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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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General Information

Location: LHASA CHN
ICAO/IATA: ZULS / LXA
Lat/Long: N29?17.8', E090?54.7'
Elevation: 11715 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 0.0?E

Fuel Types: Jet
Repair Types: Minor Airframe
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2256 Z
Sunset: 1257 Z

Runway Information

Runway: 10L
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 11715 ft
Lighting: Edge, ALS, Centerline

Runway: 10R
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11711 ft
Lighting: Edge, ALS, Centerline

Runway: 28L
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11704 ft
Lighting: Edge, ALS, Centerline

Runway: 28R
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 11708 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

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ATIS: 131.450
Lhasa Tower: 118.050
Lhasa Tower: 118.250
Lhasa Tower: 130.000
Lhasa Tower: 124.300 Secondary
Lhasa Ground: 121.650
Lhasa Ground: 124.300 Secondary
Lhasa Ground: 121.550
Lhasa Approach: 120.200 Secondary
Lhasa Approach: 119.000

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.2
Departure 126.625

1.2. RWY OPERATIONS

During changing the direction of RWY, when downwind component of RWY is greater than 3.5m/s (7 KT) but not greater than 5m/s (10 KT), controller notifies crew of ground wind direction and speed. If it is not acceptable due to ACFT performance limitations or other reasons, crew should immediately inform controller and follow further instructions. When downwind component of RWY exceeds 5m/s (10 KT), downwind take-off and landing should be stopped.

1.3. TAXI PROCEDURES

1.3.1. GENERAL

RWY can be used for taxiing. ACFT shall follow ATC instructions to taxi.

To reduce RWY intrusion incidents and ensure RWY safety, ACFT should pay attention to the following when entering A1, A2, A3, A7, E1, E2, E7, E8, E12, E19 and RWY:

- Observe holding lines of A1, A2, A3, A7, E1, E2, E7, E8, E12 and E19. If not having received clear instructions to enter RWY, it is strictly prohibited to cross holding line.

Helicopters shall be guided by Follow-me vehicle to enter/exit parking stands.

1.3.2. RWY CROSSING

When crossing RWY, it is necessary to follow instructions of controller and taxi to wait outside RWY holding point.

After receiving crossing instruction, crossing must be completed within 50 seconds without delay. If there are any questions, please confirm before crossing. If this requirement cannot be met, control unit should be notified in advance.

Pilots must fully repeat all waiting points outside the RWY and instructions for crossing RWY. After crossing is completed, they must report to controller that they have vacated the RWY.

When crossing a RWY, pilots should pay attention to monitoring other RWY related instructions or information, and pay attention to observing activities on RWY and nearby areas. When following the take-off ACFT and crossing RWY, pilot is responsible for distance between ACFT and the take-off ACFT to avoid being affected by the jet.

After completing RWY crossing, pilot should pay attention to listening to taxiing route and waiting position.

1.3.3. RWY HOLDING POSITIONS AND USAGE

Before entering RWY, ACFT must wait for instructions from controller at designated RWY holding position.

If ACFT does not obtain permission from controller and nose crosses RWY waiting position sign, it should immediately report to controller.

1.4. PARKING INFORMATION

Stands 5 thru 34 are push-back.

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1. GENERAL

1.5. OTHER

NIGHT flight is only available for RNP AR operation, otherwise, departure and landing shall be conducted after sunrise and before sunset (returning to base included).

Warning: Airlines shall pay attention to flight arrangement and oil supply due to long time holding on ground or in the air for ACFT. Pilots shall strictly follow ATC instructions.

Warning: Lhasa APT has 2 parallel RWYs, additionally there are 2 parallel TWYs; please, airlines and pilots, prepare preflight to avoid RWY confusion.

Birds.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

Use satellite phone or TEL:

86-891-6216767/86-891-6216768 to contact Tower; or
86-891-6216765/86-891-6216766 to contact ACC.

When ACFT communication failure is confirmed:

- If having passed the IAF and deciding to land at ZULS, maintain the transponder code 7600 and land according to IAP by own navigation. Follow the guidance vehicle into the stand after landing.
- If having passed the IAF and deciding to land at an alternate APT, the transponder code will be adjusted twice at a 30 second interval between 7600 and 7602 and finally set to 7600. According to the IAP assigned by controller, perform the missed approach and climb to 22640?before flying to LXA VORDME and joining the declared planned route. Adjust altitude and speed according to the declared flight plan and fly to the alternate APT.
- If not having passed the IAF and deciding to land at ZULS, maintain the transponder code 7600 and fly along the planned route to LXA VORDME according to the last assigned altitude. Join holding and circle to 23630? stop circling 10minutes after first overflying LXA VORDME. Choose unclosed RWY according to NOTAM and decide landing direction based on ATIS or wind speed/wind direction, then follow the relative IAP to land by own navigation. Follow the guidance vehicle into the stand after landing.
- If not having passed the IAF and deciding to land at an alternate APT, the transponder code will be adjusted twice at a 30s intervals between 7600 and 7602 and finally set to 7600. According to the last assigned altitude, fly along the planned route to LXA VORDME and join the declared planned route. Adjust altitude and speed according to the declared flight plan and fly to the alternate APT.

