

GENERAL**Operational Hours**

ATS Hours / AD OPS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 8
Fuel: Nr. 3 Jet Fuel
PCN: RWY 03/21: 83/R/B/W/T

Operation**Traffic Note**

AD AVBL for ACFT up to B747 and equivalent.

Requirements for Operators

RNAV flight PROC should be conducted only after clearance obtained from ATC. Flight crew shall inform APP or TWR at first contact if RNAV flight PROC could not be conducted.

RWY Restriction

All departing ACFT shall enter RWY via TWY A2 or A9, then make partial RWY TKOF. If not possible, contact TWR before entering TWY A2 or A9.

TWY Restriction

TWY G, G1, T2-T5, R MAX wingspan 36m / 118ft.

Standard Taxi Routes for A346 and B773

Arrival RWY 03:

RWY 03 - TWY A7 or A10 - TWY A - TWY B2, B3 or B7 - APN, or
 RWY 03 - TWY A6 - TWY A - TWY B7 - APN.

Arrival RWY 21:

RWY 21 - TWY A1 or A4 - TWY A - TWY B2, B3 or B7 - APN, or
 RWY 21 - TWY A5 - TWY A - TWY B3 - APN.

Departure RWY 03:

APN - TWY B2, B3 or B7 - TWY A - TWY A1 - RWY 03.

Departure RWY 21:

APN - TWY B2, B3 or B7 - TWY A - TWY A10 - RWY 21.

Taxi/Parking

A346 and B773 can use TWY B2, B3 and B7 in TWY A, B and T1 to make S shape or 180° turns.

For taxiing west of TWY B comply with TWR.

Follow-me and towing AVBL via APN.

Visual docking guidance system AVBL at stands 2, 3, 13-17.

Laser docking guidance system AVBL at stands 4-12.

Fuel Dumping Area

The area for fuel dumping PROCs is located in the HLDG pattern R098 of FQG VOR/DME. Commence inbound turn at D41.

MNM FLT ALT for HLDG FQG VOR/DME is 5905ft (1800m).

MNM ALT for fuel dumping is 14763ft (4500m).

MAX IAS 270KT (500km/h) during fuel dumping PROC.

GENERAL**Engine Run-up Areas**

ENG run-ups are subject to APN CLR and may only be carried out at a designated location. Fast ENG run-ups near boarding bridges or on APN are strictly prohibited.

Warnings**LJG VOR/DME** unusable:

R189 beyond 21NM

R200 beyond 17NM

R040-R155 (except R117 and R133).

LJG DME unusable:

R004, R328, R332 beyond 20NM.

FQG VOR/DME unusable:

R037 beyond 25NM.

FOC VOR/DME unusable:

R010-R175 (except R013, R016 and R034).

N NDB unusable:

200°-355° (except 210° for APCH PROC).

054° beyond 16NM for initial APCH PROC).

LOC ILS 21 unusable:

Beyond 11NM of front course

Beyond 10° leftside of front course

Beyond 27° rightside of front course

Flying seawards is strictly forbidden.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 280KT (520km/h) from FL100/3000m up to FL197/6000m.

MAX IAS 250KT (460km/h) below FL100/3000m.

Communication

Contact TWR for taxiing CLR.

Follow the follow-me or contact TWR after vacating RWY.

Contact APN to obtain parking stand before entering APN.

Arrival Procedure

VR Traffic Pattern: RWY 21 right-hand circuit.

Minimum Runway Occupancy Time (MROT): Ensure Standard MROT procedures.

Warnings

ACFT conducting **LJG01A** or **LJG03A** INST APCH PROC shall strictly maintain flight tracks, westward deviation is strictly prohibited.

DEPARTURE**Take-off Minima**

RWY		03/21		
All ACFT	ft - m/km	0 - 400R/800V	REDL	HJ only
		0 - 500R/800V	-	
		0 - 800R/800V	HN	

Speed

MAX IAS 280KT (520km/h) from FL100/3000m up to FL197/6000m.

MAX IAS 250KT (460km/h) below FL100/3000m.

Departure Procedure**Start-up/Push-back**

Contact APN for CLR before push-back/start-up. After receiving CLR for push-back/start-up, ACFT shall execute instruction within 2min, otherwise CLR will be cancelled and pilot must apply again.

When ACFT parking on boarding bridge stand and if APU is unavailable, contact APN for CLR, then start ENG when boarding bridge is retracted.

Contact GND for start-up CLR after ACFT is ready.

Contact APN for push-back CLR upon receiving start-up CLR.

Contact APN for taxiing CLR on APN after start-up.

