General Info

Kunming, CHN
N 25?00.0' E102?45.0' Mag Var: 0.0癢
Elevation: 6217'

Public, Control Tower, IFR, No Fee, Customs
Fuel: 100-130, Jet

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 03-21 11155' x 148' concrete

Runway 03 (33.0癰) TDZE 6204'
  Lights: Edge, ALS, Centerline
  Right Traffic
  Stopway Distance 197'
Runway 21 (213.0癰) TDZE 6217'
  Lights: Edge, ALS, Centerline
  Stopway Distance 197'

Communications Info

ATIS **128.45**
Kunming Tower **118.85** Secondary
Kunming Tower **118.1**
Kunming Ground Control **121.85**
Kunming Ground Control **121.65** Secondary
Kunming Approach Control **127.9** At or below 19700' Secondary
Kunming Approach Control **124.25** At or below 19700'
Kunming Approach Control **119.0**

Notebook Info

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ZPPP/KMG
WUJIABA

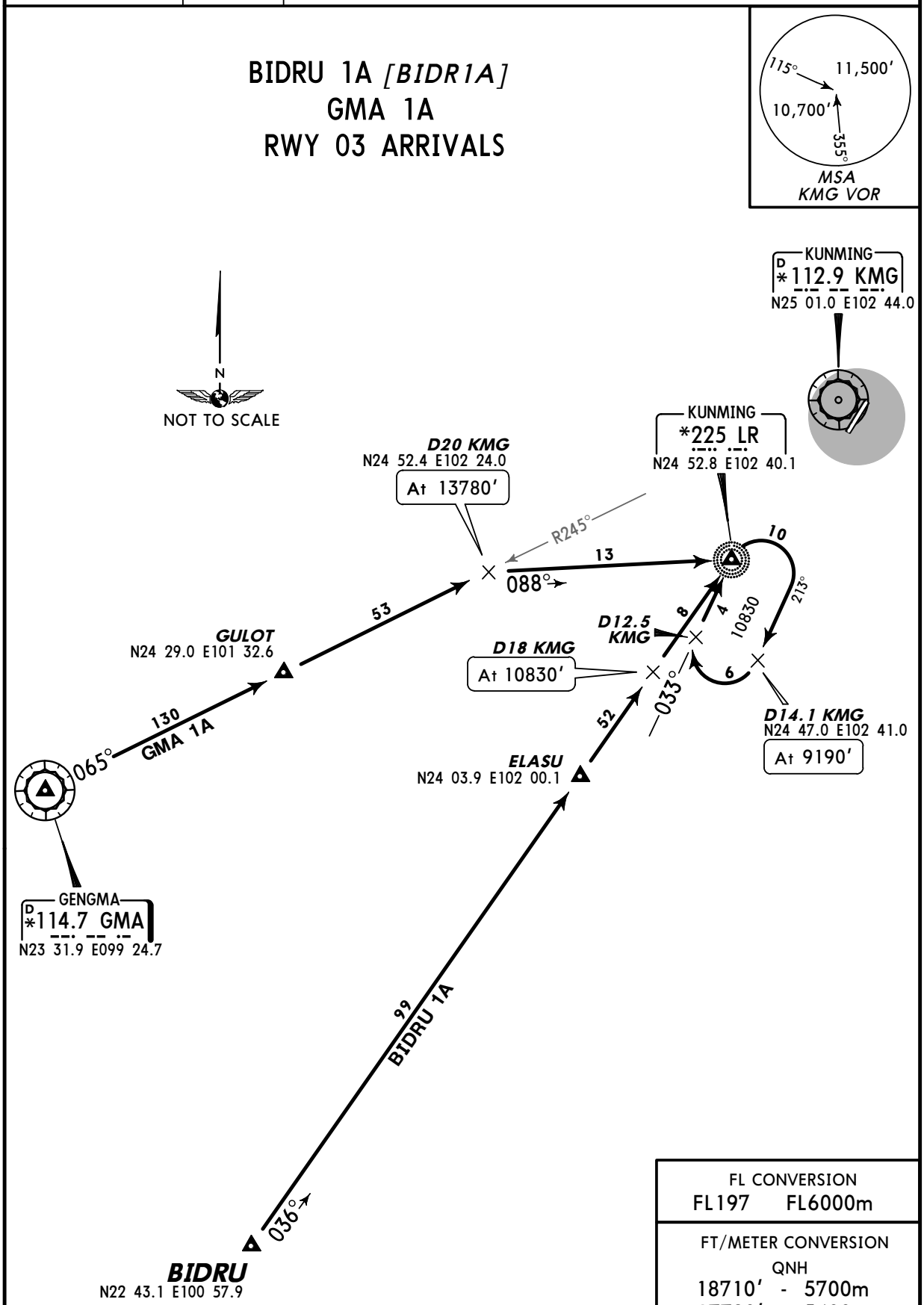
JEPPESEN KUNMING, PR OF CHINA

4 AUG 06 (10-2)

STAR

*ATIS	Apt Elev	
128.45	6217′	Alt Set: hpa Trans level: FL197 Trans alt: 17720′ 18710′ 1031 hPa or above 16740′ 979 hPa or below

BIDRU 1A *[BIDR1A]*
GMA 1A
RWY 03 ARRIVALS



FL CONVERSION	
FL197	FL6000m

FT/METER CONVERSION
QNH

18710′	-	5700m
17720′	-	5400m
16740′	-	5100m
13780′	-	4200m
10830′	-	3300m
9190′	-	2800m

CHANGES: Trans level; trans alt; MHA over LR established.

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ZPPP/KMG
WUJIABA

JEPPESEN

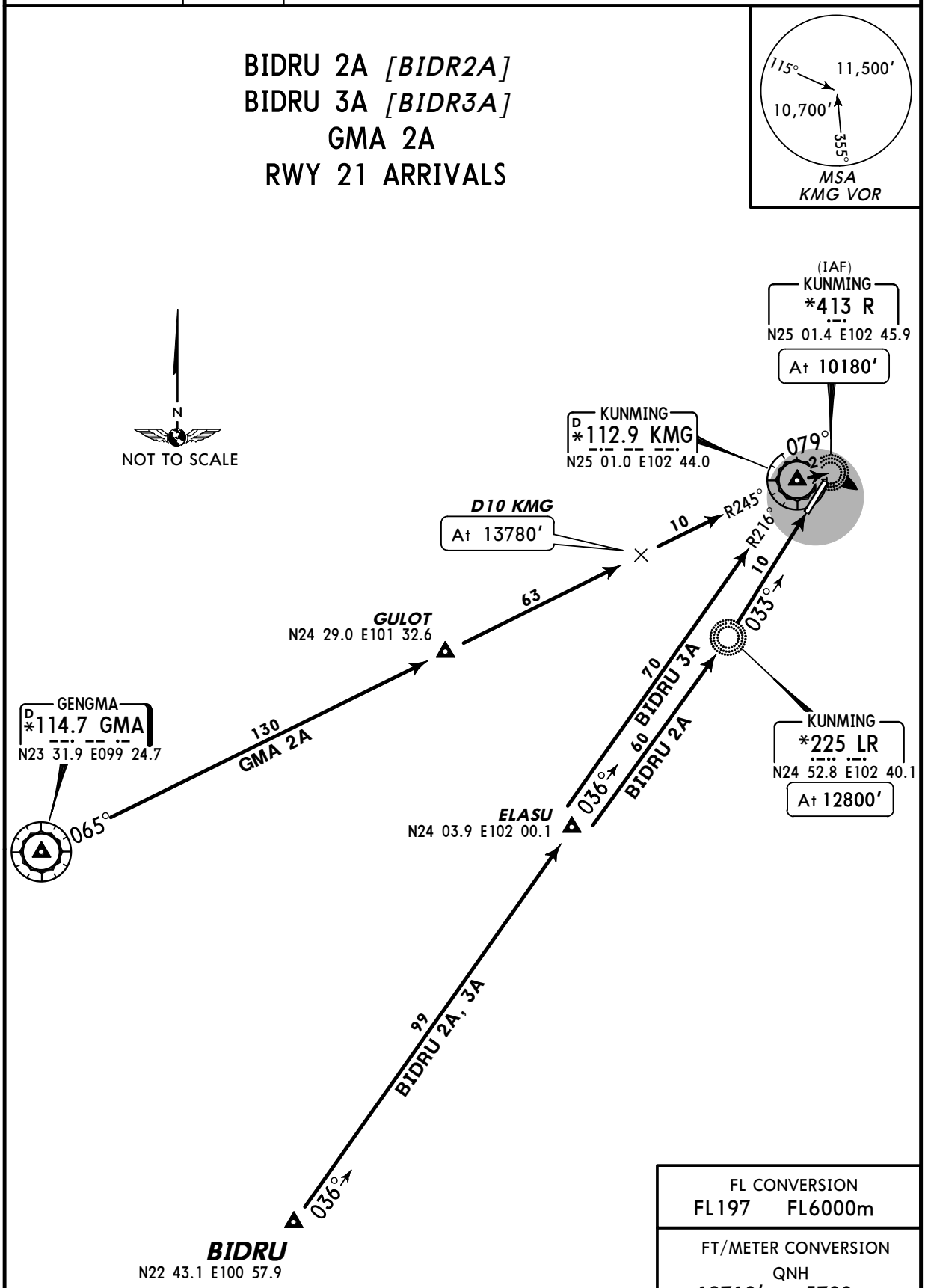
KUNMING, PR OF CHINA

4 AUG 06 (10-2A)

STAR

*ATIS	Apt Elev	
128.45	6217′	Alt Set: hPa Trans level: FL197 Trans alt: 17720′ 18710′ 1031 hPa or above 16740′ 979 hPa or below

BIDRU 2A *[BIDR2A]*
BIDRU 3A *[BIDR3A]*
GMA 2A
RWY 21 ARRIVALS



FL CONVERSION	
FL197	FL6000m

FT/METER CONVERSION
QNH

18710′	-	5700m
17720′	-	5400m
16740′	-	5100m
13780′	-	4200m
12800′	-	3900m
10180′	-	3100m

CHANGES: Trans level; trans alt; crossing at R established.

