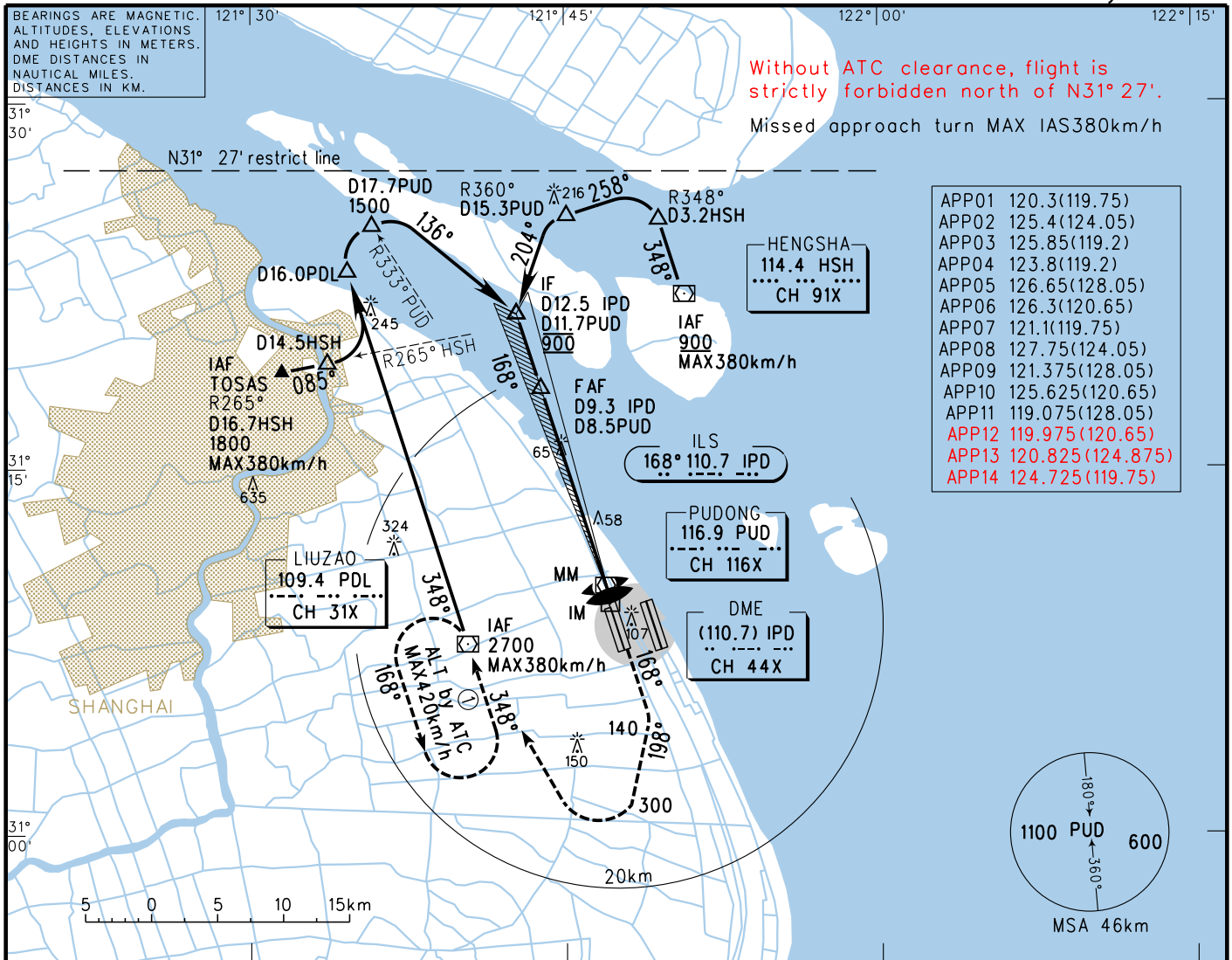


INSTRUMENT
APPROACH
CHART-ICAO

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

D-ATIS(English) 127.85 D-ATIS(Chinese) 128.65
VAR5.8° W
TWR01 118.8(118.325) 17L/35R, 17R/35L
TWR02 118.4(118.725) 16L/34R, 16R/34L
AERODROME ELEV 3.8 TWR03 124.35(118.325) 17L/35R
RWY17L THR ELEV 3 TWR04 118.575(118.725) 16R/34L

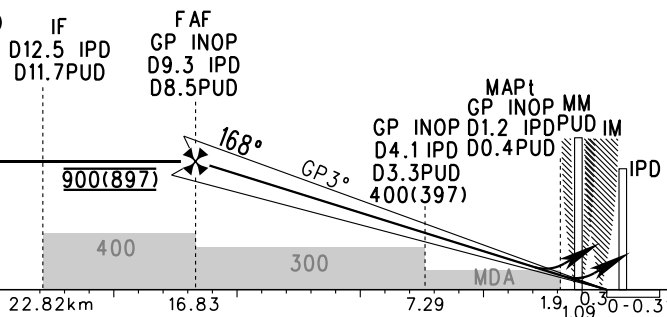
ZSPD SHANGHAI/Pudong
CAT-I/II ILS/DME y RWY17L



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 ≥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.

ILS/DME	A B C D			
	63(60) 550/800			
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
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

FAF - MAPt (GP INOP) 14.93km						
GS in kt	80	100	120	140	160	180
km/h	150	185	220	260	295	335
Time min:sec	6:03	4:50	4:02	3:27	3:01	2:41
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

● HUD Special CAT I: (DH)(45), (RA)(46), RVR450

Changes: APP FREQ, note.