

List of pages in this Trip Kit

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- Revision Letter For Cycle 05-2025
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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: 2224 Z
Sunset: 1146 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
Displaced Threshold: 1772 ft

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: 127.900 Secondary
Kunming Approach: 119.000
Kunming Approach: 124.250
Kunming Approach: 125.550 Secondary
Kunming Approach: 126.550 Secondary
Kunming Approach: 119.225
Kunming Approach: 120.350
Kunming Approach: 121.150
Kunming Approach: 123.800

ZPPP/KMG
CHANGSHUI

JEPPESEN
15 NOV 24

10-1P

KUNMING, PR OF CHINA
Eff 27 Nov 1600Z **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 GND 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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15 NOV 24**10-1P1****KUNMING, PR OF CHINA**
Eff 27 Nov 1600Z **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.

RWY 21 is not available for take-offs of B747-400 ACFT.

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.

TWY H4 between TWY K and TWY E1 is not available for A350-900, B787-9 and B787-8 ACFT.

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

ACFT with wingspan 171'/52m or greater or ACFT with outside distance of main landing gear outer wheel 32.1'/9.8m and greater, pilots are requested to use offset-centerline steering at the following corner section of TWYs: between TWYF1, F2, F9, F10 and TWY F, between TWY E, H4 and TWY E3, between TWY D, H1 and TWY D6.

A350-1000 and B777-300 ACFT are requested to use offset-centerline steering at the corner of following TWYs: between TWY E1, E4, E5, F2, L, M, N, P, Q, R, S, W and TWY E, between TWY E1, F2, K, L, M, N, P, Q, R, S and TWY H4, between TWYH2, H3 and TWY R.

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.

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10-1P2

KUNMING, PR OF CHINA
Eff 27 Nov 1600Z

AIRPORT BRIEFING

1. GENERAL

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.

1.7.2. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

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

Under certain adverse weather conditions (e.g. wind shear, turbulence, down drafts or crosswind) which might increase ILS 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.

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15 NOV 24

10-1P3

Eff 27 Nov 1600Z

KUNMING, PR OF CHINA
AIRPORT BRIEFING

2. ARRIVAL

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

2.4.1. GENERAL

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

2.4.2. TAXI ROUTES

RWY 03

- F - R - H1/(C - D9/D8/U)/(D - D4/C2)-stands; or
- F - F9/E5/E4/S/P/(L - E - M)/K/E1/F2 - stands.

RWY 04

- C - D9/D8/U/S/P/N/D4/C2 - stands; or
- C - Q - H4/(E - M)/(F - F9/E5/E4) - stands.

RWY 21

- (E6/E5/E4/S - E)/F - R - H1/(C - D9/D8/U)/(D - N/D4/C2) - stands; or
- F - F9/E5/E4/S/P - stands.

RWY 22

- C - D9/D8/U/S/P/N/D4/C2 - stands; or
- D8/U/S - D - Q - H4/(F - F9/E5/E4) - stands.

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8 NOV 24

10-1P4

KUNMING, PR OF CHINA
AIRPORT BRIEFING

3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE SERVICE (DCL)

DCL trial services implemented:

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

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

3.3.1. GENERAL

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.

3.3.2. TAXI ROUTES

RWY 03

- T23/T22/D6/D3/M/L/J - D - Q - F - RWY 03 holding position; or
- (F9/W/E3)/(N/L/F2 - E - Q) - F - RWY 03 holding position.

RWY 04

- (D9/D7/D6)/(D3/L/M/J - D - R) - C - RWY 04 holding position; or
- T26/T25/E3/N/L/F2 - E - R - C - RWY 04 holding position.

RWY 21

- T23/T22/D6/D3/M/L/J - D - Q - E - RWY 21 holding position; or
- T26/T25/E3/N/L/F2 - E - RWY 21 holding position.

RWY 22

- T23/T22/D6/D3/M/L/J - D - RWY 22 holding position; or
- T26/T25/E3/N/L/F2 - E - R - D - RWY 22 holding position.

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8 NOV 24

10-1P5

KUNMING, PR OF CHINA
AIRPORT BRIEFING

3. DEPARTURE

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).

3.5. RWY OPERATIONS

When departing via RWY 22, default procedure is departure intersection from TWY J. Contact ATC, if full RWY take-off is required.

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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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

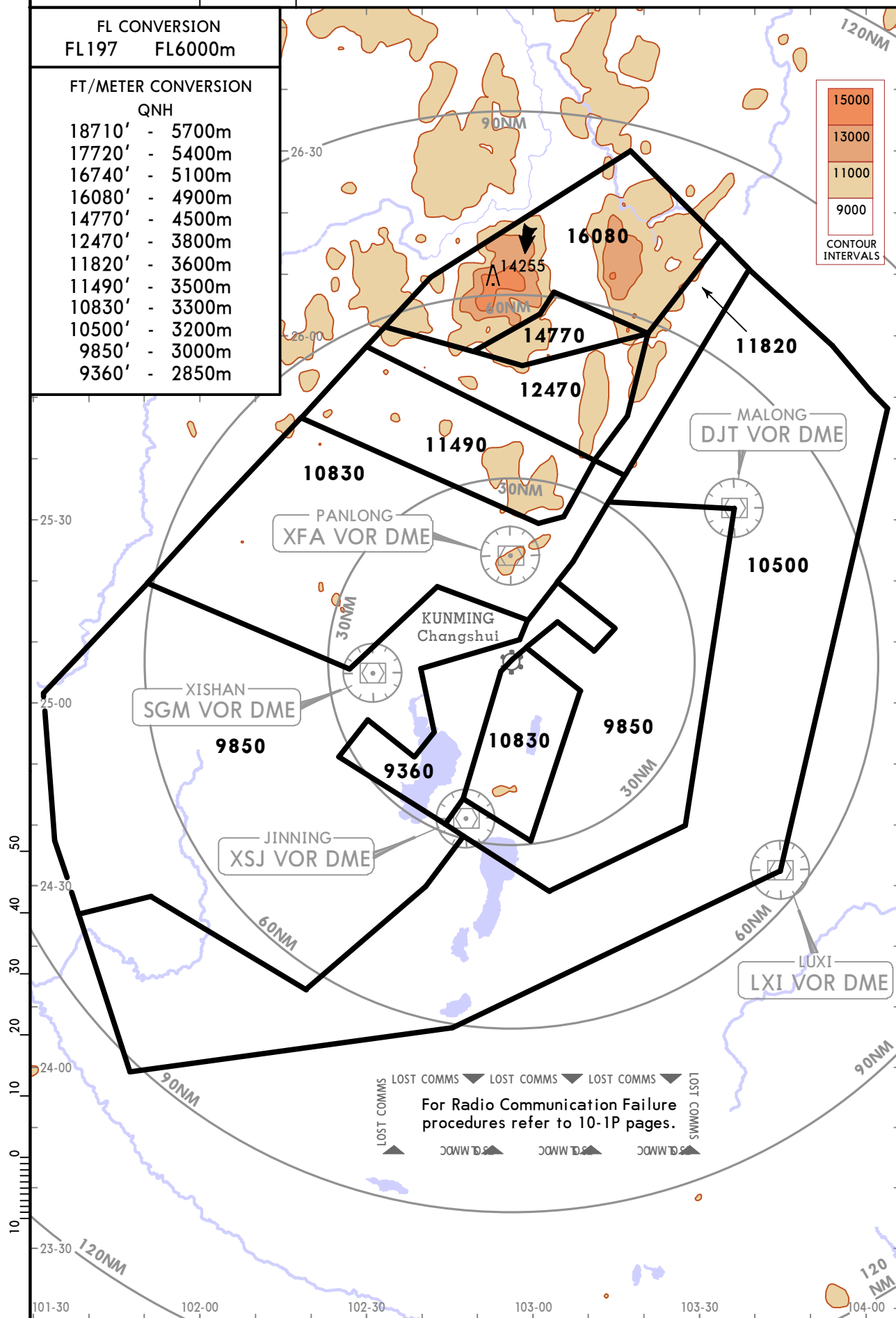
Alt Set: hPa
Trans level: FL197 Trans alt: 17720
18710 1031 hPa or above
16740 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while under RADAR control.

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



CHANGES: None.

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5 JUL 24
10-2B
EFF 10 JUL 1600Z

KUNMING, PR OF CHINA
RNAV STAR

D-ATIS
128.45

Apt Elev
6901

Alt Set: hPa Trans level: FL197

RNAV 1
GNSS or DME/DME/IRU

OR

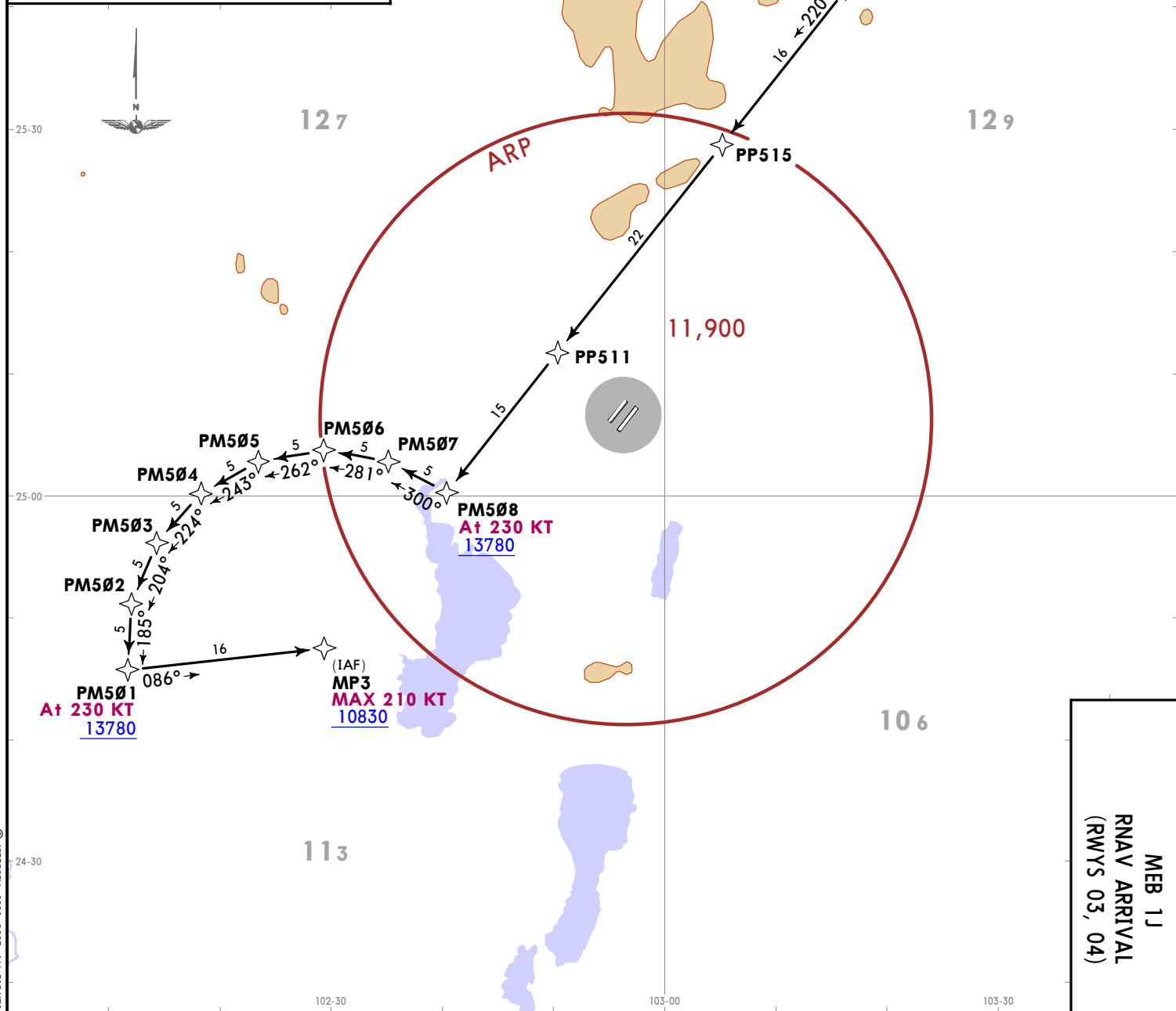
RNP 1
GNSS

1. RADAR required for RNAV 1.
2. Under RADAR control, altitude by ATC.

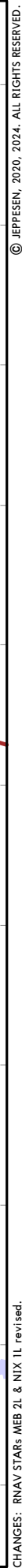
MEB 1J
RNAV ARRIVAL
(RWYS 03, 04)

FL CONVERSION
FL197 FL6000m

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



STAR	ROUTING	LOST COMMS
MEB 1J	MEBNA - PP501 - PP517 - PP515 - PP511 - PM508 (K230; 13780+) - PM507 - PM506 - PM505 - PM504 - PM503 - PM502 - PM501 (K230; 13780+) - MP3 (K210-; 10830+).	Refer to 10-1P pages.



KUNMING, PR OF CHINA

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

D-ATIS
128.45

Apt Elev
6901

Alt Set: hPa
RNP 1
GNSS or DME/DME/IRU
OR
GNSS
RNP 1

1. RADAR required for RNAV 1.
2. Under RADAR control, altitude by ATC.

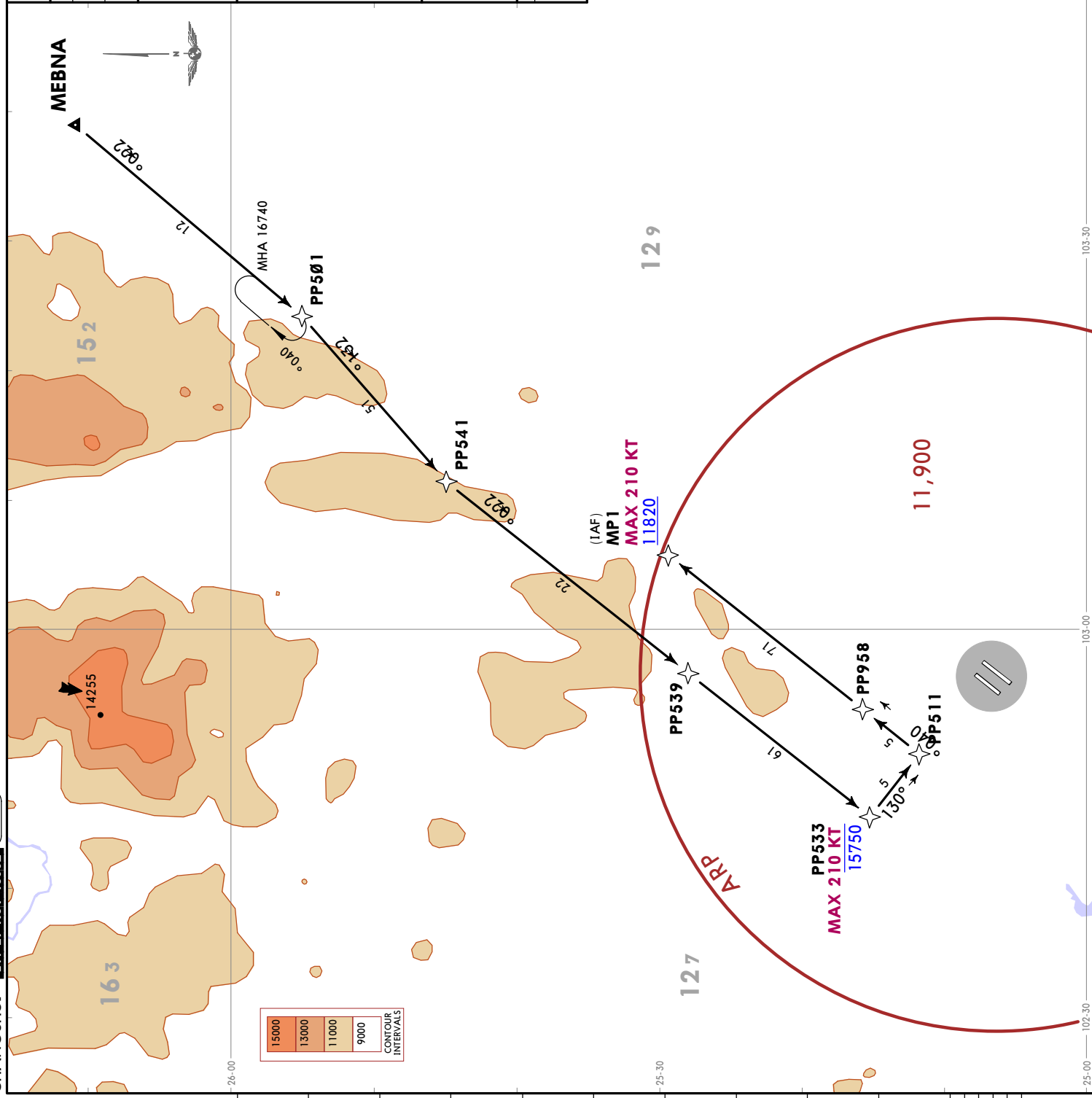
MEB 3L
RNAV ARRIVAL
(RWYS 21, 22)

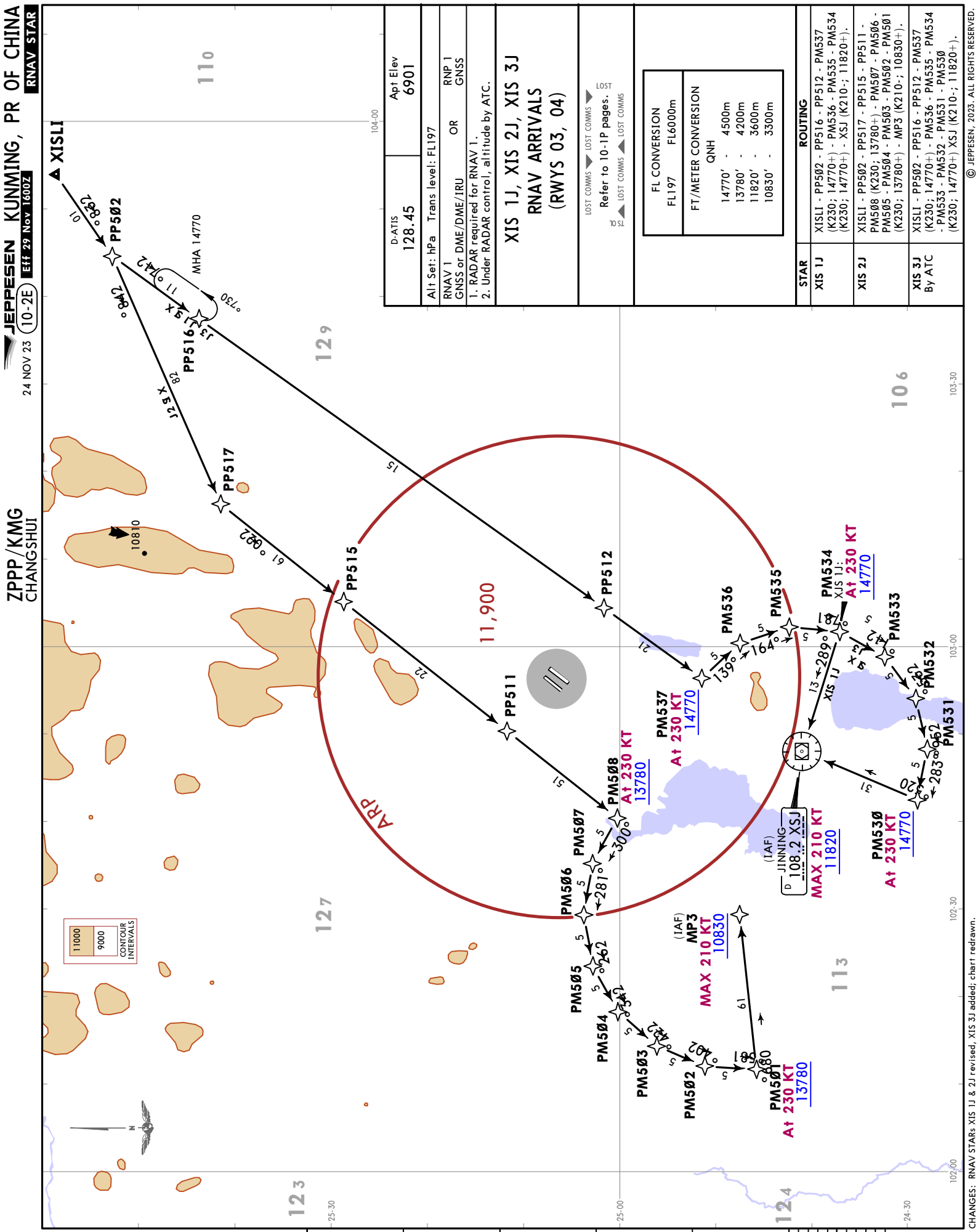
FL CONVERSION
FL 197 FL6000m

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

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

ROUTING
MEBNA - PP501 - PP541 - PP539 - PP533
(K210-; 15750-) - PP511 - PP958 -
MPI (K210-; 11820+).



