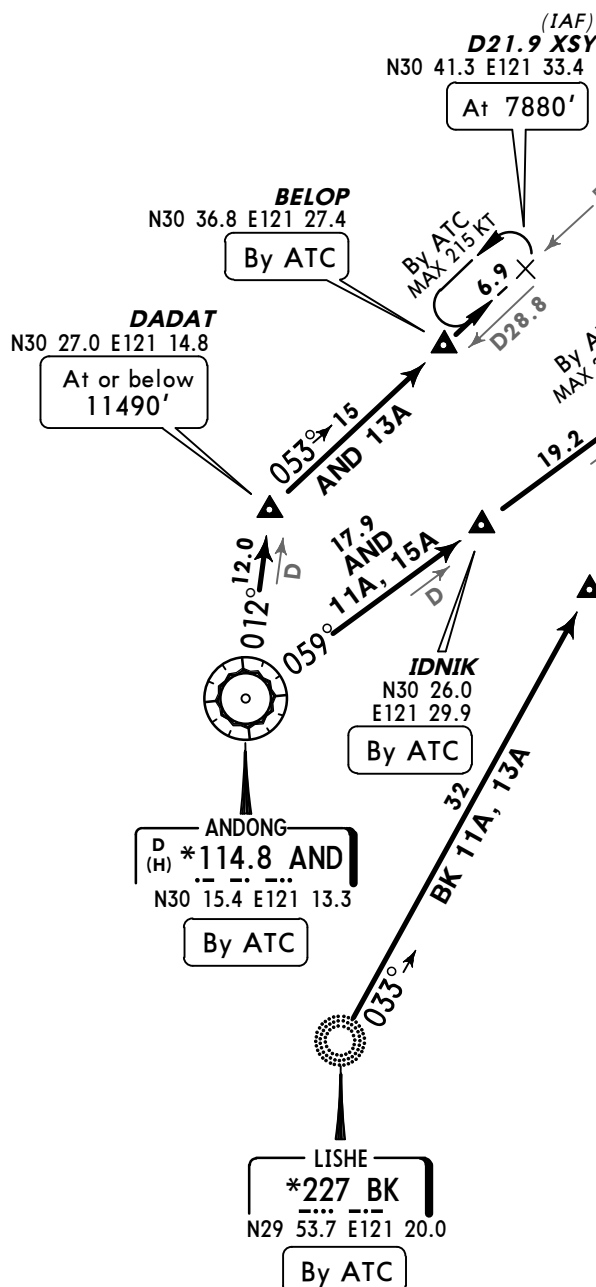
SHUYUAN
D (H) *112.7 XSY
N30 55.9 E121 52.4

D13.3 XSY
D47.3 AND
N30 43.0 E121 57.5
At 3940'

(IAF)
IGLIT
N30 37.4 E121 47.7
Between
FL148 & 7880'
or
By ATC

BAVIK
N30 22.0 E121 37.9
(XSY R-205/D36.1)
At FL148
or by ATC

Direct distance to Pudong Apt from:
IGLIT 31 NM
D21.9 XSY 30 NM

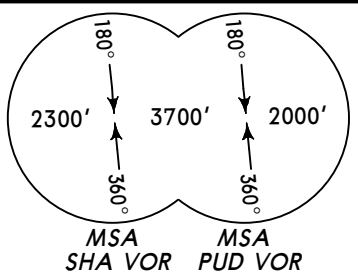
FL CONVERSION
FL148 FL4500m
FL118 FL3600m

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


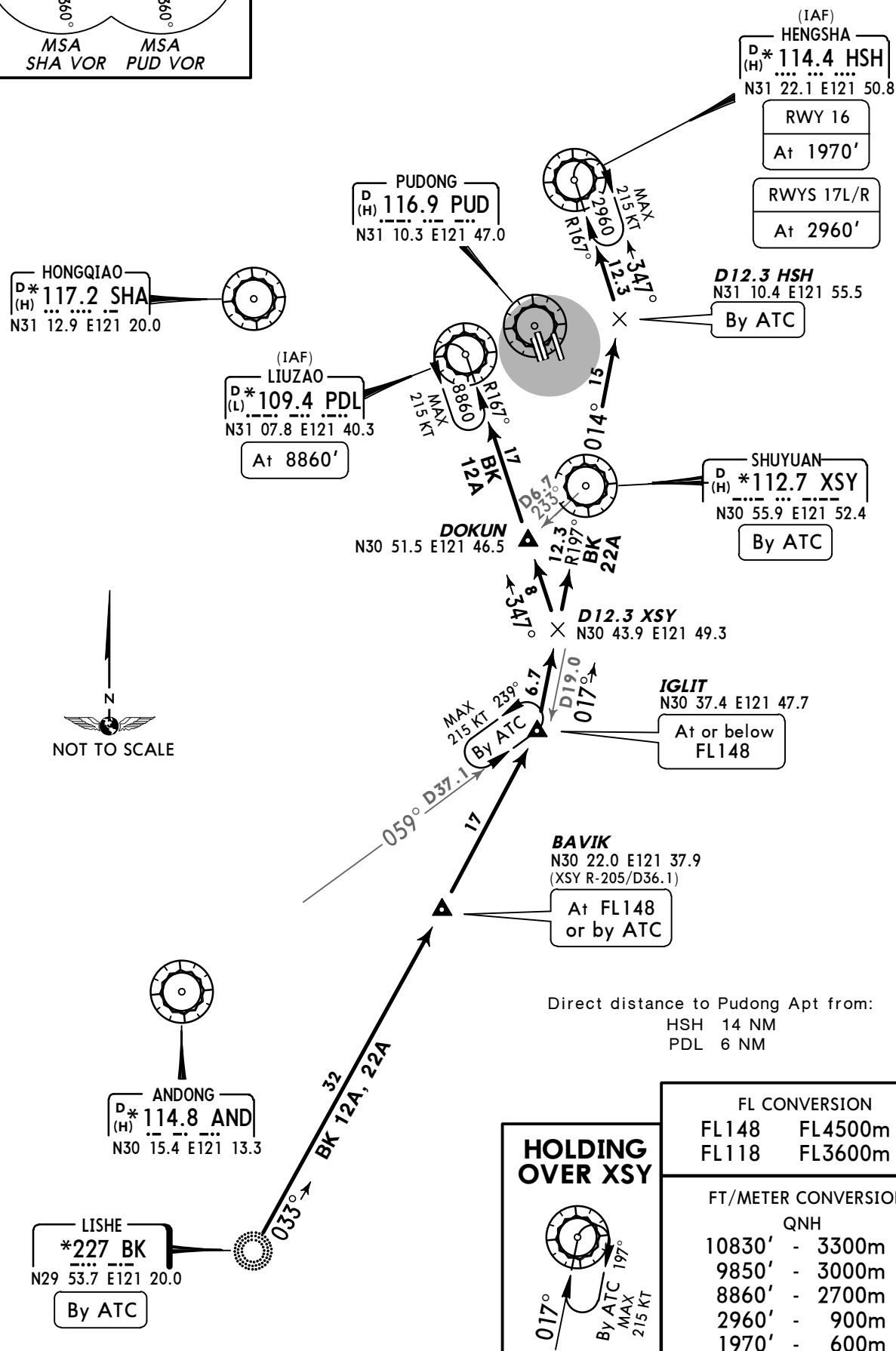
D-ATIS
127.85

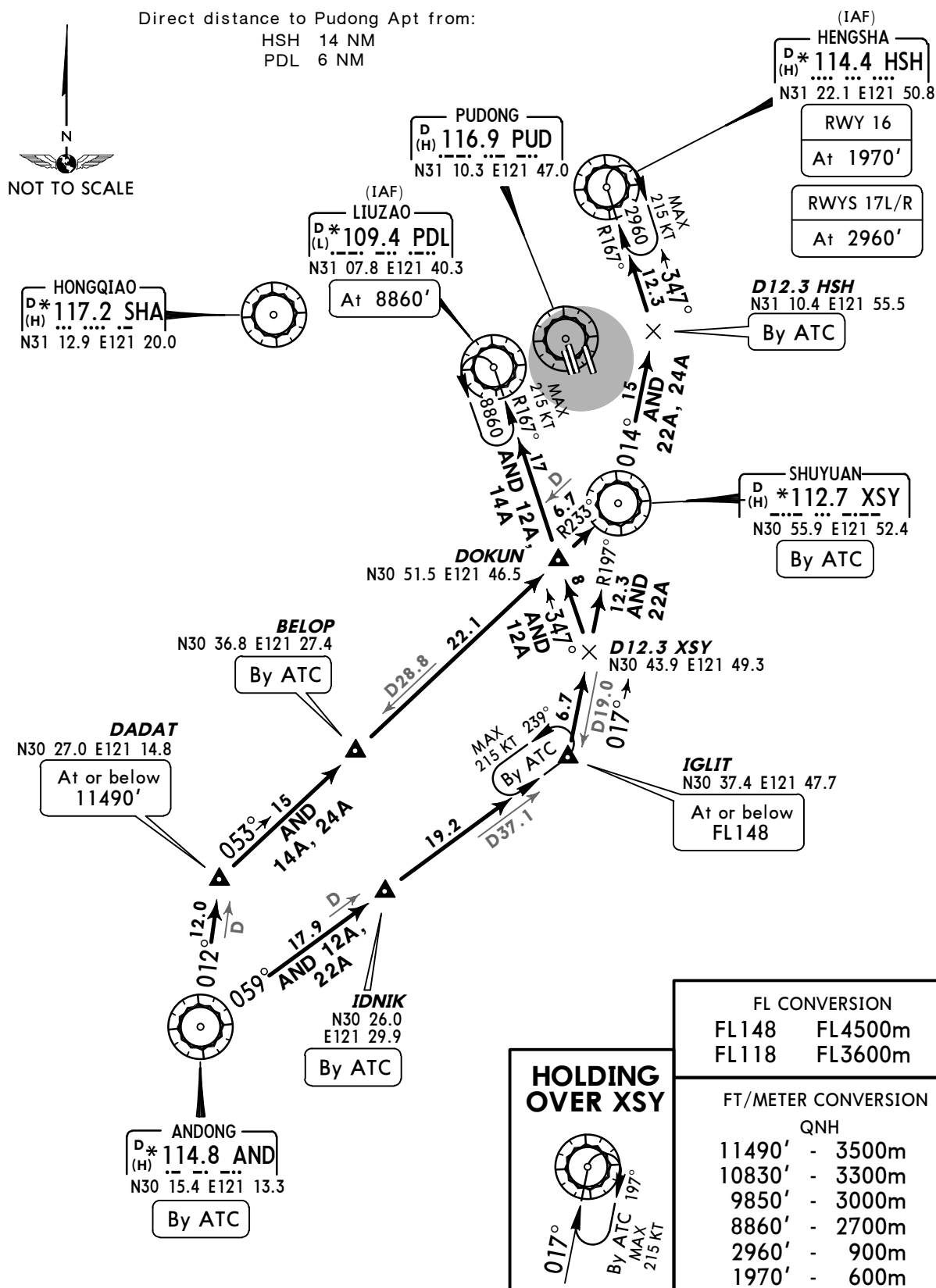
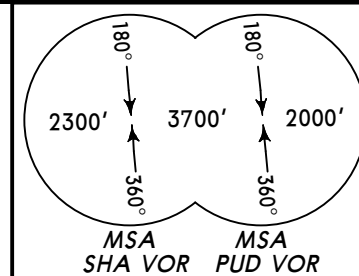
Apt Elev
13'

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



BK 12A, BK 22A
RWYS 16, 17L/R ARRIVALS
SPEED: INITIAL APPROACH MAX 205 KT



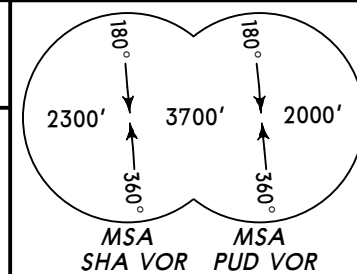
D-ATIS
127.85Apt Elev
13'Alt Set: hPa
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or belowAND 12A, AND 14A
AND 22A, AND 24A
RWYS 16, 17L/R ARRIVALS**~~SPEED~~ INITIAL APPROACH MAX 205 KT**

RNAV SID DESIGNATION	REFER TO CHART
AND 11X, 21X	20-3B
AND 12X, 22X	20-3C
BOL 11X, 21X	20-3D
BOL 12X, 22X	20-3E
HSN 11X, 13X, 21X, 23X	20-3F
HSN 12X, 22X	20-3G
LAM 11X, 21X	20-3H
LAM 12X, 14X, 22X, 24X	20-3J
NXD 13X, 23X	20-3K
NXD 12X, 22X	20-3L
ODU 11X, 13X, 21X, 23X	20-3M
ODU 12X, 16X, 22X, 26X	20-3N
ODU 14X, 24X	20-3P
ODU 15X, 25X	20-3Q
PIK 11X, 21X	20-3S
PIK 12X, 22X	20-3T
PIK 13X, 19X, 23X, 27X	20-3T1
PIK 14X, 16X, 24X, 26X	20-3T2
SAS 11X, 21X	20-3T3
SAS 12X, 22X	20-3T4
SUR 11X, 21X	20-3T5
SUR 12X, 14X, 22X, 24X	20-3T6

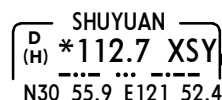
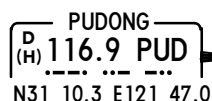
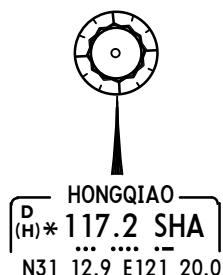
SID DESIGNATION	REFER TO CHART
AND 11D, 12D, 21D, 22D	20-3T7
BOLEX 11D, 12D, 21D, 22D	20-3T8
HSN 11D, 12D, 13D	20-3U
HSN 21D, 22D, 23D	20-3V
LAMEN 11D, 12D, 14D, 21D, 22D, 24D	20-3V1
NXD 11D, 12D, 13D, 21D, 22D, 23D	20-3V2
ODULO 11D, 12D, 16D	20-3V3
ODULO 14D, 17D, 19D	20-3V4
ODULO 21D, 22D, 26D	20-3V5
ODULO 24D, 27D	20-3V6
ODULO 33D, 43D	20-3V7
PIKAS 11D, 12D	20-3V8
PIKAS 13D, 14D	20-3W
PIKAS 16D	20-3X
PIKAS 17D, 19D	20-3X1
PIKAS 21D, 22D	20-3X2
PIKAS 23D, 24D	20-3X3
PIKAS 26D, 27D	20-3X4
SASAN 11D, 12D, 21D, 22D	20-3X5
SURAK 11D, 12D, 21D, 22D	20-3X6
SURAK 14D, 24D	20-3X7
FERRY ROUTE DESIGNATION	REFER TO CHART
CGT 12D, JTN 11D	20-3X8

Apt Elev
13'

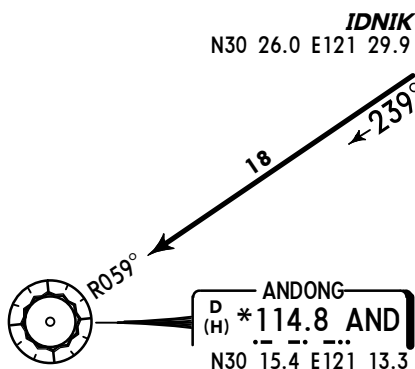
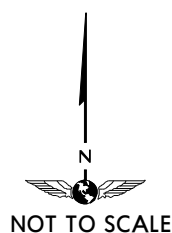
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



AND 11X, AND 21X
RWYS 17L/R, 16 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



PD047
N30 58.7
E121 56.1



FT/METER CONVERSION	
QNH	
500'	- 150m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	FL3600m

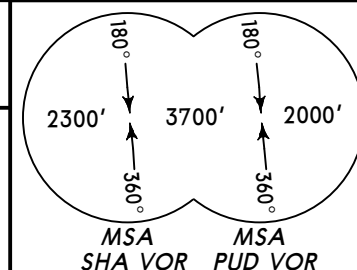
Turns before DER are prohibited.

SID	RWY	ROUTING
AND 11X	17L/R	(500') - XSY - IDNIK - AND.
AND 21X	16	(500') - PD047 - IDNIK - AND.

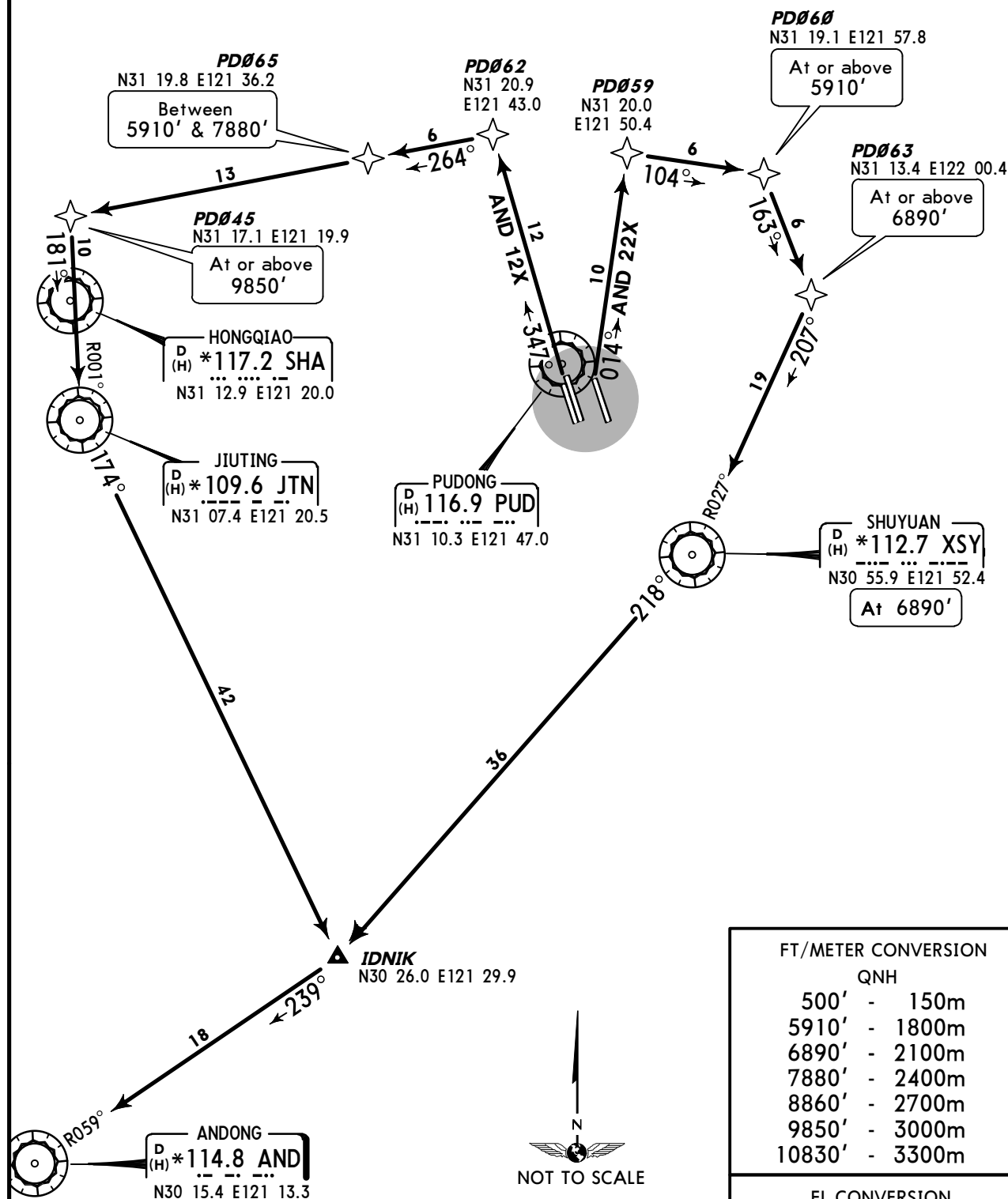
Apt Elev
13'

Trans level: FL118

Trans alt: 9850'

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

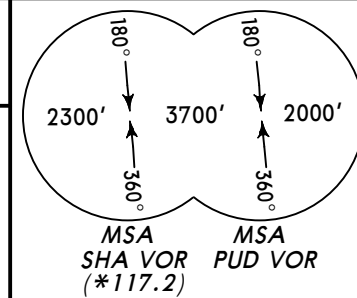
AND 12X, AND 22X
RWYS 35L/R, 34 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



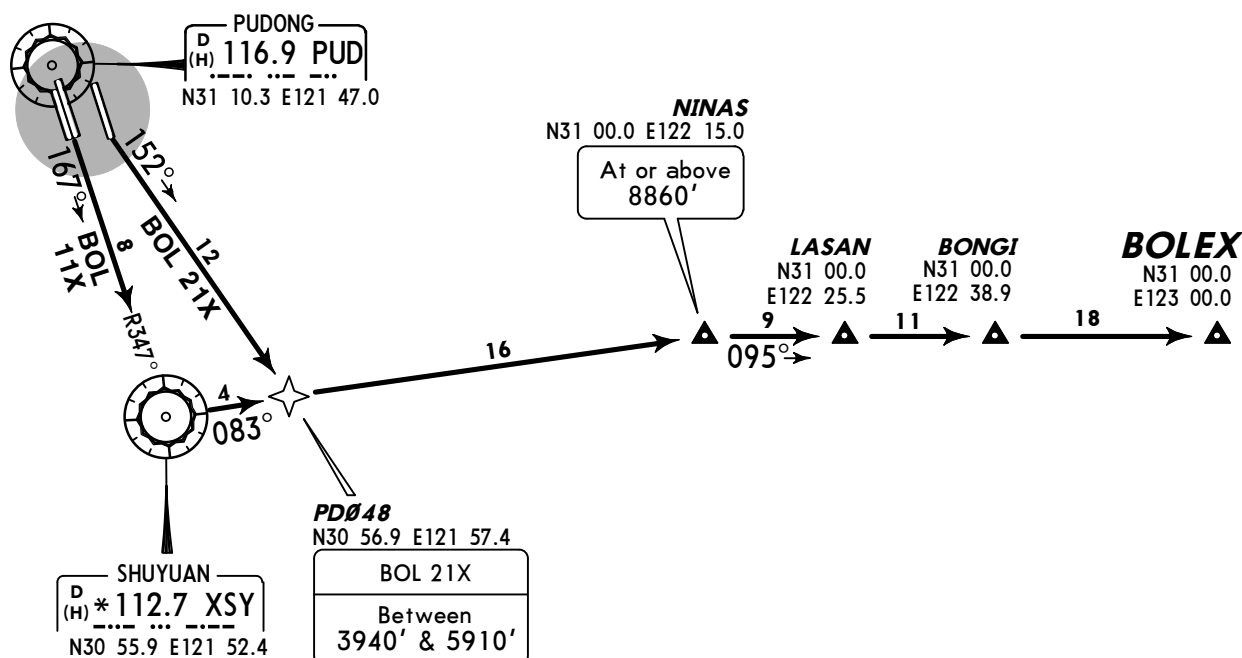
Turns before DER are prohibited.

SID	RWY	ROUTING
AND 12X	35L/R	(500') - PD062 - PD065 (5910'+; 7880'-) - PD045 (9850'+) - JTN IDNIK - AND.
AND 22X	34	(500') - PD059 - PD060 (5910'+) - PD063 (6890'+) - XSY (6890') - IDNIK - AND.

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



BOL 11X, BOL 21X
RWYS 17L/R, 16 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION

QNH

500'	-	150m
3940'	-	1200m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION
FL118 FL3600m

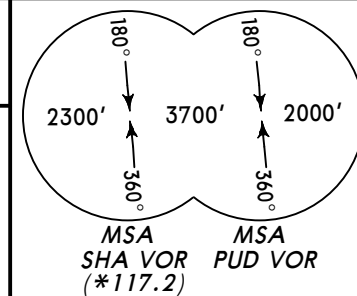
Turns before DER are prohibited.

SID	RWY	ROUTING
BOL 11X	17L/R	(500') - XSY - NINAS (8860'+) - LASAN - BONGI - BOLEX.
BOL 21X	16	(500') - PD048 (3940'+; 5910'-) - NINAS (8860'+) - LASAN - BONGI - BOLEX.

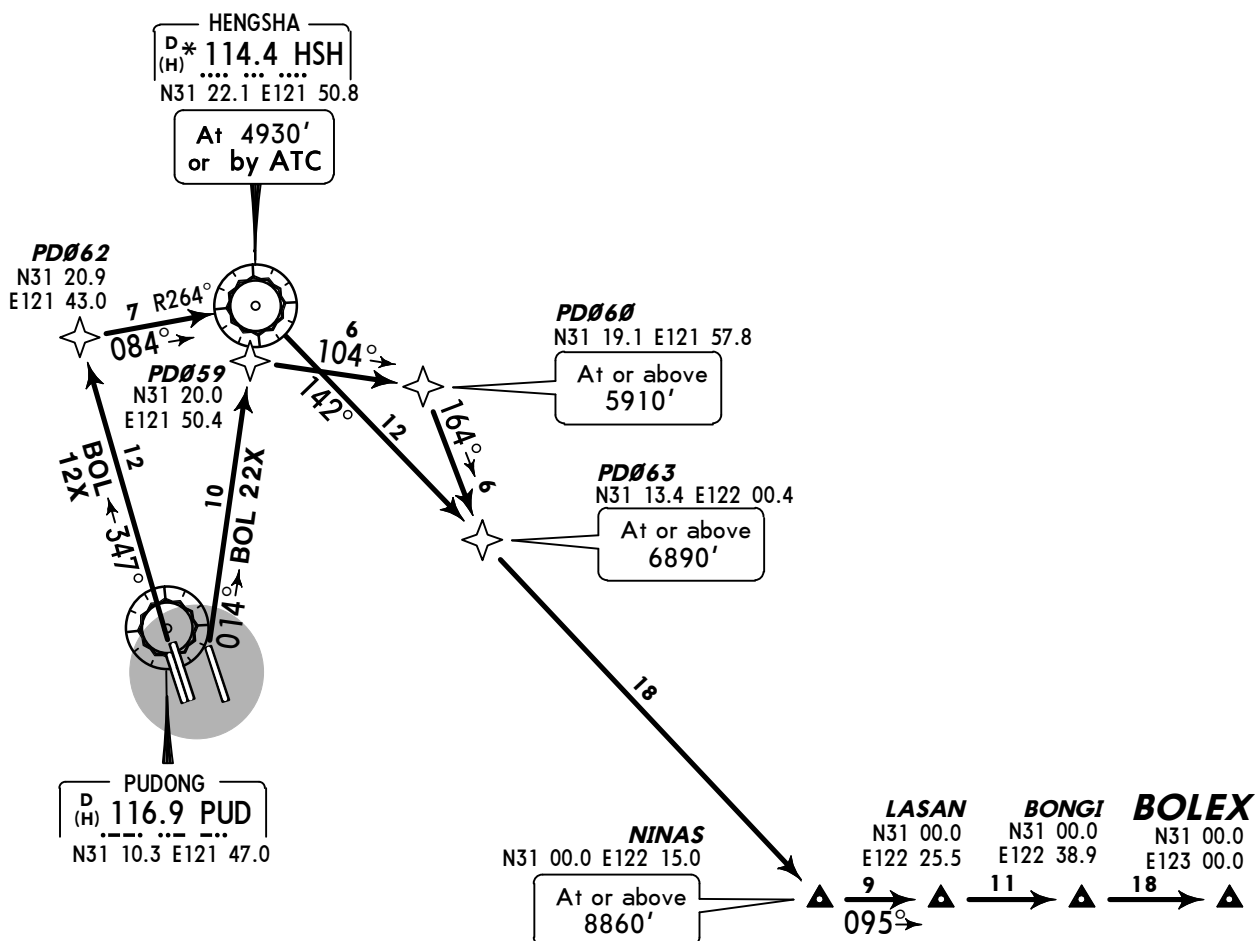
Apt Elev
13'

Trans level: FL118

Trans alt: 9850'

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

BOL 12X, BOL 22X
RWYS 35L/R, 34 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION

QNH

500'	-	150m
4930'	-	1500m
5910'	-	1800m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

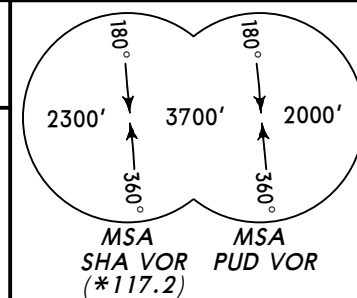
Turns before DER are prohibited.

SID	RWY	ROUTING
BOL 12X	35L/R	(500') - PD062 - HSH (4930' or by ATC) - PD063 (6890'+) - NINAS (8860'+) - LASAN - BONGI - BOLEX.
BOL 22X	34	(500') - PD059 - PD060 (5910'+) - PD063 (6890'+) - NINAS (8860'+) - LASAN - BONGI - BOLEX.

