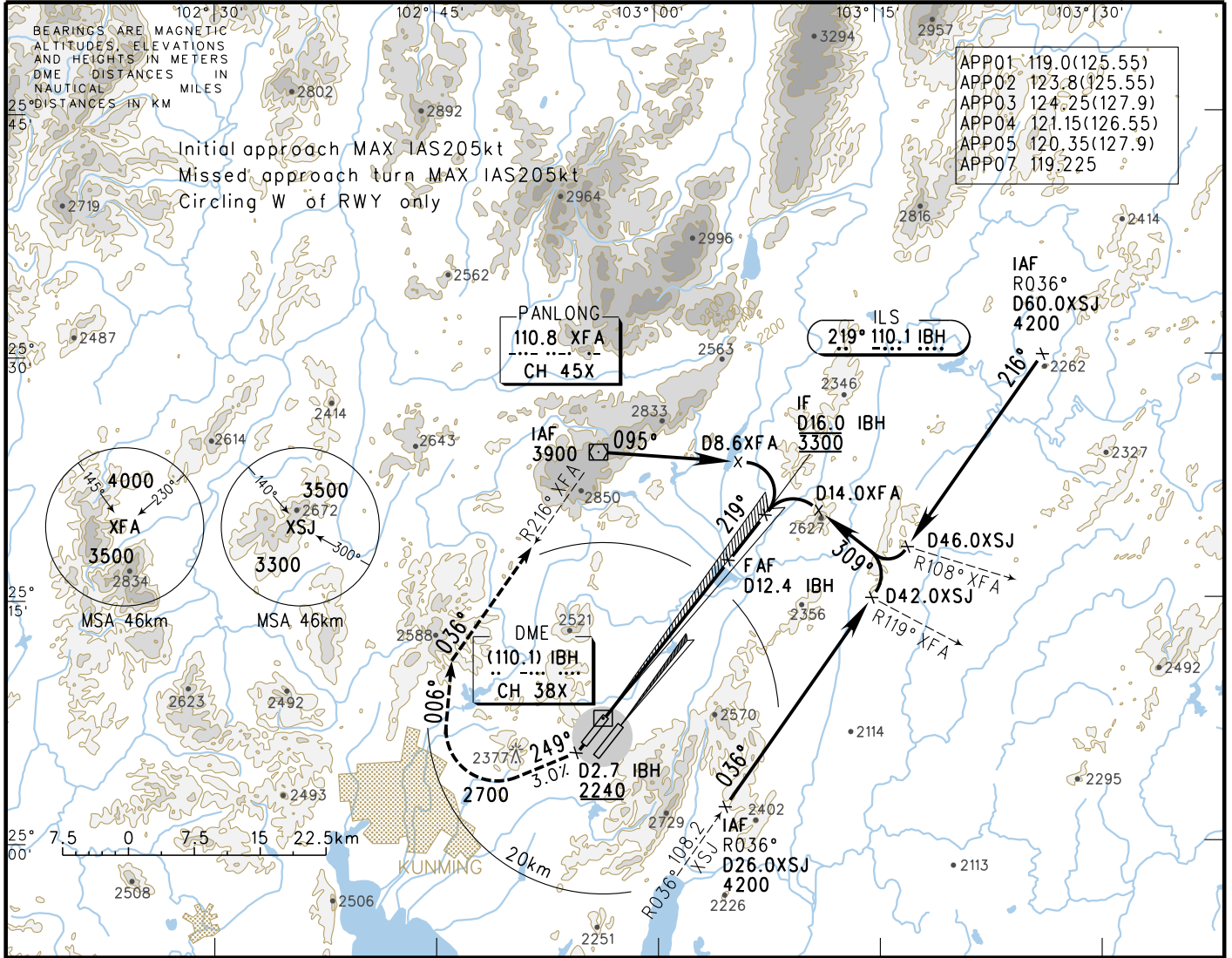


INSTRUMENT
APPROACH
CHART-ICAO

D-ATIS 128.45
TWR(W) 130.6(118.85) VAR1° W
RWY21 THR ELEV 2098.3

AERODROME ELEV 2103.5
ZPPP KUNMING/Changshui
ILS/DME y RWY21



GP INOP	DME (IBH) (NM)	2	4	6	8	10	12	14
	ALT (m)	2292	2486	2680	2874	3068	3262	

MISSED APPROACH

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

Climb straight ahead(with gradient≥3%)
to D2.7 IBH at 2240 or above, turn
RIGHT and track 249° to 2700
(with gradient≥3%), then turn RIGHT
and track 006° to intercept R216°
XFA, track 036° to XFA at 3600,
contact ATC.

IBH

MAPt
GP INOP
D1.5 IBH

GP INOP
D5.2 IBH
2600(502)

GP INOP
D12.4 IBH

IF
D16.0 IBH

3300(1202)

RDH=16m

MDA

2300

2600

0

2.4

9.4

22.6

29.3km

	A	B	C	D
ILS/DME	2158(60) 550/800			
GP INOP	2235(137) 1800/1800			
CIRCLING	2350(247) 2800	2470(367) 3000	2500(397) 4400	2500(397) 5000
HUD Special CAT II				
CAT A,B,C,D	(DH)(30),(RA)(33), RVR350			

FAF-MAPt(GP INOP) 20.2km							
GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	8:11	6:33	5:27	4:40	4:05	3:38
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

A HUD Special CAT I: (DH)(45),(RA)(64),RVR450.

Changes: Landing Minima.