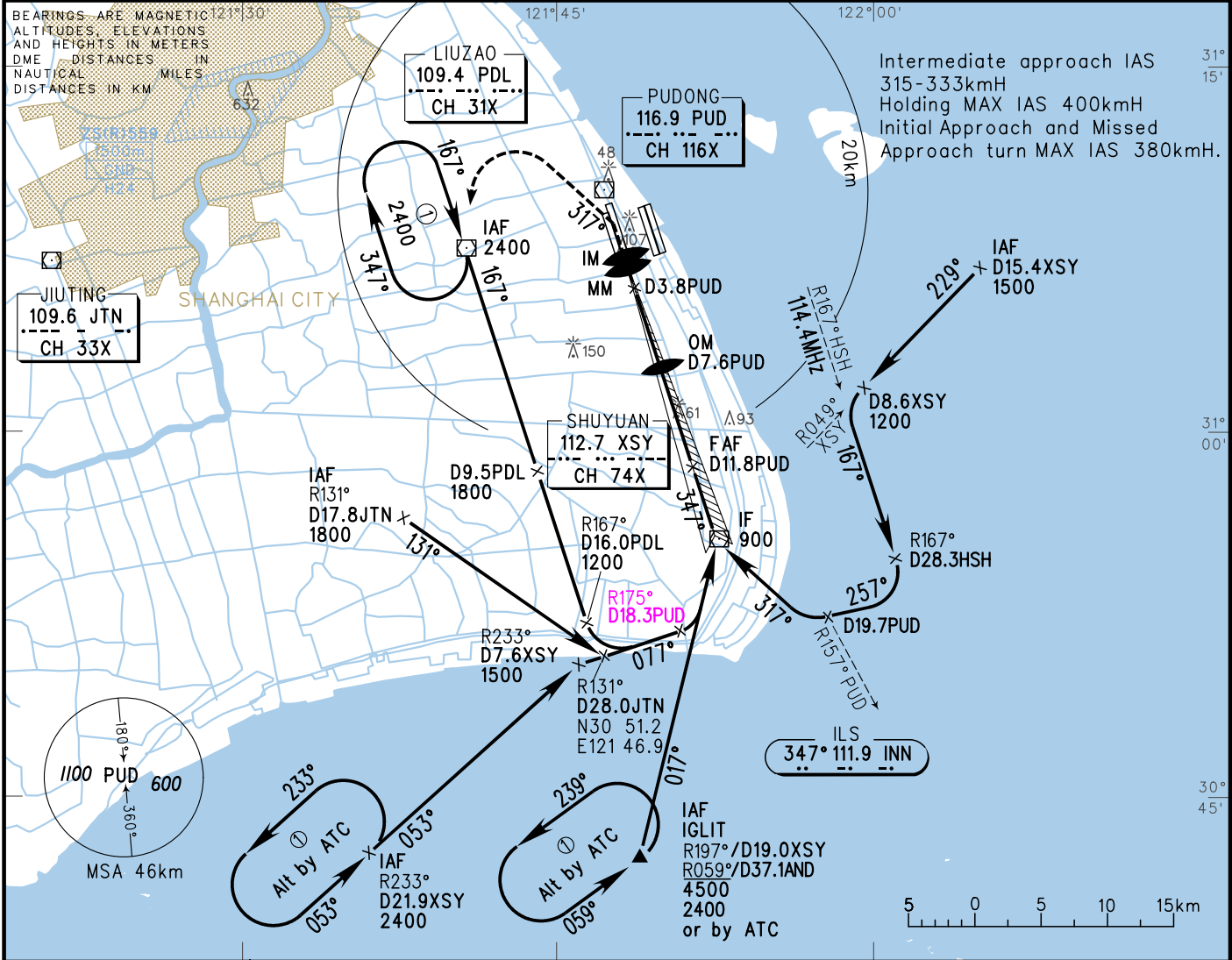


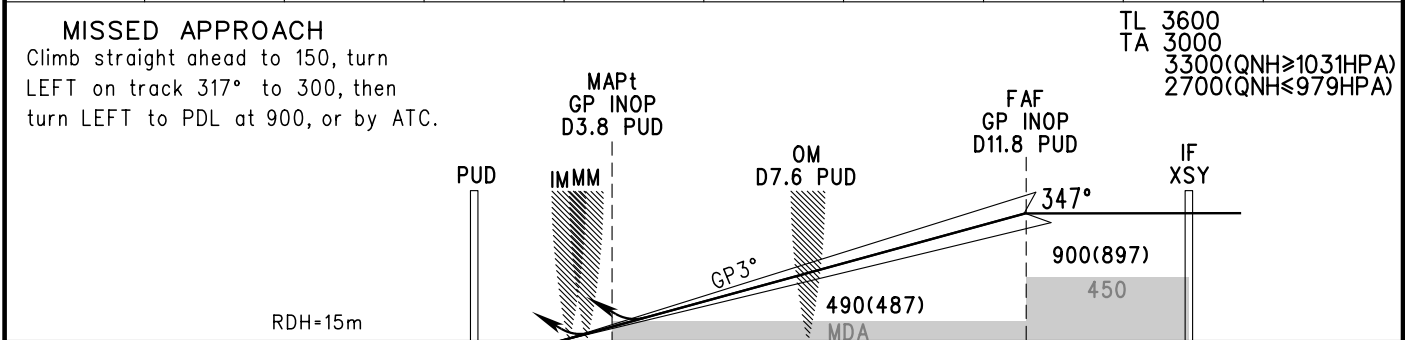
INSTRUMENT
APPROACH
CHART-ICAO

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 (16L/34R&16R/34L) 124.35(118.325) TWR 03 (17R/35L)
APP 120.3(119.75) (ZSSS)	AP01 126.65(128.05) AP05 125.4(119.75) AP02 126.3(120.65) AP06 125.85(119.20) AP03 121.1(124.05) AP07 123.8(119.20) AP04 127.75(124.05) AP08

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



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



					-5.09km	0.31	1.021.95	9.0	16.83	22.63km			
		A	B	C	D	FAF-MAPt(GP-INOP) 14.88km							
ILS/DME	DA(H) RVR/VIS	63(60) 550/800			63(60) 600/800	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	5:57	4:50	4:03	3:26	3:02	2:40
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
ILS CAT II													
Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below		Manual operation below DH	Changes: F1x R175°/DI8.3PUD.							
A,B,C,D	(31)	(30)	RVR350		RVR400								

Changes: F1x R175°/D18.3PUD.