

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZPPP

Terminal Charts For ZPPP

Revision Letter For Cycle 11-2024

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: 2.0° 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: 2218 Z
Sunset: 1154 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: 118.100

Kunming Tower: 118.850 Secondary

Kunming Tower: 130.600

Kunming Ground: 121.650

Kunming Ground: 121.850 Secondary

Kunming Ground: 121.950

Changshui Apron Ramp/Taxi: 121.600

Changshui Apron Ramp/Taxi: 121.750

Kunming Clearance Delivery: 121.700

Kunming Clearance Delivery: 121.850 Secondary

Kunming Approach: 121.150

Kunming Approach: 123.800

Kunming Approach: 124.250

Kunming Approach: 125.550 Secondary

Kunming Approach: 126.550 Secondary

Kunming Approach: 127.900 Secondary

Kunming Approach: 120.350

Kunming Approach: 119.225

Kunming Approach: 119.000

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CHANGSHUI

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26 NOV 21

10-1P

Eff 1 Dec 1600Z

KUNMING, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

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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26 NOV 21

10-1P1

Eff 1 Dec 1600Z

KUNMING, PR OF CHINA**AIRPORT BRIEFING**

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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29 SEP 23

10-1P2

Eff 4 Oct 1600Z

KUNMING, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

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.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

The ACFT that has flown over the IAF shall conduct autonomous navigation and landing according to the standard approach procedure.

Other ACFT that have not crossed the IAF shall MAINTAIN the last command altitude given by the controller. If such an altitude cannot meet the minimum flight altitude requirements during the flight, the adjust altitude according to the minimum flight requirements. When within the Kunming APP, the ACFT APP/DEP from NIXAS, MEBNA, XISLI, DADOL, NODIB shall fly directly to XFA; The ACFT APP/DEP from LXI, ELASU, GULOT, and P73 shall fly directly to XSJ.

After over XFA, join the right-hand holding, outbound track 040°, outbound time 2minutes, inbound track 220°, descend and MAINTAIN FL128 (if lower than FL128, climb to FL128 IMMEDIATELY and MAINTAIN; If ACFT needs to consume fuel, keep circling at FL148).

Select the landing RWY according to ATIS, after exiting the holding pattern, fly to the nearest IAF and follow the ILS/DME Y approach of the corresponding RWY for auto navigation approach and landing.

After over XSJ, join the holding, descend and maintain FL138 (if lower than FL138, climb to FL138 IMMEDIATELY and MAINTAIN; If ACFT needs to consume fuel, keep circling at FL148).

Select the landing RWY according to ATIS, exit the holding pattern, and fly to the nearest IAF, follow the ILS/DME Y approach for the corresponding RWY for auto navigation approach and landing.

Pilots can use satellite phones or other communication devices to contact Kunming APP (Tel: 86-871-64620173).

If able to contact AOC of the airlines, contact AOC and Kunming APP (Tel: 86-871-64620173).

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.

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29 SEP 23

10-1P3

Eff 4 Oct 1600Z

KUNMING, PR OF CHINA

AIRPORT BRIEFING

2. ARRIVAL

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.

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

Pilots can use satellite phones or other communication devices to contact Kunming APP (Tel: 86-871-64620173).

If able to contact AOC of the airlines, contact AOC and Kunming APP (Tel: 86-871-64620173).

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29 SEP 23

10-1P4

Eff 4 Oct 1600Z

AIRPORT BRIEFING

3. DEPARTURE

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.

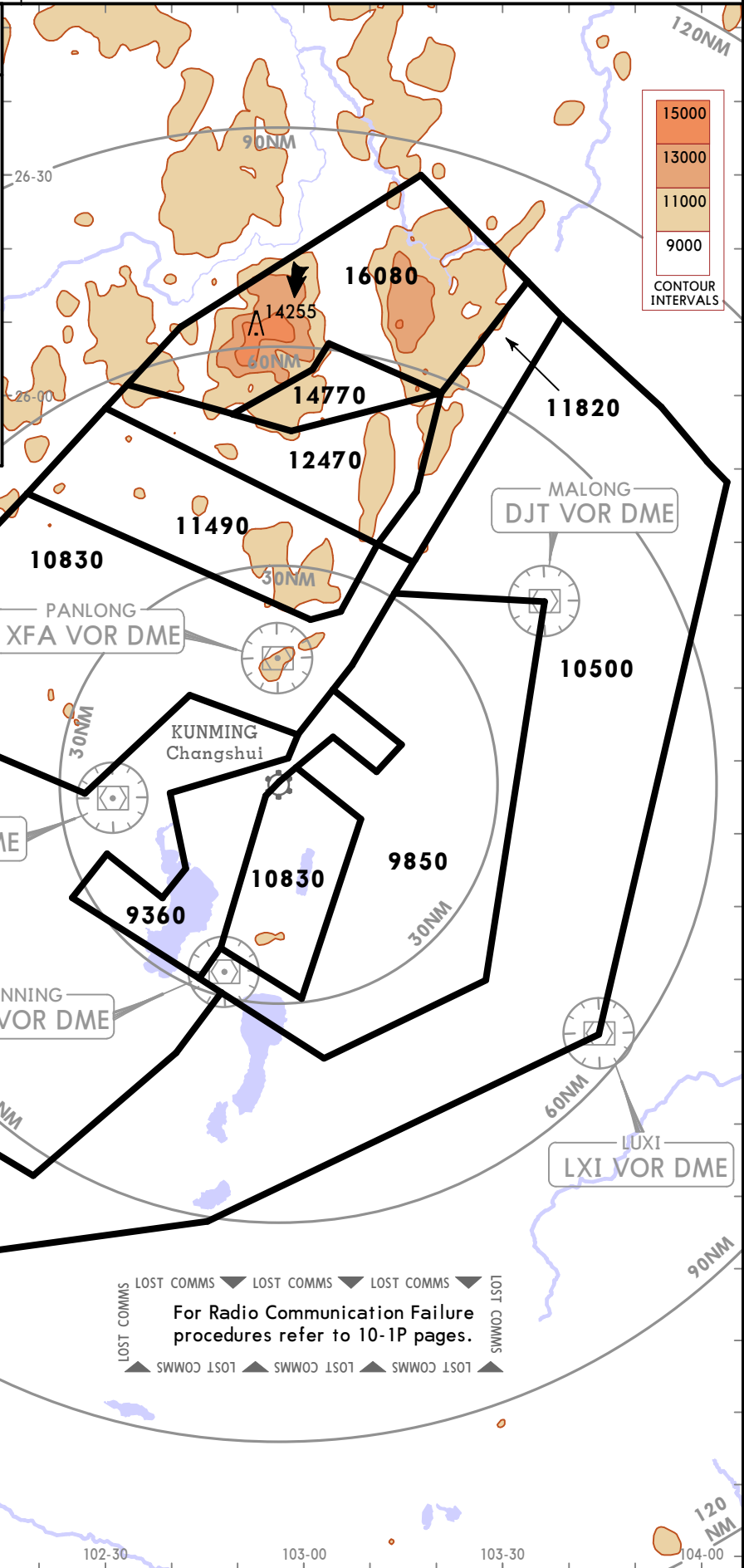
ZPPP/KMG CHANGSHUI

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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



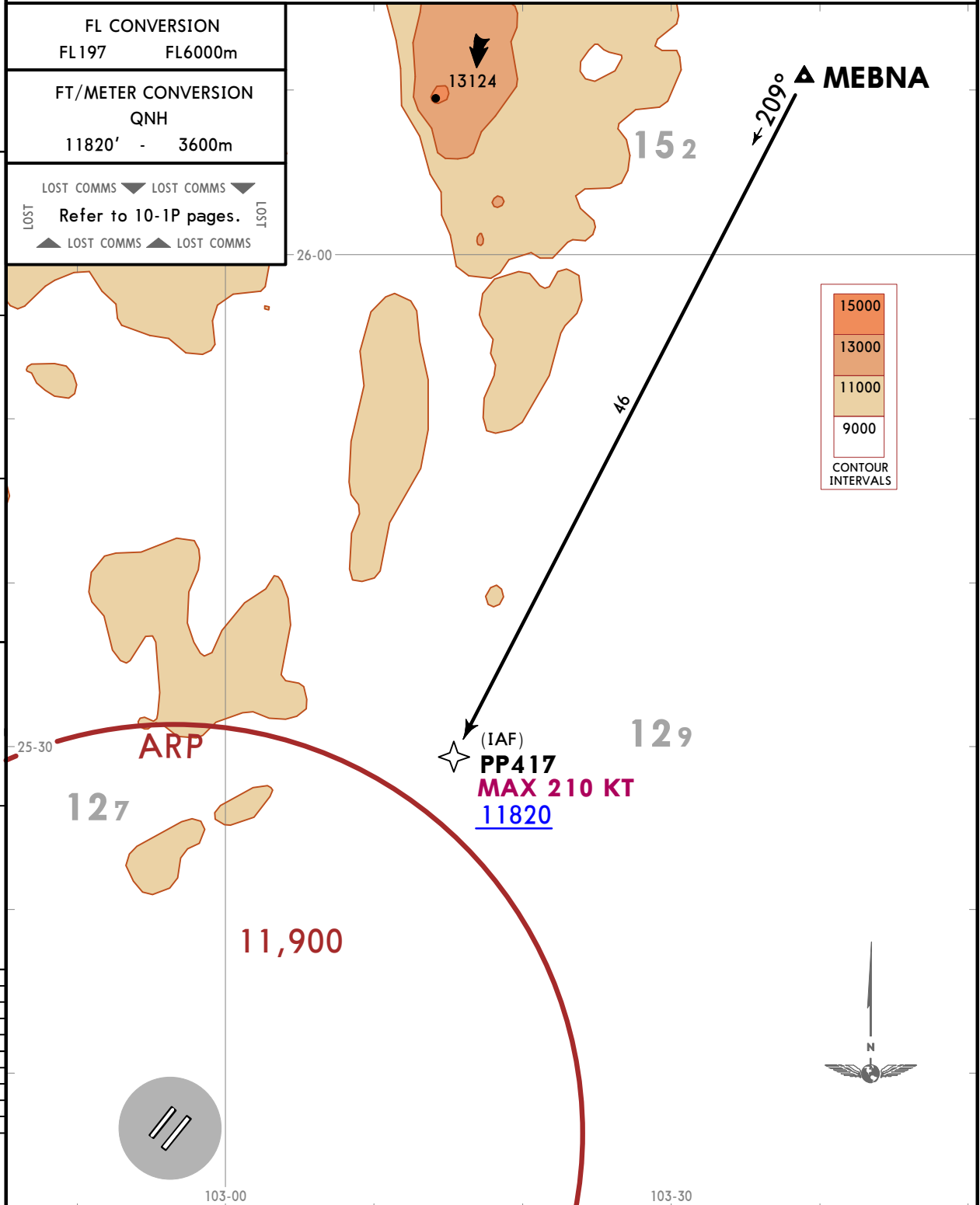
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 For Radio Communication Failure procedures refer to 10-1P pages.
 ▲ SWW00 1S01 ▲ SWW00 1S01 ▲ SWW00 1S01 ▲ SWW00 1S01

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24 NOV 23 10-2 Eff 29 Nov 1600Z
RNAV STAR

D-ATIS 128.45	Apt Elev 6901	Alt Set: hPa Trans level: FL197	
		RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
1. RADAR required for RNAV 1. 2. CDO terminates once ATC gives heading instructions.			

MEB 1M
RNAV ARRIVAL
 (RWYS 21, 22)
 AVAILABLE 00:30 - 07:30LT
 BY ATC
 ONLY USED FOR CDO



ROUTING
 MEBNA - PP417 (K210-; 11820+).

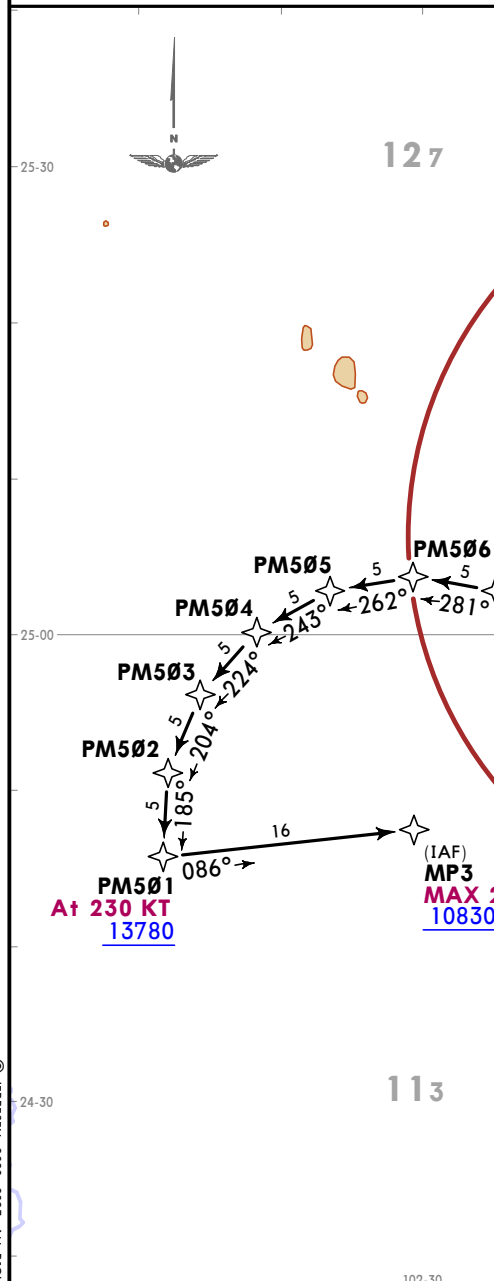
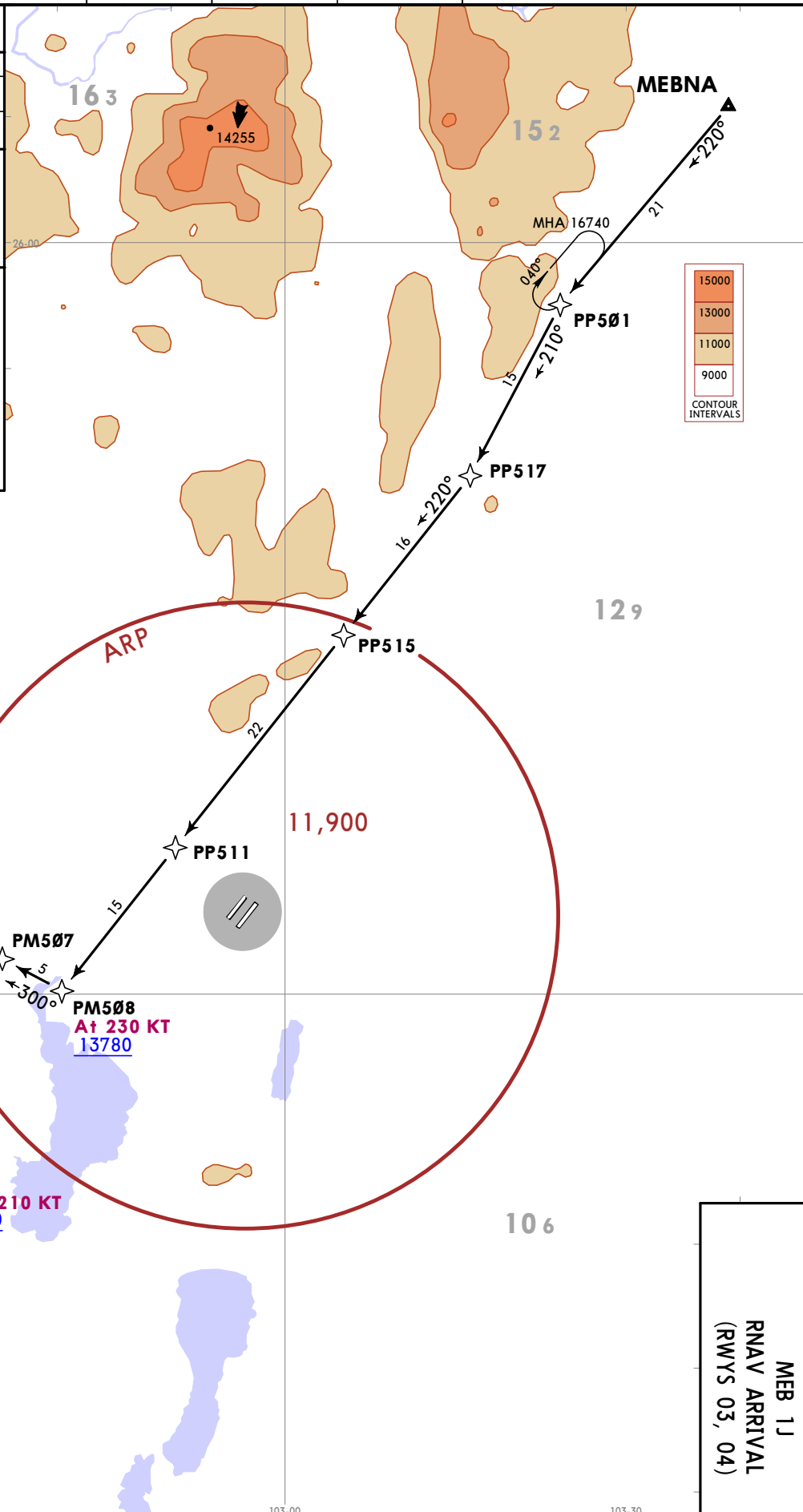
CHANGES: None

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CHANGSHUI
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26 JAN 24
10-2B

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

**MEB 1J
RNAV ARRIVAL
(RWYS 03, 04)**

FL CONVERSION	
FL197	FL6000m
FT/METER CONVERSION	
QNH	
16740'	- 5100m
13780'	- 4200m
10830'	- 3300m



STAR	ROUTING
MEB 1J	MEBNA - PP501 - PP517 - PP515 - PP511 - PM508 (K230; 13780+) - PM507 - PM506 - PM505 - PM504 - PM503 - PM502 - PM501 (K230; 13780+) - MP3 (K210+; 10830+).

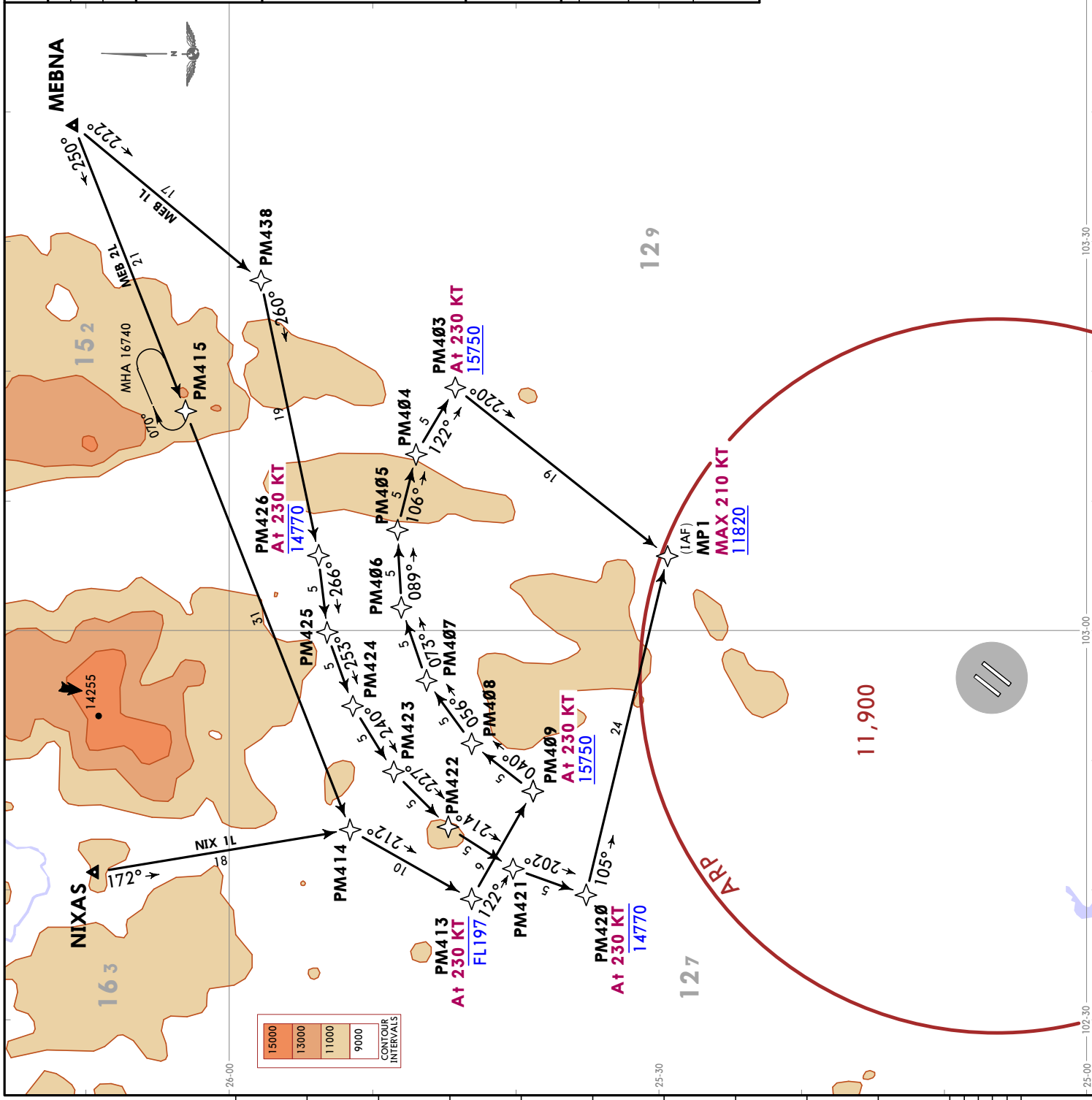
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LOST Refer to 10-1P pages. LOST
▲ LOST COMMS ▲ LOST COMMS

**MEB 1J
RNAV ARRIVAL
(RWYS 03, 04)**

**KUNMING, PR OF CHINA
RNAV STAR**

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D-ATIS 128.45	Apt Elev 6901												
Alt Set: hPa Trans level: FL197													
RNAV 1	RNP 1												
GNSS or DME/DME/IRU	OR GNSS												
1. RADAR required for RNAV 1.													
2. Under RADAR control, altitude by ATC.													
MEB 1L, MEB 2L NIX 1L RNAV ARRIVALS (RWYS 21, 22)													
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LOST COMMS ▼ LOST COMMS ▲ Refer to 10-1P pages. LOST ▲ LOST COMMS ▼ LOST COMMS													
STAR	ROUTING												
MEB 1L	MEBNA - PM438 - PM426 (K230; 14770-) - PM425 - PM424 - PM423 - PM422 - PM421 - PM420 (K230; 14770-) - MPI (K210; 11820+).												
MEB 2L	MEBNA - PM415 - PM414 - PM413 (K230; FL197-) - PM409 (K230; 15750+) - PM408 - PM407 - PM406 - PM405 - PM404 - PM403 (K230; 15750+) - MPI (K210; 11820+).												
NIX 1L	NIXAS - PM414 - PM413 (K230; FL197-) - PM409 (K230; 15750+) - PM408 - PM407 - PM406 - PM405 - PM404 - PM403 (K230; 15750+) - MPI (K210; 11820+).												

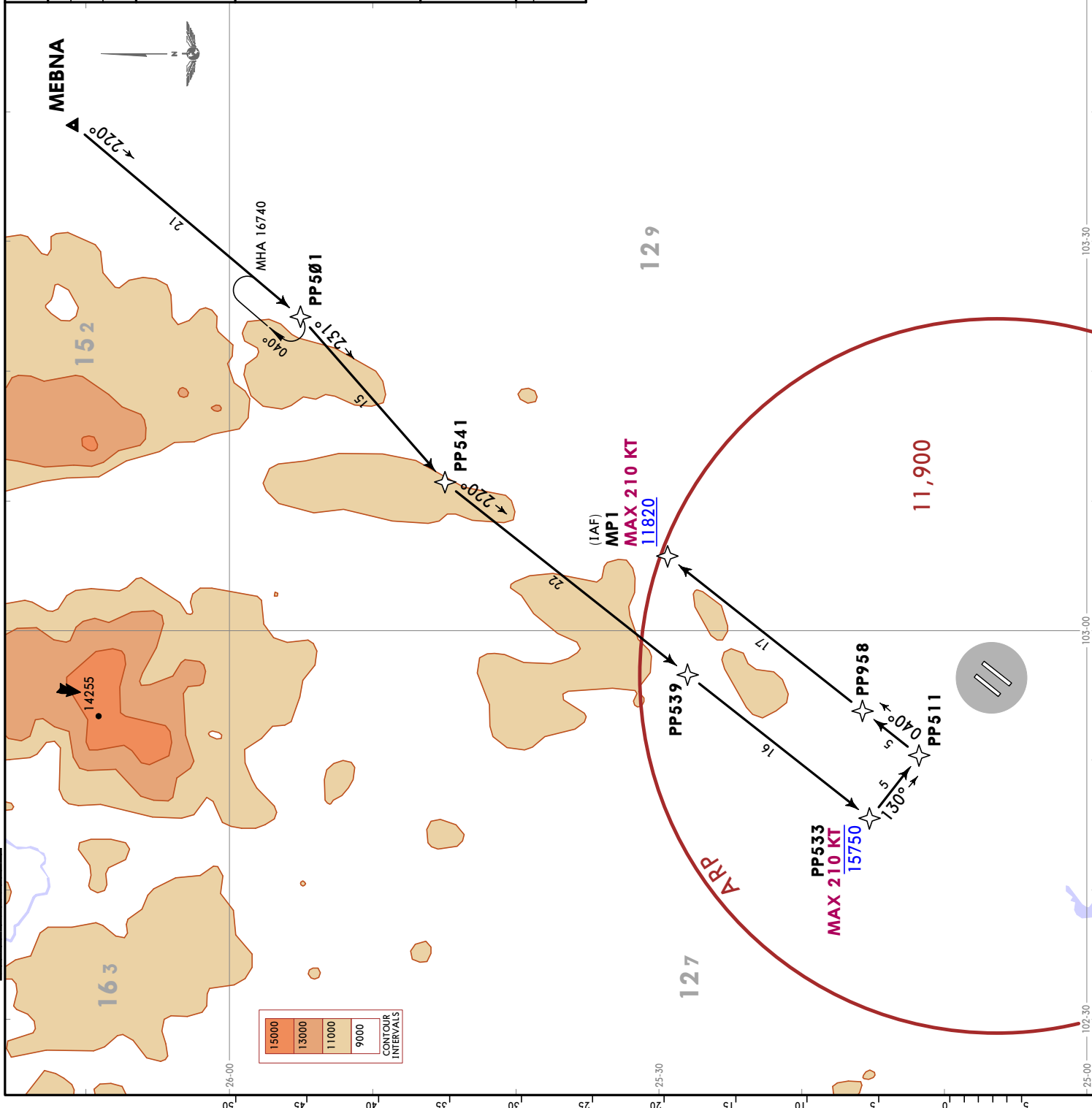


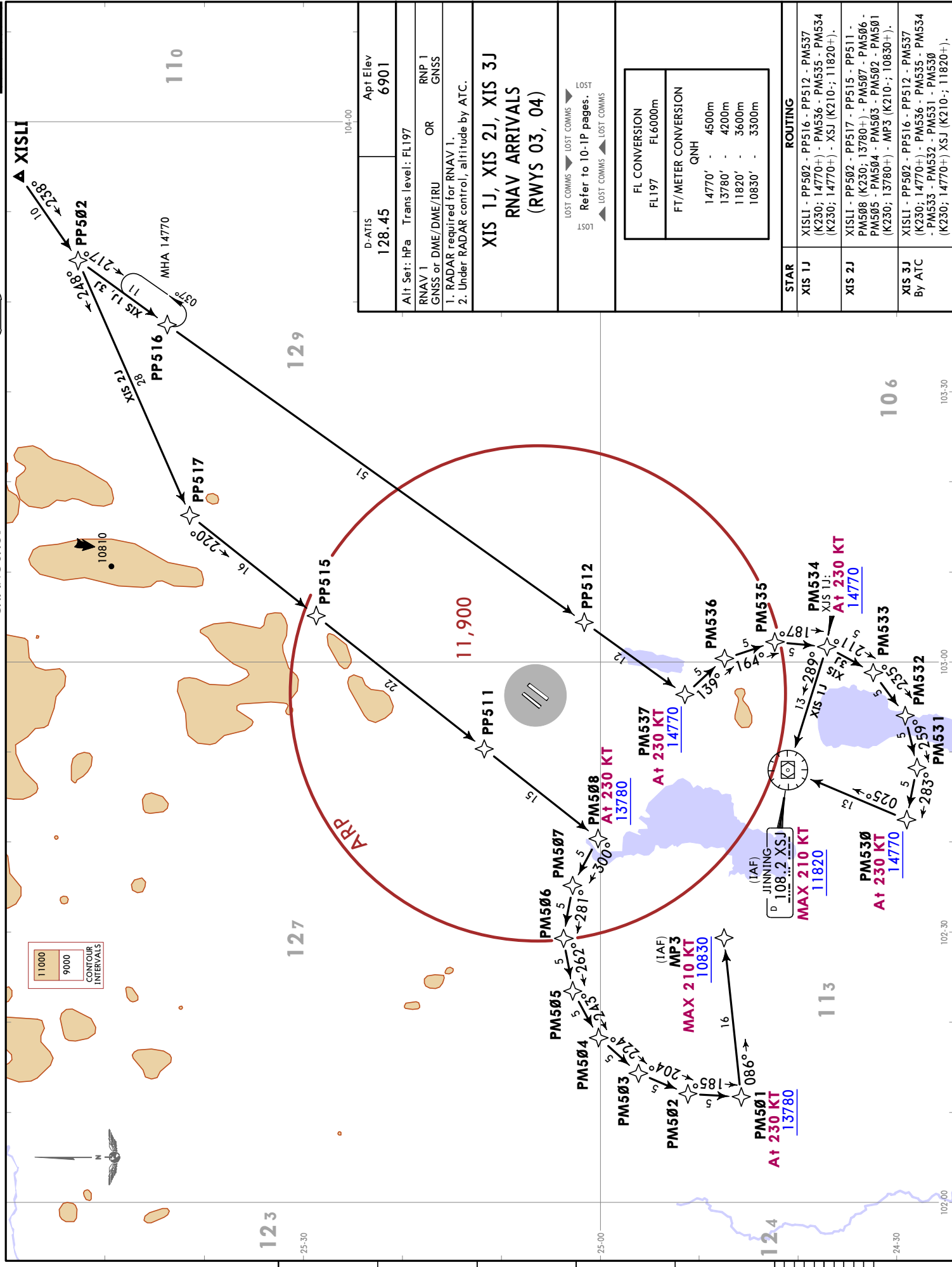
KUNMING, PR OF CHINA

ZPPP/KMG
CHANGSHUI
 24 NOV 23
 Eff: 29 Nov 1600Z
 10-2D

RNAV STAR

D-ATIS 128.45	Apt Elev 6901
Alt Set: hPa Trans level: FL 197	
RNAV 1 GNSS or DME/DME/IRU	RNP 1 OR GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control, altitude by ATC.	
MEB 3L	
RNAV ARRIVAL (RWYS 21, 22)	
FL CONVERSION FL197 - FL6000m	FT/METER CONVERSION QNH 16740' - 5100m 15750' - 4800m 11820' - 3600m
LOST COMMS ▼ LOST COMMS ▼ Refer to 10-IP pages. LOST ▲ LOST COMMS ▲ LOST COMMS	
ROUTING MEBNA - PP501 - PP541 - PP539 - PP533 (K210-; 15750-) - PP511 - PP958 - MP1 (K210-; 11820+).	





D-ATIS 128.45	Apt Elev 6901
Alt Set: hPa Trans level: FL197	
RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control, altitude by ATC.	
XIS 1J, XIS 2J, XIS 3J RNAV ARRIVALS (RWYS 03, 04)	
<div style="display: flex; justify-content: space-between;"> <div> <p>FL CONVERSION FL197 FL6000m</p> <p>FT/METER CONVERSION QNH 14770' - 4500m 13780' - 4200m 11820' - 3600m 10830' - 3300m</p> </div> <div> <p>ROUTING</p> <p>XISLI - PP502 - PP516 - PP512 - PM537 (K230; 14770+) - PM536 - PM535 - PM534 (K230; 14770+) - XSJ (K210; 11820+).</p> <p>XISLI - PP502 - PP517 - PP515 - PP511 - PM508 (K230; 13780+) - PM507 - PM506 - PM505 - PM504 - PM503 - PM502 - PM501 (K230; 13780+) - MP3 (K210; 10830+).</p> <p>XISLI - PP502 - PP516 - PP512 - PM537 (K230; 14770+) - PM536 - PM535 - PM534 - PM533 - PM532 - PM531 - PM530 (K230; 14770+) XSJ (K210; 11820+).</p> </div> </div>	
STAR XIS 1J	
XIS 2J	
XIS 3J By ATC	

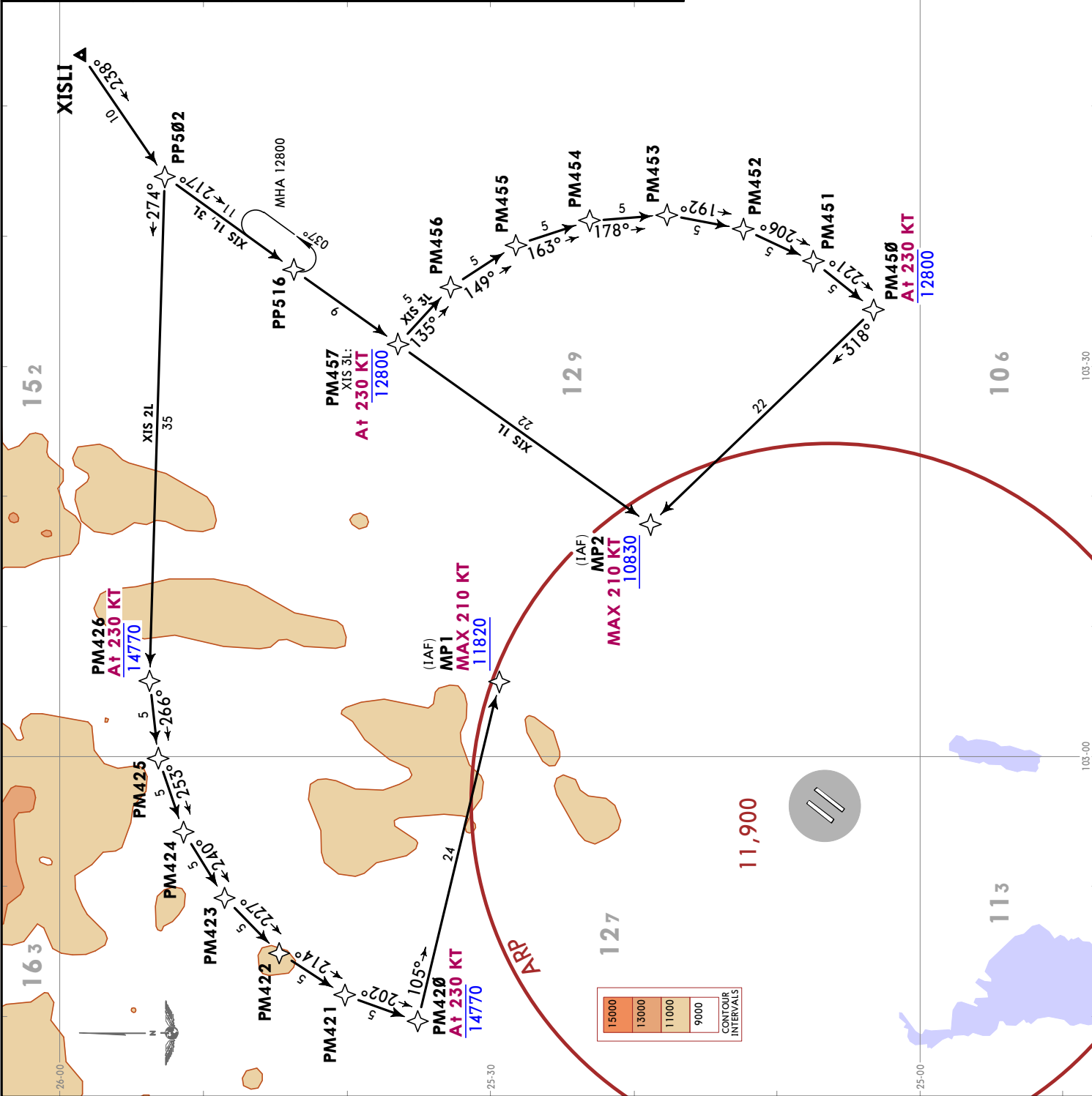
KUNMING, PR OF CHINA

ZPPP/KMG
CHANGSHUI Eff 29 Nov 1600Z
24 NOV 23 10-2F

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RNAV STAR

D-ATIS 128.45	Apt Elev 6901																				
Alt Set: hPa Trans level: FL197																					
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XIS1L - PP502 - PP516 - PM457 (K230; 12800-) - PM456 - PM455 - PM454 - PM453 - PM452 - PM451 - PM450 (K230; 12800-) - MP2 (K210+; 10830+).																					
STAR																					
XIS 1L	XIS1L - PP502 - PP516 - PM457 - MP2 (K210+; 10830+).																				
XIS 2L	XIS1L - PP502 - PM426 (K230; 14770-) - PM425 - PM424 - PM423 - PM422 - PM421 - PM420 (K230; 14770-) - MP1 (K210+; 11820+).																				
XIS 3L By ATC	XIS1L - PP502 - PP516 - PM457 (K230; 12800-) - PM456 - PM455 - PM454 - PM453 - PM452 - PM451 - PM450 (K230; 12800-) - MP2 (K210+; 10830+).																				

