General Info

Xishuangbanna, CHN
N 21?58.5' E100?45.6' Mag Var: 0.0癢
Elevation: 1814'

Public, Control Tower, IFR, No Fee, Customs
Fuel: Jet A

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 16-34 7874' x 148' concrete

Runway 16 (161.0癰) TDZE 1808'
  Lights: Edge, ALS
Runway 34 (341.0癰) TDZE 1814'
  Lights: Edge, ALS
  Right Traffic

Communications Info

Banna Tower **130.0**
Banna Tower **118.6** Secondary

Notebook Info

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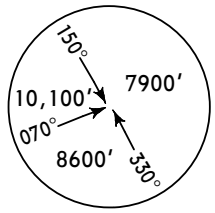
ZPJH
GASA

JEPPESEN XISHUANGBANNA, PR OF CHINA

16 FEB 07 (10-2)

STAR

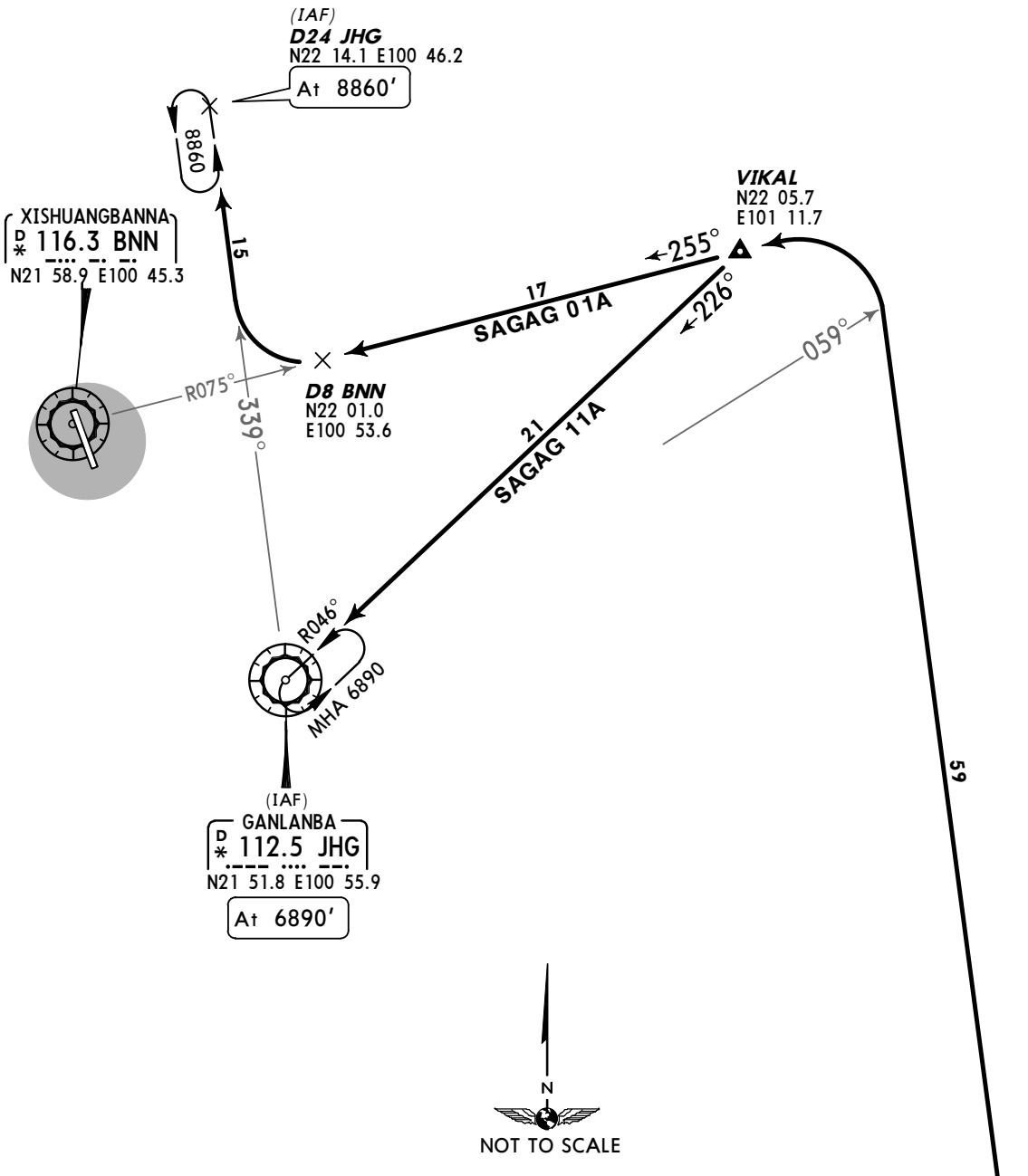
Apt Elev 1814′	Alt Set: hPa Trans level: FL138 Trans alt: 11820′ 12800′ 1031 hPa or above 10830′ 979 or below



MSA
JHG VOR

SAGAG 01A [SAGØ1A] RWY 16 ARRIVAL

SAGAG 11A [SAG11A] RWY 34 ARRIVAL



FL CONVERSION	
FL138	*FL4200m*

FT/METER CONVERSION QNH	
12800′	3900m
11820′	3600m
10830′	3300m
8860′	2700m
6890′	2100m

CHANGES: Printing sequence.