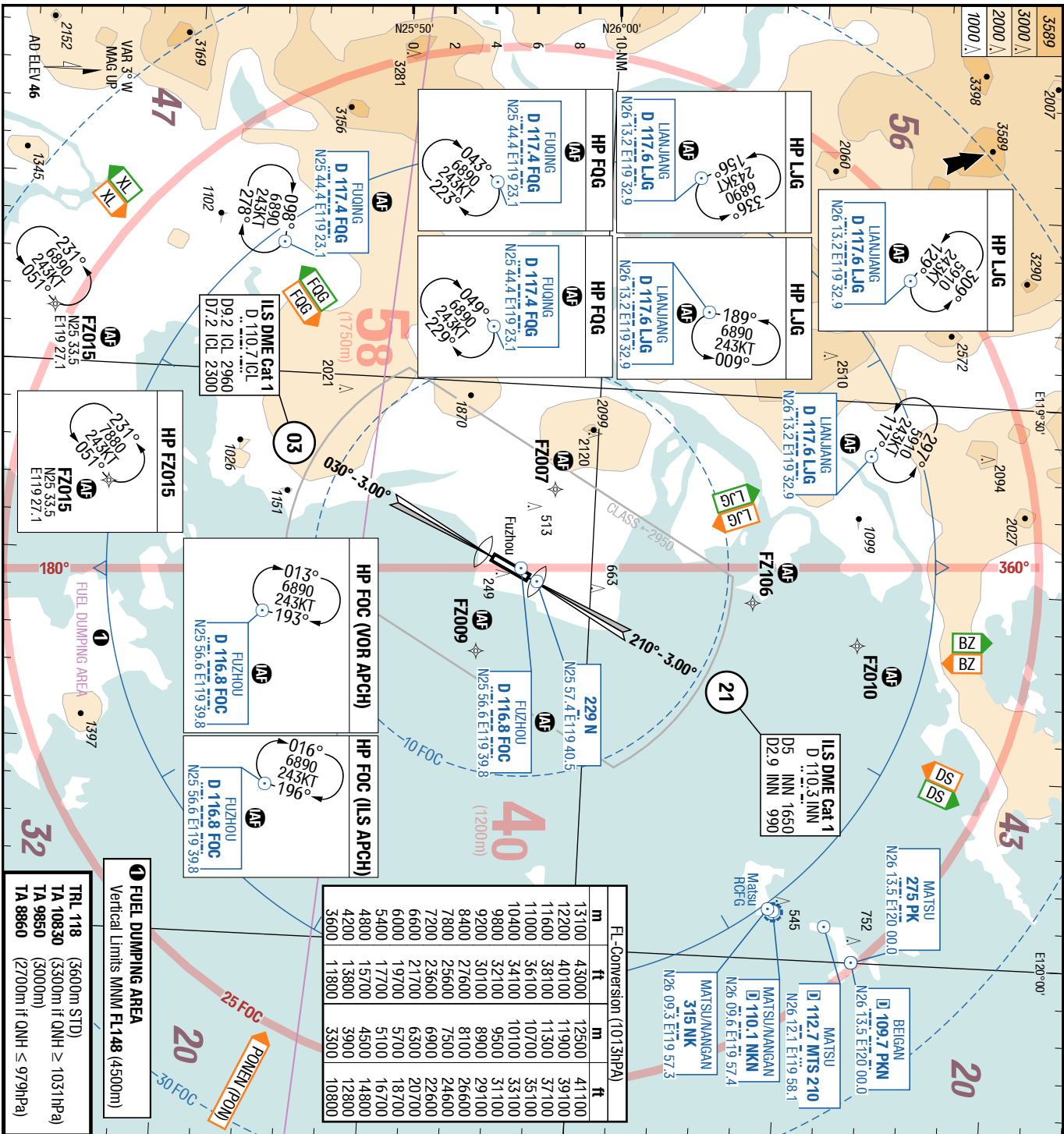
Contact TWR before entering TWY to obtain further CLR.

Minimum Runway Occupancy Time (MROT)

Ensure Standard MROT procedures and in addition:

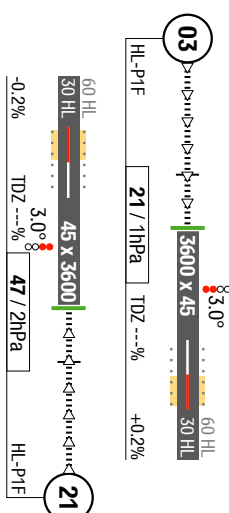
Finish RWY alignment within 60s after receiving ATC CLR to enter RWY. Contact ATC if unable to comply.

2-10



ATIS	126.400	133.050
APP	119.225 (AP01) 124.850 (AP02) 119.450 0130-1230 (AP03)	133.050 133.050 133.050
TWR	118.450	124.350
GND	121.600 0100-1000	124.350
APN	121.725	

Landing RWY system:



E119°39.5'

E119°40'

ATIS	126.400	
TWR	118.450	124.350
GND	121.600	0100-1000 124.350
APN	121.725	

21
210°
47

NORTH
APRON

FUZHOU
D 116.8 FOC

HS1-HS2
- Using RWY 03 aircraft taxiing out and taxiing into gate 24-30, 81-90 are prone to collision on TWY B. Before taxiing to TWY B8, the observation should be strengthened before waiting line.
- Aircraft taxiing from TWY G1 to TWY T2/T4 are prone to collision with aircraft on gate 81-92. Before aircraft taxiing to TWY T2/T4, the observation should be strengthened before waiting line.

