

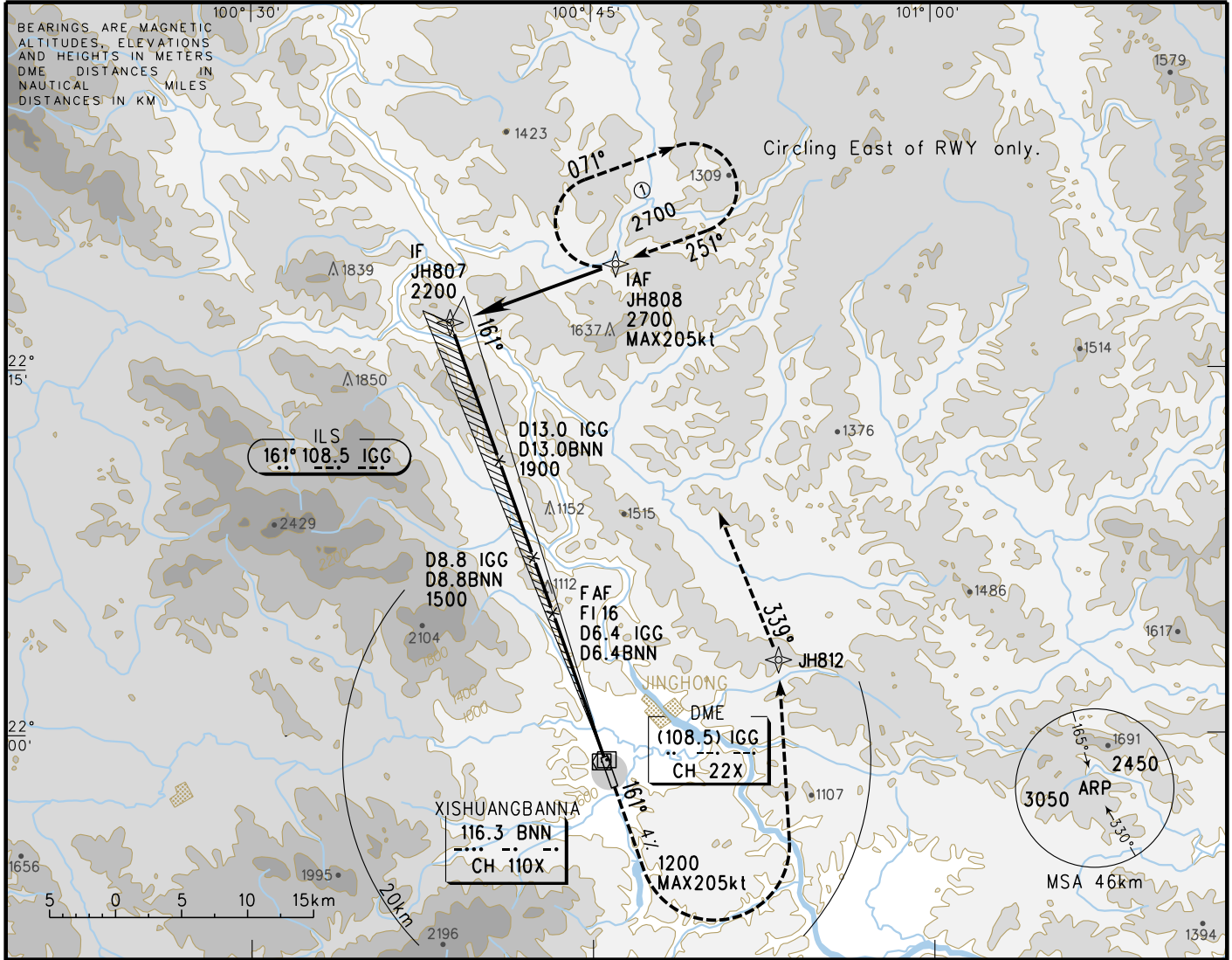
INSTRUMENT  
APPROACH  
CHART-ICAO

VAR1° W

AERODROME ELEV 553.1  
THR RWY16 ELEV 550.7

ATIS 126.225  
APP 119.1(119.625)  
TWR 130.0(118.6)

ZPJH XISHUANGBANNA/Gaso  
RNP ILS/DME z RWY16



GP INOP

DME (ICG) (NM)

ALT (m)

7

6

5

4

3

2

1

TL 4200  
TA 3600  
3900(QNH ≥1031hPa)  
3300(QNH ≤979hPa)

IF  
JH807  
D19.0 ICG  
D19.0BNN

D13.0 ICG  
D13.0BNN  
1900(1349)

D8.8 ICG  
D8.8BNN  
1500(949)

FAF  
GP INOP  
D6.4 ICG  
D6.4BNN  
1280(729)

GP INOP  
D5.4 ICG  
D5.4BNN  
1160(609)

GP INOP  
D3.1 ICG  
D3.1BNN  
900(349)

IGG  
BNN

MISSED APPROACH  
Climb straight ahead to 1200  
with climb gradient not less  
than 4.0%, turn LEFT to  
JH812, then fly to JH808  
on track 339° at 2700,  
join in the holding pattern  
or contact ATC.

34.9km24.016.011.69.75.43.30

2200(1649)1870132012801150890MDA

RDH=17.5

	A	B	C	D	FAF-MAPt(GP INOP) 8.3km								
ILS/DME	DA(H) RVR/VIS	611(60) 550/800		616(65) 550/800	GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335	
GP INOP	MDA(H) VIS	770(219) 2900				Time	min:sec	3:22	2:41	2:14	1:55	1:41	1:30
						Rate of descent	m/s	2.5	3.1	3.7	4.4	5.0	5.7
CIRCLING	MDA(H) VIS	1000(447) 5000		1200(647) 5000									

Missed APCH climb gradient 2.5%, CAT A,B,C,D:DA(H)•721(170),VIS•2100m.

Changes: Nil.

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中国民用航空局CAAC

ZPJH AD2.24-20A