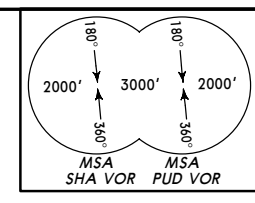


ZSPD/PVG
 PUDONG
 26 MAY 06 (20-2)
 JEPPESEN SHANGHAI, PR OF CHINA
 STAR

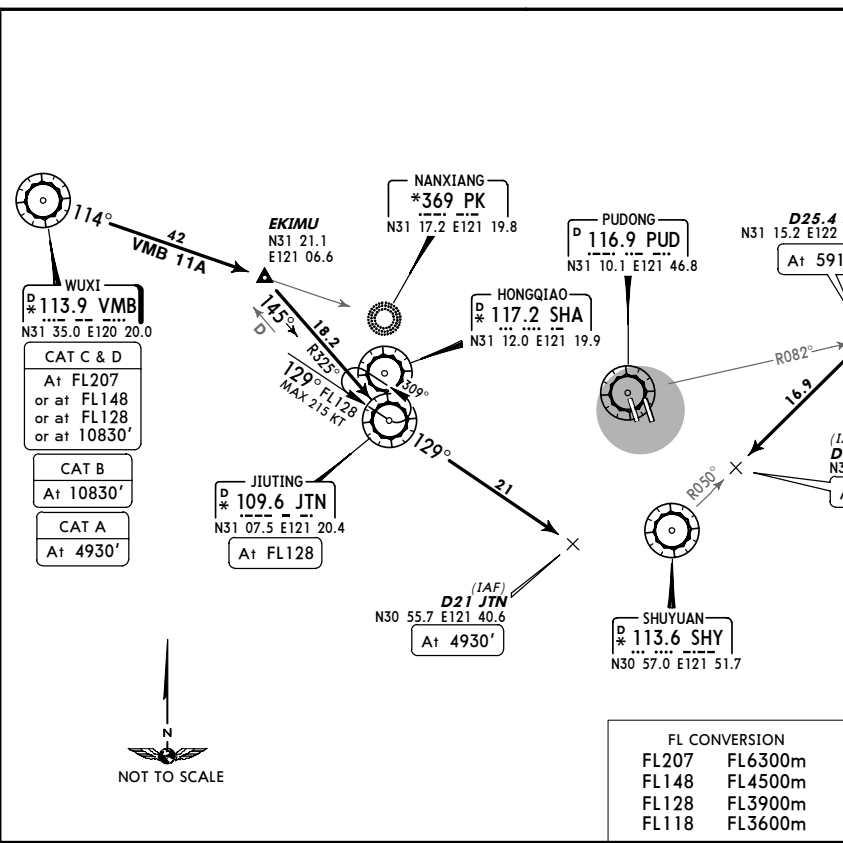
*A/TIS 127.85
 Apt Elev 13'
 Alt Set: hPa
 Trans level: FL118
 Trans alt: 9850'
 10830' 1031 hpa or above
 8860' 979 hpa or below



DUMET 21A [DUM21A]
 PINOT 21A [PIN21A], VMB 11A
 RWYS 34, 35 ARRIVALS
 FROM NORTH
SPEED INITIAL APPROACH MAX 205 KT

FT/METER CONVERSION	
	QNH
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m

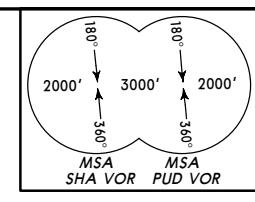
FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m



CHANGES: JIUTING VOR/DME Ident.
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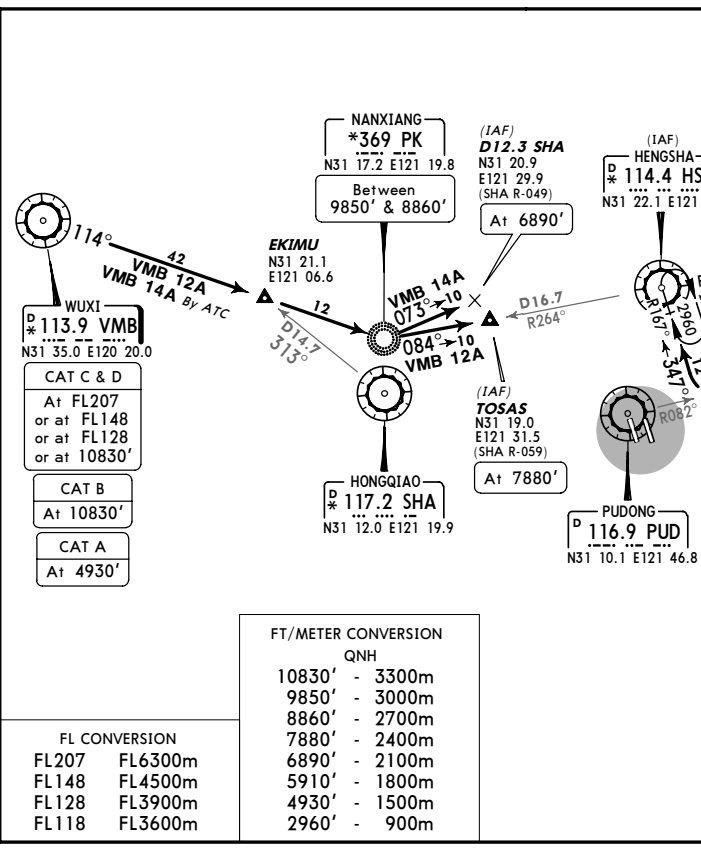
ZSPD/PVG
 PUDONG
 26 MAY 06 (20-2A)
 JEPPESEN SHANGHAI, PR OF CHINA
 STAR

*A/TIS 127.85
 Apt Elev 13'
 Alt Set: hPa
 Trans level: FL118
 Trans alt: 9850'
 10830' 1031 hpa or above
 8860' 979 hpa or below



DUMET 22A [DUM22A]
 PINOT 22A [PIN22A]
 VMB 12A
 VMB 14A
 BY ATC
 RWYS 16, 17 ARRIVALS
 FROM NORTH
SPEED INITIAL APPROACH MAX 205 KT

FT/METER CONVERSION	
	QNH
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
2960'	- 900m



CHANGES: None.
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ZSPD/PVG
PUDDONG

24 JUN 05 (20-2B)

JEPPRESEN SHANGHAI, PR OF CHINA
STAR

*A/TIS
127.85

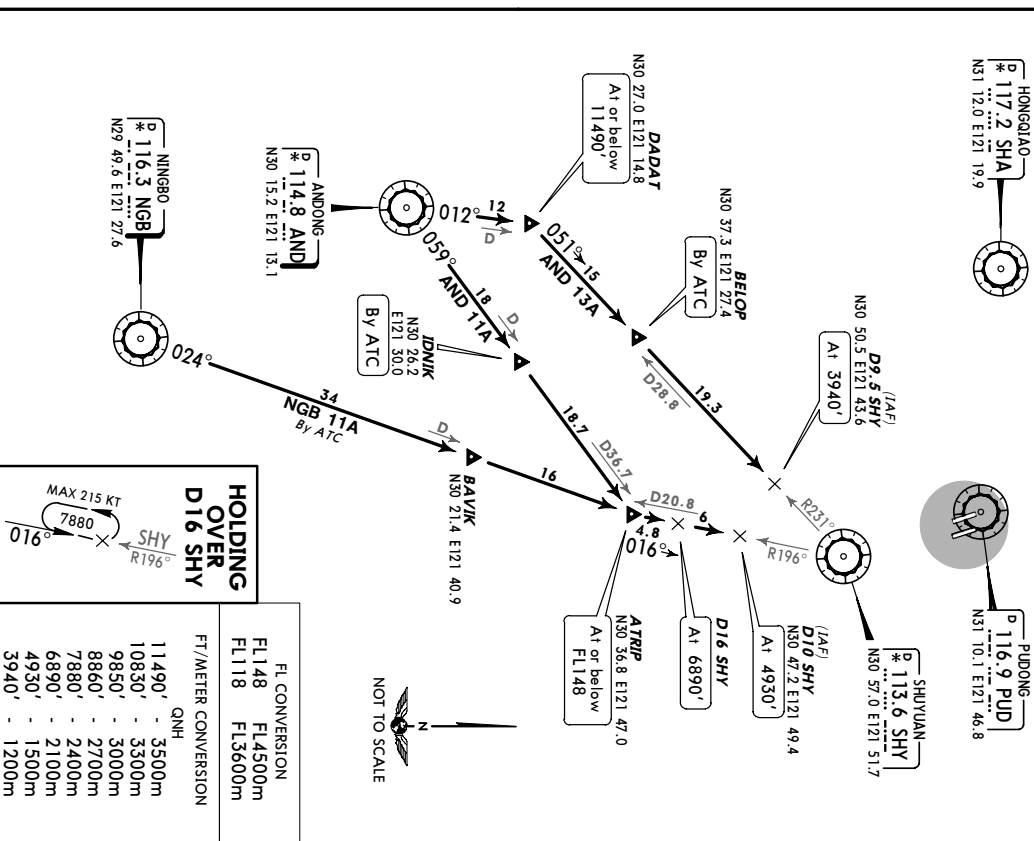
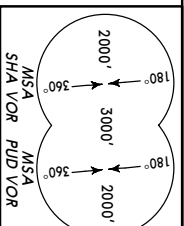
Apt/Elev
13'

Alt Set: nPa
Trans level: FL118
Trans alt: 9850'
1031 nPa or above - 10830'
979 nPa or below - 8860'

AND 11A, AND 13A
NGB 11A
BY ATC

RWYS 34, 35 ARRIVALS
FROM SOUTH

SPEED INITIAL APPROACH MAX 205 KT



HOLDING OVER D16 SHY
MAX 215 KT
7880
R196°
016°

FL CONVERSION	FL148	FL4500m
FT/METER CONVERSION	FL118	FL3600m
QNH	11490'	3500m
	10830'	3300m
	9850'	3000m
	8860'	2700m
	7880'	2400m
	6890'	2100m
	4930'	1500m
	3940'	1200m

