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PEOPLE'S REPUBLIC OF CHINA
CIVIL AVIATION ADMINISTRATION OF CHINA
AERONAUTICAL INFORMATION SERVICE
P. O. BOX 2272, BEIJING

AIP CHINA
Supplement
Nr.42/19
Nov. 1, 2019

上海/浦东

SHANGHAI/Pudong

上海/浦东机场飞行程序调整, 为了便于飞行机组识别特出版此补充资料, 请机组在起飞和落地时注意。上海/浦东机场相关资料共 10 页附后:

Flight procedure adjusted in SHANGHAI/Pudong airport, this supplement is published for flight crews distinguishing the area, exercise caution while landing and taking off. A total of 10 pages about relevant information with regard to the airport are attached herewith:

校核单:

ZSPD AD 2.24-7B/7G
ZSPD AD 2.24-9A/9B
ZSPD AD 2.24-10E/10F
ZSPD AD 2.24-10G/10H
ZSPD AD 2.24-10J/10L

Checklist:

ZSPD AD 2.24-7B/7G
ZSPD AD 2.24-9A/9B
ZSPD AD 2.24-10E/10F
ZSPD AD 2.24-10G/10H
ZSPD AD 2.24-10J/10L

D-ATIS 127.85	APP01 120.3(119.75)	APP07 121.1(119.75)
TWR01 118.8(118.325) 17L/35R, 17R/35L	APP02 125.4(124.05)	APP08 127.75(124.05)
TWR02 118.4(118.725) 16L/34R, 16R/34L	APP03 125.85(119.2)	APP09 121.375(128.05)
TWR03 124.35(118.325) 17L/35R	APP04 123.8(119.2)	APP10 125.625(120.65)
TWR04 118.575(118.725) 16R/34L	APP05 126.65(128.05)	APP11 119.075(128.05)
	APP06 126.3(120.65)	

STANDARD DEPARTURE
CHART-INSTRUMENT

VAR5.8°W

ZSPD SHANGHAI/Pudong
RWY16L/16R/17L/17R
(AND, HSN)

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

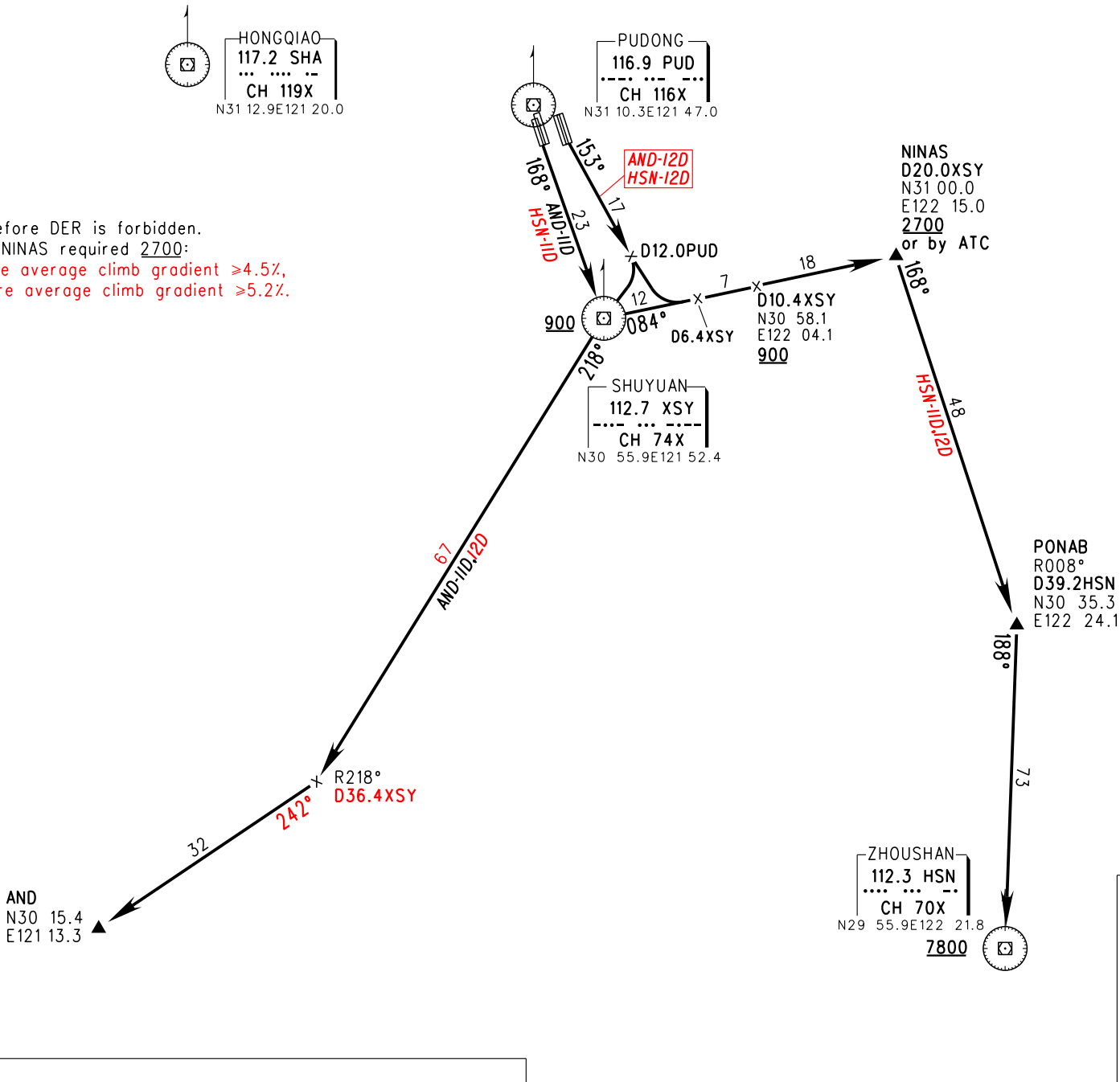


NOT TO SCALE

Departure turn MAX IAS 460km/h

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

- Note:
- Departure turn before DER is forbidden.
 - When altitude of NINAS required 2700:
HSN-11D departure average climb gradient ≥4.5%,
HSN-12D departure average climb gradient ≥5.2%.



Changes: Procedure.

