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 03/21
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/32.3℃(JUL)/9.0℃(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	4°54′W(2025)/-
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	FUZHOU INTERNATIONAL AIRPORT CO., LTD. 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/RWY04/22: 4F; RWY03/21: 4E
9	备注 Remarks	Nil

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, 34, 40-41, 201-203, 211-212, 213L, 213R, 214L, 214R, 215-217, 221-225, 227, 228

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, subway
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.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	A380 and below. Equipment for moving: rescue towing trailer (160t/90t), mobile surface (150m), universal traction hanger, lifting equipment, aircraft main axle jack (50t), aircraft front wheel jack (15t), rubber sleeper, uplift air cushion(40t/60t).
4	备注 Remarks	The damaged aircraft removal facilities and equipment at Xiamen Airport can be utilized through an agreement:rescue towing (GL-BY-3, GL-BY-5), uplift air cushion(40t/60t), tie-down equipment, lifting equipment, mobile surface, rubber pad, traction rack.

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 : Stands Nr. 103-106 PCR 860/R/A/W/T : Stands Nr. 201-212, 213L, 213R, 214L, 214R, 215-228, 240, 242, 244-247, 251-253, 254L, 254R, 255R, 256L, 257, 263, 270, 271 PCR 740/R/A/W/T : Xiamen airlines apron PCR 670/R/A/W/T : Stands Nr. 25-36, 41 PCR 660/R/A/W/T : Stands Nr. 51-54, 81-92 PCR 650/R/A/W/T : Stands Nr. 258, 259, 261, 262 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	80m : N1 79m : Y1(W of TWY B) 68m : N2, N3 60m : C2-C12, L4(E of TWY K), L5(E of TWY K), M1(E of TWY K), M3, M5(E of TWY K), R2(E of TWY K) 56m : B3, B7, B9, B10, L1(E of TWY K), L3(E of TWY K), R3(E of TWY K), R5(E of TWY K), W1(W of TWY B), W2(W of TWY B), Y2(W of TWY B) 54m : W1(E of TWY K), W2(E of TWY K), Y1(E of TWY K), Y2(E of TWY K) 52m : L2(E of TWY K), R4(E of TWY K) 41m : C1, C13 38m : D2, D3, D12 34m : A2, A9, B4, B6 33m : B2 30m : D1, D13 28m : A1, A4-A7, A10, B8 23m : A, B, B5, C, D, D4-D9, K, Y1(E of TWY B, W of TWY K), Y2(E of TWY B, W of TWY K) 11m : Z
		道面 Surface	ASPH : Z(ASPH) CONC : A, A1, A2, A4-A7, A9, A10, B, B2-B10, C, C1-C13, D, D1-D9, D12, D13, K, L1-L5, M1-M5, N1-N3, R2-R5, S1, T, T1-T8, W1(E of TWY K), W1(W of TWY B), W2(E of TWY K), W2(W of TWY B), Y1, Y2, Z(CONC)
		强度 Strength	PCR 1170/R/B/W/T : T 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 : B6, W2(W of TWY B) PCR 1000/R/A/W/T : B7 PCR 990/R/A/W/T : B, B9, B10, W1(W of TWY B), Y1(W of TWY B), Y2(W of TWY B)

			PCR 980/R/A/W/T : A1, A2, A9 PCR 970/R/A/W/T : A10 PCR 870/R/A/W/T : B2 PCR 860/R/A/W/T : C, C1-C13, D, D1-D3, D12, D13, K, L1-L4, M1-M5, N1-N3, R2-R5, S1, W1(E of TWY K), W2(E of TWY K), Y1(E of TWY B), Y2(E of TWY B) PCR 670/R/A/W/T : T2-T4 PCR 660/R/A/W/T : T1, T5-T8 PCR 650/R/A/W/T : L5 PCR 570/R/A/W/T : D4-D9 PCR 550/R/A/W/T : A4-A7 PCR 131/R/B/W/U : Z(CONC) PCR 111/F/B/X/U : Z(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. 1-23, 25-41, 80-92, 103-106, 201-212, 213L, 213R, 214L, 214R, 215-228, 240, 242, 244-247, 251-253, 254L, 254R, 255R, 256L, 257-259, 261-263. 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, 201-212, 213L, 213R, 214L, 214R, 215-228	
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, displaced THR(RWY04)
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, simple RTZL(04, 22), 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, unserviceability lights , RETILs
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: RWY03/21: Not equipped with stop bar lights; RWY04/22: Equipped with stop bar lights at all RWY holding position and intermediate holding position Runway guard lights: RGLs are installed at intersections of TWY A1/A2/A4/A5/A6/A7/A9/A10 with RWY03/21 and TWY D1/D2/D3/D12/D13 with RWY04/22.	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Helipad: BLUE apron edge line lights	

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 15km of the center of RWY03/21

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	001/5292	87.7		
MT 002	MT	005/3170	96.9		RWY03 RNAV ILS/DME missed approach RWY21 GP INOP final approach
MT 003	MT	006/5943	82.3		
MT 004	MT	009/7491	177.1		RWY21 VOR/DME final approach
MT 005	MT	011/5643	78.8		
MT 006	MT	015/7619	206.8		RWY03 PBN departure, ILS/DME missed approach RWY21 VOR/DME final approach Circling CAT C RWY03 Take-off path Including vegetation

半径 15 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within 15km of the center of RWY03/21

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
STACK 007	STACK	016/3043	58.9	LGT	
MT 008	MT	017/3879	44.8		RWY03 take-off path Including vegetation
BLDG 009	BLDG	019/3160	66.7	LGT	
BLDG 010	BLDG	020/1189	24.8		
MT 011	MT	020/4024	67.1		RWY03 take-off path
MT 012	MT	025/7009	94.3		RWY03 take-off path
Antenna 013	Antenna	027/1448	27.8	LGT	Frangible
BLDG 014	BLDG	027/3477	44.5		RWY03 take-off path
MT 015	MT	037/8217	98.9	LGT	
MT 016	MT	050/4079	58.2		Including vegetation
MT 017	MT	053/2439	57.6		RWY22 GP INOP final approach
Antenna 018	Antenna	056/5145	67.9	LGT	RWY04 take-off path
MT 019	MT	059/4285	40.1		RWY04 take-off path
Antenna 020	Antenna	088/2466	23.1		Frangible
BLDG 021	BLDG	130/2264	34.0		RWY04/22 ILS/DME HUD I final approach
Control TWR 022	Control TWR	153/1182	110.0		RWY04 GP INOP final approach