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ZPPP/KMG
WUJIABA

JEPPESEN

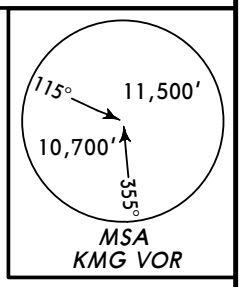
KUNMING, PR OF CHINA

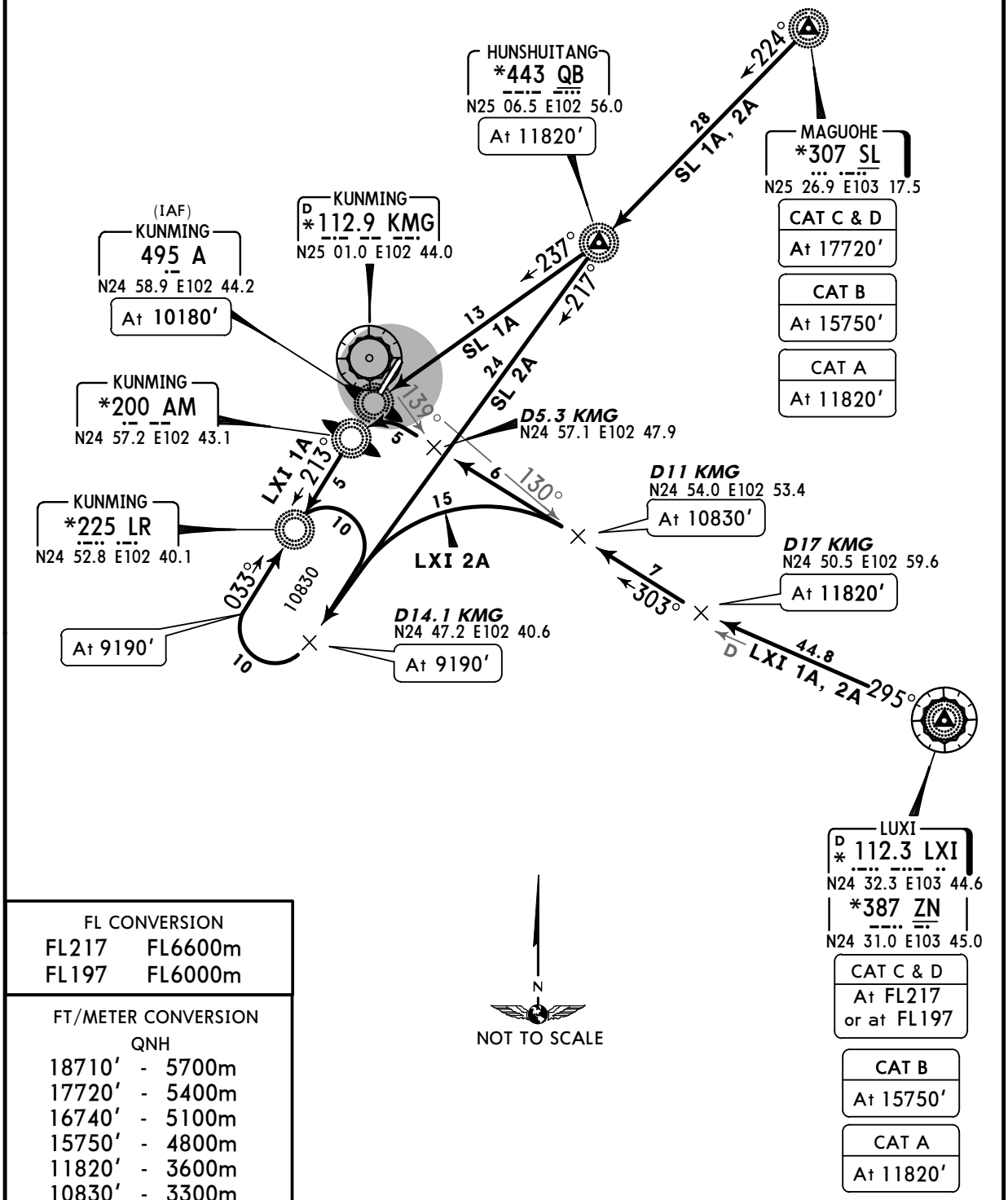
4 AUG 06 (10-2B)

STAR

*ATIS	Apt Elev	
128.45	6217′	Alt Set: hPa Trans level: FL197 Trans alt: 17720′ 18710′ 1031 hPa or above 16740′ 979 hPa or below

LXI 1A, LXI 2A
SL 1A, SL 2A
RWY 03 ARRIVALS





FL CONVERSION	
FL217	FL6600m
FL197	FL6000m

FT/METER CONVERSION
QNH

18710′	-	5700m
17720′	-	5400m
16740′	-	5100m
15750′	-	4800m
11820′	-	3600m
10830′	-	3300m
10180′	-	3100m
9190′	-	2800m

CHANGES: Trans level; trans alt; STARs revised.

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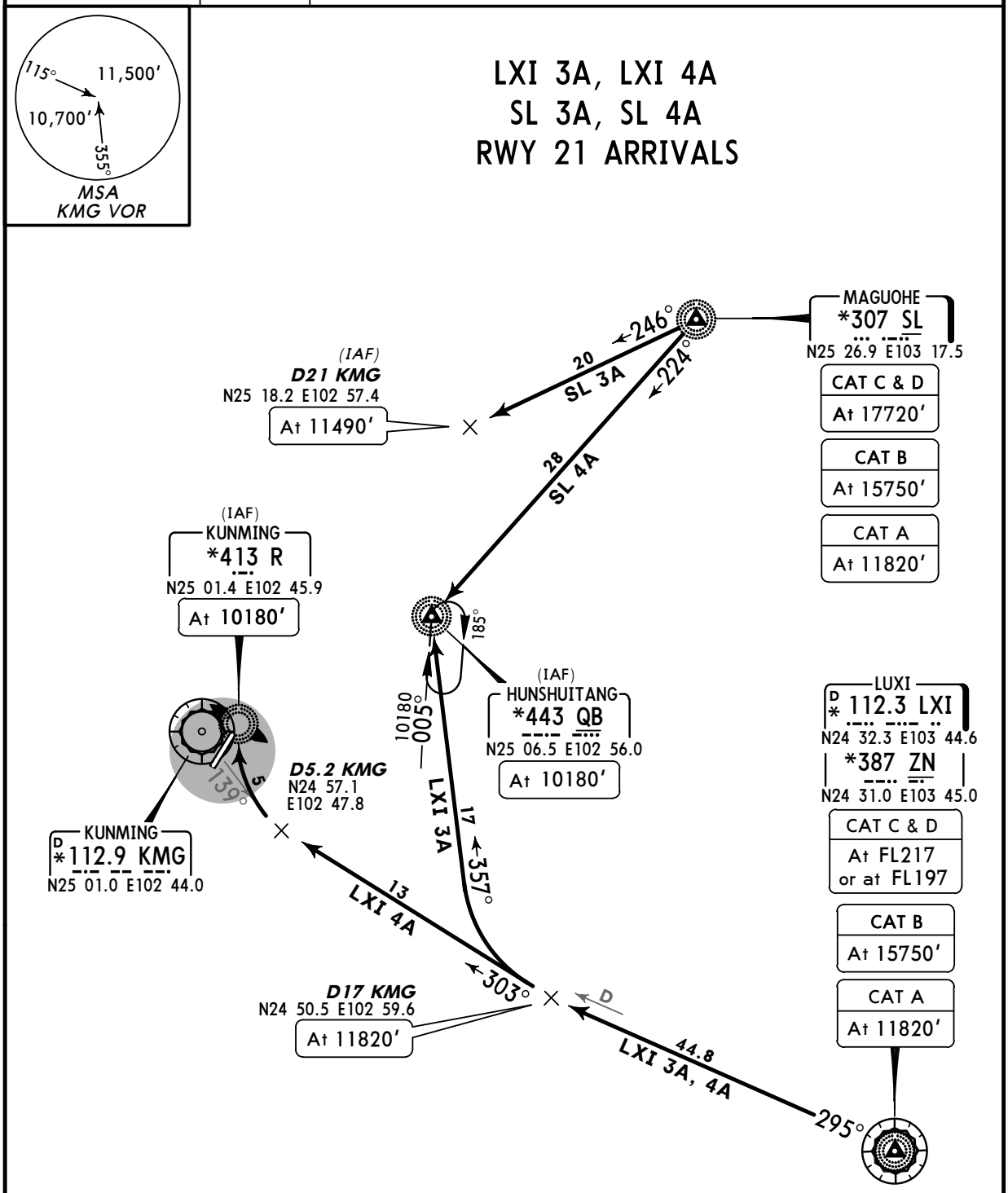
ZPPP/KMG
WUJIABA

JEPPESEN **KUNMING, PR OF CHINA**

4 AUG 06 (10-2C)

STAR

*ATIS	Apt Elev	
128.45	6217′	Alt Set: hPa Trans level: FL197 Trans alt: 17720′ 18710′ 1031 hPa or above 16740′ 979 hPa or below



FL CONVERSION	
FL217	FL6600m
FL197	FL6000m

FT/METER CONVERSION QNH	
18710′	5700m
17720′	5400m
16740′	5100m
15750′	4800m
11820′	3600m
11490′	3500m
10180′	3100m

CHANGES: Trans level; trans alt; crossings revised.

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ZPPP/KMG
WUJIABA

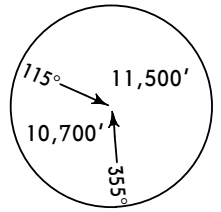
JEPPESEN

4 AUG 06 (10-3)

KUNMING, PR OF CHINA

SID

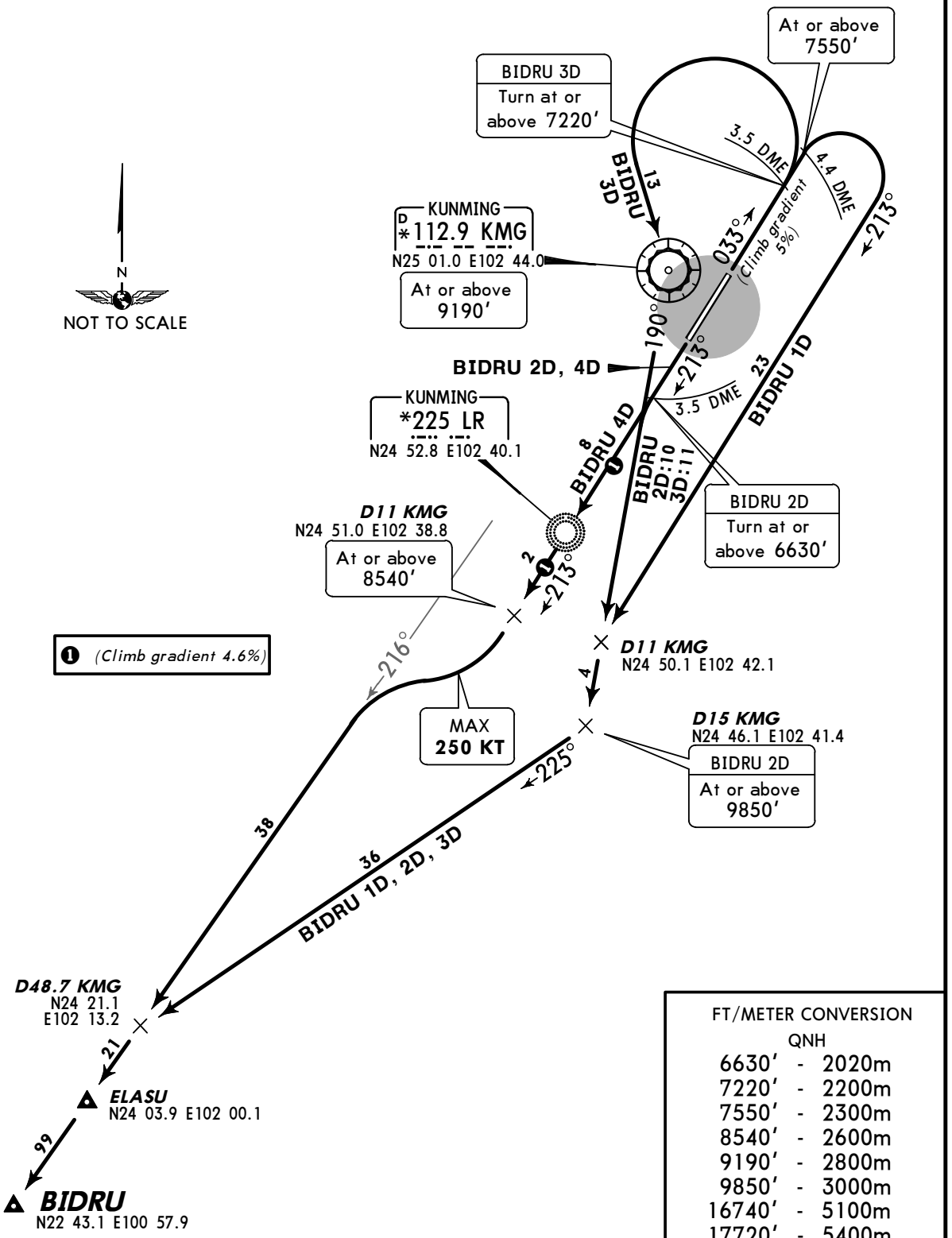
Apt Elev	Trans level: FL197	Trans alt: 17720′
6217′		18710′ 1031 hPa or above 16740′ 979 hPa or below



