

List of pages in this Trip Kit

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Airport Information For ZPPP

Terminal Charts For ZPPP

Revision Letter For Cycle 26-2016

Change Notices

Notebook

General Information

Location: KUNMING CHN
ICAO/IATA: ZPPP / KMG
Lat/Long: N25°06.3', E102°56.5'
Elevation: 6903 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 1.0°W

Fuel Types: Jet
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2331 Z
Sunset: 1110 Z

Runway Information

Runway: 04
Length x Width: 14764 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 6895 ft
Lighting: Edge, ALS, Centerline

Runway: 21
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 6889 ft
Lighting: Edge, ALS, Centerline

Runway: 22
Length x Width: 14764 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 6884 ft
Lighting: Edge, ALS, Centerline, TDZ

Displaced Threshold: 1640 ft

Runway: 03
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 6901 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1772 ft

Communication Information

ATIS: 128.450
Kunming Tower: 130.600
Kunming Tower: 118.850 Secondary
Kunming Tower: 118.100
Kunming Ground: 121.950
Kunming Ground: 121.850 Secondary
Kunming Delivery Ground: 121.700
Kunming Ground: 121.650
Kunming Approach: 119.000
Kunming Approach: 120.350
Kunming Approach: 121.150
Kunming Approach: 123.800
Kunming Approach: 127.900 Secondary
Kunming Approach: 126.550 Secondary
Kunming Approach: 125.550 Secondary
Kunming Approach: 124.250

ZPPP/KMG
CHANGSHUI

2 DEC 16

JEPPESEN

10-1P

Eff 7 Dec 1600Z

KUNMING, PR OF CHINA**AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

D-ATIS 128.45

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP will be implemented with following conditions:

- under condition of bad weather, APT prevailing VIS 1000m or less, ceiling or vertical VIS 296?90m or less, and have a tendency to be worse;
- under condition of weather from bad to good, estimated RVR 200m or more, ceiling or vertical VIS 98?30m or more;
- when flight crew report VIS is worse based on visual observation.

When it is available to implement LVP, ACFT shall take off or land using following RWYs:

- Take-off from RWY 03/21 or RWY 04/22 by implementing LVPs;
- RWY 03 and RWY 22 available for arrival ACFT by ILS CAT II.

When part VIS less than 100m or VIS not clear and condition unsafe, follow-me vehicle should not be used, pilot shall report ATC depends on the circumstances.

When ILS CAT II is implemented, departing ACFT shall hold at appointed TWY hold position (departing A380 cannot enter TWY C without ATC permission), avoid to enter ILS sensitive area; arrival ACFT shall report to ATC "ACFT has vacated the RWY" after confirming ACFT has left ILS sensitive area.

1.3. RWY OPERATIONS

During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5 m/s (10 KT), ATC shall inform ACFT of the ground wind direction and speed, and instruct downwind take-off or downwind landing for short time. If pilot decides not to take off or land on downwind RWY, departure ACFT shall inform ATC prior push-back or engine start-up; arrival ACFT shall inform APP immediately.

1.4. TAXI PROCEDURES

180° turnaround on TWYs is strictly forbidden.

180° turnaround on RWYs is strictly forbidden without ATC permission.

TWYs C, C1 thru C4, C7 thru C10, D, D3, D4 (East of D), D5, D6 (East of D), D7 thru D9, H1 (between S and P), J, L (East of H1), P (East of H2), Q (East of H1), R (East of H1), S, U (East of D) wingspan restricted to less than 262'/80m.

Taxi line between stands 591 and 593 wingspan restricted to less than 118'/36m.

All other TWYs wingspan restricted to less than 213'/65m.

1.5. PARKING INFORMATION

Visual Docking Guidance System available at stands 101 thru 168.

On stands 101 thru 168, 311 thru 318, 321 thru 330, 519 thru 526R, 592, 593 and 701 thru 724 push-back required.

On stands 517, 518 and 591 push-in required.

1.6. OTHER INFORMATION

1.6.1. GENERAL

Read back Ground instructions and verify any questions.

Birds.

Four laser bird dispersal equipment installed, emitting green laser light, cabin crew shall pay more attention.

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KUNMING, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

1.6.2. SIMULTANEOUS OPERATIONS ON PARALLEL RWYS

Follow ATC instructions for the specific operation mode, and the RWY in use.

Under certain adverse weather conditions (e.g. wind shear, turbulence, down drafts or crosswind) which might increase ILS localizer course deviations to the extent that safety may be impaired and/or an unacceptable number of deviation alerts would be generated, pilot must report the situation to controller immediately. According to the reports and weather information, ATC unit shall decide the necessity to terminate the dependent parallel approaches or independent parallel ILS operations completely.

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2 DEC 16

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10-1P2

Eff 7 Dec 1600Z

KUNMING, PR OF CHINA

AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. BEFORE APPROACH BORDER

Fly to the approach border according to planned route and altitude last cleared.

ARRs from MEBNA and XISLI fly direct to XFA.

ARRs from LXI, ELASU, GULOT fly direct to XSJ.

Join holding, descend to 10830' (3300m), exit after 5 minutes when passing VOR, choose approach according to broadcast and wind direction or speed.

2.1.2. WITHIN APPROACH AND ACC AREA

VIA XFA

Keep the last assigned altitude, ARRs from P297, MEBNA, XISLI, DADOL, KIBES, P146 (North of airport) shall fly to XFA directly, ARRs from LXI, ELASU, GULOT, P73 (South of airport) shall fly to XSJ directly.

At XFA join RIGHT hand holding, outbound 040°, 2 minutes, inbound 220°, descend to and maintain 11820' (3600m) or, for fuel consumption, maintain 13780' (4200m). Choose approach to RWY 03/21 or 04/22 according to ATIS on wind speed and direction, fly to IAF, adhere strictly to published approach.

VIA XSJ

Join holding over XSJ, descend to 11820' (3600m) or, for fuel consumption, maintain 13780' (4200m). Choose approach to RWY 03/21 or 04/22 according to ATIS on wind speed and direction, fly to IAF, adhere strictly to the published approach.

PAST IAF

Continue landing according to standard approach.

2.2. CAT II OPERATIONS

RWYs 03 and 22 approved for CAT II operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

When RWYs 21 and 22 in use:

- ACFT vacating RWY via rapid exit TWY shall contact GND Control as soon as possible, hold on TWY F or TWY C nose to South before obtaining taxiing instructions.

When RWYs 03 and 04 in use:

- ACFT vacating RWY via rapid exit TWY shall contact GND Control as soon as possible, hold on TWY F or TWY C nose to North before obtaining taxiing instructions.

Requirements to increase RWY operation capacity, except for wet or contaminated RWY:

- ACFT shall fully vacate RWY within 50 seconds after touchdown. If ACFT cannot fulfil the process within the required time, flight crew shall inform APP not later than base turn or Localizer is established.

2.4. TAXI PROCEDURES

After vacating RWY, especially under conditions of low visibility, report RWY designation and TWY designation on initial contact with GND.

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10-1P3

Eff 7 Dec 1600Z

KUNMING, PR OF CHINA

AIRPORT BRIEFING

3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE SERVICE (DCL)

DCL trial services implemented:

- Flight crew shall give preference to use DCL; apply for ATC clearance 10 minutes to 30 minutes before EOBT.
- Flight crew shall repeat clearance at first contact with ATC if DCL service did not complete confirmation.
- Flight crew shall contact controller through appropriate ATC frequency for verbal ATC clearance immediately if DCL service is not available.
- Flight crew shall contact ATC after getting ready for push-back and start-up.

3.2. DE-ICING

Two ways for de-icing: De-icing at fixed point and de-icing at local stands.

Process of de-icing at de-icing positions:

- Push-back and taxiing: Contact TWR before push-back, then follow ATC instructions to taxi to de-icing holding position.
- Taxiing to de-icing position: ACFT shall follow vehicle to de-icing position or taxi-in position by TWR instructions.
- Before de-icing: Stop ACFT following marshaller's instructions, shut down engines, then loosen brake upon maintenance person's notification.
- After de-icing: Contact TWR for start-up clearance.

3.3. START-UP, PUSH-BACK & TAXI PROCEDURES

ACFT shall contact GND Control for push-back and start-up clearance and conduct within 5 minutes; otherwise, reapply the clearance.

While pushed back from parking stand, verify pushing direction and approved RWY designation to GND Control.

3.4. COMMUNICATION FAILURE PROCEDURES

IN ACC AREA

Keep the last assigned altitude. DEPs to P297, MEBNA, XISLI, DADOL, KIBES, P146 (North of airport) shall fly to XFA directly. DEPs from LXI, ELASU, GULOT, P73 (South of airport) shall fly to XSJ directly.

Then refer to LOST COMMS of para. 2.1.1. and 2.1.2.

3.5. RWY OPERATIONS

Requirements to increase RWY operation capacity, except for wet or contaminated RWY:

ACFT shall finish RWY alignment within 60 seconds after receiving ATC instructions of entering RWY. If ACFT cannot execute such operation requirement, flight crew shall inform ATC before reaching holding positions.

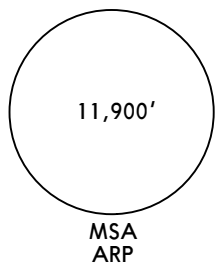
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JEPPesen **KUNMING, PR OF CHINA**
22 APR 16 **10-2** **Eff 27 Apr 1600Z** **RNAV STAR**

D-ATIS
128.45

Apt Elev
6903'

Alt Set: hPa
Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below
Under RADAR control, altitude by ATC.



MEB 1W, XIS 1W, XIS 2W
RWY 03 RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

SPEED MAX 205 KT AT OR BELOW 13780'

MEBNA

N26 10.8 E103 39.0

XISLI

N25 58.5 E103 54.0



PANLONG
D (L) 110.8 XFA
N25 24.1 E102 56.0



ILS DME
D * (111.3) IZL
N25 06.3 E102 55.1

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
See 10-2M.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

(IAF)
PP507
N24 52.8 E102 31.7
At or above
11820'

PP523

N25 11.9 E102 46.5

(IF)
CI03

D 16.0 IZL
N24 53.7 E102 44.2
At
9850'

PP518

N25 02.1 E103 04.8

(IAF)

JINNING
D (L) 108.2 XSJ
N24 41.0 E102 48.1

At or above
11820'

PP503
N24 47.7
E102 38.9

PP501

N25 55.1
E103 24.2



FL CONVERSION
FL197 FL6000m

FT/METER CONVERSION
QNH
18710' - 5700m
17720' - 5400m
16740' - 5100m
13780' - 4200m
11820' - 3600m
9850' - 3000m

STAR

ROUTING

MEB 1W MEBNA - PP501 - XFA - PP523 - PP507 (11820'+) - PP503 - CI03 (9850').

XIS 1W XISLI - PP502 - PP518 - XSJ (11820'+) - PP503 - CI03 (9850').

XIS 2W XISLI - PP502 - XFA - PP523 - PP507 (11820'+) - PP503 - CI03 (9850').

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JEPPesen KUNMING, PR OF CHINA
22 APR 16 10-2A Eff 27 Apr 1600Z RNAV STAR

D-ATIS
128.45

Apt Elev
6903'

Alt Set: hPa
Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below
Under RADAR control, altitude by ATC.

11,900'

MSA
ARP

MEB 1X, XIS 1X, XIS 2X
RWY 04 RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

SPEED MAX 205 KT AT OR BELOW 13780'

MEBNA
N26 10.8 E103 39.0

XISLI
N25 58.5 E103 54.0

NOT TO SCALE

PANLONG
D (L) 110.8 XFA
N25 24.1 E102 56.0

ILS DME
D * (109.3) IFY
N25 05.5 E102 56.0

(IAF)
PP507
N24 52.8 E102 31.7
At or above
11820'

(IF)
CI04
D 16.0 IFY
N24 53.0 E102 45.0
At
10830'

PP518
N25 02.1 E103 04.8

(IAF)
JINNING
D (L) 108.2 XSJ
N24 41.0 E102 48.1
At or above
11820'

PP504
N24 47.0 E102 39.8

MHA
11820
291°

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
See 10-2M.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

FL CONVERSION
FL197 FL6000m

FT/METER CONVERSION
QNH
18710' - 5700m
17720' - 5400m
16740' - 5100m
13780' - 4200m
11820' - 3600m
10830' - 3300m

STAR

ROUTING

MEB 1X MEBNA - PP501 - XFA - PP523 - PP507 (11820'+) - PP504 - CI04 (10830').

XIS 1X XISLI - PP502 - PP518 - XSJ (11820'+) - PP504 - CI04 (10830').

XIS 2X XISLI - PP502 - XFA - PP523 - PP507 (11820'+) - PP504 - CI04 (10830').

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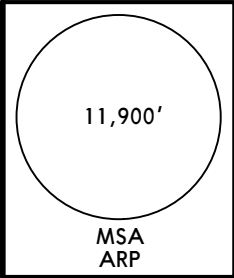
22 APR 16

10-2B

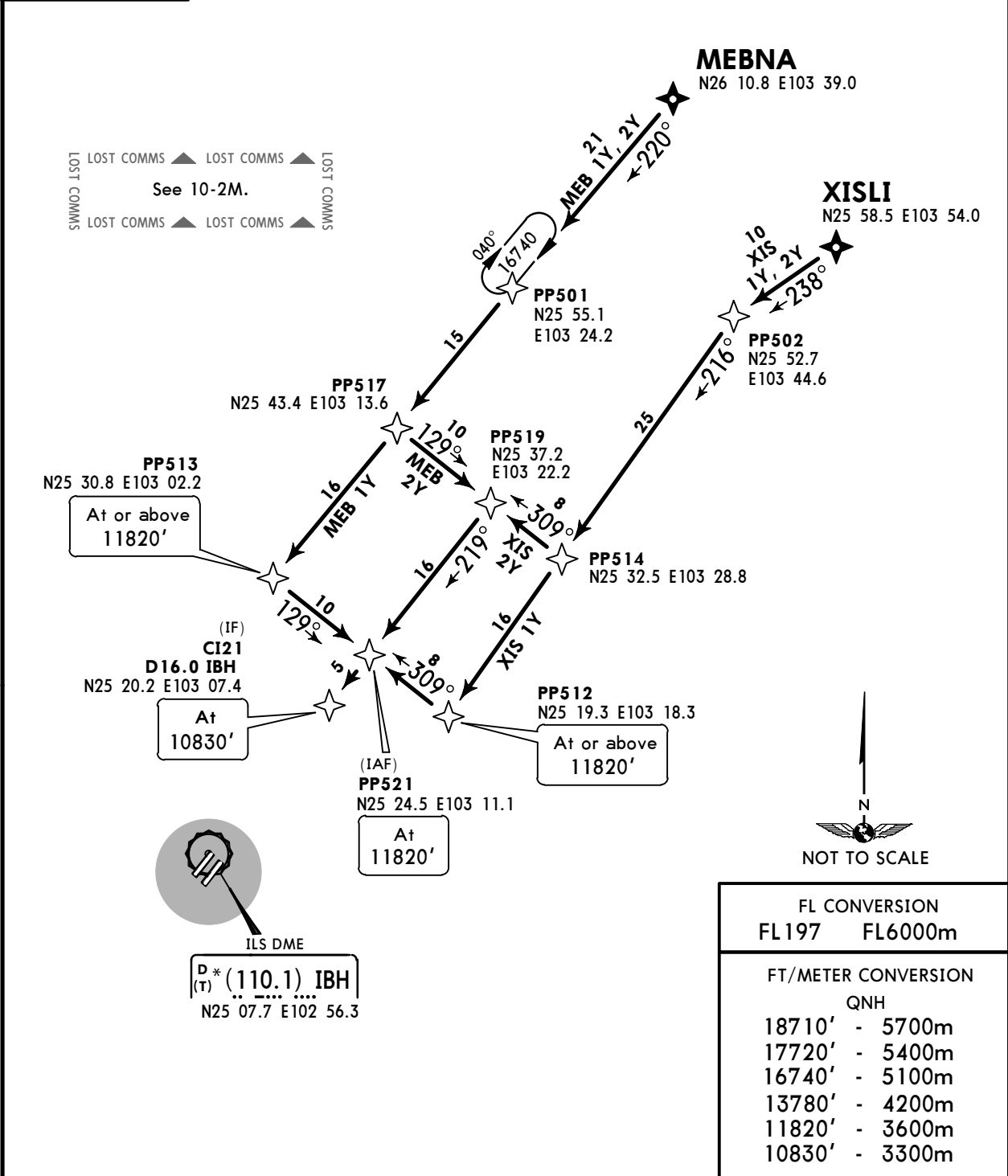
Eff 27 Apr 1600Z

RNAV STAR

| | | |
|------------------|-------------------|---|
| D-ATIS 128.45 | Apt Elev 6903' | Alt Set: hPa Trans level: FL197 Trans alt: 17720' 18710' 1031 hPa or above 16740' 979 hPa or below Under RADAR control, altitude by ATC. |
|------------------|-------------------|---|



MEB 1Y, MEB 2Y, XIS 1Y, XIS 2Y
RWY 21 RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
SPEED MAX 205 KT AT OR BELOW 13780'



| STAR | ROUTING |
|--------|---|
| MEB 1Y | MEBNA - PP501 - PP513 (11820'+) - PP521 (11820') - CI21 (10830'). |
| MEB 2Y | MEBNA - PP501 - PP517 - PP519 - PP521 (11820') - CI21 (10830'). |
| XIS 1Y | XISLI - PP502 - PP512 (11820'+) - PP521 (11820') - CI21 (10830'). |
| XIS 2Y | XISLI - PP502 - PP514 - PP519 - PP521 (11820') - CI21 (10830'). |

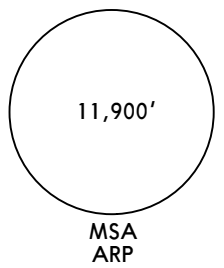
ZPPP/KMG
CHANGSHUI

JEPPesen **KUNMING, PR OF CHINA**
22 APR 16 **10-2C** Eff 27 Apr 1600Z **RNAV STAR**

D-ATIS
128.45

Apt Elev
6903'

Alt Set: hPa
Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below
Under RADAR control, altitude by ATC.



