

# INSTRUMENT APPROACH CHART - ICAO

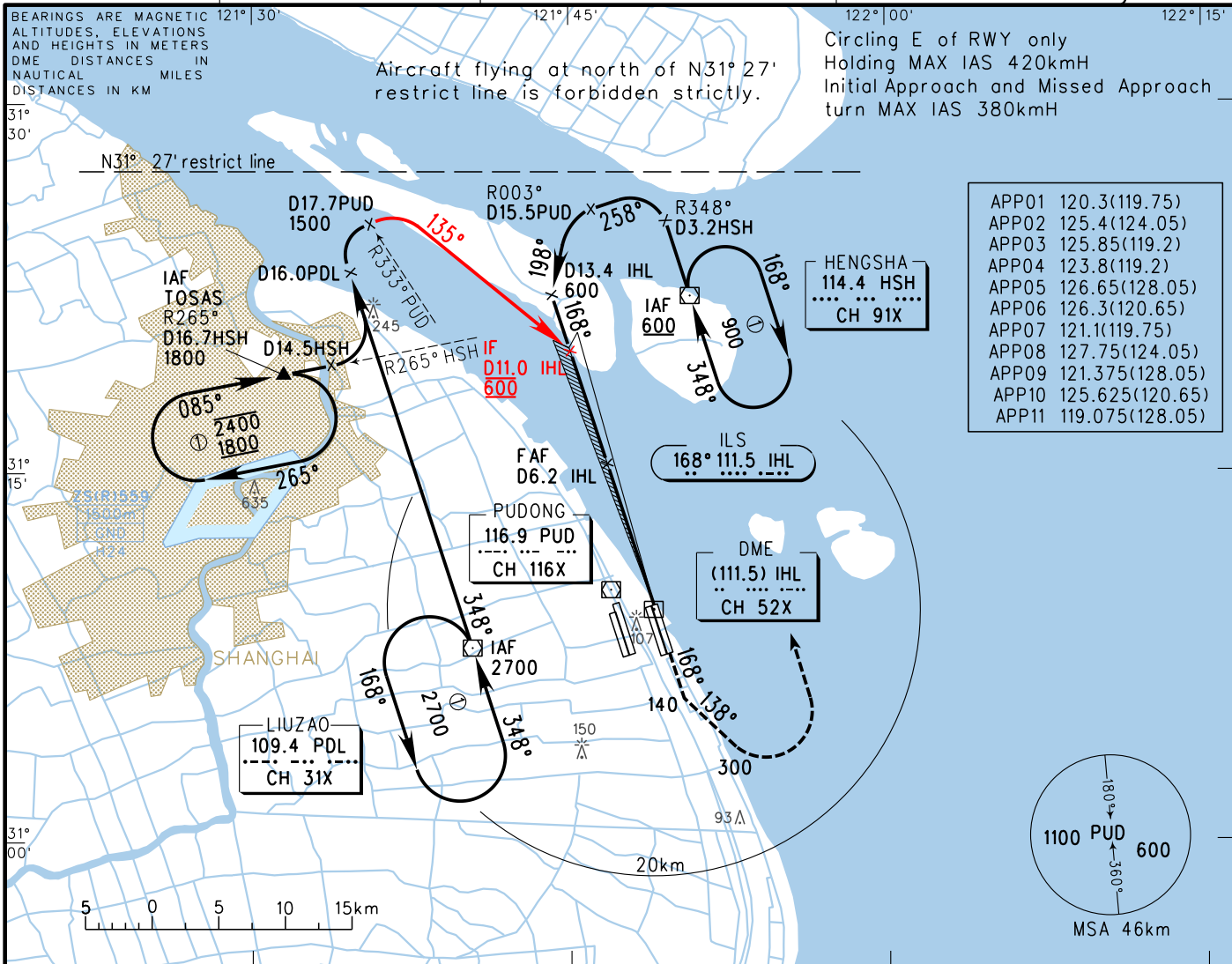
D-ATIS	127.85	
TWR01	118.8(118.325)	17L/35R, 17R/35L
TWR02	118.4(118.725)	16L/34R, 16R/34L
TWR03	124.35(118.325)	17L/35R
TWR04	118.575(118.725)	16R/34L

**ZSPD SHANGHAI/Pudong**  
VAR5.8° W ILS/DME y RWY16L

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

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

Circling E of RWY only  
Holding MAX IAS 420kmH  
Initial Approach and Missed Approach  
turn MAX IAS 380kmH

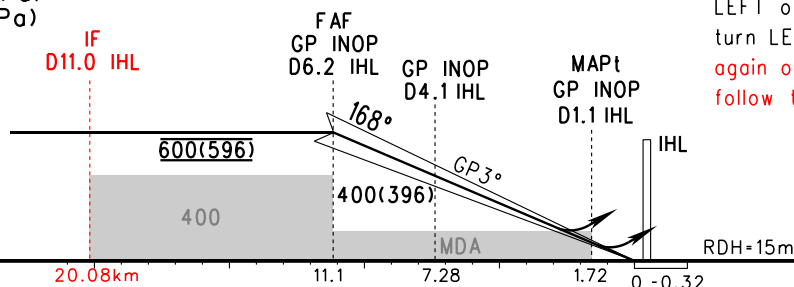


GP INOP	DME (IHL) (NM)	7	6	5	4	3	2	1
	ALT (m)		584	487	390	293	196	

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

### 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	FAF-MAPt(GP INOP) 9.38km						
ILS/DME <sup>DA(H)</sup> <sub>RVR/VIS</sub> A	64(60) 550/800				GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP <sup>MDA(H)</sup> <sub>VIS</sub>	140(136) 1800		140(136) 2000	140(136) 2200	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 <sup>MDA(H)</sup> <sub>VIS</sub>	210(206) 2800	210(206) 3200	240(236) 4400	280(276) 4800	A HUD Special CAT 1: (DH)(45),(RA)(46),RVR450 Changes: Procedure.						