

## List of pages in this Trip Kit

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Airport Information For ZPPP

Terminal Charts For ZPPP

Revision Letter For Cycle 07-2023

Change Notices

Notebook

## General Information

Location: KUNMING CHN  
ICAO/IATA: ZPPP / KMG  
Lat/Long: N25° 06.30', E102° 56.50'  
Elevation: 6901 ft

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

Fuel Types: Jet  
Repair Types: Minor Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 2246 Z  
Sunset: 1131 Z

## Runway Information

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

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: 126.275 Departure Service  
ATIS: 128.450 Arrival Service  
ATIS: 131.450  
Kunming Tower: 130.600  
Kunming Tower: 118.850 Secondary  
Kunming Tower: 118.100  
Kunming Ground: 121.650  
Kunming Ground: 121.950  
Kunming Ground: 121.850 Secondary  
Changshui Apron Ramp/Taxi: 121.750  
Changshui Apron Ramp/Taxi: 121.600  
Kunming Clearance Delivery: 121.700  
Kunming Clearance Delivery: 121.850 Secondary  
Kunming Approach: 127.900 Secondary  
Kunming Approach: 126.550 Secondary  
Kunming Approach: 125.550 Secondary  
Kunming Approach: 124.250  
Kunming Approach: 123.800  
Kunming Approach: 121.150  
Kunming Approach: 120.350  
Kunming Approach: 119.225  
Kunming Approach: 119.000

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10-1P

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.Eff.1.Dec.1600Z. .AIRPORT.BRIEFING.

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## 1. GENERAL

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### 1.1. ATIS

D-ATIS Arrival 128.450

D-ATIS Departure 126.275

### 1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

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 150m or more, ceiling or vertical VIS 98'/30m or more;
- when flight crew report VIS is worse based on visual observation.

When it is advisable to implement LVP operation procedures, see more details about take-off and landing minima in aerodrome charts and procedure charts.

When LVP in force, Follow-me service is provided on request. Separation point of guidance service is connection of apron and TWY. If partial VIS is less than 100m or unclear sight or unsafe condition, Follow-me service has to be stopped and pilot shall report to APN Control.

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.

#### 1.3.2. SPECIAL REQUIREMENTS FOR HUD SA CAT II

When LVP implemented, ACFT taking off from RWY 22 shall not enter RWY 22 via TWY J or TWY C2 to implement partial RWY take-off, due to TWY J and TWY C2 East of TWY C in sensitive area of RWY 22. ACFT shall hold at holding position on TWY C1 before entering RWY 22 for full RWY take-off.

During conducting HUD SA CAT II:

- ACFT using RWY 04 for landing start conducting HUD SA CAT II approaching at intermediate fix as long as ACFT ahead has vacated RWY via TWY C3, C4 or C5.
- ACFT taking off from RWY 04 via TWY C could hold at TWY C10 or TWY C9. TWY C only available for ACFT with vertical tail of MAX 46'/14m.
- ACFT using RWY 04 to take-off could hold at TWY D.
- TWY C between TWY C10 and TWY P is available for ACFT with vertical tail of MAX 46'/14m. TWY C between TWY P and TWY N only available for ACFT with vertical tail of MAX 66'/20m.
- ACFT using RWY 21 for landing start conducting HUD SA CAT II approaching at intermediate fix as long as ACFT ahead has vacated RWY via TWY F6, F7 or F8.
- ACFT using RWY 21 for take-off start holding at TWY F South of TWY F1. TWY F only available for ACFT with vertical tail of MAX 46'/14m.
- TWY F between TWY F1 and TWY P only available for ACFT with vertical tail of MAX 46'/14m.

All ACFT, except A380, could hold at TWY E.

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## 1. GENERAL

### 1.4. RWY OPERATIONS

When downwind speed is 3.5m/s (7 KT) and has a tendency to increase, the RWY in use shall be converted. In the process of converting direction of RWY in use, if downwind speed is more than 3.5m/s (7 KT) and not exceeding 5m/s (10 KT), ATC shall inform flight crew about wind direction and speed. If RWY conversion cannot be executed due to ACFT's performance limits, flight crew shall report to ATC immediately and follow ATC instructions. When downwind speed is more than 5m/s (10 KT), ACFT is forbidden to take-off or land on downwind RWY. Flight crew should repeat RWY number when they repeat control instructions to prevent RWY misidentification.

Flight crew should repeat RWY number when they repeat control instructions to prevent RWY misidentification.

### 1.5. TAXI PROCEDURES

Stop at the designated holding position, if communication failures occurred, and report to the last ATC Control.

Without ATC clearance, the ACFT is prohibited to go across the holding position markings in front of the designated holding position.

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), D6 (East of D), D7 thru D9, H1 (between S and Q), J, L (East of H1), N (between C and D), P (East of H3), Q (East of H1), R (East of H1), S, U (East of D) wingspan restricted to less than 262'/80m.

TWYs F2 (East of E), H4 (North of E1) wingspan restricted to less than 118'/36m.

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

Take-off and landing ACFT shall keep ADS-B equipment on while taxiing.

ACFT taxiing by HP1 (East of intersection between TWY Q and H3) shall adjust GND frequency to 121.950 MHz.

ACFT taxiing by HP2 (West of intersection between TWY R and H2) shall adjust GND frequency to 121.650 MHz.

### 1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 101 thru 168.

On stands 101 thru 168, 311 thru 318, 321 thru 330, 521L thru 527L, 592, 593, 701 thru 707, 709 thru 724, 808 thru 815, L4, L5, S101 thru S138 and S202 thru S219 push-back required.

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

On stands 708, 708L and 708R push-in and push-back required.

### 1.7. OTHER INFORMATION

#### 1.7.1. GENERAL

Repeat GND and APN Controls' taxiing instructions, especially the limitations, and verify any questions immediately.

Report about the received departure procedure to TWR Control on the first contact.

Birds.

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

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10-1P2

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## 1. GENERAL

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### 1.7.2. SIMULTANEOUS OPERATIONS ON PARALLEL RWY S

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 LOC 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. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURES

#### 2.1.1. ACFT ONE-WAY COMMUNICATION FAILURE

If only the radio receiver is available, continue to fly according to ATC instructions.

If only the radio transmitter is available, inform the flight intention to ATC immediately and report the position and altitude in time.

#### 2.1.2. ACFT TWO-WAY COMMUNICATION FAILURE

Continue to approach according to the following specific procedures and land as soon as possible. If APT condition is not available for landing, decide to return or alternate.

In Kunming control area, ACFT shall keep the last altitude assigned by ATC. Arrivals from NIXAS, MEBNA, XISLI, DADOL, NODIB shall fly to XFA directly. Arrivals from LXI, ELASU, GULOT shall fly to XSJ directly.

#### 2.1.3. SOUTHWARD LANDING

- After over XFA, join the right-hand holding, 220° inbound, outbound time 2minutes, descend to and MAINTAIN FL128 (if lower than FL128, climb to FL128 immediately and MAINTAIN; if fuel needs to be consumed, keep circling at FL148). Choose RWY 21 or RWY 22 to land according to ATIS or wind direction and speed.

After passing XFA again, fly to the IAF and follow the ILS DME Y instrument approach procedure of the relative RWY to land.

- After over XSJ, join the holding, descend to and MAINTAIN FL138 (if lower than FL138, climb to FL138 immediately and MAINTAIN; if fuel needs to be consumed, keep circling at FL148). Choose RWY 21 or RWY 22 to land according to ATIS or wind direction and speed.

After passing XSJ again, fly to the IAF and follow the ILS DME Y instrument approach procedure of the relative RWY to land.

#### 2.1.4. NORTHWARD LANDING

- After over XFA, join the right-hand holding, 220° inbound, outbound time 2minutes, descend to and MAINTAIN FL128 (if lower than FL128, climb to FL128 immediately and MAINTAIN; if fuel needs to be consumed, keep circling at FL148). Choose RWY 03 or RWY 04 to land according to ATIS or wind direction and speed.

After passing XFA again, fly to the IAF and follow the ILS DME Y instrument approach procedure of the relative RWY to land.

- After over XSJ, join the holding, descend to and MAINTAIN FL118 (if lower than FL118, climb to FL118 immediately and MAINTAIN; if fuel needs to be consumed, keep circling at FL148). Choose RWY 03 or RWY 04 to land according to ATIS or wind direction and speed.

After passing XSJ again, fly to the IAF and follow the ILS DME Y instrument approach procedure of the relative RWY to land.

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## 2. ARRIVAL

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### 2.1.5. AERODROME RADIO COMMUNICATION FAILURE

When aerodrome radio communication fails and ACFT cannot establish communication with ATC units, contact the previous ATC unit and follow the instruction to fly.

### 2.1.6. RADIO COMMUNICATION RETURN TO NORMAL

Once landed or in touch again, resume normal operation and inform relevant ATC units immediately.

## 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 LOC 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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### 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.

#### 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 with engine off:

- Push-back and taxiing: Contact APN Control before push-back. If the de-icing position is within the scope of APN Control, APN Control provide taxiing service to the de-icing position. If the de-icing position is within the scope of GND Control, APN Control provide taxiing service at first, then turn over to GND Control at the holding position.
- Taxiing to de-icing position: ACFT shall follow the Follow-me vehicle to the de-icing position, or taxi to the position designated by APN or TWR Control 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 APN or TWR Control to apply for start-up clearance.

#### 3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

ACFT shall contact APN 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.

Departure flight shall obtain delivery from TWR Control and keep listening on the frequency. When ready for push-back, the flight shall contact Delivery to change frequency to APN Control, then follow the instructions about push-back and start-up.

#### 3.4. COMMUNICATION FAILURE PROCEDURES

##### 3.4.1. ACFT ONE-WAY COMMUNICATION FAILURE

If only the radio receiver is available, continue to fly according to ATC instructions.

If only the radio transmitter is available, inform the flight intention to ATC immediately and report the position and altitude in time.

##### 3.4.2. ACFT TWO-WAY COMMUNICATION FAILURE

Continue to approach according to the following specific procedures and land as soon as possible. If APT condition is not available for landing, the decide to return or alternate.

In Kunming control area, ACFT shall keep the last altitude assigned by ATC. Departures from NIXAS, MEBNA, XISLI, DADOL, NODIB shall fly to XFA directly. Departures from LXI, ELASU, GULOT shall fly to XSJ directly.

##### 3.4.3. AERODROME RADIO COMMUNICATION FAILURE

When aerodrome radio communication fails and ACFT cannot establish communication with ATC units, contact the previous ATC unit and follow the instruction to fly.

##### 3.4.4. RADIO COMMUNICATION RETURN TO NORMAL

Once landed or in touch again, resume normal operation and inform relevant ATC units immediately.



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CHANGSHUI

10 FEB 23

10-1P5

.Eff.22.Feb.1600Z.

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### 3. DEPARTURE

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#### 3.5. RWY OPERATIONS

Full-RWY take-off shall be applied for at the same time as applying for delivery clearance.

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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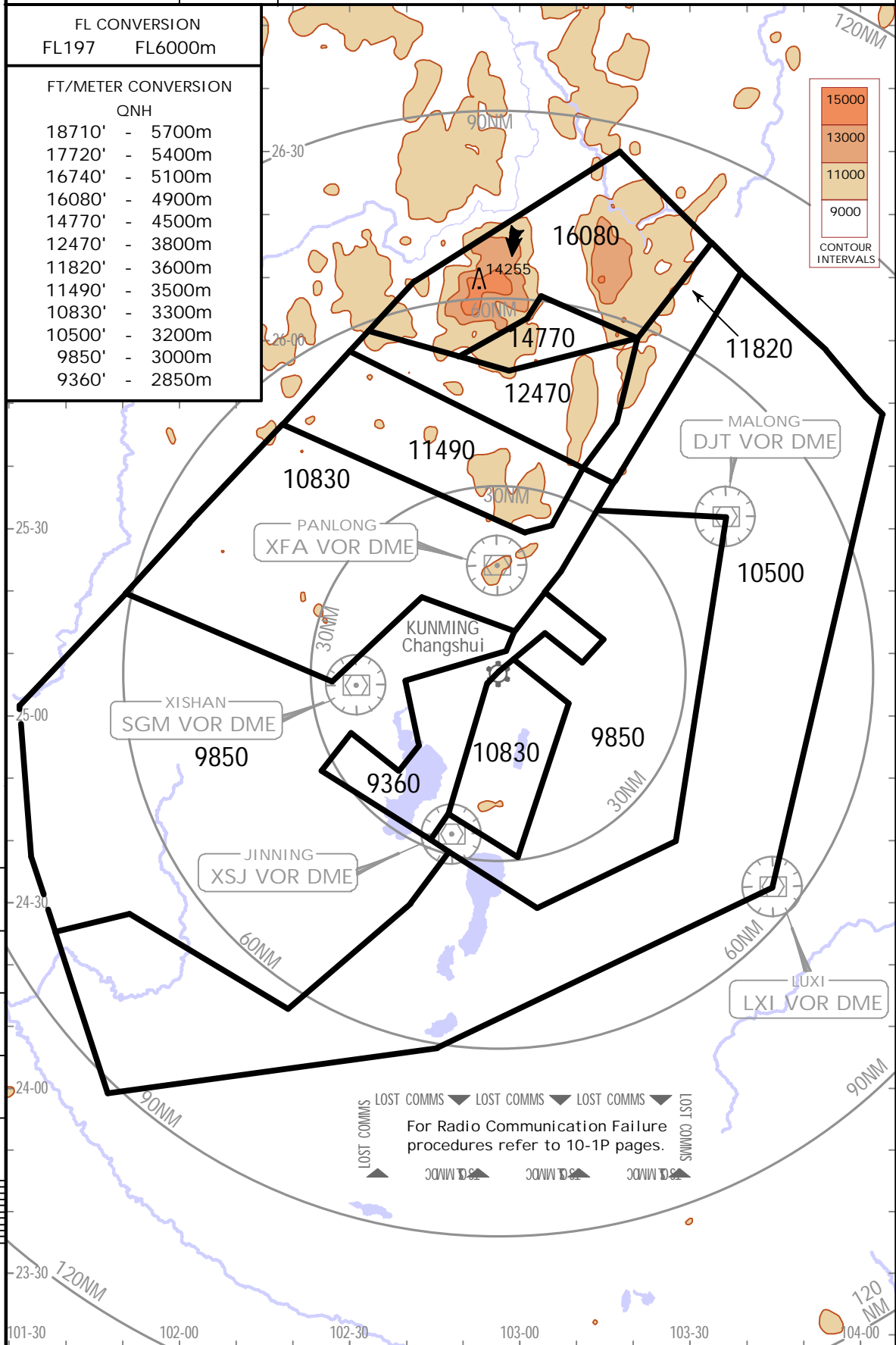
**JEPPESSEN**  
4 SEP 20 (10-1R) .Eff.9.Sep.1600Z.

**KUNMING, PR OF CHINA**  
.RADAR.MINIMUM.ALTITUDES.

KUNMING Approach (R) 120.35 124.25	Apt Elev 6903	Alt Set: hPa
		Trans level: FL197    Trans alt: 17720
		18710 1031 hPa or above
		16740 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while under RADAR control.		

FL CONVERSION	
FL197	FL6000m

FT/METER CONVERSION	
QNH	
18710'	- 5700m
17720'	- 5400m
16740'	- 5100m
16080'	- 4900m
14770'	- 4500m
12470'	- 3800m
11820'	- 3600m
11490'	- 3500m
10830'	- 3300m
10500'	- 3200m
9850'	- 3000m
9360'	- 2850m



ZPPP/KMG  
CHANGSHUI

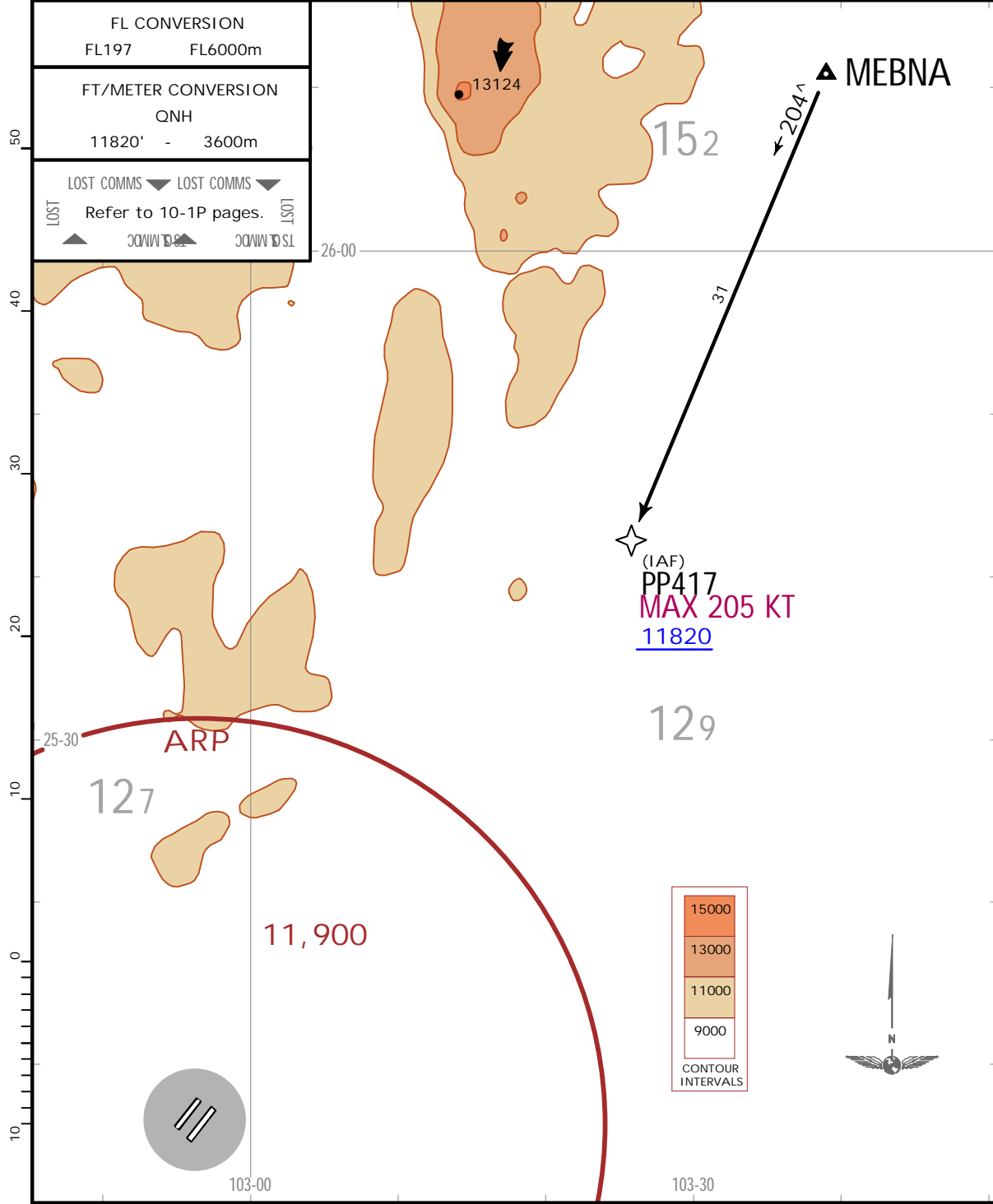
JEPPESEN  
10 DEC 21 10-2

KUNMING, PR OF CHINA  
.RNAV.STAR.

D-ATIS 128.45	Apt Elev 6901	Alt Set: hPa Trans level: FL197 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. CDO terminates once ATC gives heading instructions.	OR 1. RNP 1. 2. GNSS.
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**MEB 1M  
RNAV ARRIVAL  
CONTINUOUS DESCENT OPERATION (CDO)  
(RWYS 21, 22)  
AVAILABLE 00:30 - 07:30LT  
BY ATC**

FL CONVERSION	
FL197	FL6000m
FT/METER CONVERSION	
QNH	
11820'	- 3600m
LOST COMMS ▼ LOST COMMS ▼	
Refer to 10-1P pages.	
LOST ▲	LOST ▲



MEBNA - PP417 (K205-; 11820+).

CHANGES: General notes

ZPPP/KMG  
 CHANGSHUI Eff. 9 Sep. 1600Z  
 4 SEP 20  
 JEPPESSEN  
 10-2B

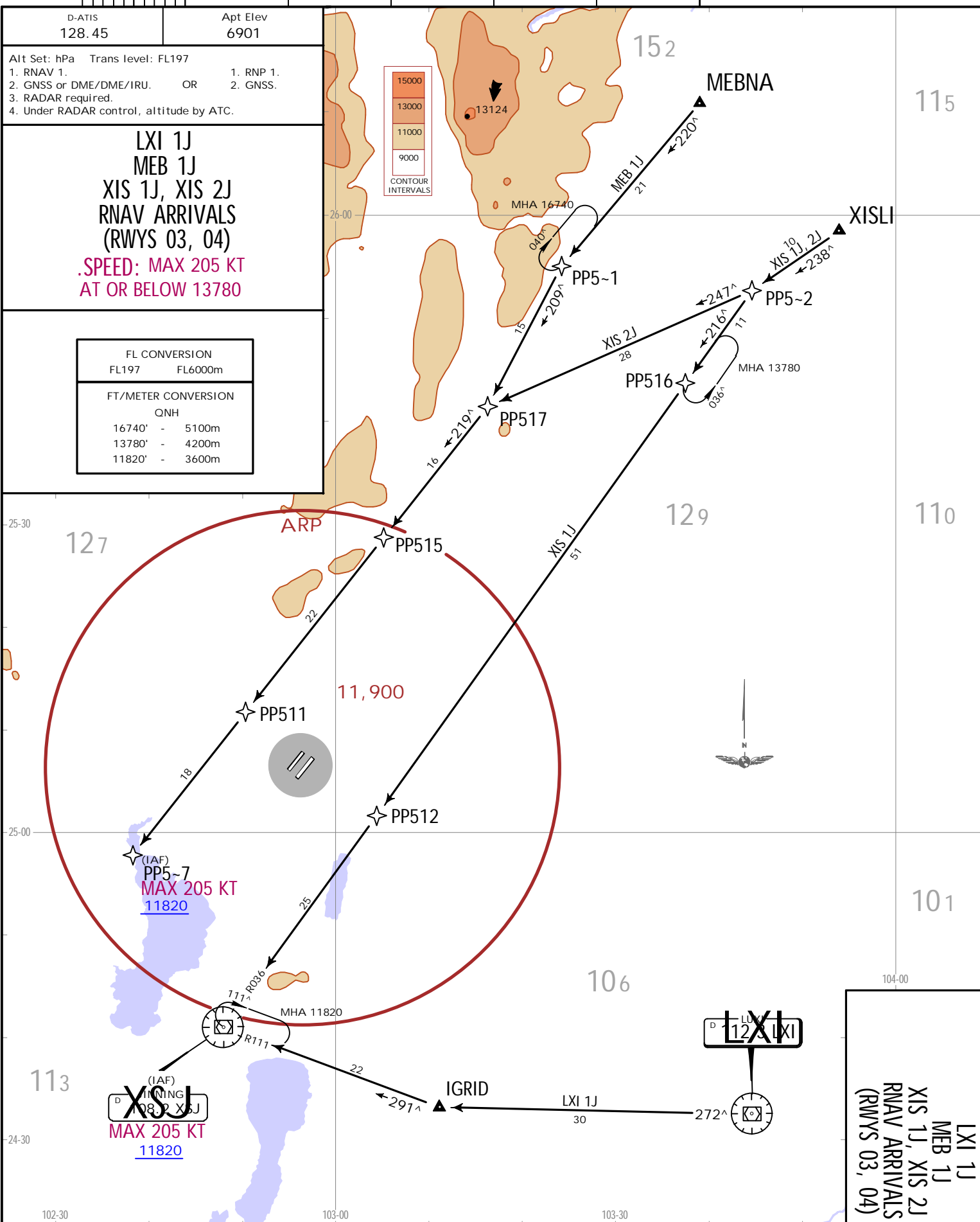
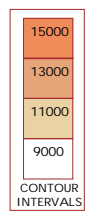
D-ATIS 128.45  
 Apt Elev 6901  
 Alt Set: hPa Trans level: FL197  
 1. RNAV 1. 1. RNP 1.  
 2. GNSS or DME/IRU. OR 2. GNSS.  
 3. RADAR required.  
 4. Under RADAR control, altitude by ATC.

LXI 1J  
 MEB 1J  
 XIS 1J, XIS 2J  
 RNAV ARRIVALS  
 (RWYS 03, 04)  
 .SPEED: MAX 205 KT  
 AT OR BELOW 13780

FL CONVERSION	
FL197	FL6000m
16740'	5100m
13780'	4200m
11820'	3600m

FT/METER CONVERSION	
QNH	
16740'	5100m
13780'	4200m
11820'	3600m



STAR	ROUTING
LXI 1J	LXI - IGRID - XSJ (K205-; 11820+).
MEB 1J	MEBNA - PP5-1 - PP517 - PP515 - PP511 - PP5-7 (K205-; 11820+).
XIS 1J	XISLI - PP5-2 - PP516 - PP512 - XSJ (K205-; 11820+).
XIS 2J	XISLI - PP5-2 - PP517 - PP515 - PP511 - PP5-7 (K205-; 11820+).

LOST COMMS  
 Refer to 10-1P pages.  
 COMMS

LXI 1J  
 MEB 1J  
 XIS 1J, XIS 2J  
 RNAV ARRIVALS  
 (RWYS 03, 04)

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 RNAV STAR

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CHANGES: General notes: Altitude restriction at PP533 established.

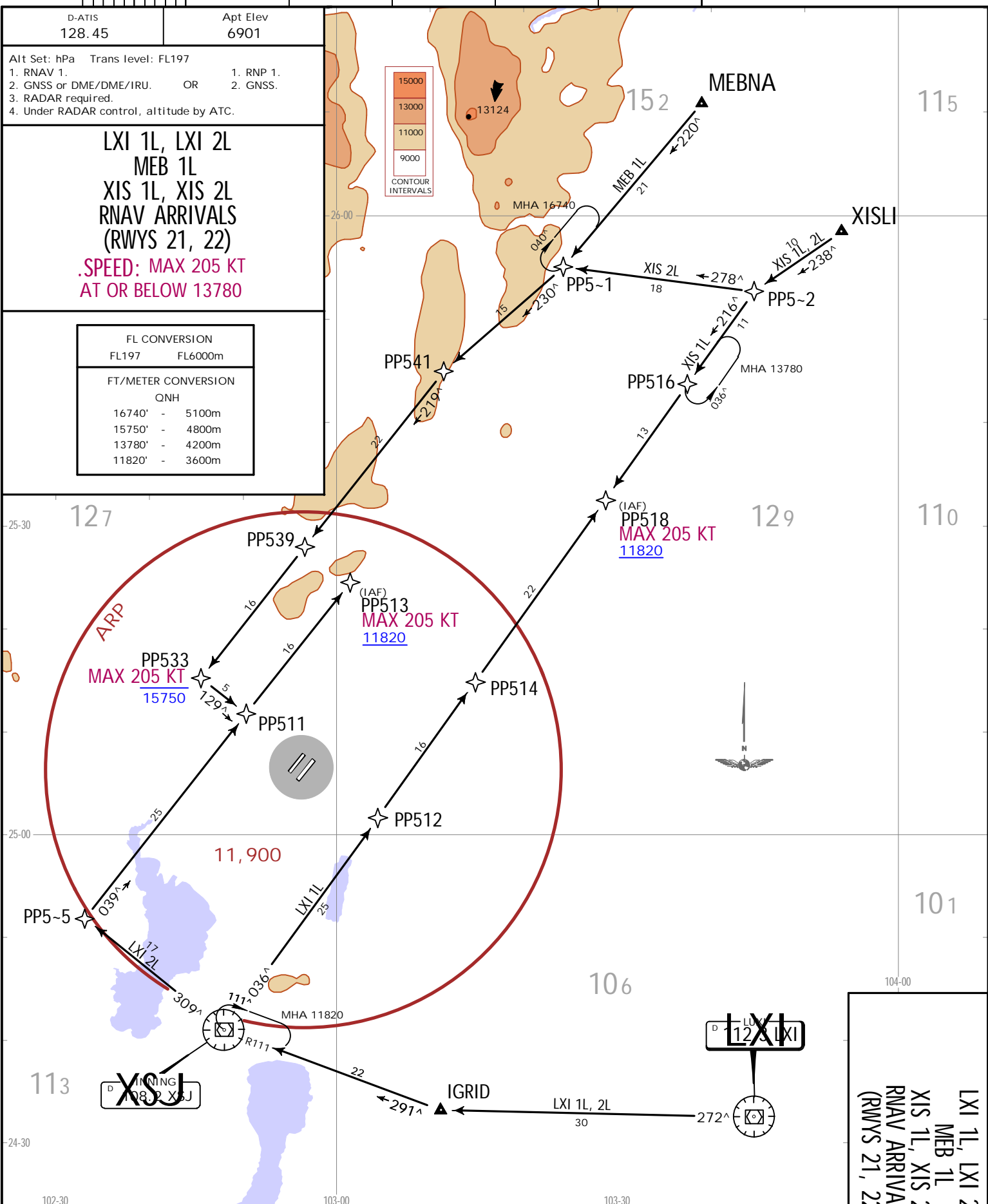
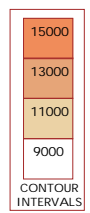
D-ATIS 128.45  
Apt Elev 6901  
Alt Set: hPa Trans level: FL197  
1. RNAV 1. 1. RNP 1.  
2. GNSS or DME/IRU. OR 2. GNSS.  
3. RADAR required.  
4. Under RADAR control, altitude by ATC.

LXI 1L, LXI 2L  
MEB 1L  
XIS 1L, XIS 2L  
RNAV ARRIVALS  
(RWYS 21, 22)  
**.SPEED: MAX 205 KT  
AT OR BELOW 13780**

FL CONVERSION	
FL197	FL6000m
16740'	- 5100m
15750'	- 4800m
13780'	- 4200m
11820'	- 3600m

FT/METER CONVERSION	
QNH	
16740'	- 5100m
15750'	- 4800m
13780'	- 4200m
11820'	- 3600m



STAR	ROUTING
LXI 1L	LXI - IGRID - XSJ - PP512 - PP514 - PP518 (K205-; 11820+).
LXI 2L	LXI - IGRID - XSJ - PP5-5 - PP511 - PP513 (K205-; 11820+).
MEB 1L	MEBNA - PP5-1 - PP541 - PP539 - PP533 (K205-; 15750-) - PP511 - PP513 (K205-; 11820+).
XIS 1L	XISLI - PP5-2 - PP516 - PP518 (K205-; 11820+).
XIS 2L	XISLI - PP5-2 - PP5-1 - PP541 - PP539 - PP533 (K205-; 15750-) - PP511 - PP513 (K205-; 11820+).

LOST COMMS ▼ LOST COMMS ▼  
Refer to 10-1P pages.  
LOST ▲ COMMS ▲ COMMS ▲

LXI 1L, LXI 2L  
MEB 1L  
XIS 1L, XIS 2L  
RNAV ARRIVALS  
(RWYS 21, 22)

ZPPP/KMG  
CHANGSHUI  
JEPPESSEN  
4 SEP 20 10-2C Eff. 9.Sep.1600Z.  
KUNMING, PR OF CHINA  
RNAV.STAR

# KUNMING, PR OF CHINA .RNAV.STAR.

ZPPP/KMG  
CHANGSHUI  
4 SEP 20  
Eff. 9. Sep. 1600Z. (10-2D)

D-ATIS  
128.45

Apt Elev  
6901

Alt Set: hPa Trans level: FL197

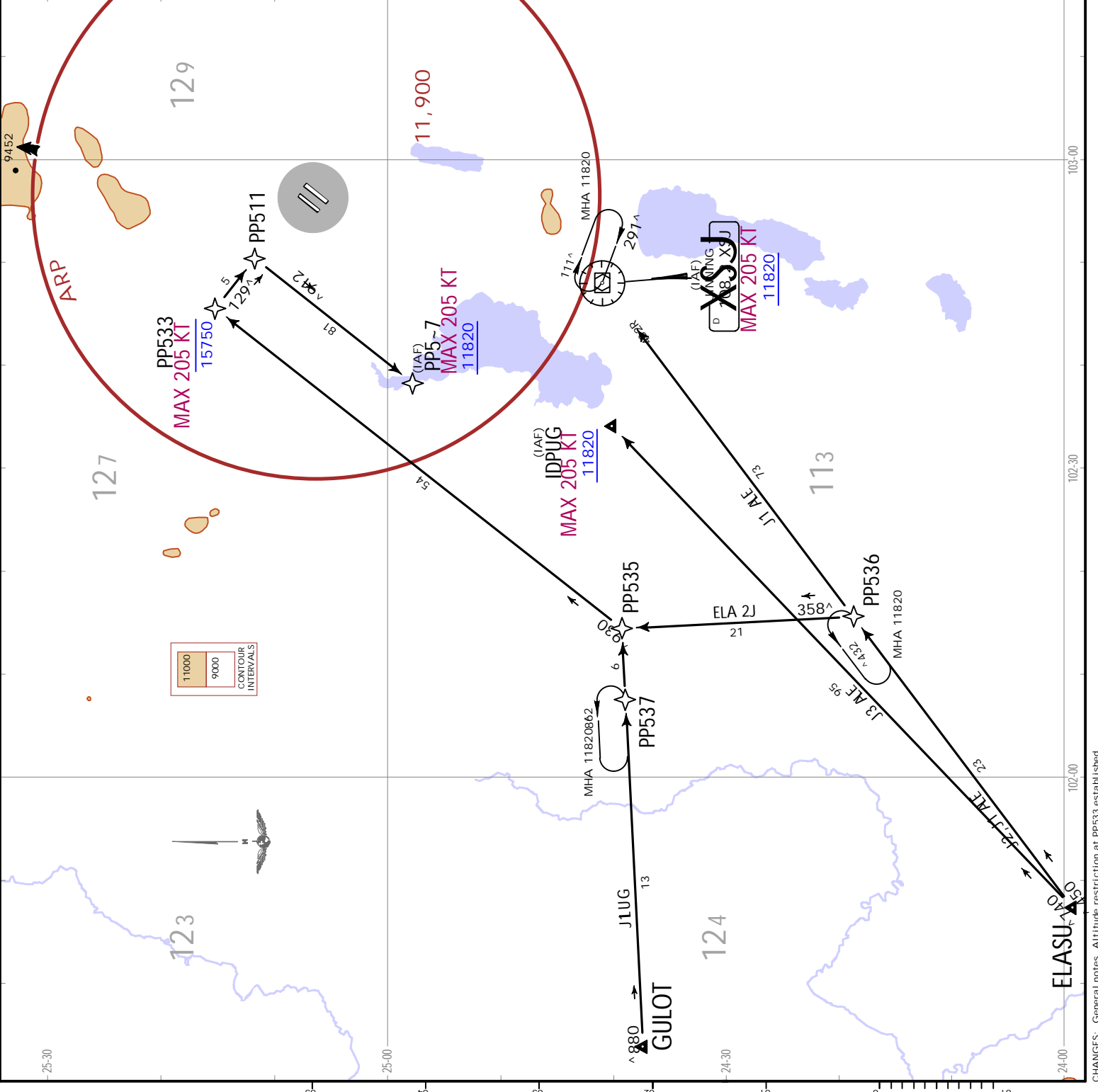
1. RNAV 1.  
2. GNSS or DME/DME/IRU. OR  
3. RADAR required.  
4. Under RADAR control, altitude by ATC.

