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Terminal Charts For ZSPD
Revision Letter For Cycle 12-2025
Change Notices
Notebook

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General Information

Location: SHANGHAI CHN
ICAO/IATA: ZSPD / PVG
Lat/Long: N31° 08.7', E121° 47.6'
Elevation: 12 ft

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

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

Sunrise: 2049 Z
Sunset: 1059 Z

Runway Information

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

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

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

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

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

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

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

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

Communication Information

ATIS: 131.450
ATIS: 128.650 Non-English
ATIS: 127.850
Pudong Tower: 118.325 Secondary
Pudong Tower: 118.800
Pudong Tower: 118.725 Secondary
Pudong Tower: 124.350
Pudong Tower: 118.575
Pudong Tower: 118.400
Pudong Ground: 121.875
Pudong Ground: 121.800
Pudong Ground: 121.700
Pudong Ground: 121.625
Pudong Apron Ramp/Taxi: 121.975
Pudong Apron Ramp/Taxi: 121.650
Pudong Apron Ramp/Taxi: 122.125 Secondary
Pudong Apron Ramp/Taxi: 122.600
Pudong Apron Ramp/Taxi: 122.700
Pudong Clearance Delivery: 121.950
Pudong Clearance Delivery: 121.625 Secondary
Shanghai Approach: 125.400
Shanghai Approach: 125.625
Shanghai Approach: 119.075
Shanghai Approach: 119.200 Secondary
Shanghai Approach: 119.750 Secondary
Shanghai Approach: 120.300
Shanghai Approach: 120.650 Secondary
Shanghai Approach: 121.100
Shanghai Approach: 125.850
Shanghai Approach: 126.300

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Shanghai Approach: 126.650
Shanghai Approach: 127.750
Shanghai Approach: 128.050 Secondary
Shanghai Approach: 124.050 Secondary
Shanghai Approach: 123.800
Shanghai Approach: 121.375

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1. GENERAL

1.1. ATIS

D-ATIS 127.85
128.65 (Chinese)

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

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

1.3. LOW VISIBILITY OPERATION PROCEDURES (LVOP)

1.3.1. GENERAL

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

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

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

1.3.2. USE OF RWY

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

RWY 34L is usable for CAT IIIA ILS.

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

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

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

1.3.3. ARRIVING ACFT

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

1.3.4. TAXI ROUTES

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

Follow ATC instructions for practical taxi routes.

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

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

1.4. RWY OPERATIONS

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

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

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

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1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

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

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

Stand 23 only available for ACFT with wingspan less than 171'/52m, when A380 parked on stand 24.

When the ACFT of stands 64 and 80 is pushed back, the nosegear must not push over the push-back holding point.

When other ACFT are adjusted to stand 64, it must be towed to the stand with nose facing South, and it is not allowed to be pushed to the stand.

When other ACFT are adjusted to stand 80, it must be towed to the stand with nose facing North, and it is not allowed to be pushed to the stand.

Push-back required on stand 301 normally with nose facing North. When TWYA (TWY B8 exclusive) is closed, ACFT parked on stand 301 are required to push back with the nose facing South and start engines in this direction, when applying for push-back, the crew must notify the controller that "temporary occupation of TWY B8 is required during the push-back procedure", only after obtaining the controller's clearance, the crew can notify the ground maintenance personnel to commence the push-back.

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

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

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

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

180° turnaround on TWY is strictly forbidden.

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

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

1.5.2. GENERAL TWY LIMITS

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

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1. GENERAL

1.5.3. OPERATIONAL LIMITS FOR B747-8 ACFT

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

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

1.5.4. OPERATIONAL LIMITS FOR A340 ACFT

A340-600 ACFT should use Judgemental Oversteering Method when taxiing:
- on TWY A and turning West to TWYs P1, B1, B7, B8;
- on TWY B and turning East to TWYs B3-B6, P4-P6;
- on TWYs B1, B7, B8, P1 and entering TWY A from West to East;
- on TWY L17 and turning North to TWY L16;
- on TWY L16 and entering TWY L17 from North to South;
- at the intersection of TWYs B3-B6, P4-P6 and TWY L04.

1.5.5. APRON 4

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

1.5.6. APRON 5

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

1.5.7. APRONS 7 AND 8

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

1.5.8. SATELLITE APRON

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

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

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

1.5.9. HOLDING POINTS ON TWYs

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

1.5.10. HOLDING POINTS ON APRONS 7 AND 8

Apron holding points AH01 thru AH09 used for entering apron.
- AH01 thru AH03 and AH05 taxiing direction East to West.
- AH04 and AH06 thru AH09 taxiing direction South to North.

Holding points HP01 thru HP05 used for exiting apron.
- HP01 thru HP03 taxiing direction West to East.
- HP04 and HP05 taxiing direction North to South.

1.5.11. HOLDING POINTS ON SATELLITE APRON AND EASTERN APRON 5

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

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1. GENERAL

1.6. PARKING INFORMATION

1.6.1. GENERAL

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

Stands 1 thru 12, 14 thru 32, 50 thru 65, 67, 69, 71, 73, 75, 77, 79 thru 89, 91thru94, 97, 98, 101 thru 110, 112 thru 123, 125 thru 129, 131 thru 156, 158, 159, 161 thru 177 and 179 thru 190 equipped with visual docking guidance system.

On all stands push-back required.

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

Stand 418 available for fast engine run-ups.

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

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

1.6.2. RULES FOR ENTERING AND EXITING APRON

Apron	Stands	Entry by TWY	Exit by TWY
7 and 8	50 thru 54, 56, 58, 60, 62, 64	E7	E6
	55, 57, 59, 61, 63, 65, 806 thru 809	R6	E5
	67, 69, 71, 73, 75	R5	E5
	77, 79, 81, 83, 85, 87, 89, 91, 93, 810 thru 816	R5	R4
	95 thru 98	W7	W6
	80, 82, 84, 86, 88, 90, 92, 94	W5	W4
Satellite and Eastern 5	174 thru 177, 581 thru 584	E3	L24 face to North
	171 thru 173	E3	E2
	168 thru 170	E1	E2
	166, 167, 585, 586	E1	L24 face to South
	161 thru 165, 589, 590	R3	L24 face to South
Satellite and Western 5	112, 113, 501 thru 503	P3	L02 face to North
	114 thru 118, 504 thru 506	P2	L02 face to North
	119 thru 122, 507 thru 509	P2	L02 face to South
	123 thru 126	B2	L02 face to South
	510 thru 512	B2	B

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1. GENERAL

Satellite and Southern 5	127 thru 130, 157 thru 160	L19	L19
	131 thru 135, 137, 139, 567 thru 572	L21A	L20A
	141, 143	L21A-L20	L20A
	145	L21-L20	L20
	147, 149, 151 thru 156, 556 thru 560	L21	L20
Satellite and Northern 5	109 thru 111, 178 thru 180	L22	L22
	101 thru 108, 136, 138, 140, 561 thru 566	L26A	L25A
	142, 144	L26A-L25	L25A
	146	L26-L25	L25
	148, 150, 181 thru 190, 551 thru 555	L26	L25
1, 2 and CARGO 3	1 thru 10, 201 thru 204	P6	follow apron controllers instructions
	11, 12, 14 thru 17, 205 thru 207	P5	
	18 thru 22, 208 thru 211	P4	
	23 thru 32	B3	
	301 thru 308	P6 or B8	B7
6	611 thru 626	L18 face to North	E8

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

1.6.3. USE OF BOARDING BRIDGES

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

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

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

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

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

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1. GENERAL

1.7. FUEL DUMPING AREA

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

1.8. OTHER INFORMATION

1.8.1. GENERAL

Birds.

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

1.8.2. IFR FLIGHT PROCEDURES

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

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

1.8.3. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

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

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. WHEN AD IS NOT AVAILABLE

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

2.1.2. WITH ARRIVAL INSTUCTIONS RECIEVED

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

2.1.3. WITHOUT ARRIVAL INSTUCTIONS RECIEVED

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

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

2.3.1. GENERAL

Flight crew shall monitor Tower frequency until vacating RWY.

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

2.3.2. ILS OPERATIONS MODE

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

When landing to South:

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

When landing to North:

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

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2. ARRIVAL

2.4. TAXI PROCEDURES

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

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

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

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

2.5. OTHER INFORMATION

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

Parallel RWYs visual approach implemented at APT. Pilot shall control IAS and IAS shall be 180 KT when projected flight path distance to touchdown is 7NM. If speed requirement cannot be implemented, pilot shall inform ATC. Pilot shall obey flight rules of visual separation.

3. DEPARTURE

3.1. COMMUNICATION FAILURE PROCEDURES

3.1.1. GENERAL

Follow last Departure instruction.

3.1.2. WHEN DECIDING TO RETURN

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

3.1.3. RECOMMENDED START OF STAR

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

3.1.4. FUEL DUMPING

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

3.2. DE-ICING

3.2.1. RULES FOR DE-ICING

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

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

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3. DEPARTURE

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

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

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

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

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

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

Departing ACFT can apply to the delivery maintenance for implementing push-back and start-up procedure, which means to start up the inside engines (in idle power) when pushing back. ACFT with APU failure is not subject to this restriction.

The following ACFT and stands are prohibited from implementing the push-back and start-up procedure:

- A380;
- Apron 4, stands Z11 thru Z16, Z21 thru Z26, Z31 thru Z38 of Cargo apron 3, stands 102, 133, 134, 153 of Satellite apron.

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

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

3.4. NOISE ABATEMENT

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

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

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ZSPD/PVG
PUDONG

11 APR 25
Eff 16 Apr 1600Z

JEPPESEN
20-1R

SHANGHAI, CHINA
RADAR MINIMUM ALTITUDES

SHANGHAI Approach (R)

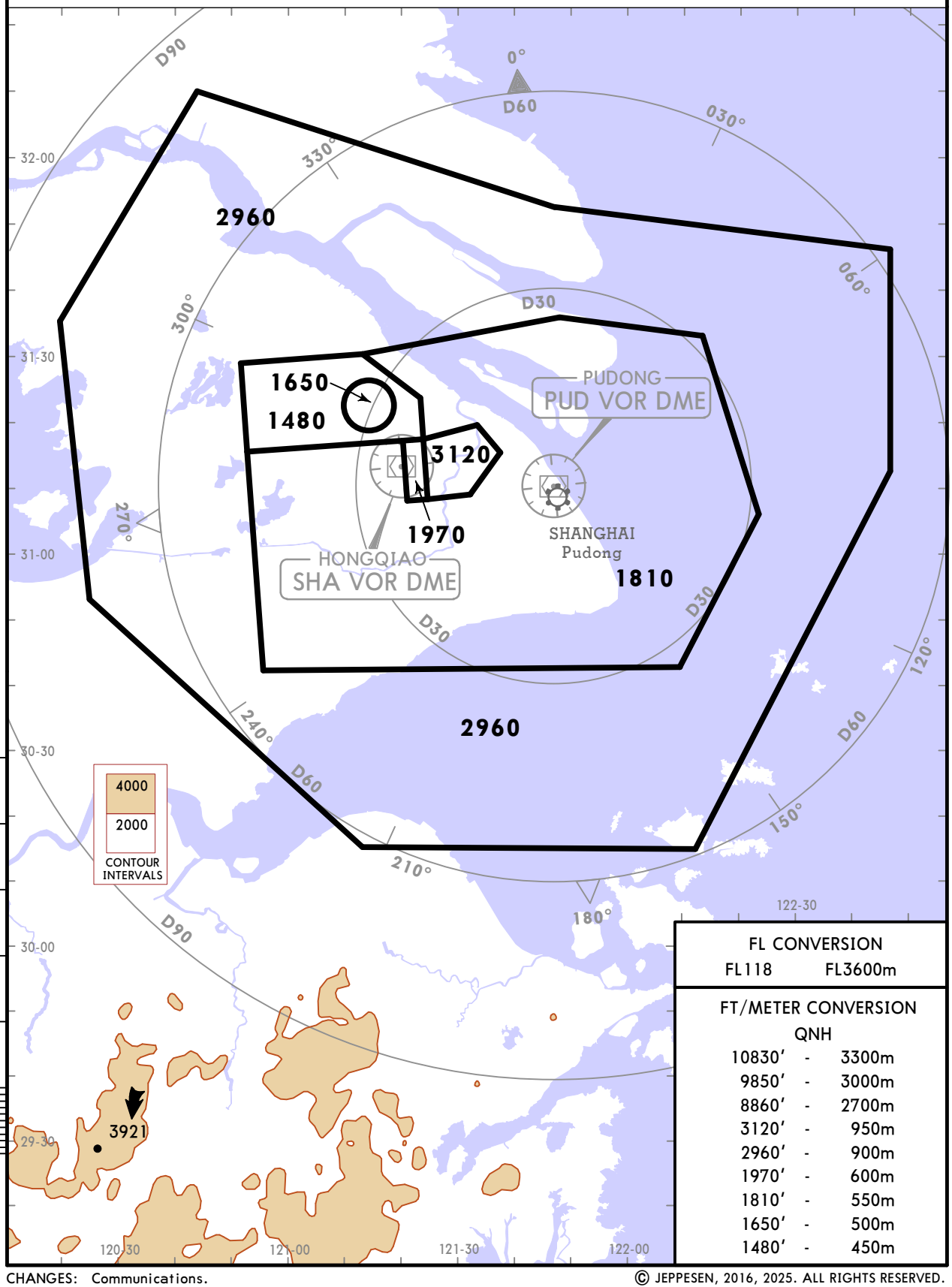
APPØ1* 120.3	APPØ2 125.4	APPØ3* 125.85	APPØ4* 123.8
APPØ5 126.65	APPØ6* 126.3	APPØ7* 121.1	APPØ8* 127.75
APPØ9* 121.375	APP1Ø* 125.625	APP11* 119.075	APP12* 119.975

Apt Elev
12

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

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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



FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH

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

CHANGES: Communications.

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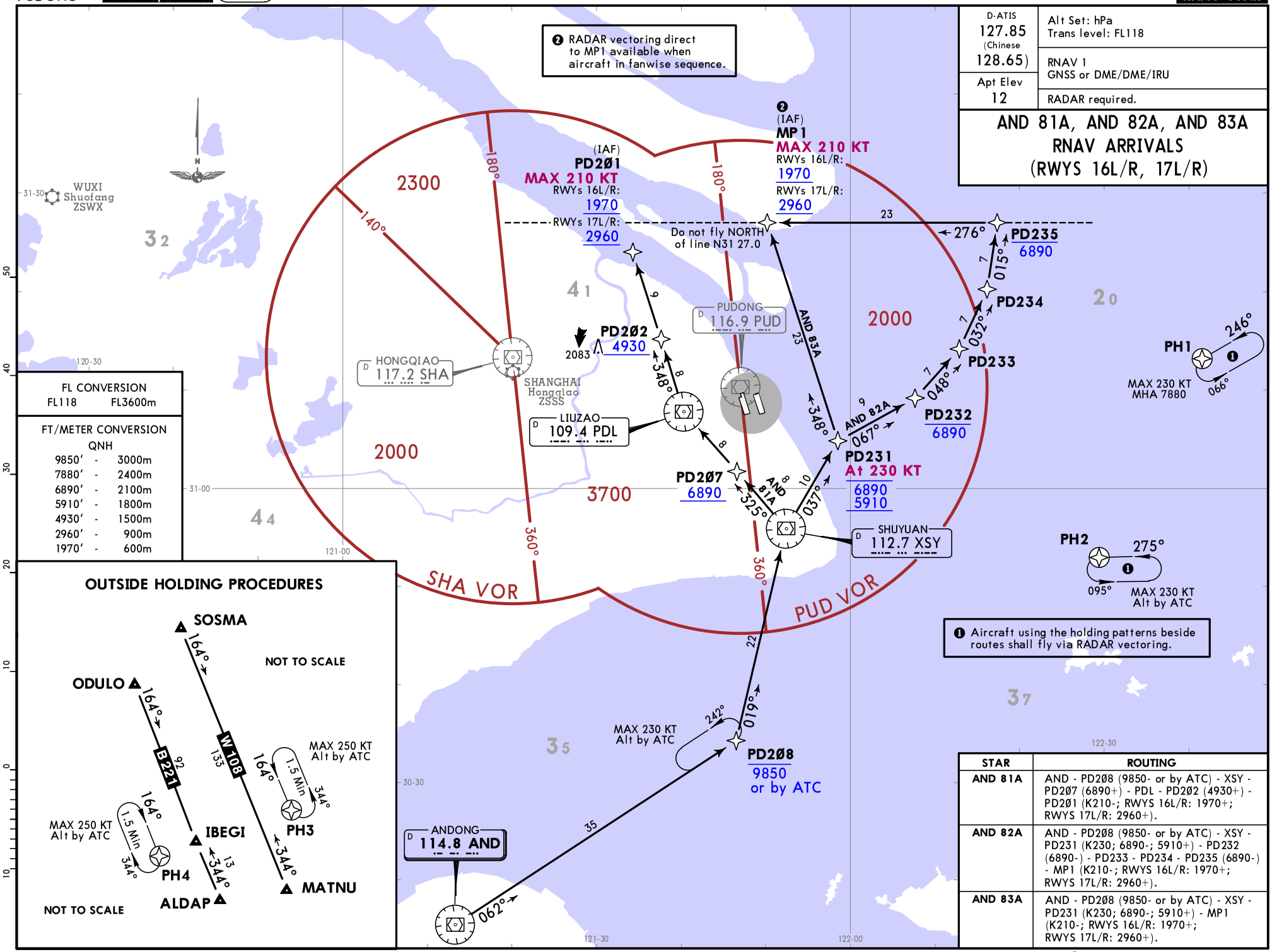
D-ATIS	
127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

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



FL CONVERSION	
FL118	FL3600m

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

OUTSIDE HOLDING PROCEDURES

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

CHANGES: Communications; PBN navspec.

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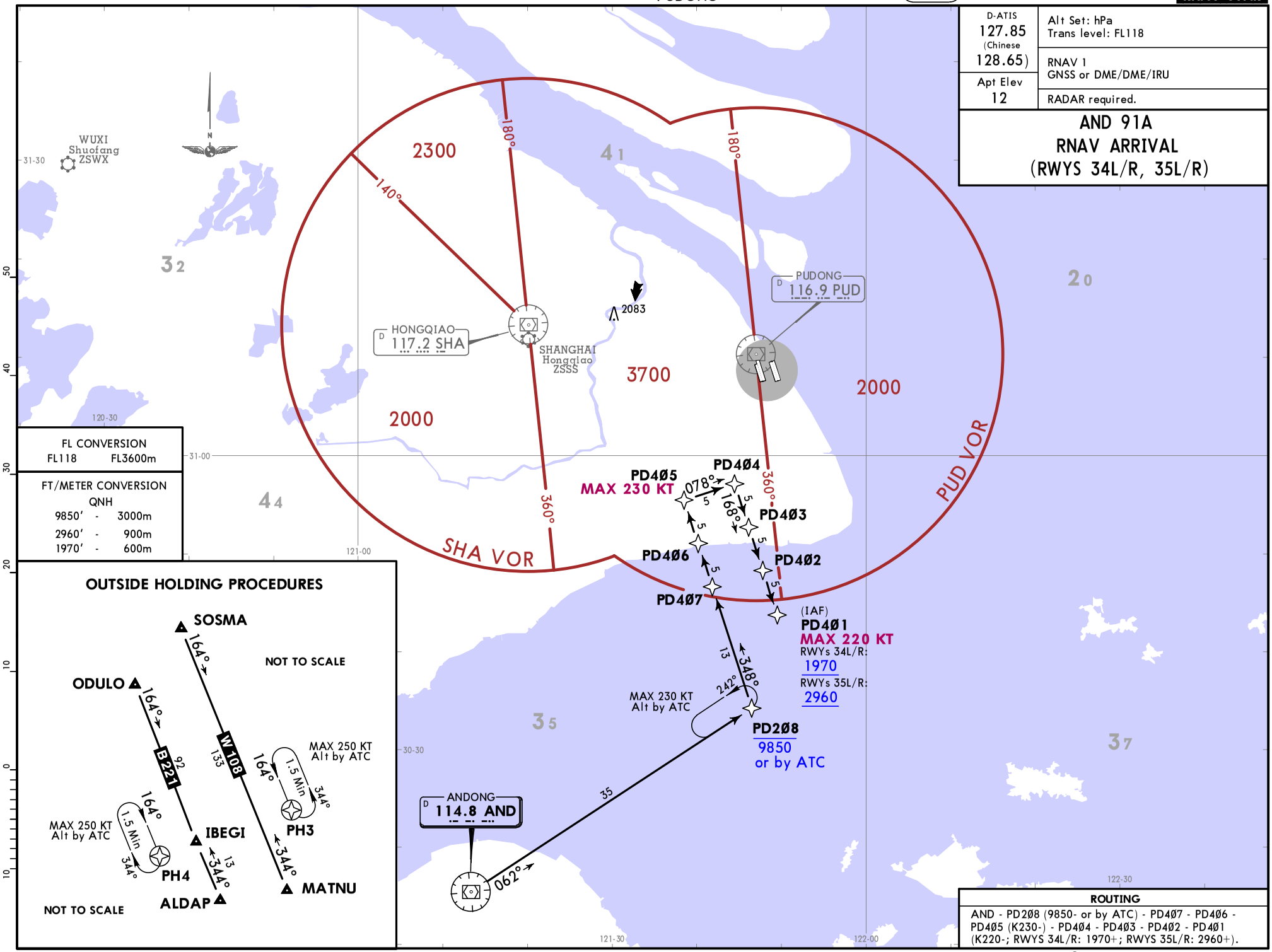
D-ATIS 127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
Apt Elev 12	RNAV 1 GNSS or DME/DME/IRU
	RADAR required.

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



CHANGES: Communications; PBN navspec.

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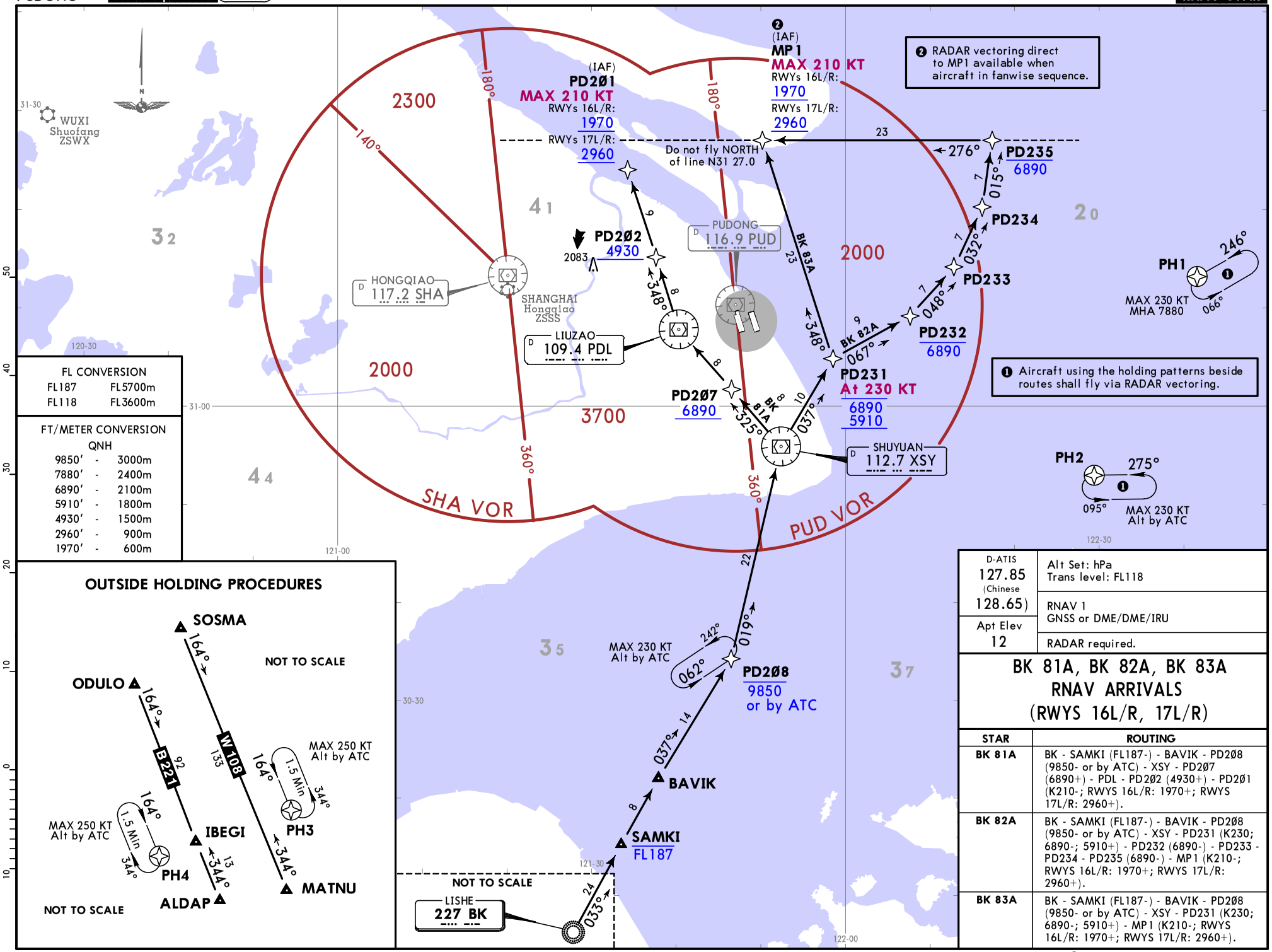

FL CONVERSION	
FL187	FL5700m
FL118	FL3600m

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

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

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

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

CHANGES: Communications; PBN navspec.

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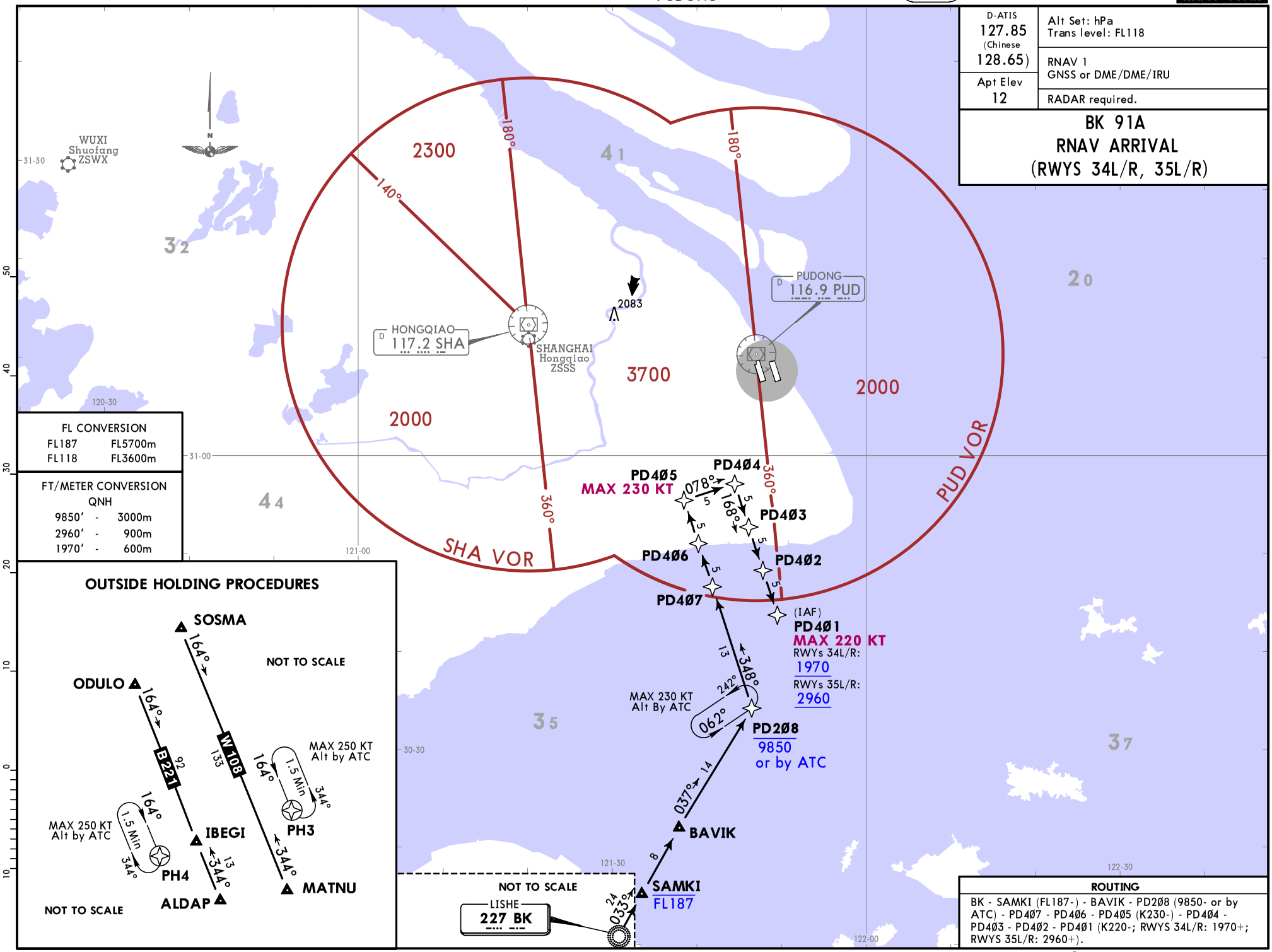
D-ATIS 127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
Apt Elev 12	RNAV 1 GNSS or DME/DME/IRU
	RADAR required.

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



ROUTING

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

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SHANGHAI, PR OF CHINA

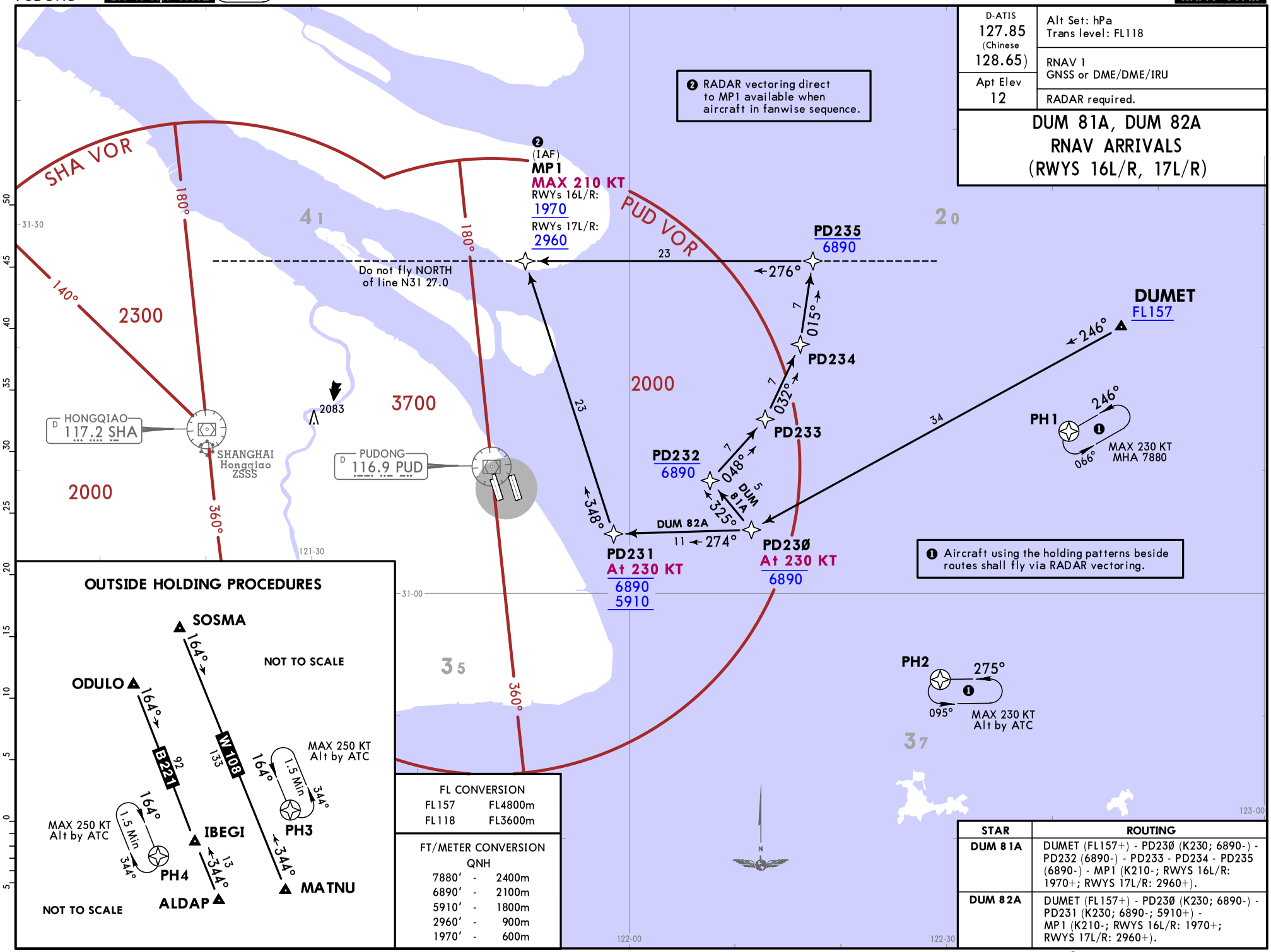
RNAV STAR

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

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

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

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



OUTSIDE HOLDING PROCEDURES

FL CONVERSION	
FL157	FL4800m
FL118	FL3600m

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

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

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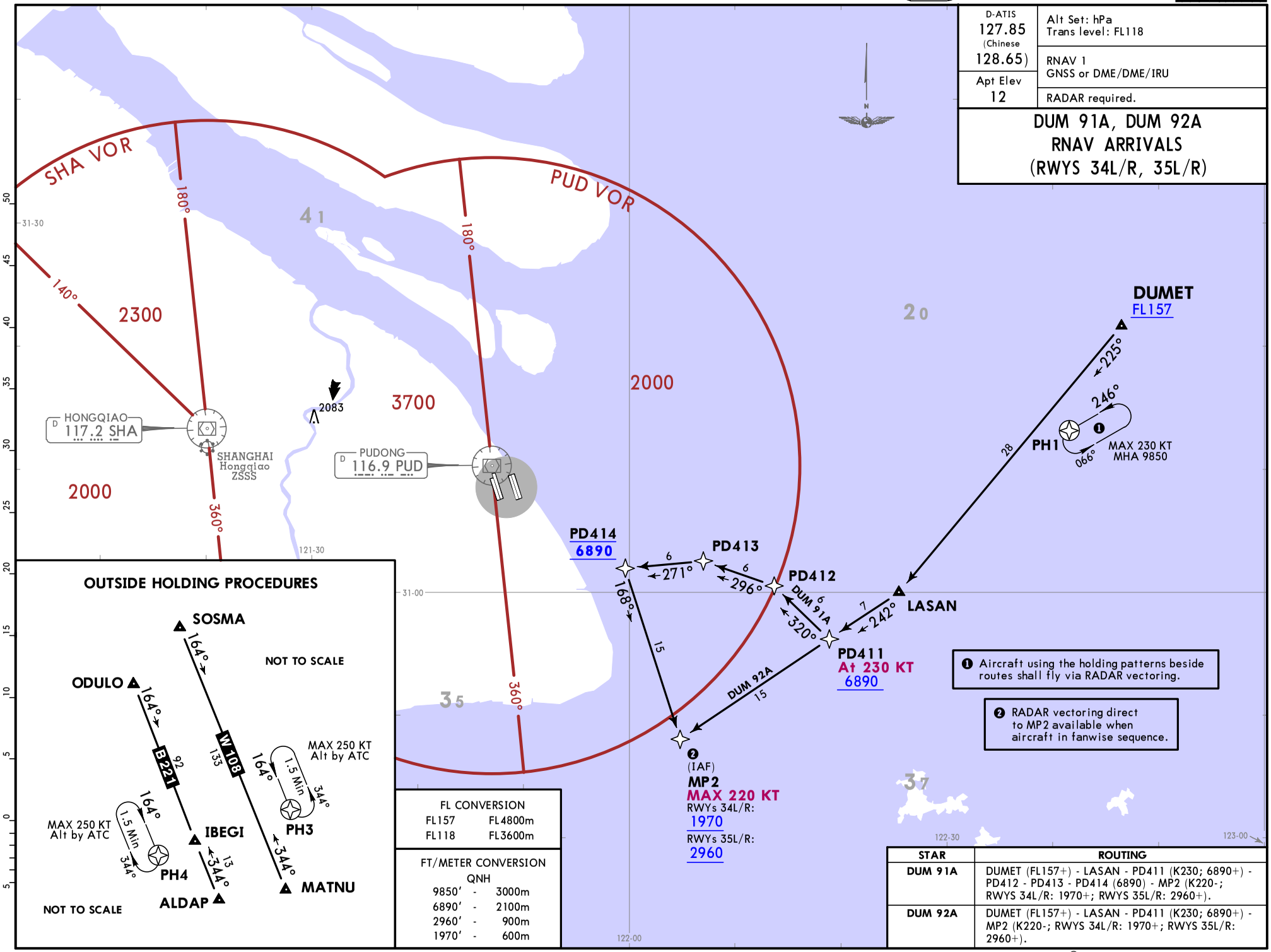
D-ATIS	
127.85 (Chinese 128.65)	Alt Set: hPa Trans level: FL118
	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

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



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

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

OUTSIDE HOLDING PROCEDURES

FL CONVERSION	
FL157	FL4800m
FL118	FL3600m

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

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

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D-ATIS
127.85
(Chinese
128.65)

Apt Elev
12

Alt Set: hPa
Trans level: FL118

RNAV 1 GNSS or DME/DME/IRU

1. RADAR required.
2. Only used for CDO.

DUM 83A
RNAV ARRIVAL
CONTINUOUS DESCENT OPERATION (CDO)
(RWYS 16L/R)
BY ATC

FL CONVERSION

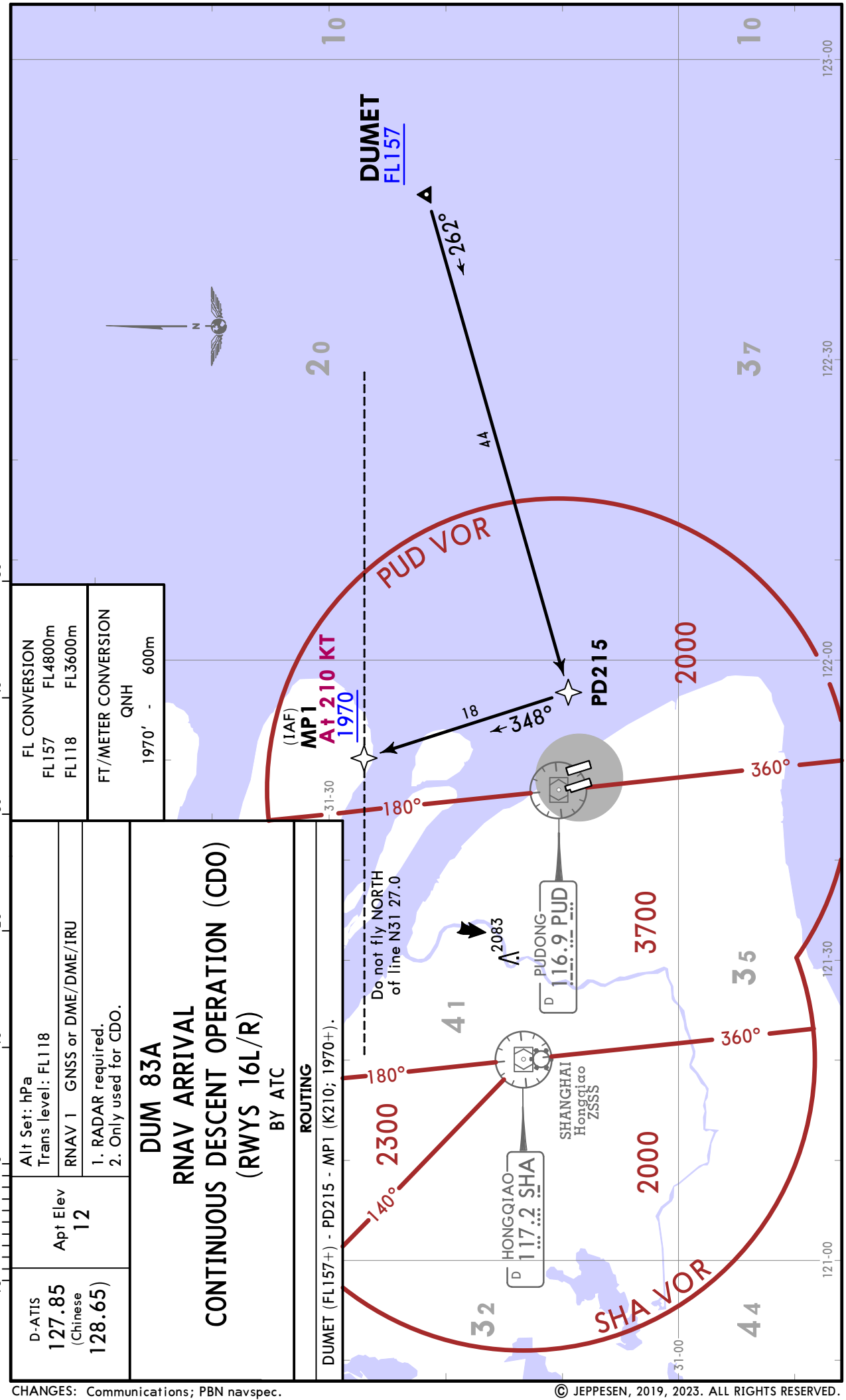
FL157	FL4800m
FL118	FL3600m

FT/METER CONVERSION

	QNH
1970′ -	600m

ROUTING

DUMET (FL157+) - PD215 - MP1 (K210; 1970+).



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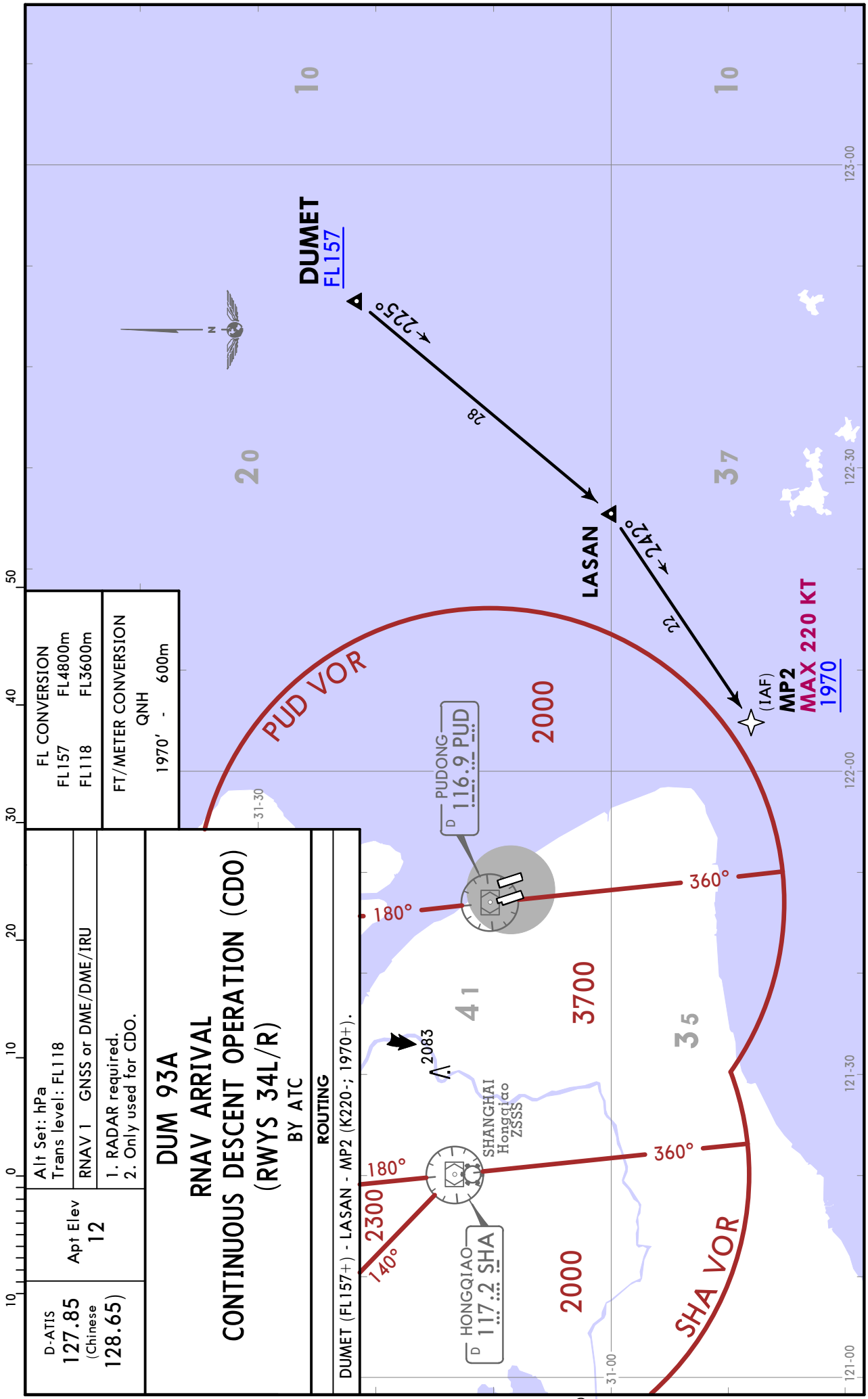

CHANGES: Communications; PBN navspec.

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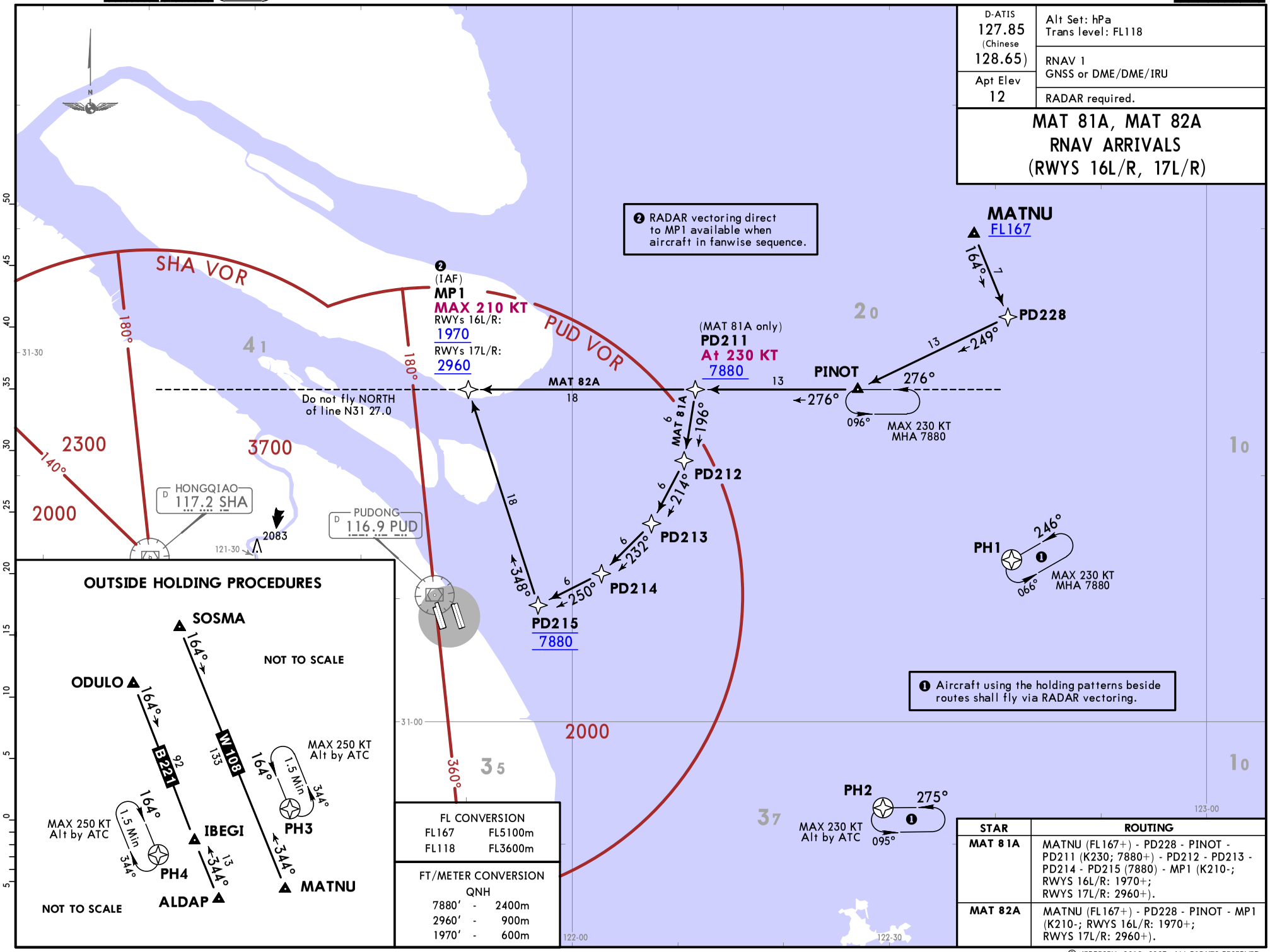
D-ATIS	Alt Set: hPa Trans level: FL118
127.85 (Chinese 128.65)	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

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



FL CONVERSION	
FL167	FL5100m
FL118	FL3600m

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

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

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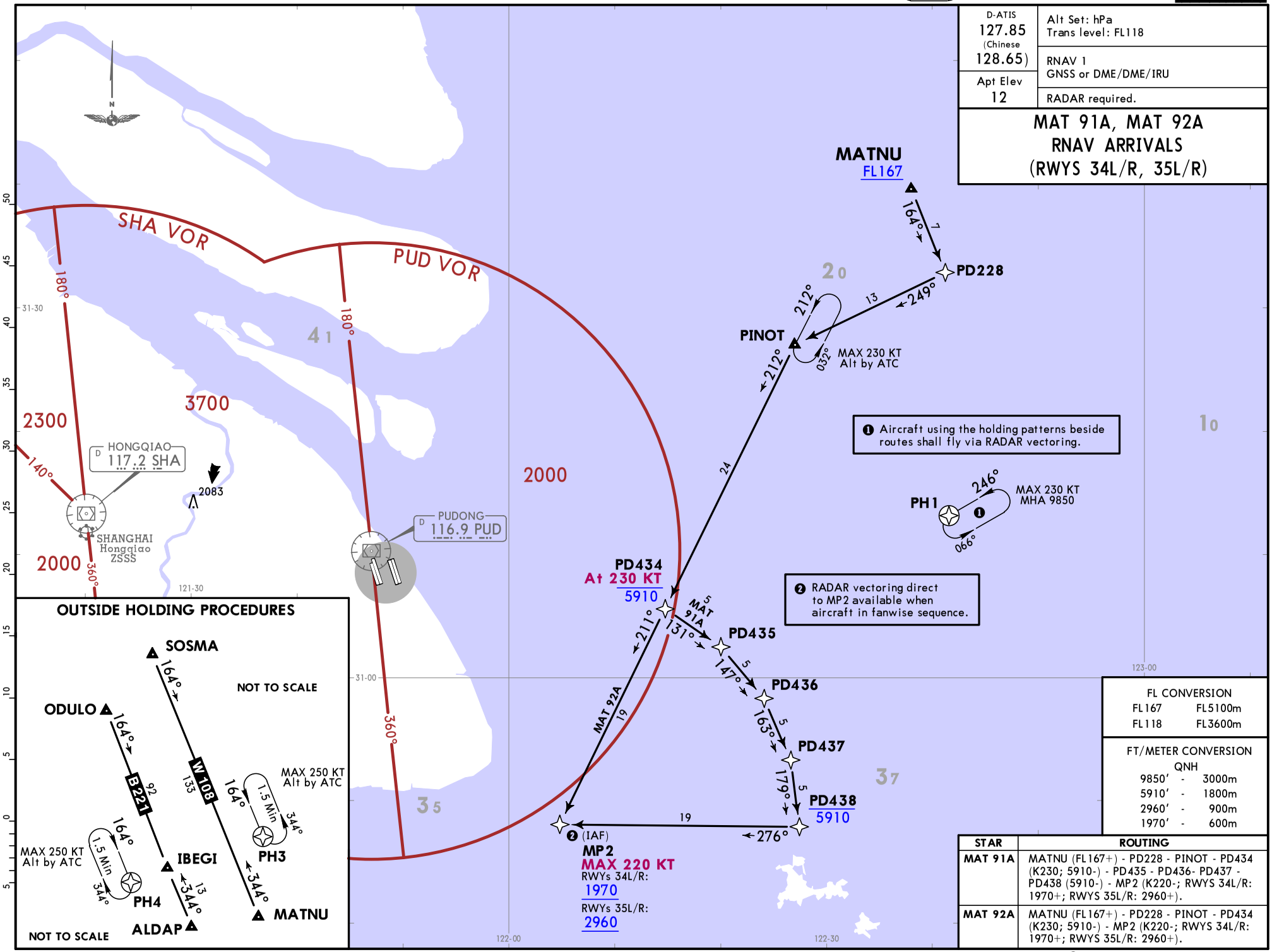
D-ATIS	Alt Set: hPa Trans level: FL118
127.85 (Chinese 128.65)	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

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



FL CONVERSION	
FL167	FL5100m
FL118	FL3600m

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

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

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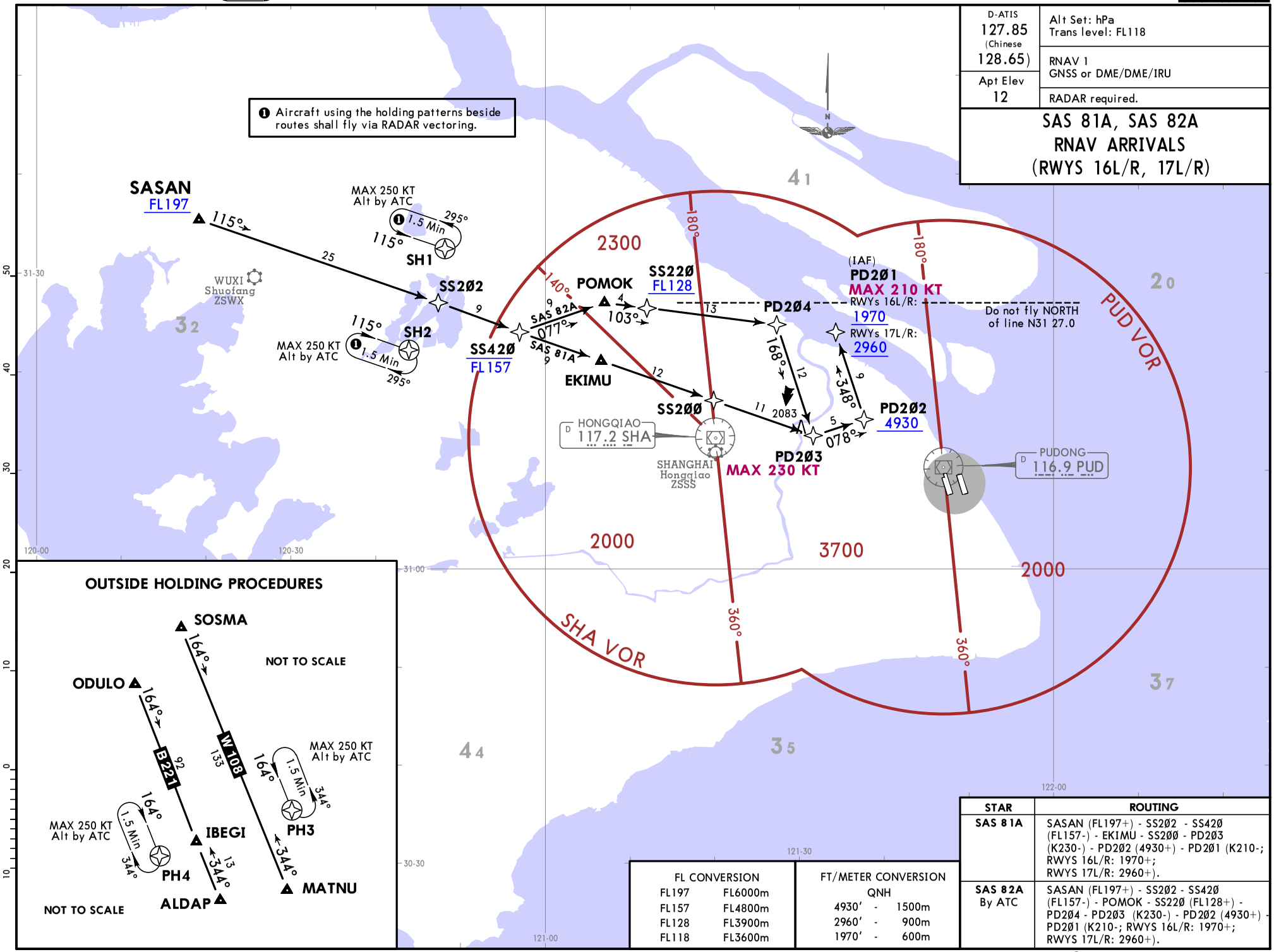
D-ATIS	Alt Set: hPa Trans level: FL118
127.85 (Chinese 128.65)	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

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



OUTSIDE HOLDING PROCEDURES

FL CONVERSION	
FL197	FL6000m
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH	
4930′ -	1500m
2960′ -	900m
1970′ -	600m

STAR	ROUTING
SAS 81A	SASAN (FL197+) - SS202 - SS420 (FL157-) - EKIMU - SS200 - PD203 (K230-) - PD202 (4930+) - PD201 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).
SAS 82A By ATC	SASAN (FL197+) - SS202 - SS420 (FL157-) - POMOK - SS220 (FL128+) - PD204 - PD203 (K230-) - PD202 (4930+) - PD201 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).

CHANGES: None.

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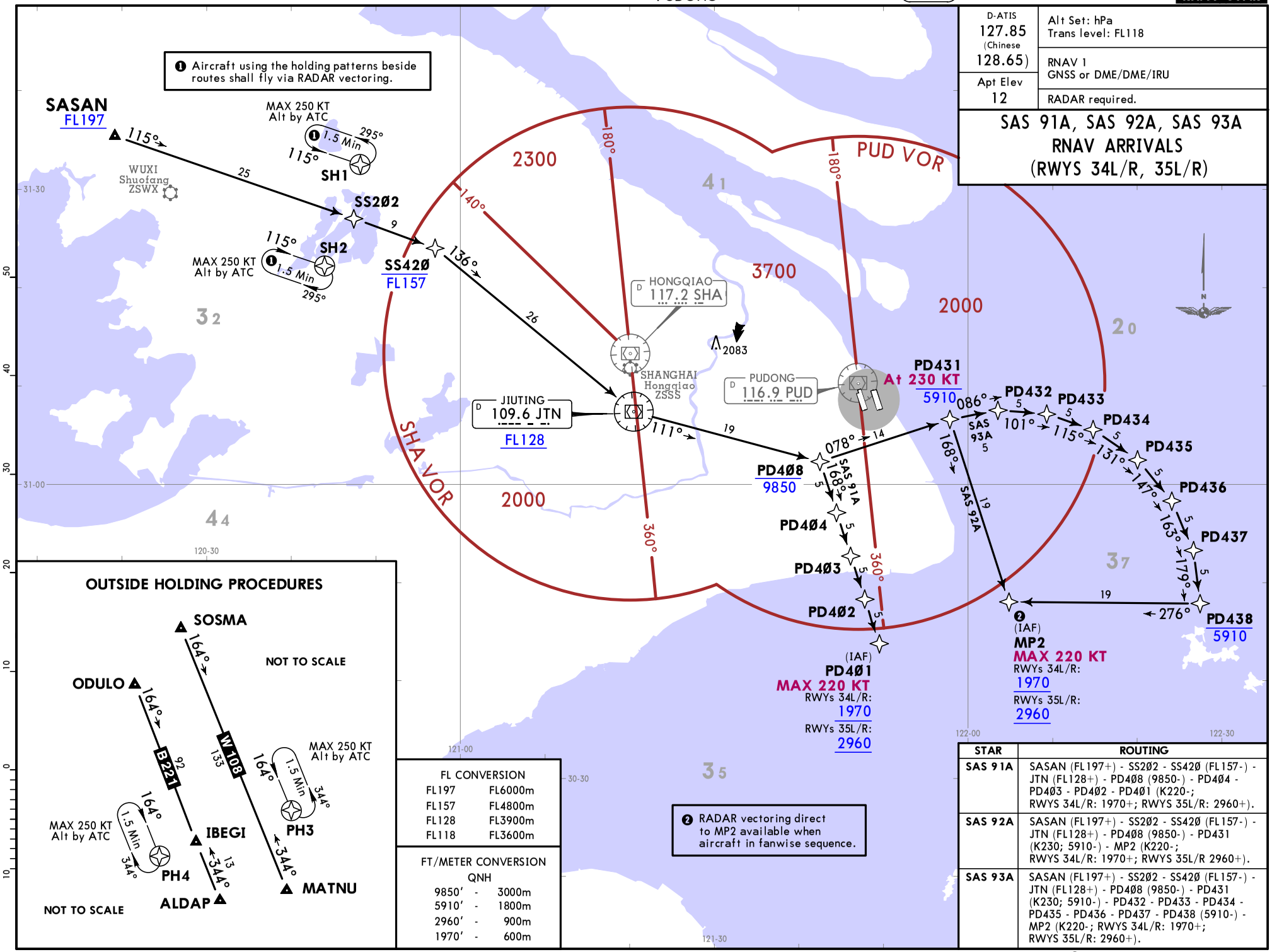
D-ATIS	Alt Set: hPa Trans level: FL118
127.85 (Chinese 128.65)	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.

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



OUTSIDE HOLDING PROCEDURES

FL CONVERSION	
FL197	FL6000m
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

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

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

CHANGES: SAS 91A bearing.

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ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

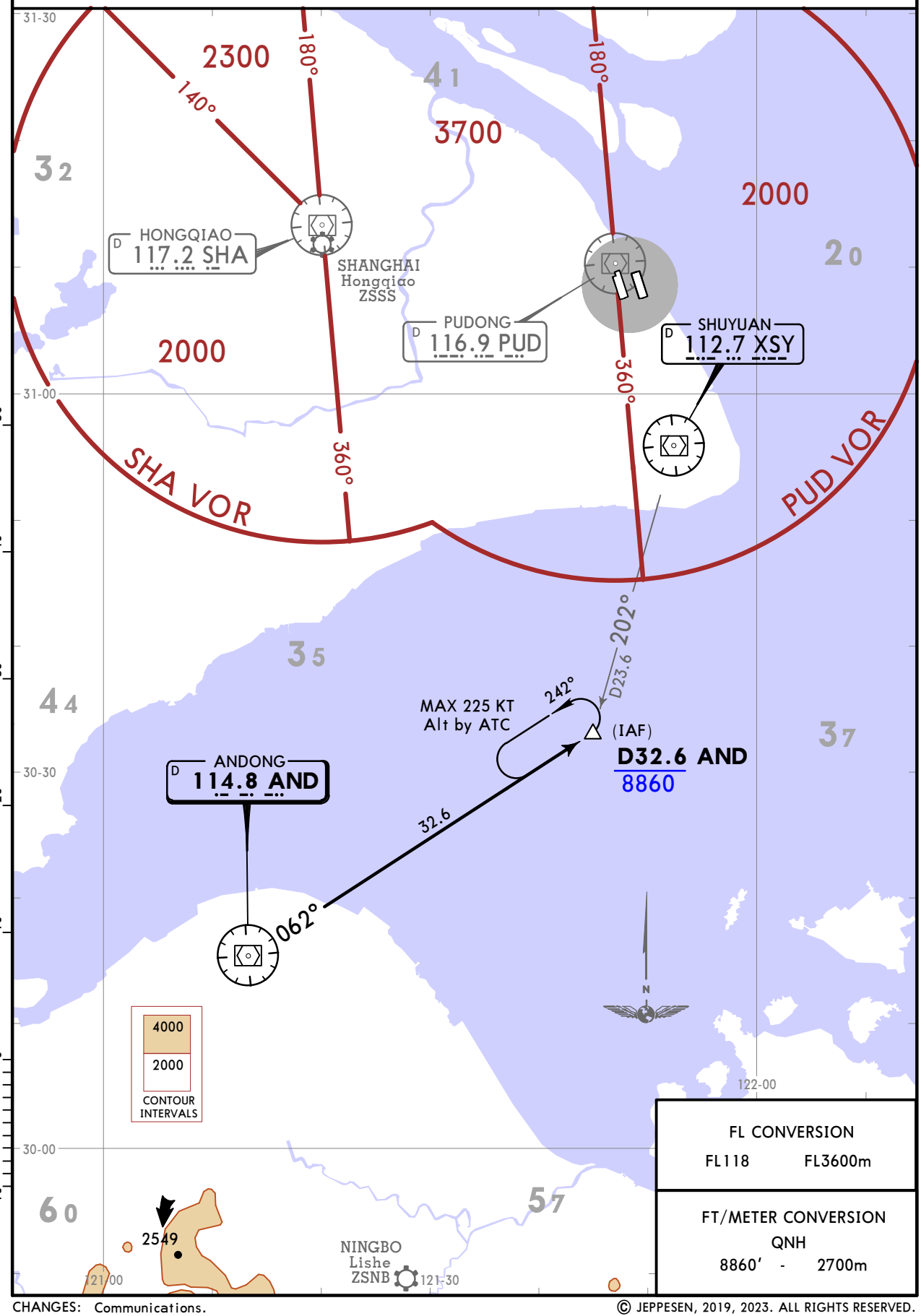
14 APR 23 (20-2M) Eff 19 Apr 1600Z

STAR

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

AND Ø1A ARRIVAL
(RWYS 34L/R, 35L/R)

SPEED: INITIAL APPROACH MAX 205 KT



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION	
QNH	
8860' -	2700m

CHANGES: Communications.