D-ATIS 127.85	APP01 120.3(119.75)	APP07 121.1(119.75)
TWR01 118.8(118.325) 17L/35R, 17R/35L	APP02 125.4(124.05)	APP08 127.75(124.05)
TWR02 118.4(118.725) 16L/34R, 16R/34L	APP03 125.85(119.2)	APP09 121.375(128.05)
TWR03 124.35(118.325) 17L/35R	APP04 123.8(119.2)	APP10 125.625(120.65)
TWR04 118.575(118.725) 16R/34L	APP05 126.65(128.05)	APP11 119.075(128.05)
	APP06 126.3(120.65)	

ZSPD SHANGHAI/Pudong
RWY 34L/34R/35L/35R
(AND, HSN)

STANDARD DEPARTURE
CHART-INSTRUMENT

VAR5.8°W

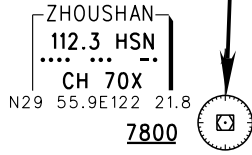
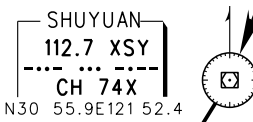
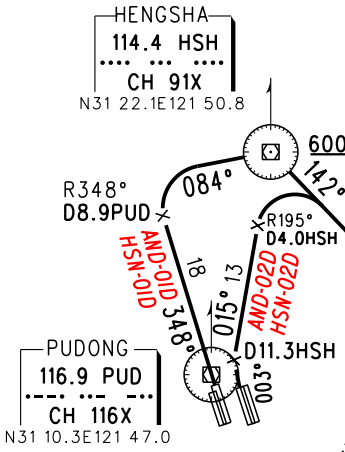
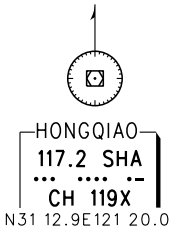
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



NOT TO SCALE

Departure turn MAX IAS 460km/h

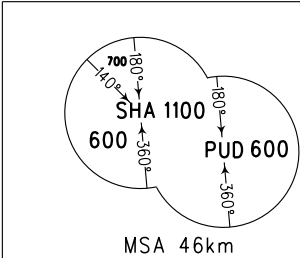


AND
N30 15.4
E121 13.3

NINAS
D30.4HSH
N31 00.0
E122 15.0
2700
or by ATC

PONAB
R008°
D39.2HSN
N30 35.3
E122 24.1

Note:
1. Departure turn before DER is forbidden.
2. When altitude of (R142° / D12.0HSH) required 2100:
AND-01D, HSN-01D departure average climb gradient≥3.9%,
AND-02D, HSN-02D departure average climb gradient≥5.5%.



Changes: Procedure.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR5.8° W

D-ATIS 127.85

TWR01 118.8(118.325) 17L/35R, 17R/35L
TWR02 118.4(118.725) 16L/34R, 16R/34L
TWR03 124.35(118.325) 17L/35R
TWR04 118.575(118.725) 16R/34L

APP01 120.3(119.75)
APP02 125.4(124.05)
APP03 125.85(119.2)
APP04 123.8(119.2)
APP05 126.65(128.05)
APP06 126.3(120.65)

APP07 121.1(119.75)
APP08 127.75(124.05)
APP09 121.375(128.05)
APP10 125.625(120.65)
APP11 119.075(128.05)

ZSPD SHANGHAI/Pudong
RWY16L/16R/17L/17R

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

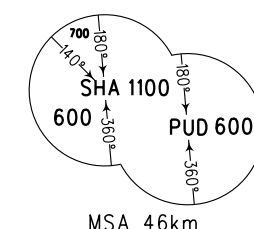
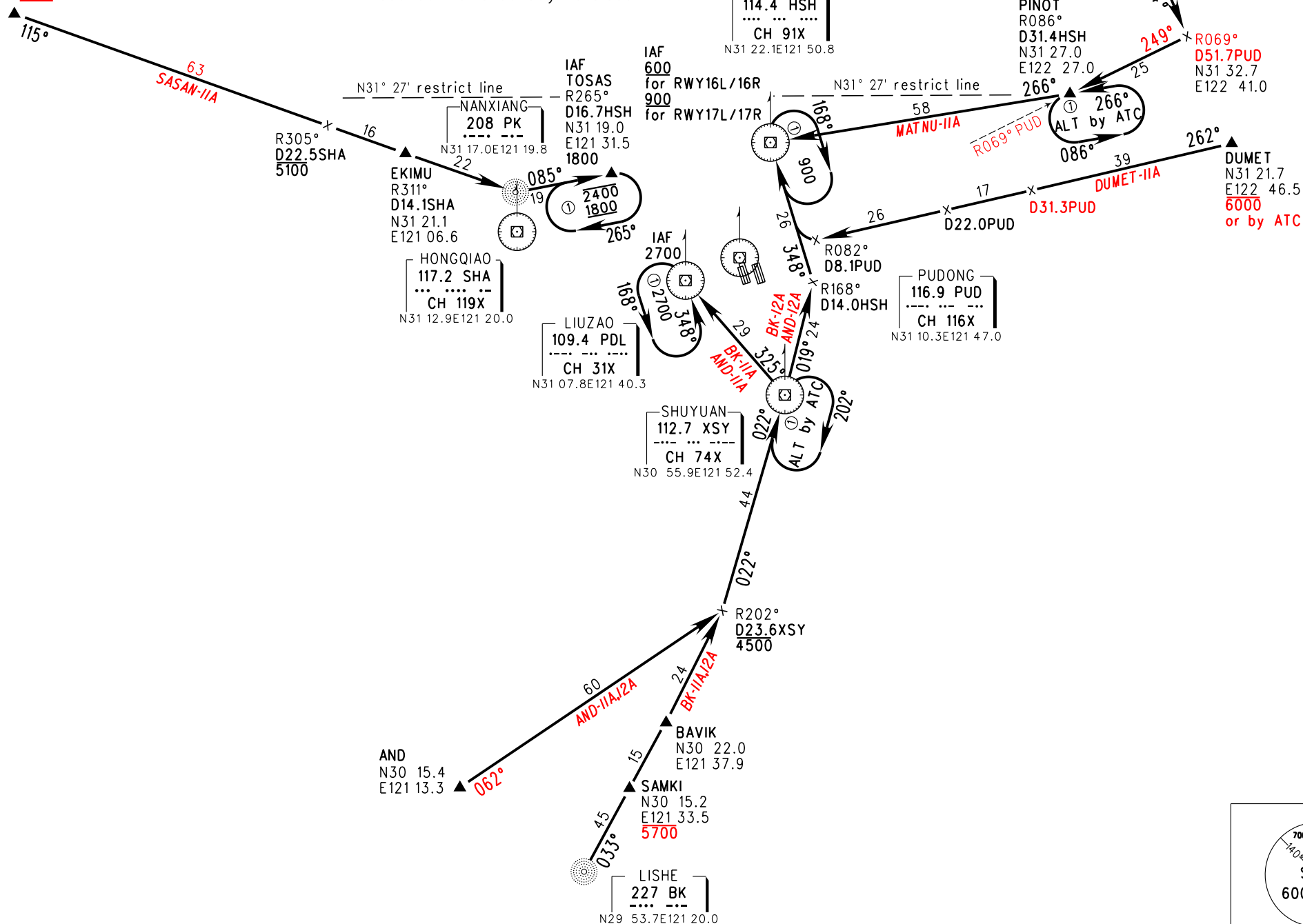


NOT TO SCALE

Holding MAX IAS 420km/h
Initial approach MAX IAS 380km/h

Note:
Aircraft flying at north of N31° 27'
restrict line is strictly forbidden.

SASAN
N31 35.4
E120 19.2
6000



Changes: Procedure.