Apt Elev
13'

Trans level: FL118

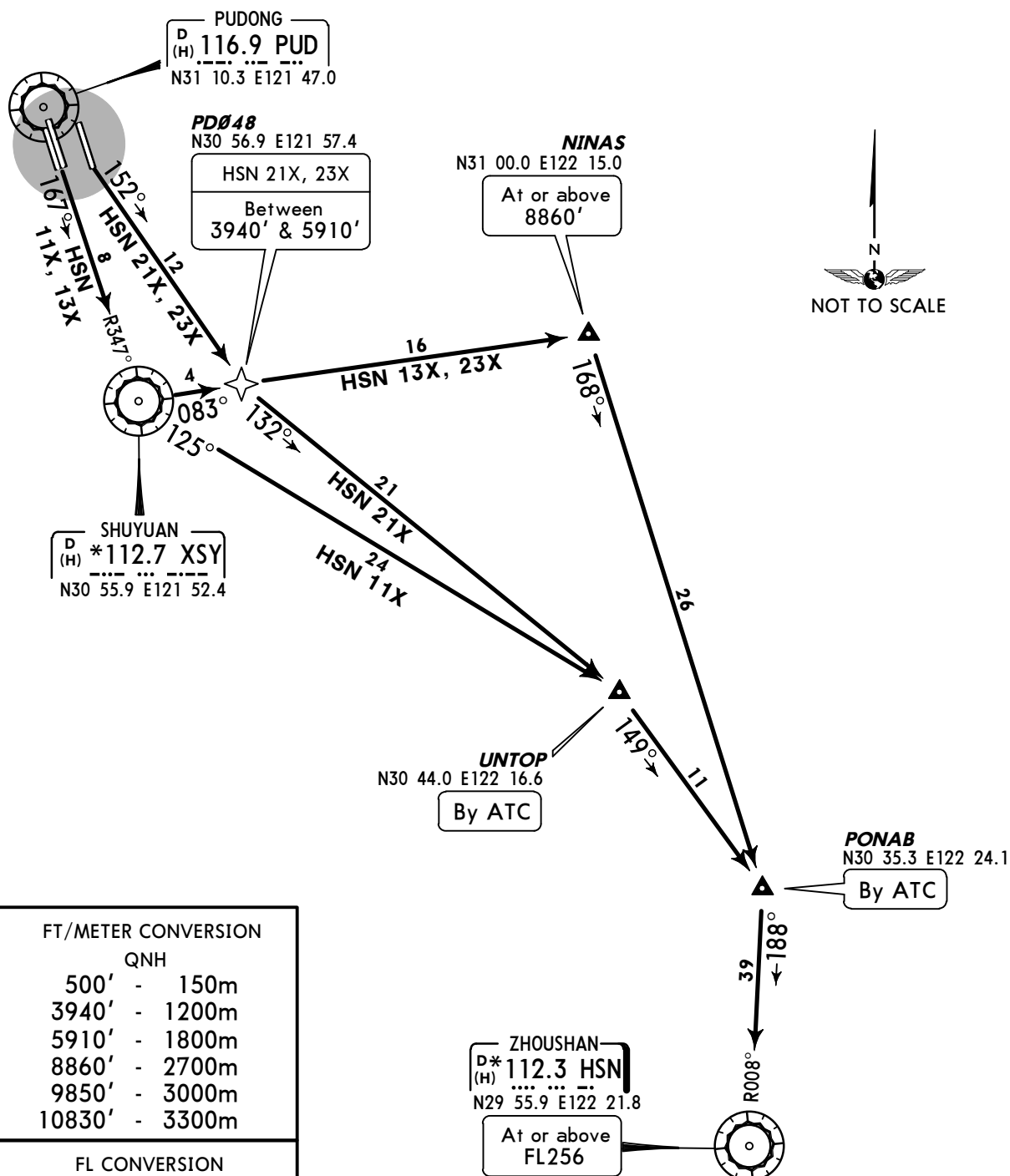
Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or belowHSN 11X, HSN 13X, HSN 21X, HSN 23X
RWYS 17L/R, 16 RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED



FT/METER CONVERSION

QNH

500'	-	150m
3940'	-	1200m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL256	FL7800m

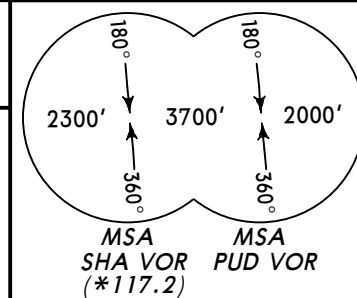
Turns before DER are prohibited.

SID	RWY	ROUTING
HSN 11X	17L/R	(500') - XSY - UNTOP (By ATC) - PONAB (By ATC) - HSN (FL256+).
HSN 13X		(500') - XSY - NINAS (8860'+) - PONAB (By ATC) - HSN (FL256+).
HSN 21X	16	(500') - PD048 (3940'+; 5910'-) - UNTOP (By ATC) - PONAB (By ATC) - HSN (FL256+).
HSN 23X		(500') - PD048 (3940'+; 5910'-) - NINAS (8860'+) - PONAB (By ATC) - HSN (FL256+).

Apt Elev
13'

Trans level: FL118

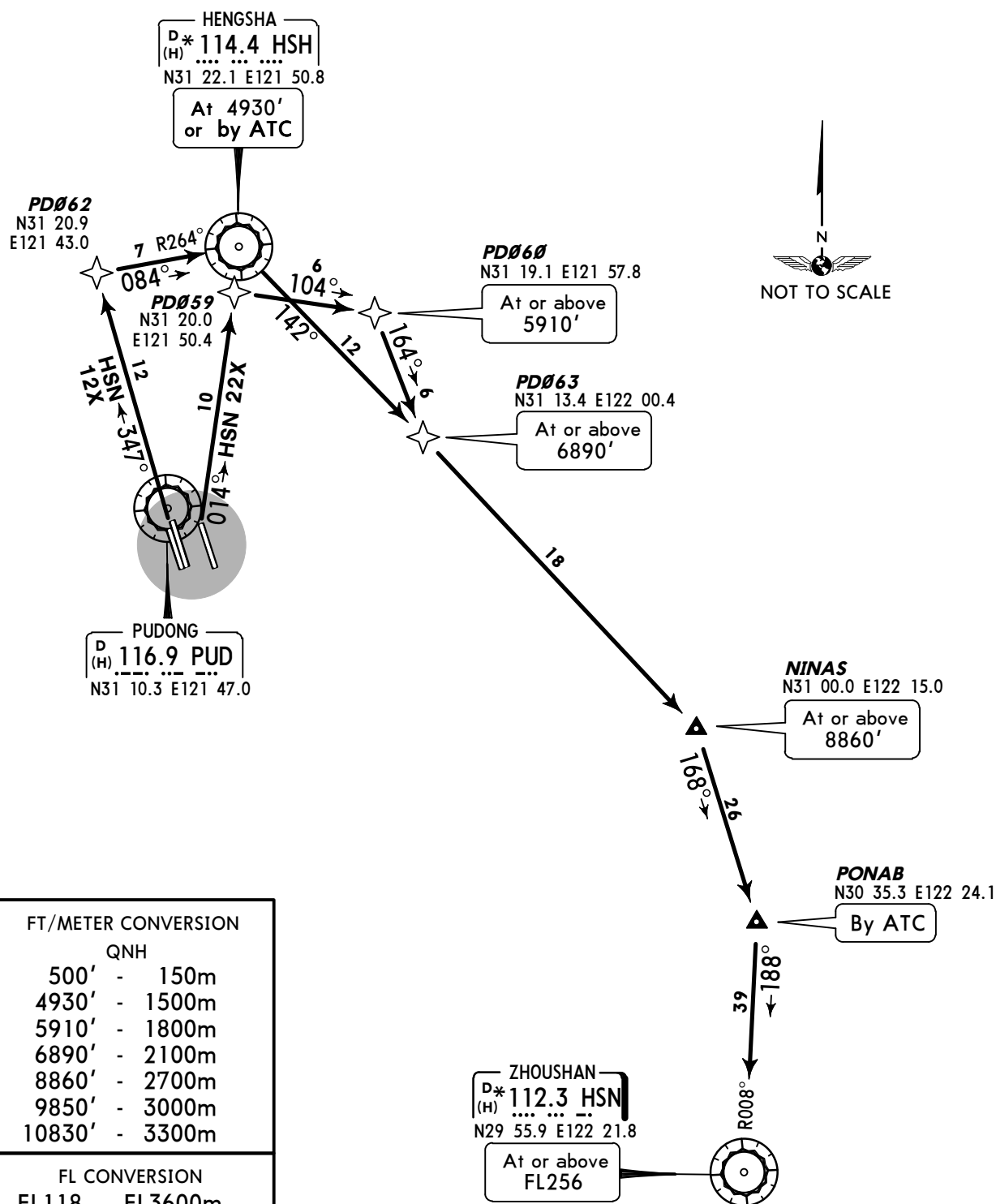
Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or belowHSN 12X, HSN 22X
RWYS 35L/R, 34 RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

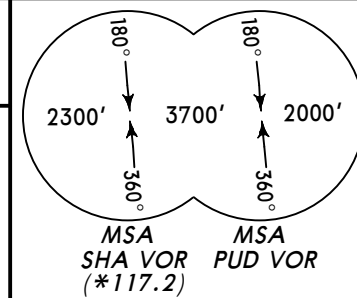


Turns before DER are prohibited.

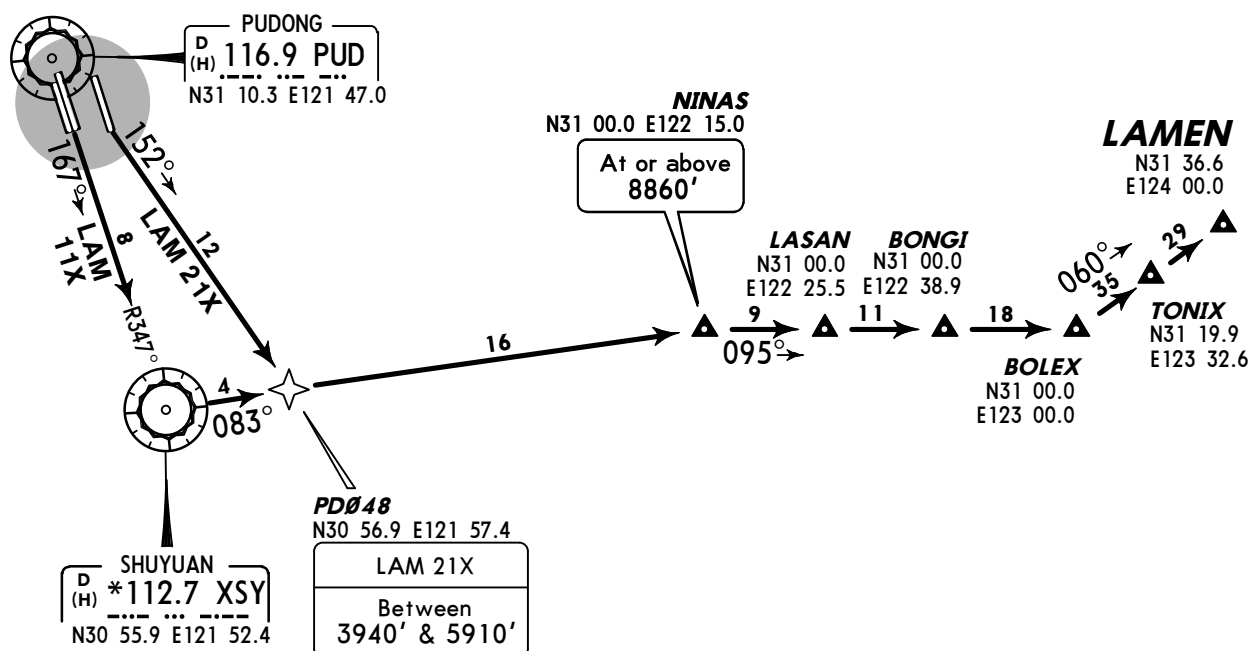
SID	RWY	ROUTING
HSN 12X	35L/R	(500') - PD062 - HSH (4930' or by ATC) - PD063 (6890'+) - NINAS (8860'+) - PONAB (By ATC) - HSN (FL256+).
HSN 22X	34	(500') - PD059 - PD060 (5910'+) - PD063 (6890'+) - NINAS (8860'+) - PONAB (By ATC) - HSN (FL256+).

Apt Elev
13'

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



LAM 11X, LAM 21X
RWYS 17L/R, 16 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION

QNH

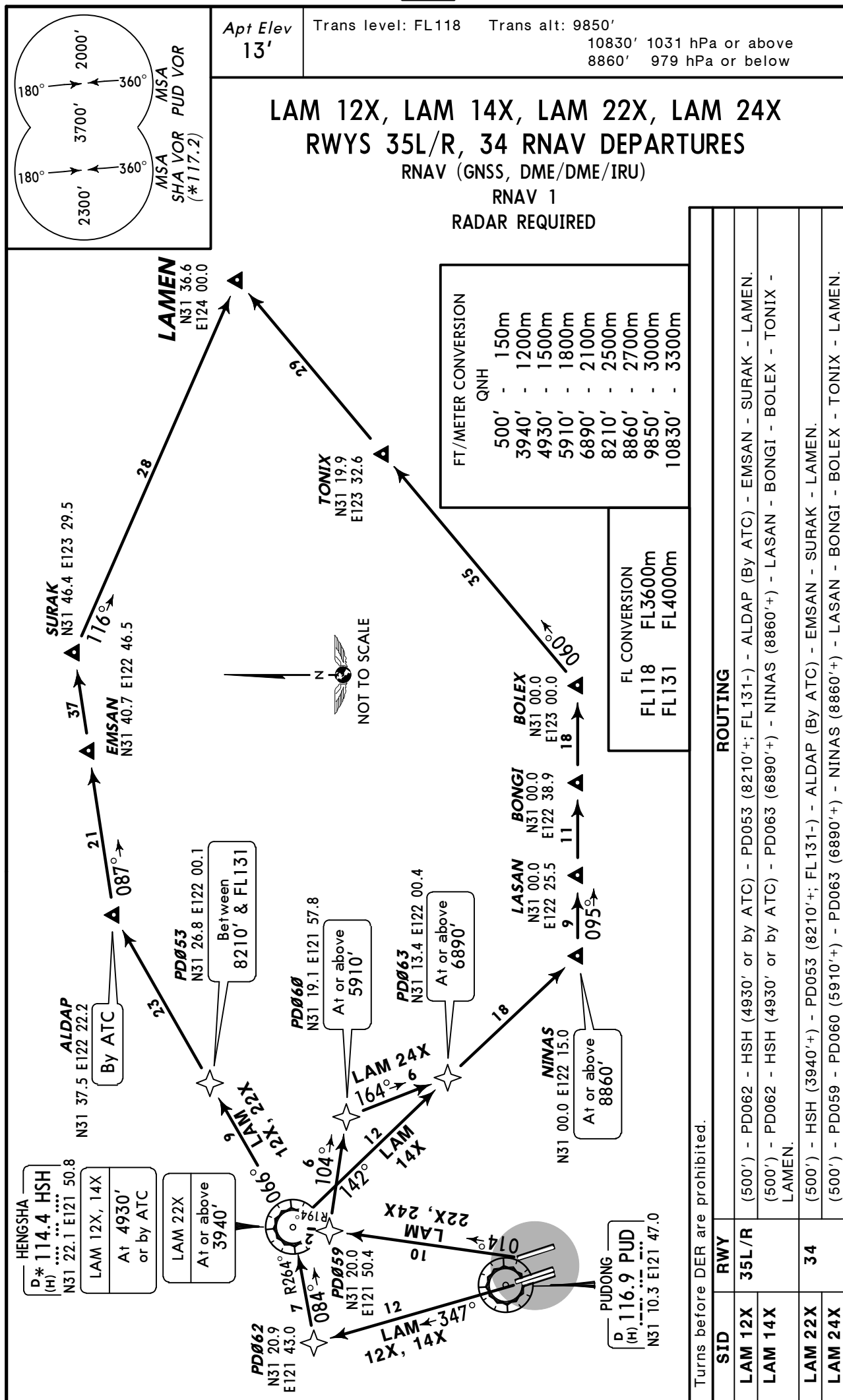
500'	-	150m
3940'	-	1200m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

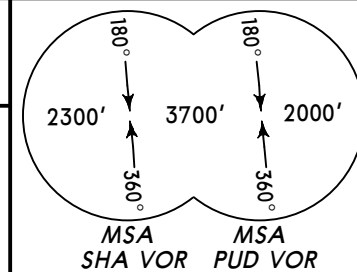
Turns before DER are prohibited.

SID	RWY	ROUTING
LAM 11X	17L/R	(500') - XSY - NINAS (8860'+) - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 21X	16	(500') - PD048 (3940'+; 5910'-) - NINAS (8860'+) - LASAN - BONGI - BOLEX - TONIX - LAMEN.

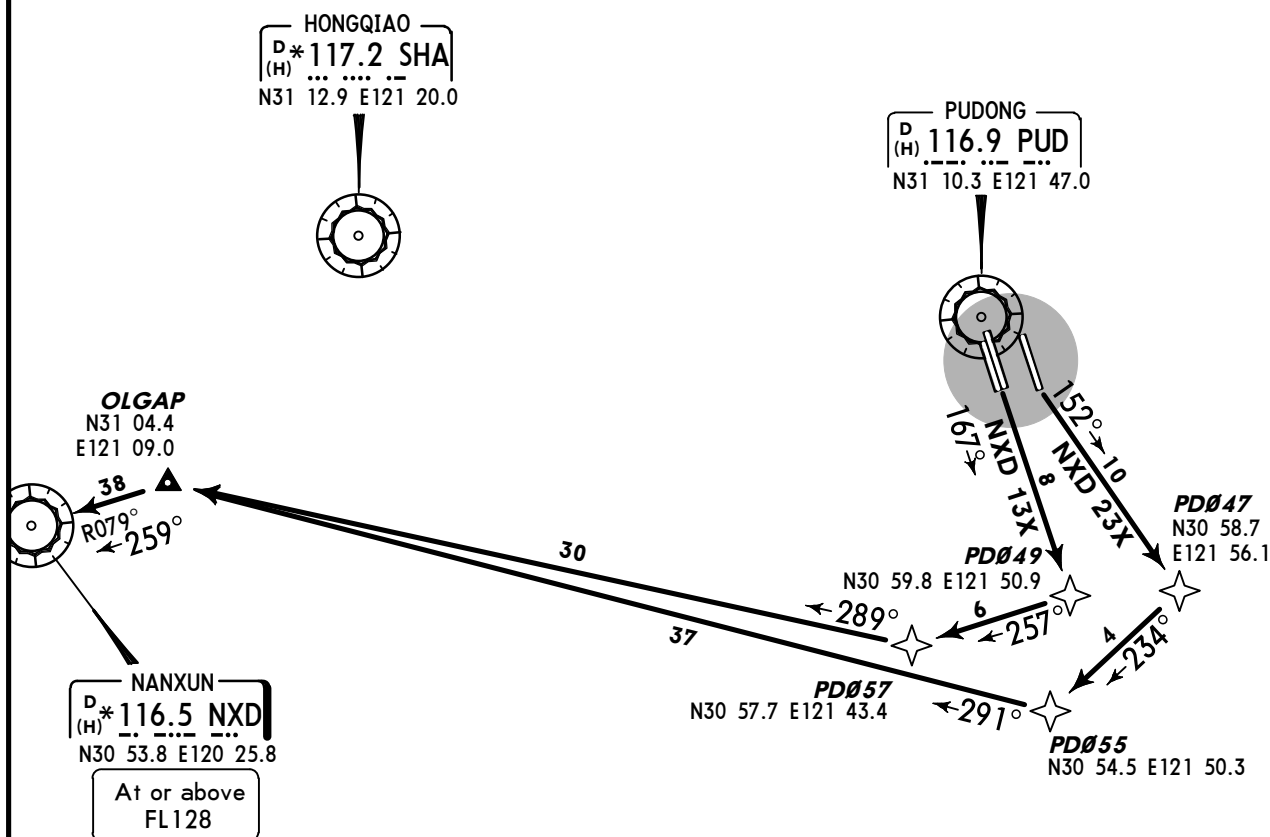


Apt Elev
13'

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



NXD 13X, NXD 23X
RWYS 17L/R, 16 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION	
QNH	
500'	- 150m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

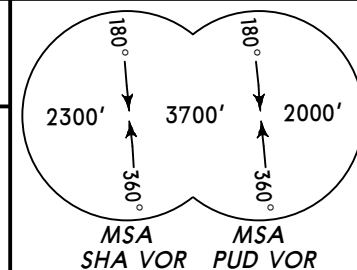
Turns before DER are prohibited.

SID	RWY	ROUTING
NXD 13X	17L/R	(500') - PD049 - PD057 - OLGAP - NXD (FL128+).
NXD 23X	16	(500') - PD047 - PD055 - OLGAP - NXD (FL128+).

Apt Elev
13'

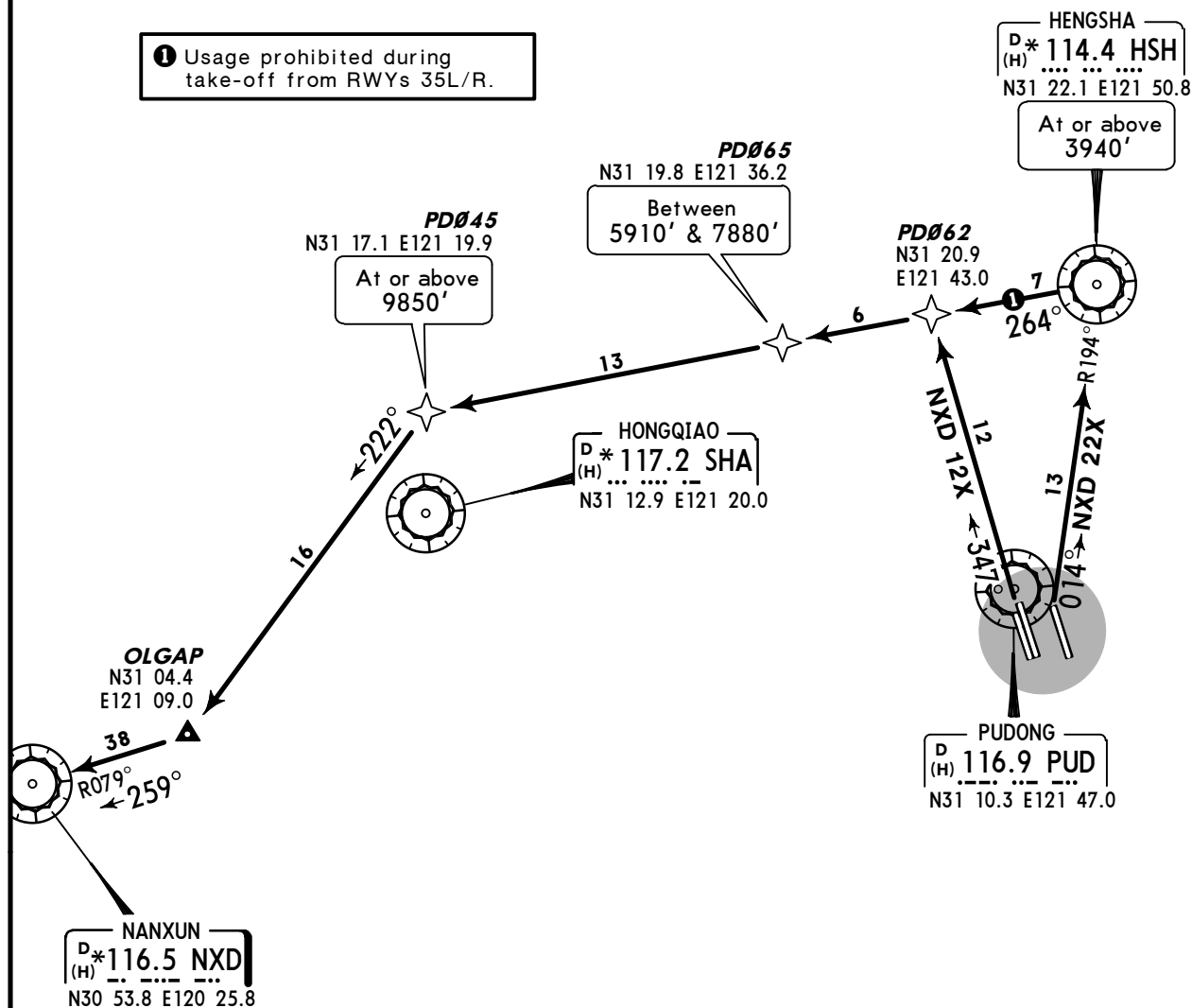
Trans level: FL118

Trans alt: 9850'

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

NXD 12X, NXD 22X
RWYS 35L/R, 34 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

① Usage prohibited during
take-off from RWYs 35L/R.



FT/METER CONVERSION

QNH

500'	-	150m
3940'	-	1200m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

Turns before DER are prohibited.

SID	RWY	ROUTING
NXD 12X	35L/R	(500') - PD062 - PD065 (5910'+; 7880'-) - PD045 (9850'+) - OLGAP - NXD.
NXD 22X	34	(500') - HSH (3940'+) - PD065 (5910'+; 7880'-) - PD045 (9850'+) - OLGAP - NXD.

Apt Elev
13'

Trans level: FL118

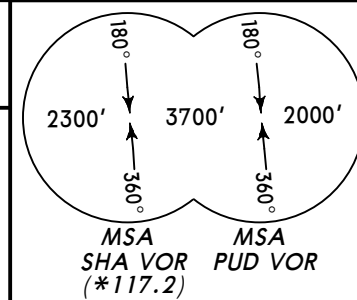
Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or belowODU 11X, ODU 13X, ODU 21X, ODU 23X
RWYS 17L/R, 16 RNAV DEPARTURES

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED



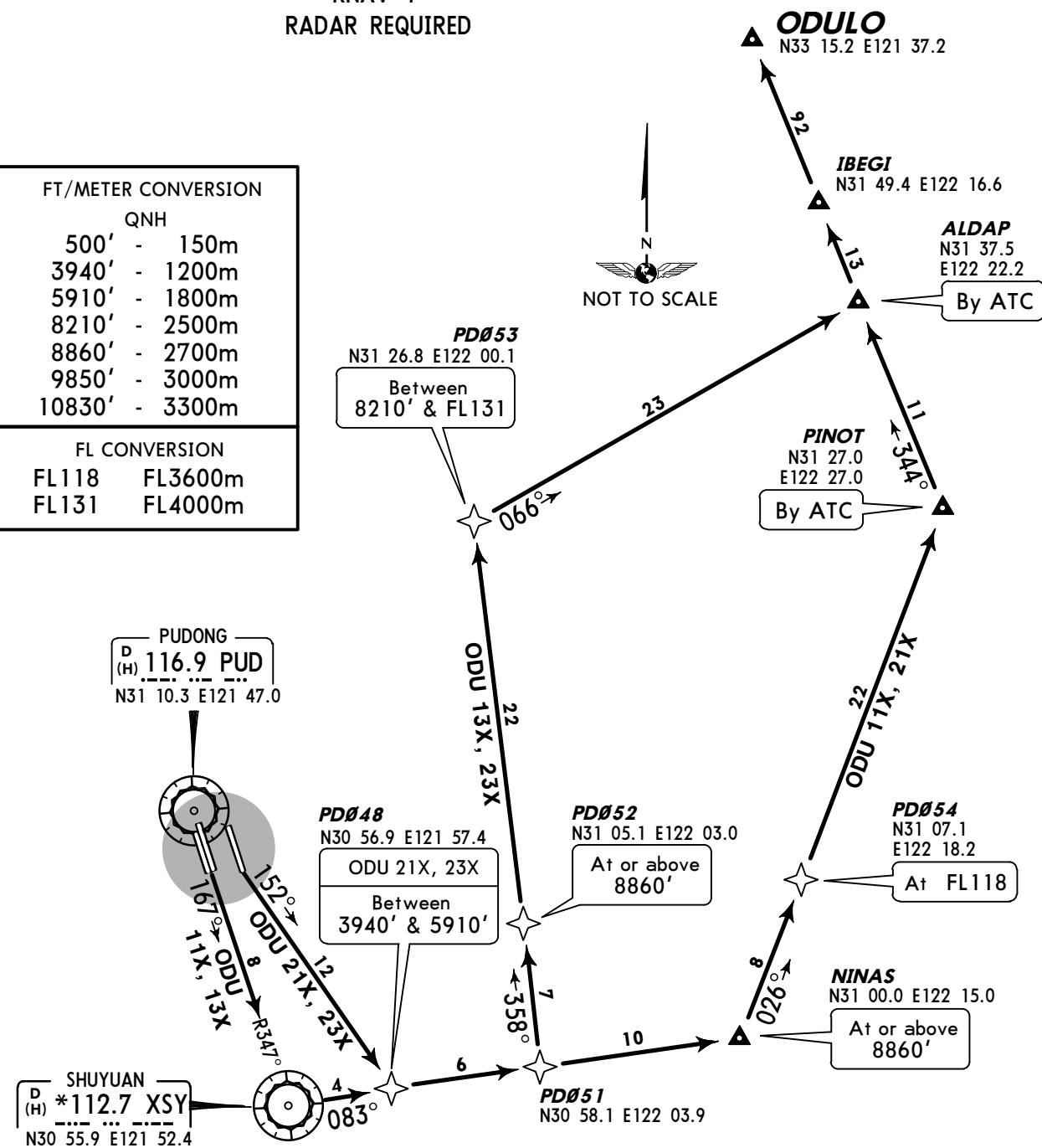
FT/METER CONVERSION

QNH

500'	-	150m
3940'	-	1200m
5910'	-	1800m
8210'	-	2500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL131	FL4000m



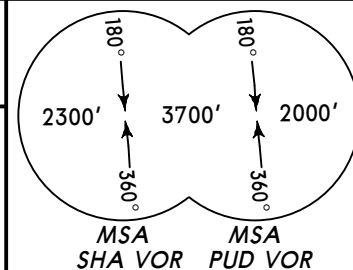
Turns before DER are prohibited.

SID	RWY	ROUTING
ODU 11X	17L/R	(500') - XSY - NINAS (8860'+) - PD054 (FL118) - PINOT (By ATC) - ALDAP (By ATC) - IBEGI - ODULO.
ODU 13X		(500') - XSY - PD051 - PD052 (8860'+) - PD053 (8210'+; FL131-) - ALDAP (By ATC) - IBEGI - ODULO.
ODU 21X	16	(500') - PD048 (3940'+; 5910'-) - NINAS (8860'+) - PD054 (FL118) - PINOT (By ATC) - ALDAP (By ATC) - IBEGI - ODULO.
ODU 23X		(500') - PD048 (3940'+; 5910'-) - PD051 - PD052 (8860'+) - PD053 (8210'+; FL131-) - ALDAP (By ATC) - IBEGI - ODULO.

