ZSAM AD 2.1 机场地名代码和名称 Aerodrome location indicator and name

ZSAM-厦门/高崎 XIAMEN/Gaoqi

ZSAM AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N24°32.7' E118°07.6' 055° MAG/1550m FM THR05
2	方向、距离 Direction and distance from city	020° GEO, 11km from city center
3	标高/参考气温 Elevation / Reference temperature	18.0m/34.1°C(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	-/-
5	磁差/年变率 MAG VAR/ Annual change	2°W/
6	机场管理部门、地址、电话、传真、AFS、电子邮箱、网址 AD administration, address, telephone,telefax, AFS, E - mail, website	Yuanxiang (Xiamen) International Airport CO. LTD. Xiamen Gaoqi International Airport, Xiamen, Fujian province, China Post code:361006 TEL:86-592-5706002 FAX:86-592-5730699 AFS:ZSAMYDYX Website:www.xiamenairport.com.cn
7	允许飞行种类 Types of traffic permitted(IFR / VFR)	IFR/VFR
8	机场性质/飞行区指标 Military or civil airport &Reference code	CIVIL/4E
9	备注 Remarks	Nil

ZSAM AD 2.3 工作时间 Operational hours

1	机场当局(机场开放时间) AD Administration (AD operational hours)	H24
2	海关和移民 Customs and immigration	HS or O/R
3	卫生健康部门	HS or O/R

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	Health and sanitation	
4	航行情报服务讲解室 AIS Briefing Office	HS or O/R
5	空中交通服务报告室 ATS Reporting Office (ARO)	HS or O/R
6	气象讲解室 MET Briefing Office	HS or O/R
7	空中交通服务 ATS	HS or O/R
8	加油 Fuelling	HS or O/R
9	地勤服务 Handling	HS or O/R
10	保安 Security	HS or O/R
11	除冰 De-icing	Nil
12	备注 Remarks	Nil

ZSAM AD 2.4 地勤服务和设施 Handling services and facilities

1	货物装卸设施 Cargo-handling facilities	Platform lift, baggage transporter, container truck, tow tractor
2	燃油/滑油牌号 Fuel/oil types	Nr.3 Jet fuel --
3	加油设施/能力 Fuelling facilities/capacity	Refueling truck: 20 liters/sec and hydrant cart: 40 liters/sec
4	除冰设施 De-icing facilities	Nil
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types of aircraft on request. Other maintenance work by prior arrangement.

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7	备注 Remarks	Nil

ZSAM AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Taxis, buses
4	医疗设施 Medical facilities	First-aid equipment at AD, hospital in the city
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	In the city
7	备注 Remarks	Nil

ZSAM AD 2.6 援救与消防服务 Rescue and fire fighting services

1	机场消防等级 AD category for fire fighting	CAT 9
2	援救设备 Rescue equipment	Fire fighting facilities: primary foam tender, rapid intervention vehicle&primary foam tender, heavy foam tender, illumination truck, demolition rescue truck, logistics truck, medicine transporter, fire fighting command car; Rescue equipment: 40 tons/60 tons uplift air cushion, 81 tons trailer, 2.1×5m and 2.1×6m mobile surface operation devices, tow trucks, rubber blankets, lifting equipment, tie-down equipment.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Nil
4	备注 Remarks	Nil

ZSAM AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

1	可用季节及扫雪设备类型	All seasons

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	Types of clearing equipment	Not applicable
2	扫雪顺序 Clearance priorities	Not applicable
3	备注 Remarks	Nil

ZSAM AD 2.8 停机坪、滑行道及校正位置数据 Aprons, taxiways and check locations data

1	停机坪道面和强度 Apron surface and strength	Surface:	CONC
		Strength:	PCN 89/R/B/W/T(Stands 228, 228L, 228R) PCN 80/R/B/W/T(Stands 9-12, 15-17, 51-56) PCN 74/R/B/W/T(Stands 82-86, 3L) PCN 70/R/A/W/T(Stands 201-203, 205, 206, 221, 227) PCN 67/R/A/W/T(Stands 101-109, 1L, 2L) PCN 67/R/B/W/T(Stands 1-3, 5-8, 41-47) PCN 59/R/B/W/T(Stands 207- 212, 215-220, 222, 223, 225, 226) PCN 57/R/A/W/T(Stands 21-24) PCN 50/R/B/W/T(Stands 62-69, 71-79, 81) PCN 45/R/B/W/T(Stands 31-34, 5L) PCN 32/R/B/W/T(Stands 229, 229R, 229L, 230-232)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	79m: B11 70m: B10 49m: B12 46m: B2 40m: B9 37m: A2，A9 34m: B3-B7 27m: A4, A5, A7, A8, A10 26.5m: A1, B1 23m: A，A6， B 18m: A3
		Surface:	CONC (A1,A10, B, B3-B7, B9-B12) ASPH (A3, B1, B2) CONC & ASPH (A, A2, A4-A9)
		Strength:	PCN 88/R/B/W/T(A1, B12) PCN 87/R/B/W/T(B4-B6)

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			PCN 84/R/B/W/T(B1, B7, B9) PCN 78/R/B/W/T(A10) PCN 76/F/B/X/T(ASPH part of A2, A6, A9) PCN 76/R/B/W/T(A3, B2) PCN 73/R/B/W/T(B3) PCN 70/R/B/W/T(B, B10, B11) PCN 70/R/B/X/T(CONC part of A2, A6, A9) PCN 69/R/B/W/T(A) PCN 59/R/B/W/T(A8) PCN 50/R/B/W/T(A4, A5, A7)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR/INS 校正点 VOR/INS checkpoints	Nil	
5	备注 Remarks	1.Blue apron lights 2.Stand Nr. 85 CLSD 3.Stand Nr.227 is isolation stand	

ZSAM AD 2.9 地面活动引导和管制系统与标识
Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY and at all holding positions; Guide lines at apron; Refer AD1.1 for Visual Docking Guidance system.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	THR, RWY designations, TDZ, center line, edge line, displaced THR, aiming point
		RWY lights	THR, THR wing bar , center line, edge line, RWY end
		TWY markings	Center line, edge line, TWY holding positions， No-entry marking (for TWYs A4-A8)
		TWY lights	Edge line, center line, RWY guard lights, rapid exit taxiway indicator lights(for TWYs A4-A8), No-entry lights, intermediate holding positons
3	停止排灯 Stop bars	Nil	

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4	备注 Remarks	Blue apron edge line lights

ZSAM AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on the center of RWY 05/23

序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	GP Antenna	048	1211	25.7	RWY23 ILS/DME Final approach;（ missed approach gradient 3.0%）	
2	Antenna	056	3123	21.5		
3	MT	057	9720	54.1		
4	MT	062	9093	58.2	RWY23 GP INOP	
5	MT	067	11285	62.2	RWY23 VOR/DME final approach	
6	*BLDG	104	3496	76.9		
7	*BLDG	119	2965	80		
8	BLDG	120	497	45.0		
9	BLDG	123	577	42.2		
10	BLDG	137	476	40.6		
11	BLDG	138	605	33.4		
12	MT	138	7520	135.9		
13	BLDG	140	647	51.2		
14	*BLDG	143	9500	257.0		
15	*BLDG	144	9228	257.0		
16	*BLDG	153	2382	83.9		
17	*BLDG	164	3511	91.1		
18	Control TWR	165	598	68.3		
19	MT	168	9000	339.6		
20	MT	169	8475	293.6		

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Obstacles within a circle with a radius of 15km centered on the center of RWY 05/23						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
21	*BLDG	172	4957	123.2		
22	MT	179	9600	251.7		
23	*MT	182	3310	115.6		
24	*BLDG	185	3882	96.1		
25	MT	192	10350	264.6		
26	*BLDG	203	5865	182.5		
27	*BLDG	203	12458	305.5		
28	MT	204	4800	141.9		
29	*BLDG	205	8307	202.0		
30	Water TWR	208	1315	52.6		
31	*BLDG	210	4775	78.1		
32	*BLDG	213	4910	78.1		
33	*Radar	214	1255	66.5		
34	*MT	215	5920	212.7	RWY05 VOR/DME final approach	
35	*BLDG	215	8427	166		
36	*BLDG	215	11004	197		
37	*BLDG	215	11116	199.8		
38	*TWR	216	10244	166		
39	BLDG	217	10251	350	RWY05 VOR/DME approach	
40	*BLDG	220	8170	195		
41	MT	221	6400	159.4	RWY23 departure	
42	*TV TWR	221	7775	196.6		
43	*TWR	221	11048	188		

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Obstacles within a circle with a radius of 15km centered on the center of RWY 05/23						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
44	*Chimney	224	14970	210.6		
45	*TWR	225	11956	165		
46	*TWR	229	12971	146		
47	BLDG	229	14124	149.5	RWY05 GP INOP final approach	
48	*Bridge	230	7750	134	RWY23 Take-off path	
49	*TWR	231	13603	81		
50	BLDG	233	2550	29.6	RWY23 Take-off path	
51	BLDG	233	2675	31.6	RWY23 Take-off path	
52	*Bridge	233	7836	134.4	RWY05 GP INOP	
53	BLDG	234	3063	43.0	RWY23 Take-off path	
54	BLDG	234	4429	57.3		
55	Antenna	235	2996	38.3	RWY23 Take-off path	
56	BLDG	235	4341	55.7		
57	*Pole	235	5650	85.5		
58	*Pole	235	6475	91.0		
59	*Pole	236	5457	85.5		
60	*BLDG	239	3419	45.6		
61	BLDG	239	4243	55.4		
62	GP Antenna	240	1251	32.3	RWY05 ILS/DME Final approach	
63	*Pole	240	5800	99.0		
64	*Pole	245	5250	99.0	RWY23 Take-off path; Circling CAT A/B	
65	MT	246	9150	237.8	RWY23 departure; Circling CAT C	

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Obstacles within a circle with a radius of 15km centered on the center of RWY 05/23						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
66	MT	253	12850	381.5	RWY23 ILS/DME、GP INOP missed approach(missed approach gradient 2.5%)	
67	MT	255	11830	320.5		
68	MT	258	9920	285.7		
69	*BLDG	301	8380	188.4		
70	MT	311	13700	137.8		
71	*BLDG	312	8600	267.9		
72	MT	344	9400	393.7	Circling CAT D	
73	MT	345	11050	408.4		
Others:						

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 05/23						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	MT	006	39300	1175	RWY05 departure；182°-242°sector	
2	MT	022	33600	946	sector; RWY05/23 Arrival; RWY05 departure	
3	MT	023	18773	177		
4	MT	025	85000	833	MVA	
5	MT	040	29400	564	RWY23 VOR/DME, ILS/DME initial	

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Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 05/23						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
					approach	
6	MT	043	23579	270	RWY23 VOR/DME, ILS/DME intermediate approach	
7	MT	060	26000	516	RWY23 VOR/DME, ILS/DME, RNP initial approach	
8	MT	068	20673	231		
9	MT	199	24500	562	242°-002°sector	
10	MT	215	58710	580	MVA	
11	MT	219	23600	406	RWY05 initial approach	
12	MT	225	23740	348	RWY05 initial approach	
13	MT	237	40000	794	RWY05/23 arrival；002°-080°sector；MVA	
14	*TWR	243	20784	260	RWY05 ILS/DME、VOR/DME intermediate approach	
15	*TWR	245	20274	260		
16	MT	252	64600	954	MVA	
17	MT	259	19500	423	RWY05 initial approach	
18	MT	292	26000	933	sector	
19	MT	301	81900	1369	MVA	
20	MT	309	33700	1128		
21	MT	312	23000	963	RWY23 arrival	
22	MT	329	76700	1532	MVA	
23	MT	333	40600	1080		
24	MT	335	51900	1274	080°-182°sector	

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Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 05/23						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
25	MT	341	42749	1220	RWY05 arrival; MVA	
Others: Other obstacles refer to AD OBST chart.						

ZSAM AD 2.11 提供的气象信息、机场观测与报告
Meteorological information provided & aerodrome observations and reports

1	相关气象台的名称 Associated MET Office	Xiamen MET station of ATMB
2	气象服务时间；服务时间以外的责任气象台 Hours of service, MET Office outside hours	H24 --
3	负责编发 TAF 的气象台；有效时段；发布间隔 Office responsible for TAF preparation,Periods of validity; Interval of issuance	Xiamen MET station of ATMB： 24HR；6HR
4	趋势预报发布间隔 Issuance interval of trend forecast	Trend 1HR
5	所提供的讲解/咨询服务 Briefing/consultation provided	P, T
6	飞行文件及其使用语言 Flight documentation, Languages used	Chart, International MET Codes, Abbreviated Plain Language Text Ch, En
7	讲解/咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data
8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX, MET Service terminal
9	提供气象情报的空中交通服务单位	Xiamen Tower, Xiamen Approach, Xiamen ACC

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	ATS units provided with information	
10	观测类型与频率/自动观测设备 Type & frequency of observation/Automatic observation equipment	13H, hourly plus special observation/Yes
11	气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included	METAR, SPECI, TREND
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 100m N of RCL, 460m inward THR05; B: 100m N of RCL, 1700m inward THR05; C: 80m N of RCL, 540m inward THR23. SFC wind sensors 05: 110m N of RCL, 490m inward THR; 23: 90m N of RCL, 510m inward THR. Ceilometer 05: 110m N of RCL, 465m inward THR; 23: 80m N of RCL, 505m inward THR.
13	气象观测系统的工作时间 Hours of operation for meteorological observation system	HO
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	Xiamen MET station of ATMB TEL: 86-0592-5708961

ZSAM AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和磁方位 TRUE &MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度(PCN), 跑道道面/ 停止道道面 RWY strength (PCN), RWY surface / SWYsurface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	053°GEO	3400×45	90/F/B/W/T		THR17.1m

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	055°MAG		ASPH/-		DTHR17.5m TDZ18.0m
23	233°GEO 235°MAG	3400×45	90/F/B/W/T ASPH/-		THR10.2m DTHR10.9m TDZ13.2m
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
See AOC	Nil	Nil	3500×280	Nil	90×120
See AOC	Nil	Nil	3500×280	Nil	90×120

Remark:

1. 7.5m RWY shoulder on the both sides.
2. RWY05: 40×60m anti-blast pad; RWY23: 60×60m anti-blast pad.
3. THR05 displaced 150m inwards ; THR23 displaced 200m inwards, RWY23 end displaced 150m inwards.