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ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

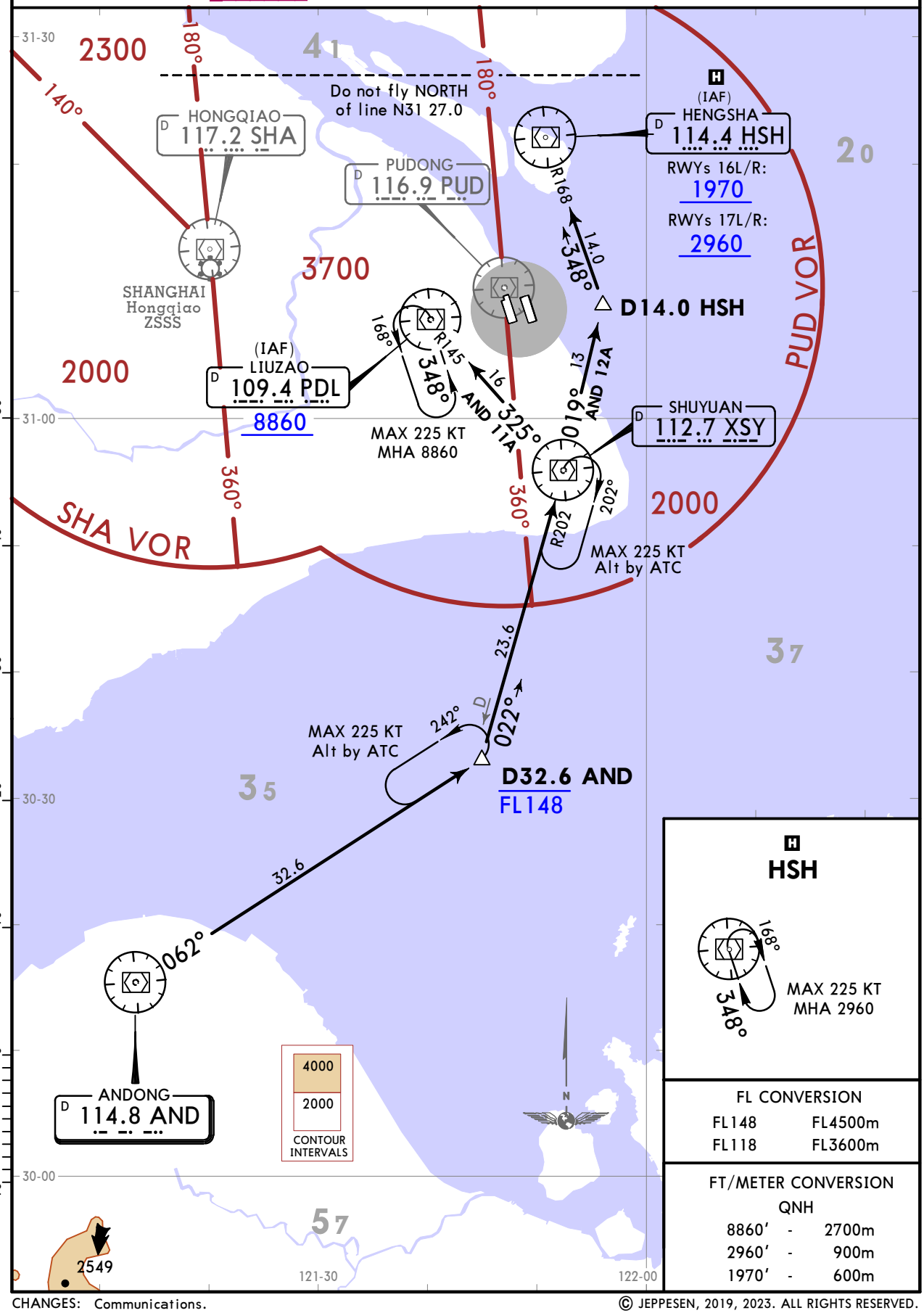
14 APR 23 (20-2N) Eff 19 Apr 1600Z

STAR

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

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

SPEED: INITIAL APPROACH MAX 205 KT



FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

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

CHANGES: Communications.

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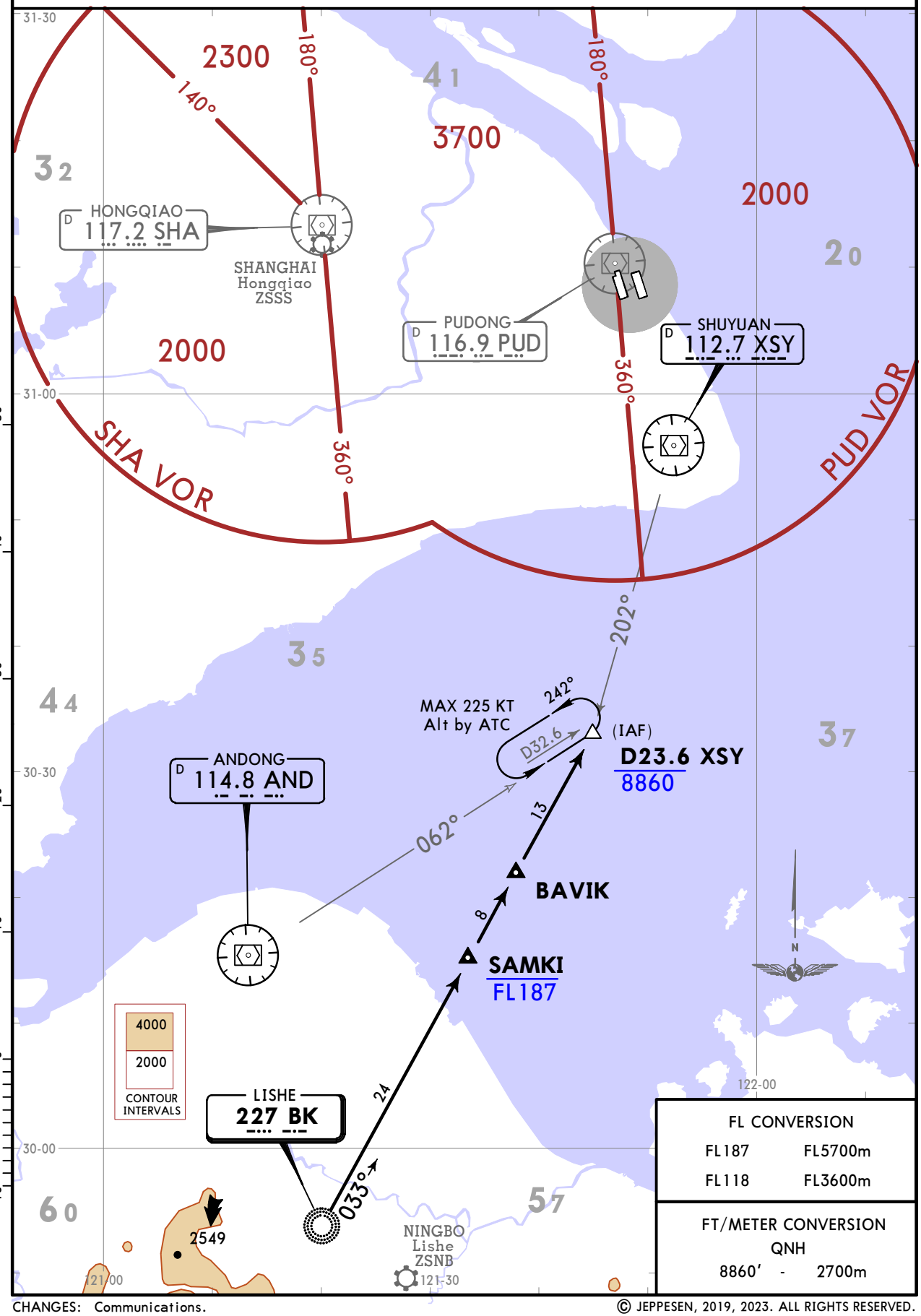
D-ATIS	Apt Elev	
127.85 (Chinese 128.65)	12	Alt Set: hPa Trans level: FL118

BK Ø1A ARRIVAL
(RWYS 34L/R, 35L/R)

SPEED: INITIAL APPROACH MAX 205 KT



FL CONVERSION	
FL187	FL5700m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
8860' -	2700m

CHANGES: Communications.

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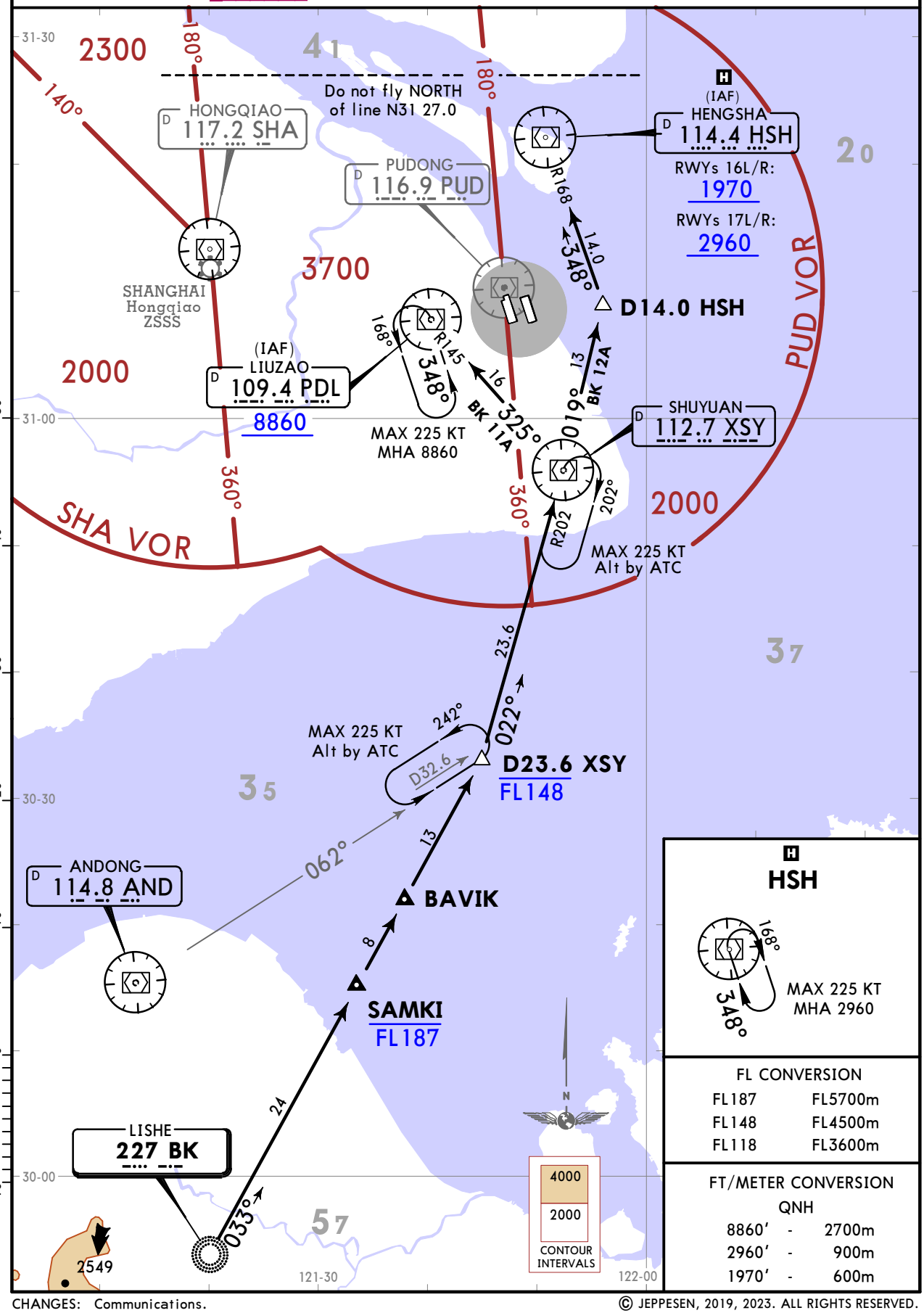
D-ATIS	Apt Elev	
127.85 (Chinese 128.65)	12	Alt Set: hPa Trans level: FL118

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

SPEED: INITIAL APPROACH MAX 205 KT



FL CONVERSION	
FL187	FL5700m
FL148	FL4500m
FL118	FL3600m

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

CHANGES: Communications.

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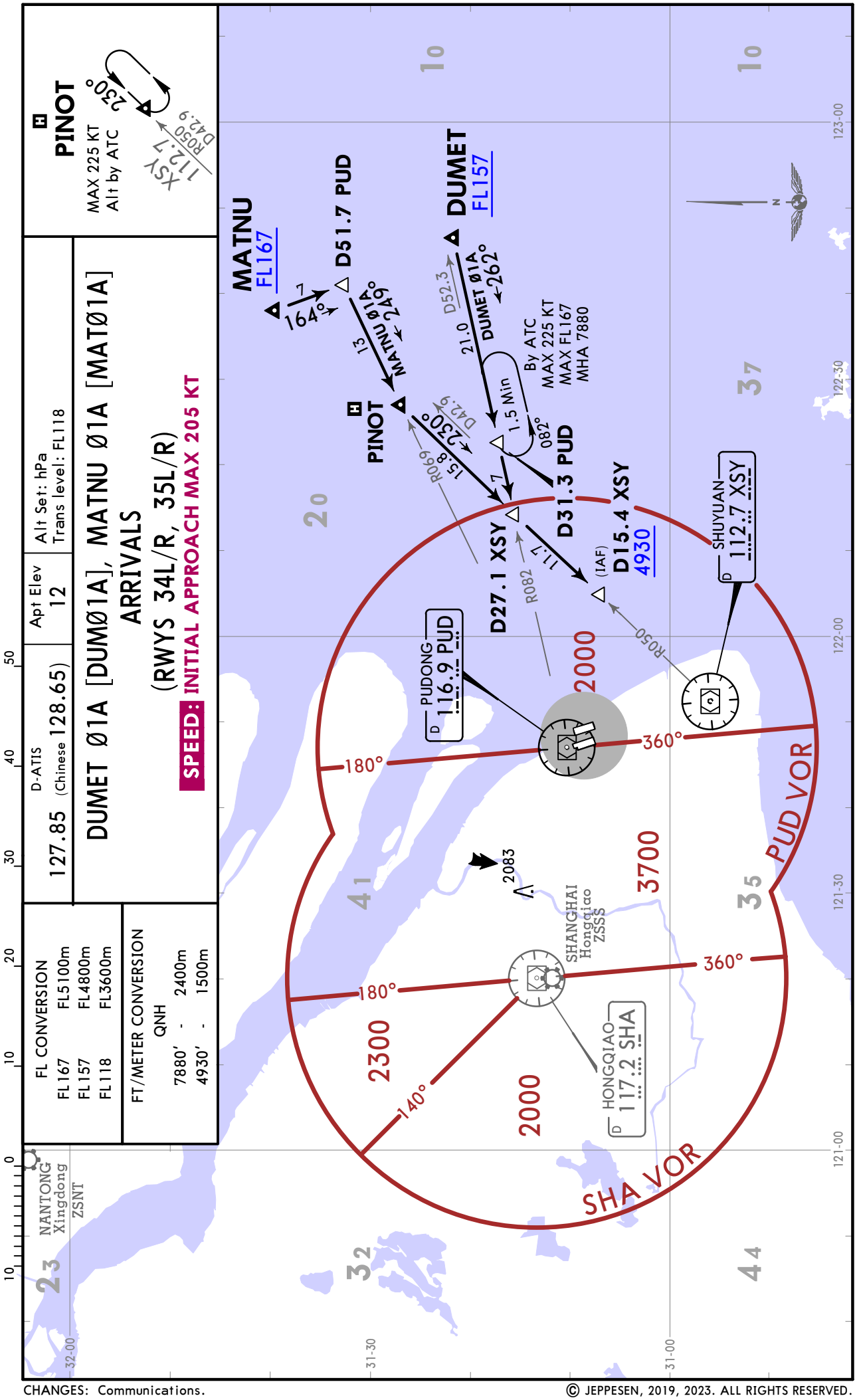
ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

14 APR 23 (20-2S) Eff 19 Apr 1600Z

STAR



CHANGES: Communications.

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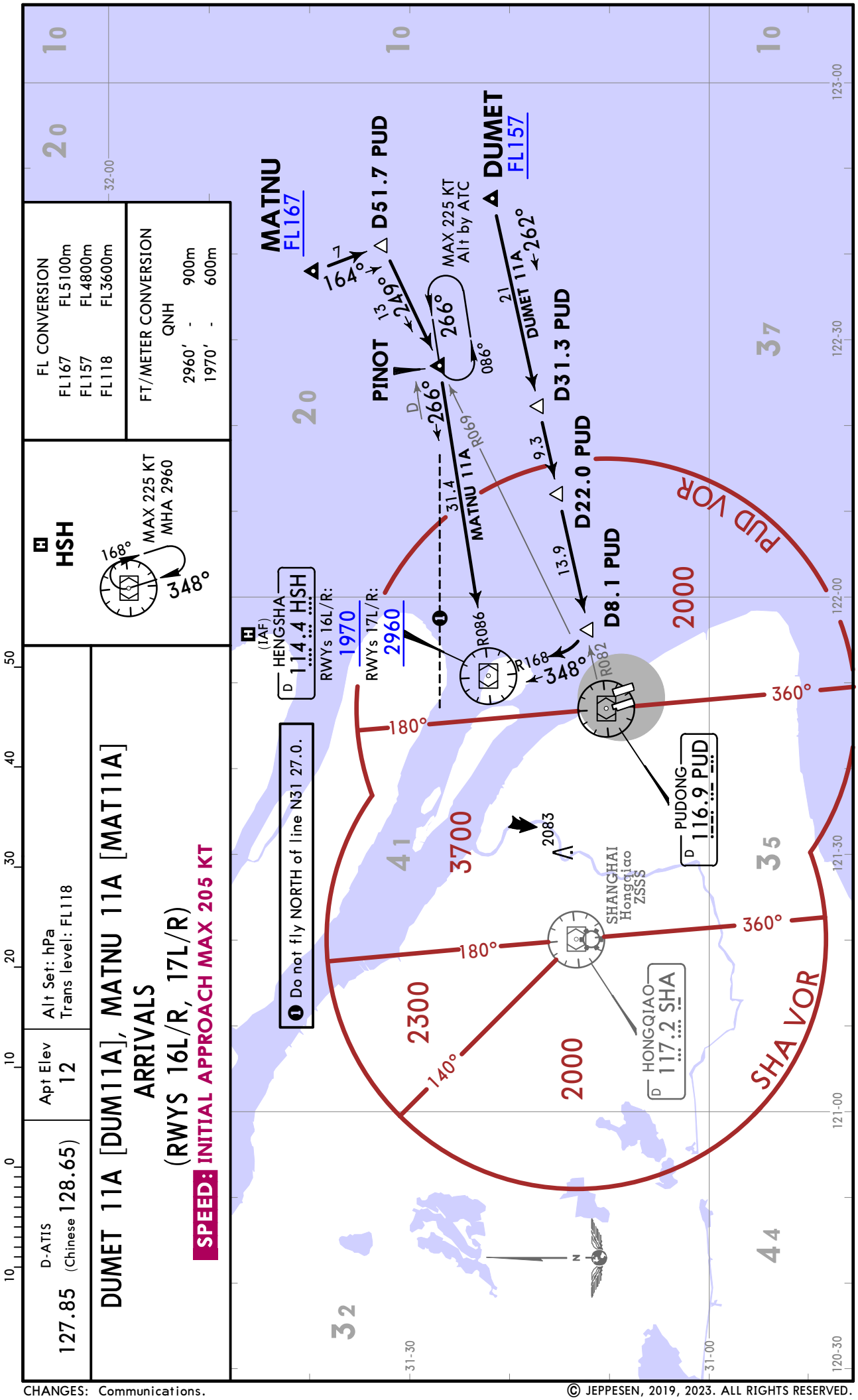

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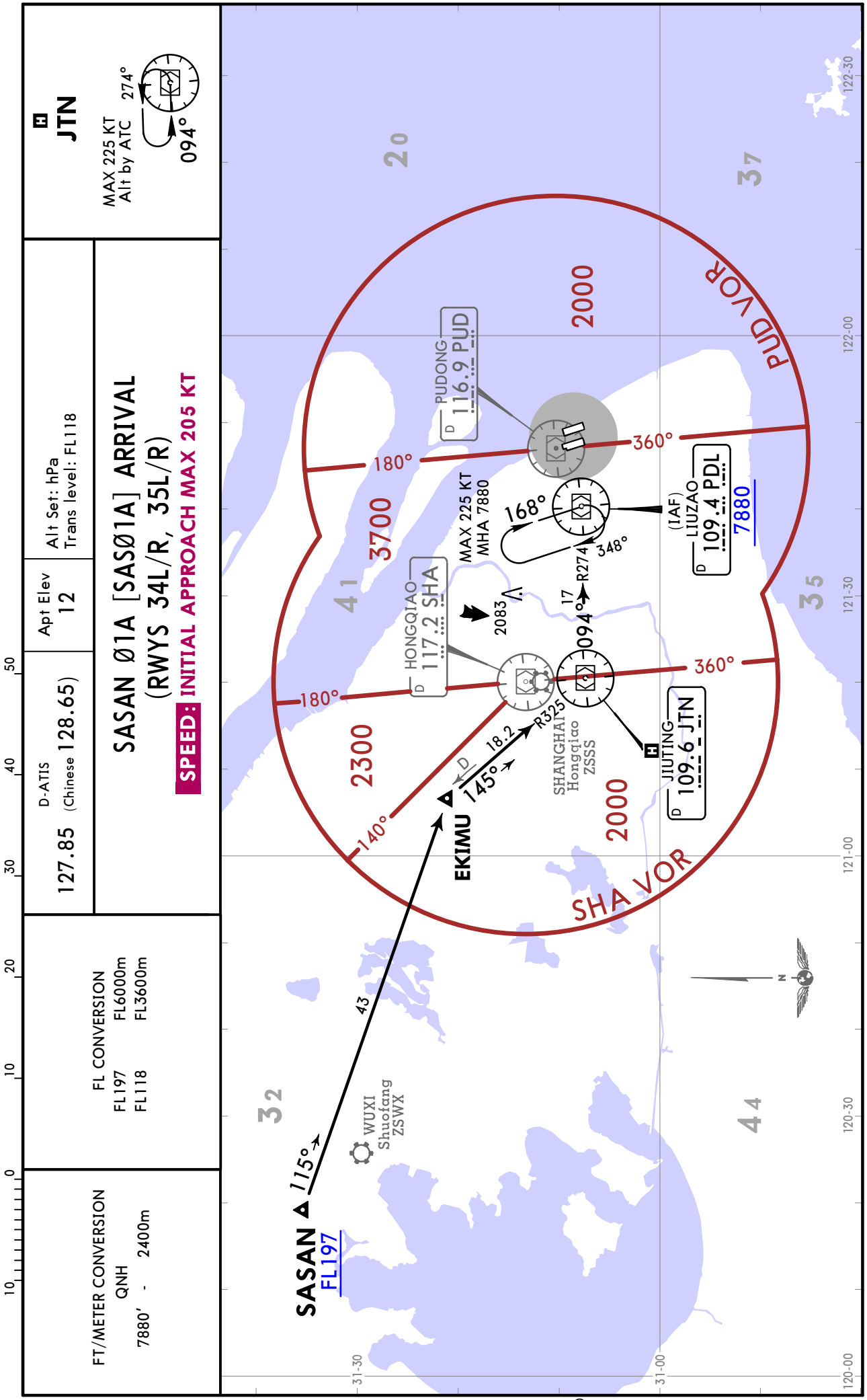
ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

14 APR 23 (20-2U) Eff 19 Apr 1600Z

STAR



CHANGES: Communications.

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TOSAS
MAX 225 KT
MAX 7880
MHA 5910
085°
265°

D-ATIS
127.85 (Chinese 128.65)

Apt Elev
12

Alt Set: hPa
Trans level: FL118

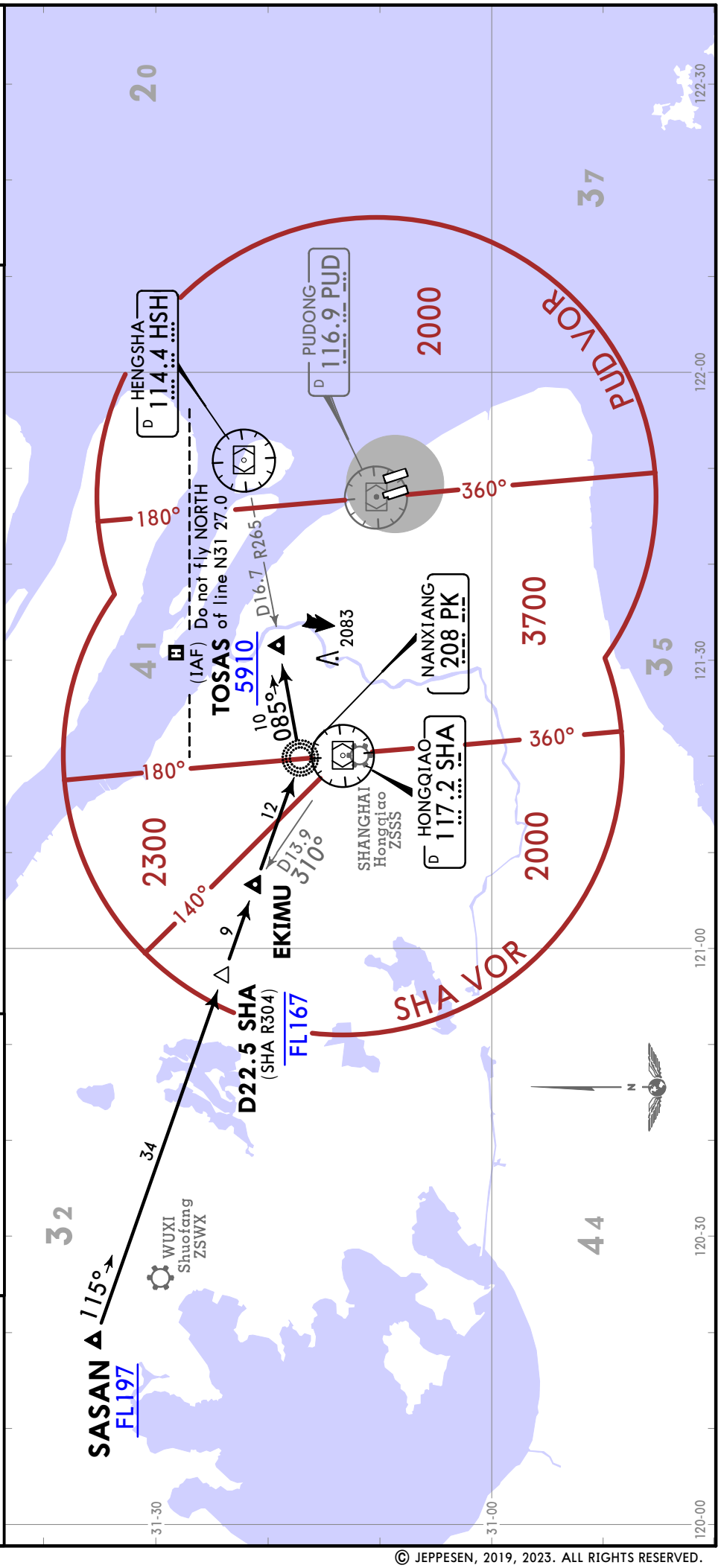
SASAN 11A [SAS11A] ARRIVAL
(RWYS 16L/R, 17L/R)

SPEED: INITIAL APPROACH MAX 205 KT

FL CONVERSION

FL197	FL6000m
FL167	FL5100m
FL118	FL3600m

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



CHANGES: Communications.

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

FL CONVERSION	
FL128	FL3900m

Apt Elev 12

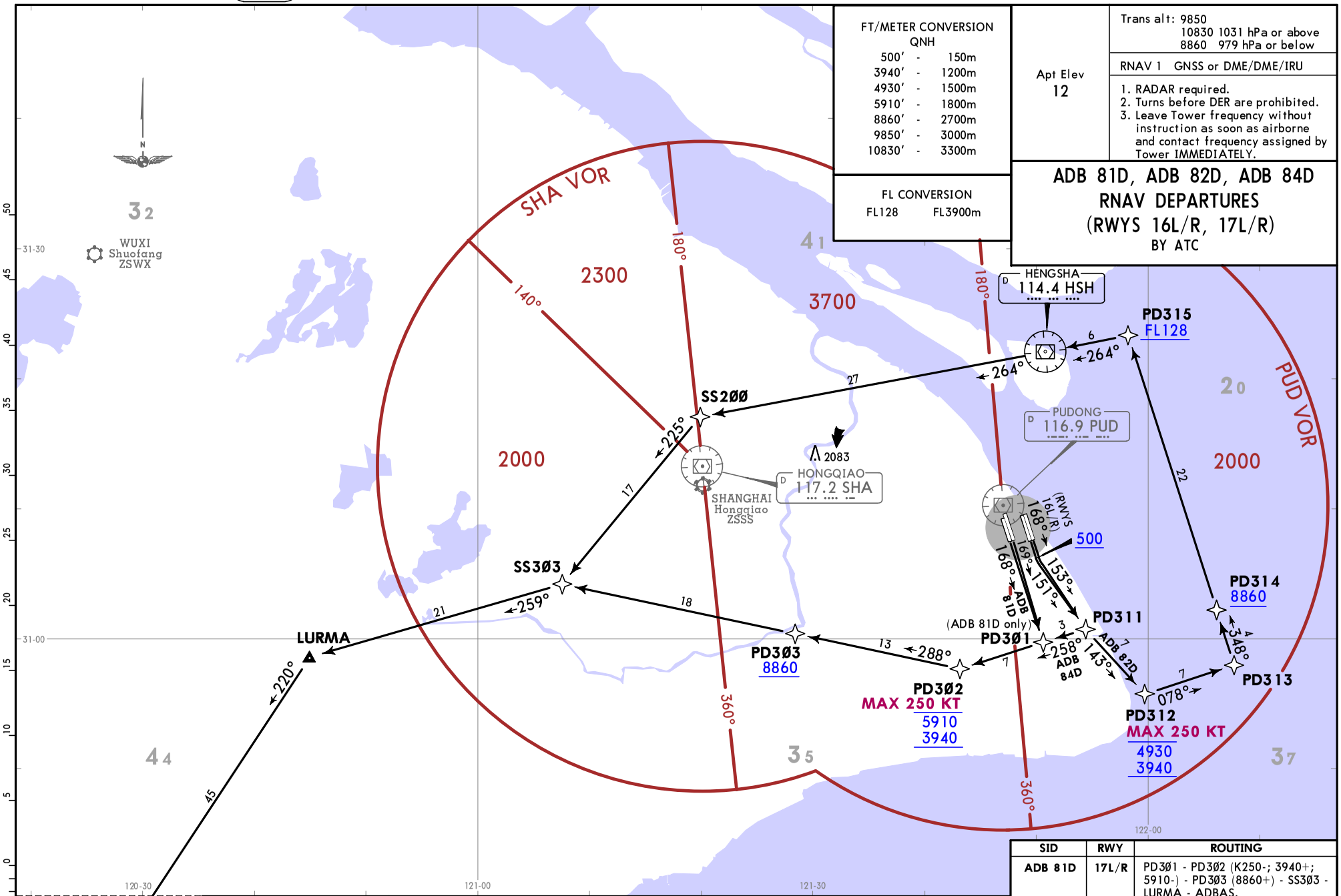
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

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

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

BY ATC



SID	RWY	ROUTING
ADB 81D	17L/R	PD3Ø1 - PD3Ø2 (K250-; 3940+; 5910-) - PD3Ø3 (8860+) - SS3Ø3 - LURMA - ADBAS.
ADB 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - PD313 - PD314 (8860+) - PD315 (FL128+) - HSH - SS2ØØ - SS3Ø3 - LURMA - ADBAS.
ADB 84D		(500+) - PD311 - PD3Ø2 (K250-; 3940+; 5910-) - PD3Ø3 (8860+) - SS3Ø3 - LURMA - ADBAS.

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

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

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

CHANGES: Index page withdrawn, ADB RNAV SIDs established.

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

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL157	FL4800m

Apt Elev
12

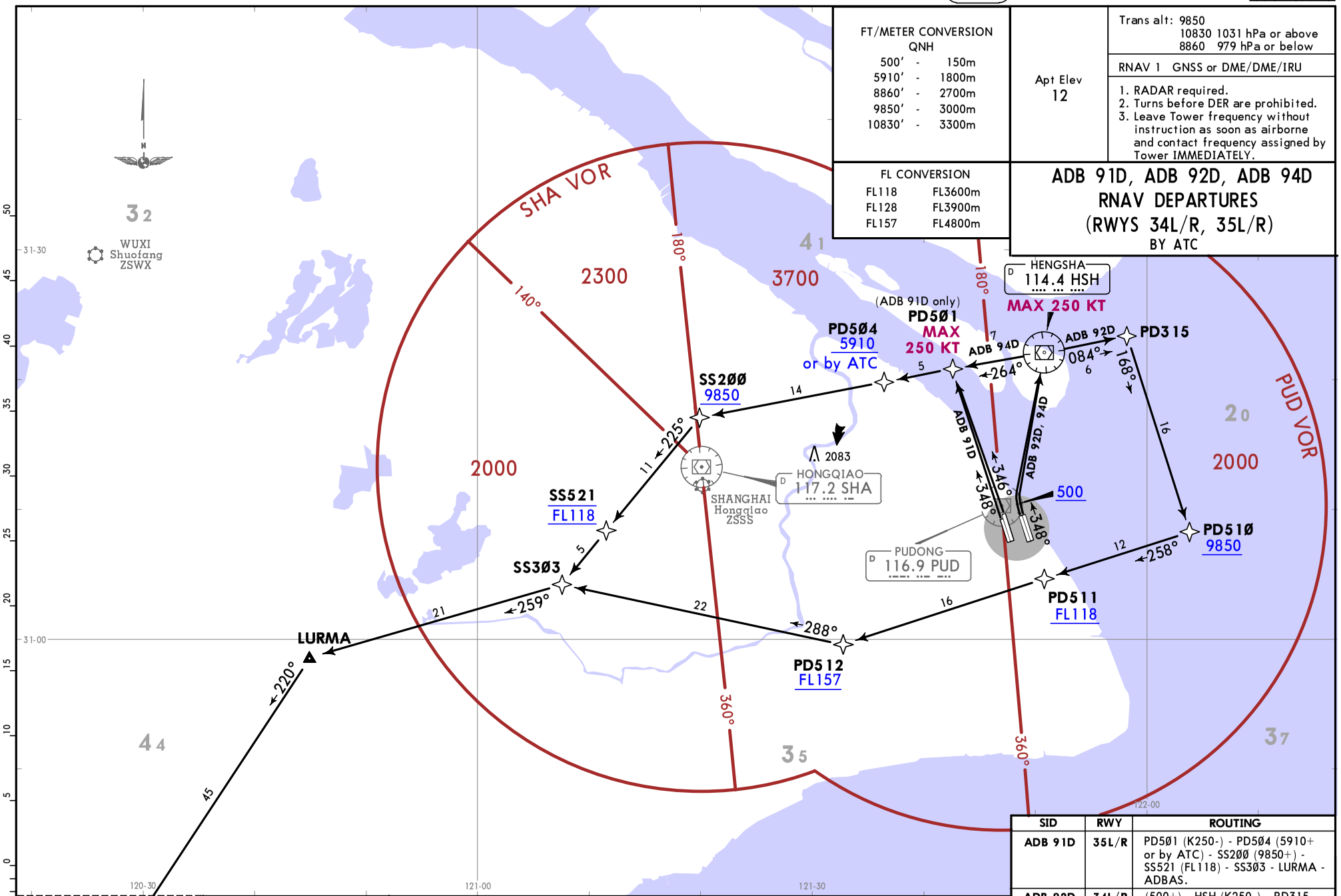
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

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

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

BY ATC



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

NOT TO SCALE

ADBAS

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

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

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

CHANGES: Index page withdrawn, ADB RNAV SIDs established.

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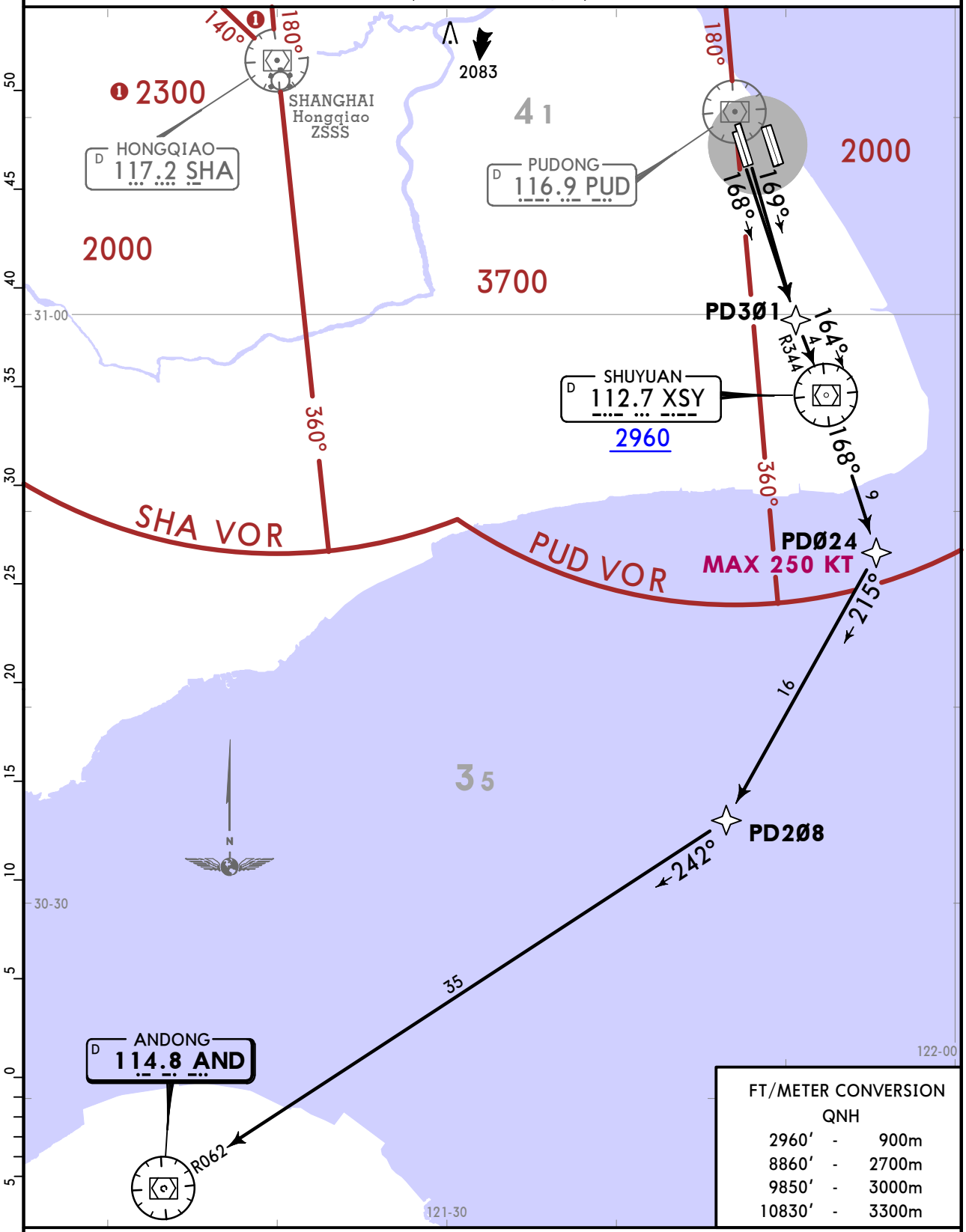
Apt Elev 13	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. RADAR required. 2. RNAV 1. 3. GNSS or DME/DME/IRU required. 4. Turns before DER are prohibited. 5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

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



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

ROUTING

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

CHANGES: General note 3.

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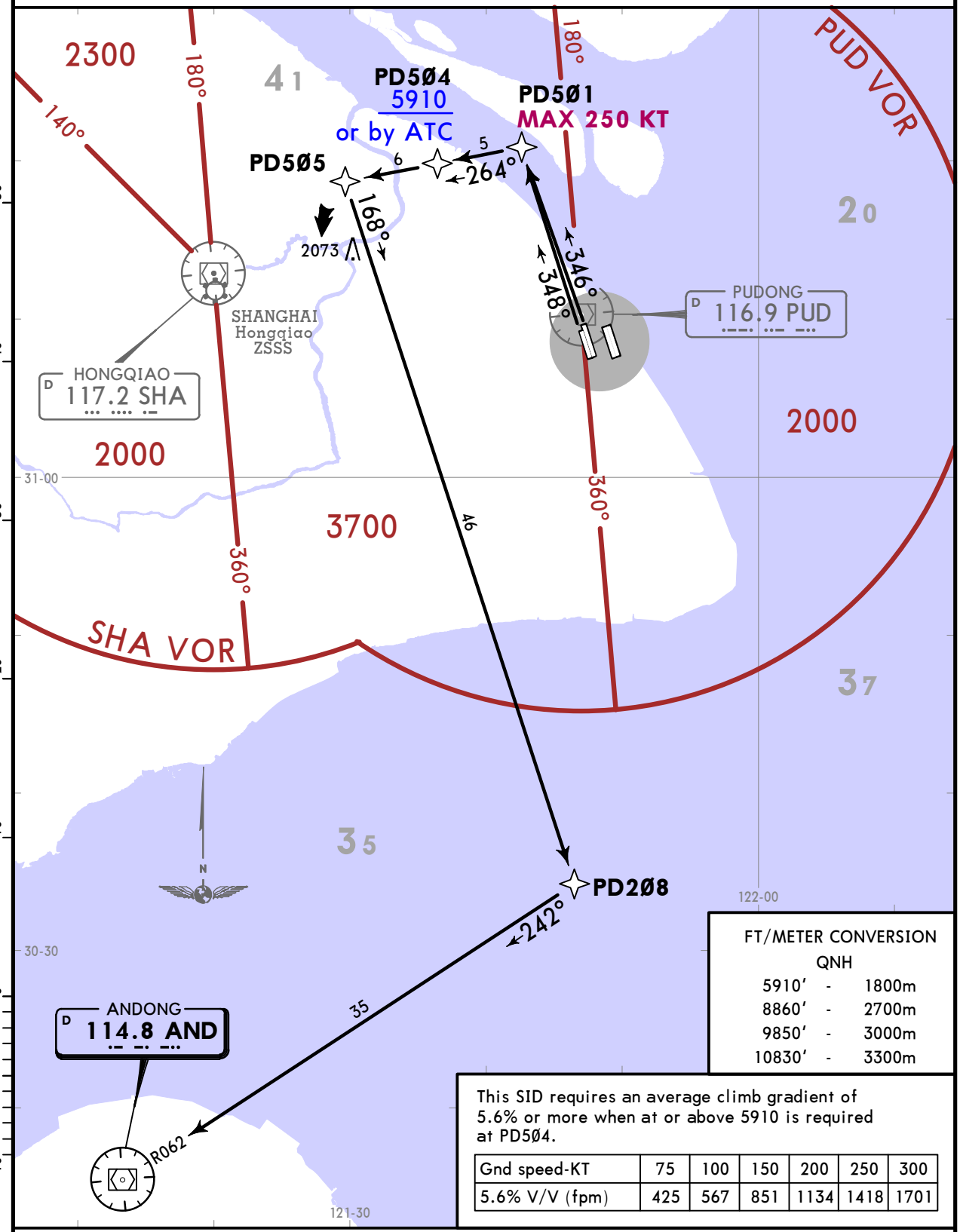
Apt Elev 13	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. RADAR required. 2. RNAV 1. 3. GNSS or DME/DME/IRU required. 4. Turns before DER are prohibited. 5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

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



FT/METER CONVERSION
QNH

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

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

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

ROUTING

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

CHANGES: General note 3.

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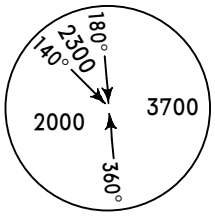
Apt Elev
13

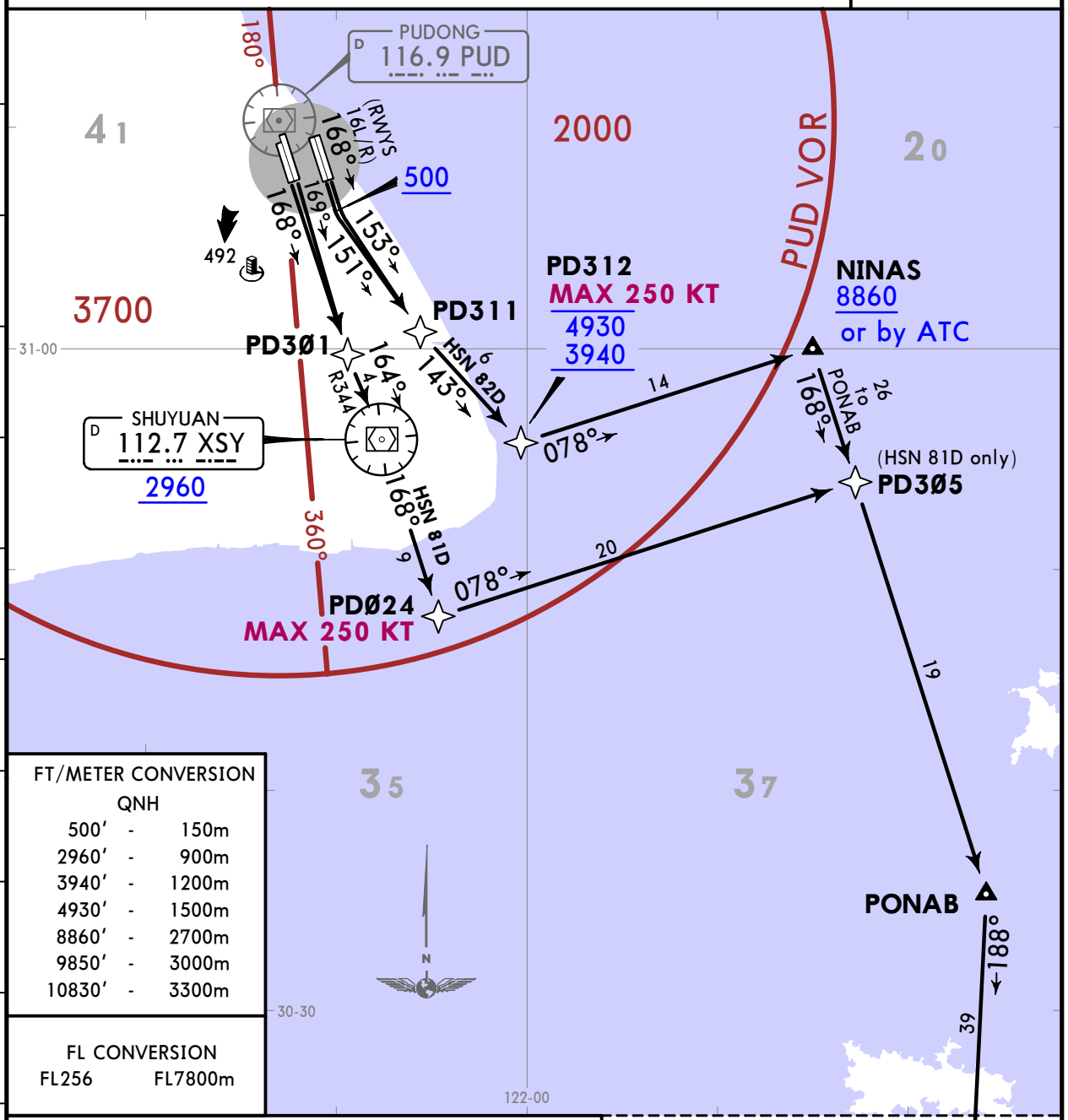
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

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



MSA
SHA VOR
(117.2)

HSN 81D, HSN 82D
RNAV DEPARTURES



FT/METER CONVERSION
QNH

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

FL CONVERSION
FL256 FL7800m

NOT TO SCALE

ZHOUSHAN
112.3 HSN
FL256

HSN 82D

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

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

SID	RWY	ROUTING
HSN 81D	17L/R	PD301 - XSY (2960+) - PD024 (K250-) - PD305 - PONAB - HSN (FL256+).
HSN 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - NINAS (8860+ or by ATC) - PONAB - HSN (FL256+).

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

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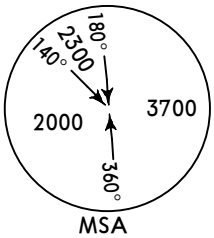
Apt Elev
13

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

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



MSA
SHA VOR
(117.2)

HSN 91D, HSN 92D
RNAV DEPARTURES

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

FL CONVERSION	
FL256	FL7800m

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

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

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

CHANGES: None.

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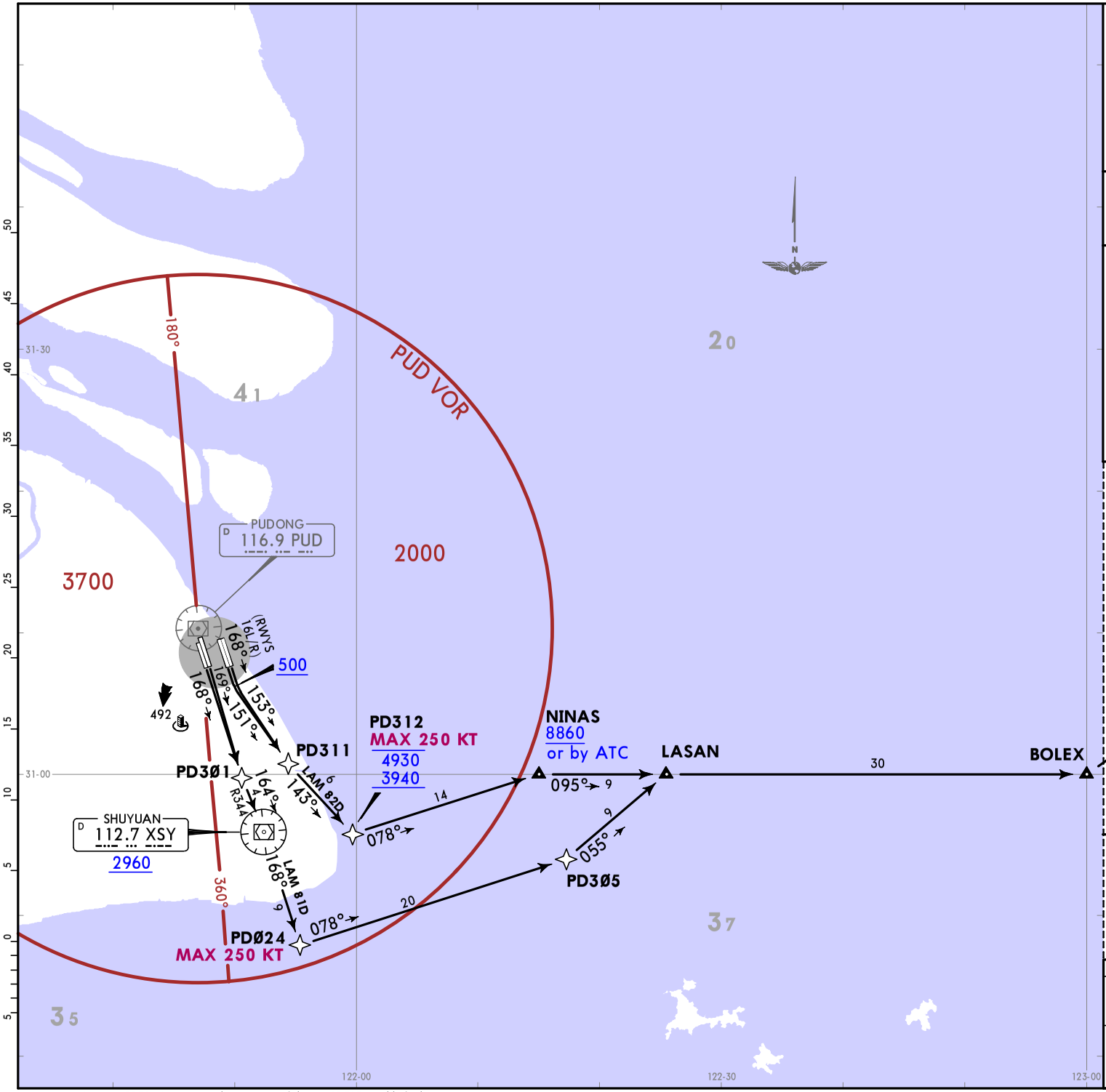


Apt Elev
13

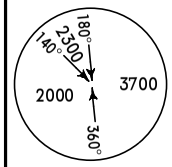
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

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

LAM 81D, LAM 82D RNAV DEPARTURES

FT/METER CONVERSION
QNH

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



MSA
SHA VOR
(117.2)

NOT TO SCALE

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

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

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

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

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FT/METER CONVERSION
QNH

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

FL CONVERSION
FL157 FL4800m

MSA
SHA VOR
(117.2)

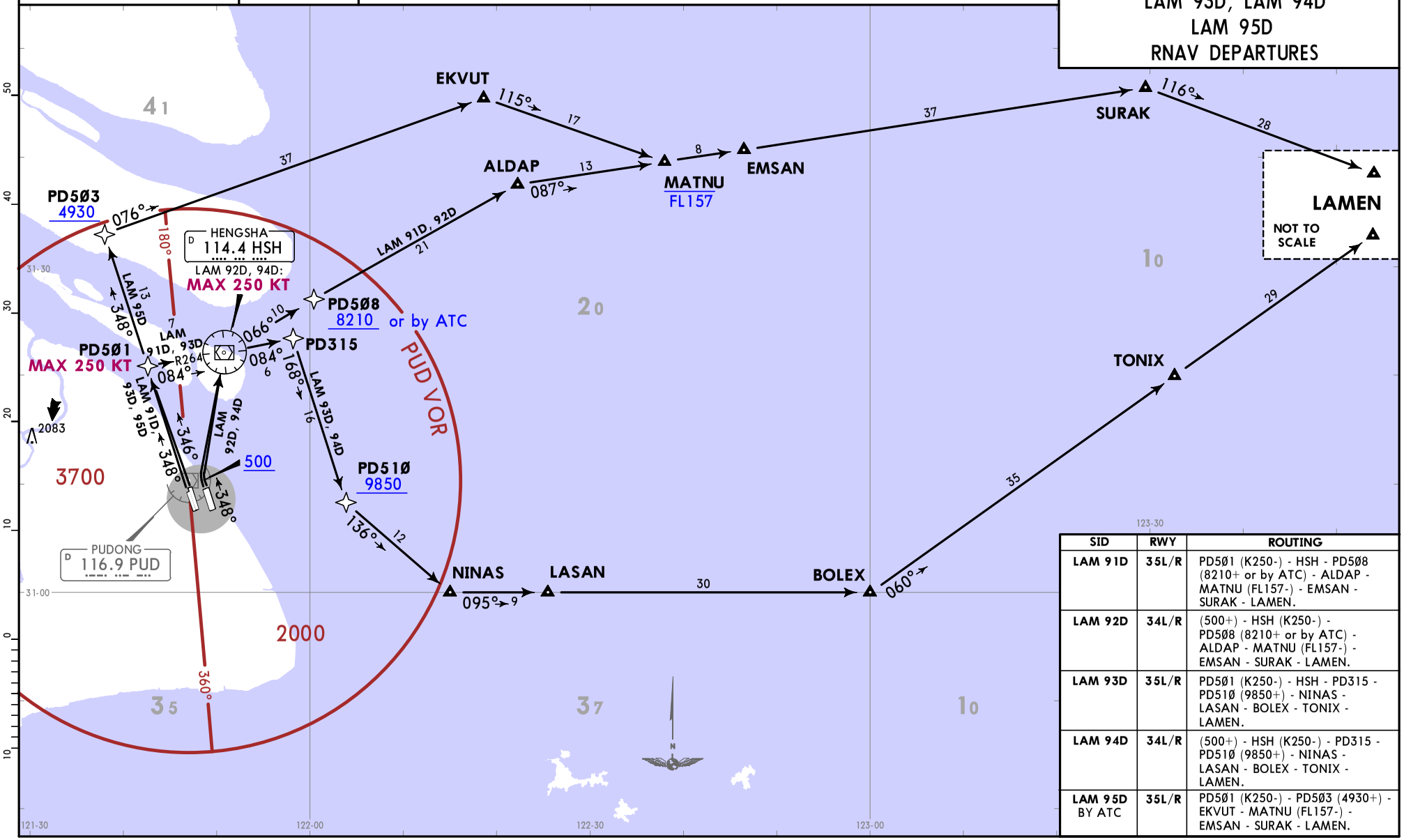
These SIDs require average climb gradients of
LAM 91D: 4.8% or more when at or above 8210 is required at PD5Ø8.
LAM 92D: 6.0% or more when at or above 8210 is required at PD5Ø8.
LAM 93D: 3.9% or more when at or above 9850 is required at PD51Ø.
LAM 94D: 4.6% or more when at or above 9850 is required at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

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

Apt Elev
13

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

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



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

CHANGES: None.

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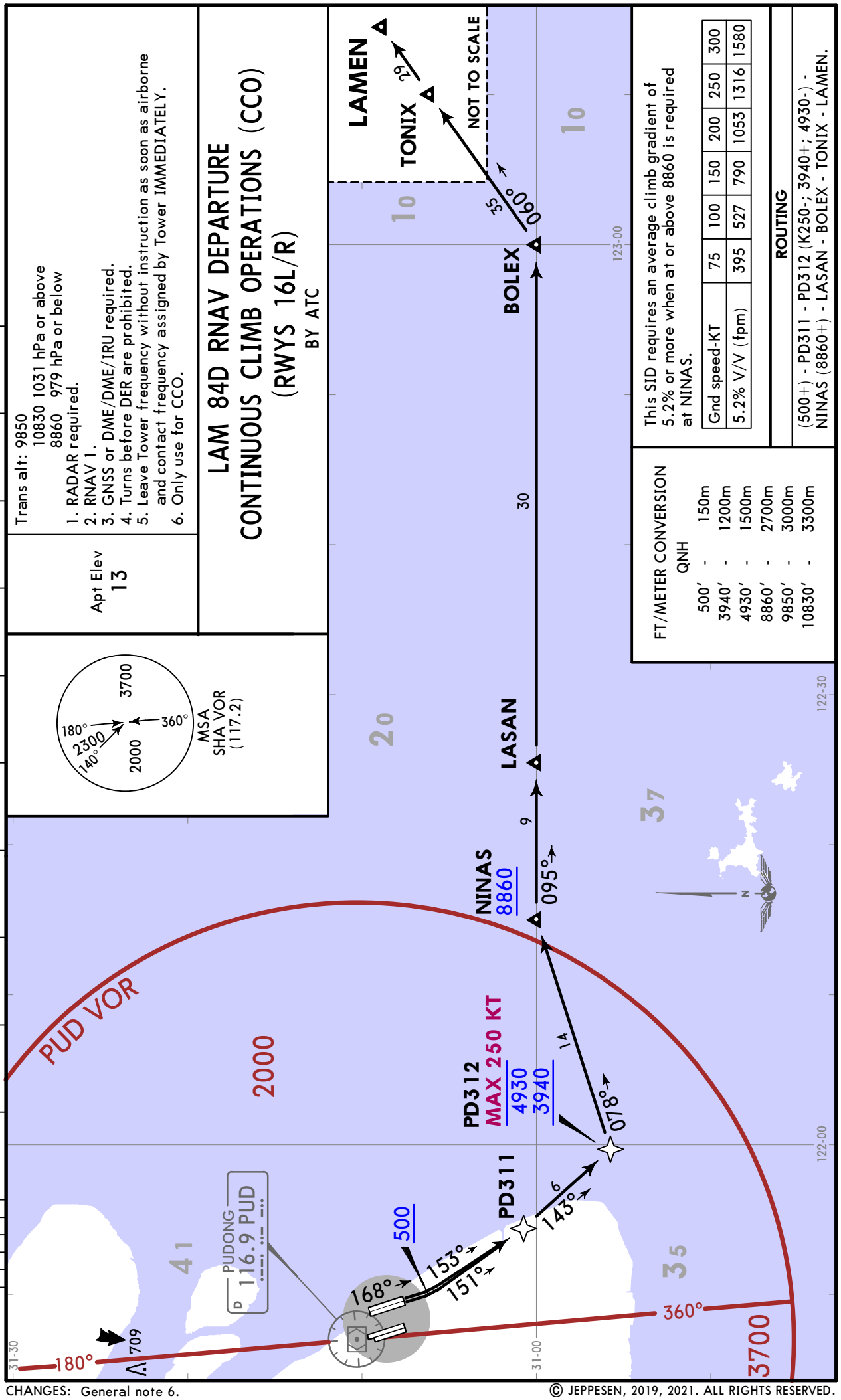
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

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

Apt Elev
13

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

BY ATC



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

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

FT/METER CONVERSION
QNH

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

ROUTING

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

CHANGES: General note 6.

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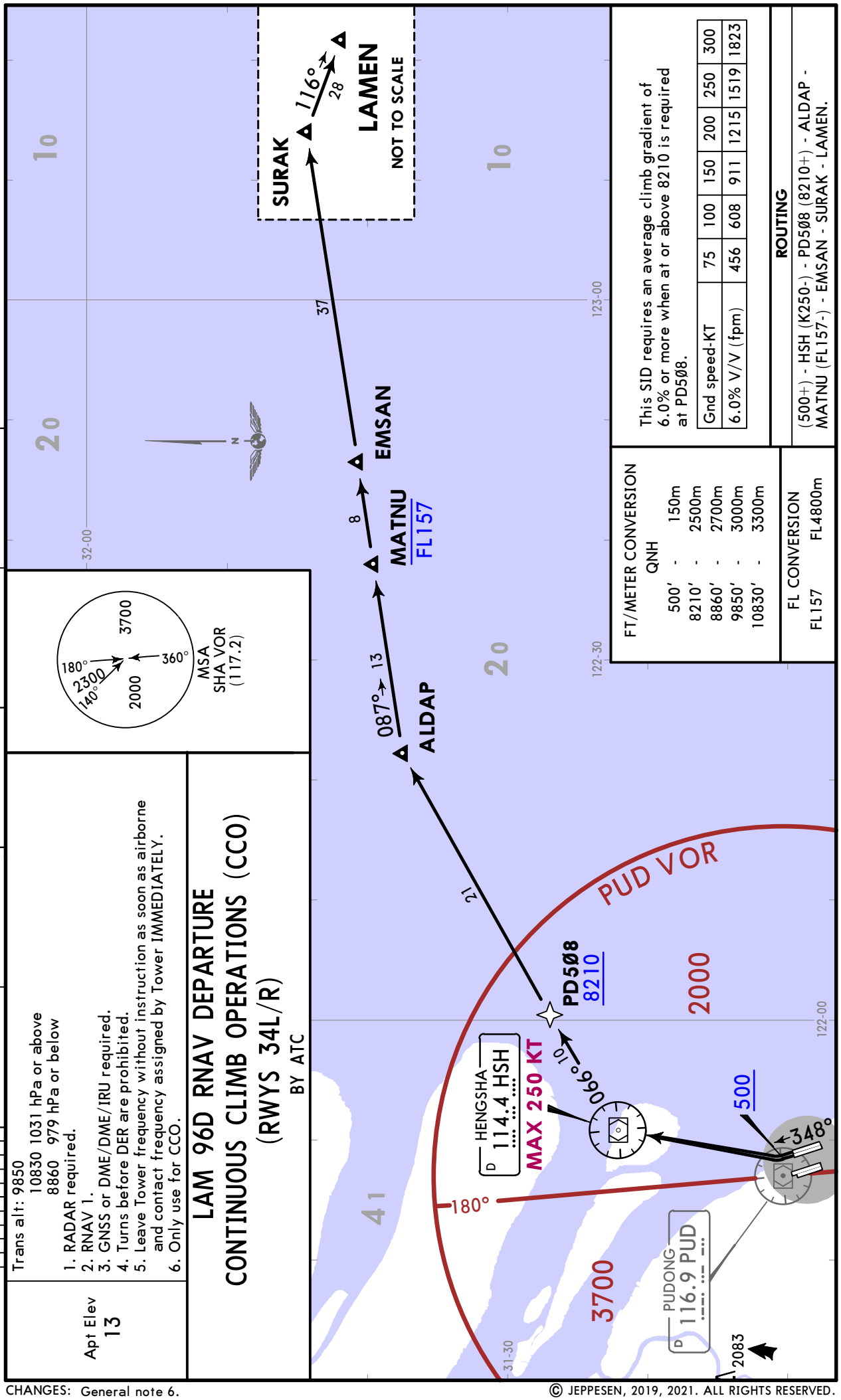
Apt Elev 13

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

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

LAM 96D RNAV DEPARTURE
CONTINUOUS CLIMB OPERATIONS (CCO)
(RWYS 34L/R)
BY ATC



This SID requires an average climb gradient of 6.0% or more when at or above 8210 is required at PD5Ø8.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

ROUTING

(500+) - HSH (K250-) - PD5Ø8 (8210+) - ALDAP - MATNU (FL157-) - EMSAN - SURAK - LAMEN.

FT/METER CONVERSION
QNH

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

FL CONVERSION

FL157	FL4800m

CHANGES: General note 6.

