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Airport Information For ZPPP

Terminal Charts For ZPPP

Revision Letter For Cycle 19-2016

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: 2254 Z
Sunset: 1114 Z

Runway Information

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

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

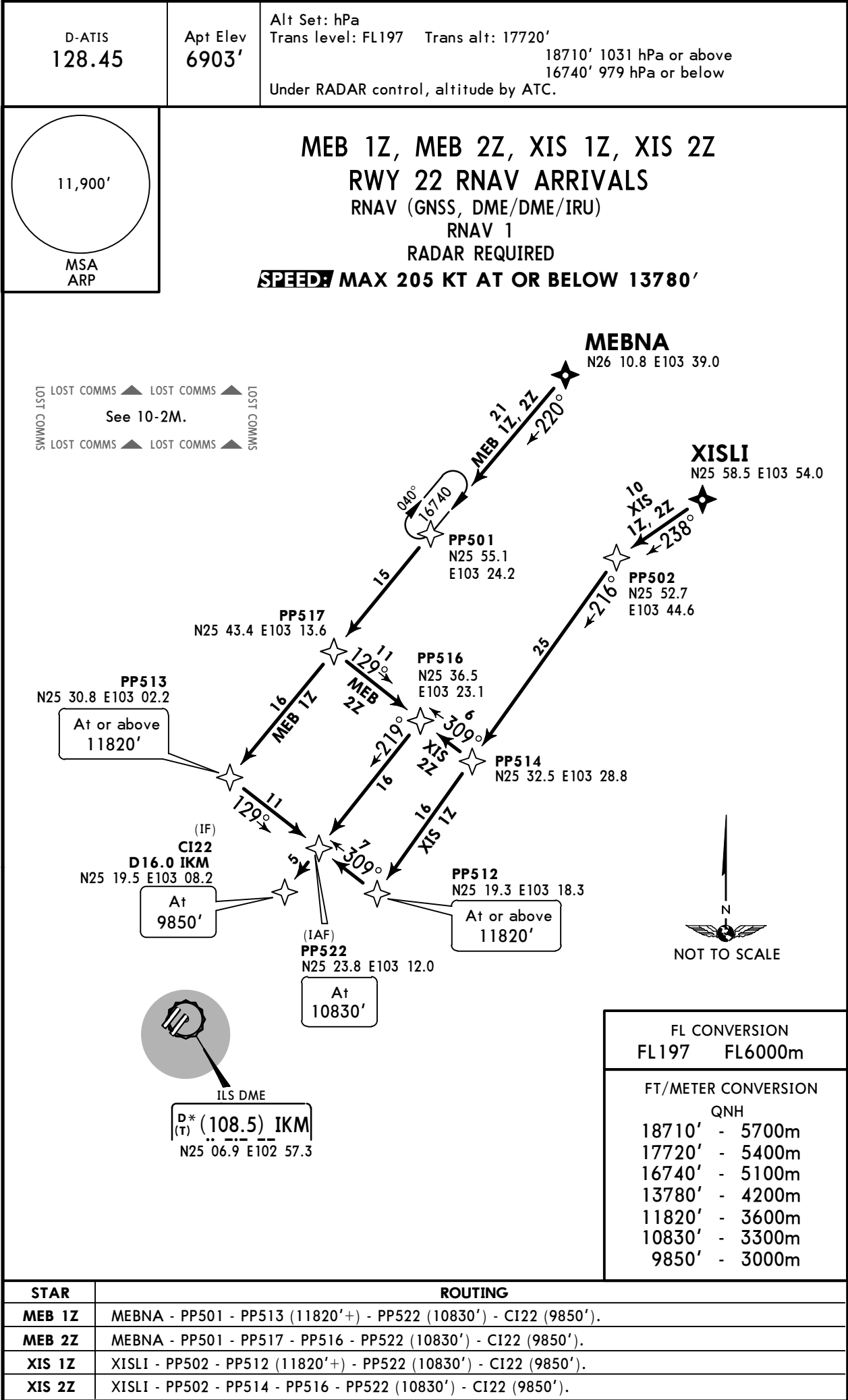
Runway: 22
Length x Width: 14764 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 6884 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1640 ft


Communication Information

ATIS: 131.450
ATIS: 128.450
Kunming Tower: 130.600
Kunming Tower: 118.100
Kunming Tower: 118.850 Secondary
Kunming Ground: 121.850 Secondary
Kunming Delivery Ground: 121.700
Kunming Ground: 121.650
Kunming Ground: 121.950
Kunming Approach: 127.900 Secondary
Kunming Approach: 126.550 Secondary
Kunming Approach: 125.550 Secondary
Kunming Approach: 124.250
Kunming Approach: 119.000
Kunming Approach: 120.350
Kunming Approach: 121.150
Kunming Approach: 123.800

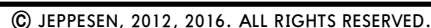
ZPPP/KMG
CHANGSHUI

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





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

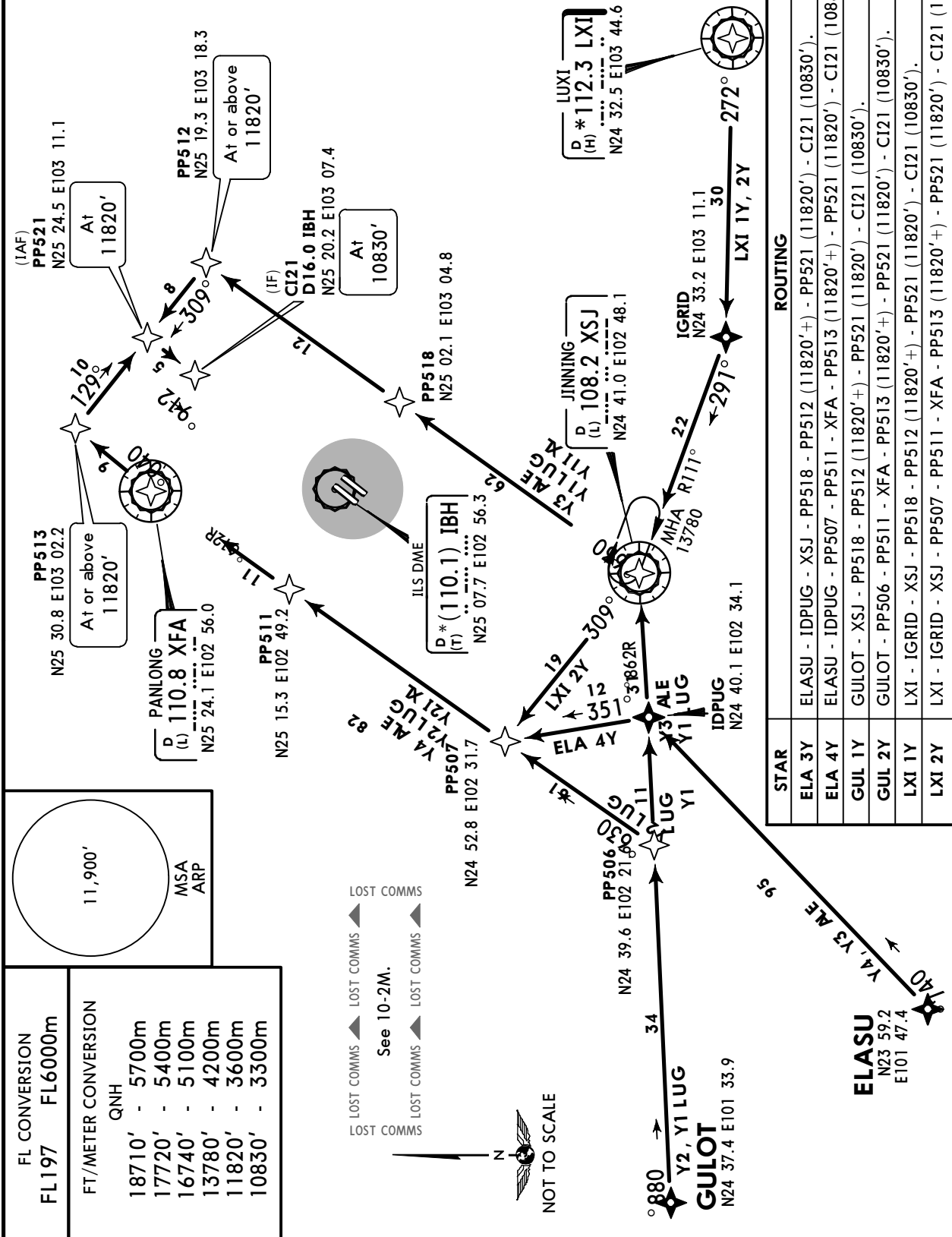
MSA
ARP

ZPPP/KMG
CHANGSHUI

JEPPESSEN KUNMING, PR OF CHINA
22 APR 16 10-2F 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. |
|------------------|-------------------|--|

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'

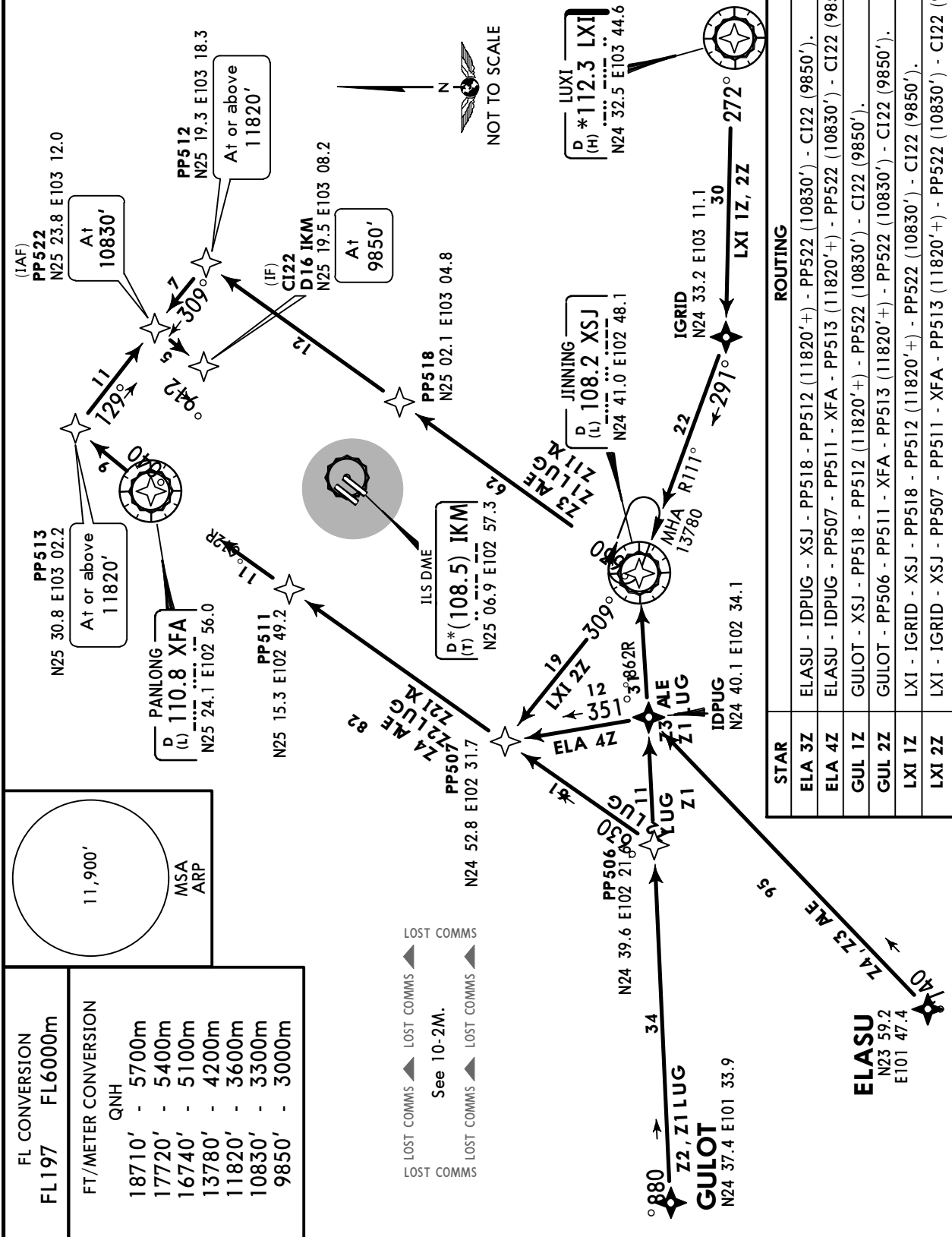


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CHANGSHUI

JEPPESSEN KUNMING, PR OF CHINA
22 APR 16 10-2G 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. |
|------------------|-------------------|--|

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'



