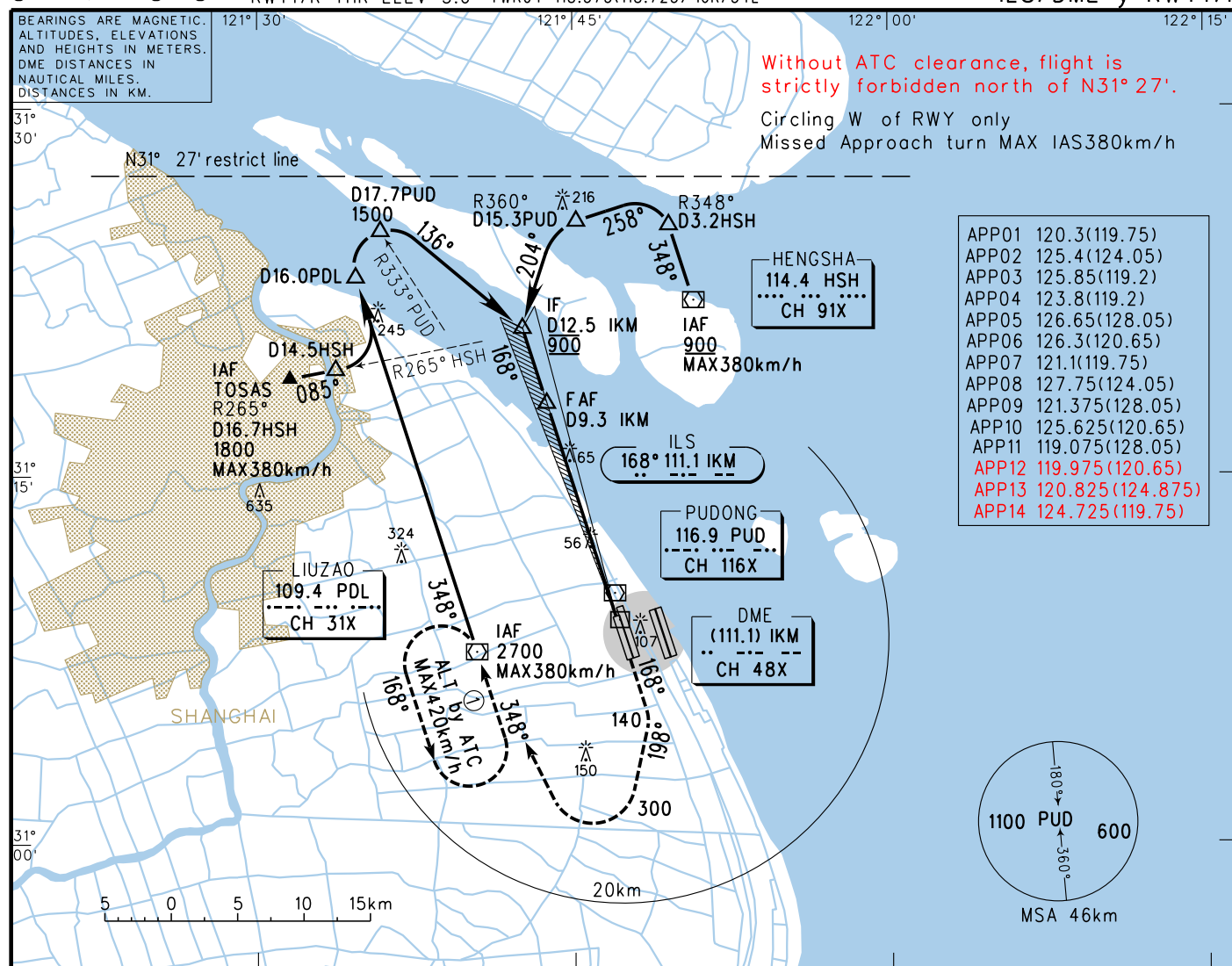


INSTRUMENT APPROACH CHART-ICAO

			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	ZSPD
AERODROME ELEV 3.8			TWR03 124.35(118.325)	17L/35R	
RWY17R THR ELEV 3.6			TWR04 118.575(118.725)	16R/34L	

ZSPD SHANGHAI/Pudong
ILS/DME y RWY17R

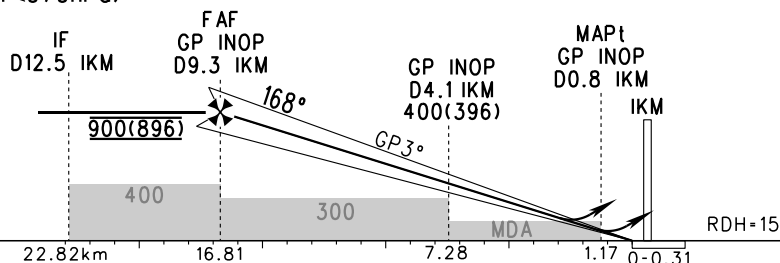


GP INOP	DME (IKM) (NM)	9	8	7	6	5	4	3	2
	ALT (m)	876	778	681	584	487	390	293	196

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

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 ^{DA(H)} RVR/VIS ^①	64(60) ② 800/800				GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP ^{MDA(H)} VIS	140(136) 1800		140(136) 2000	140(136) 2200	Time	min:sec	6:20	5:04	4:13	3:37	3:10	2:49
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
① HUD Special CAT I: (DH)(45),(RA)(46),RVR450 ② RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.												