

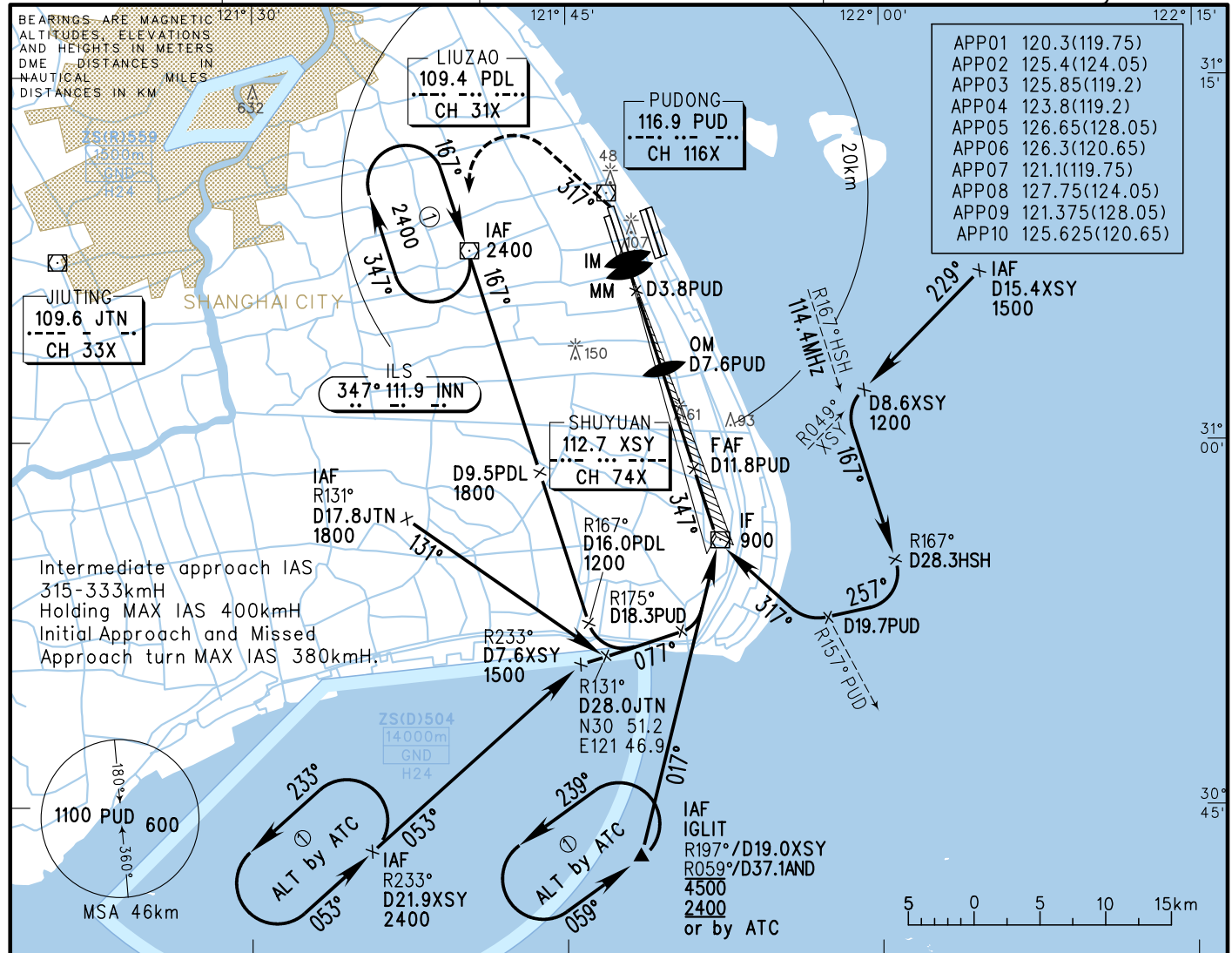
INSTRUMENT APPROACH CHART-ICAO

VAR5° W

AERODROME ELEV 4
RWY35R THR ELEV 3.1

D-ATIS 127.85
TWR 118.8(118.325) TWR 01 (17L/35R)
118.4(118.725) TWR 02 (16R/34L)
124.35(118.325) TWR 03 (17R/35L)
118.575(118.725) TWR 04 (16L/34R)

ZSPD SHANGHAI/Pudong
CAT-I/II ILS y RWY35R



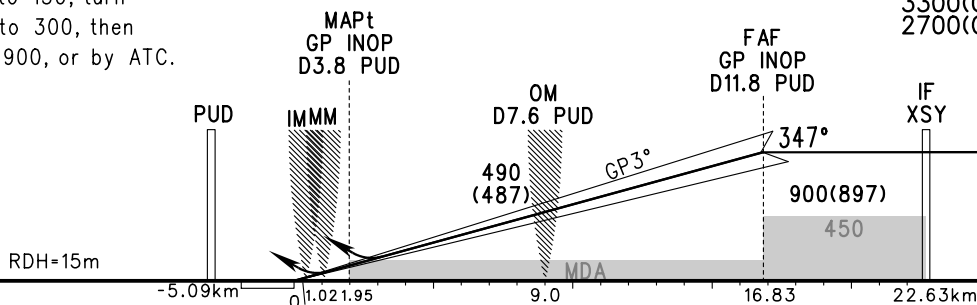
APP01 120.3(119.75)
APP02 125.4(124.05)
APP03 125.85(119.2)
APP04 123.8(119.2)
APP05 126.65(128.05)
APP06 126.3(120.65)
APP07 121.1(119.75)
APP08 127.75(124.05)
APP09 121.375(128.05)
APP10 125.625(120.65)

GP INOP	DME (PUD) (NM)	5	6	7	8	9	10	11	12
	ALT (m)	236	333	430	527	624	721	818	

MISSED APPROACH

Climb straight ahead to 150, turn
LEFT on track 317° to 300, then
turn LEFT to PDL at 900, or by ATC.

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



ILS/DME					FAF - MAPt(GP-INOP) 14.88km						
DA(H) RVR/VIS	A	B	C	D	GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP	MDA(H) VIS	150(147) 2000	150(147) 2200	150(147) 2400	Time min:sec	6:02	4:49	4:01	3:27	3:01	2:41
CIRCLING	MDA(H) VIS	210(206) 2800	210(206) 3200	240(236) 4400	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
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	RVR350							

Changes: Landing minima.