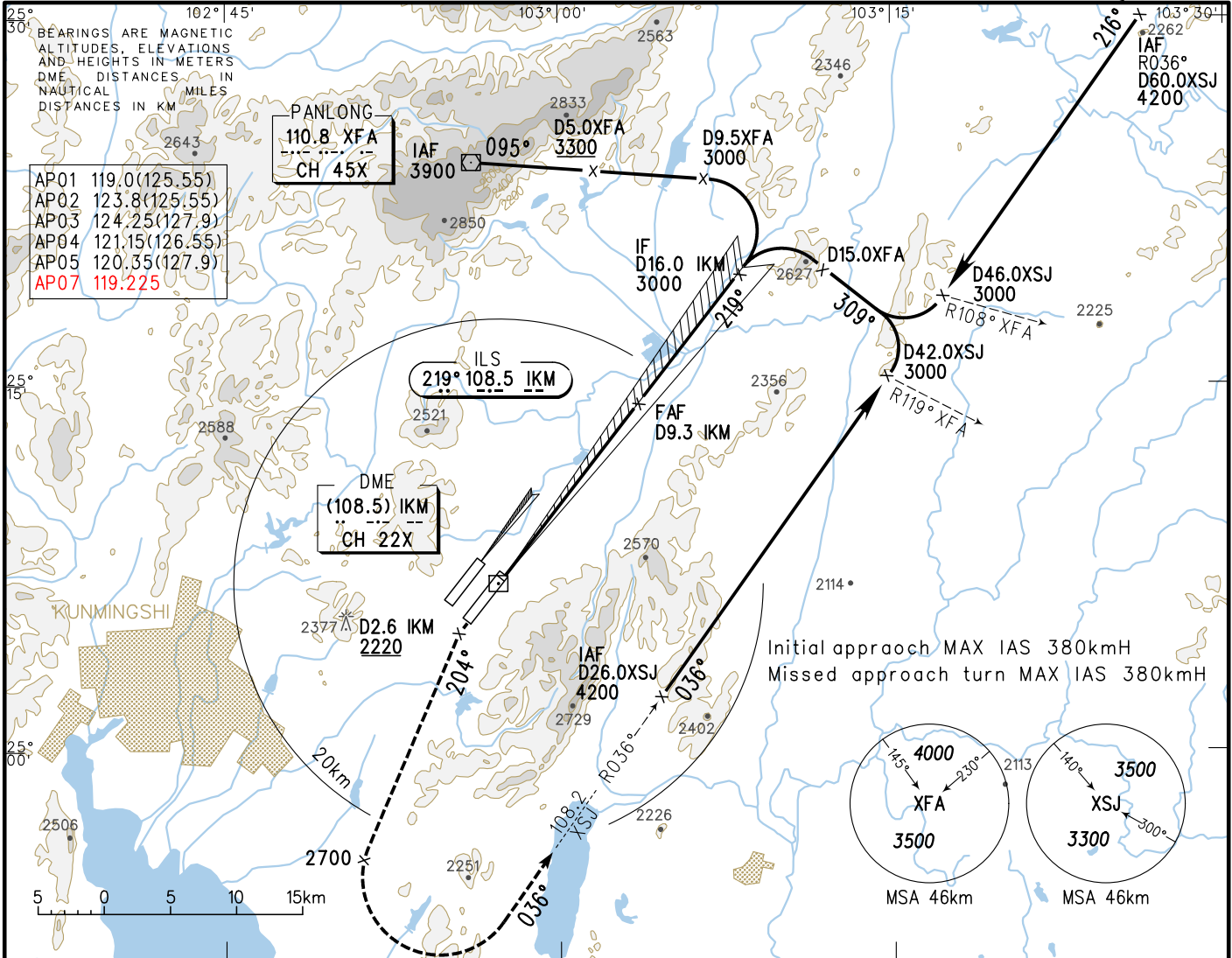


INSTRUMENT  
APPROACH  
CHART-ICAO

ATIS 128.45  
D-ATIS 131.45  
TWR(E) 118.1(118.85) VAR1°W AERODROME ELEV 2104  
TWR(W) 130.6(118.85) RWY22 DTHR ELEV 2097

ZPPP KUNMING/Changshui  
CAT-II ILS/DME y RWY22



DME (IKM) (NM)	1	2	3	4	5	6	7	8	9
ALT (m)		2290	2387	2484	2581	2678	2775	2872	2970

**MISSED APPROACH**

Climb straight ahead to D2.6 IKM with ALT 2220m or above, turn LEFT to 2700m, turn LEFT along track 204° to 2700m, turn LEFT and intercept R036°XSJ, then climb along track 036° at 3600, contact ATC.

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

MAPt GP INOP D1.4 IKM  
GP INOP D5.3 IKM  
FAF D9.3 IKM  
IF D16.0 IKM

3000(903)  
2600(503)  
2300  
MDA  
RDH=16m

THR displaced 500m

THR displaced 500m													0		2.3		9.4		17.0		29.3km	
	A		B		C		D		FAF-THR 17.0km													
Radio altimeter	(31)								GS in	kt	80	100	120	140	160	180						
									kmH		150	185	220	260	295	335						
Decision height DA(DH)	2127(30)								Time	min:sec	6:48	5:31	4:38	3:55	3:27	3:03						
Autopilot to DH and below	RVR300								Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9						
Manual operation below DH	RVR300						RVR350		Changes: APP.													