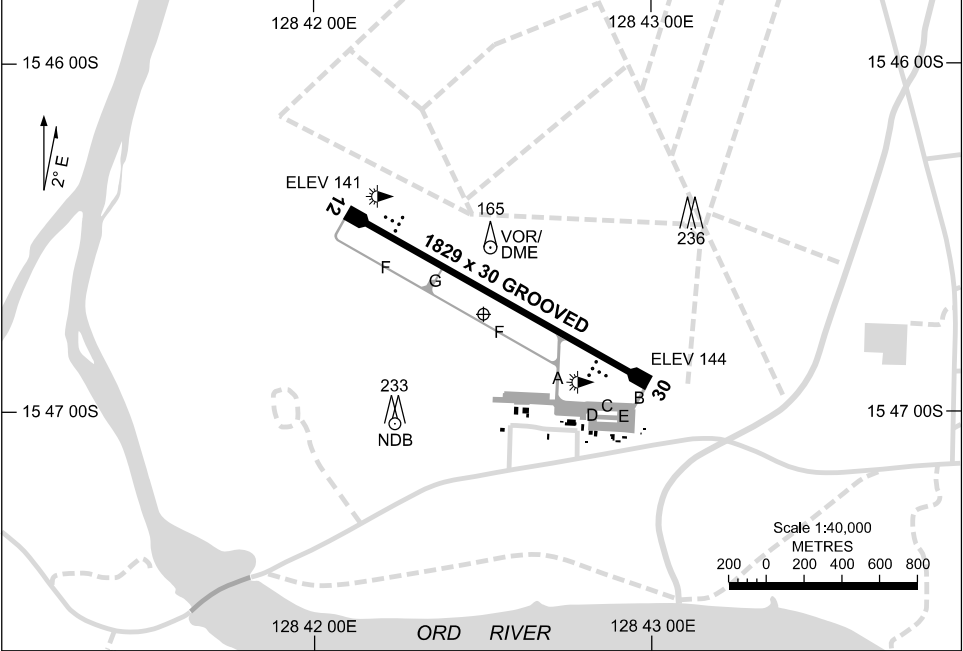


19 MAR 2026

AD ELEV 145
15 46 41S 128 42 27E

AERODROME CHART
KUNUNURRA, WA (YPKU)

AWIS 135.7	FIA BN CEN 122.4	CTAF+AFRU 127.0	AFRU+PAL 127.0	Bearings are Magnetic Elevations in FEET AMSL
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RWY	AERODROME LIGHTING	
	TAXIWAY : BLUE EDGE TWY A, B AND C RL : AFRU+PAL 127.0, SDBY, PTBL IN EMERG	
12 ¹¹⁸ ₂₉₈ 30	AT-VASIS LEFT SIDE 3.0° 39FT LIRL AT-VASIS LEFT SIDE 3.0° 41FT LIRL	

NOTES

Changes: VAR, RWY BRG, Editorial.

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DME or GNSS ARRIVAL PROCEDURES KUNUNURRA, WA (YPKU) Page 1

19 MAR 2026

AWIS 135.7	FIA BN CEN 122.4	CTAF+AFRU 127.0	AFRU+PAL 127.0		Bearings are Magnetic Elevations in FEET AMSL
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**DME USING KU DME
REFERENCE WAYPOINT KU VOR**

* NO CIRCLING SOUTH OF RWY 12 / 30

AD ELEV 145

JULUP TO KU

MISSED APPROACH:

CLIMB ON TRACK TO 3100ft.

NM TO KU VOR	25	15	12	7	0														
CIRCLING MINIMA	A,B: 1260-2.4			C: 1350-4.0		D: N/A													
NM TO KU VOR	6.9	6	5	4	3	2.7													
ALT (3° APCH PATH)	2600	2310	1990	1670	1350	1260													

MAMUT TO KU

MISSED APPROACH:

CLIMB ON TRACK TO 3100ft.

