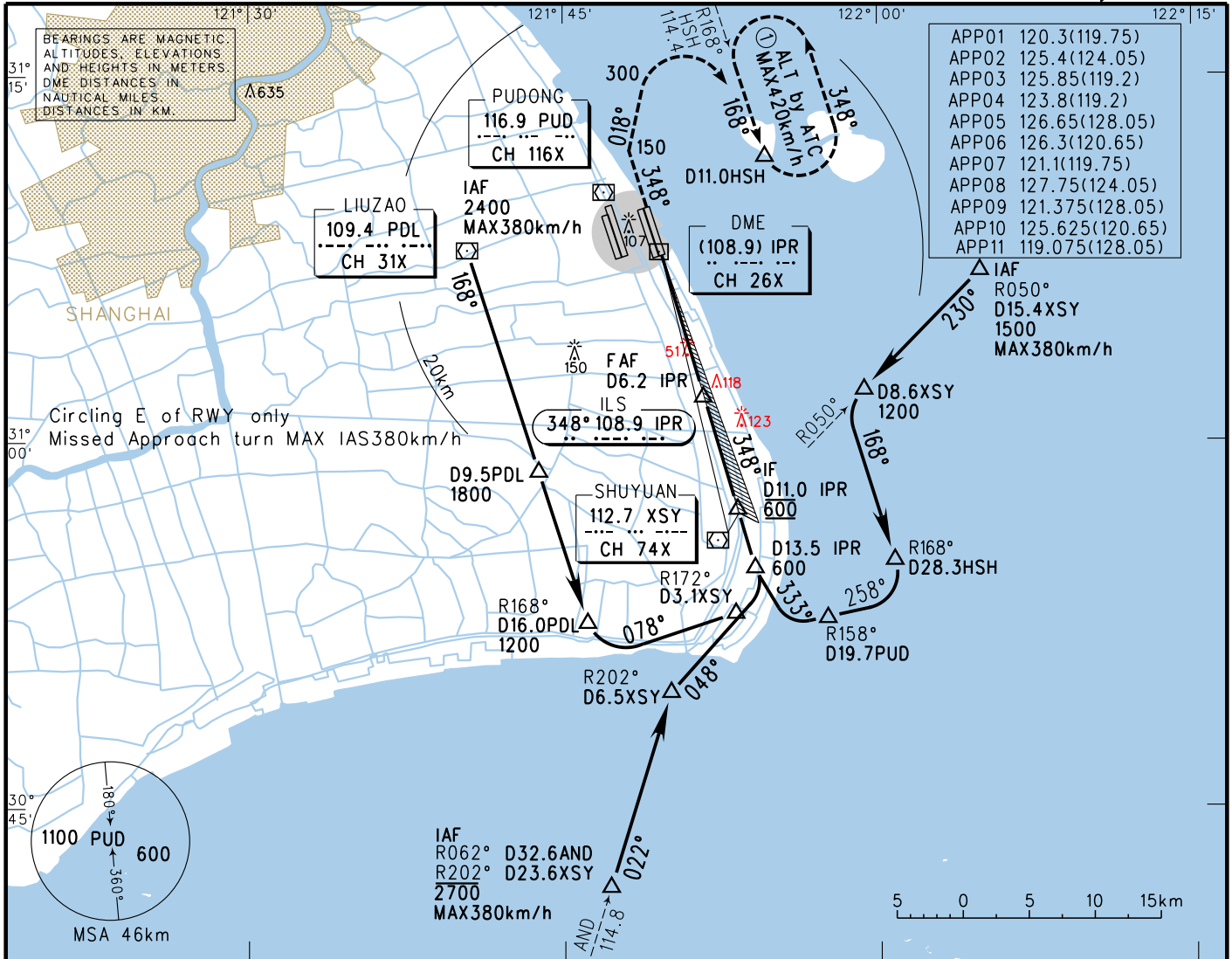


# INSTRUMENT APPROACH CHART-ICAO

VAR5.8° W  
 AERODROME ELEV 3.8  
 RWY34R 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 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)	1	2	3	4	5	6	7
	ALT (m)		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	FAF-MAPT(GP INOP) 9.37km							
ILS/DME	64(60) 800/800				GS in	80	100	120	140	160	180	
					kt	150	185	220	260	295	335	
GP INOP	150(146) 2000				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
CIRCLING	210(206) 2800				* HUD Special CAT I: (DH)(45),(RA)(48),RVR450 * RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.							