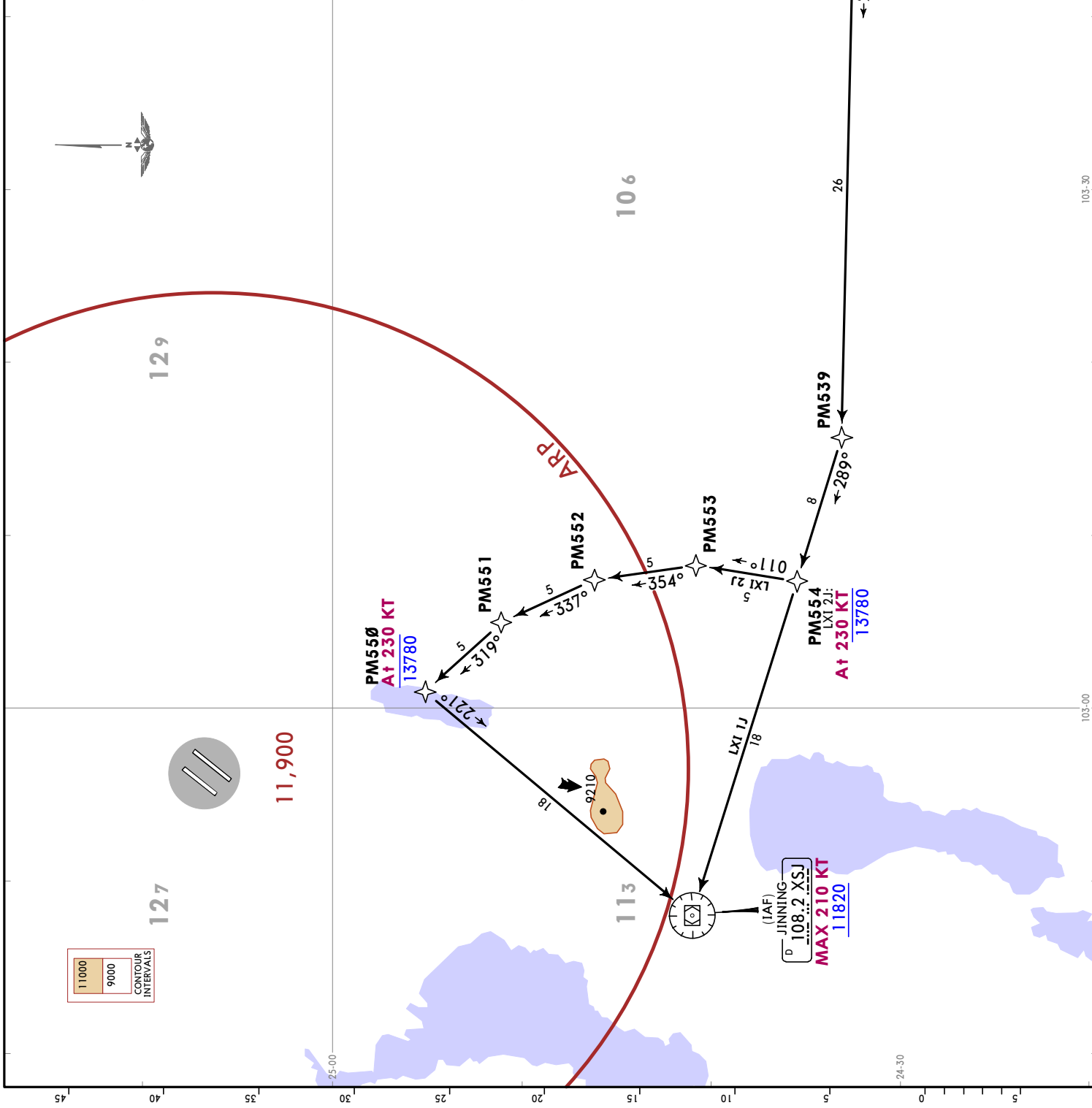


ZPPP/KMG
CHANGSHUI

JEPPESEN
KUNMING, PR OF CHINA
10-2G
Eff 29 Nov 1600Z
RNP STAR

24 NOV 23

D-ATIS 128.45	Apt Elev 6901						
Alt Set: hPa Trans level: FL197							
RNAV 1 GNSS or DME/DME/IRU OR RNP 1 GNSS							
1. RADAR required for RNAV 1. 2. Under RADAR control, altitude by A.T.C.							
LXI 1J, LXI 2J RNAV ARRIVALS (RWYS 03, 04)							
LOST COMMS Refer to 10-1P pages.							
<table border="1"> <tr> <td>FL CONVERSION</td> <td>FL197</td> <td>FL6000m</td> </tr> <tr> <td>FT/METER CONVERSION</td> <td>13780' - 4200m</td> <td>11820' - 3600m</td> </tr> </table>		FL CONVERSION	FL197	FL6000m	FT/METER CONVERSION	13780' - 4200m	11820' - 3600m
FL CONVERSION	FL197	FL6000m					
FT/METER CONVERSION	13780' - 4200m	11820' - 3600m					
<table border="1"> <tr> <th>STAR</th> <th>ROUTING</th> </tr> <tr> <td>LXI 1J</td> <td>LXI - PM539 - PM554 - XSJ (K210-; 11820+).</td> </tr> <tr> <td>LXI 2J</td> <td>LXI - PM539 - PM554 (K230; 13780-) - PM553 - PM552 - PM551 - XSJ (K230; 13780-) - XSJ (K210-; 11820+).</td> </tr> </table>		STAR	ROUTING	LXI 1J	LXI - PM539 - PM554 - XSJ (K210-; 11820+).	LXI 2J	LXI - PM539 - PM554 (K230; 13780-) - PM553 - PM552 - PM551 - XSJ (K230; 13780-) - XSJ (K210-; 11820+).
STAR	ROUTING						
LXI 1J	LXI - PM539 - PM554 - XSJ (K210-; 11820+).						
LXI 2J	LXI - PM539 - PM554 (K230; 13780-) - PM553 - PM552 - PM551 - XSJ (K230; 13780-) - XSJ (K210-; 11820+).						



KUNMING, PR OF CHINA

RNAV STAR

D-ATIS	128.45	Apt Elev	6901
Alt Set: hPa	Trans level: FL 197		
RNAV 1		RNP 1	
GNSS or DME/DME/IRU	OR	GNSS	
1. RADAR required for RNAV 1.			
2. Under RADAR control, altitude by ATC.			

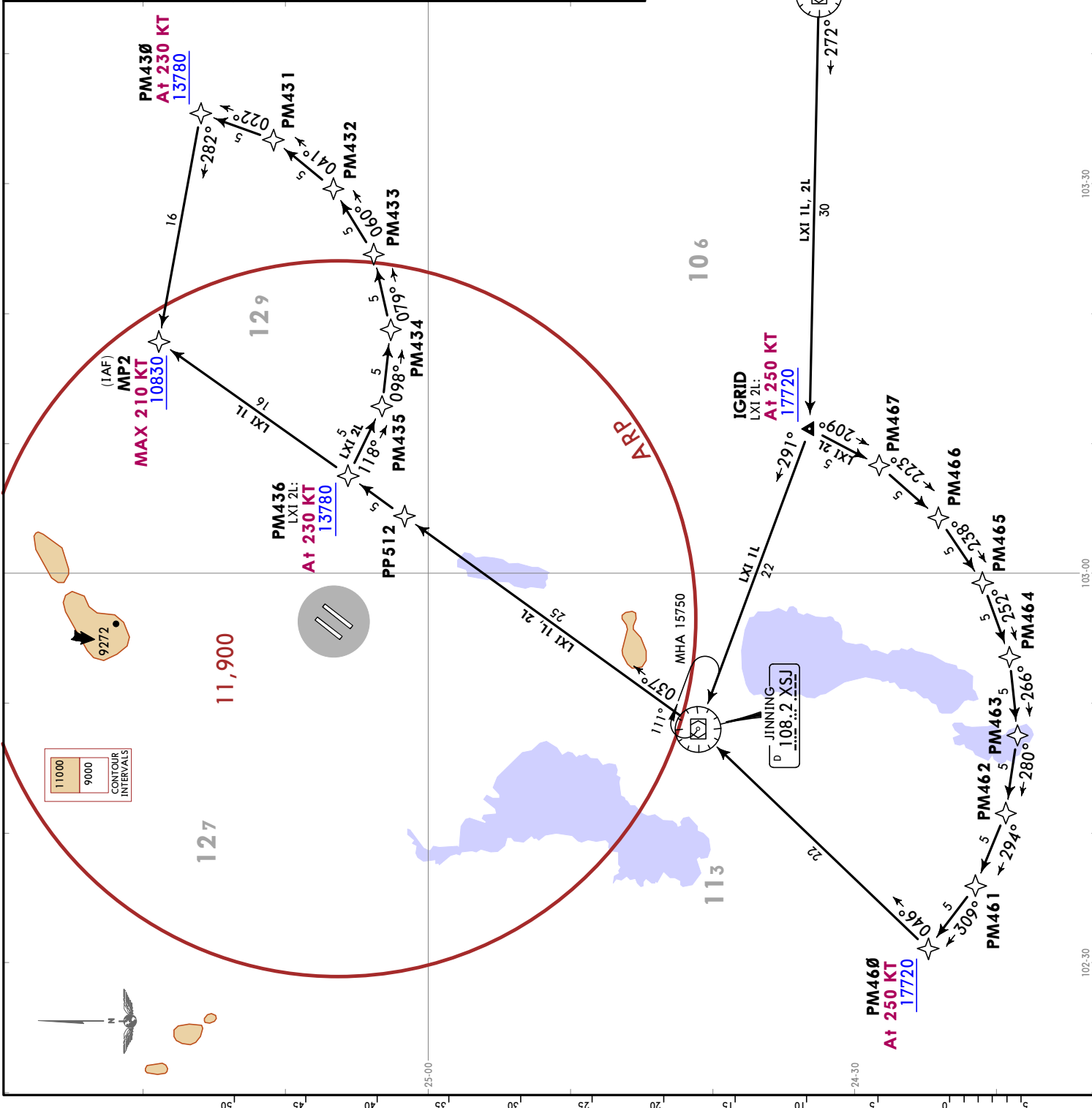
**LXI 1L, LXI 2L
RNAV ARRIVALS
(RWYS 21, 22)**

LOST COMMS
Refer to 10-1P pages.

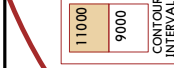
FL CONVERSION	FL 6000m
FT/METER CONVERSION	QNH
	17720' - 5400m
	15750' - 4800m
	13780' - 4200m
	10830' - 3300m

ROUTING

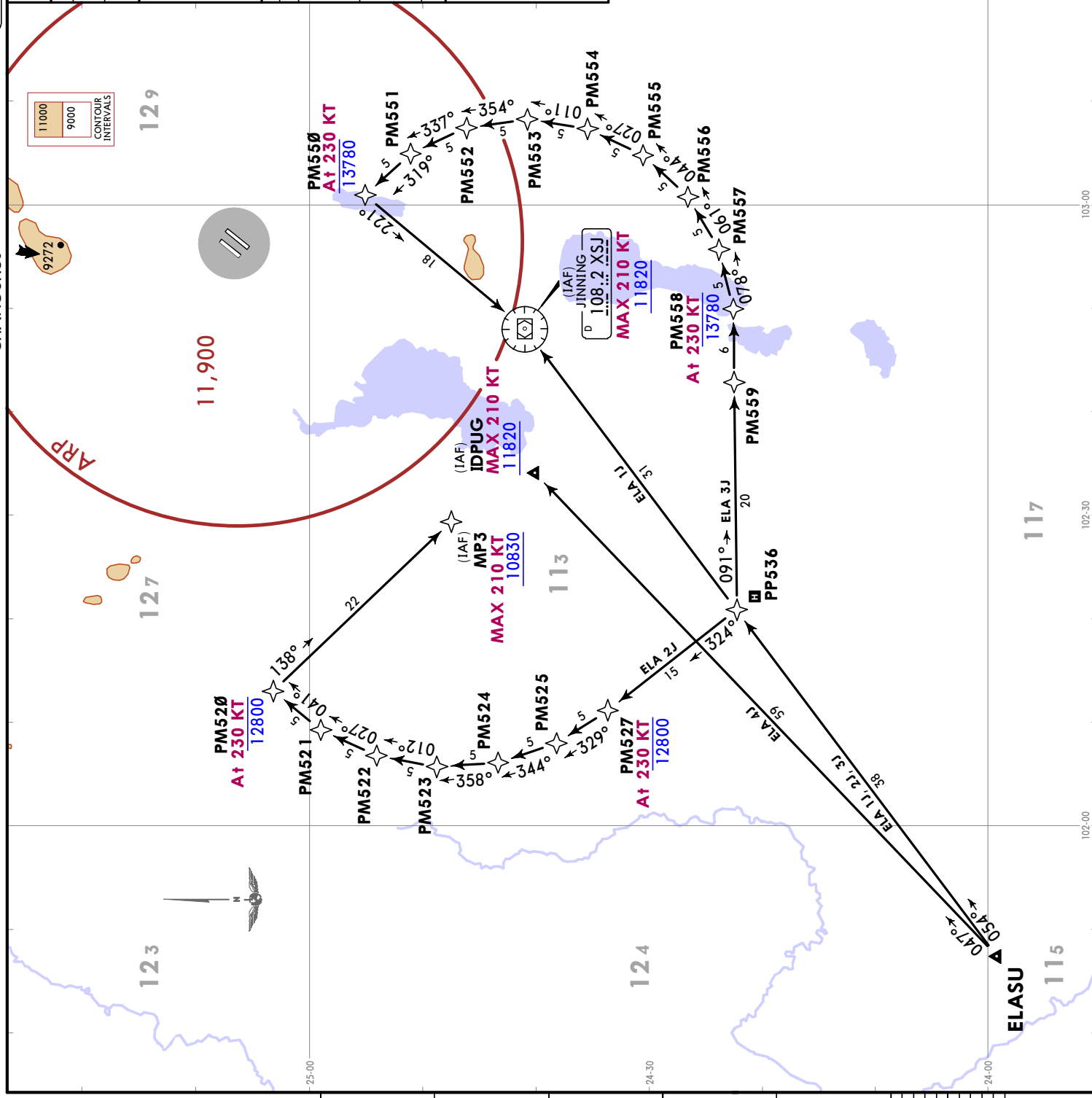
STAR	
LXI 1L	LXI - IGRID - XSJ - PP512 - PM436 - MP2 (K210+; 10830+).
LXI 2L	LXI - IGRID (K250; 17720+) - PM467 - PM466 - PM465 - PM464 - PM463 - PM462 - PM461 - PM460 (K250; 17720+) - XSJ - PP512 - PM436 (K230; 13780+) - PM435 - PM434 - PM433 - PM432 - PM431 - PM430 (K230; 13780+) - MP2 (K210+; 10830+).



ZPPP/KMG
CHANGSHUI Eff 29 Nov 1600Z (10-2H)

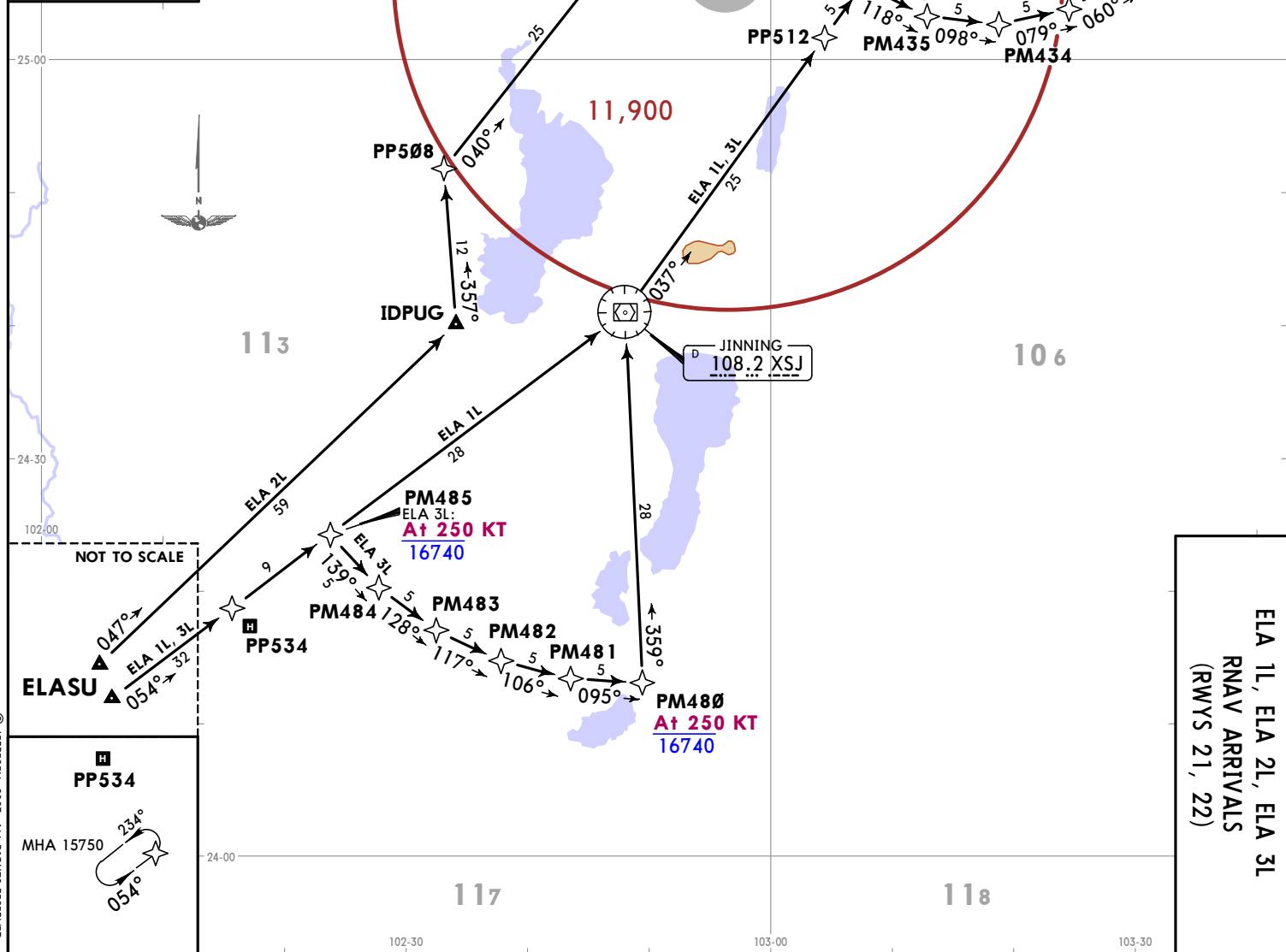


D-ATIS 128.45	Apt Elev 6901
Alt Set: hPa Trans level: FL197	
RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control, altitude by ATC.	
ELA 1J, ELA 2J ELA 3J, ELA 4J RNAV ARRIVALS (RWYS 03, 04)	
STAR	ROUTING
ELA 1J	ELASU - PP536 - XSJ (K210-; 11820+).
ELA 2J	ELASU - PP536 - PP527 (K230; 12800-) PP525 - PP524 - PP523 - PP522 - PP521 - PP520 (K230; 12800-) - MP3 (K210-; 10830+).
ELA 3J By ATC	ELASU - PP536 - PM559 - PM558 (K230; 13780-) - PM557 - PM556 - PM555 - PM554 - PM553 - PM552 - PM551 - PM550 (K230; 13780-) - XSJ (K210-; 11820+).
ELA 4J	ELASU - IDPUG (K210-; 11820+).
PP536 FL CONVERSION FL197 FL6000m FT/METER CONVERSION 13780' - 4200m QNH 12800' - 3900m 11820' - 3600m 10830' - 3300m	
MHA 11820 	
LOST COMMS → LOST COMMS Refer to 10-1P pages. ← LOST COMMS → LOST COMMS	



D-ATIS 128.45	Apt Elev 6901
Alt Set: hPa Trans level: FL197	
RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control, altitude by ATC.	
ELA 1L, ELA 2L, ELA 3L RNAV ARRIVALS (RWYS 21, 22)	
STAR	ROUTING
ELA 1L	ELASU - PP534 - PM485 - XSJ - PP512 - PM436 - MP2 (K210-; 10830+).
ELA 2L	ELASU - IDPUG - PP508 - PP511 (K230; 15750+) - PM412 - PM411 - PM410 - PM409 - PM408 - PM407 - PM406 - PM405 - PM404 - PM403 (K230; 15750+) - MP1 (K210-; 11820+).
ELA 3L By ATC	ELASU - PP534 - PM485 (K250; 16740-) - PM484 - PM483 - PM482 - PM481 - PM480 (K250; 16740-) - XSJ - PP512 - PM436 (K230; 13780+) - PM435 - PM434 - PM433 - PM432 - PM431 - PM430 (K230; 13780+) - MP2 (K210-; 10830+).

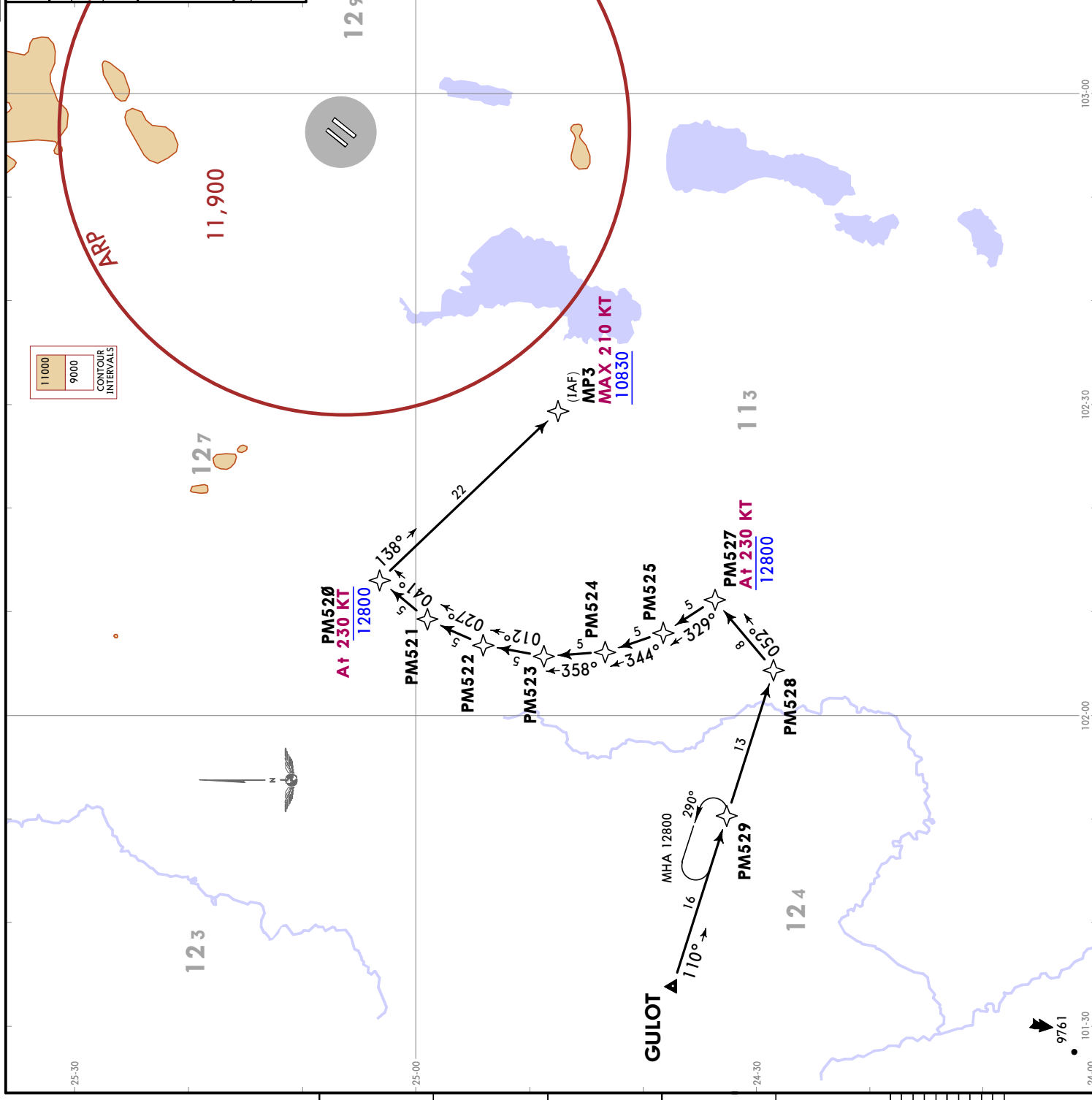
FL CONVERSION FL197	FL6000m	LOST COMMS	LOST COMMS
		LOST	Refer to 10-1P pages.
		LOST	
FT/METER CONVERSION			
QNH			
16740'	-	5100m	
15750'	-	4800m	
13780'	-	4200m	
11820'	-	3600m	
10830'	-	3300m	



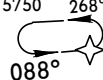
ELA 1L, ELA 2L, ELA 3L
RNAV ARRIVALS
(RWYS 21, 22)

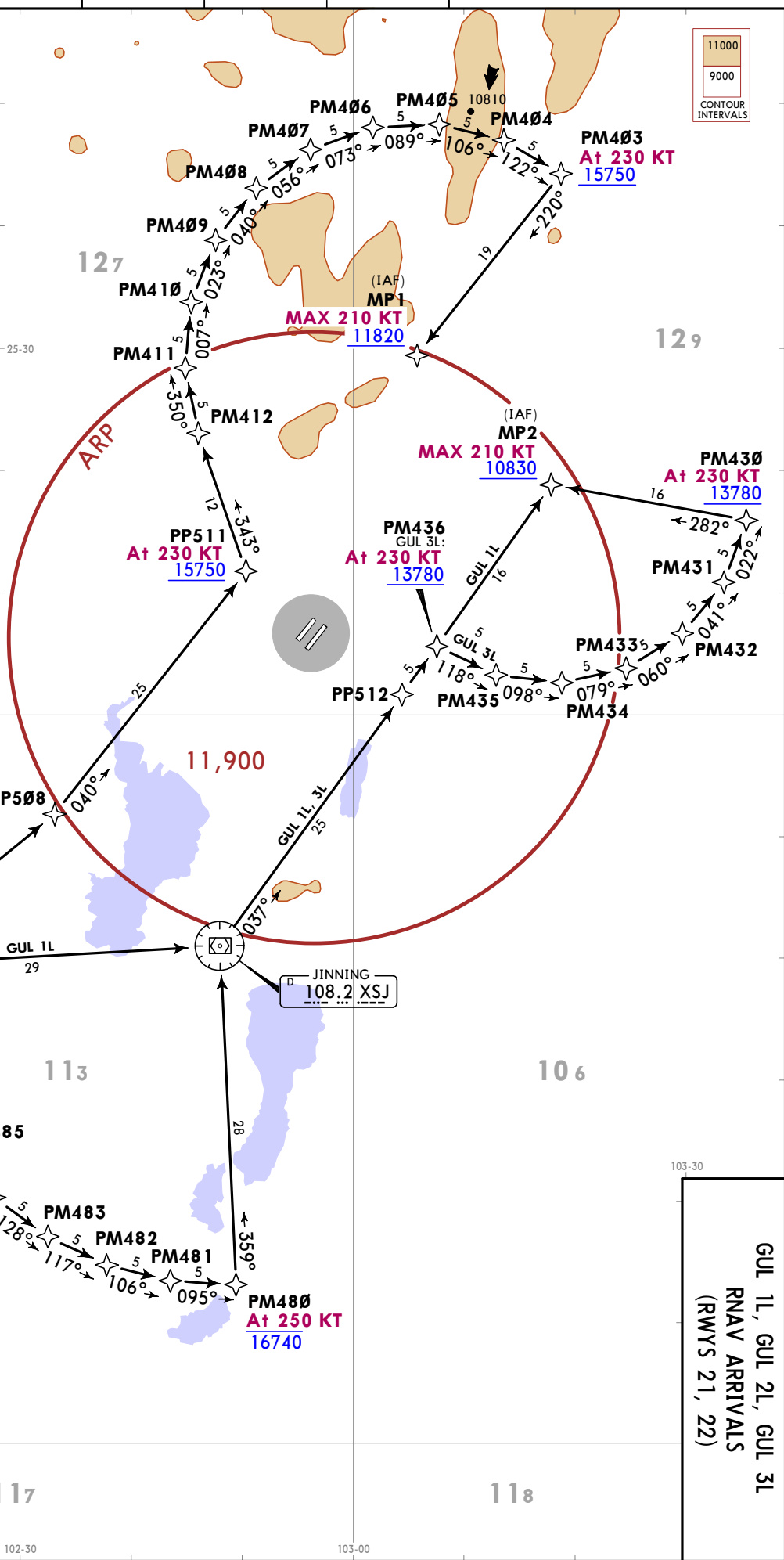
CHANGES: RNAV STARS ELA 1L & 2L revised; ELA 3L added; chart redrawn.
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D-ATIS 128.45	Apt Elev 6901
Alt Set: hPa Trans level: FL197	
RNAV 1	OR RNP 1
GNSS or DME/DME/IRU	OR GNSS
1. RADAR required for RNAV 1.	
2. Under RADAR control, altitude by ATC.	
GUL 1J	
RNAV ARRIVAL (RWYS 03, 04)	
ROUTING	
GULOT - PM529 - PM528 - PM527 (K230; 12800-) - PM525 - PM524 - PM523 - PM522 - PM521 - PM520 (K230; 12800-) - MP3 (K210-; 10830+).	
FL CONVERSION FL197	FL6000m
FT/METER CONVERSION QNH	
12800'	3900m
10830'	3300m
LOST COMMS	LOST COMMS
LOST	LOST
Refer to 10-1P pages.	



CHANGES: RNAV STARS GUL 1L & 2L revised; GUL 3L added; chart redrawn.

