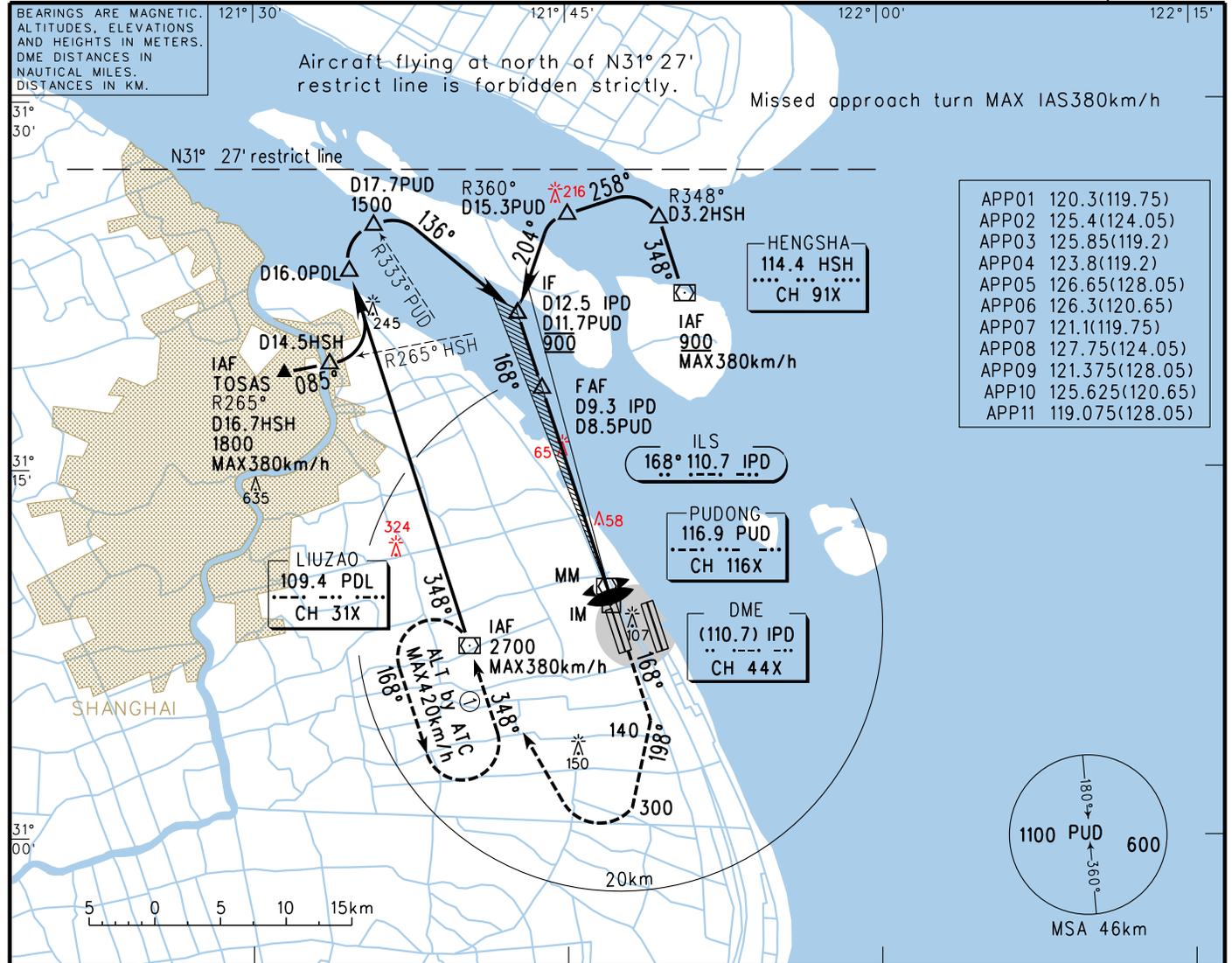


INSTRUMENT APPROACH CHART-ICAO

D-ATIS(English) 127.85 D-ATIS(Chinese) 128.65
 TWR01 118.8(118.325) 17L/35R, 17R/35L
 VAR5.8° W TWR02 118.4(118.725) 16L/34R, 16R/34L
 AERODROME ELEV 3.8 TWR03 124.35(118.325) 17L/35R
 RWY17L THR ELEV 3 TWR04 118.575(118.725) 16R/34L

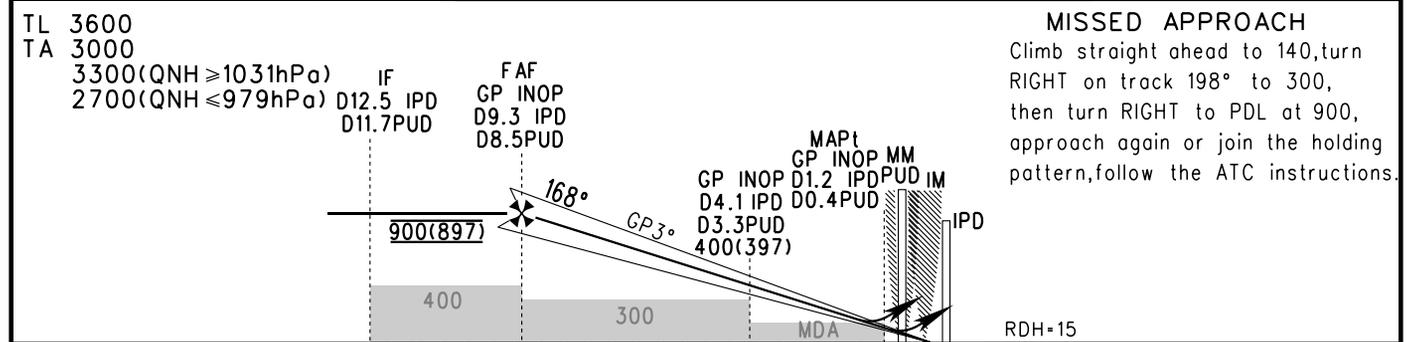
ZSPD SHANGHAI/Pudong

CAT-I/II ILS/DME y RWY17L



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)

GP INOP	DME (IPD) (NM)	9	8	7	6	5	4	3	2
	ALT (m)	875	778	680	583	486	389	292	195



MISSED APPROACH
 Climb straight ahead to 140, turn RIGHT on track 198° to 300, then turn RIGHT to PDL at 900, approach again or join the holding pattern, follow the ATC instructions.

TL 3600 TA 3000 3300(QNH ≥ 1031hPa) 2700(QNH ≤ 979hPa)	IF D12.5 IPD D11.7PUD	FAF GP INOP D9.3 IPD D8.5PUD	MAPt GP INOP MM D1.2 IPD PUD IM D4.1 IPD D0.4PUD D3.3PUD 400(397)	RDH=15	
ILS/DME		FAF - MAPt (GP INOP) 14.93km			
GP INOP	MDA(H) VIS	140(137) 1800	140(137) 2000	140(137) 2200	
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			RVR300	RVR350	