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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.10/19
Feb. 15, 2019

上海/浦东

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：

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

SHANGHAI/Pudong

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:

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

STANDARD DEPARTURE 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 (AND, HSN)

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

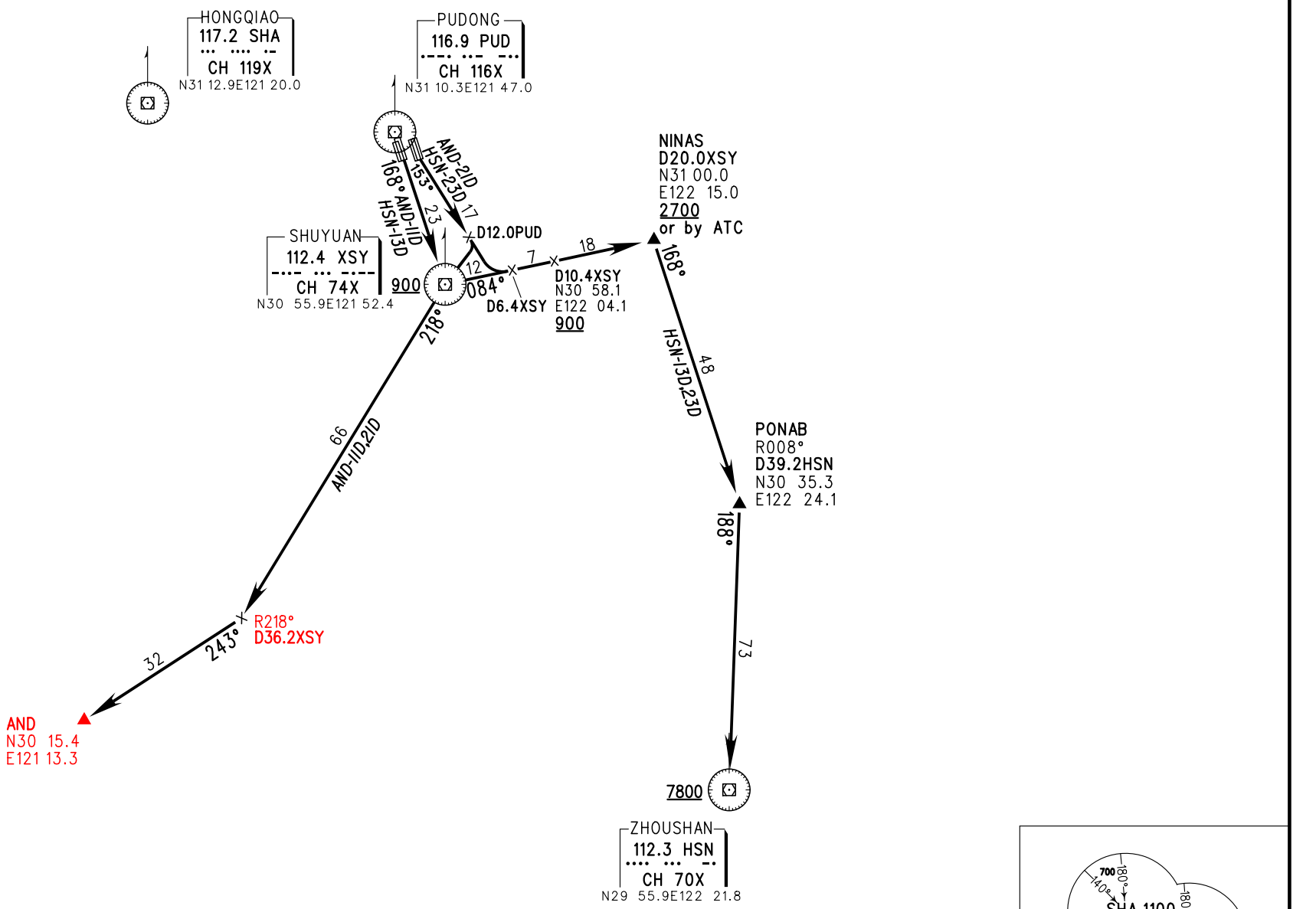
N

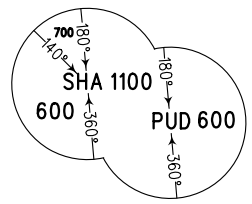
NOT TO SCALE

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

Departure turn MAX460km/h

Note:
1.Departure turn before DER is forbidden.
2.Departure average climb gradient≥5.2%
when altitude of NINAS required 2700.





MSA 46km

Changes: AND.

STANDARD DEPARTURE CHART-INSTRUMENT

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)

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

N

NOT TO SCALE

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

Departure turn MAX460km/h

Ⓐ 1.Departure turn before DER is forbidden.
2.AND-22D,HSN-22D departure average climb gradient≥5.5%
if interception point 'R142°/D12.0HSH' required 2100.