D-ATIS 127.85	APP01 120.3(119.75)	APP07 121.1(119.75)
TWR01 118.8(118.325) 17L/35R, 17R/35L	APP02 125.4(124.05)	APP08 127.75(124.05)
TWR02 118.4(118.725) 16L/34R, 16R/34L	APP03 125.85(119.2)	APP09 121.375(128.05)
TWR03 124.35(118.325) 17L/35R	APP04 123.8(119.2)	APP10 125.625(120.65)
TWR04 118.575(118.725) 16R/34L	APP05 126.65(128.05)	APP11 119.075(128.05)
	APP06 126.3(120.65)	

STANDARD ARRIVAL
CHART-INSTRUMENT

VAR5.8° W

ZSPD SHANGHAI/Pudong
RWY 34L/34R/35L/35R

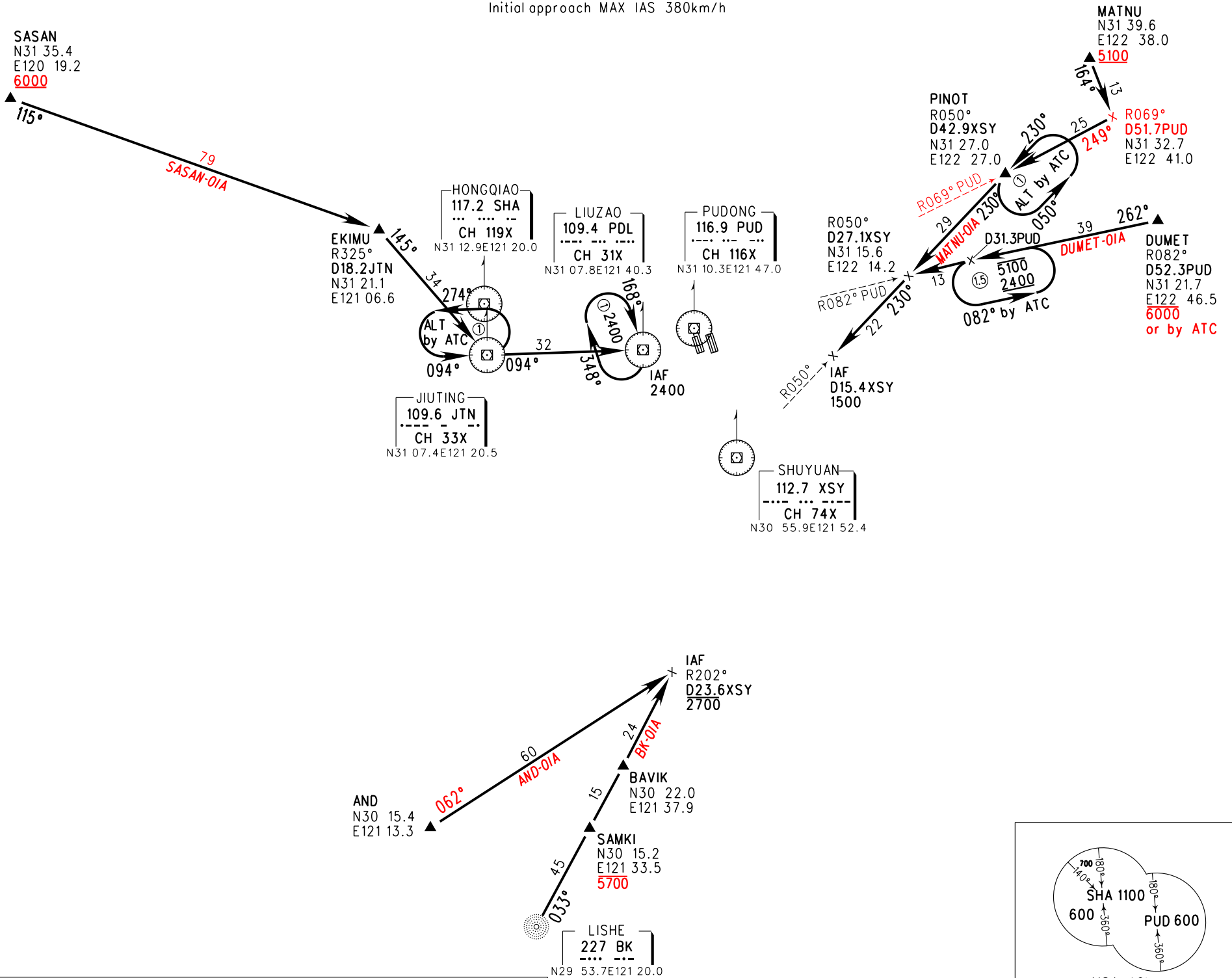
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM



NOT TO SCALE

Holding MAX IAS 420km/h
Initial approach MAX IAS 380km/h

TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)



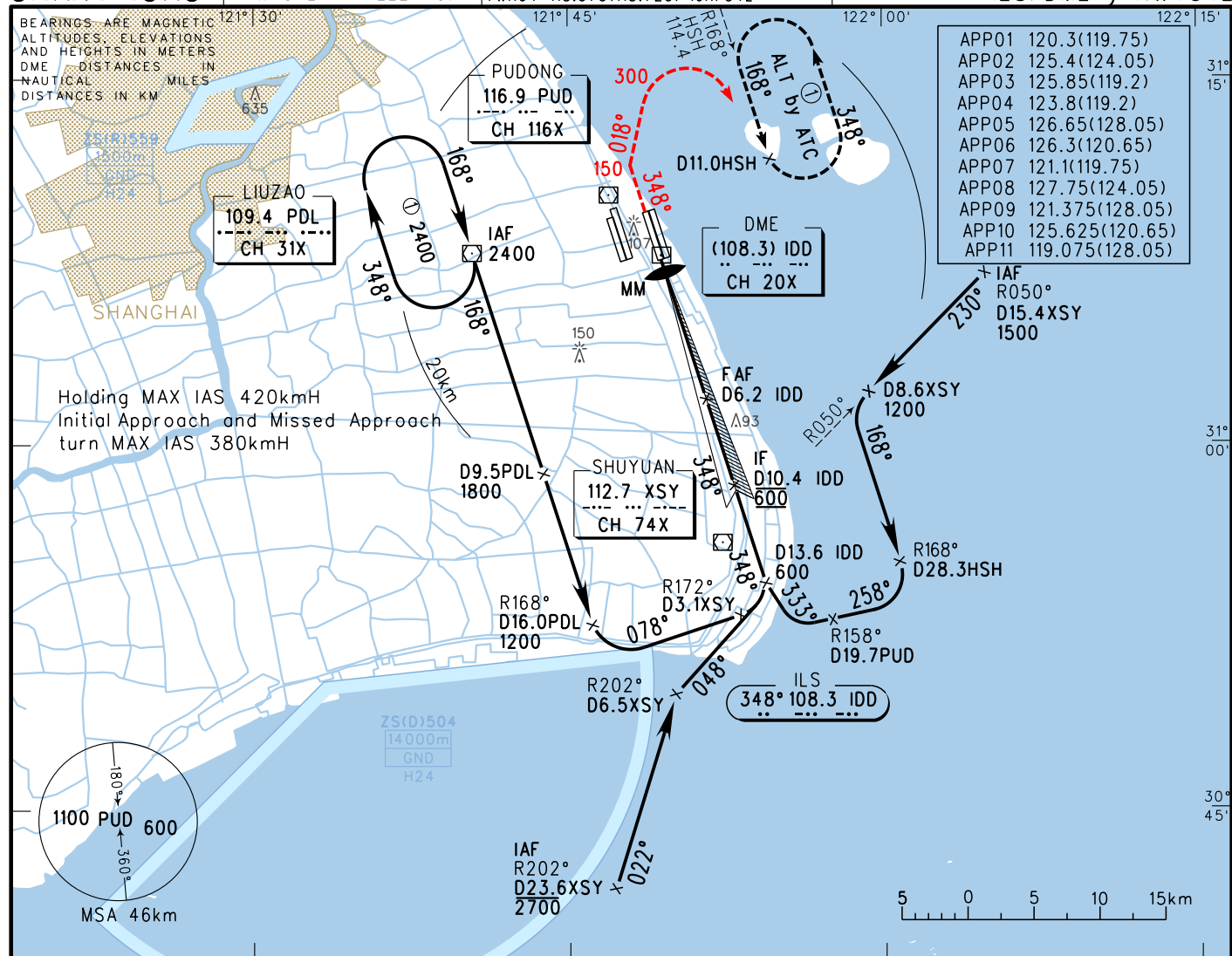
Changes: Procedure.

