

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZSPD

Terminal Charts For ZSPD

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

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

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

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

Sunrise: 2050 Z
Sunset: 1052 Z

Runway Information

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

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

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

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

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

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

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

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

Communication Information

ATIS: 127.850
ATIS: 128.650 Non-English
ATIS: 131.450
Pudong Tower: 118.325 Secondary
Pudong Tower: 118.725 Secondary
Pudong Tower: 118.800
Pudong Tower: 124.350
Pudong Tower: 118.400
Pudong Tower: 118.575
Pudong Ground: 121.875
Pudong Ground: 121.700
Pudong Ground: 121.625
Pudong Ground: 121.800
Pudong Apron Ramp/Taxi: 122.125 Secondary
Pudong Apron Ramp/Taxi: 121.650
Pudong Apron Ramp/Taxi: 122.600
Pudong Apron Ramp/Taxi: 122.700
Pudong Apron Ramp/Taxi: 121.975
Pudong Clearance Delivery: 121.625 Secondary
Pudong Clearance Delivery: 121.950
Shanghai Approach: 125.400
Shanghai Approach: 124.050 Secondary
Shanghai Approach: 125.625
Shanghai Approach: 125.850
Shanghai Approach: 126.300
Shanghai Approach: 123.800
Shanghai Approach: 119.200 Secondary
Shanghai Approach: 126.650
Shanghai Approach: 119.750 Secondary
Shanghai Approach: 120.300

Shanghai Approach: 127.750
Shanghai Approach: 128.050 Secondary
Shanghai Approach: 120.650 Secondary
Shanghai Approach: 121.100
Shanghai Approach: 119.075
Shanghai Approach: 121.375

ZSPD/PVG
PUDONG**JEPPESEN****SHANGHAI, PR OF CHINA**

1 SEP 23

20-1P

Eff 6 Sep 1600Z

AIRPORT BRIEFING

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.

ZSPD/PVG
PUDONG

JEPESEN

SHANGHAI, PR OF CHINA

1 SEP 23

20-1P1

Eff 6 Sep 1600Z

AIRPORT BRIEFING

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.

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

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

Flight crew shall contact TWR for crossing clearance. Repeat all ATC instructions for clarity, then put in practice as soon as possible. Finally, report "runway 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 TWYs T3, 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), W2, W3, W4 thru W5 (South of TWY T4), W6, T1, T5, T6 and V3 thru V7	Less than 224.7'/68.5m
TWYs C3, C4, D3, D4, L05, L06, L06A, L10 thru L12, L12A, W4 thru W5 (North of TWY T4)	Less than 171'/52m
TWYs L03, L03A, L07 and S2 (South of TWY T5)	Less than 118'/36m
TWYs L15B, L15C	Less than 102'/31m
TWY L15D	Less than 79'/24m

1.5.3. OPERATIONAL LIMITS FOR B747-8 ACFT

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

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

1.5.4. OPERATIONAL LIMITS FOR AN124 ACFT

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

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.

ZSPD/PVG
PUDONG

JEPESEN

SHANGHAI, PR OF CHINA

5 APR 24

20-1P2

Eff 17 Apr 1600Z

AIRPORT BRIEFING

1. GENERAL

1.5.6. APRON 5

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

1.5.7. APRONS 7 AND 8

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

1.5.8. SATELLITE APRON

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

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

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

1.5.9. HOLDING POINTS ON TWYs

Compulsory Holding Points:

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

1.5.10. HOLDING POINTS ON APRONS 7 AND 8

Apron holding points AH01 thru AH09 used for entering apron.

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

Holding points HP01 thru HP05 used for exiting apron.

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

1.5.11. HOLDING POINTS ON SATELLITE APRON AND EASTERN APRON 5

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

1.6. PARKING INFORMATION

1.6.1. GENERAL

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

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

On all stands push-back required.

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

Stand 418 available for fast engine run-ups.

When ACFT is moving on TWY L15, other ACFT are forbidden to taxi in/out stands Z11, Z12, Z21, Z22, Z31, Z32.

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

ZSPD/PVG
PUDONG

JEPESEN

SHANGHAI, PR OF CHINA

5 APR 24

20-1P3

Eff 17 Apr 1600Z

AIRPORT BRIEFING

1. GENERAL**1.6.2. RULES FOR ENTERING AND EXITING APRON**

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

ZSPD/PVG
PUDONG

JEPESEN

SHANGHAI, PR OF CHINA

5 APR 24

20-1P4

Eff 17 Apr 1600Z

AIRPORT BRIEFING

1. GENERAL

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

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

1.6.3. USE OF BOARDING BRIDGES

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

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

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

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

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

1.7. FUEL DUMPING AREA

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

1.8. OTHER INFORMATION**1.8.1. GENERAL**

Birds.

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

1.8.2. IFR FLIGHT PROCEDURES

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

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

1.8.3. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

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

ZSPD/PVG
PUDONG

JEPPESEN

SHANGHAI, PR OF CHINA

5 APR 24

20-1P5

Eff 17 Apr 1600Z

AIRPORT BRIEFING

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 INSTRUCTIONS RECEIVED

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

2.1.3. WITHOUT ARRIVAL INSTRUCTIONS RECEIVED

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.

2.4. TAXI PROCEDURES

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

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

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

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

2.5. OTHER INFORMATION

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

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

ZSPD/PVG
PUDONG

JEPPESEN

SHANGHAI, PR OF CHINA

29 SEP 23

20-1P6

Eff 4 Oct 1600Z

AIRPORT BRIEFING

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 ATIS last received, join STAR from its start.

3.1.3. RECOMMENDED START OF STAR

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

3.1.4. FUEL DUMPING

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

3.2. DE-ICING

3.2.1. RULES FOR DE-ICING

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

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

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

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

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

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

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

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

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

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

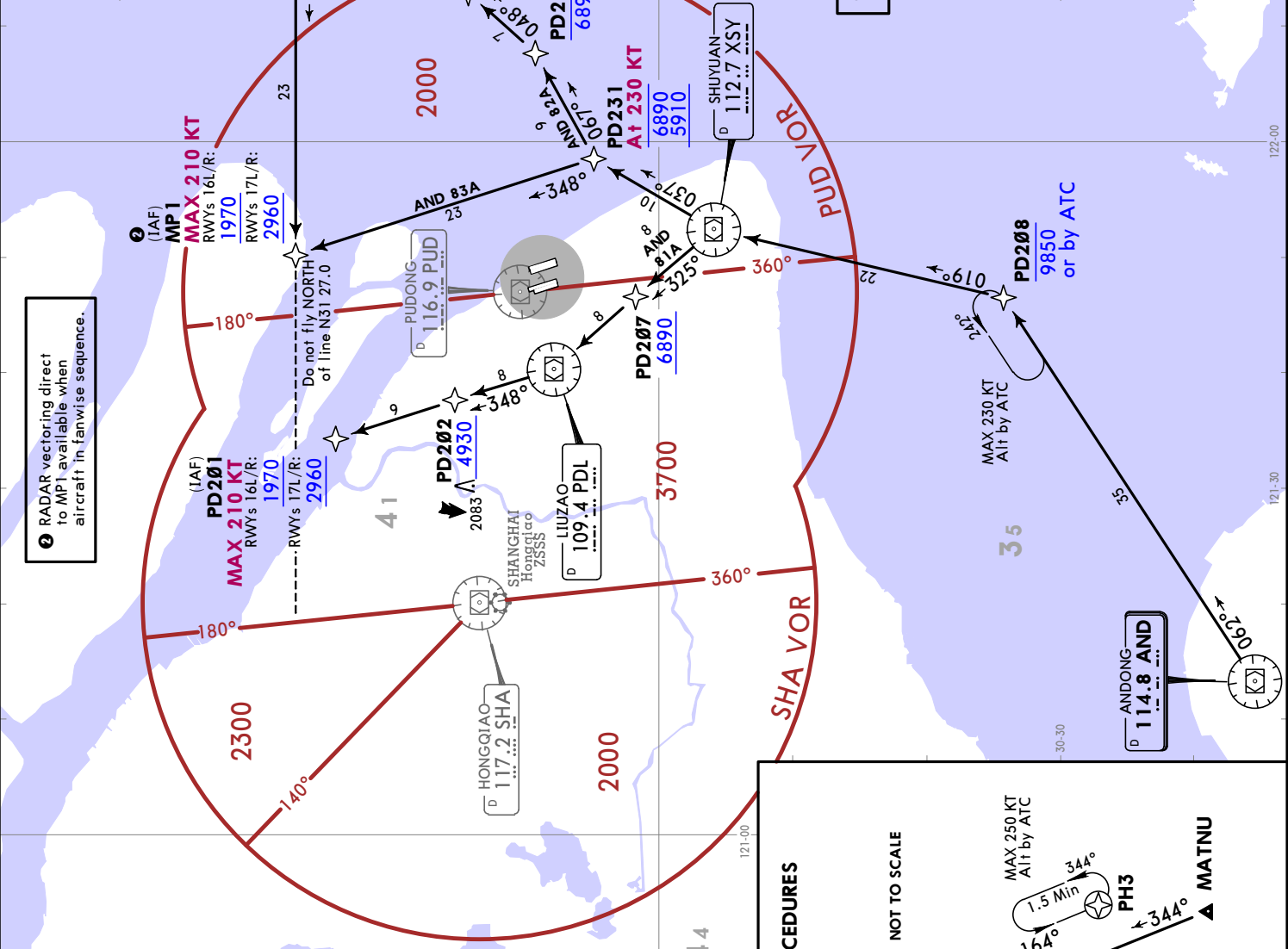
3.4. NOISE ABATEMENT

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

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

SHANGHAI, PR OF CHINA
RNAV STAR

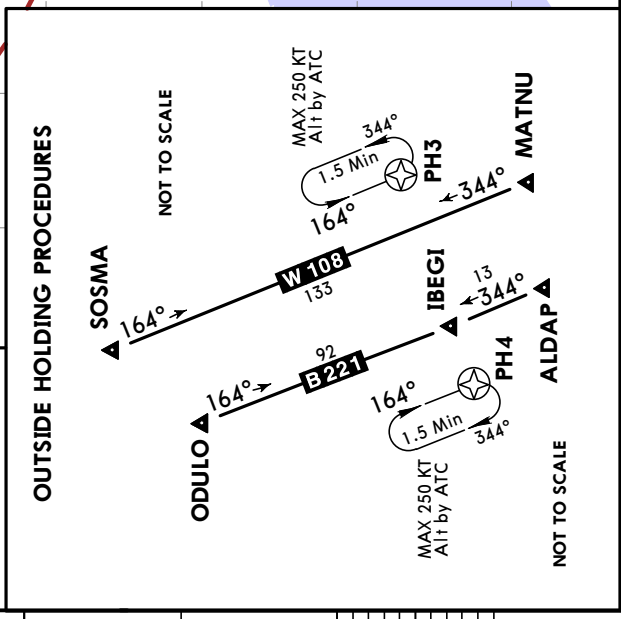
D-ATIS 127.85 (Chinese)	Alt Set: hPa Trans level: FL118
RNAV 1 128.65	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.
AND 81A, AND 82A, AND 83A RNAV ARRIVALS (RWYS 16L/R, 17L/R)	



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

STAR	ROUTING
AND 81A	AND - PD208 (9850- or by ATC) - XSY - PD207 (6890+) - PDL - PD202 (4930+) - PD201 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).
AND 82A	AND - PD208 (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 - PD208 (9850- or by ATC) - XSY - PD231 (K230; 6890-; 5910+) - MP1 (K210-; RWYS 16L/R: 1970+; RWYS 17L/R: 2960+).

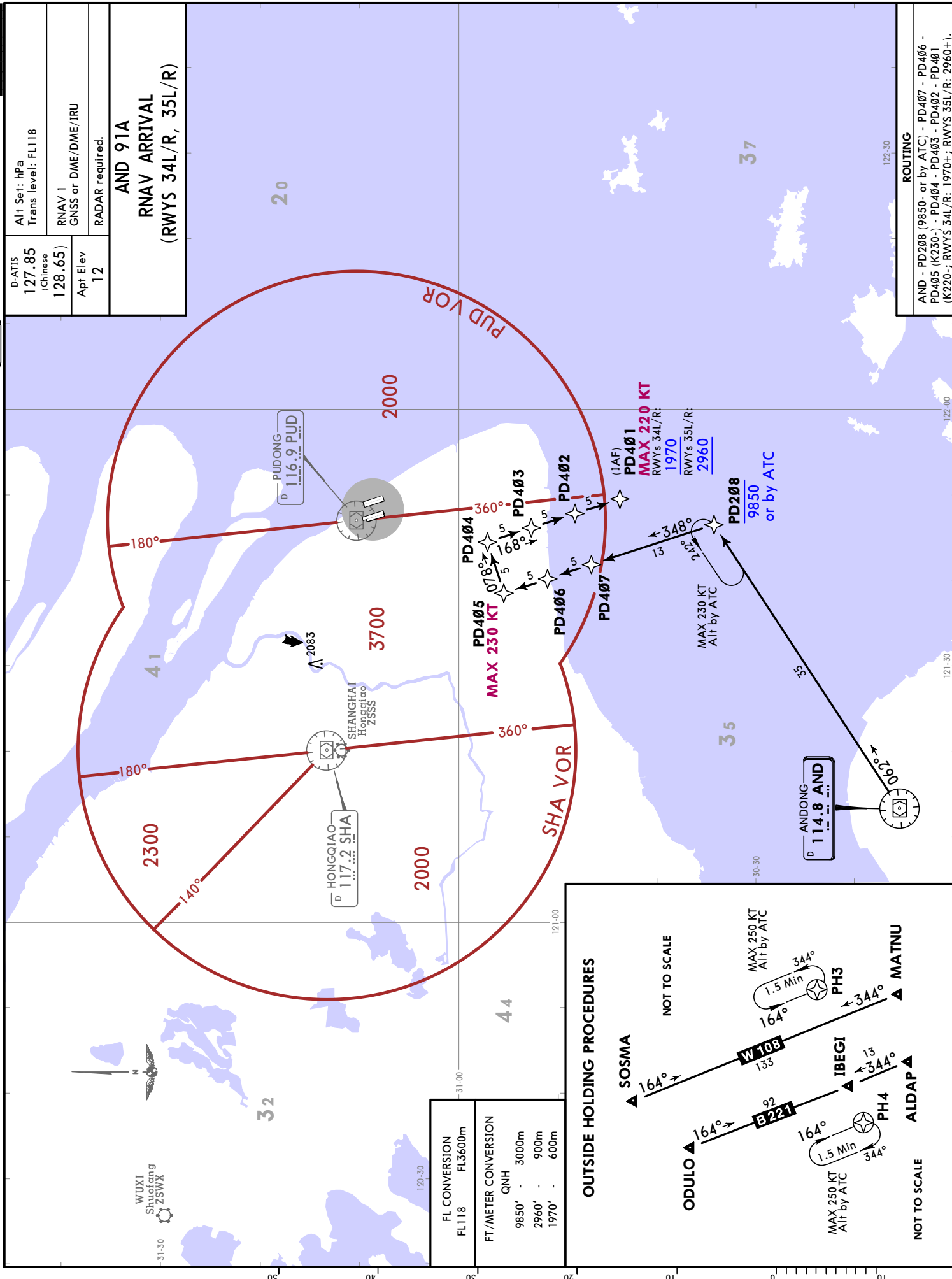
FL CONVERSION	FL3600m
FT./METER CONVERSION	QNH
9850'	3000m
7880'	2400m
6890'	2100m
5910'	1800m
4930'	1500m
2960'	900m
1970'	600m



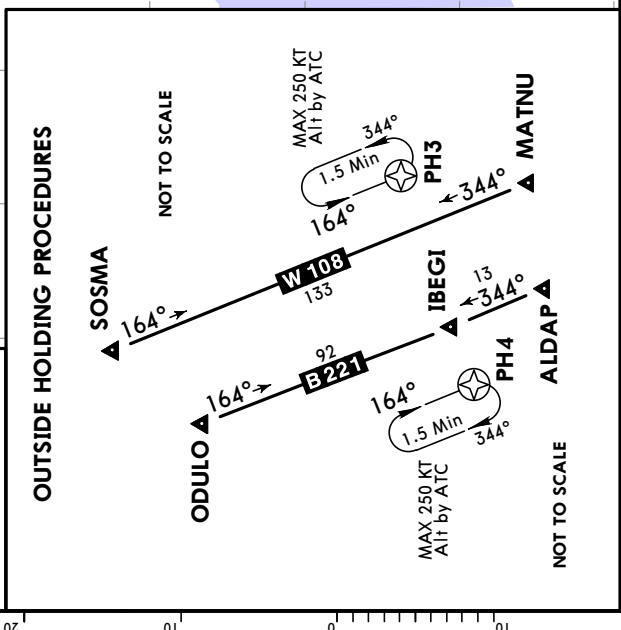
JEPPESEN
 14 APR 23 20-2A Eff 19 Apr 1600Z
ZSPD/PVG
 PUDONG

SHANGHAI, PR OF CHINA
RNAV STAR

D-ATIS 127.85 (Chinese)	Alt Set: hPa Trans level: FL118
RNAV 1 128.65	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.
AND 91A RNAV ARRIVAL (RWYS 34L/R, 35L/R)	



FL CONVERSION	FL3600m
FL118	
FT/METER CONVERSION	
QNH	3000m
	900m
	600m

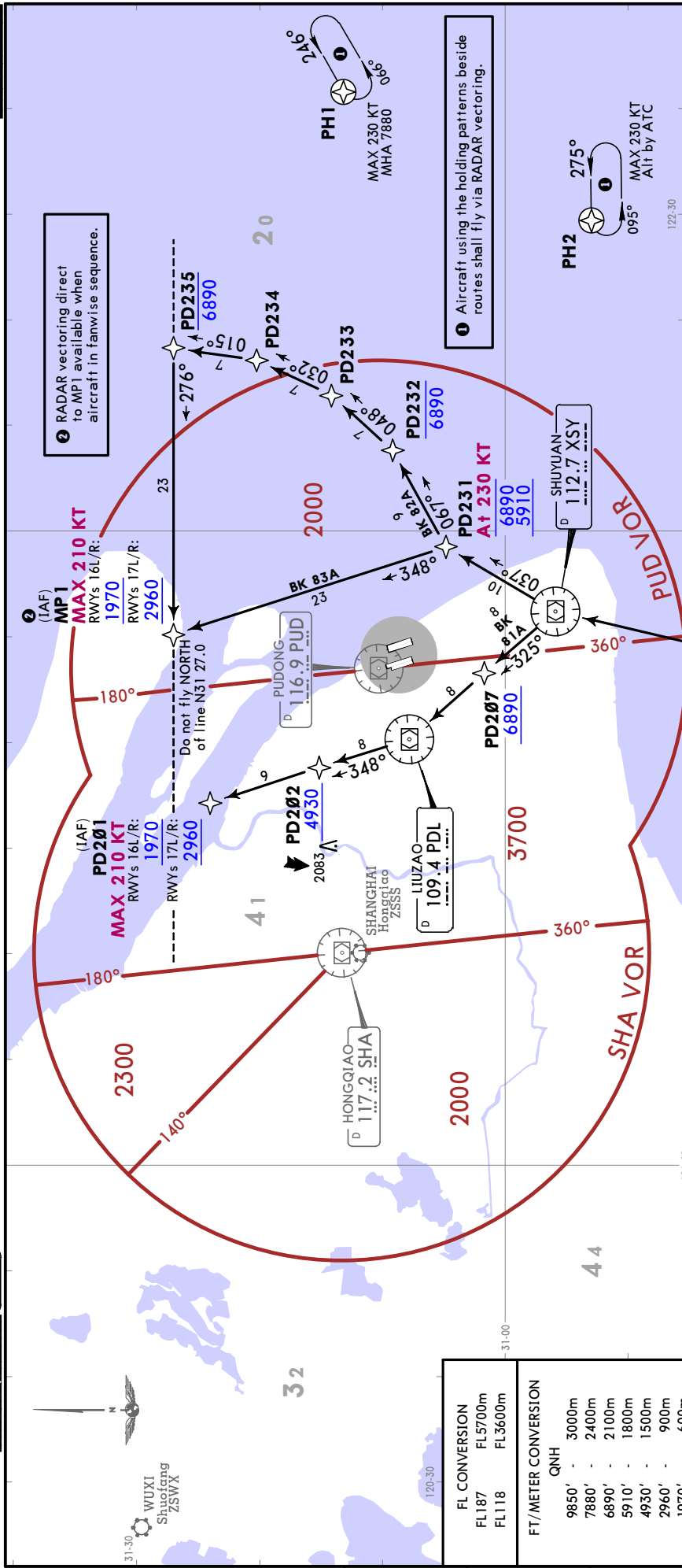


SHANGHAI, PR OF CHINA

RNAV STAR

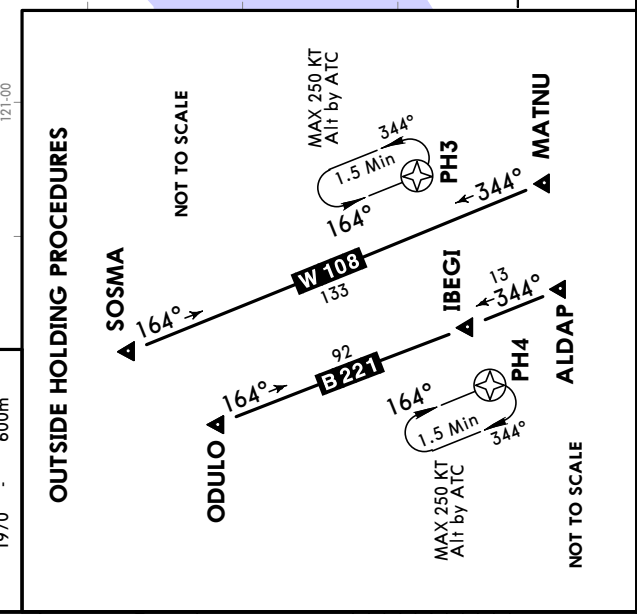
ZSPD/PVG
PUDONG

JEPESEN
14 APR 25
Eff 19 Apr 1600Z 20-2B



FL CONVERSION	
FL187	FL5700m
FL118	FL3600m

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



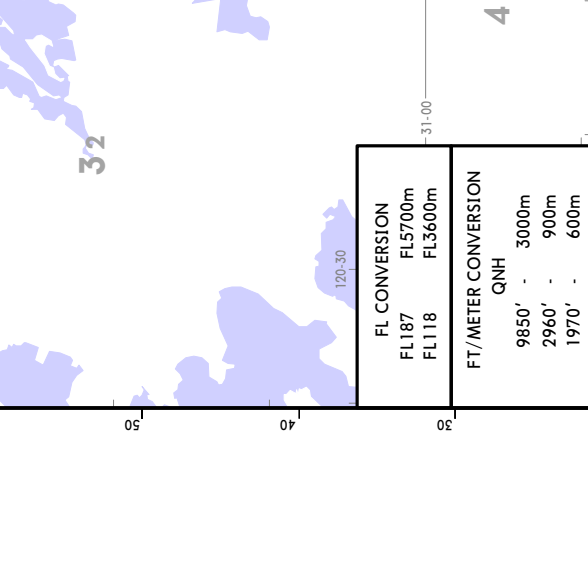
D-ATIS	Alt Set: hPa Trans level: FL118 (Chinese)
RNAV 1	GNSS or DME/DME/IRU
Apt Elev	12
RADAR required.	
BK 81A, BK 82A, BK 83A RNAV ARRIVALS (RWYS 16L/R, 17L/R)	
STAR	ROUTING
BK 81A	BK - SAMKI (FL187-) - BAVIK - PD208 (9850- or by ATC) - XSY - PD207 (6890+) - PDL - PD202 (4930+) - PD201 (K210-; RWYS 16L/R; 1970+; RWYS 17L/R; 2960+).
BK 82A	BK - SAMKI (FL187-) - BAVIK - PD208 (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 - PD208 (9850- or by ATC) - XSY - PD231 (K230; 6890-; 5910+) - MP1 (K210-; RWYS 16L/R; 1970+; RWYS 17L/R; 2960+).

JEYPESEN
 14 APR 23 (20-2C) Eff 19 Apr 1600Z
SHANGHAI, PR OF CHINA
RNAV STAR

D-ATIS 127.85 (Chinese)	Alt Set: hPa Trans level: FL118
RNAV 1 128.65	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.
BK 91A RNAV ARRIVAL (RWYS 34L/R, 35L/R)	



WUXI Shuofang ZSWX	
FL CONVERSION	FL5700m
FL118	FL3600m
FT/METER CONVERSION	QNH
	9850' - 3000m
	2960' - 900m
	1970' - 600m



ROUTING
 BK - SAMKI (FL187) - BAVIK - PD208 (9850 - or by ATC) - PD407 - PD406 - PD405 (K230-) - PD404 - PD403 - PD402 - PD401 (K220-; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).

NOT TO SCALE
 LISHE
 227 BK
 NOT TO SCALE
 © JEYPESEN, 2019, 2023. ALL RIGHTS RESERVED.
 CHANGES: Communications: PBN navspec.

SHANGHAI, PR OF CHINA

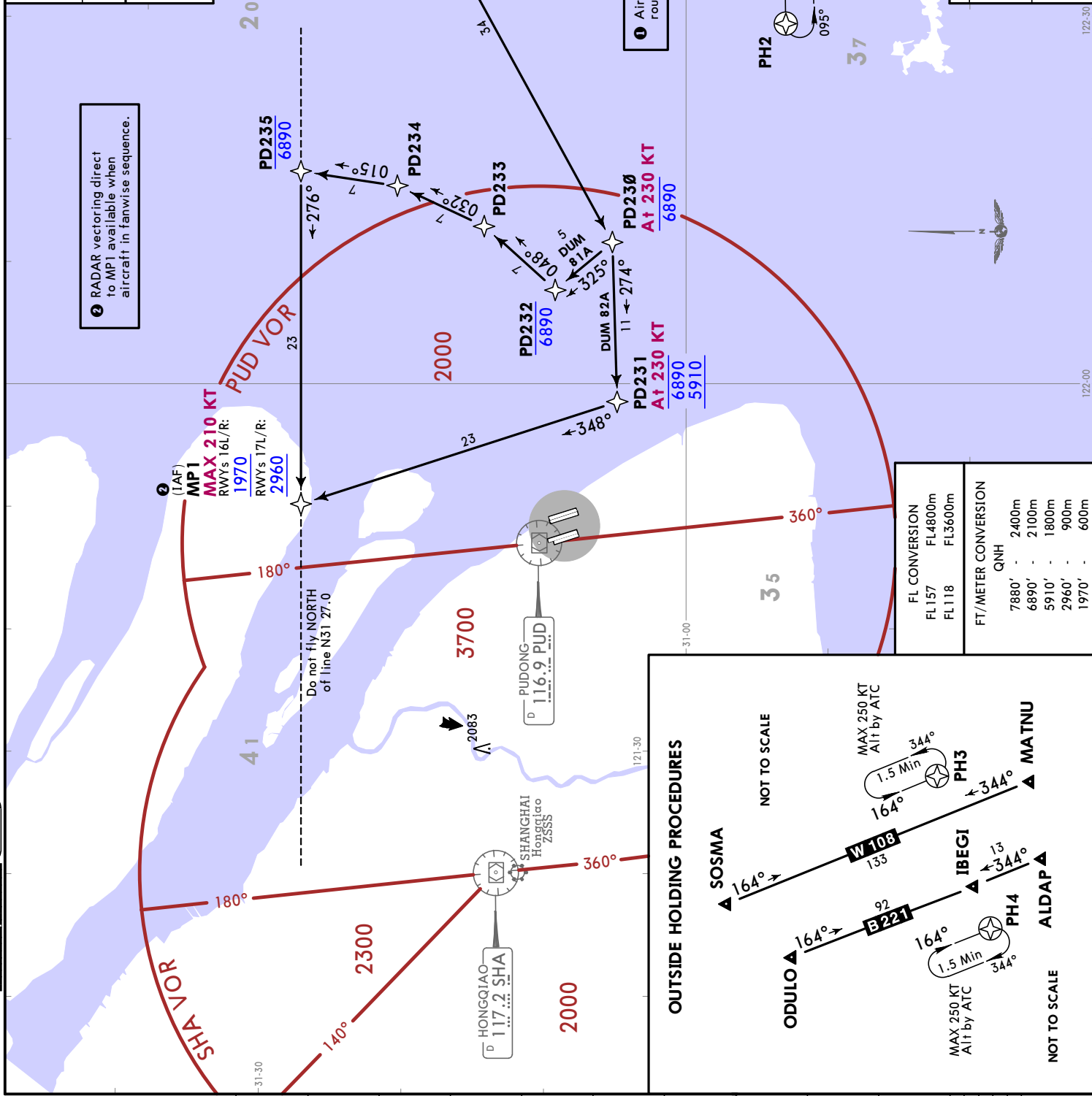
ZSPD/PVG
PUDONG

JEPPesen
14 APR 23
Eff 19 Apr 1600Z 20-2D

RNAV STAR

D-ATIS 127.85 (Chinese) 128.65	Alt Set: hPa Trans level: FL118
RNAV 1 GNSS or DME/DME/IRU RADAR required.	RNAV 1 GNSS or DME/DME/IRU RADAR required.
DUM 81A, DUM 82A RNAV ARRIVALS (RWYS 16L/R, 17L/R)	

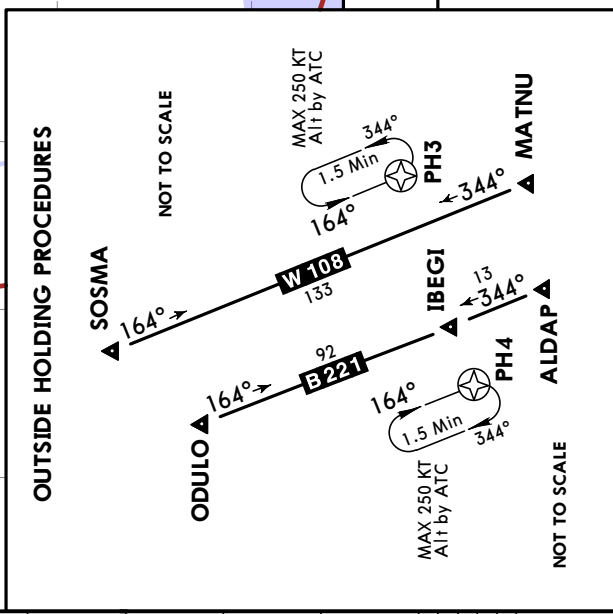
② RADAR vectoring direct to MP1 available when aircraft in fanwise sequence.



31-30 41 2083 3700 31-00 35 360° 180° 140° 2300 2000 23 276° 015° 032° 048° 325° 11 274° 348° 6890 5910 20 37 123-00 122-30

FL CONVERSION	
FL118	FL4800m
FL118	FL3600m

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

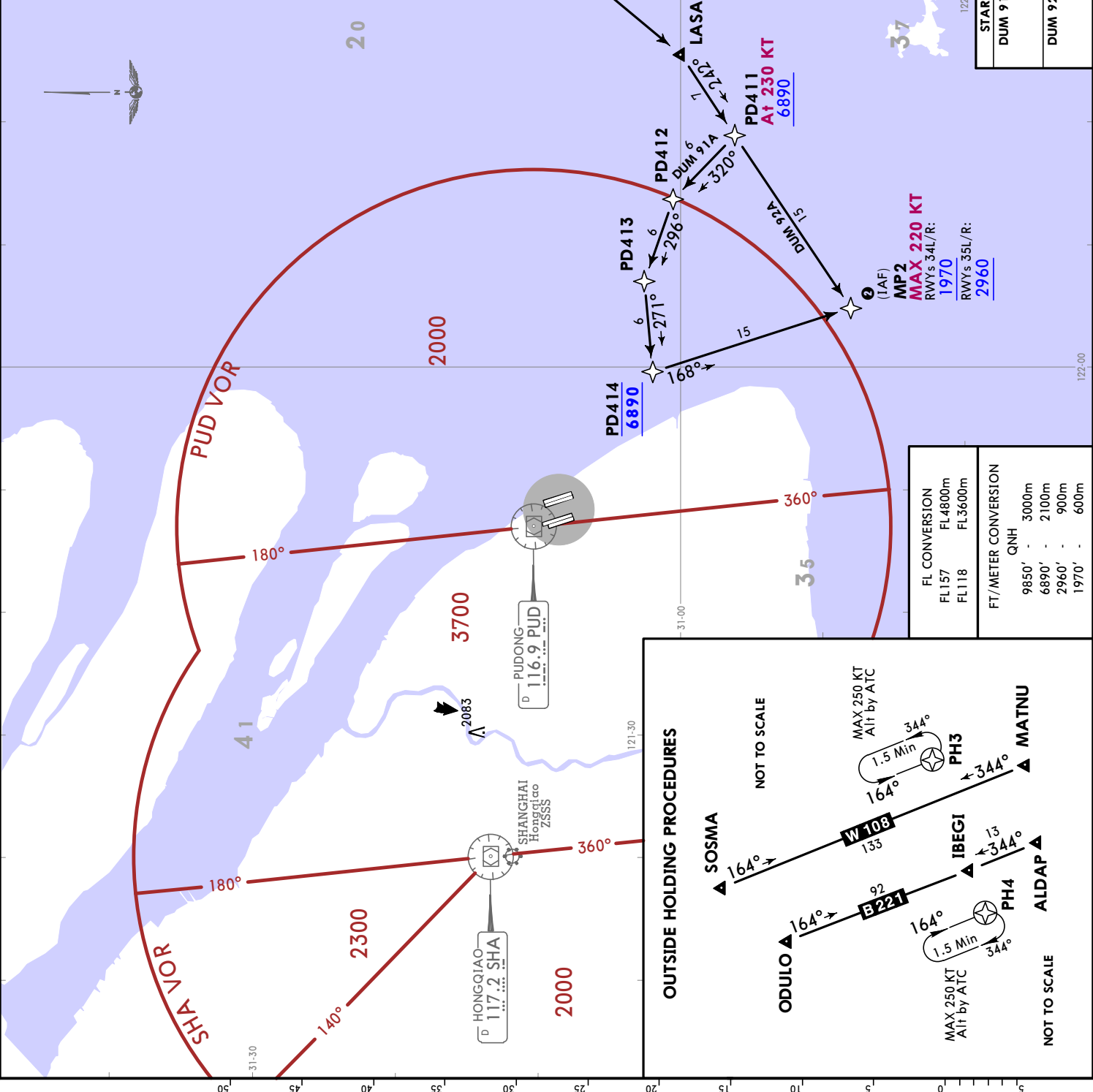


STAR	ROUTING
DUM 81A	DUMET (FL157+) - PD230 (K230; 6890-) - PD232 (6890-) - PD233 - PD234 - PD235 (6890-) - MP1 (K210-; RWYS 16L/R; 1970+; RWYS 17L/R; 2960+).
DUM 82A	DUMET (FL157+) - PD230 (K230; 6890-) - PD231 (K230; 6890-; 5910+) - MP1 (K210-; RWYS 16L/R; 1970+; RWYS 17L/R; 2960+).

JEPPesen
14 APR 23 20-2E Eff: 19 Apr 1600Z
SHANGHAI, PR OF CHINA
RNAV STAR

ZSPD/PVG
PUDONG

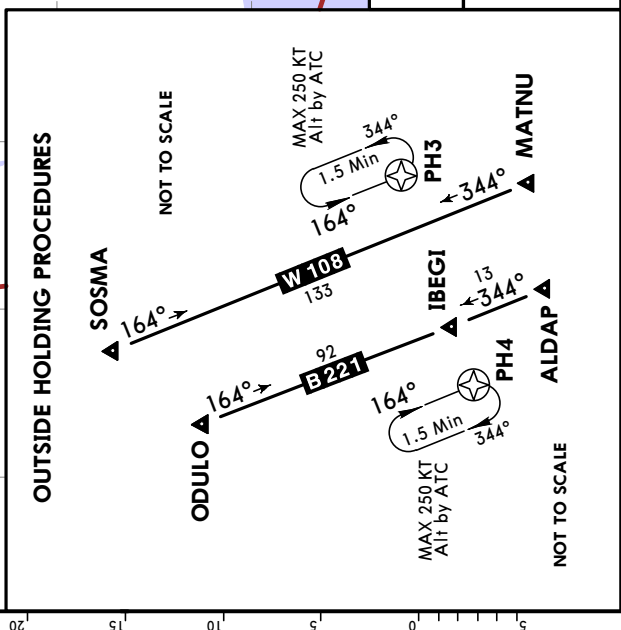
D-ATIS 127.85 (Chinese)	Alt Set: hPa Trans level: FL118
128.65	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.
DUM 91A, DUM 92A RNAV ARRIVALS (RWYS 34L/R, 35L/R)	



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

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

FL CONVERSION	
FL157	FL4800m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	3000m
6890'	2100m
2960'	900m
1970'	600m



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

ZSPD/PVG
PUDONG



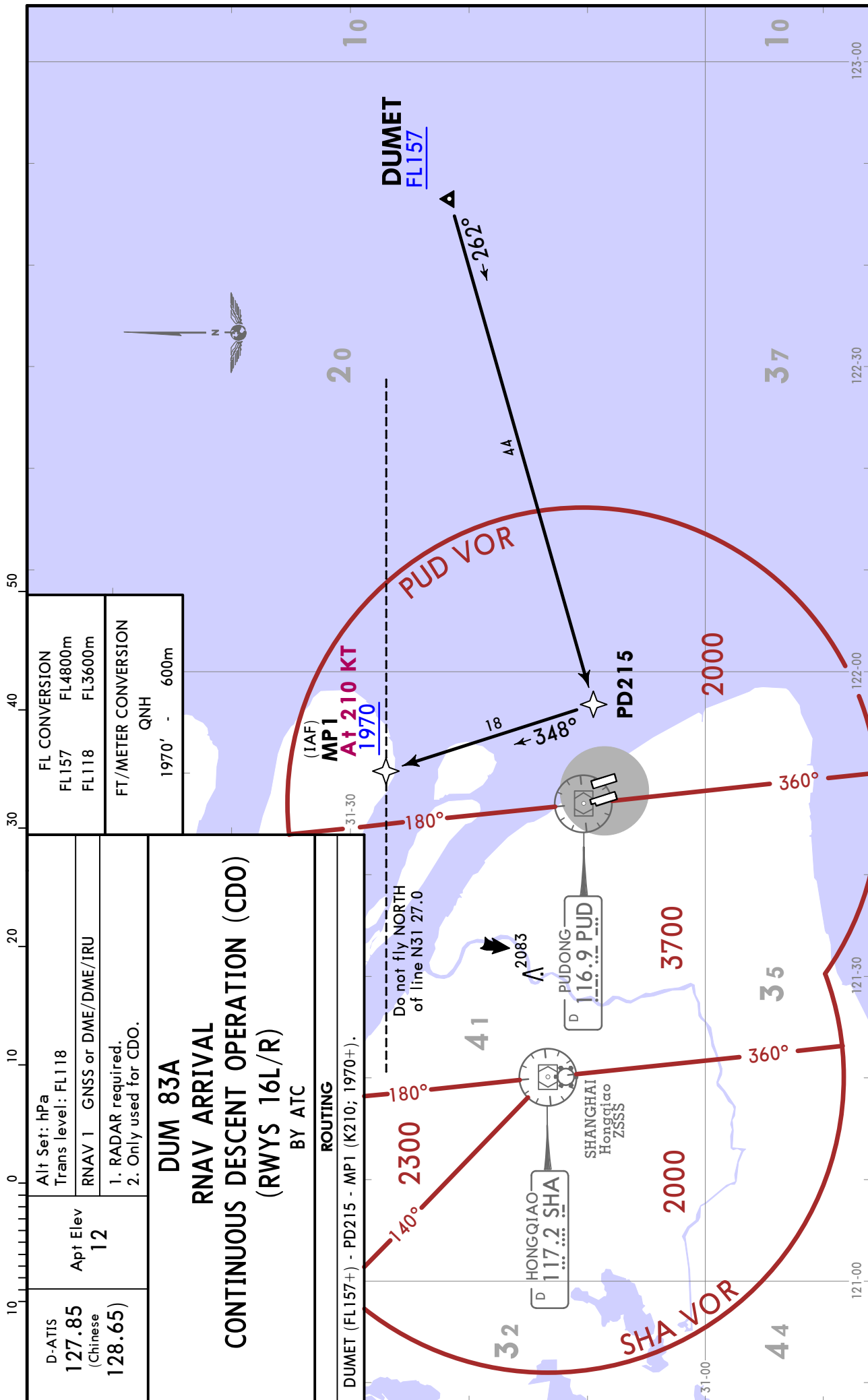
JEPPESSEN SHANGHAI, PR OF CHINA

14 APR 23

20-2F

Eff 19 Apr 1600Z

RNAV STAR



FL CONVERSION	FL157 FL4800m
	FL118 FL3600m
FT/METER CONVERSION	QNH
	1970' - 600m

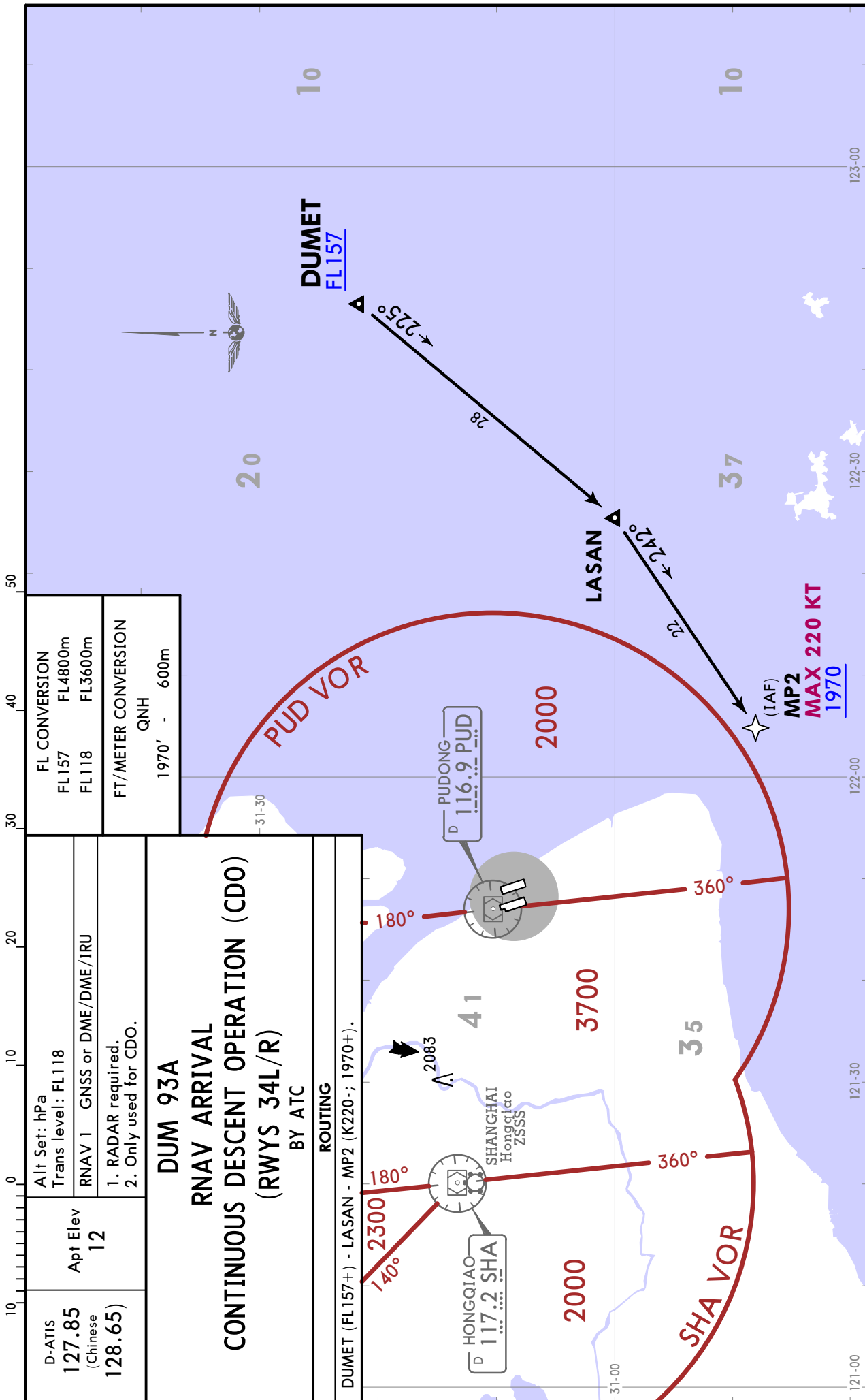
D-ATIS	Alt Set: hPa
127.85	Trans level: FL118
(Chinese)	RNAV 1 GNSS or DME/DME/IRU
128.65	1. RADAR required.
	2. Only used for CDO.

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

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

ZSPD/PVG
PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA
14 APR 23 **20-2G** Eff 19 Apr 1600Z **RNAV STAR**

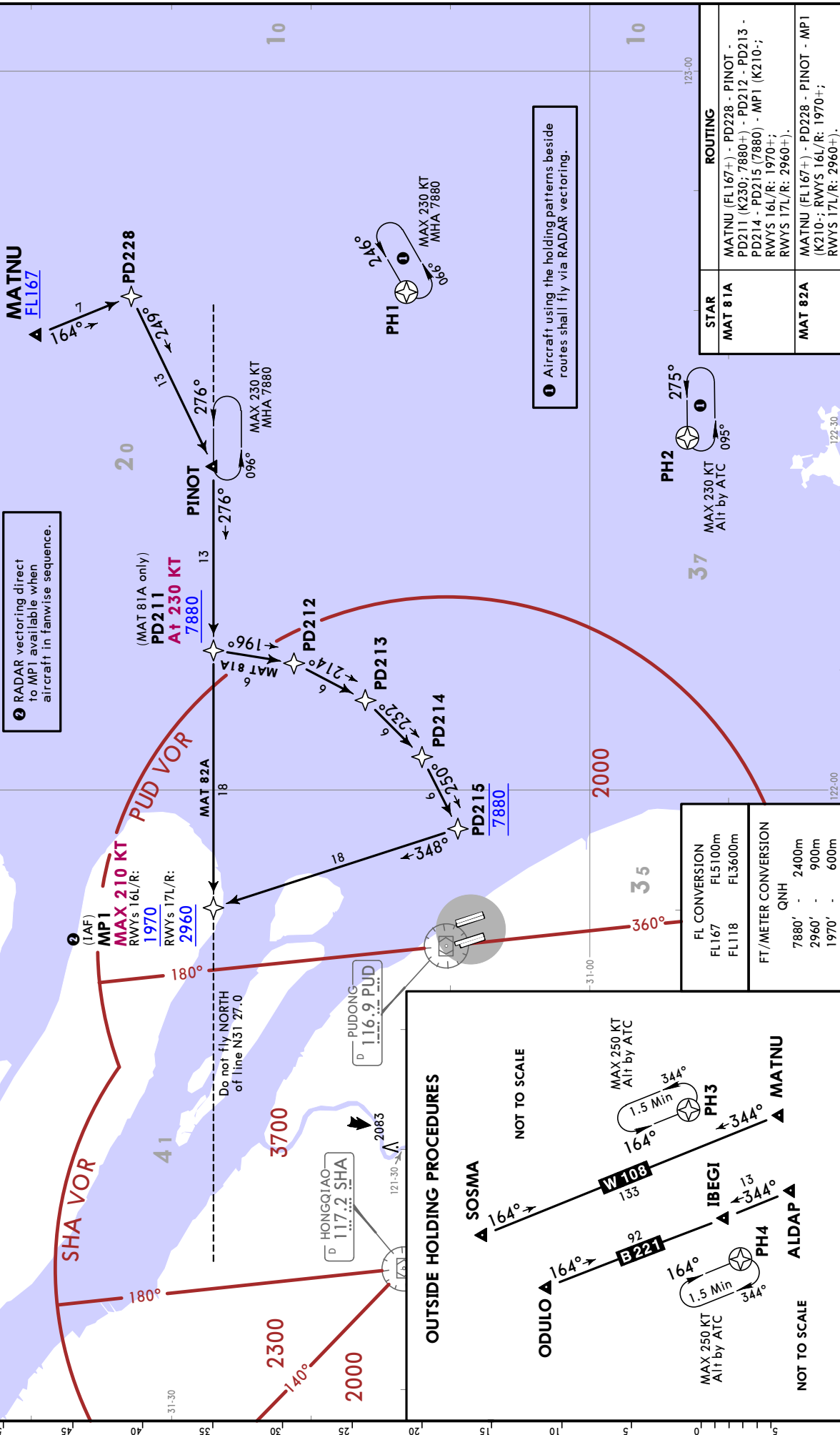


CHANGES: Communications; PBN navspec.

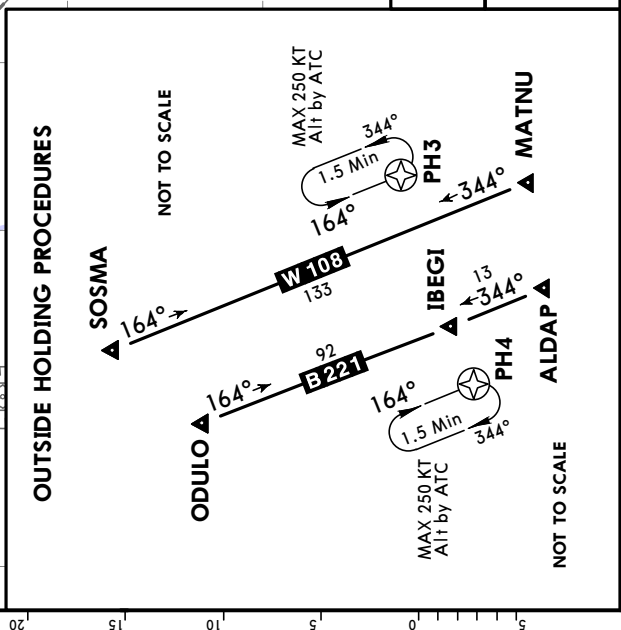
© JEPPESSEN, 2019, 2023. ALL RIGHTS RESERVED.

SHANGHAI, PR OF CHINA
RNAV STAR

D-ATIS 127.85 (Chinese)	Alt Set: hPa Trans level: FL118
RNAV 1 128.65	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.
MAT 81A, MAT 82A RNAV ARRIVALS (RWYS 16L/R, 17L/R)	



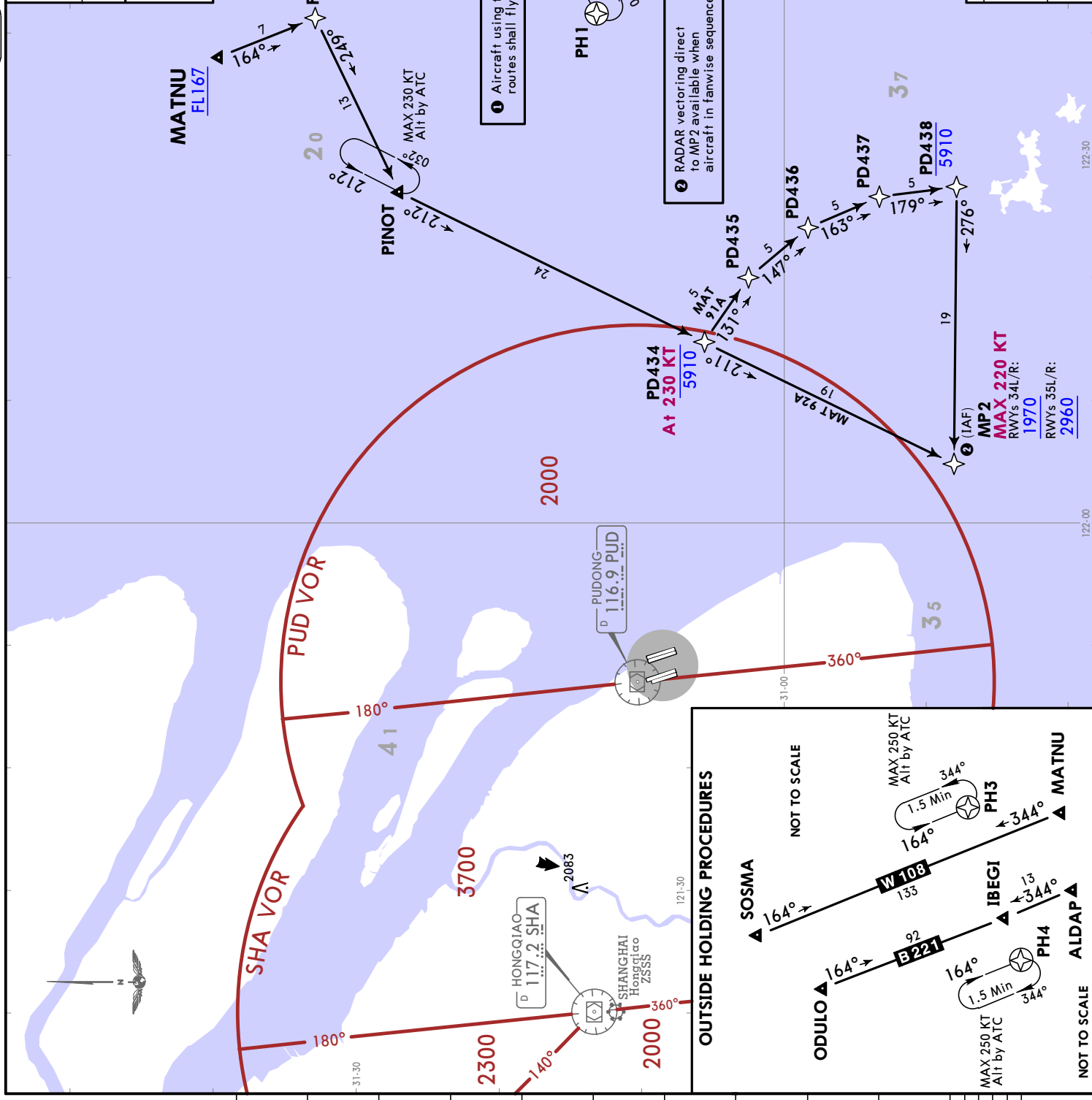
ZSPD/PVG
PUDONG
JEPPESSEN
14 APR 23
Eff 19 Apr 1600Z
20-2H



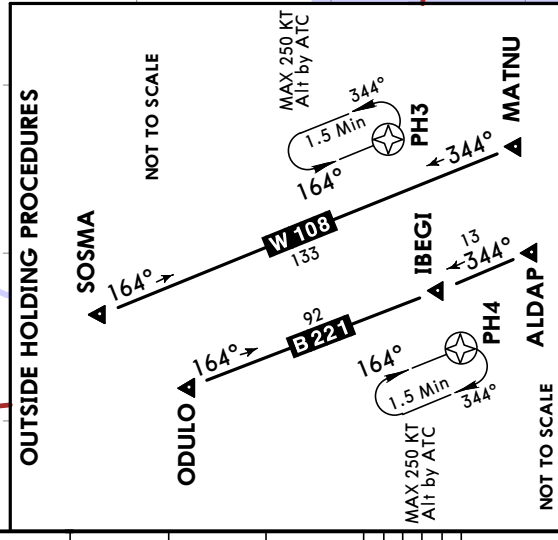
JEPPESEN
14 APR 23 (20-2J) Eff 19 Apr 1600Z
SHANGHAI, PR OF CHINA
RNAV STAR

D-ATIS 127.85 (Chinese) 128.65	Alt Set: hPa Trans level: FL118
RNAV 1 GNSS or DME/DME/IRU	RNAV STAR
Apt Elev 12	RADAR required.
MAT 91A, MAT 92A RNAV ARRIVALS (RWYS 34L/R, 35L/R)	

**ZSPD/PVG
PUDONG**

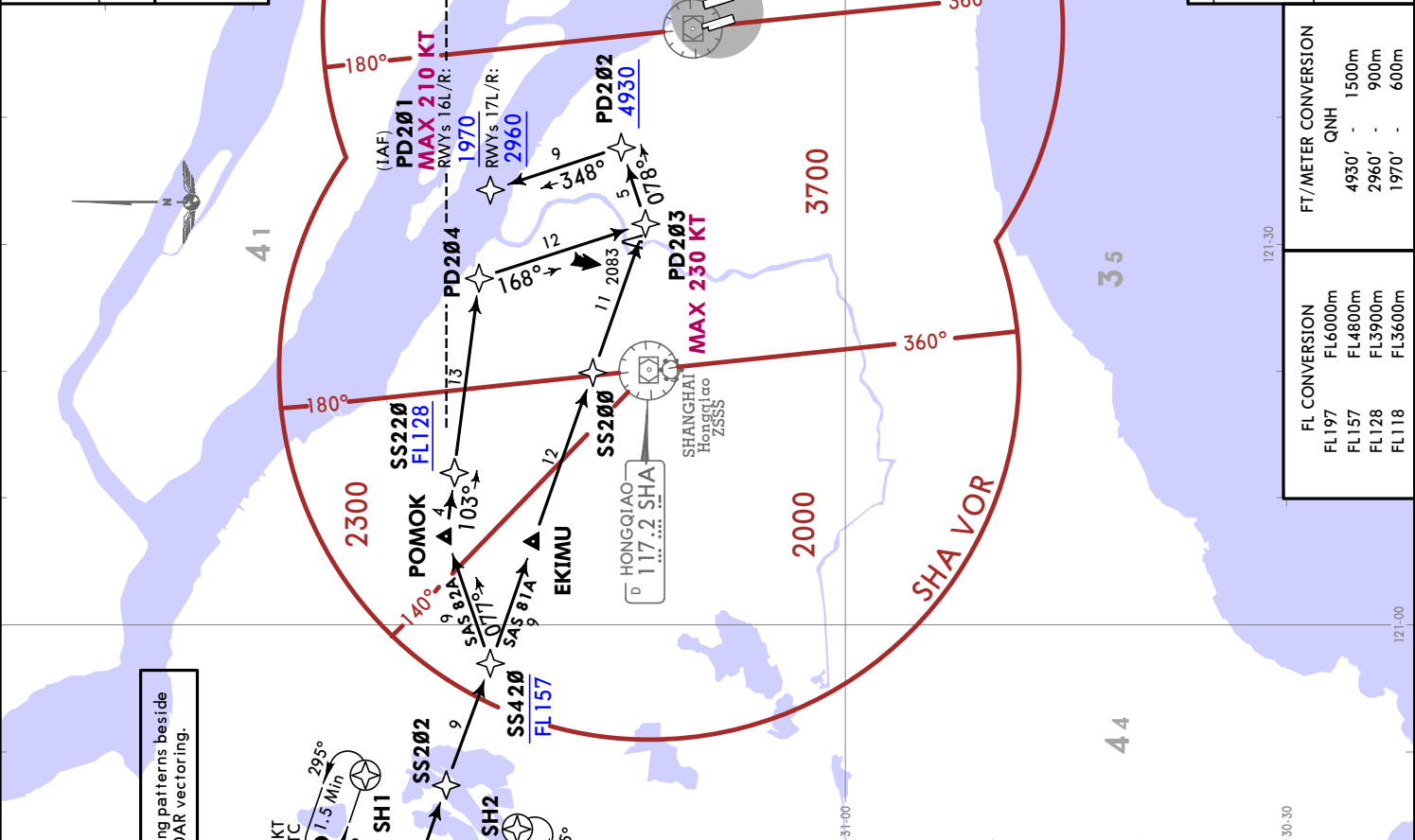


FL CONVERSION FL117 FL118	FL5100m FL3600m
FT/METER CONVERSION GNH	3000m 1800m 900m 600m
ROUTING	MATNU (FL167+) - PD228 - PINOT - PD434 (K230; 5910+) - PD435 - PD436 - PD437 - PD438 (5910+) - MP2 (K220+; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).
STAR	MAT 91A MAT 92A
	MATNU (FL167+) - PD228 - PINOT - PD434 (K230; 5910+) - MP2 (K220+; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).



SHANGHAI, PR OF CHINA
RNAV STAR

D-ATIS 127.85 (Chinese)	Alt Set: hPa Trans level: FL118
RNAV 1 128.65	RNAV 1 GNSS or DME/DME/IRU
Apt Elev 12	RADAR required.
SAS 81A, SAS 82A RNAV ARRIVALS (RWYS 16L/R, 17L/R)	

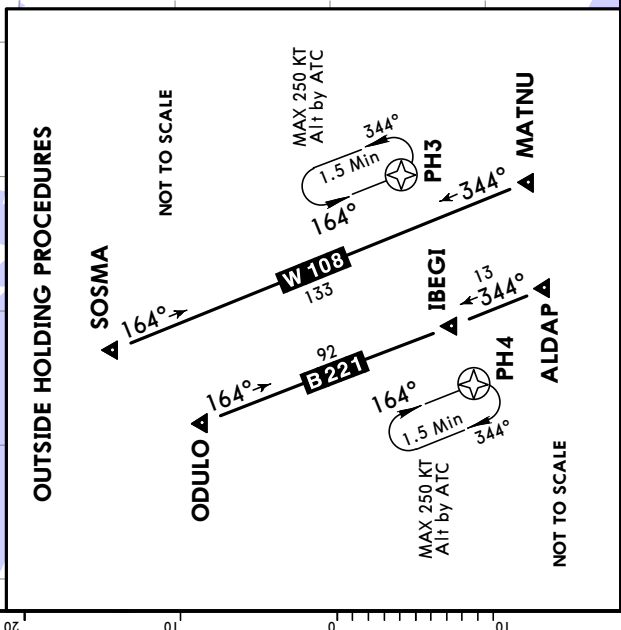


① Aircraft using the holding patterns beside routes shall fly via RADAR vectoring.

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+).