Apt Elev
13'

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or belowODU 12X, ODU 16X, ODU 22X, ODU 26X
RWYS 35L/R, 34 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)RNAV 1
RADAR REQUIRED

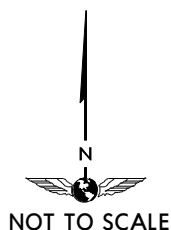
FT/METER CONVERSION

QNH

500'	-	150m
3940'	-	1200m
4930'	-	1500m
8210'	-	2500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL131	FL4000m

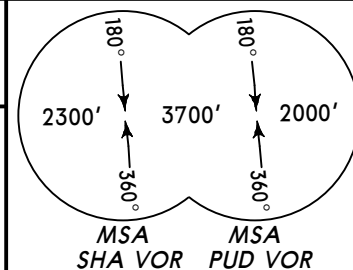
ODULO
N33 15.2 E121 37.2IBEGI
N31 49.4 E122 16.6ALDAP
N31 37.5
E122 22.2
By ATCPD053
N31 26.8 E122 00.1
Between
8210' & FL131HENGSHA
D* 114.4 HSH
(H)
N31 22.1 E121 50.8
ODU 12X, 16X
At 4930'
or by ATC
ODU 22X, 26X
At or above
3940'HONGQIAO
D* 117.2 SHA
(H)
N31 12.9 E121 20.0PD062
N31 20.9 E121 43.0PUDONG
D* 116.9 PUD
(H)
N31 10.3 E121 47.0PINOT
N31 27.0
E122 27.0

Turns before DER are prohibited.

SID	RWY	ROUTING
ODU 12X	35L/R	(500') - PD062 - HSH (4930' or by ATC) - PD053 (8210'+; FL131-) - ALDAP (By ATC) - IBEGI - ODULO.
ODU 16X		(500') - PD062 - HSH (4930' or by ATC) - PINOT - ALDAP (By ATC) - IBEGI - ODULO.
ODU 22X	34	(500') - HSH (3940'+) - PD053 (8210'+; FL131-) - ALDAP (By ATC) - IBEGI - ODULO.
ODU 26X		(500') - HSH (3940'+) - PINOT - ALDAP (By ATC) - IBEGI - ODULO.

Apt Elev
13'

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



ODU 14X, ODU 24X
RWYS 35L/R, 34 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)

RNAV 1
RADAR REQUIRED
BY ATC

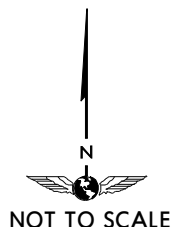
FT/METER CONVERSION

QNH

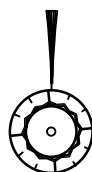
500' - 150m
3940' - 1200m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m



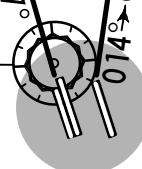
HONGQIAO
D*117.2 SHA
(H)
N31 12.9 E121 20.0



PD062
N31 20.9 E121 43.0

ODU 14X
12
145° - 347°

PUDONG
D*116.9 PUD
(H)
N31 10.3 E121 47.0



HENGSHA
D*114.4 HSH
(H)
N31 22.1 E121 50.8
At or above
3940'

ODULO
N33 15.2 E121 37.2

UDOXI
N31 52.6 E121 47.1

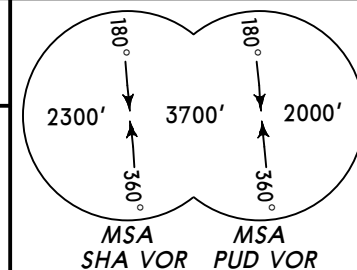
Turns before DER are prohibited.

SID	RWY	ROUTING
ODU 14X	35L/R	(500') - PD062 - UDOXI - ODULO.
ODU 24X	34	(500') - HSH (3940'+) - UDOXI - ODULO.

Apt Elev
13'

Trans level: FL118

Trans alt: 9850'

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

ODU 15X, ODU 25X
RWYS 17L/R, 16 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)

RNAV 1
RADAR REQUIRED
BY ATC

FT/METER CONVERSION

QNH

500'	-	150m
3940'	-	1200m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

▲ **ODULO**
N33 15.2 E121 37.2

▲ **UDOXI**
N31 52.6 E121 47.1

HENGSHA
D* 114.4 HSH
(H)
N31 22.1 E121 50.8
By ATC

HONGQIAO
D* 117.2 SHA
(H)
N31 12.9 E121 20.0

PUDONG
D 116.9 PUD
(H)
N31 10.3 E121 47.0

SHUYUAN
D* 112.7 XSY
(H)
N30 55.9 E121 52.4

PD052
N31 05.1 E122 03.0
At or above
8860'

PD051
N30 58.1 E122 03.9

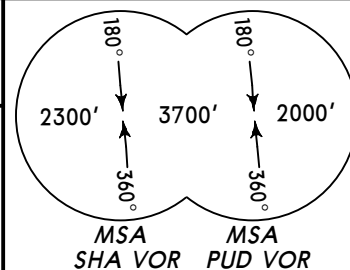
PD048
N30 56.9 E121 57.4
ODU 25X
Between
3940' & 5910'

Turns before DER are prohibited.

SID	RWY	ROUTING
ODU 15X	17L/R	(500') - XSY - PD051 - PD052 (8860'+) - HSH (By ATC) - UDOXI - ODULO.
ODU 25X	16	(500') - PD048 (3940'+; 5910'-) - PD051 - PD052 (8860'+) - HSH (By ATC) - UDOXI - ODULO.

Apt Elev
13'

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

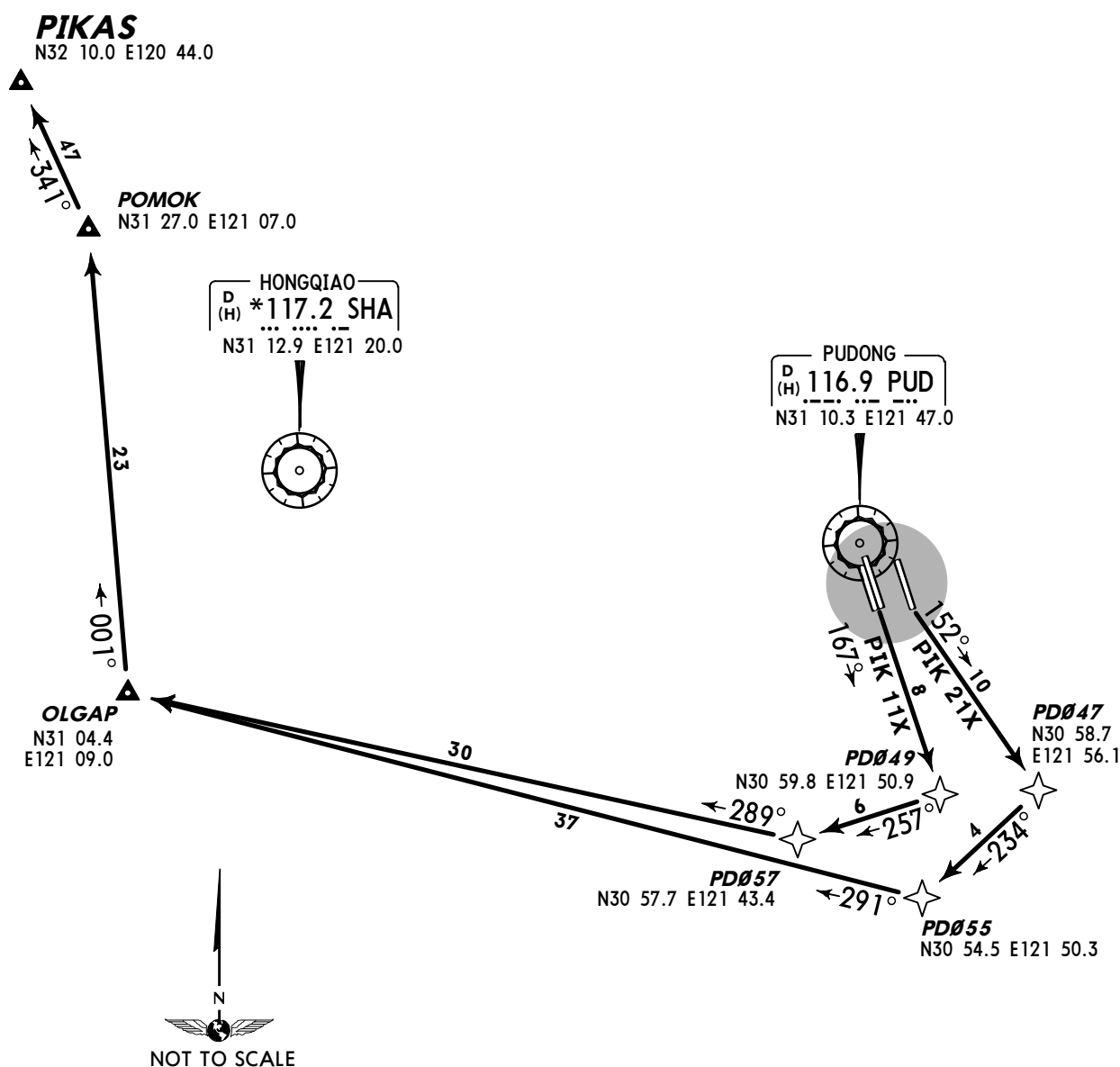


FT/METER CONVERSION

	QNH
500'	150m
8860'	2700m
9850'	3000m
10830'	3300m

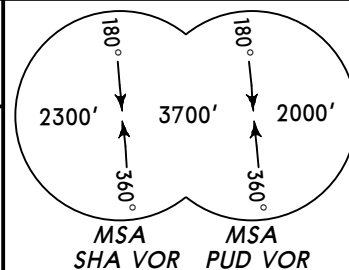
FL CONVERSION
FL118 FL3600m

PIK 11X, PIK 21X
RWYS 17L/R, 16 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



Turns before DER are prohibited.

SID	RWY	ROUTING
PIK 11X	17L/R	(500') - PD049 - PD057 - OLGAP - POMOK - PIKAS.
PIK 21X	16	(500') - PD047 - PD055 - OLGAP - POMOK - PIKAS.

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

FT/METER CONVERSION

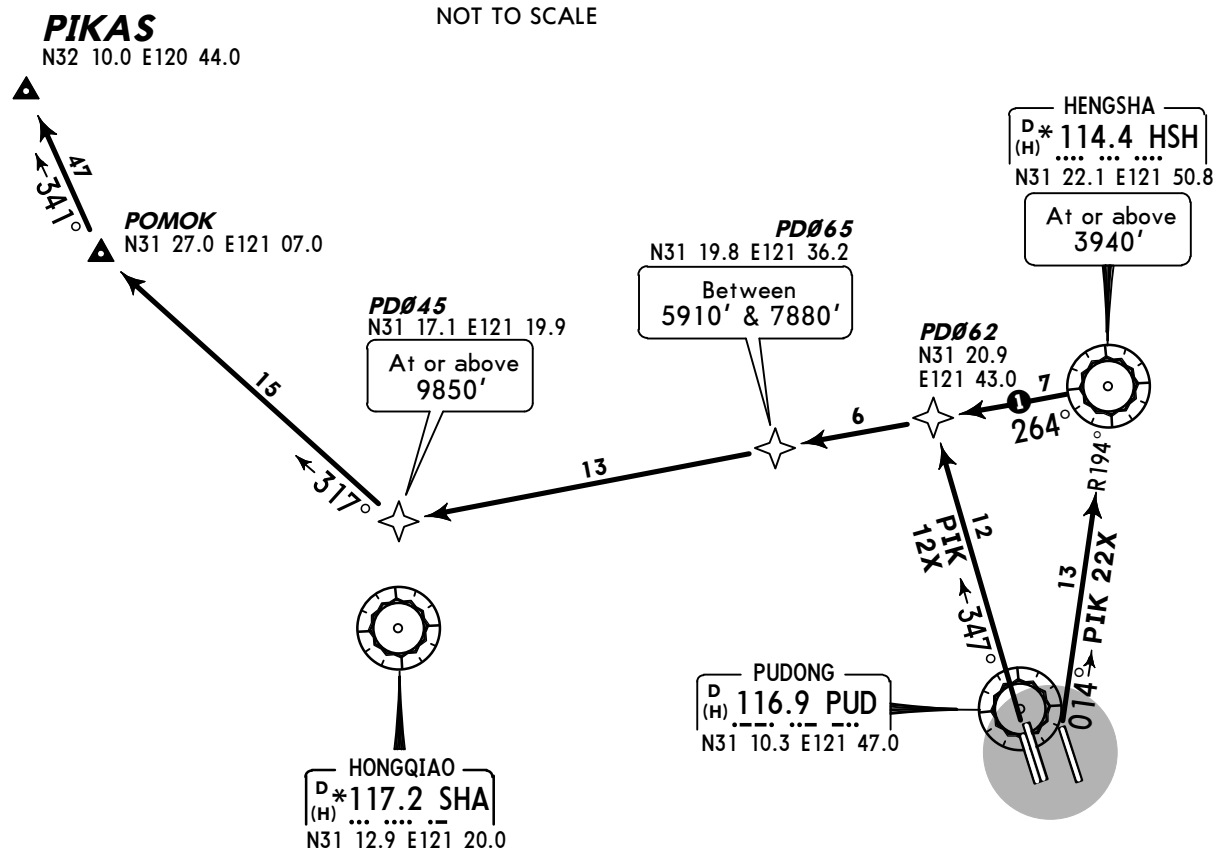
QNH

500'	-	150m
3940'	-	1200m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

PIK 12X, PIK 22X
RWYS 35L/R, 34 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



① Usage prohibited during
take-off from RWYs 35L/R.

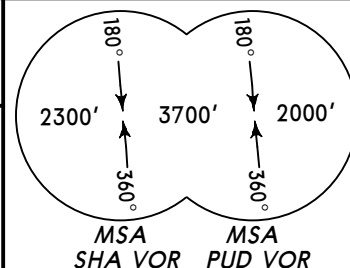
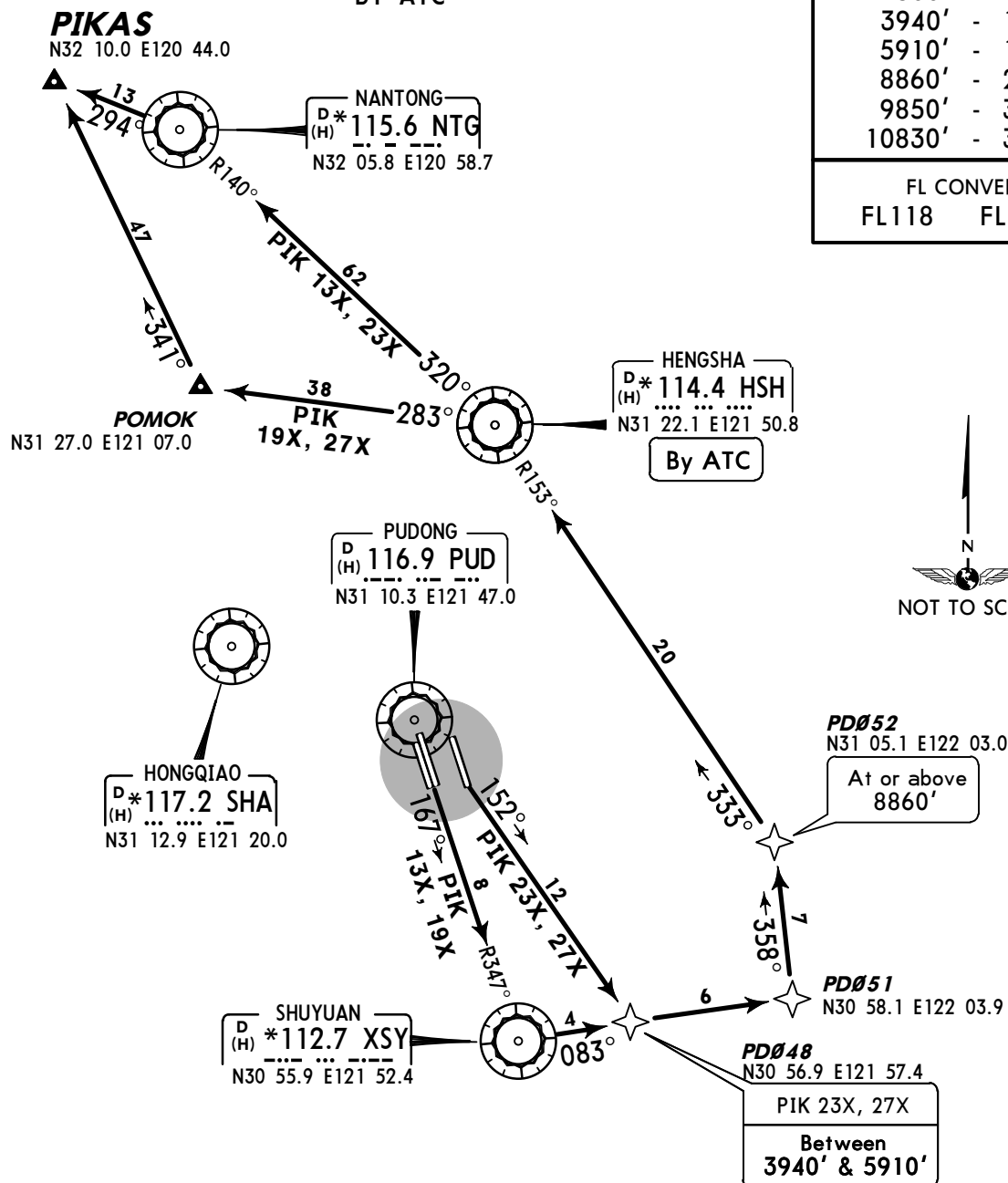
Turns before DER are prohibited.

SID	RWY	ROUTING
PIK 12X	35L/R	(500') - PD062 - PD065 (5910'+; 7880'-) - PD045 (9850'+) - POMOK - PIKAS.
PIK 22X	34	(500') - HSH (3940'+) - PD065 (5910'+; 7880'-) - PD045 (9850'+) - POMOK - PIKAS.

Apt Elev
13'

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or belowPIK 13X, PIK 19X, PIK 23X, PIK 27X
RWYS 17L/R, 16 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)RNAV 1
RADAR REQUIRED
BY ATC

FT/METER CONVERSION

QNH

500'	-	150m
3940'	-	1200m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

Turns before DER are prohibited.

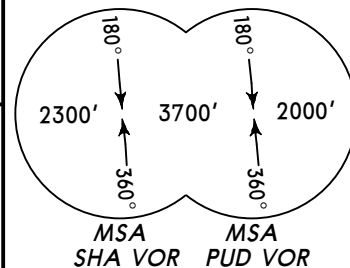
SID	RWY	ROUTING
PIK 13X	17L/R	(500') - XSY - PD051 - PD052 (8860'+) - HSH (By ATC) - NTG - PIKAS.
PIK 19X		(500') - XSY - PD051 - PD052 (8860'+) - HSH (By ATC) - POMOK - PIKAS.
PIK 23X	16	(500') - PD048 (3940'+; 5910'-) - PD051 - PD052 (8860'+) - HSH (By ATC) - NTG - PIKAS.
PIK 27X		(500') - PD048 (3940'+; 5910'-) - PD051 - PD052 (8860'+) - HSH (By ATC) - POMOK - PIKAS.

CHANGES: MSA raised.

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

PIK 14X, PIK 16X, PIK 24X, PIK 26X
RWYS 35L/R, 34 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
BY ATC

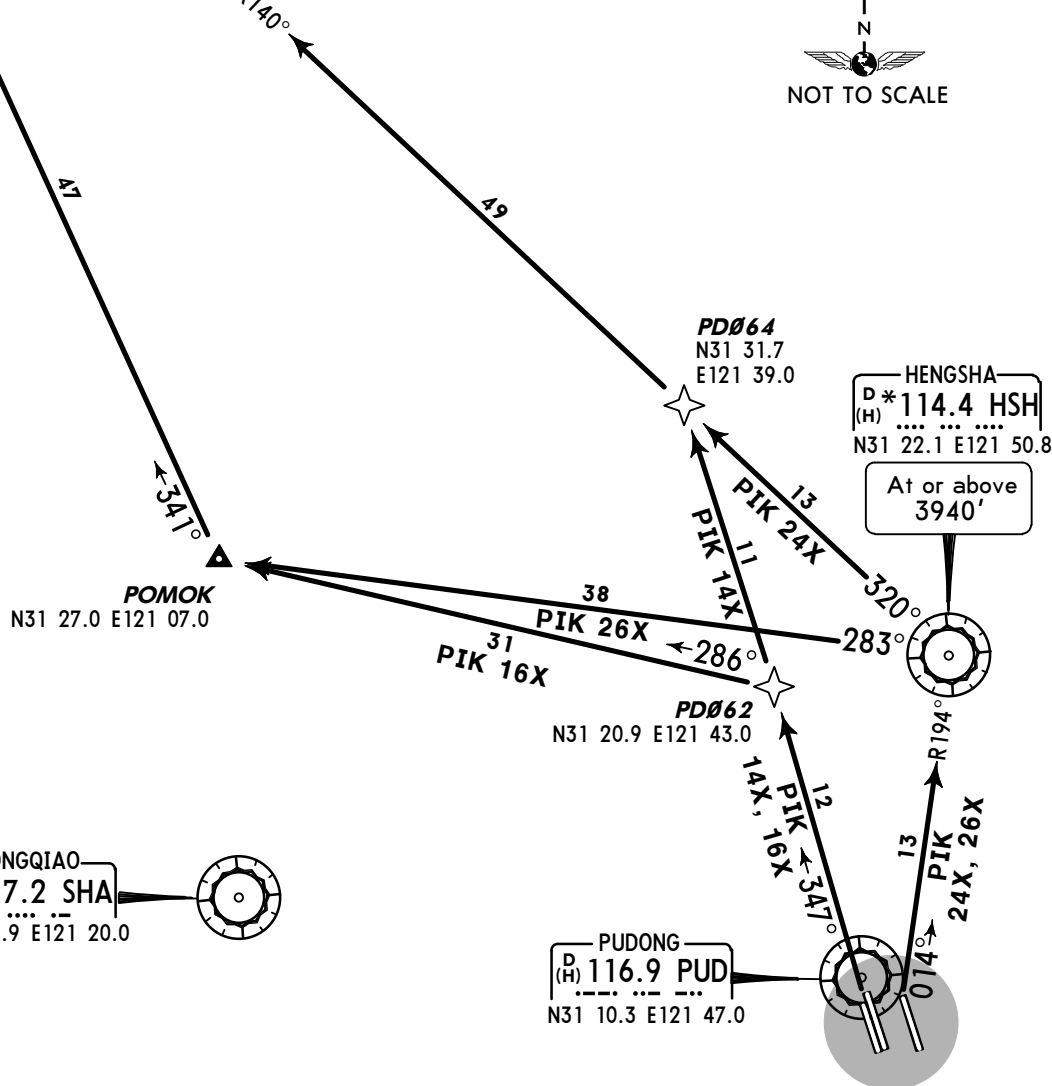
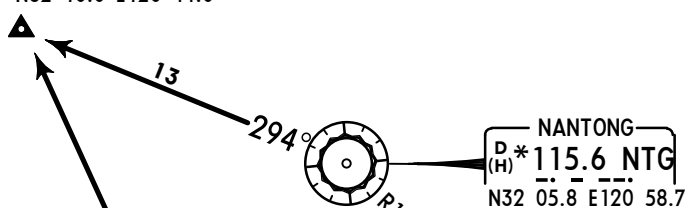


FT/METER CONVERSION

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

FL CONVERSION
FL118 FL3600m

PIKAS
N32 10.0 E120 44.0



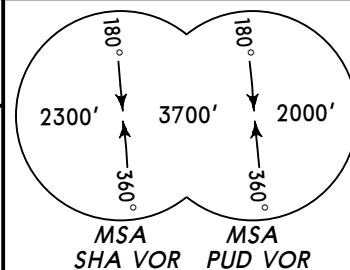
Turns before DER are prohibited.

SID	RWY	ROUTING
PIK 14X	35L/R	(500') - PD062 - PD064 - NTG - PIKAS.
PIK 16X		(500') - PD062 - POMOK - PIKAS.
PIK 24X	34	(500') - HSH (3940'+) - NTG - PIKAS.
PIK 26X		(500') - HSH (3940'+) - POMOK - PIKAS.

Apt Elev
13'

Trans level: FL118

Trans alt: 9850'

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

FT/METER CONVERSION

QNH

500'	-	150m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

SASAN

N31 35.4 E120 19.2

CAT C & D

At FL138
or at FL157
or at FL197
or at FL217

CAT B

At FL118

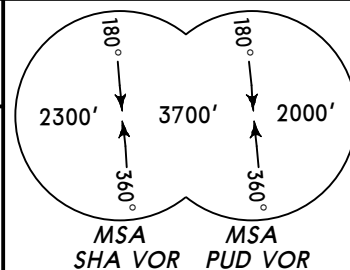
CAT A

At 5910'

HONGQIAO
D *117.2 SHA
(H)
N31 12.9 E121 20.0EKIMU
N31 21.1
E121 06.6OLGAP
N31 04.4
E121 09.0PUDONG
D 116.9 PUD
(H)
N31 10.3 E121 47.0PD047
N30 58.7
E121 56.1PD057
N30 57.7 E121 43.4PD055
N30 54.5 E121 50.3

Turns before DER are prohibited.

SID	RWY	ROUTING
SAS 11X	17L/R	(500') - PD049 - PD057 - OLGAP - EKIMU - SASAN.
SAS 21X	16	(500') - PD047 - PD055 - OLGAP - EKIMU - SASAN

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

SAS 12X, SAS 22X
RWYS 35L/R, 34 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION

QNH

500'	-	150m
3940'	-	1200m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

SASAN

N31 35.4 E120 19.2

CAT C & D

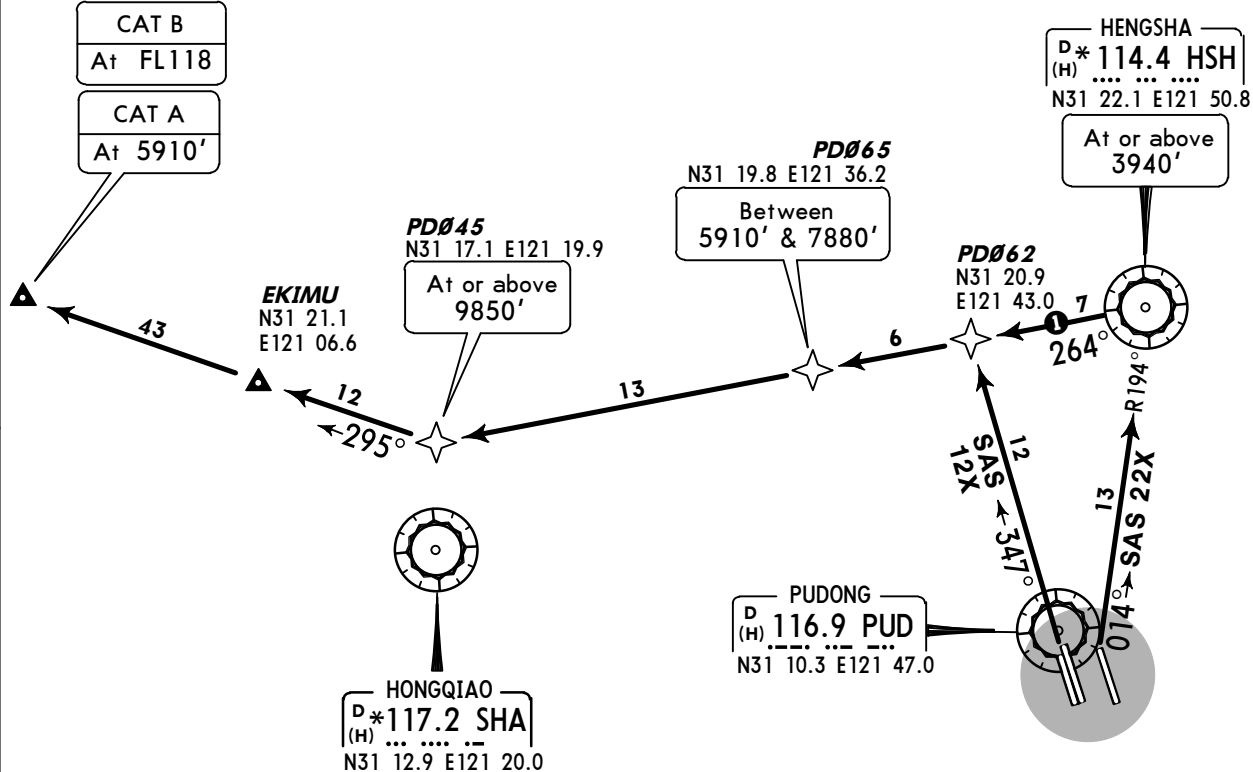
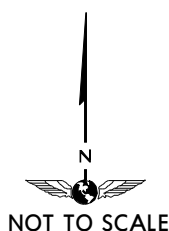
At FL138
or at FL157
or at FL197
or at FL217

CAT B

At FL118

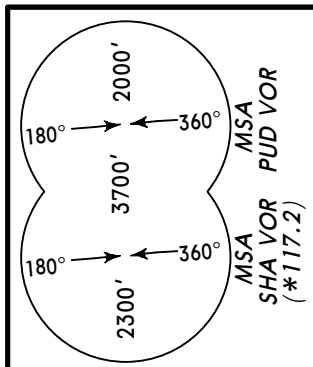
CAT A

At 5910'



Turns before DER are prohibited.

SID	RWY	ROUTING
SAS 12X	35L/R	(500') - PD062 - PD065 (5910'+; 7880'-) - PD045 (9850'+) - EKIMU - SASAN.
SAS 22X	34	(500') - HSH (3940'+) - PD065 (5910'+; 7880'-) - PD045 (9850'+) - EKIMU - SASAN.