MEB 1Z, MEB 2Z, XIS 1Z, XIS 2Z

RWY 22 RNAV ARRIVALS

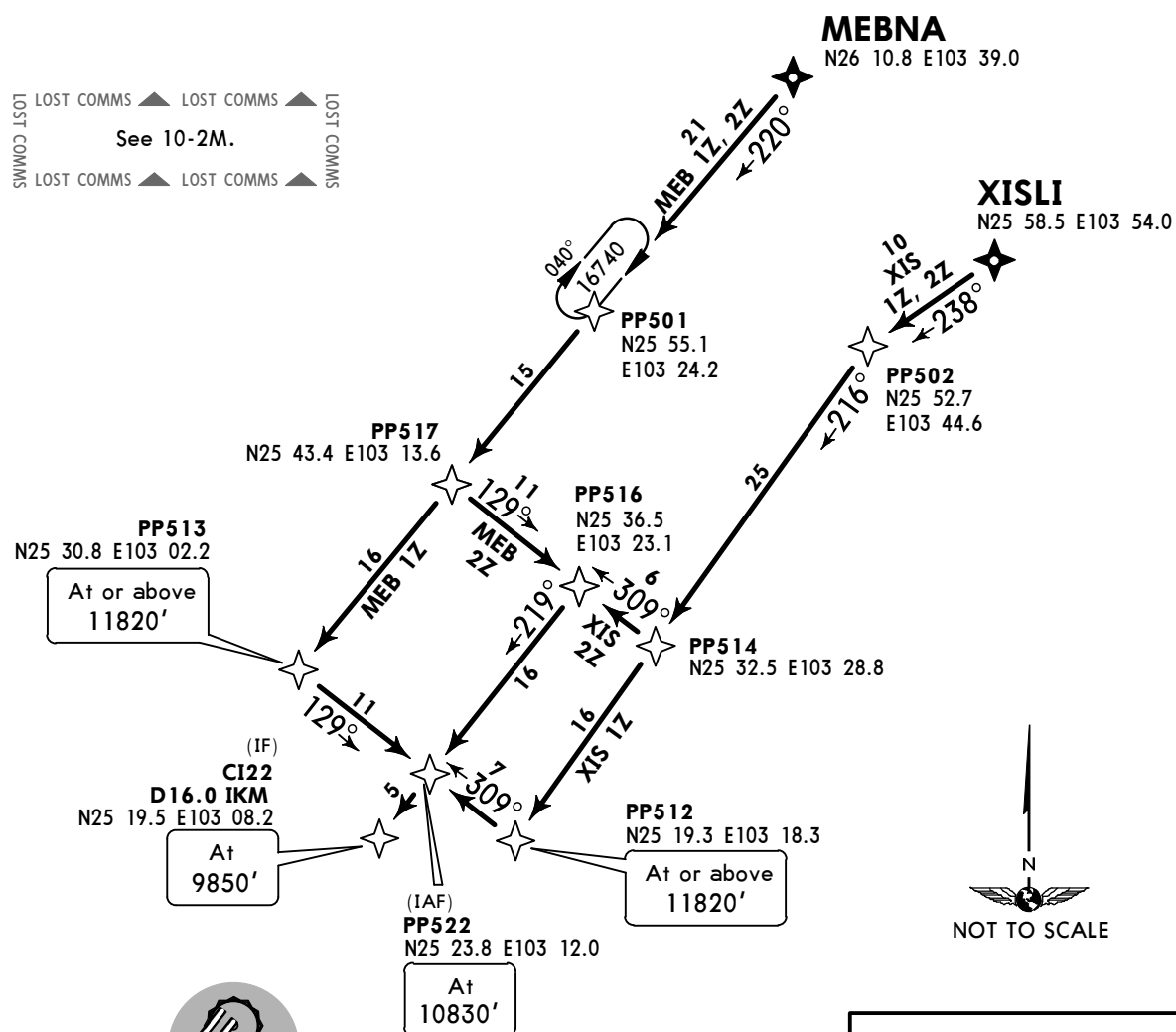
RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

SPEED MAX 205 KT AT OR BELOW 13780'

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
See 10-2M.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



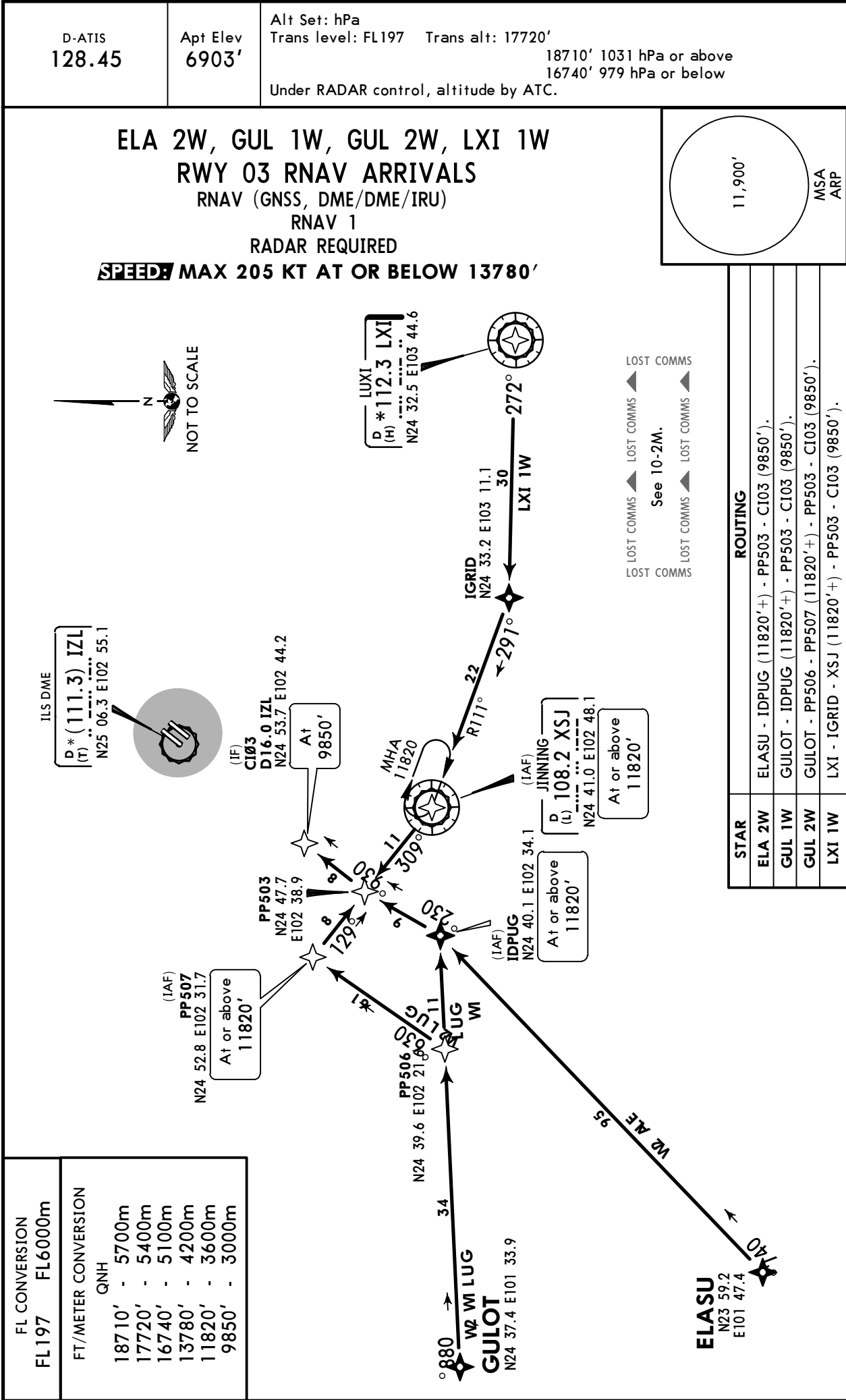
FL CONVERSION
FL197 FL6000m

FT/METER CONVERSION
QNH
18710' - 5700m
17720' - 5400m
16740' - 5100m
13780' - 4200m
11820' - 3600m
10830' - 3300m
9850' - 3000m

| STAR | ROUTING |
|---------------|--|
| MEB 1Z | MEBNA - PP501 - PP513 (11820'+) - PP522 (10830') - CI22 (9850'). |
| MEB 2Z | MEBNA - PP501 - PP517 - PP516 - PP522 (10830') - CI22 (9850'). |
| XIS 1Z | XISLI - PP502 - PP512 (11820'+) - PP522 (10830') - CI22 (9850'). |
| XIS 2Z | XISLI - PP502 - PP514 - PP516 - PP522 (10830') - CI22 (9850'). |

ZPPP/KMG
CHANGSHUI

JEPPesen KUNMING, PR OF CHINA
22 APR 16 10-2D Eff 27 Apr 1600Z RNAV STAR



ZPPP/KMG
CHANGSHUI

JEPPESEN KUNMIN
22 APR 16 **(10-2E)** **Eff 27 Apr 1600Z**

KUNMING, PR OF CHINA

RNAV STAR

D-ATIS
128.45

Apt Elev
6903'

Alt Set: hPa
Trans level: FL197 Trans alt: 17720'
Under RADAR control, altitude by ATC

18710' 1031 hPa or above
16740' 979 hPa or below

Under RADAR control, altitude by ATC.

ELA 2X, GUL 1X, GUL 2X, LXI 1X

RWY 04 RNAV ARRIVALS

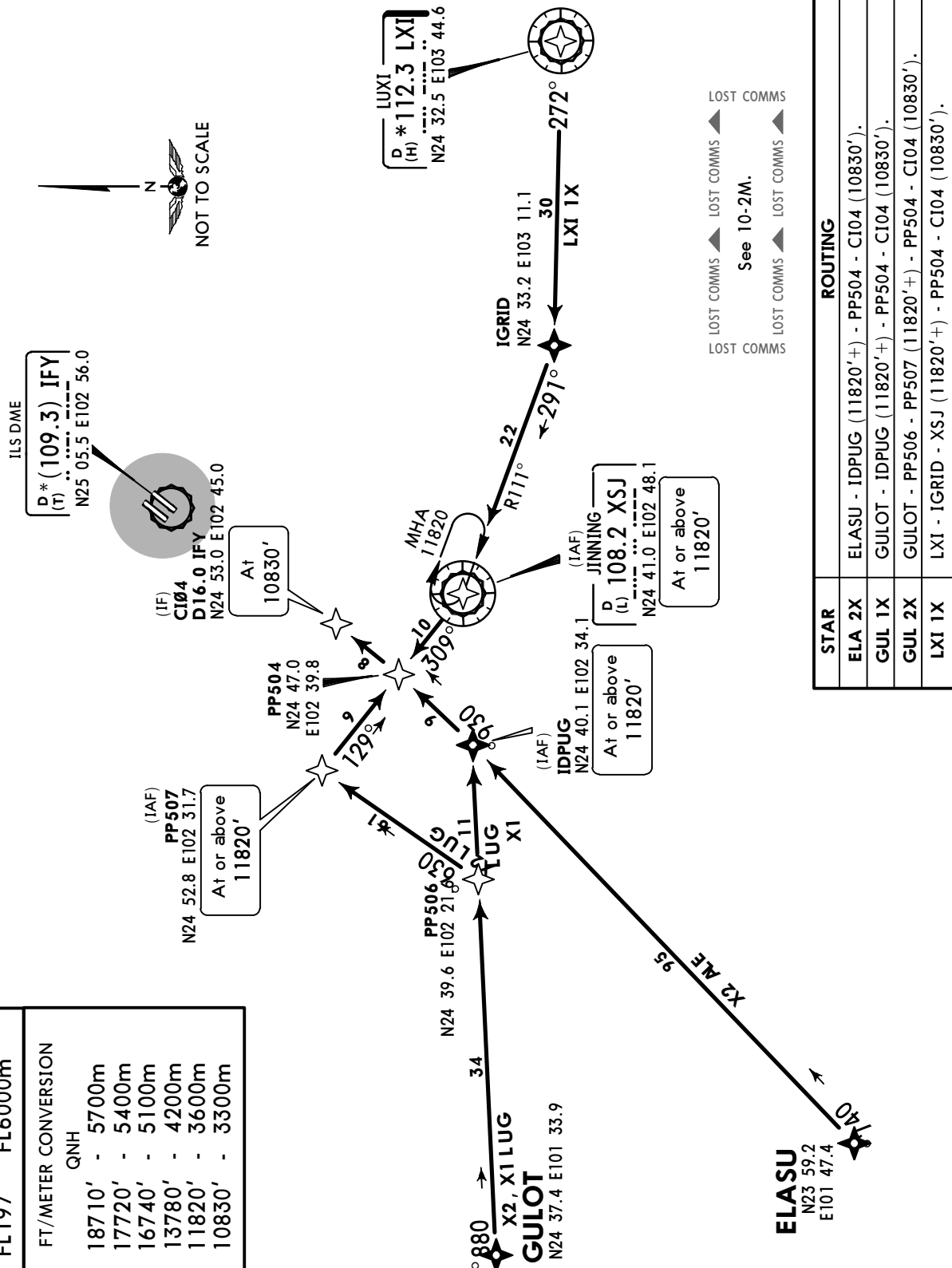
RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

SPEED: MAX 205 KT AT OR BELOW 13780'

11.900'

MSA
ARP

| STAR | ROUTING |
|---------------|--|
| ELA 2X | ELASU - IDPUG (11820'+) - PP504 - CI04 (10830'). |
| GUL 1X | GULOT - IDPUG (11820'+) - PP504 - CI04 (10830'). |
| GUL 2X | GULOT - PP506 - PP507 (11820'+) - PP504 - CI04 (10830'). |
| LXI 1X | LXI - IGRID - XSJ (11820'+) - PP504 - CI04 (10830'). |

ZPPP/KMG
CHANGSHUI

JEPPESSEN KUNMIL
22 APR 16 **(10-2F)** **Eff 27 Apr 1600Z**

KUNMING, PR OF CHINA

RNAV STAR

D-ATIS
128.45

Apt Elev
6903'

Alt Set: hPa
Trans level: FL197 Trans alt: 17720
Under RADAR control, altitude by ATC

18710' 1031 hPa or above
16740' 979 hPa or below

Under RADAR control, altitude by ATC.

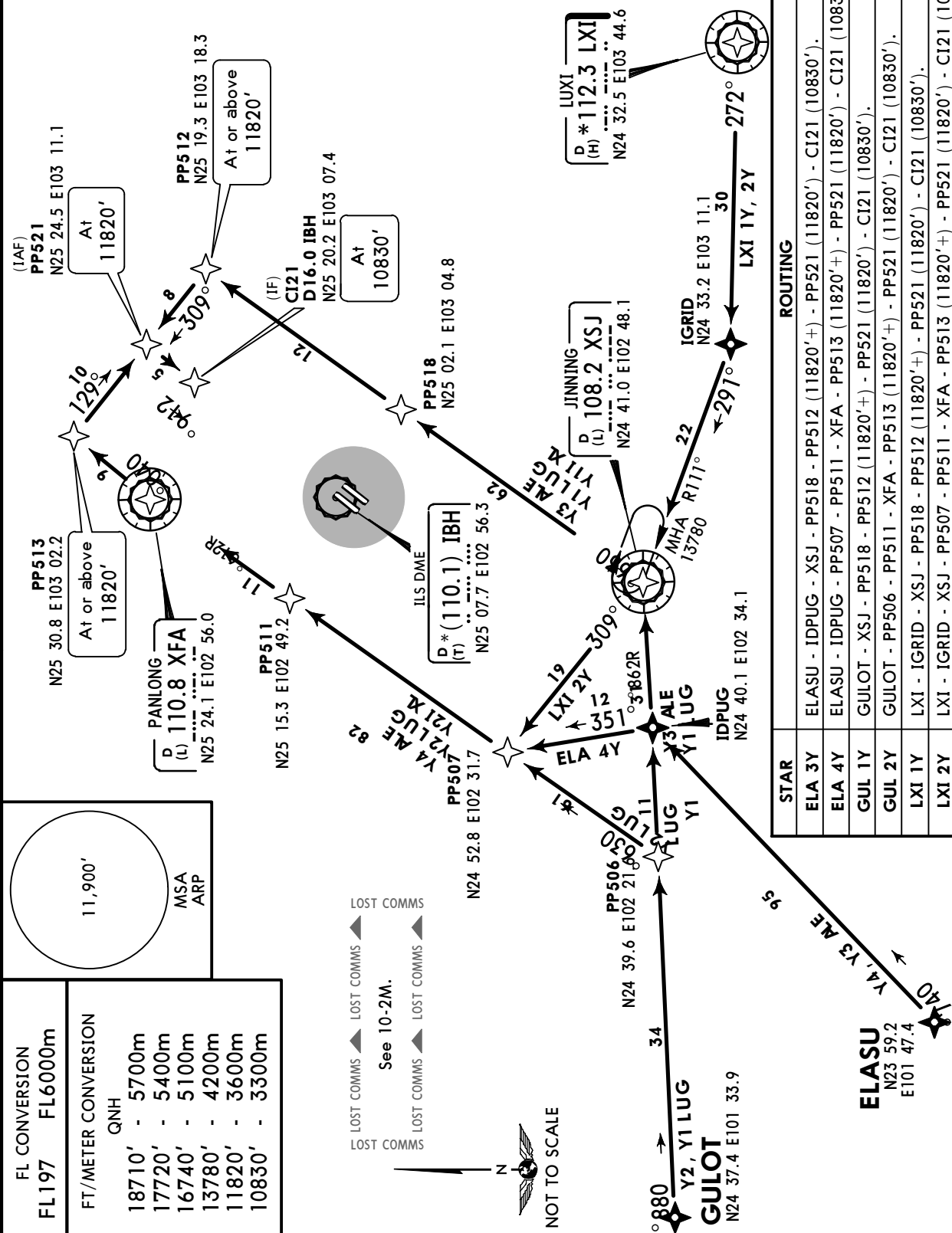
**ELA 3Y, ELA 4Y, GUL 1Y, GUL 2Y, LXI 1Y, LXI 2Y
RWY 21 RNAV ARRIVALS**

RNAV (GNSS, DME/DME/IRU)

RNAV 1

RADAR REQUIRED

SPEED: MAX 205 KT AT OR BELOW 13780'