ZSPD/PVG
PUDDONG

24 JUN 05 (20-2C)

JEPPRESEN SHANGHAI, PR OF CHINA
STAR

*A/TIS
127.85

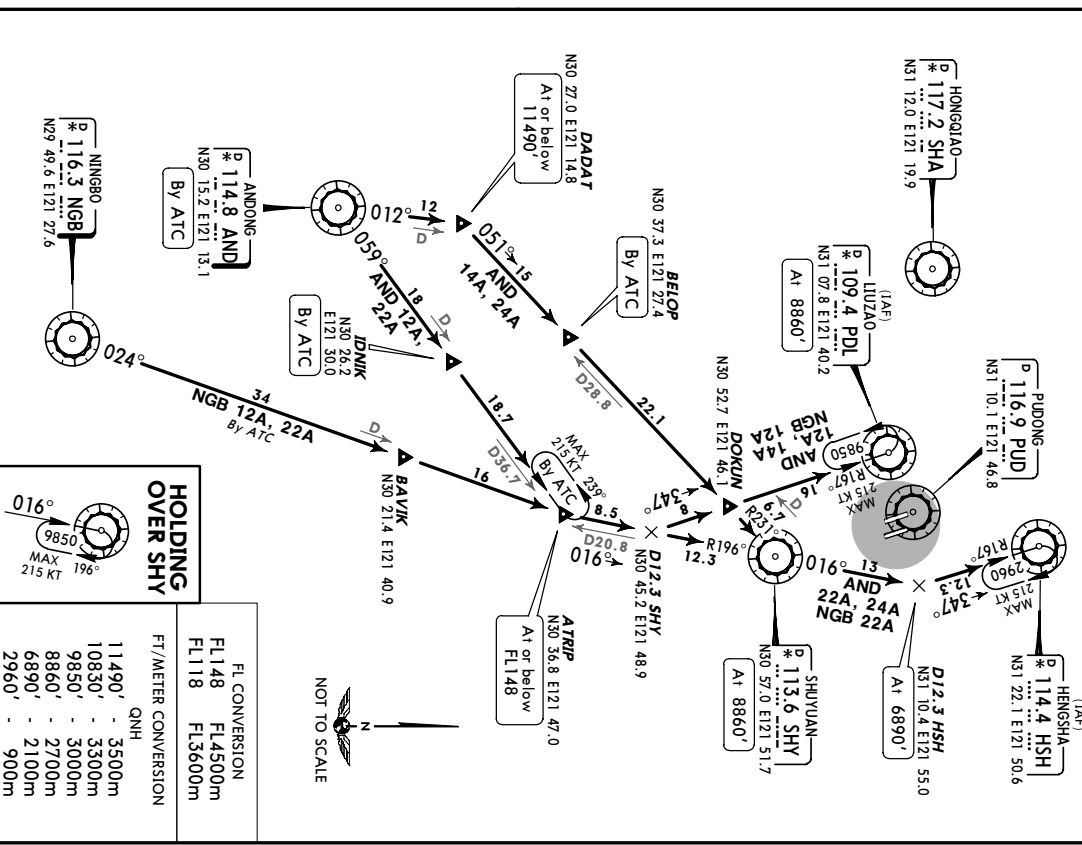
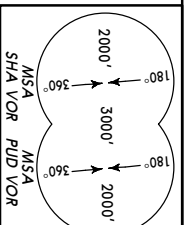
Apt/Elev
13'

Alt Set: nPa
Trans level: FL118
Trans alt: 9850'
1031 nPa or above - 10830'
979 nPa or below - 8860'

AND 12A, AND 14A, AND 22A, AND 24A
NGB 12A, NGB 22A
BY ATC

RWYS 16, 17 ARRIVALS
FROM SOUTH

SPEED INITIAL APPROACH MAX 205 KT

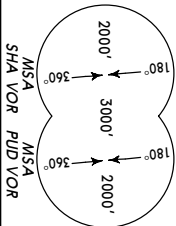


HOLDING OVER SHY
MAX 215 KT
9850
R196°
016°

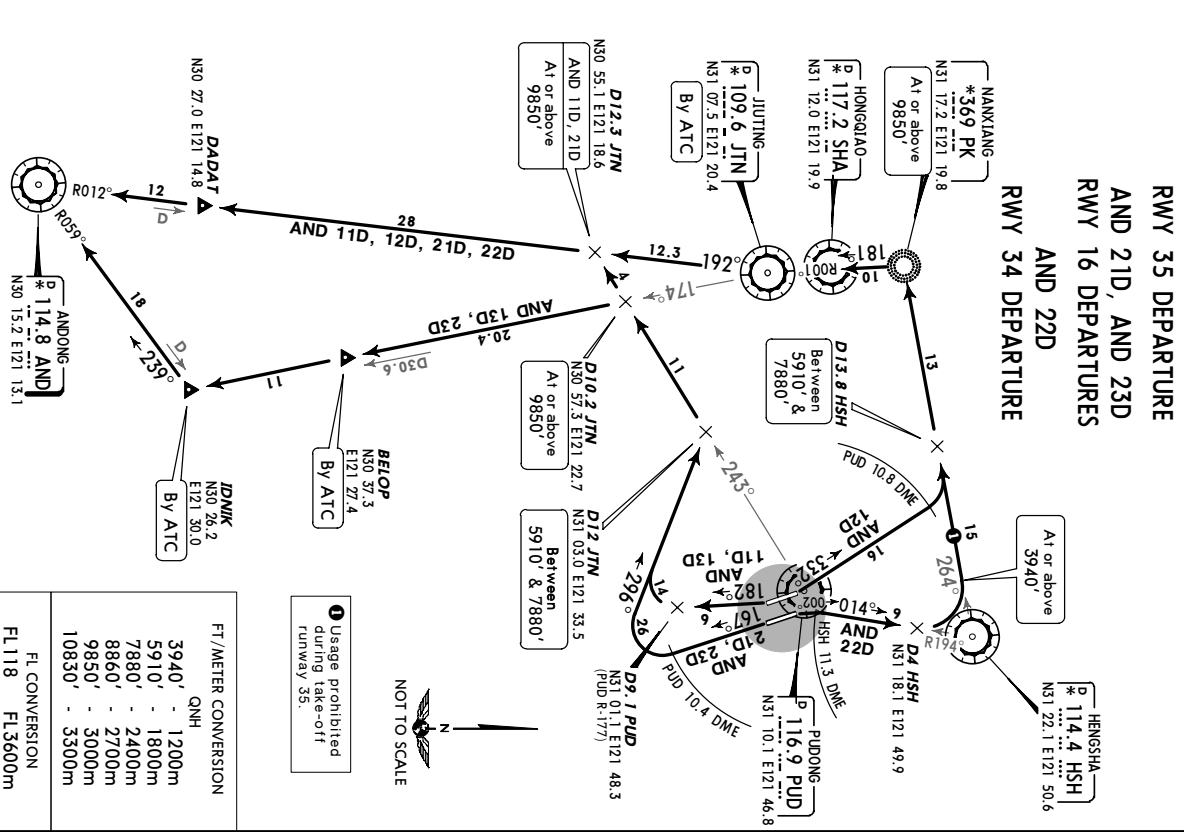
FL CONVERSION	FL148	FL4500m
FT/METER CONVERSION	FL118	FL3600m
QNH	11490'	3500m
	10830'	3300m
	9850'	3000m
	8860'	2700m
	6890'	2100m
	2960'	900m

ZSPD/PVG
PUDONG
 26 MAY 06 (20-3) **SID**
JEPPESSEN SHANGHAI, PR OF CHINA

Apt Elev 13'
 Trans level: FL118
 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below



AND 11D, AND 13D
RWY 17 DEPARTURES
AND 12D
RWY 35 DEPARTURE
AND 21D, AND 23D
RWY 16 DEPARTURES
AND 22D
RWY 34 DEPARTURE



① Usage prohibited during take-off runway 35.

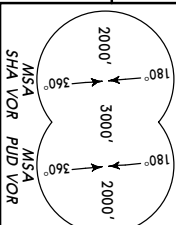
FT/METER CONVERSION
 QNH

3940'	-	1200m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

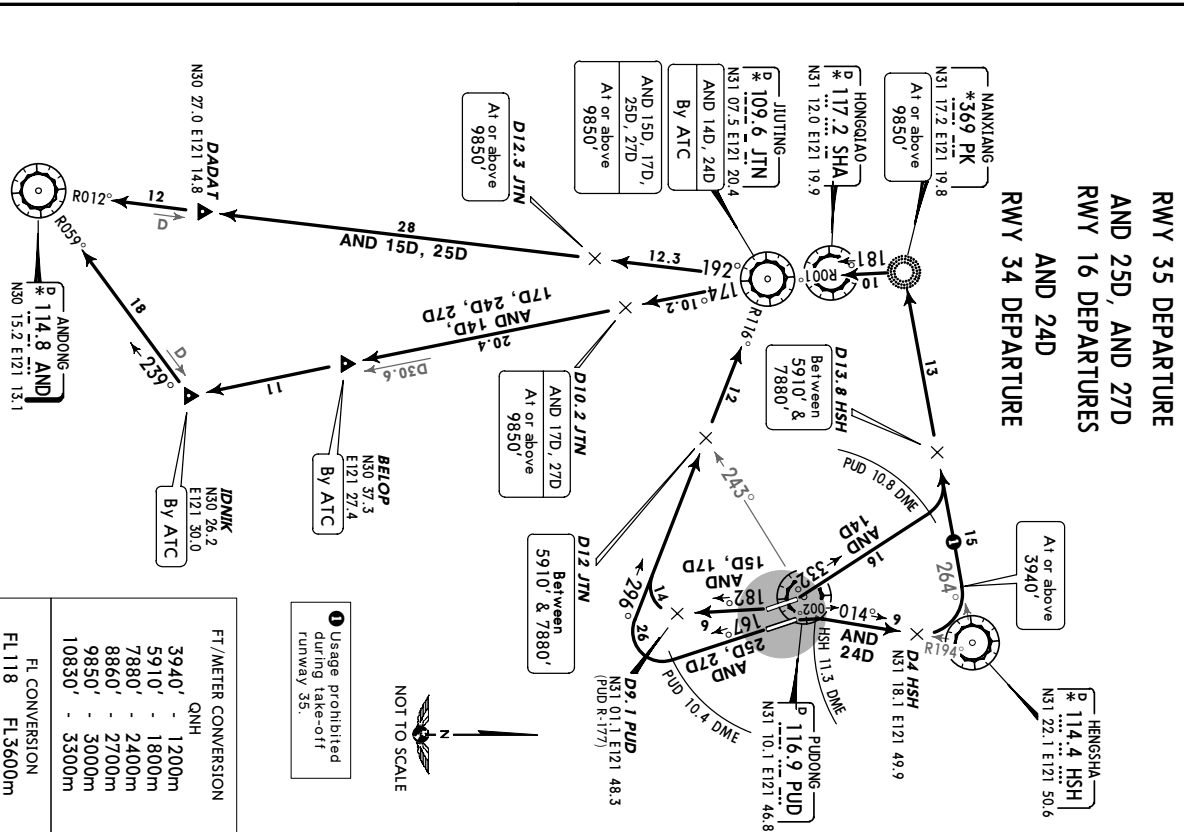
FL CONVERSION
 FL118 FL3600m

ZSPD/PVG
PUDONG
 26 MAY 06 (20-3A) **SID**
JEPPESSEN SHANGHAI, PR OF CHINA

Apt Elev 13'
 Trans level: FL118
 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below



AND 15D, AND 17D
RWY 17 DEPARTURES
AND 14D
RWY 35 DEPARTURE
AND 25D, AND 27D
RWY 16 DEPARTURES
AND 24D
RWY 34 DEPARTURE



① Usage prohibited during take-off runway 35.

