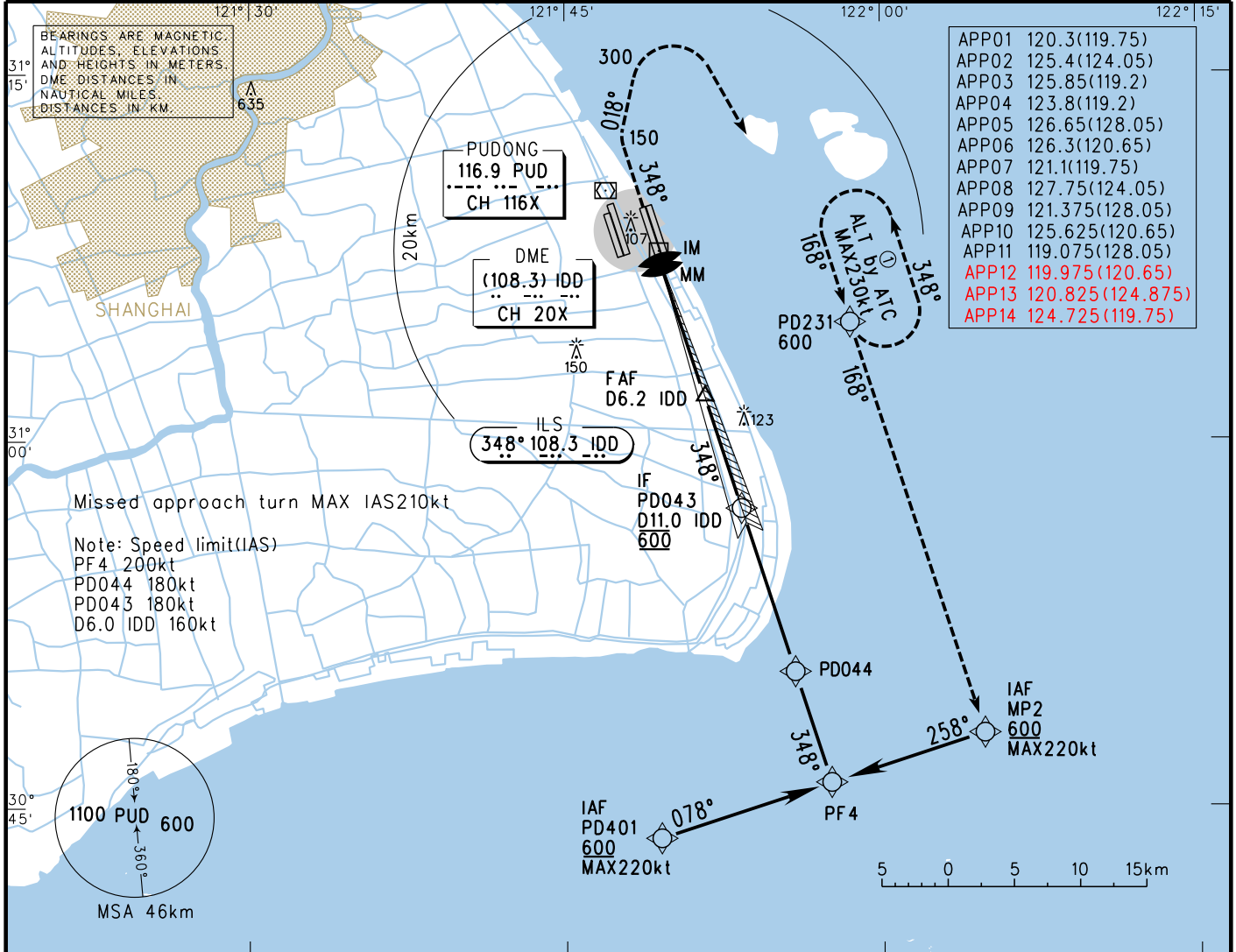


INSTRUMENT
APPROACH
CHART-ICAO

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
RNAV CAT-II/IIIA ILS/DME x RWY34L



- 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)
- APP12 119.975(120.65)
- APP13 120.825(124.875)
- APP14 124.725(119.75)

GP INOP	DME (NM)	ALT (m)

MISSED APPROACH

Climb straight ahead to 150, turn RIGHT on track 018° to 300, then turn RIGHT to PD231 at 600, approach again or join the holding pattern, follow the ATC instructions.

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

IF PD043 D11.0 IDD

FAF D6.2 IDD

MM D0.72 IDD

IM D0.31 IDD

RDH=15

GP 3°

348°

600(597)

450

(DH)

11.1

20.1km

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.