ELA 1J, ELA 2J  
ELA 3J, GUL 1J  
RNAV ARRIVALS  
(RWYS 03, 04)  
.SPEED: MAX 205 KT  
AT OR BELOW 13780

STAR	ROUTING
ELA 1J	ELASU - PP536 - XSJ (K205-; 11820+).
ELA 2J	ELASU - PP536 - PP535 - PP533 (K205-; 15750-) - PP511 - PP5-7 (K205-; 11820+).
ELA 3J	ELASU - IDPUG (K205-; 11820+).
GUL 1J	GULOT - PP537 - PP535 - PP533 (K205-; 15750-) - PP511 - PP5-7 (K205-; 11820+).

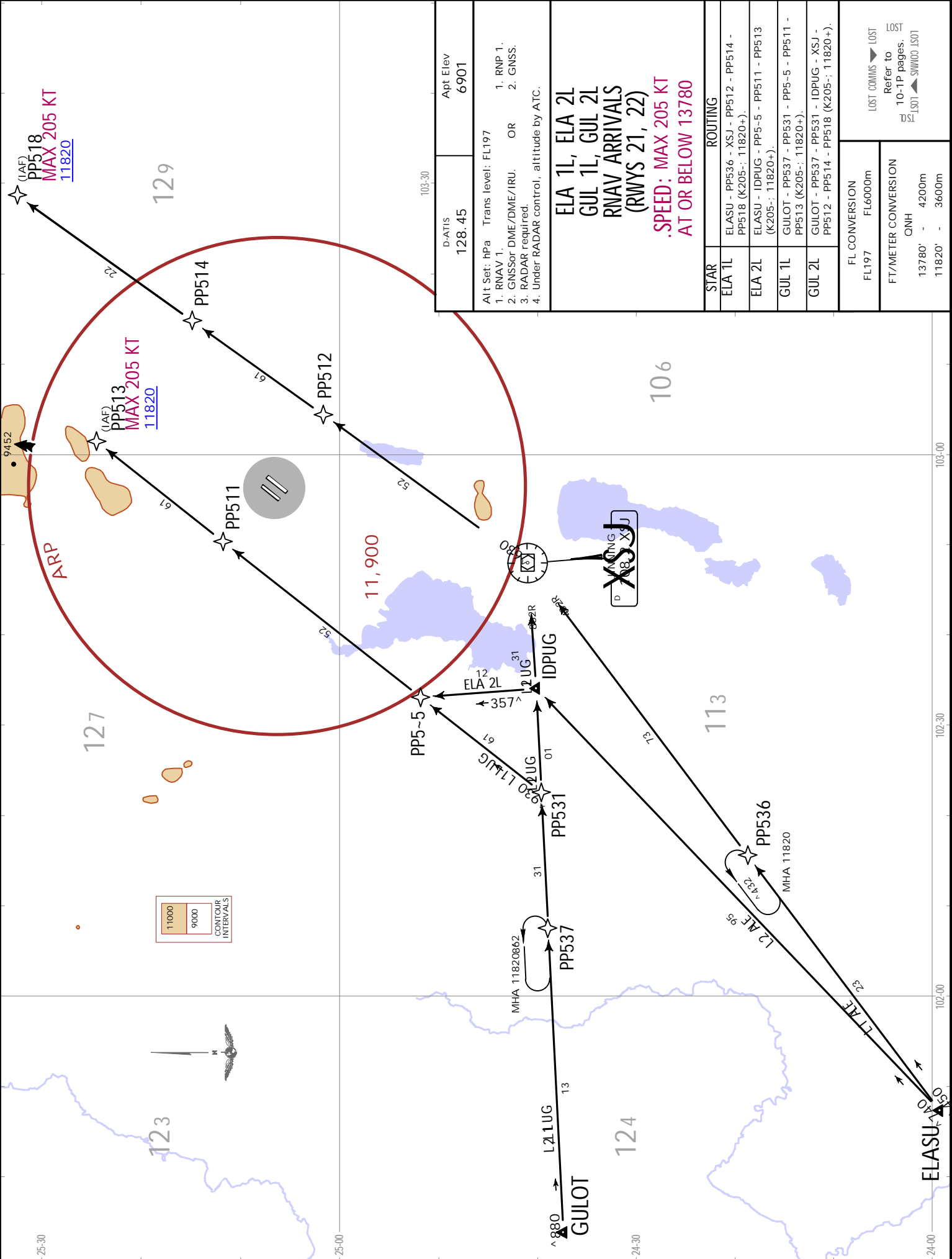
FL CONVERSION	FL6000m
FL197	FL6000m
FT/METER CONVERSION	QNH
15750'	4800m
13780'	4200m
11820'	3600m

LOST COMMS → LOST COMMS → LOST  
Refer to 10-1P pages.  
SWIMMO LSOT → SWIMMO LSOT



**JEPPESEN**  
 4 SEP 20 (10-2E) Eff. 9. Sep. 1600Z.  
**KUNMING, PR OF CHINA**  
 .RNAV.STAR

**ZPPP/KMG**  
 CHANGSHUI



D-ATIS  
 128.45  
 Apt Elev  
 6901

Ait Set: hPa Trans level: FL197  
 1. RNAV 1, OR 2. GNSS.  
 3. GNSSor DME/DME/IRU. OR 2. GNSS.  
 4. Under RADAR control, altitude by ATC.

**ELA 1L, ELA 2L**  
**GUL 1L, GUL 2L**  
**RNAV ARRIVALS**  
**(RWYS 21, 22)**  
**.SPEED: MAX 205 KT**  
**AT OR BELOW 13780**

STAR	ROUTING
ELA 1L	ELASU - PP536 - XSJ - PP512 - PP514 - PP518 (K205-; 11820+).
ELA 2L	ELASU - IDPUG - PP5-5 - PP511 - PP513 (K205-; 11820+).
GUL 1L	GULOT - PP537 - PP531 - PP5-5 - PP511 - PP513 (K205-; 11820+).
GUL 2L	GULOT - PP537 - PP531 - IDPUG - XSJ - PP512 - PP514 - PP518 (K205-; 11820+).

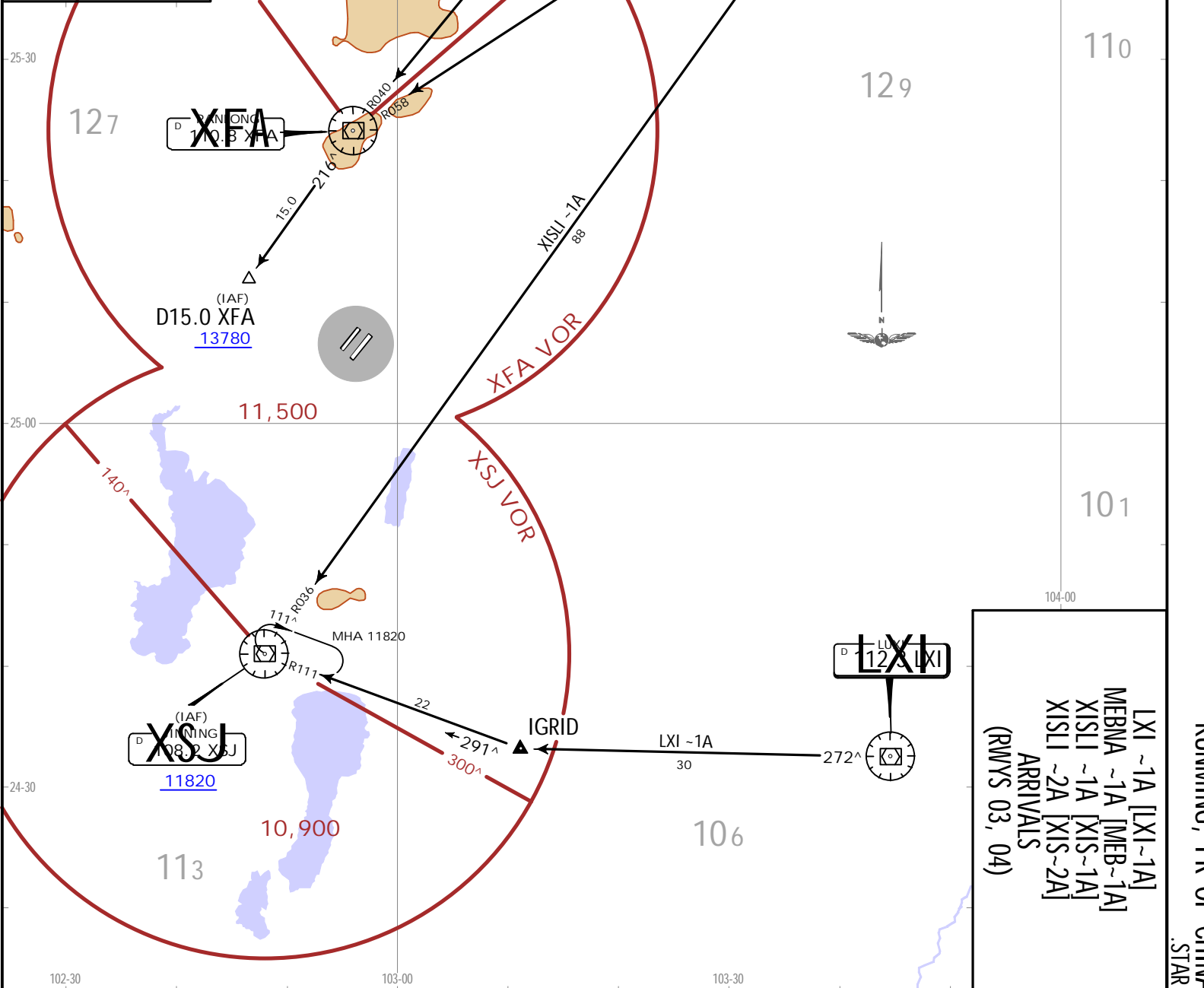
FL CONVERSION	
FL197	FL6000m
FT/METER CONVERSION	
CNH	
13780'	4200m
11820'	3600m

CHANGES: Speed restriction: chart: re-rendered

ZPPP/KMG  
CHANGSHUI .EFT.17 JUN.1600Z  
JEPPESSEN  
12 JUN 20  
10-2F

D-ATIS 128.45	Apt Elev 6901
Alt Set: hPa Trans level: FL197	
LXI ~1A [LXI~1A] MEBNA ~1A [MEB~1A] XISLI ~1A [XIS~1A] XISLI ~2A [XIS~2A] ARRIVALS (RWYS 03, 04) .SPEED: INITIAL APPROACH MAX 205 KT	

FL CONVERSION	
FL197	FL6000m
FT/METER CONVERSION	
QNH	
16740'	- 5100m
13780'	- 4200m
11820'	- 3600m
LOST COMMS	
LOST	LOST
Refer to 10-1P pages.	



LXI ~1A [LXI~1A] MEBNA ~1A [MEB~1A] XISLI ~1A [XIS~1A] XISLI ~2A [XIS~2A] ARRIVALS (RWYS 03, 04)
---

KUNMING, PR OF CHINA  
STAR

JEPPESSEN, 2020. ALL RIGHTS RESERVED.



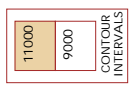
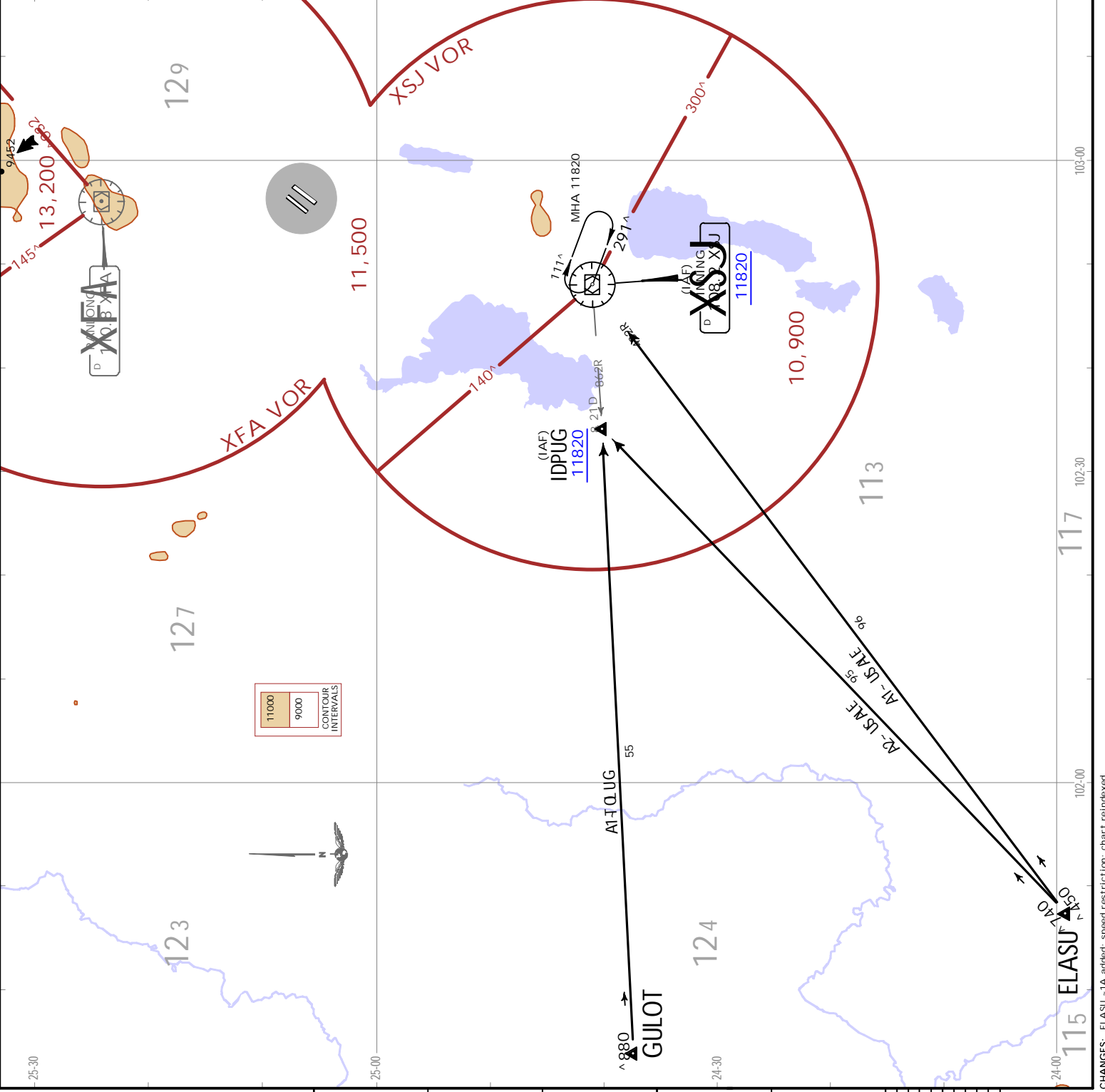


**KUNMING, PR OF CHINA**  
STAR.

**ZPPP/KMG**  
CHANGSHUI .Eff. 17 Jun. 1600Z. (10-2H)

D-ATIS 128.45	Apt Elev 6901
Alt Set: hPa Trans level: FL197	
ELASU ~1A [ELA~1A] ELASU ~2A [ELA~2A] GULOT ~1A [GUL~1A]	
ARRIVALS (RWYS 03, 04) .SPEED: INITIAL APPROACH MAX 205 KT	

FL CONVERSION FL197 FL6000m
FT/METER CONVERSION QNH 11820' - 3600m
LOST COMMS Refer to 10-1P pages. SWW03 JS01 SWW03 JS01



**JEPPESEN**  
 12 JUN 20 (10-2J) .Eff. 17 Jun. 1600Z.  
**ZPPP/KMG**  
 CHANGSHUI

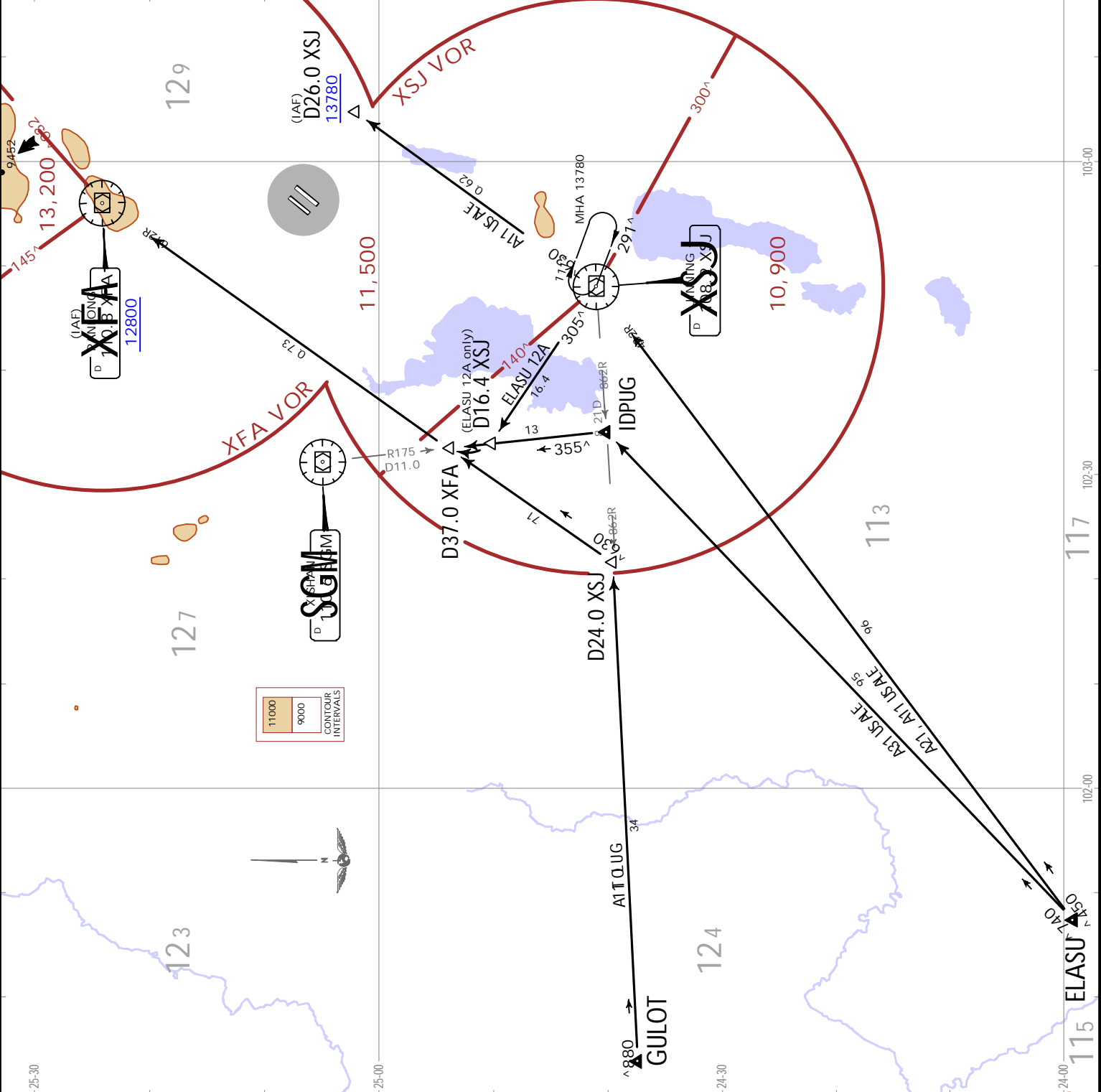
**KUNMING, PR OF CHINA**  
 .STAR.

D-ATIS 128.45  
 Apt Elev 6901  
 Alt Set: hPa Trans level: FL197

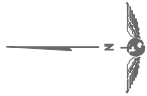
ELASU 11A [ELA11A]  
 ELASU 12A [ELA12A]  
 ELASU 13A [ELA13A]  
 GULOT 11A [GUL11A]

ARRIVALS  
 (RWYS 21, 22)  
 .SPEED: INITIAL APPROACH  
 MAX 205 KT

FL CONVERSION  
 FL197 FL6000m  
 FT/METER CONVERSION  
 ONH  
 13780' - 4200m  
 12800' - 3900m  
 LOST COMMS  
 LOST COMMS  
 Refer to 10-1P pages.  
 LOST  
 SWW03 LS01 SWW00 LS01



11000  
 9000  
 CONTOUR  
 INTERVALS

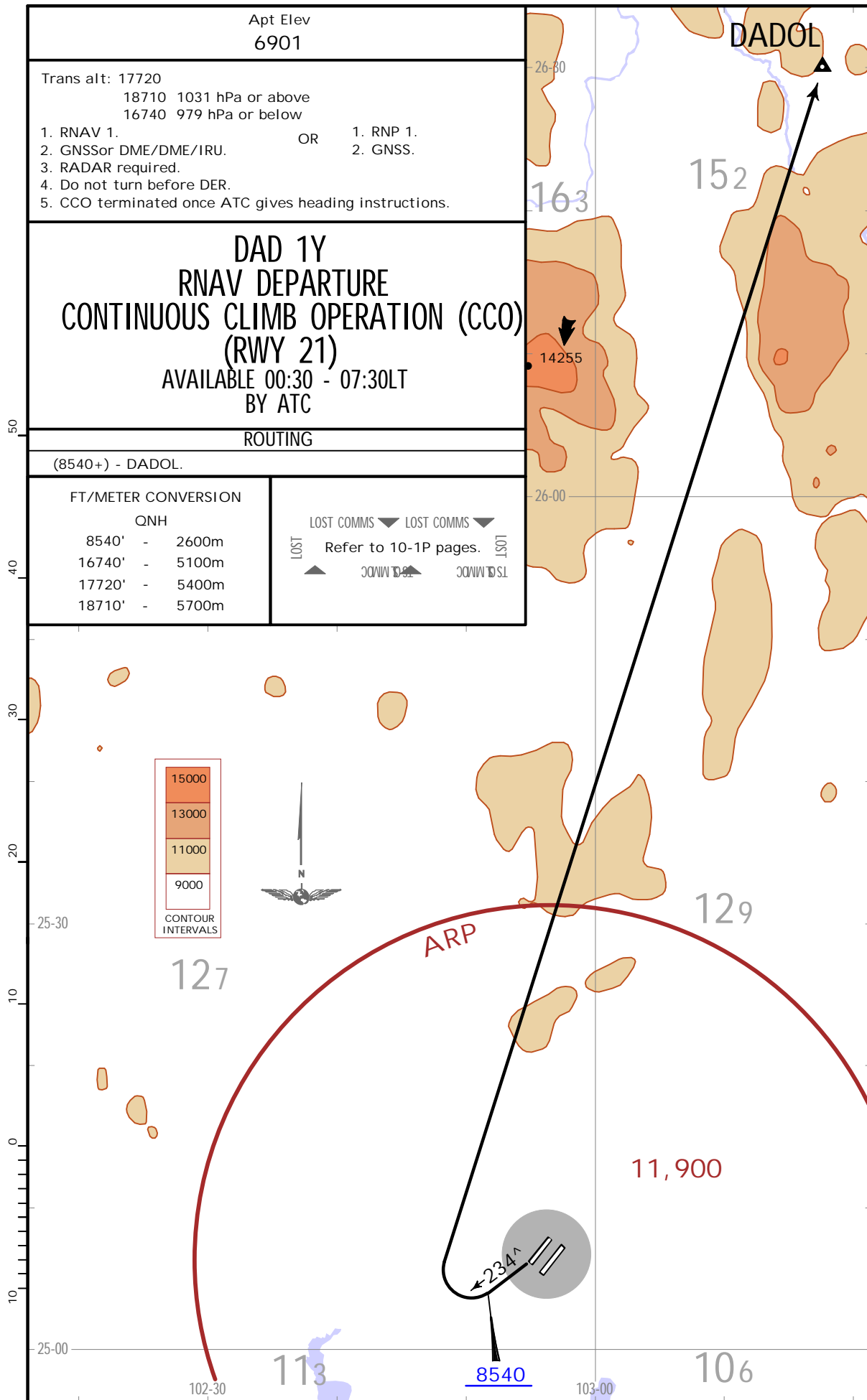


ZPPP/KMG  
CHANGSHUI

10 DEC 21 **10-3**

**KUNMING, PR OF CHINA**  
.RNAV.SID.

Apt Elev 6901	
Trans alt: 17720 18710 1031 hPa or above 16740 979 hPa or below	
1. RNAV 1. 2. GNSSor DME/DME/IRU. 3. RADAR required. 4. Do not turn before DER. 5. CCO terminated once ATC gives heading instructions.	OR 1. RNP 1. 2. GNSS.
<b>DAD 1Y</b> <b>RNAV DEPARTURE</b> <b>CONTINUOUS CLIMB OPERATION (CCO)</b> <b>(RWY 21)</b> AVAILABLE 00:30 - 07:30LT BY ATC	
ROUTING	
(8540+) - DADOL.	
FT/METER CONVERSION	LOST COMMS ▼ LOST COMMS ▼ Refer to 10-1P pages.
QNH	LOST ▲ ▲ ▲ ▲ ▲ LOST
8540' - 2600m	
16740' - 5100m	
17720' - 5400m	
18710' - 5700m	



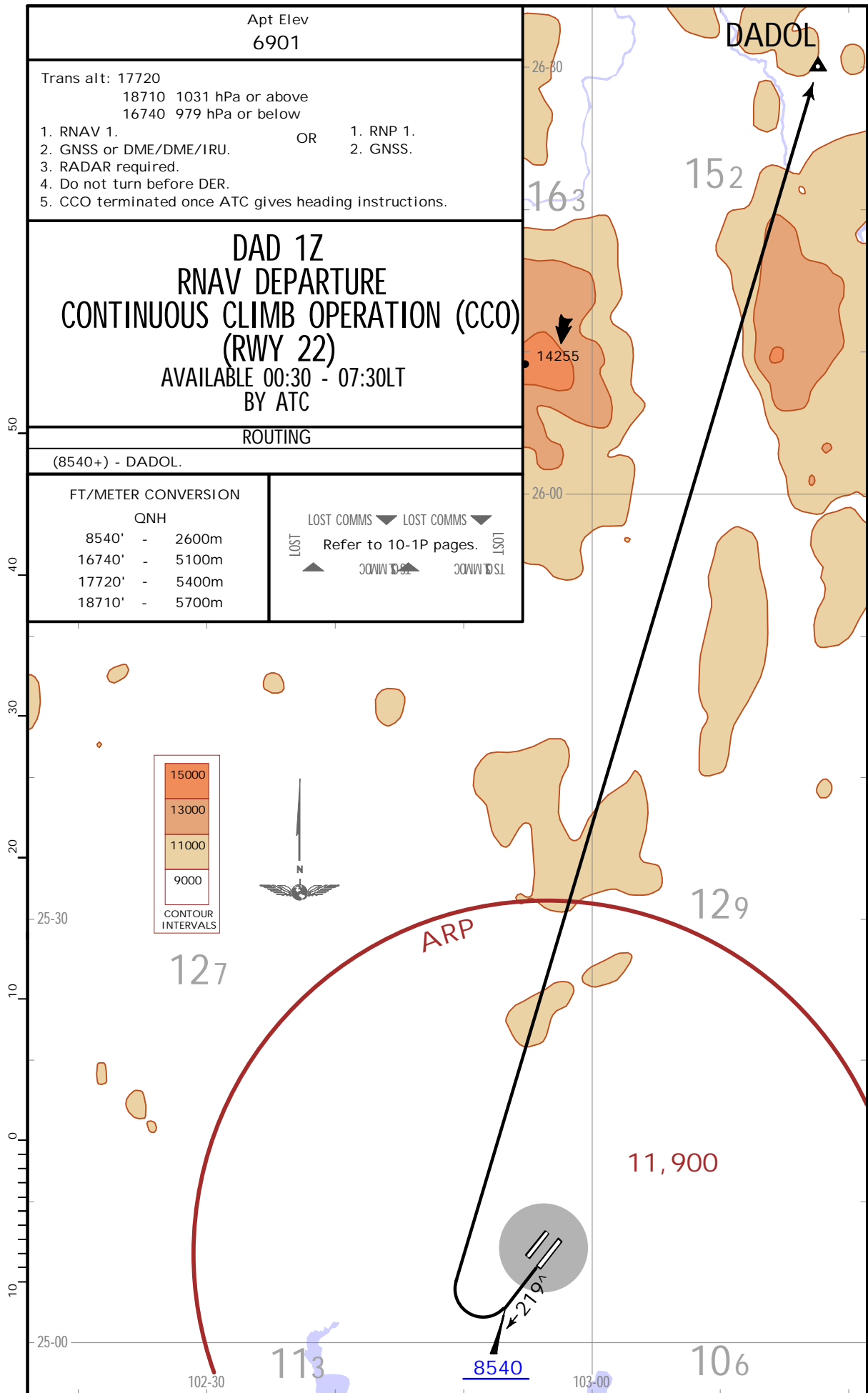
CHANGES: CCO time of availability.

ZPPP/KMG  
CHANGSHUI

JEPPESEN  
10 DEC 21 (10-3A)

KUNMING, PR OF CHINA  
.RNAV.SID.

