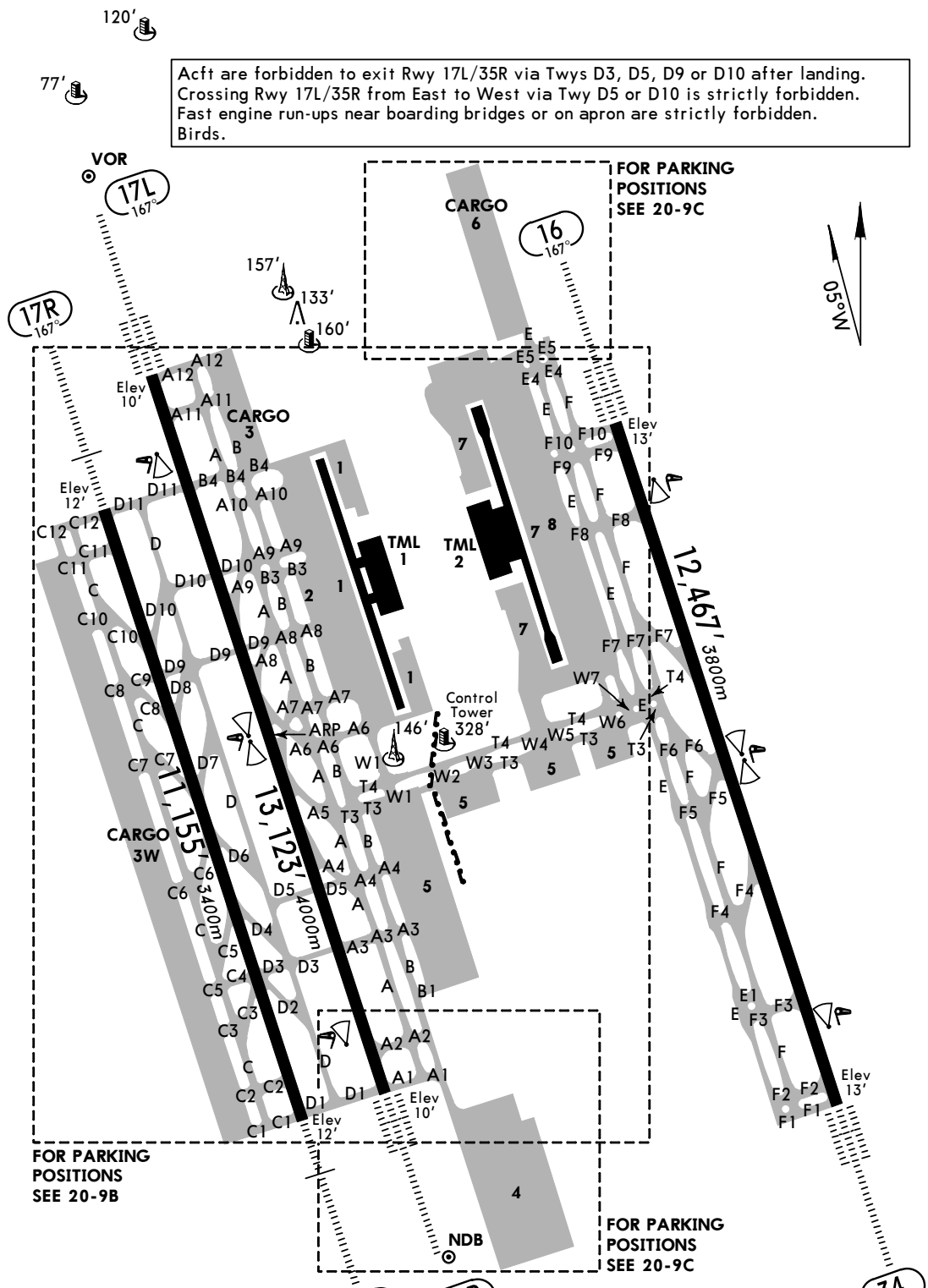


ATIS	*PUDONG Delivery	PUDONG Ground		Tower	
127.85	121.95	West	East	West	East
		121.65	121.8	118.8	118.4

Acft are forbidden to exit Rwy 17L/35R via Twys D3, D5, D9 or D10 after landing. Crossing Rwy 17L/35R from East to West via Twy D5 or D10 is strictly forbidden. Fast engine run-ups near boarding bridges or on apron are strictly forbidden. Birds.



