

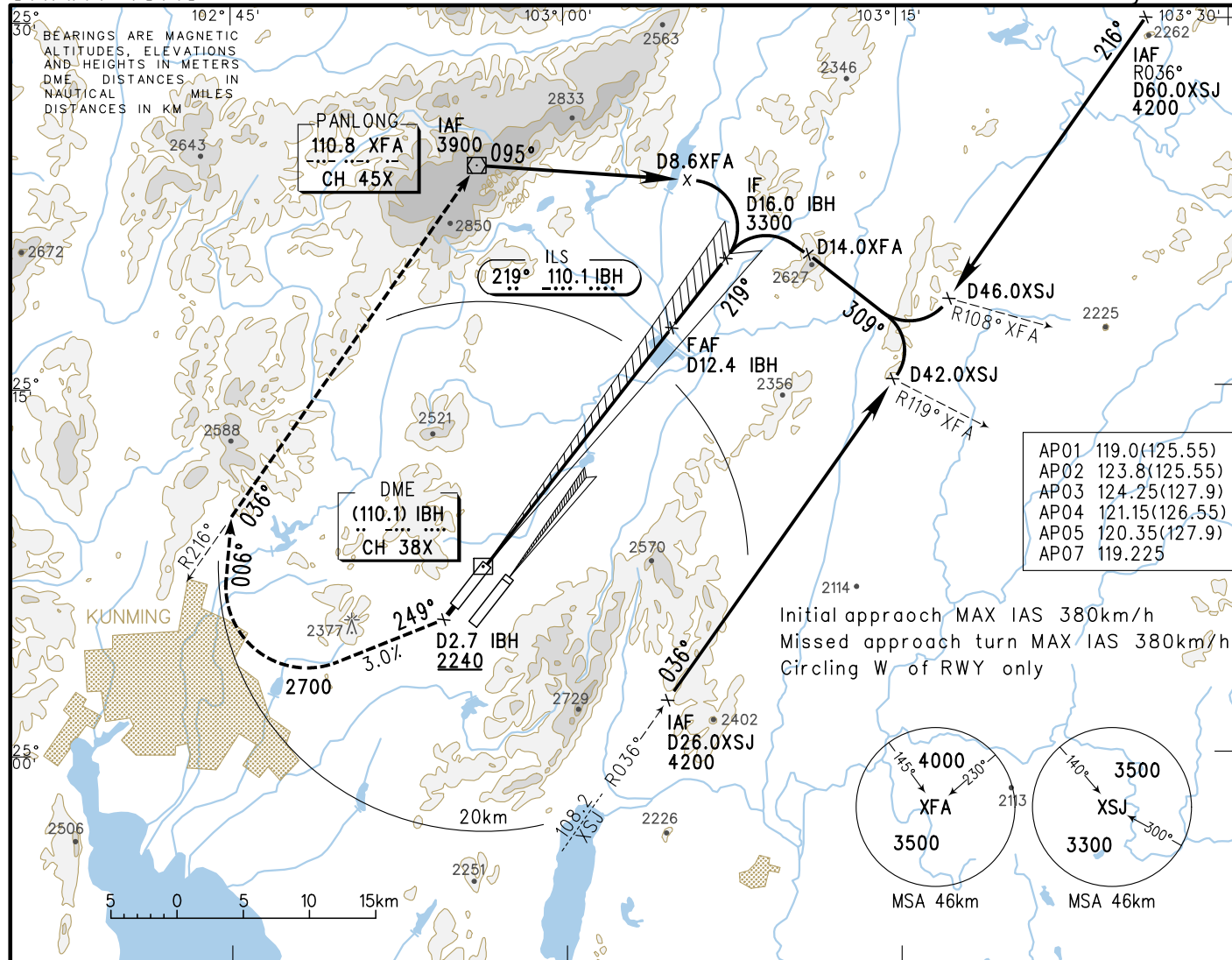
# INSTRUMENT APPROACH CHART-ICAO

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

VAR1°W AERODROME ELEV 2104  
RWY21 THR ELEV 2098.3

ZPPP KUNMING/Changshui

ILS/DME y RWY21

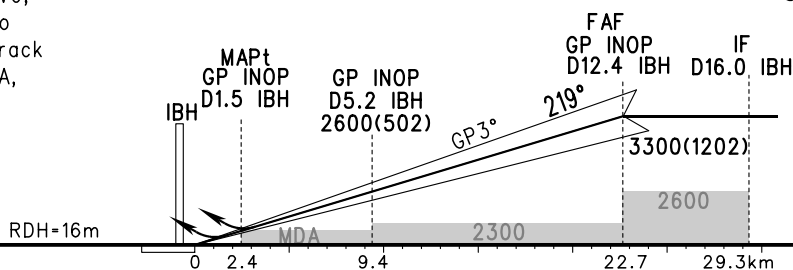


GP INOP	DME (IBH) (NM)	2	4	6	8	10	12		
	ALT (m)	2292	2487	2681	2875	3068	3262		

## MISSED APPROACH

Climb straight ahead(with gradient $\geq 3\%$ )  
to D2.7 IBH at 2240 or above,  
turn RIGHT and Track 249° to  
2700, then turn RIGHT and track  
006° to intercept R216° XFA,  
track 036° to XFA at 3600,  
contact ATC.

TL 6000  
TA 5400  
5700(QNH $\geq 1031$ hPa)  
5100(QNH $\leq 979$ hPa)



	A	B	C	D	FAF-MAPt(GP INOP) 20.3km							
ILS/DME <sup>DA(H)</sup> RVR/VIS <div>HUD</div>	2158(60) 550/800				GS in	kt	80	100	120	140	160	180
					km/h	150	185	220	260	295	335	
GP INOP <sup>MDA(H)</sup> VIS	2235(137) 1800				Time	min:sec	8:13	6:35	5:29	4:42	4:07	3:39
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING <sup>MDA(H)</sup> VIS	2350(247) 2800	2470(367) 3000	2500(397) 4400	2500(397) 5000	<div>HUD</div> SA CAT I: (DH)(45),(RA)(64),RVR450. Changes: RA, ALT.							