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JEPPESSEN

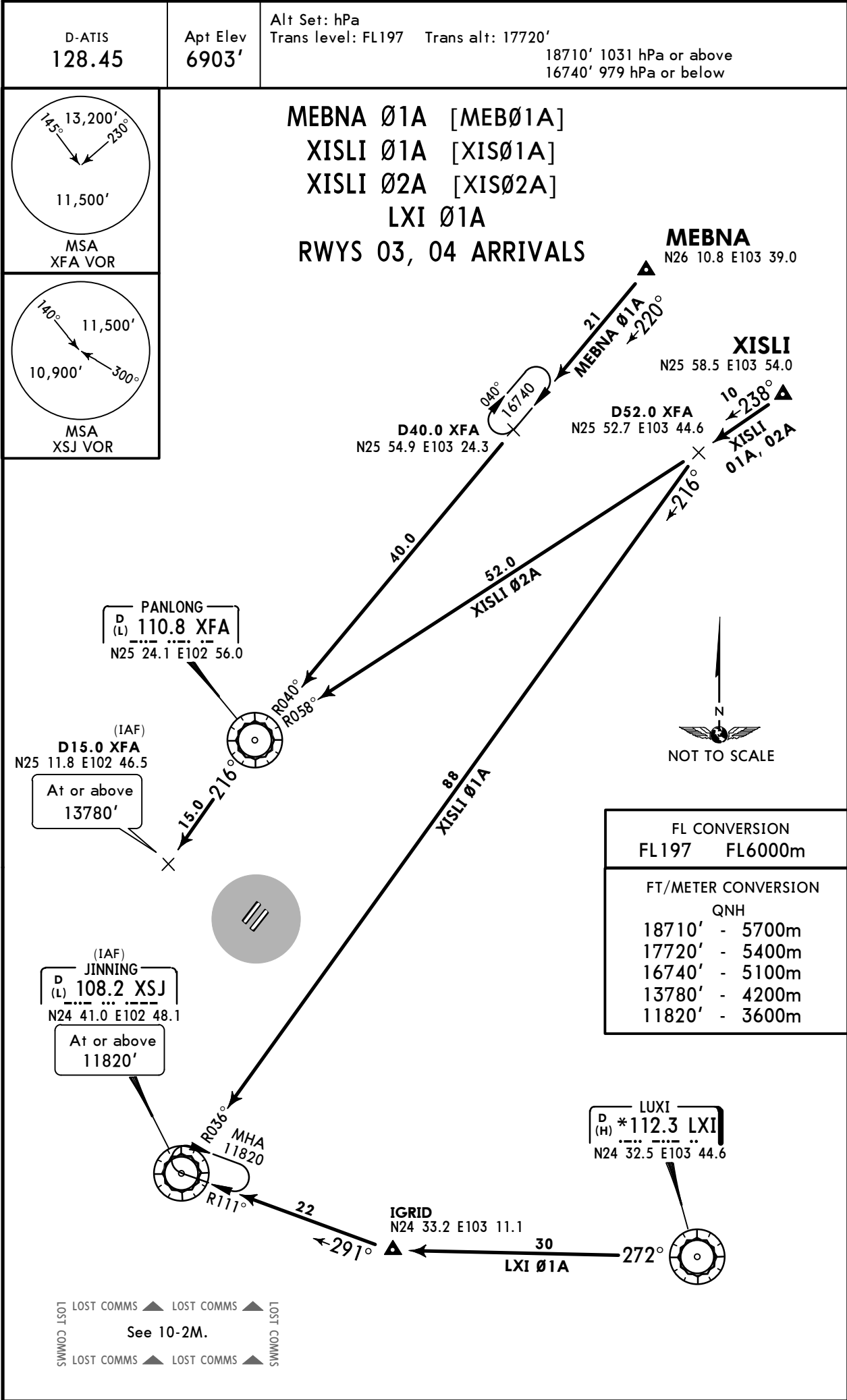
KUNMING, PR OF CHINA

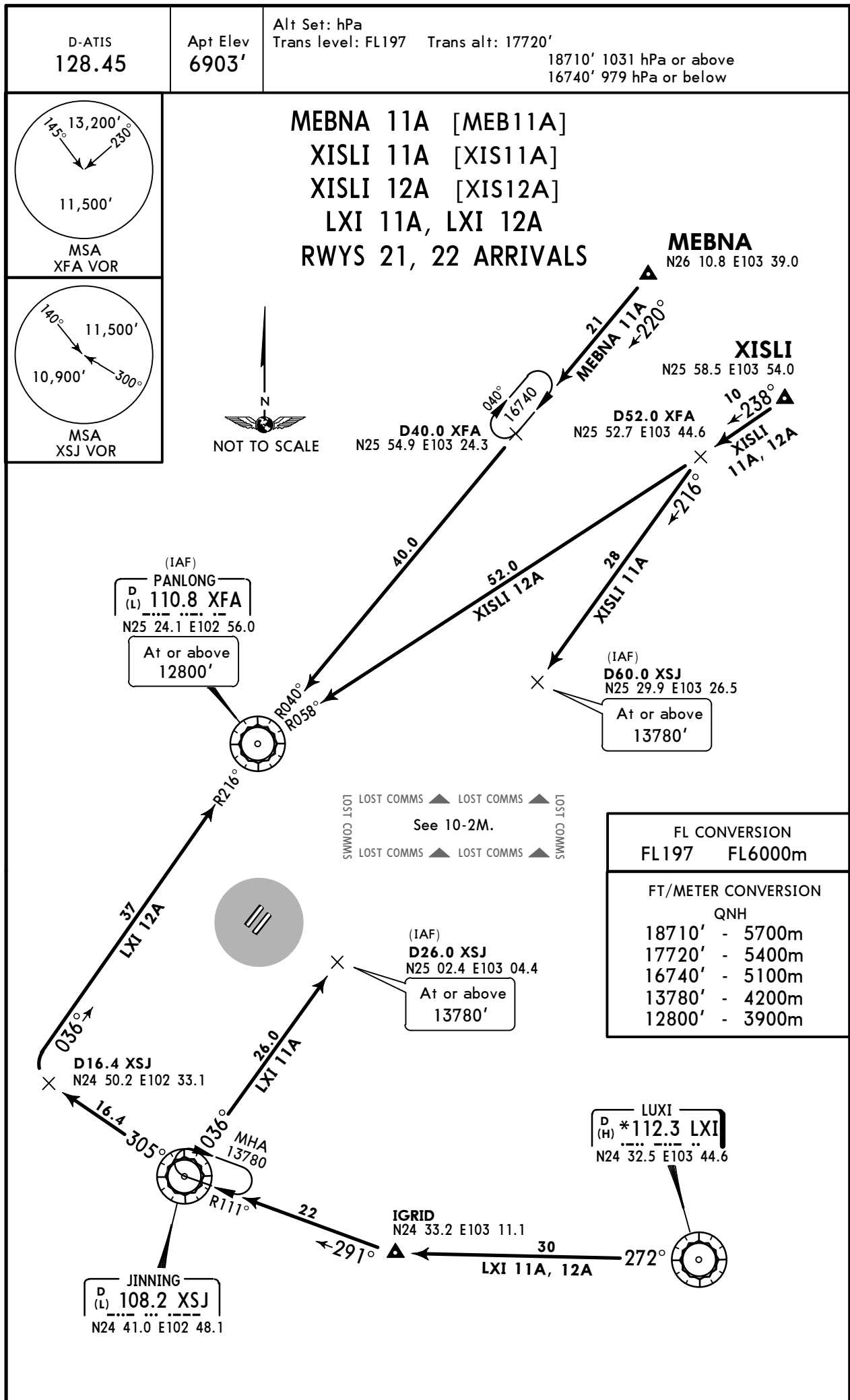
22 APR 16

10-2H

Eff 27 Apr 1600Z

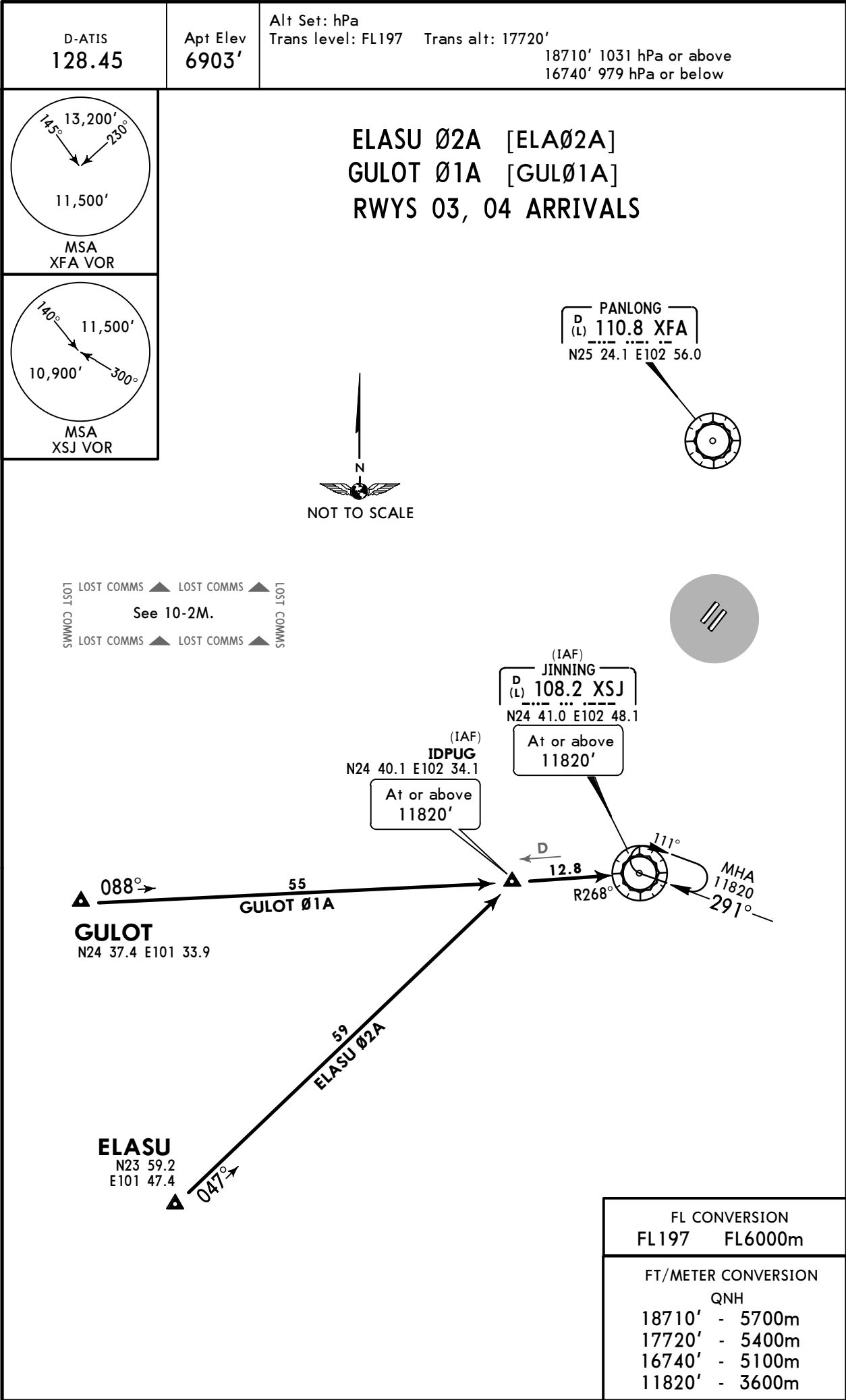
STAR





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



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 **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

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

Apt Elev
6902'

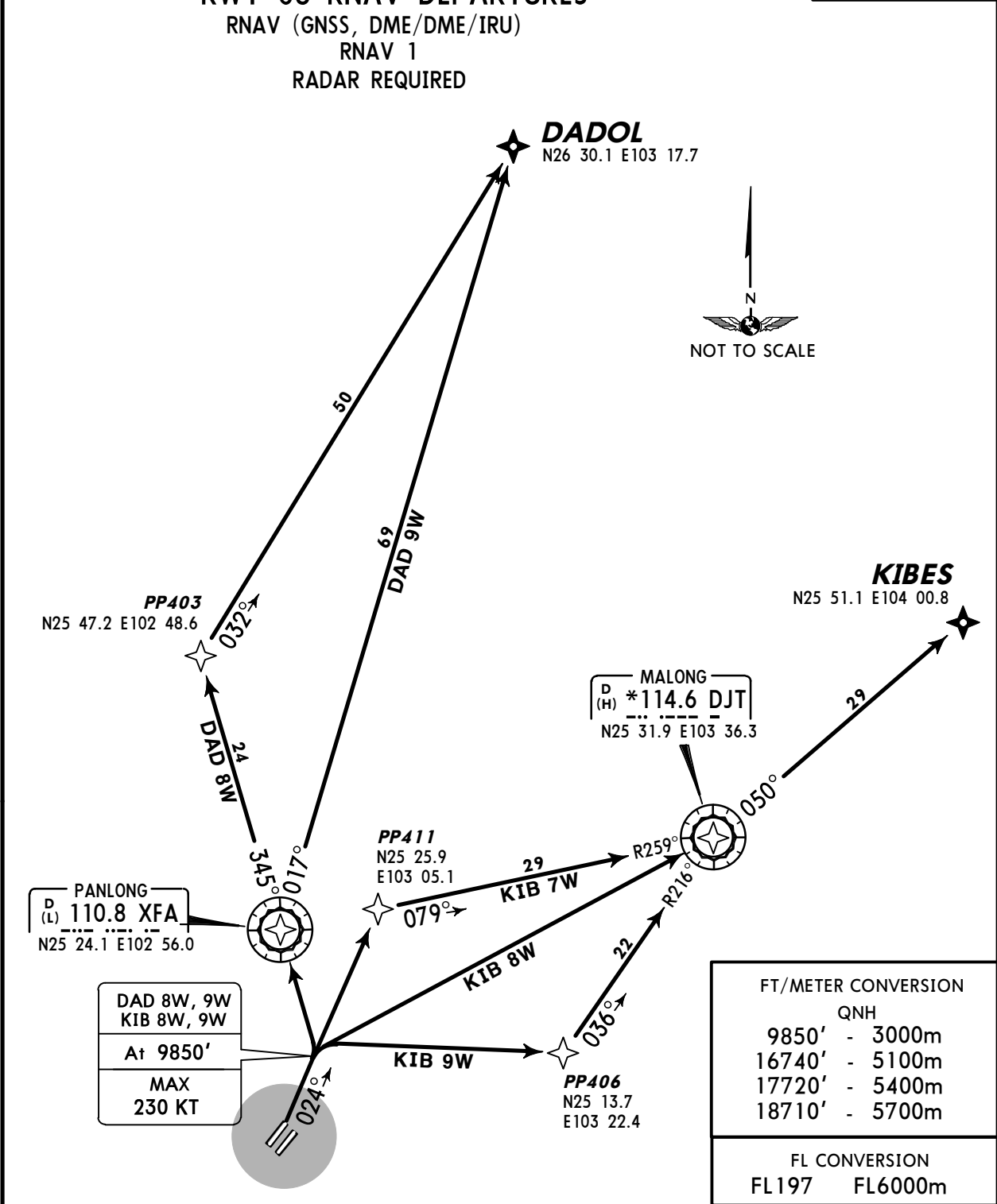
Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below

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

11,900'

MSA
ARP

DAD 8W, DAD 9W, KIB 7W, KIB 8W, KIB 9W
RWY 03 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



| SID | ROUTING |
|--|---------------------------------------|
| DAD 8W | (9850'; K230-) - XFA - PP403 - DADOL. |
| DAD 9W | (9850'; K230-) - XFA - DADOL. |
| KIB 7W By ATC | PP411 - DJT - KIBES. |
| KIB 8W ① | (9850'; K230-) - DJT - KIBES. |
| KIB 9W ① | (9850'; K230-) - PP406 - DJT - KIBES. |
| ① By ATC, when simultaneous RWY operation implemented. | |

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

PP403
N25 47.2 E102 48.6

KIBES
N25 51.1 E104 00.8

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

PANLONG
 (L) 110.8 XFA
 N25 24.1 E102 56.0

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

At 8860'
MAX
230 KT

PP406
N25 13.7
E103 22.4

PP401
N24 58.5 E103 10.6

ATOLO
N24 47.4 E103 02.0

FT/METER CONVERSION

QNH

8860' - 2700m

16740' - 5100m

17720' - 5400m

18710' - 5700m

FL CONVERSION

FL197 FL6000m

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

① By ATC, when simultaneous RWY operation implemented.

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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
N25 51.1 E104 00.8

MALONG
 (H) *114.6 DJT
 N25 31.9 E103 36.3

PANLONG
D (L) 110.8 XFA
N25 24.1 E102 56.0

PP409
N25 19.7
E102 33.6

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

At 7390'

PP407
N24 58.1 E102 43.0

MAX

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.

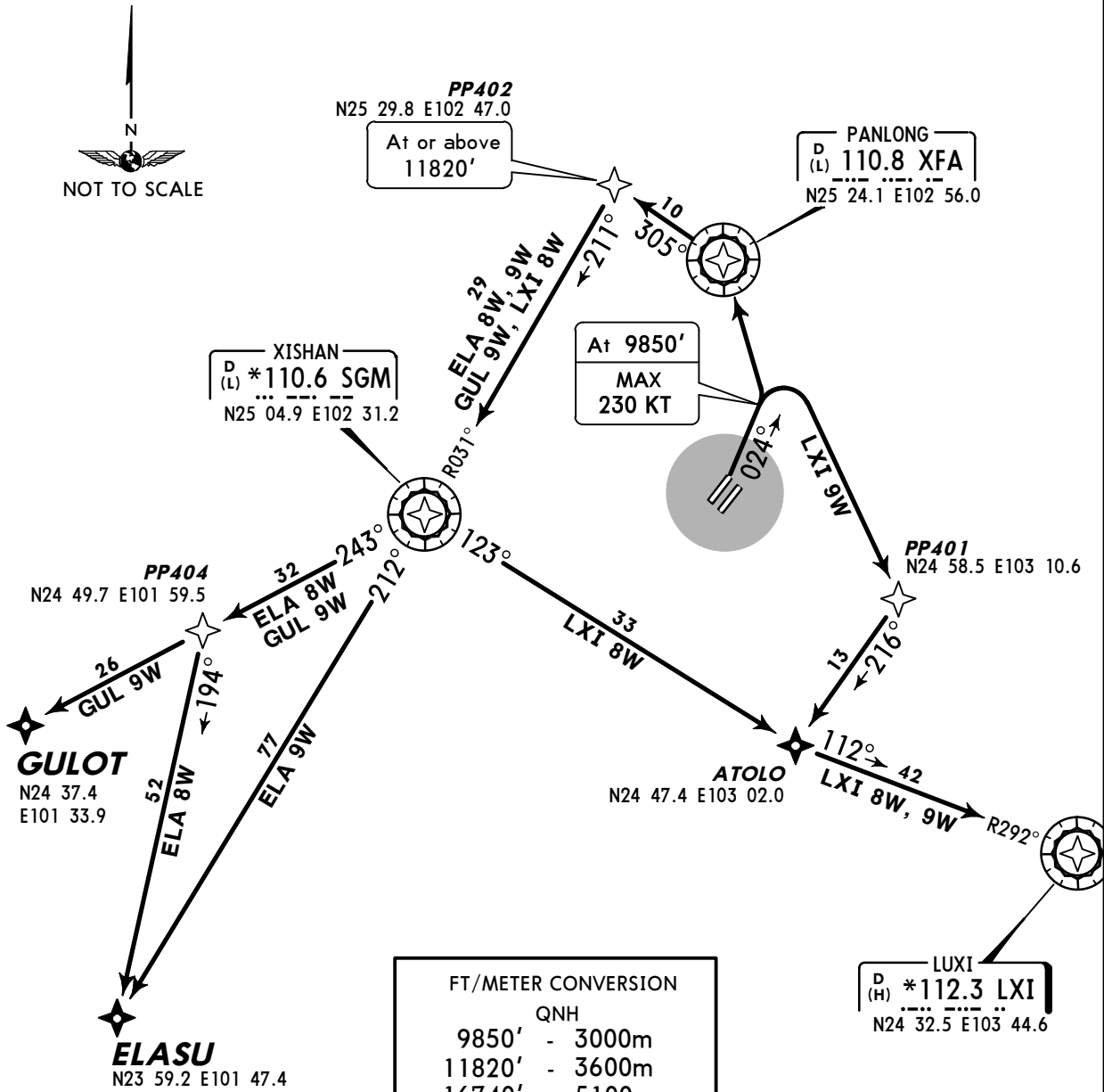
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JEPPesen KUNMING, PR OF CHINA
15 JUN 12 10-3D Eff 28 Jun RNAV SID

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

ELA 8W, ELA 9W, GUL 9W, LXI 8W, LXI 9W
RWY 03 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



| SID | ROUTING |
|----------|---|
| ELA 8W | (9850'; K230-) - XFA - PP402 (11820'+) - SGM - PP404 - ELASU. |
| ELA 9W | (9850'; K230-) - XFA - PP402 (11820'+) - SGM - ELASU. |
| GUL 9W | (9850'; K230-) - XFA - PP402 (11820'+) - SGM - GULOT. |
| LXI 8W | (9850'; K230-) - XFA - PP402 (11820'+) - SGM - ATOLO - LXI. |
| LXI 9W ① | (9850'; K230-) - PP401 - ATOLO - LXI. |

① By ATC, when simultaneous RWY operation implemented.

