

ZSPD/PVG PUDONG

24 JUN 05 (20-2B) MI JEPPESEN SHANGHAI, PR OF CHINA STAR

N30 27.0 E121 14.8 * 117.2 SHA N31 12.0 E121 19.9 *ATIS 127.85 At or below 11490' SIZEED INITIAL APPROACH MAX 205 KT * 116.3 NGB N29 49.6 E121 27.6 * 114.8 AND N30 15.2 E121 13.1 RWYS 34, 35 ARRIVALS N30 37.3 E121 27.4 AND 11A, AND 13A Ву АТС NGB 11A BY ATC Alt Set: hPa Trans level: FL118 Trans alt: 9850' 09.5 SHY N30 50.5 E121 43.6 Ву АТС At 3940' N30 21.4 E121 40.9 MAX 215 KT HOLDING OVER D16 SHY SHY R196° 1031 hPa or above - 10830' 979 hPa or below - 8860' D 116.9 PUD N31 10.1 E121 46.8 At or below FL148 A TRIP N30 36.8 E121 47.0 DI6 SHY (IAF) **D10 SHY** N30 47.2 E121 49.4 At 6890' 2000′ FL148 FL118 At 4930' R 113.6 SHY N30 57.0 E121 51.7 FT/METER CONVERSION MSA SHA VOR FL CONVERSION NOT TO SCALE Q H 3000′ FL3600m FL4500m 3500m 3300m 3000m 2700m 2400m 2100m 1500m 1200m PUD VOR 2000'

CHANGES: None

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CHANGES: D12.3 SHY INS coordinates

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ZSPD/PVG PUDONG 24 JUN 05 (20-2C)

MJEPPESEN SHANGHAI, PR OF CHINA

STAR

HONGQIAO 117.2 SHA N31 12.0 E121 19.9 N30 27.0 E121 14.8 AND 12A, AND 14A, AND 22A, *ATIS 127.85 At or below 11490' STATES INITIAL APPROACH MAX 205 KT R 116.3 NGB N29 49.6 E121 27.6 R 114.8 AND RWYS 16, 17 ARRIVALS Apt Elev | 13' By ATC NGB 12A, NGB 22A N30 37.3 E121 27.4 (IAF) LIUZAO * 109.4 PDL N31 07.8 E121 40.2 Ву АТС Alt Set: hPa Trans level: FL118 Trans alt: 9850' At 8860' IĎNIK N30 26.2 E121 30.0 By ATC PUDONG
116.9 PUD
N31 10.1 E121 46. N30 52.7 E121 46.1 AND 24A N30 21.4 E121 40.9 HOLDING OVER SHY 016° × D12.3 SHY N30 45.2 E121 48.9 16° 13 AND 22A, 24A NGB 22A 1031 hPa or above - 10830' 979 hPa or below - 8860' **A TRIP** N30 36.8 E121 47.0 At or below FL148 2000′ 11490' - 3500m 10830' - 3300m 9850' - 3000m 8860' - 2700m 6890' - 2100m 2960' - 900m FL148 FL118 FT/METER CONVERSION * 113.6 SHY N30 57.0 E121 51.7 * 114.4 HSH N31 22.1 E121 50.6 MSA MSA SHA VOR PUD VOR FL CONVERSION **D12.3 HSH** N31 10.4 E121 55.0 At 8860' At 6890' NOT TO SCALE (IAF) - HENGSHA— 3000′ QNH FL4500m FL3600m 2000′

ZSPD/PVG PUDONG

26 MAY 06 MIEPPESEN SHANGHAI, PR OF (20-3) CHINA

SID

Apt Elev 13' **D12.3 JTN** N30 55.1 E121 18.6 At or above 9850' * 109.6 JTN * 109.5 E121 20.4 * 117.2 SHA N31 12.0 E121 19.9 **DADAT** N30 27.0 E121 14.8 AND 11D, 21D *369 PK *369 PK *31 17.2 E121 1 At or above 9850' Ву АТС **RWY 16 DEPARTURES RWY 17 DEPARTURES RWY 34 DEPARTURE** AND **RWY 35 DEPARTURE** AND 21D, AND 23D AND 11D, 12D, 21D, 22D 11D, AND 13D Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below * 114.8 AND N30 15.2 E121 13.1 23D D 13. 8 HSH Between 5910' & 7880' D30.6 At or above 9850' **D10.2 JTN** N30 57.3 E121 22.7 PUD 10.8 DAY Ву АТС IDNIK N30 26.2 E121 30.0 By ATC **D12 JTN** N31 03.0 E121 33.5 Between 5910' & 7880' At or above 3940' 182°÷ AND 13D, 13D Usage prohibited during take-off runway 35. AND 22D 2000′ FL 118 3940' - 1200m 5910' - 1800m 7880' - 2400m 8860' - 2700m 9850' - 3000m 10830' - 3300m FT/METER CONVERSION N31 18.1 E121 49.9 MSA SHA VOR FL CONVERSION N31 01.1 E121 48.3 (PUD R-177) HENGSHA * 114.4 HSH N31 22.1 E121 50.6 NOT TO SCALE 116.9 PUD N31 10.1 E121 46.8 3000′ Ñ H FL3600m MSA PUD VOR 2000'

CHANGES: JIUTING VORDME ident

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26 MAY 06 (20-3A)