INSTRUMENT APPROACH CHART - ICAO

AERODROME	ELEV	4
RWY34L THR	ELEV	3.4

D-ATIS	127.85	
TWR01	118.8(118.325)	17L/35R, 17R/35L
TWR02	118.4(118.725)	16L/34R, 16R/34L
TWR03	124.35(118.325)	17L/35R
TWR04	118.575(118.725)	16R/34L

ZSPD SHANGHAI/Pudong
VAR5.8° W ILS/DME y RWY34L

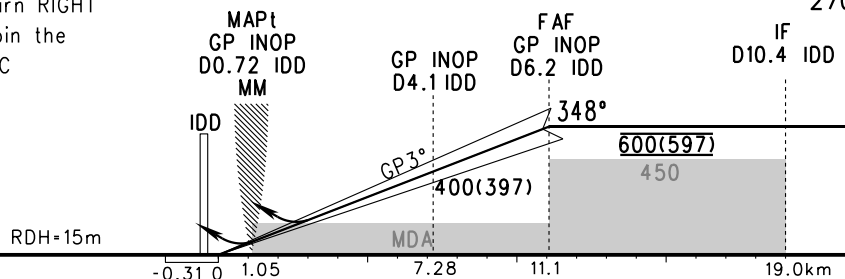


GP INOP	DME (DD) (NM)	1	2	3	4	5	6	7
	ALT (m)		196	292	389	486	583	

MISSED APPROACH

Climb straight ahead to 150, turn RIGHT on track 018° to 300, then turn RIGHT to R168°/D11.0HSH at 600, join the holding pattern, follow the ATC instructions.

TL	3600
TA	3000
	3300(QNH ≥ 1031hPa)
	2700(QNH ≤ 979hPa)



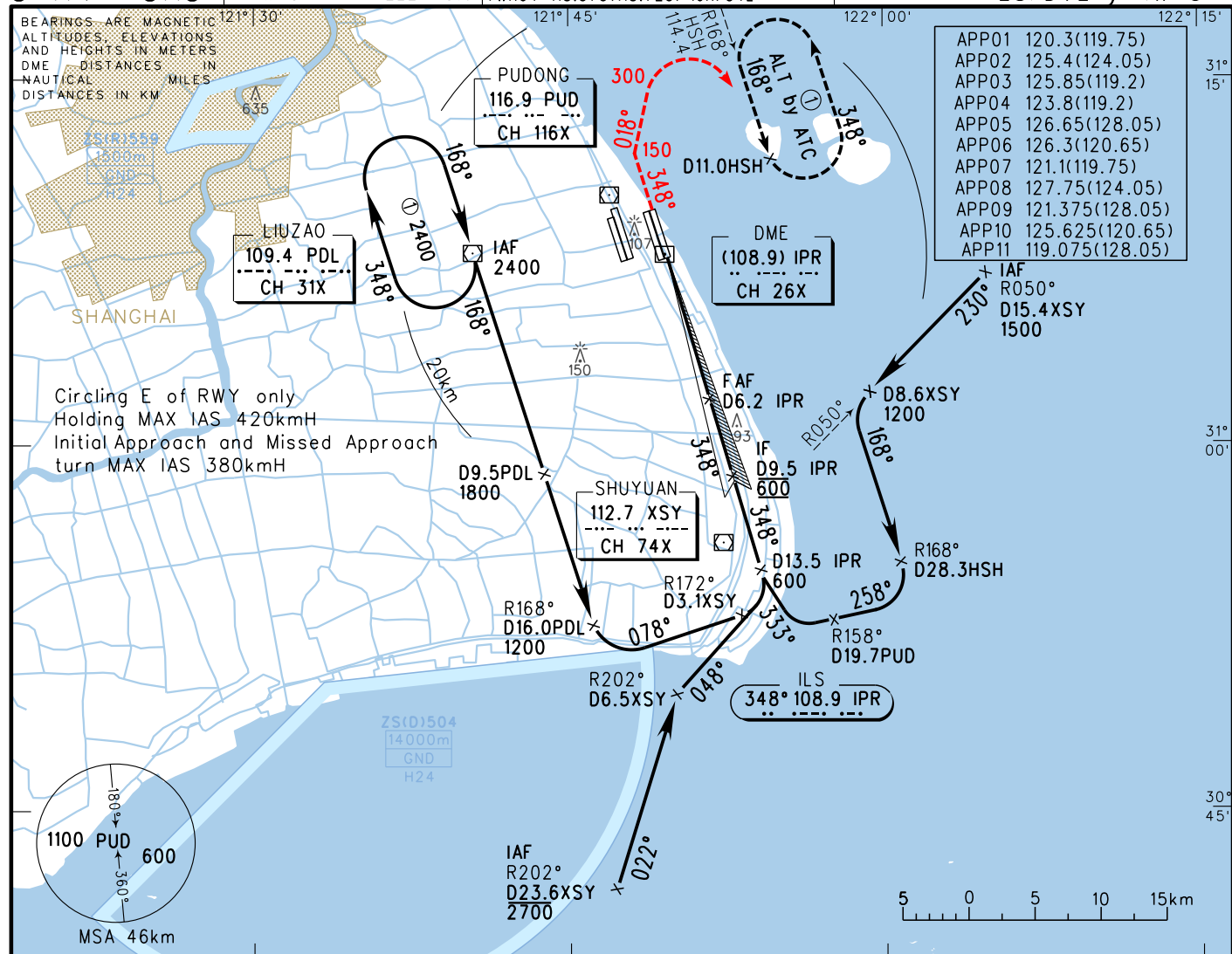
	A	B	C	D	FAF-MAPt(GP INOP) 10.05km							
ILS/DME ^{DA(H)} _{HUD} RVR/VIS	64(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP ^{MDA(H)} VIS	150(147) 2000		150(147) 2200	150(147) 2400	Time	min:sec	4:04	3:15	2:43	2:20	2:02	1:49
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING ^{MDA(H)} VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	<div><div><div><div><div></div></div></div><div><div>HUD</div></div></div>Special CAT 1: (DH)(45),(RA)(46),RVR450</div> <div>Changes: Procedure, Missed approach.</div>							

