

1. GENERAL

1.1. ATIS

D-ATIS 127.85
128.65 (Chinese)

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

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

1.3. LOW VISIBILITY OPERATION PROCEDURES (LVOP)

1.3.1. GENERAL

When RVR is forecast to descend to 1000m with decreasing trend or ceiling is forecast to descend to 90m with decreasing trend, LVOP will be implemented.
When RVR is below 550m or ceiling is below 60m, CAT II/IIIA operation will be implemented.
When RVR is 550m or above with forecast improving or ceiling is 60m or above with forecast improving or either aerodrome or ATC cannot satisfy LVOP requirement, LVOP will be terminated.

1.3.2. USE OF RWY

RWYs 17L/35R and 34L are usable for CAT II ILS and Low Visibility Departures.
RWY 34L is usable for CAT IIIA ILS.
During northbound operations, RWY 34L is used mainly for arrivals, RWY 35R is used mainly for departures.
During southbound operations, RWY 17L is used for arrival and departure.
During LVOP, RWY 34L is available for A380 ACFT, instructions by ATC.

1.3.3. ARRIVING ACFT

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

1.3.4. TAXI ROUTES

For LVOP taxi routes, refer to corresponding 20-9 taxi charts.
Follow ATC instructions for practical taxi routes.
Arriving ACFT on rapid exit TWYs shall report to ATC "ACFT already vacated RWY" after taxiing into the parallel TWY.
During CAT II/IIIA operations, departing ACFT shall follow ATC instructions.

1.4. RWY OPERATIONS

RWYs 16L/34R and 17R/35L are mainly used for arrival, RWYs 16R/34L and 17L/35R for departure.
During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct ACFT downwind take-off or downwind landing for short time. Pilot shall inform controller if he decides not to take off or land on downwind RWY allocated according to ACFT performance or operation handbook.
In order to prevent ACFT landing on the wrong RWY, pilots shall identify the RWY in use via ATIS. During approach, pilots shall carefully check the landing RWY number in ATC clearance. It is suggested to use SFL as an important visual reference.

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1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

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

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

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

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

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

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

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

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

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

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

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

180° turnaround on TWY is strictly forbidden.

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

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

1.5.2. GENERAL TWY LIMITS

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

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1.5.3. OPERATIONAL LIMITS FOR B747-8 ACFT

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

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

1.5.4. OPERATIONAL LIMITS FOR A340 ACFT

A340-600 ACFT should use Judgemental Oversteering Method when taxiing:

- on TWY A and turning West to TWYs P1, B1, B7, B8;
- on TWY B and turning East to TWYs B3-B6, P4-P6;
- on TWYs B1, B7, B8, P1 and entering TWY A from West to East;
- on TWY L17 and turning North to TWY L16;
- on TWY L16 and entering TWY L17 from North to South;
- at the intersection of TWYs B3-B6, P4-P6 and TWY L04.

1.5.5. APRON 4

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

1.5.6. APRON 5

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

1.5.7. APRONS 7 AND 8

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

1.5.8. SATELLITE APRON

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

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

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

1.5.9. HOLDING POINTS ON TWYs

Compulsory Holding Points:

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

1.5.10. HOLDING POINTS ON APRONS 7 AND 8

Apron holding points AH01 thru AH09 used for entering apron.

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

Holding points HP01 thru HP05 used for exiting apron.

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

1.5.11. HOLDING POINTS ON SATELLITE APRON AND EASTERN APRON 5

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

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1.6. PARKING INFORMATION

1.6.1. GENERAL

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

Stands 1 thru 12, 14 thru 32, 50 thru 65, 67, 69, 71, 73, 75, 77, 79 thru 89, 91 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.

1.6.2. RULES FOR ENTERING AND EXITING APRON

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

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

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

1.6.3. USE OF BOARDING BRIDGES

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

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

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

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

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

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1.7. FUEL DUMPING AREA

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

1.8. OTHER INFORMATION

1.8.1. GENERAL

Birds.

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

1.8.2. IFR FLIGHT PROCEDURES

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

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

1.8.3. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

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

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. WHEN AD IS NOT AVAILABLE

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

2.1.2. WITH ARRIVAL 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 RWY in use to PUDONG Ground at first contact, especially under low visibility operation.

