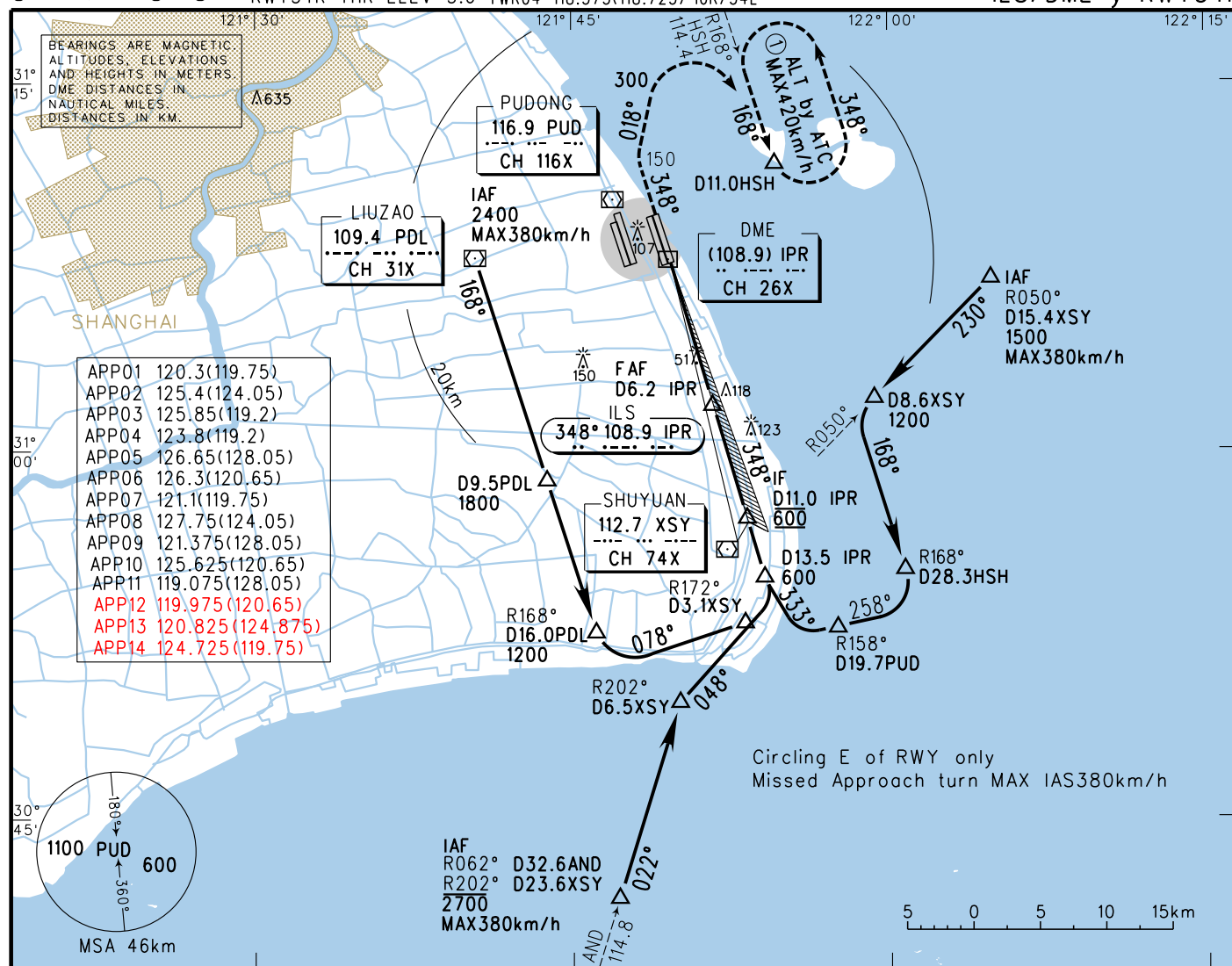


INSTRUMENT APPROACH CHART-ICAO

		D-ATIS(English) 127.85	D-ATIS(Chinese) 128.65	
VAR5.8° W		TWR01 118.8(118.325)	17L/35R, 17R/35L	
		TWR02 118.4(118.725)	16L/34R, 16R/34L	ZSPD
AERODROME ELEV	3.8	TWR03 124.35(118.325)	17L/35R	
RWY34R THR ELEV	3.6	TWR04 118.575(118.725)	16R/34L	

ZSPD SHANGHAI/Pudong
ILS/DME y RWY34R

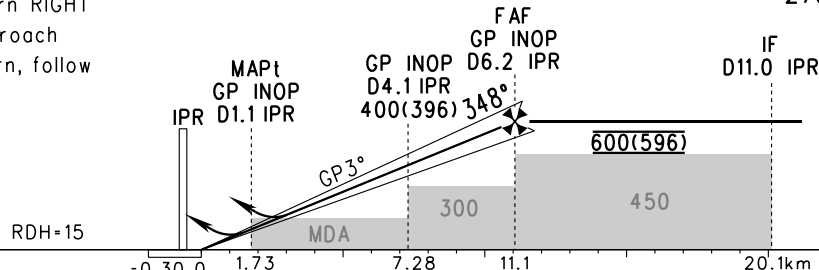


GP INOP	DME (IPR) (NM)	1	2	3	4	5	6	7
	ALT (m)		196	293	390	487	584	

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 ≥ 1031 hPa)
	2700(QNH ≤ 979 hPa)



	A	B	C	D	FAF-MAPt(GP INOP) 9.37km								
ILS/DME ^{DA(H)} RVR/VIS [Ⓐ]	64(60) Ⓑ 800/800				GS in		kt	80	100	120	140	160	180
							km/h	150	185	220	260	295	335
GP INOP ^{MDA(H)} VIS	150(146) 2000		150(146) 2200	150(146) 2400	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 ^{MDA(H)} VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	Ⓐ 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.								