

INSTRUMENT  
APPROACH  
CHART-ICAO

VAR1.8° W

AERODROME ELEV 2103.5

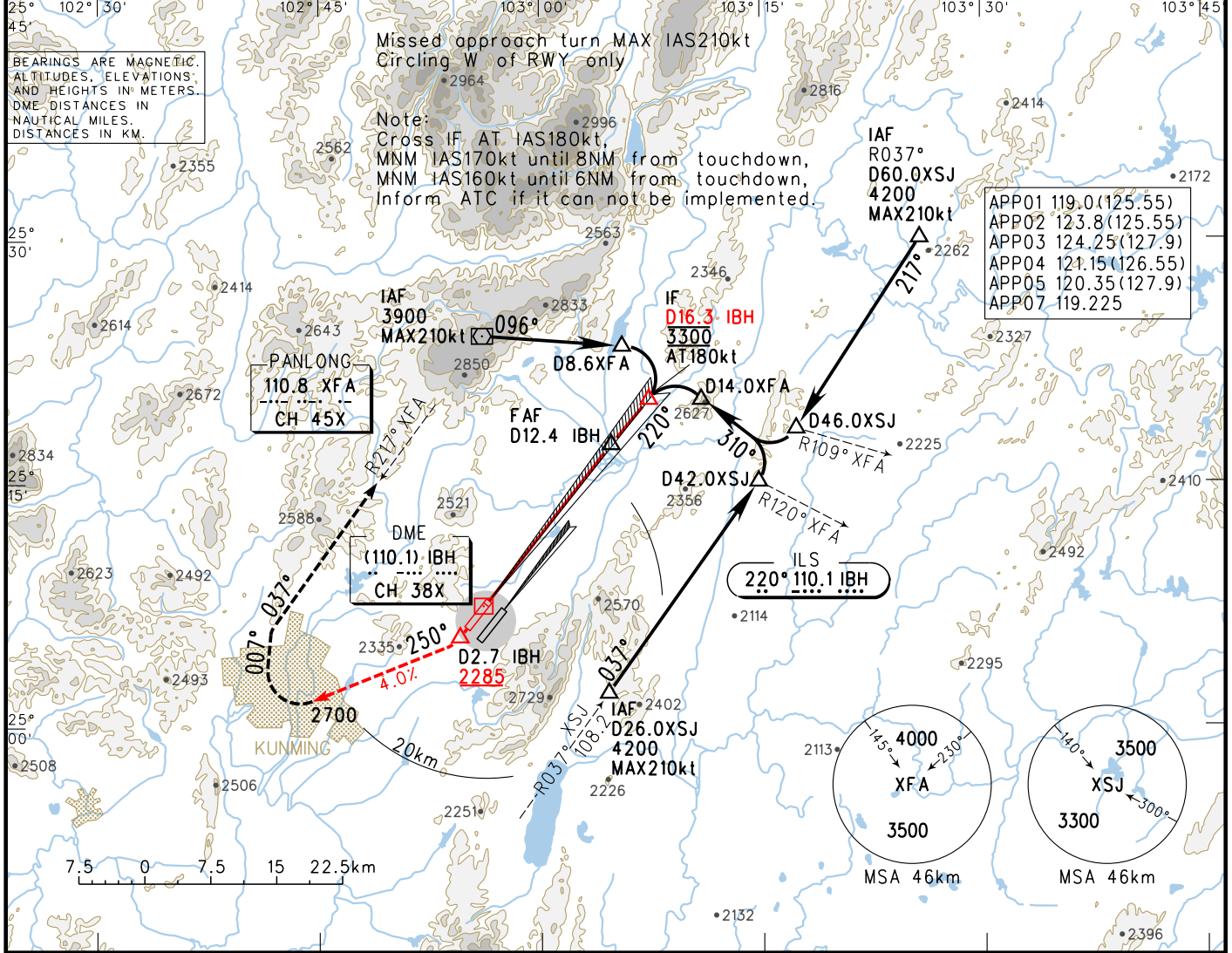
DTHR RWY21 ELEV 2099.1

D-ATIS 128.45

TWR(W) 130.6(118.85)

ZPPP KUNMING/Changshui

ILS/DME y RWY21



GP INOP	DME (IBH) (NM)	2	4	6	8	10	12	14
	ALT (m)	2293	2487	2682	2876	3070	3264	

MISSED APPROACH

Climb straight ahead(with gradient≥4.0%)  
to D2.7 IBH at 2285 or above, turn  
RIGHT and track 250°MAG to 2700  
(with gradient≥4.0%), then turn RIGHT  
and track 007°MAG to intercept R217°  
XFA, track 037°MAG to XFA at 3300,  
contact ATC.

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

MAPt  
GP INOP  
D1.4 IBH

GP INOP  
D5.2 IBH

FAF  
GP INOP  
D12.4 IBH

IF  
D16.3 IBH

IBH

2600(501) GP3°

2300

2600

3300(1201)

RDH+16

THR displaced 540m

0 2.3 9.3 22.6 29.9km

	A	B	C	D
ILS/DME	DA(H) RVR/VIS A	2160(60) 550/800		
GP INOP	MDA(H) RVR/VIS	2235(136) 1700/1700		
CIRCLING	MDA(H) VIS	2350(247) 2800	2470(367) 3000	2500(397) 4400 2500(397) 5000
HUD Special CAT II				
CAT A,B,C,D	(DH)(30),(RA)(33), RVR350			

FAF-MAPt(GP INOP) 20.3km							
GS in	kt	80	100	120	140	160	180
	km/h	150	185	220	260	295	335
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

A HUD Special CAT I: (DH)(45),(RA)(64),RVR450.

Changes: THR displaced, procedure.