

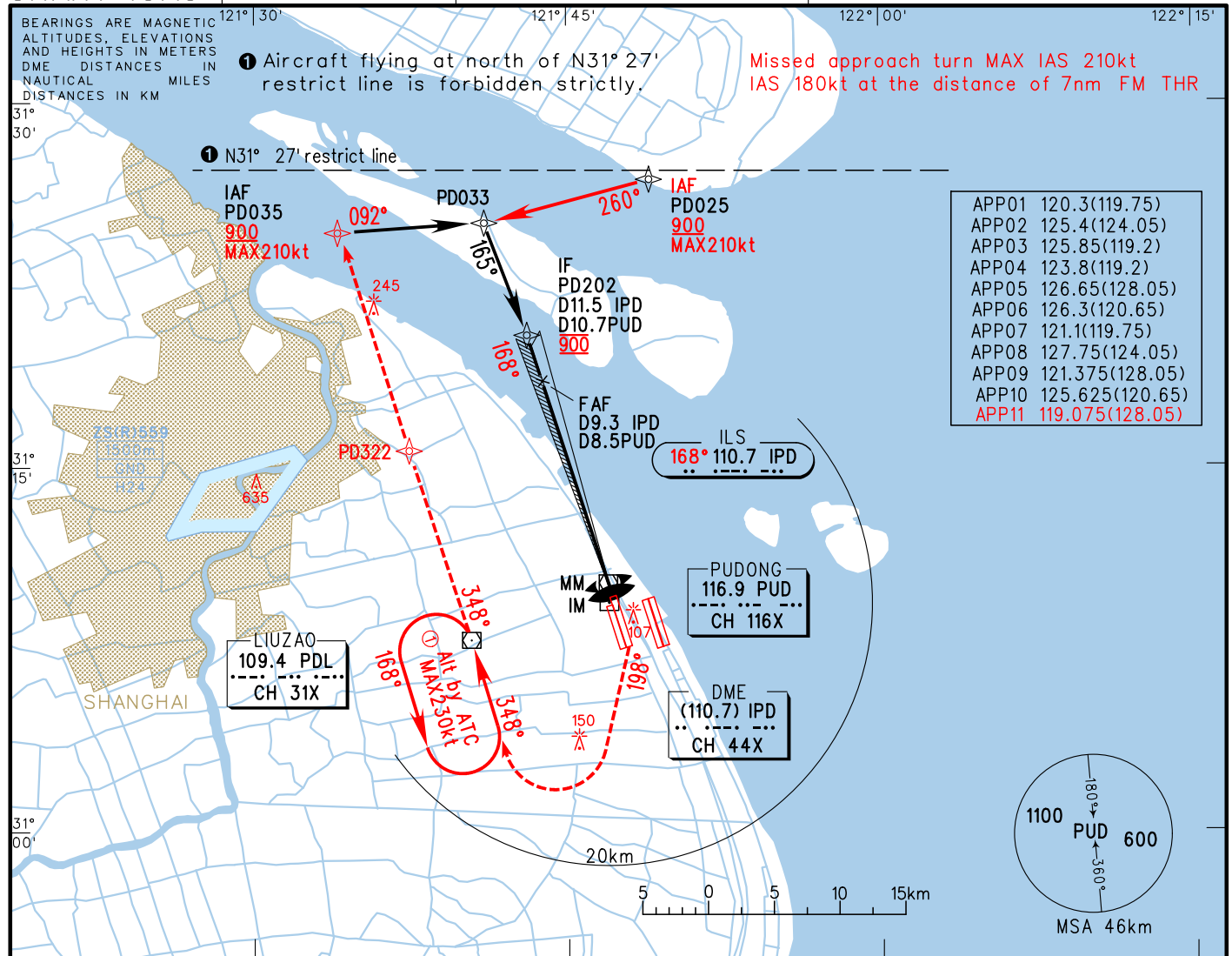
INSTRUMENT APPROACH CHART-ICAO

VAR5.8° W

AERODROME ELEV 4
RWY17L THR ELEV 3

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 CAT-I/II ILS/DME z RWY17L



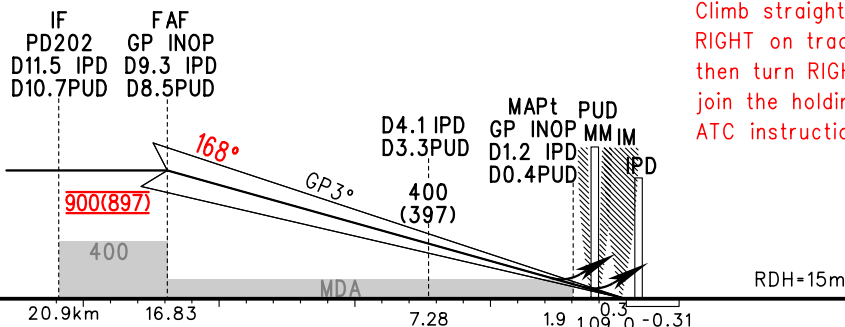
APP01	120.3(119.75)
APP02	125.4(124.05)
APP03	125.85(119.2)
APP04	123.8(119.2)
APP05	126.65(128.05)
APP06	126.3(120.65)
APP07	121.1(119.75)
APP08	127.75(124.05)
APP09	121.375(128.05)
APP10	125.625(120.65)
APP11	119.075(128.05)

GP INOP	DME (IPD) (NM)	9	8	7	6	5	4	3	2
	ALT (m)	875	778	680	583	486	389	292	195

TL 3600
TA 3000

MISSED APPROACH

Climb straight ahead to 140, turn RIGHT on track 198° to 300, then turn RIGHT to PDL at 900, join the holding pattern, follow the ATC instructions.



		A	B	C	D
ILS/DME	DCH)	63(60)			
	RVR/VIS	550/800			
GP INOP	MDA(H)	140(137)		140(137)	
	VIS	2000		2200	
CIRCLING	MDA(H)	210(206)	210(206)	240(236)	280(276)
	VIS	2800	3200	4400	4800
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
	kmH	150	185	220	260	295
Time	min:sec	6:03	4:50	4:02	3:27	3:01
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3

SA CAT I: (DH)(45),(RA)(46),RVR450

Changes: Variation, procedure, landing minima, APP.