NM TO KU VOR	25	15	10	7	6	0													
CIRCLING MINIMA	A,B: 1720-2.4			C: 1720-4.0		D: N/A													
NM TO KU VOR	7.9	7	6	5	4	3.6													
ALT (3° APCH PATH)	3100	2820	2500	2180	1860	1720													

EGUMI TO KU

MISSED APPROACH:

CLIMB ON TRACK TO 3100ft.

NM TO KU VOR	25	15	8	5	4	0													
CIRCLING MINIMA	A,B: 1570-2.4			C: 1570-4.0		D: N/A													
NM TO KU VOR	6.2	5	4	3															
ALT (3° APCH PATH)	2600	2220	1900	1570															

Changes: MAG BRG, Editorial.

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DME or GNSS ARRIVAL PROCEDURES KUNUNURRA, WA (YPKU) Page 2

19 MAR 2026

AWIS 135.7	FIA BN CEN 122.4	CTAF+AFRU 127.0	AFRU+PAL 127.0		Bearings are Magnetic Elevations in FEET AMSL
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25 NM MSA

2600

3100

10 NM MSA 2600

**DME USING KU DME
REFERENCE WAYPOINT KU VOR**

KU VOR/DME 116.5

KU NDB 221

* NO CIRCLING

* NO CIRCLING SOUTH OF RWY 12/30

AD ELEV 145

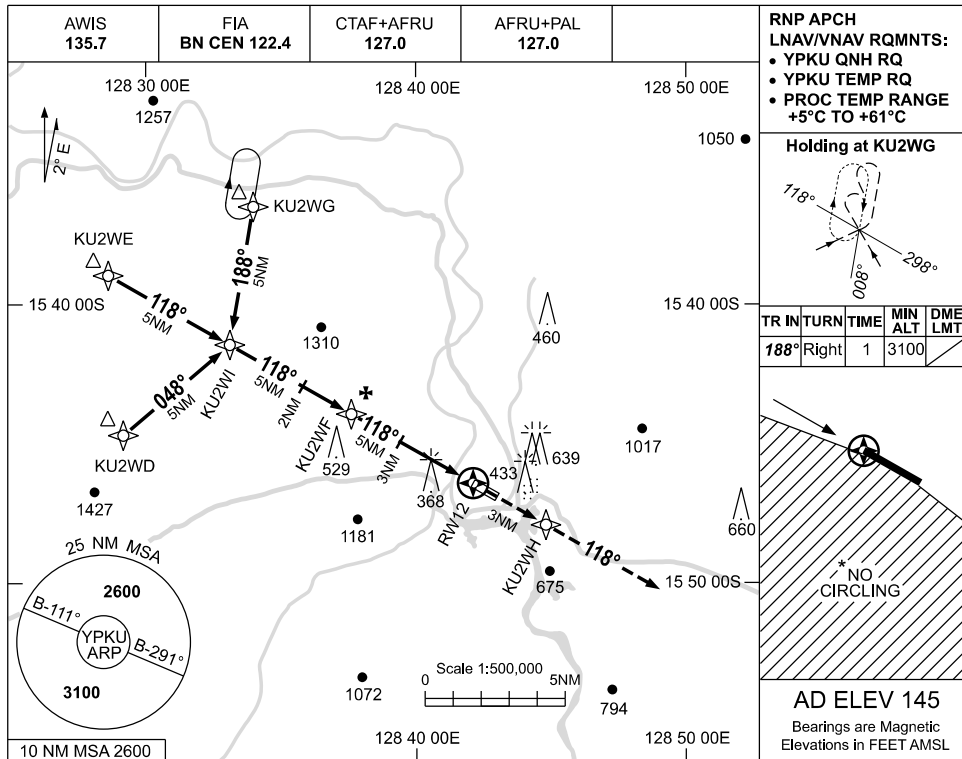
<p>ALL OTHER ROUTES TO KU NDB or VOR</p>	<p style="text-align: center;">VOR or NDB</p>	<p>MISSED APPROACH: CLIMB ON TRACK TO 3100ft.</p>																																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">NM TO KU VOR</td> <td style="width: 10%;">25</td> <td style="width: 10%;">15</td> <td style="width: 10%;">10</td> <td style="width: 10%;">5</td> <td style="width: 10%;">4</td> <td style="width: 10%;">2</td> <td style="width: 10%;">0</td> </tr> <tr> <td>CIRCLING MINIMA</td> <td colspan="2">A,B: 1850-2.4</td> <td colspan="2">C: 1850-4.0</td> <td colspan="3">D: N/A</td> </tr> </table>	NM TO KU VOR	25	15	10	5	4	2	0	CIRCLING MINIMA	A,B: 1850-2.4		C: 1850-4.0		D: N/A																													
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CIRCLING MINIMA	A,B: 1850-2.4		C: 1850-4.0		D: N/A																																						
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">NM TO KU VOR</td> <td style="width: 10%;">5.5</td> <td style="width: 10%;">5</td> <td style="width: 10%;">4</td> <td style="width: 10%;">3</td> <td style="width: 10%;">2</td> <td style="width: 10%;">1.5</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>ALT (3° APCH PATH)</td> <td>3100</td> <td>2960</td> <td>2640</td> <td>2320</td> <td>2000</td> <td>1850</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	NM TO KU VOR	5.5	5	4	3	2	1.5														ALT (3° APCH PATH)	3100	2960	2640	2320	2000	1850																
NM TO KU VOR	5.5	5	4	3	2	1.5																																					
ALT (3° APCH PATH)	3100	2960	2640	2320	2000	1850																																					