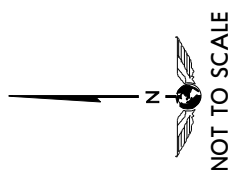
Trans level: FL118 Trans alt: 9850'

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

RNAV (GNSS, DME/DME/IRU)

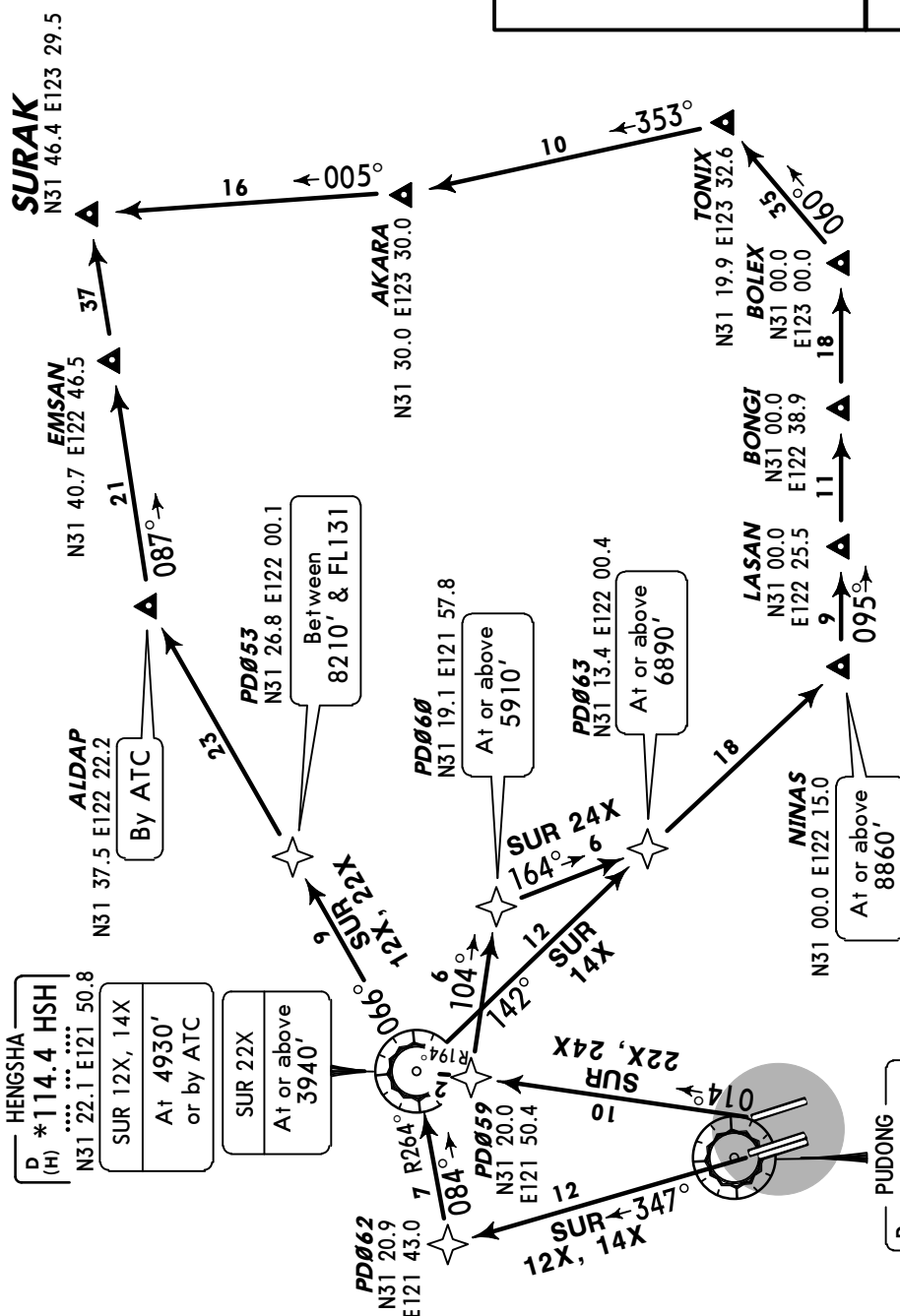
RNAV 1

RADAR REQUIRED

FT/METER CONVERSION

500'	-	150m
3940'	-	1200m
4930'	-	1500m
5910'	-	1800m
6890'	-	2100m
8210'	-	2500m
8860'	-	2700m
9850'	-	3000m
0830'	-	3300m

FL CONVERSION
FL118 FL3600m
FL131 FL4000m



ROUTING

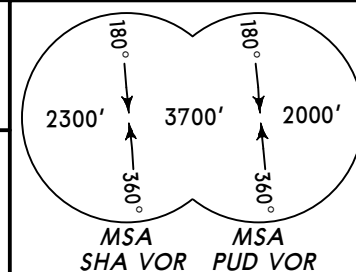
re DER are prohibited.

STD	RWY
SUR 12X	35L/R
SUR 14X	
SUR 22X	34
SUR 24X	

re DER are prohibited.

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 34, 35L/R: Turns before DER are prohibited.



AND 11D
RWYS 17L/R DEPARTURE
AND 12D
RWYS 35L/R DEPARTURE
AND 21D
RWY 16 DEPARTURE
AND 22D
RWY 34 DEPARTURE

NANXIANG
*208 PK
N31 17.1 E121 19.8

At or above
9850'

D13.8 HSH

Between
5910' & 7880'

13
AND 12D

181°

10

R001°

1174°

HONGQIAO
D(H) *117.2 SHA
N31 12.9 E121 20.0

JIUTING
D(H) *109.6 JTN
N31 07.4 E121 20.5



42

36

IDNIK
N30 26.0 E121 29.9

AND 12D
By ATC

17.9
AND 239°

R059°

ANDONG
D(H) *114.8 AND
N30 15.4 E121 13.3

FL CONVERSION
FL118 FL3600m

HENGSHA
D(H) *114.4 HSH
N31 22.1 E121 50.8

D4.0 HSH
N31 18.1 E121 50.2

D8.9 PUD
N31 18.8 E121 43.8
At or above
2960'

D12.0 HSH
N31 13.4 E122 00.4

At or above
6890'

D11.3 HSH

142°

194°

7.3

347°

167°

152°

19

218°

SHUYUAN
D(H) *112.7 XSY
N30 55.9 E121 52.4

AND 11D

Between
3940' & 4930'

AND 22D

At 6890'

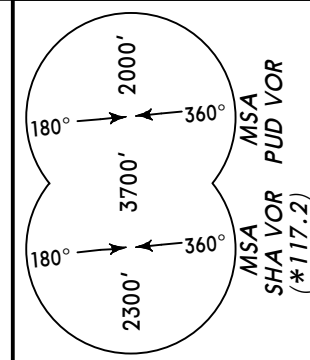
FT/METER CONVERSION

	QNH
2960'	- 900m
3940'	- 1200m
4930'	- 1500m
5910'	- 1800m
6890'	- 2100m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 34, 35L/R: Turns before DER are prohibited.

BOLEX 11D [BOL11D]
RWYS 17L/R DEPARTURE
BOLEX 12D [BOL12D]
RWYS 35L/R DEPARTURE
BOLEX 21D [BOL21D]
RWY 16 DEPARTURE
BOLEX 22D [BOL22D]
RWY 34 DEPARTURE



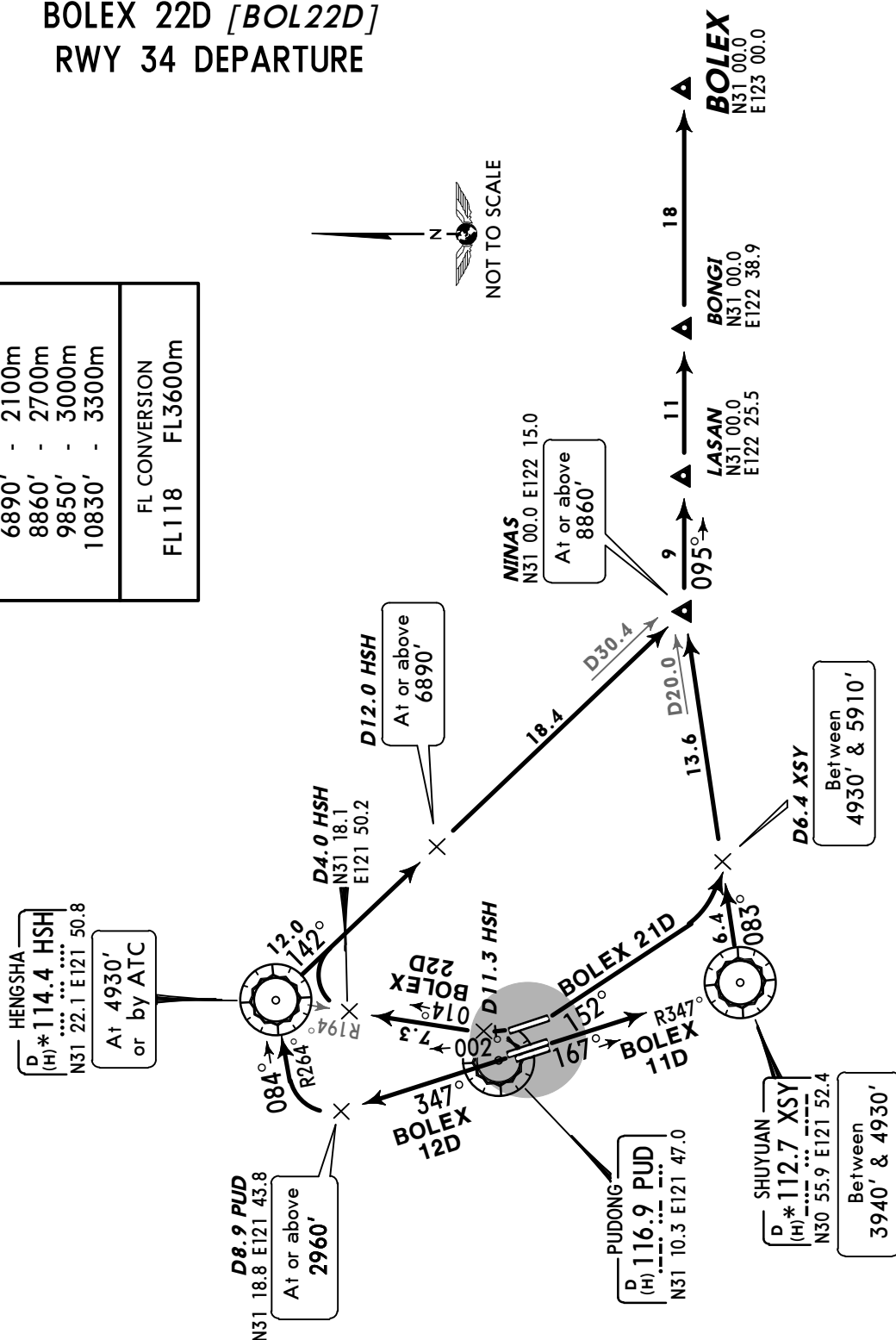
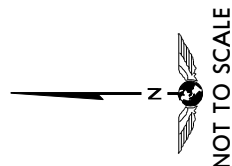
FT/METER CONVERSION

QNH

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

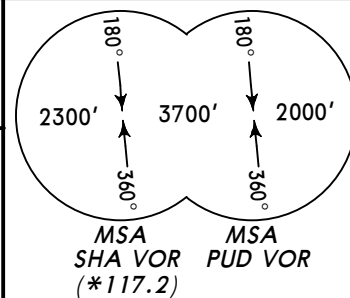
FL CONVERSION

FL118 FL3600m



Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 35L/R: Turns before DER are prohibited.



FT/METER CONVERSION

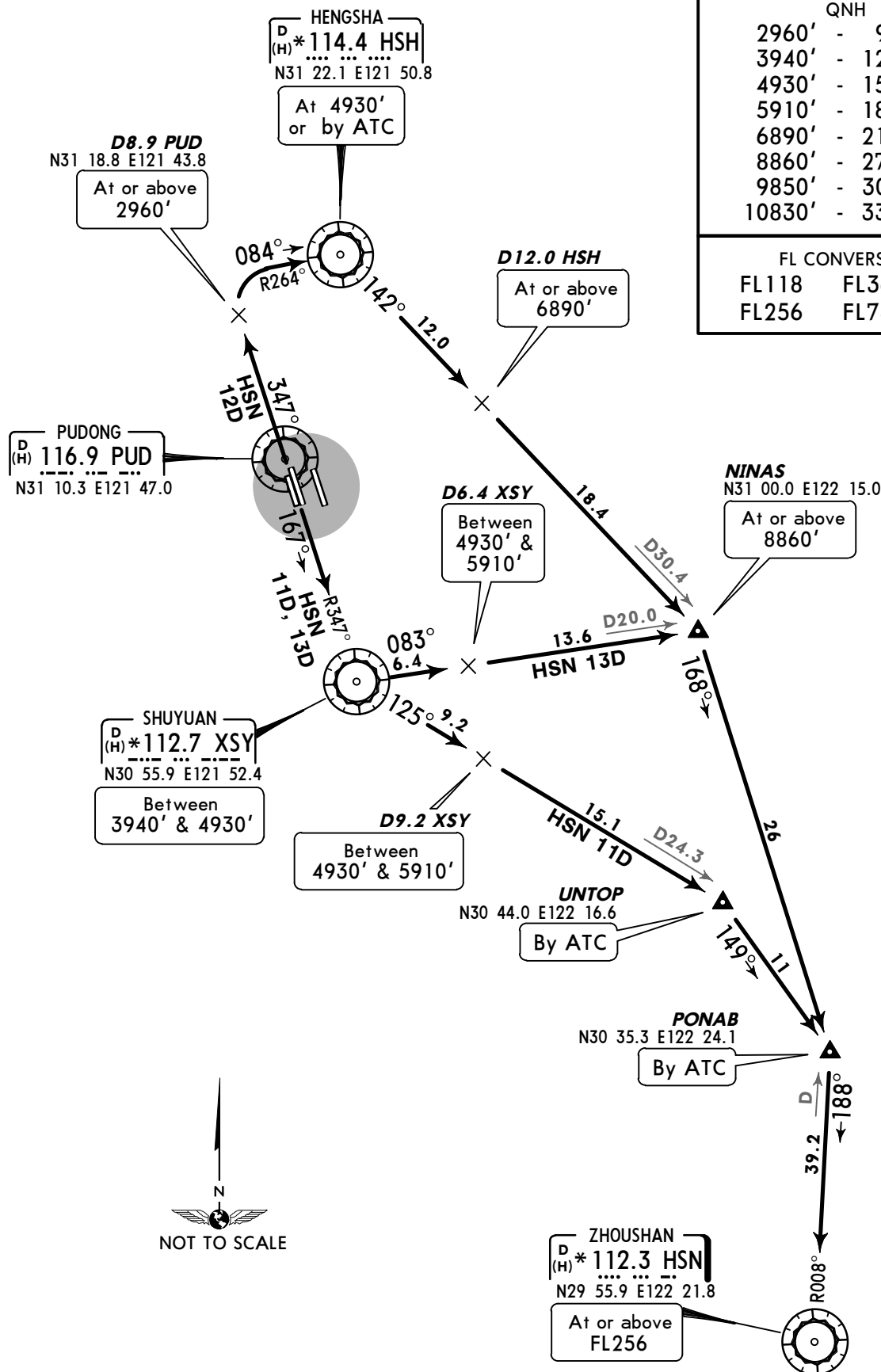
QNH

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

FL CONVERSION

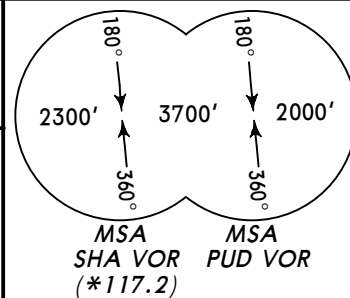
FL118	FL3600m
FL256	FL7800m

HSN 11D, HSN 13D
RWYS 17L/R DEPARTURES
HSN 12D
RWYS 35L/R DEPARTURE



Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 34: Turns before DER are prohibited.



FT/METER CONVERSION

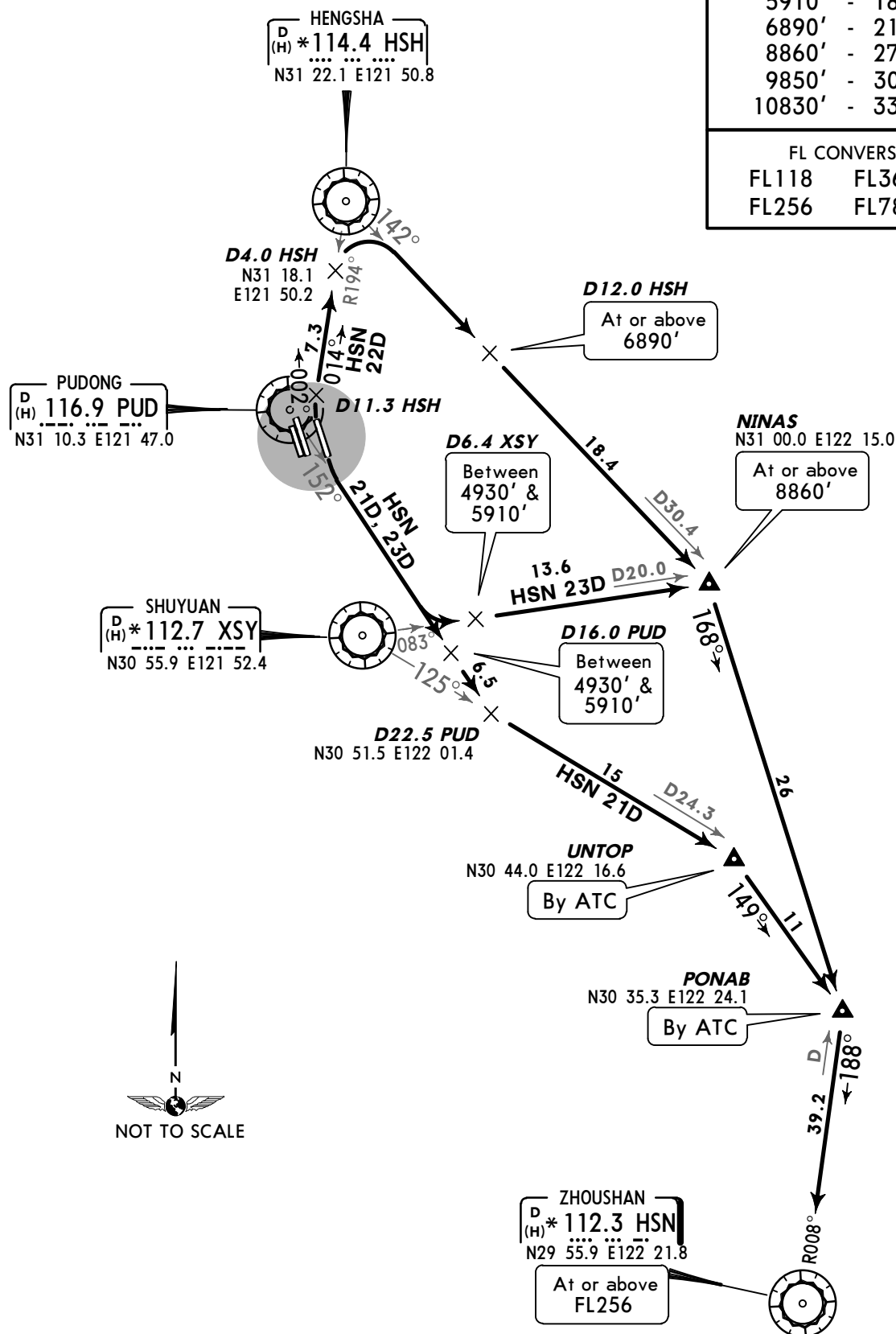
QNH

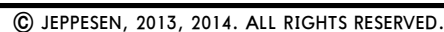
4930'	-	1500m
5910'	-	1800m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL256	FL7800m

HSN 21D, HSN 23D
RWY 16 DEPARTURES
HSN 22D
RWY 34 DEPARTURE





Apt Elev
13'

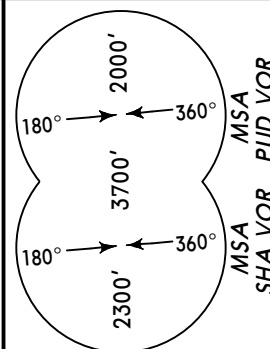
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 34, 35L/R: Turns before DER are prohibited.

NXD 11D, NXD 13D
RWYS 17L/R DEPARTURES

NXD 12D
RWYS 35L/R DEPARTURES

NXD 21D, NXD 23D
RWY 16 DEPARTURES

NXD 22D
RWY 34 DEPARTURE



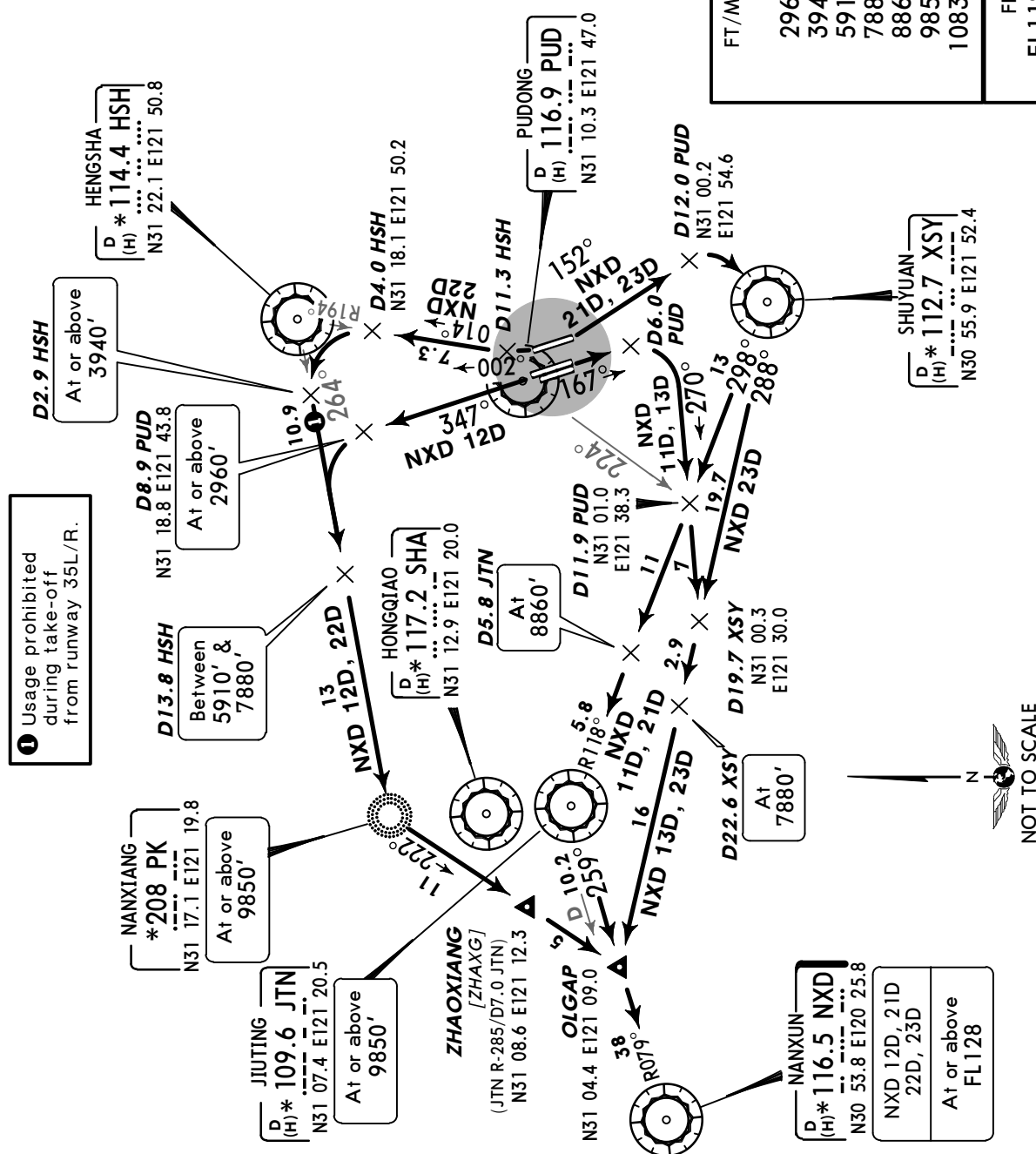
FT/METER CONVERSION

QNH

2960'	-	900m
3940'	-	1200m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

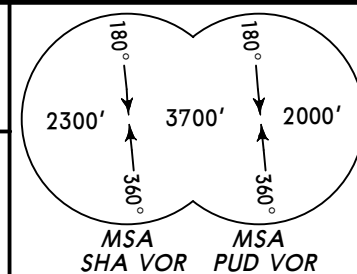
FL CONVERSION

FL118	FL3600m
FL128	FL3900m



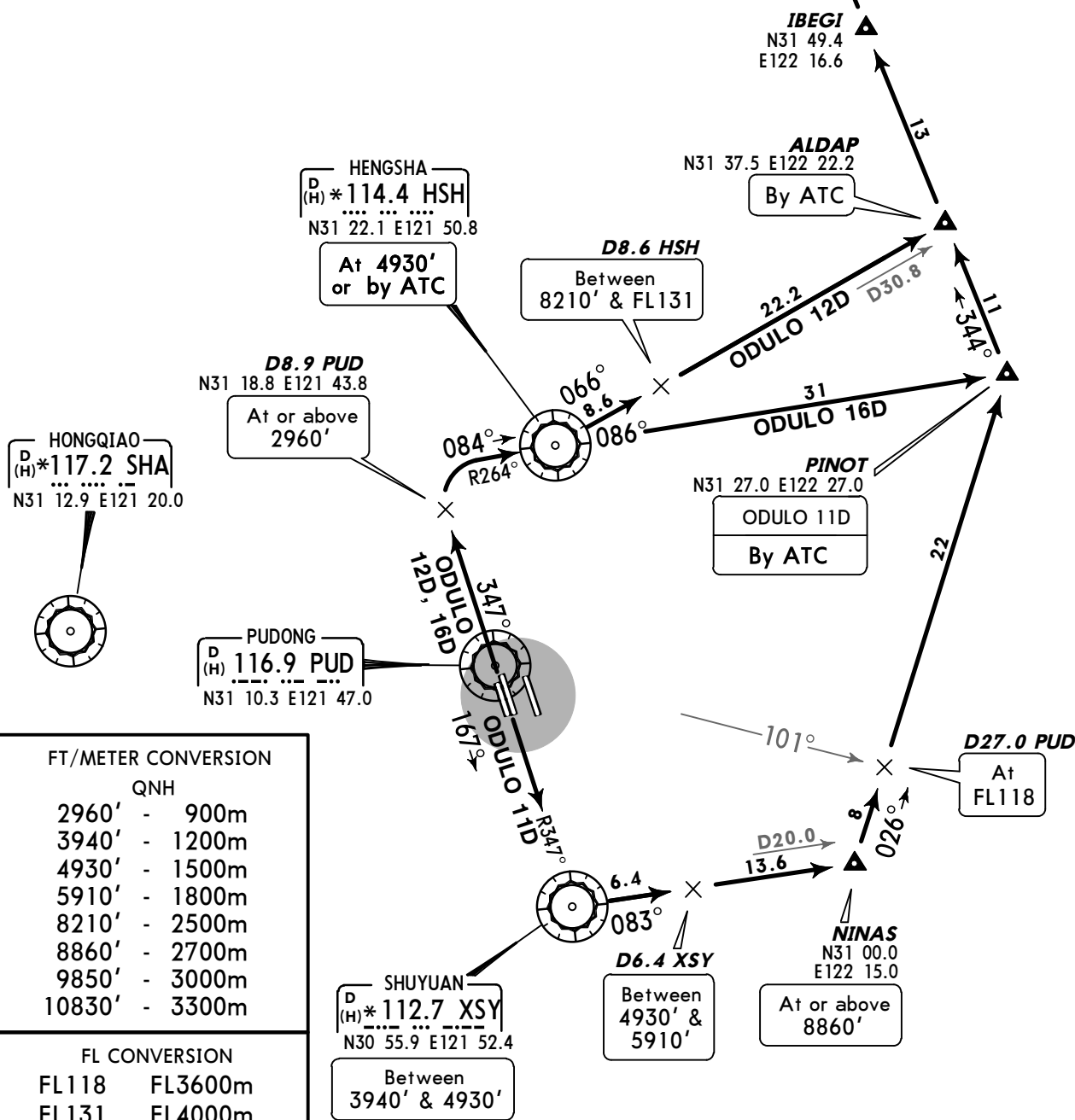
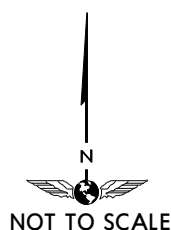
Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 35L/R: Turns before DER are prohibited.



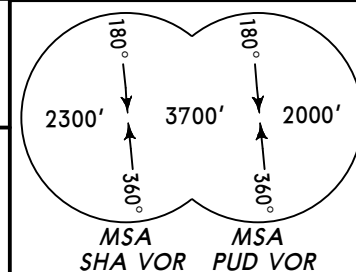
ODULO 11D [ODU11D]
RWYS 17L/R DEPARTURE
ODULO 12D [ODU12D]
ODULO 16D [ODU16D]
RWYS 35L/R DEPARTURES

ODULO ▲
N33 15.2
E121 37.2



Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 35L/R: Turns before DER are prohibited.



ODULO 14D [ODU14D]
RWYS 35L/R DEPARTURE

ODULO 17D [ODU17D]
ODULO 19D [ODU19D]
RWYS 17L/R DEPARTURES

BY ATC

ODULO
N33 15.2 E121 37.2



83

UDOXI
N31 52.6 E121 47.1



30.5

HENGSHA
D(H) * 114.4 HSH
N31 22.1 E121 50.8

ODULO 14D
At 4930'
or by ATC

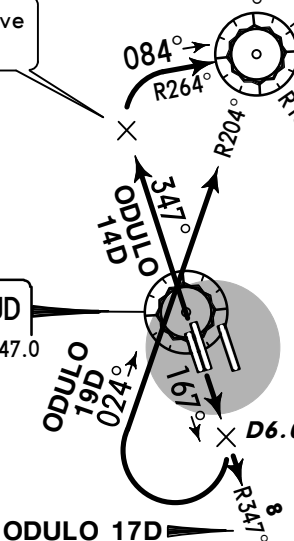
ODULO 17D, 19D
By ATC

D8.9 PUD
N31 18.8 E121 43.8
At or above
2960'

HONGQIAO
D(H) * 117.2 SHA
N31 12.9 E121 20.0



PUDONG
D(H) * 116.9 PUD
N31 10.3 E121 47.0



D22.0 HSH
At or above
8860'

ODULO 17D

6.4

083°

SHUYUAN
D(H) * 112.7 XSY
N30 55.9 E121 52.4

Between
3940' & 4930'

D6.4 XSY
Between
4930' & 5910'

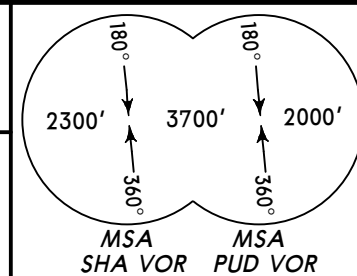
D10.4 XSY
N30 58.1
E122 04.1

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

FL CONVERSION
FL118 FL3600m

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 34: Turns before DER are prohibited.