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

ZSPD/PVGP
PUDONG
21 APR 23 20-2K

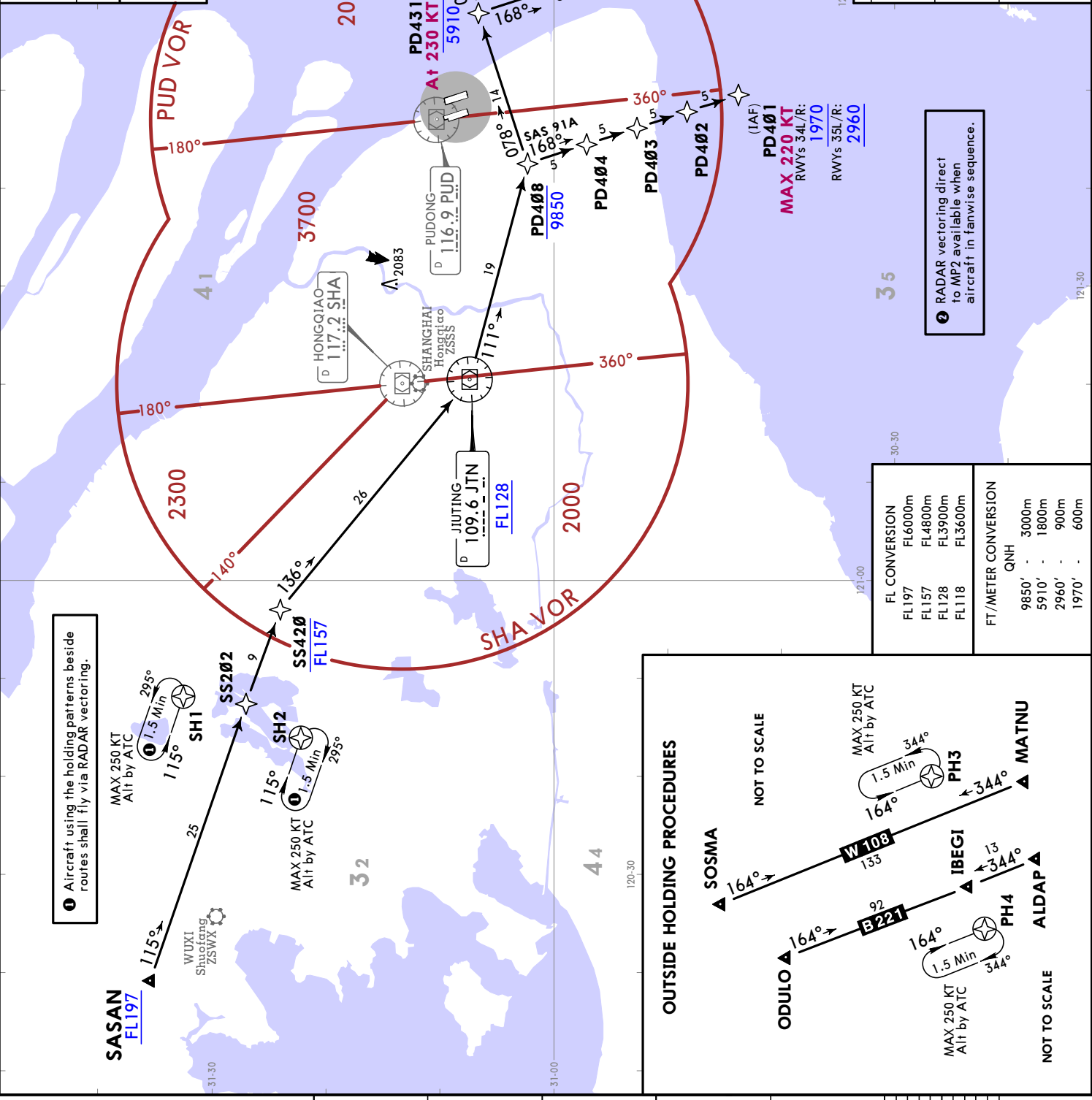


SHANGHAI, PR OF CHINA
RNAV STAR

JEPESEN
21 APR 23 (20-2L)

ZSPD/PVG
PUDONG

D-ATIS 127.85 (Chinese) 128.65)	Alt Set: hPa Trans level: FL118
RNAV 1 GNSS or DME/DME/IRU	
Apt Elev 12	RADAR required.
SAS 91A, SAS 92A, SAS 93A RNAV ARRIVALS (RWYS 34L/R, 35L/R)	

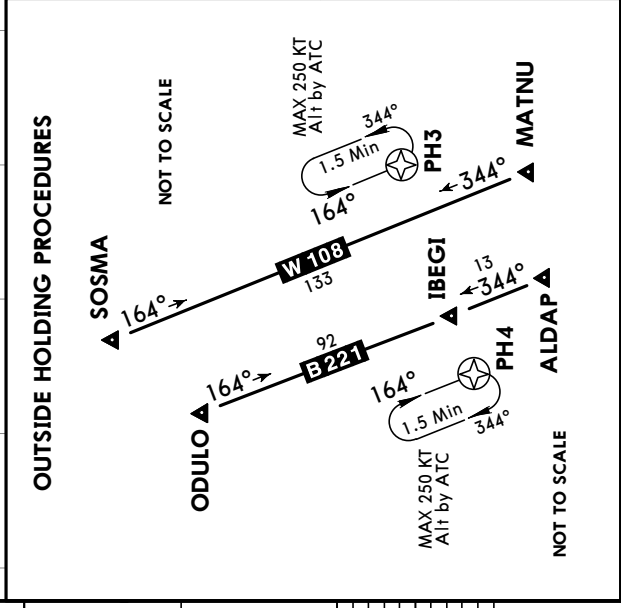


① Aircraft using the holding patterns beside routes shall fly via RADAR vectoring.

② RADAR vectoring direct to MP2 available when aircraft in fanwise sequence.

FL CONVERSION	QNH
FL197	9850' - 3000m
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

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



STAR	ROUTING
SAS 91A	SASAN (FL197+) - SS202 - SS420 (FL157+) - JTN (FL128+) - PD408 (9850-) - PD404 - PD403 - PD402 - PD401 (K220+) - RWYS 34L/R: 1970+; RWYS 35L/R: 2960+.
SAS 92A	SASAN (FL197+) - SS202 - SS420 (FL157+) - JTN (FL128+) - PD408 (9850-) - PD431 (K230; 5910-) - MP2 (K220+; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).
SAS 93A	SASAN (FL197+) - SS202 - SS420 (FL157+) - JTN (FL128+) - PD408 (9850-) - PD431 (K230; 5910-) - PD432 - PD433 - PD434 - PD435 - PD436 - PD437 - PD438 (5910-) - MP2 (K220+; RWYS 34L/R: 1970+; RWYS 35L/R: 2960+).

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
14 APR 23 **20-2M** **Eff 19 Apr 1600Z** **STAR**

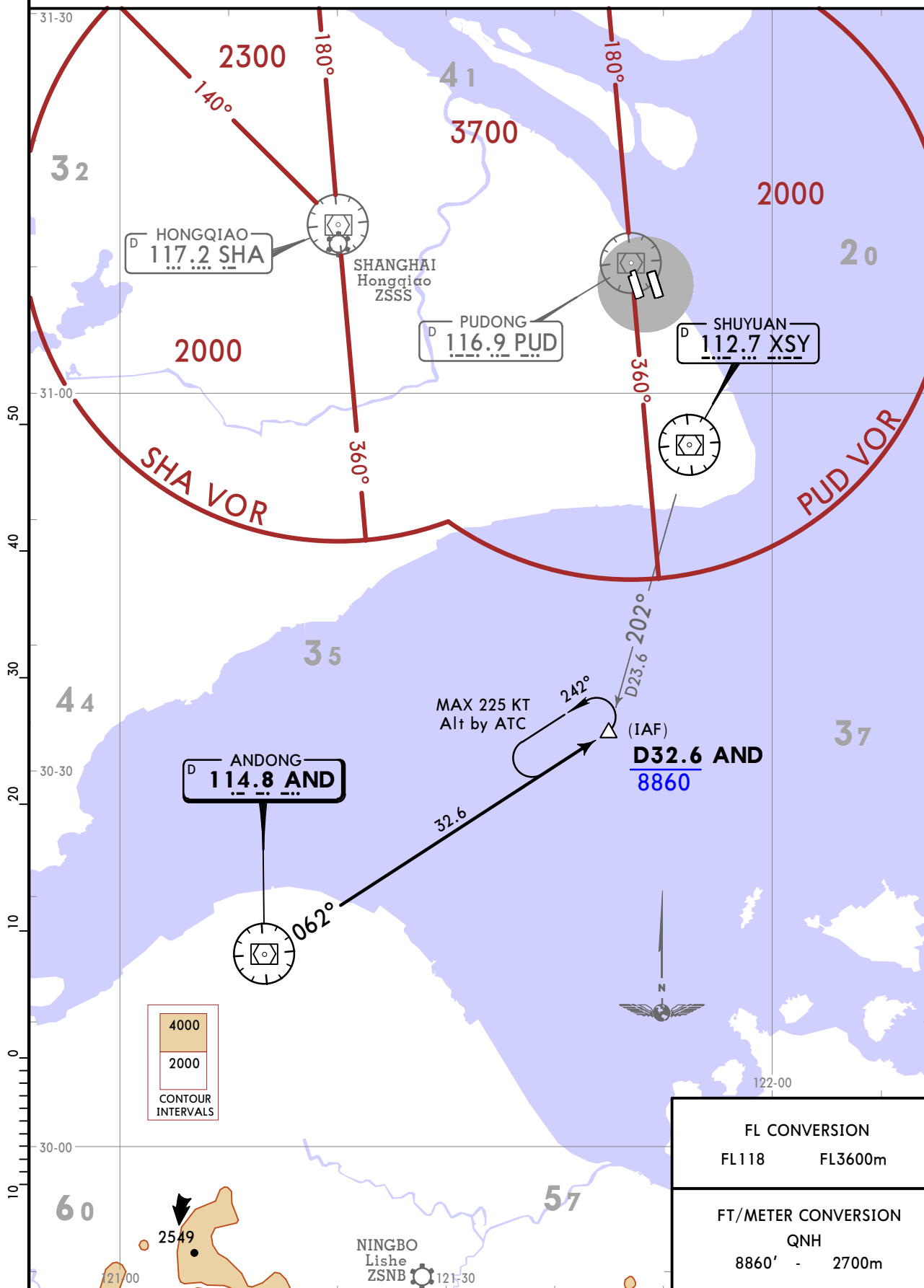
D-ATIS
127.85 (Chinese 128.65)

Apt Elev
12

Alt Set: hPa
Trans level: FL118

**AND Ø1A ARRIVAL
(RWYS 34L/R, 35L/R)**

SPEED: INITIAL APPROACH MAX 205 KT



4000
2000
CONTOUR INTERVALS

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
8860'	2700m

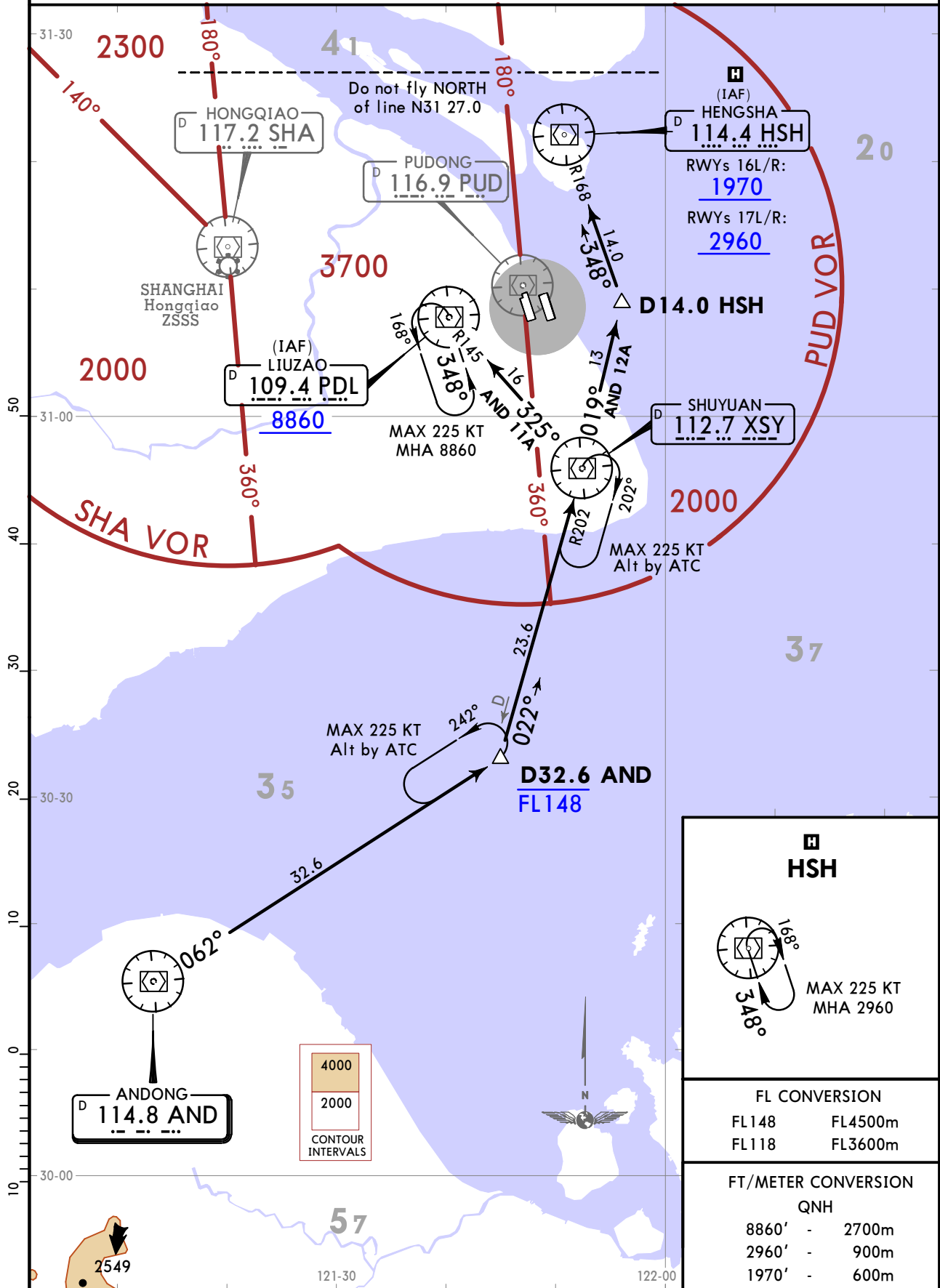
ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
14 APR 23 (20-2N) Eff 19 Apr 1600Z STAR

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

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

SPEED: INITIAL APPROACH MAX 205 KT



HSH

MAX 225 KT
MHA 2960

FL CONVERSION	
FL 148	FL 4500m
FL 118	FL 3600m

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

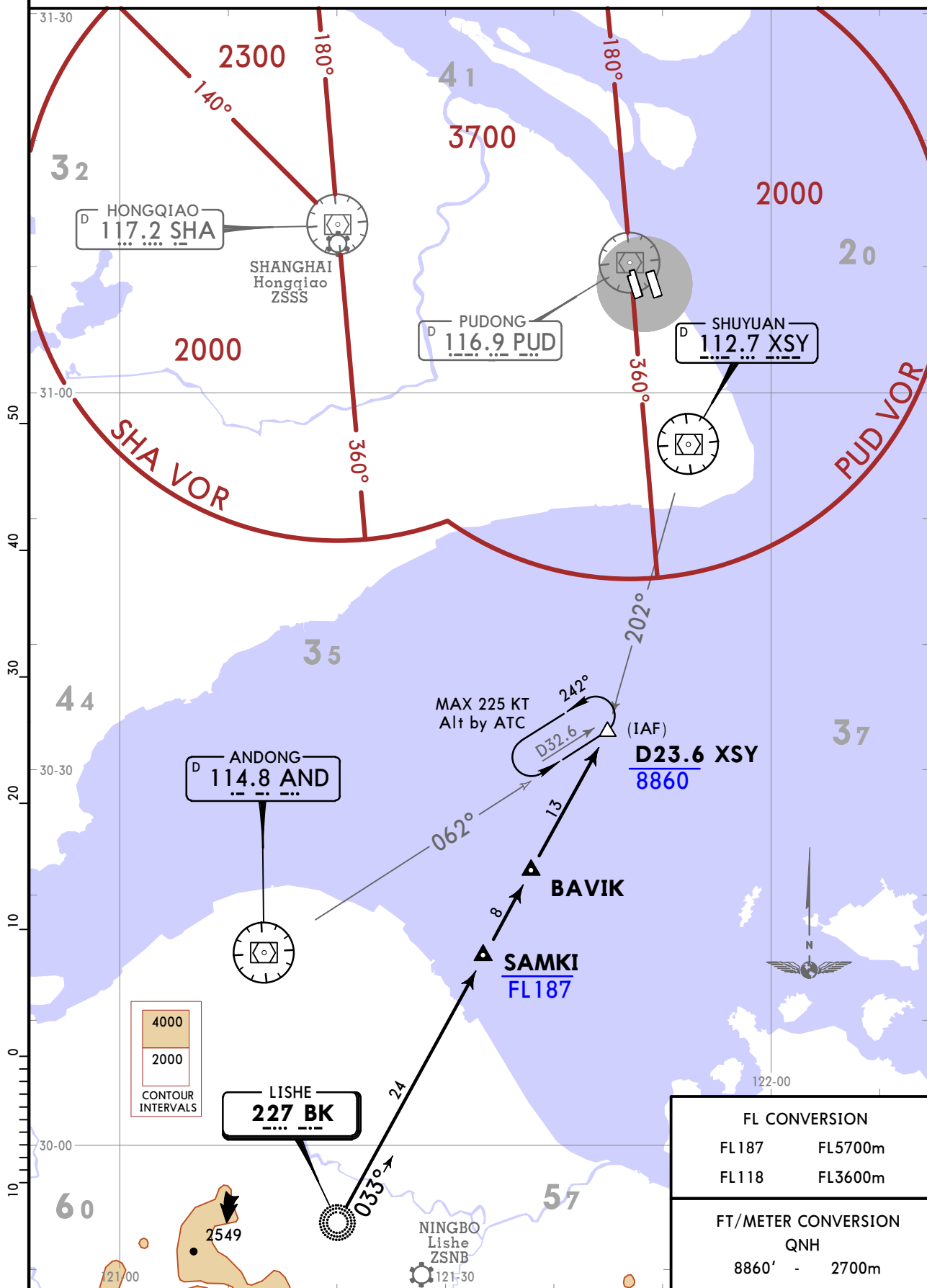
ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
14 APR 23 (20-2P) Eff 19 Apr 1600Z **STAR**

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

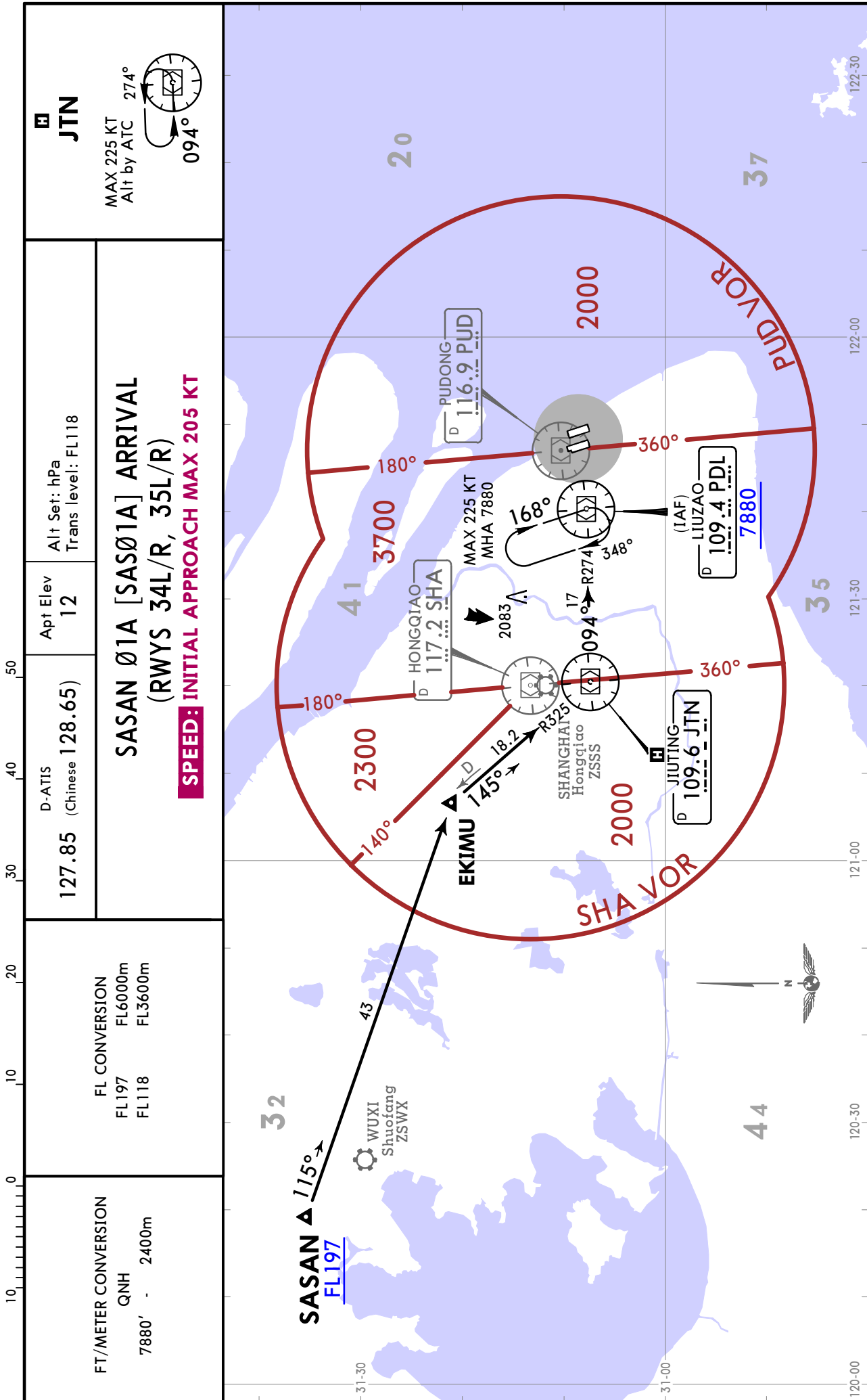
BK 01A ARRIVAL
(RWYS 34L/R, 35L/R)

SPEED: INITIAL APPROACH MAX 205 KT



ZSPD/PVG PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA
 14 APR 23 (20-2U) Eff 19 Apr 1600Z **STAR**



CHANGES: Communications.

ZSPD/PVG PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA
 14 APR 23 **20-2V** **Eff 19 Apr 1600Z** **STAR**

TOSAS
 MAX 225 KT
 MAX 7880
 MHA 5910
 085°

SASAN 11A [SAS11A] ARRIVAL
 (RWYS 16L/R, 17L/R)
SPEED: INITIAL APPROACH MAX 205 KT

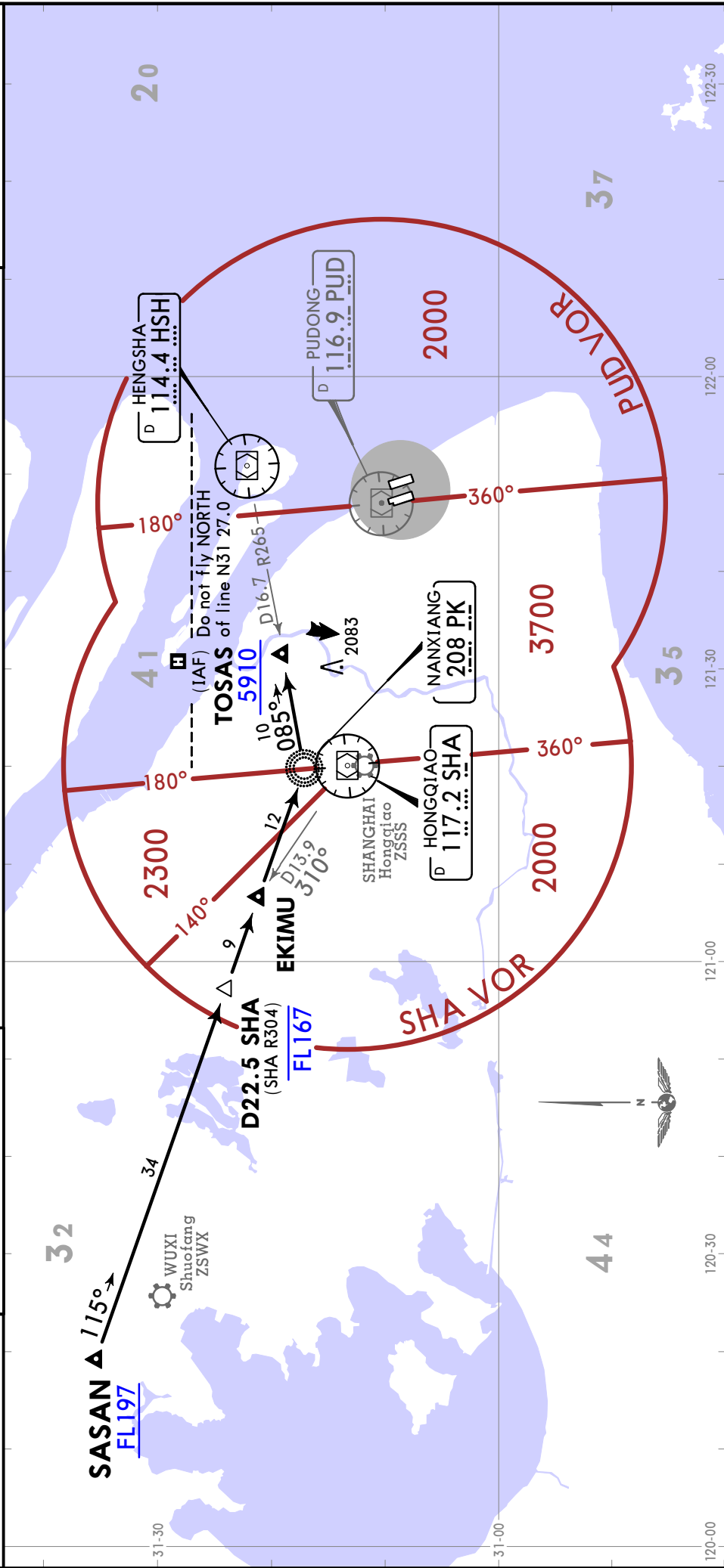
D-ATIS (Chinese 128.65)
 Apt Elev 12
 Alt Set: hPa
 Trans level: FL118

FL CONVERSION

FL197	FL6000m
FL167	FL5100m
FL118	FL3600m

FT/METER CONVERSION

QNH	2400m
7880'	2400m
5910'	1800m



ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
 29 NOV 19 **20-3** **Eff 4 Dec 1600Z** **RNAV SID**

RNAV SID DESIGNATION	REFER TO CHART
AND 81D	20-3B
AND 91D	20-3C
HSN 81D, 82D	20-3D
HSN 91D, 92D	20-3E
LAM 81D, 82D	20-3F
LAM 91D, 92D, 93D, 94D, 95D	20-3G
LAM 84D	20-3H
LAM 96D	20-3J
MIG 81D, 82D	20-3J1
MIG 91D, 92D	20-3J2
NXD 81D, 82D, 84D	20-3J3
NXD 91D, 92D, 94D	20-3J4
ODU 81D, 82D, 83D, 84D	20-3K
ODU 91D, 92D, 93D, 94D	20-3L
PIK 81D, 82D, 86D	20-3M
PIK 83D, 84D	20-3N
PIK 91D, 92D, 93D, 94D, 98D	20-3P
PIK 95D, 96D	20-3Q
SAS 81D, 82D, 84D	20-3S
SAS 91D, 92D, 94D	20-3T
SUR 81D, 82D	20-3T1
SUR 91D, 92D, 93D, 94D, 95D	20-3T2

**FOR SID DESIGNATION
REFER TO PAGE 20-3A**

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
 29 NOV 19 (20-3A) Eff 4 Dec 1600Z **SID**

SID DESIGNATION	REFER TO CHART
AND Ø1D, Ø2D, 11D, 12D	20-3T3
AND Ø1D, Ø2D, 11D, 12D (TEMP)	20-3T4
HSN Ø1D, 11D	20-3T5
HSN Ø2D, 12D	20-3T6
LAMEN Ø1D, Ø2D, Ø3D, Ø4D, 11D, 12D	20-3U
MIGOL Ø1D, Ø2D, 11D, 12D	20-3V
NXD Ø1D, Ø2D, 11D, 12D	20-3V1
ODULO Ø1D, Ø2D	20-3V2
ODULO Ø3D, Ø4D	20-3V3
ODULO 11D, 12D	20-3V4
ODULO 13D, 14D	20-3V5
PIKAS Ø1D, 11D	20-3V6
PIKAS Ø2D, 12D	20-3V7
PIKAS Ø3D, 13D	20-3V8
PIKAS Ø4D, 14D	20-3W
SASAN Ø1D, Ø2D	20-3X
SASAN 11D, 12D	20-3X1
SURAK Ø1D, Ø2D, 11D, 12D	20-3X3
SURAK Ø3D, Ø4D	20-3X4
FUEL DUMPING AREA	20-3Z

ZSPD/PVG
PUDONG

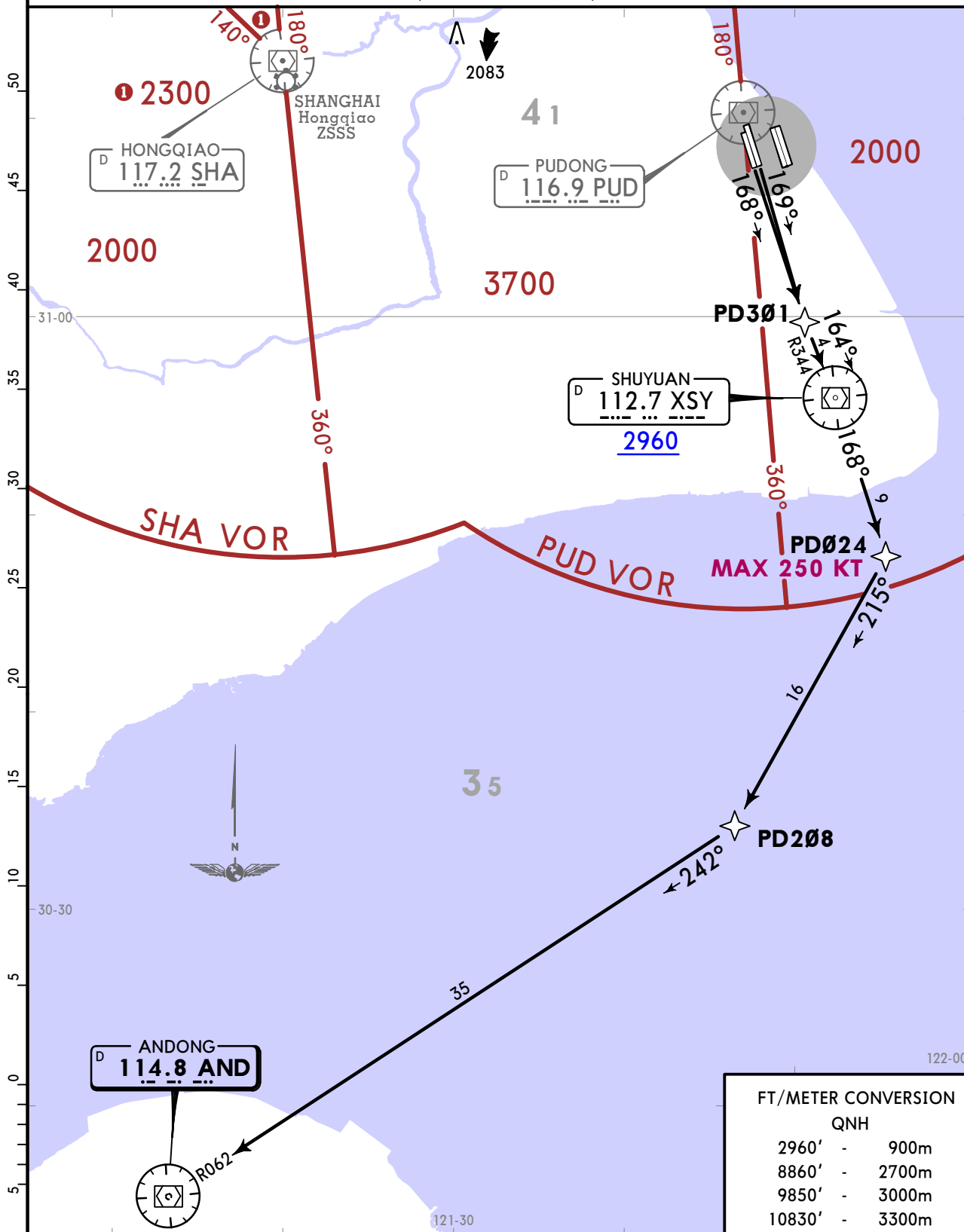
JEPPESEN SHANGHAI, PR OF CHINA
21 MAY 21 (20-3B) RNAV SID

Apt Elev
13

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

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

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



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

ROUTING

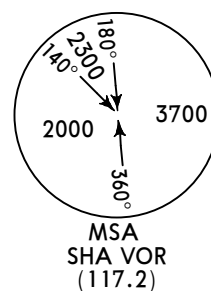
PD301 - XSY (2960+) - PD024 (K250-) - PD208 - AND.

ZSPD/PVG
PUDONG

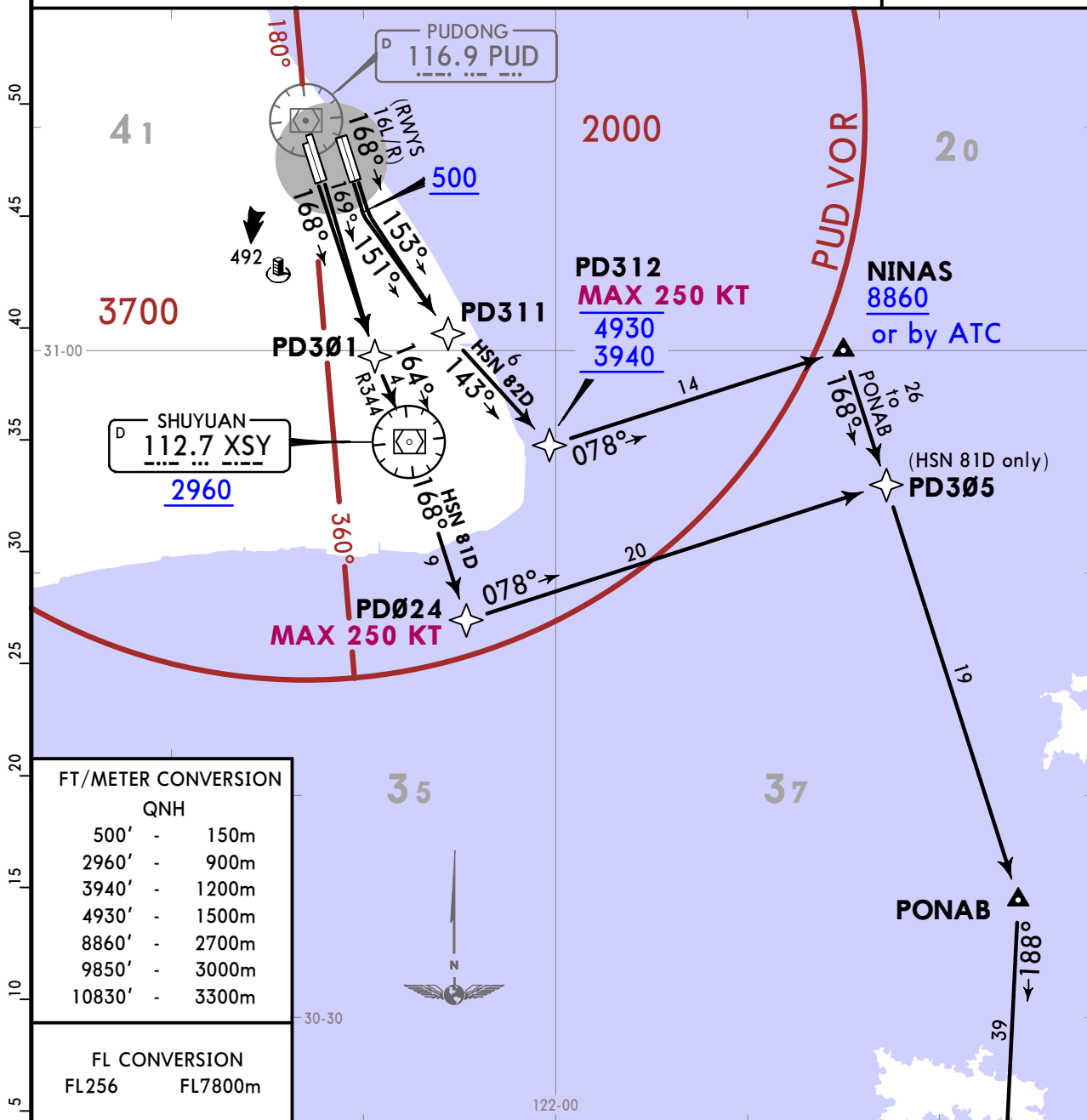
JEPPESSEN SHANGHAI, PR OF CHINA
10 MAY 24 **(20-3D)** Eff 15 May 1600Z **RNAV SID**

Apt Elev
13

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



HSN 81D, HSN 82D
RNAV DEPARTURES



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+).

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+).

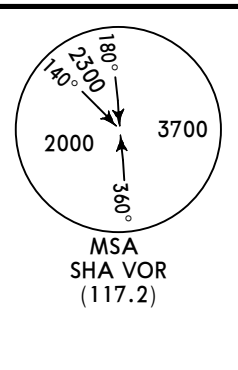
ZSPD/PVG PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
10 MAY 24 **(20-3E)** Eff 15 May 1600Z **RNAV SID**

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

Apt Elev **13**

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.



HSN 91D, HSN 92D RNAV DEPARTURES



FT/METER CONVERSION

QNH

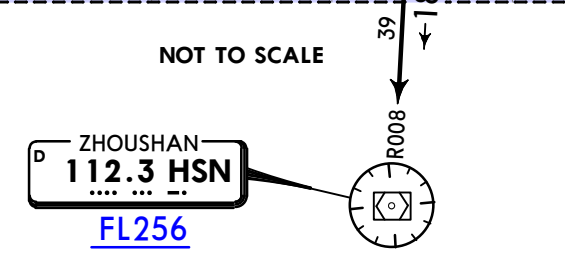
500'	-	150m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

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 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
HSN 91D	35L/R	PD501 (K250-) - HSH - PD315 - PD510 (9850+) - NINAS - PONAB - HSN (FL256+).
HSN 92D	34L/R	(500+) - HSH (K250-) - PD315 - PD510 (9850+) - NINAS - PONAB - HSN (FL256+).

SHANGHAI, PR OF CHINA

RNAV SID

JEPPesen
10 MAY 24 **20-3F** Eff 15 May 1600Z

ZSPD/PVG
PUDONG

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

Apt Elev
13

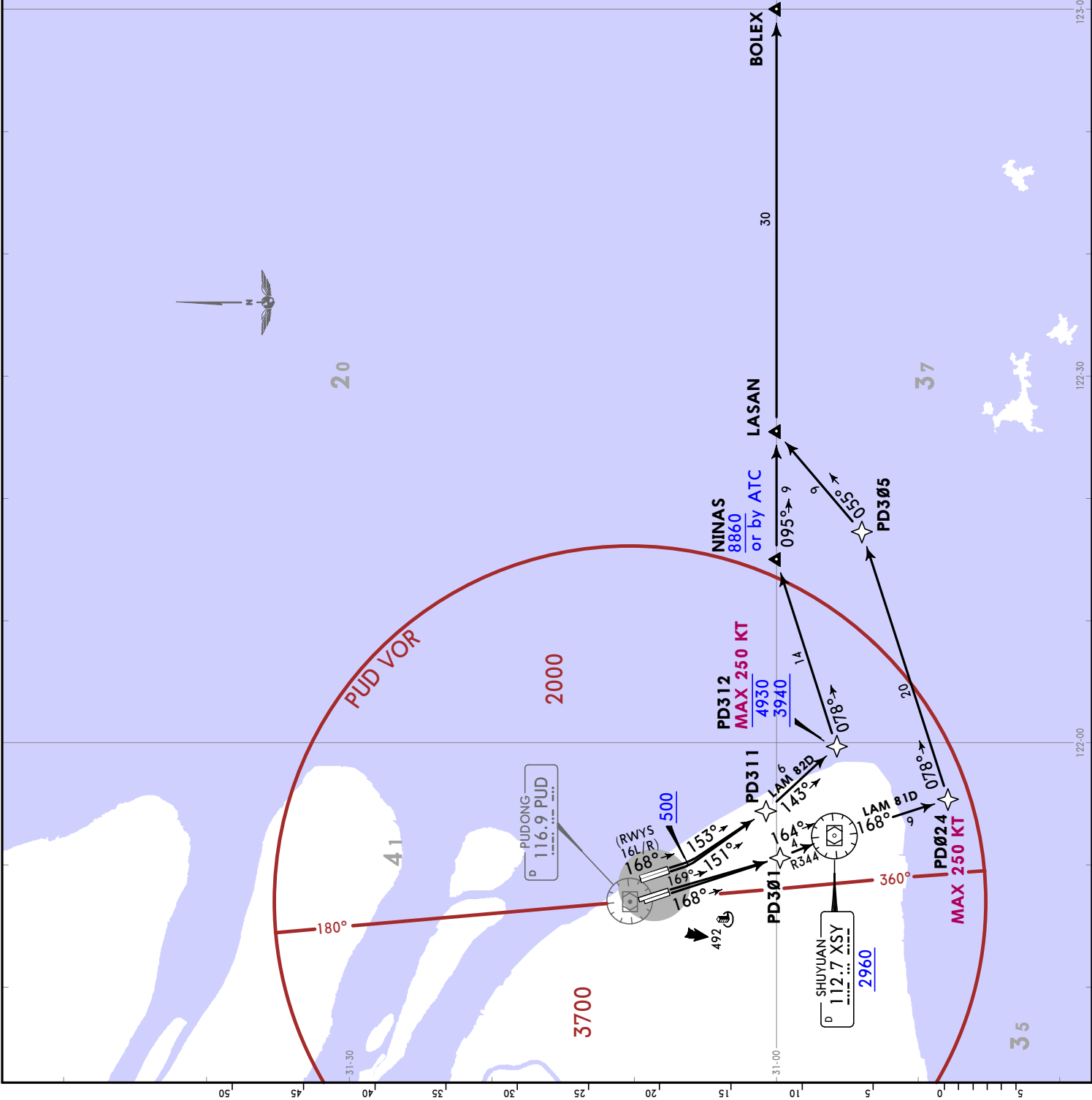
1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME//R required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by tower IMMEDIATELY.

LAM 81D, LAM 82D
RNAV DEPARTURES

FT/METER CONVERSION

GNH	
500'	150m
2960'	900m
3940'	1200m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

MSA
SHA VOR
(117.2)



LAM 82D

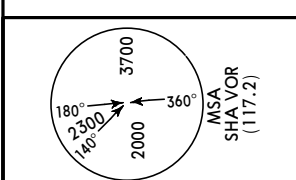
This SID requires an average climb gradient of 5.2% or more when at or above 8860 is required at NINAS.

Grnd 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	PD301 - XSY (2960+) - PD024 (K250) - PD305 - LASAN - BOLEX - TONIX - LAMEN.
LAM 82D	16L/R	(500+) - PD311 - PD312 (K250+; 3940+; 4930+) - NINAS (8860+ or by ATC) - LASAN - BOLEX - TONIX - LAMEN.

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

FL CONVERSION	
FL157	FL4800m
3700	



These SIDs require average climb gradients of
LAM 91D: 4.8% or more when at or above 8210 is required at PD508.
LAM 92D: 6.0% or more when at or above 8210 is required at PD508.
LAM 93D: 3.9% or more when at or above 9850 is required at PD510.
LAM 94D: 4.6% or more when at or above 9850 is required at PD510.

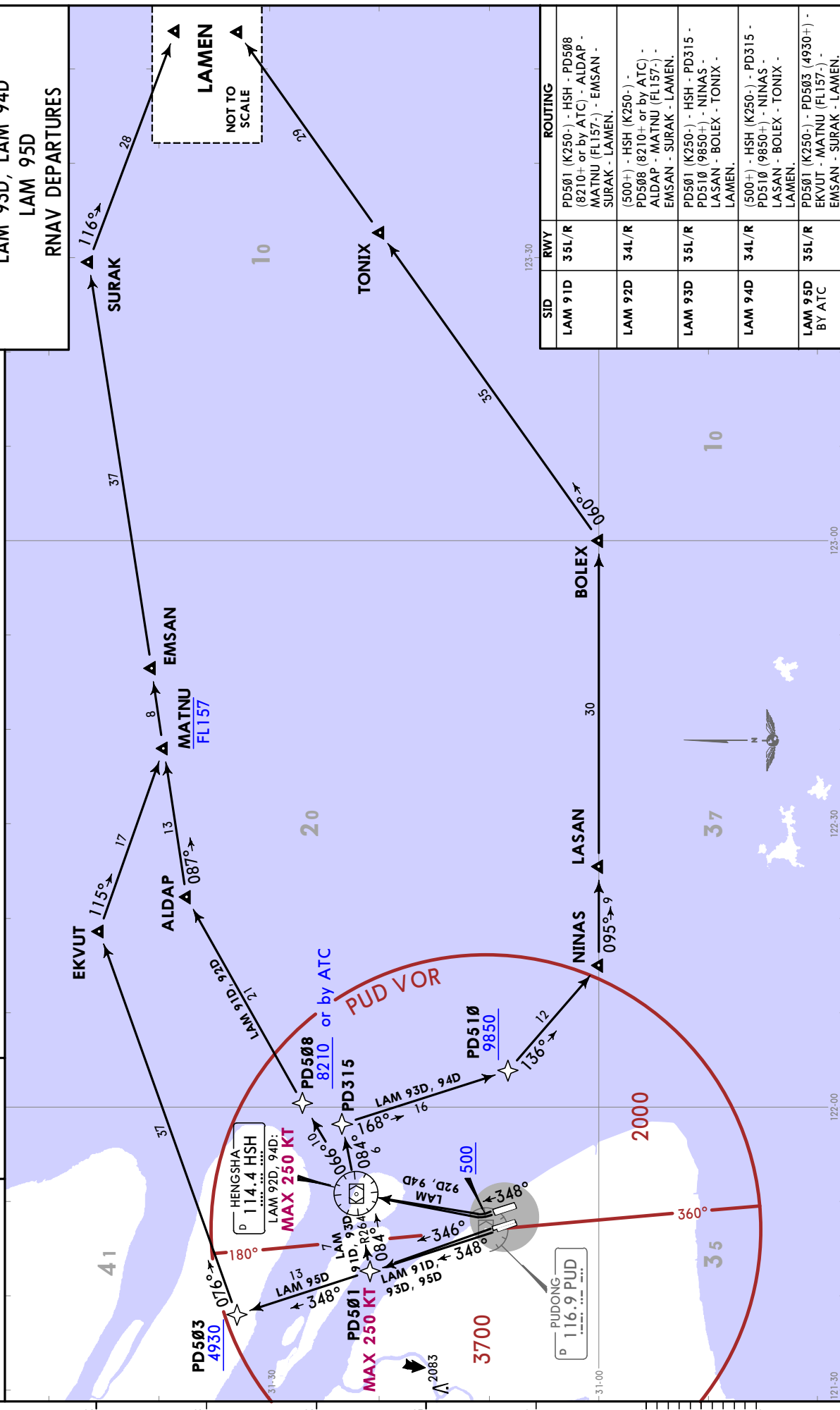
Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

Apt Elev
 13

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

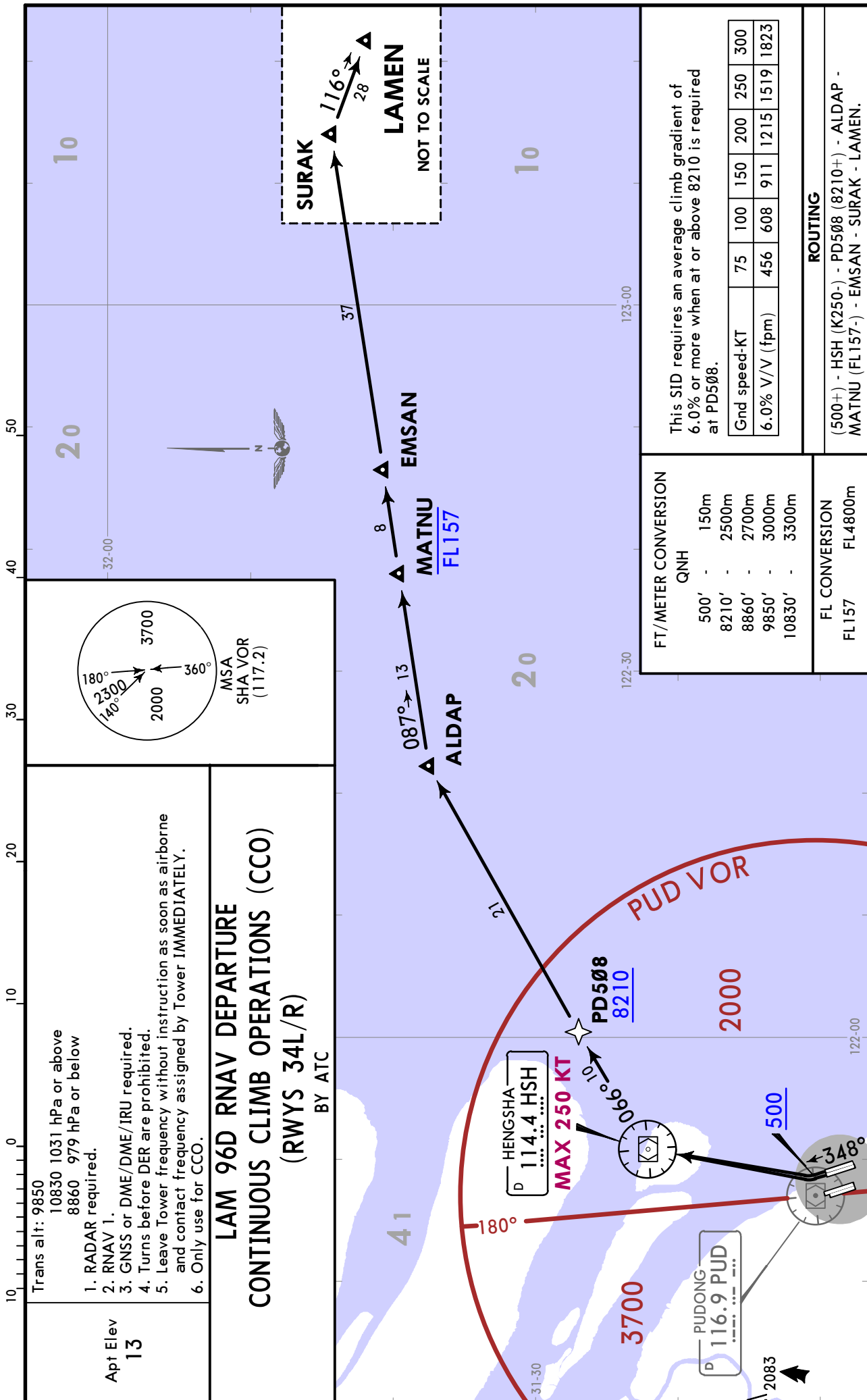
LAM 91D, LAM 92D
LAM 93D, LAM 94D
LAM 95D
RNAV DEPARTURES



SID	RWY	ROUTING
LAM 91D	35L/R	PD501 (K250-) - HSH - PD508 (8210+ or by ATC) - ALDAP - MATNU (FL157-) - EMSAN - SURAK - LAMEN.
LAM 92D	34L/R	(500+) - HSH (K250-) - PD508 (8210+ or by ATC) - ALDAP - MATNU (FL157-) - EMSAN - SURAK - LAMEN.
LAM 93D	36L/R	PD501 (K250-) - HSH - PD315 - PD510 (9850+) - NINAS - LASAN - BOLEX - TONIX - LAMEN.
LAM 94D	34L/R	(500+) - HSH (K250-) - PD315 - PD510 (9850+) - NINAS - LASAN - BOLEX - TONIX - LAMEN.
LAM 95D BY ATC	35L/R	PD501 (K250-) - PD503 (4930+) - EKVUT - MATNU (FL157-) - EMSAN - SURAK - LAMEN.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
19 NOV 21 (20-3J) Eff 1 Dec 1600Z **RNAV SID**



SHANGHAI, PR OF CHINA

RNAV SID

ZSPD/PVG
PUDONG

10 MAY 24
20-3J1

EFF 15 May 1600Z

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

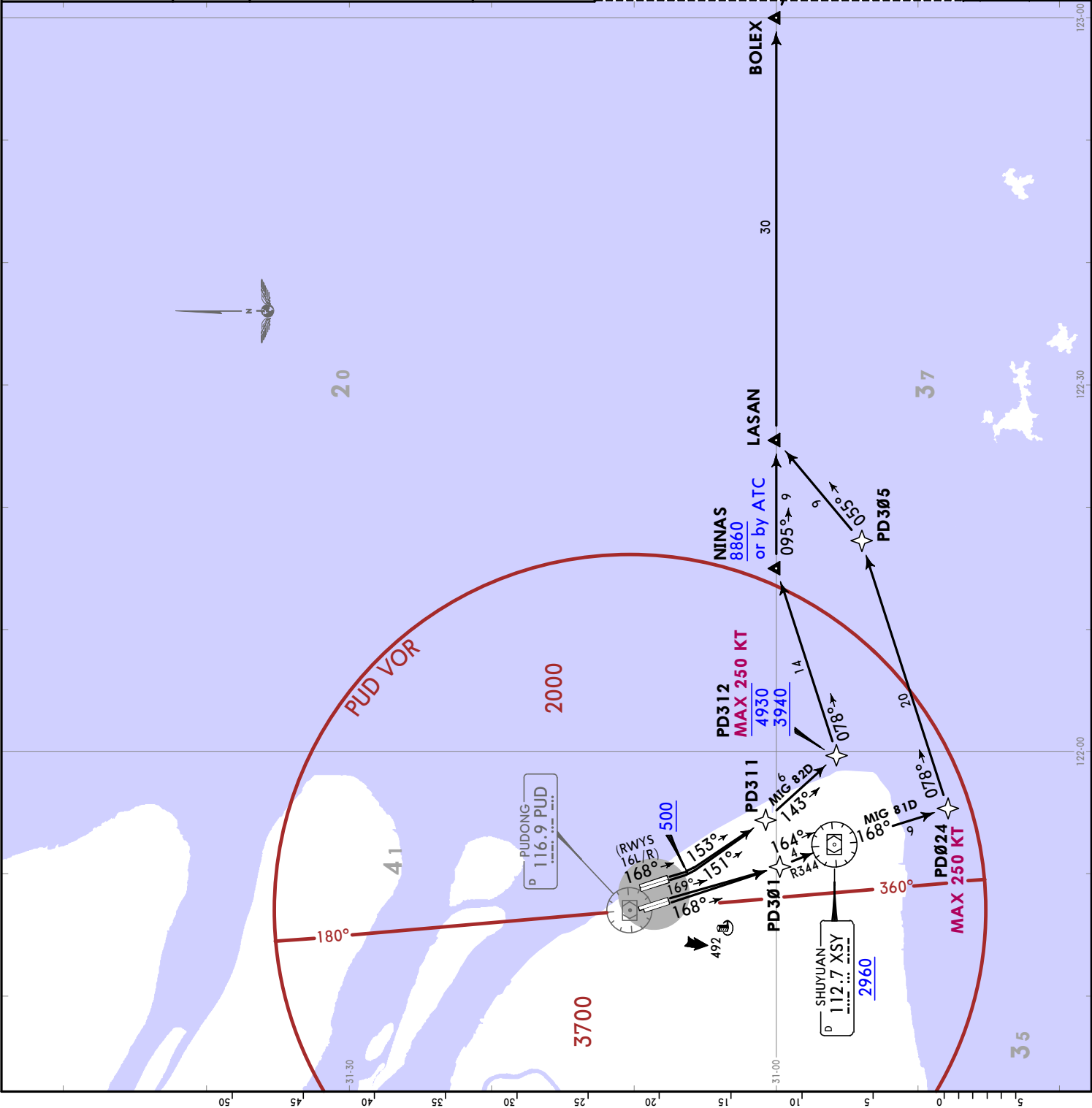
QNH	500'	150m
2960'	900m	
3940'	1200m	
4930'	1500m	
8860'	2700m	
9850'	3000m	
10830'	3300m	

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.

Grnd 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	PD301 - XSY (2960+) - PD024 (K250-) - PD305 - LASAN - BOLEX - MIGOL.
MIG 82D	16L/R	(500+) - PD311 - PD312 (K250+; 3940+; 4930-) - NINAS (8860+ or by ATC) - LASAN - BOLEX - MIGOL.

JEPPESEN
ZSPD/PVGD
 PUDONG
 10 MAY 24 (20-3J2) Eff 15 May 1600Z **RNAV SID**
SHANGHAI, PR OF CHINA

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.

Apt Elev
 13

MIG 91D, MIG 92D
RNAV DEPARTURES

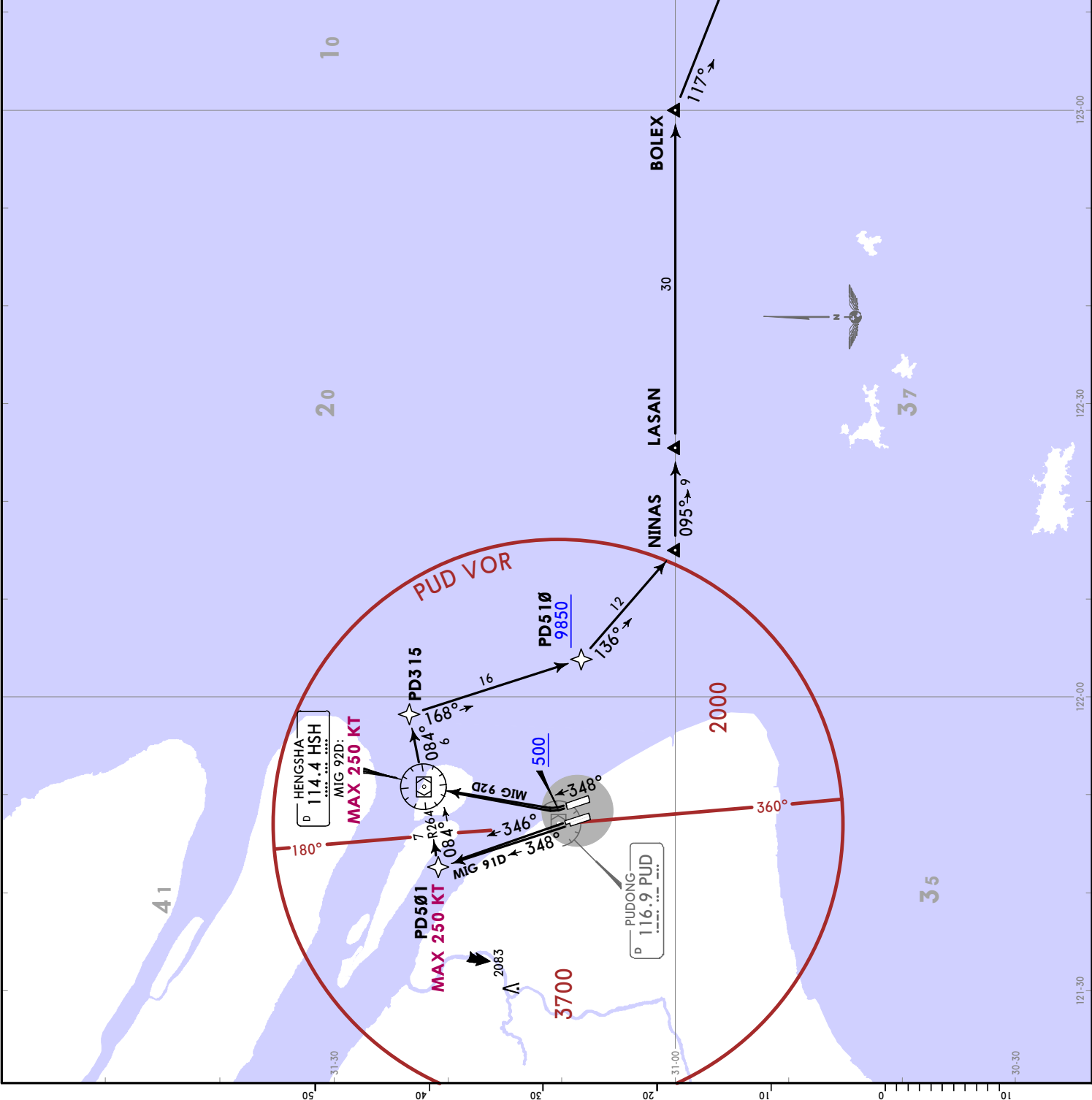
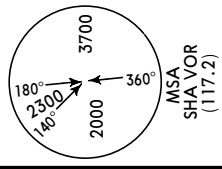
FT/METER CONVERSION

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.

Grnd 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.

