124.35(118.32<u>5)</u> TWR 03 (17R/35L) INSTRUMENT APPROACH CHART-ICAO APP 120.3(119.75) (ZSSS) 125.4(119.75) AP01 126.65(128.05) AP05 AP02 126.3(120.65) AP06 ZSPD SHANGHAI/Pudona AP03 125.85(119.20) 121.1(124.05) AP07 AP04 AP08 123.8(119.20) 127.75(124.05) 121° 45 BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM **₹**566 芸 20 PUDONG 116.9 PUD PD021 CH 116X D11.0HSH 600  $\langle \cdot \rangle$ or by ATC IAF PD010 DME IAS 380kmH (108.9) IPR D1.1 IPR CH 26X SHANGHALCIT D4.1 IPR **♦→ PD009** PD006 IAF PD014 D6.2 IPR 1500 MAX IAS 380kmH PD020, PD021 and 'IGLIT' are fly over points for holding procedure. 600 SHUYUAN B) PD008 112.7 XSY Intermediate approach IAS 315-333kmH CH 74X Holding MAX (AS 400kmH PD005 Initial approach and missed approach PD100 turn MAX IAS 380kmH. Circling E of RWY only 257 PD013 PD007 PD004 PD107 PD012 347° 108.9 IPR 239° 45 077 At by ATC 1100 PUD **⊳PD003** 600 ATC 0 IAF PD020 2400 At by 15<sub>km</sub> **IGLIT** MSA 46km MAX IAS 380kmH 2400 MAX IAS 380kmH DME (IPR) (NM) 2 3 1 6 GP INOP ALT (m) 196 293 390 487 584 600 3600 3000 3300(QNH 1031HPA) 2700(QNH 979HPA) MISSED APPROACH TΑ Climb straight ahead to 150, turn RIGHT on track 017° to 300, then turn RIGHT ΙF FAF to PD021(R167°/D11.0HSH) at 600, MAPt GP INOP PD304 or by ATC. GP INOP D6.2 IPR D9.5 IPR **D1.1 IPR D4.1 IPR IPR** 600(596) 450 400(396) RDH=15m MDA 7.28 17,28km -0.3 0 1.73 В  $\mathbf{C}$ FAF-MAPt(GP INOP) 9.37km D Α 100 185 120 220 160 295 180 335 kt kmH 140 64(60) 64(60) GS in ILS/DME DA(H) RVR/VIS 150 260 550/800 600/800 Time min:sec 3:45 3:03 2:33 2:10 1:54 1:41 150(146) 150(146) 150(146) GP INOP MDA(H) 2000 2200 2400 Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 4.9 210(206) 210(206) 240(236) 280(276) CIRCLING MDA(H) Changes: New RWY, landing minima, ELEV. 2800 3200 4400 4800

VAR5°W AERODROME ELEV 4 RWY34R THR ELEV 3.6

D-ATIS 127.85

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

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