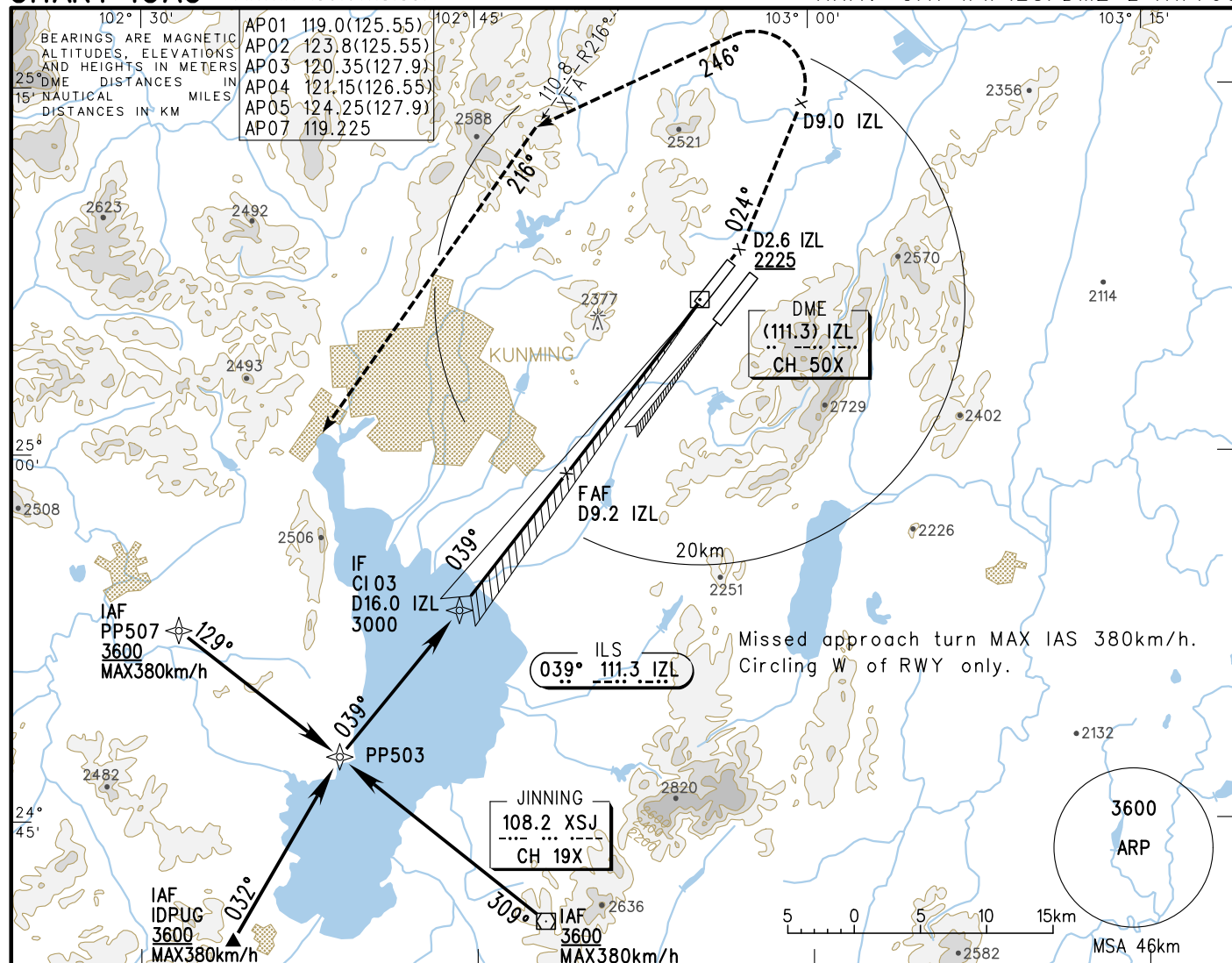


INSTRUMENT APPROACH CHART-ICAO

D-ATIS 128.45
TWR(W) 130.6(118.85)

VAR1° W AERODROME ELEV 2104
RWY03 DTHR ELEV 2102.6

ZPPP KUNMING/Changshui
RNAV CAT-I/II ILS/DME z RWY03

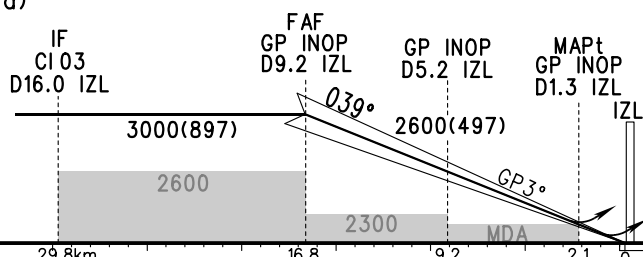


| GP INOP | DME (IZL) (NM) | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---------|----------------|------|------|------|------|------|------|------|
| | ALT (m) | 2878 | 2781 | 2684 | 2587 | 2490 | 2393 | 2296 |

TL 6000
TA 5400
5700(QNH ≥ 1031hPa)
5100(QNH ≤ 979hPa)

MISSED APPROACH

Climb straight ahead to D2.6 IZL at 2225 or above, turn LEFT and track 024° to D9.0 IZL, turn LEFT and track 246° to intercept R216° XFA, then track 216° to 3600, contact ATC.



| ILS/DME RVR/VIS | | | | | FAF-MAPt(GP INOP) 14.7km | | | | | | |
|---------------------|-----------------|----------------------|---------------------------|---------------------------|-------------------------------------|---------|------|------|------|------|------|
| GP INOP MDA(H) VIS | | | | | GS in | kt | km/h | 80 | 100 | 120 | 140 |
| CIRCLING MDA(H) VIS | | | | | Time | min:sec | 5:53 | 4:46 | 4:01 | 3:24 | 2:59 |
| ILS CAT II | | | | | Rate of descent | m/s | 2.2 | 2.7 | 3.2 | 3.8 | 4.3 |
| Aircraft type | Radio altimeter | Decision height (DH) | Autopilot to DH and below | Manual operation below DH | SA CAT I: (DH)(45),(RA)(48),RVR450. | | | | | | |
| A,B,C | (31) | (30) | RVR300 | RVR300 | Changes: Nil | | | | | | |
| D | | | | RVR350 | | | | | | | |