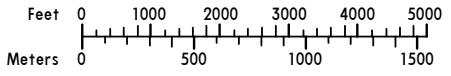
FOR PARKING POSITIONS SEE 20-9B

FOR PARKING POSITIONS SEE 20-9C

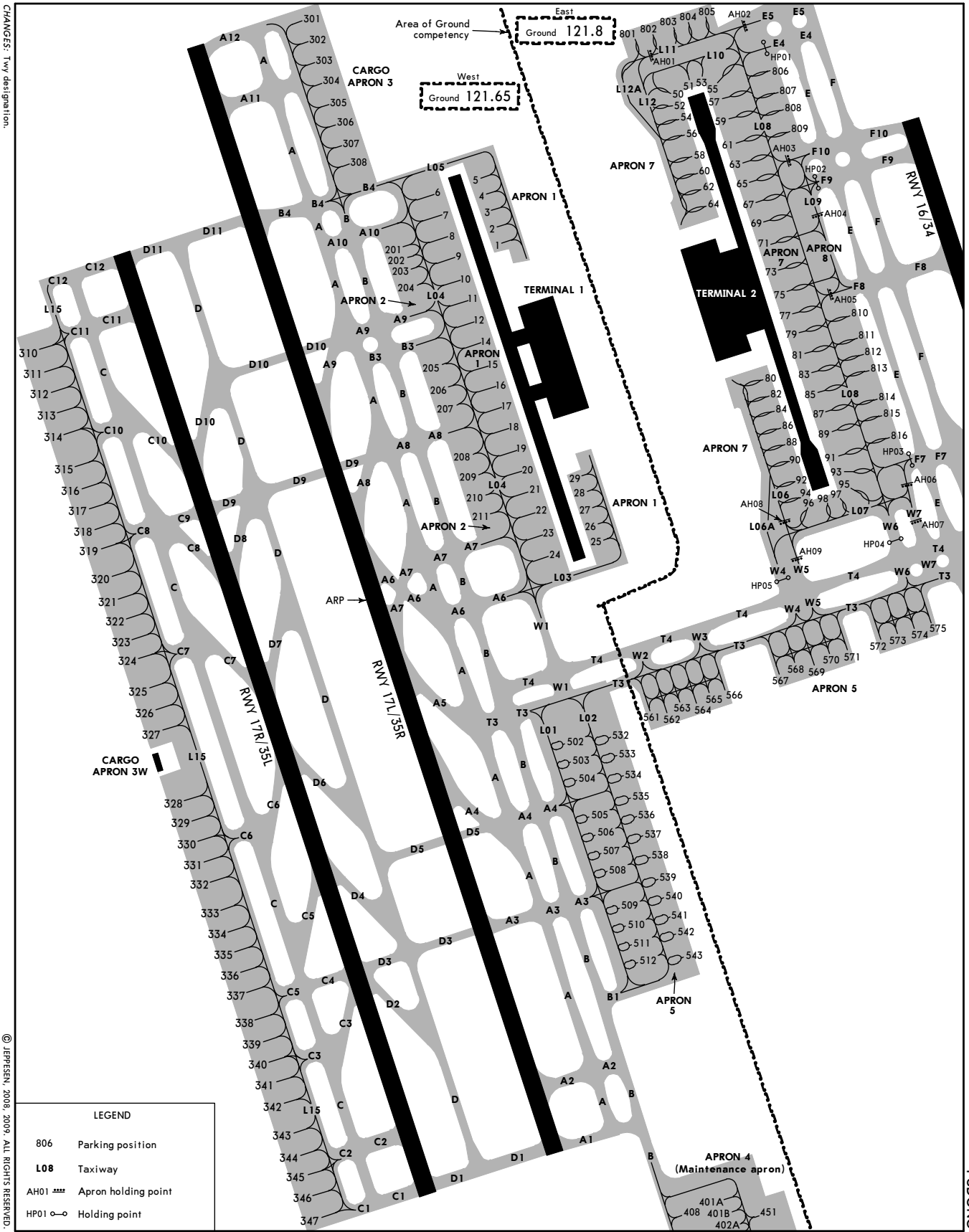
FOR PARKING POSITIONS SEE 20-9C

LEGEND

B	Taxiway
5	Apron
	Area of Ground competency



CHANGES: Twy designation.



LEGEND	
806	Parking position
L08	Taxiway
AH01	Apron holding point
HP01	Holding point

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TAXI PROCEDURES

Taxing limits:

Twys	Wingspan limit
L09, L15	262'/80m
L02, L04, L08, W6	213'/65m
L01, L03, L05, L06, L06A, L07, L10, L11, L12, L12A, W4, W5	171'/52m

Rules for entry/exit apron 7 and 8:

Stands	Entry	Exit
50-54, 56, 58, 60, 62, 64	E5	E4
55, 57, 59, 61, 63, 65, 806 thru 809	F10	F9
67, 69, 71, 73, 75	F8	F9
77, 79, 81, 83, 85, 87, 89, 91, 93, 810 thru 816	F8	F7
95 thru 98	W7	W6
80, 82, 84, 86, 88, 90, 92, 94	W5	W4

Taxing of actn on apron 7 and 8 shall be guided by Follow-me vehicle.