2.2. RWY OPERATIONS

Requirements for RWY occupancy time, except for wet or contaminated RWYs:
The time from touchdown to complete RWY vacation should be within 60 seconds, and it is recommended to use rapid exit TWY to vacate RWY as soon as possible.
If the crew believes that it cannot be completed within the required time, they need to notify the controller before landing.
If pilot cannot meet the above requirements for RWY occupancy time, notify controller as soon as possible.

2.3. TAXI PROCEDURES

After arrival ACFT should activate the ground mode of the transponder.
The ground taxi route shall be subject to instructions of controller. Unless otherwise required by controller, the conventional taxi routes on the ground are as follows:

- RWY 10L arrival (route 2): wait at TWY E - N - B - B1.

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3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

Before applying for launch and departure, ACFT should activate the ground mode of the transponder.

The clearance of push-back and start-up issued by TWR shall be performed within 5 minutes. Otherwise, clearance will be cancelled automatically and a new clearance shall be applied.

Engine run-ups are subject to TWR Control clearance and shall be carried out at designated location.

The ground taxi route shall be subject to instructions of controller. Unless otherwise required by controller, the conventional taxi routes on the ground are as follows:

- RWY 10R departure (route 1): wait at TWY A - A1;
- RWY 28R departure (route 3): wait at TWY B - N - E - E8.

3.2. COMMUNICATION FAILURE PROCEDURES

When ACFT communication failure is confirmed:

- If deciding to land at ZULS, the transponder code will be adjusted twice at a 30 second interval between 7600 and 7601, and finally set to 7600. Climb to and keep 22640?according to the assigned departure procedure, then turn to LXAVORDME (ACFT departing to the East turn LEFT to LXA VORDME, ACFT departing to the West turn RIGHT to LXA VORDME) and join holding, stop circling 10 minutes after first overflying LXA VORDME. Choose unclosed RWY according to NOTAM and decide landing direction based on ATIS or wind speed/wind direction, then follow the relative IAP to land by own navigation.
- If deciding to fly to the destination APT, maintain the transponder code 7600 and follow the assigned departure procedure to climb to 22640?and fly to the end of the SID. Then join the declared planned route and adjust altitude and speed according to the declared flight plan and fly to the destination APT.
- If deciding to fly to an alternate APT, the transponder code will be adjusted twice at a 30 second interval between 7600 and 7602, and finally set to 7600. Follow the assigned departure procedure to climb to 22640?and fly to the end of the SID. Then join the declared planned route and adjust altitude and speed according to the declared flight plan and fly to the alternate APT.

3.3. RWY OPERATIONS

The full RWY shall be used for take-off.

Requirements for RWY occupancy time, except for wet or contaminated RWYs:

The time from holding position to RWY alignment should be controlled within 60 seconds. After obtaining take-off permission, pilot shall take off immediately. If ACFT cannot take off within 60 seconds, pilot of should request another take-off permit.

If pilot cannot meet the above requirements for RWY occupancy time, notify controller as soon as possible.

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D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL266
126.2	11715	

FL CONVERSION
FL266 FL8100m

FT/METER CONVERSION
QNH
23630′ - 7200m
19690′ - 6000m

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

DM Ø1A, IKU Ø1A
ARRIVALS
(RWYS 28L/R)

CONTOUR INTERVALS: 24000, 22000, 20000, 18000, 16000, 14000

IKUBI
092°
IKU Ø1A
42
LXA VOR
160°
065°
101°
R272
281°
MHA 23630
(IAF)
LHASA
D 113.1 LXA
23630
21,700
20,700
20,100
260°
R094
(IAF)
D25.0 LXA
19690
DM Ø1A
15
274°
ZEDANG
435 DM
23630
274°
094°
MHA 23630
23663