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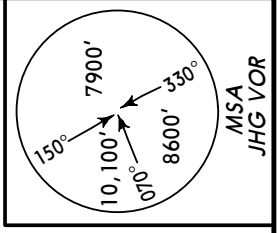
JEPPESEN XISHUANGBANNA, PR OF CHINA

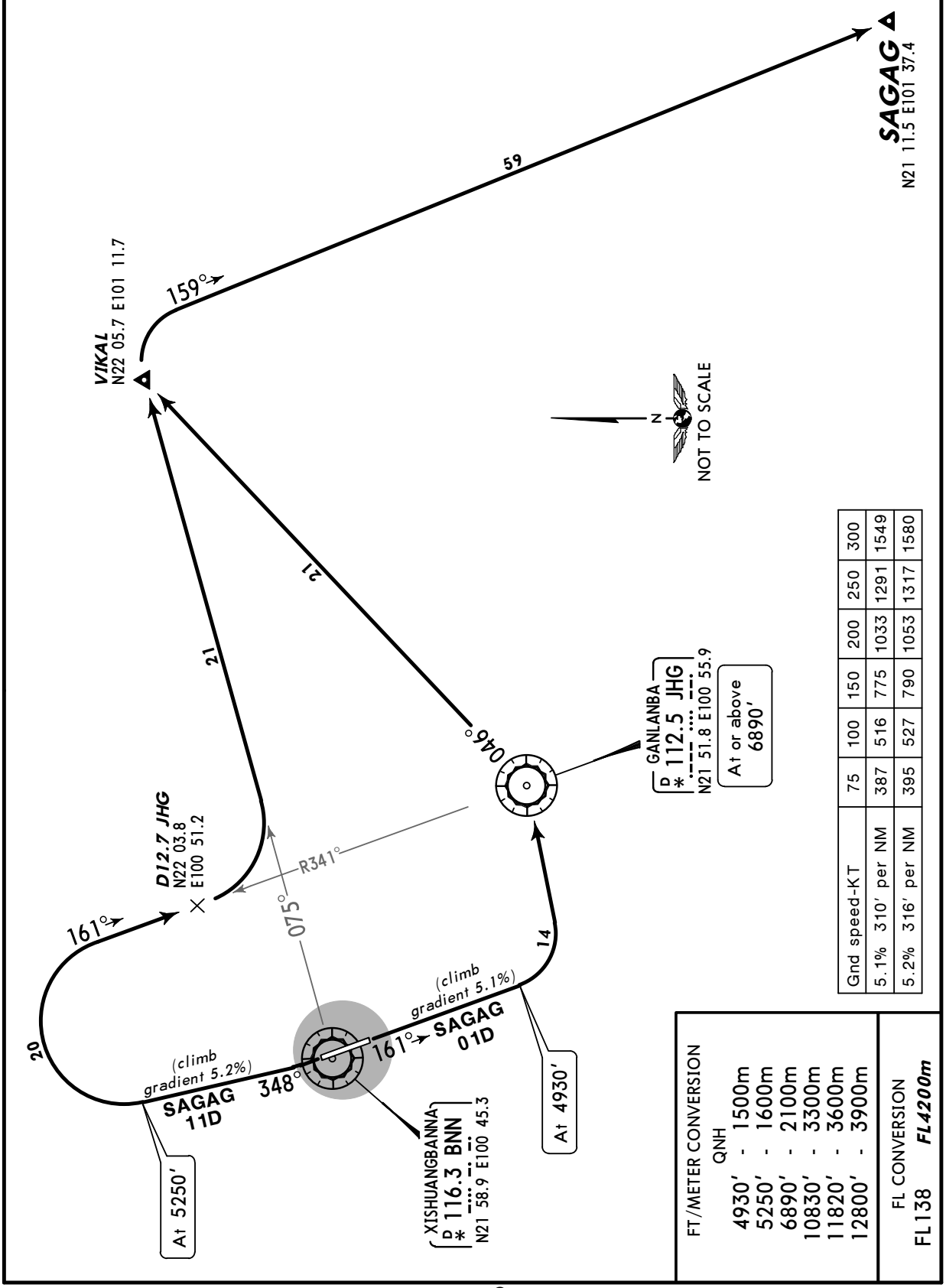
16 FEB 07 (10-3)

SID

Apt Elev 1814′	Trans level: FL138 Trans alt: 11820′ 12800′ 1031 hPa or above 10830′ 979 or below

SAGAG 01D [SAGØ1D]
SAGAG 11D [SAG11D]
RWYS 16, 34 DEPARTURES





Gnd speed-KT	75	100	150	200	250	300
5.1% 310′ per NM	387	516	775	1033	1291	1549
5.2% 316′ per NM	395	527	790	1053	1317	1580

FT/METER CONVERSION
QNH

4930′	- 1500m
5250′	- 1600m
6890′	- 2100m
10830′	- 3300m
11820′	- 3600m
12800′	- 3900m

FL CONVERSION
FL138 **FL4200m**

CHANGES: Crossing at JHG VORDME.