Arriving acti:

- follow Ground Control to the holding position of twy F8, F10, E5, W5 or W7
- turn off taxiing lights when Follow-me vehicle in sight
- follow Follow-me vehicle

Departing acti:

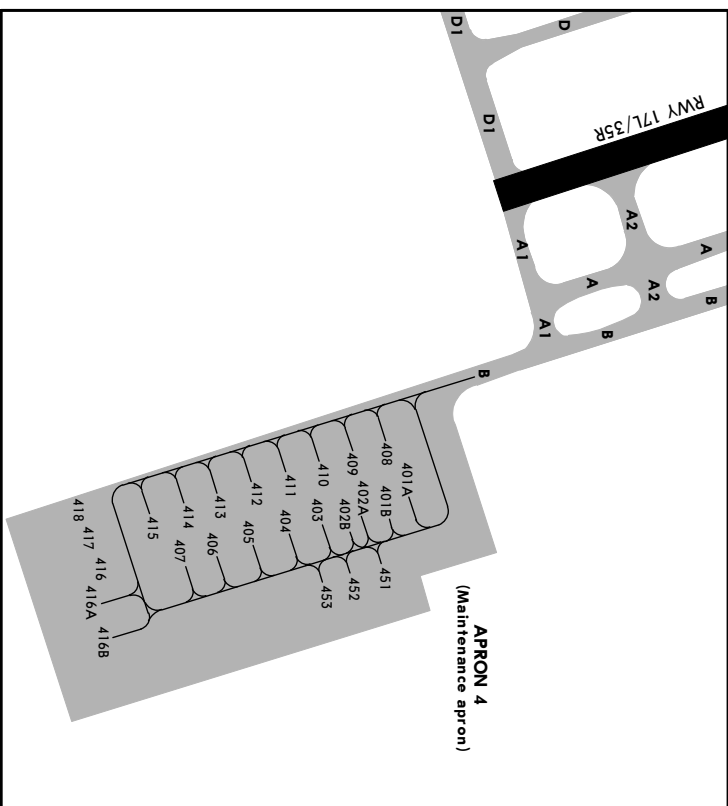
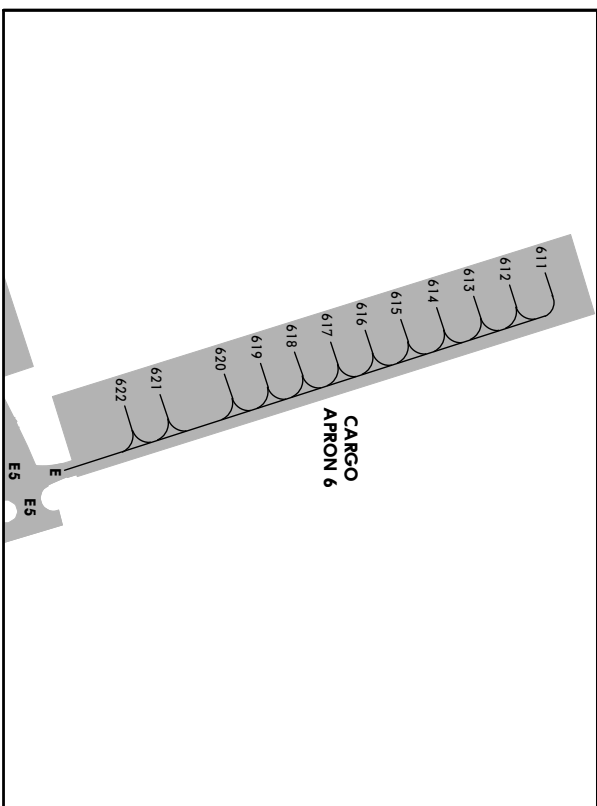
- turn on taxiing lights upon receiving taxiing instruction from Tower
- follow Follow-me vehicle to the holding position of twy F7, F9, E4, W4 or W6
- contact Ground Control

Holding points on apron 7 and 8:

Holding point	Taxiing direction
HP01	W to E
HP02	W to E
HP03	W to E
HP04	N to S
HP05	N to S
Apron holding point	Taxiing direction
AH01	E to W
AH02	E to W
AH03	E to W
AH04	S to N
AH05	E to W
AH06	S to N
AH07	S to N
AH08	S to N
AH09	S to N

PARKING INFORMATION

Stands 1 thru 29 and 50 thru 98 equipped with docking guidance system.
 Stands 416 thru 418 available for fast engine run-ups.
 Engine idle test and cool running test may be carried out at designated stands on Apron 2, 3, 5, 6 or 8.



CHANGES: Parking Information.

AIRCRAFT DOCKING GUIDANCE SYSTEM

Stop taxiing, marshalled by marshaller:

The aircraft must be identified at least 39'/12m (for stands 1 thru 29) or 59'/18m (for stands 50 thru 98) 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 (for stands 1 thru 29) or 59'/18m (for stands 50 thru 98) from the stop position, closing rate information is given.
 39'/12m (for stands 1 thru 29) to 7'/2m 3'/1m steps
 59'/18m (for stands 50 thru 98) to 7'/2m 0.7'/0.2m steps
 Each 1.6'/0.5m 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(7.7 KT). This is to minimize instances of aircraft overshooting the stop bar.



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 stops in the correct position, "OK" will be displayed after a few seconds.

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 displays "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.