ZSAM AD 2.13 公布距离 Declared distances

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
1	2	3	4	5	6
05	3400	3400	3400	3250	THR displaced 150m inwards
05	3220	3220	3220	3250	FM A2, THR displaced 150m inwards
05	2850	2850	2850	3250	FM A3, THR displaced 150m inwards
23	3250	3250	3250	3050	THR displaced 200m inwards , end displaced 150m inwards
23	3100	3100	3100	3050	FM A9, THR displaced 200m inwards , end displaced 150m

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跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
					inwards
Remarks:					

ZSAM AD 2.14 进近和跑道灯光 Approach and runway lighting

跑道代号 RWY Designator	进近灯类型、长度、强度 APCH LGT type LEN INTST	入口灯颜色、翼排灯 THR LGT colour WBAR	目视进近坡度指示系统(跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、间隔、颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN, colour
1	2	3	4	5	6	7	8	9
05	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 368m inward displaced THR05 3°	Nil	3400m** spacing 30m	3400m*** spacing 60m	RED	Nil
23	PALS CAT I* 750m LIH	GREEN Yes	PAPI LEFT 368m inward displaced THR23 3°	Nil	3400m** spacing 30m	3400m*** spacing 60m	RED	Nil
Remarks: *SFL **up to 2500m WHITE VRB LIH, 2500-3100m RED/WHITE VRB LIH, 3100-3400m RED VRB LIH ***up to 2800m WHITE VRB LIH, 2800-3400m YELLOW VRB LIH								

ZSAM AD 2.15 其他灯光,备份电源 Other lighting, secondary power supply

1	机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours	Nil

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	of operation	
2	着陆方向标/风向标位置和灯光 LDI/WDI location and LGT	WDI: 05:120m N of RCL, 380m inward DTHR05; 23:114.5m S of RCL, 325m inward DTHR23.
3	滑行道边灯和中线灯 TWY edge and center line lighting	All TWYs
4	备份电源/转换时间 Secondary power supply/switch-over time	Standby power supply available/ 15 sec
5	备注 Remarks	Nil

ZSAM AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和/或 FATO 标高（m/ft） TLOF and/or FATO elevation (m/ft)	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZSAM AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Xiamen tower control area	A circle, radius 20km centered at ARP	900m and below	

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名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Fuel dumping area	N2427.0E11749.0－ N2419.0E11800.0－ N2406.0E11752.0－ N2407.0E11737.0－ N2427.0E11749.0	Above 3000m	
Altimeter setting region and TL/TA	N250010E1173200- N251900E1181730- N245400E1190000- N243730E1184030- N243730E1182530- N240630E1175220- N240000E1174120- N243030E1172140- N250010E1173200	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)	

ZSAM AD 2.18 空中交通服务通信设施 ATS communication facilities

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
ATIS		126.25	H24	D-ATIS available
APP	Xiamen Approach	APP01:121.35(119.05)	H24	Nil
APP	Xiamen Approach	APP02:120.2(119.05)	H24	Nil
APP	Xiamen Approach	APP03:123.825(119.85)	by ATC	
APP	Xiamen Approach	APP04:125.025(119.85)	by ATC	
TWR	Xiamen Tower	118.25(130.0)	H24	
GND	Xiamen Ground	121.7	2300-1500(NEXT DAY)	Nil
APN	Xiamen Apron	APN01:121.8	2230-1500(NEXT DAY)	T3
APN	Xiamen Apron	APN02:121.6	H24	T4
Delivery	Xiamen Delivery	121.95	0000-1200	DCL available
EMG		121.5	H24	

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ZSAM AD 2.19 无线电导航和着陆设施 Radio navigation and landing aids

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6
Xinglin VOR/DME	XLN	114.7MHz CH94X	N24°33.9′ E118°00.9′ 284°MAG/11608m FM ARP	46m	R090°- R185° clockwise , beyond 43NM on R358° U/S, VOR beyond 38NM on R231°, DME beyond 35NM on R231° U/S
Xiamen VOR/DME	XMN	114.5MHz CH92X	N24°32.6′ E118°07.4′ 220m N of RCL, 1440m inward THR05	23m	R060°- R220° clockwise U/S.
LOC 05 ILS CAT I	IWF	110.3MHz	055° MAG/175m FM end of RWY05		Beyond 15° rightside of front course U/S. Beyond 20NM of front course U/S.
GP 05		335.0MHz	122m N of RCL, 305m inward THR05		Angle 3° RDH 15m
DME 05	IWF	CH40X (110.3MHz)	122m N of RCL, 305m inward THR05	26m	Co-located with GP 05
LOC 23 ILS CAT I	IKK	109.7MHz	235° MAG/243m FM end of RWY23		Beyond 10° leftside of front course U/S. Beyond 14NM of front course U/S.
GP 23		333.2MHz	120m N of RCL, 295m inward THR23		Angle 3° RDH 15m
DME 23	IKK	CH34X (109.7MHz)	123m N of RCL, 295m inward THR23	18m	Co-located with GP 23

ZSAM AD 2.20 本场飞行规定 ZSAM AD 2.20 Local traffic regulations

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1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降；

1.2 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行；

1.3 可使用最大机型：B747-8；

1.4 航空器执行 B747-8 飞行任务时，应提前 24h 告知机场管理机构及空中交通管制部门。B747-8 应按空中交通管制部门指令滑行，进入机坪须跟随引导车滑行。

1.Airport operations regulations

1.1 Takeoff/landing of aircraft without SSR transponder are forbidden;

1.2 All technical test flight shall be filed in advance and shall be made only after permission has been obtained from ATC;

1.3 Maximum aircraft to be available: B747-8;

1.4 Aircraft B747-8 shall inform Airport Management Organization and ATC department 24 hours in advance before executing the flight mission. Aircraft B747-8 shall taxi with ATC instructions and enter the stands by following the follow-me vehicle.

2. 跑道和滑行道的使用

2.1 禁止在跑道上和滑行道沥青道面上做大于 90°的转弯；

2. Use of runways and taxiways

2.1 More than 90°turnaround on RWY or TWYs with pavement of asphalt is forbidden for all aircraft;

2.2 滑行通道对航空器翼展的限制/Wing span limits for A/C taxiing on the Taxiing lane:

滑行通道/ Taxiing lane	航空器翼展限制/ Wing span limits for aircraft
T3 , T5, T6, T14	≤65m
T4	≤61m
T2, T7	≤38m
T8- T10, T12-T13, T15-T18	≤36m

Nr.T5 and Nr.T6 are available for B747-8 after obtaining APN clearance.

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2.3 若 3 号机坪有航空器停放时，则机位对应的 T7 区域禁止穿越；若 4、5 号机坪有航空器停放时，则机位对应的 T8，T9 区域禁止穿越；若 7 号机坪有航空器停放时，则机位对应的 T10 区域禁止穿越；

2.3 No aircraft are permitted to taxi through the part of taxilane T7 corresponding to the stands of apron Nr.3 with aircraft parking on; no aircraft are permitted to taxi through the part of taxilanes T8 and T9 corresponding to the stands of apron Nr.4 and Nr.5 with aircraft parking on; no aircraft are permitted to taxi through the part of taxilane T10 corresponding to the stands of apron Nr.7 with aircraft parking on;

2.4 在下表所示的情况中,航空器需采用偏置转弯滑行/ Under this circumstances, aircrafts shall offset-centerline taxi.

机型/ Type	滑行路线/ Taxi Route
A340-600, B777-300	RWY 05→TWY A1
B747-8	RWY 05↔TWY A1
A340-600, B777-300	RWY 23→TWY A10
B747-8	RWY 23↔TWY A10
B747-8, A340-600, B777-300	TWY T6→TWY B1→TWY A
B747-8, A340-600, B777-300/200, B747-400	TWY A→TWY B2→TWY T6
B747-8, A340-600, B777-300/200, B747-400	TWY A↔TWY B3, B4, B5, B6, B7
A340-600, B777-300/200, B747-400	TWY A4, A5→TWY A (Eastbound)
A340-600, B777-300/200	TWY A4→TWY B3
A340-600, B777-300/200	TWY A5→TWY B4
B747-8, A340-600, B777-300/200, B747-400	TWY A7, A8→TWY A (Westbound)
A340-600	RWY 05↔TWY A2
A340-600	TWY A↔TWY A2

2.5 为提高跑道容量，作如下要求（湿跑道和污染跑

2.5 Requirements as follow to increase RWY operation

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道除外）：

2.5.1 起飞航空器从接到管制员进跑道指令到对正跑道时间应控制在 60s 以内，如机组认为无法在上述要求的时间内完成，须在到达跑道外等待点之前向塔台管制员说明。

2.5.2 落地航空器应尽快退出跑道，从接地到滑出跑道的时间应控制在 50s 以内，如机组认为无法在上述要求的时间内完成，须在建立航向道之前向进近管制员说明。

2.5.3 航空器起飞离地后自动与塔台管制席位脱波，塔台将在 ATC 许可中明确脱波后应该联系的频率。

2.5.4 在转换使用跑道方向过程中，短时使用跑道顺风分量超过 3m/s，但不大于 5m/s 时，管制员收到该信息应及时通知相关的航空器驾驶员。航空器驾驶员应根据机型性能或者运行手册，决定是否使用管制员安排的顺风跑道起飞或着陆，并将决定通知管制员。

3. 机坪和机位的使用

capacity,Except for wet or contaminated RWY:

2.5.1 Departure aircraft shall finish RWY alignment within 60s after receiving ATC clearance of entering RWY. If filght crew can not fulfill, pilot shall inform TWR controller before reaching RWY holding position.

2.5.2 Landing aircrafts shall fully vacate the RWY within 50s after touchdown. If flight crew can not fulfill, pilot shall inform APP controller before establish final approach course.

2.5.3 Flight crew shall release TWR frequency without radiotelephony instruction from controller as soon as aircraft was airborne. And contact next frequency assigned by TWR Control.

2.5.4 During changing operation direction of RWY, when downwind speed is more than 3m/s but not exceeding 5m/s for a short time, ATC shall inform flight crew. Pilot shall decide whether or not downwind take-off or landing according to aircraft performance or operation handbook, and inform ATC.

3. Use of aprons and parking stands

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3.1 未经机坪管制同意，严禁航空器利用自身动力倒滑。

3.1 Push-back of aircraft on its own power is strictly forbidden without APN clearance.

3.2 除 1-3, 5-12, 15-17, 82-84, 201-203, 205-212 和 215 号停机位之外，其余所有机位停靠的航空器须由地面人员指挥其进、出机位。

3.2 Aircraft Parking/docking on stands are guided by a marshaller for entry/exit except for Nr.1-3, 5-12, 15-17, 82-84, 201-203, 205-212 and 215.

3.3 发动机试车，需经机坪管制许可，并在指定的地点进行。严禁在廊桥附近试大车。

3.3 Engine run-ups shall be permitted by APN, and it shall be carried out at a designated location. Fast engine run-ups near boarding bridges are strictly forbidden.

3.4 机位使用限制/Limits for air craft parking on the following stands:

停机位/Stands	航空器翼展限制/ Wing span limits for aircraft	滑进、滑出方式/Enter or Exit
Nr. 8, 9, 17, 21-23, 82-85, 205-206, 227, 3L, 228	≤65m	Taxi in and push-back
1L, 2L, 5L		Taxi in and out by itself
Nr.3, 62, 66, 67	≤60.12m	Taxi in and push-back
Nr. 2, 5, 6, 10-12, 15-16	≤48.5m	Taxi in and push-back
Nr. 7, 202-203	≤48m	Taxi in and push-back
Nr. 221		Taxi in and out by itself
Nr.24, 63-65, 68, 69, 81	≤38m	Taxi in and push-back
Nr.31-34		Taxi in and out by itself
Nr.1,86,101-109, 201, 207-212, 215, 228L, 228R	≤36m	Taxi in and push-back
Nr.41-47, 51-56, 72-78, 216-220, 222, 223, 225, 226		Taxi in and out by itself
Nr. 79	≤33.9m	Taxi in and out by itself
Nr.229, 230-232	≤29m	Taxi in and push-back

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Nr.71	≤28.9m	Taxi in and out by itself
Nr.229L, 229R	≤16.2m	Taxi in and push-back

Remarks:

1. When aircraft B747-8 parking on stand Nr.21, the wing span limit for adjacent stands Nr.22 or 23 is no more than B767 and T6 taxiing lane temporarily closed.

2. When aircraft B747-8 parking on stand Nr. 83 or 84, the wing span limit for adjacent stands is no more than B767 and T5 taxiing lane temporarily closed.

3. When aircraft B787 parking on stand Nr.66, the wing span limit for stand Nr.67 is no more than 38.05m.

4. When aircraft B787 parking on stand Nr.67, the wing span limit for stand Nr.66 is no more than 38.05m.

5. When aircraft B787-8 parking on stand Nr.3, the wing span limit for stand Nr.2 and Nr.5 is less than 36m.

6. Aircrafts parking on adjacent stands are forbidden to move at the same time.

7. When aircraft parking on stand Nr.86, aircraft parking on stand Nr.101-103 must push back from T5 to taxi.

8. Stands Nr.228, 228L, 228R are combined stand. Stand Nr.228 can be parked an aircraft type E with wingspan no more than 65m; 228L, 228R can be parked an aircraft type C with wingspan no more than 36m .

9.Stands Nr.229, 229L, 229R are combined stand. Stand Nr.229 can be parked an aircraft type C with wingspan no more than 29m; 229L, 229R can be parked an aircraft type B with wingspan no more than 16.2m.

3.5 禁止同时运行的航空器/A/C are forbidden to use simultaneously:

A/C taxiing out or pushed-back from stand Nr.24	A/C taxiing on TWY B2(BTN TWY A&T6)
A/C type E taxiing out or pushed-back from stand Nr.206	A/C taxiing on TWY B(BTN TWY B8&B10)
A/C pushed-back from stand Nr.105 and 106	A/C pushed-back from stand Nr. 205 and 206
A/C pushed-back from stand Nr.205 and 206	A/C pushed-back from stand Nr.105 and 106
A/C pushed-back from stand Nr.107-109	A/C taxiing on TWY T14
A/C taxiing on TWY T14	A/C pushed-back from stand Nr.107-109,201-203,205 and 206
A/C taxiing on TWY T13	A/C taxiing on TWY T14

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A/C taxiing on TWY T15	A/C taxiing on TWY T16
A/C type E vacate the RWY from TWY A6	A/C type E or B747-8 taxiing from TWY B6 into TWY A

3.6 临时机位使用限制/ Limits for aircraft parking on the temporary stands:

停机位/Temporary Stands	禁止同时使用的停机位/Stands forbidden to use simultaneously	禁止同时使用的滑行道/TWYs forbidden to use simultaneously	滑进滑出方式/Enter or Exit
1L	105-109	T13	taxi in and out by itself
2L	101-104	T12	taxi in and out by itself
3L	84	T5	taxi in and push back
5L	31-34	T7	taxi in and out by itself
Remarks: Blue taxi guide lines for temporary stands Nr.1L, 2L, 3L, 5L; Aircraft into and out of stands by follow-me vehicle.			

3.7 当 10、15 号机位需要停放的机型大于同时停放时对该机位限定的机型要求时（主要指翼展要求），该机位的相邻机位停放机型应严格遵照机场运行规则作出调整。

3.7 When the aircrafts needed to be parked simultaneously on stands Nr.10 and 15 exceeds the limitation (meaning the wing span requirements), stands next to the stand shall follow airport operation authorities instruction strictly.

3.8 禁止 C 类（不含）以上机型航空器由 B 滑行道进入 T10 滑行通道。

3.8 Maximum aircraft taxi via TWY B to TWY T10: CAT C.

4. 进、离场管制规定

4. Air traffic control regulations

4.1 管制放行许可

4.1 ATC Delivery Clearance

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4.1.1 离场航空器在预计关舱门前10min联系厦门放行管制，申请放行许可。取得放行许可后继续在该管制频率守听。

4.1.1 Departure aircraft shall contact Xiamen Delivery for delivery clearance 10 minutes prior to the cabin door closed. Flight crew shall stand by the Delivery Control frequency after get delivery clearance.

4.1.2 准备好推出和开车时通知放行管制，由放行管制指示联系有关的机坪管制。向指定的机坪管制通报航空器机位号和目的地，取得开车许可、使用跑道号、滑行路线、气象条件等通报。

4.1.2 Before push-back and start-up, flight crew shall contact Delivery, Delivery instruct and contact with relevant APN to report the parking stand number and destination, get start-up clearance and information such as the assigned RWY, taxing routes, meteorological condition etc.

4.1.3 在进入 A 滑行道前联系地面管制,在进入跑道等待位置前联系塔台管制。

4.1.3 Contact GND before approaching to TWY A, contact TWR before approaching to the RWY holding position.

4.2 提供数字化放行系统（DCL）服务

4.2 Departure clearance via data link(DCL) service

4.2.1 预计撤轮挡时间（EOBT）前30min至10min，航空器驾驶员应当优先使用数字化放行系统（DCL）向空中交通管制部门申请放行许可。

4.2.1 Within 10-30 minutes before Estimated Off-block Time(EOBT), Pilot shall use DCL to require ATC delivery clearance in priority.

4.2.2 首次联系 ATC 时，完成 DCL 服务的机组必须向 ATC 复述使用跑道代号、离地后起始航向和起始爬升高度。

4.2.2 During the first contact with ATC, pilot shall repeat RWY in use, initial climb course and initial climb altitude after finish the DCL service.

4.2.3 当 DCL 无法完成放行许可的申请或发布时，

4.2.3 If the DCL service is not available, pilot shall

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将转为话音方式申请或发布放行许可。

contact ATC for verbal ATC clearance.

4.2.4 DCL 报文中“NEXT FREQ”标示塔台放行频率，机组可通过此频率向 ATC 复述相关内容；DCL 报文中“DEP FREQ”标示进近频率，是航空器离地后的首个联系频率。

4.2.4 The “NEXT FREQ” in the message of DCL is TWR Delivery frequency, flight crew shall repeat relative informance to ATC by this frequency. The “DEP FREQ” in the message of DCL which represents APP frequency is the first frequency for aircraft to contact after it was airborne.