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GASA

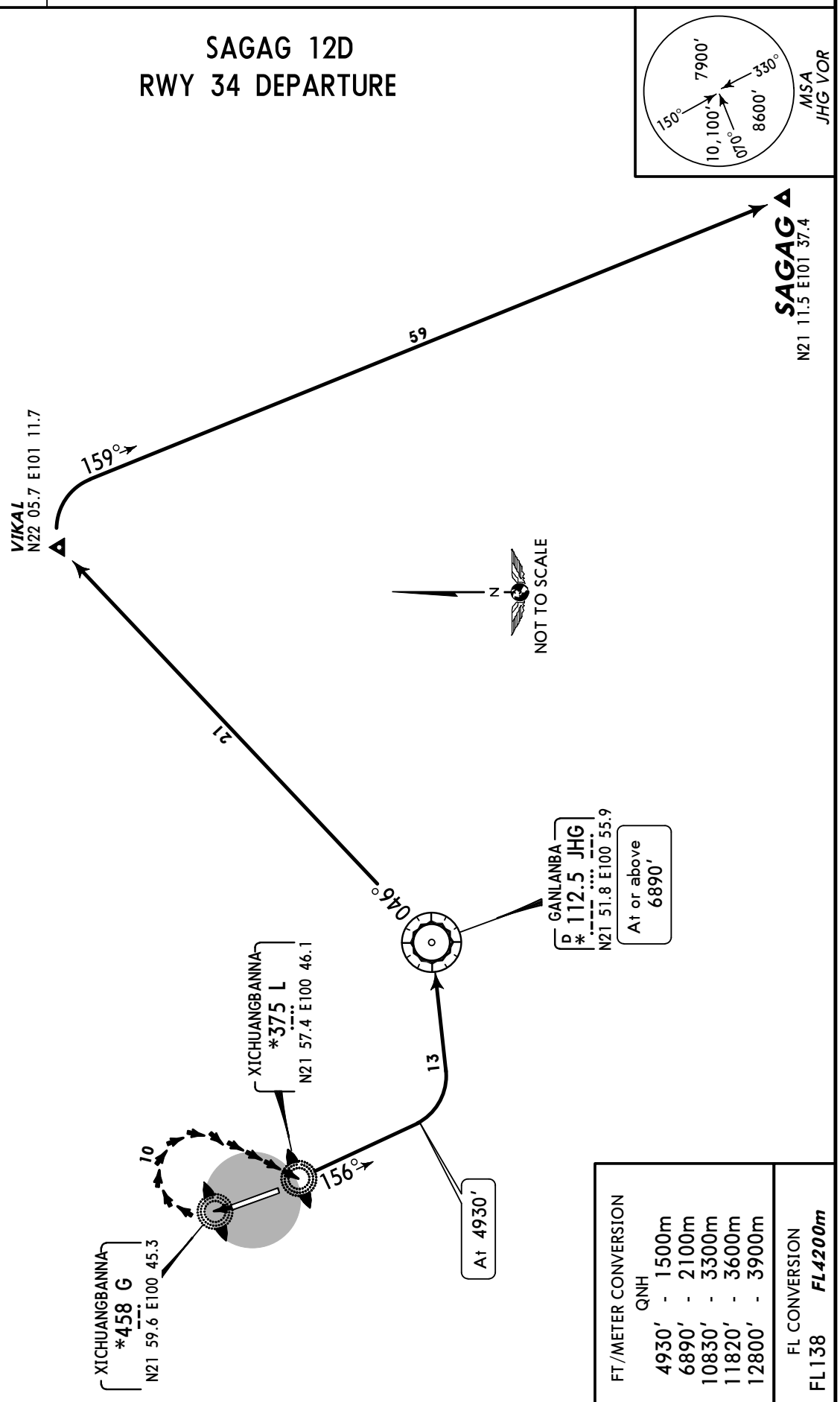
JEPPESEN XISHUANGBANNA, PR OF CHINA

16 FEB 07 (10-3A)

SID

Apt Elev 1814′	Trans level: FL138 Trans alt: 11820′ 12800′ 1031 hPa or above 10830′ 979 or below Ceiling 750m - VIS 10km.

SAGAG 12D
RWY 34 DEPARTURE



FT/METER CONVERSION QNH	
4930′	- 1500m
6890′	- 2100m
10830′	- 3300m
11820′	- 3600m
12800′	- 3900m

FL CONVERSION	
FL138	*FL4200m*

CHANGES: New chart.