CHANGES: Terrain.
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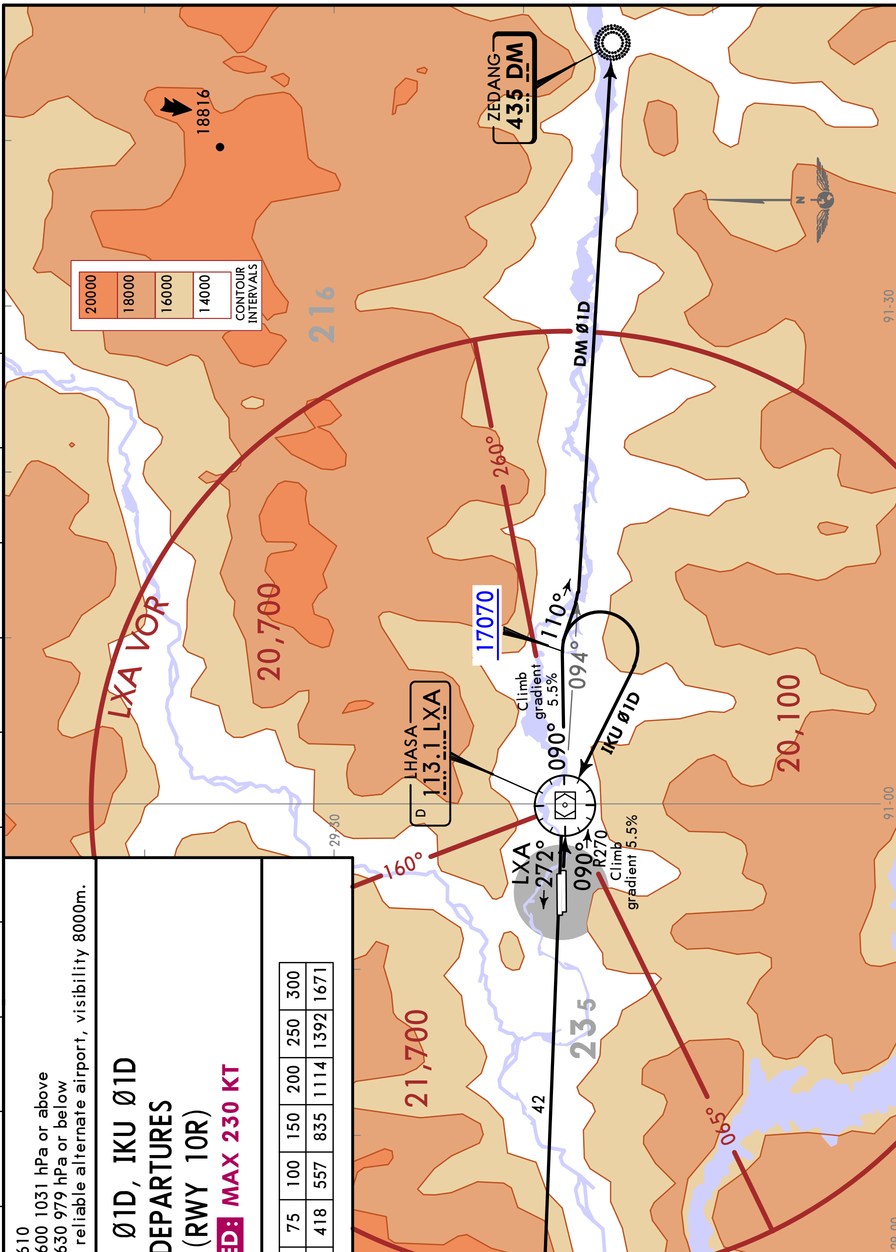

Apt Elev
11715

Trans alt: 24610
25600 1031 hPa or above
23630 979 hPa or below
If there is no reliable alternate airport, visibility 8000m.

DM Ø1D, IKU Ø1D DEPARTURES (RWY 10R)

SPEED: MAX 230 KT

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

NOT TO SCALE

LOST COMMS
Refer to 10-1P pages.

FT/METER CONVERSION
QNH
17070' - 5200m
23630' - 7200m
24610' - 7500m
25600' - 7800m

CHANGES: RKZ Ø1D replaced by IKU Ø1D, DM Ø1D revised, RWY layout.