ZPPP/KMG
CHANGSHUI

22 APR 16

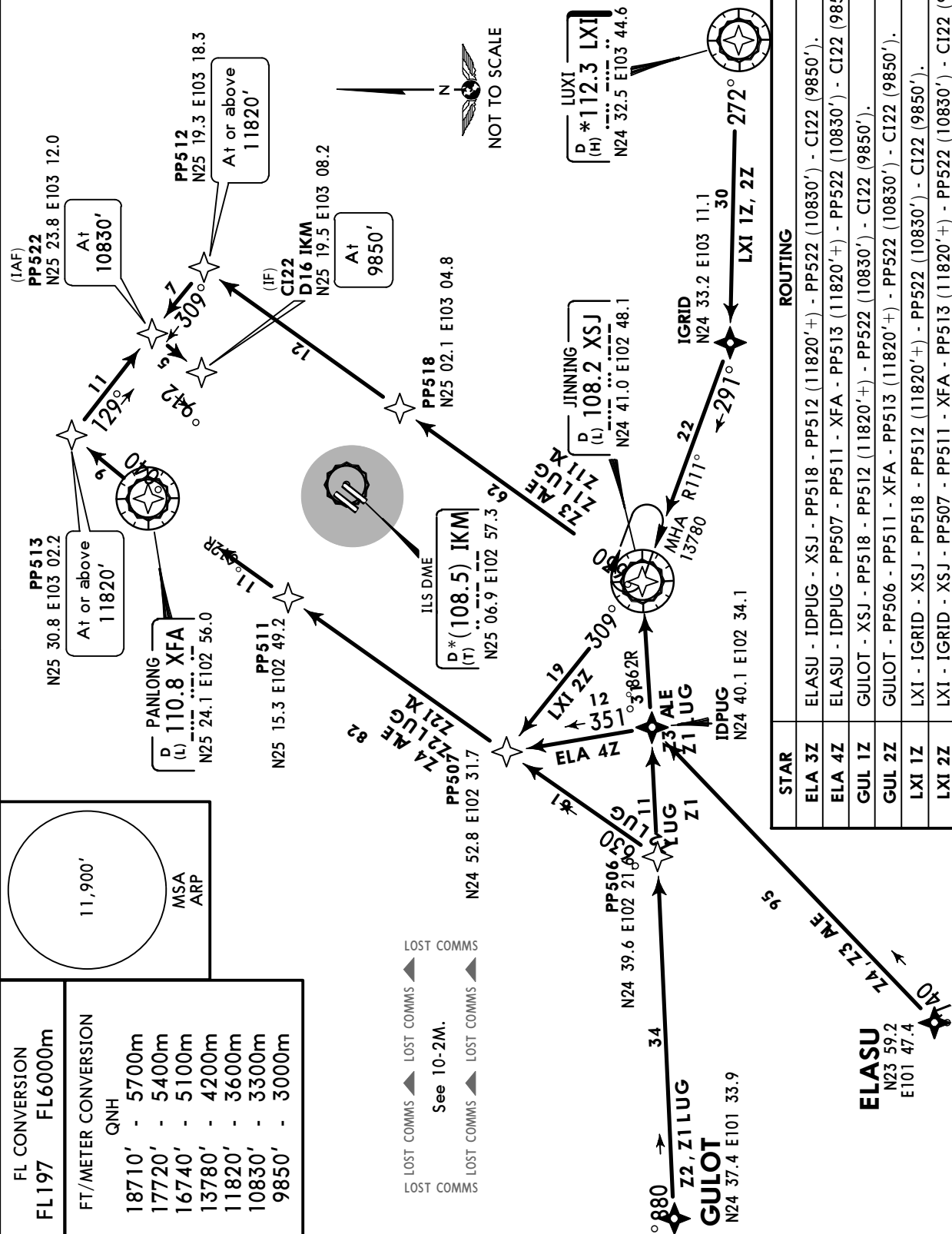
10-2G

Eff 27 Apr 1600Z

RNAV STAR

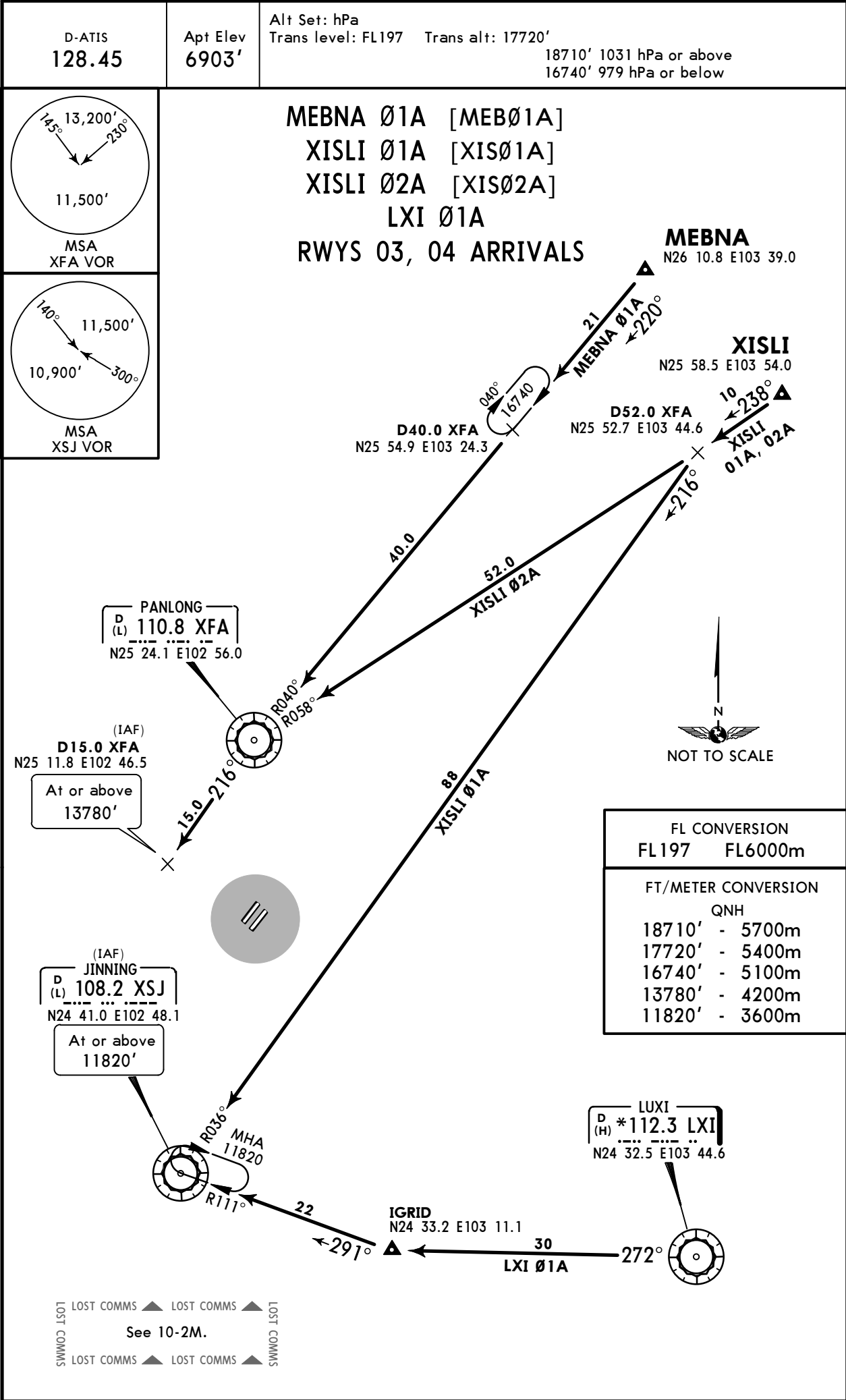
Alt Set: hPa
Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below
Under RADAR control, altitude by ATC.

ELA 3Z, ELA 4Z, GUL 1Z, GUL 2Z, LXI 1Z, LXI 2Z
RWY 22 RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED
~~SPEED~~ MAX 205 KT AT OR BELOW 13780'



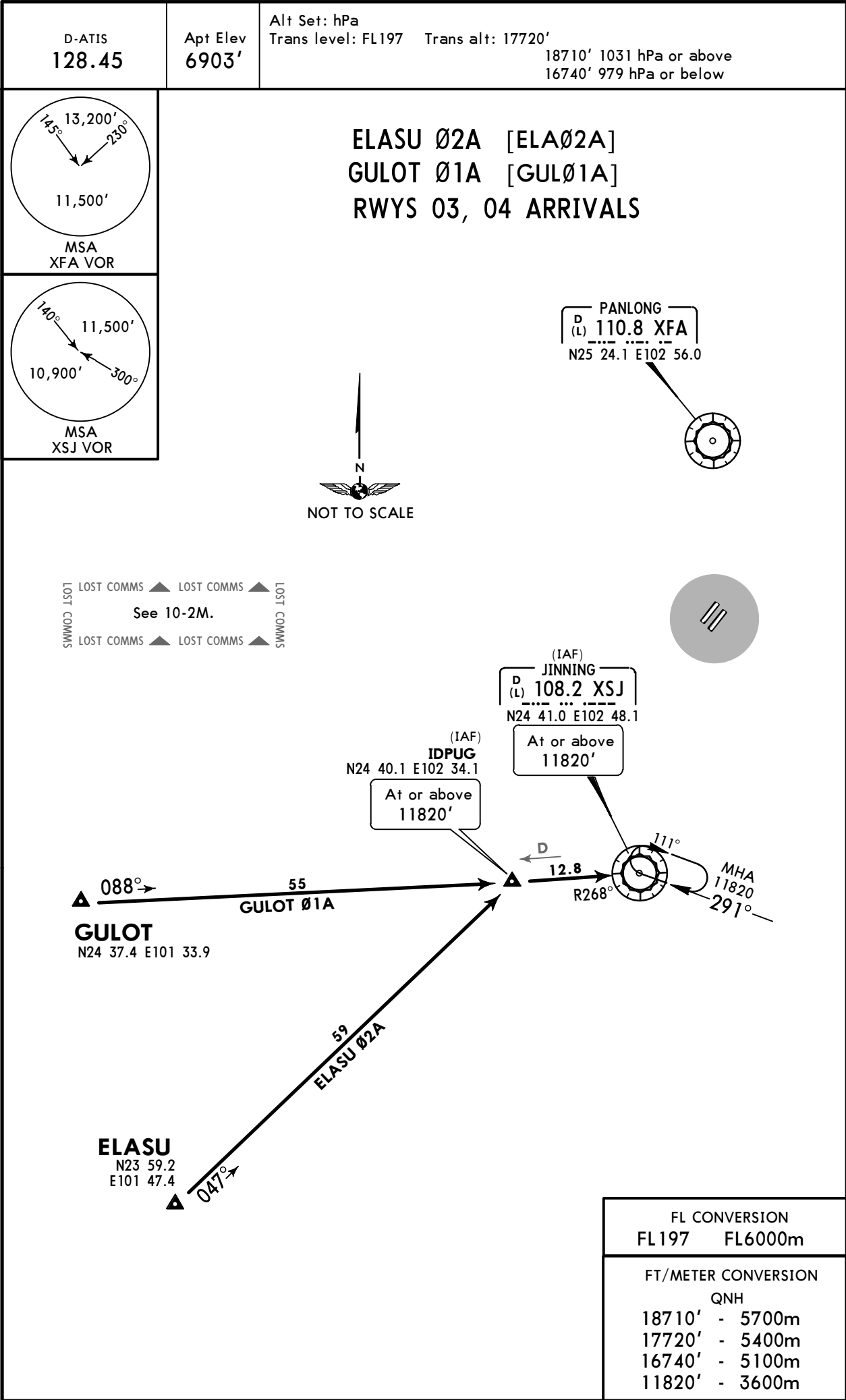
ZPPP/KMG
CHANGSHUI

JEPPesen KUNMING, PR OF CHINA
22 APR 16 **10-2H** Eff 27 Apr 1600Z **STAR**



ZPPP/KMG
CHANGSHUI

JEPPesen KUNMING, PR OF CHINA
22 APR 16 10-2K Eff 27 Apr 1600Z STAR



ELASU Ø2A [ELAØ2A]
GULOT Ø1A [GULØ1A]
RWYS 03, 04 ARRIVALS

110.8 XFA

PANLONG

N25 24.1 E102 56.0

108.2 XSJ

JINNING

N24 41.0 E102 48.1

At or above
11820'

108.2 XSJ

IDPUG

N24 40.1 E102 34.1

At or above
11820'

088°

55

GULOT Ø1A

GULOT

N24 37.4 E101 33.9

047°

59

ELASU Ø2A

ELASU

N23 59.2 E101 47.4

117°

12.8

R268°

MHA

11820

291°

FL CONVERSION

FL197 FL6000m

FT/METER CONVERSION

QNH

18710' - 5700m

17720' - 5400m

16740' - 5100m

11820' - 3600m

CHANGES: LOST COMs.

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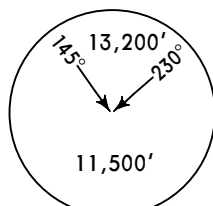
ZPPP/KMG
CHANGSHUI

JEPPesen KUNMING, PR OF CHINA
22 APR 16 **10-2L** Eff 27 Apr 1600Z **STAR**

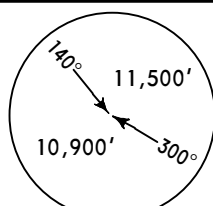
D-ATIS
128.45

Apt Elev
6903'

Alt Set: hPa
Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below



MSA
XFA VOR



MSA
XSJ VOR

ELASU 13A [ELA13A]
ELASU 14A [ELA14A]
GULOT 11A [GUL11A]
GULOT 12A [GUL12A]
RWYS 21, 22 ARRIVALS



(IAF)
PANLONG
D (L) **110.8 XFA**
N25 24.1 E102 56.0
At or above
12800'



(IAF)
D26.0 XSJ
N25 02.4 E103 04.4
At or above
13780'



XISHAN
D (L) ***110.6 SGM**
N25 04.9 E102 31.2



LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
See 10-2M.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

D11.0 SGM
N24 53.9 E102 32.5

ELASU 14A
GULOT 12A

ELASU 13A
GULOT 11A

GULOT
N24 37.4 E101 33.9
D24.0 XSJ
N24 39.6 E102 21.6
088°
43
GULOT 11A, 12A

ELASU 13A
GULOT 11A
12.8
13
355°

IDPUG
N24 40.1 E102 34.1

JINNING
D (L) **108.2 XSJ**
N24 41.0 E102 48.1

MHA
13780
291°
R268°

ELASU
N23 59.2
E101 47.4
047°

ELASU 13A, 14A
59

FL CONVERSION
FL197 FL6000m

FT/METER CONVERSION
QNH
18710' - 5700m
17720' - 5400m
16740' - 5100m
13780' - 4200m
12800' - 3900m

ZPPP/KMG
CHANGSHUI

 JEPPESEN

KUNMING, PR OF CHINA

22 APR 16

10-2M

Eff 27 Apr 1600Z

STAR

COMMUNICATION
FAILURE PROCEDURES

1. Fly to the approach border according to planned route and altitude cleared last.

ARRs from MEBNA and XISLI fly direct to XFA;
ARRs from LXI, ELASU, GULOT fly direct to XSJ.

Join holding, descent to 10830', exit after 5 minutes when passing VOR, chose approach according to broadcast, wind direction or speed.

2. Implement standard approach after fly over of IAF.

FT/METER CONVERSION

QNH

10830' - 3300m

ZPPP/KMG
CHANGSHUI

JEPPESSEN
23 SEP 16 10-3A

KUNMING, PR OF CHINA

RNAV SID

Apt Elev
6902'

Trans level: FL197 Trans alt: 17720'

18710' 1031 hPa or above
16740' 979 hPa or below

1. Do not turn before DER.
2. Under RADAR control, altitude by ATC.

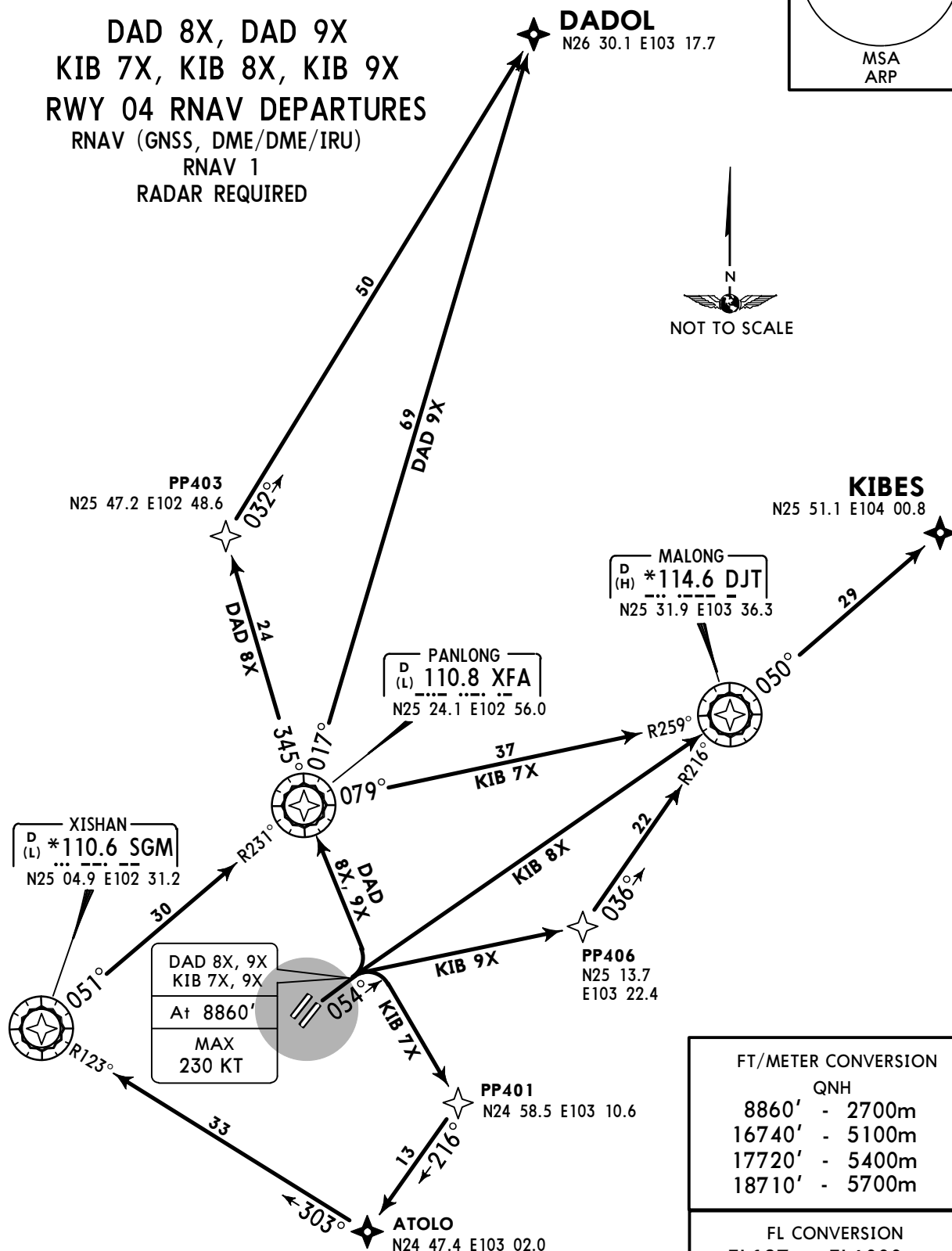
11,900'

MSA
ARP

DAD 8X, DAD 9X
KIB 7X, KIB 8X, KIB 9X
RWY 04 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

DADOL

N26 30.1 E103 17.7



FT/METER CONVERSION

| | QNH |
|--------|-------|
| 8860' | 2700m |
| 16740' | 5100m |
| 17720' | 5400m |
| 18710' | 5700m |

| FL CONVERSION | |
|---------------|---------|
| FL197 | FL6000m |

| SID | ROUTING |
|------------------|--|
| DAD 8X ① | (8860'; K230-) - XFA - PP403 - DADOL. |
| DAD 9X ① | (8860'; K230-) - XFA - DADOL. |
| KIB 7X By ATC | (8860; K230-) - PP401 - ATOLO - SGM - XFA - DJT - KIBES. |
| KIB 8X | DJT - KIBES. |
| KIB 9X | (8860'; K230-) - PP406 - DJT - KIBES. |

① By ATC, when simultaneous RWY operation implemented.

ZPPP/KMG
CHANGSHUI

JEPPESSEN KUNMING, PR OF CHINA
15 JUN 12 **(10-3B)** **Eff 28 Jun** **RNAV SID**

Apt Elev
6902'

Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below

1. Do not turn before DER.
2. Under RADAR control, altitude by ATC.

11,900'

MSA
ARP

DAD 9Y, KIB 8Y, KIB 9Y
RWY 21 RNAV DEPARTURES
 RNAV (GNSS, DME/DME/IRU)
 RNAV 1
 RADAR REQUIRED

DADOL
N26 30.1 E103 17.7

KIBES
E104 00.8

PP403
N25 47.2 E102 48.6

PP409
N25 19.7
E102 33.6

PANLONG
 D 110.8 XFA
 (L)
 N25 24.1 E102 56.0

MALONG
 D
 (H) *114.6 DJT
 N25 31.9 E103 36.3

XISHAN
D
(L) *110.6 SGM
... --. --
N25 04.9 E102 31.2

PP407
N24 58.1 E102 43.0

MAX

At 7390'

FT/METER CONVERSION

QNH

| | | |
|--------|---|-------|
| 7390' | - | 2250m |
| 16740' | - | 5100m |
| 17720' | - | 5400m |
| 18710' | - | 5700m |

FL CONVERSION

FL197 FL6000m

| SID | ROUTING |
|--|--|
| DAD 9Y | (7390') - PP407 (K230-) - SGM - PP409 - PP403 - DADOL. |
| KIB 8Y By ATC | (7390') - PP407 (K230-) - SGM - PP409 - XFA - DJT - KIBES. |
| KIB 9Y ① | (7390') - PP407 (K230-) - ATOLO - DJT - KIBES. |
| ① By ATC, when simultaneous RWY operation implemented. | |

CHANGES: Airport relocated and renamed; RNAV SIDs established; SIDs transf.