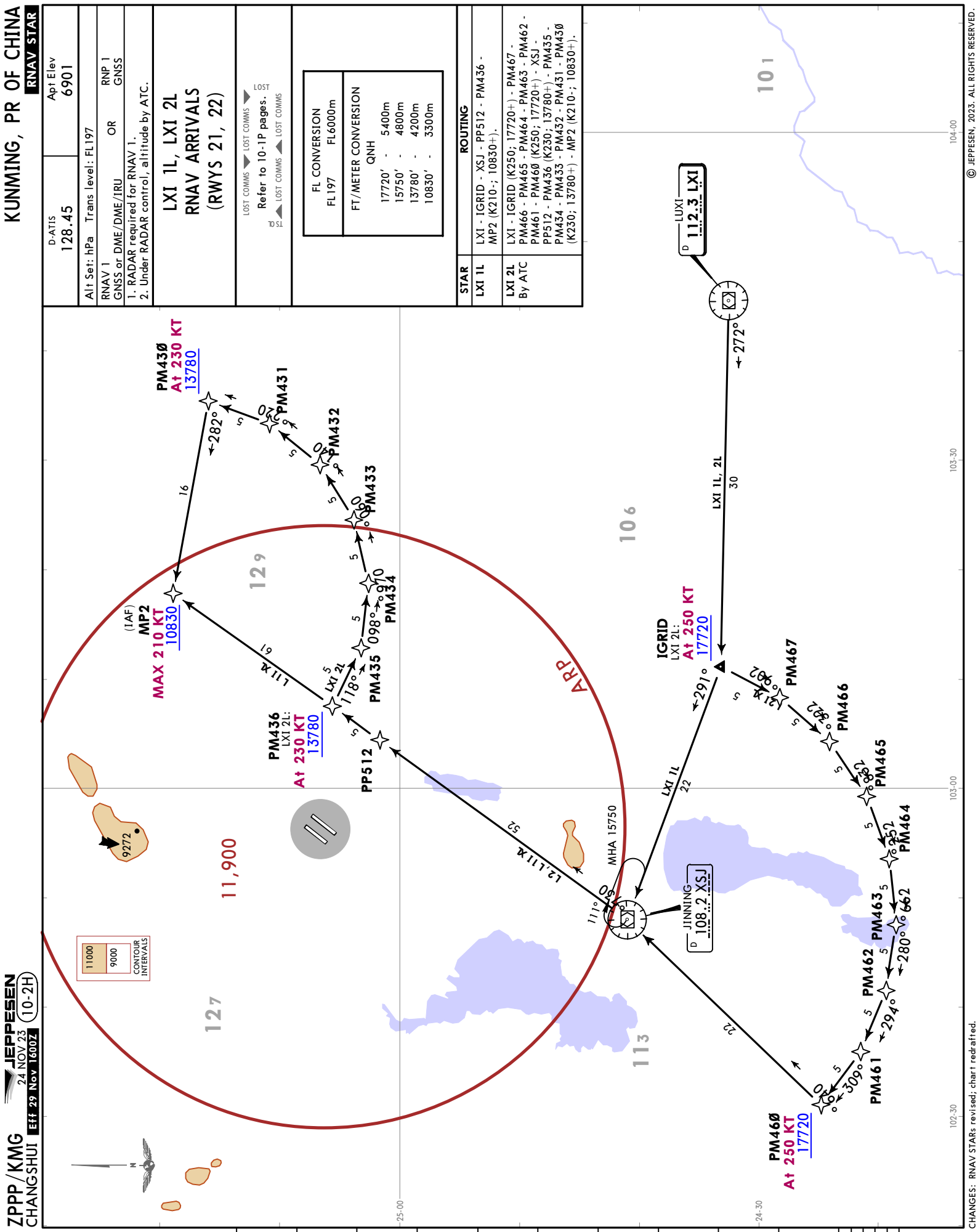


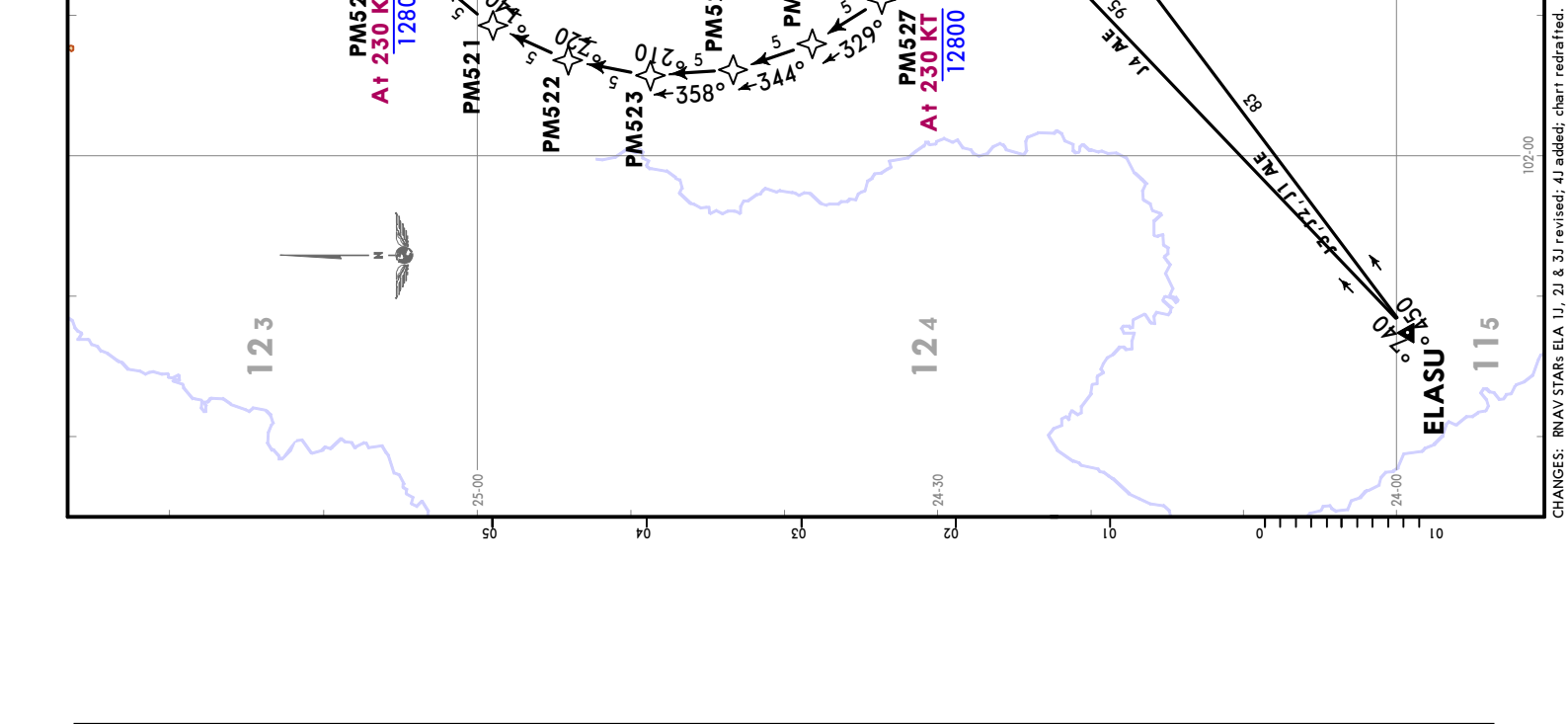


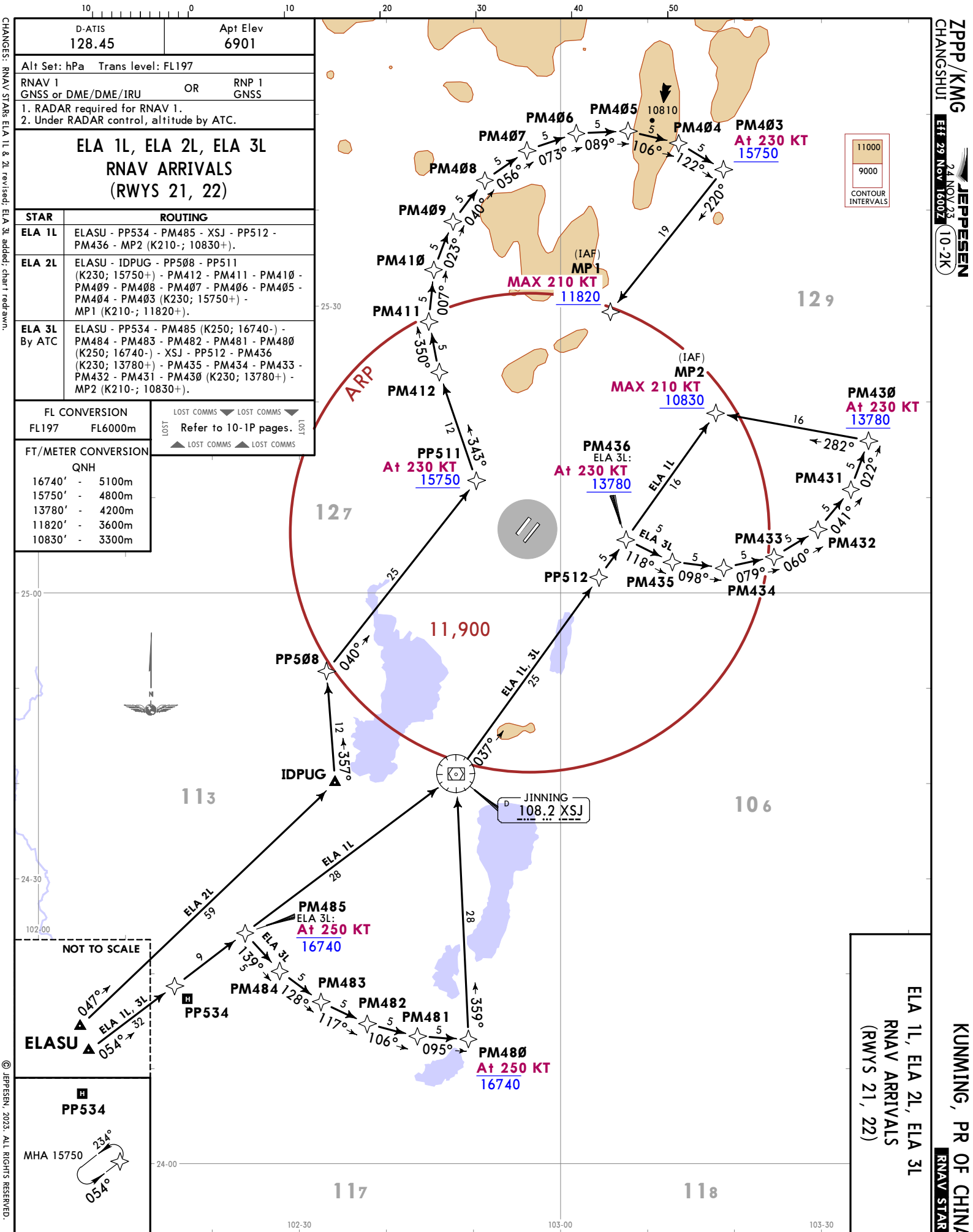


KUNMING, PR OF CHINA

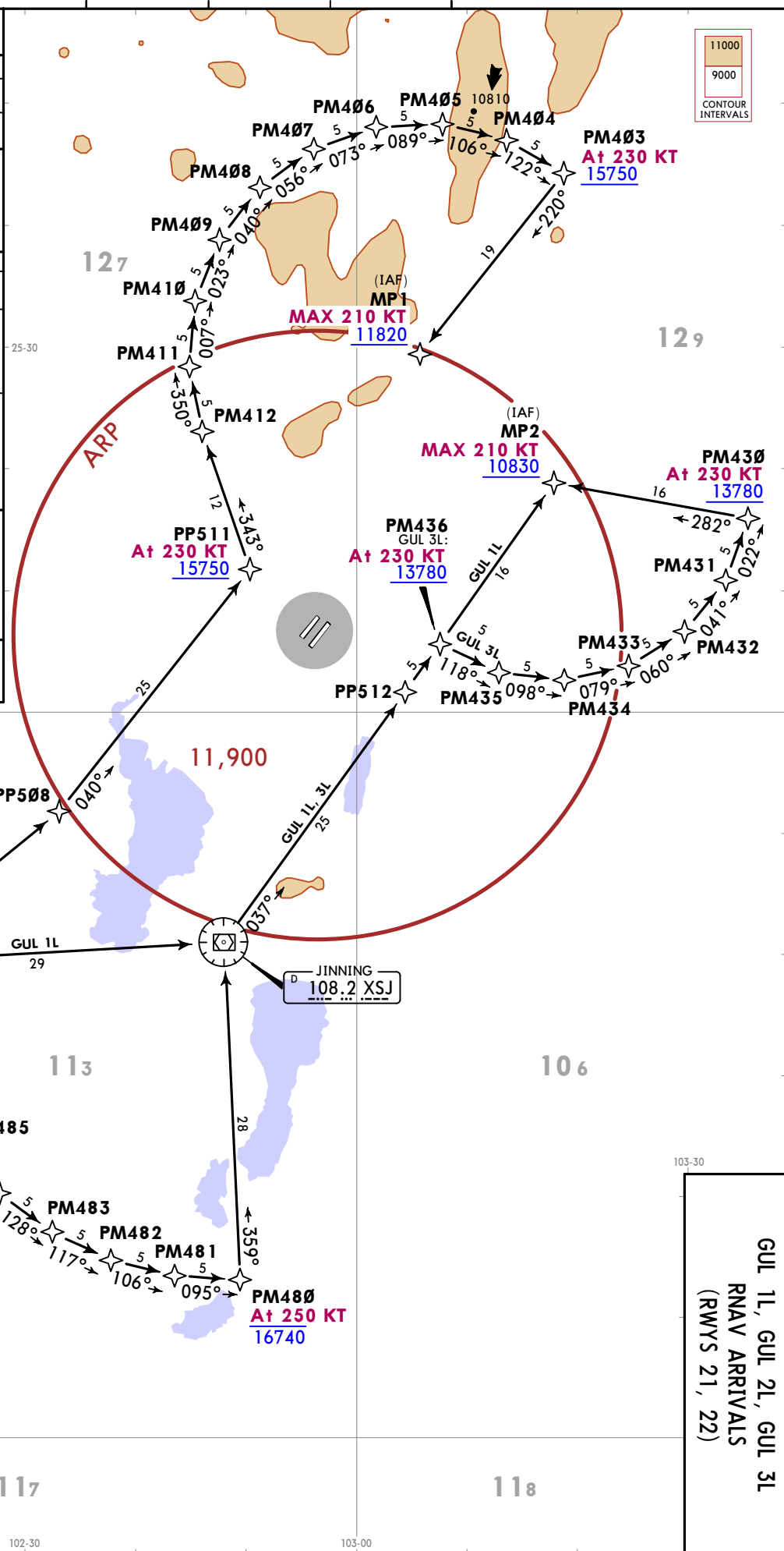
ZPPP/KMG
CHANGSHUI Eff 29 Nov 1600Z
24 NOV 23
10-2H

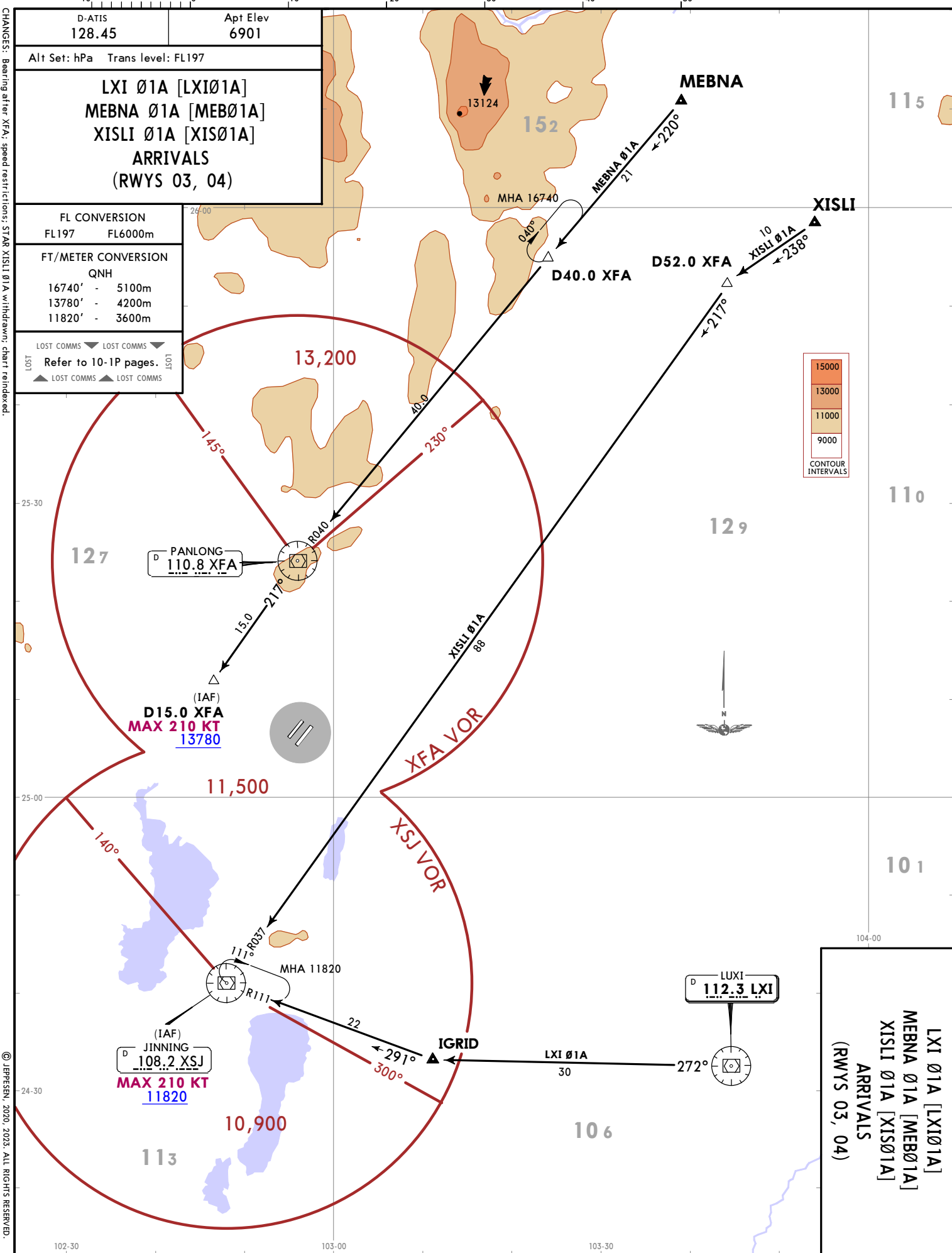














KUNMING, PR OF CHINA
1600Z **STAR**

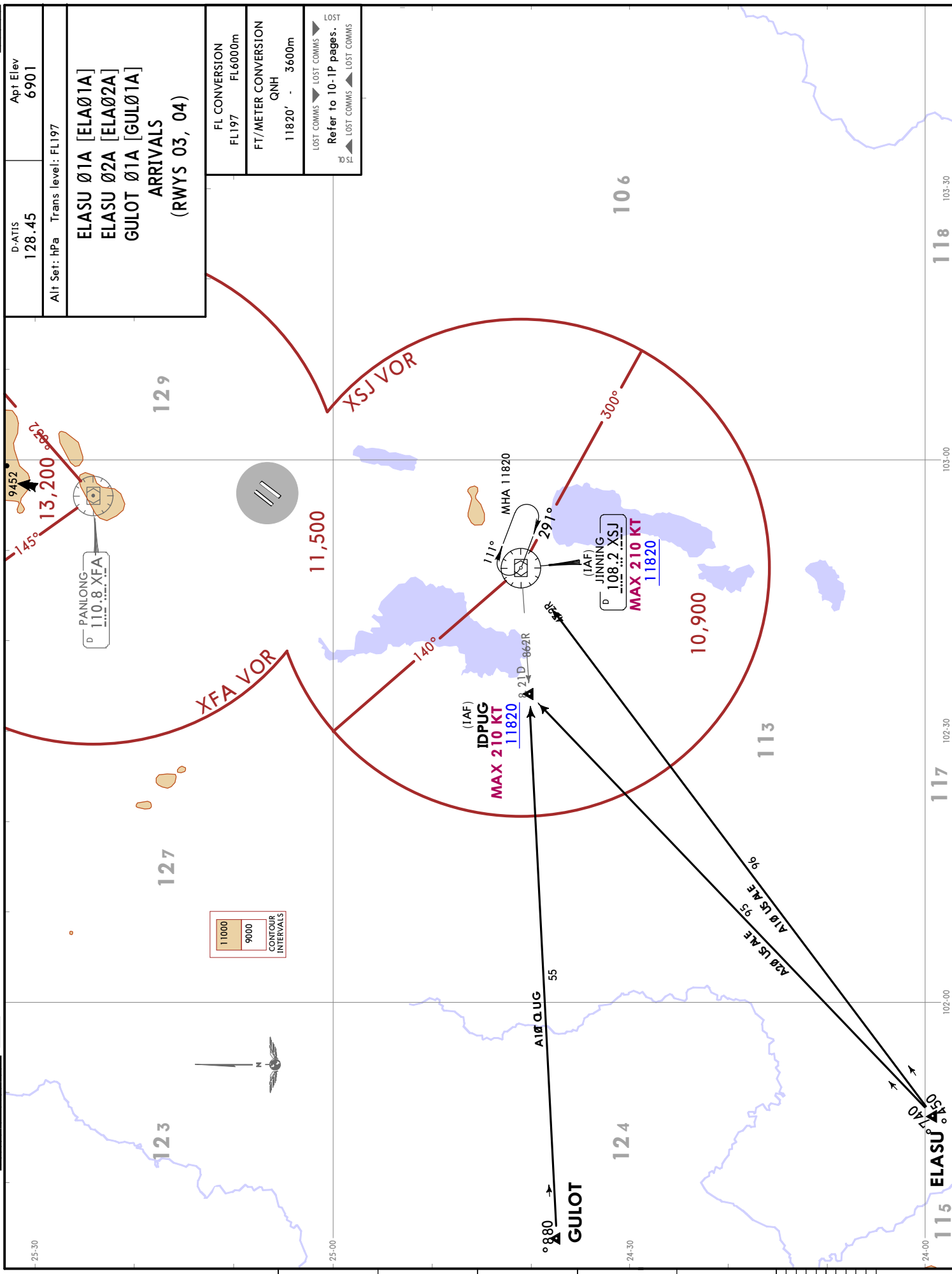
STAR

KUNMING, PR OF CHINA

ZPPP/KMG
CHANGSHUI

JEPPESEN
24 NOV 23
Eff 29 Nov 1600Z

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 Refer to 10-IP pages.	



