

SHANGHAI/PUDONG (PVG/ZSPD)

Elevation 12ft

CATEGORY A

No AV brief required.

GENERAL

- The airfield is located 15nm SE of Shanghai City.
- The airfield is located adjacent to the coastline with no significant terrain in the vicinity.

Threats

Runway Incursion

- Landing traffic will usually have to cross the departure runway to get to parking.

Loss of Control

- Birds.

Special Considerations

- ATC level of spoken English is poor and incorrect pilot readbacks are likely not to be corrected by ATC, use standard R/T phraseology.
- All altimeter clearances are given in metres, QNH, verify setting in MCP with cleared metric level.
- All aircraft are prohibited from flying into area R559 NW of airfield (urban area of Shanghai).

ARRIVAL

Diversions Airports

SHANGHAI/HONGQUAO	SHA/ZSSS	024 nm/284°T	CAT A
HANGZHOU	HGH/ZSHC	089 nm/239°T	CAT A
CHANGZHOU	CZX/ZSCG	113 nm/301°T	CAT B
NANJING	NKG/ZSNJ	155 nm/290°T	CAT A

Approach

- Operations within Chinese airspace – refer to OM-C (Special Operation within Chinese Airspace).
- Expect RNAV arrival and need to confirm that you are able RNAV on initial contact.
- In northerly configuration, the normal clearance is SAS91A for Rwy 35L but 34R is preferable due shorter taxi. This should be requested from the Approach controller – you will be handed over to them in the vicinity of JTN. They will approve or deny the request depending on traffic levels. Making the request with a previous controller will be met with refusal and a request to ask the next sector.
- In southerly config SAS81A for Rwy 17R is usual, but 16L is preferable due shorter taxi. Similarly to above, the request should be directed to the Approach controller.

- Circling is restricted.
- ATC may hold aircraft high on profile, then demand a high ROD.
- Preferred RWY16L/34R.
- Can be given vectors to clearance to intermediate RNAV waypoints for ILS Z approaches.
- 16L has only three pairs of touchdown markings. It is the furthest three which are missing.

GROUND

- No Hold Short/Stop Bar Lights.
- Sign printed loadsheet before departure.
- Runway and taxiway restrictions are outlined in Lido AOI.
- Follow Me Car is often used to exit apron.
- Parking is at T2, usually stands 69-79 (note no even numbers). BA161/160 occasionally remote parks on Apron 8 or Cargo Apron 6.
- Poor ground radar coverage in these areas so crew should exercise extreme caution when pushing back.
- Taxiways available for A380 are marked on Lido and Navigraph/Jeppesen charts 20-9J and 20-9K.

DEPARTURE

- RWY 17L/35R and RWY 16R/34L (inners) for take-off.
- Conventional and RNAV SIDs published for all runways.
- Departure clearance is usually given on stand, call 30 minutes before departure and confirm able RNAV.
- Important to call ready promptly and if possible, early as airfield delays at times can be substantial. Failure to meet CTOT slot times may result in long delays.
- RNAV departures, SID reconfirmed and occasionally changed by ATC on line-up.

WEATHER

- Winter – October to March – often cloudy with light rain or snow. Fog is a frequent occurrence usually clearing by mid-morning.
- Spring – April to mid-June, Low cloud and rain from depressions moving E. Sea fog maybe a problem with light SE winds.
- Summer – mid-June to August. This is the SW monsoon season with a good deal of CB/Cu activity, with occasional cold fronts from the N with heavy rain.
- Typhoons may occur at anytime from May-Nov with the worst period being Jul-Sep.

OPERATIONAL INFORMATION

Handling Agent	China Eastern Airlines
Handling Agent VHF	130.5 MHz
Potable Water	Not assessed

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times

Note: B777 Cargo Only operation parking at passenger terminal, the jet bridge will NOT be connected, and the steps will be positioned at L5 door, for safety reasons.