MSA
KMG VOR

BIDRU 1D *[BIDR1D]*, BIDRU 3D *[BIDR3D]*
RWY 03 DEPARTURES

BIDRU 2D *[BIDR2D]*, BIDRU 4D *[BIDR4D]*
RWY 21 DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
5% 304′ per NM	380	506	760	1013	1266	1519
4.6% 280′ per NM	349	466	699	932	1165	1398

FT/METER CONVERSION
QNH

6630′	-	2020m
7220′	-	2200m
7550′	-	2300m
8540′	-	2600m
9190′	-	2800m
9850′	-	3000m
16740′	-	5100m
17720′	-	5400m
18710′	-	5700m

FL CONVERSION
FL197 FL6000m

CHANGES: Trans level; trans alt; chart reindexed.

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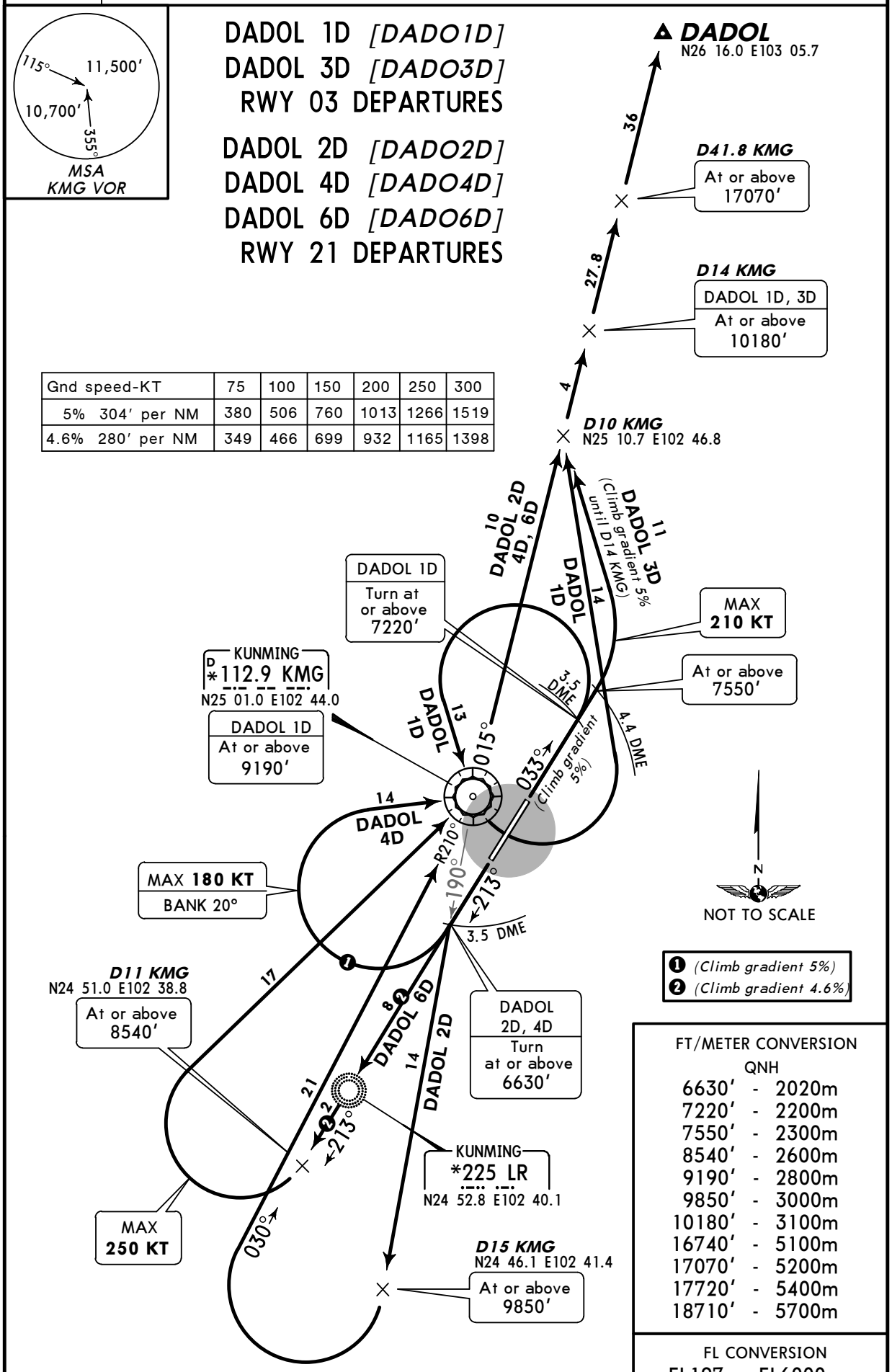
ZPPP/KMG
WUJIABA

JEPPESEN 4 AUG 06 (10-3A)

KUNMING, PR OF CHINA
SID

Apt Elev	Trans level: FL197 Trans alt: 17720′
6217′	18710′ 1031 hPa or above 16740′ 979 hPa or below



Gnd speed-KT	75	100	150	200	250	300
5% 304′ per NM	380	506	760	1013	1266	1519
4.6% 280′ per NM	349	466	699	932	1165	1398

FT/METER CONVERSION
QNH

6630′	-	2020m
7220′	-	2200m
7550′	-	2300m
8540′	-	2600m
9190′	-	2800m
9850′	-	3000m
10180′	-	3100m
16740′	-	5100m
17070′	-	5200m
17720′	-	5400m
18710′	-	5700m

FL CONVERSION
FL197 FL6000m

CHANGES: Trans level; trans alt; chart reindexed.

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ZPPP/KMG WUJIABA

KUNMING, PR OF CHINA

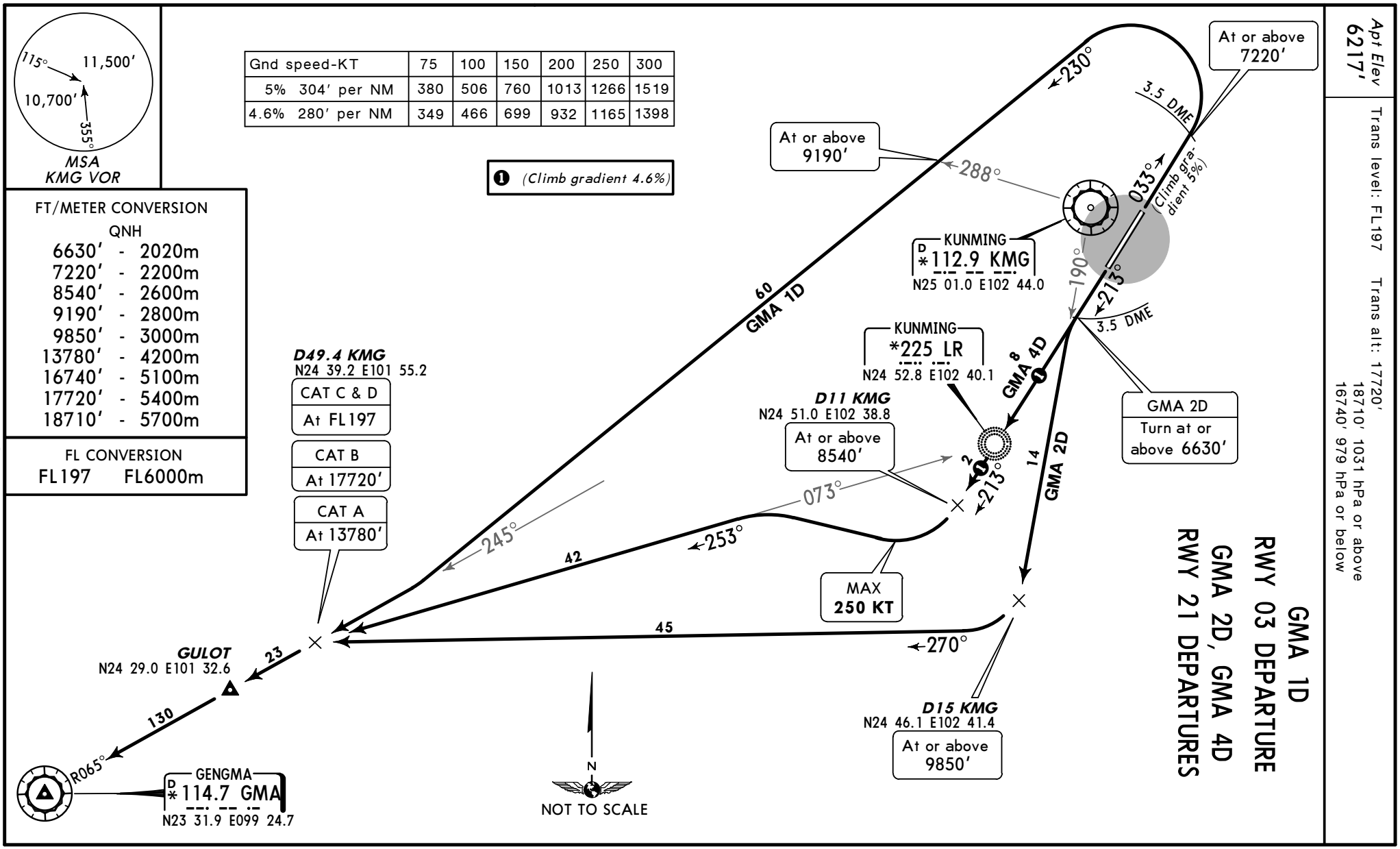
JEPPESEN
JeppView 3.5.2.0

4 AUG 06 | 10-3B | SID

Apt Elev 6217′

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

GMA 1D RWY 03 DEPARTURE
GMA 2D, GMA 4D RWY 21 DEPARTURES



CHANGES: Trans level; trans alt; chart reindexed.