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
GNSS or DME/DME/IRU

OR

RNP 1
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

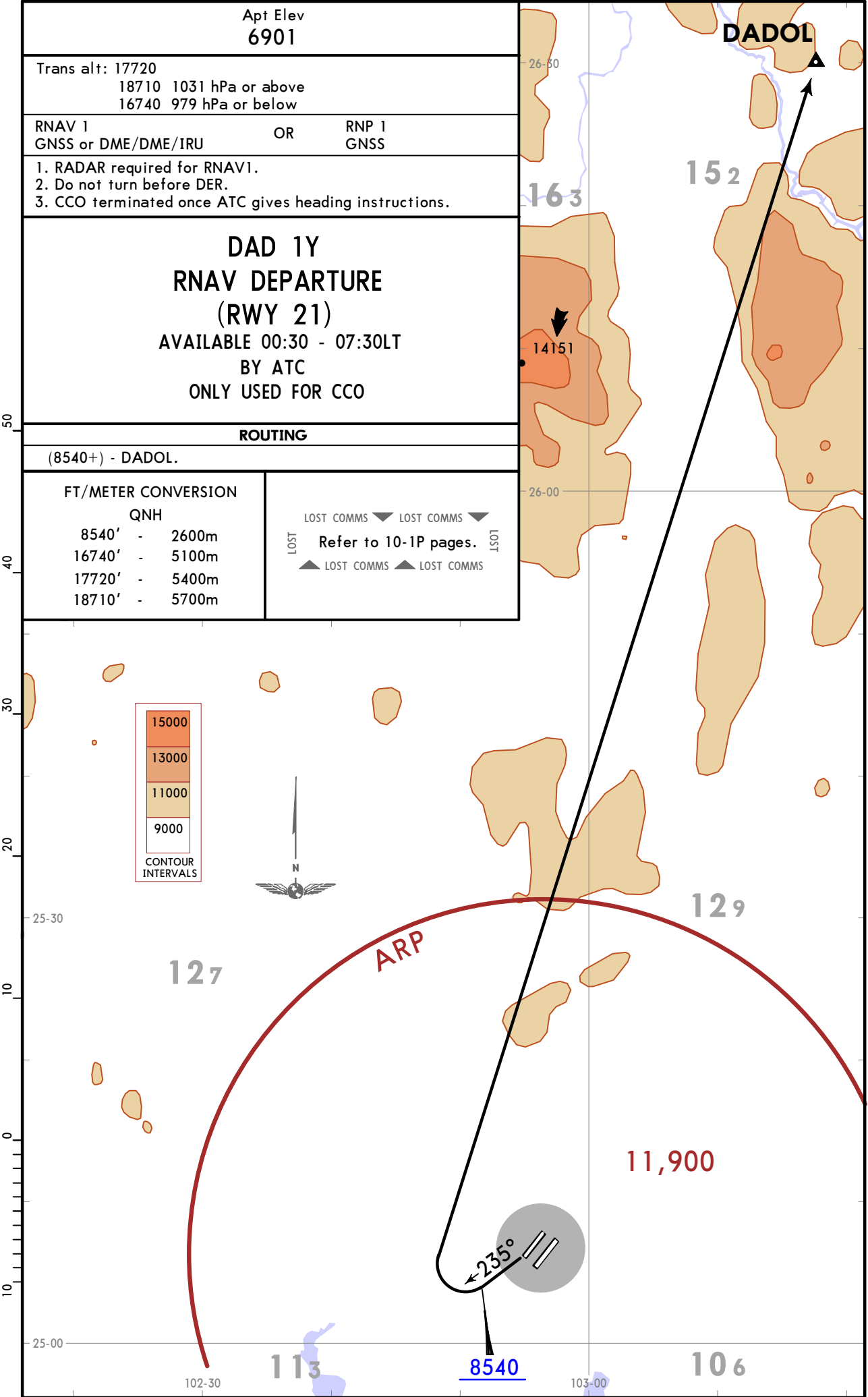
ROUTING

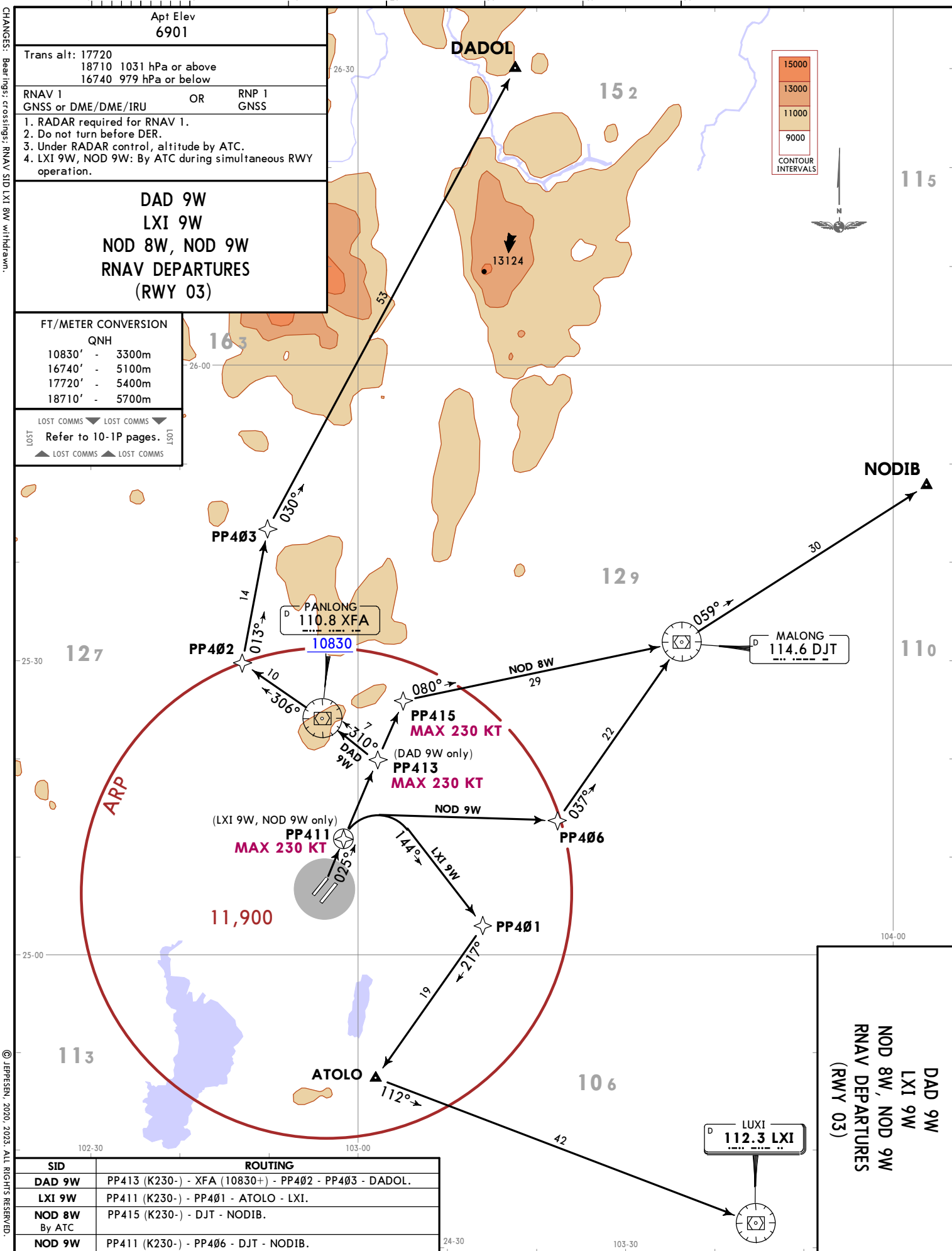
(8540+) - DADOL.

FT/METER CONVERSION
QNH

8540' - 2600m
16740' - 5100m
17720' - 5400m
18710' - 5700m

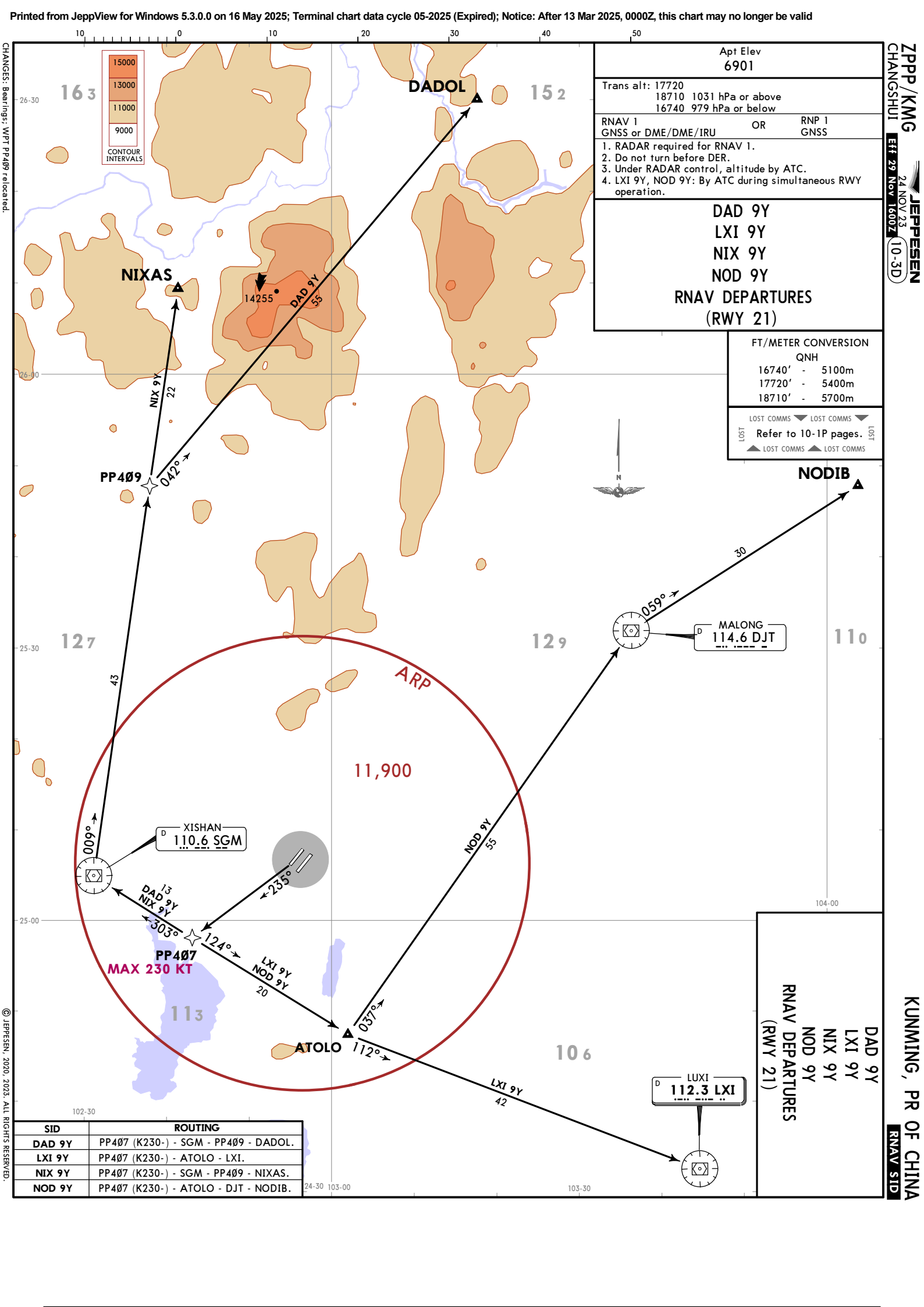
LOST COMMS
Refer to 10-1P pages.
LOST COMMS





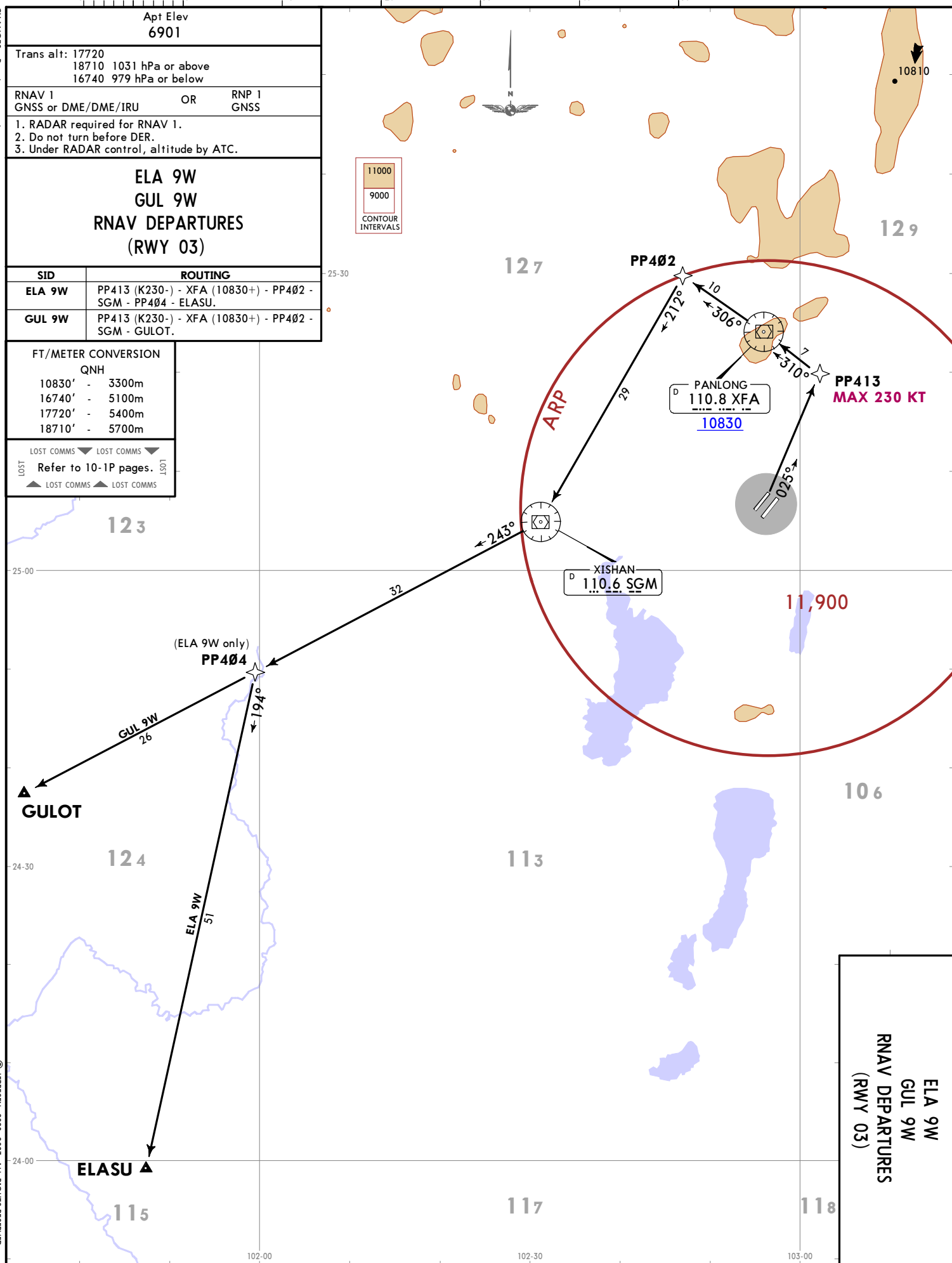
FT/METER CONVERSION	
QNH	
10830'	- 3300m
16740'	- 5100m
17720'	- 5400m
18710'	- 5700m

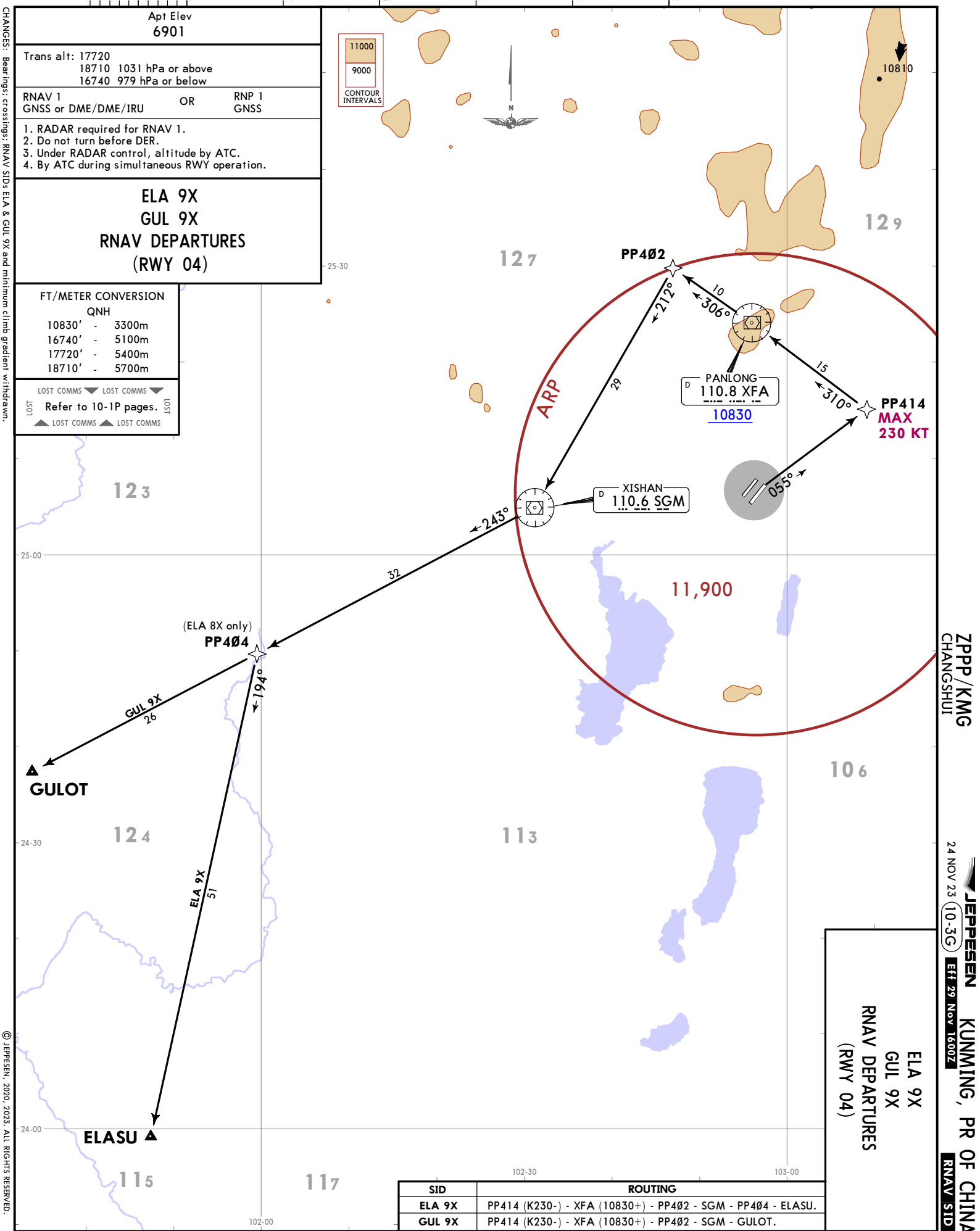


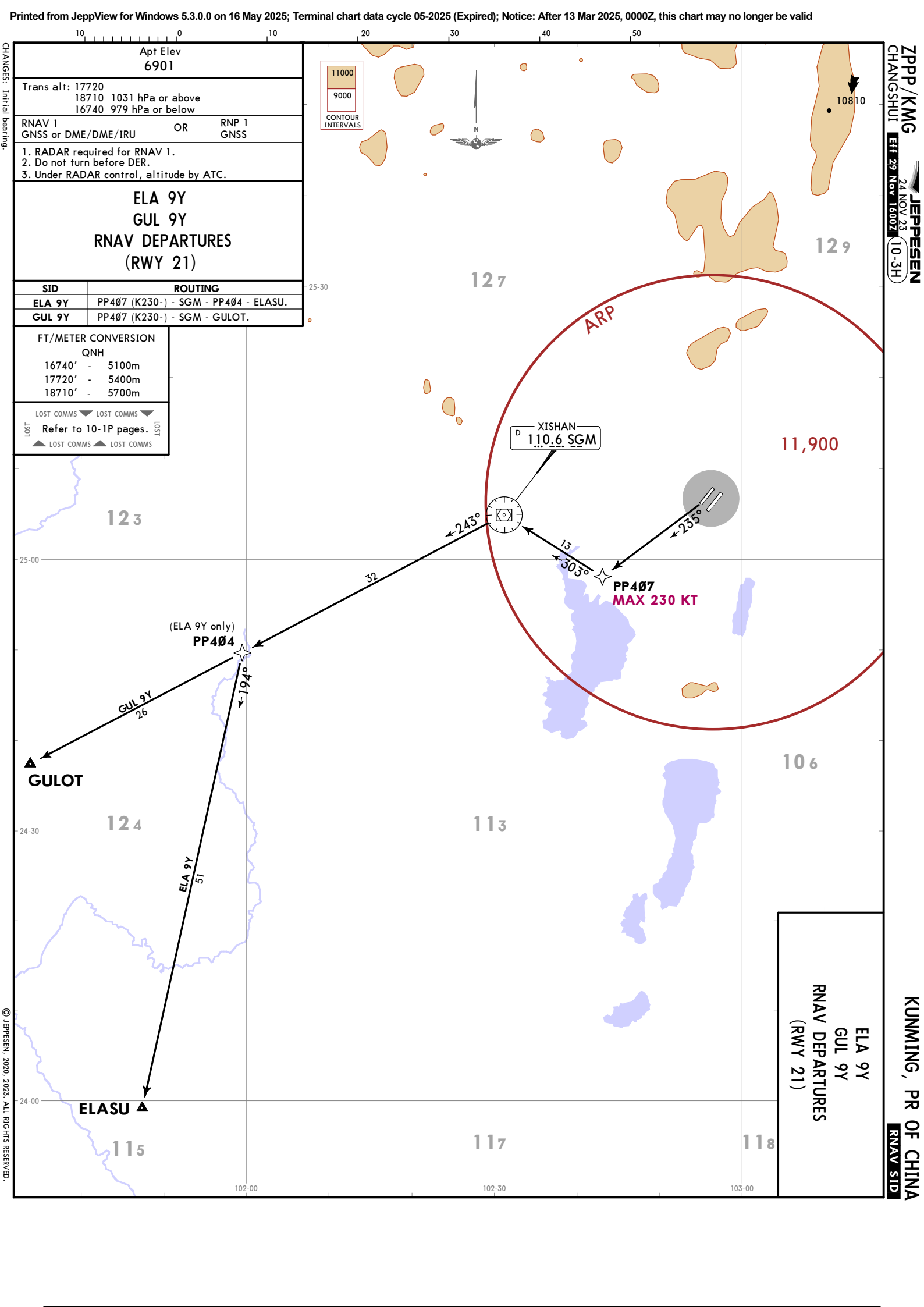




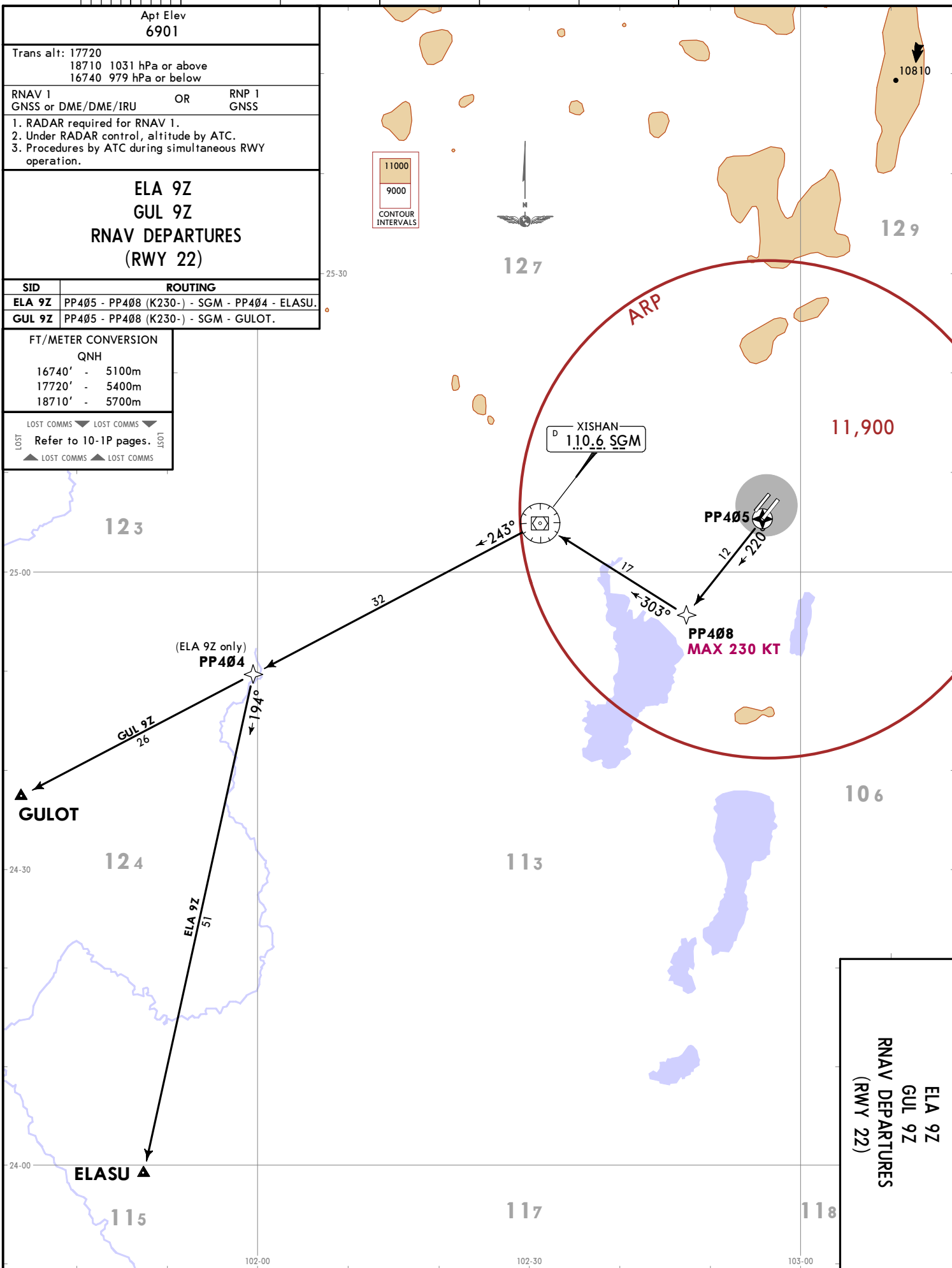
JEPPESEN
KUNMING, PR OF CHINA
24 NOV 23 **10-3E** **EFF 29 Nov 1600Z** **RNAV SID**