HENGSHA
114.4 HSH
CH 91X
N31 22.1E121 50.8

HONGQIAO
117.2 SHA
CH 119X
N31 12.9E121 20.0

PUDONG
116.9 PUD
CH 116X
N31 10.3E121 47.0

SHUYUAN
112.4 XSY
CH 74X
N30 55.9E121 52.4

ZHOUSHAN
112.3 HSN
CH 70X
N29 55.9E122 21.8

084° 600
142°
D8.9PUD
AND-12D
HSN-12D
R195°
D4.0HSH
18
13
22
14
R142°
D12.0HSH
2100
015°
D11.3HSH
348°
300
142°
207°
35
34
NINAS
R142°
D30.4HSH
N31 00.0
E122 15.0
2700
168°
HSN-12D,22D
48
PONAB
R008°
D39.2HSN
N30 35.3
E122 24.1
188°
73
7800
218°
66
AND-12D,22D
R218°
D36.2XSY
243°
32
AND
N30 15.4
E121 13.3

MSA 46km
700
180°
140°
SHA 1100
180°
600
360°
PUD 600
360°

Changes: AND.

STANDARD ARRIVAL CHART-INSTRUMENT

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

RWY16L/16R/17L/17R

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

Holding MAX420km/h
Initial approach MAX380km/h

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

SASAN
N31 35.4
E120 19.2
C.D.E:3900
4500
6300
B:3900
A:1500

115° 53 SASAN-12A

SS032
R303°
D28.0SHA
N31 25.8
E120 51.1

1.5 6000 3000 by ATC 295°

10 16

R305°
D22.5SHA
5100

EKIMU
R311°
D14.1SHA
N31 21.1
E121 06.6

22

N31° 27' restrict line

NANXIANG
208 PK
N31 17.0E121 19.8

IAF
TOSAS
R265°
D16.7HSH
N31 19.0
E121 31.5
1800

085° 19 265°

① 2400 1800

HENGSHA
114.4 HSH
CH 91X
N31 22.1E121 50.8

IAF
600 for RWY16L/16R
900 for RWY17L/17R

N31° 27' restrict line

168° 58 MATNU-22A

① 900

MATNU
N31 39.6
E122 38.0

164° 13

250° 25

R070°
D51.5PUD
N31 32.7
E122 41.0

PINOT
R086°
D31.4HSH
N31 27.0
E122 27.0

266°

① 266° ALT by ATC

R070° PUD

086° 39 DUMET-22A 262°

DUMET
N31 21.7
E122 46.5

26 348°

R082°
D8.1PUD

26 17

D22.0PUD

D31.0PUD

R168°
D14.0HSH

IAF
2700
8900'

① 2700 168° 348°

HONGQIAO
117.2 SHA
CH 119X
N31 12.9E121 20.0

PUDONG
116.9 PUD
CH 116X
N31 10.3E121 47.0

LIUZAO
109.4 PDL
CH 31X
N31 07.8E121 40.3

29 325° BK-12A AND-12A

BK-22A AND-22A 24 019°

① ALT by ATC 022° 202°

SHUYUAN
112.7 XSY
CH 74X
N30 55.9E121 52.4

44 022°

R202°
D23.6XSY
4500

063° 60 AND-12A,22A

BK-12A,22A 24 063°

AND
N30 15.4
E121 13.3

BAVIK
N30 22.0
E121 37.9

15

SAMKI
N30 15.2
E121 33.5

45 033°

LISHE
227 BK
N29 53.7E121 20.0

MSA 46km

700 180° 140° SHA 1100 180°
600 360° PUD 600 360°

Changes: AND.

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
RWY34L/34R/35L/35R

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

N

NOT TO SCALE

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

Holding MAX420km/h
Initial approach MAX380km/h

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

SASAN
N31 35.4
E120 19.2
C.D.E:3900
4500
6300
B:3900
A:1500

115° 53 SASAN-IIA

SS032
R303°
D28.0SHA
N31 25.8
E120 51.1

1.5 6000 3000 by ATC 295°

26

EKIMU
R325°
D18.2JTN
N31 21.1
E121 06.6

145° 34

N31° 27' restrict line

HONGQIAO
117.2 SHA
CH 119X
N31 12.9E121 20.0

LIUZAO
109.4 PDL
CH 31X
N31 07.8E121 40.3

PUDONG
116.9 PUD
CH 116X
N31 10.3E121 47.0

274° ALT by ATC ① 094°

32

094°

168° ① 2400 348°

IAF
2400

JIUTING
109.6 JTN
CH 33X
N31 07.4E121 20.5

MATNU
N31 39.6
E122 38.0

164° 13

PINOT
R050°
D42.9XSY
N31 27.0
E122 27.0

230° 25 250°

R070°
D51.5PUD
N31 32.7
E122 41.0

R070° PUD 29 MATNU-2IA

① ALT by ATC 050°

R050°
D27.1XSY
N31 15.6
E122 14.2

13 D31.3PUD 39 DUMET-2IA 262°

DUMET
R082°
D52.3PUD
N31 21.7
E122 46.5

R082° PUD 22 230°

1.5 5100 2400 082° by ATC

IAF
R050°
D15.4XSY
1500

SHUYUAN
112.4 XSY
CH 74X
N30 55.9E121 52.4

IAF
R202°
D23.6XSY
2700

063° 60 AND-15A 063°

BK-13A 24

BAVIK
N30 22.0
E121 37.9

15

AND
N30 15.4
E121 13.3

SAMKI
N30 15.2
E121 33.5

45 033°

LISHE
227 BK
N29 53.7E121 20.0

MSA 46km
700 180° 140° SHA 1100 180°
600 360° PUD 600 360°

Changes: AND.