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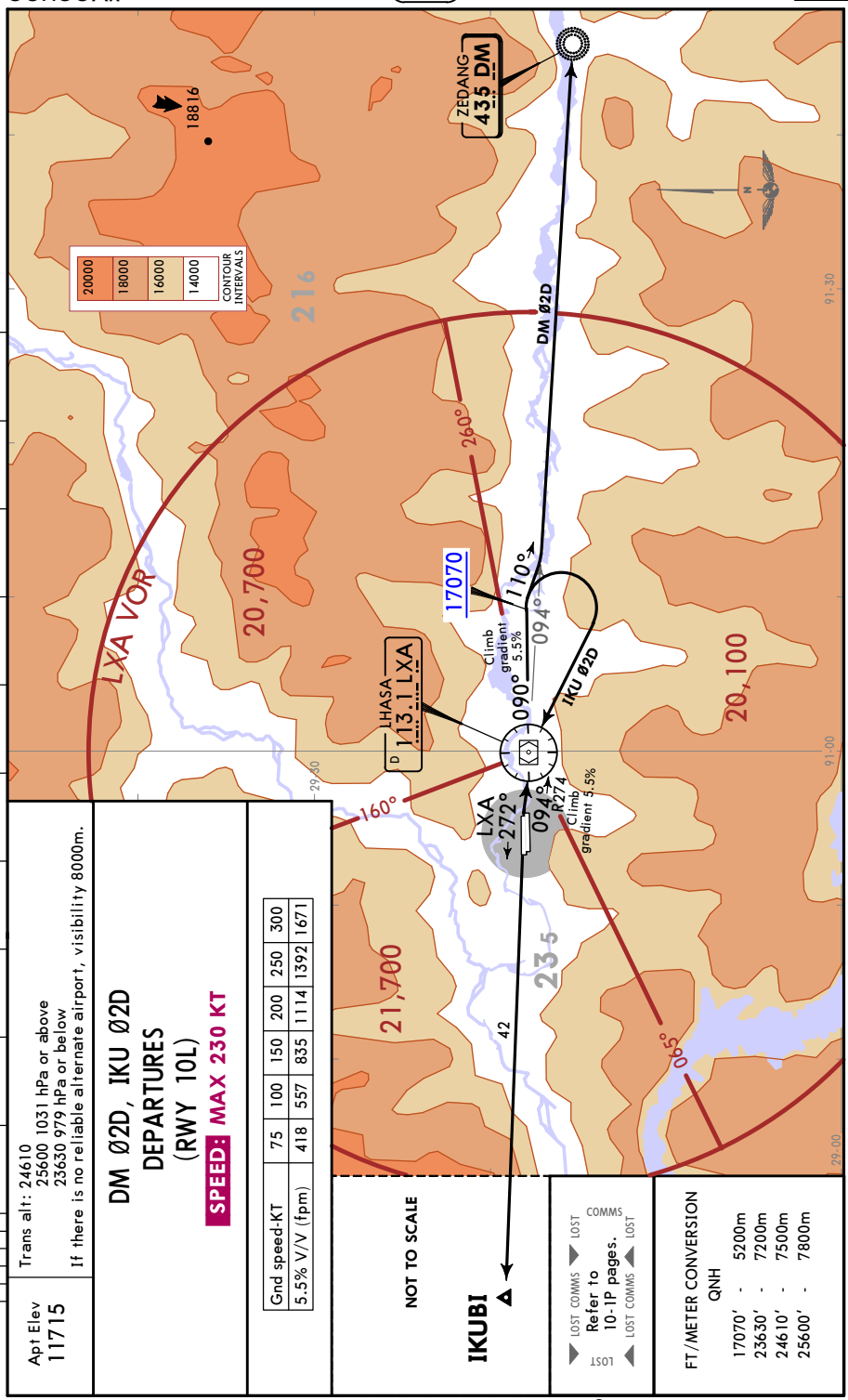

CHANGES: Visual deps deleted, SIDs established, RWY layout.

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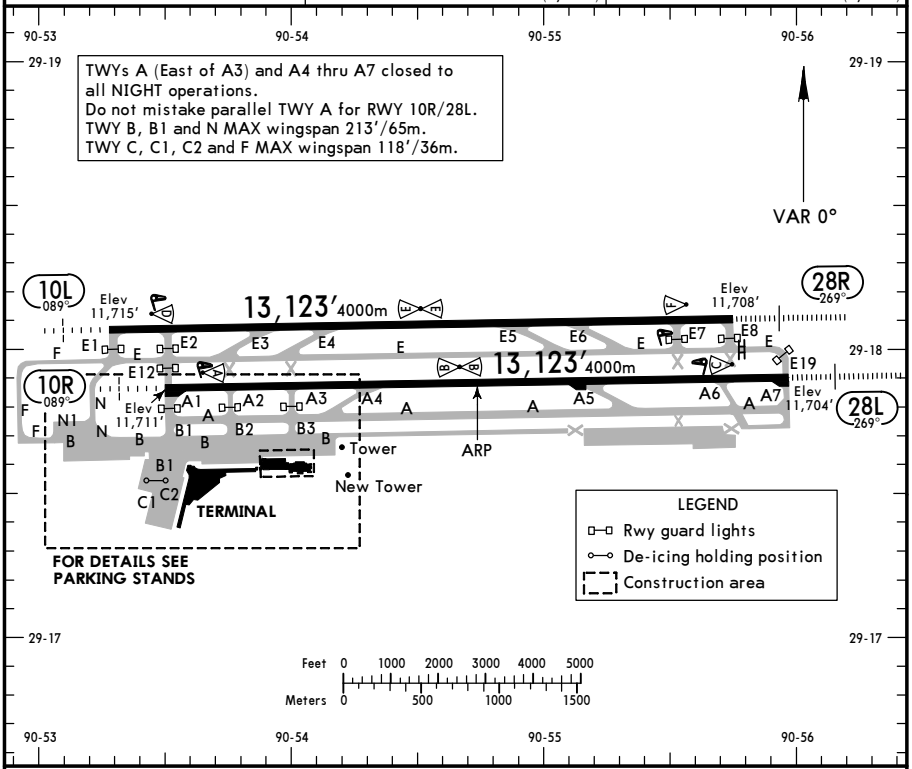
ZULS/LXA

Apt Elev **11715′**
N29 17.8 E090 54.7

JEPPESEN
8 MAR 24 (10-9) **Eff 20 Mar 1600Z**

LHASA, PR OF CHINA
GONGGAR

D-ATIS Departure	LHASA Ground		Tower	
	GND01	GND02	TWR01	TWR02
126.625	121.65	121.55 (By ATC)	118.25	118.05 (By ATC)



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
10L	HIRL (60m) CL (15m) ❶HIALS PAPI-L(3.0°) RVR				148′ 45m
28R	HIRL (60m) CL (15m) ❷HIALS SFL TDZ ❸PAPI-L RVR		12,090′ 3685m		
10R	HIRL (60m) CL (30m) ❶HIALS PAPI-L(3.0°) RVR				148′ 45m
28L	HIRL (60m) CL (30m) ❷HIALS SFL PAPI-L(3.0°) RVR		12,106′ 3690m		

❶ length 420m
❷ length 720m
❸ angle 3.0°

State

TAKE-OFF (with reliable alternate)

		Rwys 10L/R	
		RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A B C D	R400m V800m	R500m V800m
Other 1 & 2 Eng		R/V1600m	

CHANGES: None.