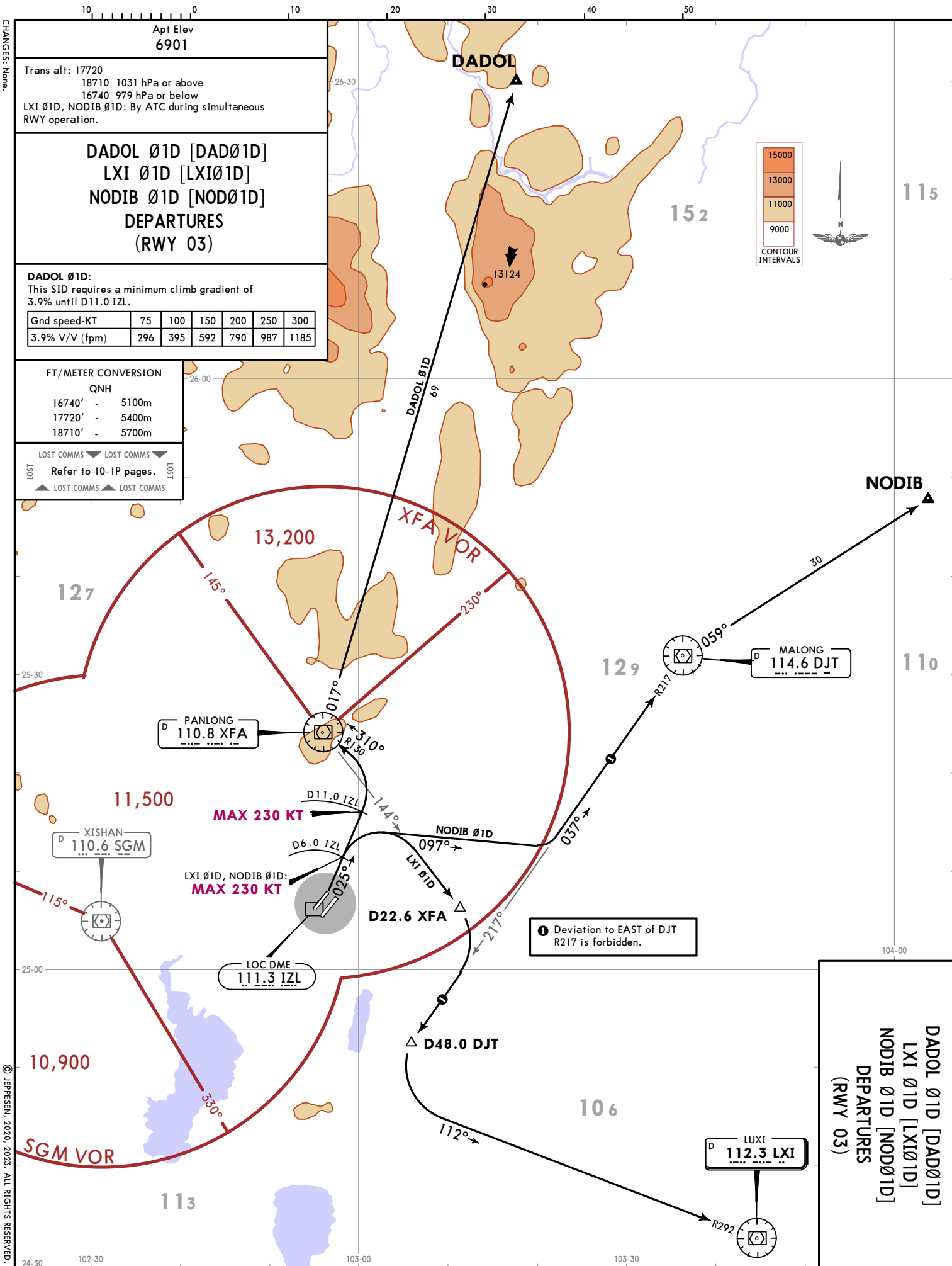
FT/METER CONVERSION	
QNH	
16740'	- 5100m
17720'	- 5400m
18710'	- 5700m



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CHANGSHUI

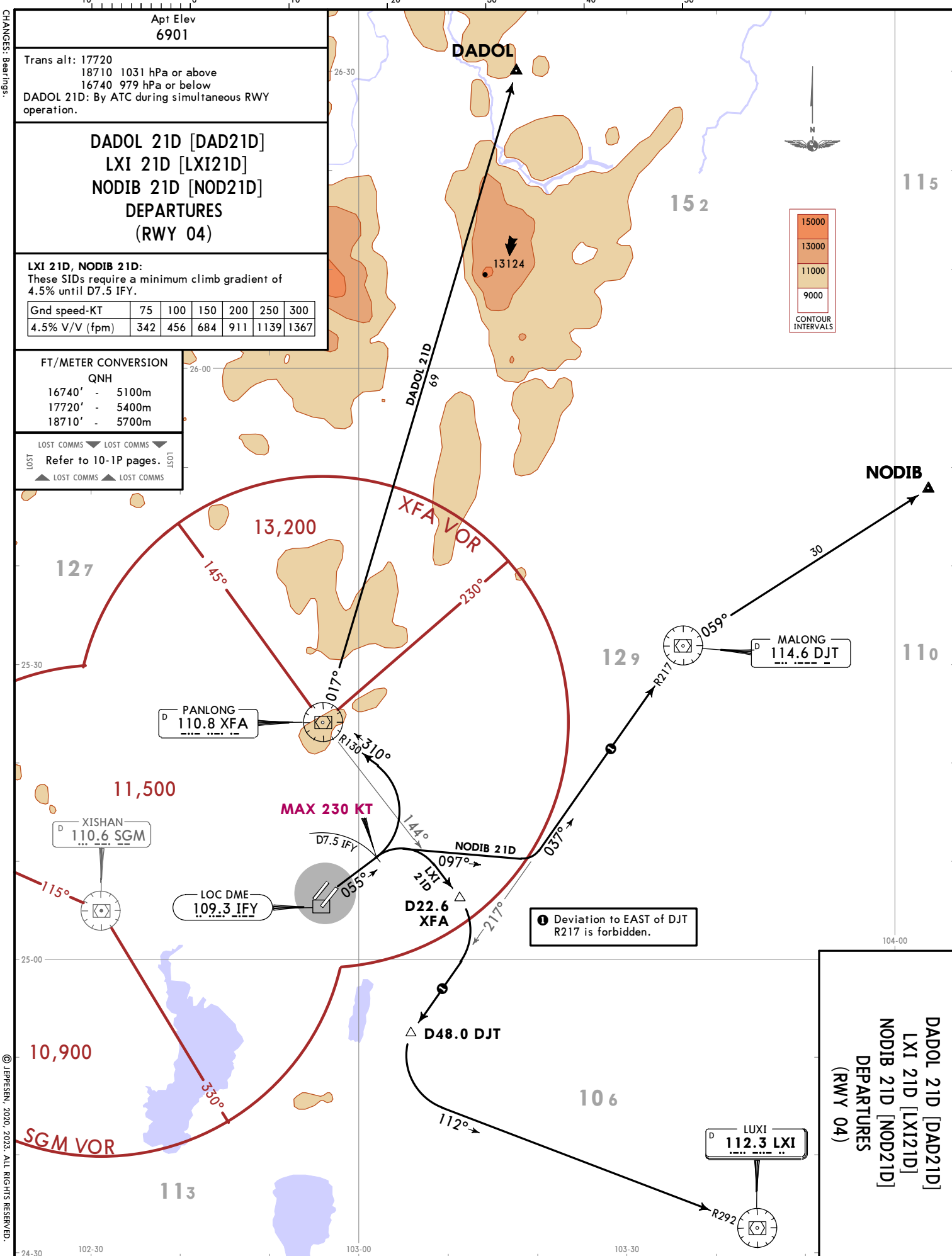
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KUNMING, PR OF CHINA
24 NOV 23 (10-3J) Eff 29 Nov 1600Z
RNAV SID

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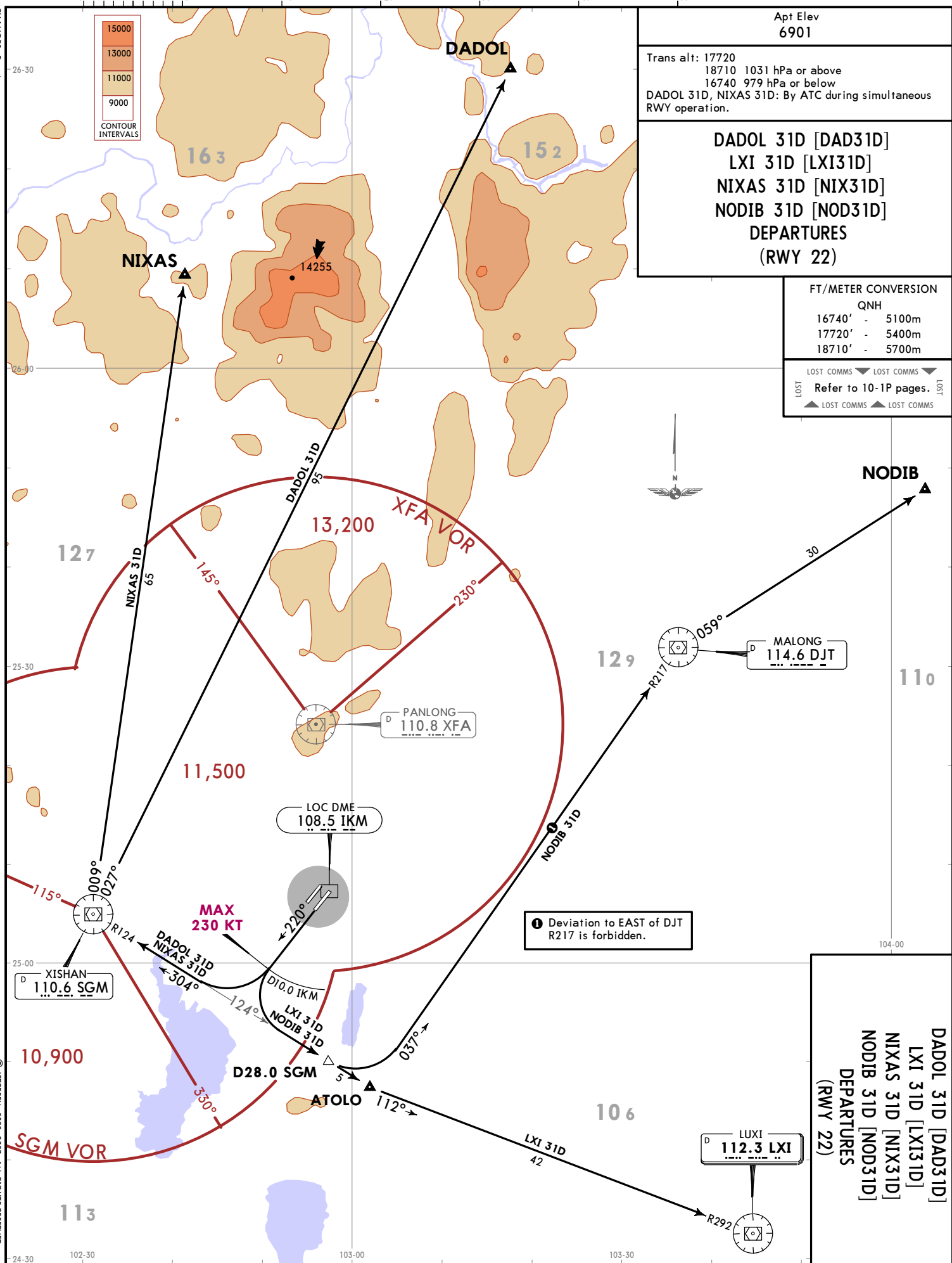


KUNMING, PR OF CHINA
UL 1600Z
SID



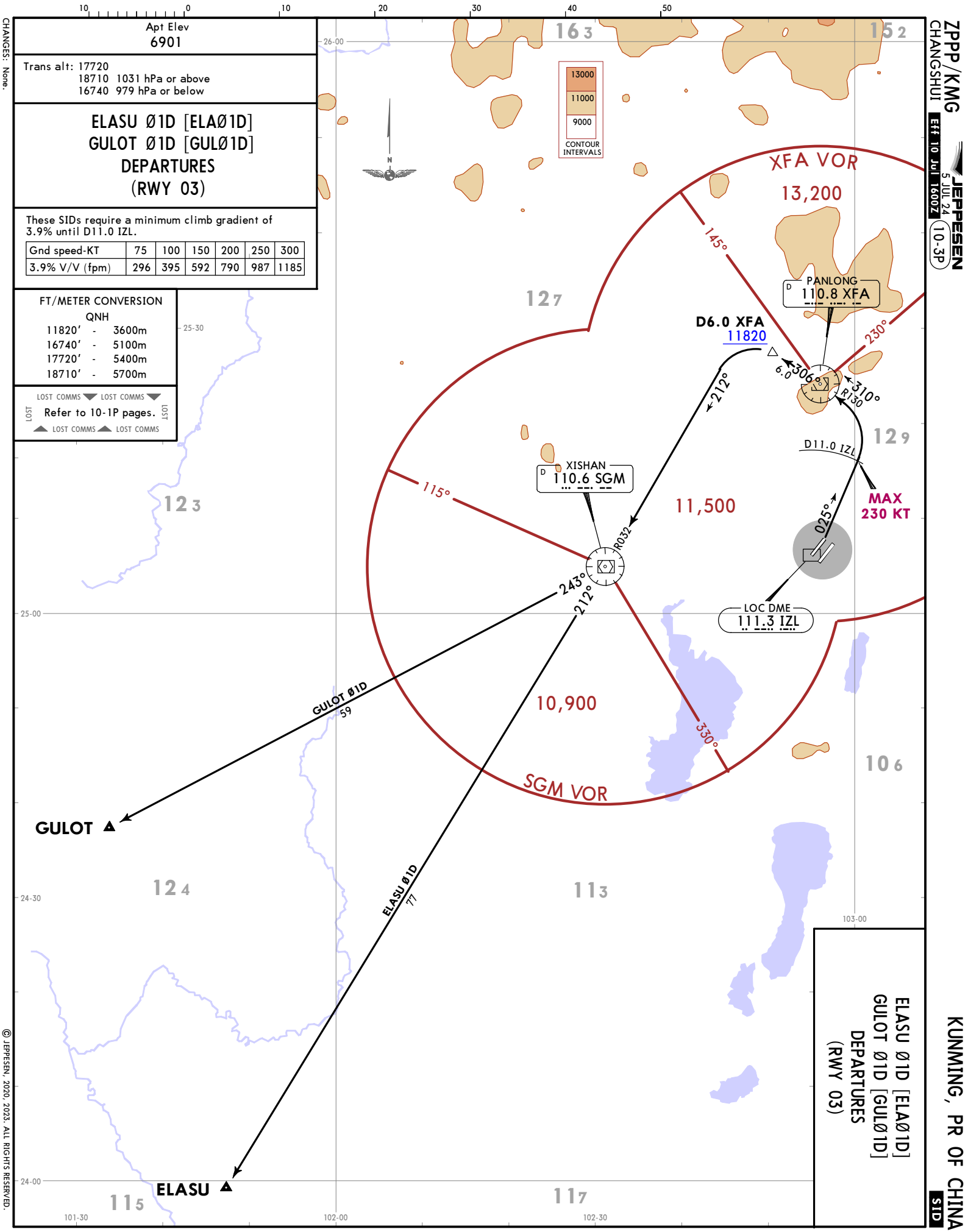
CHANGES: Bearings.

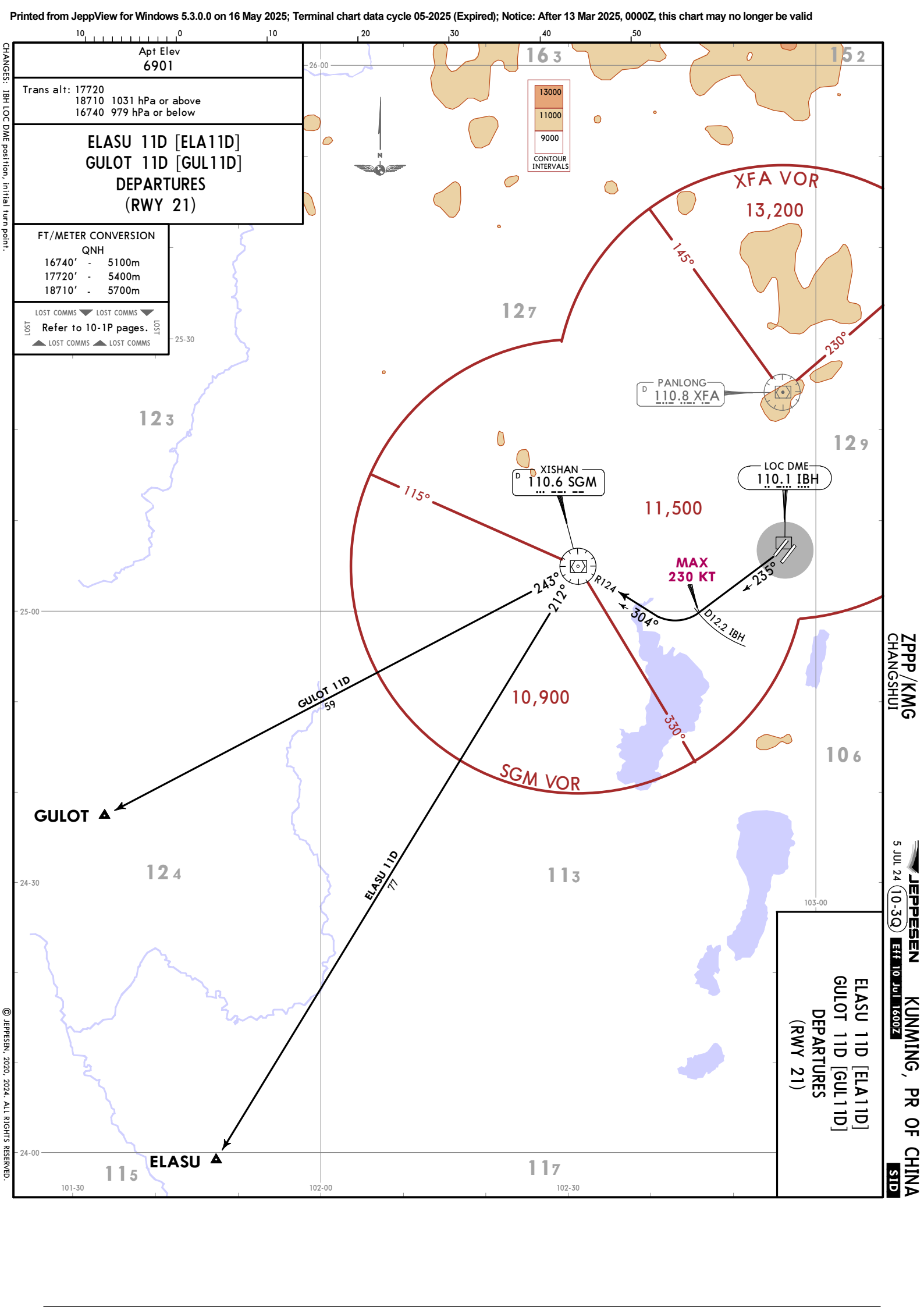
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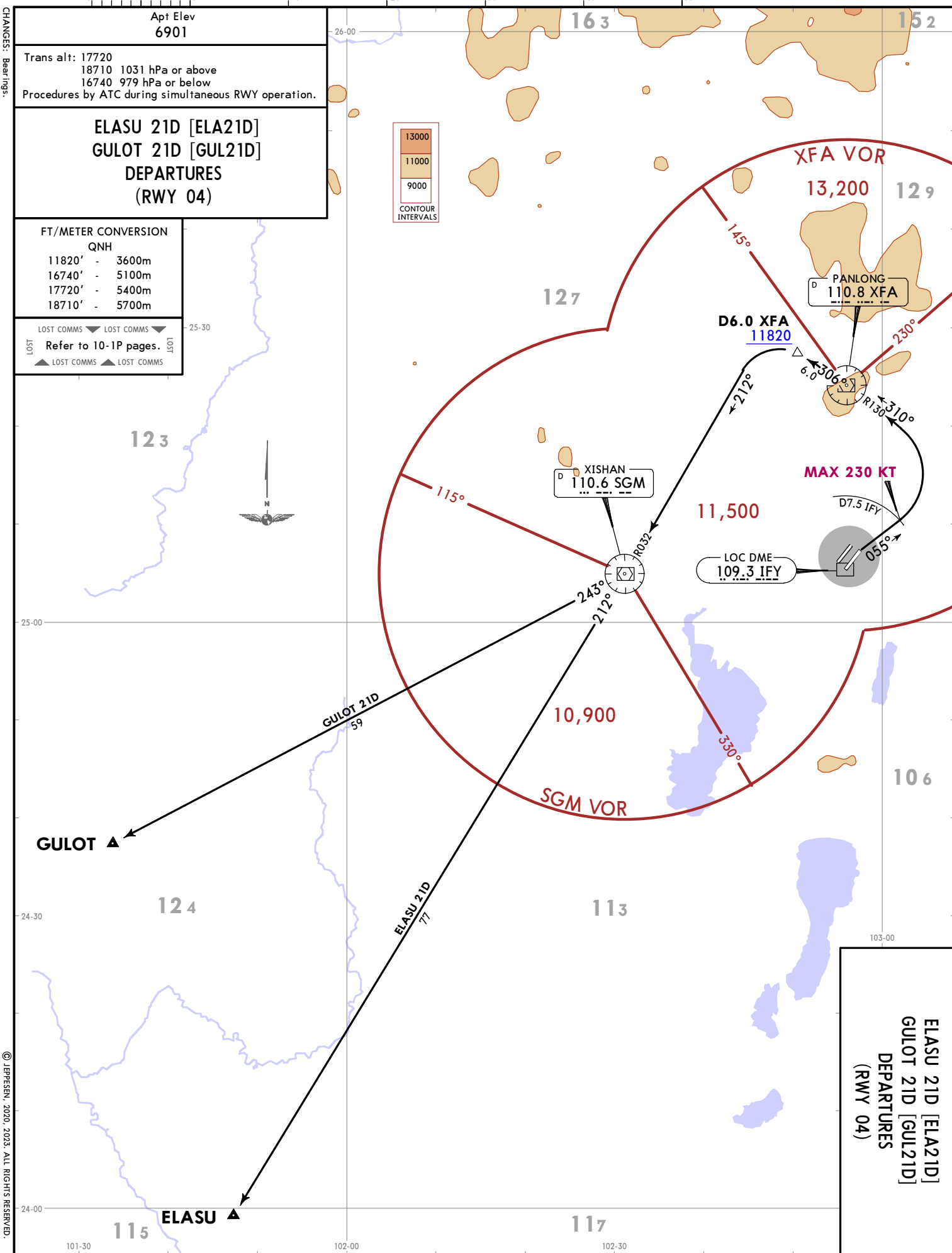


