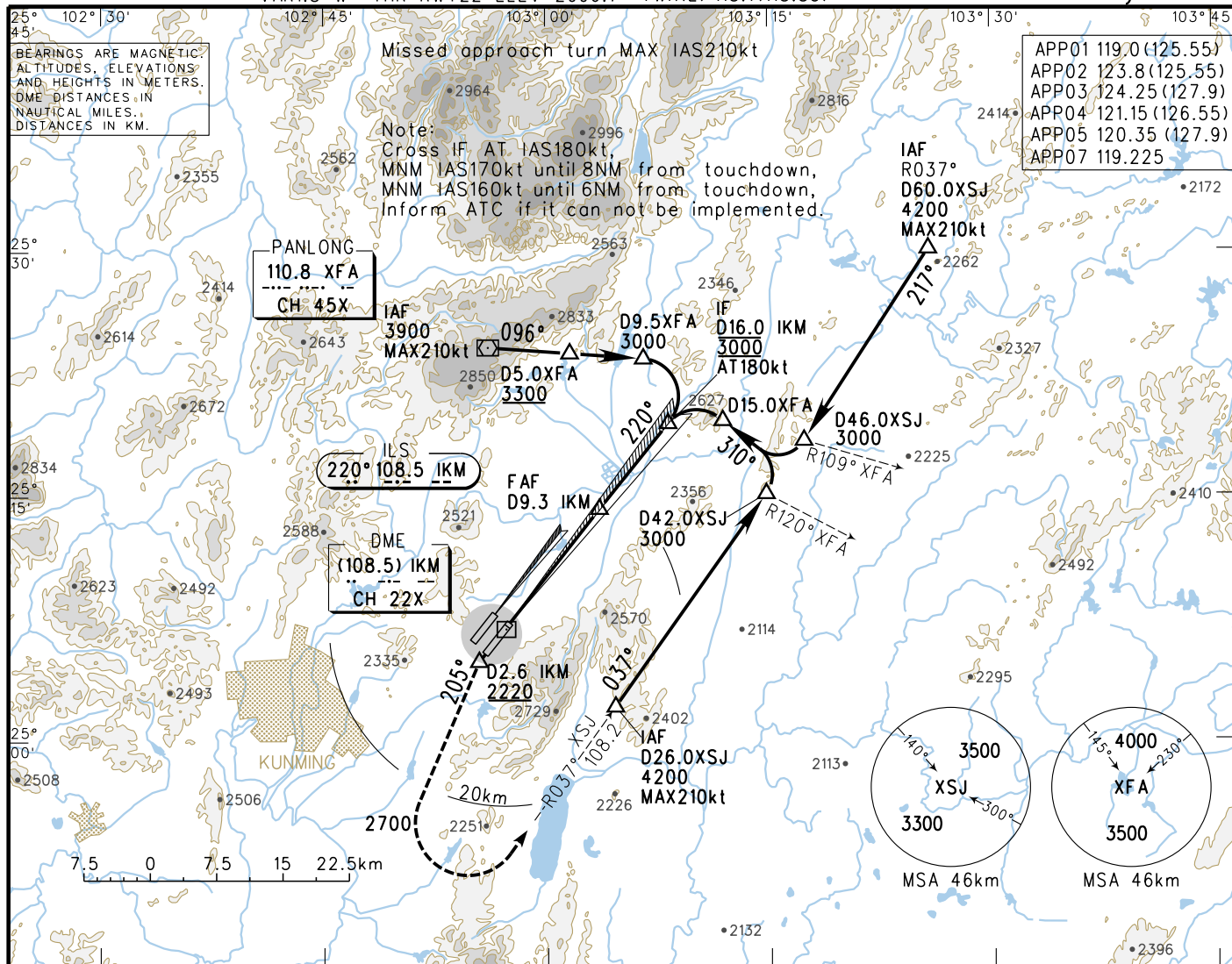


INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2103.5 D-ATIS 128.45
THR RWY22 ELEV 2096.7 TWR(E) 118.1(118.85)

ZPPP KUNMING/Changshui

CAT-I/II ILS/DME y RWY22



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

MISSED APPROACH

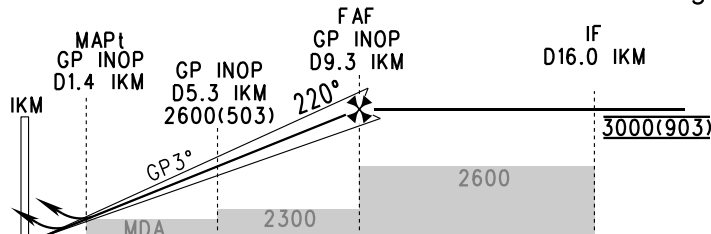
Climb straight ahead to D2.6 IKM at 2220 or above, turn LEFT and track 205° MAG to 2700, turn LEFT and intercept R037° XSJ, track 037° MAG to 3300, contact ATC.

TL 6000

TA 5400

5700(QNH ≥ 1031 hPa)

5100(QNH ≤ 979hPa)



THR displaced 500m inwards.

		A	B	C	D
ILS/DME	DA(H) RVR/VIS A	2157(60) 550/800			
GP INOP	MDA(H) RVR/VIS	2230(133) 1700/1700			
CIRCLING	MDA(H) VIS				
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) 14.6km							
GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	5:55	4:44	3:57	3:23	2:57	2:38
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

● HUD Special CAT I: (DH)(45),(RA)(47),RVR450.

Changes: Chart symbols.

④ HUD Special CAT I: (DH)(45),(RA)(47),RVR450.

Changes: Chart symbols.