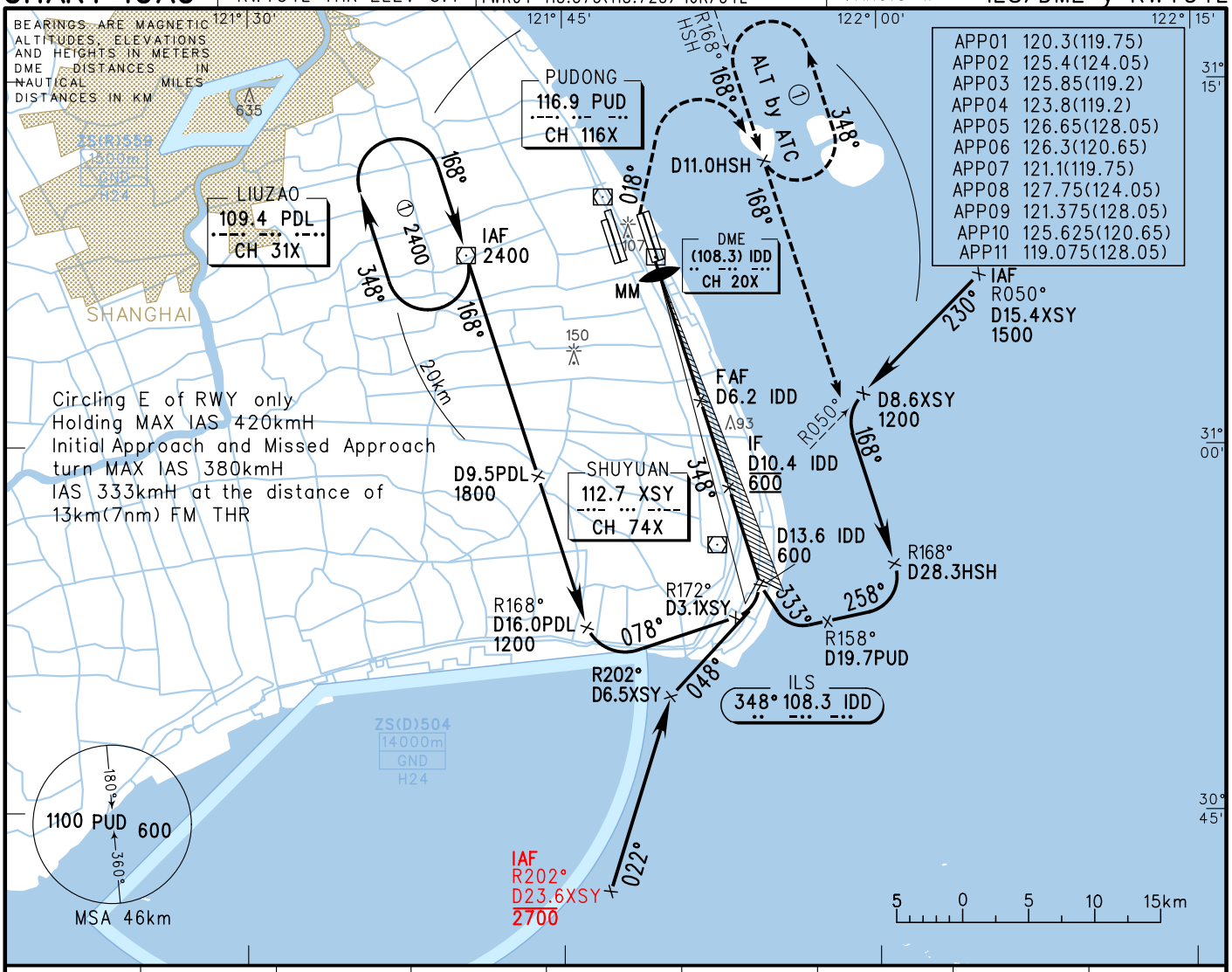
INSTRUMENT APPROACH CHART-ICAO

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

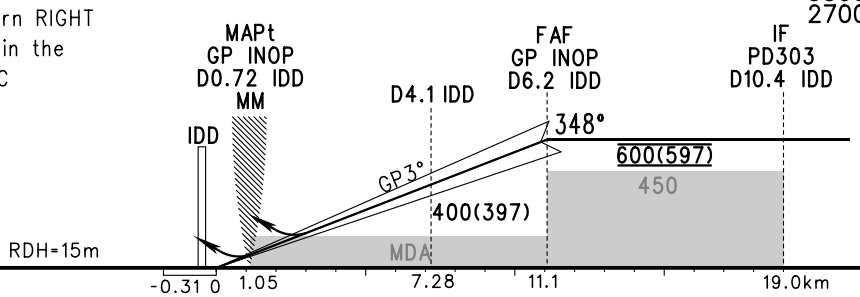


GP INOP	DME (IDD) (NM)	1	2	3	4	5	6	7
	ALT (m)		196	292	389	486	583	

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
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	280(276) 4800

FAF-MAPt(GP INOP) 10.05km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:01	3:16	2:45	2:19	2:03	1:48
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

HUD SA CAT I: (DH)(45),(RA)(46),RVR450

Changes: procedure.