Apt Elev
6902'

Trans level: FL197 Trans alt: 17720'

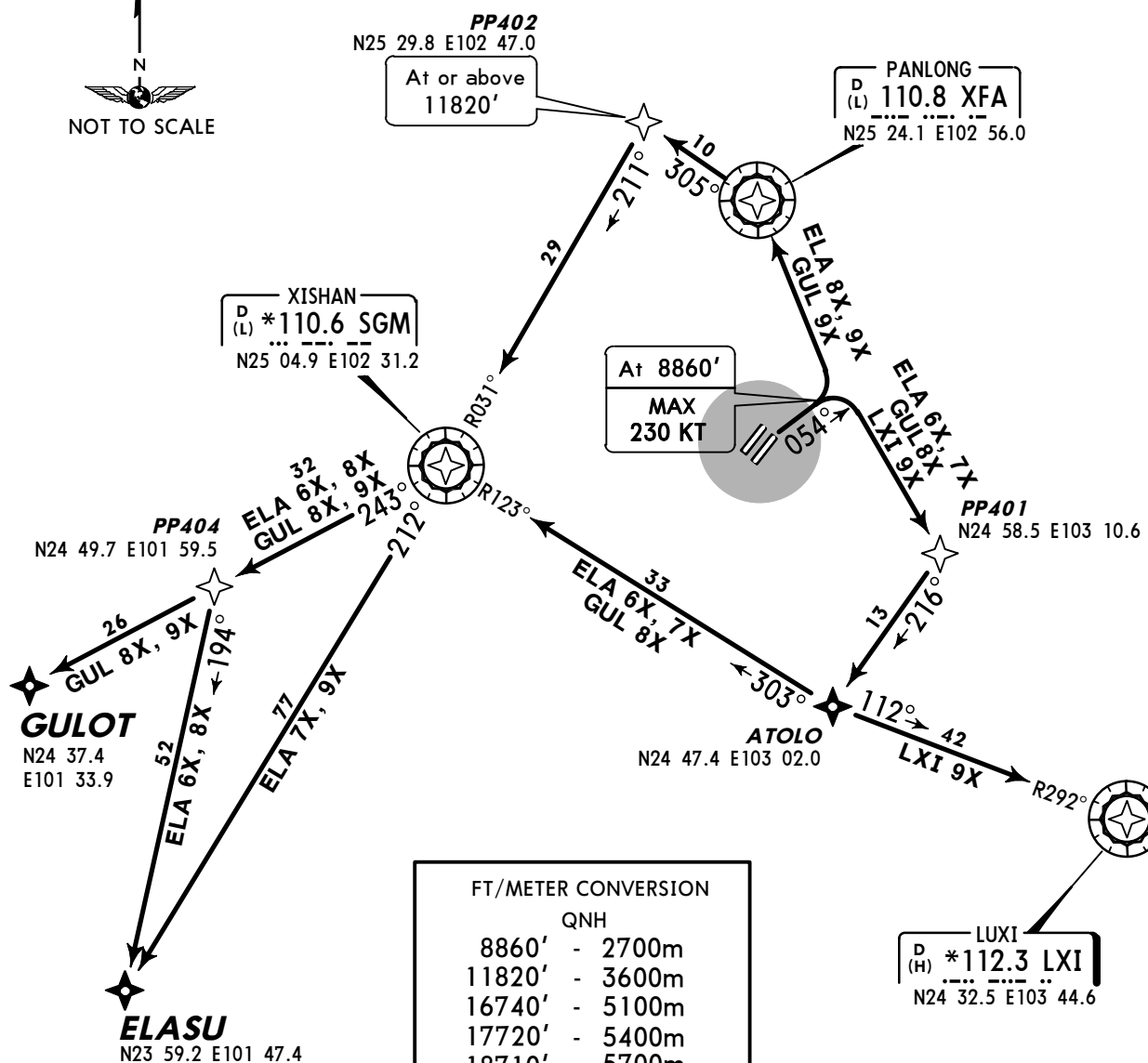
18710' 1031 hPa or above
16740' 979 hPa or below

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

11,900'

MSA
ARP

**ELA 6X, ELA 7X, ELA 8X, ELA 9X
GUL 8X, GUL 9X, LXI 9X
RWY 04 RNAV DEPARTURES
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED**



| SID | ROUTING |
|-----------------|---|
| ELA 6X | (8860'; K230-) - PP401 - ATOLO - SGM - PP404 - ELASU. |
| ELA 7X | (8860'; K230-) - PP401 - ATOLO - SGM - ELASU. |
| ELA 8X ① | (8860'; K230-) - XFA - PP402 (11820'+) - SGM - PP404 - ELASU. |
| ELA 9X ① | (8860'; K230-) - XFA - PP402 (11820'+) - SGM - ELASU. |
| GUL 8X | (8860'; K230-) - PP401 - ATOLO - SGM - GULOT. |
| GUL 9X ① | (8860'; K230-) - XFA - PP402 (11820'+) - SGM - GULOT. |
| LXI 9X ① | (8860'; K230-) - PP401 - ATOLO - LXI. |

① By ATC, when simultaneous RWY operation implemented.

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

Apt Elev
6902'

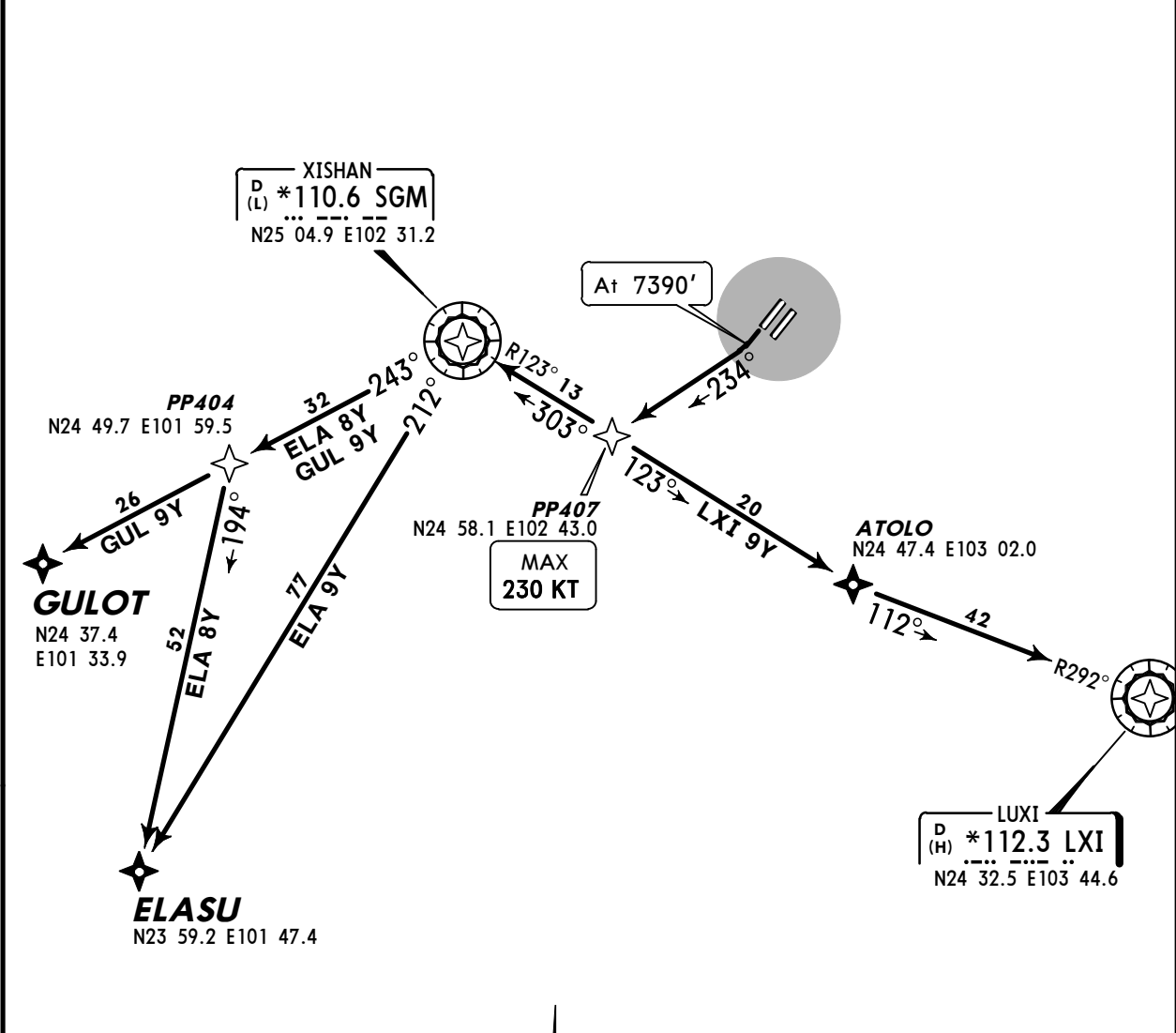
Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below

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

11,900'

MSA
ARP

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 | |
|---------------|---------|
| FL197 | FL6000m |

| 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

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

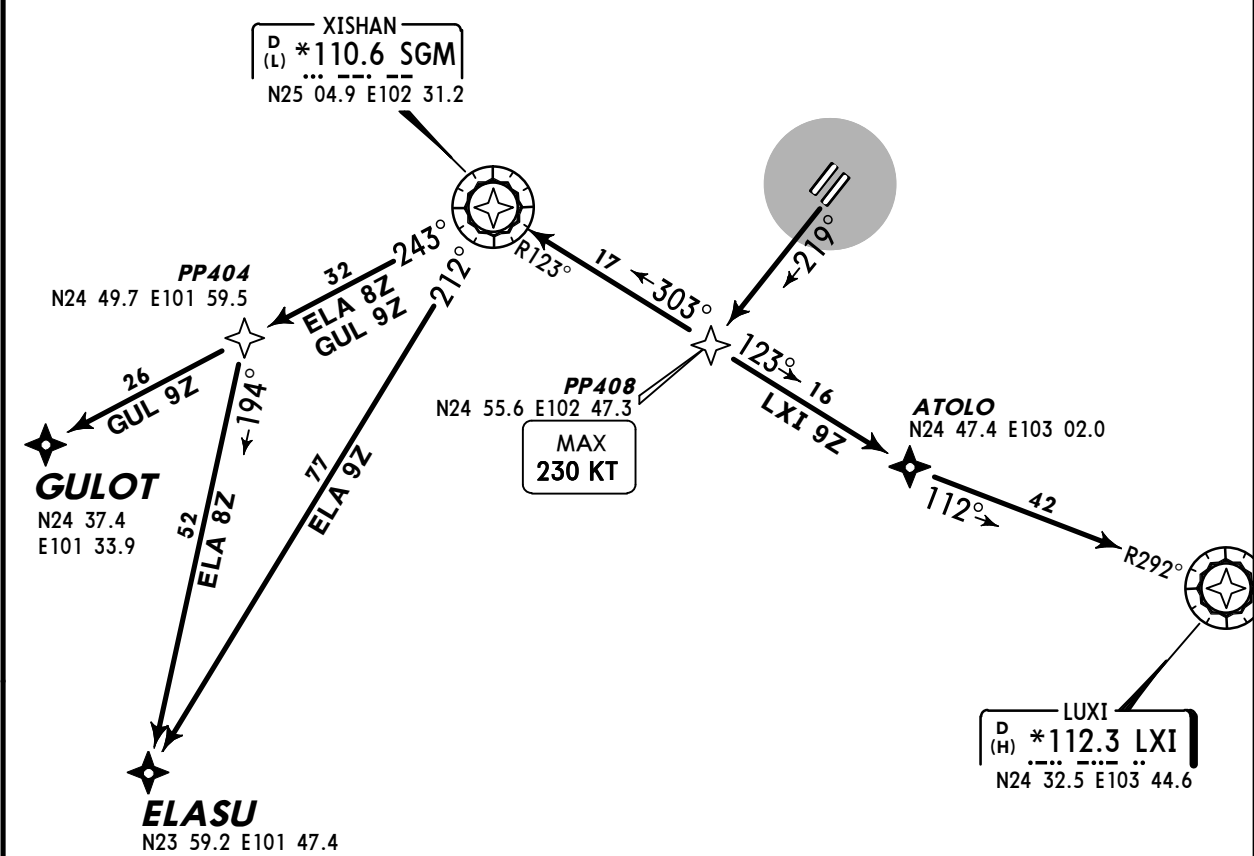
Apt Elev
6902'

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.

11,900'

MSA
ARP

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.
CHANGES: New chart (airport relocated and renamed; RNAV SIDs established). © JEPPESSEN, 2012. ALL RIGHTS RESERVED.

MSA
SGM VOR

FL CONVERSION
FL197 FL6000m

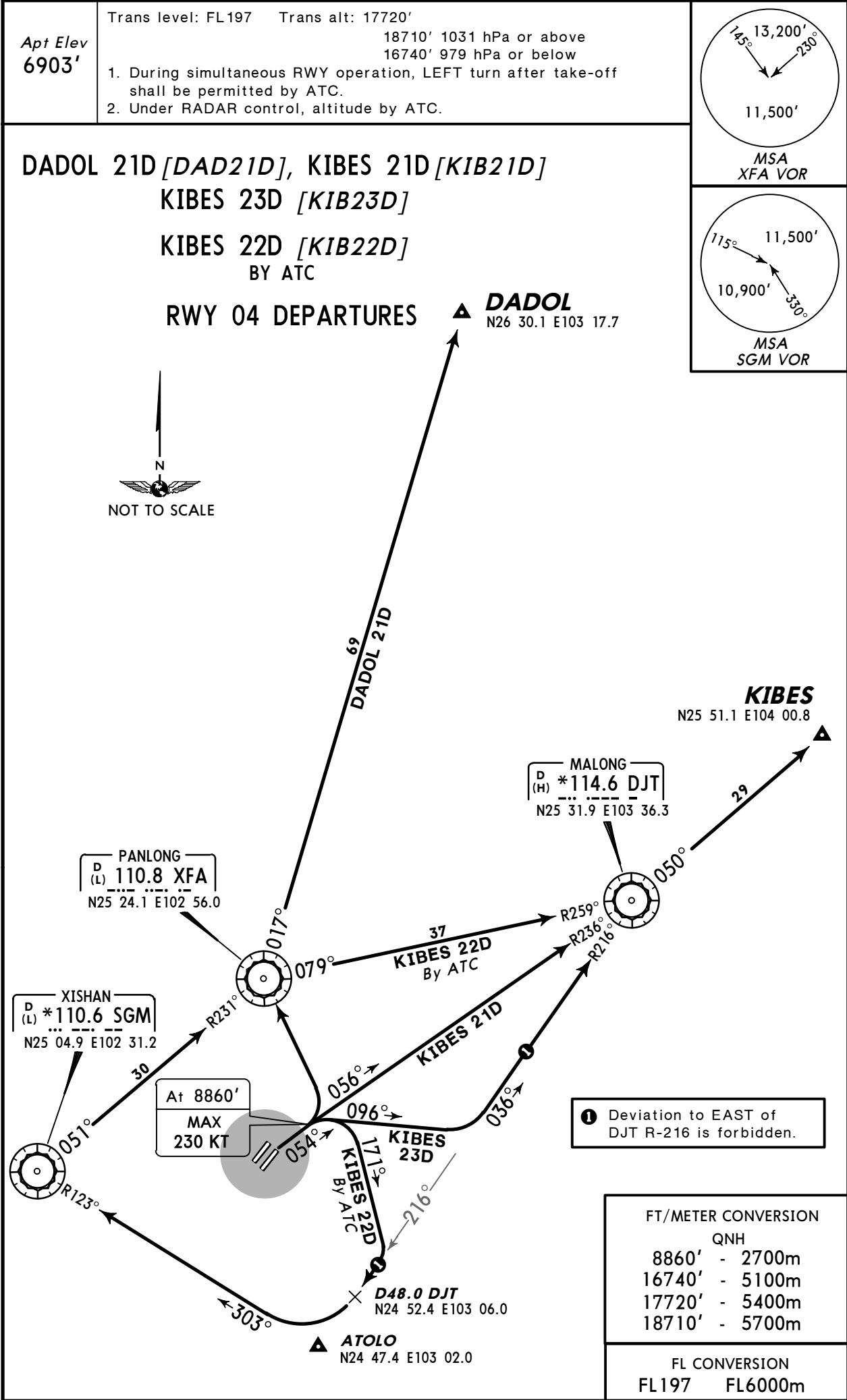
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CHANGSHUI

