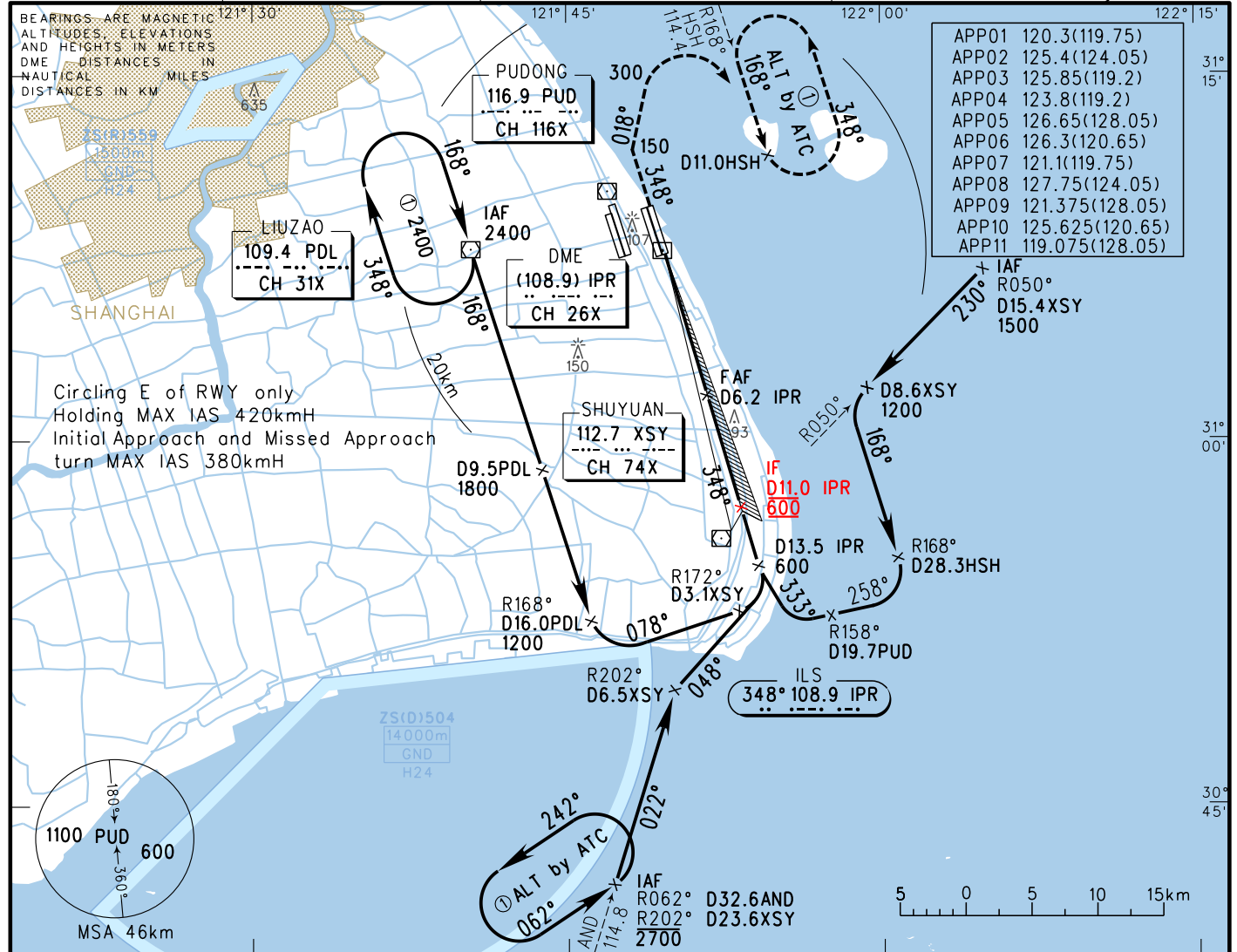


# INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV **3.8**  
RWY34R THR ELEV 3.6

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**  
VAR5.8° W ILS/DME y RWY34R



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)

GP INOP

DME (IPR) (NM)

ALT (m)

1

2

3

4

5

6

7

196

293

390

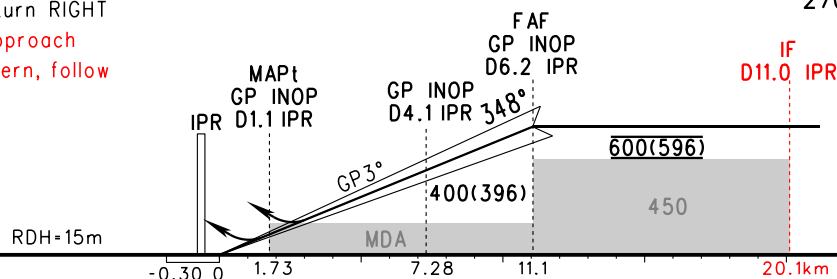
487

584

## 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)



	A	B	C	D
ILS/DME DA(H) RVR/VIS	64(60) 550/800			
GP INOP MDA(H) VIS	150(146) 2000	150(146) 2200	150(146) 2400	
CIRCLING MDA(H) VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800

FAF-MAPt(GP INOP) 9.37km						
GS in kt	80	100	120	140	160	180
kmH	150	185	220	260	295	335
Time min:sec	3:48	3:02	2:32	2:10	1:54	1:41
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

• HUD Special CAT I: (DH)(45),(RA)(48),RVR450  
Changes: Procedure.