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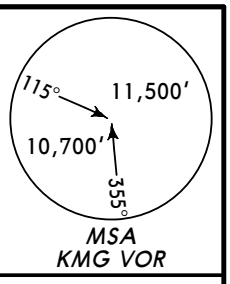
ZPPP/KMG
WUJIABA

JEPPESEN 4 AUG 06 (10-3C)

KUNMING, PR OF CHINA

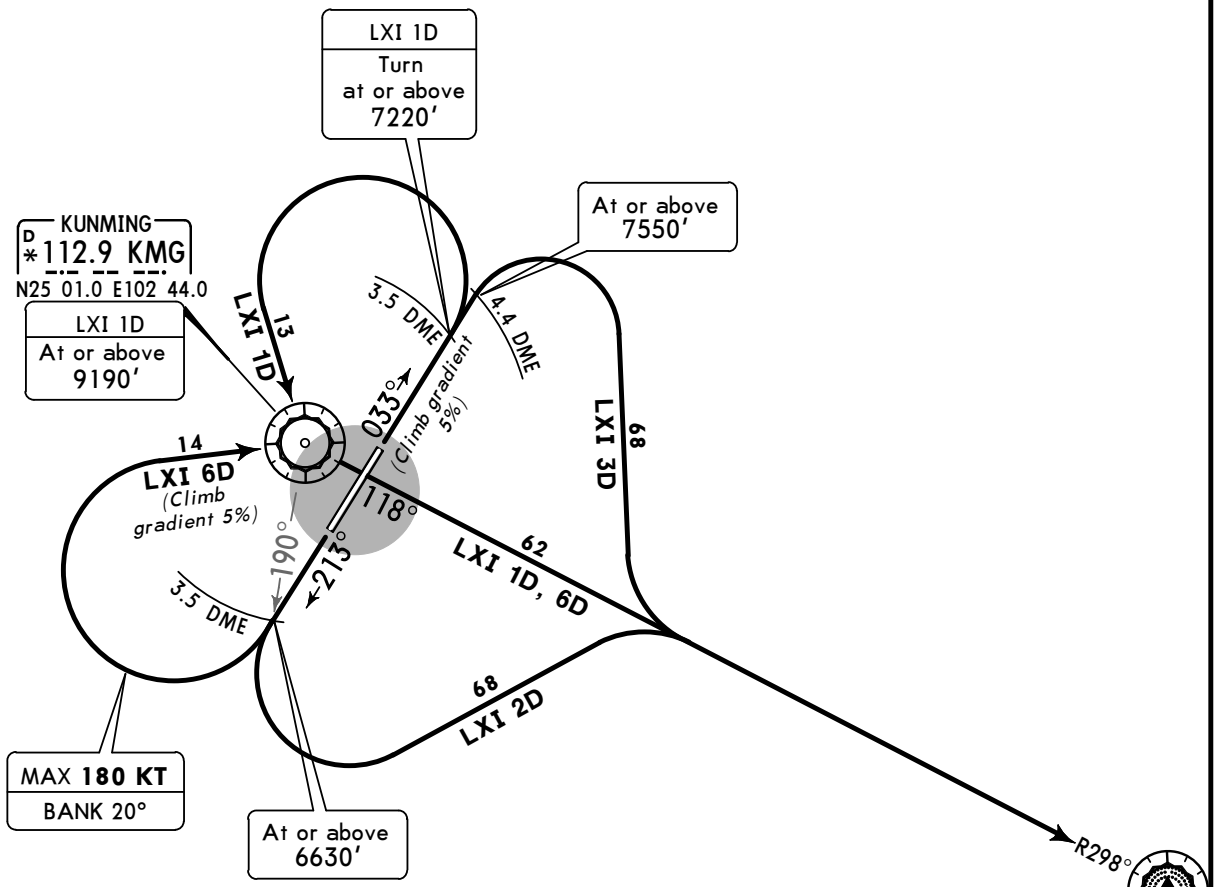
SID

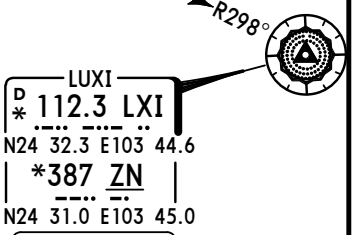
Apt Elev	Trans level: FL197	Trans alt: 17720′
6217′		18710′ 1031 hPa or above 16740′ 979 hPa or below



LXI 1D, LXI 3D
RWY 03 DEPARTURES

LXI 2D, LXI 6D
RWY 21 DEPARTURES





CAT C & D
At FL207 or at FL226

CAT B
At 16740′

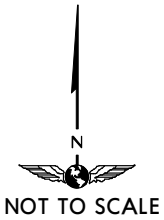
CAT A
At 12800′

FT/METER CONVERSION

QNH		
6630′	-	2020m
7220′	-	2200m
7550′	-	2300m
9190′	-	2800m
12800′	-	3900m
16740′	-	5100m
17720′	-	5400m
18710′	-	5700m

FL CONVERSION

FL197	FL6000m
FL207	FL6300m
FL226	FL6900m



Gnd speed-KT	75	100	150	200	250	300
5% 304′ per NM	380	506	760	1013	1266	1519

CHANGES: Trans level; trans alt; crossings; chart reindexed.

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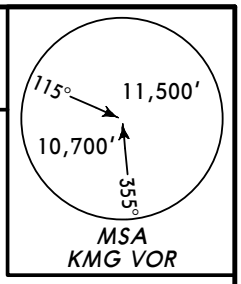
JeppView 3.5.2.0

ZPPP/KMG
WUJIABA

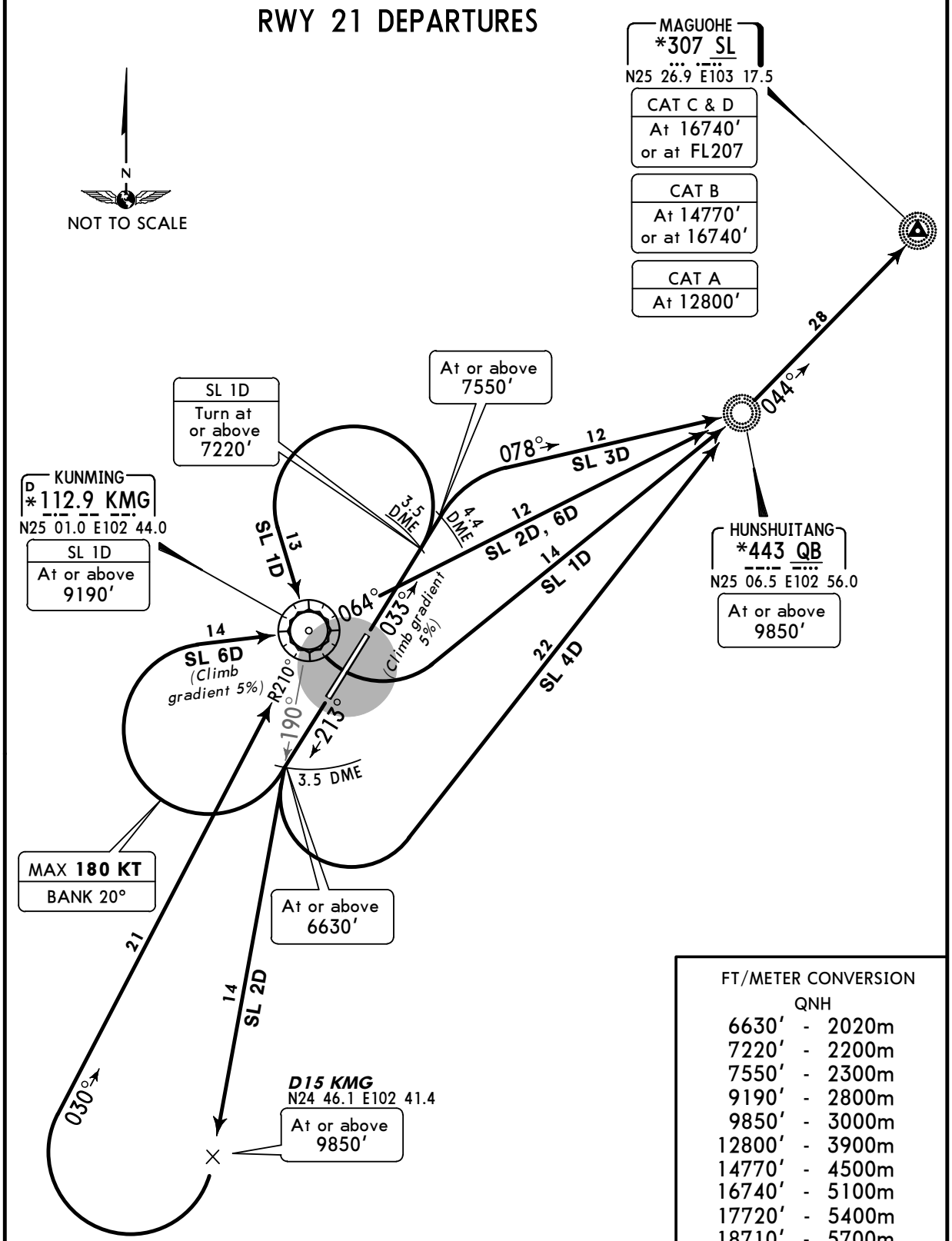
JEPPESEN 4 AUG 06 (10-3D)

KUNMING, PR OF CHINA
SID

Apt Elev	Trans level: FL197	Trans alt: 17720′
6217′		18710′ 1031 hPa or above 16740′ 979 hPa or below



SL 1D, SL 3D
RWY 03 DEPARTURES
SL 2D, SL 4D, SL 6D
RWY 21 DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
5% 304′ per NM	380	506	760	1013	1266	1519

FT/METER CONVERSION

QNH		
6630′	-	2020m
7220′	-	2200m
7550′	-	2300m
9190′	-	2800m
9850′	-	3000m
12800′	-	3900m
14770′	-	4500m
16740′	-	5100m
17720′	-	5400m
18710′	-	5700m

FL CONVERSION

FL197	FL6000m
FL207	FL6300m

CHANGES: Trans level; trans alt; crossings; chart reindexed.

