ZSFZ AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICAO / IATA) and name

ZSFZ/FOC-福州/长乐 FUZHOU/Changle

ZSFZ 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	N25°56.0′ E119°39.9′ Center of RWY
2	机场基准点与城市的位置关系 Direction and distance from city	112° GEO, 39.2km from city center
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	14.3 m/32.2℃(JUL)/8.8℃(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	
5	磁差（测量年份）及年变率 VAR(Year)/Annual change	3°9′W(1996)/-
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website	Yuan Xiang(Fuzhou) International Airport Group CO. No.9 XiangHui road Zhang Gang street, ChangLe District, FuZhou City, China Post code:350209 TEL:86-591-28013372 FAX:86-591-28013368 AFS:ZSFZYDYX Website:http://www.fuzhouairport.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	*Strong magnetic field

ZSFZ AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门 Health and sanitation	H24
4	航空情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office	H24

6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 De-icing	Nil
12	备注 Remarks	Nil

ZSFZ 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, fork-lift, baggage transporter, tow-tractor
2	燃油牌号 Fuel types	Jet Fuel No.3
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Tank vehicle, hydrant dispenser: 13.3L/s
5	除冰设施 De-icing facilities	Nil
6	过站航空器机库 Hangar space for visiting aircraft	Nil
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line MAINT AVBL for various types of aircraft on request: A319/320/321, A330-200/300, B737-300/400/500/700/800/900, B737-8. MAINT require pre-COOR.
8	备注 Remarks	Ground power unit, ground air supply unit. Bridge power supply and air preconditioning services AVBL at stands Nr. 2-19, 28, 29, 32-34, 37-41.

ZSFZ AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD and in the city
2	餐饮 Restaurants	At AD and in the city
3	交通工具 Transportation	Passenger's coaches, taxis

4	医疗设施 Medical facilities	First-aid at AD, hospital in the city
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	Nil
7	备注 Remarks	Nil

ZSFZ 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: command car, heavy-duty foam tender, rapid fire fighting tender, primary fire fighting tender, medium-load foam tender, demolition rescue truck, medicament reinforcement car, illumination truck, logistics truck; Rescue equipments: 150m mobile surface operation devices, lifting equipment, towing rack, towing platform, jack, rubber ties, 40T & 60T jacking air bag
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to B747-400
4	备注 Remarks	XIAMEN/Gaoqi(ZSAM) airport shall offer equipment to remove the disabled aircraft.

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

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons Not applicable
2	扫雪顺序 Clearance priorities	Not applicable
3	备注 Remarks	Nil

ZSFZ 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	道面 Surface	CONC
		强度 Strength	PCR 1170/R/B/W/T : Stands Nr. 1-17 PCR 1160/R/B/W/T : Stands Nr. 18-23, 80 PCR 1030/R/A/W/T : Isolated apron PCR 960/R/A/W/T : Stands Nr. 37-40 PCR 940/R/A/W/T : North cargo apron(Stands Nr. 103-106) PCR 740/R/A/W/T : Xiamen airlines apron

			PCR 670/R/A/W/T : Stands Nr. 24-36, 41 PCR 660/R/A/W/T : South apron(Stands Nr. 51-55), stands Nr. 81-92 PCR 480/R/A/W/T : Stands Nr. 71-78 PCR 131/R/B/W/U : Helipad
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	79m : B9 56m : B1-B3, B7, B10-B12 34m : A2, A9, B4, B6 33m : E 28.5m : A1, A4-A7, A10, B8 23m : A, B, B5 11m : K1
		道面 Surface	ASPH : K1(ASPH) CONC : A, A1, A2, A4-A7, A9, A10, B, B1-B12, E, G, G1, H, K1(CONC), R, S1, T1-T4
		强度 Strength	PCR 1170/R/B/W/T : T1 PCR 1040/R/A/W/T : A(except BTN A10 & Isolate apron) PCR 1030/R/A/W/T : A(BTN A10 & Isolate apron), B5 PCR 1020/R/A/W/T : B3, B4, B8 PCR 1010/R/A/W/T : B2, B6 PCR 1000/R/A/W/T : B7 PCR 990/R/A/W/T : B, B1, B9-B12 PCR 980/R/A/W/T : A1, A2, A9 PCR 970/R/A/W/T : A10 PCR 870/R/A/W/T : E PCR 670/R/A/W/T : G1, R PCR 660/R/A/W/T : G, H, S1, T2-T4 PCR 550/R/A/W/T : A4-A7 PCR 131/R/B/W/U : K1(CONC) PCR 111/F/B/X/U : K1(ASPH)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Nil	

ZSFZ 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. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at stands Nr. 1-41, 80-88, 103-106. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at aircraft stands Nr. 2-19, 28, 29, 32-34, 37-41	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	Pre-threshold area, THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RENL
		滑行道标志 TWY markings	Edge line, center line, No-entry, RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line lights, center line lights, No-entry bar , RETILs
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Runway guard lights	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	BLUE apron edge line lights(Helipad)	

ZSFZ AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within a circle with a radius of 15km (centered on the center of RWY 03/21)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
MT 001	MT	003/3191	96.9		
MT 002	MT	004/5959	82.3		
MT 003	MT	007/7509	177.1		RWY21 VOR/DME final approach(SDF-MAPt)

半径 15 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within a circle with a radius of 15km (centered on the center of RWY 03/21)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 004	MT	008/5661	78.8		
MT 005	MT	013/7638	201.5		RWY21 VOR/DME final approach(FAF-SDF); Circling CAT C
STACK 006	STACK	014/3063	58.9	LGT	
MT 007	MT	016/3879	44.8		
BLDG 008	BLDG	017/3223	56.5	LGT	
BLDG 009	BLDG	018/1189	24.8		
BLDG 010	BLDG	018/3170	66.7	LGT	
MT 011	MT	023/7009	94.3		
GP Antenna 012	GP Antenna	024/1457	14.9	LGT	RWY21 ILS/DME Final approach
Antenna 013	Antenna	035/8238	98.9	LGT	RWY03 Take-off path
MT 014	MT	048/4109	62.5		
MT 015	MT	051/2461	57.6		
Antenna 016	Antenna	054/5166	67.7	LGT	
Radar 017	Radar	149/2509	64.0		
Control TWR 018	Control TWR	150/1176	110.0		RWY03 VOR/DME final approach(SDF-MAPt)

半径 15 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within a circle with a radius of 15km (centered on the center of RWY 03/21)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Control TWR 019	Control TWR	159/1103	75.6	LGT	
Iron TWR 020	Iron TWR	194/2250	41.9	LGT	
DME 021	DME	215/1501	21.4	LGT	RWY03 ILS/DME final approach
MT 022	MT	249/453	19.6		
MT 023	MT	256/14800	444.6		
MT 024	MT	266/1679	105.1		Circling CAT A
MT 025	MT	277/3664	98.1		
Iron TWR 026	Iron TWR	280/2414	91.6		
MT 027	MT	280/2913	66.7		
Pole 028	Pole	281/2305	75.4		
MT 029	MT	283/5821	152.2		
Iron TWR 030	Iron TWR	287/2999	70.2		
Iron TWR 031	Iron TWR	288/3341	91.6		
MT 032	MT	288/5841	156.3		
MT 033	MT	289/3600	87.7		
Iron TWR 034	Iron TWR	289/3671	82.1		

半径 15 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within a circle with a radius of 15km (centered on the center of RWY 03/21)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Pole 035	Pole	289/5373	139.8		
Pole 036	Pole	289/5580	136		
Iron TWR 037	Iron TWR	290/3848	64.3		
Iron TWR 038	Iron TWR	291/2877	65.7		
Iron TWR 039	Iron TWR	291/2908	63.2		
Iron TWR 040	Iron TWR	291/3024	77.8		
Pole 041	Pole	291/3517	92.5		
Pole 042	Pole	291/3855	81.4		
Pole 043	Pole	291/5315	146.4		
Iron TWR 044	Iron TWR	293/2994	91.4		
Iron TWR 045	Iron TWR	293/3824	93.2		
Pole 046	Pole	293/4876	110.7		
MT 047	MT	293/9300	240.6		Circling CAT D
Iron TWR 048	Iron TWR	296/3808	81.5		
MT 049	MT	296/11250	542.9		
MT 050	MT	301/14000	646.3		

半径 15 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within a circle with a radius of 15km (centered on the center of RWY 03/21)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 051	MT	307/9600	203.8		
MT 052	MT	310/3728	60.2		
MT 053	MT	310/13390	565		
MT 054	MT	317/14400	630.7		
MT 055	MT	333/5970	132.1	LGT	
MT 056	MT	356/3809	56.1		
MT 057	MT	357/5588	108.4		Circling CAT B
MT 058	MT	358/4347	64.7		
MT 059	MT	359/5307	87.7		

半径 15 千米-50 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 03/21)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 060	MT	005/39000	546		
Antenna 061	Antenna	203/26500	375		RWY03 PBN initial approach
MT 062	MT	205/19600	373		

半径 15 千米-50 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 03/21)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 063	MT	208/18475	336		RWY 21 Take-off path
MT 064	MT	209/19284	468		RWY 21 Take-off path
MT 065	MT	209/20770	525		RWY 21 Take-off path
MT 066	MT	211/19685	461		RWY 21 Take-off path
MT 067	MT	213/18375	433		RWY 21 Take-off path
MT 068	MT	213/20495	467		RWY 21 Take-off path
MT 069	MT	214/17250	482		RWY21 Take-off path
MT 070	MT	214/19530	567		RWY03 VOR/DME, GP INOP final approach(FAF-SDF); RWY21 Traditional and PBN departure; RWY21 RNAV ILS/DME missed approach; RWY21 Take-off path
TRANSMISSION_LINE 071	TRANSMISSION_LINE	219/20613	593		RWY03 Traditional and PBN intermediate approach
MT 072	MT	227/21970	616		RWY21 ILS/DME missed approach
WINDMILL 073	WINDMILL	234/25294	645		RWY03 Traditional and PBN initial approach
MT 074	MT	246/47500	884		
MT 075	MT	247/16435	202		

半径 15 千米-50 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 03/21)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 076	MT	253/32500	603		
WINDMILL 077	WINDMILL	254/31963	713		RWY21 Traditional arrival
MT 078	MT	257/15500	557		
WINDMILL 079	WINDMILL	258/15526	671		RWY21 Traditional holding(FOC)
MT 080	MT	259/46800	1000		360°-180° sector; RWY03 Traditional and PBN arrival
MT 081	MT	260/39500	842		
MT 082	MT	270/35500	611		
MT 083	MT	302/30000	919		RWY03 PBN holding(FZ209); RWY21 PBN holding(FZ106)
MT 084	MT	326/34000	765		RWY21 Traditional arrival
MT 085	MT	333/29000	577		RWY21 Traditional initial approach
MT 086	MT	347/43300	638		180°-360° sector

Remarks:

ZSFZ AD 2.11 提供的气象情报、气象观测和报告
Meteorological information provided & meteorological observations and reports

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Fujian province ATMB MET Station
2	气象服务时间、服务时间以外的责任气象台	H24

	Hours of service/MET Office outside hours	
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	Fujian province ATMB MET Station;9h, 24h;3h, 6h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 1h
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T, TV
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch,En
7	讲解或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	Briefing provided: Synoptic charts, significant weather charts, upper W/T charts, satellite material, AWOS real-time data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX , MET Service Terminal, Internet
9	提供气象情报的空中交通服务单位 ATS units provided with information	Fuzhou APP, Fuzhou TWR, Fuzhou flight service office
10	其他信息 Additional information	Nil
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 100m W of RCL, 300m inward THR B: 100m W of RCL, 373m inward THR SFC wind sensors 03: 110m W of RCL, 310m inward THR RWY center: 110m W of RCL,1800m inward THR 21: 110m W of RCL, 353m inward THR Ceilometer 03: 1090m S of THR03 21: 1000m N of THR21
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24

5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZSFZ AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
03	027° GEO 030° MAG	3600×45	PCR 870/R/A/W/T CONC/-	Nil	THR 6.3m TDZ 7.3m	0.2%(400m)/0.15%(1000m)/0.1%(1000m)/0.39%(1200m)
21	207° GEO 210° MAG	3600×45	PCR 870/R/A/W/T CONC/-	Nil	THR 14.3m TDZ 14.3m	-0.39%(1200m)/-0.1%(1000m)/-0.15%(1000m)/-0.2%(400m)

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
03	Nil	Nil	3720×280	210×120	Nil	yes
21	Nil	Nil	3720×280	185×120	Nil	yes
Remarks: Anti-blast pad: RWY03: 60×60m, RWY21: 60×60m						

ZSFZ 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
03	3600	3600	3600	3600	Nil
03	3485	3485	3485	3600	FM A2
21	3600	3600	3600	3600	Nil

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
21	3485	3485	3485	3600	FM A9

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

跑道号码 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类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、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
03	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 400m inward THR03 3° 19.7m	Nil	3600 m spacing 30m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW LIH	RED	Nil
21	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 430m inward THR21 3° 18.6m	Nil	3600 m spacing 30m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW LIH	RED	Nil
Remarks: Nil								

ZSFZ AD 2.15 其它灯光,备份电源 Other lighting, secondary power supply

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: 03:125m W of RCL, 320m inward THR03, with light 21:120m W of RCL, 370m inward THR21, with light
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: green center line lights, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Two way power supply available, diesel generator unit/≤15sec

5	备注 Remarks	Nil

ZSFZ 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 TLOF and/or FATO elevation	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

ZSFZ AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Fuzhou tower control area	A circuit, 2 arcs with radius 20km centered at ARP and 2 parallel lines of 10km from RCL.	GND-900(QNH)				
Fuel Dumping Area	N2551.0E11909.0—N2546.0E12018.0—N2524.0E12016.0—N2529.0E11907.0	4500m and above				See Fuel Dumping Area Chart
Altimeter setting region and TL/TA	A circle with a radius of 74km centered on Fuzhou VOR/DME.	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

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

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		126.4				
APP	Fuzhou Approach	APP01:125.175 (133.05)			H24	
		APP02:124.85 (133.05)			H24	
		APP03:127.925 (133.05)			0130-1230	Contact APP01 when APP03 U/S.
TWR	Fuzhou Tower	118.45 (124.35)			H24	
GND	Fuzhou Ground	121.6 (124.35)			0100-1000	DCL available Contact TWR when GND U/S.
APN	Fuzhou Apron	121.725			H24	
EMG		121.50			H24	

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

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Fuqing VOR/DME	FQG	117.4 MHz CH 121X	H24	N25°44.4′ E119°23.1′ 236°MAG/35108m FM ARP		Beyond 24NM on R040° and R041° for IAP U/S.
Fuzhou VOR/DME	FOC	116.8 MHz CH 115X	H24	N25°54.8′ E119°39.1′ 210°MAG/2800m FM ARP		R010°-R160° clockwise (except R014°, R030°) U/S.

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
Lianjiang VOR/DME	LJG	117.6 MHz CH 123X	H24	N26°13.2′ E119°32.9′ 343°MAG/33707m FM ARP		For VOR/DME: R070°-150° clockwise (except R107° for IAP, R131° for SID) U/S; For DME: beyond 35NM on R006° for ENR, beyond 10NM on R131° for SID U/S.
LOC 03 ILS CAT I	ICL	110.7 MHz		030°MAG/250m FM RWY03 end		Beyond 22NM of front course U/S.
GP 03		330.2 MHz		150m W of RCL 295m inward THR03		Angle 3° RDH 15m
DME 03	ICL	CH 44X (110.7 MHz)			14m	Co-located with GP 03
LM 21	N	229 kHz		N25°57.4′ E119°40.5′ 030°MAG/1050m FM THR21		U/S
LOC 21 ILS CAT I	INN	110.3 MHz		210°MAG/275m FM RWY21 end		Beyond 15.5NM of front course U/S. Beyond 10° leftside of front coures U/S. Beyond 27° rightside of front coures U/S.
GP 21		335.0 MHz		130m W of RCL, 339m inward THR21		Angle 3° RDH 15m
DME 21	INN	CH 40X (110.3 MHz)			19m	Co-located with GP 21

ZSFZ AD 2.20 本场规定

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。

1.2.1 航空器准备完毕，机组向福州地面申请开车指令;

1.2.2 得到开车指令后，机组向福州机坪申请推出许可;

1.2.3 航空器开车后，机组向福州机坪申请停机坪内滑行许可;

1.2.4 航空器离开机坪进入联络道前，机组向福州塔台申请进一步滑行许可。

1.3 进、离场管制规定

1.3.1 航空器着陆后，机组向福州塔台申请地面滑行许可;

1.3.2 航空器脱离跑道后，跟随地面引导车滑行或福州塔台指挥滑行;

1.3.3 航空器进入机坪前，机组联系福州机坪申请停机位。

1.4 可使用最大机型：A340-600 及其同类机型。

2. 跑道和滑行道的使用

2.1 可以通过福州机坪申请引导车和拖车服务。禁止

ZSFZ AD 2.20 Local aerodrome regulations

1.Airport operations regulations

1.1 TKOF/LDG of aircraft WO SSR transponder are forbidden;

1..2 Each and every technical test flight shall be filed in advance and shall be made only AFT CLR has been obtained from ATC.

