

# INSTRUMENT APPROACH CHART-ICAO

VAR5° W

AERODROME	ELEV	4
RWY17L THR	ELEV	3

D-ATIS 127.85	
TWR 118.8(118.325)	TWR 01 (17L/35R)
118.4(118.725)	TWR 02 (16R/34L)
124.35(118.325)	TWR 03 (17R/35L)
118.575(118.725)	TWR 04 (16L/34R)

ZSPD SHANGHAI/Pudong  
RNAV CAT-I/II ILS/DME z RWY17L

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

❶ Aircraft flying at north of  $N31^{\circ}27'$  restrict line is forbidden strictly.

① N31° 27' restrict line

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)

—HENGSHA—  
114.4 HSH  
.... ..  
CH 91X

ILS  
167° 110.7 IPD

PUDONG  
116.9 PUD  
CH 116X

DME  
(110.7) IPD  
CH 44X

Intermediate approach IAS 315-333kmH  
Holding MAX IAS 400kmH  
Initial approach and missed approach  
turn MAX IAS 380kmH.

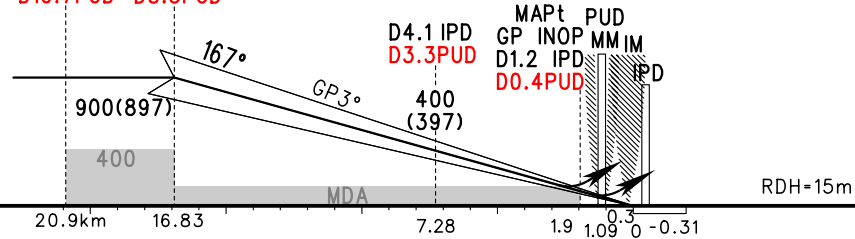
GP INOP	DME (IPD) (NM)	9	8	7	6	5	4	3	2
	ALT (m)	875	778	680	583	486	389	292	195

TL 3600  
TA 3000

3300(QNH $\geq 1031$ hPa)	IF	FAF
2700(QNH $\leq 979$ hPa)	PD202	GP INOP
	D11.5 IPD	D9.3 IPD
	D10.7PIUD	D8.5PIUD

### MISSED APPROACH

Climb straight ahead to 140, turn  
RIGHT on track 197° to 300, then  
turn RIGHT to PDL at 900, or by ATC.



		A	B	C	D	FAF-MAPt(GP INOP) 14.93km							
ILS/DME	DA(H) RVR/VIS	63(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP	MDA(H) VIS	140(137) 1800		140(137) 2000	140(137) 2200	Time	min:sec	6:03	4:50	4:02	3:27	3:01	2:41
CIRCLING	MDA(H) VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
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					RVR350								

Changes: Landing minima, procedure.

*Changes: Landing minima procedure.*