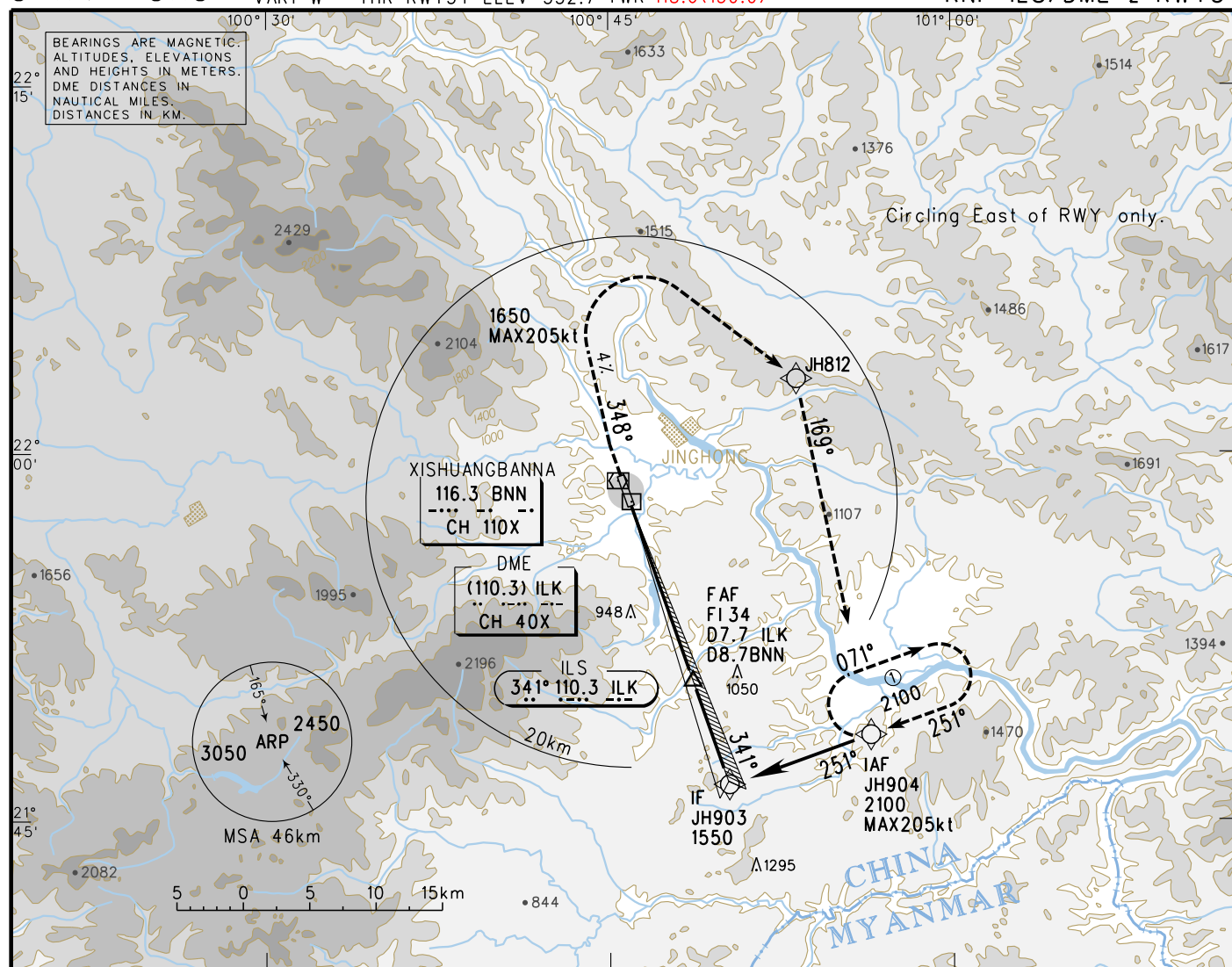


INSTRUMENT APPROACH CHART - ICAO

				ATIS 126.225
	AERODROME	ELEV	553.1	APP 119.1(119.625)
VAR1° W	THR RWY34	ELEV	552.7	TWR 118.6 (130.0)

ZPJH XISHUANGBANNA/Gaso
RNP ILS/DME z RWY34



GP INOP	DME (ILK) (NM)	3	4	5	6	7	8	9
	ALT (m)	843	940	1037	1134	1231		

MISSED APPROACH

Climb straight ahead and intercept
R348°BNN to 1650 with climb
gradient not less than 4.0%,
turn RIGHT to JH812, then fly to
JH904 on track 169° at 2100,
join in the holding pattern
or contact ATC.

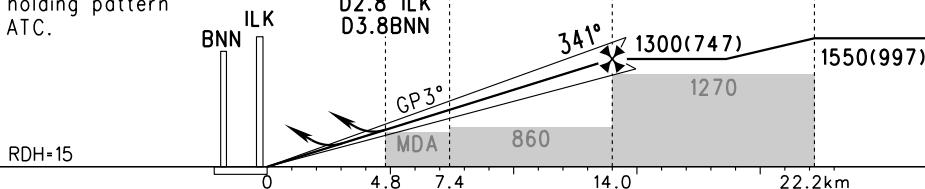
GP INOP
D4.1 ILK
D5.1BNN
950(397)

GP INC
D2.8 I
D3.8B

FAF
P INOP
7.7 ILK
8.7BNN

JH903
D12.1 ILK
D13.1BNN

TL 4200
TA 3600
3900(QNH≥1031hPa)
3300(QNH≤979hPa)



	A	B	C	D	FAF-MAPt(GP INOP) 9.2km							
ILS/DME ^{DA(H)} RVR/VIS	643(90) 900/900				GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
	GP INOP ^{MDA(H)} VIS				Time	min:sec	3:44	2:59	2:29	2:08	1:52	1:39
	820(267) 4300				Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING ^{MDA(H)} VIS	1000(447) 5000		1200(647) 5000	1270(717) 5000	Changes: TWR.							