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ZPPP/KMG

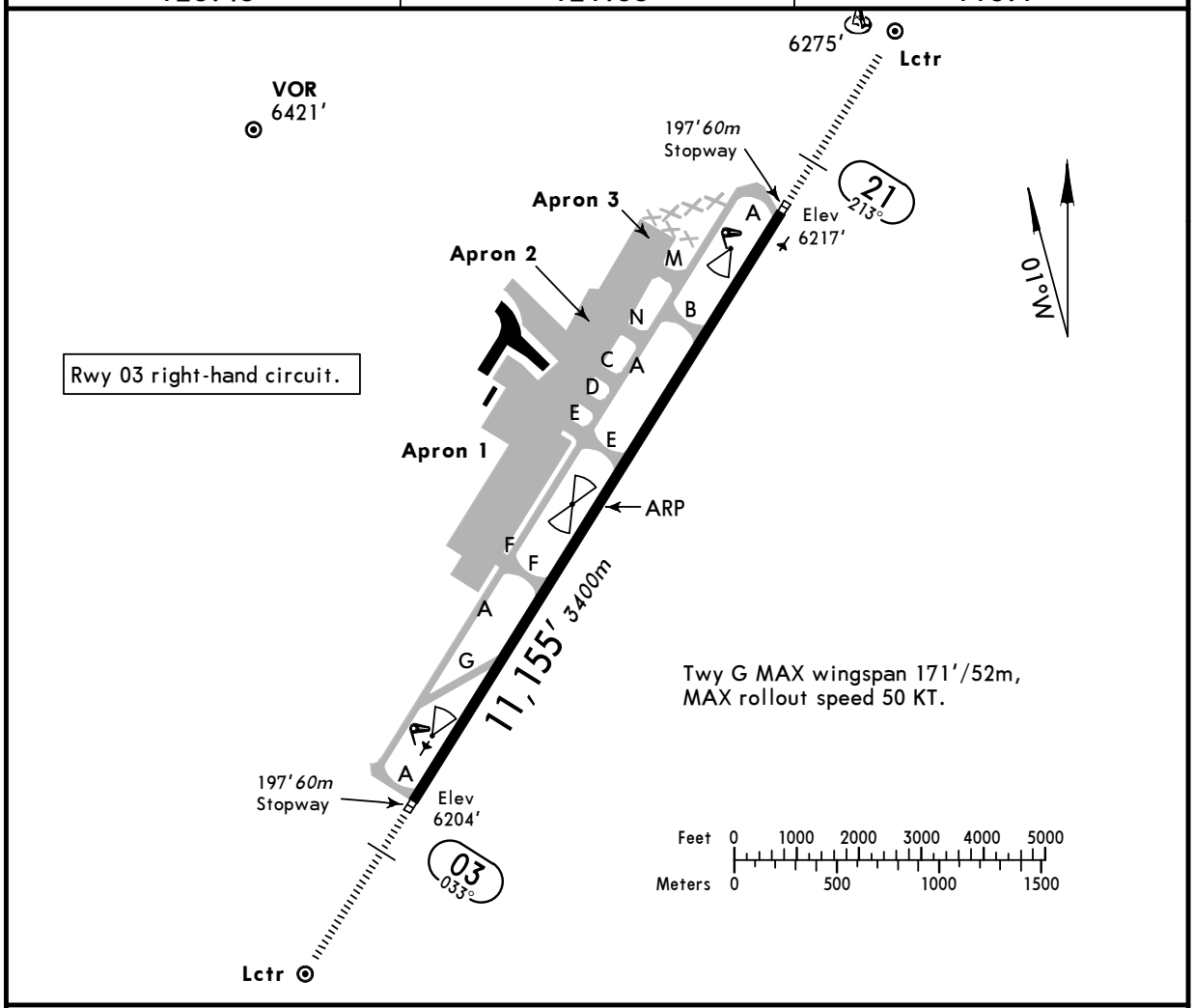
Apt Elev **6217'**
N25 00.0 E102 45.0

JEPPESEN 29 SEP 06 (10-9)

KUNMING, PR OF CHINA

WUJIABA

*ATIS	*KUNMING Ground	*Tower
128.45	121.85	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03	HIRL *(60m)* CL *(30m)* HIALS PAPI-L (3.0°) RVR		10,171' *3100m*		148' *45m*
21	HIRL *(60m)* CL *(30m)* HIALS PAPI-L (3.2°) ❶ RVR		10,151' *3094m*		

❶ HST-G.

TAKE-OFF

	All Rwys ❶ With HIRL & CL	HIRL	w/o HIRL & CL
2 Eng	*500m*	*600m*	*1600m*
3 & 4 Eng			*800m*

❶ Rwy 03: Ceil 390m, VIS 5km for take-off climb gradient below 5.0%.

CHANGES: Note. Taxiways.

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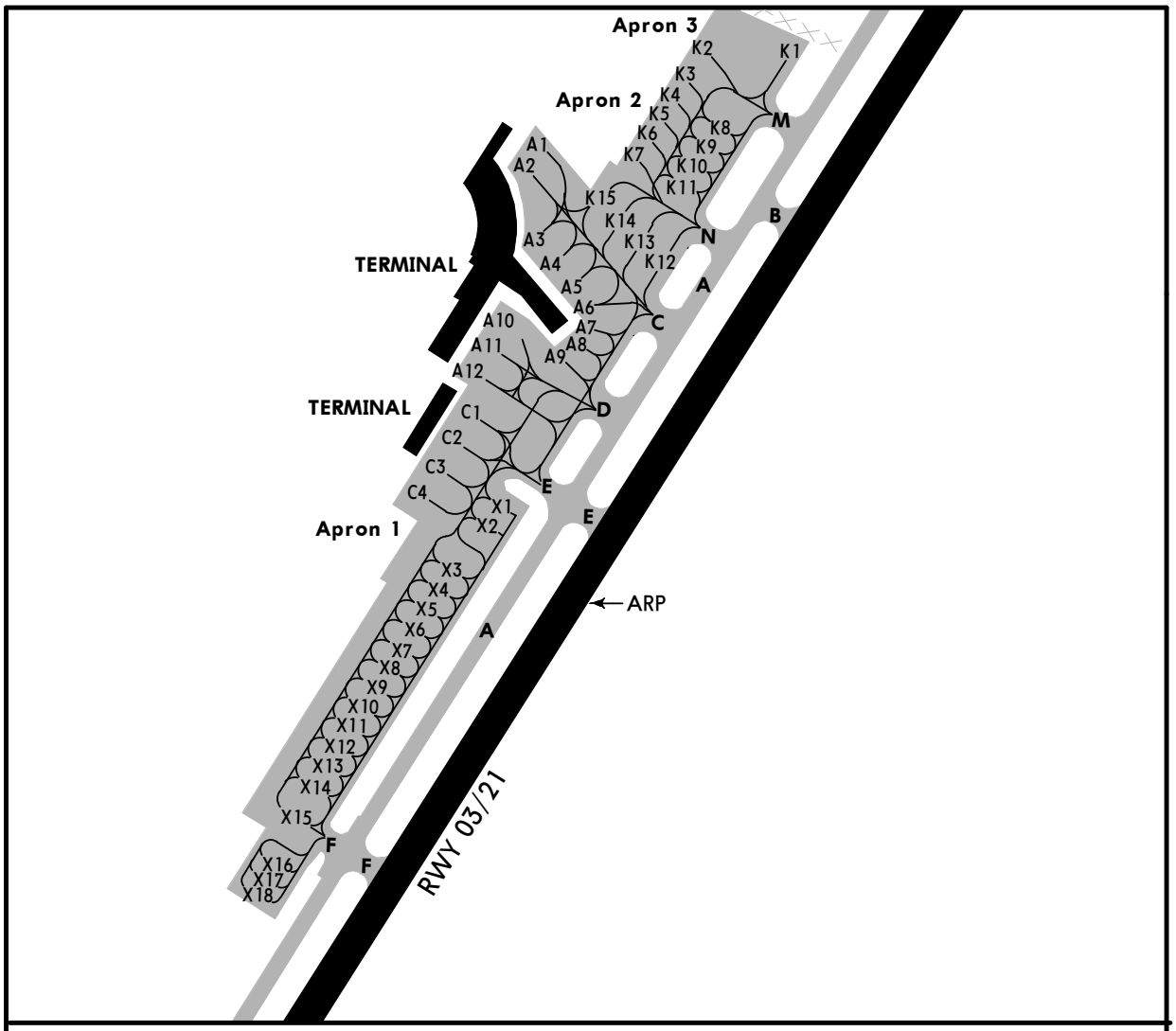

When acft parking on stand X15, acft on other stands except X16 thru X18 is forbidden to taxi via Twy F.
Fast engine run-ups near boarding bridges or on apron are strictly forbidden.
While stand K15 is vacant, it can be used as taxilane.

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ZPPP/KMG WUJIABA

JEPPESEN 1 SEP 06 (11-1)

CAT B, C & D

CAT D: MISSED APCH CLIMB GRAD MIM 3.0%

KUNMING, PR OF CHINA ILS DME Rwy 03

BRIEFING STRIP ™

*ATIS	KUNMING Approach		*KUNMING Tower	*Ground
128.45	124.25	119.0	118.1	121.85

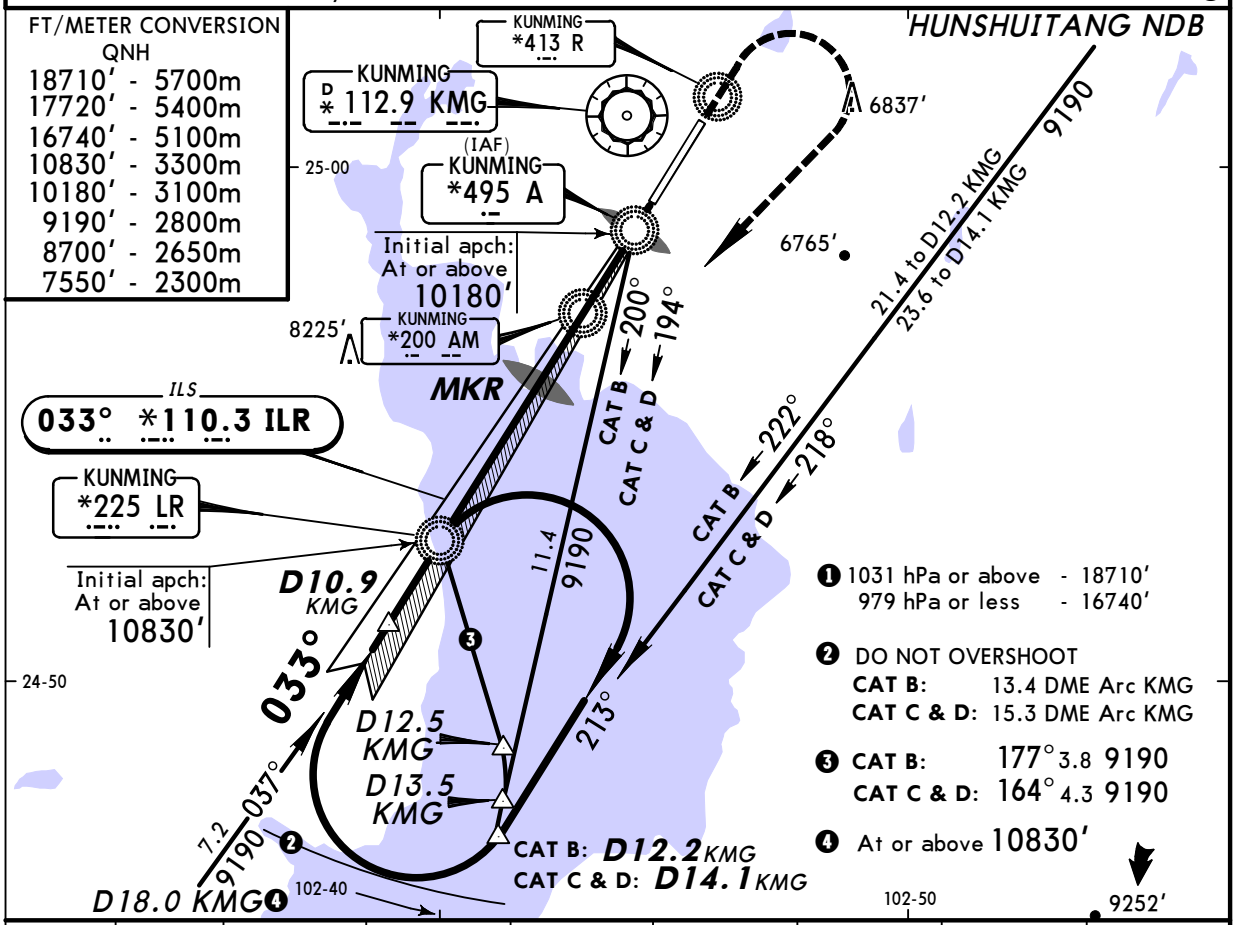
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 6217′
ILR *110.3	033°	MKR 7546′ (1342′)	Refer to Minimums	RWY 6204′