FT/METER CONVERSION
 QNH

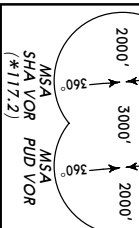
3940'	-	1200m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION
 FL118 FL3600m

ZSPD/PVG
PUDONG
 16 DEC 05 (20-3B) Eff 22 Dec SID

Apt Elev 13' Trans level: FL118 Trans alt: 9850'
 1031 hPa or above - 10830'
 979 hPa or below - 8860'

HSN 11D, HSN 13D
RWY 17 DEPARTURES
HSN 12D
RWY 35 DEPARTURE
HSN 21D, HSN 23D
RWY 16 DEPARTURES
HSN 22D
RWY 34 DEPARTURE

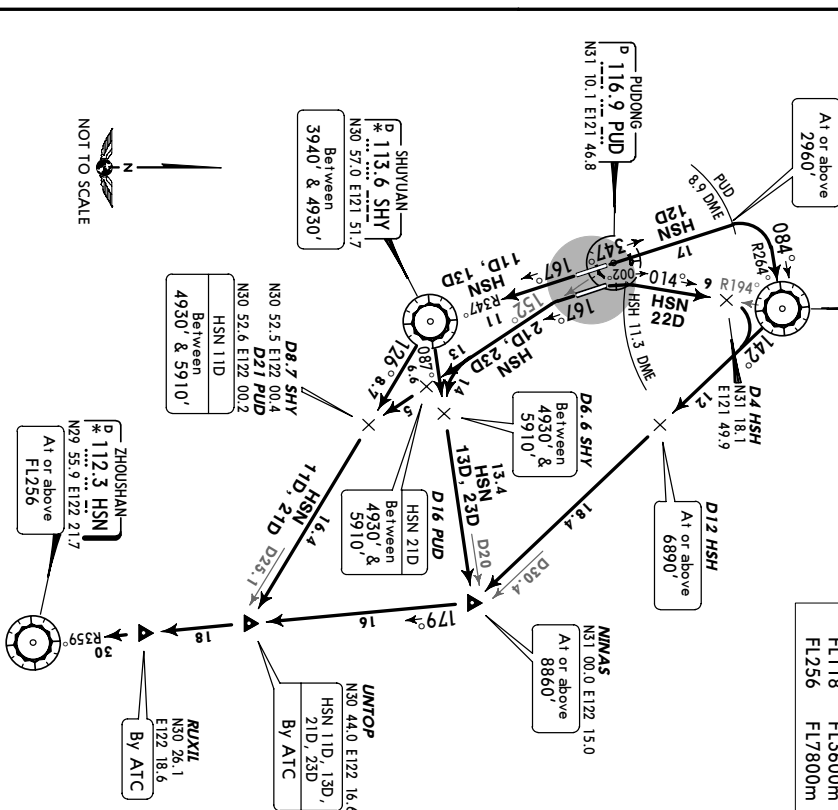


FT/METER CONVERSION

QNH	FL	CONVERSION
2960'	900m	
3940'	1200m	
4930'	1500m	
5910'	1800m	
6890'	2100m	
8860'	2700m	
9850'	3000m	
10830'	3300m	

FL CONVERSION

FL118	FL3600m
FL256	FL7800m



ZSPD/PVG
PUDONG
 16 DEC 05 (20-3C) Eff 22 Dec SID

Apt Elev 13' Trans level: FL118 Trans alt: 9850'
 1031 hPa or above - 10830'
 979 hPa or below - 8860'

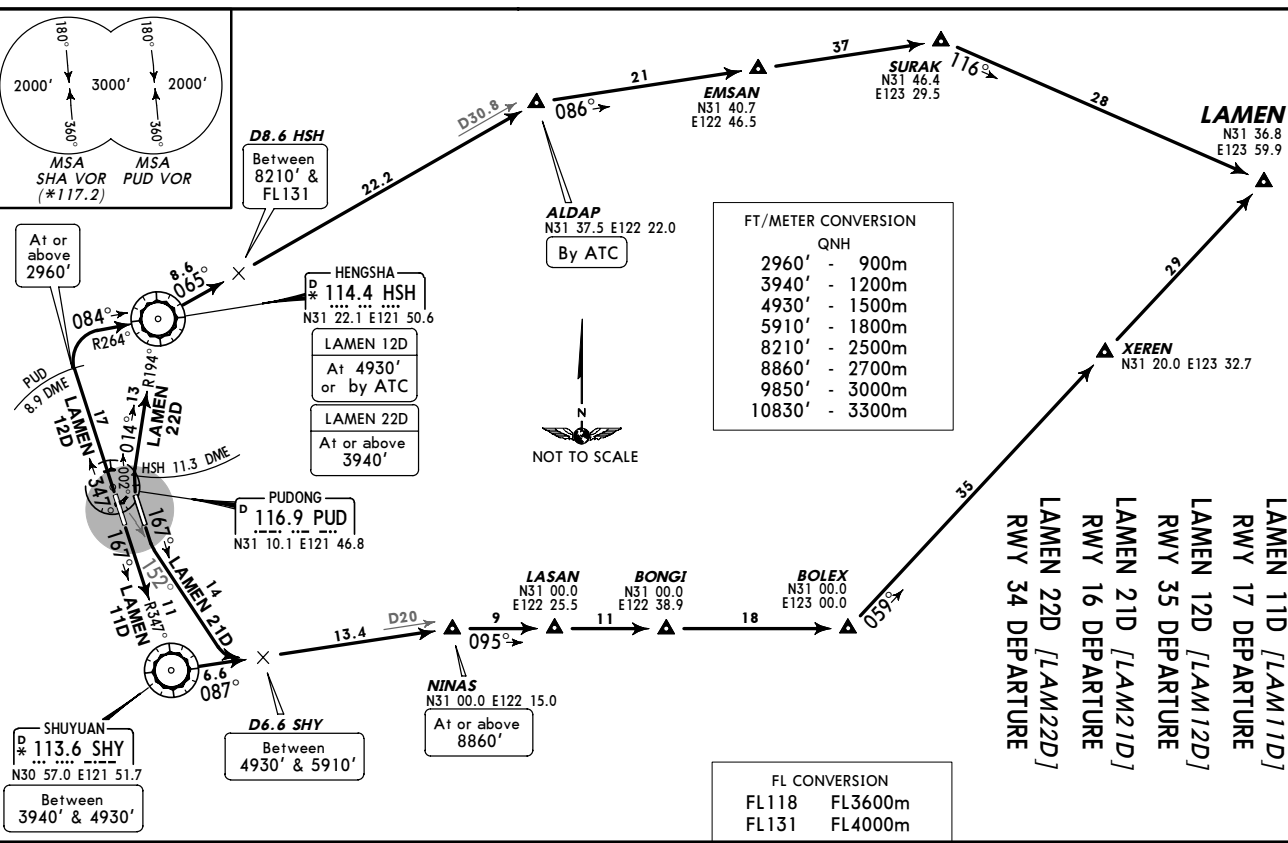
LAMEN 11D [LAM11D]
RWY 17 DEPARTURE
LAMEN 12D [LAM12D]
RWY 35 DEPARTURE
LAMEN 21D [LAM21D]
RWY 16 DEPARTURE
LAMEN 22D [LAM22D]
RWY 34 DEPARTURE

FT/METER CONVERSION

QNH	FL	CONVERSION
2960'	900m	
3940'	1200m	
4930'	1500m	
5910'	1800m	
8210'	2500m	
8860'	2700m	
9850'	3000m	
10830'	3300m	

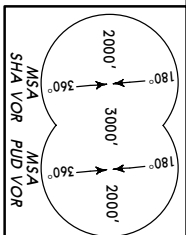
FL CONVERSION

FL118	FL3600m
FL131	FL4000m



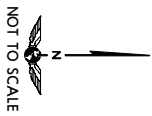
ZSPD/PVG
PUDONG
 1 APR 05 (20-3D) EFF 14 APR SID

Ap^t Elev 13'
 Trans level: FL118 Trans alt: 9850'
 1031 hPa or above - 10830'
 979 hPa or below - 8860'



ODULO 11D [ODU11D]
ODULO 13D [ODU13D] ●●
 RWY 17 DEPARTURES
ODULO 12D [ODU12D]
 RWY 35 DEPARTURE
ODULO 21D [ODU21D]
ODULO 23D [ODU23D] ●●
 RWY 16 DEPARTURES
ODULO 22D [ODU22D]
 RWY 34 DEPARTURE

① SID must be approved by ATC due to approaching aircraft.
 ② By ATC



HONGQIAO
 P 117.2 SHA
 NS1 12.0 E121 19.9



PUDONG
 P 116.9 PUD
 NS1 10.1 E121 46.8



At or above 2960'

At or above 3940'

At or above 4930'

At or above 5910'

At or above 8860'

At or above 10830'

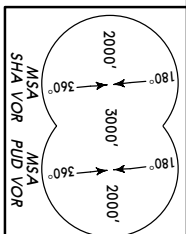
FT./METER CONVERSION	
QNH	
2960'	- 900m
3940'	- 1200m
4930'	- 1500m
5910'	- 1800m
8210'	- 2500m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

CHANGES: New chart.

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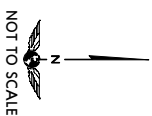
ZSPD/PVG
PUDONG
 1 APR 05 (20-3E) EFF 14 APR SID

Ap^t Elev 13'
 Trans level: FL118 Trans alt: 9850'
 1031 hPa or above - 10830'
 979 hPa or below - 8860'



ODULO 15D [ODU15D] ●
ODULO 17D [ODU17D]
 RWY 17 DEPARTURES
ODULO 14D [ODU14D]
 RWY 35 DEPARTURE
ODULO 25D [ODU25D] ●
ODULO 27D [ODU27D]
 RWY 16 DEPARTURES
ODULO 24D [ODU24D]
 RWY 34 DEPARTURE
 BY ATC

① SID must be approved by ATC due to approaching aircraft.