D-ATIS 128.45		Apt Elev 6901	
Alt Set: hPa Trans level: FL197			
RNAV 1 GNSS or DME/DME/IRU		OR RNP 1 GNSS	
1. RADAR required for RNAV 1. 2. Under RADAR control, altitude by ATC.			
GUL 1L, GUL 2L, GUL 3L RNAV ARRIVALS (RWYS 21, 22)			
STAR	ROUTING		
GUL 1L	GULOT - PP537 - PP535 - XSJ - PP512 - PM436 - MP2 (K210; 10830+).		
GUL 2L	GULOT - PP537 - PP535 - PP508 - PP511 (K230; 15750+) - PM412 - PM411 - PM410 - PM409 - PM408 - PM407 - PM406 - PM405 - PM404 - PM403 (K230; 15750+) - MP1 (K210; 11820+).		
GUL 3L By ATC	GULOT - PP537 - PP535 (K250; 16740+) - PM487 - PM486 - PM485 - PM484 - PM483 - PM482 - PM481 - PM480 (K250; 16740+) - XSJ - PP512 - PM436 (K230; 13780+) - PM435 - PM434 - PM433 - PM432 - PM431 - PM430 (K230; 13780+) - MP2 (K210; 10830+).		
FL CONVERSION	FL197	FL6000m	PP537 MHA 15750 268°  088°
FT/METER CONVERSION	QNH		
	16740'	5100m	
	15750'	4800m	
	13780'	4200m	
	11820'	3600m	
	10830'	3300m	
	LOST COMMS ▼ LOST COMMS ▼		
	Refer to 10-1P pages.		
	LOST ▲ LOST COMMS ▲ LOST COMMS ▲		

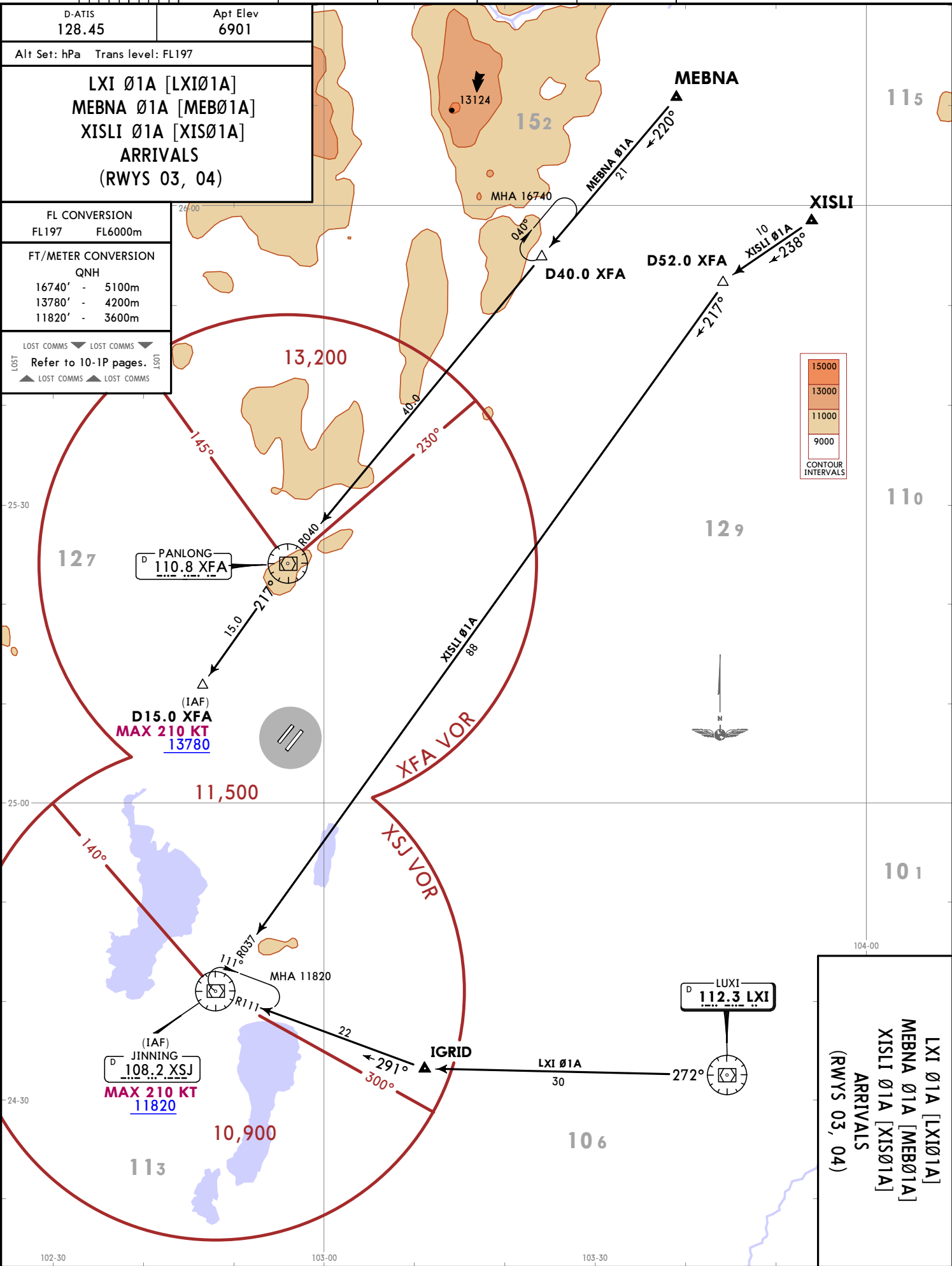


ZPPP/KMG
CHANGSHUI
 EFF 29 NOV 1600Z
JEPPESSEN
 24 NOV 23
10-2M

**GUL 1L, GUL 2L, GUL 3L
 RNAV ARRIVALS
 (RWYS 21, 22)**

**KUNMING, PR OF CHINA
 RNAV STAR**

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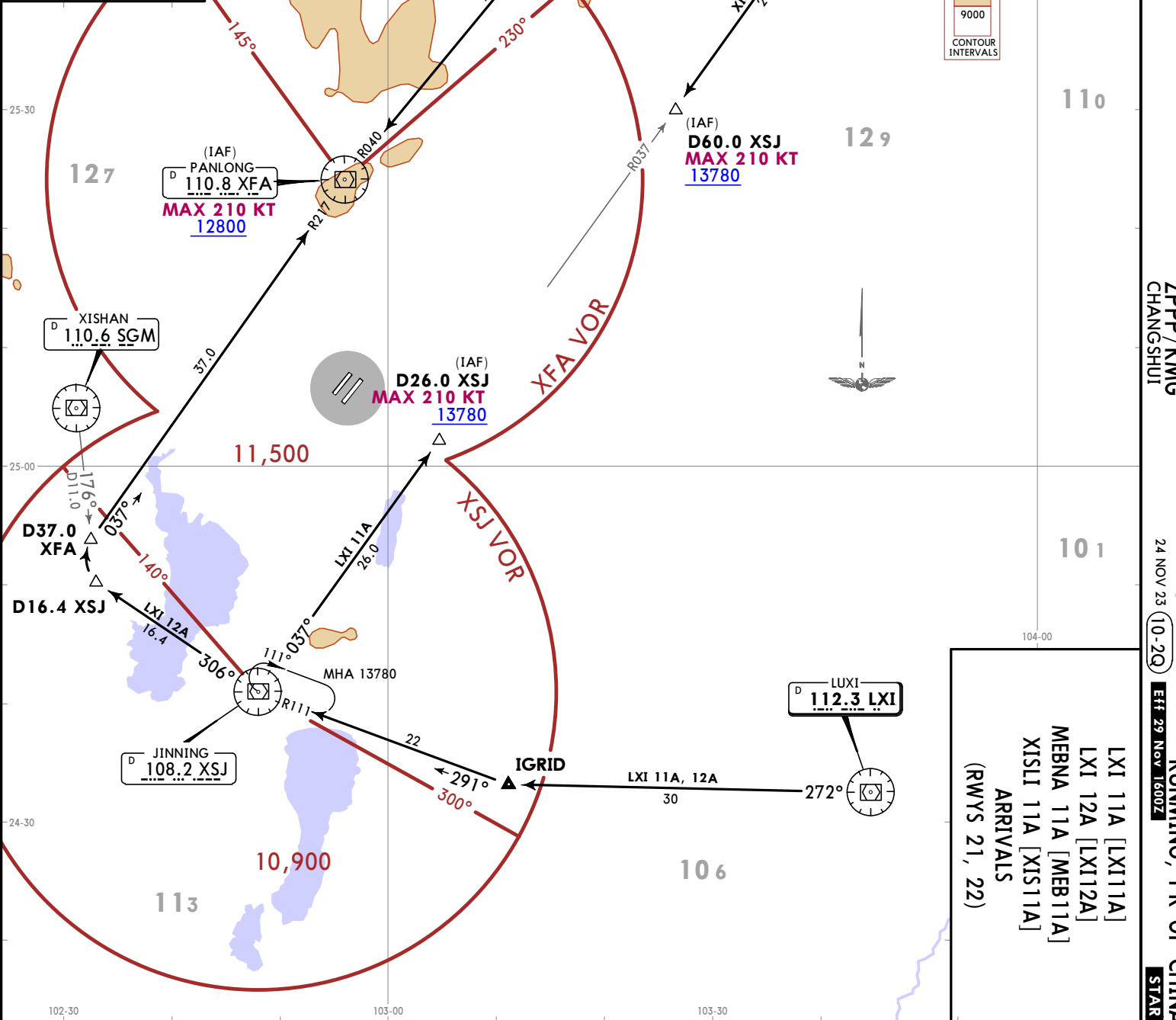


CHANGES: Bearing after XFA; speed restrictions; STAR XISLI Ø1A withdrawn; chart reindexed.

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CHANGES: Bearings; speed restrictions; STAR XISLI 12A withdrawn; chart reindexed.

D-ATIS 128.45	Apt Elev 6901
Alt Set: hPa Trans level: FL197	
LXI 11A [LXI11A] LXI 12A [LXI12A] MEBNA 11A [MEB11A] XISLI 11A [XIS11A] ARRIVALS (RWYS 21, 22)	
FL CONVERSION FL197 FL6000m	
FT/METER CONVERSION QNH	
16740'	5100m
13780'	4200m
12800'	3900m
LOST COMMS ▼ LOST COMMS ▼ Refer to 10-1P pages.	
▲ LOST COMMS ▲ LOST COMMS	



LXI 11A [LXI11A]
LXI 12A [LXI12A]
MEBNA 11A [MEB11A]
XISLI 11A [XIS11A]
ARRIVALS
(RWYS 21, 22)

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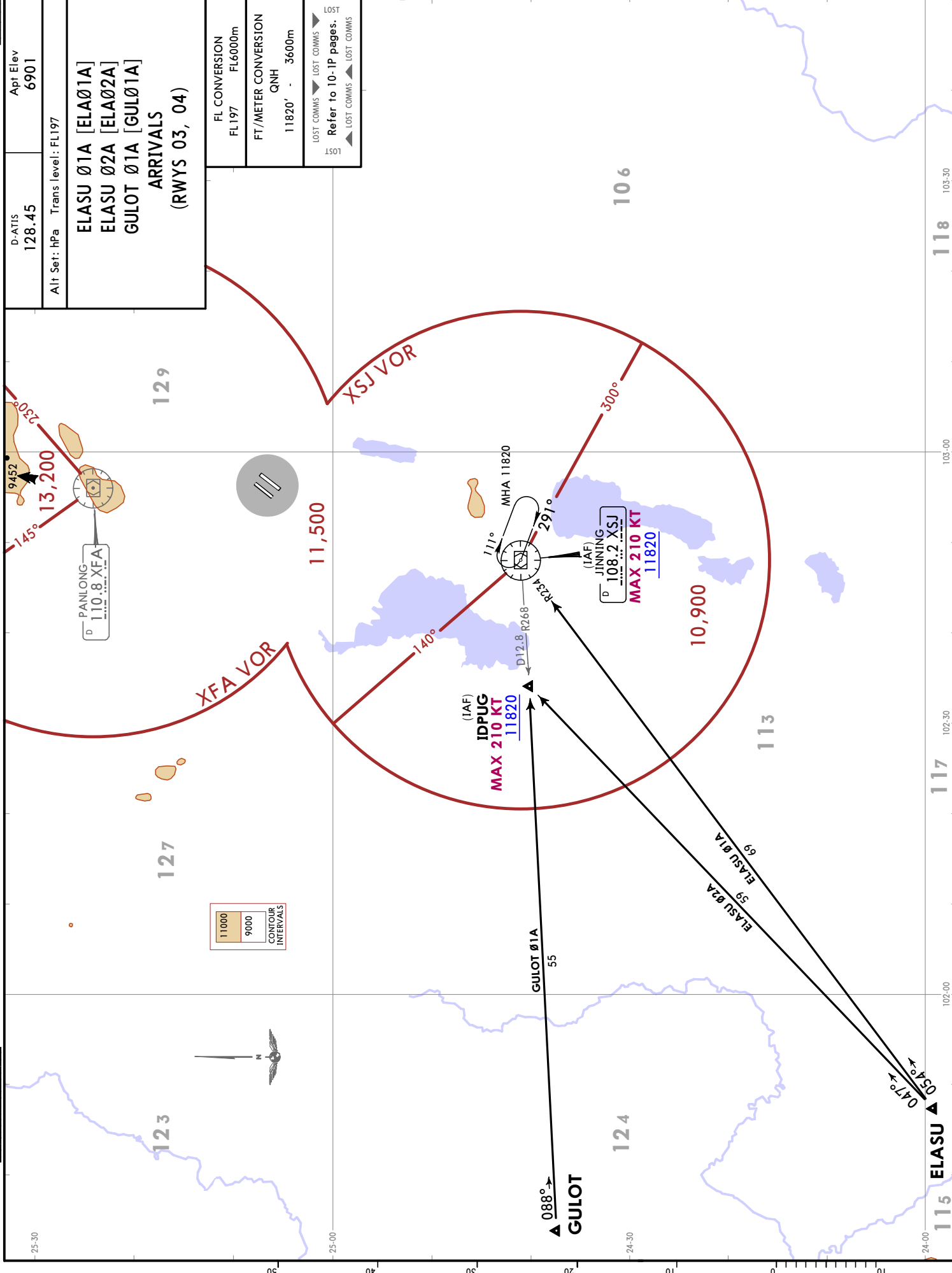
KUNMING, PR OF CHINA

STAR

D-ATIS 128.45	Apt Elev 6901
Alt Set: hPa Trans level: FL197	
ELASU 01A [ELA01A] ELASU 02A [ELA02A] GULOT 01A [GUL01A] ARRIVALS (RWYS 03, 04)	

FL CONVERSION FL197	FL6000m
FT/METER CONVERSION QNH	11820' - 3600m
LOST COMMS	LOST COMMS
LOST	LOST
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS

Refer to 10-IP pages.



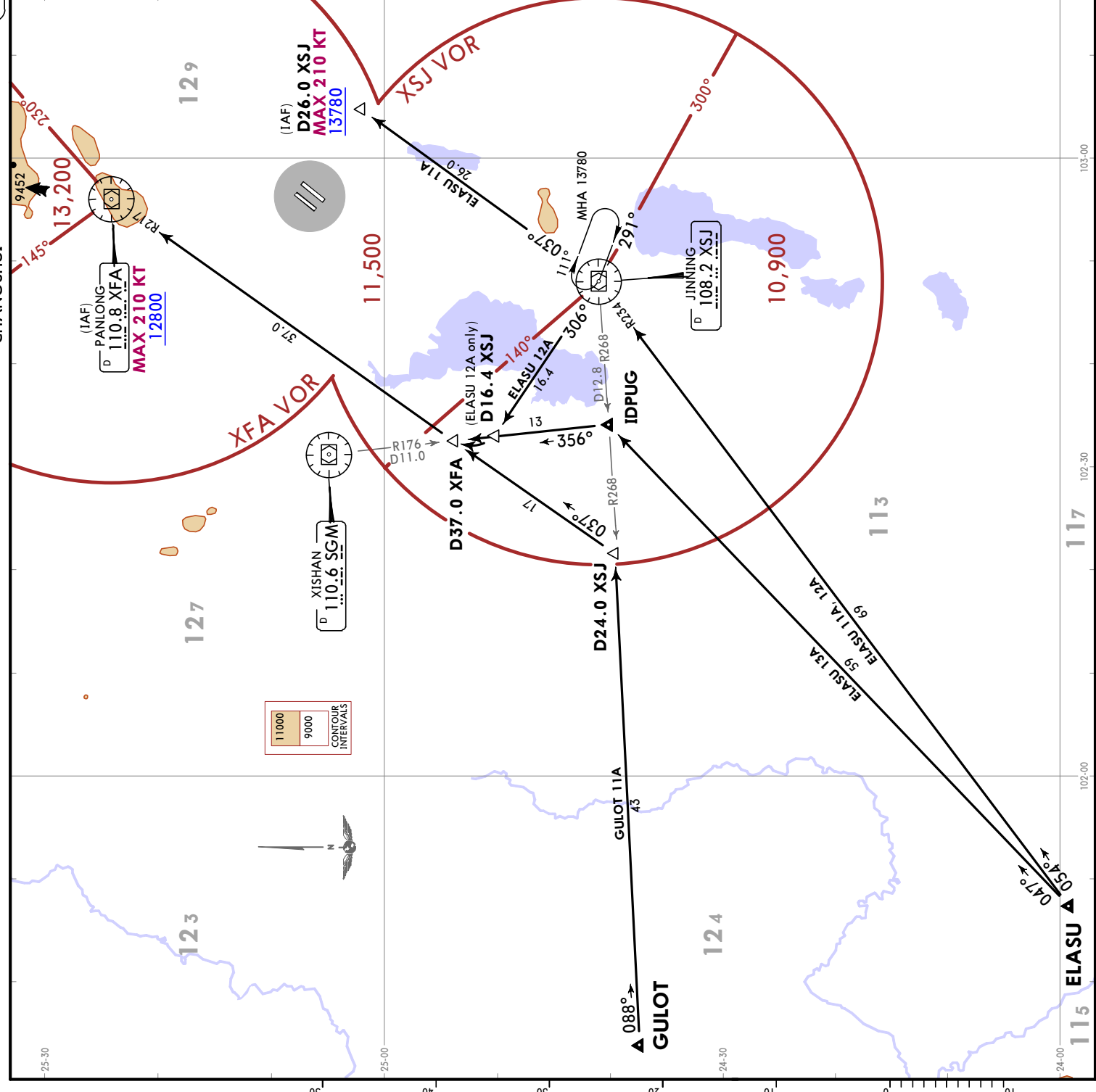
ZPPP/KMG
CHANGSHUI
Eff: 29 Nov 1600Z
24 NOV 23
10-25



11000	9000
CONTOUR INTERVALS	

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)	

FL CONVERSION FL197	FL6000m
FT/METER CONVERSION	QNH
13780'	4200m
12800'	3900m
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS
Refer to 10-IP pages.	
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS



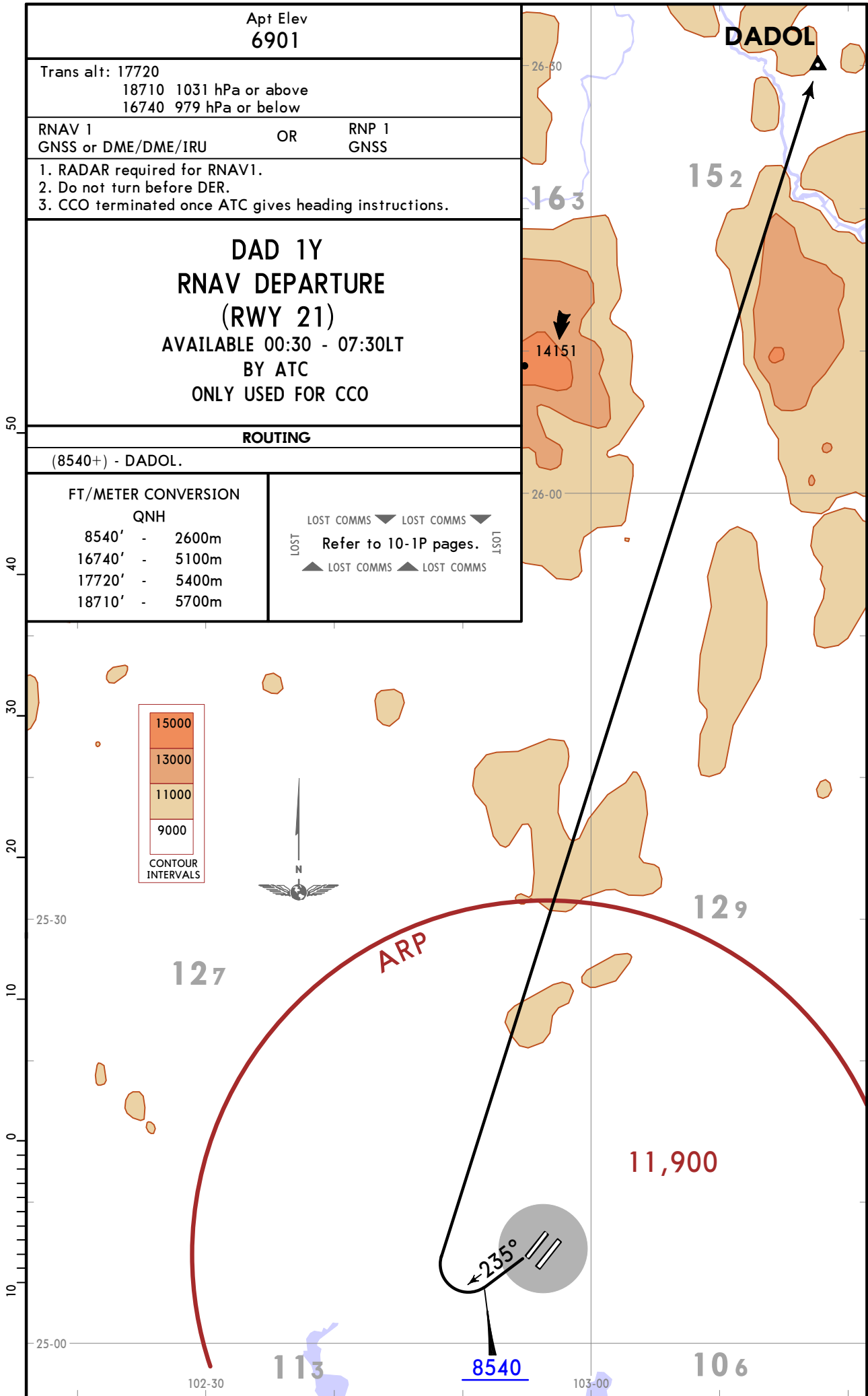
11000
9000
CONTOUR INTERVALS



ZPPP/KMG
CHANGSHUI

JEPPESEN KUNMING, PR OF CHINA
24 NOV 23 10-3 Eff 29 Nov 1600Z RNAV SID

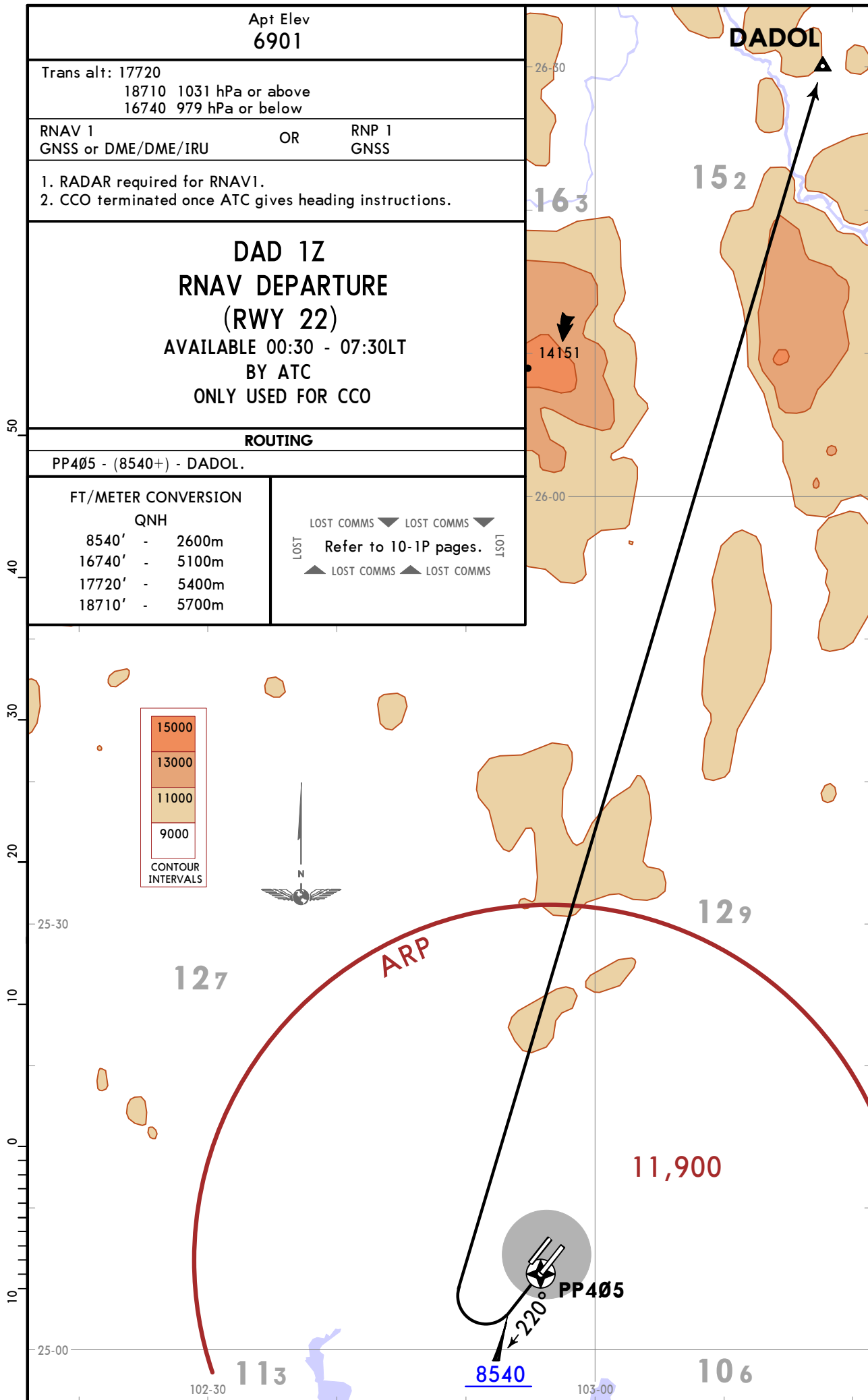
Apt Elev 6901
Trans alt: 17720 18710 1031 hPa or above 16740 979 hPa or below
RNAV 1 OR RNP 1 GNSS or DME/DME/IRU GNSS
1. RADAR required for RNAV1. 2. Do not turn before DER. 3. CCO terminated once ATC gives heading instructions.
DAD 1Y RNAV DEPARTURE (RWY 21) AVAILABLE 00:30 - 07:30LT BY ATC ONLY USED FOR CCO
ROUTING
(8540+) - DADOL.
FT/METER CONVERSION QNH
8540' - 2600m
16740' - 5100m
17720' - 5400m
18710' - 5700m
LOST COMMS ▼ LOST COMMS ▼ Refer to 10-1P pages. ▲ LOST COMMS ▲ LOST COMMS



ZPPP/KMG
CHANGSHUI

JEPPESEN KUNMING, PR OF CHINA
 24 NOV 23 **(10-3A)** **Eff 29 Nov 1600Z** **RNAV SID**

Apt Elev 6901	
Trans alt: 17720 18710 1031 hPa or above 16740 979 hPa or below	
RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
1. RADAR required for RNAV1. 2. CCO terminated once ATC gives heading instructions.	
DAD 1Z RNAV DEPARTURE (RWY 22) AVAILABLE 00:30 - 07:30LT BY ATC ONLY USED FOR CCO	
ROUTING	
PP405 - (8540+) - DADOL.	
FT/METER CONVERSION QNH 8540' - 2600m 16740' - 5100m 17720' - 5400m 18710' - 5700m	LOST COMMS ▼ LOST COMMS ▼ LOST Refer to 10-1P pages. LOST ▲ LOST COMMS ▲ LOST COMMS



CHANGES: Bearing; WPT PP405 added.

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CHANGES: Bearings; crossings; RNAV SID LXI 8W withdrawn.

ZPPP/KMG
CHANGSHUI
24 NOV 23
JEPPESSEN
10-3B

Apt Elev
6901

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

RNAV 1 OR RNP 1
GNSS or DME/DME/IRU OR GNSS

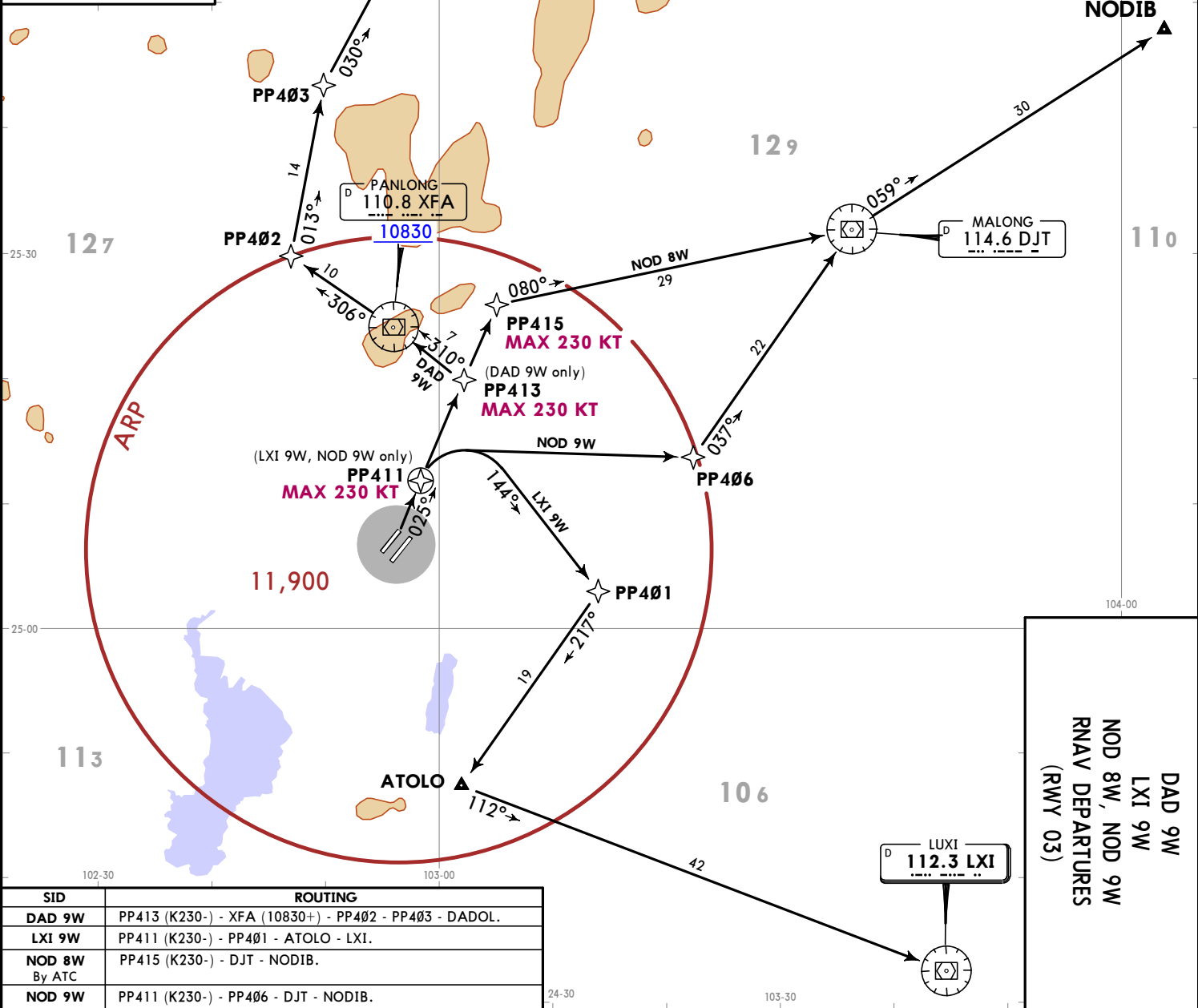
1. RADAR required for RNAV 1.
2. Do not turn before DER.
3. Under RADAR control, altitude by ATC.
4. LXI 9W, NOD 9W: By ATC during simultaneous RWY operation.

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

FT/METER CONVERSION

QNH	
10830'	- 3300m
16740'	- 5100m
17720'	- 5400m
18710'	- 5700m

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



SID	ROUTING
DAD 9W	PP413 (K230-) - XFA (10830+) - PP402 - PP403 - DADOL.
LXI 9W	PP411 (K230-) - PP401 - ATOLO - LXI.
NOD 8W By ATC	PP415 (K230-) - DJT - NODIB.
NOD 9W	PP411 (K230-) - PP406 - DJT - NODIB.

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

KUNMING, PR OF CHINA
RNAV SID

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CHANGES: Bearings; crossings.

Apt Elev
6901

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

RNAV 1 OR RNP 1
GNSS or DME/DME/IRU GNSS

1. RADAR required for RNAV 1.
2. Do not turn before DER.
3. Under RADAR control, altitude by ATC.
4. DAD 9X: By ATC during simultaneous RWY operation.

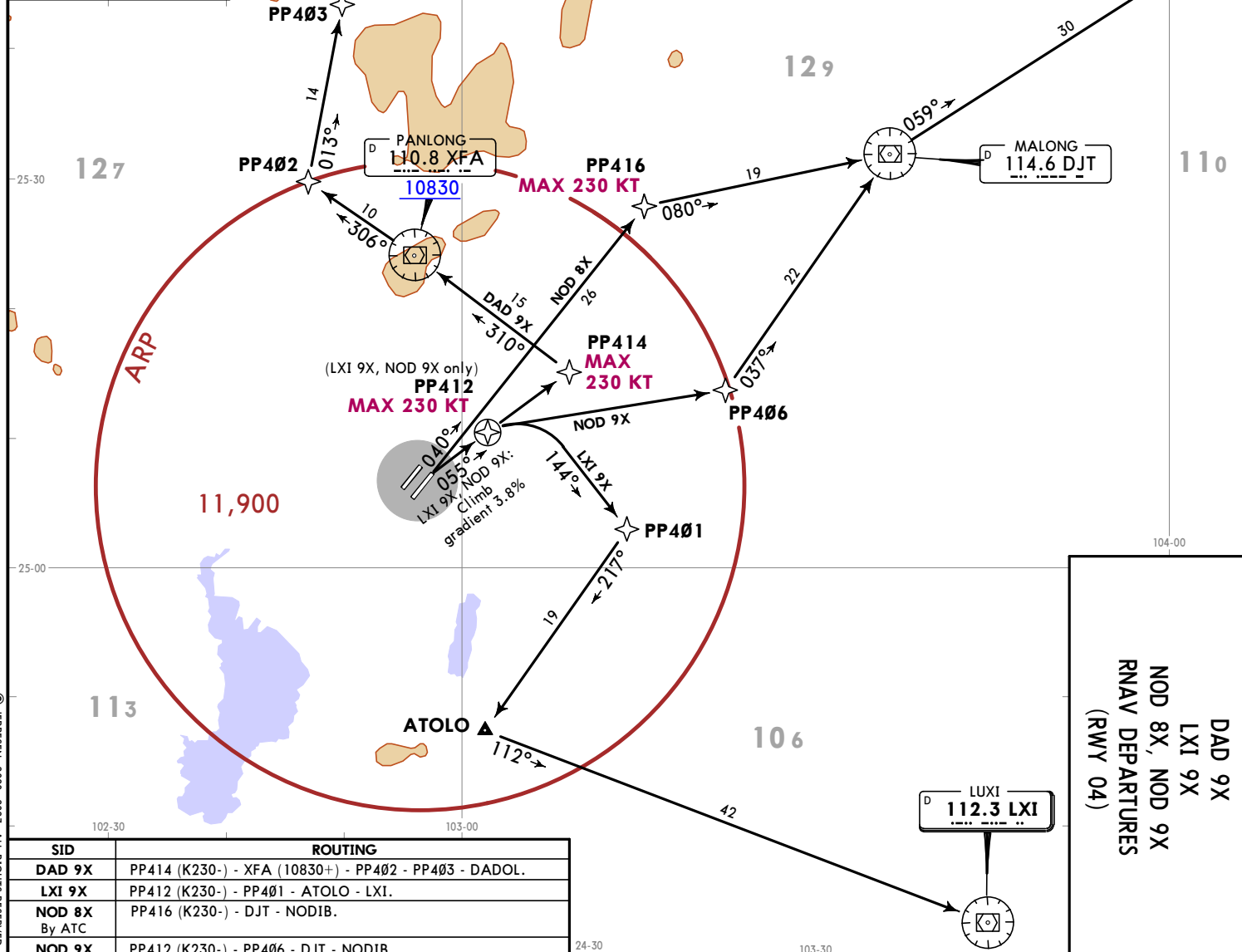
**DAD 9X
LXI 9X
NOD 8X, NOD 9X
RNAV DEPARTURES
(RWY 04)**

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

FT/METER CONVERSION
QNH

10830' - 3300m
16740' - 5100m
17720' - 5400m
18710' - 5700m

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



SID	ROUTING
DAD 9X	PP414 (K230-) - XFA (10830+) - PP402 - PP403 - DADOL.
LXI 9X	PP412 (K230-) - PP401 - ATOLO - LXI.
NOD 8X By ATC	PP416 (K230-) - DJT - NODIB.
NOD 9X	PP412 (K230-) - PP406 - DJT - NODIB.