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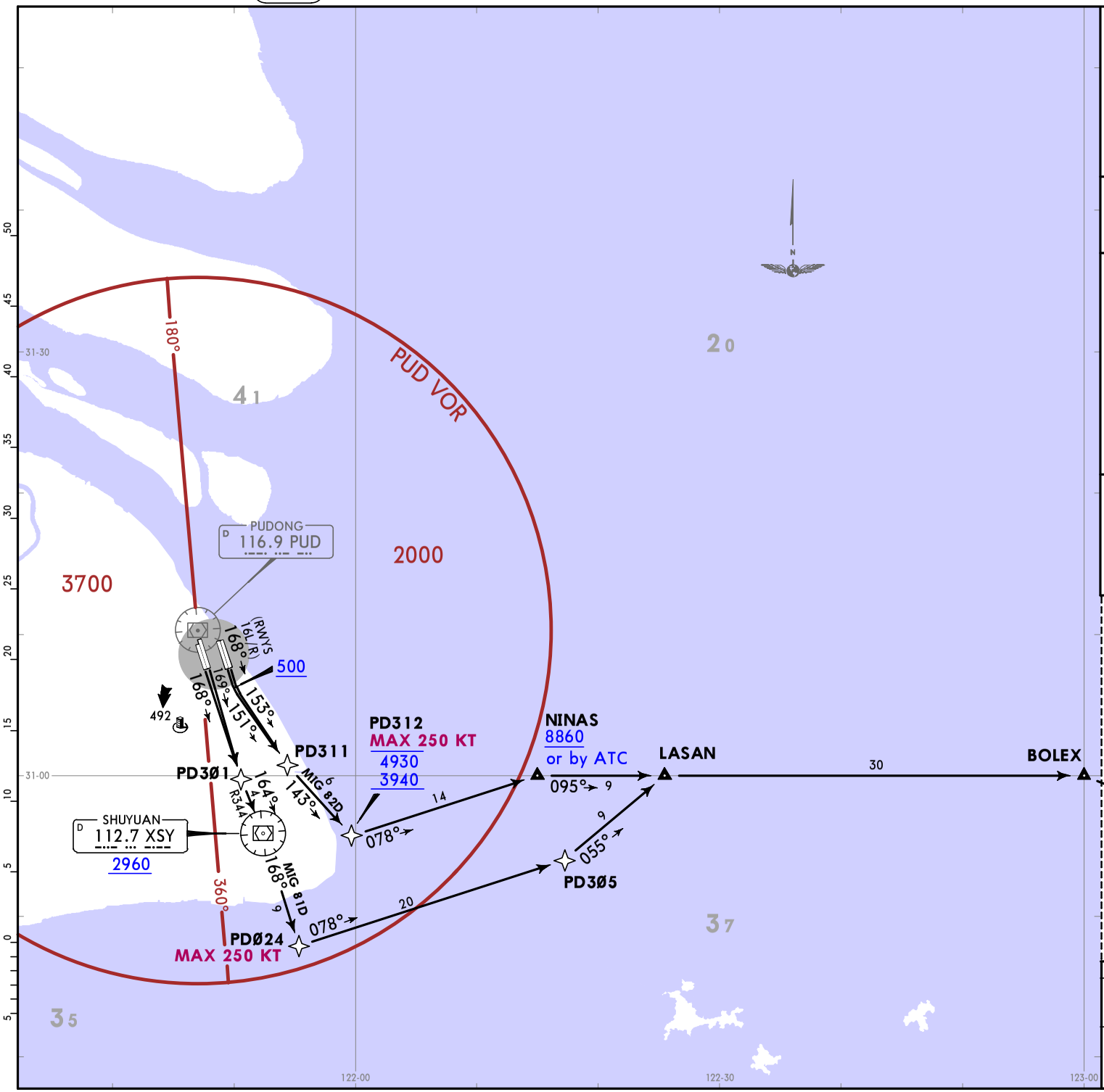


Apt Elev
13

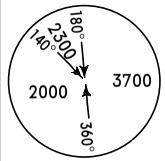
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

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

MIG 81D, MIG 82D RNAV DEPARTURES

FT/METER CONVERSION
QNH

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



MSA
SHA VOR
(117.2)

MIG 82D

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

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

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

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

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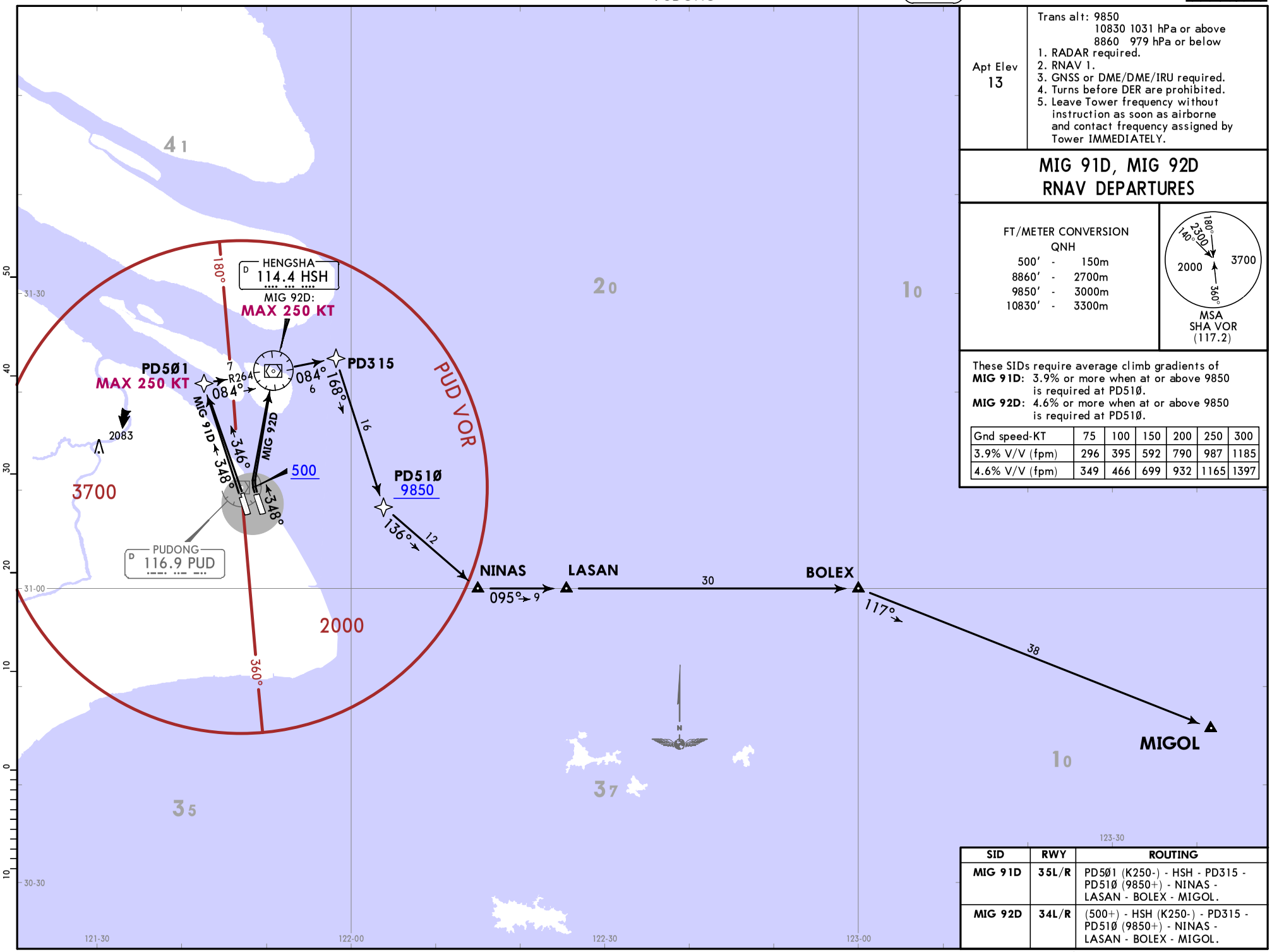

Apt Elev 13	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. RADAR required. 2. RNAV 1. 3. GNSS or DME/DME/IRU required. 4. Turns before DER are prohibited. 5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

MIG 91D, MIG 92D RNAV DEPARTURES

FT/METER CONVERSION
QNH

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

MSA
SHA VOR
(117.2)

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

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

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

CHANGES: None.

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

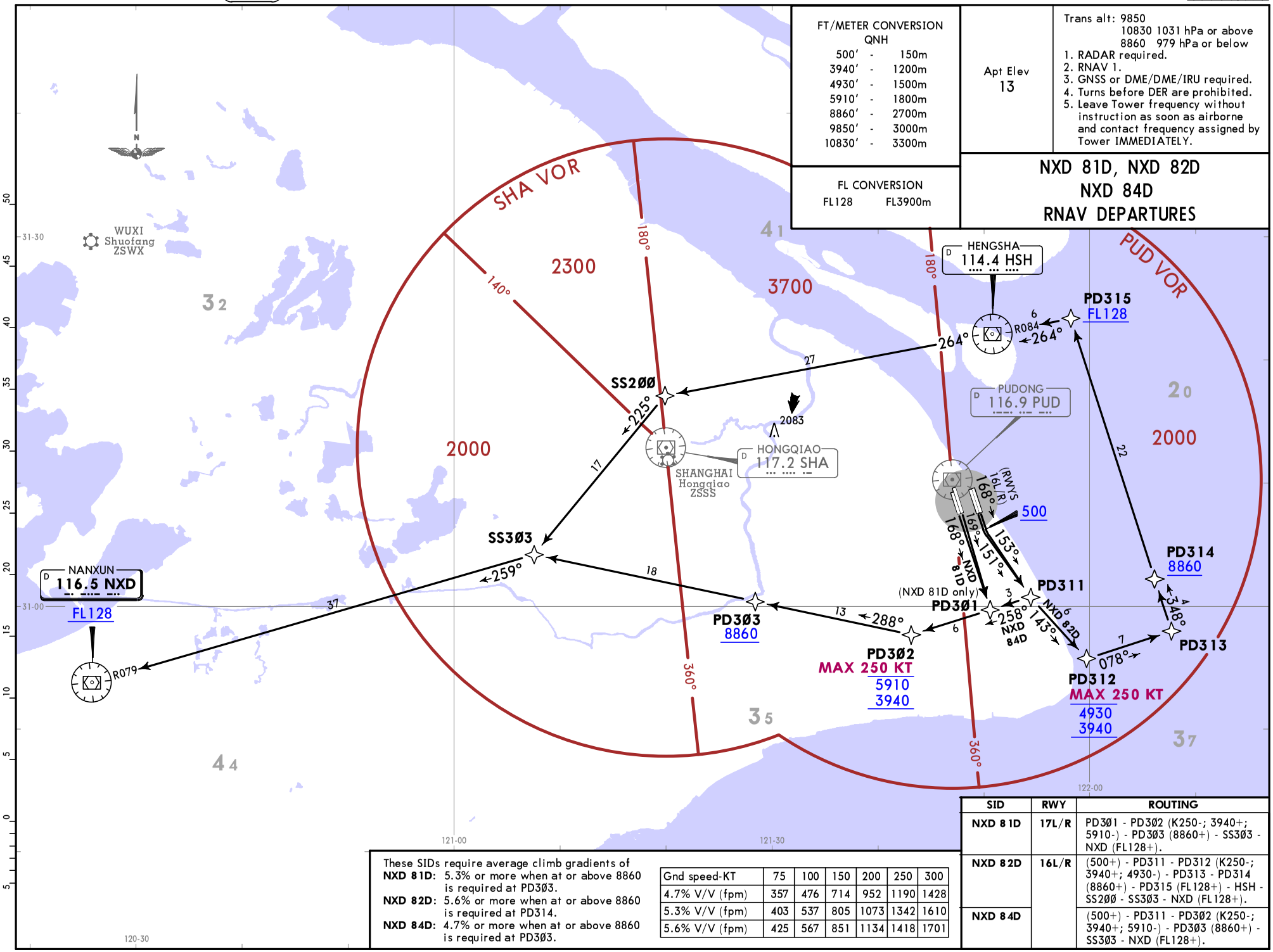
FL CONVERSION	
FL128	FL3900m

Apt Elev
13

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

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

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



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

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

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

CHANGES: General note 3.

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

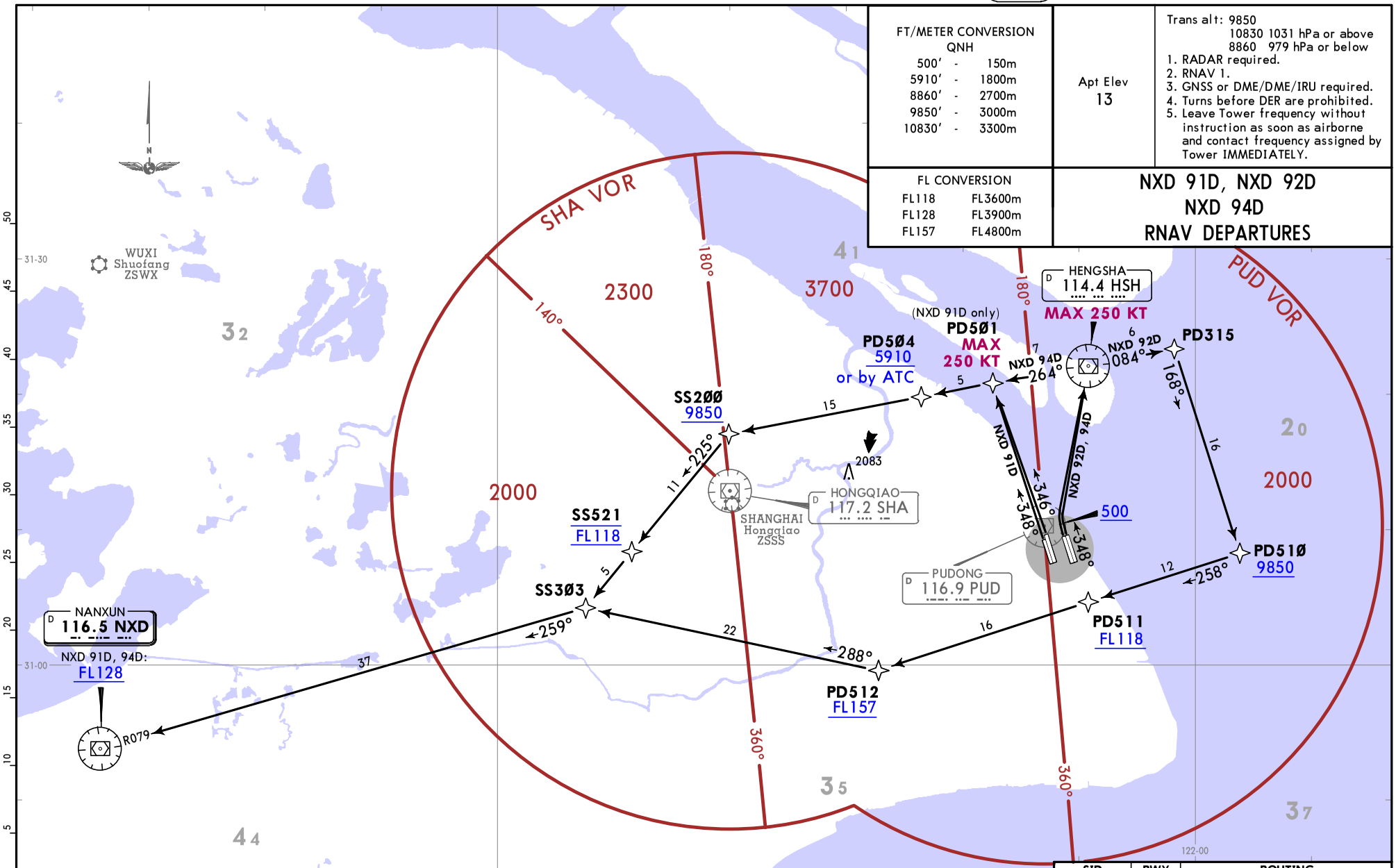
FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL157	FL4800m

Apt Elev
13

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

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

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



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

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

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

CHANGES: General note 3.

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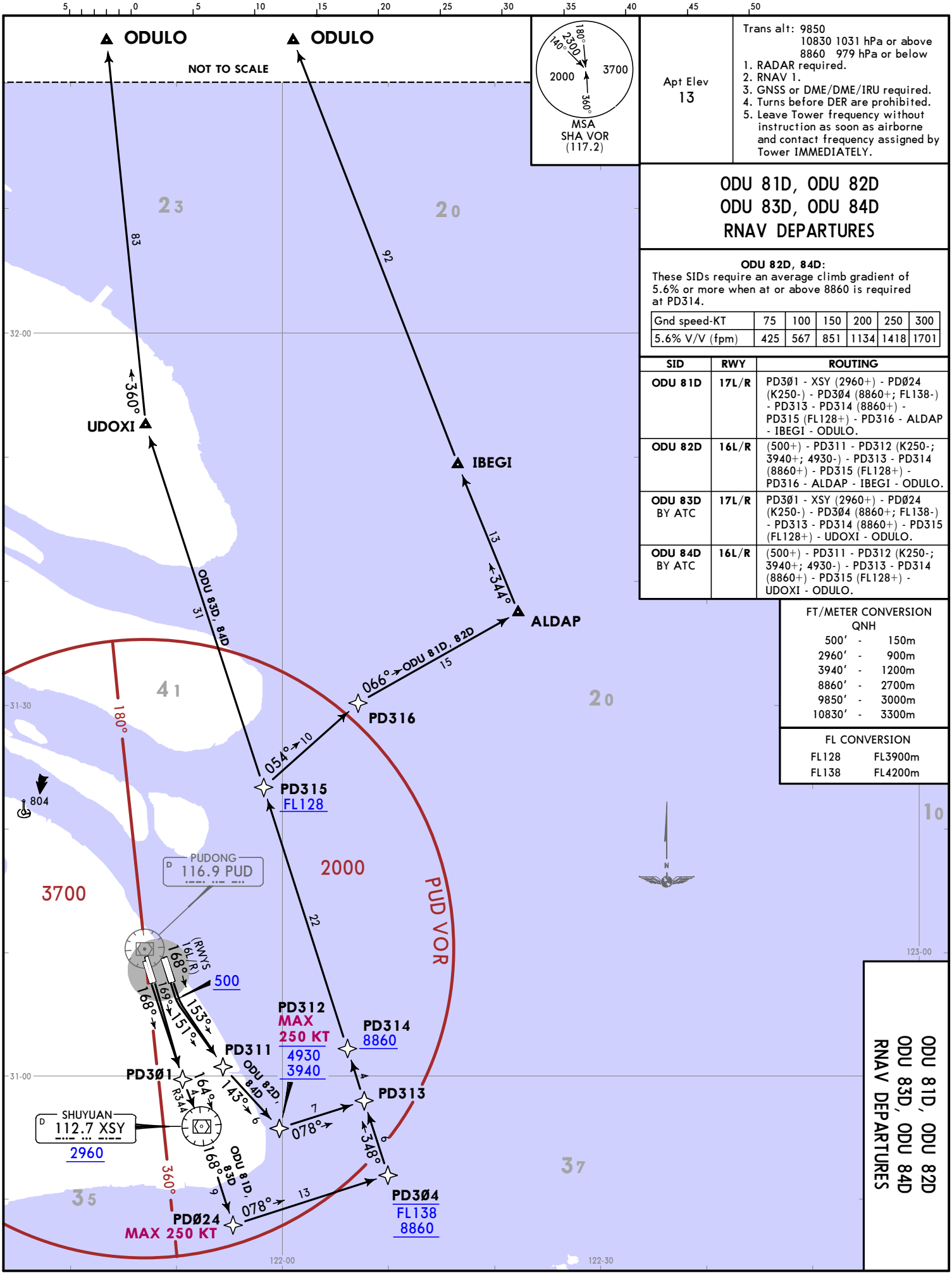

Apt Elev
13

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

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

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

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

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

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

FT/METER CONVERSION
QNH

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

FL CONVERSION

FL128	FL3900m
FL138	FL4200m

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

SHANGHAI, PR OF CHINA
RNAV SID

CHANGES: General note 3.

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CHANGES: General note 3.

Apt Elev
13

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

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

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

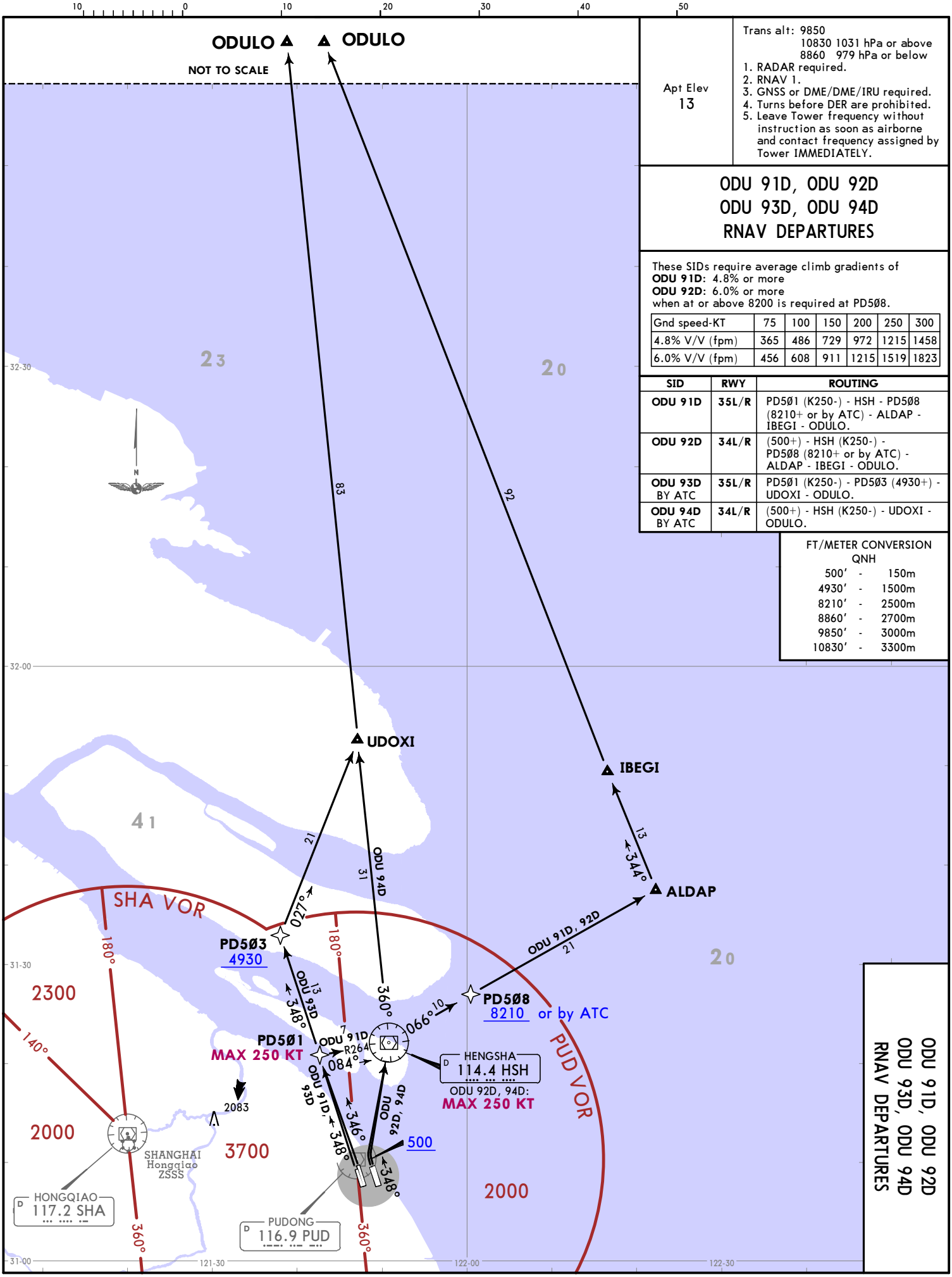
These SIDs require average climb gradients of
ODU 91D: 4.8% or more
ODU 92D: 6.0% or more
when at or above 8200 is required at PD5Ø8.

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

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

FT/METER CONVERSION
QNH

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



ZSPD/PVG
PUDONG

21 MAY 21
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SHANGHAI, PR OF CHINA

RNAV SID

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

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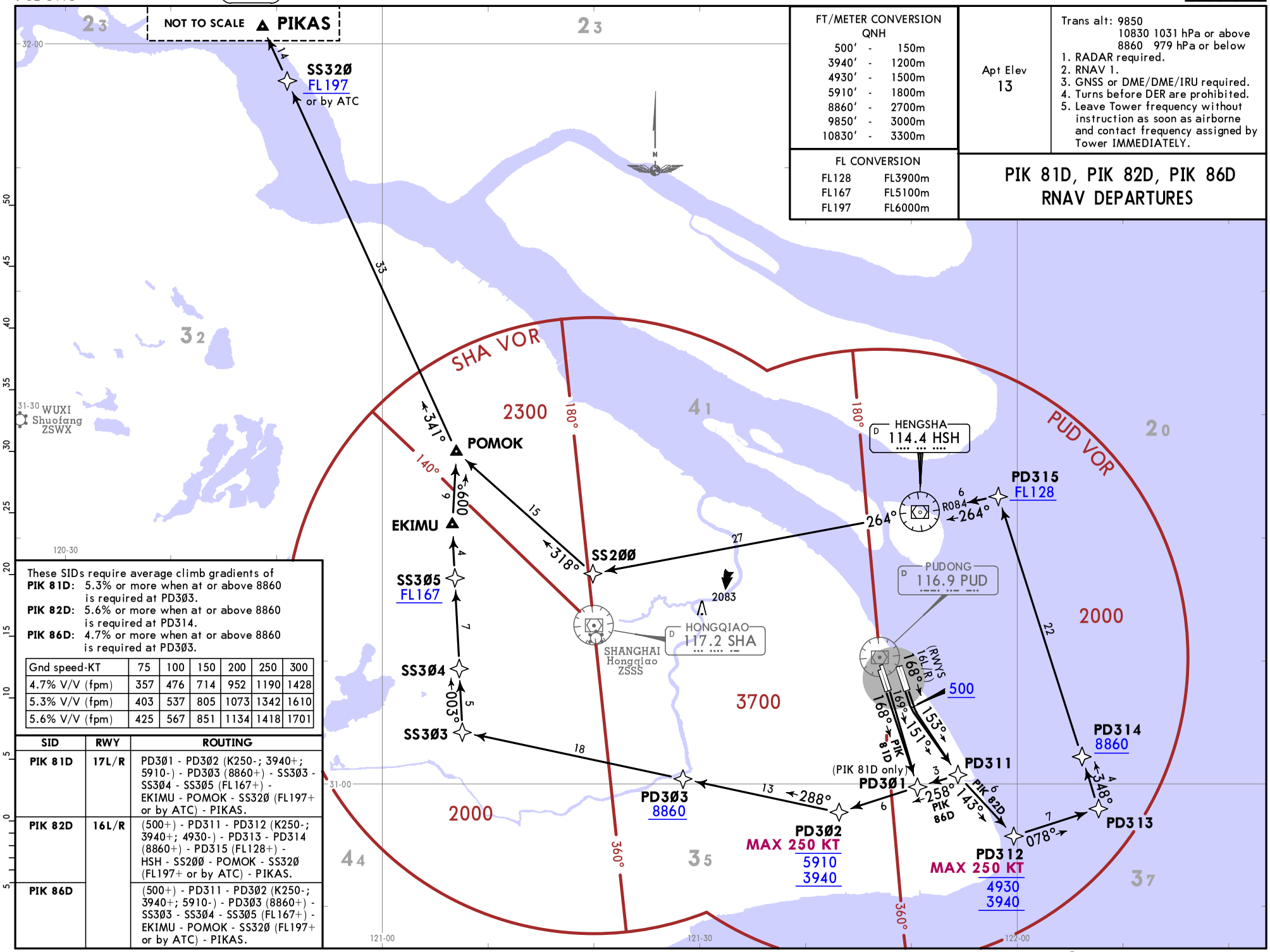

FT/METER CONVERSION QNH		
500′	-	150m
3940′	-	1200m
4930′	-	1500m
5910′	-	1800m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION	
FL128	FL3900m
FL167	FL5100m
FL197	FL6000m

Apt Elev
13

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

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

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

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

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

SID	RWY	ROUTING
PIK 81D	17L/R	PD3Ø1 - PD3Ø2 (K250-; 3940+; 5910-) - PD3Ø3 (8860+) - SS3Ø3 - SS3Ø4 - SS3Ø5 (FL167+) - EKIMU - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 82D	16L/R	(500+) - PD311 - PD312 (K250-; 3940+; 4930-) - PD313 - PD314 (8860+) - PD315 (FL128+) - HSH - SS2ØØ - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 86D		(500+) - PD311 - PD3Ø2 (K250-; 3940+; 5910-) - PD3Ø3 (8860+) - SS3Ø3 - SS3Ø4 - SS3Ø5 (FL167+) - EKIMU - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.

CHANGES: General note 3.

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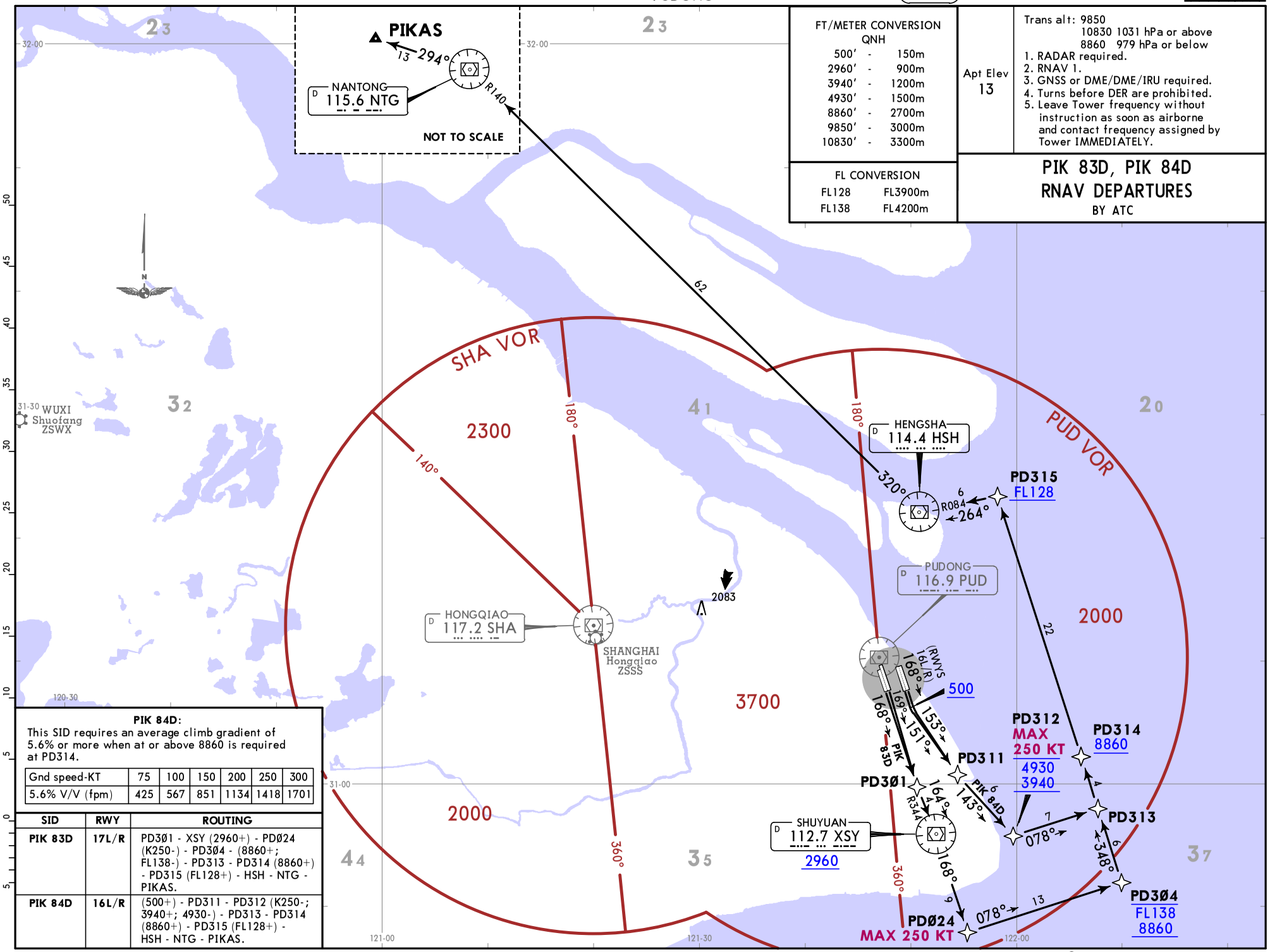

FT/METER CONVERSION QNH	
500′ -	150m
2960′ -	900m
3940′ -	1200m
4930′ -	1500m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL128	FL3900m
FL138	FL4200m

Apt Elev 13

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

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

PIK 83D, PIK 84D RNAV DEPARTURES

BY ATC

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

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

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

CHANGES: General note 3.

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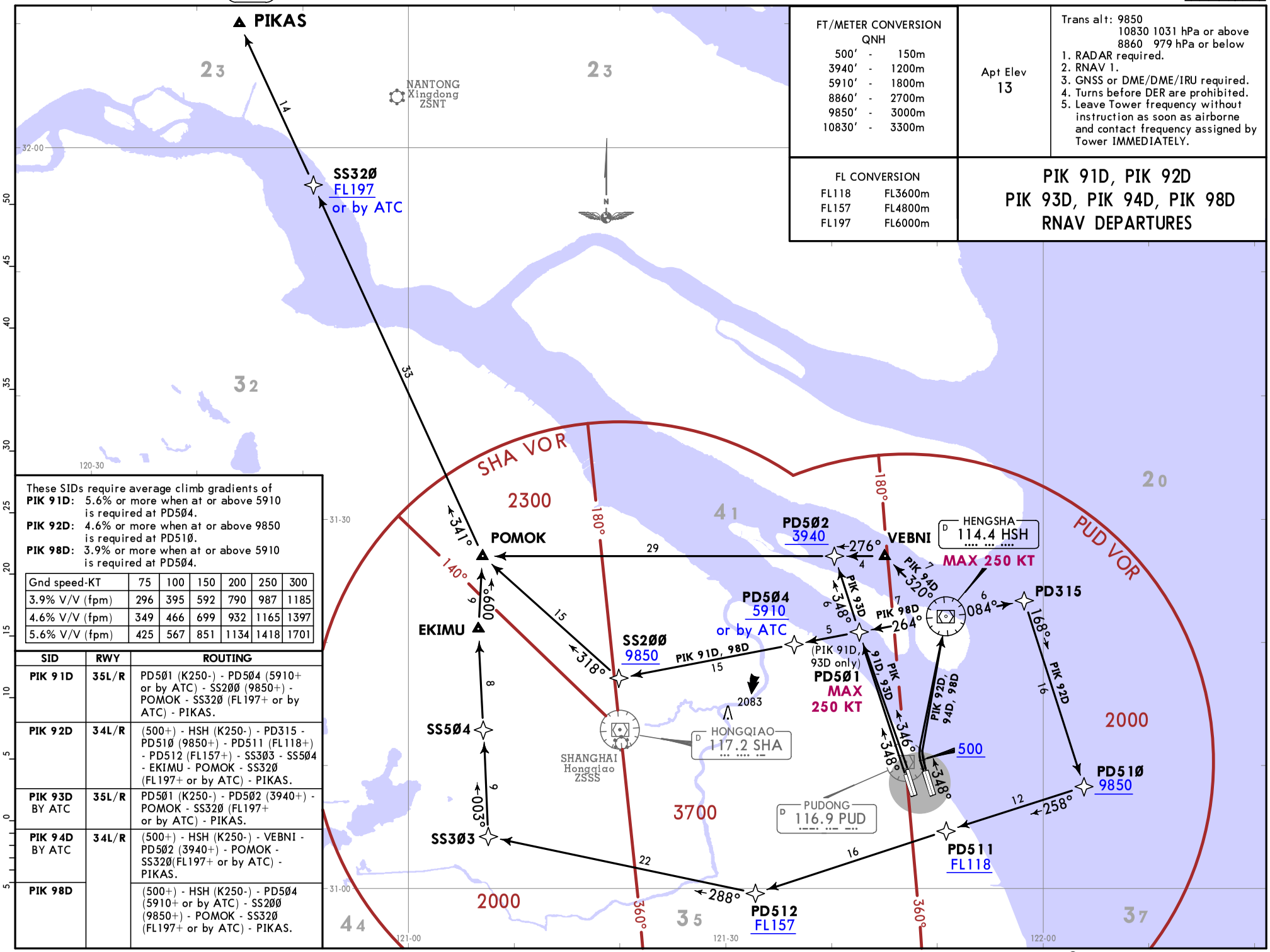
FT/METER CONVERSION QNH	
500′ -	150m
3940′ -	1200m
5910′ -	1800m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

Apt Elev 13

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

FL CONVERSION	
FL118	FL3600m
FL157	FL4800m
FL197	FL6000m

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



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

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

SID	RWY	ROUTING
PIK 91D	35L/R	PD5Ø1 (K25Ø-) - PD5Ø4 (5910+ or by ATC) - SS2ØØ (9850+) - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 92D	34L/R	(5ØØ+) - HSH (K25Ø-) - PD315 - PD51Ø (9850+) - PD511 (FL118+) - PD512 (FL157+) - SS3Ø3 - SS5Ø4 - EKIMU - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 93D BY ATC	35L/R	PD5Ø1 (K25Ø-) - PD5Ø2 (3940+) - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.
PIK 94D BY ATC	34L/R	(5ØØ+) - HSH (K25Ø-) - VEBNI - PD5Ø2 (3940+) - POMOK - SS32Ø(FL197+ or by ATC) - PIKAS.
PIK 98D		(5ØØ+) - HSH (K25Ø-) - PD5Ø4 (5910+ or by ATC) - SS2ØØ (9850+) - POMOK - SS32Ø (FL197+ or by ATC) - PIKAS.

CHANGES: General note 3.

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

Apt Elev
13

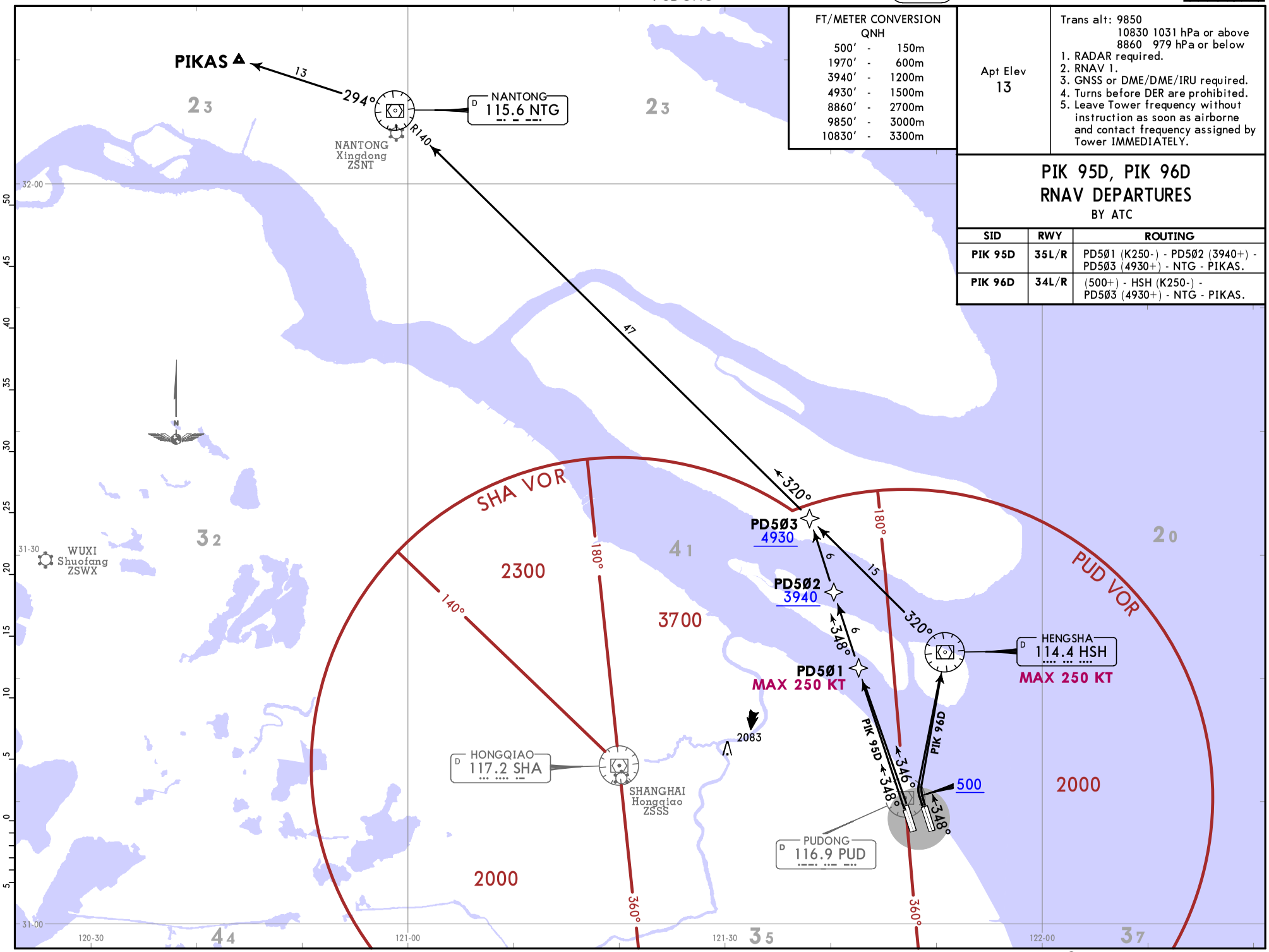
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

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

PIK 95D, PIK 96D RNAV DEPARTURES

BY ATC

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



CHANGES: General note 3.

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

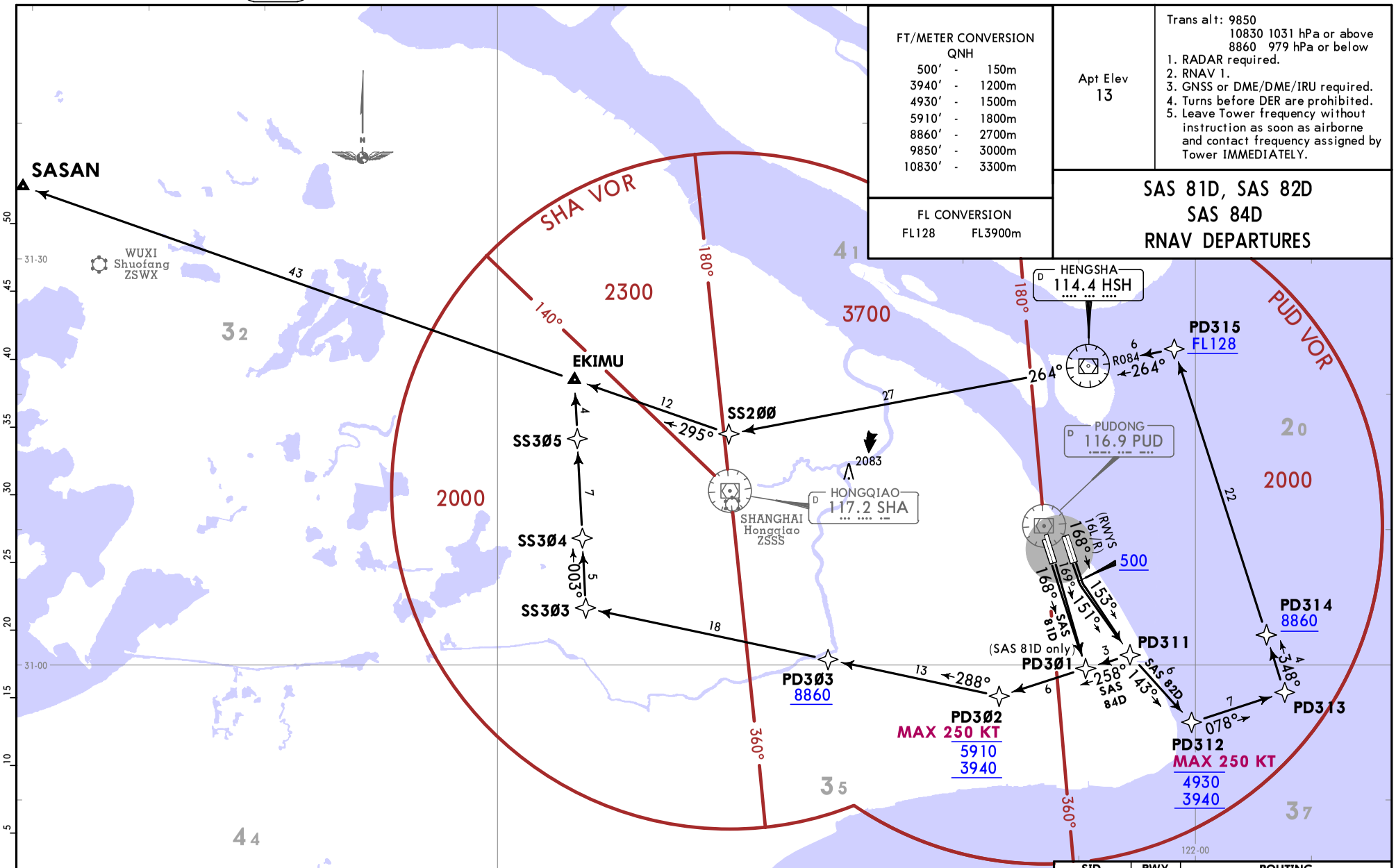
FL CONVERSION	
FL128	FL3900m

Apt Elev
13

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

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

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



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

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

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

CHANGES: General note 3.

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

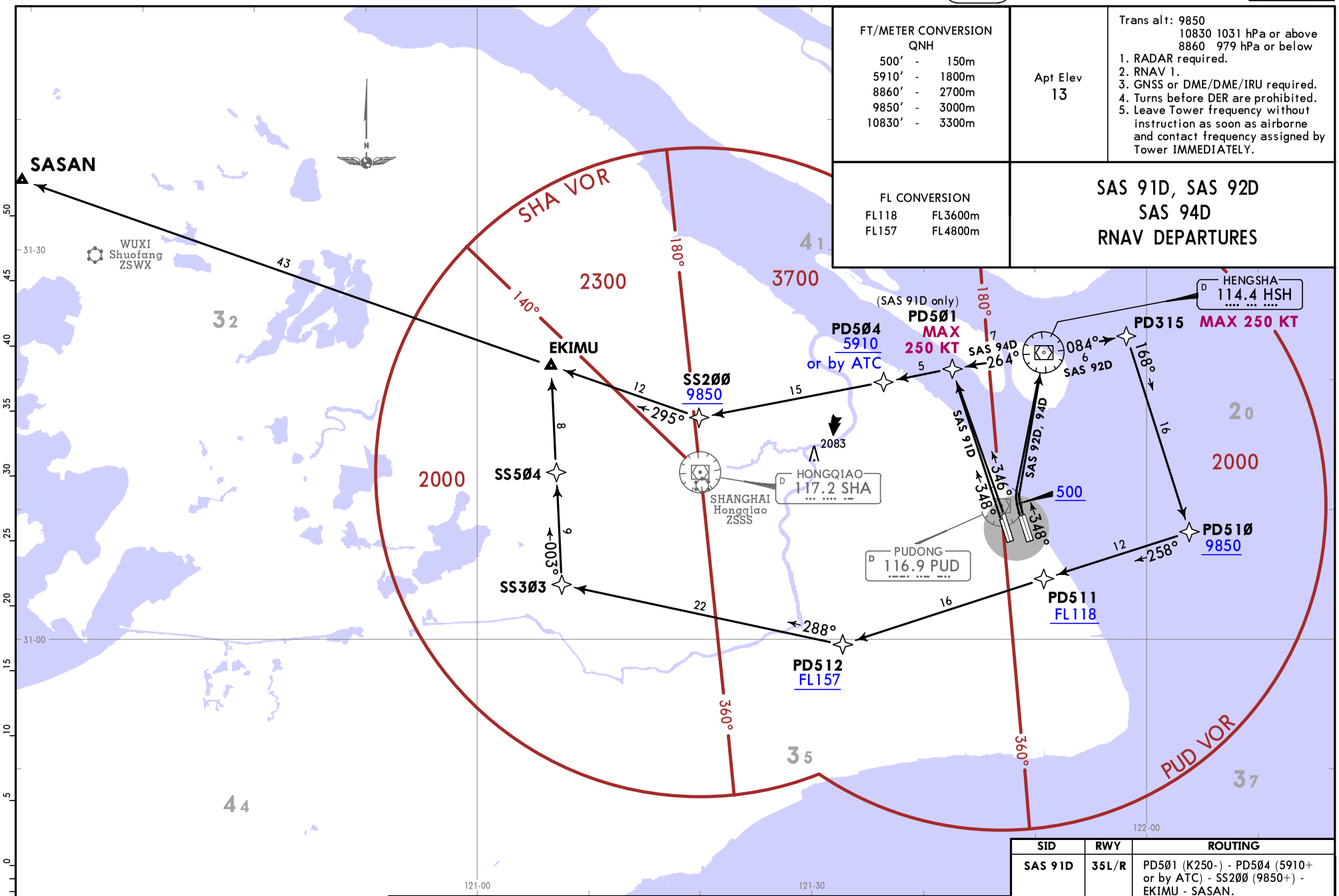
Apt Elev
13

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

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

FL CONVERSION	
FL118	FL3600m
FL157	FL4800m

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



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

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

SID	RWY	ROUTING
SAS 91D	35L/R	PD501 (K250-) - PD504 (5910+ or by ATC) - SS200 (9850+) - EKIMU - SASAN.
SAS 92D	34L/R	(500+) - HSH (K250-) - PD315 - PD510 (9850+) - PD511 (FL118+) - PD512 (FL157+) - SS303 - SS504 - EKIMU - SASAN.
SAS 94D		(500+) - HSH (K250-) - PD504 (5910+ or by ATC) - SS200 (9850+) - EKIMU - SASAN.

CHANGES: General note 3.

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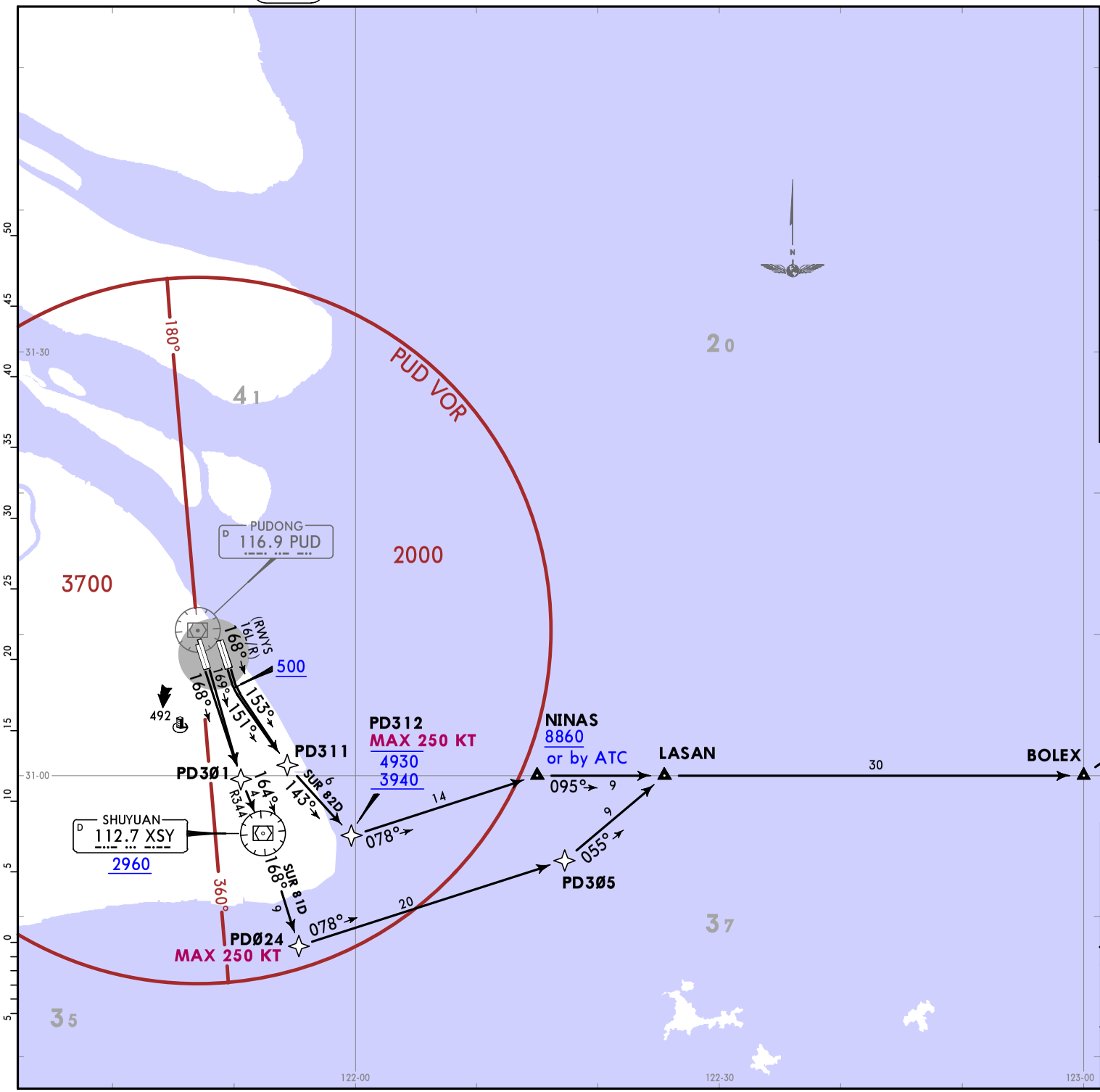


Apt Elev
13

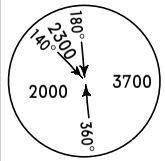
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

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

SUR 81D, SUR 82D RNAV DEPARTURES

FT/METER CONVERSION
QNH

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



MSA
SHA VOR
(117.2)

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

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

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

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

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FT/METER CONVERSION
QNH

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

FL CONVERSION
FL157 FL4800m

MSA
SHA VOR
(117.2)

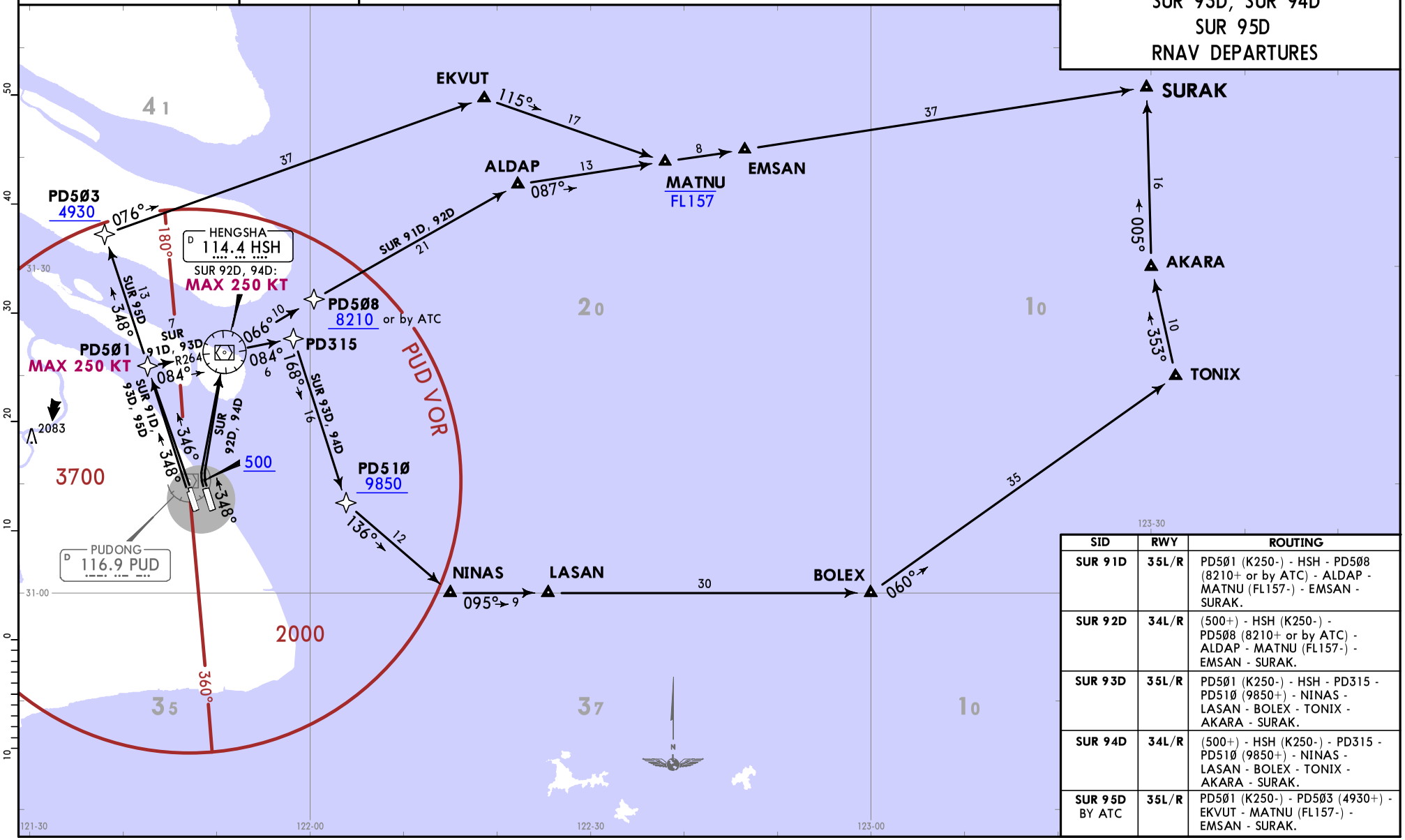
These SIDs require average climb gradients of
SUR 91D: 4.8% or more when at or above 8210 is required at PD5Ø8.
SUR 92D: 6.0% or more when at or above 8210 is required at PD5Ø8.
SUR 93D: 3.9% or more when at or above 9850 is required at PD51Ø.
SUR 94D: 4.6% or more when at or above 9850 is required at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

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

Apt Elev
13

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

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



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

CHANGES: None.

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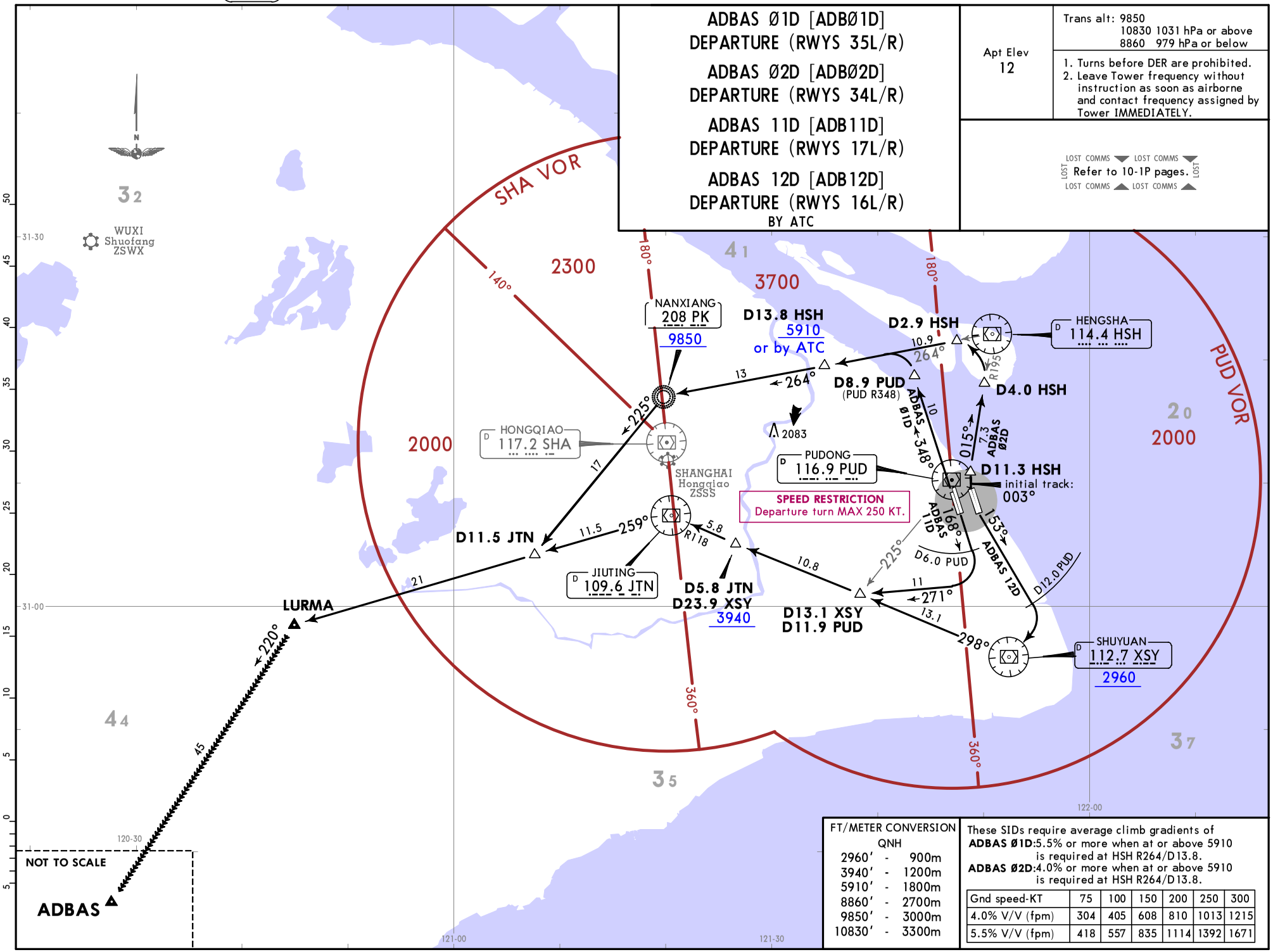
ADBAS Ø1D [ADBØ1D] DEPARTURE (RWYS 35L/R)
ADBAS Ø2D [ADBØ2D] DEPARTURE (RWYS 34L/R)
ADBAS 11D [ADB11D] DEPARTURE (RWYS 17L/R)
ADBAS 12D [ADB12D] DEPARTURE (RWYS 16L/R)
BY ATC

Apt Elev
12

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

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

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



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

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

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

CHANGES: ADBAS SIDs established, AND SIDs transferred.

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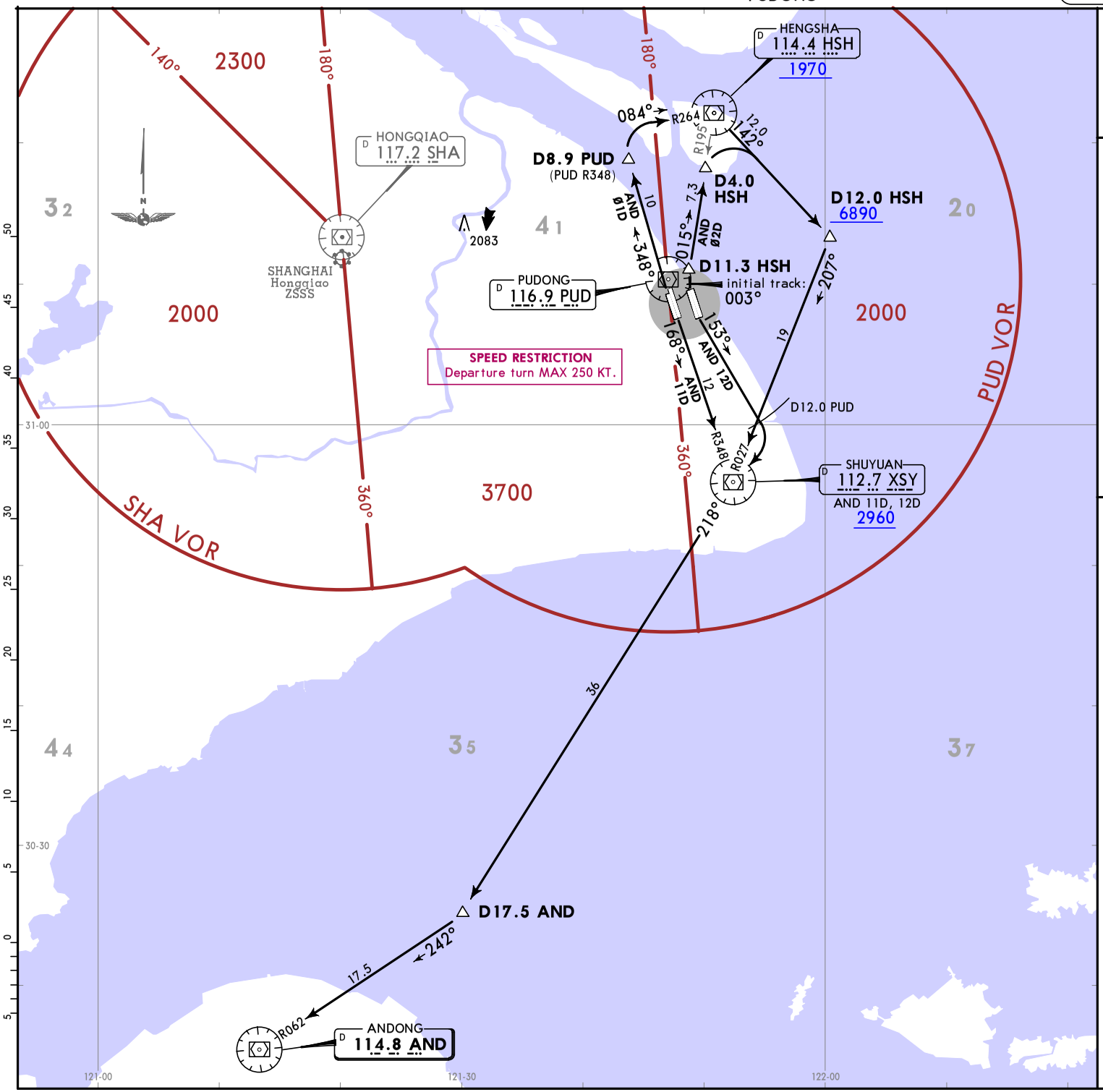

Apt Elev 12	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Turns before DER are prohibited. 2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

AND Ø1D DEPARTURE (RWYS 35L/R)

AND Ø2D DEPARTURE (RWYS 34L/R)

AND 11D DEPARTURE (RWYS 17L/R)

AND 12D DEPARTURE (RWYS 16L/R)

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

FT/METER CONVERSION
QNH

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

These SIDe require average climb gradients of

AND Ø1D

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

AND Ø2D

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

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

CHANGES: New chart (SIDs transferred).