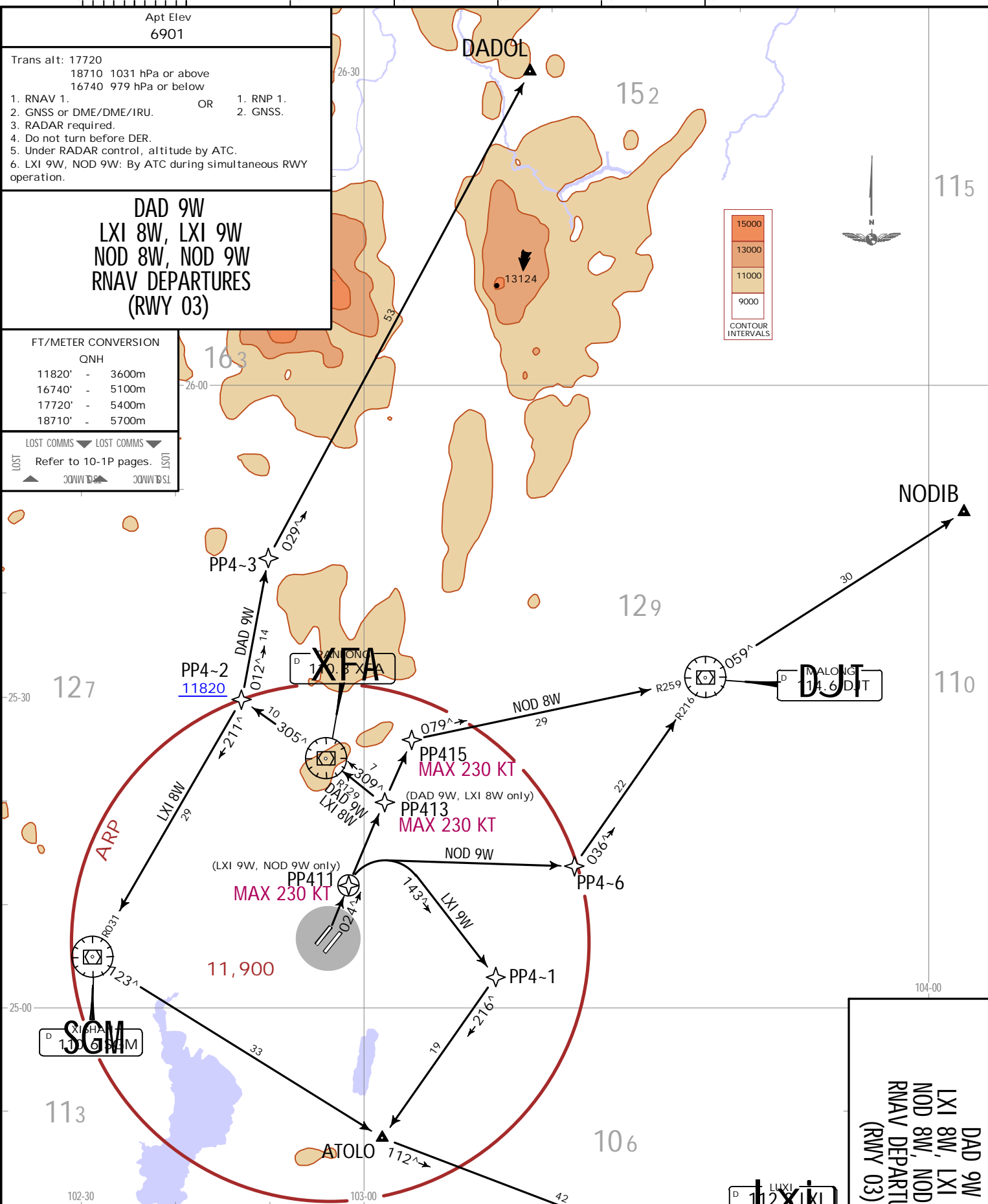
Apt Elev 6901													
Trans alt: 17720 18710 1031 hPa or above 16740 979 hPa or below													
1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Do not turn before DER. 5. CCO terminated once ATC gives heading instructions.	OR 1. RNP 1. 2. GNSS.												
<b>DAD 1Z</b> <b>RNAV DEPARTURE</b> <b>CONTINUOUS CLIMB OPERATION (CCO)</b> <b>(RWY 22)</b> <b>AVAILABLE 00:30 - 07:30LT</b> <b>BY ATC</b>													
ROUTING													
(8540+) - DADOL.													
<table border="1"> <thead> <tr> <th colspan="2">FT/METER CONVERSION</th> </tr> <tr> <th colspan="2">QNH</th> </tr> </thead> <tbody> <tr> <td>8540'</td> <td>- 2600m</td> </tr> <tr> <td>16740'</td> <td>- 5100m</td> </tr> <tr> <td>17720'</td> <td>- 5400m</td> </tr> <tr> <td>18710'</td> <td>- 5700m</td> </tr> </tbody> </table>	FT/METER CONVERSION		QNH		8540'	- 2600m	16740'	- 5100m	17720'	- 5400m	18710'	- 5700m	<p>LOST COMMS ▼ LOST COMMS ▼</p> <p>Refer to 10-1P pages.</p> <p>LOST ▲ ▲ ▲ ▲ LOST</p>
FT/METER CONVERSION													
QNH													
8540'	- 2600m												
16740'	- 5100m												
17720'	- 5400m												
18710'	- 5700m												



CHANGES: CCO time of availability.

CHANGES: KIBES SIDS replaced by NODIB SIDS.

ZPPP/KMG  
CHANGSHUI  
EFF. 24 MAR. 1600Z  
JEPPESSEN  
19 MAR. 21  
10-3B



SID	ROUTING
DAD 9W	PP413 (K230-) - XFA - PP4-2 (11820+) - PP4-3 - DADOL.
LXI 8W	PP413 (K230-) - XFA - PP4-2 (11820+) - SGM - ATOLO - LXI.
LXI 9W	PP411 (K230-) - PP4-1 - ATOLO - LXI.
NOD 8W By ATC	PP415 (K230-) - DJT - NODIB.
NOD 9W	PP411 (K230-) - PP4-6 - DJT - NODIB.

**DAD 9W**  
**LXI 8W, LXI 9W**  
**NOD 8W, NOD 9W**  
**RNAV DEPARTURES (RWY 03)**

**KUNMING, PR OF CHINA**  
RNAV SID.

CHANGES: KIBES SIDS replaced by NODIB SIDS.

Apt Elev  
6901

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

1. RNAV 1. OR 1. RNP 1.  
2. GNSS or DME/DME/IRU. 2. GNSS.  
3. RADAR required.  
4. Do not turn before DER.  
5. Under RADAR control, altitude by ATC.  
6. DAD 9X: By ATC during simultaneous RWY operation.

**DAD 9X  
LXI 9X  
NOD 8X, NOD 9X  
RNAV DEPARTURES  
(RWY 04)**

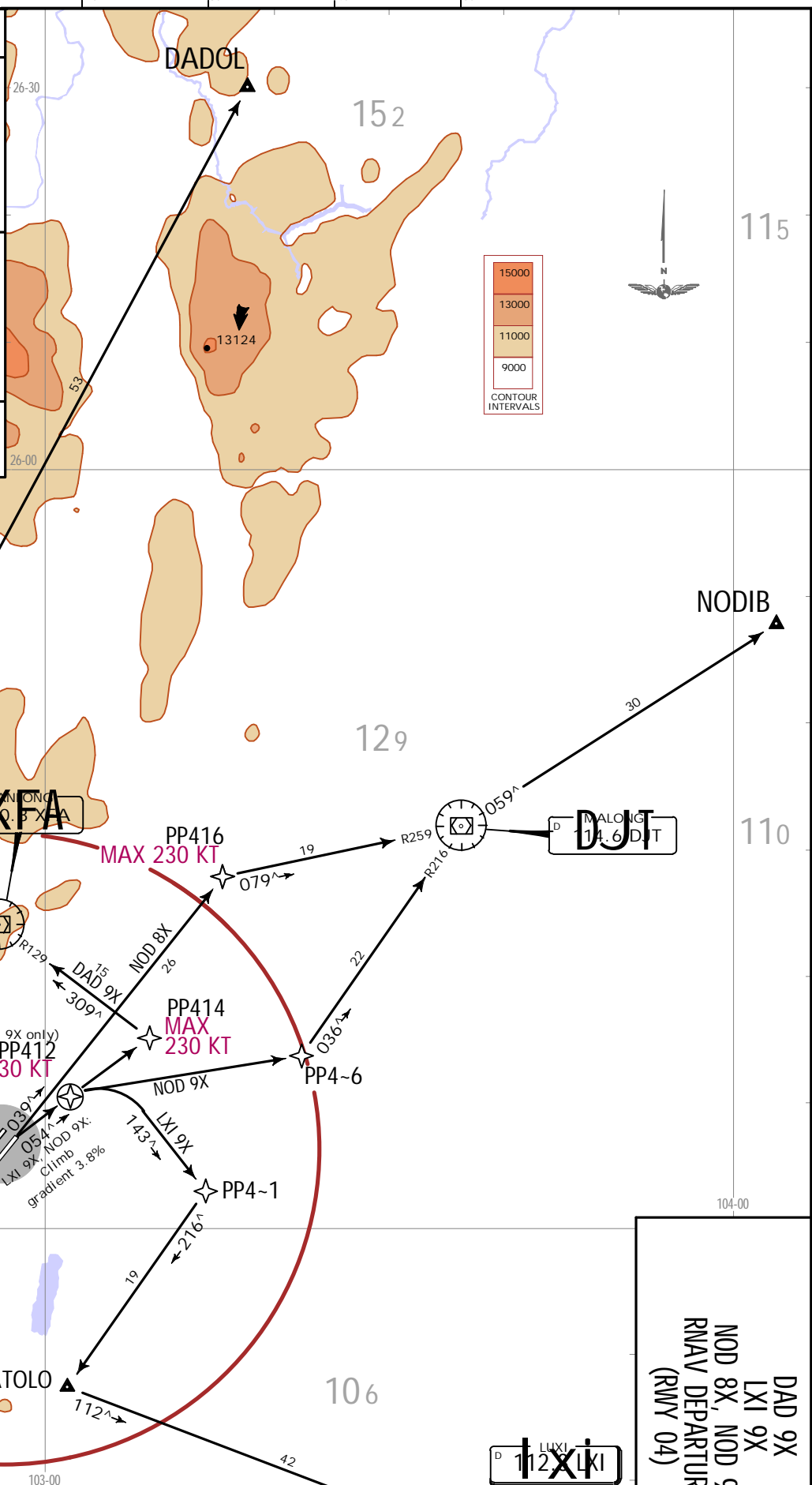
Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

FT/METER CONVERSION

QNH

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

LOST COMMS Refer to 10-1P pages.



SID	ROUTING
DAD 9X	PP414 (K230-) - XFA - PP4-2 (11820+) - PP4-3 - DADOL.
LXI 9X	PP412 (K230-) - PP4-1 - ATOLO - LXI.
NOD 8X By ATC	PP416 (K230-) - DJT - NODIB.
NOD 9X	PP412 (K230-) - PP4-6 - DJT - NODIB.

**DAD 9X  
LXI 9X  
NOD 8X, NOD 9X  
RNAV DEPARTURES  
(RWY 04)**

ZPPP/KMG  
CHANGSHUI

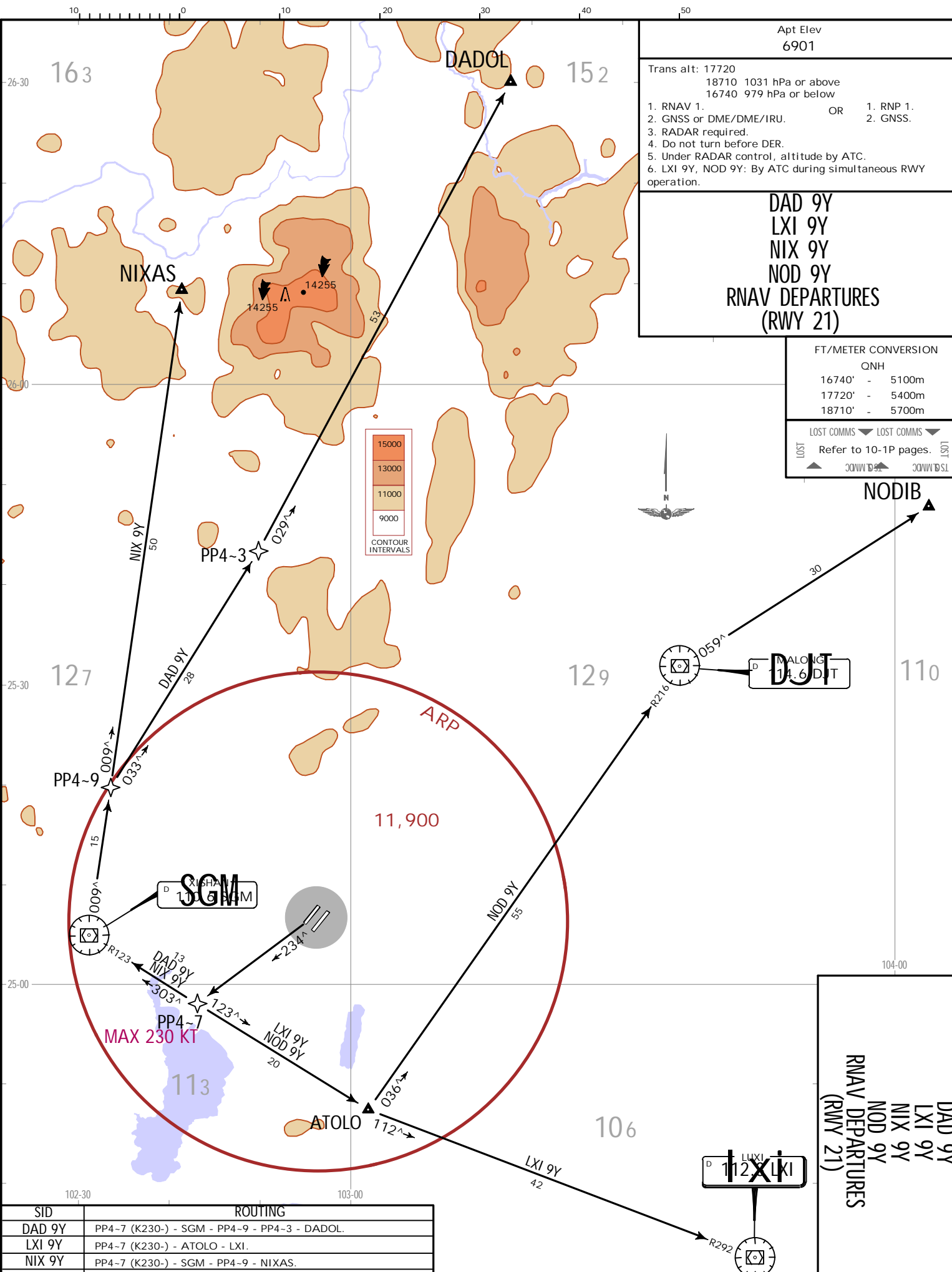
JEPPesen  
19 MAR 21 10-3C  
Eff: 24. Mar. 1600Z.

KUNMING, PR OF CHINA  
RNAV SID

CHANGES: Procedure NIX 9Y established

JEPPESSEN, 2020, 2021. ALL RIGHTS RESERVED.

ZPPP/KMG  
CHANGSHUI Eff: 19 May 1600Z  
14 MAY 21  
JEPPESSEN  
10-3D



Apt Elev  
6901

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

1. RNAV 1. OR 1. RNP 1.  
2. GNSS or DME/DME/IRU. 2. GNSS.  
3. RADAR required.  
4. Do not turn before DER.  
5. Under RADAR control, altitude by ATC.  
6. LXI 9Y, NOD 9Y: By ATC during simultaneous RWY operation.

DAD 9Y  
LXI 9Y  
NIX 9Y  
NOD 9Y  
RNAV DEPARTURES  
(RWY 21)

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

LOST COMMS Refer to 10-1P pages.

15000  
13000  
11000  
9000  
CONTOUR INTERVALS



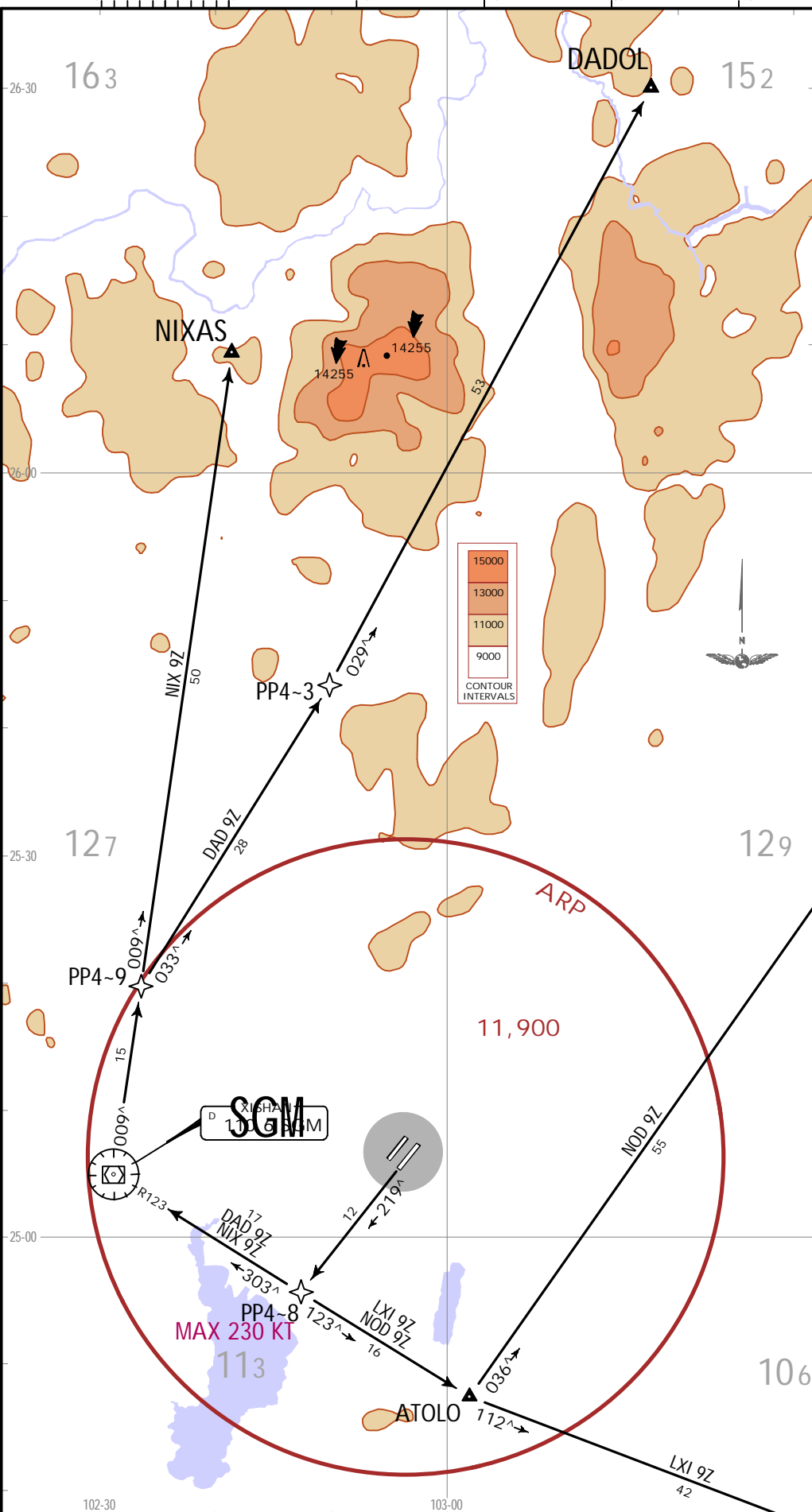
SID	ROUTING
DAD 9Y	PP4-7 (K230-) - SGM - PP4-9 - PP4-3 - DADOL.
LXI 9Y	PP4-7 (K230-) - ATOLO - LXI.
NIX 9Y	PP4-7 (K230-) - SGM - PP4-9 - NIXAS.
NOD 9Y	PP4-7 (K230-) - ATOLO - DJT - NODIB.

DAD 9Y  
LXI 9Y  
NIX 9Y  
NOD 9Y  
RNAV DEPARTURES  
(RWY 21)

KUNMING, PR OF CHINA  
RNAV SID.



CHANGES: Procedure NIX 9Z established



Apt Elev  
6901

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

1. RNAV 1. OR 1. RNP 1.  
2. GNSS or DME/DME/IRU. 2. GNSS.  
3. RADAR required.  
4. Under RADAR control, altitude by ATC.  
5. DAD 9Z, NIX 9Z: By ATC during simultaneous RWY operation.

**DAD 9Z**  
**LXI 9Z**  
**NIX 9Z**  
**NOD 9Z**  
**RNAV DEPARTURES**  
**(RWY 22)**

FT/METER CONVERSION

QNH	
16740'	5100m
17720'	5400m
18710'	5700m

LOST COMMS Refer to 10-1P pages.

SID	ROUTING
DAD 9Z	PP4-8 (K230-) - SGM - PP4-9 - PP4-3 - DADOL.
LXI 9Z	PP4-8 (K230-) - ATOLO - LXI.
NIX 9Z	PP4-8 (K230-) - SGM - PP4-9 - NIXAS.
NOD 9Z	PP4-8 (K230-) - ATOLO - DJT - NODIB.

**DAD 9Z**  
**LXI 9Z**  
**NIX 9Z**  
**NOD 9Z**  
**RNAV DEPARTURES**  
**(RWY 22)**

ZPPP/KMG  
CHANGSHUI  
14 MAY 21 10:3E . EFT: 19 May: 1600Z.  
JEPPESSEN  
KUNMING, PR OF CHINA  
RNAV SID

CHANGES: General notes

ZPPP/KMG  
CHANGSHUI  
Eff. 9 Sep. 1600Z.  
JEPPESSEN  
4 SEP 20  
10-3F

Apt Elev  
6901

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

1. RNAV 1. OR 1. RNP 1.  
2. GNSS or DME/DME/IRU. 2. GNSS.  
3. RADAR required.  
4. Do not turn before DER.  
5. Under RADAR control, altitude by ATC.

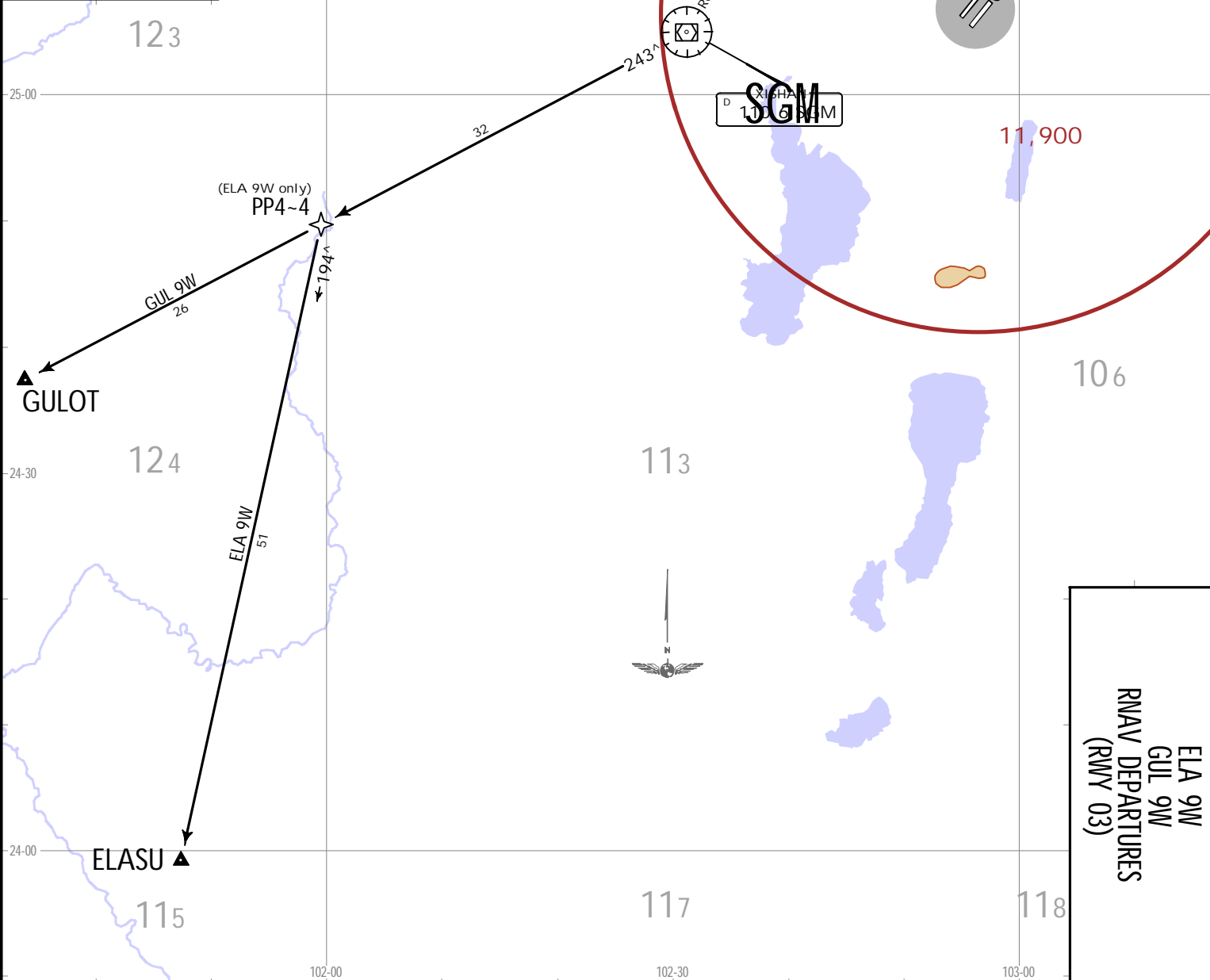
**ELA 9W  
GUL 9W  
RNAV DEPARTURES  
(RWY 03)**

SID	ROUTING
ELA 9W	PP413 (K230-) - XFA - PP4-2 (11820+) - SGM - PP4-4 - ELASU.
GUL 9W	PP413 (K230-) - XFA - PP4-2 (11820+) - SGM - GULOT.

FT/METER CONVERSION

QNH	
11820'	- 3600m
16740'	- 5100m
17720'	- 5400m
18710'	- 5700m

LOST COMMS ▼ LOST COMMS ▼  
Refer to 10-1P pages.



**ELA 9W  
GUL 9W  
RNAV DEPARTURES  
(RWY 03)**

KUNMING, PR OF CHINA  
RNAV SID.

JEPPESSEN, 2020. ALL RIGHTS RESERVED.

CHANGES: General notes

Apt Elev  
6901

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

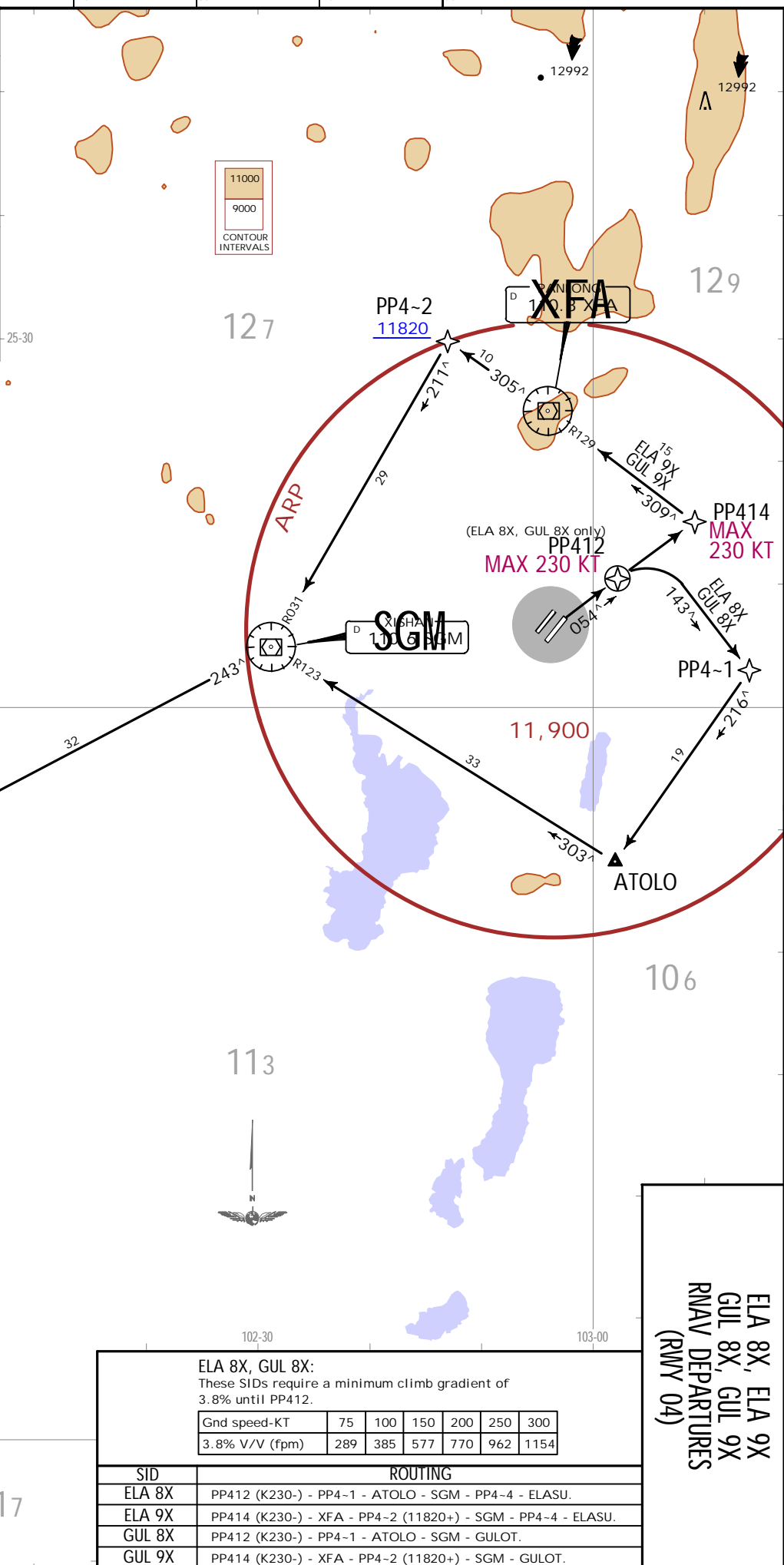
1. RNAV 1. OR 1. RNP 1.  
2. GNSS or DME/DME/IRU. OR 2. GNSS.  
3. RADAR required.  
4. Do not turn before DER.  
5. Under RADAR control, altitude by ATC.  
6. ELA 9X, GUL 9X: By ATC during simultaneous RWY operation.

**ELA 8X, ELA 9X  
GUL 8X, GUL 9X  
RNAV DEPARTURES  
(RWY 04)**

FT/METER CONVERSION

QNH	
11820'	- 3600m
16740'	- 5100m
17720'	- 5400m
18710'	- 5700m

LOST COMMS Refer to 10-1P pages.



**ELA 8X, GUL 8X:**  
These SIDs require a minimum climb gradient of 3.8% until PP412.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
ELA 8X	PP412 (K230-) - PP4-1 - ATOLO - SGM - PP4-4 - ELASU.
ELA 9X	PP414 (K230-) - XFA - PP4-2 (11820+) - SGM - PP4-4 - ELASU.
GUL 8X	PP412 (K230-) - PP4-1 - ATOLO - SGM - GULOT.
GUL 9X	PP414 (K230-) - XFA - PP4-2 (11820+) - SGM - GULOT.

**ELA 8X, ELA 9X  
GUL 8X, GUL 9X  
RNAV DEPARTURES  
(RWY 04)**

ZPPP/KMG  
CHANGSHUI

4 SEP 20 10-3G Eff: 9 Sep 1600Z.

JEPPESSEN KUNMING, PR OF CHINA  
RNAV.SID.

JEPPESSEN, 2020. ALL RIGHTS RESERVED.

CHANGES: General notes:

ZPPP/KMG  
CHANGSHUI  
EFF. 9 Sep. 1600Z.  
4 SEP 20  
JEPPESSEN  
10-3H

Apt Elev  
6901

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

1. RNAV 1. OR 1. RNP 1.  
2. GNSS or DME/DME/IRU. OR 2. GNSS.  
3. RADAR required.  
4. Do not turn before DER.  
5. Under RADAR control, altitude by ATC.

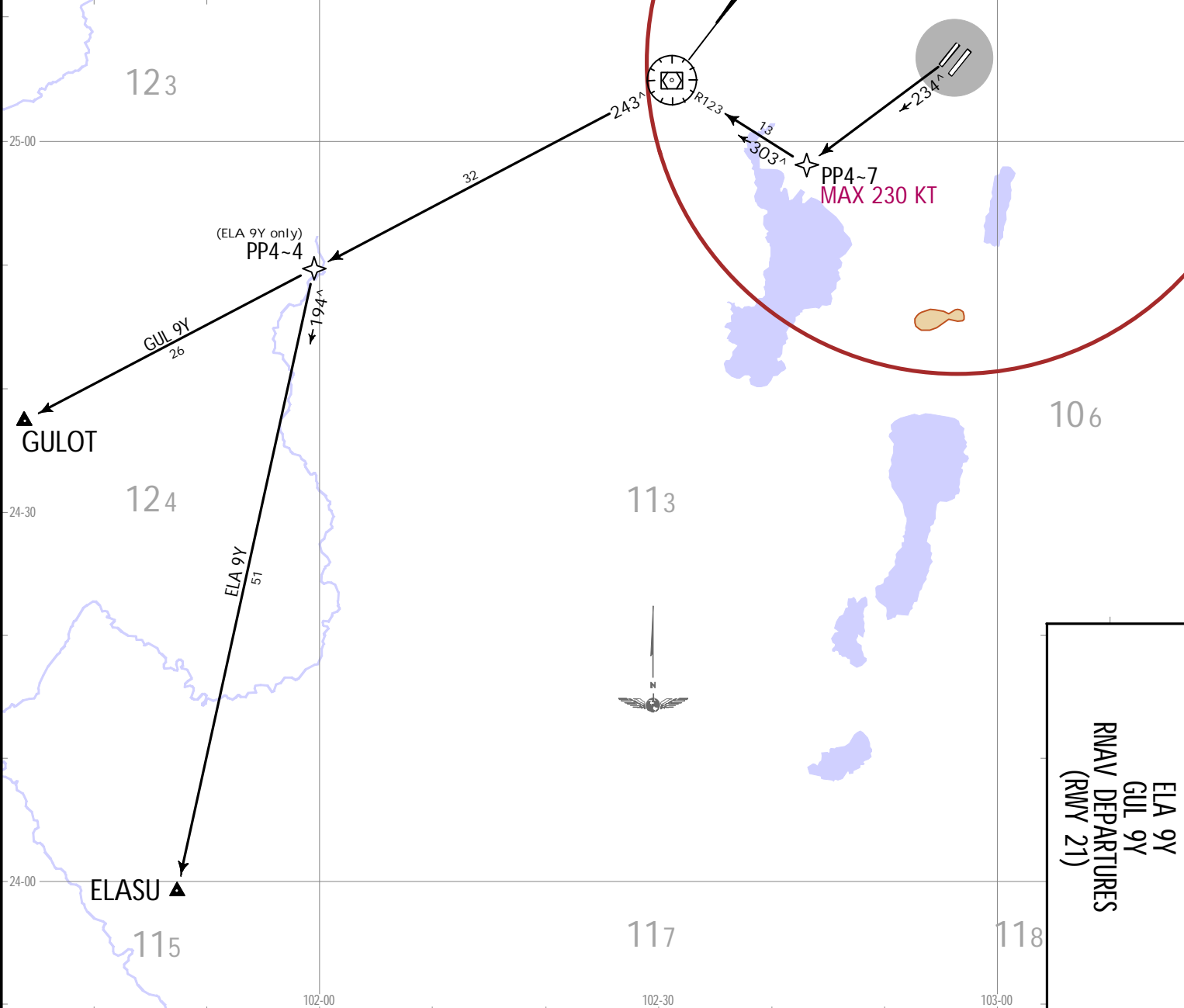
**ELA 9Y  
GUL 9Y  
RNAV DEPARTURES  
(RWY 21)**

SID	ROUTING
ELA 9Y	PP4~7 (K230-) - SGM - PP4~4 - ELASU.
GUL 9Y	PP4~7 (K230-) - SGM - GULOT.

