

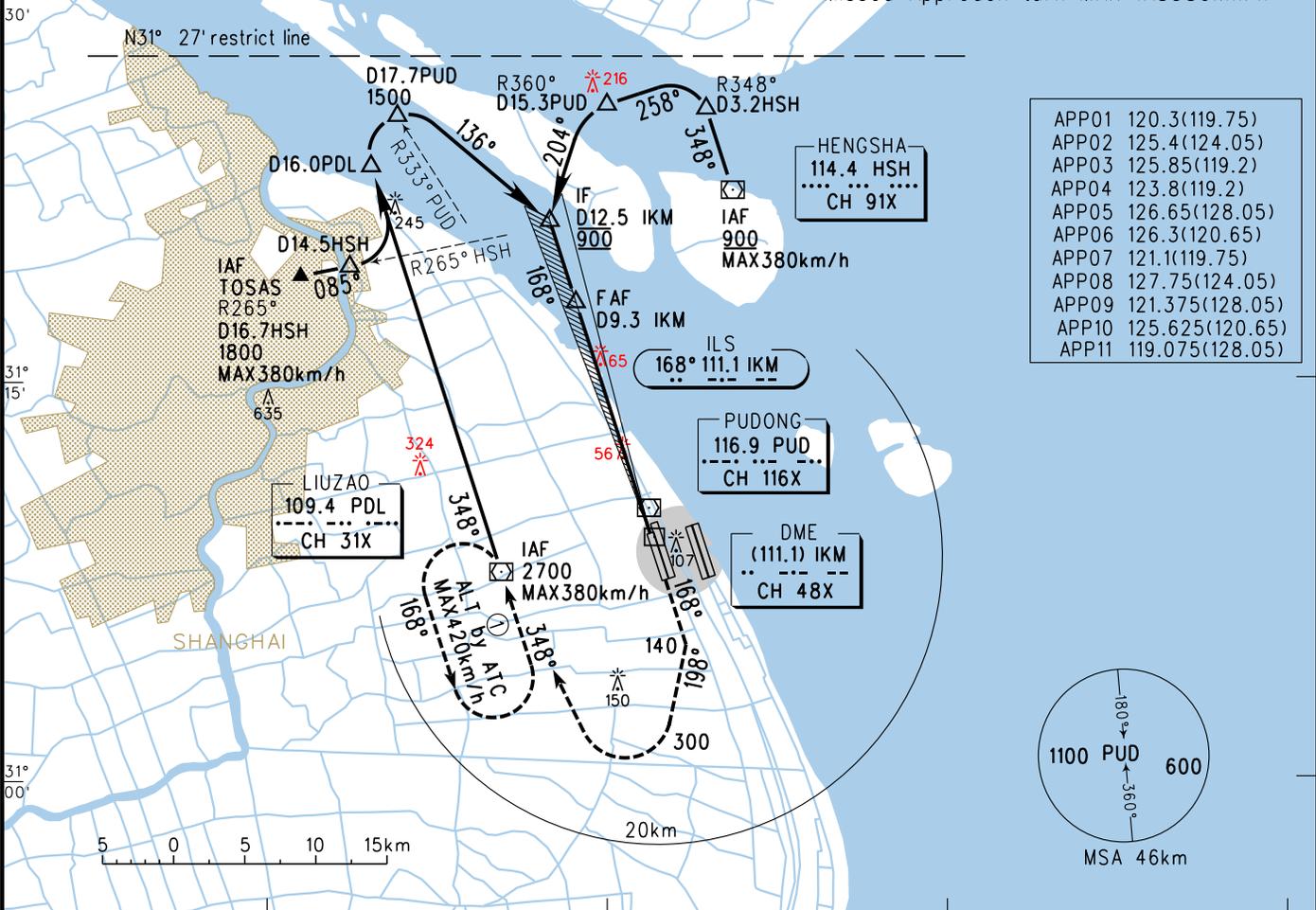
INSTRUMENT APPROACH CHART-ICAO

D-ATIS(English) 127.85 D-ATIS(Chinese) 128.65
 VAR 5.8° W
 AERODROME ELEV 3.8
 RWY17R THR ELEV 3.6
 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
 ILS/DME y RWY17R

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

Aircraft flying at north of N31° 27' restrict line is forbidden strictly.
 Circling W of RWY only
 Missed Approach turn MAX IAS380km/h



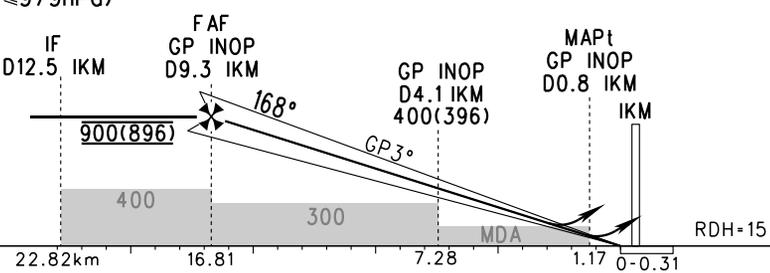
APP01	120.3(119.75)
APP02	125.4(124.05)
APP03	125.85(119.2)
APP04	123.8(119.2)
APP05	126.65(128.05)
APP06	126.3(120.65)
APP07	121.1(119.75)
APP08	127.75(124.05)
APP09	121.375(128.05)
APP10	125.625(120.65)
APP11	119.075(128.05)

GP INOP	DME (IKM) (NM)	9	8	7	6	5	4	3	2
	ALT (m)	876	778	681	584	487	390	293	196

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

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.



	A	B	C	D	FAF-MAPt(GP INOP) 15.64km							
ILS/DME	64(60) RVR/VIS ø 800/800				GS in	80	100	120	140	160	180	
					kt	150	185	220	260	295	335	
GP INOP	140(136) 1800		140(136) 2000		Time	min:sec	6:20	5:04	4:13	3:37	3:10	2:49
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING	210(206) 2800		210(206) 3200				240(236) 4400		280(276) 4800			

• HUD Special CAT I: (DH)(45),(RA)(46),RVR450
 • RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.