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ZPJH

Apt Elev **1814′**
N21 58.5 E100 45.6

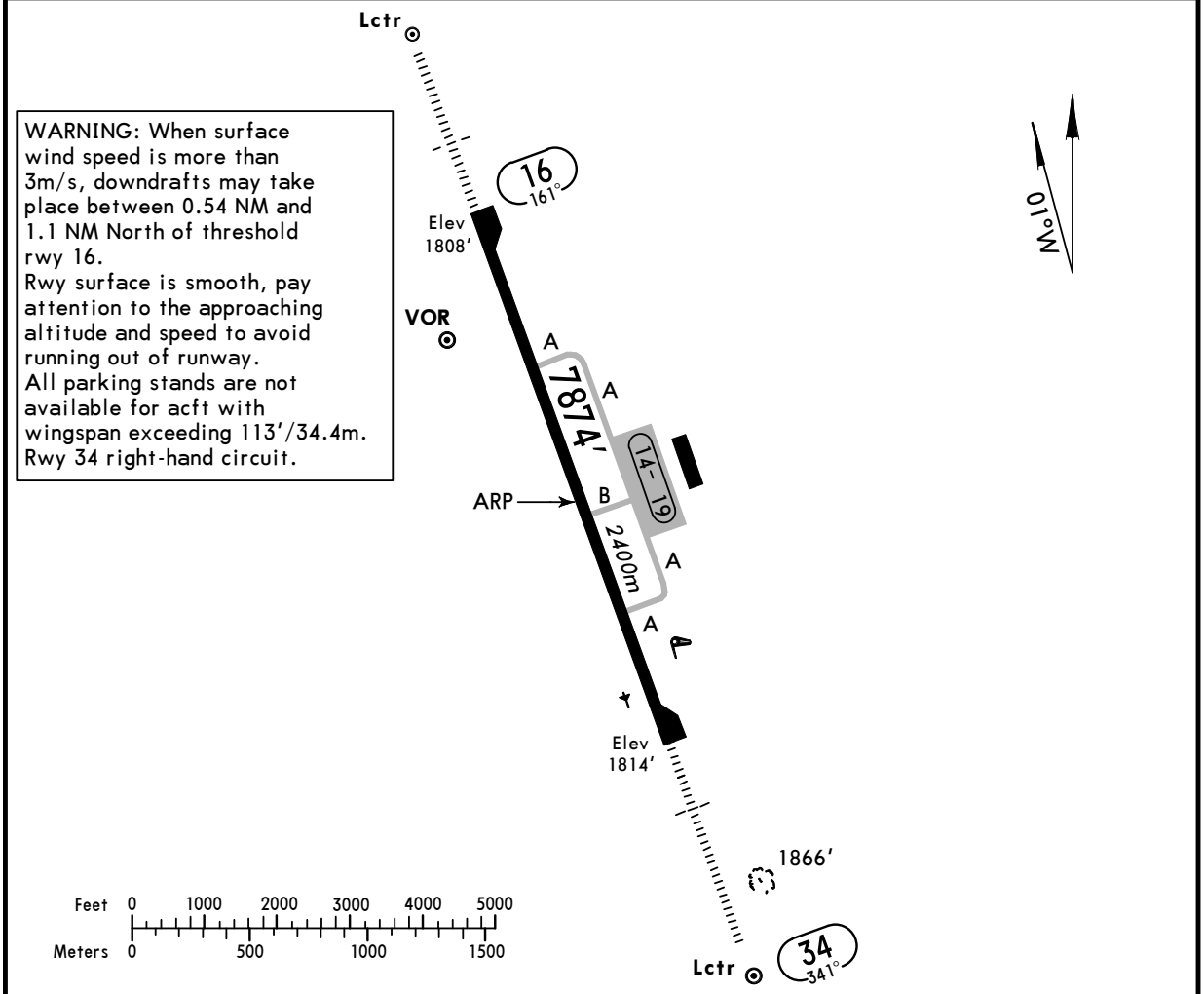
JEPPESEN XISHUANGBANNA, PR OF CHINA

16 FEB 07 (10-9)

GASA

*BANNA Tower

130.0



WARNING: When surface wind speed is more than 3m/s, downdrafts may take place between 0.54 NM and 1.1 NM North of threshold rwy 16.
Rwy surface is smooth, pay attention to the approaching altitude and speed to avoid running out of runway.
All parking stands are not available for acft with wingspan exceeding 113′/34.4m.
Rwy 34 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16	HIRL *(60m)* HIALS SFL PAPI-L (angle 3.5°)		7014′ *2138m*		148′ *45m*
34	HIRL *(60m)* HIALS PAPI-L (angle 3.0°)		6860′ *2091m*		

TAKE-OFF

	All Rwys RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	VIS *800m*	
Other	VIS *1600m*	

CHANGES: Rwy length. Lights. Stands designations.