5. 机场的 II/III 类运行

无

5. CAT II/III operations at AD

Nil

6. 除冰规则

无

6. Rules for deicing

Nil

7. 平行跑道同时仪表运行

无

7. Simultaneous operations on parallel runways

Nil

8. 警告

8.1 使用 05 号跑道落地时，勿将机场公路霓虹灯误认为 PAPI 灯；

8. Warning

8.1 When RWY05 is used for landing, do not mistake the fluorescent lights at the sides of airport road for the PAPI lights;

8.2 未经许可，禁止航空器向海岸方向偏航。

8.2 Without permission, deviating to the coast is forbidden.

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9. 直升机飞行限制，直升机停靠区

无

9. Helicopter operation restrictions and helicopter parking / docking area

Nil

ZSAM AD 2.21 噪音限制规定及减噪程序

ZSAM AD 2.21 Noise restrictions and Noise abatement procedures

1 噪音限制规定

1.1 飞机起飞减噪操作程序，用于起飞爬升阶段，目的是在确保飞行安全的前提下,尽量减少噪音对地面的影响。

1.2 厦门高崎机场采用国际民航组织制定的消噪声离场程序 1（NADP1），旨在减低起飞跑道末端附近区域的噪音。在确保飞行安全的前提下，要求所有飞行员执行以下减噪飞行操作程序，由于非管制原因不执行减噪飞行操作程序，飞行员必须在起飞前告知空管并说明理由（校验飞行等特殊飞行除外）。

1.3 由 05 号跑道起飞向左转弯离场的航空器可以不执行减噪程序。

2 减噪程序

2.1 在航空器起飞性能允许的情况下，尽可能适用减推力起飞；

2.2 在航空器起飞爬升到 450m/1500ft(QNH),调整和保持发动机爬升功率/推力，保持爬升速度

1 Noise restriction rules

1.1 Noise abatement procedure is used to reduce noise during departure climbing.

1.2 In condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented. If the procedures can not be implemented due to any reason except ATC, pilot shall inform the controller with a reasonable explanation(except for special flight).

1.3 Left turn departure aircraft via RWY05 should not operate noise abatement procedure.

2 Noise abatement procedures

2.1 The derated take-off is strongly recommended if the take-off performance of aircraft permit;

2.2 At altitude 450m/1500ft(QNH),adjust engine power/thrust to climb power/thrust and maintain it,

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V2+30km/h(15kt),保持襟翼和缝翼在起飞状态；

maintain climbing speed at V2+30km/h(15kt) with flaps and slats in the take-off configuration;

2.3 在航空器起飞爬升到 910m/3000ft(QNH)以上，转为正常航路爬升速度，并按程序收襟翼和缝翼。

2.3 At altitude 910m/3000ft(QNH),maintain a positive rate of climb, accelerate to normal en-route climb speed and retract flaps/slats on schedule.

ZSAM AD 2.22 飞行程序

ZSAM AD 2.22 Flight procedures

1. 总则

除经塔台特殊许可外，在塔台管制区内的飞行，必须按照仪表飞行规则进行。

1. General

Flights within Tower Control Area shall operate under IFR unless special clearance has been obtained from Tower Control.

2. 起落航线

起落航线在跑道西北侧，C、D 类航空器高度 650m，A、B 类航空器高度 500m。

2. Traffic circuits

Traffic circuits shall be made to the northwest of RWY, at the altitude of 650m for aircraft CAT C/D, and 500m for aircraft CAT A/B.

3. 仪表飞行程序

3.1 严格按照航图中公布的进、离场程序飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行；

3. IFR flight procedures

3.1 Strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts. Aircraft may, if necessary, hold or maneuver on an airway, over a navigation facility or a fix designated by ATC;

3.2 因本场飞行的需要，塔台可能会要求航空器驾驶员偏离标准离场程序，保持沿跑道方向继续上升至

3.2 Pilots may be required by Tower Control to deviate from standard departure procedures, maintain runway

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一定高度后转弯入航。除非紧急情况，航空器不得提前转弯。

direction and continue to climb to a certain altitude before turning to join the air route so as to meet local traffic operation requirements. Pilots shall not turn in advance unless in emergency.

3.3 进、离场程序：详见标准仪表进、离场图。

3.3 Holding procedures refer to SID/STAR.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

4.1 厦门进近管制区域内实施雷达管制，航空器最小水平间隔为 6km。

4.1 Radar control within Xiamen APP has been implemented. The minimum horizontal radar separation is 6km.

4.2 航空器在本场地面滑行时需打开应答机地面模式。

4.2 Aircraft shall set responder on ground mode while taxiing.

4.3 最低监视引导高度扇区

4.3 Surveillance Minimum Altitude Sectors

1	ALT limit: 900m or above
N245400E1190000-N245718E1185425-N244752E1182420-N243509E1180058-N243246E1175756-N242658E1174729-N241855E1175512-N240000E1174120-N233426E1175748-N232703E1180400-N244130E1193615-N244942E1192746-N245400E1190000	
2	ALT limit: 1150m or above
N242658E1174729-N241542E1173644-N241214E1173328-N240000E1174120-N241855E1175512-N242658E1174729	
3	ALT limit: 1500m or above
N245230E1182023-N244800E1180907-N243830E1180033-N243502E1175423-N242157E1173800-N241542E1173644-N242658E1174729-N243246E1175756-N243509E1180058-N243633E1180003-N244533E1181352-N245000E1182231-N245230E1182023	
4	ALT limit: 1200m or above

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N251130E1183018-N245555E1181734-N245230E1182023-N245000E1182231-N244533E1181352-N243633E1180003-N243509E1180058-N244752E1182420-N245718E1185425-N251130E1183018	
5	ALT limit: 1800m or above
N251900E1181730-N251435E1180646-N245500E1180400-N243030E1172140-N241214E1173328-N241542E1173644-N242157E1173800-N243502E1175423-N243830E1180033-N244800E1180907-N245230E1182023-N245555E1181734-N251130E1183018-N251900E1181730	
6	ALT limit: 2000m or above
N251435E1180646-N251110E1175829-N250000E1175655-N244937E1172819-N243030E1172140-N245500E1180400-N251435E1180646	
7	ALT limit: 2150m or above
N251110E1175829-N250010E1173200-N244937E1172819-N250000E1175655-N251110E1175829	

5. 无线电通信失效程序

5.1 航空器通信失效

5.1.1 如果航空器具备信号接收能力，根据接收到的管制指令继续飞行；

5.1.2 如果航空器不具备信号接收能力，航空器应按照下列特定的进近程序继续进近并尽快落地；如果本场不具备落地条件，飞行员可自行决定返航或者备降；

5.1.2.1 05 号跑道

航空器按照最后接收到的管制员指令高度(如果低于900m 则上升至 900m)飞向 XLN，如果过 XLN 高度高于起始高度 1500m，则进入等待程序，下降至起

5. Radio communication failure procedures

5.1 Aircraft communication failure

5.1.1 If the radio receiver available, aircraft shall follow theinstruction from it;

5.1.2 If the radio receiver not available, aircraft shall continue to landing with approach procedure as soon as possible; If condition of airport is not available for landing, the flight crew should decide to return or alternate by themselves;

5.1.2.1 RWY05

Aircraft fly to XLN according to the last command altitude (climb to 900m if not reached).If altitude at XLN is more than 1500m, then join the holding

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始进近高度 1500m，然后按 05 号跑道仪表进近图着陆；如果 XLN 高度低于起始进近高度 1500m，则直接按 05 号跑道仪表进近图着陆。

procedure, descend to the initial approach altitude 1500m, approach and land according to RWY05 instrument approach procedure; If altitude at XLN is less than 1500m, approach and land according to RWY05 instrument approach procedure directly.

5.1.2.2 23 号跑道

航空器按照最后接收到的管制员指令高度(如果低于 900m 则上升至 900m)飞向 XLN，如果过 XLN 高度高于起始高度 1500m，则进入等待程序，下降至起始进近高度 1500m，然后按 23 号跑道仪表进近图着陆；如果 XLN 高度低于起始进近高度 1500m，则直接按 23 号跑道仪表进近图着陆。

5.1.2.2 RWY23

Aircraft fly to XLN according to the last command altitude (climb to 900m if not reached).If altitude at XLN is more than 1500m, then join the holding procedure, descend to the initial approach altitude 1500m, approach and land according to RWY23 instrument approach procedure; If altitude at XLN is less than 1500m, approach and land according to RWY23 instrument approach procedure directly.

5.2 本场通信失效

本场无线电收发功能失效，航空器无法与管制单位建立有效的通信联系时，航空器应联系上一管制单位，并按照接收管制单位的管制指令继续飞行；

5.2 Aerodrome communication failure

If aircraft can not establish communication with the aerodrome control unit, aircraft shall contact the previous control unit, and follow the instruction to continue;

5.3 无线电通信恢复

失去通信联络的航空器已经着陆，或者已经恢复联络的，可恢复正常的管制运行，并立即通知相关管制单位。

5.3 Radio communication resume to normal

It is available to resume activities when the aircraft that lose touch via Communication Channel has landed or get in touch again. Inform the ATC office immediately.

6. 目视飞行程序

6. Procedures for VFR flights

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6.1 等待：目视飞行在跑道西北侧，按起落航线进行等待。

6.1 Holding: Visual flight on the northwest side of RWY, wait according to the traffic circuits.

6.2 厦门机场实施目视间隔和目视进近。航空器驾驶员应遵守目视间隔和目视进近飞行规定。

6.2 Visual separation and visual approach implemented at airport, pilot should obey flight rules of visual separation and visual approach.

6.3 在仪表进近程序的最后进近阶段使用目视间隔时，航空器驾驶员应按照仪表程序进近，并保持目视判断与其他相关航空器的安全间隔。为保持目视间隔需要进行机动飞行时,航空器驾驶员应通报管制员。

6.3 When using visual separation on the final approach of instrument approach procedures, pilot should follow the instrument approach procedures and keep watching to ensure a safety separation with other aircraft. When maneuvering flight is needed in order to keep visual separation, pilot should notify ATC.

7. 目视飞行航线

无

7. VFR route

Nil

8. 目视参考点

无

8. Visual reference point

Nil

9. 其它规定

使用 05 号跑道着陆的航空器，严格保持航迹，禁止向东南方向偏航。

9. Other regulations

Pilot shall keep the aircraft on the flight track strictly, deviation to southeast is forbidden when landing from RWY05.

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint list

Waypoint ID	COORDINATES	Waypoint ID	COORDINATES

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AM103	N242427 E1175608	AM406	N242352 E1174845
AM111	N242742 E1175322	AM407	N245154 E1182122
AM121	N242115 E1175850	AM501	N243532.4 E1181144.3
AM122	N243004 E1181110	AM502	N240927 E1181000
AM123	N250944 E1182945	AM503	N242823 E1180139
AM124	N242659 E1180654	FQG	N2544.4E11923.1
AM125	N241800 E1175343	LJG	N2613.2E11932.9
AM203	N244013 E1181822	XLN	N2433.9E11800.9
AM211	N244520 E1181402	AMURI	N2442.0E11810.1
AM221	N244319 E1182238	AP AKA	N2351.8E11826.7
AM222	N245226 E1183528	ATSAB	N2505.6E11837.1
AM231	N243715 E1182053	DABER	N2408.6E11651.7
AM301	N244615 E1181455	ENVEN	N2520.5E11855.1
AM303	N245727 E1184234	KADUG	N2444.9E11759.9
AM305	N245622 E1182647	LAMIM	N2512.3E11832.8
AM401	N241046 E1173302	NUSPA	N2403.2E11737.9
AM404	N244521 E1181355	TEBON	N2408.3E11730.1

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY05 SID FQG-91D								
CF	AM501	Y	055		↑300			RNAV1
DF	AM301			L	↑1200	MAX 230		RNAV1
TF	AM305				↑2700			RNAV1
TF	ENVEN							RNAV1

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TF	FQG							RNAV1
RWY05 SID FQG-92D								
CF	AM501	Y	055		↑300			RNAV1
CF	AM124		235	R	↑900	MAX 200		RNAV1
TF	XLN							RNAV1
TF	AMURI				↑2700			RNAV1
TF	AM301							RNAV1
TF	AM305							RNAV1
TF	ENVEN							RNAV1
TF	FQG							RNAV1
RWY05 SID FQG-93D(BY ATC)								
CF	AM501	Y	055		↑300			RNAV1
TF	AM303							RNAV1
TF	FQG							RNAV1
RWY05 SID NUS-91D								
CF	AM501	Y	055		↑300			RNAV1
CF	AM124		235	R	↑900	MAX 200		RNAV1
TF	AM121				↑1800			RNAV1
TF	AM125							RNAV1
TF	NUSPA							RNAV1
RWY05 SID NUS-92D								
CF	AM501	Y	055		↑300			RNAV1
DF	XLN			L	↑900	MAX 230		RNAV1
TF	AM121				↑1800			RNAV1
TF	AM125							RNAV1

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TF	NUSPA							RNAV1
RWY05 SID TEB-91D								
CF	AM501	Y	055		↑300			RNAV1
DF	XLN			L	↑900	MAX 230		RNAV1
TF	AM401				↑2400			RNAV1
TF	TEBON							RNAV1
RWY23 SID LJG-81D(BY ATC)								
CF	AM503	Y	235		↑450			RNAV1
DF	XLN			R	↑900	MAX 230		RNAV1
TF	KADUG				↑1500			RNAV1
TF	LAMIM				↑3900			RNAV1
TF	LJG							RNAV1
RWY23 SID FQG-81D								
CF	AM503	Y	235		↑450			RNAV1
DF	XLN			R	↑900	MAX 230		RNAV1
TF	AM404				↑2700			RNAV1
TF	ATSAB							RNAV1
TF	ENVEN							RNAV1
TF	FQG							RNAV1
RWY23 SID FQG-82D(BY ATC)								
CF	AM503	Y	235		↑450			RNAV1
DF	XLN			R	↑900	MAX 230		RNAV1
TF	KADUG				↑1500			RNAV1
TF	LAMIM				↑3900			RNAV1

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TF	ENVEN							RNAV1
TF	FQG							RNAV1
RWY23 SID FQG-83D(BY ATC)								
CF	AM503	Y	235		↑450			RNAV1
CF	AM122		055	L	↑900	MAX 200		RNAV1
TF	AM231				↑1800			RNAV1
TF	ATSAB							RNAV1
TF	ENVEN							RNAV1
TF	FQG							RNAV1
RWY23 SID NUS-81D								
CF	AM503	Y	235		↑450			RNAV1
TF	AM125				↑900	MAX 230		RNAV1
TF	NUSPA							RNAV1
RWY23 SID TEB-81D								
CF	AM503	Y	235		↑450			RNAV1
TF	AM406				↑900	MAX 230		RNAV1
TF	AM401				↑2400			RNAV1
TF	TEBON							RNAV1
RWY05 STAR LJG-91A (BY ATC)								
IF	LJG							RNAV1
TF	LAMIM							RNAV1
TF	AM123							RNAV1
TF	KADUG				↑1800			RNAV1
TF	XLN				↑1500	MAX 210		RNAV1

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RWY05 STAR LJG-92A (BY ATC)								
IF	LJG							RNAV1
TF	LAMIM							RNAV1
TF	AM123							RNAV1
TF	AM407							RNAV1
TF	AM122				↑1800	MAX 210		RNAV1
RWY05 STAR FQG-91A								
IF	FQG							RNAV1
TF	ENVEN							RNAV1
TF	AM407							RNAV1
TF	XLN				↑1500	MAX 210		RNAV1
RWY05 STAR FQG-92A (BY ATC)								
IF	FQG							RNAV1
TF	ENVEN							RNAV1
TF	AM407							RNAV1
TF	AM122				↑1800	MAX 210		RNAV1
RWY05 STAR FQG-93A (BY ATC)								
IF	FQG							RNAV1
TF	ENVEN							RNAV1
TF	LAMIM							RNAV1
TF	AM123							RNAV1
TF	KADUG				↑1800			RNAV1
TF	XLN				↑1500	MAX 210		RNAV1
RWY05 STAR APA-91A								

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IF	APAKA				↑5400			RNAV1
TF	AM502				↑2100	MAX 210		RNAV1
RWY05 STAR TEB-91A								
IF	TEBON							RNAV1
TF	AM406				1500	MAX 210		RNAV1
RWY05 APPROACH TRANSITION VIA XLN								
IF	XLN				↑1500	MAX 210		RNAV1
TF	AM111				900			RNAV1
TF	AM103				↑800			RNAV1
RWY05 APPROACH TRANSITION VIA AM122								
IF	AM122				↑1800	MAX 210		RNAV1
TF	AM121				↑1100			RNAV1
TF	AM103				↑800			RNAV1
RWY05 APPROACH TRANSITION VIA AM502								
IF	AM502				↑2100	MAX 210		RNAV1
TF	AM121				↑1100			RNAV1
TF	AM103				↑800			RNAV1
RWY05 APPROACH TRANSITION VIA AM406								
IF	AM406				1500	MAX 210		RNAV1
TF	AM103				↑800			RNAV1
RWY05 HOLDING :OUTBOUND TIME 1MIN								
HM	XLN	Y	230	L	1800	MAX		RNAV1

