

# INSTRUMENT APPROACH CHART-ICAO

VAR5° W

AERODROME	ELEV	4
RWY16L THR	ELEV	3.6

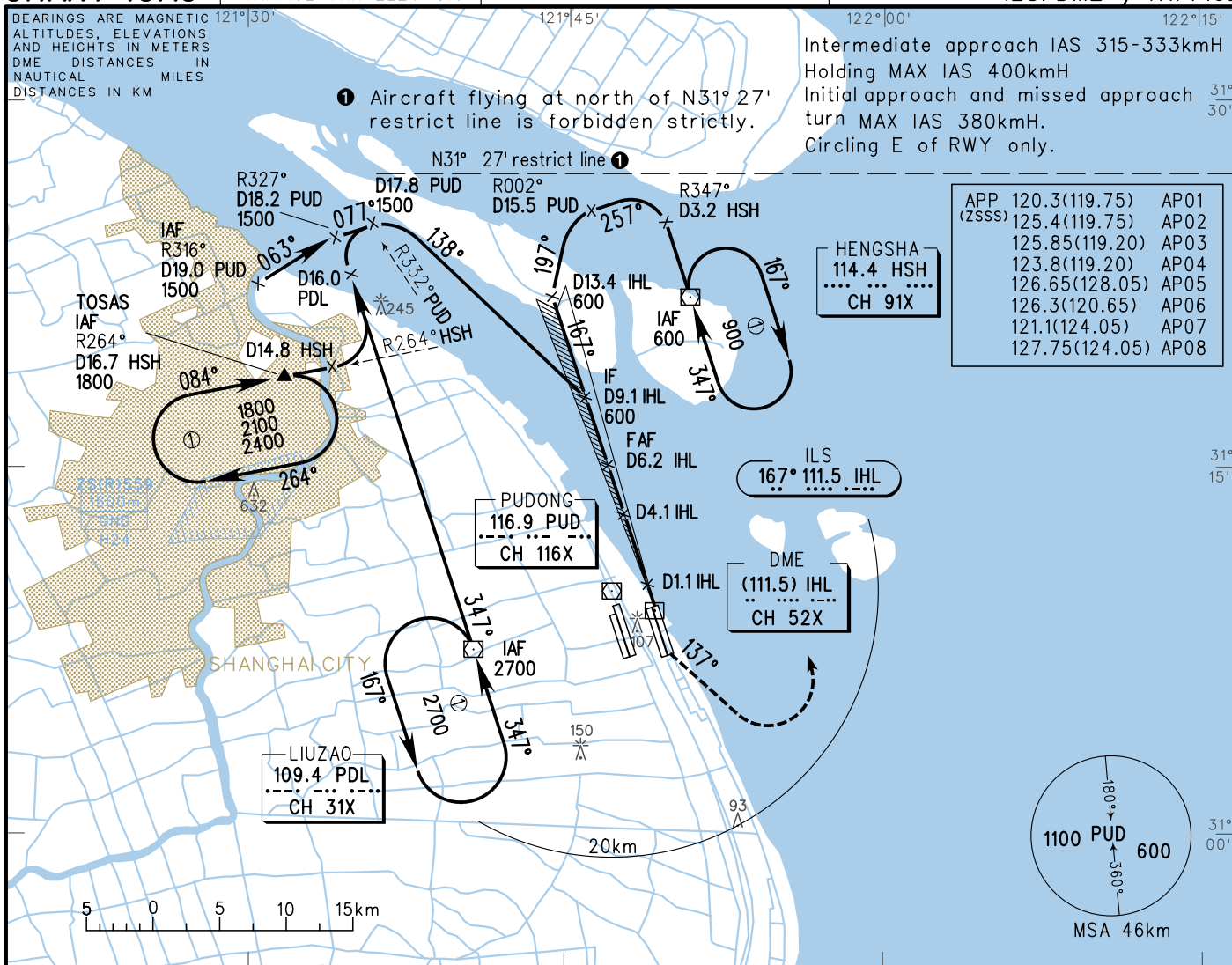
D-ATIS 127.85  
TWR 118.8(118.325) TWR 01 (17L/35R)  
118.4(118.725) TWR 02 (16R/34L)  
124.35(118.325) TWR 03 (17R/35L)  
118.575(118.725) TWR 04 (16L/34R)

**ZSPD SHANGHAI/Pudong**  
ILS/DME y RWY16L

BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN METERS  
DME DISTANCES IN  
NAUTICAL MILES  
DISTANCES IN KM

❶ Aircraft flying at north of  $N31^{\circ}27'$  restrict line is forbidden strictly.

Intermediate approach IAS 315-333kmH  
Holding MAX IAS 400kmH  
Initial approach and missed approach 315  
turn MAX IAS 380kmH. 30  
Circling E of RWY only.

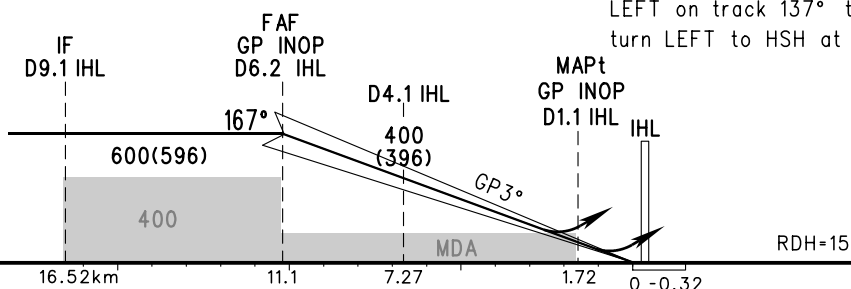


GP INOP	DME (IHL) (NM)	7	6	5	4	3	2	1
	ALT (m)		584	487	390	293	196	

TL 3600  
TA 3000  
3300(QNH $\geq$ 1031hPa)  
2700(QNH $\leq$ 979hPa)

### MISSED APPROACH

Climb straight ahead to 140, turn  
LEFT on track 137° to 300, then  
turn LEFT to HSH at 600, or by ATC.



	A	B	C	D	FAF-MAPt(GP INOP) 9.38km						
ILS/DME <sup>DA(H)</sup> RVR/VIS	64(60) 550/800			64(60) 600/800	GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP <sup>MDA(H)</sup> VIS	140(136) 1800		140(136) 2000	140(136) 2200	Time min:sec	3:45	3:03	2:33	2:10	1:54	1:41
					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING <sup>MDA(H)</sup> VIS	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	Changes: TWRO4 FREQ.						