HONGQIAO
 P 117.2 SHA
 NS1 12.0 E121 19.9



PUDONG
 P 116.9 PUD
 NS1 10.1 E121 46.8



At or above 2960'

At or above 3940'

At or above 4930'

At or above 5910'

At or above 8860'

At or above 10830'

FT./METER CONVERSION	
QNH	
2960'	- 900m
3940'	- 1200m
4930'	- 1500m
5910'	- 1800m
8210'	- 2500m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

CHANGES: New chart.

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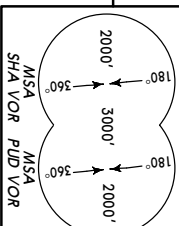
ZSPD/PVG
PUDONG

26 MAY 06 (20-3F)

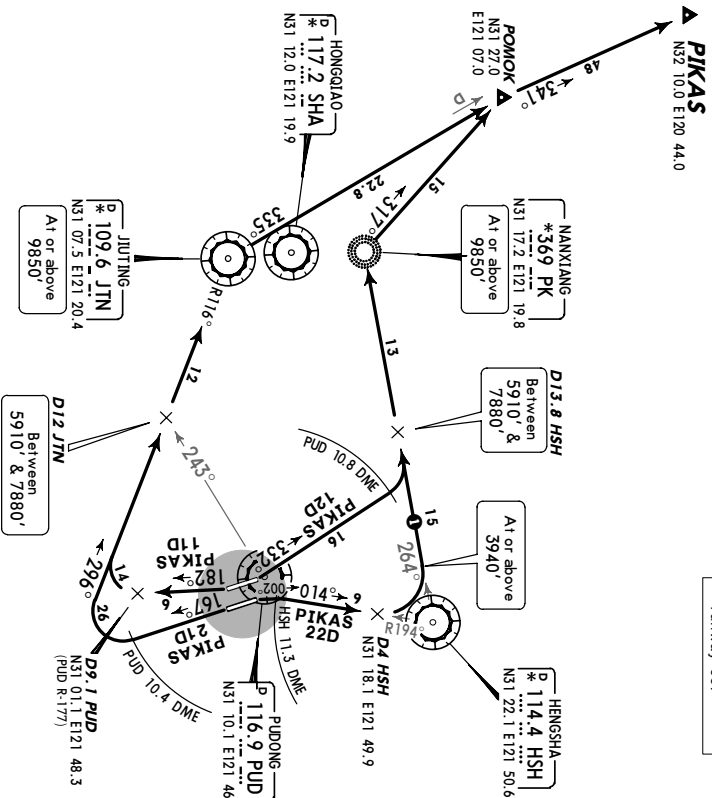
JEPPESEN SHANGHAI, PR OF CHINA
SID

Apt Elev 13' Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below

PIKAS 11D [PIK11D]
 RMY 17 DEPARTURE
PIKAS 12D [PIK12D]
 RMY 35 DEPARTURE
PIKAS 21D [PIK21D]
 RMY 16 DEPARTURE
PIKAS 22D [PIK22D]
 RMY 34 DEPARTURE



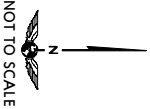
Usage prohibited during take-off runway 35.



FT/METER CONVERSION

QNH	
3940'	- 1200m
5910'	- 1800m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION
 FL118 FL3600m



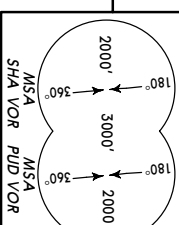
ZSPD/PVG
PUDONG

26 MAY 06 (20-3G)

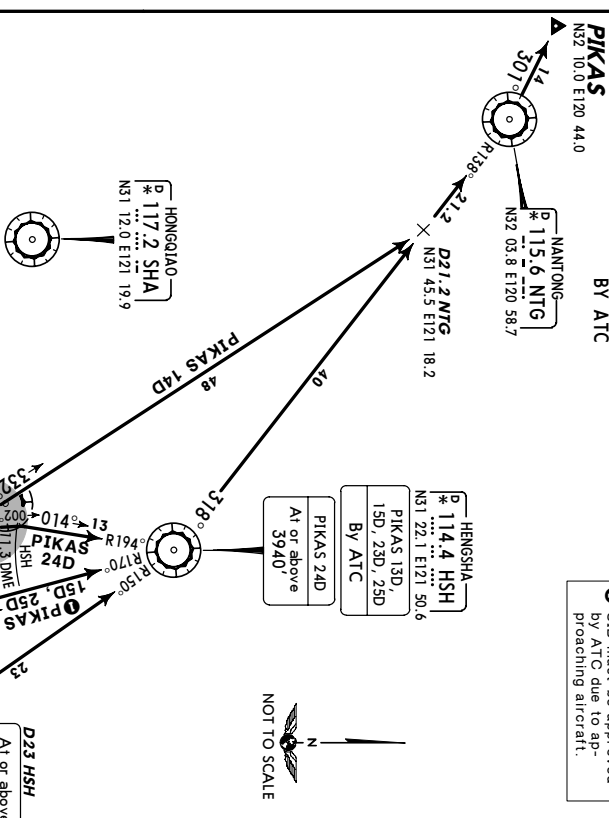
JEPPESEN SHANGHAI, PR OF CHINA
SID

Apt Elev 13' Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below

PIKAS 13D [PIK13D], PIKAS 15D [PIK15D]
 RMY 17 DEPARTURES
PIKAS 14D [PIK14D]
 RMY 35 DEPARTURE
PIKAS 23D [PIK23D], PIKAS 25D [PIK25D]
 RMY 16 DEPARTURES
PIKAS 24D [PIK24D]
 RMY 34 DEPARTURE
 BY ATC



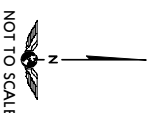
SID must be approved by ATC due to approaching aircraft.



FT/METER CONVERSION

QNH	
3940'	- 1200m
4930'	- 1500m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION
 FL118 FL3600m



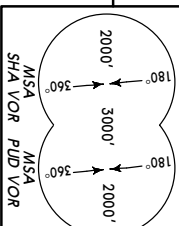
ZSPD/PVG
PUDONG

26 MAY 06 (20-3H)

JEPPRESEN SHANGHAI, PR OF CHINA
SID

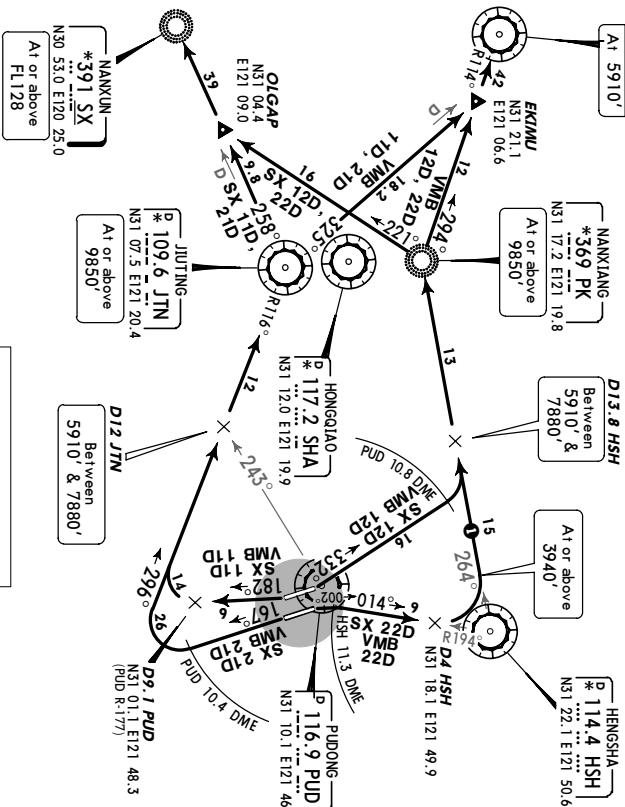
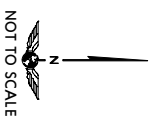
Apt Elev 13' Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below

SX 11D, VMB 11D
 RWY 17 DEPARTURES
 SX 12D, VMB 12D
 RWY 35 DEPARTURES
 SX 21D, VMB 21D
 RWY 16 DEPARTURES
 SX 22D, VMB 22D
 RWY 34 DEPARTURES



WUXI
 P 113.9 VMB
 NS1 35.0 E120 20.0
 CAT C & D
 At 9850'
 or at FL138
 or at FL157
 or at FL197
 or at FL217
 CAT B
 At 9850'
 CAT A
 At 5910'

Usage prohibited during take-off runway 35.



FT/METER CONVERSION
 QNH

3940'	-	1200m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

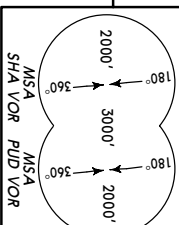
ZSPD/PVG
PUDONG

26 MAY 06 (20-3H)

JEPPRESEN SHANGHAI, PR OF CHINA
SID

Apt Elev 13' Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below

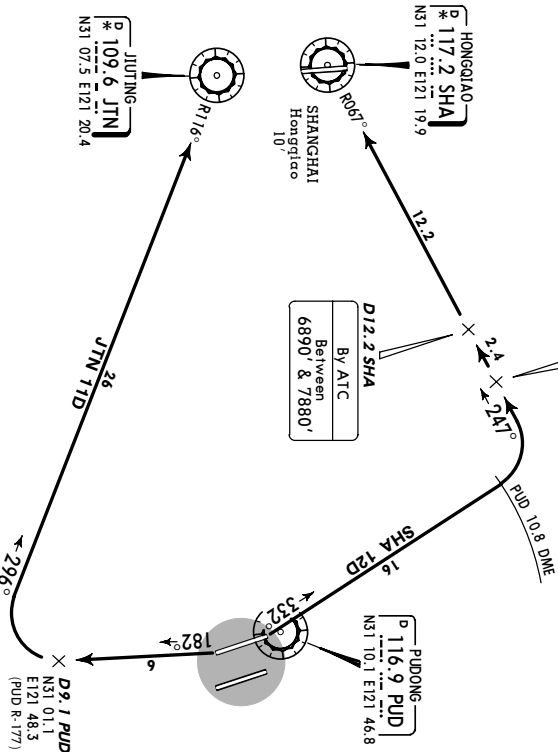
JTN 11D, SHA 12D
 RWYS 17, 35 FERRY ROUTES
 TO SHANGHAI HONGQIAO
 FOLLOW JTN 11D OR SHA 12D, THEN FOLLOW
 SHANGHAI HONGQIAO STARS AND APPROACH PROCEDURES