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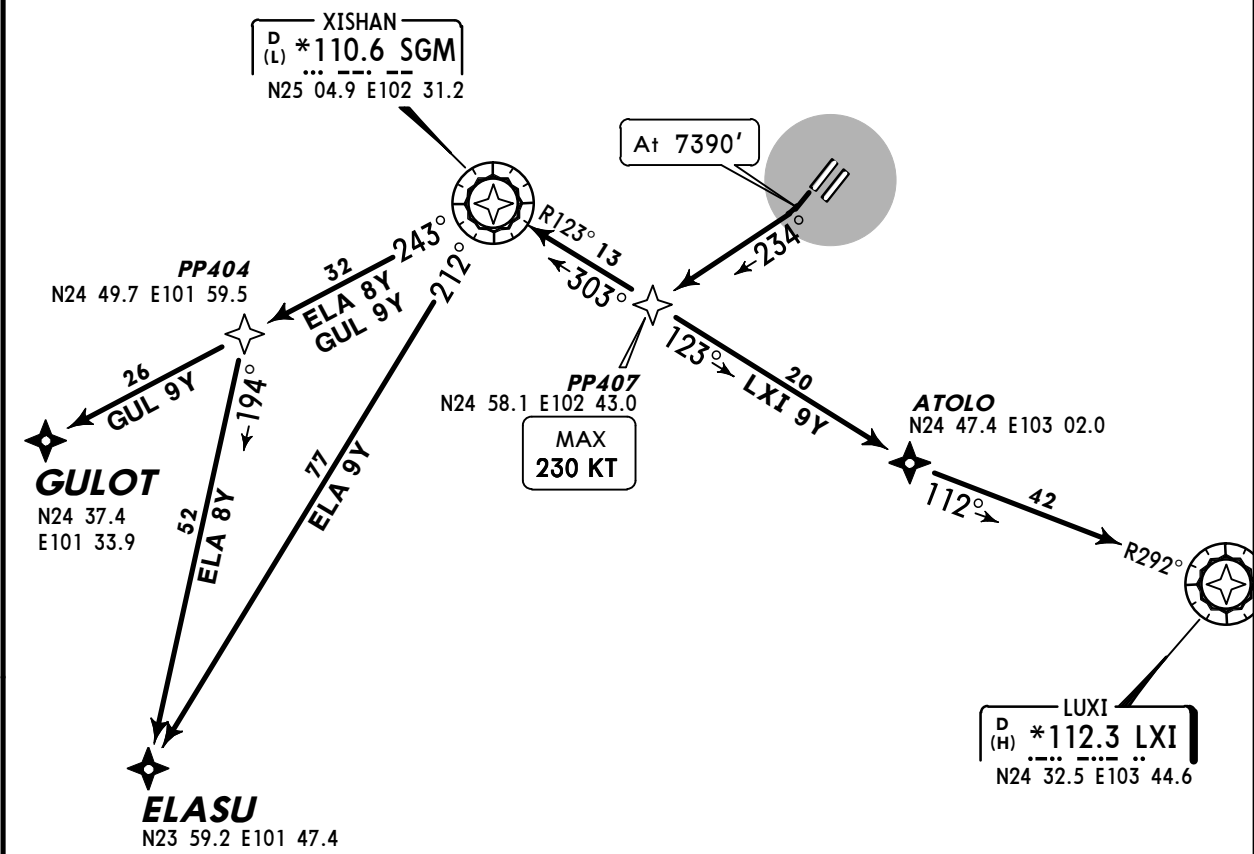
RNAV SID

ZPPP/KMG
CHANGSHUI

JEPPesen **KUNMING, PR OF CHINA**
15 JUN 12 **(10-3F)** **Eff 28 Jun** **RNAV SID**

| | | |
|---------------------------------|--|---|
| Apt Elev 6902' | Trans level: FL197 Trans alt: 17720' 18710' 1031 hPa or above 16740' 979 hPa or below 1. Do not turn before DER. 2. Under RADAR control, altitude by ATC. | <div><div>11,900'</div><div>MSA ARP</div></div> |
|---------------------------------|--|---|

ELA 8Y, ELA 9Y, GUL 9Y, LXI 9Y
RWY 21 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



| FT/METER CONVERSION | |
|---------------------|---------|
| QNH | |
| 7390' | - 2250m |
| 16740' | - 5100m |
| 17720' | - 5400m |
| 18710' | - 5700m |


| FL CONVERSION | |
|---------------|----------|
| FL 197 | FL 6000m |

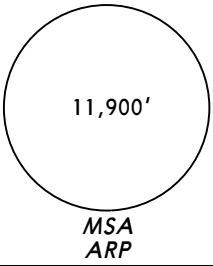
| SID | ROUTING |
|-----------------|--|
| ELA 8Y | (7390') - PP407 (K230-) - SGM - PP404 - ELASU. |
| ELA 9Y | (7390') - PP407 (K230-) - SGM - ELASU. |
| GUL 9Y | (7390') - PP407 (K230-) - SGM - GULOT. |
| LXI 9Y ① | (7390') - PP407 (K230-) - ATOLO - LXI. |

① By ATC, when simultaneous RWY operation implemented.

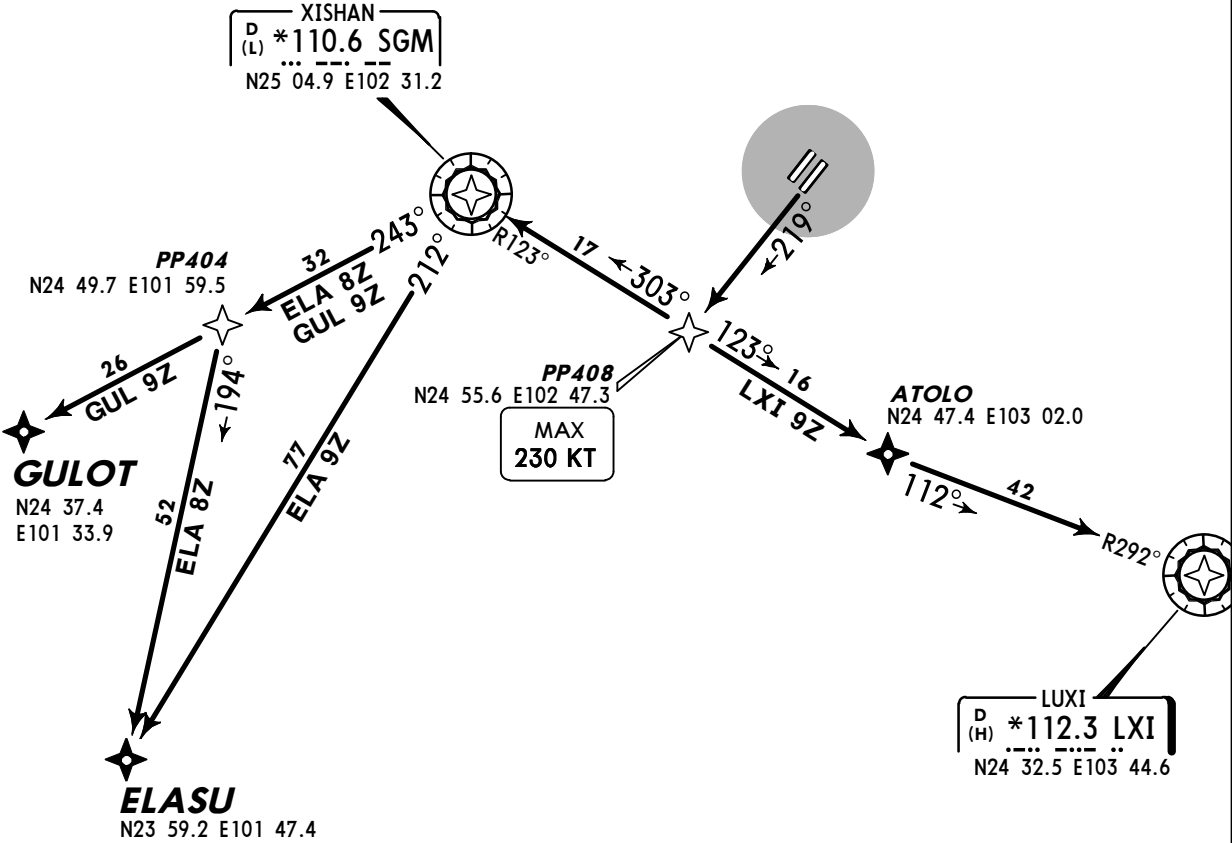
ZPPP/KMG
CHANGSHUI

JEPPesen KUNMING, PR OF CHINA
15 JUN 12 10-3G Eff 28 Jun RNAV SID

| | | | |
|-------------------|--|-------------------|---|
| Apt Elev 6902' | Trans level: FL197 | Trans alt: 17720' |  |
| | 18710' 1031 hPa or above | | |
| | 16740' 979 hPa or below | | |
| | 1. Do not turn before DER. | | |
| | 2. Under RADAR control, altitude by ATC. | | |



ELA 8Z, ELA 9Z, GUL 9Z, LXI 9Z
RWY 22 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



| FT/METER CONVERSION | |
|---------------------|-------|
| QNH | |
| 16740' | 5100m |
| 17720' | 5400m |
| 18710' | 5700m |

| FL CONVERSION | |
|---------------|---------|
| FL197 | FL6000m |

| SID | ROUTING |
|----------|--------------------------------------|
| ELA 8Z ① | PP408 (K230-) - SGM - PP404 - ELASU. |
| ELA 9Z ① | PP408 (K230-) - SGM - ELASU. |
| GUL 9Z ① | PP408 (K230-) - SGM - GULOT. |
| LXI 9Z | PP408 (K230-) - ATOLO - LXI. |

① By ATC, when simultaneous RWY operation implemented.

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ZPPP/KMG
CHANGSHUI

JEPPESSEN
14 JUN 13 **(10-3K)**

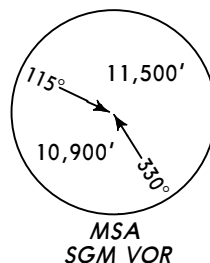
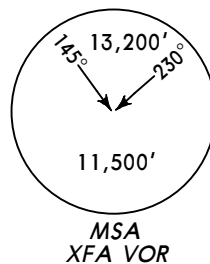
KUNMING, PR OF CHINA
Eff 27 Jun **SID**

Apt Elev
6903'

Trans level: FL197 Trans alt: 17720'

18710' 1031 hPa or above
16740' 979 hPa or below

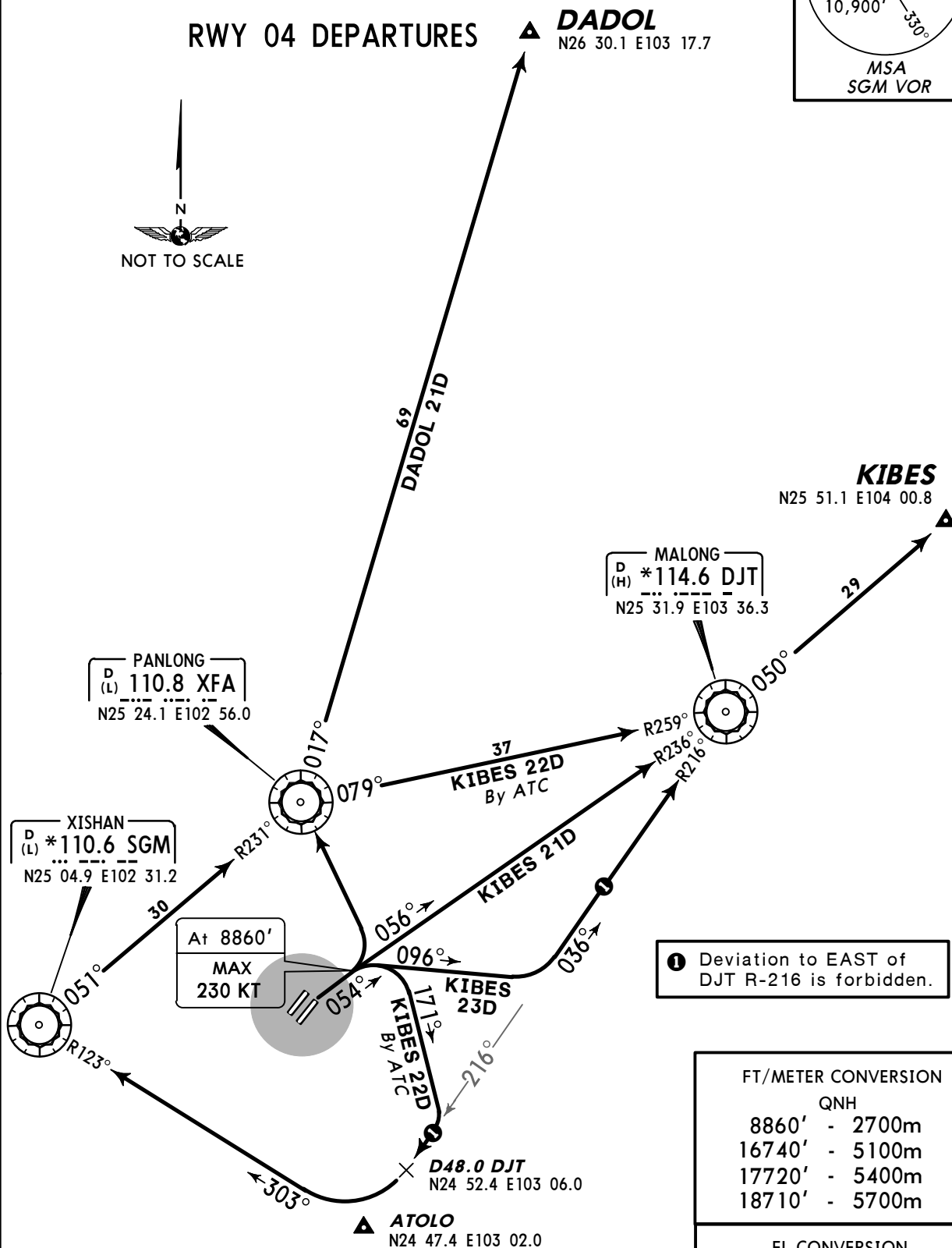
1. During simultaneous RWY operation, LEFT turn after take-off shall be permitted by ATC.
2. Under RADAR control, altitude by ATC.



DADOL 21D [DAD21D], KIBES 21D [KIB21D]
KIBES 23D [KIB23D]
KIBES 22D [KIB22D]
BY ATC

RWY 04 DEPARTURES

DADOL
N26 30.1 E103 17.7



① Deviation to EAST of
DJT R-216 is forbidden.

FT/METER CONVERSION

QNH

8860' - 2700m
16740' - 5100m
17720' - 5400m
18710' - 5700m

FL CONVERSION

FL197 FL6000m

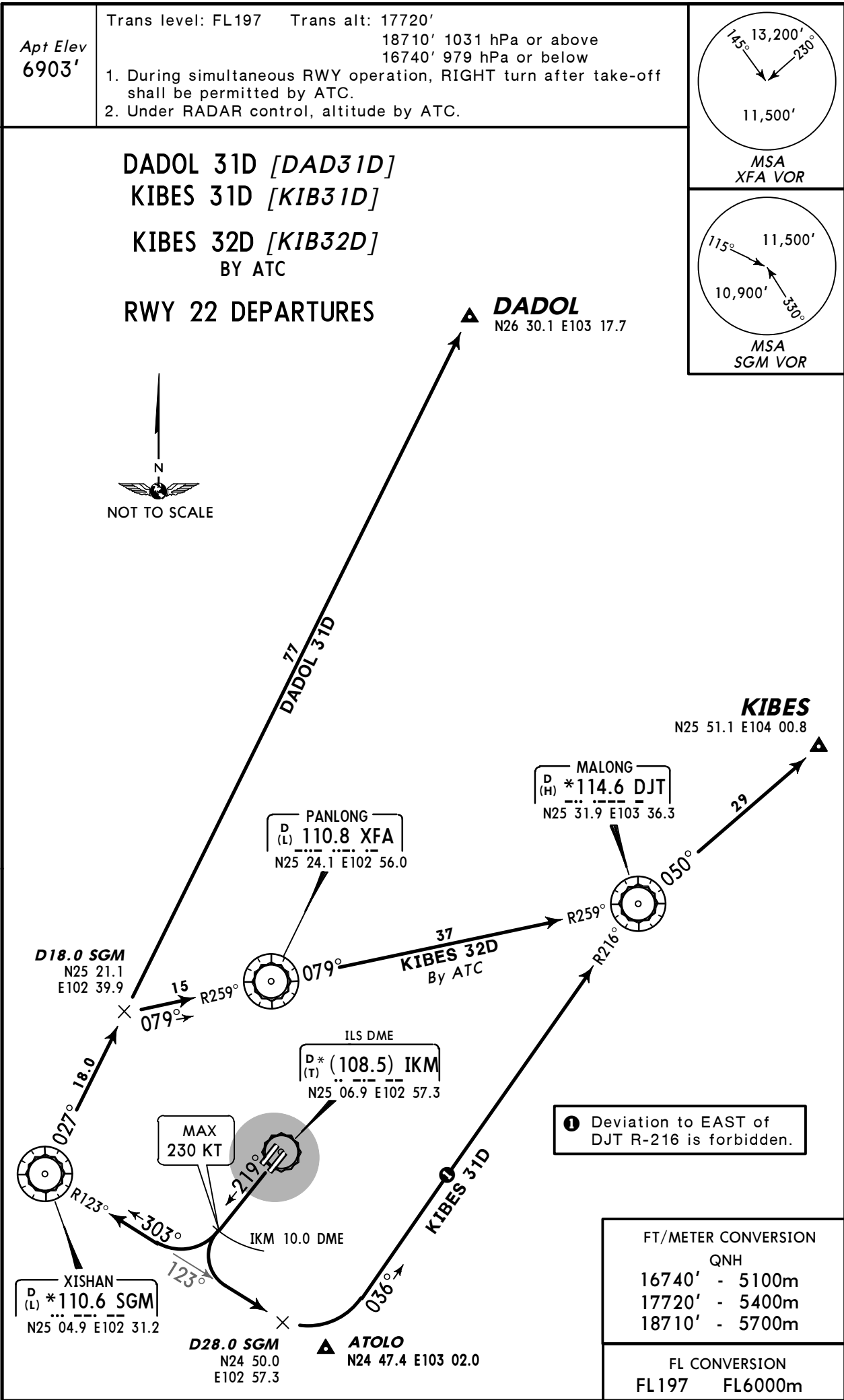
ZPPP/KMG
CHANGSHUI

JEPPesen
14 JUN 13 10-3L

Eff 27 Jun

KUNMING, PR OF CHINA

SID



ZPPP/KMG
CHANGSHUI

JEPPesen
14 JUN 13 **(10-3M)**

Eff 27 Jun

KUNMING, PR OF CHINA

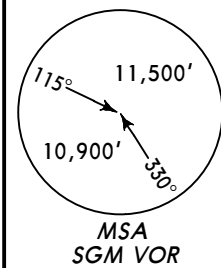
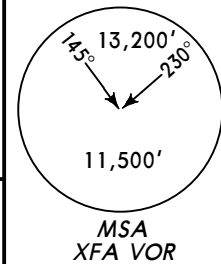
SID

Apt Elev
6903'

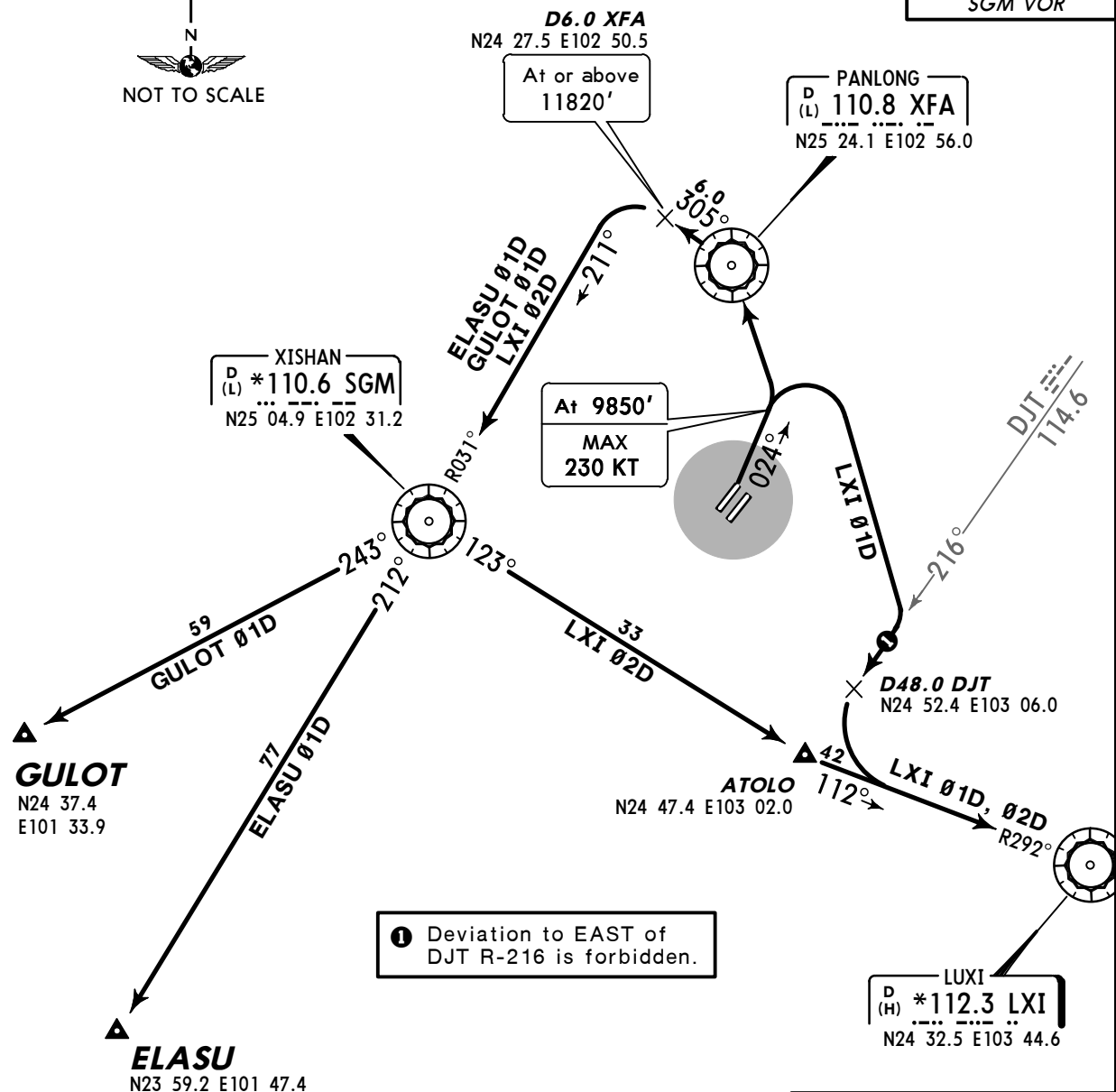
Trans level: FL197 Trans alt: 17720'

18710' 1031 hPa or above
16740' 979 hPa or below

1. During simultaneous RWY operation, RIGHT turn after take-off shall be permitted by ATC.
2. Under RADAR control, altitude by ATC.