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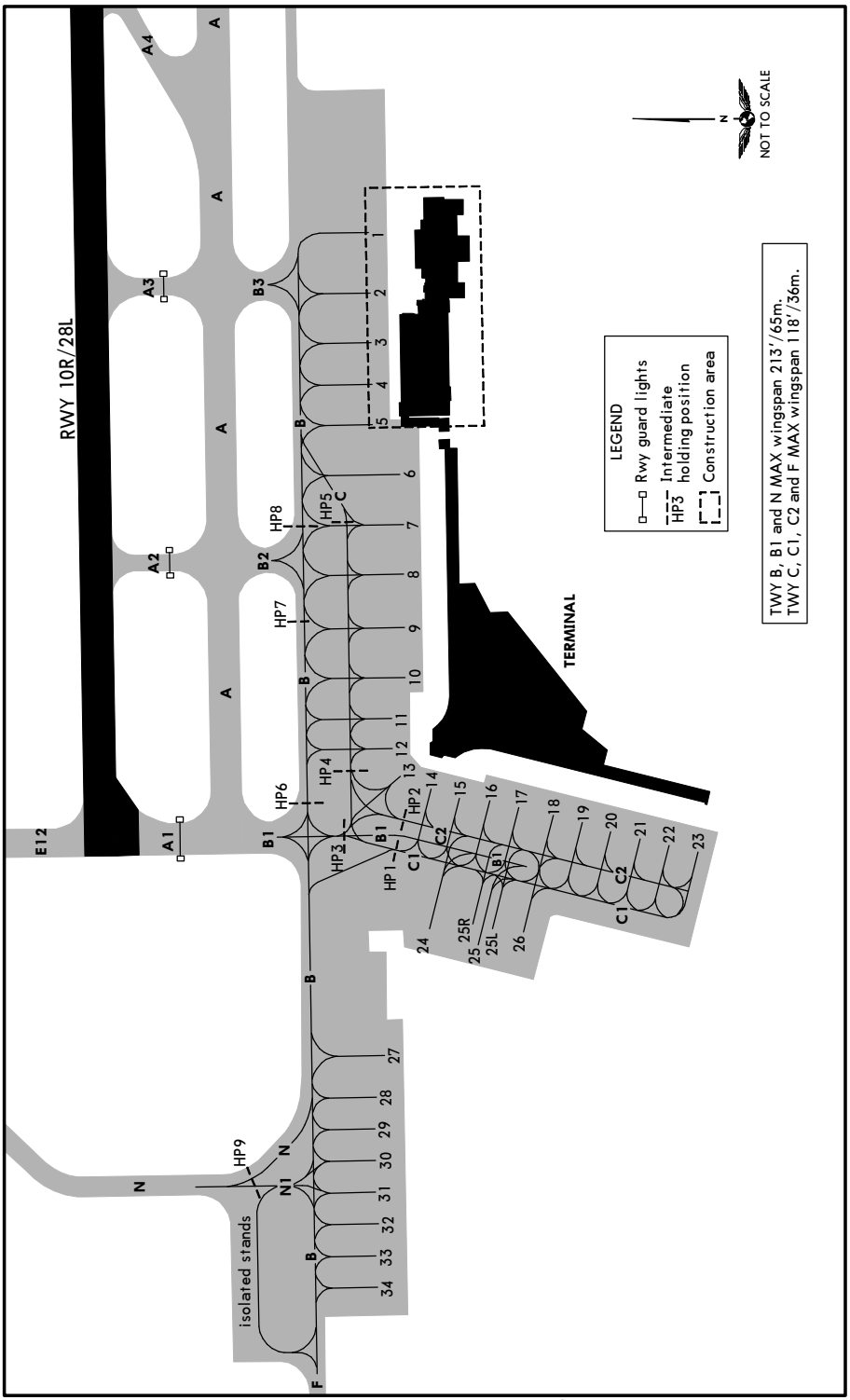
ZULS/LXA

JEPPESEN

8 MAR 24 (10-9A) Eff 20 Mar 1600Z

LHASA, PR OF CHINA

GONGGAR



CHANGES: Taxiline added, isolated stands.