FT/METER CONVERSION

QNH	
16740'	- 5100m
17720'	- 5400m
18710'	- 5700m

LOST COMMS ▼ LOST COMMS ▼  
Refer to 10-1P pages.



**ELA 9Y  
GUL 9Y  
RNAV DEPARTURES  
(RWY 21)**

**KUNMING, PR OF CHINA  
RNAV.SID.**

CHANGES: General notes:

Apt Elev  
6901

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

1. RNAV 1. OR 1. RNP 1.  
2. GNSS or DME/DME/IRU. OR 2. GNSS.  
3. RADAR required.  
4. Under RADAR control, altitude by ATC.  
5. Procedures by ATC during simultaneous RWY operation.

**ELA 9Z  
GUL 9Z  
RNAV DEPARTURES  
(RWY 22)**

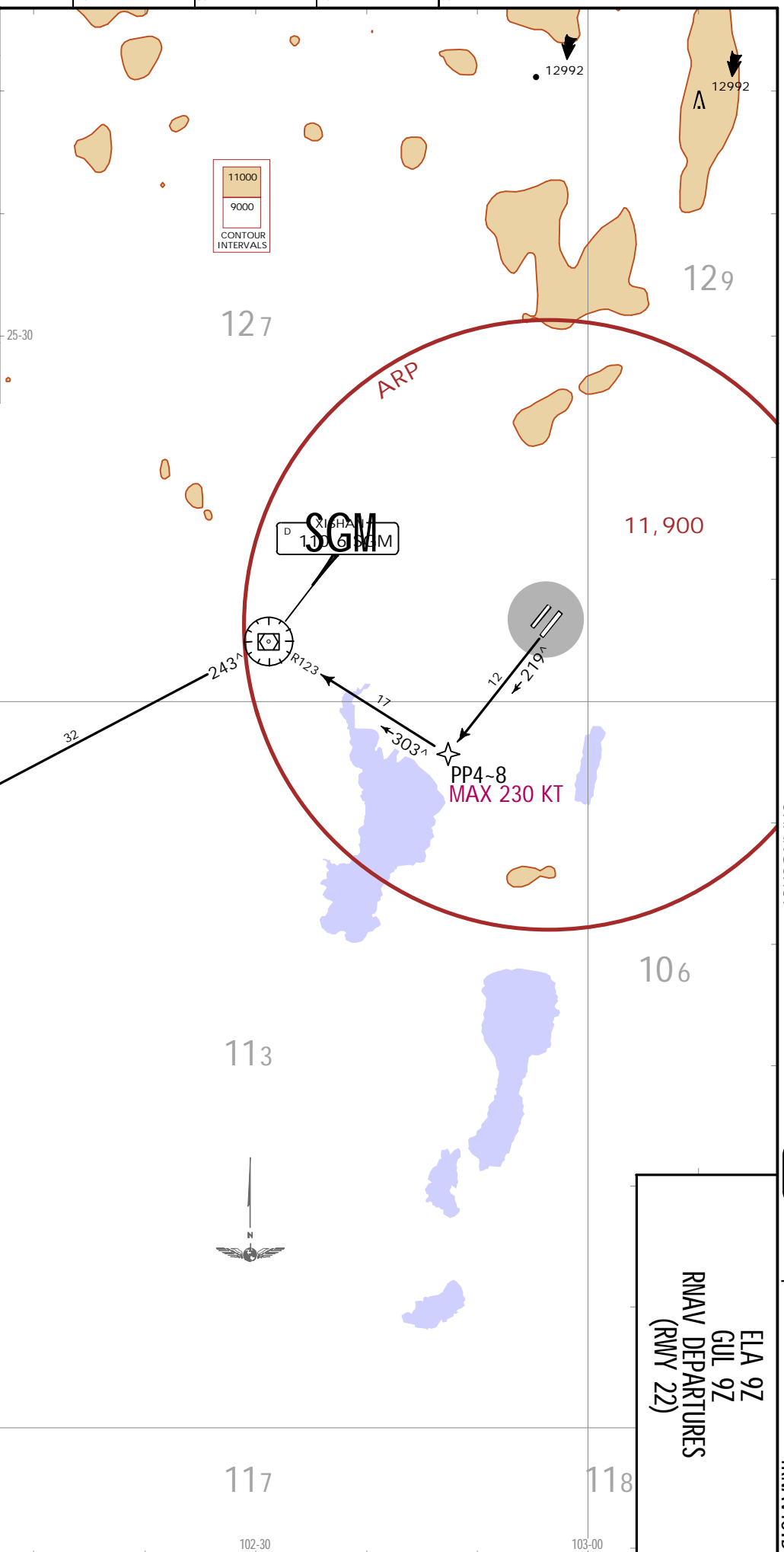
SID	ROUTING
ELA 9Z	PP4-8 (K230-) - SGM - PP4-4 - ELASU.
GUL 9Z	PP4-8 (K230-) - SGM - GULOT.

FT/METER CONVERSION

QNH

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

LOST COMMS LOST COMMS   
Refer to 10-1P pages.



**ELA 9Z  
GUL 9Z  
RNAV DEPARTURES  
(RWY 22)**

ZPPP/KMG  
CHANGSHUI

4 SEP 20 (10-3J) .EFF: 9.Sep.1600Z.

**JEPPESSEN** KUNMING, PR OF CHINA  
RNAV.SID.

JEPPESSEN, 2020. ALL RIGHTS RESERVED.

CHANGES: None

ZPPP/KMG  
CHANGSHU  
Eff: 19 May 1600Z  
JEPPESSEN  
14 MAY 21  
10-3K

Apt Elev  
6901

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

LXI ~1D, NODIB ~1D: By ATC during simultaneous RWY operation.

**DADOL ~1D [DAD~1D]  
LXI ~1D [LXI~1D]  
NODIB ~1D [NOD~1D]  
DEPARTURES  
(RWY 03)**

DADOL ~1D:  
This SID requires a minimum climb gradient of 3.9% until D11.0 IZL.

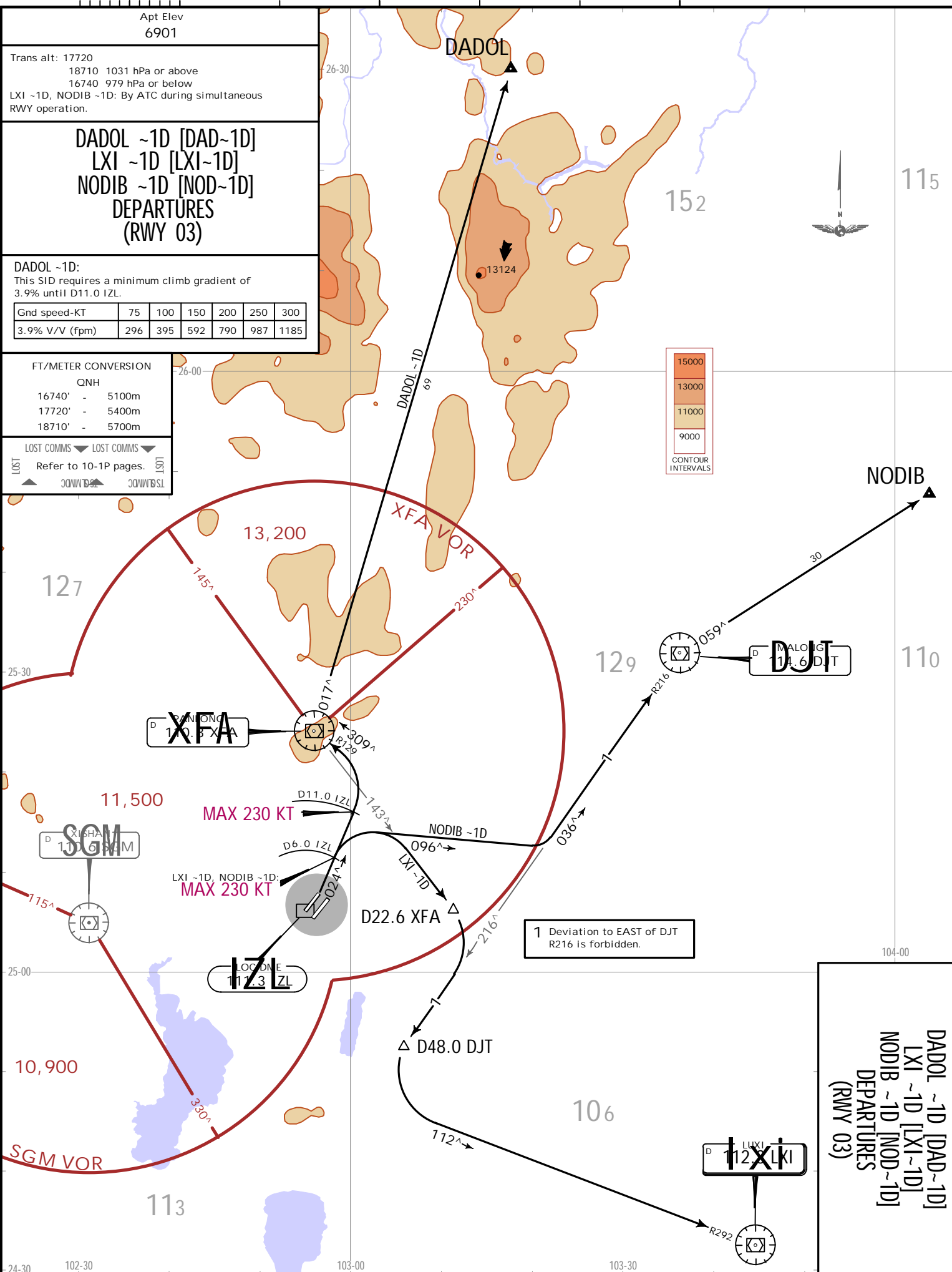
Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

FT/METER CONVERSION

QNH

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

LOST COMMS ▼ LOST COMMS ▼  
Refer to 10-1P pages.

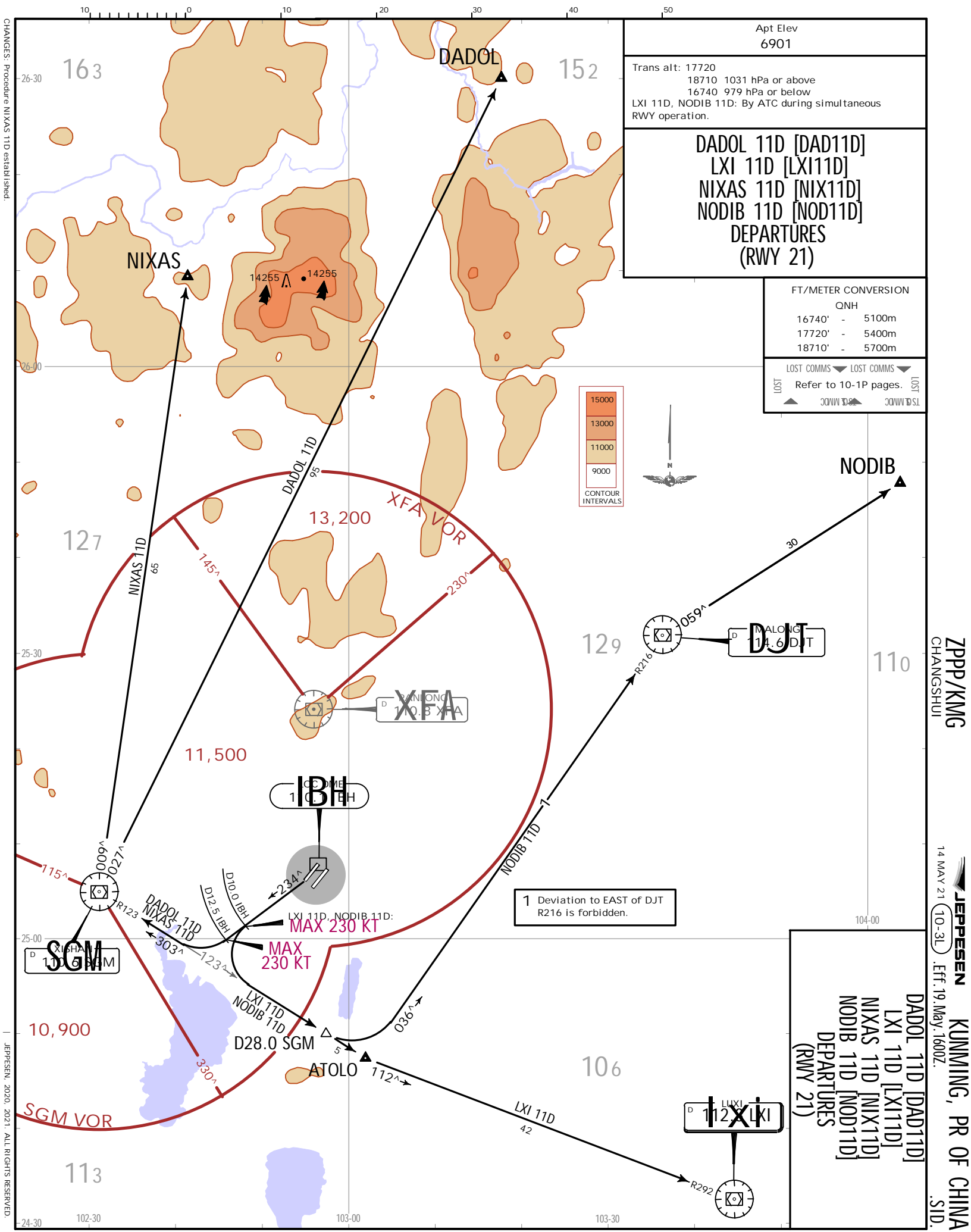


**DADOL ~1D [DAD~1D]  
LXI ~1D [LXI~1D]  
NODIB ~1D [NOD~1D]  
DEPARTURES  
(RWY 03)**

KUNMING, PR OF CHINA  
SID

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CHANGES: Procedure NIXAS 11D established.



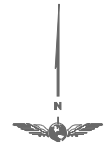
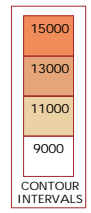
Apt Elev  
6901

Trans alt: 17720  
18710 1031 hPa or above  
16740 979 hPa or below  
LXI 11D, NODIB 11D: By ATC during simultaneous RWY operation.

**DADOL 11D [DAD11D]  
LXI 11D [LXI11D]  
NIXAS 11D [NIX11D]  
NODIB 11D [NOD11D]  
DEPARTURES  
(RWY 21)**

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

LOST COMMS ▼ LOST COMMS ▼  
Refer to 10-1P pages.



1 Deviation to EAST of DJT  
R216 is forbidden.

**DADOL 11D [DAD11D]  
LXI 11D [LXI11D]  
NIXAS 11D [NIX11D]  
NODIB 11D [NOD11D]  
DEPARTURES  
(RWY 21)**

ZPPP/KMG  
CHANGSHUI

JEPPESSEN  
14 MAY 21 10-3L  
EFF: 19 May 1600Z

KUNMING, PR OF CHINA  
SID

CHANGES: None

ZPPP/KMG  
 CHANGSHUI Eff: 19 MAY 2021  
 JEPPESSEN  
 14 MAY 21  
 10-3M

Apt Elev  
6901

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

DADOL 21D: By ATC during simultaneous RWY operation.

**DADOL 21D [DAD21D]  
 LXI 21D [LXI21D]  
 NODIB 21D [NOD21D]  
 DEPARTURES  
 (RWY 04)**

LXI 21D, NODIB 21D:  
 These SIDs require a minimum climb gradient of 4.5% until D7.5 IFY.

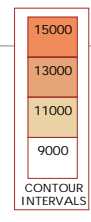
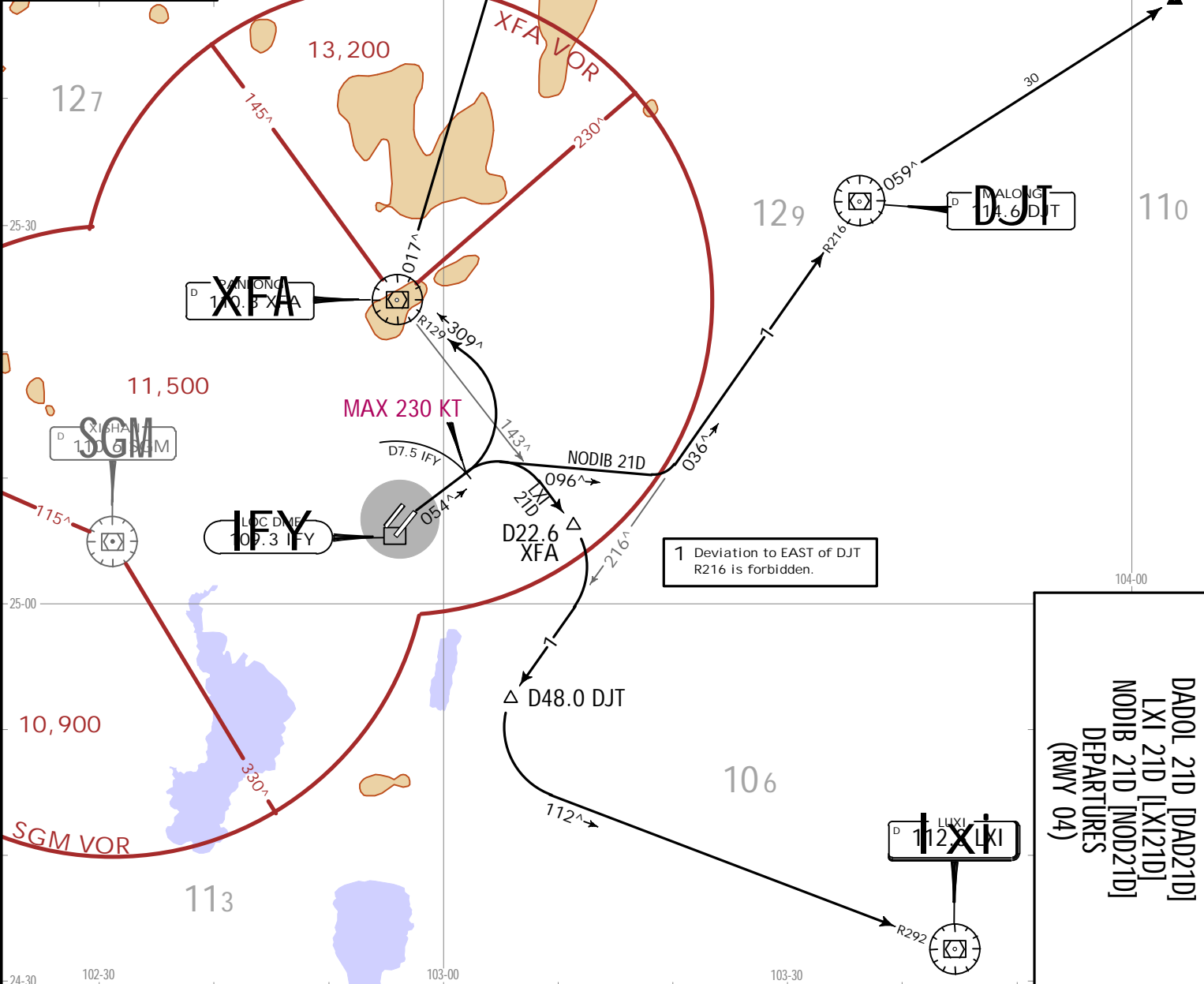
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

FT/METER CONVERSION

QNH

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

LOST COMMS ▼ LOST COMMS ▼  
 Refer to 10-1P pages.

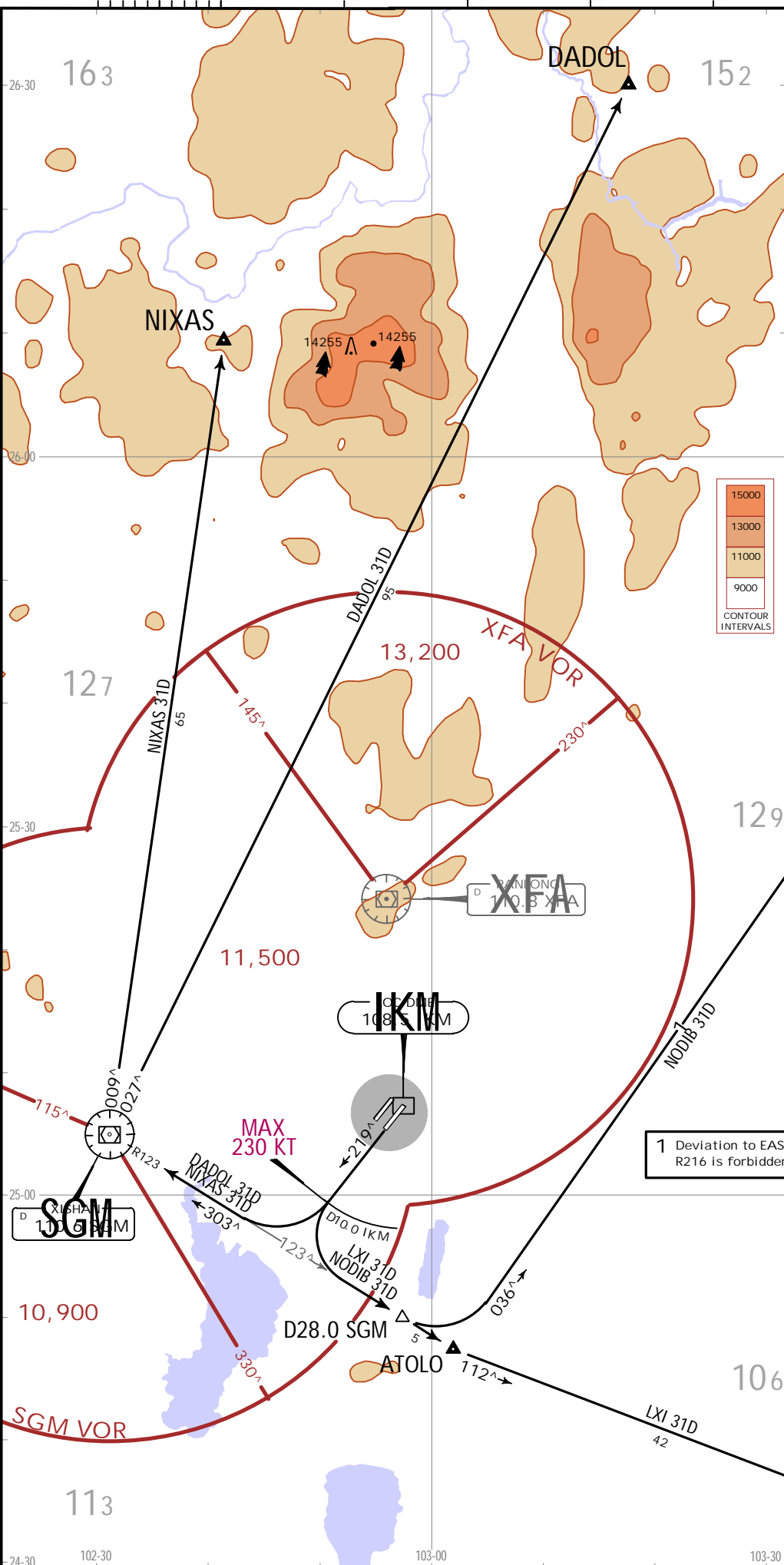


**DADOL 21D [DAD21D]  
 LXI 21D [LXI21D]  
 NODIB 21D [NOD21D]  
 DEPARTURES  
 (RWY 04)**

KUNMING, PR OF CHINA  
 SID



CHANGES: Procedure NIXAS 31D established.



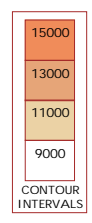
Apt Elev  
6901

Trans alt: 17720  
18710 1031 hPa or above  
16740 979 hPa or below  
DADOL 31D, NIXAS 31D: By ATC during simultaneous RWY operation.

**DADOL 31D [DAD31D]  
LXI 31D [LXI31D]  
NIXAS 31D [NIX31D]  
NODIB 31D [NOD31D]  
DEPARTURES  
(RWY 22)**

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

LOST COMMS Refer to 10-1P pages.



1 Deviation to EAST of DJT  
R216 is forbidden.

**DADOL 31D [DAD31D]  
LXI 31D [LXI31D]  
NIXAS 31D [NIX31D]  
NODIB 31D [NOD31D]  
DEPARTURES  
(RWY 22)**

ZPPP/KMG  
CHANGSHUI

JEPPESSEN  
14 MAY 21 10-3N .EFF. 19 May 1600Z.

KUNMING, PR OF CHINA  
SID

CHANGES: Initial climb revised: general notes

ZPPP/KMG  
 CHANGSHUI  
 EFF. 17 JUN 2020  
 JEPPESSEN  
 12 JUN 20  
 10-3P

Apt Elev  
6901

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

**ELASU ~1D [ELA~1D]  
 GULOT ~1D [GUL~1D]  
 DEPARTURES  
 (RWY 03)**

These SIDs require a minimum climb gradient of 3.9% until D11.0 IZL.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

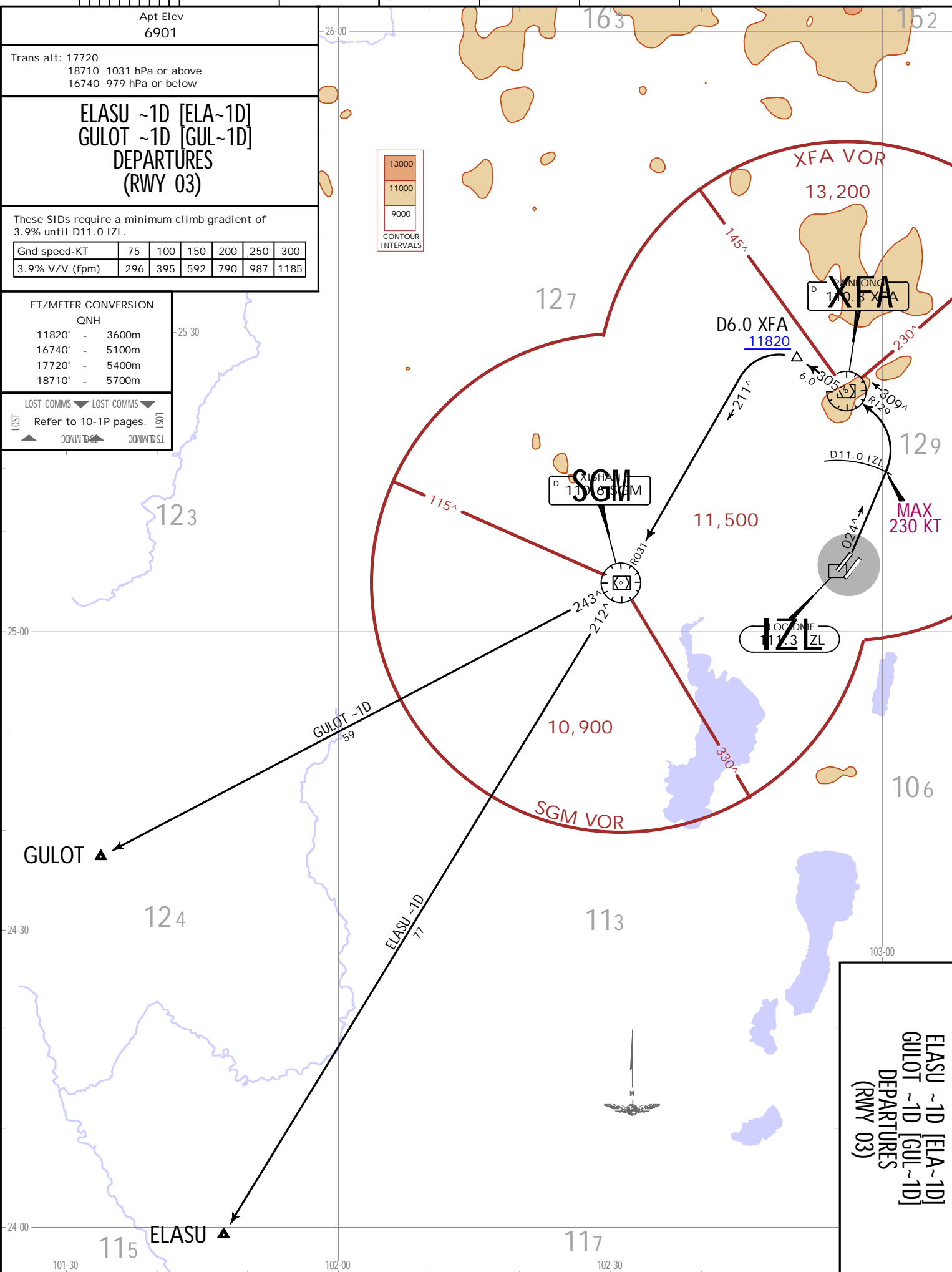
FT/METER CONVERSION

QNH

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

LOST COMMS ▼ LOST COMMS ▼  
 Refer to 10-1P pages.

13000  
 11000  
 9000  
 CONTOUR INTERVALS



**ELASU ~1D [ELA~1D]  
 GULOT ~1D [GUL~1D]  
 DEPARTURES  
 (RWY 03)**

KUNMING, PR OF CHINA  
 SID

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CHANGES: General notes:

Apt Elev  
6901

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

**ELASU 11D [ELA11D]  
GULOT 11D [GUL11D]  
DEPARTURES  
(RWY 21)**

FT/METER CONVERSION

QNH

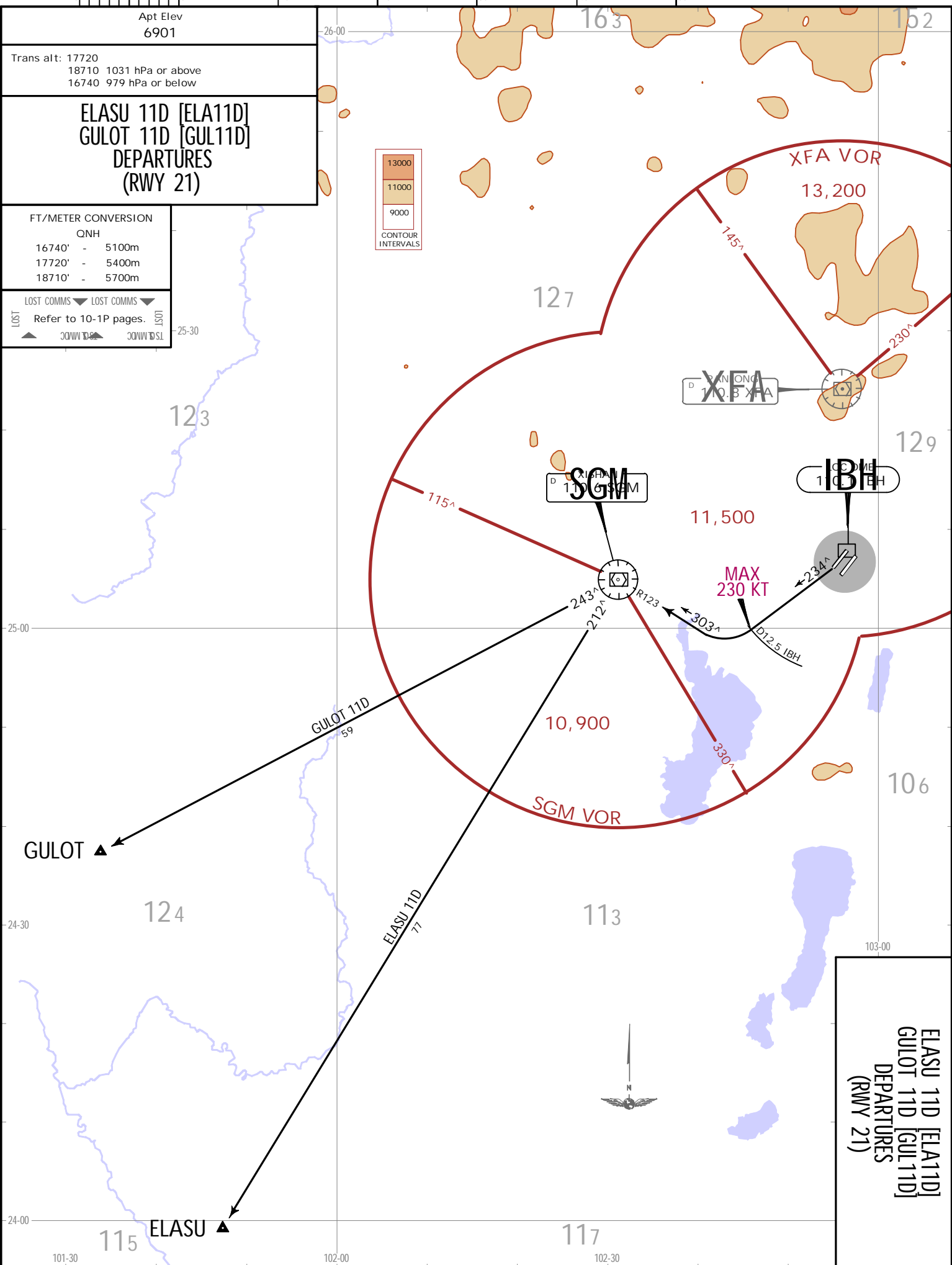
16740' - 5100m  
17720' - 5400m  
18710' - 5700m

LOST COMMS ▼ LOST COMMS ▼  
Refer to 10-1P pages.