D14.6 HSH
 At 5910'

HONGQIAO
 P 117.2 SHA
 NS1 12.0 E121 19.9
 SHANGHAI
 Hongqiao
 10'

D12.2 SHA
 By ATC
 Between
 6890' & 7880'

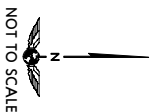


FT/METER CONVERSION
 QNH

5910'	-	1800m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

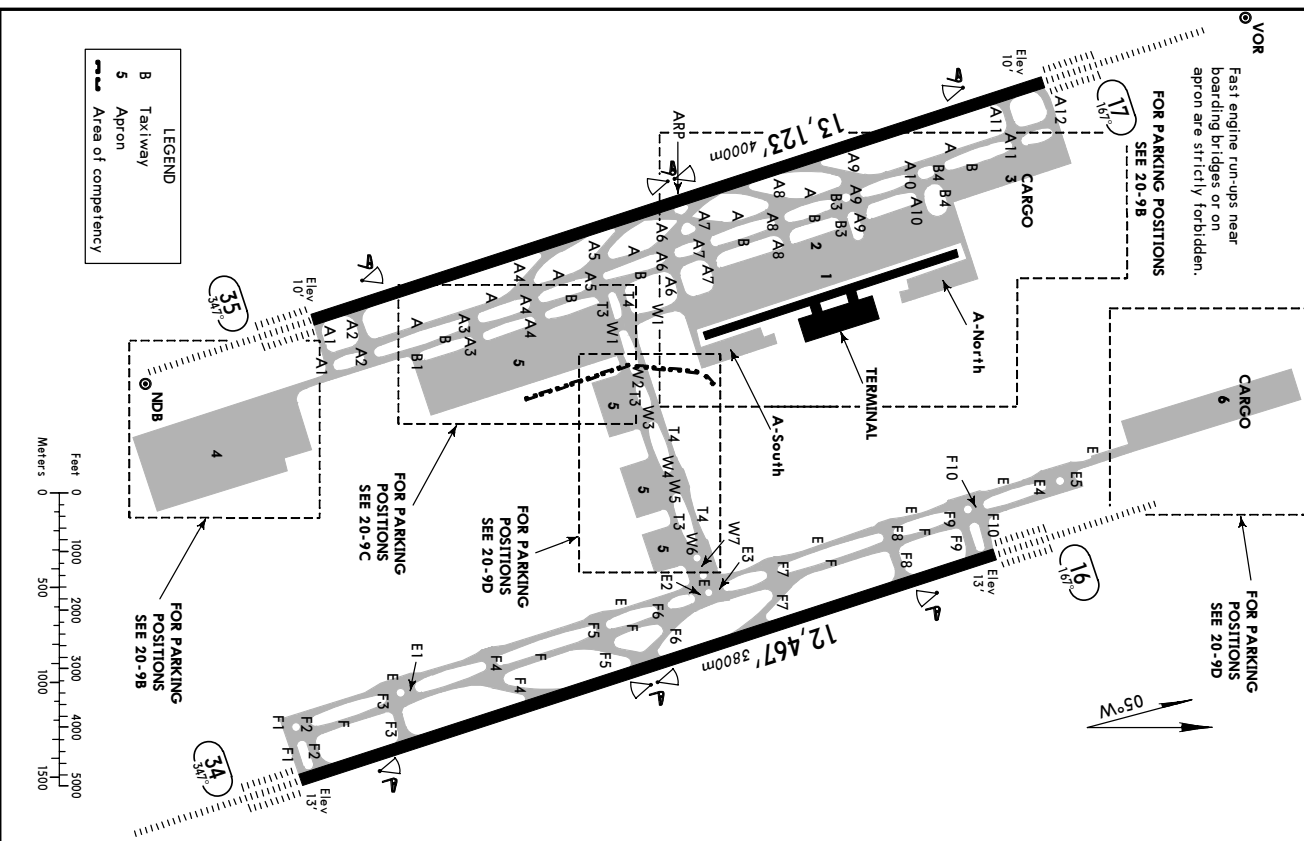
FL118	FL3600m
-------	---------



ZSPD/PVG
 Apt Elev 13'
 NS1 08.5 E121 47.4

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

AITS	127.85	*PUDONG Delivery	PUDONG Ground		Tower	
			West	East	West	East
		121.95	121.65	121.8	118.8	118.4



ZSPD/PVG

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

GENERAL
 Rwy 17 & 35 approved for CAT II operations, special aircrew and acct certification required.
 Rwy 17 & 34 right-hand circuit.

RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH	
	LANDING BEYOND	Threshold	Glides Slope	Threshold			
16	1	34	HIRL (60m) CL (15m) ALSF-II TDZ	2	RVR	11,437' 3466m	197' 60m
17	3	35	HIRL (60m) CL (15m) ALSF-II TDZ	2	RVR	12,093' 3686m	197' 60m
17	3	35	HIRL (60m) CL (15m) ALSF-II TDZ	2	RVR	12,097' 3687m	197' 60m
17	3	35	HIRL (60m) CL (15m) ALSF-II TDZ	2	RVR	12,093' 3686m	197' 60m
17	3	35	HIRL (60m) CL (15m) ALSF-II TDZ	2	RVR	12,097' 3687m	197' 60m
17	3	35	HIRL (60m) CL (15m) ALSF-II TDZ	2	RVR	12,093' 3686m	197' 60m
17	3	35	HIRL (60m) CL (15m) ALSF-II TDZ	2	RVR	12,097' 3687m	197' 60m

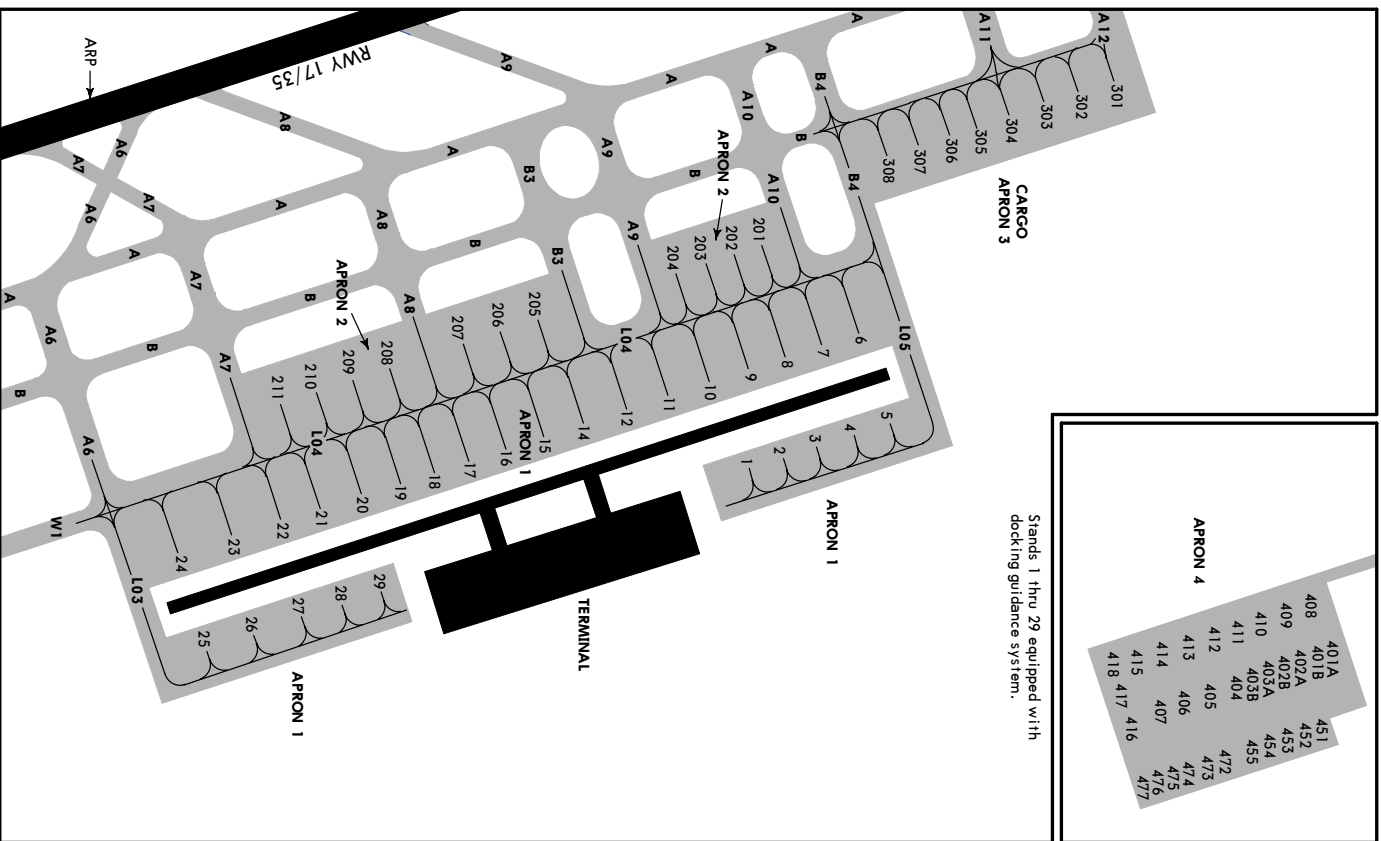
LOW VISIBILITY PROCEDURES

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 acct within the ILS Sensitive Area and should make their "Runway vacated" call only after the acct is clear of the Sensitive Area.