ELASU Ø1D [ELAØ1D]
GULOT Ø1D [GULØ1D]
LXI Ø1D, LXI Ø2D
RWY 03 DEPARTURES



FT/METER CONVERSION

QNH

9850' - 3000m
11820' - 3600m
16740' - 5100m
17720' - 5400m
18710' - 5700m

FL CONVERSION

FL197 FL6000m

ZPPP/KMG
CHANGSHUI

JEPPESEN
14 JUN 13 **(10-3N)**

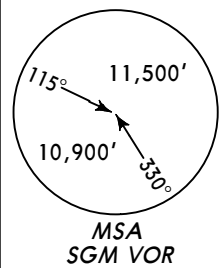
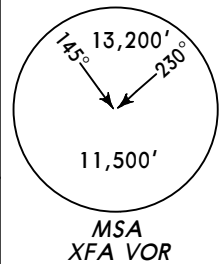
KUNMING, PR OF CHINA
Eff 27 Jun **SID**

Apt Elev
6903'

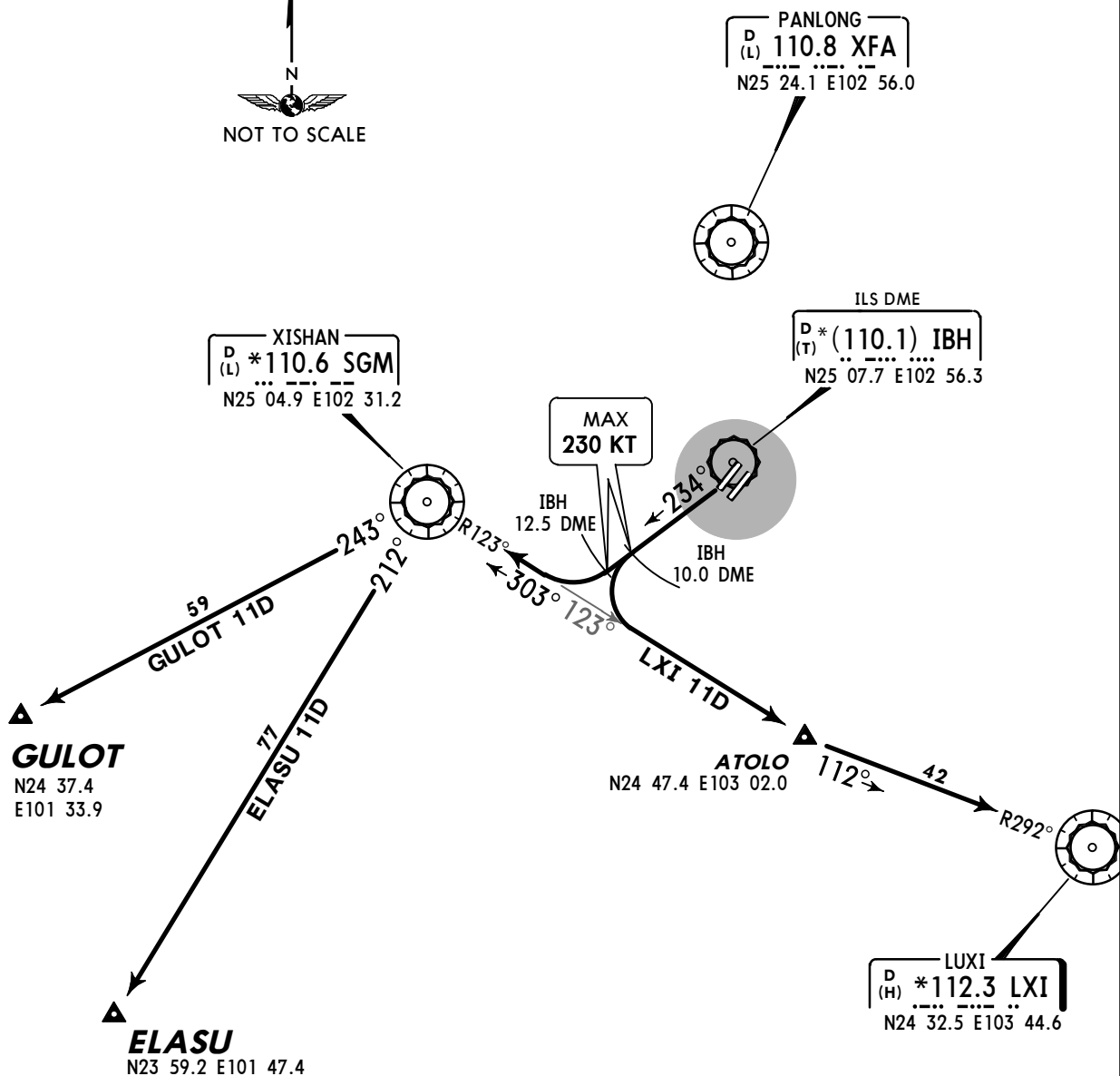
Trans level: FL197 Trans alt: 17720'

18710' 1031 hPa or above
16740' 979 hPa or below

1. During simultaneous RWY operation, LEFT turn after take-off shall be permitted by ATC.
2. Under RADAR control, altitude by ATC.



ELASU 11D [ELA11D]
GULOT 11D [GUL11D]
LXI 11D
RWY 21 DEPARTURES



FT/METER CONVERSION

QNH

16740' - 5100m

17720' - 5400m

18710' - 5700m

FL CONVERSION

FL197 FL6000m

ZPPP/KMG
CHANGSHUI

JEPPesen
15 JUN 12 **(10-3P)**

KUNMING, PR OF CHINA
Eff 28 Jun **SID**

Apt Elev
6902'

Trans level: FL197 Trans alt: 17720'

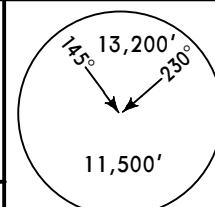
18710' 1031 hPa or above

16740' 979 hPa or below

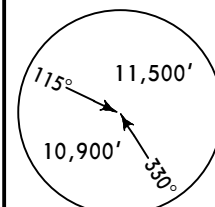
1. During simultaneous RWY operation, LEFT turn after take-off shall be permitted by ATC.

2. Under RADAR control, altitude by ATC.

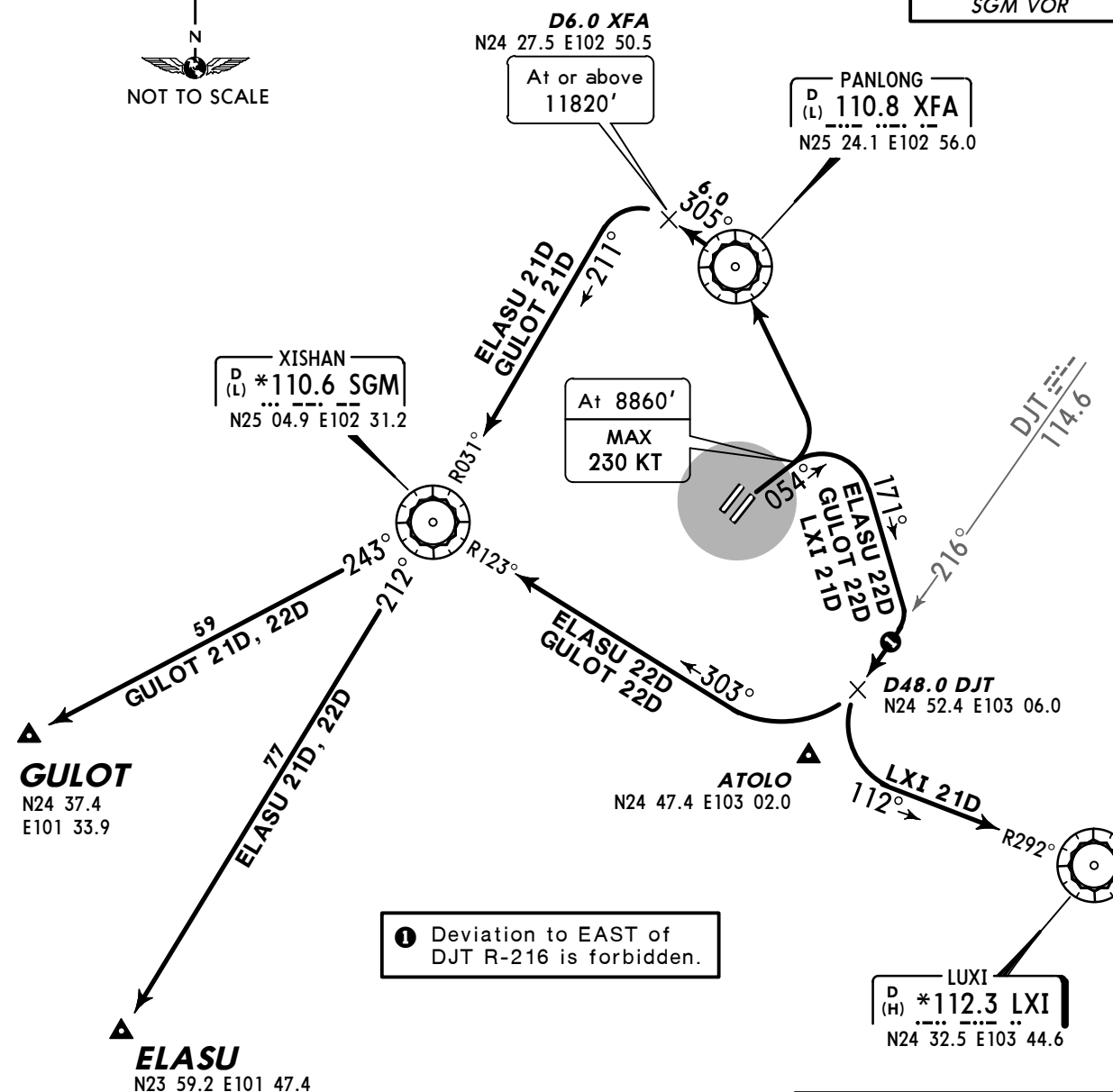
ELASU 21D [ELA21D], ELASU 22D [ELA22D]
GULOT 21D [GUL21D], GULOT 22D [GUL22D]
LXI 21D
RWY 04 DEPARTURES



MSA
XFA VOR



MSA
SGM VOR



① Deviation to EAST of
DJT R-216 is forbidden.

FT/METER CONVERSION

QNH

8860' - 2700m

11820' - 3600m

16740' - 5100m

17720' - 5400m

18710' - 5700m

FL CONVERSION

FL197 FL6000m

ZPPP/KMG
CHANGSHUI

JEPPesen
15 JUN 12 **10-3Q**

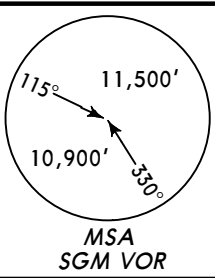
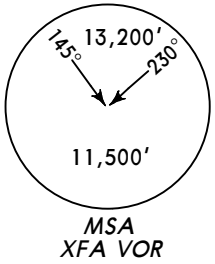
Eff 28 Jun

KUNMING, PR OF CHINA

SID

Apt Elev
6902'

Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below
1. During simultaneous RWY operation, RIGHT turn after take-off shall be permitted by ATC.
2. Under RADAR control, altitude by ATC.



ELASU 31D [ELA31D]
GULOT 31D [GUL31D]
LXI 31D
RWY 22 DEPARTURES



PANLONG
D (L) 110.8 XFA
N25 24.1 E102 56.0

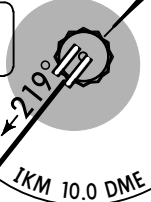


XISHAN
D (L) *110.6 SGM
N25 04.9 E102 31.2



ILS DME
D* (108.5) IKM
N25 06.9 E102 57.3

MAX
230 KT



59
GULOT 31D
GULOT
N24 37.4
E101 33.9

77
ELASU 31D
ELASU
N23 59.2 E101 47.4

123°
LXI 31D
ATOLO
N24 47.4 E103 02.0

LUXI
D (H) *112.3 LXI
N24 32.5 E103 44.6



| FT/METER CONVERSION | |
|---------------------|---------|
| QNH | |
| 16740' | - 5100m |
| 17720' | - 5400m |
| 18710' | - 5700m |

| FL CONVERSION | |
|---------------|---------|
| FL197 | FL6000m |

ZPPP/KMG

Apt Elev **6903'**
N25 06.3 E102 56.5

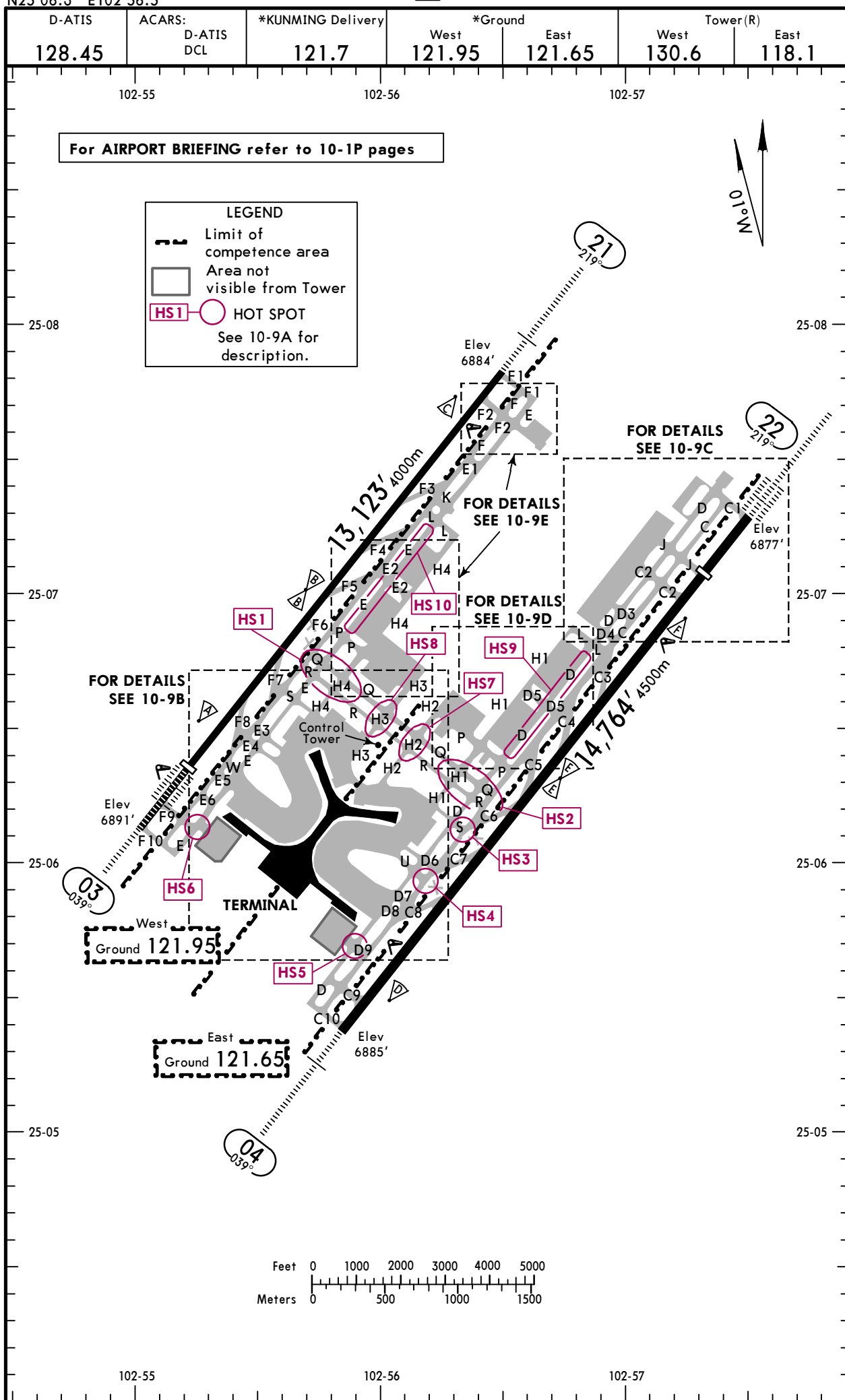


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KUNMING, PR OF CHINA

CHANGSHUI

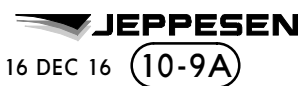
16 DEC 16 **(10-9)**



CHANGES: Holding position withdrawn.

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ZPPP/KMG



KUNMING, PR OF CHINA
CHANGSHUI

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS | | TAKE-OFF | WIDTH |
|-----|---|----------------|---------------|----------|-------------|
| | | Threshold | Glide Slope | | |
| 03 | HIRL(60m) CL(15m) HIALS-II SFL TDZ ❶ RVR | 11,352' 3460m | 10,314' 3144m | ❸ | 148' 45m |
| 21 | HIRL(60m) CL(15m) HIALS SFL PAPI-L (3.0°) ❷ RVR | | 12,073' 3680m | | |
| 04 | HIRL(60m) CL(15m) HIALS SFL PAPI-L (3.0°) ❹ RVR | | 13,747' 4190m | ❸ | 197' 60m |
| 22 | HIRL(60m) CL(15m) HIALS-II SFL TDZ ❺ RVR | 13,123' 4000m | 12,074' 3680m | | |

❶ PAPI-L (angle 3.0°) HSTIL-F5, F4, F3

❷ HSTIL-F7, F8

❸ TAKE-OFF RUN AVAILABLE

RWY 03:

From rwy head 13,123 (4000m)
twy F9 int 12,402' (3780m)

RWY 21:

From rwy head 13,123' (4000m)
twy F2 int 12,402' (3780m)

RWY 04:

From rwy head 14,764 (4500m)
twy C9 int 14,042' (4280m)

RWY 22:

From rwy head 14,764 (4500m)
twy J int 13,123' (4000m)
twy C2 int 12,402' (3780m)

❹ HSTIL-C5, C4, C3

❺ PAPI-L (angle 3.0°) HSTIL-C6, C7, C8

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1** Aircraft taxiing from TWY Q to TWY F shall implement ATC instruction strictly at the holding position to avoid conflict and report it.
- HS2** Aircraft shall implement ATC instruction strictly at the holding position to avoid conflict and report it.
- HS3** Departure aircraft taxiing on TWY S from West to East shall avoid to enter RWY.
- HS4** Departure aircraft taxiing on TWY U from West to East shall avoid to enter RWY.
- HS5** Control blind zone, aircraft shall implement ATC instruction strictly.
- HS6** Control blind zone, aircraft shall implement ATC instruction strictly.
- HS7** Aircraft taxiing from TWY H2 to TWY Q or TWY R shall pay attention to one-way restrictions of TWY Q & R and implement ATC instruction strictly at the holding position.
- HS8** Aircraft taxiing from TWY H3 to TWY Q or TWY R shall pay attention to one-way restrictions of TWY Q & R and implement ATC instruction strictly at the holding position.
- HS9** When using stands 501 thru 516, aircraft shall taxi out on own power, implement ATC instruction strictly and taxi in sequence according to ATC instructions. Pilots should hold position and contact ATC to verify when in doubt.
- HS10** When using stands 531 thru 544, aircraft shall taxi out on own power, implement ATC instruction strictly and taxi in sequence according to ATC instructions. Pilots should hold position and contact ATC to verify when in doubt.