ODULO 21D [ODU21D]
RWY 16 DEPARTURE

ODULO 22D [ODU22D]
ODULO 26D [ODU26D]
RWY 34 DEPARTURES



HONGQIAO
D(H)*117.2 SHA
N31 12.9 E121 20.0



HENGSHA
D(H)*114.4 HSH
N31 22.1 E121 50.8
At or above 3940'

PUDONG
D(H) 116.9 PUD
N31 10.3 E121 47.0

FT/METER CONVERSION

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

FL CONVERSION

FL118	FL3600m
FL131	FL4000m

ODULO
N33 15.2
E121 37.2

IBEGI
N31 49.4
E122 16.6

ALDAP
N31 37.5 E122 22.2
By ATC

D8.6 HSH
Between
8210' & FL131

PINOT
N31 27.0 E122 27.0
ODULO 21D
By ATC

SHUYUAN
D(H)*112.7 XSY
N30 55.9 E121 52.4

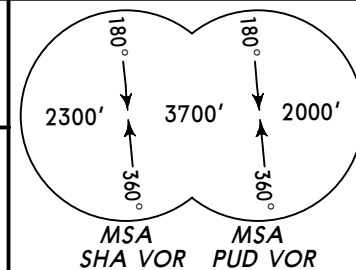
D6.4 XSY
Between
4930' & 5910'

NINAS
N31 00.0
E122 15.0
At or above 8860'

D27.0 PUD
At
FL118

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 34: Turns before DER are prohibited.



ODULO 24D [ODU24D]
RWY 34 DEPARTURE

ODULO 27D [ODU27D]
RWY 16 DEPARTURE

BY ATC

ODULO
N33 15.2 E121 37.2



83

UDOXI
N31 52.6 E121 47.1



30.5

360

360

360

360

360

360

360

360

360

360

360

360

360

360

360

360

360

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360

360

360

360

360

360



HONGQIAO
D(H) * 117.2 SHA
N31 12.9 E121 20.0



PUDONG
D(H) * 116.9 PUD
N31 10.3 E121 47.0



HENGSHA
D(H) * 114.4 HSH
N31 22.1 E121 50.8

ODULO 24D
At or above
3940'

ODULO 27D
By ATC

D22.0 HSH
At or above
8860'

SHUYUAN
D(H) * 112.7 XSY
N30 55.9 E121 52.4



D6.4 XSY
Between
4930' &
5910'

D10.4 XSY
N30 58.1
E122 04.1

FT/METER CONVERSION

QNH

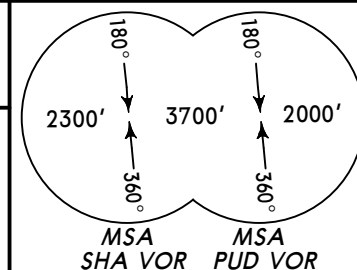
3940'	-	1200m
4930'	-	1500m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

Apt Elev
13'

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



ODULO 33D [ODU33D]
RWYS 17L/R DEPARTURE
ODULO 43D [ODU43D]
RWY 16 DEPARTURE

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL131	FL4000m



HONGQIAO
D(H) * 117.2 SHA
N31 12.9 E121 20.0



HENGSHA
D(H) * 114.4 HSH
N31 22.1 E121 50.8
By ATC

PUDONG
D(H) 116.9 PUD
N31 10.3 E121 47.0

SHUYUAN
D(H) * 112.7 XSY
N30 55.9 E121 52.4
Between 3940' & 4930'

ODULO
N33 15.2
E121 37.2

IBEGI
N31 49.4
E122 16.6

ALDAP
N31 37.5 E122 22.2
By ATC

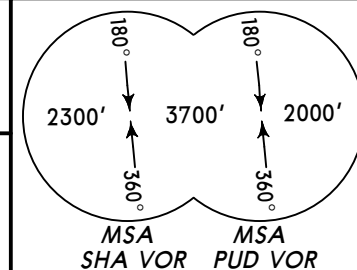
D22.0 HSH
At or above 8860'

D10.4 XSY
N30 58.1
E122 04.1

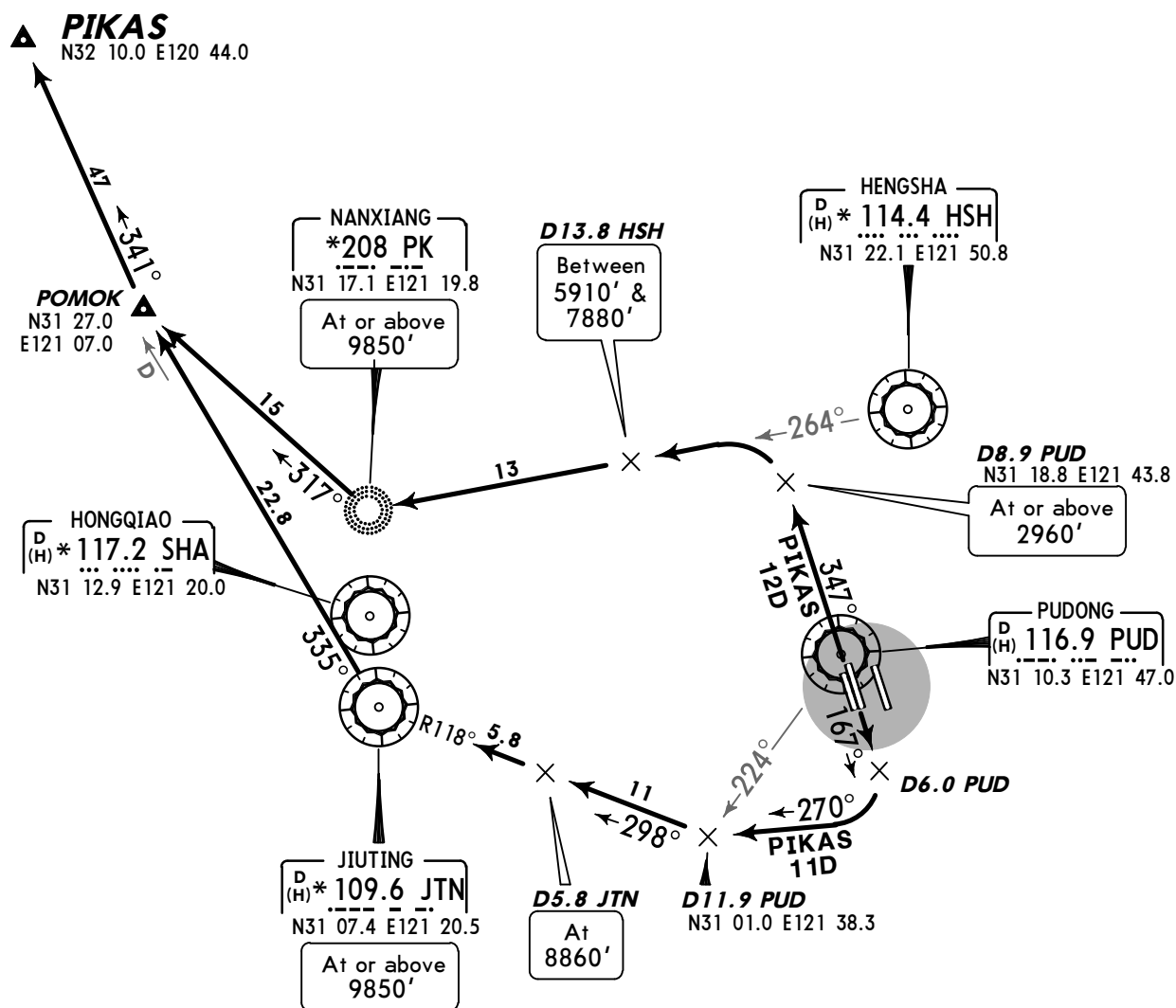
D6.4 XSY
Between 4930' & 5910'

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 35L/R: Turns before DER are prohibited.



**PIKAS 11D [PIK11D]
RWYS 17L/R DEPARTURE**
**PIKAS 12D [PIK12D]
RWYS 35L/R DEPARTURE**



FT/METER CONVERSION

QNH

2960'	-	900m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

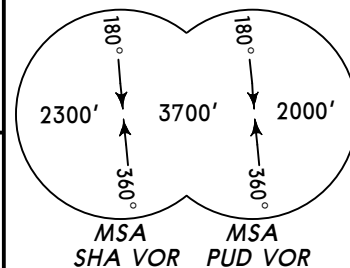
FL CONVERSION

FL118 FL3600m



Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 35L/R: Turns before DER are prohibited.



FT/METER CONVERSION

QNH

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

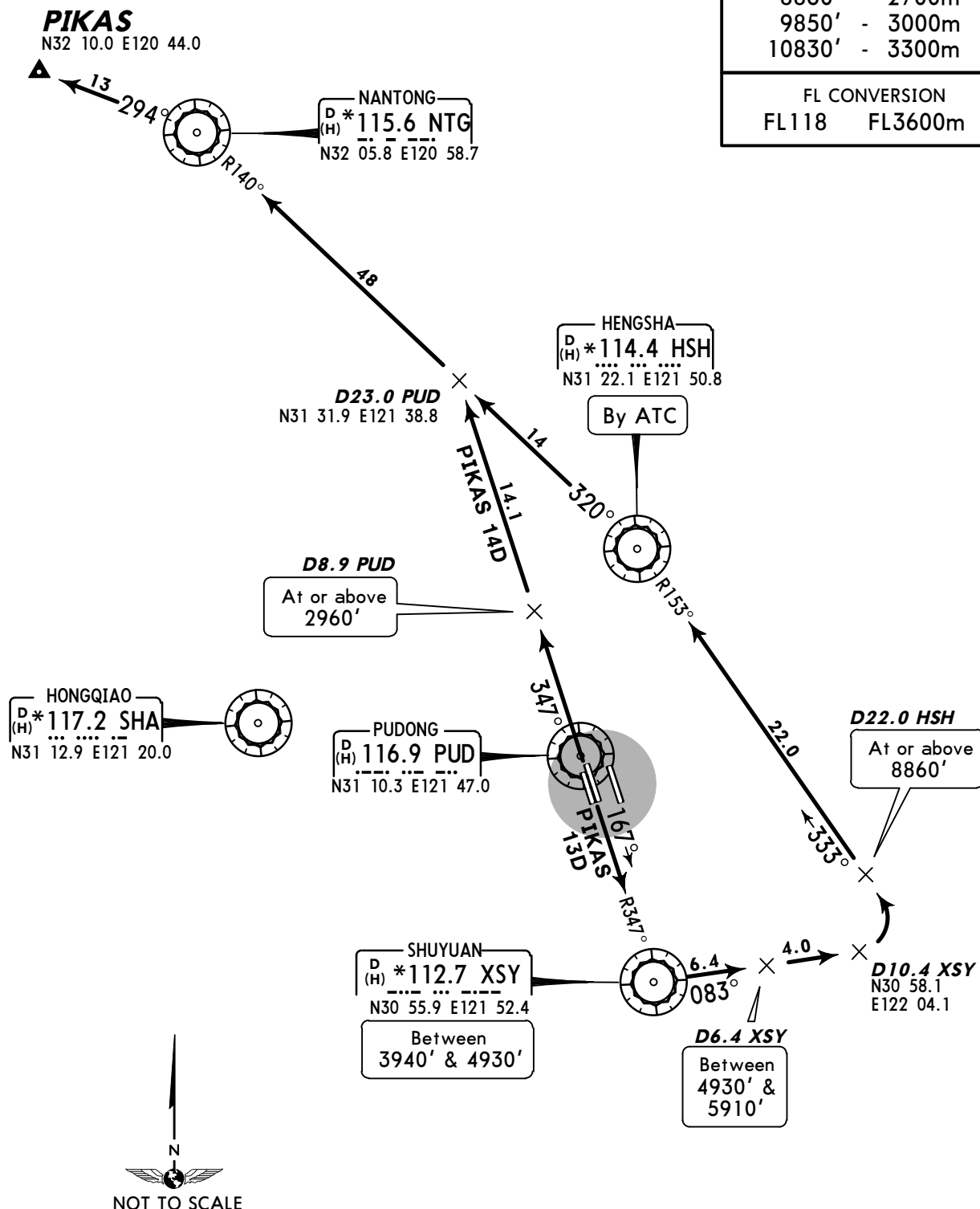
FL CONVERSION

FL118 FL3600m

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

PIKAS 14D [PIK14D]
RWYS 35L/R DEPARTURE

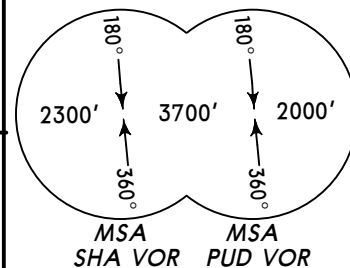
BY ATC



NOT TO SCALE

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Turns before DER are prohibited.



FT/METER CONVERSION

QNH

2960' - 900m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m

PIKAS 16D [PIK16D]
RWYS 35L/R DEPARTURE
BY ATC

PIKAS

N32 10.0 E120 44.0



POMOK
N31 27.0
E121 07.0

D13.6 PUD
N31 23.1
E121 42.2

HENGSHA
D* 114.4 HSH
(H) N31 22.1 E121 50.8

D8.9 PUD

At or above
2960'

HONGQIAO
D* 117.2 SHA
(H) N31 12.9 E121 20.0

PUDONG
D 116.9 PUD
(H) N31 10.3 E121 47.0

JIUTING
D* 109.6 JTN
(H) N31 07.4 E121 20.5

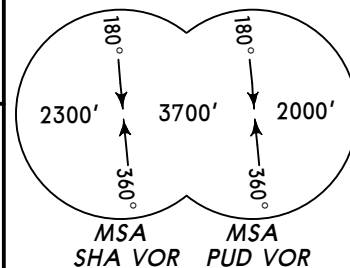
Apt Elev
13'

Trans level: FL118

Trans alt: 9850'

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

**PIKAS 17D [PIK17D]
PIKAS 19D [PIK19D]
RWYS 17L/R DEPARTURES
BY ATC**



FT/METER CONVERSION

QNH

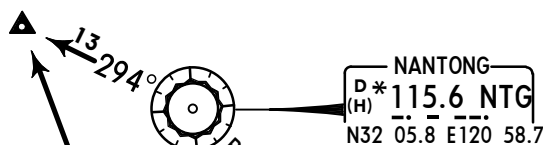
3940'	-	1200m
4930'	-	1500m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

PIKAS

N32 10.0 E120 44.0



POMOK

N31 27.0
E121 07.0

HONGQIAO
D* 117.2 SHA
N31 12.9 E121 20.0

JIUTING
D* 109.6 JTN
N31 07.4 E121 20.5

PUDONG
D* 116.9 PUD
N31 10.3 E121 47.0

HENGSHA
D* 114.4 HSH
N31 22.1 E121 50.8

By ATC

SHUYUAN
D* 112.7 XSY
N30 55.9 E121 52.4

Between
3940' & 4930'

Between
4930' & 5910'

D22.0 HSH

At or
above
8860'

D10.4 XSY
N30 58.1
E122 04.1



PIKAS 22D [PIK22D]
RWY 34 DEPARTURE

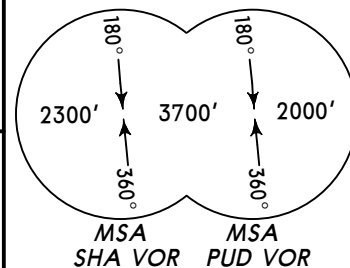
SHUYUAN
D
(H) *112.7 XSY
N30 55.9 E121 52.4

FL CONVERSION
FL118 FL3600m



Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 34: Turns before DER are prohibited.



FT/METER CONVERSION

QNH

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

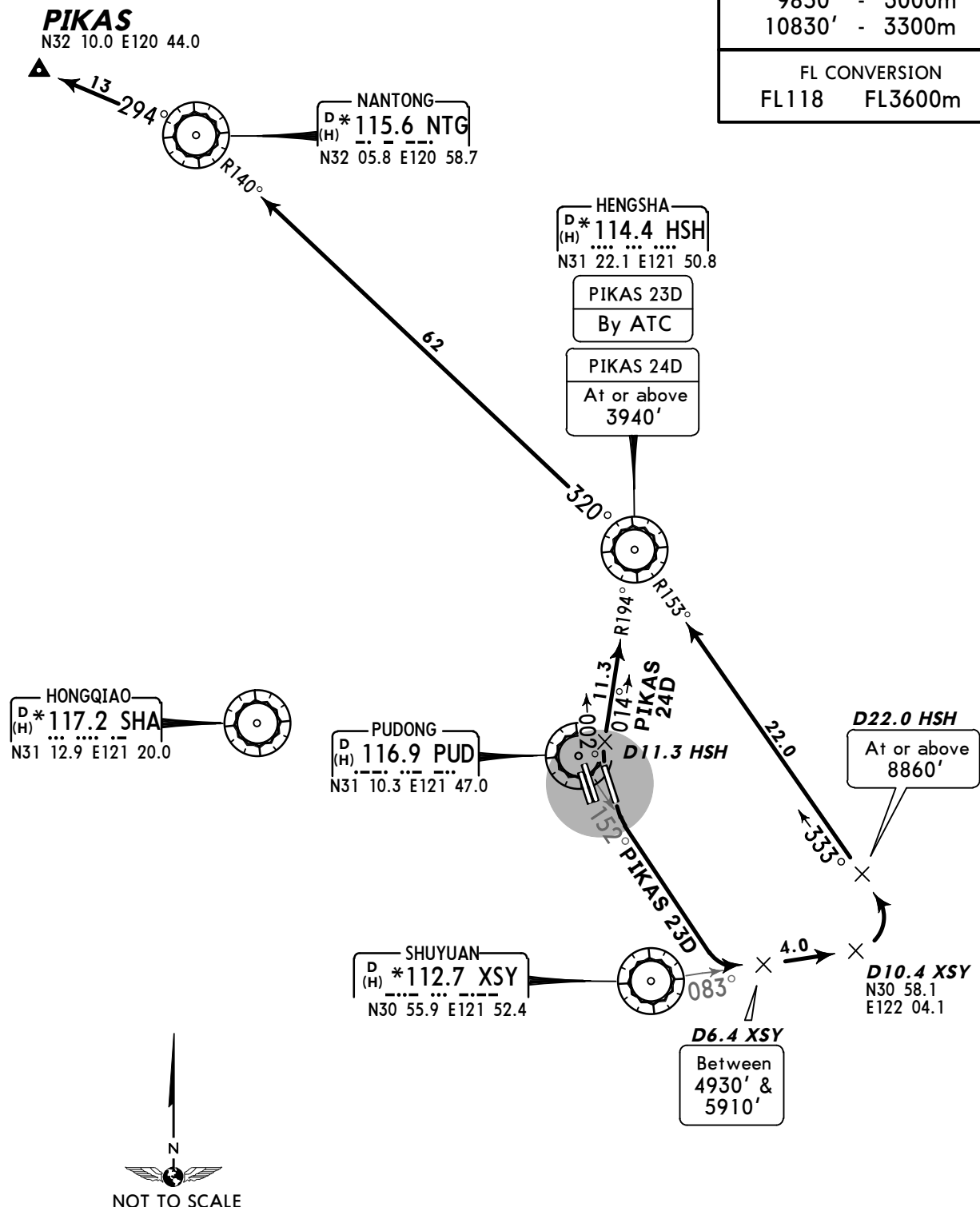
FL CONVERSION

FL118 FL3600m

PIKAS 23D [PIK23D]
RWY 16 DEPARTURE

PIKAS 24D [PIK24D]
RWY 34 DEPARTURE

BY ATC

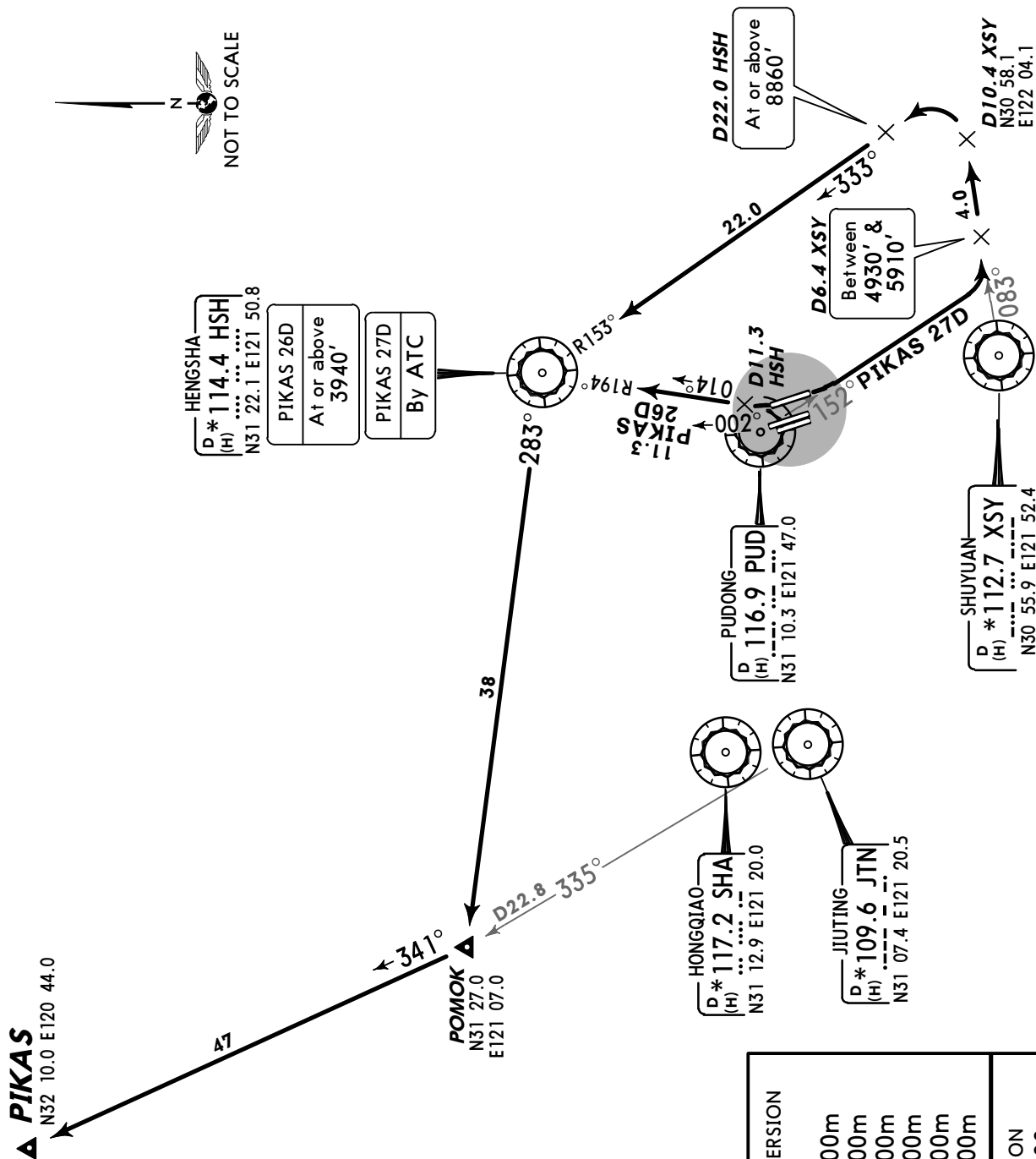
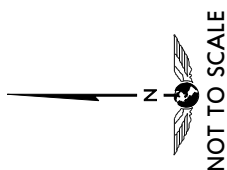
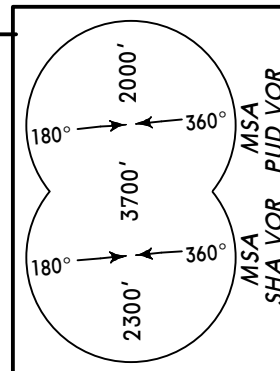


NOT TO SCALE

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 34: Turns before DER are prohibited.

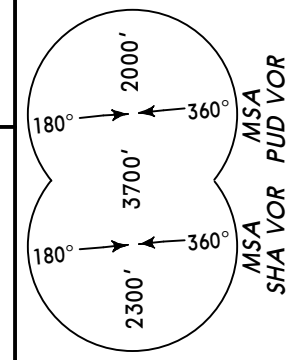
**PIKAS 26D [PIK26D]
RWY 34 DEPARTURE**
**PIKAS 27D [PIK27D]
RWY 16 DEPARTURE**
BY ATC



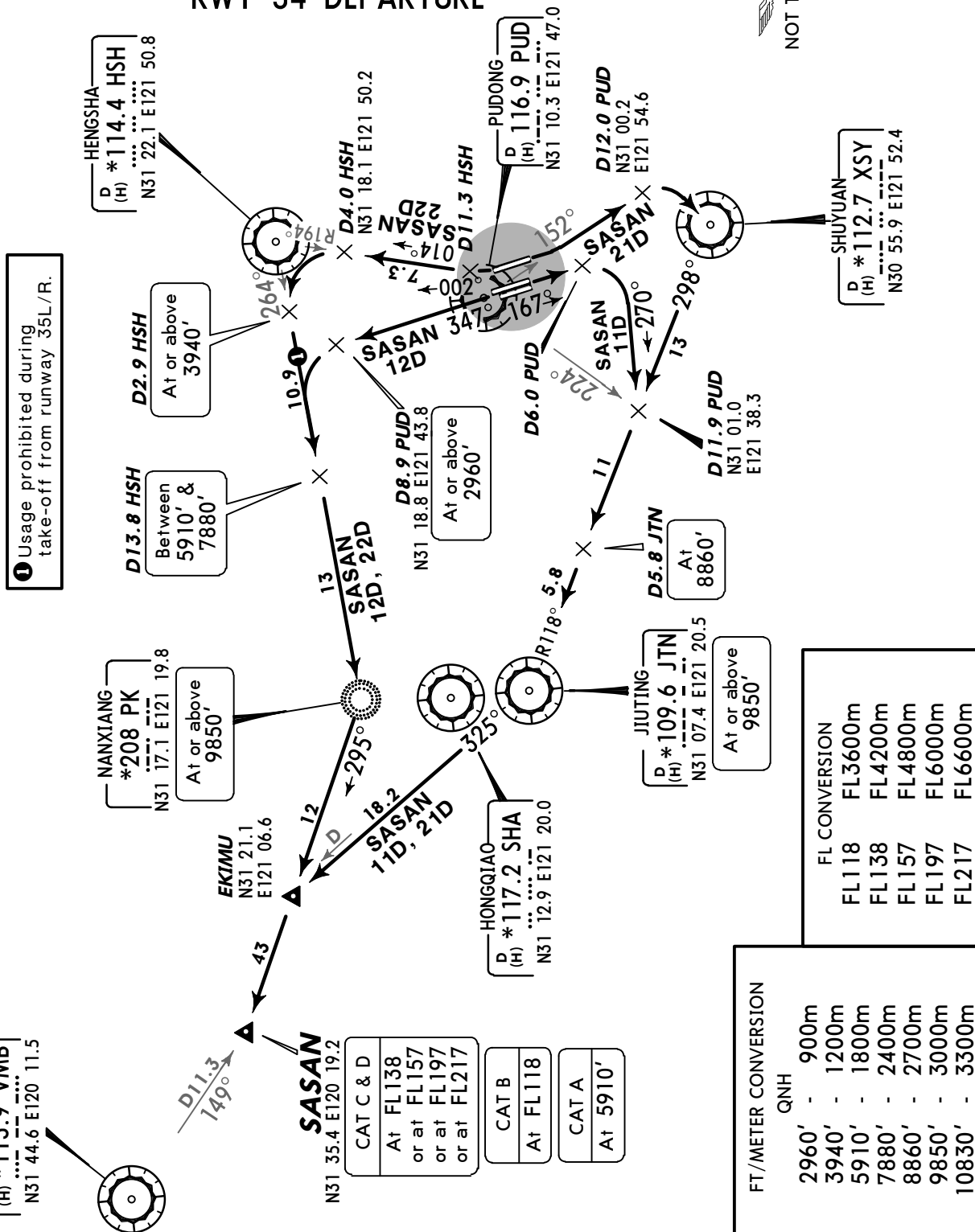
FT/METER CONVERSION	FL CONVERSION
QNH	FL118 FL3600m
3940' - 1200m	
4930' - 1500m	
5910' - 1800m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
RWY 34, 35L/R: Turns before DER are prohibited.



SASAN 11D [SAS11D]
RWYS 17L/R DEPARTURE
SASAN 12D [SAS12D]
RWYS 35L/R DEPARTURE
SASAN 21D [SAS21D]
RWY 16 DEPARTURE
SASAN 22D [SAS22D] ①
RWY 34 DEPARTURE



Trans level: FL118 Trans alt: 9850'

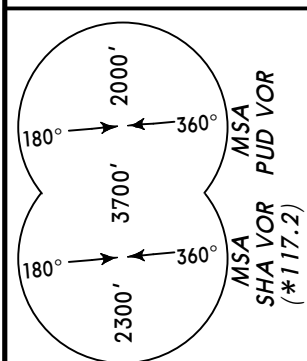
10830' 1031 hPa or above
8860' 979 hPa or below

RWY 34, 35L/R: Turns before DER are prohibited.