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ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

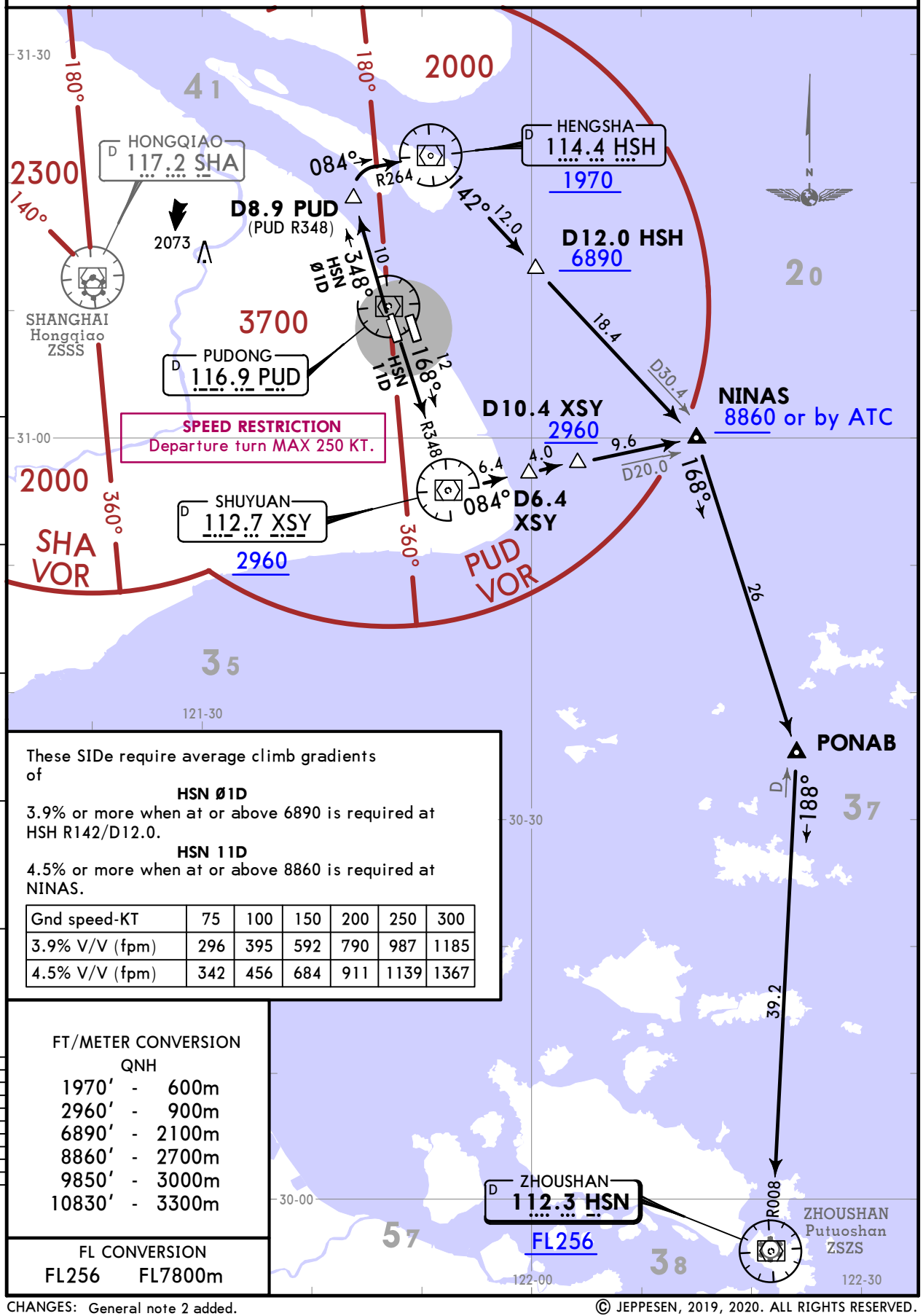
15 MAY 20 (20-3T5)

SID

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

HSN Ø1D RWYS 35L/R DEPARTURE

HSN 11D RWYS 17L/R DEPARTURE



These SIDe require average climb gradients of

HSN Ø1D

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

HSN 11D

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

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

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL256 FL7800m

CHANGES: General note 2 added.

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ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

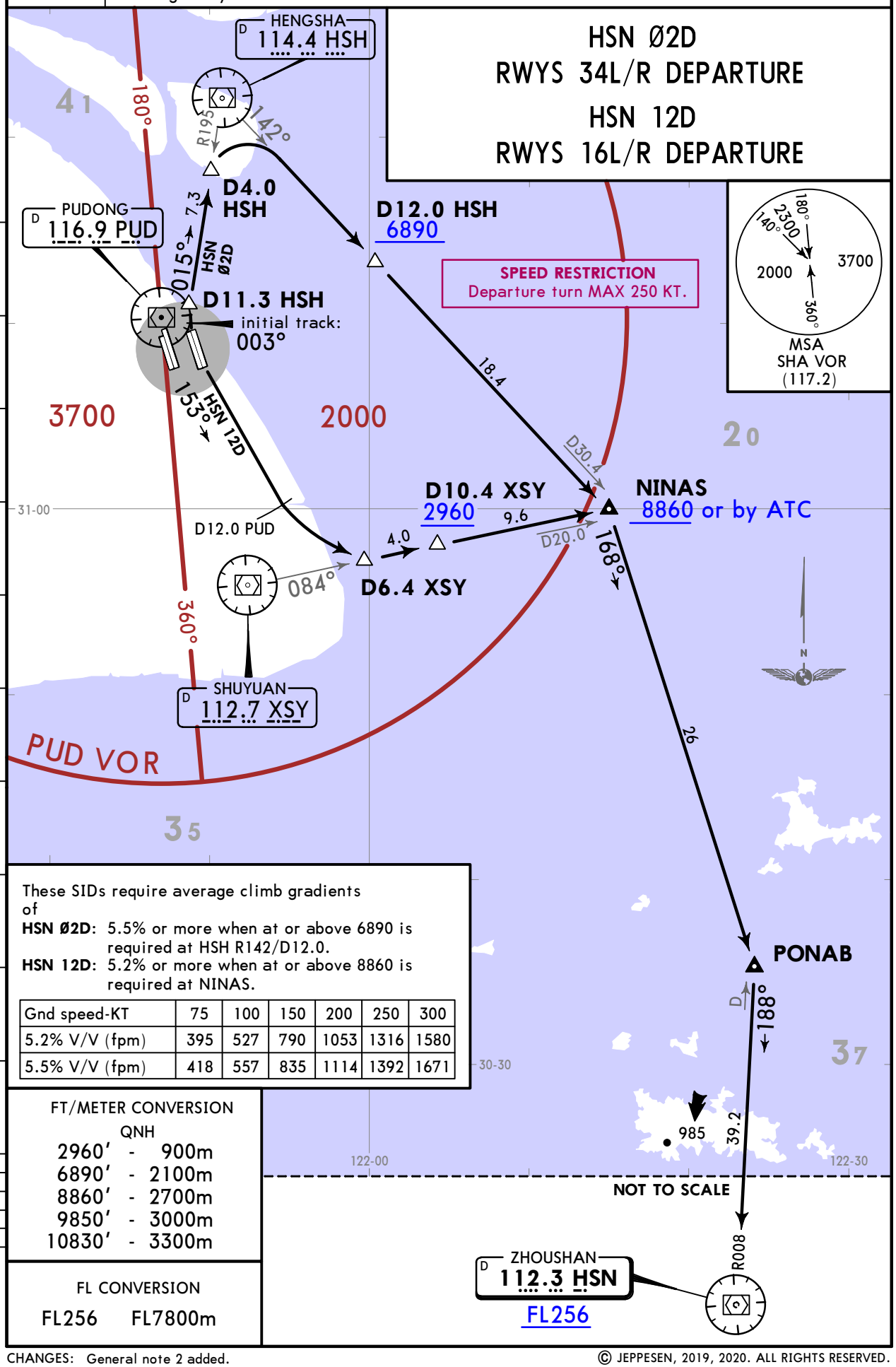
15 MAY 20 (20-3T6)

SID

Apt Elev 13

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

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



These SIDs require average climb gradients of

HSN Ø2D: 5.5% or more when at or above 6890 is required at HSH R142/D12.0.

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

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

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL256 FL7800m

CHANGES: General note 2 added.

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These SIDs require average climb gradients of

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

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

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

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

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

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

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

MSA
SHA VOR
(117.2)

FT/METER CONVERSION
QNH

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

FL CONVERSION
FL157 FL4800m

Apt Elev
13

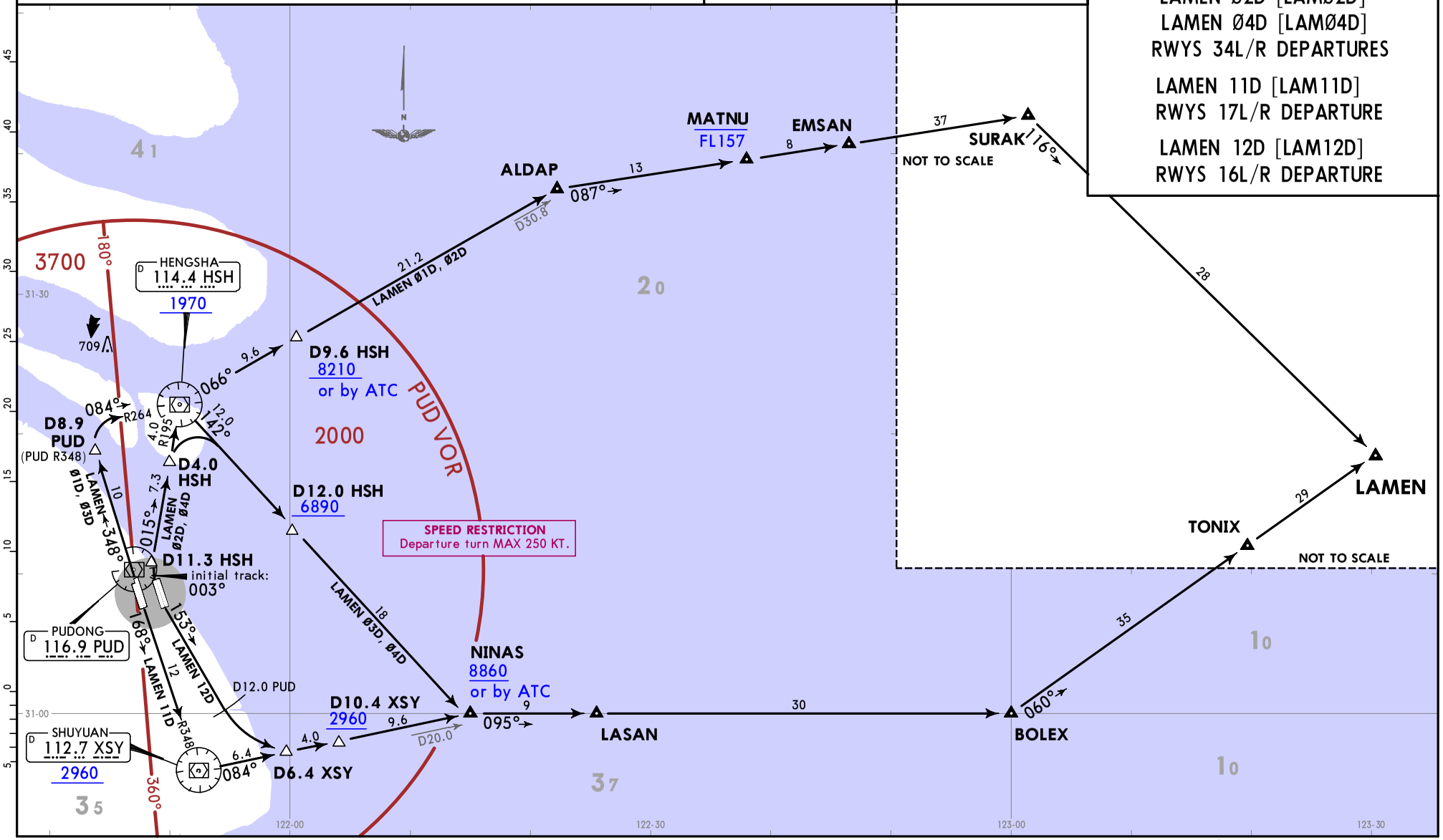
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

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

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

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

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



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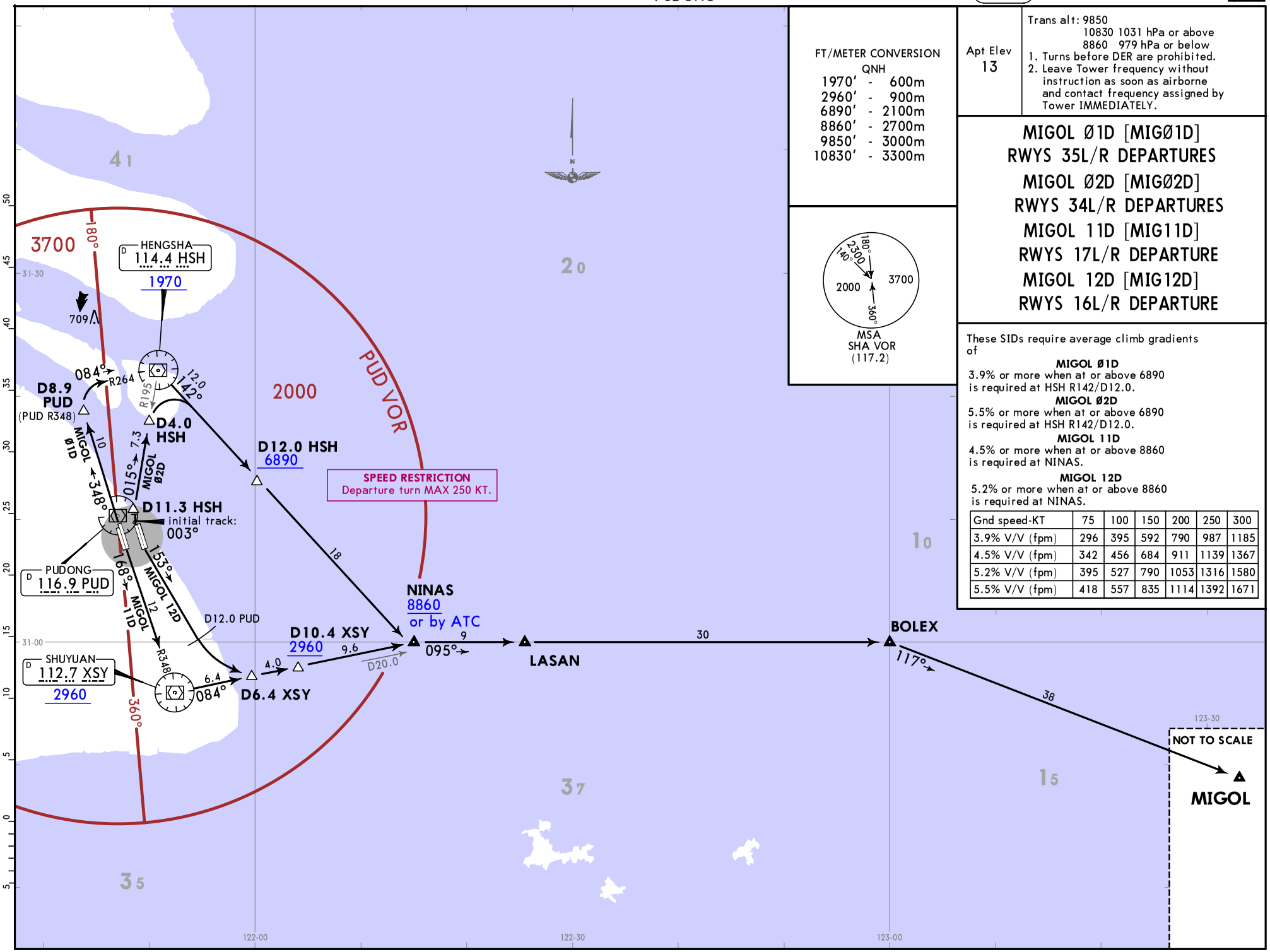

FT/METER CONVERSION
QNH

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

MSA
SHA VOR
(117.2)

180° 2300 140° 2000 3700 360°

Apt Elev
13

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

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

MIGOL Ø1D [MIGØ1D]
RWYS 35L/R DEPARTURES
MIGOL Ø2D [MIGØ2D]
RWYS 34L/R DEPARTURES
MIGOL 11D [MIG11D]
RWYS 17L/R DEPARTURE
MIGOL 12D [MIG12D]
RWYS 16L/R DEPARTURE

These SIDs require average climb gradients of

MIGOL Ø1D
3.9% or more when at or above 6890 is required at HSH R142/D12.0.

MIGOL Ø2D
5.5% or more when at or above 6890 is required at HSH R142/D12.0.

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

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

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: General note 2 added.

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SHANGHAI, PR OF CHINA

SID

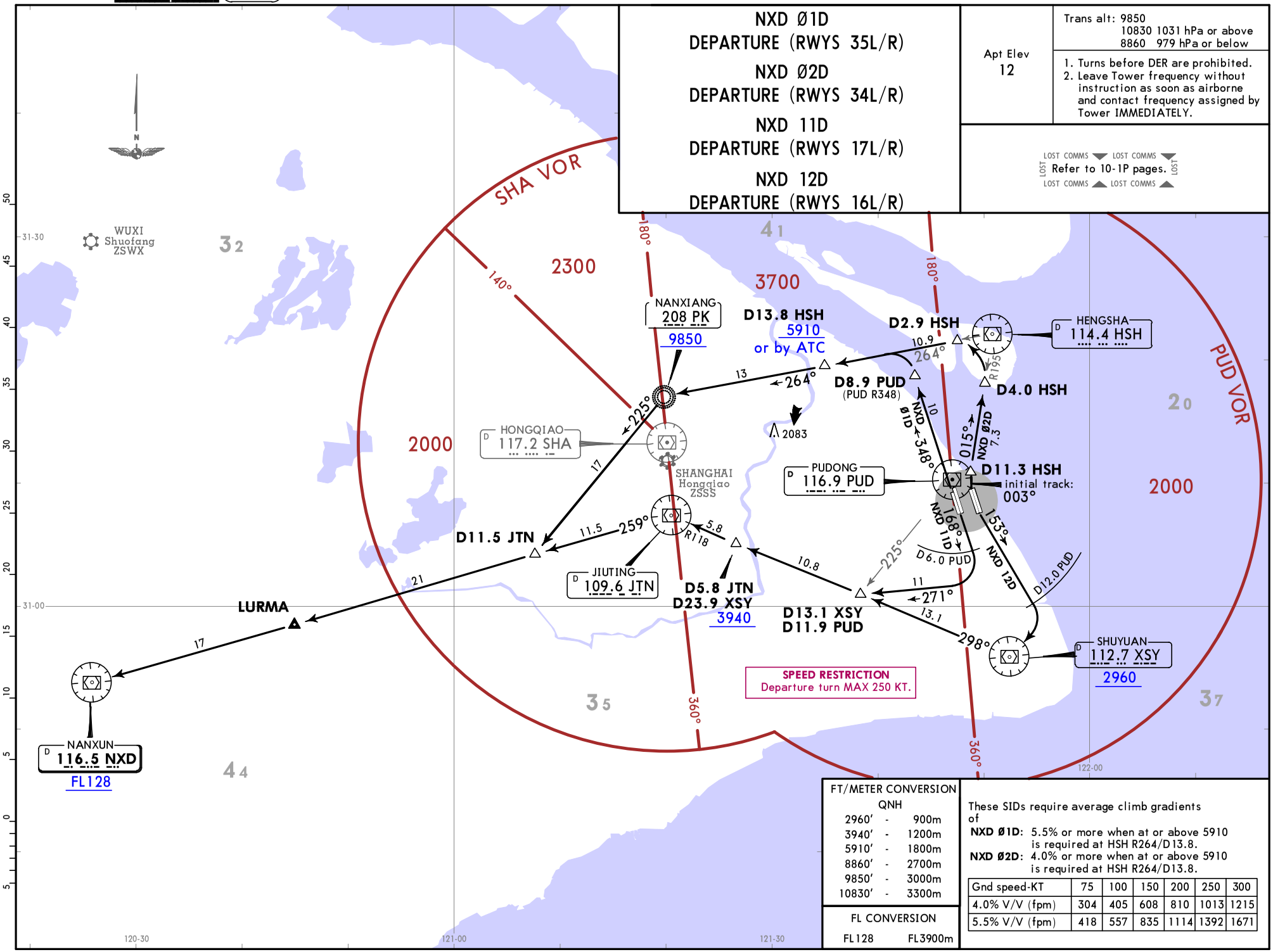
NXD Ø1D DEPARTURE (RWYS 35L/R)
NXD Ø2D DEPARTURE (RWYS 34L/R)
NXD 11D DEPARTURE (RWYS 17L/R)
NXD 12D DEPARTURE (RWYS 16L/R)

Apt Elev 12

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

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

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



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

FL CONVERSION	
FL128	FL3900m

These SIDs require average climb gradients of

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

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

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

CHANGES: Chart redrawn, SIDs revised.

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Apt Elev
12

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

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

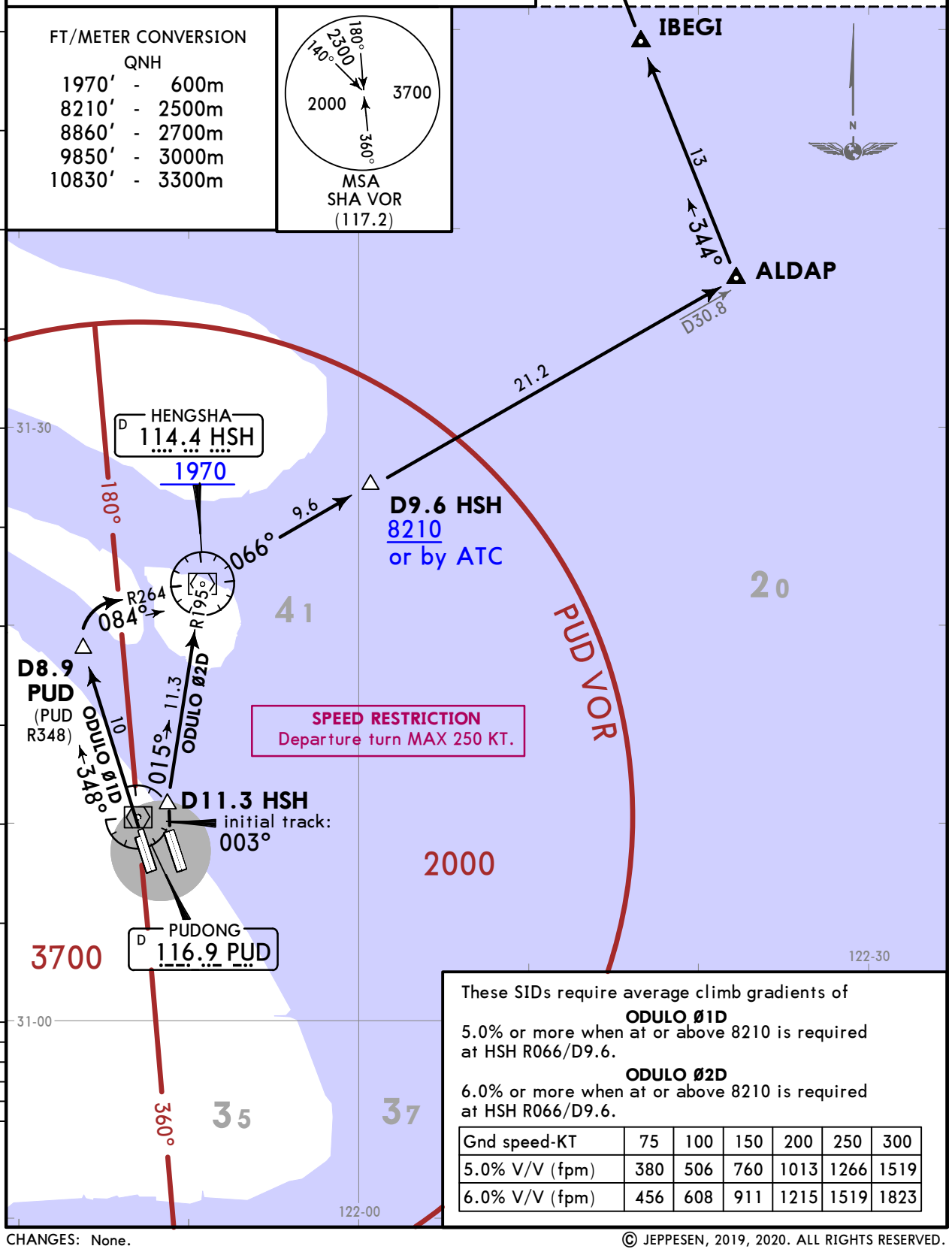
ODULO Ø1D [ODUØ1D] DEPARTURES (RWYS 35L/R)

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

FT/METER CONVERSION
QNH

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

MSA
SHA VOR
(117.2)



These SIDs require average climb gradients of

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

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

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

CHANGES: None.

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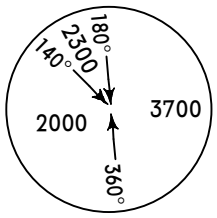
ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3V3)

SID



MSA
SHA VOR
(117.2)

Apt Elev
13

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

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

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

FT/METER CONVERSION
QNH

1970'	-	600m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

ODULO
83
NOT TO SCALE
UDOXI
D
30.5
41
20
31-30
709
360°
HENGSHA
D 114.4 HSH
1970
R264
084°
R195°
D8.9 PUD
(PUD R348)
180°
10
ODULO Ø3D
348°
015°
11.3
ODULO Ø4D
SPEED RESTRICTION
Departure turn MAX 250 KT.
PUD VOR
3700
D11.3 HSH
initial track:
003°
2000
PUDONG
D 116.9 PUD
31-00
360°
35
37
122-00
N

CHANGES: General note 2 added.

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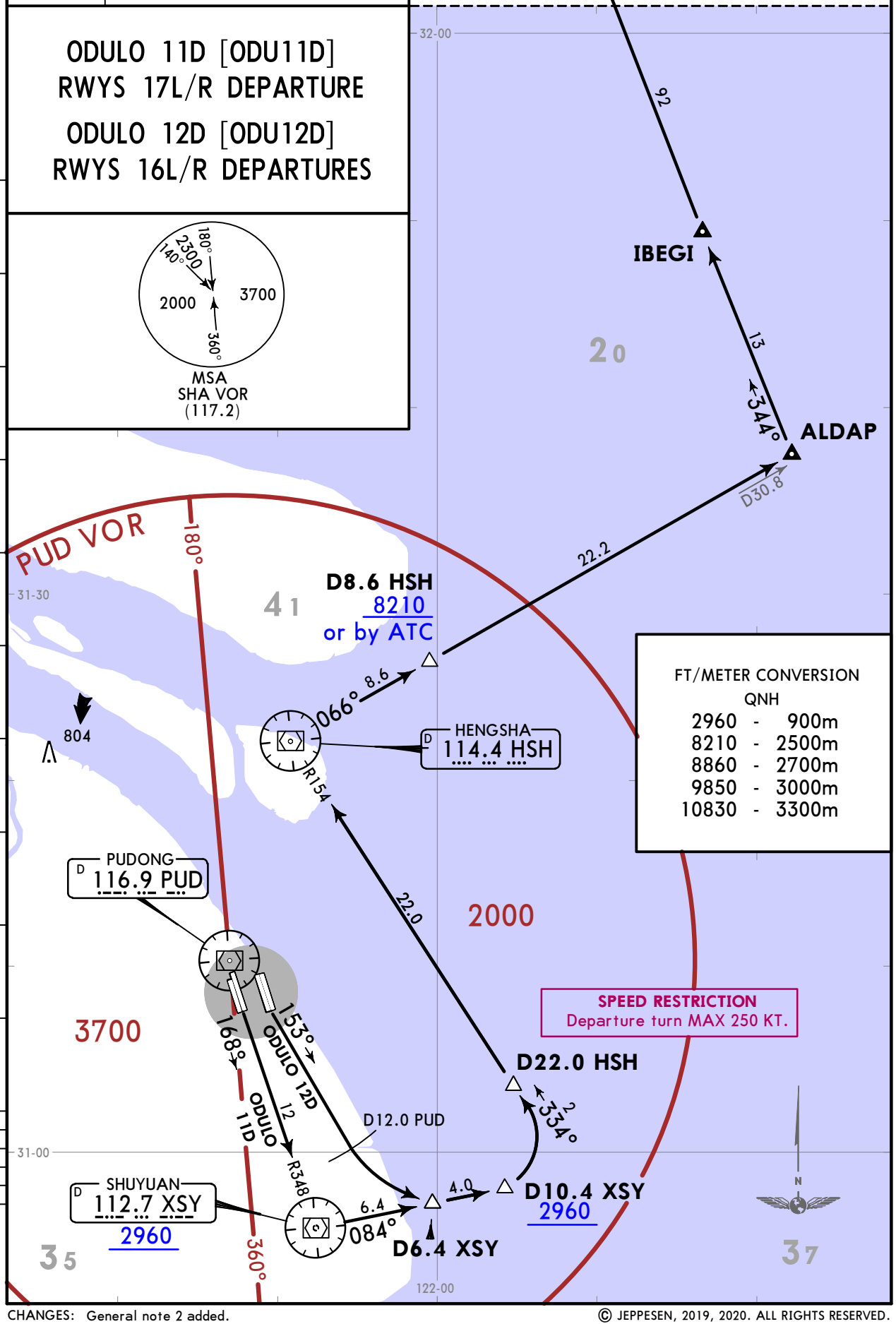
Apt Elev 13

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

ODULO 11D [ODU11D] RWYS 17L/R DEPARTURE

ODULO 12D [ODU12D] RWYS 16L/R DEPARTURES

MSA
SHA VOR
(117.2)



FT/METER CONVERSION
QNH

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

SPEED RESTRICTION
Departure turn MAX 250 KT.

CHANGES: General note 2 added.

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ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3V5)

SID

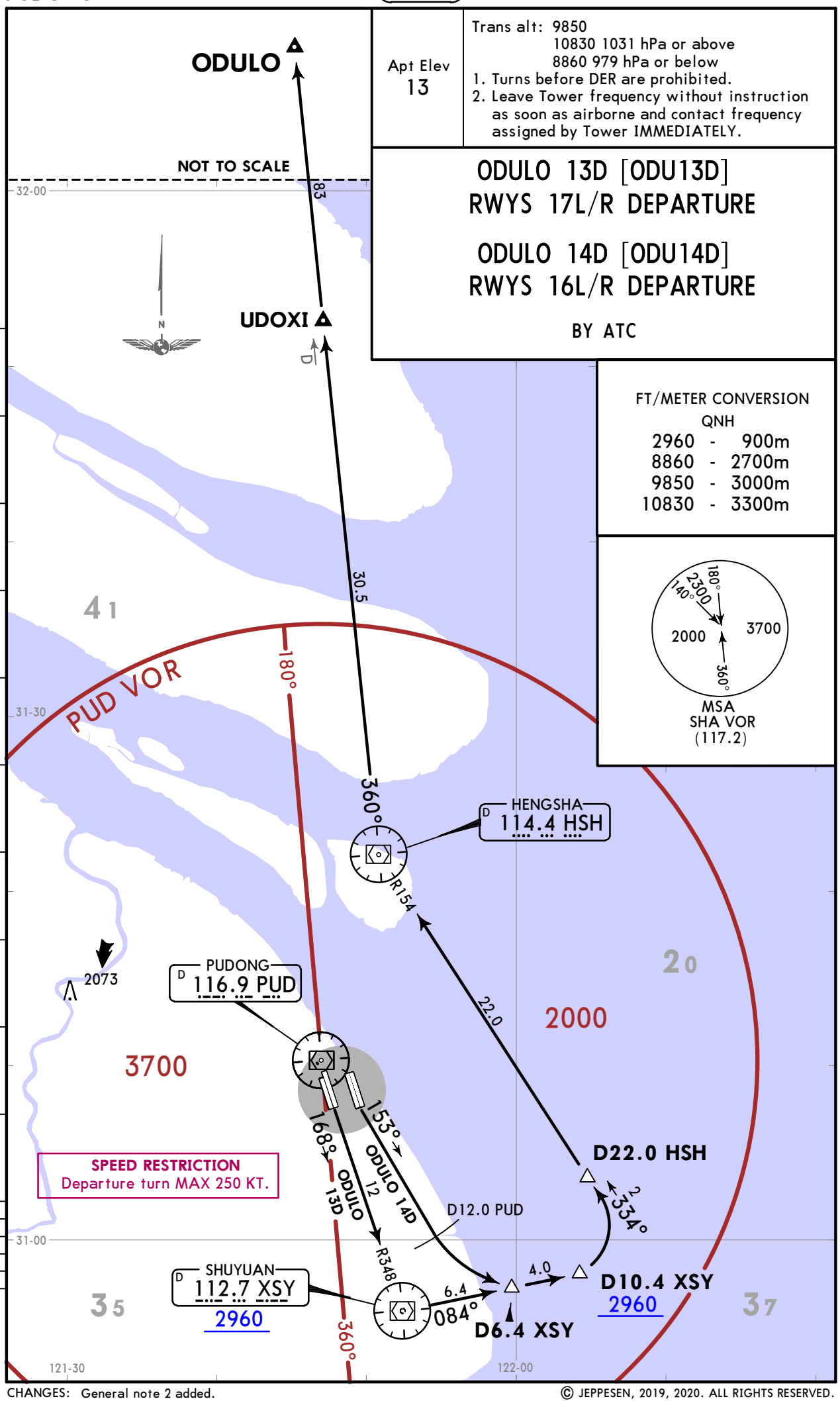
Apt Elev 13

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

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

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

BY ATC



FT/METER CONVERSION
QNH

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

MSA
SHA VOR
(117.2)

CHANGES: General note 2 added.

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Apt Elev
13

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

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

PIKAS Ø1D [PIKØ1D]
RWYS 35L/R DEPARTURE

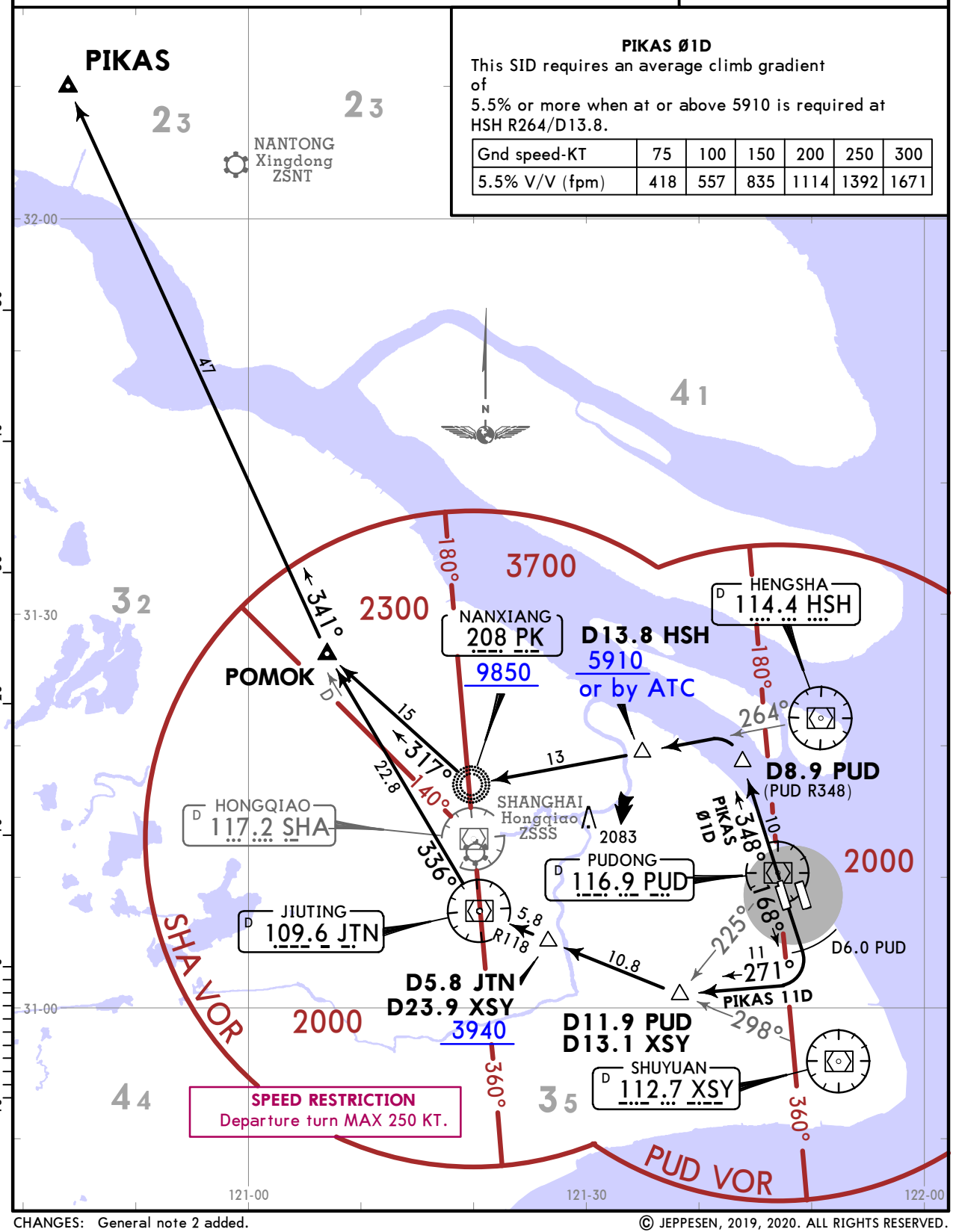
PIKAS 11D [PIK11D]
RWYS 17L/R DEPARTURE

FT/METER CONVERSION
QNH

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

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

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



CHANGES: General note 2 added.

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

PIKAS Ø2D [PIKØ2D]
RWYS 34L/R DEPARTURE

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

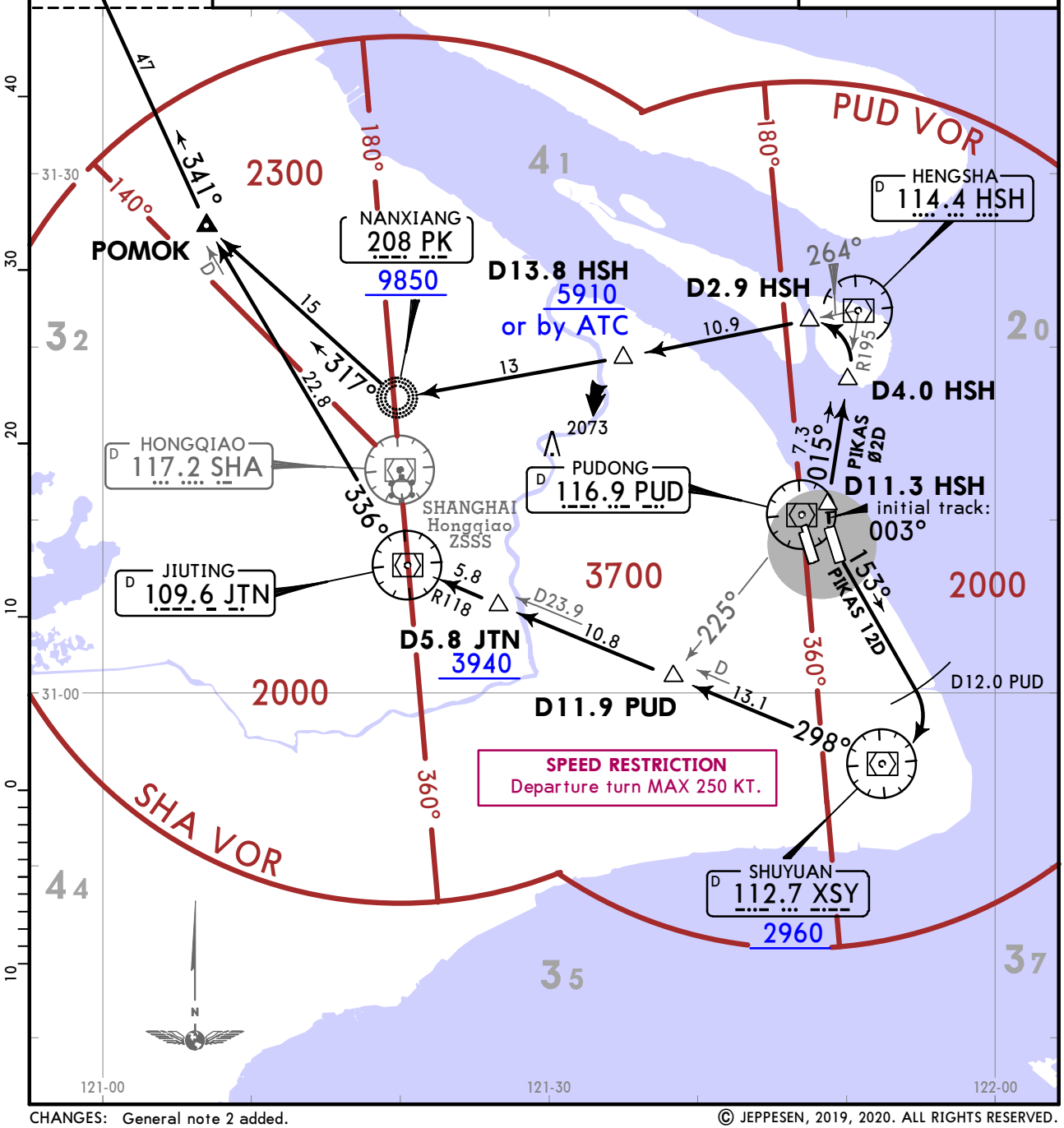
PIKAS Ø2D

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

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

FT/METER CONVERSION
QNH

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



CHANGES: General note 2 added.

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Apt Elev
13

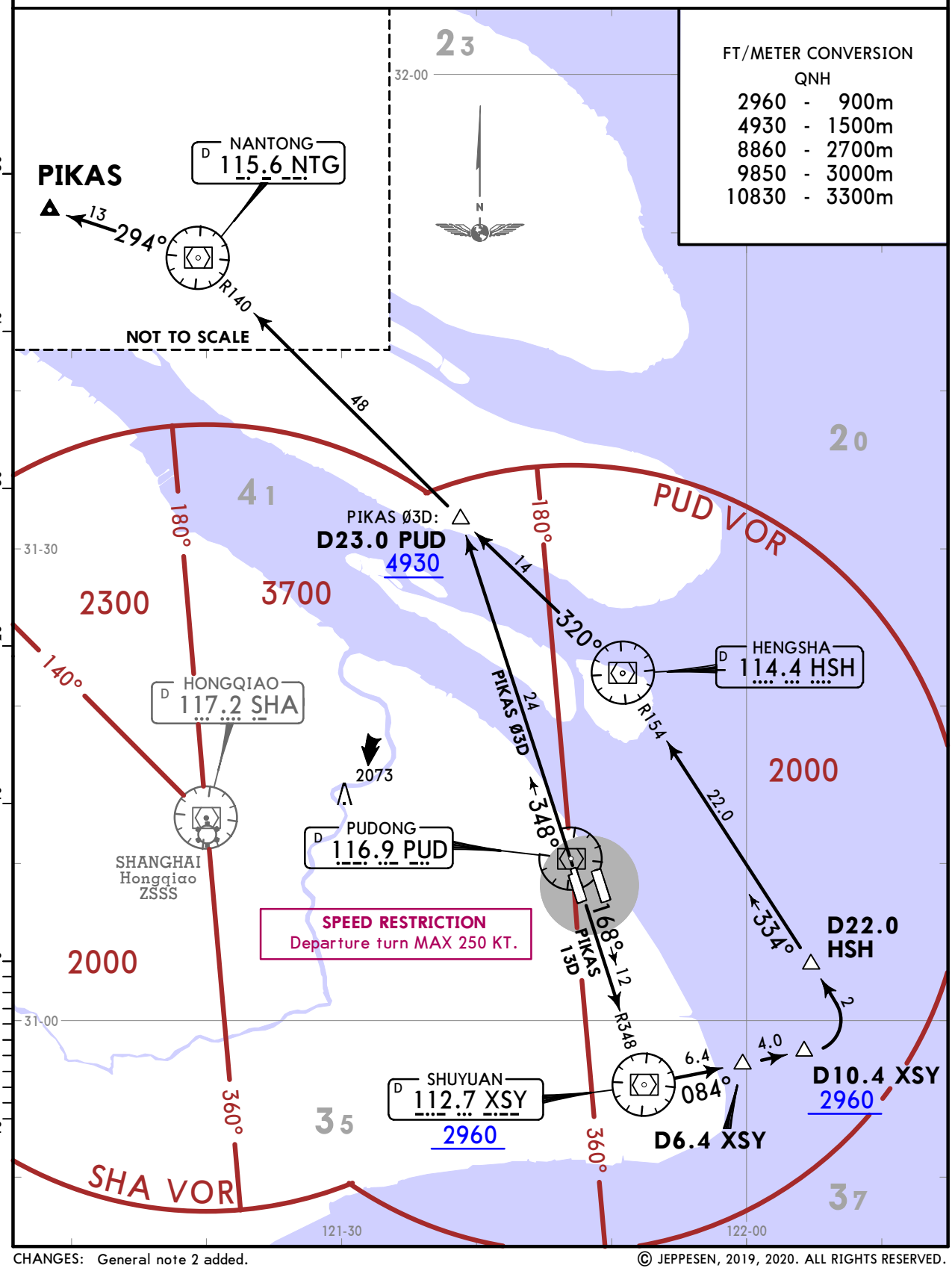
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

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

PIKAS Ø3D [PIKØ3D] RWYS 35L/R DEPARTURE

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

BY ATC



CHANGES: General note 2 added.

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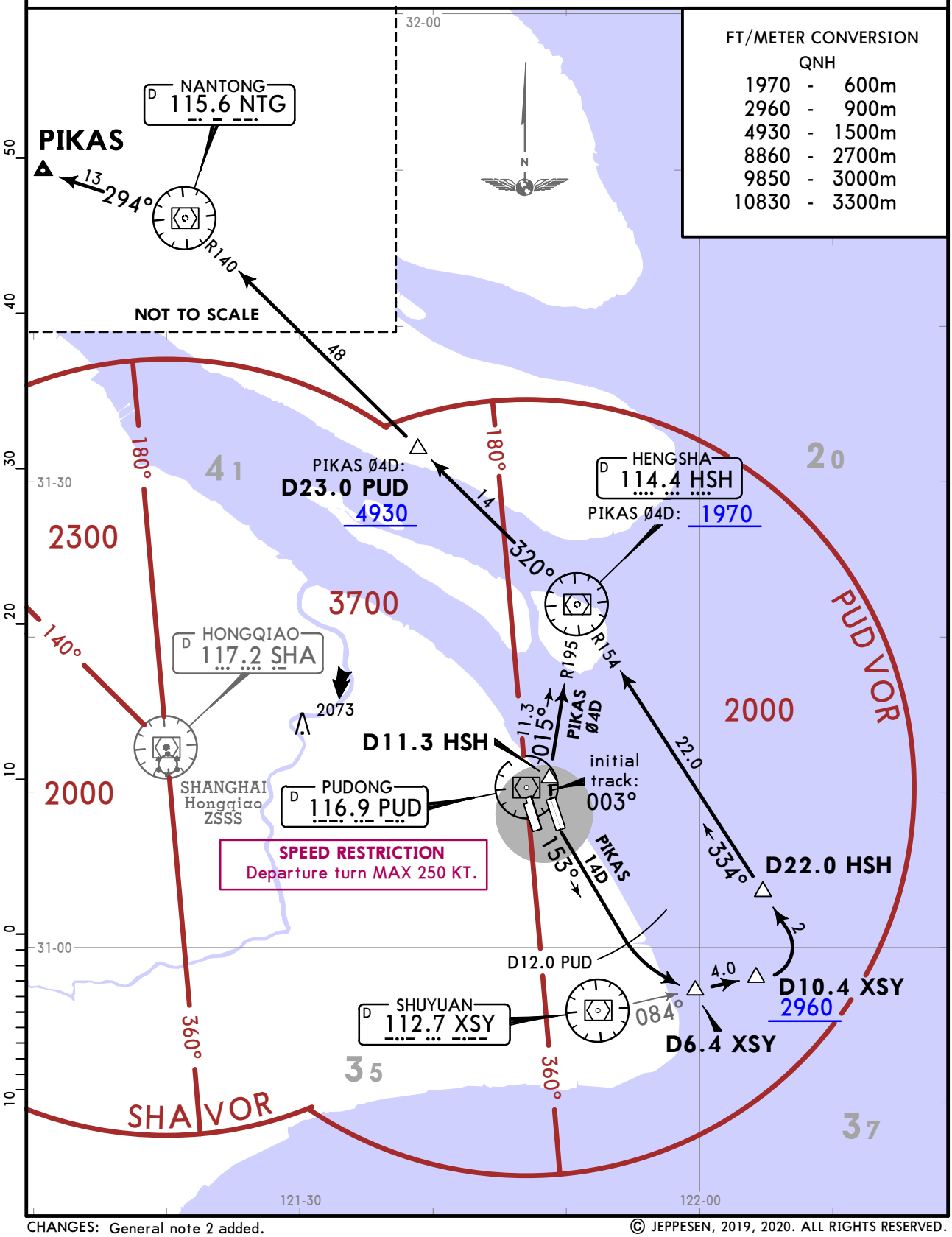
Apt Elev 13	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Turns before DER are prohibited. 2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

PIKAS Ø4D [PIKØ4D] RWYS 34L/R DEPARTURE

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

BY ATC



CHANGES: General note 2 added.

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ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3X)

S1D

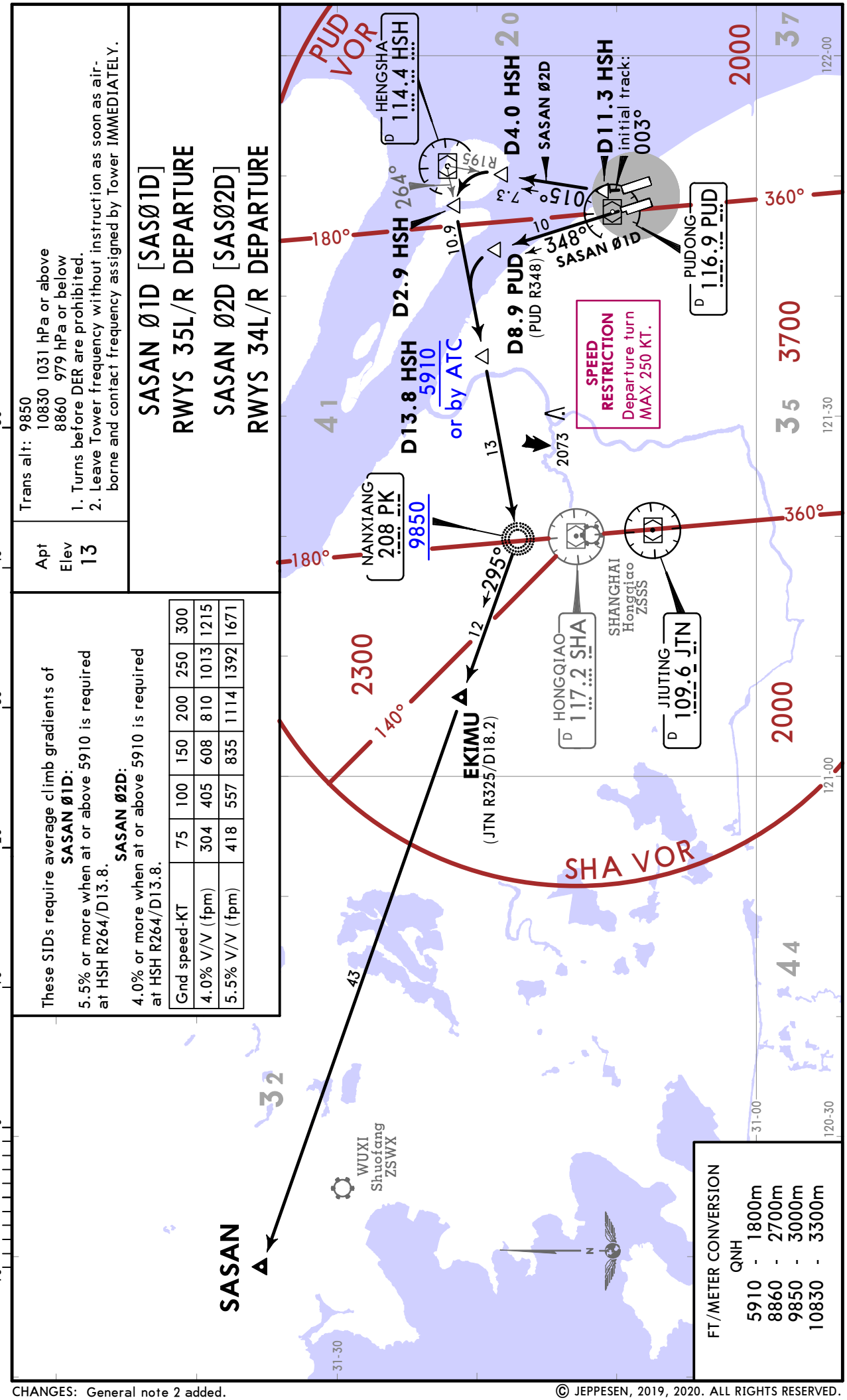
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

Apt Elev 13

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

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

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



CHANGES: General note 2 added.

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ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3X1)

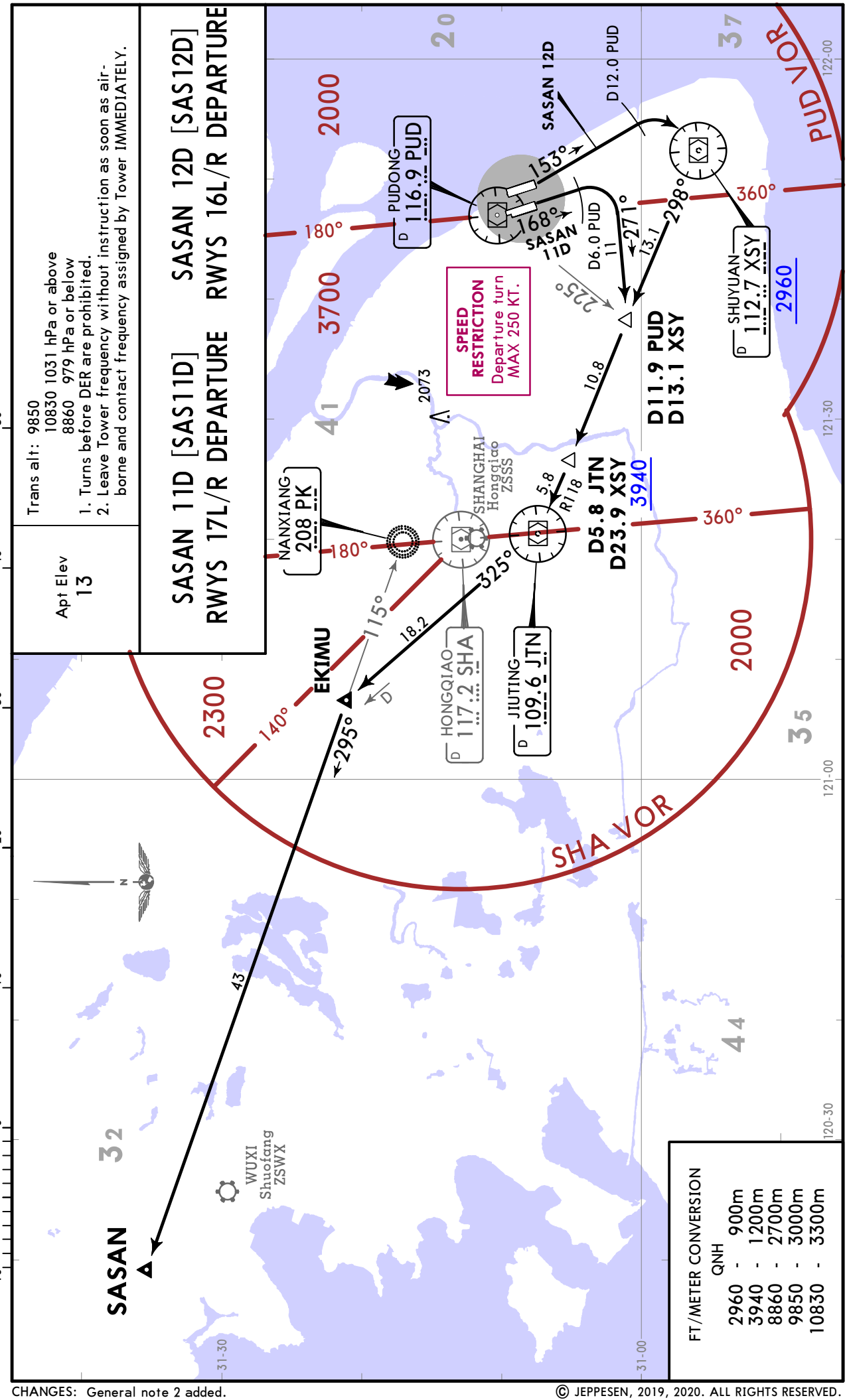
SID

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

Apt Elev
13

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

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



CHANGES: General note 2 added.

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These SIDs require average climb gradients of

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

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

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

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

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

Apt Elev 13

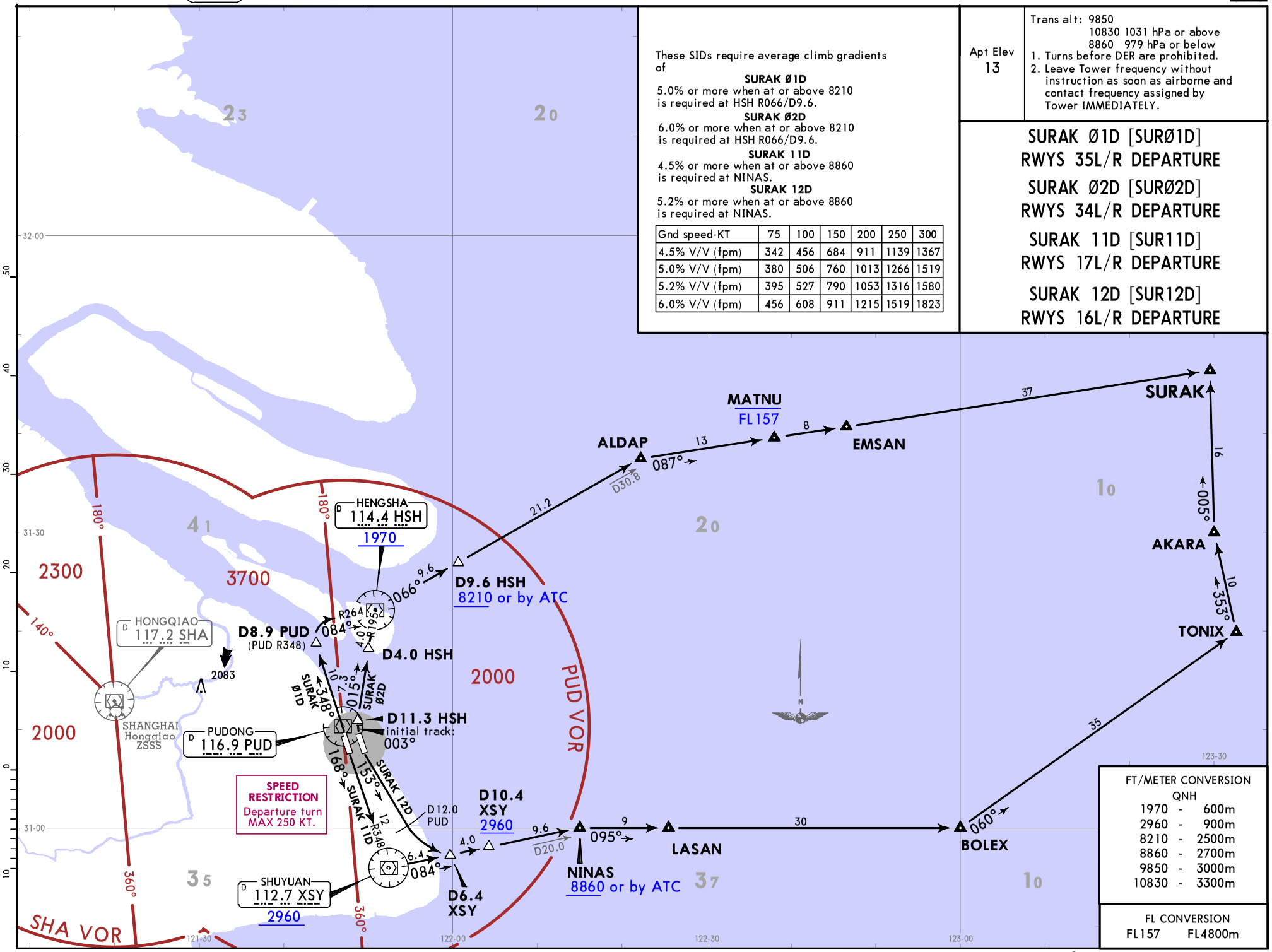
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Turns before DER are prohibited.
2. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

SURAK Ø1D [SURØ1D]
RWYS 35L/R DEPARTURE

SURAK Ø2D [SURØ2D]
RWYS 34L/R DEPARTURE

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

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



FT/METER CONVERSION
QNH

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

FL CONVERSION
FL157 FL4800m

CHANGES: General note 2 added.