LOST  
LOST

13000  
11000  
9000

CONTOUR INTERVALS



ZPPP/KMG  
CHANGSHUI

JEPPesen  
12 JUN 20 10-30

KUNMING, PR OF CHINA  
EFF: 17 Jun 1600Z  
SID

**ELASU 11D [ELA11D]  
GULOT 11D [GUL11D]  
DEPARTURES  
(RWY 21)**

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CHANGES: Initial climb revised: ELASU & GULOT 21D withdrawn: general notes

ZPPP/KMG  
CHANGSHUI  
EFF. 17 JUN 1600Z  
JEPPESSEN  
12 JUN 20  
10-3S

Apt Elev  
6901

Trans alt: 17720  
18710 1031 hPa or above  
16740 979 hPa or below  
Procedures by ATC during simultaneous RWY operation.

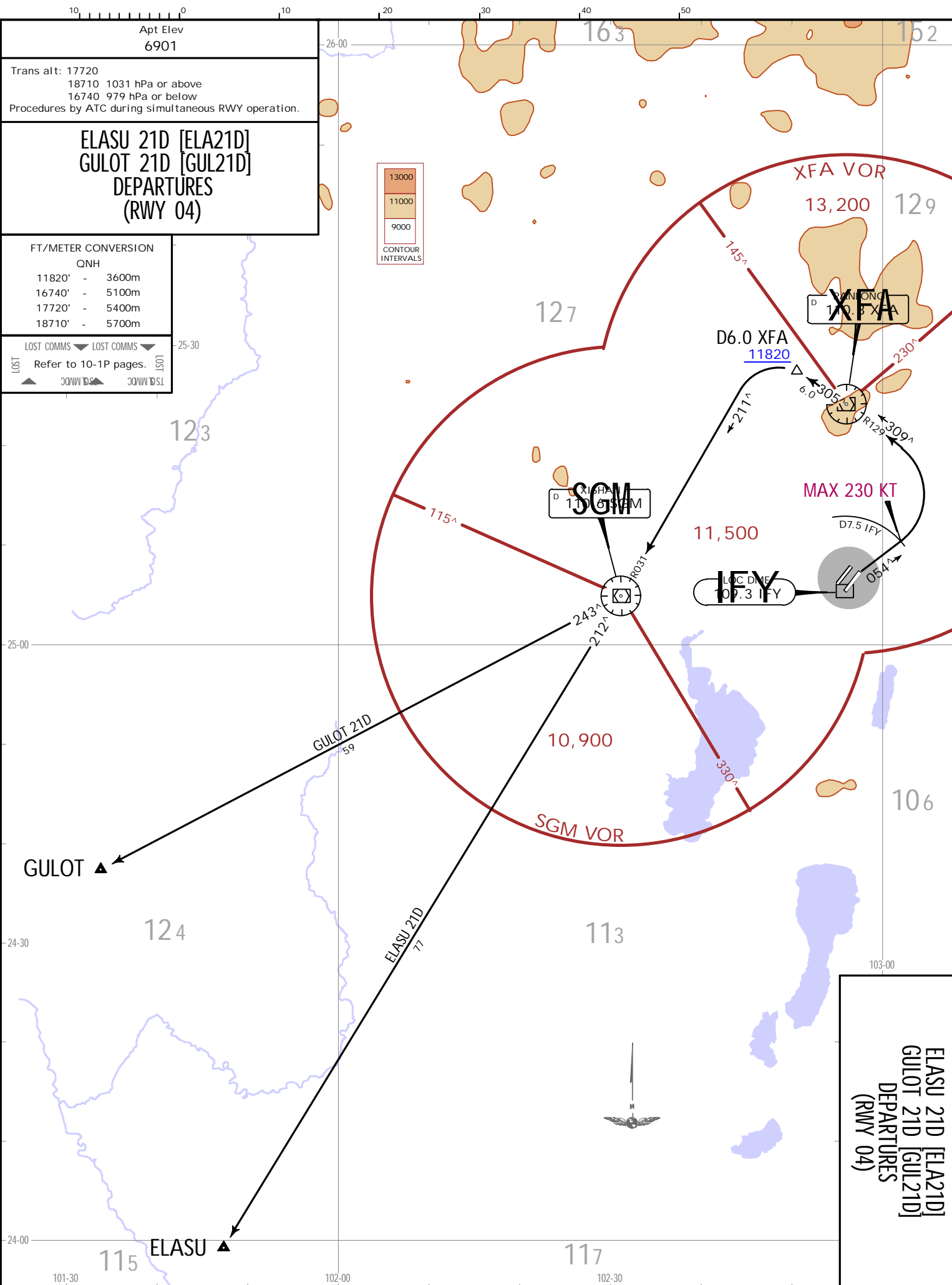
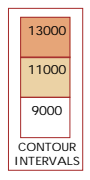
**ELASU 21D [ELA21D]  
GULOT 21D [GUL21D]  
DEPARTURES  
(RWY 04)**

FT/METER CONVERSION

FT	METER
11820'	3600m
16740'	5100m
17720'	5400m
18710'	5700m

QNH

LOST COMMS ▼ LOST COMMS ▼  
Refer to 10-1P pages.  
LOST ▲



**ELASU 21D [ELA21D]  
GULOT 21D [GUL21D]  
DEPARTURES  
(RWY 04)**

KUNMING, PR OF CHINA  
SID

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CHANGES: General notes:

Apt Elev  
6901

Trans alt: 17720  
18710 1031 hPa or above  
16740 979 hPa or below  
Procedures by ATC during simultaneous RWY operation.

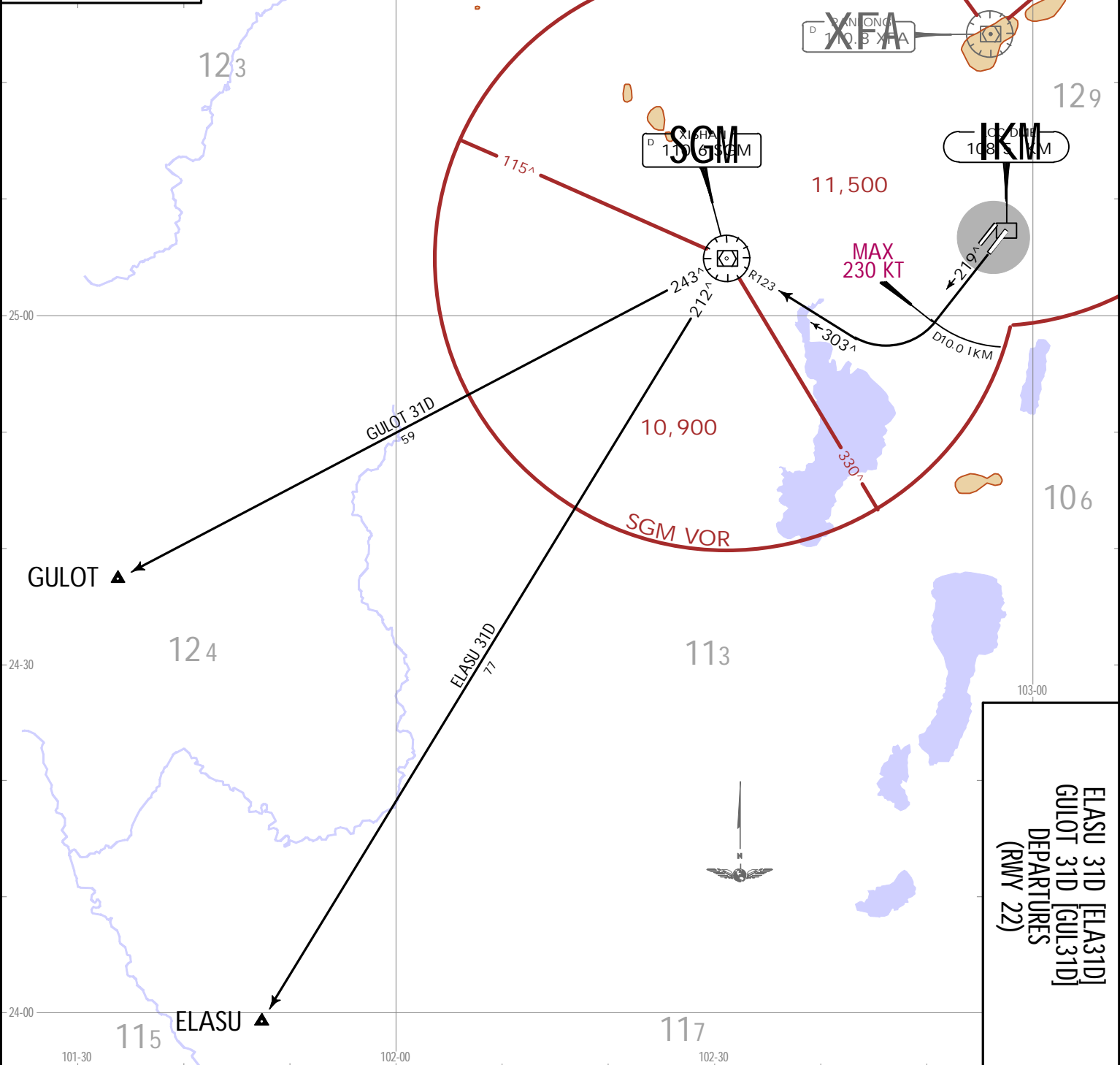
**ELASU 31D [ELA31D]  
GULOT 31D [GUL31D]  
DEPARTURES  
(RWY 22)**

FT/METER CONVERSION  
QNH

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

LOST COMMS ▼ LOST COMMS ▼  
Refer to 10-1P pages.

13000  
11000  
9000  
CONTOUR INTERVALS



**ELASU 31D [ELA31D]  
GULOT 31D [GUL31D]  
DEPARTURES  
(RWY 22)**

ZPPP/KMG  
CHANGSHUI

JEPPESSEN  
12 JUN 20 10-3T

KUNMING, PR OF CHINA  
SID

JEPPESSEN, 2020. ALL RIGHTS RESERVED.

ZPPP/KMG

Apt Elev 6901  
N25 06.3 E102 56.5

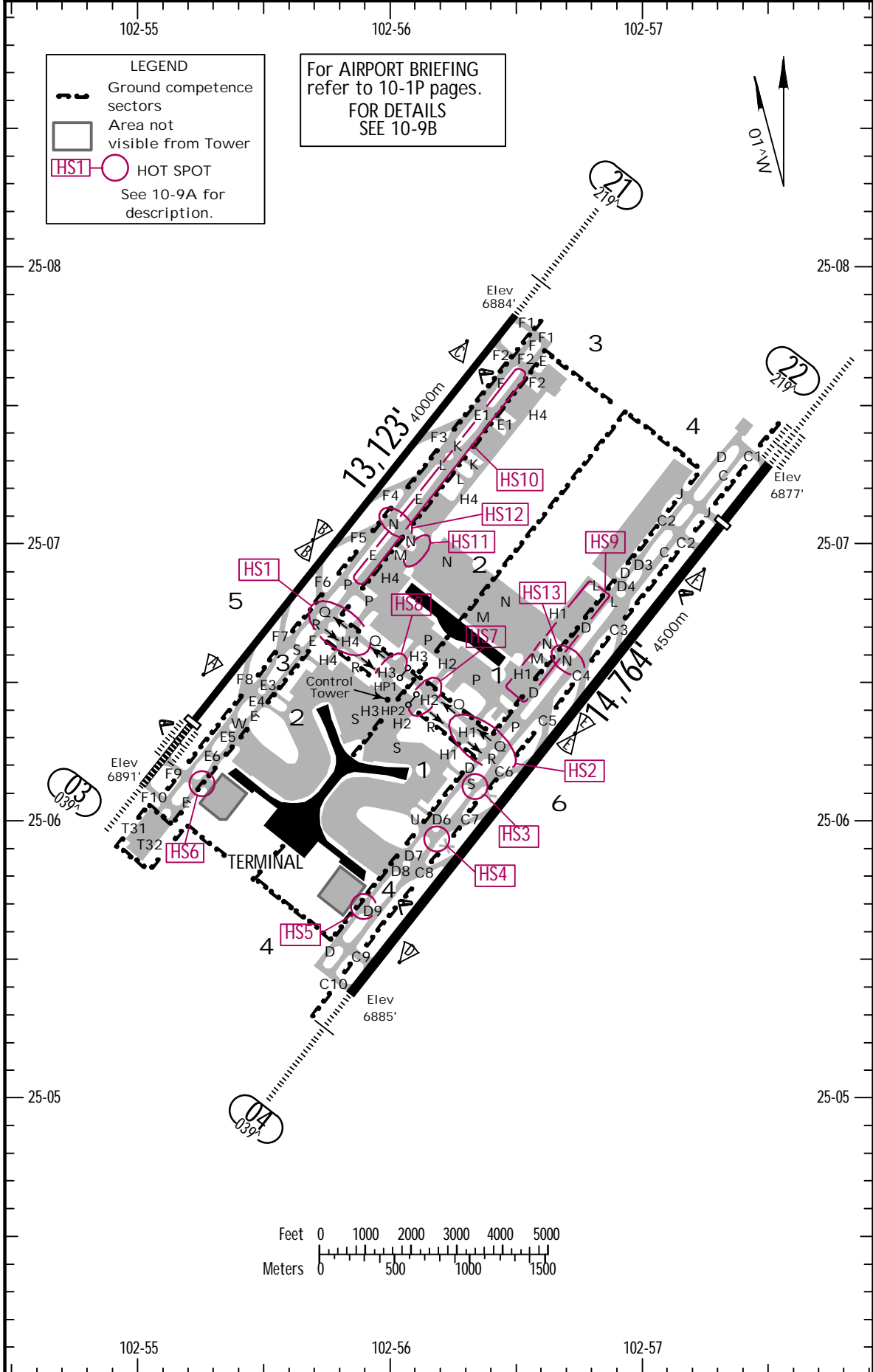
JEPPESEN

KUNMING, PR OF CHINA

26 NOV 21 (10-9).Eff.1.Dec.1600Z.

CHANGSHUI

D-ATIS Departure 126.275	Data Comm ACARS: D-ATIS DCL	*KUNMING Delivery 121.7	Apron East 1 121.6	*West 2 121.750	*Ground West 3 121.950	East 4 121.650	Tower(R) West 5 130.6	East 6 118.1
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ZPPP/KMG

**JEPPesen** KUNMING, PR OF CHINA  
 26 NOV 21 (10-9A) .Eff.1.Dec.1600Z. CHANGSHUI

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND					
			Threshold	Glide Slope				
03	HIRL(60m) CL(15m) HIALS-II SFL TDZ 1	RVR	11,352'	3460m	10,314'	3144m	3	148' 45m
21	HIRL(60m) CL(15m) HIALS SFL PAPI-L (3.0°) 2	RVR			12,073'	3680m		
04	HIRL(60m) CL(15m) HIALS SFL PAPI-L (3.0°) 4	RVR			13,747'	4190m	3	197' 60m
22	HIRL(60m) CL(15m) HIALS-II SFL TDZ 5	RVR	13,123'	4000m	12,074'	3680m		

- 1 PAPI-L (angle 3.0°) HSTIL-F5, F4, F3
- 2 HSTIL-F6, F7, F8
- 3 TAKE-OFF RUN AVAILABLE
- 4 HSTIL-C5, C4, C3
- 5 PAPI-L (angle 3.0°) HSTIL-C6, C7, C8

<u>RWY 03:</u>	<u>RWY 21:</u>
From rwy head 13,123 (4000m)	From rwy head 13,123' (4000m)
twy F9 int 12,402' (3780m)	twy F2 int 12,402' (3780m)
<u>RWY 04:</u>	<u>RWY 22:</u>
From rwy head 14,764 (4500m)	From rwy head 14,764 (4500m)
twy C9 int 14,042' (4280m)	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** ACFT taxiing from TWY Q to TWY F shall implement ATC instruction strictly at the holding position to avoid conflict and report it.
- HS2** ACFT shall implement ATC instruction strictly at the holding position to avoid conflict and report it.
- HS3** Departure ACFT taxiing on TWY S from West to East shall avoid to enter RWY.
- HS4** Departure ACFT taxiing on TWY U from West to East shall avoid to enter RWY.
- HS5** Control blind zone, ACFT shall implement ATC instruction strictly.
- HS6** Control blind zone, ACFT shall implement ATC instruction strictly.
- HS7** ACFT 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** ACFT 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, ACFT 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 554, ACFT 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.
- HS11** When using stands S202 thru S207, ACFT shall be pushed back and taxi in 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.
- HS12** ACFT shall implement ATC instruction strictly at the holding position to avoid conflict and report it.
- HS13** ACFT shall implement ATC instruction strictly at the holding position to avoid conflict and report it.

.Standard.

TAKE-OFF

		LVP must be in force	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	HIRL and CL		
	B	RVR 200m 1	RVR 400m	RVR 500m
	C			
	D	RVR 250m 1		
Other 1 & 2 Eng		Minimums not established by CAAC	RVR 1600m VIS 1600m	

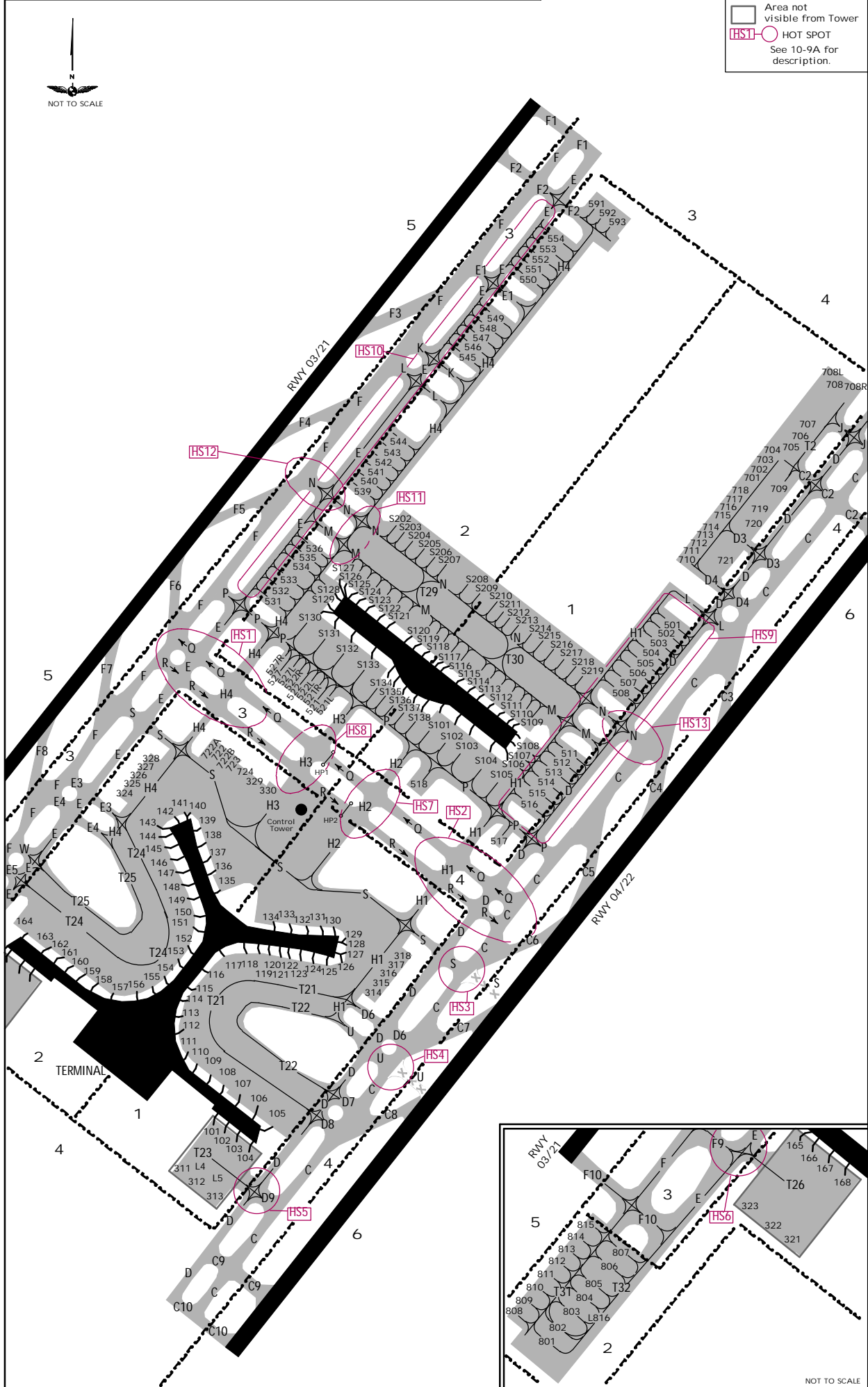
1 RWY 03, RWY 22: With HUD RVR 150m.

ZPPP/KMG

East 121.6	Apron 1	*West 121.750	2	West 121.950	3	*Ground East 121.650	4	West 130.6	5	Tower(R) East 118.1	6
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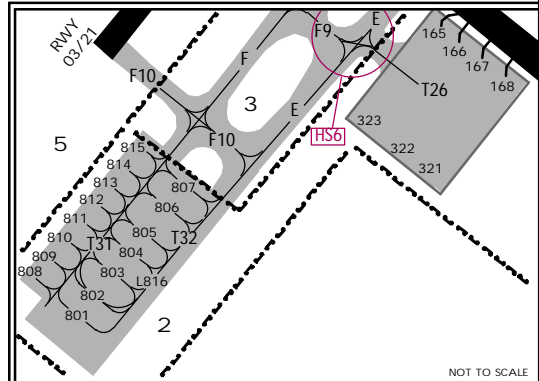
**LEGEND**

- Ground competence sectors
- Area not visible from Tower
- HST1** HOT SPOT
- See 10-9A for description.



CHANGES: TWS 129 and 130 established.

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NOT TO SCALE

14 JAN 22  
 EFF. 26 JAN 1600Z  
 JEPPSEN  
 KUNMING, PR OF CHINA  
 CHANGSHUI

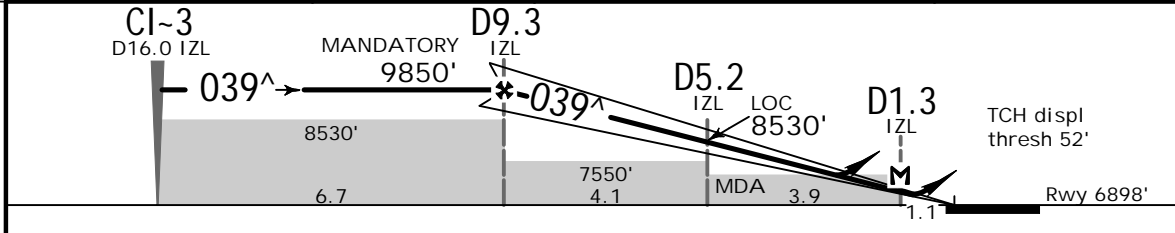
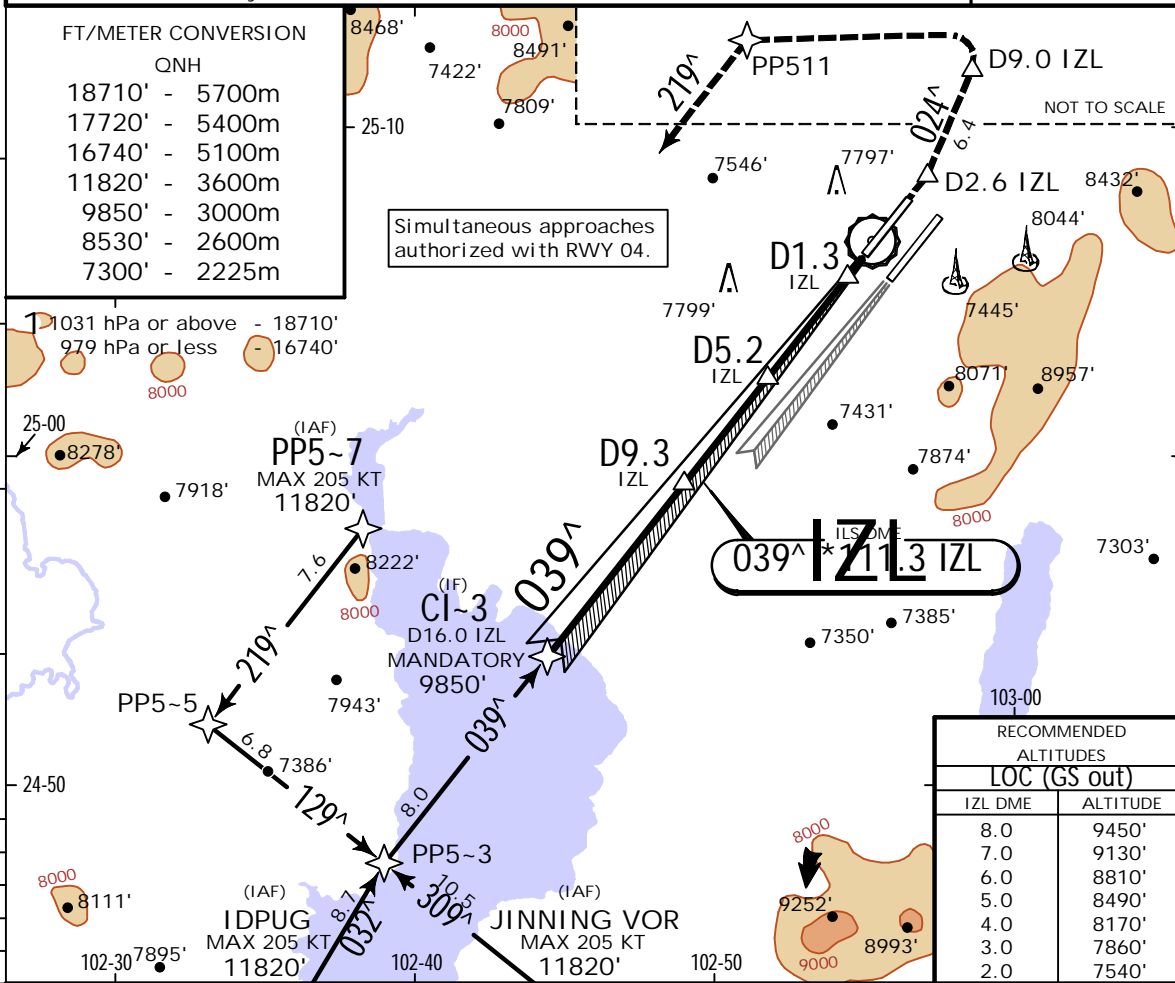


ZPPP/KMG  
CHANGSHUI

**JEPPesen**  
12 JUN 20  
Eff. 17 Jun. 1600Z. (11-1)

KUNMING, PR OF CHINA  
RNAV ILS DME Z Rwy 03

D-ATIS Arrival 128.45	*AP01 119.0	*AP02 123.8	KUNMING Approach (R) AP03 120.35	*AP04 121.15	*AP05 124.25	*AP07 119.225	KUNMING Tower (R) 130.6	*Ground 121.95
LOC IZL *111.3	Final Apch Crs 039 <sup>^</sup>	D9.3 IZL MANDATORY 9850' (2952')		ILS DA(H) 7098' (200')	Apt Elev 6901' Rwy 6898'		11,900	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, then turn LEFT (MAX 205 KT) on 024 <sup>^</sup> to D9.0 IZL. Turn LEFT (MAX 205 KT) direct to PP511, then on 219 <sup>^</sup> to PP5-7 at 11820', contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 1		MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI MIM 7300' D2.6 IZL
ILS GS or	3.00 <sup>^</sup>	372	478	531	637	743	
LOC Descent Angle							

Standard. STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized East of runway	
DA(H) 7098' (200')		CDFA MDA(H) 7320' (422')			
FULL		IDZ or CL out	ALS out	ALS out	
A				1600m	Max Kts
B	RVR 550m	RVR 550m 1	1200m		100 7710' (809')
C	VIS 800m	VIS 800m			135 8110' (1209')
D				1600m 2000m	180 8210' (1309')
					205 8210' (1309')

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Procedure. Missed apch. | JEPPESEN, 2012, 2020. ALL RIGHTS RESERVED.

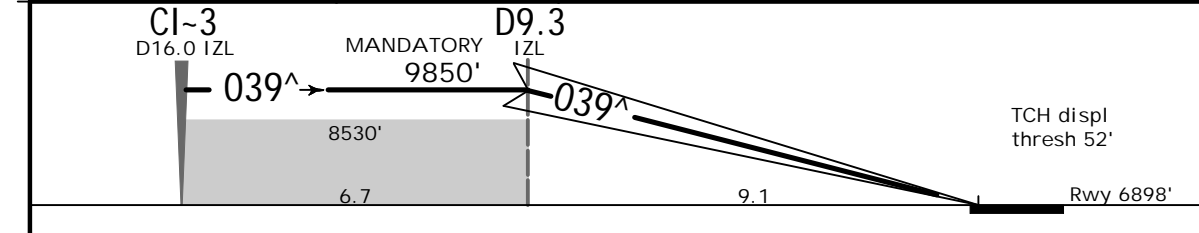
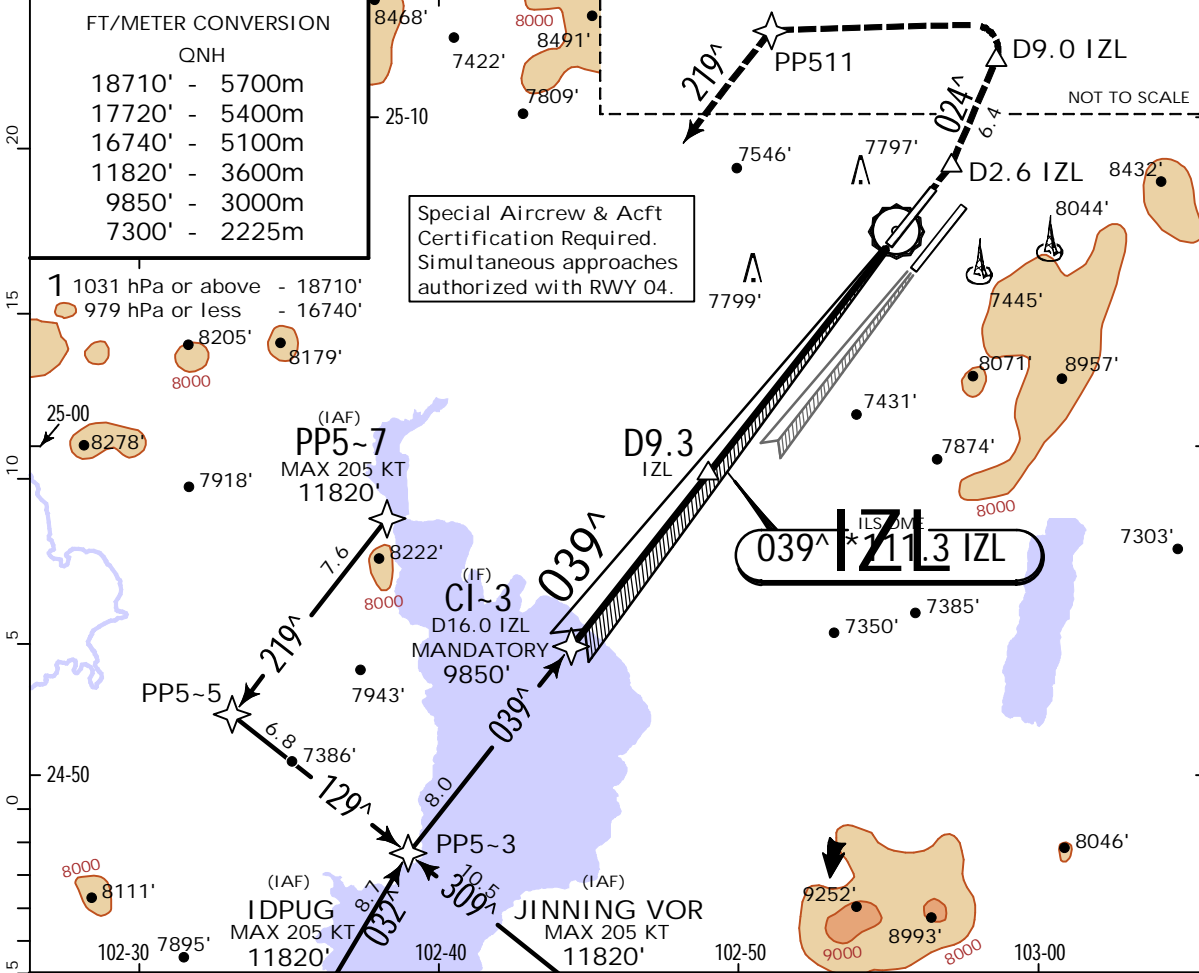
ZPPP/KMG  
CHANGSHUI

12 JUN 20  
Eff. 17 Jun. 1600Z.

**JEPPesen**

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

BRIEFING STRIP	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)			KUNMING Tower (R)	*Ground
	128.45	119.0	123.8	AP03	*AP04	*AP05	*AP07	130.6
LOC IZL	Final Apch Crs		D9.3 IZL MANDATORY		CAT II ILS RA 102'		Apt Elev 6901'	11,900
*111.3	039^		9850' (2952')		DA(H) 6998' (100')		Rwy 6898'	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, then turn LEFT (MAX 205 KT) on 024^ to D9.0 IZL. Turn LEFT (MAX 205 KT) direct to PP511, then on 219^ to PP5-7 at 11820', contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 1		MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIM 7300'	D2.6 IZL
Gs	3.00^	372	478	531	637	849			

PANS OPS	Standard.			STRAIGHT-IN LANDING RWY 03			CAT II ILS		
	ABC RA 102' DA(H) 6998' (100')			D RA 102' DA(H) 6998' (100')					
	RVR 300m			RVR 300m			RVR 350m 1		
1 Manual operation below DH.									