USE QNH

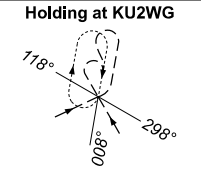
RNP RWY 12

KUNUNURRA, WA (YPKU)

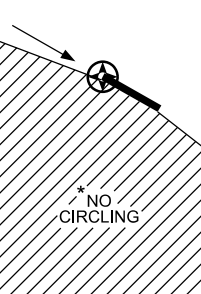
19 MAR 2026



RNP APCH
LNAV/VNAV RQMTS:
 • YPKU QNH RQ
 • YPKU TEMP RQ
 • PROC TEMP RANGE
 +5°C TO +61°C

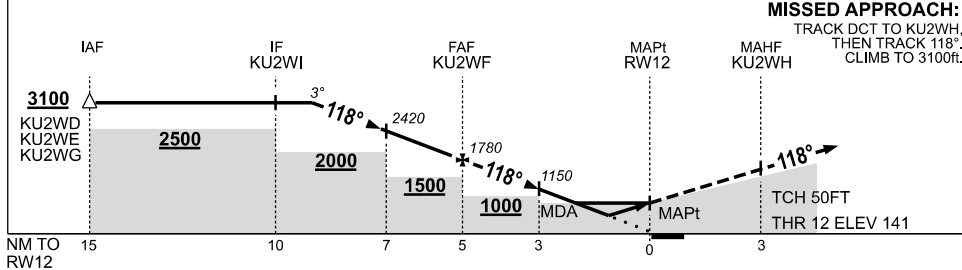


TR	INTURN	TIME	MIN ALT	DME LMT
188°	Right	1	3100	



AD ELEV 145
 Bearings are Magnetic
 Elevations in FEET AMSL

NM TO NEXT WPT	4.1	3	2	1	KU2WF	4	3	1.8	1.2	RW12		
ALT (3° APCH PATH)	3100	2740	2420	2100	1780	1460	1150	750	560			



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV	560 (419-2.4)			
LNAV	750 (605-3.4)			
CIRCLING *	1190 (1045-2.4)	1350 (1205-4.0)	1350 (1205-5.0)	
ALTERNATE	(1545-4.4)	(1705-6.0)	(1705-7.0)	

- MAX IAS: INITIAL : 210KT.
- NO CIRCLING STH OF RWY 12/30.

Changes: MAG BRG, VAR, WPT NAMING CONVENTION, Editorial.