MISSED APCH: Climb STRAIGHT AHEAD to 7550′, then turn RIGHT to reach LR NDB at 9190′.

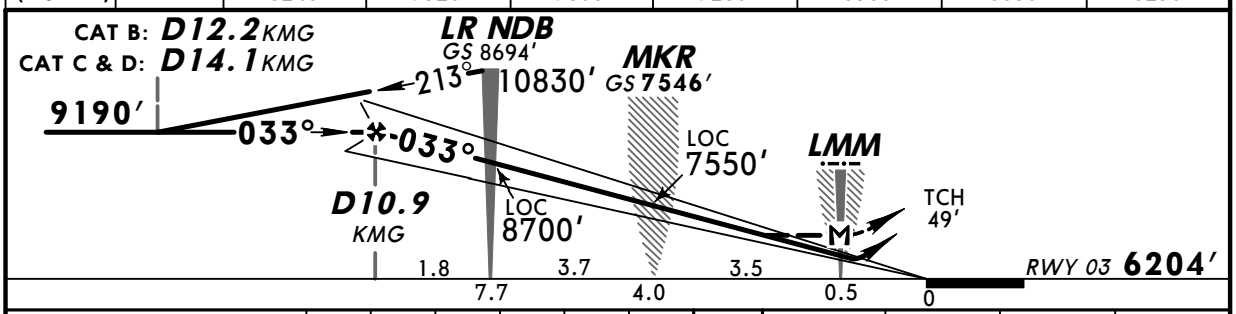
115° 11,500′ 10,700′ 355°
MSA KMG VOR

Alt Set: hPa | Rwy Elev: 208 hPa | Trans level: FL 197 | Trans alt: 17720′ ❶

FT/METER CONVERSION
QNH
18710′ - 5700m
17720′ - 5400m
16740′ - 5100m
10830′ - 3300m
10180′ - 3100m
9190′ - 2800m
8700′ - 2650m
7550′ - 2300m



LOC (GS out)	KMG DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	8240′	7920′	7600′	7280′	6960′	6630′	6290′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS PAPI | 7550′ | 9190′ RT | LR 225

STRAIGHT-IN LANDING RWY 03
CAT D: Missed apch climb gradient mim 3.0%

DA(H)	ILS ❶		LOC (GS out)	
	C: 6496′ (292′)	D: 6512′ (308′)	MDA(H) 6520′ (316′)	
	FULL	ALS out	LMM out	ALS out
A	NOT APPLICABLE			
B	900m	1300m	RVR 720m VIS 800m	NOT AUTH
C		1400m		RVR 1500m VIS 1600m
D		1500m	1200m	

CIRCLE-TO-LAND
Not authorized Northwest of runway

Max Kts	MDA(H)	
A	NOT APPLICABLE	
135	7530′ (1313′)	2400m
180	7700′ (1483′)	4800m
205	7800′ (1583′)	4800m

❶ DA(H) CAT B: 6480′ (276′).

PANS OPS 4

CHANGES: Communications.

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ZPPP/KMG WUJIABA

JEPPESEN CAT B, C & D — 1 SEP 06 (11-2)

MISSED APCH CLIMB GRAD MIM 3.0%

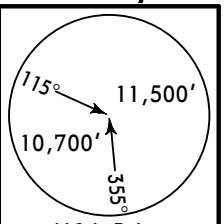
KUNMING, PR OF CHINA ILS DME Rwy 21

BRIEFING STRIP ™

*ATIS	KUNMING Approach		*KUNMING Tower	*Ground
128.45	124.25	119.0	118.1	121.85

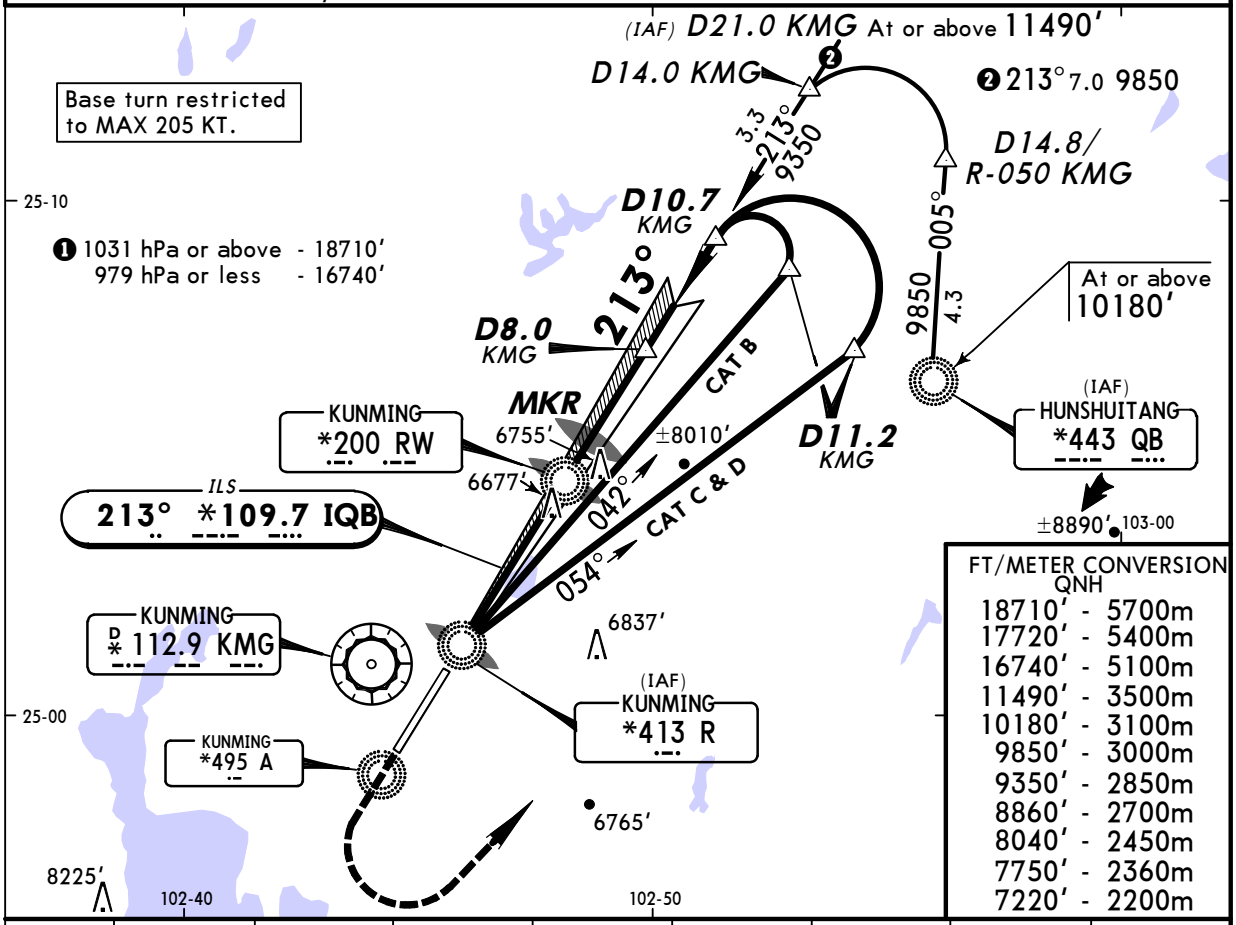
LOC	Final	GS	ILS	
IQB	Apch Crs	LOM	DA(H)	Apt Elev 6217′
*109.7	213°	7743′(1526′)	Refer to Minimums	RWY 6217′

MISSED APCH: Climb STRAIGHT AHEAD to 7220′, then turn LEFT to reach QB NDB at 10180′.



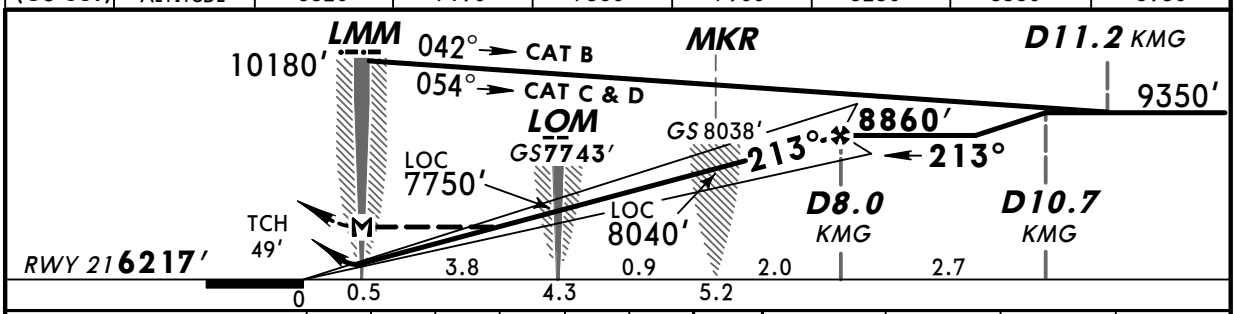
MSA R Lctr

Alt Set: hPa | Rwy Elev: 208 hPa | Trans level: FL 197 | Trans alt: 17720′ ❶



FT/METER CONVERSION QNH
18710′ - 5700m
17720′ - 5400m
16740′ - 5100m
11490′ - 3500m
10180′ - 3100m
9850′ - 3000m
9350′ - 2850m
8860′ - 2700m
8040′ - 2450m
7750′ - 2360m
7220′ - 2200m

LOC (GS out)	KMG DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	6820′	7190′	7560′	7900′	8250′	8580′	8930′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.20° or LOC Descent Gradient 5.6%	401	516	574	688	803	918
MAP at LMM						

HIALS — PAPI — 7220′ — 10180′ LT — QB 443

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

	ILS ❶ DA(H)		LOC (GS out) MDA(H)		
	C: 6463′(246′)	D: 6480′(263′)	6520′(303′)		
	FULL	ALS out		LMM out	ALS out
A	NOT APPLICABLE				
B	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
C					
D			1200m		

CIRCLE-TO-LAND
Not authorized
Northwest of runway

Max Kts	MDA(H)	
A	NOT APPLICABLE	
135	7530′(1313′)	2400m
180	7700′(1483′)	4800m
205	7800′(1583′)	4800m

❶ DA(H) CAT B: 6447′(230′).

