

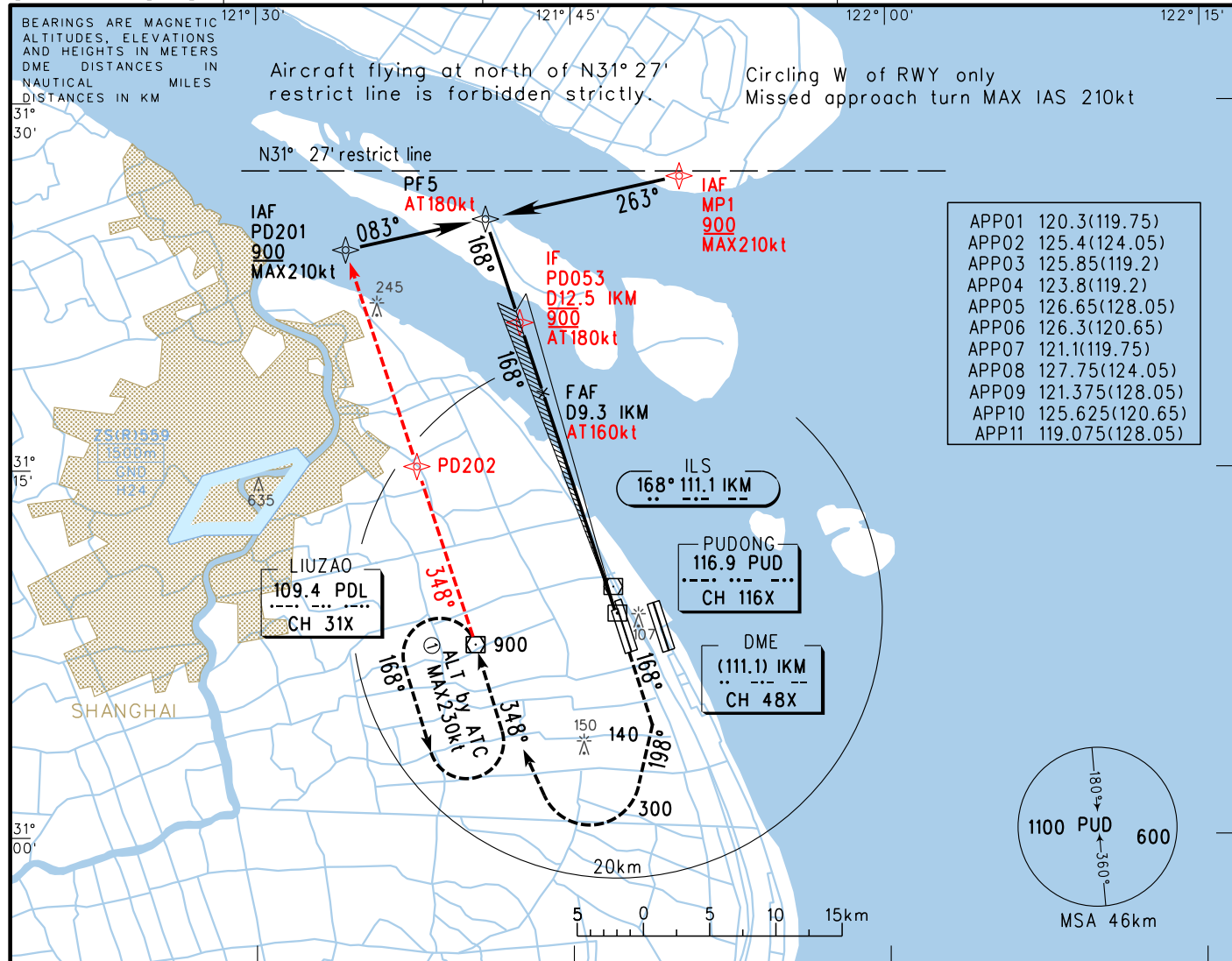
# INSTRUMENT APPROACH CHART-ICAO

VAR5.8° W

AERODROME ELEV 3.8  
RWY17R THR ELEV 3.6

D-ATIS 127.85  
TWR01 118.8(118.325) 17L/35R, 17R/35L  
TWR02 118.4(118.725) 16L/34R, 16R/34L  
TWR03 124.35(118.325) 17L/35R  
TWR04 118.575(118.725) 16R/34L

ZSPD SHANGHAI/Pudong  
RNAV ILS/DME z RWY17R



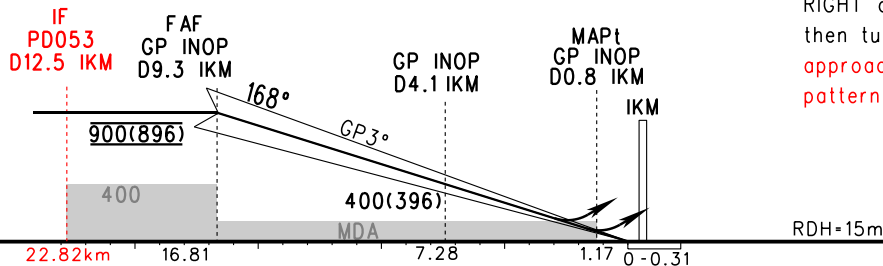
APP01	120.3(119.75)
APP02	125.4(124.05)
APP03	125.85(119.2)
APP04	123.8(119.2)
APP05	126.65(128.05)
APP06	126.3(120.65)
APP07	121.1(119.75)
APP08	127.75(124.05)
APP09	121.375(128.05)
APP10	125.625(120.65)
APP11	119.075(128.05)

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 ≥ 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.



	A	B	C	D	FAF-MAPt(GP INOP)15.64km						
ILS/DME DA(H) RVR/VIS	64(60) 550/800				GS in kt	80	100	120	140	160	180
					in kmH	150	185	220	260	295	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

• HUD Special CAT I: (DH)(45),(RA)(46),RVR450  
Changes: Procedure.