**SURAK 22D [SUR22D]
RWY 34 DEPARTURE**

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

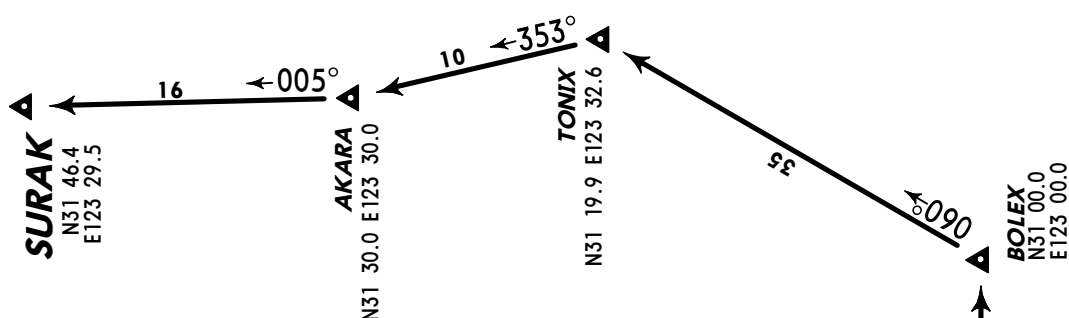
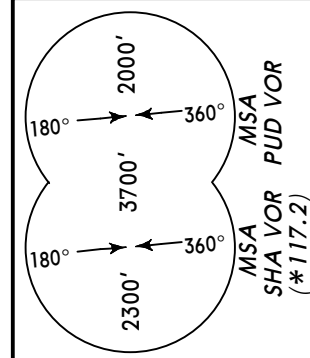
FL118 FL3600m
FL131 FL4000m



Apt Elev
13'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Turns before DER are prohibited.

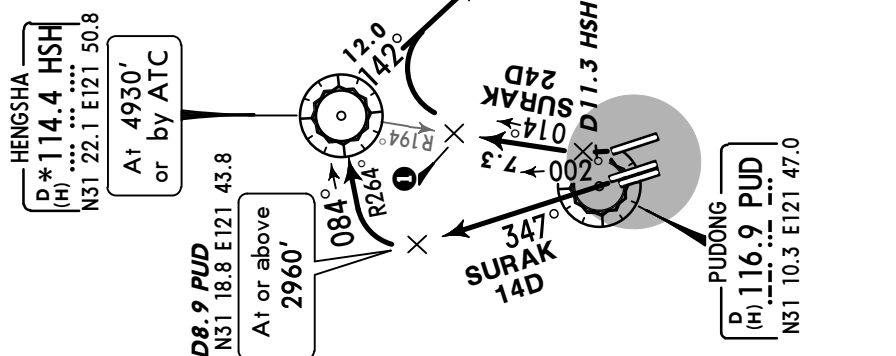
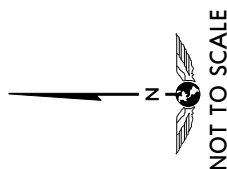
**SURAK 14D [SUR14D]
RWYS 35L/R DEPARTURE**
**SURAK 24D [SUR24D]
RWY 34 DEPARTURE**

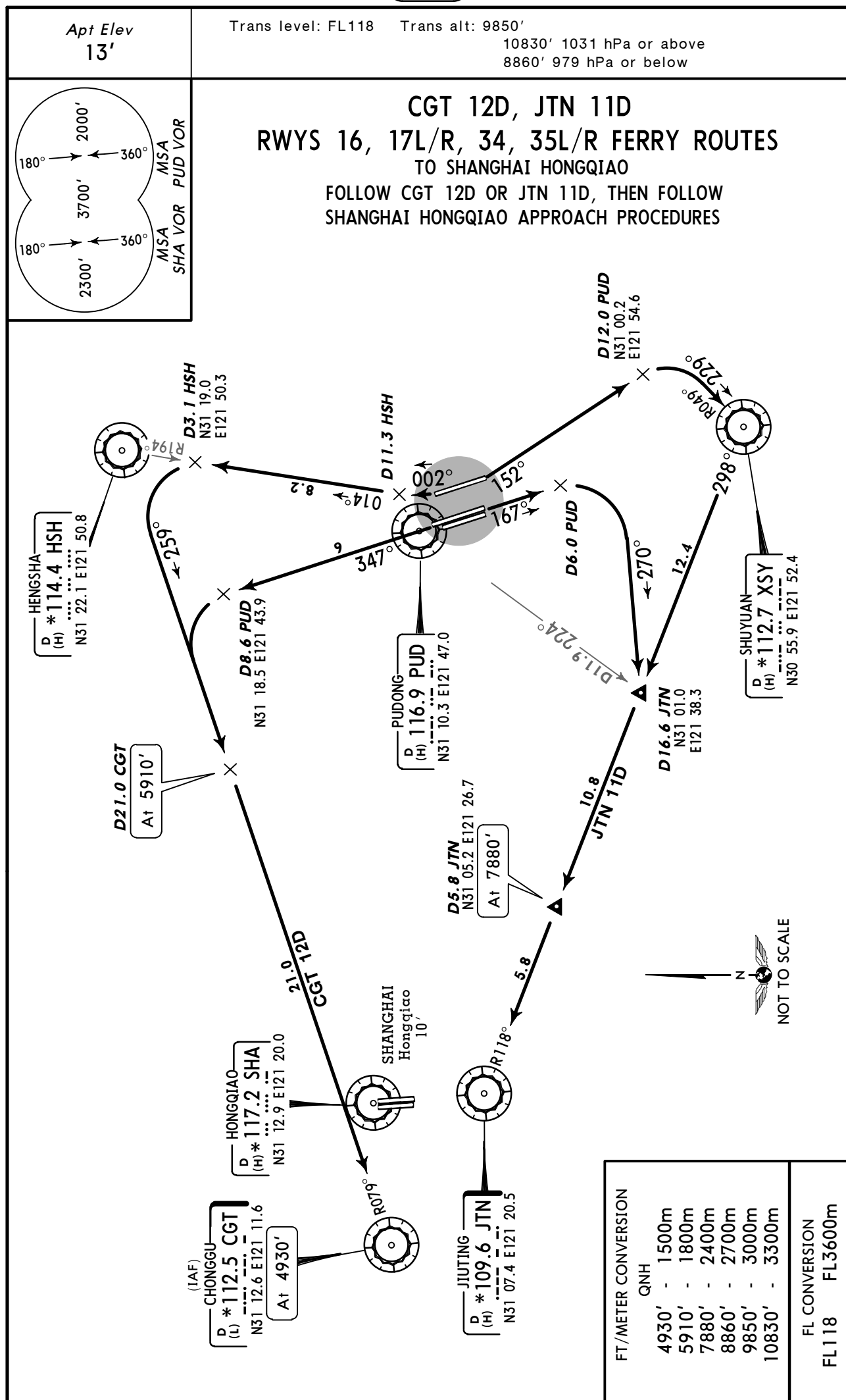


FT/METER CONVERSION

QNH	
2960'	- 900m
4930'	- 1500m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION
FL118 FL3600m





ZSPD/PVG

Apt Elev 13'

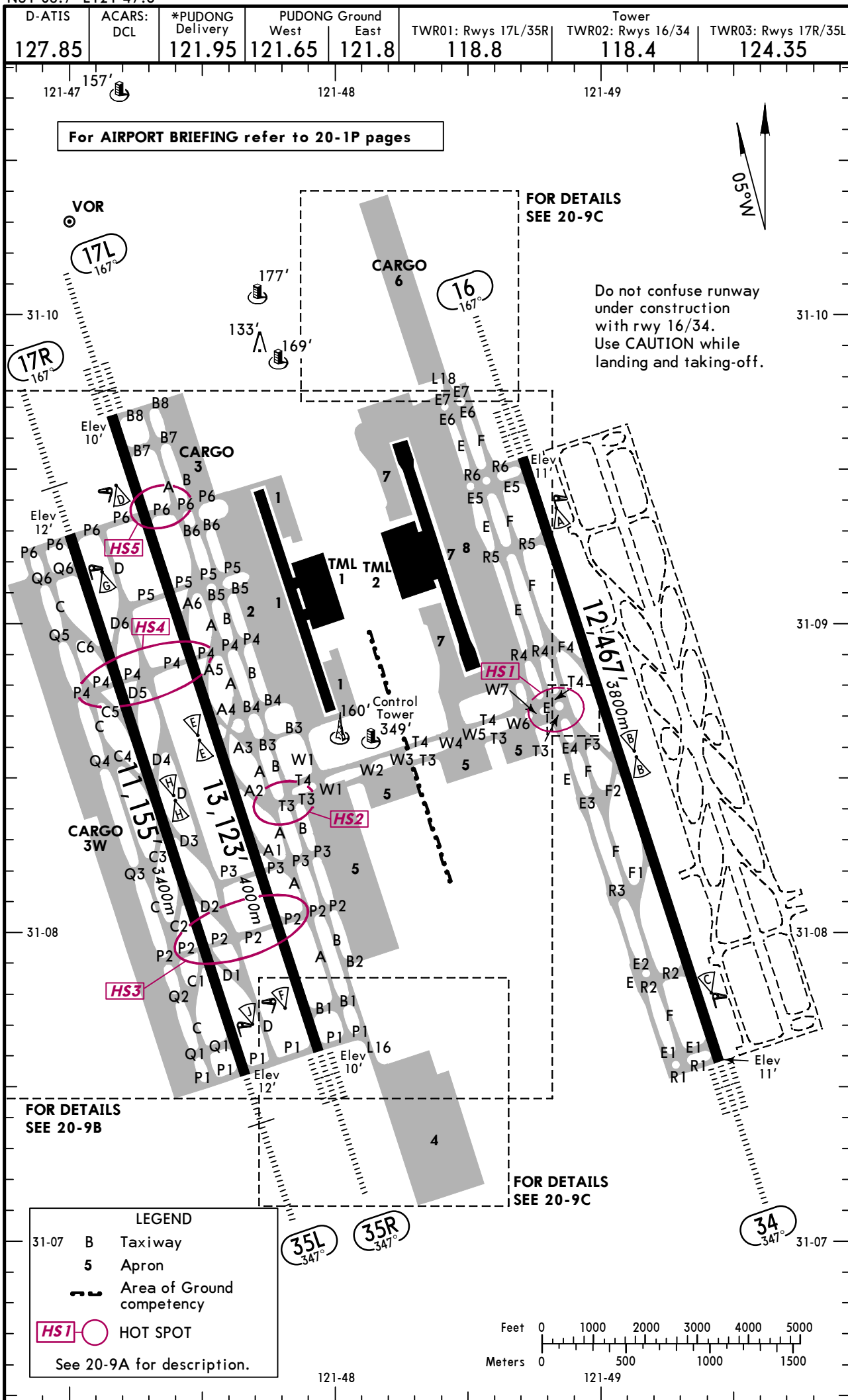
N31 08.7 E121 47.6

5 SEP 14

20-9

Eff 17 Sep 1600Z

PUDONG



ADDITIONAL RUNWAY INFORMATION

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 HSTIL ③ RVR		11,427' 3483m	⑤	197' 60m	
	HIRL (60m) CL (15m) ALSF-II TDZ ② HSTIL ④ RVR					
17L ① 35R	HIRL (60m) CL (15m) ALSF-II TDZ ② HSTIL ⑥ RVR		12,093' 3686m	⑤	197' 60m	
	HIRL (60m) CL (15m) ALSF-II TDZ ② HSTIL ⑦ RVR					
17R ① 35L	HIRL (60m) CL (30m) HIALS SFL PAPI-L (3.0°) ⑧		10,138' 3090m	⑤	197' 60m	
	HIRL (60m) CL (30m) HIALS SFL PAPI-L (3.0°) ⑨					

① grooved ② PAPI-L (3.0°)

③ HST-F2 & F1

④ HST-F3 & F4

⑤ TAKE-OFF RUN AVAILABLE

RWY 16:

From rwy head 12,467' (3800m)

twy E5 int 12,139' (3700m)

twy R5 int 10,892' (3320m)

RWY 34:

From rwy head 12,467' (3800m)

twy E1 int 12,139' (3700m)

twy R2 int 10,597' (3230m)

RWY 17L:

From rwy head 13,123' (4000m)

twy B7 int 12,402' (3780m)

RWY 35R:

From rwy head 13,123' (4000m)

twy B1 int 12,402' (3780m)

RWY 17R:

From rwy head 11,155' (3400m)

twy Q6 int 10,499' (3200m)

RWY 35L:

From rwy head 11,155' (3400m)

twy Q1 int 10,499' (3200m)

⑥ HST-A3, A2 & A1

⑦ HST-A4, A5 & A6

⑧ HSTIL. HST-C3, D3, C2, D2, C1 & D1

⑨ HSTIL. HST-C4, D4, C5, D5, C6 & D6

HOT SPOTS

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

HS1

Intersections of Twys E, F, T3 and T4:

Proceed with extreme CAUTION when operating near this area.

Strictly follow ATC instructions. In normal situation, the departing acft leaving

Terminal 2 shall use Twy E and hold short out of Twy T4 to avoid conflict.

If taxiing into this area 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.

In normal situation, when taxiing via T3 to Rwy 17L/35R and Terminal 1,

acft shall hold short out of Twy B to avoid conflict traffic.

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

Rwy crossing area:

HS4

Twys P2 and P4 are the main Twys for Rwy crossing. When crossing Rwys, strictly follow ATC clearances. Without clear instructions, any kind of Rwy crossing operation is forbidden.

HS5

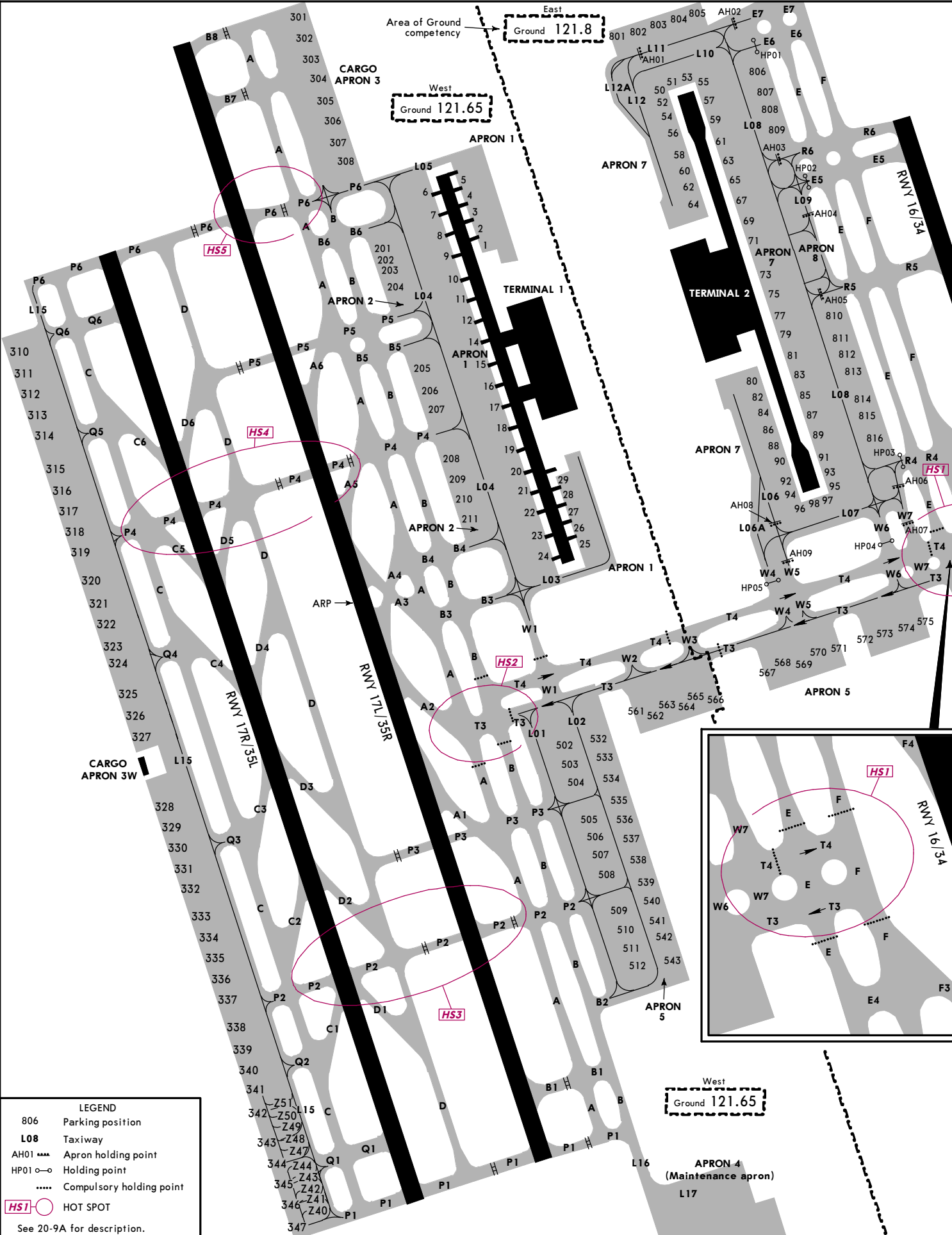
Intersections of Twys P6 and A:

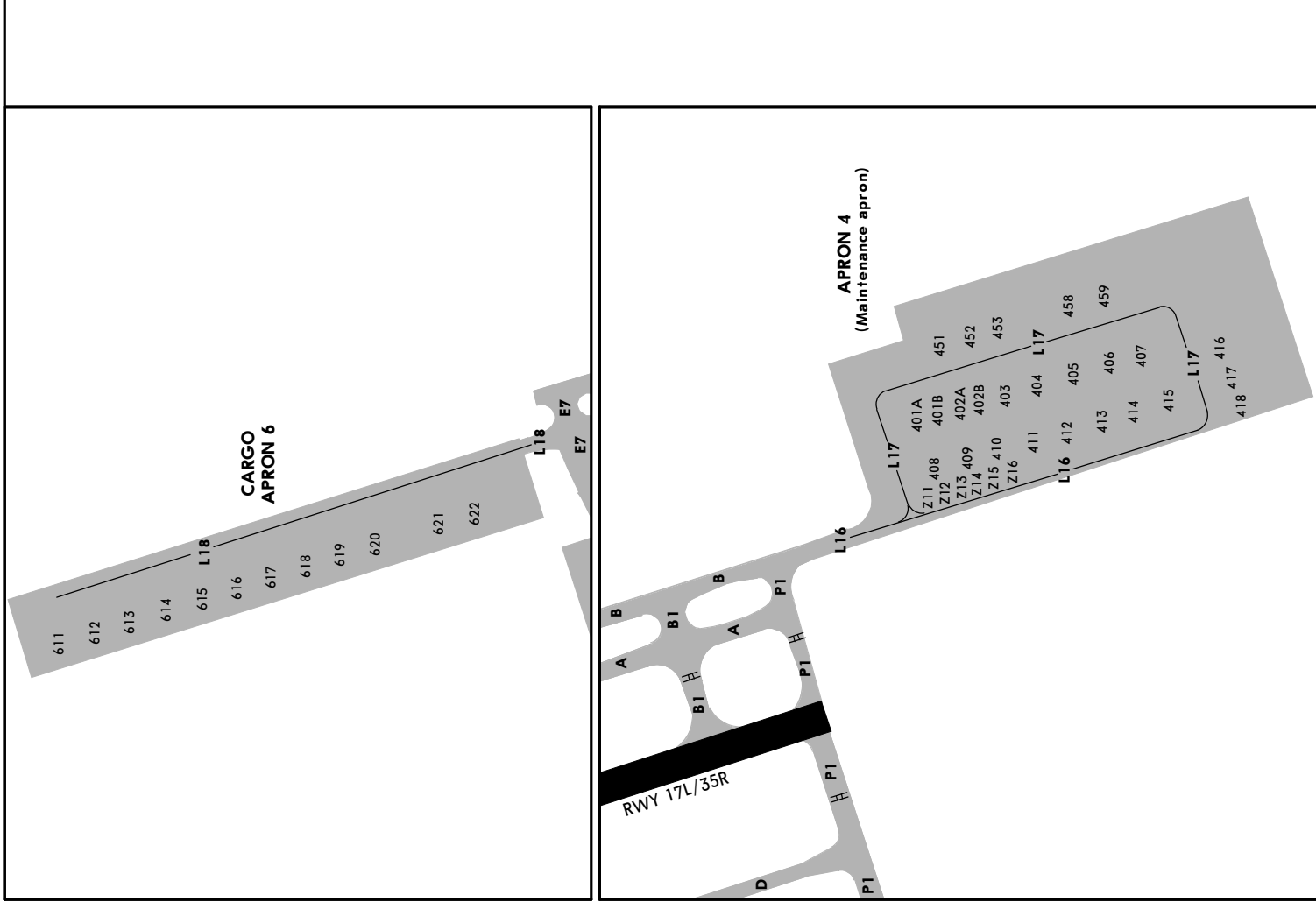
Proceed with extreme CAUTION when taxiing via Twy P6 into A.

Follow ATC instructions and Twy guidance signs to avoid Rwy incursion.

TAKE-OFF

	Rwys 17L/35R		All Rwys	
	LVP must be in force			
	HIRL and CL	RL and RCLM	RL	NIL (DAY only)
A				
B	RVR 200m	RVR 250m	RVR 400m	RVR 500m
C			VIS 800m	VIS 800m
D	RVR 250m	RVR 300m		





AIRCRAFT DOCKING GUIDANCE SYSTEM

Stop taxiing, marshalled by marshaller:

The aircraft must be identified at least 39’/12m (for stands 1 thru 29) or 59’/18m (for stands 50 thru 98) 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 (for stands 1 thru 29) or 59’/18m (for stands 50 thru 98) from the stop position, closing rate information is given.
39’/12m (for stands 1 thru 29) to 7’/2m 3’/1m steps
59’/18m (for stands 50 thru 98) to 7’/2m 0.7’/0.2m steps
Each 1.6’/0.5m 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 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 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 displays “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.

STRAIGHT-IN RWY		A	B	C	D
16	ILS	211'(200')	211'(200')	224'(213')	224'(213')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R600m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC ①	460'(449')	460'(449')	460'(449')	460'(449')
	<i>ALS out</i>	1800m	1800m	2000m	2200m
		1800m	1800m	2100m	2200m
17L	CAT 2 ILS	110'(100')	110'(100')	110'(100')	110'(100')
		RA102' R350m	RA102' R350m	RA102' R350m	RA102' R350m
	ILS	210'(200')	210'(200')	223'(213')	223'(213')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R600m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC ①	460'(450')	460'(450')	460'(450')	460'(450')
	<i>ALS out</i>	1800m	1800m	2000m	2200m
		1800m	1800m	2100m	2200m
	VOR ①	460'(450')	460'(450')	460'(450')	460'(450')
	<i>ALS out</i>	1800m	1800m	2000m	2200m
		1800m	1800m	2100m	2200m
17R	ILS	212'(200')	212'(200')	225'(213')	225'(213')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R600m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC ①	460'(448')	460'(448')	460'(448')	460'(448')
	<i>ALS out</i>	1800m	1800m	2000m	2200m
		1800m	1800m	2100m	2200m
34	ILS	211'(200')	211'(200')	224'(213')	224'(213')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R600m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC ①	500'(489')	500'(489')	500'(489')	500'(489')
	<i>ALS out</i>	2000m	2000m	2200m	2400m
		2000m	2000m	2300m	2400m
35L	ILS	212'(200')	212'(200')	225'(213')	225'(213')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R600m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC ①	500'(488')	500'(488')	500'(488')	500'(488')
	<i>ALS out</i>	2000m	2000m	2200m	2400m
		2000m	2000m	2300m	2400m

① Continuous Descent Final Approach.

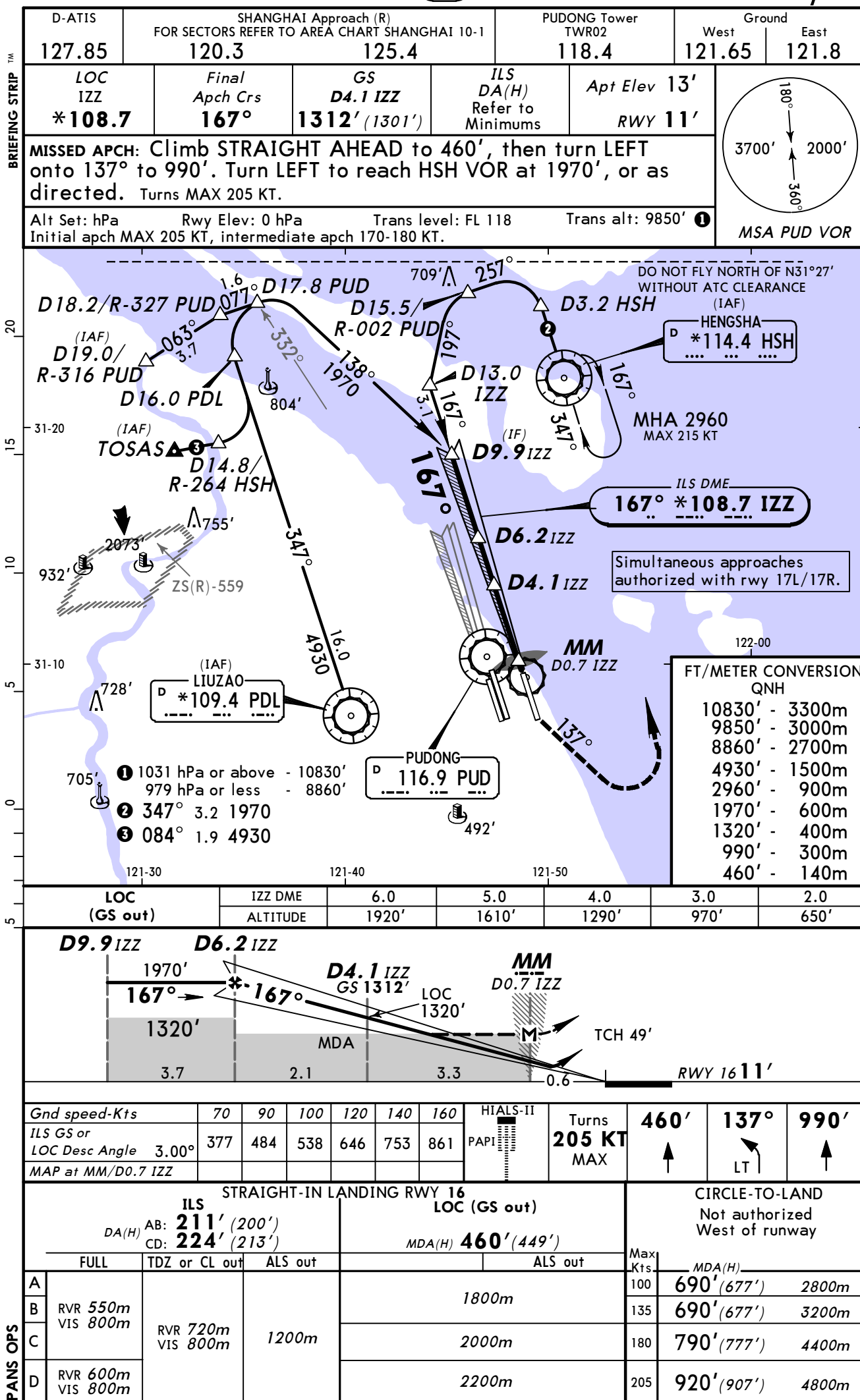
STRAIGHT-IN RWY		A	B	C	D
35R	CAT 2 ILS	110'(100') RA 102' R350m	110'(100') RA 102' R350m	110'(100') RA 102' R350m	110'(100') RA 102' R350m
	ILS	210'(200') R550m V800m	210'(200') R550m V800m	223'(213') R550m V800m	223'(213') R600m V800m
	FULL	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	Limited	1200m	1200m	1200m	1200m
	ALS out				
	LOC ①	500'(490') 2000m	500'(490') 2000m	500'(490') 2200m	500'(490') 2400m
	ALS out	2000m	2000m	2300m	2400m
	VOR ①	500'(490') 2000m	500'(490') 2000m	500'(490') 2200m	500'(490') 2400m
	ALS out	2000m	2000m	2300m	2400m

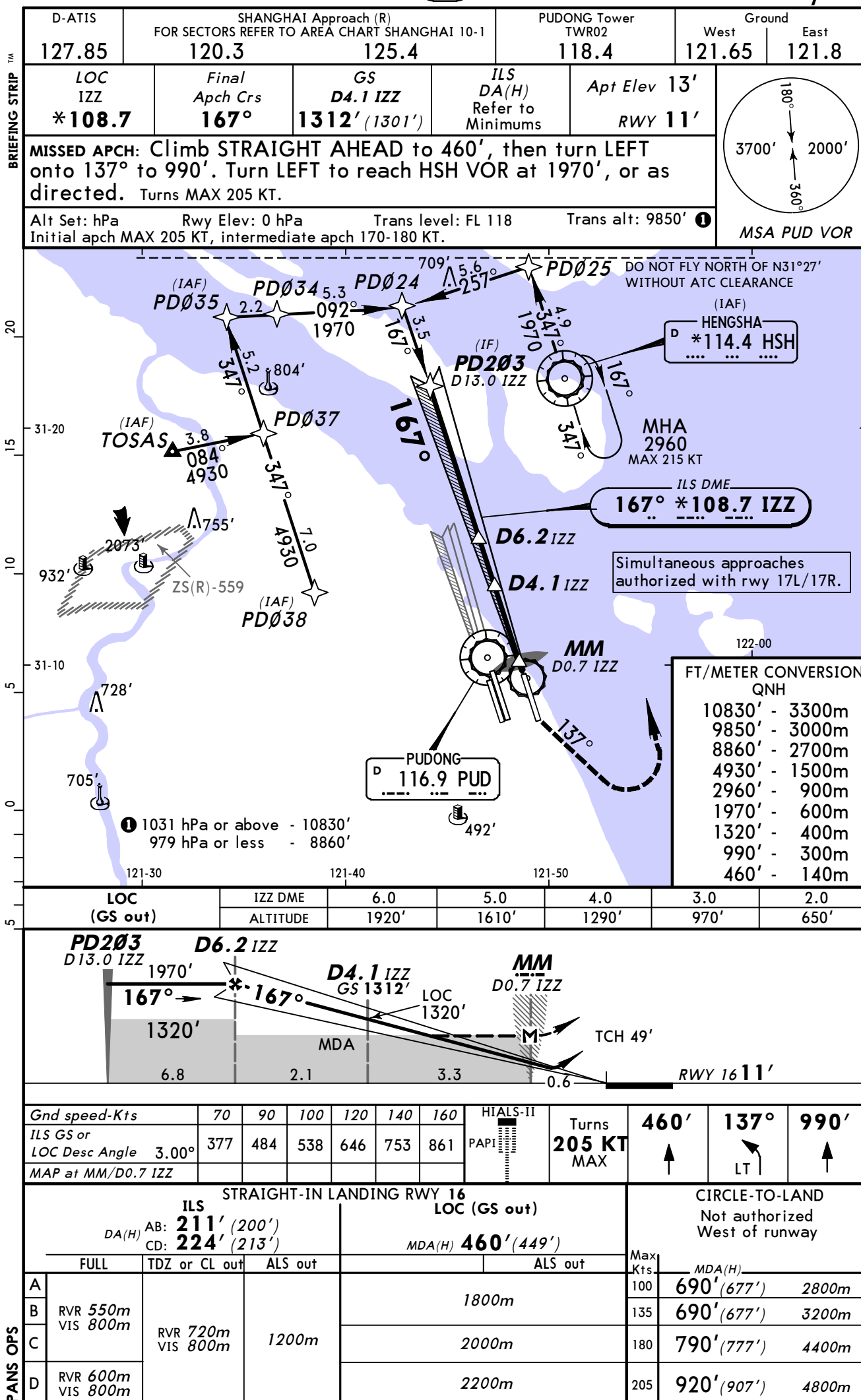
① Continuous Descent Final Approach.

