D-ATIS 127.85 APP01 120.3(119.75) APP07 121.1(119.75) APP02 125.4(124.05) APP08 127.75(124.05) TWR01 118.8(118.325) 17L/35R, 17R/35L APP03 125.85(119.2) APP09 121.375(128.05) TWR02 118.4(118.725) 16L/34R, 16R/34L APP04 123.8(119.2) APP10 125.625(120.65) STANDARD ARRIVAL ZSPD SHANGHAI/Pudona TWR03 124.35(118.325) 17L/35R APP05 126.65(128.05) APP11 119.075(128.05) CHART-INSTRUMENT TWR04 118.575(118.725) 16R/34L VAR5.8°W RWY16L/16R/17L/17Ř APP06 126.3(120.65) BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS 3600 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa) DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM NOT TO SCALE Holding MAX IAS 420km/h MATNU Initial approach MAX IAS 380km/h N31 39.6 E122 38.0 SASAN N31 35.4 E120 19.2 Note: <u>5100</u> Aircraft flying at north of N31° 27' HENGSHA <u>6000</u> restrict line is strictly forbidden. PINOT 114.4 HSH R086° 1150 CH 91X D31.4HSH R069° N31 22.1E121 50.8 IAF N31 27.0 D51.7PUD IAF 600 for RWY16L/16R E122 27.0 SASAN-IIA N31 32.7 266° TOSAS N31° 27' restrict line 1 2 E122 41.0 N31° 27' restrict line R265° 900 for RWY17L/17R 266 -NANXTANG-D16.7HSH (ALT by ATS 208 PK MAT NU-IIA N31 19.0 262° E121 31.5  $\odot$ N31 17.0E121 19.8 086 D22.5SHA 5100 1800 **DUMET** 900 DUMET-IIA N31 21.7 E122 46.5 EKIMU 2400 1800 R311° D14.1SHA 1 D31.3PUD <u>4800</u> N31 21.1 D22.0PUD  $\odot$ 1AF 2700 E121 06.6 R082° 3480 HONGQIAO D8.1PUD PUDONG 117.2 SHA  $\odot$ **⊘**2] <sup>6</sup>R168° 116.9 PUD CH 119X D14.0HSH N31 12.9E121 20.0 CH 116X LIUZAO 9 to 109.4 PDL N31 10.3E121 47.0 CH 31X N31 07.8E121 40.3  $\odot$ SHUYUAN-**∂** 112.7 XSY CH 74X N30 55.9E121 52.4 ro R062° **D32.6AND** R202° D23.6XSY 4500 **BAVIK** ANDONG N30 22.0 114.8 AND E121 37.9 SAMKI  $\odot$ CH 95X N30 15.2 E121 33.5 5700 N30 15.4E121 13.3 SHA 1100

Changes: Altitude.

PUD 600

600 ਨੂੰ

MSA 46km

LISHE 227 BK N29 53.7E121 20.0