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 4
RWY34R THR ELEV 3.6

D-ATIS	127.85	
TWR01	118.8(118.325)	17L/35R, 17R/35L
TWR02	118.4(118.725)	16L/34R, 16R/34L
TWR03	124.35(118.325)	17L/35R
TWR04	118.575(118.725)	16R/34L

ZSPD SHANGHAI/Pudong
VAR5.8° W ILS/DME y RWY34R

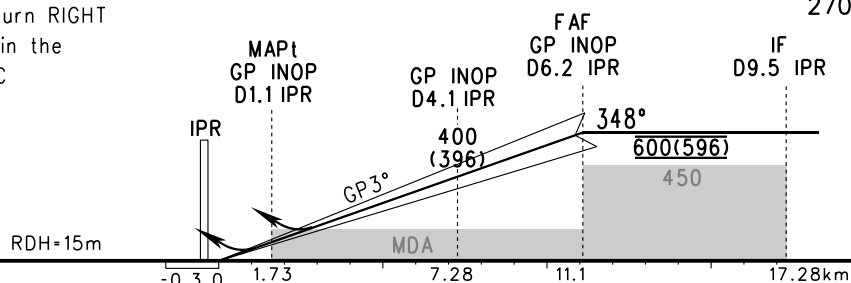




GP INOP	DME (IPR) (NM)	1	2	3	4	5	6	7
	ALT (m)		196	293	390	487	584	

MISSED APPROACH

Climb straight ahead to 150, turn RIGHT on track 018° to 300, then turn RIGHT to R168° /D11.0HSH at 600, join the holding pattern, follow the ATC instructions.

TL 3600
TA 3000
3300(QNH ≥ 1031 hPa)
2700(QNH ≤ 979 hPa)



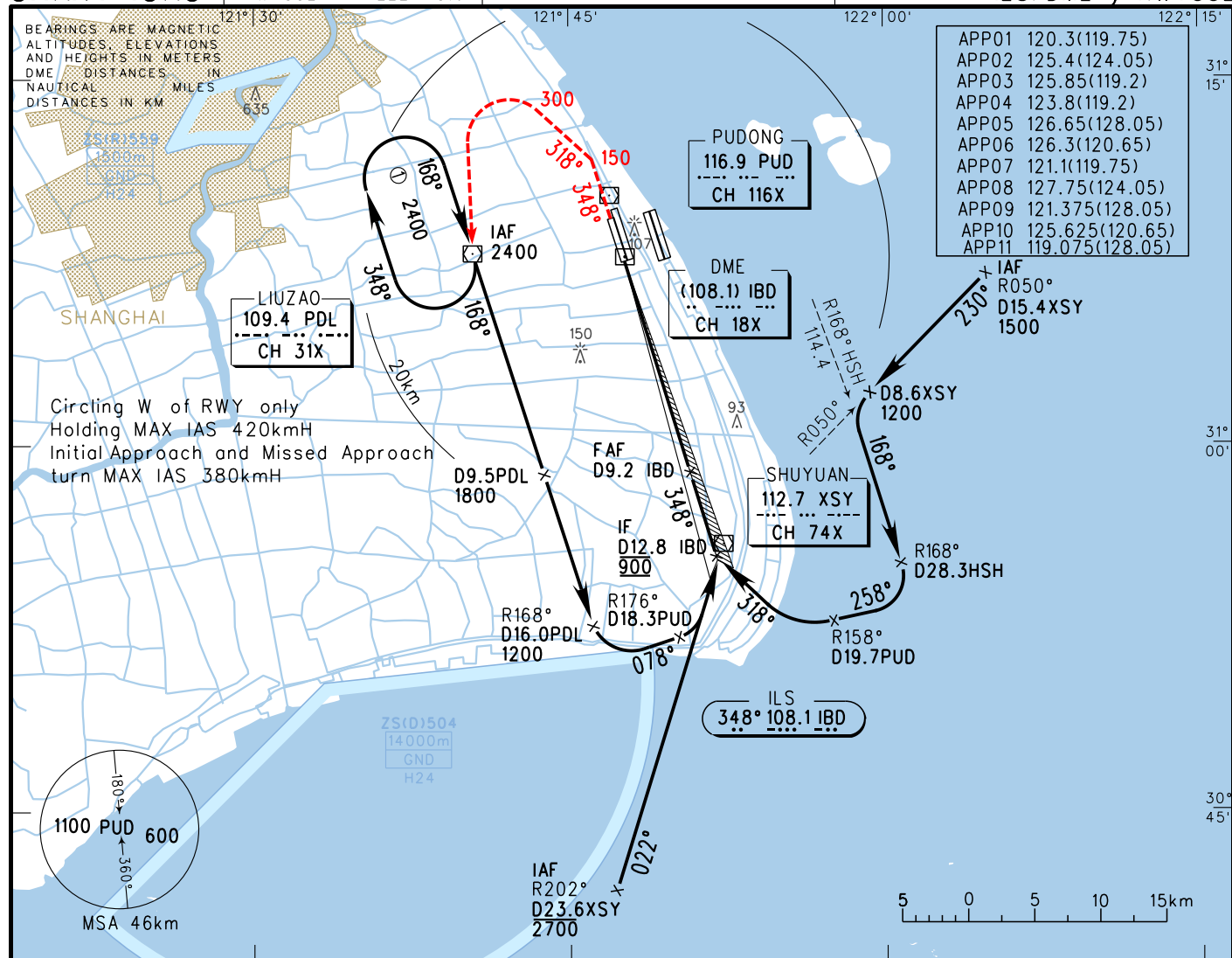
	A	B	C	D	FAF - MAPt(GP INOP) 9.37km								
ILS/DME ^{DA(H)} _{RVR/VIS} 	64(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335	
	GP INOP ^{MDA(H)} VIS		150(146) 2000	150(146) 2200	150(146) 2400	Time	min:sec	3:48	3:02	2:32	2:10	1:54	1:41
						Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING ^{MDA(H)} VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	 Special CAT 1: (DH)(45),(RA)(48),RVR450 Changes: Procedure.								