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GASA

JEPPESEN 16 FEB 07 (11-1)

XISHUANGBANNA, PR OF CHINA
ILS DME Rwy 16

*BANNA Tower
130.0

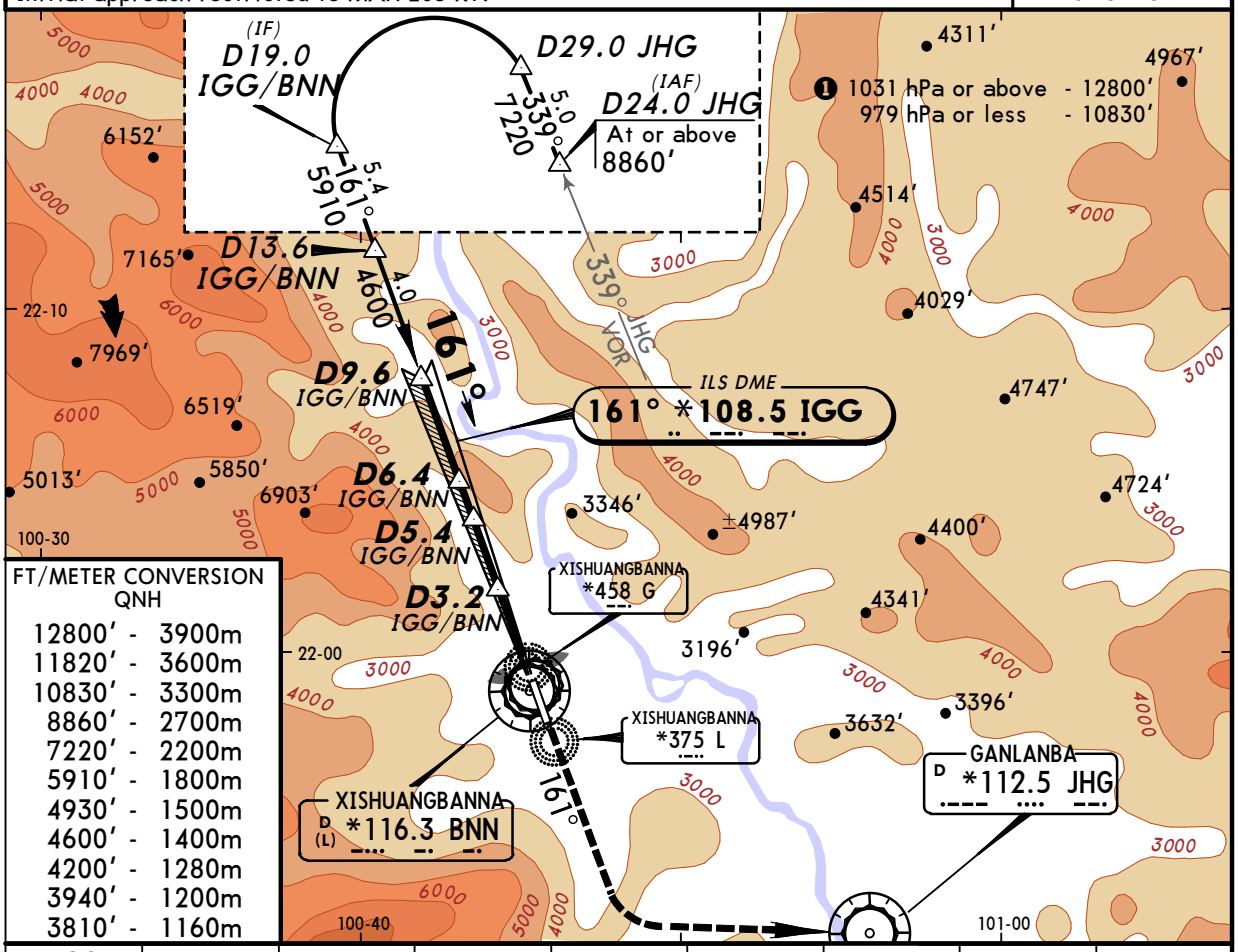
BRIEFING STRIP ™

LOC IGG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1814′
*108.5	161°	D5.4 IGG/BNN 3806′ (1998′)	Refer to Minimums	RWY 1808′

MISSED APCH: Climb STRAIGHT AHEAD to 3940′ then turn LEFT and climb to reach JHG VOR at 4930′ and contact ATC. MAX 205 KT.

Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 138 Trans alt:11820′ ❶
Initial approach restricted to MAX 205 KT.

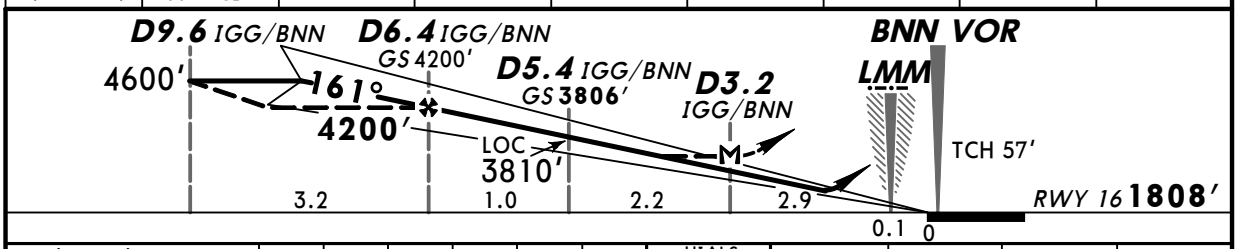
MSA JHG VOR: 150° 10,100′; 070° 7900′; 330° 8600′



