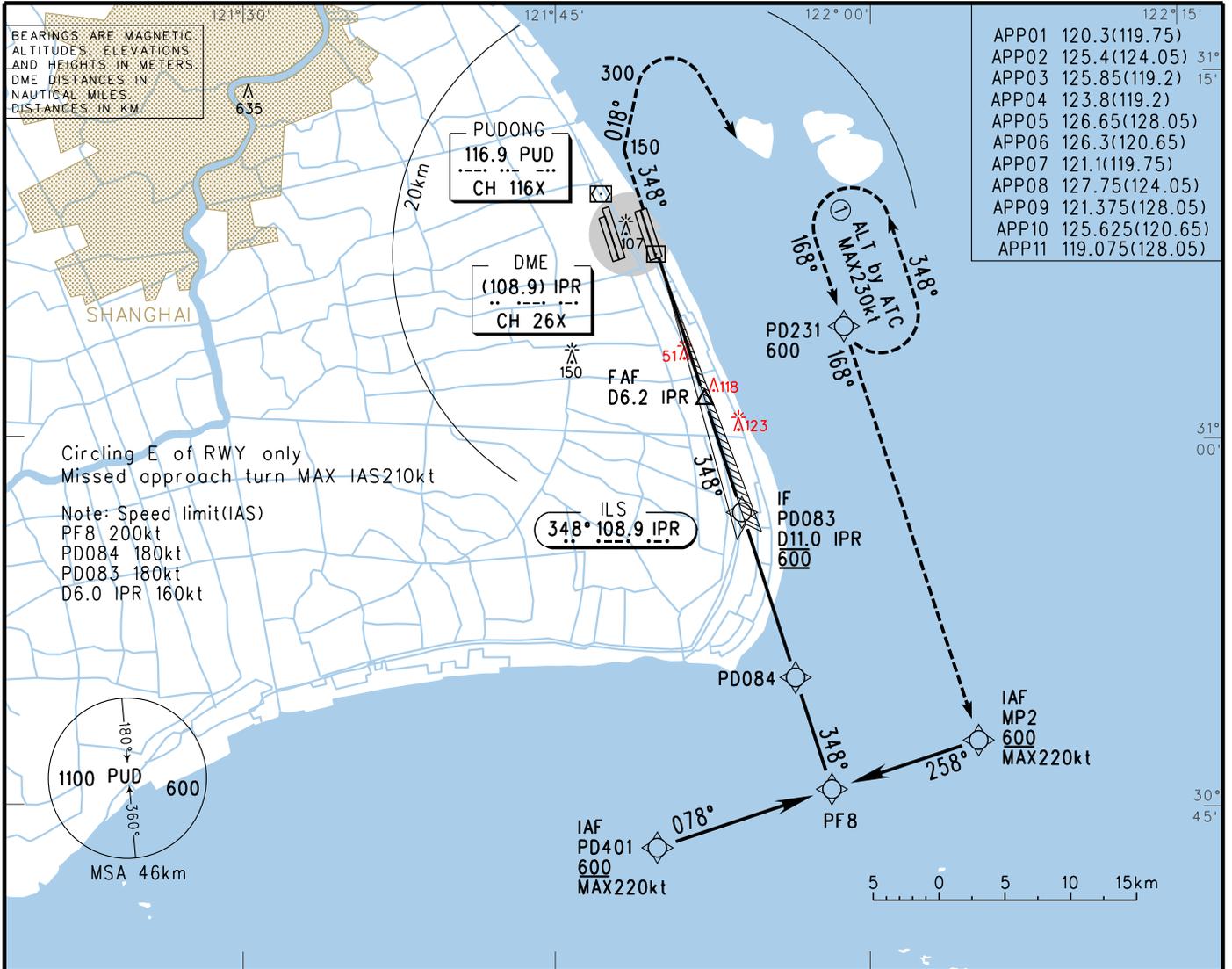


INSTRUMENT APPROACH CHART-ICAO

VAR 5.8° W
AERODROME ELEV 3.8
RWY 34R THR ELEV 3.6

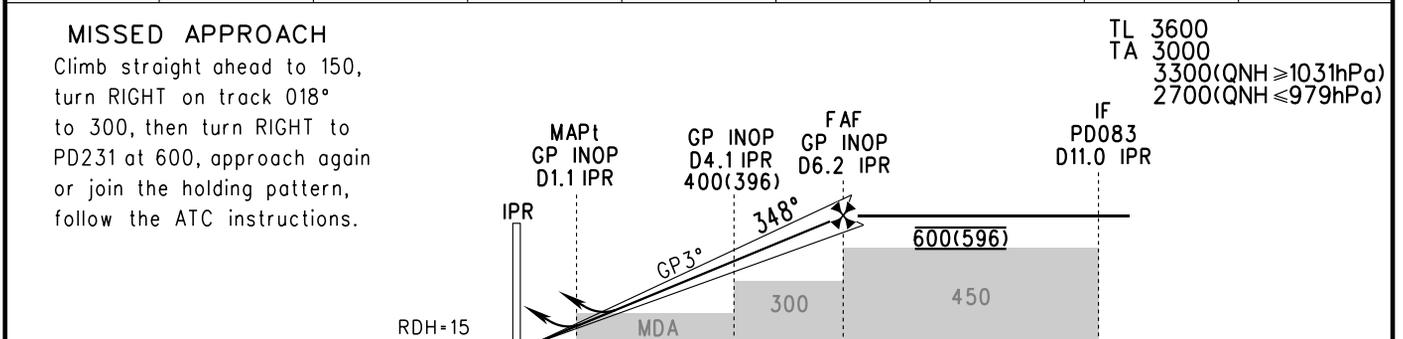
D-ATIS(English) 127.85 D-ATIS(Chinese) 128.65
TWR01 118.8(118.325) 17L/35R, 17R/35L
TWR02 118.4(118.725) 16L/34R, 16R/34L
TWR03 124.35(118.325) 17L/35R
TWR04 118.575(118.725) 16R/34L

ZSPD SHANGHAI/Pudong
RNAV ILS/DME z RWY 34R



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 (IPR) (NM)	1	2	3	4	5	6	7
	ALT (m)			196	293	390	487	584



ILS/DME	FAF-MAPt(GP INOP) 9.37km					
	A	B	C	D		
DA(H) RVR/VIS	64(60) ⊕ 800/800					
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	
GS in kt	80	100	120	140	160	180
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
⊕ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.