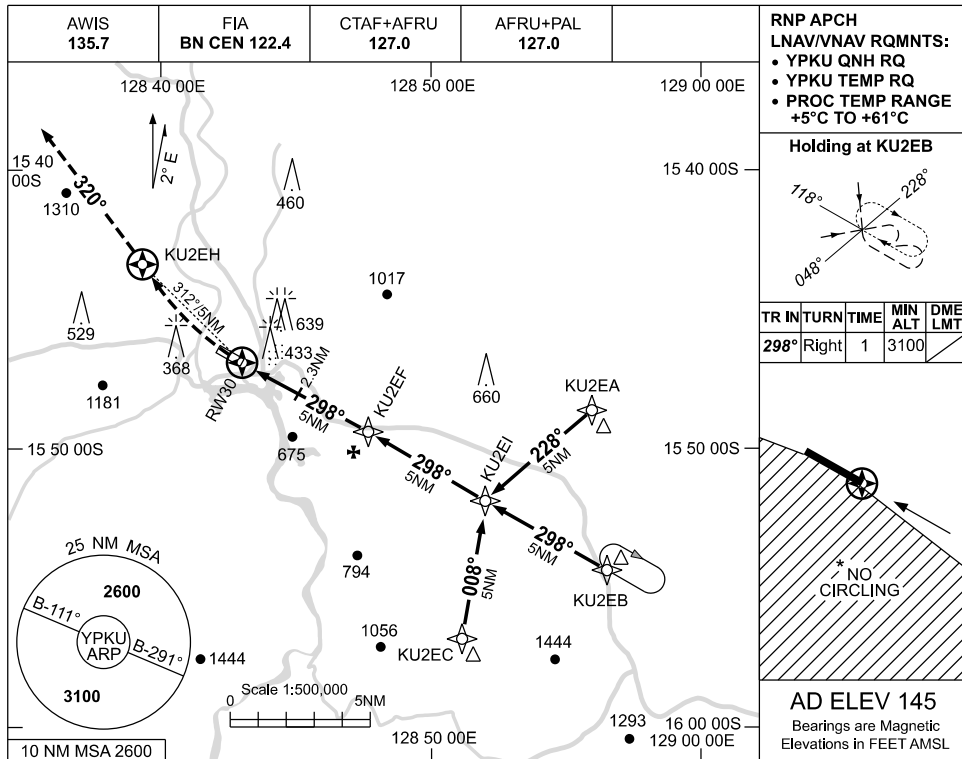
PKUGN01-186

USE QNH

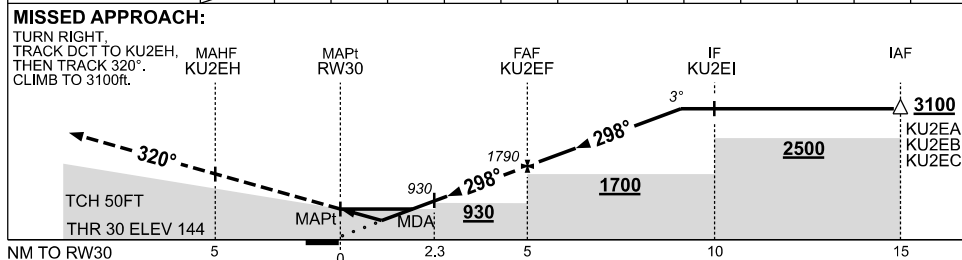
RNP RWY 30

KUNUNURRA, WA (YPKU)

19 MAR 2026



NM TO NEXT WPT	RW30	1.1	1.5	2.3	3	4	KU2EF	1	2	3	4.1		
ALT (3° APCH PATH)		550	680	930	1150	1470	1790	2110	2420	2740	3100		



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV		550 (406-2.3)		
LNAV		680 (535-3.0)		
CIRCLING *	1190 (1045-2.4)		1350 (1205-4.0)	1350 (1205-5.0)
ALTERNATE	(1545-4.4)		(1705-6.0)	(1705-7.0)

- MAX IAS:
 INITIAL : 210KT.
 MAP TURN: 200KT.
- NO CIRCLING STH OF RWY 12/30.

Changes: MAG BRG, VAR, LNAV/VNAV, MINIMA, Editorial.