FT/METER CONVERSION
QNH

12800′	3900m
11820′	3600m
10830′	3300m
8860′	2700m
7220′	2200m
5910′	1800m
4930′	1500m
4600′	1400m
4200′	1280m
3940′	1200m
3810′	1160m

LOC (GS out)	IGG DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	4410′	4040′	3670′	3300′	2930′	2560′	2190′



Gnd speed-Kts	70	90	100	120	140	160	HIALS	205 KT MAX	3940′	4930′	JHG
ILS GS 3.5° or LOC Desc Grad 6.1%	439	564	627	752	877	1003	PAPI			LT	112.5
MAP at D3.2 IGG/BNN											

STRAIGHT-IN LANDING RWY 16

	ILS				LOC (GS out)	
	Missed apch climb gradient mim 4.0% DA(H) 2008′ (200′)		Missed apch climb gradient mim 2.5% DA(H) 2300′ (492′)		MDA(H) 2960′ (1152′)	
PANS OPS 4	FULL	ALS out	FULL	ALS out		ALS out
A	800m	1200m	1400m	2200m	3200m	
B						
C					4000m	4800m
D						

CIRCLE-TO-LAND
Not authorized West of runway

Max Kts	MDA(H)	VIS
100	3290′ (1476′)	3200m
135		
180	3940′ (2126′)	4800m
205	4170′ (2356′)	4800m

CHANGES: New procedure.

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ZPJH
GASA

16 FEB 07 (13-1)

JEPPESEN XISHUANGBANNA, PR OF CHINA
VOR DME Rwy 16

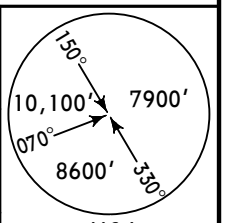
*BANNA Tower
130.0

BRIEFING STRIP ™

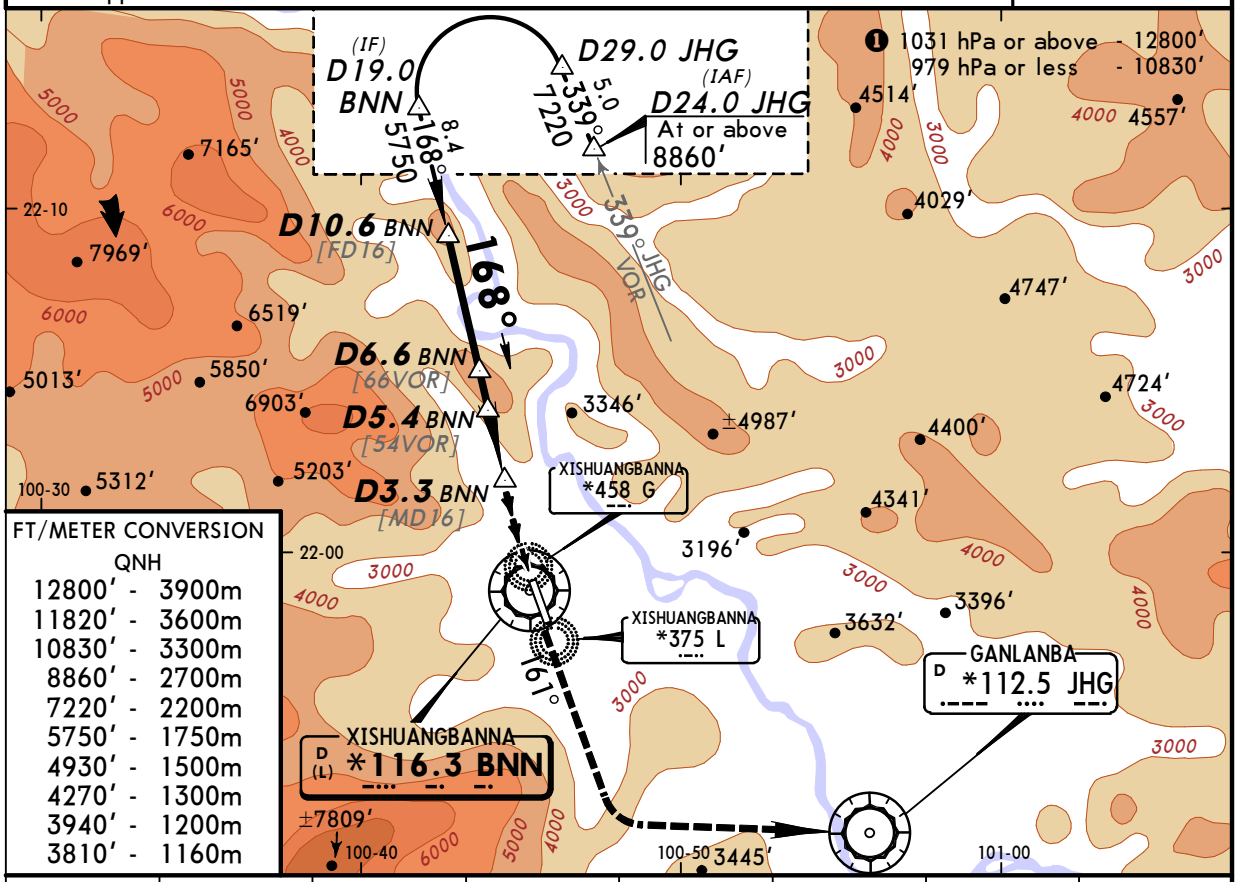
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1814′
BNN *116.3	168°	D10.6 BNN 5750′ (3942′)	3020′ (1212′)	RWY 1808′