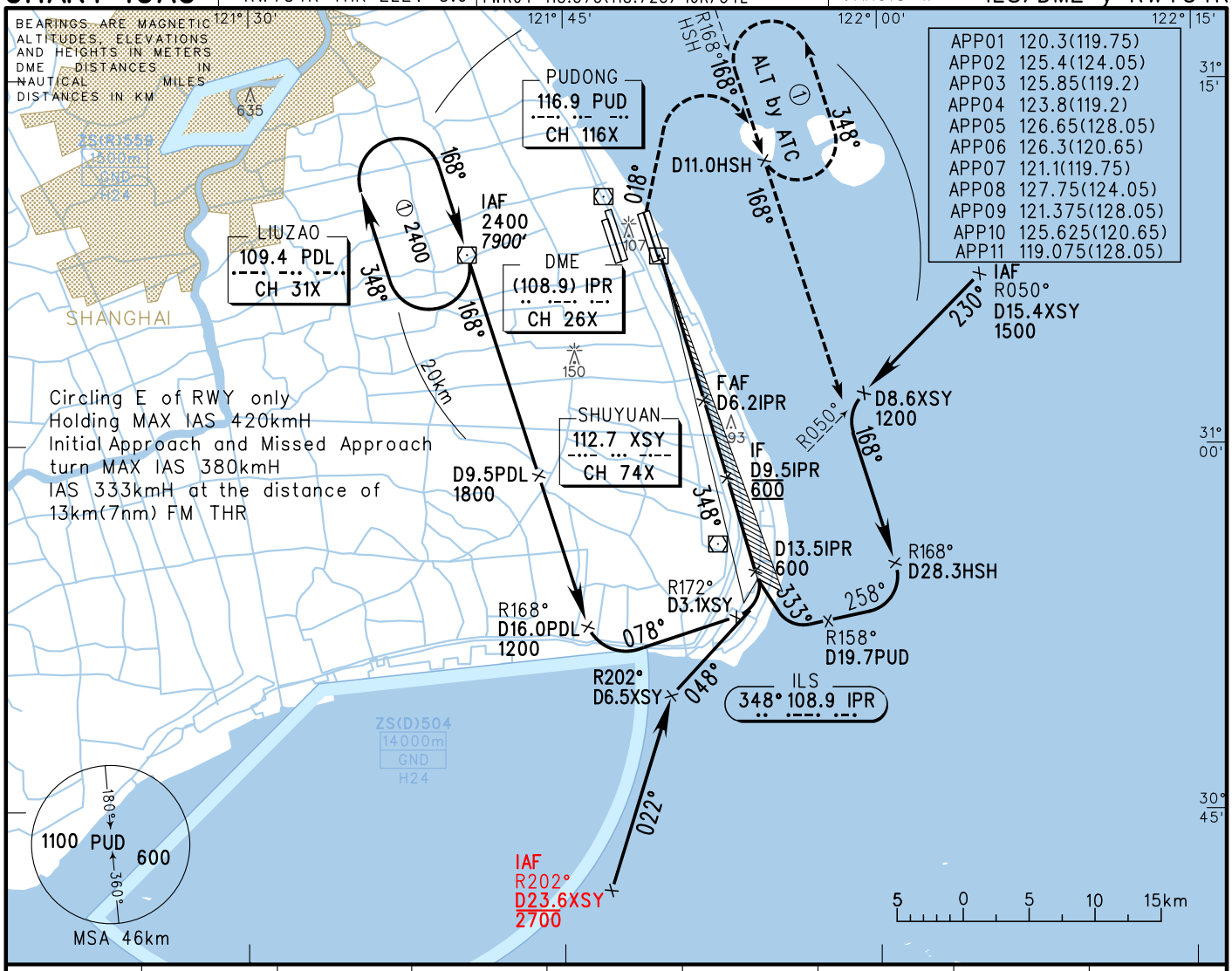
INSTRUMENT APPROACH CHART-ICAO

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

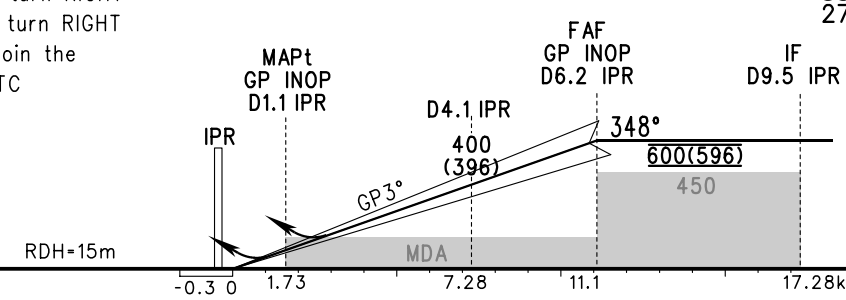


GP INOP	DME (IPR) (NM)	1	2	3	4	5	6	7
	ALT (m)		196	293	390	487	584	

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≥1031hPa)
2700(QNH≤979hPa)



	A	B	C	D
ILS/DME DA(H) RVR/VIS HUD	64(60) 550/800			
GP INOP MDA(H) VIS	150(146) 2000		150(146) 2200	150(146) 2400
CIRCLING MDA(H) VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800

FAF-MAPt(GP INOP) 9.37km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
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

HUD SA CAT I: (DH)(45),(RA)(48),RVR450

Changes: procedure.