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

Eff 27 Jun

KUNMING, PR OF CHINA
SID



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CHANGSHUI

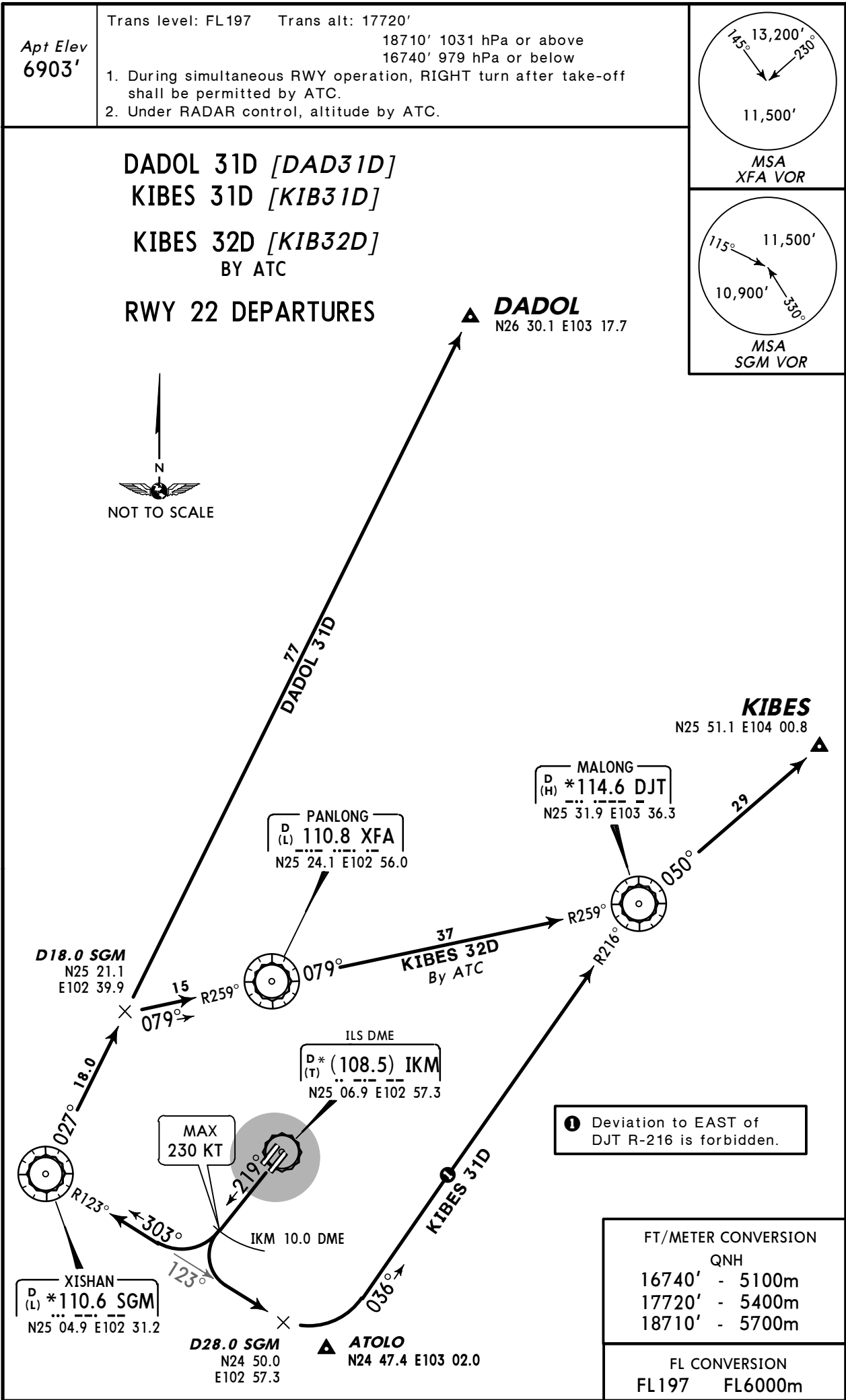
JEPPesen
14 JUN 13

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Eff 27 Jun

KUNMING, PR OF CHINA

SID



ZPPP/KMG
CHANGSHUI

JEPPESSEN
14 JUN 13 (10-3M)

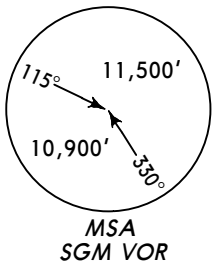
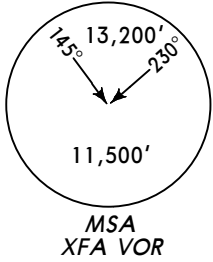
Eff 27 Jun

KUNMING, PR OF CHINA

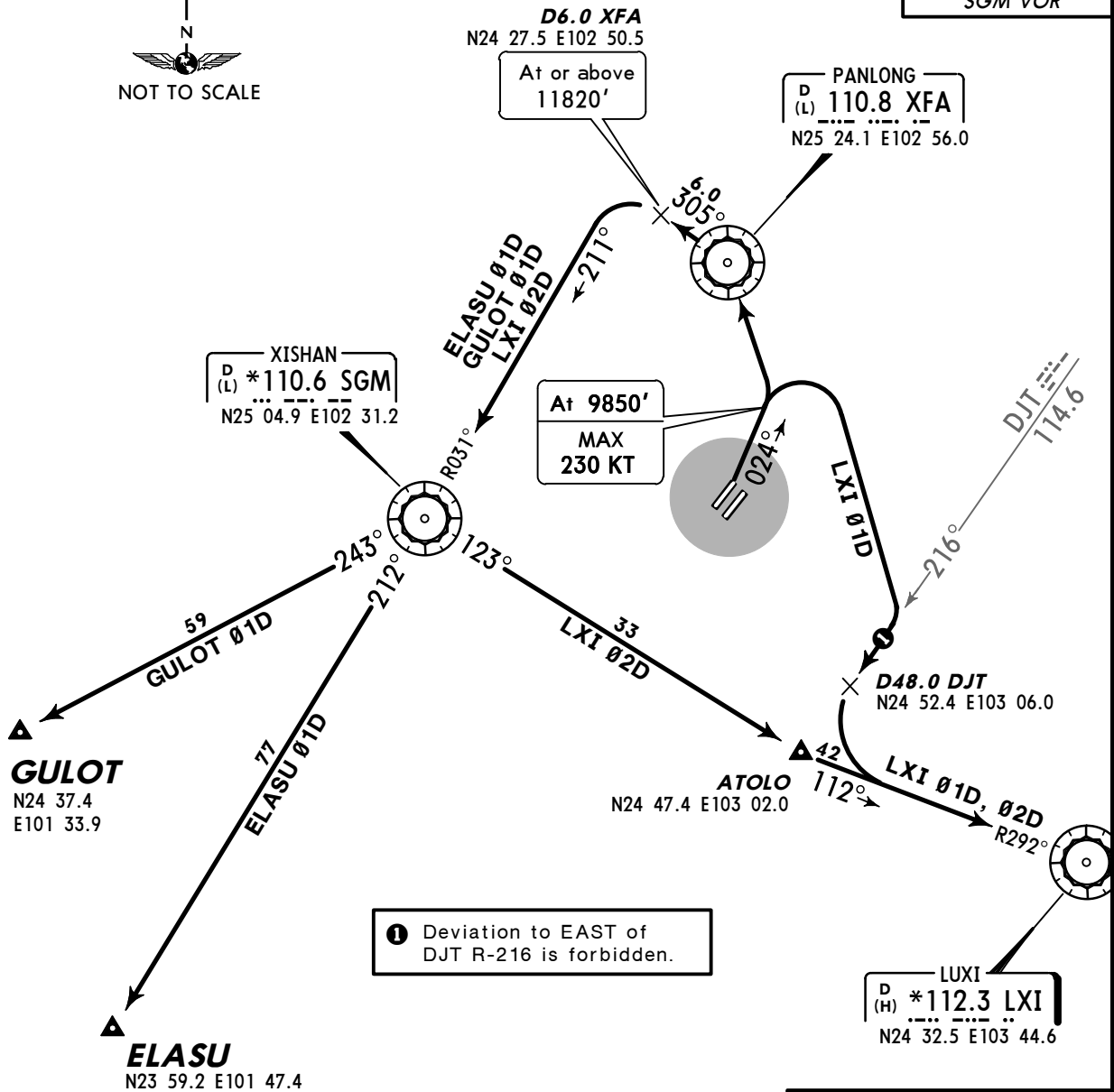
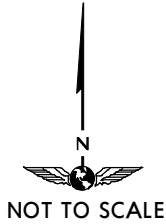
SID

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



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

FT/METER CONVERSION

QNH

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

FL CONVERSION

FL197 FL6000m

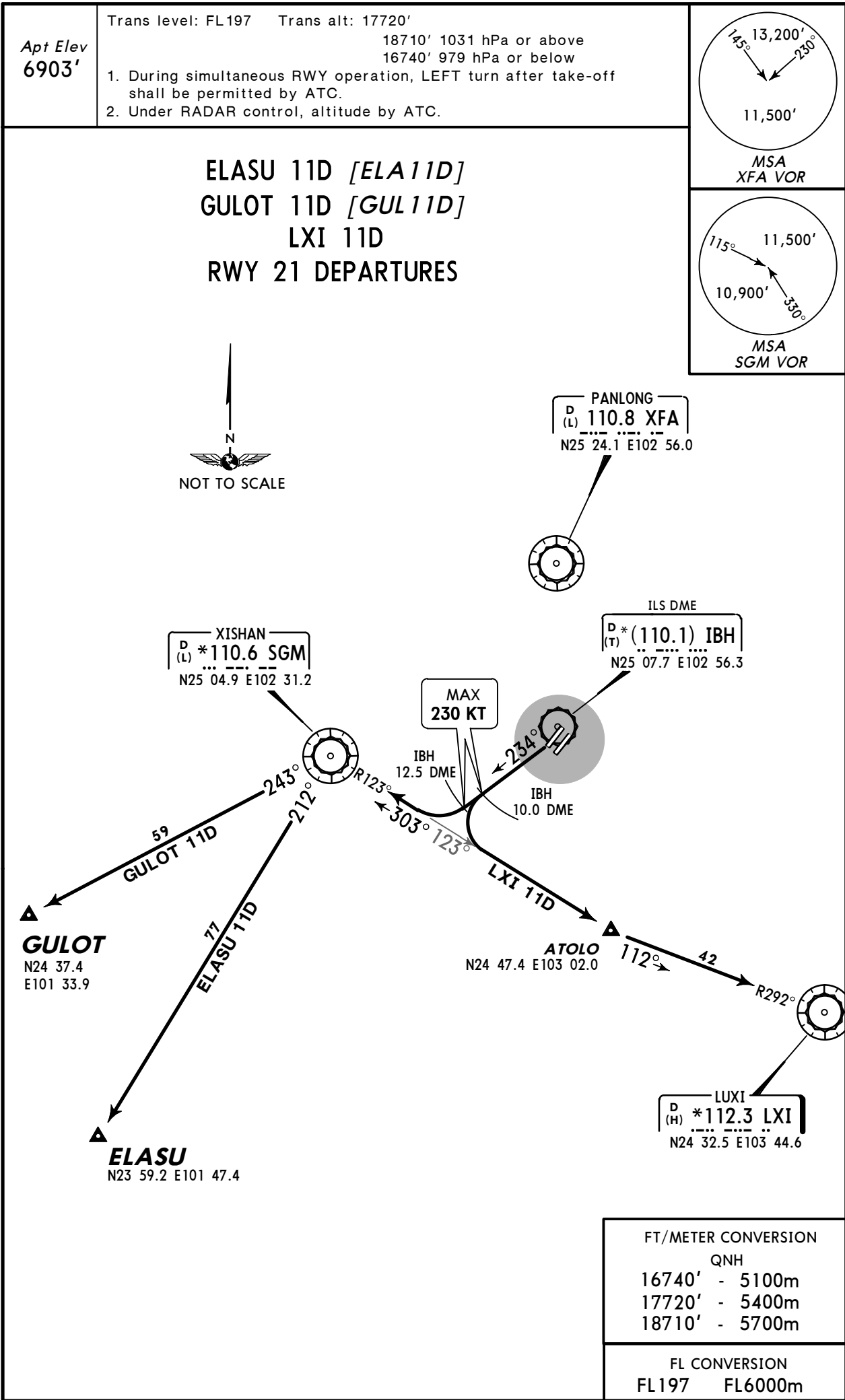
ZPPP/KMG
CHANGSHUI

JEPPESSEN
14 JUN 13 (10-3N)

Eff 27 Jun

KUNMING, PR OF CHINA

SID



ZPPP/KMG
CHANGSHUI

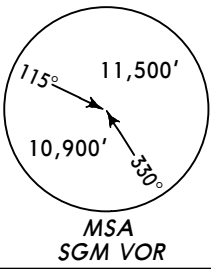
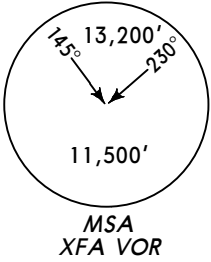
JEPPESSEN
15 JUN 12 (10-3P)

Eff 28 Jun

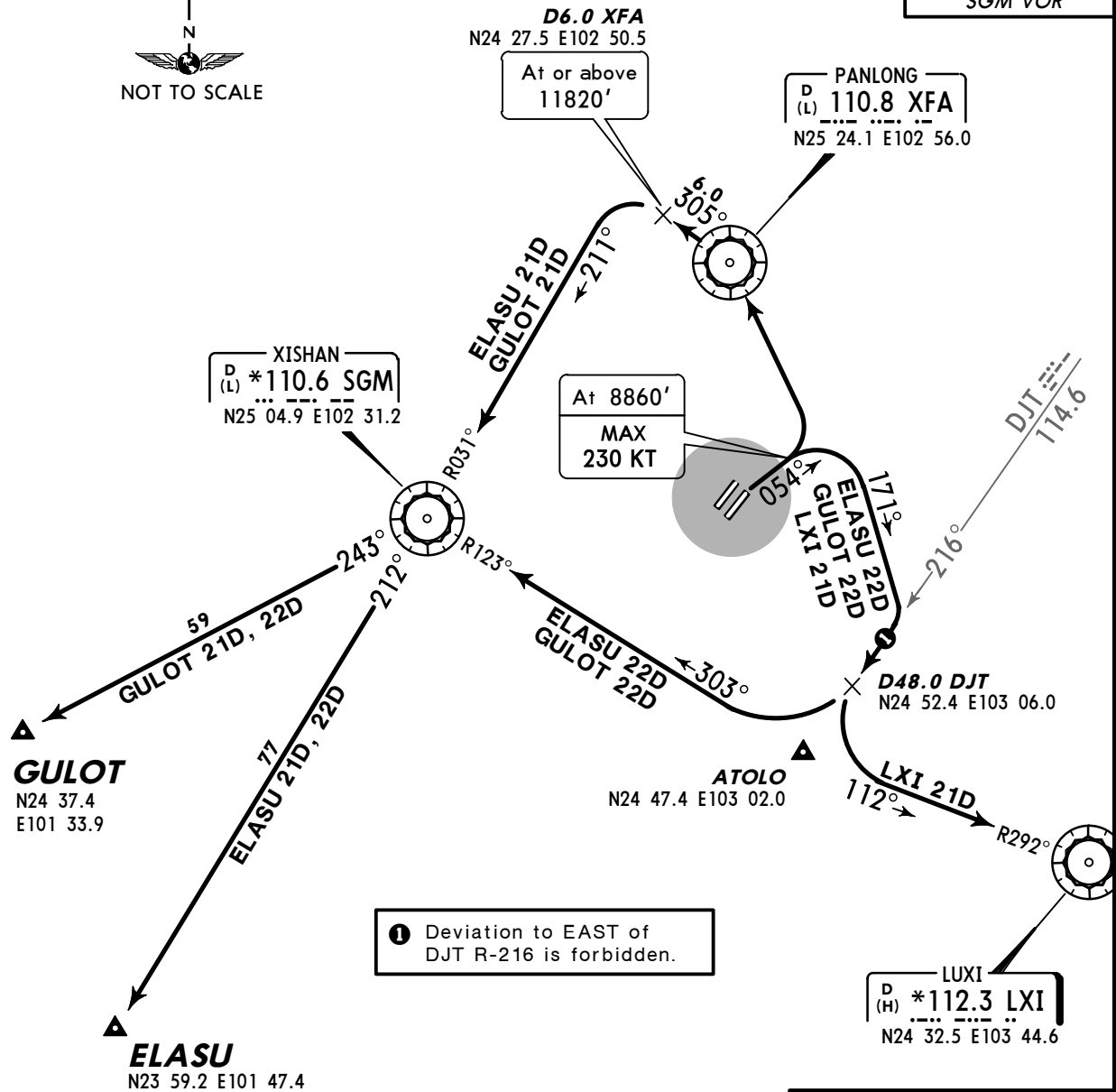
KUNMING, PR OF CHINA
SID

Apt Elev
6902'

Trans level: FL197 Trans alt: 17720'
18710' 1031 hPa or above
16740' 979 hPa or below
1. During simultaneous RWY operation, 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



| 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**

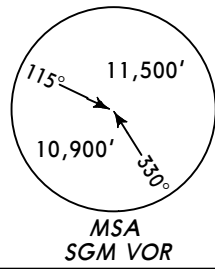
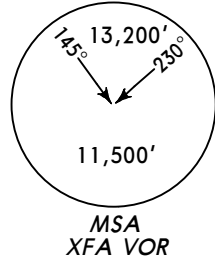
Eff 28 Jun