ZPPP/KMG  
CHANGSHUI

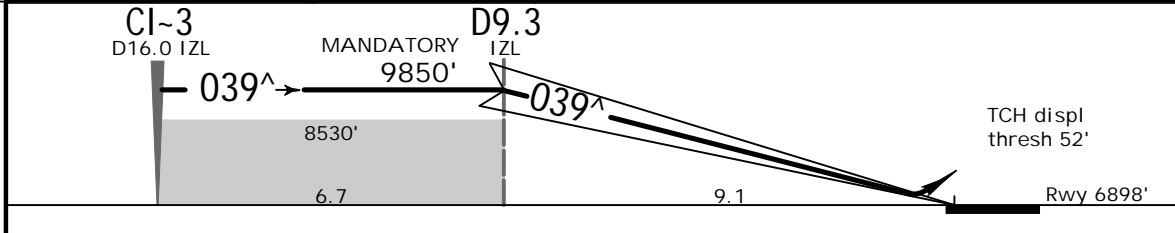
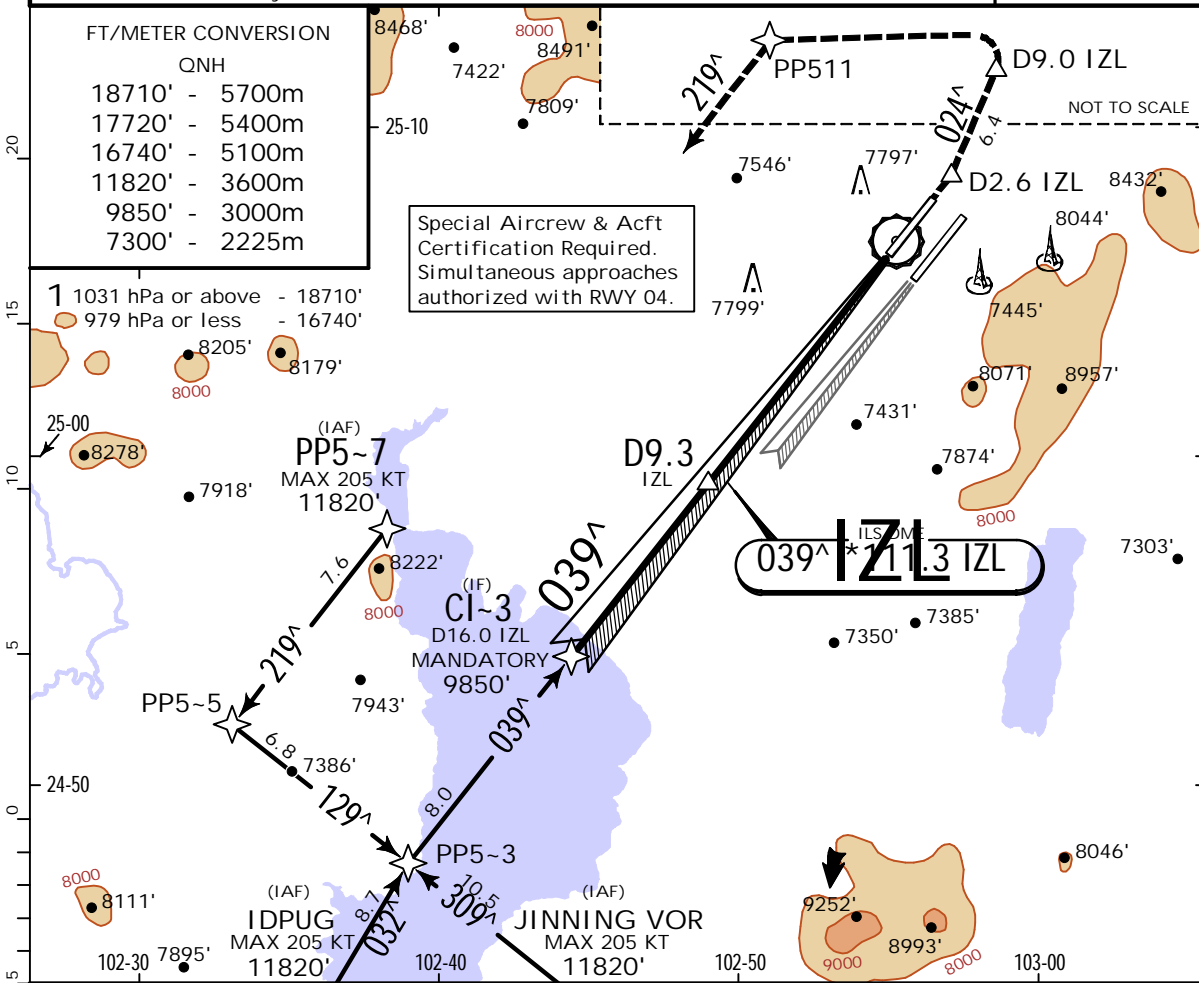
12 JUN 20  
Eff. 17 Jun. 1600Z.

JEPPesen

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

(11-1B)

BRIEFING STRIP	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)			KUNMING Tower (R)	*Ground
	128.45	119.0	123.8	AP03	*AP04	*AP05	*AP07	130.6
LOC IZL	Final Apch Crs		D9.3 IZL		SA CAT I ILS		Apt Elev 6901'	11,900
*111.3	039^		MANDATORY 9850' (2952')		RA 157' DA(H) 7048' (150')		Rwy 6898'	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, then turn LEFT (MAX 205 KT) on 024^ to D9.0 IZL. Turn LEFT (MAX 205 KT) direct to PP511, then on 219^ to PP5-7 at 11820', contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 1		MSA ARP



.Standard. STRAIGHT-IN LANDING RWY 03  
SA CAT I ILS 1

RA 157'  
DA(H) 7048' (150')

PANS OPS

RVR 450m

1 HUD required.

ZPPP/KMG  
CHANGSHUI

12 JUN 20  
Eff. 17 Jun. 1600Z. (11-2)

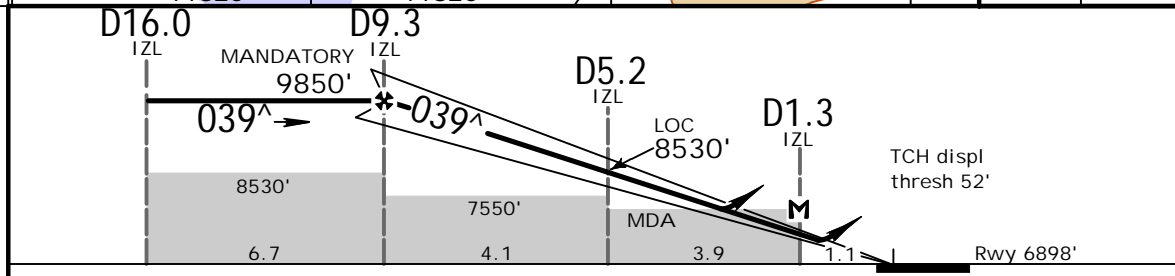
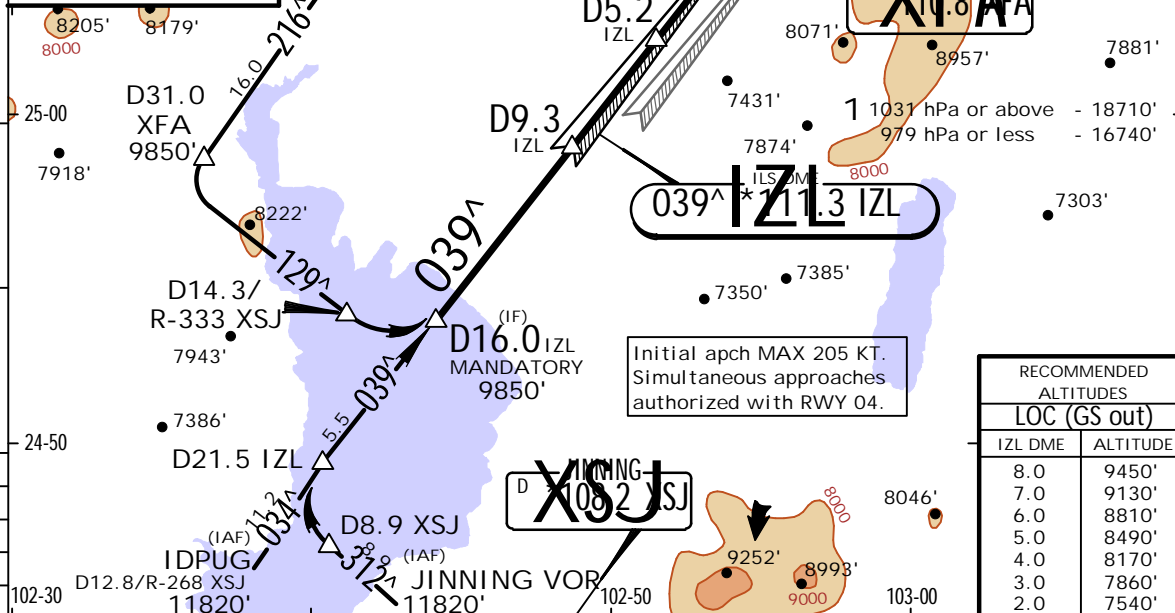
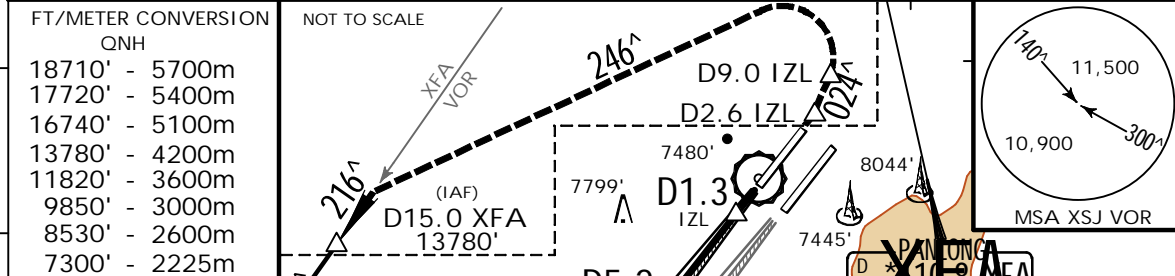
KUNMING, PR OF CHINA  
ILS DME Y Rwy 03

D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)				KUNMING Tower (R)	*Ground
128.45	119.0	123.8	AP03 120.35	*AP04 121.15	*AP05 124.25	*AP07 119.225	130.6	121.95

LOC IZL <b>*111.3</b>	Final Apch Crs <b>039<sup>^</sup></b>	D9.3 IZL MANDATORY <b>9850'</b> (2952')	ILS DA(H) <b>7098'</b> (200')	Apt Elev 6901' Rwy 6898'
--------------------------	--	---	----------------------------------	-----------------------------

**MISSED APCH:** Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, then turn LEFT (MAX 205 KT) on 024<sup>^</sup> to D9.0 IZL. Turn LEFT (MAX 205 KT) onto 246<sup>^</sup> to intercept R-216 XFA. Climb on 216<sup>^</sup> to 11820' and contact ATC.

Alt Set: hPa Rwy Elev: 228 hPa Trans level: FL197 Trans alt: 17720' **1** MSA XFA VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIM <b>7300'</b>	D2.6 IZL	
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743				849
MAP at D1.3 IZL										

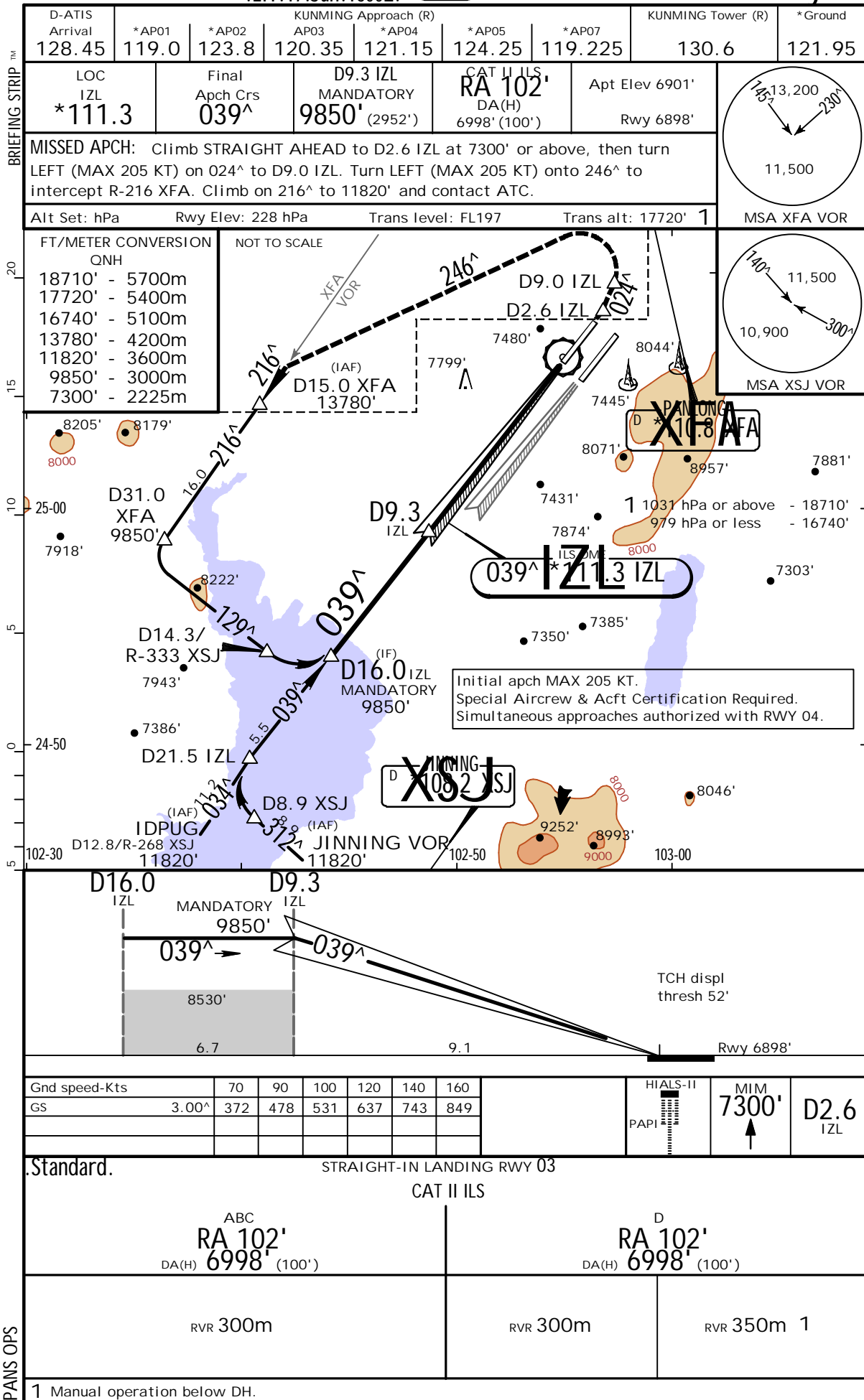
PANS OPS	Standard.				STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND	
	ILS			LOC (GS out)			Not authorized East of runway	
	DA(H) <b>7098'</b> (200')			CDFA			MDA(H) <b>7320'</b> (422')	
	FULL		TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H) VIS
A					1600m	100	7710' (809') 2800m	
B	RVR 550m	RVR 550m <b>1</b>	1200m			135	8110' (1209') 3000m	
C	VIS 800m	VIS 800m				180	8210' (1309') 4400m	
D					1600m 2000m	205	8210' (1309') 5000m	

**1** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Altitude. Waypoint. | JEPPESEN, 2012, 2020. ALL RIGHTS RESERVED.

ZPPP/KMG  
CHANGSHUI

12 JUN 20  
Eff. 17 Jun. 1600Z. (11-2A)

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



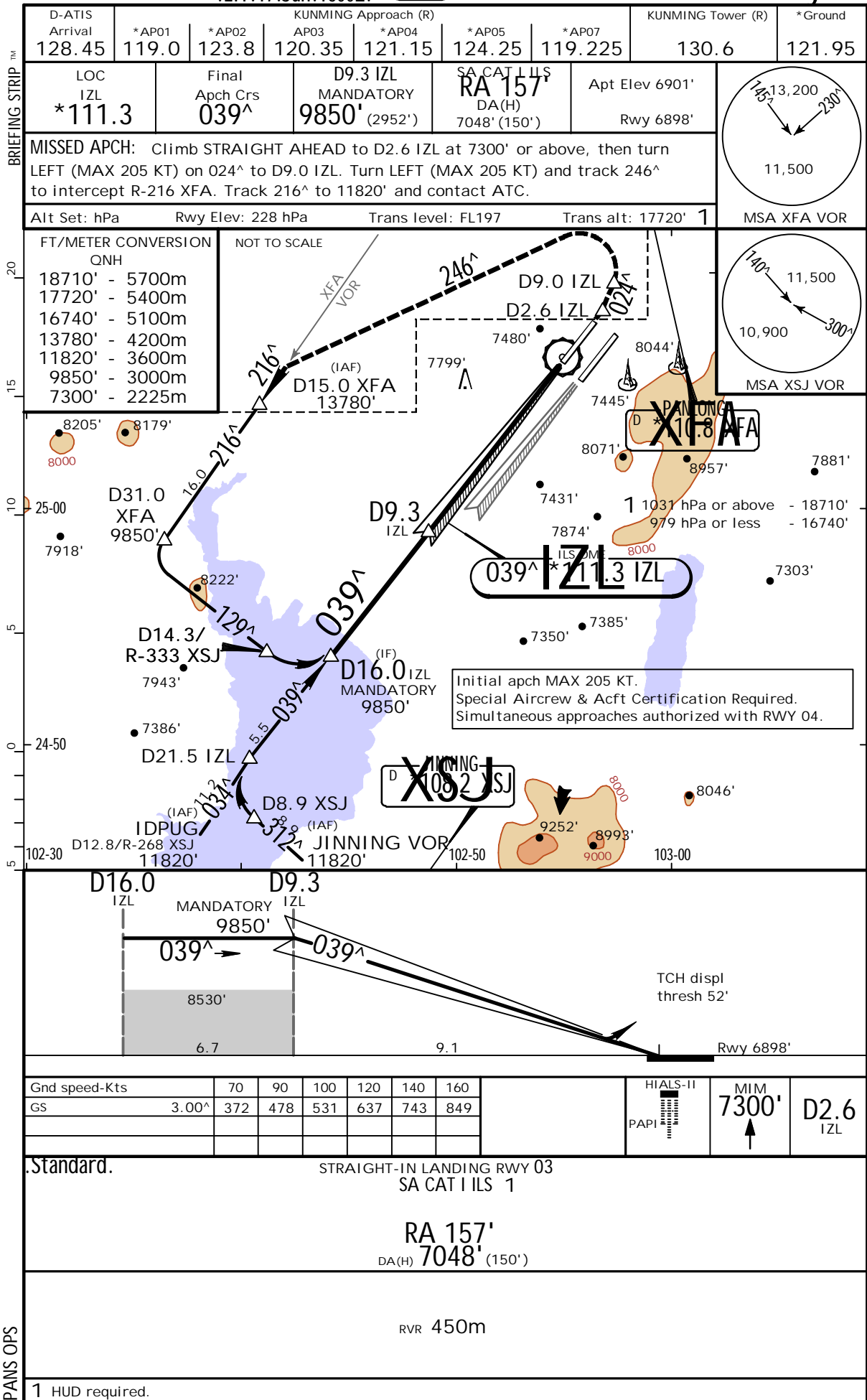
ZPPP/KMG  
CHANGSHUI

12 JUN 20  
Eff. 17 Jun. 1600Z.

JEPPESEN

KUNMING, PR OF CHINA  
SA CAT I ILS DME Y Rwy 03

(11-2B)



# ZPPP/KMG

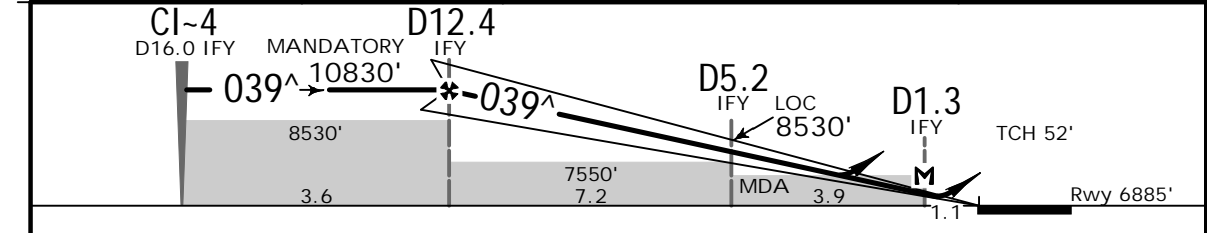
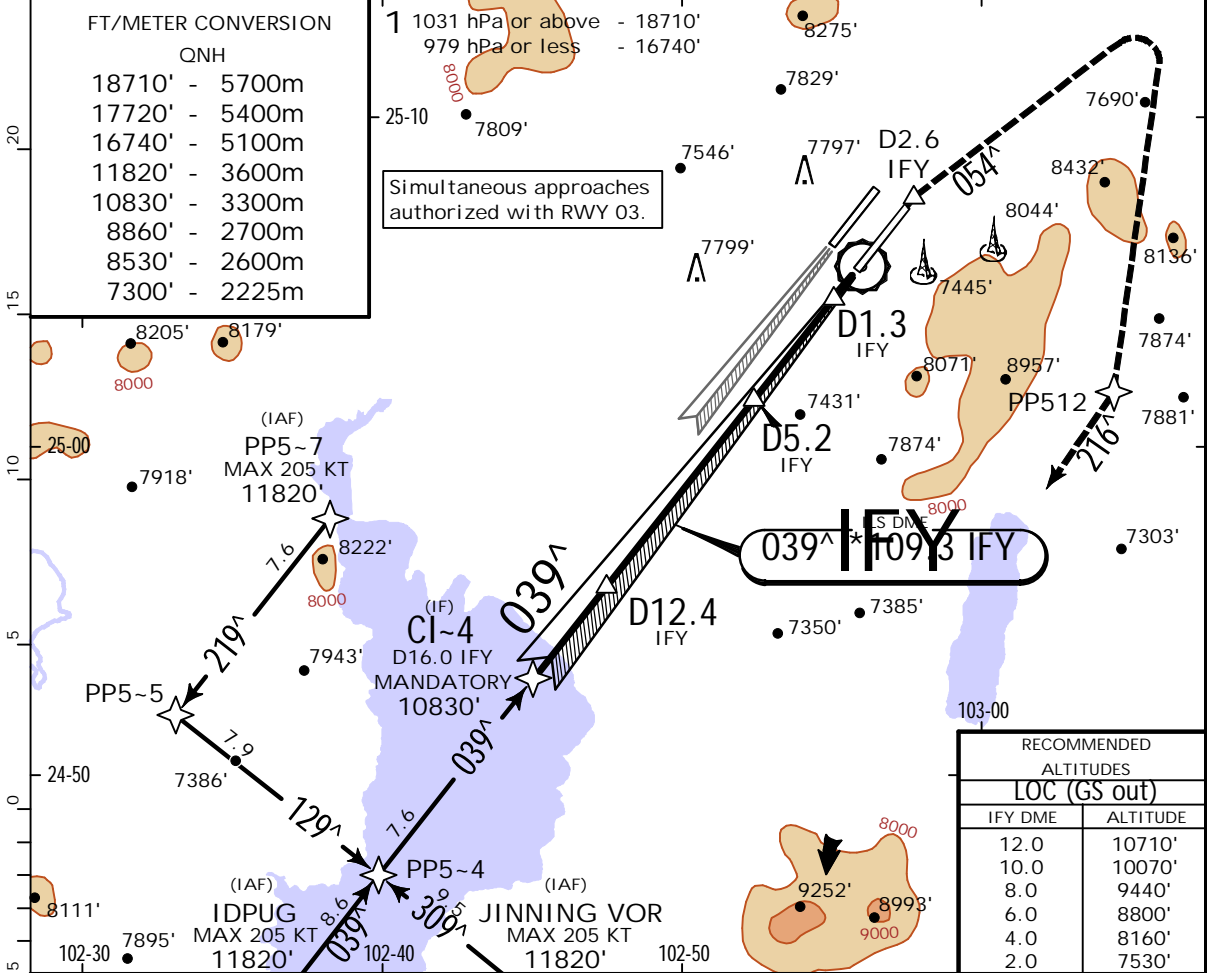
## CHANGSHUI

**JEPPESSEN**  
3 FEB 23 (11-3)

# KUNMING, PR OF CHINA

## RNAV ILS DME Z Rwy 04

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)			KUNMING Tower (R)	Ground
	128.45	119.0	123.8	AP03	*AP04	*AP05	*AP07	118.1
	LOC IFY <b>*109.3</b>	Final Apch Crs <b>039<sup>^</sup></b>	D12.4 IFY MANDATORY <b>10830'</b> (3945')	ILS DA(H) <b>7085'</b> (200')	Apt Elev 6901' Rwy 6885'		11,900	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IFY at 7300' or above, then turn RIGHT (MAX 205 KT) and climb on 054 <sup>^</sup> to 8860'. Turn RIGHT (MAX 205 KT) direct to PP512, then on 216 <sup>^</sup> to XSJ VOR at 11820', contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa	Trans level: FL197	Trans alt: 17720' 1		MSA ARP		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIM <b>7300'</b> D2.6 IFY
ILS GS or	3.00 <sup>^</sup>	372	478	531	637	849	
LOC Descent Angle							

PANS OPS	Standard.		STRAIGHT-IN LANDING RWY 04		LOC (GS out)	
	ILS		LOC (GS out)		CDFA	
	DA(H) <b>7085'</b> (200')		MDA(H) <b>7300'</b> (415')		ALS out	
	FULL		ALS out		ALS out	
A					1600m	
B	RVR 550m 1		1200m			
C	VIS 800m				1600m	
D					1900m	
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.						

ZPPP/KMG  
CHANGSHUI

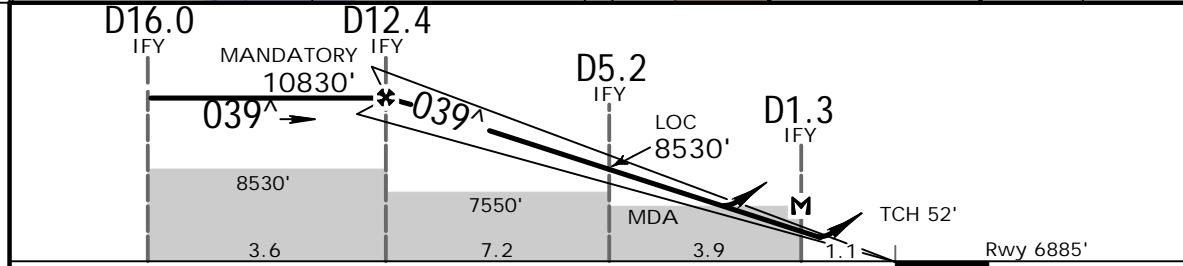
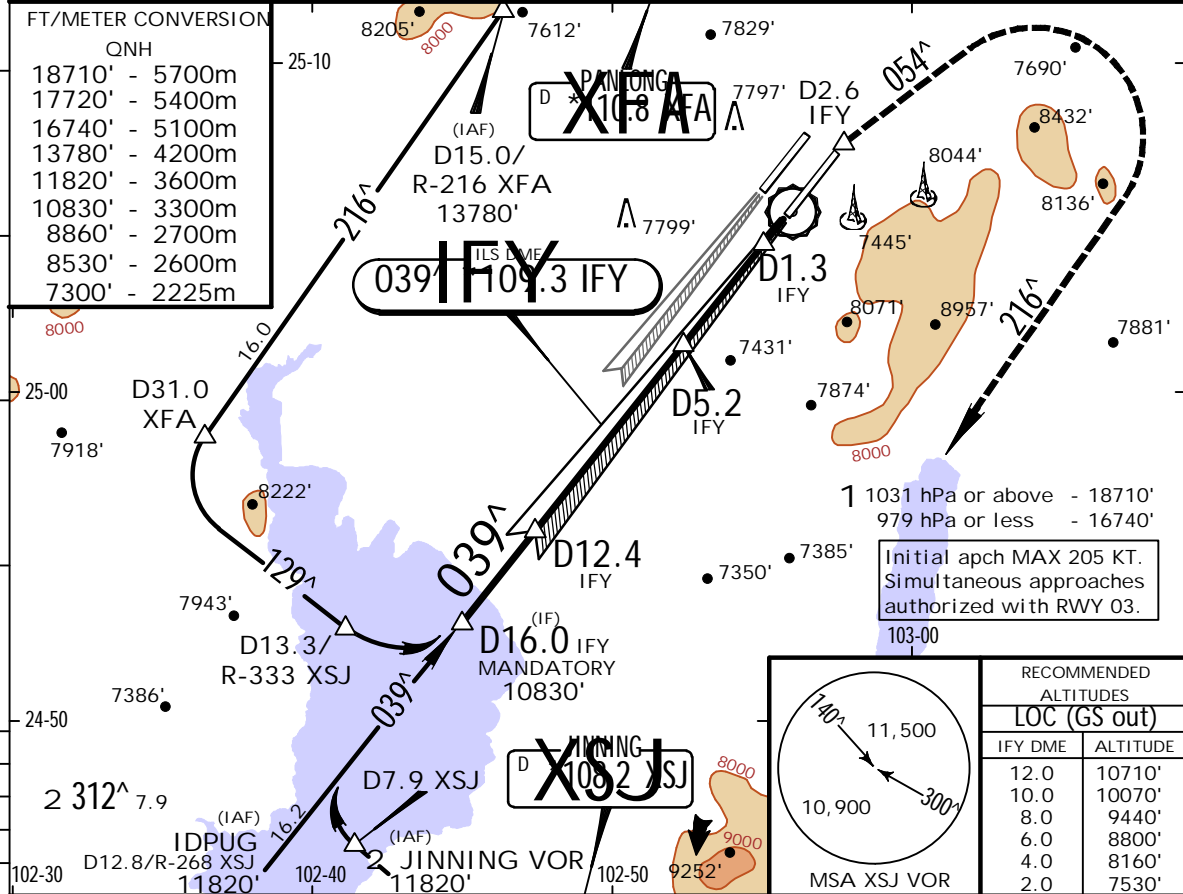
JEPPESEN  
3 FEB 23 (11-4)

KUNMING, PR OF CHINA  
ILS DME Y Rwy 04

D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)				KUNMING Tower (R)	Ground
128.45	119.0	123.8	AP03	*AP04	*AP05	*AP07	118.1	121.65
120.35	121.15	124.25	119.225	118.1	121.65			

LOC IFY <b>*109.3</b>	Final Apch Crs <b>039<sup>^</sup></b>	D12.4 IFY MANDATORY <b>10830'</b> (3945')	ILS DA(H) <b>7085'</b> (200')	Apt Elev 6901' Rwy 6885'	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IFY at 7300' or above, then turn RIGHT (MAX 205 KT) and climb on 054 <sup>^</sup> to 8860'. Turn RIGHT (MAX 205 KT) and climb on 216 <sup>^</sup> to reach XSJ VOR at 11820' and contact ATC.					