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

SURAK Ø3D [SURØ3D]
RWYS 35L/R DEPARTURE
SURAK Ø4D [SURØ4D]
RWYS 34L/R DEPARTURE

FT/METER CONVERSION

QNH

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

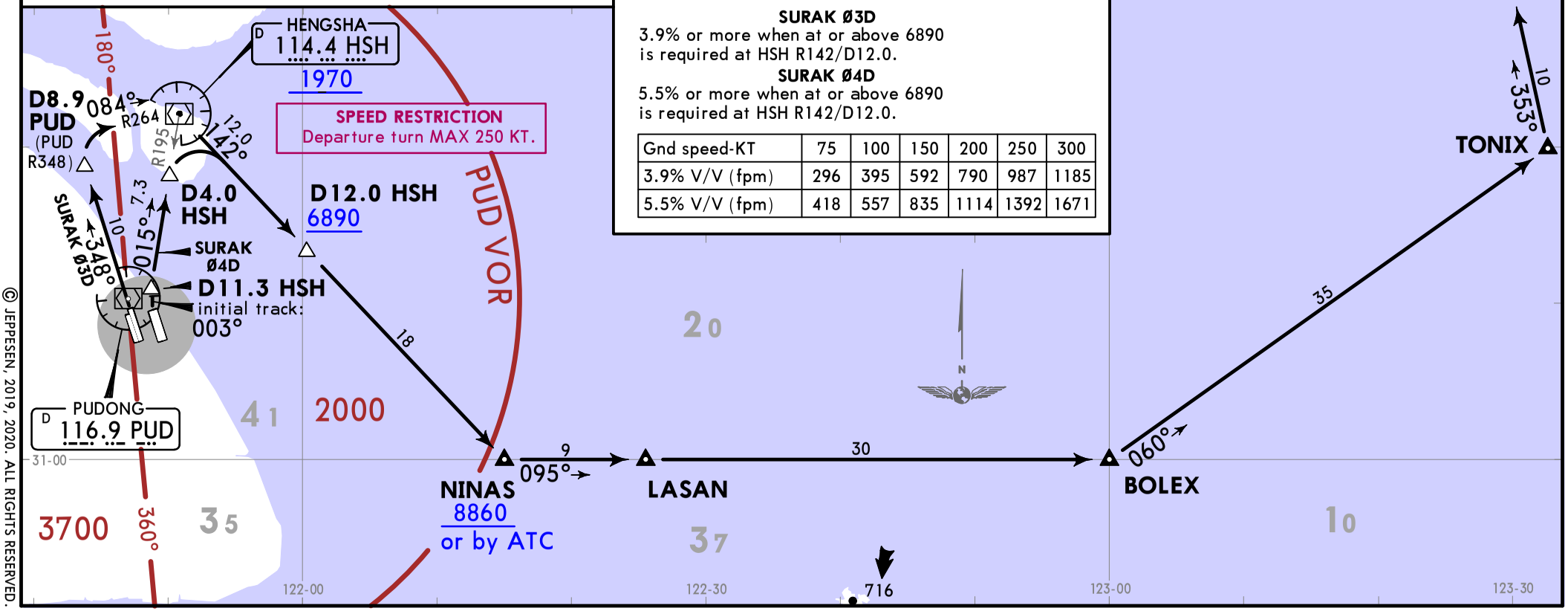
MSA
SHA VOR
(117.2)

These SIDs require average climb gradients of

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

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

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



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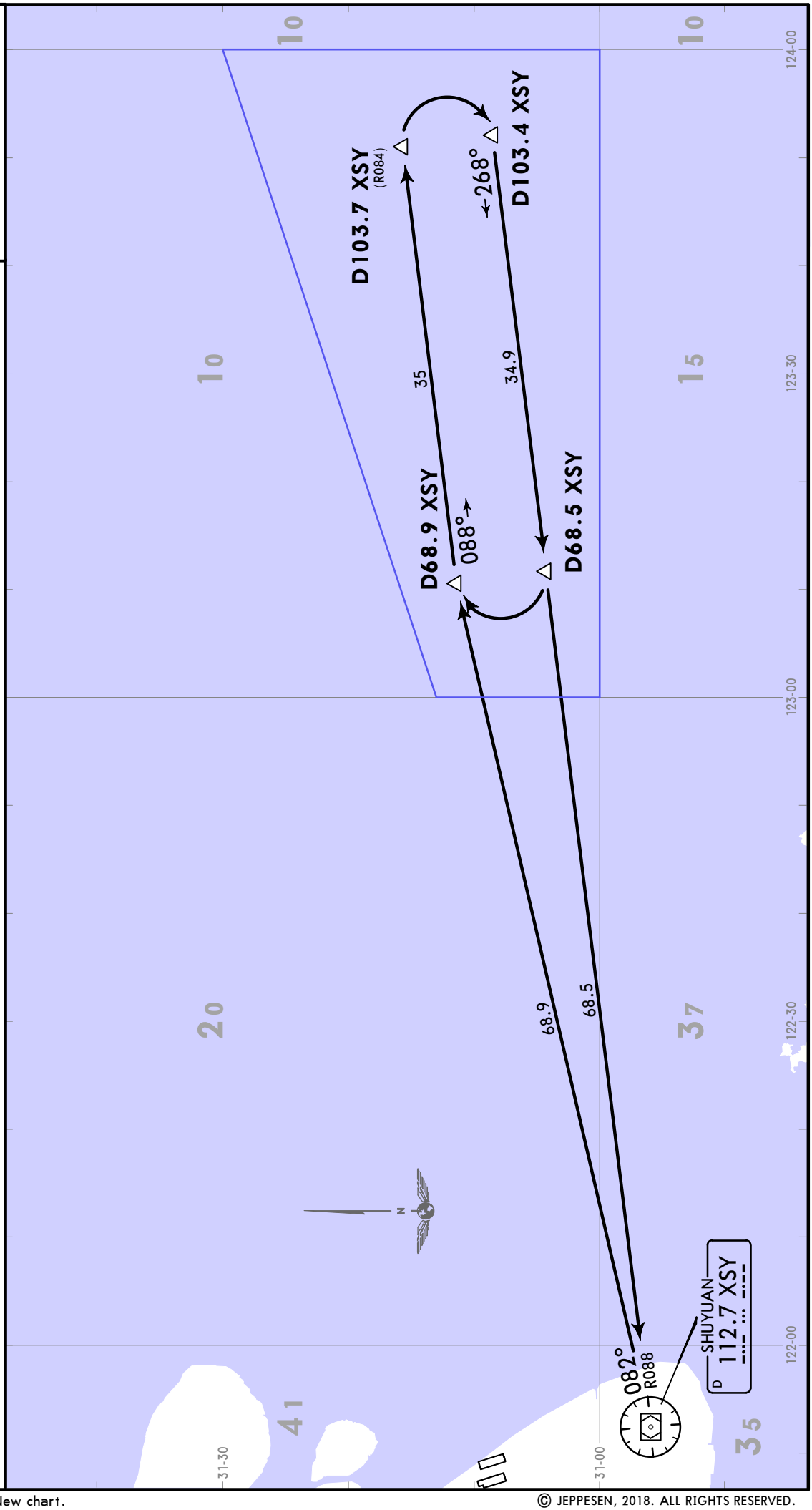
FT/METER CONVERSION
QNH
9850 - 3000m

SPEED: MAX FUEL DUMPING SPEED 270 KT

ALTITUDE: MINIMUM FUEL DUMPING ALTITUDE 9850



CHANGES: New chart.

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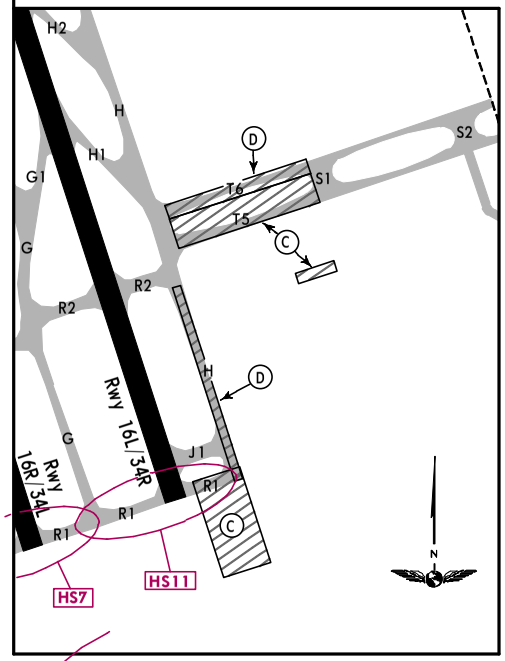
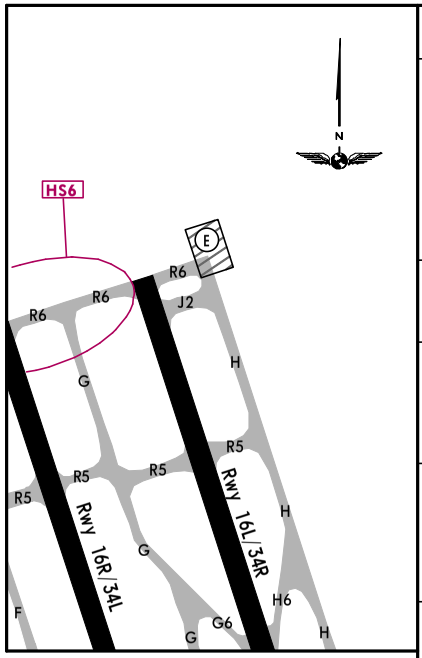
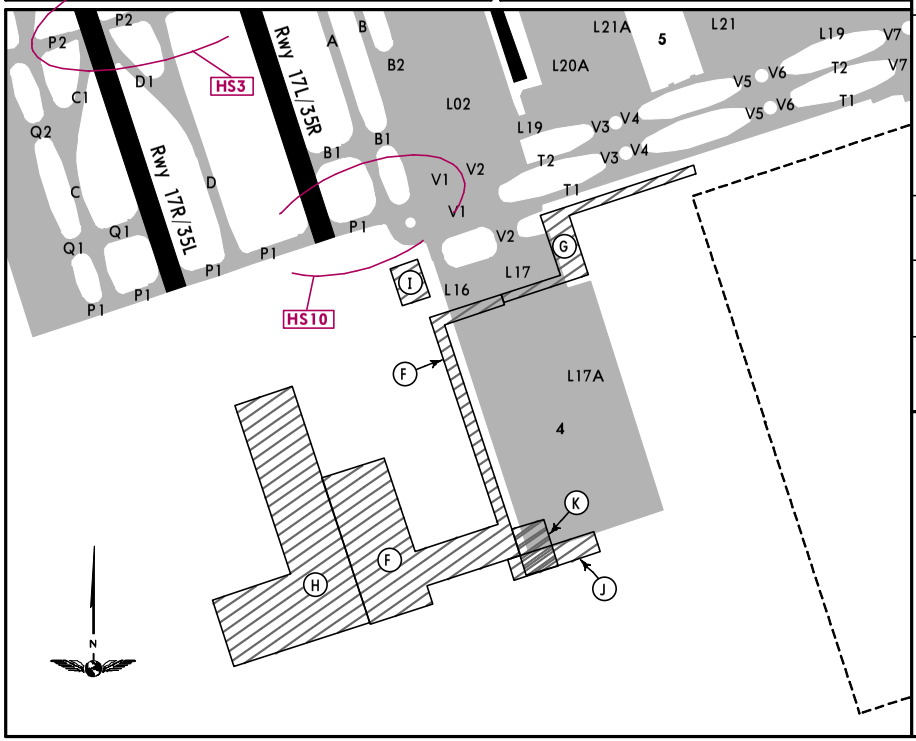
CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

Excercise caution while landing and taking off and taxiing.







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

LEGEND

B Taxiway

4 Apron

C Construction area

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

CHANGES: New TEMP chart.

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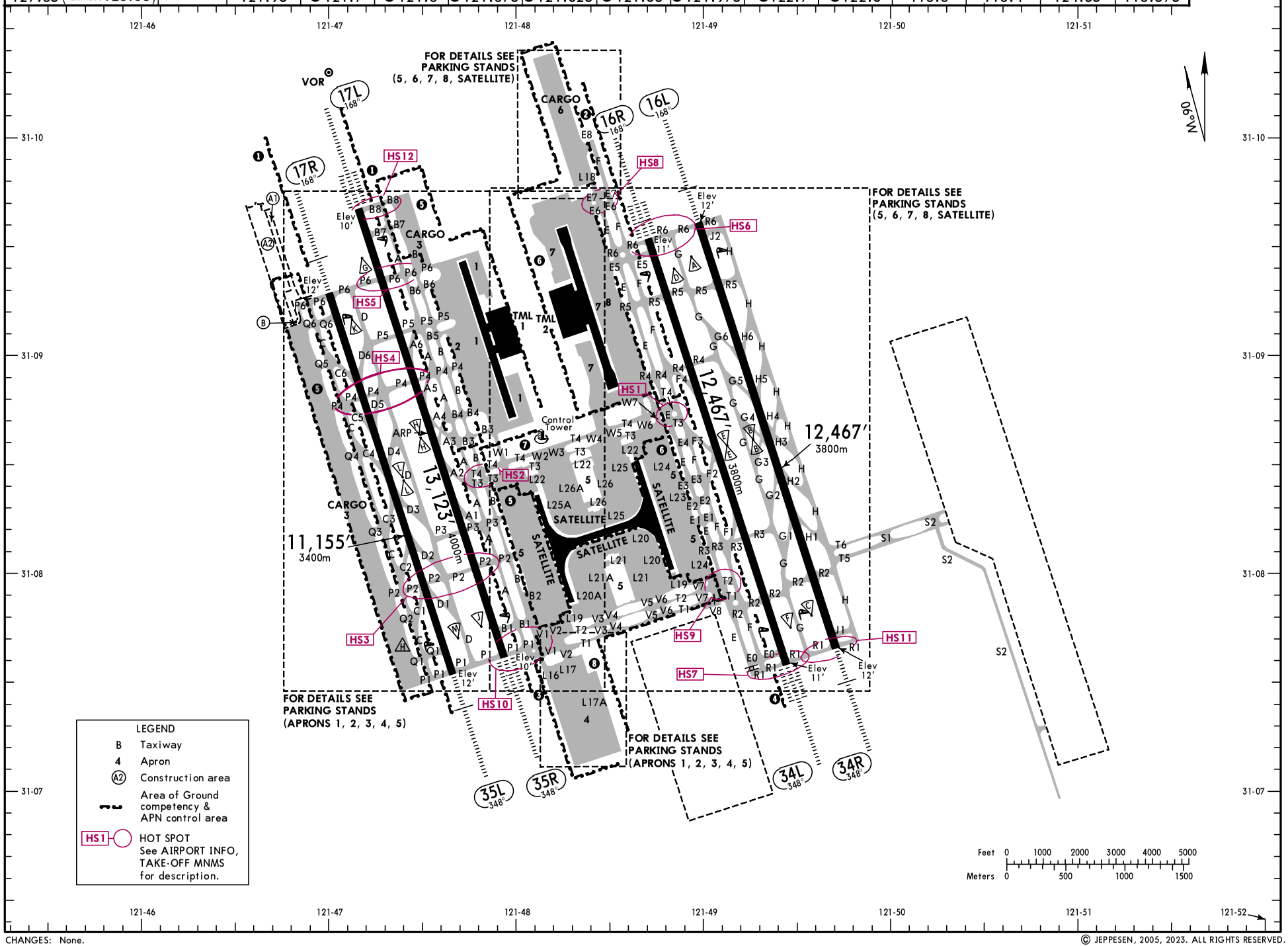
D-ATIS	ACARS: D-ATIS DCL	PUDONG Delivery	Ground: GND01	Ground: GND02	Ground: *GND03	Apron: *GND04	Apron: APN01	Apron: APN02	Apron: APN03	Apron: APN04	Tower: TWR01: Rwys 17L/35R Rwys 17R/35L	Tower: TWR02: Rwys 16L/34R Rwys 16R/34L	Tower: *TWR03: Rwys 17L/35R	Tower: *TWR04: Rwys 16R/34L
127.85 (Chinese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



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HOT SPOTS

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

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

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

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

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

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

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

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

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

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

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

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

ADDITIONAL RUNWAY INFORMATION

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

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

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

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

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

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

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

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

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)

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

State

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

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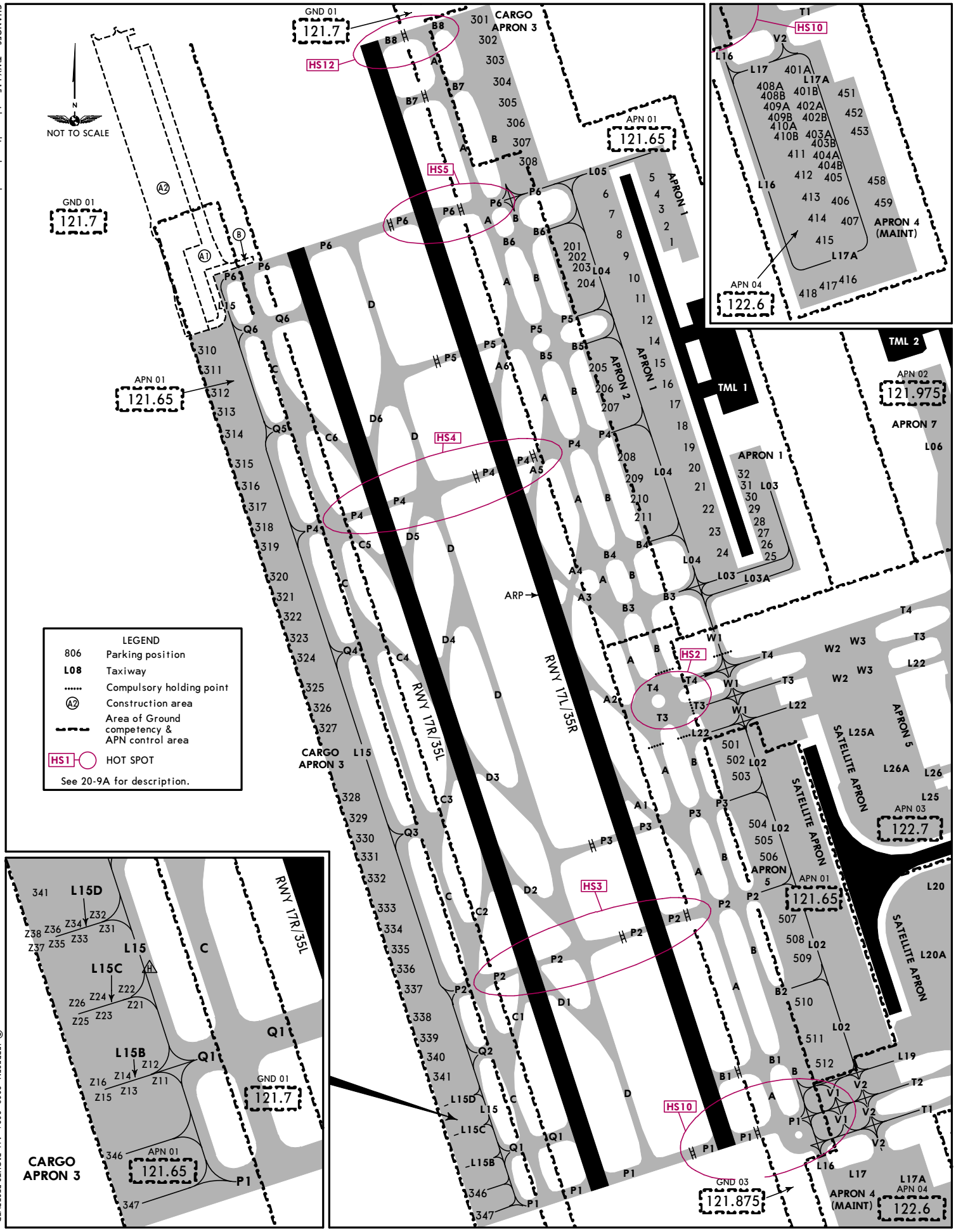
CHANGES: TWY L15 guidance line changed.



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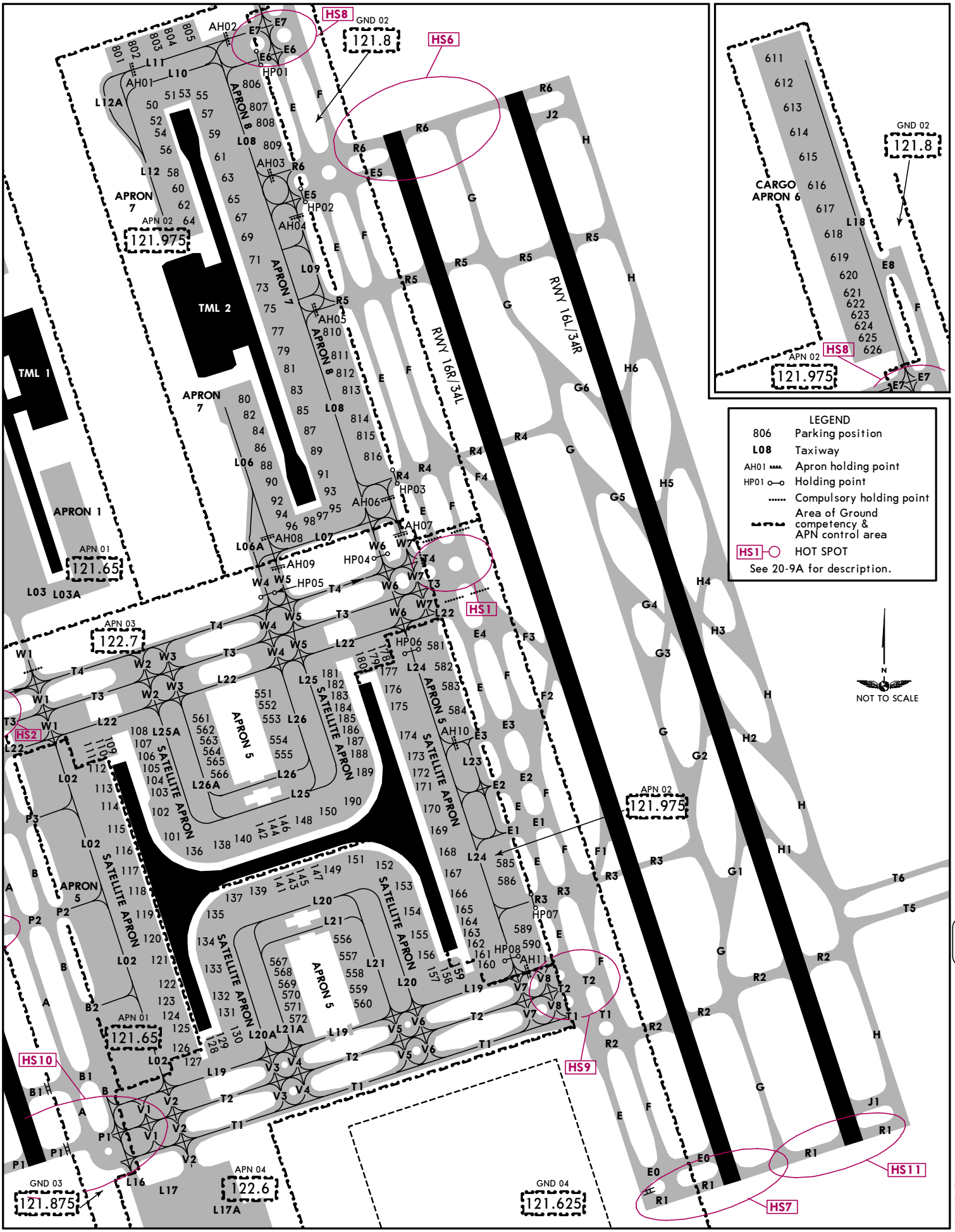

ZSPD/PVG

JEPPESEN SHANGHAI, PR OF CHINA

PUDONG

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

CHANGES: None.

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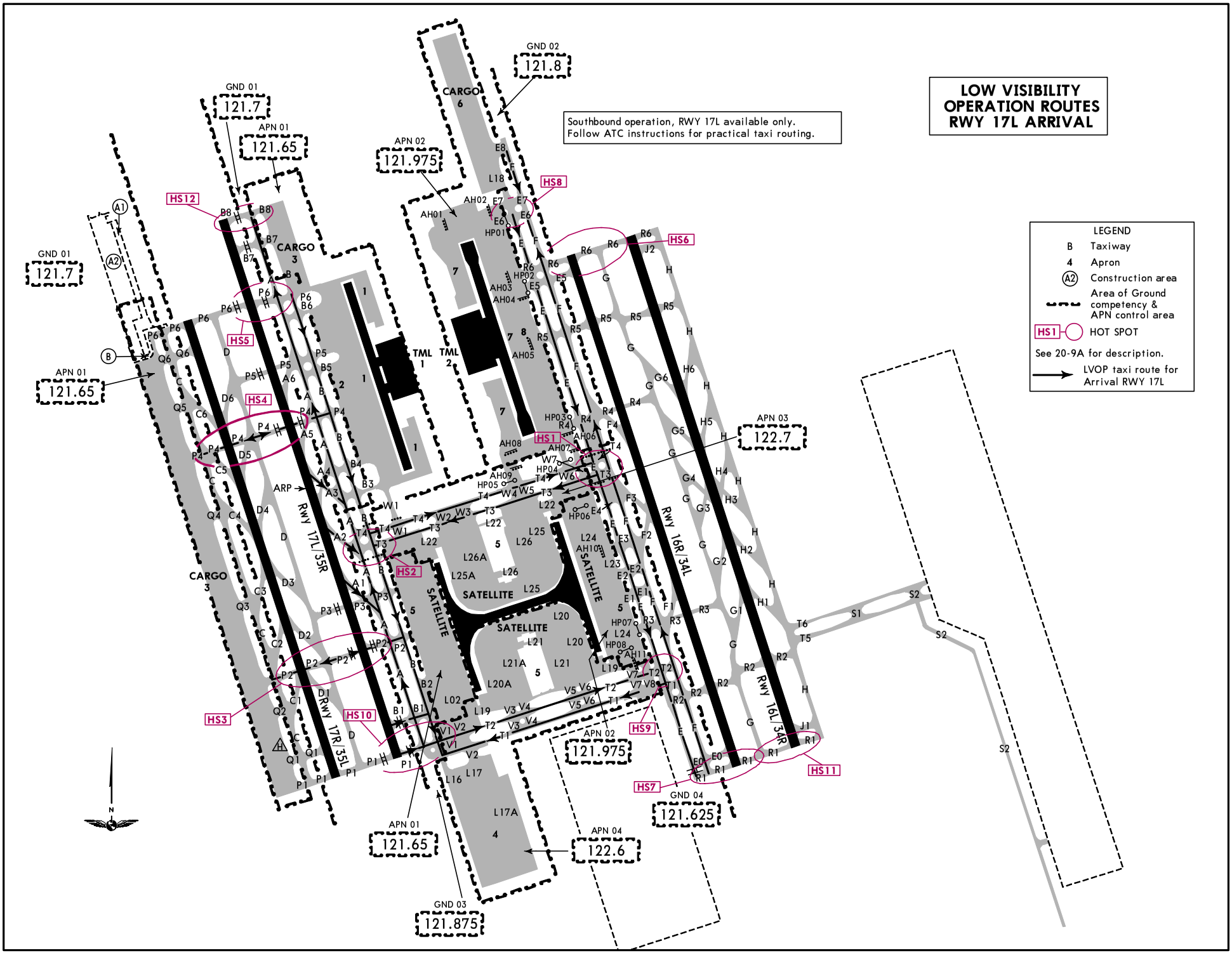

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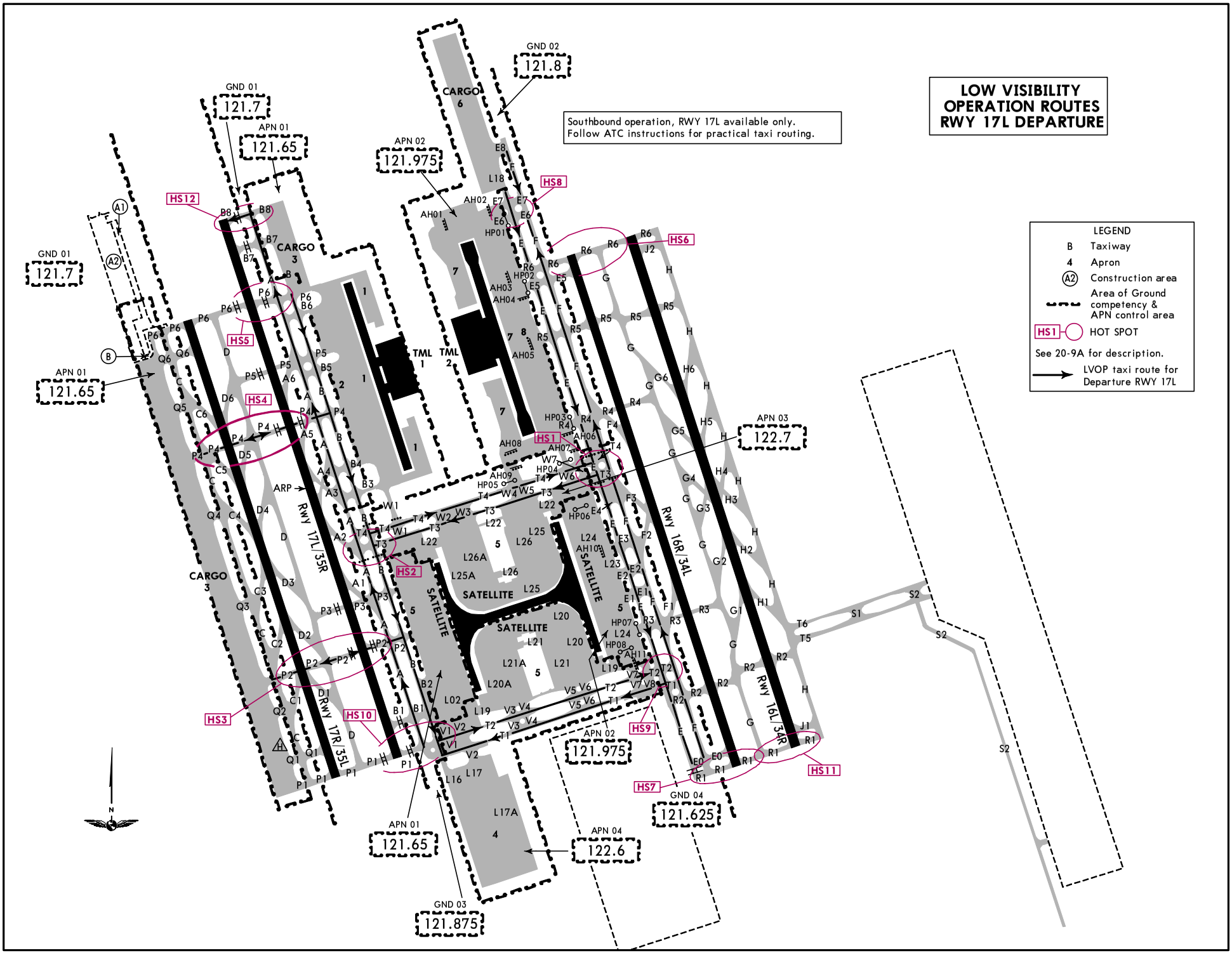

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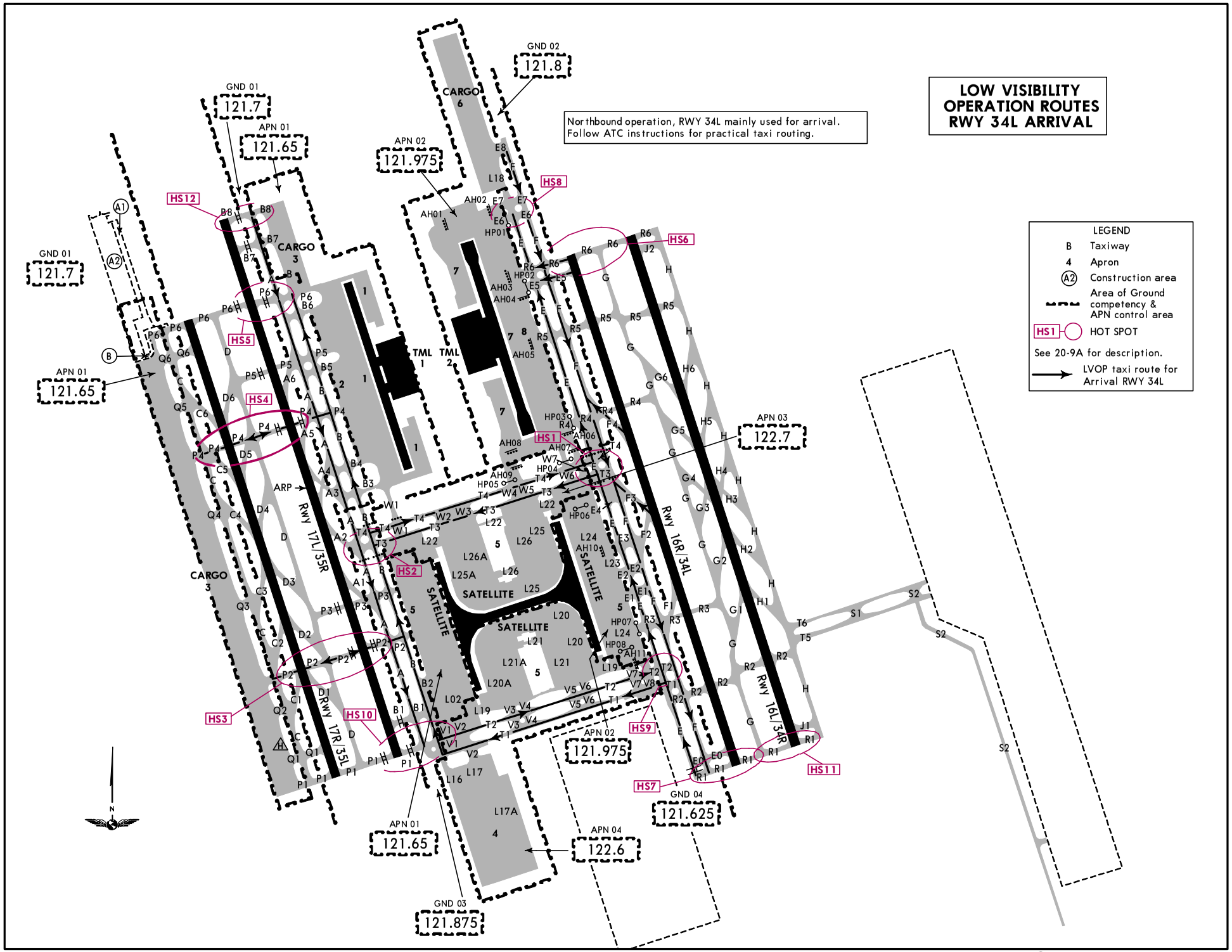

CHANGES: Hot Spots, holding point HP08 added.

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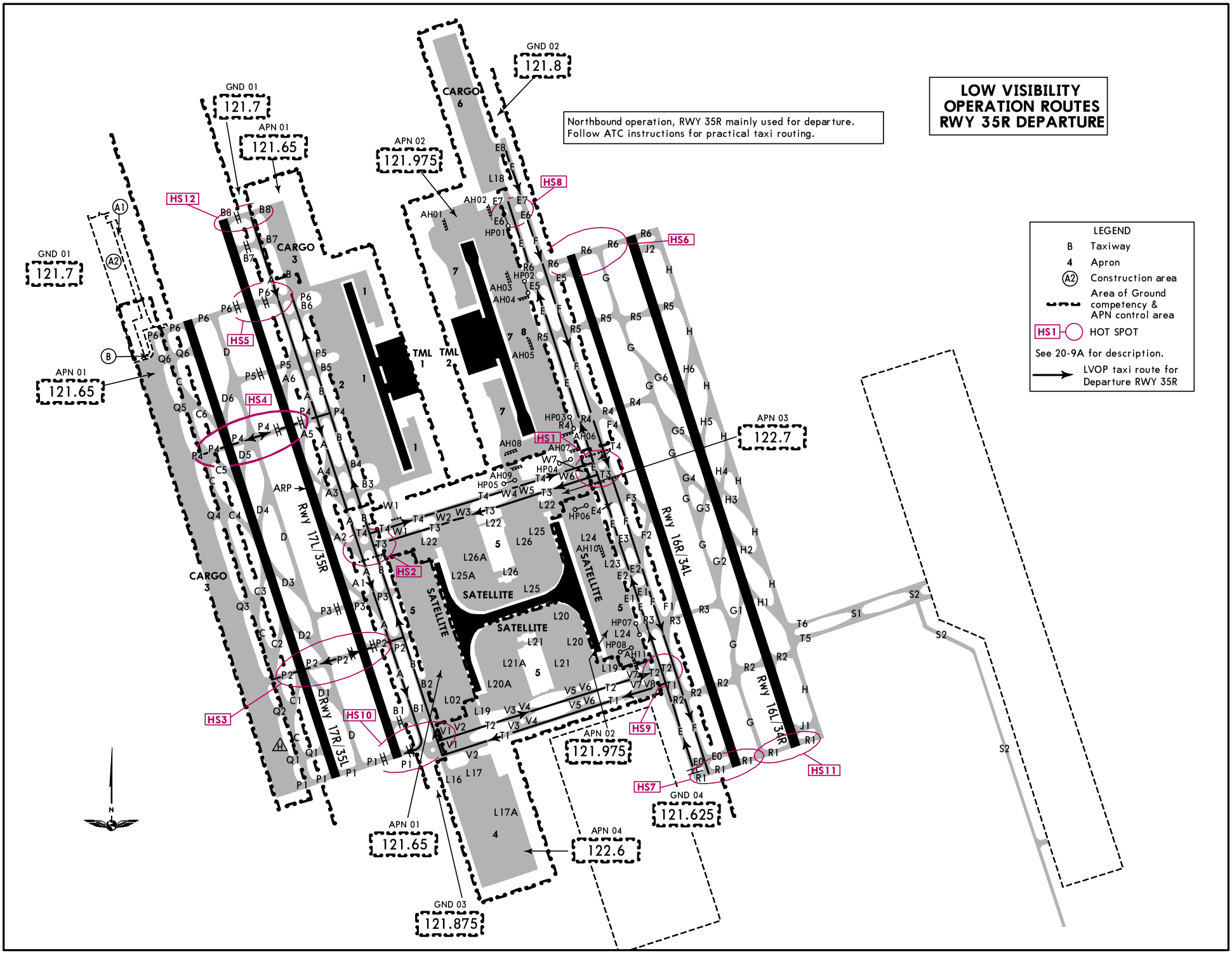

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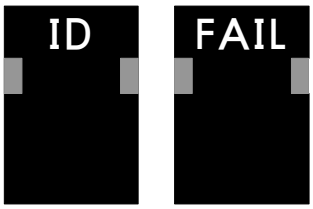
VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

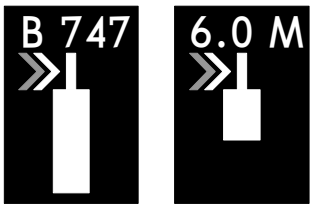
Stop taxiing, marshalled by marshaller:
The ACFT must be identified at least 66'/20m before the correct stop position. Otherwise, the system displays "STOP" and then "ID FAIL" with two red rectangular fields being lighted.



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

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

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

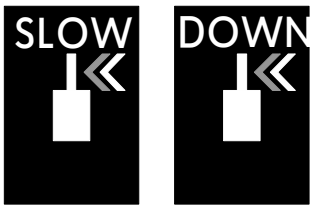


When the ACFT is 66'/20m from the stop position (APN 7: all stands except 90, 95 and 96), closing rate information is given.

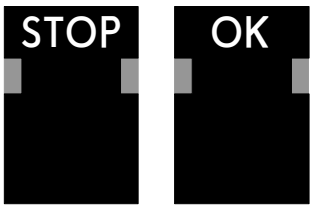
66'/20m to 7'/2m	3'/1m steps
7'/2m to stop position	0.7'/0.2m steps

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

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

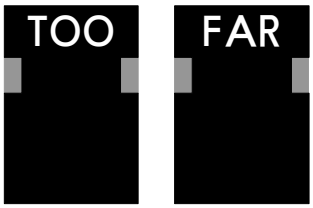


Display indicating.
When the correct stop position is reached, all of the LEDs for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will be lighted in the azimuth guidance area of the display.



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

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



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

CHANGES: Stand 90 VDGS note withdrawn.

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

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

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SHANGHAI, PR OF CHINA
PUDONG

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

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

CHANGES: New chart.

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

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

TAKE-OFF (with reliable alternate)

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

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-1)

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

BRIEFING STRIP ™

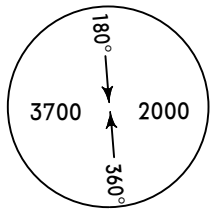
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

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

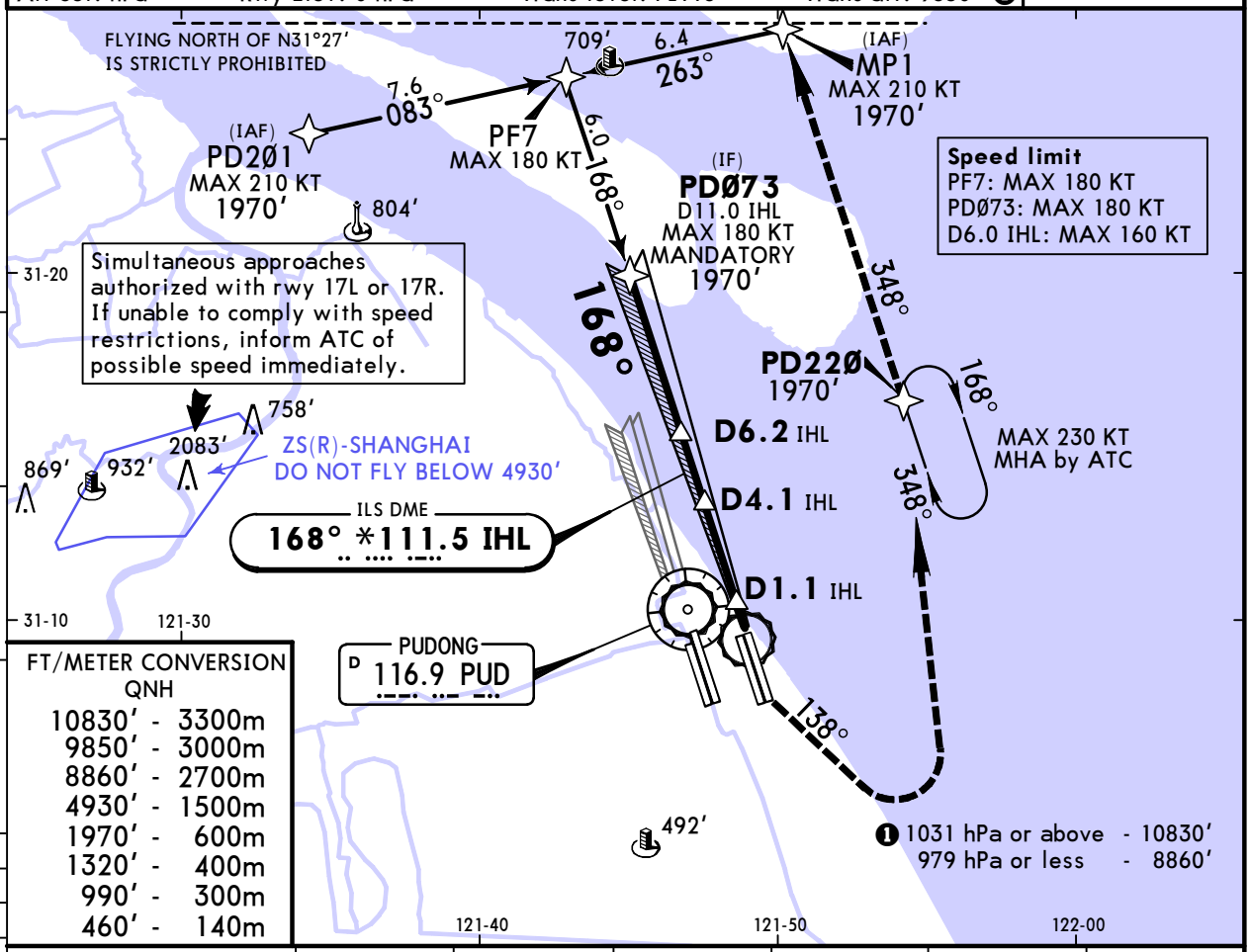
LOC IHL	Final Apch Crs	D6.2 IHL MANDATORY	ILS DA(H)	Apt Elev 12′
*111.5	168°	1970′ (1958′)	212′ (200′)	Rwy 12′

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

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



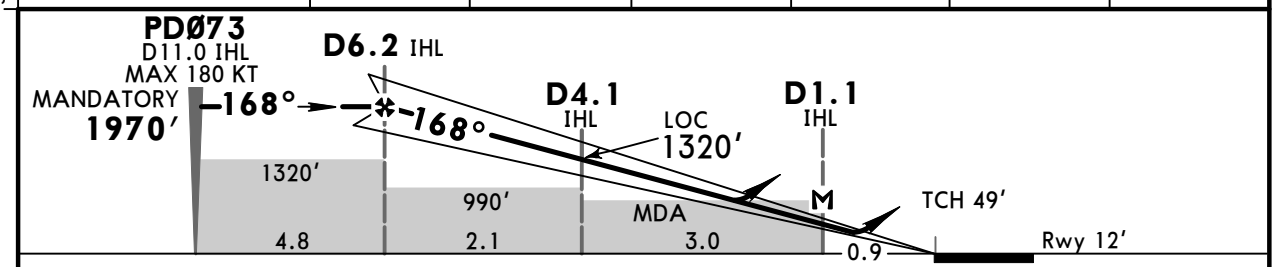
MSA PUD VOR



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
1970′	600m
1320′	400m
990′	300m
460′	140m

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



Gnd speed-Kts		70	90	100	120	140	160	HIALS	Turns	460′	138°	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX		LT	
MAP at D1.1 IHL												

PANS OPS

State

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

CIRCLE-TO-LAND
East of RWY only

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

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

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-2)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 16L

BRIEFING STRIP

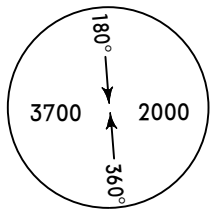
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
		120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

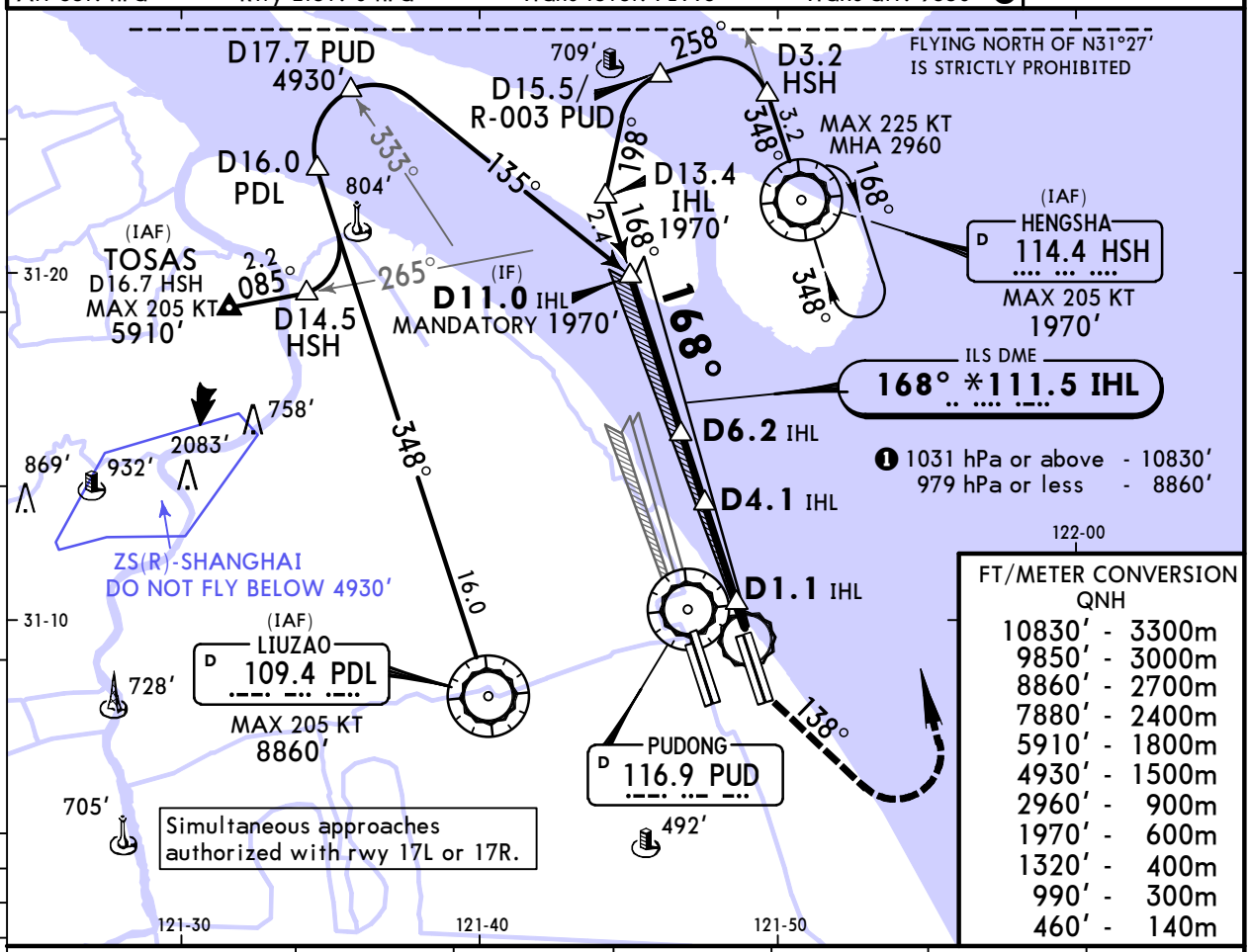
LOC IHL	Final Apch Crs	D6.2 IHL MANDATORY	ILS DA(H)	Apt Elev 12′
*111.5	168°	1970′ (1958′)	212′ (200′)	Rwy 12′

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

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

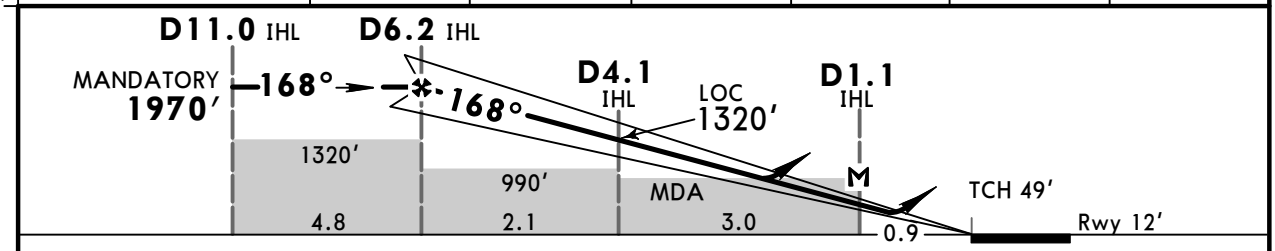


MSA PUD VOR



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

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



Gnd speed-Kts		70	90	100	120	140	160	HIALS	Turns	460′	138°	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	205 KT MAX		LT	
MAP at D1.1 IHL												

PANS OPS

State

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

CIRCLE-TO-LAND East of RWY only		
Max KT	MDA(H)	
100	690′ (678′)	V2800m
135	690′ (678′)	V3200m
180	790′ (778′)	V4400m
205	920′ (908′)	V4800m

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

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN

11 OCT 24 (21-2A)

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

BRIEFING STRIP ™

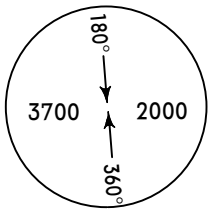
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

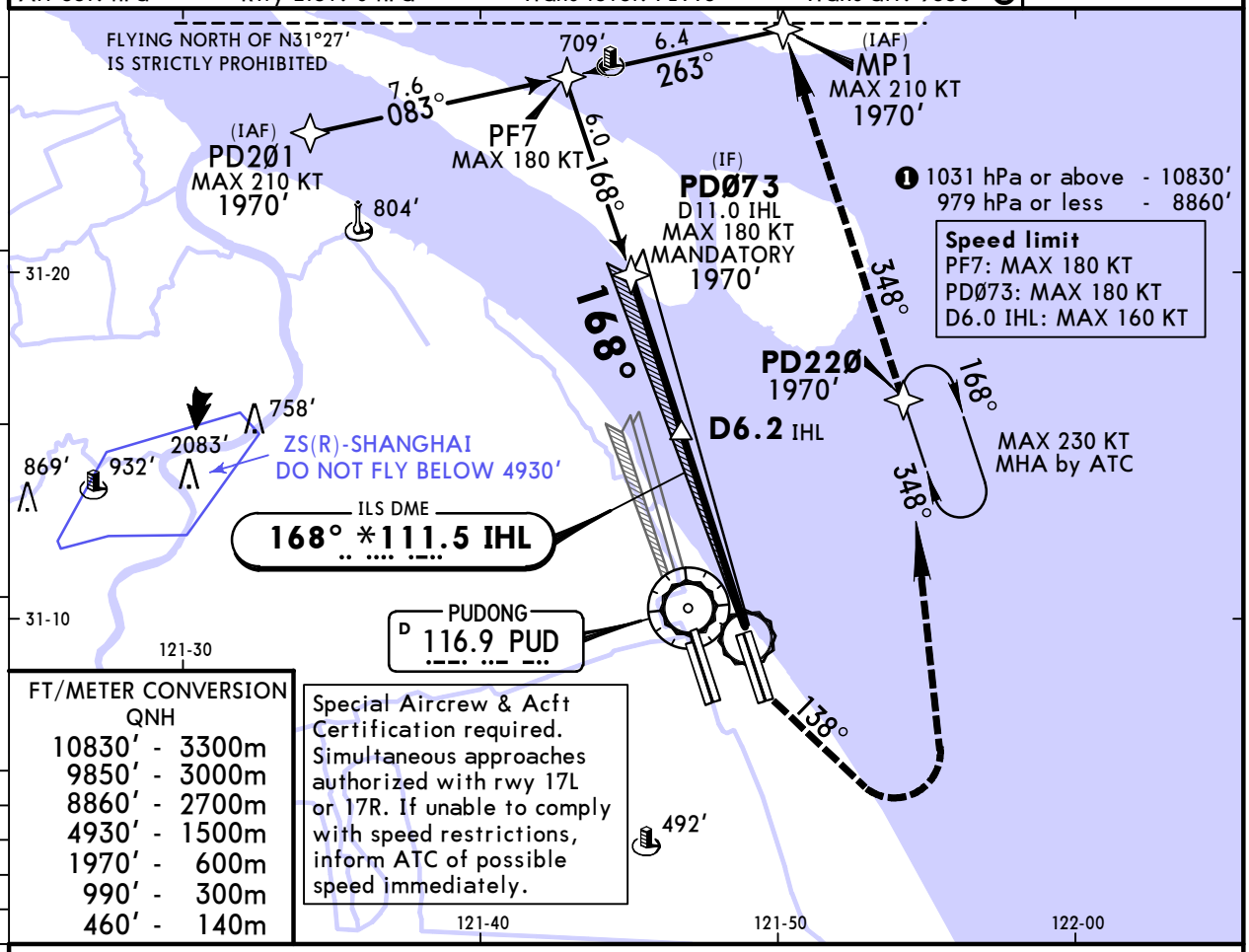
LOC IHL	Final Apch Crs	D6.2 IHL MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*111.5	168°	1970′(1958′)		

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

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

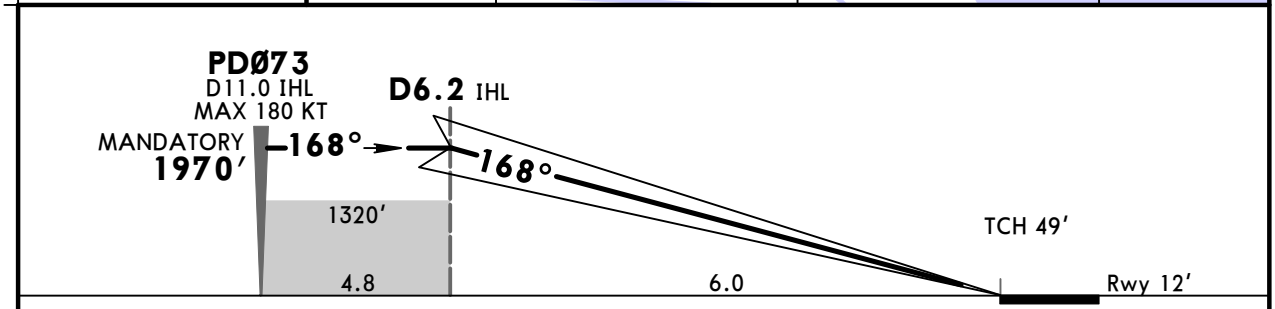


MSA PUD VOR



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

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



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

HIALS
PAPI

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

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **162′**(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-2B)

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

BRIEFING STRIP

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

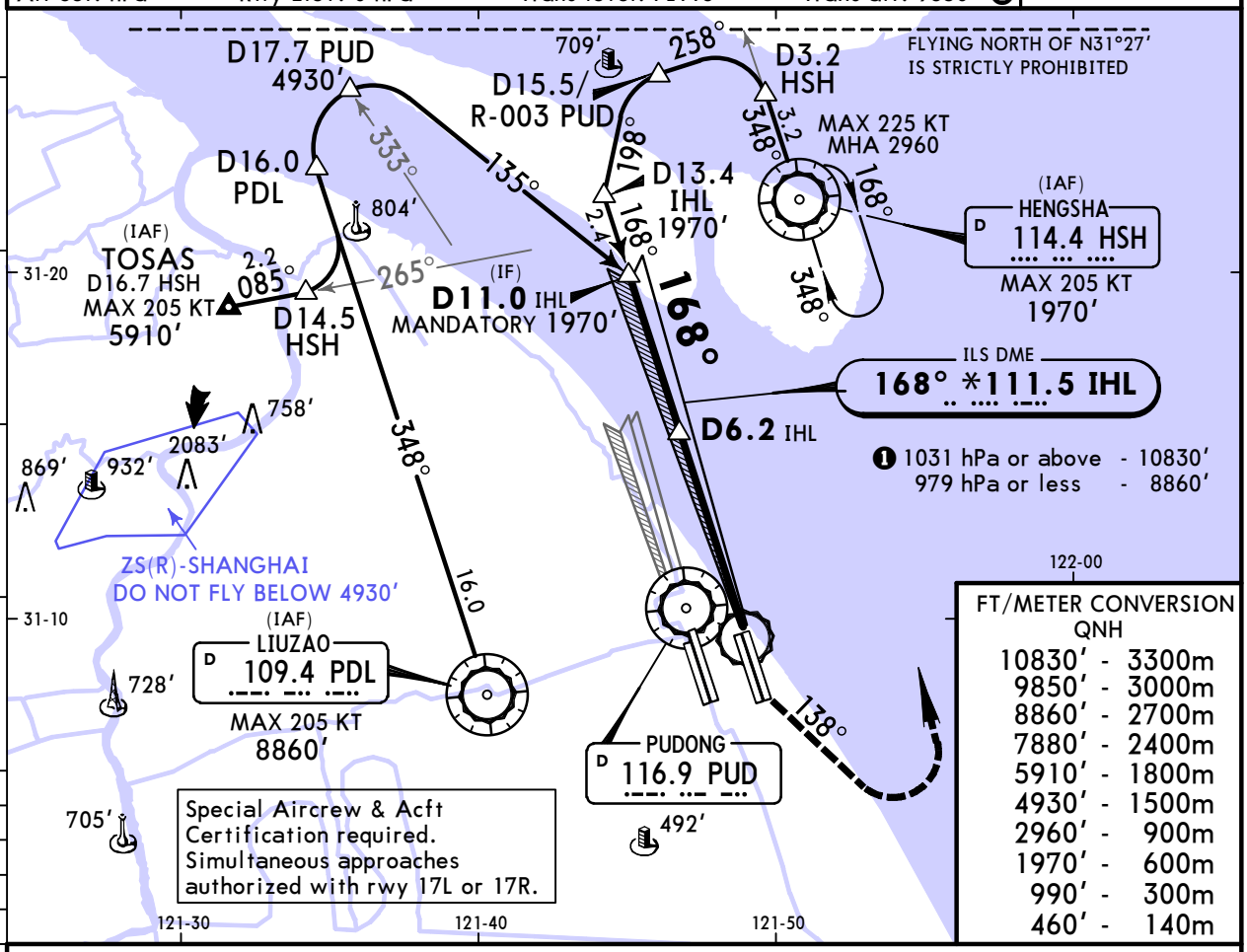
SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09 121.375X	APP10 125.625X	APP11 119.075X	TWR02 118.4	GND01 121.7	GND02 121.8	*GND03 121.875	*GND04 121.625

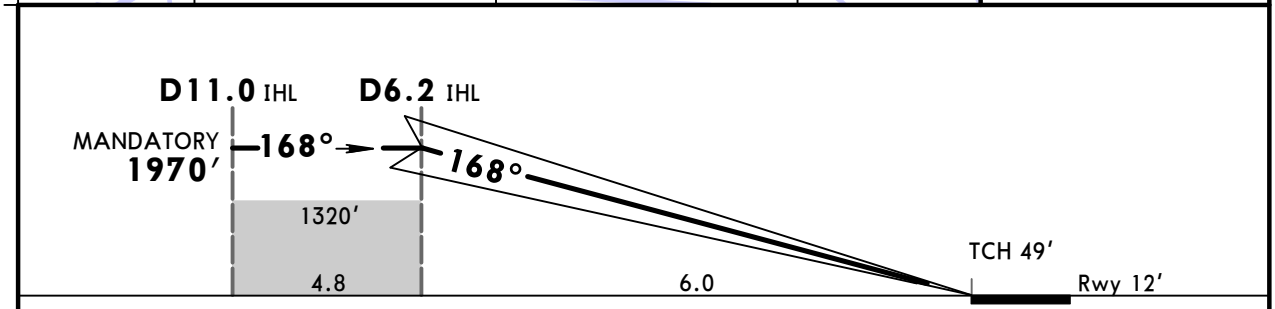
LOC IHL	Final Apch Crs	D6.2 IHL MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*111.5	168°	1970′(1958′)		

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

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

MSA PUD VOR: 180°, 3700, 2000, 360°





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

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 162′(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-3)

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

BRIEFING STRIP ™

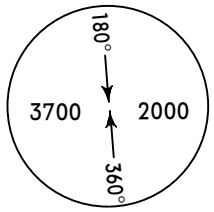
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

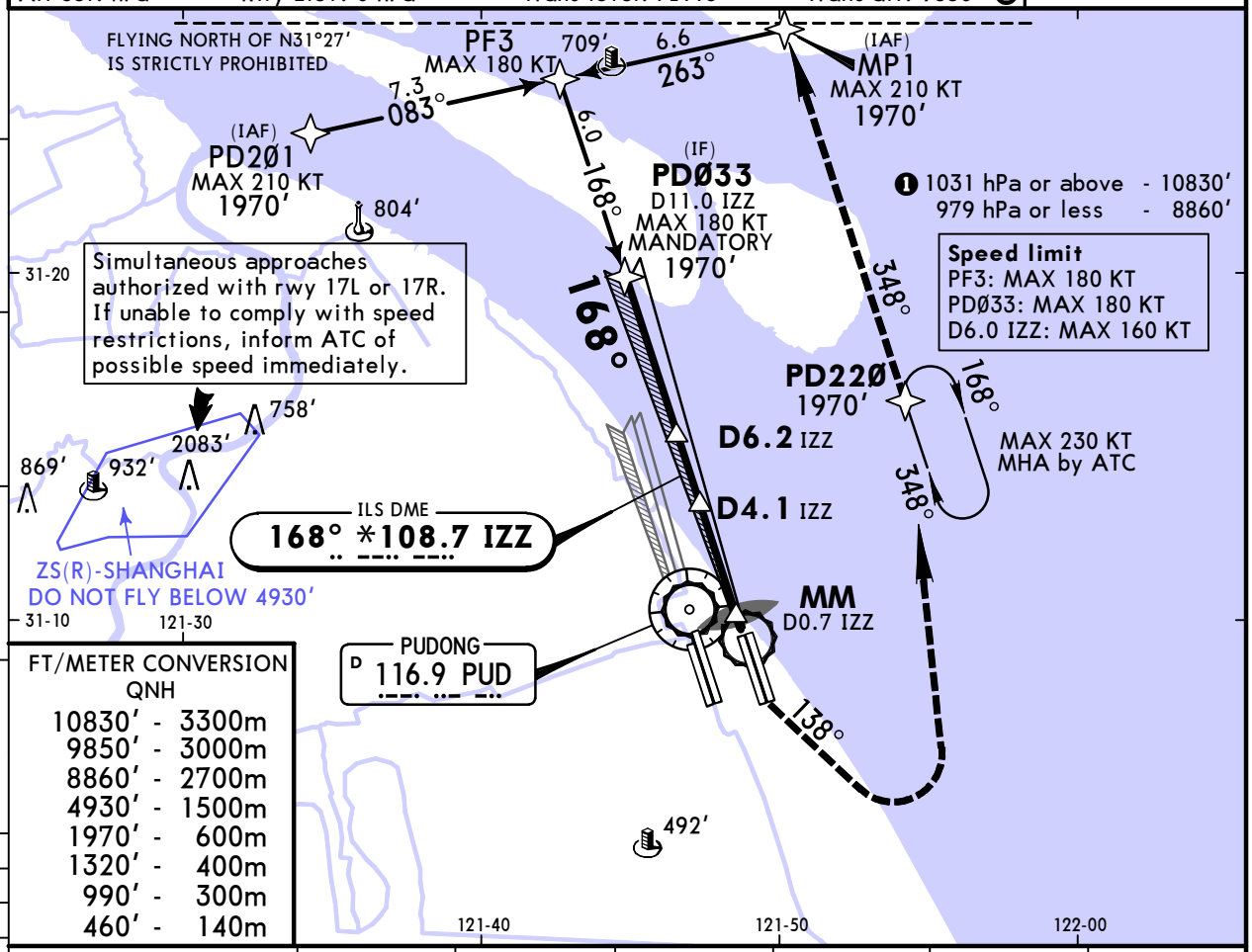
LOC IZZ	Final Apch Crs	D6.2 IZZ MANDATORY	ILS DA(H)	Apt Elev 12′
*108.7	168°	1970′ (1959′)	211′ (200′)	Rwy 11′

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

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

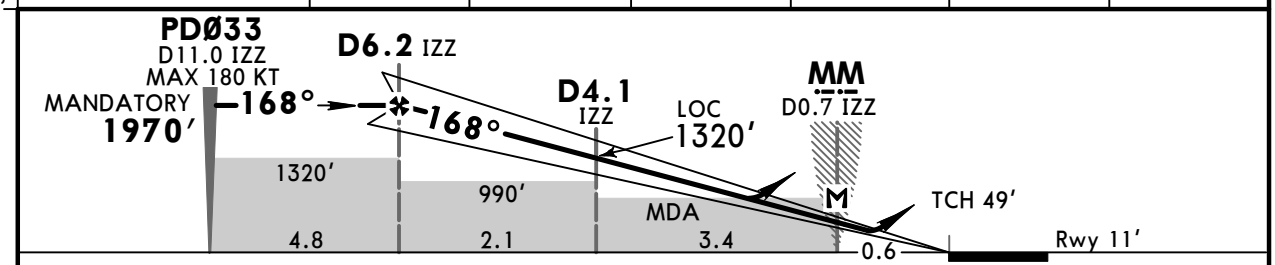


MSA PUD VOR



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

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



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

HIALS-II
PAPI

Turns 210 KT MAX

460′ ↑ | 138° ↰ LT | 990′ ↑

PANS OPS

State

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

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

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-4)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 16R

BRIEFING STRIP ™

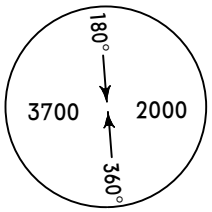
D-ATIS		SHANGHAI Approach (R)						
		APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85	(Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