2.3.2. ILS OPERATIONS MODE

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

When landing to South:

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

When landing to North:

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

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2. ARRIVAL

2.4. TAXI PROCEDURES

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

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

Arrival ACFT turn off taxiing lights and follow Follow-me car when in sight.
Arrival ACFT and Follow-me car shall stop on TWYs before turning into stands lead-in lines, then observe and keep slow speed to stands.

2.5. OTHER INFORMATION

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

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

3. DEPARTURE

3.1. COMMUNICATION FAILURE PROCEDURES

3.1.1. GENERAL

Follow last Departure instruction.

3.1.2. WHEN DECIDING TO RETURN

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

3.1.3. RECOMMENDED START OF STAR

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

3.1.4. FUEL DUMPING

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

3.2. DE-ICING

3.2.1. RULES FOR DE-ICING

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

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

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3. DEPARTURE

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

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

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

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

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

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

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

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

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

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

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

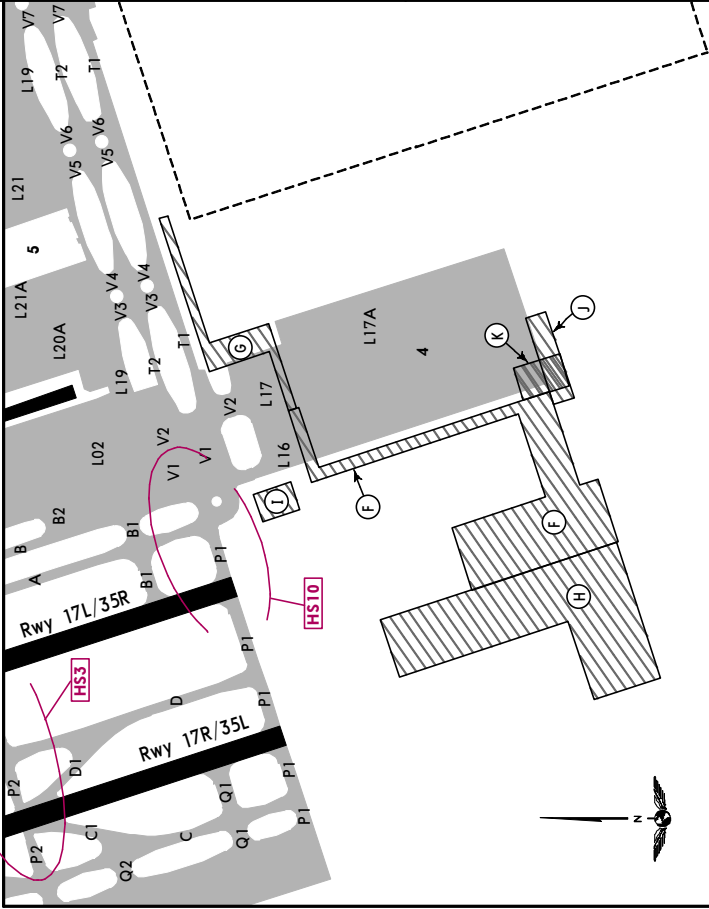
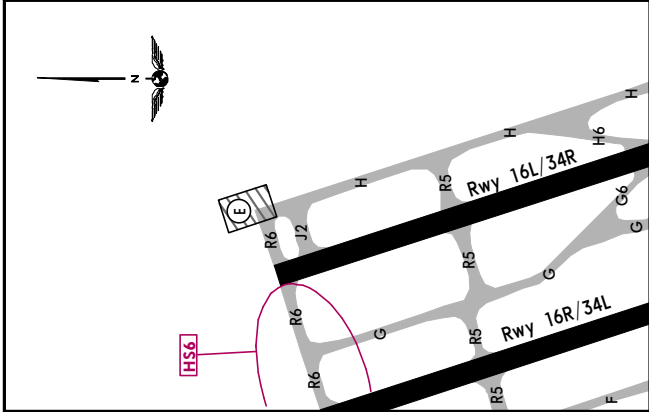
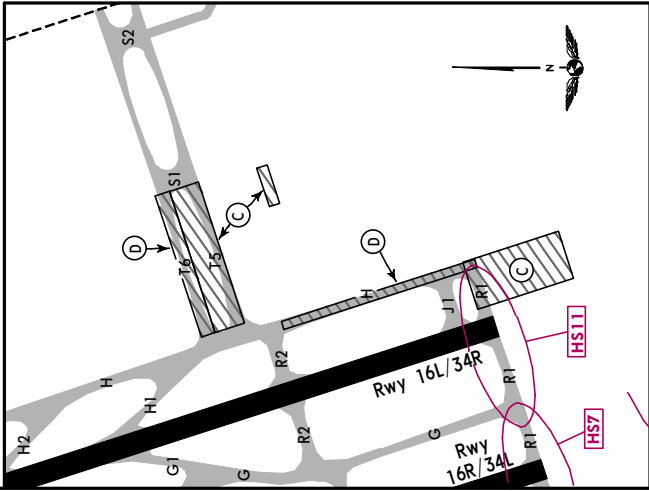
3.4. NOISE ABATEMENT