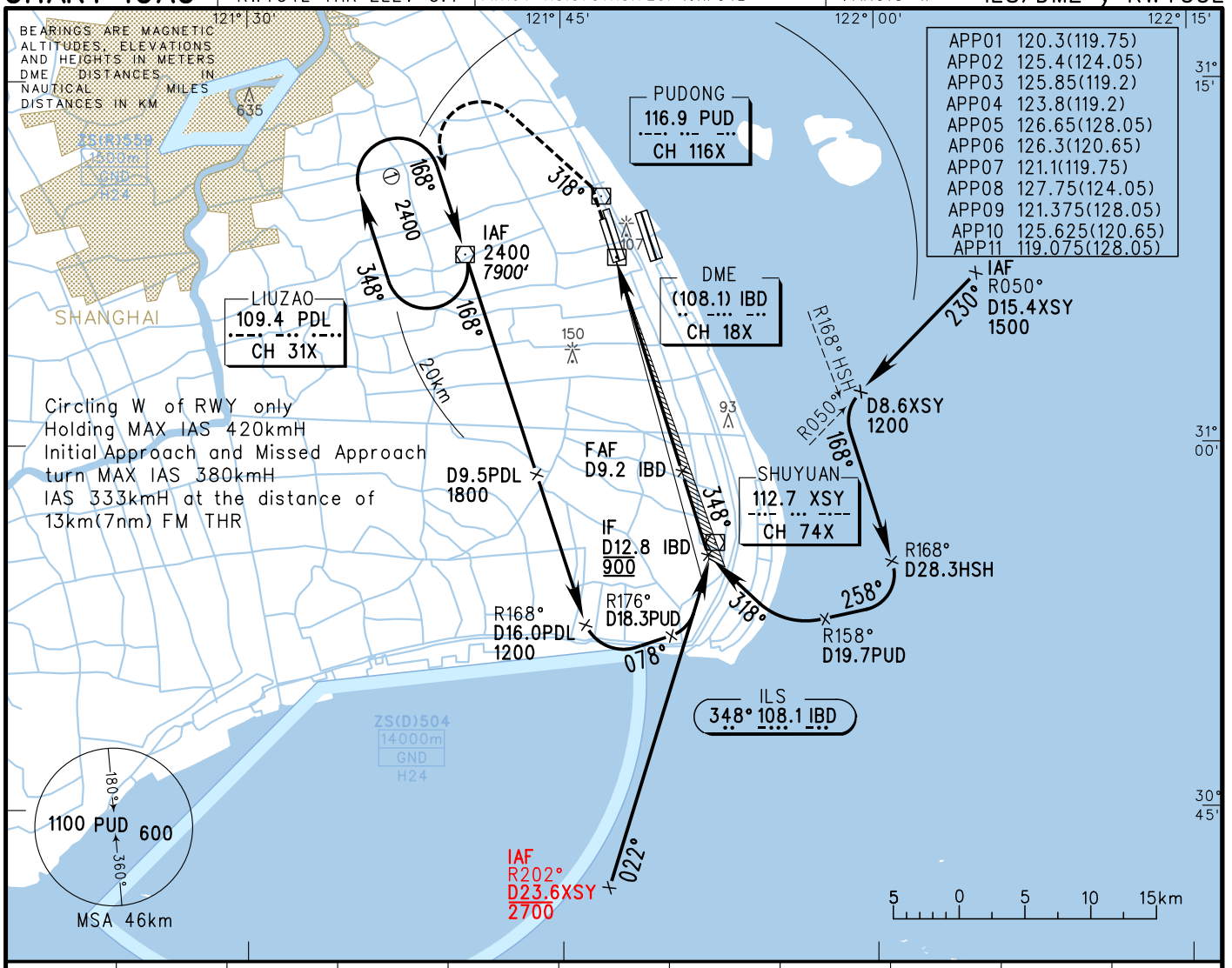
INSTRUMENT APPROACH CHART-ICAO

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 RWY35L

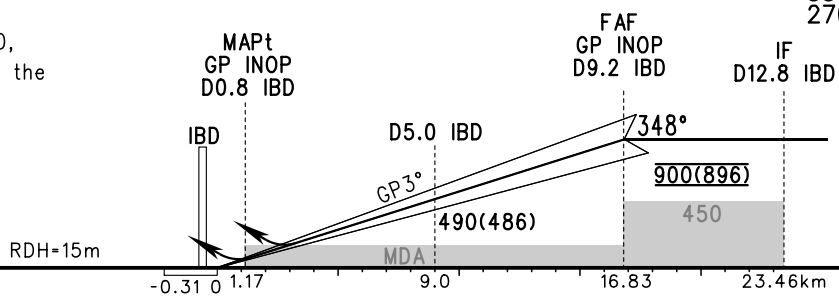


GP INOP	DME (IBD) (NM)	2	3	4	5	6	7	8	9	10
	ALT (m)	196	293	390	487	584	681	777	875	

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.

