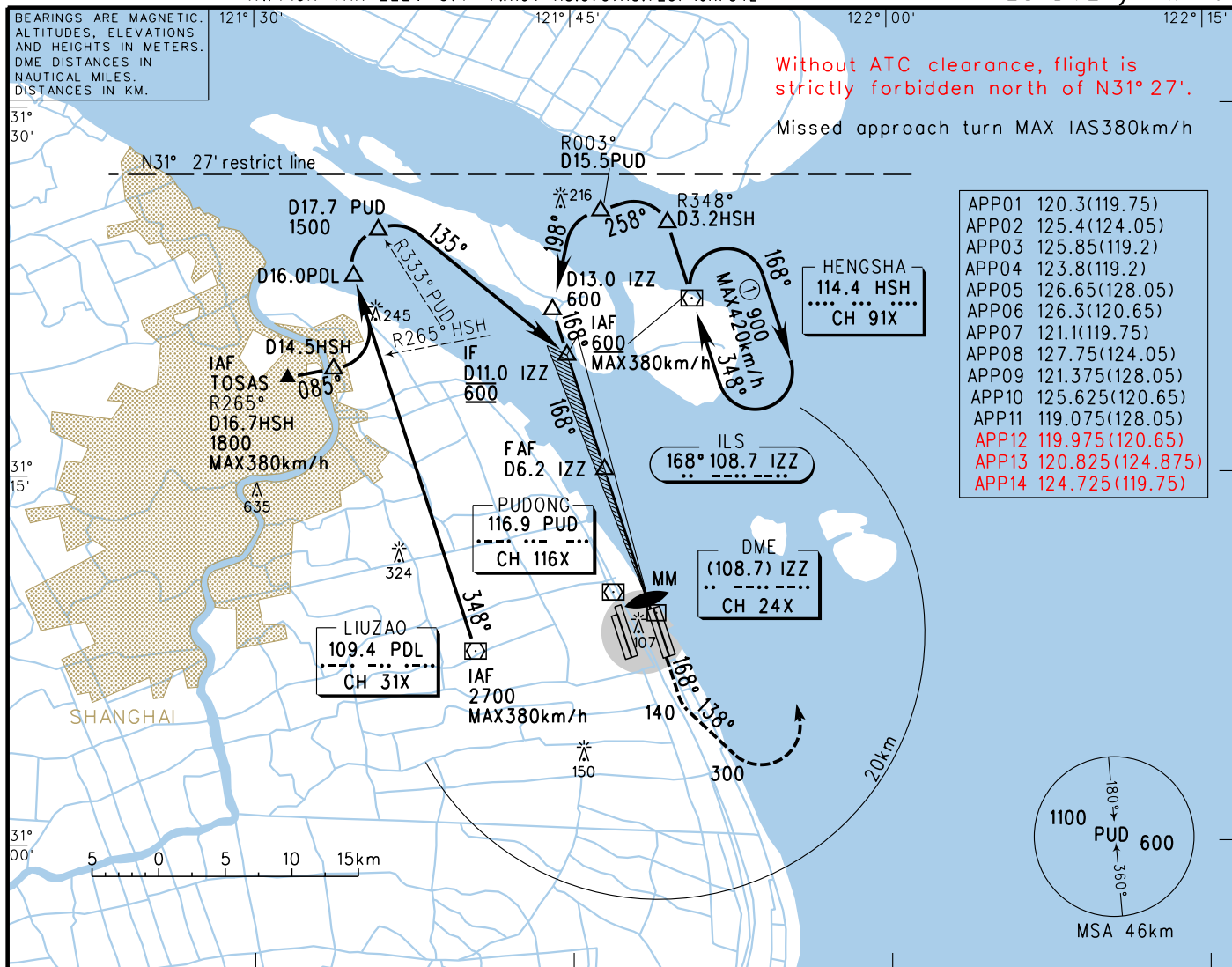


# INSTRUMENT APPROACH CHART-ICAO

		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	<b>ZSPD</b>
AERODROME ELEV 3.8		TWR03 124.35(118.325)	17L/35R	
RWY16R THR ELEV 3.4		TWR04 118.575(118.725)	16R/34L	

ZSPD SHANGHAI/Pudong  
ILS/DME y RWY16R

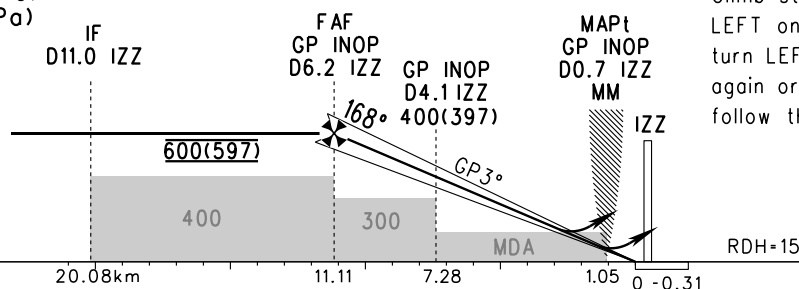


GP INOP	DME (IZZ) (NM)	8	7	6	5	4	3	2
	ALT (m)			585	488	391	294	197

TL	3600
TA	3000
	3300(QNH ≥ 1031hPa)
	2700(QNH ≤ 979hPa)

## MISSED APPROACH

Climb straight ahead to 140, turn LEFT on track 138° to 300, then turn LEFT to HSH at 600, approach again or join the holding pattern, follow the ATC instructions.



	A	B	C	D
ILS/DME <sup>DA(H) RVR/VIS</sup> A	64(60) 550/800			
GP INOP <sup>MDA(H) VIS</sup>	140(137) 1800		140(137) 2000	140(137) 2200
CIRCLING <sup>MDA(H) VIS</sup>	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800

FAF-MAPt(GP INOP) 10.06km							
GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	4:04	3:16	2:43	2:20	2:02	1:49
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
A HUD Special CAT 1: (DH)(45),(RA)(46),RVR450							
Changes: APP FREQ, note.							