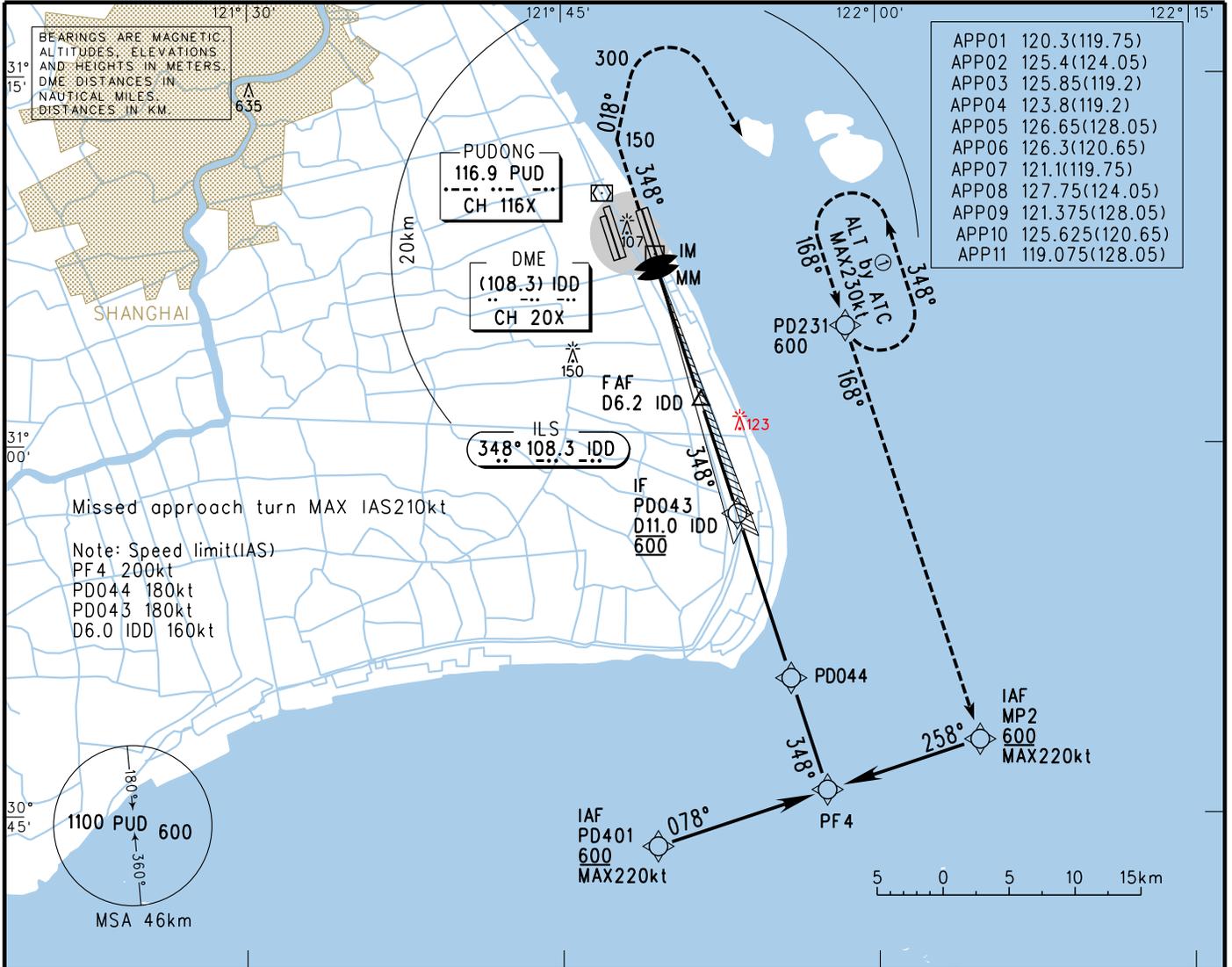


INSTRUMENT APPROACH CHART-ICAO

VAR 5.8° 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
RNAV CAT-II/IIIA ILS/DME x RWY34L

ZSPD SHANGHAI/Pudong



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)

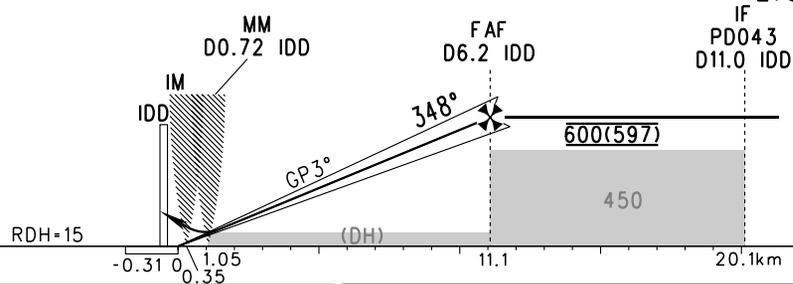
GP INOP

DME (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)



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: OBST.