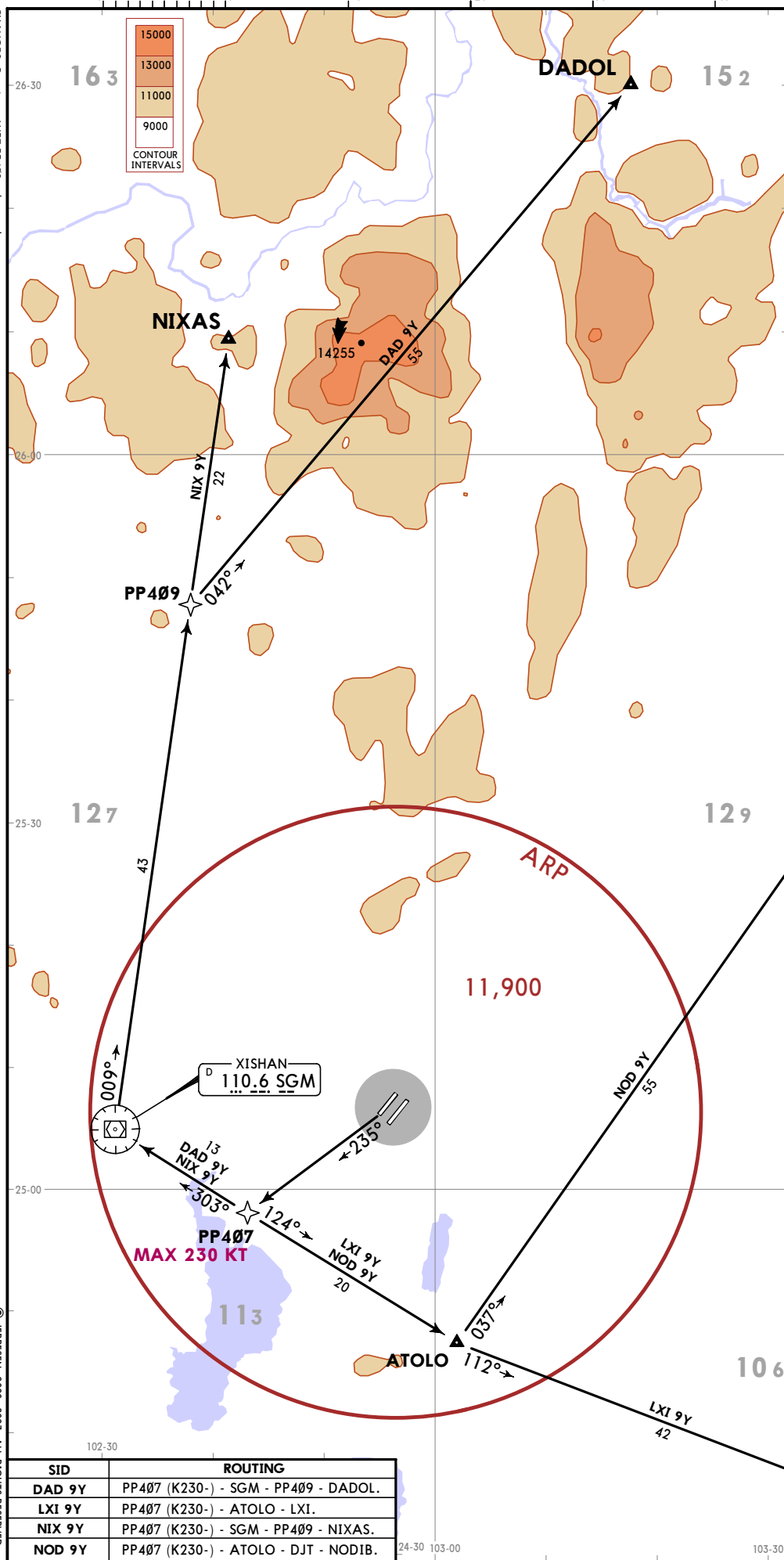
**DAD 9X
LXI 9X
NOD 8X, NOD 9X
RNAV DEPARTURES
(RWY 04)**

ZPPP/KMG
CHANGSHUI

24 NOV 23
JEPPESSEN
KUNMING, PR OF CHINA
RNP V SID

CHANGES: BearIngs: WPT PP409 relocated.

ZPPP/KMG
CHANGSHU
24 NOV 23
EFT 29 Nov 1600Z
JEPPESSEN
10-3D



Apt Elev
6901

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

RNAV 1 GNSS or DME/DME/IRU OR RNP 1 GNSS

1. RADAR required for RNAV 1.
2. Do not turn before DER.
3. Under RADAR control, altitude by ATC.
4. 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

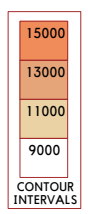
LOST COMMS Refer to 10-1P pages. LOST

SID	ROUTING
DAD 9Y	PP407 (K230-) - SGM - PP409 - DADOL.
LXI 9Y	PP407 (K230-) - ATOLO - LXI.
NIX 9Y	PP407 (K230-) - SGM - PP409 - NIXAS.
NOD 9Y	PP407 (K230-) - ATOLO - DJT - NODIB.

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

KUNMING, PR OF CHINA
RNAV SID

CHANGES: BearIngs: WPT PP405; WPT PP409 relocated.



Apt Elev
6901

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

RNAV 1 OR RNP 1
GNSS or DME/DME/IRU OR GNSS

1. RADAR required for RNAV 1.
2. Under RADAR control, altitude by ATC.
3. DAD 9Z, NIX 9Z: By ATC during simultaneous RWY operation.

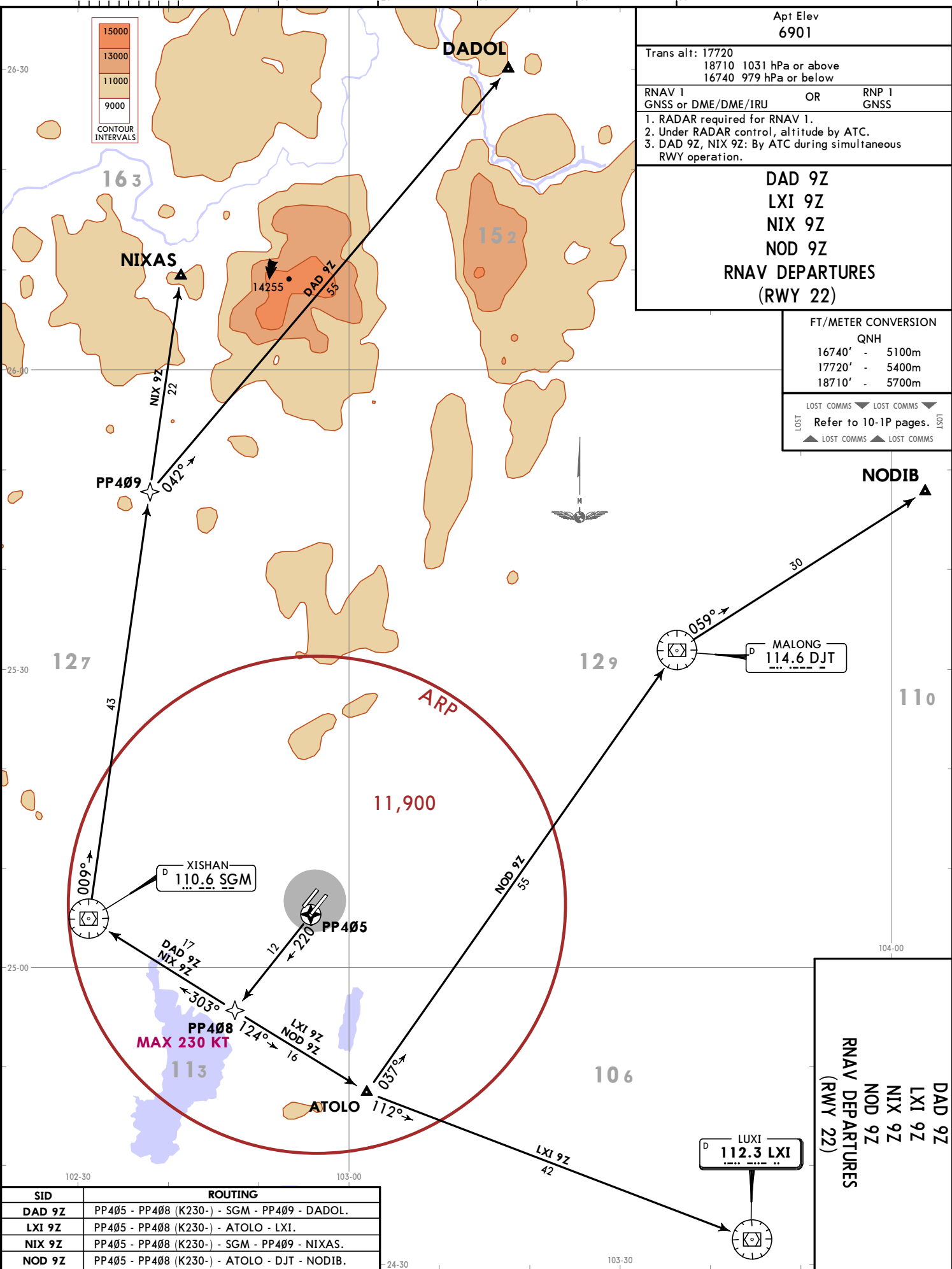
**DAD 9Z
LXI 9Z
NIX 9Z
NOD 9Z**

**RNAV DEPARTURES
(RWY 22)**

FT/METER CONVERSION

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

Refer to 10-1P pages.



**DAD 9Z
LXI 9Z
NIX 9Z
NOD 9Z**

**RNAV DEPARTURES
(RWY 22)**

SID	ROUTING
DAD 9Z	PP405 - PP408 (K230-) - SGM - PP409 - DADOL.
LXI 9Z	PP405 - PP408 (K230-) - ATOLO - LXI.
NIX 9Z	PP405 - PP408 (K230-) - SGM - PP409 - NIXAS.
NOD 9Z	PP405 - PP408 (K230-) - ATOLO - DJT - NODIB.

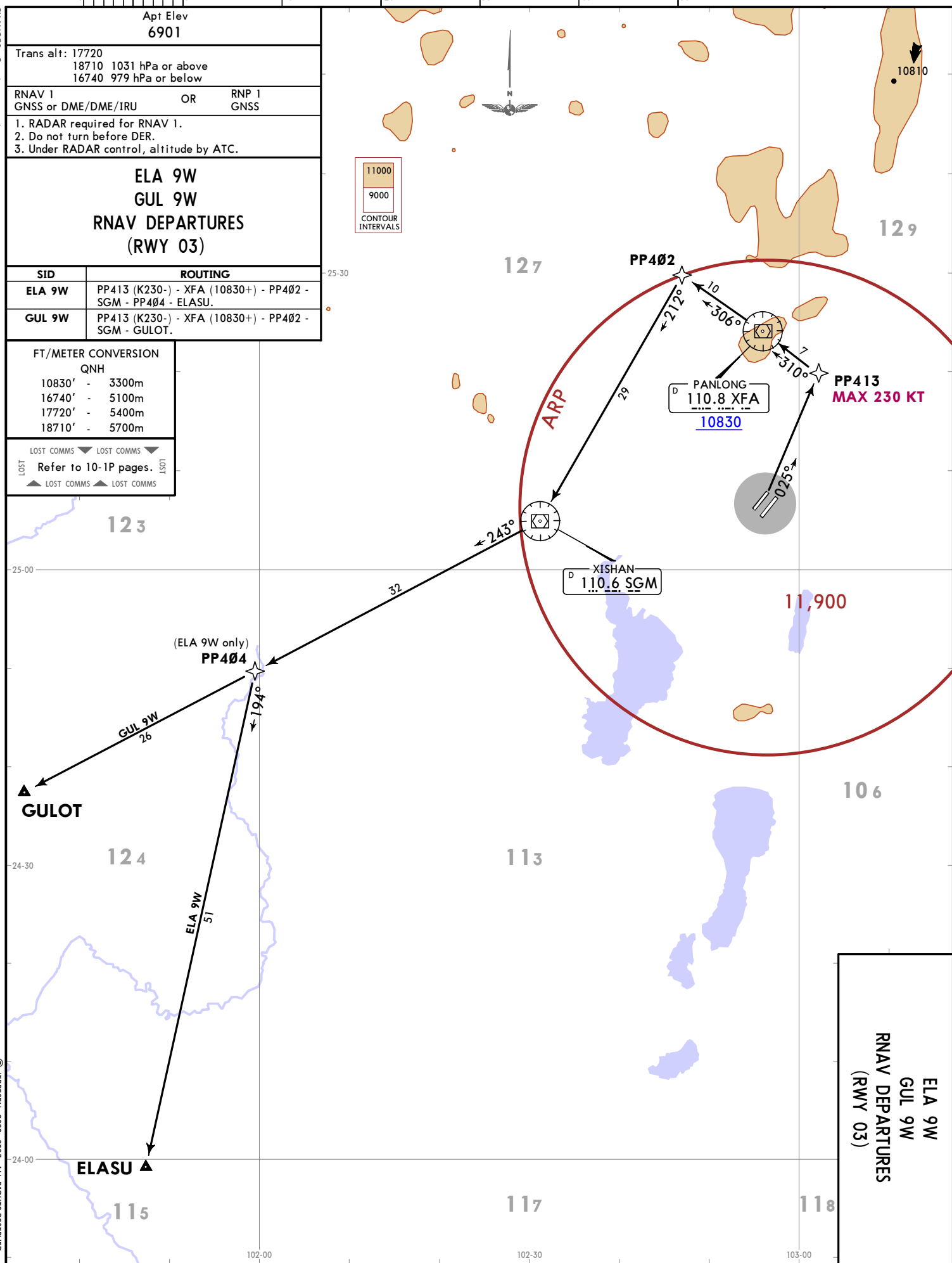
CHANGES: Bearings; crossings.

ZPPP/KMG
CHANGSHUI
24 NOV 23
10-3F
JEPPESSEN
EFF 29 Nov 1600Z

Apt Elev 6901	
Trans alt: 17720 18710 1031 hPa or above 16740 979 hPa or below	
RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Do not turn before DER. 3. Under RADAR control, altitude by ATC.	
ELA 9W GUL 9W RNAV DEPARTURES (RWY 03)	
SID	ROUTING
ELA 9W	PP413 (K230-) - XFA (10830+) - PP402 - SGM - PP404 - ELASU.
GUL 9W	PP413 (K230-) - XFA (10830+) - PP402 - SGM - GULOT.

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

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



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

KUNMING, PR OF CHINA
RNAV SID

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CHANGES: Bearings; crossings; RNAV SIDs: ELA & GUL 9X and minimum climb gradient withdrawn.

Apt Elev
6901

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

RNAV 1 OR RNP 1
GNSS or DME/DME/IRU OR GNSS

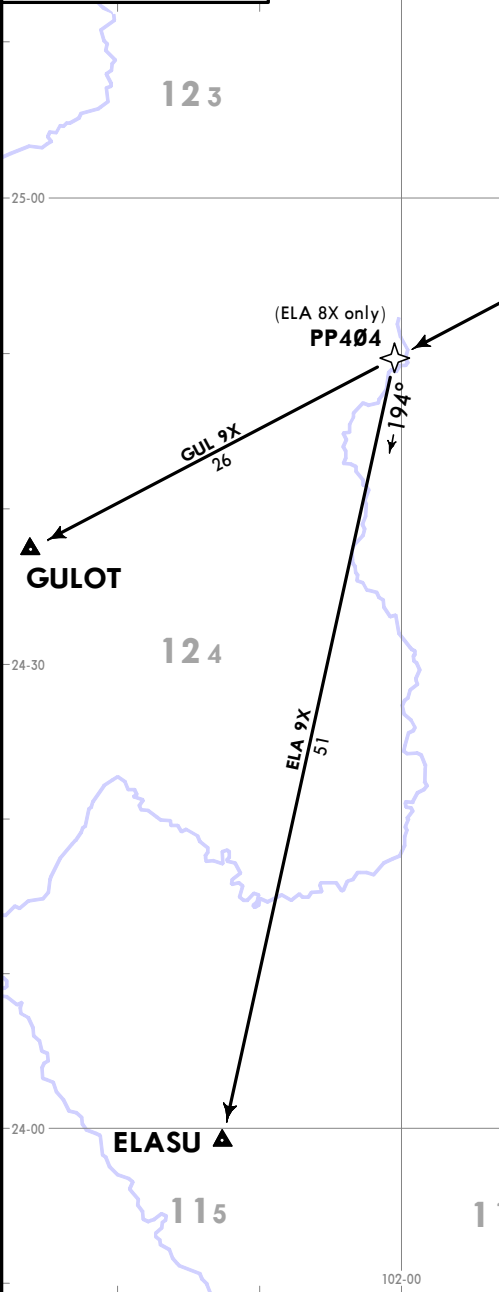
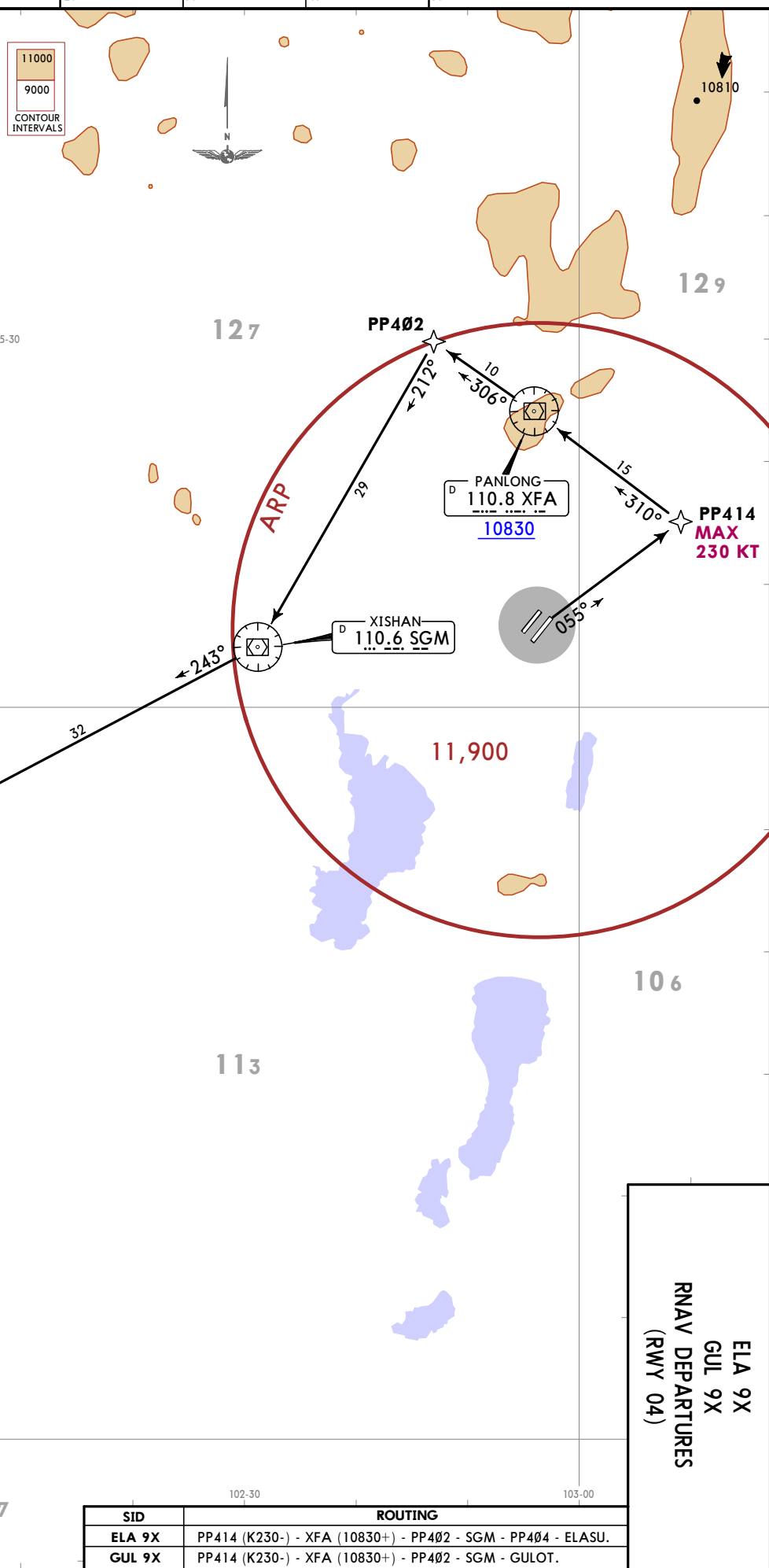
1. RADAR required for RNAV 1.
2. Do not turn before DER.
3. Under RADAR control, altitude by ATC.
4. By ATC during simultaneous RWY operation.

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

FT/METER CONVERSION
QNH

10830' - 3300m
16740' - 5100m
17720' - 5400m
18710' - 5700m

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



ZPPP/KMG
CHANGSHUI

JEPPesen KUNMING, PR OF CHINA
24 NOV 23 10-30 Eff: 29 Nov 1600Z
RNAV SID

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

SID	ROUTING
ELA 9X	PP414 (K230-) - XFA (10830+) - PP402 - SGM - PP404 - ELASU.
GUL 9X	PP414 (K230-) - XFA (10830+) - PP402 - SGM - GULOT.

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CHANGES: Initial bearing.

ZPPP/KMG
CHANGSHUI Eff 29 Nov 1600Z
JEPPESSEN
24 NOV 23
10-3H

Apt Elev
6901

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

RNAV 1 OR RNP 1
GNSS or DME/DME/IRU OR GNSS

1. RADAR required for RNAV 1.
2. Do not turn before DER.
3. Under RADAR control, altitude by ATC.

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

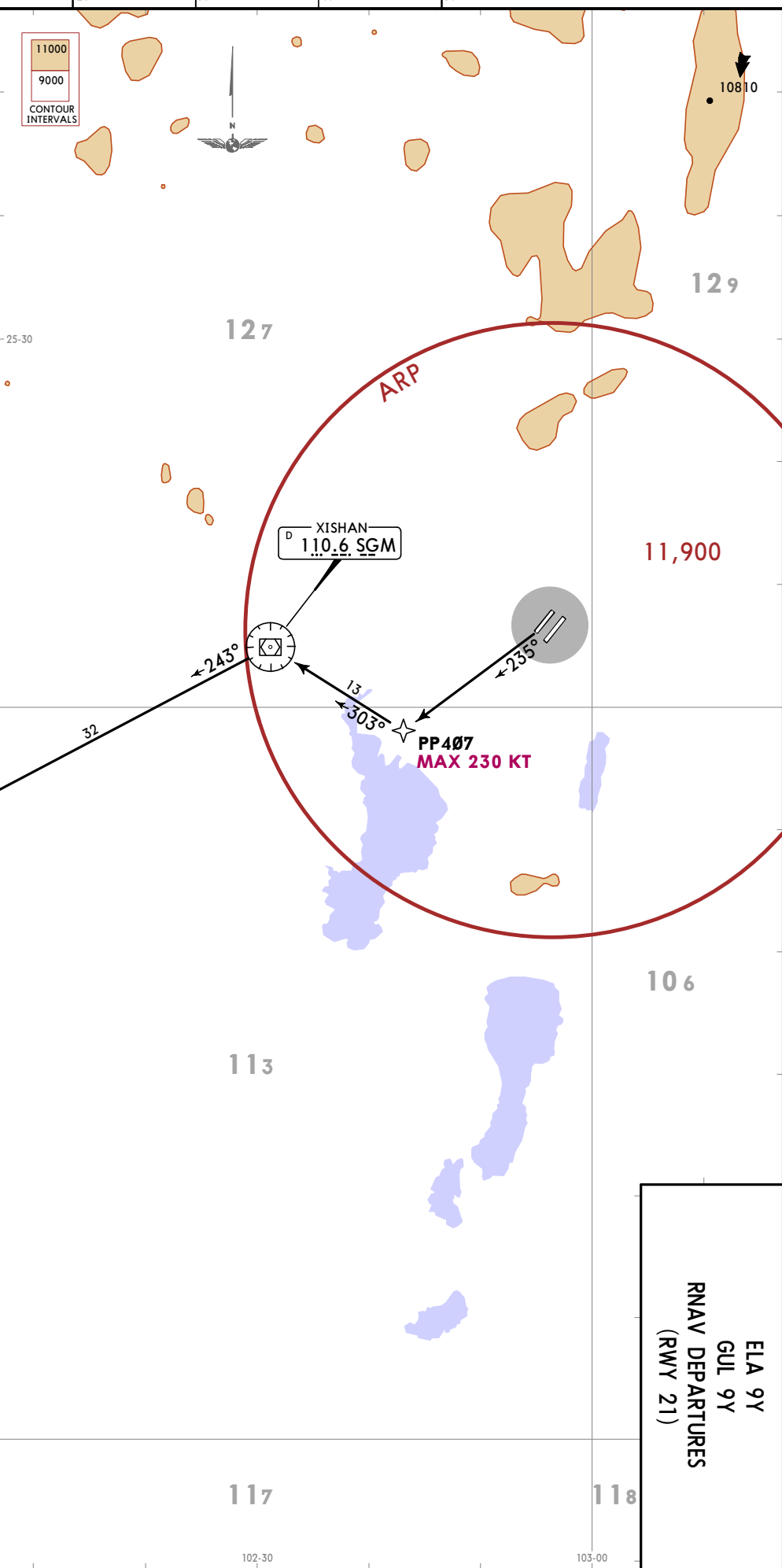
SID	ROUTING
ELA 9Y	PP407 (K230-) - SGM - PP404 - ELASU.
GUL 9Y	PP407 (K230-) - SGM - GULOT.

FT/METER CONVERSION

QNH

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

Refer to 10-1P pages.



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

KUNMING, PR OF CHINA
RNAV SID

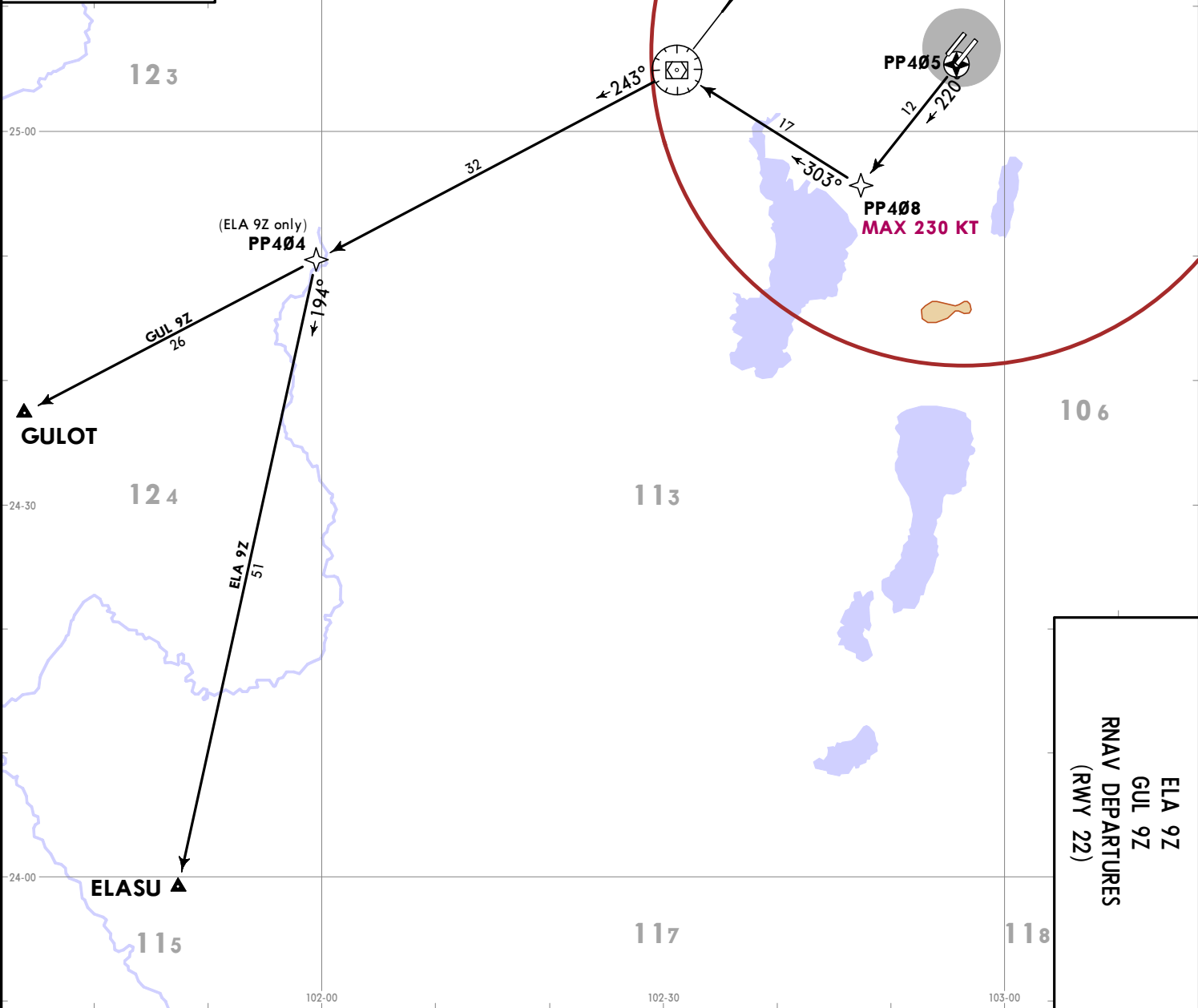
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CHANGES: Bearing, WPT, PP408 established.

Apt Elev 6901	
Trans alt: 17720 18710 1031 hPa or above 16740 979 hPa or below	
RNAV 1 GNSS or DME/DME/IRU	OR RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control, altitude by ATC. 3. Procedures by ATC during simultaneous RWY operation.	
ELA 9Z GUL 9Z RNAV DEPARTURES (RWY 22)	
SID	ROUTING
ELA 9Z	PP405 - PP408 (K230-) - SGM - PP404 - ELASU.
GUL 9Z	PP405 - PP408 (K230-) - SGM - GULOT.

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

Refer to 10-1P pages.



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

ZPPP/KMG
 CHANGSHUI
 24 NOV 23 (10-31)
 EFF 29 Nov 1600Z
 JEPPESSEN KUNMING, PR OF CHINA
 RNAV SID

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CHANGES: Bearings: © JEPPESSEN, 2020, 2023. ALL RIGHTS RESERVED.

ZPPP/KMG
CHANGSHUI
Eft 29 Nov 1600Z
10-3K
JEPPESSEN
24 NOV 23

KUNMING, PR OF CHINA
SID

Apt Elev
6901

Trans alt: 17720
18710 1031 hPa or above
16740 979 hPa or below
LXI Ø1D, NODIB Ø1D: By ATC during simultaneous RWY operation.

**DADOL Ø1D [DADØ1D]
LXI Ø1D [LXIØ1D]
NODIB Ø1D [NODØ1D]
DEPARTURES
(RWY 03)**

DADOL Ø1D:
This SID requires a minimum climb gradient of 3.9% until D11.0 IZL.

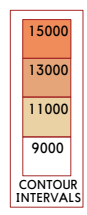
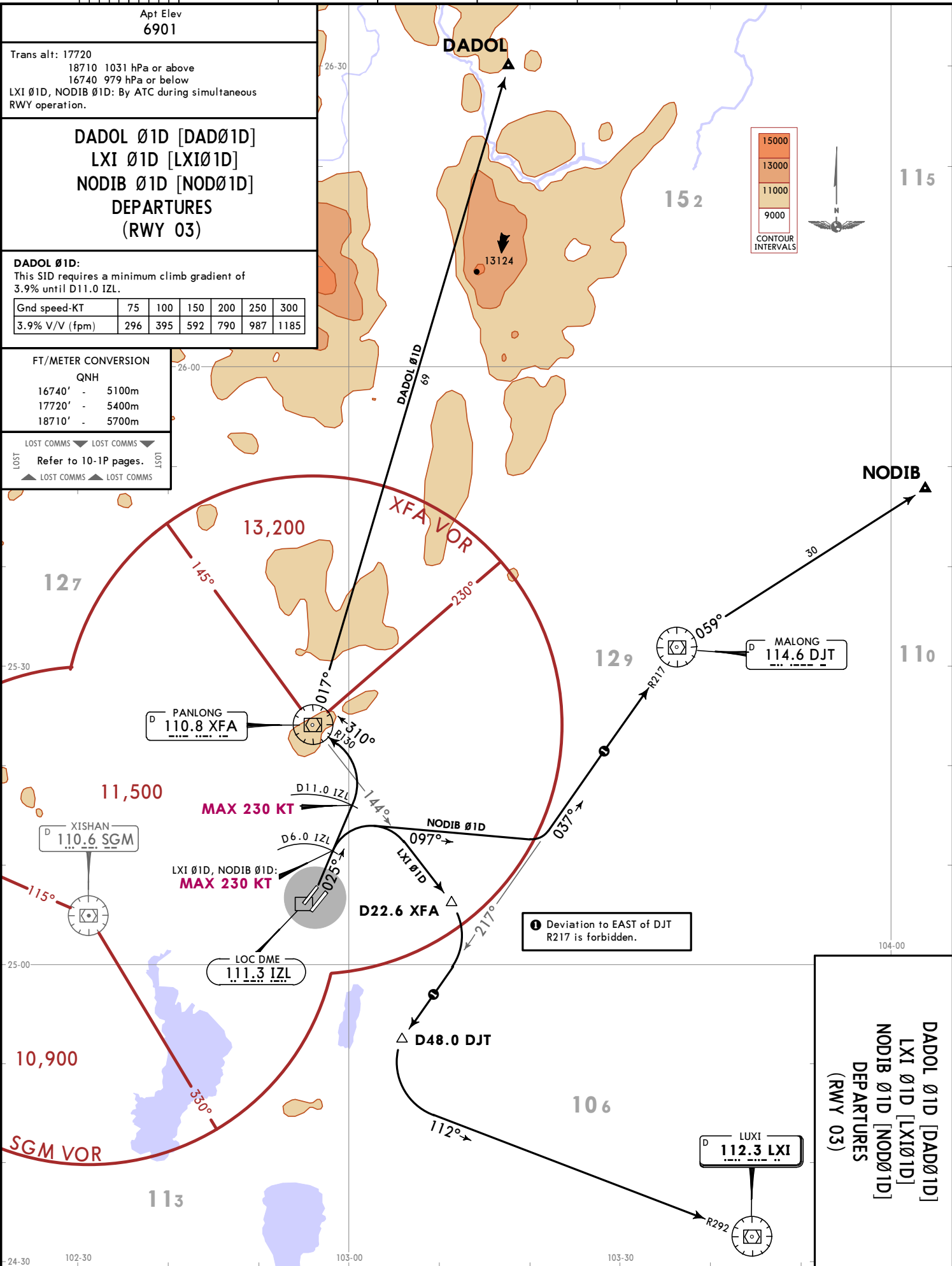
Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

FT/METER CONVERSION

QNH

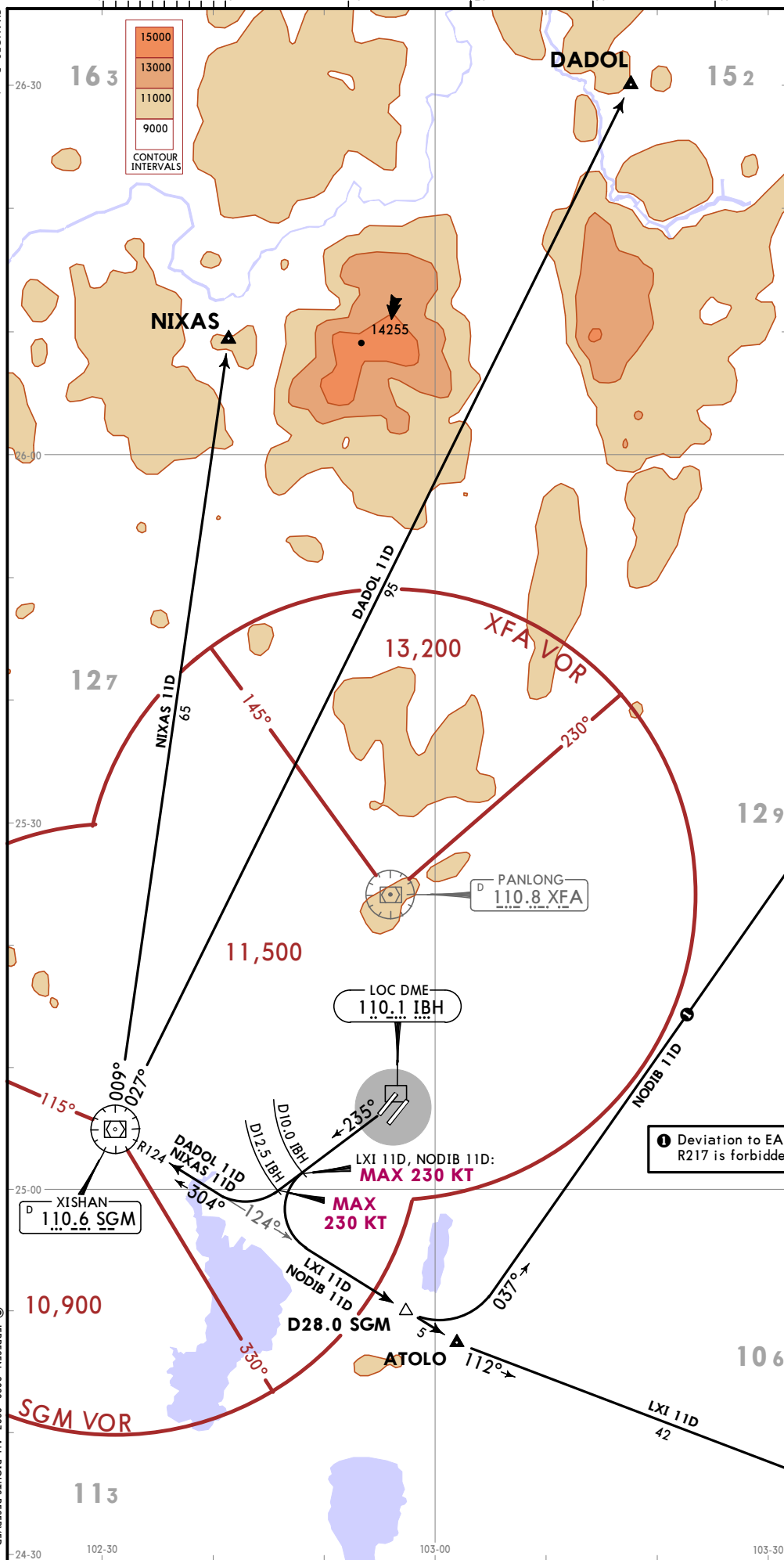
16740' - 5100m
17720' - 5400m
18710' - 5700m

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



**DADOL Ø1D [DADØ1D]
LXI Ø1D [LXIØ1D]
NODIB Ø1D [NODØ1D]
DEPARTURES
(RWY 03)**

CHANGES: Bear Ings.