Alt Set: hPa	Rwy Elev: 228 hPa	Trans level: FL197	Trans alt: 17720' 1	MSA XFA VOR
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Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIM 7300' D2.6 IFY
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743	

PANS OPS	Standard.		STRAIGHT-IN LANDING RWY 04	
	ILS		LOC (GS out)	
	DA(H) 7085' (200')		CDFA MDA(H) 7300' (415')	
	FULL	ALS out	ALS out	
A		1600m		
B	RVR 550m 1	1200m		
C	VIS 800m	1600m	1900m	
D				



# ZPPP/KMG



# KUNMING, PR OF CHINA

## SA CAT I & SA CAT II

### RNAV ILS DME Z Rwy 04

CHANGSHUI

3 FEB 23

11-4A

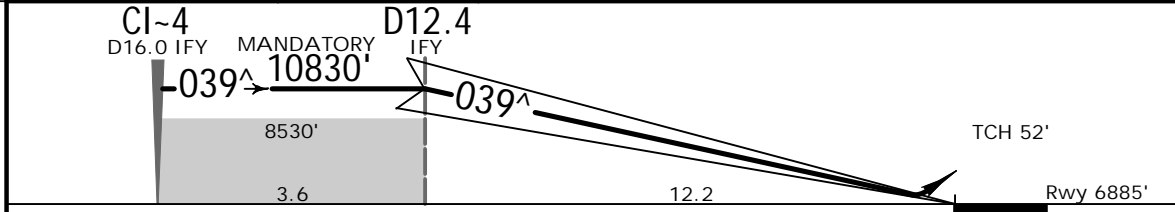
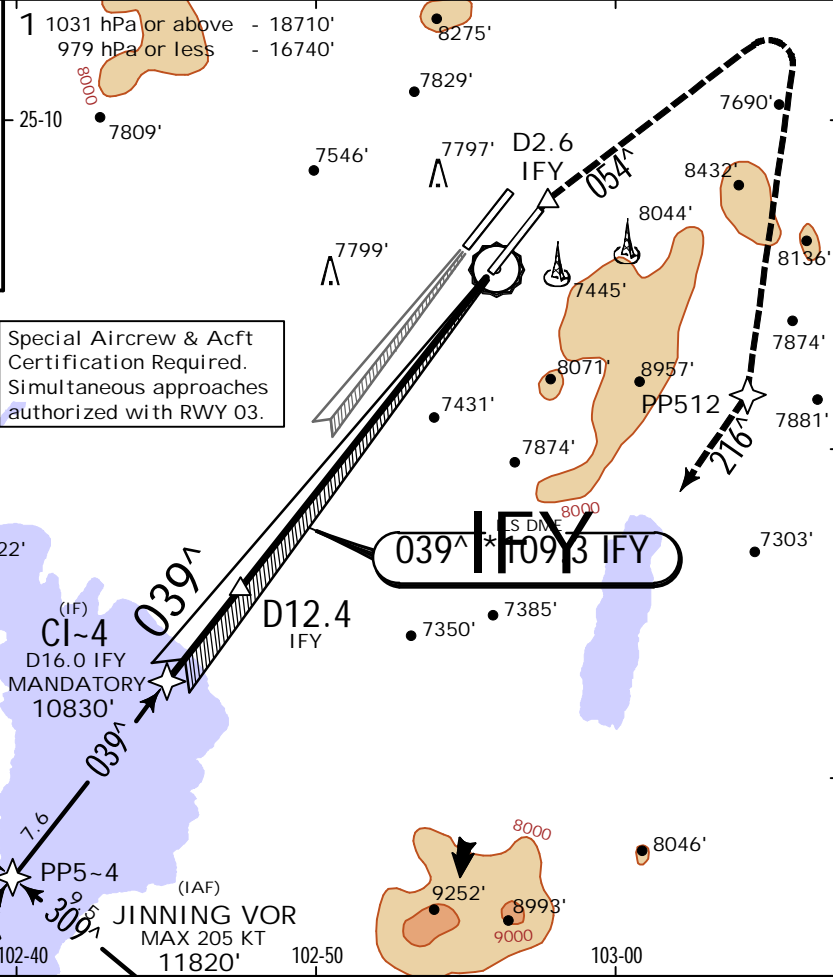
BRIEFING STRIP™

D-ATIS Arrival 128.45	*AP01 119.0	*AP02 123.8	KUNMING Approach (R) AP03 120.35	*AP04 121.15	*AP05 124.25	*AP07 119.225	KUNMING Tower (R) 118.1	Ground 121.65
LOC IFY *109.3	Final Apch Crs 039^	D12.4 IFY MANDATORY 10830' (3945')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 6901' Rwy 6885'		11,900
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) direct to PP512, then on 216^ to XSJ VOR at 11820', contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 1		MSA ARP

FT/METER CONVERSION

QNH

18710'	-	5700m
17720'	-	5400m
16740'	-	5100m
11820'	-	3600m
10830'	-	3300m
8860'	-	2700m
7300'	-	2225m



Gnd speed-Kts	70	90	100	120	140	160
Gs	3.00^	372	478	531	637	849

HIALS

PAPI

MIM 7300'

D2.6 IFY

Standard.	SA CAT II ILS 1 RA 108' DA(H) 6985' (100')	STRAIGHT-IN LANDING RWY 04	SA CAT I ILS 1 RA 253' DA(H) 7035' (150')
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RVR 350m	RVR 450m
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1 HUD required.

ZPPP/KMG



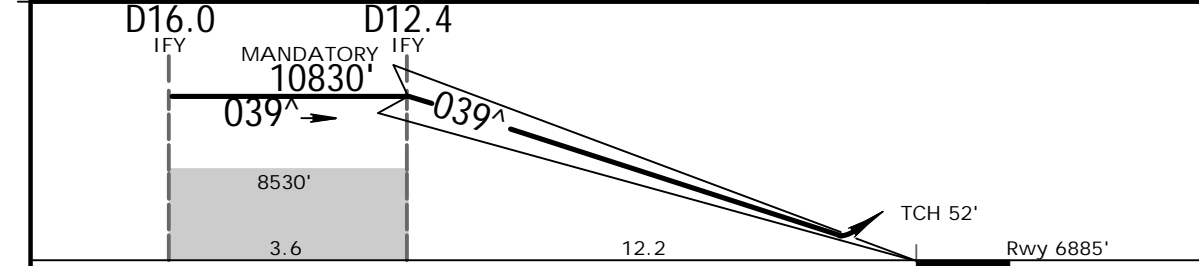
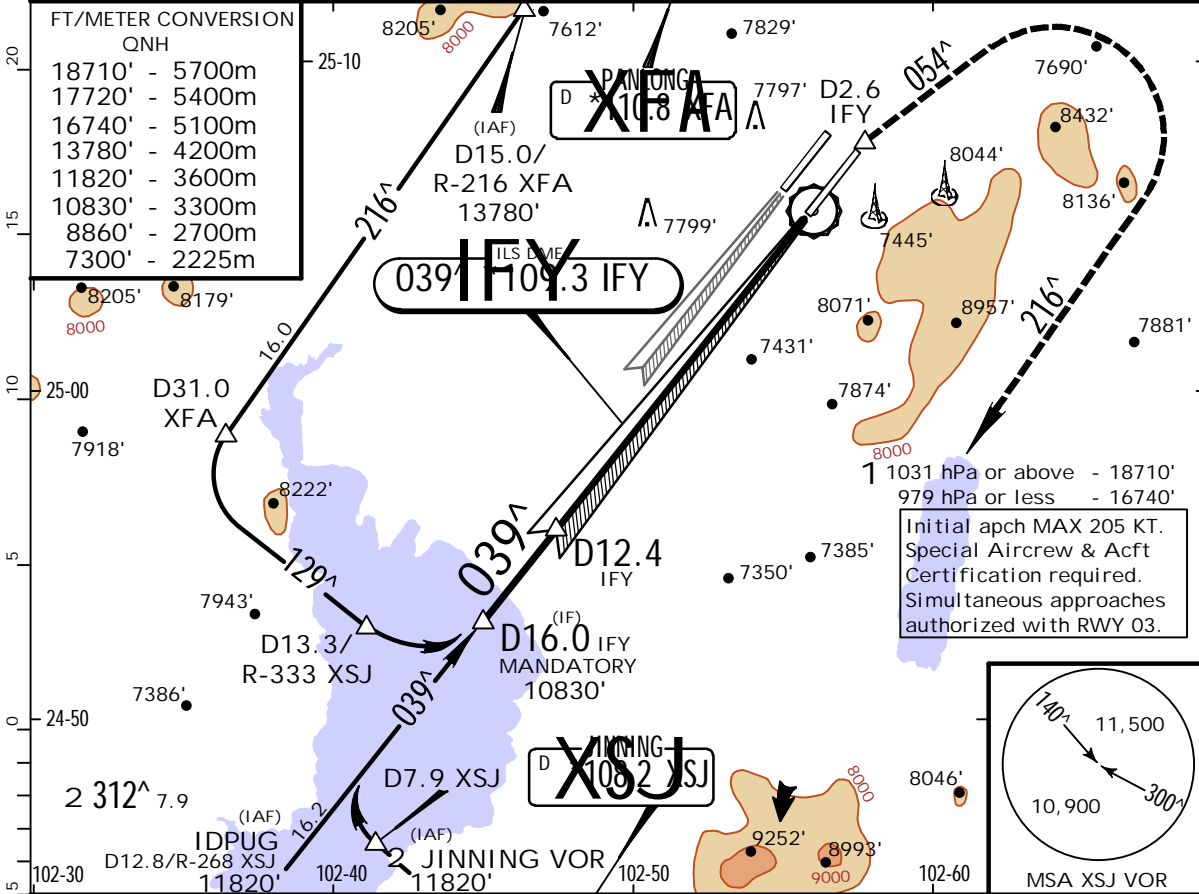
KUNMING, PR OF CHINA  
SA CAT I & SA CAT II  
ILS DME Y Rwy 04

CHANGSHUI

3 FEB 23

11-4B

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R) AP03	*AP04	*AP05	*AP07	KUNMING Tower (R)	Ground
	128.45	119.0	123.8	120.35	121.15	124.25	119.225	118.1	121.65
LOC IFY	Final Apch Crs		D12.4 IFY MANDATORY		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 6901' Rwy 6885'		
*109.3	039^		10830' (3945')						
Alt Set: hPa									MSA XFA VOR
Rwy Elev: 228 hPa			Trans level: FL197			Trans alt: 17720' 1			



Gnd speed-Kts	70	90	100	120	140	160		MIM 7300'	D2.6 IFY
GS	3.00^	372	478	531	637	849			

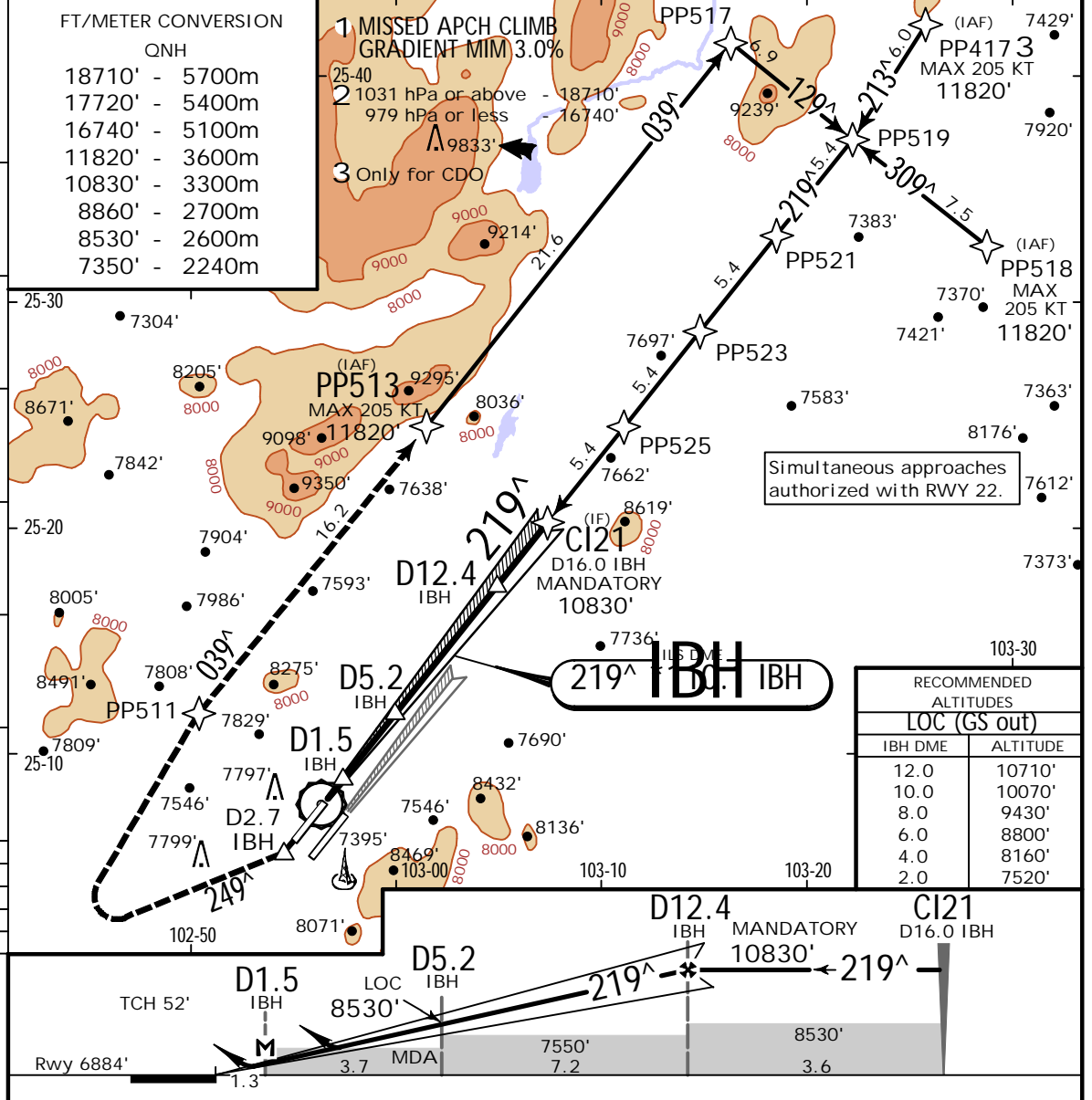
PANS OPS	Standard.	STRAIGHT-IN LANDING RWY 04	
	SA CAT II ILS 1	SA CAT I ILS 1	
	RA 108' DA(H) 6985' (100')	RA 253' DA(H) 7035' (150')	
	RVR 350m	RVR 450m	
	1 HUD required.		

ZPPP/KMG  
CHANGSHUI

JEPPESSEN  
7 JAN 22 11-5 1

KUNMING, PR OF CHINA  
RNAV ILS DME Z Rwy 21

D-ATIS Arrival 128.45		*AP01 119.0	*AP02 123.8	KUNMING Approach (R) AP03 120.35			*AP04 121.15	*AP05 124.25	*AP07 119.225	KUNMING Tower (R) 130.6	*Ground 121.95
LOC IBH *110.1		Final Apch Crs 219^		D12.4 IBH MANDATORY 10830' (3946')		ILS DA(H) 7084' (200')		Apt Elev 6901' Rwy 6884'		11,900	
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'. Turn RIGHT (MAX 205 KT) direct to PP511, then on 039^ to PP513 at 11820', contact ATC.											
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 2		MSA ARP			



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIM 7350' D2.7 IBH
ILS GS or	3.00^	372	478	531	637	849	
LOC Descent Angle							

PANS OPS	Standard.			STRAIGHT-IN LANDING RWY 21 MACG MIN 3.0%			CIRCLE-TO-LAND Not authorized East of runway		
	ILS		LOC (GS out)						
	DA(H) 7084' (200')		MDA(H) 7340' (456')						
	FULL		ALS out			ALS out			
A			1800m			Max Kts	MDA(H)	VIS	
B	RVR 550m 1		1200m			100	7710' (809')	2800m	
C	VIS 800m		1800m			135	8110' (1209')	3000m	
D			1800m		2100m	180	8210' (1309')	4400m	
						205	8210' (1309')	5000m	

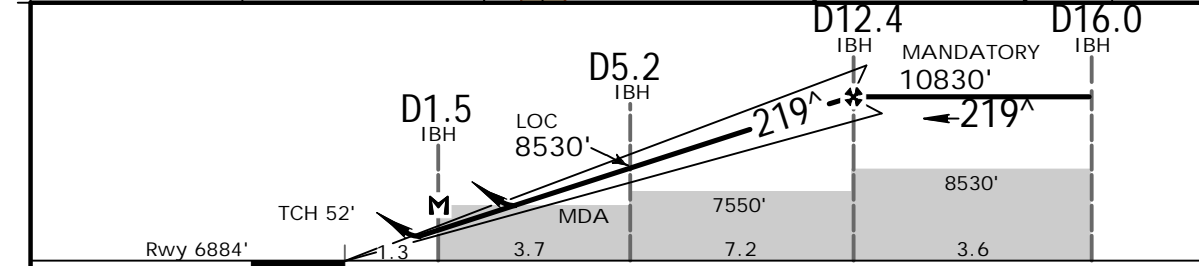
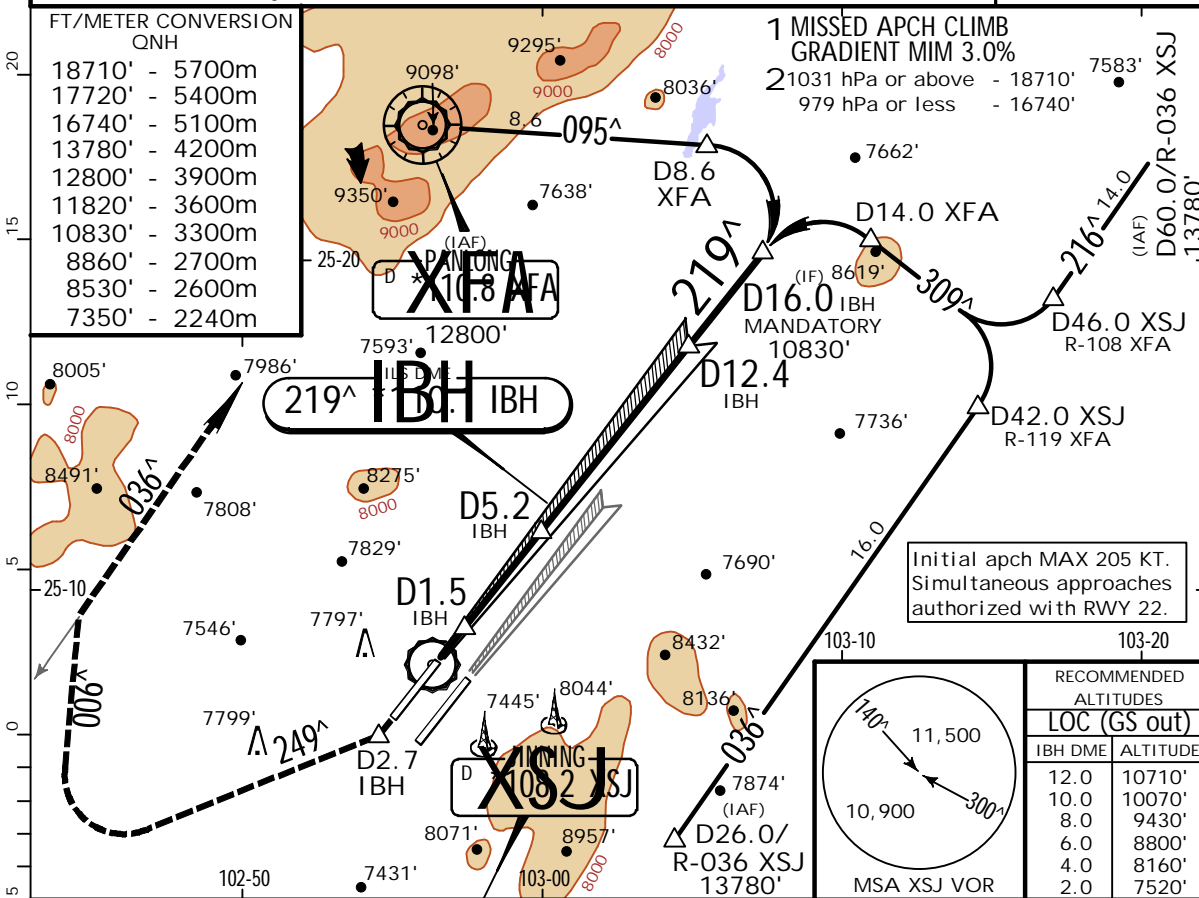
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Topo adjusted. | JEPPESSEN, 2012, 2022. ALL RIGHTS RESERVED.

ZPPP/KMG  
CHANGSHUI

JEPPESSEN  
7 JAN 22 11-6

KUNMING, PR OF CHINA  
1 ILS DME Y Rwy 21

D-ATIS Arrival 128.45		*AP01 119.0	*AP02 123.8	KUNMING Approach (R) AP03 124.25 *AP04 121.15 *AP05 120.35 *AP07 119.225			KUNMING Tower (R) 130.6	*Ground 121.95
LOC IBH *110.1		Final Apch Crs 219^	D12.4 IBH MANDATORY 10830' (3946')		ILS DA(H) 7084' (200')		Apt Elev 6901' Rwy 6884'	
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IBH at 7350' or above, then turn RIGHT (MAX 205 KT) on 249^ to 8860', then turn RIGHT (MAX 205 KT) onto 006^ to intercept R-216 XFA inbound, then on 036^ to reach XFA VOR at 11820' and contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa	Trans level: FL197		Trans alt: 17720' 2		MSA XFA VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS MIM 7350' PAPI D2.7 IBH	
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743		849
MAP at D1.5 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)			
DA(H) 7084' (200')		MDA(H) 7340' (456')			
FULL		ALS out			
A		1800m		Max Kts	MDA(H) VIS
B	RVR 550m 1 VIS 800m	1200m		100	7710' (809') 2800m
C		1800m		135	8110' (1209') 3000m
D		2100m		180	8210' (1309') 4400m
				205	8210' (1309') 5000m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
 CHANGES: None. | JEPPESSEN, 2012, 2020. ALL RIGHTS RESERVED.

ZPPP/KMG

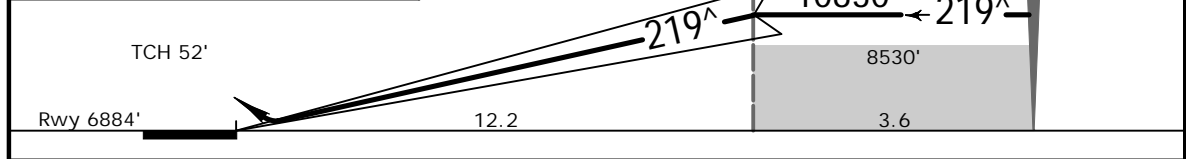
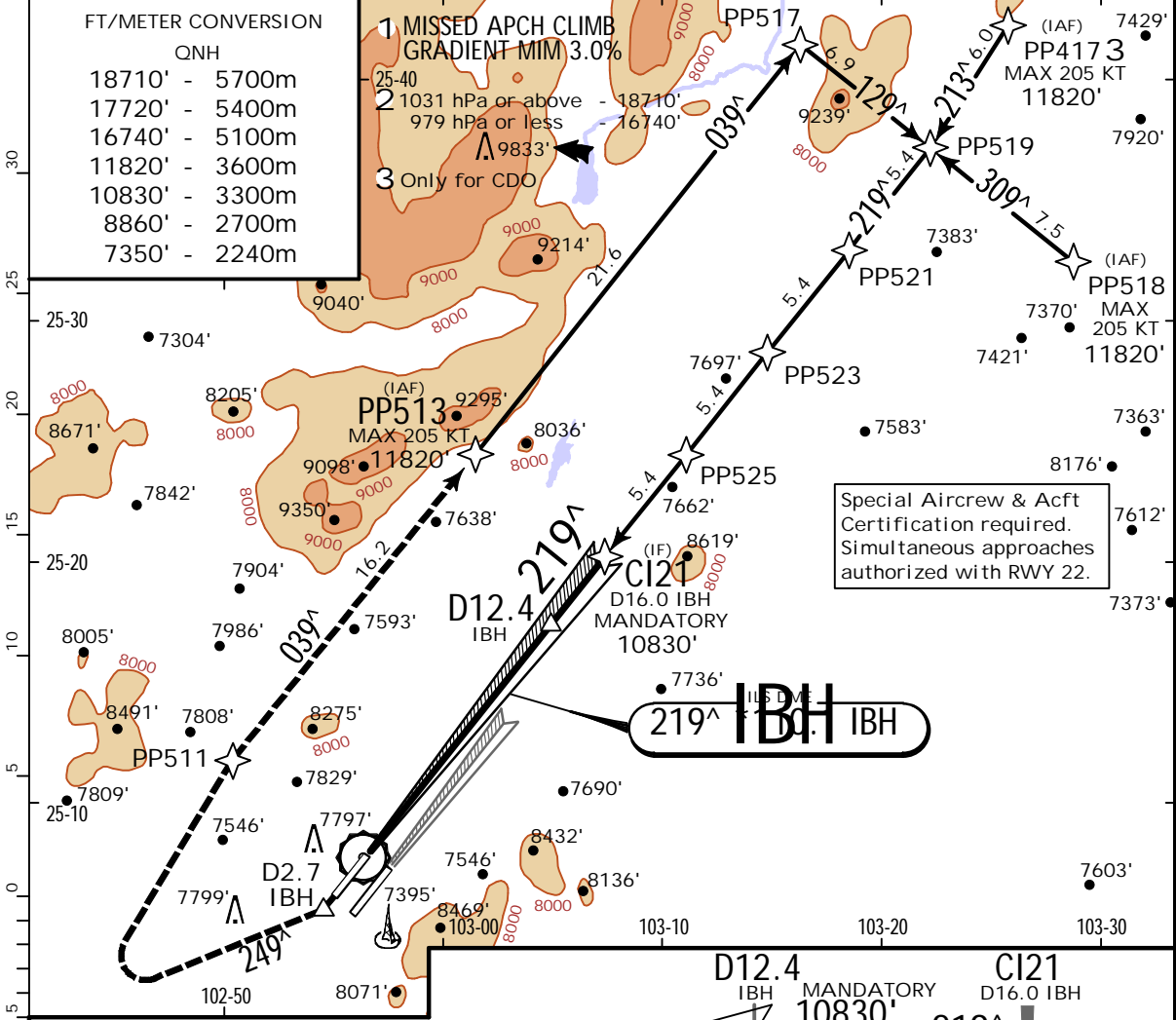


KUNMING, PR OF CHINA  
 1 SA CAT I & SA CAT II  
 RNAV ILS DME Z Rwy 21

CHANGSHUI

7 JAN 22 (11-6A)

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)			KUNMING Tower (R)	*Ground
	128.45	119.0	123.8	AP03	*AP04	*AP05	130.6	121.95
	LOC IBH *110.1	Final Apch Crs 219^	D12.4 IBH MANDATORY 10830' (3946')		SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 6901' Rwy 6884'	11,900	
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'. Turn RIGHT (MAX 205 KT) direct to PP511, then on 039^ to PP513 at 11820', contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa	Trans level: FL197		Trans alt: 17720' 2		MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIM 7350'	D2.7 IBH
GS	3.00^	372	478	531	637	849			

Standard.	SA CAT II ILS 1	STRAIGHT-IN LANDING RWY 21	SA CAT I ILS 1
	RA 108' DA(H) 6984' (100')	Missed apch climb gradient MIN 3.0%	RA 210' DA(H) 7034' (150')

RVR 350m	RVR 450m
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# ZPPP/KMG



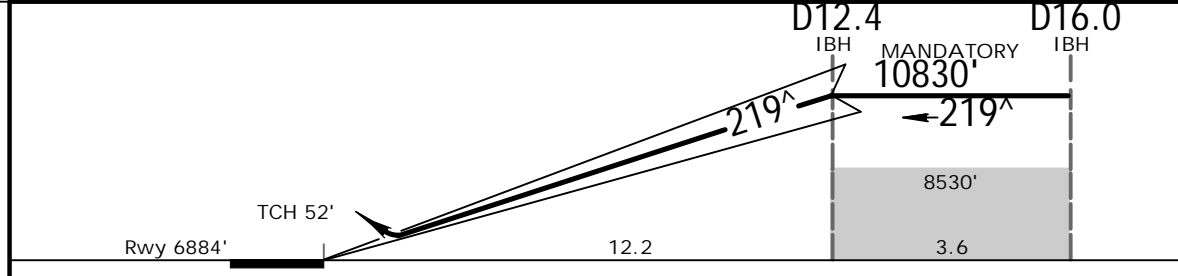
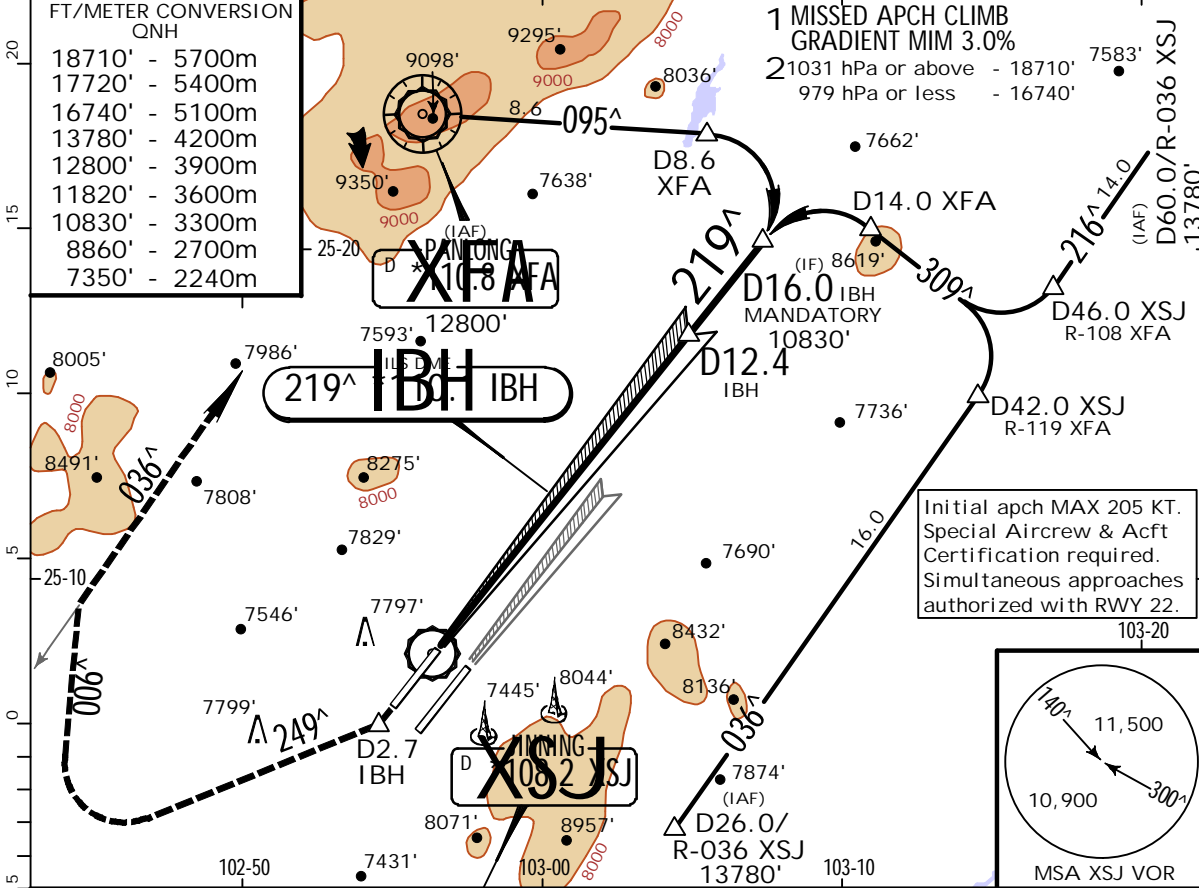
# KUNMING, PR OF CHINA

1 SA CAT I & SA CAT II  
ILS DME Y Rwy 21

CHANGSHUI

7 JAN 22 **11-6B**

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)			KUNMING Tower (R)	*Ground
	128.45	119.0	123.8	AP03	*AP04	*AP05	*AP07	130.6
LOC IBH	Final Apch Crs		D12.4 IBH MANDATORY		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 6901' Rwy 6884'	
	*110.1	219^	10830' (3946')					
<p>MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IBH at 7350' or above, then turn RIGHT (MAX 205 KT) and track 249^ to 8860', then turn RIGHT (MAX 205 KT) and track 006^ to intercept R-216 XFA inbound. Track 036^ to reach XFA VOR at 11820' and contact ATC.</p>								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 2		MSA XFA VOR



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00^	372	478	531	637	849	

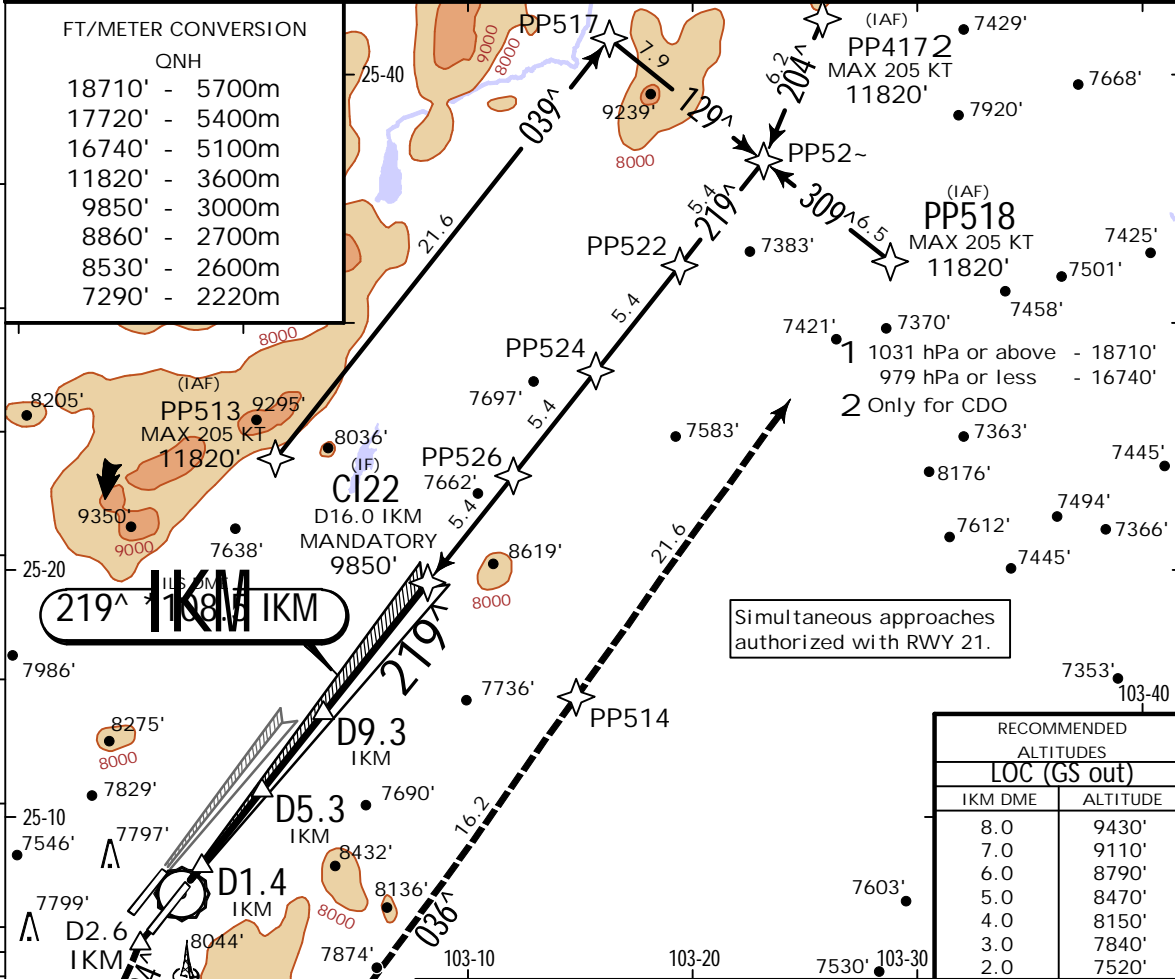
PANS OPS	Standard.	SA CAT II ILS 1	STRAIGHT-IN LANDING RWY 21	SA CAT I ILS 1
		RA 108'	Missed apch climb gradient MIN 3.0%	RA 210'
		DA(H) 6984' (100')		DA(H) 7034' (150')
		RVR 350m		RVR 450m
	1 HUD required.			