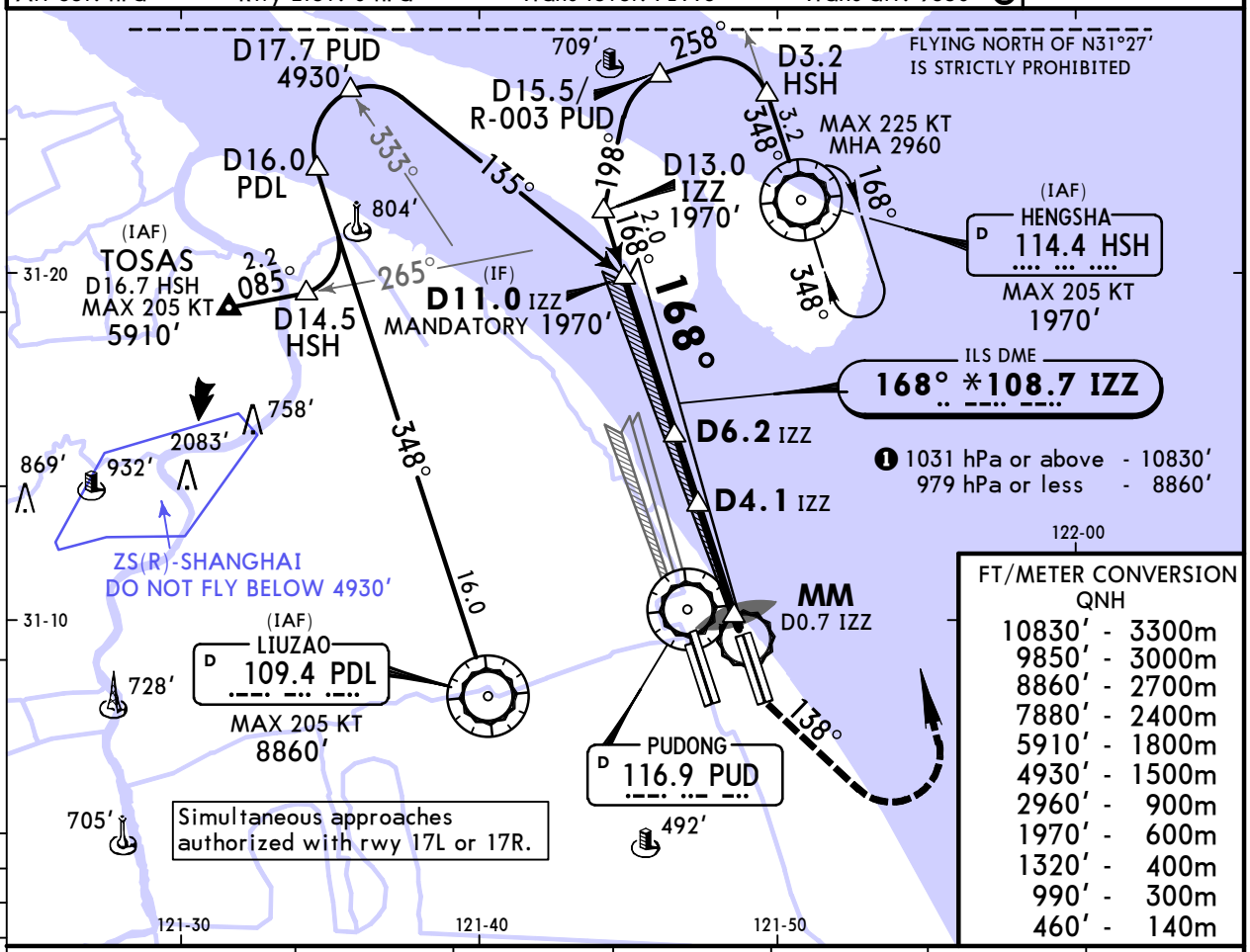
LOC IZZ	Final Apch Crs	D6.2 IZZ MANDATORY	ILS DA(H)	Apt Elev 12′
*108.7	168°	1970′ (1959′)	211′ (200′)	Rwy 11′

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

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

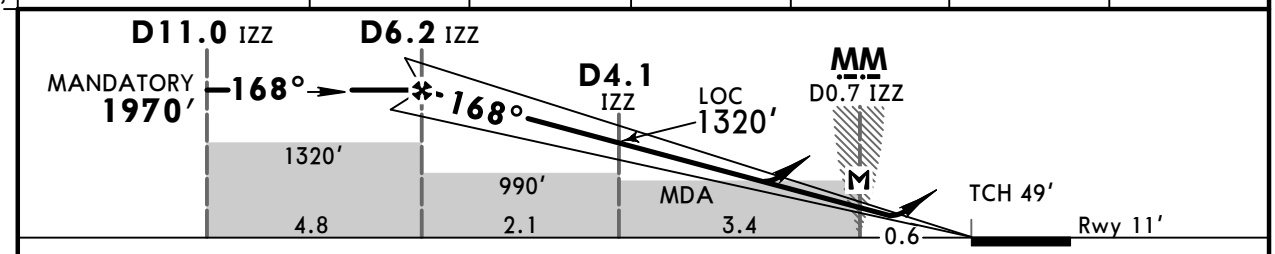


MSA PUD VOR



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

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



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

HIALS-II PAPI

Turns 205 KT MAX

460′ | 138° LT | 990′

State

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

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-4A)

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

BRIEFING STRIP

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

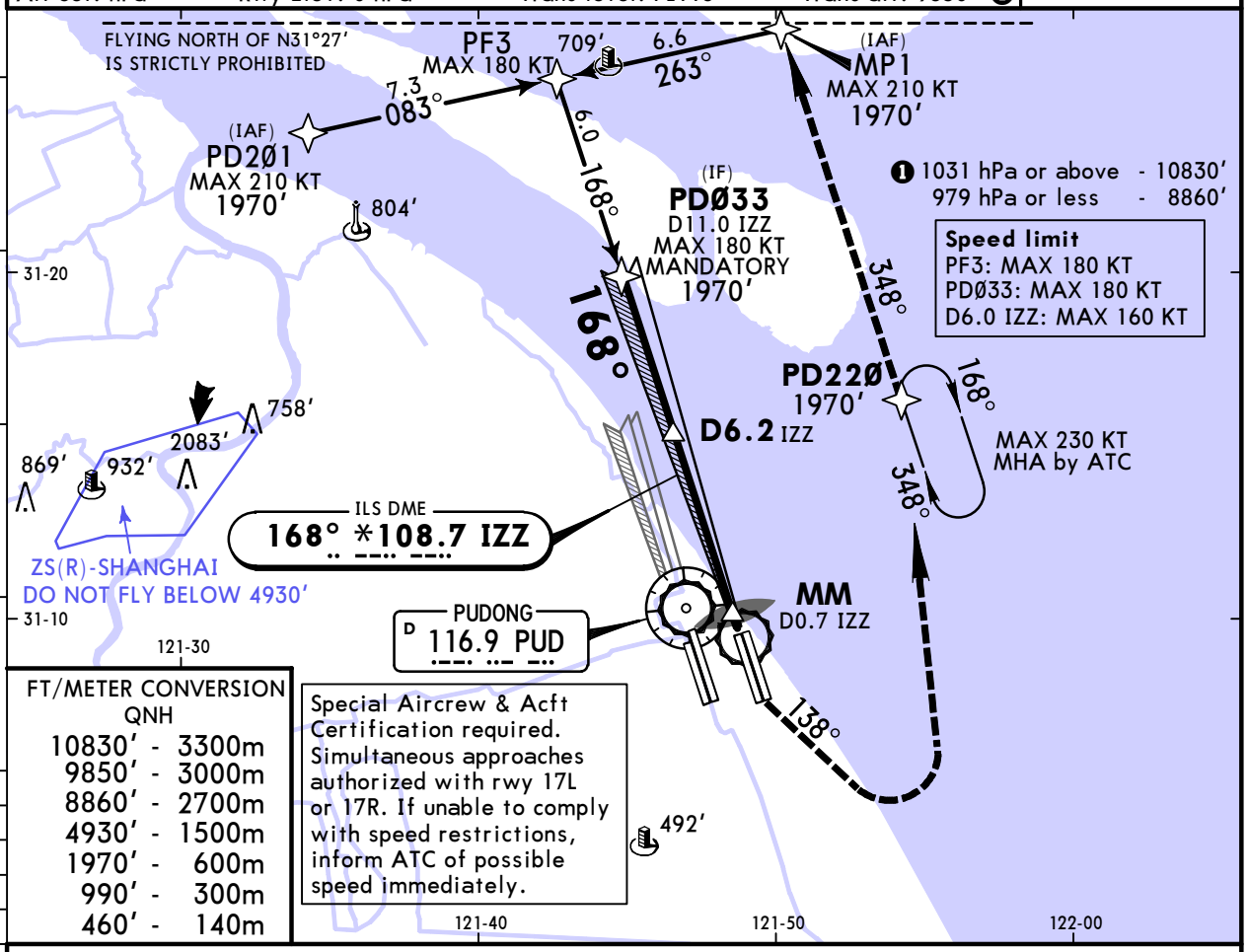
SHANGHAI Approach (R)			PUDONG Tower		Ground			
APP09	APP10	APP11	TWR02	*TWR04	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.4	118.575	121.7	121.8	121.875	121.625

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

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

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

MSA PUD VOR: 3700 (180°), 2000 (360°)



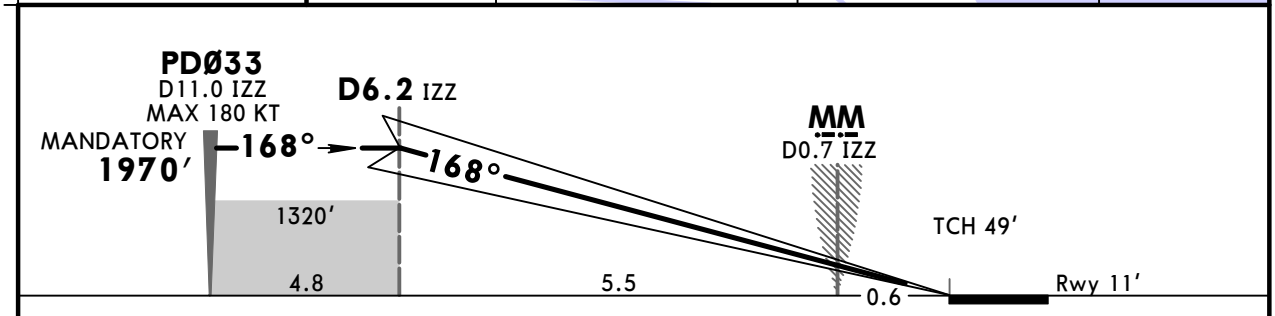
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

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

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
1970′	600m
990′	300m
460′	140m

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



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	Turns	460′	138°	990′
GS	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX		LT	

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **161′**(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-4B)

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

BRIEFING STRIP ™

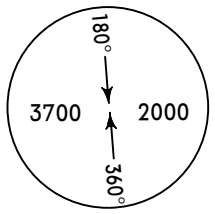
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

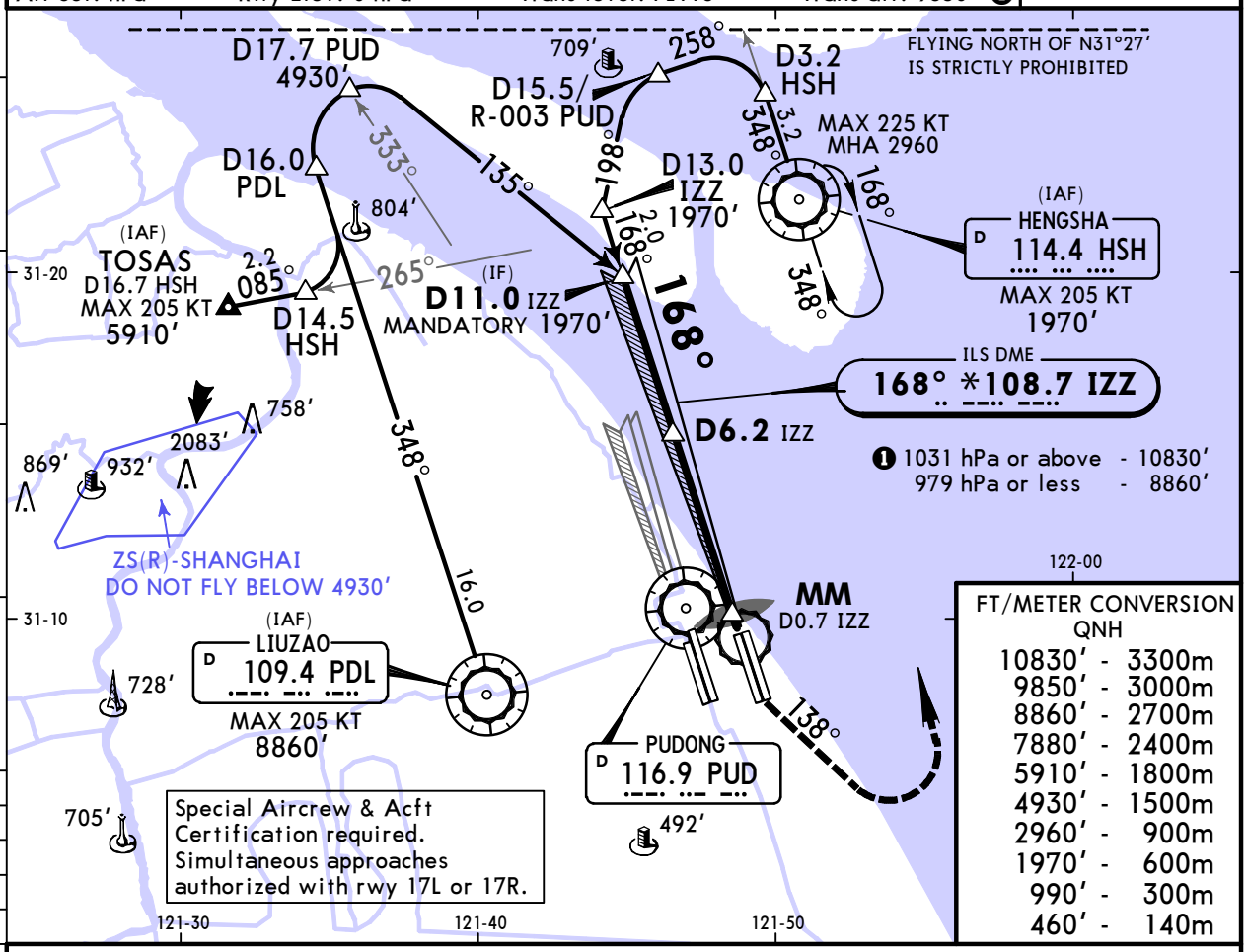
LOC	Final	D6.2 IZZ	SA CAT I ILS	Apt Elev 12′
IZZ	Apch Crs	MANDATORY	RA 151′	
*108.7	168°	1970′ (1959′)	DA(H) 161′(150′)	Rwy 11′

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

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

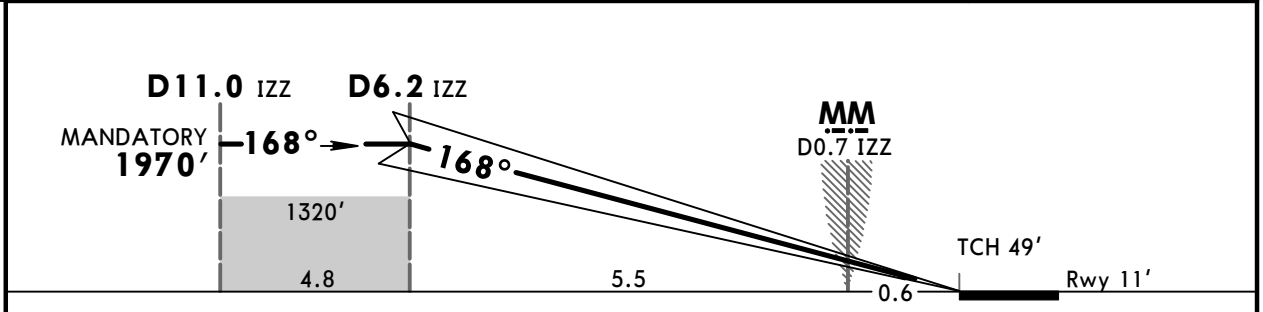


MSA PUD VOR



FT/METER CONVERSION
QNH

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



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

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **161′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-5)

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

BRIEFING STRIP ™

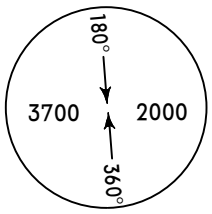
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

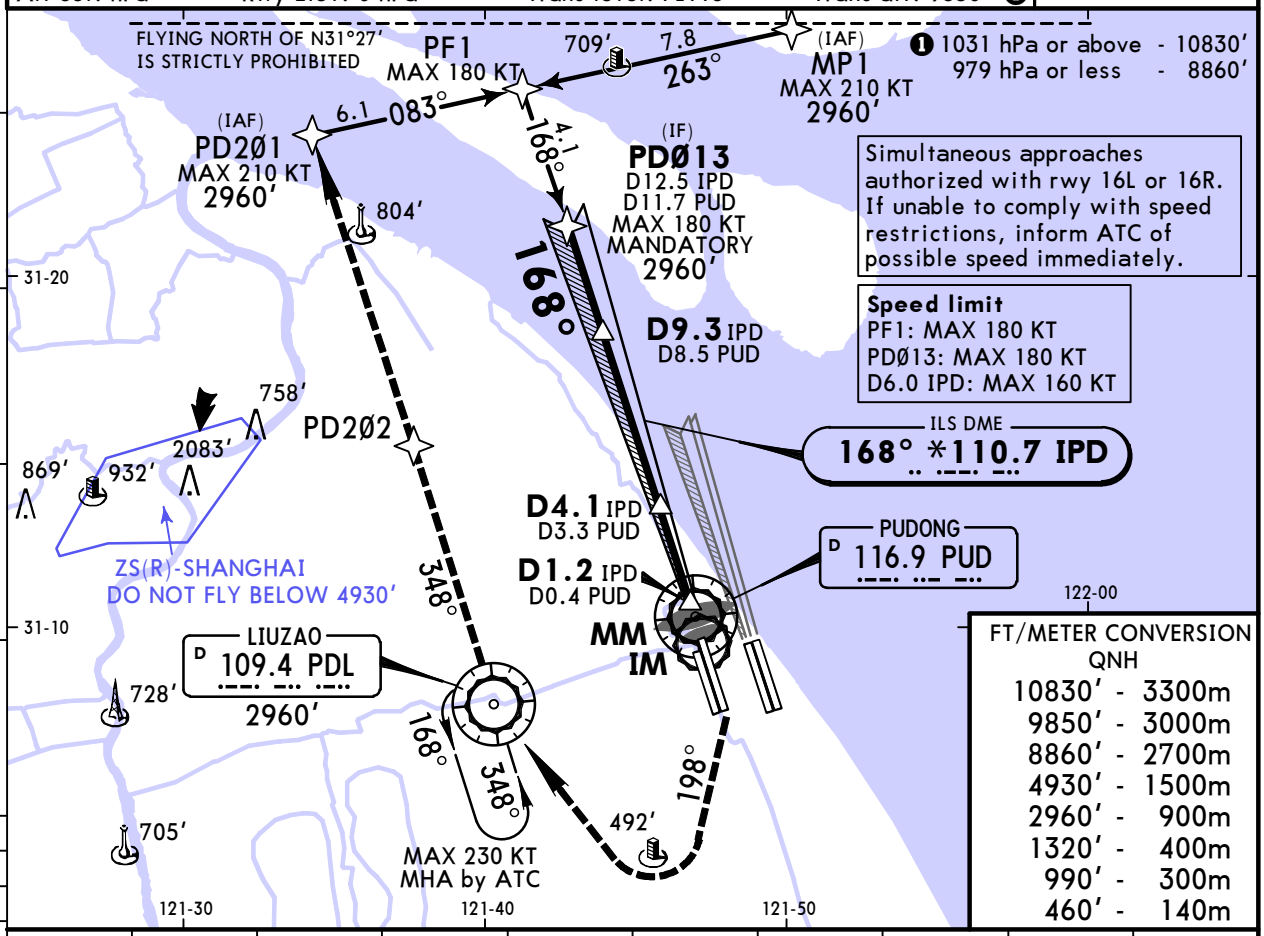
LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′ (2950′)	210′ (200′)	

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

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



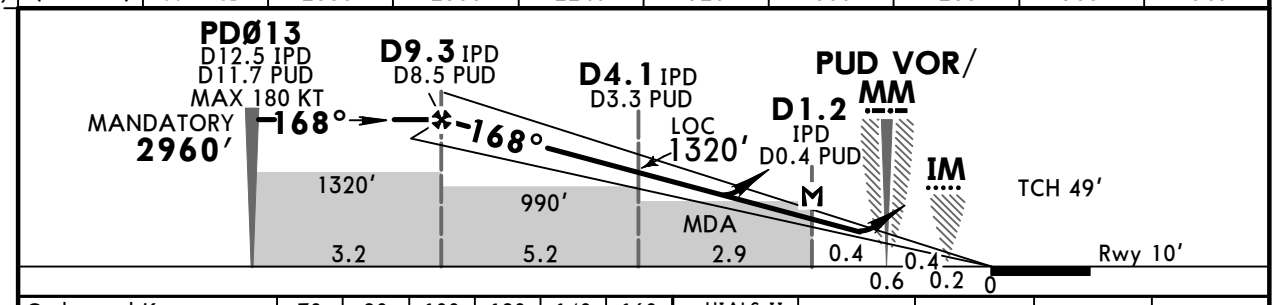
MSA PUD VOR



FT/METER CONVERSION
QNH

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

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



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	Turns	460′	198°	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX	↑	RT	↑
MAP at D1.2 IPD/D0.4 PUD												

PANS OPS

State

	STRAIGHT-IN LANDING ILS DA(H) 210′ (200′)	ALS out	LOC (GS out) CDFA MDA(H) 460′ (450′)	ALS out	CIRCLE-TO-LAND Max KT	MDA(H)	
A	R550m V800m	V1200m	V1800m	V2700m	100	690′ (678′)	V2800m
B					135	690′ (678′)	V3200m
C			V2000m		180	790′ (778′)	V4400m
D			V2200m		205	920′ (908′)	V4800m

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN

11 OCT 24 (21-5A)

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

BRIEFING STRIP ™

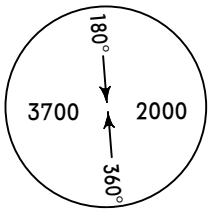
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

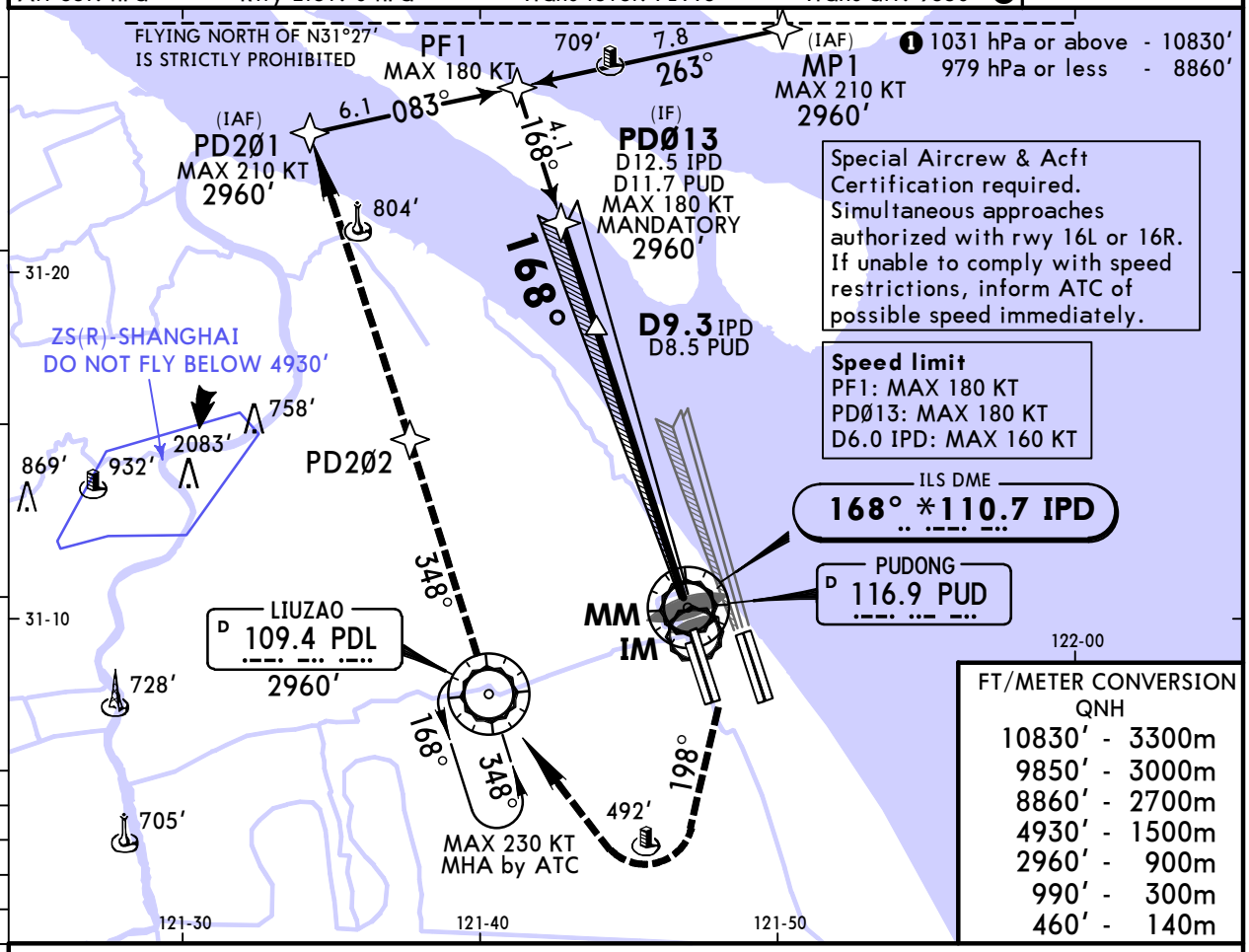
LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	CAT II ILS RA 102′ DA(H) 110′(100′)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′(2950′)		

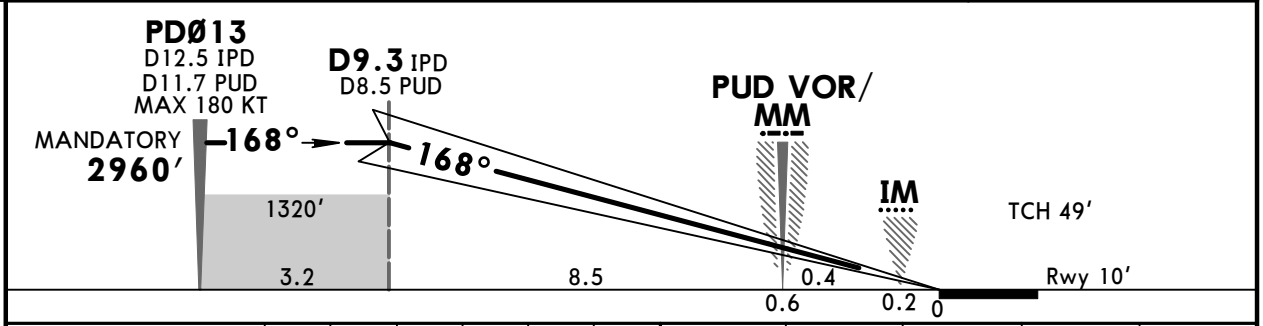
MISSED APCH: Climb STRAIGHT AHEAD to 460′, then turn RIGHT on track 198° to 990′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

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



MSA PUD VOR





Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	Turns	460′	198°	990′
GS	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX	↑	RT	↑

State

STRAIGHT-IN LANDING
CAT II ILS

RA 102′
DA(H) **110′**(100′)

PANS OPS

❶ R300m

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-6)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 17L

BRIEFING STRIP

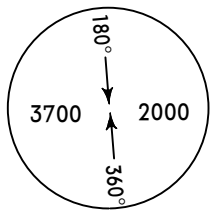
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
		120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

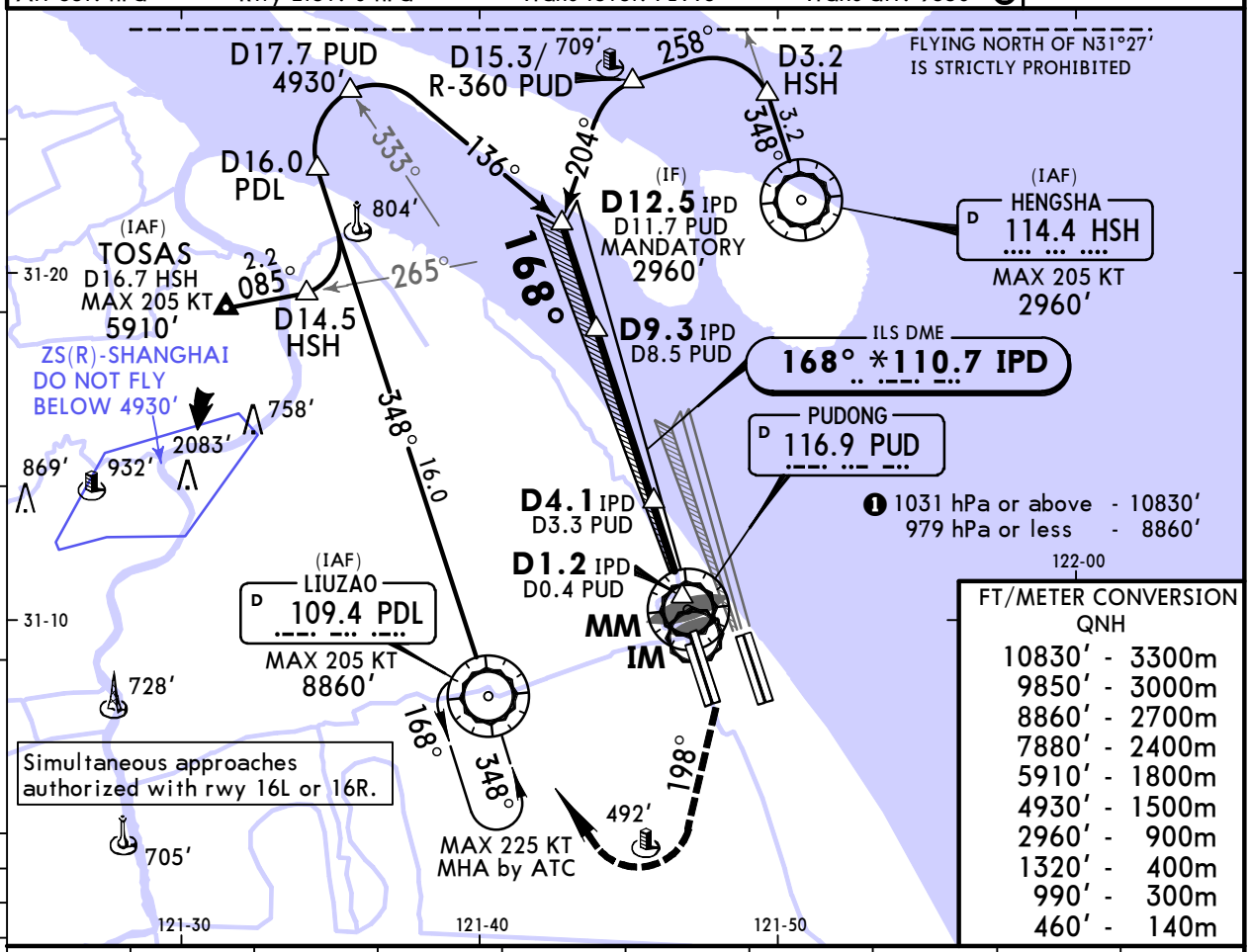
LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′ (2950′)	210′ (200′)	

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

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

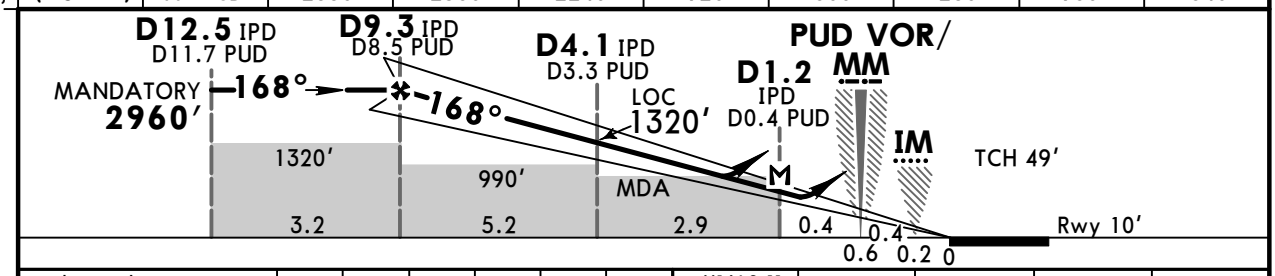


MSA PUD VOR



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

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



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI	Turns 205 KT MAX	460′	198° RT	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849					
MAP at D1.2 IPD/D0.4 PUD												

State

STRAIGHT-IN LANDING

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

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN

11 OCT 24 (21-6A)

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

BRIEFING STRIP

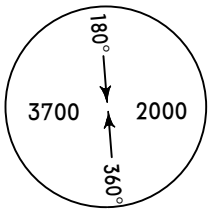
D-ATIS	SHANGHAI Approach (R)						
	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85 (Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

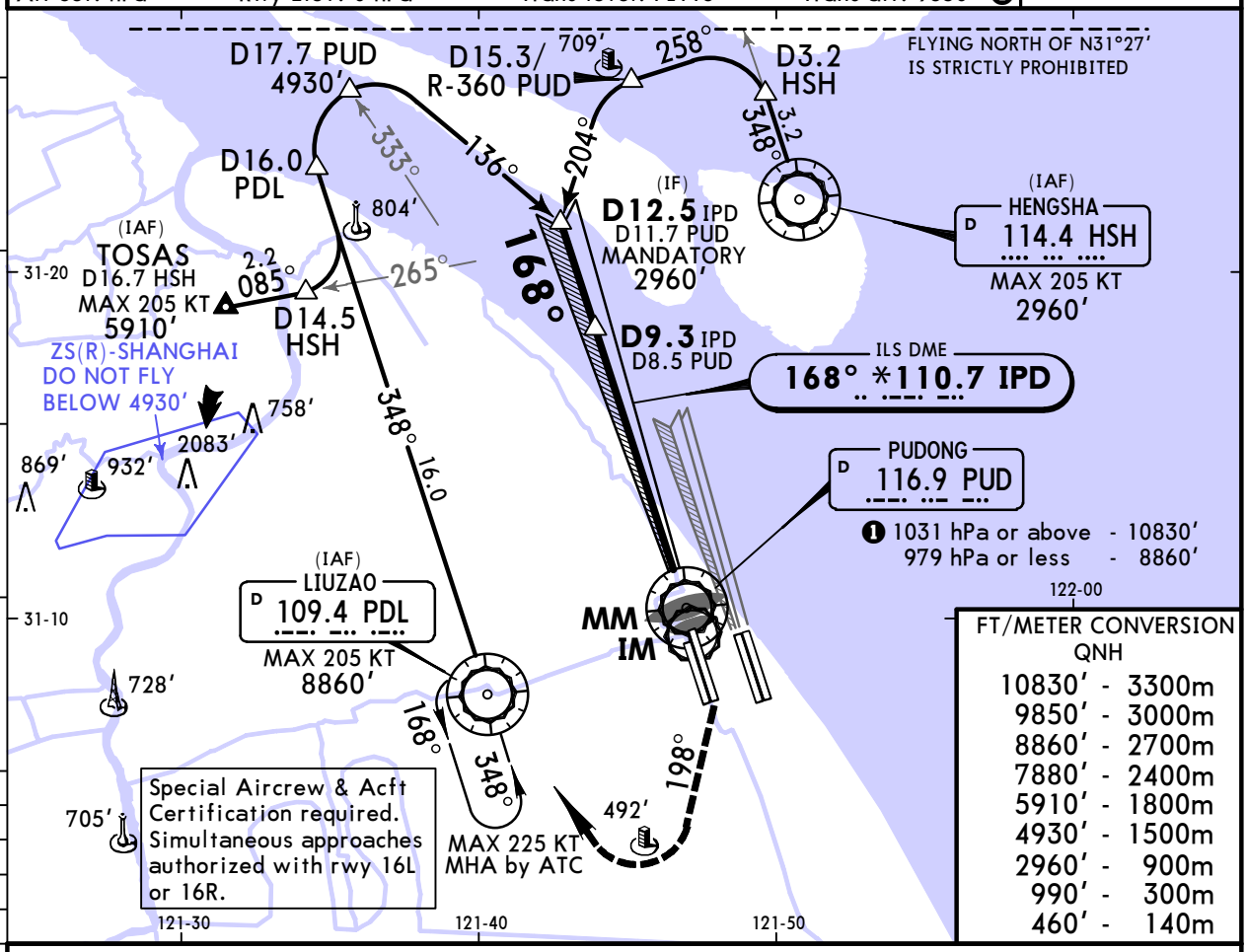
LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	CAT II ILS RA 102′ DA(H) 110′(100′)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′(2950′)		

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

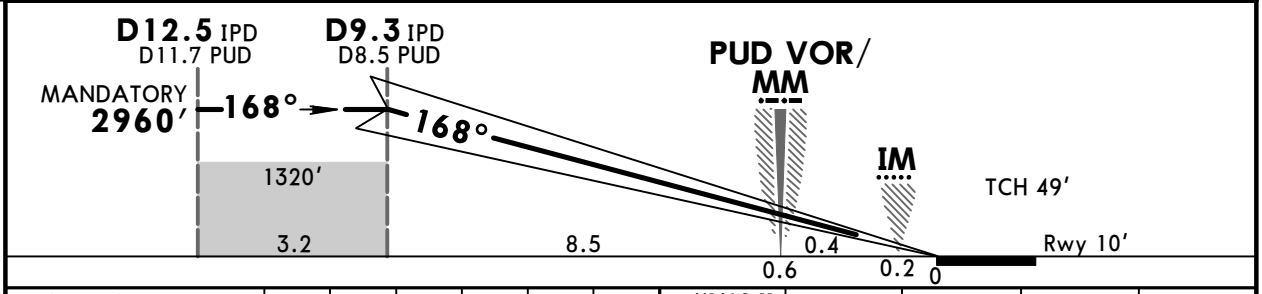
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



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



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

HIALS-II
PAPI

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

State

STRAIGHT-IN LANDING
CAT II ILS

RA 102′
DA(H) **110′**(100′)

❶ R300m

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN

11 OCT 24 (21-6B)

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

BRIEFING STRIP ™

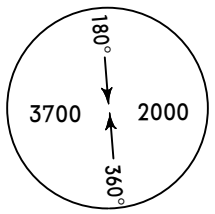
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

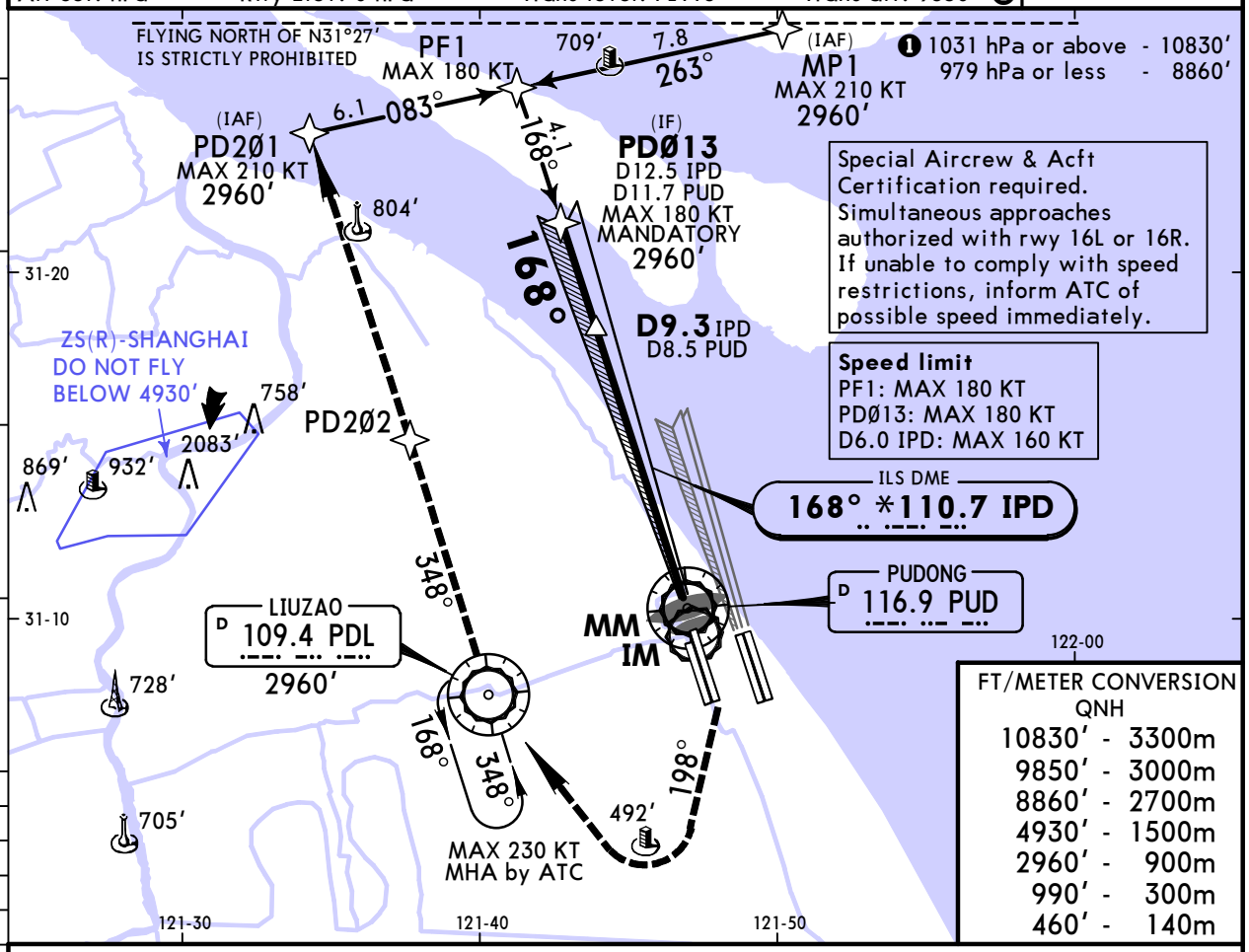
LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	SA CAT I ILS RA 151′ DA(H) 160′(150′)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′(2950′)		

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

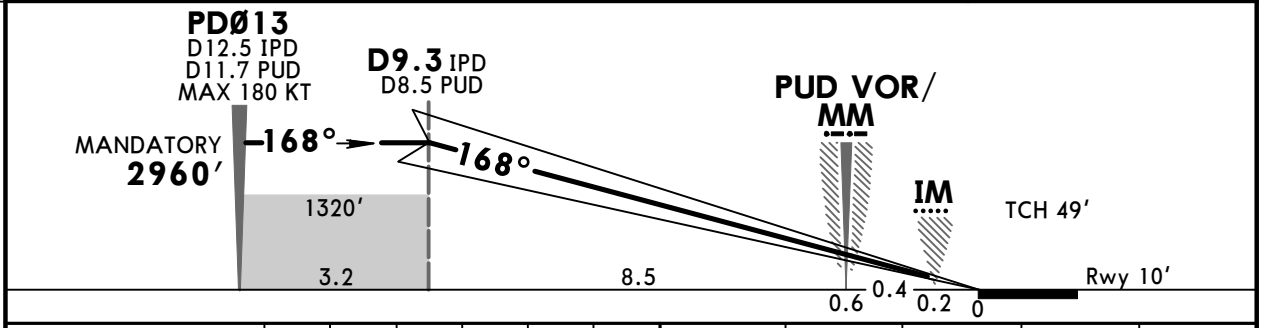
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850′ ❶



MSA PUD VOR



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



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

HIALS-II PAPI

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

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **160′**(150′)

PANS OPS

R450m

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN

11 OCT 24 (21-6C)

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

BRIEFING STRIP ™

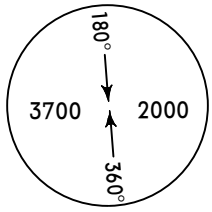
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

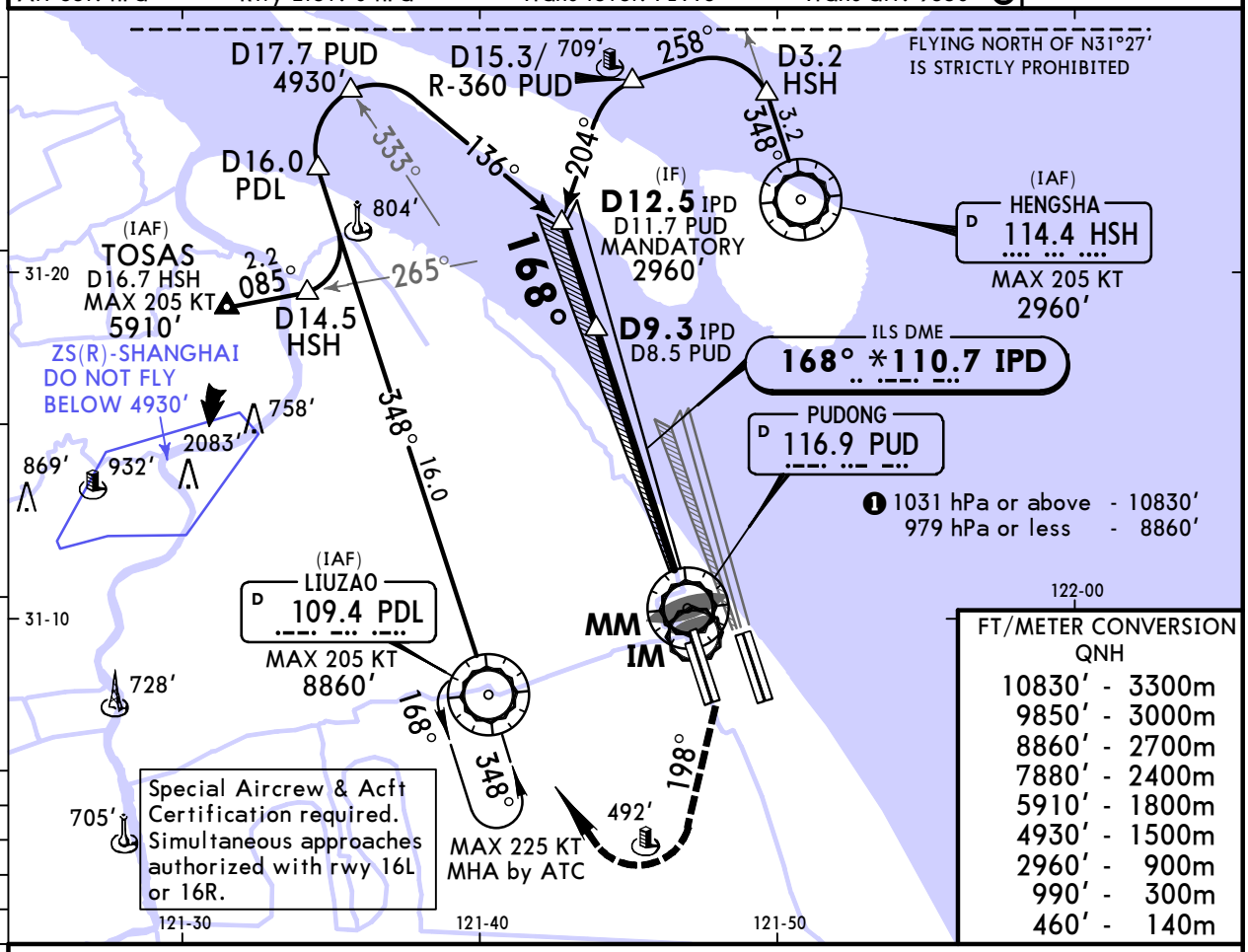
LOC IPD	Final Apch Crs	D9.3 IPD MANDATORY	SA CAT I ILS RA 151′ DA(H) 160′(150′)	Apt Elev 12′ Rwy 10′
*110.7	168°	2960′(2950′)		

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

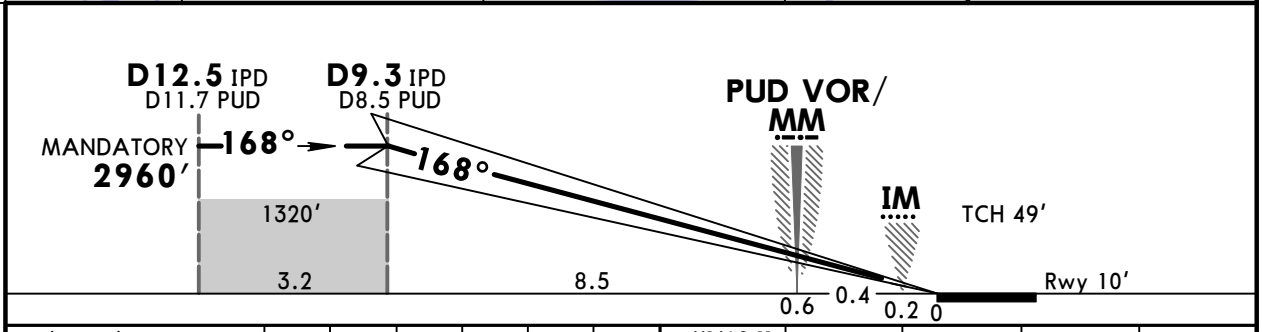
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



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



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

HIALS-II | PAPI | Turns 205 KT MAX | 460′ | 198° RT | 990′

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **160′**(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-7)

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

BRIEFING STRIP ™

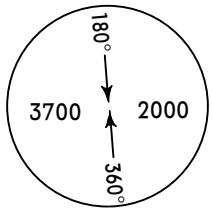
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
		120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

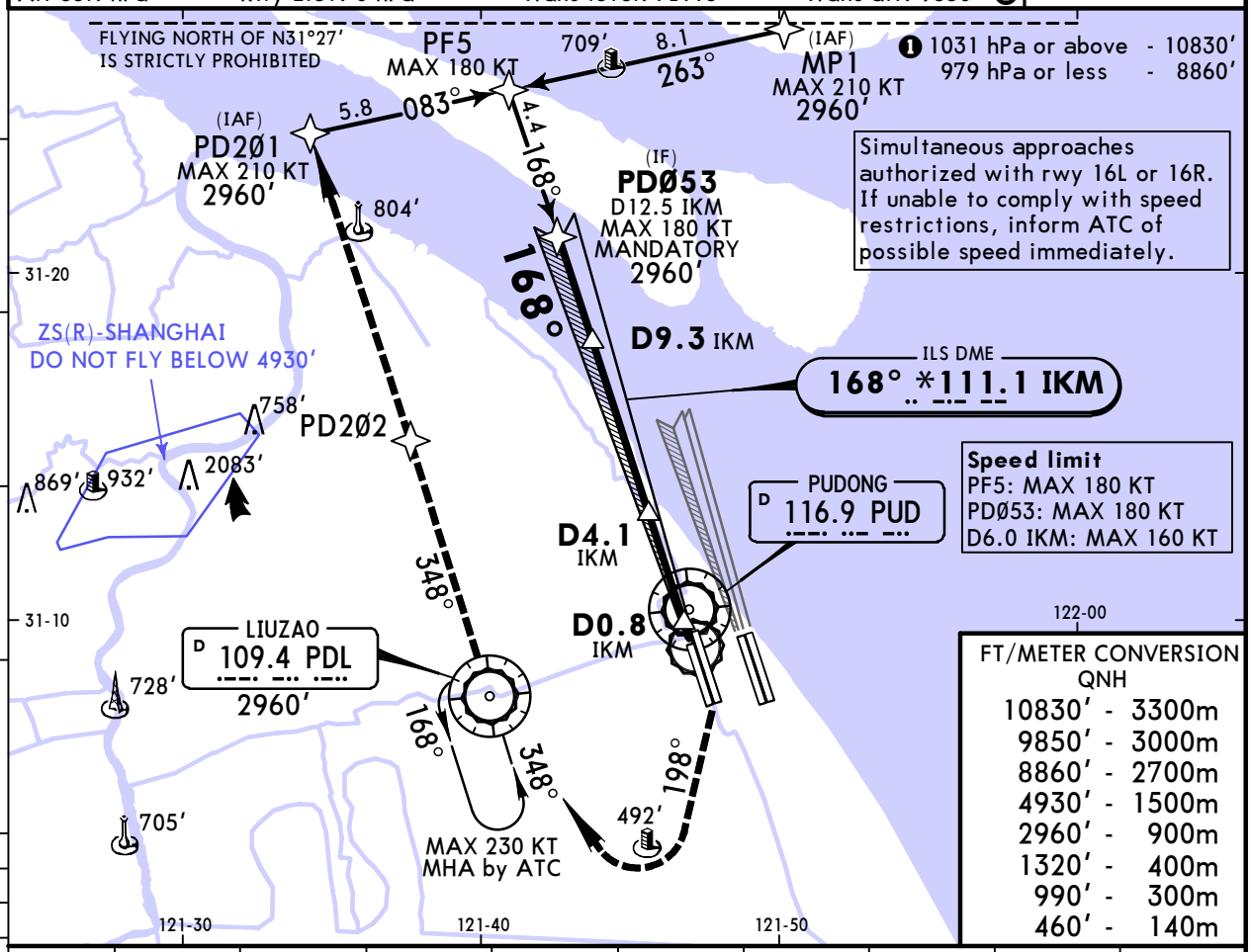
LOC IKM	Final Apch Crs	D9.3 IKM MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*111.1	168°	2960′ (2948′)	212′ (200′)	

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

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

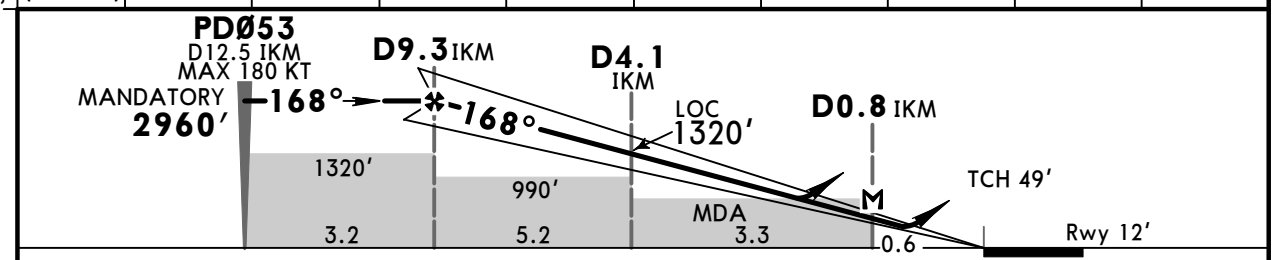


MSA PUD VOR



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

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



Gnd speed-Kts		70	90	100	120	140	160	HIALS	Turns	460′	198°	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX		RT	
MAP at D0.8 IKM												

PANS OPS

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

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

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-8)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 17R

BRIEFING STRIP

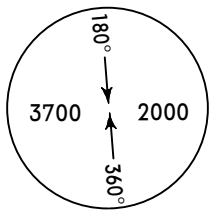
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

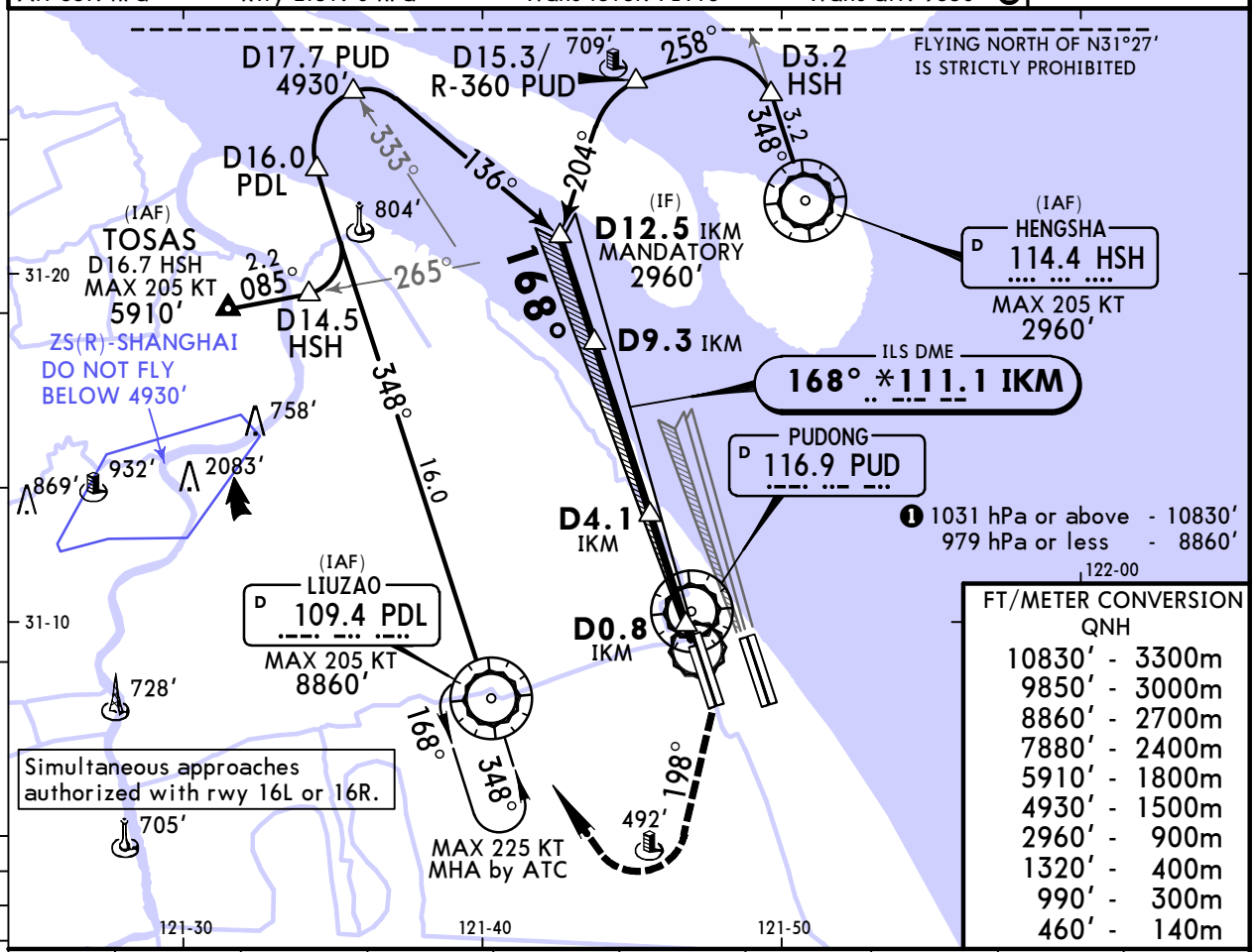
LOC IKM	Final Apch Crs	D9.3 IKM MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*111.1	168°	2960′ (2948′)	212′ (200′)	

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

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

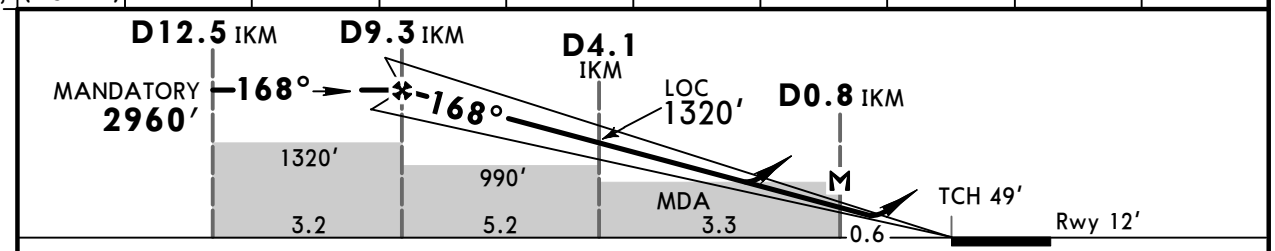


MSA PUD VOR



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

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



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

PANS OPS

State

STRAIGHT-IN LANDING

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

CIRCLE-TO-LAND

West of RWY only

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

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

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN

11 OCT 24 (21-8A)

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

BRIEFING STRIP ™

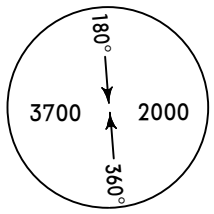
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

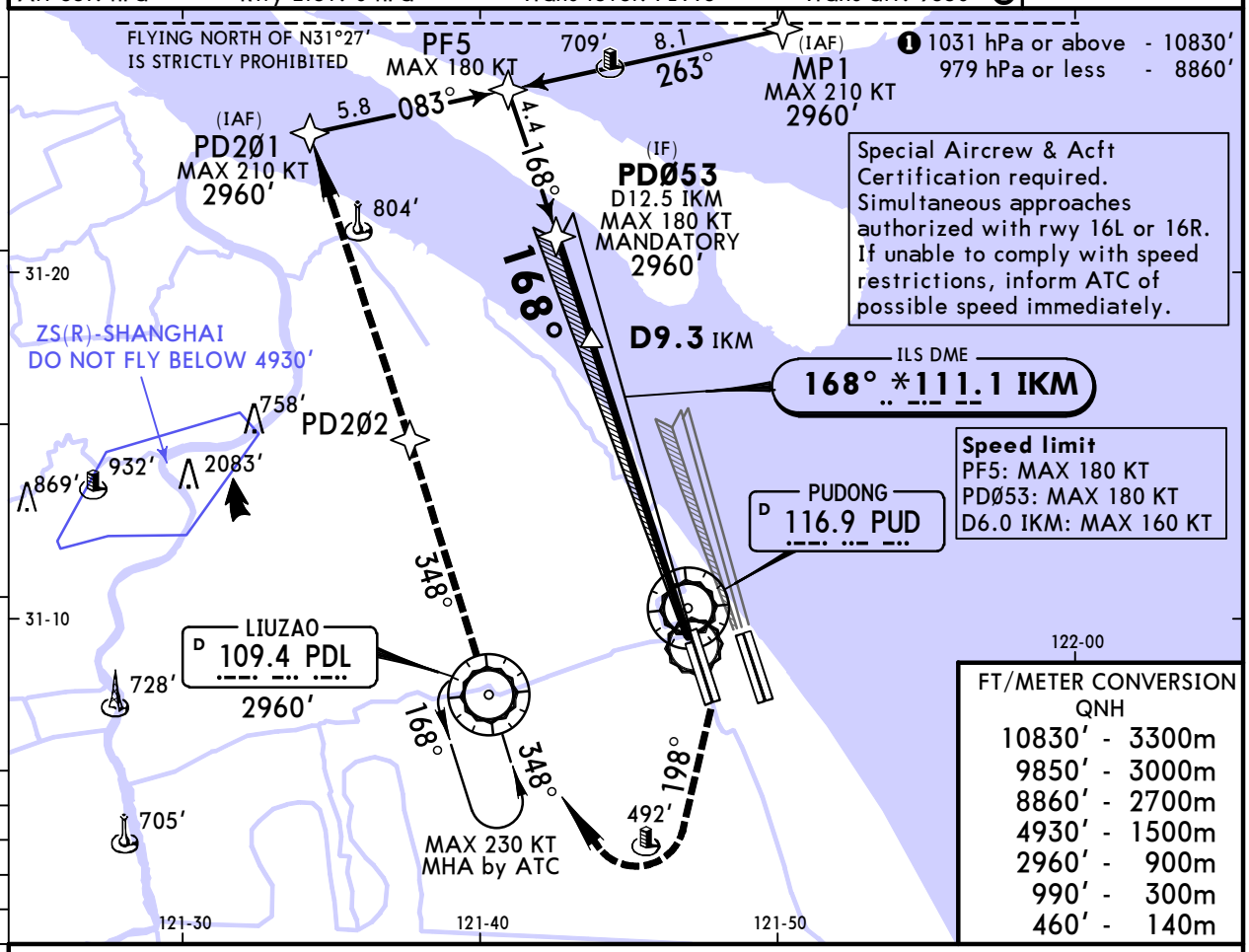
LOC IKM	Final Apch Crs	D9.3 IKM MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*111.1	168°	2960′(2948′)		

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

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

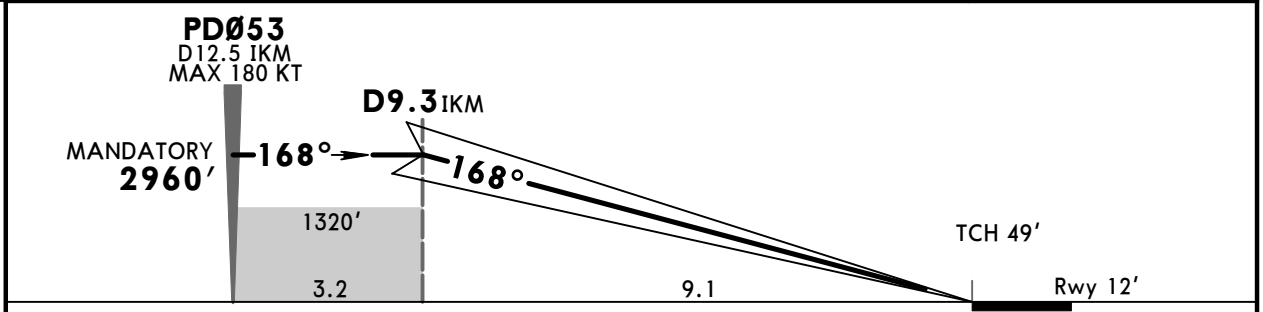


MSA PUD VOR



FT/METER CONVERSION
QNH

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



Gnd speed-Kts		70	90	100	120	140	160	HIALS	Turns	460′	198°	990′
GS	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX		RT	

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 162′(150′)

PANS OPS

R450m

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-8B)

