

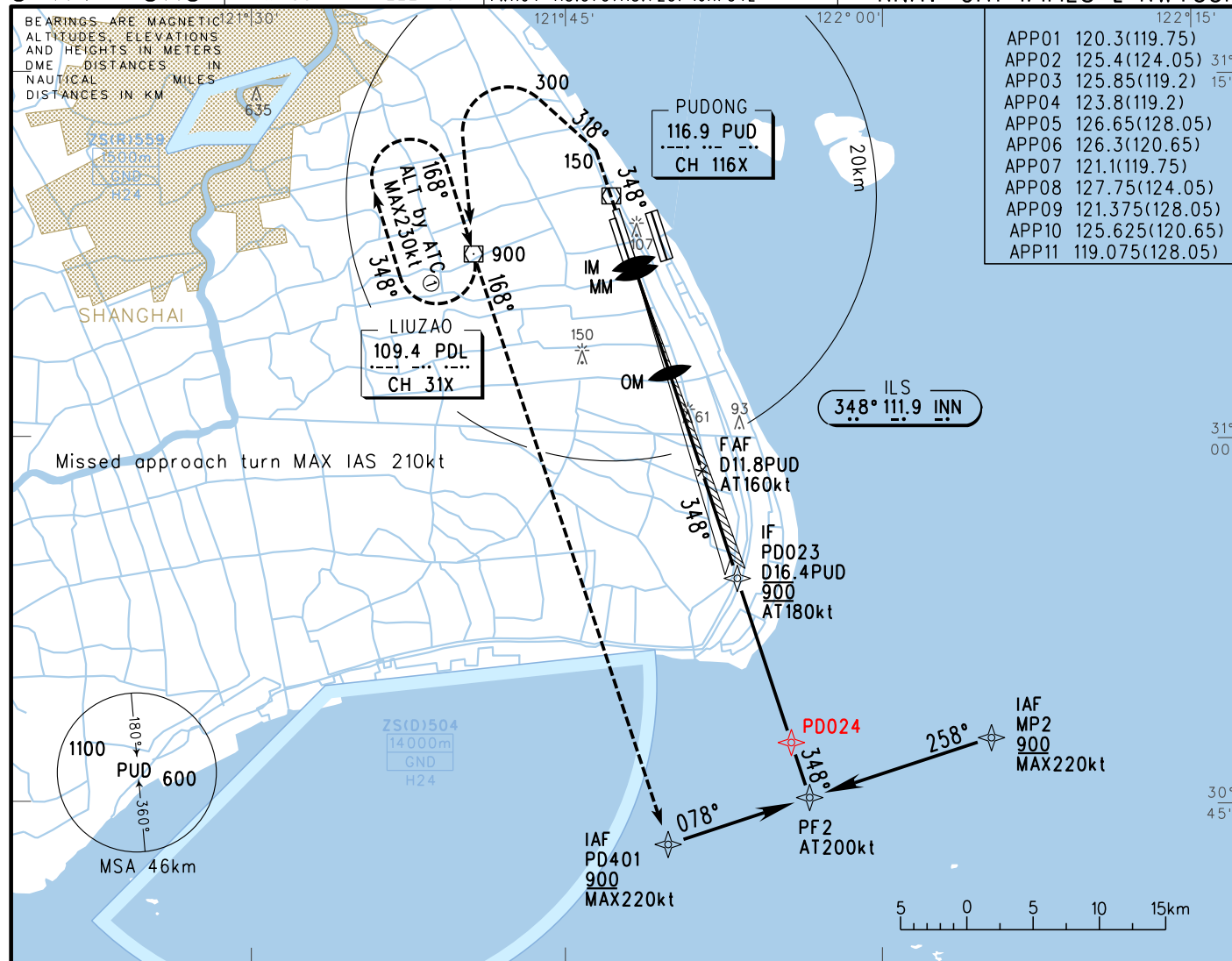
INSTRUMENT APPROACH CHART-ICAO

VAR5.8° W

AERODROME ELEV 3.8
RWY35R THR ELEV 3.1

D-ATIS 127.85
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-I/II ILS z RWY35R



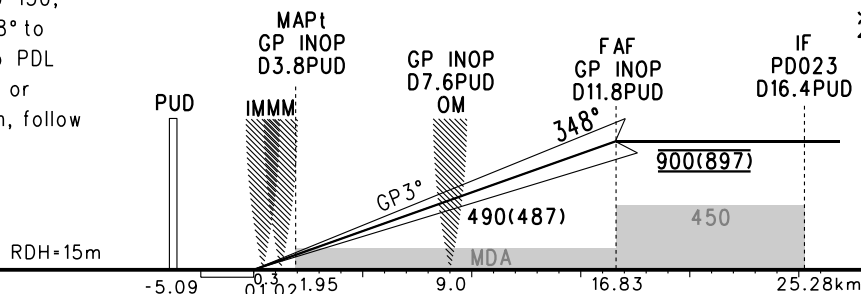
APP01 120.3(119.75)
APP02 125.4(124.05) 31°
APP03 125.85(119.2) 15°
APP04 123.8(119.2)
APP05 126.65(128.05)
APP06 126.3(120.65)
APP07 121.1(119.75)
APP08 127.75(124.05)
APP09 121.375(128.05)
APP10 125.625(120.65)
APP11 119.075(128.05)

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 318° to 300, then turn LEFT to PDL at 900, approach again or join the holding pattern, follow the ATC instructions.

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



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

FAF-MAPt(GP INOP) 14.88km								
GS in		kt	80	100	120	140	160	180
		kmH	150	185	220	260	295	335
Time		min:sec	6:02	4:49	4:01	3:27	3:01	2:41
Rate of descent m/s			2.2	2.7	3.2	3.8	4.3	4.9

● HUD Special CAT I: (DH)(45),(RA)(46),RVR450

Changes: PDO24.

• HUD Special CAT I: (DH)(45),(RA)(46),RVR450

Changes: PD024.