ZPPP/KMG  
CHANGSHUI

JEPPESEN  
12 JUN 20  
Eff. 17 Jun. 1600Z. (11-7)

KUNMING, PR OF CHINA  
RNAV ILS DME Z Rwy 22

D-ATIS Arrival 128.45	*AP01 119.0	*AP02 123.8	KUNMING Approach (R) AP03 120.35	*AP04 121.15	*AP05 124.25	*AP07 119.225	KUNMING Tower (R) 118.1	Ground 121.65
LOC IKM *108.5	Final Apch Crs 219^	D9.3 IKM MANDATORY 9850' (2971')	ILS DA(H) 7079' (200')	Apt Elev 6901' Rwy 6879'	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) direct to PP512, then on 036^ to PP514, then to PP518 at 11820', contact ATC.								
Alt Set: hPa	Rwy Elev: 228 hPa	Trans level: FL197	Trans alt: 17720' 1	MSA ARP				



NOT TO SCALE	PP512	D1.4 IKM	D2.6 IKM	D5.3 IKM	D9.3 IKM MANDATORY	C122 D16.0 IKM
TCH displ thresh 52'	8530'	8530'	7550'	9850'	8530'	
Rwy 6879'	1.2	3.9	4.0	6.7		

Gnd speed-Kts	70	90	100	120	140	160	ALS-F-II PAPI MIM 7290' D2.6 IKM
ILS GS or	3.00^	372	478	531	637	743	
LOC Descent Angle							

PANS OPS	Standard. ILS STRAIGHT-IN LANDING RWY 22			LOC (GS out)	
	7079' (200')			7320' (441')	
	FULL			ALS out	
	TDZ or CL out			ALS out	
A				1700m	
B	RVR 550m	RVR 550m 1	1200m		
C	VIS 800m	VIS 800m		1700m	2100m
D					

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Procedure. Missed apch. | JEPPESEN, 2012, 2020. ALL RIGHTS RESERVED.

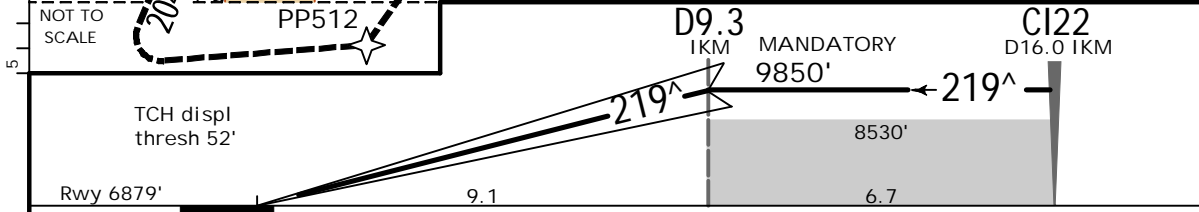
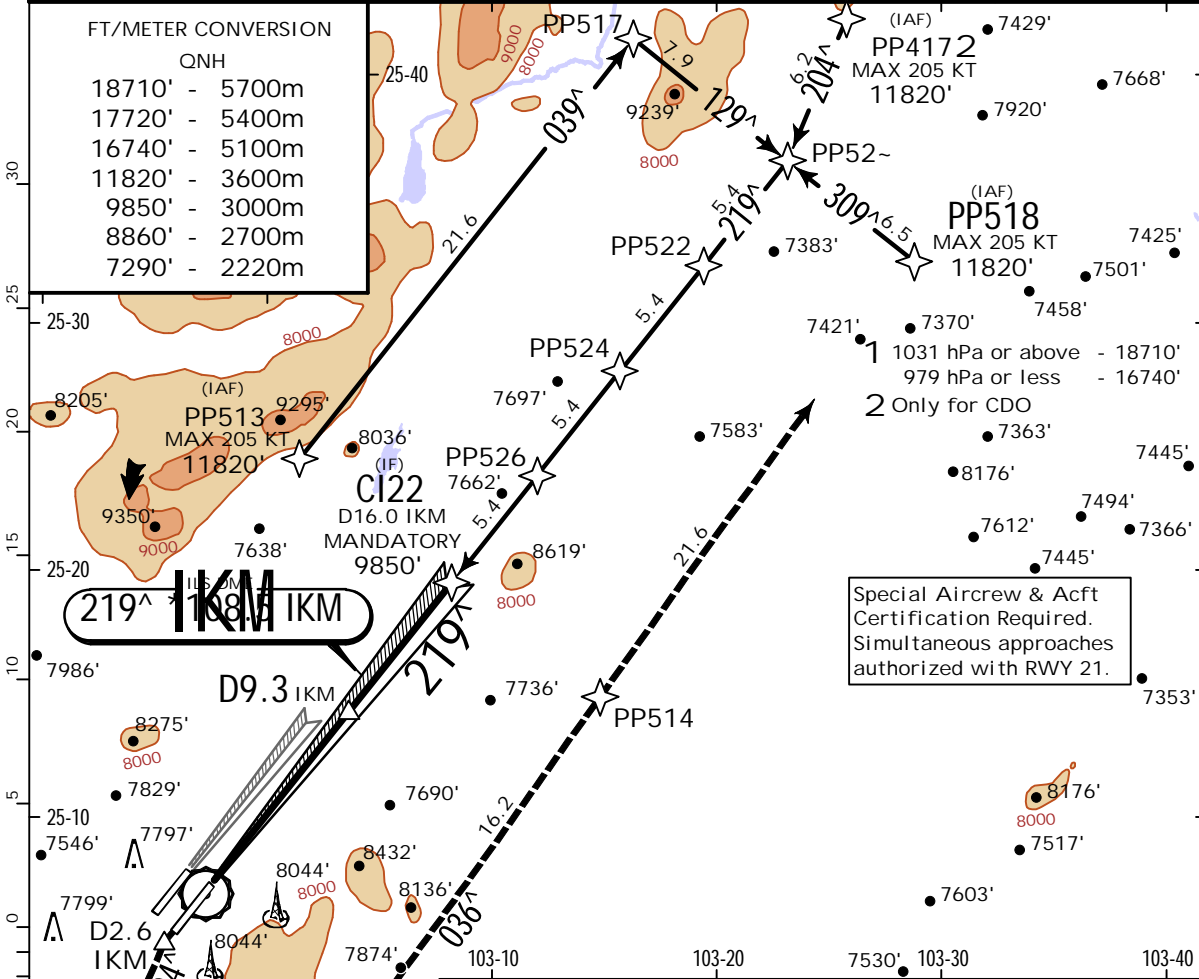
ZPPP/KMG  
CHANGSHUI

12 JUN 20  
Eff. 17 Jun. 1600Z.



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

BRIEFING STRIP	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)			KUNMING Tower (R)	Ground
	128.45	119.0	123.8	AP03	*AP04	*AP05	*AP07	118.1
	LOC IKM *108.5	Final Apch Crs 219^	D9.3 IKM MANDATORY 9850' (2971')	CAT II ILS RA 102' DA(H) 6979' (100')		Apt Elev 6901' Rwy 6879'	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) direct to PP512, then on 036^ to PP514, then to PP518 at 11820', contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa	Trans level: FL197	Trans alt: 17720' 1		MSA ARP		



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

.Standard.			STRAIGHT-IN LANDING RWY 22 CAT II ILS		
ABC RA 102' DA(H) 6979' (100')		D RA 102' DA(H) 6979' (100')			
RVR 300m		RVR 300m		RVR 350m 1	



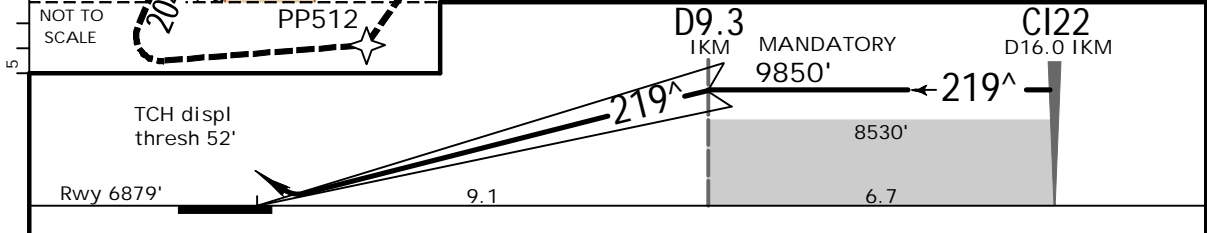
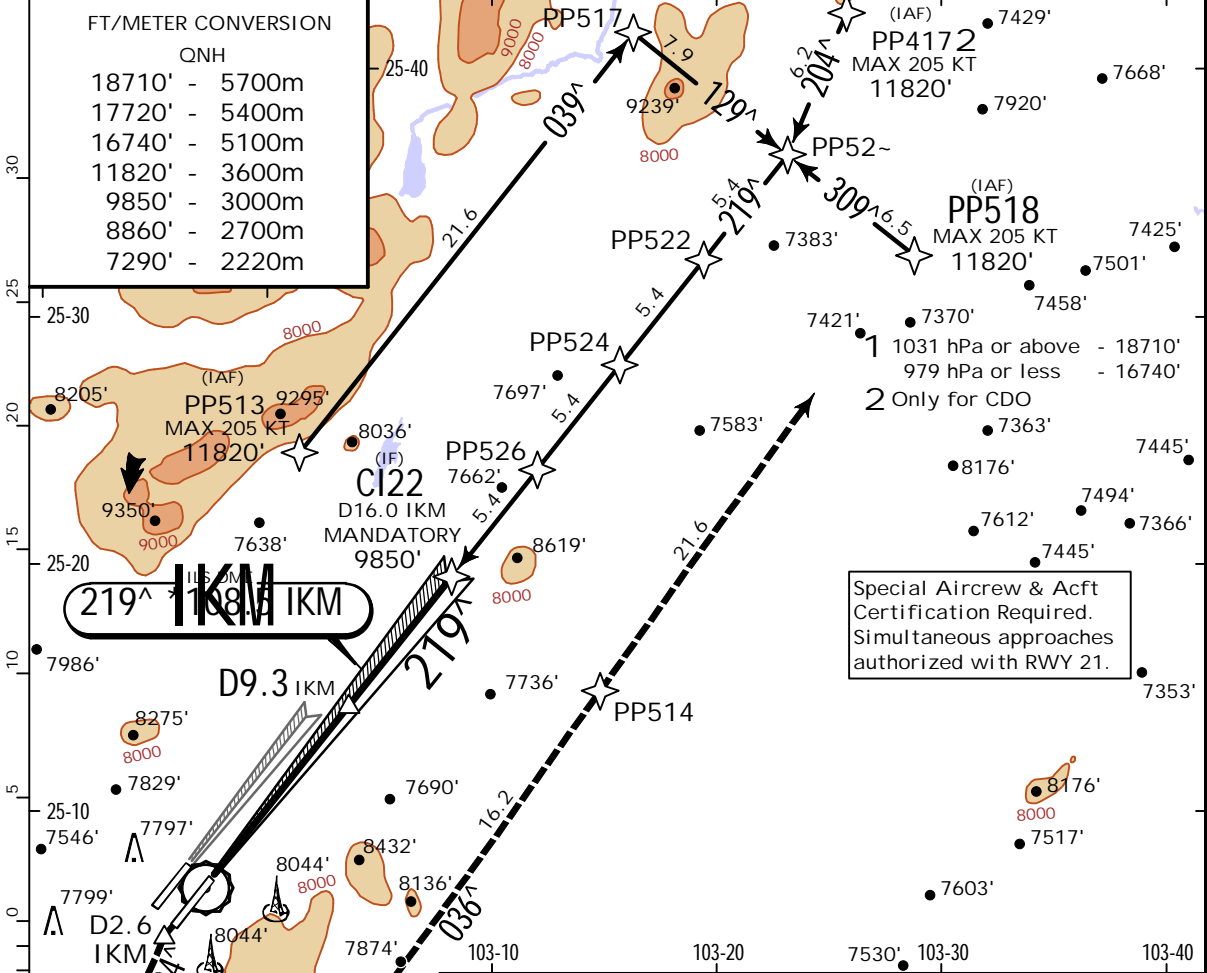
ZPPP/KMG  
CHANGSHUI

12 JUN 20  
Eff. 17 Jun. 1600Z.

**JEPPESSEN**  
(11-7B)

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

D-ATIS Arrival 128.45		*AP01 119.0	*AP02 123.8	KUNMING Approach (R) AP03 120.35			*AP04 121.15	*AP05 124.25	*AP07 119.225	KUNMING Tower (R) 118.1	Ground 121.65
LOC IKM *108.5		Final Apch Crs 219^		D9.3 IKM MANDATORY 9850' (2971')		SA CAT I ILS RA 154' DA(H) 7029' (150')		Apt Elev 6901' Rwy 6879'		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) direct to PP512, then on 036^ to PP514, then to PP518 at 11820', contact ATC.											
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197			Trans alt: 17720' 1			MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	MIM 7290'	D2.6 IKM
GS	3.00^	372	478	531	637	849			
Standard. STRAIGHT-IN LANDING RWY 22 SA CAT I ILS									
RA 154' DA(H) 7029' (150')									
RVR 450m									
1 HUD required.									

ZPPP/KMG  
CHANGSHUI

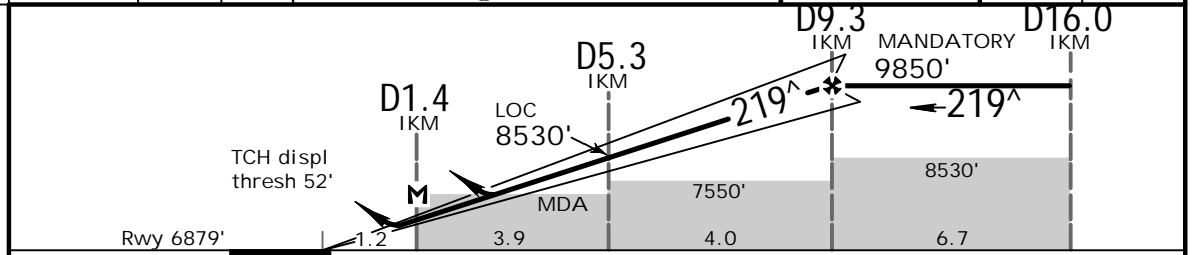
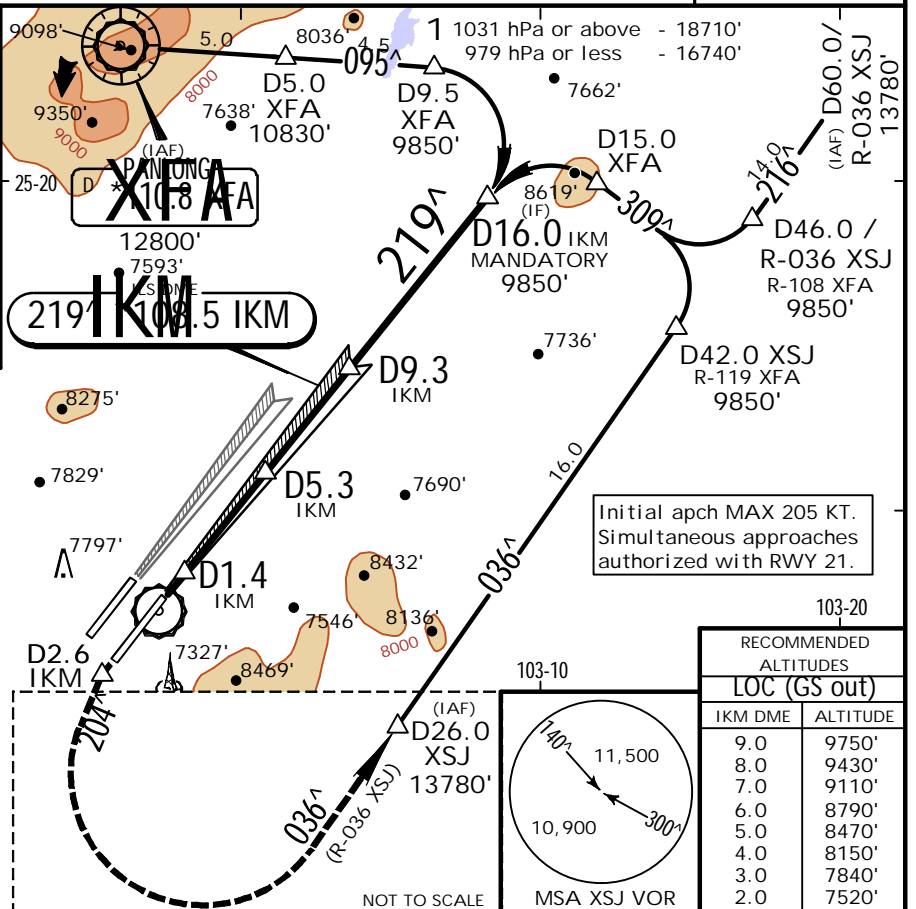
12 JUN 20  
Eff. 17 Jun. 1600Z. (11-8)

KUNMING, PR OF CHINA  
ILS DME Y Rwy 22

BRIEFING STRIP	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)			KUNMING Tower (R)	Ground
	128.45	119.0	123.8	AP03	*AP04	*AP05	*AP07	118.1 121.65
	LOC IKM *108.5	Final Apch Crs 219^	D9.3 IKM MANDATORY 9850' (2971')		ILS DA(H) 7079' (200')	Apt Elev 6903' Rwy 6879'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IKM at 7290' or above, then turn LEFT (MAX 205 KT) on 204^ to 8860'. Turn LEFT (MAX 205 KT) to intercept R-036 XSJ, then on 036^ to 11820' and contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa	Trans level: FL197		Trans alt: 17720' 1		MSA XFA VOR	

FT/METER CONVERSION QNH

18710'	-	5700m
17720'	-	5400m
16740'	-	5100m
13780'	-	4200m
12800'	-	3900m
11820'	-	3600m
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
8530'	-	2600m
7290'	-	2220m



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

PANS OPS	.Standard.			STRAIGHT-IN LANDING RWY 22		LOC (GS out)	
	ILS			DA(H) 7079' (200')		MDA(H) 7320' (441')	
	FULL	TDZ or CL out	ALS out			ALS out	
	A					1700m	
B	RVR 550m	RVR 550m 1	1200m			1700m	
C	VIS 800m	VIS 800m				2100m	
D							

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

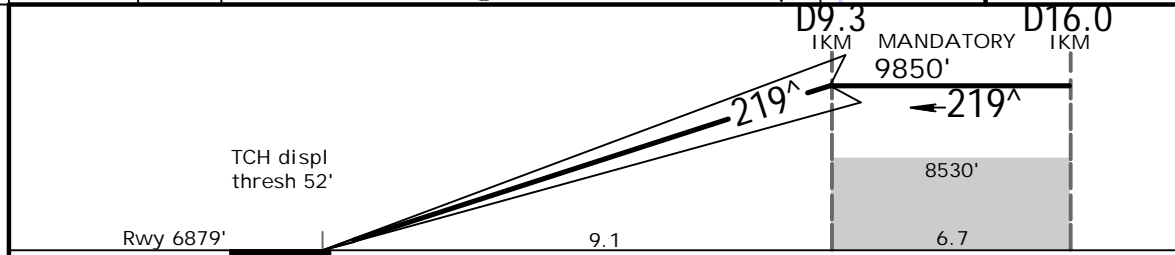
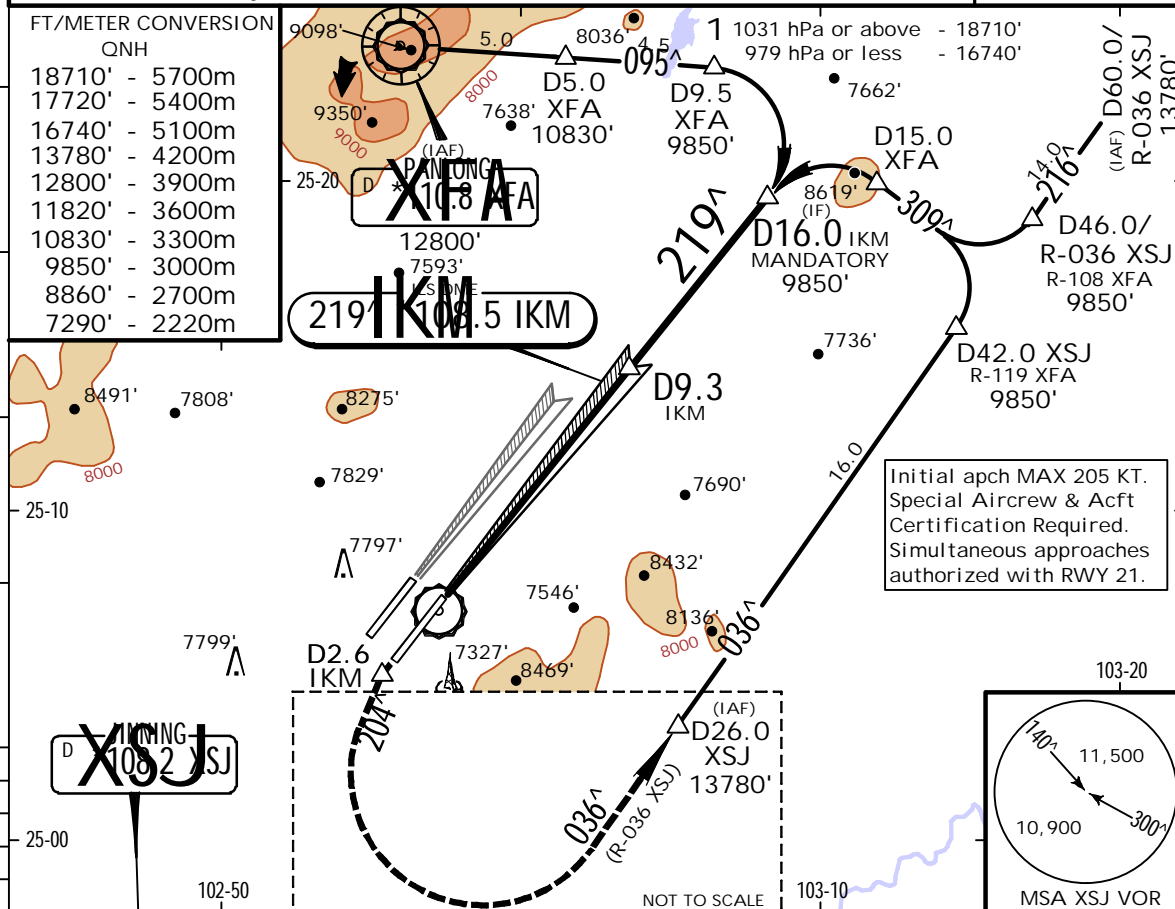
CHANGES: Altitude. | JEPPESEN, 2012, 2020. ALL RIGHTS RESERVED.

ZPPP/KMG  
CHANGSHUI

12 JUN 20  
Eff. 17 Jun. 1600Z. (11-8A)

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

D-ATIS Arrival 128.45	*AP01 119.0	*AP02 123.8	KUNMING Approach (R) AP03 124.25				*AP04 121.15	*AP05 120.35	*AP07 119.225	KUNMING Tower (R) 118.1	Ground 121.65
LOC IKM *108.5	Final Apch Crs 219^	D9.3 IKM MANDATORY 9850' (2971')		CAT II ILS RA 102' DA(H) 6979' (100')		Apt Elev 6901' Rwy 6879'					
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IKM at 7290' or above, then turn LEFT (MAX 205 KT) on 204^ to 8860'. Turn LEFT (MAX 205 KT) to intercept R-036 XSJ, then on 036^ to 11820' and contact ATC.											
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 1		MSA XFA VOR			



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

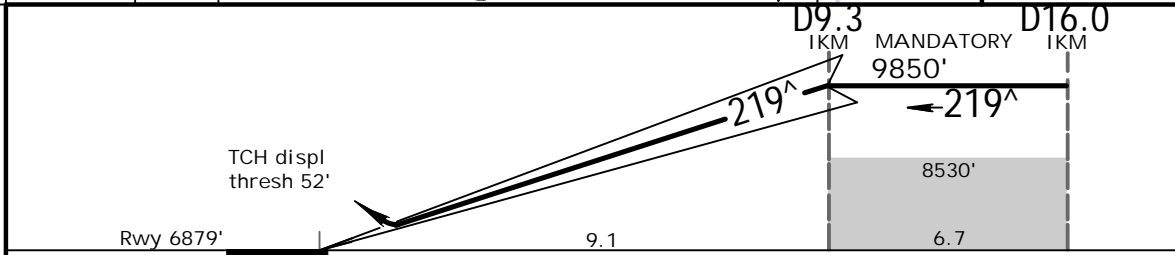
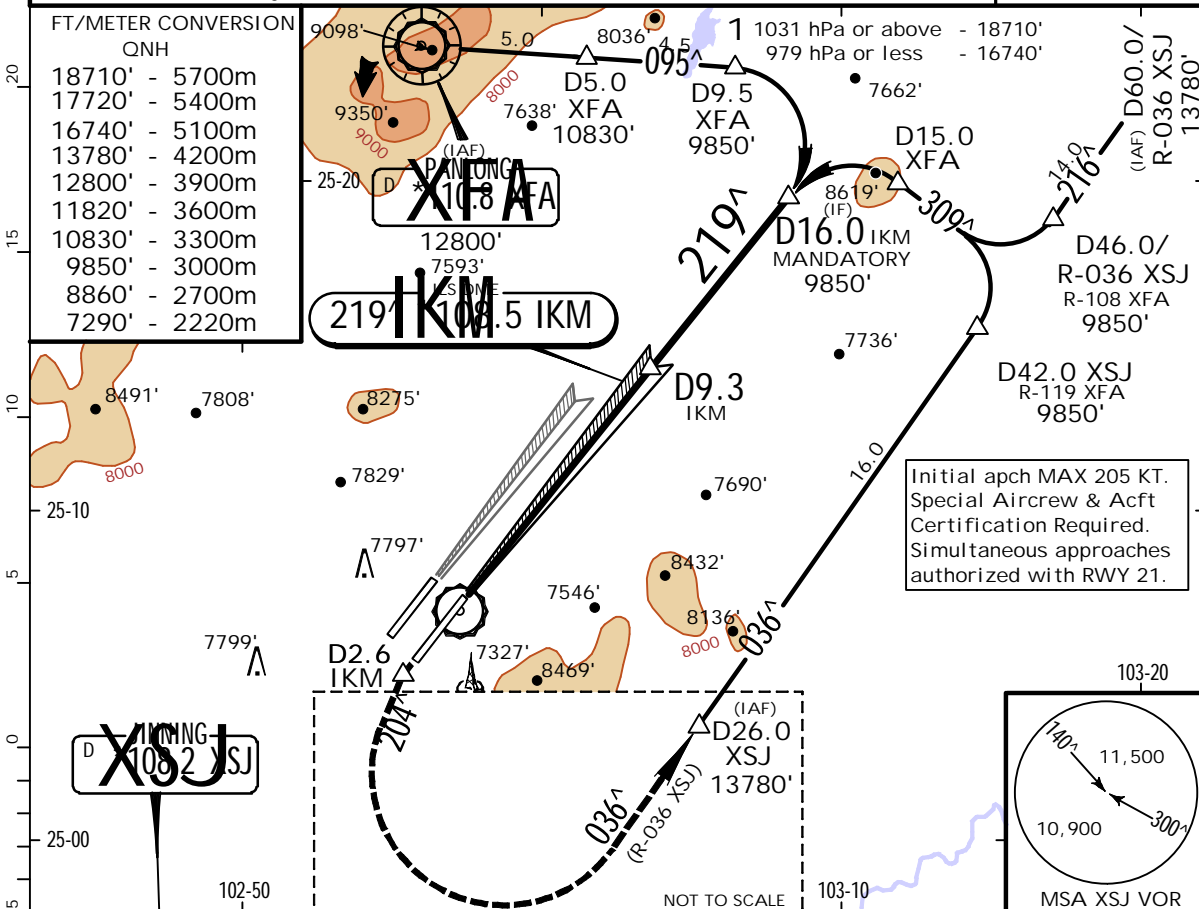
.Standard.			STRAIGHT-IN LANDING RWY 22 CAT II ILS		
ABC RA 102' DA(H) 6979' (100')		D RA 102' DA(H) 6979' (100')			
RVR 300m		RVR 300m		RVR 350m 1	

ZPPP/KMG  
CHANGSHUI

12 JUN 20  
Eff. 17 Jun. 1600Z. (11-8B)

JEPPESEN KUNMING, PR OF CHINA  
SA CAT I ILS DME Y Rwy 22

BRIEFING STRIP	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)			KUNMING Tower (R)	Ground
	128.45	119.0	123.8	AP03	*AP04	*AP05	*AP07	118.1 121.65
LOC IKM	Final Apch Crs		D9.3 IKM MANDATORY		SA CAT I ILS RA 154'	Apt Elev 6901'	Ground	
*108.5	219^		9850' (2971')		DA(H) 7029' (150')	Rwy 6879'	11,500	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IKM at 7290' or above, then turn LEFT (MAX 205 KT) and track 204^ to 8860'. Turn LEFT (MAX 205 KT) to intercept R-036 XSJ, then track 036^ to 11820' and contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 1		MSA XFA VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	MIM 7290'	D2.6 IKM
GS	3.00^	372	478	531	637	743			

Standard. STRAIGHT-IN LANDING RWY 22 1  
SA CAT I ILS  
RA 154'  
DA(H) 7029' (150')

RVR 450m  
1 HUD required.

PANS OPS

## Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**KUNMING, (CHANGSHUI - ZPPP)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport ZPPP

### Chart Change Notices for Country CHN

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** 20210716

**End Date:** Until Further Notice

ZSPD: For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.