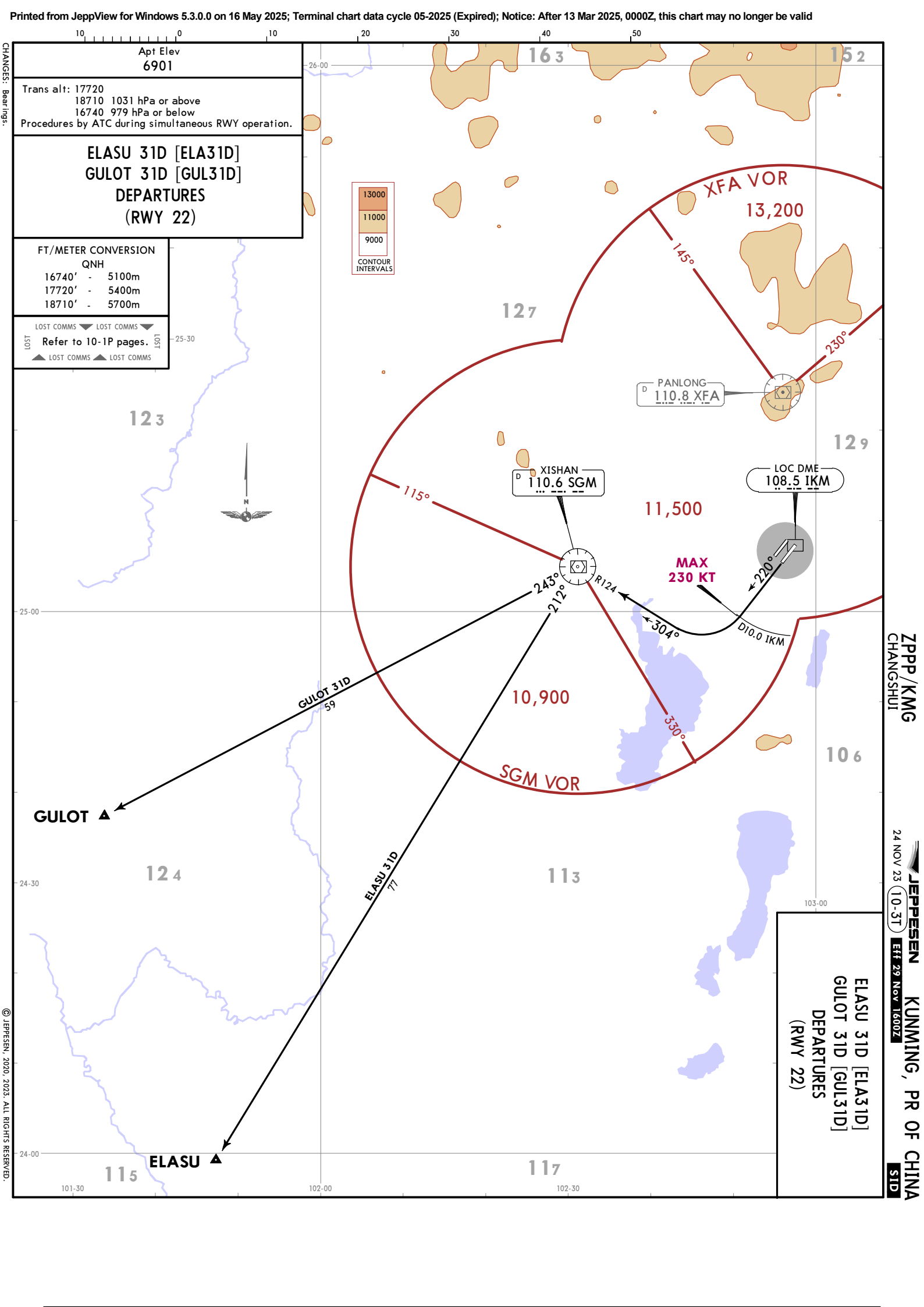
ZPPP/KMG
CHANGSHUI

JEPPESSEN
KUNMING, PR OF CHINA
24 NOV 23 (10-3N) EFT 29 Nov 1600Z
SID









ZPPP/KMG

Apt Elev 6901'

N25 06.3 E102 56.5



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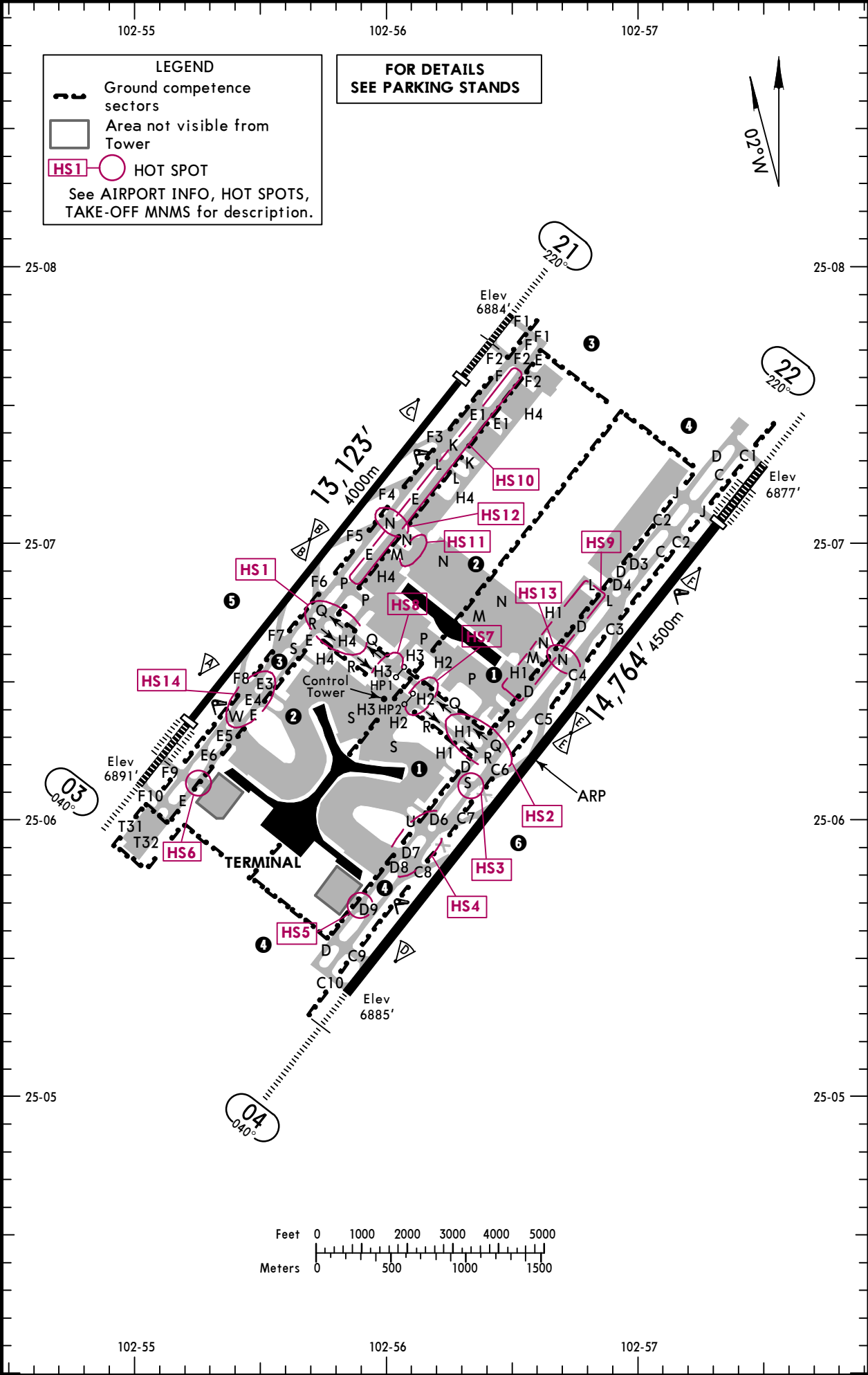
15 NOV 24

10-9

Eff 27 Nov 1600Z

CHANGSHUI

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



ZPPP/KMG

 **JEPPesen KUNMING, PR OF CHINA**
15 NOV 24 **(10-9A)** **Eff 27 Nov 1600Z** **CHANGSHUI**

ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		LANDING	BEYOND			
		Threshold	Glide Slope			
03	HIRL(60m) CL(15m) ❶ HIALS-II SFL TDZ ❷ RVR	11,352' 3460m	10,314' 3144m	❹	148' 45m	
21	HIRL(60m) CL(15m) ❶ HIALS SFL PAPI-L (3.0°) ❸ RVR		10,344' 3153m			
04	HIRL(60m) CL(15m) ❶ HIALS SFL PAPI-L (3.0°) ❺ RVR		13,747' 4190m	❹	197' 60m	
22	HIRL(60m) CL(15m) ❶ HIALS-II SFL TDZ ❻ RVR	13,123' 4000m	12,074' 3680m			
❶ length 900m						
❷ PAPI-L (angle 3.0°) HSTIL-F5, F4, F3						
❸ HSTIL-F6, F7, F8						
❹ TAKE-OFF RUN AVAILABLE						
RWY 03:		RWY 21:				
From rwy head 13,123 (4000m)		From rwy head 13,123' (4000m)				
twy F9 int 12,402' (3780m)		twy F2 int 12,402' (3780m)				
RWY 04:		RWY 22:				
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)				
❺ HSTIL-C5, C4, C3						
❻ PAPI-L (angle 3.0°) HSTIL-C6, C7, C8						

HOT SPOTS

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

- ❶ ACFT taxiing from TWY Q to TWY F shall implement ATC instruction strictly at the holding position to avoid conflict and report it.
- ❷ ACFT shall implement ATC instruction strictly at the holding position to avoid conflict and report it.
- ❸ Departure ACFT taxiing on TWY S from West to East shall avoid to enter RWY.
- ❹ Departure ACFT taxiing on TWY U from West to East shall avoid to enter RWY. Aircraft travelling through this area should strictly follow ATC instructions to wait in front of the crossing. Flight crew should take the initiative to avoid conflicts and confirm to ATC.
- ❺ Control blind zone, ACFT shall implement ATC instruction strictly.
- ❻ Control blind zone, ACFT shall implement ATC instruction strictly.
- ❼ 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.
- ❽ 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.
- ❾ 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.
- ❿ 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.
- ⓫ 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.
- ⓬ ACFT shall implement ATC instruction strictly at the holding position to avoid conflict and report it.
- ⓭ ACFT shall implement ATC instruction strictly at the holding position to avoid conflict and report it.
- ⓮ Aircraft travelling through this area should strictly follow ATC instructions to wait in front of the crossing. Flight crew should take the initiative to avoid conflicts and confirm to ATC.

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.				

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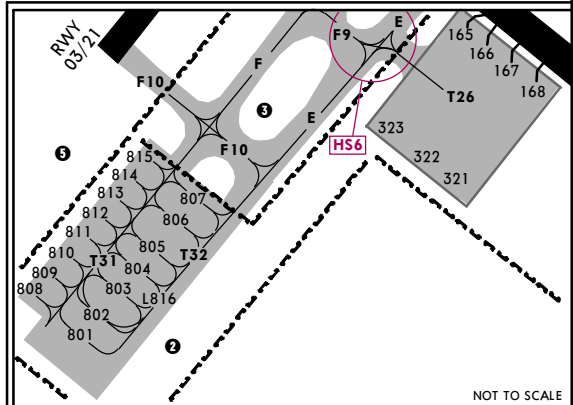
15 NOV 24
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CHANGSHUI

CHANGES: Hot spots.

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

LEGEND

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



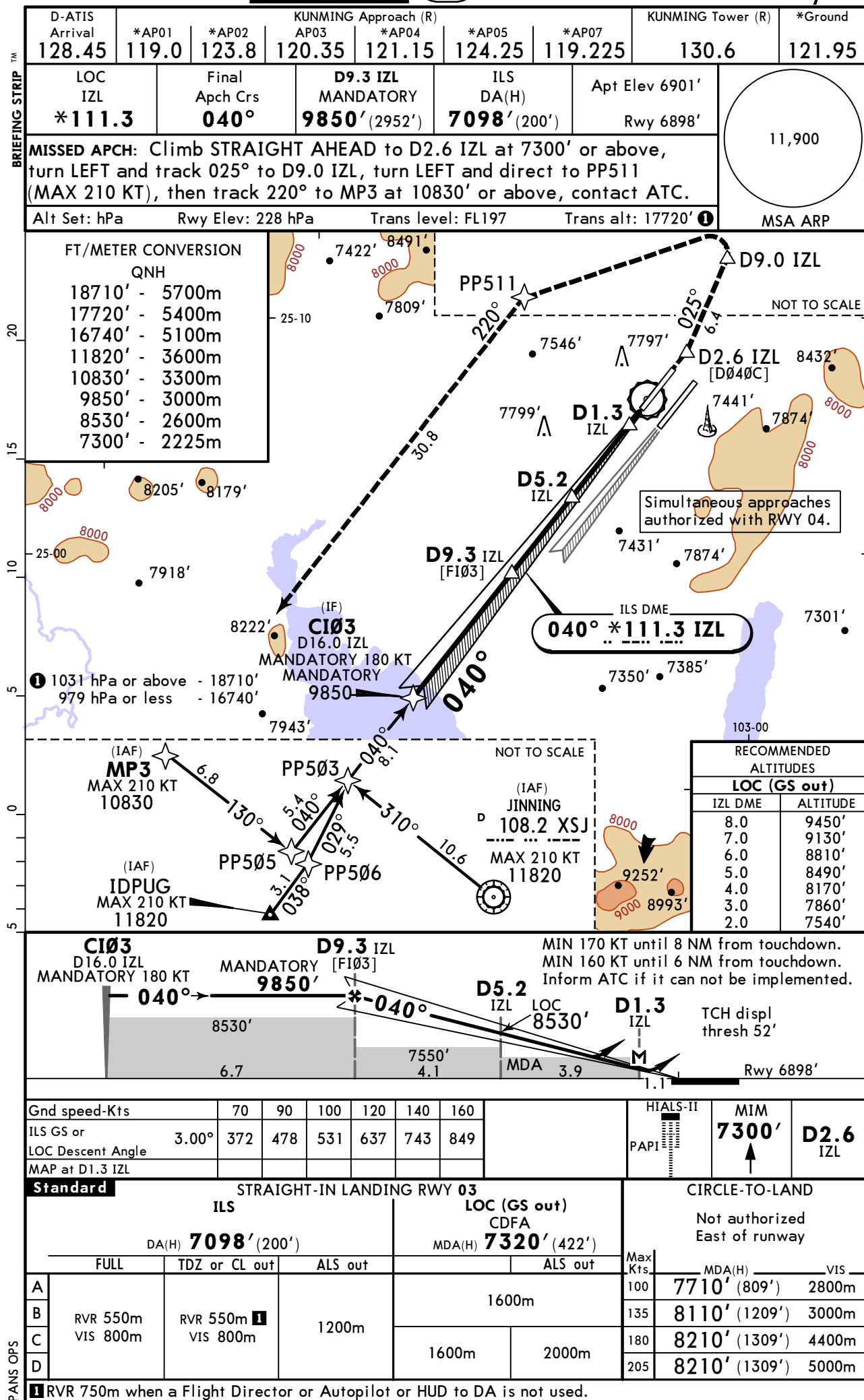
NOT TO SCALE

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(11-1)

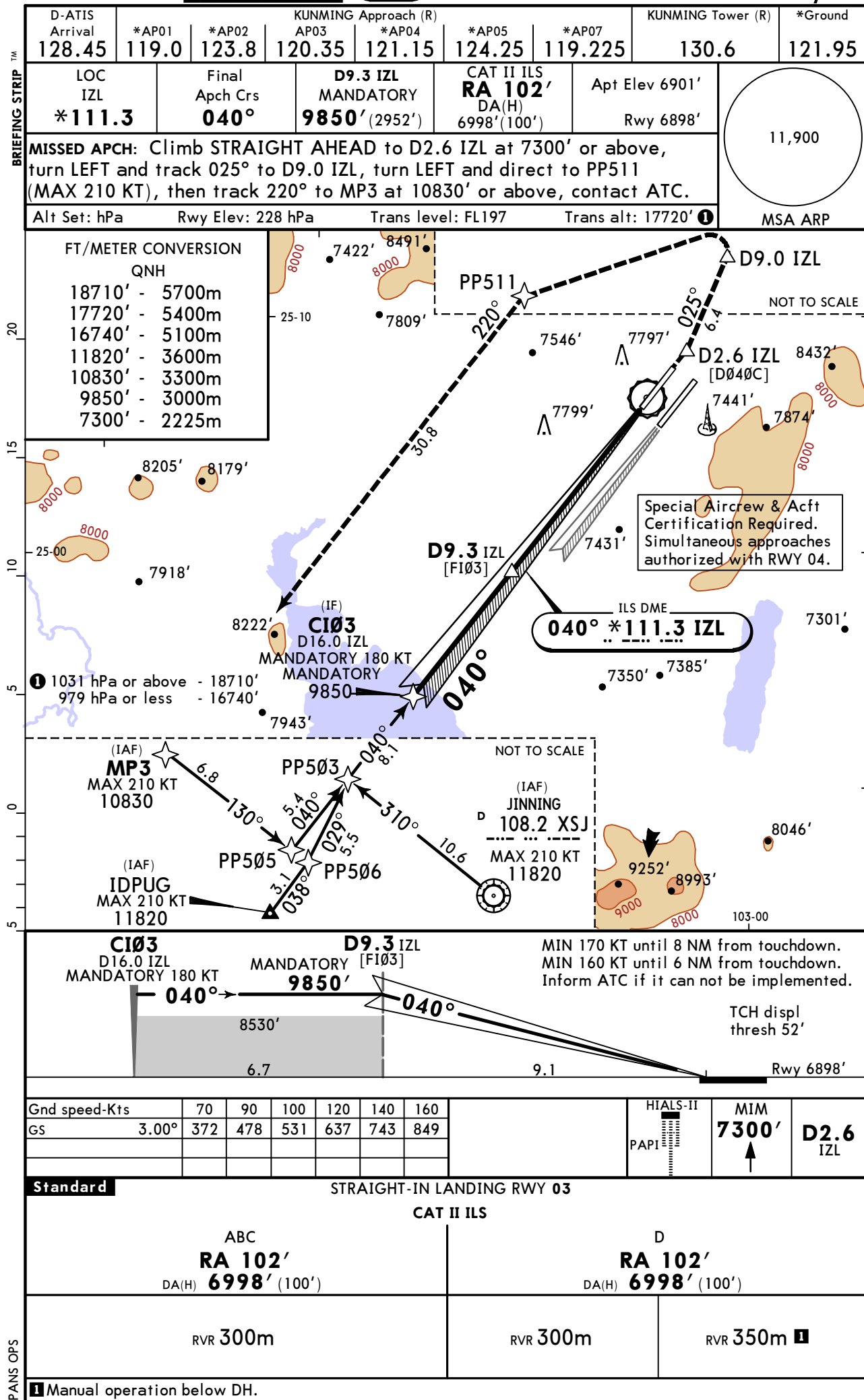
KUNMING, PR OF CHINA
RNAV ILS DME Z Rwy 03