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

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

CONSTRUCTION WORKS
REFER ALSO TO LATEST NOTAMS

Exercise caution while landing and taking off and taxiing.



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

LEGEND

B

Taxiway

4

Apron

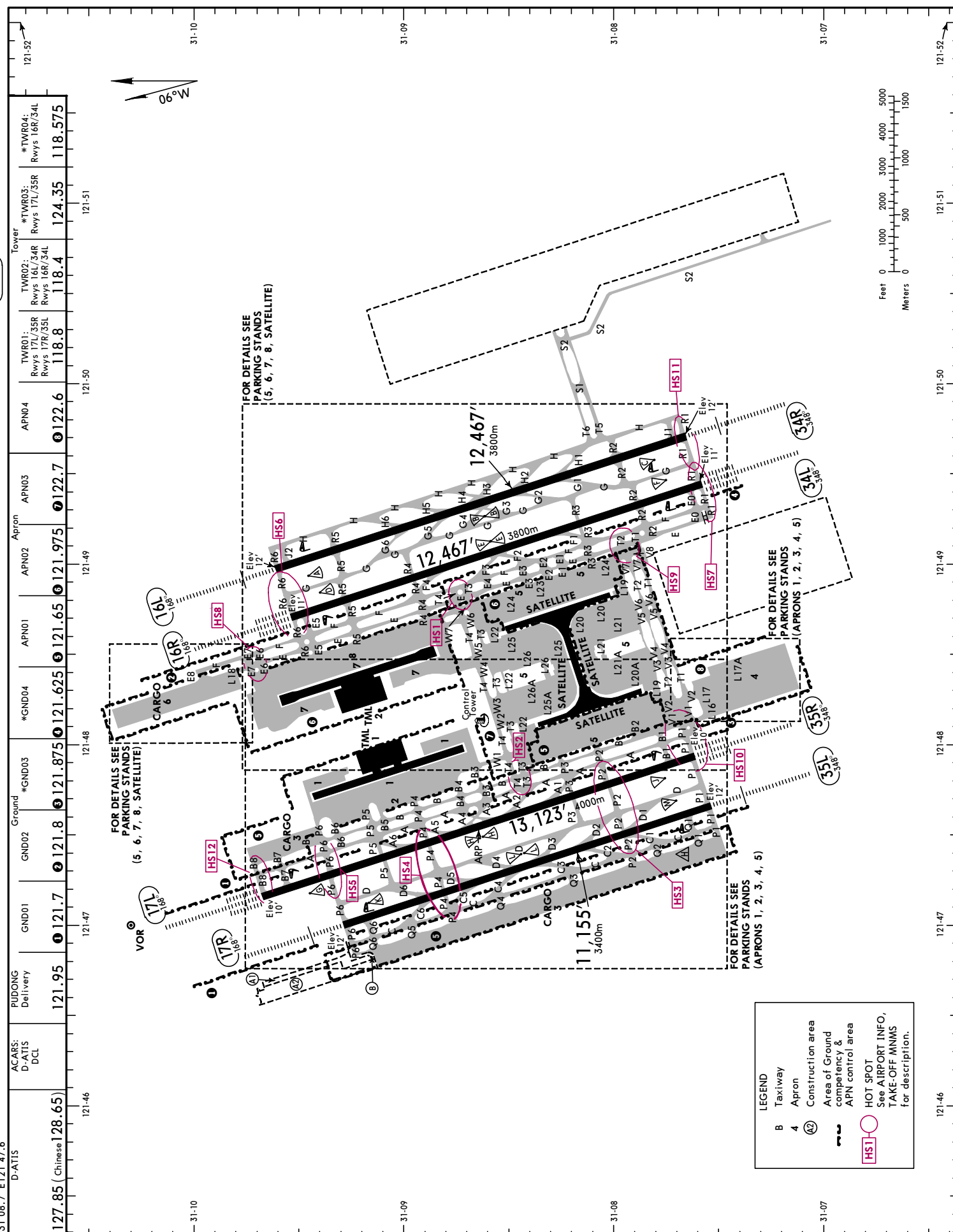
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Construction area

HS3

HOT SPOT

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



LEGEND

- B Taxiway
- 4 Apron
- ⓐ Construction area
- Area of Ground competency & APN control area
- HOT SPOT
See AIRPORT INFO, TAKE-OFF MNMS 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
- HS5

Intersections of Twys A, B and P6, Rwy crossing busy area:
Twy P6 is important handover point of TWR and APN. Acft for departure shall take CAUTION with guidance signs to avoid Rwy incursion when taxiing via Twy P6 into Twy A. Twy P6 is the main Twy for Rwy crossing. When crossing Rwys, acft shall strictly follow ATC instructions. Without clear instructions, any kind of Rwy crossing operation is forbidden. Acft shall contact the next control unit immediately after crossing Rwy via Twy P6.
- HS6

Rwy crossing busy area:
Twy R6 is the main Twy for Rwy crossing. When crossing Rwys, acft shall strictly follow ATC instructions. Without clear instructions, any kind of Rwy crossing operation is forbidden. When using Twy F, acft shall hold short of Twy E5 to ensure no conflict before go on. H56 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 center line to Twy B with ATC clearance after being pushed to Twy B8.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	LANDING BEYOND	Glide Slope		
16L	HIRL (60m) CL(15m) ② HIALS SFL PAPI-L(3.0°) ④ RVR ① 34R	11,440' 3487m	③	197' 60m
16R	HIRL (60m) CL(15m) ② HIALS SFL PAPI-L(3.0°) ⑤ RVR ① 34L	11,443' 3488m	③	197' 60m
17L	HIRL (60m) CL(15m) ② HIALS-II SFL TDZ ③ ⑤ RVR ① 35R	12,093' 3686m	③	197' 60m
17R	HIRL (60m) CL(15m) ② HIALS-II SFL TDZ ③ ⑤ RVR ① 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 twy J2 int twy R5 int	12,467' (3800m) 12,139' (3700m) 10,704' (3263m)	RWY 34R: From rwy head twy J1 int twy R2 int	12,467' (3800m) 12,139' (3700m) 10,420' (3176m)
RWY 16R: From rwy head twy E5 int twy R5 int	12,467' (3800m) 12,139' (3700m) 10,892' (3320m)	RWY 34L: From rwy head twy E0 int twy R2 int	12,467' (3800m) 12,139' (3700m) 10,597' (3230m)
RWY 17L: From rwy head twy B7 int twy P6 int	13,123' (4000m) 12,402' (3780m) 11,109' (3386m)	RWY 35R: From rwy head twy B1 int twy P2 int	13,123' (4000m) 12,402' (3780m) 10,499' (3200m)
RWY 17R: From rwy head twy Q6 int	11,155' (3400m) 10,499' (3200m)	RWY 35L: From rwy head twy Q1 int	11,155' (3400m) 10,499' (3200m)
⑦ HSTIL, HST-F2 & F1		⑧ HSTIL, HST-F3 & F4	
⑨ HSTIL, HST-A3, A2 & A1		⑩ HSTIL, HST-A4, A5 & A6	
⑪ HSTIL, HST-C3, C2, C1, D3, D2, D1		⑫ HSTIL, HST-C4, C5, C6, D4, D5, D6	

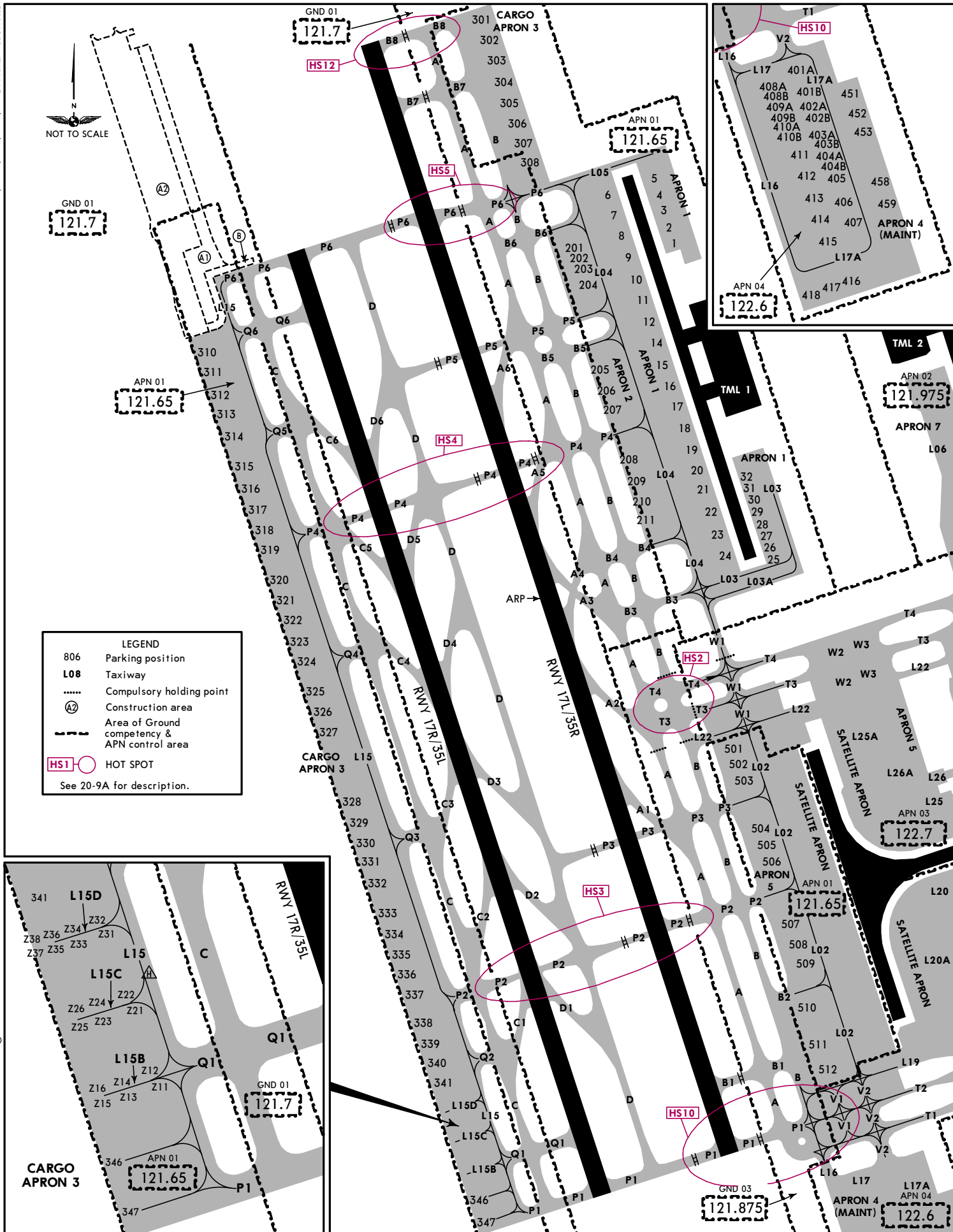
State

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

CHANGES: TWY L15 guidance line changed.

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

SHANGHAI, PR OF CHINA
PUDONG



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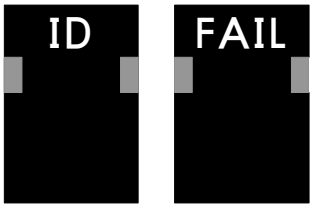


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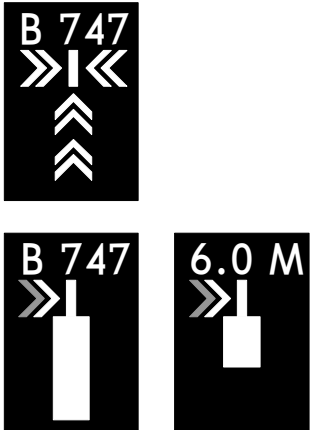
 **JEPPESSEN SHANGHAI, PR OF CHINA**
11 APR 25 (20-9H) Eff 16 Apr 1600Z PUDONG

VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

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



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



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

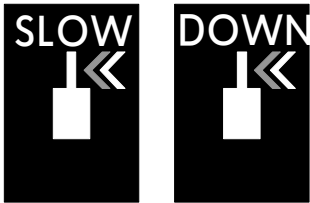
99'/30m to 10'/3m 3'/1m steps
10'/3m to stop position 0.3'/0.1m steps

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

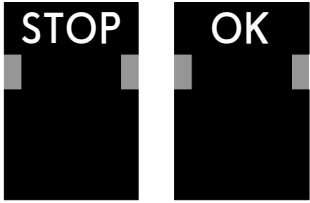
66'/20m to 7'/2m 3'/1m steps
7'/2m to stop position 0.7'/0.2m steps

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

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

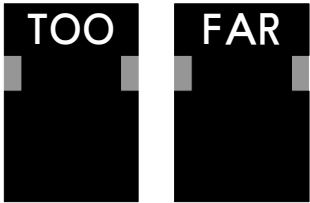


Display indicating.
When the correct stop position is reached, all of the LEDs for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will be lighted in the azimuth guidance area of the display.



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

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



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

ZSPD/PVG



EASA AIR OPS

SHANGHAI, PR OF CHINA
PUDONG

STRAIGHT-IN RWY	A	B	C	D
16L SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	162' (150') RA 151' ① R450m	162' (150') RA 151' ① R450m	162' (150') RA 151' ① R450m	162' (150') RA 151' ① R450m
RNAV ILS DME Z or ILS DME Y	212' (200') ② R550m V800m	212' (200') ② R550m V800m	212' (200') ② R550m V800m	212' (200') ② R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC	460' (448') R/V1800m	460' (448') R/V1800m	460' (448') R/V2000m	460' (448') R/V2200m
ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m
16R SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	161' (150') RA 151' ① R450m	161' (150') RA 151' ① R450m	161' (150') RA 151' ① R450m	161' (150') RA 151' ① R450m
RNAV ILS DME Z or ILS DME Y	211' (200') R550m V800m	211' (200') R550m V800m	211' (200') R550m V800m	211' (200') R550m V800m
TDZ or CL out	④ R550m V800m	④ R550m V800m	④ R550m V800m	④ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC	460' (449') R/V1800m	460' (449') R/V1800m	460' (449') R/V2000m	460' (449') R/V2200m
ALS out	R/V2700m	R/V2700m	R/V2700m	R/V2700m
17L CAT 2 RNAV ILS DME Z or CAT 2 ILS DME Y	110' (100') RA 102' R300m	110' (100') RA 102' R300m	110' (100') RA 102' R300m	110' (100') RA 102' ⑤ R300m
SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	160' (150') RA 151' ① R450m	160' (150') RA 151' ① R450m	160' (150') RA 151' ① R450m	160' (150') RA 151' ① R450m
RNAV ILS DME Z or ILS DME Y	210' (200') R550m V800m	210' (200') R550m V800m	210' (200') R550m V800m	210' (200') R550m V800m
TDZ or CL out	④ R550m V800m	④ R550m V800m	④ R550m V800m	④ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC	460' (450') R/V1800m	460' (450') R/V1800m	460' (450') R/V2000m	460' (450') R/V2200m
ALS out	R/V2700m	R/V2700m	R/V2700m	R/V2700m
③ VOR DME	460' (450') R/V1800m	460' (450') R/V1800m	460' (450') R/V2000m	460' (450') R/V2200m
ALS out	R/V2700m	R/V2700m	R/V2700m	R/V2700m
17R SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	162' (150') RA 151' ① R450m	162' (150') RA 151' ① R450m	162' (150') RA 151' ① R450m	162' (150') RA 151' ① R450m
RNAV ILS DME Z or ILS DME Y	212' (200') ② R550m V800m	212' (200') ② R550m V800m	212' (200') ② R550m V800m	212' (200') ② R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC	460' (448') R/V1800m	460' (448') R/V1800m	460' (448') R/V2000m	460' (448') R/V2200m
ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m

- ① HUD required.
- ② R800m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Continuous Descent Final Approach.
- ④ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ⑤ CAT D requires autoland or HUDLS, otherwise: R350m.

ZSPD/PVG
 **JEPPesen**
11 OCT 24 **20-9S1**
EASA AIR OPS
SHANGHAI, PR OF CHINA
PUDONG

STRAIGHT-IN RWY	A	B	C	D
34L				
CAT 3A RNAV ILS DME X or CAT 3A ILS DME W	RA 50' R175m	RA 50' R175m	RA 50' R175m	RA 50' R175m
CAT 2 RNAV ILS DME X or CAT 2 ILS DME W	111'(100') RA 102' R300m	111'(100') RA 102' R300m	111'(100') RA 102' R300m	111'(100') RA 102' ④ R300m
SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	161'(150') RA 151' ① R450m	161'(150') RA 151' ① R450m	161'(150') RA 151' ① R450m	161'(150') RA 151' ① R450m
RNAV ILS DME Z or ILS DME Y TDZ or CL out	211'(200') R550m V800m ⑤ R550m V800m	211'(200') R550m V800m ⑤ R550m V800m	211'(200') R550m V800m ⑤ R550m V800m	211'(200') R550m V800m ⑤ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC	500'(489') R/V2000m	500'(489') R/V2000m	500'(489') R/V2200m	500'(489') R/V2400m
ALS out	R/V2900m	R/V2900m	R/V2900m	R/V2900m
34R				
SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	162'(150') RA 158' ① R450m	162'(150') RA 158' ① R450m	162'(150') RA 158' ① R450m	162'(150') RA 158' ① R450m
RNAV ILS DME Z or ILS DME Y ALS out	212'(200') ② R550m V800m R/V1200m	212'(200') ② R550m V800m R/V1200m	212'(200') ② R550m V800m R/V1200m	212'(200') ② R550m V800m R/V1200m
③ LOC	500'(488') R/V2000m	500'(488') R/V2000m	500'(488') R/V2200m	500'(488') R/V2400m
ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m
35L				
SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	162'(150') RA 151' ① R450m	162'(150') RA 151' ① R450m	162'(150') RA 151' ① R450m	162'(150') RA 151' ① R450m
RNAV ILS DME Z or ILS DME Y ALS out	212'(200') ② R550m V800m R/V1200m	212'(200') ② R550m V800m R/V1200m	212'(200') ② R550m V800m R/V1200m	212'(200') ② R550m V800m R/V1200m
③ LOC	500'(488') R/V2000m	500'(488') R/V2000m	500'(488') R/V2200m	500'(488') R/V2400m
ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m
35R				
CAT 2 RNAV ILS DME Z or CAT 2 ILS DME Y	110'(100') RA 102' R300m	110'(100') RA 102' R300m	110'(100') RA 102' R300m	110'(100') RA 102' ④ R300m
SA CAT 1 RNAV ILS DME Z or SA CAT 1 ILS DME Y	160'(150') RA 151' ① R450m	160'(150') RA 151' ① R450m	160'(150') RA 151' ① R450m	160'(150') RA 151' ① R450m
RNAV ILS DME Z or ILS DME Y TDZ or CL out	210'(200') R550m V800m ⑤ R550m V800m	210'(200') R550m V800m ⑤ R550m V800m	210'(200') R550m V800m ⑤ R550m V800m	210'(200') R550m V800m ⑤ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
③ LOC	500'(490') R/V2000m	500'(490') R/V2000m	500'(490') R/V2200m	500'(490') R/V2400m
ALS out	R/V2900m	R/V2900m	R/V2900m	R/V2900m
③ VOR DME	500'(490') R/V2000m	500'(490') R/V2000m	500'(490') R/V2200m	500'(490') R/V2400m
ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m

① HUD required.

② R800m when a Flight Director or Autopilot or HUDLS to DA is not used.

③ Continuous Descent Final Approach.

④ CAT D requires autoland or HUDLS, otherwise: R350m.

⑤ R750m when Flight Director or Autopilot or HUDLS to DA is not used.

ZSPD/PVG



EASA AIR OPS

SHANGHAI, PR OF CHINA
PUDONG

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
	690' (678') V2800m	690' (678') V3200m	790' (778') V4400m	920' (908') V4800m

① RWY 16L/34R: Not authorized West of RWY.
RWY 17R/35L: Not authorized East of RWY.

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