SHANGHAI, PR OF CHINA

JEYPESEN

21 MAY 21 20-3J4

ZSPD/PVG
PUDONG

RNAV SID

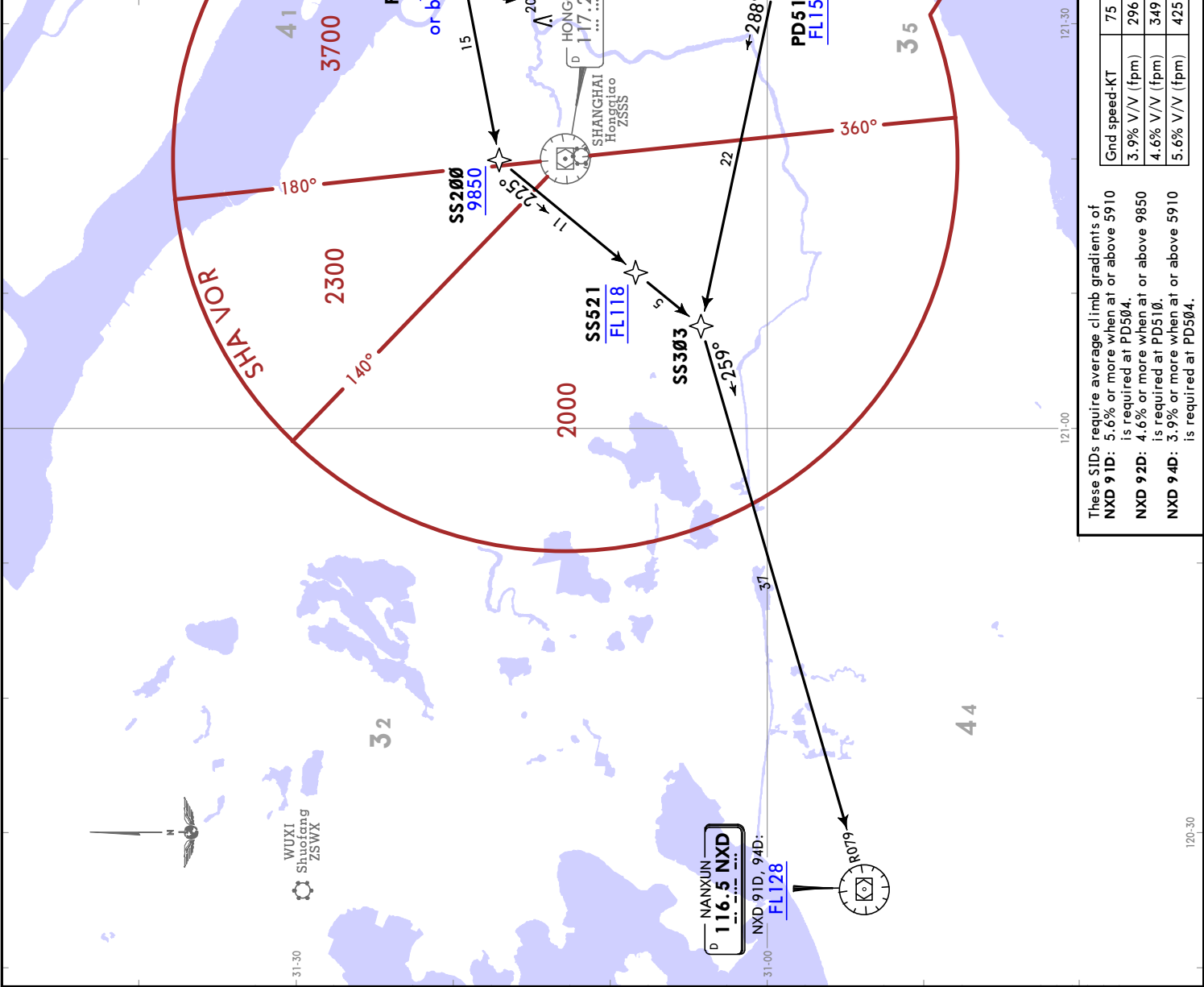
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

Apt Elev
13

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

FL CONVERSION
FL118 FL3600m
FL128 FL3900m
FL157 FL4800m

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



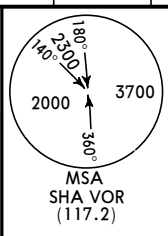
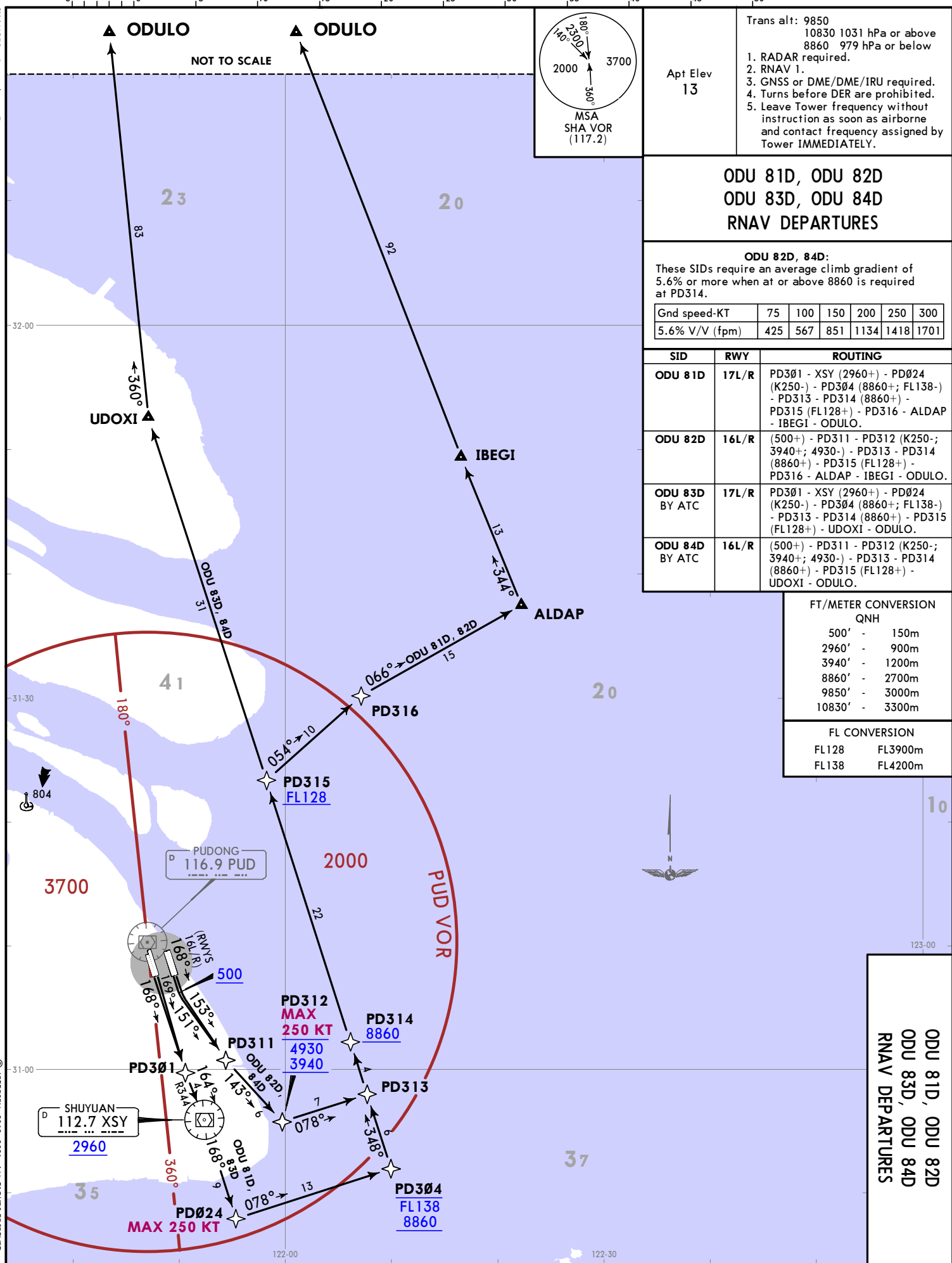
These SIDs require average climb gradients of
NXD 91D: 3.9% or more when at or above 5910 is required at PD504.
NXD 92D: 4.6% or more when at or above 9850 is required at PD510.
NXD 94D: 5.6% or more when at or above 5910 is required at PD504.

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 (500+) - HSH (K250) - PD504 (5910+ or by ATC) - SS200 (9850+) - SS521 (FL118) - SS303 - NXD (FL128+).
NXD 94D		

CHANGES: General note 3.

ZSPD/PVG
PUDONG
21 MAY 21
JEPPESSEN
20-3K



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.

Apt Elev
13

**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

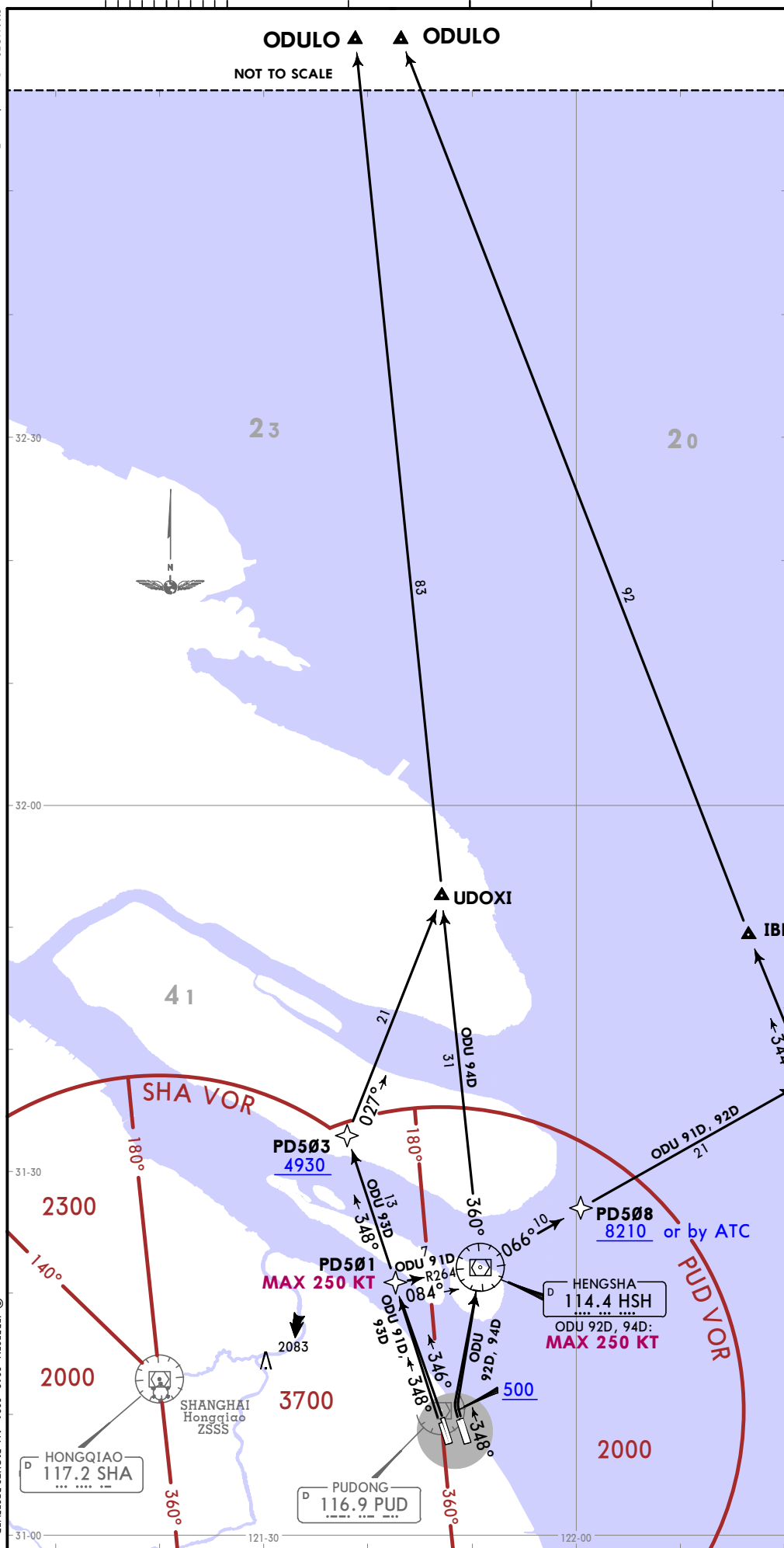
FL128	FL3900m
FL138	FL4200m

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

SHANGHAI, PR OF CHINA
RNAV SID

© JEPPESSEN, 2019, 2021. ALL RIGHTS RESERVED.

CHANGES: General note 3.



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

Apt Elev
 13

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 PD508.

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	PD501 (K250-) - HSH - PD508 (8210+ or by ATC) - ALDAP - IBEGI - ODULO.
ODU 92D	34L/R	(500+) - HSH (K250-) - PD508 (8210+ or by ATC) - ALDAP - IBEGI - ODULO.
ODU 93D BY ATC	35L/R	PD501 (K250-) - PD503 (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

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

ZSPD/PVG
 PUDONG
 21 MAY 21
 JEPPESSEN
 SHANGHAI, PR OF CHINA
 RNAV SID

© JEPPESSEN, 2019, 2021. ALL RIGHTS RESERVED.

SHANGHAI, PR OF CHINA

JEPPESEN

ZSPD/PVG
PUDONG

21 MAY 21 20-3N

RNAV SID

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

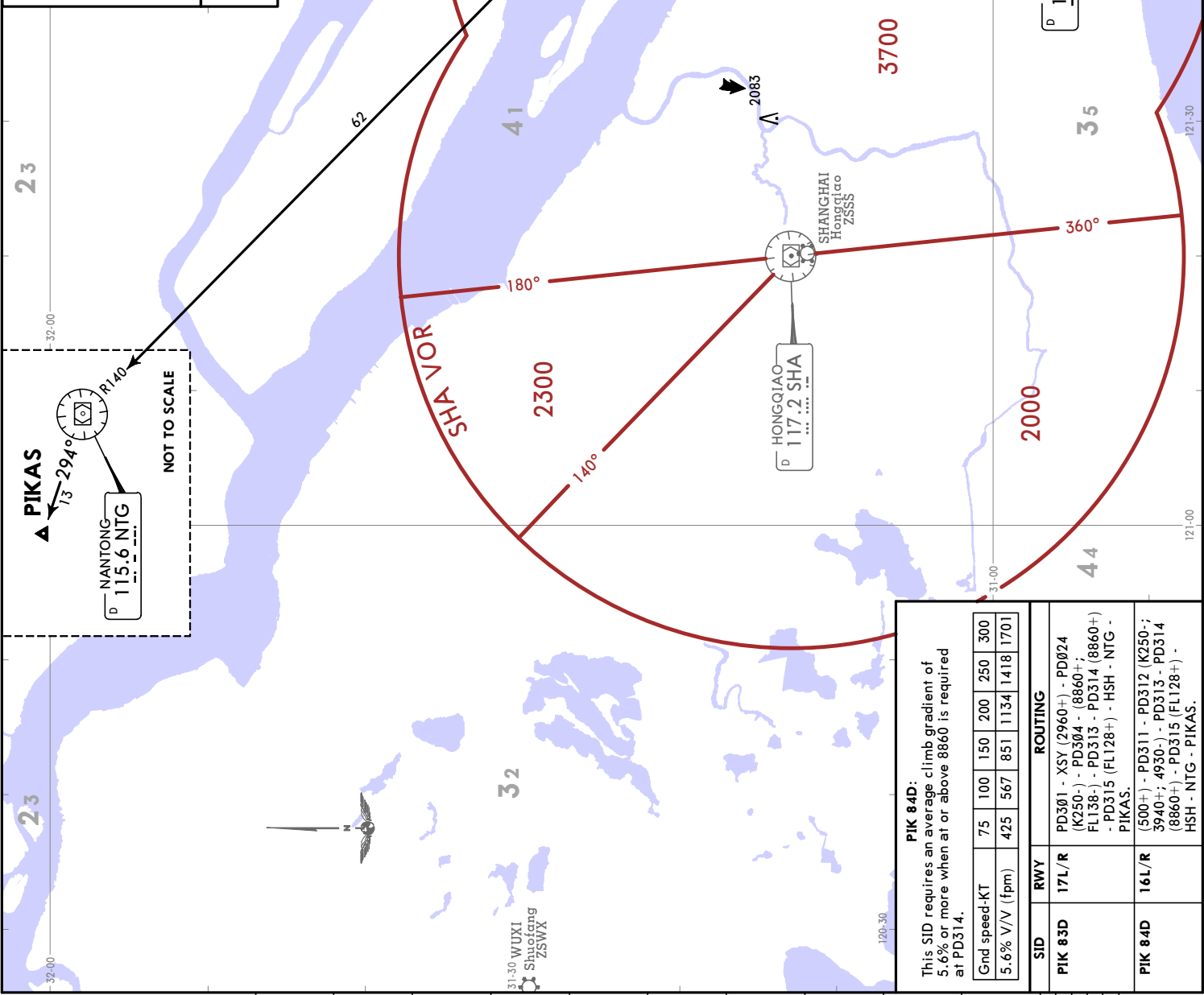
1. RADAR required.
2. RNAV 1.
3. GNSS or DME/DME/IRU required.
4. Turns before DER are prohibited.
5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.

Apt Elev 13

PIK 83D, PIK 84D
RNAV DEPARTURES
BY ATC

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

FL CONVERSION	
FL128	FL3900m
FL138	FL4200m



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

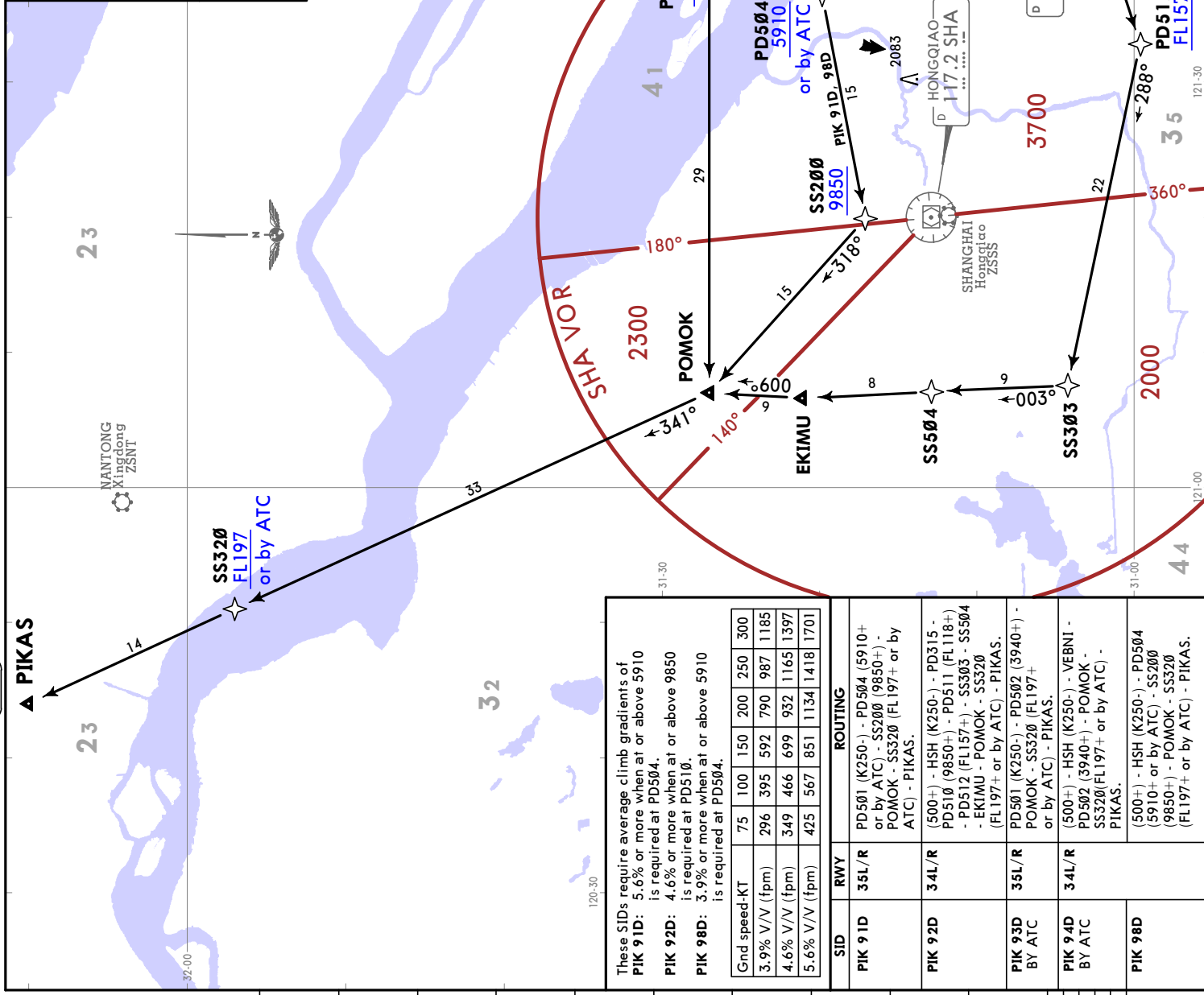
Grnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	RWY	ROUTING
PIK 83D	17L/R	PD301 - XSY (2960+) - PD024 (K250-) - PD304 - (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.

SHANGHAI, PR OF CHINA
RNAV SID

ZSPD/PVG
PUDONG
21 MAY 21 (20-3F)

Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	Apt Elev 13	FT/METER CONVERSION QNH 500' - 150m 3940' - 1200m 5910' - 1800m 8860' - 2700m 9850' - 3000m 10830' - 3300m
1. RADAR required. 2. RNAV 1. 3. GNSS or DME/DME/IRU required. 4. Turns before DER are prohibited. 5. Leave Tower frequency without instruction as soon as airborne and contact frequency assigned by Tower IMMEDIATELY.		
PIK 91D, PIK 92D PIK 93D, PIK 94D, PIK 98D RNAV DEPARTURES		FL CONVERSION FL118 - FL3600m FL157 - FL4800m FL197 - FL6000m



These SIDs require average climb gradients of

PIK 91D: 5.6% or more when at or above 5910 is required at PD504.

PIK 92D: 4.6% or more when at or above 9850 is required at PD510.

PIK 98D: 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
PIK 91D	35L/R	PD501 (K250-) - PD504 (5910+ or by ATC) - SS200 (9850+) - POMOK - SS320 (FL197+ or by ATC) - PIKAS.
PIK 92D	34L/R	(500+) - HSH (K250-) - PD315 - PD510 (9850+) - PD511 (FL118+) - PD512 (FL157+) - SS303 - SS504 - EKIMU - POMOK - SS320 (FL197+ or by ATC) - PIKAS.
PIK 93D BY ATC	35L/R	PD501 (K250-) - PD502 (3940+) - POMOK - SS320 (FL197+ or by ATC) - PIKAS.
PIK 94D BY ATC	34L/R	(500+) - HSH (K250-) - VEBNI - PD502 (3940+) - POMOK - SS320 (FL197+ or by ATC) - PIKAS.
PIK 98D		(500+) - HSH (K250-) - PD504 (5910+ or by ATC) - SS200 (9850+) - POMOK - SS320 (FL197+ or by ATC) - PIKAS.

JEPPESSEN
21 MAY 21 20-3Q

ZSPD/PVGG
PUDONG

SHANGHAI, PR OF CHINA

RNAV SID

FT./METER CONVERSION
QNH

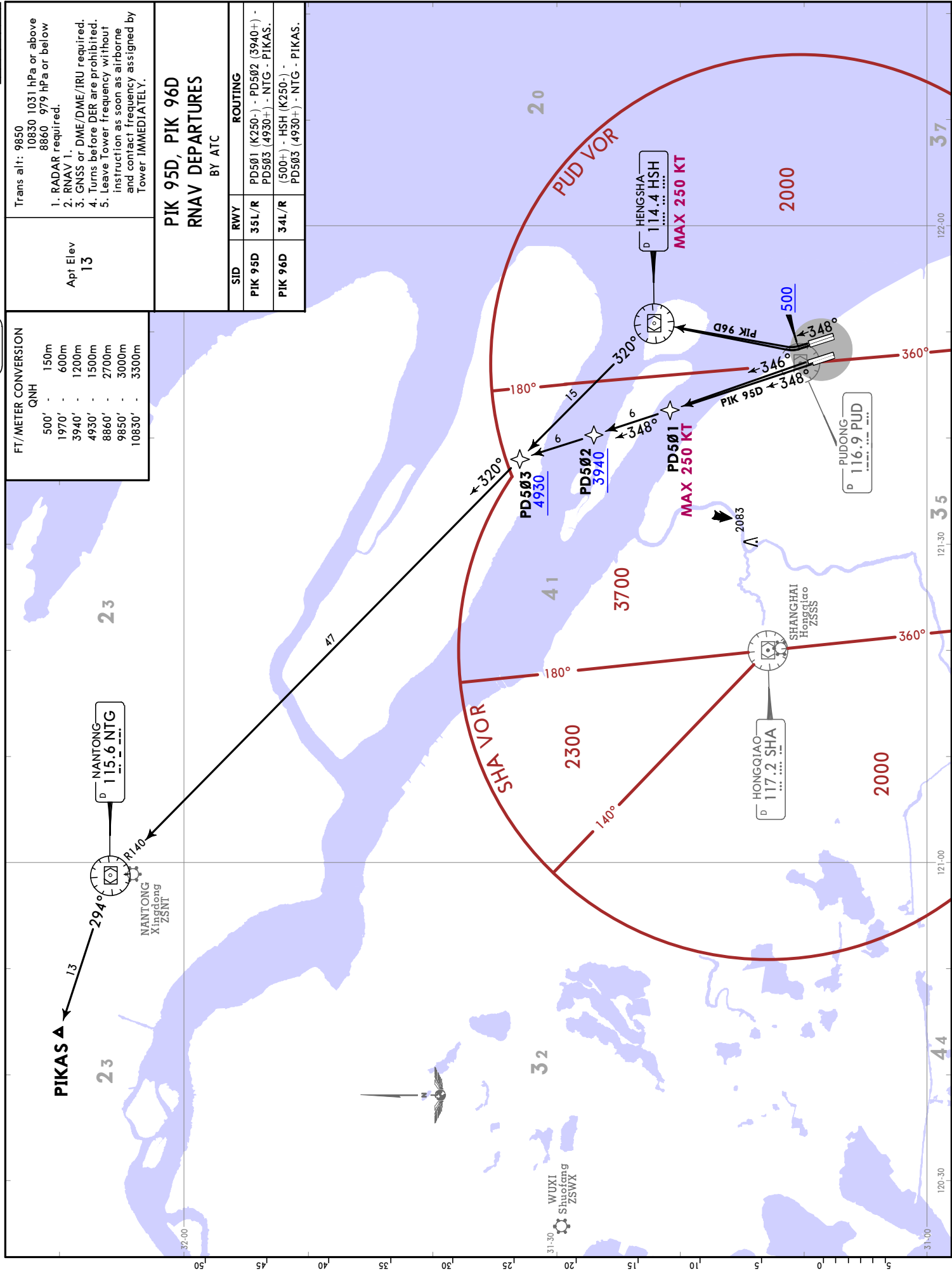
500'	-	150m
1970'	-	600m
3940'	-	1200m
4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

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

Apt Elev
13

PIK 95D, PIK 96D
RNAV DEPARTURES
BY ATC

SID	RWY	ROUTING
PIK 95D	35L/R	PD501 (K250-) - PD502 (3940+) - PD503 (4930+) - NTG - PIKAS.
PIK 96D	34L/R	(500+) - HSH (K250-) - PD503 (4930+) - NTG - PIKAS.



SHANGHAI, PR OF CHINA

RNAV SID

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.

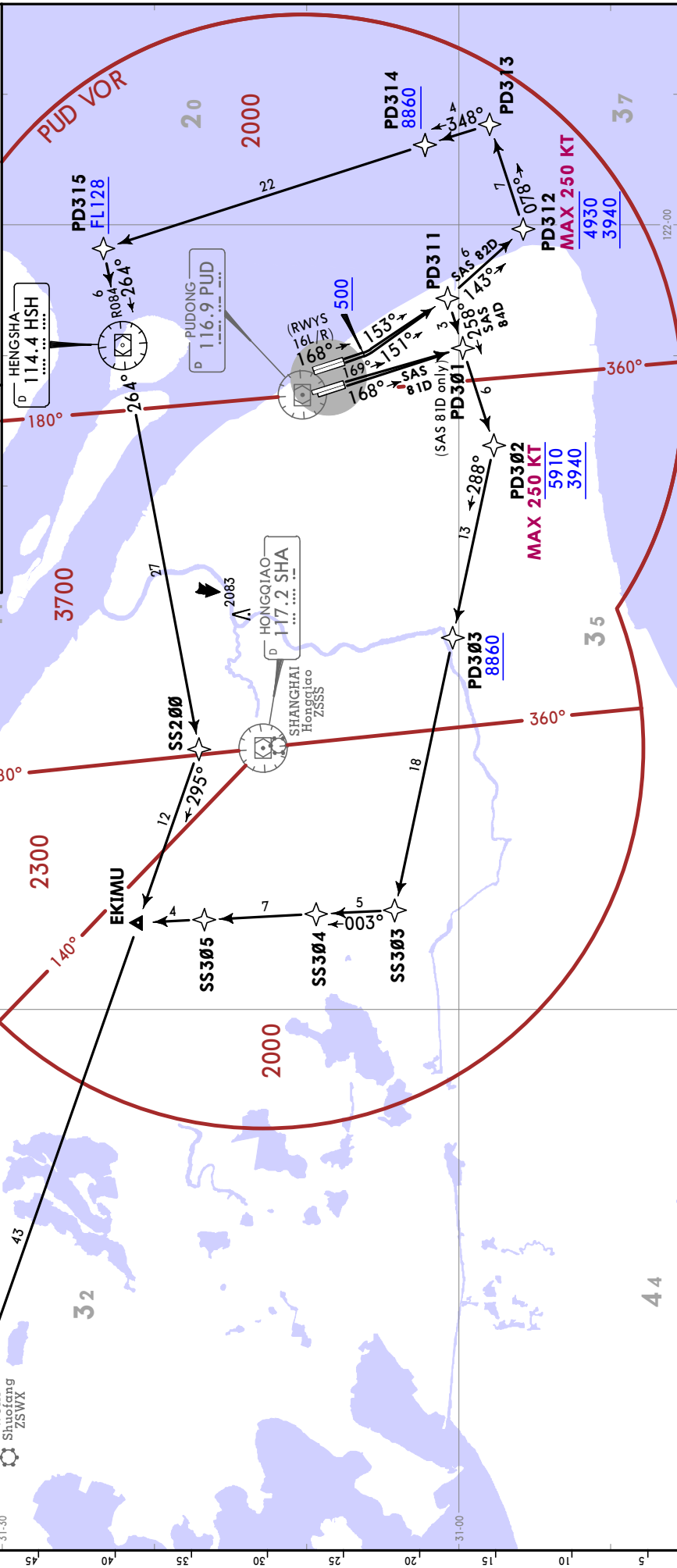
Apt Elev 13

**SAS 81D, SAS 82D
SAS 84D**

RNAV DEPARTURES

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

FL CONVERSION	
FL128	
FL3900m	



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+); (8860+); - PD313 - PD314 (8860+); - PD315 (FL128+); - HSH - SS200 - EKIMU - SASAN.
SAS 84D		(500+); - PD311 - PD302 (K250+); 3940+; 5910+; - PD303 (8860+); - SS303 - SS304 - SS305 - EKIMU - SASAN.

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

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.

JEYPESEN
 SHANGHAI, PR OF CHINA
RNAV SID

21 MAY 21 20-3T

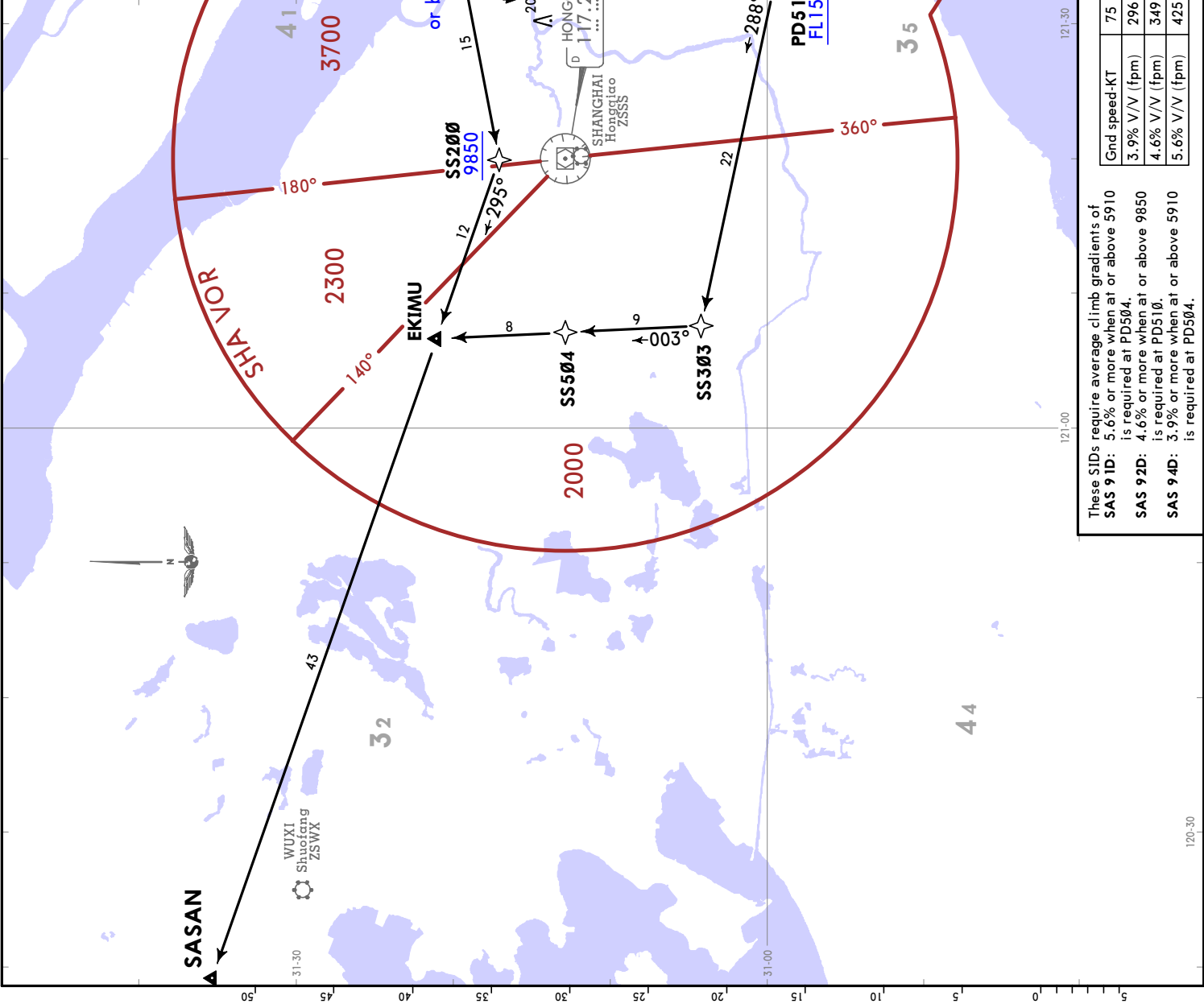
ZSPD/PVVG
 PUDONG

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.

Apt Elev
 13

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

FL CONVERSION
 FL118 FL3600m
 FL157 FL4800m



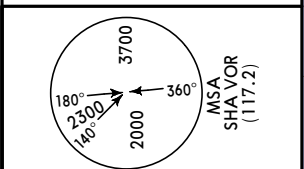
These SIDs require average climb gradients of

SAS 91D: 5.6% or more when at or above 5910 is required at PD504.	75	100	150	200	250	300
SAS 92D: 4.6% or more when at or above 9850 is required at PD510.	296	395	592	790	987	1185
SAS 94D: 3.9% or more when at or above 5910 is required at PD504.	349	466	699	932	1165	1397
	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.

FT./METER CONVERSION	
QNH	
500' - 1500m	
4930' - 1500m	
8210' - 2500m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

FL CONVERSION	
FL157	FL4800m



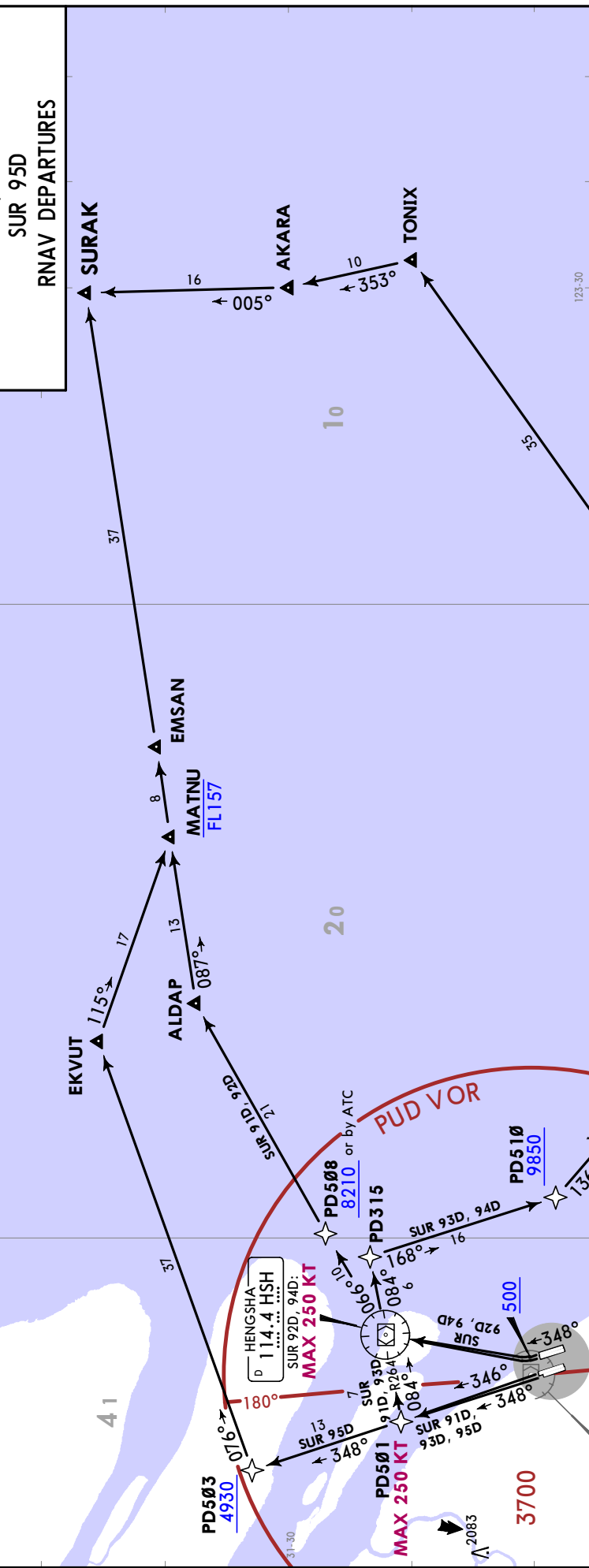
These SIDs require average climb gradients of
SUR 91D: 4.8% or more when at or above 8210 is required at PD508.
SUR 92D: 6.0% or more when at or above 8210 is required at PD508.
SUR 93D: 3.9% or more when at or above 9850 is required at PD510.
SUR 94D: 4.6% or more when at or above 9850 is required at 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
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

Apt Elev
 13

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



SID	RWY	ROUTING
SUR 91D	35L/R	PD501 (K250-) - HSH - PD508 (8210+ or by ATC) - ALDAP - MATNU (FL157-) - EMSAN - SURAK.
SUR 92D	34L/R	(500+) - HSH (K250-) - PD508 (8210+ or by ATC) - ALDAP - MATNU (FL157-) - EMSAN - SURAK.
SUR 93D	35L/R	PD501 (K250-) - NINAS - PD510 (9850+) - LASAN - BOLEX - TONIX - AKARA - SURAK.
SUR 94D	34L/R	(500+) - HSH (K250-) - PD510 (9850+) - NINAS - LASAN - BOLEX - TONIX - AKARA - SURAK.
SUR 95D BY ATC	35L/R	PD501 (K250-) - PD503 (4930+) - EKVUT - MATNU (FL157-) - EMSAN - SURAK.

SHANGHAI, PR OF CHINA

SID

ZSPD/PVG
PUDONG
15 MAY 20 (20-3T3)
JEPPESSEN

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.

AND Ø1D
RWYS 35L/R DEPARTURE

AND Ø2D
RWYS 34L/R DEPARTURE

AND 11D
RWYS 17L/R DEPARTURE

AND 12D
RWYS 16L/R DEPARTURE

FT./METER CONVERSION

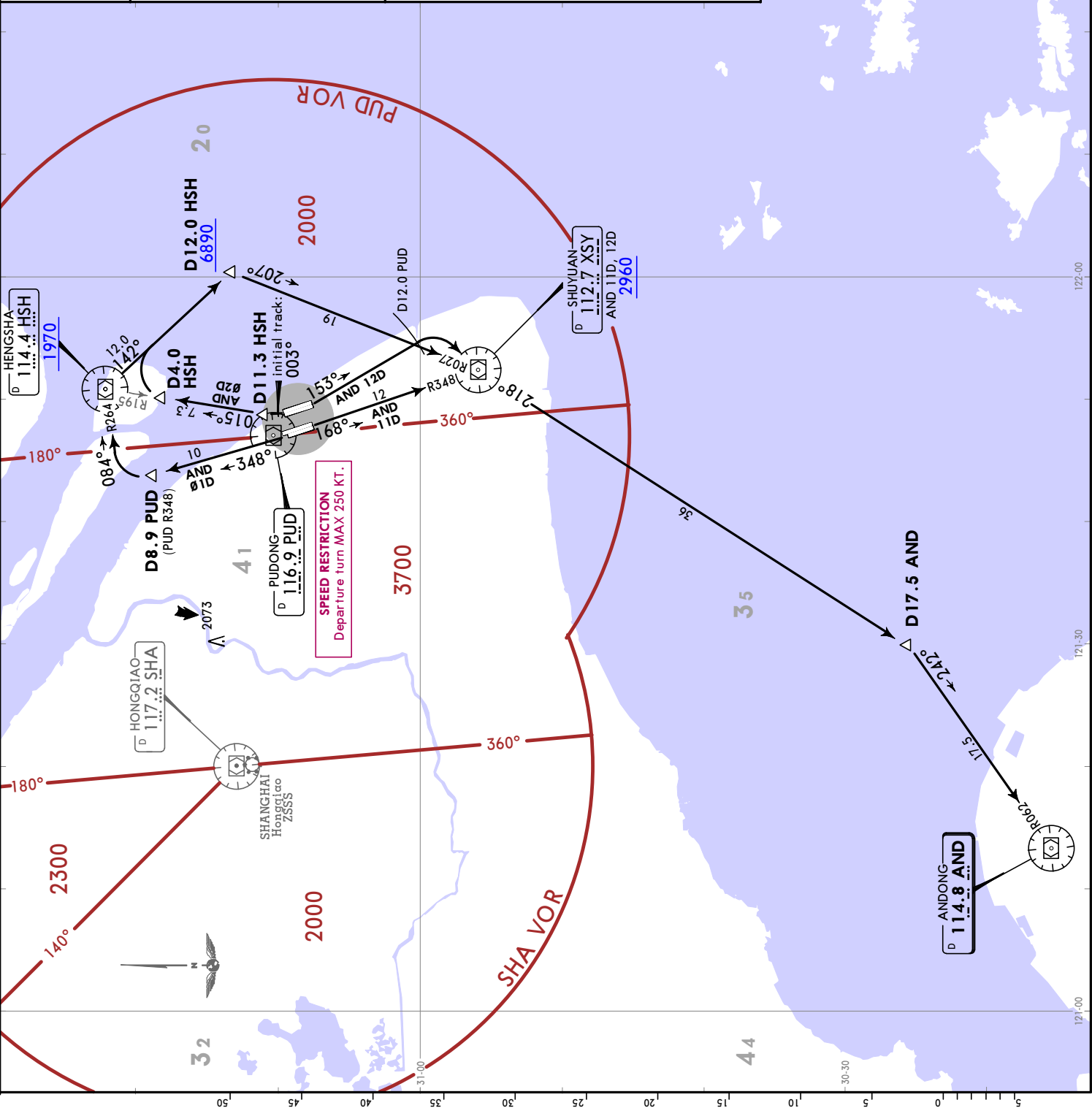
QNH	1970' - 600m
	2960' - 900m
	6890' - 2100m
	8860' - 2700m
	9850' - 3000m
	10830' - 3300m

These SIDs 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

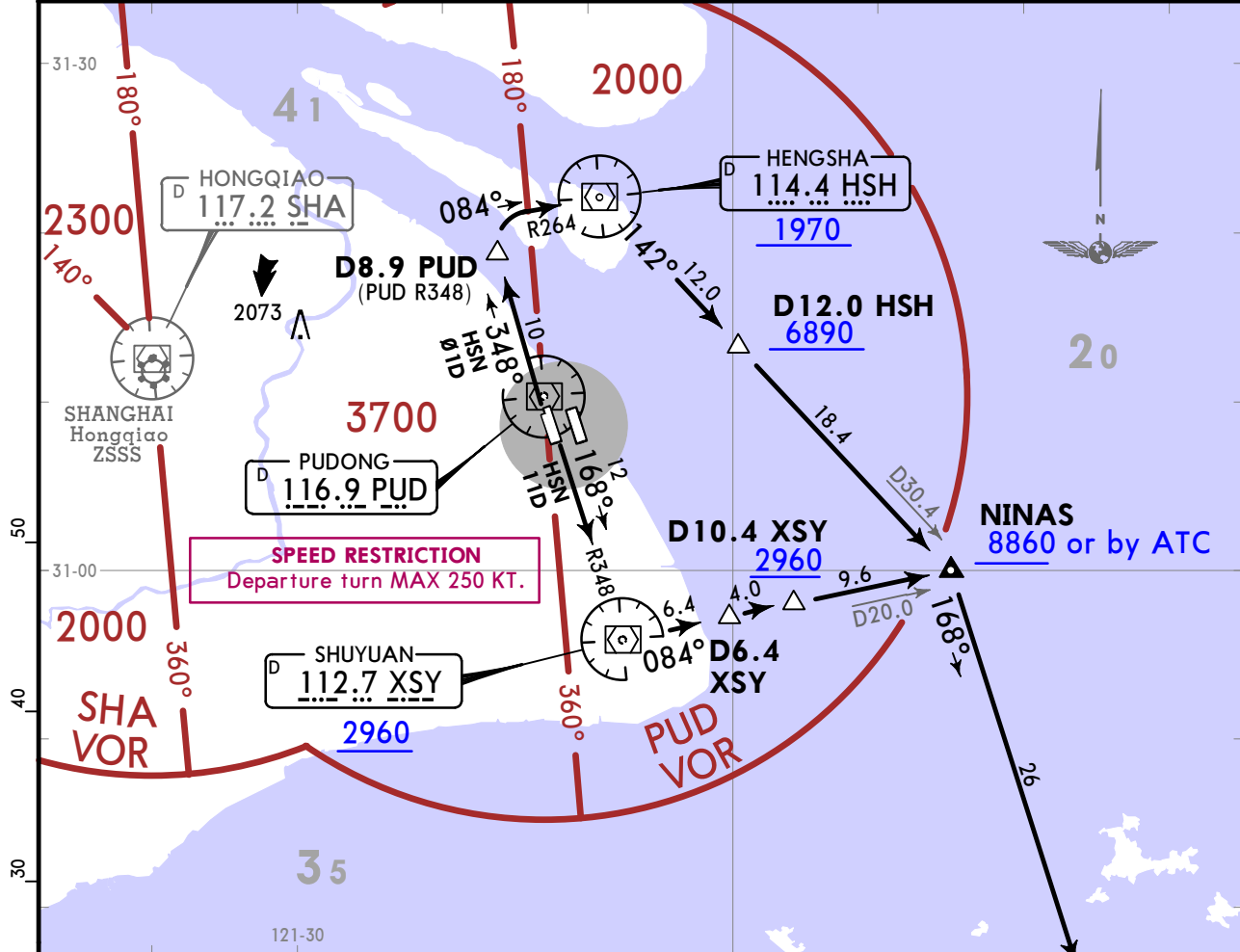


ZSPD/PVG PUDONG

JEPPESSEN 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 01D RWYS 35L/R DEPARTURE HSN 11D RWYS 17L/R DEPARTURE



These SIDe require average climb gradients of

HSN 01D
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

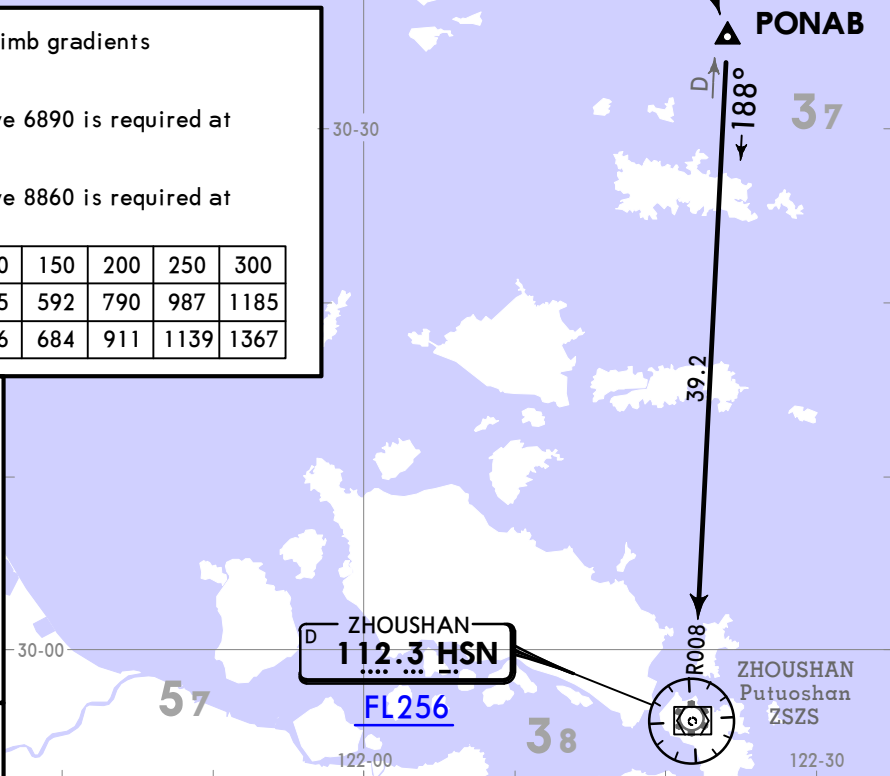
FT/METER CONVERSION

QNH

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

FL CONVERSION

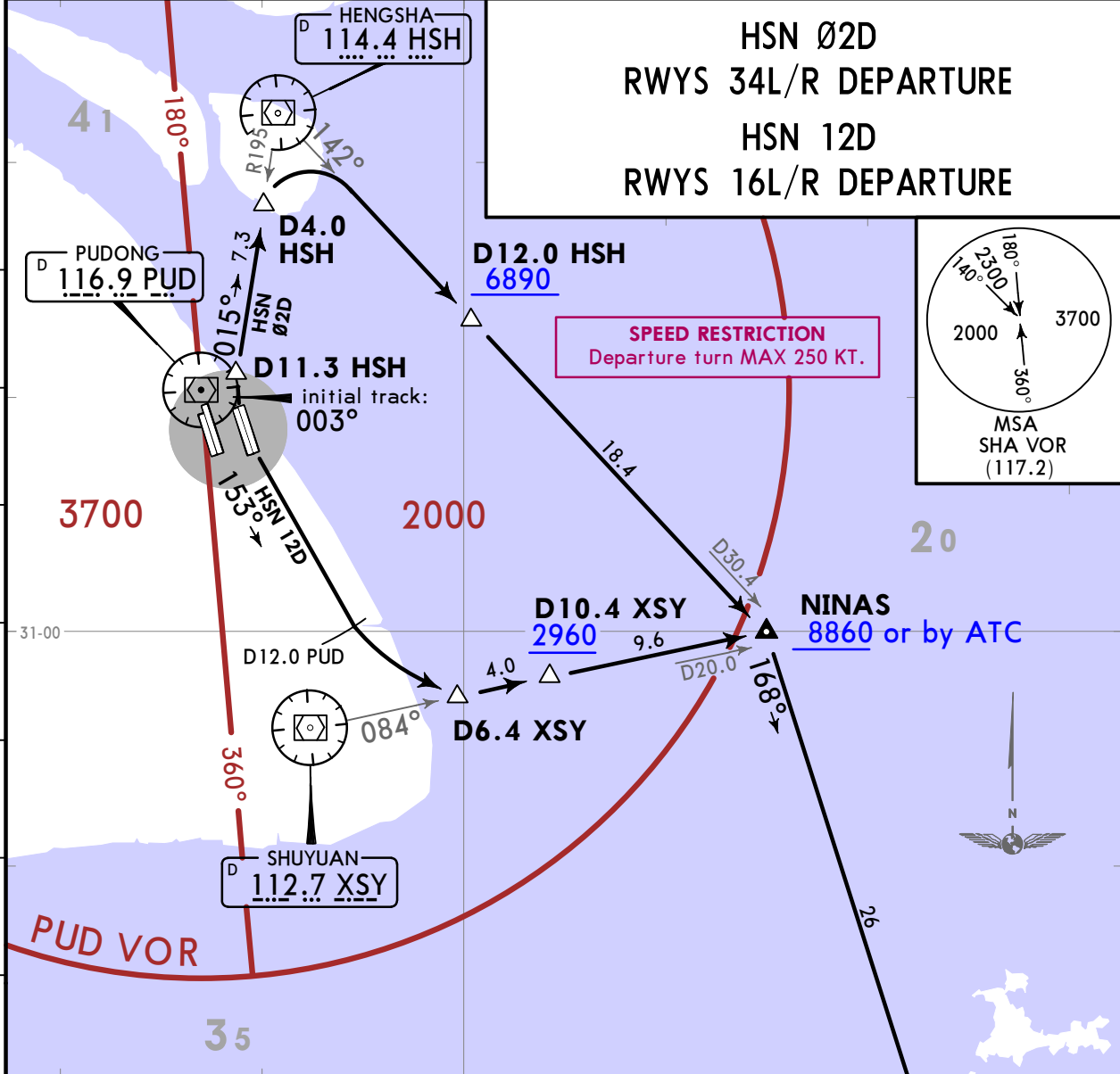
FL256	FL7800m
-------	---------



ZSPD/PVG PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA
15 MAY 20 **(20-3T6)** **SID**

Trans alt: 9850
Apt Elev 13
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 02D: 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
-------	---------

SHANGHAI, PR OF CHINA

SID

ZSPD/PVG
PUDONG

15 MAY 20

20-3U

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

FT/METER CONVERSION

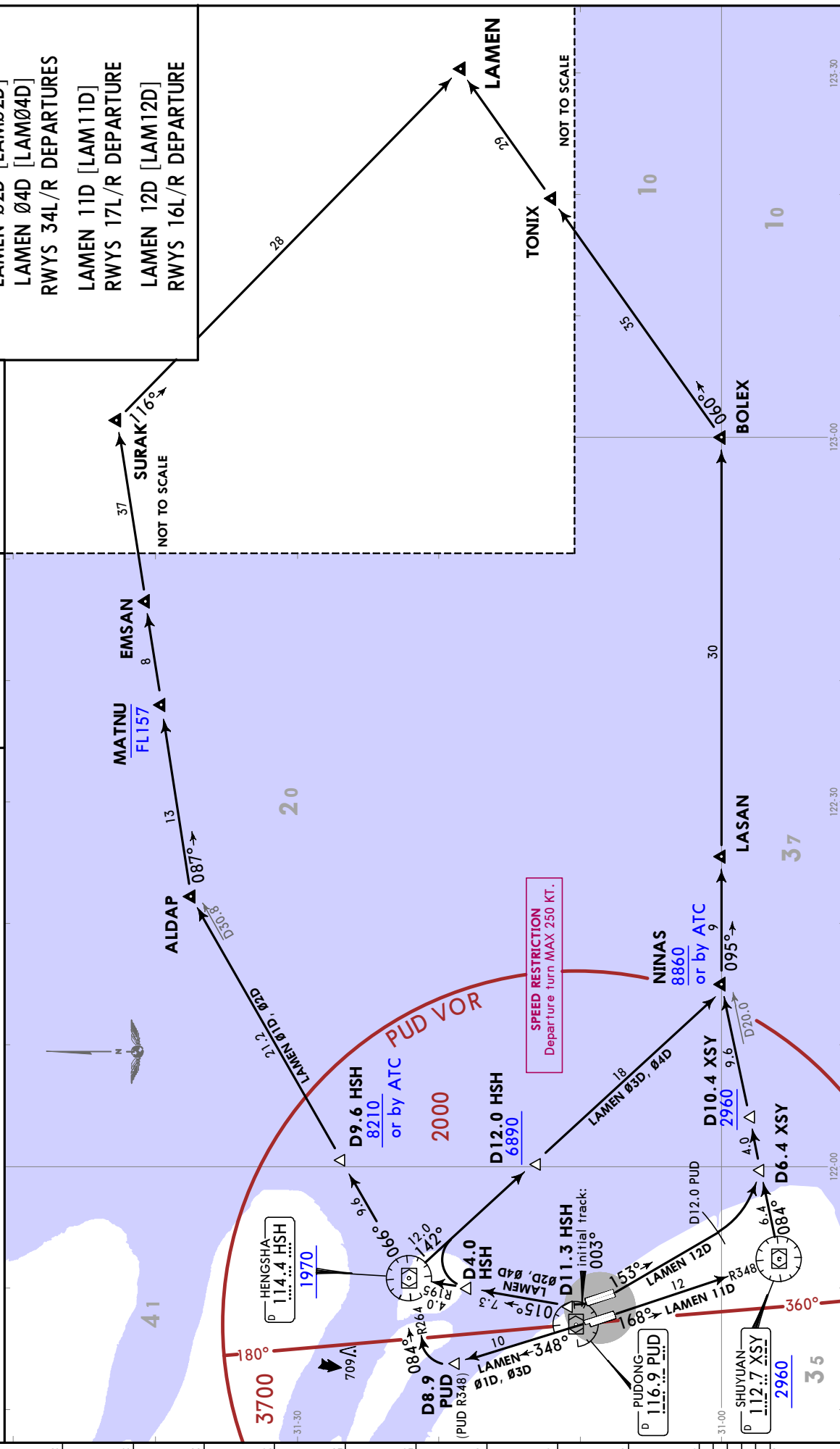
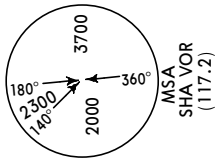
QNH	600m
1970'	-
2960'	-
6890'	-
8210'	-
8860'	-
9850'	-
10830'	-

FL CONVERSION

FL157	FL4800m
FL157	FL4800m

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



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

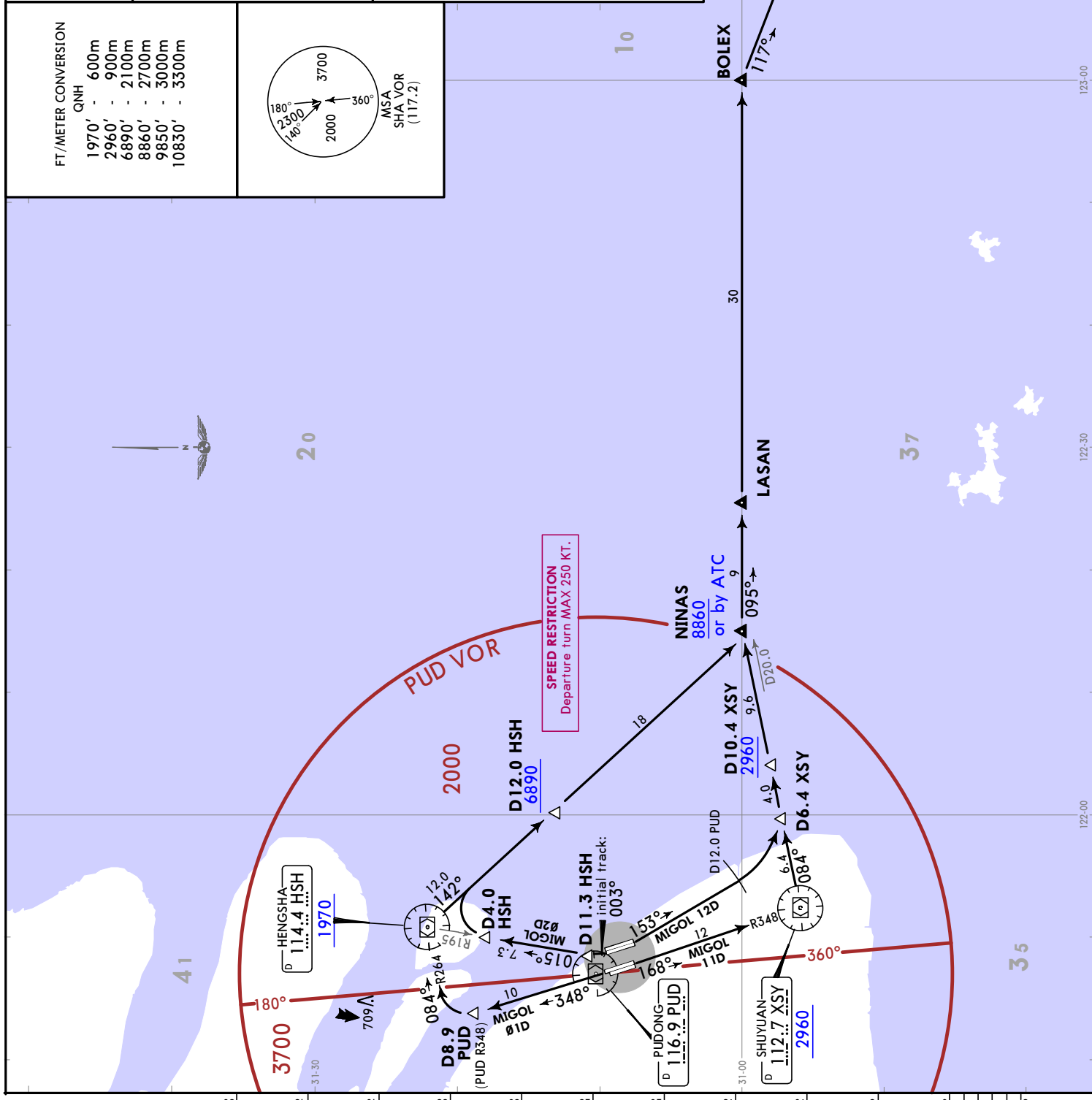
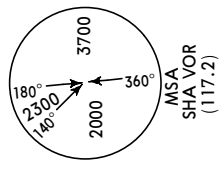
FT./METER CONVERSION
QNH
1970' - 600m
2960' - 900m
6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

MIGOL 01D [MIG01D]
RWYS 35L/R DEPARTURES
MIGOL 02D [MIG02D]
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 01D**
3.9% or more when at or above 6890 is required at HSH R142/D12.0.
- MIGOL 02D**
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.