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 ▼ LOST
Refer to 10-IP pages.
▲ LOST COMMS ▲ LOST COMMS



① Deviation to EAST of DJT R217 is forbidden.

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

ZPPP/KMG
CHANGSHUI

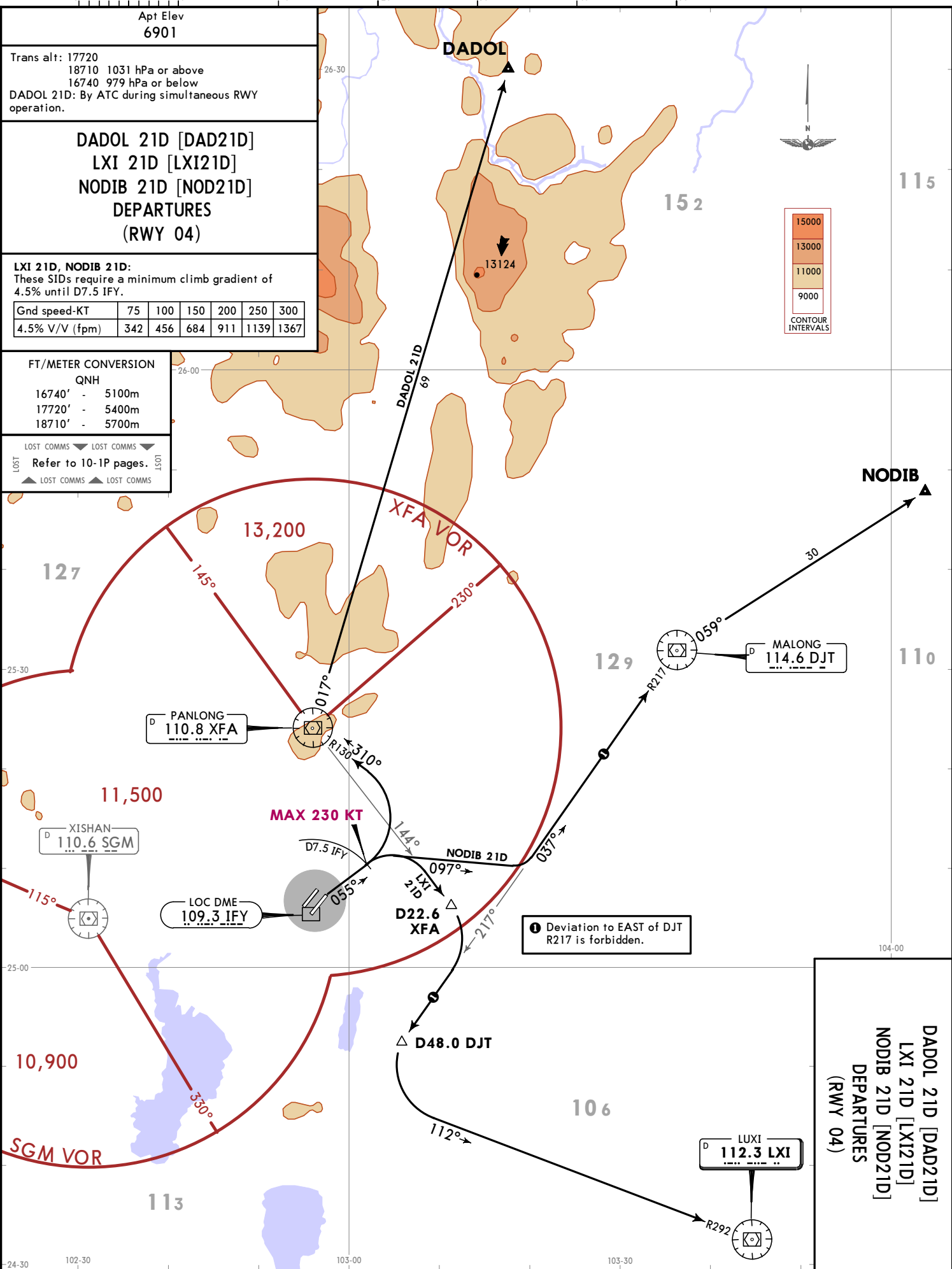
JEPPesen
24 NOV 23 10-31
EFF 29 Nov 1600Z

KUNMING, PR OF CHINA
SID

CHANGES: Bearings.

ZPPP/KMG
CHANGSHU
Eff 29 Nov 1600Z
JEPPESSEN
24 NOV 23
10-3M

KUNMING, PR OF CHINA
SID



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.

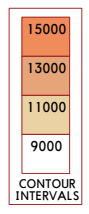
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

FT/METER CONVERSION

QNH

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

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



127

129

115

110

113

106

103-30

102-30

103-00

104-00

103-30

102-30

26-30

26-00

25-30

25-00

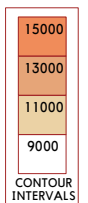
24-30

① Deviation to EAST of DJT R217 is forbidden.

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

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CHANGES: Bearings.



Apt Elev
6901

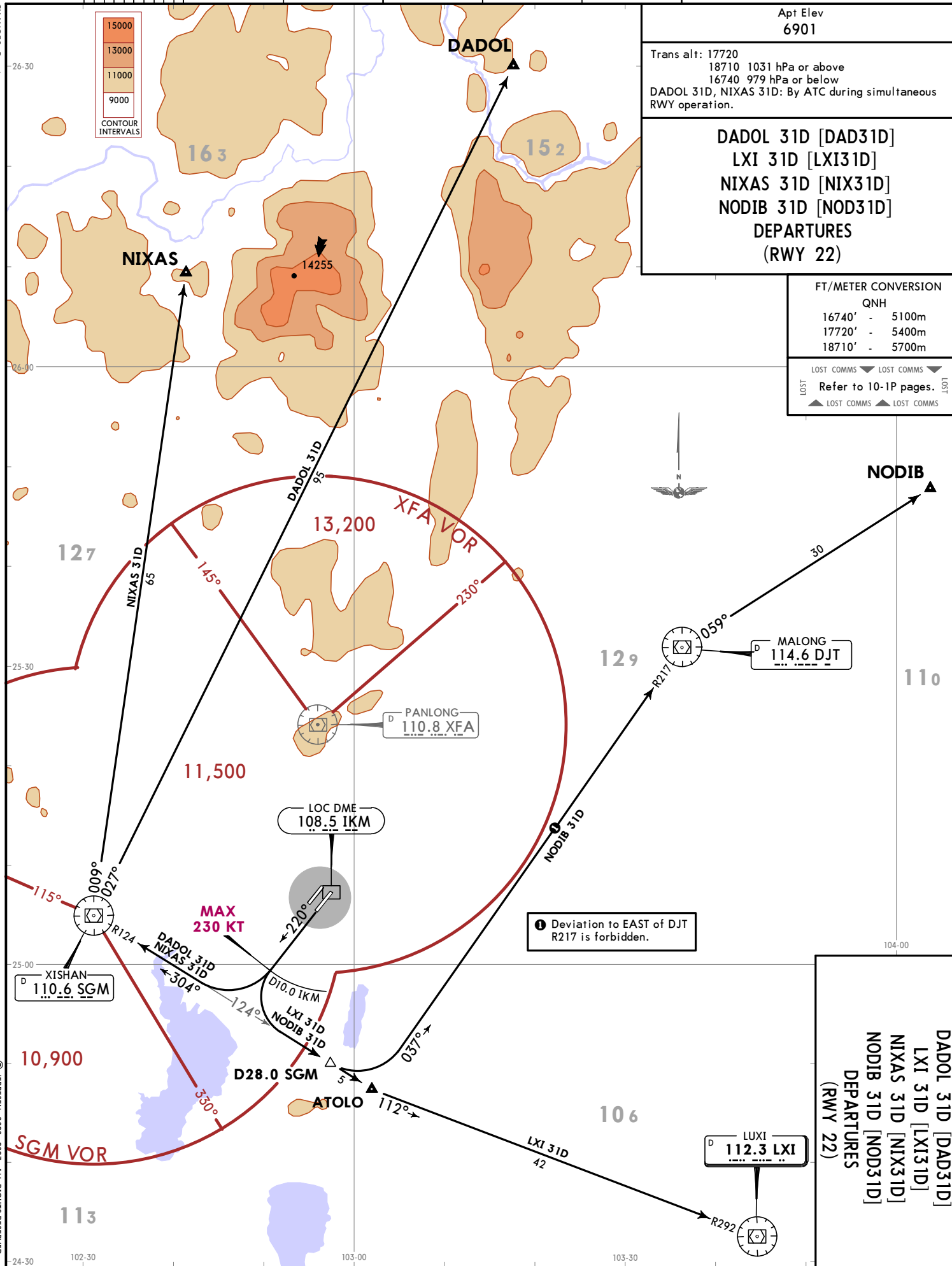
Trans alt: 17720
18710 1031 hPa or above
16740 979 hPa or below
DADOL 31D, NIXAS 31D: By ATC during simultaneous RWY operation.

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

FT/METER CONVERSION

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

Refer to 10-IP pages.



Deviation to EAST of DJT R217 is forbidden.

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

ZPPP/KMG
CHANGSHUI

JEPPESSEN
KUNMING, PR OF CHINA
SID

24 NOV 23 (10-3N) EFT 29 Nov 1600Z

CHANGES: Bearings.

ZPPP/KMG
 CHANGSHUI
 EFF 29 Nov 1600Z
 24 NOV 23
 10-3P
 JEPPISEN

Apt Elev
 6901

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

**ELASU Ø1D [ELAØ1D]
 GULOT Ø1D [GULØ1D]
 DEPARTURES
 (RWY 03)**

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

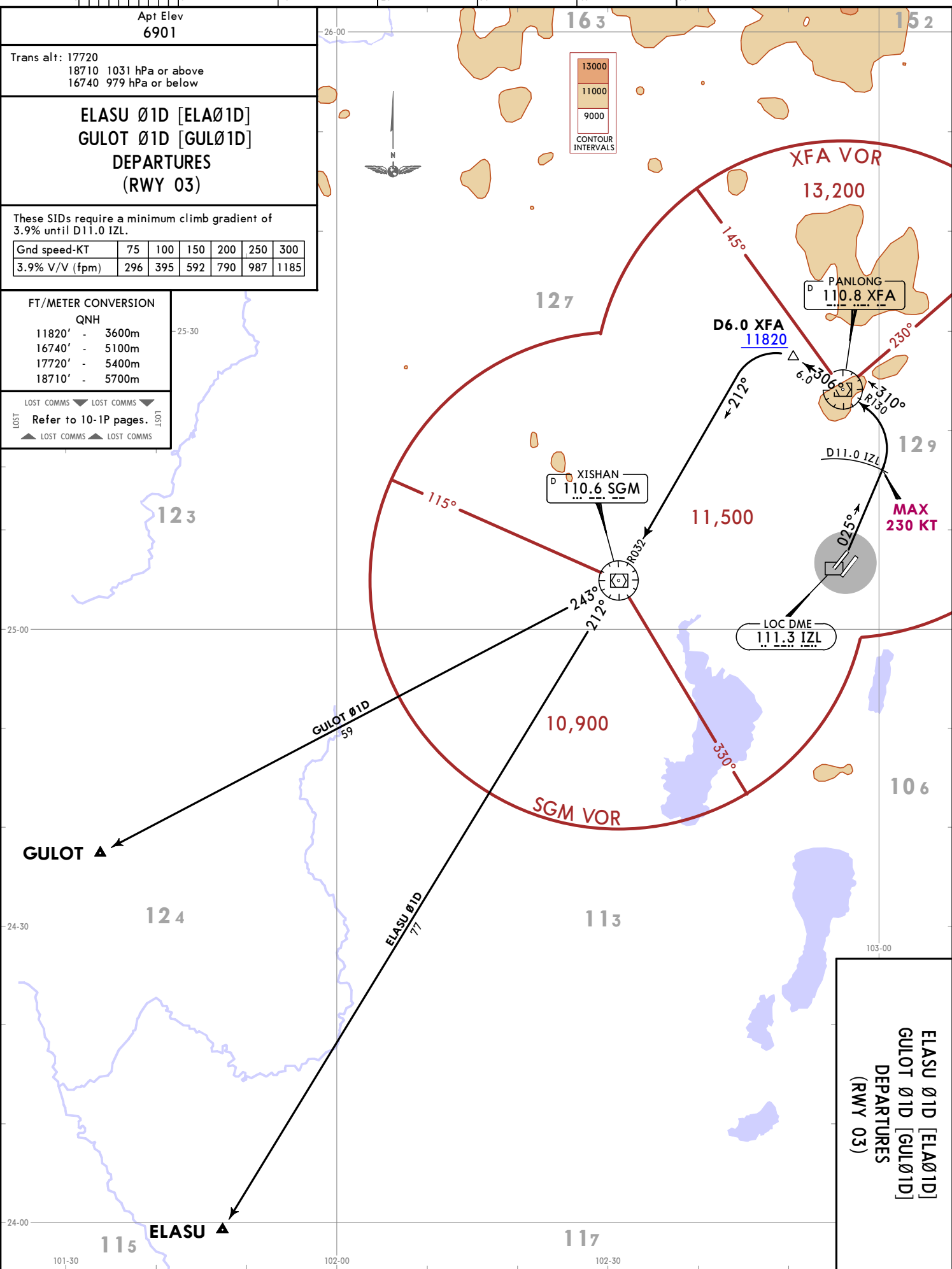
Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

FT/METER CONVERSION

QNH

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

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



**ELASU Ø1D [ELAØ1D]
 GULOT Ø1D [GULØ1D]
 DEPARTURES
 (RWY 03)**

KUNMING, PR OF CHINA
 SID

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CHANGES: Bearings:

Apt Elev
6901

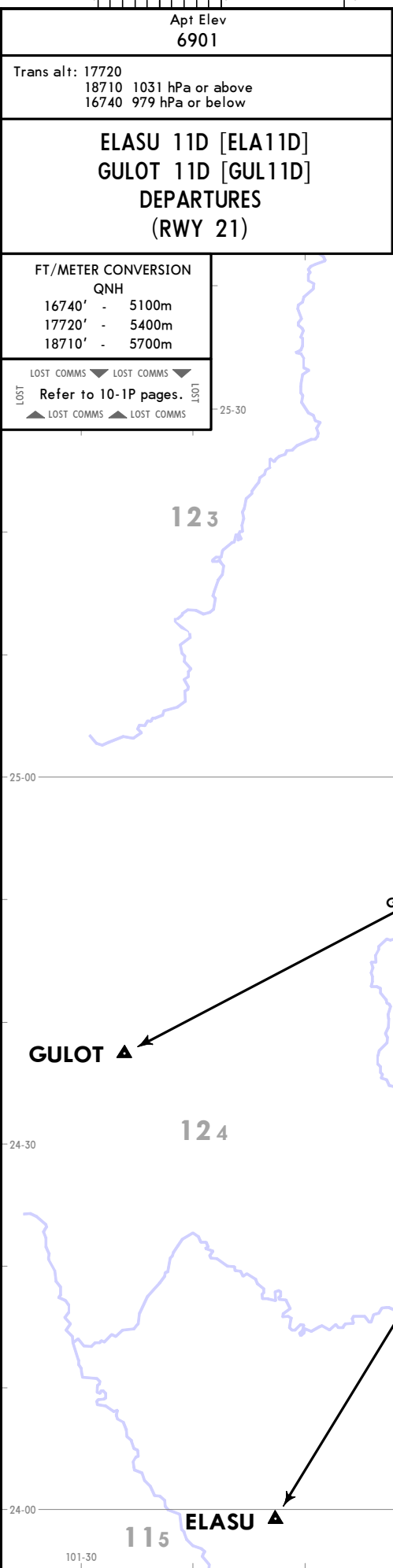
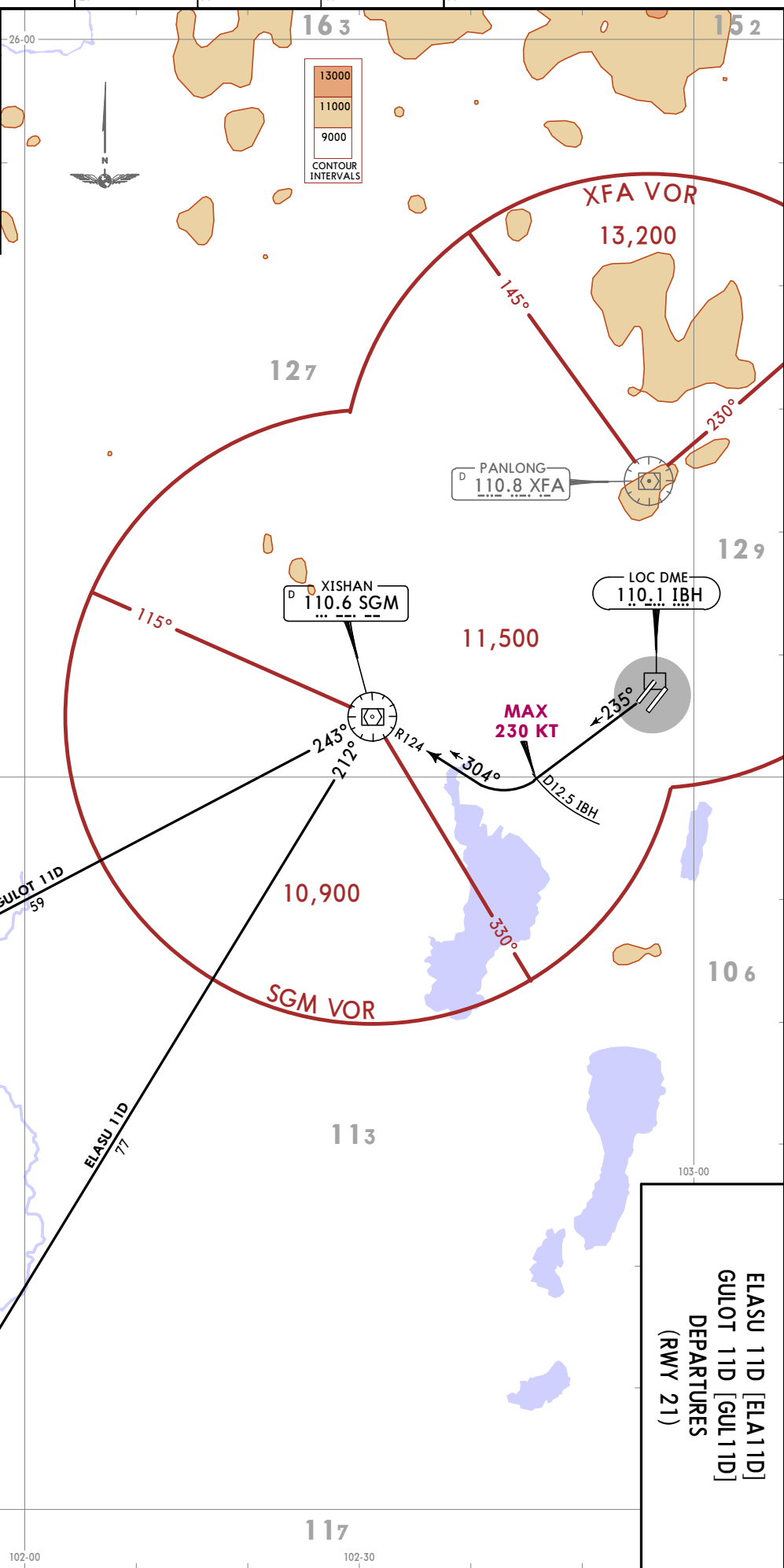
Trans alt: 17720
18710 1031 hPa or above
16740 979 hPa or below

**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 COMMS ▲ LOST COMMS ▲



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

CHANGES: Bearings.

ZPPP/KMG
CHANGSHUI
Eft 29 Nov 1600Z
JEPPESSEN
24 NOV 23
10-35

Apt Elev
6901

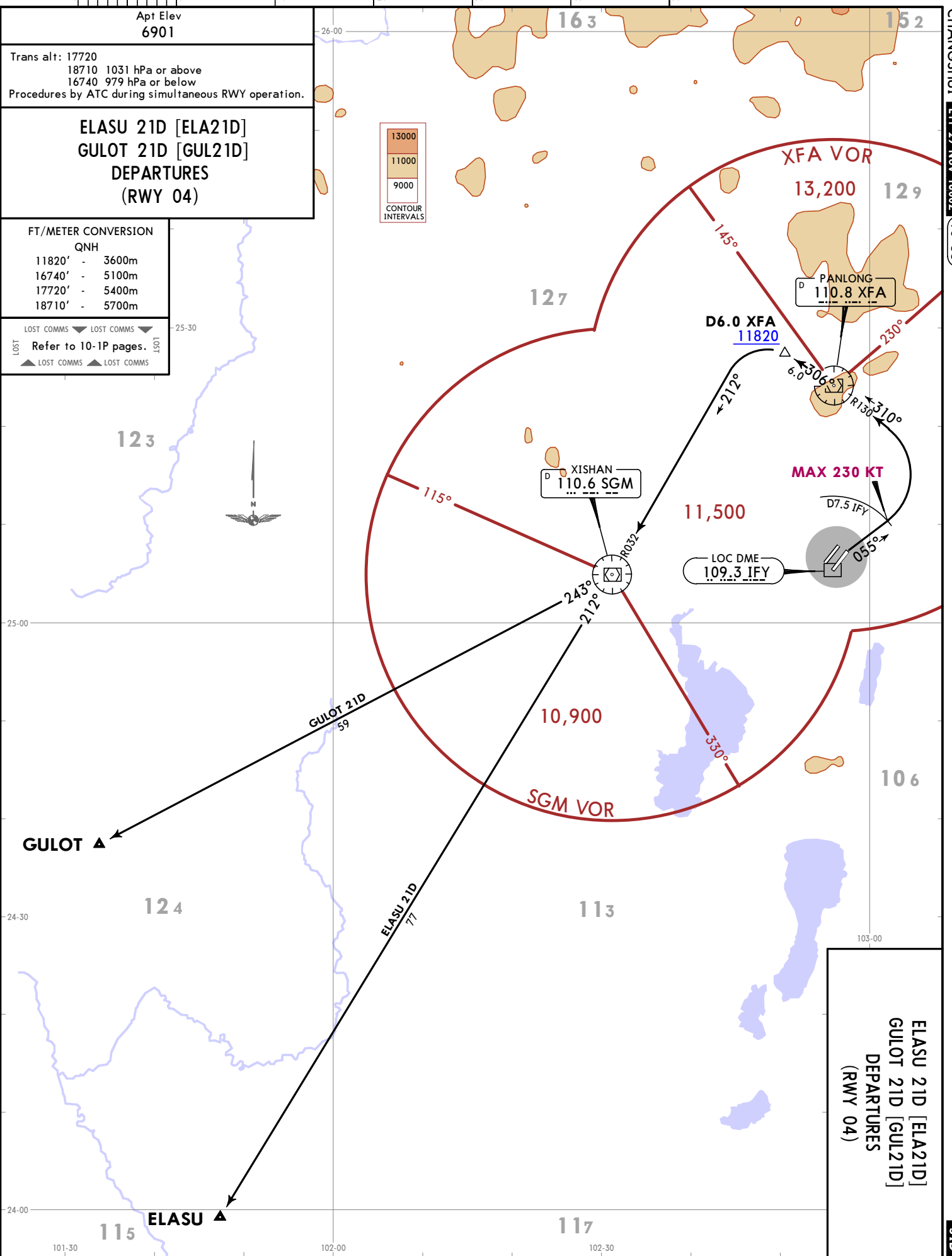
Trans alt: 17720
18710 1031 hPa or above
16740 979 hPa or below
Procedures by ATC during simultaneous RWY operation.

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

FT/METER CONVERSION
QNH

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

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



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

KUNMING, PR OF CHINA
SID

CHANGES: Bearings.

Apt Elev
6901

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

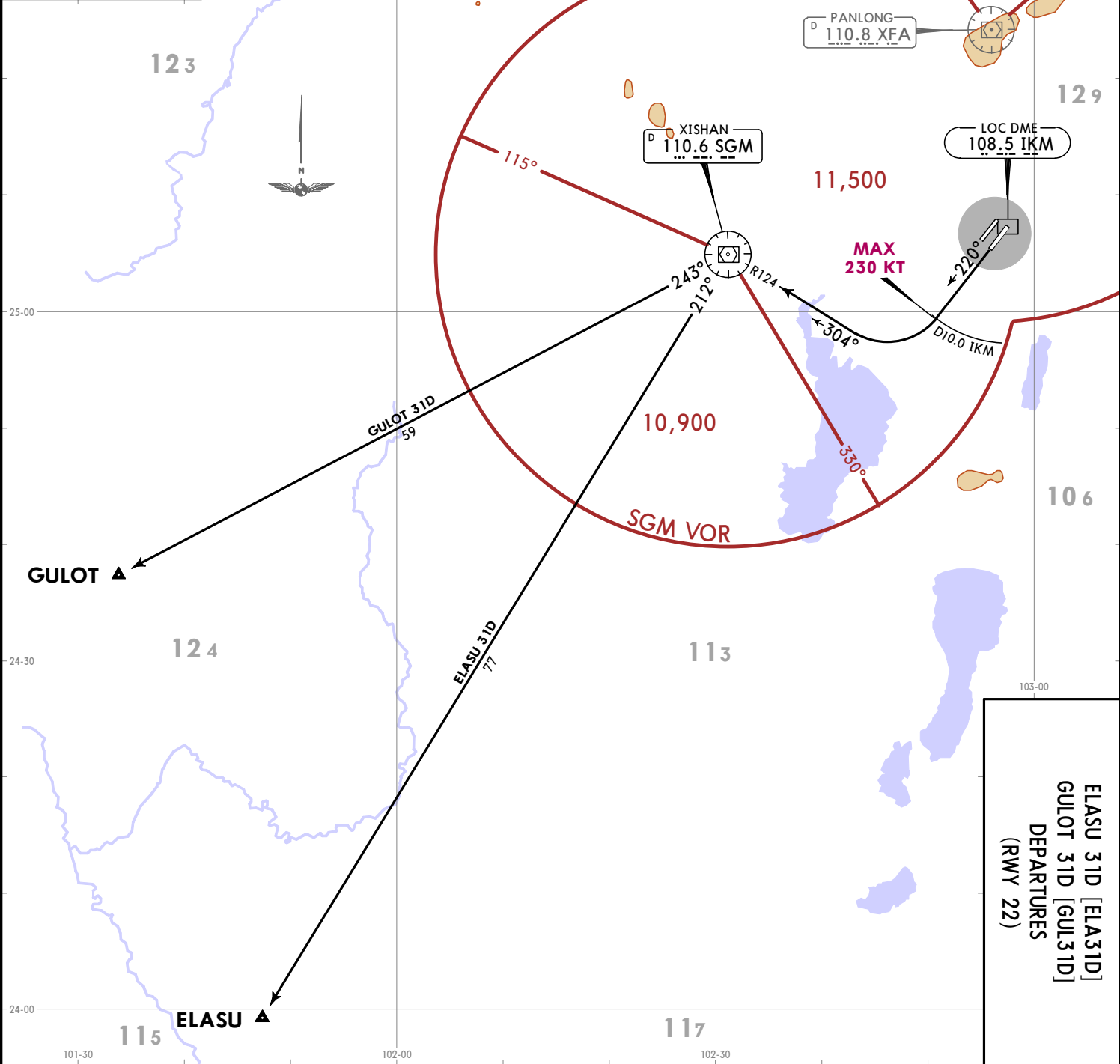
**ELASU 31D [ELA31D]
GULOT 31D [GUL31D]
DEPARTURES
(RWY 22)**

FT/METER CONVERSION
QNH

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

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

13000
11000
9000
CONTOUR INTERVALS



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

ZPPP/KMG

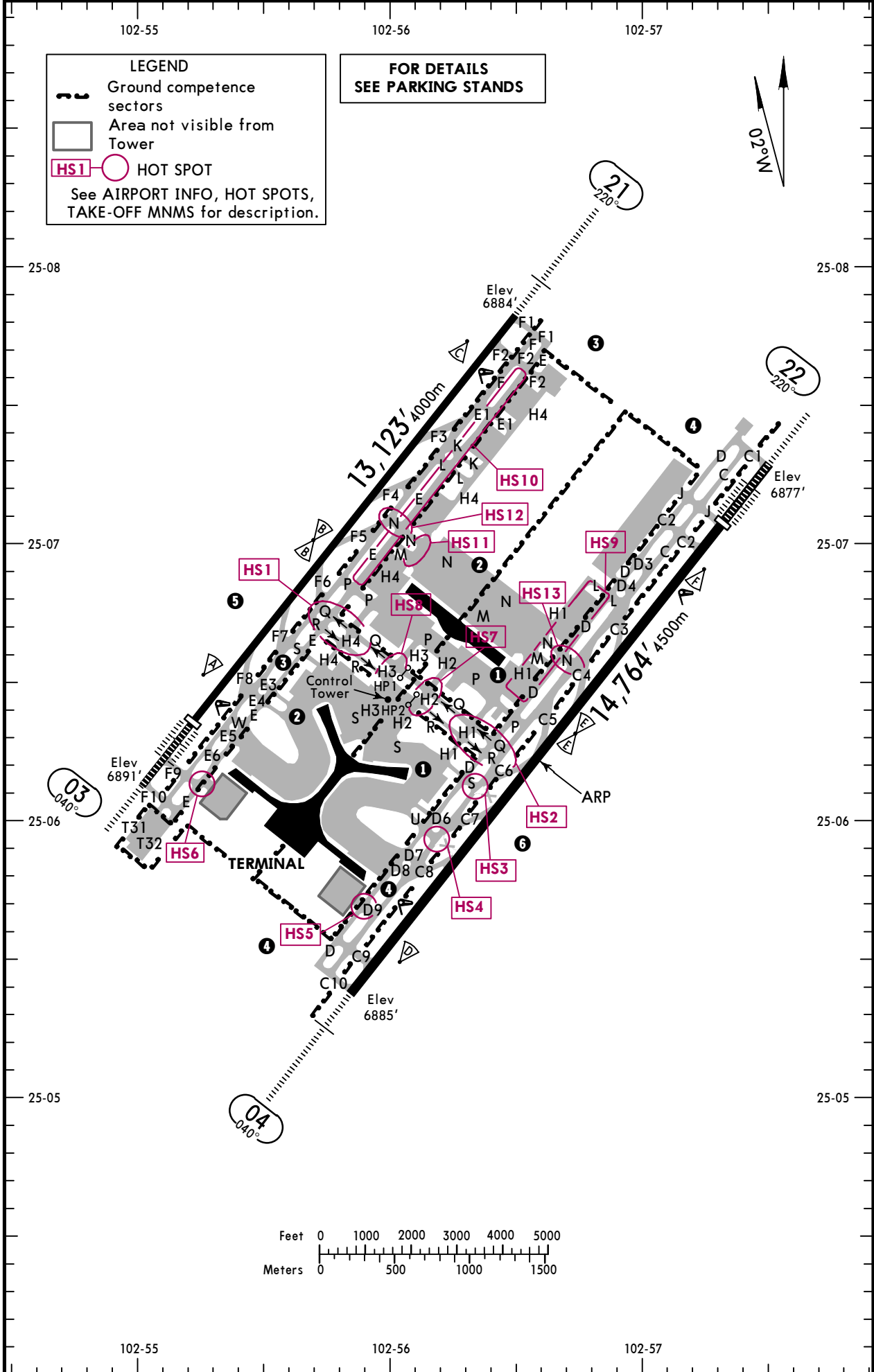
Apt Elev **6901'**
N25 06.3 E102 56.5

JEPPESEN KUNMING, PR OF CHINA

22 MAR 24 **10-9**

CHANGSHUI

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



ZPPP/KMG

JEPPesen KUNMING, PR OF CHINA
22 MAR 24 (10-9A) 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

RWY 03: From rwy head 13,123 (4000m) twy F9 int 12,402' (3780m)	RWY 21: From rwy head 13,123' (4000m) twy F2 int 12,402' (3780m)
RWY 04: From rwy head 14,764 (4500m) twy C9 int 14,042' (4280m)	RWY 22: From rwy head 14,764 (4500m) twy J int 13,123' (4000m) twy C2 int 12,402' (3780m)

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 HIRL and CL	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	RVR 200m ①	RVR 400m	RVR 500m
	B			
	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

CHANGES: TW's T29 and T30 established.