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

BRIEFING STRIP

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

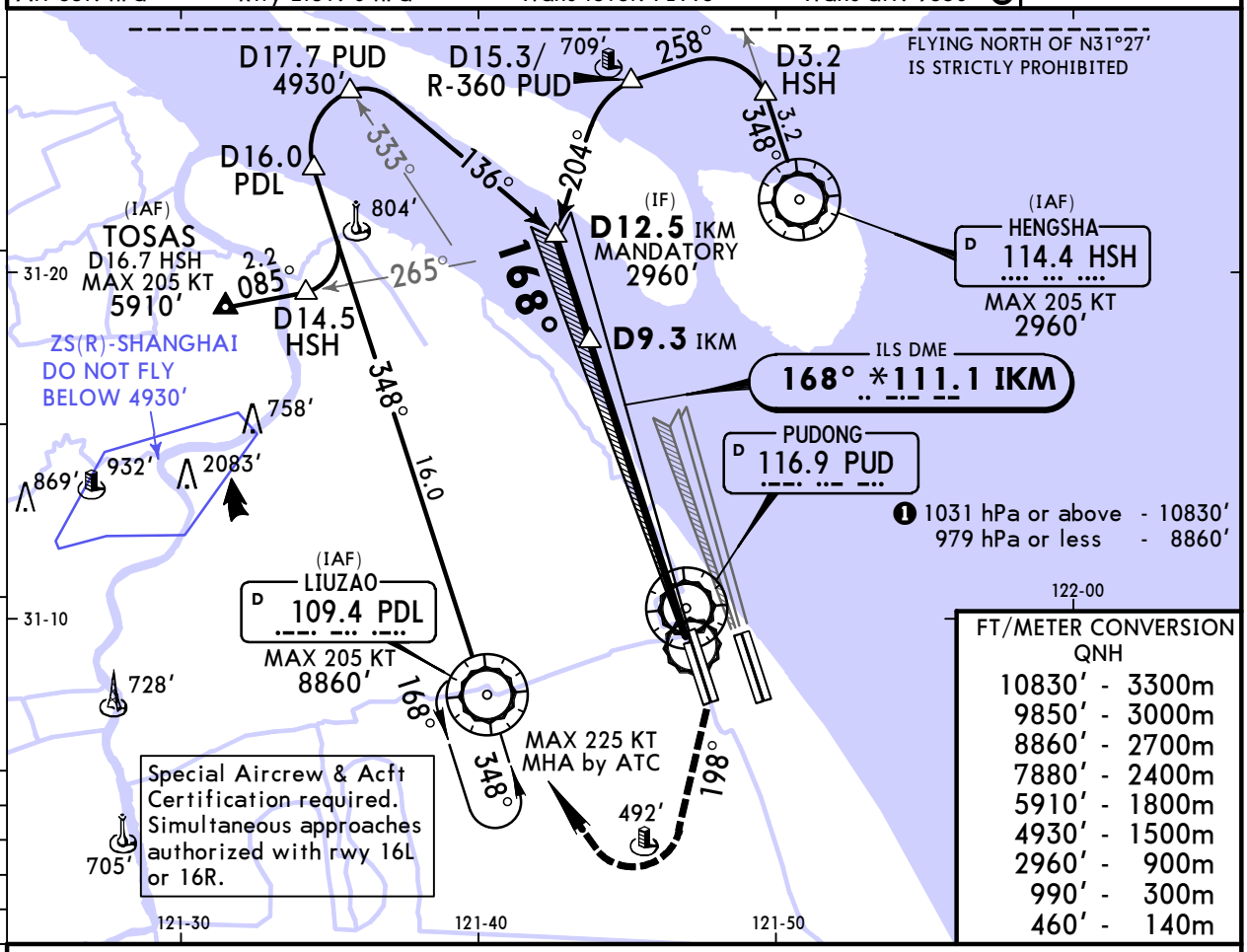
SHANGHAI Approach (R)			PUDONG Tower	Ground			
APP09	APP10	APP11	TWR01	GND01	GND02	*GND03	*GND04
121.375X	125.625X	119.075X	118.8	121.7	121.8	121.875	121.625

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

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

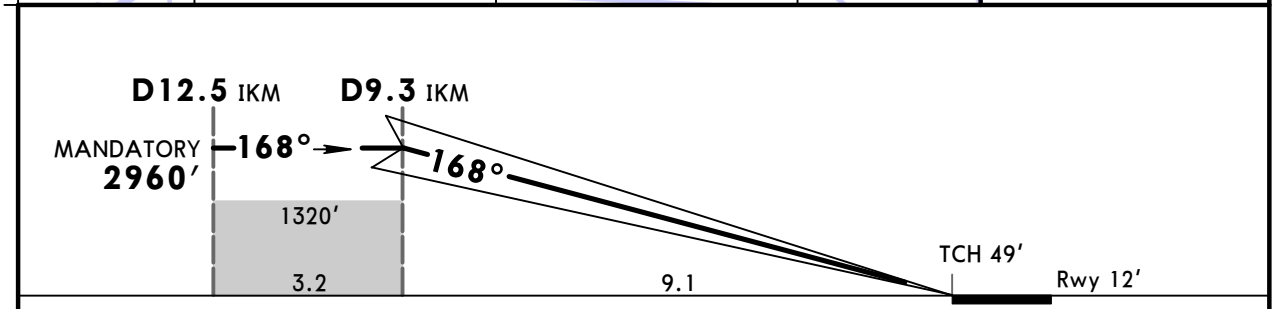
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

MSA PUD VOR: 180°–360° 3700, 2000



FT/METER CONVERSION QNH

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



Gnd speed-Kts		70	90	100	120	140	160	HIALS	Turns	460′	198°	990′
GS	3.00°	372	478	531	637	743	849	PAPI	205 KT MAX		RT	

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) 162′(150′)

PANS OPS

R450m

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-9)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 34L

BRIEFING STRIP ™

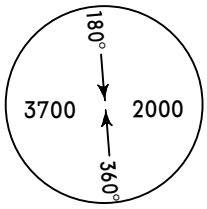
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

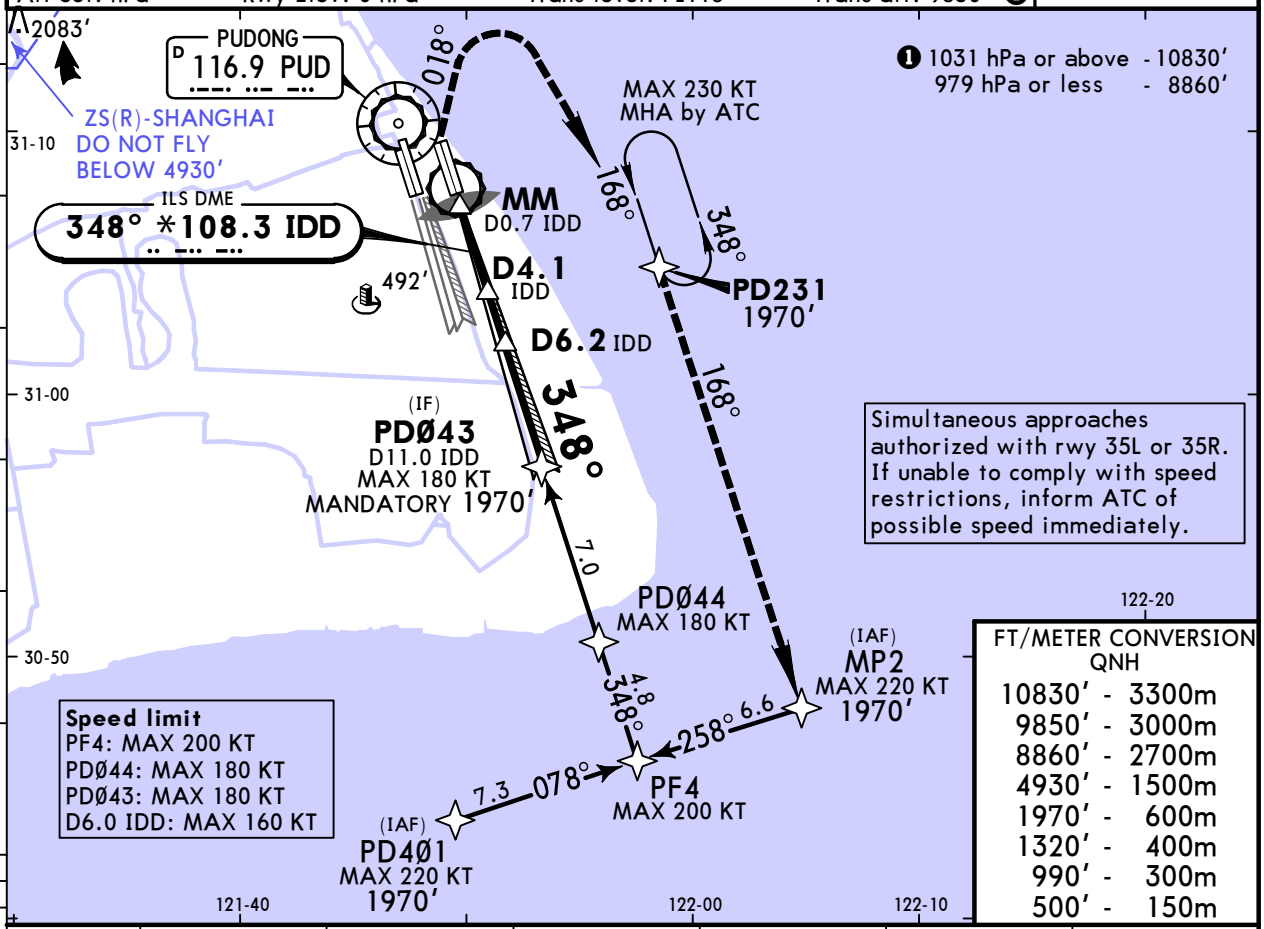
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	ILS DA(H)	Apt Elev 12′
*108.3	348°	1970′ (1959′)	211′ (200′)	Rwy 11′

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

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

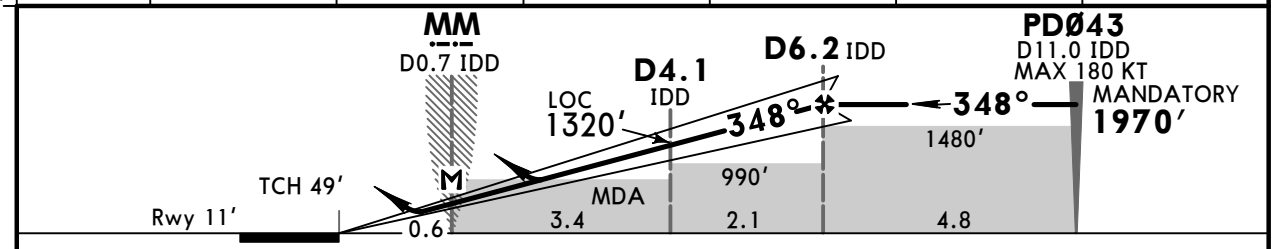


MSA PUD VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
1970′	600m
1320′	400m
990′	300m
500′	150m

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



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

HIALS-II PAPI

Turns 210 KT MAX

500′ ↑ | 018° ↗ RT | 990′ ↑

State

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

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

PANS OPS

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-10)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 34L

BRIEFING STRIP

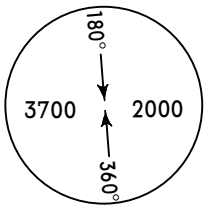
D-ATIS	SHANGHAI Approach (R)						
	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85 (Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

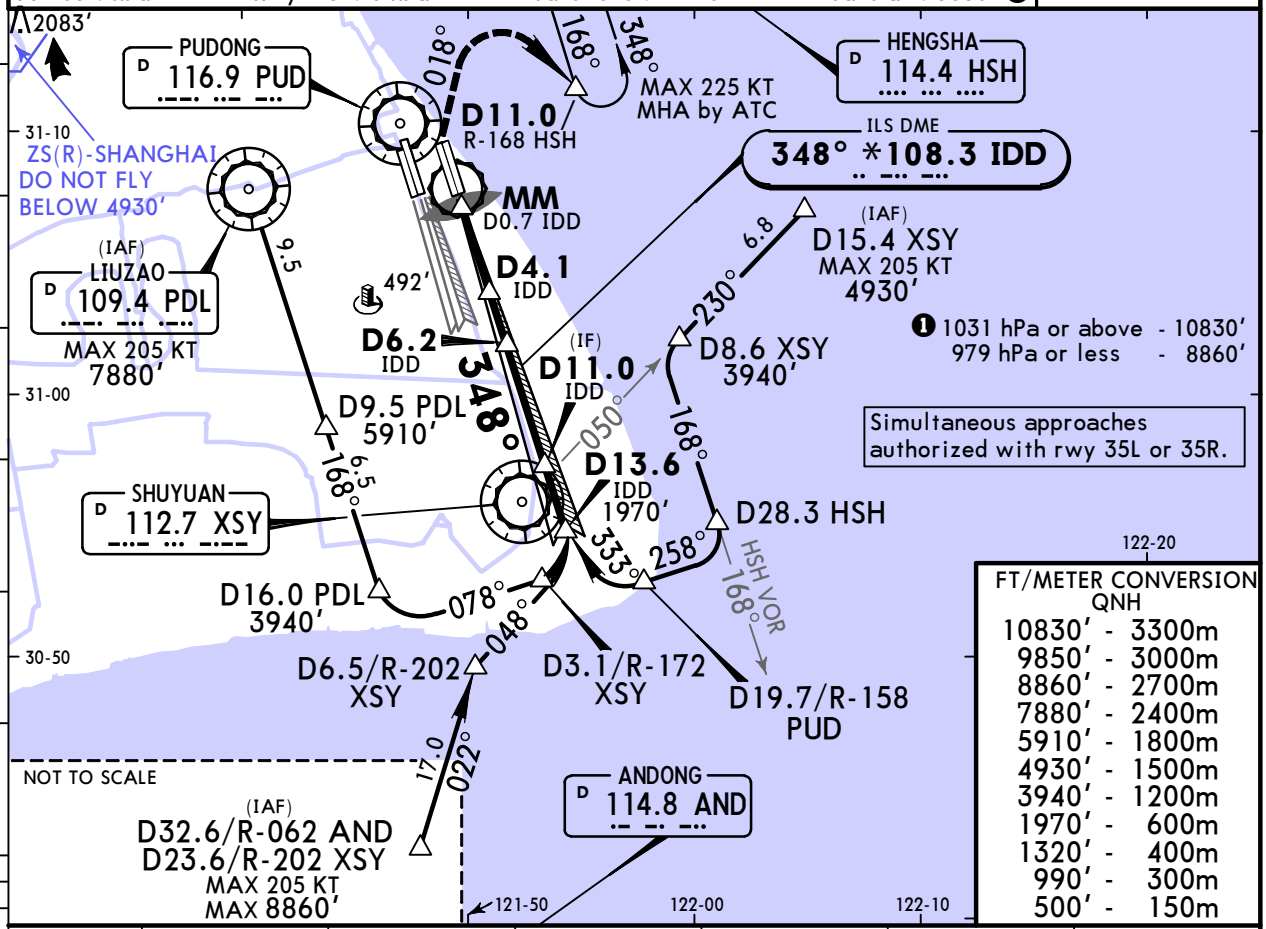
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	ILS DA(H)	Apt elev 12′ Rwy 11′
*108.3	348°	1970′ (1959′)	211′ (200′)	

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

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

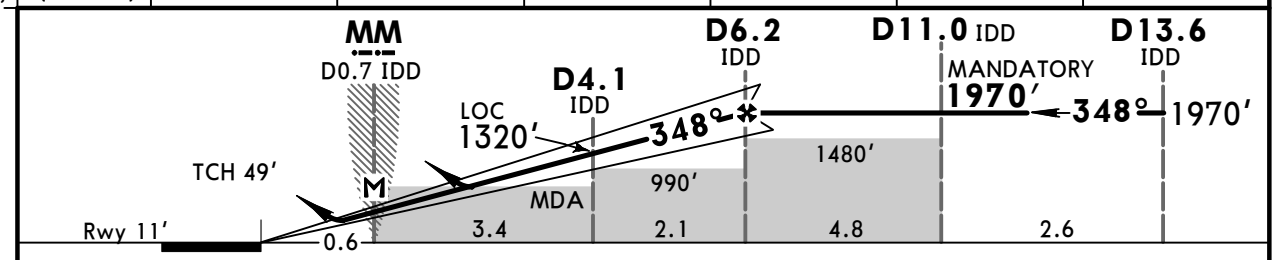


MSA PUD VOR



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

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



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

HIALS-II PAPI

Turns 205 KT MAX

500′ 018° RT 990′

State

STRAIGHT-IN LANDING

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

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: New AOM format.

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ZSPD/PVG PUDONG

JEPPESEN 11 OCT 24 (21-10A)

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

BRIEFING STRIP ™

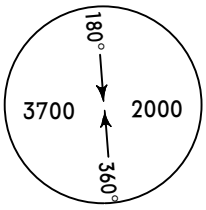
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

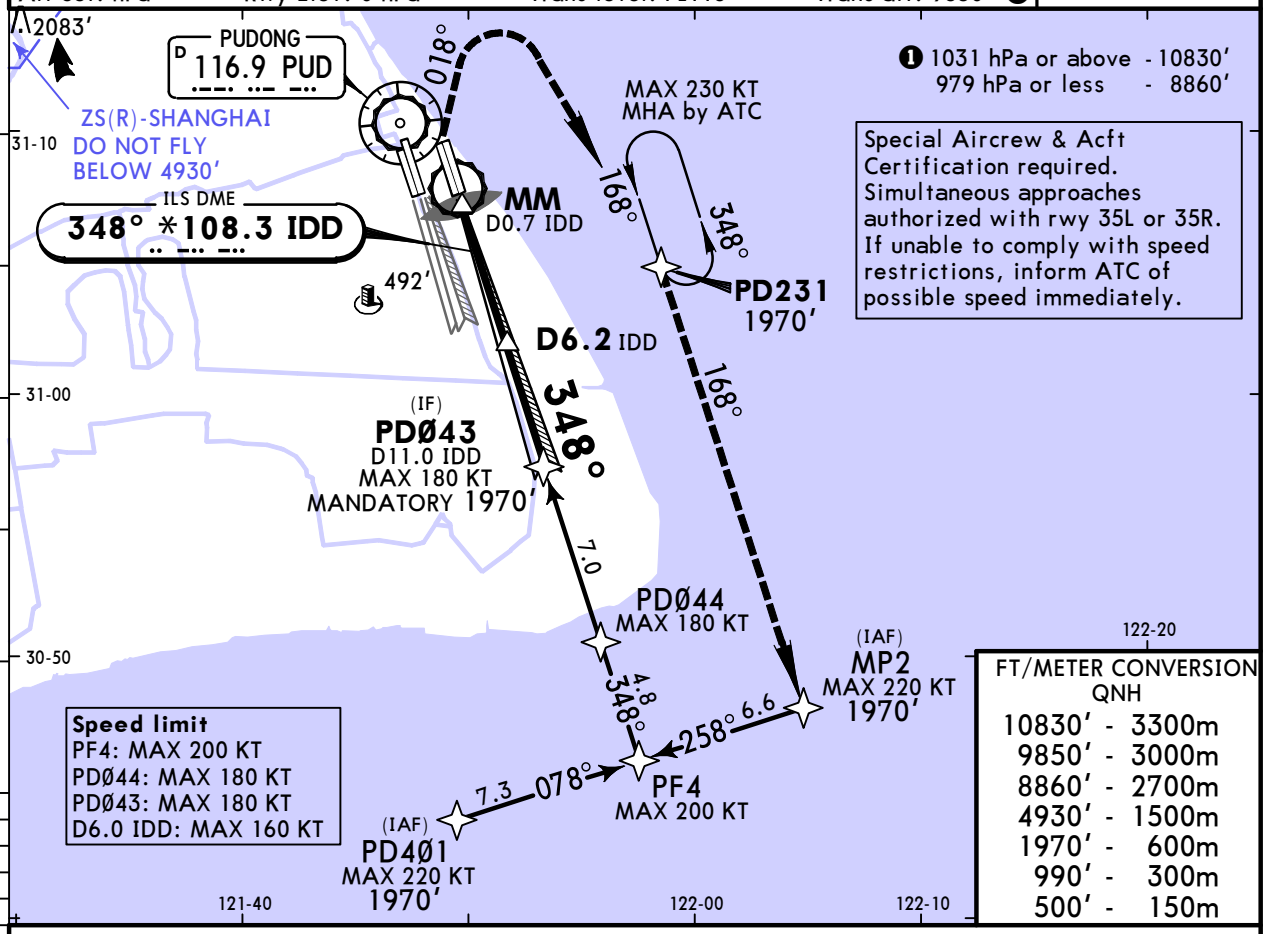
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	SA CAT I ILS RA 151′ DA(H) 161′(150′)	Apt Elev 12′ Rwy 11′
*108.3	348°	1970′(1959′)		

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

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



MSA PUD VOR



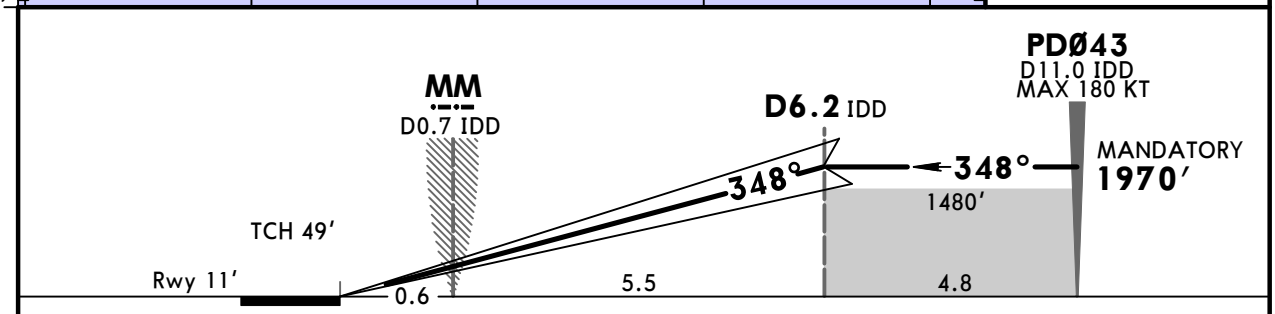
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

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

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

FT/METER CONVERSION
QNH

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



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

HIALS-II PAPI

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

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **161′**(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-10B)

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

BRIEFING STRIP ™

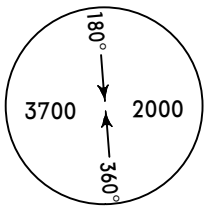
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

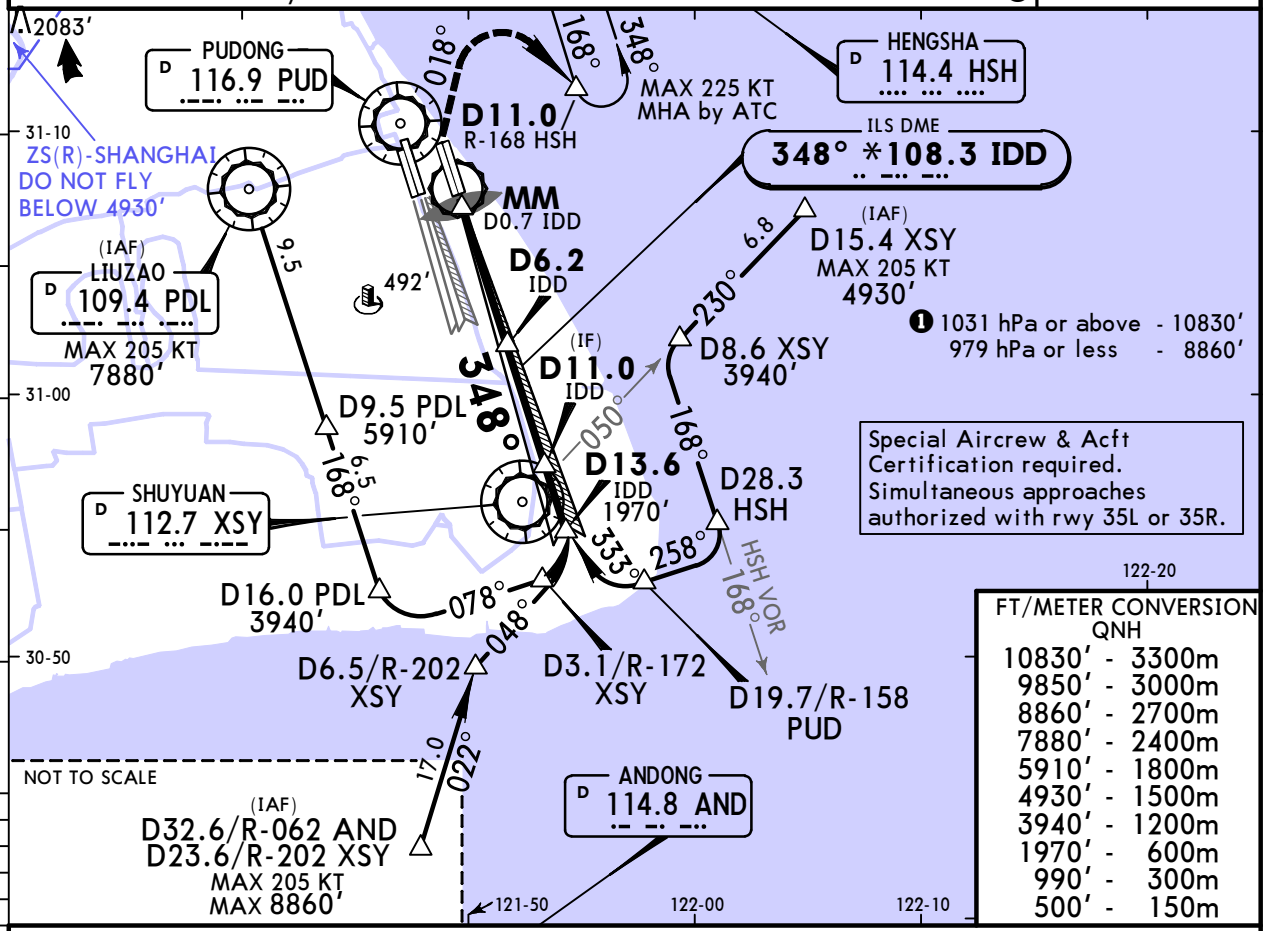
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	SA CAT I ILS RA 151′ DA(H) 161′(150′)	Apt elev 12′ Rwy 11′
*108.3	348°	1970′(1959′)		

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

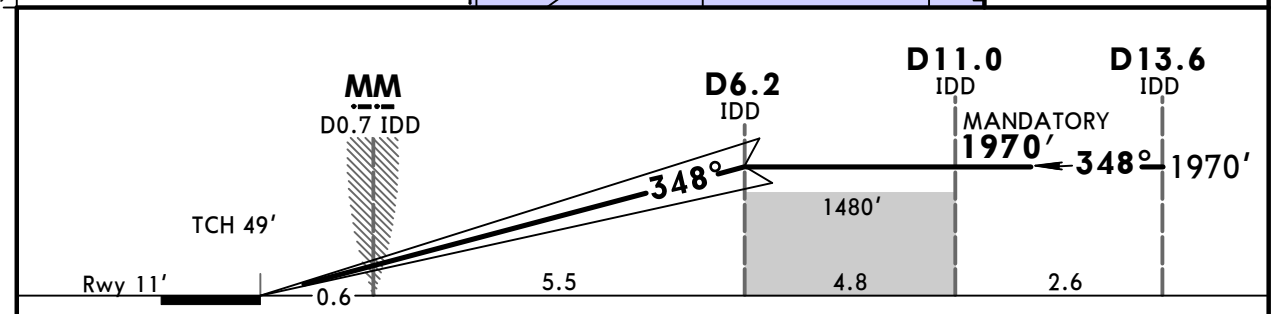
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Turns	500′	018°	990′
GS 3.00°	372	478	531	637	743	849	PAPI	205 KT MAX		RT	

PANS OPS

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **161′**(150′)

R450m

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG PUDONG

JEPPESEN 11 OCT 24 (21-11)

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

BRIEFING STRIP ™

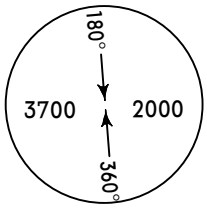
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

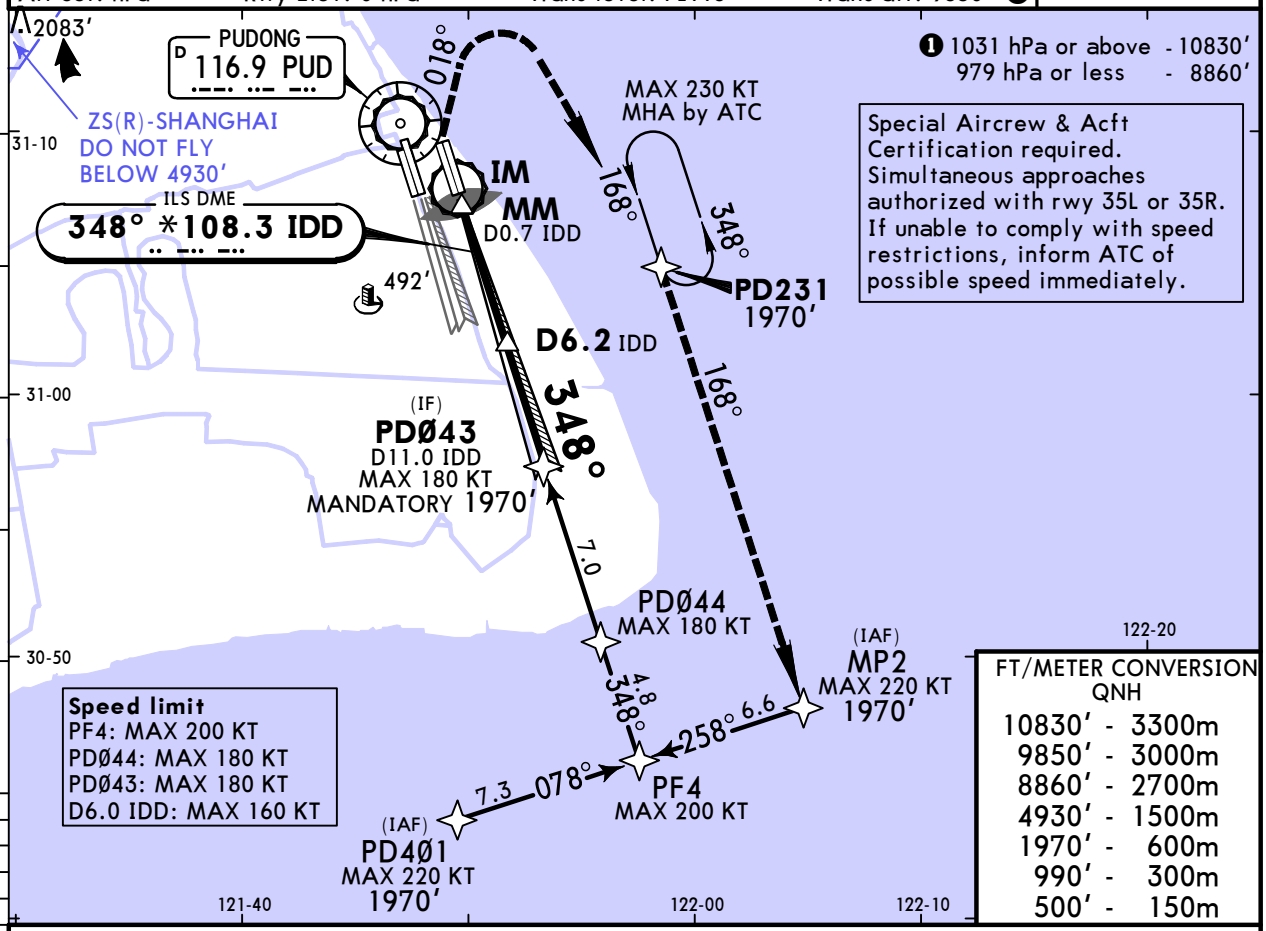
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 102′ DA(H) 111′ (100′)	Apt Elev 12′ Rwy 11′
*108.3	348°	1970′ (1959′)			

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

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



MSA PUD VOR

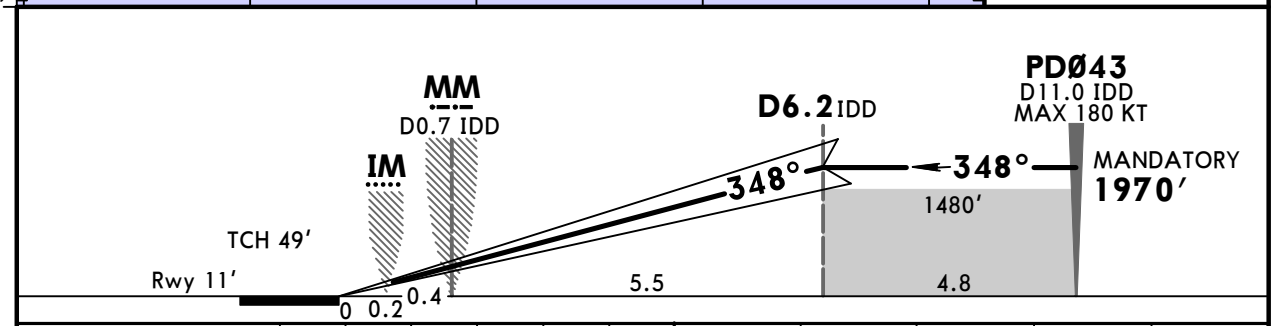


❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

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

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

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
1970′	600m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI	Turns 210 KT MAX	500′	018° RT	990′
GS	3.00°	372	478	531	637	743	849					

State

STRAIGHT-IN LANDING

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

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN
11 OCT 24 (21-12)

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

BRIEFING STRIP

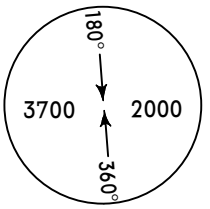
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
		120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

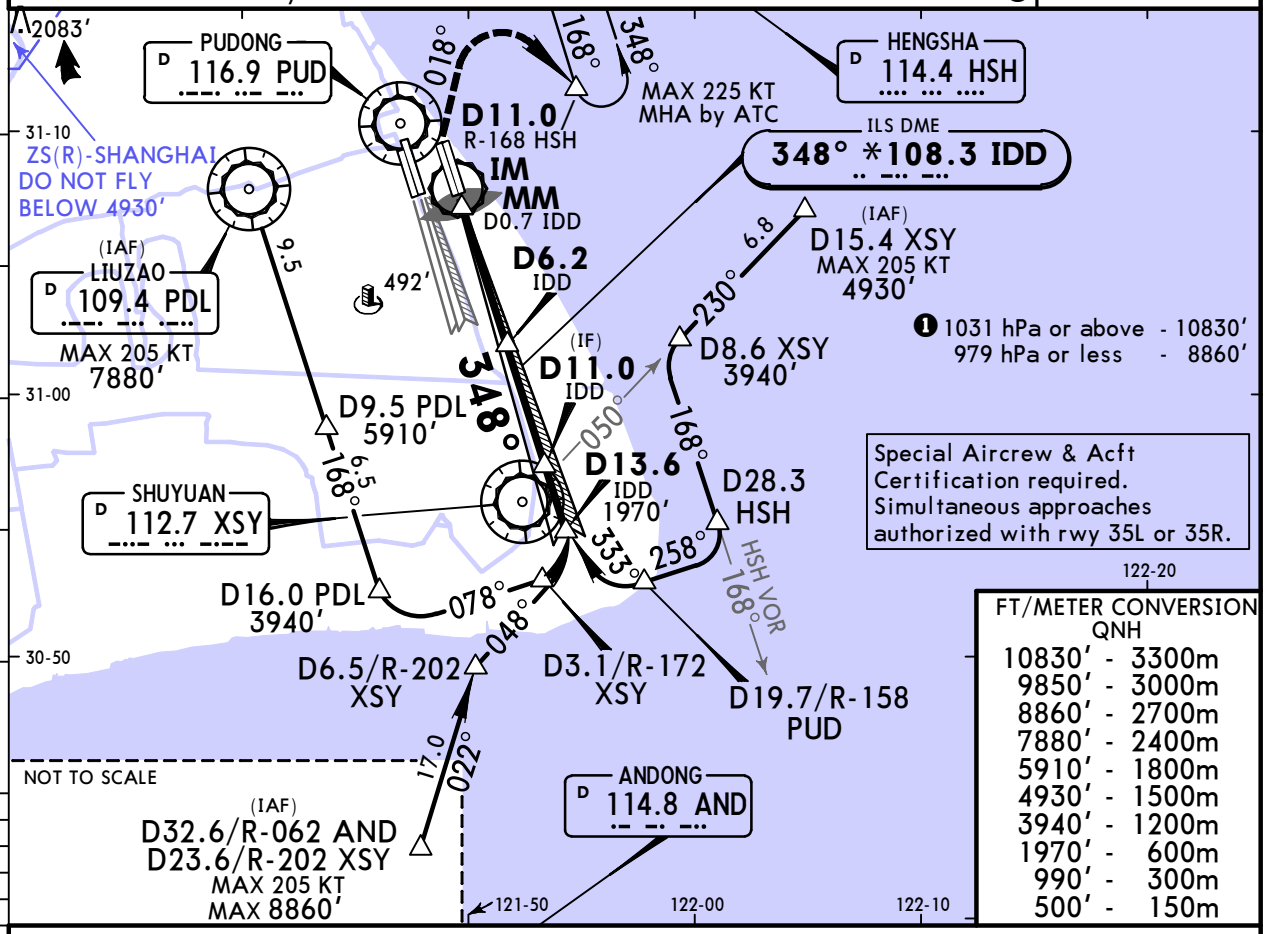
LOC IDD	Final Apch Crs	D6.2 IDD MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 102′ DA(H) 111′ (100′)	Apt elev 12′ Rwy 11′
*108.3	348°	1970′ (1959′)			

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

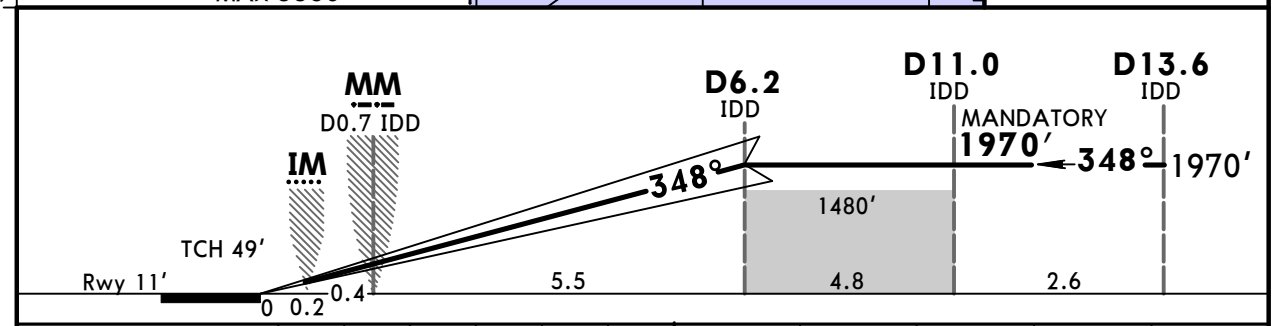
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



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



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

HIALS-II
PAPI

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

State

STRAIGHT-IN LANDING

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

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-13)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 34R

BRIEFING STRIP

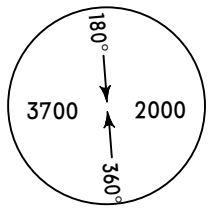
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

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

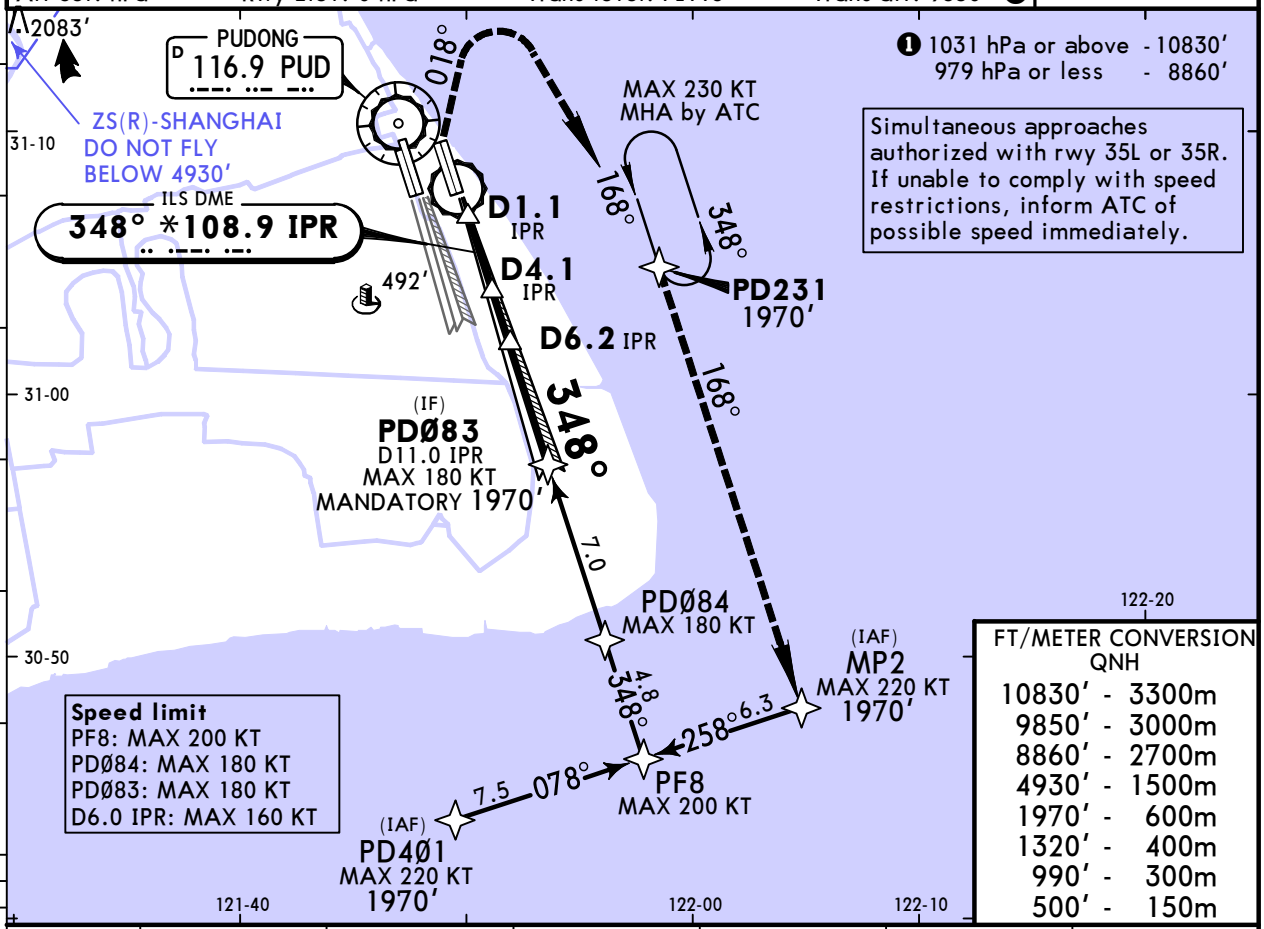
LOC IPR	Final Apch Crs	D6.2 IPR MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*108.9	348°	1970′ (1958′)	212′ (200′)	

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

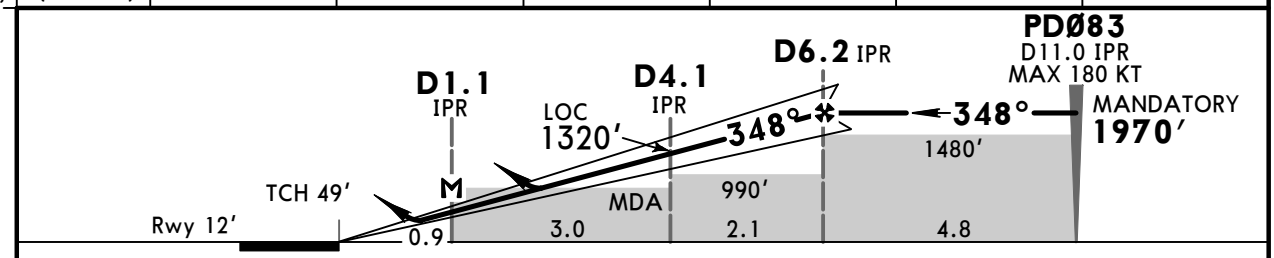
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850′ ❶



MSA PUD VOR



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



Gnd speed-Kts		70	90	100	120	140	160	HIALS	Turns	500′	018°	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX		RT	
MAP at D1.1 IPR												

State

STRAIGHT-IN LANDING				CIRCLE-TO-LAND
ILS DA(H) 212′ (200′)		LOC (GS out) CDFA MDA(H) 500′ (488′)		East of RWY only
	ALS out		ALS out	
A	❶ R550m V800m	V1200m	V2000m	V2800m
B				
C			V2200m	
D			V2400m	

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

PANS OPS

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

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-14)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 34R

BRIEFING STRIP™

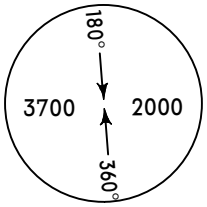
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

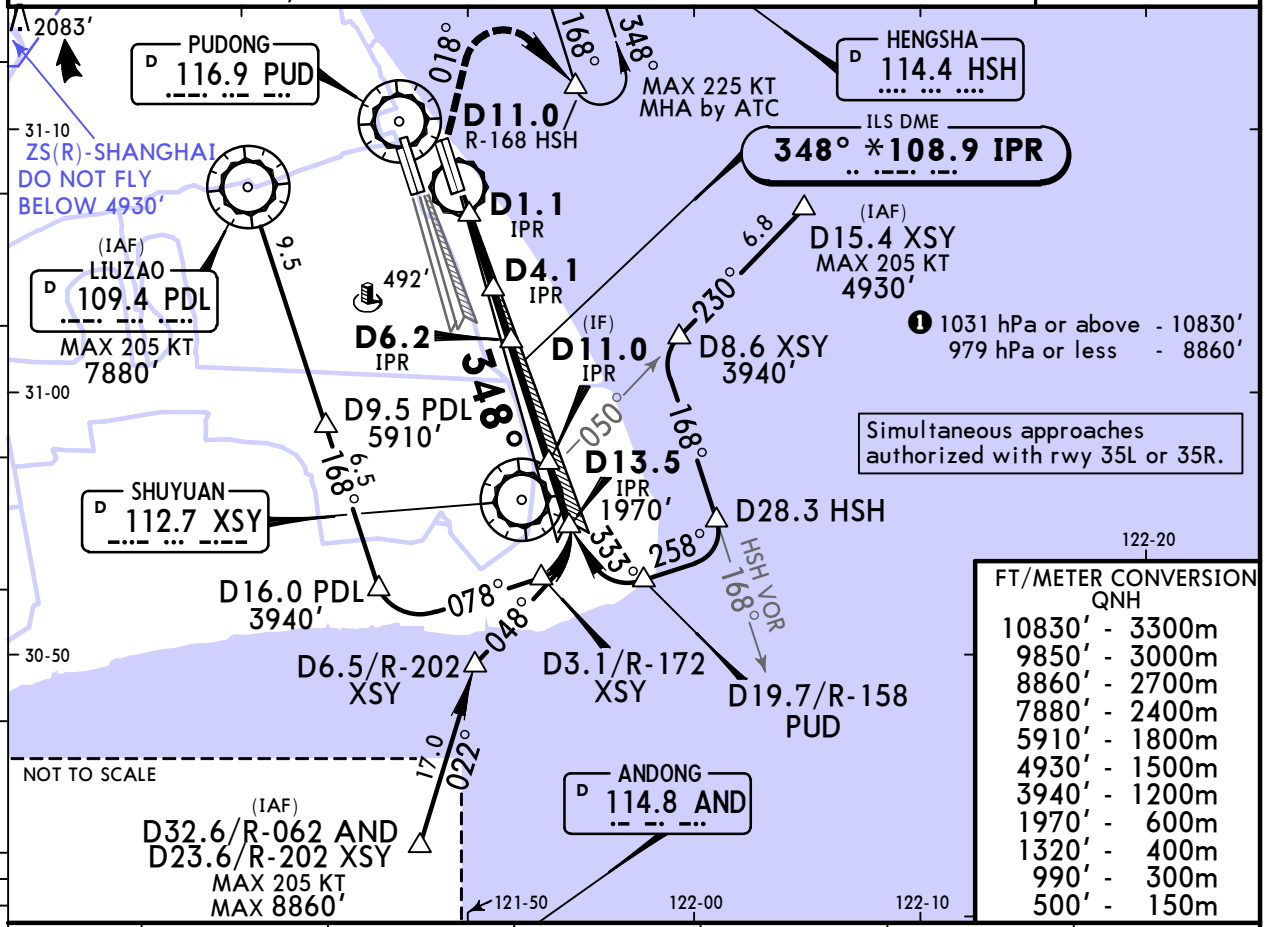
LOC IPR	Final Apch Crs	D6.2 IPR MANDATORY	ILS DA(H)	Apt elev 12′ Rwy 12′
*108.9	348°	1970′ (1958′)	212′ (200′)	

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

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

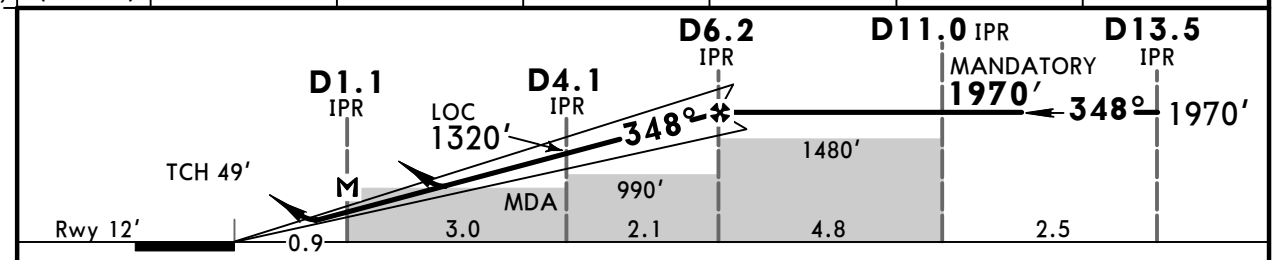


MSA PUD VOR



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

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



Gnd speed-Kts		70	90	100	120	140	160	HIALS	Turns	500′	018°	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	205 KT MAX		RT	
MAP at D1.1 IPR												

PANS OPS

State

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

CIRCLE-TO-LAND

East of RWY only

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

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

CHANGES: New AOM format.

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ZSPD/PVG PUDONG

JEPPESEN

11 OCT 24 (21-14A)

SHANGHAI, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 34R

BRIEFING STRIP ™

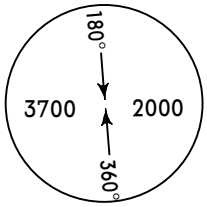
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X

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

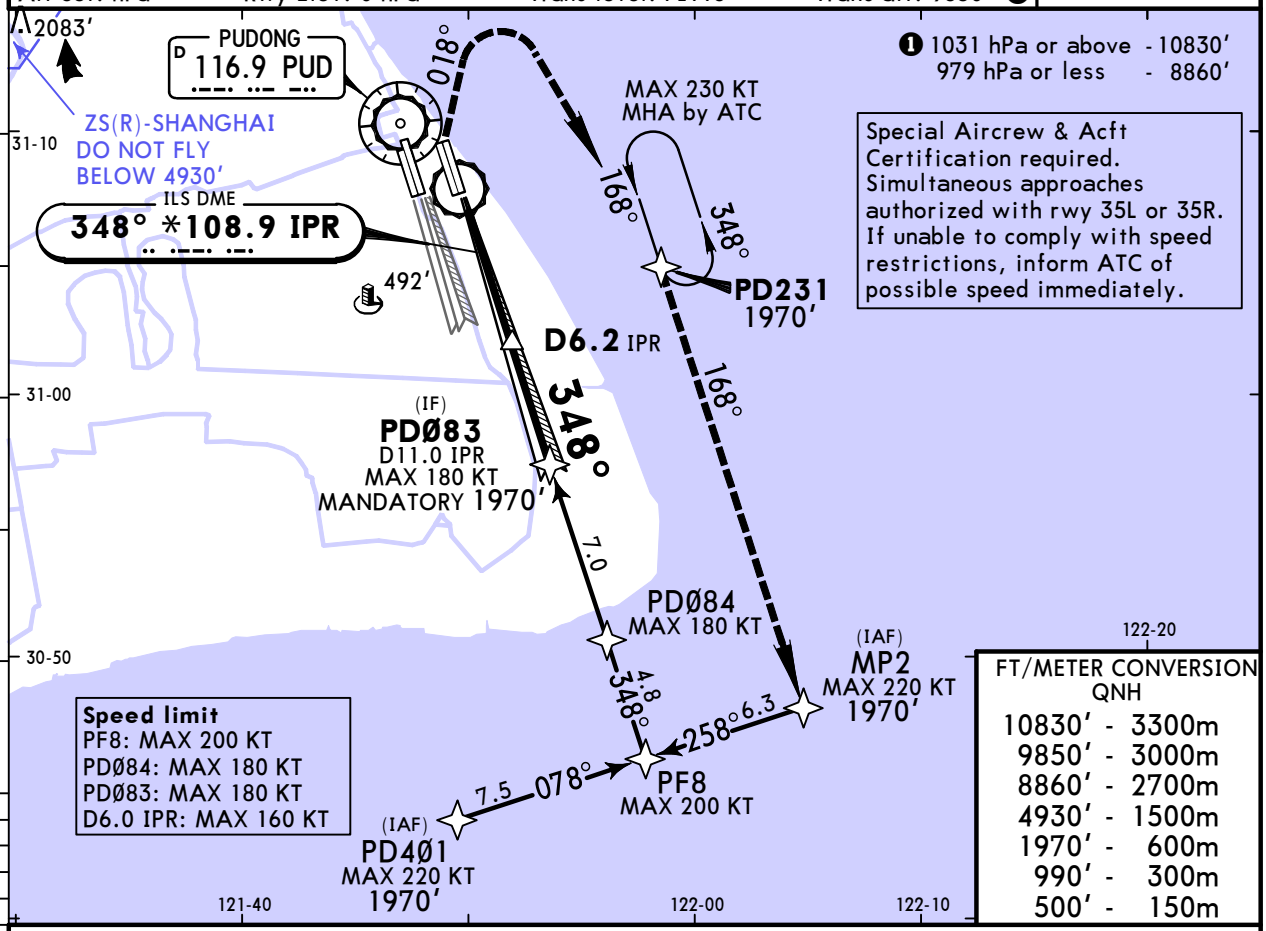
LOC IPR	Final Apch Crs	D6.2 IPR MANDATORY	SA CAT I ILS RA 158′ DA(H)	Apt Elev 12′
*108.9	348°	1970′ (1958′)	162′ (150′)	Rwy 12′

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

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



MSA PUD VOR



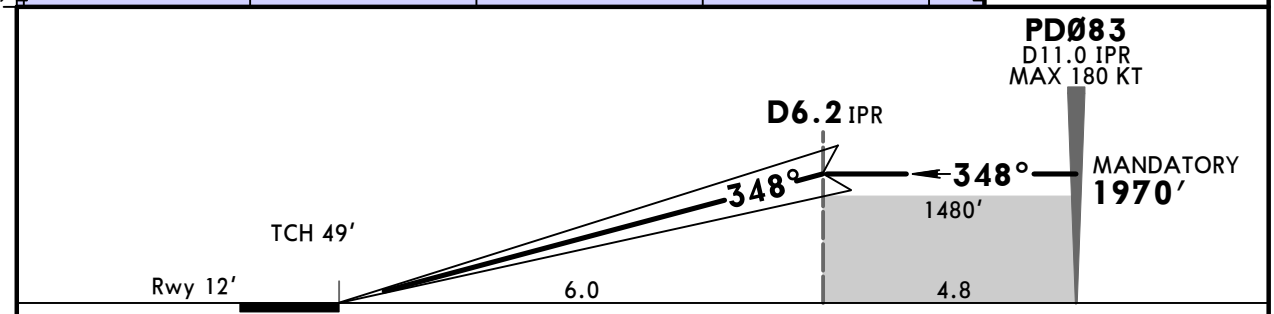
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

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

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

FT/METER CONVERSION
QNH

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



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

HIALS
PAPI

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

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 158′
DA(H) **162′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-14B)

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

BRIEFING STRIP

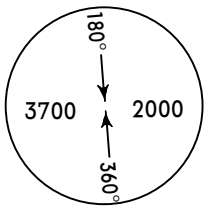
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

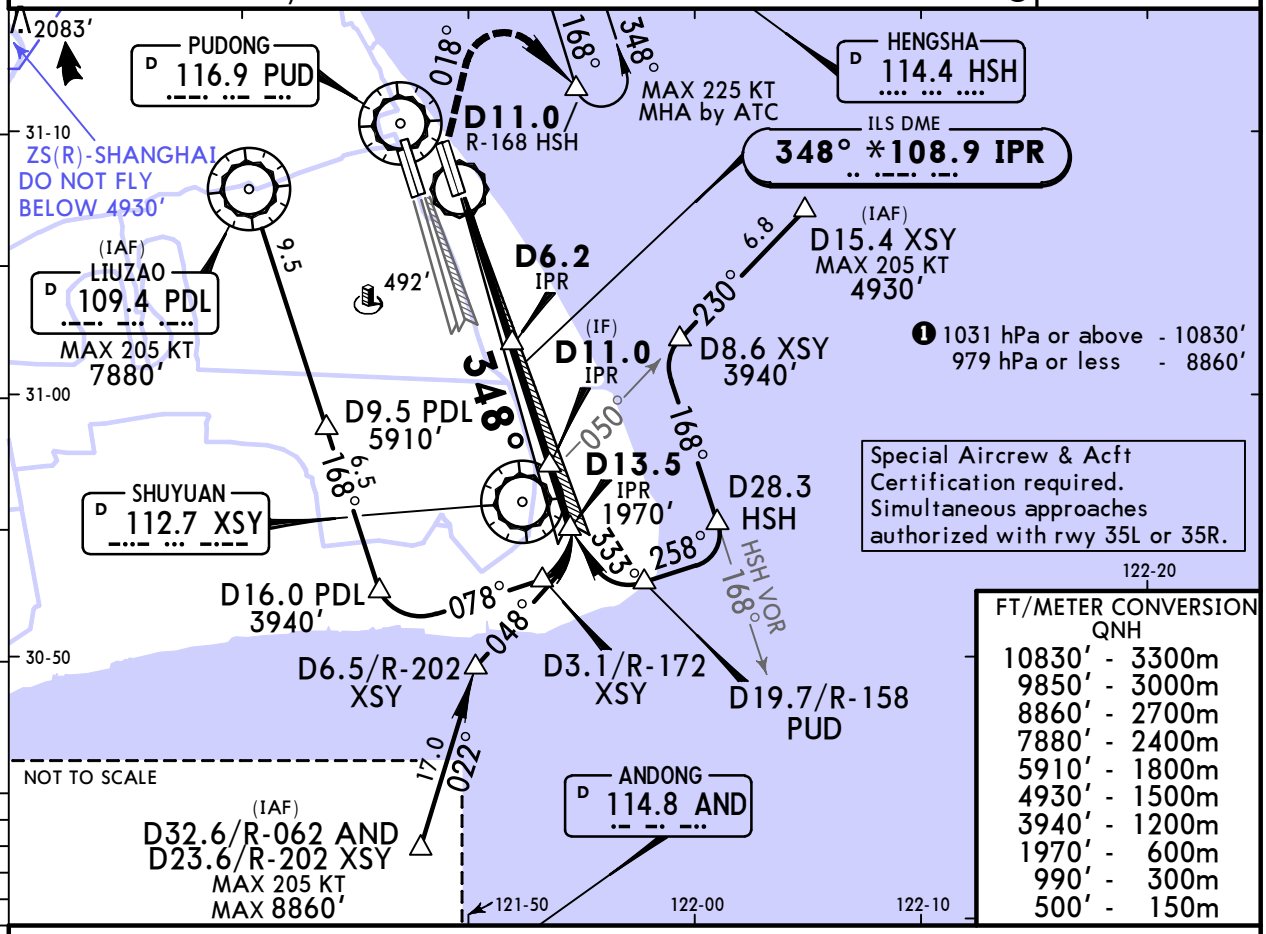
LOC IPR	Final Apch Crs	D6.2 IPR MANDATORY	SA CAT I ILS RA 158′ DA(H) 162′(150′)	Apt elev 12′ Rwy 12′
*108.9	348°	1970′(1958′)		

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

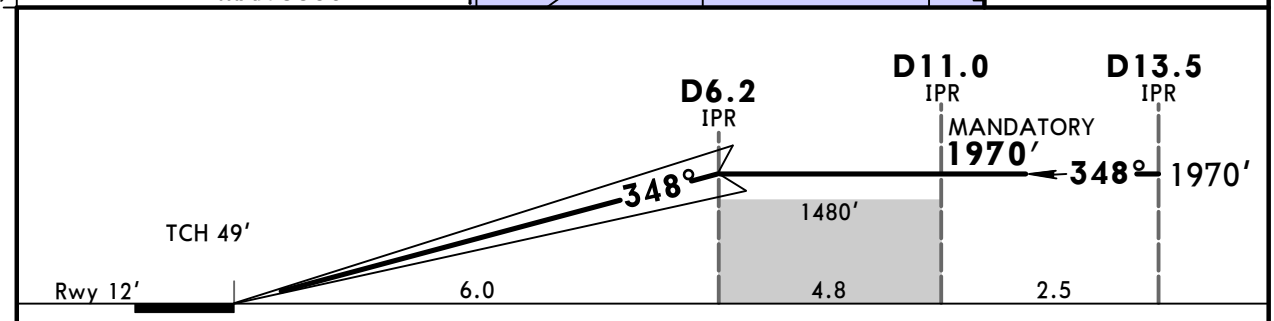
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850′ ❶



MSA PUD VOR



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



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

HIALS PAPI

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

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 158′
DA(H) **162′**(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-15)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 35L

BRIEFING STRIP ™

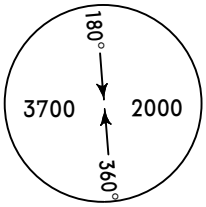
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X APP08 127.75X

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

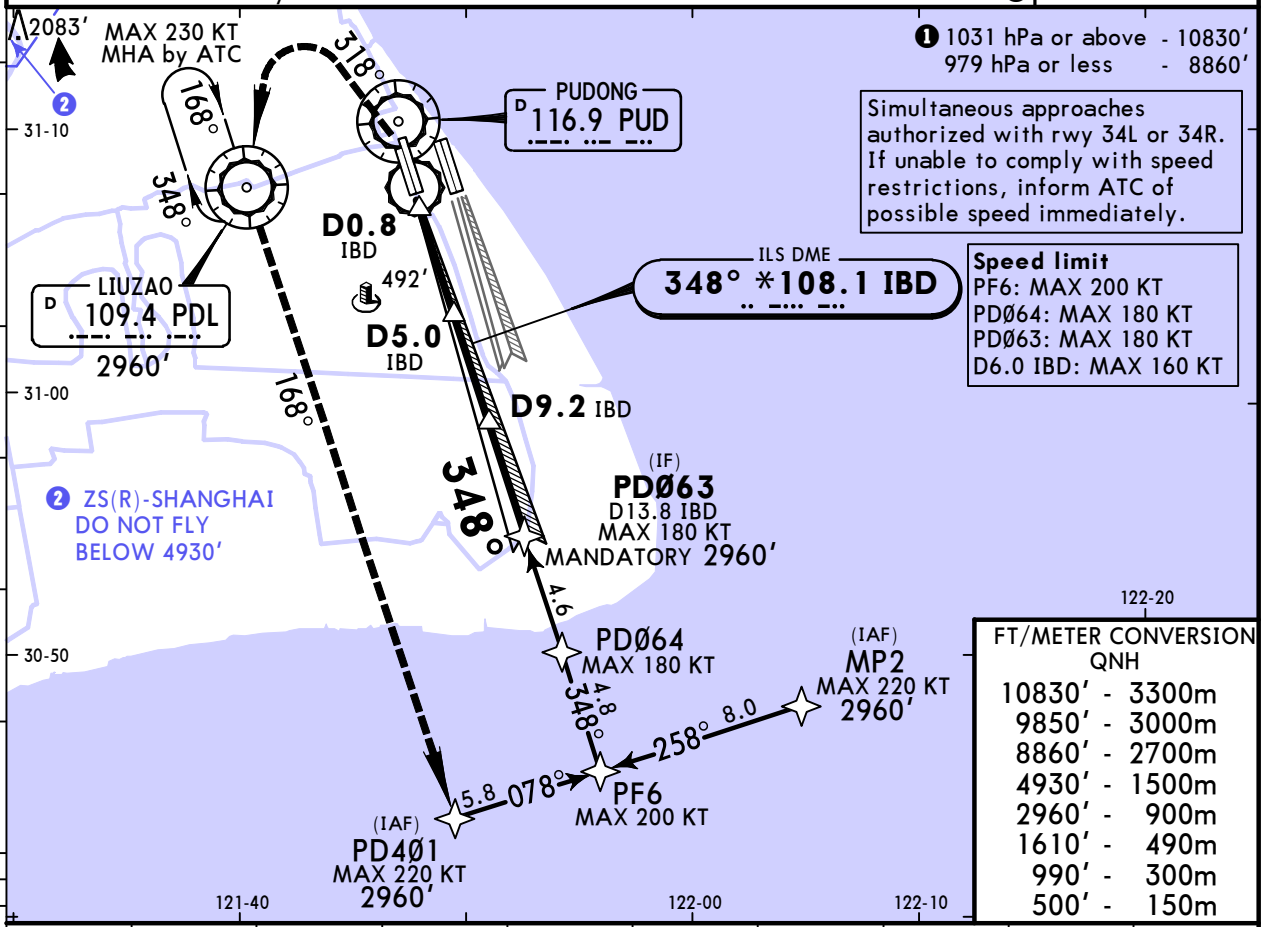
LOC IBD	Final Apch Crs	D9.2 IBD MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*108.1	348°	2960′ (2948′)	212′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

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



MSA PUD VOR



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

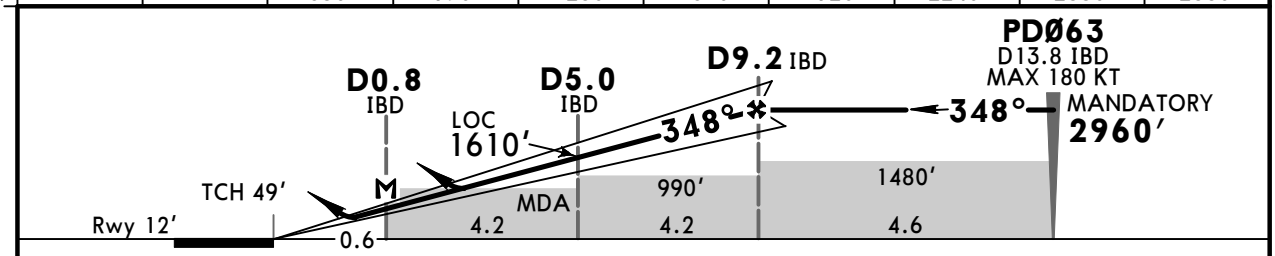
Simultaneous approaches authorized with rwy 34L or 34R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

Speed limit
PF6: MAX 200 KT
PDØ64: MAX 180 KT
PDØ63: MAX 180 KT
D6.0 IBD: MAX 160 KT

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
1610′	490m
990′	300m
500′	150m

LOC (GS out)	INN DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	650′	970′	1280′	1610′	1920′	2240′	2550′	2880′



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

HIALS
PAPI

Turns 210 KT MAX

500′ | 318° LT | 990′

State

STRAIGHT-IN LANDING				CIRCLE-TO-LAND
ILS DA(H) 212′ (200′)		LOC (GS out) CDFA MDA(H) 500′ (488′)		West of RWY only
	ALS out		ALS out	
A	❶ R550m V800m	V1200m	V2000m	V2800m
B				
C			V2200m	
D			V2400m	

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

PANS OPS

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

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-16)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 35L

BRIEFING STRIP™

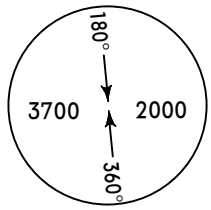
D-ATIS		SHANGHAI Approach (R)						
		APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85	(Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

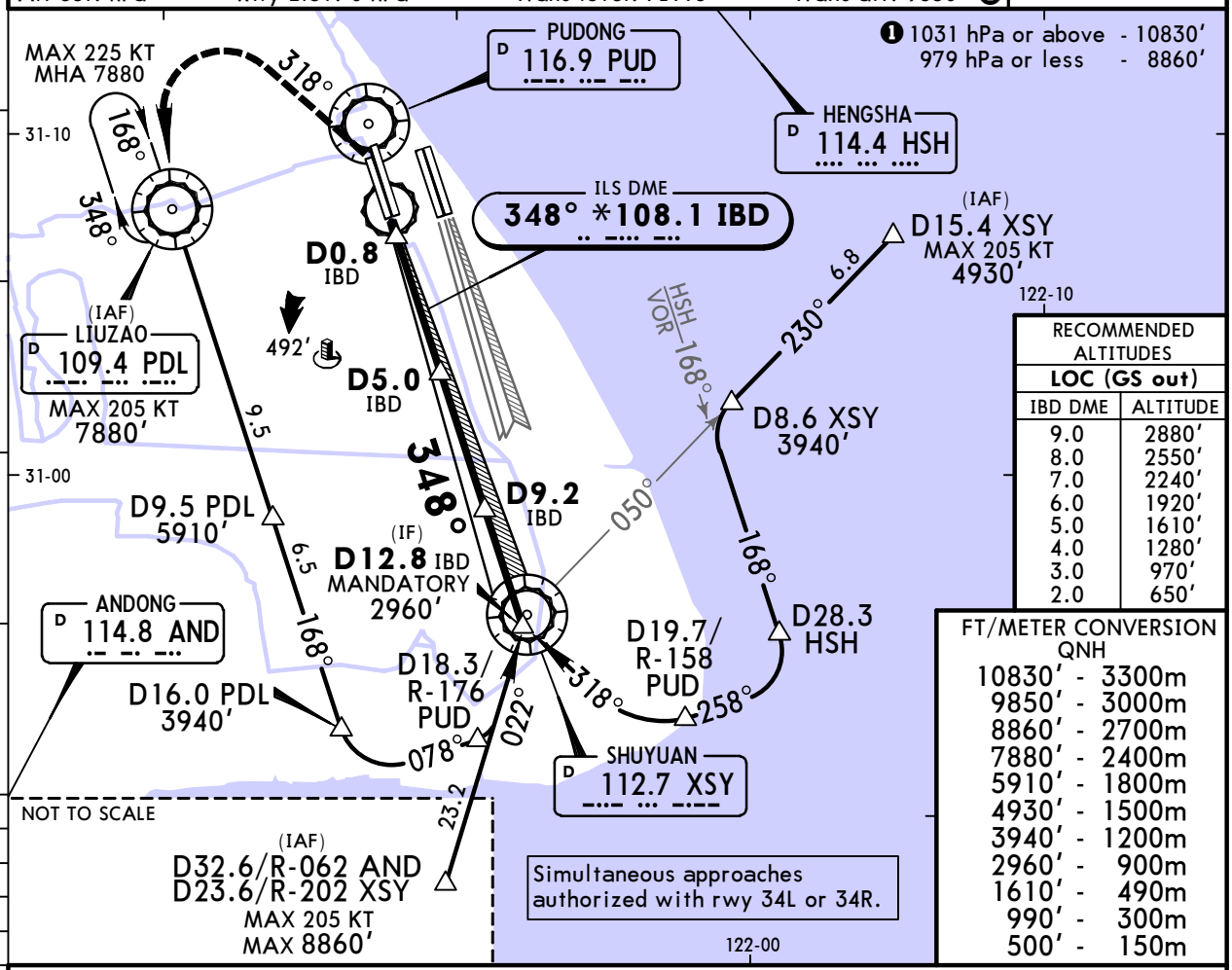
LOC IBD	Final Apch Crs	D9.2 IBD MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 12′
*108.1	348°	2960′ (2948′)	212′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

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

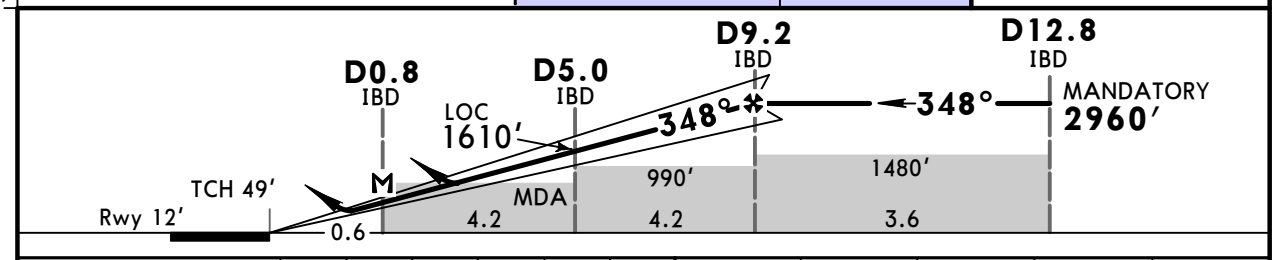


MSA PUD VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IBD DME	ALTITUDE
9.0	2880′
8.0	2550′
7.0	2240′
6.0	1920′
5.0	1610′
4.0	1280′
3.0	970′
2.0	650′

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1610′	490m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160	HIALS	Turns	500′	318°	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	205 KT MAX		LT	
MAP at D0.8 IBD												

State

STRAIGHT-IN LANDING				CIRCLE-TO-LAND
ILS		LOC (GS out) CDFA		West of RWY only
DA(H) 212′ (200′)		MDA(H) 500′ (488′)		
	ALS out		ALS out	

					Max KT	MDA(H)	
A	❶ R550m V800m	V1200m	V2000m	V2800m	100	690′ (678′)	V2800m
B					135	690′ (678′)	V3200m
C			V2200m		180	790′ (778′)	V4400m
D			V2400m		205	920′ (908′)	V4800m

PANS OPS

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

CHANGES: New AOM format.

