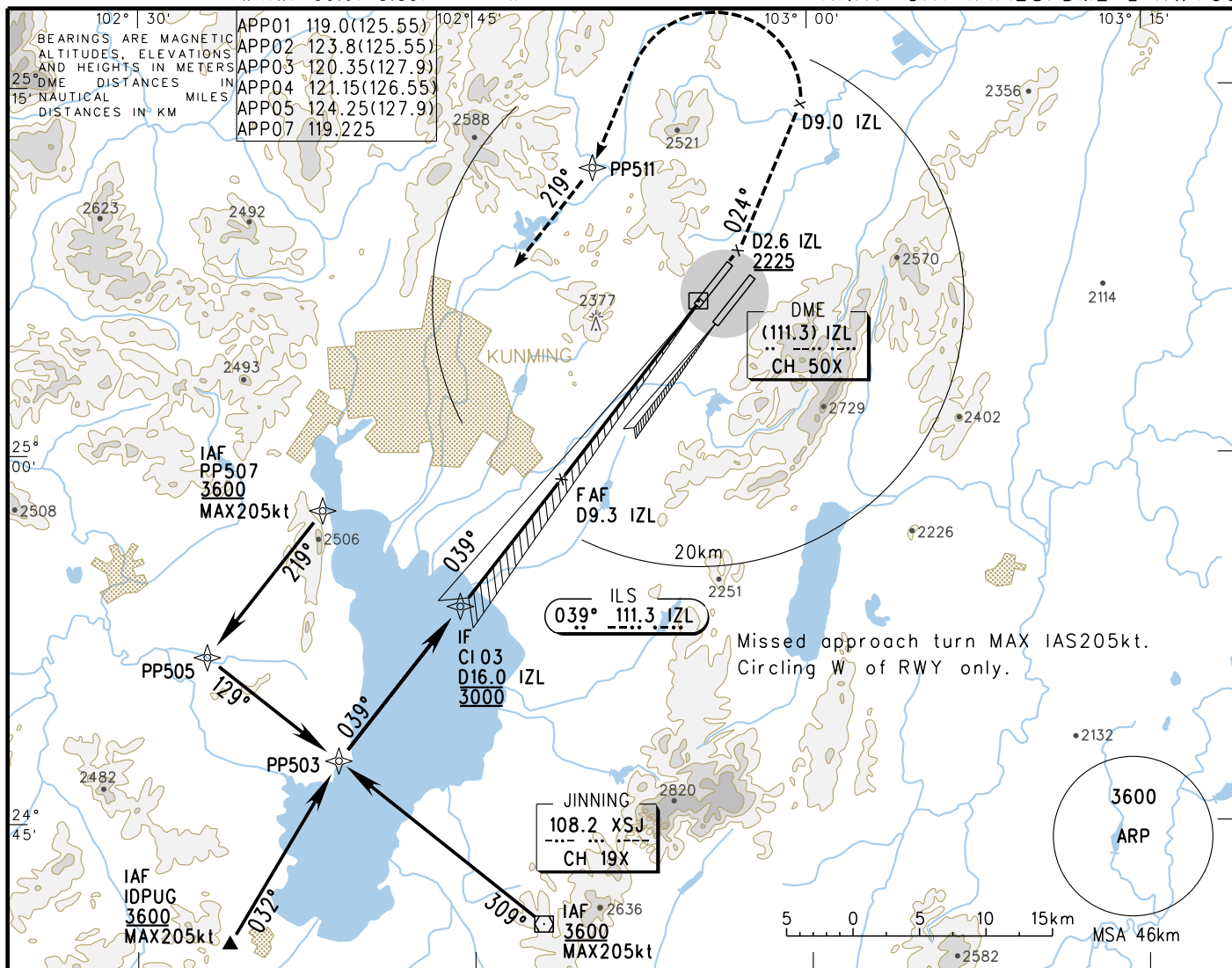


INSTRUMENT APPROACH CHART-ICAO

D-ATIS 128.45
TWR(W) 130.6(118.85) VAR1° W
APP01 119.0(125.55)
APP02 123.8(125.55)
APP03 120.35(127.9)
APP04 121.15(126.55)
APP05 124.25(127.9)
APP07 119.225

AERODROME ELEV 2103.5
RWY03 DTHR ELEV 2102.6

ZPPP KUNMING/Changshui
RNAV CAT-I/II ILS/DME z RWY03

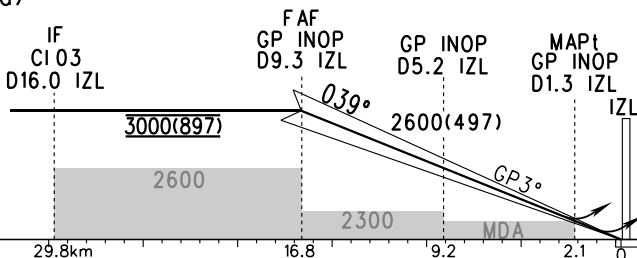


GP INOP	DME (IZL) (NM)	8	7	6	5	4	3	2
	ALT (m)	2879	2781	2684	2587	2490	2393	2296

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 024° to D9.0 IZL, turn LEFT and direct to PP511, then track 219° to PP507 at 3600, contact ATC.



ILS CAT II					FAF-MAPT(GP INOP) 14.7km						
ILS/DME					GS in	kt	80	100	120	140	160
GP INOP					Time	min:sec	5:57	4:46	3:58	3:24	2:59
CIRCLING					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3
ILS CAT II					THR displaced 540m Inwards						
Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below	Manual operation below DH							
A,B,C	(31)	(30)	RVR300	RVR300							
D			RVR300	RVR350							

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

Changes: Landing Minima.