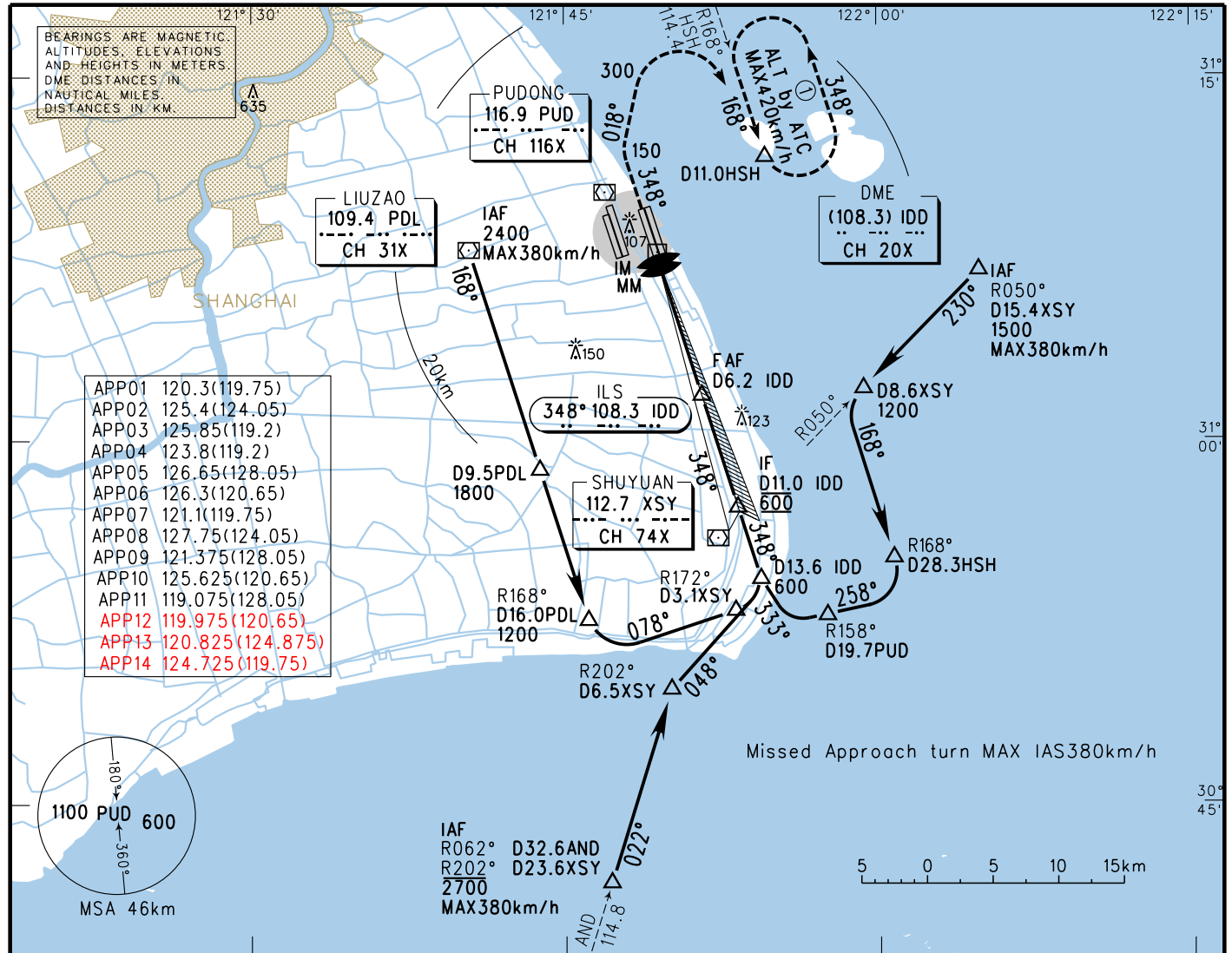


INSTRUMENT  
APPROACH  
CHART-ICAO

VAR5.8° W  
AERODROME ELEV 3.8  
RWY34L THR ELEV 3.4

D-ATIS(English) 127.85 D-ATIS(Chinese) 128.65  
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  
CAT-II/IIIA ILS/DME w RWY34L



GP INOP

DME (NM)

ALT (m)

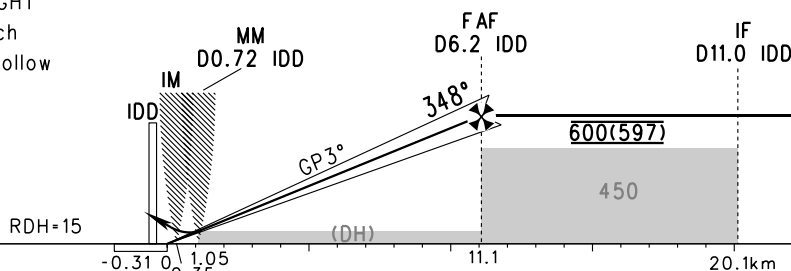
MISSED APPROACH

Climb straight ahead to 150, turn RIGHT on track 018° to 300, then turn RIGHT to R168°/D11.0HSH at 600, approach again or join the holding pattern, follow the ATC instructions.

TL 3600

TA 3000

3300(QNH ≥ 1031hPa)  
2700(QNH ≤ 979hPa)



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                    |

ILS CAT IIIA

| Aircraft type | Decision height (DH) | Radio altimeter | RVR    |
|---------------|----------------------|-----------------|--------|
| A,B,C,D       | (15)                 | (15)            | RVR175 |

FAF - THR 11.1km

| GS in kt            | 80   | 100  | 120  | 140  | 160  | 180  |
|---------------------|------|------|------|------|------|------|
| km/h                | 150  | 185  | 220  | 260  | 295  | 335  |
| Time min:sec        | 4:30 | 3:36 | 3:00 | 2:34 | 2:15 | 2:00 |
| Rate of descent m/s | 2.2  | 2.7  | 3.2  | 3.8  | 4.3  | 4.9  |

Changes: APP FREQ.