Taxiing speed shall not exceed 8KT while A/C with wing span 65m taxiing along TWY B between TWYs B8 and B9

A/C are forbidden to enter RWY via TWY A4, A5, A6, A7

3600 x 45

ARP
N 25 56.0
E 119 39.9

APRON

TERMINAL

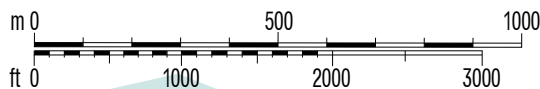
See APC

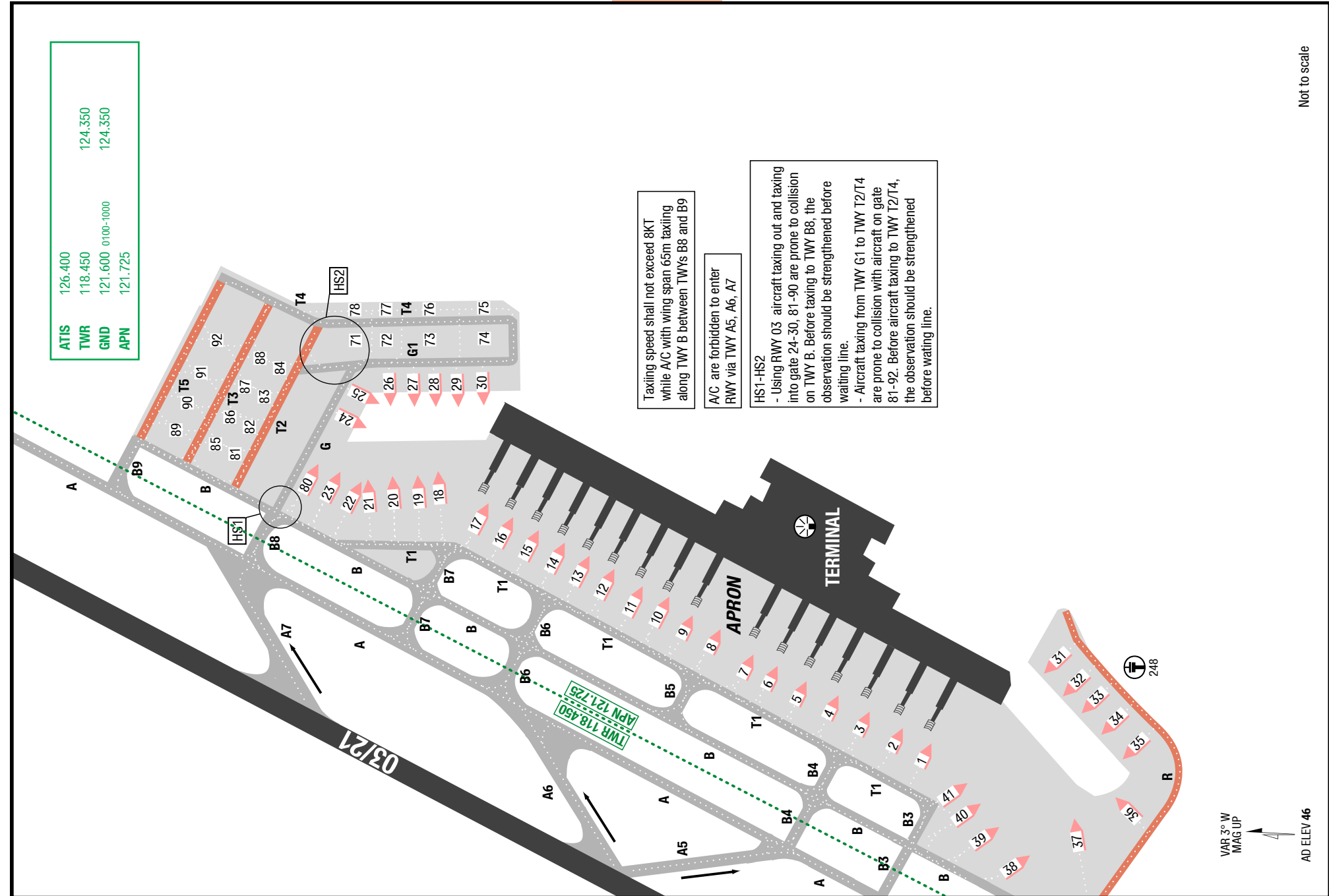
03
030°
21