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



	A	B	C	D
ILS/DME DA(H) RVR/VIS HUD	64(60) 550/800			
GP INOP MDA(H) VIS	150(146) 2000		150(146) 2200	150(146) 2400
CIRCLING MDA(H) VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800

FAF-MAPt(GP INOP) 15.66km						
GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:21	5:05	4:14	3:37	3:10	2:49
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

HUD SA CAT I: (DH)(45),(RA)(46),RVR450

Changes: procedure.

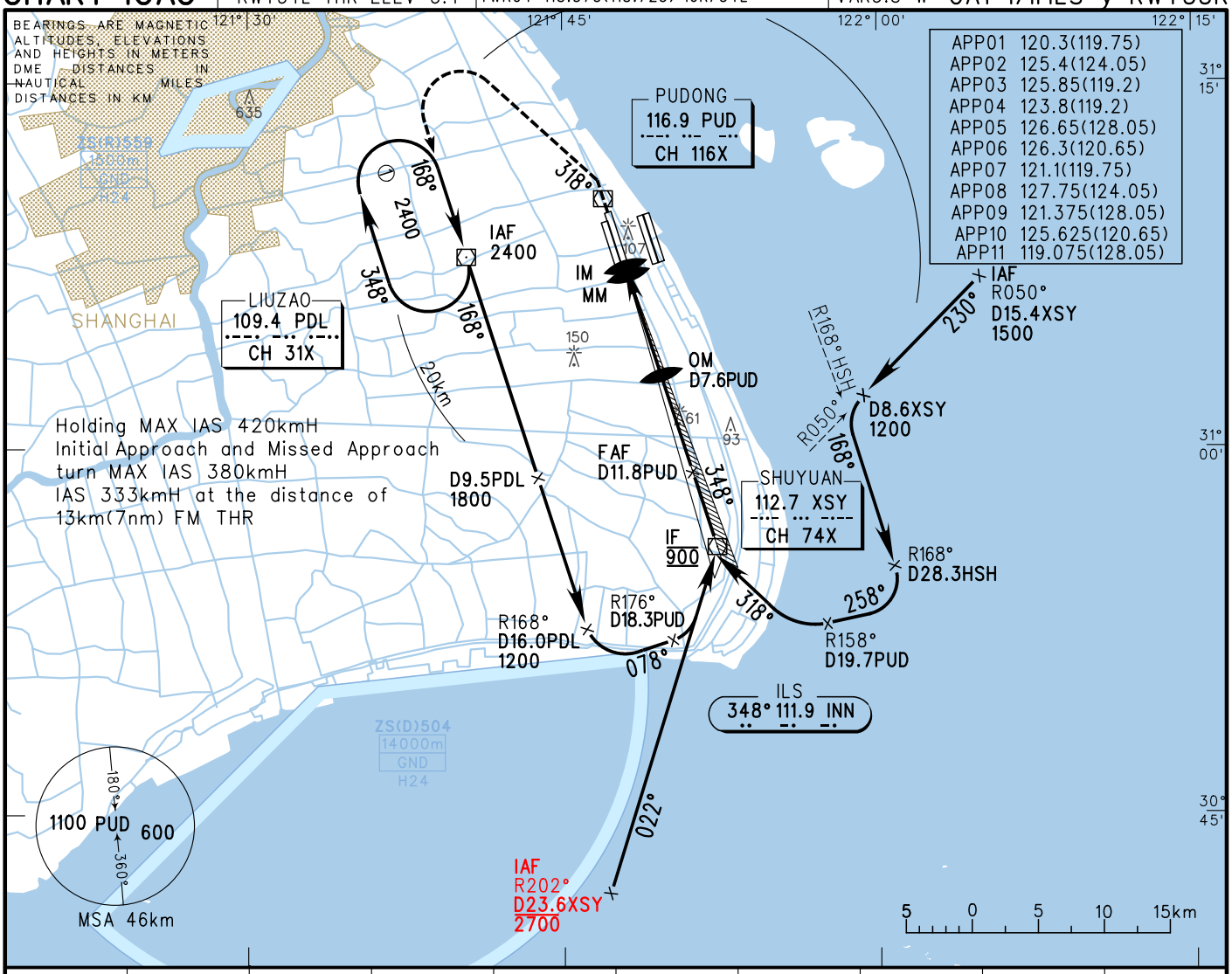
INSTRUMENT APPROACH CHART-ICAO

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 CAT-I/II ILS y RWY35R

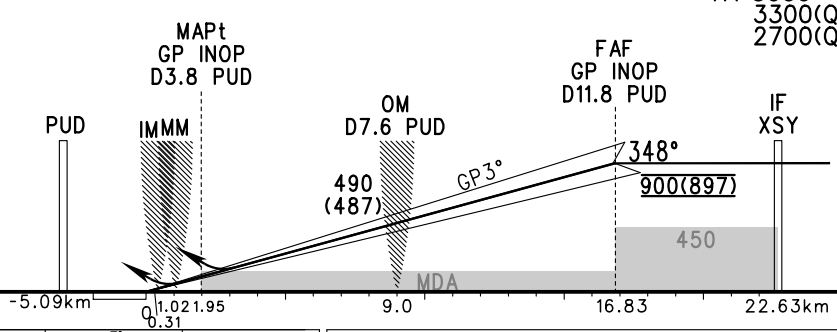


GP INOP	DME (PUD) (NM)	5	6	7	8	9	10	11	12
	ALT (m)	236	333	430	527	624	721	818	

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.

