

XIAMEN/Gaoqi Intl (XMN/ZSAM)

Elevation 59ft

CATEGORY B

AV brief not available

GENERAL

- The airport is located on the northern side of Xiamen Island in the Taiwan Strait
- Gaoqi Intl is due to be replaced by a new airport at Xiang'an

Threats

CFIT

- High ground rises sharply inland with peaks over 4,000 ft within 25 nm north and in excess of 5,000 ft within 45 nm
- The approach to Rwy 23 takes the aircraft over a ridge of high ground of approximately 1,650 ft asl at 10 nm.
- The aircraft will pass within 0.5 nm of a hill 780 ft asl at 4 nm final Rwy 05
- A spot height of 1,253 ft asl 7 nm SW is just inside the 23 missed approach track. Close adherence to tracks and published minimum altitudes is essential.

Runway Incursion

- As applicable

Runway Excursion

- During runway changeover periods ATC may allocate landing/takeoff runways with up to 10 kt tailwind. Pilots are required to advise ATC if the tailwind is not acceptable.

Special Considerations

- Metric RVSM and metric altimetry in use. Clearances below TA given in metres QNH. Refer to charts for conversion tables and to MID/FAR EAST Area Brief for further details.
- Note that the FIR border with Taipei is relatively close (approx 45 nm) to the south east which may result in limited options for manoeuvring to the south east of the airfield (e.g. for weather avoidance etc).

ARRIVAL

Diversion Airports

HONG KONG	HKG/VHHH	268 nm/245°T	CAT B
TAIPEI	TPE/RCTP	173 nm/083°T	CAT A
FUZHOU	FOC/ZSFZ	118 nm/049°T	CAT B

Approach

- Missed approaches to both runways require early turns due to terrain
- Note standard altitudes for missed approaches are significantly below MSA and in the XLN hold at the standard altitude the aircraft will be approximately level with terrain less than 5 NM NW

- Outbound from XLN on the VOR Rwy 05 approach the aircraft will pass 900 ft above a hill at approx D6 XLN, leading to a likely early 1000R call. The aircraft is not required to be fully configured at this point.

DEPARTURE

- Multiple intersections available for departure. Take care to ensure correct performance figures inserted and that the aircraft is lined up from the planned intersection.
- SIDs tracking south of the airfield – no deviation east of the published route will be authorised due to the proximity of Taiwanese airspace

WEATHER

- Summers are hot and humid whilst winters are short, mild and dry
- March to June are the wettest months
- Typhoons common Aug-Sep
- Autumn generally dry and sunny

OPERATIONAL INFORMATION

Handling Agent	Transasia Handling
Handling Agent VHF	
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times