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

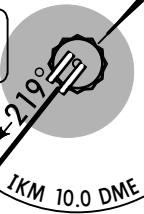


XISHAN
D (L) *110.6 SGM
N25 04.9 E102 31.2



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

MAX
230 KT



GULOT
N24 37.4
E101 33.9

ELASU
N23 59.2 E101 47.4

ATOLO
N24 47.4 E103 02.0

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



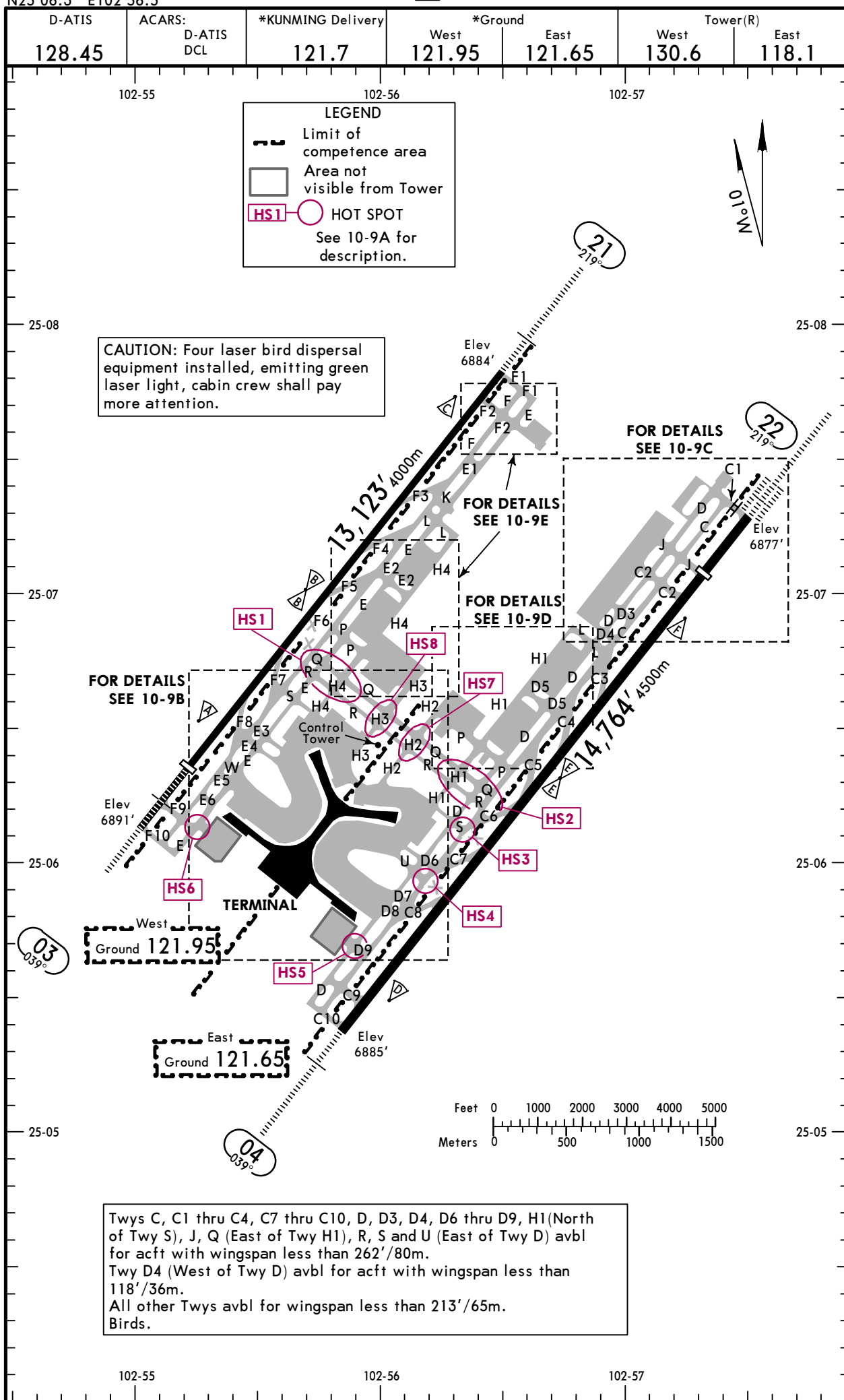
| FT/METER CONVERSION | |
|---------------------|---------|
| QNH | |
| 16740' | - 5100m |
| 17720' | - 5400m |
| 18710' | - 5700m |
| FL CONVERSION | |
| FL197 | FL6000m |

ZPPP/KMG

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

JEPPESSEN KUNMING, PR OF CHINA

2 SEP 16 **(10-9)** Eff 14 Sep 1600Z

CHANGSHUI


CHANGES: THR rwy 03 displaced.

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ZPPP/KMG



JEPPesen

KUNMING, PR OF CHINA

2 SEP 16

10-9A

Eff 14 Sep 1600Z

CHANGSHUI

GENERAL

RWY 22 is approved for CAT II operations. Special aircrew and ACFT certification required.
180° turnaround on RWY and TWY is strictly forbidden.
Acft vacating rwy 21 or 22 shall contact KUNMING Ground as soon as possible and hold on
Twy F or C with nose to South, when rwy 03 or 04 in use, hold on Twy F or C with nose to North.
Under instable draft conditions, pilot must report the situation to ATC immediately.

USE OF RWY

Except when rwy is wet or contaminated, arriving acft should vacate rwy within 50 sec after touching down, departing acft shall finish rwy alignment within 60 sec after receiving instructions of entering rwy. If acft can not fulfil process within required time, flight crew shall inform ATC not later than base turn or before localizer is established (arriving acft) or before reaching rwy holding point (departing acft).

ATC may instruct downwind landing or take-off when downwind speed is more than 6 KT (3 m/s) and not exceeding 10 KT (5 m/s). If pilot is unable to perform downwind landing or take-off, inform ATC prior push-out or start-up when departing, arriving acft shall inform ATC immediately.

ADDITIONAL RUNWAY INFORMATION

| | | | | | | USABLE LENGTHS | | TAKE-OFF | WIDTH |
|----------|--|---|-----|---------------|---------------|----------------|---------------|----------|-------|
| | | | | | | LANDING | BEYOND | | |
| RWY | | | | | | Threshold | Glide Slope | | |
| 03 21 | | HIRL(60m) CL(15m) HIALS SFL PAPI-L (3.0°) | RVR | | | 11,352' 3460m | 10,314' 3144m | ① | 148' |
| | | | | | | | 12,073' 3680m | | 45m |
| 04 22 | | HIRL(60m) CL(15m) HIALS SFL PAPI-L (3.0°) | RVR | | | | 13,747' 4190m | ① | 197' |
| | | HIRL(60m) CL(15m) ALSF-II TDZ PAPI-L (3.0°) | RVR | 13,123' 4000m | 12,074' 3680m | 60m | | | |

① TAKE-OFF RUN AVAILABLE

RWY 03:

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

RWY 04:

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

RWY 21:

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

RWY 22:

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

HOT SPOTS

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

- HS1** Aircraft shall implemented ATC instruction strictly at the holding position to avoid conflict and report it.
- HS2** Aircraft shall implemented 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 implemented ATC instruction strictly.
- HS6** Control blind zone, aircraft shall implemented ATC instruction strictly.
- HS7** Aircraft taxiing from TWY H2 to TWY Q or TWY R shall implemented ATC instruction strictly at the holding position.
- HS8** Aircraft taxiing from TWY H3 to TWY Q or TWY R shall implemented ATC instruction strictly at the holding position.

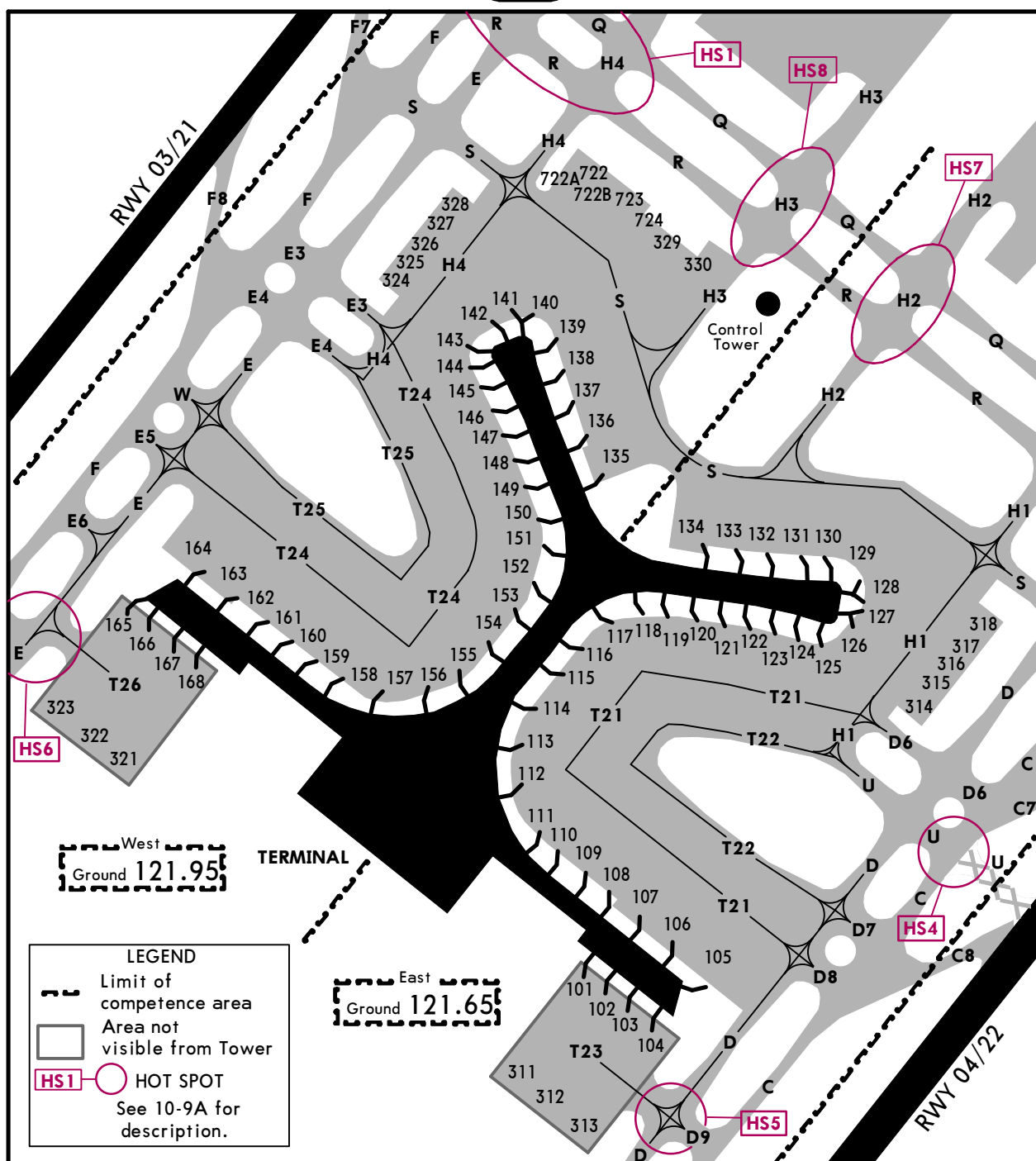
Standard

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 | |
| | | | | | |

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22 APR 16 (10-9B) Eff 27 Apr 1600Z
CHANGSHUI



On stands 101 thru 330 and 722 thru 724 push-out required.

ZPPP/KMG

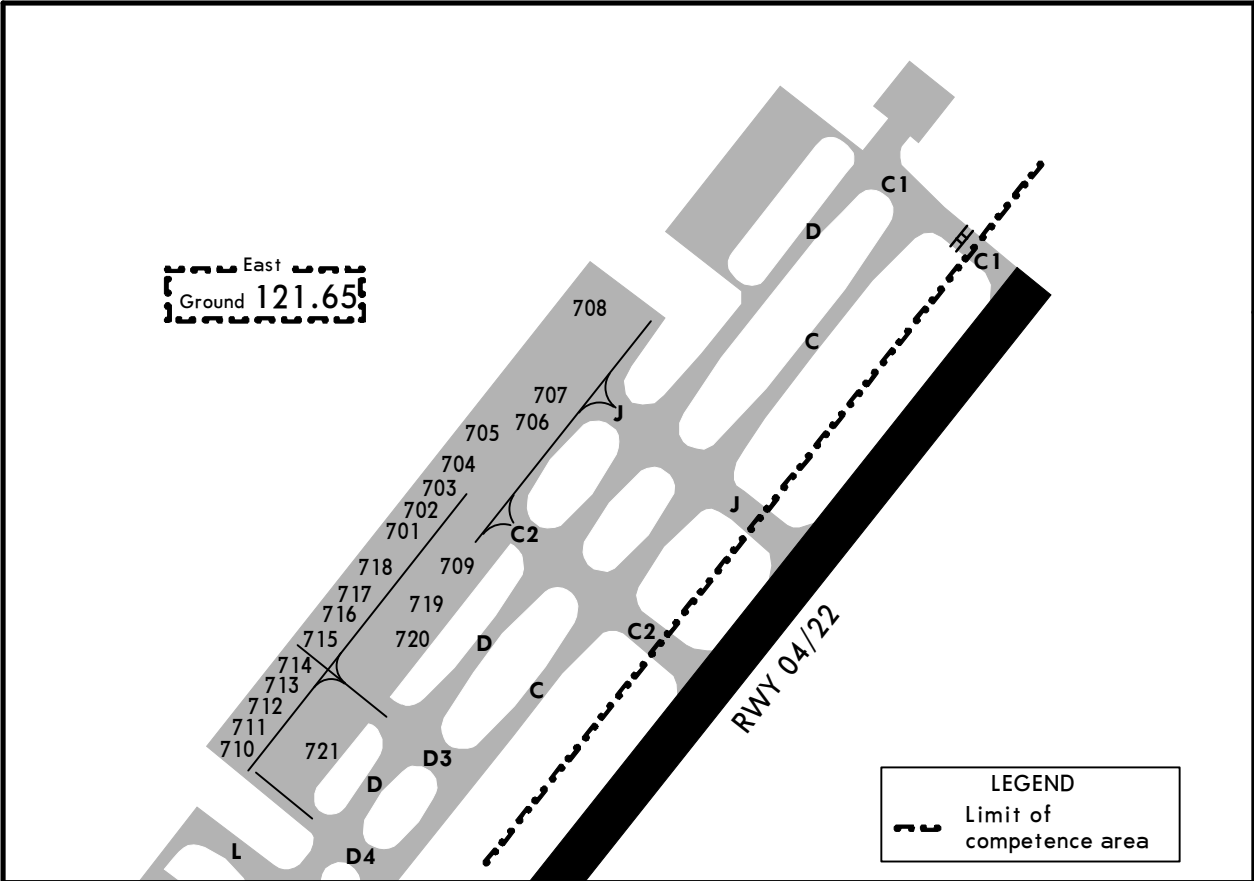
 **JEPPesen**

KUNMING, PR OF CHINA
CHANGSHUI

22 APR 16

10-9C

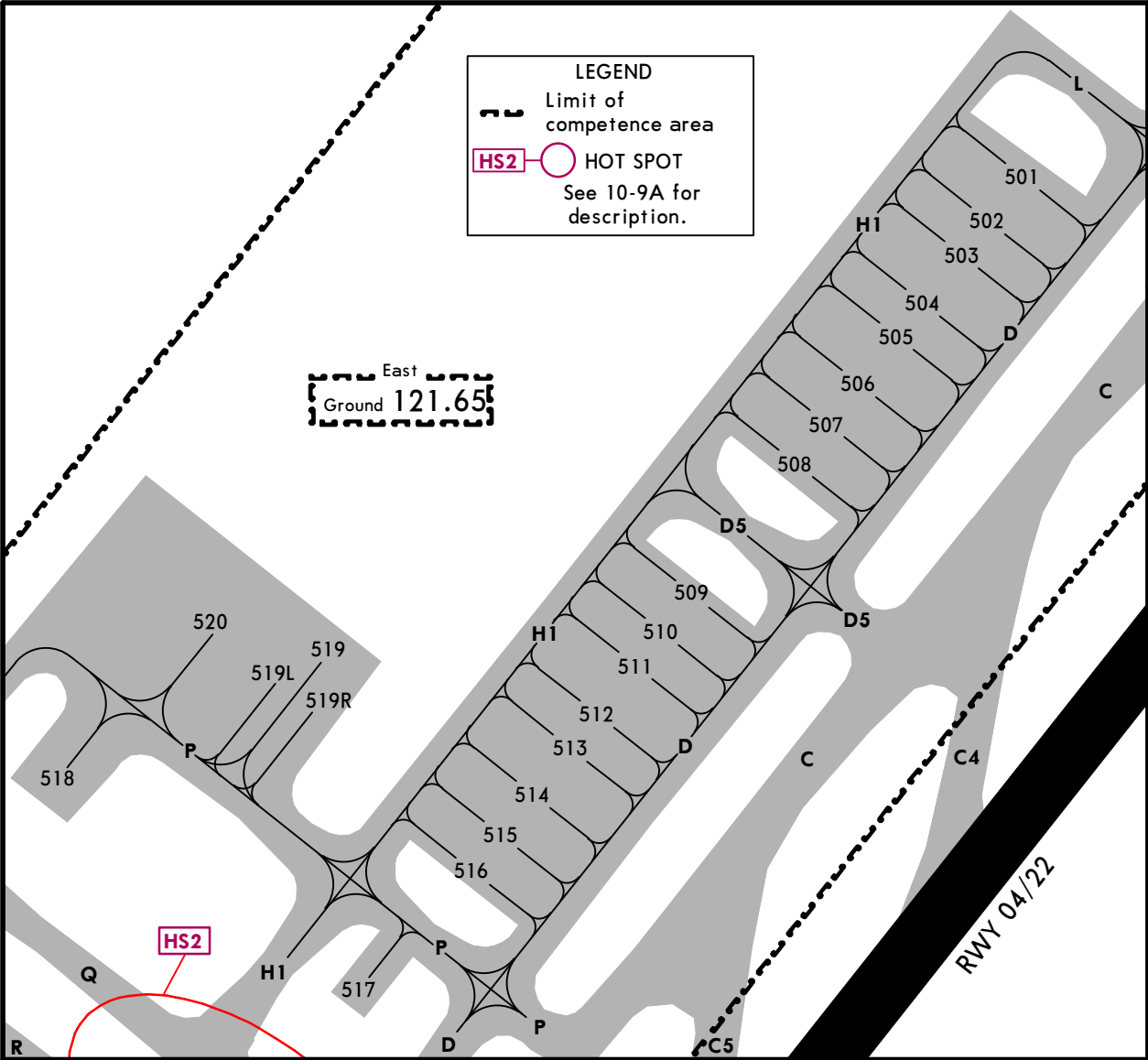
Eff 27 Apr 1600Z



On stands 701 thru 721 push-out required.