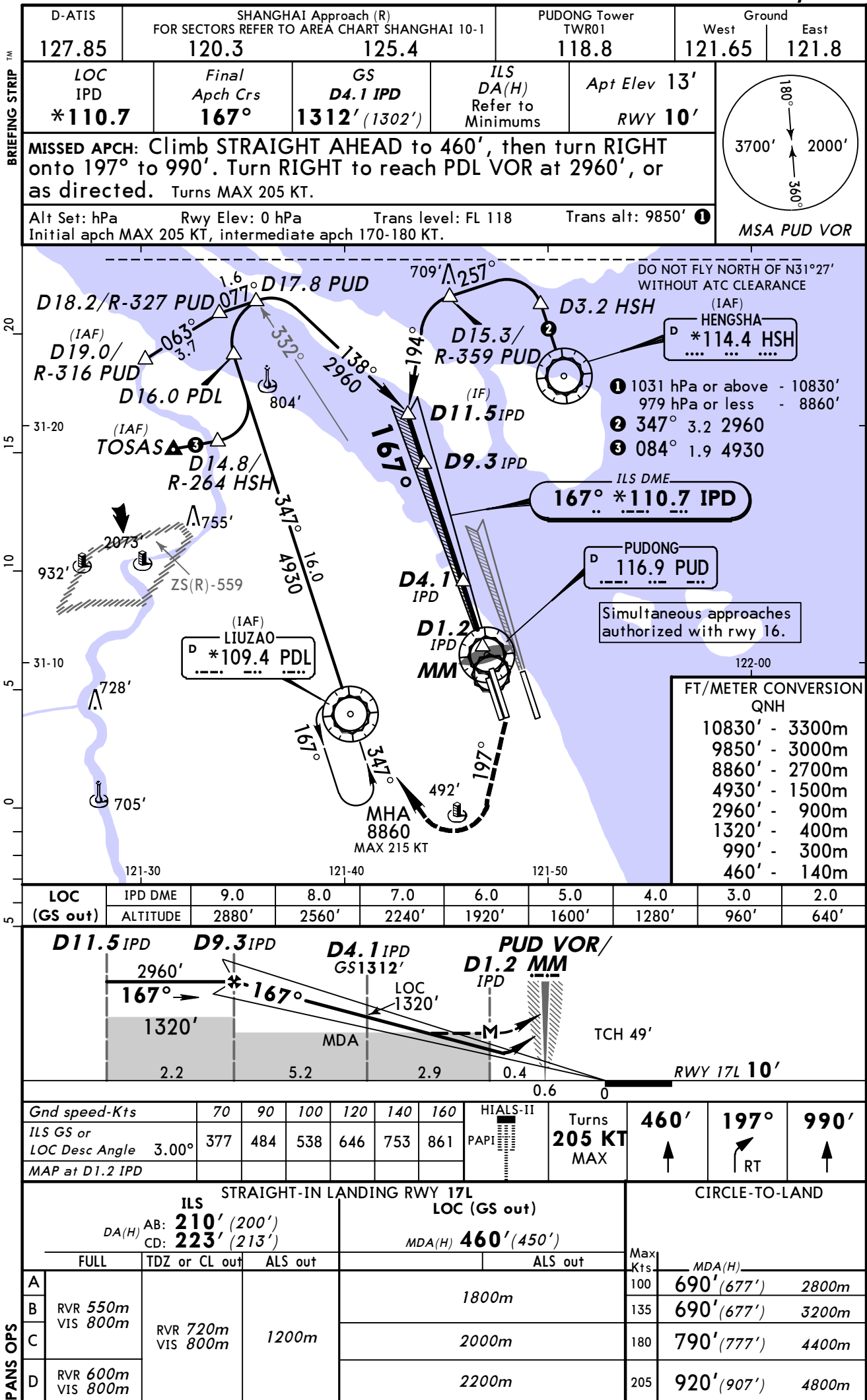
CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	690'(677') V2800m	690'(677') V3200m	790'(777') V4400m	920'(907') V4800m

② Rwy 16/34: Not authorized West of rwy.
 Rwy 17R/35L: Not authorized East of rwy.

TAKE-OFF RWY 16, 17L/R, 34, 35L/R			
	LVP must be in force		
	HIRL & CL	RL & RCLM	RL NIL (DAY only)
A			
B	R200m	R250m	R400m V800m
C			R500m V800m
D	R250m	R300m	





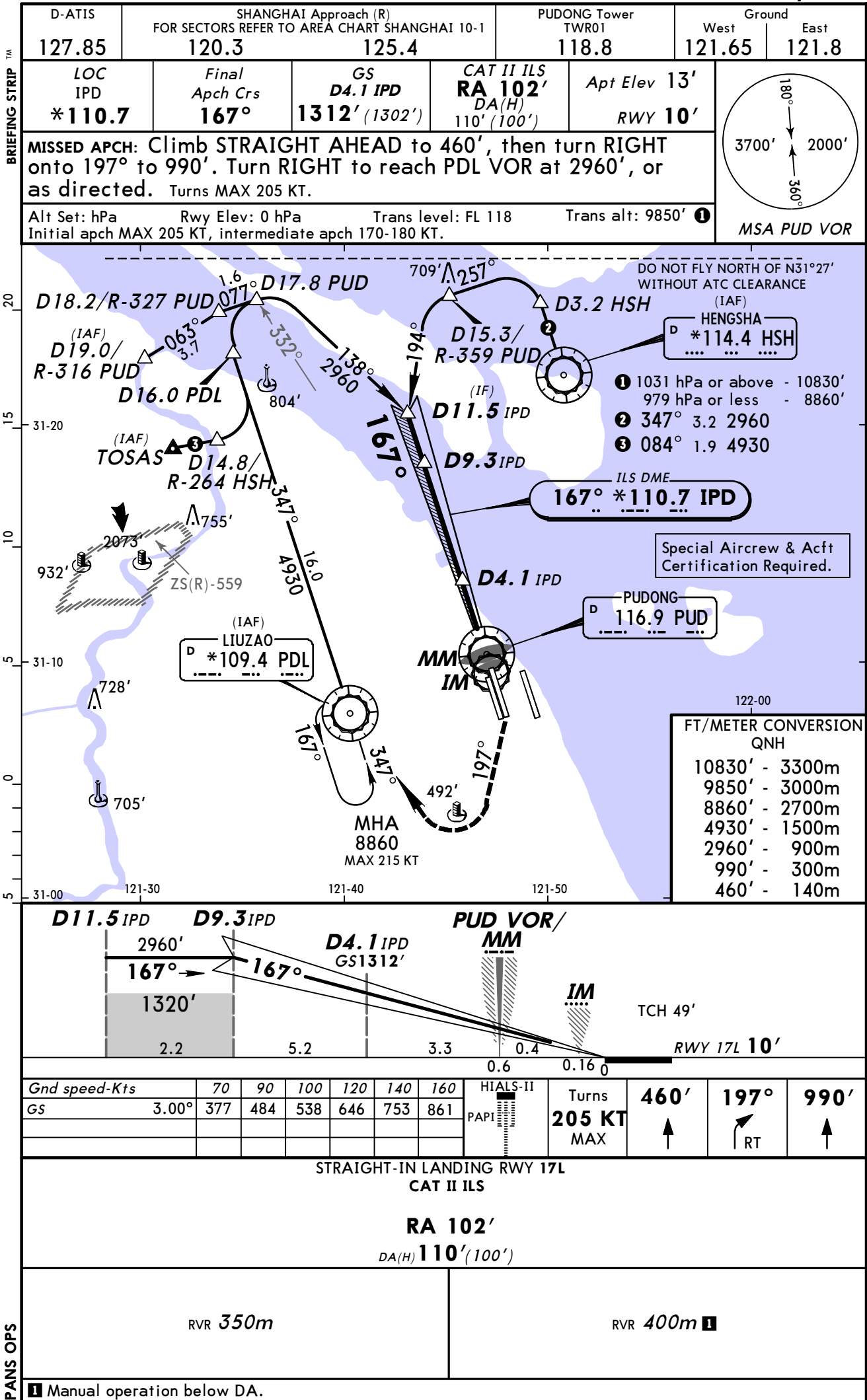


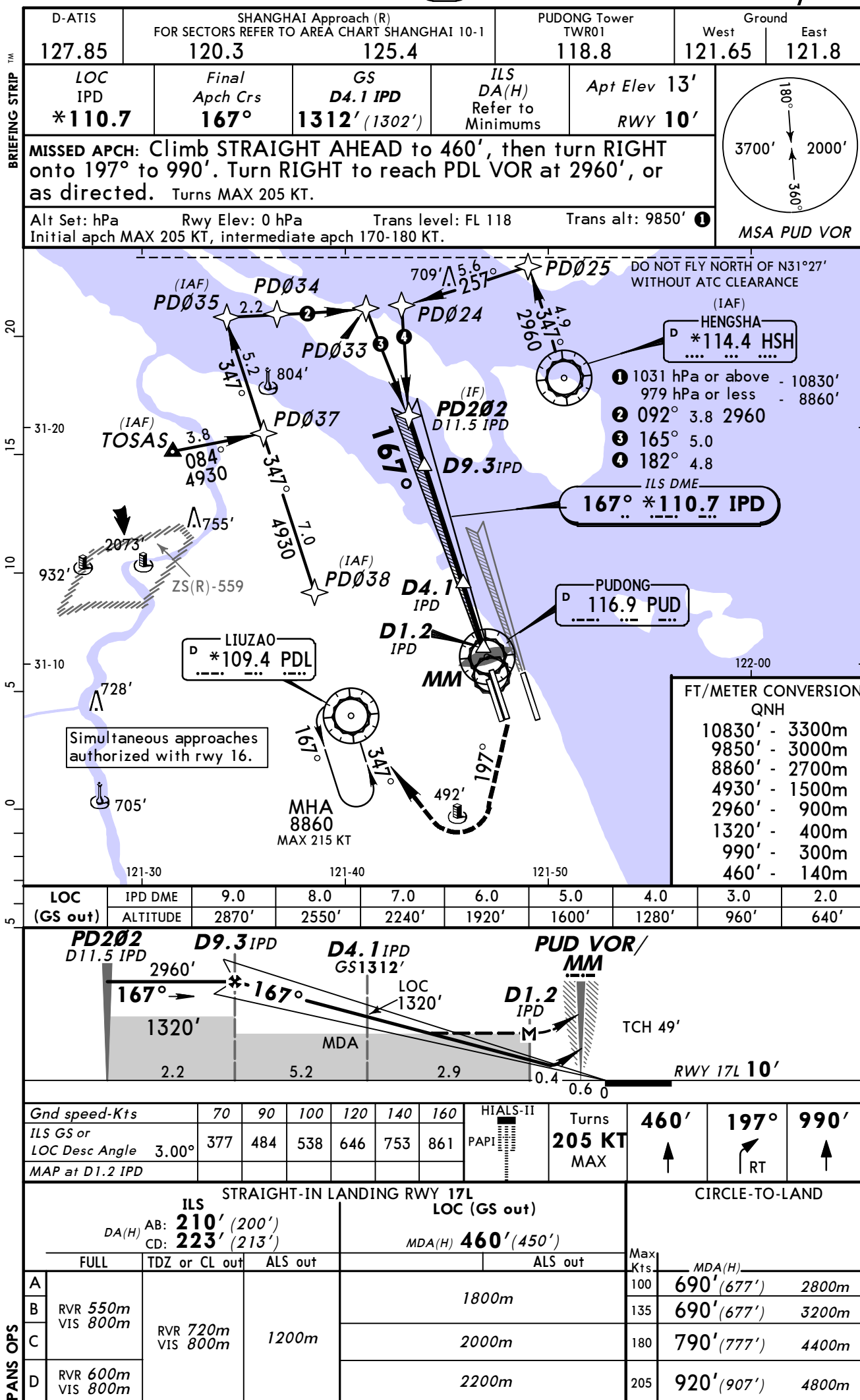
ZSPD/PVG
PUDONG

14 FEB 14

(21-3A)

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



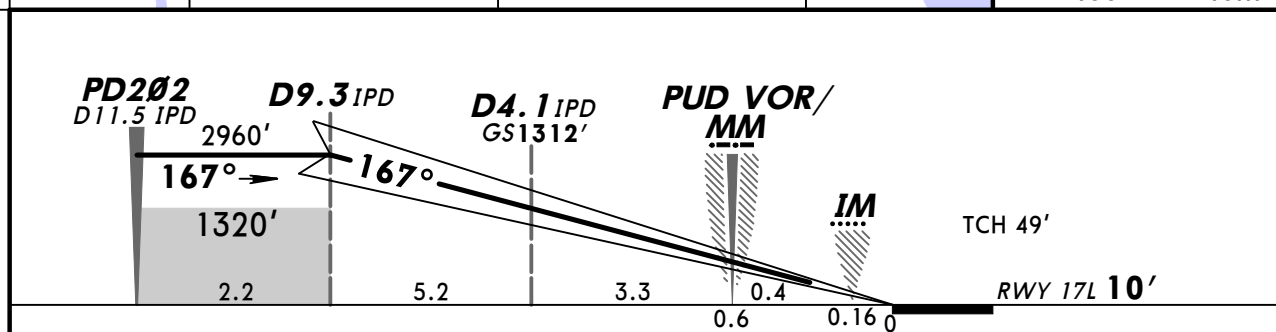
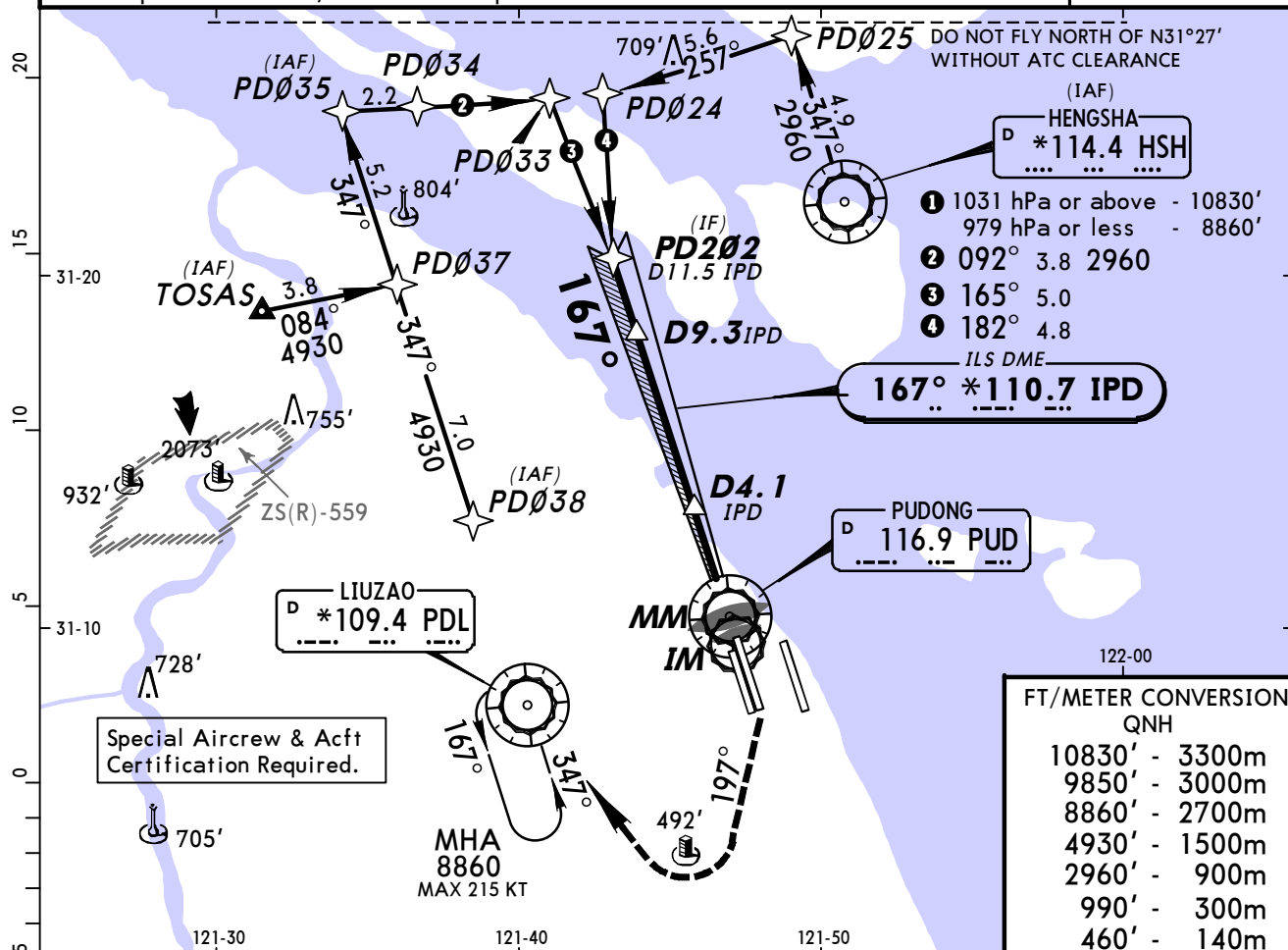


14 FEB 14 **JEPPESEN** SHANGHAI, PR OF CHINA
(21-4A) CAT II RNAV ILS DME Rwy 17L

21-4A

0 CAT II RNAV ILS DME Rwy 17L

D-ATIS		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		PUDONG Tower TWR01		Ground	
127.85		120.3 125.4		118.8		West East 121.65 121.8	
LOC IPD *110.7	Final Aptch 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 460', then turn RIGHT onto 197° to 990'. Turn RIGHT to reach PDL VOR at 2960', or as directed. Turns MAX 205 KT.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 118		Trans alt: 9850' ①		MSA PUD VOR
Initial aptch MAX 205 KT, intermediate aptch 170-180 KT.							

[illegible]

STRAIGHT-IN LANDING RWY 17L

CAT II ILS

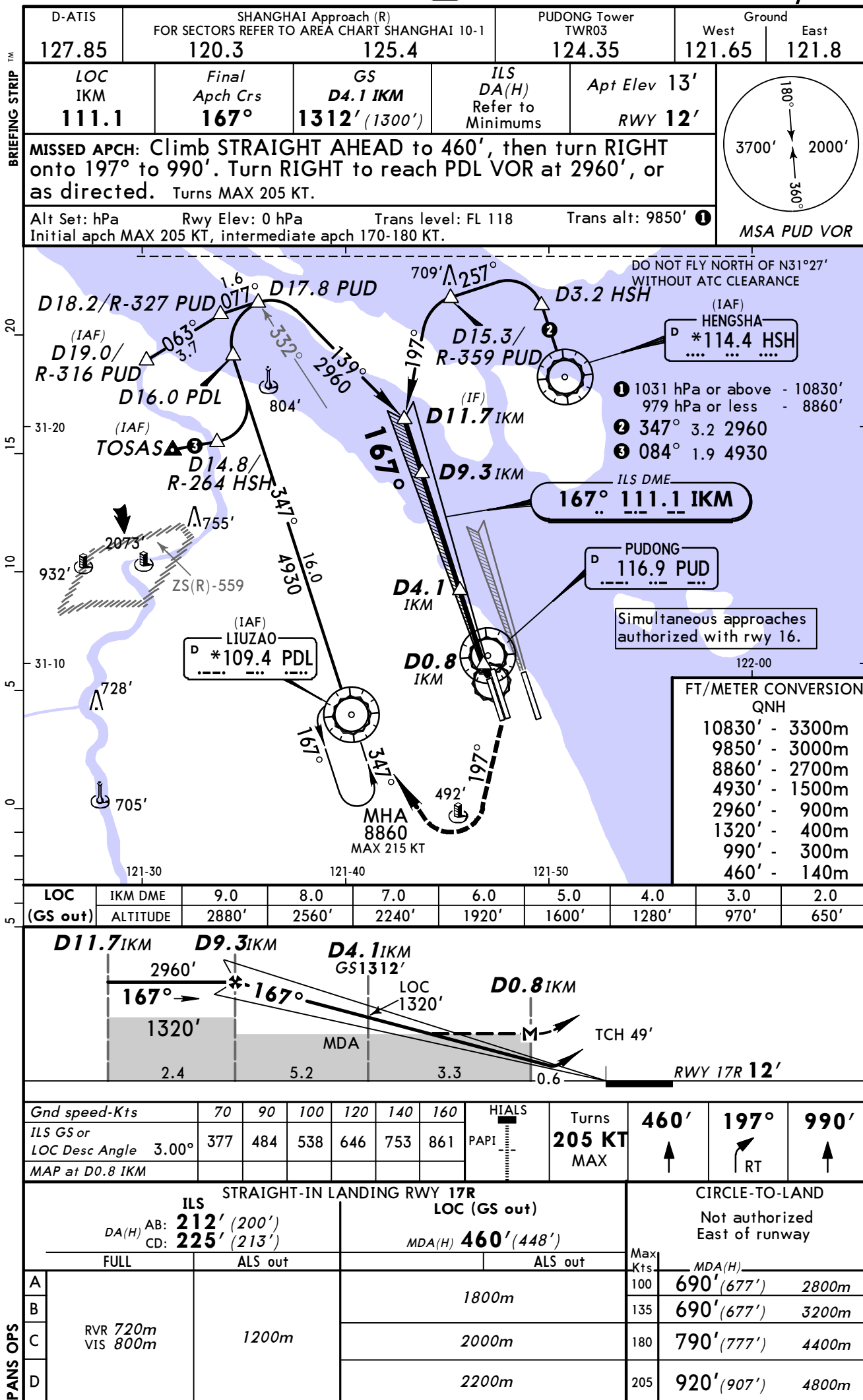
RA 102'

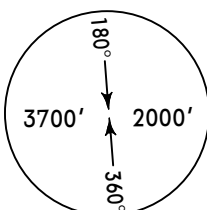
 $DA(H) \mathbf{110}'(100')$ RVR **350m**RVR **400m** **1**

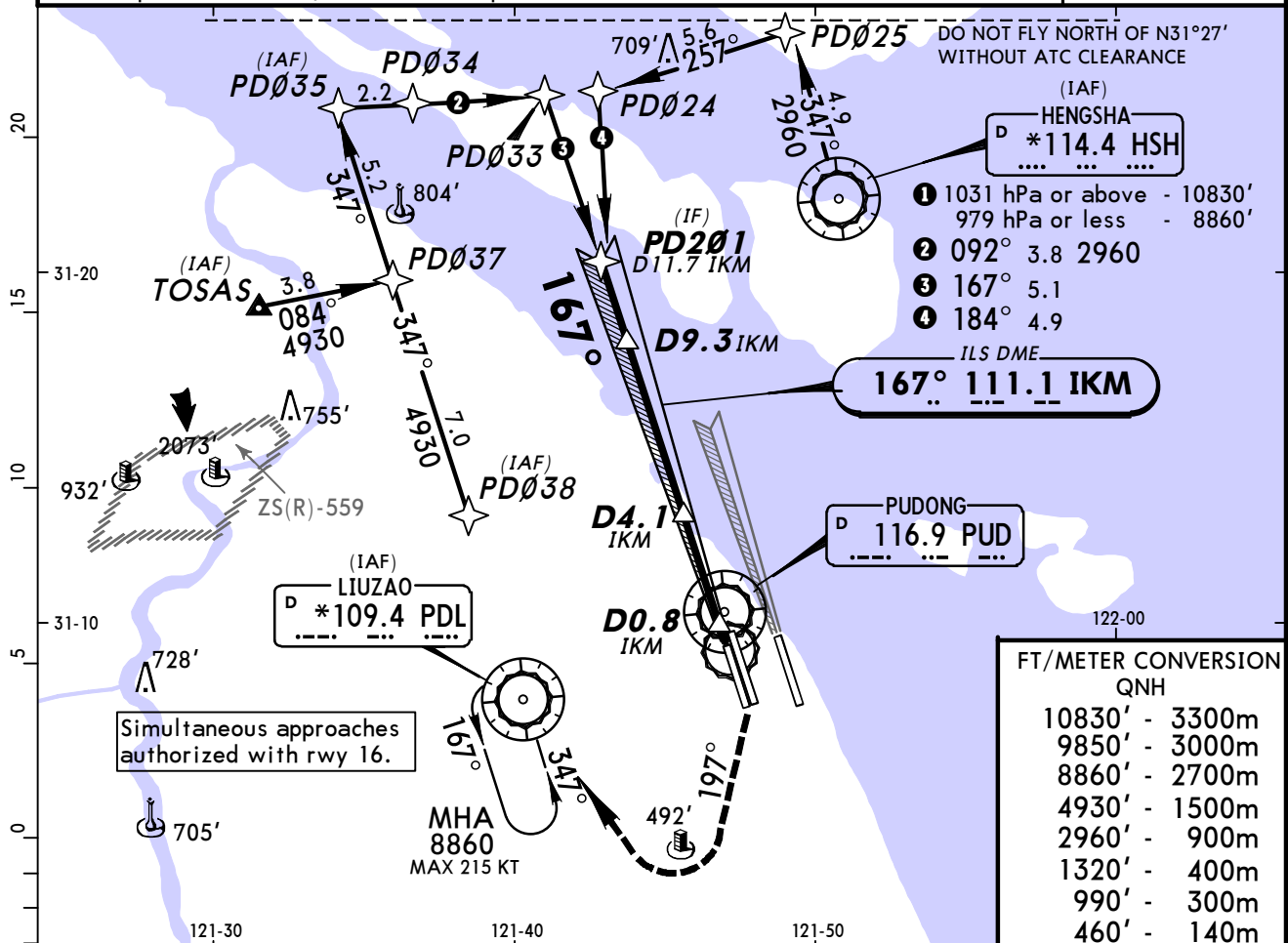
1 Manual operation below DA.

CHANGES: Tower frequency.

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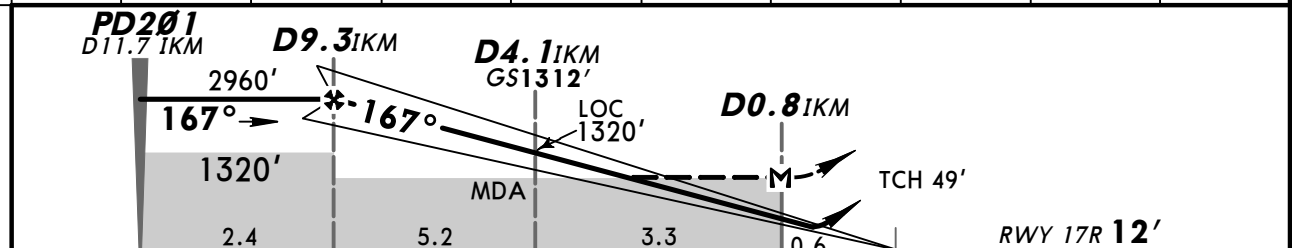


D-ATIS 127.85		SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 120.3 125.4		PUDONG Tower TWR03 124.35		Ground West 121.65 East 121.8				
LOC IKM 111.1		Final Apch Crs 167°		GS D4.1 IKM 1312' (1300')		ILS DA(H) Refer to Minimums		Apt Elev 13' RWY 12'		
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT onto 197° to 990'. Turn RIGHT to reach PDL VOR at 2960', or as directed. Turns MAX 205 KT.										
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA PUD VOR		
Initial apch MAX 205 KT, intermediate apch 170-180 KT.										