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24 NOV 23
Eff 29 Nov 1600Z

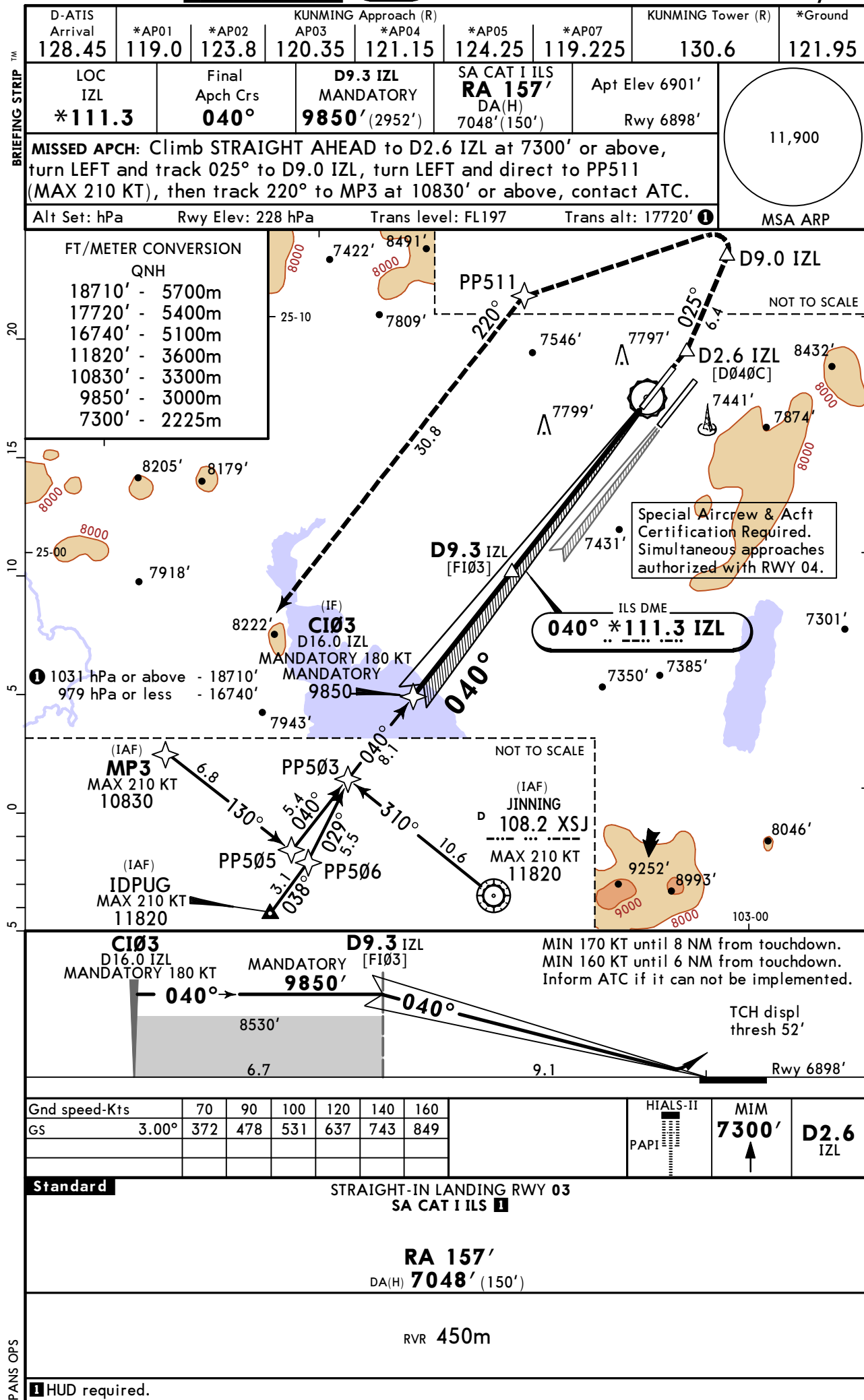
JEPPESEN KUNMING, PR OF CHINA
11-1A CAT II RNAV ILS DME Z Rwy 03



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CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

JEPPESSEN KUNMING, PR OF CHINA
11-1B SA CAT I RNAV ILS DME Z Rwy 03

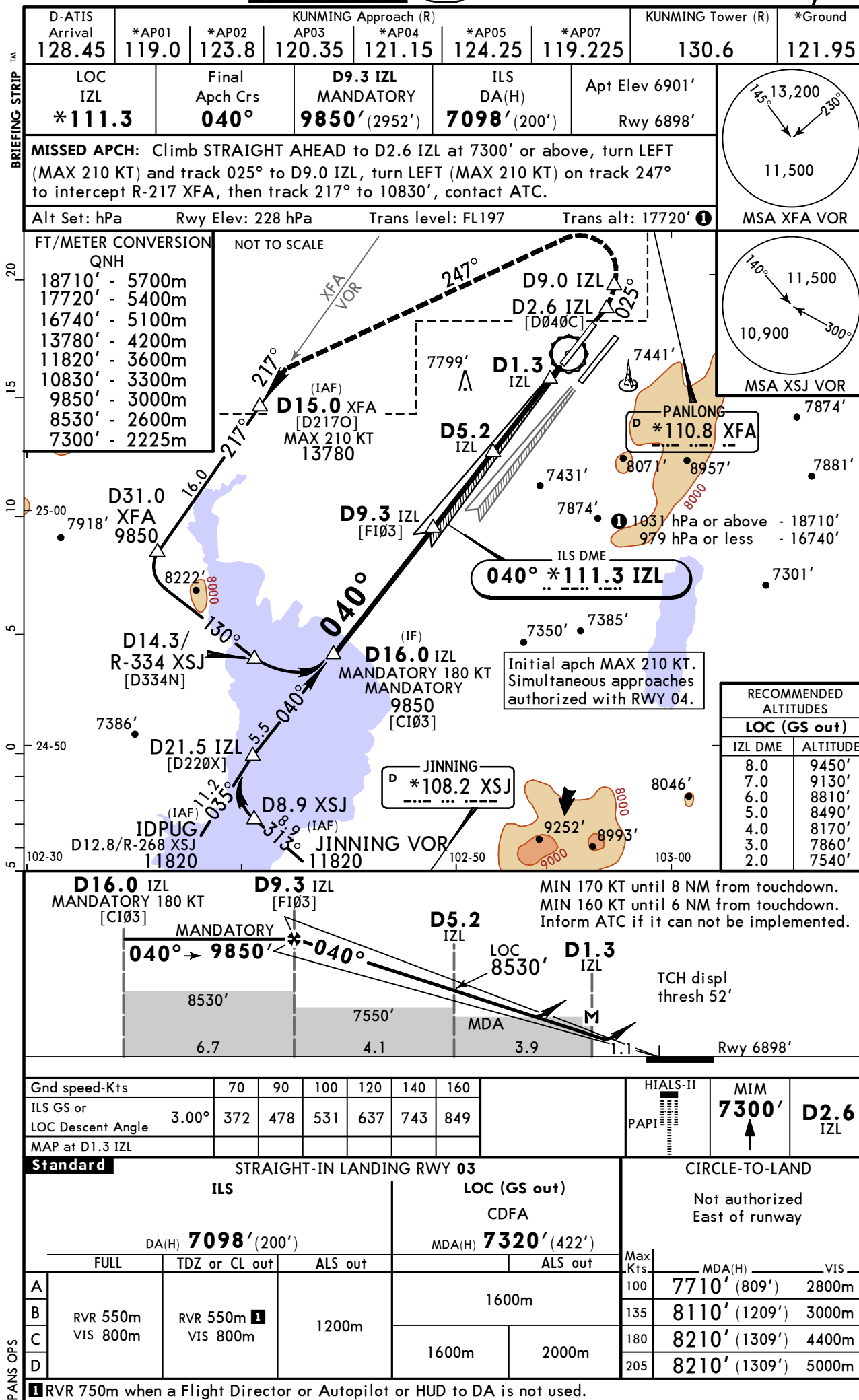


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CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

(11-2)

KUNMING, PR OF CHINA
ILS DME Y Rwy 03

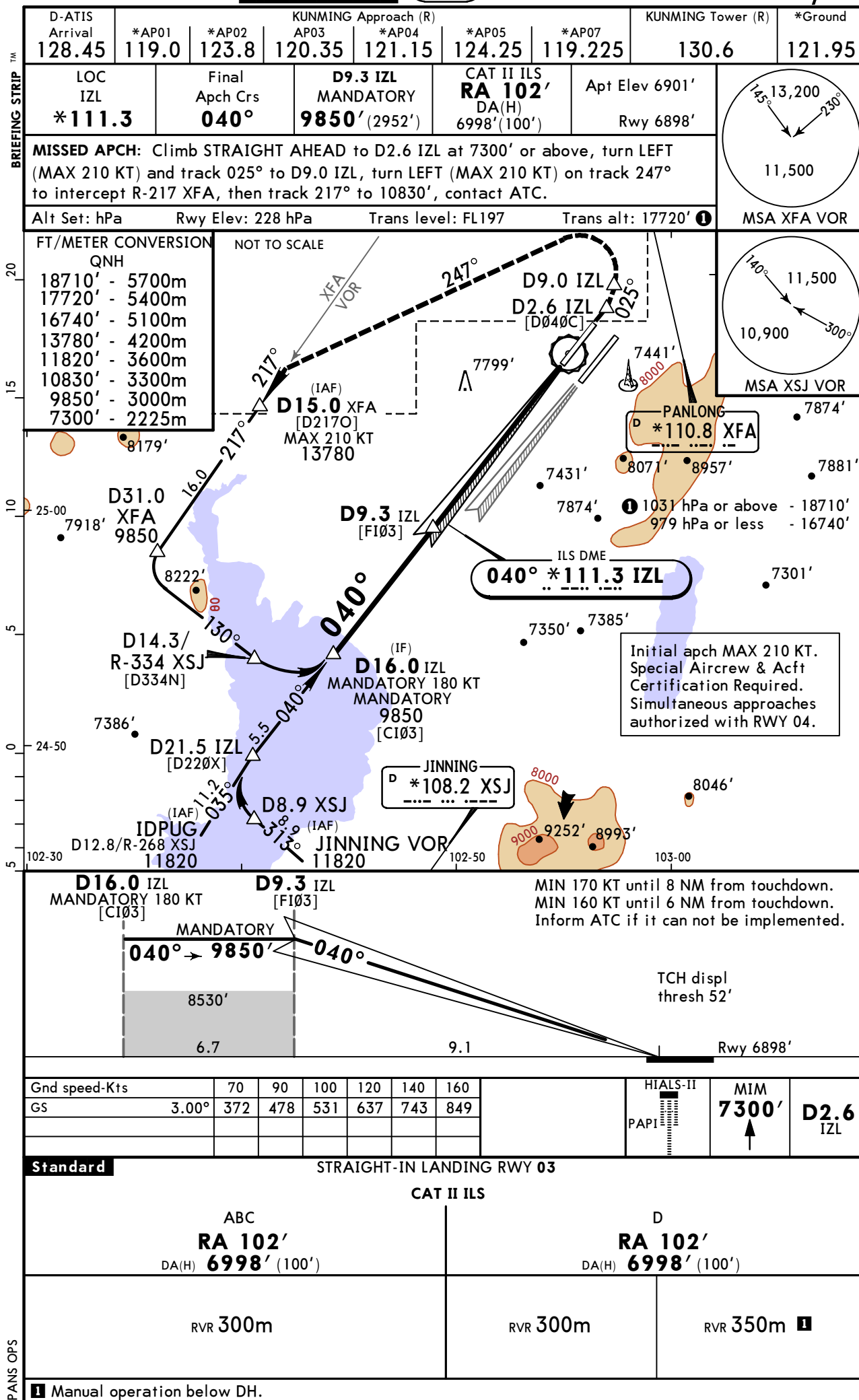


ZPPP/KMG
CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

11-2A

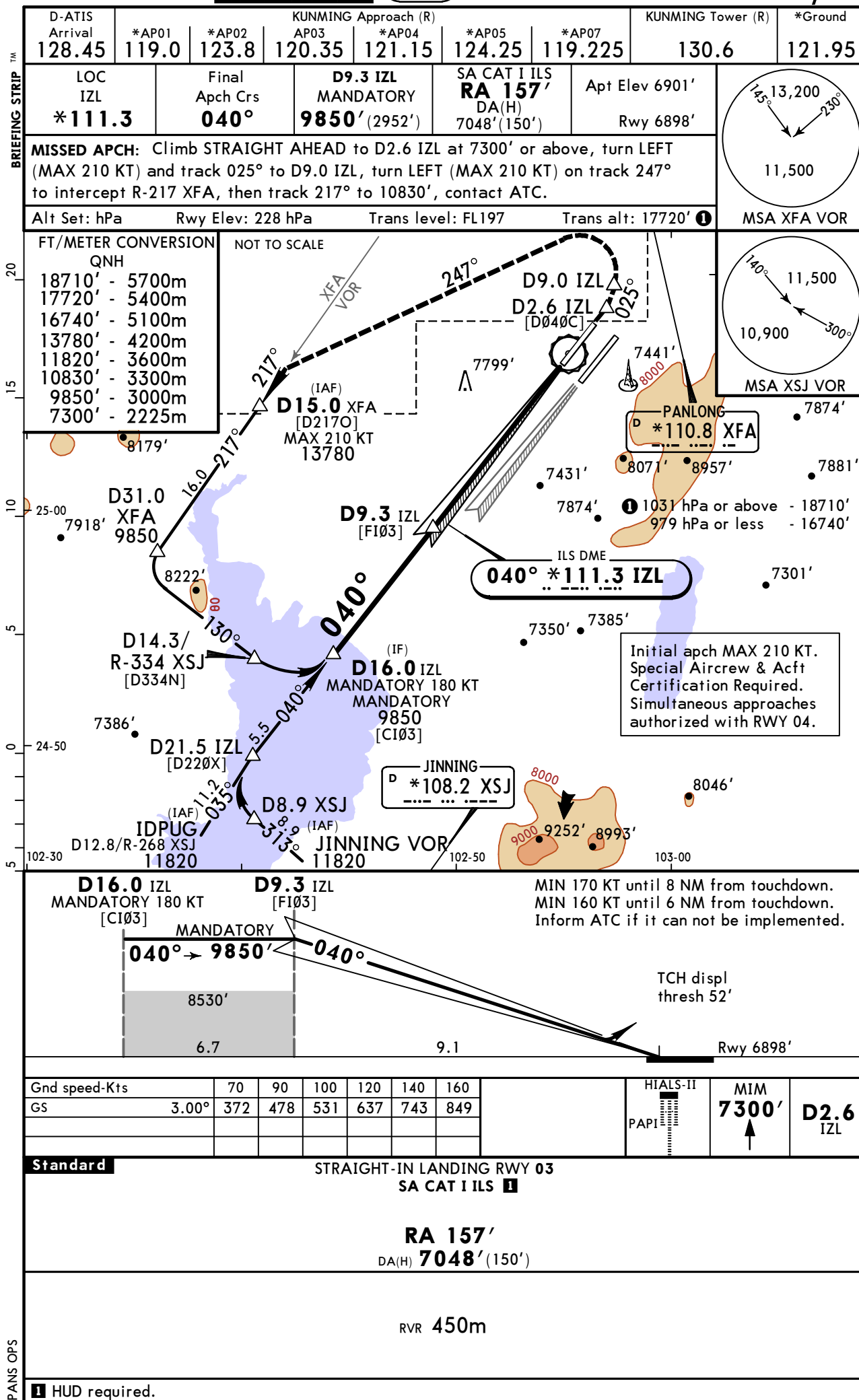
KUNMING, PR OF CHINA
CAT II ILS DME Y Rwy 03



ZPPP/KMG
CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

JEPPESSEN KUNMING, PR OF CHINA
(11-2B) SA CAT I ILS DME Y Rwy 03

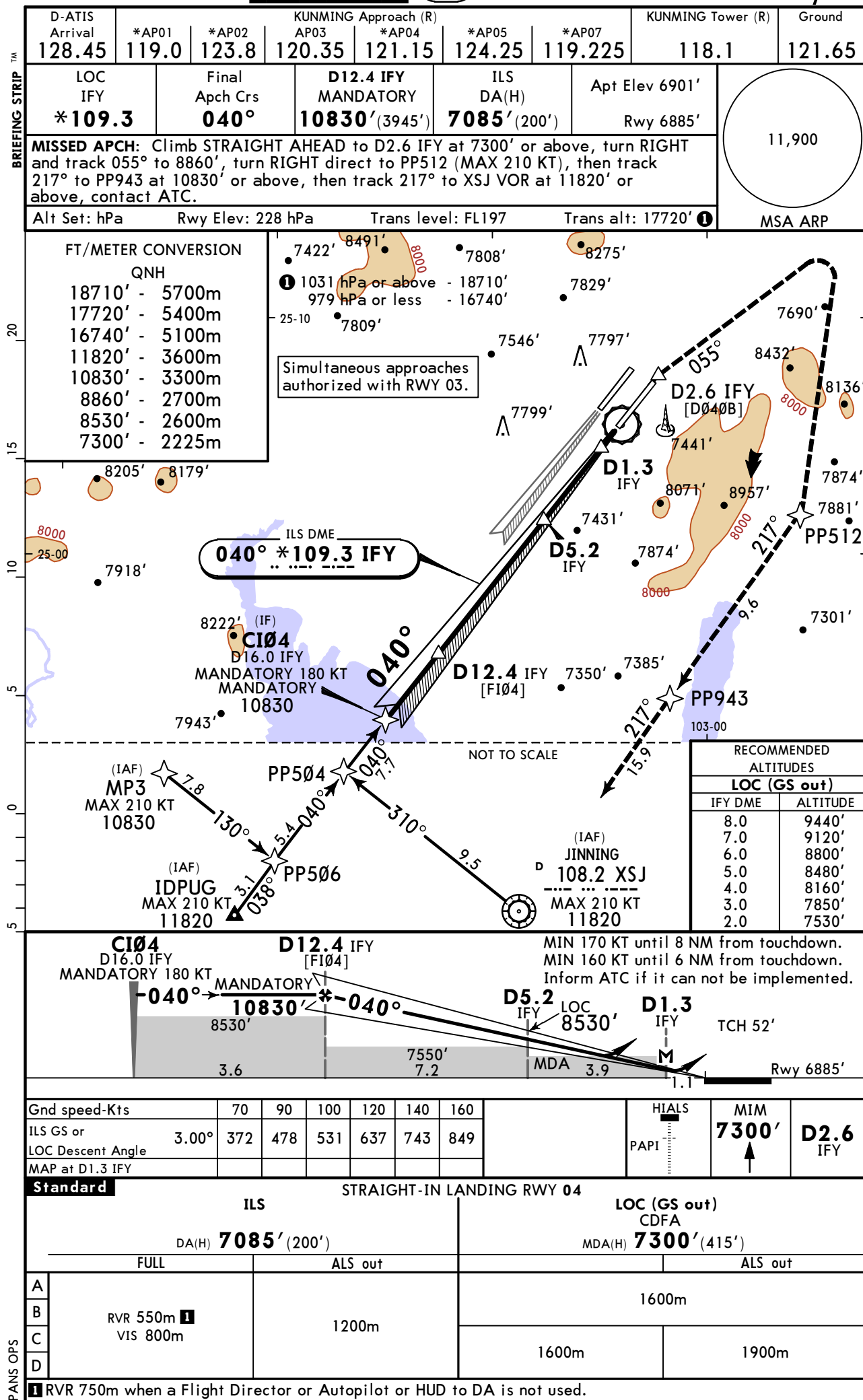


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(11-3)

KUNMING, PR OF CHINA
RNAV ILS DME Z Rwy 04



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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

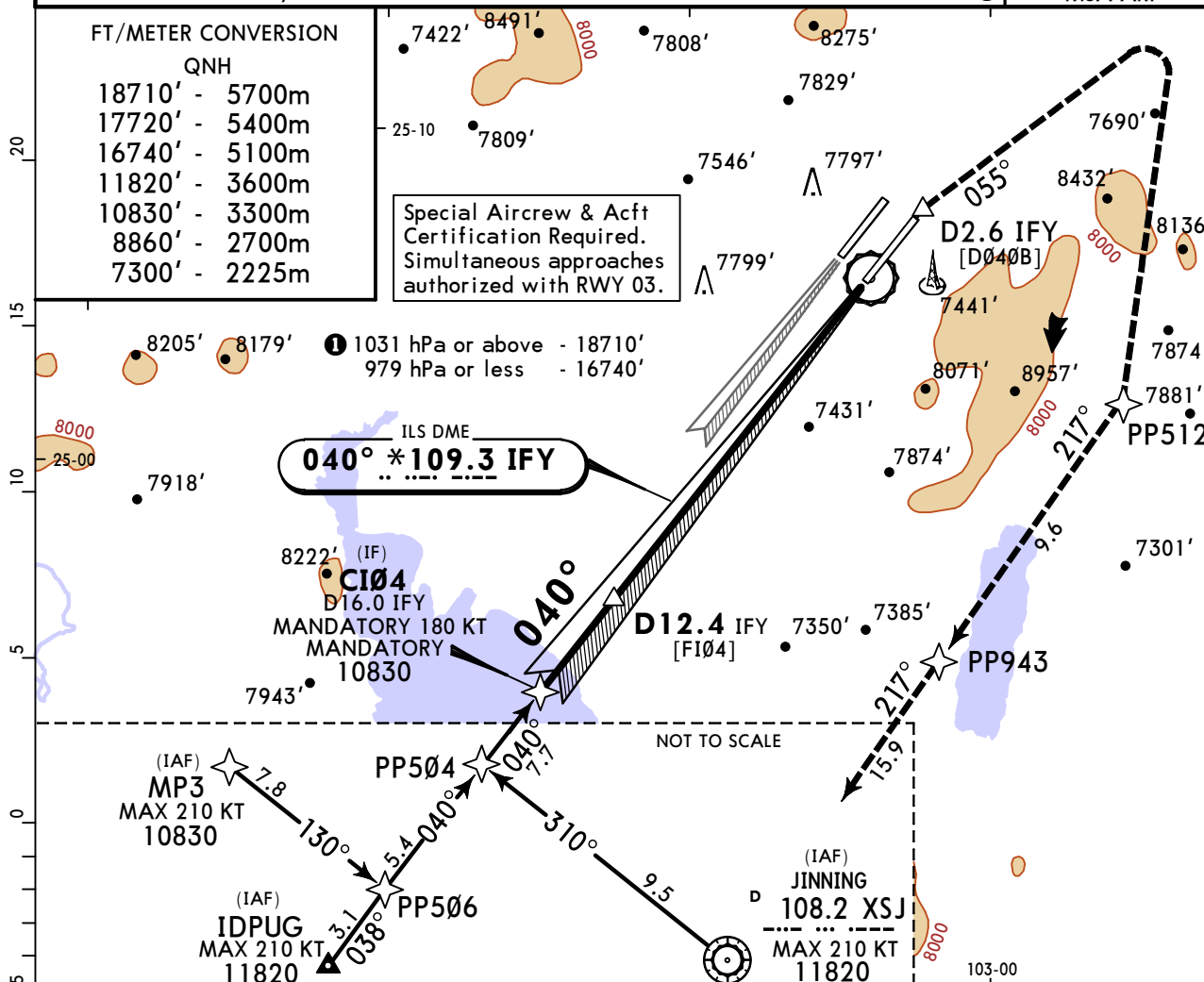
D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R)				KUNMING Tower (R)	Ground
128.45	119.0	123.8	AP03 120.35	*AP04 121.15	*AP05 124.25	*AP07 119.225	118.1	121.65
LOC IFY *109.3	Final Apch Crs 040°		D12.4 IFY MANDATORY 10830'(3945')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 6901' Rwy 6885'	11,900
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IFY at 7300' or above, 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' ①		
MSA ARP								

FT/METER CONVERSION

QNH

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

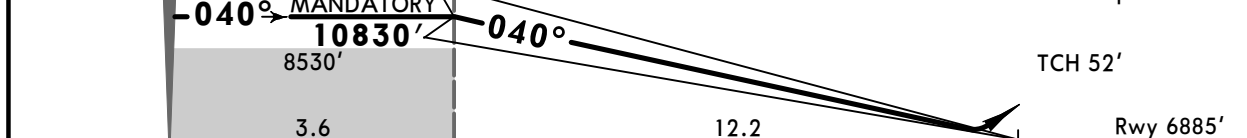
Special Aircrew & Acft
Certification Required.
Simultaneous approaches
authorized with RWY 03.