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ZULS/LXA
GONGGAR

JEPPESEN

22 DEC 23
Eff 27 Dec 1600Z

(11-1)

LHASA, PR OF CHINA
ILS DME Rwy 28L

BRIEFING STRIP ™

D-ATIS Arrival	LHASA Approach	LHASA Tower	Ground
126.2	119.0	118.25	121.65 121.55X

LOC ISS	Final Apch Crs	D18.4 ISS	ILS DA(H)	Apt Elev 11715′
*110.3	269°	17560′(5856′)	13706′(2002′)	Rwy 11704′

MSA LXA VOR
160° 20,700
21,700 260°
065° 20,100

MISSED APCH: Climb STRAIGHT AHEAD to D8.8 LXA at 15750′ or above, turn RIGHT (MAX 190 KT) to VOR at 20670′ or above, contact ATC.

Alt Set: hPa | Rwy Elev: 361 hPa | Trans level: FL266 | Trans alt: 24610′ ❶

Baseturn restricted to MAX 190 KT.

❶ 1031 hPa or above - 25600′
979 hPa or less - 23630′

(IAF) LHASA D 113.1 LXA 23630

ILS DME 269° *110.3 ISS

D18.4 ISS D14.8 LXA [FI28L]

D23.5 ISS D20.0 LXA [CI28L] (IF)

D6.5 ISS D3.0 LXA

D13.7 ISS D10.2 LXA

D8.8 LXA

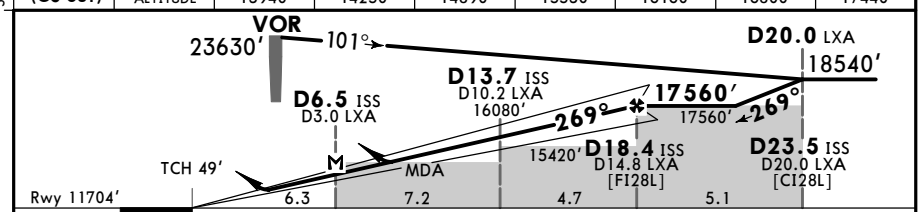
D20.0 LXA 18540

(IAF) D25.0/R-094 LXA [DØ94Y] 19690

FT/METER CONVERSION QNH

25600′	7800m
24610′	7500m
23630′	7200m
20670′	6300m
19690′	6000m
18540′	5650m
17560′	5350m
16080′	4900m
15750′	4800m

LOC (GS out)	ISS DME	7.0	8.0	10.0	12.0	14.0	16.0	18.0
	ALTITUDE	13940′	14250′	14890′	15530′	16160′	16800′	17440′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D6.5 ISS/D3.0 LXA							
D18.4 ISS to MAP	11.8	10:07	7:52	7:05	5:54	5:03	4:26

HIALS PAPI

D8.8 LXA at 15750′ or above

State STRAIGHT-IN LANDING

	ILS		LOC (GS out) CDFA	
	DA(H) 13706′(2002′)		MDA(H) 13780′(2076′)	
		ALS out		ALS out
A	V8000m	V12000m	V8000m	V13000m
B				
C				
D				

PANS OPS

CHANGES: RWY ident, comms, procedure, minimums.

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ZULS/LXA
GONGGAR

JEPPESEN

22 DEC 23
Eff 27 Dec 1600Z

(11-2)

LHASA, PR OF CHINA
ILS DME Rwy 28R

BRIEFING STRIP ™

D-ATIS Arrival	LHASA Approach	LHASA Tower	Ground
126.2	119.0	118.25	121.65 121.55X

LOC IGA	Final Apch Crs	D18.4 IGA	ILS DA(H)	Apt Elev 11715′
*108.7	269°	17560′(5852′)	13710′(2002′)	Rwy 11708′

MSA LXA VOR
160° 20,700
21,700 260°
065° 20,100

MISSED APCH: Climb STRAIGHT AHEAD to D8.8 LXA at 15750′ or above, turn RIGHT (MAX 190 KT) to VOR at 20670′ or above, contact ATC.

Alt Set: hPa | Rwy Elev: 362 hPa | Trans level: FL266 | Trans alt: 24610′ ❶

Baseturn restricted to MAX 190 KT.

❶ 1031 hPa or above - 25600′
979 hPa or less - 23630′

(IAF) LHASA D 113.1 LXA 23630

ILS DME 269° *108.7 IGA

D18.4 IGA D14.6 LXA [FI28R]

D23.7 IGA D20.0 LXA [CI28R] 18540

D6.5 IGA D2.8 LXA

D13.7 IGA D10.0 LXA

D8.8 LXA

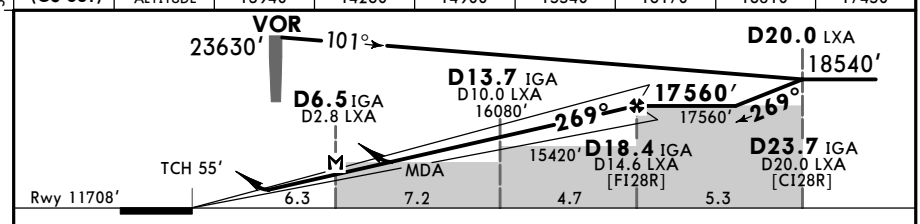
D20.0 LXA 18540

(IAF) D25.0/R-094 LXA [DØ94Y] 19690

FT/METER CONVERSION QNH

25600′	7800m
24610′	7500m
23630′	7200m
20670′	6300m
19690′	6000m
18540′	5650m
17560′	5350m
16080′	4900m
15750′	4800m