Standard

TAKE-OFF

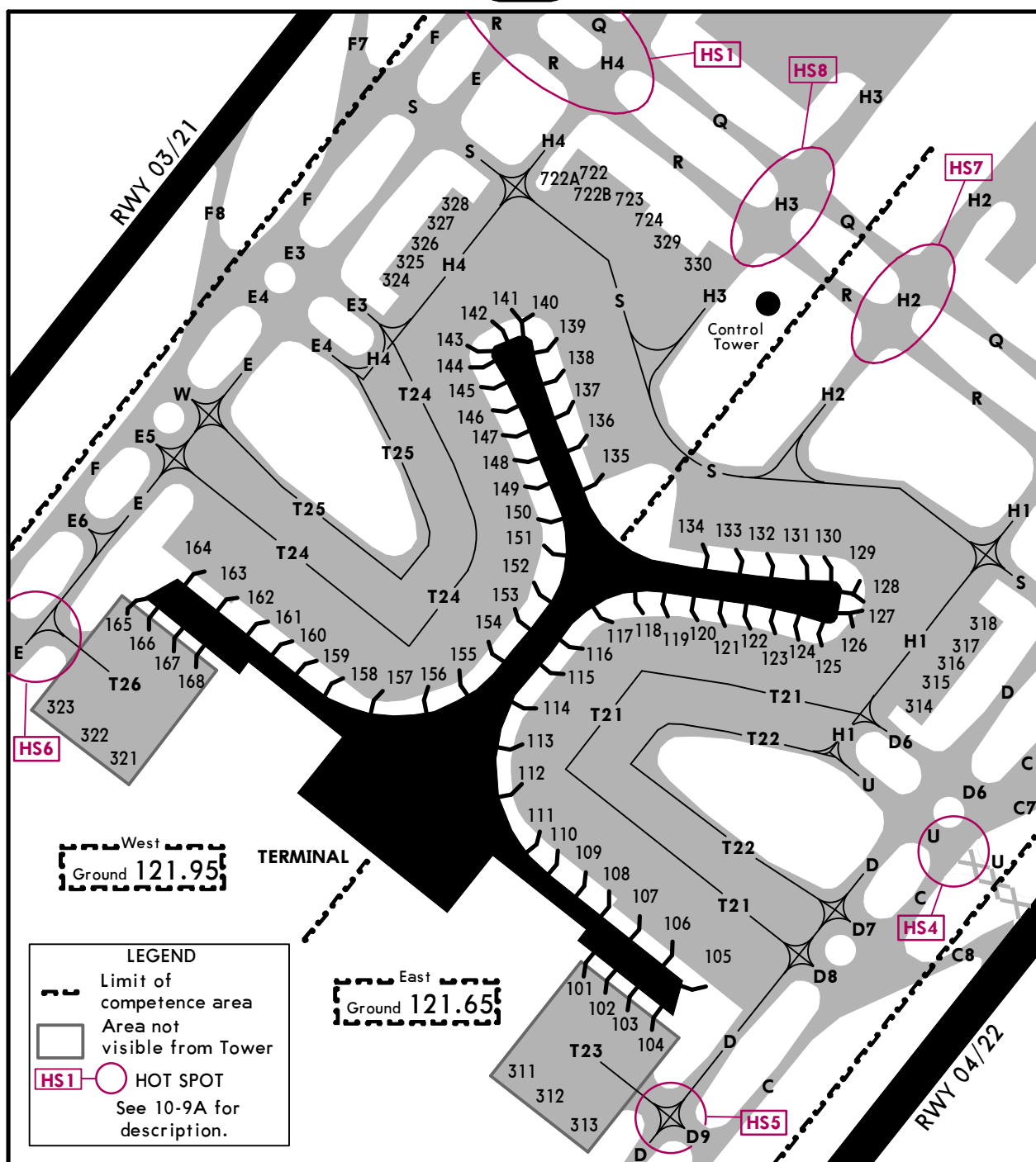
| | | LVP must be in force | | |
|----------------------------|---|----------------------|-----------|----------------|
| | | HIRL and CL | RL | NIL (DAY only) |
| 2 TURB Eng or 3 & 4 Eng | A | RVR 200m | RVR 400m | RVR 500m |
| | B | | | |
| | C | | | |
| | D | RVR 250m | | |
| Other | | | VIS 1600m | |
| | | | | |

ZPPP/KMG

16 DEC 16 (10-9B)

KUNMING, PR OF CHINA

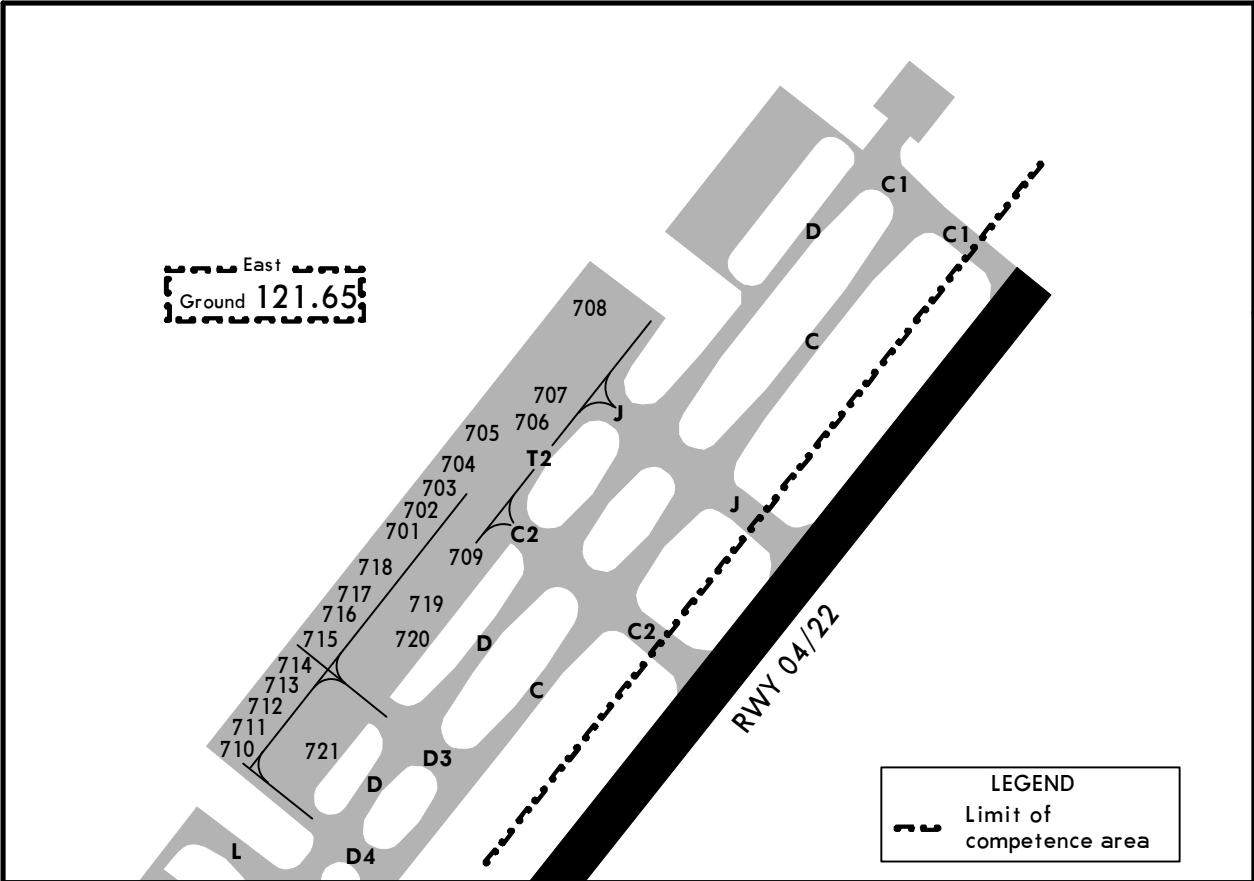
CHANGSHUI



ZPPP/KMG

16 DEC 16 **10-9C**

KUNMING, PR OF CHINA
CHANGSHUI



ZPPP/KMG



JEPPESSEN

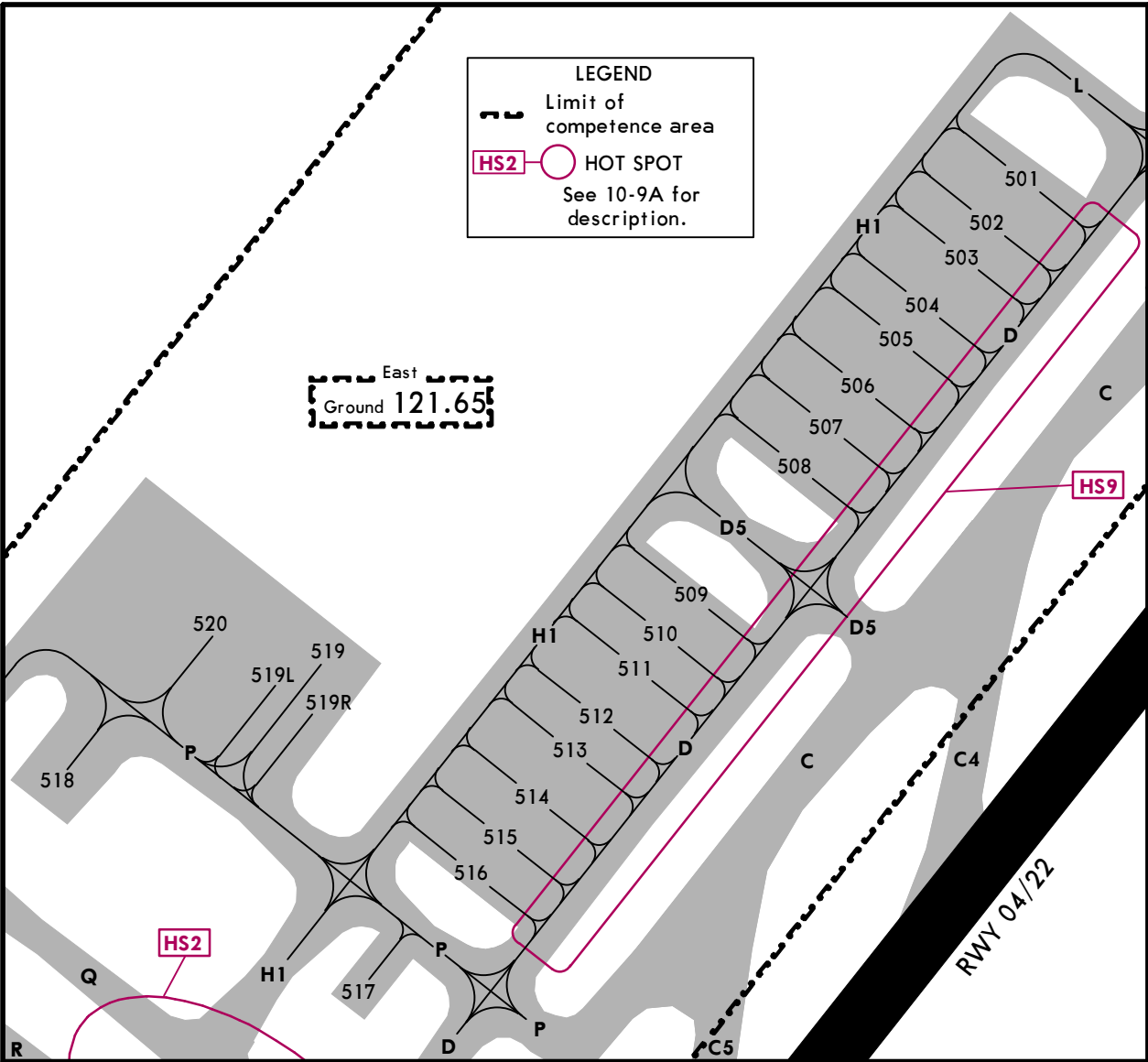
KUNMING, PR OF CHINA

2 DEC 16

10-9D

Eff 7 Dec 1600Z

CHANGSHUI



ZPPP/KMG



JEPPesen

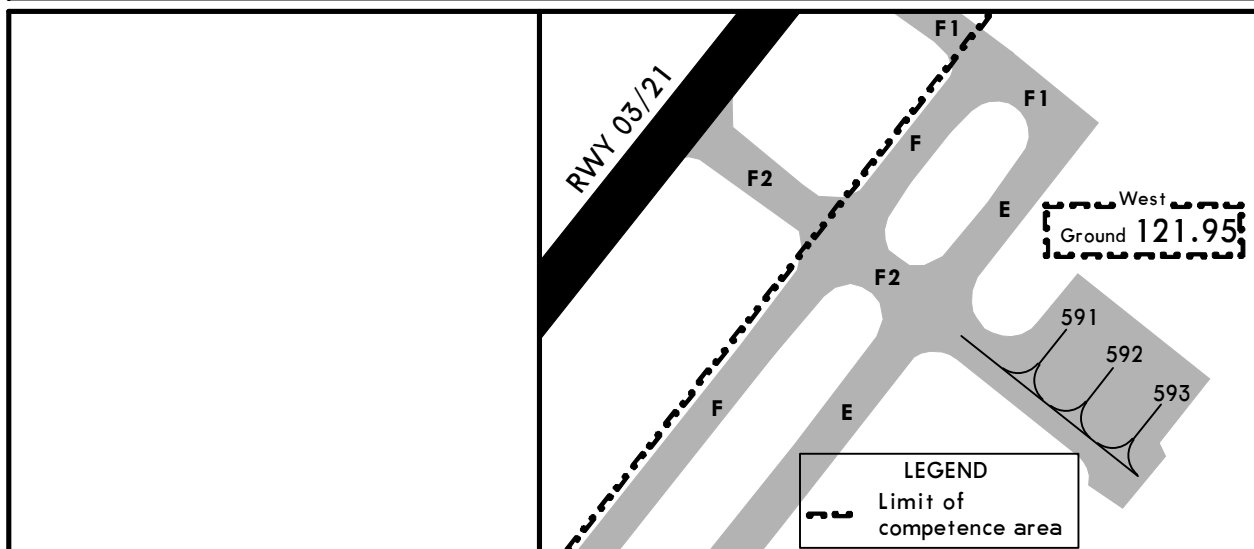
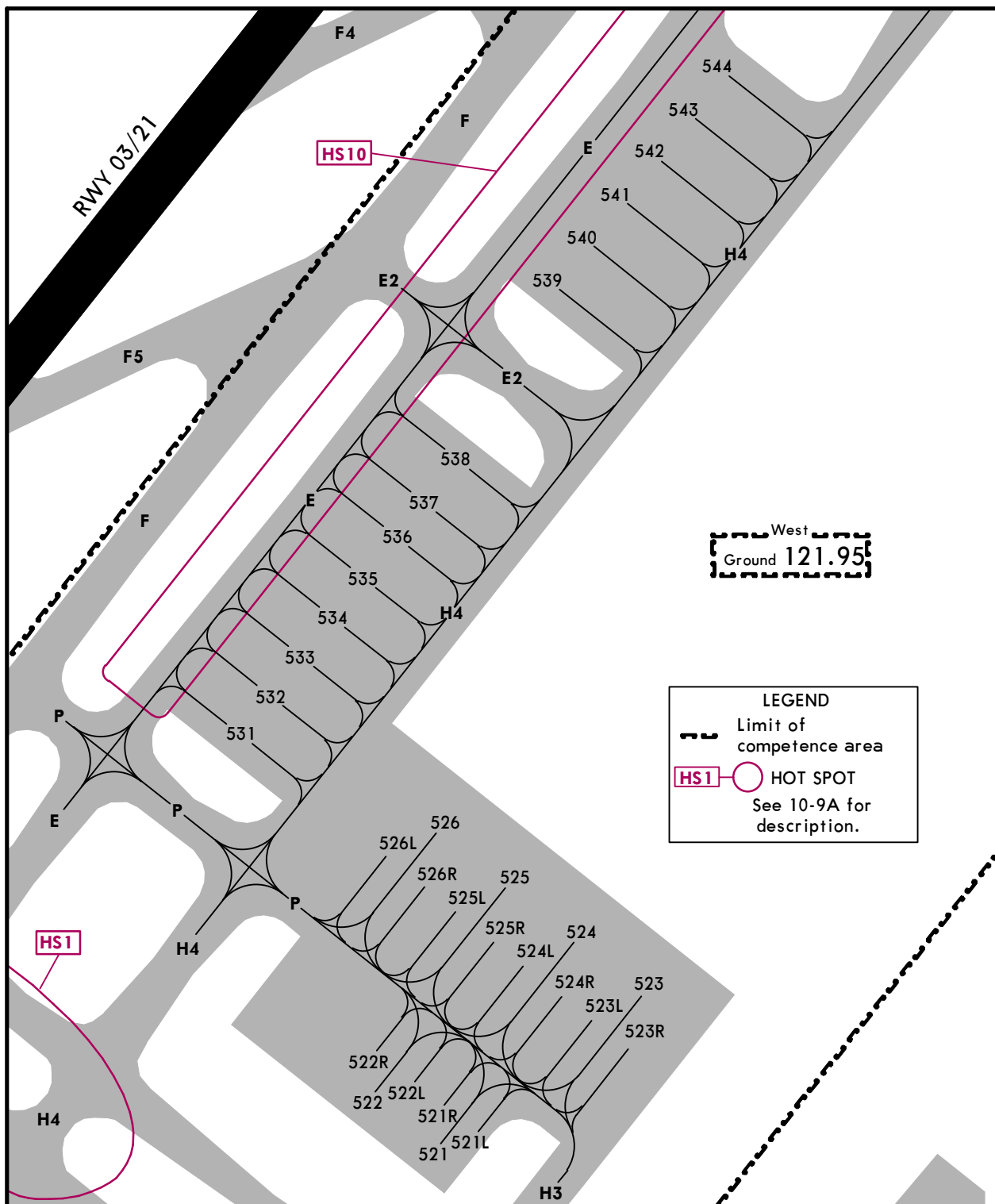
KUNMING, PR OF CHINA

2 DEC 16

10-9E

Eff 7 Dec 1600Z

CHANGSHUI



CHANGES: HS10 added. Note transferred to 10-1P pages.

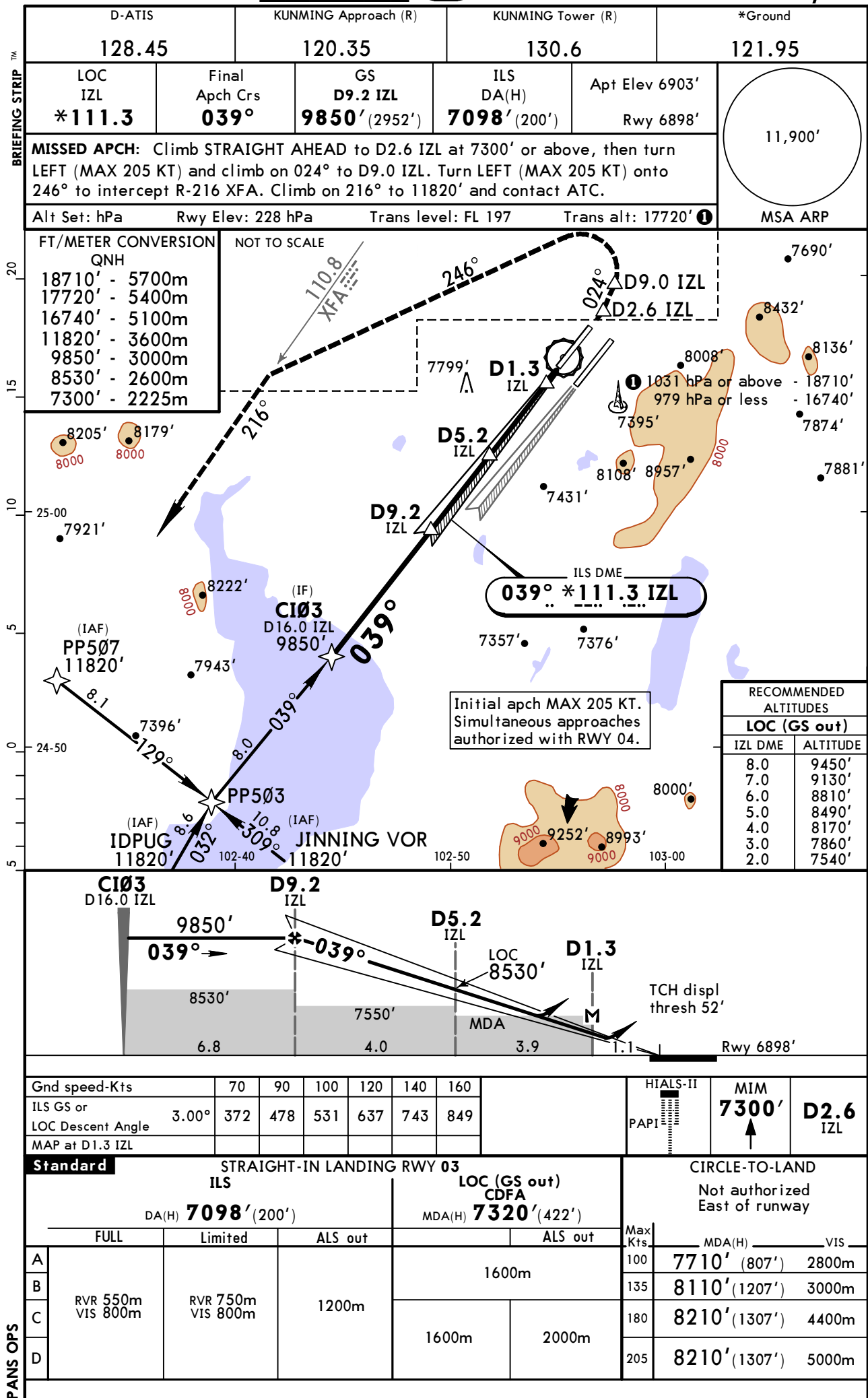
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ZPPP/KMG
CHANGSHUI

2 DEC 16
Eff 7 Dec 1600Z

(11-1)

KUNMING, PR OF CHINA
RNAV ILS DME Z Rwy 03



CHANGES: Altitude at CI03. Note added. Lights.