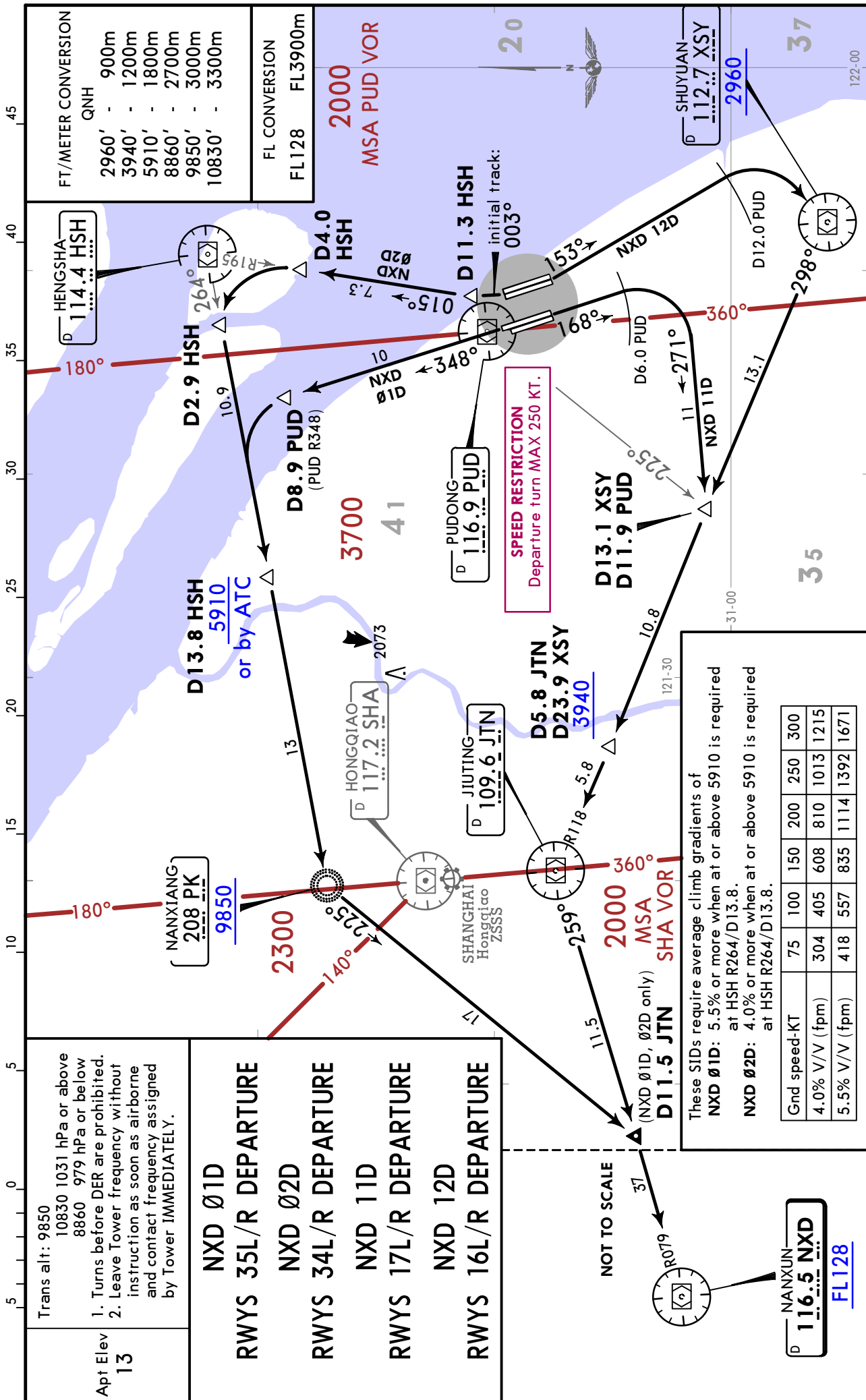
Grnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.5% V/V (fpm)	418	557	835	1114	1392	1671



123-30
NOT TO SCALE
▲ MIGOL

ZSPD/PVG PUDONG

15 MAY 20 **20-3V1** **SID**



ZSPD/PVG
PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA

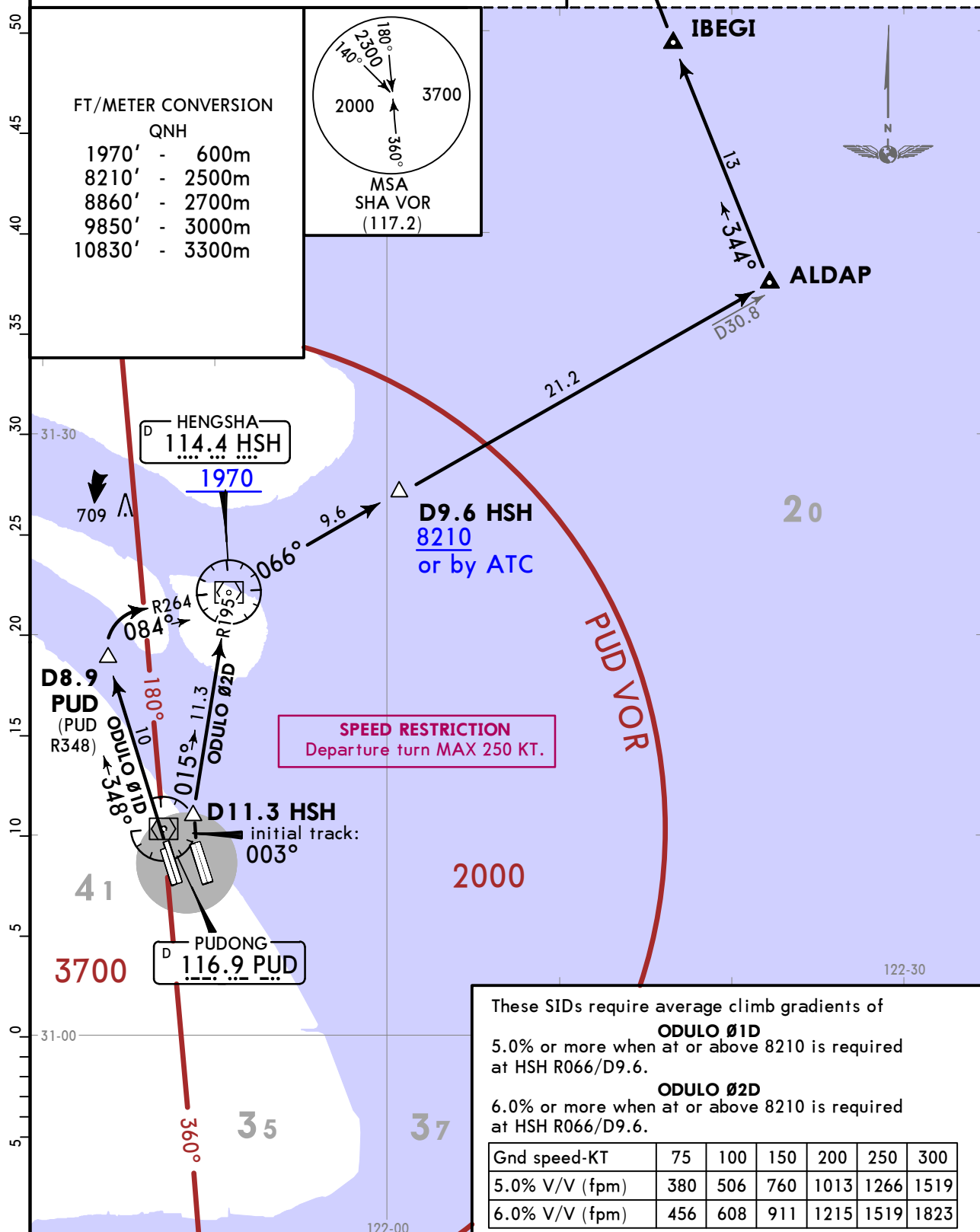
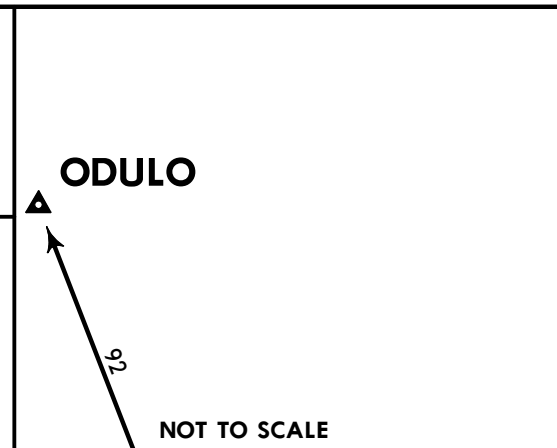
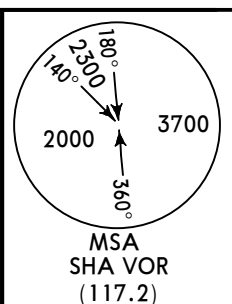
15 MAY 20 (20-3V2)

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 Ø1D [ODUØ1D]
RWYS 35L/R DEPARTURES
ODULO Ø2D [ODUØ2D]
RWYS 34L/R DEPARTURES

FT/METER CONVERSION
QNH
1970' - 600m
8210' - 2500m
8860' - 2700m
9850' - 3000m
10830' - 3300m



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

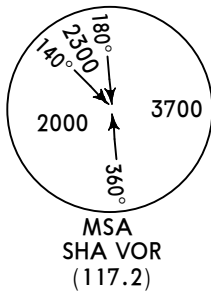
CHANGES: General note 2 added.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3V3)

SID



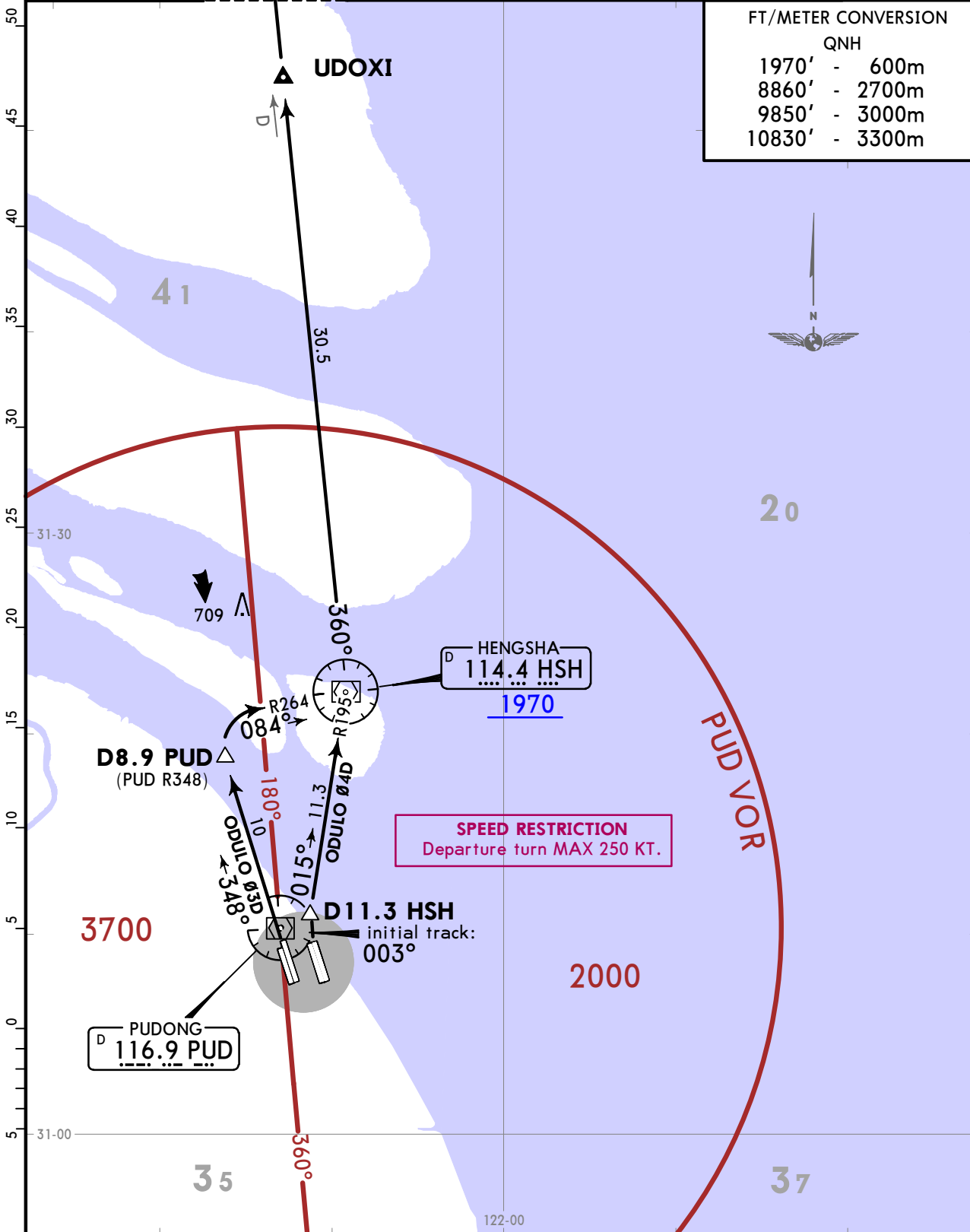
Apt Elev
13

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 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



ZSPD/PVG
PUDONG

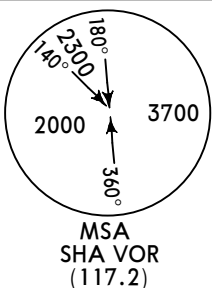
JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3V4)

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



ODULO

NOT TO SCALE

IBEGI

20

ALDAP

PUD VOR

D8.6 HSH
8210
or by ATC

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

SPEED RESTRICTION
Departure turn MAX 250 KT.

PUDONG
116.9 PUD

HENGSHA
114.4 HSH

SHUYUAN
112.7 XSY
2960

D22.0 HSH

D10.4 XSY
2960

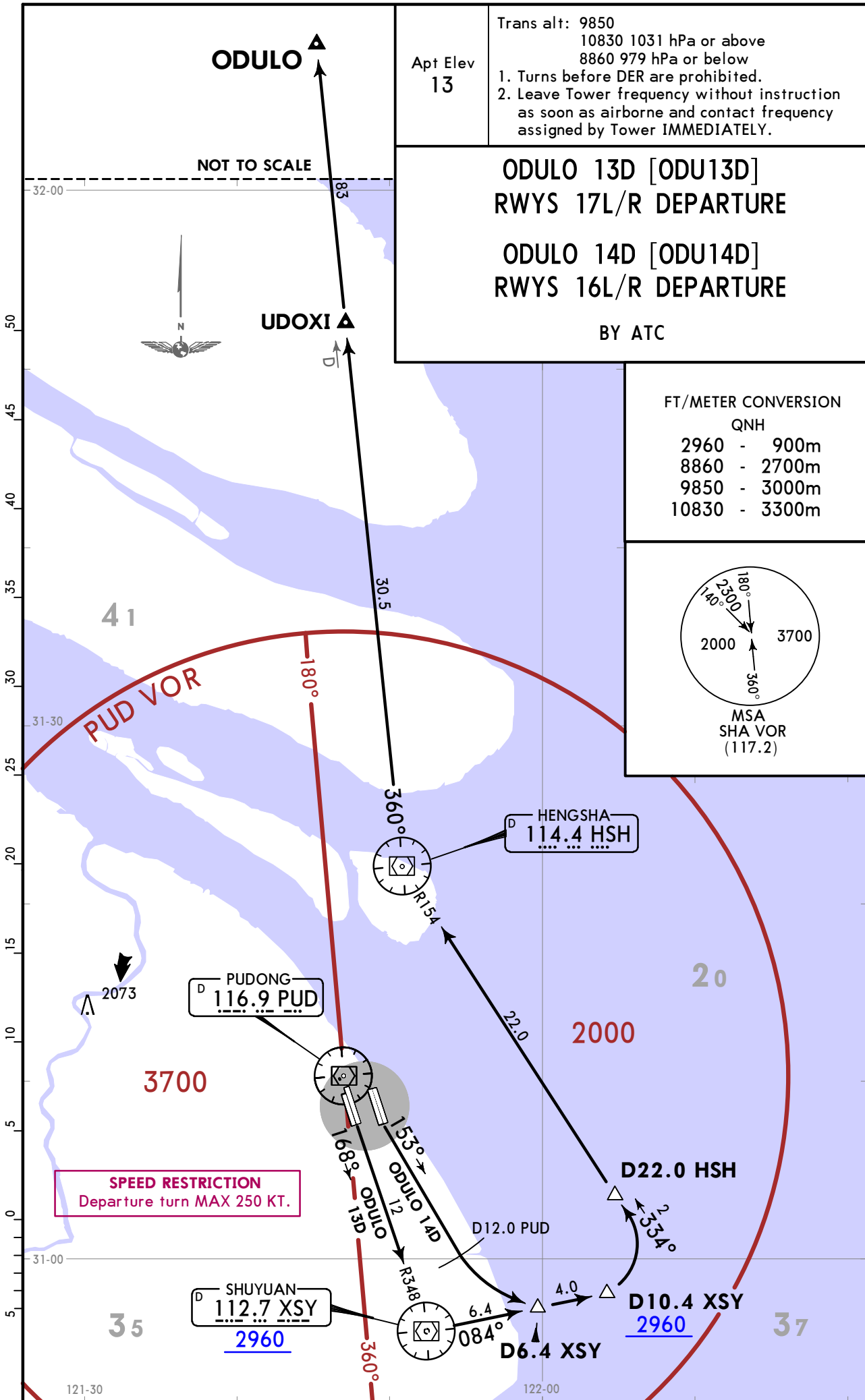
D6.4 XSY

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3V5)

SID



ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3V6)

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.

PIKAS 01D [PIK01D]
RWYS 35L/R DEPARTURE
PIKAS 11D [PIK11D]
RWYS 17L/R DEPARTURE

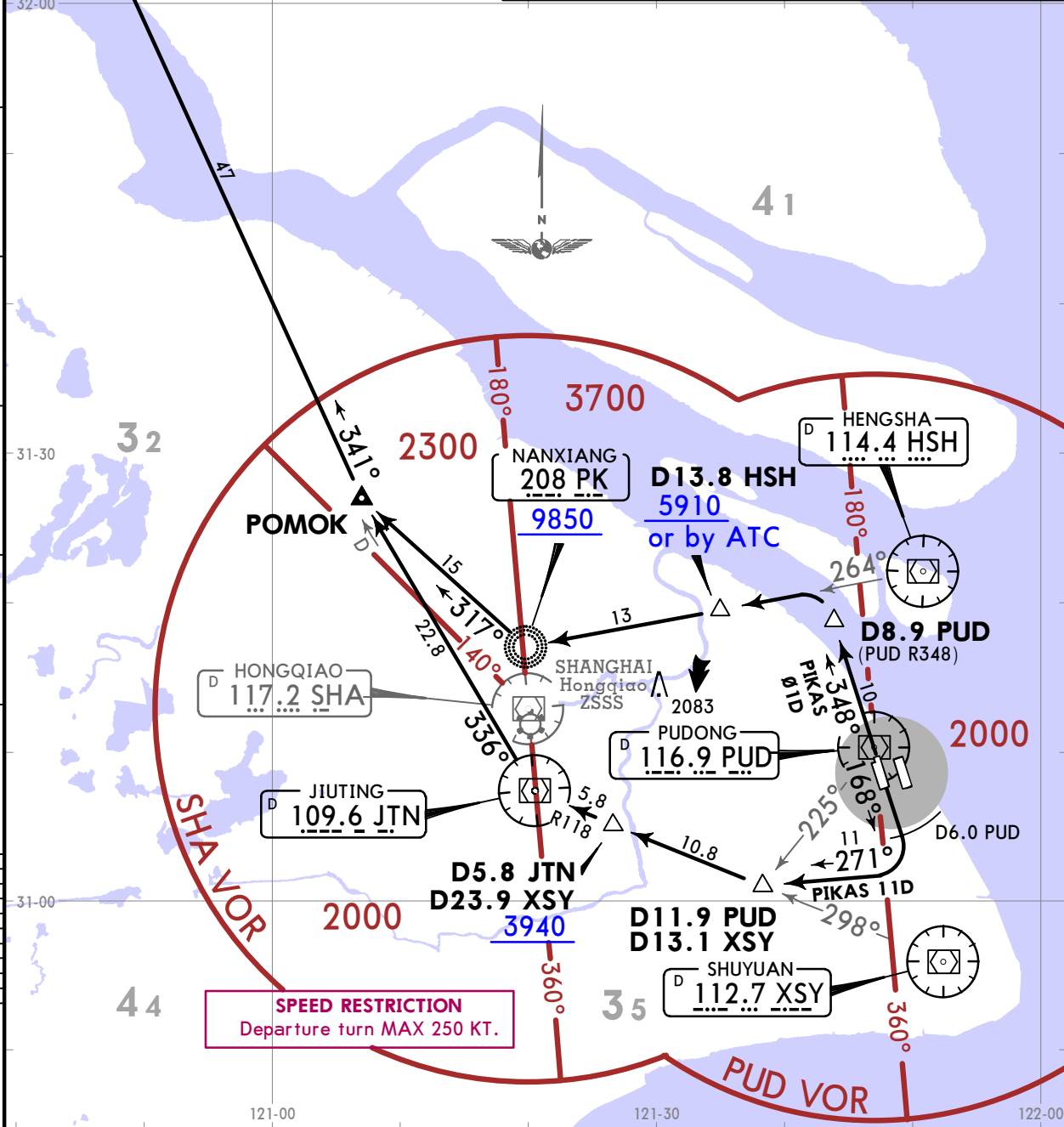
FT/METER CONVERSION
QNH

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



PIKAS 01D
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.

ZSPD/PVG
PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA
15 MAY 20 (20-3V7) **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.

**PIKAS 02D [PIK02D]
RWYS 34L/R DEPARTURE**
**PIKAS 12D [PIK12D]
RWYS 16L/R DEPARTURE**

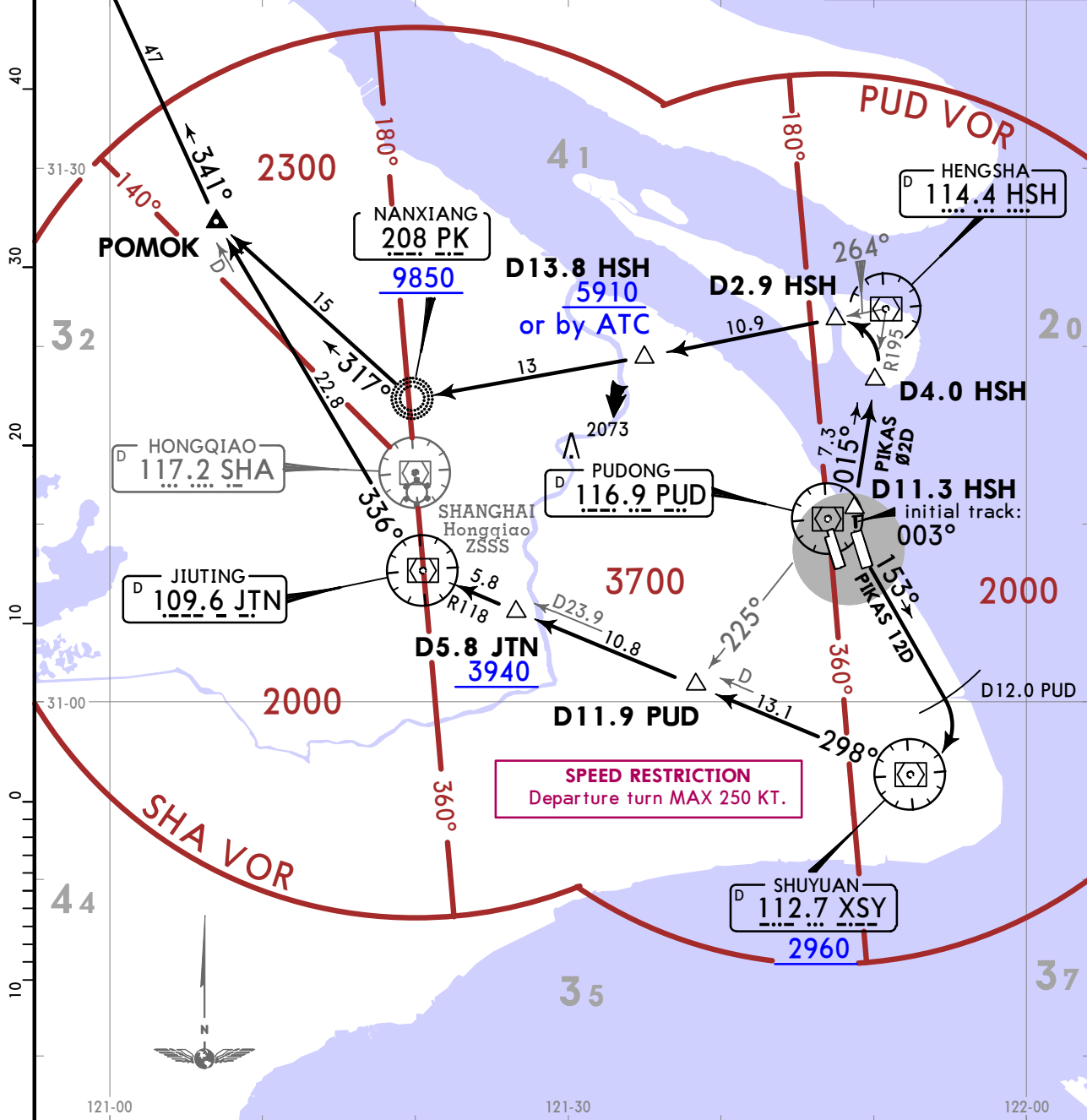
PIKAS 02D
This SID requires an average climb gradient of 4.0% or more when at or above 5910 is required at HSH R264/D13.8.

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

FT/METER CONVERSION

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

PIKAS
NOT TO SCALE



CHANGES: General note 2 added.

ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
15 MAY 20 **(20-3V8)** **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.	

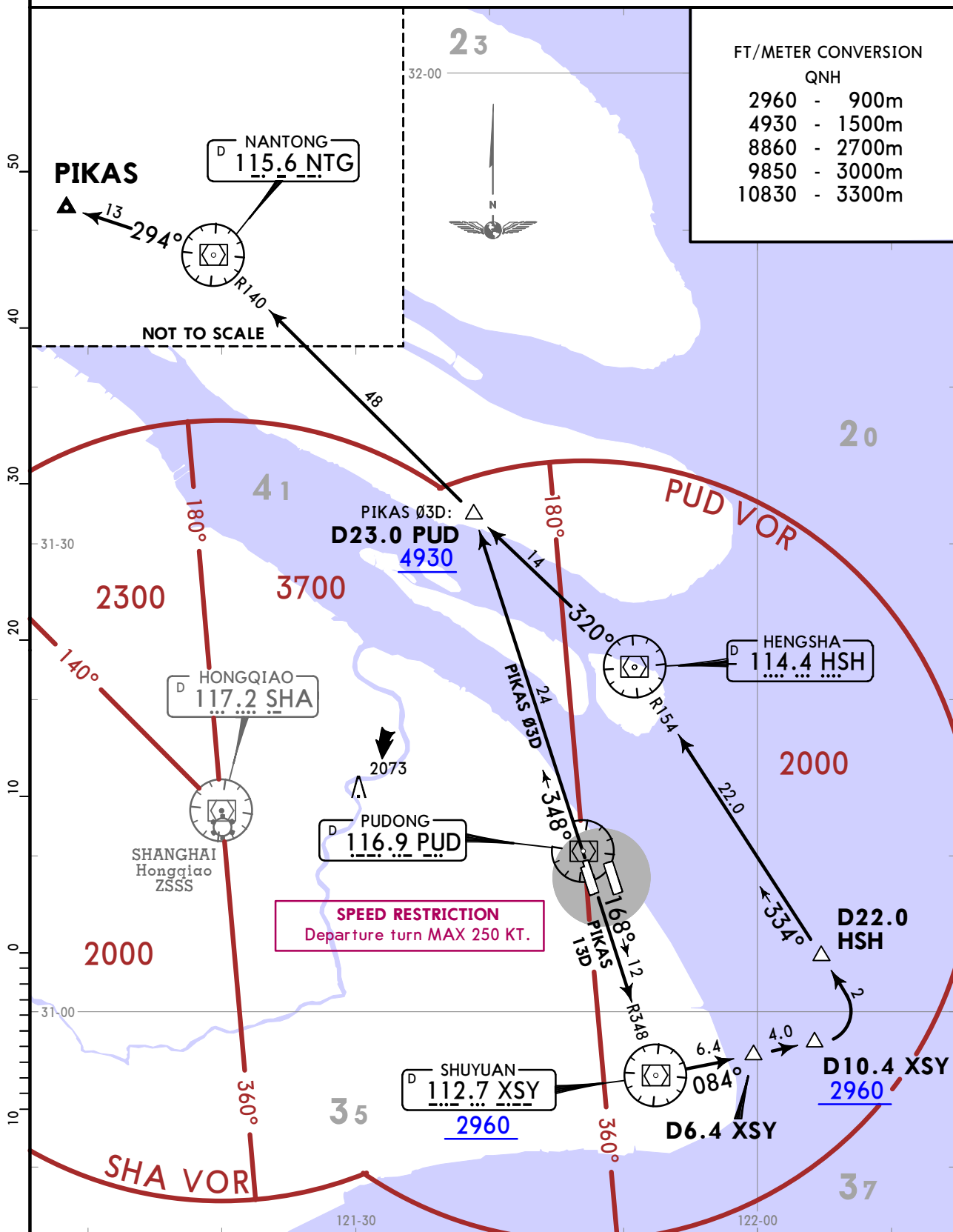
PIKAS 03D [PIK03D]
RWYS 35L/R DEPARTURE

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

BY ATC

FT/METER CONVERSION

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



ZSPD/PVG
PUDONG

JEPPESEN SHANGHAI, PR OF CHINA
15 MAY 20 (20-3W) **SID**

Trans alt: 9850
Apt Elev 13 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.

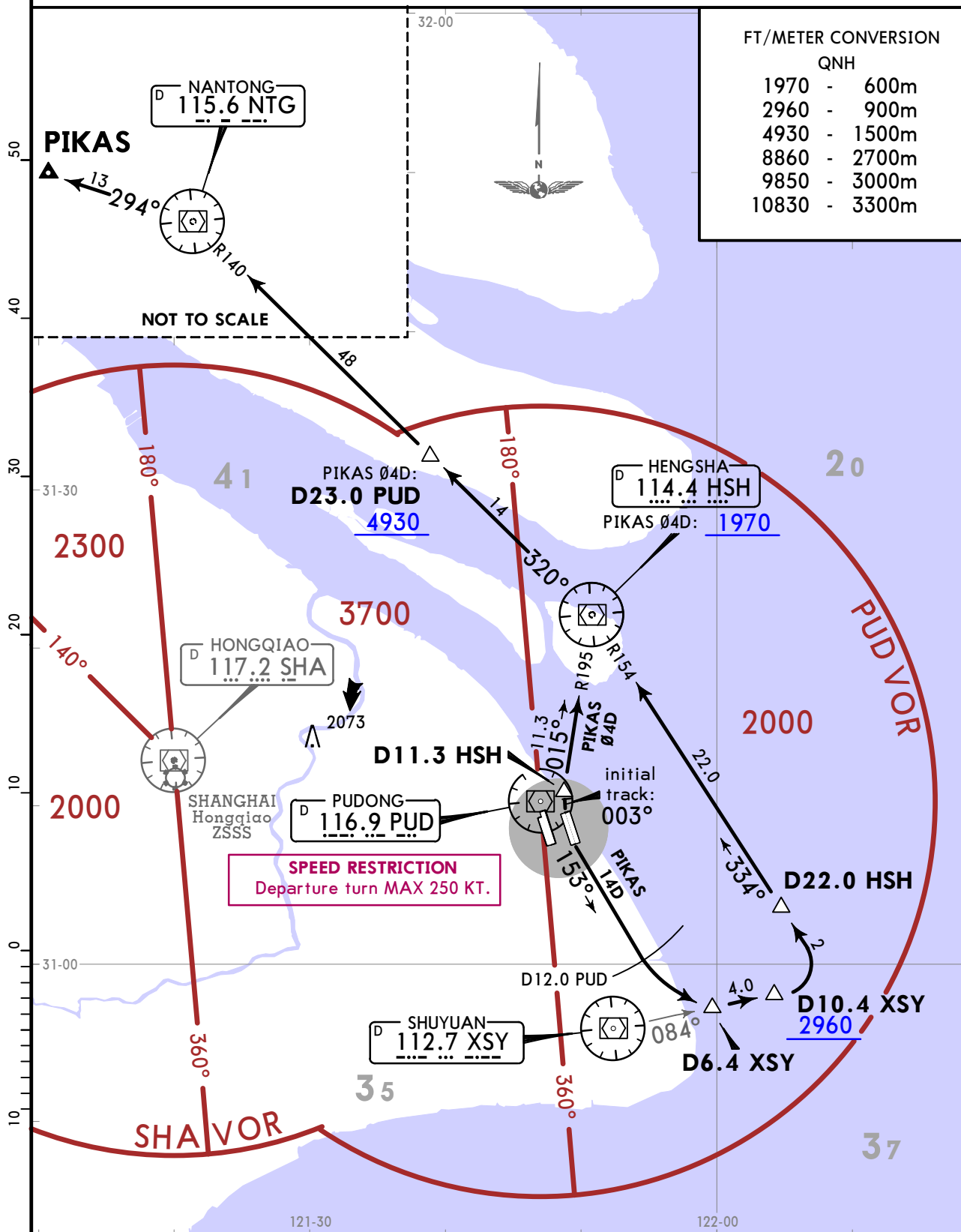
PIKAS 04D [PIK04D]
RWYS 34L/R DEPARTURE

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

BY ATC

FT/METER CONVERSION

QNH	
1970	- 600m
2960	- 900m
4930	- 1500m
8860	- 2700m
9850	- 3000m
10830	- 3300m



CHANGES: General note 2 added.

© JEPPESEN, 2019, 2020. ALL RIGHTS RESERVED.

ZSPD/PVG PUDONG

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

Apt Elev 13

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

SASAN Ø1D [SASØ1D]
RWYS 35L/R DEPARTURE

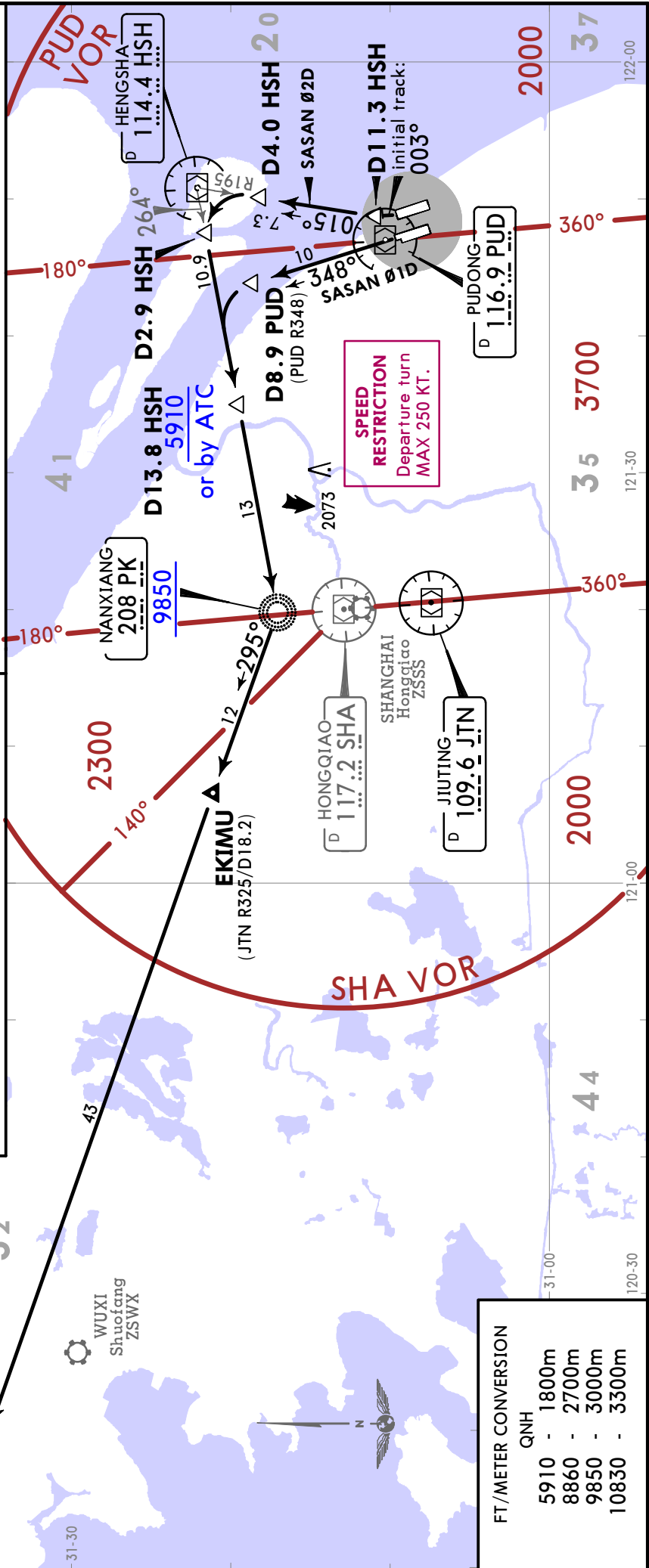
SASAN Ø2D [SASØ2D]
RWYS 34L/R DEPARTURE

These SIDs require average climb gradients of

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

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

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



FT/METER CONVERSION

QNH	FT	METER
5910	-	1800m
8860	-	2700m
9850	-	3000m
10830	-	3300m

SHANGHAI, PR OF CHINA

ZSPD/PVG
PUDONG

15 MAY 20 (20-3X3)

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.

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

These SIDs require average climb gradients of

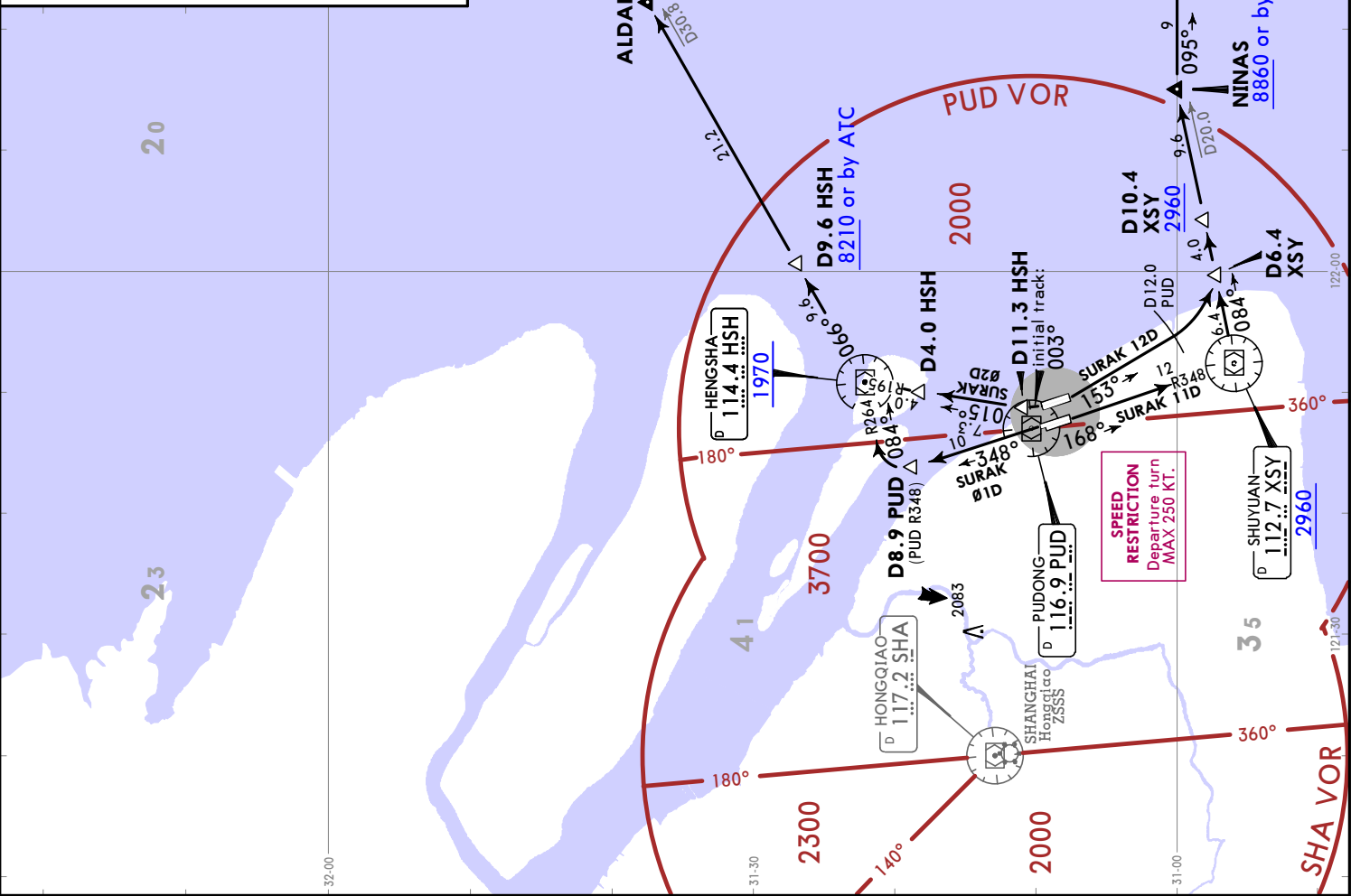
SURAK Ø1D
5.0% or more when at or above 8210 is required at HSH R066/D9.6.

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.

Grnd 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



FT/METER CONVERSION

QNH	600m	900m	2500m	2700m	3000m	3300m
1970	-	600m	8210	2500m	8860	2700m
2960	-	900m	10830	3000m	11270	3300m

FL CONVERSION

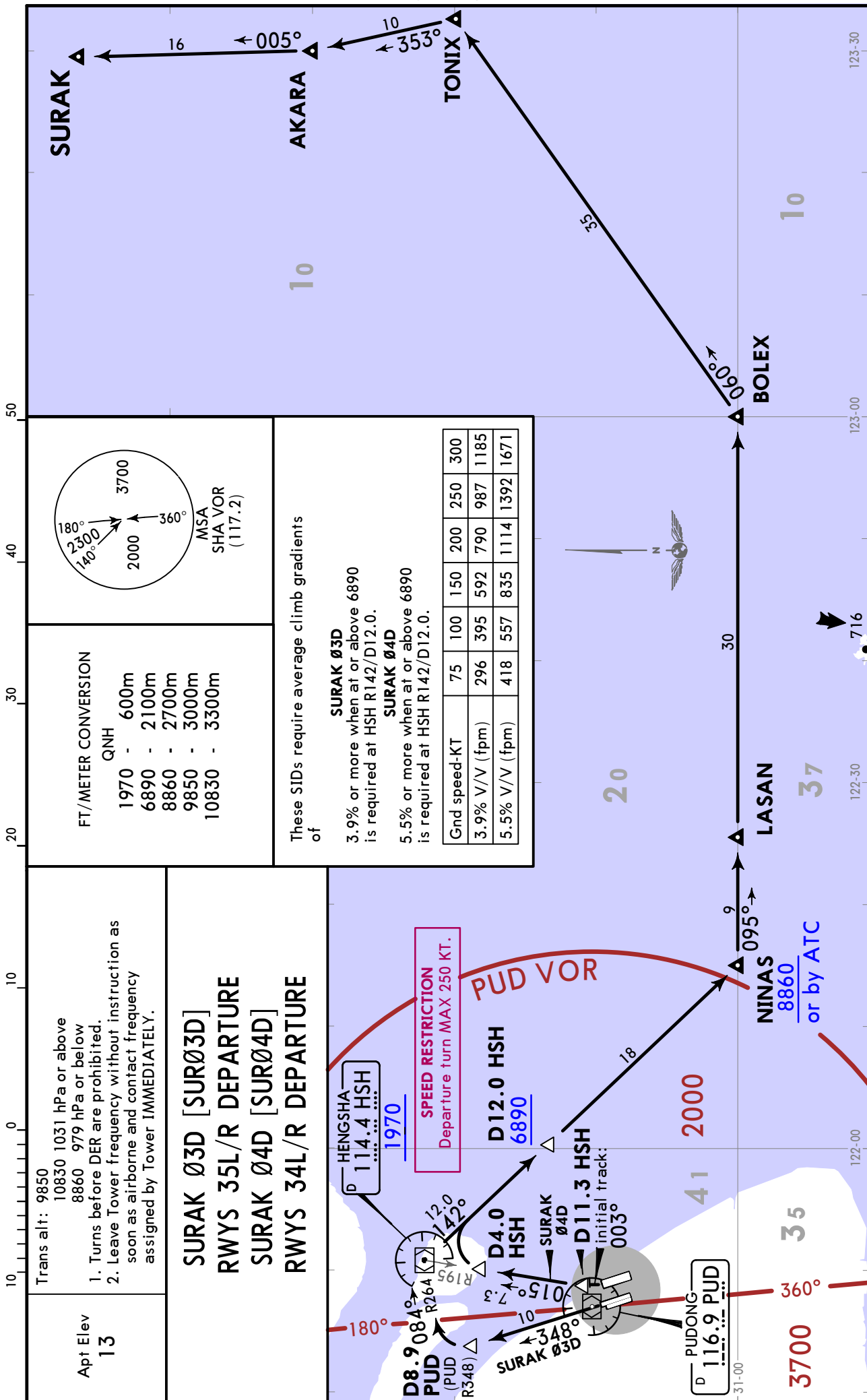
FL157	FL4800m
-------	---------

ZSPD/PVG PUDONG

JEPPESSEN SHANGHAI, PR OF CHINA

15 MAY 20 (20-3X4)

SID



CHANGES: General note 2 added.

ZSPD/PVG
PUDONG

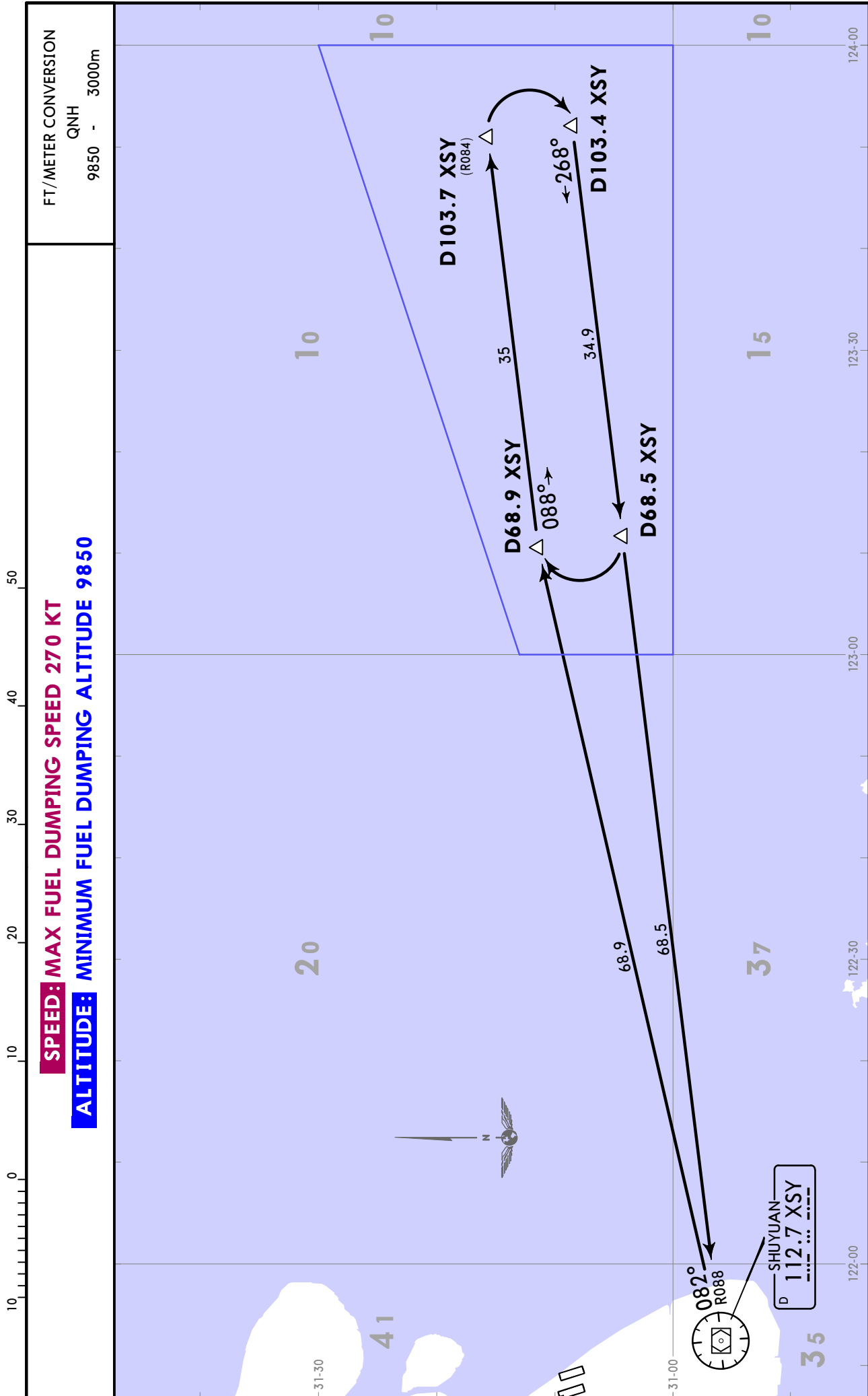
17 AUG 18 **20-3Z**

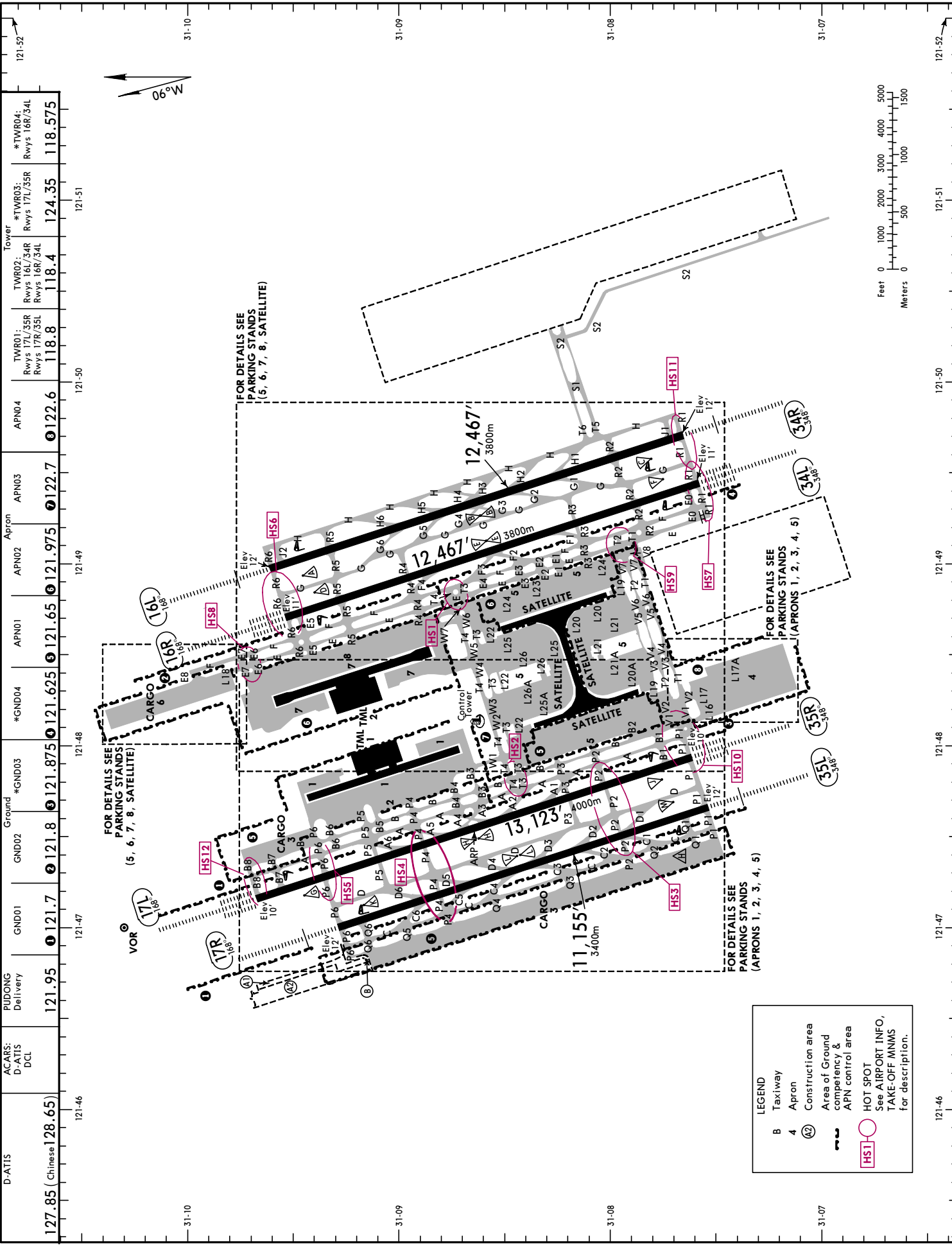
JEPPESEN SHANGHAI, PR OF CHINA

FUEL DUMPING AREA

FT/METER CONVERSION
QNH
9850 - 3000m

SPEED: MAX FUEL DUMPING SPEED 270 KT
ALTITUDE: MINIMUM FUEL DUMPING ALTITUDE 9850





LEGEND

- B Taxiway
- 4 Apron
- (A) Construction area
- Area of Ground competency & APN control area
- HOT SPOT
See AIRPORT INFO, TAKE-OFF MINMS for description.



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** 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.
- HS4** 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 BEYOND		TAKE-OFF	WIDTH
	LANDING	Glide Slope		
16L	HIRL (60m) CL(15m) ② HIALS SFL PAPI-L(3.0°) ④ RVR 34R	11,440' 3487m	③	197' 60m
16R	HIRL (60m) CL(15m) ② HIALS SFL PAPI-L(3.0°) ⑤ RVR 34L	11,443' 3488m	③	197' 60m
17L	HIRL (60m) CL(15m) ② HIALS-II SFL TDZ ③ RVR 35R	12,093' 3666m	③	197' 60m
17R	HIRL (60m) CL(15m) ② HIALS SFL PAPI-L(3.0°) ① RVR 35L	10,138' 3090m	③	197' 60m

- ① grooved
- ② length 900m
- ③ PAPI-L (3.0°)
- ④ HSTIL. HST-G3, G2, G1, H3, H2, H1
- ⑤ HSTIL. HST-G4, G5, G6, H4, H5, H6
- ⑥ TAKE-OFF RUN AVAILABLE
- RWY 16L:
From rwy head 12,467' (3800m)
twy J2 int 12,139' (3700m)
twy R5 int 10,704' (3263m)
- RWY 16R:
From rwy head 12,467' (3800m)
twy E5 int 12,139' (3700m)
twy R5 int 10,892' (3320m)
- RWY 17L:
From rwy head 13,123' (4000m)
twy B7 int 12,402' (3780m)
twy P6 int 11,109' (3386m)
- RWY 17R:
From rwy head 11,155' (3400m)
twy Q6 int 10,499' (3200m)
- ⑦ HSTIL. HST-F2 & F1
- ⑧ HSTIL. HST-A3, A2 & A1
- ⑨ HSTIL. HST-C3, C2, C1, D3, D2, D1
- ⑩ HSTIL. HST-F3 & F4
- ⑪ HSTIL. HST-A4, A5 & A6
- ⑫ HSTIL. HST-C4, C5, C6, D4, D5, D6

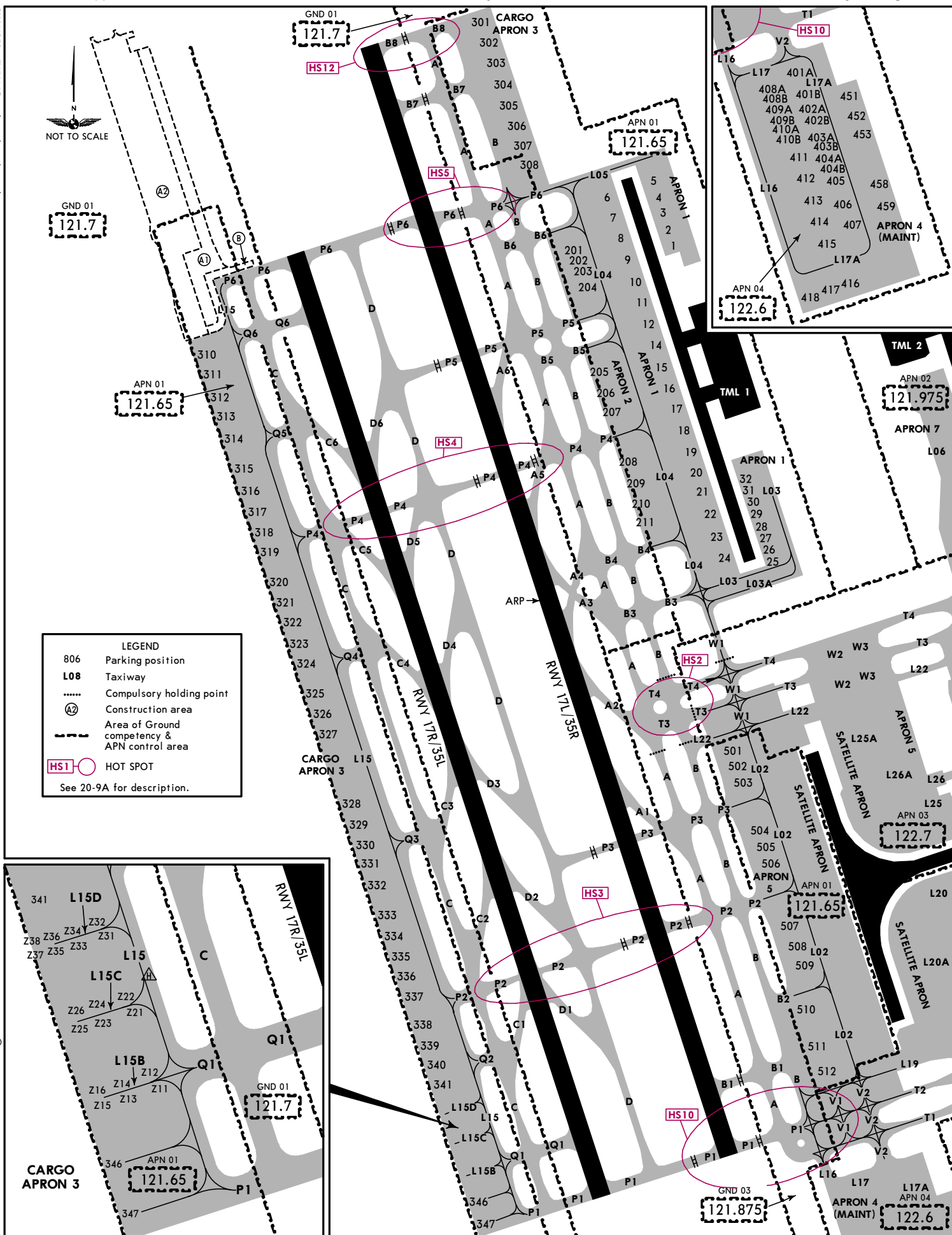
Standard

TAKE-OFF		All Rwys	
Rwys 17L/35R, 34L LVP must be in force		RL and RCLM	
HIRL and CL and RVRs		RVR 400m VIS 800m	
A	RVR 150m	RVR 200m	NIL (DAY only)
B	RVR 150m	RVR 200m	RVR 500m VIS 800m
C	RVR 200m	RVR 250m	
D	RVR 200m	RVR 250m	

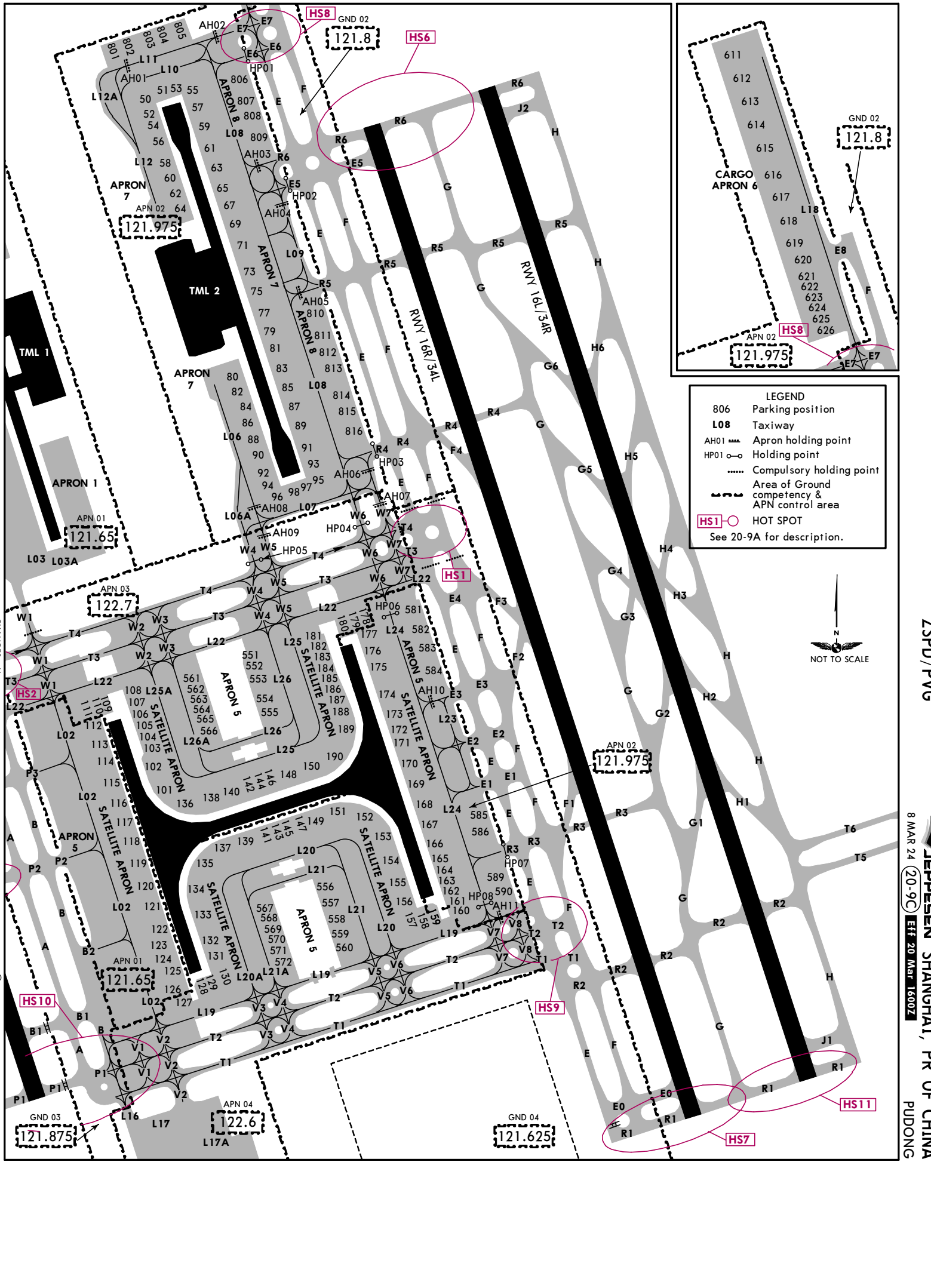
CHANGES: TWY L15 guidance line changed.

ZSPD/PVG
8 MAR 24
JEPPESSEN
Eff 20 Mar 1600Z (20-9B)

SHANGHAI, PR OF CHINA
PUDONG



© JEPPESSEN, 2008, 2024. ALL RIGHTS RESERVED.



LEGEND

- 806 Parking position
- L08 Taxiway
- AH01 Apron holding point
- HP01 Holding point
- Compulsory holding point
- - - - Area of Ground competency & APN control area
- HS1 HOT SPOT

See 20-9A for description.



CHANGES: None

© JEPPESEN, 2018, 2023. ALL RIGHTS RESERVED.

ZSPD/PVG

8 MAR 24 20-9C

EFT 20 Mar 1600Z

JEPPESEN SHANGHAI, PR OF CHINA PUDONG

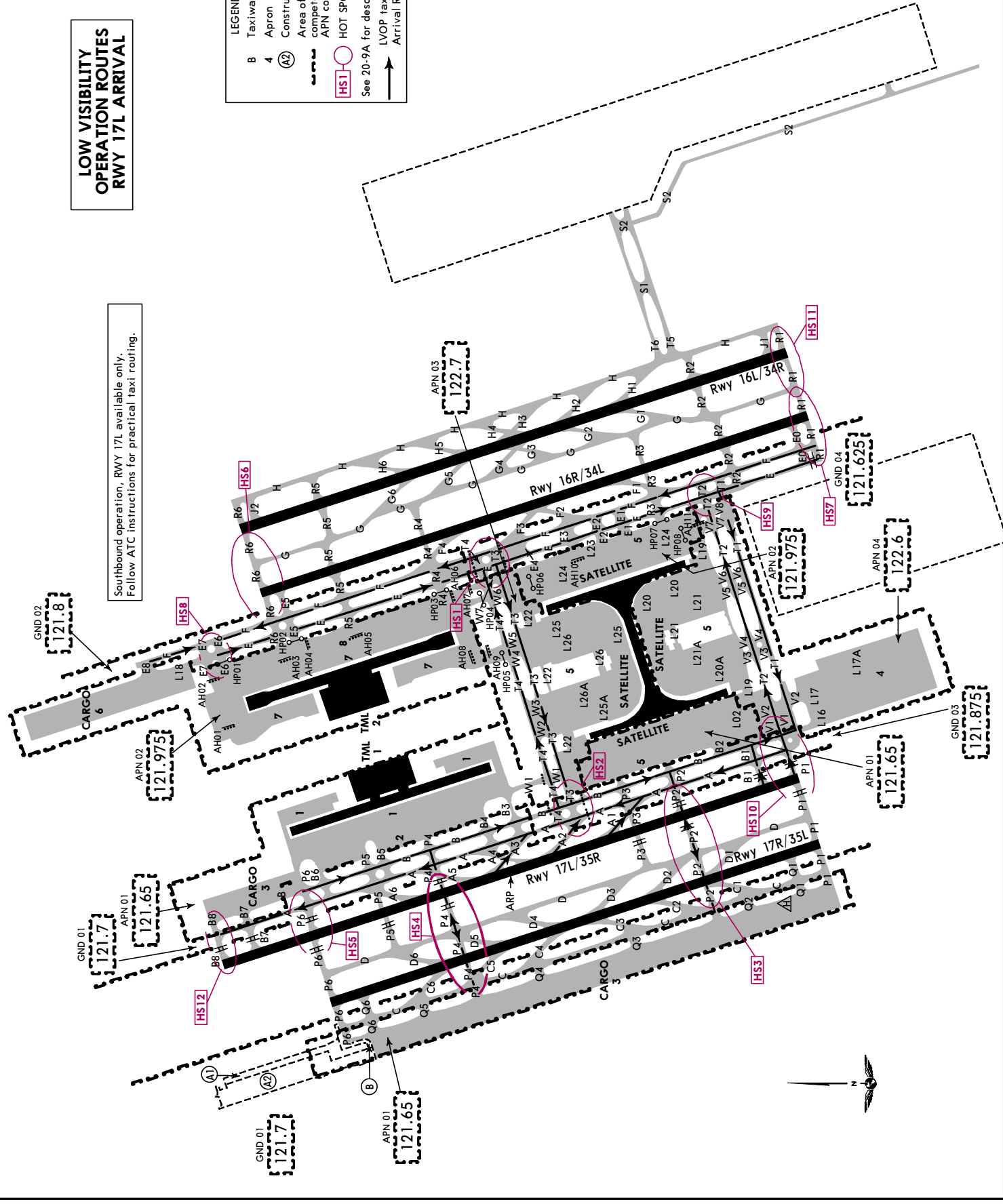
**LOW VISIBILITY
OPERATION ROUTES
RWY 17L ARRIVAL**

LEGEND

- B Taxiway
- 4 Apron
- (A2) Construction area
- Area of Ground competency & APN control area
- ---
- HS1-HS11 HOT SPOT

See 20-9A for description.
 LVOP taxi route for Arrival RWY 17L

Southbound operation, RWY 17L available only.
Follow ATC instructions for practical taxi routing.



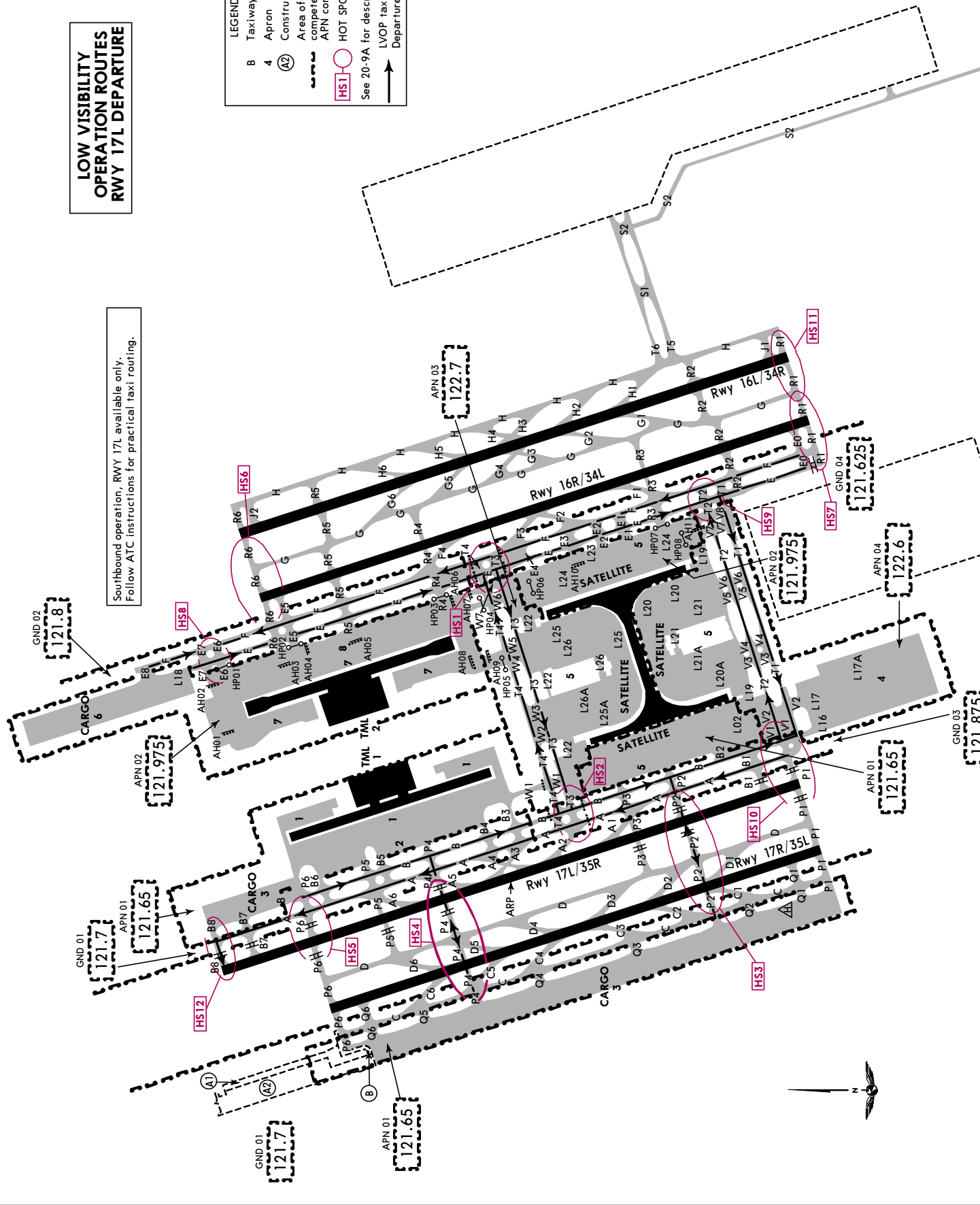
**LOW VISIBILITY
OPERATION ROUTES
RWY 17L DEPARTURE**

LEGEND

- Taxiway
- Apron
- Construction area
- Area of Ground competency & APN control area
- HOT SPOT

See 20-9A for description.
LVOF taxi route for Departure RWY 17L

Southbound operation, RWY 17L available only.
Follow ATC instructions for practical taxi routing.



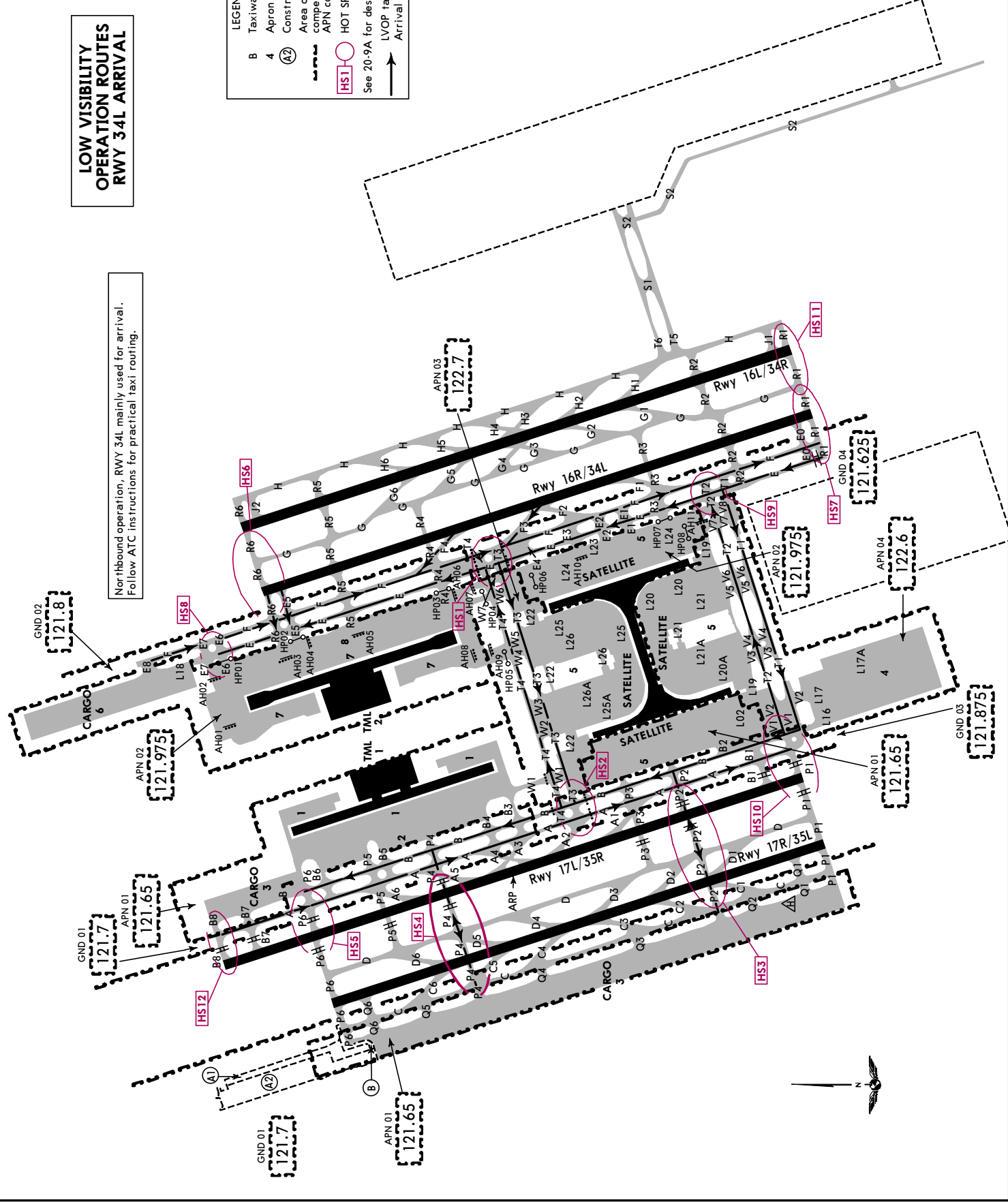
**LOW VISIBILITY
OPERATION ROUTES
RWY 34L ARRIVAL**

LEGEND

- B Taxiway
- 4 Apron
- (A2) Construction area
- Area of Ground competency & APN control area
- HS1-HS10 HOT SPOT

See 20-9A for description.
L/VP taxi route for Arrival RWY 34L

Nor-ribound operation, RWY 34L mainly used for arrival.
Follow ATC instructions for practical taxi routing.



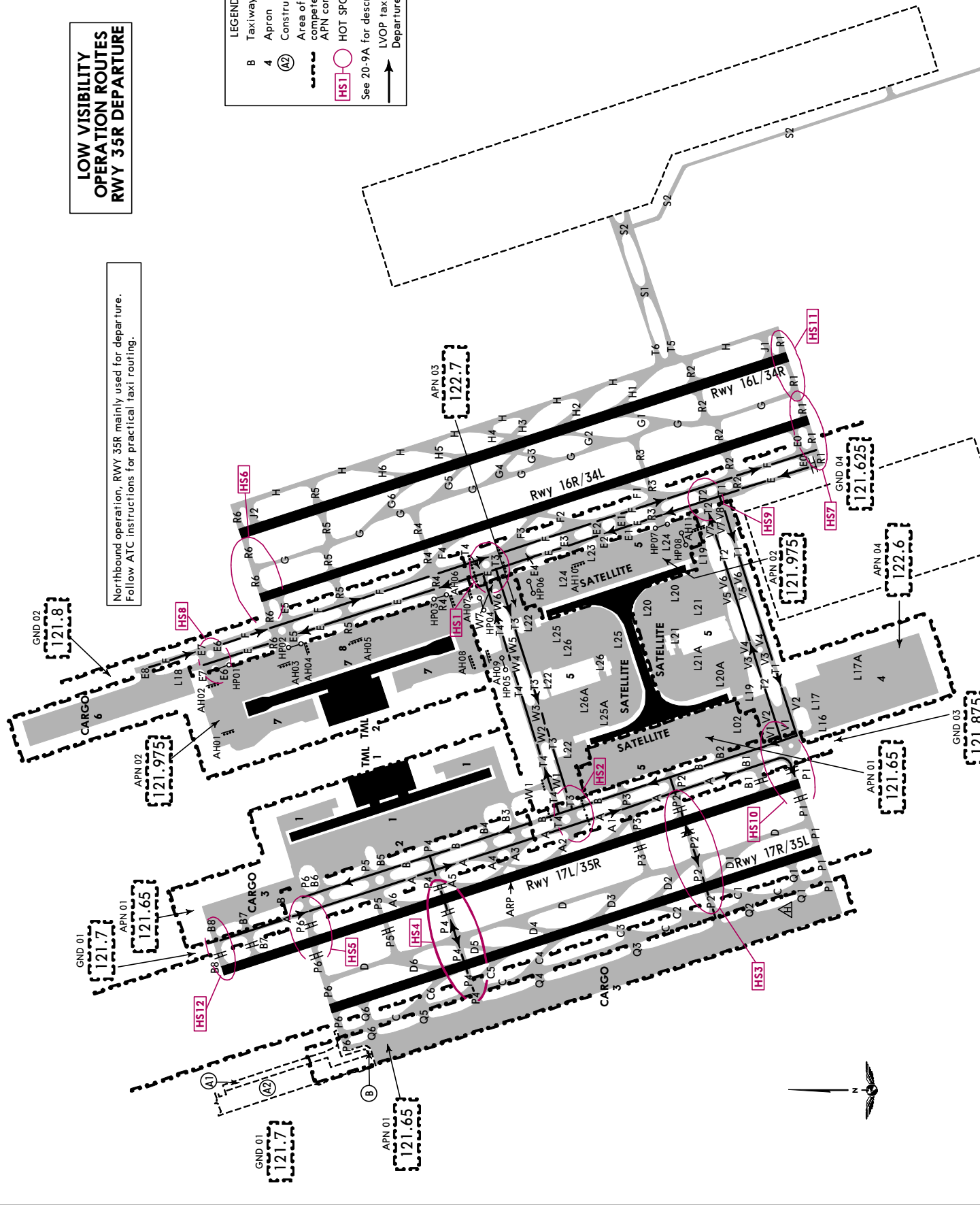
LOW VISIBILITY OPERATION ROUTES RWY 35R DEPARTURE

LEGEND

- B Taxiway
- 4 Apron
- (A2) Construction area
- Area of Ground competency & APN control area
- ---
- HS1 HOT SPOT

See 20-9A for description.
LVOF taxi route for Departure RWY 35R

Northbound operation, RWY 35R mainly used for departure. Follow ATC instructions for practical taxi routing.

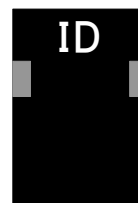


VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

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

Stop taxiing, marshalled by marshaller:

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



Follow the lead-in line.

The correct ACFT type is displayed.
 The scrolling arrows indicate that the system is activated.
 When the solid yellow closing rate field appears, the ACFT has been caught by the scanning unit.
 The scanning unit now checks the ACFT type and the display provides azimuth guidance information.
 Look for the flashing red and solid yellow arrow, which provide azimuth guidance information.
 The flashing red arrow shows the direction to steer.
 When the ACFT is 66'/20m from the stop position, closing rate information is given.



- 66'/20m to 7'/2m 3'/1m steps
- 7'/2m to stop position 0.7'/0.2m steps
 (for APN 1: stands 1 thru 12, 14 thru 24, 26 thru 28, 30, 32.
 APN 7: all stands except 90, 95 and 96)
 0,3'/0.1m steps
 (for APN 1: stands 25, 29, 31.
 Satellite APN: all stands except stands 111, 124, 130, 157, 160, 178)

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 1 (stands 1 thru 12, 14 thru 24, 26 thru 28, 30, 32), APN 7 (except stands 90, 95 and 96) and 3m/s(5.8 KT) on APN 1 (stands 25, 29, 31), 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 1 (stands 1 thru 12, 14 thru 24, 26 thru 28, 30, 32), APN 7 (except stands 90, 95 and 96) and 3'/1m on APN 1 (stands 25, 29, 31), 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.

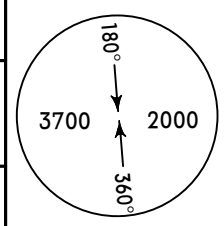
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

(21-1)

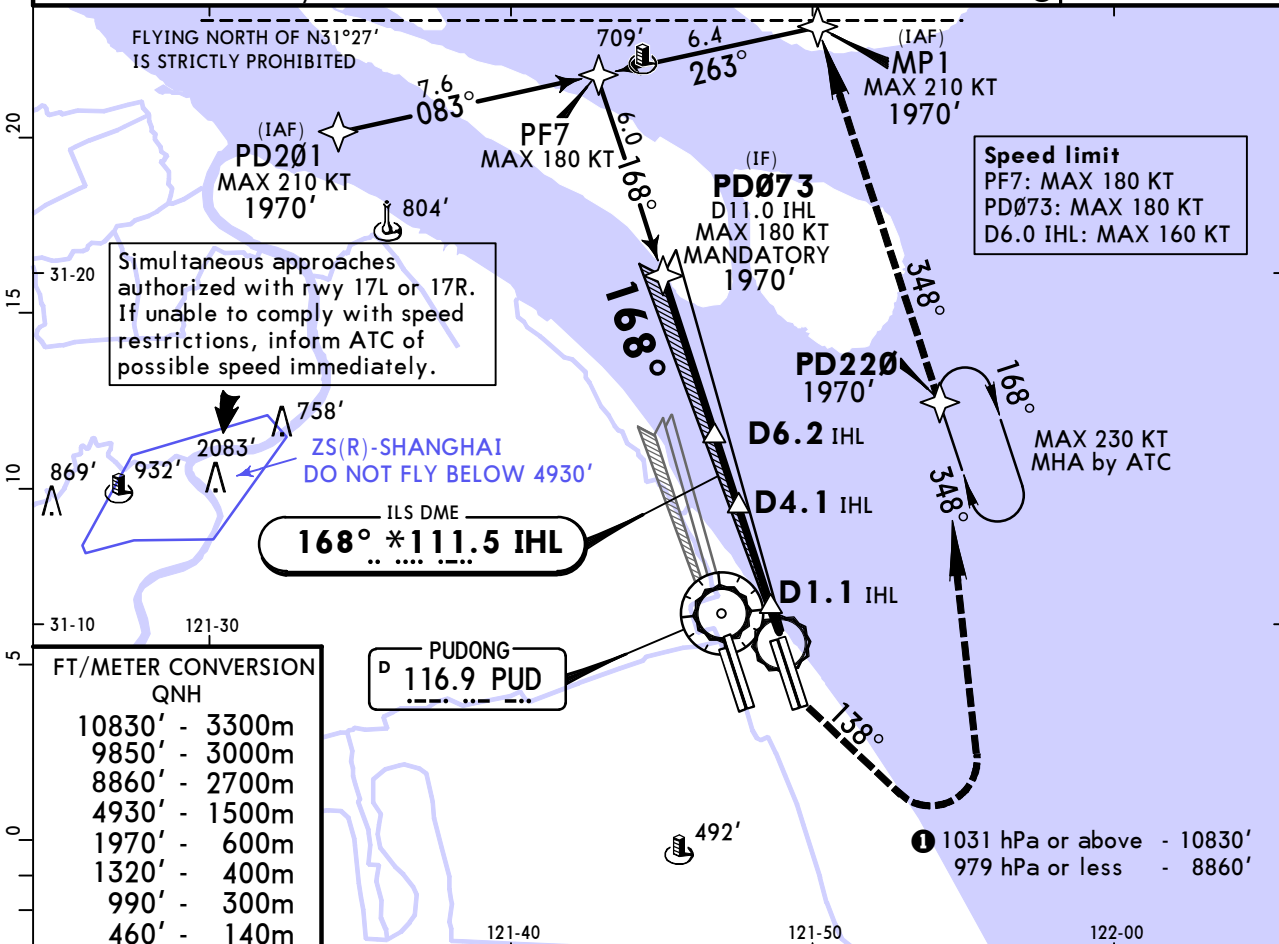
JEPPESSEN SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 16L

D-ATIS 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) APP09 121.375X		PUDONG Tower TWR02 118.4		GND01 121.7		GND02 121.8		Ground *GND03 121.875		*GND04 121.625
LOC IHL *111.5	Final Apch Crs 168°	D6.2 IHL MANDATORY 1970' (1958')		ILS DA(H) 212' (200')		Apt Elev 12'		Rwy 12'		



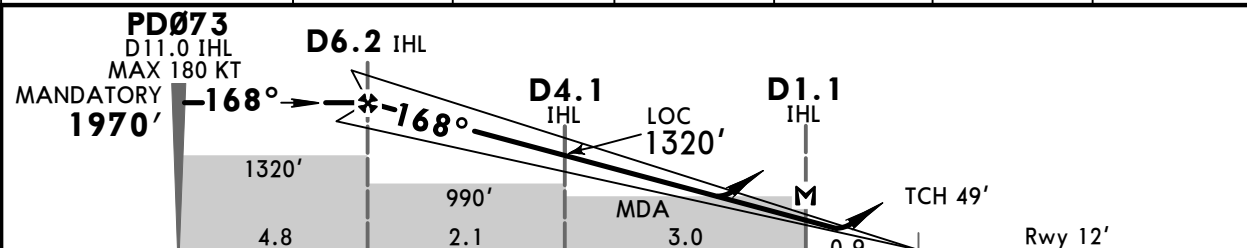
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn LEFT on track 138° to 990', then turn LEFT to PD220 at 1970', approach again or join holding and as directed. Turns MAX 210 KT.

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



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

LOC (GS out)	IHL DME ALTITUDE	6.0	5.0	4.0	3.0	2.0
		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	↑	↑
MAP at D1.1 IHL										LT	↑

Standard ILS STRAIGHT-IN LANDING RWY 16L		LOC (GS out) CDFA		CIRCLE-TO-LAND	
DA(H) 212' (200')		MDA(H) 460' (448')		Not authorized West of runway	
FULL	ALS out		ALS out	Max KT	
A				100	690' (678') 2800m
B	RVR 550m		1800m	135	690' (678') 3200m
C	VIS 800m	1200m	2000m 2100m	180	790' (778') 4400m
D			2200m	205	920' (908') 4800m

■ RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

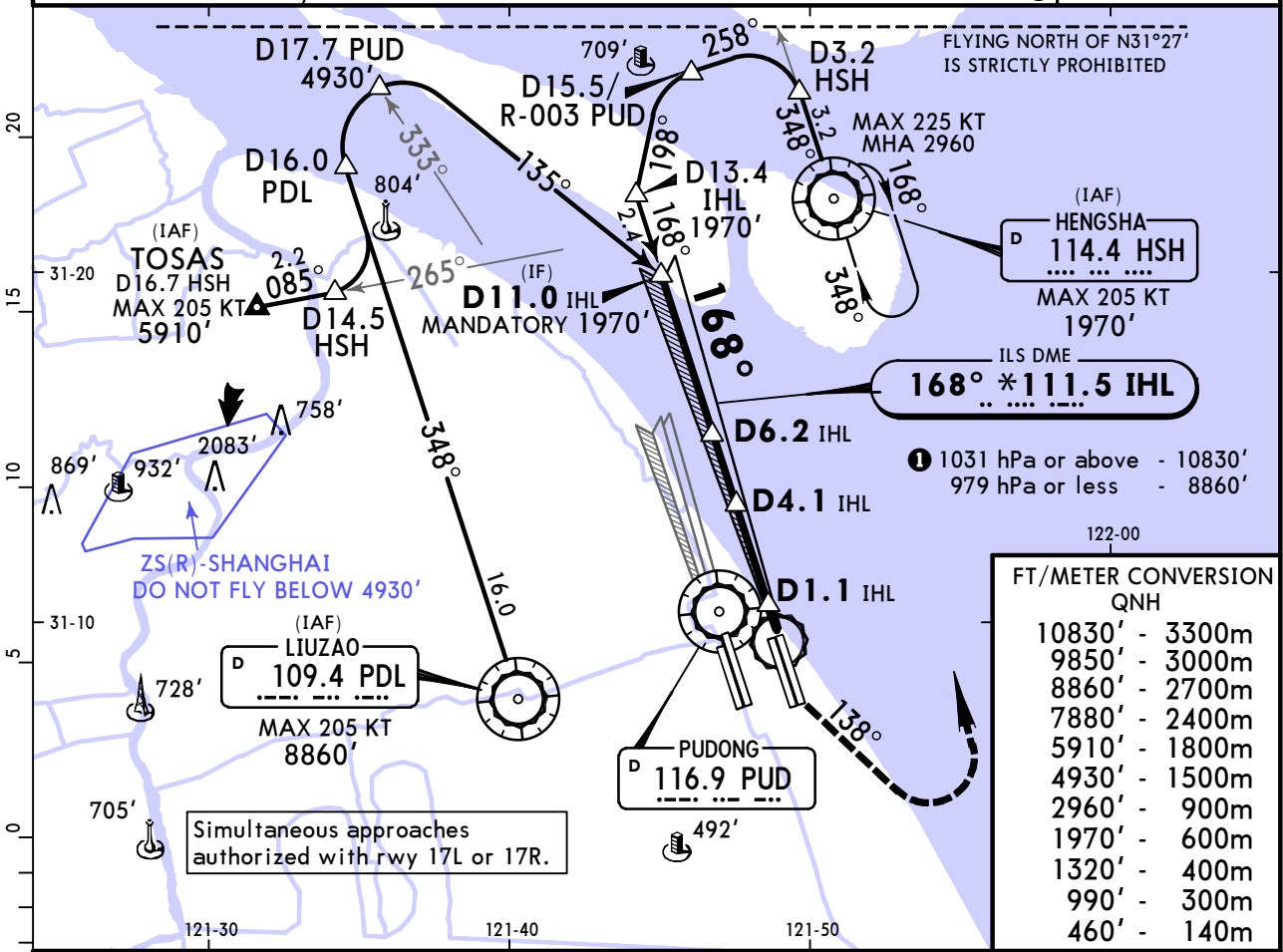
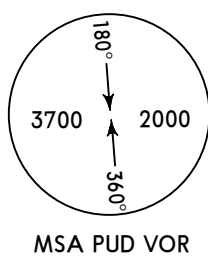
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

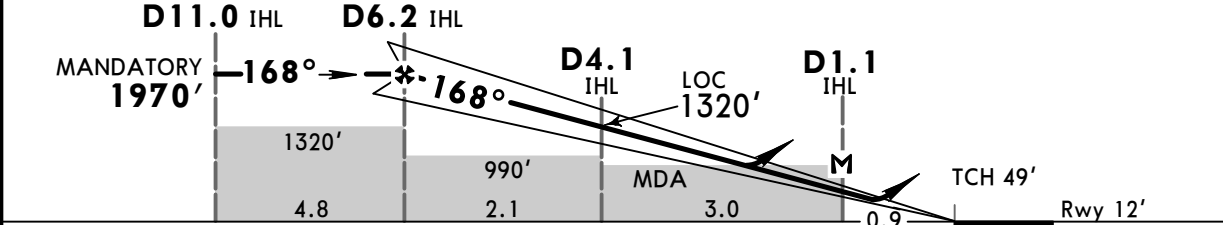
(21-2)

SHANGHAI, PR OF CHINA ILS DME Y Rwy 16L

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR02 118.4		Ground GND01 121.7 GND02 121.8 *GND03 121.875 *GND04 121.625					
LOC IHL *111.5	Final Apch Crs 168°	D6.2 IHL MANDATORY 1970' (1958')	ILS DA(H) 212' (200')		Apt Elev 12' 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'			



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



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

Standard				ILS STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND Not authorized West of runway			
DA(H) 212' (200')		LOC (GS out) CDFA		MDA(H) 460' (448')							
FULL		ALS out		ALS out		Max KT		MDA(H)		VIS	
A			1800m				100	690' (678')		2800m	
B	RVR 550m VIS 800m		1200m				135	690' (678')		3200m	
C					2000m 2100m		180	790' (778')		4400m	
D					2200m		205	920' (908')		4800m	

RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

ZSPD/PVG
PUDONG

10 MAY 24
Eff 15 May 1600Z

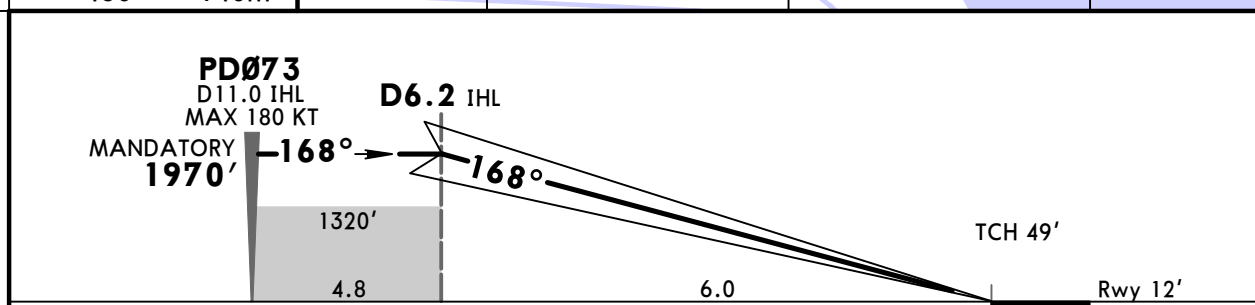
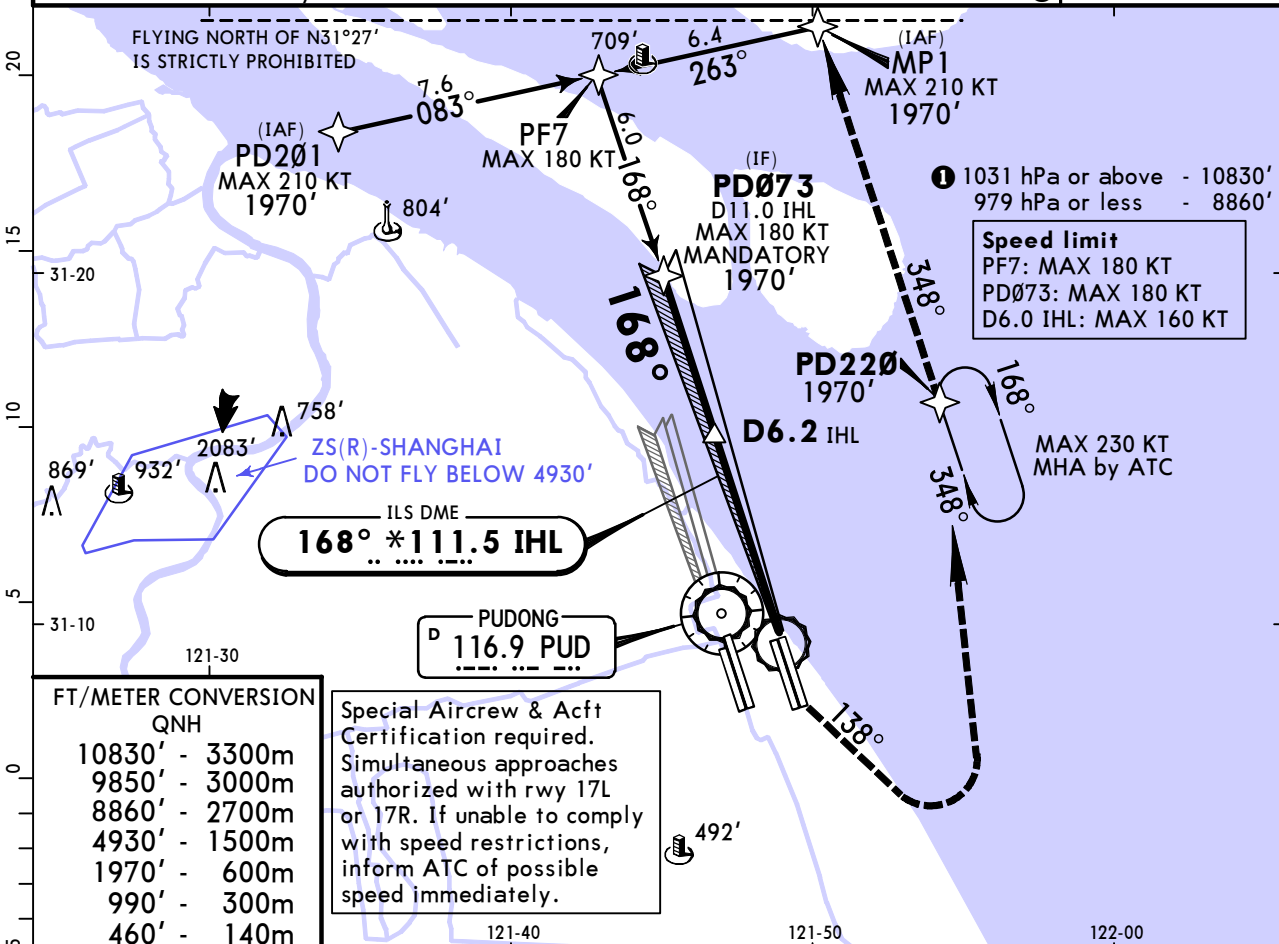
JEPPESSEN

(21-2A)

SHANGHAI, PR OF CHINA

SA CAT I RNAV ILS DME Z Rwy 16L

D-ATIS 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) APP09 121.375X			PUDONG Tower TWR02 118.4		Ground *GND03 121.875				*GND04 121.625
LOC IHL *111.5	Final Apch Crs 168°	D6.2 IHL MANDATORY 1970' (1958')		SA CAT I ILS RA 151' DA(H) 162' (150')		Apt Elev 12' Rwy 12'			
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn LEFT on track 138° to 990', then turn LEFT to PD220 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'			



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

Standard STRAIGHT-IN LANDING RWY 16L
SA CAT I ILS
RA 151'
DA(H) 162' (150')

RVR 450m
HUD required.

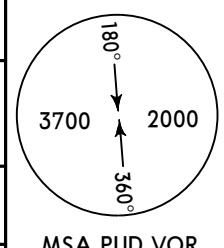
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

21-2B

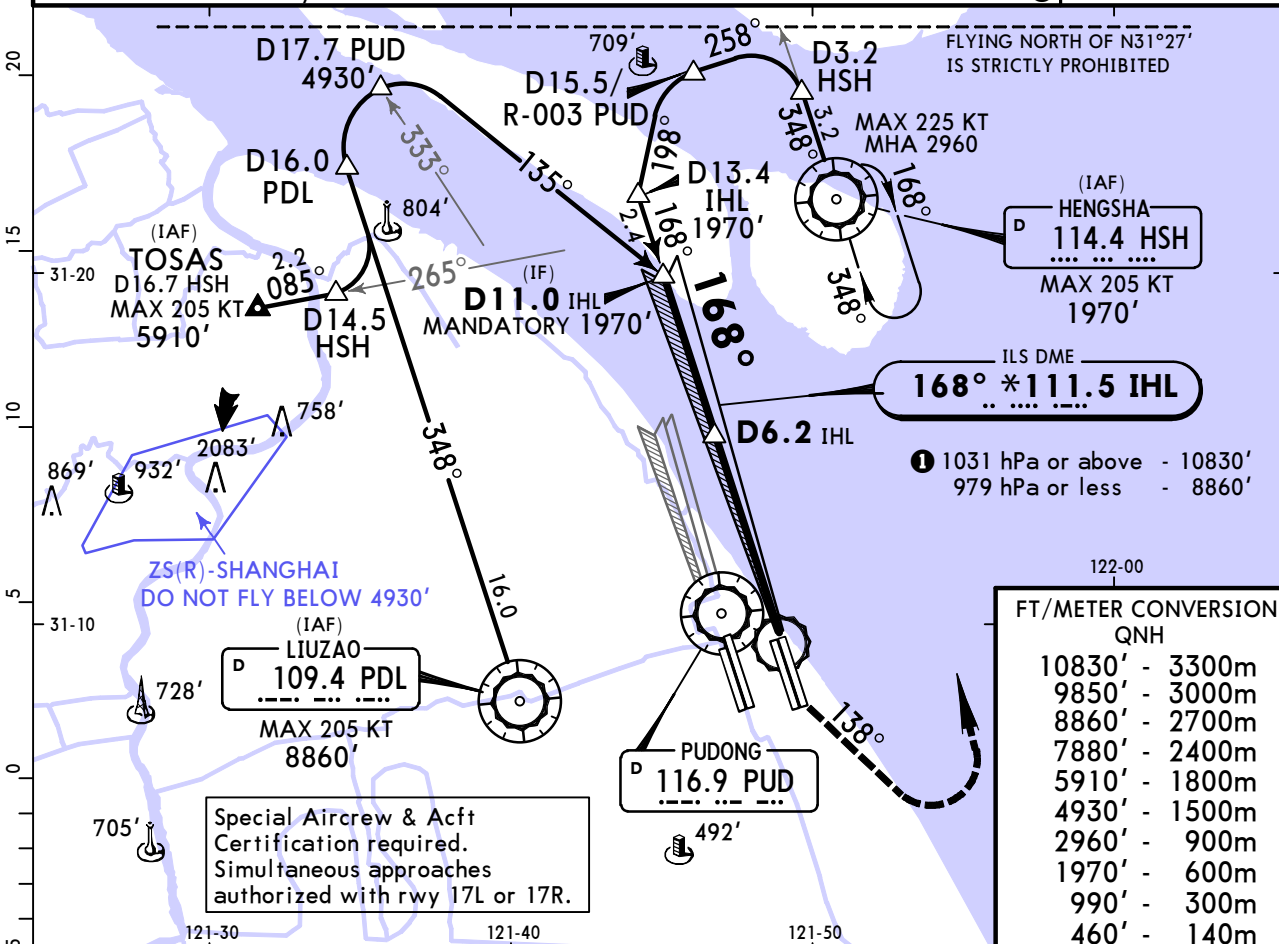
SHANGHAI, PR OF CHINA SA CAT I ILS DME Y Rwy 16L

D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	SHANGHAI Approach (R) APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X
SHANGHAI Approach (R) APP09 121.375X			PUDONG Tower TWR02 118.4		Ground *GND03 121.875				*GND04 121.625
LOC IHL *111.5	Final Apch Crs 168°	D6.2 IHL MANDATORY 1970' (1958')		SA CAT I ILS RA 151' DA(H) 162' (150')		Apt Elev 12' 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.

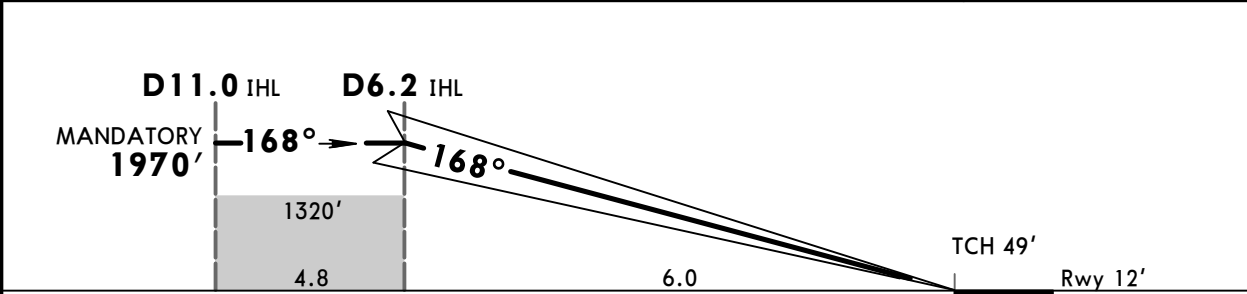
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850'



122-00

FT/METER CONVERSION
QNH

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



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

Standard STRAIGHT-IN LANDING RWY 16L
SA CAT I ILS
RA 151'
DA(H) 162' (150')

RVR 450m

HUD required.

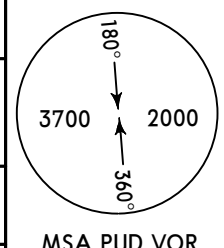
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

(21-3)

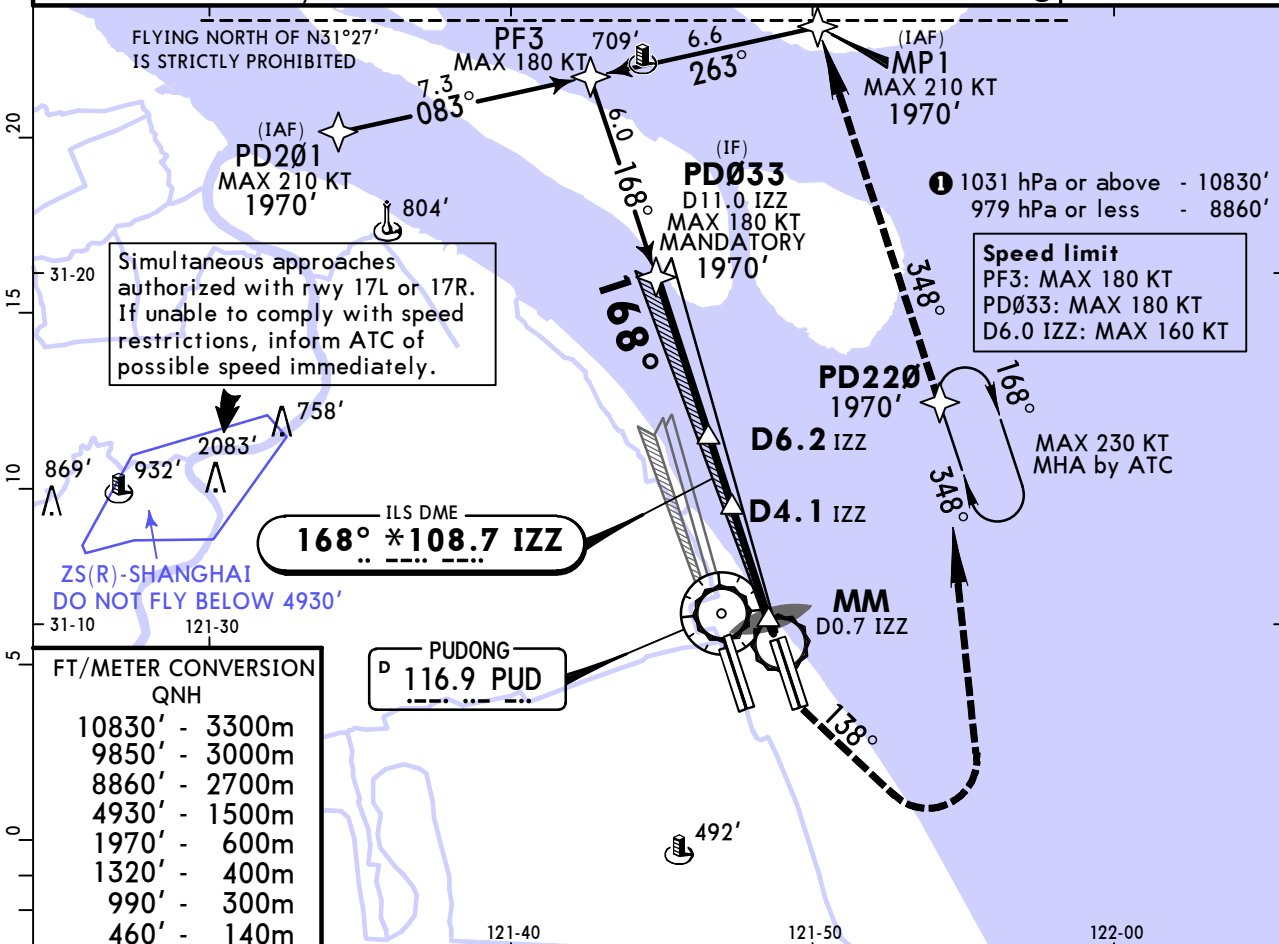
SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 16R

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR02 118.4 *TWR04 118.575		GND01 121.7 GND02 121.8		Ground *GND03 121.875 *GND04 121.625		
LOC IZZ *108.7	Final Apch Crs 168°	D6.2 IZZ MANDATORY 1970' (1959')		ILS DA(H) 211' (200')		Apt Elev 12' Rwy 11'			

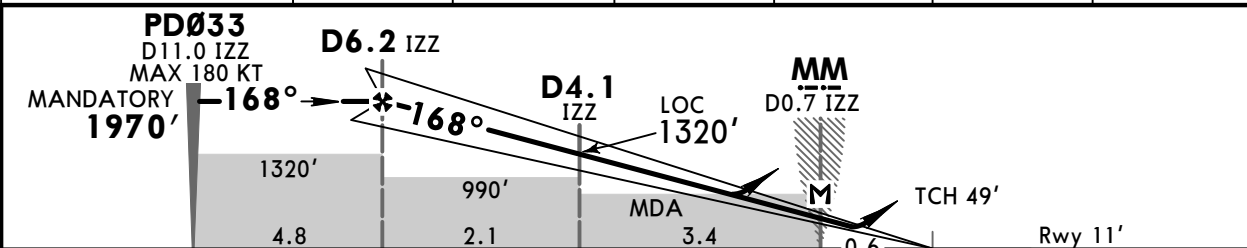


MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn LEFT on track 138° to 990', then turn LEFT to PD220 at 1970', approach again or join holding and as directed. Turns MAX 210 KT.

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



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	HIALS-II	Turns	460'	138°	990'
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX	↑	↑
MAP at MM/D0.7 IZZ										LT	↑

Standard ILS STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND	
DA(H) 211' (200')		LOC (GS out) CDFA		MDA(H) 460' (449')	
FULL	TDZ or CL out	ALS out	ALS out	Max KT	MDA(H) VIS
A				100	690' (678') 2800m
B	RVR 550m	RVR 550m	1200m	135	690' (678') 3200m
C	VIS 800m	VIS 800m		180	790' (778') 4400m
D				205	920' (908') 4800m

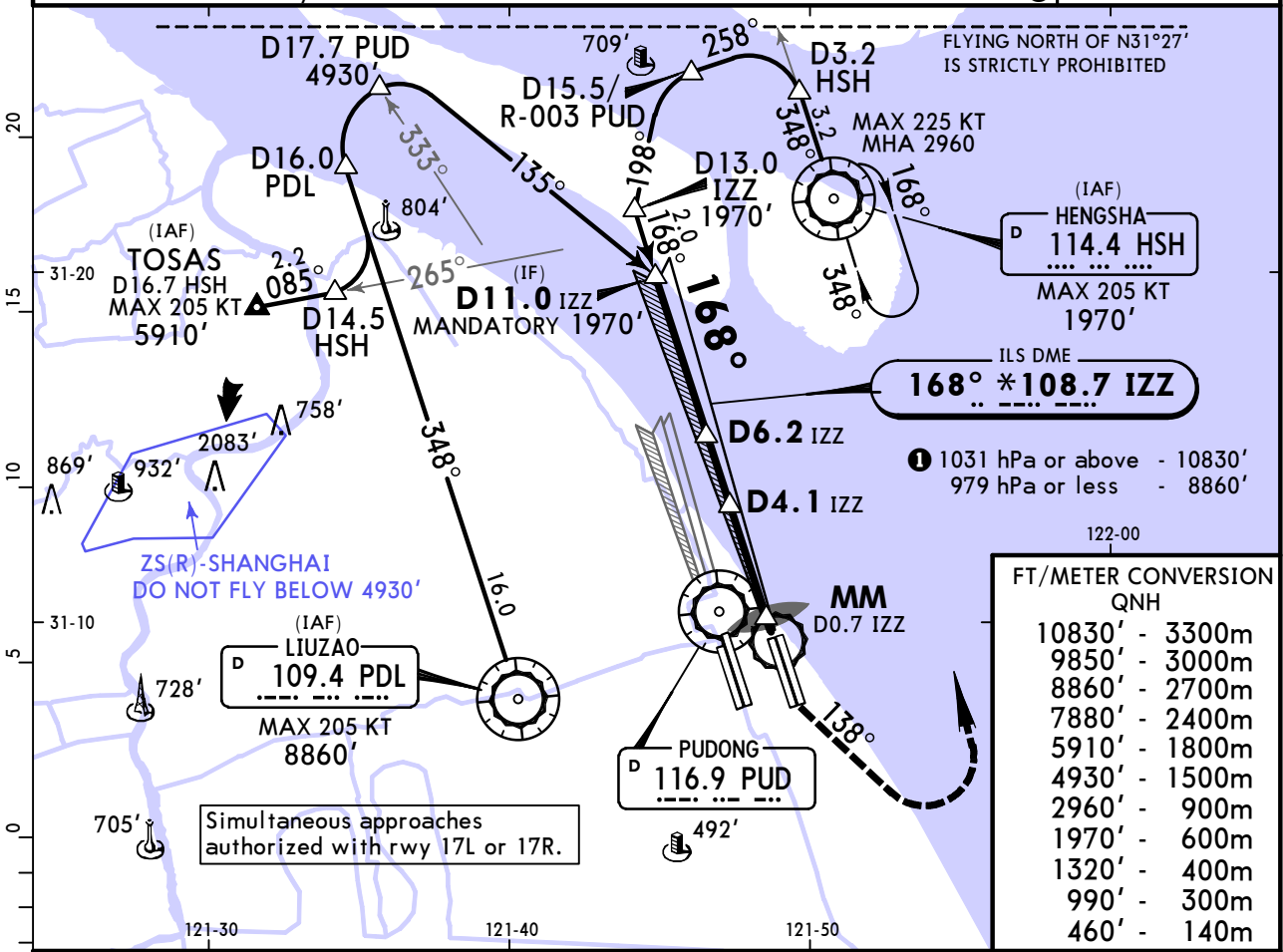
RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z (21-4)

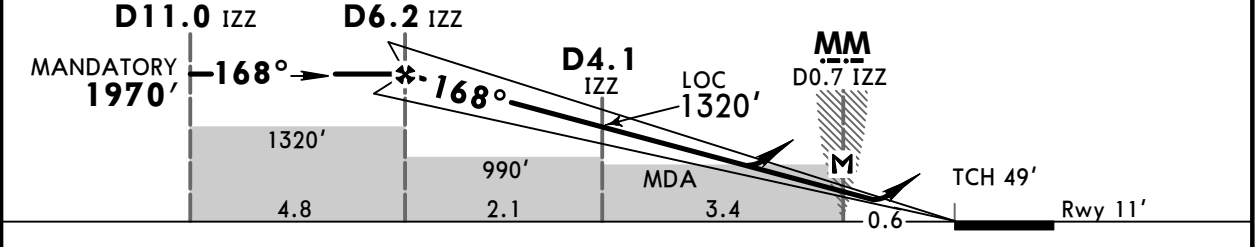
SHANGHAI, PR OF CHINA ILS DME Y Rwy 16R

D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	SHANGHAI Approach (R) APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X
SHANGHAI Approach (R) APP09 121.375X		APP10 125.625X	APP11 119.075X	PUDONG Tower TWR02 *TWR04 118.4 118.575	GND01 121.7	GND02 121.8	Ground *GND03 121.875		*GND04 121.625
LOC IZZ *108.7	Final Apch Crs 168°	D6.2 IZZ MANDATORY 1970' (1959')		ILS DA(H) 211' (200')	Apt Elev 12' 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' 1			



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	HIALS-II	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 MM/D0.7 IZZ												

Standard				ILS STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND				
DA(H) 211' (200')				LOC (GS out) CDFA				MDA(H) 460' (449')				
FULL		TDZ or CL out		ALS out		ALS out		Max KT		MDA(H) VIS		
A				1800m				100	690' (678')	2800m		
B	RVR 550m	RVR 550m 1	1200m						135	690' (678')	3200m	
C	VIS 800m	VIS 800m			2000m		2100m		180	790' (778')	4400m	
D					2200m				205	920' (908')	4800m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Speed limits, note, SMA. © JEPPESEN, 2005, 2024. ALL RIGHTS RESERVED.

ZSPD/PVG
PUDONG

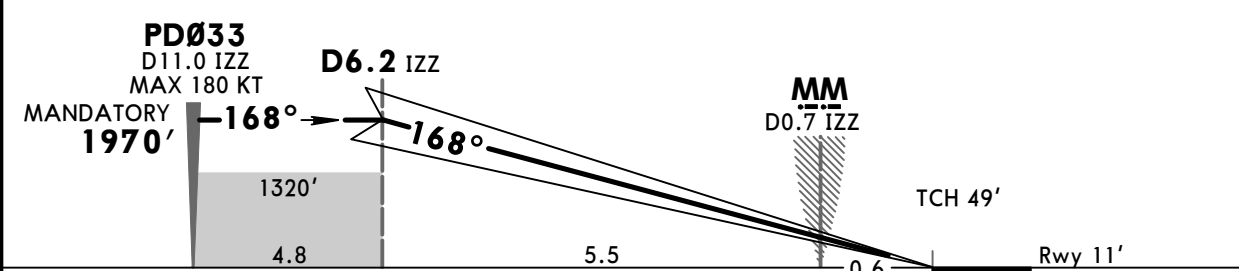
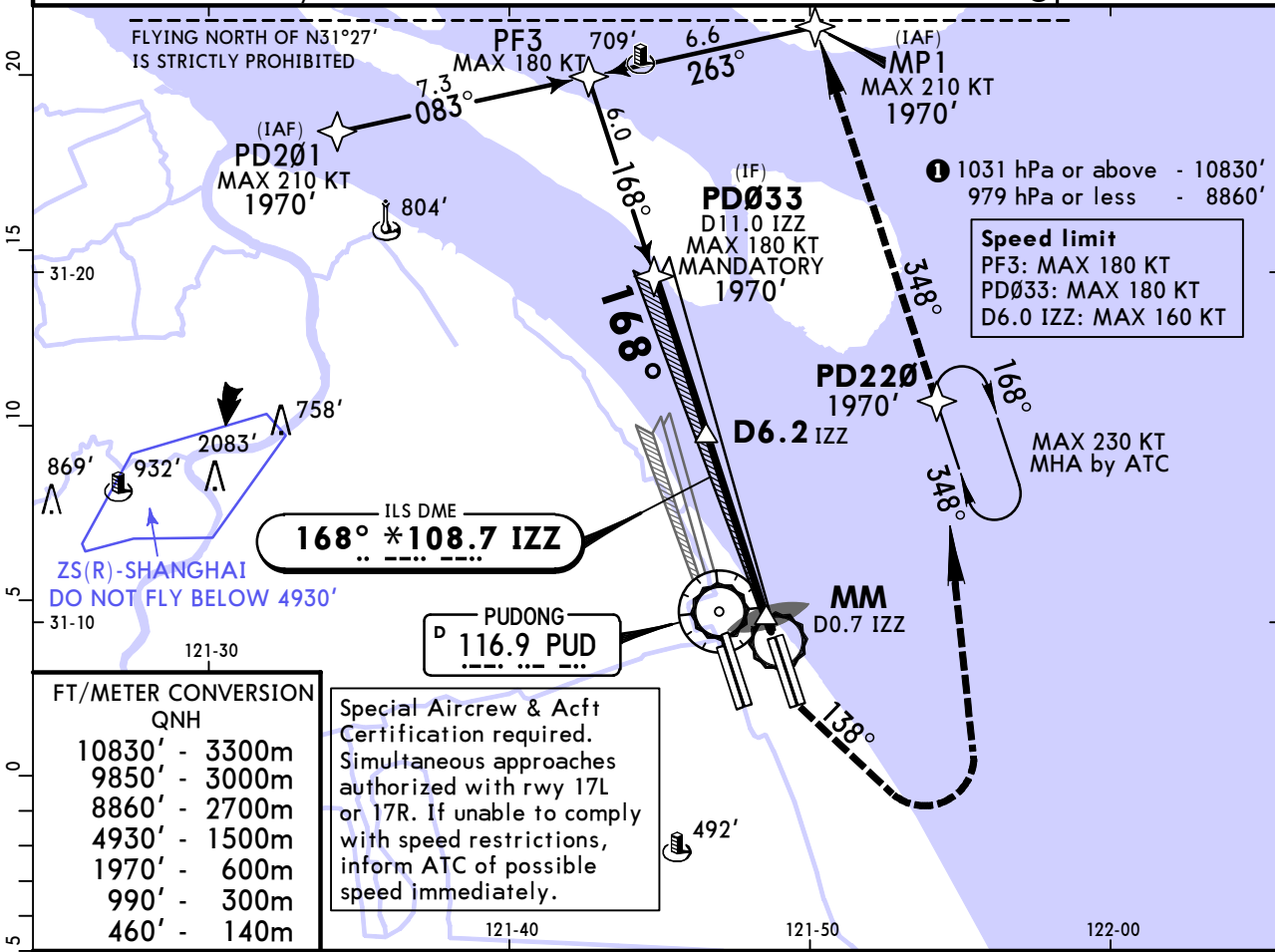
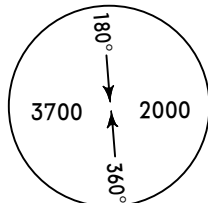
10 MAY 24
Eff 15 May 1600Z

JEPPESSEN

(21-4A)

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

BRIEFING STRIP™	D-ATIS	APP01	APP02	APP03	SHANGHAI Approach (R)			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		GND01	GND02	Ground			
	APP09 121.375X	APP10 125.625X	APP11 119.075X	TWR02 *TWR04 118.4 118.575	121.7	121.8	*GND03 121.875	*GND04 121.625	
LOC IZZ *108.7	Final Apch Crs 168°	D6.2 IZZ MANDATORY 1970' (1959')		SA CAT I ILS RA 151' DA(H) 161'(150')		Apt Elev 12' Rwy 11'			
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn LEFT on track 138° to 990', then turn LEFT to PD220 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' ①			



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

Standard STRAIGHT-IN LANDING RWY 16R
SA CAT I ILS ①
RA 151'
DA(H) 161'(150')

RVR 450m

① HUD required.

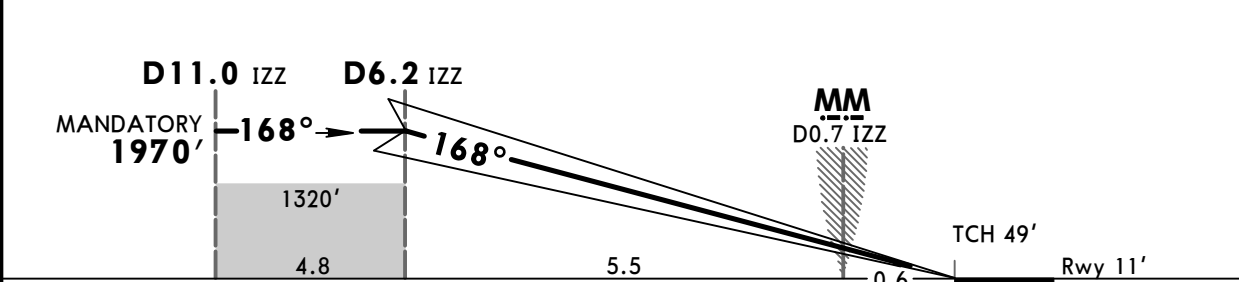
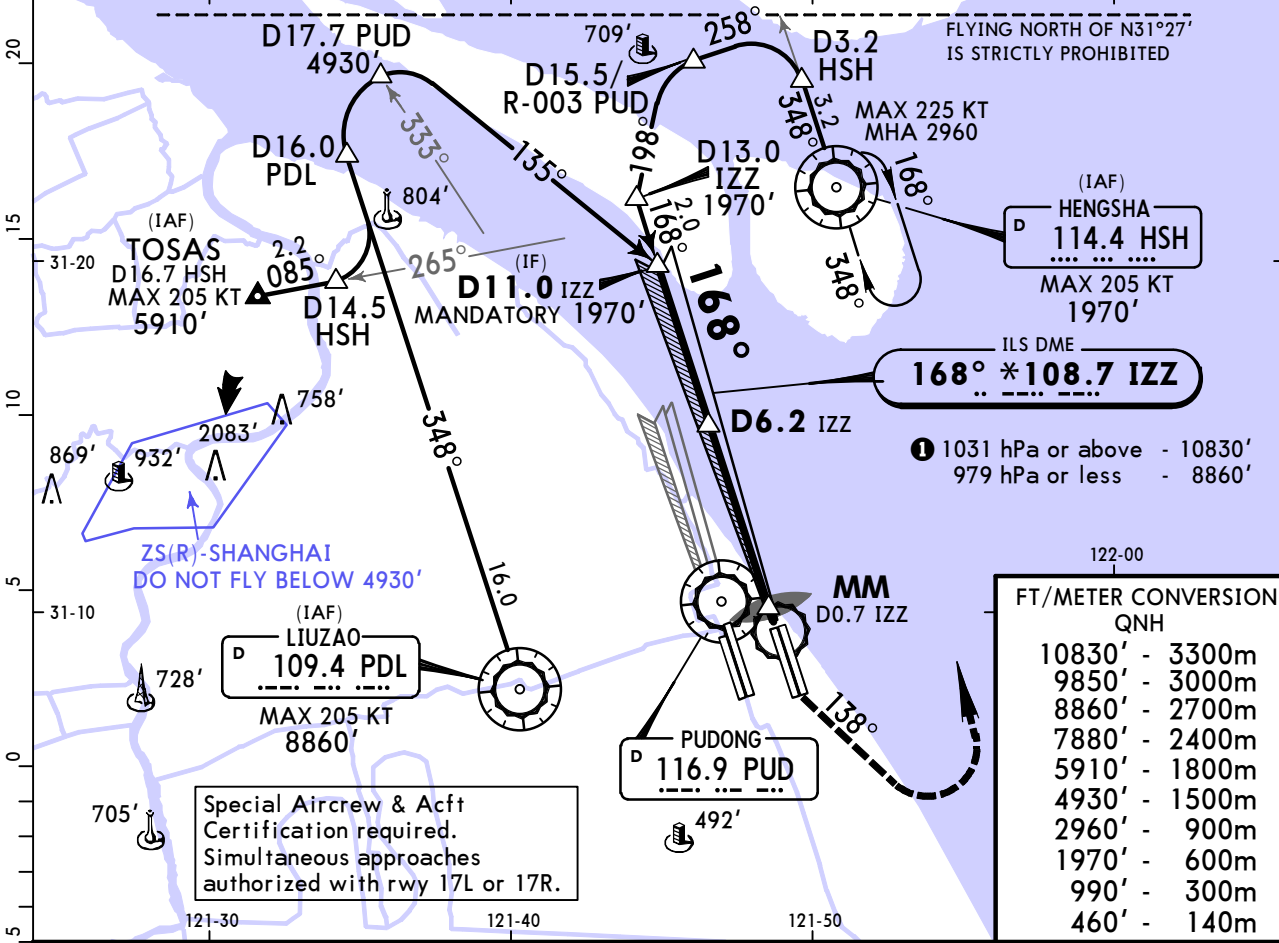
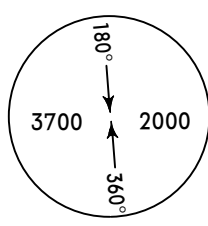
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

21-4B

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

BRIEFING STRIP™	D-ATIS	APP01	APP02	APP03	SHANGHAI Approach (R) 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) APP09	APP10	APP11	PUDONG Tower TWR02 *TWR04	GND01	GND02	Ground *GND03	*GND04	
	121.375X	125.625X	119.075X	118.4 118.575	121.7 121.8	121.875	121.625		
LOC IZZ	Final Apch Crs	D6.2 IZZ MANDATORY		SA CAT I ILS RA 151' DA(H) 161'(150')		Apt Elev 12' Rwy 11'			
*108.7	168°	1970' (1959')							
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn LEFT on track 138° to 990', then turn LEFT to HSH VOR at 1970', approach again or join holding and as directed. Turns MAX 205 KT.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL118		Trans alt: 9850' ①			



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

Standard STRAIGHT-IN LANDING RWY 16R
SA CAT I ILS ①
RA 151'
DA(H) 161'(150')

RVR 450m
① HUD required.