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						230		
HM	AM406	Y	051	R	1800	MAX 230		RNAV1
HM	AM407	Y	230	L	2100	MAX 230		RNAV1
RWY05 HOLDING :OUTBOUND TIME 1.5MIN								
HM	AM502	Y	322	L	↓5400 ↑2400	MAX 230		RNAV1
HM	TEBON	Y	051	L	Alt by ATC	MAX 230		RNAV1
RWY23 STAR FQG-81A								
IF	FQG							RNAV1
TF	ATSAB							RNAV1
TF	AM407				↑1500			RNAV1
TF	AM211				↑1500	MAX 210		RNAV1
RWY23 STAR FQG-82A (BY ATC)								
IF	FQG							RNAV1
TF	ATSAB							RNAV1
TF	AM222				↑2100			RNAV1
TF	AM221				↑1200	MAX 210		RNAV1
RWY23 STAR FQG-83A (BY ATC)								
IF	FQG							RNAV1
TF	AM303							RNAV1
TF	AM222				↑2100			RNAV1
TF	AM221				↑1200	MAX 210		RNAV1

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RWY23 STAR APA-81A								
IF	APAKA				↑5400			RNAV1
TF	AM502							RNAV1
TF	AM121				↑1800			RNAV1
TF	AM122				↑1500	MAX 210		RNAV1
RWY23 STAR TEB-81A								
IF	TEBON							RNAV1
TF	XLN				↑1500			RNAV1
TF	AM211				↑1500	MAX 210		RNAV1
RWY23 STAR TEB-82A								
IF	TEBON							RNAV1
TF	NUSPA							RNAV1
TF	AM125							RNAV1
TF	AM121				↑1800			RNAV1
TF	AM122				↑1500	MAX 210		RNAV1
RWY23 STAR DAB-85A (BY ATC)								
IF	DABER							RNAV1
TF	XLN				↑1500			RNAV1
TF	AM211				↑1500	MAX 210		RNAV1
RWY23 APPROACH TRANSITION VIA AM211								
IF	AM211				↑1500	MAX 210		RNAV1
TF	AM203				↑900			RNAV1
RWY23 APPROACH TRANSITION VIA AM221								

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IF	AM221				↑1200	MAX 210		RNAV1
TF	AM203				↑900			RNAV1
RWY23 APPROACH TRANSITION VIA AM122								
IF	AM122				↑1500	MAX 210		RNAV1
TF	AM231				↑900			RNAV1
TF	AM203				↑900			RNAV1
RWY23 HOLDING :OUTBOUND TIME 1MIN								
HM	XLN	Y	051	R	1800	MAX 230		RNAV1
HM	AM407	Y	230	L	1800	MAX 230		RNAV1
HM	AM211	Y	145	R	1800	MAX 230		RNAV1
RWY23 HOLDING :OUTBOUND TIME 1.5MIN								
HM	AM502	Y	322	L	↓5400 ↑2100	MAX 230		RNAV1
HM	TEBON	Y	051	L	Alt by ATC	MAX 230		RNAV1

ZSAM AD 2.23 其它资料

全年有鸟类活动。机场当局采取了驱赶措施，鸟的活动情况如下：

ZSAM AD 2.23 Other information

Activities of bird flocks are found in the whole year. Aerodrome Authority resorts to dispersal methods to reduce bird activities.The details of bird activities as

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follows:

Type of bird	Time of activity	Flight height within AD	Area of activity
ardeidae	All seasons	10-80m	Lawn to the both sides of runway
kestrel	Oct.-Feb.	20-100m	Lawn of flight area
pigeon	All seasons	10-80m	Flight area
cormorant	Nov.-Mar.	50-200m	Flight area
buteo	Oct.-Apr.	20-100m	Lawn of flight area

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AERODROME CHART

D-ATIS 126.25
TWR 118.25(130.0)

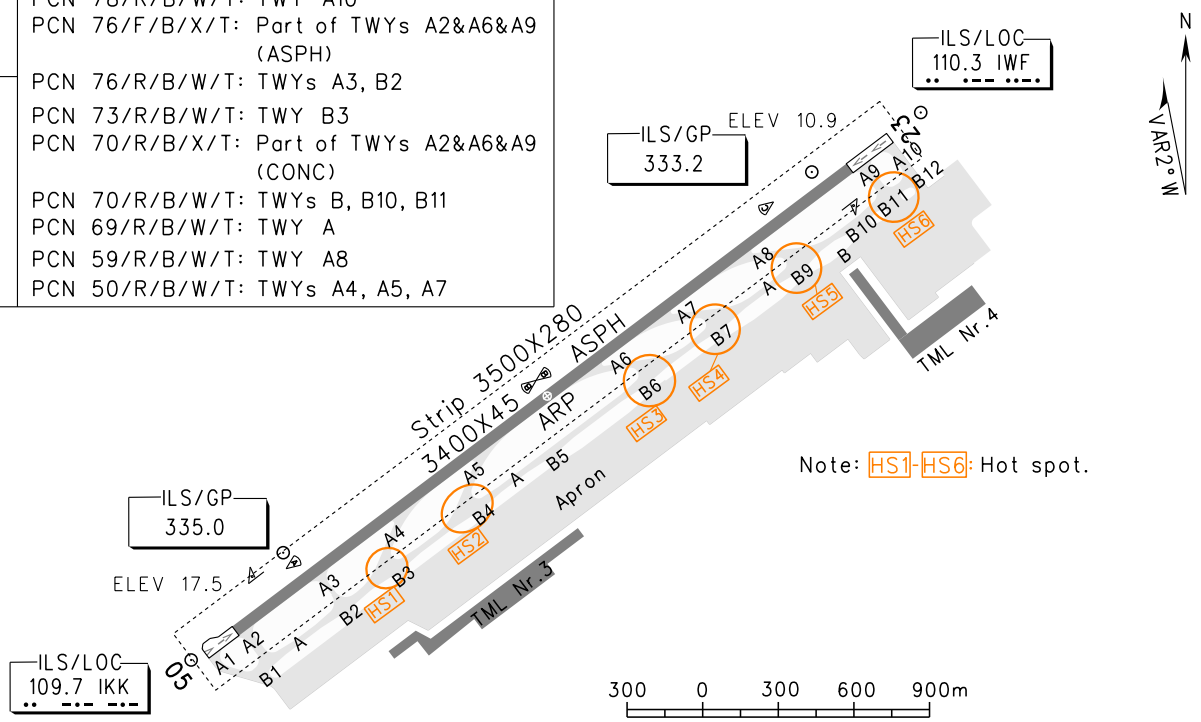
APN01 121.8
APN02 121.6
GND 121.7
Delivery 121.95(DCL AVBL)

ZSAM XIAMEN/Gaoqi

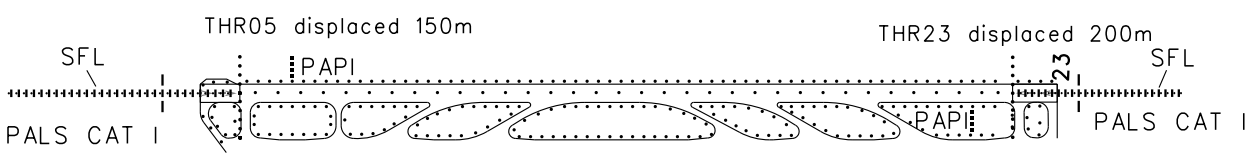
N24° 32.7'E118° 07.6' ELEV 18.0m

RWY	Direction	Bearing strength(PCN)
05	055°	PCN 90/F/B/W/T: RWY PCN 88/R/B/W/T: TWYs A1, B12 PCN 87/R/B/W/T: TWYs B4-B6 PCN 84/R/B/W/T: TWYs B1, B7, B9 PCN 78/R/B/W/T: TWY A10 PCN 76/F/B/X/T: Part of TWYs A2&A6&A9 (ASPH) PCN 76/R/B/W/T: TWYs A3, B2
23	235°	PCN 73/R/B/W/T: TWY B3 PCN 70/R/B/X/T: Part of TWYs A2&A6&A9 (CONC) PCN 70/R/B/W/T: TWYs B, B10, B11 PCN 69/R/B/W/T: TWY A PCN 59/R/B/W/T: TWY A8 PCN 50/R/B/W/T: TWYs A4, A5, A7

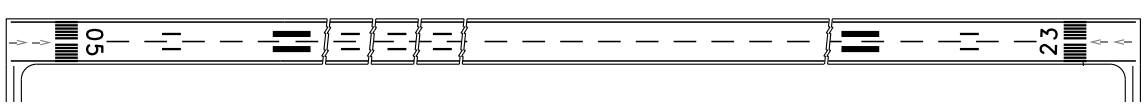
BEARINGS ARE MAGNETIC.
ALTITUDES, DISTANCES, ELEVATIONS AND HEIGHTS IN METERS.



Note: HS1-HS6: Hot spot.



Note: RWY23 End displaced 150m inwards.



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS	
ACFT Type		RWY05		RWY23		RWY05	RWY23
		REDL	NIL(Day only)	REDL	NIL(Day only)		
2 TURB ENG or 3&4 ENG	A B C D	RVR400 VIS800	RVR500 VIS800	RVR400 VIS800	RVR500 VIS800	PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL
Other 1&2 ENG							

Note:

Changes: Nil.

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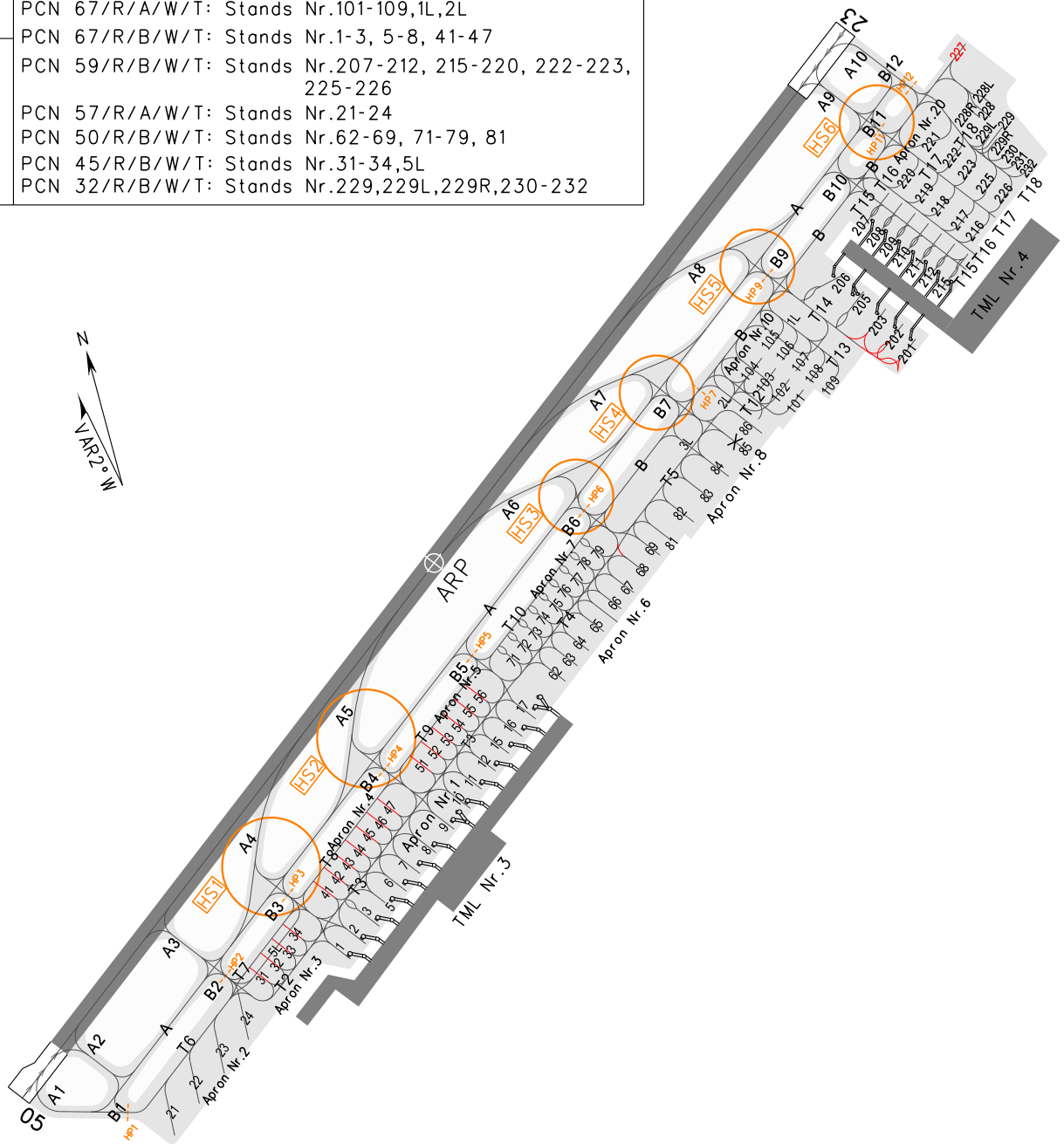
AIRCRAFT PARKING CHART-ICAO

D-ATIS 126.25
TWR 118.25(130.0)

APN01 121.8
APN02 121.6
GND 121.7
Delivery 121.95 (DCL AVBL)

ZSAM XIAMEN/Gaoqi

RWY	Direction	Bearing strength(PCN)
05	055°	PCN 89/R/B/W/T: Stands Nr.228,228R,228L PCN 80/R/B/W/T: Stands Nr.9-12, 15-17, 51-56 PCN 74/R/B/W/T: Stands Nr.82-86,3L PCN 70/R/A/W/T: Stands Nr.201-203, 205, 206, 221, 227 PCN 67/R/A/W/T: Stands Nr.101-109,1L,2L
23	235°	PCN 67/R/B/W/T: Stands Nr.1-3, 5-8, 41-47 PCN 59/R/B/W/T: Stands Nr.207-212, 215-220, 222-223, 225-226 PCN 57/R/A/W/T: Stands Nr.21-24 PCN 50/R/B/W/T: Stands Nr.62-69, 71-79, 81 PCN 45/R/B/W/T: Stands Nr.31-34,5L PCN 32/R/B/W/T: Stands Nr.229,229L,229R,230-232



Notes:

1. HS1-HS6: Hot spot.
2. HP1 : Holding position.
3. Visual Docking Guidance System available for parking stands Nr.1-3, 5-12, 15-17, 82-84, 201-203, 205-212, 215.
4. Stands Nr.65 and 67 are available for aircraft fuselage cleaning.
5. Stands Nr.1L, 2L, 3L, 5L are temporary stands.
6. Stand Nr.85 CLSD.
7. Stand Nr.227 is isolated stand.

Changes: Stands Nr.227 is isolation, TWY guide lines.

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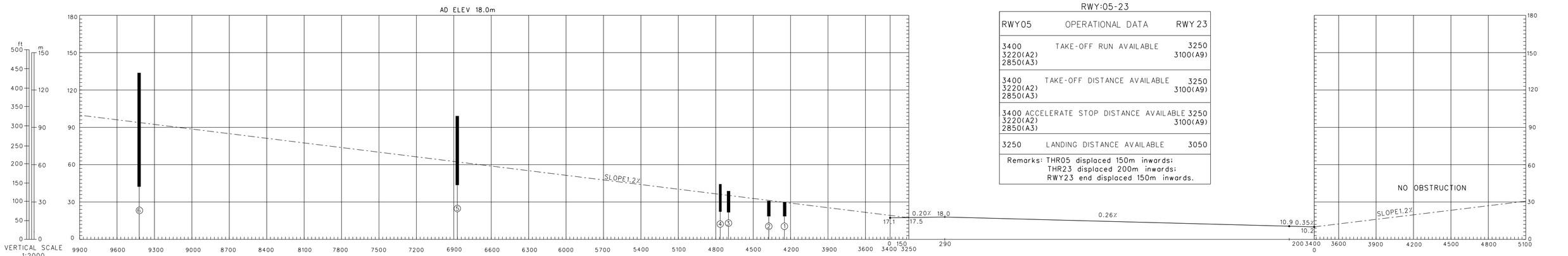
AERODROME OBSTRUCTION CHART-ICAO
TYPE A(OPERATING LIMITATIONS)

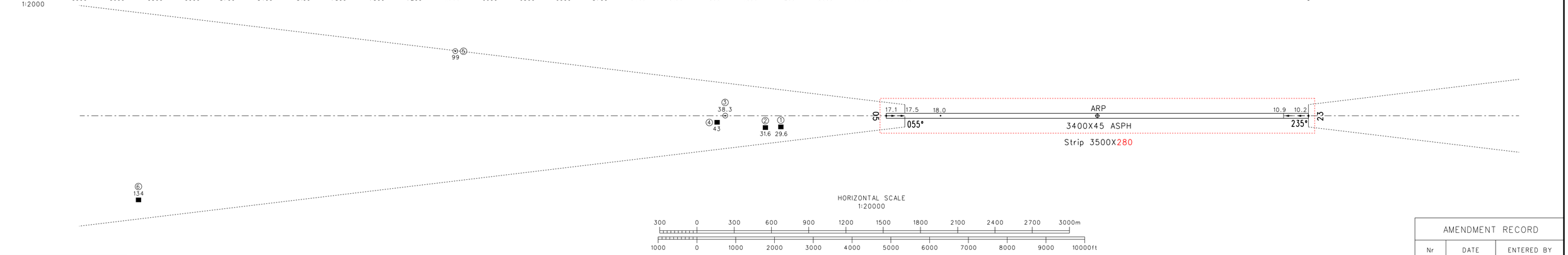
MAGNETIC VARIATION 2° W



RWY:05-23

RWY05	OPERATIONAL DATA	RWY 23
3400 3220(A2) 2850(A3)	TAKE-OFF RUN AVAILABLE	3250 3100(A9)
3400 3220(A2) 2850(A3)	TAKE-OFF DISTANCE AVAILABLE	3250 3100(A9)
3400 3220(A2) 2850(A3)	ACCELERATE STOP DISTANCE AVAILABLE	3250 3100(A9)
3250	LANDING DISTANCE AVAILABLE	3050

Remarks: THR05 displaced 150m inwards;
THR23 displaced 200m inwards;
RWY23 end displaced 150m inwards.