RWY	LVP must be in force		All Rwys			
	HIRL and CL	RL and RCLM	RL	NIL (DAY only)		
2 TURB Eng or 3 & 4 Eng	A	B	RVR 200m	RVR 250m	RVR 400m	RVR 500m
Other	C	D	RVR 250m	RVR 300m	RVR 400m	RVR 500m

ZSPD/PVG

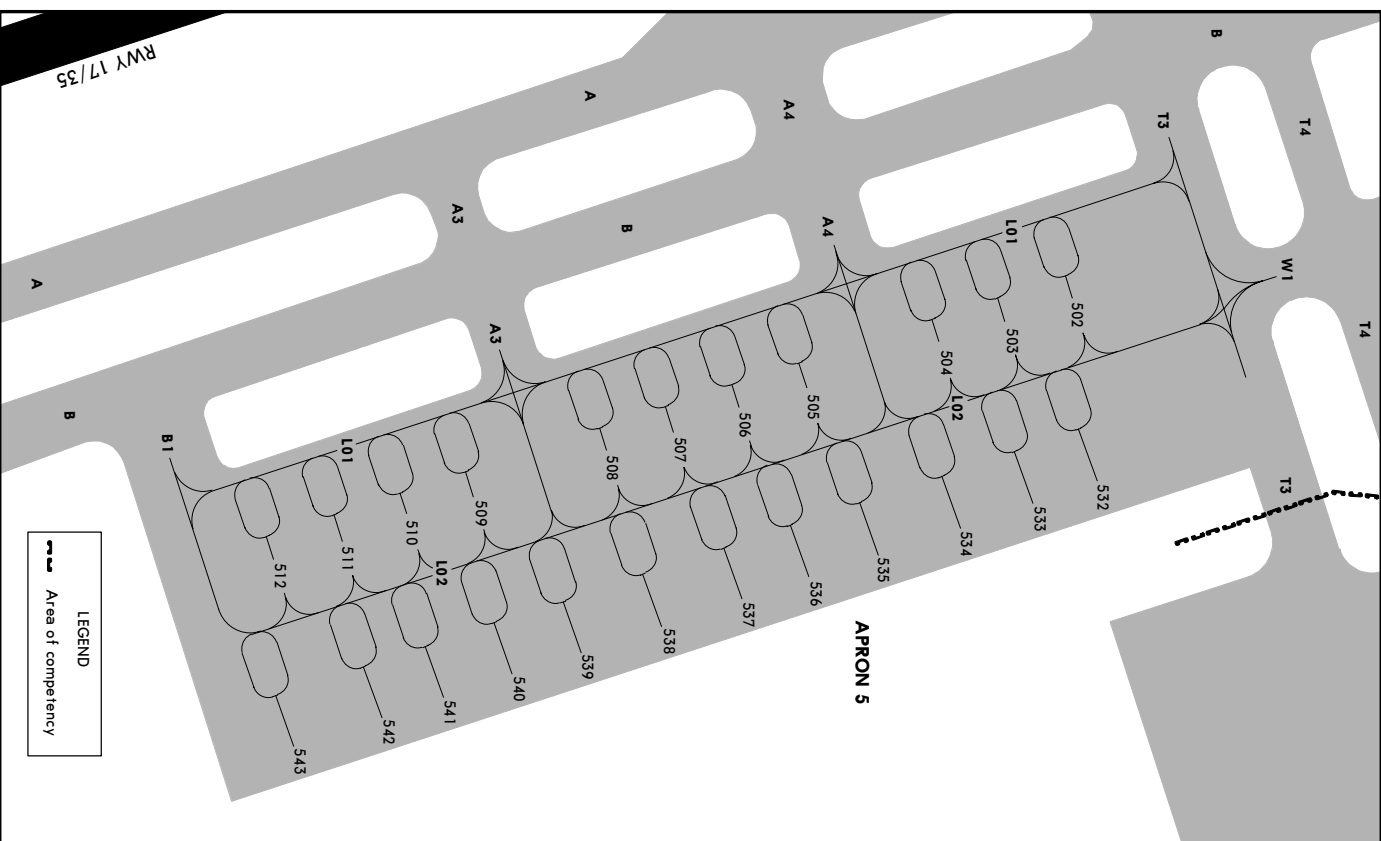
13 MAY 05
JEPPesen SHANGHAI, PR OF CHINA
 PUDONG



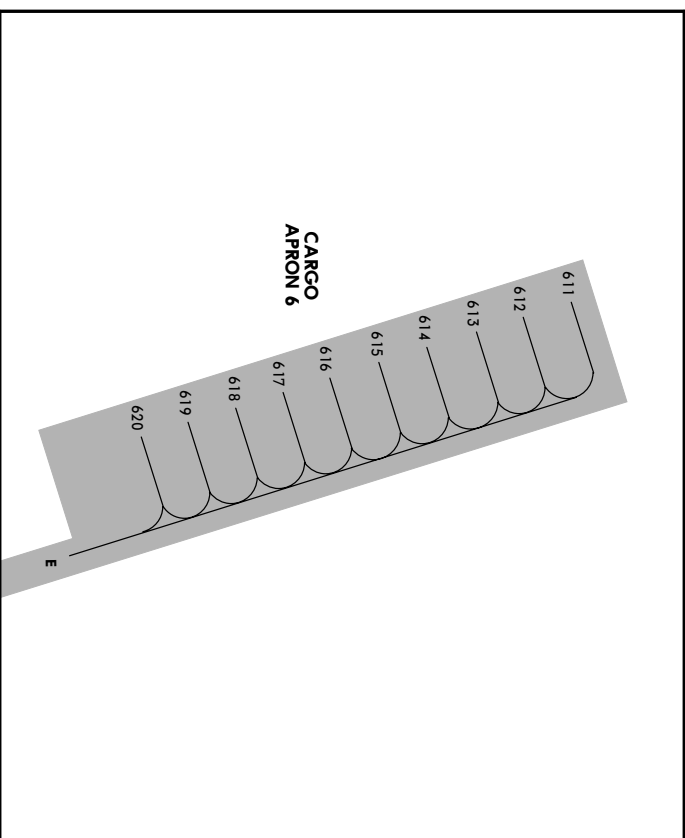
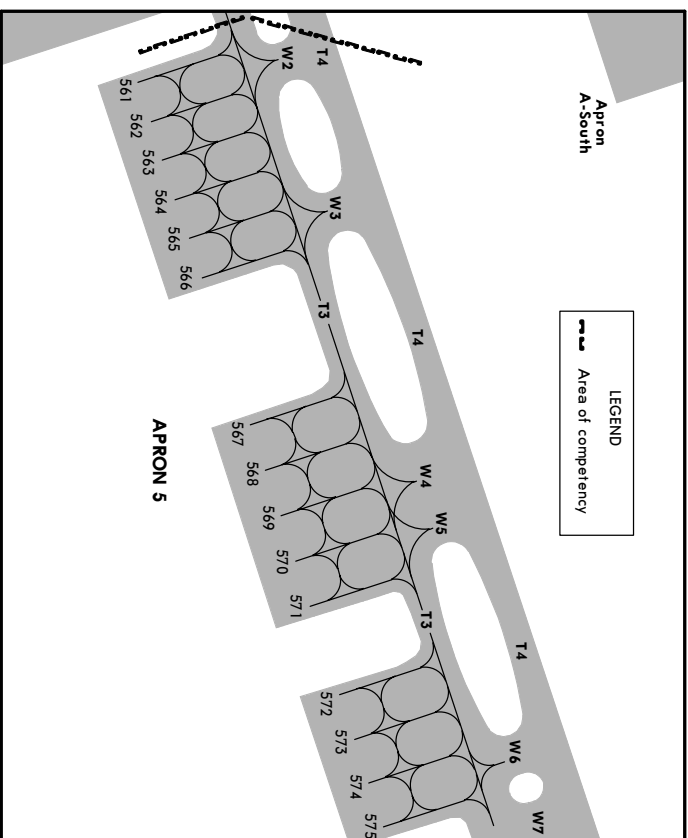
CHANGES: None
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ZSPD/PVG

13 MAY 05
JEPPesen SHANGHAI, PR OF CHINA
 PUDONG



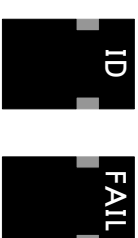
CHANGES: Area of competency. Stands 501 & 531 withdrawn.
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AIRCRAFT DOCKING GUIDANCE SYSTEM

Stop taxiing, marshalled by marshaller:

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



Follow the lead-in line.

The correct aircraft type is displayed. The scrolling arrows indicate that the system is activated. When the solid yellow closing rate field appears, the aircraft has been caught by the scanning unit. The scanning unit now checks the aircraft 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 aircraft is 39'/12m from the stop position, closing rate information is given.



12m to 2m
 1m steps
 2m to Stop
 0.2m steps
 Each half meter the aircraft 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 aircraft exceeds the speed of 4m/s(7.7KT). This is to minimize instances of aircraft overshooting the stopbar.



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 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 the aircraft 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 aircraft immediately when seeing the "STOP" display, or when given the stop sign by the marshaller.

When the system is identifying and display "WAIT", the aircraft must stop and wait for the system identifying it over again. If the aircraft is identified successfully by the system, then the aircraft can continue docking, otherwise "STOP" will appear and the pilot must brake the aircraft immediately.

If the pilot is unsure of the information being shown on the DGS display unit, he must immediately stop the aircraft and obtain further information.

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

TAKE-OFF RWY 16, 34		NIL (DAY only)	
A	RL		
B			
C	R400m		R500m
D			
Other		V1600m	

TAKE-OFF RWY 17, 35		LVP must be in Force	
A	HIRL and CL	RL and RCLM	RL
B	R200m	R250m	
C			
D	R250m	R300m	R400m
Other		V1600m	NIL (DAY only)

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

STRAIGHT-IN RWY		A	B	C	D
16	ILS DME	213' (200')	213' (200')	213' (200')	213' (200')
	R550m	R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430' (417')	430' (417')	430' (417')	430' (417')
17	ALS out	R900m	R1000m	R1000m	R1400m
		R1500m	R1500m	R1800m	R2000m
	CAT 2 ILS DME	110' (100')	110' (100')	110' (100')	110' (100')
	ILS DME	RA102' R350m	RA102' R350m	RA102' R350m	RA102' R350m
34	ILS DME	210' (200')	210' (200')	210' (200')	210' (200')
	R550m	R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	430' (420')	430' (420')	430' (420')	430' (420')
	ALS out	R900m	R1000m	R1000m	R1400m
		R1500m	R1500m	R1800m	R2000m
	VOR DME	440' (430')	440' (430')	440' (430')	440' (430')
	ALS out	R900m	R1000m	R1000m	R1400m
		R1500m	R1500m	R1800m	R2000m
	ILS DME	213' (200')	213' (200')	213' (200')	213' (200')
35	ILS DME	210' (200')	210' (200')	210' (200')	210' (200')
	R550m	R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	430' (420')	430' (420')	430' (420')	430' (420')
	ALS out	R900m	R1000m	R1000m	R1400m
		R1500m	R1500m	R1800m	R2000m
	VOR DME	470' (460')	470' (460')	470' (460')	470' (460')
	ALS out	R1000m	R1200m	R1200m	R1600m
		R1500m	R1500m	R2000m	R2000m
	CAT 2 ILS DME	110' (100')	110' (100')	110' (100')	110' (100')

① LMM out: NOT AUTHORIZED

CIRCLE-TO-LAND		100 KT	135 KT	180 KT	205 KT
② ③		690' (677')	690' (677')	790' (777')	790' (777')
		V1500m	V1600m	V2400m	V3600m

② Rwy 16/34: Not authorized West of rwy.