PANS OPS 4

CHANGES: Communications.

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ZPPP/KMG WUJIABA

JEPPESEN 1 SEP 06 (13-1)

KUNMING, PR OF CHINA

CAT B, C & D

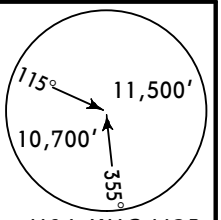
VOR DME Rwy 03

BRIEFING STRIP ™

*ATIS	KUNMING Approach		*KUNMING Tower	*Ground
128.45	124.25	119.0	118.1	121.85

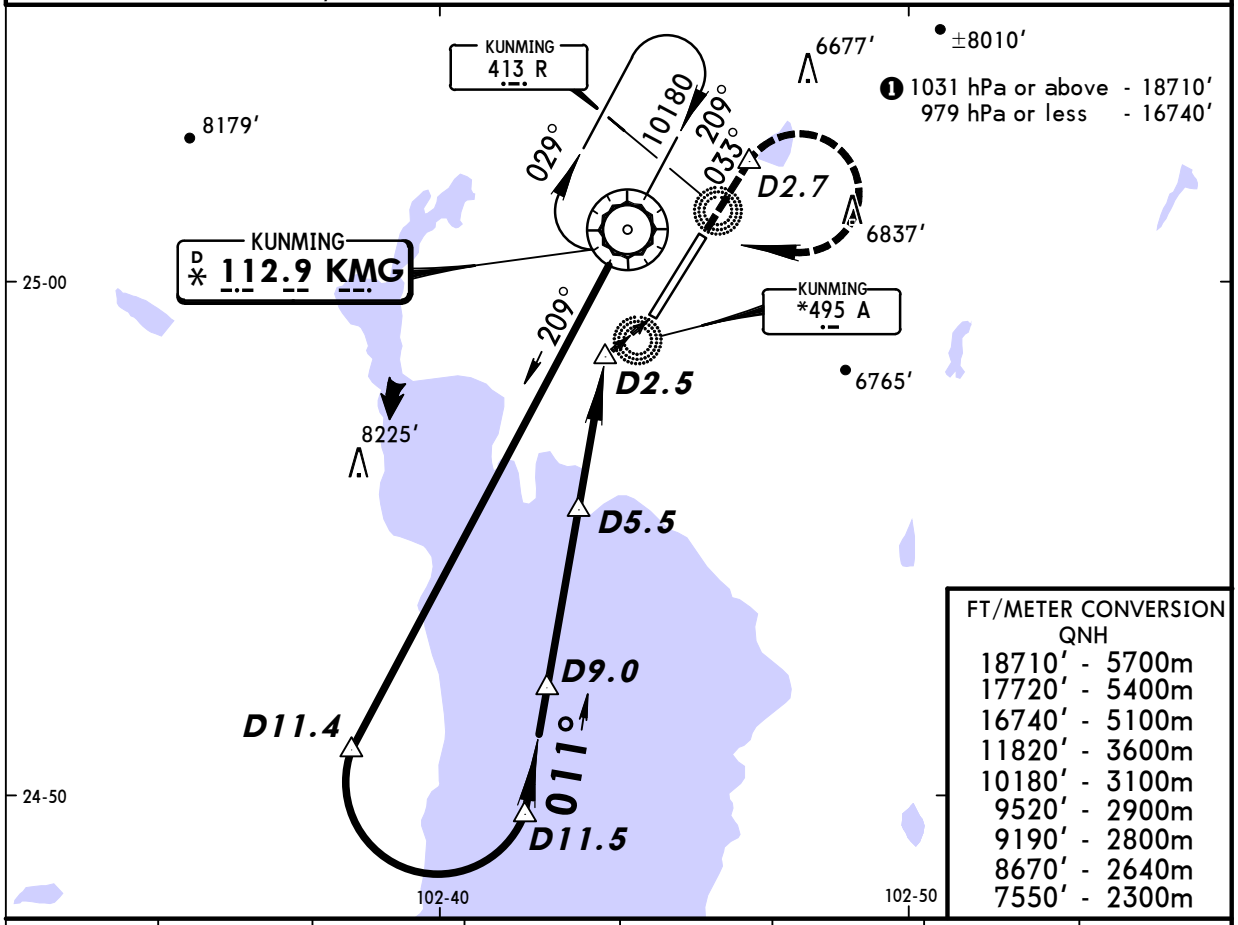
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 6217′
KMG *112.9	011°	D5.5 7550′ (1346′)	6880′ (676′)	RWY 6204′

MISSED APCH: Climb STRAIGHT AHEAD to reach D2.7 at 7550′ or above, then turn RIGHT and climb to reach VOR at 9190′.



MSA KMG VOR

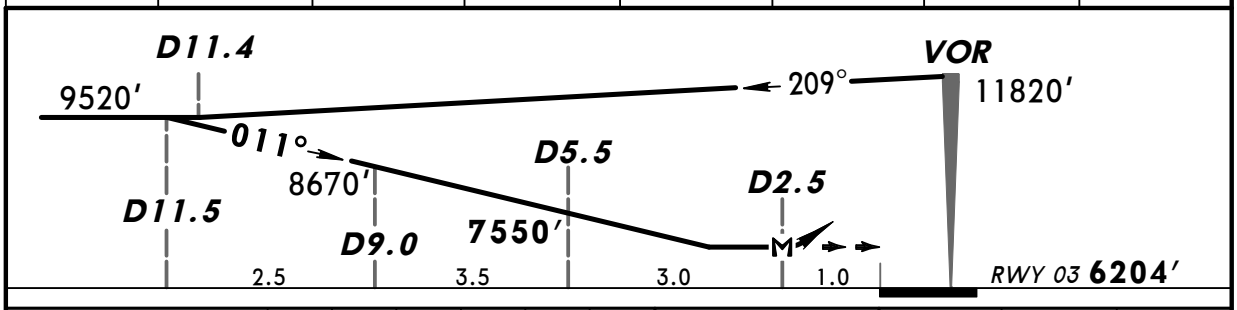
Alt Set: hPa | Rwy Elev: 208 hPa | Trans level: FL 197 | Trans alt: 17720′ ❶



FT/METER CONVERSION
QNH

18710′	5700m
17720′	5400m
16740′	5100m
11820′	3600m
10180′	3100m
9520′	2900m
9190′	2800m
8670′	2640m
7550′	2300m

KMG DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	8350′	8020′	7680′	7340′	7000′	6650′	6290′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.5%	390	501	557	668	780	891
MAP at D2.5						

HIALS PAPI | MIM 7550′ | D2.7

STRAIGHT-IN LANDING RWY 03			CIRCLE-TO-LAND Not authorized Northwest of runway	
MDA(H) 6880′(676′)			Max Kts	MDA(H)
		ALS out		
A	NOT APPLICABLE		A	NOT APPLICABLE
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	135	7530′(1313′) 2400m
C	2400m	3200m	180	7700′(1483′) 4800m
D	2800m	3600m	205	7800′(1583′) 4800m

PANS OPS 4

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JeppView 3.5.2.0

ZPPP/KMG WUJIABA

JEPPESEN CAT B, C & D — 1 SEP 06 — (16-1)

KUNMING, PR OF CHINA NDB DME Rwy 03

CAT D: MISSED APCH CLIMB GRAD MIM 3.0%

BRIEFING STRIP ™

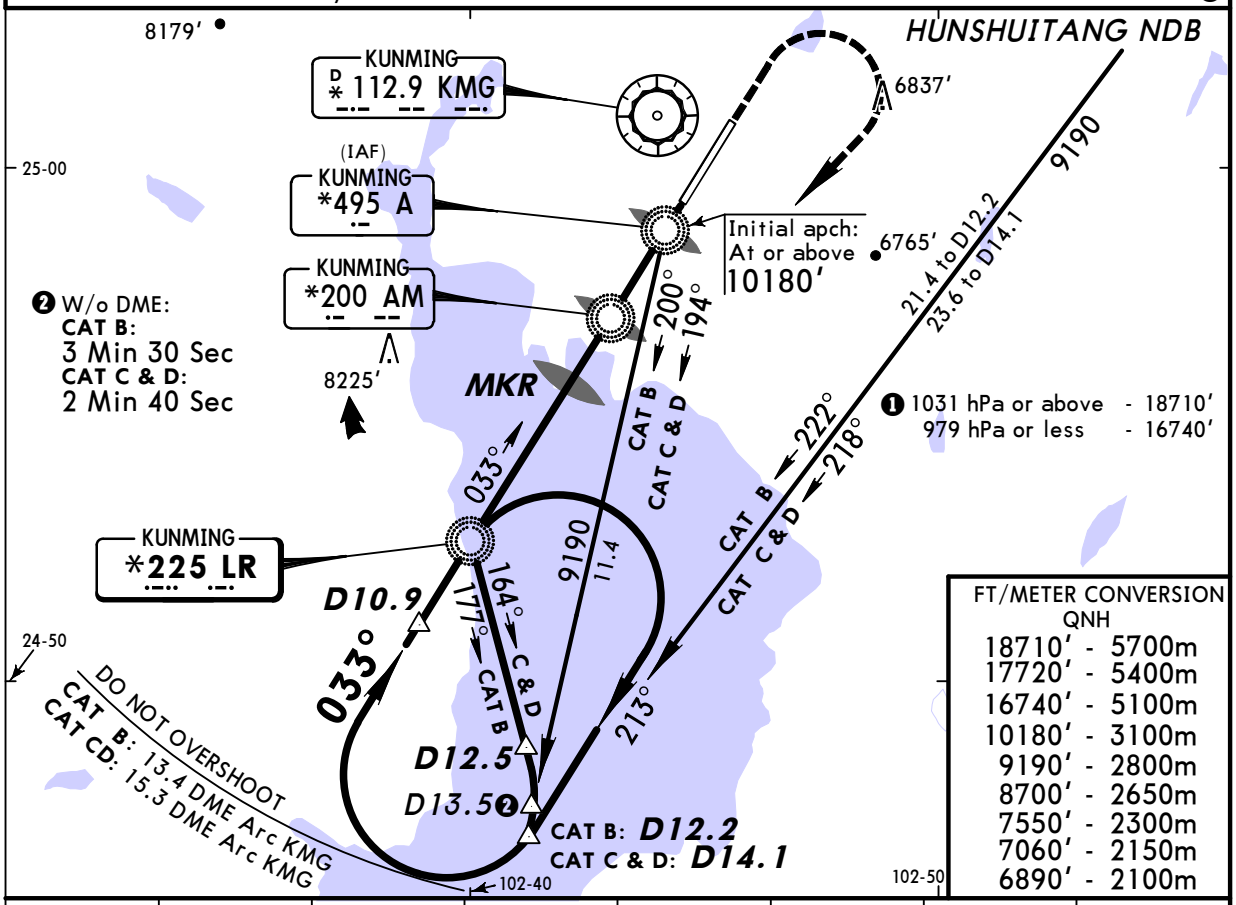
*ATIS	KUNMING Approach		*KUNMING Tower	*Ground
128.45	124.25	119.0	118.1	121.85

NDB LR	Final Apch Crs	Minimum Alt D10.9	MDA(H)	Apt Elev 6217′
*225	033°	9190′ (2986′)	6520′ (316′)	RWY 6204′

MISSED APCH: Climb STRAIGHT AHEAD to 6890′, then turn RIGHT to reach LR NDB at 9190′.