1.2.1 CTC Fuzhou GND for start-up CLR AFT aircraft is ready;

1.2.2 CTC Fuzhou APN for push-back CLR upon receiving start-up CLR;

1.2.3 CTC Fuzhou APN for TAX CLR on APN after start-up;

1.2.4 AFT LVE APN, CTC Fuzhou TWR BFR entering into TWYL and EFC.

1.3 Air traffic control regulations

1.3.1 LDG aircraft shall CTC Fuzhou TWR for TAX CLR;

1.3.2 Follow the follow-me vehicle or instructed by Fuzhou TWR AFT vacating RWY;

1.3.3 CTC Fuzhou APN to obtain PRKG stand BFR entering APN.

1.4 MAX aircraft to be AVBL: A340-600 and equivalent.

2. Use of runways and taxiways

2.1 Follow-me vehicle SER and towing SER are AVBL

从滑行道 A4、A5、A6、A7 进入跑道。

via APN CTL. Entering the RWY via TWY A4, A5, A6 and A7 is forbidden.

2.2 A340-600、B777-300 的运行路线:

2.2 TAX RTE for A340-600 and B777-300:

2.2.1 03 跑道起飞时，机坪 -B1/B2/B3/B7/B9/B10/B11/B12-A-A1-跑道。

2.2.1 DEP via RWY03: APN-TWY B1/B2/B3/B7/B9/B10/B11/B12-TWY A-TWY A1-RWY03.

2.2.2 03 跑道降落时，跑道 -A7/A10-A-B1/B2/B3/B7/B9/B10/B11/B12-机坪。

2.2.2 ARR via RWY03: RWY03-TWY A7/A10-TWY A-TWY B1/B2/B3/B7/B9/B10/B11/B12-APN.

2.2.3 21 跑道起飞时，机坪 -B1/B2/B3/B7/B9/B10/B11/B12-A-A10-跑道。

2.2.3 DEP via RWY21: APN-TWY B1/B2/B3/B7/B9/B10/B11/B12-TWY A-TWY A10-RWY21.

2.2.4 21 跑道降落时，跑道 -A1/A4-A-B1/B2/B3/B7/B9/B10/B11/B12-机坪。

2.2.4 ARR via RWY21: RWY21-TWY A1/A4-TWY A-TWY B1/B2/B3/B7/B9/B10/B11/B12-APN.

2.2.5 上述两类机型可使用 B1、B2、B3、B7、B9、B10、B11、B12 在 T1 机坪滑行通道、A 滑和 B 滑进行 S 型或 180°转弯。

2.2.5 A340-600 and B777-300 canmake S shape or 180° turnon TXL T1 orTWY A/B viaTWY B1, B2, B3, B7, B9, B10, B11, B12.

2.3 所有起飞的航空器需要做好由 A2/A9 滑行道进入跑道并使用非全跑道起飞的准备；若机组认为无法实施上述要求，须在进入 A2/A9 滑行道之前，向塔台管制员说明。

2.3 All DEP aircrafts shall get ready to enter RWY via TWY A2/A9, and then make partial RWY TKOF. If aircraft can not make partial RWY TKOF, the flight crew shall CTC TWR BFR entering TWY A2/A9.

2.4 航空器应当在挂好拖车后向福州机坪申请推出指令。当机组获得推出指令后，必须在 2min 内执行；若超时，则管制指令自动取消，需要重新申请。

2.4 DEP aircraft shall CTC Fuzhou APN for CLR BFR push-back and start-up. AFT getting ATC CLR for push-back and start-up, DEP aircraft shall execute instruction WI 2min. Otherwise, ATC CLR CNL AUTOally, and the aircrew shall apply for CLR AGN.

2.5 为规范航空器进入跑道和落地后的跑道占用时间，提高跑道容量，根据福州机场跑道及其快速脱离道的布局，做如下要求（湿跑道或污染跑道除外）:

2.5 EXC for wet or contaminated RWY, RQMNTS as follows to increase RWY operation capacity:

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。若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前，向塔台管制员说明。

2.5.1 DEP aircraft shall finish RWY alignment WI 60s AFT receiving ATC CLR of entering RWY. If filght crew can not fulfill, pilot shall inform TWR ATC BFR RCH RWY HLDG PSN.

2.5.2 落地航空器应尽快脱离跑道，从接地到滑出跑道时间应控制在 50s 以内。若机组认为无法在上述要求的时间内完成，须在建立航向道前，向进近管制员说明。落地航空器脱离跑道后应及时向塔台管制员报告已脱离跑道和脱离所使用的滑行道。

2.5.2 LDG aircrafts shall fully vacate the RWY WI 50s AFT touchdown. If flight crew can not fulfill, pilot shall inform APP BFR established on LOC. AFT vacating the RWY, the flight crew shall REP ASAP and inform the TWY they used to TWR ATC.

2.6 机场冲突多发地带运行要求（位置详见 ZSFZ AD2.24-1/2）

2.6 Hot spot PROC (PSN REF ZSFZ AD2.24-1/2)

2.6.1 HS1: 使用 03 跑道，停机位 24-30、81-92 滑出与入位的航空器容易在 B 滑行道上发生对头冲突，航空器滑行至 B8 滑行道前应当在等待线前加强观察。

2.6.1 HS1: RWY03 in use, aircrafts TAX out and TAX into stands Nr. 24-30, 81-90 are prone to collision on TWY B. BFR TAX to TWY B8, the observation should be strengthened BFR RCH waiting line.

2.6.2 HS2: 航空器从 G1 滑行道进入 T2/T4 滑行道时，容易与停机位 81-92 机坪区域运行的航空器发生冲突，航空器滑行至 T2/T4 滑行道前应当在等待线前加强观察。

2.6.2 HS2: Aircraft TAX FM TWY G1 to TWY T2/T4 are prone to collision with aircraft on APN(stands Nr.81-92). BFR TAX to TWY T2/T4, the observation should be strengthened BFR RCH waiting line.

2.7 滑行道使用限制

2.7 Limits of using TWYs

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
A, A1, A2, A4-A7, A9, A10, B, B1-B3, B7, B9-B12, E	≤68.4
B4-B6, B8, T1	≤65
G, G1, H, R, S1, T2-T4	≤36
K1	≤14.9

2.8 在滑行道 B（含）以西滑行的航空器必须听从塔台管制指挥。

2.8 Aircraft TAX on W of TWY B(inclusive) shall comply with the instructions of TWR CTL.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 未经福州机坪同意，严禁航空器利用自身动力倒滑；

3.1 Push-back of aircraft on its own PWR is strictly forbidden WO APN CTL CLR;

3.2 在远机位、专机位、货机位、维修机位停靠的航空器由地面人员指挥其进、出；

3.2 Aircraft PRKG/DCKG on remote stand, VIP flight stand, cargo aircraft stand or MAINT stand will be guided by marshaller for entry/exit;

3.3 发动机试车，需经福州机坪许可，在指定地点进行。严禁在廊桥附近和客机坪试大车；

3.3 ENG run-ups are SUBJ APN CTL CLR, and may only be carried out at a designated LCA. Fast ENG run-ups near boarding bridges or on APN are strictly forbidden;

Engine run-up LCA	Limits
S of Xiamen airlines APN	AVBL for aircraft with wing span < 65m, Towed along TWY A-E to designated LCA, PRKG with nose to N and tail DIST 13m to APN S edge
TWY B between B9 to B10	AVBL for aircraft with wing span<36m.Nose to S, nosewheel stand on holding point near B9; Nose to N, nosewheel stand on holding point near B10.Run-up is forbidden when flight operation.

3.4 停机位使用限制

3.4 Limits for using the following stands:

停机位编号/Stands Nr.	翼展限制（m）/Wing span limits(m)	机身长度限制（m）/Fuselage limits(m)	进出方式/Enter or Exit
103-106	≤68.4	≤76.25	Taxi in, Push back

37, 40	≤65	≤73.9	Taxi in, Push back
3-7	≤65	≤70.9	Taxi in, Push back
1	≤65	≤70.67	Taxi in, Push back
39	≤60.9	≤63.73	Taxi in, Push back
2, 8-14	≤52	≤70.9	Taxi in, Push back
15-17	≤36	≤50	Taxi in, Push back
51-55, 81-92	≤36	≤47	Taxi in, Push back
19-23, 31-34, 36, 38, 80	≤36	≤46.5	Taxi in, Push back
18, 24-30, 35, 41	≤36	≤44.5	Taxi in, Push back
72-74	≤30.4	≤36.4	Taxi in, Push back, Taxi out
71	≤30.4	≤34.6	Taxi in, Push back, Taxi out
75-77	≤24	≤36.4	Taxi in, Push back, Taxi out
78	≤24	≤34.6	Taxi in, Push back, Taxi out

3.4.1 停机位 26-36、81-84 的航空器入位需偏置转弯。

3.4.1 Aircraft PRKG on stands Nr. 26-36, 81-84 reservation to offset turning into.

3.4.2 相邻停机位禁止两架航空器同时运行，包括同时进入、同时推出/滑行、同时一进一出。

3.4.2 On ADJ PRKG stands, two aircrafts are forbidden to move SIMUL, including TAX in/out by own PWR or push-back.

3.4.3 停机位 1 停放翼展大于 36m 的航空器时，停机位 41 停止使用，停机位 2 只能停放翼展不大于 36m，机身长度不大于 50m 的航空器。

3.4.3 With aircraft wing span more than 36m PRKG on stand Nr.1, stand Nr.41 U/S, stand Nr.2 can only ACPTaircraft withwing spannot exceeding36m and fuselagenot exceeding50m.

3.5 停靠停机位 17、18 的航空器不能同时运行，停靠停机位 1、41 的航空器不能同时运行。

3.5 Aircraft PRKG on stands Nr.17 and Nr.18 are forbidden to OPR SIMUL; Aircraft PRKG on stands Nr.1 and Nr.41 are forbidden to OPR SIMUL.

3.6 停机位 71-78 允许航空器利用自身动力滑出或由牵引车推出，具体方式需听从机坪和机务的指令。其他停机位停靠的航空器须由牵引车推出。

3.6 Stands Nr. 71-78 are allowed to TAX out or push-back by tow tractor, specific ways follow instructions of APN and GND MAINT. The other stands shall push-back by tow tractor.

3.7 停机位 1 停放机长大于 59.4m 的航空器时，后方服务车道停止使用。

3.7 With aircraft fuselage more than 59.4m PRKG on stand Nr.1, the rear SER lane U/S.

3.8 停放在近机位的航空器因 APU 故障需要原地启动一发时，获得福州机坪许可后，在廊桥处于回位状态下，方可在停机位上启动发动机。

3.8 When aircraft PRKG on boarding bridge stands, if APU U/S and need to start one ENG, aircrew shall CTC Fuzhou APN for CLR, then start the ENG when boarding bridge is retracted.

3.9 进港航空器由滑行通道转入停机位引入线之前必须停住观察，确认无安全风险后，方可滑行入位；否则，应当立即停止滑行，及时报告福州机坪，等待后续处置。

3.9 ARR aircraft shall stop and observe on TXLs before turning into stands lead-in lines, make sure there is no security risk, then TAX in. Otherwise, stop IMT and REP Fuzhou APN, wait UFN.

3.10 航空器在安装了 APU 替代设备的停机位停靠保障期间都应使用 APU 替代设备，而不应开启使用 APU，除非处于以下五种情形中：

3.10 Aircraft PRKG at boarding bridge stands shall turn off APU, use APU RPLCment EQPT. Aircraft can use APU as the following situation:

3.10.1 机场不能提供有效的 APU 替代设备服务；

3.10.1 APU RPLCment EQPT is U/S;

3.10.2 航空器因启动发动机而需开启 APU；

3.10.2 Aircraft needs APU to start-up ENG;

3.10.3 航空器进行 APU 的维修检测活动；

3.10.3 APU is under MAINT;

3.10.4 遇到影响航班安全、正常运行的特殊情况，例如极端天气、专机保障等有关情况；

3.10.4 In case of exceptional circumstance influencing the regularity and safty of operation, such as extreme WX, special plane support, aircraft can use APU;

3.10.5 已在 APU 替代设备使用协议中说明的其他情况。

3.10.5 Other situation in APU RPLCment EQPT agreement.

3.11 桥载航空器电源供电服务适用机型

3.11.1 停机位 2-17 适用机型（电源型号：ITW 2300）：A300、A310、A319、A320、A321、A330-200/300、A340-200/500/600、B737、B747-400、B757、B767、B777、B787-8/9、MD82、MD90、E190、ARJ21。

3.11.2 停机位 18、19、28、29、32-34、37-41 适用机型（电源型号：ITW 2400）：A300、A310、A319、A320、A321、A330-200/300、A340-200/300、B737-8、B737-300/400/500/600/700/800/900、B747-400、B757-200、B767-200/300、B777-200/300、B787-8/9、MD82、MD90-30、E190。

3.12 桥载航空器空调供冷服务适用机型

3.12.1 停机位 2、8-14 适用机型（空调型号：AC315X）：A300、A310、A319、A320、A321、B737、B757、B767、MD90、E190、ARJ21。

3.12.2 停机位 3-7 适用机型（空调型号：AC385X）：A300、A310、A319、A320、A321、A330-200/300、A340-200/500/600、B737、B747-400、B757、B767、B777、B787-8/9、MD82、MD90、E190。

3.12.3 停机位 15-17 适用机型（空调型号：AC215X）：A319、A320、A321、B737、E190。

3.12.4 停机位 18、19、28、29、32-34、38、41 适用机型（空调型号：ITW PCA 130）：A319、A320、A321、

3.11 Aircraft type AVBL for bridge load PWR supply

3.11.1 Aircraft AVBL for Stands Nr. 2-17 (bridge load PWR supply type: ITW 2300): A300, A310, A319, A320, A321, A330-200/300, A340-200/500/600, B737, B747-400, B757, B767, B777, B787-8/9, MD82, MD90, E190, ARJ21.

3.11.2 Aircraft AVBL for Stands Nr. 18, 19, 28, 29, 32-34, 37-41 (bridge load PWR supply type: ITW 2400): A300, A310, A319, A320, A321, A330-200/300, A340-200/300, B737-8, B737-300/400/500/600/700/800/900, B747-400, B757-200, B767-200/300, B777-200/300, B787-8/9, MD82, MD90-30, E190.

3.12 Aircraft type AVBL for bridge load conditioning supply

3.12.1 Aircraft AVBL for Stands Nr. 2, 8-14 (bridge load conditioning supply type: AC315X): A300, A310, A319, A320, A321, B737, B757, B767, MD90, E190, ARJ21.

3.12.2 Aircraft AVBL for Stands Nr. 3-7 (bridge load conditioning supply type: AC385X): A300, A310, A319, A320, A321, A330-200/300, A340-200/500/600, B737, B747-400, B757, B767, B777, B787-8/9, MD82, MD90, E190.

3.12.3 Aircraft AVBL for Stands Nr. 15-17 (bridge load conditioning supply type: AC215X): A319, A320, A321, B737, E190.

3.12.4 Aircraft AVBL for Stands Nr. 18, 19, 28, 29, 32-34, 38, 41 (bridge load conditioning supply type:

B737-8、B737-300/400/500/600/700/800/900、MD82、MD90-30、E190。

ITW PCA 130): A319, A320, A321, B737-8, B737-300/400/500/600/700/800/900, MD82, MD90-30, E190.

3.10.7.5 停机位 37、39、40 适用机型（空调型号: ITW PCA 210）: A300、A310、A319、A320、A321、A330-200/300、A340-200/300、B737、B747-400、B757-200、B767-200/300、B777-200/300、B787-8/9、MD82、MD90、E190。

3.10.7.5 Aircraft AVBL for Stands Nr. 37, 39, 40 (bridge load conditioning supply type: ITW PCA 210): A300, A310, A319, A320, A321, A330-200/300, A340-200/300, B737, B747-400, B757-200, B767-200/300, B777-200/300, B787-8/9, MD82, MD90, E190.

3.13 提供数字化放行系统（DCL）服务

3.13 DCL SER

3.13.1 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。

3.13.1 WI 10-30min BFR EOBT, pilot shall use DCL to apply ATC delivery CLR in priority.

3.13.2 当 DCL 无法完成放行许可的申请或发布时，将转为话音方式申请或发布放行许可。

3.13.2 If the DCL SER is not AVBL, pilot shall CTC ATC for verbal delivery CLR.

3.13.3 DCL 报文中“NEXT FREQ”标示塔台地面频率。

3.13.3 The "NEXT FREQ" in the MSG of DCL is GND FREQ.

3.13.4 本机场放行时不再要求机组话音复诵已经通过数据链成功发布的放行许可。

3.13.4 No readback required when the delivery CLR has been RECd THRU DCL.

4. 低能见度运行

4. Low visibility operation

无

Nil

5. 直升机飞行限制，直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

5.1 直升机在本场起降时，须主动避让其他正在起飞、降落或滑行的航空器。

5.1 HEL TKOF/LDG at AD shall yield to other aircraft which is DEPing/LDG/TAX.

6. 警告

6. Warning

6.1 任何向东（海上）绕飞需经 ATC 许可。

6.1 Any circumnavigation to E(seawards) requires ATC

clearance.

ZSFZ AD 2.21 减噪程序

无

ZSFZ AD 2.21 Noise abatement procedures

Nil

ZSFZ AD 2.22 飞行程序

1. 总则

1.1 本场运行以 RNAV 飞行程序为主用程序，传统飞行程序作为备用程序。航空器运营人在申报飞行计划时，应在领航计划报(FPL)中明确注明相关信息。

1.2 空域受到限制时，杏林方向进离场航班将按管制要求从连江方向进离场，具体听管制员指令。

1.3 落地福州长乐国际机场的航空器，经批准的自动驾驶仪和飞行指引仪均不能用于进近时，应在首次联系福州进近时主动告知进近管制员。

2. 起落航线

起落航线在跑道西侧，C、D 类航空器高度 700m，A、B 类航空器高度 400m。

3. 仪表飞行程序

3.1 仪表飞行程序详见仪表进离场图、进近图。

3.2 RNAV 程序

3.2.1 福州地区地理位置特殊，存在空域环境复杂、使用限制多等特点，RNAV 飞行程序须得到管制员预先许可，并严格按照管制指定的程序执行。在未得到管制员发布的指令前，进场航空器按传统进场程序向

ZSFZ AD 2.22 Flight procedures

1. General

1.1 RNAV FLT PROCs are PRI PROCs, Traditional PROCs are SRY PROCs. AO apply for PLN shall specify relevant INFO in FPL.

1.2 When airspace is restricted, DEP to 'XLN' and ARR FM 'XLN' shall follow ATC instructions to change to 'LJG'.

1.3 Landing ACFT at ZSFZ, approved autopilot and flight director U/S for approach, pilot shall inform controler when contact with approach at the initial contact.

2. Traffic circuits

TFC circuits shall be made to the W of RWY, at the ALT of 700m for aircraft CAT C/D, and 400m for aircraft CAT A/B.

3. IFR flight procedures

3.1 INSTR FLT PROC refer to SID, STAR and IAC.

3.2 RNAV PROC

3.2.1 PPR FM ATC for RNAV FLT PROC, pilot shall strictly follow the PROC instructed by ATC. BFR getting CLR FM ATC, ARR aircraft shall INBD to corresponding NAVAID according totraditional ARR

相应的导航台归航；离场航空器保持跑道方向离场。

3.2.2 飞行机组在进、离场首次联系福州进近或福州塔台时，不具备 RNAV 能力的航空器应主动通报。

3.2.3 进近以使用 ILS 进近方式为主。RNAV 飞行程序进场与 ILS（盲降）进近的分界点是 IF（中间进近定位点）。

3.2.4 福州长乐国际机场 RNAV 跑道东侧进离场程序严禁向东南侧偏航。航空器二次雷达应答机故障时，不适用跑道东南侧空域 RNAV 进离场程序。

4. 雷达程序和/或 ADS-B 程序

4.1 福州进近管制区实施雷达管制，航空器雷达管制最小水平间隔为 5.6km。

4.2 有二次雷达应答机的航空器进入福州进近管制区时，应同时开放应答机的编码和高度，除非管制员另有要求；无二次雷达应答机或二次雷达应答机故障的航空器进入福州进近管制区时，应主动报告二次雷达应答机的情况。

4.3 当航空器得到目视进近许可或进近管制已指示航空器与福州塔台建立通讯联络时，雷达管制终止。

5. 无线电通信失效程序

参见 AIP 总则 3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序。

6. 目视飞行程序

PROC, DEP aircraft shall keep RWY HDG.

3.2.2 ARR/DEP aircraft WO RNAV ability shall REP to Fuzhou APP/TWR at the FST CTC.

3.2.3 ILS/DME APCHs are PRI APCHs, RNAV ILS/DME PROCs shall end RNAV at IF and start ILS/DME APCH FM IF.

3.2.4 DEV to SE is strictly forbidden for RNAV ARR, DEP PROCs to the E of RWY. If transponder U/S, RNAV ARR, DEP PROCs in the SE airspace of RWY are not AVBL.

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Fuzhou APP has been implemented. The minimum horizontal radar separation is 5.6km.

4.2 When A/C entering into Fuzhou APP, code and altitude should both set to open, except required by ATC; A/C without SSR transponder or A/C with transponder malfunction, pilot shall report to ATC controller before entering Fuzhou APP.

4.3 Radar control is end when aircraft obtain visual approach clearance or APP indicate aircraft to contact TWR.

5. Radio communication failure procedures

Refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure.

6. Procedures for VFR flights

6.1 等待：在机场上空，跑道西侧按起落航线进行等待。

6.2 进离场规定：均可直接进离本机场。

7. 目视飞行航线

无

8. 其它规定

无

6.1 HLDG: ABV the AD, HLDG to the W of RWY as TFC circuits.

6.2 ARR and DEP: May carry out directly in AD.

7. VFR route

Nil

8. Other regulations

Nil

ZSFZ AD 2.23 其它资料

鸟情资料

1.1 全年有鸟类活动，机场当局采取了驱赶措施，以减少鸟群活动。

ZSFZ AD 2.23 Other information

Bird's information

1.1 ACT of bird flocks are found all the year round, AD Authority resorts to dispersal methods to reduce bird ACT.

Type of bird	Time of ACT	ACT area	FLT HGT(m)
Oriental Skylark	The whole year	S and N GP restricted area of FLT area	0-30
Pycnonotus sinensis		BDRY of road around the AD	
Kentish Plover, Greater Sand Plover, Oriental Pratincole	APR-OCT	ABV the grass of FLT restricted area	
Lanius cristatus	AUG-OCT	Soil area to the W of RWY	
Pica pica, Acridotheres cristatellus	The whole year	S and N LOC protection area of FLT area	0-50
Spotted Dove, Rock Dove		S and N GP restricted area of FLT area, both sides of	0-75

		road around the AD	
Elanus caeruleus, Falco tinnunculus		W of FLT area	
Little Egret, Black-crowned Night Heron, Chinese Pond Heron		ABV the grass to the E of gutter and road around the AD	10-100
Eastern Cattle Egret	APR-OCT	ABV the grass to the E of road around the AD	
Grey Heron	NOV-FEB(NXT year)	Soil area to the W of RWY	

1.2 危险鸟种情况

福州机场主要存在的危险鸟种共 14 种，其中 4 级 1 种，3 级 2 种，2 级 11 种，危险鸟群 2 种，1 级非危险鸟种 6 种。

1.2 Dangerous bird species situation

There are a total of 14 dangerous bird species present at Fuzhou Airport, including 1 species at level 4, 2 species at level 3, 11 species at level 2, 2 species in dangerous bird groups, and 6 species at level 1 non dangerous bird species.

Classification of Dangerous Bird Species at Fuzhou Airport			
Hazard Class	Bird species	Feeding habits	Remarks column
level 4	Phalacrocorax carbo	Fish	High altitude Migratory bird species during autumn and winter seasons
level 3	Phasianus	grass seed	Very few in

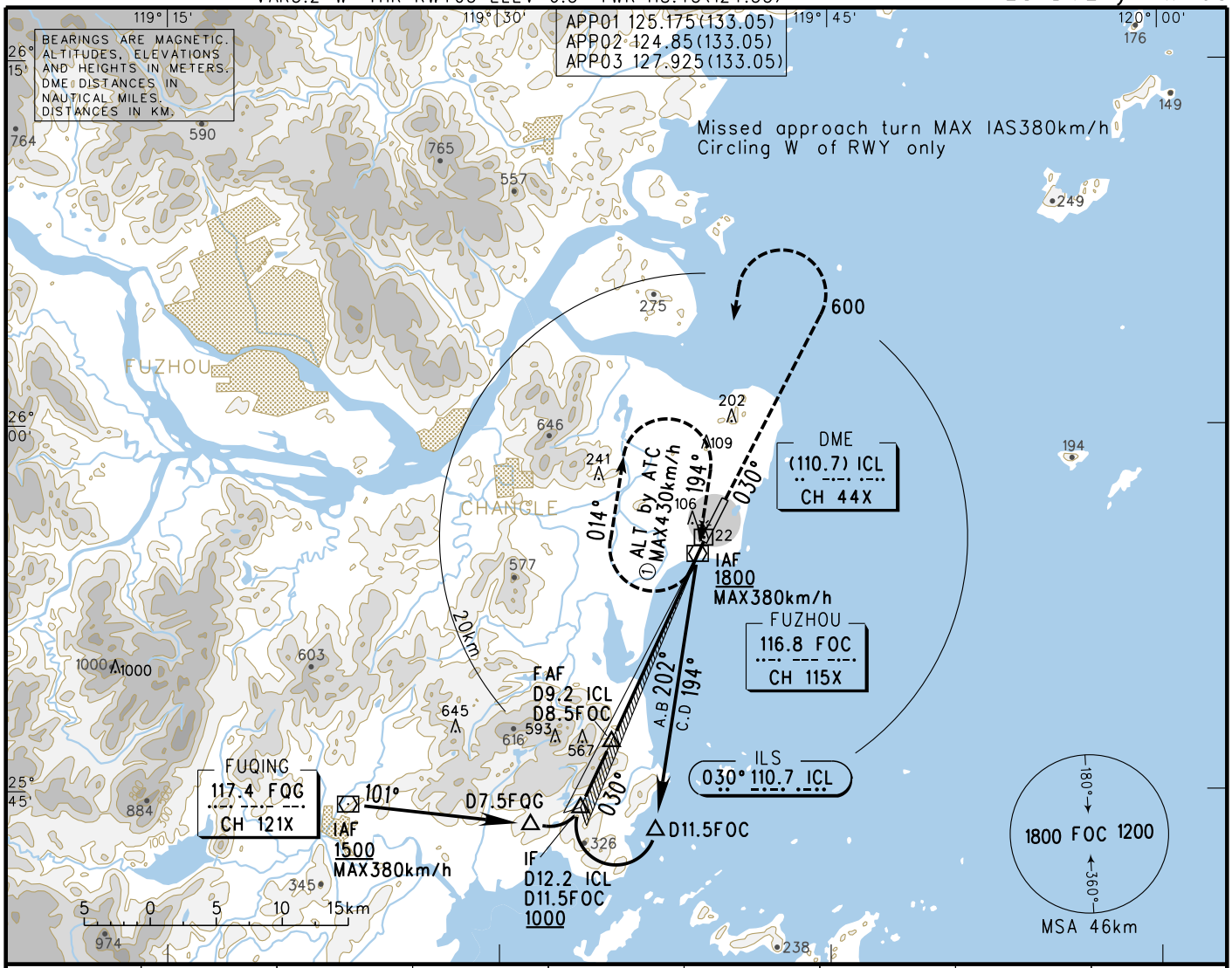
	colchicus		quantity
level 3	Ardea cinerea	insect	Seasonal bird species, very few in number
level 2	Bubulcus ibis	insect	Seasonal bird species, easy to cluster
level 2	Egretta garzetta	hydrobiont	Seasonal bird species, larger in size
level 2	Nycticorax nycticorax	hydrobiont	Seasonal bird species
level 2	Ardeola bacchus	hydrobiont	Seasonal bird species, larger in size
level 2	Columba livia domestica	Insect, grass seed	Very few in quantity
level 2	Pica pica	insect, grass seed, fruit	Active near the North South heading protection zone
level 2	Acridotheres tristis	Insect, grass seed, fruit	Active near the North South heading protection zone
level 2	Elanus caeruleus	Insect, Small vertebrates	Seasonal migratory birds, very few in number
level 2	Falco tinnunculus	Insect, Small vertebrates	Seasonal migratory birds, very few in number
level 2	Anas crecca	hydrobiont	Very few in

			quantity
level 2	Streptopelia orientalis	Insect, grass seed	Very few in quantity, activity near the perimeter
dangerous bird groups	Alauda gulgula	Insect, grass seed, fruit	
dangerous bird groups	Old World Sparrows	grass seed, fruit	Winter resident bird
level 1	Charadrius leschenaultii	Insect, hydrobiont	Seasonal bird species from April to October
level 1	Glareola maldivarum	Insect, hydrobiont	Seasonal bird species from April to October
level 1	Charadrius alexandrinus	Insect, hydrobiont	Seasonal bird species from April to October
level 1	Sterna hirundo	hydrobiont	Seasonal bird species from April to October
level 1	Lanius cristatus	Insect, Small vertebrates	Seasonal migratory birds
level 1	Hirundo rustica	insect	Seasonal bird species from April to July

INSTRUMENT APPROACH CHART-ICAO

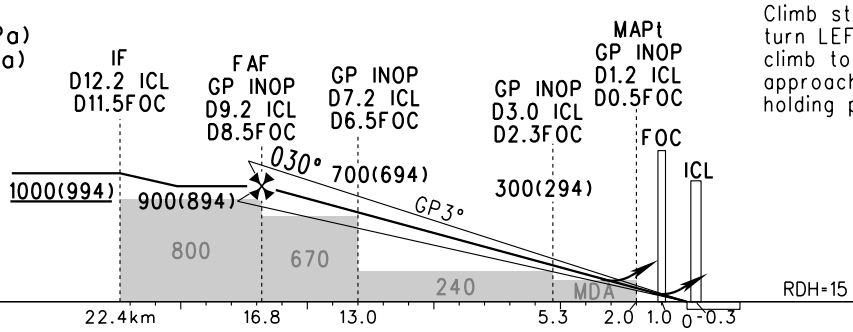
AERODROME ELEV 14.3 ATIS 126.4
VAR3.2°W THR RWY03 ELEV 6.3 TWR 118.45(124.35)

ZSFZ FUZHOU/Changle
ILS/DME y RWY03



GP INOP	DME (ICL) (NM)	8	7	6	5	4	3	2
	ALT (m)	781	685	588	491	394	300	200

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



MISSED APPROACH

Climb straight ahead to 600, turn LEFT to FOC, continue climb to 1500 or above, approach again or join the holding pattern by ATC.

		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	66(60) Ⓑ800/800			
GP INOP	MDA(H)	170(164)		170(164)	170(164)
	VIS	2400		2600	2800
CIRCLING	MDA(H)	260(246)	300(286)	370(356)	680(666)
	VIS	3800	3800	4400	5000

FAF-MAPt(GP INOP) 14.8km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:00	4:48	4:00	3:26	3:00	2:40
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

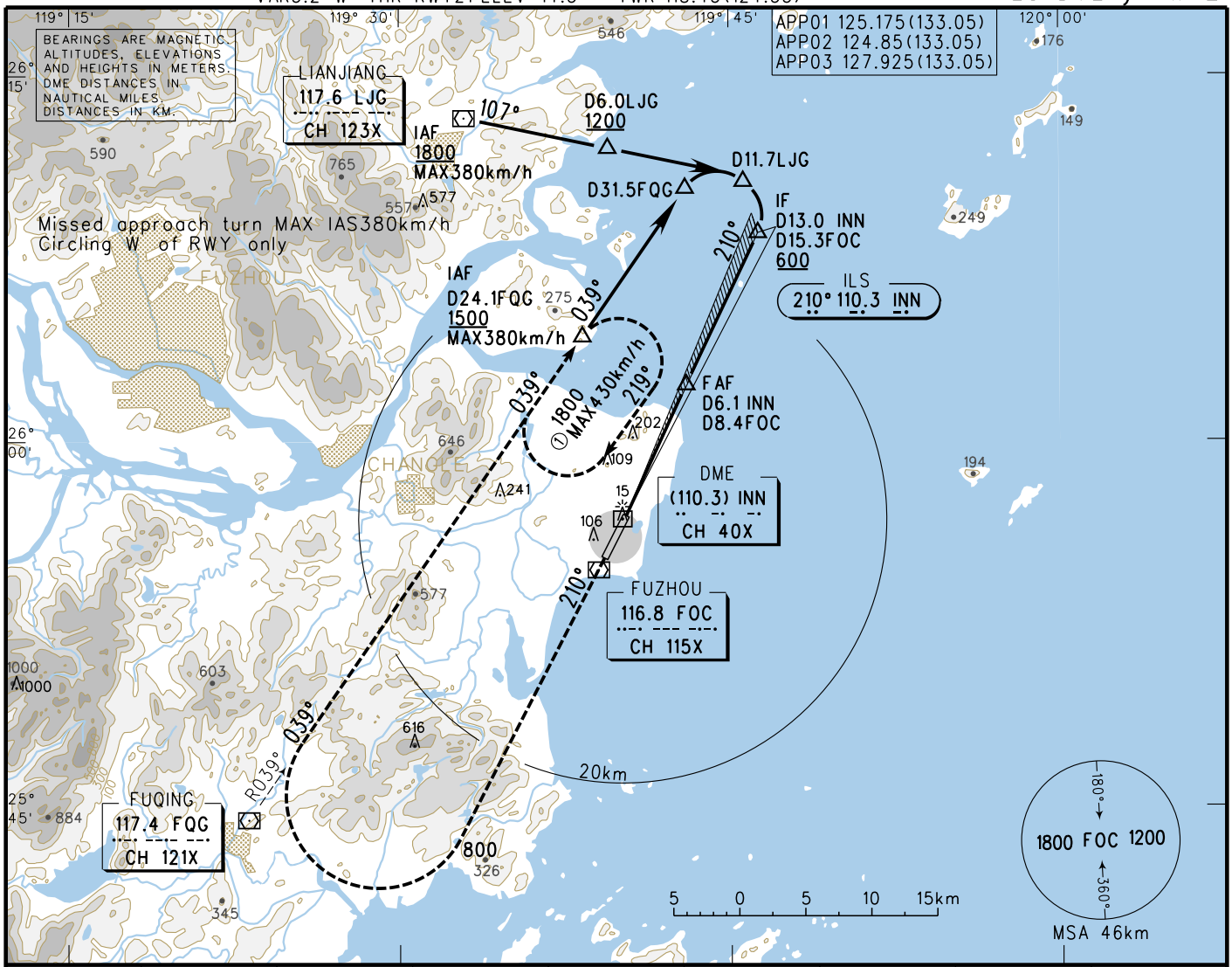
Ⓐ HUD Special CAT I: (DH)(45),(RA)(47),RVR450.
Ⓑ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.
Changes: All procedures, MSA, landing minima, OBST.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 14.3 ATIS 126.4
VAR3.2° W THR RWY21 ELEV 14.3 TWR 118.45(124.35)

ZSFZ FUZHOU/Changle

ILS/DME y RWY21

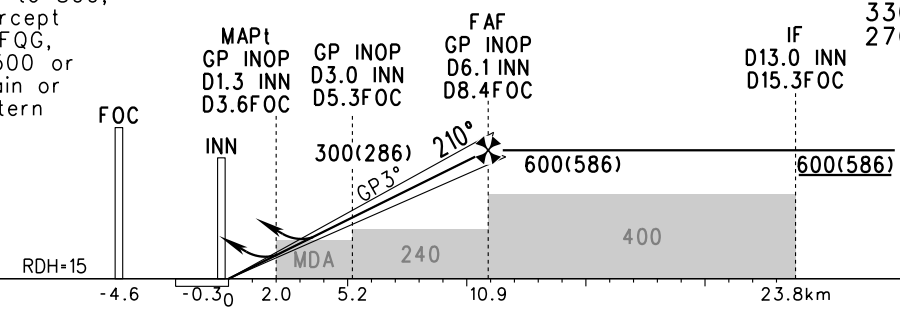


GP INOP	DME (INN) (NM)	2	3	4	5	6	7	8
	ALT (m)	207	300	402	500	593		

MISSED APPROACH

Climb straight ahead to 800, turn RIGHT and intercept R039°FQG to D24.1FQG, continue climb to 1500 or above, approach again or join the holding pattern by ATC.

TL 3600
TA 3000
3300(QNH ⩾1031hPa)
2700(QNH ⩽979hPa)



		A	B	C	D
ILS/DME ⩾4%Ⓐ	DA(H) RVR/VISⒷ	74(60) ⒸⒷ800/800			
ILS/DME 2.5%Ⓐ	DA(H) VIS	164(150) 2000			
GP INOP	MDA(H) VIS	190(176) 2600		190(176) 2800	190(176) 3000
CIRCLING	MDA(H) VIS	260(246) 3800	300(286) 3800	370(356) 4400	680(666) 5000

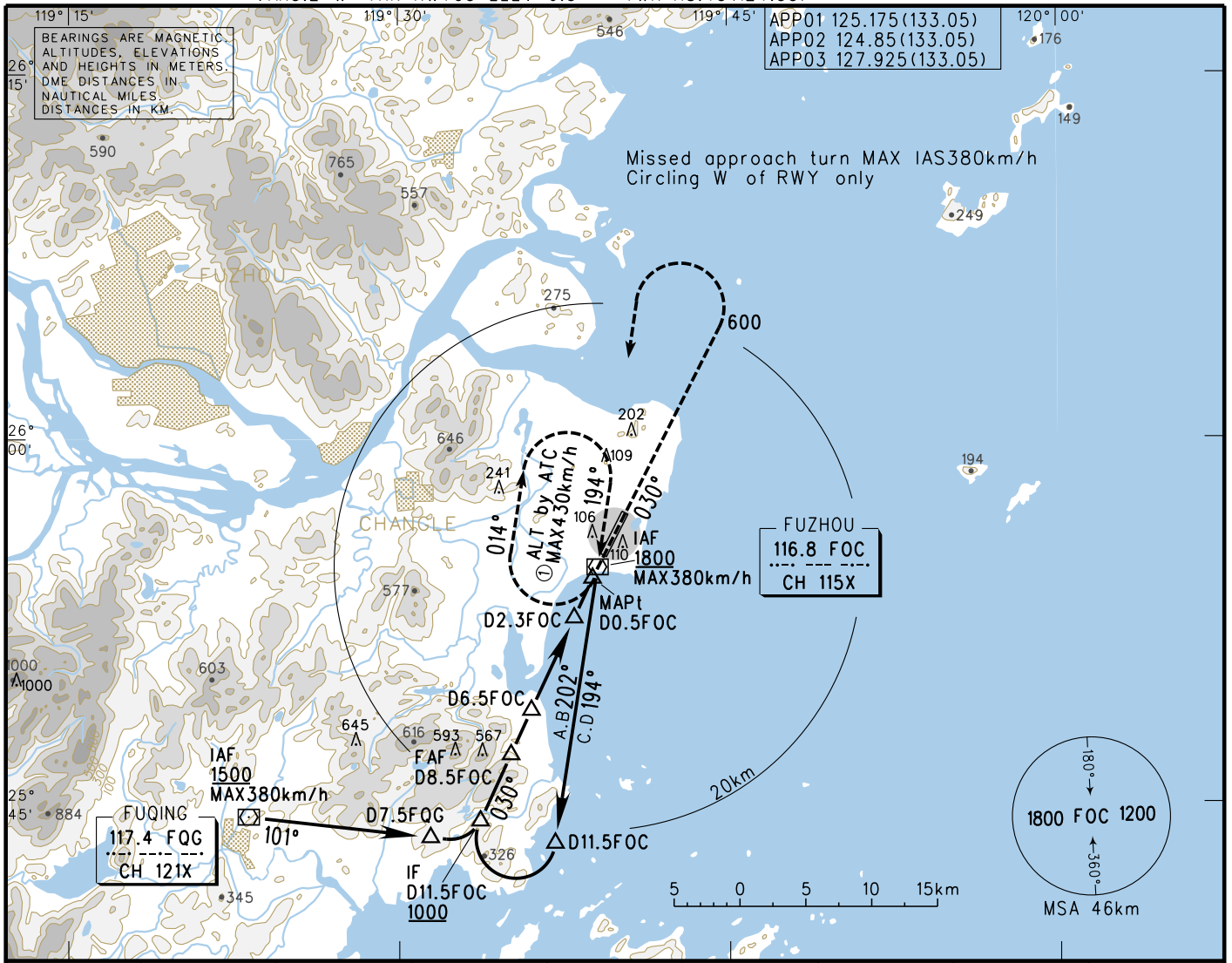
FAF-MAPt(GP INOP) 8.9km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	3:36	2:53	2:24	2:04	1:48	1:36
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ Missed approach climb gradient
Ⓑ HUD Special CAT I: (DH)(45),(RA)(40),RVR450.
Ⓒ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

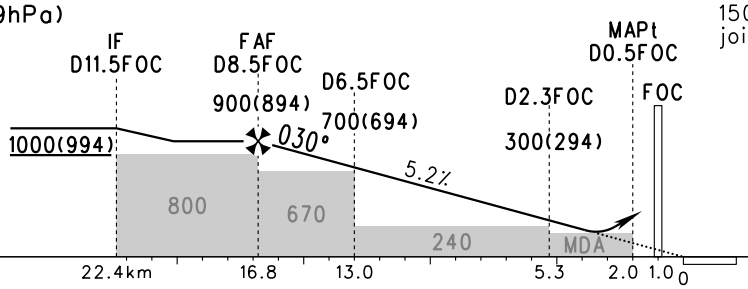
AERODROME ELEV 14.3 ATIS 126.4
VAR3.2° W THR RWY03 ELEV 6.3 TWR 118.45(124.35)

ZSFZ FUZHOU/Changle
VOR/DME RWY03



DME (FOC) (NM)	9	8	7	6	5	4	3	2
ALT (m)		850	753	656	559	462	365	268

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



MISSED APPROACH

Climb straight ahead to 600, turn LEFT to FOC, continue climb to 1500 or above, approach again or join the holding pattern by ATC.

		A	B	C	D
VOR/DME	MDA(H)	190(184)		190(184)	190(184)
	VIS	2800		3000	3200
CIRCLING	MDA(H)	260(246)	300(286)	370(356)	680(666)
	VIS	3800	3800	4400	5000

FAF-MAPt 14.8km

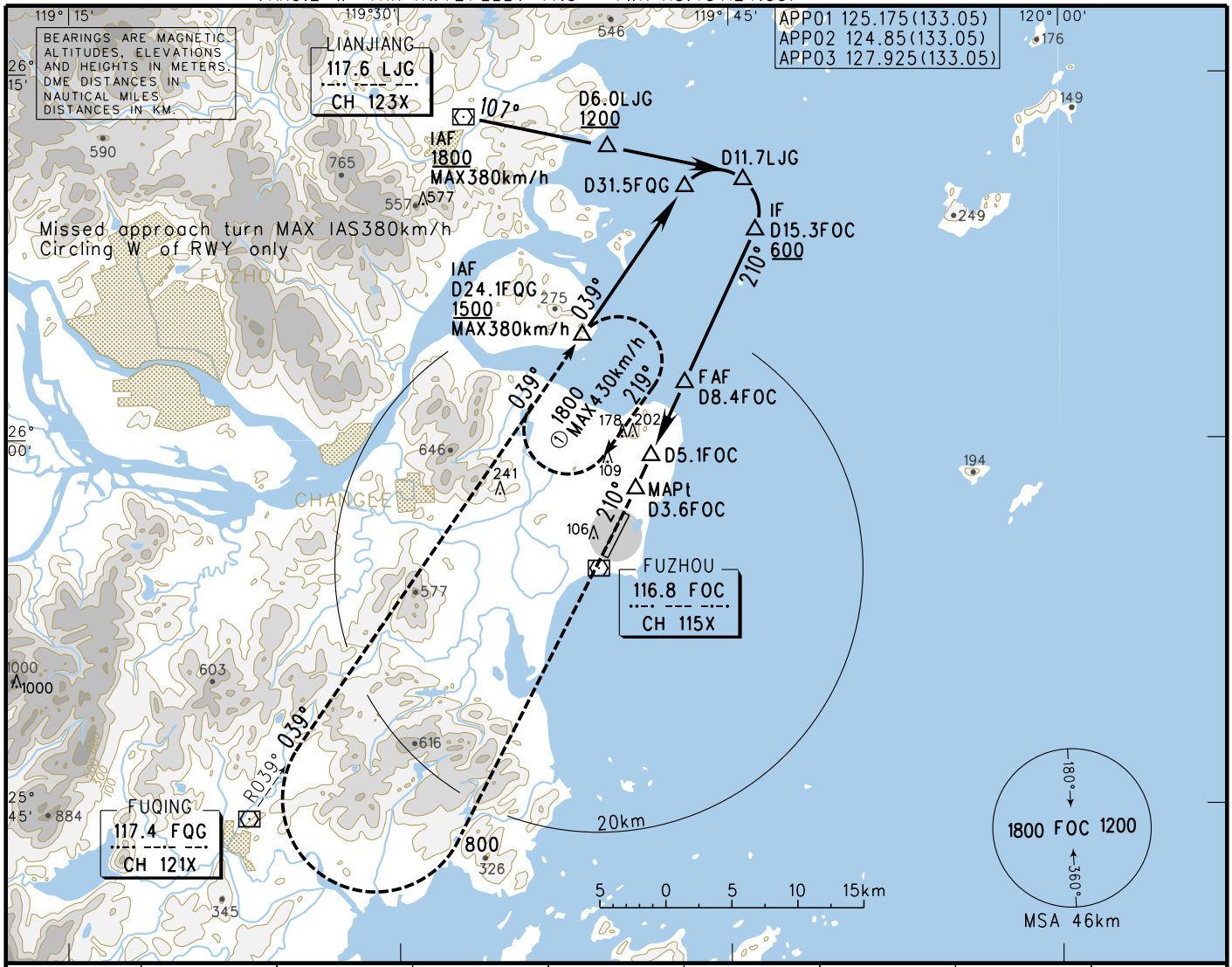
GS in kt	80	100	120	140	160	180
GS in km/h	150	185	220	260	295	335
Time min:sec	6:00	4:48	4:00	3:26	3:00	2:40
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: All procedures, MSA, landing minima, OBST.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 14.3 ATIS 126.4
VAR3.2° W THR RWY21 ELEV 14.3 TWR 118.45(124.35)

ZSFZ FUZHOU/Changle
VOR/DME RWY21

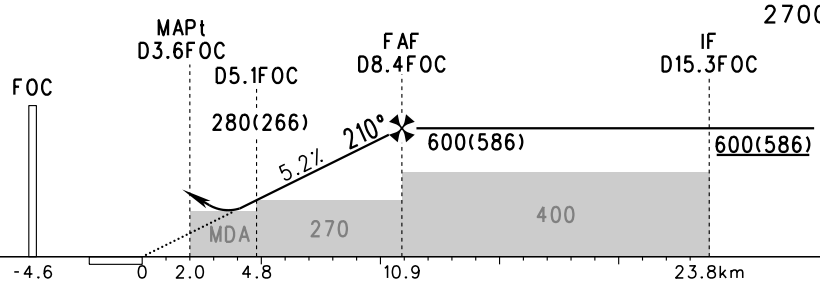


DME (FOC) (NM)	3	4	5	6	7	8	9	10
ALT (m)			273	371	468	565		

MISSED APPROACH

Climb straight ahead to 800, turn RIGHT and intercept R039° FQG to D24.1FQG, continue climb to 1500 or above, approach again or join the holding pattern by ATC.

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



		A	B	C	D
VOR/DME	MDA(H)	220(206)		220(206)	220(206)
	VIS	3200		3400	3600
CIRCLING	MDA(H)	260(246)	300(286)	370(356)	680(666)
	VIS	3800	3800	4400	5000

FAF-MAPt 8.9km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	3:36	2:53	2:24	2:04	1:48	1:36
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: All procedures, MSA, landing minima, OBST.

AERODROME CHART

ATIS 126.4
TWR 118.45(124.35)
GND 121.6(124.35)(DCL AVBL)
APN 121.725

ZSFZ FUZHOU/Changle

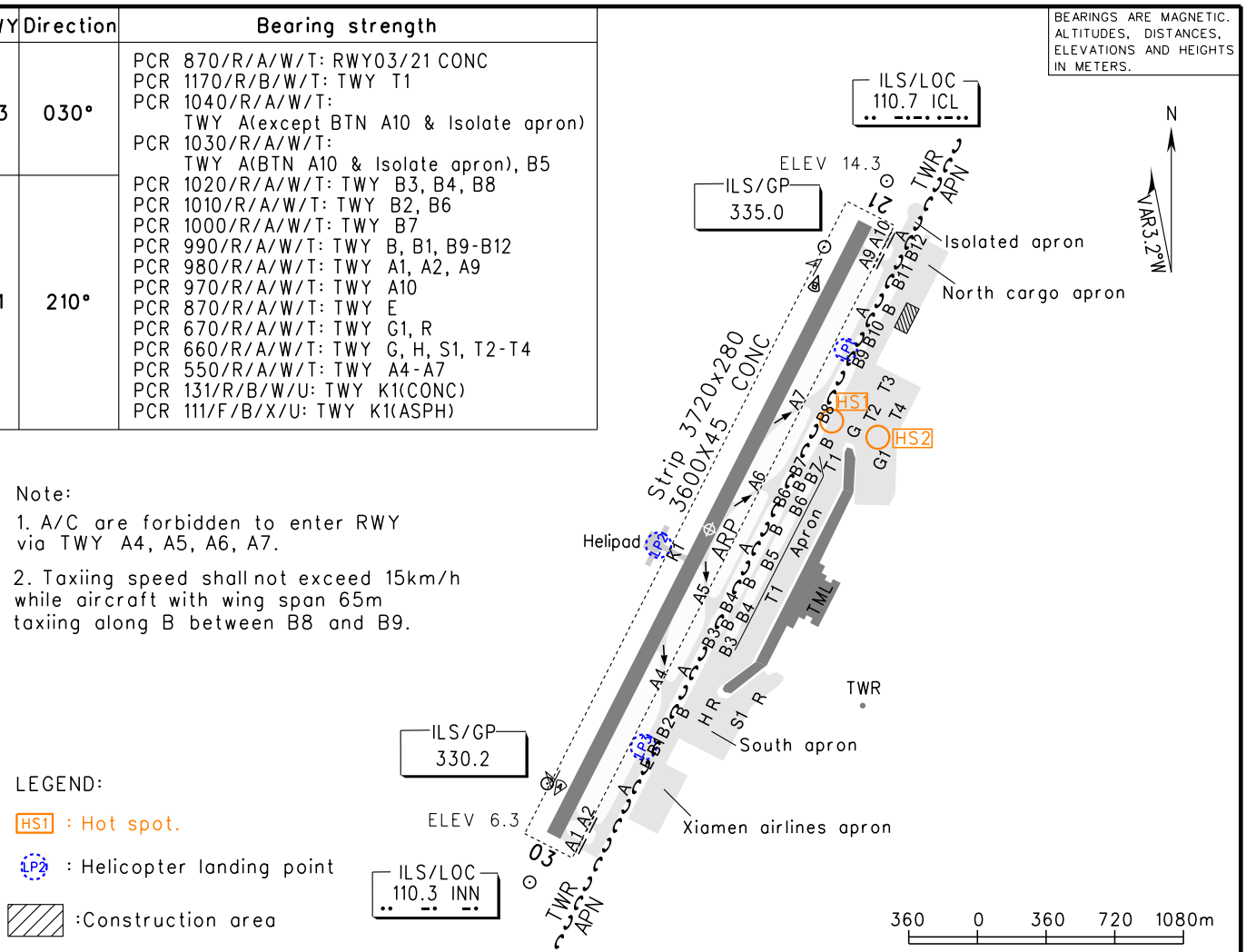
N25° 56.0'E119° 39.9' ELEV 14.3m

RWY	Direction	Bearing strength
03	030°	PCR 870/R/A/W/T: RWY03/21 CONC PCR 1170/R/B/W/T: TWY T1 PCR 1040/R/A/W/T: TWY A(except BTN A10 & Isolate apron) PCR 1030/R/A/W/T: TWY A(BTN A10 & Isolate apron), B5 PCR 1020/R/A/W/T: TWY B3, B4, B8 PCR 1010/R/A/W/T: TWY B2, B6 PCR 1000/R/A/W/T: TWY B7 PCR 990/R/A/W/T: TWY B, B1, B9-B12 PCR 980/R/A/W/T: TWY A1, A2, A9 PCR 970/R/A/W/T: TWY A10 PCR 870/R/A/W/T: TWY E PCR 670/R/A/W/T: TWY G1, R PCR 660/R/A/W/T: TWY G, H, S1, T2-T4 PCR 550/R/A/W/T: TWY A4-A7 PCR 131/R/B/W/U: TWY K1(CONC) PCR 111/F/B/X/U: TWY K1(ASPH)
21	210°	

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

Note:

1. A/C are forbidden to enter RWY via TWY A4, A5, A6, A7.
2. Taxiing speed shall not exceed 15km/h while aircraft with wing span 65m taxiing along B between B8 and B9.

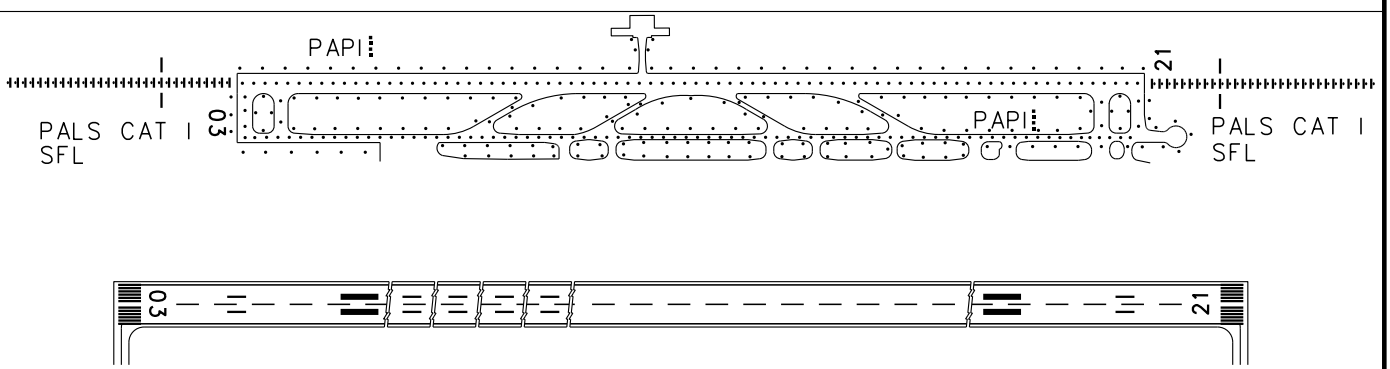


LEGEND:

HS1 : Hot spot.

LP2 : Helicopter landing point

:Construction area

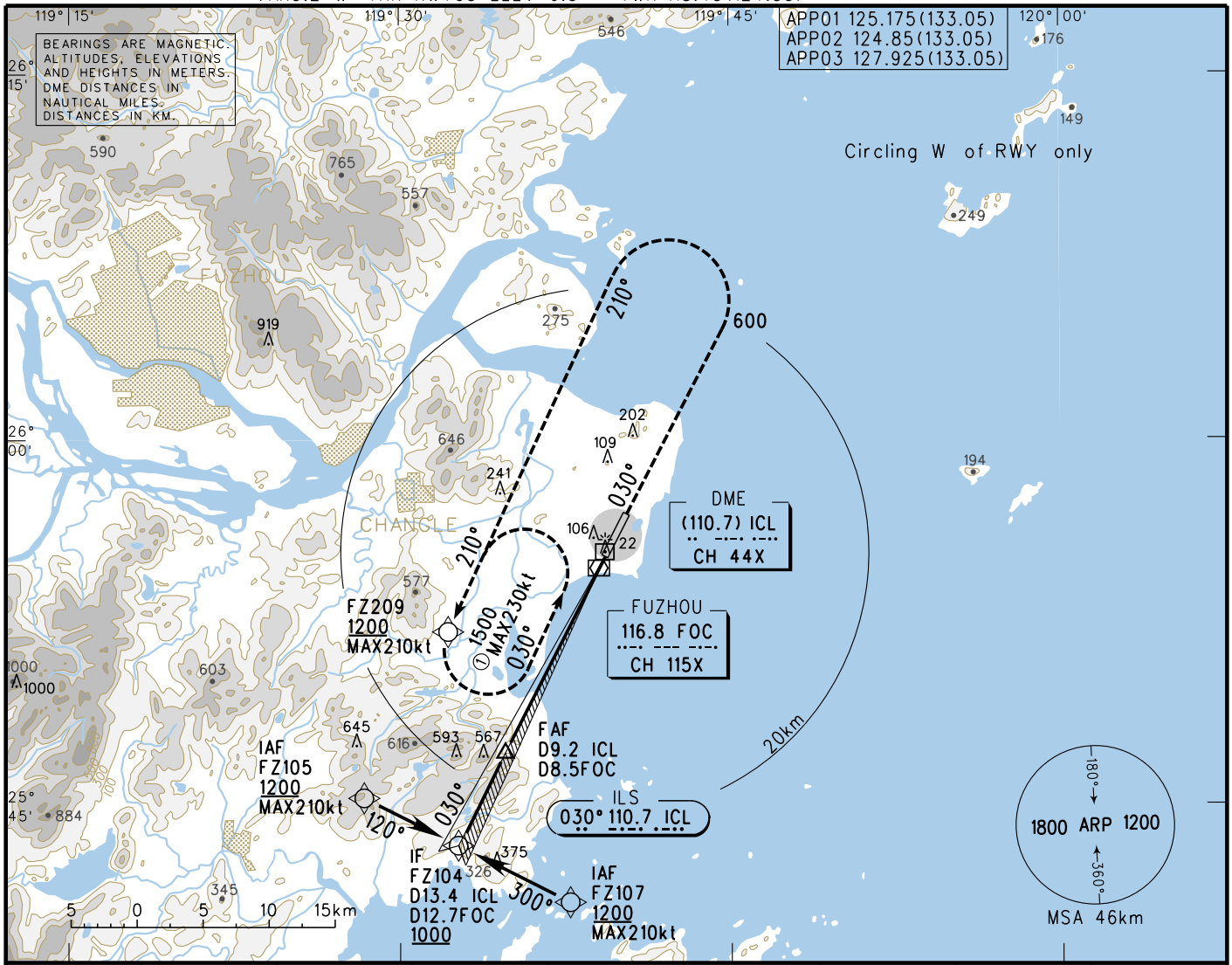


TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS	
ACFT Type		RWY03		RWY21		RWY03	RWY21
		REDL	NIL(Day only)	REDL	NIL(Day only)		
2 TURB ENG or 3&4 ENG	A B C D	RVR400 VIS800	RVR500 VIS800	RVR400 VIS800	RVR500 VIS800	PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL
Other 1&2 ENG							

Changes: Nil.

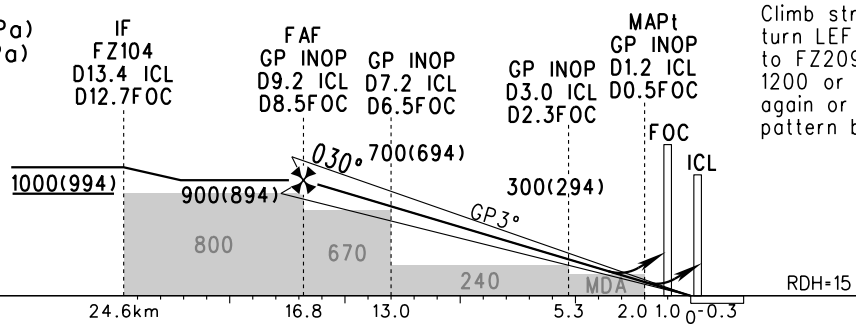
AERODROME ELEV 14.3 ATIS 126.4
VAR3.2° W THR RWY03 ELEV 6.3 TWR 118.45(124.35)

ZSFZ FUZHOU/Changle
RNAV ILS/DME z RWY03



GP INOP	DME (ICL) (NM)	8	7	6	5	4	3	2
	ALT (m)	781	685	588	491	394	300	200

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



MISSED APPROACH

Climb straight ahead to 600, turn LEFT and track 210° to FZ209, continue climb to 1200 or above, approach again or join the holding pattern by ATC.

		A	B	C	D
ILS/DME	DA(H)	66(60)			
	RVR/VIS Ⓐ	Ⓑ800/800			
GP INOP	MDA(H)	170(164)		170(164)	170(164)
	VIS	2400		2600	2800
CIRCLING	MDA(H)	260(246)	300(286)	370(356)	680(666)
	VIS	3800	3800	4400	5000

FAF-MAPt(GP INOP) 14.8km

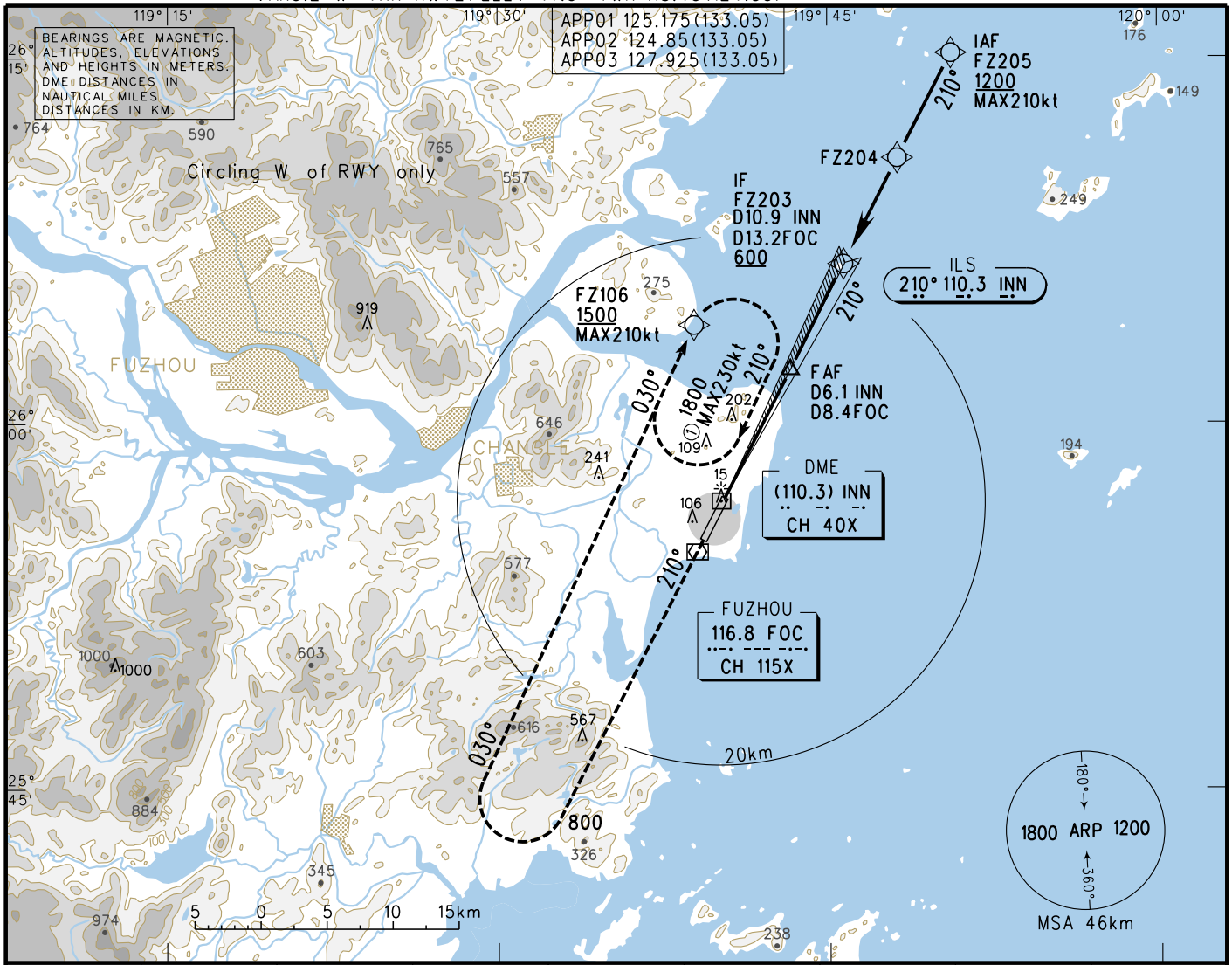
GS in kt	80	100	120	140	160	180
GS in km/h	150	185	220	260	295	335
Time min:sec	6:00	4:48	4:00	3:26	3:00	2:40
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

ⒶHUD Special CAT I: (DH)(45),(RA)(47),RVR450.
ⒷRVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.
Changes: All procedures, MSA, langding minima, OBST.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 14.3 ATIS 126.4
VAR3.2°W THR RWY21 ELEV 14.3 TWR 118.45(124.35)

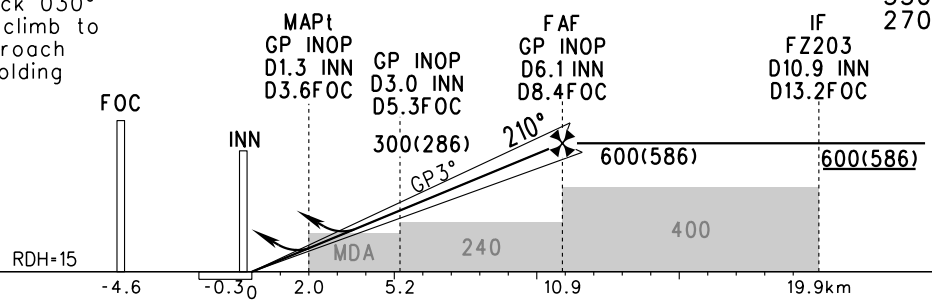
ZSFZ FUZHOU/Changle
RNAV ILS/DME z RWY21



GP INOP	DME (INN) (NM)	2	3	4	5	6	7	8
	ALT (m)	207	300	402	500	593		

MISSED APPROACH
Climb straight ahead to 800, turn RIGHT and track 030° to FZ106, continue climb to 1500 or above, approach again or join the holding pattern by ATC.

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



		A	B	C	D
ILS/DME	DA(H)	74(60)			
≥4%Ⓐ	RVR/VIS Ⓑ	Ⓒ800/800			
ILS/DME	DA(H)	164(150)			
2.5%Ⓐ	VIS	2000			
GP INOP	MDA(H)	190(176)		190(176)	190(176)
	VIS	2600		2800	3000
CIRCLING	MDA(H)	260(246)	300(286)	370(356)	680(666)
	VIS	3800	3800	4400	5000

FAF-MAPt(GP INOP) 8.9km

GS in kt	80	100	120	140	160	180
GS in km/h	150	185	220	260	295	335
Time min:sec	3:36	2:53	2:24	2:04	1:48	1:36
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

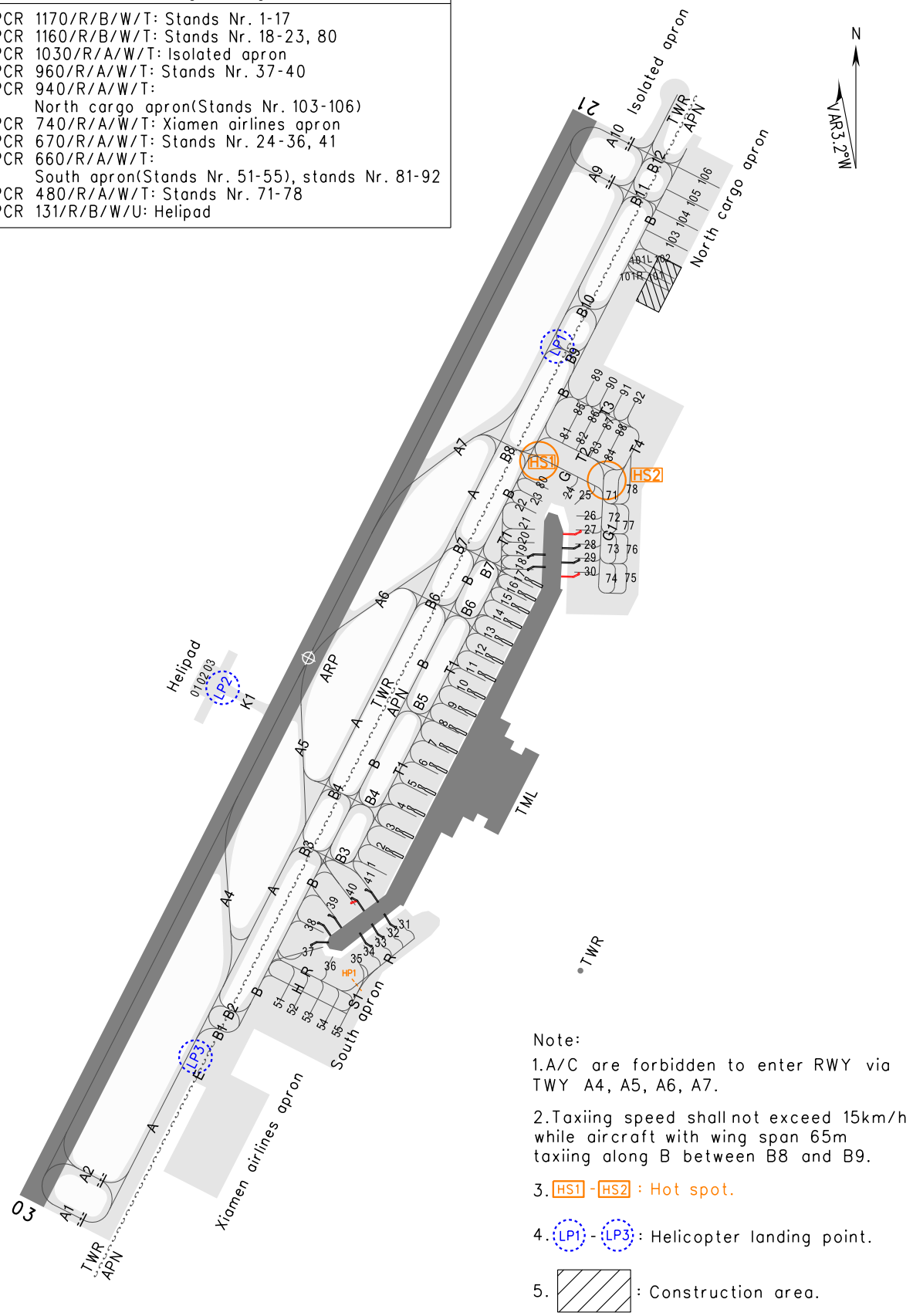
ⒶMissed approach climb gradient
ⒷHUD Special CAT I: (DH)(45),(RA)(40),RVR450.
ⒸRVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

AIRCRAFT PARKING CHART-ICAO

ATIS 126.4
TWR 118.45(124.35)
GND 121.6(124.35)(DCL AVBL)
APN 121.725

ZSFZ FUZHOU/Changle

RWY	Direction	Bearing strength
03	030°	PCR 1170/R/B/W/T: Stands Nr. 1-17 PCR 1160/R/B/W/T: Stands Nr. 18-23, 80 PCR 1030/R/A/W/T: Isolated apron PCR 960/R/A/W/T: Stands Nr. 37-40 PCR 940/R/A/W/T: North cargo apron(Stands Nr. 103-106)
21	210°	PCR 740/R/A/W/T: Xiamen airlines apron PCR 670/R/A/W/T: Stands Nr. 24-36, 41 PCR 660/R/A/W/T: South apron(Stands Nr. 51-55), stands Nr. 81-92 PCR 480/R/A/W/T: Stands Nr. 71-78 PCR 131/R/B/W/U: Helipad



Note:

1. A/C are forbidden to enter RWY via TWY A4, A5, A6, A7.
2. Taxiing speed shall not exceed 15km/h while aircraft with wing span 65m taxiing along B between B8 and B9.
3. HS1 - HS2 : Hot spot.
4. LP1 - LP3 : Helicopter landing point.
5. : Construction area.

Changes: Add boarding bridges.

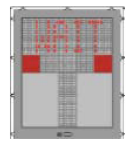
目视停靠引导系统飞行员指南
Pilot instructions for Visual Docking Guidance System

1.启动系统

START-OF-DOCKING

The system shows "WAIT" when is started.

系统启动后，显示“WAIT”(等待)。

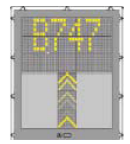


2.捕获

CAPTURE

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. Check the aircraft type that displayed, and follow the lead-in line.

闪动的箭头表明系统已被激活且处于捕获模式，对靠近的机型进行检测。
检查航空器类型是否正确。跟随引导线滑行。

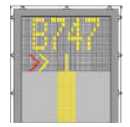


3.跟踪

TRACKING

When aircraft has been caught by the laser, the floating arrow is replaced by the yellow center line indicator. The floating red arrow indicates turning direction of aircraft. The vertical yellow arrow shows position in relation to the center line. This indicator gives correct position and azimuth guidance.

航空器被激光扫描仪捕获后，闪动箭头将被如图所示黄色中心线（停靠进度条）代替。红色的闪动图标表明航空器的转向。垂直的黄色箭头表示航空器距中轴线的位置。这个指示器指出航空器的正确位置并进行方位引导。

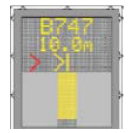


4.停泊进度

CLOSING RATE

Display of digital countdown will start when the aircraft is 30 meters from stop-position. When aircraft is less than 20 meters from the stop position, the closing rate is indicated by turning off one row of the center line symbol per 0.5 meters, covered by the aircraft. Thus, when the last row is turned off, 0.5 meters remains to stop position.

航空器距泊位30m后，开始出现距离倒计数信息。当航空器距停泊位20m时，停泊进度条将逐行关闭，每关闭一行相当于航空器前进0.5m。当最后一行关闭时，到停止位置只剩0.5m。

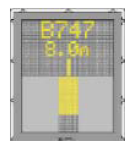


5.对准中线

ALIGNED TO CENTRE

When aircraft is 8 meters from the stop-position, the absence of any direction arrow indicates an aircraft on the center line.

航空器距停止位置8m时，如果不显示任何方向箭头则表明航空器处于中轴线上。

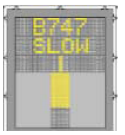


Change: New chart.

目视停靠引导系统飞行员指南
Pilot instructions for Visual Docking Guidance System

6.减速

SLOW DOWN

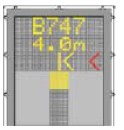


If aircraft is approaching faster than a accepted speed, system will show "SLOW" as a warning to the pilot.

如果航空器的速度超过系统设定的限制速度，系统将向飞行员显示“SLOW”(减速)警告。

7.方位引导

AZIMUTH GUIDANCE



As is shown in the right legend, aircraft is 4 meters from the stop-position. The yellow arrow indicates the aircraft deviates to the left of the center line, and the red flashing arrow indicates the direction to turn.

如图，航空器距泊位4m。黄色箭头表明航空器偏到了中轴线的右边，红色箭头指出了航空器应转的方向。

8.到达停止位

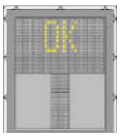
STOP POSITION REACHED

When aircraft is reaching the correct position, the display will show "STOP".

当航空器到达正确的泊位位置时，显示器将显示“STOP”和如图所示的红色方块图标。

9.停泊结束

DOCKING COMPLETED

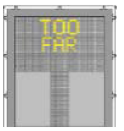


When aircraft has parked, the display will show "OK".

当停泊过程结束时，将显示“OK”。

10.越过泊位

OVERSHOOT

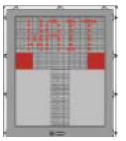


If aircraft has overshot the stop-position, the display will show "TOO FAR".

如果航空器滑动超出了泊位，将显示“TOO FAR”。

11.等待

WAIT



If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again. Pilot couldn't continue taxiing as soon as "WAIT" replaced by progress bar.

靠近停止位时，如果某些物体阻挡了系统对行进航空器的观察，或者丢失了已检测到的航空器，显示屏显示等待“WAIT”。如果阻挡物体消失后或系统重新检测到航空器，停泊过程将继续。飞行员不能继续滑行，直到“WAIT”消息被停泊进度条代替。

Change: New chart.

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Pilot instructions for Visual Docking Guidance System

12.减速

SLOW DOWN

If the visibility reduce, the display will show "SLOW". The pilot must not proceed beyond the bridge unless the closing rate bar is shown.

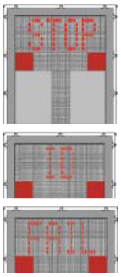
当停靠引导系统在停止位置附近丢失被引导的航空器或能见度降低时，显示屏显示“SLOW”。航空器应停止滑行，直到显示进度条。

13.航空器验证失败

AIRCRAFT VERIFICATION FAILURE

During entry into the stand-positon, the aircraft geometry is being checked. If ,for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show "WAIT" and make a second verificationcheck. If this fails "STOP" and "ID FAIL" will be displayed. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

航空器进入泊位期间，系统将检测航空器的几何形状。如果由于某些原因在距离停止位置12m前没能完成航空器验证，显示器显示“WAIT”，并进行第二次检测。如果仍然失败，则分上下两行显示“STOP” 和 “ID FAIL”。没有人工引导，航空器不能继续滑行，除非显示停泊进度条。

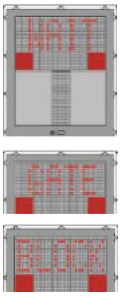


14.扫描停止位被阻挡

GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.The pilot must not proceed beyond the bridge without manual guidance, unless the "WAIT" message has been superseded by the closing rate bar.

如果停靠引导系统和航空器预定停泊位置之间的视阈被某些物体阻挡，则停泊程序将被终止，同时显示“WAIT”和 “GATE BLOCK” 信息。一旦移除阻挡物体，停泊程序也将恢复。没有人工引导，飞行员不能继续滑行，除非“WAIT”信息被停泊进度条取代。

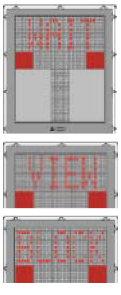


15.观测被阻挡

VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a View blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.The pilot must not proceed beyond the bridge without manual guidance, unless the "WAIT" message has been superseded by the closing rate bar.

如果系统对行进航空器的观察受到阻碍，例如窗口上的污垢所致，系统将报告此状况。一旦系统能够看到航空器，则显示停泊进度条。未经人工引导，航空器不能继续滑行，除非“WAIT”信息被停泊进度条取代。



Change: New chart.

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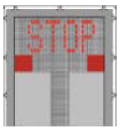
16.SBU-STOP

SBU-STOP

Any unrecoverable error during the docking procedure will generate an SBU (safety back-up) condition. The display will show red stop bar and the text "STOP", "SBU". A manual backup procedure must be used for docking guidance.

在停泊过程中的任何不可恢复性错误将导致系统显示SBU(安全备份)信息。显示器将显示红色的停止条和文字 “STOP”、“SBU”。必须提供人工引导。



17.紧急停止

EMERGENCY STOP

When Emergency Stop button is pressed, the display will show "STOP".

当按下紧急停止按钮时，显示“STOP”。

18.上轮机挡

CHOCKS ON

"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the Operator Panel.

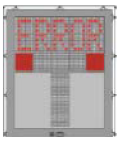
当地面人员在前轮放上挡物并在操作员面板按“Chocks On” 时，指示器将显示“CHOCK ON”。

19.错误

ERROR

If the system occurs error, the message "ERROR" is displayed.

如果系统发生错误，将显示“ERROR”。

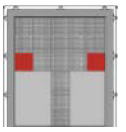


20.系统崩溃

SYSTEM BREAKDOWN

In case of a severe system failure, the display will be black and show stop information with red. A manual backup procedure must be used for docking guidance.

如果遇到严重的系统故障，显示器将变黑，并显示红色的停止信息。这时必须提供人工引导。

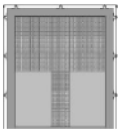


21.电源失效

POWER FAILURE

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

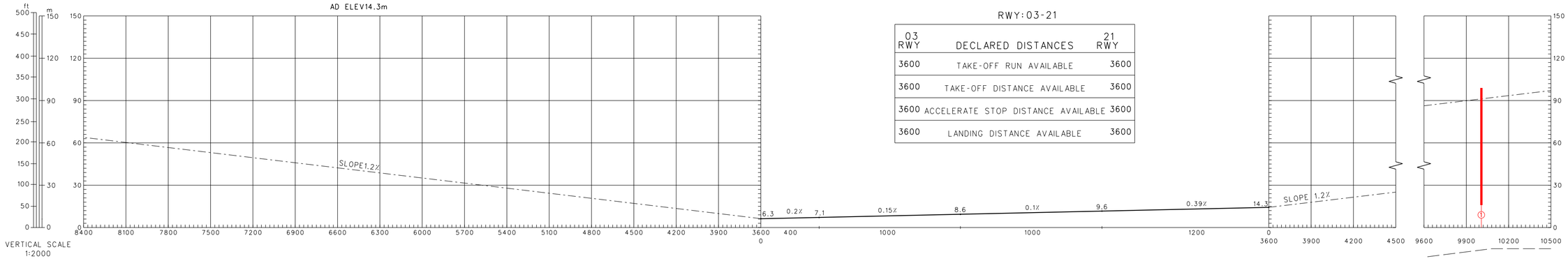
如果遇到电力中断，显示器将完全变黑。这时必须提供人工引导。



Change: New chart.

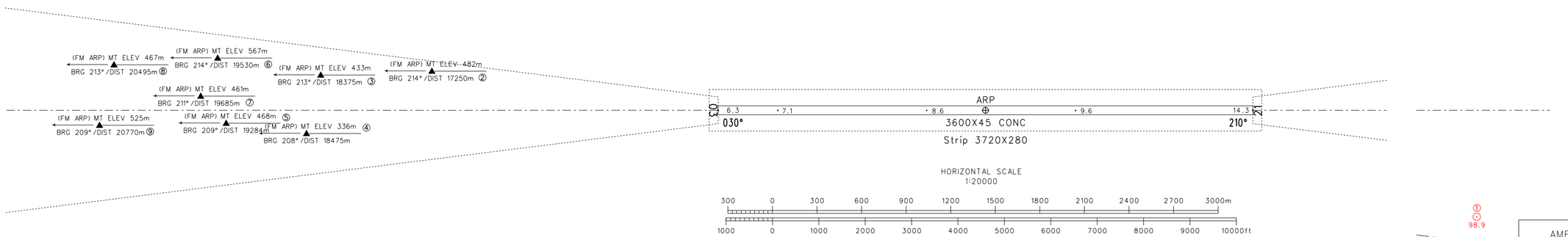
AERODROME OBSTACLE CHART-ICAO
TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 3.2° W



RWY:03-21

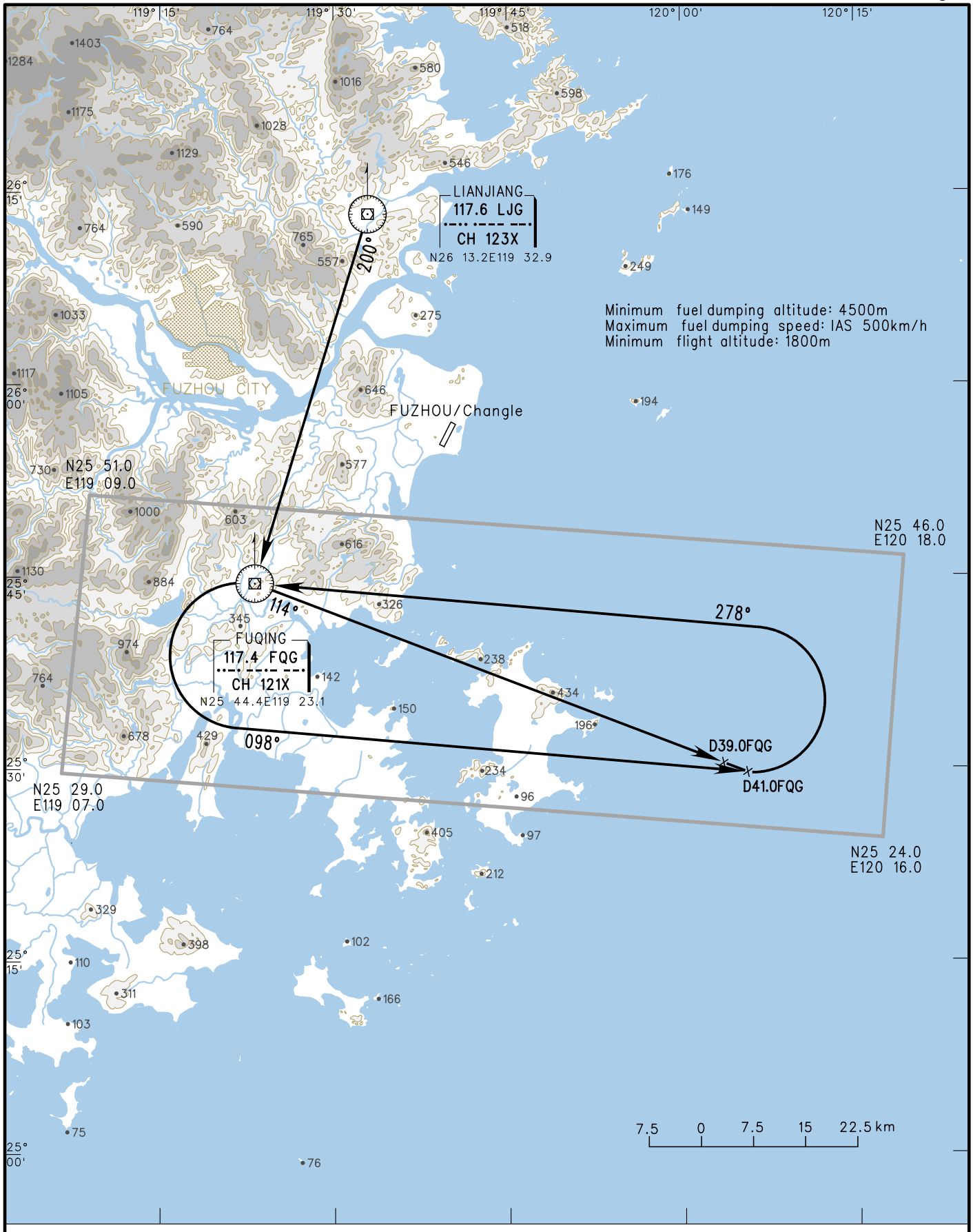
03 RWY	DECLARED DISTANCES	21 RWY
3600	TAKE-OFF RUN AVAILABLE	3600
3600	TAKE-OFF DISTANCE AVAILABLE	3600
3600	ACCELERATE STOP DISTANCE AVAILABLE	3600
3600	LANDING DISTANCE AVAILABLE	3600



LEGEND	
①	OBST NR
⊙	POLE
▲	MOUNTAIN

① ⊙ 98.9

AMENDMENT RECORD		
NR	DATE	ENTERED BY
Changes: OBST.		



Changes: NIL.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.2° W

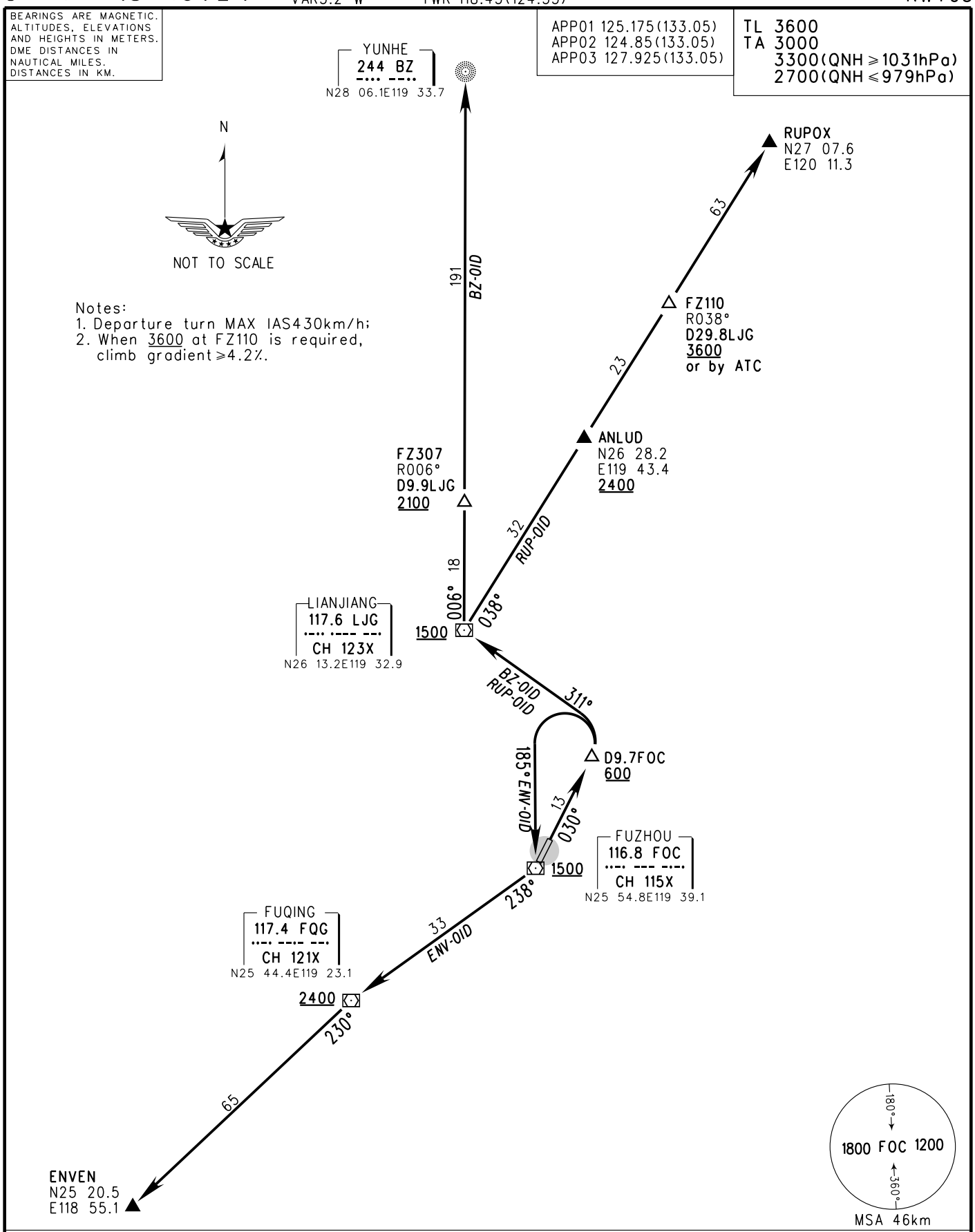
ATIS 126.4
TWR 118.45(124.35)

ZSFZ FUZHOU/Changle
RWY03

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

APP01 125.175(133.05)
APP02 124.85(133.05)
APP03 127.925(133.05)

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



Notes:
1. Departure turn MAX IAS430km/h;
2. When 3600 at FZ110 is required, climb gradient≥4.2%.

Changes: All procedures, MSA.

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

APP01 125.175(133.05)
APP02 124.85(133.05)
APP03 127.925(133.05)

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

YUNHE
244 BZ
N28 06.1E119 33.7

RUPOX
N27 07.6
E120 11.3

FZ110
R038°
D29.8LJG
3600
or by ATC

LIANJIANG
117.6 LJG
CH 123X
N26 13.2E119 32.9

FUZHOU
116.8 FOC
CH 115X
N25 54.8E119 39.1

FUQING
117.4 FQG
CH 121X
N25 44.4E119 23.1

D3.4FOC
300

AVKUX
D9.1FOC
N25 46.6
E119 34.4
800

FZ113
R230°
D10.8FQG
2100

ENVEN
N25 20.5
E118 55.1

N

NOT TO SCALE

Departure turn MAX IAS430km/h

209 BZ-IIID
63
55 RUP-IIID
006°
038°
2400
BZ-IIID
RUP-IIID
36
347°
900
7
210°
≥4.2%
210°
11
BZ-IIID
RUP-IIID
19
1500
ENV-IIID
262°
230°
20
45

180°
1800 FOC 1200
360°
MSA 46km

Changes: All procedures, MSA.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.2° W

ATIS 126.4
TWR 118.45(124.35)

ZSFZ FUZHOU/Changle

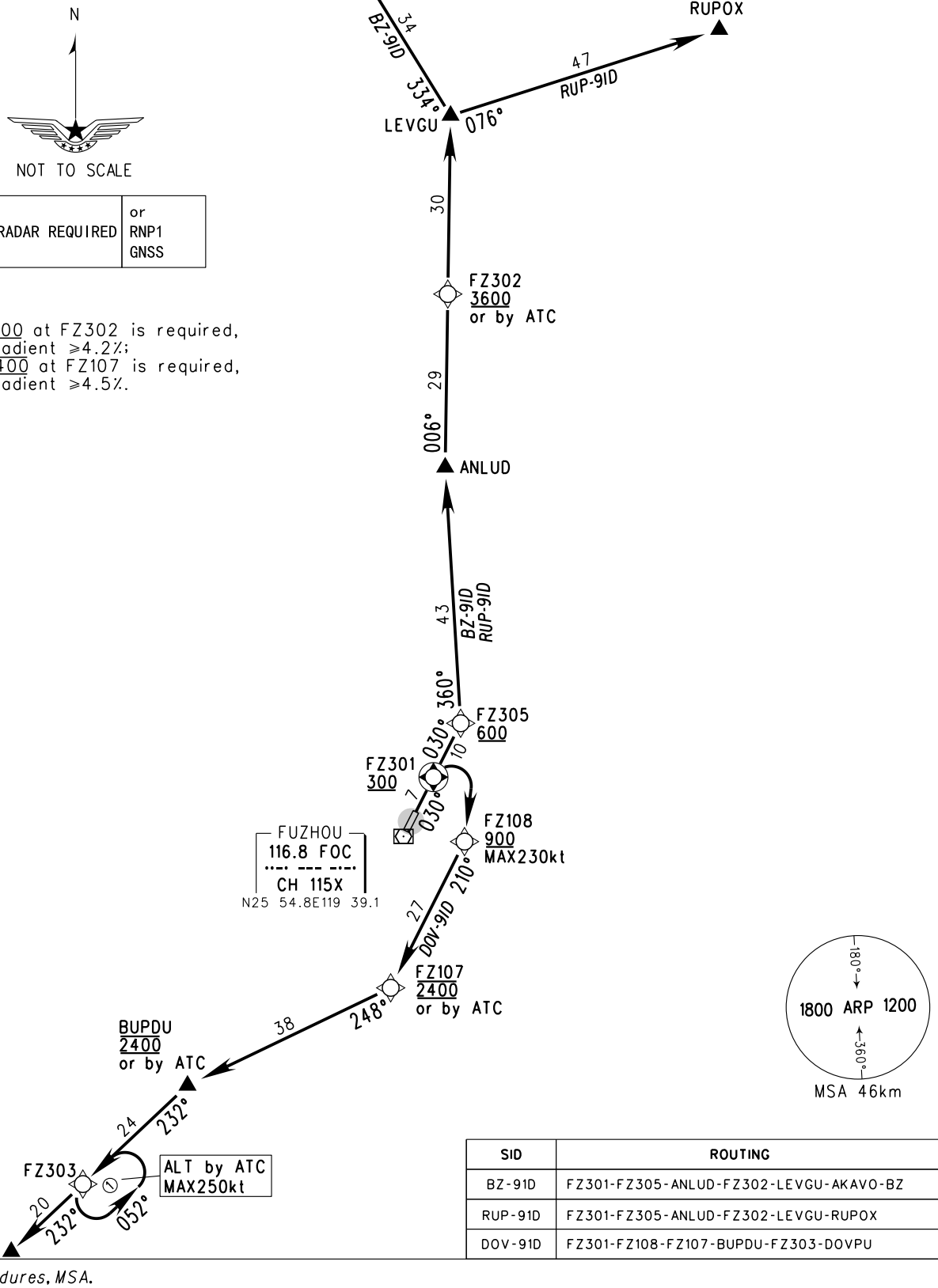
RNAV RWY03

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

APP01 125.175(133.05)
APP02 124.85(133.05)
APP03 127.925(133.05)

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

YUNHE
244 BZ
N28 06.1E119 33.7



RNAV1 GNSS, RADAR REQUIRED	or RNP1 GNSS

Notes:
1. When 3600 at FZ302 is required, climb gradient ≥4.2%;
2. When 2400 at FZ107 is required, climb gradient ≥4.5%.

SID	ROUTING
BZ-91D	FZ301-FZ305-ANLUD-FZ302-LEVGU-AKAVO-BZ
RUP-91D	FZ301-FZ305-ANLUD-FZ302-LEVGU-RUPOX
DOV-91D	FZ301-FZ108-FZ107-BUPDU-FZ303-DOVPU

Changes: All procedures, MSA.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.2° W

ATIS 126.4
TWR 118.45(124.35)

ZSFZ FUZHOU/Changle
RNAV RWY21

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

YUNHE
244 BZ
N28 06.1E119 33.7

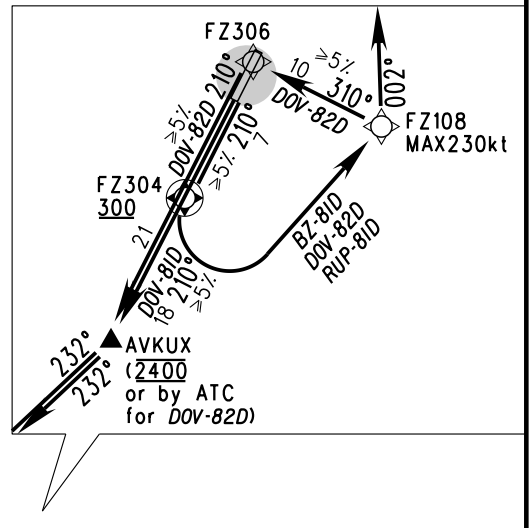
APP01 125.175(133.05)
APP02 124.85(133.05)
APP03 127.925(133.05)

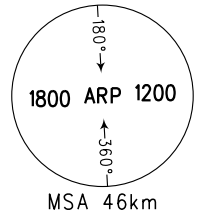
TL 3600
TA 3000
3300(QNH ⩾1031hPa)
2700(QNH ⩽979hPa)

RNAV1 GNSS, RADAR REQUIRED	or RNP1 GNSS

AKAVO
093° 9 900°
34 BZ-81D 334°
076° 47 RUP-81D
RUPOX
LEVGU
30
FZ302
3600
or by ATC
29
006°
ANLUD
43 BZ-81D RUP-81D
360°
FZ305
20
002°
FZ108
FZ306
FZ304
AVKUX
232° 232°
DOV-82D 39
63 DOV-81D
DOV-82D 24
BUPDU
2400
or by ATC
FZ303
232° ① 20 052°
ALT by ATC
MAX250kt
DOVPU

FUZHOU
116.8 FOC
CH 115X
N25 54.8E119 39.1





MSA 46km

HOLDING	ROUTING
BZ-81D	FZ304-FZ108-FZ305-ANLUD-FZ302-LEVGU-AKAVO-BZ
RUP-81D	FZ304-FZ108-FZ305-ANLUD-FZ302-LEVGU-RUPOX
DOV-81D	AVKUX-FZ303-DOVPU
DOV-82D	FZ304-FZ108-FZ306-AVKUX-BUPDU-FZ303-DOVPU

Changes: All procedures, MSA.

VAR3.2° W

ATIS 126.4
TWR 118.45(124.35)

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

APP01 125.175(133.05)
APP02 124.85(133.05)
APP03 127.925(133.05)

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

N

NOT TO SCALE

YUNHE
244 BZ
N28 06.1E119 33.7

186°
209
BZ-01A

RUPOX
N27 07.6
E120 11.3

218°
63
RUP-01A

FZ110
R038°
D29.8LJG
3600
or by ATC

55

LIANJIANG
117.6 LJG
CH 123X
N26 13.2E119 32.9

2400

167°
36
BZ-01A
RUP-01A

194°
014°
①

IAF
1800
MAX380km/h

2100
MAX430km/h

FUZHOU
116.8 FOC
CH 115X
N25 54.8E119 39.1

FUQING
117.4 FQG
CH 121X
N25 44.4E119 23.1

IAF
1500
MAX380km/h

101°
①
281°

1800
MAX430km/h

FZ113
R230°
D10.8FQG
2400
or by ATC

20

45
ENV-01A

050°

ENVEN
N25 20.5
E118 55.1

180°
1800 FOC 1200
360°

MSA 46km

Changes: All procedures, MSA.

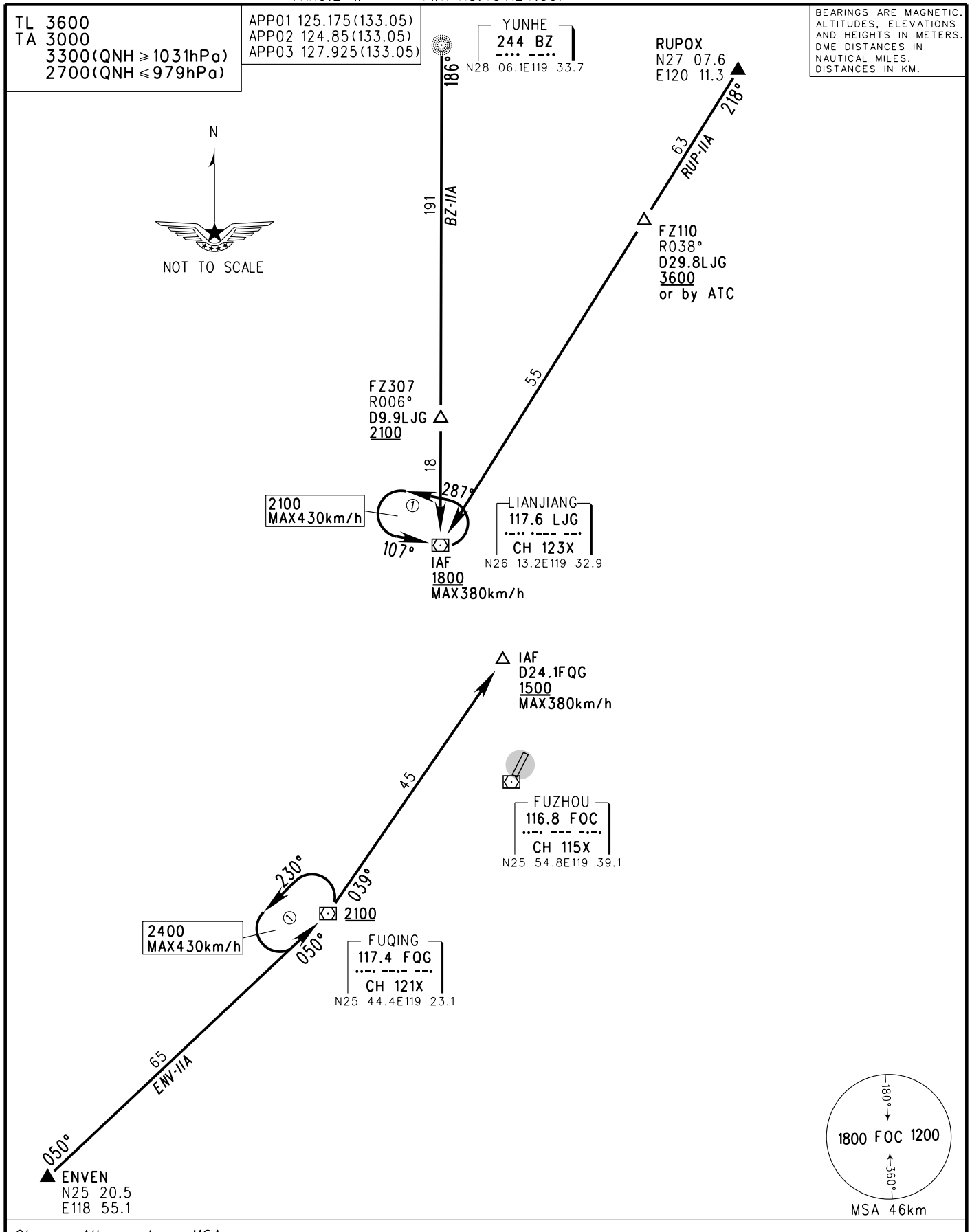
VAR3.2° W

ATIS 126.4
TWR 118.45(124.35)

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

APP01 125.175(133.05)
APP02 124.85(133.05)
APP03 127.925(133.05)

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



Changes: All procedures, MSA.

VAR3.2° W

ATIS 126.4
TWR 118.45(124.35)

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

APP01 125.175(133.05)
APP02 124.85(133.05)
APP03 127.925(133.05)

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

N

NOT TO SCALE

RNAV1 GNSS, RADAR REQUIRED	or RNP1 GNSS

YUNHE
244 BZ
N28 06.1E119 33.7

RUPOX

FZ110
3600
or by ATC

ANLUD

FZ307

FZ109
2700

3000
MAX230kt

FZ106
2400

FUZHOU
116.8 FOC
CH 115X
N25 54.8E119 39.1

FZ209

FZ108
(2700
for PON-91A)

3000
MAX230kt

IAF
FZ105
1200
MAX210kt

FZ113
2400
or by ATC

FZ112
1500

ALT by ATC
MAX230kt

IAF
FZ107
1200
MAX210kt

PONEN

ENVEN

1800 ARP 1200

MSA 46km

STAR	ROUTING
BZ-91A	BZ-FZ307-FZ109-FZ106-FZ209-FZ105
BZ-92A	BZ-FZ307-FZ109-FZ108-FZ107
RUP-91A	RUPOX-FZ110-ANLUD-FZ109-FZ106-FZ209-FZ105
RUP-92A	RUPOX-FZ110-ANLUD-FZ109-FZ108-FZ107
PON-91A	PONEN-FZ108-FZ107
ENV-91A	ENVEN-FZ113-FZ112-FZ105

Changes: All procedures, MSA.

VAR3.2° W

ATIS 126.4
TWR 118.45(124.35)

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

APP01 125.175(133.05)
APP02 124.85(133.05)
APP03 127.925(133.05)

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

N

NOT TO SCALE

RNAV1 GNSS, RADAR REQUIRED	or RNP1 GNSS

YUNHE
244 BZ
N28 06.1E119 33.7

186°
191
BZ-81A

RUPOX
218°
63
RUP-81A

FZ110
3600
or by ATC

23

ANLUD

170°
21

107°
FZ307
2100

2400
MAX230kt

25
120°
287°

FZ206
1500

8
120°
IAF
FZ205
1200
MAX210kt

9
FZ207
9
FZ208

030°
9
FZ106
2700

3000
MAX230kt

210°
21
333°
FZ108

25
030°
FZ209
4200
or by ATC

FUQING
117.4 FQG
CH 121X
N25 44.4E119 23.1

21
050°
230°

4500
MAX250kt

65
ENV-81A

ENVEN
050°

FUZHOU
116.8 FOC
CH 115X
N25 54.8E119 39.1

72
PON-81A

PONEN
301°

180°
1800 ARP 1200
360°
MSA 46km

STAR	ROUTING
BZ-81A	BZ-FZ307-FZ206-FZ205
RUP-81A	RUPOX-FZ110-ANLUD-FZ206-FZ205
PON-81A	PONEN-FZ108-FZ106-FZ208-FZ207-FZ206-FZ205
ENV-81A	ENVEN-FQG-FZ209-FZ106-FZ208-FZ207-FZ206-FZ205

Changes: All procedures, MSA.

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
FZ104	N25° 43'22"E119° 32'39"	AVKUX	N25° 46'36"E119° 34'25"		
FZ105	N25° 45'19"E119° 28'23"	BUPDU	N25° 32'14"E119° 17'25"		
FZ106	N26° 04'03"E119° 38'55"	DOVPU	N25° 15'50"E118° 58'18"		
FZ107	N25° 41'02"E119° 37'43"	ENVEN	N25° 20'30"E118° 55'06"		
FZ108	N25° 54'15"E119° 45'09"	LEVGU	N27° 00'00"E119° 44'03"		
FZ109	N26° 14'10"E119° 44'38"	PONEN	N25° 37'30"E120° 24'00"		
FZ110	N26° 38'36"E119° 50'45"	RUPOX	N27° 07'38"E120° 11'15"		
FZ112	N25° 42'21"E119° 23'23"				
FZ113	N25° 37'04"E119° 14'28"				
FZ203	N26° 06'33"E119° 45'43"				
FZ204	N26° 10'54"E119° 48'10"				
FZ205	N26° 15'12"E119° 50'37"				
FZ206	N26° 17'10"E119° 46'20"				
FZ207	N26° 12'52"E119° 43'54"				
FZ208	N26° 08'32"E119° 41'26"				
FZ209	N25° 52'08"E119° 32'12"				
FZ301	N26° 00'06"E119° 42'04"				
FZ302	N26° 43'50"E119° 43'42"				
FZ303	N25° 23'18"E119° 06'59"				
FZ304	N25° 51'43"E119° 37'21"				
FZ305	N26° 04'58"E119° 44'49"				
FZ306	N25° 56'35"E119° 40'05"				
FZ307	N26° 23'13"E119° 33'01"				
BZ	N28° 06.1'E119° 33.7'				
FQG	N25° 44.4'E119° 23.1'				
AKAVO	N27° 15'37"E119° 33'21"				
ANLUD	N26° 28'09"E119° 43'22"				

Changes: Waypoint coordinates.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY03 SID BZ-91D								
CF	FZ301		030		300			RNAV1
TF	FZ305				600			RNAV1
TF	ANLUD							RNAV1
TF	FZ302				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	AKAVO							RNAV1
TF	BZ							RNAV1
RWY03 SID RUP-91D								
CF	FZ301		030		300			RNAV1
TF	FZ305				600			RNAV1
TF	ANLUD							RNAV1
TF	FZ302				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	RUPOX							RNAV1
RWY03 SID DOV-91D								
CF	FZ301	Y	030		300			RNAV1
DF	FZ108			R	900	MAX230		RNAV1
TF	FZ107				2400 or by ATC			RNAV1
TF	BUPDU				2400 or by ATC			RNAV1
TF	FZ303							RNAV1
TF	DOVPU							RNAV1
RWY21 SID BZ-81D								
CF	FZ304	Y	210		300			RNAV1
DF	FZ108			L		MAX230		RNAV1
TF	FZ305							RNAV1
TF	ANLUD							RNAV1
TF	FZ302				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	AKAVO							RNAV1
TF	BZ							RNAV1
RWY21 SID RUP-81D								
CF	FZ304	Y	210		300			RNAV1
DF	FZ108			L		MAX230		RNAV1

Changes: All procedures.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	FZ305							RNAV1
TF	ANLUD							RNAV1
TF	FZ302				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	RUPOX							RNAV1
RWY21 SID DOV-81D								
CF	AVKUX		210					RNAV1
TF	FZ303							RNAV1
TF	DOVPU							RNAV1
RWY21 SID DOV-82D								
CF	FZ304	Y	210		300			RNAV1
DF	FZ108			L		MAX230		RNAV1
TF	FZ306							RNAV1
TF	AVKUX				2400 or by ATC			RNAV1
TF	BUPDU				2400 or by ATC			RNAV1
TF	FZ303							RNAV1
TF	DOVPU							RNAV1
RWY03/21 SID Holding(Outbound Time:1min)								
HM	FZ303	Y	232	L	ALT by ATC	MAX250		RNAV1
RWY03 STAR BZ-91A								
IF	BZ							RNAV1
TF	FZ307							RNAV1
TF	FZ109				2700			RNAV1
TF	FZ106				2400			RNAV1
TF	FZ209							RNAV1
TF	FZ105				1200	MAX210		RNAV1
RWY03 STAR BZ-92A								
IF	BZ							RNAV1
TF	FZ307							RNAV1
TF	FZ109				2700			RNAV1
TF	FZ108							RNAV1
TF	FZ107				1200	MAX210		RNAV1
RWY03 STAR RUP-91A								
IF	RUPOX							RNAV1
TF	FZ110				3600 or by ATC			RNAV1

Changes: All procedures.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	ANLUD							RNAV1
TF	FZ109				2700			RNAV1
TF	FZ106				2400			RNAV1
TF	FZ209							RNAV1
TF	FZ105				1200	MAX210		RNAV1
RWY03 STAR RUP-92A								
IF	RUPOX							RNAV1
TF	FZ110				3600 or by ATC			RNAV1
TF	ANLUD							RNAV1
TF	FZ109				2700			RNAV1
TF	FZ108							RNAV1
TF	FZ107				1200	MAX210		RNAV1
RWY03 STAR PON-91A								
IF	PONEN							RNAV1
TF	FZ108				2700			RNAV1
TF	FZ107				1200	MAX210		RNAV1
RWY03 STAR ENV-91A								
IF	ENVEN							RNAV1
TF	FZ113				2400 or by ATC			RNAV1
TF	FZ112				1500			RNAV1
TF	FZ105				1200	MAX210		RNAV1
RWY03 STAR Holding(Outbound Time:1min)								
HM	FZ108	Y	210	R	3000	MAX230		RNAV1
HM	FZ109	Y	179	R	3000	MAX230		RNAV1
HM	FZ113	Y	050	R	ALT by ATC	MAX230		RNAV1
RWY21 STAR BZ-81A								
IF	BZ							RNAV1
TF	FZ307				2100			RNAV1
TF	FZ206				1500			RNAV1
TF	FZ205				1200	MAX210		RNAV1
RWY21 STAR RUP-81A								
IF	RUPOX							RNAV1
TF	FZ110				3600 or by ATC			RNAV1
TF	ANLUD							RNAV1
TF	FZ206				1500			RNAV1
TF	FZ205				1200	MAX210		RNAV1

Changes: All procedures.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY21 STAR PON-81A								
IF	PONEN							RNAV1
TF	FZ108							RNAV1
TF	FZ106				2700			RNAV1
TF	FZ208							RNAV1
TF	FZ207							RNAV1
TF	FZ206				1500			RNAV1
TF	FZ205				1200	MAX210		RNAV1
RWY21 STAR ENV-81A								
IF	ENVEN							RNAV1
TF	FQG							RNAV1
TF	FZ209				4200 or by ATC			RNAV1
TF	FZ106				2700			RNAV1
TF	FZ208							RNAV1
TF	FZ207							RNAV1
TF	FZ206				1500			RNAV1
TF	FZ205				1200	MAX210		RNAV1
RWY21 STAR Holding(Outbound Time:1min)								
HM	FZ106	Y	030	R	3000	MAX230		RNAV1
HM	FZ307	Y	107	R	2400	MAX230		RNAV1
RWY21 STAR Holding(Outbound Time:1.5min)								
HM	FQG	Y	050	R	4500	MAX250		RNAV1
RWY03 Approach Transition FZ105								
IF	FZ105				1200	MAX210		RNAV1
TF	FZ104				1000			RNAV1
RWY03 Approach Transition FZ107								
IF	FZ107				1200	MAX210		RNAV1
TF	FZ104				1000			RNAV1
RWY03 Missed Approach								
CA			030		600			RNAV1
CF	FZ209		210	L	1200	MAX210		RNAV1
RWY03 Missed Approach Holding(Outbound Time:1min)								
HM	FZ209	Y	210	L	1500	MAX230		RNAV1
RWY21 Approach Transition FZ205								
IF	FZ205				1200	MAX210		RNAV1
TF	FZ204							RNAV1
TF	FZ203				600			RNAV1

Changes: All procedures.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY21 Missed Approach								
CA			210		800			RNAV1
CF	FZ106		030	R	1500	MAX210		RNAV1
RWY21 Missed Approach Holding(Outbound Time:1min)								
HM	FZ106	Y	030	R	1800	MAX230		RNAV1

Changes: All procedures.