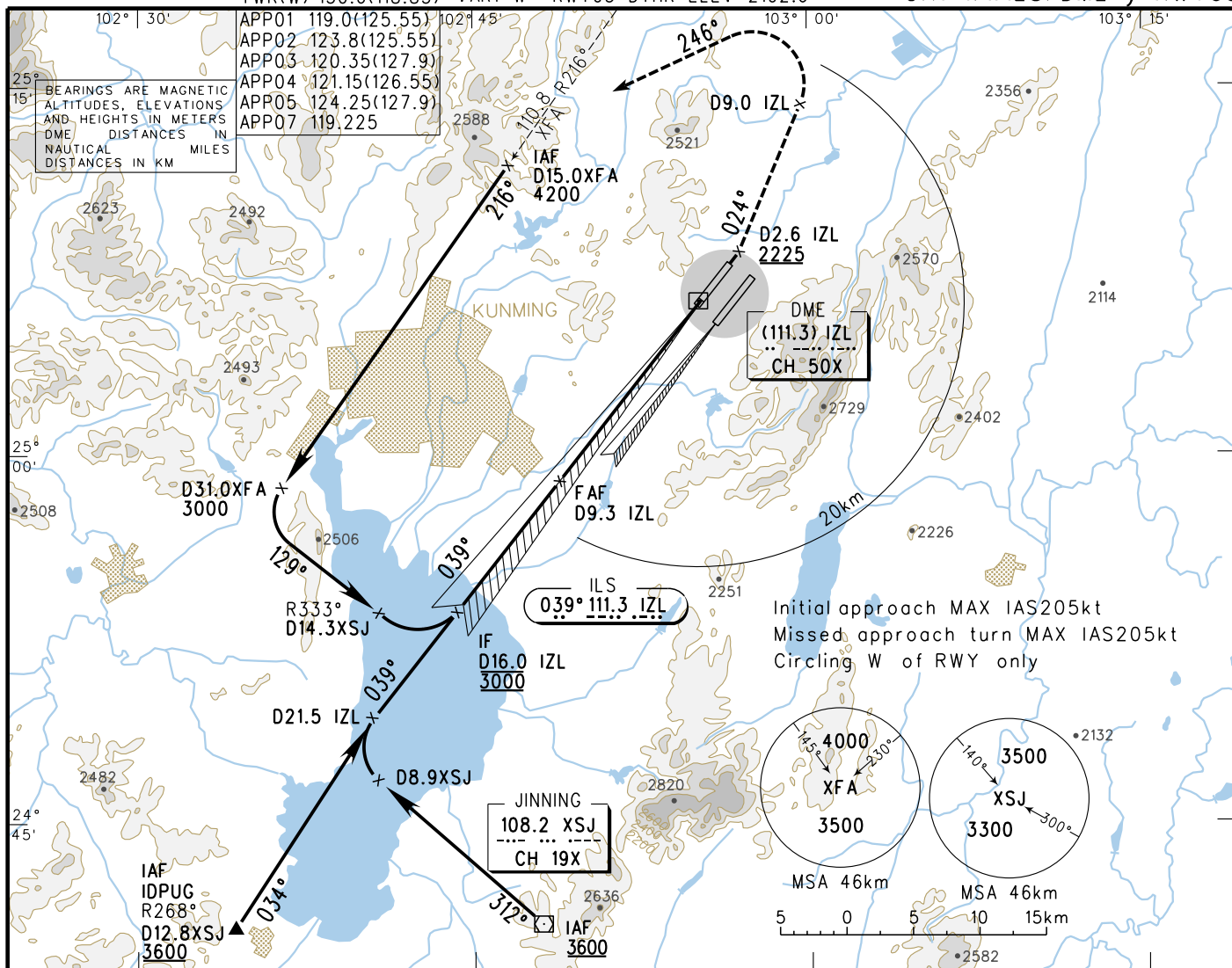


# INSTRUMENT APPROACH CHART-ICAO

D-ATIS 128.45  
TWR(W) 130.6(118.85) VAR1° W  
AERODROME ELEV 2103.5  
RWY03 DTHR ELEV 2102.6

**ZPPP KUNMING/Changshui**  
CAT-I/II ILS/DME y RWY03

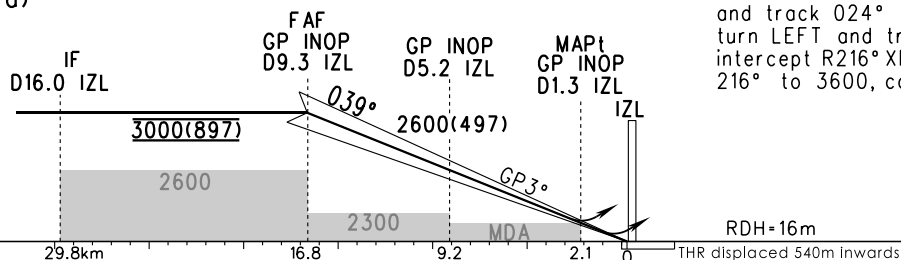


GP INOP	DME (IZL) (NM)	8	7	6	5	4	3	2
	ALT (m)	2879	2781	2684	2587	2490	2393	2296

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 track 246° to intercept R216° XFA, then track 216° to 3600, contact ATC.



	A	B	C	D
ILS/DME DA(H) RVR/VIS		2163(60) 550/800		
GP INOP MDA(H) RVR/VIS		2230(127) 1600/1600		
CIRCLING MDA(H) VIS	2350(247) 2800	2470(367) 3000	2500(397) 4400	2500(397) 5000
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			RVR300	RVR350

FAF-MAPt(GP INOP) 14.7km						
GS in kt	80	100	120	140	160	180
km/h	150	185	220	260	295	335
Time min:sec	5:57	4:46	3:58	3:24	2:59	2:39
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

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

Changes: Landing minima.