MSA LR NDB: 135° 11,500′; 10,700′; 330°

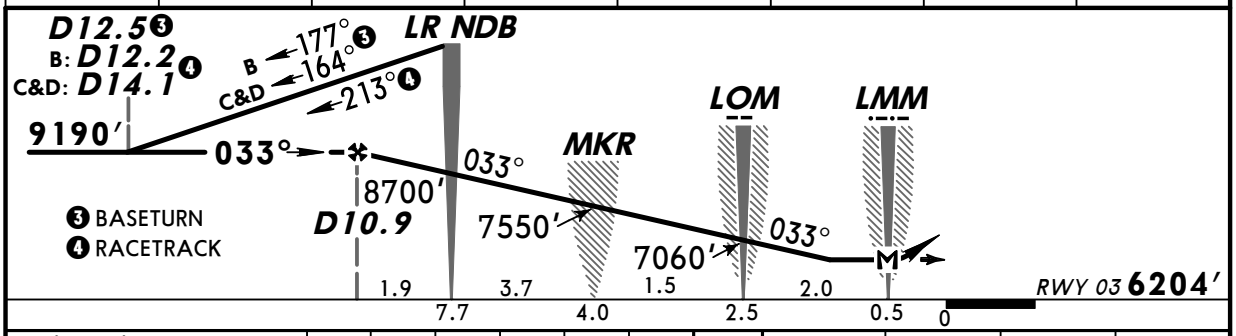
Alt Set: hPa — Rwy Elev: 208 hPa — Trans level: FL 197 — Trans alt: 17720′ ❶



FT/METER CONVERSION
QNH

18710′	5700m
17720′	5400m
16740′	5100m
10180′	3100m
9190′	2800m
8700′	2650m
7550′	2300m
7060′	2150m
6890′	2100m

KMG DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	8240′	7920′	7600′	7280′	6960′	6630′	6290′



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	737	843
MAP at LMM							

HIALS — PAPI — 6890′ — 9190′ RT — LR 225

STRAIGHT-IN LANDING RWY 03
CAT D: Missed apch climb gradient mim 3.0%

MDA(H) 6520′ (316′)

		ALS out
A	NOT APPLICABLE	
B	1200m	RVR 1500m VIS 1600m
C		
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND
Not authorized
Northwest of runway

Max Kts	MDA(H)	
A	NOT APPLICABLE	
135	7530′ (1313′)	2400m
180	7700′ (1483′)	4800m
205	7800′ (1583′)	4800m

PANS OPS 4

CHANGES: Communications.

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ZPPP/KMG WUJIABA

JEPPESEN CAT B, C & D 1 SEP 06 (16-2)

KUNMING, PR OF CHINA
MISSED APCH CLIMB GRADIENT MIM 3.0% NDB DME Rwy 21

BRIEFING STRIP ™

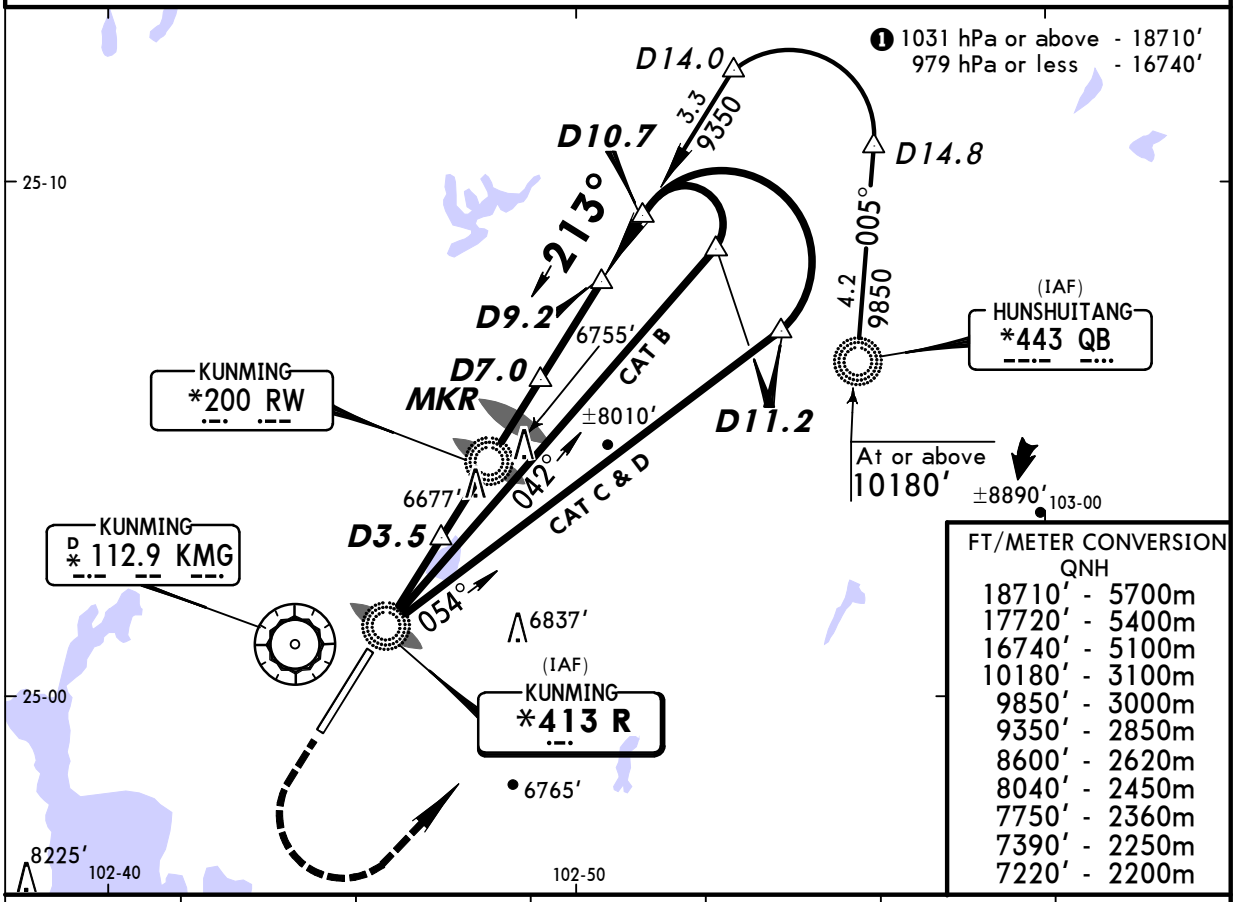
*ATIS	KUNMING Approach		*KUNMING Tower	*Ground
128.45	124.25	119.0	118.1	121.85

Lctr	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 6217′
R *413	213°	7750′ (1533′)	7010′ (793′)	RWY 6217′

MISSED APCH: Climb STRAIGHT AHEAD to 7220′, then turn LEFT and climb to reach QB NDB at 10180′.

MSA R Lctr: 115° 11,500′; 10,700′; 355°

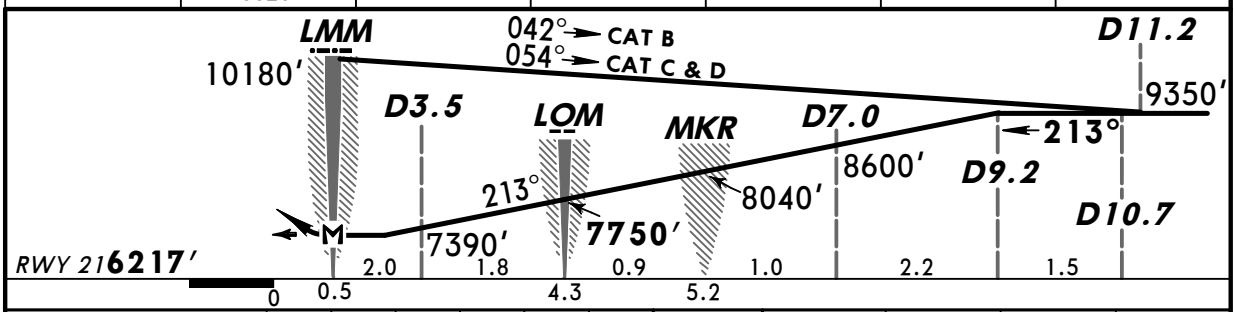
Alt Set: hPa Rwy Elev: 208 hPa Trans level: FL 197 Trans alt: 17720′ ❶
Base turn restricted to MAX 205 KT.



FT/METER CONVERSION
QNH

18710′	5700m
17720′	5400m
16740′	5100m
10180′	3100m
9850′	3000m
9350′	2850m
8600′	2620m
8040′	2450m
7750′	2360m
7390′	2250m
7220′	2200m

KMG DME	2.0	3.0	4.0	5.0	6.0	8.0
ALTITUDE	6820′	7190′	7560′	7900′	8250′	8930′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.6%	397	510	567	681	794	907
MAP at LMM						

HIALS PAPI | 7210′ | 10180′ LT | QB 443

PANS OPS 4

STRAIGHT-IN LANDING RWY 21
Missed apch climb gradient mim 3.0%
MDA(H) 7010′ (793′)

		ALS out
A	NOT APPLICABLE	
B	1200m	2000m
C	2800m	3600m
D	3600m	4000m

CIRCLE-TO-LAND
Not authorized
Northwest of runway

Max Kts	MDA(H)	
100	NOT APPLICABLE	
135	7530′ (1313′)	2400m
180	7700′ (1483′)	4800m
205	7800′ (1583′)	4800m

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