INSTRUMENT **APPROACH** ZPPP KUNMING/Changshui D-ATIS 128.45 TWR(W) 130.6(118.85) VAR1° W AERODROME ELEV 2103.5 CHART-ICAO CAT-I/IIILS/DME y RWY03 RWY03 DTHR ELEV 2102.6 APP01 119.0(125.55) 103° APP02 123.8(125.55) APP03 120.35(127.9) APP04 121.15(126.55) BEARINGS ARE MAGNETIC 2356 • BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
OME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM APP05 124.25(127.9) APP07 119 225 09.0 IZL × 2588 ÎAF D15.0XFA 4200 2492 D2.6 IZL 2570 2114 KUNMING DME (111.3) IZL CH 50X 2493 **2402** 00 D31.0XFA 20km 3000 2508 D9.3 IZL **?**2226 2506 2251 039° 111.3 IZL Initial approach MAX IAS205kt D14.3XSJ Missed approach turn MAX IAS205kt D16.0 IZL Circling W of RWY only 3000 D21.5 IZL z 4000 2132 3500 D8.9XSJ 02820 XF A JINNING 108.2 XSJ 3500 3300 45 CH 19X IAE MSA 46km **IDPUG** MSA 46km 2636 R268 0 **1**0 15km IAF D12.8XSJ 3600 3600 •2582 DME (IZL) (NM) 8 6 5 4 3 2 GP INOP ALT (m) 2684 2490 2879 2781 2587 2393 2296 TL 6000 TA 5400 5700(QNH≥1031hPa) MISSED APPROACH Climb straight ahead to D2.6 IZL at 2225 or above, turn LEFT and track 024° to D9.0 IZL, turn LEFT and track 246° to 5100(QNH ≤979hPa) FAF GP INOP D9.3 IZL MAPt GP INOP GP INOP intercept R216° XFA, then track IF D5.2 IZL D1.3 IZL D16.0 IZL 216° to 3600, contact ATC. ΙZΙ 2600(497) 3000(897) 2600 2300 RDH=16m 29.8km 16.8 9 2 THR displaced 540m inwards FAF-MAPt(GP INOP) 14.7km ILS/DME RVR/VIS 2163(60) 180 335 550/800 80 100 120 140 160 GS in km/h 150 260 295 185 220 GP INOP MDA(H) 2230(127) 1600/1600 3:58 Time min:sec 5:57 4:46 3:24 2:59 2:39 CIRCLING MDA(H) 2350(247) 2470(367) 2500(397) 2500(397) 2800 3000 4400 5000 2.7 4.9 Rate of descent m/s 2.2 3.2 3.8 4.3 ILS CAT Aircraft Radio Decision Autopilot to DH Manual operation and below • HUD Special CAT 1: (DH)(45),(RA)(48),RVR450. type altimeter height (DH) below DH A,B,C **RVR300** (31)(30) RVR300 Changes: Landing minima. **RVR350** D