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



	A	B	C	D
ILS/DME DA(H) HUD RVR/VIS	63(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	280(276) 4800

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

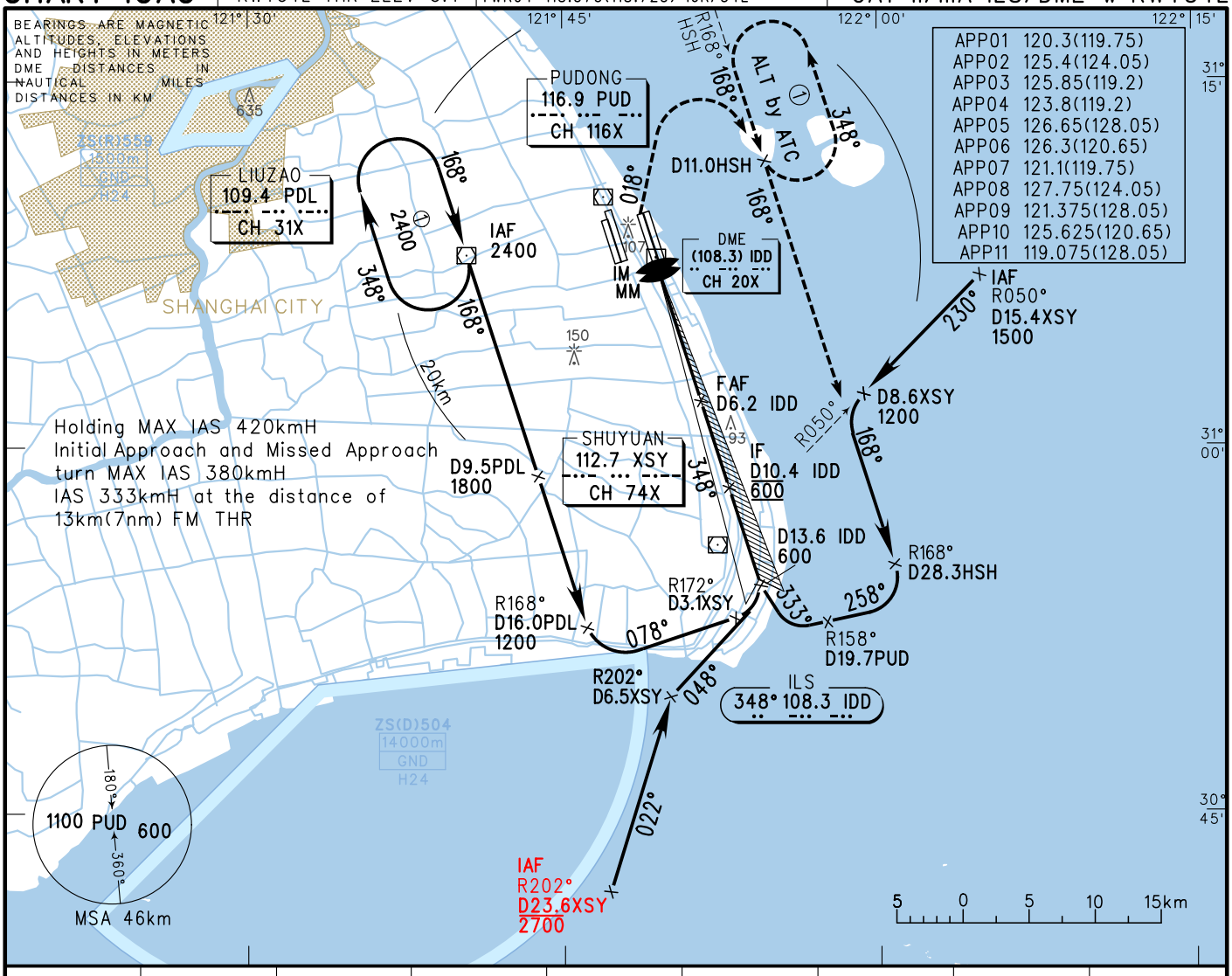
Changes: procedure.