ZPPP/KMG

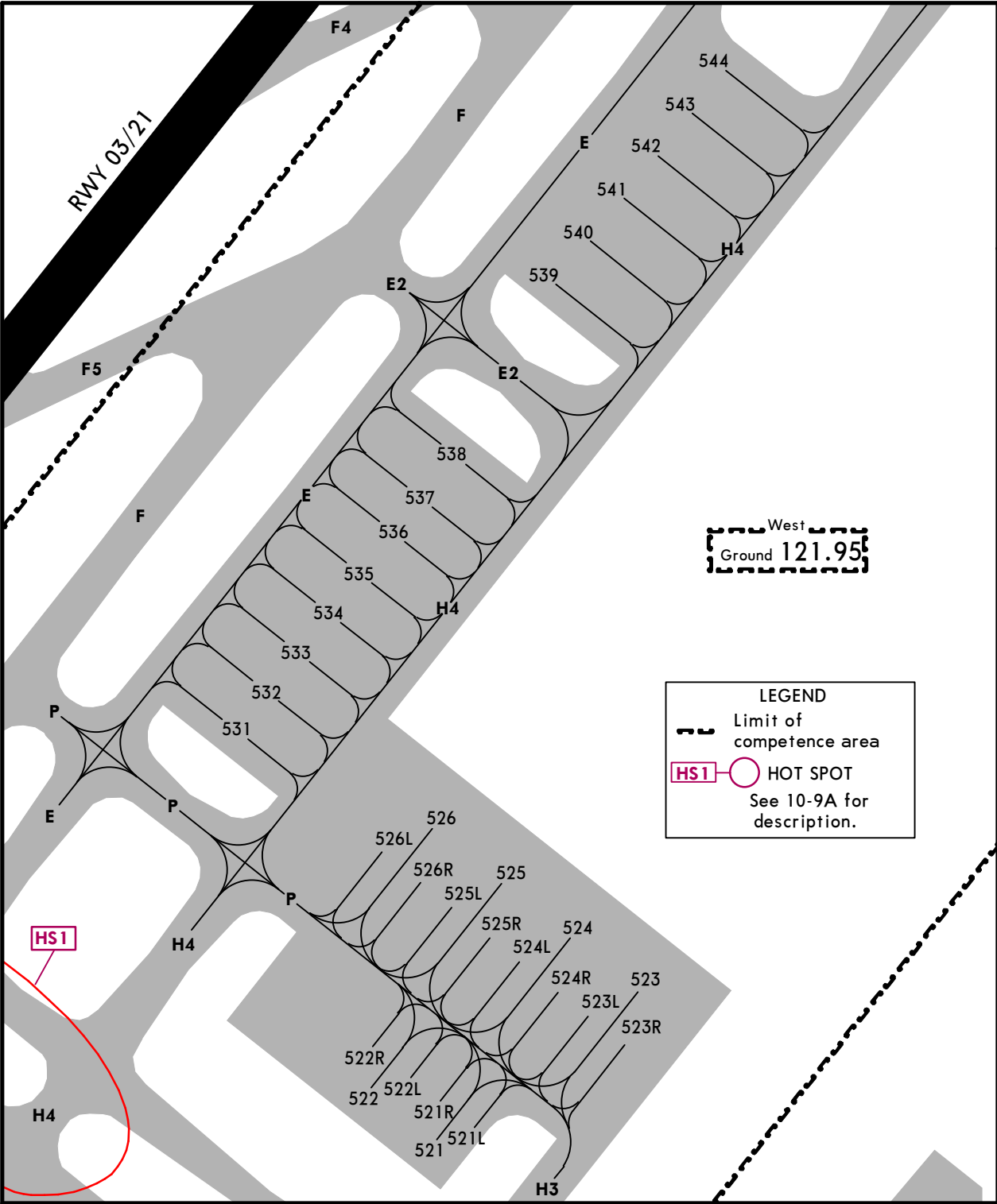
JEPPesen KUNMING, PR OF CHINA
22 APR 16 10-9D Eff 27 Apr 1600Z
CHANGSHUI



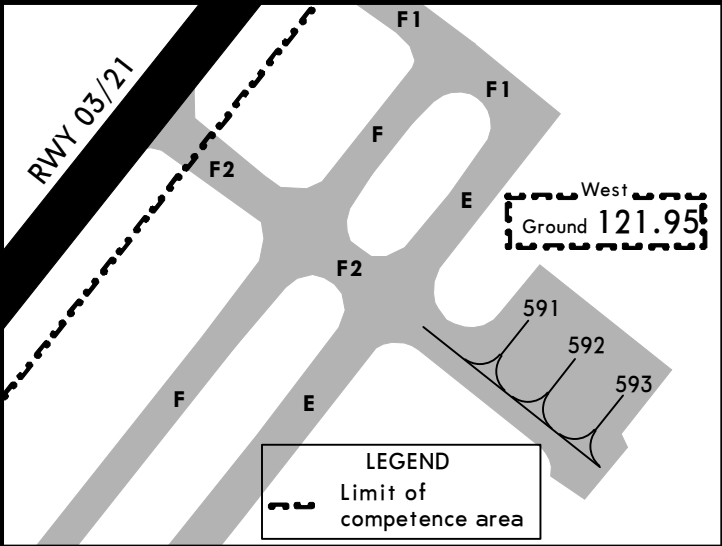
Stands 517 and 518 used for engine run-up, push-in required.
Stands 519 thru 520 push-out required.

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22 APR 16 10-9E Eff 27 Apr 1600Z
CHANGSHUI



Stands 521 thru 526R and 591 thru 593 push-out required.

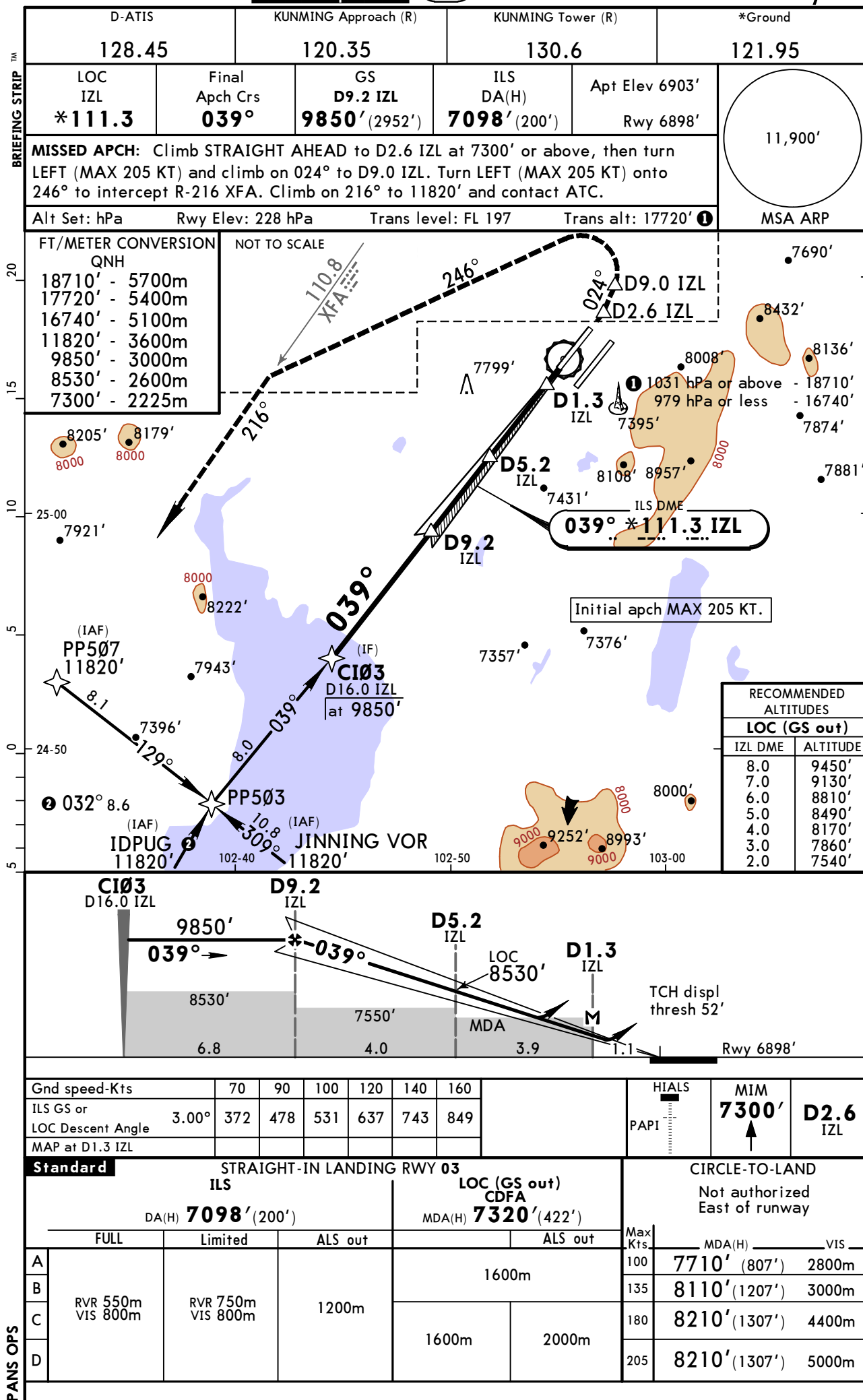


ZPPP/KMG
CHANGSHUI

2 SEP 16
Eff 14 Sep 1600Z

(11-1)

KUNMING, PR OF CHINA
RNAV ILS DME Z Rwy 03

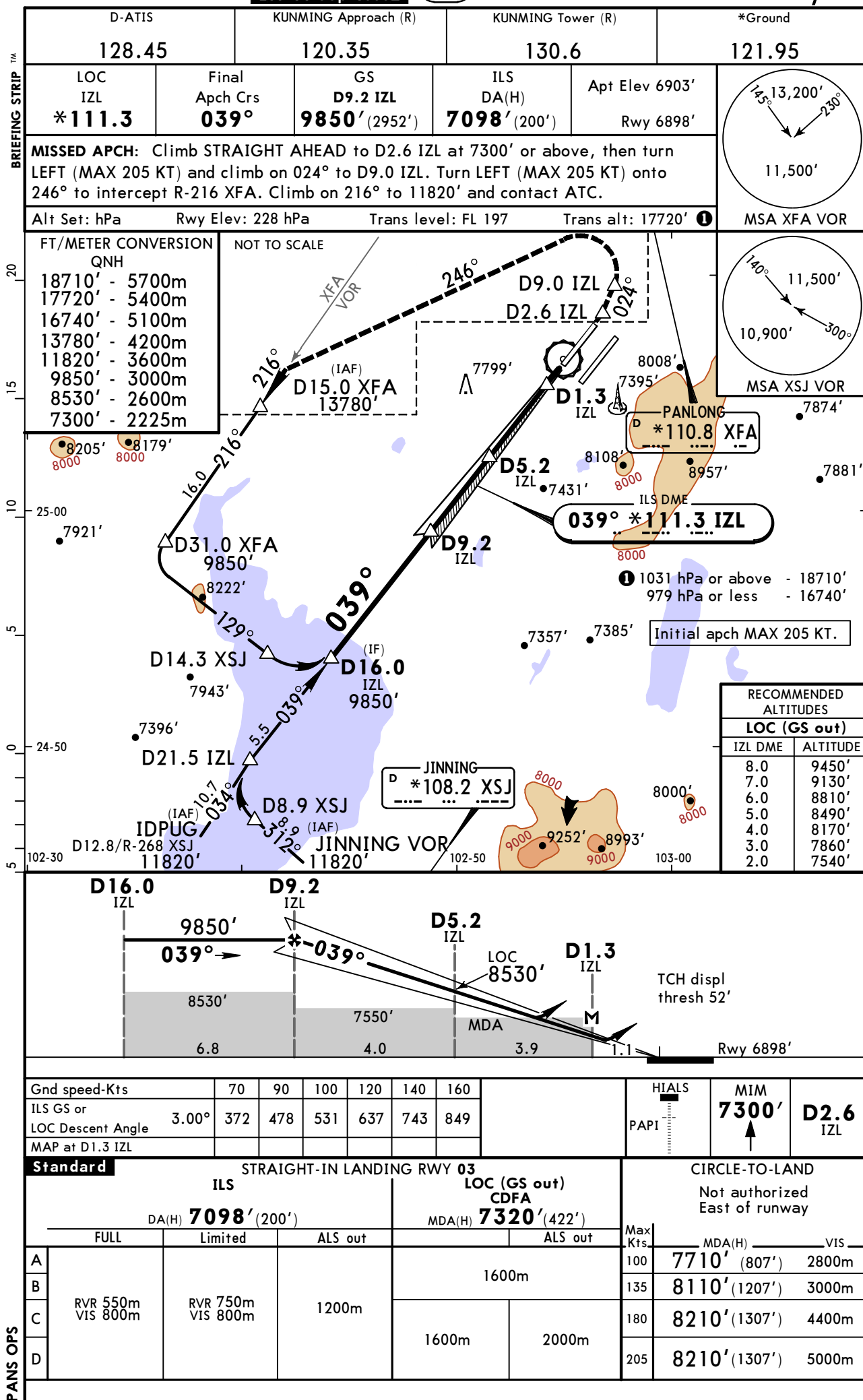


ZPPP/KMG
CHANGSHUI

2 SEP 16
Eff 14 Sep 1600Z

(11-2)