CI04
D16.0 IFY
MANDATORY 180 KT
MANDATORY 10830'

D12.4 IFY
[FI04]

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	D2.6 IFY
GS	3.00°	372	478	531	637	743	849	7300'	

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.

CHANGES: Variation, missed apch, transitions, speed restrictions.

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SA CAT I & SA CAT II

ILS DME Y Rwy 04

CHANGSHUI

24 NOV 23

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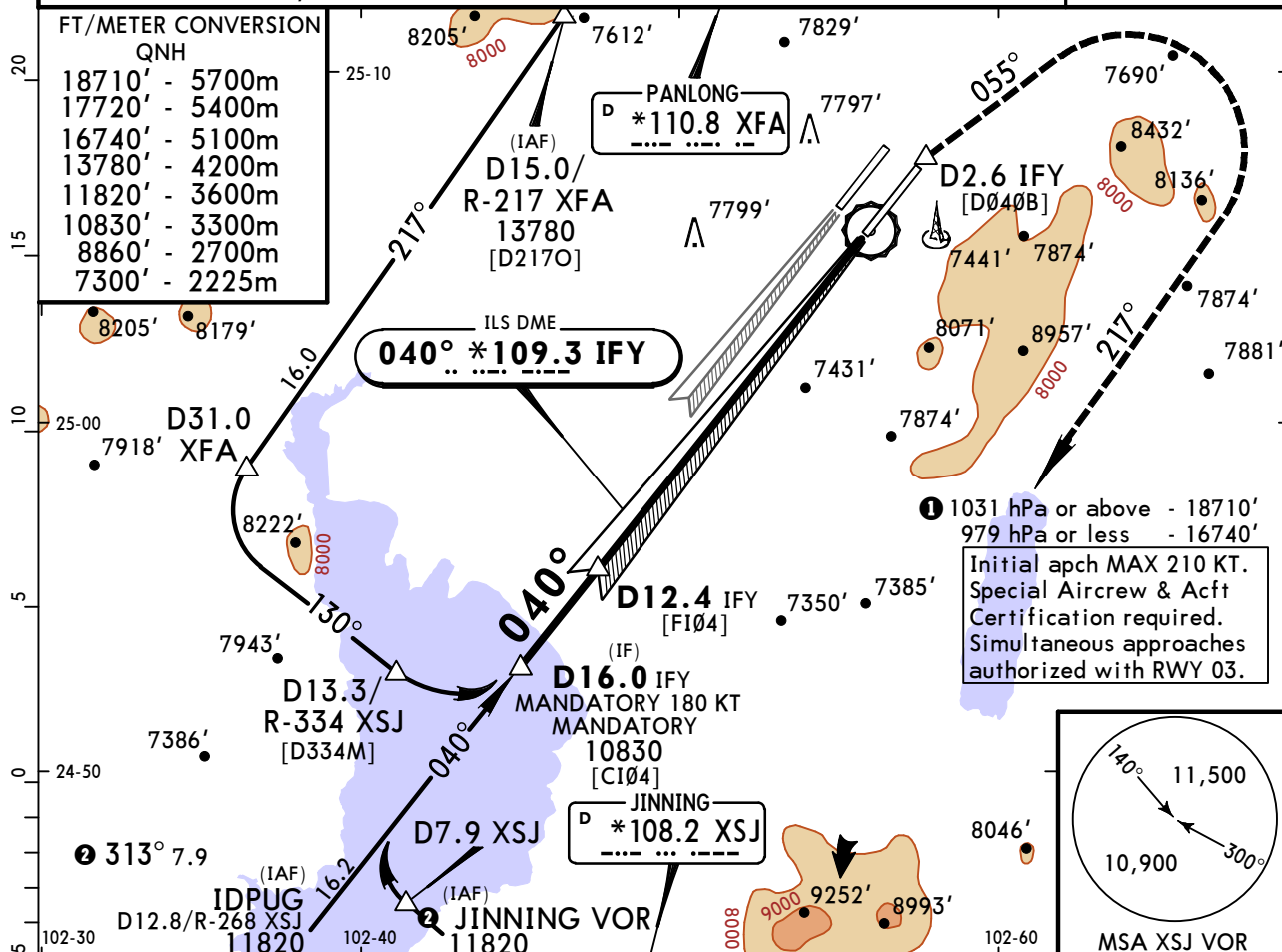
11-4B

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

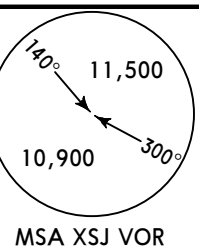
Alt Set: hPa Rwy Elev: 228 hPa Trans level: FL197 Trans alt: 17720' **1** MSA XFA VOR

FT/METER CONVERSION	
QNH	
18710'	- 5700m
17720'	- 5400m
16740'	- 5100m
13780'	- 4200m
11820'	- 3600m
10830'	- 3300m
8860'	- 2700m
7300'	- 2225m



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

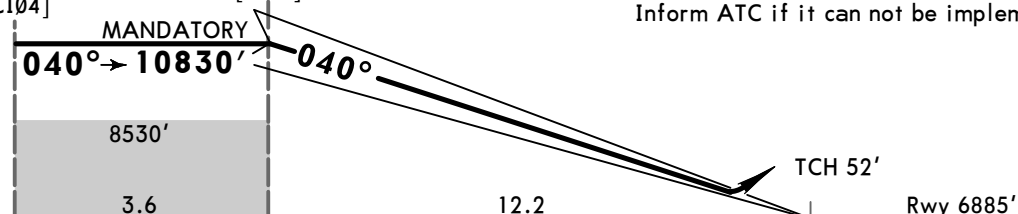
Initial apch MAX 210 KT.
Special Aircrew & Acft
Certification required.
Simultaneous approaches
authorized with RWY 03.



D16.0 IFY
MANDATORY 180 KT

D12.4 IFY
[FIØ4]

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



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

HIALS
PAPI

MIM 7300' ▲	D2.6 IFY
--------------------------	--------------------

Standard

STRAIGHT-IN LANDING RWY 04

SA CAT II ILS **1**

RA 108'

DA(H) **6985'** (100')

RVR 350m

SA CAT I ILS **1**

RA 253'

DA(H) **7035'** (150')

RVR 450m

1 HUD required.

CHANGES: Variation, missed apch, speed restrictions.

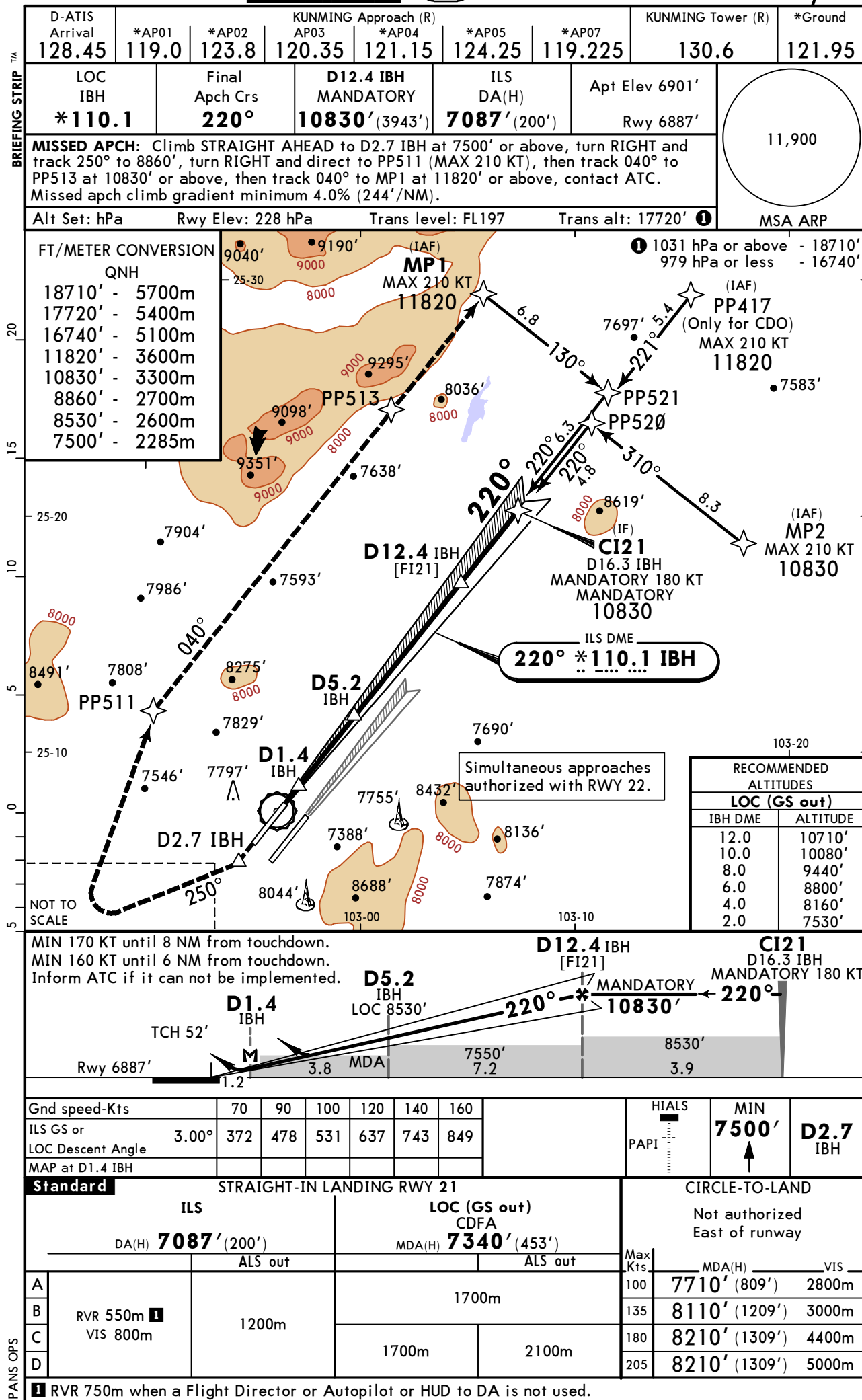
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CHANGSHUI

5 JUL 24
Eff 10 Jul 1600Z

(11-5)

KUNMING, PR OF CHINA
RNAV ILS DME Z Rwy 21

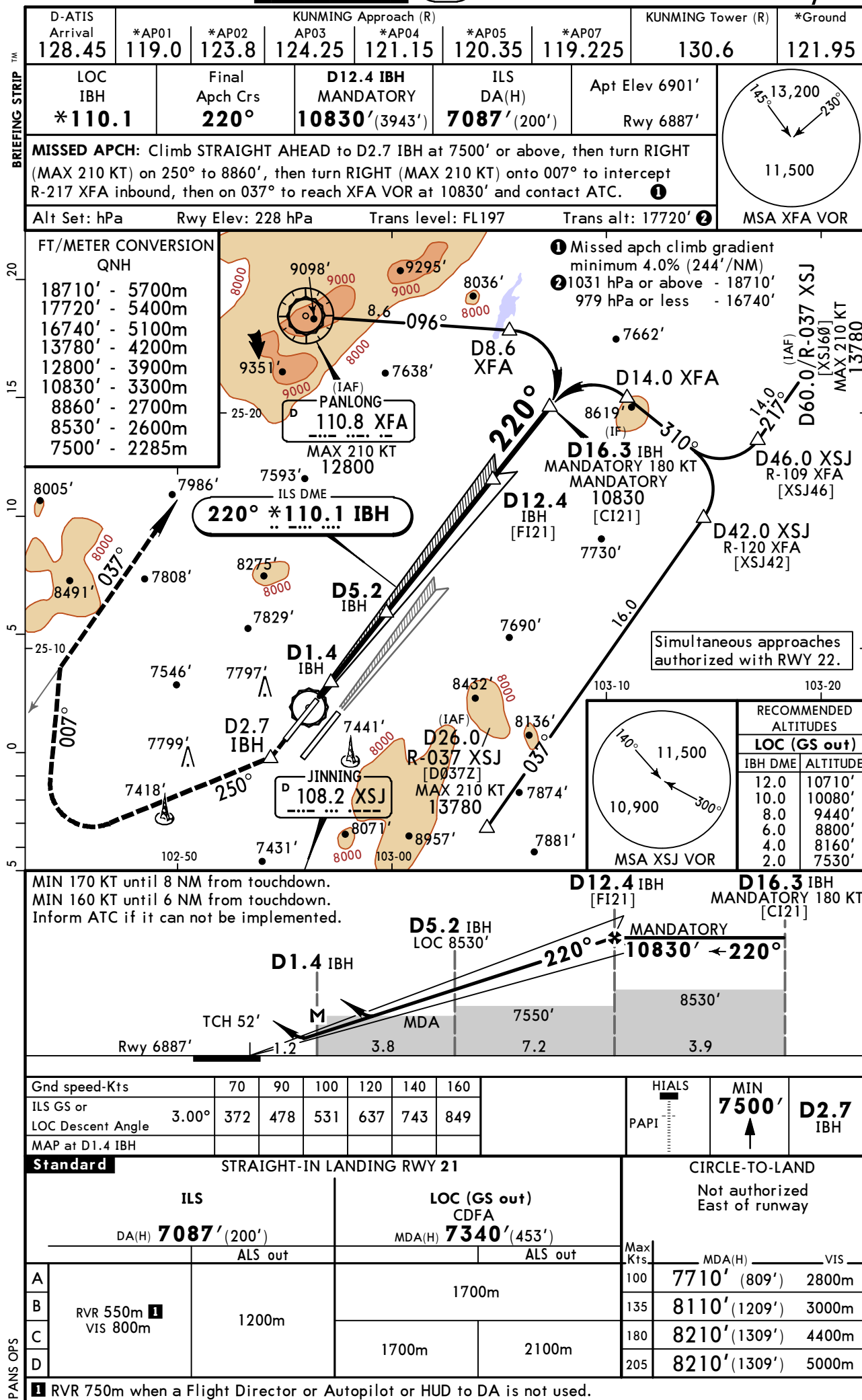


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CHANGSHUI

5 JUL 24
Eff 10 Jul 1600Z

11-6

KUNMING, PR OF CHINA
ILS DME Y Rwy 21



ZPPP/KMG



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KUNMING, PR OF CHINA

SA CAT I & SA CAT II

RNAV ILS DME Z Rwy 21

CHANGSHUI

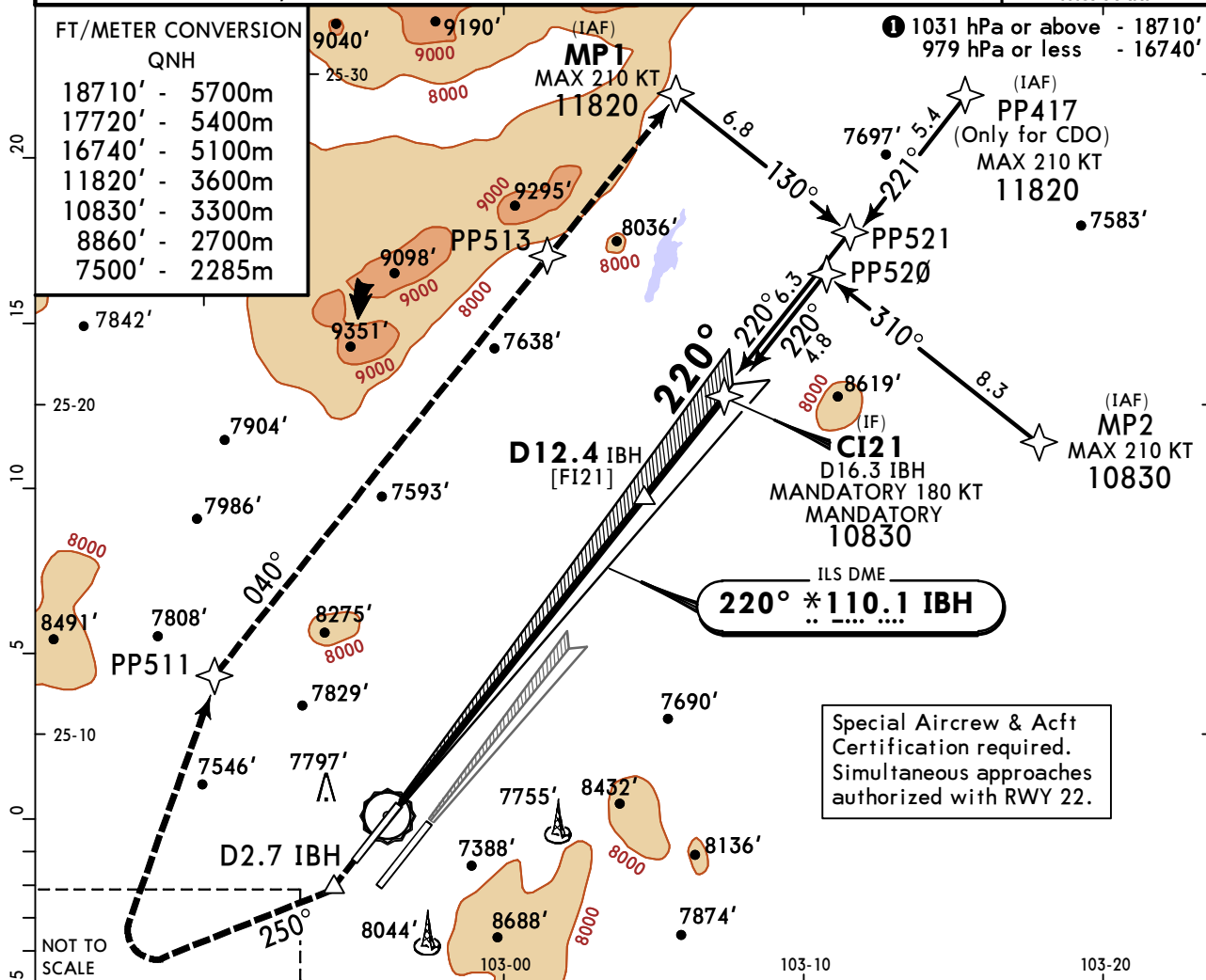
5 JUL 24

Eff 10 Jul 1600Z

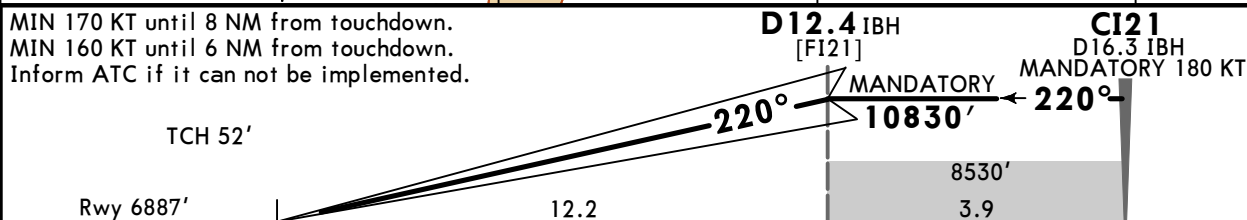
(11-6A)

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) 130.6	*Ground 121.95
LOC IBH *110.1	Final Apch Crs 220°		D12.4 IBH MANDATORY 10830' (3943')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 6901' Rwy 6887'		11,900
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IBH at 7500' 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 4.0% (244'/NM)									
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.



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

HIALS	MIN	D2.7
PAPI	7500'	IBH

Standard		STRAIGHT-IN LANDING RWY 21	
SA CAT II ILS ①		SA CAT I ILS ①	
RA 109'		RA 210'	
DA(H) 6987' (100')		DA(H) 7037' (150')	
RVR 350m		RVR 450m	

① HUD required.

CHANGES: THR displaced, missed apch, procedure.