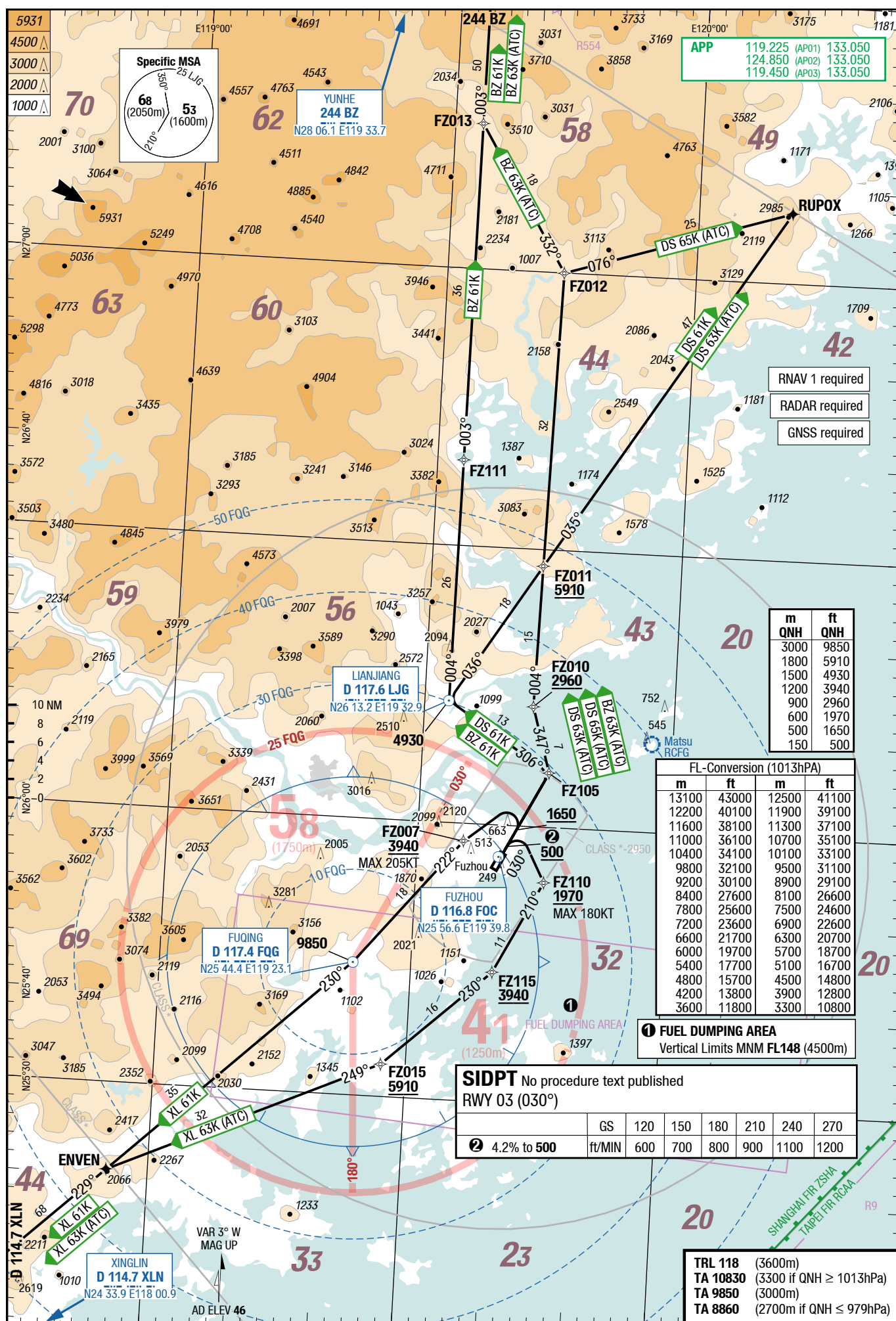
VAR 3° W
MAG UP

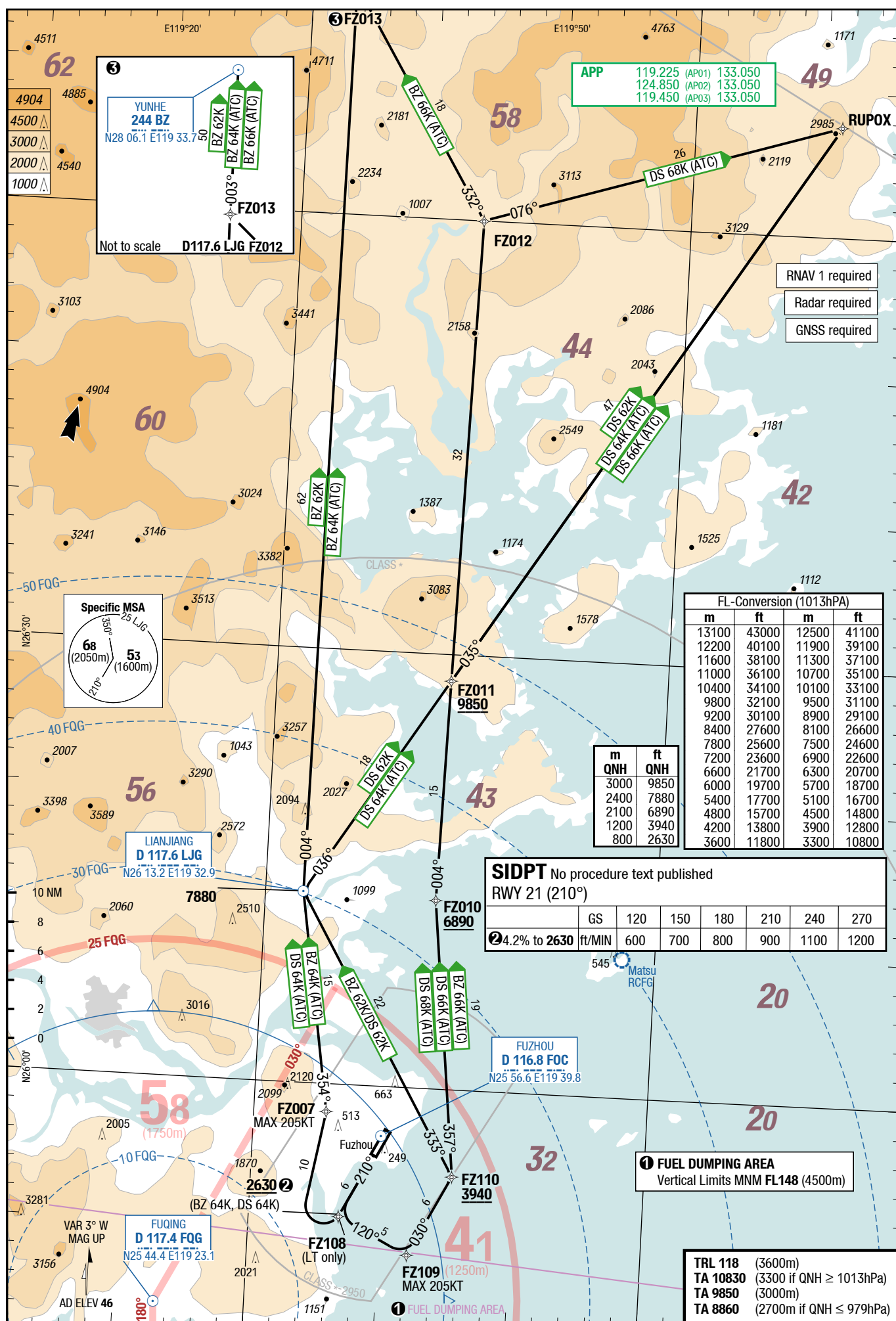
AD ELEV 46