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

LEGEND

- Ground competence sectors
- Area not visible from Tower
- HS1 HOT SPOT
- See 10-9A for description.



14 JAN 22
EFT 26 Jan 1600Z

10-9B

JEPPESSEN KUNMING, PR OF CHINA
CHANGSHUI

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NOT TO SCALE

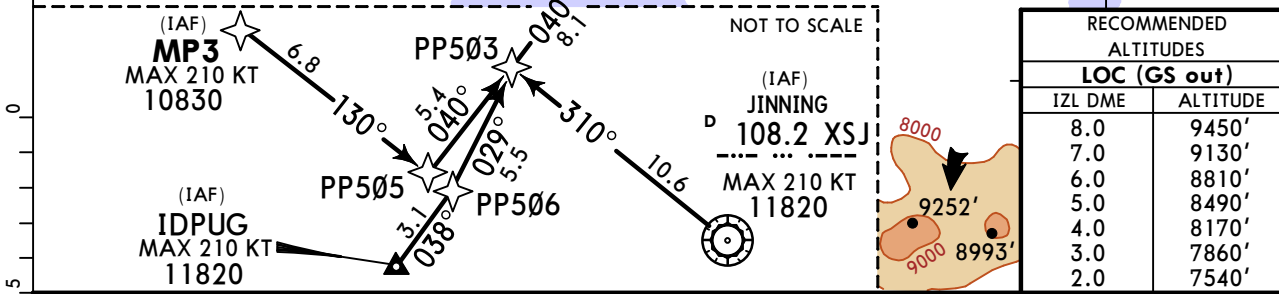
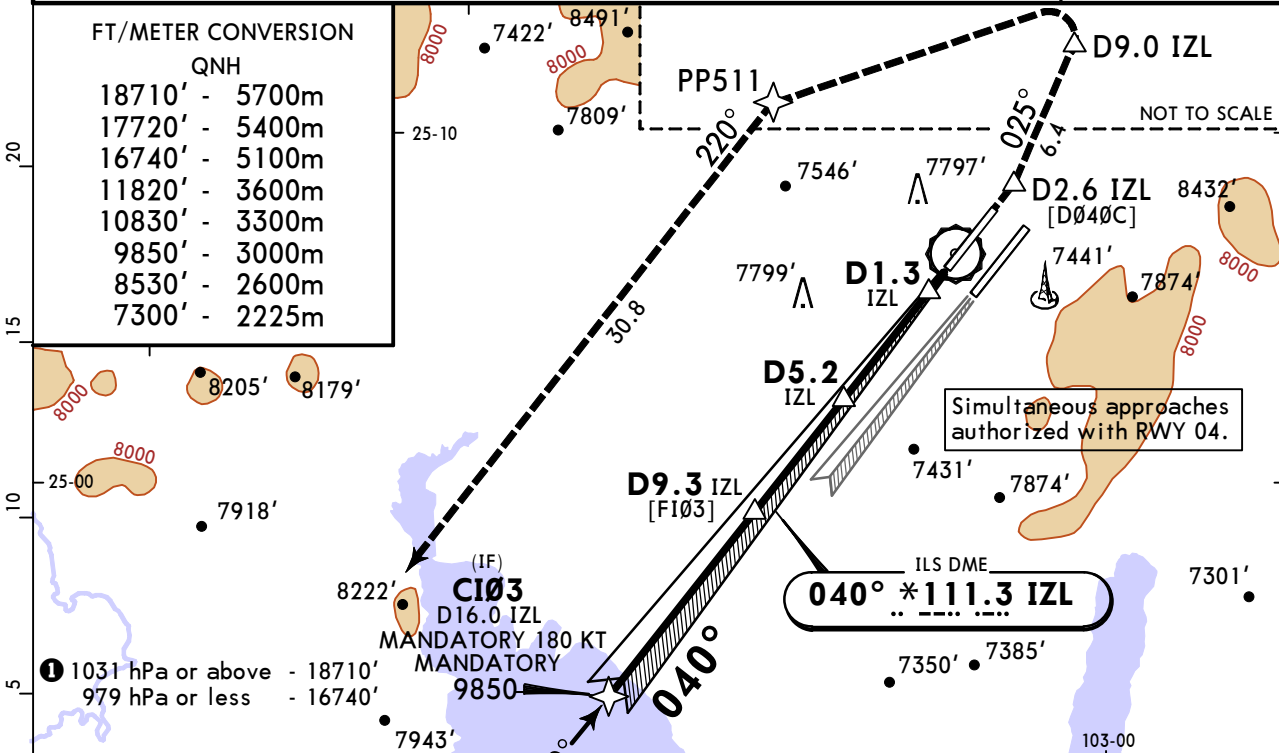
ZPPP/KMG
CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

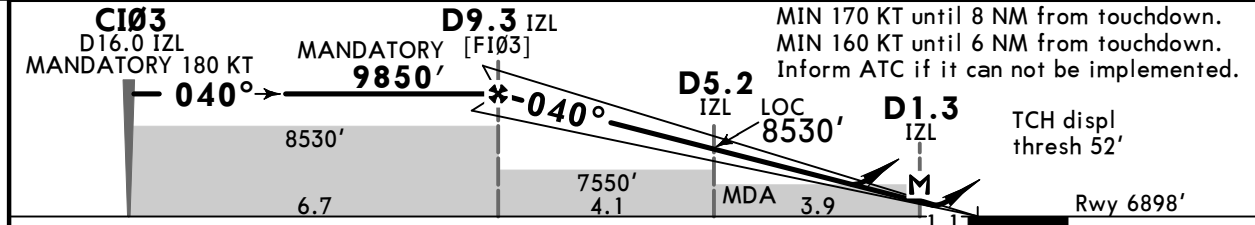
(11-1)

JEPPESEN 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 040°	D9.3 IZL MANDATORY 9850' (2952')		ILS DA(H) 7098' (200')		Apt Elev 6901' Rwy 6898'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, turn LEFT and track 025° to D9.0 IZL, turn LEFT and direct to PP511 (MAX 210 KT), then track 220° to MP3 at 10830' or above, contact ATC.							11,900 MSA ARP	
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' !		



RECOMMENDED ALTITUDES	
LOC (GS out)	
IZL DME	ALTITUDE
8.0	9450'
7.0	9130'
6.0	8810'
5.0	8490'
4.0	8170'
3.0	7860'
2.0	7540'



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

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

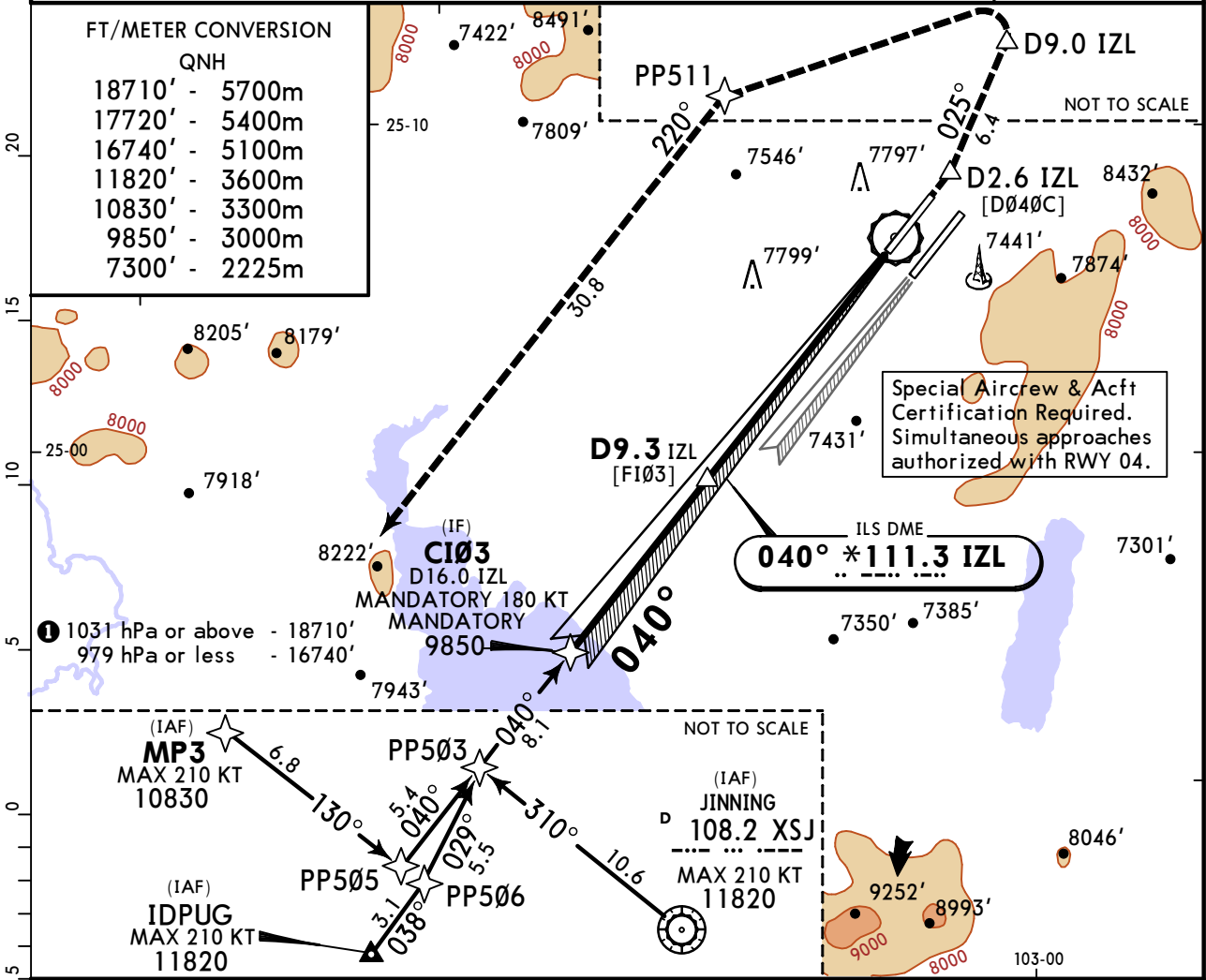
! RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Variation, missed apch, transitions, speed restrictions. © JEPPESEN, 2012, 2023. ALL RIGHTS RESERVED.

ZPPP/KMG
CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

JEPPESEN KUNMING, PR OF CHINA
11-1A CAT II RNAV ILS DME Z Rwy 03

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)		*AP05	*AP07	KUNMING Tower (R)	*Ground
	128.45	119.0	123.8	AP03 120.35	*AP04 121.15	124.25	119.225	130.6	121.95
	LOC IZL *111.3	Final Apch Crs 040°	D9.3 IZL MANDATORY 9850' (2952')		CAT II ILS RA 102' DA(H) 6998'(100')		Apt Elev 6901' Rwy 6898'	11,900 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, turn LEFT and track 025° to D9.0 IZL, turn LEFT and direct to PP511 (MAX 210 KT), then track 220° to MP3 at 10830' or above, contact ATC.									
Alt Set: hPa		Rwy Elev: 228 hPa	Trans level: FL197		Trans alt: 17720'				



CI03 D16.0 IZL MANDATORY 180 KT 040° 8530' 6.7	D9.3 IZL MANDATORY [FI03] 9850' 040° 9.1	MIN 170 KT until 8 NM from touchdown. MIN 160 KT until 6 NM from touchdown. Inform ATC if it can not be implemented. TCH displ thresh 52' Rwy 6898'
--	---	--

Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	MIM 7300' ↑ D2.6 IZL
GS	3.00°	372	478	531	637	743		

Standard			STRAIGHT-IN LANDING RWY 03		
ABC RA 102' DA(H) 6998' (100')			D RA 102' DA(H) 6998' (100')		
RVR 300m		RVR 300m		RVR 350m	

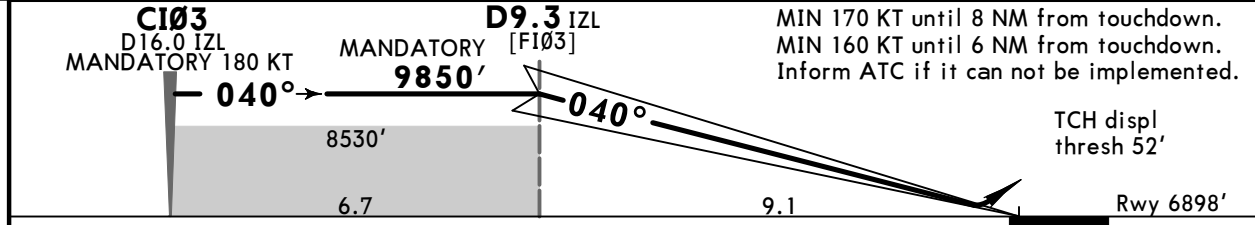
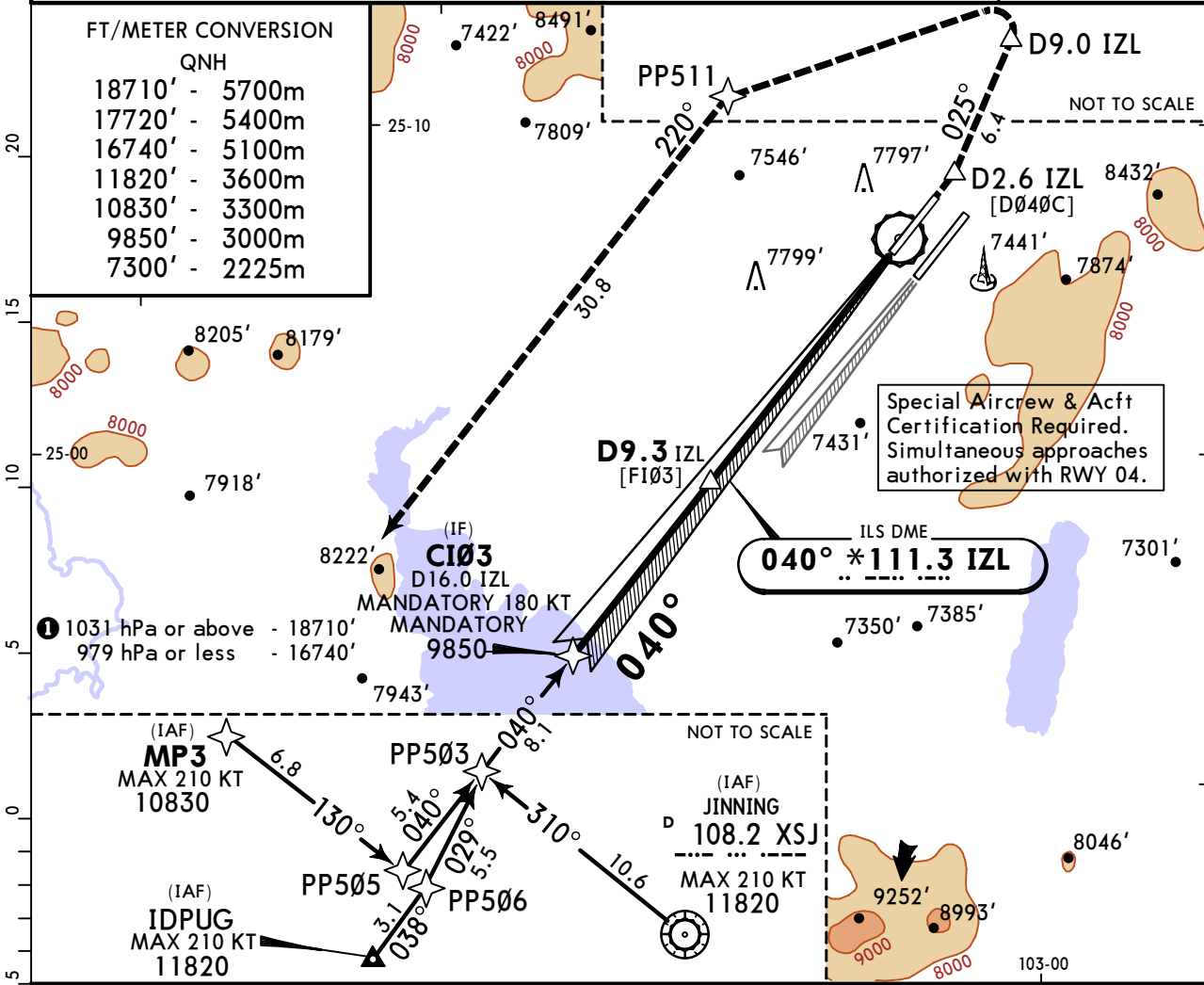
Manual operation below DH.
CHANGES: Variation, missed apch, transitions, speed restrictions. © JEPPESEN, 2012, 2023. ALL RIGHTS RESERVED.

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CHANGSHUI

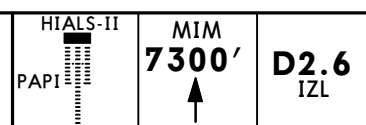
24 NOV 23
Eff 29 Nov 1600Z

JEPPESEN KUNMING, PR OF CHINA
11-1B SA CAT I 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 040°	D9.3 IZL MANDATORY 9850' (2952')		SA CAT I ILS RA 157' DA(H) 7048'(150')		Apt Elev 6901' Rwy 6898'		11,900
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, turn LEFT and track 025° to D9.0 IZL, turn LEFT and direct to PP511 (MAX 210 KT), then track 220° to MP3 at 10830' or above, contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720'		MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849



Standard STRAIGHT-IN LANDING RWY 03
SA CAT I ILS
RA 157'
DA(H) 7048' (150')

RVR 450m
HUD required.

ZPPP/KMG CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

11-2

JEPPESEN KUNMING, PR OF CHINA ILS DME Y Rwy 03

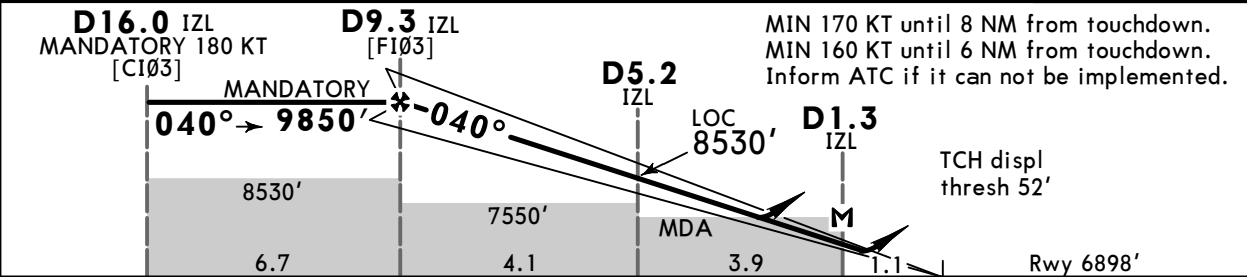
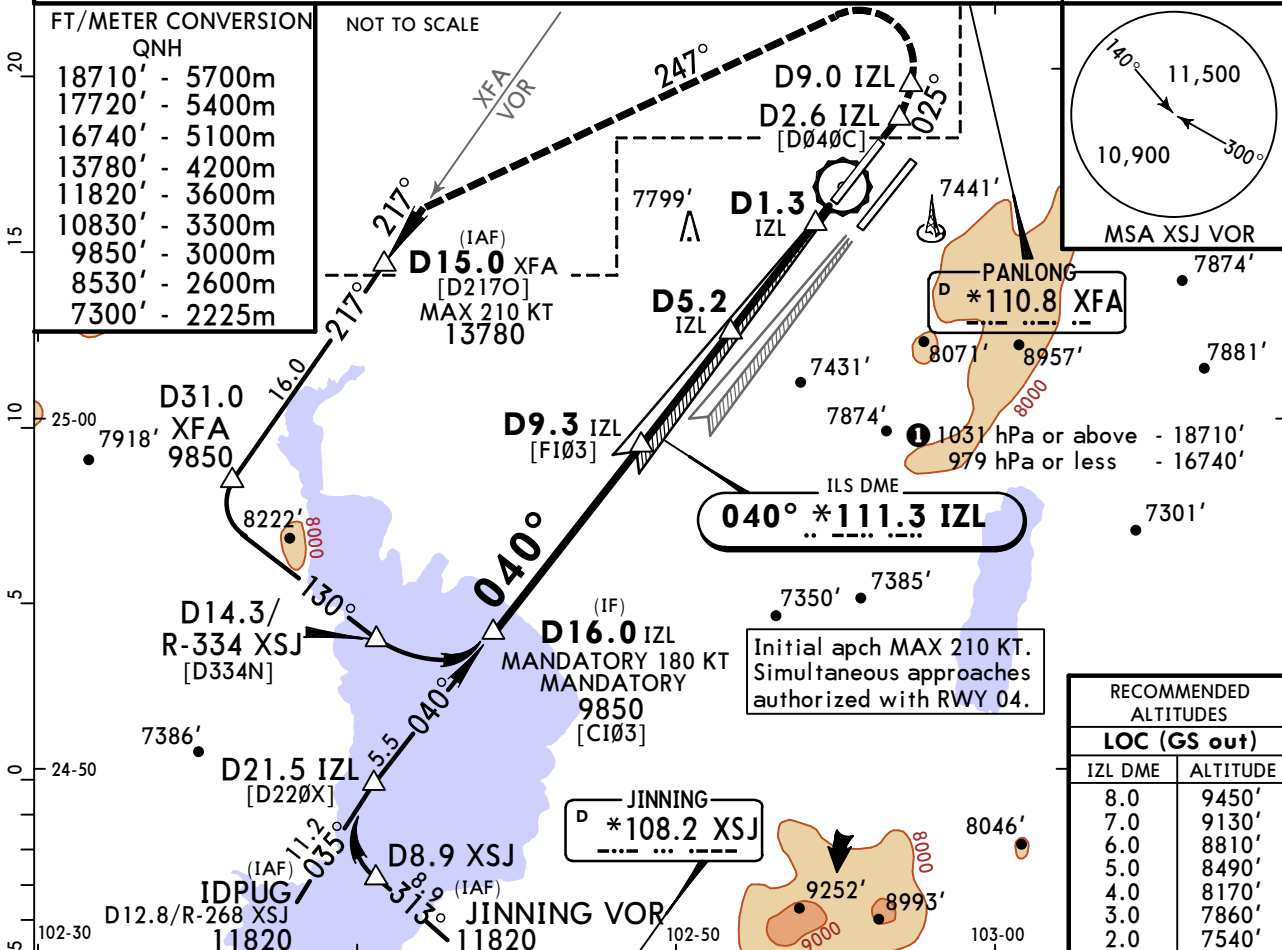
D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)				KUNMING Tower (R)	*Ground
128.45	119.0	123.8	AP03 120.35	*AP04 121.15	*AP05 124.25	*AP07 119.225	130.6	121.95
LOC IZL	Final Apch Crs	D9.3 IZL MANDATORY		ILS DA(H)		Apt Elev 6901'		
*111.3	040°	9850' (2952')		7098' (200')		Rwy 6898'		

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, turn LEFT (MAX 210 KT) and track 025° to D9.0 IZL, turn LEFT (MAX 210 KT) on track 247° to intercept R-217 XFA, then track 217° to 10830', contact ATC.

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

FT/METER CONVERSION QNH NOT TO SCALE

18710'	-	5700m
17720'	-	5400m
16740'	-	5100m
13780'	-	4200m
11820'	-	3600m
10830'	-	3300m
9850'	-	3000m
8530'	-	2600m
7300'	-	2225m



Gnd speed-Kts	70	90	100	120	140	160		MIM 7300' ↑ D2.6 IZL	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.3 IZL									

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	TDZ or CL out	ALS out	ALS out		Max Kts
A					100
B	RVR 550m	RVR 550m 1			135
C	VIS 800m	VIS 800m	1200m	1600m	180
D			1600m	2000m	205

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

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CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

11-2A

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

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

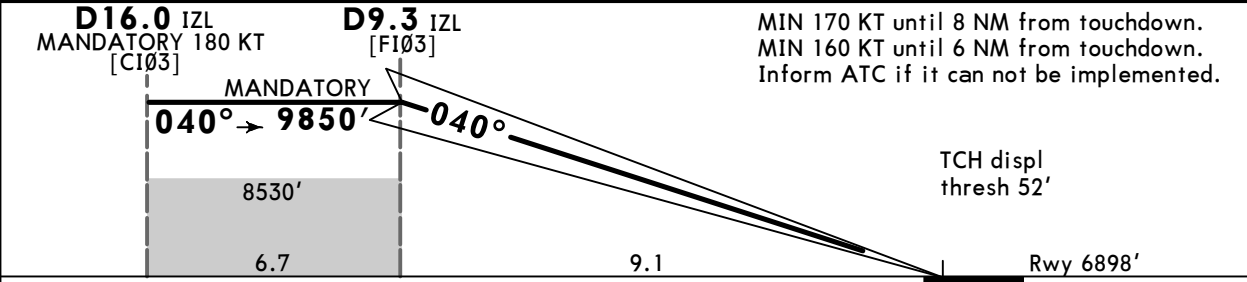
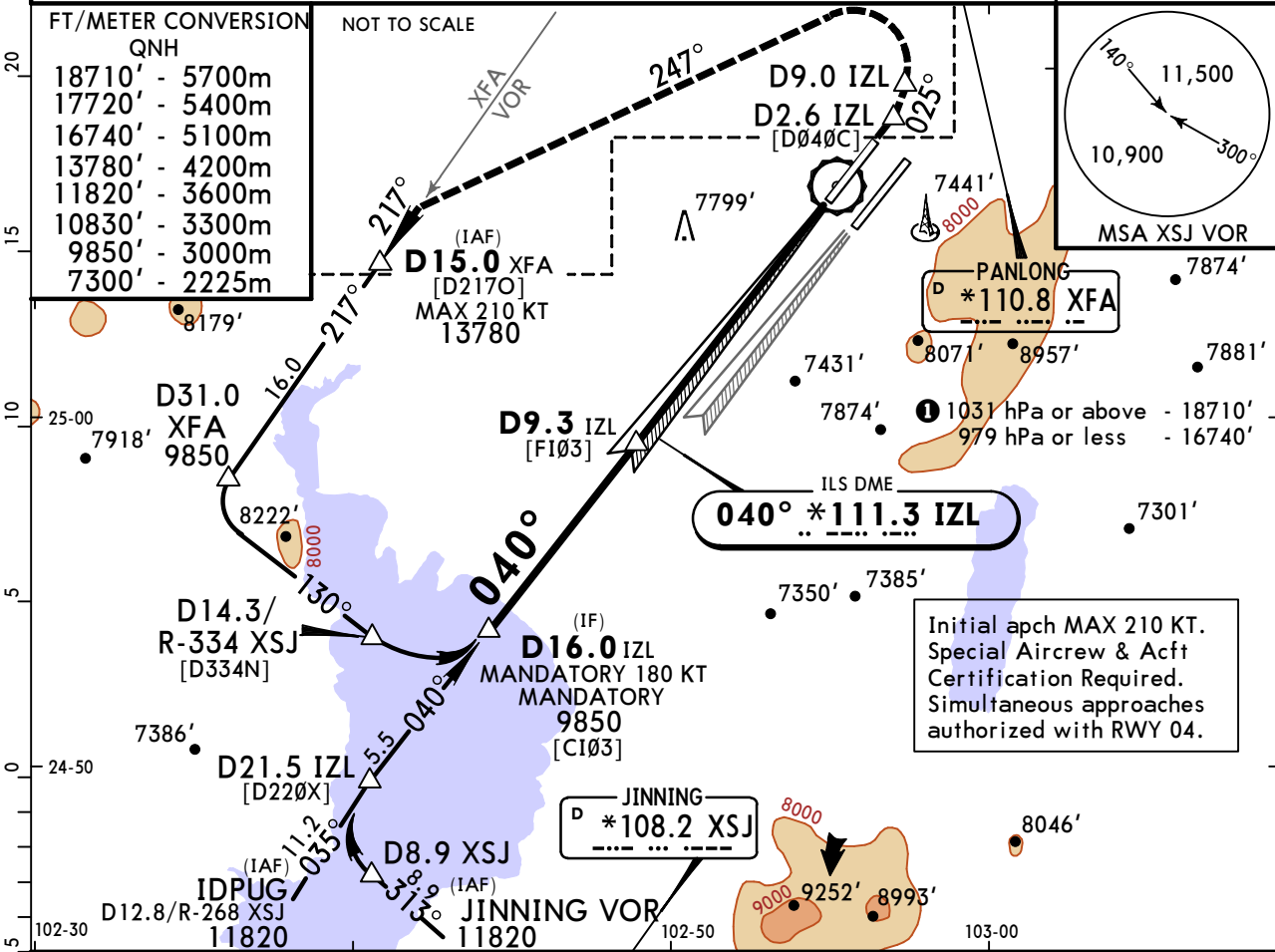
LOC IZL	Final Apch Crs	D9.3 IZL MANDATORY	CAT II ILS RA 102' DA(H) 6998'(100')	Apt Elev 6901' Rwy 6898'
*111.3	040°	9850' (2952')		

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, turn LEFT (MAX 210 KT) and track 025° to D9.0 IZL, turn LEFT (MAX 210 KT) on track 247° to intercept R-217 XFA, then track 217° to 10830', contact ATC.

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

FT/METER CONVERSION QNH

18710'	-	5700m
17720'	-	5400m
16740'	-	5100m
13780'	-	4200m
11820'	-	3600m
10830'	-	3300m
9850'	-	3000m
7300'	-	2225m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIM 7300'	D2.6 IZL
GS	3.00°	372	478	531	637	743			

Standard			STRAIGHT-IN LANDING RWY 03		
CAT II ILS			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

24 NOV 23
Eff 29 Nov 1600Z

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

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

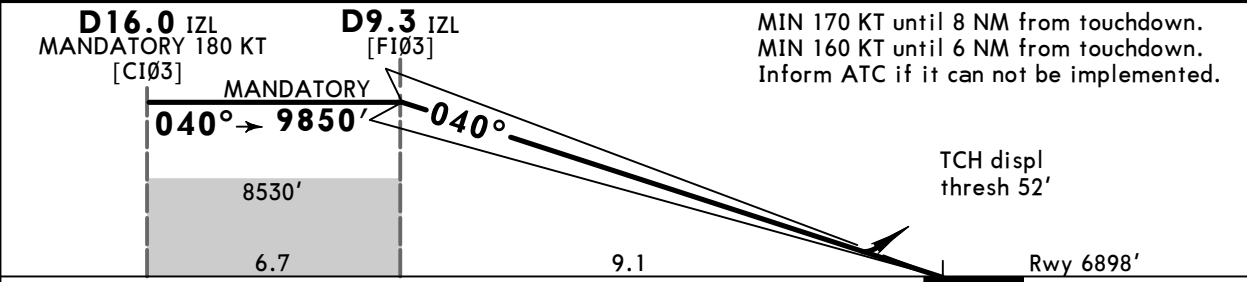
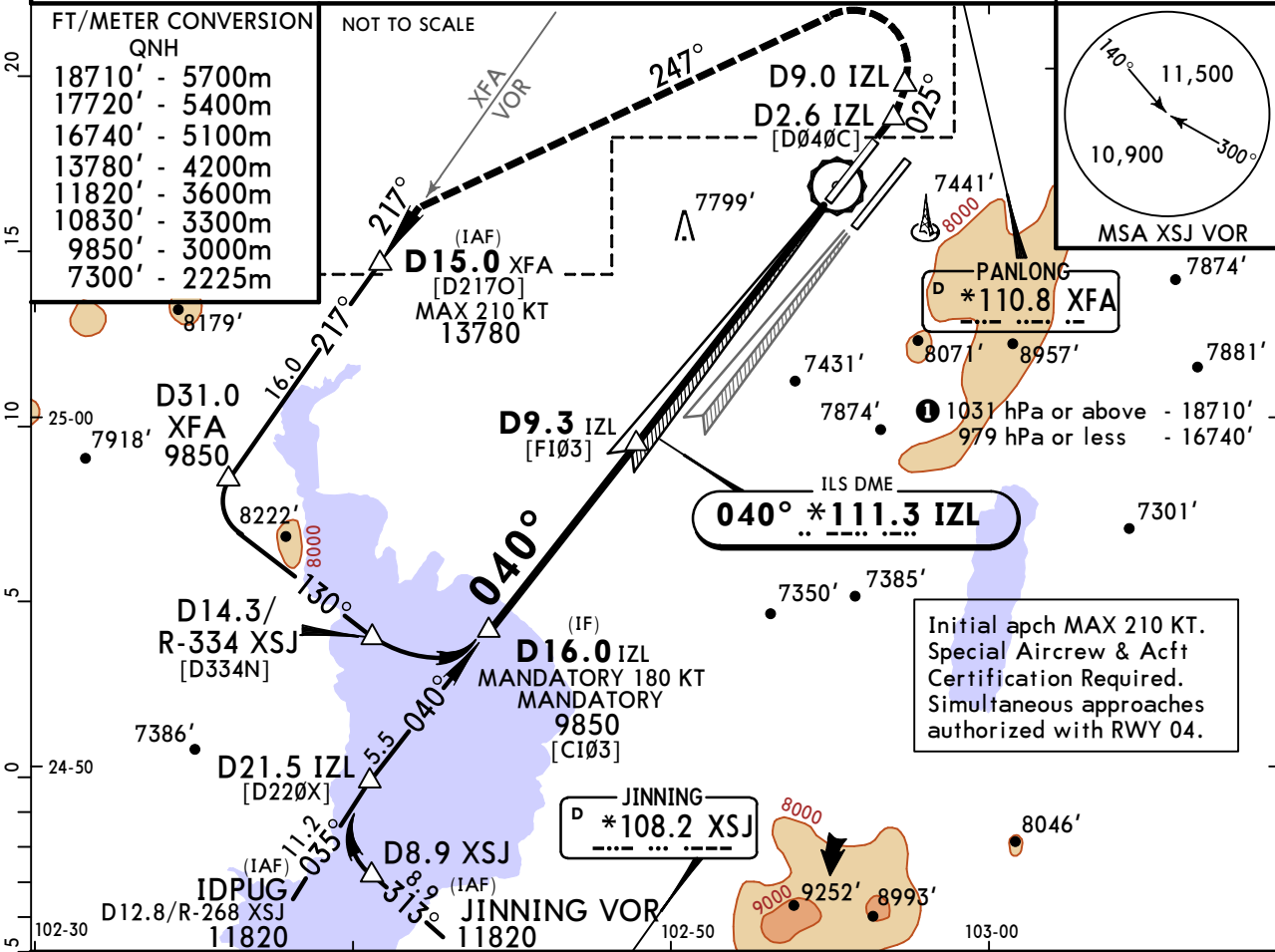
LOC IZL	Final Apch Crs	D9.3 IZL MANDATORY	SA CAT I ILS RA 157' DA(H) 7048'(150')	Apt Elev 6901' Rwy 6898'	
*111.3	040°	9850' (2952')			

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IZL at 7300' or above, turn LEFT (MAX 210 KT) and track 025° to D9.0 IZL, turn LEFT (MAX 210 KT) on track 247° to intercept R-217 XFA, then track 217° to 10830', contact ATC.