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ZPPP/KMG



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KUNMING, PR OF CHINA

SA CAT I & SA CAT II

ILS DME Y Rwy 21

CHANGSHUI

5 JUL 24

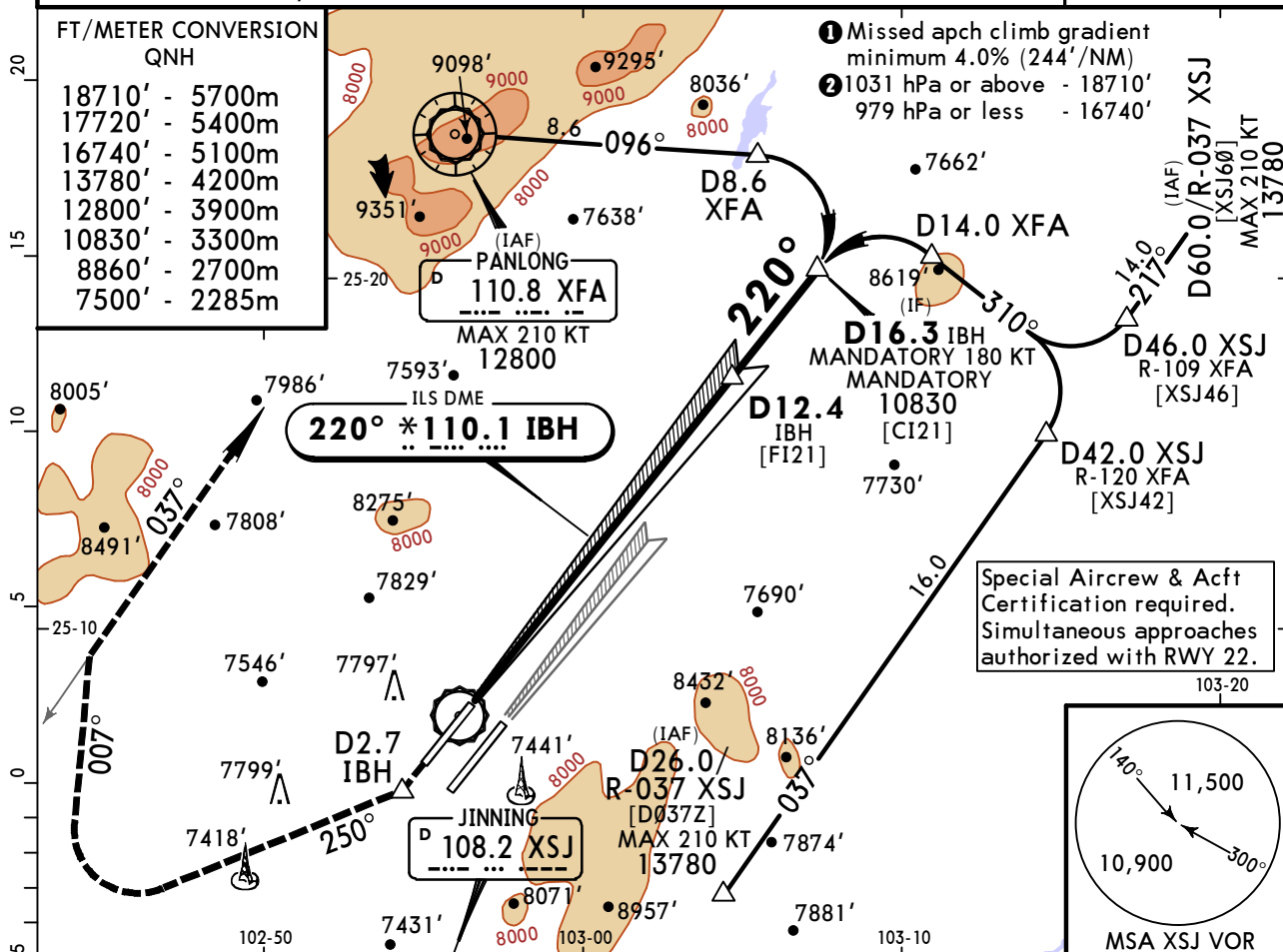
Eff 10 Jul 1600Z

11-6B

BRIEFING STRIP

D-ATIS Arrival		*AP01	*AP02	KUNMING Approach (R)			KUNMING Tower (R)		*Ground
128.45		119.0	123.8	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' (3943')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 6901' Rwy 6887'	
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 IBH at 7500' 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	

FT/METER CONVERSION QNH	
18710'	5700m
17720'	5400m
16740'	5100m
13780'	4200m
12800'	3900m
10830'	3300m
8860'	2700m
7500'	2285m



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



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

HIALS	MIN	D2.7
PAPI	7500'	IBH

Standard

STRAIGHT-IN LANDING RWY 21

SA CAT II ILS ①

SA CAT I ILS ①

RA 109'

RA 210'

DA(H) 6987' (100')

DA(H) 7037' (150')

RVR 350m

RVR 450m

① HUD required.

CHANGES: THR displaced, missed apch, procedure.

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CHANGSHUI

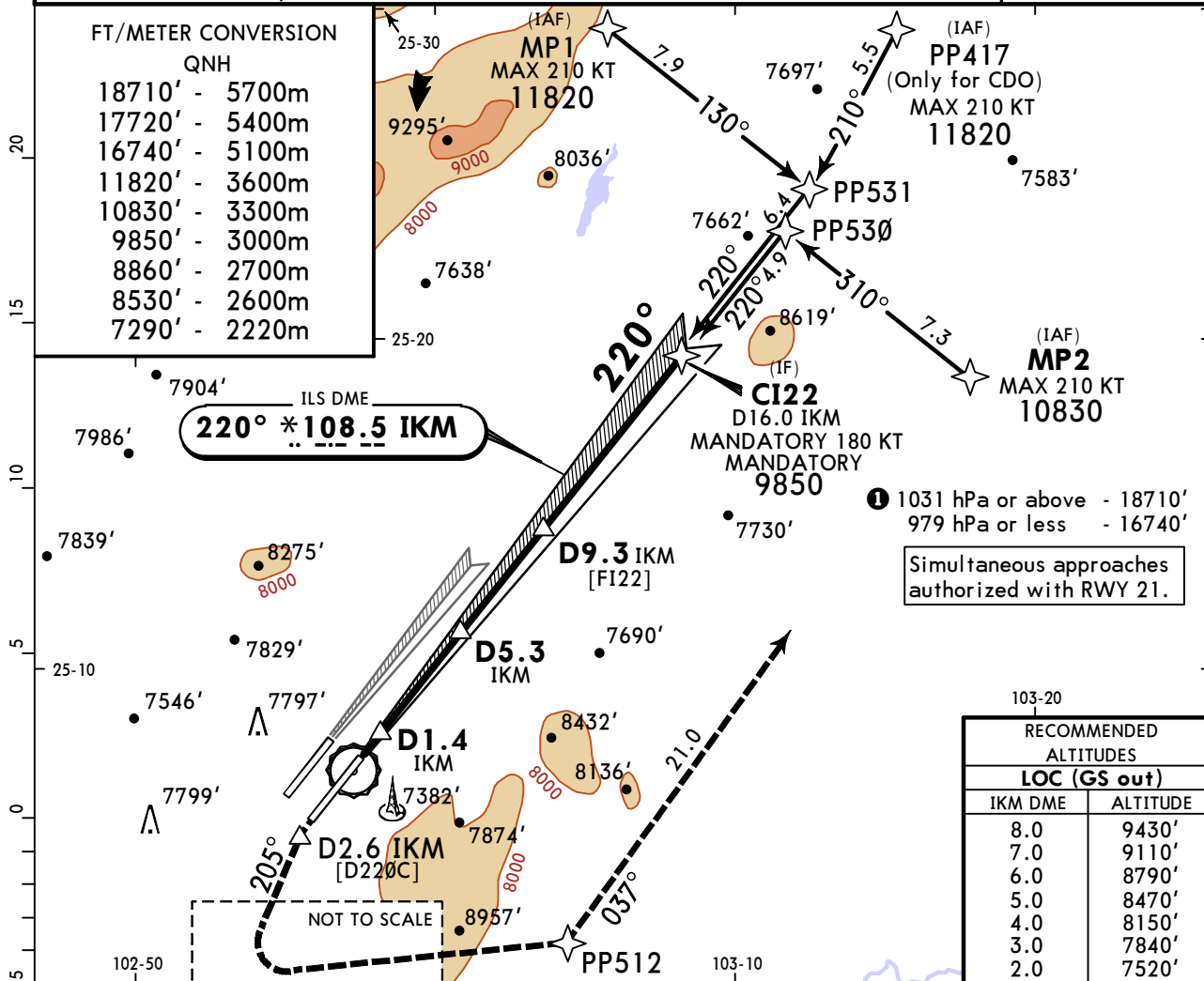
24 NOV 23
Eff 29 Nov 1600Z

(11-7)

KUNMING, PR OF CHINA
RNAV ILS DME Z Rwy 22

BRIEFING STRIP

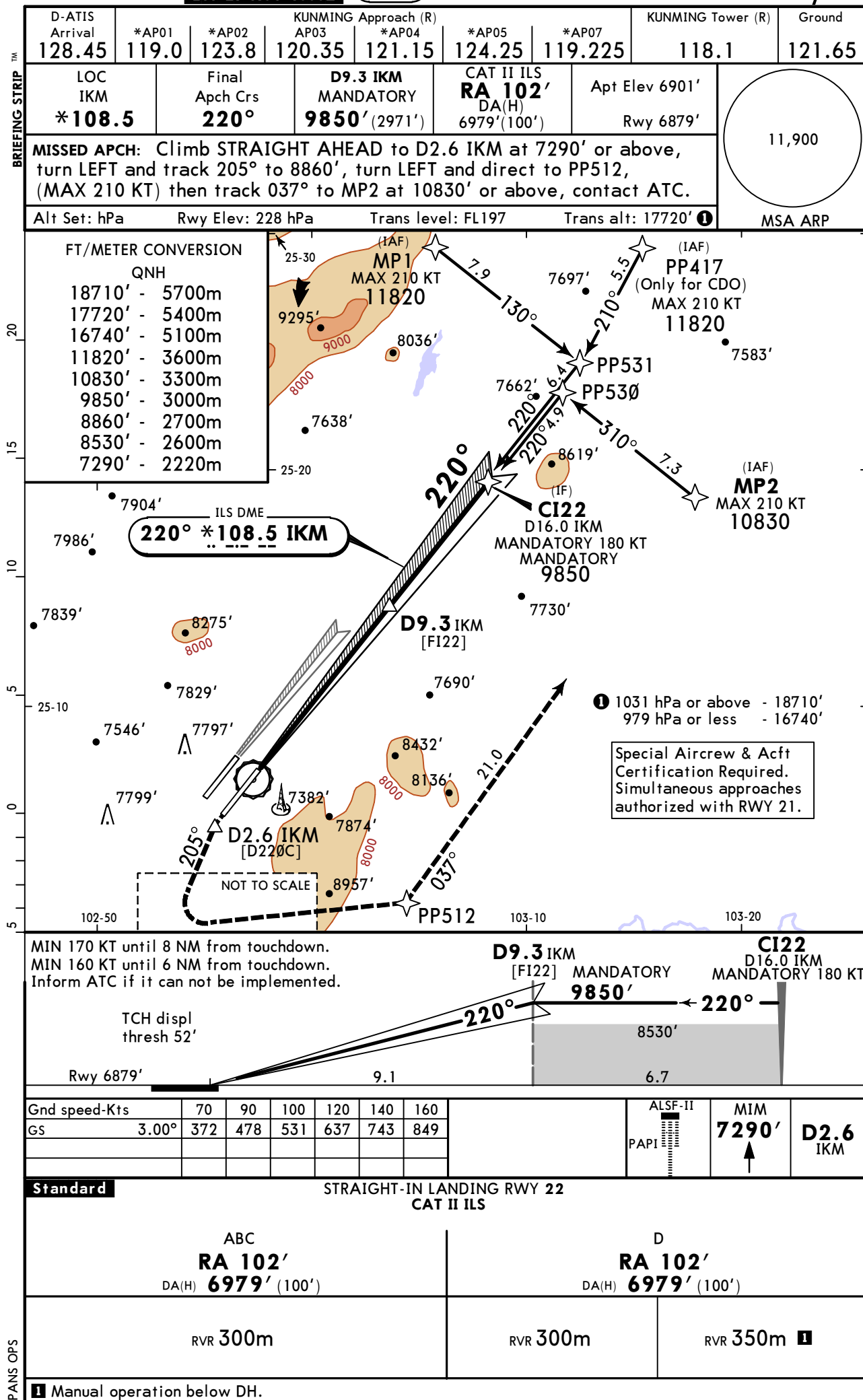
D-ATIS Arrival	*AP01	*AP02	KUNMING Approach (R) AP03	*AP04	*AP05	*AP07	KUNMING Tower (R)	Ground
128.45	119.0	123.8	120.35	121.15	124.25	119.225	118.1	121.65
LOC IKM *108.5	Final Apch Crs 220°		D9.3 IKM MANDATORY 9850' (2971')		ILS DA(H) 7079' (200')		Apt Elev 6901' Rwy 6879'	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IKM at 7290' or above, 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.								11,900
Alt Set: hPa		Rwy Elev: 228 hPa		Trans level: FL197		Trans alt: 17720' ①		
MSA ARP								



ZPPP/KMG
CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

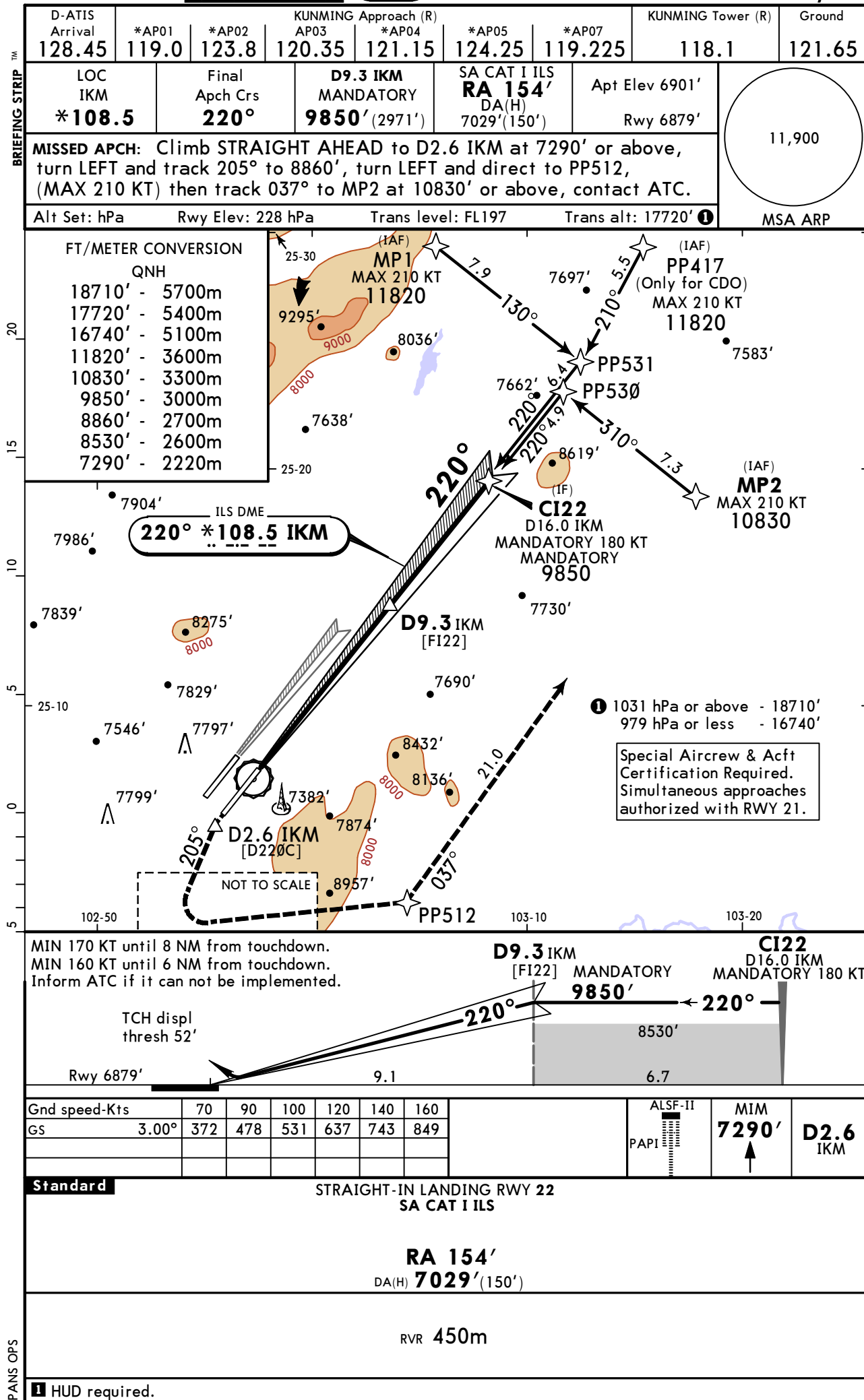
JEPPESEN KUNMING, PR OF CHINA
11-7A CAT II RNAV ILS DME Z Rwy 22



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

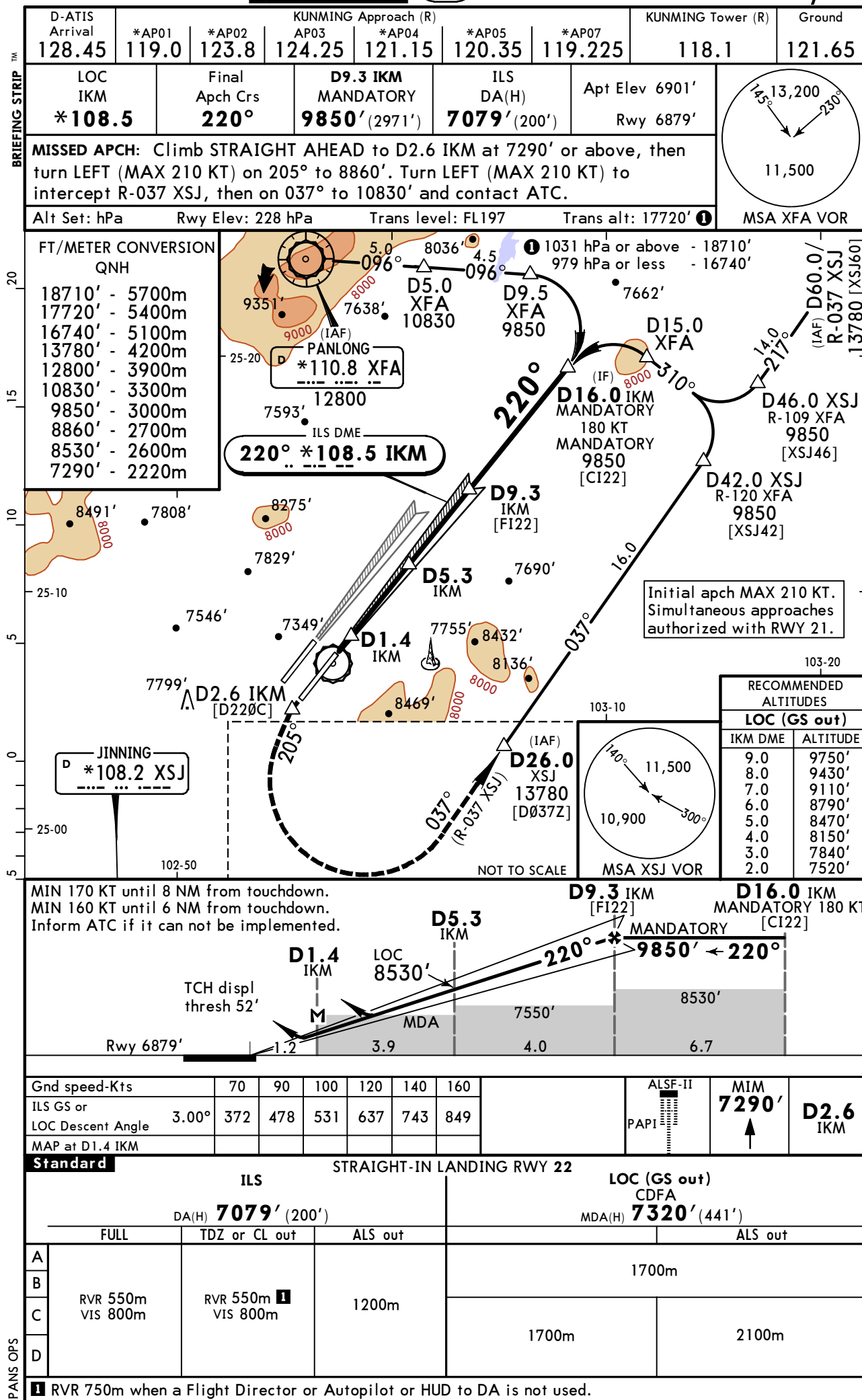


ZPPP/KMG
CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

(11-8)

KUNMING, PR OF CHINA
ILS DME Y Rwy 22



ZPPP/KMG
CHANGSHUI

24 NOV 23
Eff 29 Nov 1600Z

11-8B

SA CAT I ILS DME Y Rwy 22

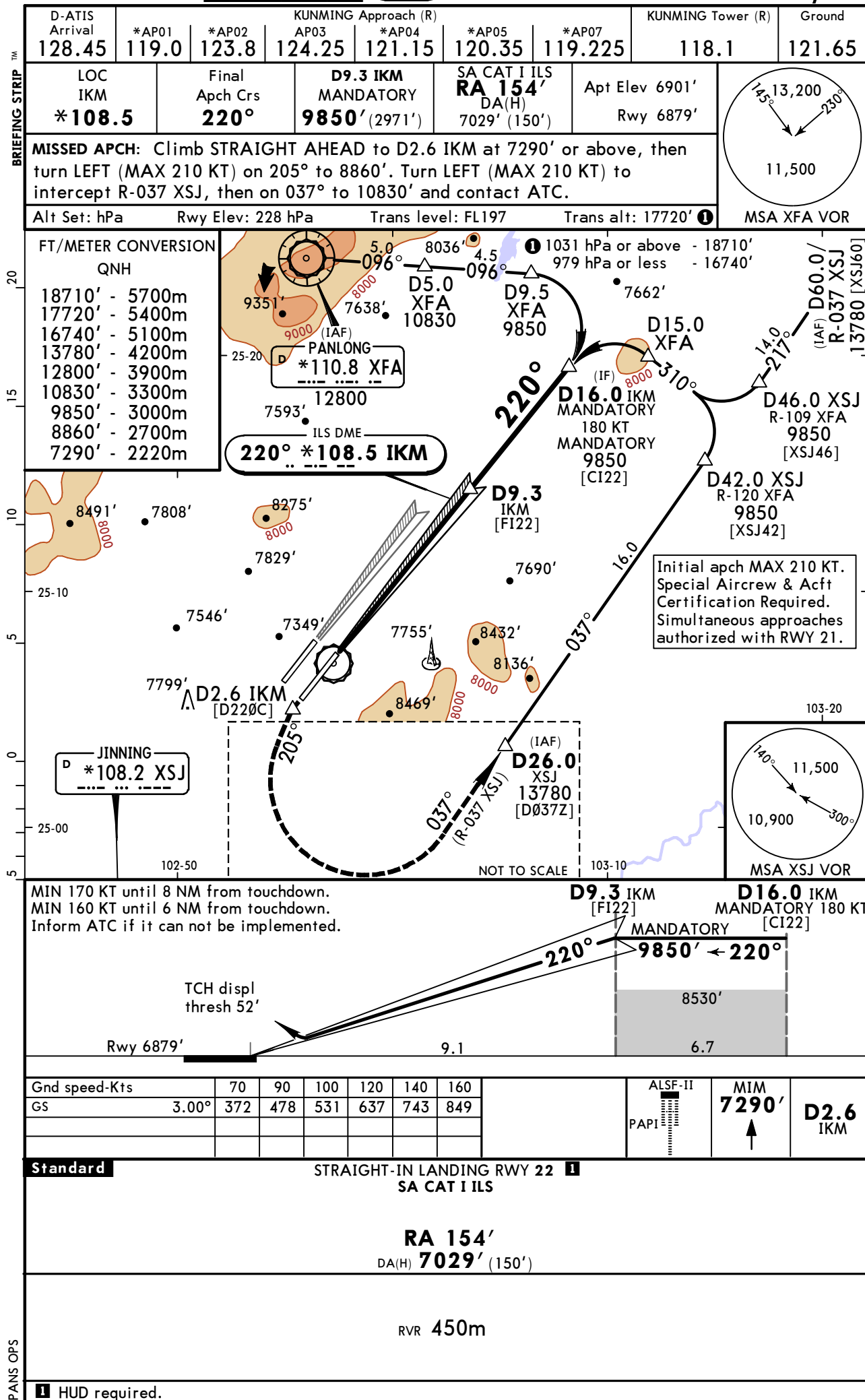


Chart changes since cycle 04-2025

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