LOC (GS out)	IGA DME	7.0	8.0	10.0	12.0	14.0	16.0	18.0
	ALTITUDE	13940′	14260′	14900′	15540′	16170′	16810′	17450′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D6.5 IGA/D2.8 LXA							
D18.4 IGA to MAP	11.9	10:12	7:56	7:08	5:57	5:06	4:28

HIALS PAPI

D8.8 LXA at 15750′ or above

State STRAIGHT-IN LANDING

	ILS DA(H) 13710′(2002′)		LOC (GS out) CDFA MDA(H) 13780′(2072′)	
		ALS out		ALS out
A	V8000m	V12000m	V8000m	V13000m
B				
C				
D				

PANS OPS

CHANGES: New procedure.

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ZULS/LXA
GONGGAR

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
13-1

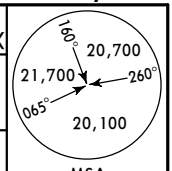
LHASA, PR OF CHINA
VOR DME Rwy 28L

BRIEFING STRIP

D-ATIS Arrival	LHASA Approach	LHASA Tower	Ground
126.2	119.0	118.25	121.65 121.55X

VOR LXA	Final Apch Crs	D14.8	MDA(H)	Apt Elev 11715′
113.1	274°	17560′(5856′)	14110′(2406′)	Rwy 11704′

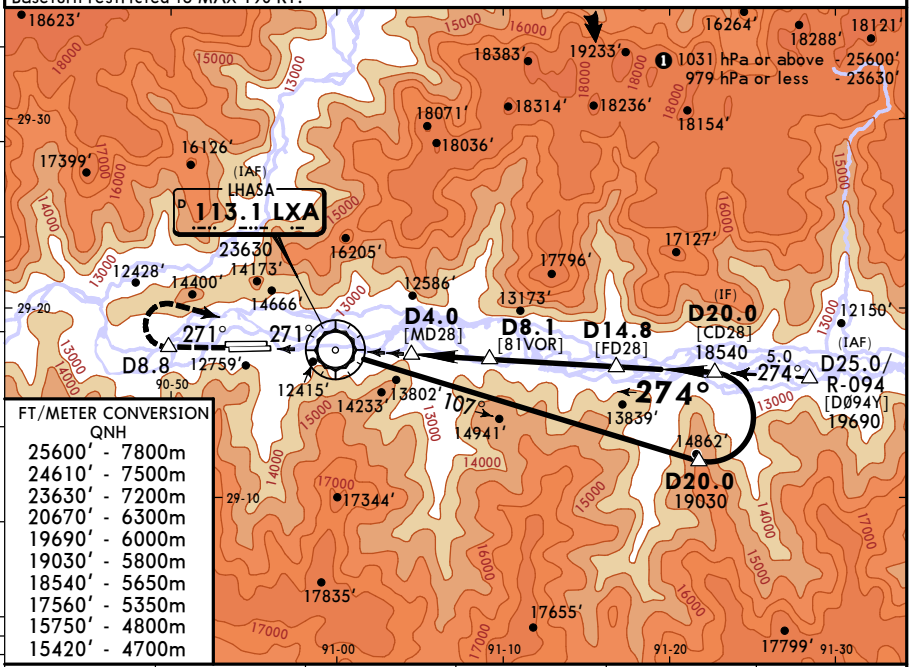
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then on 271° to D8.8 at 15750′ or above, turn RIGHT (MAX 190 KT) to VOR at 20670′ or above, contact ATC.



MSA
LXA VOR

Alt Set: hPa | Rwy Elev: 361 hPa | Trans level: FL266 | Trans alt: 24610′ ❶

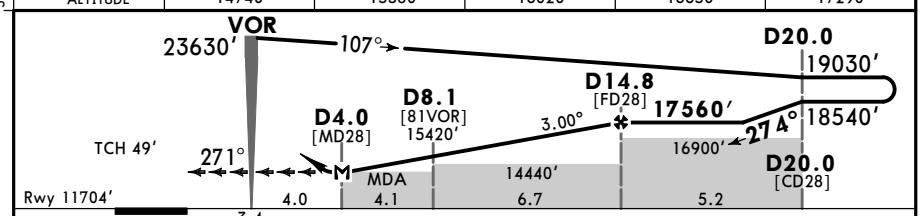
Baseturn restricted to MAX 190 KT.



FT/METER CONVERSION
QNH

25600′	7800m
24610′	7500m
23630′	7200m
20670′	6300m
19690′	6000m
19030′	5800m
18540′	5650m
17560′	5350m
15750′	4800m
15420′	4700m

LXA DME	6.0	8.0	10.0	12.0	14.0
ALTITUDE	14740′	15380′	16020′	16650′	17290′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.0							
D14.8 to MAP	10.8	9:15	7:12	6:29	5:24	4:38	4:03

HIALS
PAPI

LXA 113.1

15750′ LT

on 271° D8.8

State

STRAIGHT-IN LANDING
CDFA
MDA(H) 14110′ (2406′)

ALS out

PANS OPS

A	V8000m	V14000m
B		
C		
D		

CHANGES: None.