INSTRUMENT APPROACH CHART-ICAO

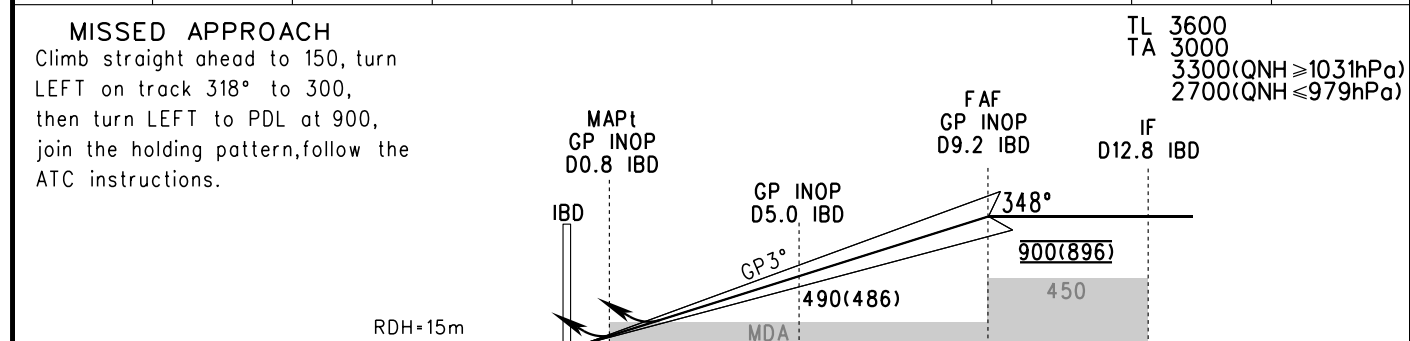
AERODROME ELEV 4
RWY35L THR ELEV 3.6

D-ATIS 127.85
TWR01 118.8(118.325) 17L/35R, 17R/35L
TWR02 118.4(118.725) 16L/34R, 16R/34L
TWR03 124.35(118.325) 17L/35R
TWR04 118.575(118.725) 16R/34L

ZSPD SHANGHAI/Pudong
VAR5.8° W ILS/DME y RWY35L



GP INOP	DME (IBD) (NM)	2	3	4	5	6	7	8	9
	ALT (m)	196	293	390	487	584	681	777	875



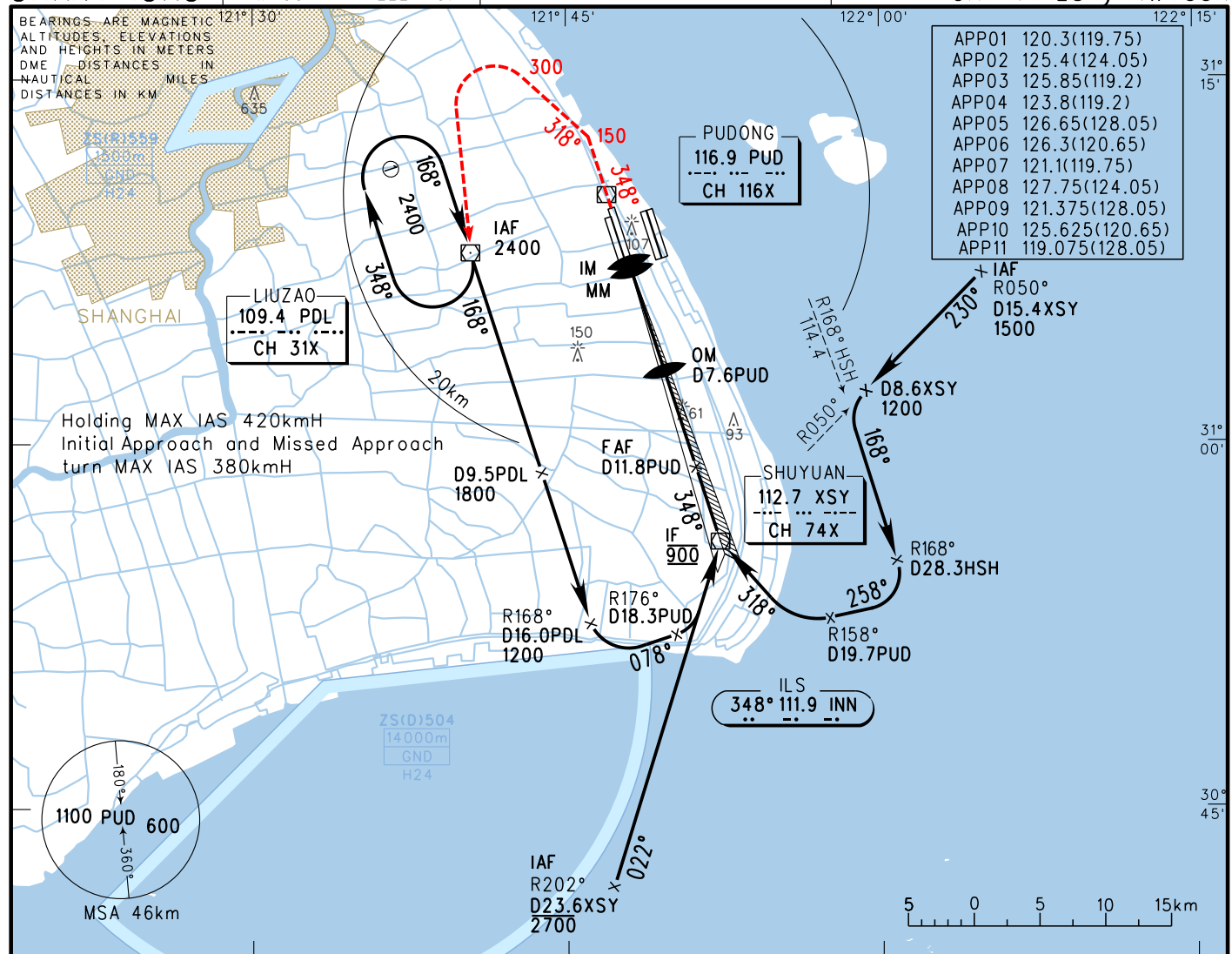
	A	B	C	D	FAF - MAPt(GP INOP) 15.66km						
ILS/DME DA(H) RVR/VIS	64(60) 550/800				GS in kt	80	100	120	140	160	180
					kmH	150	185	220	260	295	335
GP INOP MDA(H) VIS	150(146) 2000		150(146) 2200		Time min:sec	6:21	5:04	4:14	3:37	3:10	2:49
			150(146) 2400		Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING MDA(H) VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	Special CAT I: (DH)(45), (RA)(46), RVR450						

INSTRUMENT APPROACH CHART - ICAO

AERODROME	ELEV	4
RWY35R THR	ELEV	3.1

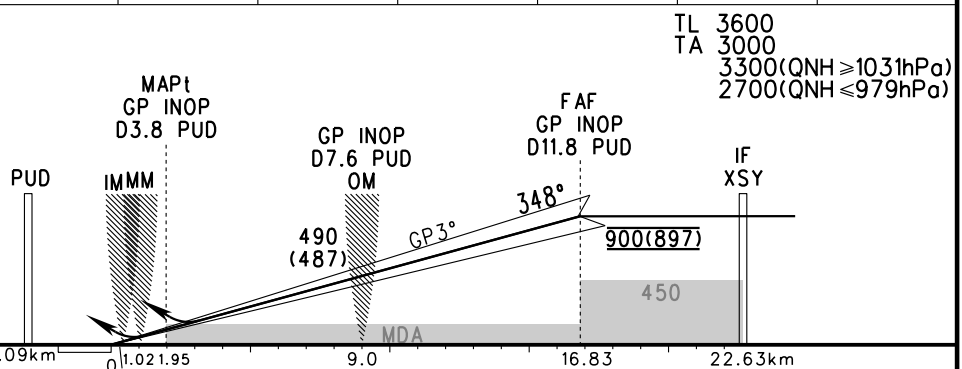
D-ATIS	127.85	
TWR01	118.8(118.325)	17L/35R, 17R/35L
TWR02	118.4(118.725)	16L/34R, 16R/34L
TWR03	124.35(118.325)	17L/35R
TWR04	118.575(118.725)	16R/34L

ZSPD SHANGHAI/Pudong
VAR5.8° W CAT-I/II ILS y RWY35R



GP INOP	DME (PUD) (NM)	5	6	7	8	9	10	11	12
	ALT (m)	236	333	430	527	624	721	818	

MISSED APPROACH
Climb straight ahead to 150, turn
LEFT on track 318° to 300, then
turn LEFT to PDL at 900, join the
holding pattern, follow the ATC
instructions.



		A		B		C		D	
ILS/DME HUD		DA(H) RVR/VIS		64 (60) 550/800					
GP INOP		MDA(H) VIS		150(147) 2000		150(147) 2200		150(147) 2400	
CIRCLING		MDA(H) VIS		210(206) 2800		210(206) 3200		240(236) 4400	
ILS CAT II									
Aircraft type		Decision height (DH)		Radio altimeter		Autopilot to DH and below		Manual operation below DH	
A,B,C		(30)		(31)		RVR300		RVR300	
D								RVR350	

FAF-MAPT(GP-INOP) 14.88km							
GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	6:02	4:49	4:01	3:27	3:01	2:41
Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9

HUD

Special CAT I: (DH)(45),(RA)(46),RVR450

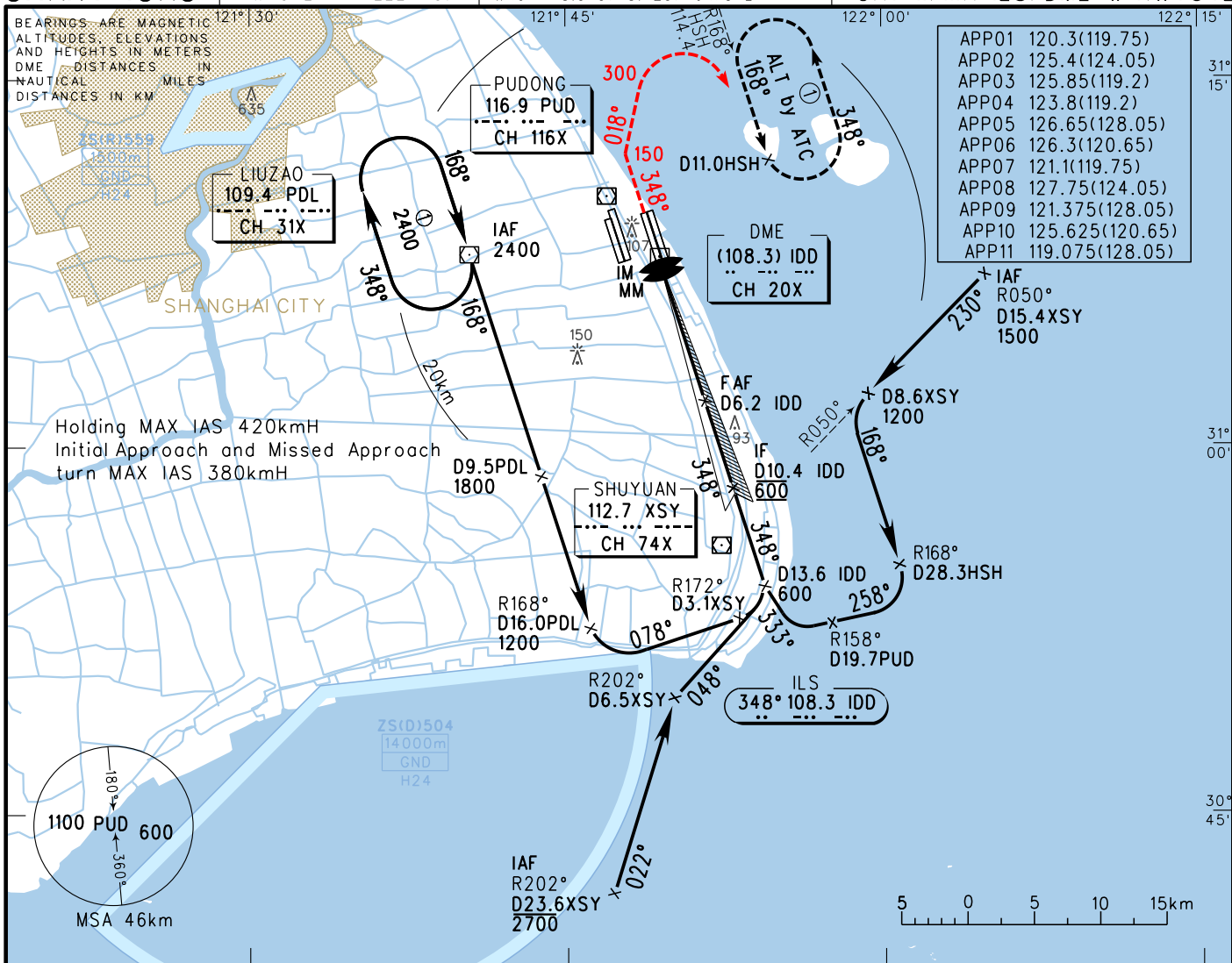
Changes: Procedure.

INSTRUMENT APPROACH CHART-ICAO

VAR5.8° W
AERODROME ELEV 4
RWY34L THR ELEV 3.4

D-ATIS 127.85
TWR01 118.8(118.325) 17L/35R, 17R/35L
TWR02 118.4(118.725) 16L/34R, 16R/34L
TWR03 124.35(118.325) 17L/35R
TWR04 118.575(118.725) 16R/34L

ZSPD SHANGHAI/Pudong
CAT-II/IIIA ILS/DME w RWY34L



APP01	120.3(119.75)
APP02	125.4(124.05)
APP03	125.85(119.2)
APP04	123.8(119.2)
APP05	126.65(128.05)
APP06	126.3(120.65)
APP07	121.1(119.75)
APP08	127.75(124.05)
APP09	121.375(128.05)
APP10	125.625(120.65)
APP11	119.075(128.05)

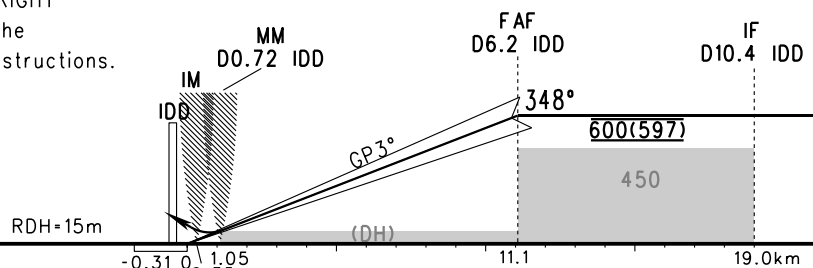
GP INOP

DME (NM)
ALT (m)

MISSSED APPROACH

Climb straight ahead to 150, turn RIGHT on track 018° to 300, then turn RIGHT to R168°/D11.0HSH at 600, join the holding pattern, follow the ATC instructions.

TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)



ILS CAT II				
Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C	(30)	(31)	RVR300	RVR300
D			RVR300	RVR350
ILS CAT IIIA				
Aircraft type	Decision height (DH)	Radio altimeter	RVR	
A,B,C,D	(15)	(15)	RVR175	

FAF - THR 11.1km							
GS in kt	80	100	120	140	160	180	
min:sec	4:30	3:36	3:00	2:34	2:15	2:00	
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	

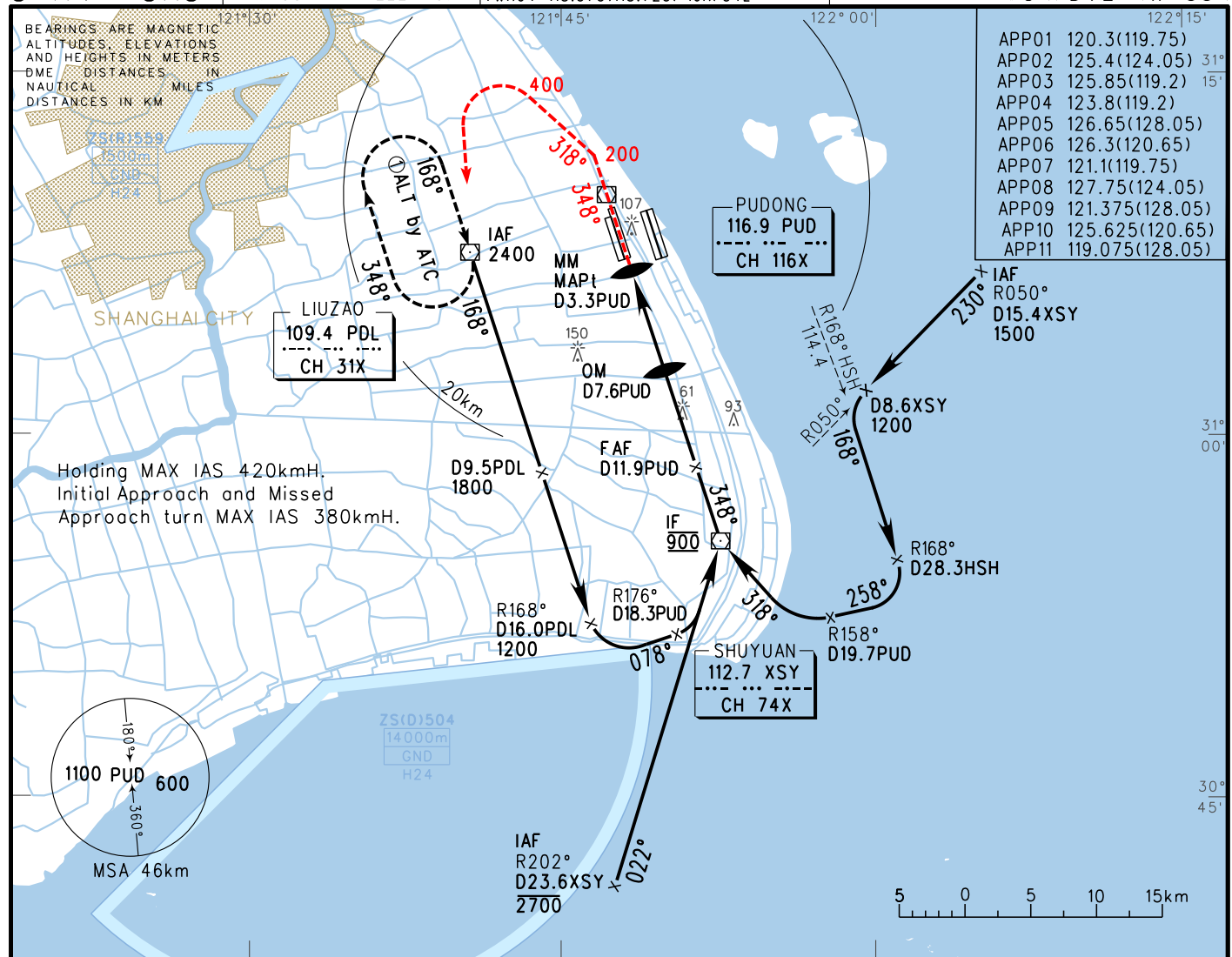
Changes: Procedure.

INSTRUMENT APPROACH CHART-ICAO

VAR5.8° W
AERODROME ELEV 4
RWY35R THR ELEV 3.1

D-ATIS 127.85
TWR01 118.8(118.325) 17L/35R, 17R/35L
TWR02 118.4(118.725) 16L/34R, 16R/34L
TWR03 124.35(118.325) 17L/35R
TWR04 118.575(118.725) 16R/34L

ZSPD SHANGHAI/Pudong
VOR/DME RWY35R

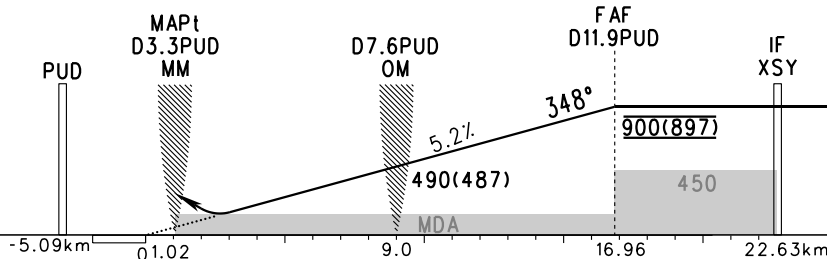


DME (PUD) (NM)	4	5	6	7	8	9	10	11	12
ALT (m)		234	331	427	523	619	715	811	

MISSED APPROACH

Climb straight ahead to 200, turn
LEFT on track 318° to 400, then
turn LEFT to PDL at 900 join in
the holding pattern, follow the
ATC instructions.

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



	A	B	C	D	FAF - MAPt 15.94km						
VOR/DME ^{MDA(H)} VIS	150(147) 2000	150(147) 2200	150(147) 2400	150(147) 2400	GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
CIRCLING ^{MDA(H)} VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	Time min:sec	6:27	5:10	4:18	3:41	3:14	2:52
					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: Procedure, Missed approach.