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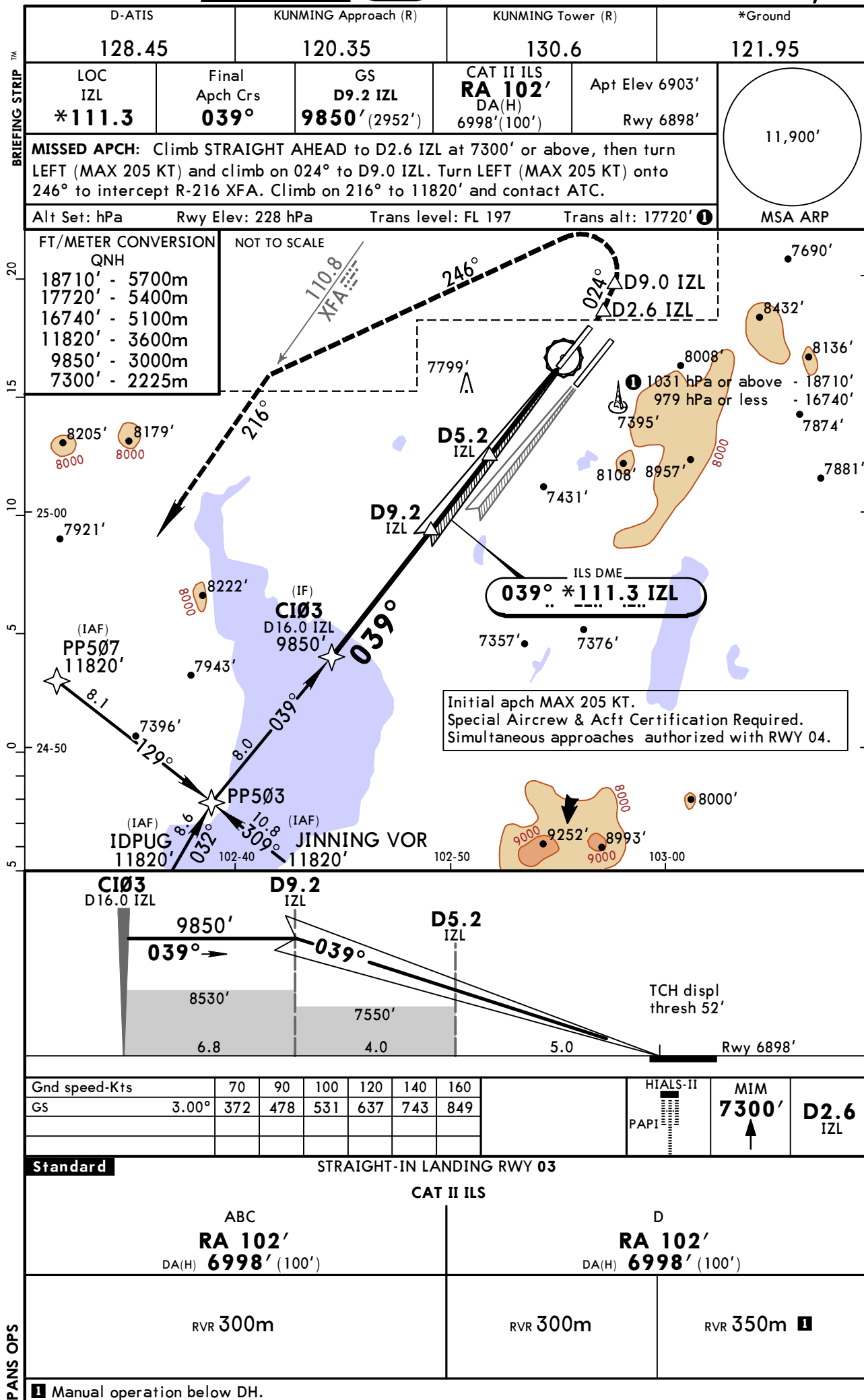
ZPPP/KMG
CHANGSHUI

2 DEC 16
Eff 7 Dec 1600Z

JEPPesen

11-1A

KUNMING, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 03

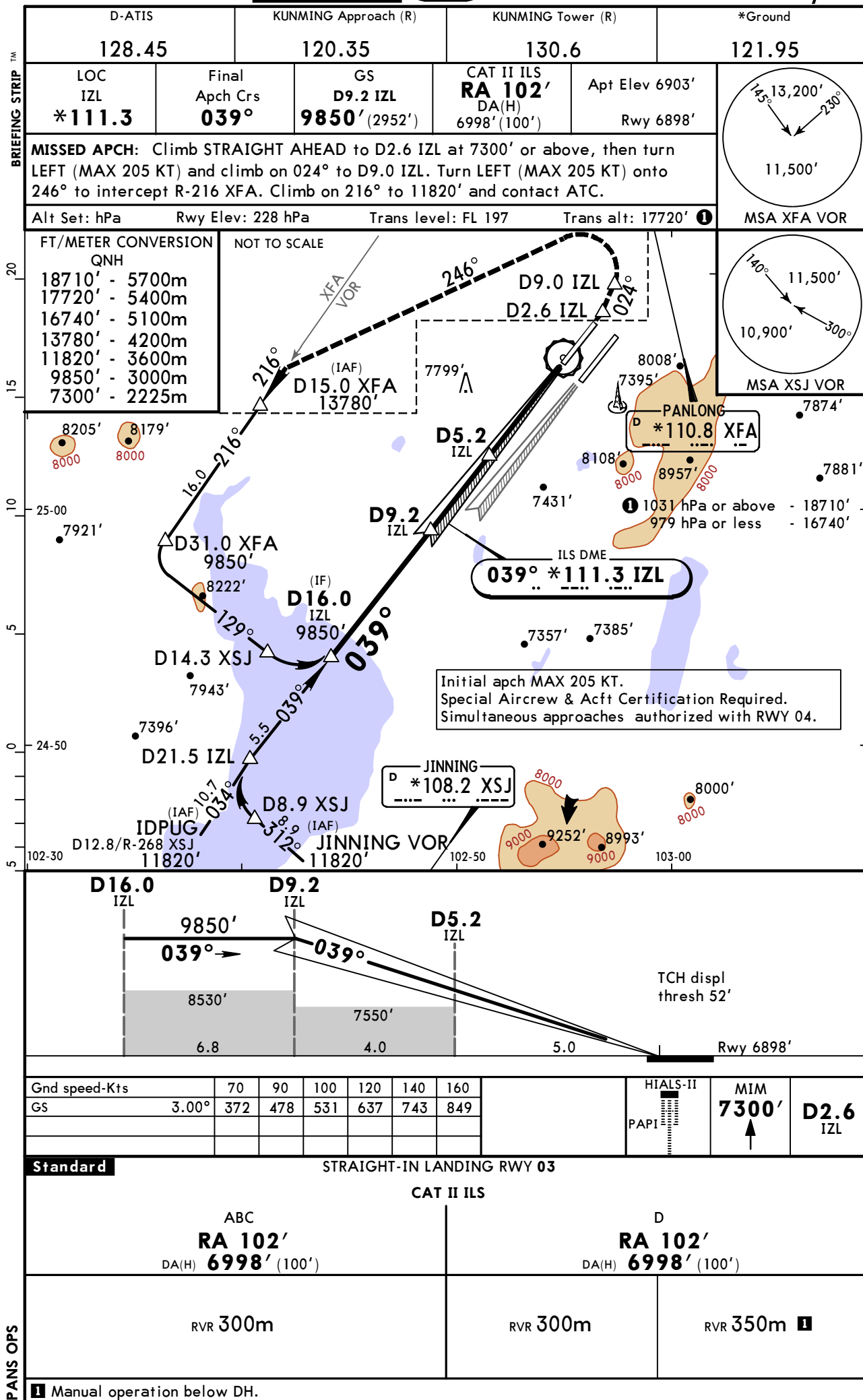


ZPPP/KMG
CHANGSHUI

2 DEC 16
Eff 7 Dec 1600Z

11-2A

KUNMING, PR OF CHINA
CAT II ILS DME Y Rwy 03

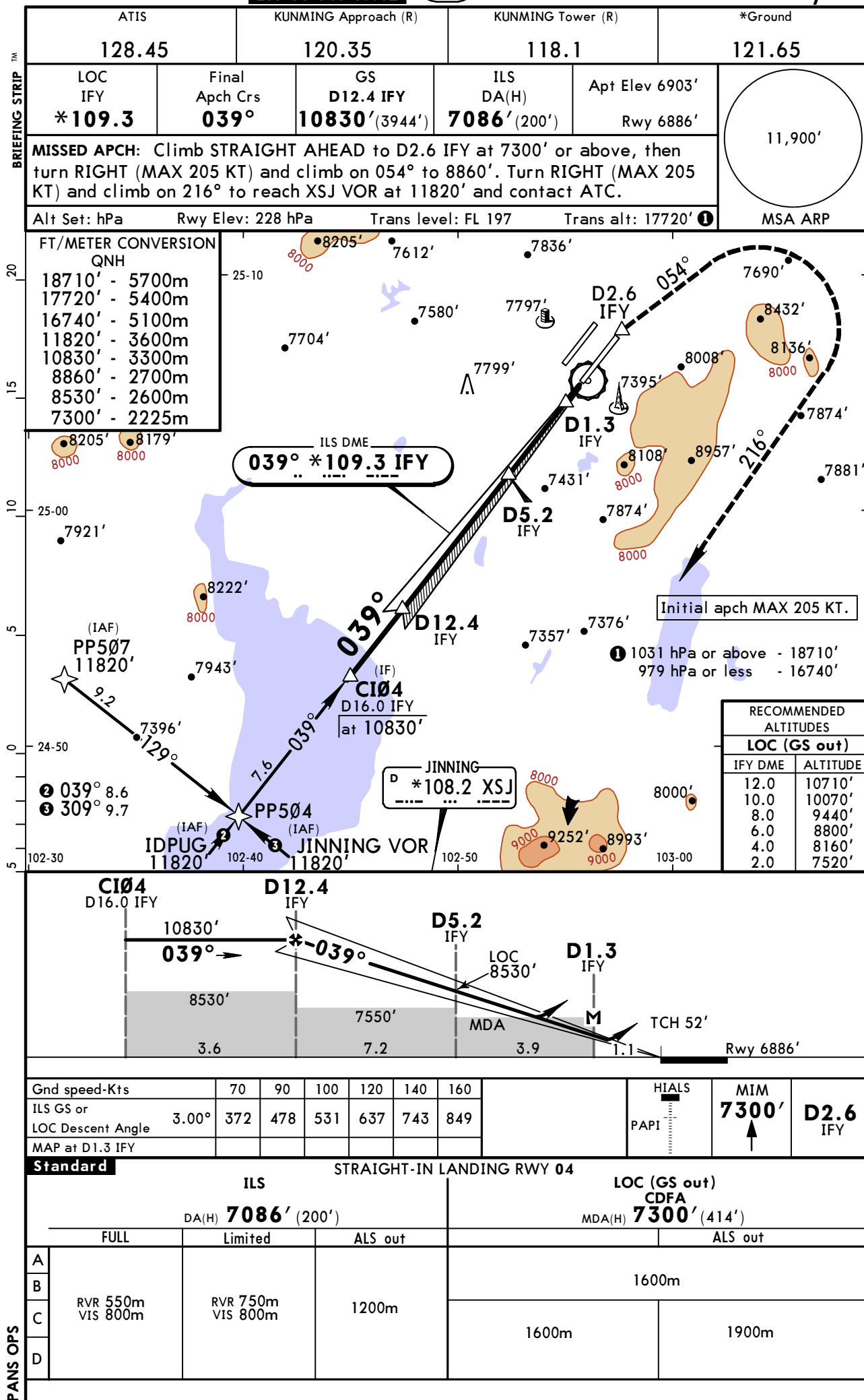


ZPPP/KMG
CHANGSHUI

2 OCT 15
Eff 14 Oct 1600Z

(11-3)

KUNMING, PR OF CHINA
RNAV ILS DME Z Rwy 04

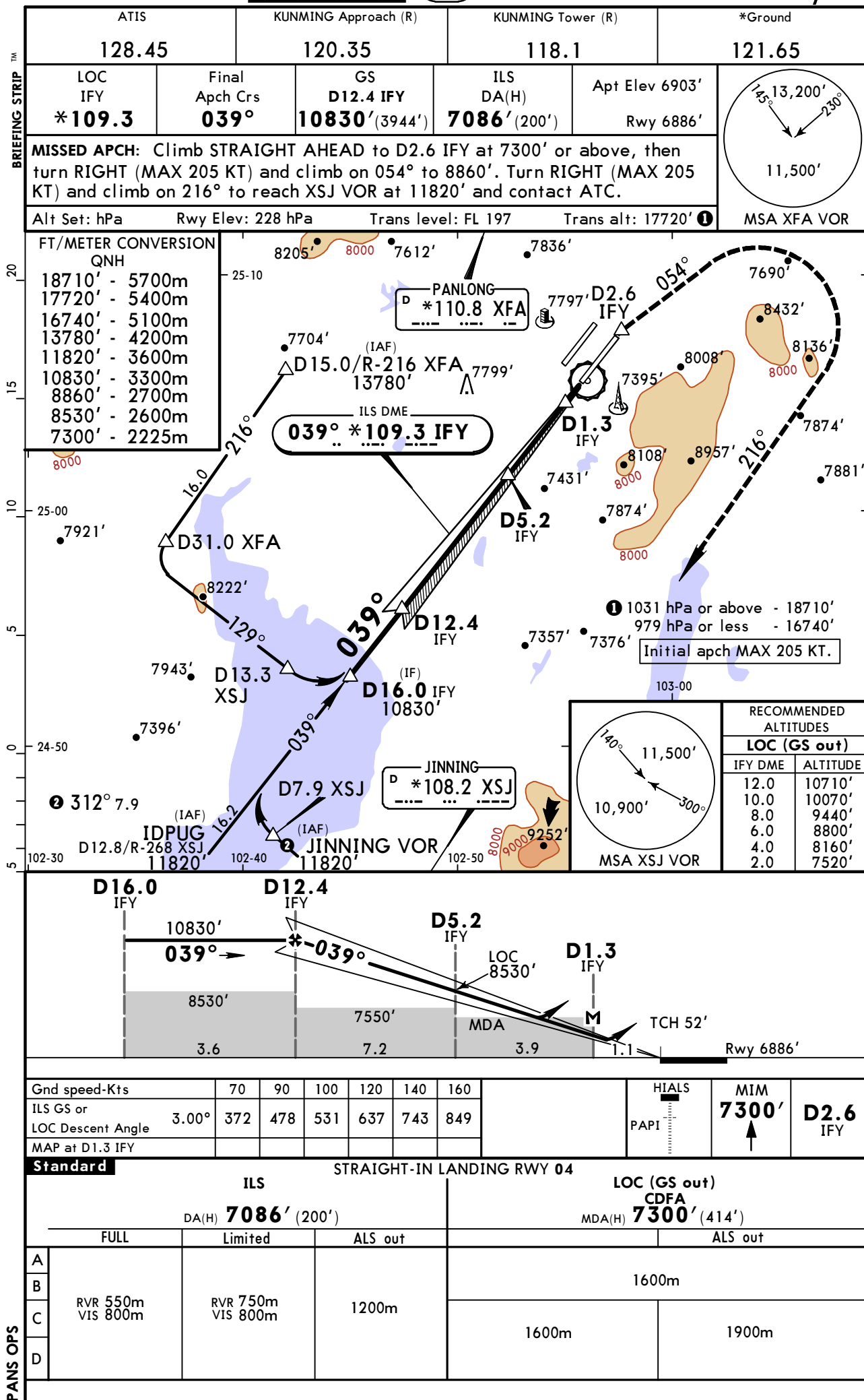


ZPPP/KMG
CHANGSHUI

2 OCT 15
Eff 14 Oct 1600Z

(11-4)

JEPPESSEN KUNMING, PR OF CHINA
ILS DME Y Rwy 04




ZPPP/KMG
CHANGSHUI

2 OCT 15
14 Oct 1600Z

11-6

JEPPESSEN

KUNMING, PR OF CHINA
 01LS DME Y Rwy 21

| | | | | | | |
|----------------------|---------------------------|-----------------------------------|------------------------------|-----------------------------|--|---|
| ATIS | | KUNMING Approach (R) | | KUNMING Tower (R) | | *Ground |
| 128.45 | | 124.25 | | 130.6 | | 121.95 |
| LOC IBH *110.1 | Final Apch Crs 219° | GS D12.4 IBH 10830' (3947') | ILS DA(H) 7083' (200') | Apt Elev 6903' Rwy 6883' | |  |

MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IBH at 7350' or above, then turn RIGHT (MAX 205 KT) and climb on 249° to 8860', then turn RIGHT (MAX 205 KT) onto 006° to intercept R-216 XFA inbound. Climb on 036° to reach XFA VOR at 11820'. Contact ATC.