MISSED APCH: Climb STRAIGHT AHEAD to BNN VOR. Continue climb on R-161 BNN to 3940′, then turn LEFT to reach JHG VOR at 4930′ and contact ATC. MAX 205 KT.

Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 138 Trans alt:11820′ ❶
Initial approach restricted to MAX 205 KT.



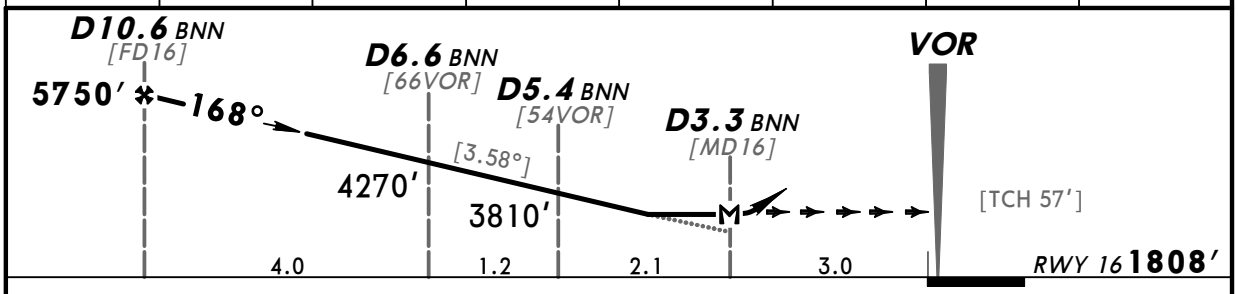
MSA
JHG VOR



FT/METER CONVERSION
QNH

12800′	3900m
11820′	3600m
10830′	3300m
8860′	2700m
7220′	2200m
5750′	1750m
4930′	1500m
4270′	1300m
3940′	1200m
3810′	1160m

BNN DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4370′	4000′	3630′	3260′	2890′	2520′	2150′



Gnd speed-Kts	70	90	100	120	140	160
Descent grad 6.25% or Descent angle [3.58°]	444	570	634	760	887	1014
MAP at D3.3 BNN						

HIALS
PAPI

205 KT MAX

BNN 116.3

3940′ LT

BNN 116.3 on R-161

PANS OPS 4

STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND Not authorized West of runway		
MDA(H) 3020′ (1212′)		ALS out	Max Kts	MDA(H)	
A	3200m		100	3290′ (1476′)	3200m
B			135		
C	4000m	4800m	180	3940′ (2126′)	4800m
D			205	4170′ (2356′)	4800m

CHANGES: Procedure.

