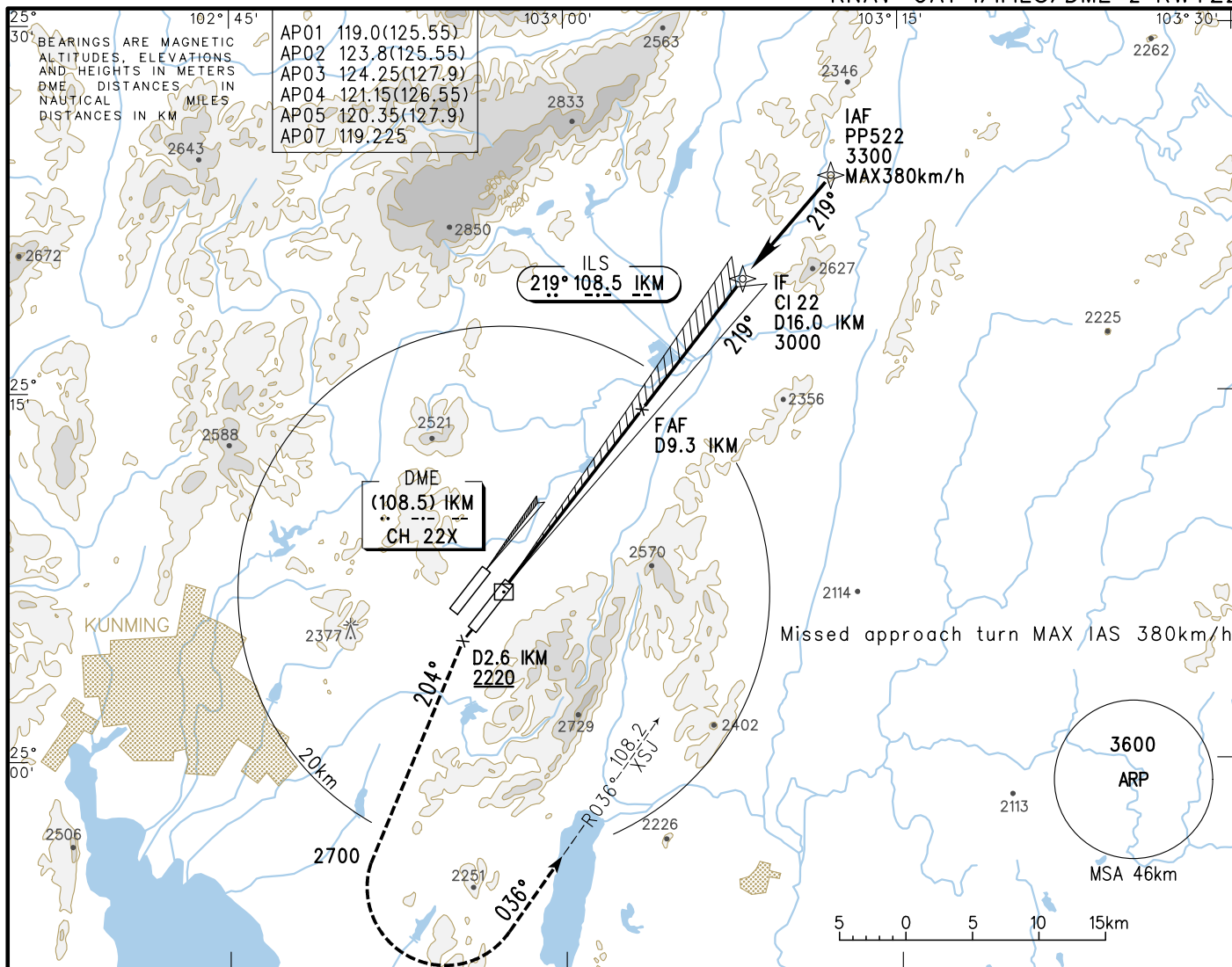


# INSTRUMENT APPROACH CHART-ICAO

D-ATIS 128.45  
TWR(E) 118.1(118.85)

VAR1° W AERODROME ELEV 2104  
RWY22 DTHR ELEV 2096.7

**ZPPP KUNMING/Changshui**  
RNAV CAT-I/II ILS/DME z RWY22

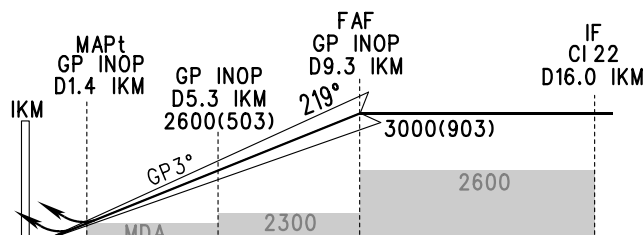


GP INOP	DME (IKM) (NM)	2	3	4	5	6	7	8	9
	ALT (m)	2290	2387	2484	2581	2678	2775	2872	2970

## MISSED APPROACH

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

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



THR displaced 500m inwards.					FAF-MAPt(GP INOP) 14.7km							
					GS in	kt	80	100	120	140	160	180
						km/h	150	185	220	260	295	335
					Time	min:sec	5:53	4:46	4:01	3:24	2:59	2:38
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
HUD SA CAT I: (DH)(45),(RA)(47),RVR450.												
Changes: Nil												

ILS CAT II				
Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below	Manual operation below DH
A,B,C	(31)	(30)	RVR300	RVR300
D				RVR350