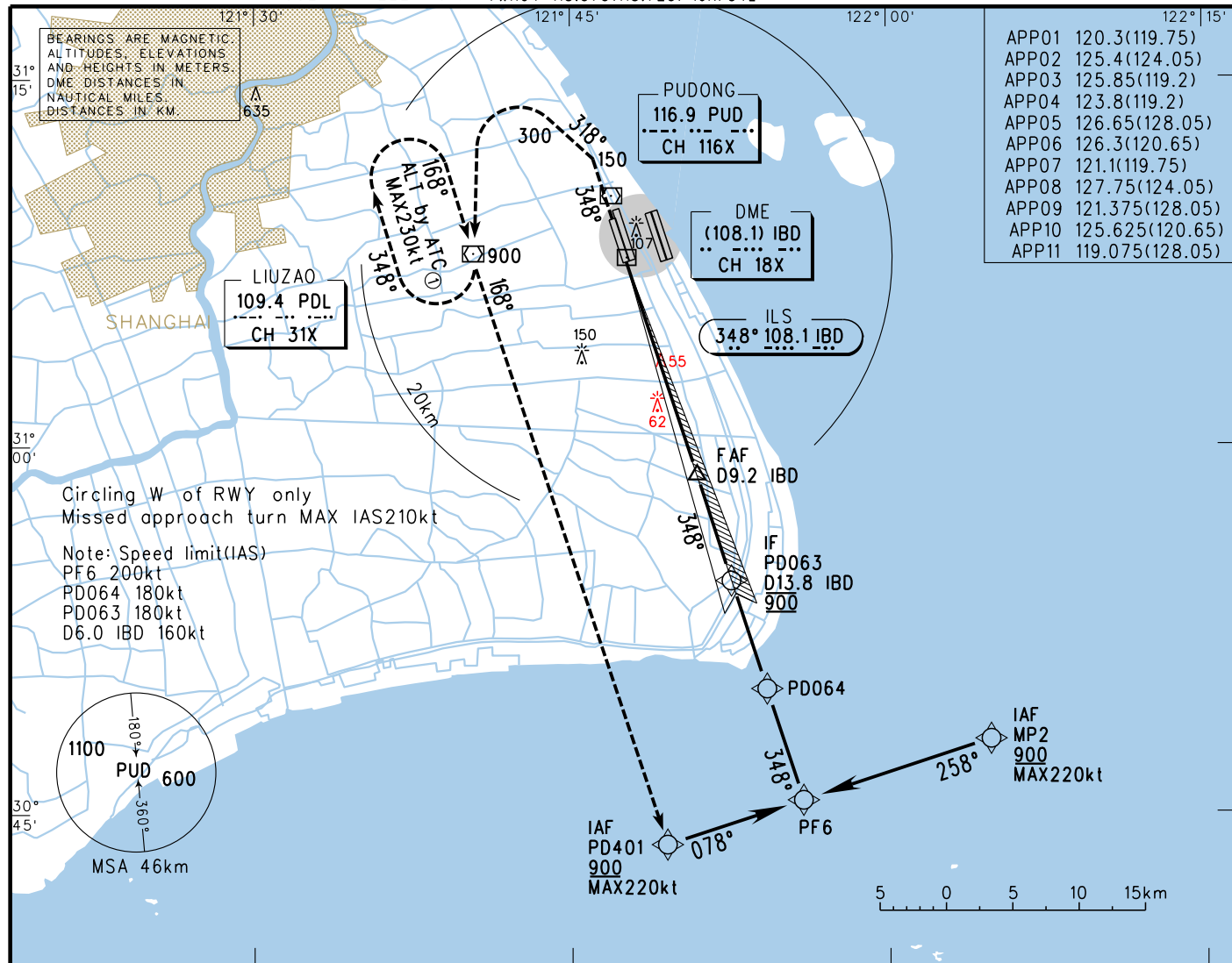


INSTRUMENT APPROACH CHART-ICAO

VAR 5.8° W
AERODROME ELEV 3.8
RWY35L 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 RWY35L



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)

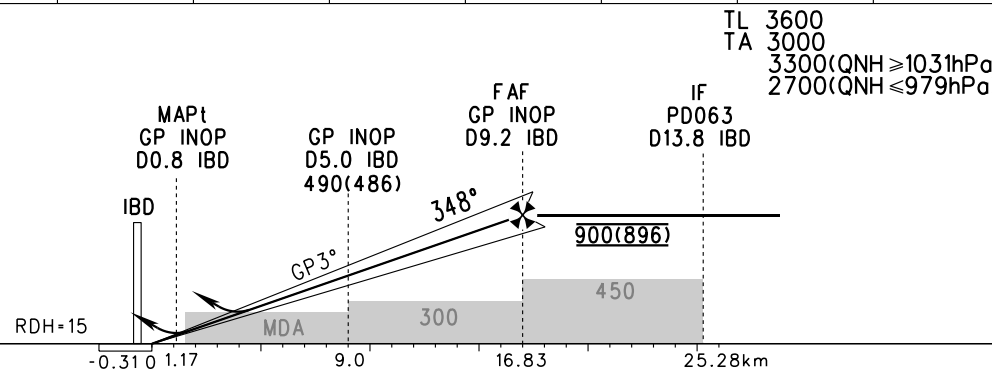
Circling W of RWY only
Missed approach turn MAX IAS210kt

Note: Speed limit(IAS)
PF6 200kt
PD064 180kt
PD063 180kt
D6.0 IBD 160kt

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 900, approach again or join the holding pattern, follow the ATC instructions.



ILS/DME	64(60) ⊕ 800/800				FAF-MAPt(GP INOP) 15.66km						
	A	B	C	D	GS in kt	80	100	120	140	160	180
DA(H) RVR/VIS					80	100	120	140	160	180	
GP INOP	150(146) 2000	150(146) 2200	150(146) 2400		150	185	220	260	295	335	
CIRCLING	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	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

Ⓐ 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.