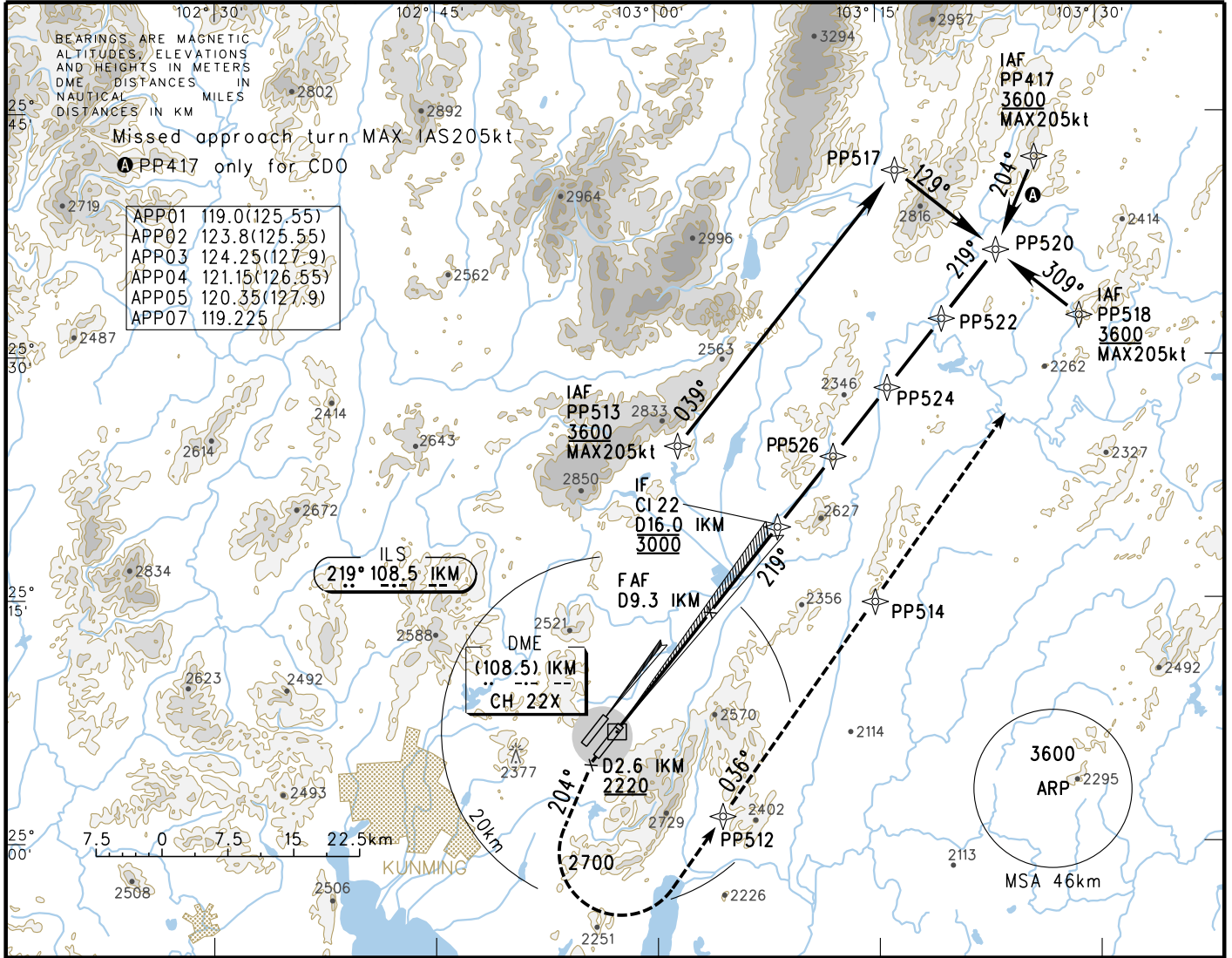


INSTRUMENT
APPROACH
CHART-ICAO

D-ATIS 128.45
TWR(E) 118.1(118.85) VAR1° W

AERODROME ELEV 2103.5
RWY22 DTHR ELEV 2096.7

ZPPP KUNMING/Changshui
RNAV CAT-I/II ILS/DME z 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 204° to 2700, turn LEFT and direct to PP512 , then track 036° to PP514 and keep track to PP518 at 3600, contact ATC.

TL 6000
TA 5400
5700(QNH≥1031hPa)
5100(QNH≤979hPa)

MAPt
GP INOP
D1.4 IKM

GP INOP
D5.3 IKM
2600(503)

FAF
GP INOP
D9.3 IKM

IF
CI 22
D16.0 IKM

IKM

GP3°

RDH+16m

MDA

2300

2600

3000(903)

THR displaced 500m inwards.

0 2.3 9.4 16.9 29.3km

ILS/DME	DA(H) RVR/VIS	2157(60) 550/800	
	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	80	100	120	140	160	180
	km/h	150	185	220	260	295	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: Landing Minima.