SID

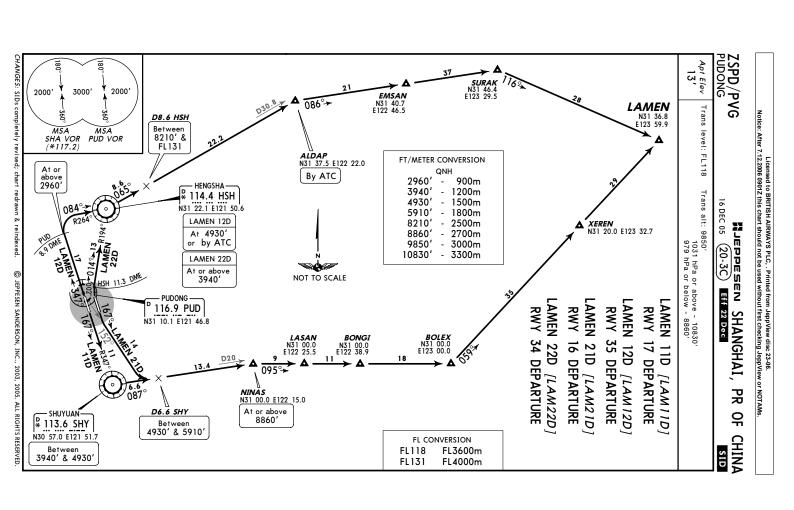
Apt Elev 13' * 117.2 SHA N31 12.0 E121 19.9 DADA 7 N30 27.0 E121 14.8 | JIUTING | 109.6 JTN | N31 07.5 E121 20. *369 PK *369 PK N31 17.2 E121 At or above 9850' AND 15D, 17D, 25D, 27D At or above 9850' AND 14D, 24D Ву АТС At or above 9850' D12.3 JTI · RWY 16 DEPARTURES RWY 17 DEPARTURES **RWY 34 DEPARTURE** $\frac{8}{8}$ **RWY 35 DEPARTURE** AND 25D, AND 27D AND 15D, 25D AND 14D 15D, AND 17D Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below * 114.8 AND N30 15.2 E121 13. ars , ars , arr 19R116°**√** Between 5910' & 7880' D 13. 8 HSH AND 17D, 27D At or above 9850' **BELOP** N30 37.3 E121 27.4 Ву АТС IDNIK N30 26.2 E121 30.0 By ATC At or above 3940' DI2 JTN Between 5910' & 7880' 787°÷ | ANA | GTI , GBI Usage prohibited during take-off runway 35. AND 24D 2000' FL118 FT/METER CONVERSION 3940' - 1200m 5910' - 1800m 7880' - 2400m 8860' - 2700m 9850' - 3000m 10830' - 3300m N31 18.1 E121 49.9 MSA SHA VOR FL CONVERSION **D9. 1 PUD** N31 01.1 E121 48.3 (PUD R-177) HENGSHA 114.4 HSH N31 22.1 E121 50.6 NOT TO SCALE N31 10.1 E121 46.8 3000′ N H FL3600m MSA PUD VOR 2000'

ZSPD/PVG PUDONG Apt Elev 13' PUDONG 116.9 PUD N31 10.1 E121 46.8 At or above 2960' Trans level: FL118 SHUYUAN * 113.6 SHY N30 57.0 E121 51.7 Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

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CHANGES: None

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MJEPPESEN SHANGHAI, PR OF Eff 14 Apr

ZSPD/PVG Apt Elev 13' ODULO 13D [ODU13D] **0**0 ODULO 11D [ODUI10] Trans alt: 9850' APR 05 (20-3D) 1031 hPa or above - 10830 979 hPa or below - 8860' 2000′ 3000′ CHINA 2000' SID

* 117.2 SHA N31 12.0 E121 19.9 FT/METER CONVERSION SID must be approved by ATC due to approaching aircraft.
 By ATC NOT TO SCALE ODULO 23D [ODU23D] 00 ODULO 22D [ODU22D] ODULO 21D [ODU21D] ODULO 12D [ODU12D] RWY 17 DEPARTURES **RWY 16 DEPARTURES** RWY 35 DEPARTURE **RWY 34 DEPARTURE** N31 10.1 E121 46.8 At or above 2960' D5.4 PUD R 114.4 HSH N31 22.1 E121 50.6 ODULO 13D, 23D At or above 3940' At 4930' or by ATC ODULO 12D ODULO 22D By ATC D8.6 HSH Between 8210' & FL131 ALDAP N31 37.5 E122 22.0 N31 27.0 E122 27.0 Ву АТС **ODULO** N33 10.0 E121 37.7 101° MSA SHA VOR By ATC IBEGI N31 49.5 E122 16.3 MSA PUD VOR FL118 D27 PUD

'HANGES: New chart

FL CONVERSION
FL 118 FL 3600m
FL 131 FL 4000m

3000m 3300m 2700m

* 113.6 SHY * 113.6 SHY N30 57.0 E121 51.7

Between 4930' & 5910' D6.6 SHY

> At or above 8860' NINAS N31 00.0 E122 15.0

Between 3940' & 4930'

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HANGES: New chart.

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FL 3600m FL 4000m

2960 - 900m 3940 - 1200m 4930 - 1500m 5910 - 1800m 8210 - 2500m

P N H

900m

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SID

Apt Elev Trans level: FL118 * 117.2 SHA N31 12.0 E121 19.9 FL118 FT/METER CONVERSION 2960' - 900m 3940' - 1200m 4930' - 1800m 5910' - 1800m 8860' - 2700m 9850' - 3000m 10830' - 3300m ODULO 15D [ODU15D] • ODULO 25D [ODU25D] • ODULO 27D [ODU27D] ODULO 17D [ODU17D] FL CONVERSION ODULO 24D [ODU24D] ODULO 14D *[ODU14D]* **RWY 16 DEPARTURES RWY 17 DEPARTURES** RWY 35 DEPARTURE **RWY 34 DEPARTURE** NOT TO SCALE FL3600m BY ATC N31 10.1 E121 46.8 Trans alt: 9850' 1031 hPa or above - 10830 979 hPa or below - 8860' At or above 2960' UDOXI ▲ N31 52.7 E121 47.1 D5.4 PUD * 113.6 SHY | * 113.6 SHY | N30 57.0 E121 51. ▲ ODULO N33 10.0 E121 37.7 Between 3940' & 4930' 0 by ATC due to approved by ATC due to approaching aircraft. * 114.4 HSH N31 22.1 E121 50.6 ODULO 15D, 17D, 25D, 27D At or above 3940' At 4930' or by ATC ODULO 14D ODULO 24D By ATC D6.6 SHY 2000′ Between 4930' & 5910' MSA SHA VOR **D12 SHY** N30 58.9 E122 05.7 At or above 8860' D23 HSH 3000′ MSA PUD VOR

ZSPD/PVG 26 MAY 06 (20-3F) ₩JEPPESEN SHANGHAI, PR OF

CHINA

ZSPD/PVG

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Apt Elev Trans level: FL118

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

2000′

3000′

2000'

26 MAY 06 (20-3G)

MIEPPESEN SHANGHAI, PR OF CHINA

SID

PIKAS 13D [PIK13D], PIKAS 15D [PIK15D] •

RWY 17 DEPARTURES

PIKAS 14D [PIK14D]

MSA SHA VOR

MSA PUD VOR

RWY 35 DEPARTURE

SID

Apt Elev 13' PIKAS 12D [PIK12D] PIKAS 11D [PIK11D] **RWY 17 DEPARTURE** Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below 2000′ 3000′ MSA PUD VOR 2000

At or above 3940' × N31 18.1 E121 49.9 **D9.1 PUD** N31 01.1 E121 48.3 (PUD R-177) HENGSHA * 114.4 HSH N31 22.1 E121 50.6 N31 10.1 E121 46.8

HONGQIAO 117.2 SHA N31 12.0 E121 19.9

POMOK N31 27.0 E121 07.0

At or above 9850'

*369 PK *369 PK N31 17.2 E121 19.8

Between 5910' & 7880' D13.8 HSH **PIKAS** N32 10.0 E120 44.0

PIKAS N32 10.0 E120 44.0

PIKAS 23D [PIK23D], PIKAS 25D [PIK25D] •

RWY 16 DEPARTURES

PIKAS 24D [PIK24D]

RWY 34 DEPARTURE

BY ATC

SID must be approved by ATC due to ap-proaching aircraft.

PIKAS 22D [PIK22D]

RWY 34 DEPARTURE

PIKAS 21D [PIK21D]

RWY 35 DEPARTURE

RWY 16 DEPARTURE

Usage prohibited during take-off runway 35.

3940' - 1200m 4930' - 1500m 5910' - 1800m 8860' - 2700m 9850' - 3000m 10830' - 3300m FT/METER CONVERSION S N * 117.2 SHA N31 12.0 E121 19.9 * 115.6 NTG * 12.6 NTG N32 03.8 E120 58.7 (C) **D21.2 NTG** N31 45.5 E121 18.2 N31 10.1 E121 46.8 116.9 PUD D5.4 PUD® * 114.4 HSH N31 22.1 E121 50.6 At or above 3940' PIKAS 13D, 15D, 23D, 25D PIKAS 24D Ву АТС FPIKAS HENGSHA-NOT TO SCALE At or above 8860' D23 HSH

CHANGES: None

CHANGES: JIUTING VORDME ident

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NOT TO SCALE

FL118

FL3600m

FL CONVERSION

FT/METER CONVERSION

109.6 JTN N31 07.5 E121 20.4

At or above 9850'

Between 5910' & 7880'

N H N

7880′ -8860′ -

2400m 2700m 3000m 3300m

3940' - 1200m 5910' - 1800m

FL118

FL3600m

FL CONVERSION

D12 SHY N30 58.9 E122 05.7

* 113.6 SHY N30 57.0 E121 51.3 Between 4930' & 5910' . 6 SHY

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Between 3940' & 4930'

ZSPD/PVG PUDONG 26 MAY 06 (20-3H)

#JEPPESEN SHANGHAI, PR OF

CHINA

Apt E/ev Trans level: FL118 **RWY 17 DEPARTURES** SX 11D, VMB 11D Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below 2000′ 3000′ 2000' SID

MSA PUD VOR

NOT TO SCALE

WUXI * 113.9 VMB N31 35.0 E120 20.0

RWY 16 DEPARTURES

SX 21D, VMB 21D

RWY 35 DEPARTURES

SX 12D, VMB 12D

CAT C & D

RWY 34 DEPARTURES

SX 22D, VMB 22D

At 9850' or at FL138 or at FL157 or at FL197 or at FL217

CAT A At 5910'

*369 PK N31 17.2 E121 19.8

Between 5910' & 7880'

At or above 9850'

At 9850'

CAT B

Usage prohibited during take-off runway 35.

HENGSHA 114.4 HSH N31 22.1 E121 50.6

At or above 3940'

* 117.2 SHA N31 12.0 E121 19.9 D12 JTN SX. SX.∍ **D9. 1 PUD** N31 01.1 E121 48.3 (PUD R-177) N31 10.1 E121 46.8 PUDONG -

FT/METER CONVERSION 3940' - 1200m 5910' - 1800m 7880' - 2400m 8860' - 2700m 9850' - 3000m 10830' - 3300m Q H N FL CONVERSION

*391 <u>SX</u> N30 53.0 E120 25.0

At or above 9850'

Between 5910' & 7880'

| N31 07.5 E121 20.4

At or above FL128

FL118 FL128 FL138 FL157 FL197 FL4200m FL4800m FL6000m FL3600m FL3900m

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CHANGES: JIUTING VORDME ident

CHANGES: JIUTING VORDME ident; JTG 11D renamed JTN 11D.

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FL118

FL3600m

FL CONVERSION

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26 MAY 06 (20-3J) ZJEPPESEN SHANGHAI, PR OF CHINA

SID

Apt Elev 13' 5910' - 1800m 6890' - 2100m 7880' - 2400m 8860' - 2700m 9850' - 3000m 10830' - 3300m FT/METER CONVERSION * 117.2 SHA N31 12.0 E121 19.9 * 109.6 JTN * 109.6 JTN N31 07.5 E121 20.4 SHANGHAI HONGQIAO STARS AND APPROACH PROCEDURES S E Trans level: FL118 TO SHANGHAI HONGQIAO FOLLOW JTN 11D OR SHA 12D, THEN FOLLOW RWYS 17, 35 FERRY ROUTES SHANGHAI Hongqiao JTN 11D, SHA 12D Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below D12.2 SHA At 5910' Between 6890' & 7880' Ву АТС 22 NOT TO SCALE 2000′ MSA SHA VOR PUDONG 116.9 PUD 131 10.1 E121 46.8 3000′ N31 01.1 E121 48.3 (PUD R-177) MSA PUD VOR 2000′

ZSPD/PVG

Apt Elev 13'
N31 08.5 E121 47.4

ATIS 127.85 PUDONG Delivery 121.95 13 MAY 05 (20-9) MJEPPESEN SHANGHAI, PR OF CHINA West 121.65 121.8 West 118.8 PUDONG

⊚ vog Fast engine run-ups near boarding bridges or on apron are strictly forbidden. FOR PARKING POSITIONS
SEE 20-9B Apron Taxiway Area of competency LEGEND A-North A-South Feet FOR PARKING POSITIONS SEE 20-9C FOR PARKING POSITIONS SEE 20-9D 1000 نوم ا POSITIONS SEE 20-9D 2000 3000 FOR PARKING
POSITIONS
SEE 20-9B 1500 1500 1500 1500 1500 1500 M°d0 118.4

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Meters

500

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ZSPD/PVG

IJEPPESEN SHANGHAI, PR OF CHINA
13 MAY 05 (20-9A)

13 MAY 05 (20-9A) **PUDONG**

GENERAL	
)	
:	
-	20 (20 //)
-	(V
-	
:	
:	

		SH @	5 grooved	© 35	77	SH @	grooved	34	ا ا	RWY			Rwys 17 Rwy 17 8
N MOT		1 HST-A6, A5 & A4	oved © PAPI-L (3.0°)	35 HIRL (60m)CL (15m)ALSF-II TDZ (0	HIRL (60m)CL (15m)ALSF-II TDZ 6	③ HST-F5 & F4 ④ HST-F6 & F7	oved 2 PAPI-L (3.0°)	34 HIRL (60m)CL (15m)ALSF-II TDZ 2	HIRL (60m)CL (15m)ALSF-II TDZ 2			ADDITION	Rwys 17 & 35 approved for CAT II operations, special aircrew and acft certification required. Rwy 17 & 34 right-hand circuit.
LOW VISIBILITY PROCEDURES		A8 & A9	3.0°)	⊙ RVR	② R∨R	, F7	3.0°)	⊙ RVR	© RVR	Т	T	ADDITIONAL RUNWAY INFORMATION	ions, special aircre
CEDUR										Threshold	- LANDING	MATION	ew and acf
ES				12,097' <i>3687m</i>	12,093′ <i>3686m</i>			11,40/ 0400//	11 477' 7404	Glide Slope	- LANDING BEYOND		t certification
										TAKE-OFF			required.
				60m	197′			60m	197′	WIDTH			

Low visibility procedures will be applied during ILS CAT II operations. Acft shall only vacate the rwy via designated rapid exit taxiways. Pilots should avoid stopping their acft within the ILS Sensitive Area and should make their "Runway vacated" call only after the acft is clear of the Sensitive Area.

Other	D	or 3 & 4 Eng C	2 TURB Eng B	Þ				
	RVR 250m		RVR 200m		HIRL and CL	LVP must	Rwys	
VIS I	RVR 300m		RVR 250m		RL and RCLM	LVP must be in force	Rwys 17/35	TAKE-OFF
VIS 1600m		4000	B/B 400m		RL		All	
		262 0000	B/B #000		NIL (DAY only)	-	All Rwys	

ESPD/PVG

PIPE SERN SHANGHAI, PR OF CHINA

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ZSPD/PVG

NOTAMS.

ZSPD/PVG

NOTAMS.

NOTAMS.

NOTAMS.

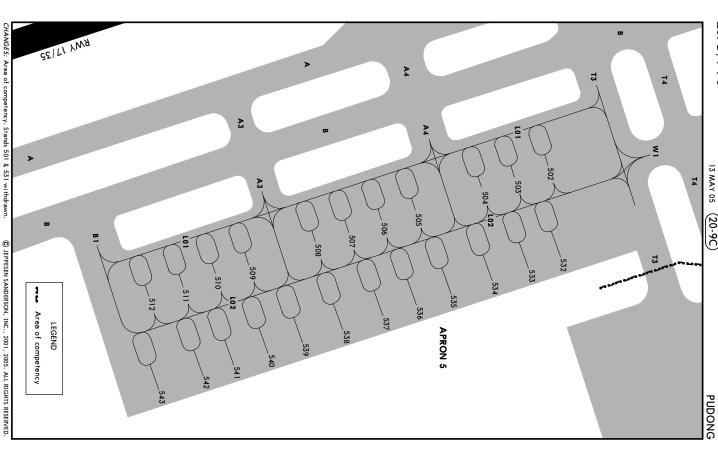
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NOTAMS.

NOTAMS.

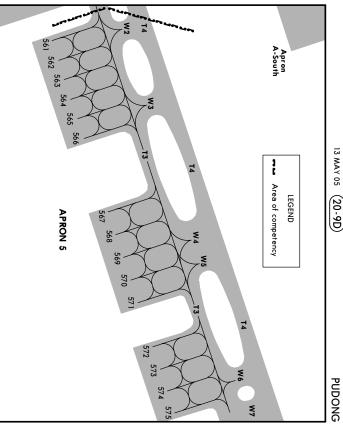
NOTAMS.

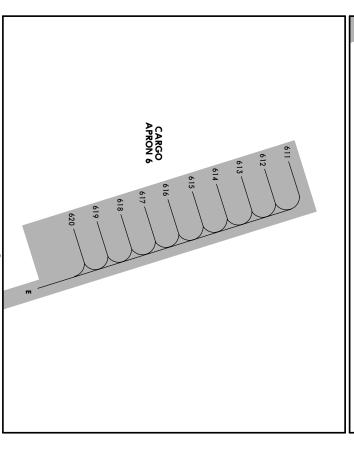
NOTAMS.



ZSPD/PVG

MJEPPESEN SHANGHAI, PR OF CHINA





CHANGES: Area of competency

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ZSPD/PVG

13 MAY 05 (20-9E) A JEDDESEN SHANGHAI, PR OF CHINA **PUDONG**

AIRCRAFT DOCKING GUIDANCE SYSTEM

the correct stop position. If this does not occur, the system displays "STOP" and then "ID FAIL" with two red rectangular fields being lighted. **Stop taxiing, marshalled by marshaller:**The aircraft must be identified at least 39'/12m before



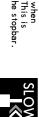
The scrolling arrows indicate that the system is activated. When the solid yellow closing rate field appears, Follow the lead-in line. The correct aircraft type is displayed



The flashing red arrow shows the direction to steer. When the aircraft is 39'/12m from the stop position. and the display provides azimuth guidance information. Look for the flashing red and solid yellow arrow, which provide azimuth guidance intormation. The scanning unit now checks the aircraft type the aircraft has been caught by the scanning unit.

closing rate information is given. 12m to 2m Im steps Each half meter the aircraft advances toward the stop position, one row of LEDs in the closing rate field goes out. 2m to Stop 0.2m steps







to minimize instances of aircraft overshooting the stopbar. The system also displays a "SLOW DOWN" sign when the aircraft exceeds the speed of $4m/s(7.7\ KT)$. This is



STOP



When the correct stop-position is reached, all of the LEBs 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. Display indicating.

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

If the aircraft has gone past the correct stop position more than 3'/1m, the display will show "TOO FAR".



On seeing a wrong aircraft type displayed on the system, the pilot should stop

When using the docking system, pilots are to be following taxi centerline into the aircraft immediately.

To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information. Pilots should stop the aircraft immediately when seeing the "STOP" display, or when given the stop sime has the manufacture. seeing the "STOP" display, or when given the stop sign by the marshaller. When the system is identifying and display "WAIT", the aircraft must sto the stand at minimum operating speed.

system, then the aircraft can continue docking, otherwise "STOP" for the system identifying it over again. If the aircraft is identified successfully by the he pilot must brake the aircraft immediately. If the pilot is unsure of the information being shown on the DGS display unit, he must the aircraft must stop and wait will appear and

immediately stop the aircraft and obtain further information.

ZSPD/PVG

11 AUG 06 20-9X1)

SHANGHAI, PR OF CHINA PUDONG

20m	V1600m	Other
R500m	B R400m	2 TURB Eng B or 3 & 4 Eng C
(57. 61.)	Α	
NIL	<u>.</u>	
	TAKE-OFF RWY 16, 34	TAKE-OFF I

	00m	V1600m		Other
		R300m	R250m	D
R500m	R400m	R250m	R200m	2 TURB Eng B or 3 & 4 Eng C
NIL (DAY only)	R.	RL and RCLM	HIRL and CL	
_		LVP must be in Force	LVP must	
			VY 17, 35	TAKE-OFF RWY 17, 35

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ZSPD/PVG 11 AUG 06 (20-9X) SHANGHAI, PR OF CHINA PUDONG

STRAIGH	STRAIGHT-IN RWY	>	₩	n	o
16	ILS DME	213′(200′)	213 ′(200′)	213 ′(200′)	213 ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
ı	LOC	430'(417')	430′(417′)	430′(417′)	430'(417')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
17	CAT 2 ILS DME	110 ′(100′)	110 ′(100′)	110 ′(100′)	110 ′(100′)
		RA 102' R350m	RA 102' R350m	RA 102' R350m	RA 102′ R350m
ı	ILS DME	210 ′(200′)	210 ′(200′)	210 ′(200′)	210 ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430 ′(4 20′)	430 ′(420′)	430 ′(420′)	430 ′(420′)
		R900m	R1000m	R1000m	R1400m
l	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	440 ′(430′)	440 ′(430′)	440 ′(430′)	440 ′(430′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
34	ILS DME	213′(200′)	213′(200′)	213 ′(200′)	213 ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	ГОС	430'(417')	430′(417′)	430′(417′)	430'(417')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
35	CAT 2 ILS DME	110 ′(100′)	110 ′(100′)	110 ′(100′)	110 ′(100′)
ı		RA 101' R350m	RA 101' R350m	RA 101' R350m	RA 101' R350m
	ILS DME	210 ′(200′)	210 ′(200′)	210 ′(200′)	210 ′(200′)
		R550m	R550m	R550m	R550m
ı	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC 0	430 ′(420′)	430 ′(420′)	430 ′(420′)	430 ′(420′)
		R900m	R1000m	R1000m	R1400m
ı	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	470 ′(460′)	470 ′(460′)	470 ′(460′)	470 ′(460′)
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
O LMM or	♠LMM out: NOT AUTHORIZED	_			

60	69	CIRCLE-TO-LAND
V1500m	690′(677′)	100 KT
V1600m	690′(677′)	135 KT
V2400m	790′(777′)	180 KT
V3600m	790′(777′)	205 KT

9 Rwy 16/34: Not authorized West of rwy. **9** Rwy 17/35: Not authorized East of rwy.

CHANGES: None.

PANS OPS 4 BRIEFING STRIP ZSPD/PVG PUDONG Gnd speed-Kts
ILS GS 3.00° or
LOC Desc Grad -31-20| wissed Apch: Climb STRAIGHT AHEAD to 430', then turn LEFT on track_137° to 990'. Turn LEFT to reach HSH VOR at 1970' **1** 1031 hPa or above - 10830′ 979 hPa or less - 8860′ **2** 347° 2.3 1970 or by ATC. MAX 205 KT. - 31-10 Alt Set: hPa Rwy Elev: 0 hPa Initial apch restricted to MAX 205 KT 3 059° 1.5 6890 • Deviation to North not authorized. 127.85 (GS out) RVR 550m VIS 800m *108.7 D8.31ZZ 122 201 D *117.2 SHA DA(H) 213' (200', D17.3 SHA 0172 1970′ SHANGHAI Approach (R)
FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1
120.3 125.4 121.3 123.8 TDZ or CL out ALS out RVR 720m VIS 800m ᄠ Final Apch Crs **167**° ZS(R)-559 D6.21ZZ 676 377 70 D15.3/ R-334 PUD =#-167°_ R-347 PUD 90 100 120 140 160 HIALS-II 484 538 646 753 861 PAPI 1200m 0264 D4.1 IZZ 1312' (1299') 1320' 6.51 ILS DME Rwy 16 *116.9 PUD D *109.4 PDL S R-003 PUD 1 RVR 720m VIS 800m Trans level: FL 118 1200m MDA(H) 430'(417') DA(H) 213' (200') LOC (GS out) D9.9 IZZ ° **\D8**.3 _{IZZ} D6.21ZZ West East 118.8 118. **D4. 1**122 RVR 1500m VIS 1600m 7°. 205 KT D2.3 HSH Trans alt: 9850' 118.4 TCH 49' Apt Elev 13' 167° *108.7 IZZ RWY 13' 205 135 8 430′ 790'(777') 690'(677') 790'(777') HENGSHA *114.4 HSH RWY 16 13' FT/METER CONVERSION West 121.65 CIRCLE-TO-LAND
Not authorized
West of runway MDA(H) • DME Rwy 1 137° Ξ 3000′ MSA PUD VOR N H N , 2100m , 1500m , 900m , 600m East 121.8 1600m 4000m 3600m 2000′

CHANGES: Minimums.

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ZSPD/PVG

3. MAR 06. (71-2)

11. C. DME

PANS								_			₄ 5 ₁	_,_		10			5		10		15			20	_		FING STR	IP ™	776.
0	C RVR 5	B >	ا ج		MAP at P	ILS GS 3.00° or	Gnd speed-Kts			וום	(GS out)	3	Deviation		979 h		-31-10]	469	1545	*	-	R-049	D 12.3	₩ _{670′}	Alt Set: Initial a	on track 197° 2960', or by	*110.7	127.85	ZSPD/PVG
	RVR 550m VIS 800m		FULL DA		اخ		ed-Kts	-		4 _L	Н	1 Udi		1.5	Pa or	*117.2 SHA	- HONGQIAO-	565		1545	TOSA	SHA	S	70,	hPa pch resti	APCH: C ck 197 , or by	`	`	آه\/PVG
	RVR 720m VIS 800m		DA(H) 210' (200')	ILS	2	5.2% 3		2.1		2960' \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		IPD DME	to North not authorized	890		. ∟≥	~ i *	22		690	S	- X	5.330		Alt Set: hPa Rwy Elev: 0 hPa Initial apch restricted to MAX 205 KT	A T M	1	FOR SECTORS REFER TO A 120.3 125.4	
			(200')	STRAIC	H	377 484	70 90			9.3IPD 	2240'	7 0	ot autho		8860′	108 30,	*109.4	(IAF) LIUZAO-	676'	,	13.7		7\₹	D15.3/ R-334 PUD	MAX 20	STRA 90'.		NS REFER 125.	
	1200m		ALS out	HT-IN L		538		5.2	1300′	/	H	+	•	9850 MAX 215 KT	HA LI	1	/ <u>這</u>		6.51 9.54	_، ۲ <u>۵</u> ۵		. 9	456, 7	.3 PUD	hPa 55 KT.	TRAIGHT , 0'. Then † MAX 205 KT.	131	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	,	RVR VIS		STRAIGHT-IN LANDING RWY 17	H	646 7:	120	_	- #/	651312'	1920'	60	5	(Q)				(0)	PDL		D1. R-35	- - - - -	IGHT AHEAD to Then turn RIGHT 205 KT.	D4.1 IPD 1312' (1302')	O AREA CHART SHANGHAI 10-1 121.3 123.8 GS	3 MAR 06
1200m	200	720m 800m	MDA (H)	RWY 17	H	753 861	140 160	3.4		, o	1600'	л Л	ĺ	. 1	°		MM				191		5.3 197	/ P ,	Trans level: FL 118			123	6 (21-)
			MDA(H) 430′ (420′) ALS	7 C (GS o		PAPI	HI AL		//i	<u>P</u>		1	Ì	· - -	197°			3	04.		D9.3	(IF) 1.4 IPD		2570	: FL 118	30', t	DA(H) 210' (200')	71	
7000m	2000	RVR 1500m VIS 1600m	420') ALS out	out)			= 6			PUD VOR	1280'	0 121-50	5	*191 N	PUDONG				_	1670) •	D2.3		430', then turn RIGHT to reach PDL VOR at	(,000)	West 118.8	NJEPPESEN SHANGHAI,
205	180		Max		}	%		<i>/</i>	TCH 49	_	روا	٦ ٥	4		ט				PUDONG- *116.9		ILS DME			. 3 HSH	Trans alt: 9850'	VOR a	Apt Elev RWY	[_ ;	NGH
					-	- 3	430′	RИ	-		H	┢							S.9 PUD	1:7	ME.			•			RWY 10'	, <u> </u>	I , _
790'(777')	790'(777')	690'(677')	MDA(H)	CIRCLE-TO-LAND Not authorized	I RT	۲:	197°	RWY 17 10'			640'	300 -	1320′ - 990′ -	4930' - 2960' -		10830' - 9850' -	T/METER CONVERSION	(3	<u>.</u>	F			*114.4 HSH	(IAF) HENGSHA	MSA.	3000′		West 121.65	PR OF DME R
4000m	3600m	1600m	way	LAND	-	٠ ٠	990′				330'	Jom	400m 300m	900m	2700m 2100m	3300m 3000m	NVERSION					1	<u>(</u>	:)	PUD VOR	.099	.081	121.8	Rwy 17

MJEPPESEN SHANGHAI, PR OF CHINA

PANS OPS • 1031 hPa or above - 10830'

• 979 hPa or less - 8860'

• 9347° 2.3 2960

• 0.59° 1.5 6890

• Deviation to North not authorized. MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn RIGHT on track 197° to 990'. Then turn RIGHT to reach PDL VOR at 2960', or by ATC. MAX 205 KT. ZSPD/PVG Gnd speed-Kts 127.85 HONGQIAO *117.2 SHA **D11.4**IPD *110.7 29 E 2960′ SHANGHAI Approach (R)
FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1
120.3 125.4 121.3 123.8 D17.3 SHA OTTE . 00° b *109.4 PDL Apch Crs D9.31PD ZS(R)-559 D15.3/ D14.8/ O R-334 PUD R-359 PUD 151 167° 484 D4.1 IPD 1312' (1302') 538 3 MAR 06 (21-2A) **D4.** 1 IPD GS1312' STRAIGHT-IN LANDING RWY 17
CAT II ILS 121-40 MHA 9850 MAX 215 KT RA 102' 753 861 Trans level: FL 118 RVR 350m **D9.3** IPD RA 102' PUD VOR/ PAPI D4. PUDONG Tower
West Eas
118.8 | 118 (C 205 KT CAT II ILS DME Rwy 167° *110.7 IPD D2.3 HSH Trans alt: 9850' 🕕 Apt Elev 13' 118.4 *116.9 PUD RWY 10' 430′ TCH 49' Special Aircrew & Acft Certification Required. RWY 1710' HENGSHA *114.4 HSH 121.65 FT/METER CONVERSIO 6890' - 2100m 4930' - 1500m 2960' - 900m 990' - 300m 430' - 130m 10830' - 3300m 9850' - 3000m 8860' - 2700m 197° 3000′ MSA PUD VOR S H N H East 121.8 2000′

CHANGES: Communications

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CHANGES: Minimums

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PANS OPS 4 MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn RIGHT on track 017° to 990'. Then turn RIGHT to reach D11.0/R-167 HSH at 1970', or by ATC. MAX 205 KT. PUDONG -31-10 (* 116.9 PUDONG * 116.9 PUD Gnd speed-Kts ILS GS 3.00° or R-129 JTN" 127.85 OC Desc Grad D27.2 JTN RVR 550m VIS 800m *108.3 Š ATIS 347° *108.3 IDD T *109.6 JTN 10 20 10 10 RWY 34**13**′ DA(H) 213' (200', 384′. ALTITUDE RVR 720m VIS 800m SHANGHAI Approach (R)
FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1
120.3 125.4 121.3 123.8 ILS Final Apch Crs **347**° 377 *113.6 SH STRAIGHT-IN LANDING RWY 34
LOC (GS out) 90 484 340 1200m **MM** D0.7 IDD D18.1 100 D4.1 IDD 1312' (1299') 539 R-167 HSH By ATC MJEPPESEN SHANGHAI, PR OF CHINA
II AUG 06 (21-3)
ILS DME RWV 34 646 120 D4. 1 D10.0/R-196 SHY 650′ Trans level: FL 118 RVR 720m VIS 800m 140 754 861 PAPI 1200m MDA(H) 430'(417') **D4. 1** IDD GS 1312' 160 R- 154 PUD DA(H) 213'(200') (AF) NOT TO SCALE 1320′ 108 970′ 191-0161 D8.5/ R-050 SHY PUDONG Tower
West East
118.8 | 118. RVR 1500m VIS 1600m 2000m **D6.2** 205 KT D26.9 HSH Trans alt: 9850' o 1290 Apt Elev 13' *114.4 HSH 118.4 RWY 13' **1**031 hPa or above - 10830′ 979 hPa or less - 8860′ 430′ @ 016° 2.5 -347° 1970′ 790'(777') 690'(677') 790'(777') 10830' - 3300m 9850' - 3000m 8860' - 2700m FT/METER West East 121.65 | 121.8 MDA(H) DME Rwy 34 Not authorized West of runway CIRCLE-TO-LAND 017° 3000′ 콕 MSA PUD VOR CONVERSIO 600m 400m 300m D10.7 4000m 3600m 1600m 990′ 1930′ 2000'

PANS OPS 4 BRIEFING STRIP D21.0 JIN 38 52 ZSPD/PVG PUDONG LMM out: NOT AUTH. Gnd speed-Kts
ILS GS 3.00° or
LOC Desc Grad - 31-10 MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn LEFT on track 317° to 990'. Then turn LEFT to reach PDL VOR at 2960', or by ATC. MAX 205 KT. *109.4 PDL 09.5/R-231 SHY2-071-NAP at LMM (GS out) 127.85 RVR 550m VIS 800m *111.9 ۰۲۵۶ N V RWY 3510' : hPa Rwy Elev: 0 hPa apch restricted to MAX 205 KT. By ATC MAX 215 KT ALTITUDE D27.2 JTN D15.8 PDL DA(H) 210'(200' SHANGHAI Approach (R)
FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1
120.3 125.4 121.3 123.8 TDZ or CL out RVR 720m VIS 800m 0468 Ę Final Apch Crs **347**° *191 N TCH 49' 377 STRAIGHT-IN LANDING RWY 35 140, 484 1200m 539 1608′ (1598′) WW 0. D10.0/R-196 SHY PUD MJEPPESEN SHANGHAI, PR OF CHINA
ILS DME Rwv 35 4.0 460' 646 2960 2960 **8** 8 120 RVR 720m VIS 800m 116.9 PUD 754 rans level: FL 118 140 1200m D7.6 PUD GS **1608**′ MDA(H) 430'(420') *113.6 SHY 160 LOC (GS out) 861 PAPI 5.0 780' 210' (200') DA(H)D8.5/ R-050 SHY 347° *111.9 INN -347°#. 1610 West East 118.8 | 118. RVR 1500m VIS 1600m NOT TO SCALE 122-00 100′ 2000m D11.8 205 KT D18.3/ R-157 PUD D26.9 HSH Trans alt: 9850′ 🛭 Apt Elev 13' 118.4 -347° 2960′ 1420 RWY 10' **1**031 hPa or above - 10830' 979 hPa or less - 8860' 100 430′ ILS DME Rwy 35 1.9 790'(777') 690'(677') 790'(777') FT/METER CONVERSIO 10830' - 3300m 9850' - 3000m 8860' - 2700m MDA(H)_ West 121.65 2960′ -1610′ -Not authorized East of runway CIRCLE-TO-LAND 3940' - 1200m SHY VOR 317° 3000′ MSA PUD VOR Q N H East 121.8 3600m 1600m 4000m 2000′

CHANGES: VOR ident

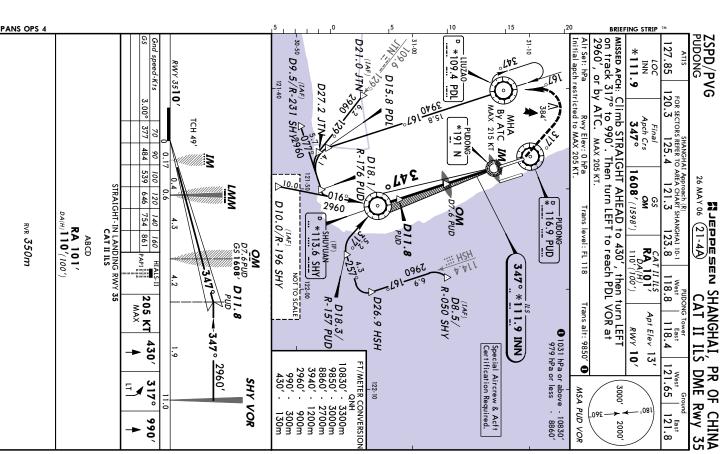
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PANS OPS 4 BRIEFING STRIP • 1031 hPa or above - 10830' 979 hPa or less - 8860' 2 • 347° 2.3 2960 - • 0 059° 1.5 6890 ZSPD/PVG PUDONG MISSED APCH: Climb STRAIGHT AHEAD to 660', then turn RIGHT on track 197° to 1320'. Then turn RIGHT to reach PDL VOR at 2960', or by ATC. MAX 205 KT. Descent Gradient 5.24% or [3.00°] Deviation to North not authorized. 121-30 Gnd speed-Kts MAP at PUD VOR/MM P *117.2 SHA 127.85 *116.9 P & D10.7 PUD D8.6 PUD RVR 1500m VIS 1600m RVR 720m VIS 800m SHANGHAI Approach (R)
FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1
120.3 125.4 121.3 123.8 1200m Parinzao National Policia Poli - ZS(R)-559 (IAF) Final Apch Crs **167**° 2960′ STRAIGHT-IN LANDING RWY D15.3/ D14.8/ O R-334 PUD R-359 PUD 151 372 70 MDA(H) 440'(430') D13.9 -#-167° 90 478 9850 MAX 215 KT Minimum Alt D8.6 PUD 2960' (2950') 100 120 140 160 531 #JEPPESEN SHANGHAI, PR OF CHINA
VOR DME Rwy 17 637 Trans level: FL 118 RVR 1500m VIS 1600m 743 849 PAPI 1320′ 2400m 2000m NN N DIO.7 PUD **D3.4** PUD [34VOR] MDA(H) **440**′ (430′) **D8.6** PUD **D3.4** PUD [34VOR] PUDONG 1 3.4 (© PUD VOR/ 205 KT 660' | D2.3 HSH 180 Max Kts 100 Trans alt: 9850' Apt Elev 13' 118.4 RWY 10' 790'(777') 690'(677') 790'(777') MDA(H) Not authorized East of runway CIRCLE-TO-LAND West 121.65 FT/METER CONVERSION QNH • 10830' - 3300m 9850' - 3000m 8860' - 2700m 6890' - 2100m [TCH 49'] 197° 3000′ RWY 17 10' MSA PUD VOR 콥 4000m 3600m 1600m East 121.8 1320 1500m 900m 400m 200m 2000′

CHANGES: None

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ZJEPPESEN SHANGHAI, PR OF CHINA

PANS C										15	1 1 1	, ₁ 0	ı	ı. [‡]	5		10		15		20	BRIE	FING STRIP	TM	-
D	С	B >			Gnd speed-Kts Descent Gradient 5.24% or Descent angle [3.00°] MAP at PUD VOR/MM	RW	[TCH 49']		ALTITUDE	PUD DME	$^{-30-50}_{}$ $^{0.50}_{}$ $^{0.5/R}_{}$ $^{-23}_{}$ $^{12}_{1}$	D27.	D21.0 JTN	(IAF) OU			TIUZAO PDL	\G	5	31-10	Alt Set: hPa Rwy Initial apch restricted to	on track 317' 2960', or by	*116.9	127.85 1	ด็-
RVR 1500m V1S 1600m	1200m	RVR 720m VIS 800m	MDA(H) 4	STRAIGHT-IN LANDING	5.24% or 372 478 [3.00°] 372 478	1	9,]		אסע מו	3.0 4.0	31 SHY 2960	D27.2 JTN 5.7	300 R-1	1918	8.51 8.51	D3.3 PUD	PUDONG *191 N	By ATC MAX 215 KT	MHA	→ ¾ Nice	Rwy Elev: 0 hPa ricted to MAX 205 KT	ATC.	Final Apch Crs 347 °	SHANGHAI A FOR SECTORS REFER TO AI 120.3 125.4	
2400m	2000m	RVR 1500m VIS 1600m	470 ′(460′) ALS out	LANDING RWY 35	8 531 637 743 849 PAPI	0.5	[3.00°]	LMM D7.6PUD D3.3 PUD	780'	5.0	က ၂	SHUYUAN *113.6 SHY	50	[FD35]	D11.9 096	Z	DZ.6 PUD HSH			* 116.9 PUD	Ya Trans level: FL 118	STRAIGHT AHEAD to 660°, then to 1320°. Then turn LEFT to reach PDL MAX 205 KT.	't MD,	Approach (R) REA CHART SHANGHAI 10-1 121.3 123.8	26 MAY 06 (23-2)
205	180	135	Max K†s	7	205	4.3	1610'			7	NOT TO SCALE		D18.	D26.		-050	D8.5				Trans	DE 4		West 118.8	
790'(777')	790'(777')	690'(677')	Not authorized East of runway	CIRCLE-TO-LAND	×T 660′ 3	1.8		[FD35] *- 347°2960'	420' 1730'		1610 1320 660	PUD	10830' 9850'	D26.9 HSH FT/METER		SHY				① 1031 hPa or above 979 hPa or less	alt: 9850' G		13′	Tower Gr East West 118.4 121.65	OR DM
4000m	3600m	1600m	vay	LAND	17° 1320′	11.0			2050' SHY VOR	П		- 1200m	٠ ، ﴿	122-10 FT/METER CONVERSION	1					above - 10830' less - 8860'	P 2	00,095 > 2000	.08l	Ground East 5 121.8	Rwy 35