半径 15 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within 15km of the center of RWY03/21

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
Antenna 023	Antenna	156/2468	22.2		Frangible
Control TWR 024	Control TWR	163/1113	75.6	LGT	
ELECTRICAL_EXIT_LIGHT 025	ELECTRICAL_EXIT_LIGHT	172/3019	12.7		RWY22 take-off path
BLDG 026	BLDG	173/3030	12.9		RWY22 take-off path
TOWER 027	TOWER	195/2250	41.9	LGT	
Antenna 028	Antenna	218/1523	23.2	LGT	Frangible
MT 029	MT	255/521	19.6		Including vegetation
MT 030	MT	258/14800	444.6		
MT 031	MT	267/1706	105.1		RWY03 GP INOP, VOR/DME final approach Circling CAT A
MT 032	MT	279/3677	98.1		
TOWER 033	TOWER	282/2426	91.6		
MT 034	MT	282/2925	66.7		
Pole 035	Pole	283/2317	75.4		
MT 036	MT	285/5832	152.2		
TOWER 037	TOWER	290/3341	91.6		

半径 15 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within 15km of the center of RWY03/21

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 038	MT	291/3609	87.7		
TOWER 039	TOWER	291/3671	82.1		
MT 040	MT	291/3900	67.8		Including vegetation
Pole 041	Pole	291/5373	139.8		
Pole 042	Pole	291/5580	136		
MT 043	MT	291/5850	156.3		
TOWER 044	TOWER	292/3033	77.8		
Pole 045	Pole	293/3526	92.5		
Pole 046	Pole	293/3864	81.4		
Pole 047	Pole	293/5317	153.9		
TOWER 048	TOWER	294/3832	93.2		
TOWER 049	TOWER	295/3002	91.4		
Pole 050	Pole	295/4883	110.7		
MT 051	MT	296/9270	240.6		Circling CAT D
TOWER 052	TOWER	298/3815	81.5		
MT 053	MT	298/11250	542.9		

半径 15 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within 15km of the center of RWY03/21

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 054	MT	303/13929	646.3		
MT 055	MT	309/9600	203.8		
MT 056	MT	312/3730	60.2		
MT 057	MT	312/13390	565		
MT 058	MT	319/14400	635.5		RWY03 departure, ILS/DME missed approach RWY04 traditional departure Including vegetation
MT 059	MT	335/5963	132.1	LGT	
MT 060	MT	349/17830	275		RWY21/22 traditional initial approach
MT 061	MT	358/3795	56.1		
MT 062	MT	358/4332	64.7		
MT 063	MT	359/5574	108.4		Circling CAT B

半径 15 千米-50 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within 15 to 50km of the center of RWY03/21

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 064	MT	007/39000	546		

半径 15 千米-50 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within 15 to 50km of the center of RWY03/21

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
Antenna 065	Antenna	205/26520	375		
MT 066	MT	207/19615	373		RWY22 take-off path
MT 067	MT	210/18475	336		RWY21/22 take-off path
WINDMILL 068	WINDMILL	210/24608	449		RWY03/04 PBN initial approach
MT 069	MT	211/19284	468		RWY21 take-off path
MT 070	MT	212/20794	525		RWY21 take-off path
MT 071	MT	213/19685	461		RWY21 take-off path
MT 072	MT	215/18375	433		RWY21 take-off path
MT 073	MT	215/20495	467		RWY21 take-off path
MT 074	MT	216/17358	482		RWY21 take-off path
MT 075	MT	216/19556	567		RWY21 departure RWY22 traditional departure RWY03 GP INOP, VOR/DME final approach RWY04 traditional intermediate approach RWY04 GP INOP final approach RWY21 take-off path
TRANSMISSION_LINE 076	TRANSMISSION_LINE	221/20634	593		RWY03 intermediate approach

半径 15 千米-50 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within 15 to 50km of the center of RWY03/21

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
WINDMILL 077	WINDMILL	226/27668	587		RWY03/04 traditional initial approach
MT 078	MT	229/21989	616		
WINDMILL 079	WINDMILL	236/25315	645		RWY03/04 PBN arrival, PBN & traditional initial approach
MT 080	MT	241/55953	974		RWY03/04 arrival
MT 081	MT	248/47500	884		
MT 082	MT	249/16454	202		Including vegetation
MT 083	MT	255/32500	603		
WINDMILL 084	WINDMILL	256/31981	713		
MT 085	MT	259/15500	557		
WINDMILL 086	WINDMILL	260/15544	671		RWY03/04 PBN arrival RWY21 PBN departure, ILS/DME, RNAV ILS/DME missed approach
MT 087	MT	261/46800	1000		360°-180° sector RWY03/04 arrival
MT 088	MT	262/39500	842		
MT 089	MT	272/35500	611		
MT 090	MT	304/30000	919		
MT 091	MT	328/34000	765		

半径 15 千米-50 千米内主要障碍物 (相对 03/21 跑道中心)
Obstacles within 15 to 50km of the center of RWY03/21

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 092	MT	335/29000	577		RWY21/22 traditional initial approach
MT 093	MT	349/43300	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 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	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	Nil