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

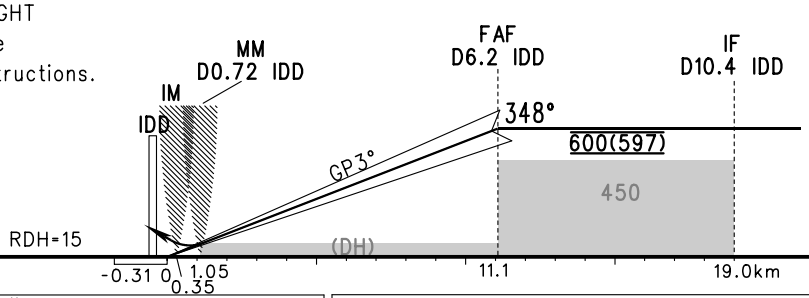


GP INOP								
	DME (NM)							
	ALT (m)							

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



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

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 / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:26	3:36	3:02	2:34	2:15	1:59
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

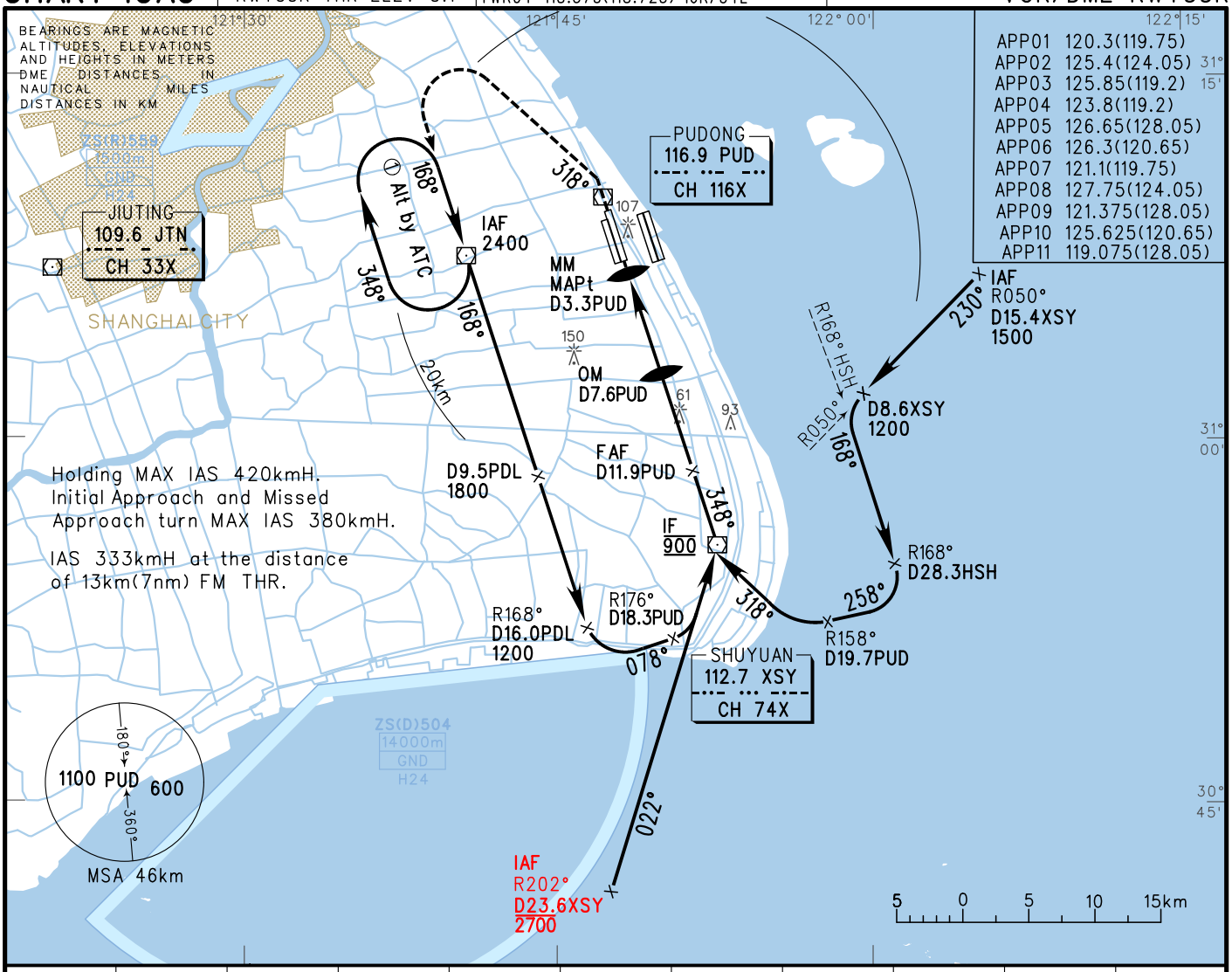
Changes: procedure.

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

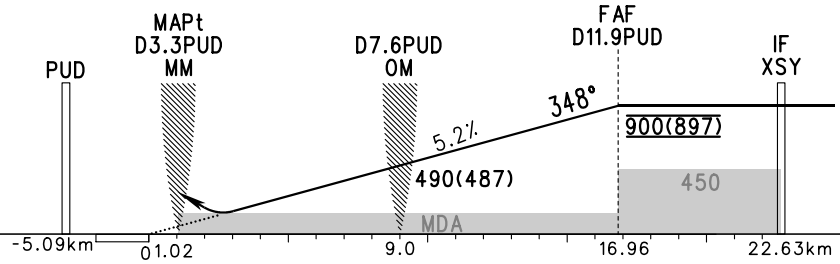


DME (PUD) (NM)	5	6	7	8	9	10	11	12		
ALT (m)	234	331	427	523	619	715	811			

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



	A	B	C	D
VOR/DME 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	280(276) 4800

FAF-MAPt 15.94km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
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	4.8

Changes: Procedure.