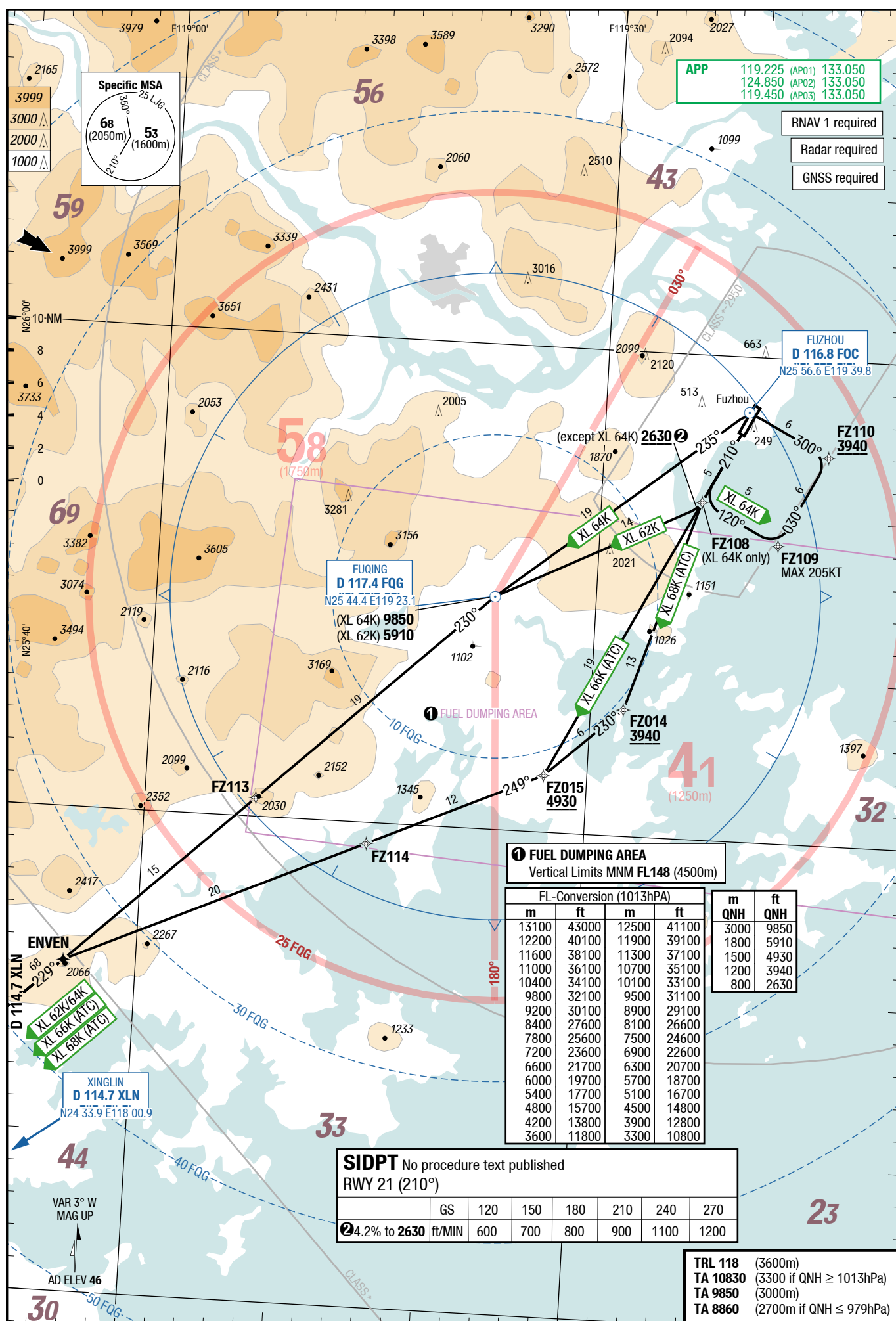
TWR 118.450
APN 121.725

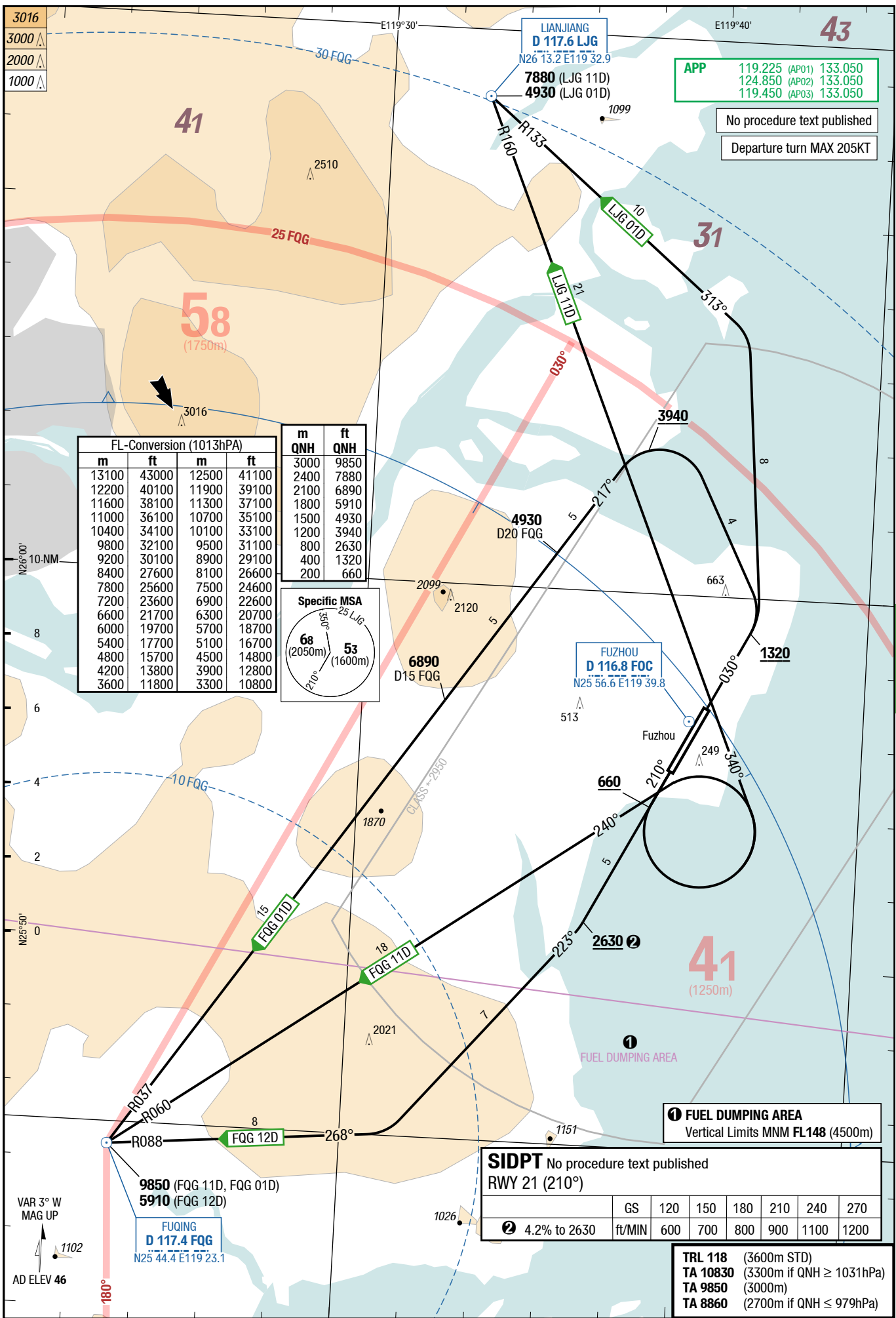