LEGEND	
①	IDENTIFICATION NO
⊙	POLE
■	BUILDING

AMENDMENT RECORD		
Nr	DATE	ENTERED BY
Changes: Strip.		

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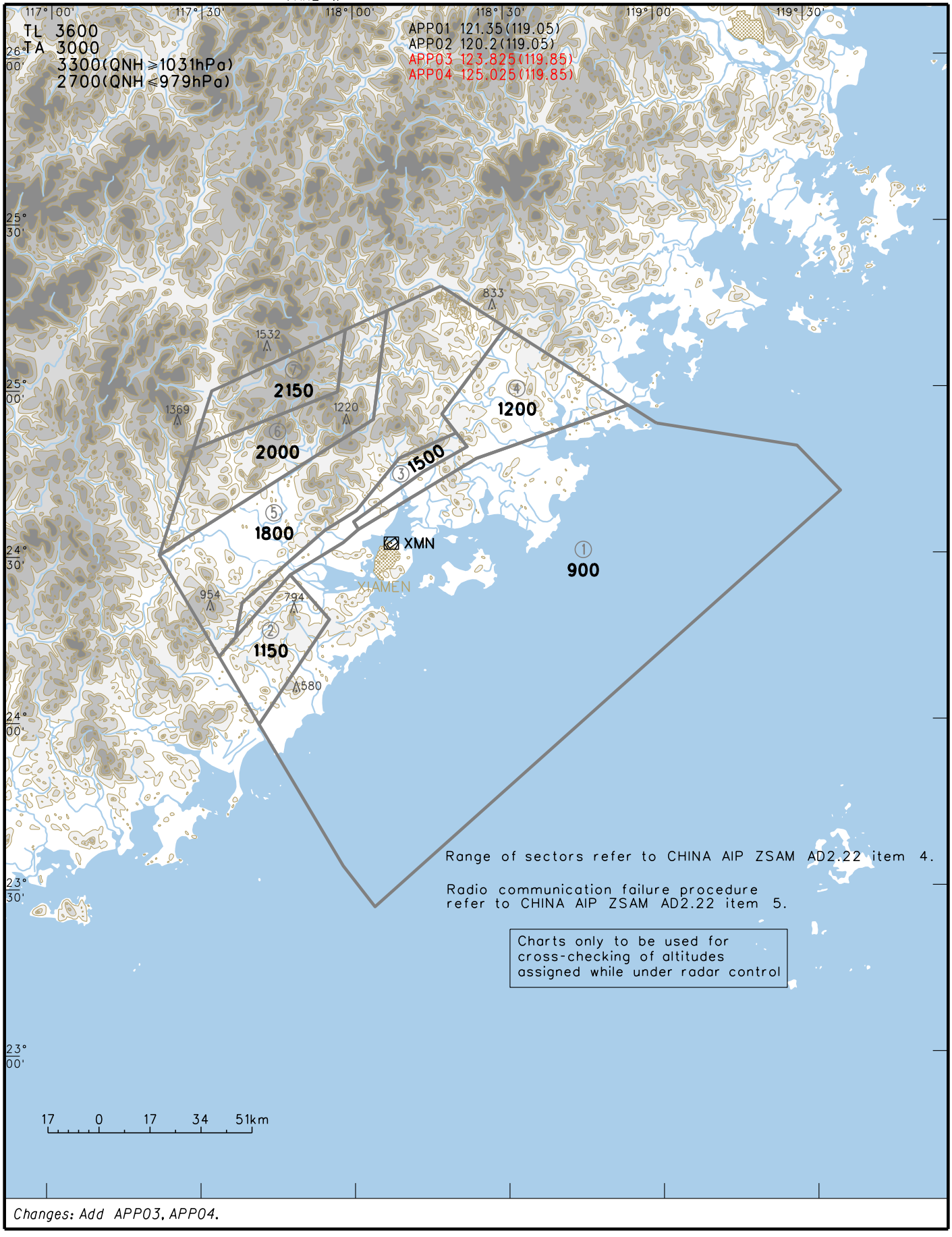
ATC SURVEILLANCE MINIMUM ALTITUDE CHART

VAR2° W

D-ATIS 126.25
TWR 118.25(130.0)

ZSAM XIAMEN/Gaoqi

AD ELEV 18.0m



Changes: Add APP03, APP04.

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STANDARD DEPARTURE CHART-INSTRUMENT

D-ATIS 126.25
VAR2° W TWR 118.25(130.0)

APP01 121.35(119.05)
APP02 120.2(119.05)
APP03 123.825(119.85)
APP04 125.025(119.85)

ZSAM XIAMEN/Gaoqi
RNAV RWY05

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

1. RNAV 1
2. GNSS REQUIRED

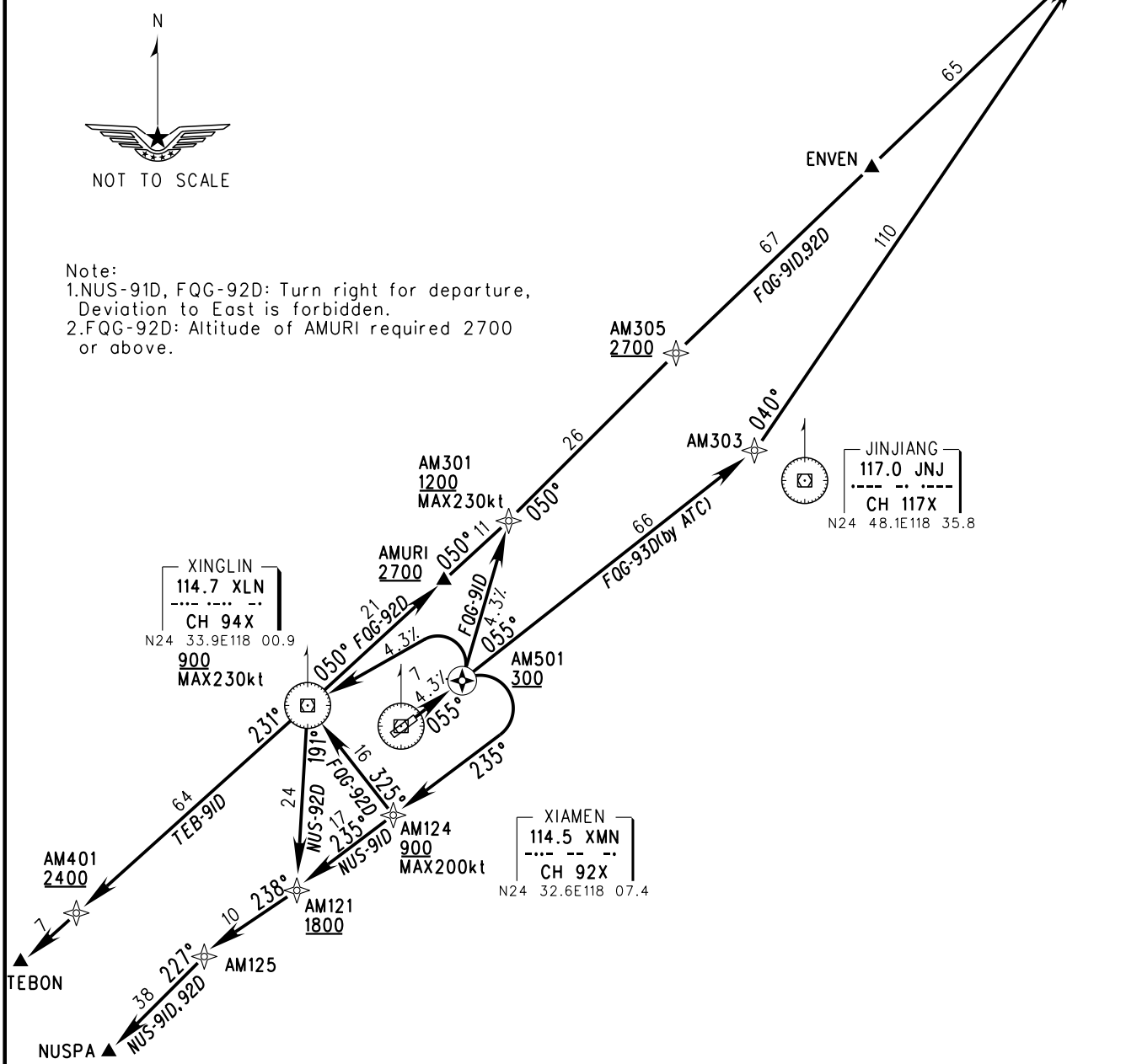
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

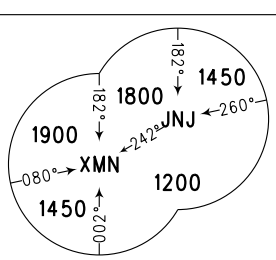
FUQING
117.4 FQG
CH 121X
N25 44.4E119 23.1

N

NOT TO SCALE

Note:
1.NUS-91D, FQG-92D: Turn right for departure, Deviation to East is forbidden.
2.FQG-92D: Altitude of AMURI required 2700 or above.





MSA 46km

SID	ROUTING
FQG-91D	AM501-AM301-AM305-ENVEN-FQG
FQG-92D	AM501-AM124-XLN-AMURI-AM301-AM305-ENVEN-FQG
FQG-93D	AM501-AM303-FQG
NUS-91D	AM501-AM124-AM121-AM125-NUSPA
NUS-92D	AM501-XLN-AM121-AM125-NUSPA
TEB-91D	AM501-XLN-AM401-TEBON

Changes: Add APP03, APP04.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2° W

D-ATIS 126.25
TWR 118.25(130.0)

APP01 121.35(119.05)
APP02 120.2(119.05)
APP03 123.825(119.85)
APP04 125.025(119.85)

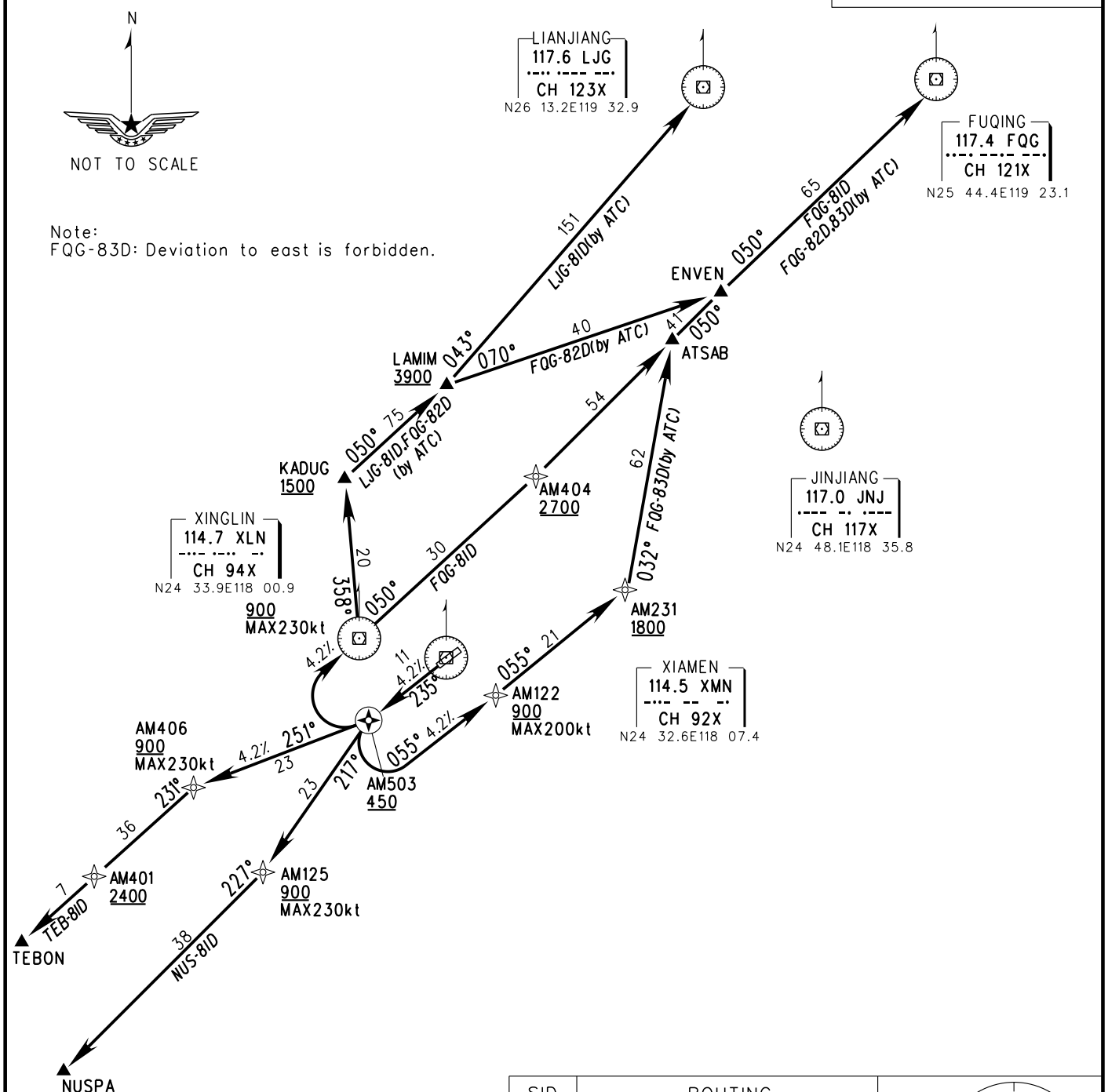
ZSAM XIAMEN/Gaoqi

RNAV RWY23

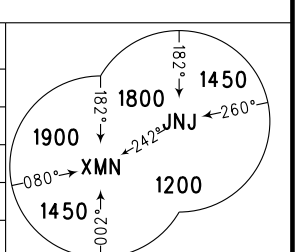
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

1. RNAV 1
2. GNSS REQUIRED

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



SID	ROUTING
LJG-81D	AM503-XLN-KADUG-LAMIM-LJG
FQG-81D	AM503-XLN-AM404-ATSAB-ENVEN-FQG
FQG-82D	AM503-XLN-KADUG-LAMIM-ENVEN-FQG
FQG-83D	AM503-AM122-AM231-ATSAB-ENVEN-FQG
NUS-81D	AM503-AM125-NUSPA
TEB-81D	AM503-AM406-AM401-TEBON



MSA 46km

Changes: Add APP03, APP04.

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STANDARD DEPARTURE CHART-INSTRUMENT

D-ATIS 126.25
VAR2° W TWR 118.25(130.0)

APP01 121.35(119.05)
APP02 120.2(119.05)
APP03 123.825(119.85)
APP04 125.025(119.85)

ZSAM XIAMEN/Gaoqi RWY05

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

Changes: Nil.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2° W

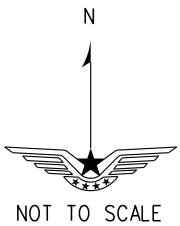
D-ATIS 126.25
TWR 118.25(130.0)

APP01 121.35(119.05)
APP02 120.2(119.05)
APP03 123.825(119.85)
APP04 125.025(119.85)

ZSAM XIAMEN/Gaoqi
RWY23

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



Departure turn MAX IAS430km/h.

FUQING
117.4 FQG
CH 121X
N25 44.4E119 23.1

ENVEN
N25 20.5
E118 55.1

65

92

FQG-IID

D18.0XLN
1900

33

ZSQZ

JINJIANG
117.0 JNJ
CH 117X
N24 48.1E118 35.8

XINGLIN
114.7 XLN
CH 94X
N24 33.9E118 00.9

050°

900

4.2%

XIAMEN
114.5 XMN
CH 92X
N24 32.6E118 07.4

235°

4.2%

D8.5XLN
900

R231°

4.2%

D6.8XMN
450

231°

48

TEB-IID

R225°

D12.0XMN
800

7

D34.4XLN
2400

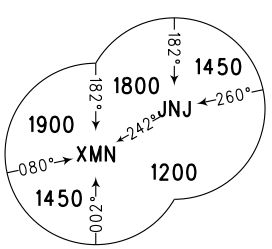
225°

TEBON
N24 08.3
E117 30.1

52

NUS-IID

NUSPA
N24 03.2
E117 37.9



MSA 46km

Changes: Distance.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2° W

D-ATIS 126.25
TWR 118.25(130.0)

APP01 121.35(119.05)
APP02 120.2(119.05)
APP03 123.825(119.85)
APP04 125.025(119.85)

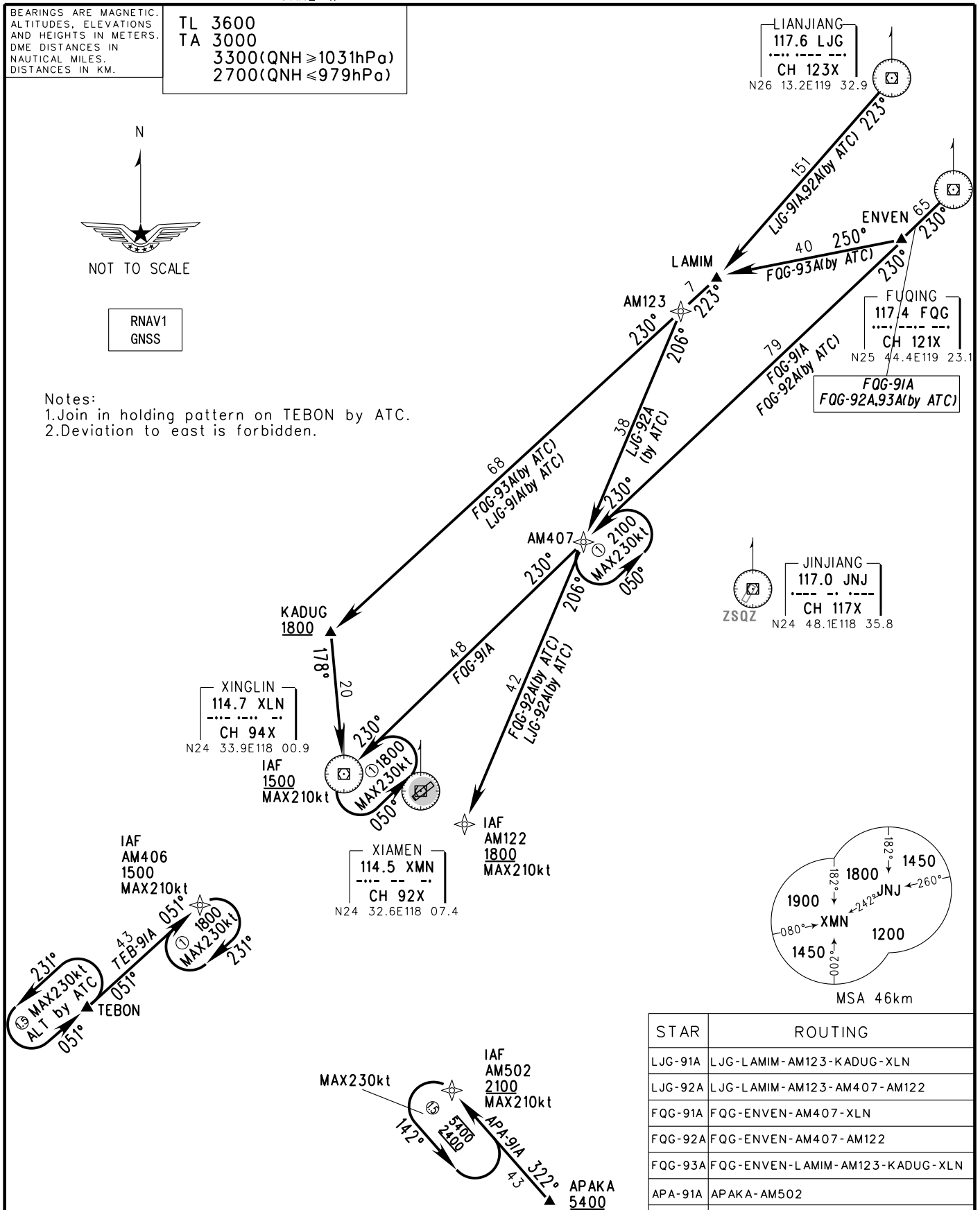
ZSAM XIAMEN/Gaoqi
RNAV RWY05

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

RNAV1
GNSS

Notes:
1.Join in holding pattern on TEBON by ATC.
2.Deviation to east is forbidden.



STAR	ROUTING
LJG-91A	LJG-LAMIM-AM123-KADUG-XLN
LJG-92A	LJG-LAMIM-AM123-AM407-AM122
FQG-91A	FQG-ENVEN-AM407-XLN
FQG-92A	FQG-ENVEN-AM407-AM122
FQG-93A	FQG-ENVEN-LAMIM-AM123-KADUG-XLN
APA-91A	APAKA-AM502
TEB-91A	TEBON-AM406

Changes: Nil.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2° W

D-ATIS 126.25
TWR 118.25(130.0)

APP01 121.35(119.05)
APP02 120.2(119.05)
APP03 123.825(119.85)
APP04 125.025(119.85)

ZSAM XIAMEN/Gaoqi
RNAV RWY23

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

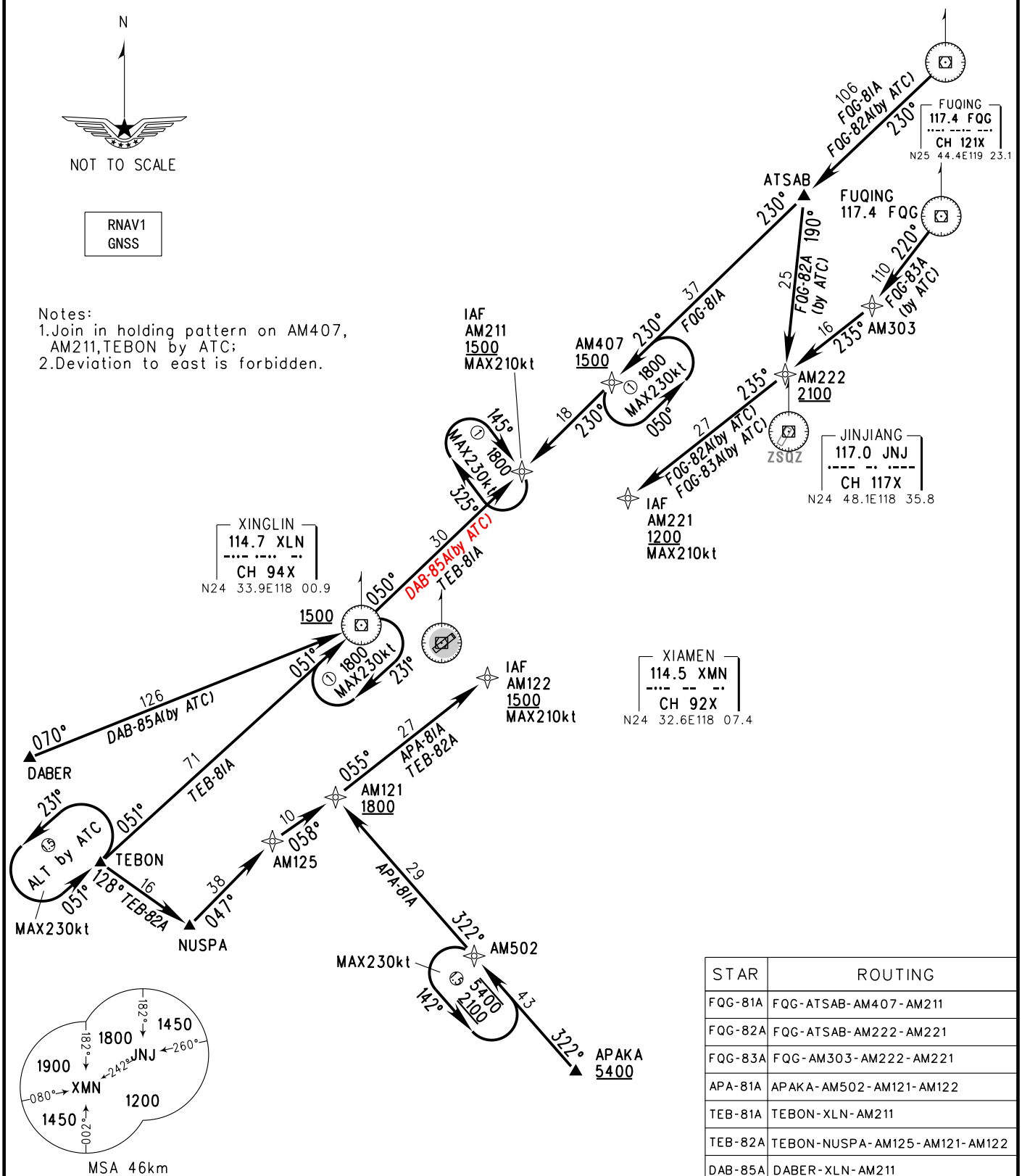
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

N

NOT TO SCALE

RNAV1
GNSS

Notes:
1.Join in holding pattern on AM407, AM211,TEBON by ATC;
2.Deviation to east is forbidden.



STAR	ROUTING
FQG-81A	FQG-ATSAB-AM407-AM211
FQG-82A	FQG-ATSAB-AM222-AM221
FQG-83A	FQG-AM303-AM222-AM221
APA-81A	APAKA-AM502-AM121-AM122
TEB-81A	TEBON-XLN-AM211
TEB-82A	TEBON-NUSPA-AM125-AM121-AM122
DAB-85A	DABER-XLN-AM211

Changes: DAB-85A(by ATC).

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2° W

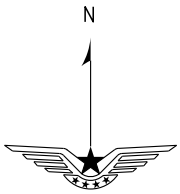
D-ATIS 126.25
TWR 118.25(130.0)

APP01 121.35(119.05)
APP02 120.2(119.05)
APP03 123.825(119.85)
APP04 125.025(119.85)

ZSAM XIAMEN/Gaoqi RWY05

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.



Holding MAX IAS430km/h
Initial approach MAX IAS380km/h

Join in holding pattern on TEBON should by ATC.

FUQING
117.4 FQG
CH 121X
N25 44.4E119 23.1

ZSQZ

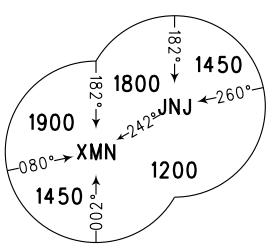
JINJIANG
117.0 JNJ
CH 117X
N24 48.1E118 35.8

XINGLIN
114.7 XLN
CH 94X
N24 33.9E118 00.9

XIAMEN
114.5 XMN
CH 92X
N24 32.6E118 07.4

230°
190
FOG-01A
230°
IAF
1500
1800
050°
27
004°
ALADU
N24 19.3
E118 00.7
67
APA-01A
322°
APAKA
N23 51.8
E118 26.7

IAF
D15.0XLN
1500
R231°
051°
1800
231°
43
TEB-01A
231°
ALT by ATC
051°
051°
TEBON
N24 08.3
E117 30.1



MSA 46km

Changes: Nil.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2° W

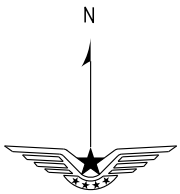
D-ATIS 126.25
TWR 118.25(130.0)

APP01 121.35(119.05)
APP02 120.2(119.05)
APP03 123.825(119.85)
APP04 125.025(119.85)

ZSAM XIAMEN/Gaoqi
RWY23

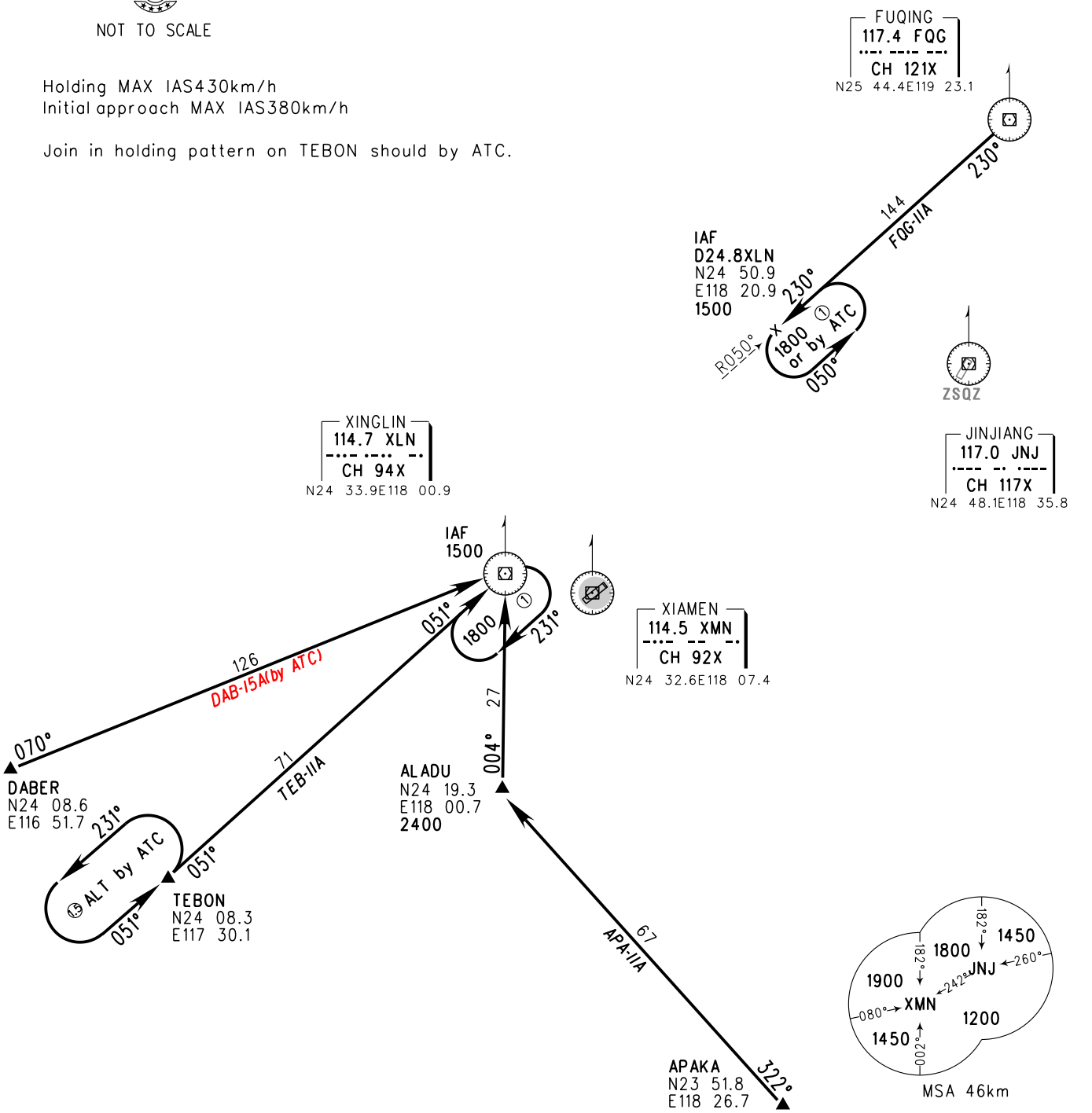
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.



Holding MAX IAS430km/h
Initial approach MAX IAS380km/h

Join in holding pattern on TEBON should by ATC.



Changes: DAB-15A(by ATC).

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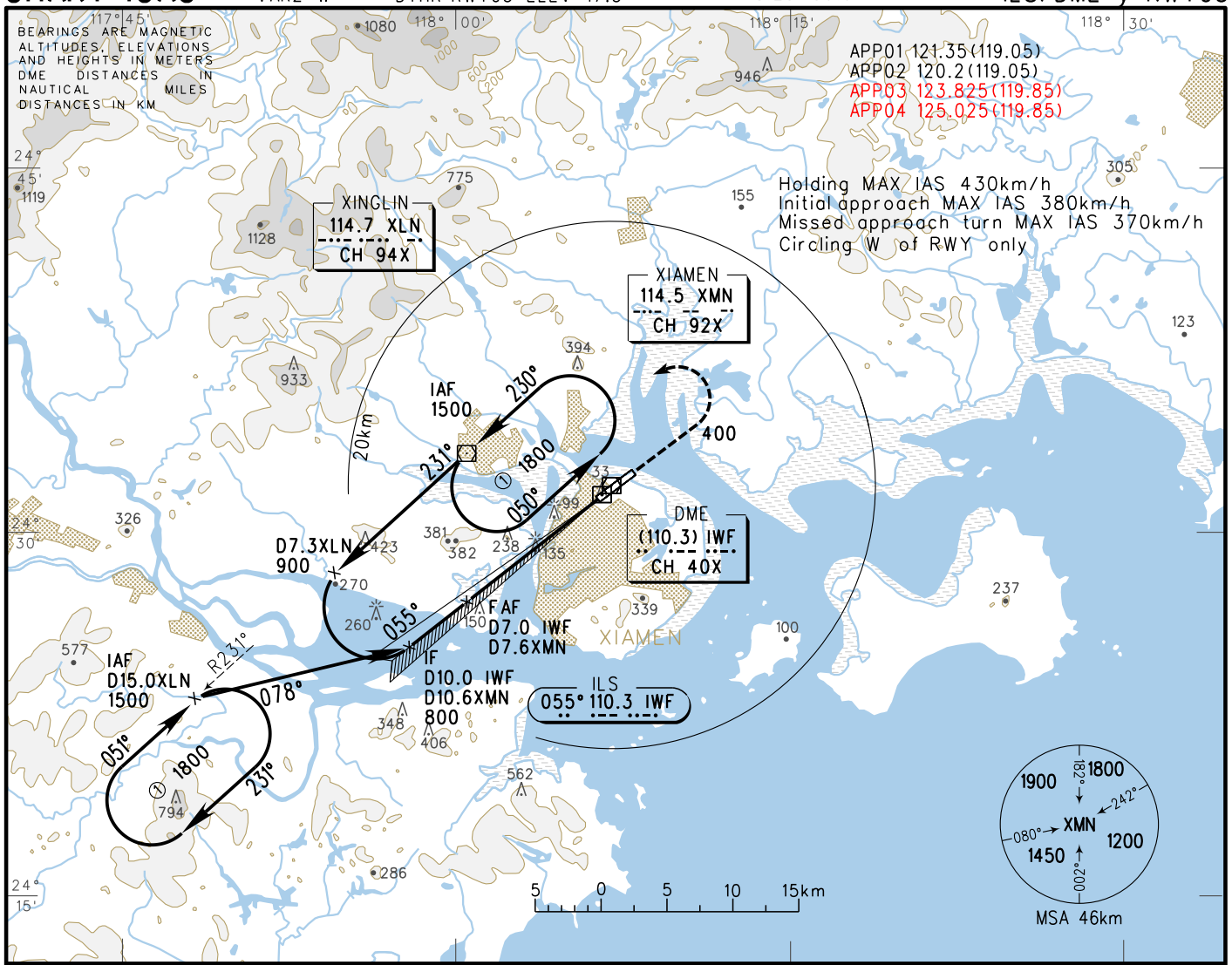
INSTRUMENT APPROACH CHART-ICAO

VAR 2° W

AERODROME ELEV 18
DTHR RWY05 ELEV 17.5

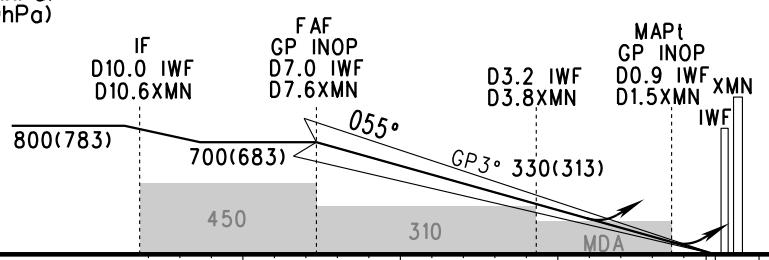
D-ATIS 126.25
TWR 118.25(130.0)

ZSAM XIAMEN/Gaoqi
ILS/DME y RWY05



GP INOP	DME (IWF) (NM)	6	5	4	3	2	1	
	ALT (m)	599	502	405	308			

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



MISSED APPROACH

Climb straight ahead to 400, turn LEFT to 'XLN' at 1200, join the holding pattern and follow ATC instruction.

		A	B	C	D
ILS/DME DA(H) RVR/VIS	Ⓑ Ⓐ	78(60) 550/800			
	Ⓒ	88(70) 550/800	93(75) 800	98(80) 800	
GP INOP MDA(H) VIS		220(203) 3000		220(203) 3200	220(203) 3400
CIRCLING MDA(H) VIS		310(292) 4400		370(352) 4800	530(512) 5000

FAF-MAPt(GP INOP) 11.32km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:35	3:40	3:03	2:37	2:18	2:02
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD CAT I: (DH)(45), (RA)(55), RVR450
Note: Missed approach gradient Ⓑ ≥3.0% Ⓒ 2.5%
Changes: Add APP03, APP04.

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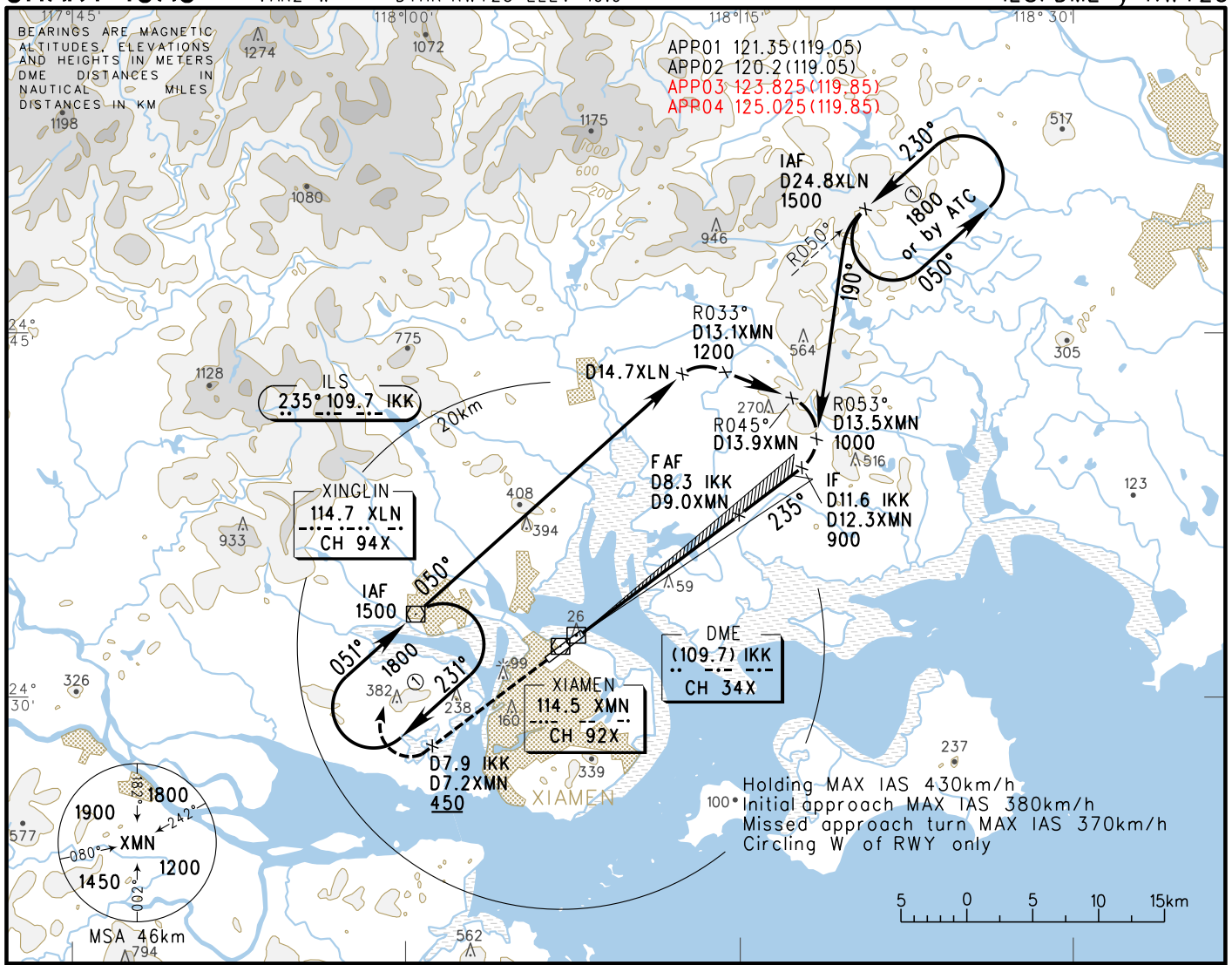
INSTRUMENT APPROACH CHART-ICAO

VAR 2° W

AERODROME ELEV 18
DTHR RWY23 ELEV 10.9

D-ATIS 126.25
TWR 118.25(130.0)

ZSAM XIAMEN/Gaoqi
ILS/DME y RWY23

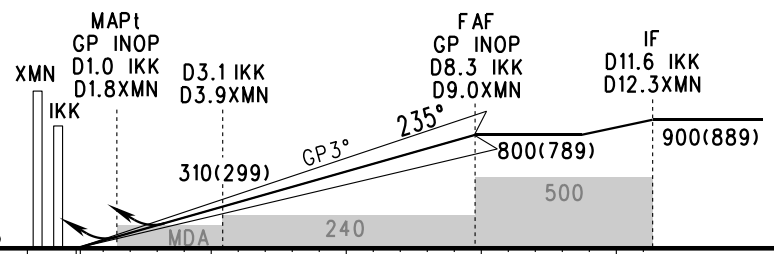


GP INOP	DME (IKK) (NM)	2	3	4	5	6	7	8
	ALT (m)	204	302	399	496	593	690	787

MISSED APPROACH

Climb straight ahead to D7.9 IKK(D7.2XMN) at 450 or above, turn RIGHT to 'XLN' at 900, join the holding pattern, and follow ATC instruction.

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



		A	B	C	D
ILS/DME DA(H) RVR/VIS	Ⓑ Ⓐ	71(60) 550/800			
	Ⓒ	131(120) -/1600		131(120) -/1800	
GP INOP MDA(H) VIS		170(159) 2400		170(159) 2600	170(159) 2800
CIRCLING MDA(H) VIS		310(292) 4400		370(352) 4800	530(512) 5000

FAF-MAPt(GP INOP) 13.18km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	5:20	4:16	3:33	3:03	2:40	2:22
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Note:Missed APCH climb gradient Ⓑ ≥3.0% Ⓒ 2.5%
Ⓐ HUD CAT I: (DH)(45), (RA)(50), RVR450
Changes: Add APP03, APP04.

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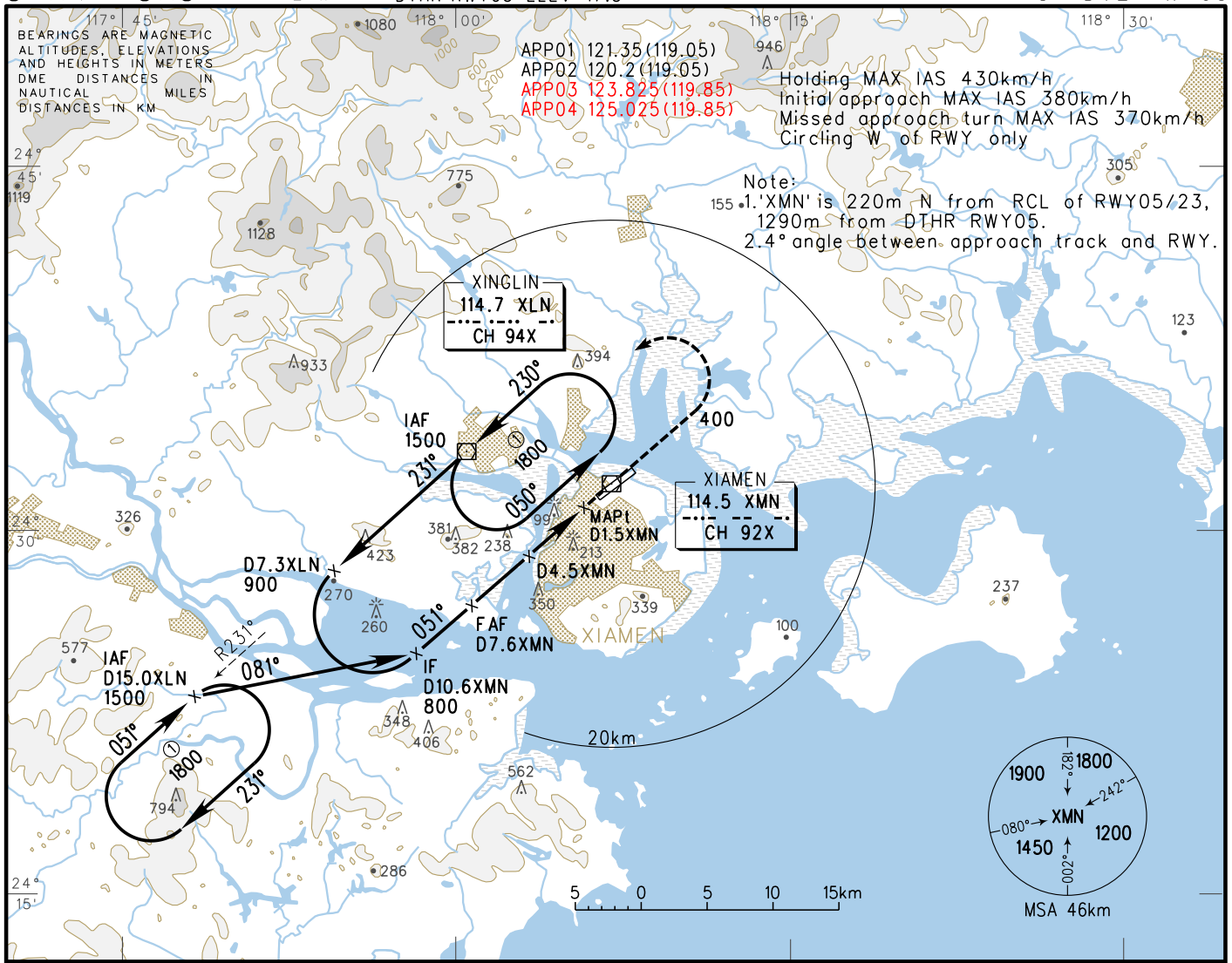
INSTRUMENT APPROACH CHART-ICAO

VAR 2° W

AERODROME ELEV 18
DTHR RWY05 ELEV 17.5

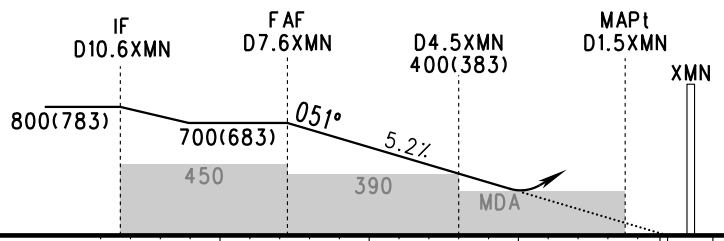
D-ATIS 126.25
TWR 118.25(130.0)

ZSAM XIAMEN/Gaoqi
VOR/DME RWY05



DME (XMN) (NM)	8	7	6	5	4	3	2	1
ALT (m)		635	538	442	345			

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



(DIST to displaced THR05) 18.34km 12.74 7.0 1.42 0 THR05 DISPLACED 150m

MISSED APPROACH

Climb straight ahead to 400, turn LEFT to 'XLN' at 1200, join the holding pattern and follow ATC instruction.

	A	B	C	D
VOR/DME MDA(H) VIS	290(273) 4400		290(273) 4600	290(273) 4800
CIRCLING MDA(H) VIS	310(292) 4400		370(352) 4800	530(512) 5000

FAF-MAPt 11.32km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:35	3:40	3:03	2:37	2:18	2:02
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: Add APP03, APP04.

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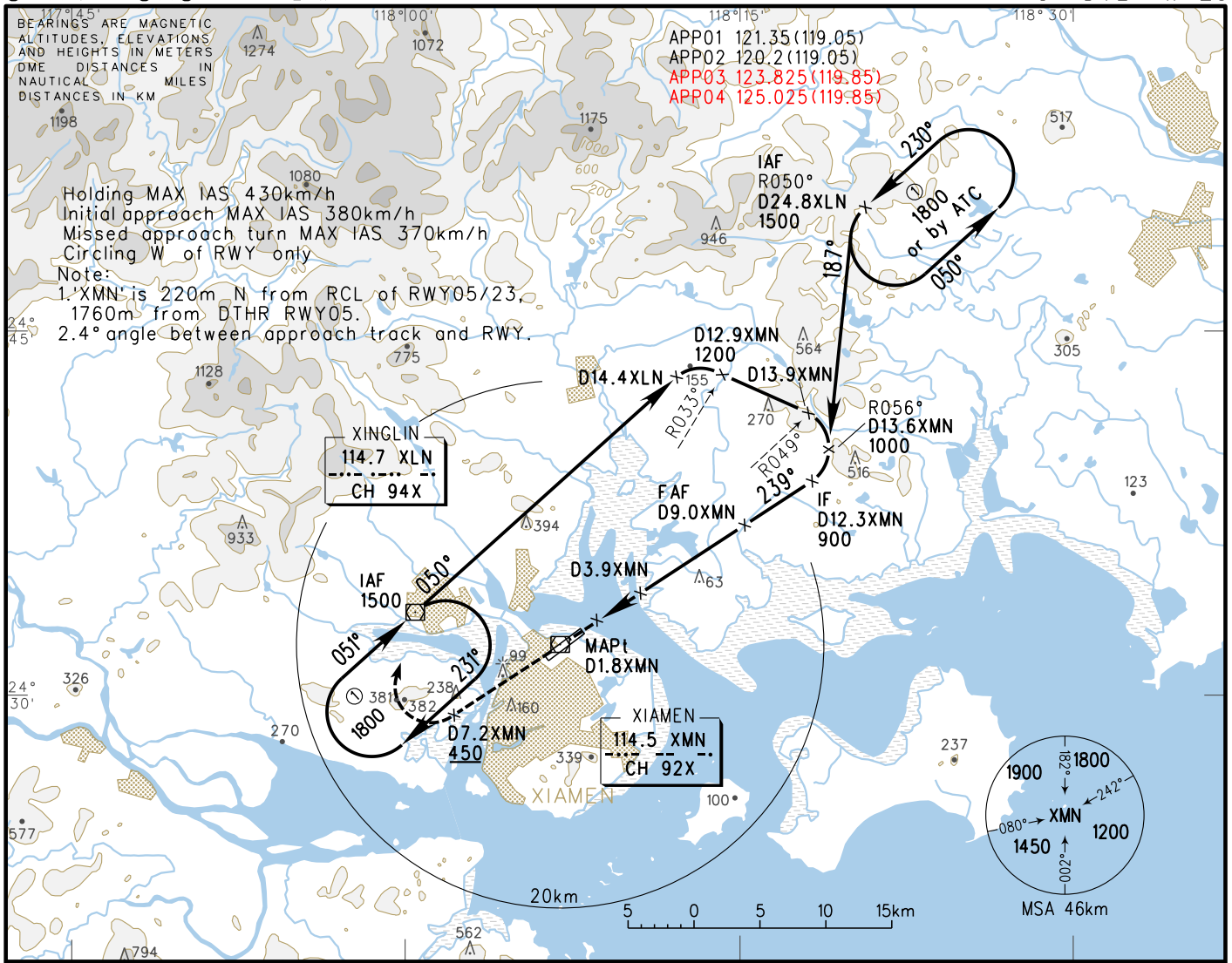
INSTRUMENT APPROACH CHART-ICAO

VAR2° W

AERODROME ELEV 18
DTHR RWY23 ELEV 10.9

D-ATIS 126.25
TWR 118.25(130.0)

ZSAM XIAMEN/Gaoqi
VOR/DME RWY23

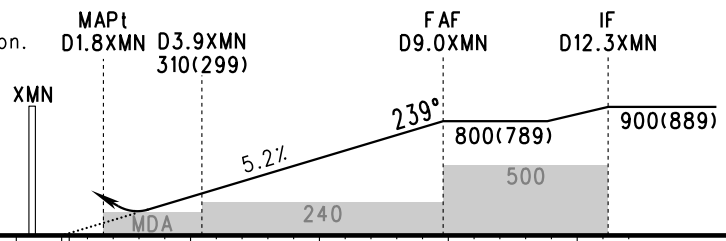


DME (XMN) (NM)	3	4	5	6	7	8		
ALT (m)	223	319	416	512	608	705		

MISSED APPROACH

Climb straight ahead to D7.2XMN at 450 or above, turn RIGHT to 'XLN' at 900, join the holding pattern and follow ATC instruction.

TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)



	A	B	C	D
VOR/DME MDA(H) VIS	230(219) 3600			230(219) 3800
CIRCLING MDA(H) VIS	310(292) 4400		370(352) 4800	530(512) 5000

FAF-MAPt 13.18km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	5:20	4:16	3:33	3:03	2:40	2:22
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: Add APP03, APP04.

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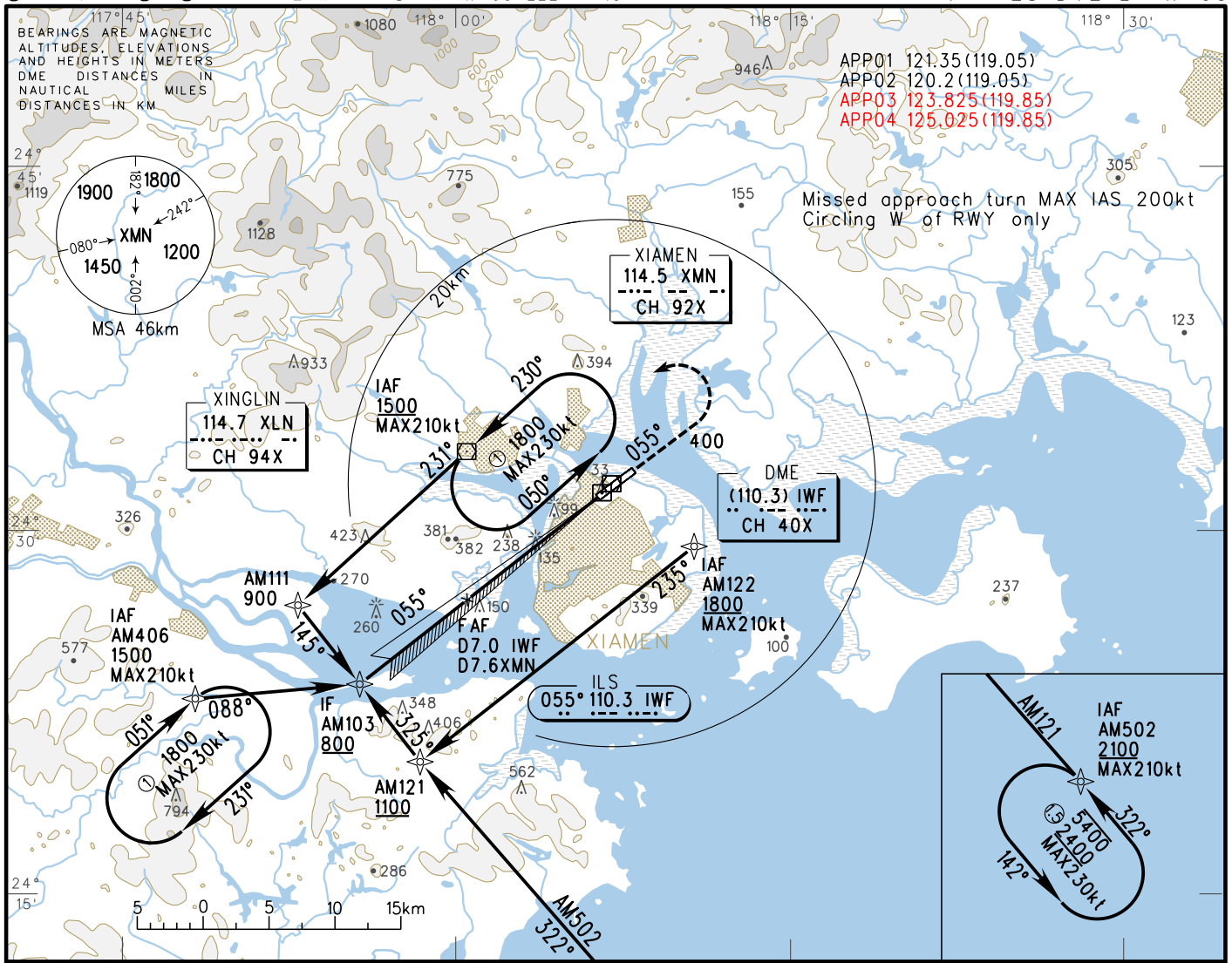
INSTRUMENT APPROACH CHART-ICAO

VAR 2° W

AERODROME ELEV 18
DTHR RWY05 ELEV 17.5

D-ATIS 126.25
TWR 118.25(130.0)

ZSAM XIAMEN/Gaoqi
RNAV ILS/DME z RWY05

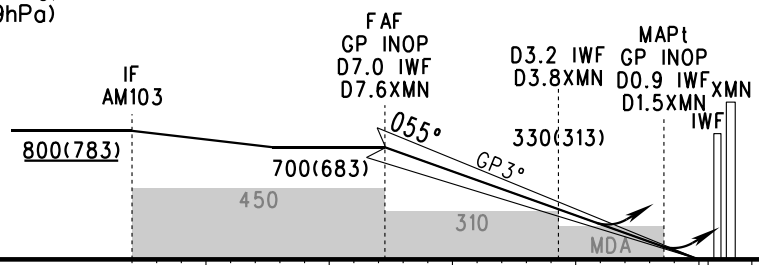


GP INOP	DME (IWF) (NM)	6	5	4	3	2	1	
	ALT (m)	599	502	405	308			

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

MISSED APPROACH

Climb straight ahead to 400, turn LEFT to 'XLN' at 1200, join the holding pattern and follow ATC instruction.



		A	B	C	D
ILS/DME DA(H) RVR/VIS	Ⓑ Ⓐ	78(60) 550/800			
	Ⓒ	88(70) 550/800	93(75) -/800	98(80) -/800	
GP INOP MDA(H) VIS		220(203) 3000		220(203) 3200	220(203) 3400
CIRCLING MDA(H) VIS		310(292) 4400		370(352) 4800	530(512) 5000

FAF-MAPt(GP INOP) 11.32km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:35	3:40	3:03	2:37	2:18	2:02
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD CAT I: (DH)(45), (RA)(55), RVR450
Note: Missed approach gradient Ⓑ ≥3.0% Ⓒ 2.5%
Changes: Add APP03, APP04.

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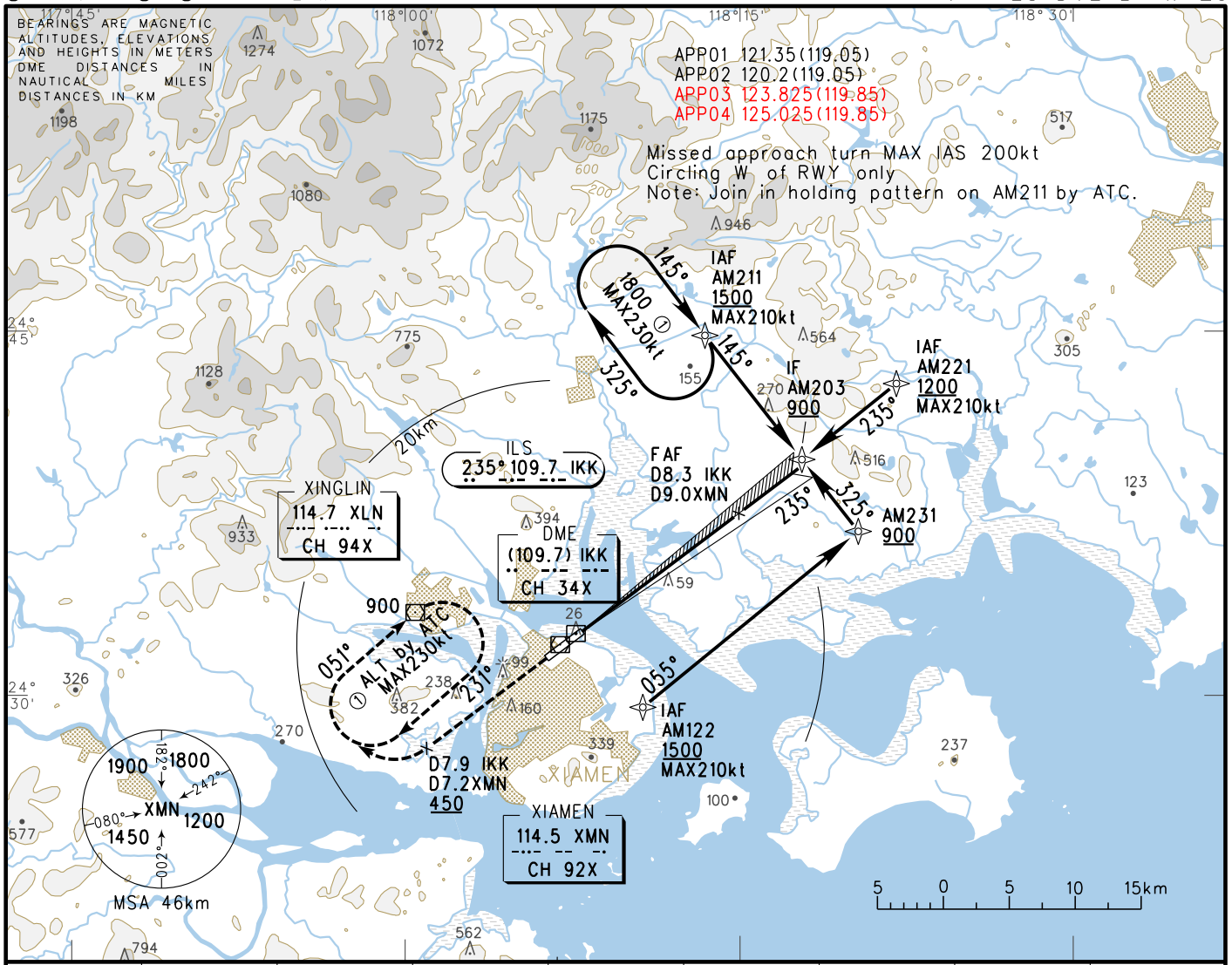
INSTRUMENT APPROACH CHART-ICAO

VAR2° W

AERODROME ELEV 18
DTHR RWY23 ELEV 10.9

D-ATIS 126.25
TWR 118.25(130.0)

ZSAM XIAMEN/Gaoqi
RNAV ILS/DME z RWY23

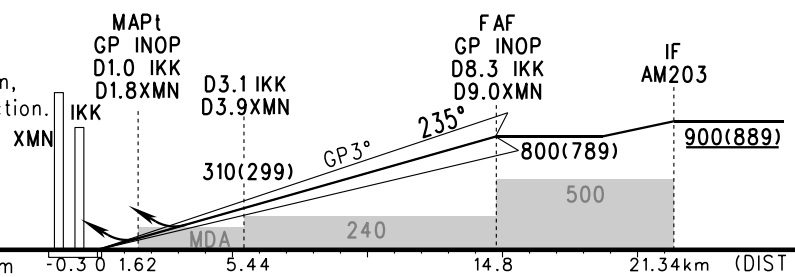


GP INOP	DME (IKK) (NM)	2	3	4	5	6	7	8
	ALT (m)	204	302	399	496	593	690	787

MISSED APPROACH

Climb straight ahead to D7.9 IKK(D7.2XMN) at 450 or above , turn RIGHT to 'XLN' at 900, join the holding pattern, and follow ATC instruction.

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



		A	B	C	D
ILS/DME DA(H) RVR/VIS	Ⓑ Ⓐ	71(60) 550/800			
	Ⓒ	131(120) -/1600		131(120) -/1800	
GP INOP MDA(H) VIS		170(159) 2400		170(159) 2600	170(159) 2800
CIRCLING MDA(H) VIS		310(292) 4400		370(352) 4800	530(512) 5000

FAF-MAPt(GP INOP) 13.18km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	5:20	4:16	3:33	3:03	2:40	2:22
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Note:Missed APCH climb gradient Ⓑ ≥3.0% Ⓒ2.5%
Ⓐ HUD CAT I: (DH)(45), (RA)(50), RVR450
Changes: Add APP03, APP04.

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