KUNMING, PR OF CHINA
ILS DME Y Rwy 03

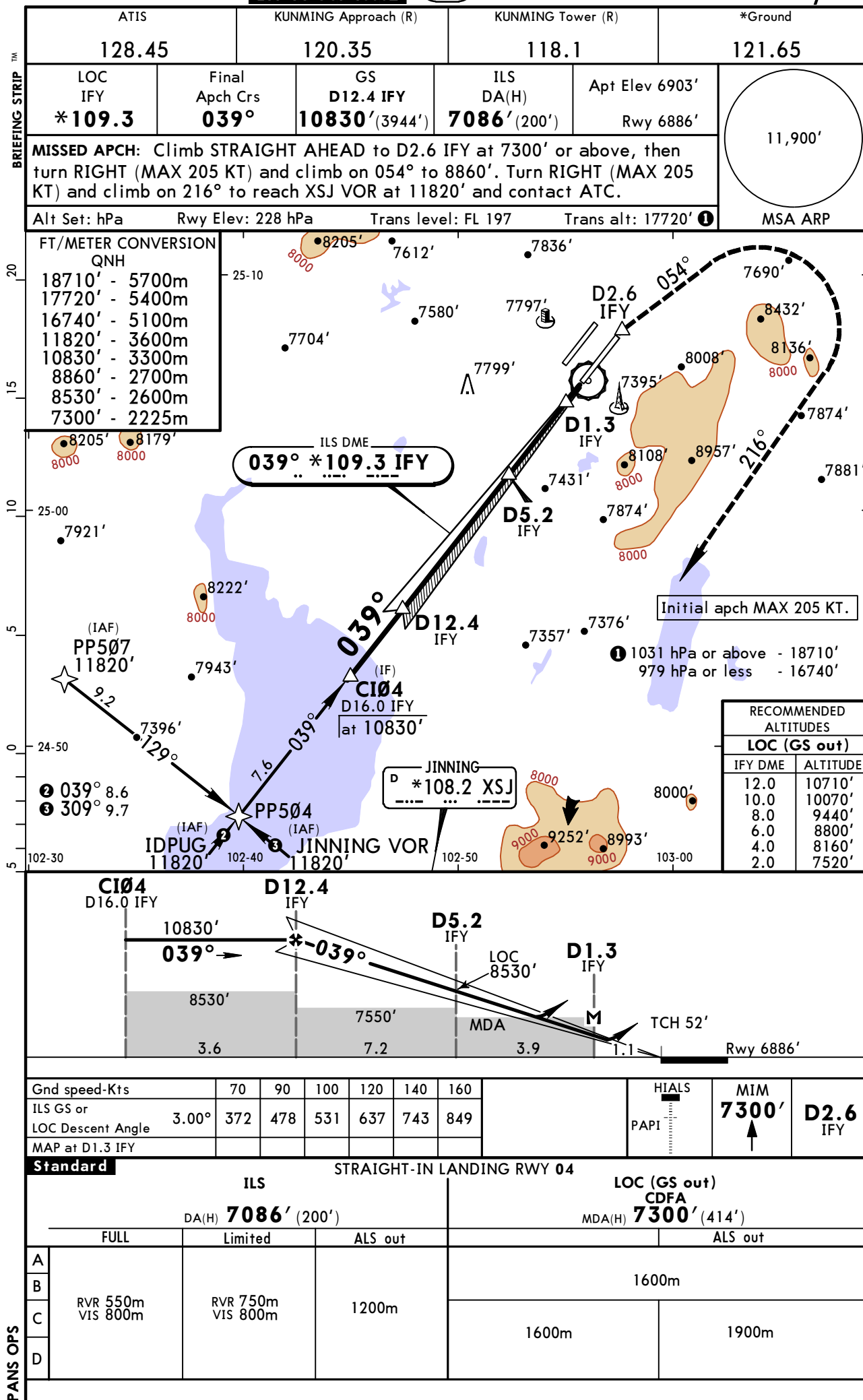


ZPPP/KMG
CHANGSHUI

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

| | | | | |
|--------|----------------------|--|-------------------|---------|
| ATIS | KUNMING Approach (R) | | KUNMING Tower (R) | *Ground |
| 128.45 | 120.35 | | 118.1 | 121.65 |

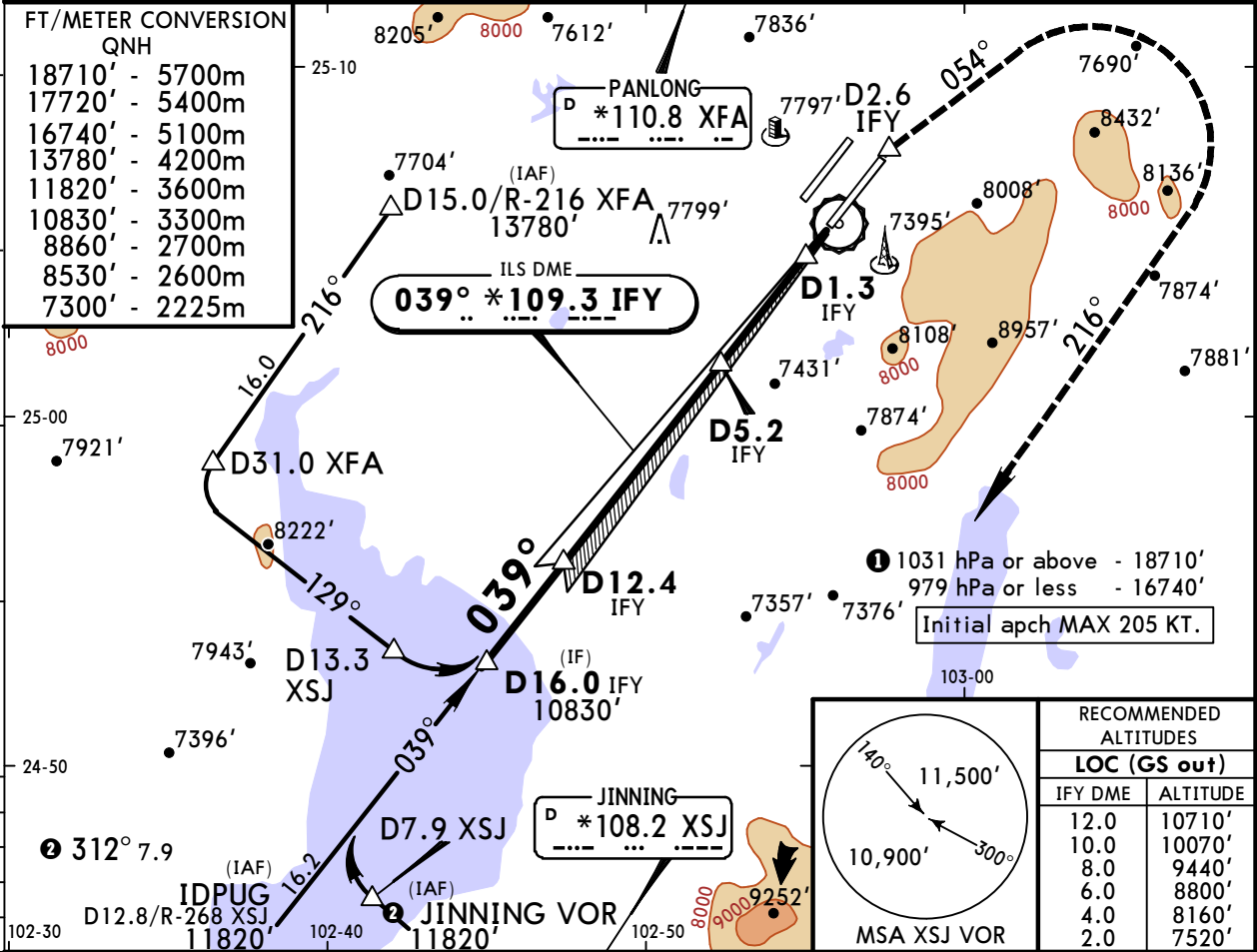
| | | | | | |
|-------------------|---------------------------|-----------------------------------|------------------------------|------------------------------|--|
| LOC IFY *109.3 | Final Apch Crs 039° | GS D12.4 IFY 10830' (3944') | ILS DA(H) 7086' (200') | Appt Elev 6903' Rwy 6886' | |
|-------------------|---------------------------|-----------------------------------|------------------------------|------------------------------|--|

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IFY at 7300' or above, then turn RIGHT (MAX 205 KT) and climb on 054° to 8860'. Turn RIGHT (MAX 205 KT) and climb on 216° to reach XSJ VOR at 11820' and contact ATC.

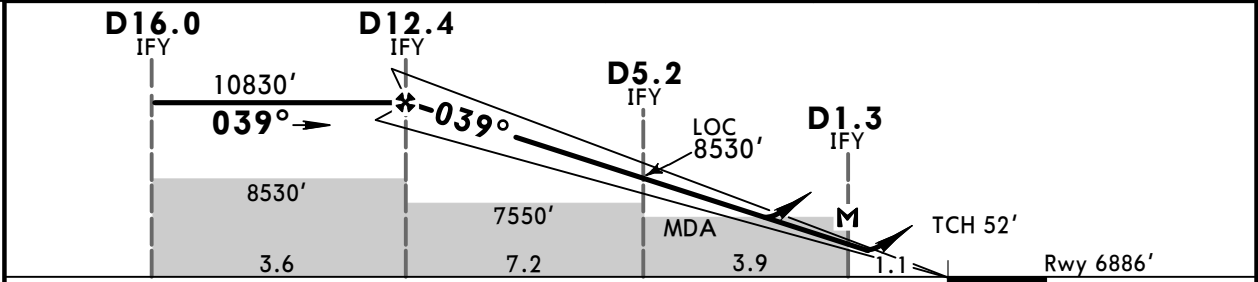
| | | | | |
|--------------|-------------------|---------------------|---------------------|-------------|
| Alt Set: hPa | Rwy Elev: 228 hPa | Trans level: FL 197 | Trans alt: 17720' ① | MSA XFA VOR |
|--------------|-------------------|---------------------|---------------------|-------------|

FT/METER CONVERSION
QNH

| | | |
|--------|---|-------|
| 18710' | - | 5700m |
| 17720' | - | 5400m |
| 16740' | - | 5100m |
| 13780' | - | 4200m |
| 11820' | - | 3600m |
| 10830' | - | 3300m |
| 8860' | - | 2700m |
| 8530' | - | 2600m |
| 7300' | - | 2225m |



| RECOMMENDED ALTITUDES | |
|-----------------------|----------|
| LOC (GS out) | |
| IFY DME | ALTITUDE |
| 12.0 | 10710' |
| 10.0 | 10070' |
| 8.0 | 9440' |
| 6.0 | 8800' |
| 4.0 | 8160' |
| 2.0 | 7520' |



| | | | | | | | | | |
|--------------------------------|-------|-----|-----|-----|-----|-----|--|--------------|-------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | MIM 7300' | D2.6 IFY |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at D1.3 IFY | | | | | | | | | |

| Standard | | | STRAIGHT-IN LANDING RWY 04 | | |
|--------------------|----------------------|----------------------|----------------------------|---------|-------|
| ILS | | | LOC (GS out) | | |
| DA(H) 7086' (200') | | | CDFA MDA(H) 7300' (414') | | |
| FULL | | Limited | ALS out | ALS out | |
| A | RVR 550m VIS 800m | RVR 750m VIS 800m | 1200m | 1600m | |
| B | | | | | |
| C | | | | 1600m | 1900m |
| D | | | | | |

| TO-LAND | |
|----------------------|-------|
| Authorized runway | |
| _____ VIS _____ | |
| 307') | 2800m |
| 207') | 3000m |
| 307') | 4400m |
| 307') | 5000m |

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CHANGSHUI

2 OCT 15
Eff 14 Oct 1600Z (11-7)

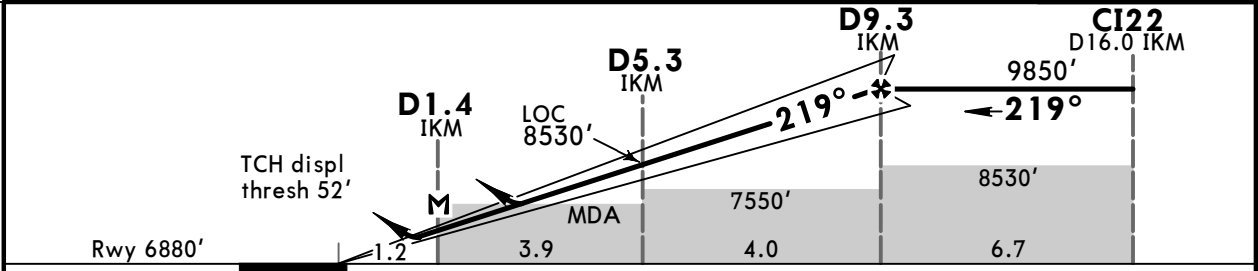
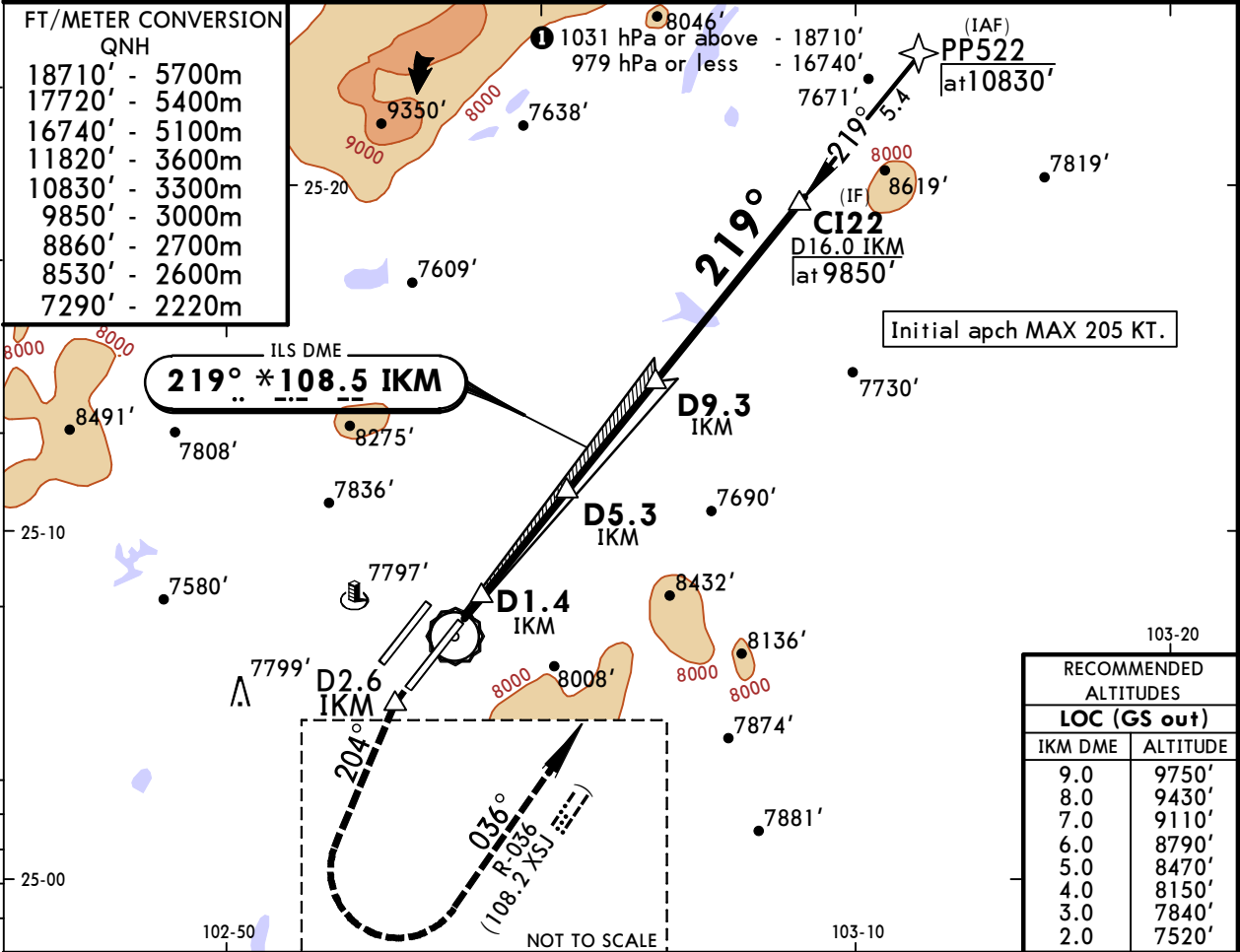
KUNMING, PR OF CHINA
RNAV ILS DME Z Rwy 22

| | | | | |
|--------|----------------------|--|-------------------|---------|
| ATIS | KUNMING Approach (R) | | KUNMING Tower (R) | *Ground |
| 128.45 | 124.25 | | 118.1 | 121.65 |

| | | | | | |
|----------------------|---------------------------|---------------------------|------------------------------|-----------------------------|---------|
| LOC IKM *108.5 | Final Apch Crs 219° | GS No Alt published | ILS DA(H) 7080' (200') | Apt Elev 6903' Rwy 6880' | 11,900' |
|----------------------|---------------------------|---------------------------|------------------------------|-----------------------------|---------|

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IKM at 7290' or above, then turn LEFT (MAX 205 KT) and climb on 204° to 8860'. Turn LEFT (MAX 205 KT) to intercept R-036 XSJ. Climb on 036° to 11820' and contact ATC.

| | | | | |
|--------------|-------------------|---------------------|---------------------|---------|
| Alt Set: hPa | Rwy Elev: 228 hPa | Trans level: FL 197 | Trans alt: 17720' ① | MSA ARP |
|--------------|-------------------|---------------------|---------------------|---------|



| | | | | | | | | | |
|--------------------------------|-------|-----|-----|-----|-----|-----|------------------|--------------|-------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II PAPI | MIM 7290' | D2.6 IKM |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at D1.4 IKM | | | | | | | | | |

| PANS OPS | ILS | | | STRAIGHT-IN LANDING RWY 22 | | LOC (GS out) | |
|----------|----------------------|----------------------|---------|----------------------------|--|--------------|--|
| | DA(H) 7080' (200') | | | MDA(H) 7320' (440') | | CDFA | |
| | FULL | Limited | ALS out | ALS out | | ALS out | |
| | A | B | C | 1700m | | 2000m | |
| | RVR 550m VIS 800m | RVR 750m VIS 800m | 1200m | 1700m | | 2000m | |

