D-ATIS 127.85 TWR01 118.8(118.325) 17L/35R, 17R/35L INSTRUMENT VAR5.8° W TWR02 118.4(118.725) 16L/34R, 16R/34L APPROACH ZSPD SHANGHAI/Pudona AERODROME ELEV 3.8 TWR03 124.35(118.325) 17L/35R CHART-ICAO RWY16L THR ELEV 3.6 RNAV ILS/DME z RWY16L TWR04 118.575(118.725) 16R/34L BEARINGS ARE MAGNETIC 121° 30' ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN Circling E of RWY only NAUTICAL MILES DISTANCES IN KM Missed approach turn MAX IAS 210kt Aircraft flying at north of N31° 27' 30' restrict line is forbidden strictly. MP1 N31° 27' restrict line 263° MAX210kt APP01 120.3(119.75) PF7 083 APP02 125.4(124.05) IAF PD201 AT180kt APP03 125.85(119.2) 600 MAX210kt APP04 123.8(119.2) APP05 126.65(128.05) APP06 126.3(120.65) PD073 245 D11.0 IHL APP07 121.1(119.75) APP08 127.75(124.05) AT 180kt APP09 121.375(128.05) APP10 125.625(120.65) APP11 119.075(128.05) PD220∢ FAF 600 D6.2 IHL 15 ∆ 635 th S 168° 111,5 THL DME $\langle \cdot \rangle$ PUDONG-(111.5) IHL 116.9 PUD CH 52X CH 116X SHANGHAL 140 300 93 ^\ 1100 PUD 600 200 20km 0 15km MSA 46km DME (IHI.) (NM) 7 6 5 4 3 2 GP INOP ALT (m) 584 487 390 293 196 3600 3000 3300(QNH≥1031hPa) TL TA MISSED APPROACH Climb straight ahead to 140, turn 2700(QNH ≤979hPa) FAF LEFT on track 138° to 300, 1F GP INOP PD073 then turn LEFT to PD220 at 600, MAPt D11.0 IHL D6.2 IHL GP INOP approach again or join the holding D4.1 IHL GP INOP pattern, follow the ATC instructions. *168*0 D1.1 IHL IHL 600(596) CP3 400(396) 400 MDA RDH=15m 20.08km 11.10 7.28 1.72 0 -0.32 В \mathbf{C} FAF-MAPt(GP INOP) 9.38km D A k t 80 100 120 140 160 180 ILS/DME DA(H)
RVR/VIS 64(60) GS in 260 335 kmH 150 185 220 295 550/800 3:48 3:02 2:32 1:54 1:41 Time min:sec 2:10 140(136) 140(136) 140(136) GP INOP MDA(H) 2000 2200 Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 4.9

210(206)

2800

210(206)

3200

240(236)

4400

CIRCLING MDA(H)

Changes: Procedure.

280(276)

4800

♠ HUD Special CAT 1: (DH)(45),(RA)(46),RVR450