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ZPJH
GASA

16 FEB 07 (13-2)

JEPPESEN XISHUANGBANNA, PR OF CHINA VOR DME Rwy 34

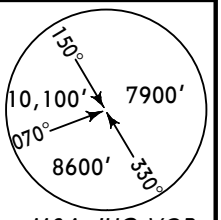
*BANNA Tower
130.0

BRIEFING STRIP ™

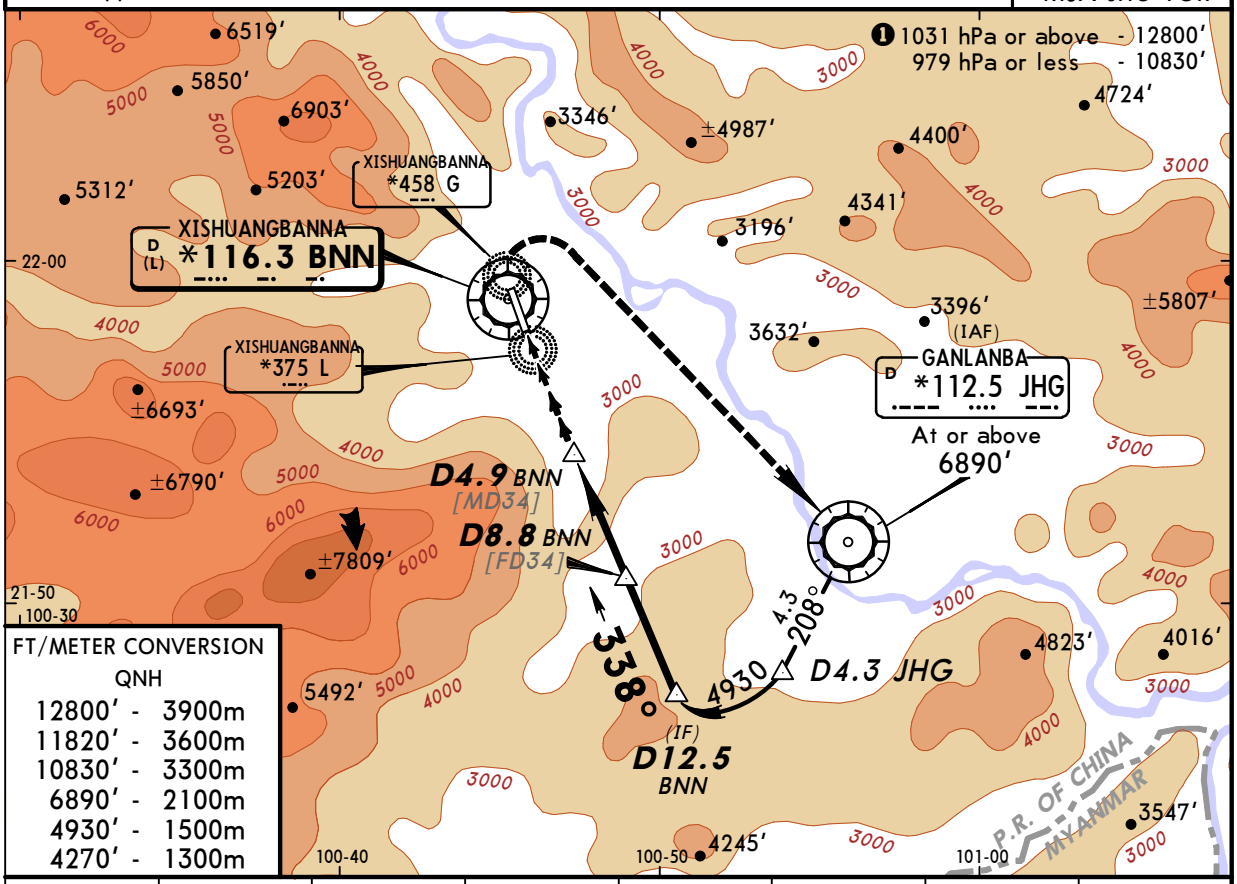
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1814′
BNN *116.3	338°	D8.8 BNN 4270′(2456′)	3220′(1406′)	RWY 1814′

MISSED APCH: Climb STRAIGHT AHEAD to BNN VOR, then turn RIGHT and climb to JHG VOR and contact ATC. MAX 205 KT.

Alt Set: hPa Rwy Elev: 65 hPa Trans level: FL 138 Trans alt:11820′ ❶
Initial approach restricted to MAX 205 KT.



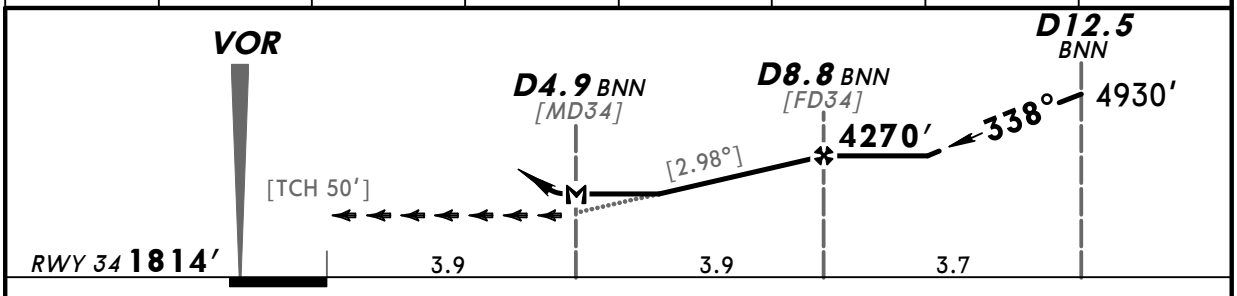
MSA JHG VOR



FT/METER CONVERSION
QNH

12800′ -	3900m
11820′ -	3600m
10830′ -	3300m
6890′ -	2100m
4930′ -	1500m
4270′ -	1300m

BNN DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	2170′	2490′	2800′	3120′	3440′	3750′	4070′



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.2% or / Descent angle [2.98°]	369	474	527	633	738	843
MAP at D4.9 BNN						

HIALS
PAPI

205 KT MAX

BNN 116.3

JHG 112.5 RT

PANS OPS 4

STRAIGHT-IN LANDING RWY 34

MDA(H) 3220′(1406′)

		ALS out
A	3200m	
B		
C	4000m	4800m
D		

CIRCLE-TO-LAND

Not authorized West of runway

Max Kts	MDA(H)	
100	3290′(1476′)	3200m
135		
180	3940′(2126′)	4800m
205	4170′(2356′)	4800m

CHANGES: Procedure.

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