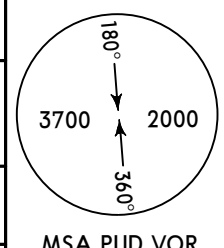
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

(21-5)

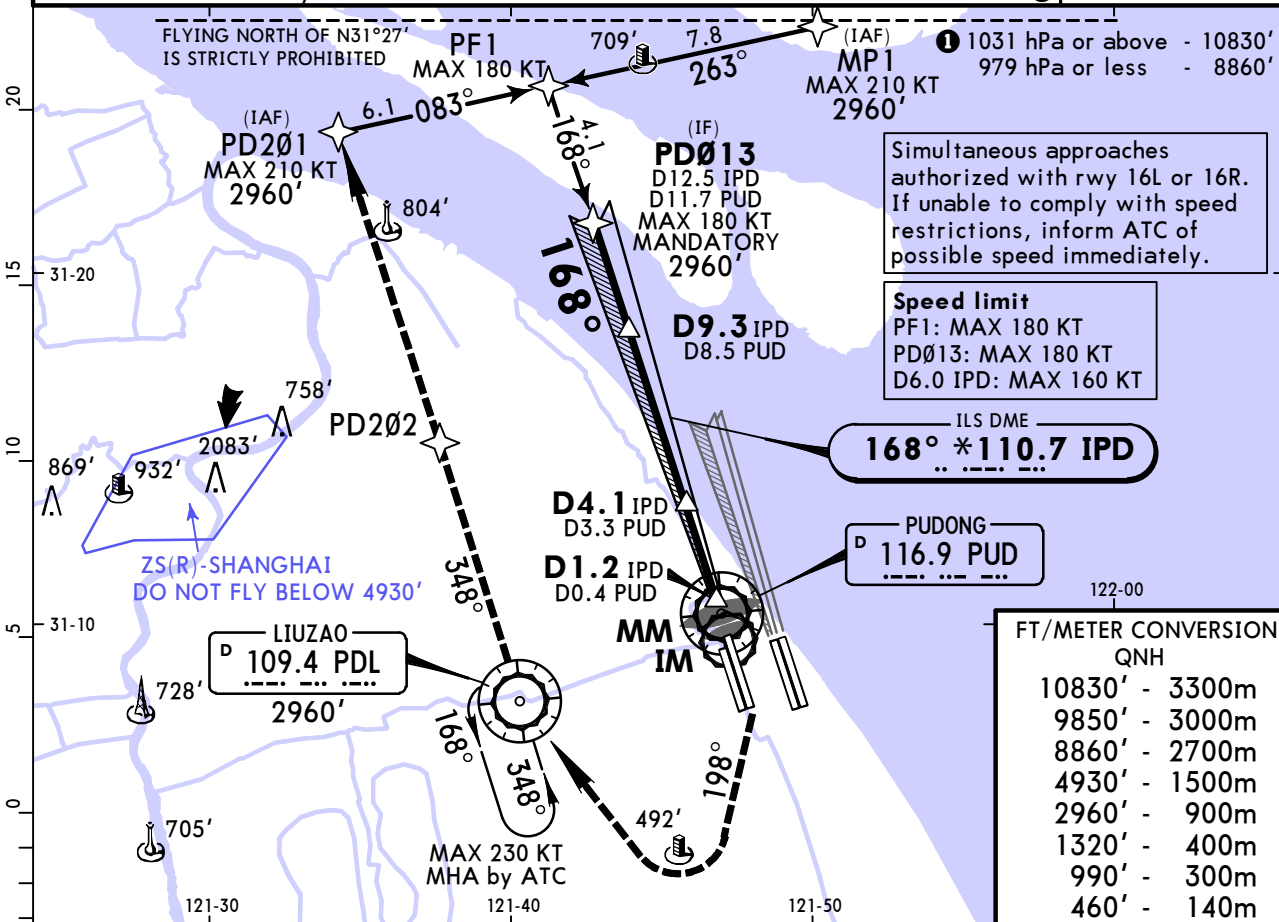
JEPPESSEN SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 17L

D-ATIS 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) APP09 121.375X		PUDONG Tower TWR01 118.8		*TWR03 124.35		Ground *GND03 121.875		*GND04 121.625	
LOC IPD *110.7	Final Apch Crs 168°	D9.3 IPD MANDATORY 2960' (2950')		ILS DA(H) 210' (200')		Apt Elev 12' Rwy 10'			



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'



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

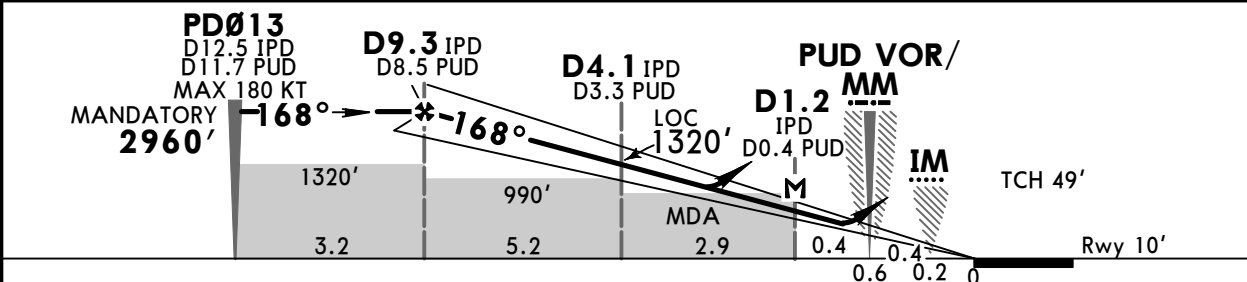
Speed limit
PF1: MAX 180 KT
PD013: MAX 180 KT
D6.0 IPD: MAX 160 KT

ILS DME
168° *110.7 IPD

PUDONG
D 116.9 PUD

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	↑	↑
MAP at D1.2 IPD/D0.4 PUD											

Standard ILS STRAIGHT-IN LANDING RWY 17L				LOC (GS out) CDFA		CIRCLE-TO-LAND	
DA(H) 210' (200')				MDA(H) 460' (450')			
FULL	TDZ or CL out	ALS out	ALS out		Max KT	MDA(H)	VIS
A			1800m		100	690' (678')	2800m
B	RVR 550m	RVR 550m			135	690' (678')	3200m
C	VIS 800m	VIS 800m	2000m	2100m	180	790' (778')	4400m
D			2200m		205	920' (908')	4800m

RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

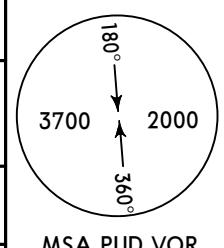
ZSPD/PVG
PUDONG

10 MAY 24
Eff 15 May 1600Z

JEPPESSEN
(21-5A)

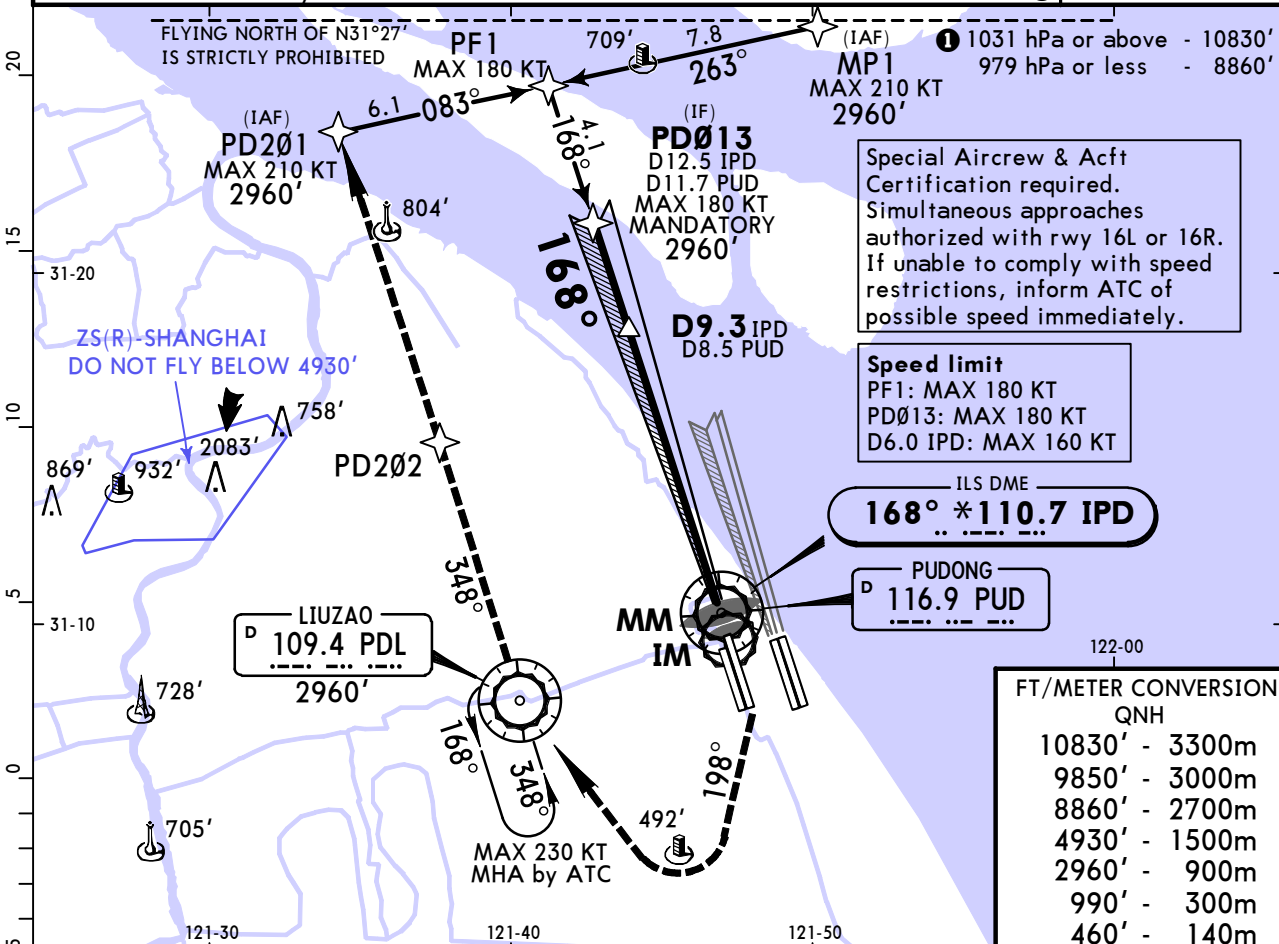
SHANGHAI, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 17L

D-ATIS 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) APP09 121.375X			PUDONG Tower TWR01 *TWR03 118.8 124.35		Ground *GND03 *GND04 121.7 121.8 121.875 121.625				
LOC IPD *110.7	Final Apch Crs 168°	D9.3 IPD MANDATORY 2960' (2950')		CAT II ILS RA 102' DA(H) 110' (100')		Apt Elev 12' Rwy 10'			



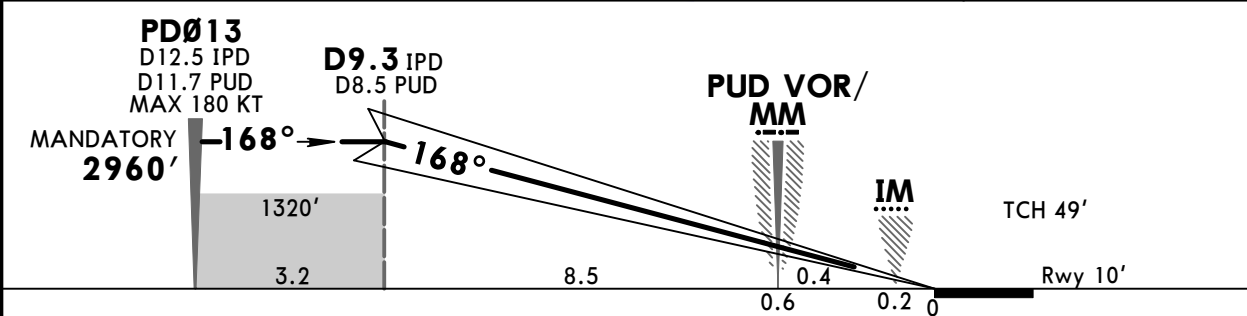
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT on track 198° to 990', then turn RIGHT to PDL VOR at 2960', approach again or join holding and as directed. Turns MAX 210 KT.

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



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-II PAPI	Turns 210 KT MAX	460'	198° RT	990'
GS	3.00°	372	478	531	637	743					

Standard STRAIGHT-IN LANDING RWY 17L
CAT II ILS
RA 102'
DA(H) 110' (100')

RVR 300m
CAT D: RVR 350m for manual operation below DH.

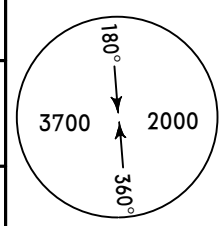
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

(21-6)

SHANGHAI, PR OF CHINA ILS DME Y Rwy 17L

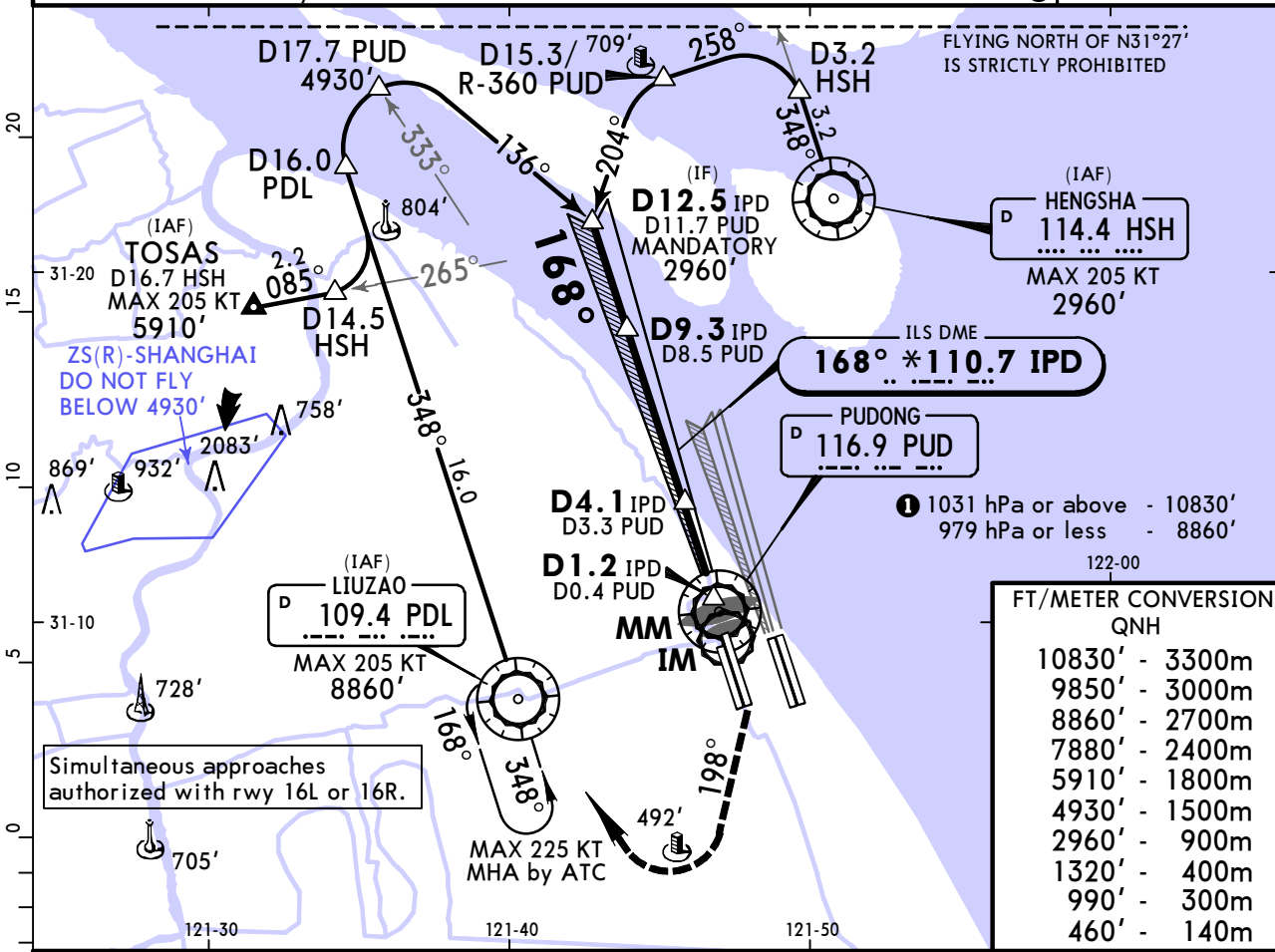
D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X
SHANGHAI Approach (R) APP09 121.375X		PUDONG Tower TWR01 118.8		*TWR03 124.35		Ground *GND03 121.875		*GND04 121.625	
LOC IPD *110.7	Final Apch Crs 168°	D9.3 IPD MANDATORY 2960' (2950')		ILS DA(H) 210' (200')		Apt Elev 12' Rwy 10'			



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.

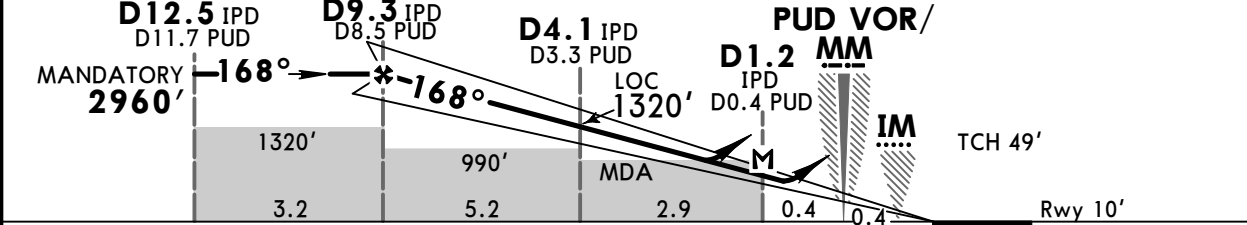
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850'

MSA PUD VOR



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 ALTITUDE	9.0 2880'	8.0 2560'	7.0 2240'	6.0 1920'	5.0 1600'	4.0 1280'	3.0 960'	2.0 640'
--------------	------------------	-----------	-----------	-----------	-----------	-----------	-----------	----------	----------



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	205 KT MAX	↑	↑ RT

Standard ILS STRAIGHT-IN LANDING RWY 17L				LOC (GS out) CDFA		CIRCLE-TO-LAND	
DA(H) 210' (200')		MDA(H) 460' (450')					
FULL	TDZ or CL out	ALS out	ALS out		Max KT	MDA(H)	VIS
A			1800m		100	690' (678')	2800m
B	RVR 550m	RVR 550m			135	690' (678')	3200m
C	VIS 800m	VIS 800m	1200m	2000m	180	790' (778')	4400m
D				2200m	205	920' (908')	4800m

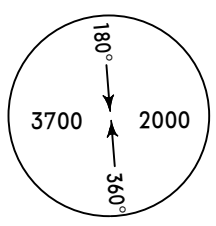
RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

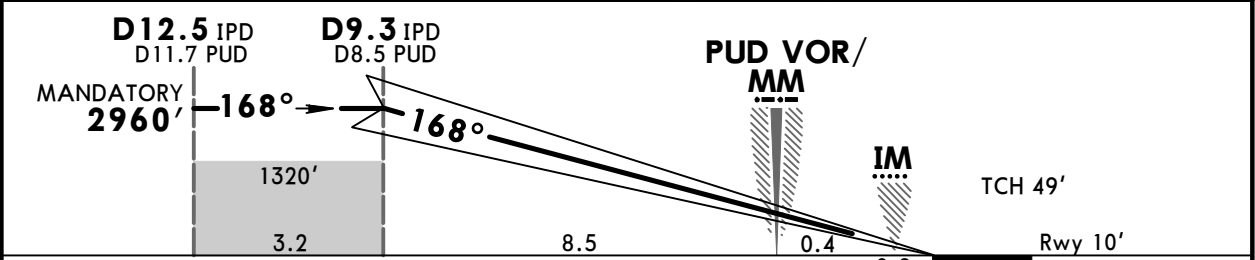
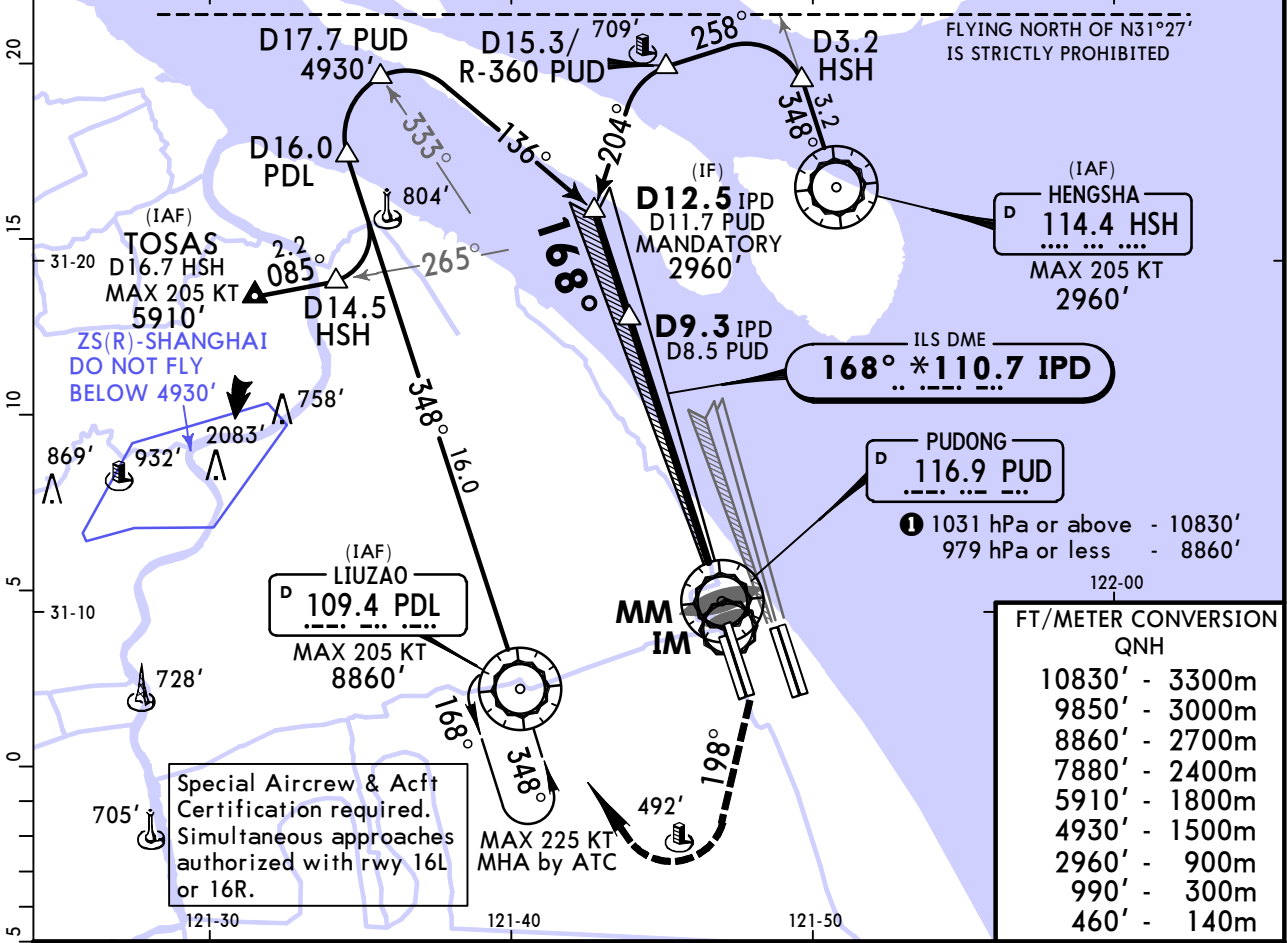
JEPPESSEN SHANGHAI, PR OF CHINA (21-6A) CAT II ILS DME Y Rwy 17L

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR01 118.8 *TWR03 124.35		GND01 121.7 GND02 121.8		Ground *GND03 121.875 *GND04 121.625			
LOC IPD *110.7	Final Apch Crs 168°	D9.3 IPD MANDATORY 2960' (2950')	CAT II ILS RA 102' DA(H) 110' (100')		Apt Elev 12' Rwy 10'					



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'



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

Standard STRAIGHT-IN LANDING RWY 17L
CAT II ILS
RA 102'
DA(H) 110' (100')

RVR 300m
CAT D: RVR 350m for manual operation below DH.

ZSPD/PVG
PUDONG

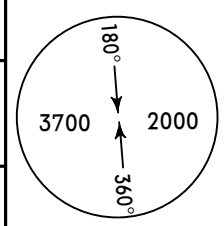
10 MAY 24
Eff 15 May 1600Z

JEPPESSEN

SHANGHAI, PR OF CHINA

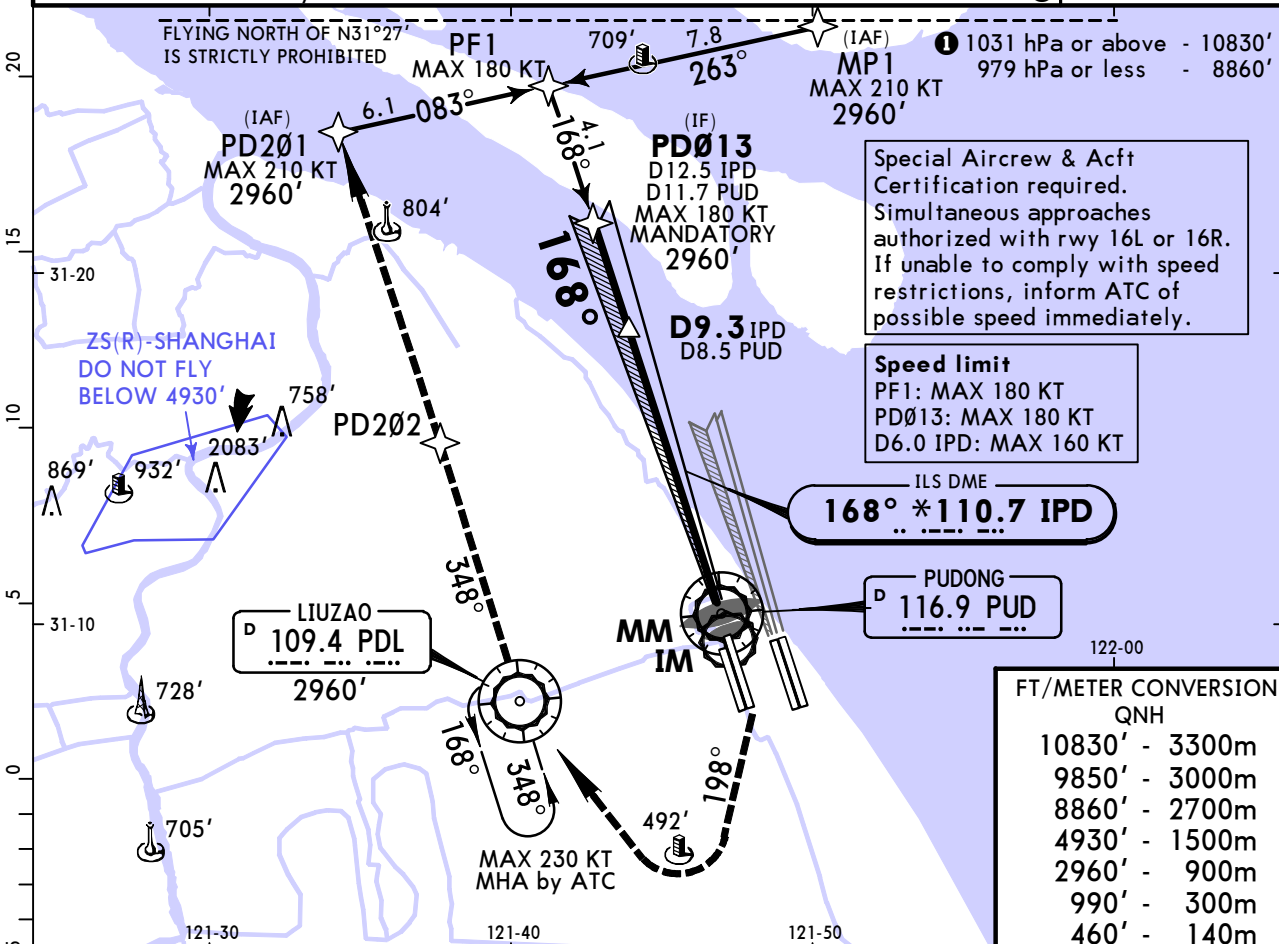
(21-6B) SA CAT I RNAV ILS DME Z Rwy 17L

D-ATIS 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) APP09 121.375X			PUDONG Tower TWR01 118.8		Ground *GND03 121.875		SHANGHAI Approach (R) APP10 125.625X		
APP11 119.075X			*TWR03 124.35		*GND04 121.625		APP08 127.75X		
LOC IPD *110.7	Final Apch Crs 168°	D9.3 IPD MANDATORY 2960' (2950')		SA CAT I ILS RA 151' DA(H) 160'(150')		Apt Elev 12' Rwy 10'			



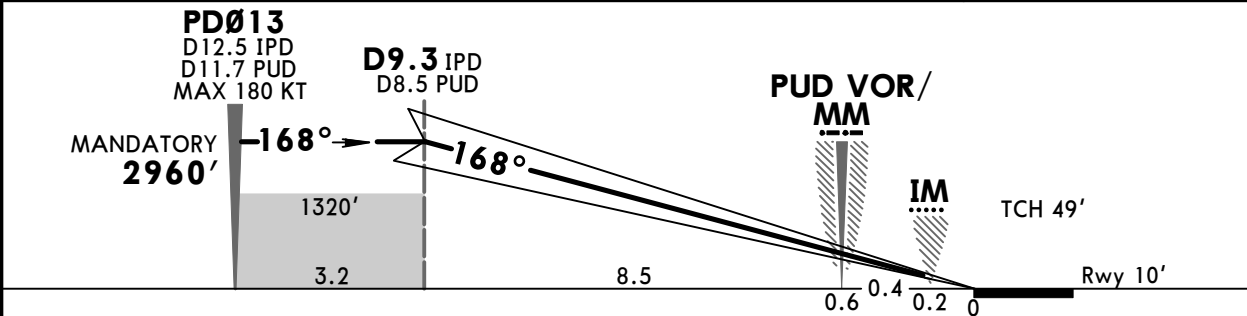
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT on track 198° to 990', then turn RIGHT to PDL VOR at 2960', approach again or join holding and as directed. Turns MAX 210 KT.

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



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-II PAPI	Turns	460'	198°	990'
GS	3.00°	372	478	531	637	849		210 KT MAX	↑	RT	↑

Standard STRAIGHT-IN LANDING RWY 17L
SA CAT I ILS
RA 151'
DA(H) 160'(150')

RVR 450m

HUD required.

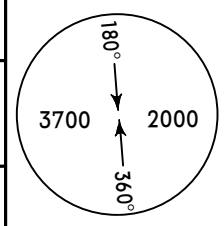
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z **(21-6C)** SA CAT I ILS DME Y Rwy 17L

JEPPESSEN

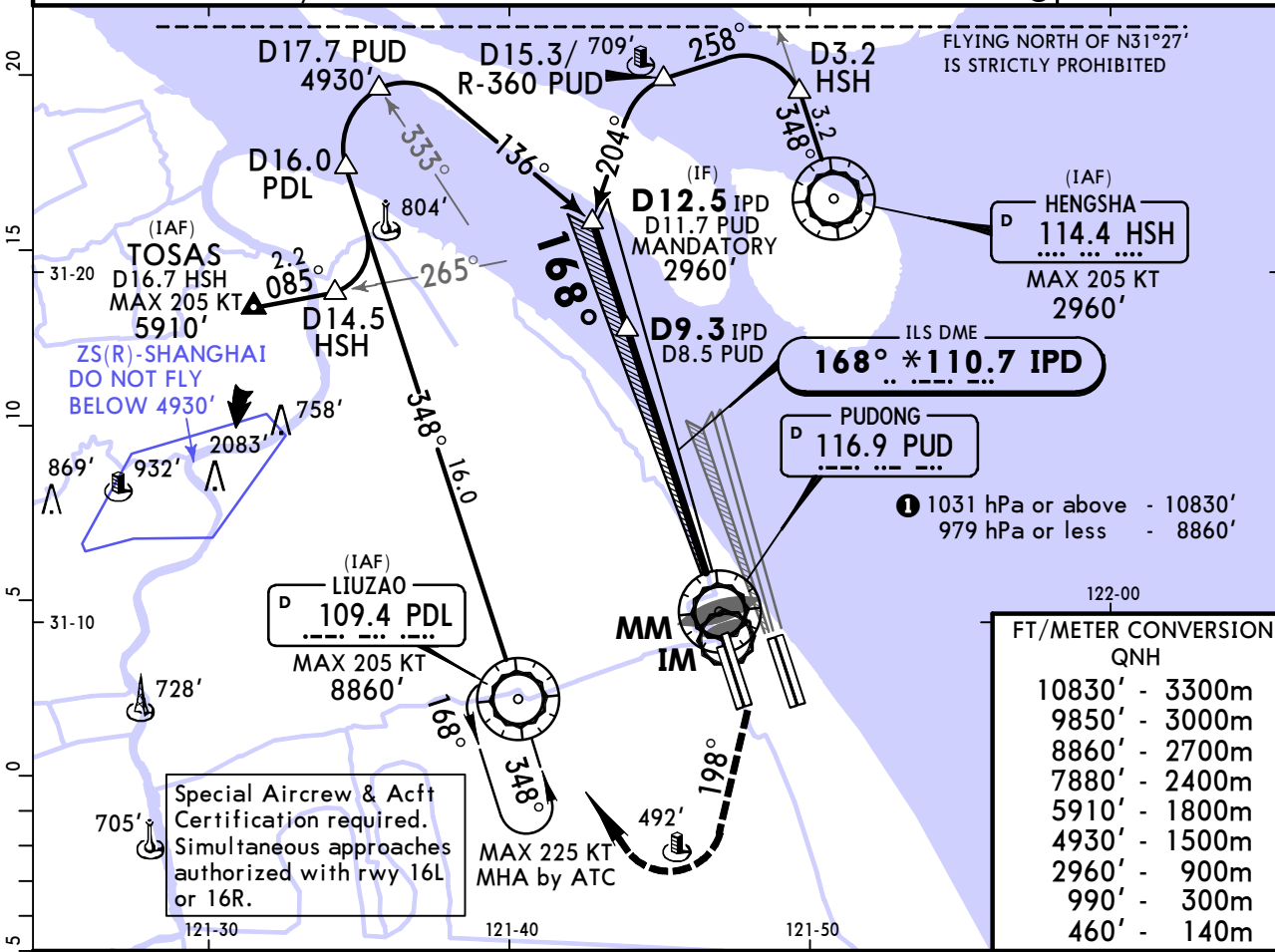
SHANGHAI, PR OF CHINA

D-ATIS 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) APP09 121.375X		PUDONG Tower TWR01 *TWR03 118.8 124.35		GND01 GND02 121.7 121.8		Ground *GND03 *GND04 121.875 121.625			
LOC IPD *110.7	Final Apch Crs 168°	D9.3 IPD MANDATORY 2960' (2950')		SA CAT I ILS RA 151' DA(H) 160'(150')		Apt Elev 12' Rwy 10'			



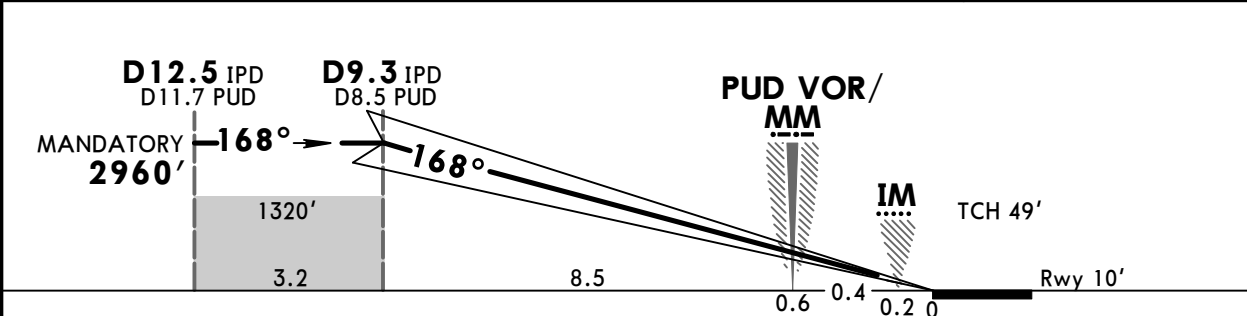
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT on track 198° to 990', then turn RIGHT to PDL VOR at 2960', approach again or join holding and as directed. Turns MAX 205 KT.

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



122-00

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-II PAPI	Turns 205 KT MAX	460'	198° RT	990'
GS	3.00°	372	478	531	637	743					

Standard STRAIGHT-IN LANDING RWY 17L
SA CAT I ILS **RA 151'**
DA(H) 160'(150')

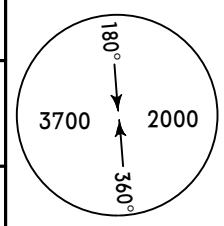
RVR 450m

HUD required.

ZSPD/PVG PUDONG

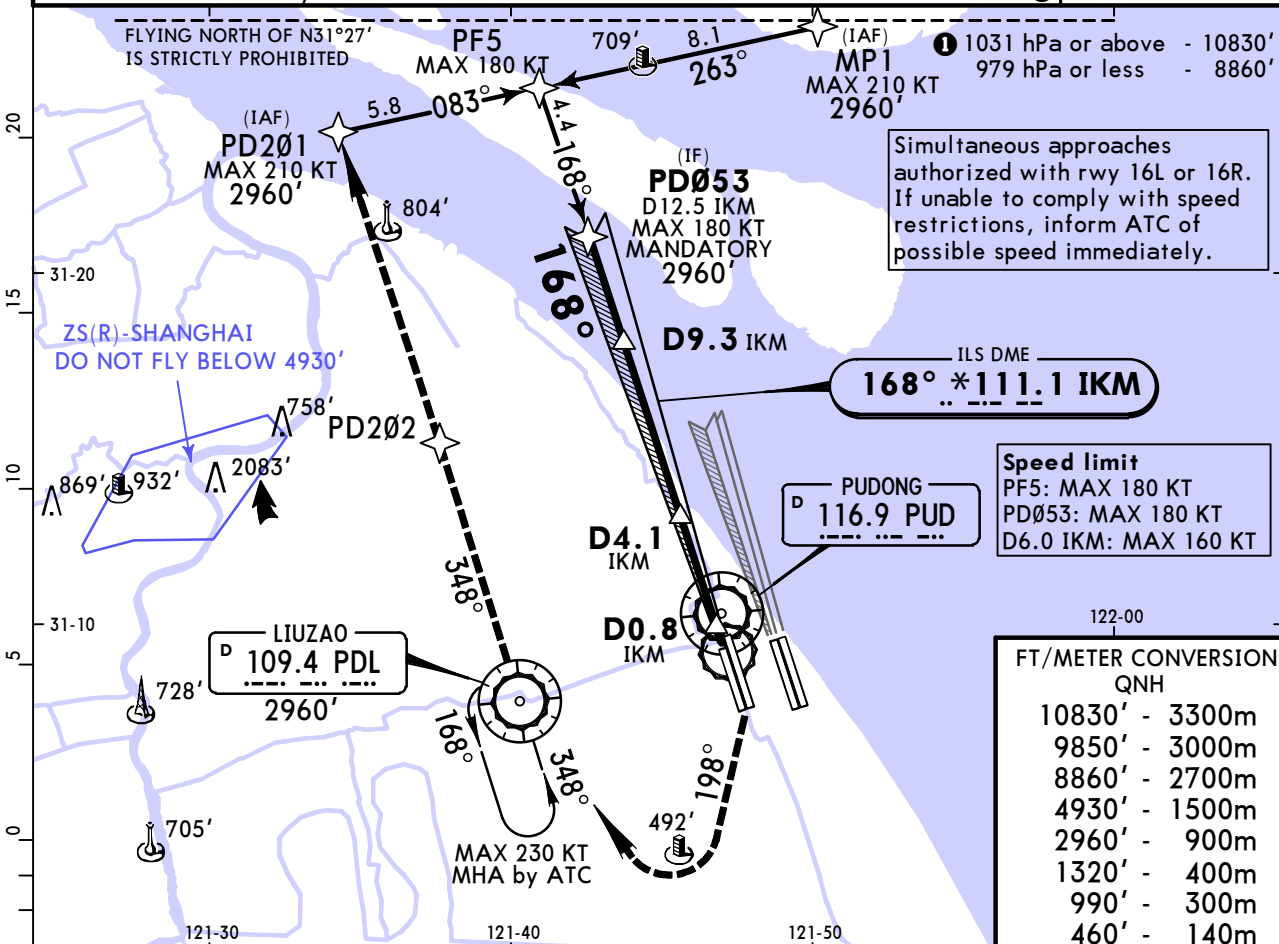
10 MAY 24
Eff 15 May 1600Z (21-7) RNAV ILS DME Z Rwy 17R

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR01 118.8		GND01 121.7 GND02 121.8		Ground *GND03 121.875 *GND04 121.625		
LOC IKM *111.1	Final Apch Crs 168°	D9.3 IKM MANDATORY 2960' (2948')		ILS DA(H) 212' (200')		Apt Elev 12' Rwy 12'			



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'

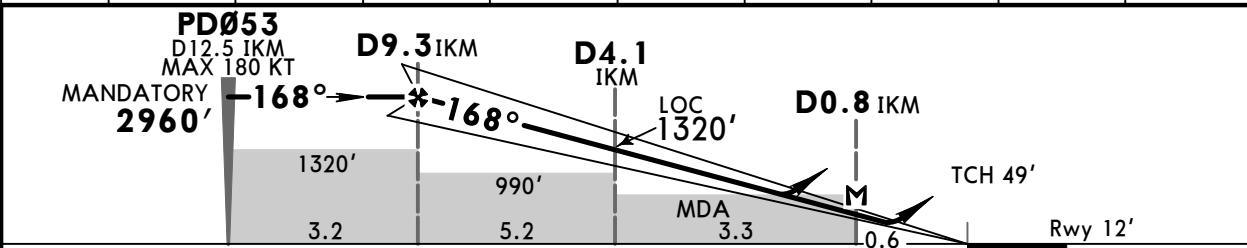


Speed limit
PF5: MAX 180 KT
PD053: MAX 180 KT
D6.0 IKM: MAX 160 KT

FT/METER CONVERSION
QNH

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

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



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

Standard ILS STRAIGHT-IN LANDING RWY 17R				LOC (GS out) CDFA MDA(H) 460' (448')		CIRCLE-TO-LAND Not authorized East of runway	
DA(H) 212' (200')		FULL		ALS out		Max KT	
A				1800m		100	690' (678') 2800m
B	RVR 550m VIS 800m		1200m			135	690' (678') 3200m
C				2000m	2100m	180	790' (778') 4400m
D				2200m		205	920' (908') 4800m

1 RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

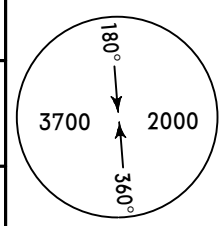
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

21-8

SHANGHAI, PR OF CHINA ILS DME Y Rwy 17R

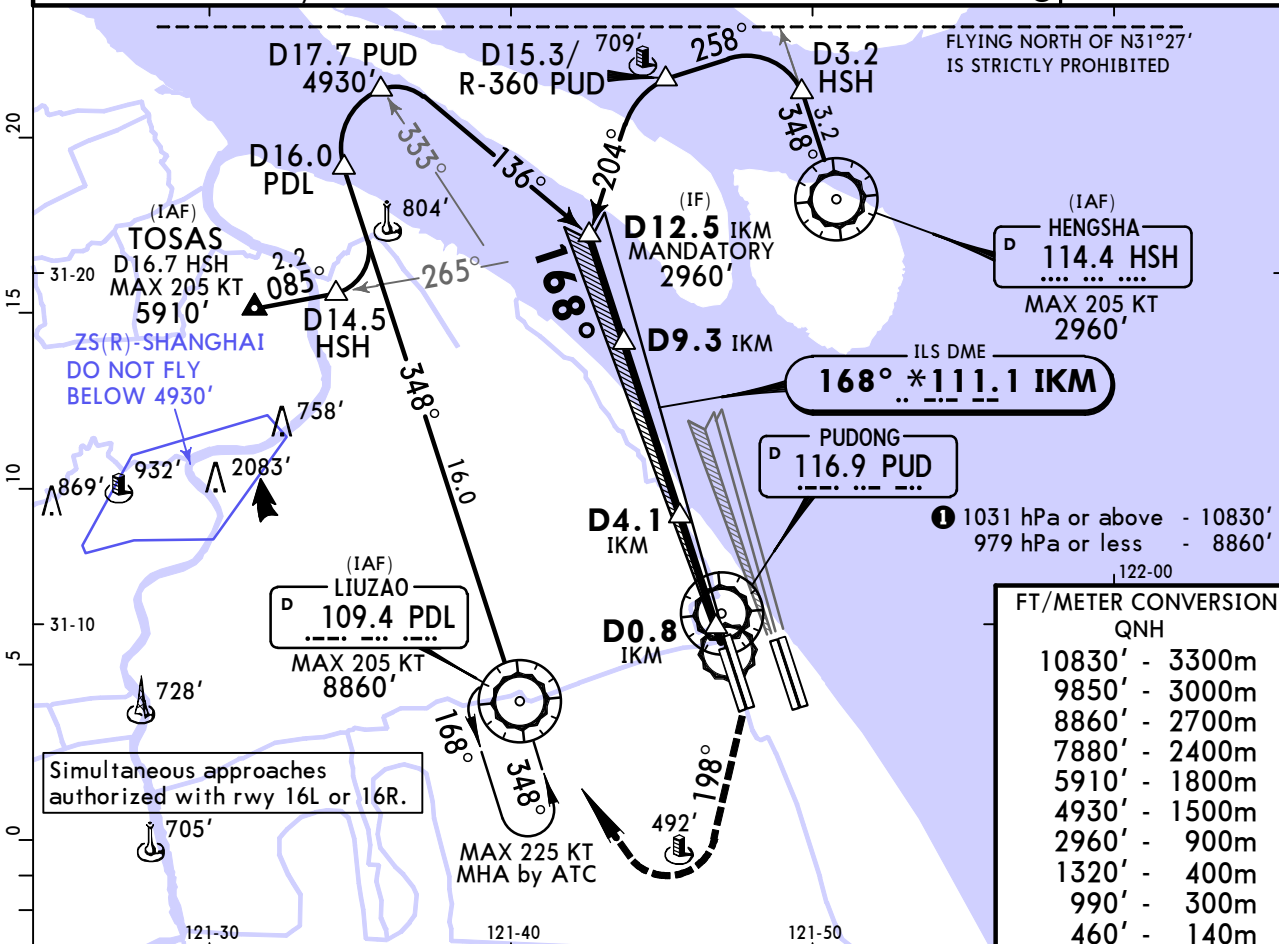
D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X
SHANGHAI Approach (R) APP09 121.375X			PUDONG Tower TWR01 118.8		Ground *GND03 121.875				*GND04 121.625
LOC IKM *111.1	Final Apch Crs 168°	D9.3 IKM MANDATORY 2960' (2948')		ILS DA(H) 212' (200')		Apt Elev 12' Rwy 12'			



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.

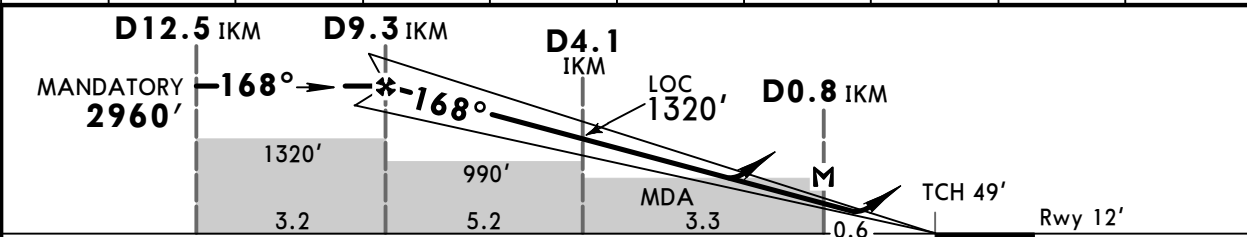
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850'

MSA PUD VOR



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	↑	↑
MAP at D0.8 IKM										RT	↑

Standard ILS STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND Not authorized East of runway	
DA(H) 212' (200')		LOC (GS out) CDFA MDA(H) 460' (448')		Max KT	
FULL	ALS out	ALS out		MDA(H)	VIS
A		1800m		100	690' (678') 2800m
B	RVR 550m VIS 800m	1200m		135	690' (678') 3200m
C		2000m	2100m	180	790' (778') 4400m
D		2200m		205	920' (908') 4800m

■ RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

ZSPD/PVG
PUDONG

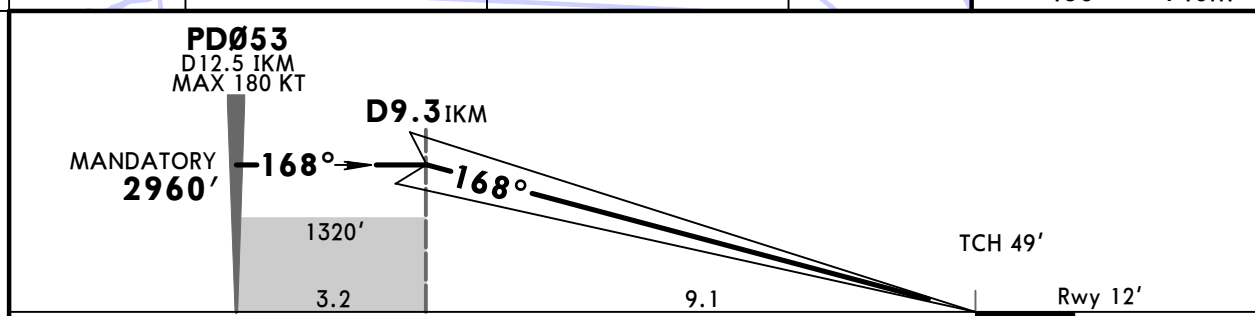
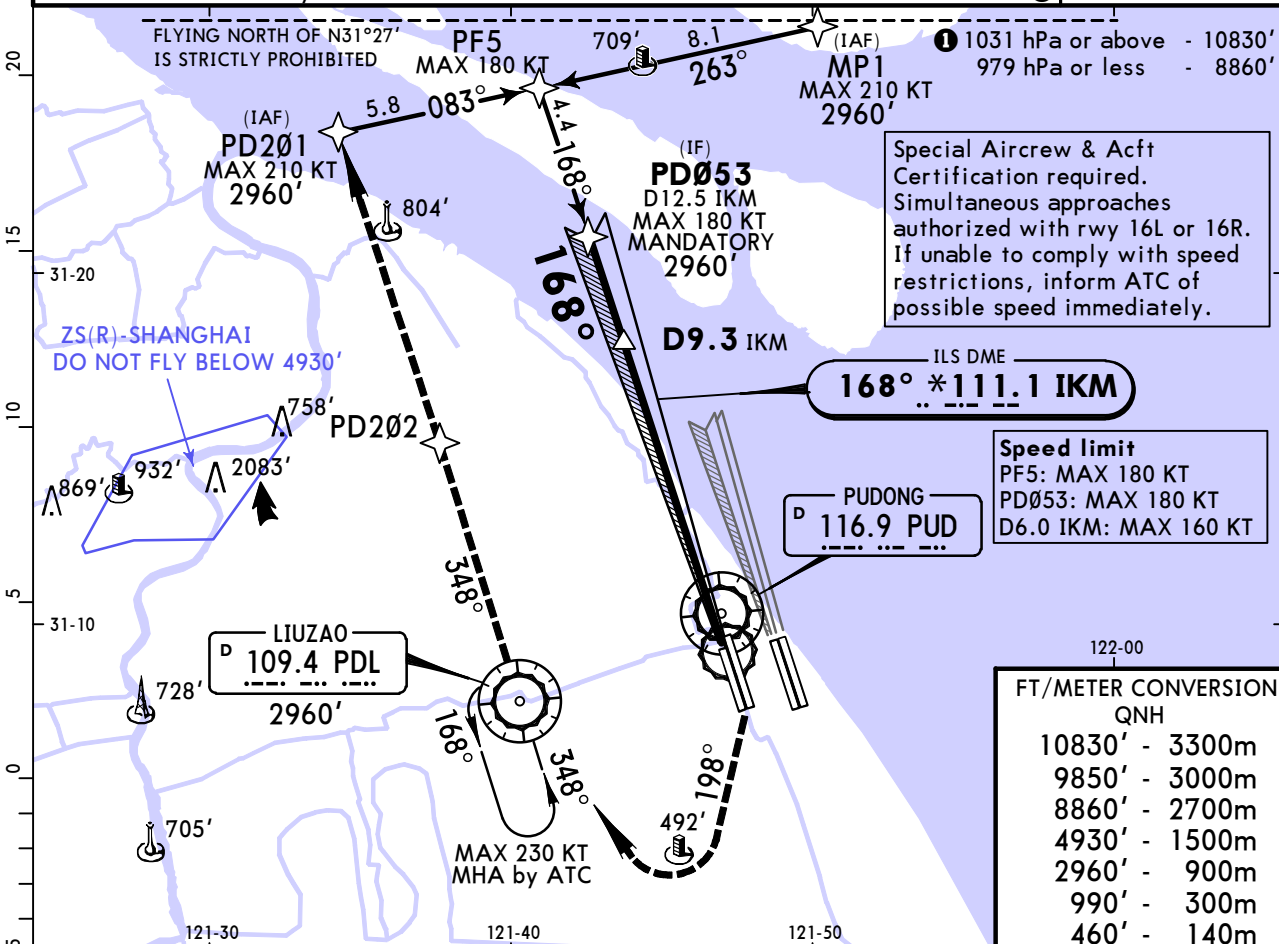
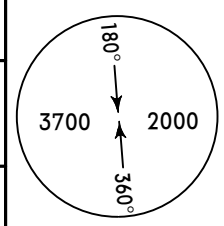
10 MAY 24
Eff 15 May 1600Z

JEPPESSEN

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

(21-8A)

D-ATIS 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) APP09 121.375X			PUDONG Tower TWR01 118.8		Ground *GND03 121.875				*GND04 121.625
LOC IKM *111.1	Final Apch Crs 168°	D9.3 IKM MANDATORY 2960' (2948')		SA CAT I ILS RA 151' DA(H) 162'(150')		Apt Elev 12' Rwy 12'			
MISSED APCH: Climb STRAIGHT AHEAD to 460', then turn RIGHT on track 198° to 990', then turn RIGHT to PDL VOR at 2960', approach again or join holding and as directed. Turns MAX 210 KT.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL118		Trans alt: 9850' ①			



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Turns	460'	198°	990'
GS	3.00°	372	478	531	637	849					

Standard STRAIGHT-IN LANDING RWY 17R
SA CAT I ILS RA 151'
DA(H) 162'(150')

RVR 450m

HUD required.

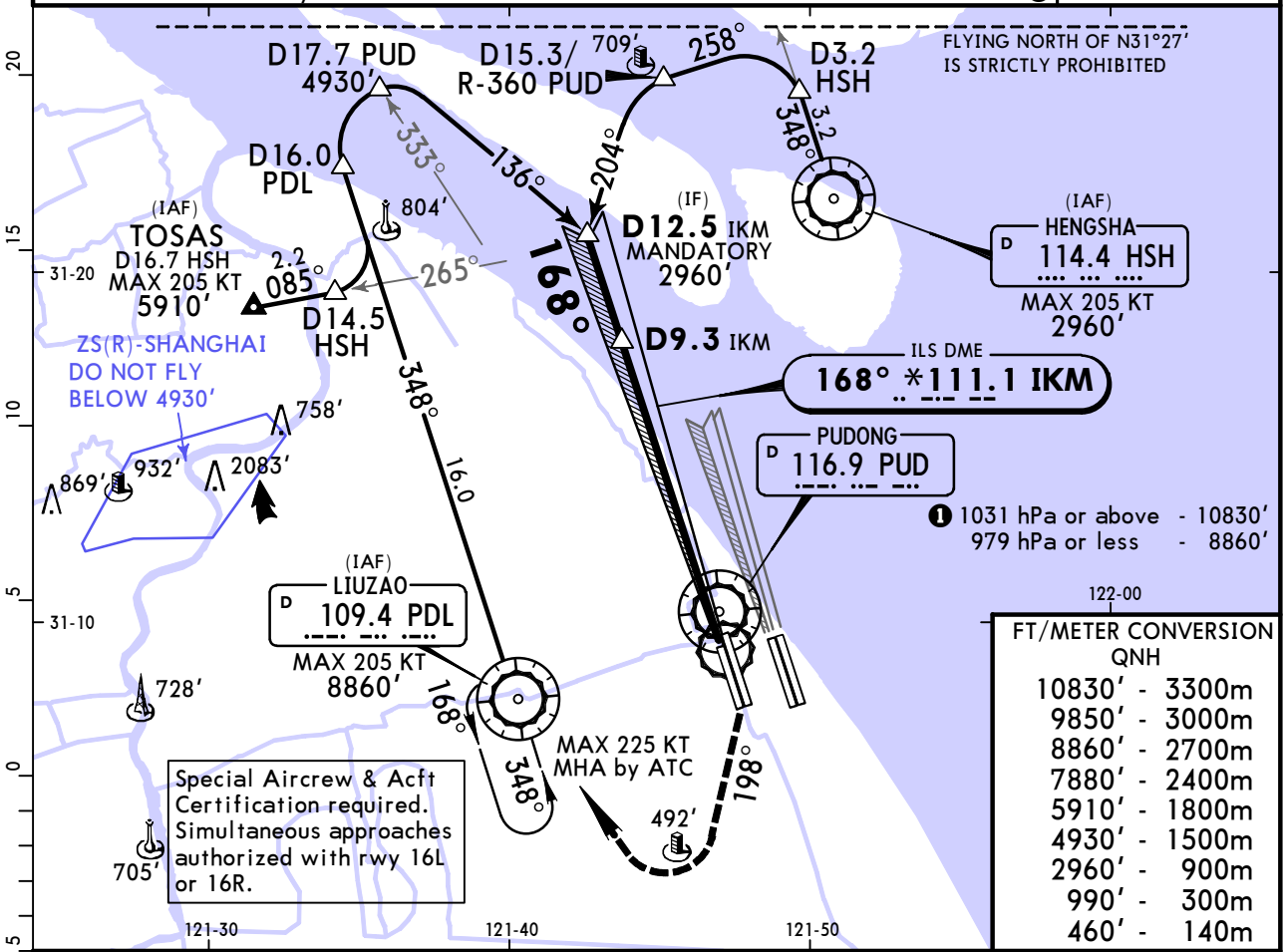
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

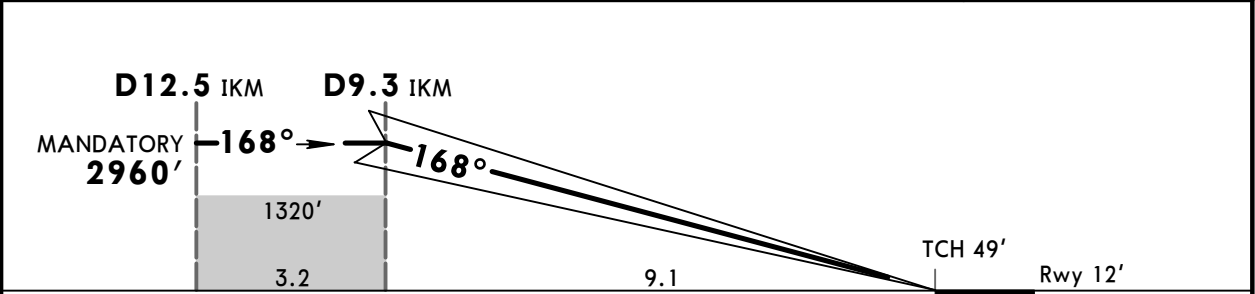
21-8B

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

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR01 118.8		Ground *GND01 121.7 *GND02 121.8 *GND03 121.875 *GND04 121.625						
LOC IKM *111.1	Final Apch Crs 168°	D9.3 IKM MANDATORY 2960' (2948')		SA CAT I ILS RA 151' DA(H) 162' (150')		Apt Elev 12' Rwy 12'					
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'				MSA PUD VOR	



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		Turns	460'	198°	990'
GS	3.00°	372	478	531	637	849		205 KT MAX	↑	↑ RT	↑

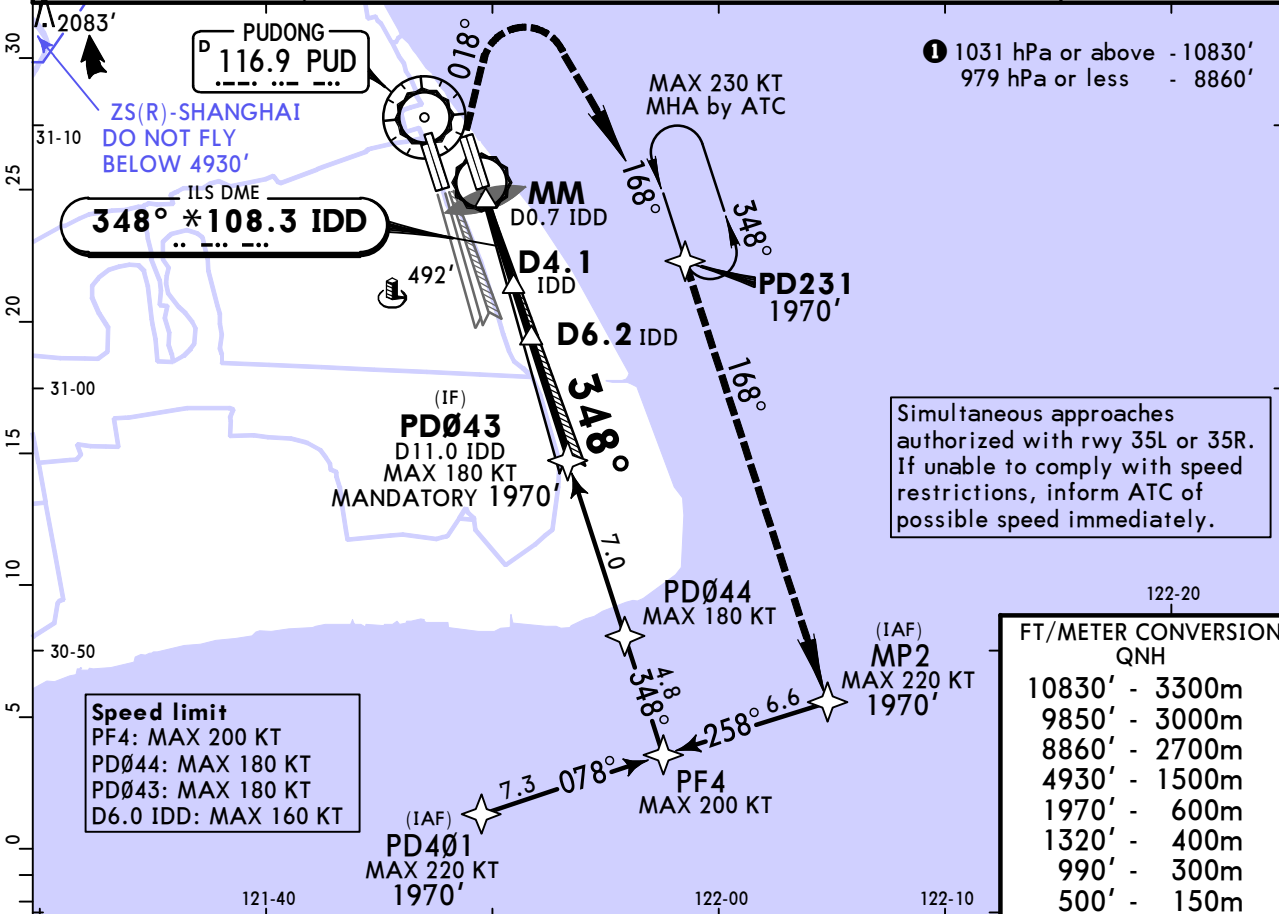
Standard STRAIGHT-IN LANDING RWY 17R
SA CAT I ILS
RA 151'
DA(H) 162' (150')

RVR 450m
 HUD required.

ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z **(21-9)** RNAV ILS DME Z Rwy 34L

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR02 118.4 *TWR04 118.575		Ground GND01 121.7 GND02 121.8 *GND03 121.875 *GND04 121.625					
LOC IDD *108.3	Final Apch Crs 348°	D6.2 IDD MANDATORY 1970' (1959')		ILS DA(H) 211' (200')		Apt Elev 12' 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' 1				

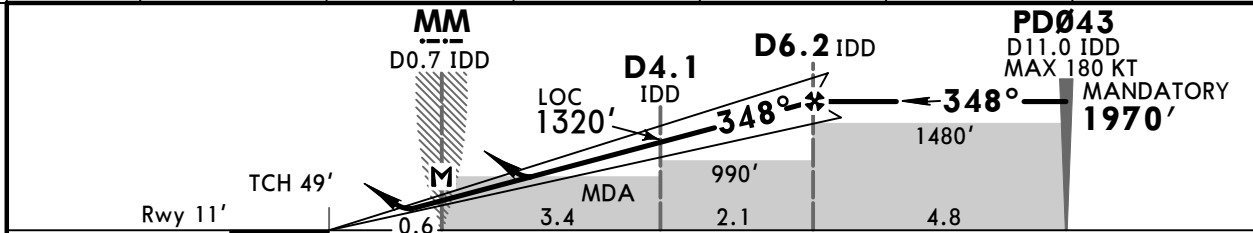


Speed limit
 PF4: MAX 200 KT
 PD044: MAX 180 KT
 PD043: MAX 180 KT
 D6.0 IDD: MAX 160 KT

122-20

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	HIALS-II	Turns	500'	018°	990'
ILS GS or LOC Desc Angle	3.00°						PAPI	210 KT MAX	↑	↑	↑
MAP at MM/D0.7 IDD											

PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 34L				LOC (GS out) CDFA		CIRCLE-TO-LAND	
	DA(H) 211' (200')		MDA(H) 500' (489')					
	FULL	TDZ or CL out	ALS out	ALS out	Max KT	MDA(H)	VIS	
A					100	690' (678')	2800m	
B					135	690' (678')	3200m	
C	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m	2200m	180	790' (778')	4400m	
D				2400m	205	920' (908')	4800m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Speed limits, SMA.

© JEPPESEN, 2011, 2024. ALL RIGHTS RESERVED.

ZSPD/PVG PUDONG

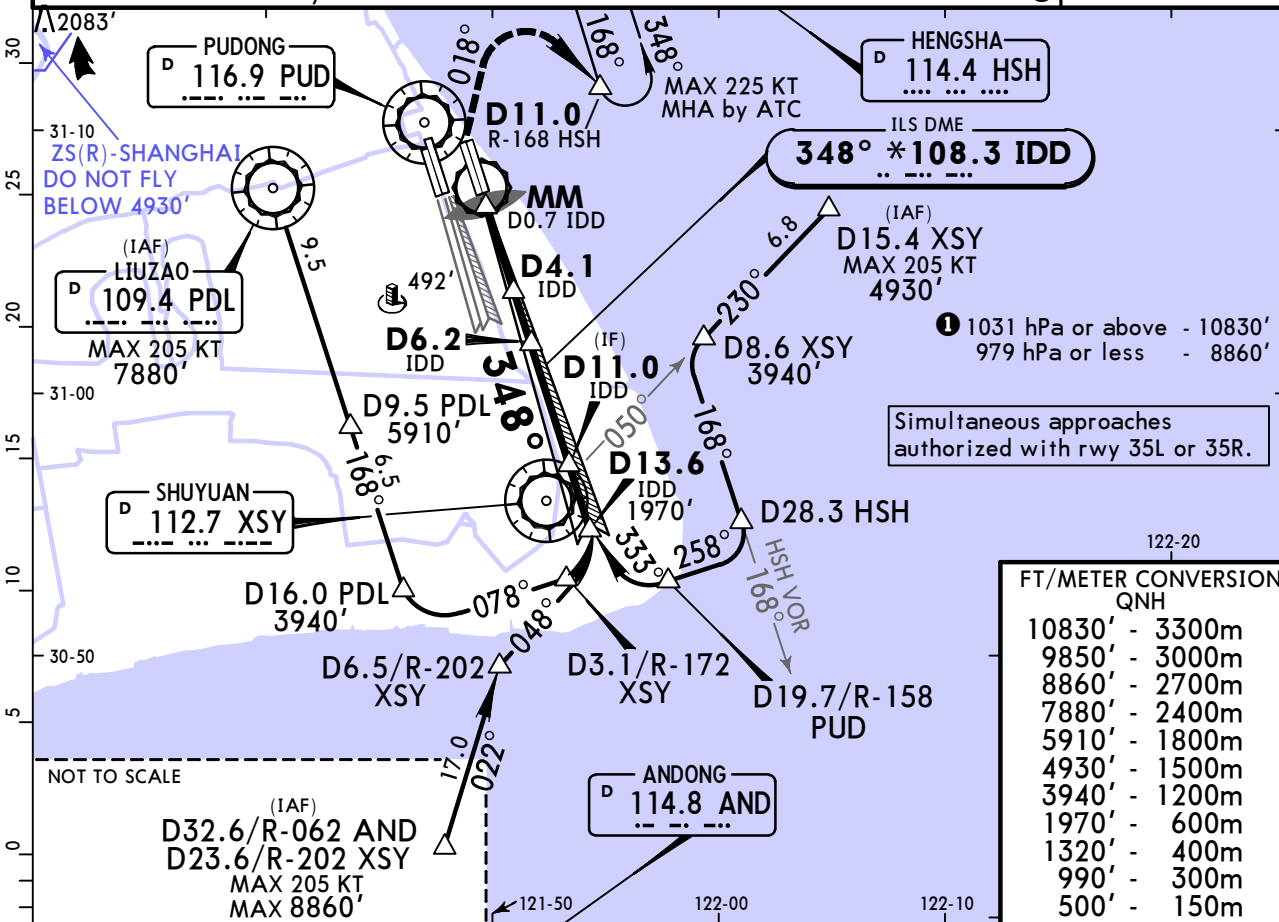
10 MAY 24
Eff 15 May 1600Z (21-10)

SHANGHAI, PR OF CHINA ILS DME Y Rwy 34L

D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	SHANGHAI Approach (R) APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X
SHANGHAI Approach (R) APP09 121.375X			PUDONG Tower TWR02 *TWR04 118.4 118.575		Ground GND01 GND02 *GND03 *GND04 121.7 121.8 121.875 121.625				<p>MSA PUD VOR</p>
LOC IDD *108.3	Final Apch Crs 348°	D6.2 IDD MANDATORY 1970' (1959')		ILS DA(H) 211' (200')		Apt elev 12' Rwy 11'			

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' ①

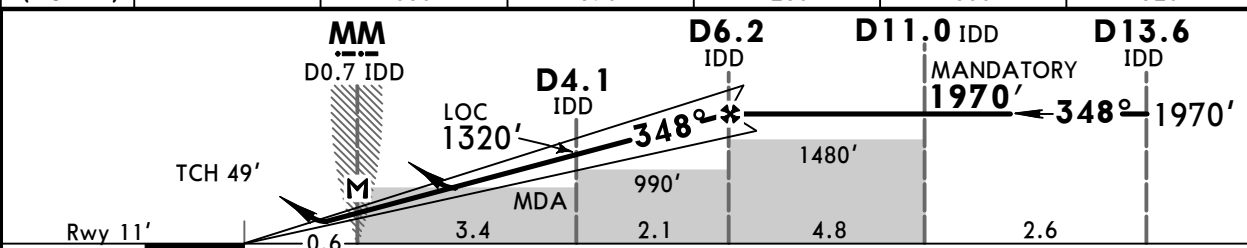


① 1031 hPa or above - 10830'
979 hPa or less - 8860'

Simultaneous approaches authorized with rwy 35L or 35R.

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	HIALS-II	Turns	500'	018°	990'
ILS GS or LOC Desc Angle	3.00°						PAPI	205 KT MAX	↑	↑	↑
MAP at MM/D0.7 IDD										RT	

PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 34L				LOC (GS out) CDFA		CIRCLE-TO-LAND	
	DA(H) 211' (200')			MDA(H) 500' (489')				
	FULL	TDZ or CL out	ALS out	ALS out		Max KT	MDA(H)	VIS
	A			2000m		100	690' (678')	2800m
B					135	690' (678')	3200m	
C	RVR 550m VIS 800m	RVR 550m ① VIS 800m	1200m	2200m	2300m	180	790' (778')	4400m
D				2400m		205	920' (908')	4800m

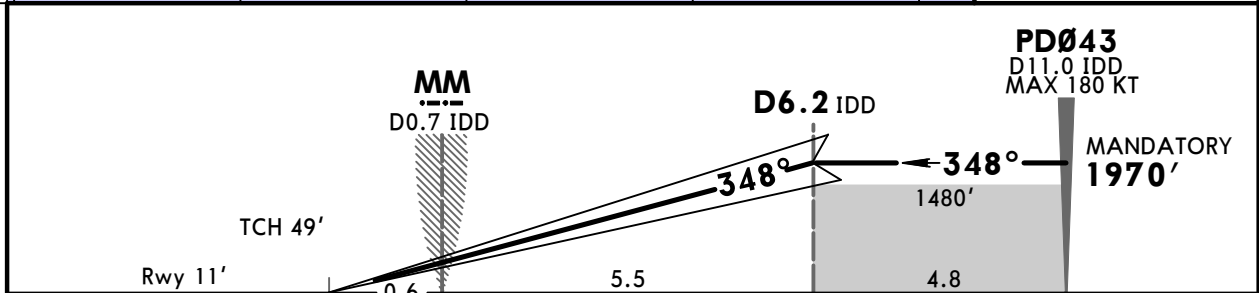
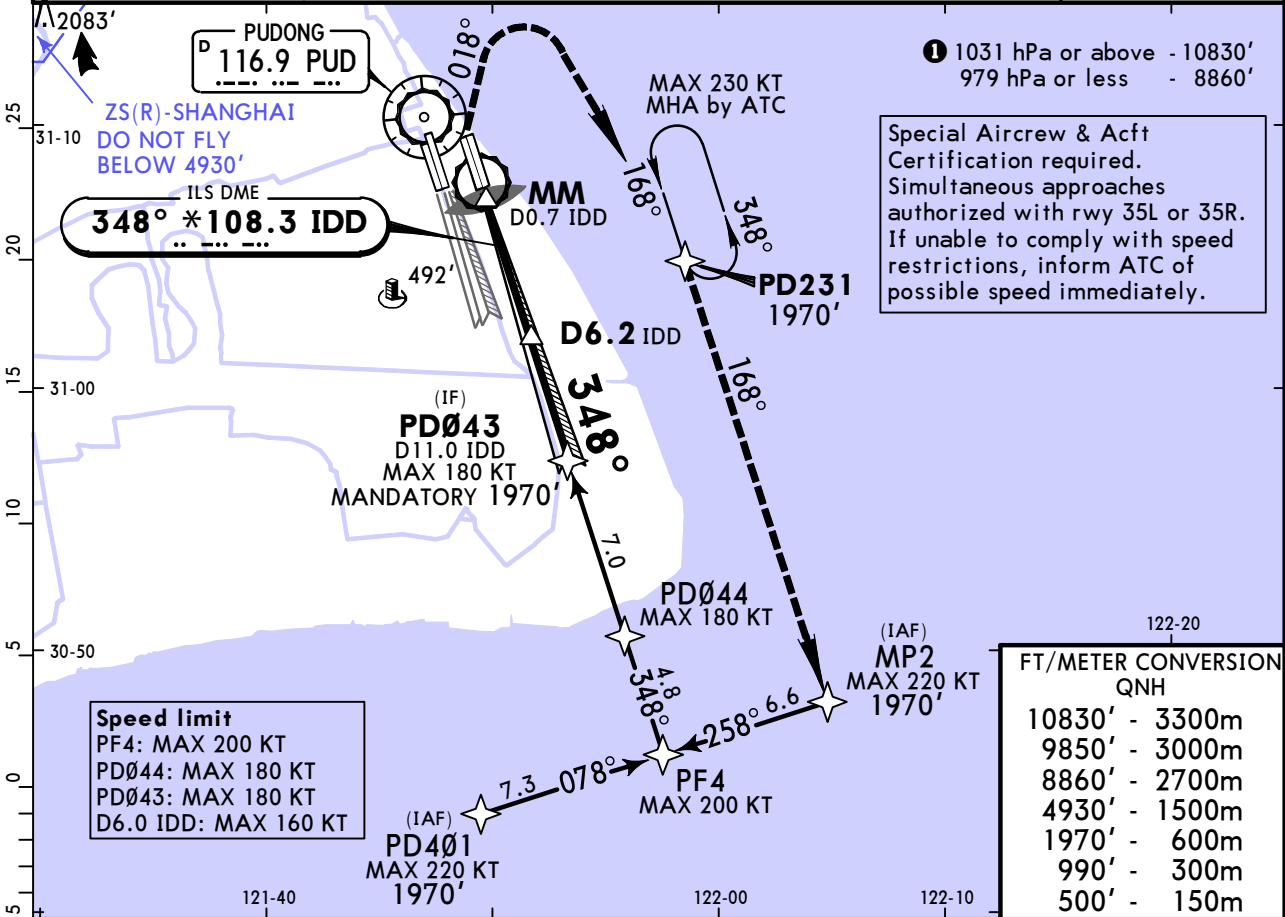
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Speed limits, note, SMA.

© JEPPESEN, 2005, 2024. ALL RIGHTS RESERVED.

ZSPD/PVG 10 MAY 24 **JEPPESSEN** **SHANGHAI, PR OF CHINA**
PUDONG Eff 15 May 1600Z **(21-10A)** SA CAT I RNAV ILS DME Z Rwy 34L

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR02 118.4 *TWR04 118.575		Ground GND01 121.7 GND02 121.8 *GND03 121.875 *GND04 121.625						
LOC IDD *108.3	Final Apch Crs 348°	D6.2 IDD MANDATORY 1970' (1959')		SA CAT I ILS RA 151' DA(H) 161'(150')		Apt Elev 12' 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' 1			MSA PUD VOR	



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

Standard STRAIGHT-IN LANDING RWY 34L
 SA CAT I ILS **RA 151'**
 DA(H) 161'(150')

RVR 450m

HUD required.

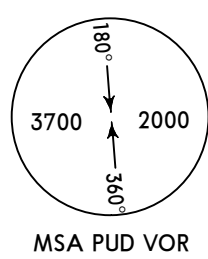
ZSPD/PVG
PUDONG

10 MAY 24
Eff 15 May 1600Z

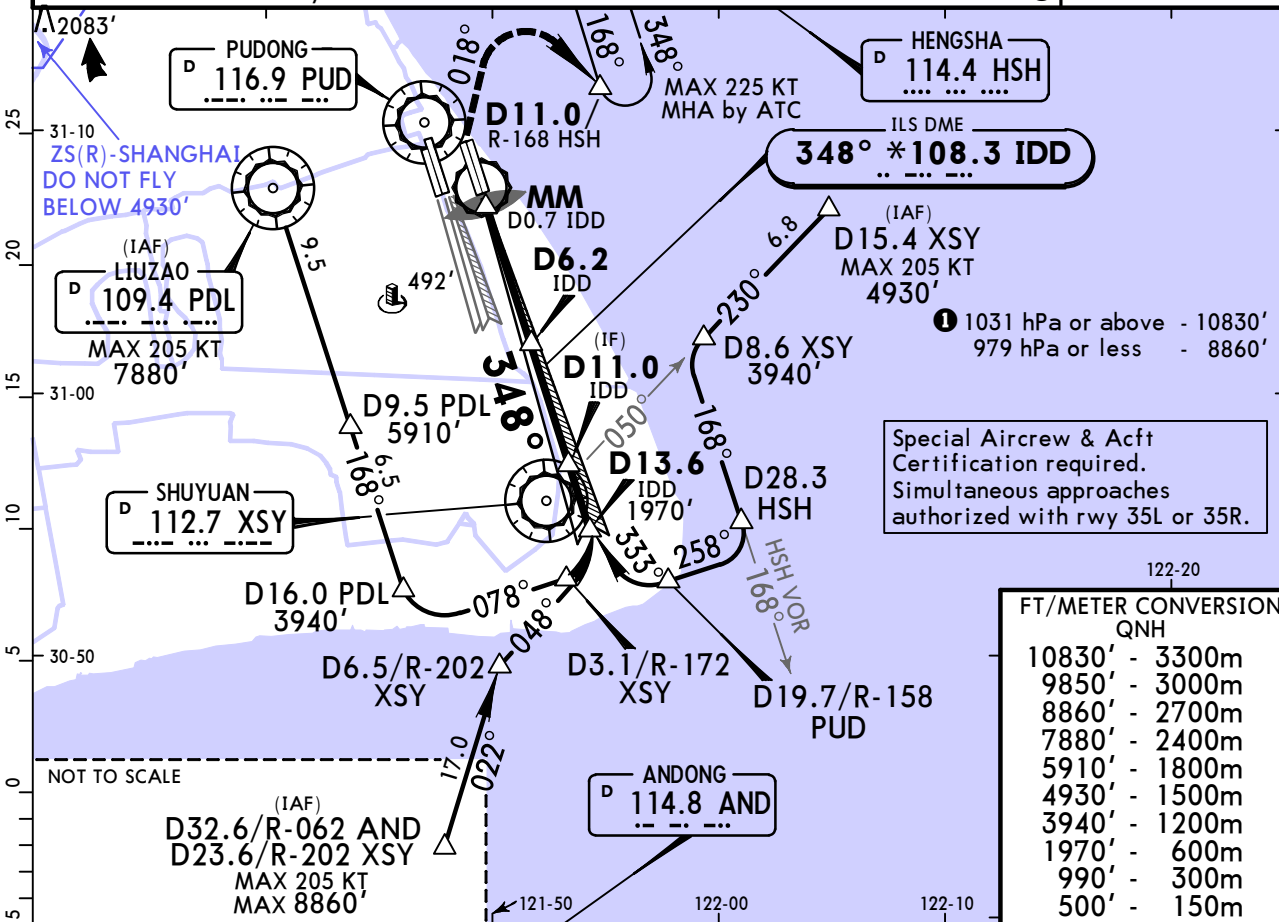
21-10B

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

D-ATIS 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) APP09 121.375X			PUDONG Tower TWR02 *TWR04 118.4 118.575		Ground *GND03 121.7 121.8		*GND04 121.875 121.625		
LOC IDD *108.3	Final Apch Crs 348°	D6.2 IDD MANDATORY 1970' (1959')		SA CAT I ILS RA 151' DA(H) 161'(150')		Apt elev 12' Rwy 11'			

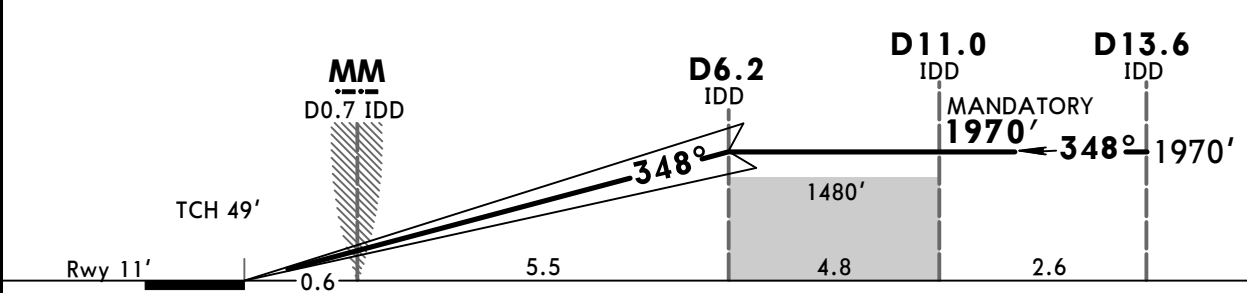


MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 018° to 990', then turn RIGHT to D11.0/R-168 HSH at 1970', approach again or join holding and as directed. Turns MAX 205 KT.
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850' ①



122-20

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 PAPI	Turns 205 KT MAX	500'	018° RT	990'
GS	3.00°	372	478	531	637	743					

Standard STRAIGHT-IN LANDING RWY 34L
SA CAT I ILS
RA 151'
DA(H) 161'(150')

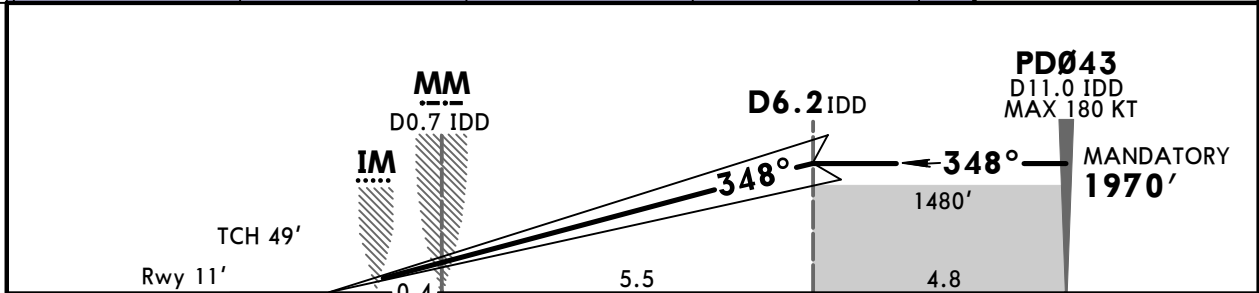
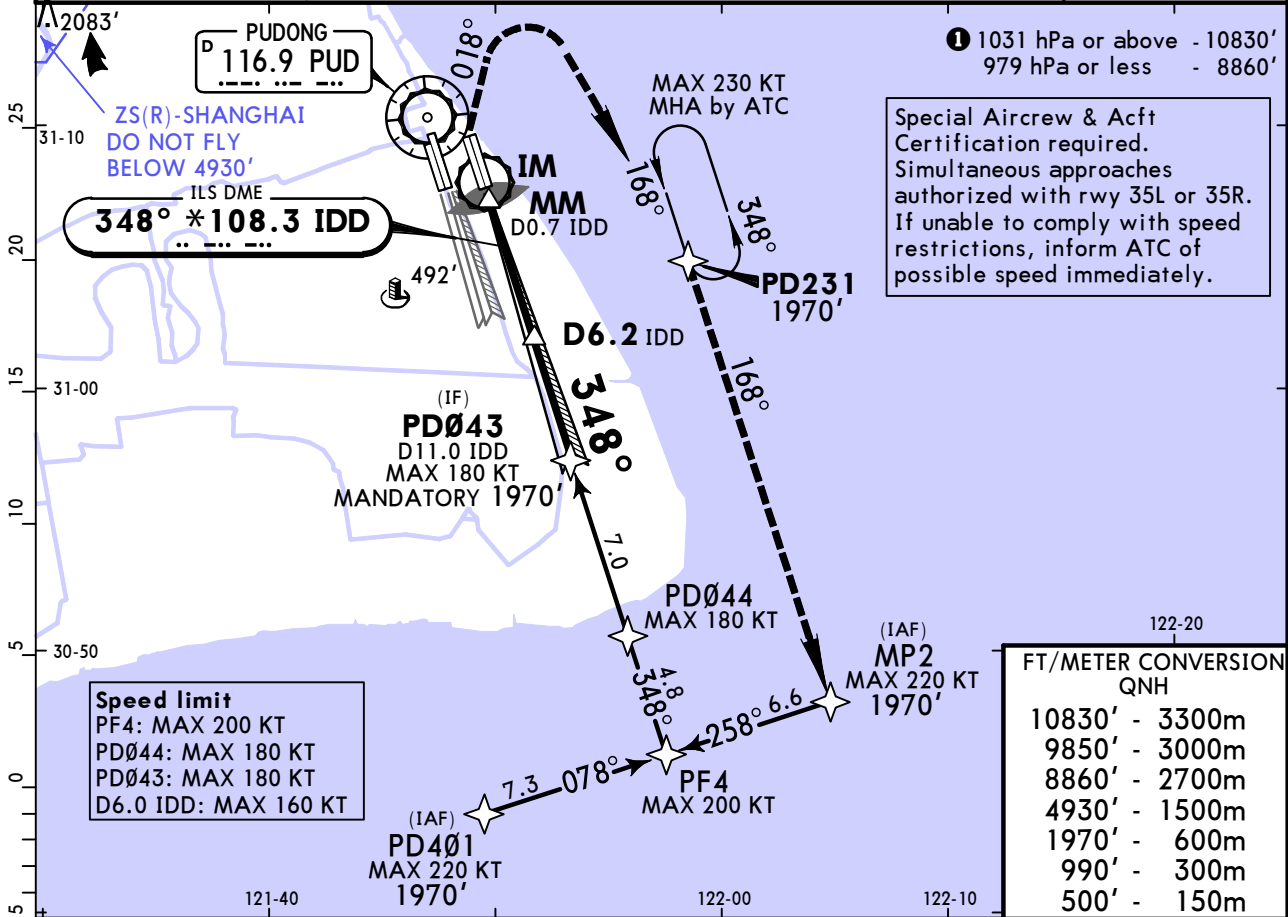
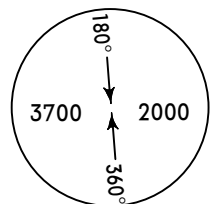
RVR 450m

HUD required.

ZSPD/PVG SHANGHAI, PR OF CHINA

PUDONG Eff 15 May 1600Z (21-11) CAT II/III RNAV ILS DME X Rwy 34L

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR02 118.4 *TWR04 118.575		GND01 121.7 GND02 121.8		Ground *GND03 121.875 *GND04 121.625		
LOC IDD *108.3	Final Apch Crs 348°	D6.2 IDD MANDATORY 1970' (1959')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 12' 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' 1			



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

Standard		STRAIGHT-IN LANDING RWY 34L	
CAT IIIA ILS		CAT II ILS	
DH RA 50'		RA 102' DA(H) 111'(100')	
RVR 200m		RVR 300m 1	

1 CAT D: RVR 350m for manual operation below DH.
 CHANGES: Speed limits. © JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

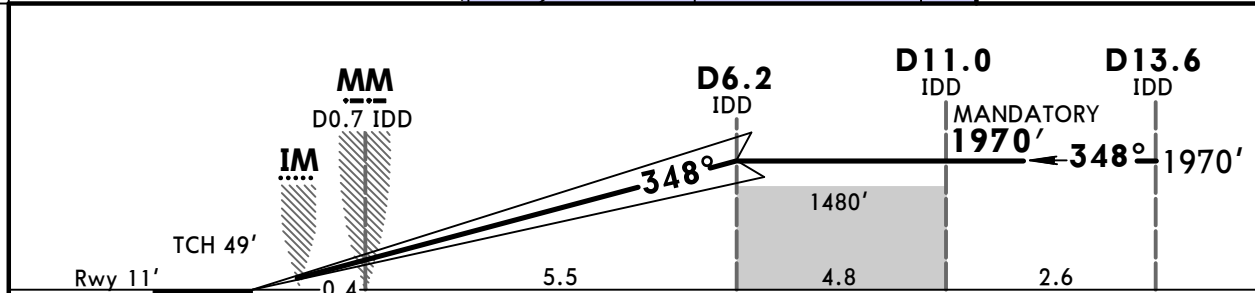
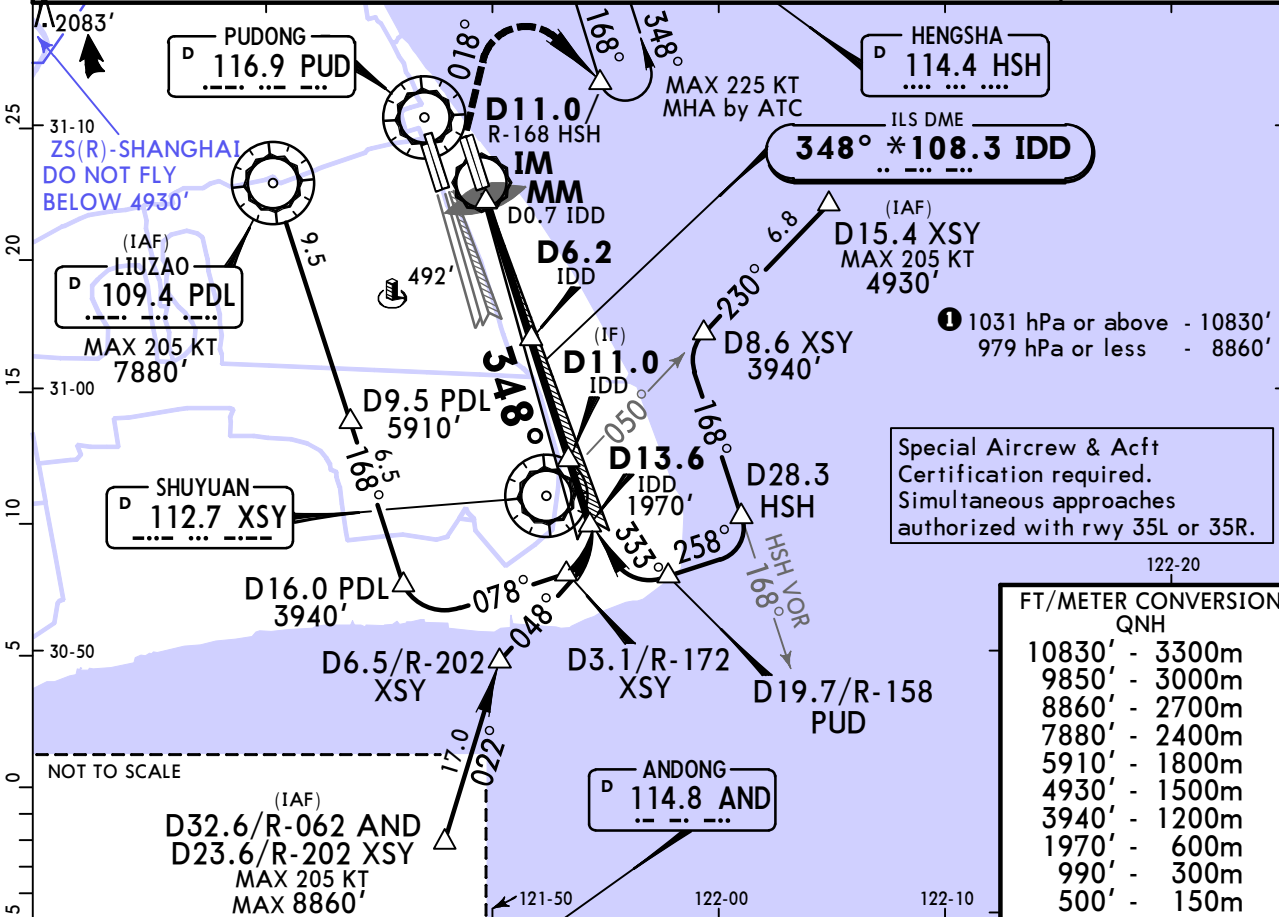
ZSPD/PVG
PUDONG

10 MAY 24
Eff 15 May 1600Z

JEPPESEN
21-12

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

D-ATIS		APP01		APP02		APP03		SHANGHAI Approach (R)		APP06		APP07		APP08	
127.85		(Chinese 128.65)		120.3X		125.4		125.85X		123.8X		126.65		126.3X	
SHANGHAI Approach (R)		PUDONG Tower		GND01		GND02		Ground		*GND03		*GND04			
APP09		APP10		APP11		TWR02		*TWR04		121.7		121.8		121.875	
121.375X		125.625X		119.075X		118.4		118.575		121.7		121.8		121.875	
LOC		Final		D6.2 IDD		CAT II & IIIA ILS		Apt elev 12'							
IDD		Apch Crs		MANDATORY		Refer to Minimums		Rwy 11'							
*108.3		348°		1970' (1959')											
<p>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.</p>															
<p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850' ①</p>															



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

Standard		STRAIGHT-IN LANDING RWY 34L	
CAT IIIA ILS		CAT II ILS	
DH RA 50'		RA 102'	
RVR 200m		DA(H) 111' (100')	
RVR 300m		RVR 300m ①	

① CAT D: RVR 350m for manual operation below DH.
CHANGES: Speed limit, note. © JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

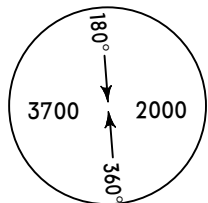
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

(21-13)

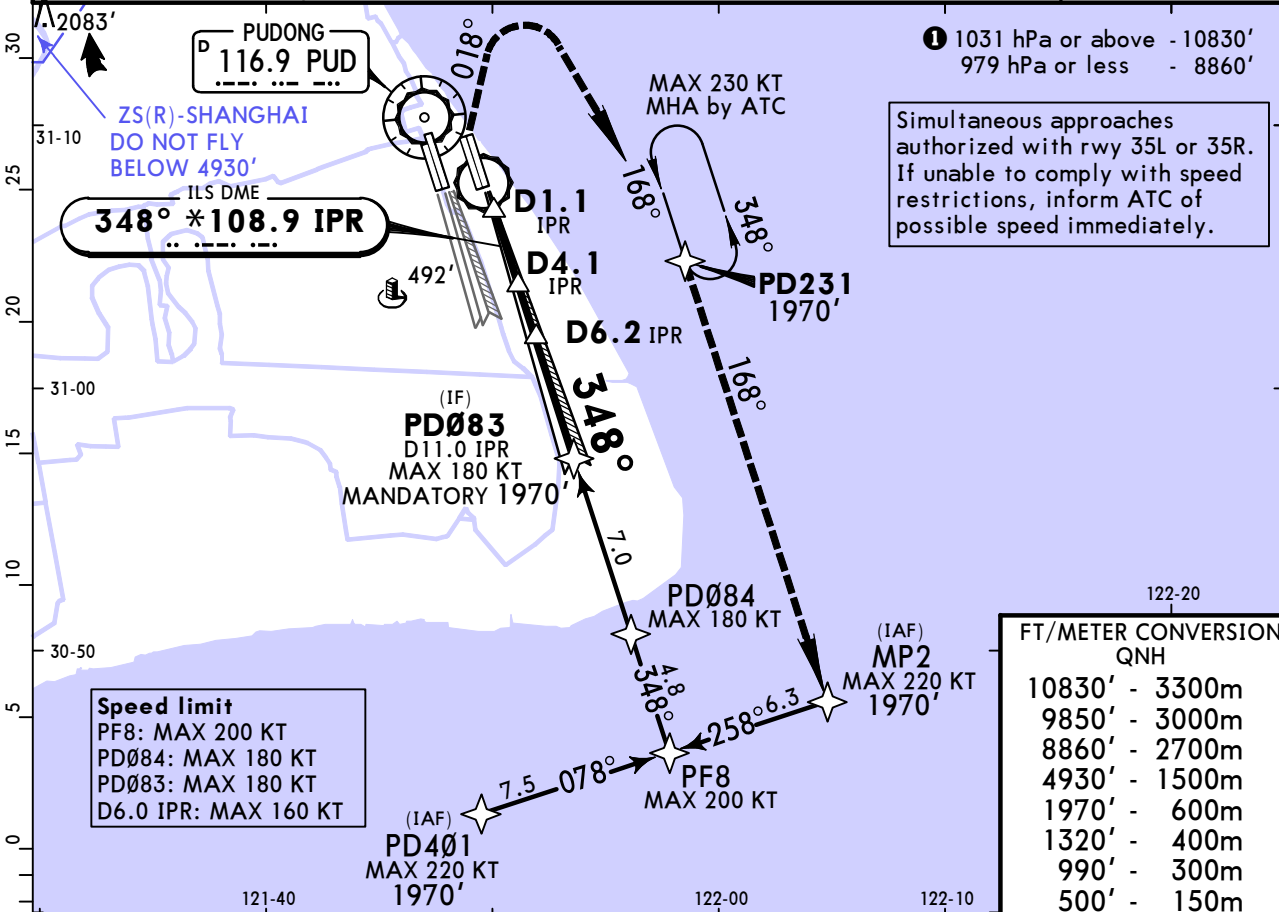
JEPPESSEN SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 34R

D-ATIS		SHANGHAI Approach (R)							
127.85 (Chinese 128.65)		APP01	APP02	APP03	APP04	APP05	APP06	APP07	APP08
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'			
*108.9	348°	1970' (1958')		212' (200')		Rwy 12'			

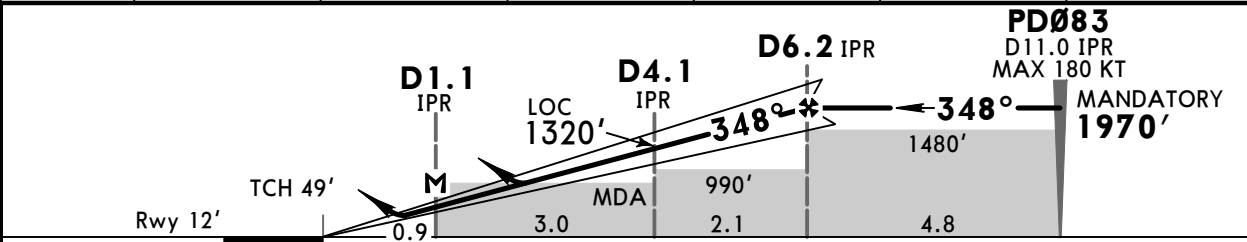


MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 018° to 990', then turn RIGHT to PD231 at 1970', approach again or join holding and as directed. Turns MAX 210 KT.

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



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	↑	↑
MAP at D1.1 IPR										RT	↑

PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 34R		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	FULL	ALS out	MDA(H)	ALS out	Max KT	MDA(H) VIS
A			500' (488')		100	690' (678') 2800m
B					135	690' (678') 3200m
C	RVR 550m VIS 800m	1200m		2200m 2300m	180	790' (778') 4400m
D				2400m	205	920' (908') 4800m

■ RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Speed limits, SMA, RVR note.

© JEPPESSEN, 2015, 2024. ALL RIGHTS RESERVED.

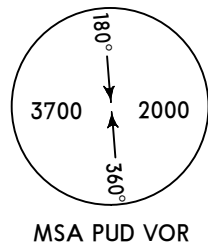
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

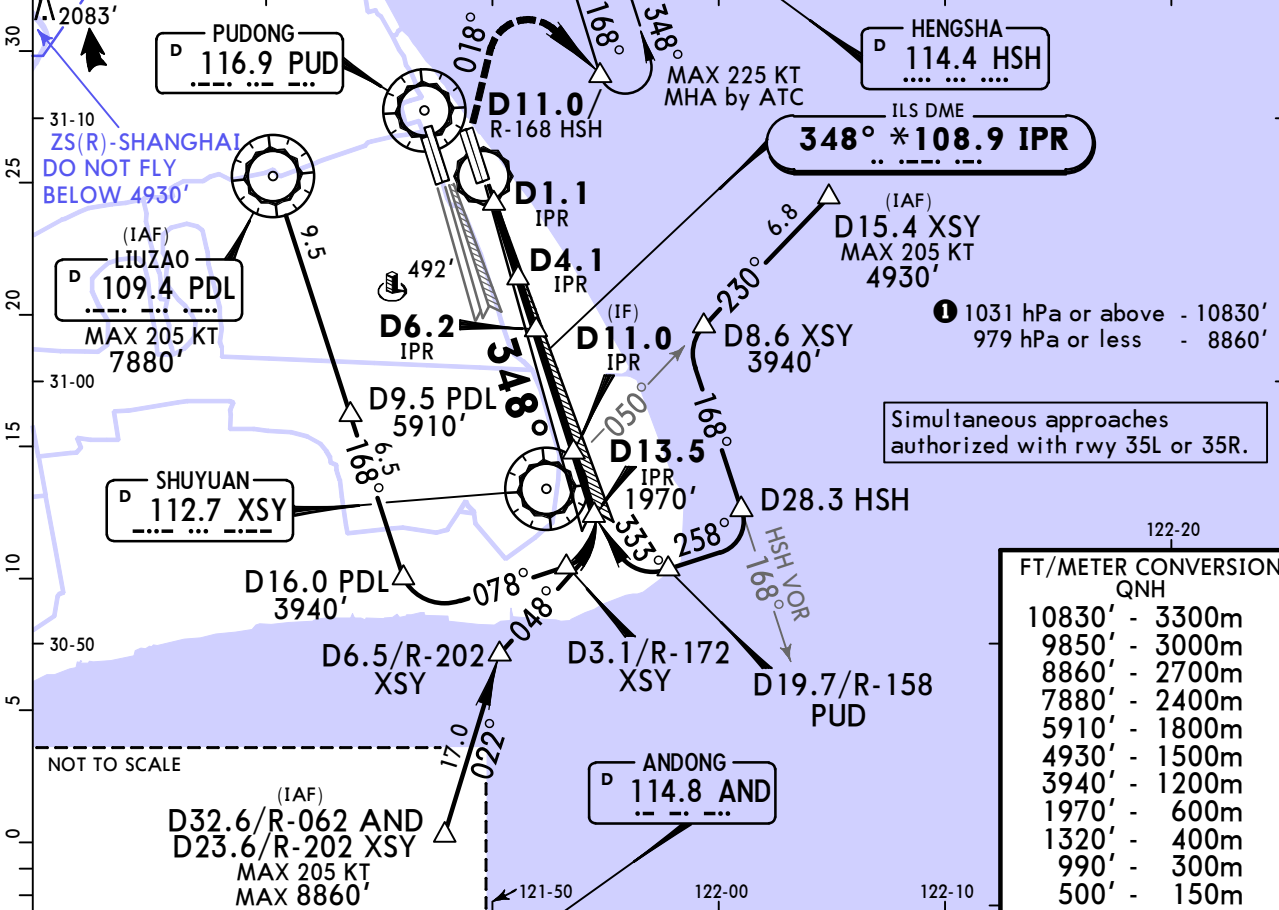
(21-14)

SHANGHAI, PR OF CHINA ILS DME Y Rwy 34R

D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	SHANGHAI Approach (R) APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X
SHANGHAI Approach (R) APP09 121.375X			PUDONG Tower TWR02 118.4		Ground *GND03 121.875				*GND04 121.625
LOC IPR *108.9	Final Apch Crs 348°	D6.2 IPR MANDATORY 1970' (1958')		ILS DA(H) 212' (200')		Apt elev 12' Rwy 12'			

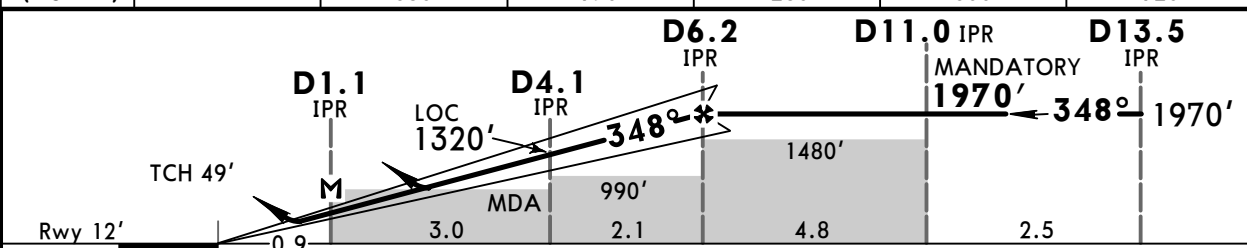


MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT on track 018° to 990', then turn RIGHT to D11.0/R-168 HSH at 1970', approach again or join holding and as directed. Turns MAX 205 KT.
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850' ①



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	↑	↑
MAP at D1.1 IPR											

Standard				STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA		Not authorized West of runway			
DA(H) 212' (200')		MDA(H) 500' (488')					
FULL	ALS out	ALS out					
A		2000m		Max KT	MDA(H)	VIS	
B				100	690' (678')	2800m	
C	RVR 550m ① VIS 800m	1200m	2200m	135	690' (678')	3200m	
D			2300m	180	790' (778')	4400m	
			2400m	205	920' (908')	4800m	

① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Speed limits, SMA, RVR note, note.

© JEPPESEN, 2015, 2024. ALL RIGHTS RESERVED.

ZSPD/PVG
PUDONG

10 MAY 24
Eff 15 May 1600Z

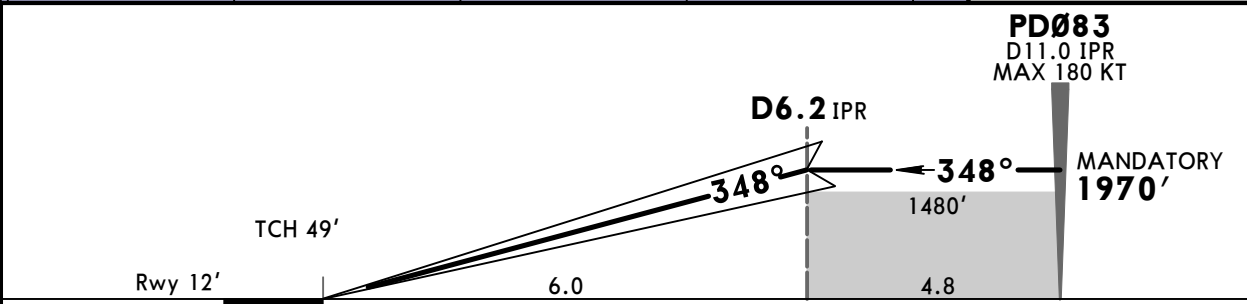
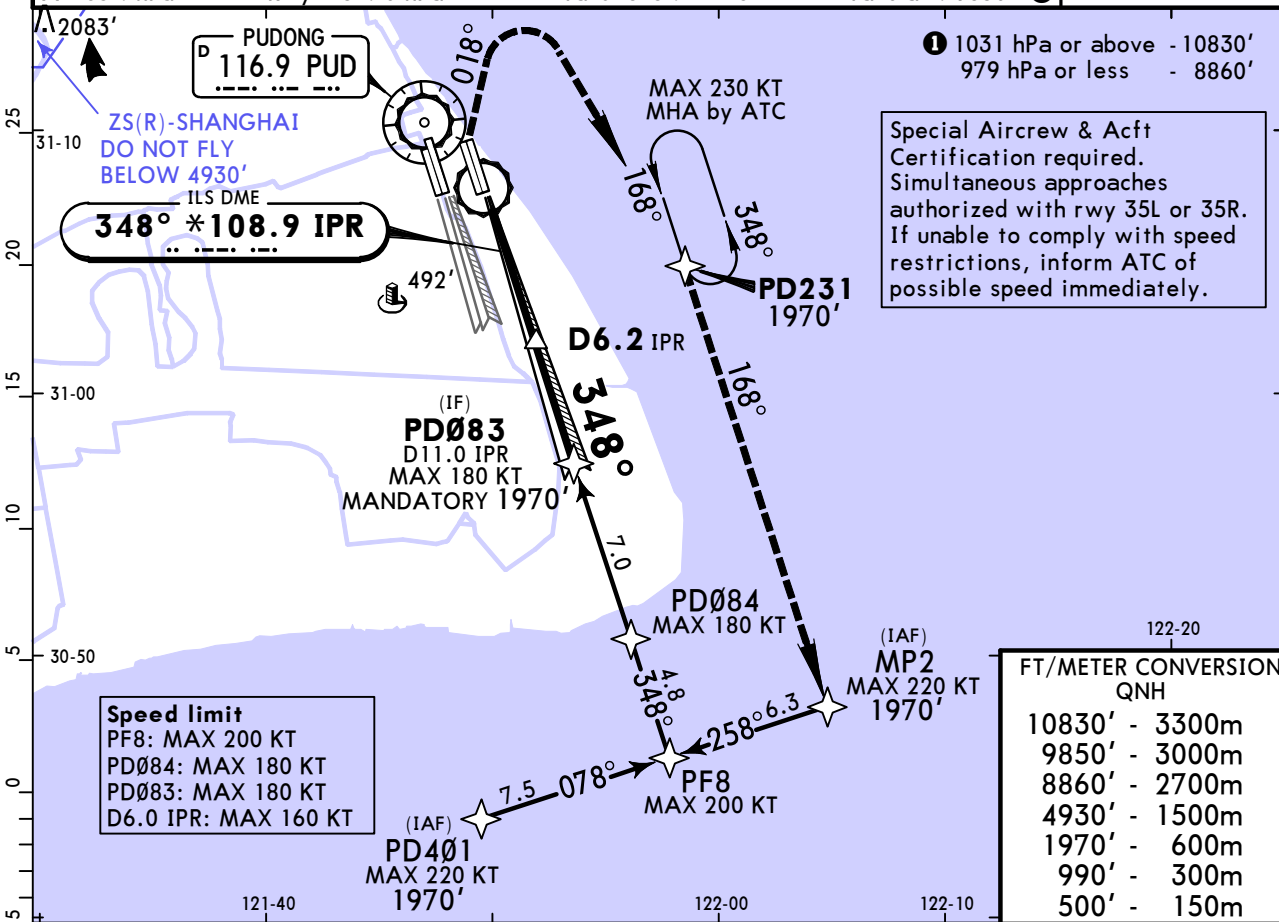
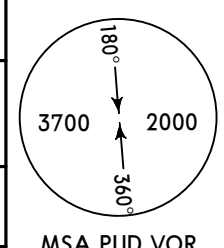
JEPPESSEN

21-14A

SHANGHAI, PR OF CHINA

SA CAT I RNAV ILS DME Z Rwy 34R

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR02 118.4	GND01 121.7	GND02 121.8	Ground *GND03 121.875 *GND04 121.625			
LOC IPR *108.9	Final Apch Crs 348°	D6.2 IPR MANDATORY 1970' (1958')		SA CAT I ILS RA 158' DA(H) 162' (150')		Apt Elev 12' 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' ①			



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

Standard STRAIGHT-IN LANDING RWY 34R
SA CAT I ILS
RA 158'
DA(H) 162' (150')

RVR 450m
HUD required.

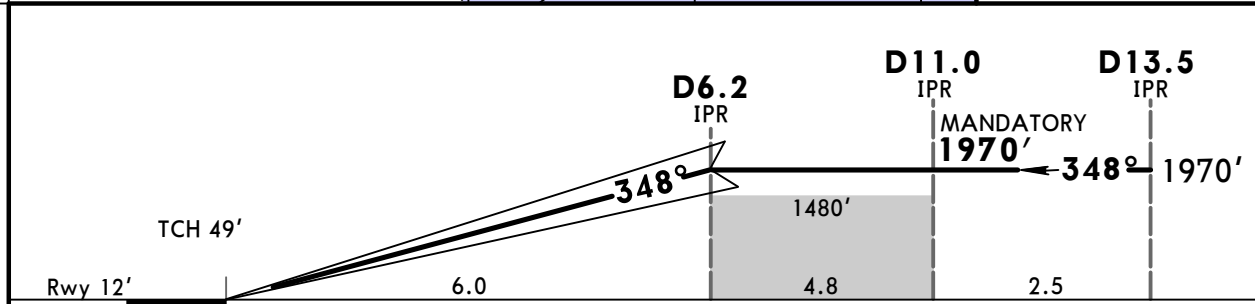
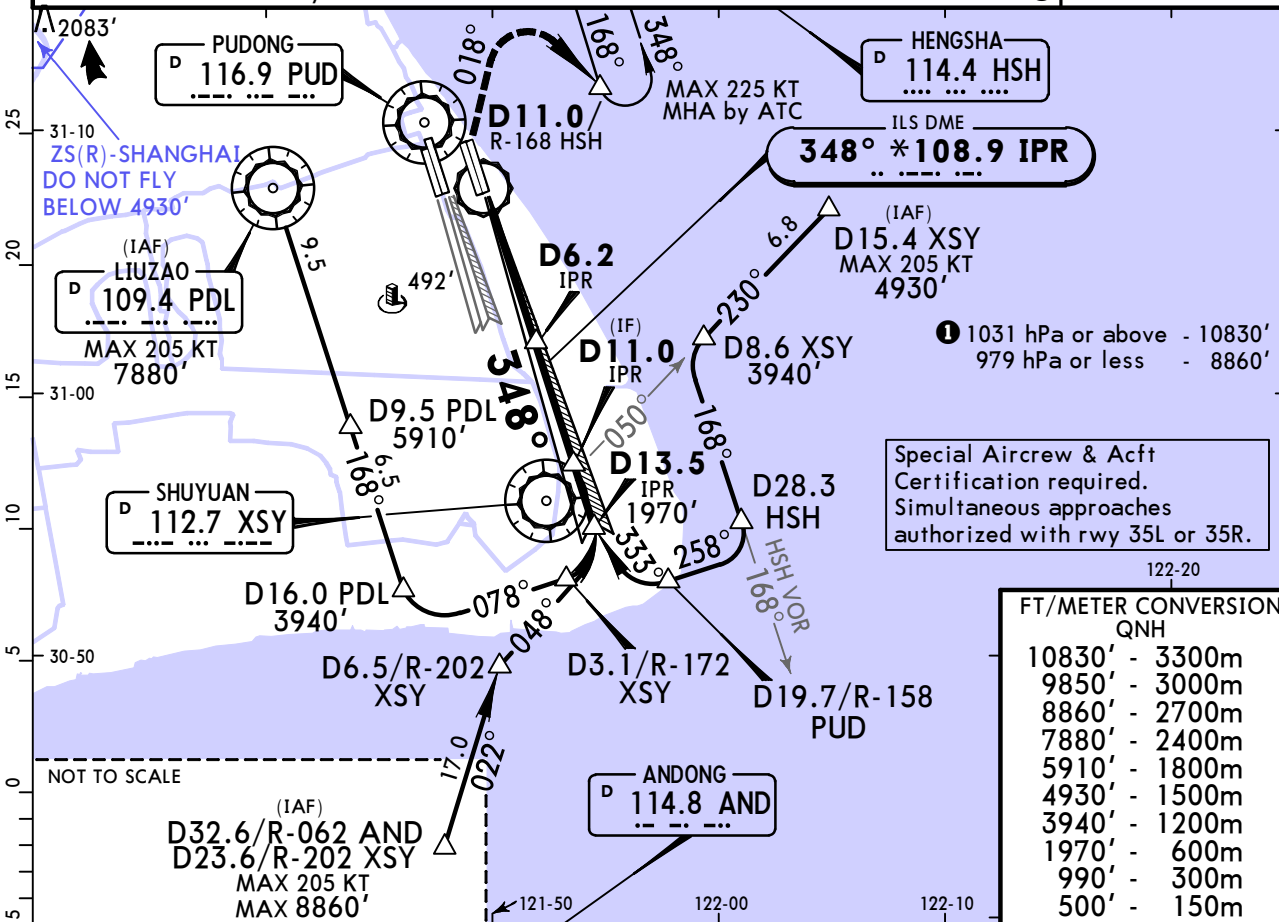
ZSPD/PVG
PUDONG

10 MAY 24
Eff 15 May 1600Z

21-14B

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

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR02 118.4		Ground GND01 121.7 GND02 121.8 *GND03 121.875 *GND04 121.625				<p>MSA PUD VOR</p>		
LOC IPR *108.9	Final Apch Crs 348°	D6.2 IPR MANDATORY 1970' (1958')		SA CAT I ILS RA 158' DA(H) 162'(150')		Apt elev 12' Rwy 12'					
<p>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.</p> <p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL118 Trans alt: 9850' ①</p>											



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

Standard STRAIGHT-IN LANDING RWY 34R
SA CAT I ILS

RA 158'
DA(H) 162'(150')

RVR 450m

HUD required.