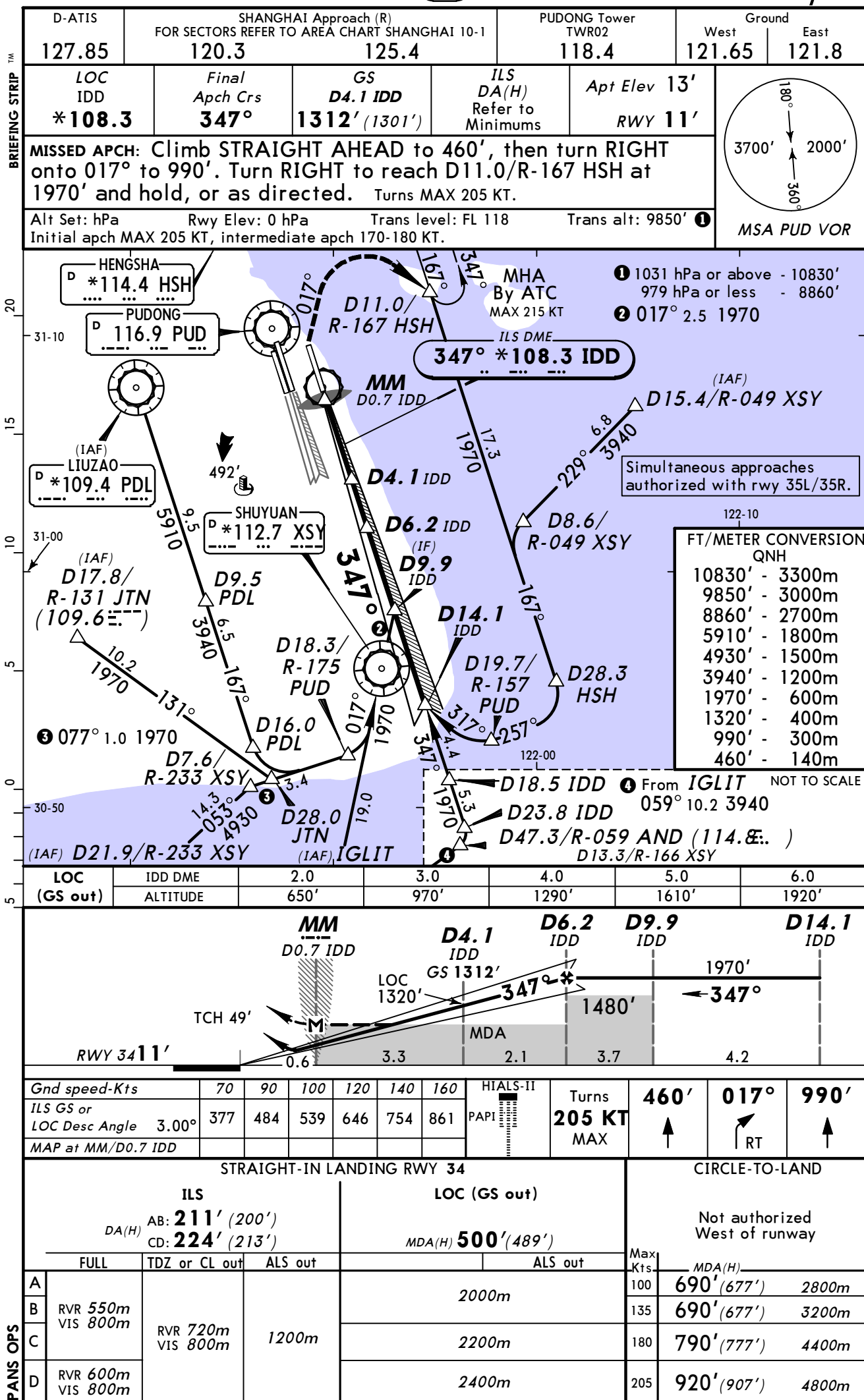
FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
2960'	900m
1320'	400m
990'	300m
460'	140m

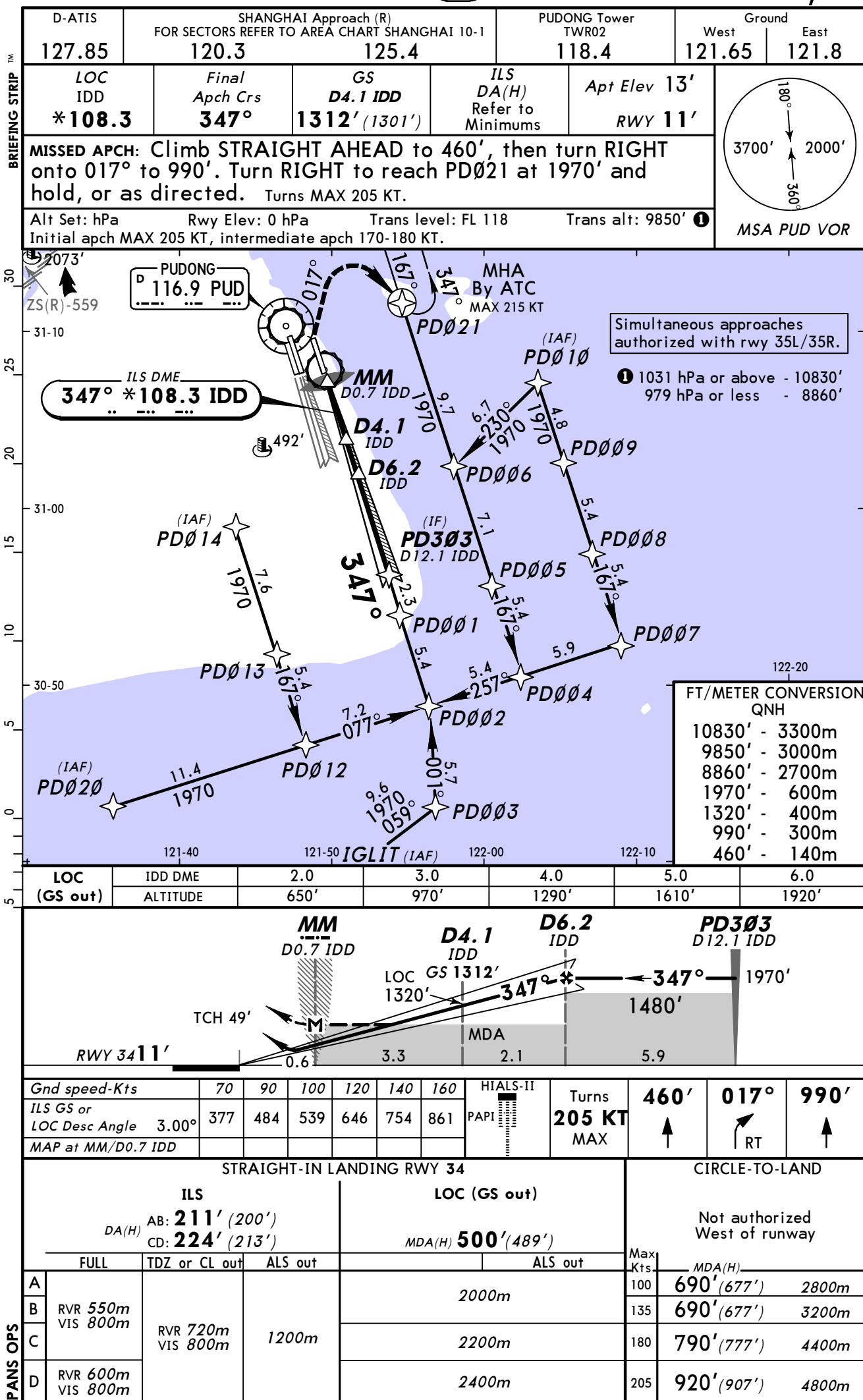
LOC (GS out)	IKM DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2880'	2560'	2240'	1920'	1600'	1280'	970'	650'

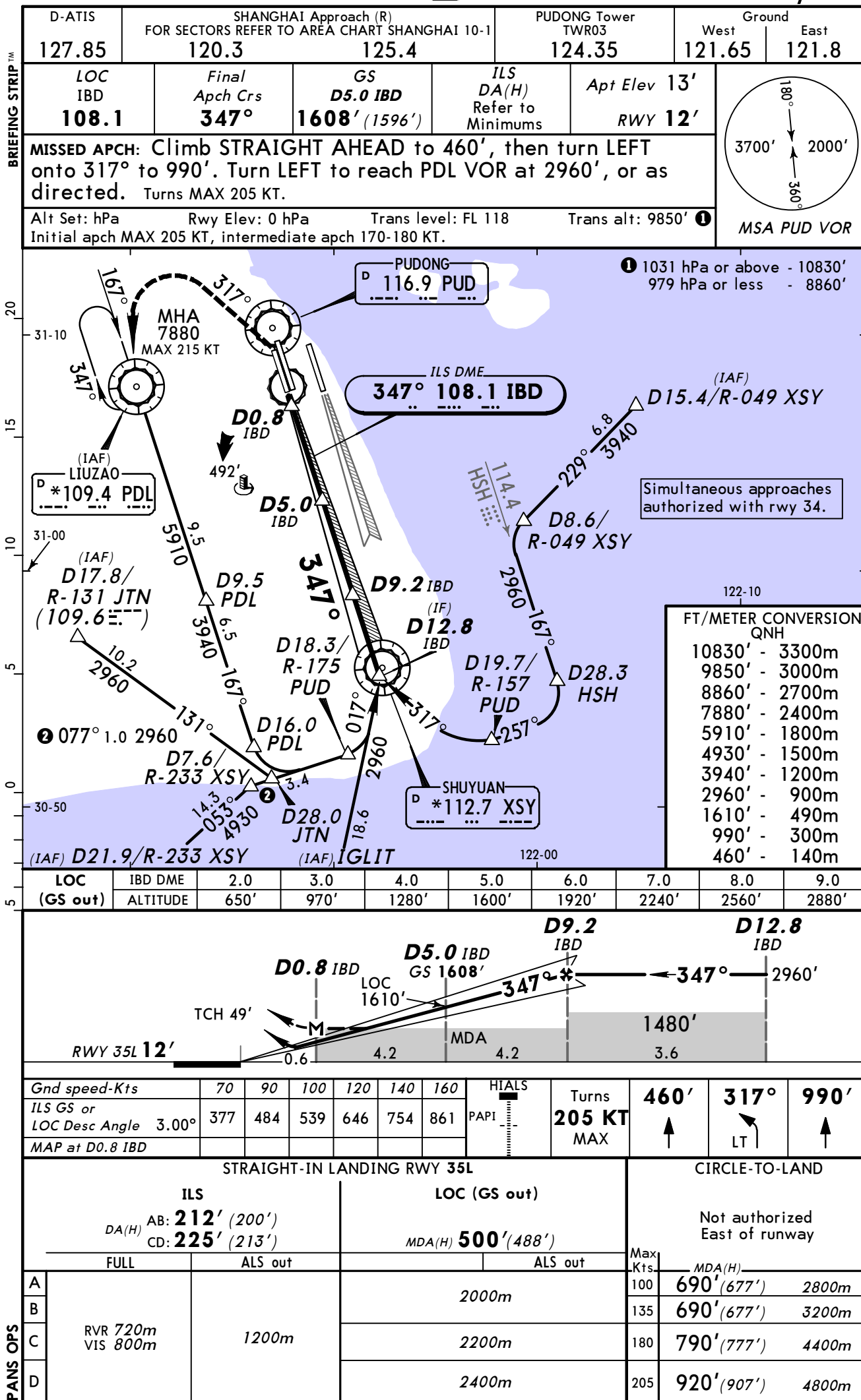


							0.0				
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI </				

STRAIGHT-IN LANDING RWY 17R						CIRCLE-TO-LAND	
ILS DA(H) AB: 212' (200') CD: 225' (213')			LOC (GS out) MDA(H) 460' (448')			Not authorized East of runway	
FULL		ALS out		ALS out		Max Kts	MDA(H)
A B C D	RVR 720m VIS 800m	1200m	1800m		100	690' (677')	2800m
			2000m		135	690' (677')	3200m
			2200m		180	790' (777')	4400m
					205	920' (907')	4800m





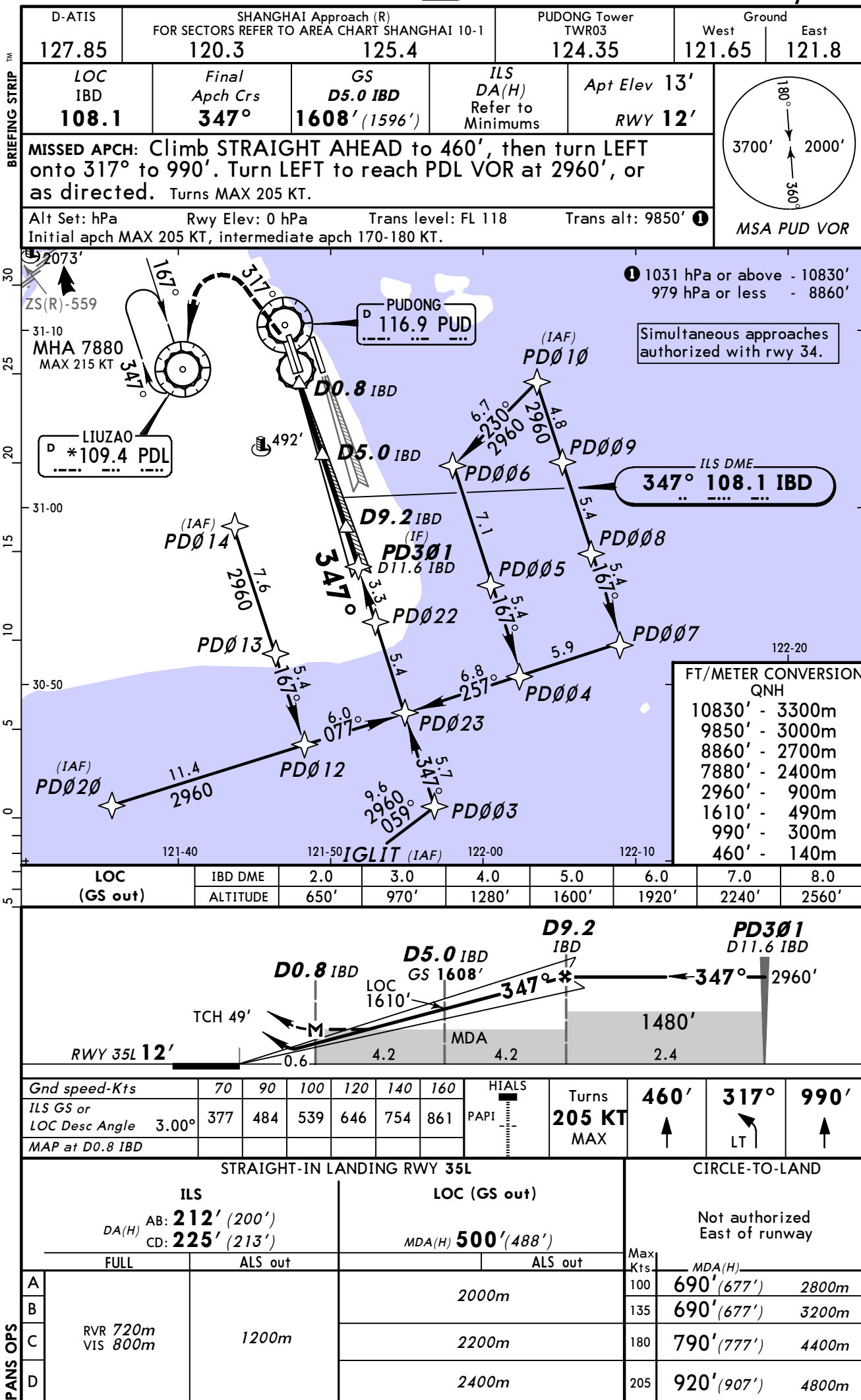


ZSPD/PVG
PUDONG

14 FEB 14

(21-10)

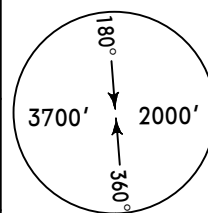
SHANGHAI, PR OF CHINA
RNAV ILS DME Rwy 35L



JEPPESSEN SHANGHAI, PR OF CHINA
14 MAR 14 (21-11) ILS DME Rwy 35R

ILS' DME Rwy 35R

BRIEFING STRIP™



MSA PUD VOR

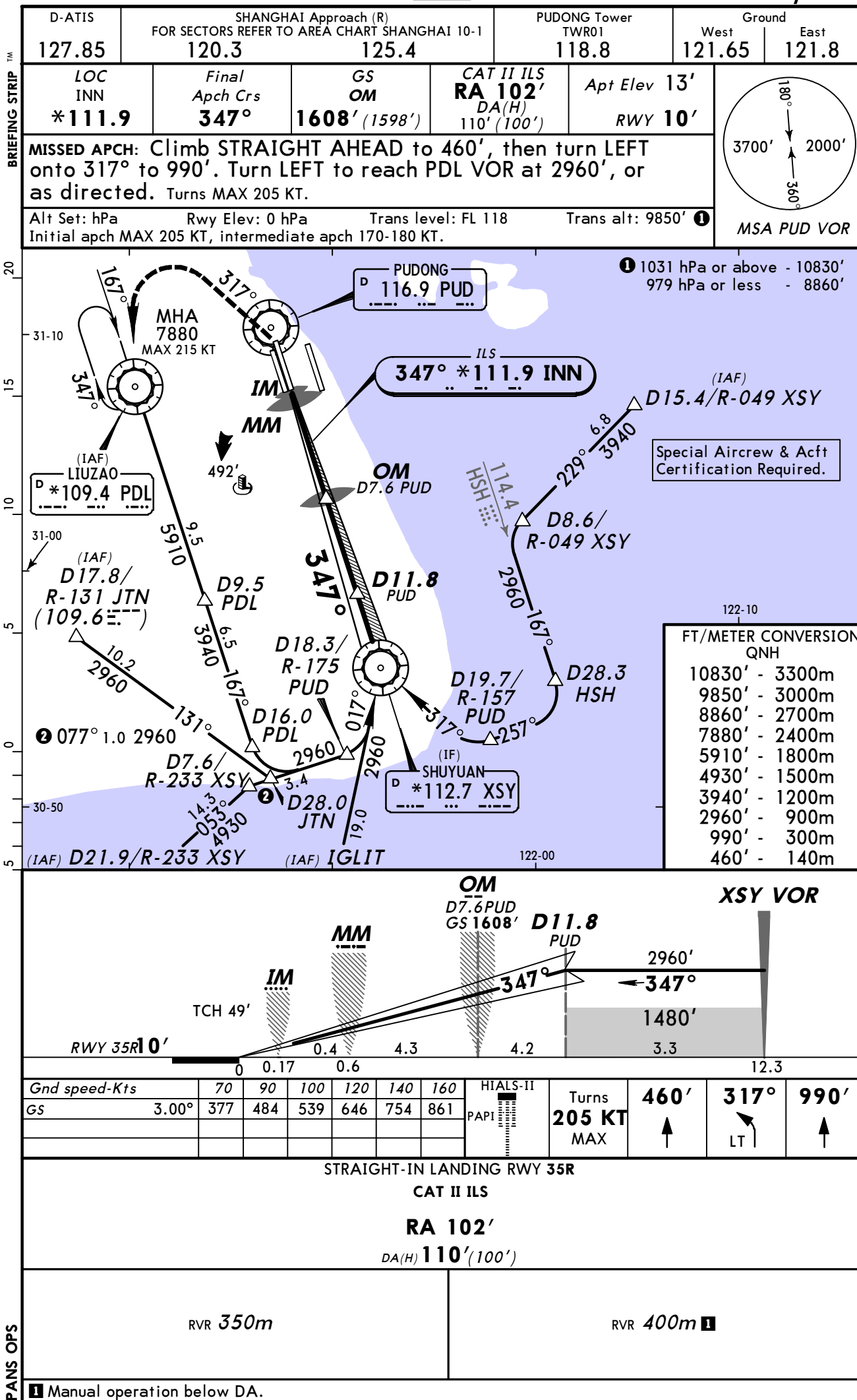


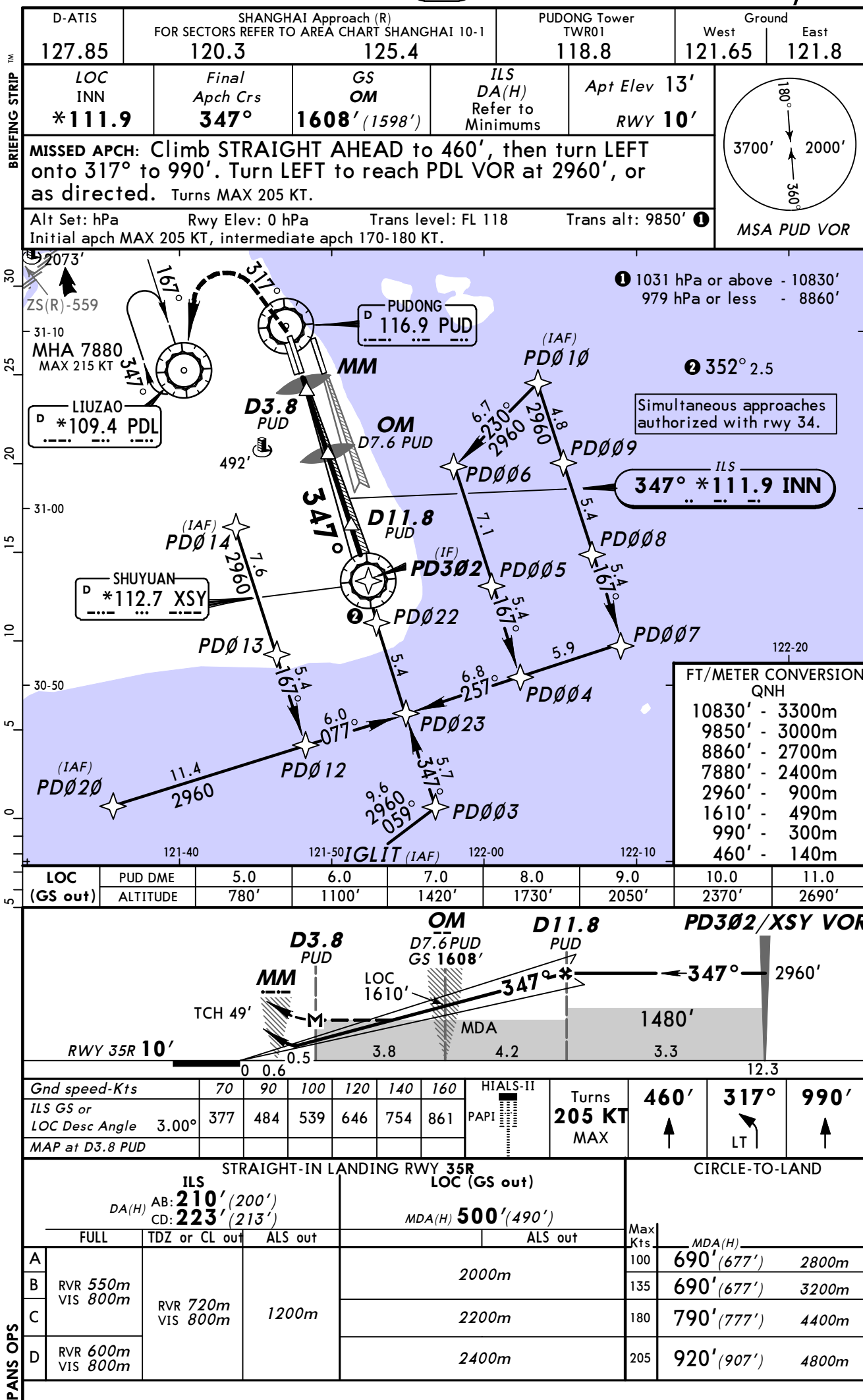
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1610'	- 490m
990'	- 300m
460'	- 140m



STRAIGHT-IN LANDING RWY 35R					CIRCLE-TO-LAND		
ILS DA(H) AB: 210' (200') CD: 223' (213')				LOC (GS out) MDA(H) 500' (490')			
FULL		TDZ or CL out	ALS out			Max Kts	MDA(H)
A						100	690' (677') 2800m
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	2000m		135	690' (677') 3200m
C				2200m		180	790' (777') 4400m
D	RVR 600m VIS 800m			2400m		205	920' (907') 4800m

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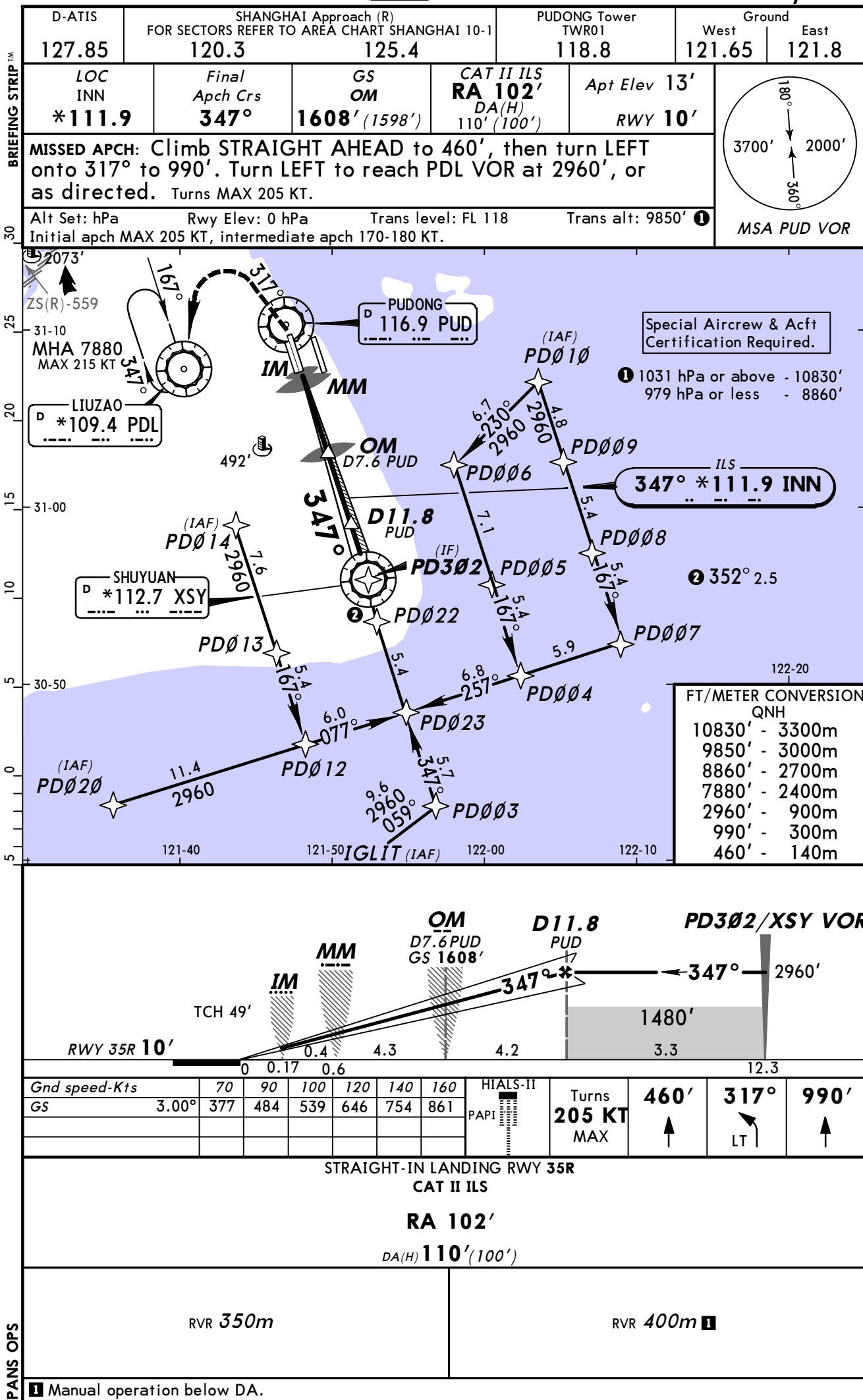


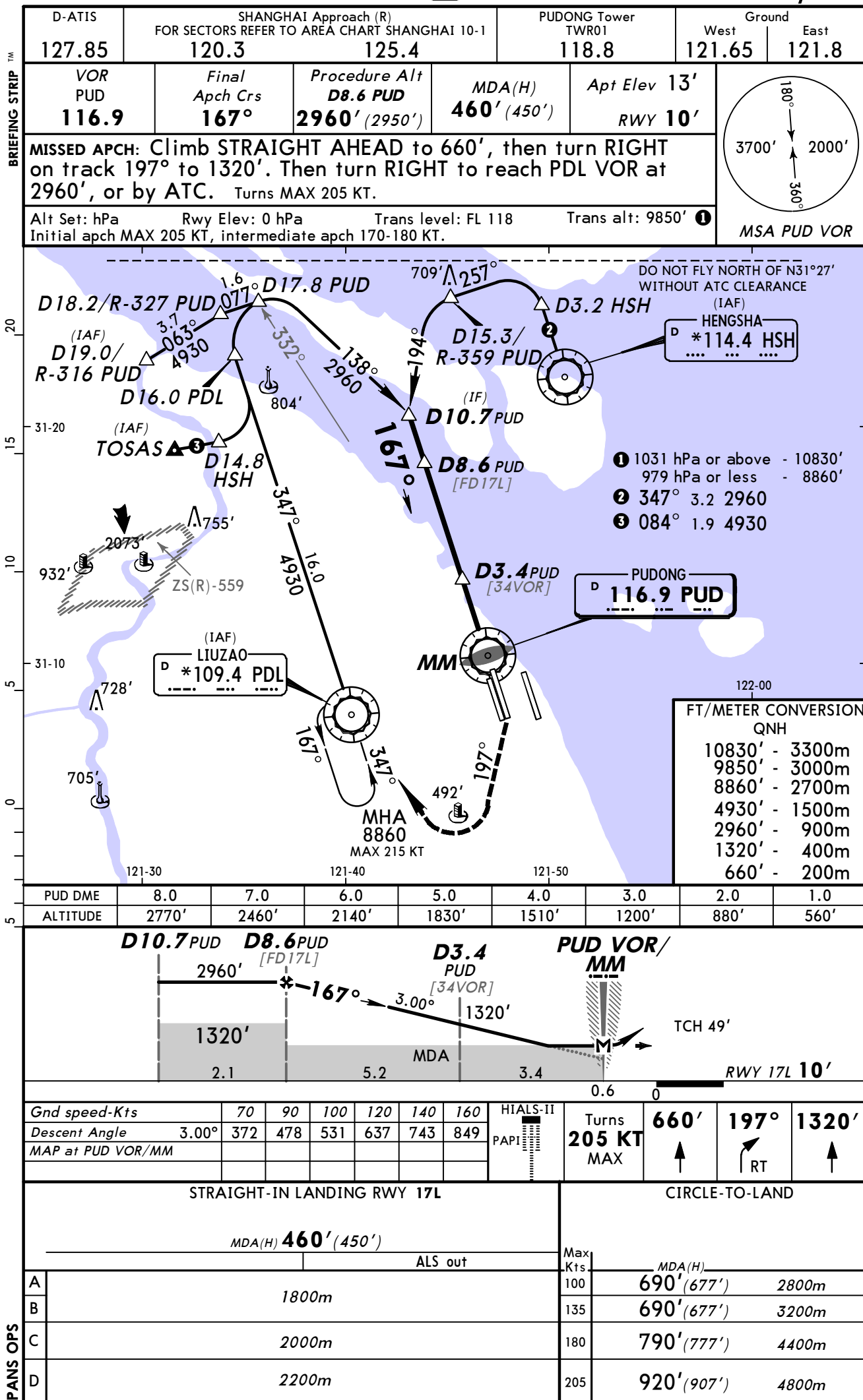
ZSPD/PVG
PUDONG

14 FEB 14

21-12A

SHANGHAI, PR OF CHINA
RNAV CAT II ILS DME Rwy 35R





SHANGHAI, PR OF CHINA
VOR DME Rwy 35R

BRIFFING STRIP™



PANS OPS

PAN

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Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SHANGHAI, (PUDONG - ZSPD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZSPD

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

121.7 is used as primary Ground frequency.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

SHANGHAI Approach frequencies 121.1 and 127.75MHz avbl.