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

FT/METER CONVERSION QNH

18710'	-	5700m
17720'	-	5400m
16740'	-	5100m
13780'	-	4200m
11820'	-	3600m
10830'	-	3300m
9850'	-	3000m
7300'	-	2225m



Gnd speed-Kts	70	90	100	120	140	160		MIM 7300' ↑ D2.6 IZL
GS	3.00°	372	478	531	637	743		

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

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

RVR 450m

PANS OPS

1 HUD required.

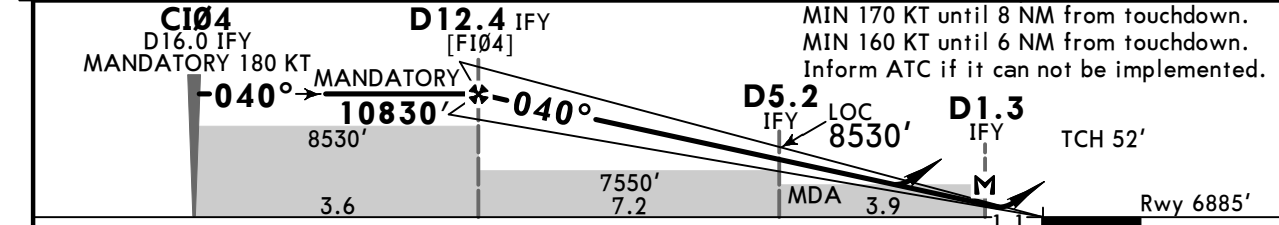
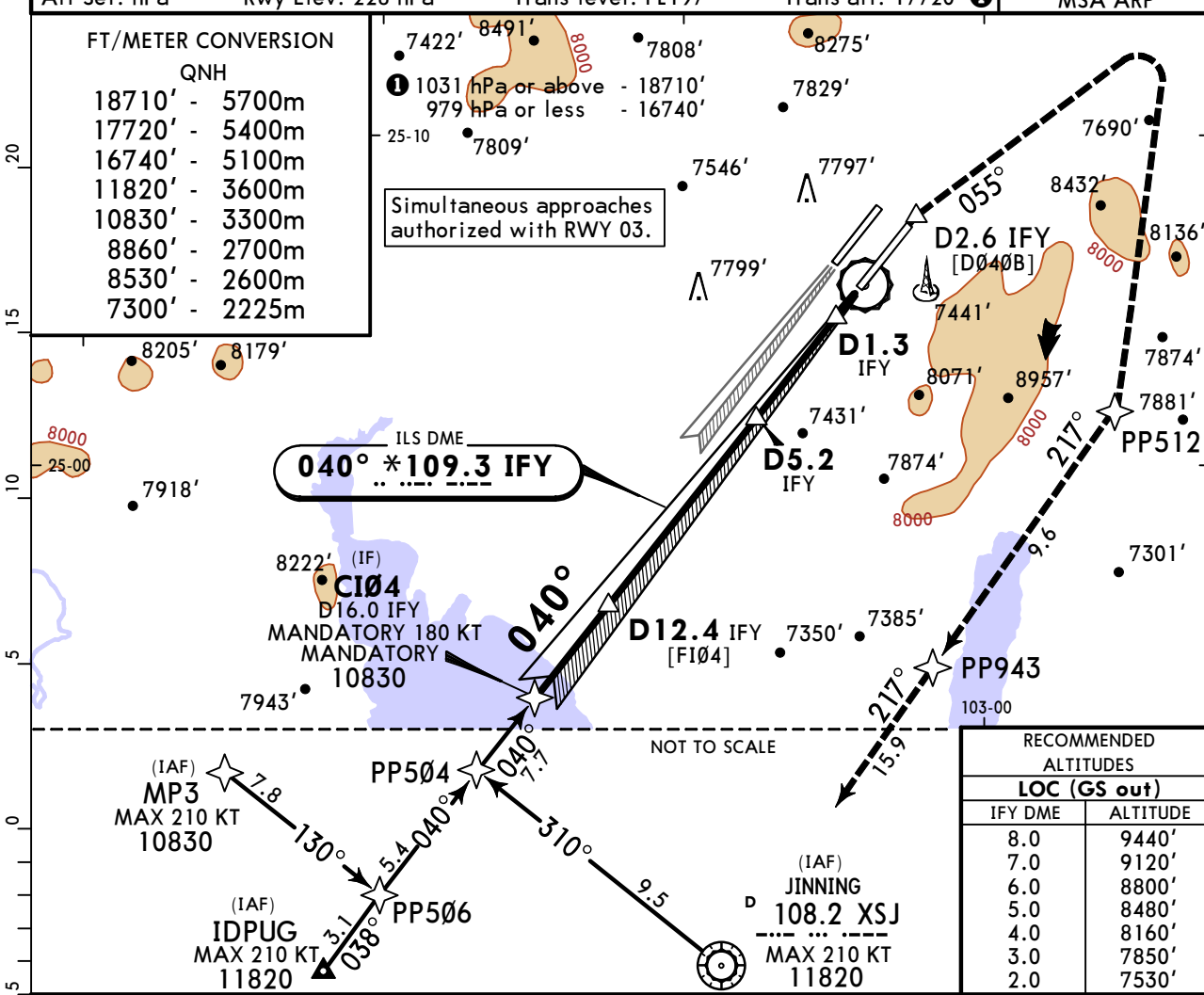
ZPPP/KMG CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

(11-3)

JEPPESEN KUNMING, PR OF CHINA RNAV ILS DME Z Rwy 04

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 040°	D12.4 IFY MANDATORY 10830' (3945')		ILS DA(H) 7085' (200')	Apt Elev 6901' Rwy 6885'		11,900 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IFY at 7300' or above, turn RIGHT and track 055° to 8860', turn RIGHT direct to PP512 (MAX 210 KT), then track 217° to PP943 at 10830' or above, then track 217° to XSJ VOR at 11820' or above, contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' !		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 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		LOC (GS out) CDFA	
ILS		DA(H) 7085' (200')		MDA(H) 7300' (415')	
FULL		ALS out		ALS out	
A		1600m			
B	RVR 550m !	1200m			
C	VIS 800m	1600m		1900m	
D					

! RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Variation, missed apch, transitions, speed restrictions. © JEPPESEN, 2012, 2023. ALL RIGHTS RESERVED.

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24 NOV 23
Eff 29 Nov 1600Z

11-4

JEPPesen KUNMING, PR OF CHINA ILS DME Y Rwy 04

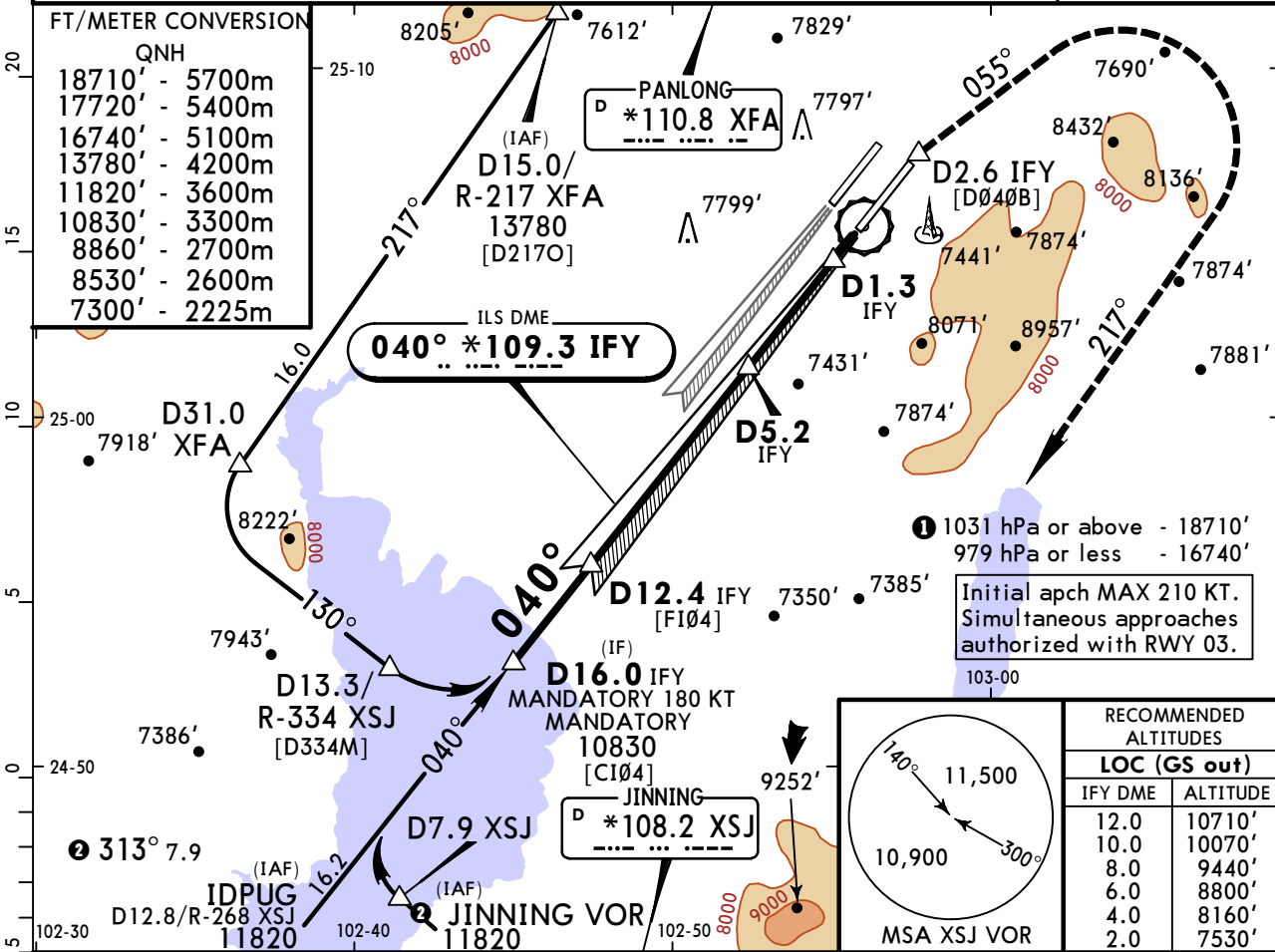
D-ATIS Arrival 128.45	*AP01 119.0	*AP02 123.8	KUNMING Approach (R) AP03 120.35 *AP04 121.15 *AP05 124.25 *AP07 119.225				KUNMING Tower (R) 118.1	Ground 121.65
LOC IFY *109.3	Final Apch Crs 040°	D12.4 IFY MANDATORY 10830' (3945')		ILS DA(H) 7085' (200')		Apt Elev 6901' Rwy 6885'		

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IFY at 7300' or above, turn RIGHT (MAX 210 KT) and track 055° to 8860', then turn RIGHT (MAX 210 KT) and track 217° to XSJ VOR at 10830', contact ATC.

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

FT/METER CONVERSION

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

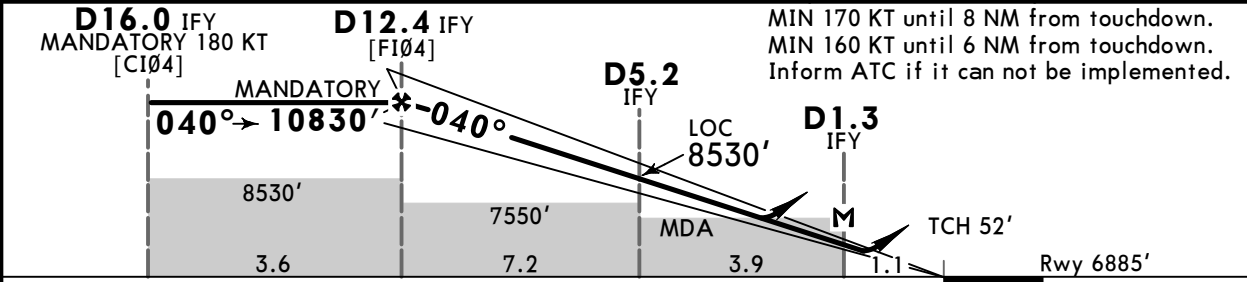


1031 hPa or above - 18710'
979 hPa or less - 16740'
Initial apch MAX 210 KT. Simultaneous approaches authorized with RWY 03.

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	7530'

MSA XSJ VOR



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

Standard STRAIGHT-IN LANDING RWY 04

ILS		LOC (GS out)	
DA(H) 7085' (200')		CDFA	
FULL		MDA(H) 7300' (415')	
ALS out		ALS out	
A	1600m		
B	1600m		
C	RVR 550m I VIS 800m	1200m	
D	1600m		1900m

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

ZPPP/KMG



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

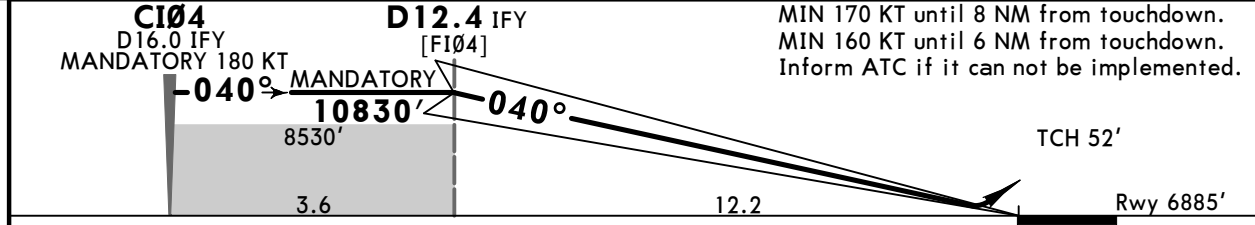
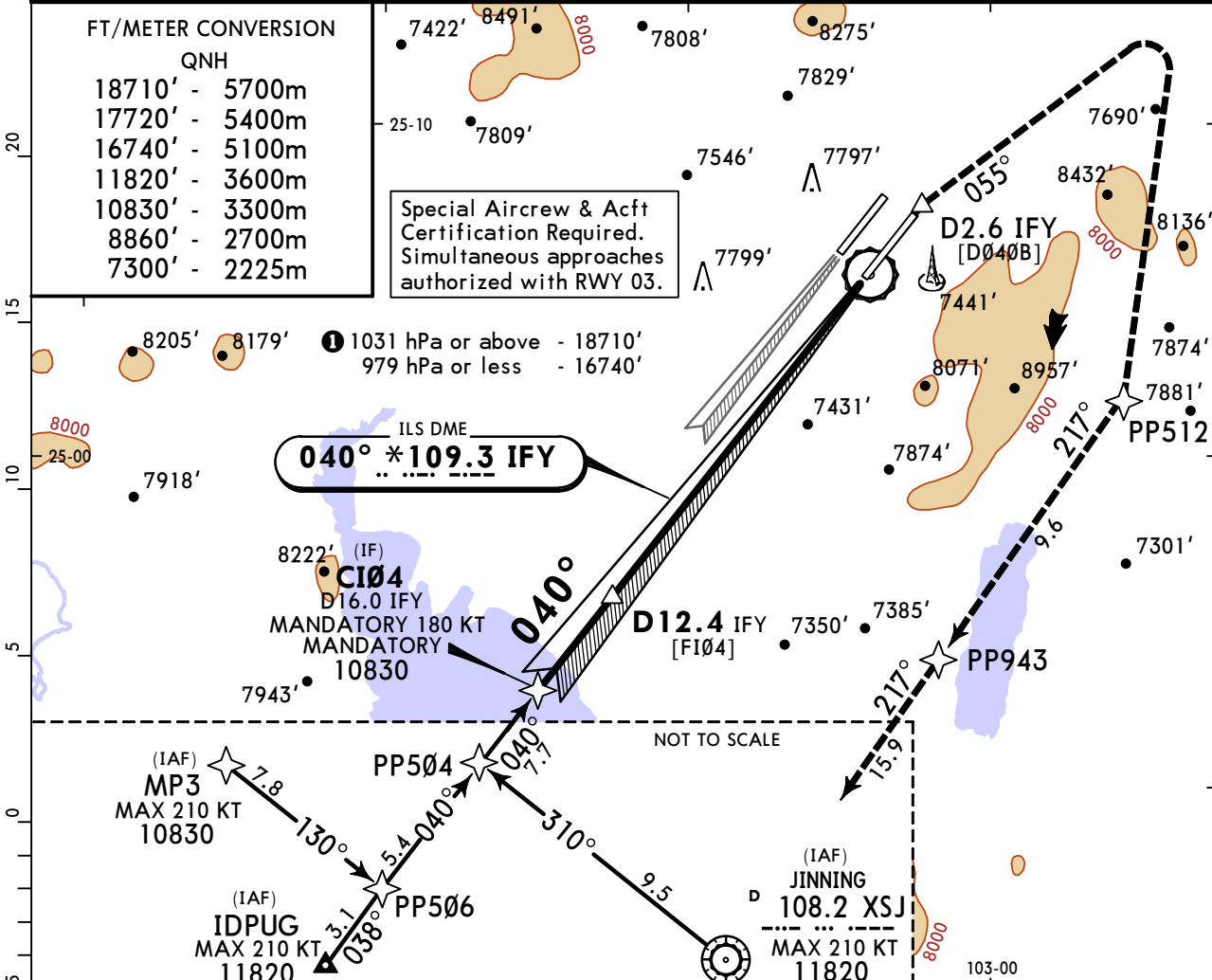
CHANGSHUI

24 NOV 23

Eff 29 Nov 1600Z

11-4A

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)			*AP05	*AP07	KUNMING Tower (R)	Ground
	128.45	119.0	123.8	AP03 120.35	AP04 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'		11,900	MSA ARP	
*109.3	040°	10830' (3945')		Rwy 6885'						
<p>MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IFY at 7300' or above, turn RIGHT and track 055° to 8860', turn RIGHT direct to PP512 (MAX 210 KT), then track 217° to PP943 at 10830' or above, then track 217° to XSJ VOR at 11820' or above, contact ATC.</p>										
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' ①				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM 7300'	D2.6 IFY
GS	3.00°	372	478	531	637	743			

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

① HUD required.

ZPPP/KMG



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

CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z (11-4B)

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	118.1	121.65

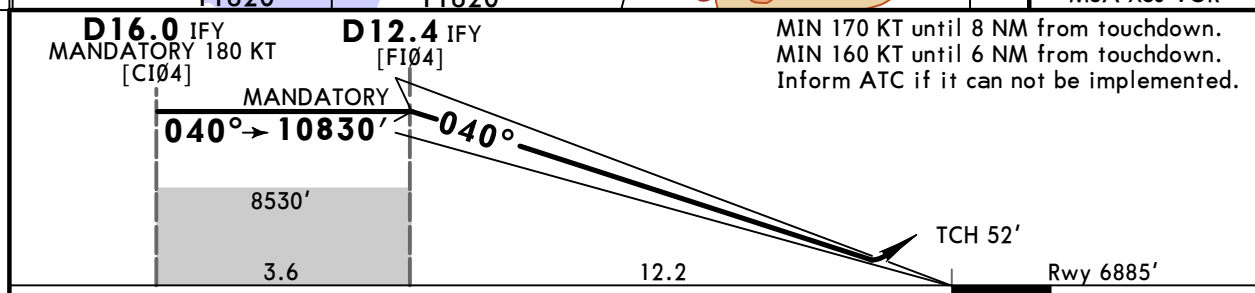
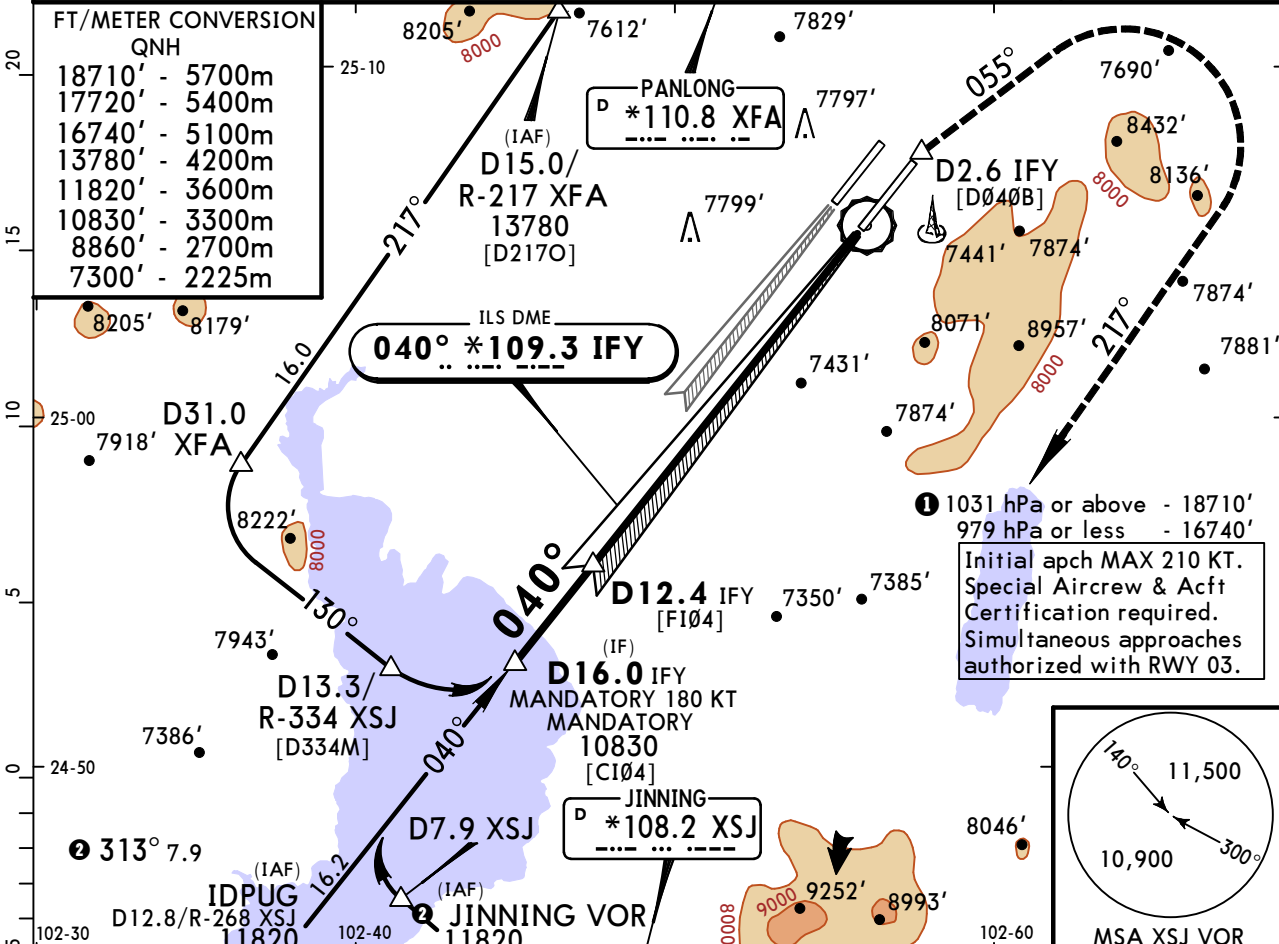
LOC IFY	Final Apch Crs	D12.4 IFY MANDATORY	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 6901'	Rwy 6885'
*109.3	040°	10830' (3945')			

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IFY at 7300' or above, turn RIGHT (MAX 210 KT) and track 055° to 8860', then turn RIGHT (MAX 210 KT) and track 217° to XSJ VOR at 10830', contact ATC.

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

FT/METER CONVERSION QNH

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM 7300'	D2.6 IFY
GS	3.00°	372	478	531	637	743			

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

HUD required.

ZPPP/KMG CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

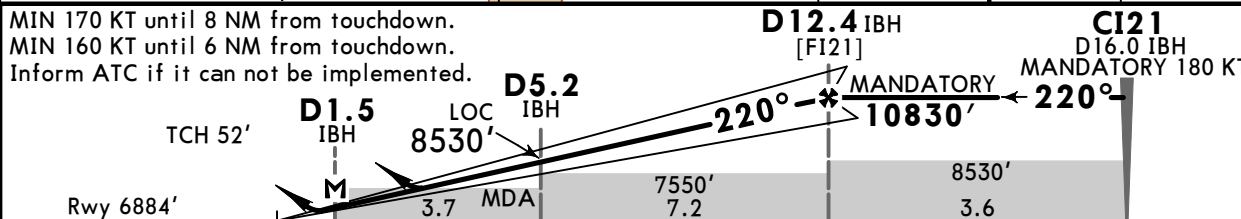
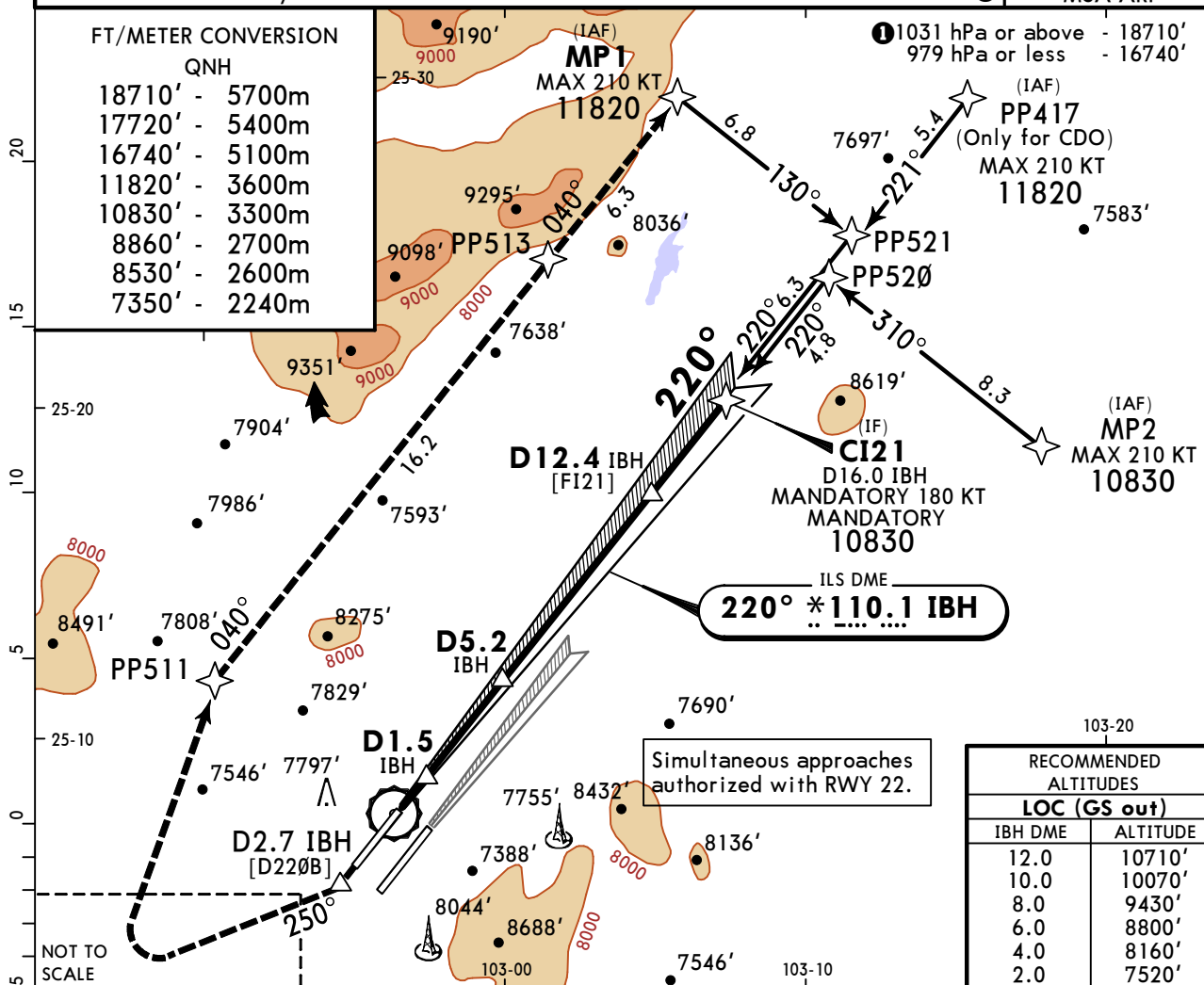
(11-5)

KUNMING, PR OF CHINA RNAV ILS DME Z Rwy 21

D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)				KUNMING Tower (R)	*Ground
128.45	119.0	123.8	AP03	*AP04	*AP05	*AP07	130.6	121.95
LOC IBH	Final Apch Crs	D12.4 IBH MANDATORY		ILS DA(H)	Apt Elev 6901'		11,900	
*110.1	220°	10830' (3946')		7084' (200')	Rwy 6884'			
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IBH at 7350' or above, turn RIGHT and track 250° to 8860', turn RIGHT and direct to PP511 (MAX 210 KT), then track 040° to PP513 at 10830' or above, then track 040° to MP1 at 11820' or above, contact ATC. Missed apch climb gradient minimum 3.0% (183'/NM)								
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
8530'	2600m
7350'	2240m



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI	MIM 7350' ↑ D2.7 IBH
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.5 IBH								

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

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

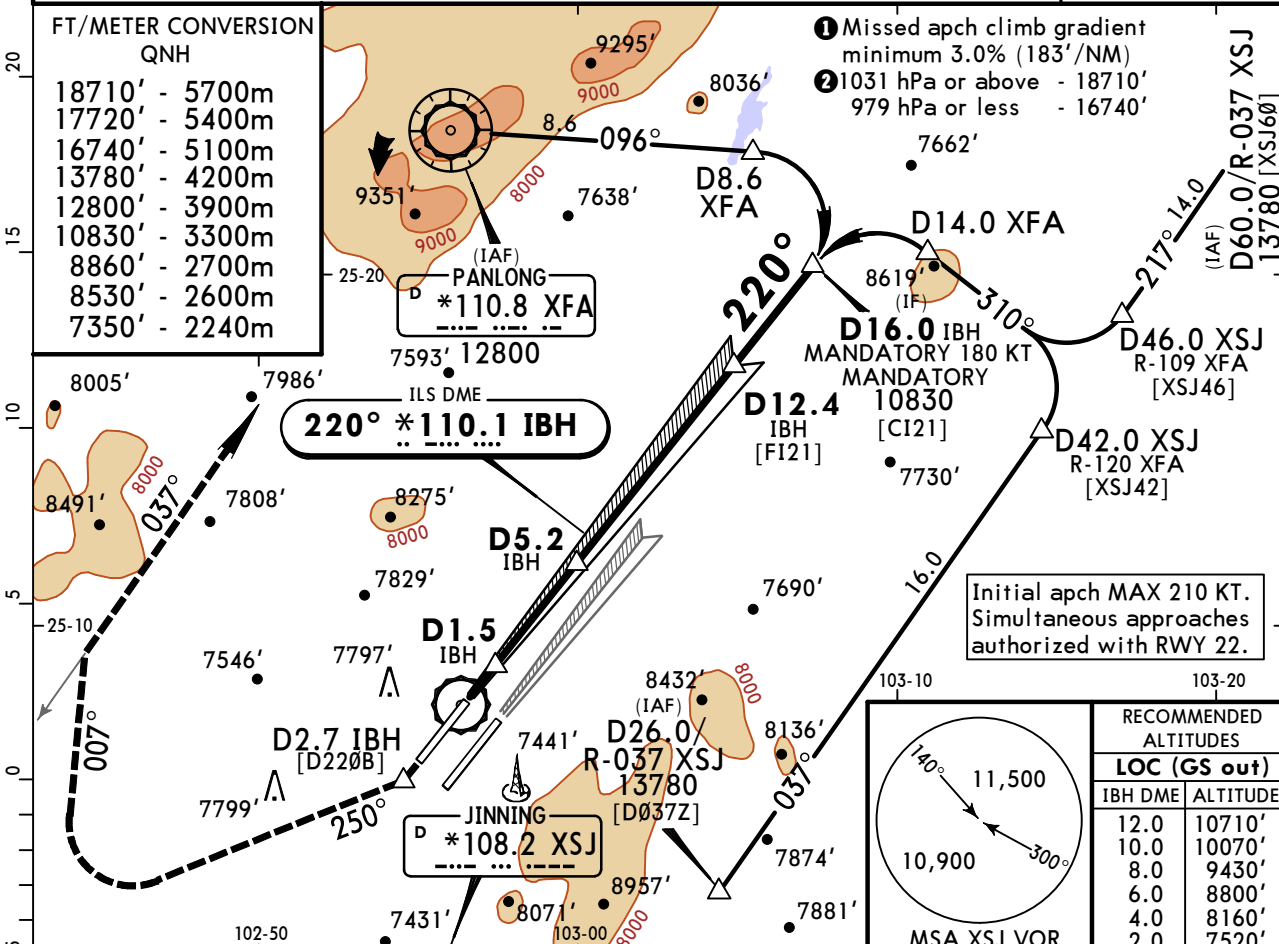
ZPPP/KMG CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

11-6

KUNMING, PR OF CHINA ILS DME Y Rwy 21

D-ATIS Arrival 128.45	*AP01 119.0	*AP02 123.8	KUNMING Approach (R)				KUNMING Tower (R)	*Ground
			AP03 124.25	*AP04 121.15	*AP05 120.35	*AP07 119.225	130.6	121.95
LOC IBH *110.1	Final Apch Crs 220°	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 210 KT) on 250° to 8860', then turn RIGHT (MAX 210 KT) onto 007° to intercept R-217 XFA inbound, then on 037° to reach XFA VOR at 10830' and contact ATC. 1								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 2		MSA XFA VOR



MIN 170 KT until 8 NM from touchdown. MIN 160 KT until 6 NM from touchdown. Inform ATC if it can not be implemented.	D12.4 IBH [FI21]	D16.0 IBH MANDATORY 180 KT [CI21]
	D5.2 IBH	MANDATORY 10830' ← 220°
	D1.5 IBH	
	LOC 8530'	
	TCH 52'	
	Rwy 6884'	
	MDA 7550'	
		8530'
		3.6

Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	D2.7 IBH
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	7350'	
MAP at D1.5 IBH									

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

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Variation, missed apch, speed restrictions. © JEPPESEN, 2012, 2023. ALL RIGHTS RESERVED.