ZPPP/KMG
CHANGSHUI

2 OCT 15
Eff 14 Oct 1600Z

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KUNMING, PR OF CHINA

11-7A CAT II RNAV ILS DME Z Rwy 22

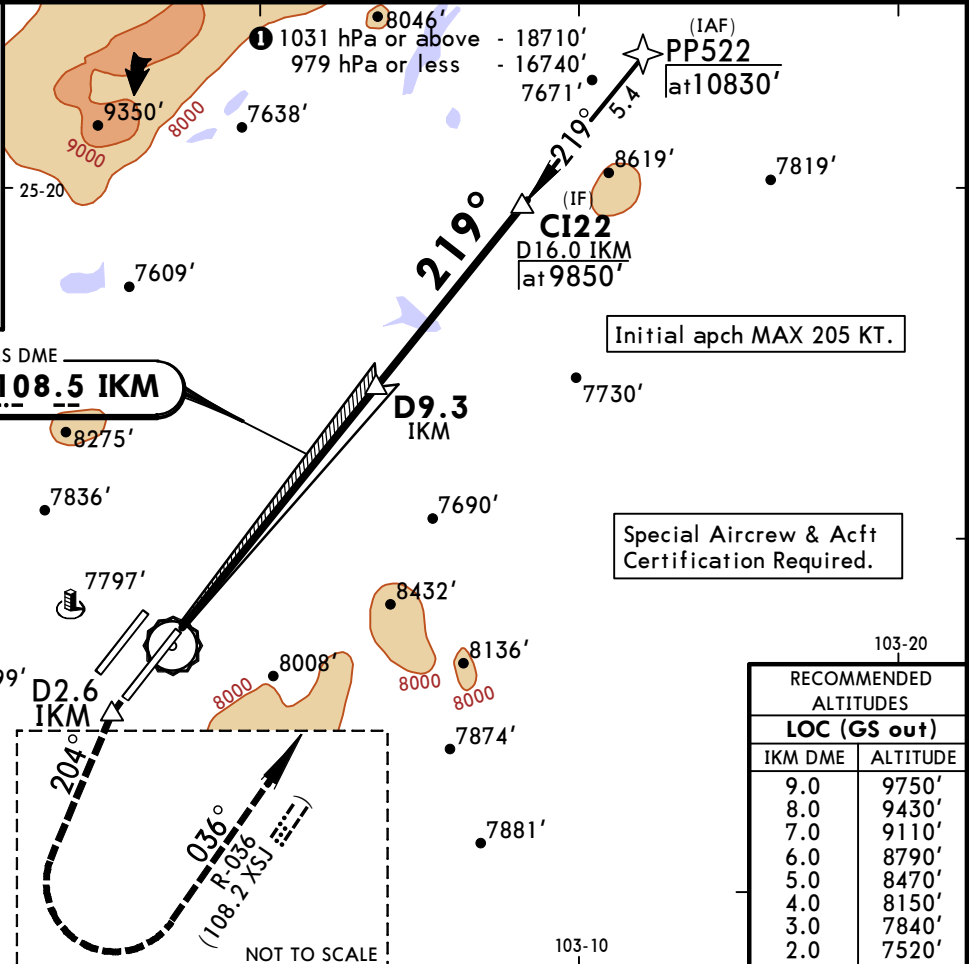
| | | | |
|--------|----------------------|-------------------|---------|
| ATIS | KUNMING Approach (R) | KUNMING Tower (R) | *Ground |
| 128.45 | 124.25 | 118.1 | 121.65 |

| | | | | | |
|----------------------|---------------------------|---------------------------|---|-----------------------------|---------|
| LOC IKM *108.5 | Final Apch Crs 219° | GS No Alt published | CAT II ILS RA 102' DA(H) 6980'(100') | Apt Elev 6903' Rwy 6880' | 11,900' |
|----------------------|---------------------------|---------------------------|---|-----------------------------|---------|

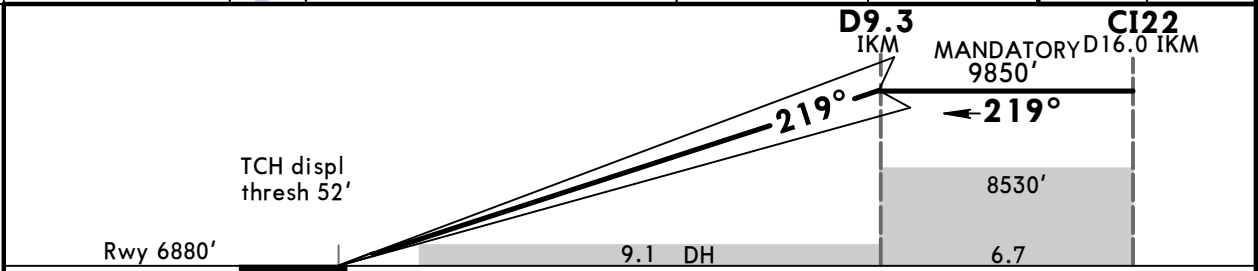
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IKM at 7290' or above, then turn LEFT (MAX 205 KT) and climb on 204° to 8860'. Turn LEFT (MAX 205 KT) to intercept R-036 XSJ. Climb on 036° to 11820' and contact ATC.

| | | | | |
|--------------|-------------------|---------------------|---------------------|---------|
| Alt Set: hPa | Rwy Elev: 228 hPa | Trans level: FL 197 | Trans alt: 17720' ① | MSA ARP |
|--------------|-------------------|---------------------|---------------------|---------|

| FT/METER CONVERSION QNH | |
|----------------------------|-------|
| 18710' | 5700m |
| 17720' | 5400m |
| 16740' | 5100m |
| 11820' | 3600m |
| 10830' | 3300m |
| 9850' | 3000m |
| 8860' | 2700m |
| 8530' | 2600m |
| 7290' | 2220m |



| RECOMMENDED ALTITUDES | |
|--------------------------|----------|
| LOC (GS out) | |
| IKM DME | ALTITUDE |
| 9.0 | 9750' |
| 8.0 | 9430' |
| 7.0 | 9110' |
| 6.0 | 8790' |
| 5.0 | 8470' |
| 4.0 | 8150' |
| 3.0 | 7840' |
| 2.0 | 7520' |



| | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------|-------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | MIM | D2.6 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | 7290' | IKM |

| STRAIGHT-IN LANDING CAT II ILS | |
|--------------------------------------|------------------------------------|
| ABC RA 102' DA(H) 6980' (100') | D RA 102' DA(H) 6980' (100') |

| | | |
|----------|----------|------------|
| RVR 300m | RVR 300m | RVR 350m ① |
|----------|----------|------------|

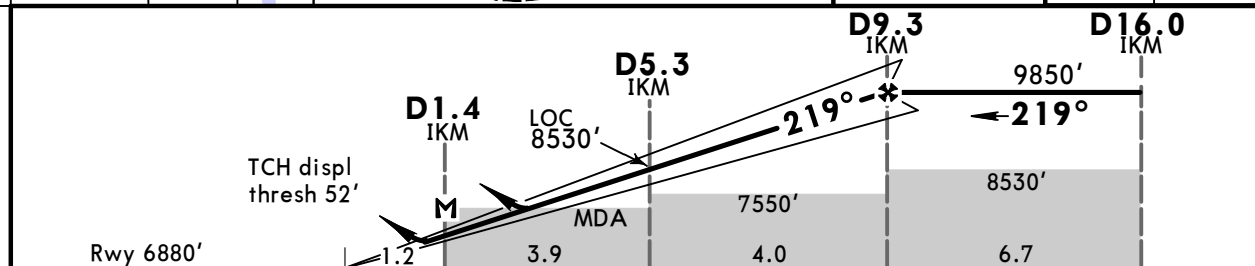
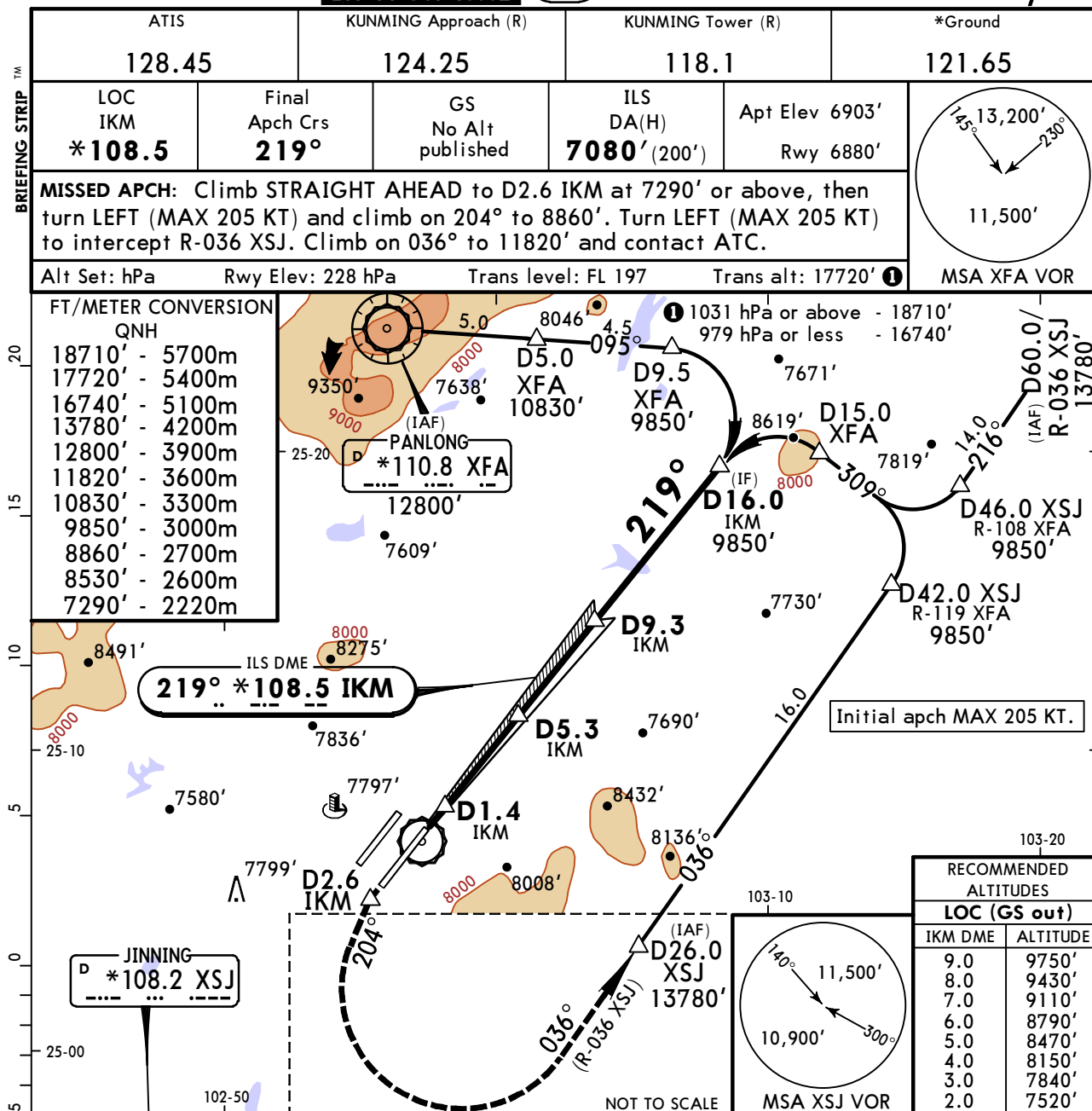
① Manual operation below DH.

ZPPP/KMG
CHANGSHUI

2 OCT 15
Eff 14 Oct 1600Z

(11-8)

JEPPESSEN KUNMING, PR OF CHINA
ILS DME Y Rwy 22



| | | | | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|-----|----------|-------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | ALSIF-II | MIM | D2.6 |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | 7290' | IKM |
| MAP at D1.4 IKM | | | | | | | | | | |

| PANS OPS | ILS | | | STRAIGHT-IN LANDING RWY 22 | | LOC (GS out) | |
|----------|---------------------------|----------------------|---------|----------------------------|--|--------------|--|
| | DA(H) 7080' (200') | | | MDA(H) 7320' (440') | | CDFA | |
| | FULL | Limited | ALS out | | | ALS out | |
| | A | B | C | 1700m | | | |
| | RVR 550m VIS 800m | RVR 750m VIS 800m | 1200m | 1700m | | 2000m | |
| | | | | | | | |

CHANGES: Chart title. Minimums.

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CHANGSHUI

2 OCT 15
Eff 14 Oct 1600Z

11-8A

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

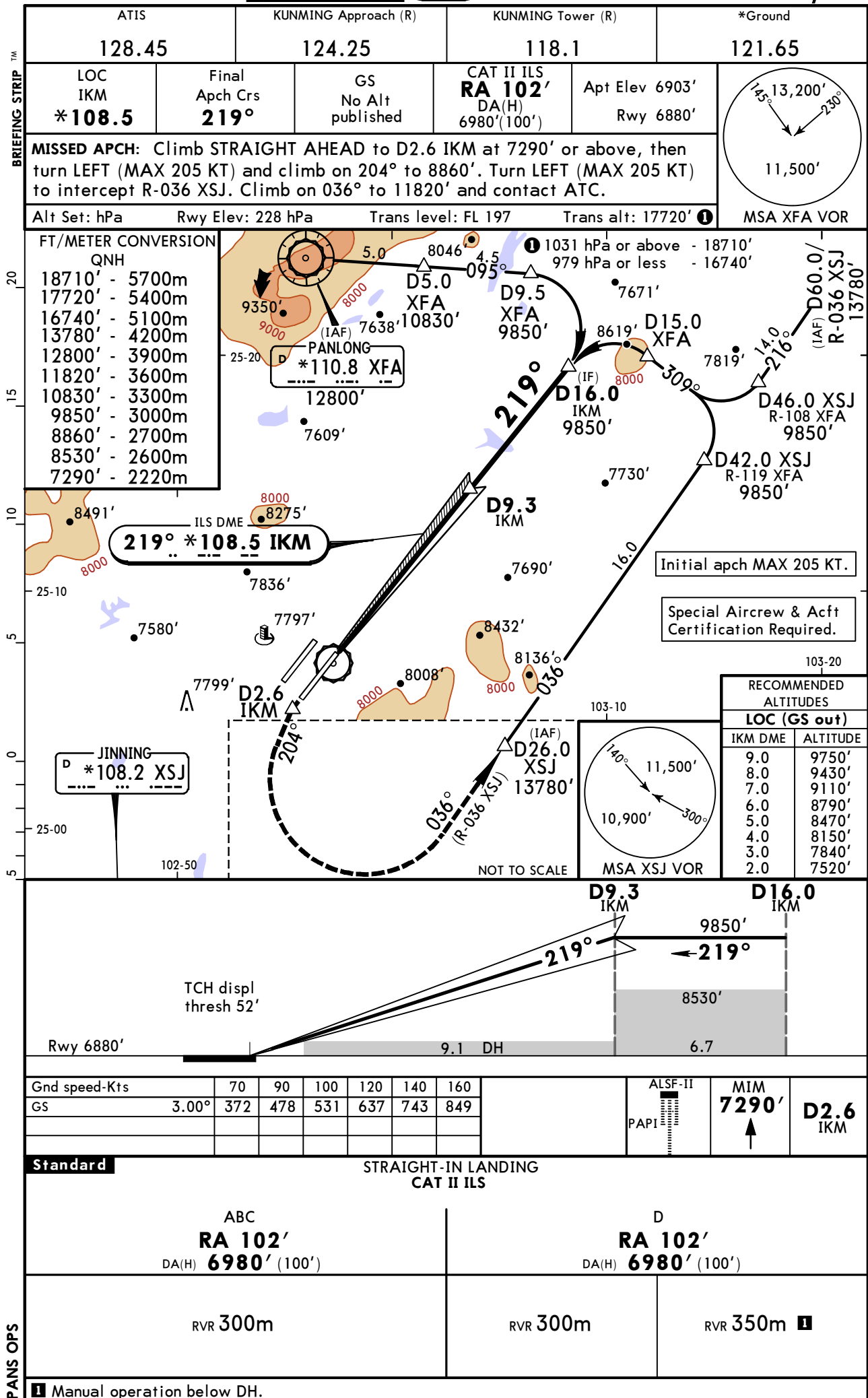


Chart changes since cycle 18-2016

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----------------------------|------------------------------|-------|-------------|-------------|
| KUNMING, (CHANGSHUI - ZPPP) | | | | |
| REV | AIRPORT | 10-9 | 02 Sep 2016 | 14 Sep 2016 |
| REV | AIRPORT INFO, TAKE-OFF MN... | 10-9A | 02 Sep 2016 | 14 Sep 2016 |
| REV | RNAV ILS DME Z RWY 03 | 11-1 | 02 Sep 2016 | 14 Sep 2016 |
| REV | ILS DME Y RWY 03 | 11-2 | 02 Sep 2016 | 14 Sep 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, ZSQZ, ZSWX, ZYJM, ZYMD, ZYQQ and ZYYJ.