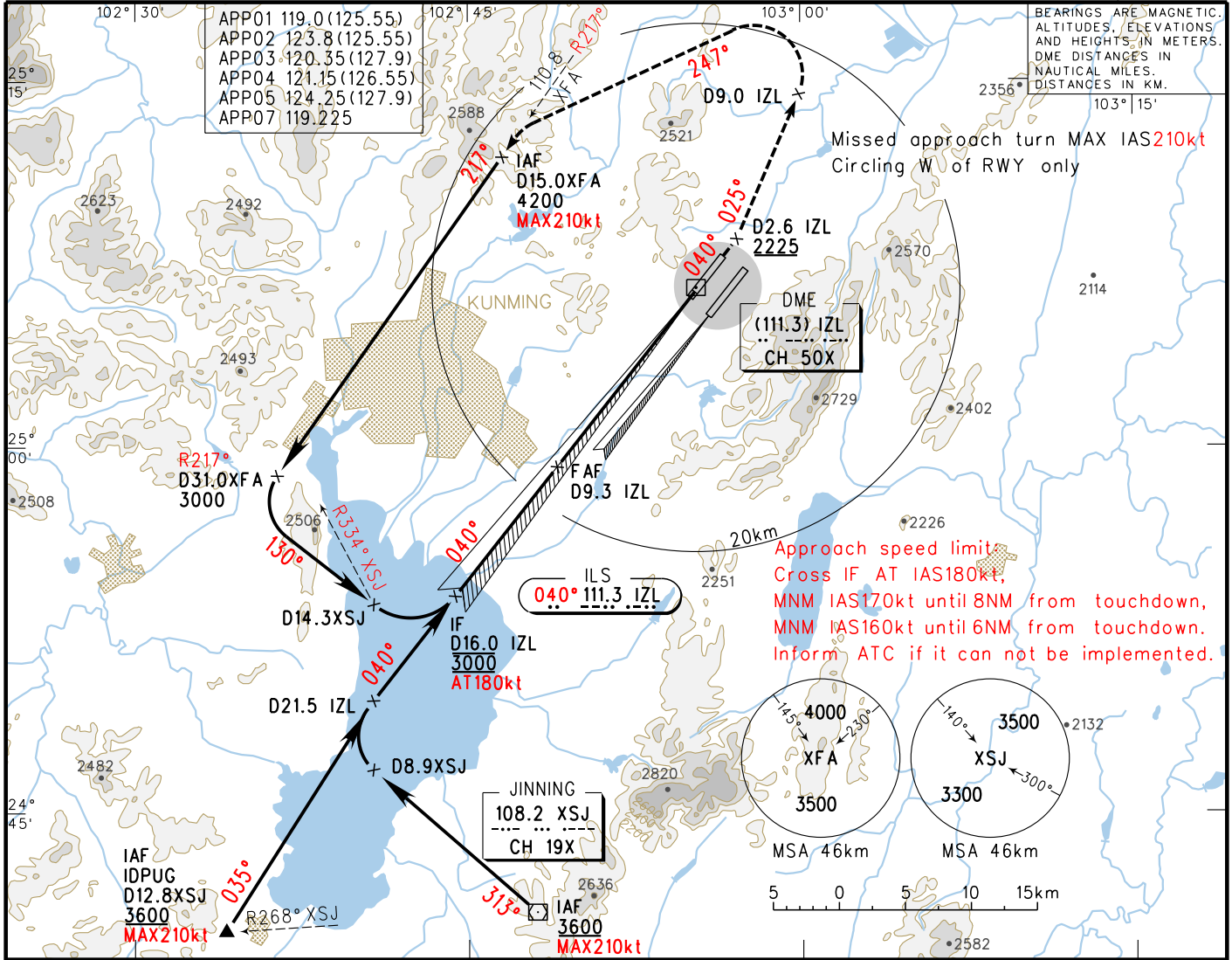


INSTRUMENT  
APPROACH  
CHART-ICAO

AERODROME ELEV 2103.5  
RWY03 DTHR ELEV 2102.6

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

ZPPP KUNMING/Changshui  
CAT-I/II ILS/DME y RWY03



GP INOP	DME (IZL) (NM)	8	7	6	5	4	3	2
	ALT (m)	2879	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 025° MAG to D9.0 IZL, turn LEFT and track 247° MAG to intercept R217° XFA, then track 217° MAG to 3300, contact ATC.

		IF D16.0 IZL		FAF GP INOP D9.3 IZL		GP INOP D5.2 IZL		MAPt GP INOP D1.3 IZL	
		3000(897)		2600(497)		2300		MDA	
		29.8km		16.8		9.2		2.1	
								THR displaced 540m inwards	

		A		B		C		D	
ILS/DME	DA(H)			2163(60)					
	RVR/VIS			550/800					
GP INOP	MDA(H)			2230(127)					
	RVR/VIS			1600/1600					
CIRCLING	MDA(H)	2350(247)	2470(367)	2500(397)	2500(397)				
	VIS	2800	3000	4400	5000				

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

FAF-MAPt(GP INOP) 14.7km						
GS in	kt	80	100	120	140	160
	km/h	150	185	220	260	295
Time	min:sec	5:57	4:46	3:58	3:24	2:59
		2:39				
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3
		4.9				

HUD Special CAT I: (DH)(45),(RA)(48),RVR450.

Changes: VAR, Missed approach, MAG course.