	Additional information	
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: 03/21: 100m W of RCL, 300m inward RWY03 THR; B: 03/21: 100m W of RCL, 373m inward RWY21 THR; C: 04/22: 110m E of RCL, 330m inward RWY04 DTHR; D: 04/22: 110m E of RCL, 1600m inward RWY04 DTHR; E: 04/22: 110m E of RCL, 330m inward RWY22 THR. SFC wind sensors 03: 110m W of RCL, 310m inward THR; 03/21 RWY center: 110m W of RCL, 1800m inward THR; 21: 110m W of RCL, 353m inward THR; 04: 115m E of RCL, 330m inward DTHR; 04/22 RWY center: 115m E of RCL, 1600m inward DTHR; 22: 115m E of RCL, 338m inward THR. Ceilometer 03: 1090m S of THR03; 21: 1000m N of THR21; 04: 115m E of RCL, 325m inward DTHR; 22: 115m E of RCL, 343m inward THR.
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	027.00° GEO 032° 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 212° 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)
04	027.00° GEO 032° MAG	3600×45	PCR 860/R/A/W/T CONC/-	Nil	THR 6.7m DTHR 6.9m TDZ 7.6m	0.09%(200m)/0.08%(1440m)/0.02%(80m)/0%(1880m)
22	207.01° GEO 212° MAG	3600×45	PCR 860/R/A/W/T CONC/-	Nil	THR 8.0m TDZ 8.0m	0%(1880m)/-0.02%(80m)/-0.08%(1440m)/-0.09%(200m)

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
04	Nil	Nil	3720×280	240×150	Nil	yes
22	Nil	Nil	3720×280	240×150	Nil	yes

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
Remarks: 03/21: RWY shoulder: 7.5m on each side; Blast pad: 60×60m on the both ends; Grooves measuring 3mm×5mm×17mm; DIST BTN RWY 03/21 & RWY 04/22 : 1,920 m. THR of RWY 04 is offset 100 m to the south relative to THR of RWY 03; THR of RWY 21 is offset 100 m to the north relative to THR of RWY 22. 04/22: RWY shoulder: 15m on each side; Blast pad: 75×120m on the both ends; Grooves measuring 6mm×6mm×32mm. THR04 displaced 200m inwards.						

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
21	3485	3485	3485	3600	FM A9
04	3600	3600	3600	3400	THR displaced 200m inwards
04	3450	3450	3450	3400	FM D2,THR displaced 200m inwards
04	3212	3212	3212	3400	FM D3,THR displaced 200m inwards
22	3600	3600	3600	3600	Nil
22	3450	3450	3450	3600	FMD12

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
04	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 437m inward DTHR04 3° 20.8m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED LIH	3600 m spacing 60m 0-180m, RED 180-3000m, WHITE 3000-3600m, YELLOW LIH	RED	Nil
22	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 447m inward THR22 3° 21.0m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW LIH	RED	Nil

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
Remarks: RWY04 runway lighting:Simple touchdown zone lights are 923m away FM DTHR. RWY22 runway lighting:Simple touchdown zone lights are 923m away FM THR. Simple touchdown zone lights located at 0.3m beyond the outer edge of final TDZ mark. There are 4 lights at each end.								

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: RWY03:125m W of RCL, 320m inward THR03, with light RWY21:120m W of RCL, 370m inward THR21, with light RWY04:95m W of RCL, 435m inward DTHR04, with light RWY22:95m E of RCL, 446m inward THR22, with light.
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: blue edge line lights, green center 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
Control zone	N260856 E1193818-N260204 E1195313-N254246 E1194220-N254938 E1192727-N260856 E1193818	900m(inclusive)QNH and below				
Tower control area	Same as CTR	Same as CTR				
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				D-ATIS available
APP	Fuzhou Approach	APP01:125.175 (133.05)			H24	
		APP02:124.85 (133.05)			H24	

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
		APP03:127.925 (133.05)			0130-1230	Contact APP01 when APP03 U/S.
TWR	Fuzhou Tower	TWR(E):118.125 (124.35)			H24	RWY04/22
		TWR(W):118.45 (124.35)			H24	RWY03/21
GND	Fuzhou Ground	GND(E):121.975 (122.6)			HO	Contact TWR when GND U/S.
		GND(W):121.6 (122.6)			HO	Contact TWR when GND U/S.
APN	Fuzhou Apron	APN（E）:121.825			H24	
		APN（W）:121.725			H24	
Delivery	Fuzhou Delivery	122.125 (122.6)			H24	DCL available
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′ 237°MAG/35108m FM ARP		For VOR: beyond 30NM on R041° for initial approach procedure U/S; For DME: beyond 24.3NM on R041° for initial approach procedure 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
Fuzhou VOR/DME	FOC	116.8 MHz CH 115X	H24	N25°54.8′ E119°39.1′ 212°MAG/2800m FM ARP		R010°-R160° clockwise (except R032° for IAP, R032° for missed approach, R038° for ENR) U/S.
Lianjiang VOR/DME	LJG	117.6 MHz CH 123X	H24	N26°13.2′ E119°32.9′ 345°MAG/33707m FM ARP		For VOR/DME: R070°-R150° clockwise (except R107° for initial approach procedure, R137° for SID) U/S; For DME: beyond 22NM on R006° for SID/STAR, beyond 35NM on R006° for ENR U/S.
sanshan VOR/DME	NFA	116.2 MHz CH 109X	H24	N25°34.9′ E119°35.2′ 196°MAG/40056m FM ARP		
LOC 03 ILS CAT I	ICL	110.7 MHz		032°MAG/250m FM RWY03 end		Beyond 22NM of front course U/S.
GP 03		330.2 MHz		03/21 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′ 032°MAG/1050m FM THR21		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
LOC 21 ILS CAT I	INN	110.3 MHz		212°MAG/275m FM RWY21 end		Beyond 15.5NM of front course, beyond +10° and -16° of front course U/S.
GP 21		335.0 MHz		03/21 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
LOC 04 ILS CAT I	IFB	108.55 MHz		032°MAG/315m FM RWY04 end		Beyond 22NM of front course U/S
GP 04		329.75 MHz		04/22 120m E of RCL, 510m inward THR04		Angle 3° , RDH 15 m
DME 04	IFB	CH 22Y (108.55 MHz)		RWY04/22 125m E of RCL, 510m inward THR04	10m	Co-located with GP 04
LOC 22 ILS CAT I	IBG	111.9 MHz		212°MAG/315m FM RWY22 end		Beyond 15.5NM of front course U/S, beyond +6° of front course U/S
GP 22		331.1 MHz		04/22 120m E of RCL, 315m inward THR22		Angle 3° , RDH 15 m Beyong +6° of GP U/S
DME 22	IBG	CH 56X (111.9 MHz)		RWY04/22 125m E of RCL, 315m inward THR22	11m	Co-located with GP 22

ZSFZ AD 2.20 本场规定

1. 机场使用规定

1.1 本场实施机坪运行管理，福州机坪管制区域为 B 滑行道（含）以东、K 滑行道（含）以西、W2 滑行道（不含）以北和 Y1 滑行道（不含）以南区域内的滑行道和停机坪，以及 Y2 滑行道（不含）以北的 B

ZSFZ AD 2.20 Local aerodrome regulations

1.Airport operations regulations

1.1 APN operation implements in the airport, which includes the taxiways and aprons east of TWY B(inclusive), west of TWY K(inclusive), north of TWY W2(exclusive), and south of TWY Y1(exclusive), as

滑行道和停机坪。福州塔台、地面负责福州机坪管制区域外的跑道、滑行道。福州塔台、地面和机坪管制责任区均分为东、西两个扇区。

well as the TWY B and apron north of TWY Y2(exclusive). The Fuzhou TWR and GND is responsible for the runways and taxiways outside the Fuzhou APN control area. The Fuzhou TWR, GND, and APN control zones are all divided into two sectors: East and West.

1.2 福州放行负责所有航空器放行许可指令的发布。

1.2 Fuzhou delivery is responsible for issuing all aircraft clearance instructions.

1.3 福州机坪负责管制区域内的航空器推出、开车、滑行和其他涉及航空器运行的指挥工作。

1.3 Fuzhou APN is responsible for the command of aircraft within its control area, including push-back, start-up，taxiing, and other related procedures.

1.4 离港航空器推出开车滑行三阶段的具体操作程序:

1.4 Specific operational procedures for the three stages of aircraft departure: launch, taxi, and takeoff.

1.4.1 离港航空器在推出开车前向福州放行申请放行许可。

1.4.1 Departure aircraft shall contact with Fuzhou Delivery for delivery clearance BFR push-back and start-up.

1.4.2 取得放行许可，待福州放行指挥脱波后，机组向福州机坪申请推出和开车指令。

1.4.2 CTC Fuzhou APN for push-back and start-up CLR AFT getting delivery clearance and disconnectting Fuzhou Delivery FREQ.

1.4.3 航空器开车后，机组向福州机坪申请滑行许可;

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

1.4.4 航空器离开机坪进入塔台管制区域前，机组向福州地面申请进一步滑行许可。

1.4.4 BFR the aircraft leaves the APN and enters the TWR control area, CTC Fuzhou GND for further taxiing clearance.

1.5 进港航空器滑行工作流程:

1.5 Taxiing procedures of arrival aircraft:

1.5.1 航空器着陆后，机组向福州塔台申请地面滑行许可;

1.5.1 LDG aircraft shall CTC Fuzhou TWR for TAX CLR;

1.5.2 航空器脱离跑道后，按照福州塔台指令转频福

1.5.2 Follow the follow-me vehicle or instructed by

州地面指挥滑行或跟随地面引导车滑行。

Fuzhou TWR to contact Fuzhou GND AFT vacating RWY.

1.5.3 航空器进入机坪管制区域前，机组联系福州机坪申请停机位。

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

1.6 航空器应当在挂好拖车后向福州机坪申请推出指令，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。

1.6 The aircraft should request the push-back instruction FM Fuzhou APN AFT towing the trailer, then implement the push-back instruction in 2mins; The control instruction will auto cancel on overtime, needing to request again.

1.7 本场可供 A380 同类及其以下机型使用，其中翼展≥65m 航空器仅可在 04/22 跑道起降。

1.7 MAX aircraft to be AVBL: A380 and equivalent. Aircraft with a wingspan no less than 65m are only permitted to take off and land on the RWY04/22.

1.8 机场代理航空器机组地面保障需求的接收与协调通过 121.9MHz 联系福州现场。

1.8 Aircraft on behalf of the airport CTC Fuzhou operation on 121.9MHz for ground support requirements.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 跑道使用规定

2.1 General rules for the use of runways

2.1.1 03/21 跑道与 04/22 跑道具备平行跑道同时仪表运行条件。

2.1.1 Parallel runway and IFR are both available of RWY03/21 and RWY04/22.

2.1.2 03/21 号跑道主要用于进港，04/22 号跑道主要用于出港，实际运行模式及使用跑道听从管制指令。

2.1.2 RWY03/21 is mainly used for arrival, RWY04/22 is mainly used for departure, actual operation mode and RWY follow the control instructions.

2.1.3 禁止航空器在跑道上做 180°转弯。

2.1.3 180° turnaround is strictly forbidden on RWYs.

2.1.4 跑道方向使用规定

2.1.4 Rules for the use of RWY directions

2.1.4.1 原则上选择逆风方向

2.1.4.1 Choose the headwind direction in principle.

2.1.4.2 满足下列条件之一时，须转换跑道方向：

（1）当气象自动观测系统显示跑道顺风分量达到

2.1.4.2 If one of the following conditions is met, the RWY direction shall be changed:

3.5m/s，且有继续增大趋势时。

（2）湿跑道或者污染跑道条件下，当气象自动观测系统显示跑道为顺风，且有继续增大趋势时。

（3）在转换使用跑道方向过程中，使用跑道顺风分量大于 3.5m/s 但小于 5m/s 时，空管塔台管制员通知航空器驾驶员地面风向、风速后，当航空器驾驶员根据机型性能或者运行手册判断不能执行顺风跑道起飞或者着陆时，应立即告知塔台管制员。

（1）When the automatic meteorological observation system shows that the downwind component of the RWY reaches 3.5m/s and has a trend of increasing continuously.

（2）Under the condition of wet or contaminated RWY, when the automatic meteorological observation system shows that the RWY is downwind and has a trend of increasing continuously.

（3）During changing the operation direction of RWY, when TWR informs crews downwind component exceeds 3.5m/s, but less than 5m/s, if this is not acceptable due to aircraft performance or operation handbook, crews shall inform TWR immediately.

2.1.5 所有起飞的航空器应做好由 A2、A9、D2、D3 或 D12 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、D2、D3 或 D12 滑行道之前，向塔台管制员说明。

2.1.5 All departure aircrafts shall get ready to enter RWY via TWY A2/A9/D2/D12, and then make partial RWY take-off. If aircraft can not accept non full-length taking-off procedures, the flight crew shall CTC TWR BFR entering TWY A2/A9/D2/D12.

2.1.6 跑道起飞着陆使用规定（湿跑道或污染跑道除外）

2.1.6 RWY departure and landing regulations(except for wet or contaminated RWY)

2.1.6.1 起飞航空器: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。

2.1.6.1 Departure aircraft shall finish RWY alignment within 60s AFT receiving ATC clearance of entering RWY. If flight crew can not fulfill, pilot shall inform TWR ATC BFR RCH RWY HLDG PSN.

2.1.6.2 落地航空器:

2.1.6.2 Landing aircraft

（1）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

（1）Landing aircrafts shall fully vacate the RWY within 50s AFT touchdown. If flight crew can not fulfill, pilot shall inform APP BFR established on LOC.

说明。

（2）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。

2.2 滑行道使用规定

2.2.1 禁止航空器在滑行道上做 180° 转弯。

2.2.2 机组可通过福州机坪申请引导车和拖车服务。禁止从滑行道 A4-A7、D4-D9 进入跑道。

2.2.3 航空器途经这些区域，需注意如下事项（详见《机场图》《停机位置图》机动区冲突多发地带 HS1-HS8）:

2.2.3.1 HS1：25-30、81-92 号停机位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。

2.2.3.2 HS2：航空器从 T4 滑行道进入 T6/T8 滑行道时，容易与 81-92 号停机位运行的航空器发生冲突，航空器滑行至 T6/T8 滑行道前应当在等待线前加强观察。

2.2.3.3 HS3：福州机坪（西）、福州地面（西）和福州地面（东）的管制移交区域，机组需确认管制频率后，再根据管制指令滑行。

2.2.3.4 HS4：福州机坪（东）、福州地面（西）和福州地面（东）的管制移交区域，机组需确认管制频率后，再根据管制指令滑行。

2.2.3.5 HS5：Z 滑行道、消防通道与跑道直接连接区

（2）AFT vacating the RWY, the flight crew shall REP they have vacated the RWY and the TWY they used to vacate to TWR.

2.2 General rules for the use of taxiways

2.2.1 180° turnaround is strictly forbidden on TWYs.

2.2.2 Follow-me vehicle and towing service are available via APN. Entering the RWY via TWY A4-A7, D4-D9 is forbidden.

2.2.3 Hot spot PROC (PSN REF ZSFZ Aerodrome chart and Aircraft parking chart):

2.2.3.1 HS1: Aircrafts TAX out and TAX into stands Nr. 25-30, 81-92 are prone to collision on TWY B. BFR TAX to TWY B8, the observation should be strengthened BFR RCH waiting line.

2.2.3.2 HS2: Aircraft TAX FM TWY T4 to TWY T6/T8 are prone to collision with aircraft on stands Nr.81-92. BFR TAX to TWY T6/T8, the observation should be strengthened BFR RCH waiting line.

2.2.3.3 HS3: Passing the control transfer area of APN(west), GND(west) and GND(east), flight crew shall confirm the frequency BFR taxiing under the control instructions

2.2.3.4 HS4: Passing the control transfer area of APN(east), GND(west) and GND(east), flight crew shall confirm the frequency BFR taxiing under the control instructions.

2.2.3.5 HS5: TWYL Z and fire access road are directly

域，为紧急突发情况使用的应急通道，未得到塔台管制员指令禁止进入。

connected to RWY 03/21 and serve as emergency evacuation routes. No entry WO TWR CTL CLR.

2.2.3.6 HS6：04 跑道入口处，从 C 平滑通过 C1、C2 进入跑道的航空器存在不慎越过 D1、D2 跑道等待位置的风险，且和 D 平滑上航空器存在运行冲突；04 跑道东侧预留三跑道垂直联络道，存在无关车辆侵入风险，机组注意严格按照管制指令滑行，未经管制允许不得越过跑道等待位置。

2.2.3.6 HS6: Near THR of RWY04. Aircrafts TAX from TWY C and enter RWY04 via TWYL C1 and TWYL C2 have the risk of accidentally crossing RWY holding position on TWYL D1 and TWYL D2. There is also a running conflict with the aircrafts TAX on TWY D. There is a reserved TWYL on the E of RWY04, and there is a risk of irrelevant vehicles entering. Flight crew shall TAX according the control instructions. It is strictly forbidden to X RWY holding position WO TWR CTL CLR.

2.2.3.7 HS7：W1、W2 垂滑、D 平滑、D4 快脱道交汇区域，存在航空器运行冲突；跑道两侧预留连接三跑道的垂滑，W1、W2 来向的航空器存在误判跑道入口的风险，机组应注意观察，按照管制指令滑行。

2.2.3.7 HS7: TWY W1, TWY W2, TWY D and TWY D4 converges here. Aircrafts are prone to conflicts when TAX. There are reserved TWYL on both sides of RWY, aircrafts from TWY W1 and TWY W2 might have mistaken THR of RWY. Flight crew shall carefully observe and TAX according the control instructions.

2.2.3.8 HS8: 22 跑道入口处，从 C 平滑通过 C12、C13 进入跑道的航空器存在不慎越过 D12、D13 跑道等待位置的风险且和 D 平滑上航空器存在运行冲突；22 跑道东侧预留三跑道垂直联络道，存在无关车辆侵入风险，机组注意严格按照管制指令滑行，未经管制允许不得越过跑道等待位置。

2.2.3.8 HS8: Near THR of RWY22. Aircrafts TAX from TWY C and enter RWY22 via TWYL C12 and TWYL C13 have the risk of accidentally crossing RWY holding position on TWYL D12 and TWYL D13. There is also a running conflict with the aircrafts TAX on TWY D. There is a reserved TWYL on the E of RWY22, and there is a risk of irrelevant vehicles entering. Flight crew shall TAX according the control instructions. It is strictly forbidden to X RWY holding position WO TWR CTL CLR.

2.2.4 滑行道翼展限制

2.2.4 Wing span limits for TWYs

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
C4, C5, D, D1-D4, D9, D12, D13	< 80
A, A1, A2, A4-A7, A9, A10, B, B2, B3, B7, B9, B10, C9, C10, N1-N3, W1(E of TWY K), W1(W of TWY B), W2(E of TWY K), W2(W of TWY B), Y1, Y2	≤69
B4-B6, B8, C, C1-C3, C6-C8, C11-C13, D5-D8, K, L1-L4, M1-M5, R2-R5, T	< 65
L5, S1, T1-T8	< 36
Z	≤15

2.3 A380 与 B747-8 本场运行规则:

2.3.1 A380 只能停放在 242 号机位，进港使用 C5 滑-R4 滑，出港使用 R2 滑-C4 滑；在 R2 滑行道运行时，两侧的服务车道关闭。

2.3.2 B747-8 停放 242 号机位时，限制运行规则同 2.3.1。

2.3.3 B747-8 停放 224 号机位时，进港使用 C9/C10 滑-C 滑-L1 滑，出港使用 K 滑-L1 滑-C 滑-C9/C10 滑。B747-8 在 K 滑运行时，相邻的西侧服务车道关闭，相邻的 C 滑不允许翼展≥52 米的航空器运行。

2.3.3.1 B747-8 在 L1 滑运行时，L2 滑不允许翼展≥36 米的航空器运行。

2.3 Operation Rules for A380 and B747-8

2.3.1 A380: Only park at Stand Nr.242, arrival via TWY C5-R4, departure via TWY R2-C4; When taxiing on TWY R2, the service lanes on both sides are closed.

2.3.2 B747-8: When parking at Stand Nr.242, rules are same as 2.3.1.

2.3.3 B747-8: When parking at Stand Nr.224, arrival via TWY C9/C10-C-L1, departure via TWY K-L1-C-C9/C10. When taxiing on TWY K, the adjacent west service lane is closed, and adjacent TWY C prohibit aircraft with a wingspan no less than 52m to operate.

2.3.3.1 B747-8: When taxiing on TWY L1, the TWY L2 prohibit aircraft with a wingspan no less than 36m to operate.

2.3.3.2 B747-8 在 C 滑运行时，K 滑不允许翼展≥52 米的航空器运行，D 滑不允许翼展≥65 米的航空器运行。

2.3.3.2 B747-8: When taxiing on TWY C, the TWY K prohibit aircraft with a wingspan no less than 52m to operate, the TWY D prohibit aircraft with a wingspan no less than 65m to operate.

2.3.4 A380 与 B747-8 在其它区域运行时，应满足“2.2.4 滑行道翼展限制”和“3.4 停机位使用限制”。

2.3.4 When operating on other areas ,A380 and B747-8 shall observe the rules "2.2.4" and "3.4".

2.4 A340-600、B777-300 机型使用 03/21 跑道运行时应使用 A7 滑、A10 滑、A1 滑、A4 滑脱离跑道，不允许使用 A2 滑、A9 滑、B4 滑、B5 滑、B6 滑、B8 滑进行 S 型或 180°转弯，其他滑行道运行无限制。

2.4 When using RWY 03/21, A340-600 and B777-300 shall vacate RWY via TWY A7, A10, A1, A4, S-turn or 180° turn via TWY A2, A9, B4, B5, B6, B8 is forbidden, other TWYs are no restriction.

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 航空器试车规定:

3.3 Aircraft run-up regulations:

3.3.1 航空器试车必须经福州机坪同意，方可在指定位置进行，但必须有足够安全措施。

3.3.1 Aircraft test run-up must be approved by Fuzhou APN before it can be carried out at the designated location, but sufficient safety measures must be taken.

3.3.2 本场航空器试大车区域:

3.3.2 ENG run-up LCA:

3.3.2.1 厦航机坪，机头朝北，前轮距站坪南端边缘 130m，可满足翼展 65m（不含）以下航空器试车要求。

3.3.2.1 Xiamen airlines APN, AVBL for aircraft with wingspan < 65m, PRKG with nose to N and nosewheel DIST 130m to APN S edge.

3.3.2.2 L5 滑行道和 Y1 滑行道之间的 K 滑行道，只允许机头朝北，可满足翼展＜36m 航空器起飞功率试车要求；可满足翼展≥36m 且翼展＜65m 航空器

3.3.2.2 The TWY K, located between TWY L5 and TWY Y1, with the nose facing N, AVBL for aircraft with wingspan<36m; AVBL for 50% N1 power run-up

50%N1 功率试车要求。原则上仅用于非航班运行期间试车。

requirements for aircraft with a wingspan of 36 meters (inclusive) to less than 65 meters. Principally intended for test runs during non-operational periods of flight operations.

3.3.2.3 Y2 滑行道和 B10 滑行道之间的 B 滑行道，可满足翼展＜36m 航空器起飞功率试车要求。当机头朝南时，机头不越过 Y2 滑行道北侧等待线；当机头朝北时，鼻轮停放在 B10 滑行道南侧等待线上。原则上仅用于非航班运行期间试车。

3.3.2.3 The TWY B, located between TWY Y2 and TWYL B10, AVBL for aircraft with wingspan<36m. Nose to S, the nose does not cross the N holding line of TWY Y2; Nose to N, nosewheel stand on the S holding point of TWYL B10. Principally intended for test runs during non-operational periods of flight operations.

3.3.3 试大车时，试大车区域范围内禁止从事任何施工作业或生产活动,机头前 5m 的道面区域禁止车辆、人员进入，另外必须安排专人负责试车现场的安全监控，并设置足够醒目的“试车危险区”警示标志，以防无关人员和车辆进入试车危险区。

3.3.3 During the testing of the heavy vehicle, no construction work or production activities are allowed within the area designated for testing. The road surface within 5 meters in front of the vehicle's front end is off-limits to vehicles and people. In addition, it is necessary to assign a dedicated person to monitor safety at the testing site, and clear warning signs indicating that it is a "Dangerous area for testing" must be placed there to prevent unauthorized persons and vehicles from entering this area.

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
242	＜80	≤76.3	Taxi in, Push back, Taxi out
103-106, 224	≤68.4	≤76.3	Taxi in, Push back
201-203, 205, 212, 215,	＜65	≤75.4	Taxi in, Push back

216, 226-228, 245, 246, 252, 253			
240	< 65	≤75.4	Taxi in, Taxi out
37, 40	< 65	≤73.9	Taxi in, Push back
3-7	< 65	≤70.9	Taxi in, Push back
1	< 65	≤70.7	Taxi in, Push back
39	≤60.9	≤63.8	Taxi in, Push back
2, 8-14	< 52	≤70.9	Taxi in, Push back
15-17	< 36	≤50	Taxi in, Push back
51-54	< 36	≤47	Taxi in, Push back, Taxi out
81-92	< 36	≤47	Taxi in, Push back
19-23, 31-34, 36, 38, 80	< 36	≤46.5	Taxi in, Push back
18, 25-30, 35, 41, 204, 206-211, 213L, 213R, 214L, 214R, 217-223, 225, 247, 251	< 36	≤44.6	Taxi in, Push back
244, 254L, 254R, 255R, 256L, 257-259, 261-263, 270, 271	< 36	≤44.6	Taxi in, Taxi out
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 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。

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

3.4.2 停机位 1 停放翼展≥36m 的航空器时，停机位 41 停止使用，停机位 2 只能停放翼展＜36m，机身长度≤50m 的航空器。

3.4.2 When aircraft wing span≥36m PRKG on stand Nr.1, stand Nr.41 U/S, stand Nr.2 can only ACPT aircraft with wing span < 36m and fuselage≤50m.

3.5 航空器地面运行基本要求:

3.5 Rules of GND operation.

3.5.1 确保航空器严格按照地面标准、灯光及引导车的路线滑行：障碍物附近滑行时，速度不得大于15km/h，当航空器与障碍物的安全净距小于标准时，应有地面人员监护指挥或停止滑行；不得用大速度转弯或者完全刹住（一组）机轮转弯。

3.5.1 Aircraft must obey the route of standard of GND, lights and follow-me car to taxi. When near the obstacle, speed must not exceed 15km/h. When the distance between aircraft and obstacle is less than standard, there must be personnel on GND to guide or stop taxiing, turn with only one wheel or high speed is forbidden.

3.5.2 无地面人员指挥或自动泊位引导系统指引信号的信息时，禁止航空器自行滑进停机位。

3.5.2 If there are no personnel on GND to guide or information of automatic guidance system, the aircrafts taxi with own power is forbidden.

3.6 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。

3.6 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.

3.7 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。

3.7 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.

3.8 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

3.8 Aircraft PRKG at boarding bridge stands shall turn off APU, use APU RPLCment EQPT. Aircraft can use

APU，除非处于以下五种情形中：

3.8.1 机场不能提供有效的 APU 替代设备服务;

3.8.2 航空器因启动发动机而需开启 APU;

3.8.3 航空器进行 APU 的维修检测活动;

3.8.4 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;

3.8.5 已在 APU 替代设备使用协议中说明的其他情况。

3.9 提供数字化放行系统（DCL）服务

3.9.1 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，放行许可的申请不早于预计撤轮挡时间（EOBT）前 10min。

3.9.2 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。

3.9.3 DCL 报文中“NEXT FREQ”标示福州放行频率。

3.9.4 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。

4. 低能见度运行

无

5. 直升机飞行限制，直升机停靠区

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。

6. 警告

6.1 任何向东（海上）绕飞需经 ATC 许可。

APU as the following situation:

3.8.1 APU RPLCment EQPT is U/S;

3.8.2 Aircraft needs APU to start-up ENG;

3.8.3 APU is under MAINT;

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

3.8.5 Other situation in APU RPLCment EQPT agreement.

3.9 DCL SER

3.9.1 Pilot shall use DCL to apply ATC delivery CLR in priority, the application for delivery CLR not earlier than 10min BFR EOBT.

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

3.9.3 The "NEXT FREQ" in the MSG of DCL is Fuzhou Delivery FREQ.

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

4. Low visibility operation

Nil

5. Helicopter operation restrictions and helicopter parking/docking area

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

6. Warning

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 空域高度限制导致需要偏离标准仪表进、离场程序时，ENVEN 方向进场航班，按 ATC 指令雷达引导至 LJG 进场；DOVPU 方向离场航班，按 ATC 指令雷达引导离场。

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

起落航线在跑道东、西两侧，东侧起落航线 C、D 类航空器高度 500m，A、B 类航空器高度 300m；西侧起落航线 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。在未得到管制员发布进场指令前，进场航空器向福清或者连江导航台归航。

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 deviationfrom SID and STAR is required due to airspace altitude restrictions, ARR FM "ENVEN" shall be radar vectored to "LJG" in accordance with ATC instructions; DEP via "DOVPU" shall be radar vectored for departure in accordance with ATC instructions.

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 are established on both the E andW of RWY. E side circuit: 500m for Category C and D aircraft; 300m for Category A and B aircraft. W side circuit: 700m for Category C and D aircraft; 400m for Category A and B aircraft.

3. IFR flight procedures

3.1 INSTR FLT PROC refer to SID, STAR and IAC. BFR obtaining CLRFM ATC, ARR aircraft shall INBD to "FQG" or "LJG".

3.2 RNAV 程序

3.2.1 严格按照航图中公布的进、离场程序和进近程序飞行。当管制员指令高度与程序中各类限制高度不一致时，以管制员指令高度为准。

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近邻马祖终端区，未经管制许可，禁止向东侧偏航。航空器二次雷达应答机故障时，不适用跑道东侧空域 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 当航空器得到进近管制员指令与福州塔台建立通讯联络时，雷达管制终止。

3.2 RNAV PROC

3.2.1 Fly strictly in accordance with the published STAR, SID and approach procedures as shown on aeronautical charts. If the altitude assigned by the controller conflicts with any restrictive altitude specified in the procedures, the altitude assigned by the controller shall prevail.

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 E is strictly forbidden for RNAV ARR, DEP PROCs to the E of RWY. No deviation to the east is permitted without ATC CLR. If transponder U/S, RNAV ARR, DEP PROCs in the E 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 shall terminate when the aircraft is instructed by APP to establish communication with

TWR.

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。

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. 目视飞行程序

6.1 等待：在机场上空，跑道东、西两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。

6.3 目视进近程序

6.3.1 实施气象条件：福州长乐机场主导能见度大于等于 10km 且云底高 1,200m（含）以上。

6.3.2 航空器驾驶员须知

6.3.2.1 福州长乐机场只实施引导目视进近，且仅在昼间进行。

6.3.2.2 福州长乐机场在符合实施目视进近的条件下，通过 ATIS 告知航空器驾驶员可以实施的进近方式。

6.3.2.3 目视进近可以由航空器驾驶员申请或者管制员发起，得到对方认可后方可实施。进近管制员在发布进场方式时将向机组通报预计目视进近，若机组不能接受目视进近，须向管制员提出。

6.3.2.4 管制员发布目视进近许可是基于航空器驾驶员报告目视前机或目视着陆机场后。

6. Procedures for VFR flights

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

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

6.3 Visual approach procedures

6.3.1 Implementation weather conditions: ceiling not less than 1200m, prevailing visibility not less than 10km.

6.3.2 Instructions for pilots

6.3.2.1 Only vector for visual approach will be conducted at ZSFZ and only during the daytime.

6.3.2.2 When the weather conditions at ZSFZ meet the requirements for visual approach, the pilots will be informed by ATIS of the available approach types.

6.3.2.3 Visual approach can be initiated by pilot or ATC, and be implemented after obtaining mutual approval. ATC will inform pilot of the expected visual approach, if the pilot cannot accept visual approach, the pilot shall inform ATC.

6.3.2.4 ATC may issue visual approach clearance after the pilots report the preceding ACFT or the airport in sight.

6.3.2.5 航空器驾驶员接受目视进近许可后，高度和航向由驾驶员自行掌握，飞向着陆机场或者跟随前机实施目视进近时，航空器驾驶员应负责航空器与地面障碍物之间的安全间隔。航空器驾驶员接受跟随前机的目视进近许可后，应负责与前机之间的安全间隔。

6.3.2.5 After receiving visual approach clearance, the altitude and heading shall becontrolled by pilot. When conducting a visual approach to the landing airportor following preceding ACFT, the pilot is responsible for maintaining safe separation between the ACFT and ground obstacles. After receiving the visual approach clearance to follow preceding ACFT, the pilot is responsible for maintaining safe separation BTN preceding ACFT.

6.3.3 应急处置

6.3.3 Emergency procedures

6.3.3.1 目视进近的中止与转换

6.3.3.1 Conversion and termination of visual approach

6.3.3.1.1 目视进近过程中，航空器驾驶员失去目视参照物（机场或前序航空器）时，应立即通报管制员该情况和后续意图，管制员可根据航空器驾驶员意图协助其转为仪表进近、中止进近或复飞。

6.3.3.1.1 During a visual approach, if a visual approach cannot be completed due to loss ofvisual reference (airport or preceding ACFT), pilot shall inform ATC immediately, ATC may assist the pilot to switch to instrument approach, termination of visual approach or missed approach according to the pilot's intention.

6.3.3.1.2 目视进近复飞与着陆跑道 RNAV ILS/DME Z 复飞程序一致，或按照管制指令复飞。

6.3.3.1.2 The missed approach of visual approach is the same as RNAV ILS/DME Z missed approach procedure of the landing RWY, or follow ATC clearance.

6.3.3.2 通信失效处置

6.3.3.2 Communication failure

6.3.3.2.1 如果通信失效时已经接收到落地许可，机组可以继续进近并着陆。

6.3.3.2.1 If landing clearance has been received at the time of communication failure, the pilot may continue approach and land.

6.3.3.2.2 航空器在四边发生通信失效时，机组可以切入指定跑道的五边，继续实施目视进近或转为其他进近。

6.3.3.2.2 If communication fails at base leg, the pilot may intercept final, continue visual approach or switch to other approach procedure.

6.3.3.2.3 其他情况下的通信失效按照公布的仪表飞

6.3.3.2.3 For other communication failure situations, the

行规则航空器地空双向无线电通信失效通用程序处置。

pilot may FLW the published general procedures for air-ground two-way radio communication failure under instrument flight rules.

7. 目视飞行航线

无

7. VFR route

Nil

8. 其它规定

无

8. Other regulations

Nil

ZSFZ AD 2.23 其它资料

ZSFZ AD 2.23 Other information

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。

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, Sternula albifrons	APR-OCT	ABV the grass of FLT restricted area	
Lanius cristatus	AUG-OCT	Soil area on both sides of the 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	0-75

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

1.2 危险鸟种情况

福州机场主要存在的危险鸟种共 13 种，其中 4 级 1 种，3 级 2 种，2 级 10 种，危险鸟群 2 种，1 级非危险鸟种 7 种。

1.2 Dangerous bird species situation

There are a total of 13 dangerous bird species present at Fuzhou Airport, including 1 species at level 4, 2 species at level 3, 10 species at level 2, 2 species in dangerous bird groups, and 7 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 colchicus	grass seed	Active on both sides of road around the AD
level 3	Ardea cinerea	insect	Seasonal bird species,

			larger in size
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	Active on both sides of road around the AD
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
level 2	Falco tinnunculus	Insect, Small vertebrates	Seasonal migratory birds
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	Sternula albifrons	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