

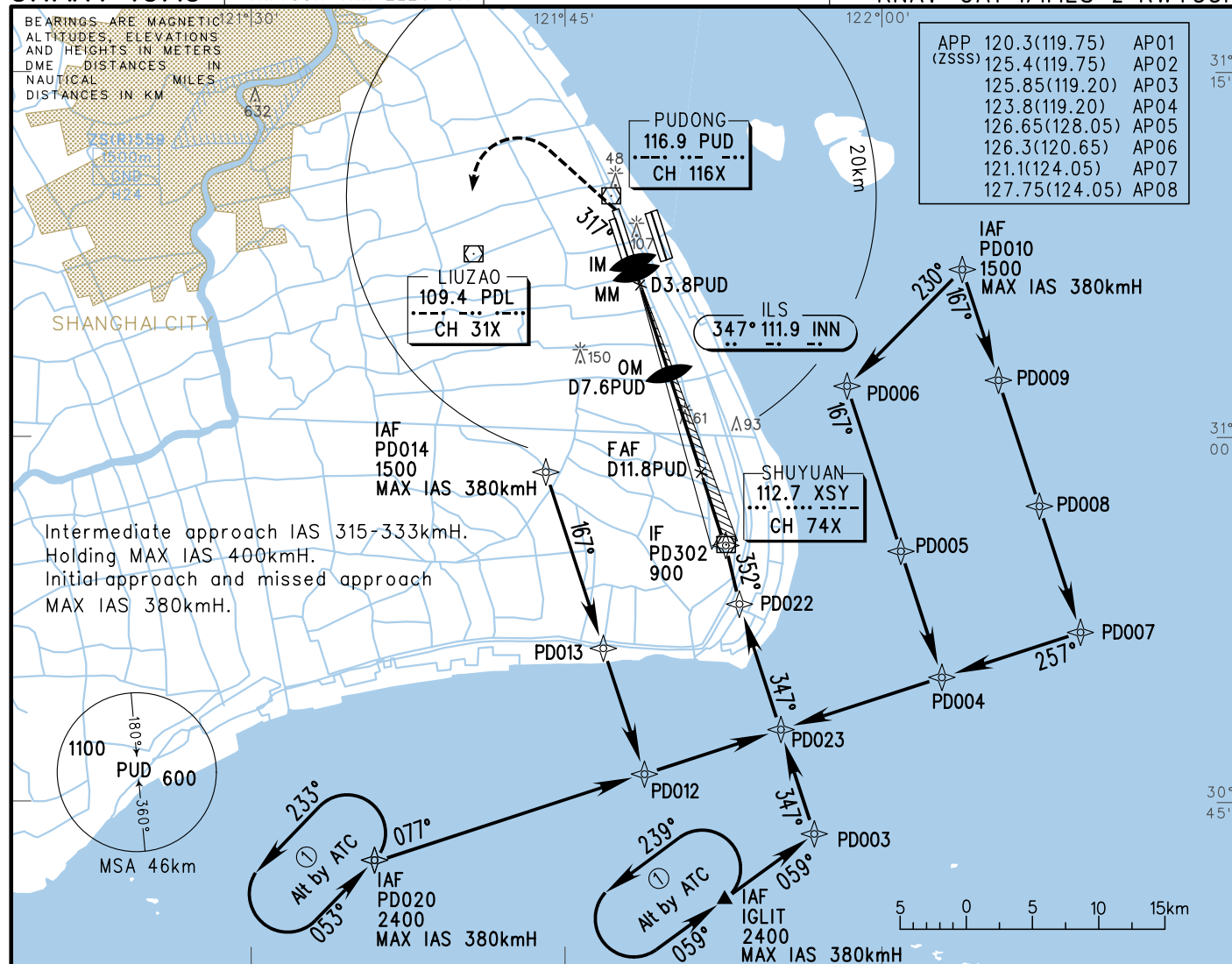
# INSTRUMENT APPROACH CHART-ICAO

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  
RNAV CAT-I/II/LS z RWY35R

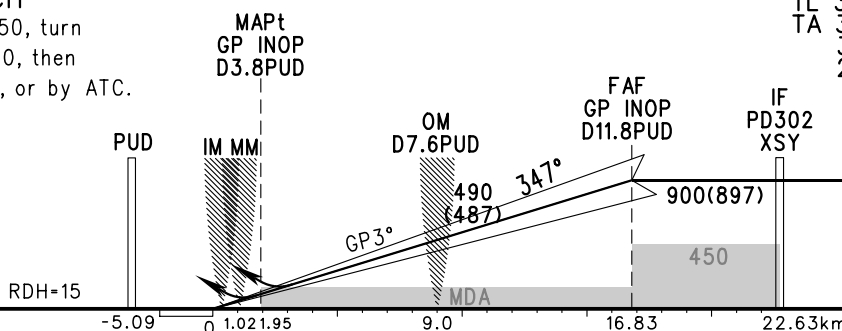


GP INOP	DME (PUD) (NM)	5	6	7	8	9	10	11	12
	ALT (m)	236	333	430	527	624	721	818	

### 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  $\geq 1031$ hPa)  
2700(QNH  $\leq 979$ hPa)



	A	B	C	D
ILS/DME <sup>DA(H)</sup> RVR/VIS	64(60) 550/800			64(60) 600/800
GP INOP <sup>MDA(H)</sup> VIS	150(147) 2000		150(147) 2200	150(147) 2400
CIRCLING <sup>MDA(H)</sup> VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800

FAF-MAPt(GP INOP) 14.88km							
GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	5:57	4:50	4:03	3:26	3:02	2:40
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below	Manual operation below DH
A,B,C,D	(31)	(30)	RVR350	RVR400

Changes: TWR04 FREQ.