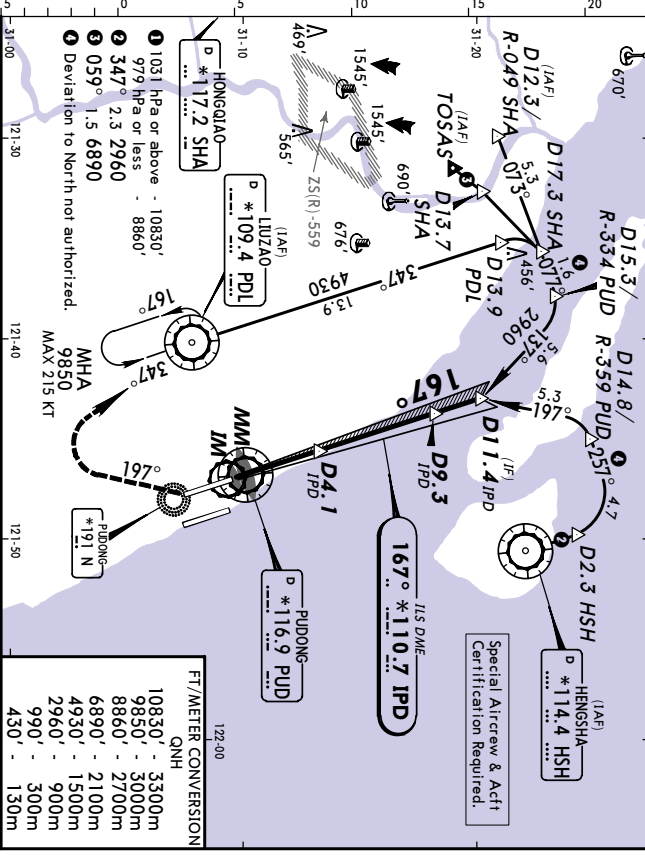
③ Rwy 17/35: Not authorized East of rwy.

ZSPD/PVG
PUDONG
 3 MAR 06 (21-2A)
JEPPERSEN SHANGHAI, PR OF CHINA
CAT II ILS DME Rwy 17

ATIS	SHANGHAI Approach (R)				PUDONG Tower		Ground	
	FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1	West	East	West	East	West	East	
127.85	120.3	125.4	121.3	123.8	118.8	118.4	121.65	121.8
LOC	Final	GS	DA(H)	ILS	Ap'l Elev	13'		
*110.7	167°	1312' (1302')	110' (100')	RA 102'	Rwy 10'			

MISSED APCH: Climb STRAIGHT AHEAD to 430', then turn RIGHT on track 017° to 990'. Then turn RIGHT to reach PDL VOR at 2960', or by ATC. MAX 205 KT.

Alt Set: hPa Rwy Elev: 0 Hpa Trans level: FL 118 Trans alt: 9850' MSA PUD VOR
 Initial apch restricted to MAX 205 KT.



FT/MEETER CONVERSION QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m
4930' - 1500m
2960' - 900m
990' - 300m
430' - 130m

GRD SPEED-KTS

70	90	100	120	140	160	H/ALS-II	205 KT	430'	197°	990'
GS	3.00°	377	484	538	646	753	861	PAH	MAX	RT

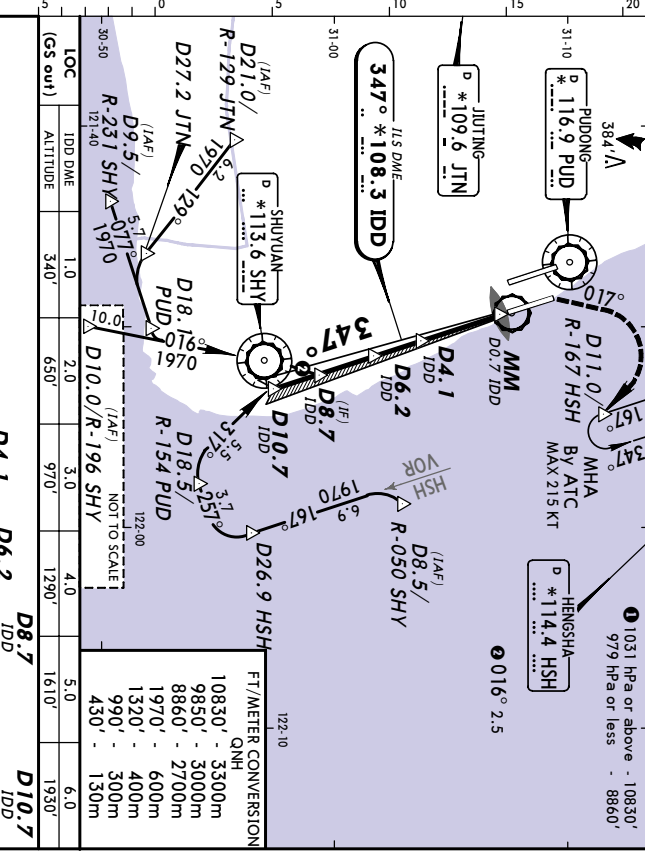
STRAIGHT-IN LANDING Rwy 17
 CAT II ILS
 ABCD
 RA 102'
 DA(H) 110' (100')
 RVR 350m

ZSPD/PVG
PUDONG
 11 AUG 06 (21-3)
JEPPERSEN SHANGHAI, PR OF CHINA
ILS DME Rwy 34

ATIS	SHANGHAI Approach (R)				PUDONG Tower		Ground	
	FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1	West	East	West	East	West	East	
127.85	120.3	125.4	121.3	123.8	118.8	118.4	121.65	121.8
LOC	Final	GS	DA(H)	ILS	Ap'l Elev	13'		
*108.3	347°	1312' (1299')	213' (200')	RA 102'	Rwy 13'			

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.

Alt Set: hPa Rwy Elev: 0 Hpa Trans level: FL 118 Trans alt: 9850' MSA PUD VOR
 Initial apch restricted to MAX 205 KT.



FT/MEETER CONVERSION QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
1970' - 600m
1320' - 400m
990' - 300m
430' - 130m

GRD SPEED-KTS

70	90	100	120	140	160	H/ALS-II	205 KT	430'	017°	990'
GS	3.00° or 5.2%	377	484	539	646	754	861	PAH	MAX	RT

STRAIGHT-IN LANDING Rwy 34
 ILS
 LOC (GS out)
 DA(H) 213' (200')
 MDA(H) 430' (417')
 RVR 550m VIS 800m
 RVR 720m VIS 800m
 RVR 720m VIS 800m
 RVR 1500m VIS 1600m
 RVR 790' (777')
 RVR 790' (777')
 RVR 790' (777')

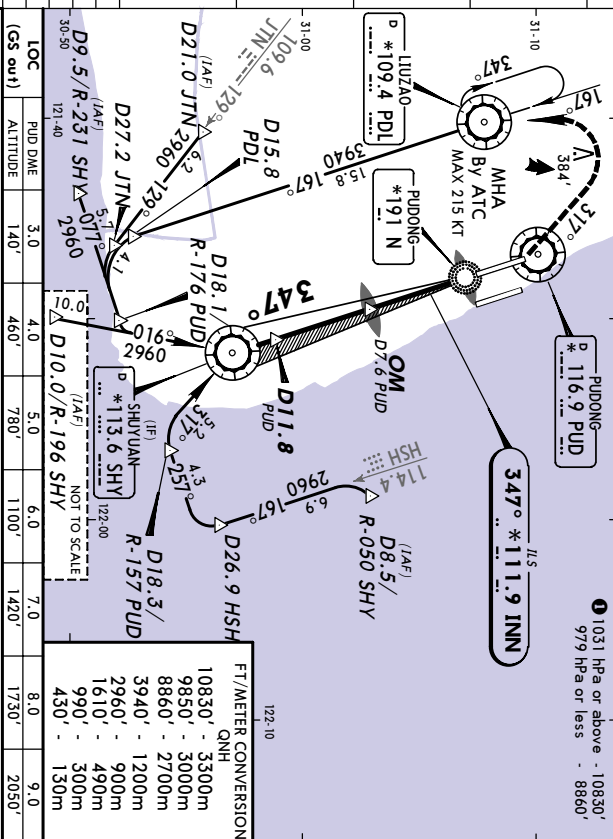
ZSPD/PVGG
PUDONG
 26 MAY 06 (21-4A)
JEPPERSEN SHANGHAI, PR OF CHINA
ILS DME Rwy 35

ATIS	SHANGHAI Approach (R)			PUDONG Tower		Ground	
	FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1	West	East	West	East	West	East
127.85	120.3	125.4	121.3	123.8	118.8	118.4	121.65
121.65	121.8	121.8	121.8	121.8	121.8	121.8	121.8

LOC	Final	GS	OM	DA(H)	Ap'l Elev
* 111.9	INN	1608' (1598')	210' (200')	110' (100')	13'
* 111.9	Apch Crs	347°			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.

Alt Set: Hpa Rwy Elev: 0 Hpa Trans level: FL 118 Trans alt: 9850' MSA PUD VOR Initial apch restricted to MAX 205 KT.