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ZSPD/PVG PUDONG

JEPPESEN

11 OCT 24 (21-16A)

SHANGHAI, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 35L

BRIEFING STRIP ™

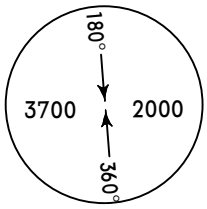
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

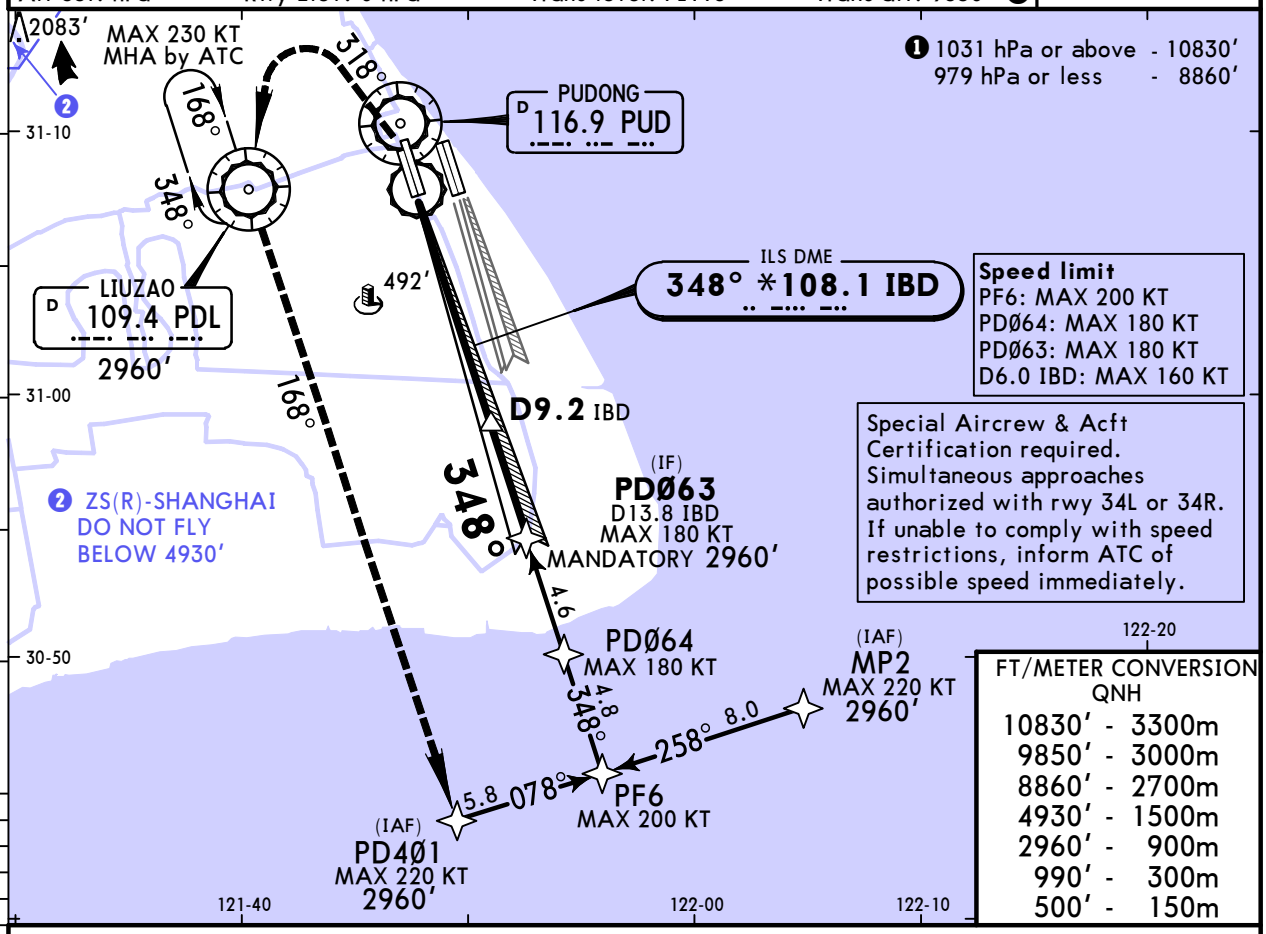
LOC IBD	Final Apch Crs	D9.2 IBD MANDATORY	SA CAT I ILS RA 151′ DA(H) 162′(150′)	Apt Elev 12′ Rwy 12′
*108.1	348°	2960′(2948′)		

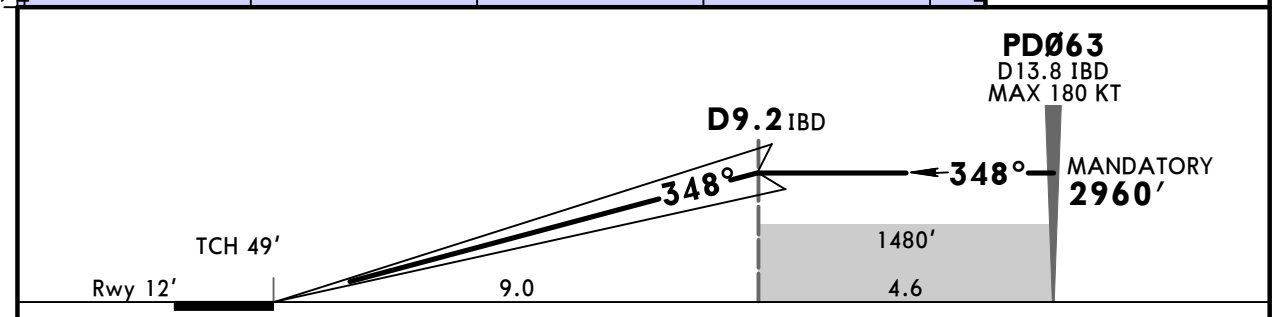
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

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



MSA PUD VOR





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

HIALS PAPI

Turns 210 KT MAX | 500′ | 318° LT | 990′

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **162′**(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-16B)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 35L

BRIEFING STRIP™

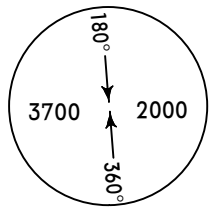
D-ATIS	SHANGHAI Approach (R)						
127.85 (Chinese 128.65)	APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X / APP08 127.75X

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

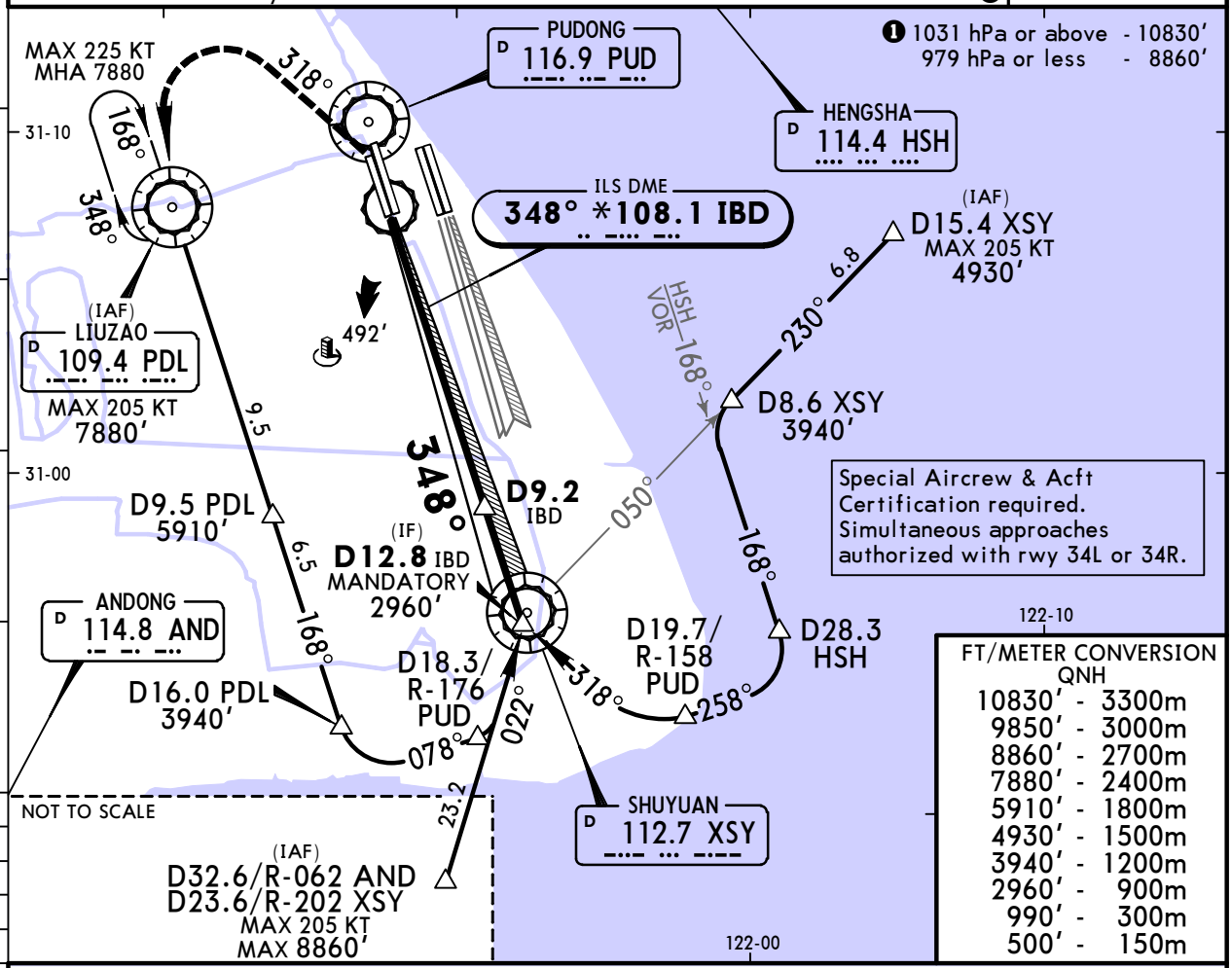
LOC IBD	Final Apch Crs	D9.2 IBD MANDATORY	SA CAT I ILS	Apt Elev 12′
*108.1	348°	2960′ (2948′)	RA 151′ DA(H) 162′ (150′)	Rwy 12′

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

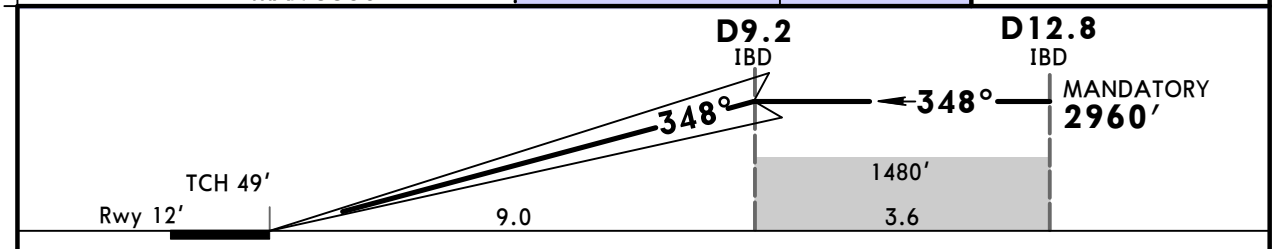
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
990′	300m
500′	150m



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

HIALS
PAPI

Turns 205 KT MAX | 500′ | 318° LT | 990′

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **162′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-17)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 35R

BRIEFING STRIP ™

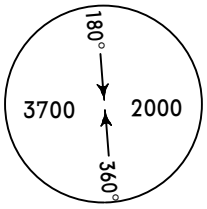
D-ATIS		SHANGHAI Approach (R)						
		APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85	(Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

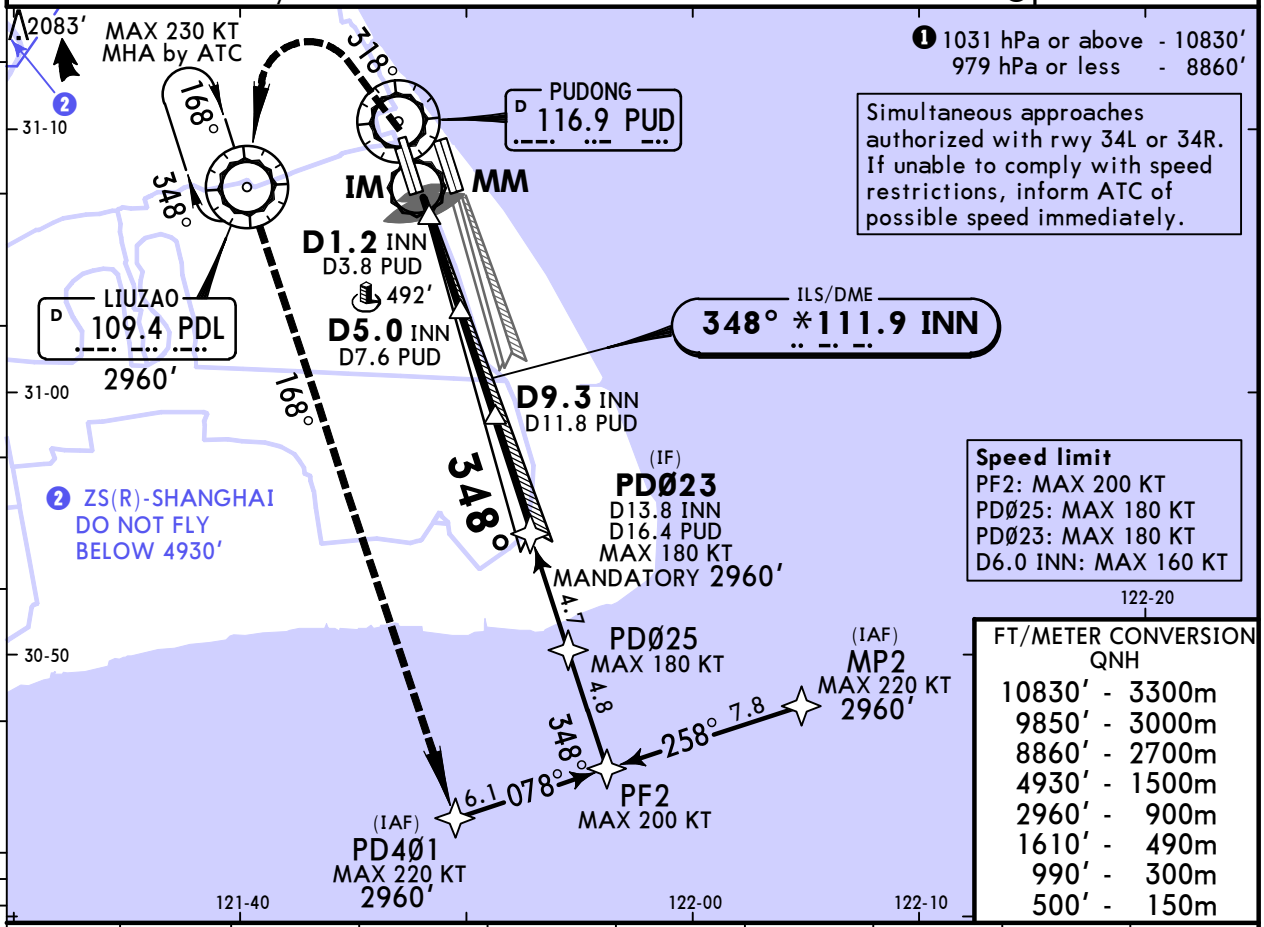
LOC INN	Final Apch Crs	D9.3 INN MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 10′
*111.9	348°	2960′(2950′)	210′(200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

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



MSA PUD VOR



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

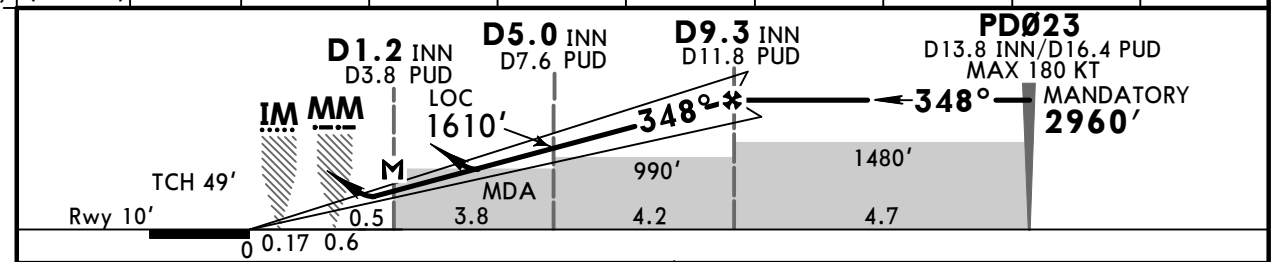
Simultaneous approaches authorized with rwy 34L or 34R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

Speed limit
PF2: MAX 200 KT
PDØ25: MAX 180 KT
PDØ23: MAX 180 KT
D6.0 INN: MAX 160 KT

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
1610′	490m
990′	300m
500′	150m

LOC (GS out)	INN DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	650′	970′	1280′	1610′	1920′	2240′	2560′	2880′



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

HIALS-II
PAPI

Turns 210 KT MAX

500′ | 318° LT | 990′

State

STRAIGHT-IN LANDING

	ILS DA(H) 210′(200′)	ALS out	LOC (GS out) CDFA MDA(H) 500′(490′)	ALS out
A	R550m V800m	V1200m	V2000m	V2900m
B				
C			V2200m	
D			V2400m	

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: New AOM format.

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ZSPD/PVG PUDONG

11 OCT 24 (21-17A)

JEPPESEN

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

BRIEFING STRIP™

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

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

LOC INN	Final Apch Crs	D9.3 INN MANDATORY	CAT II ILS RA 102′ DA(H) 110′ (100′)	Apt Elev 12′ Rwy 10′
*111.9	348°	2960′ (2950′)		

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

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

180° 3700 2000 360°
MSA PUD VOR

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

2083′ MAX 230 KT MHA by ATC

PUDONG D 116.9 PUD

LIUZAO D 109.4 PDL 2960′

IM MM

492′ D5.0 INN D7.6 PUD

ILS/DME 348° *111.9 INN

D9.3 INN D11.8 PDU

(IF) PDØ23 D13.8 INN D16.4 PUD MAX 180 KT MANDATORY 2960′

PDØ25 MAX 180 KT

(IAF) MP2 MAX 220 KT 2960′

PF2 MAX 200 KT

(IAF) PDØ1 MAX 220 KT 2960′

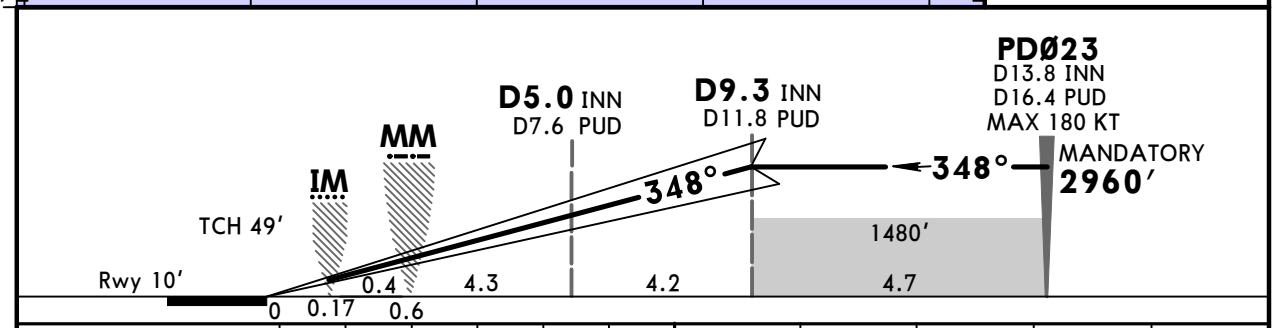
❷ ZS(R)-SHANGHAI DO NOT FLY BELOW 4930′

Speed limit
PF2: MAX 200 KT
PDØ25: MAX 180 KT
PDØ23: MAX 180 KT
D6.0 INN: MAX 160 KT

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 34L or 34R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
990′	300m
500′	150m



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

HIALS-II PAPI

Turns 210 KT MAX

500′ ↑ | 318° LT | 990′ ↑

State

STRAIGHT-IN LANDING
CAT II ILS

RA 102′
DA(H) **110′** (100′)

❶ R300m

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-18)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 35R

BRIEFING STRIP™

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

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

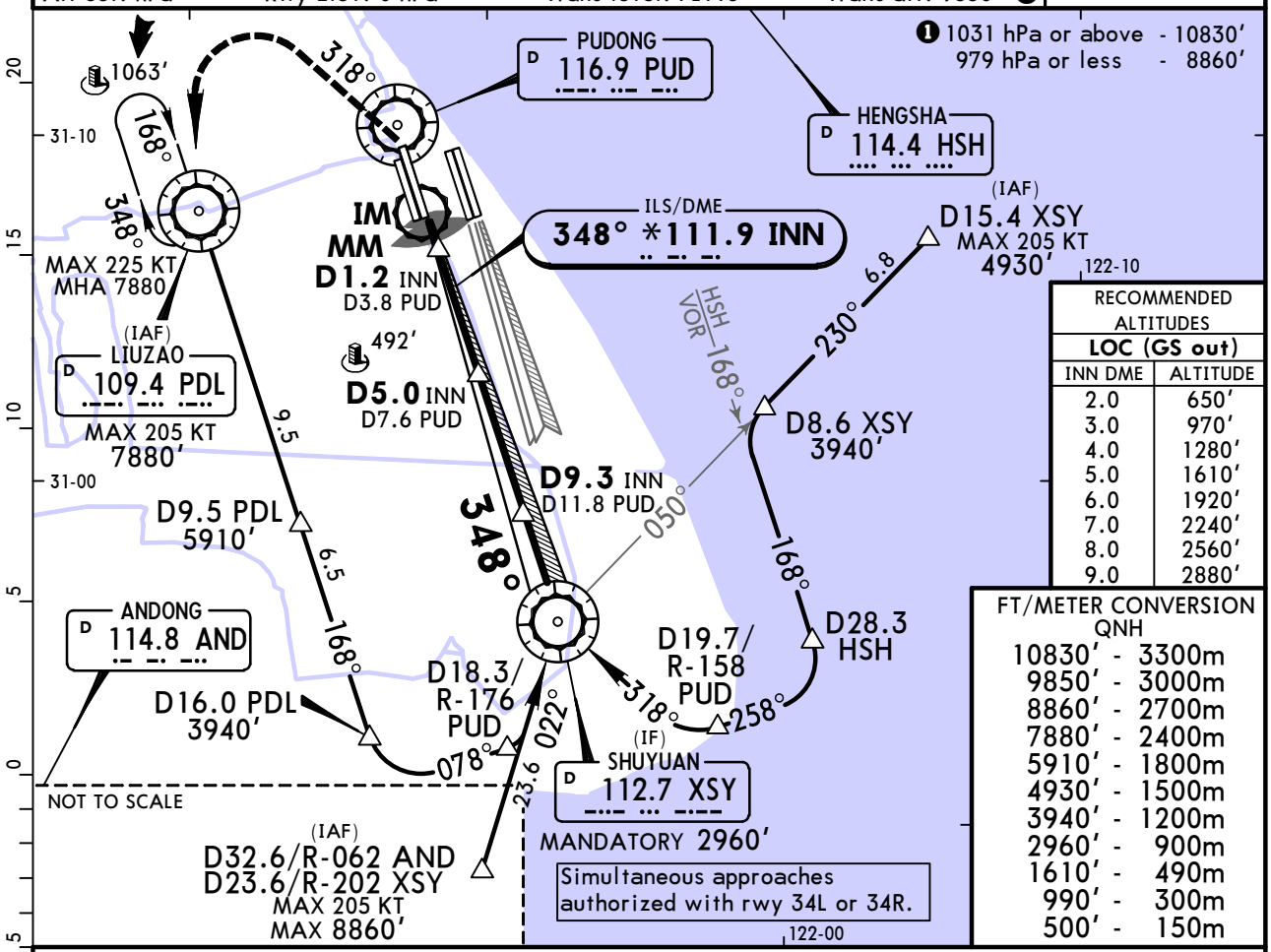
LOC INN	Final Apch Crs	D9.3 INN MANDATORY	ILS DA(H)	Apt Elev 12′ Rwy 10′
*111.9	348°	2960′ (2950′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

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

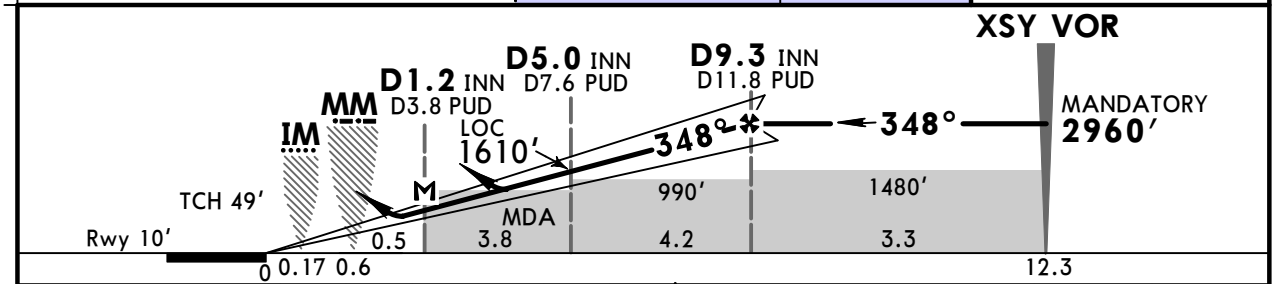
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

MSA PUD VOR: 180°, 3700, 2000, 360°



RECOMMENDED ALTITUDES LOC (GS out)	
INN DME	ALTITUDE
2.0	650′
3.0	970′
4.0	1280′
5.0	1610′
6.0	1920′
7.0	2240′
8.0	2560′
9.0	2880′

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1610′	490m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	Turns	500′	318°	990′
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	205 KT MAX		LT	
MAP at D1.2 INN												

PANS OPS

State

STRAIGHT-IN LANDING	ILS DA(H) 210′ (200′)	ILS ALS out	LOC (GS out) CDFA MDA(H) 500′ (490′)	LOC (GS out) ALS out
A	R550m V800m	V1200m	V2000m	V2900m
B				
C			V2200m	
D			V2400m	

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

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

11 OCT 24 (21-18A) CAT II ILS DME Y Rwy 35R

BRIEFING STRIP

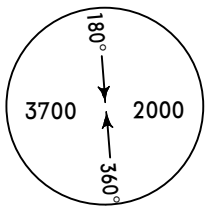
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
		120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

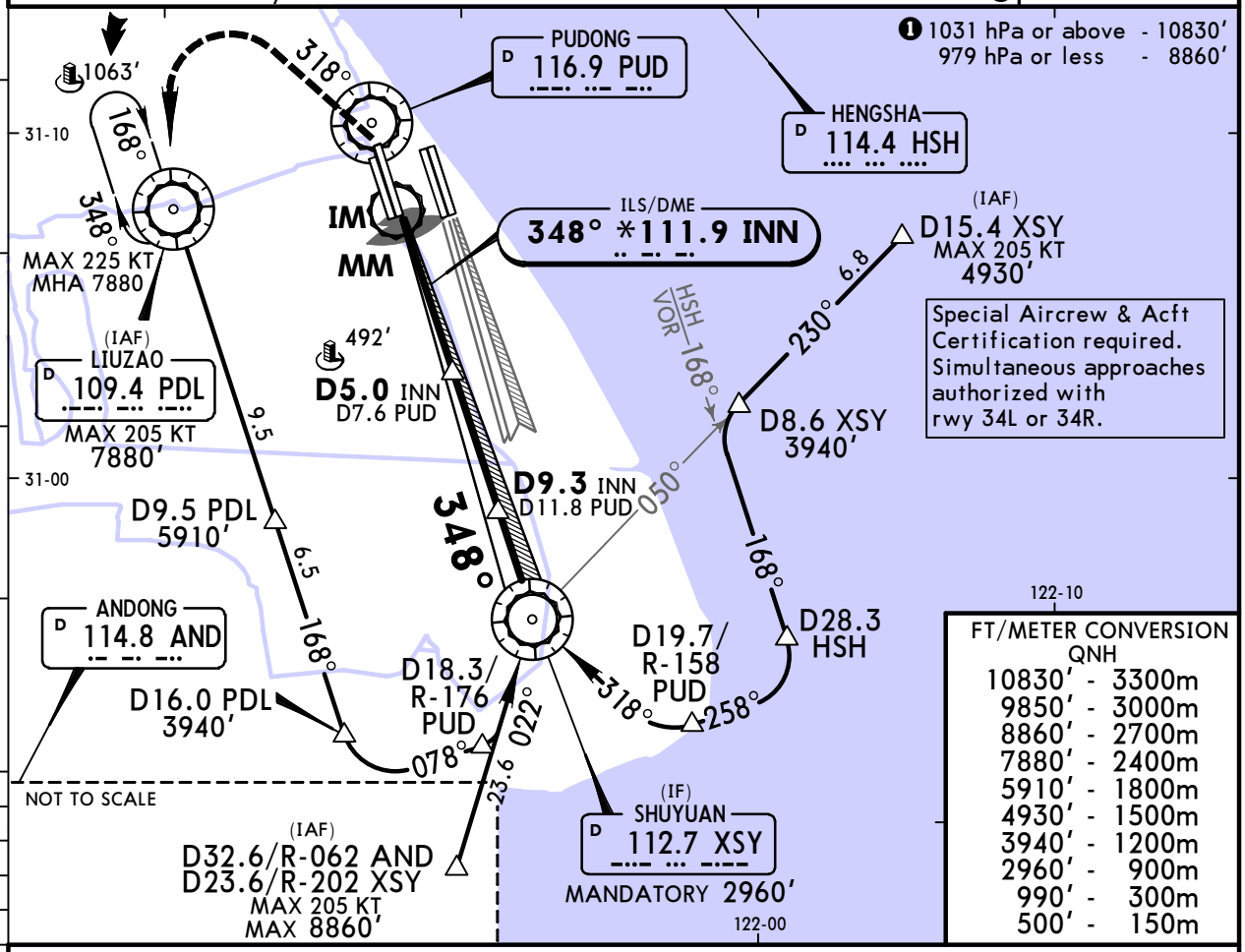
LOC INN	Final Apch Crs	D9.3 INN MANDATORY	CAT II ILS RA 102′ DA(H) 110′(100′)	Apt Elev 12′ Rwy 10′
*111.9	348°	2960′(2950′)		

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

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

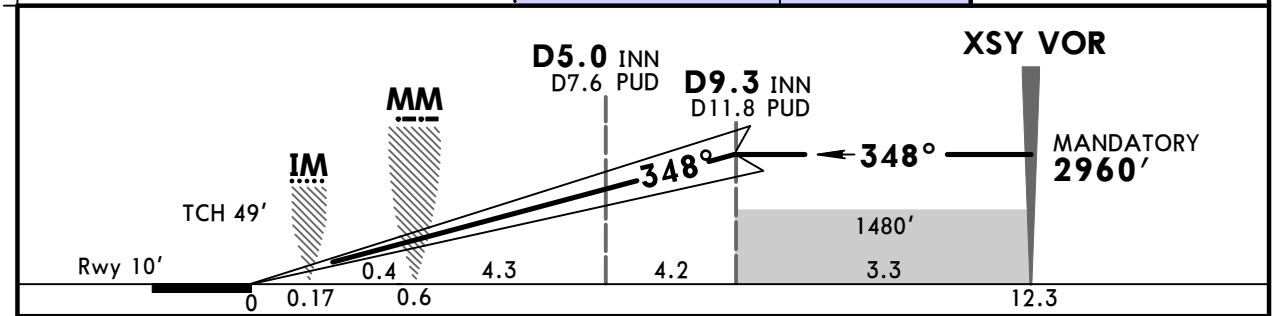


MSA PUD VOR



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	Turns	500′	318°	990′
GS	3.00°	372	478	531	637	743	849	PAPI	205 KT MAX		LT	

State

STRAIGHT-IN LANDING
CAT II ILS

RA 102′
DA(H) **110′**(100′)

❶ R300m

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: New AOM format.

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ZSPD/PVG PUDONG

JEPPESEN 11 OCT 24 (21-18B)

SHANGHAI, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 35R

BRIEFING STRIP

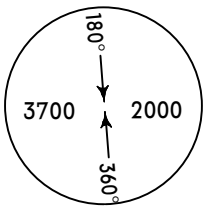
D-ATIS	SHANGHAI Approach (R)						
	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85 (Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

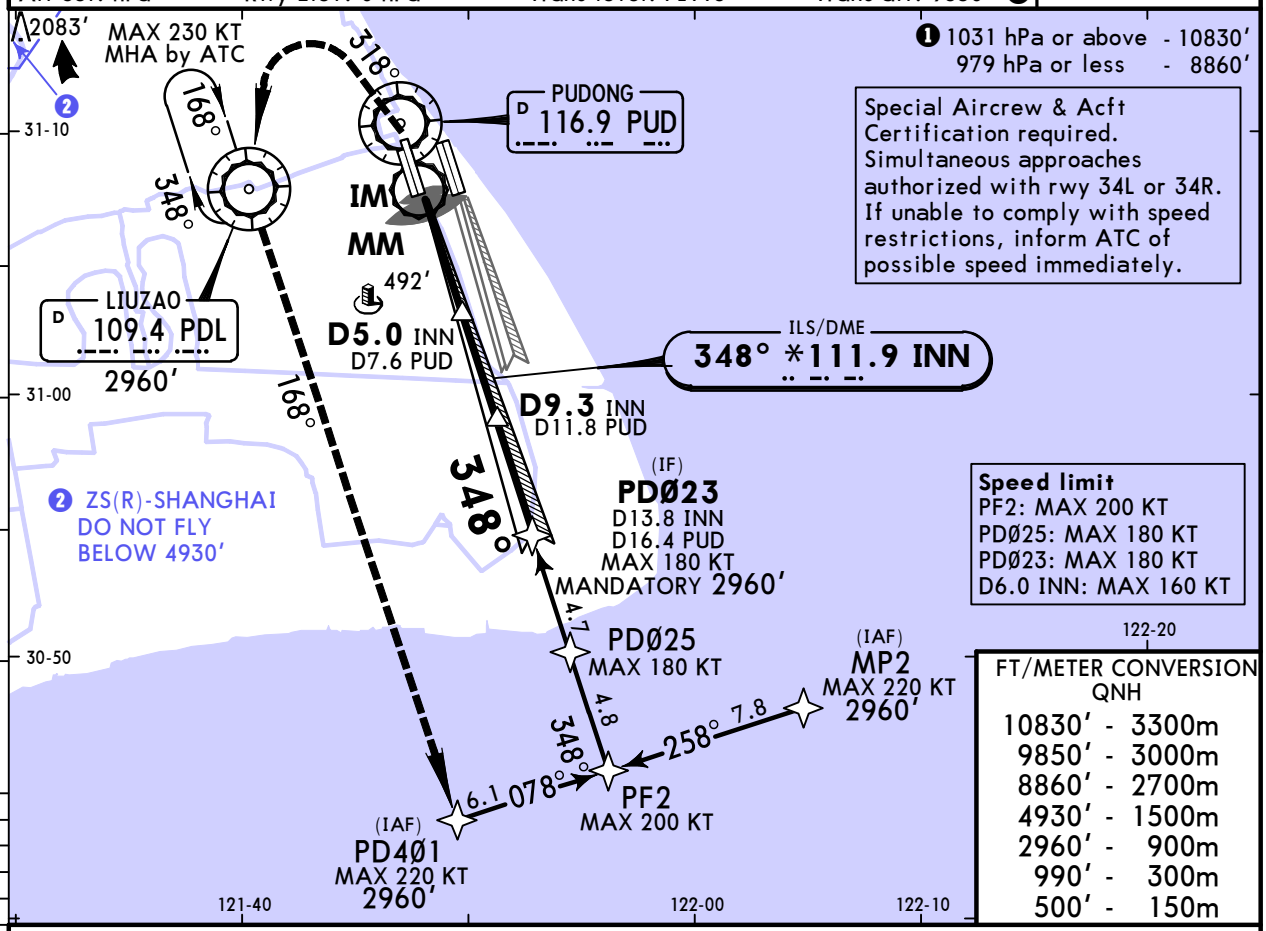
LOC	Final	D9.3 INN	SA CAT I ILS	Apt Elev 12′
INN	Apch Crs	MANDATORY	RA 151′	Rwy 10′
*111.9	348°	2960′ (2950′)	DA(H) 160′ (150′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 210 KT.

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



MSA PUD VOR



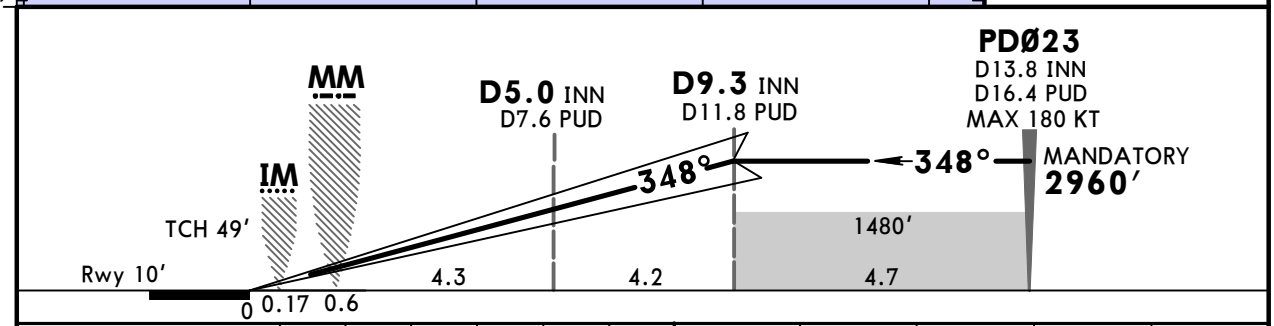
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Special Aircrew & Acft Certification required. Simultaneous approaches authorized with rwy 34L or 34R. If unable to comply with speed restrictions, inform ATC of possible speed immediately.

Speed limit
PF2: MAX 200 KT
PDØ25: MAX 180 KT
PDØ23: MAX 180 KT
D6.0 INN: MAX 160 KT

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2960′	900m
990′	300m
500′	150m



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

HIALS-II
PAPI

Turns 210 KT MAX

500′ ↑ | 318° LT | 990′ ↑

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **160′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (21-18C)

SHANGHAI, PR OF CHINA
SA CAT I ILS DME Y Rwy 35R

BRIEFING STRIP™

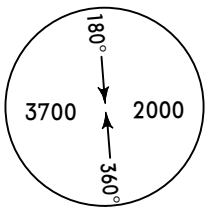
D-ATIS	SHANGHAI Approach (R)						
	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85 (Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

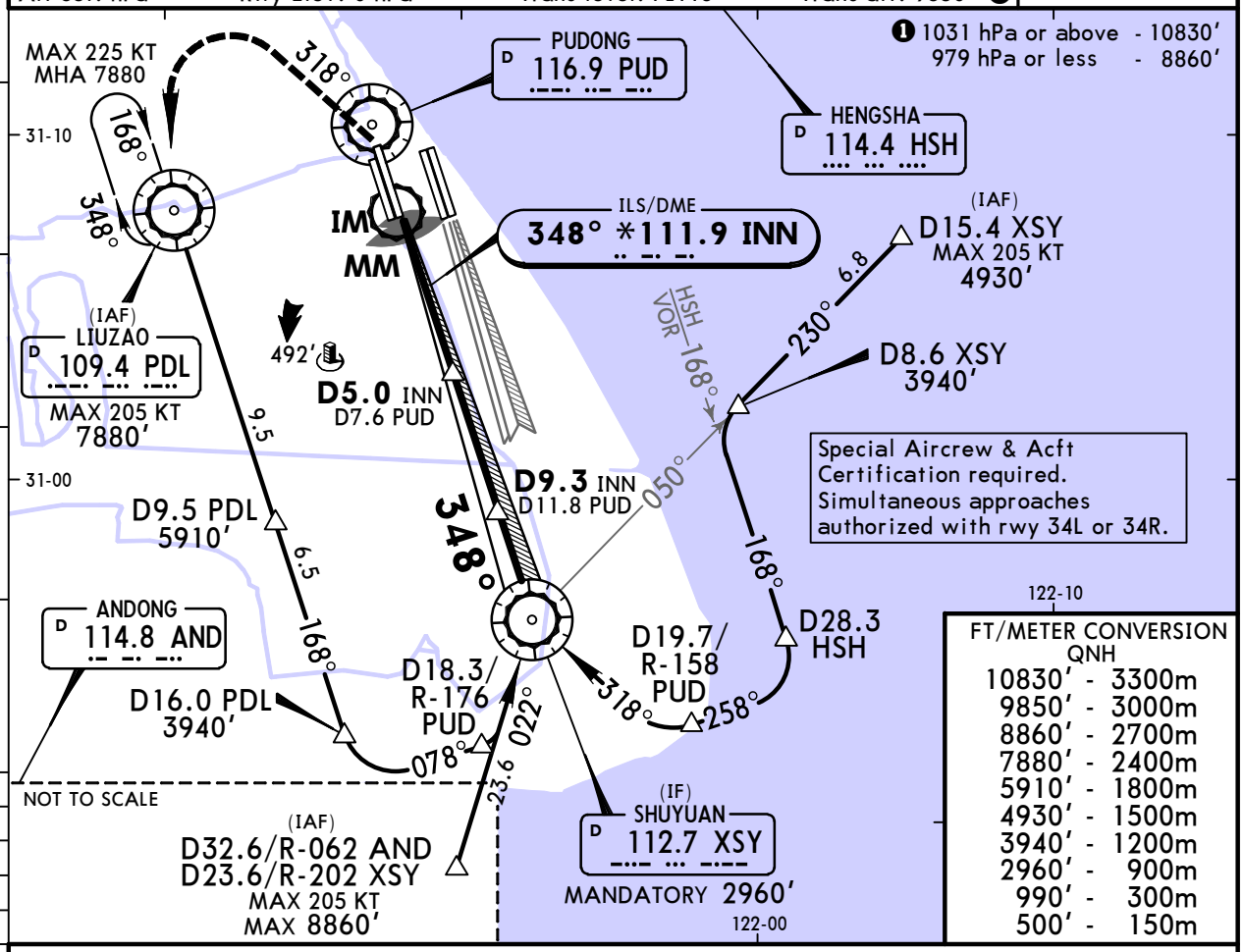
LOC INN	Final Apch Crs	D9.3 INN MANDATORY	SA CAT I ILS RA 151′ DA(H) 160′(150′)	Apt Elev 12′ Rwy 10′
*111.9	348°	2960′(2950′)		

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT on track 318° to 990′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

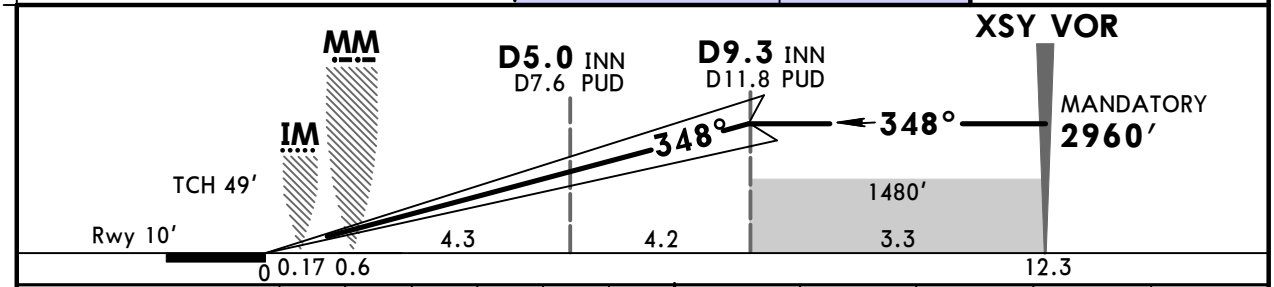
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PUD VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
990′	300m
500′	150m



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II	Turns	500′	318°	990′
GS	3.00°	372	478	531	637	743	849	PAPI	205 KT MAX		LT	

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 151′
DA(H) **160′**(150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (23-1)

SHANGHAI, PR OF CHINA
VOR DME Rwy 17L

BRIEFING STRIP

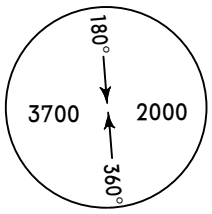
D-ATIS		SHANGHAI Approach (R)						
127.85	(Chinese 128.65)	APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
		120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

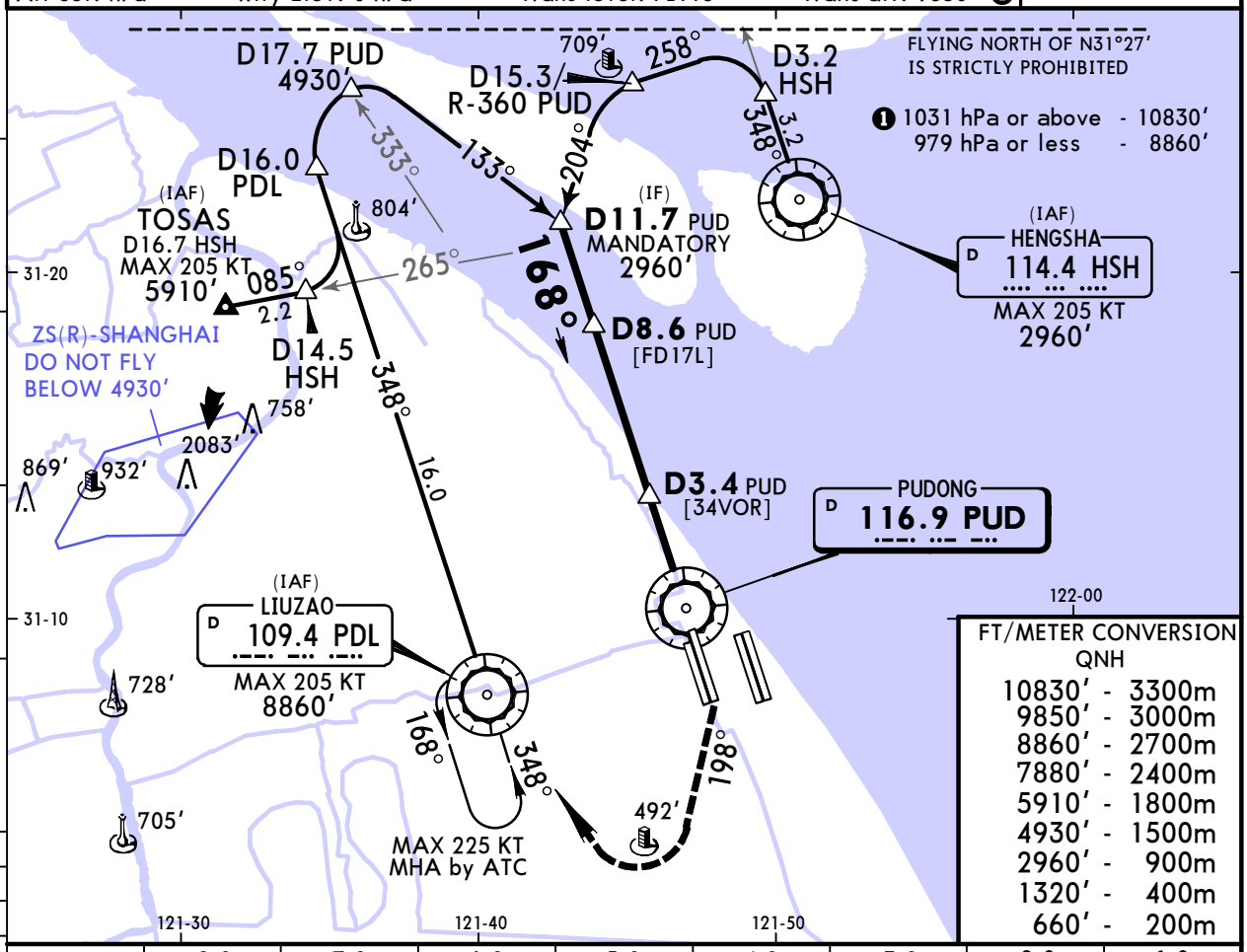
VOR	Final	D8.6 PUD	MDA(H)	Apt Elev 12′
PUD	Apch Crs	MANDATORY	460′ (450′)	Rwy 10′
116.9	168°	2960′ (2950′)		

MISSED APCH: Climb STRAIGHT AHEAD to 660′, then turn RIGHT on track 198° to 1320′, then turn RIGHT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

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



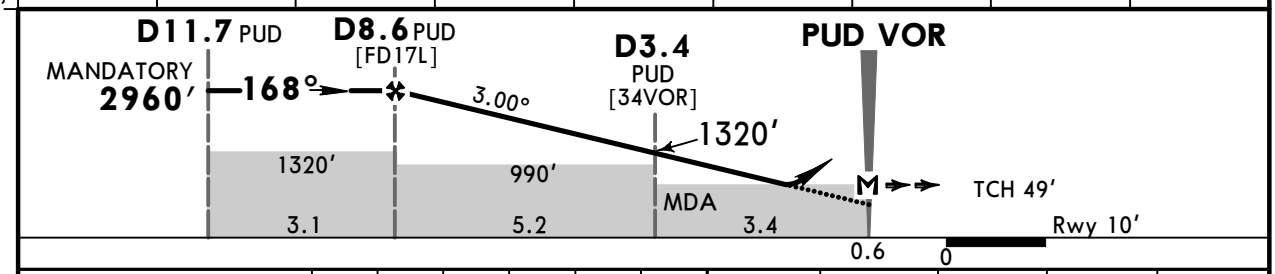
MSA PUD VOR



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
2960′	900m
1320′	400m
660′	200m

PUD DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2770′	2460′	2140′	1830′	1510′	1200′	880′	560′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at PUD VOR							

HIALS-II
PAPI

Turns 205 KT MAX | 660′ | 198° RT | 1320′

PANS OPS

State

	STRAIGHT-IN LANDING CDFA MDA(H) 460′ (450′)	ALS out
A	V1800m	V2700m
B		
C	V2000m	
D	V2200m	

CIRCLE-TO-LAND

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

CHANGES: New AOM format.

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ZSPD/PVG
PUDONG

JEPPESEN 11 OCT 24 (23-2)

SHANGHAI, PR OF CHINA
VOR DME Rwy 35R

BRIEFING STRIP ™

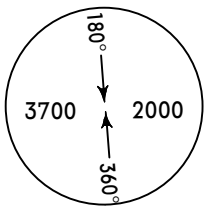
D-ATIS		SHANGHAI Approach (R)						
		APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
127.85	(Chinese 128.65)	120.3X	125.4	125.85X	123.8X	126.65	126.3X	121.1X	127.75X

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

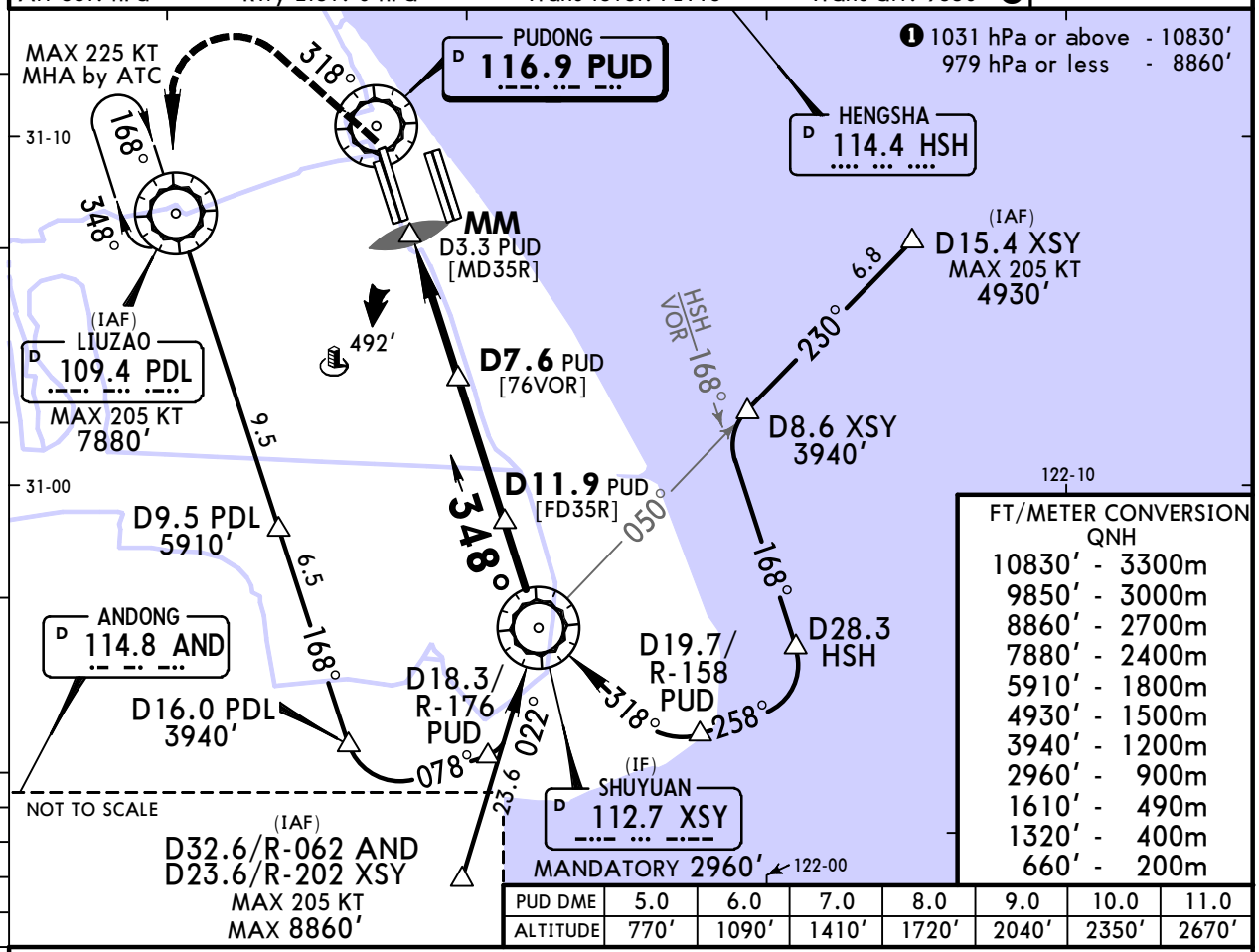
VOR	Final	D11.9 PUD	MDA(H)	Apt Elev 12′
PUD	Apch Crs	MANDATORY		Rwy 10′
116.9	**348°**	**2960′** (2950′)	**500′** (490′)	

MISSED APCH: Climb STRAIGHT AHEAD to 660′, then turn LEFT on track 318° to 1320′, then turn LEFT to PDL VOR at 2960′, approach again or join holding and as directed. Turns MAX 205 KT.

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



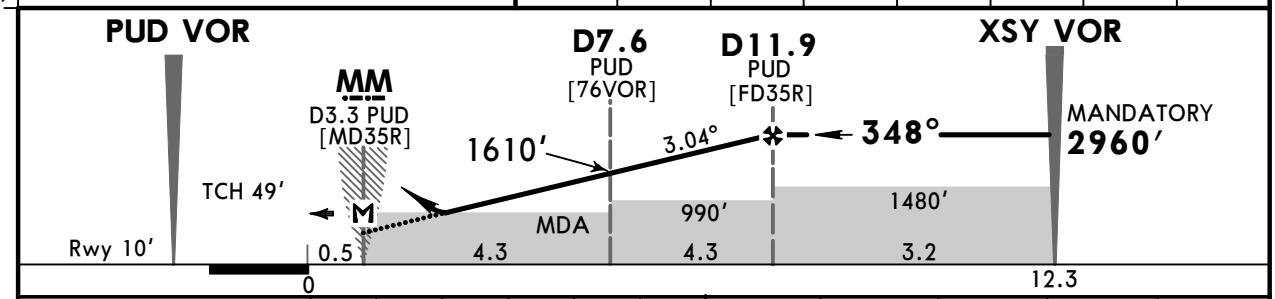
MSA PUD VOR



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1610′	490m
1320′	400m
660′	200m

PUD DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	770′	1090′	1410′	1720′	2040′	2350′	2670′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at MM/D3.3 PUD							

HIALS-II
PAPI

Turns **205 KT** MAX

660′ ↑ **318°** LT **1320′** ↑

State

STRAIGHT-IN LANDING

CDFA

MDA(H) **500′** (490′)

		ALS out
A	V2000m	V2800m
B		
C	V2200m	
D	V2400m	

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: New AOM format.

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Chart changes since cycle 11-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SHANGHAI, (PUDONG - ZSPD)				
REV	AIRPORT BRIEFING (ARR CON...	20-1P6	06 Jun 2025	11 Jun 2025
REV	AIRPORT BRIEFING (DEP CON...	20-1P7	06 Jun 2025	11 Jun 2025

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZSPD

Type: Terminal
Effectivity: Temporary
Begin Date: 20250611
End Date: 20250613

EFF 11-Jun-25, 1600Z: TWY A South of TWY P1 excluded and TWY T1 West of TWY B excluded closed.

Type: Terminal
Effectivity: Temporary
Begin Date: 20241030
End Date: 20260531

Construction works on airport (based on SUP 22-24; EFF 30 OCT 24 1600Z). Exercise caution while landing, taking off and taxiing. Refer to temporary chart 20-8 and latest NOTAMs.