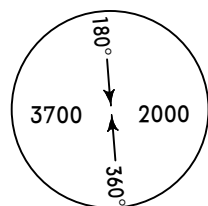
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

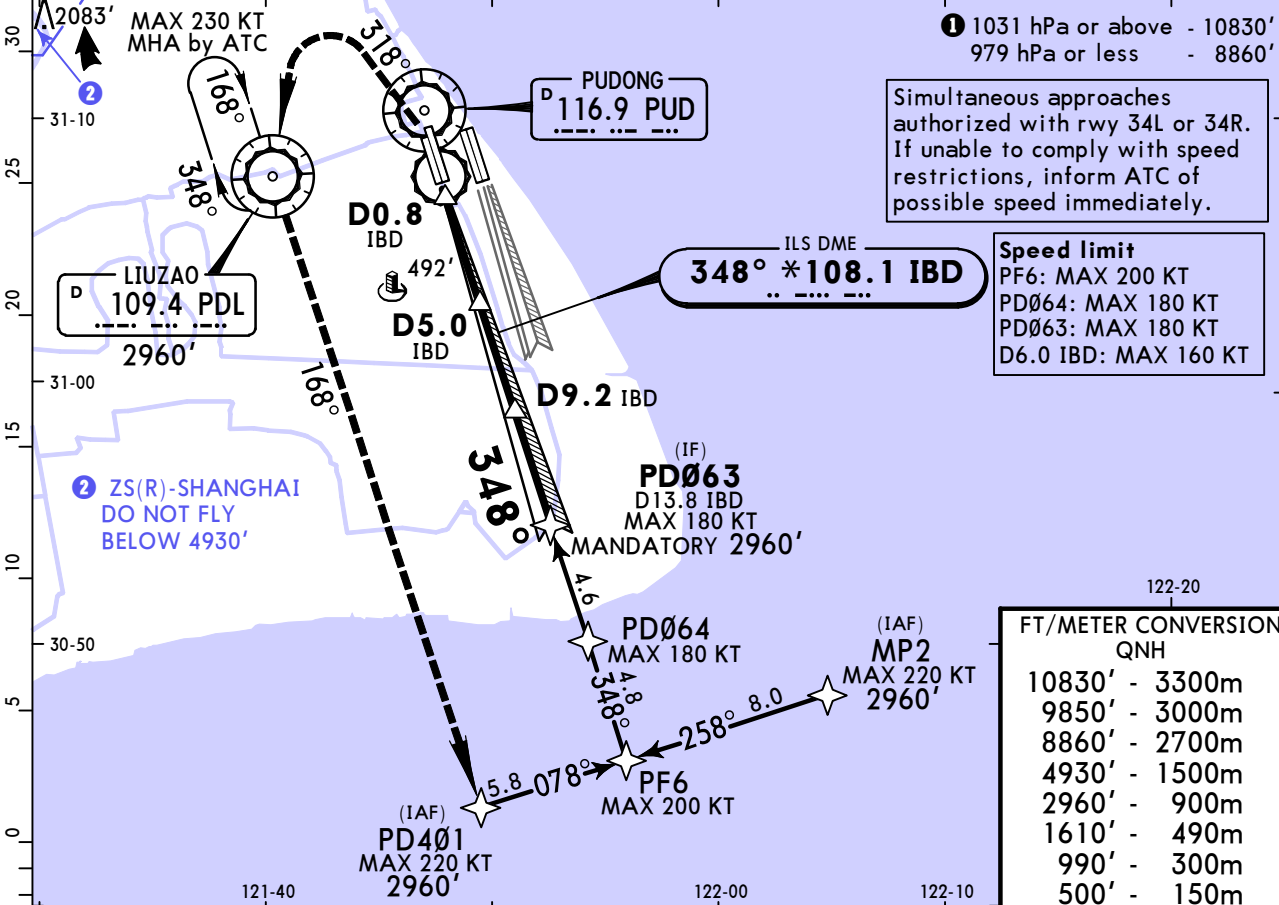
(21-15)

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

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR01 118.8	GND01 121.7	GND02 121.8	Ground *GND03 121.875 *GND04 121.625			
LOC IBD *108.1	Final Apch Crs 348°	D9.2 IBD MANDATORY 2960' (2948')		ILS DA(H) 212' (200')		Apt Elev 12' 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 210 KT.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①			

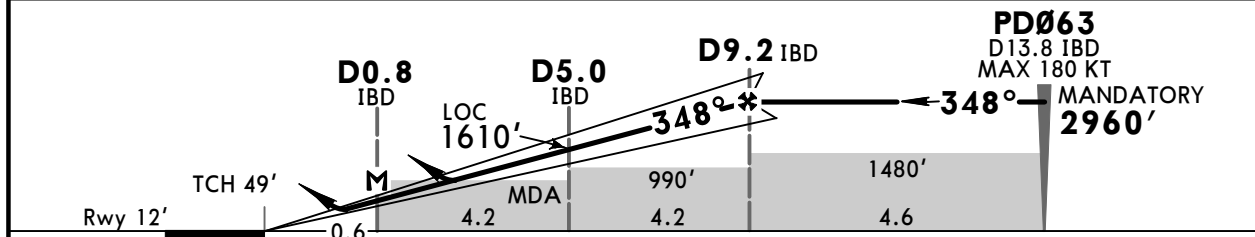


MSA PUD VOR



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	HIALS	Turns	500'	318°	990'
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX	↑	↑
MAP at D0.8 IBD										LT	↑

PANS OPS	Standard		STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA				Not authorized East of runway	
	DA(H) 212' (200')		MDA(H) 500' (488')					
	FULL		ALS out		ALS out			
A			2000m		Max Kts	MDA(H)	VIS	
B			2000m		100	690' (678')	2800m	
C	RVR 550m ① VIS 800m	1200m	2200m	2300m	135	690' (678')	3200m	
D			2400m		180	790' (778')	4400m	
					205	920' (908')	4800m	

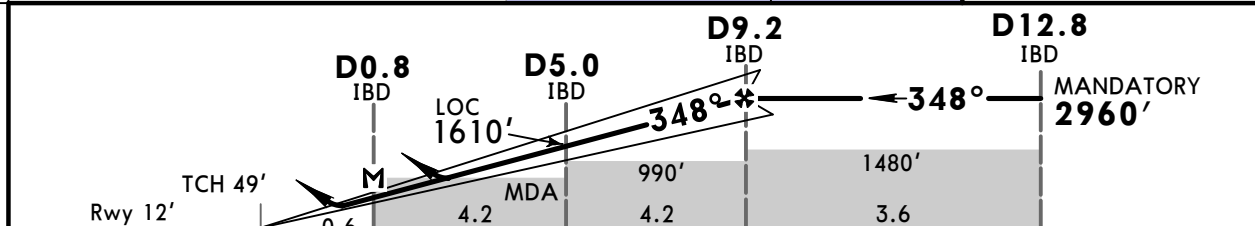
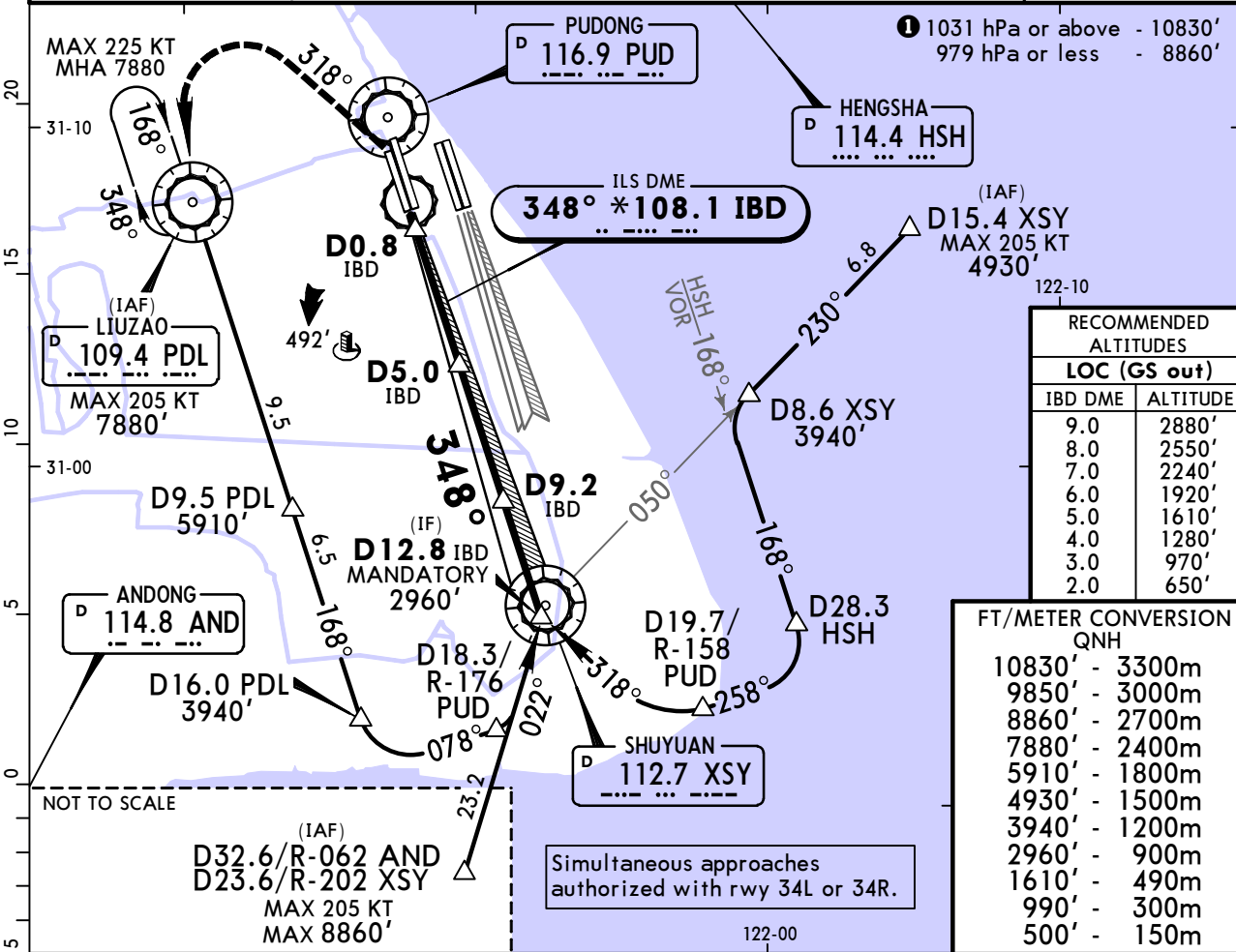
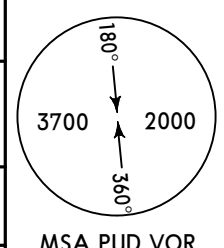
① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z (21-16)

SHANGHAI, PR OF CHINA ILS DME Y Rwy 35L

D-ATIS 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) APP09 121.375X			PUDONG Tower TWR01 118.8		Ground GND01 121.7				GND02 121.8	
SHANGHAI Approach (R) APP10 125.625X			APP11 119.075X		*GND03 121.875		*GND04 121.625			
LOC IBD *108.1	Final Apch Crs 348°	D9.2 IBD MANDATORY 2960' (2948')		ILS DA(H) 212' (200')		Apt Elev 12' 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: FL 118		Trans alt: 9850' ①				



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												

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 35L		CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Not authorized East of runway			
	DA(H) 212' (200')		MDA(H) 500' (488')					
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A				100	690' (678')	2800m		
B				135	690' (678')	3200m		
C	RVR 550m VIS 800m	1200m	2200m	2300m	180	790' (778')	4400m	
D			2400m		205	920' (908')	4800m	

① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Speed limits, recommended ALT, SMA, RVR note. © JEPPESEN, 2008, 2024. ALL RIGHTS RESERVED.

ZSPD/PVG
PUDONG

10 MAY 24
Eff 15 May 1600Z

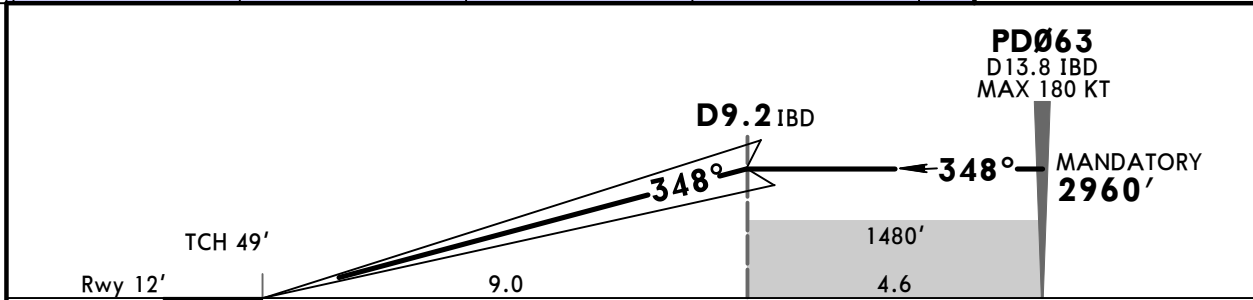
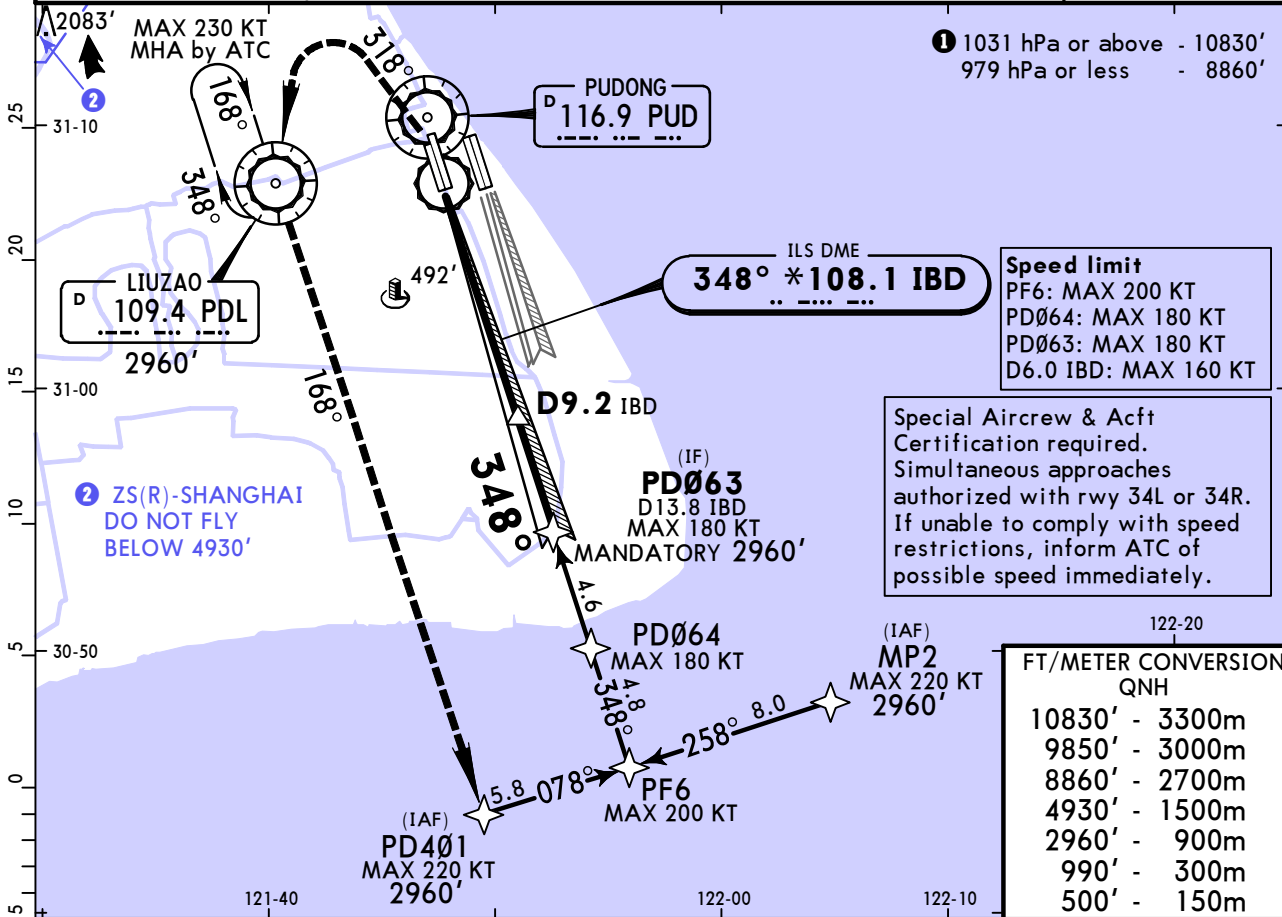
JEPPESSEN

(21-16A)

SHANGHAI, PR OF CHINA

SA CAT I RNAV ILS DME Z Rwy 35L

D-ATIS		APP01	APP02	APP03	SHANGHAI Approach (R)		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	Final	D9.2 IBD		SA CAT I ILS		Apt Elev 12'			
IBD	Apch Crs	MANDATORY		RA 151'		Rwy 12'			
*108.1	348°	2960' (2948')		162' (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: FL 118		Trans alt: 9850'		MSA PUD VOR	



Gnd speed-Kts	70	90	100	120	140	160		Turns	500'	318°	990'
GS	3.00°	372	478	531	637	849		210 KT MAX	↑	LT	↑

Standard STRAIGHT-IN LANDING RWY 35L
SA CAT I ILS

RA 151'
DA(H) 162' (150')

RVR 450m

HUD required.

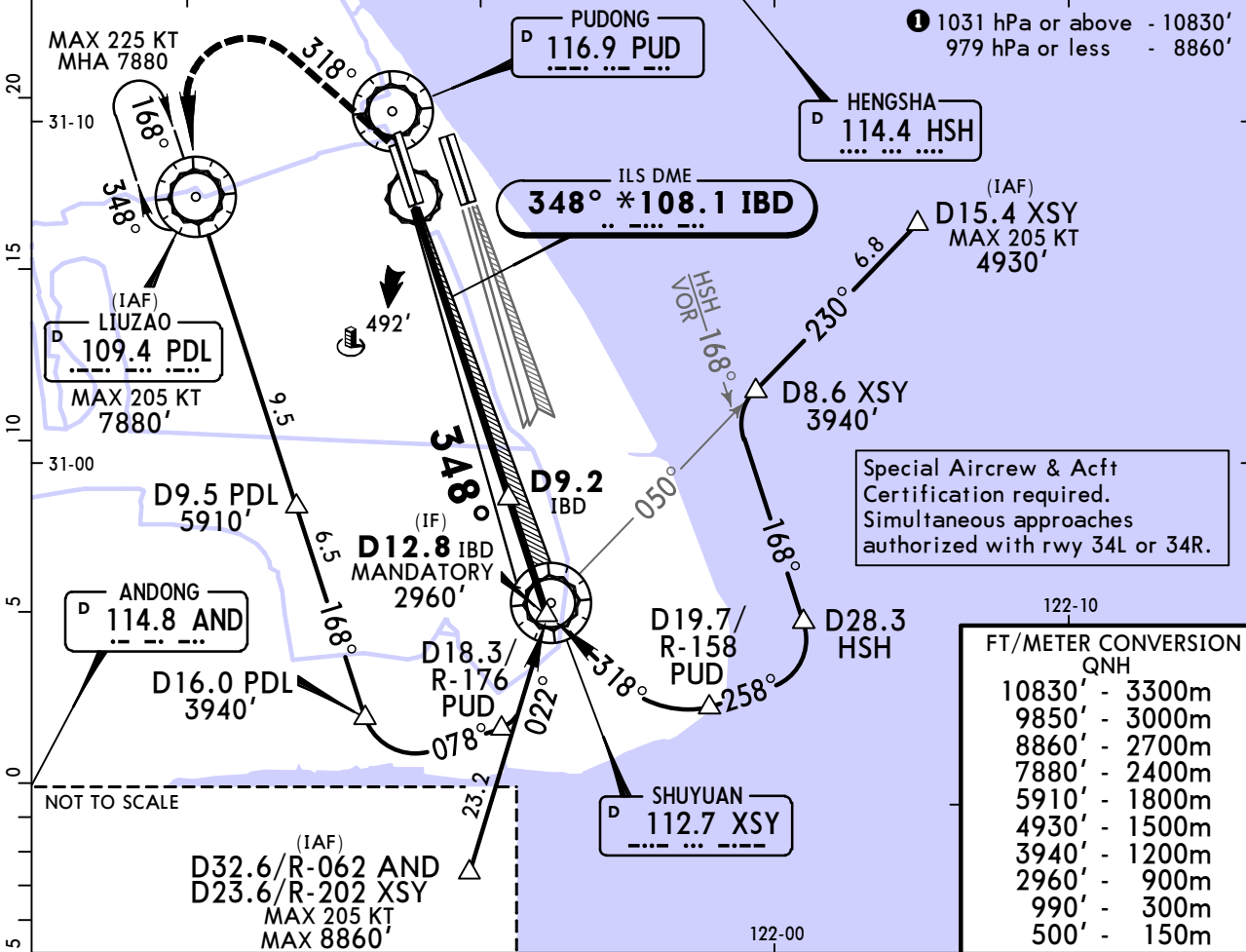
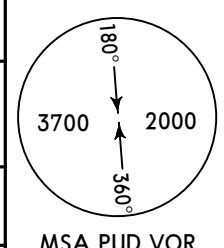
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

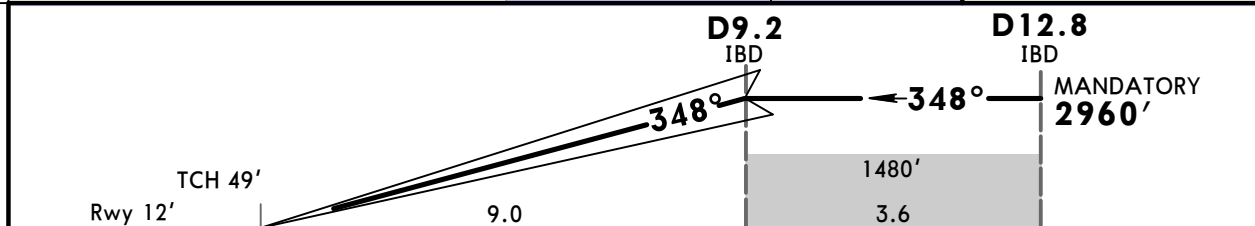
21-16B

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

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X			PUDONG Tower TWR01 118.8	GND01 121.7	GND02 121.8	Ground *GND03 121.875 *GND04 121.625			
LOC IBD *108.1	Final Apch Crs 348°	D9.2 IBD MANDATORY 2960' (2948')		SA CAT I ILS RA 151' DA(H) 162'(150')		Apt Elev 12' 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: FL 118		Trans alt: 9850' ①			



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 PAPI	Turns 205 KT MAX	500'	318°	990'
GS	3.00°	372	478	531	637	743					

Standard STRAIGHT-IN LANDING RWY 35L
SA CAT I ILS **RA 151'**
DA(H) 162'(150')

RVR 450m

① HUD required.

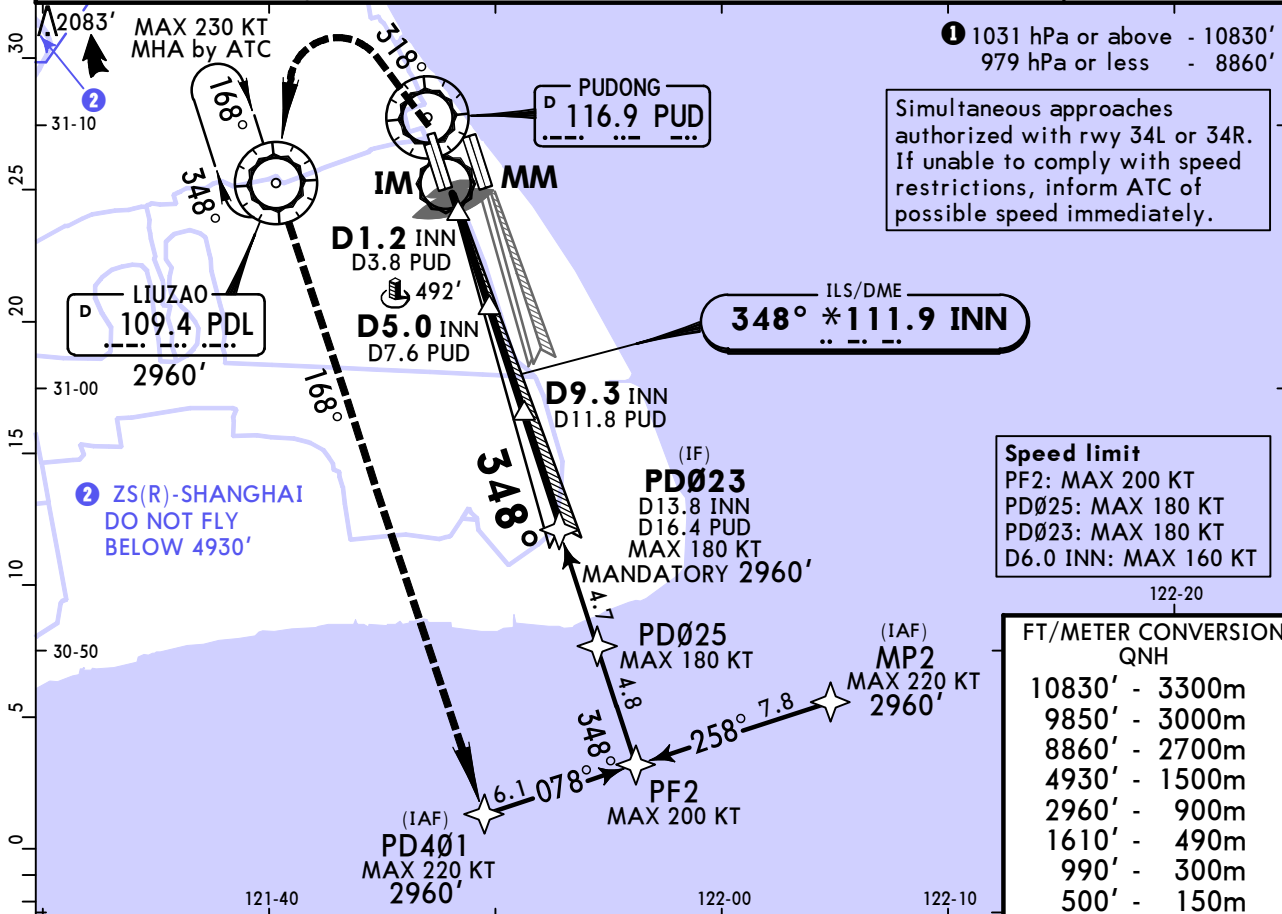
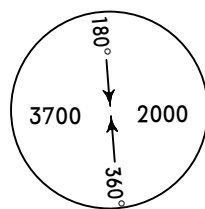
ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

(21-17)

JEPPESSEN SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 35R

D-ATIS 127.85 (Chinese 128.65)			SHANGHAI Approach (R)							
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		*GND03 *GND04					
121.375X 125.625X 119.075X			118.8 124.35		121.7 121.8 121.875 121.625					
LOC INN *111.9	Final Apch Crs 348°	D9.3 INN MANDATORY 2960' (2950')	ILS DA(H) 210' (200')		Apt Elev 12' Rwy 10'					
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 318° to 990', then turn LEFT to PDL VOR at 2960', approach again or join holding and as directed. Turns MAX 210 KT.										
Alt Set: hPa			Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①			



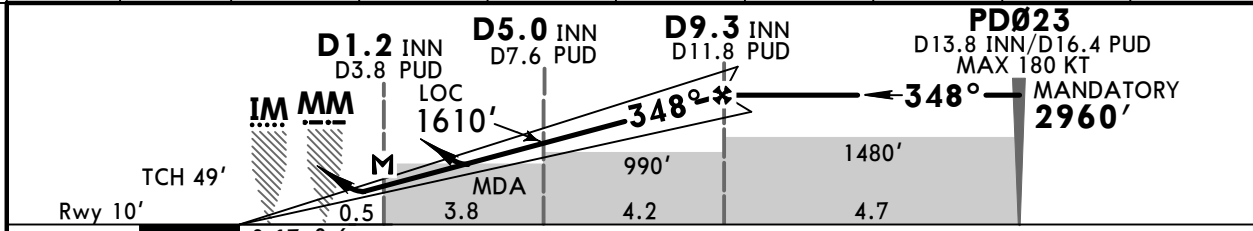
Speed limit

PF2:	MAX 200 KT
PD025:	MAX 180 KT
PD023:	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	HIALS-II	Turns	500'	318°	990'
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	210 KT MAX	↑	↑
MAP at D1.2 INN											

PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 35R				LOC (GS out) CDFA		CIRCLE-TO-LAND		
	DA(H) 210' (200')			MDA(H) 500' (490')					
	FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)	VIS	
	A			2000m		100	690' (678')	2800m	
B					135	690' (678')	3200m		
C	RVR 550m VIS 800m	RVR 550m VIS 800m ①	1200m	2200m	2300m	180	790' (778')	4400m	
D			2400m		205	920' (908')	4800m		

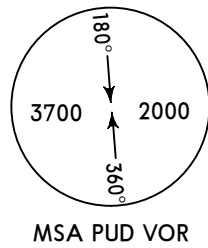
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

ZSPD/PVG
PUDONG

10 MAY 24
Eff 15 May 1600Z

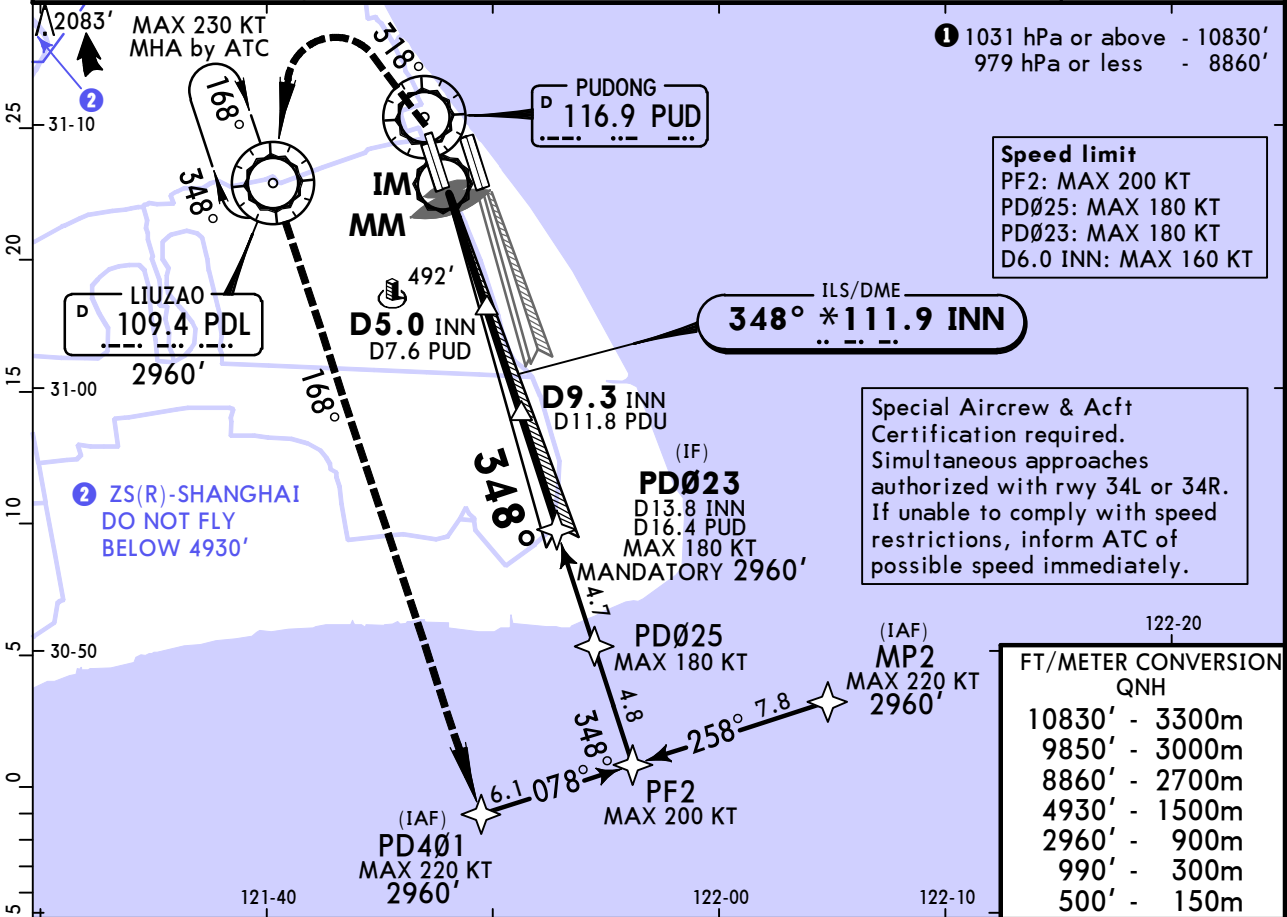
JEPPESEN SHANGHAI, PR OF CHINA
(21-17A) CAT II RNAV ILS DME Z Rwy 35R

D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	SHANGHAI Approach (R) APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X	
SHANGHAI Approach (R) APP09 121.375X			PUDONG Tower TWR01 *TWR03 118.8 124.35		Ground GND01 121.7				GND02 121.8	
SHANGHAI Approach (R) APP10 125.625X			PUDONG Tower TWR01 *TWR03 118.8 124.35		Ground *GND03 121.875				*GND04 121.625	
LOC INN *111.9	Final Apch Crs 348°	D9.3 INN MANDATORY 2960' (2950')		CAT II ILS RA 102' DA(H) 110' (100')		Apt Elev 12' Rwy 10'				



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

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' ①

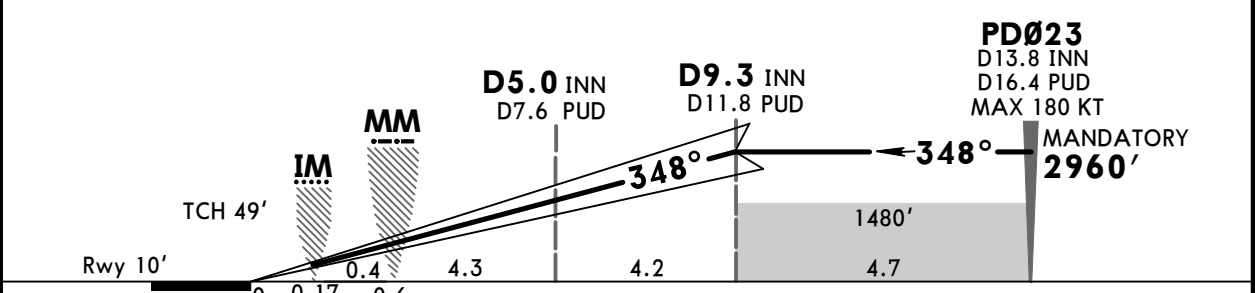


Speed limit
PF2: MAX 200 KT
PD025: MAX 180 KT
PD023: MAX 180 KT
D6.0 INN: MAX 160 KT

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.

122-20

FT/METER CONVERSION QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
4930'	- 1500m
2960'	- 900m
990'	- 300m
500'	- 150m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 210 KT MAX	500' ↑	318° LT	990' ↑
GS	3.00°	372	478	531	637	743					

Standard STRAIGHT-IN LANDING RWY 35R
CAT II ILS
RA 102'
DA(H) 110' (100')

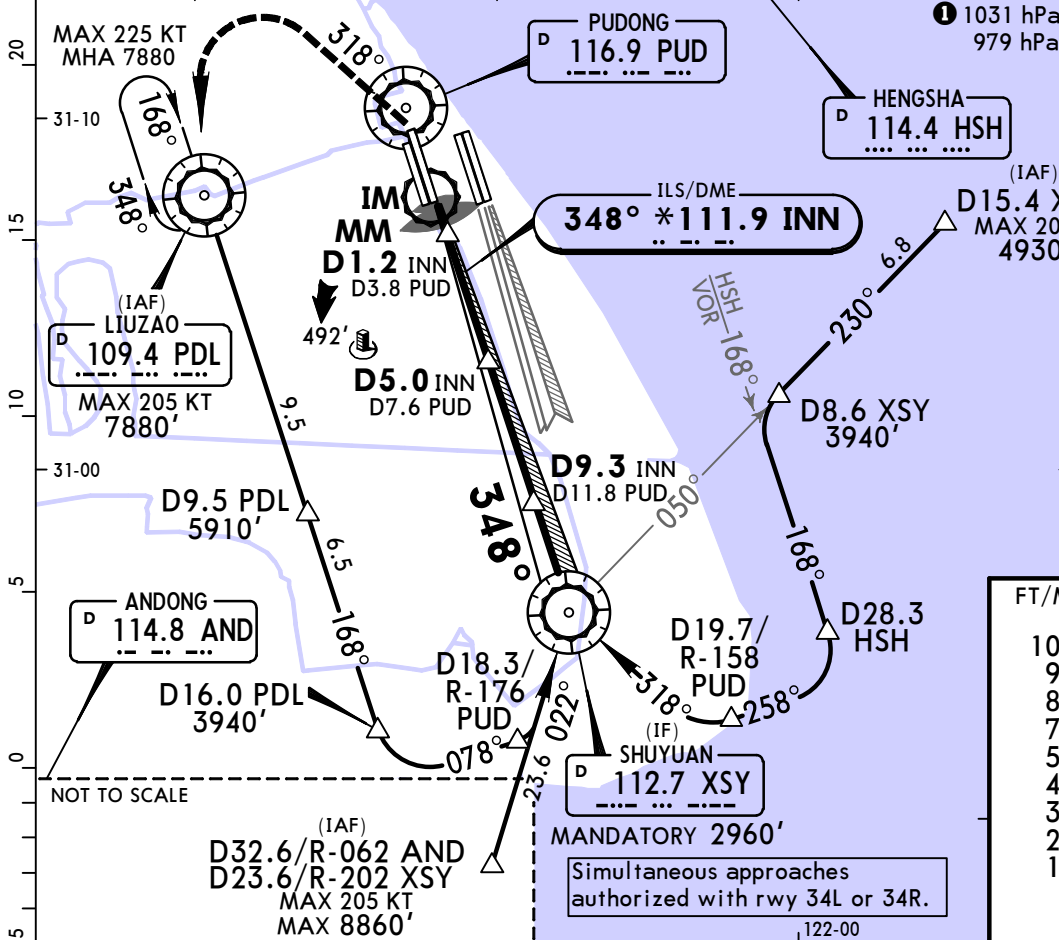
RVR 300m ①
① CAT D: RVR 350m for manual operation below DH.

ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z (21-18)

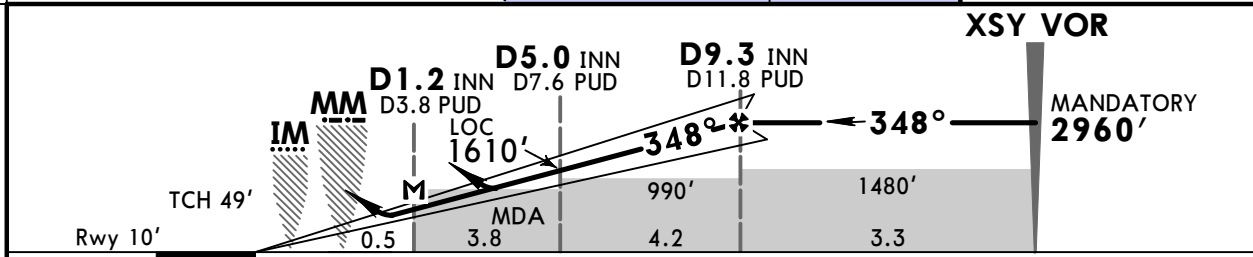
JEPPESSEN SHANGHAI, PR OF CHINA ILS DME Y Rwy 35R

D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	SHANGHAI Approach (R) APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X
SHANGHAI Approach (R) APP09 121.375X		APP10 125.625X	APP11 119.075X	PUDONG Tower TWR01 *TWR03 118.8 124.35	GND01 121.7	GND02 121.8	Ground *GND03 121.875	*GND04 121.625	
LOC INN *111.9	Final Apch Crs 348°	D9.3 INN MANDATORY 2960' (2950')		ILS DA(H) 210' (200')	Apt Elev 12' Rwy 10'				
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 318° to 990', then turn LEFT to PDL VOR at 2960', approach again or join holding and as directed. Turns MAX 205 KT.									MSA PUD VOR 1031 hPa or above - 10830' 979 hPa or less - 8860'
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850'			



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	PAPI	205 KT MAX	↑	LT ↓	↑
MAP at D1.2 INN											

PANS OPS	STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	DA(H) 210' (200')		MDA(H) 500' (490')			
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H) VIS
A					100	690' (678') 2800m
B					135	690' (678') 3200m
C	RVR 550m VIS 800m	RVR 550m VIS 800m	1200m	2200m 2300m	180	790' (778') 4400m
D				2400m	205	920' (908') 4800m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Procedure title, speed limits, OM, recommended ALT, SMA. © JEPPESSEN, 2005, 2024. ALL RIGHTS RESERVED.

ZSPD/PVG PUDONG

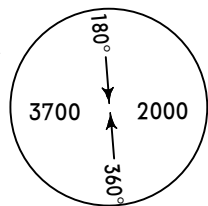
10 MAY 24

Eff 15 May 1600Z

(21-18A)

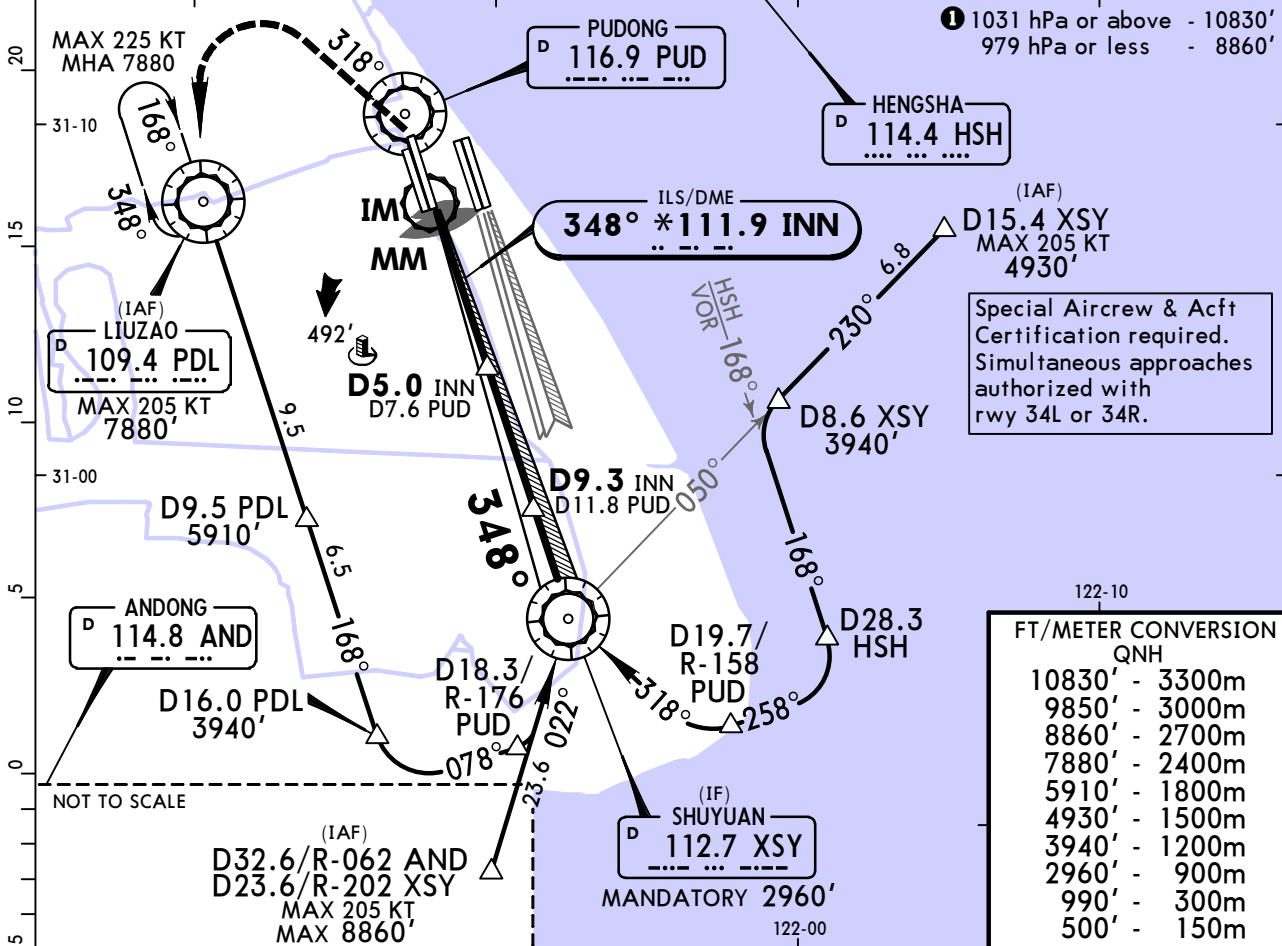
JEPPESEN SHANGHAI, PR OF CHINA CAT II ILS DME Y Rwy 35R

D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	SHANGHAI Approach (R) APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X
SHANGHAI Approach (R) APP09 121.375X		APP10 125.625X	APP11 119.075X	PUDONG Tower TWR01 118.8	*TWR03 124.35	GND01 121.7	GND02 121.8	Ground *GND03 121.875	*GND04 121.625
LOC INN *111.9	Final Apch Crs 348°	D9.3 INN MANDATORY 2960' (2950')		CAT II ILS RA 102' DA(H) 110' (100')		Apt Elev 12' Rwy 10'			

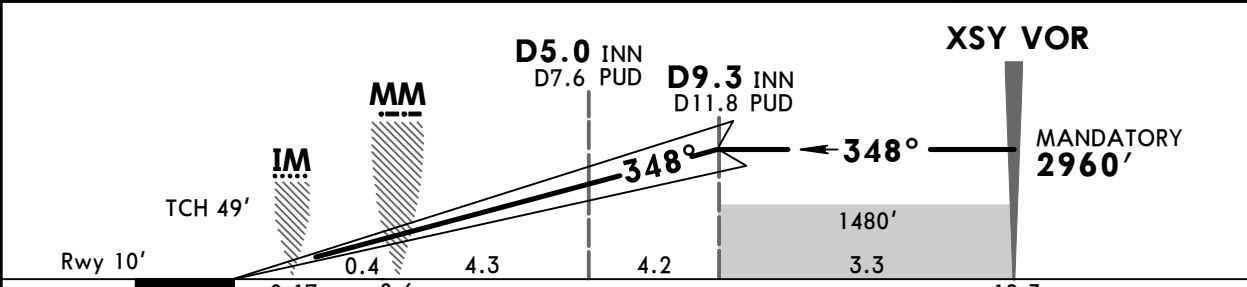


MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 318° to 990', then turn LEFT to PDL VOR at 2960', approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850' ①



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	ALSF-II PAPI	Turns 205 KT MAX	500'	318°	990'
GS	3.00°	372	478	531	637	743					

Standard STRAIGHT-IN LANDING RWY 35R
CAT II ILS
RA 102'
DA(H) 110' (100')

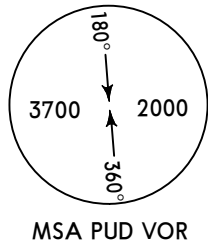
RVR 300m ①
① CAT D: RVR 350m for manual operation below DH.

ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

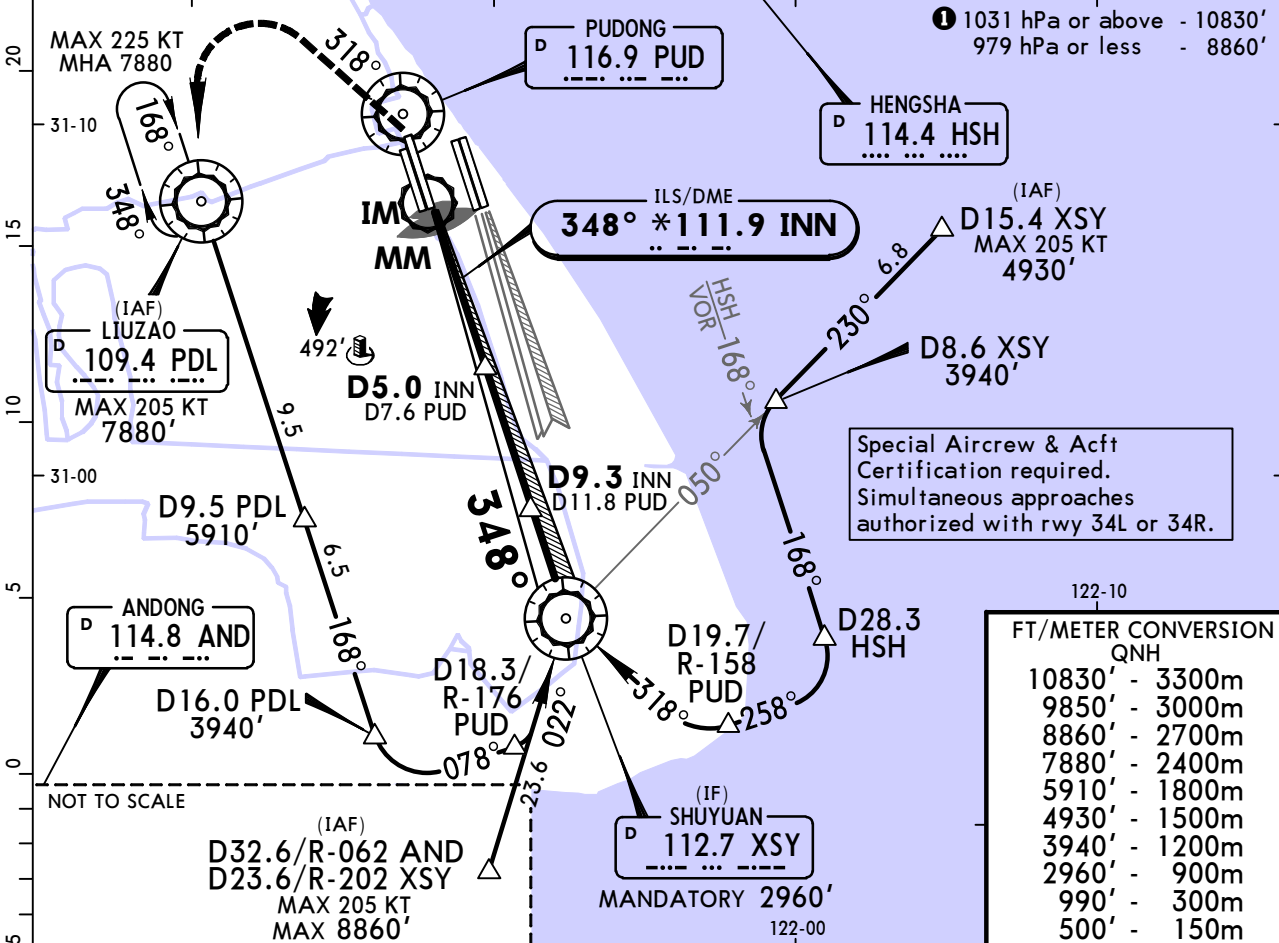
JEPPESSEN SHANGHAI, PR OF CHINA 21-18C SA CAT I ILS DME Y Rwy 35R

D-ATIS 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) APP09 121.375X		APP10 125.625X	APP11 119.075X	PUDONG Tower TWR01 *TWR03 118.8 124.35	Ground GND01 GND02 *GND03 *GND04 121.7 121.8 121.875 121.625				
LOC INN *111.9	Final Apch Crs 348°	D9.3 INN MANDATORY 2960' (2950')		SA CAT I ILS RA 151' DA(H) 160'(150')		Apt Elev 12' Rwy 10'			

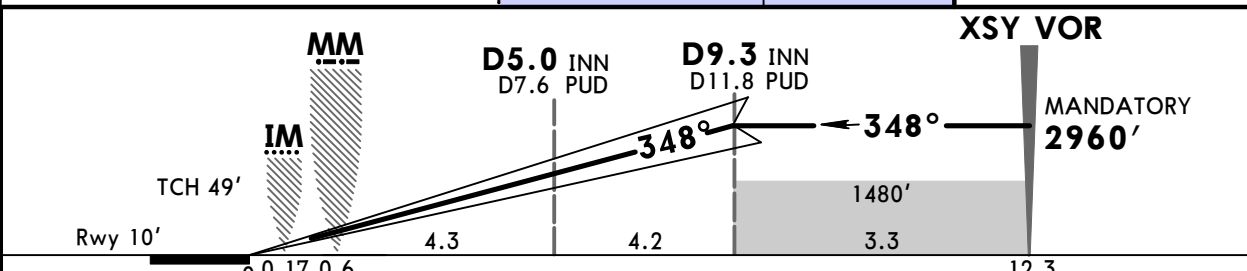


MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT on track 318° to 990', then turn LEFT to PDL VOR at 2960', approach again or join holding and as directed. Turns MAX 205 KT.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850'



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 PAPI	Turns 205 KT MAX	500'	318°	990'
GS	3.00°	372	478	531	637	849					

Standard STRAIGHT-IN LANDING RWY 35R
SA CAT I ILS
RA 151'
DA(H) 160'(150')

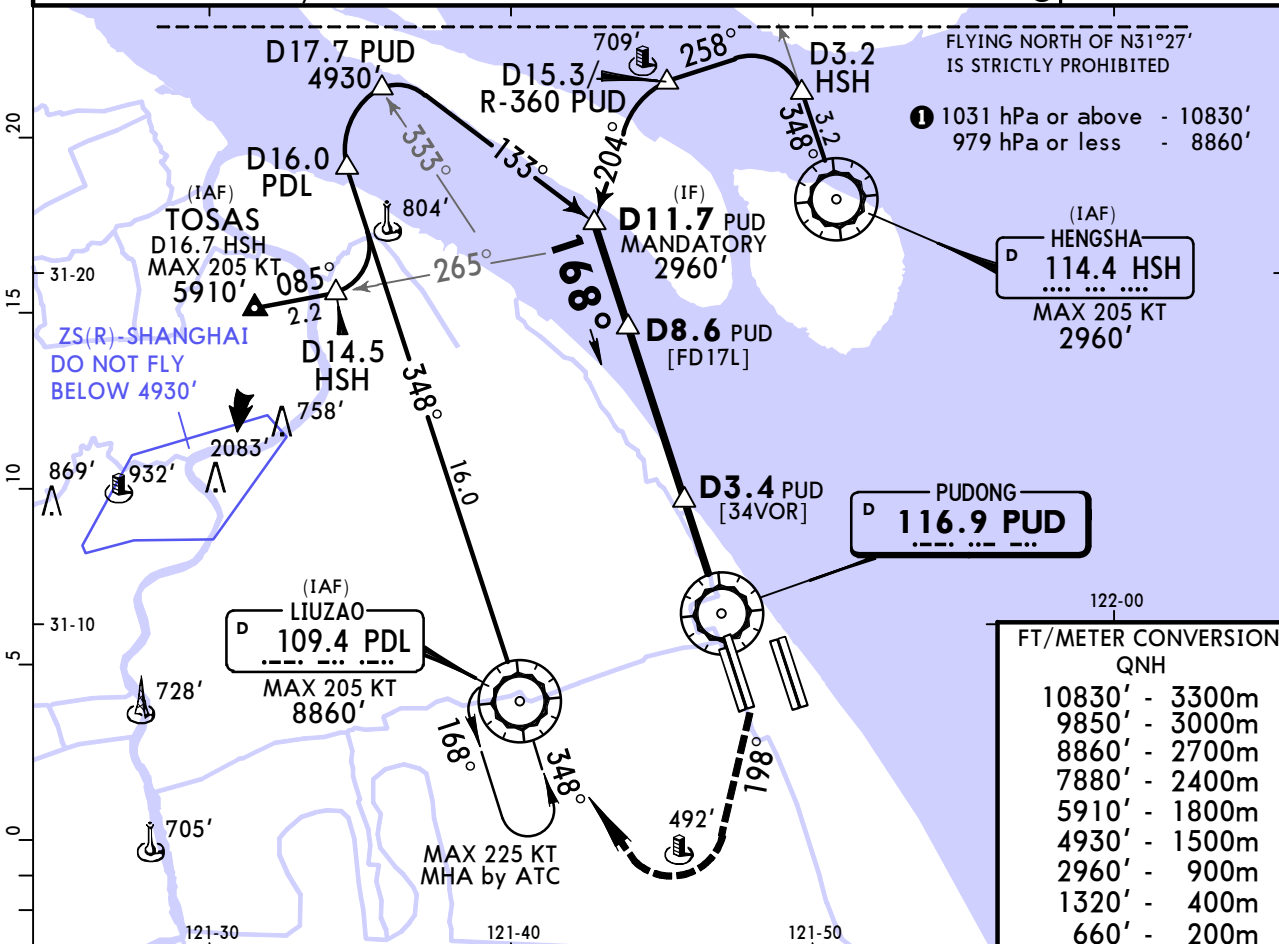
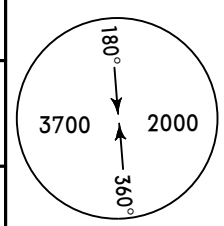
RVR 450m
HUD required.

ZSPD/PVG PUDONG

10 MAY 24
Eff 15 May 1600Z

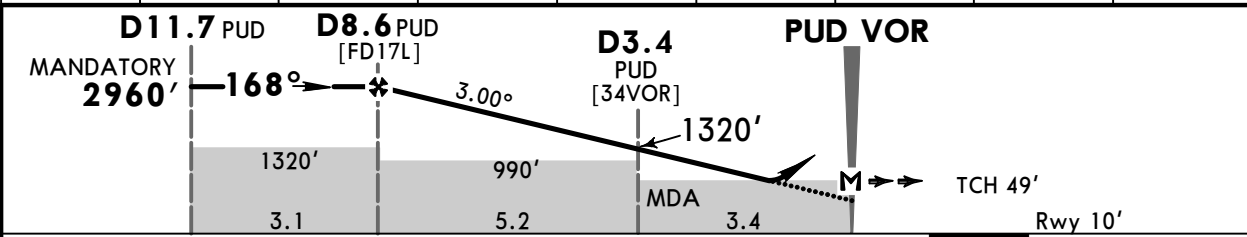
JEPPESSEN SHANGHAI, PR OF CHINA VOR DME Rwy 17L

D-ATIS 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) APP09 121.375X APP10 125.625X APP11 119.075X		PUDONG Tower TWR01 118.8 *TWR03 124.35		GND01 121.7	GND02 121.8	Ground *GND03 121.875 *GND04 121.625			
VOR PUD 116.9	Final Apch Crs 168°	D8.6 PUD MANDATORY 2960' (2950')		MDA(H) 460' (450')		Apt Elev 12' Rwy 10'			
MISSED APCH: Climb STRAIGHT AHEAD to 660', then turn RIGHT on track 198° to 1320', then turn RIGHT to PDL VOR at 2960', approach again or join holding and as directed. Turns MAX 205 KT.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA PUD VOR	



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	HIALS-II PAPI	Turns 205 KT MAX	660' ↑	198° RT	1320' ↑
Descent Angle	3.00°	372	478	531	637	849					
MAP at PUD VOR											

PANS OPS	Standard STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND					
	CDFA				Max Kts					
	MDA(H) 460' (450')				ALS out		MDA(H)		VIS	
	A	1800m			100	690' (678')		2800m		
	B	2000m			135	690' (678')		3200m		
C	2100m		180	790' (778')		4400m				
D	2200m			205	920' (908')		4800m			

ZSPD/PVG PUDONG

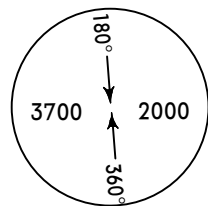
10 MAY 24
Eff 15 May 1600Z

JEPPESEN

SHANGHAI, PR OF CHINA
VOR DME Rwy 35R

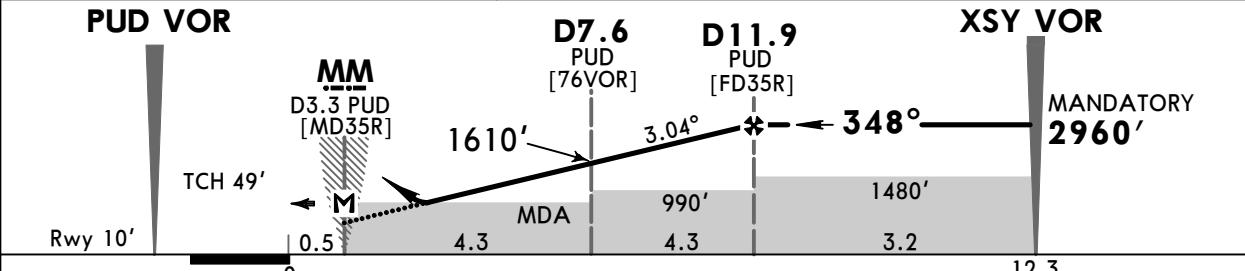
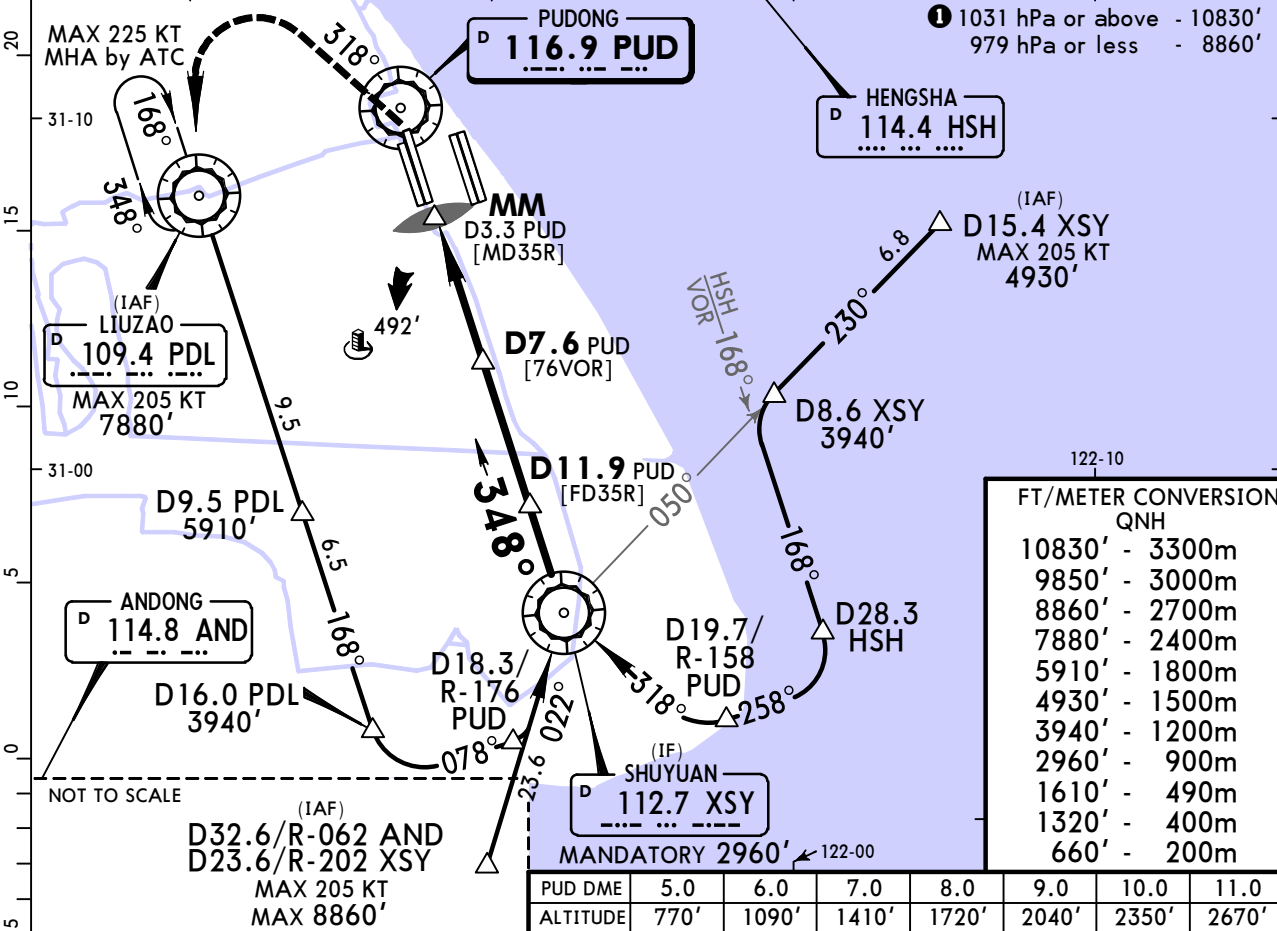
(23-2)

D-ATIS 127.85 (Chinese 128.65)		APP01 120.3X	APP02 125.4	APP03 125.85X	SHANGHAI Approach (R) APP04 123.8X	APP05 126.65	APP06 126.3X	APP07 121.1X	APP08 127.75X	
SHANGHAI Approach (R) APP09 121.375X			PUDONG Tower TWR01 *TWR03 118.8 124.35		Ground *GND03 121.875				*GND04 121.625	
VOR PUD 116.9	Final Apch Crs 348°	D11.9 PUD MANDATORY 2960' (2950')		MDA(H) 500' (490')		Apt Elev 12' Rwy 10'				



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: FL 118 Trans alt: 9850' ①



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 205 KT MAX	660'	318°	1320'
Descent Angle	3.04°	376	484	538	645	861					

Standard STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND					
CDFA				Max Kts					
MDA(H) 500' (490')				ALS out		MDA(H)		VIS	
A				100	690' (678')		2800m		
B	2000m			135	690' (678')		3200m		
C	2200m		2300m	180	790' (778')		4400m		
D	2400m			205	920' (908')		4800m		

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

SHANGHAI, (PUDONG - ZSPD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZSPD