

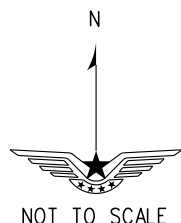
VAR5.8° W

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
RWY34L/34R/35L/35R
(AND/HSN/LAMEN/MIGOL/SURAK)

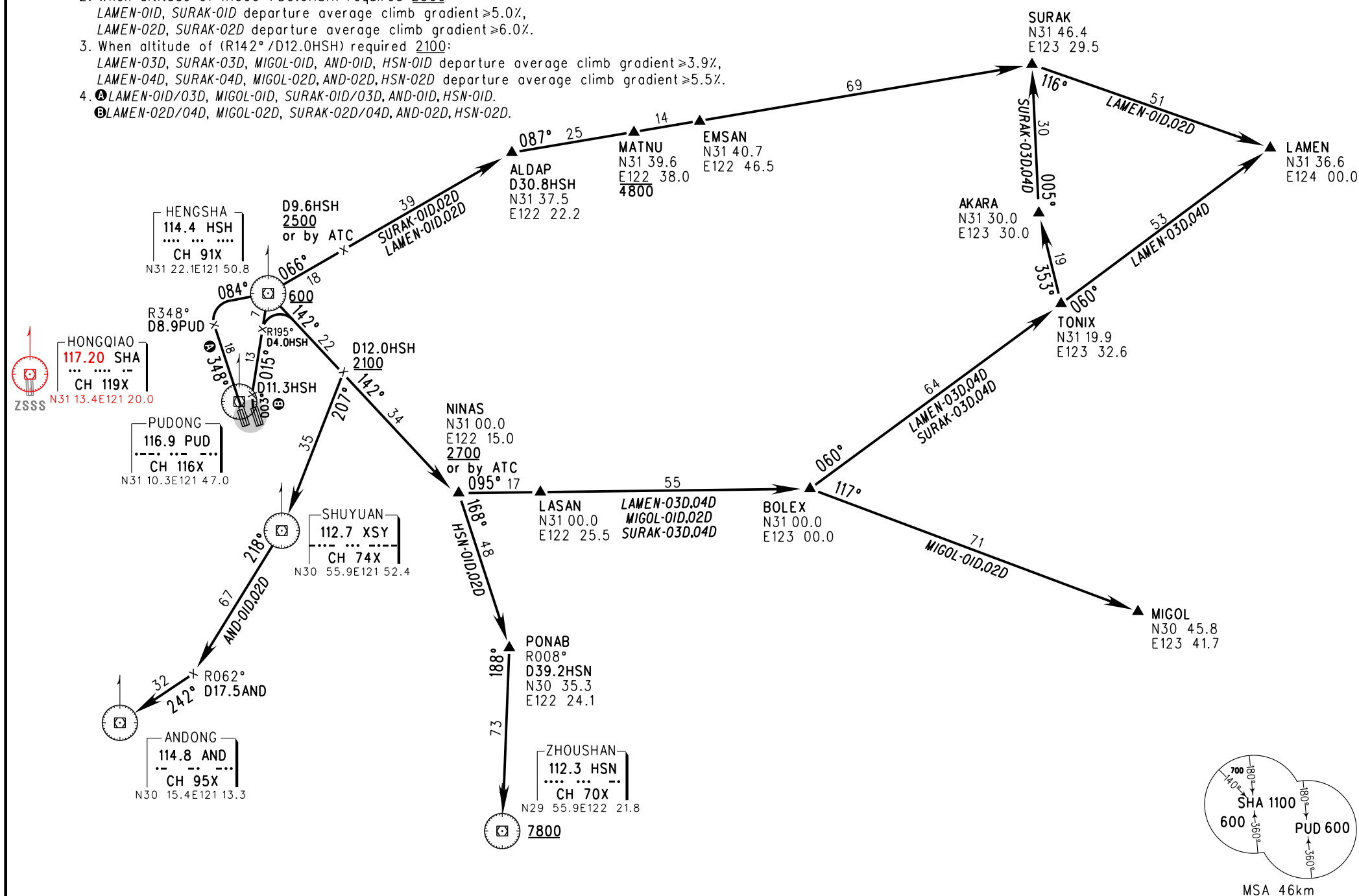
TL 3600
TA 3000
3300(QNH ≥ 1031 hPa)
2700(QNH ≤ 979 hPa)

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



Note: Departure turn MAX IAS460km/h

1. Departure turn before DER is forbidden.
2. When altitude of (R066°/D9.6HSH) required 2500:
LAMEN-01D, SURAK-01D departure average climb gradient $\geq 5.0\%$,
LAMEN-02D, SURAK-02D departure average climb gradient $\geq 6.0\%$.
3. When altitude of (R142°/D12.0HSH) required 2100:
LAMEN-03D, SURAK-03D, MIGOL-01D, AND-01D, HSN-01D departure average climb gradient $\geq 3.9\%$,
LAMEN-04D, SURAK-04D, MIGOL-02D, AND-02D, HSN-02D departure average climb gradient $\geq 5.5\%$.
4. **A** *LAMEN-01D/03D, MIGOL-01D, SURAK-01D/03D, AND-01D, HSN-01D.*
B *LAMEN-02D/04D, MIGOL-02D, SURAK-02D/04D, AND-02D, HSN-02D.*



Changes: SHA