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ZULS/LXA
GONGGAR

JEPPESEN

19 JAN 24
Eff 24 Jan 1600Z

(13-2)

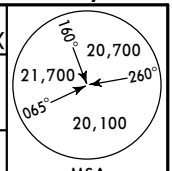
LHASA, PR OF CHINA
VOR DME Rwy 28R

BRIEFING STRIP

D-ATIS Arrival	LHASA Approach	LHASA Tower	Ground
126.2	119.0	118.25	121.65 121.55X

VOR LXA	Final Apch Crs	D14.6	MDA(H)	Apt Elev 11715′
113.1	274°	17560′(5852′)	14110′(2402′)	Rwy 11708′

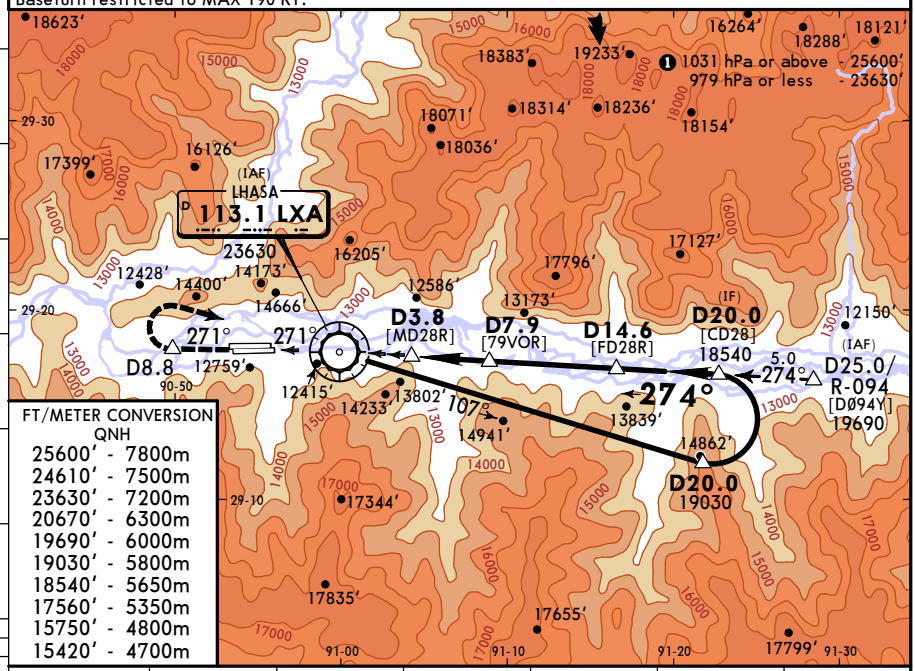
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then on 271° to D8.8 at 15750′ or above, turn RIGHT (MAX 190 KT) to VOR at 20670′ or above, contact ATC.



MSA
LXA VOR

Alt Set: hPa | Rwy Elev: 362 hPa | Trans level: FL266 | Trans alt: 24610′ ❶

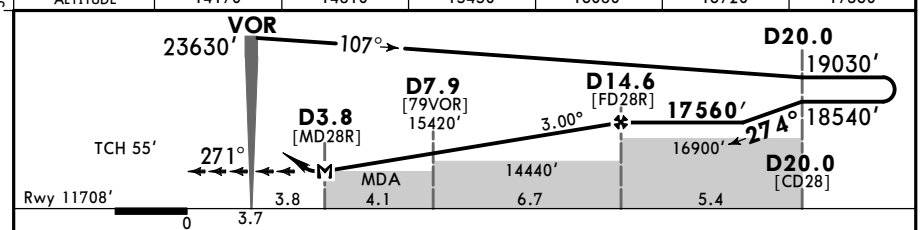
Baseturn restricted to MAX 190 KT.



FT/METER CONVERSION
QNH

25600′	7800m
24610′	7500m
23630′	7200m
20670′	6300m
19690′	6000m
19030′	5800m
18540′	5650m
17560′	5350m
15750′	4800m
15420′	4700m

LXA DME	4.0	6.0	8.0	10.0	12.0	14.0
ALTITUDE	14170′	14810′	15450′	16080′	16720′	17360′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.8							
D14.6 to MAP	10.8	9:15	7:12	6:29	5:24	4:38	4:03

HIALS
PAPI

LXA 113.1

15750′ on LT

271° D8.8

State

STRAIGHT-IN LANDING
CDFA
MDA(H) 14110′ (2402′)

ALS out

PANS OPS

A	V8000m	V14000m
B		
C		
D		

CHANGES: Final approach, database identifier.

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Chart changes since cycle 06-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LHASA, (GONGGAR - ZULS)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZULS