AERODROME CHART

ZSFZ/FOC

D-ATIS 126.4
TWR(E)(04/22) 118.125 (124.35)
TWR(W)(03/21) 118.45 (124.35)
Delivery 122.125 (122.6) (DCL AVBL)

2A-1

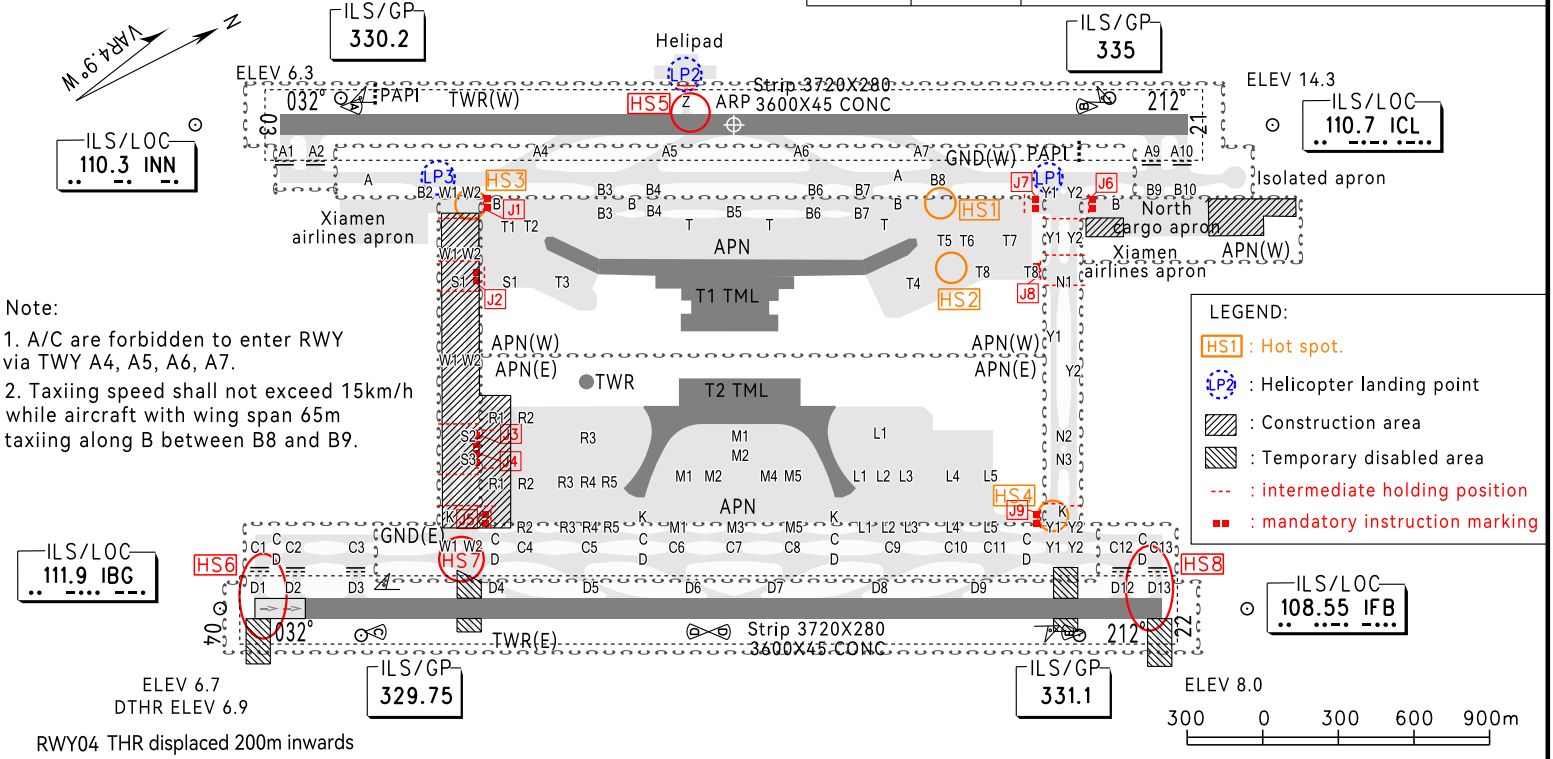
GND(E) 121.975 (122.6)
GND(W) 121.6 (122.6)
APN(E) 121.825
APN(W) 121.725

FUZHOU/Changle

N25°56.0'E119°39.9' ELEV 14.3m

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

RWY	Direction	Bearing strength
03/04	032°	PCR 870/R/A/W/T: RWY03/21 CONC
21/22	212°	PCR 860/R/A/W/T: RWY04/22 CONC

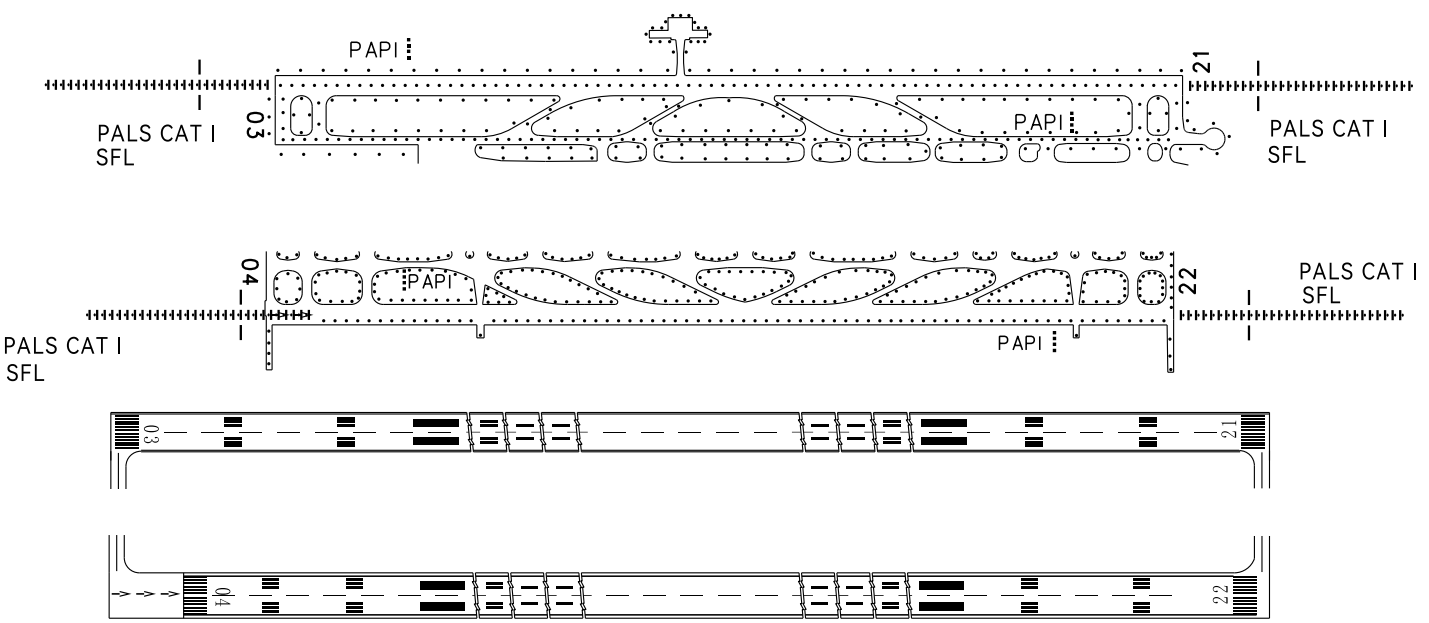


Note:

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.

RWY04 THR displaced 200m inwards

LEGEND:
- HS1 : Hot spot.
- LP2 : Helicopter landing point
- : Construction area
- : Temporary disabled area
- --- : intermediate holding position
- ■■ : mandatory instruction marking



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)

ACFT Type		RWY03/21 REDL	RWY03/21 NIL(Day only)	RWY04/22 REDL	RWY04/22 NIL(Day only)
2 TURB ENG or 3&4 ENG	A	RVR400/VIS800	RVR500/VIS800	RVR400/VIS800	RVR500/VIS800
	B				
	C				
	D				
Other 1&2 ENG					
Note:					

LIGHTS

RWY03/21	RWY04/22
PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT I SFL PAPI Simple RTZL REDL RCLL RENL

Changes: Add RWY holding position of Taxiway Z, HS5-HS8, mandatory instruction marking, intermediate holding position.

AIRCRAFT PARKING CHART-ICAO

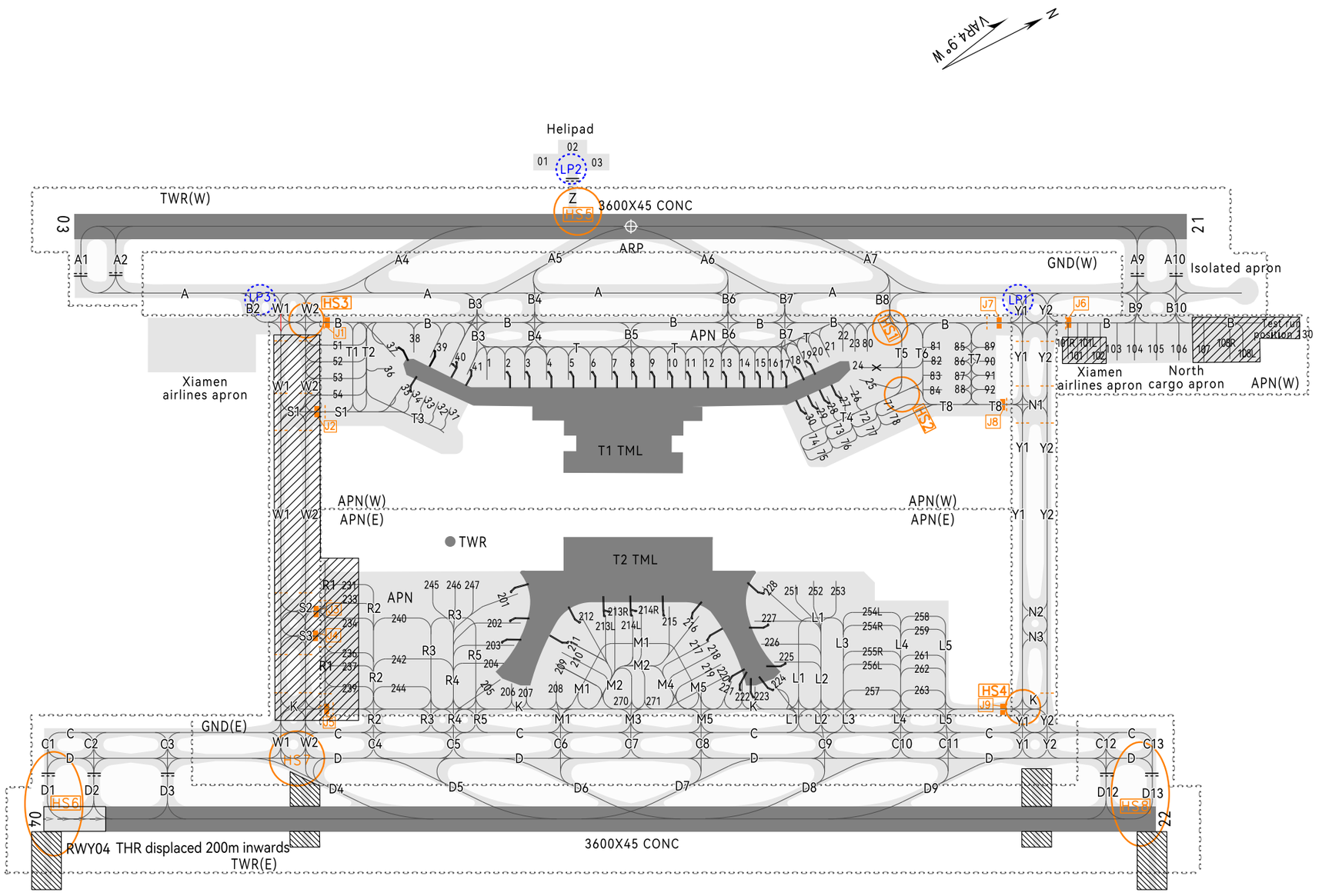
ZSFZ/FOC

D-ATIS 126.4
TWR(E)(04/22) 118.125 (124.35)
TWR(W)(03/21) 118.45 (124.35)
Delivery 122.125 (122.6) (DCL AVBL)

2P-1

GND(E) 121.975 (122.6)
GND(W) 121.6 (122.6)
APN (E) 121.825
APN (W) 121.725

FUZHOU/Changle



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.

LEGEND:

: Construction area
: Temporary disabled area
--- : intermediate holding position
■■ : mandatory instruction marking

Changes: Taxiway W1.

STANDARD ARRIVAL CHART-INSTRUMENT

4P-1

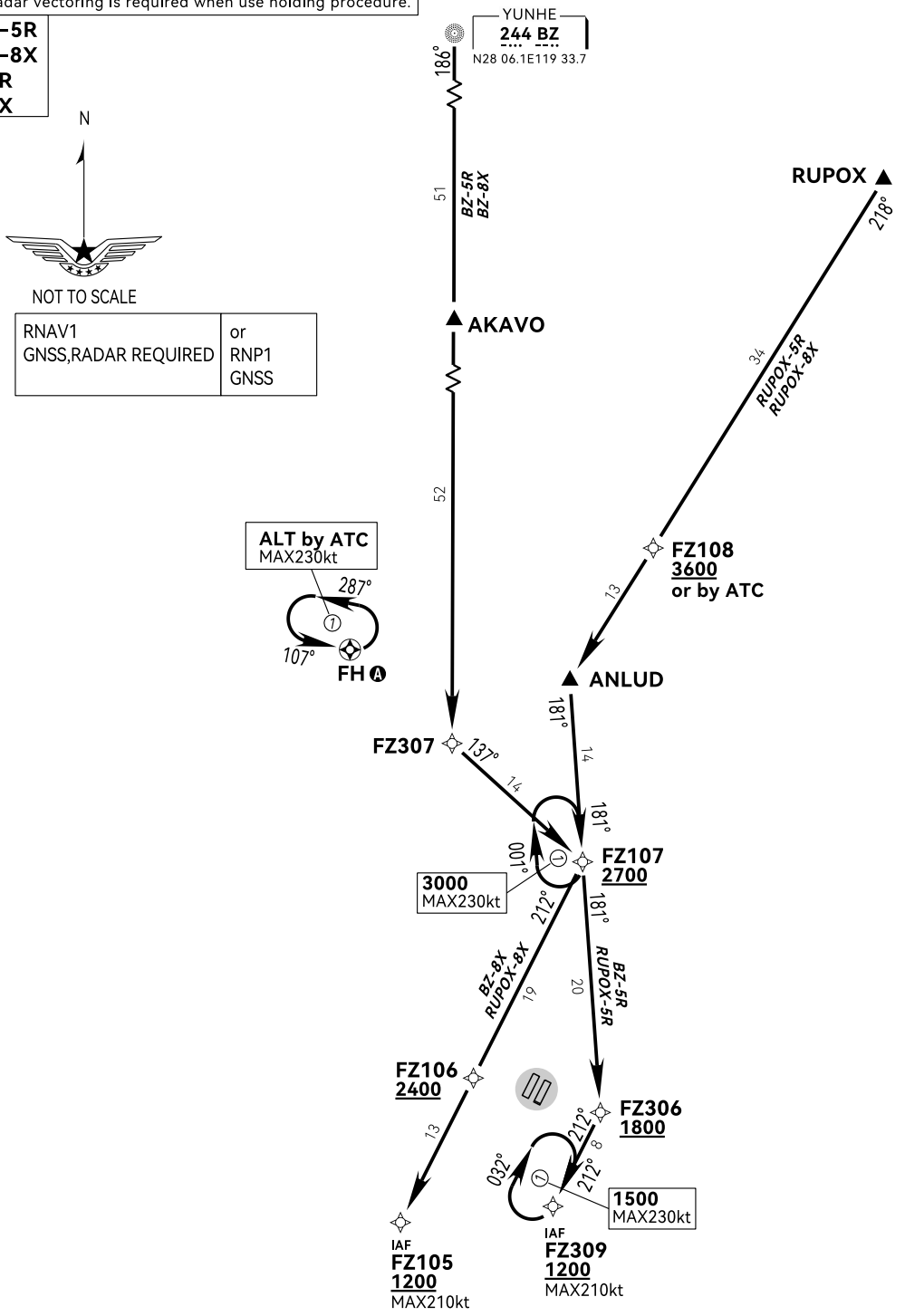
FUZHOU/Changle

ZSFZ/FOC VAR4.9°W AD ELEV 14.3 RNAV RWY03/04(BZ/RUPOX)

D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

Note: Ⓐ Radar vectoring is required when use holding procedure.

RUPOX-5R
RUPOX-8X
BZ-5R
BZ-8X



RWY	STAR	Database ID	ROUTING
03,04	RUPOX-5R	RUPX5R	RUPOX-FZ108-ANLUD-FZ107-FZ306-FZ309
	RUPOX-8X	RUPX8X	RUPOX-FZ108-ANLUD-FZ107-FZ106-FZ105
	BZ-5R	BZ5R	BZ-AKAVO-FZ307-FZ107-FZ306-FZ309
	BZ-8X	BZ8X	BZ-AKAVO-FZ307-FZ107-FZ106-FZ105

Changes:New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

ZSFZ/FOC

4P-2

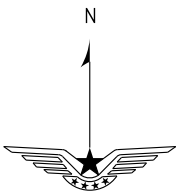
VAR4.9°W AD ELEV 14.3

FUZHOU/Changle

RNAV RWY03/04(ENVEN)

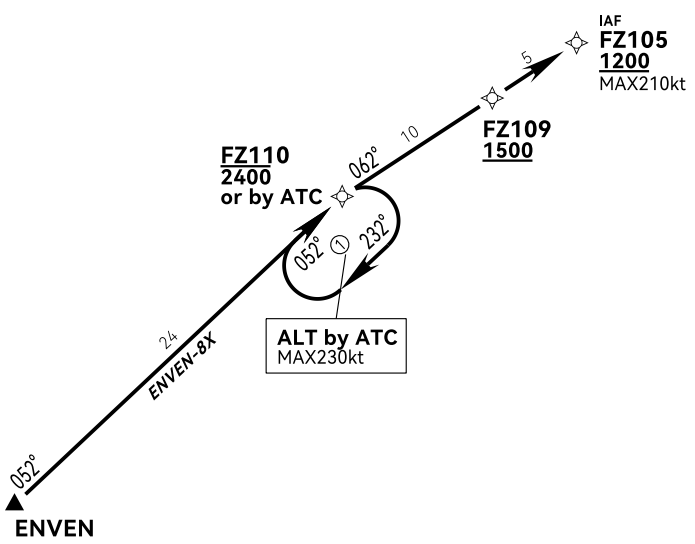
D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

ENVEN-8X



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

RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS



RWY	STAR	Database ID	ROUTING
03,04	ENVEN-8X	ENVE8X	ENVEN-FZ110-FZ109-FZ105

Changes:New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

ZSFZ/FOC

4P-3

VAR4.9°W AD ELEV 14.3

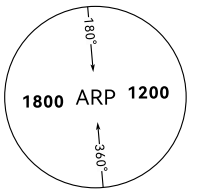
FUZHOU/Changle

RNAV RWY21/22(BZ/RUPOX)

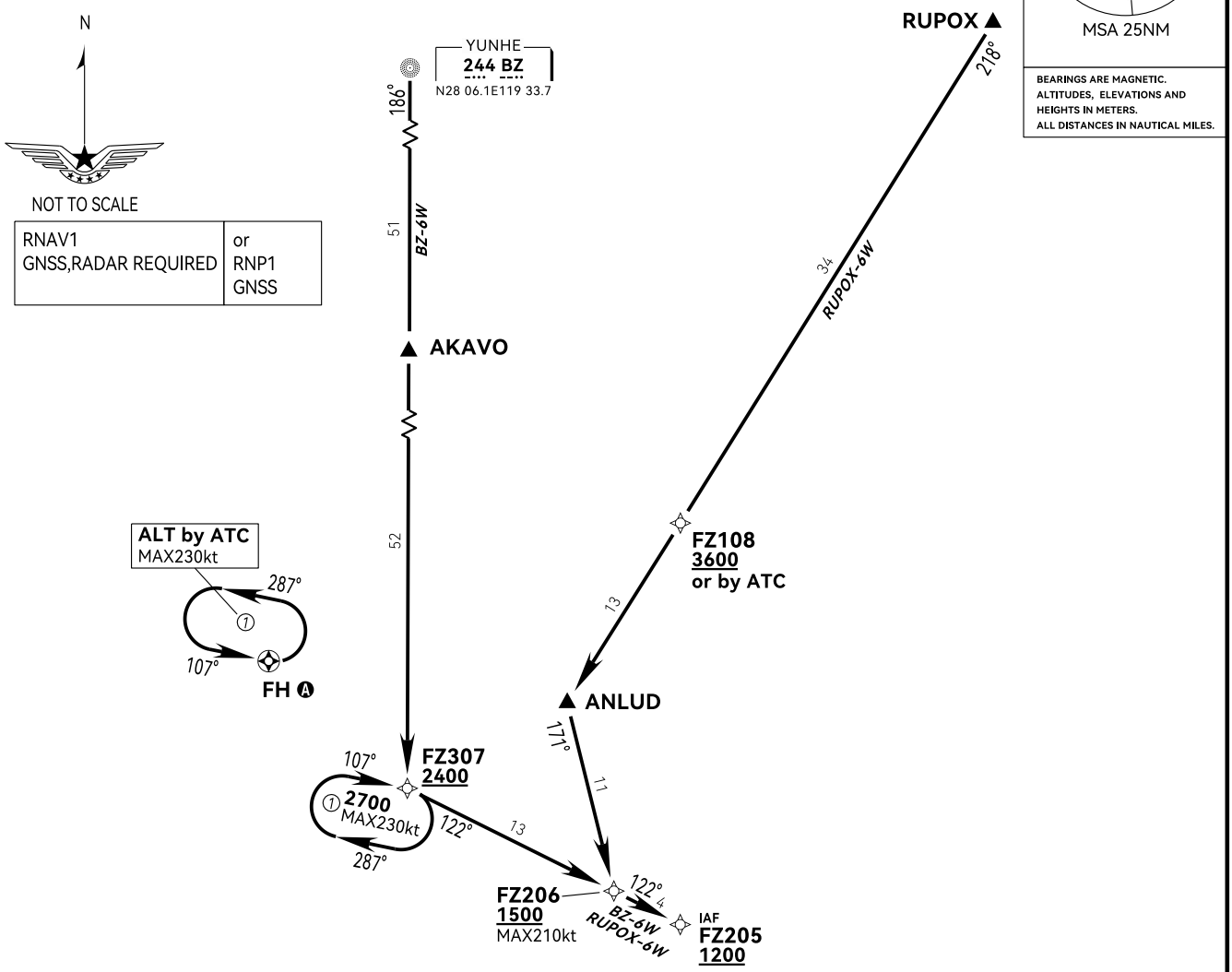
D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

Note: Ⓐ Radar vectoring is required when use holding procedure.

RUPOX-6W
BZ-6W



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



RWY	STAR	Database ID	ROUTING
21,22	RUPOX-6W	RUPX6W	RUPOX-FZ108-ANLUD-FZ206-FZ205
	BZ-6W	BZ6W	BZ-AKAVO-FZ307-FZ206-FZ205

Changes:New chart.

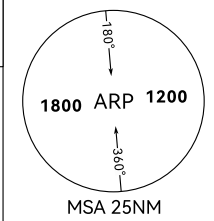
VAR4.9°W AD ELEV 14.3

D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

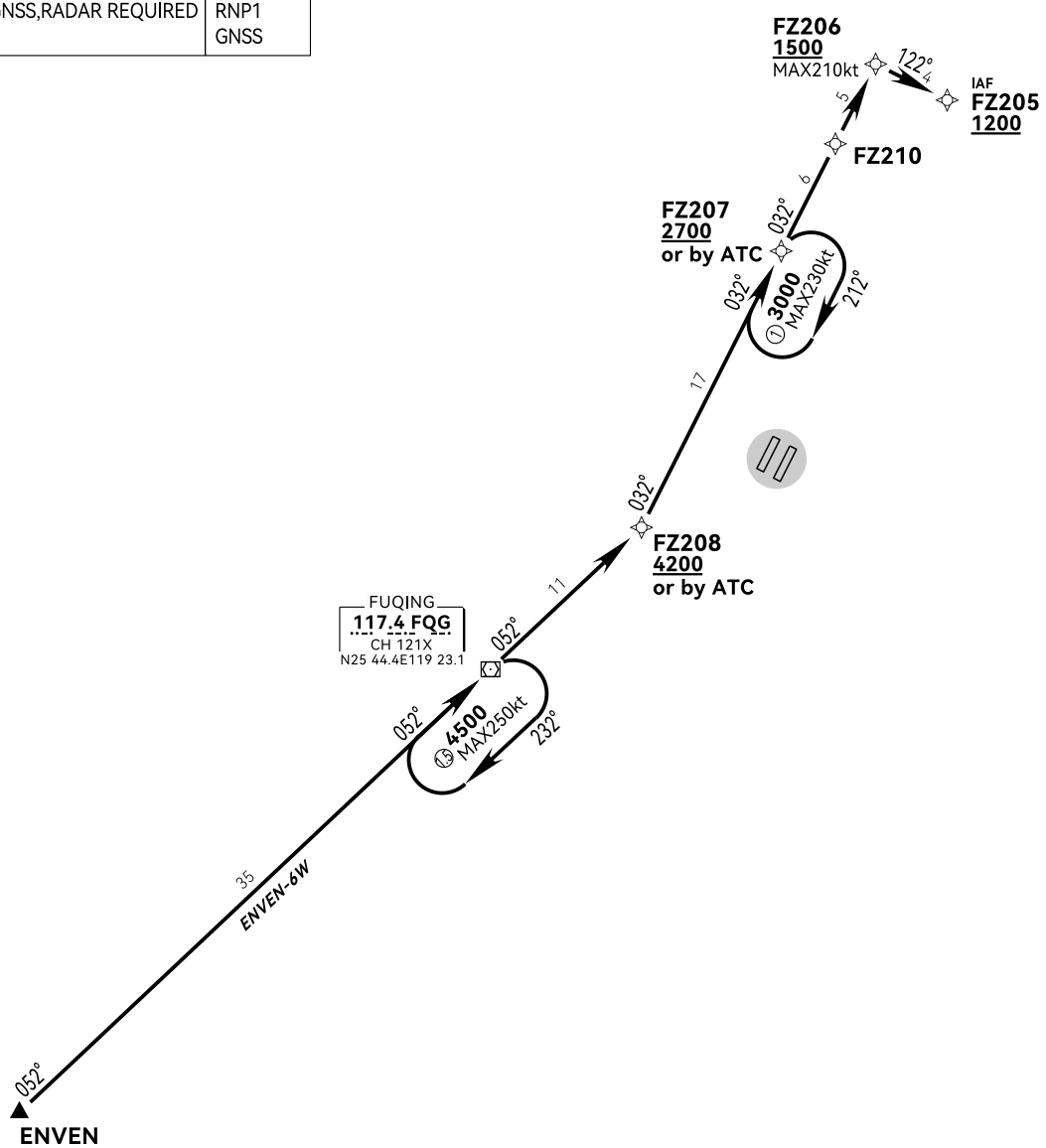
ENVEN-6W



RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS



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



RWY	STAR	Database ID	ROUTING
21,22	ENVEN-6W	ENVE6W	ENVEN-FQG-FZ208-FZ207-FZ210-FZ206-FZ205

Changes:New chart.

D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600
	APP01	APP02	APP03	TWR(E)	TWR(W)	TA 3000
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	3300(QNH≥1031hPa) 2700(QNH≤979hPa)

RUPOX-2A(RUPX2A)
ENVEN-2A(ENVE2A)
BZ-2A(BZ2A)

1800 FOC 1200
MSA 25NM

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

N
NOT TO SCALE

YUNHE
244 BZ
N28 06.1E119 33.7

186°
51
BZ-2A

AKAVO
N27 15.6
E119 33.4

62

RUPOX
N27 07.6
E120 11.3

218°
34
RUPOX-2A

FZ108
R038°LJG
D29.8LJG
N26 38.6
E119 50.7
3600
or by ATC

30

2400
LIANJIANG
117.6 LJG
CH 123X
N26 13.2E119 32.9

154°
22
BZ-2A
RUPOX-2A

FUZHOU
116.8 FOC
CH 115X
N25 54.8E119 39.1

FZ306
R032°NFA
D21.4NFA
N25 54.0
E119 45.9
1800

212°
8
032°
1500
MAX230kt
212°

IAF
D13.1NFA
1200
MAX210kt

R032°NFA

FUQING
117.4 FQG
CH 121X
N25 44.4E119 23.1

IAF
1500
MAX210kt

098°
1800
MAX230kt
278°

11

FZ110
R232°FQG
D10.8FQG
N25 37.1
E119 14.5
2400
or by ATC

SANSHAN
116.2 NFA
CH 109X
N25 34.9E119 35.2

24
ENVEN-2A
052°

ENVEN
N25 20.5
E118 55.1

Changes:New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

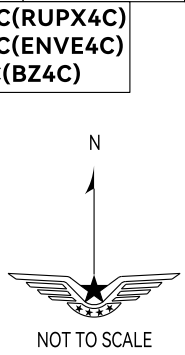
4V-2

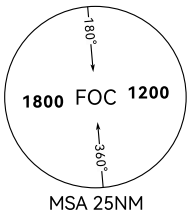
FUZHOU/Changle

ZSFZ/FOC VAR4.9°W AD ELEV 14.3 RWY21/22

D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

RUPOX-4C(RUPX4C)
ENVEN-4C(ENVE4C)
BZ-4C(BZ4C)





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

YUNHE
244 BZ
N28 06.1E119 33.7

186°
51
BZ-4C

AKAVO
N27 15.6
E119 33.4

52

FZ307
R006°LJG
D9.9LJG
N26 23.2
E119 33.0
2400

10

287°
2100
MAX230kt
①
107°

IAF
1800
MAX210kt

LIANJIANG
117.6 LJG
CH 123X
N26 13.2E119 32.9

30

RUPOX-4C
34
218°

RUPOX
N27 07.6
E120 11.3

FZ108
R038°LJG
D29.8LJG
N26 38.6
E119 50.7
3600
or by ATC

IAF
D24.3FQG
1500
MAX210kt

24

FUZHOU
116.8 FQC
CH 115X
N25 54.8E119 39.1

232°
041°
①2400
MAX230kt
2100

FUQING
117.4 FQG
CH 121X
N25 44.4E119 23.1

052°
35
ENVEN-4C
052°

ENVEN
N25 20.5
E118 55.1

Changes:New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

3P-1

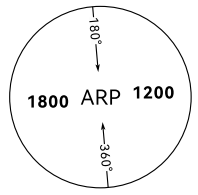
FUZHOU/Changle

ZSFZ/FOC VAR4.9°W AD ELEV 14.3 RNAV RWY03/04(BZ/RUPOX)

D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600
	APP01	APP02	APP03	TWR(E)	TWR(W)	TA 3000
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	3300(QNH≥1031hPa) 2700(QNH≤979hPa)

Note:Turning is forbidden before DER.

RUPOX-9Z
BZ-9Z
RUPOX-5U
BZ-5U



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

RWY	SID	Database ID	ROUTING
03	RUPOX-9Z	RUPX9Z	150-FZ501-FZ207-LJG-ANLUD-FZ505-LEVGU-RUPOX
	BZ-9Z	BZ9Z	150-FZ501-FZ207-LJG-ANLUD-FZ505-LEVGU-AKAVO-BZ
04	RUPOX-5U	RUPX5U	FZ502-FZ107-ANLUD-FZ505-LEVGU-RUPOX
	BZ-5U	BZ5U	FZ502-FZ107-ANLUD-FZ505-LEVGU-AKAVO-BZ

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

3P-2

FUZHOU/Changle

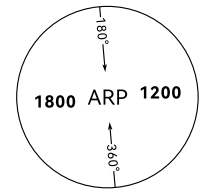
ZSFZ/FOC VAR4.9°W AD ELEV 14.3

RNAV RWY03/04(DOVPU)

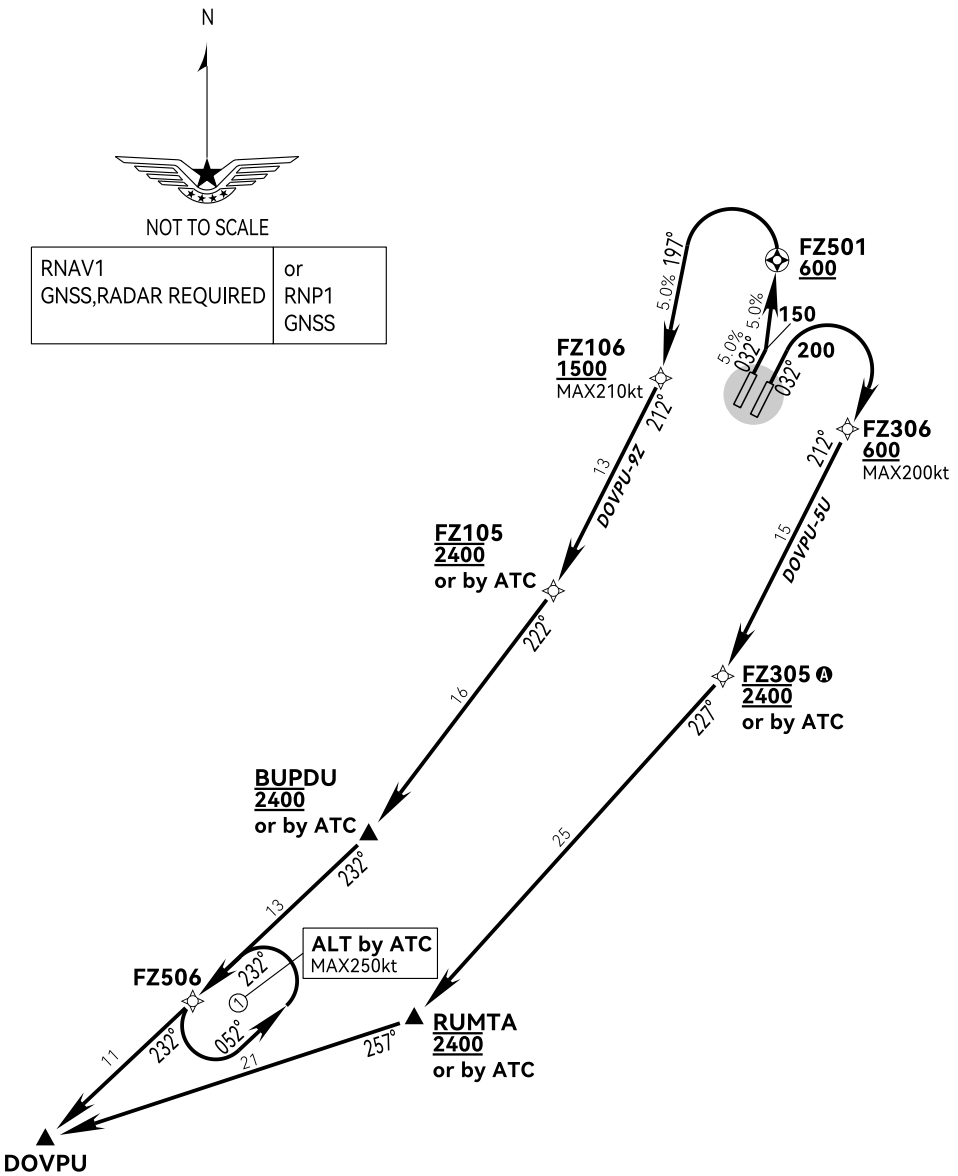
D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

Notes:
1.Turning is forbidden before DER.
2.Ⓐ When 2400 at FZ305 is required, climb gradient ≥5.0%.

DOVPU-9Z
DOVPU-5U



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



RWY	SID	Database ID	ROUTING
03	DOVPU-9Z	DOVP9Z	150-FZ501-FZ106-FZ105-BUPDU-FZ506-DOVPU
04	DOVPU-5U	DOVP5U	200-FZ306-FZ305-RUMTA-DOVPU

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

3P-3

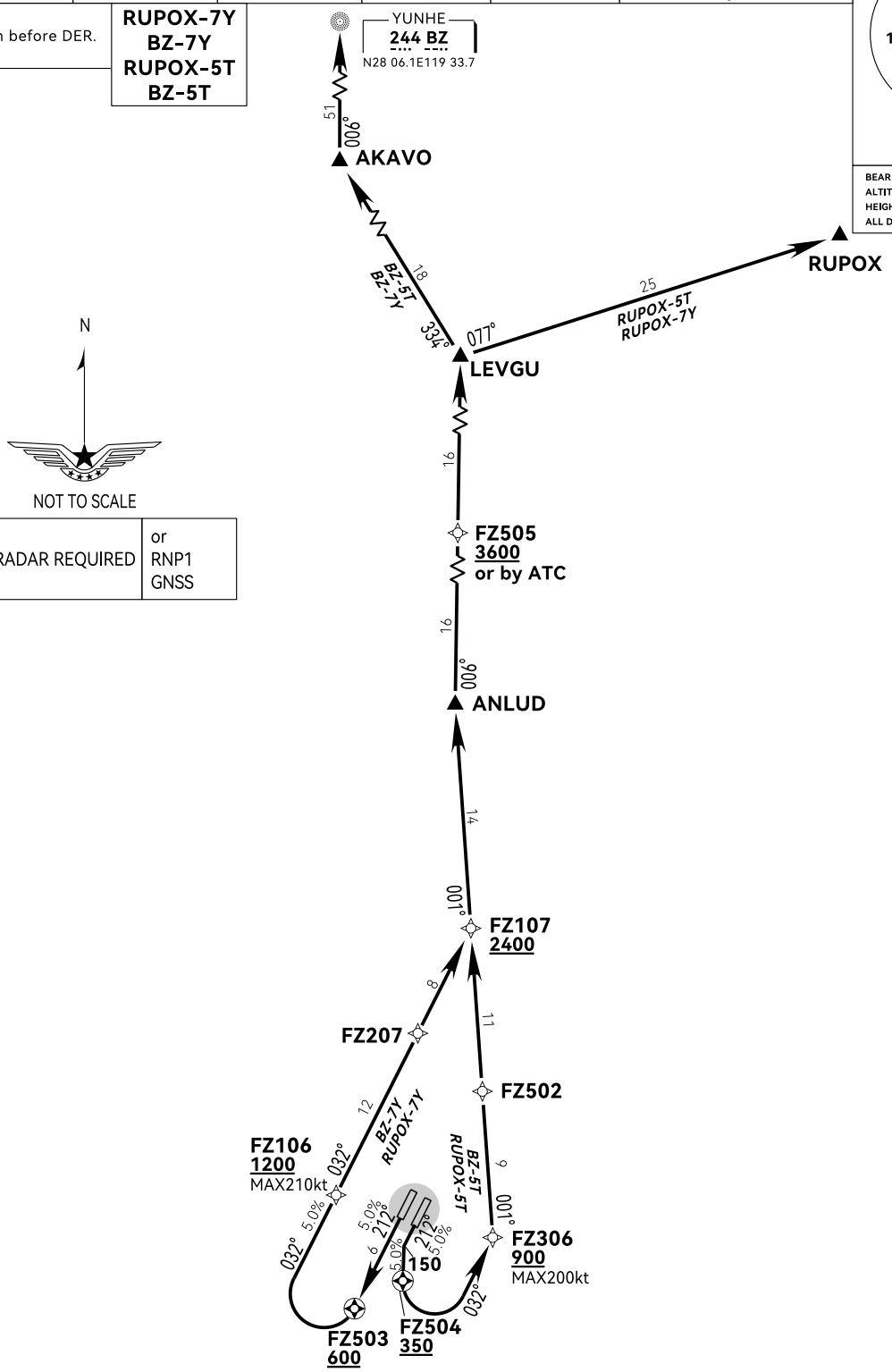
FUZHOU/Changle

ZSFZ/FOC VAR4.9°W AD ELEV 14.3 RNAV RWY21/22(BZ/RUPOX)

D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

Note:Turning is forbidden before DER.

RUPOX-7Y
BZ-7Y
RUPOX-5T
BZ-5T



RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS

RWY	SID	Database ID	ROUTING
21	RUPOX-7Y	RUPX7Y	FZ503-FZ106-FZ207-FZ107-ANLUD-FZ505-LEVGU-RUPOX
	BZ-7Y	BZ7Y	FZ503-FZ106-FZ207-FZ107-ANLUD-FZ505-LEVGU-AKAVO-BZ
22	RUPOX-5T	RUPX5T	150-FZ504-FZ306-FZ502-FZ107-ANLUD-FZ505-LEVGU-RUPOX
	BZ-5T	BZ5T	150-FZ504-FZ306-FZ502-FZ107-ANLUD-FZ505-LEVGU-AKAVO-BZ

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

3P-4

FUZHOU/Changle

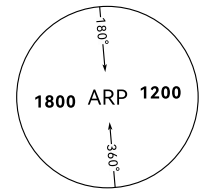
ZSFZ/FOC VAR4.9°W AD ELEV 14.3

RNAV RWY21/22(DOVPU)

D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

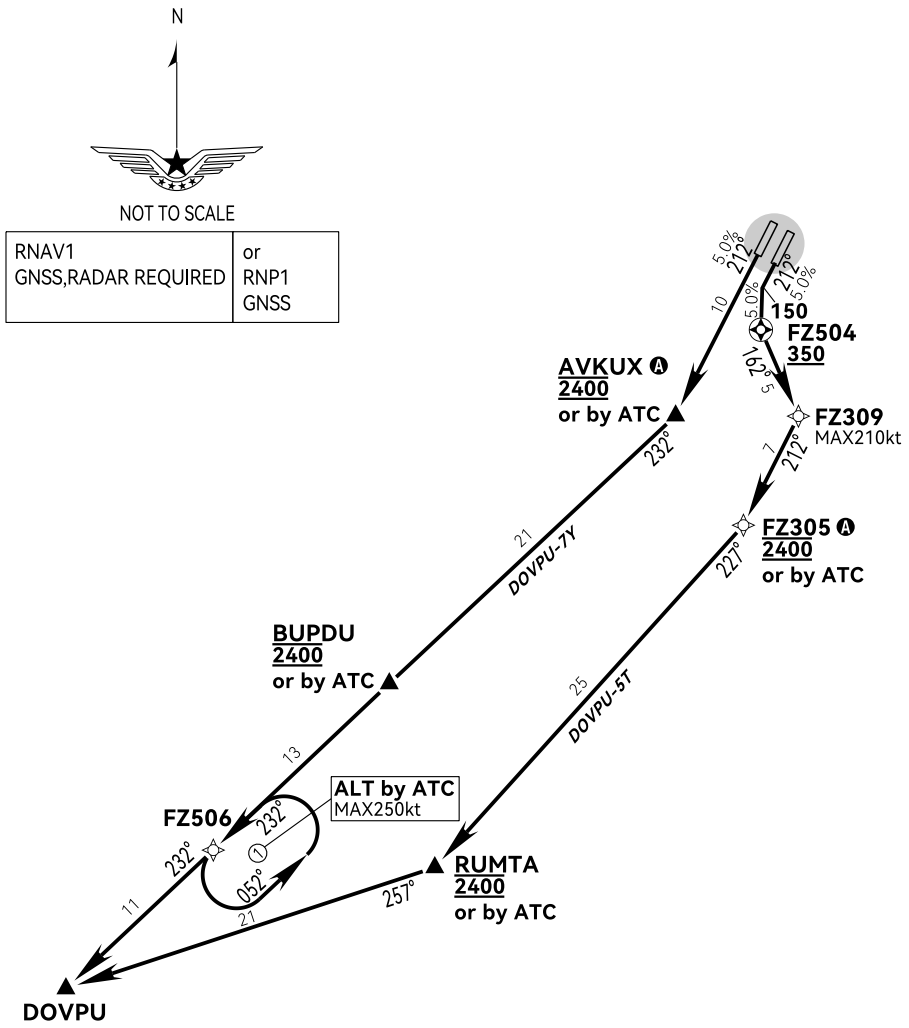
Notes:
1.Turning is forbidden before DER.
2.Ⓐ 2400 is required due airspace restrictions only, flight crew shall request radar vectoring when deviate from standard departure procedure.

DOVPU-7Y
DOVPU-5T



MSA 25NM

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



RWY	SID	Database ID	ROUTING
21	DOVPU-7Y	DOVP7Y	AVKUX-BUPDU-FZ506-DOVPU
22	DOVPU-5T	DOVP5T	150-FZ504-FZ309-FZ305-RUMTA-DOVPU

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

3V-1

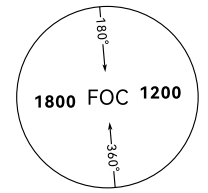
FUZHOU/Changle

ZSFZ/FOC VAR4.9°W AD ELEV 14.3 RWY03/04

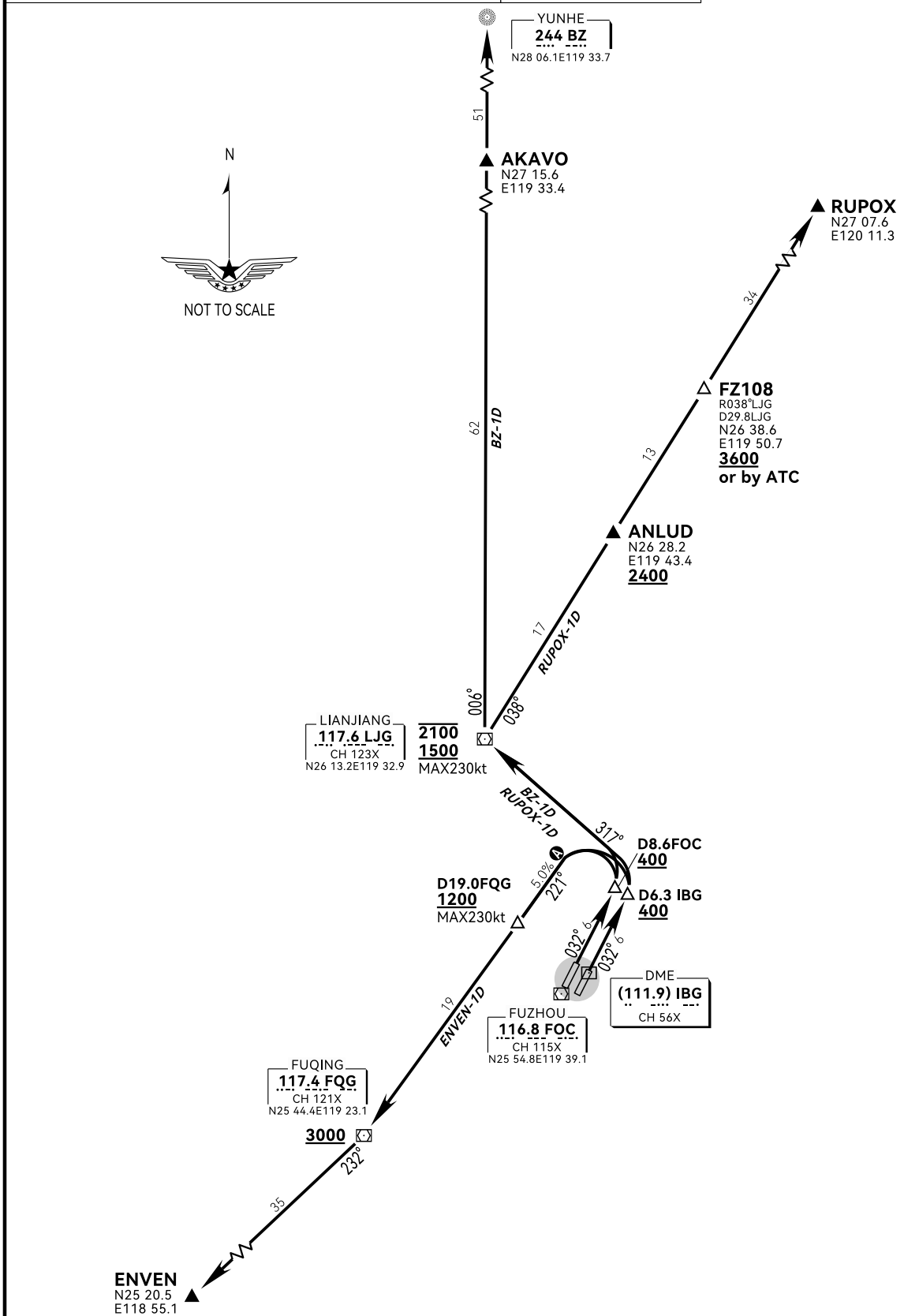
D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

Note:
Ⓐ *ENVEN-1D* : ≥5.0% climb gradient required from DER to D19.0FQG.

RUPOX-1D(RUPX1D)
ENVEN-1D(ENVE1D)
BZ-1D(BZ1D)



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



Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

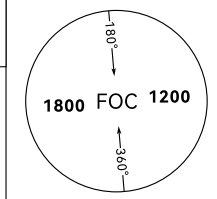
3V-2

FUZHOU/Changle

ZSFZ/FOC VAR4.9°W AD ELEV 14.3 RWY21/22

D-ATIS	Fuzhou Approach			Fuzhou Tower		TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)
	APP01	APP02	APP03	TWR(E)	TWR(W)	
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)	

RUPOX-3B(RUPX3B)
ENVEN-3B(ENVE3B)
BZ-3B(BZ3B)



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

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5L-1

AD ELEV 14.3
THR ELEV 6.3

FUZHOU/Changle

RNAV ILS/DME z RWY03

D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

LOC	Final Apch Crs	FAF
ICL 110.7	032°	D9.2 ICL 900(894)

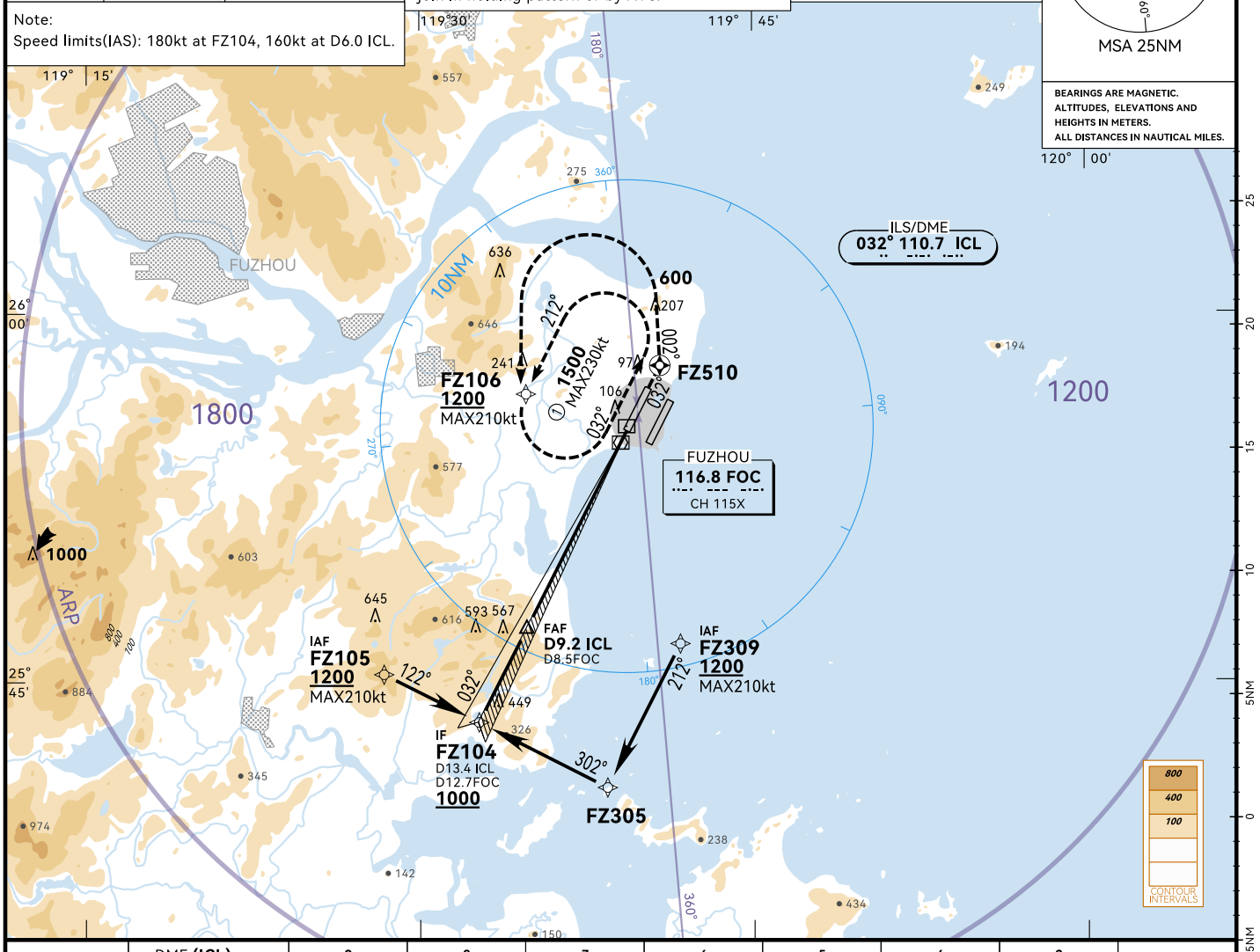
MISSED APPROACH
Climb straight to FZ510, turn LEFT and track 002° to 600, then turn LEFT to FZ106 at 1200 or above, join in holding pattern or by ATC.

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

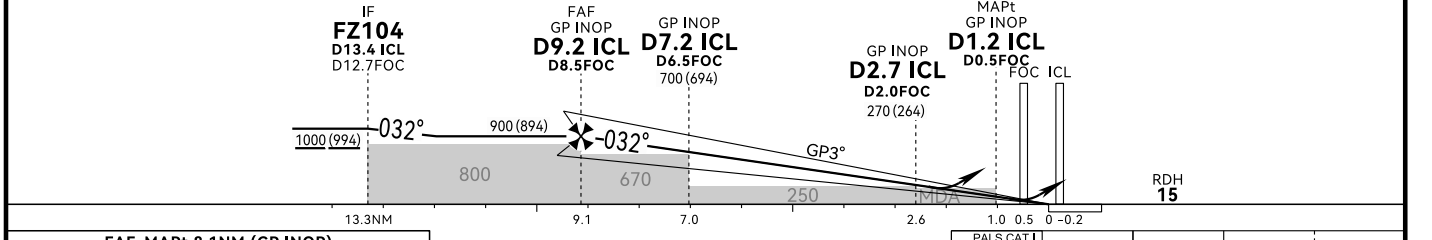
Note:
Speed limits(IAS): 180kt at FZ104, 160kt at D6.0 ICL.

1800 ARP 1200
MSA 25NM

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



GP INOP	DME (ICL)	9	8	7	6	5	4	3	
	ALT	879	782	685	588	491	394	297	



FAF-MAPt 8.1NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	6:05	4:52	4:03	3:28	3:02	2:42
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

PALS CAT I
PAPI
FZ510
LT
002° 600
&

	ILS/DME MACG 5.0%				ILS/DME MACG 2.5%				GP INOP			CIRCLING			ILS HUD Special CAT I MACG 5.0%			
	DA(H)	OCA(H)	RVR	VIS	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	(DH)	(OCH)	(RA)	RVR
A	66(60)	66(60)	Ⓐ 800	800	106(100)	106(100)	1200	1200	220(214)	220(214)	3200	260(246)	260(246)	4000	(45)	(45)	(47)	450
B												300(286)	300(286)	4000				
C					106(100)	106(100)	1400	1400	220(214)	220(214)	3400	370(356)	370(356)	4400				
D					106(100)	106(100)	1600	1600	220(214)	220(214)	3600	680(666)	680(666)	5000				

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC VAR4.9°W

5L-2

AD ELEV 14.3
THR ELEV 6.3

FUZHOU/Changle

ILS/DME y RWY03

D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

LOC	Final Apch Crs	FAF
ICL 110.7	032°	D9.2 ICL 900(894)

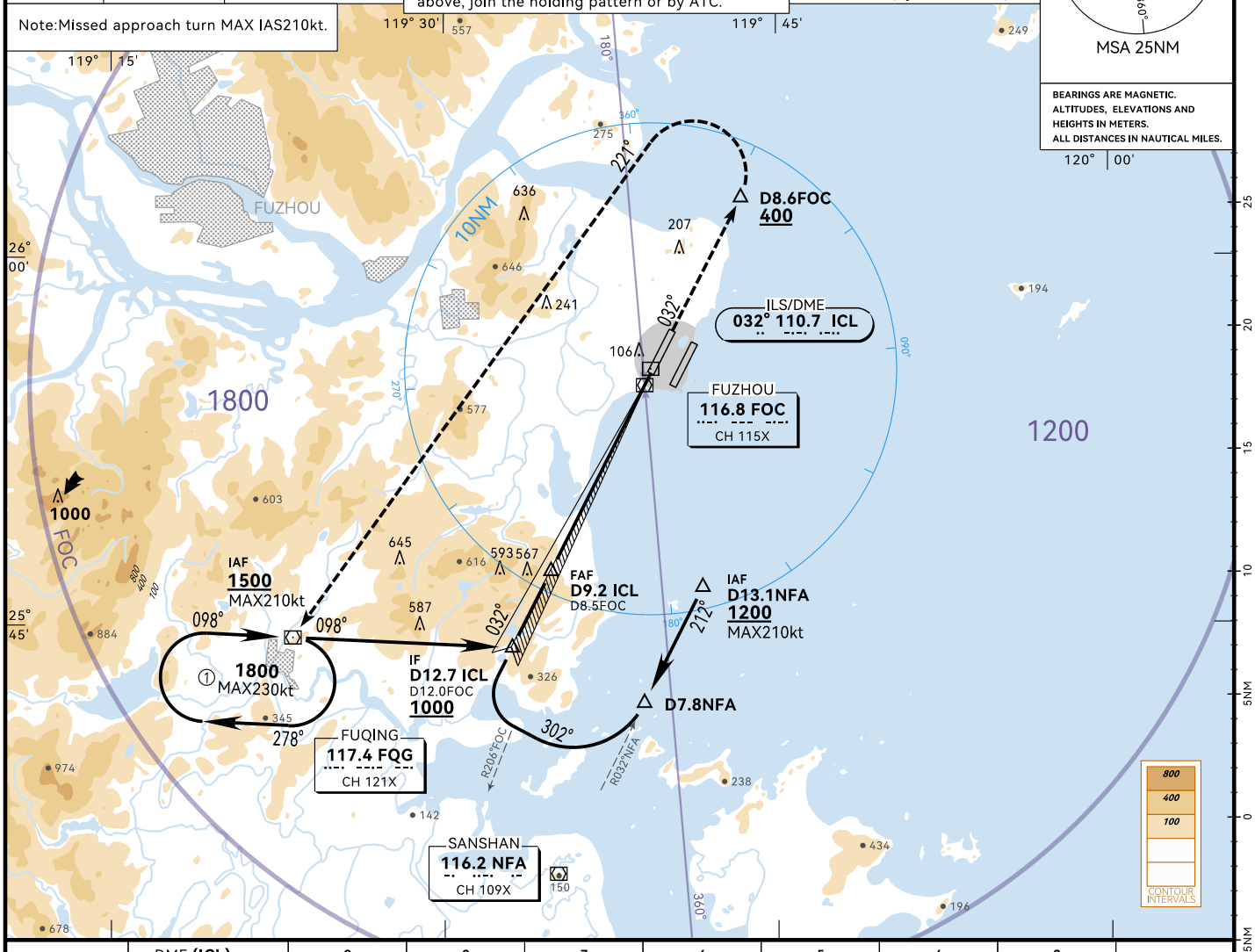
MISSED APPROACH
Climb straight to D8.6FOC at 400 or above, turn LEFT and along track 221° to 'FQG' at 1500 or above, join the holding pattern or by ATC.

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

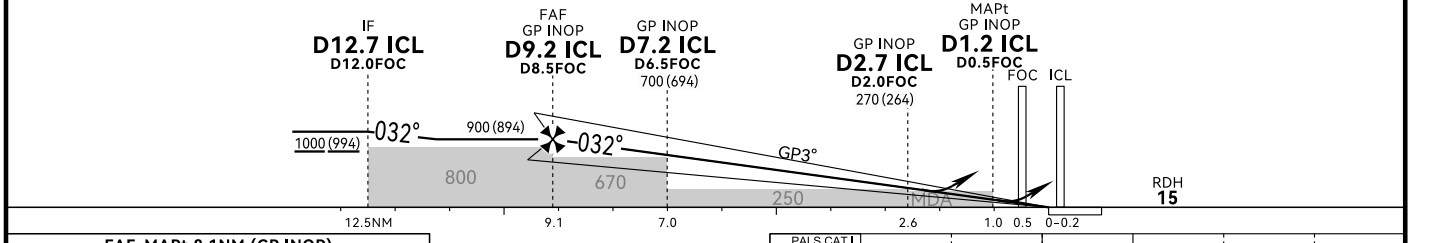
Note:Missed approach turn MAX IAS210kt.

1800 FOC 1200
MSA 25NM

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



GP INOP	DME (ICL)	9	8	7	6	5	4	3	
	ALT	879	782	685	588	491	394	297	



FAF-MAPt 8.1NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	6:05	4:52	4:03	3:28	3:02	2:42
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

PALS CAT I
PAPI

D8.6 FOC 400 & | 210kt MAX LT | 221° | FQG 117.4 & | 1500 &

	ILS/DME MACG 2.5%				ILS/DME MACG 5.0%				GP INOP			CIRCLING			ILS HUD Special CAT I MACG 5.0%			
	DA(H)	OCA(H)	RVR	VIS	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	(DH)	(OCH)	(RA)	RVR
A	86(80)	86(80)	800	800	66(60)	66(60)	800Ⓐ	800	220(214)	220(214)	3200	260(246)	260(246)	4000	(45)	(45)	(47)	450
B												300(286)	300(286)	4000				
C									220(214)	220(214)	3400	370(356)	370(356)	4400				
D									220(214)	220(214)	3600	680(666)	680(666)	5000				

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5L-3

AD ELEV 14.3
DTHR ELEV 6.9

FUZHOU/Changle

RNAV ILS/DME z RWY04

D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

LOC	Final Apch Crs	FAF
IFB 108.55	032°	D9.2 IFB 900(893)

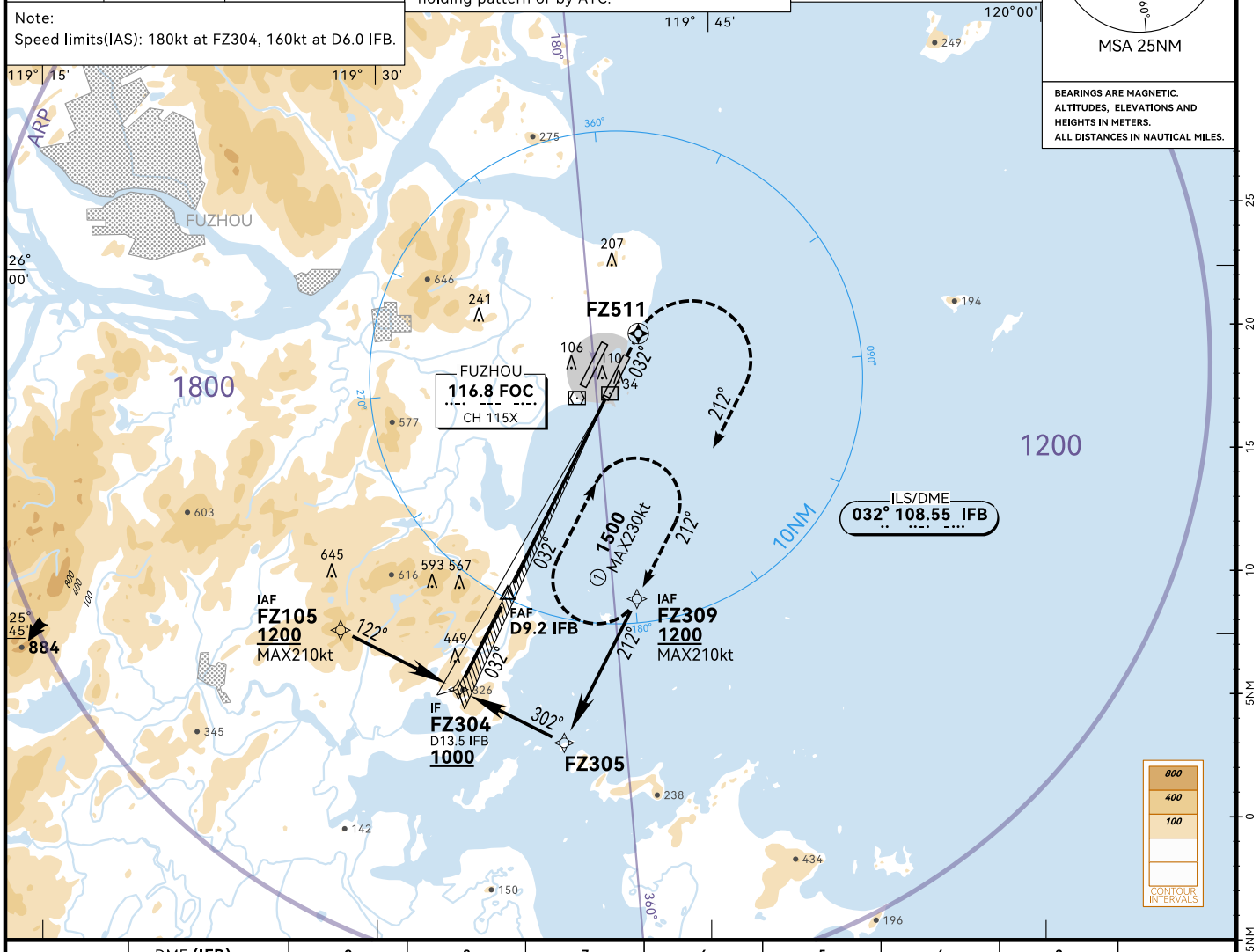
MISSED APPROACH
Climb straight ahead to FZ511, turn RIGHT and track 212° to FZ309 at 1200 or above, join the holding pattern or by ATC.

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

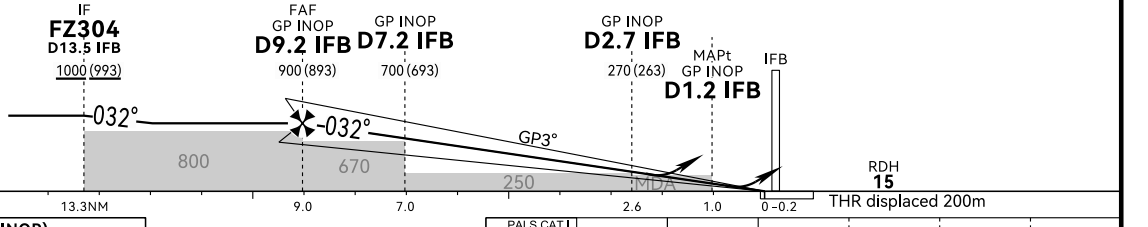
Note:
Speed limits(IAS): 180kt at FZ304, 160kt at D6.0 IFB.

1800 ARP 1200
MSA 25NM

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



GP INOP	DME (IFB)	9	8	7	6	5	4	3	
	ALT	879	782	685	588	491	394	297	



FAF-MAPt 8.0NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	6:00	4:48	4:00	3:26	3:00	2:40
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

PALS CAT I
PAPI

FZ511

RT

212° & FZ309 & 1200 & 210kt MAX

	ILS/DME				GP INOP			CIRCLING			ILS HUD Special CAT I MACG 5.0%			
	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	(DH)	(OCH)	(RA)	RVR
A	67(60)	67(60)	800Ⓐ	800	220(213)	220(213)	3200	260(246)	260(246)	4000	(45)	(45)	(47)	450
B								300(286)	300(286)	4000				
C					220(213)	220(213)	3400	370(356)	370(356)	4400				
D					220(213)	220(213)	3600	680(666)	680(666)	5000				

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5L-4

AD ELEV 14.3
DTHR ELEV 6.9

FUZHOU/Changle

ILS/DME y RWY04

D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

LOC IFB	Final Apch Crs	FAF
108.55	032°	D9.2 IFB 900(893)

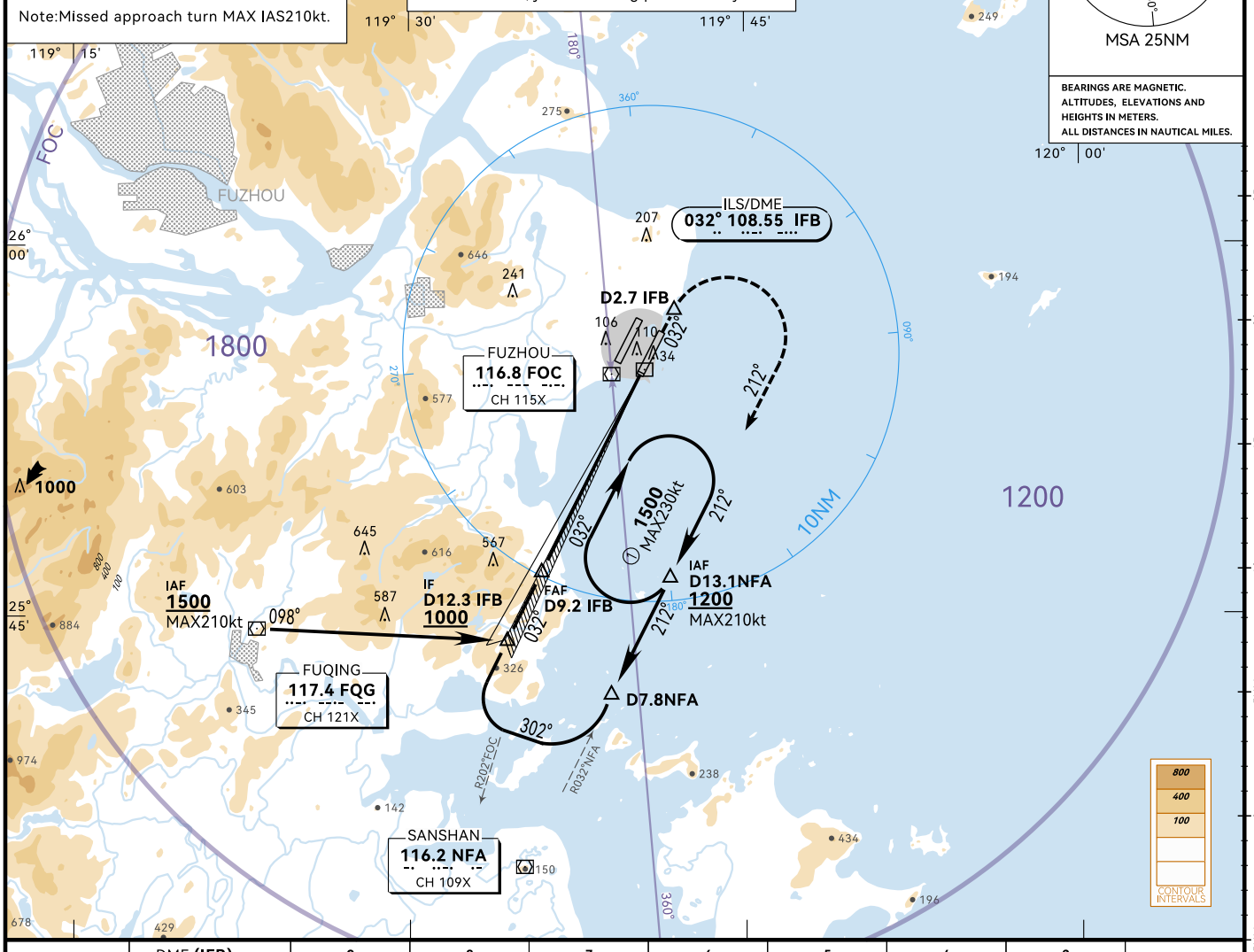
MISSED APPROACH
Climb straight to D2.7 IFB, turn RIGHT and along track 212° towards NFA, reaching D13.1NFA at 1200 or above, join in holding pattern or by ATC.

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

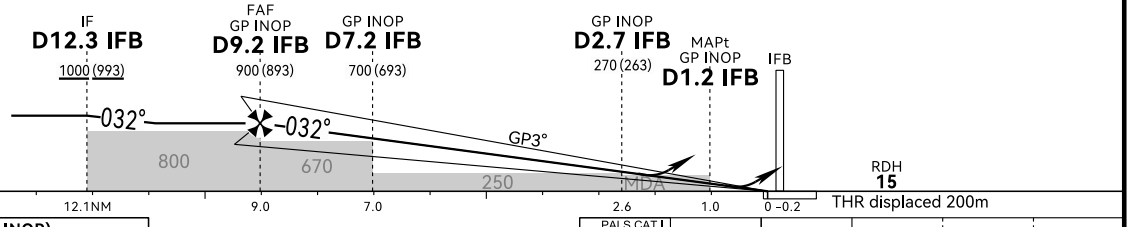
Note:Missed approach turn MAX IAS210kt.

1800 FOC 1200
MSA 25NM

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



GP INOP	DME (IFB)	9	8	7	6	5	4	3	
	ALT	879	782	685	588	491	394	297	



FAF-MAPt 8.0NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	6:00	4:48	4:00	3:26	3:00	2:40
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

PALS CAT I | PAPI | D2.7 IFB | 210kt MAX RT | 212° | D13.1 NFA & & | 1200

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	VIS	CIRCLING MDA(H)	OCA(H)	VIS	ILS HUD Special CAT I MACG 5.0% (DH)	(OCH)	(RA)	RVR
A	67(60)	67(60)	800 Ⓐ	800	220(213)	220(213)	3200	260(246)	260(246)	4000	(45)	(45)	(47)	450
B								300(286)	300(286)	4000				
C					220(213)	220(213)	3400	370(356)	370(356)	4400				
D					220(213)	220(213)	3600	680(666)	680(666)	5000				

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5L-5

AD ELEV 14.3
THR ELEV 14.3

FUZHOU/Changle

RNAV ILS/DME z RWY21

D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

LOC	Final Apch Crs	FAF
INN 110.3	212°	D6.1 INN 600(586)

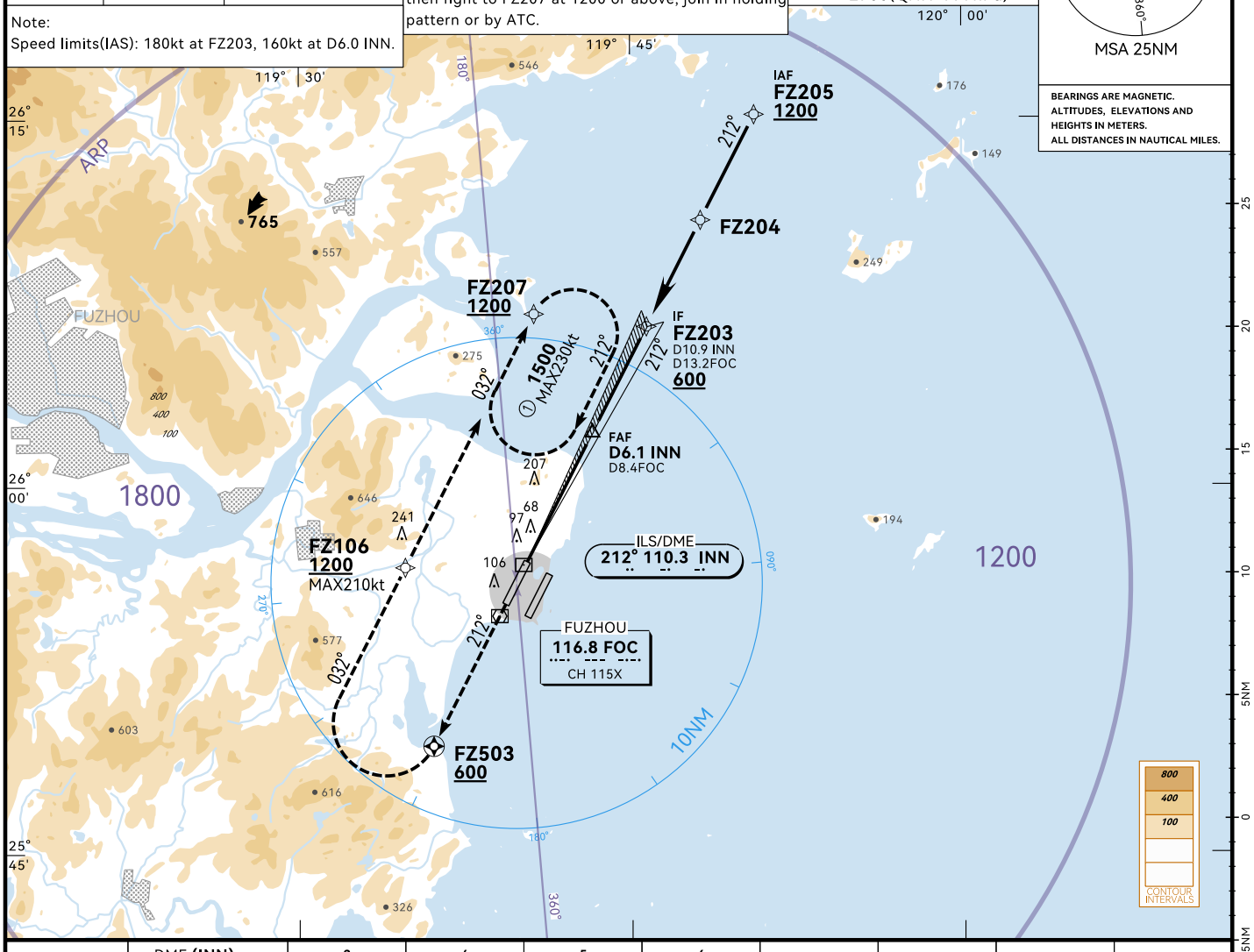
MISSED APPROACH
Climb straight to FZ503 at 600 or above, turn RIGHT and along track 032° to FZ106 at 1200 or above, then fight to FZ207 at 1200 or above, join in holding pattern or by ATC.

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

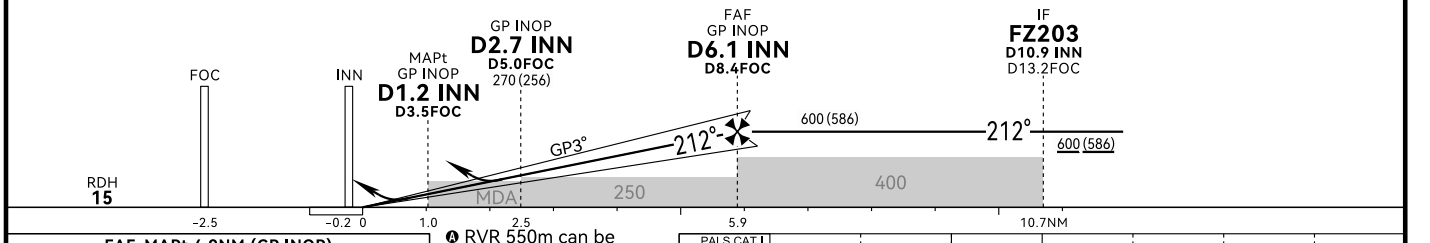
Note:
Speed limits(IAS): 180kt at FZ203, 160kt at D6.0 INN.

1800 ARP 1200
MSA 25NM

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



GP INOP	DME (INN)	3	4	5	6				
	ALT	303	400	497	594				



FAF-MAPt 4.9NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	3:41	2:56	2:27	2:06	1:50	1:38
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

PALS CAT I
PAPI

FZ503 & 600

RT

032° & FZ106 & 1200 & 210kt MAX

	ILS/DME MACG 2.5%			ILS/DME MACG 5.0%				GP INOP			CIRCLING			ILS HUD Special CAT I MACG 5.0%			
	DA(H)	OCA(H)	VIS	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	(DH)	(OCH)	(RA)	RVR
A	194(180)	194(180)	2600	74(60)	74(60)	Ⓐ 800	800	220(206)	220(206)	3200	260(246)	260(246)	4000	(45)	(45)	(40)	450
B											300(286)	300(286)	4000				
C	194(180)	194(180)	2800					220(206)	220(206)	3400	370(356)	370(356)	4400				
D	194(180)	194(180)	3000					220(206)	220(206)	3600	680(666)	680(666)	5000				

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5L-6

AD ELEV 14.3
THR ELEV 14.3

FUZHOU/Changle

ILS/DME y RWY21

D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

LOC	Final Apch Crs	FAF
INN 110.3	212°	D6.1 INN 600(586)

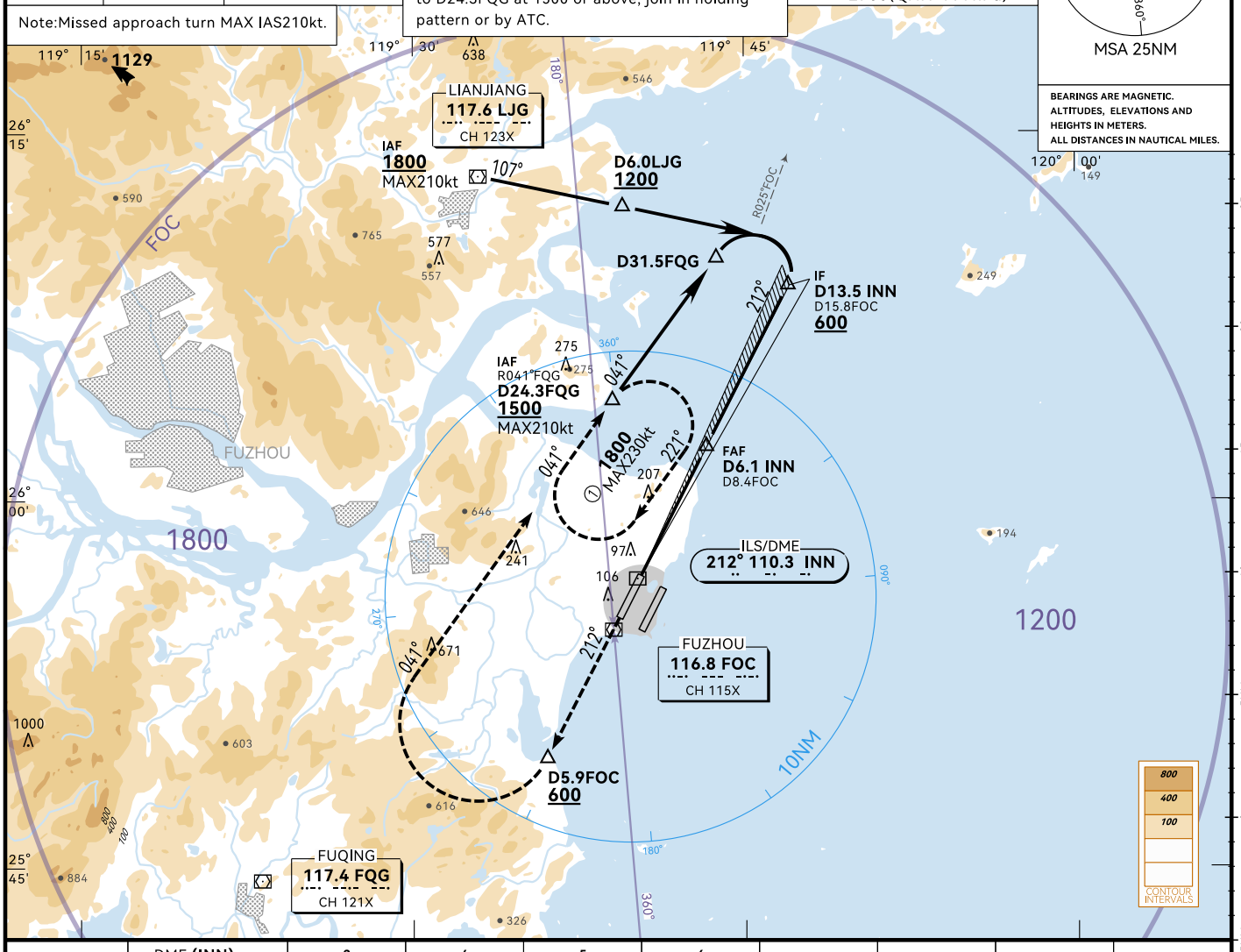
MISSED APPROACH
Climb straight to D5.9FOC at 600 or above, turn RIGHT and intercept R041°FQG, along track 041° to D24.3FQG at 1500 or above, join in holding pattern or by ATC.

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

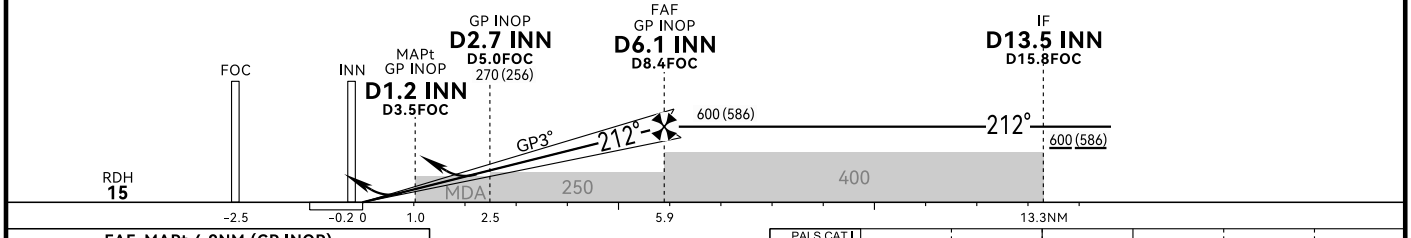
Note:Missed approach turn MAX IAS210kt.

1800 FOC 1200
MSA 25NM

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



GP INOP	DME (INN)	3	4	5	6				
	ALT	303	400	497	594				



FAF-MAPt 4.9NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	3:41	2:56	2:27	2:06	1:50	1:38
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

PALS CAT I
PAPI

D5.9 FOC	600	210kt MAX RT	041°	D24.3 FQG	1500
	&		&	&	

	ILS/DME MACG 2.5% DA(H)	OCA(H)	VIS	ILS/DME MACG 5.0% DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	VIS	CIRCLING MDA(H)	OCA(H)	VIS	ILS HUD Special CAT I MACG 5.0% (DH)	(OCH)	(RA)	RVR
A	194(180)	194(180)	2600	74(60)	74(60)	Ⓐ 800	800	220(206)	220(206)	3200	260(246)	260(246)	4000	(45)	(45)	(40)	450
B											300(286)	300(286)	4000				
C	194(180)	194(180)	2800					220(206)	220(206)	3400	370(356)	370(356)	4400				
D	194(180)	194(180)	3000					220(206)	220(206)	3600	680(666)	680(666)	5000				

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5L-7

AD ELEV 14.3
THR ELEV 8.0

FUZHOU/Changle

RNAV ILS/DME z RWY22

D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

LOC	Final Apch Crs	FAF
IBG 111.9	212°	D6.1 IBG 600(592)

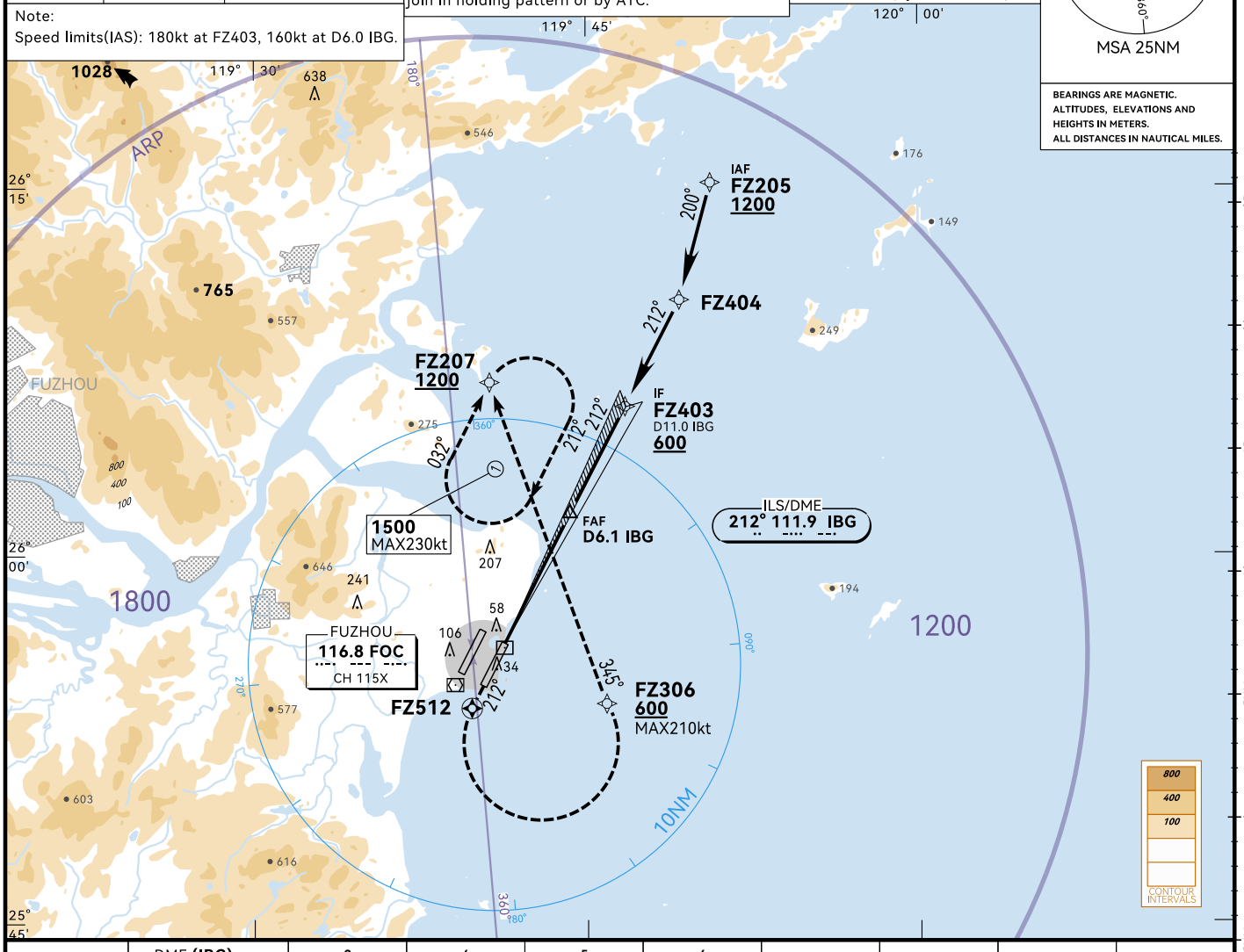
MISSED APPROACH
Climb straight to FZ512, turn LEFT to FZ306 at 600 or above, then turn LEFT to FZ207 at 1200 or above, join in holding pattern or by ATC.

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

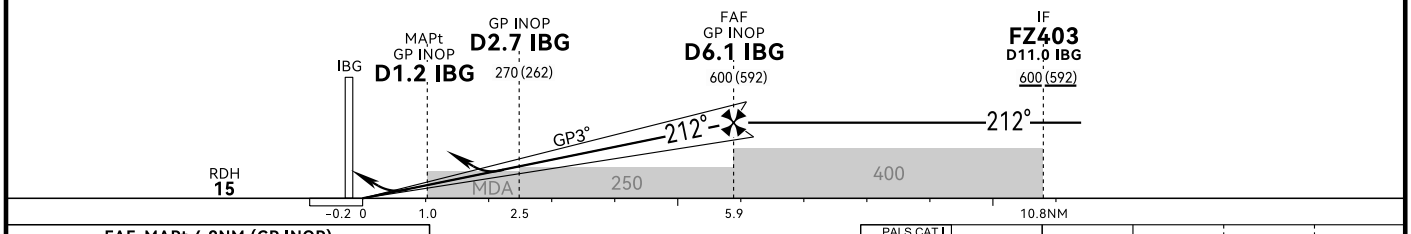
Note:
Speed limits(IAS): 180kt at FZ403, 160kt at D6.0 IBG.

1800 ARP 1200
MSA 25NM

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



GP INOP	DME (IBG)	3	4	5	6				
	ALT	298	395	492	589				



FAF-MAPt 4.9NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	3:41	2:56	2:27	2:06	1:50	1:38
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

PALS CAT I
PAPI

FZ512

LT

FZ306 & 600 & 210kt MAX

	ILS/DME				GP INOP			CIRCLING			ILS HUD Special CAT I MACG 5.0%			
	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	(DH)	(OCH)	(RA)	RVR
A	68(60)	68(60)	800Ⓐ	800	220(212)	220(212)	3200	260(246)	260(246)	4000	(45)	(45)	(46)	450
B								300(286)	300(286)	4000				
C					220(212)	220(212)	3400	370(356)	370(356)	4400				
D					220(212)	220(212)	3600	680(666)	680(666)	5000				

Changes: Landing minima.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5L-8

AD ELEV 14.3
THR ELEV 8.0

FUZHOU/Changle

ILS/DME y RWY22

D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	**125.175** (133.05)	**124.85** (133.05)	**127.925** (133.05)	**118.125** (124.35)	**118.45** (124.35)

LOC	Final Apch Crs	FAF
IBG 111.9	**212°**	**D6.1 IBG** 600(592)

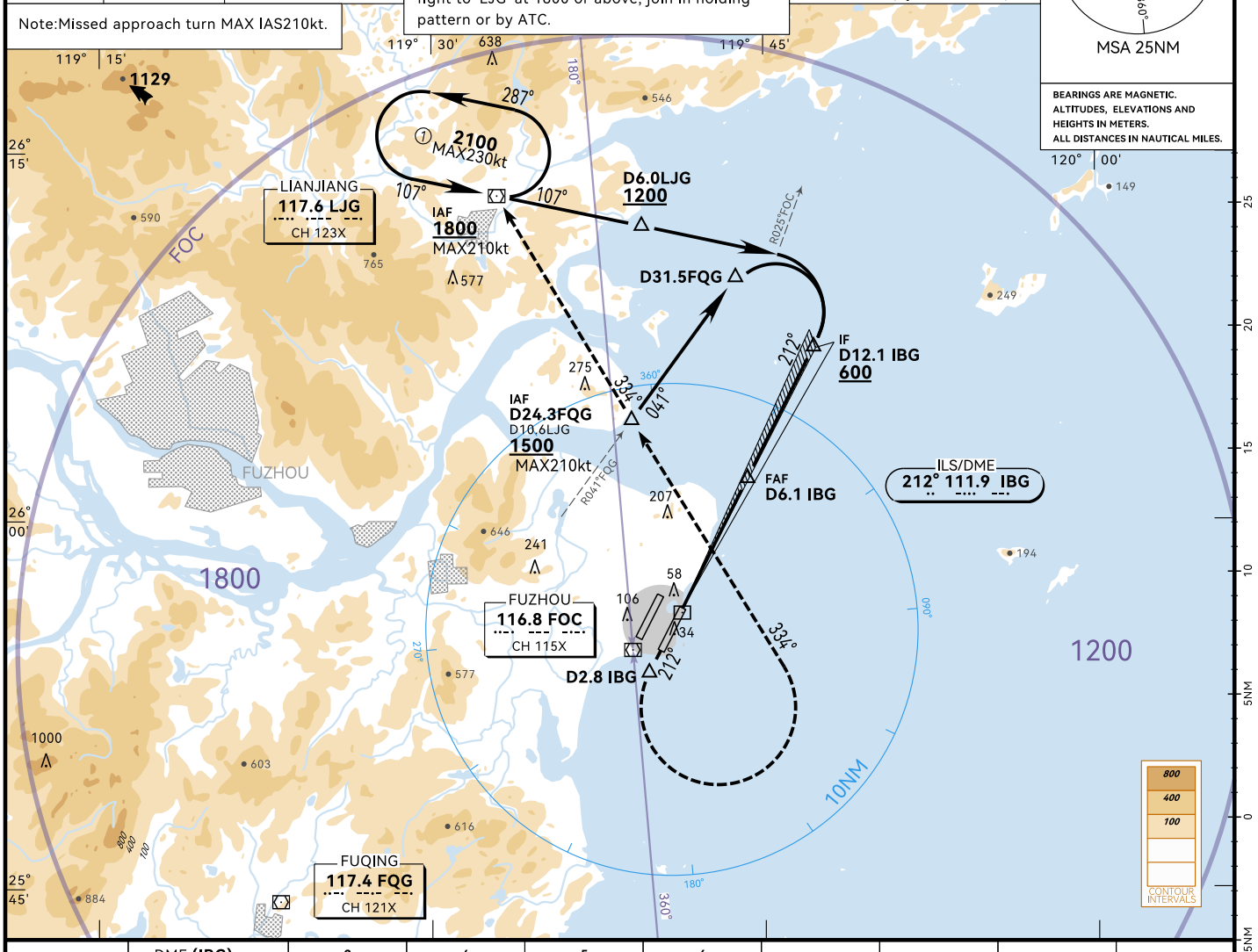
MISSED APPROACH
Climb straight to D2.8 IBG, turn LEFT and along track 334° to D10.6LJG at 1500 or above, then fight to 'LJG' at 1800 or above, join in holding pattern or by ATC.

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

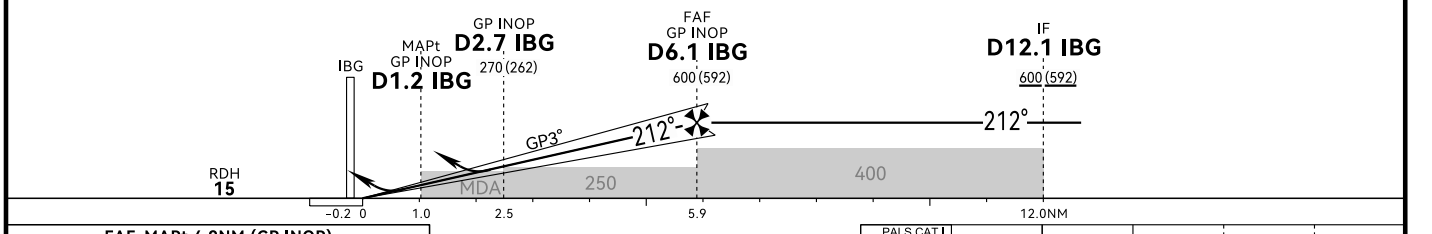
Note:Missed approach turn MAX IAS210kt.

1800 FOC 1200
MSA 25NM

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



GP INOP	DME (IBG)	3	4	5	6				
	ALT	298	395	492	589				



FAF-MAPt 4.9NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	**3:41**	**2:56**	**2:27**	**2:06**	**1:50**	**1:38**
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

PALS CAT I | PAPI | **D2.8 IBG** | **210kt** MAX LT | **334°** | **D10.6 LJG** & & | **1500**

	ILS/DME				GP INOP			CIRCLING			ILS HUD Special CAT I MACG 5.0%			
	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	(DH)	(OCH)	(RA)	RVR
A	68(60)	68(60)	800Ⓐ	800	220(212)	220(212)	3200	260(246)	260(246)	4000	(45)	(45)	(46)	450
B								300(286)	300(286)	4000				
C					220(212)	220(212)	3400	370(356)	370(356)	4400				
D					220(212)	220(212)	3600	680(666)	680(666)	5000				

Changes: Landing minima.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5L-8

AD ELEV 14.3
THR ELEV 8.0

FUZHOU/Changle

ILS/DME y RWY22

D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

LOC	Final Apch Crs	FAF
IBG 111.9	212°	D6.1 IBG 600(592)

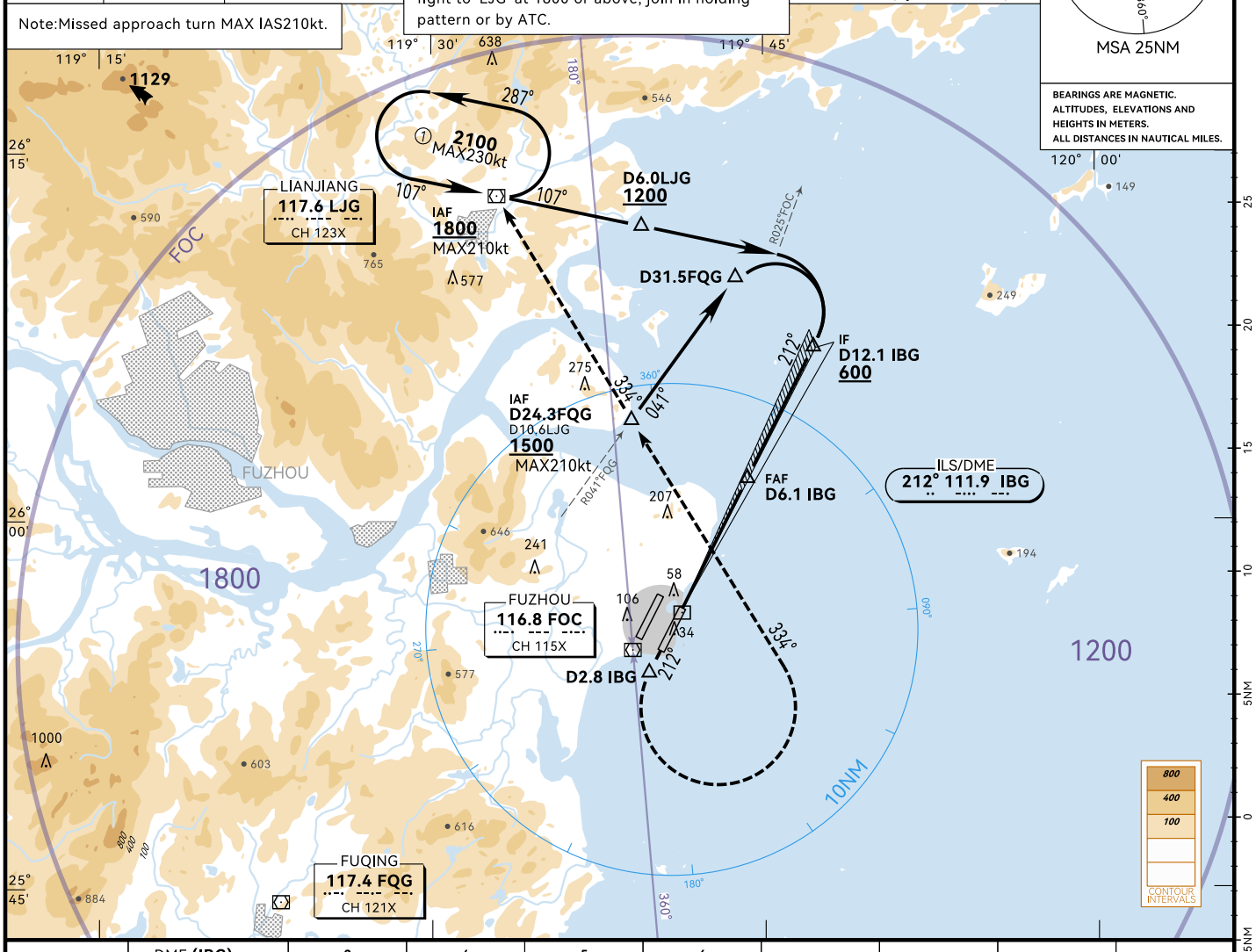
MISSED APPROACH
Climb straight to D2.8 IBG, turn LEFT and along track 334° to D10.6LJG at 1500 or above, then fight to 'LJG' at 1800 or above, join in holding pattern or by ATC.

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

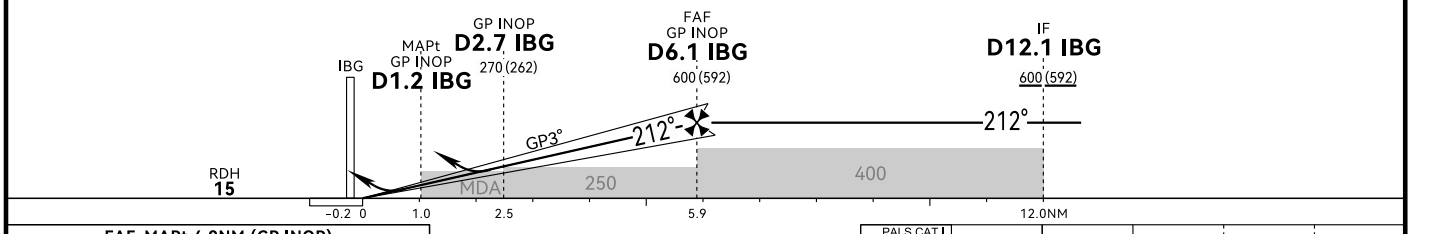
Note:Missed approach turn MAX IAS210kt.

1800 FOC 1200
MSA 25NM

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



GP INOP	DME (IBG)	3	4	5	6				
	ALT	298	395	492	589				



FAF-MAPt 4.9NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	3:41	2:56	2:27	2:06	1:50	1:38
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

PALS CAT I	D2.8 IBG	210kt MAX	334°	D10.6 LJG	1500
PAPI		LT		&	&

	ILS/DME				GP INOP			CIRCLING			ILS HUD Special CAT I MACG 5.0%			
	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	RVR	MDA(H)	OCA(H)	VIS	(DH)	(OCH)	(RA)	RVR
A	68(60)	68(60)	800Ⓐ	800	220(212)	220(212)	3200	260(246)	260(246)	4000	(45)	(45)	(46)	450
B								300(286)	300(286)	4000				
C					220(212)	220(212)	3400	370(356)	370(356)	4400				
D					220(212)	220(212)	3600	680(666)	680(666)	5000				

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5V-1

AD ELEV 14.3
THR ELEV 6.3

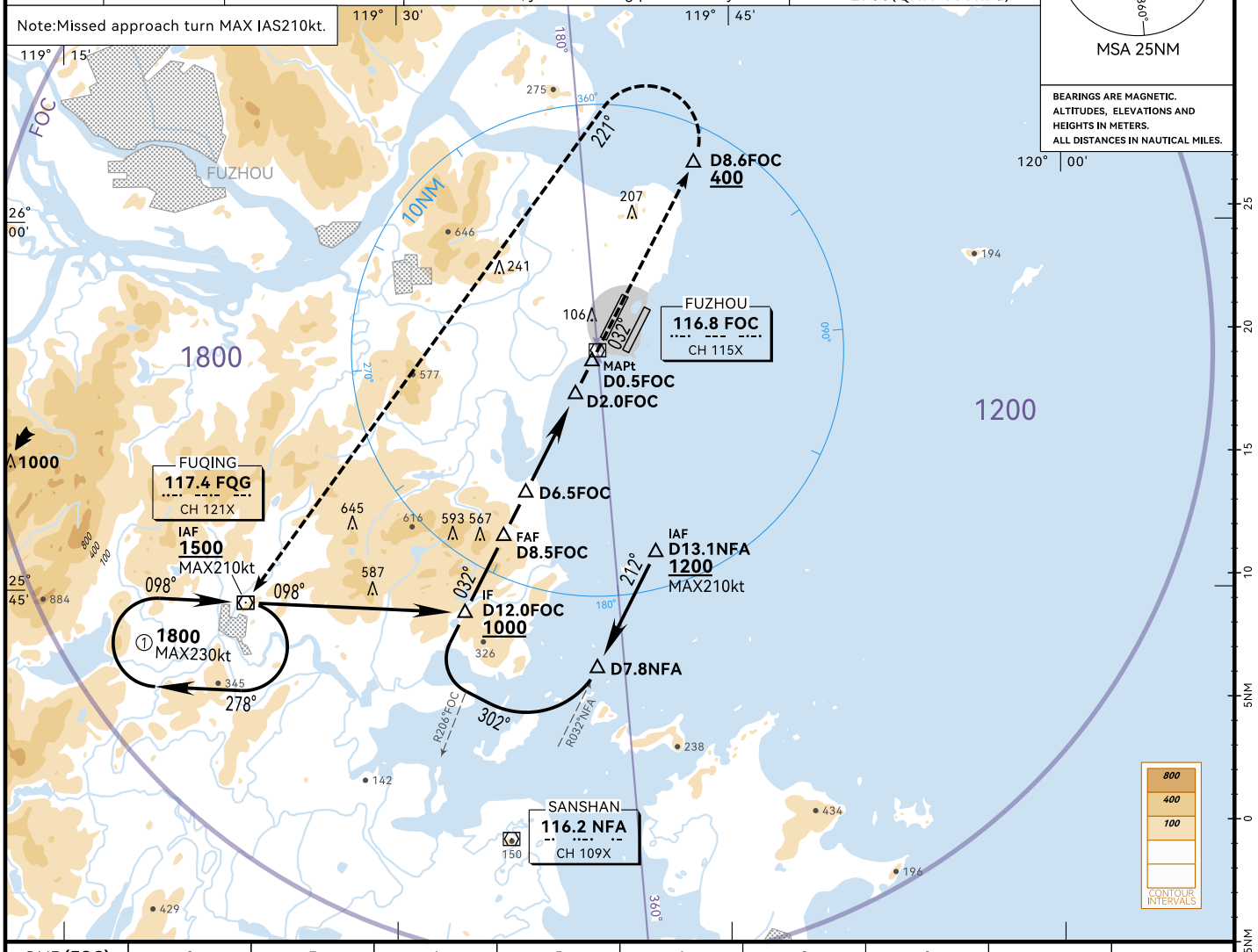
FUZHOU/Changle

VOR/DME RWY03

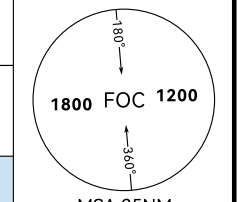
D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

VOR	Final Apch Crs	FAF	MISSED APPROACH		
FOC 116.8	032°	D8.5 FOC 900(894)	Climb straight to D8.6FOC at 400 or above, turn LEFT and along track 221° to 'FQG' at 1500 or above, join in holding pattern or by ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)	

Note:Missed approach turn MAX IAS210kt.

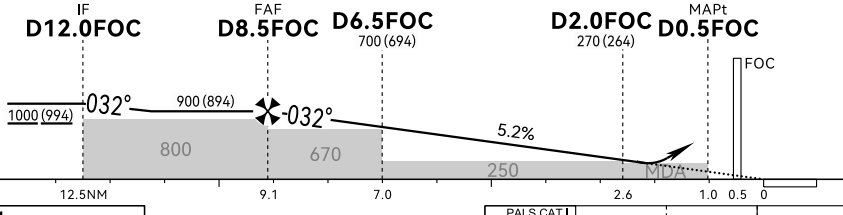


MSA 25NM



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

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



FAF-MAPt 8.1NM						
GS kt	80	100	120	140	160	180
min:sec	6:05	4:52	4:03	3:28	3:02	2:42
5.2%m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT I
PAPI
D8.6 FOC
400
&
210kt MAX
LT
221°
FQG 117.4
&
1500
&

	VOR/DME			CIRCLING		
	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS
A	220(214)	220(214)	3200	260(246)	260(246)	4000
B				300(286)	300(286)	4000
C	220(214)	220(214)	3400	370(356)	370(356)	4400
D	220(214)	220(214)	3600	680(666)	680(666)	5000

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZSFZ/FOC

VAR4.9°W

5V-2

AD ELEV 14.3
THR ELEV 14.3

FUZHOU/Changle

VOR/DME RWY21

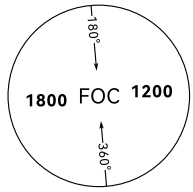
D-ATIS	Fuzhou Approach			Fuzhou Tower	
	APP01	APP02	APP03	TWR(E)(04/22)	TWR(W)(03/21)
126.4	125.175 (133.05)	124.85 (133.05)	127.925 (133.05)	118.125 (124.35)	118.45 (124.35)

VOR	Final Apch Crs	FAF
FOC 116.8	212°	D8.4 FOC 600(586)

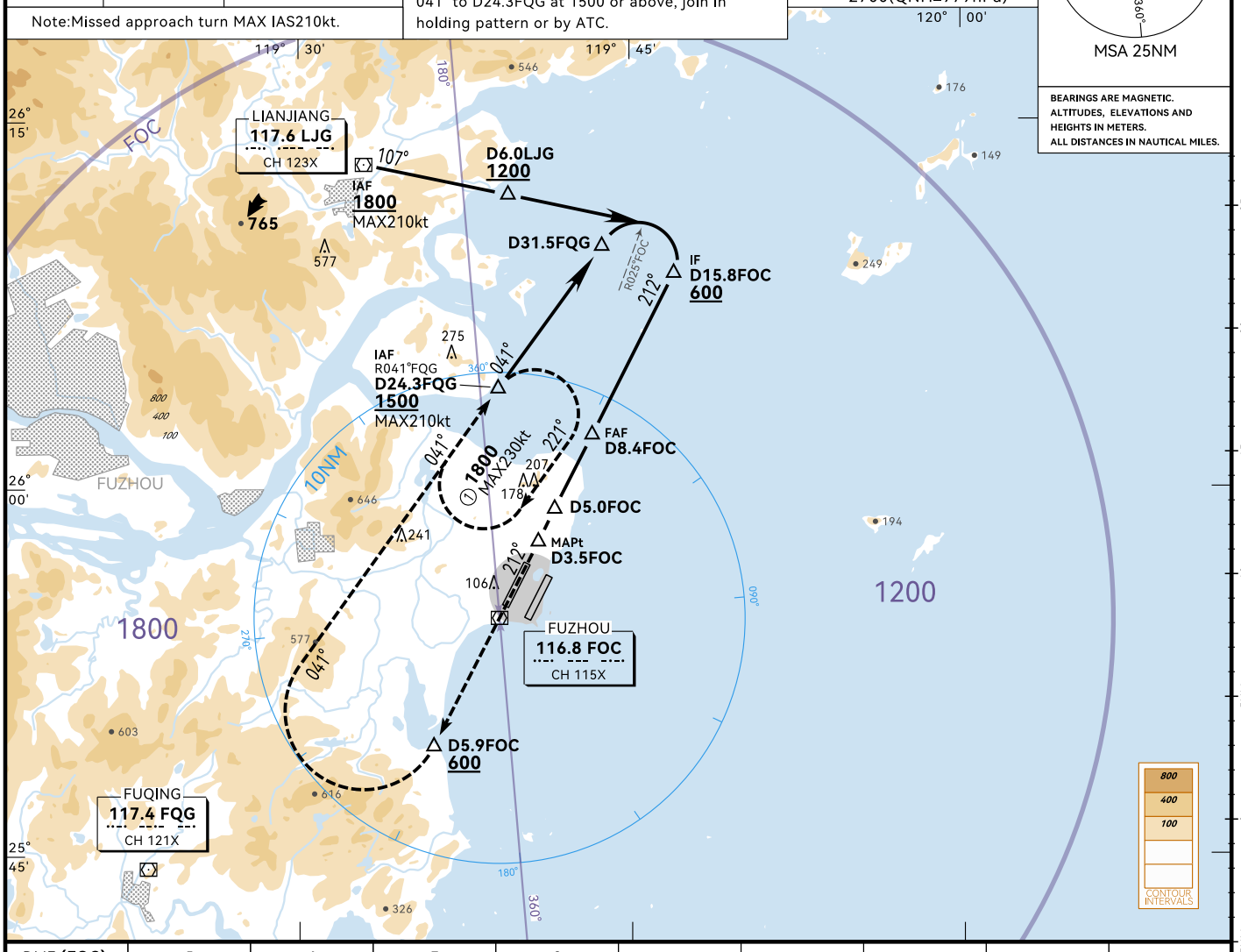
Note:Missed approach turn MAX IAS210kt.

MISSED APPROACH
Climb straight to D5.9FOC at 600 or above, turn RIGHT and intercept R041°FQG, along track 041° to D24.3FQG at 1500 or above, join in holding pattern or by ATC.

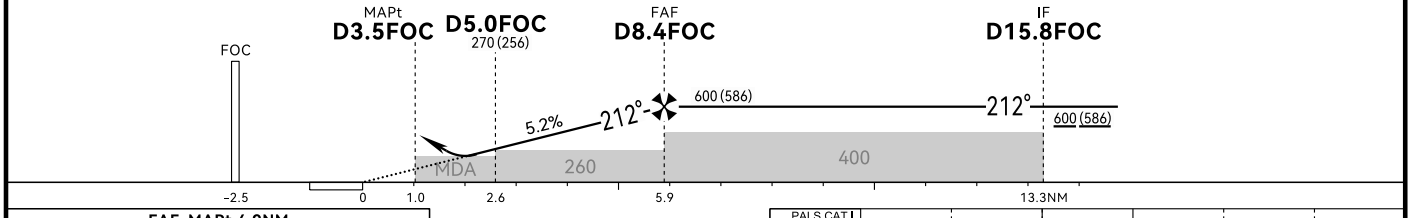
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



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



DME (FOC)	5	6	7	8					
ALT		371	468	565					



FAF-MAPt 4.9NM						
GS kt	80	100	120	140	160	180
min:sec	3:41	2:56	2:27	2:06	1:50	1:38
5.2%fpm	420	530	640	740	850	960

PALS CAT I
PAPI

D5.9 FOC	600	210kt MAX RT	041°	D24.3 FQG	1500
	&		&	&	

	VOR/DME			CIRCLING		
	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS
A	220(206)	220(206)	3200	260(246)	260(246)	4000
B				300(286)	300(286)	4000
C	220(206)	220(206)	3400	370(356)	370(356)	4400
D	220(206)	220(206)	3600	680(666)	680(666)	5000

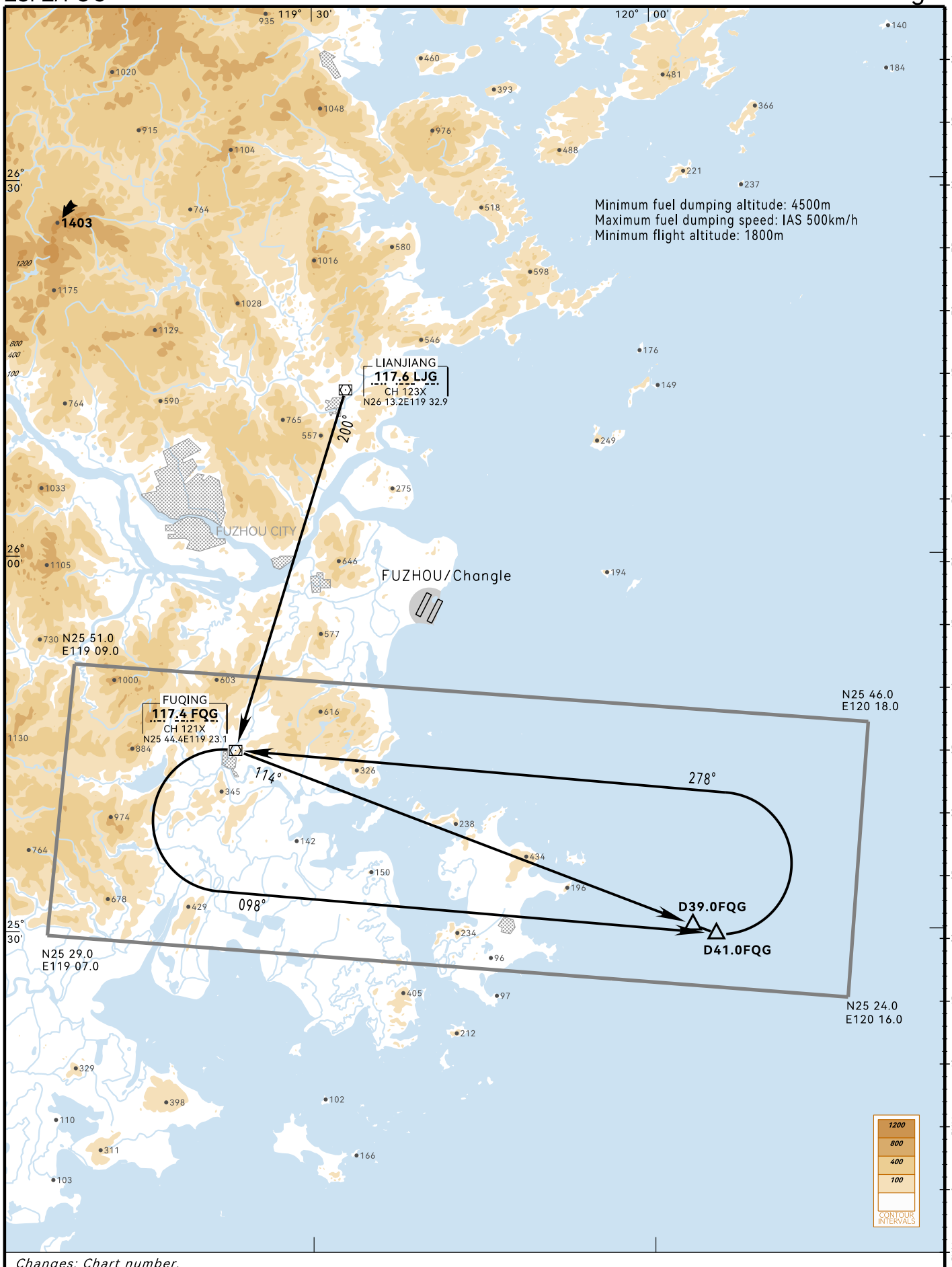
Changes: New chart.

FUEL DUMPING AREA

ZSFZ/FOC

1D-1

FUZHOU/Changle



Changes: Chart number.

AERODROME OBSTACLE CHART-ICAO 6A-1

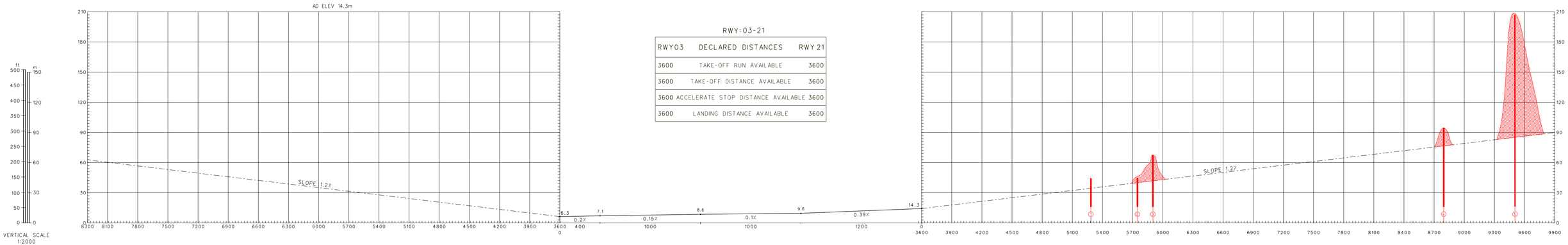
TYPE A(OPERATING LIMITATIONS)

ZSFZ/FOC FUZHOU/Changle

RWY 03/21

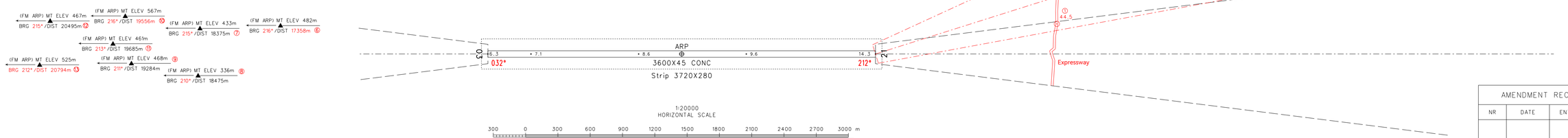
DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 4.9° W



RWY:03-21

RWY03	DECLARED DISTANCES	RWY21
3600	TAKE-OFF RUN AVAILABLE	3600
3600	TAKE-OFF DISTANCE AVAILABLE	3600
3600	ACCELERATE STOP DISTANCE AVAILABLE	3600
3600	LANDING DISTANCE AVAILABLE	3600

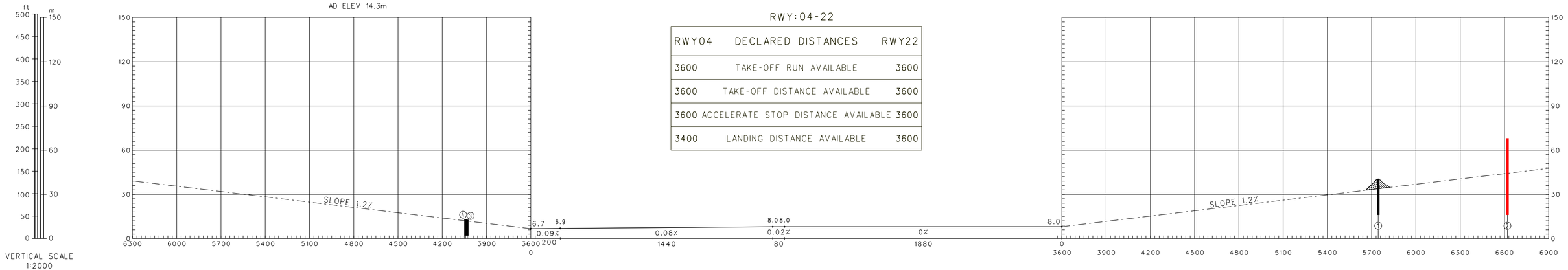


LEGEND	
①	OBST NR
▲	MT
⊙	POLE
═	Road

AMENDMENT RECORD		
NR	DATE	ENTERED BY

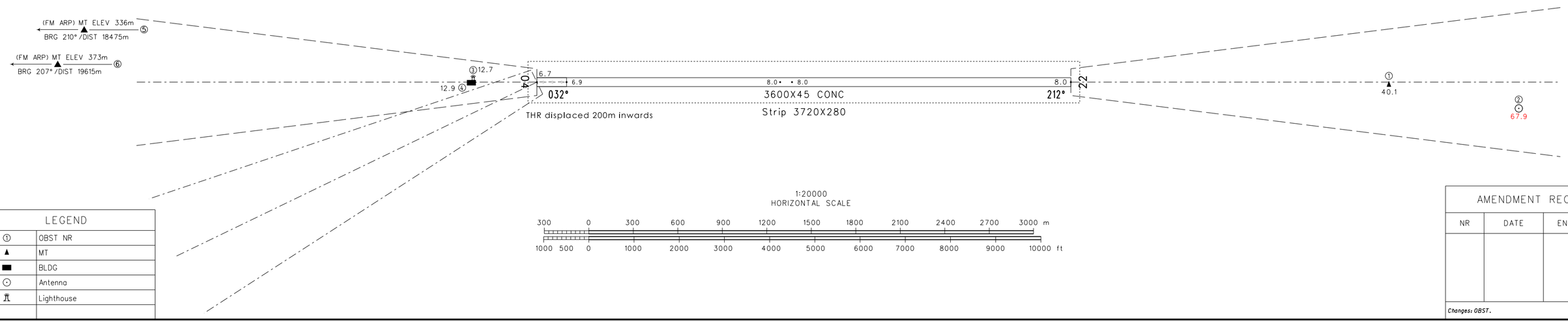
Changes: VAR, OBST.

MAGNETIC VARIATION 4.9° W



RWY: 04-22

RWY04	DECLARED DISTANCES	RWY22
3600	TAKE-OFF RUN AVAILABLE	3600
3600	TAKE-OFF DISTANCE AVAILABLE	3600
3600	ACCELERATE STOP DISTANCE AVAILABLE	3600
3400	LANDING DISTANCE AVAILABLE	3600



LEGEND	
①	OBST NR
▲	MT
■	BLDG
⊙	Antenna
	Lighthouse

AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: OBST.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY03 SID RUPX9Z								
CA			032		150			RNAV1
DF	FZ501				600			RNAV1
TF	FZ207				900	MAX210		RNAV1
TF	LJG				2100 1500			RNAV1
TF	ANLUD							RNAV1
TF	FZ505				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	RUPOX							RNAV1
RWY03 SID DOVP9Z								
CA			032		150			RNAV1
DF	FZ501	Y			600			RNAV1
CF	FZ106		197	L	1500	MAX210		RNAV1
TF	FZ105				2400 or by ATC			RNAV1
TF	BUPDU				2400 or by ATC			RNAV1
TF	FZ506							RNAV1
TF	DOVPU							RNAV1
RWY03 SID BZ9Z								
CA			032		150			RNAV1
DF	FZ501				600			RNAV1
TF	FZ207				900	MAX210		RNAV1
TF	LJG				2100 1500			RNAV1
TF	ANLUD							RNAV1
TF	FZ505				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	AKAVO							RNAV1
TF	BZ							RNAV1
RWY03 SID Holding(Outbound Time:1min)								
HM	FZ506	Y	232	L	ALT by ATC	MAX250		RNAV1
RWY04 SID RUPX5U								
CF	FZ502		032		600			RNAV1
TF	FZ107				1500			RNAV1
TF	ANLUD							RNAV1

Changes:New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	FZ505				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	RUPOX							RNAV1
RWY04 SID DOVP5U								
CA			032		200			RNAV1
DF	FZ306			R	600	MAX200		RNAV1
TF	FZ305				2400 or by ATC			RNAV1
TF	RUMTA				2400 or by ATC			RNAV1
TF	DOVPU							RNAV1
RWY04 SID BZ5U								
CF	FZ502		032		600			RNAV1
TF	FZ107				1500			RNAV1
TF	ANLUD							RNAV1
TF	FZ505				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	AKAVO							RNAV1
TF	BZ							RNAV1
RWY21 SID RUPX7Y								
CF	FZ503	Y	212		600			RNAV1
CF	FZ106		032	R	1200	MAX210		RNAV1
TF	FZ207							RNAV1
TF	FZ107				2400			RNAV1
TF	ANLUD							RNAV1
TF	FZ505				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	RUPOX							RNAV1
RWY21 SID DOVP7Y								
CF	AVKUX		212		2400 or by ATC			RNAV1
TF	BUPDU				2400 or by ATC			RNAV1
TF	FZ506							RNAV1
TF	DOVPU							RNAV1

Changes:New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY21 SID BZ7Y								
CF	FZ503	Y	212		600			RNAV1
CF	FZ106		032	R	1200	MAX210		RNAV1
TF	FZ207							RNAV1
TF	FZ107				2400			RNAV1
TF	ANLUD							RNAV1
TF	FZ505				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	AKAVO							RNAV1
TF	BZ							RNAV1
RWY21 SID Holding(Outbound Time:1min)								
HM	FZ506	Y	232	L	ALT by ATC	MAX250		RNAV1
RWY22 SID RUPX5T								
CA			212		150			RNAV1
DF	FZ504	Y			350			RNAV1
CF	FZ306		032	L	900	MAX200		RNAV1
TF	FZ502							RNAV1
TF	FZ107				2400			RNAV1
TF	ANLUD							RNAV1
TF	FZ505				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	RUPOX							RNAV1
RWY22 SID DOVP5T								
CA			212		150			RNAV1
DF	FZ504	Y			350			RNAV1
TF	FZ309					MAX210		RNAV1
TF	FZ305				2400 or by ATC			RNAV1
TF	RUMTA				2400 or by ATC			RNAV1
TF	DOVPU							RNAV1
RWY22 SID BZ5T								
CA			212		150			RNAV1
DF	FZ504	Y			350			RNAV1
CF	FZ306		032	L	900	MAX200		RNAV1
TF	FZ502							RNAV1
TF	FZ107				2400			RNAV1

Changes:New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	ANLUD							RNAV1
TF	FZ505				3600 or by ATC			RNAV1
TF	LEVGU							RNAV1
TF	AKAVO							RNAV1
TF	BZ							RNAV1
RWY03/04 STAR RUPX5R								
IF	RUPOX							RNAV1
TF	FZ108				3600 or by ATC			RNAV1
TF	ANLUD							RNAV1
TF	FZ107				2700			RNAV1
TF	FZ306				1800			RNAV1
TF	FZ309				1200	MAX210		RNAV1
RWY03/04 STAR RUPX8X								
IF	RUPOX							RNAV1
TF	FZ108				3600 or by ATC			RNAV1
TF	ANLUD							RNAV1
TF	FZ107				2700			RNAV1
TF	FZ106				2400			RNAV1
TF	FZ105				1200	MAX210		RNAV1
RWY03/04 STAR ENVE8X								
IF	ENVEN							RNAV1
TF	FZ110				2400 or by ATC			RNAV1
TF	FZ109				1500			RNAV1
TF	FZ105				1200	MAX210		RNAV1
RWY03/04 STAR BZ5R								
IF	BZ							RNAV1
TF	AKAVO							RNAV1
TF	FZ307							RNAV1
TF	FZ107				2700			RNAV1
TF	FZ306				1800			RNAV1
TF	FZ309				1200	MAX210		RNAV1
RWY03/04 STAR BZ8X								
IF	BZ							RNAV1
TF	AKAVO							RNAV1
TF	FZ307							RNAV1
Changes: Delete HM FZ507.								

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	FZ107				2700			RNAV1
TF	FZ106				2400			RNAV1
TF	FZ105				1200	MAX210		RNAV1
RWY03/04 Holding(Outbound Time:1min)								
HM	FH	Y	107	L	ALT by ATC	MAX230		RNAV1
HM	FZ107	Y	181	R	3000	MAX230		RNAV1
HM	FZ110	Y	052	R	ALT by ATC	MAX230		RNAV1
HM	FZ309	Y	212	R	1500	MAX230		RNAV1
RWY21/22 STAR RUPX6W								
IF	RUPOX							RNAV1
TF	FZ108				3600 or by ATC			RNAV1
TF	ANLUD							RNAV1
TF	FZ206				1500	MAX210		RNAV1
TF	FZ205				1200			RNAV1
RWY21/22 STAR ENVE6W								
IF	ENVEN							RNAV1
TF	FQG							RNAV1
TF	FZ208				4200 or by ATC			RNAV1
TF	FZ207				2700 or by ATC			RNAV1
TF	FZ210							RNAV1
TF	FZ206				1500	MAX210		RNAV1
TF	FZ205				1200			RNAV1
RWY21/22 STAR BZ6W								
IF	BZ							RNAV1
TF	AKAVO							RNAV1
TF	FZ307				2400			RNAV1
TF	FZ206				1500	MAX210		RNAV1
TF	FZ205				1200			RNAV1
RWY21/22 Holding(Outbound Time:1min)								
HM	FH	Y	107	L	ALT by ATC	MAX230		RNAV1
HM	FZ307	Y	107	R	2700	MAX230		RNAV1
HM	FZ207	Y	032	R	3000	MAX230		RNAV1
RWY21/22 Holding(Outbound Time:1.5min)								
HM	FQG	Y	052	R	4500	MAX250		RNAV1
RWY03 Approach Transition FZ309								
IF	FZ309				1200	MAX210		RNAV1
Changes: Reformat.								

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	FZ305							RNAV1
TF	FZ104				1000			RNAV1
RWY03 Approach Transition FZ105								
IF	FZ105				1200	MAX210		RNAV1
TF	FZ104				1000			RNAV1
RWY03 Missed Approach								
CF	FZ510	Y	032					RNAV1
CA			002	L	600			RNAV1
DF	FZ106			L	1200	MAX210		RNAV1
RWY03 Missed Approach Holding(Outbound Time:1min)								
HM	FZ106	Y	212	L	1500	MAX230		RNAV1
RWY04 Approach Transition FZ309								
IF	FZ309				1200	MAX210		RNAV1
TF	FZ305							RNAV1
TF	FZ304				1000			RNAV1
RWY04 Approach Transition FZ105								
IF	FZ105				1200	MAX210		RNAV1
TF	FZ304				1000			RNAV1
RWY04 Missed Approach								
CF	FZ511	Y	032					RNAV1
CF	FZ309		212	R	1200	MAX210		RNAV1
RWY04 Missed Approach Holding(Outbound Time:1min)								
HM	FZ309	Y	212	R	1500	MAX230		RNAV1
RWY21 Approach Transition FZ205								
IF	FZ205				1200			RNAV1
TF	FZ204							RNAV1
TF	FZ203				600			RNAV1
RWY21 Missed Approach								
CF	FZ503	Y	212		600			RNAV1
CF	FZ106		032	R	1200	MAX210		RNAV1
TF	FZ207				1200			RNAV1
RWY22 Approach Transition FZ205								
IF	FZ205				1200			RNAV1
TF	FZ404							RNAV1
TF	FZ403				600			RNAV1
RWY22 Missed Approach								
CF	FZ512	Y	212					RNAV1
DF	FZ306			L	600	MAX210		RNAV1
TF	FZ207				1200			RNAV1

Changes: Reformat.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY21/22 Missed Approach Holding(Outbound Time:1min)								
HM	FZ207	Y	032	R	1500	MAX230		RNAV1

Changes: Reformat.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
DF	FZ306			L	600	MAX210		RNAV1
TF	FZ207				1200			RNAV1
RWY21/22 Missed Approach Holding(Outbound Time:1min)								
HM	FZ207	Y	032	R	1500	MAX230		RNAV1

Changes:New chart.

WAYPOINT LIST

ZSFZ/FOC

FUZHOU/Changle

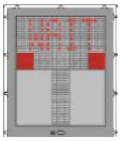
WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
FH	N26°30'37.6"E119°24'03.0"	AKAVO	N27°15'37"E119°33'21"		
		ANLUD	N26°28'09"E119°43'22"		
FZ104	N25°43'22.0"E119°32'39.1"	AVKUX	N25°46'36"E119°34'25"		
FZ105	N25°45'19.0"E119°28'23.0"	BUPDU	N25°32'14"E119°17'25"		
FZ106	N25°56'43.5"E119°34'47.3"	DOVPU	N25°15'50"E118°58'18"		
FZ107	N26°13'47.8"E119°44'25.2"	ENVEN	N25°20'30"E118°55'06"		
FZ108	N26°38'35.5"E119°50'44.9"	LEVGU	N27°00'00"E119°44'03"		
FZ109	N25°42'21.3"E119°23'22.7"	RUMTA	N25°22'21"E119°20'06"		
FZ110	N25°37'04.6"E119°14'28.6"	RUPOX	N27°07'38"E120°11'15"		
FZ203	N26°06'33.4"E119°45'43.0"				
FZ204	N26°10'53.8"E119°48'10.3"				
FZ205	N26°15'12.1"E119°50'36.6"				
FZ206	N26°17'10.4"E119°46'19.9"				
FZ207	N26°07'04.5"E119°40'37.4"				
FZ208	N25°52'08.7"E119°32'12.7"				
FZ210	N26°12'51.9"E119°43'53.7"				
FZ304	N25°42'53.2"E119°33'40.3"				
FZ305	N25°40'42.1"E119°38'25.1"				
FZ306	N25°53'57.9"E119°45'52.5"				
FZ307	N26°23'12.0"E119°33'00.0"				
FZ309	N25°46'33.1"E119°41'42.3"				
FZ403	N26°06'05.0"E119°46'44.5"				
FZ404	N26°10'25.4"E119°49'11.8"				
FZ501	N26°03'03.1"E119°41'43.9"				
FZ502	N26°03'20.2"E119°45'11.3"				
FZ503	N25°49'25.9"E119°36'03.6"				
FZ504	N25°51'12.2"E119°39'29.6"				
FZ505	N26°43'50.0"E119°43'42.0"				
FZ506	N25°23'17.0"E119°07'00.2"				
FZ510	N25°57'52.6"E119°40'48.9"				
FZ511	N25°57'21.4"E119°41'48.7"				
FZ512	N25°53'47.2"E119°39'48.0"				
BZ	N28°06.1'E119°33.7'				
FQG	N25°44.4'E119°23.1'				
LJG	N26°13.2'E119°32.9'				

Changes: Delete FZ507.

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Pilot instructions for Visual Docking Guidance System

1.启动系统

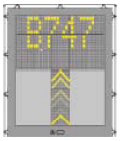
START-OF-DOCKING



The system shows "WAIT" when is started.
系统启动后，显示“WAIT”(等待)。

2.捕获

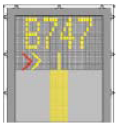
CAPTURE



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

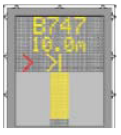


When aircraft has been caught by the laser, the floating arrow is replaced by the yellow center line indicator. The floating red arrow indicates turning direction of aircraft. The vertical yellow arrow shows position in relation to the center line. This indicator gives correct position and azimuth guidance.

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

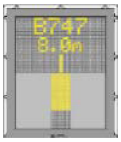


Display of digital countdown will start when the aircraft is 30 meters from stop-position. When aircraft is less than 20 meters from the stop position, the closing rate is indicated by turning off one row of the center line symbol per 0.5 meters, covered by the aircraft. Thus, when the last row is turned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

Changes: Chart number.

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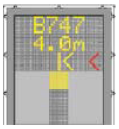
6.减速
SLOW DOWN



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。

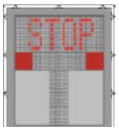
7.方位引导
AZIMUTH GUIDANCE



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。

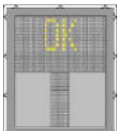
8.到达停止位
STOP POSITION REACHED



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。

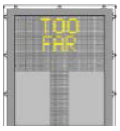
9.停泊结束
DOCKING COMPLETED



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

当停泊过程结束时，将显示“OK”。

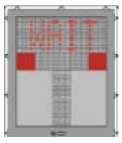
10.越过泊位
OVERSHOOT



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.

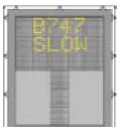
靠近停止位时，如果某些物体阻挡了系统对行进航空器的观察，或者丢失了已检测到的航空器，显示屏显示等待“WAIT”。如果阻挡物体消失后或系统重新检测到航空器，停泊过程将继续。飞行员不能继续滑行，直到“WAIT”消息被停泊进度条代替。

Changes: Chart number.

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12.减速

SLOW DOWN

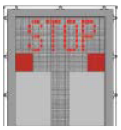


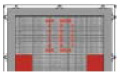
If the visibility reduce, the display will show "SLOW". The pilot must not proceed beyond the bridge unless the closing rate bar is shown.

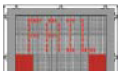
当停靠引导系统在停止位置附近丢失被引导的航空器或能见度降低时，显示屏显示“SLOW”。航空器应停止滑行，直到显示进度条。

13.航空器验证失败

AIRCRAFT VERIFICATION FAILURE





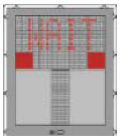


During entry into the stand-positon, the aircraft geometry is being checked. If ,for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show "WAIT" and make a second verificationcheck. If this fails "STOP" and "ID FAIL" will be displayed. The pilot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

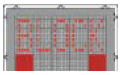
航空器进入泊位期间，系统将检测航空器的几何形状。如果由于某些原因在距离停止位置12m前没能完成航空器验证，显示器显示“WAIT”，并进行第二次检测。如果仍然失败，则分上下两行显示“STOP”和“ID FAIL”。没有人工引导，航空器不能继续滑行，除非显示停泊进度条。

14.扫描停止位被阻挡

GATE BLOCKED





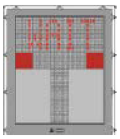


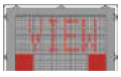
If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.The pilot must not proceed beyond the bridge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

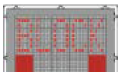
如果停靠引导系统和航空器预定停泊位置之间的视阈被某些物体阻挡，则停泊程序将被终止，同时显示“WAIT”和“GATE BLOCK”信息。一旦移除阻挡物体，停泊程序也将恢复。没有人工引导，飞行员不能继续滑行，除非“WAIT”信息被停泊进度条取代。

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。

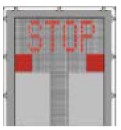
Changes: Chart number.

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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.



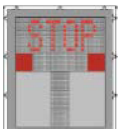
在停泊过程中的任何不可恢复性错误将导致系统显示SBU(安全备份)信息。显示器将显示红色的停止条和文字“STOP”、“SBU”。必须提供人工引导。

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”。

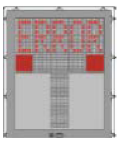


19.错误

ERROR

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

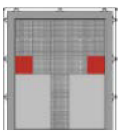
如果系统发生错误，将显示“ERROR”。



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.



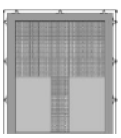
如果遇到严重的系统故障，显示器将变黑，并显示红色的停止信息。这时必须提供人工引导。

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。



Changes: Chart number.