Alt Set: hPa

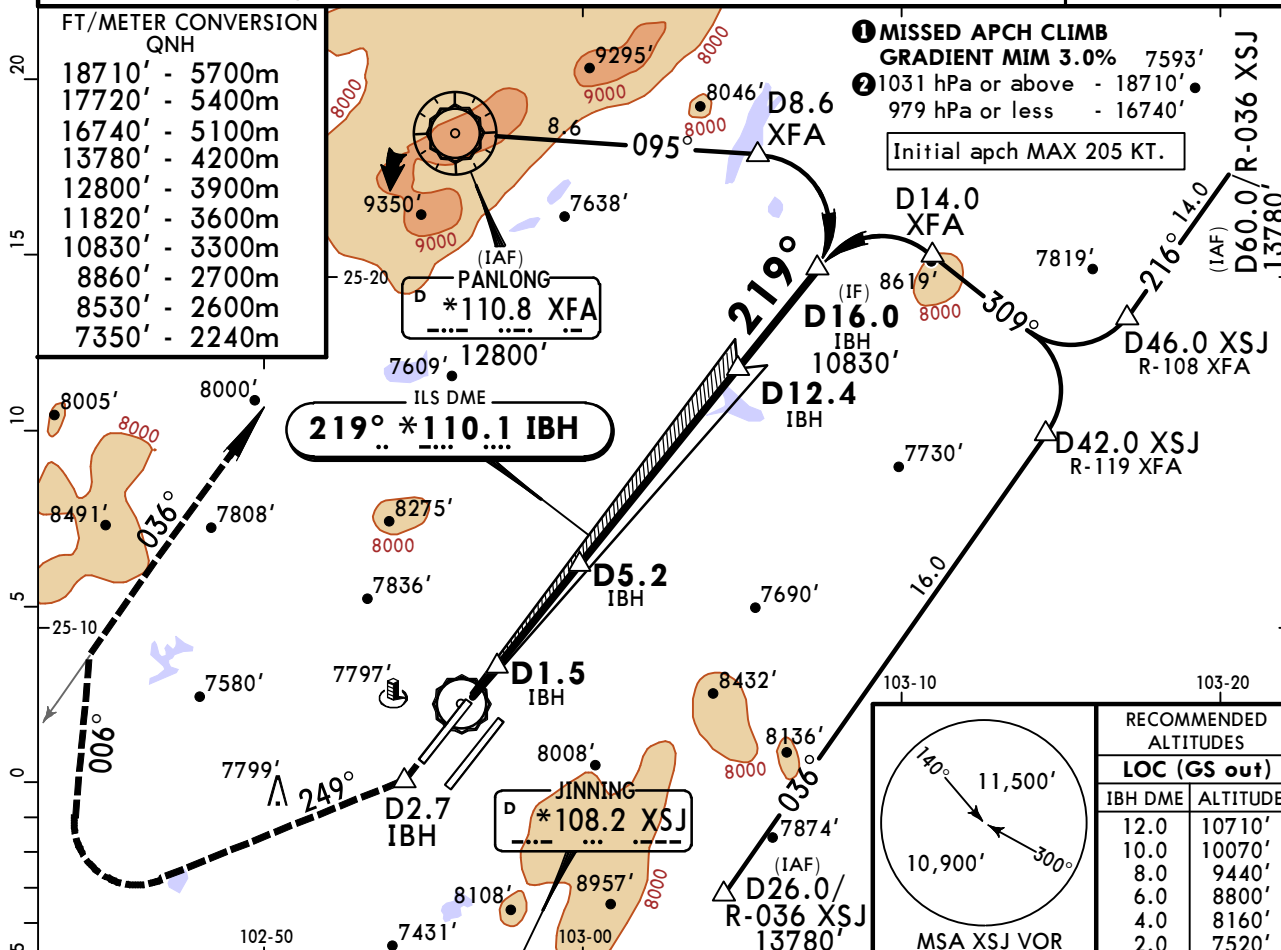
Rwy Elev: 228 hPa

Trans level: FL 197

Trans alt: 17720' **2**

MSA XFA VOR

| FT/METER CONVERSION | |
|---------------------|---------|
| QNH | |
| 18710' | - 5700m |
| 17720' | - 5400m |
| 16740' | - 5100m |
| 13780' | - 4200m |
| 12800' | - 3900m |
| 11820' | - 3600m |
| 10830' | - 3300m |
| 8860' | - 2700m |
| 8530' | - 2600m |
| 7350' | - 2240m |



| | | | | | | |
|--------------------------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.5 IBH | | | | | | |

MIM
7350'
↑

D2.7
IBH

Standard

STRAIGHT-IN LANDING RWY 21
Missed apch climb gradient min 3.0%

CIRCLE-TO-LAND

Not authorized
East of runway

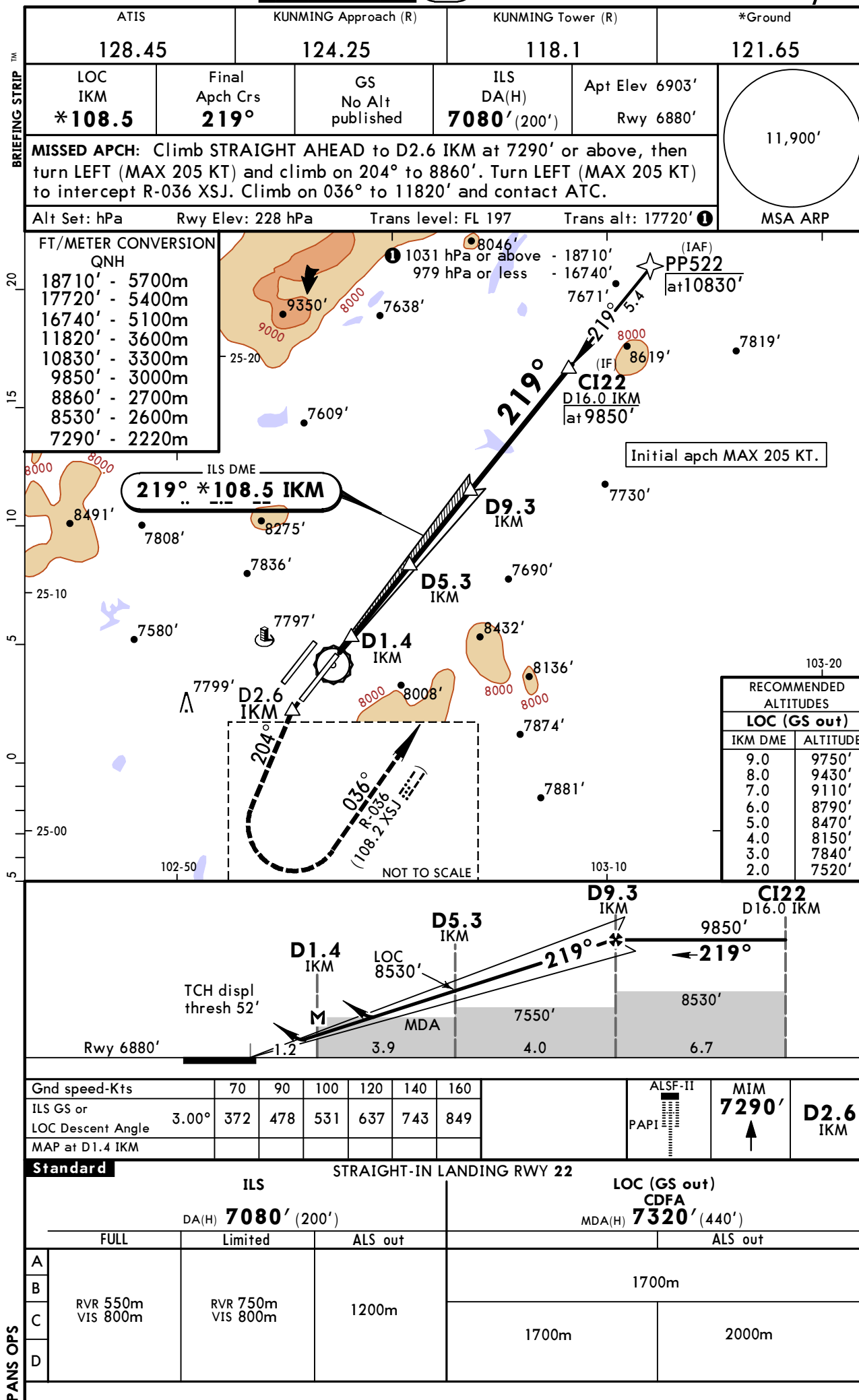
| | | | | | | | |
|---------------------------|----------------------|----------------------|---------|----------------------------|--|----------------------------------|----------------------------|
| ILS | | | | LOC (GS out) CDFA | | Not authorized East of runway | |
| DA(H) 7083' (200') | | | | MDA(H) 7340' (457') | | | |
| FULL | | Limited | ALS out | | | Max Kts. | MDA(H) _____ VIS _____ |
| A | RVR 550m VIS 800m | RVR 750m VIS 800m | 1200m | 1800m | | 100 | 7710' (807') 2800m |
| B | | | | | | 135 | 8110' (1207') 3000m |
| C | | | | 1800m 2100m | | 180 | 8210' (1307') 4400m |
| D | | | | | | 205 | 8210' (1307') 5000m |

ZPPP/KMG
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11-7

KUNMING, PR OF CHINA
RNAV ILS DME Z Rwy 22



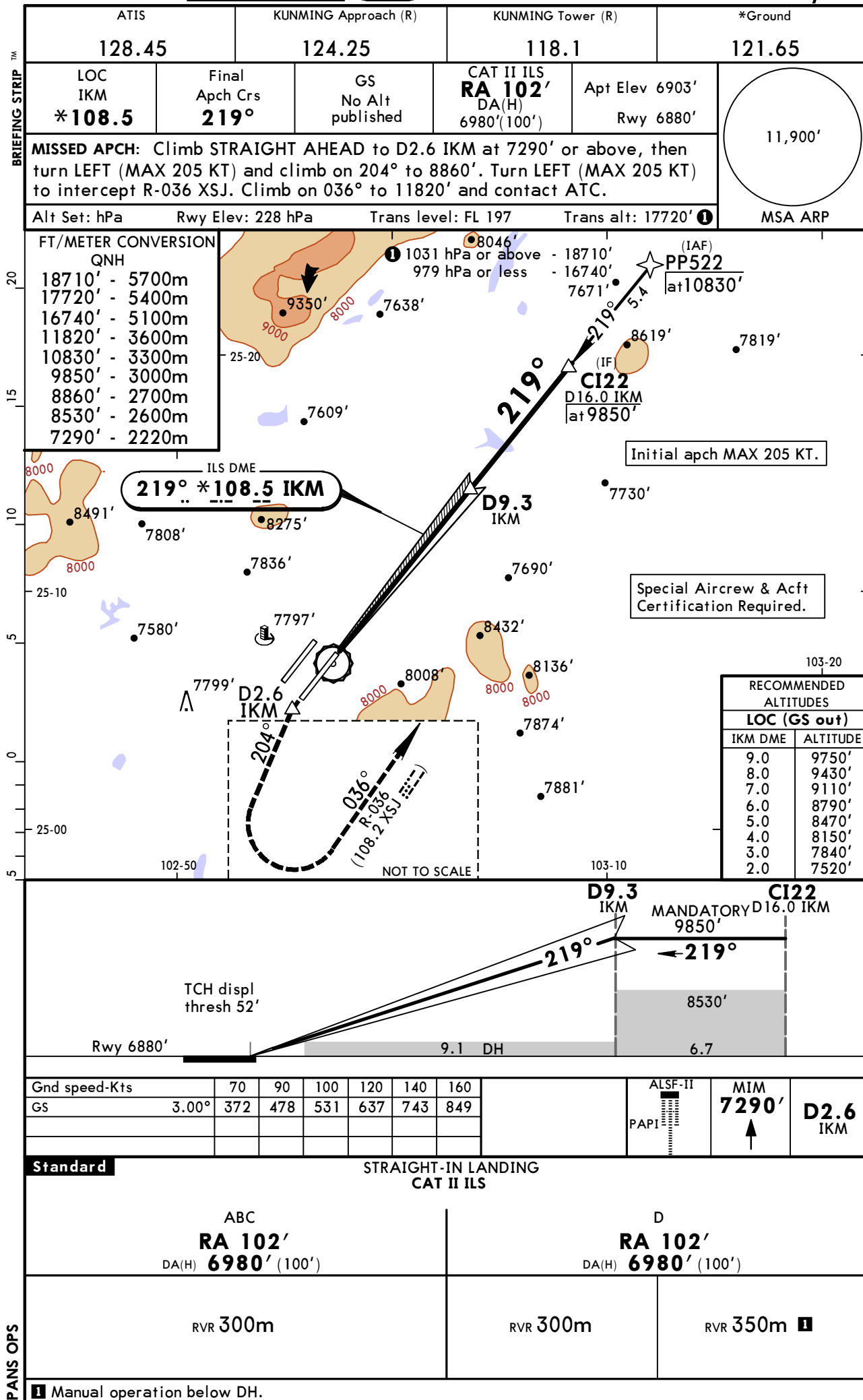
ZPPP/KMG
CHANGSHUI

2 OCT 15
Eff 14 Oct 1600Z

JEPPESSEN

11-7A

KUNMING, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 22

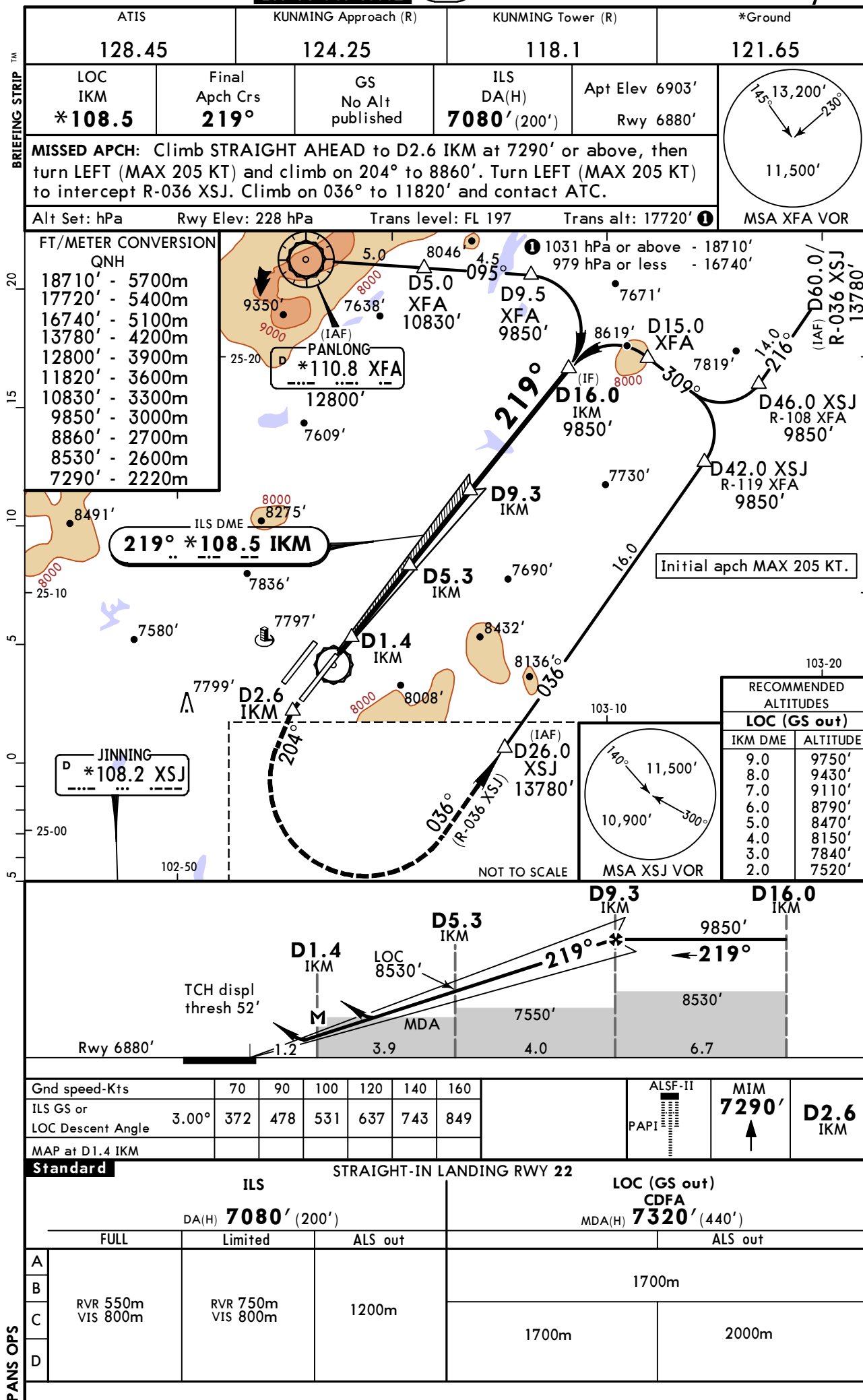


ZPPP/KMG
CHANGSHUI

2 OCT 15
Eff 14 Oct 1600Z

(11-8)

JEPPESSEN KUNMING, PR OF CHINA
ILS DME Y Rwy 22



ZPPP/KMG
CHANGSHUI

2 OCT 15
Eff 14 Oct 1600Z

11-8A

KUNMING, PR OF CHINA
CAT II ILS DME Y Rwy 22

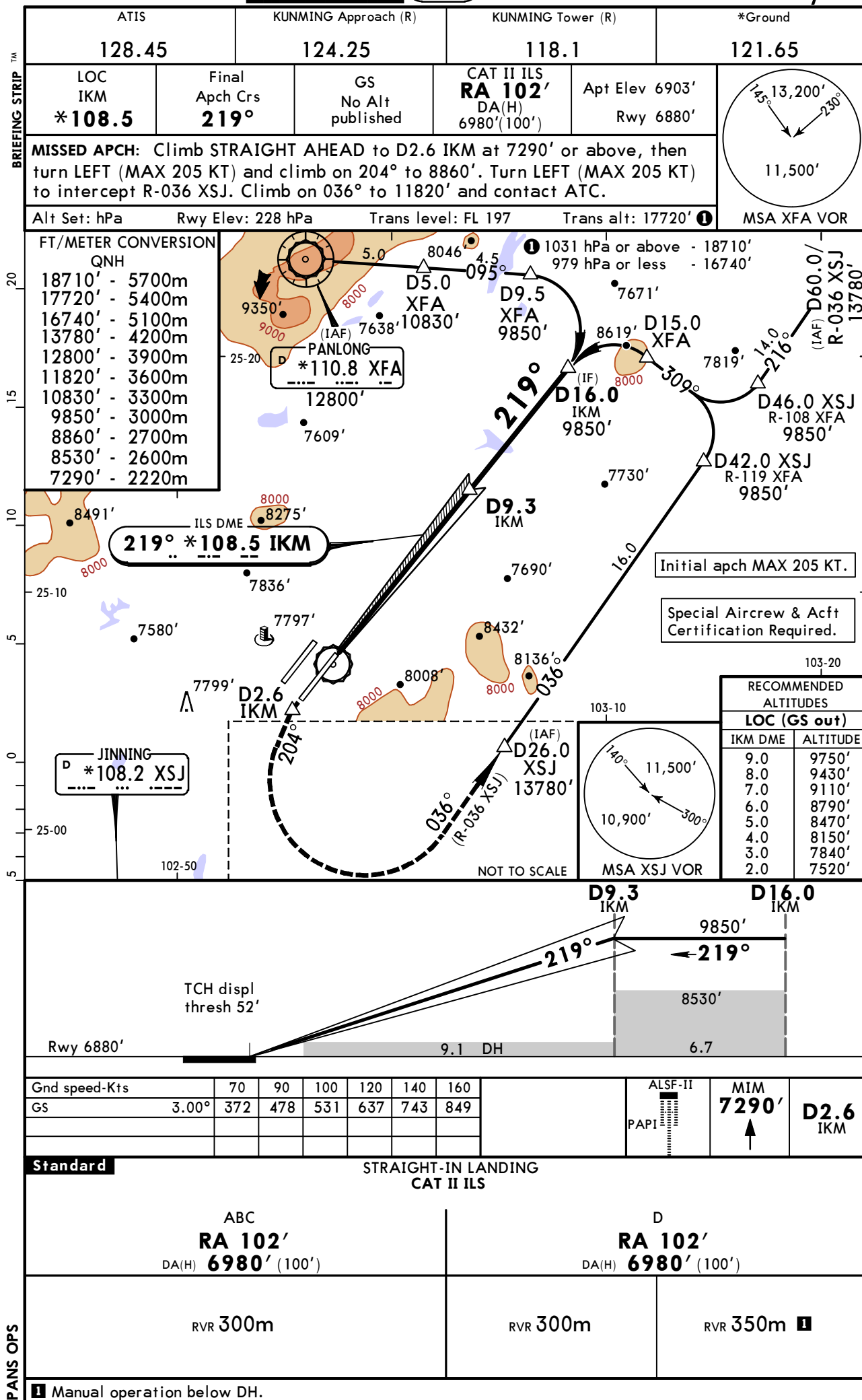


Chart changes since cycle 25-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----------------------------|------------------------------|-------|-------------|----------|
| KUNMING, (CHANGSHUI - ZPPP) | | | | |
| REV | AIRPORT | 10-9 | 16 Dec 2016 | |
| REV | AIRPORT INFO, TAKE-OFF MN... | 10-9A | 16 Dec 2016 | |
| REV | PARKING STANDS (TERMINAL) | 10-9B | 16 Dec 2016 | |
| REV | PARKING STANDS (NORTHEAST... | 10-9C | 16 Dec 2016 | |

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZPPP

Chart Change Notices for Country CHN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20150429

End Date: No end date

At the following airports disregard the note "QNH on req" as QFE is avbl only: ZGNN, ZSWX, ZYJM, ZYMD, ZYQQ and ZYYJ.