

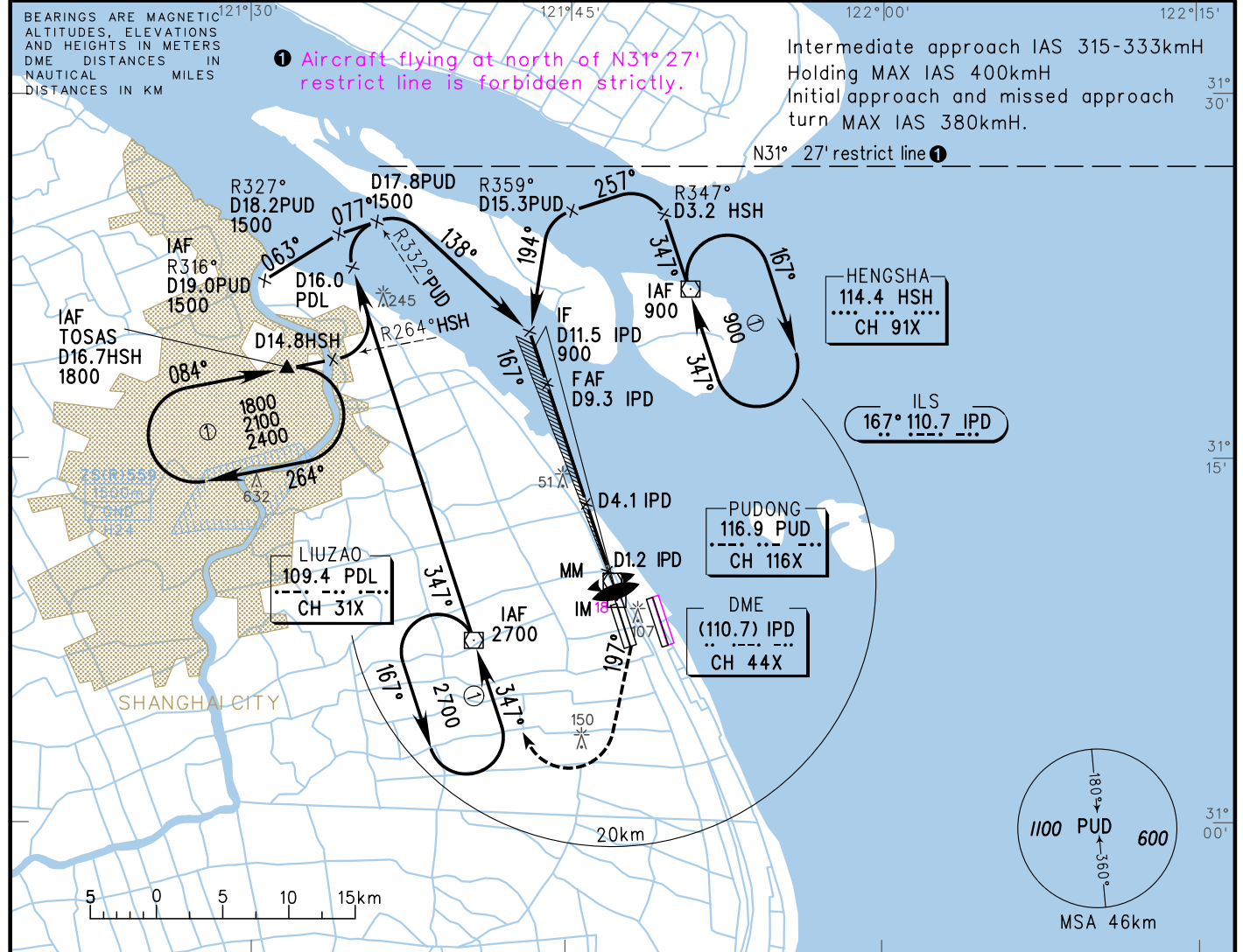
VAR5°W AERODROME ELEV 4 RWY17L THR ELEV 3

D-ATIS 127.85

TWR 118.8(118.325) TWR 01 (17L/35R)

118.4(118.725) TWR 02 (16L/34R&16R/34L)

124.35(118.325) TWR 03 (17R/35L)

APP 120.3(119.75)
(ZSSS) 125.4(119.75)
125.85(119.20)
123.8(119.20)AP01
AP02
AP03
AP04126.65(128.05)
126.3(120.65)
121.1(124.05)
127.75(124.05)AP05
AP06
AP07
AP08INSTRUMENT
APPROACH
CHART-ICAOZSPD SHANGHAI/Pudong
CAT-I/II ILS y RWY17L

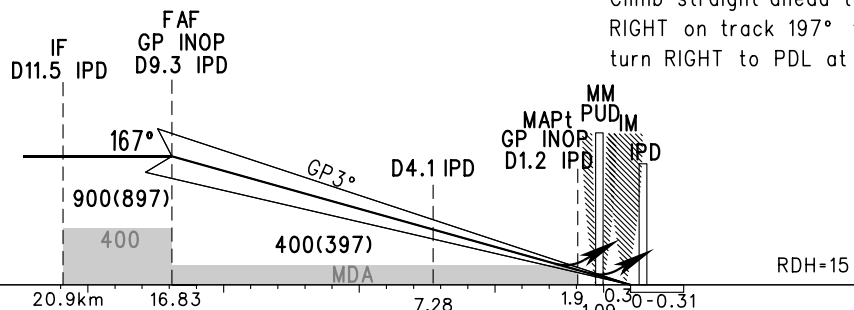
GP INOP

DME (IPD) (NM)
ALT (m)

9	8	7	6	5	4	3	2
875	778	680	583	486	389	292	195

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

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
ILS/DME ^{DA(H)} RVR/VIS		63(60) 550/800		63(60) 600/800
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	Radio altimeter	Decision height (DH)	Autopilot to DH and below	Manual operation below DH
A,B,C,D	(31)	(30)	RVR350	RVR400

FAF-MAPt(GP INOP) 14.93km							
GS in	kt	80	100	120	140	160	180
	kmH	150	185	220	260	295	335
Time	min:sec	5:58	4:51	4:04	3:27	3:02	2:40
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: New RWY, landing minma, D-ATIS, TWR FREQ.