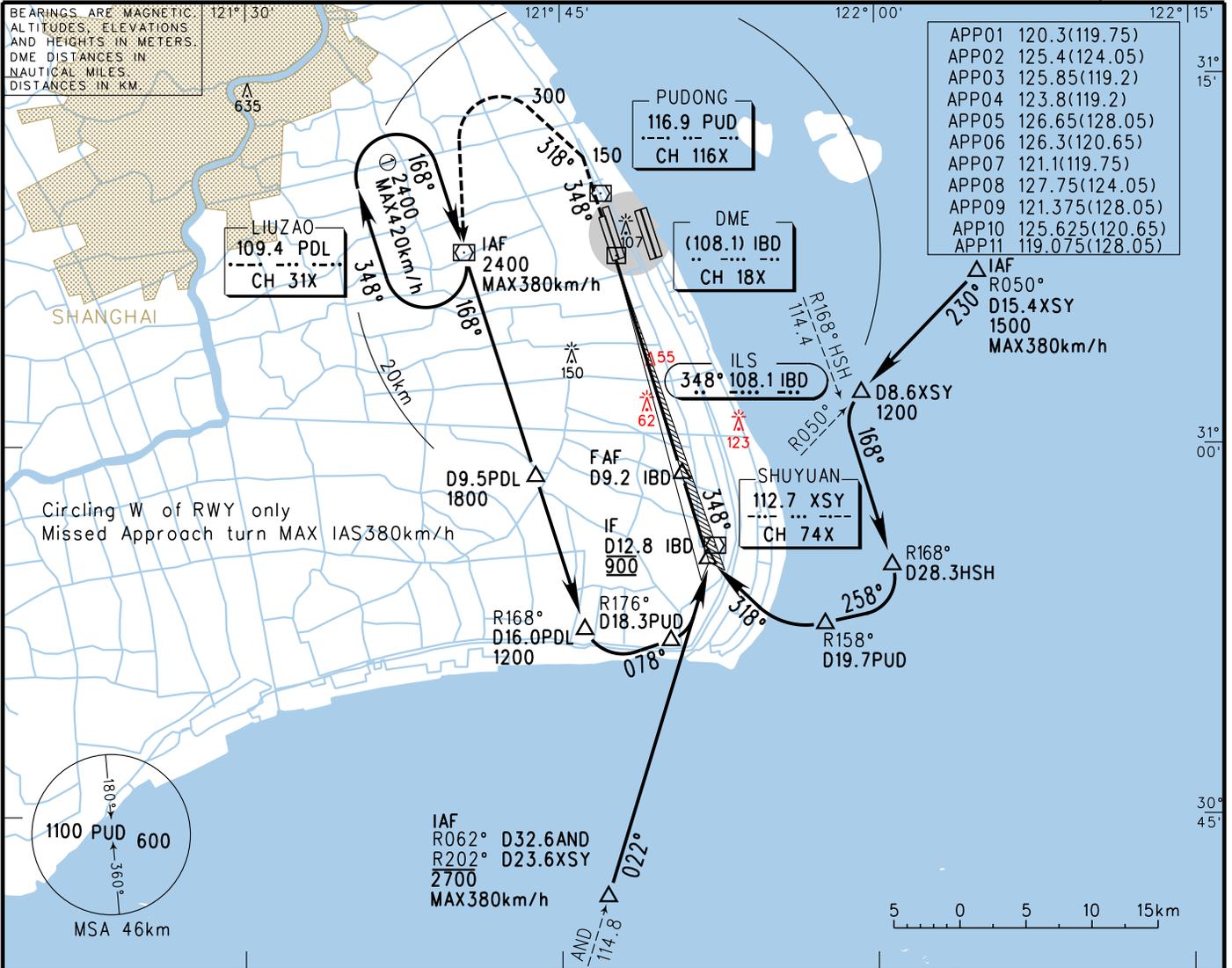


INSTRUMENT APPROACH CHART-ICAO

VAR 5.8° W
AERODROME ELEV 3.8
RWY 35L THR ELEV 3.6

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
ILS/DME y RWY 35L



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 (IBD) (NM)	2	3	4	5	6	7	8	9
	ALT (m)	196	293	390	490	584	681	777	875

MISSED APPROACH
Climb straight ahead to 150, turn LEFT on track 318° to 300, then turn LEFT to PDL at 90°, 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	FAF-MAPt(GP INOP) 15.66km							
ILS/DME ^{DA(H)} RVR/VIS [ⓐ]	64(60) ⓑ 800/800				GS in	80	100	120	140	160	180	
					kt	150	185	220	260	295	335	
GP INOP ^{MDA(H)} VIS	150(146) 2000		150(146) 2200	150(146) 2400	Time	min:sec	6:21	5:04	4:14	3:37	3:10	2:49
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING ^{MDA(H)} VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	[ⓐ] HUD Special CAT I: (DH)(45),(RA)(46),RVR450 [ⓑ] RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.							