ZPPP/KMG

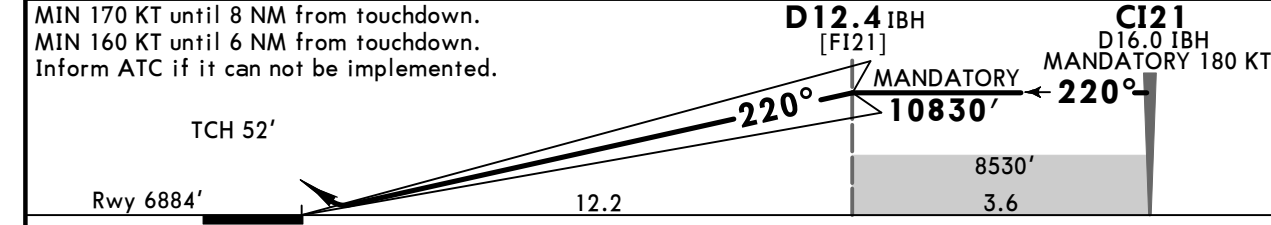
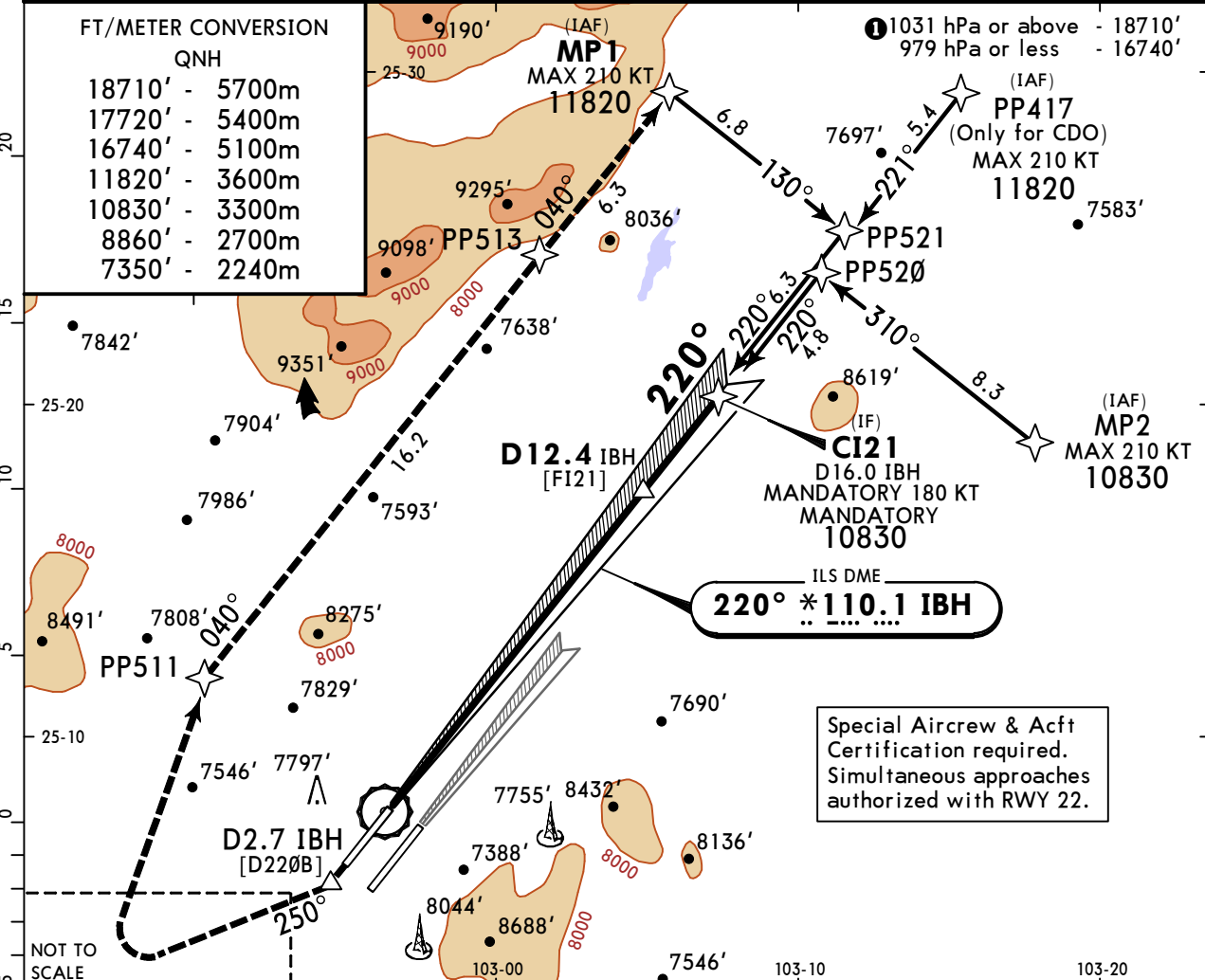


KUNMING, PR OF CHINA SA CAT I & SA CAT II RNAV ILS DME Z Rwy 21

CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z (11-6A)

D-ATIS Arrival 128.45	*AP01 119.0	*AP02 123.8	KUNMING Approach (R)				KUNMING Tower (R)	*Ground
			AP03 120.35	*AP04 121.15	*AP05 124.25	*AP07 119.225	130.6	121.95
LOC IBH *110.1	Final Apch Crs 220°	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, turn RIGHT and track 250° to 8860', turn RIGHT and direct to PP511 (MAX 210 KT), then track 040° to PP513 at 10830' or above, then track 040° to MP1 at 11820' or above, contact ATC. Missed apch climb gradient minimum 3.0% (183'/NM)								
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 7350'	D2.7 IBH
GS	3.00°	372	478	531	637	743			

PANS OPS	Standard	STRAIGHT-IN LANDING RWY 21	
	SA CAT II ILS ①	SA CAT I ILS ①	
	RA 108' DA(H) 6984' (100')	RA 210' DA(H) 7034' (150')	
	RVR 350m	RVR 450m	

ZPPP/KMG

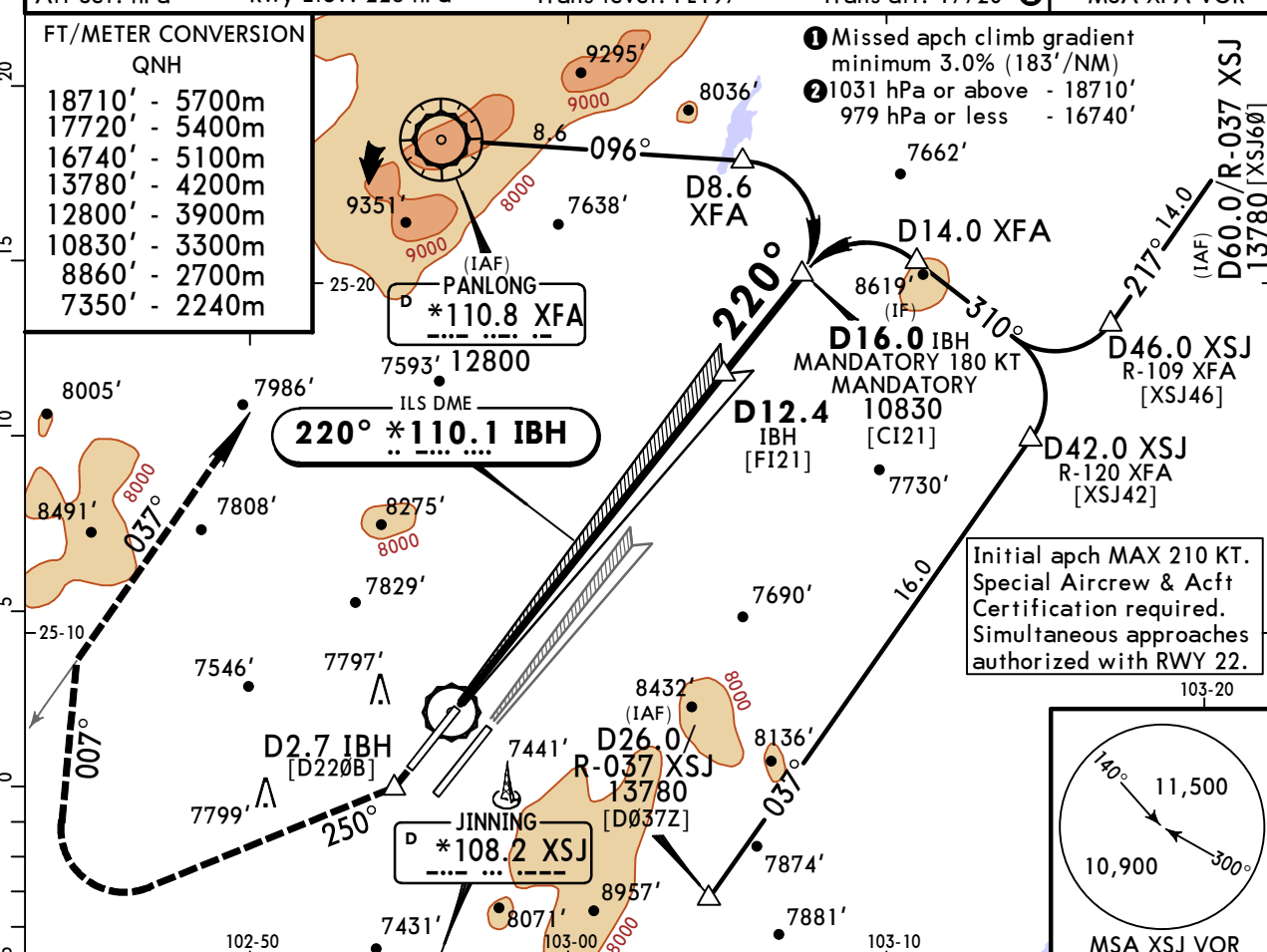


KUNMING, PR OF CHINA SA CAT I & SA CAT II ILS DME Y Rwy 21

CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z **11-6B**

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 220°	D12.4 IBH MANDATORY 10830' (3946')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 6901' Rwy 6884'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IBH at 7350' or above, then turn RIGHT (MAX 210 KT) on 250° to 8860', then turn RIGHT (MAX 210 KT) onto 007° to intercept R-217 XFA inbound, then on 037° to reach XFA VOR at 10830' and contact ATC. 1								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 2		MSA XFA VOR



MIN 170 KT until 8 NM from touchdown. MIN 160 KT until 6 NM from touchdown. Inform ATC if it can not be implemented.	D12.4 IBH [F121]	D16.0 IBH MANDATORY 180 KT [C121]
	MANDATORY 10830' ← 220°	
	8530'	
	12.2	3.6

Gnd speed-Kts	70	90	100	120	140	160		MIM 7350' D2.7 IBH
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 21	
SA CAT II ILS 1	SA CAT I ILS 1	SA CAT II ILS 1	SA CAT I ILS 1
RA 108'	RA 210'	RA 108'	RA 210'
DA(H) 6984' (100')	DA(H) 7034' (150')	DA(H) 6984' (100')	DA(H) 7034' (150')
RVR 350m	RVR 450m	RVR 350m	RVR 450m
1 HUD required.			

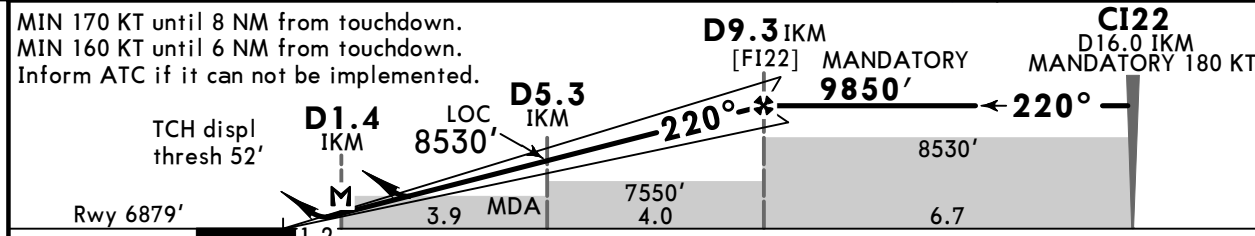
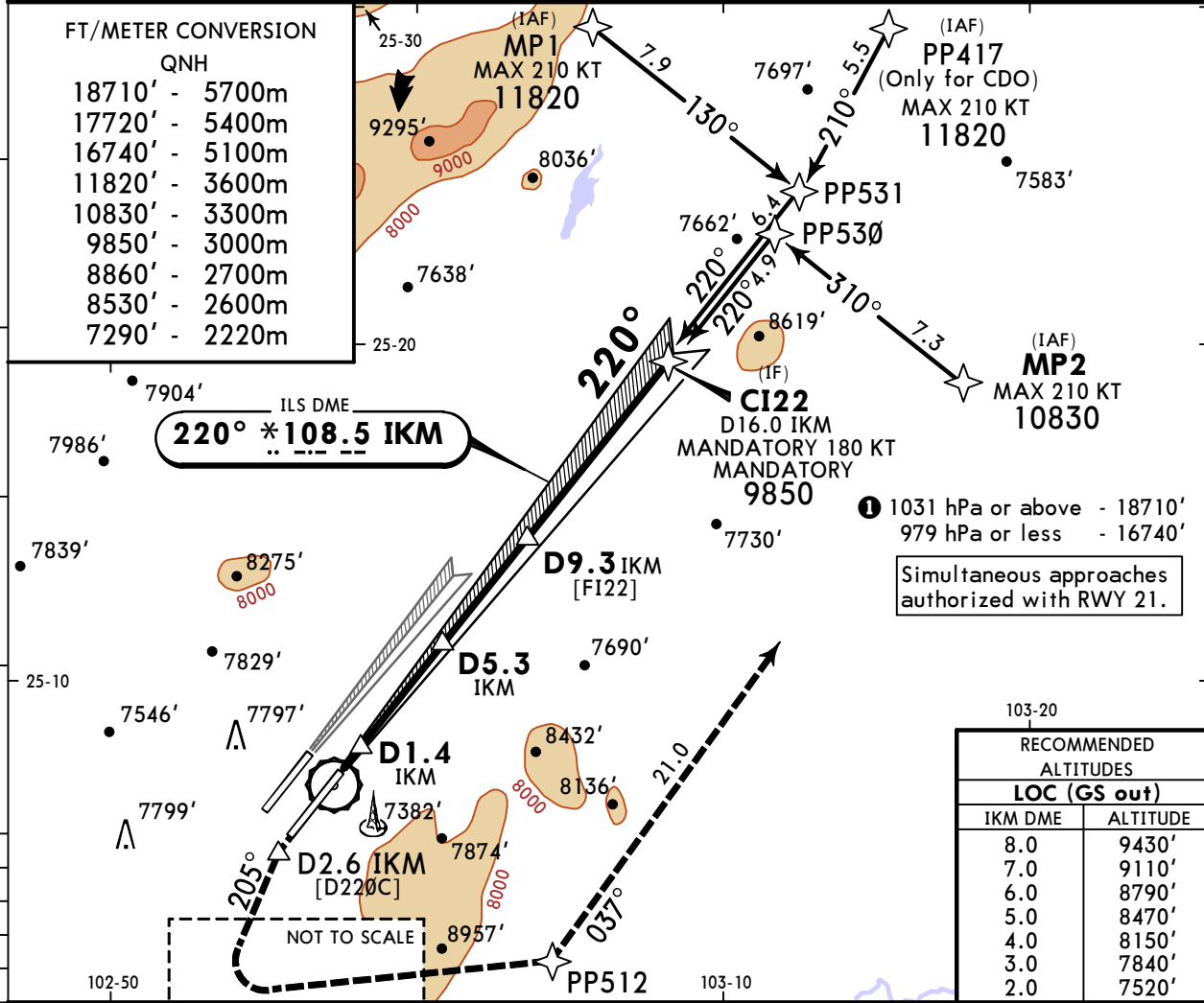
ZPPP/KMG CHANGSHUI

24 NOV 23
Eff 29 Nov 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 220°	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, turn LEFT and track 205° to 8860', turn LEFT and direct to PP512, (MAX 210 KT) then track 037° to MP2 at 10830' or above, 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	ALSIF-II PAPI	MIM 7290'	D2.6 IKM	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				849
MAP at D1.4 IKM										

Standard				ILS		LOC (GS out)	
				DA(H) 7079' (200')		CDFA MDA(H) 7320' (441')	
FULL		TDZ or CL out		ALS 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.

ZPPP/KMG
CHANGSHUI

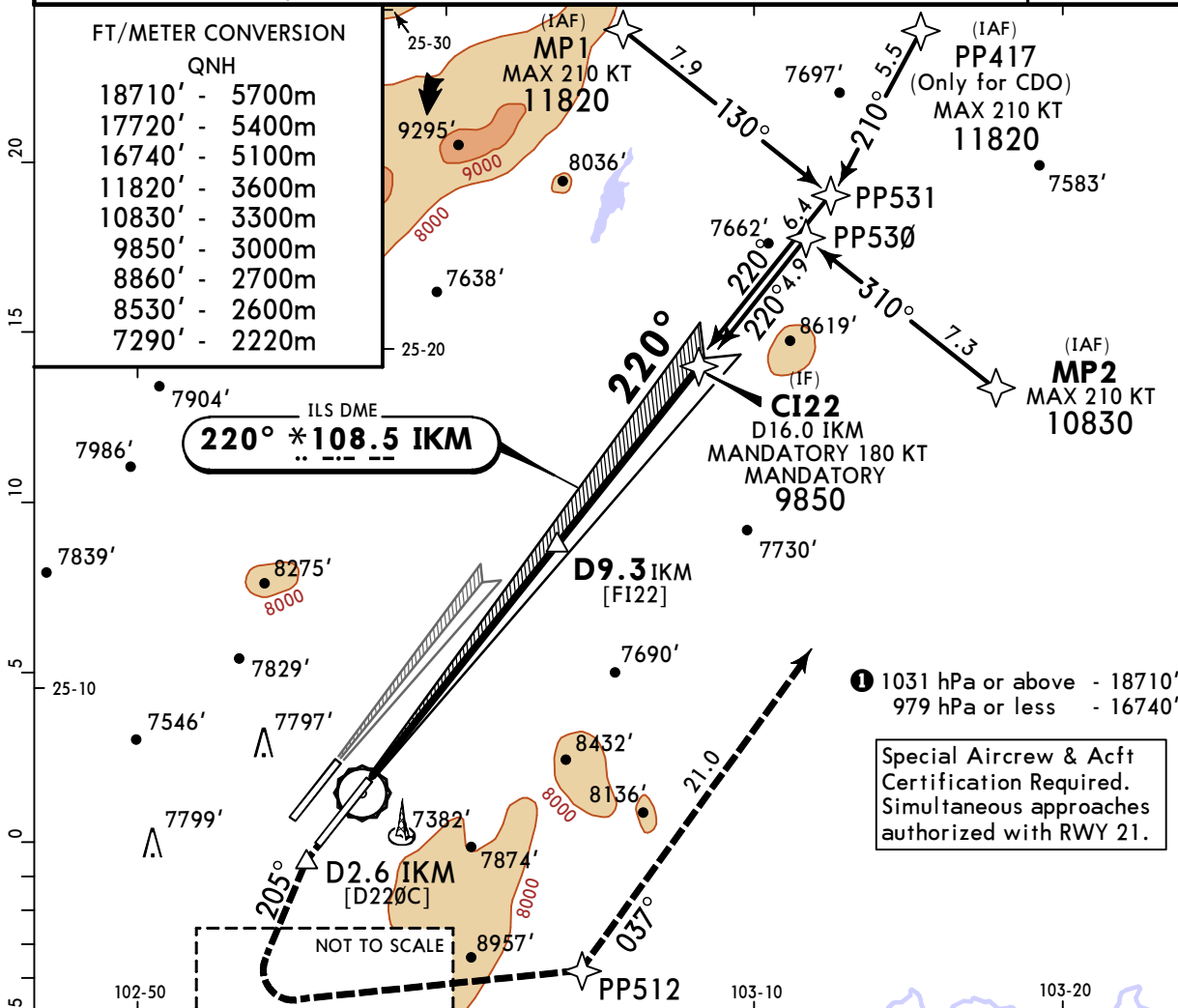
24 NOV 23
Eff 29 Nov 1600Z

JEPPESEN KUNMING, PR OF CHINA
11-7A CAT II 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 220°	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, turn LEFT and track 205° to 8860', turn LEFT and direct to PP512, (MAX 210 KT) then track 037° to MP2 at 10830' or above, contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' 1		MSA ARP

FT/METER CONVERSION

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



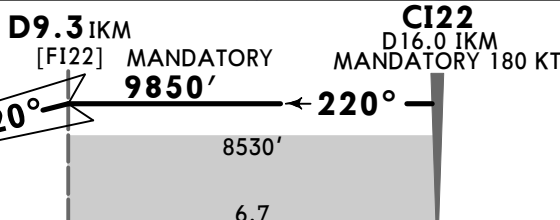
1 1031 hPa or above - 18710'
979 hPa or less - 16740'

Special Aircrew & Acft Certification Required. Simultaneous approaches authorized with RWY 21.

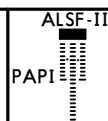
MIN 170 KT until 8 NM from touchdown.
MIN 160 KT until 6 NM from touchdown.
Inform ATC if it can not be implemented.

TCH displ
thresh 52'

Rwy 6879'



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849



MIM
7290'

D2.6
IKM

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	

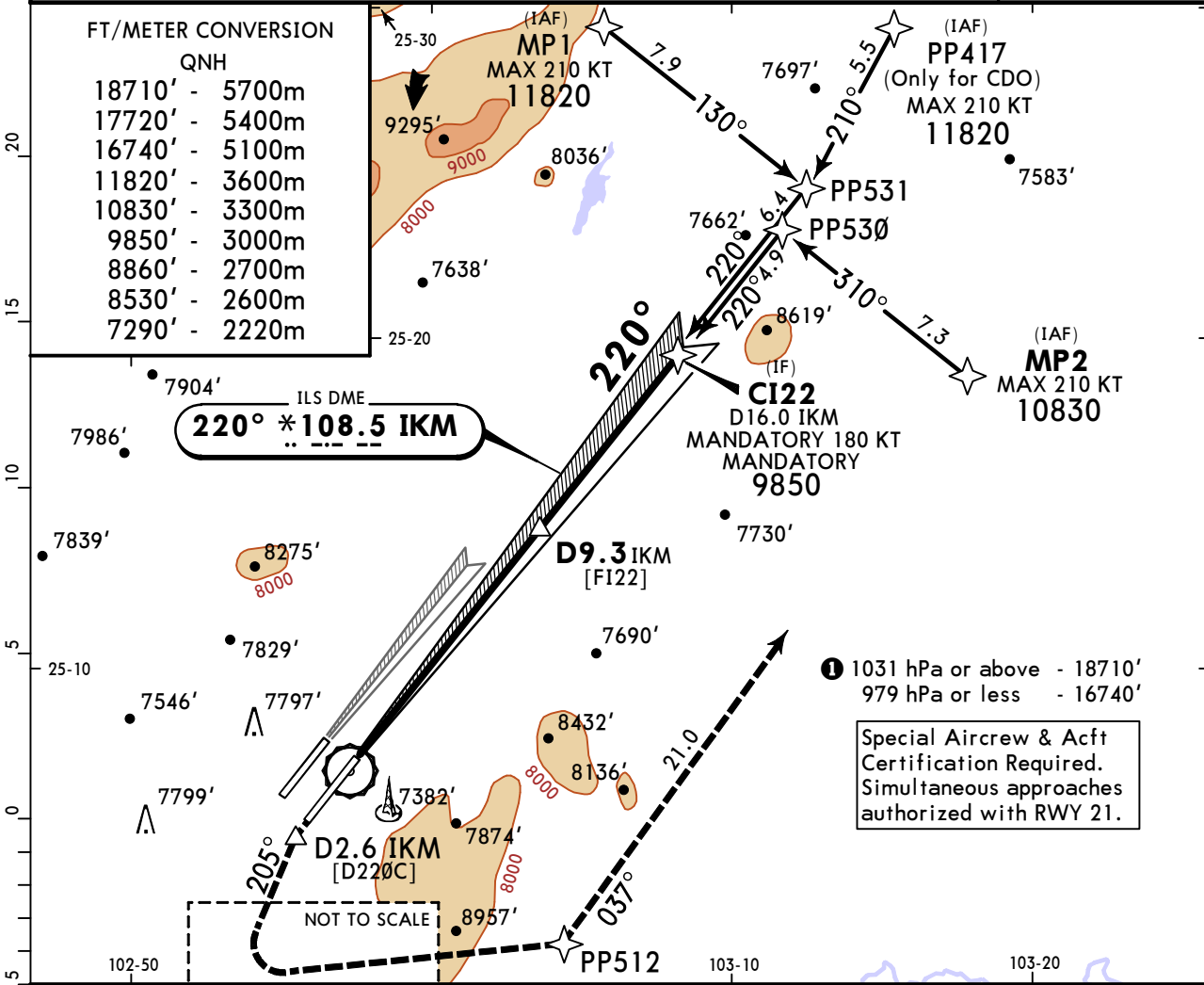
1 Manual operation below DH.

ZPPP/KMG
CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

JEPPESEN KUNMING, PR OF CHINA
11-7B SA CAT I 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 120.35	*AP04 121.15	*AP05 124.25	*AP07 119.225	118.1
	LOC IKM *108.5	Final Apch Crs 220°		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, turn LEFT and track 205° to 8860', turn LEFT and direct to PP512, (MAX 210 KT) then track 037° to MP2 at 10830' or above, contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' ①		MSA ARP



MIN 170 KT until 8 NM from touchdown. MIN 160 KT until 6 NM from touchdown. Inform ATC if it can not be implemented.	D9.3 IKM [FI22] MANDATORY 9850'	CI22 D16.0 IKM MANDATORY 180 KT
TCH displ thresh 52'	220°	220°
Rwy 6879'	9.1	6.7

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

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

RVR 450m
① HUD required.

ZPPP/KMG CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

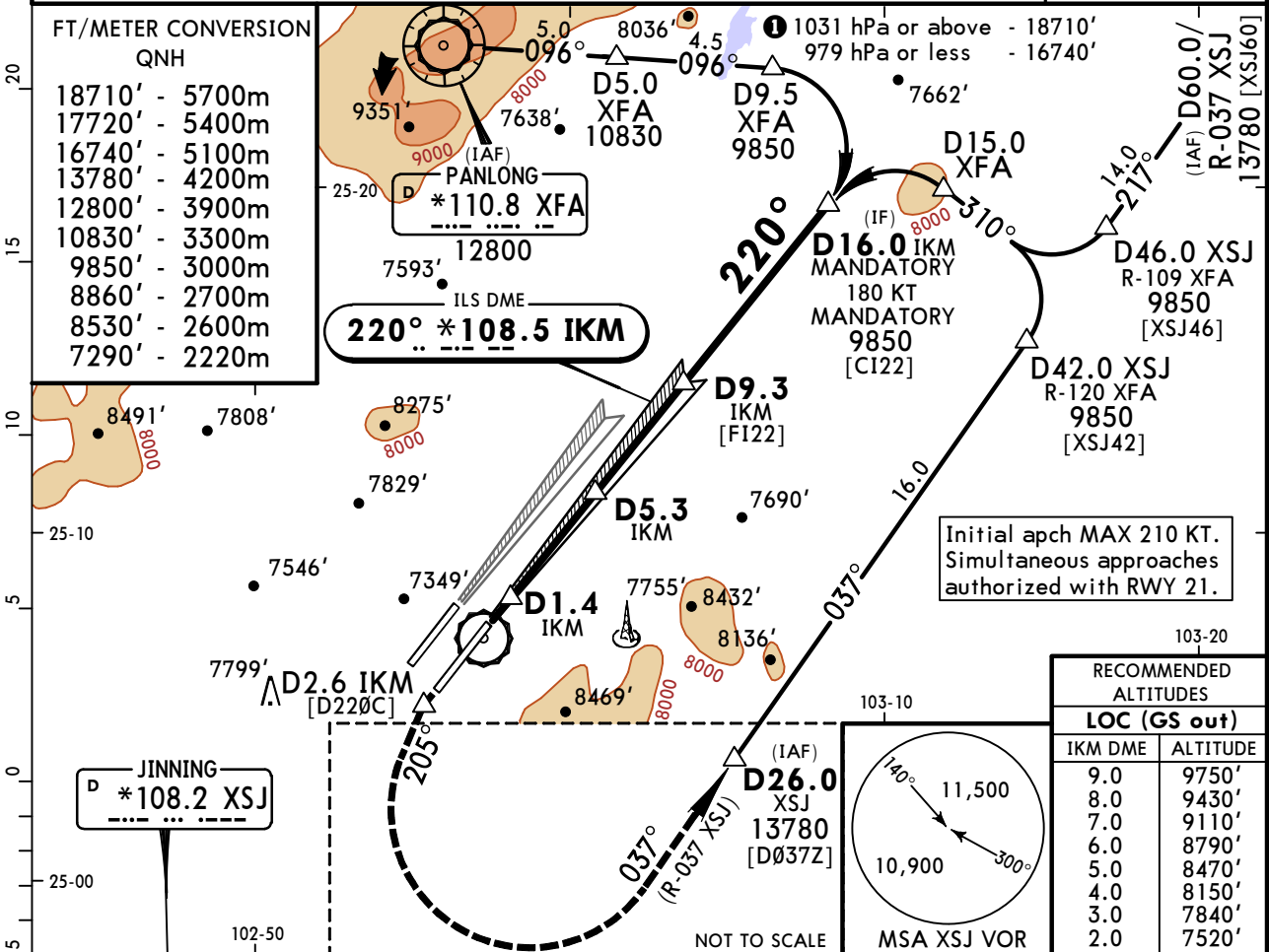
(11-8)

JEPPESSEN

KUNMING, PR OF CHINA

ILS DME Y Rwy 22

D-ATIS Arrival 128.45	*AP01 119.0	*AP02 123.8	KUNMING Approach (R)				KUNMING Tower (R)	Ground
			AP03 124.25	*AP04 121.15	*AP05 120.35	*AP07 119.225	118.1	121.65
LOC IKM *108.5	Final Apch Crs 220°	D9.3 IKM MANDATORY 9850' (2971')		ILS DA(H) 7079' (200')	Apt Elev 6901' Rwy 6879'			
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IKM at 7290' or above, then turn LEFT (MAX 210 KT) on 205° to 8860'. Turn LEFT (MAX 210 KT) to intercept R-037 XSJ, then on 037° to 10830' and contact ATC.								
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' !		MSA XFA VOR



MIN 170 KT until 8 NM from touchdown.	D9.3 IKM [F122]	D16.0 IKM MANDATORY 180 KT [CI22]
MIN 160 KT until 6 NM from touchdown.	D5.3 IKM	
Inform ATC if it can not be implemented.	D1.4 IKM	
TCH displ thresh 52'	LOC 8530'	9850' ← 220°
Rwy 6879'	MDA 7550'	8530'
	1.2	3.9
	4.0	6.7

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

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

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

ZPPP/KMG CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

11-8A

JEPPESSEN 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
BRIEFING STRIP™	LOC IKM *108.5	Final Apch Crs 220°	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 210 KT) on 205° to 8860'. Turn LEFT (MAX 210 KT) to intercept R-037 XSJ, then on 037° to 10830' and contact ATC.								
	Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' !		MSA XFA VOR

FT/METER CONVERSION QNH

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

MIN 170 KT until 8 NM from touchdown.
MIN 160 KT until 6 NM from touchdown.
Inform ATC if it can not be implemented.

TCH displ thresh 52'

Rwy 6879'

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

ALSFI-II

PAPI

MIM **7290'**

↑

D2.6
IKM

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 !

! Manual operation below DH.

ZPPP/KMG CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

11-8B

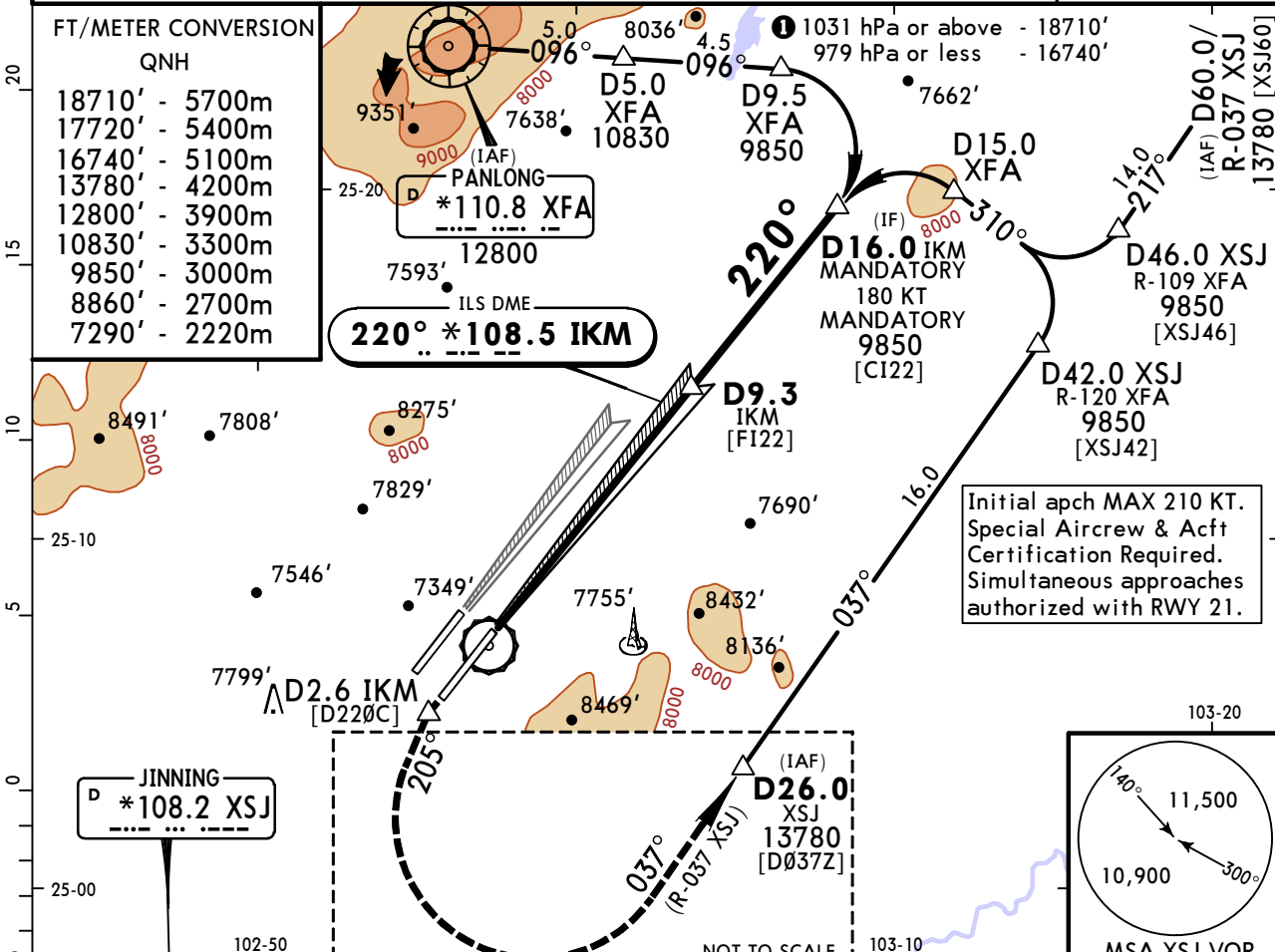
SA CAT I ILS DME Y Rwy 22

JEPPESSEN KUNMING, PR OF CHINA

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	Final Apch Crs	D9.3 IKM MANDATORY		SA CAT I ILS RA 154'		Apt Elev 6901'	
	*108.5	220°	9850' (2971')		DA(H) 7029' (150')		Rwy 6879'	

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IKM at 7290' or above, then turn LEFT (MAX 210 KT) on 205° to 8860'. Turn LEFT (MAX 210 KT) to intercept R-037 XSJ, then on 037° to 10830' and contact ATC.

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



MIN 170 KT until 8 NM from touchdown. MIN 160 KT until 6 NM from touchdown. Inform ATC if it can not be implemented.	D9.3 IKM [F122]	D16.0 IKM MANDATORY 180 KT [C122]
TCH displ thresh 52'	9.1	6.7
Rwy 6879'		

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

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

RVR 450m

HUD required.

Chart changes since cycle 10-2024

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