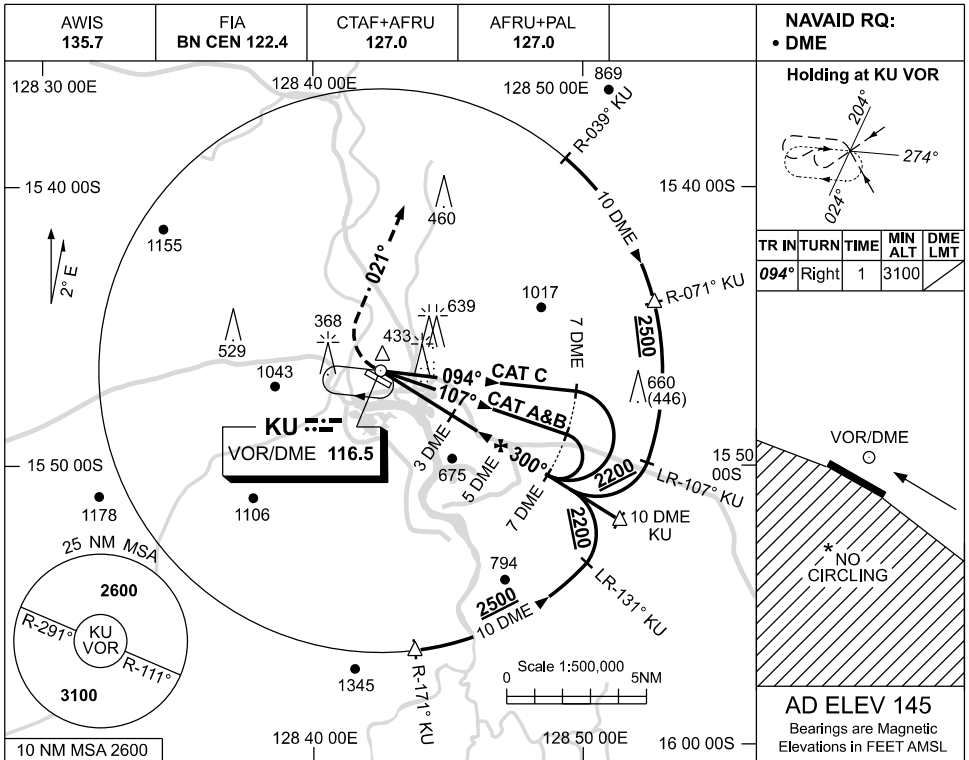
PKUGN02-186

USE QNH

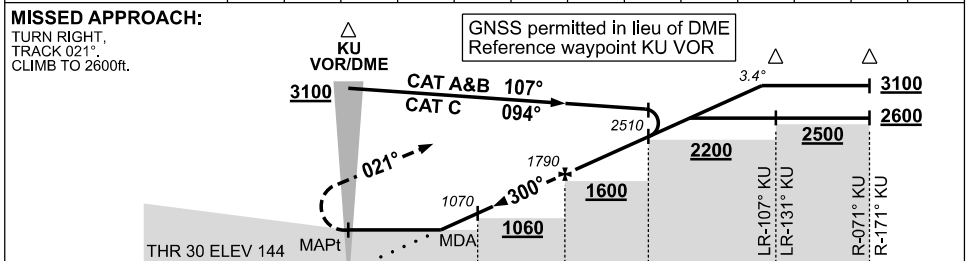
VOR RWY 30

19 MAR 2026

KUNUNURRA, WA (YPKU)



DIST TO KU DME	2.0	2	3	4	5	6	7	7.2	8	8.6		
ALT (3.4° APCH PATH)	700	710	1070	1430	1790	2150	2510	2600	2870	3100		



NOTES

CATEGORY	A	B	C	D
S-I VOR/DME	700 (555-2.8)			NOT APPLICABLE
CIRCLING *	1190 (1045-2.4)	1350 (1205-4.0)		
ALTERNATE	(1545-4.4)	(1705-6.0)		

- MAX IAS: INITIAL : 210KT.
- NO CIRCLING STH OF RWY 12/30.
- APCH PATH ANGLE DOES NOT COINCIDE WITH VASIS ON GLIDE SLOPE INDICATION.

Changes: VAR, MAG BRG, S-I VOR/DME MINIMA, Editorial.

PKUV001-186