LOC	RWD DME	ALTIMETER	FT/MEETER CONVERSION
D10.0/R-196 SHY	121.40	140'	10830' - 3300m
D18.1/PUD	121.40	460'	9850' - 3000m
D15.8/PDL	121.40	780'	8860' - 2700m
D27.2/JTN	121.40	1100'	3940' - 1200m
D26.9/HSH	121.40	1420'	2960' - 900m
D18.3/PUD	121.40	1730'	1610' - 490m
D11.8/PUD	121.40	2050'	990' - 300m
D9.5/R-231 SHY	121.40	2050'	430' - 130m

Grnd speed-Kts	70	90	100	120	140	160	HIALS-II
ILS GS 3.00° or LOC Desc Grad	377	484	539	646	754	861	205 KT MAX

Full	DA(H)	TDZ or Cl. out	ALS out	Max
ILS	210' (200')			100'
LOC (GS out)	430' (420')			100'

Full	DA(H)	TDZ or Cl. out	ALS out	Max
RA 101'	110' (100')			135

Grnd speed-Kts	70	90	100	120	140	160	HIALS-II
GS	3.00°	377	484	539	646	754	861

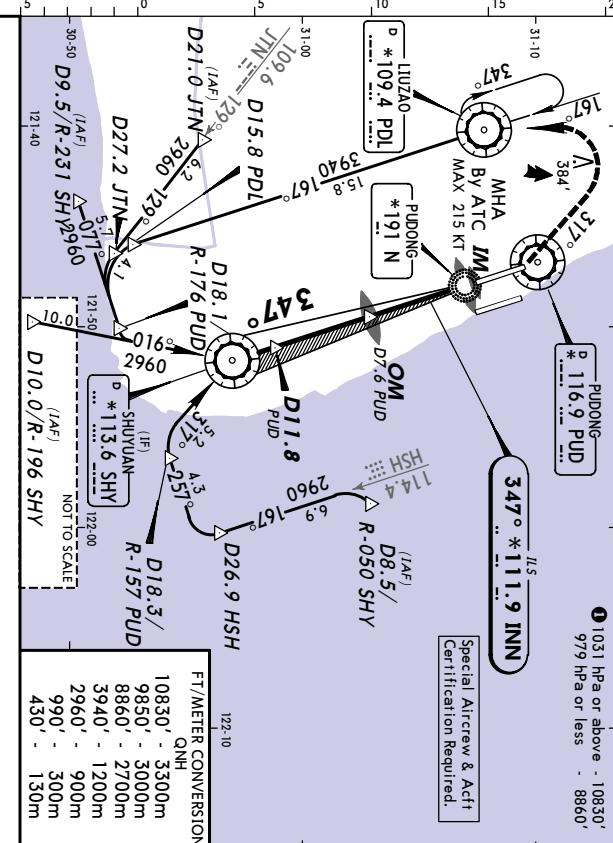
ZSPD/PVGG
PUDONG
 26 MAY 06 (21-4A)
JEPPERSEN SHANGHAI, PR OF CHINA
CAT II ILS DME Rwy 35

ATIS	SHANGHAI Approach (R)			PUDONG Tower		Ground	
	FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1	West	East	West	East	West	East
127.85	120.3	125.4	121.3	123.8	118.8	118.4	121.65
121.65	121.8	121.8	121.8	121.8	121.8	121.8	121.8

LOC	Final	GS	OM	DA(H)	Ap'l Elev
* 111.9	INN	1608' (1598')	210' (200')	110' (100')	13'
* 111.9	Apch Crs	347°			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.

Alt Set: Hpa Rwy Elev: 0 Hpa Trans level: FL 118 Trans alt: 9850' MSA PUD VOR Initial apch restricted to MAX 205 KT.



LOC	RWD DME	ALTIMETER	FT/MEETER CONVERSION
D10.0/R-196 SHY	121.40	140'	10830' - 3300m
D18.1/PUD	121.40	460'	9850' - 3000m
D15.8/PDL	121.40	780'	8860' - 2700m
D27.2/JTN	121.40	1100'	3940' - 1200m
D26.9/HSH	121.40	1420'	2960' - 900m
D18.3/PUD	121.40	1730'	1610' - 490m
D11.8/PUD	121.40	2050'	990' - 300m
D9.5/R-231 SHY	121.40	2050'	430' - 130m

Grnd speed-Kts	70	90	100	120	140	160	HIALS-II
GS	3.00°	377	484	539	646	754	861

Full	DA(H)	TDZ or Cl. out	ALS out	Max
ILS	210' (200')			100'
LOC (GS out)	430' (420')			100'

Full	DA(H)	TDZ or Cl. out	ALS out	Max
RA 101'	110' (100')			135

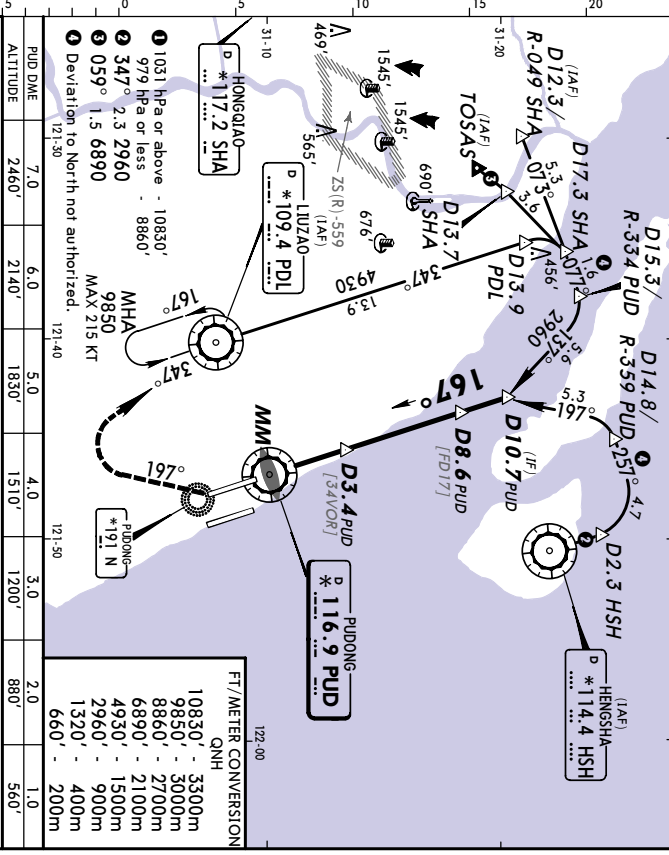
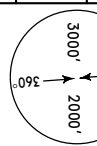
Grnd speed-Kts	70	90	100	120	140	160	HIALS-II
GS	3.00°	377	484	539	646	754	861

ZSPD/PVG
PUDONG
 26 MAY 06 (23-1)
JEPPERSEN SHANGHAI, PR OF CHINA
VOR DME Rwy 17

ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1				PUDONG Tower		Ground	
127.85	120.3	125.4	121.3	123.8	118.8	118.4	121.65	121.8
VOR	Final Appch Crs	Minimum Alt	MDA(H)	Appt Elev	Rwy 10'			
* 116.9	167°	2960' (2950')	440' (430')	13'				

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.

Alt Set: hPa Rwy Elev: 0 HPa Trans level: FL 118 Trans alt: 9850' MSA PUD VOR Initial apch restricted to MAX 205 KT.



FT/MEETER CONVERSION

10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
4930'	1500m
2960'	900m
1320'	400m
660'	200m

PUD DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2460'	2140'	1830'	1510'	1200'	880'	560'

GRD SPEED - KTS: 70, 90, 100, 120, 140, 160, 180, 205 KT MAX

DESCENT GRADIENT: 5.24% or 3.00°

MAP at PUD VOR/MM

STRAIGHT-IN LANDING Rwy 17

CIRCLE-TO-LAND Not authorized East of runway

A	RVR 720m	VIS 800m	MDA(H) 440' (430')	ALS out	Max KTS 100	MDA(H) 690' (677')	1600m
B	RVR 1500m	VIS 1600m			Max KTS 135	MDA(H) 790' (777')	3600m
C	RVR 1500m	VIS 1600m			Max KTS 180	MDA(H) 790' (777')	4000m
D	RVR 1500m	VIS 1600m			Max KTS 205	MDA(H) 790' (777')	4000m

PANS OPS 4

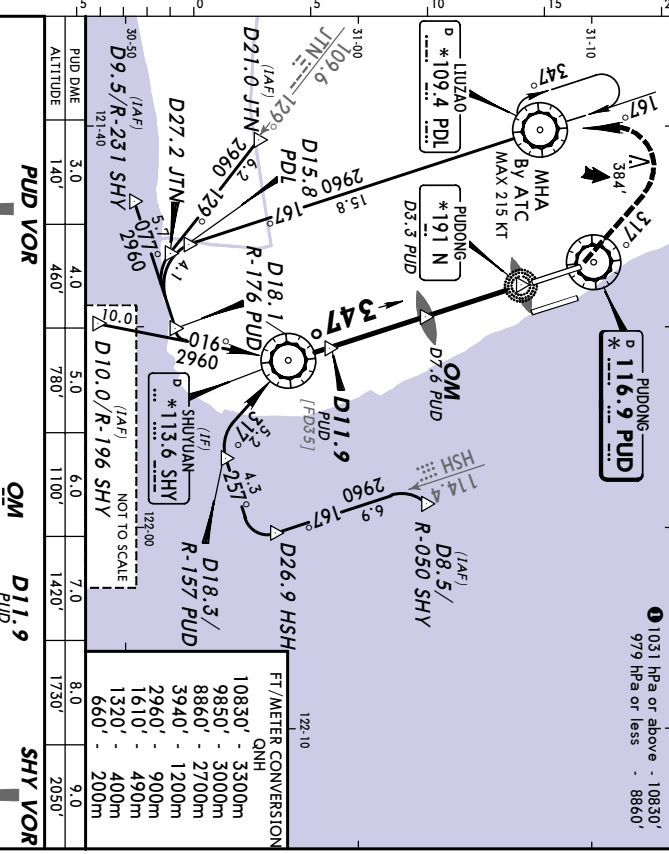
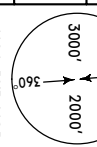
CHANGES: None

ZSPD/PVG
PUDONG
 26 MAY 06 (23-2)
JEPPERSEN SHANGHAI, PR OF CHINA
VOR DME Rwy 35

ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1				PUDONG Tower		Ground	
127.85	120.3	125.4	121.3	123.8	118.8	118.4	121.65	121.8
VOR	Final Appch Crs	Minimum Alt	MDA(H)	Appt Elev	Rwy 10'			
* 116.9	347°	2960' (2950')	470' (460')	13'				

MISSED APCH: Climb STRAIGHT AHEAD to 660', then turn LEFT on track 317° to 1320'. Then turn LEFT to reach PDL VOR at 2960', or by ATC. MAX 205 KT.

Alt Set: hPa Rwy Elev: 0 HPa Trans level: FL 118 Trans alt: 9850' MSA PUD VOR Initial apch restricted to MAX 205 KT.



FT/MEETER CONVERSION

10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
4930'	1500m
2960'	900m
1320'	400m
660'	200m

PUD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	140'	460'	780'	1100'	1420'	1730'	2050'

GRD SPEED - KTS: 70, 90, 100, 120, 140, 160, 180, 205 KT MAX

DESCENT GRADIENT: 5.24% or 3.00°

MAP at PUD VOR/MM

STRAIGHT-IN LANDING Rwy 35

CIRCLE-TO-LAND Not authorized East of runway

A	RVR 720m	VIS 800m	MDA(H) 470' (460')	ALS out	Max KTS 100	MDA(H) 690' (677')	1600m
B	RVR 1500m	VIS 1600m			Max KTS 135	MDA(H) 790' (777')	3600m
C	RVR 1500m	VIS 1600m			Max KTS 180	MDA(H) 790' (777')	4000m
D	RVR 1500m	VIS 1600m			Max KTS 205	MDA(H) 790' (777')	4000m

PANS OPS 4

CHANGES: VOR Ident.