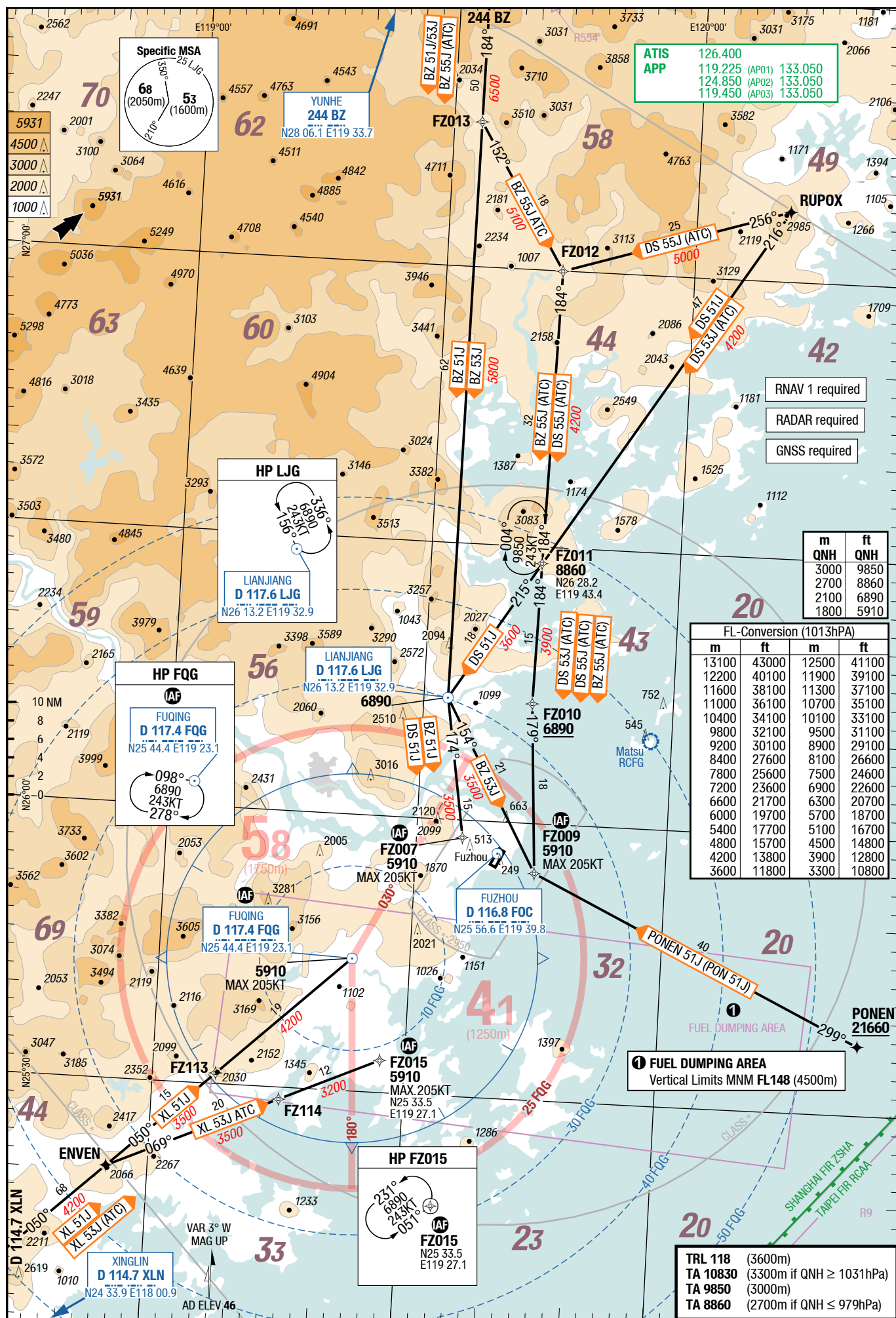


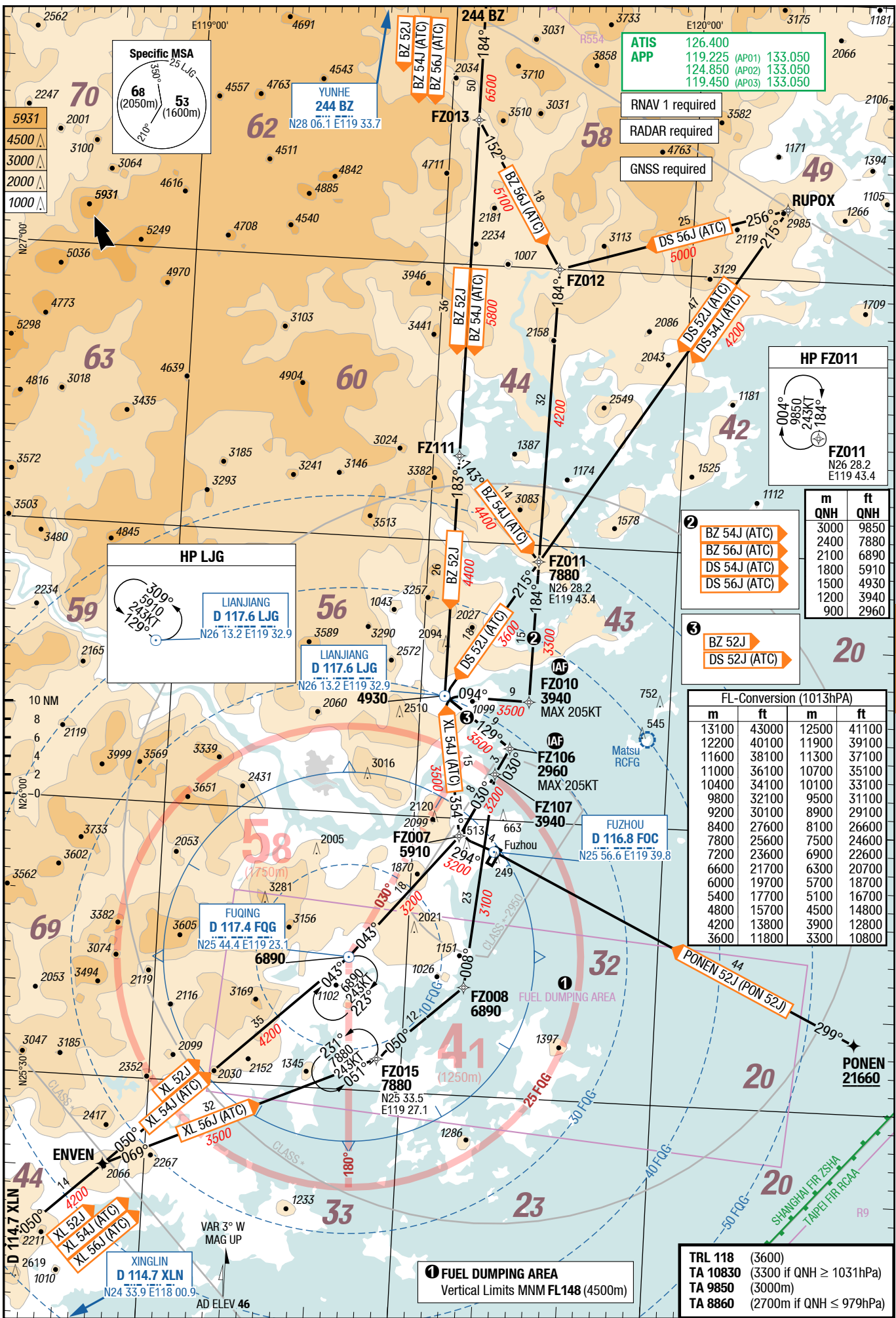


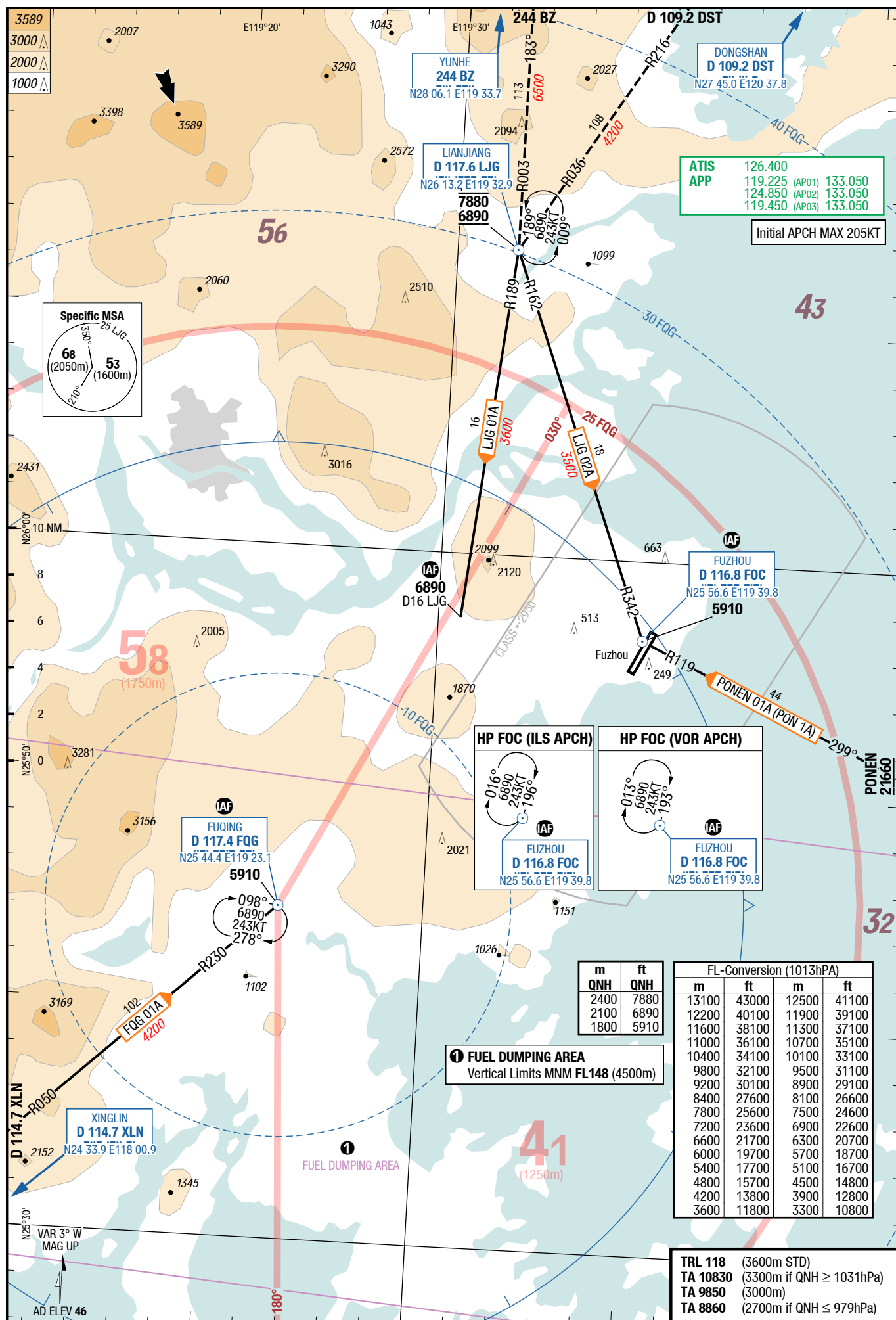


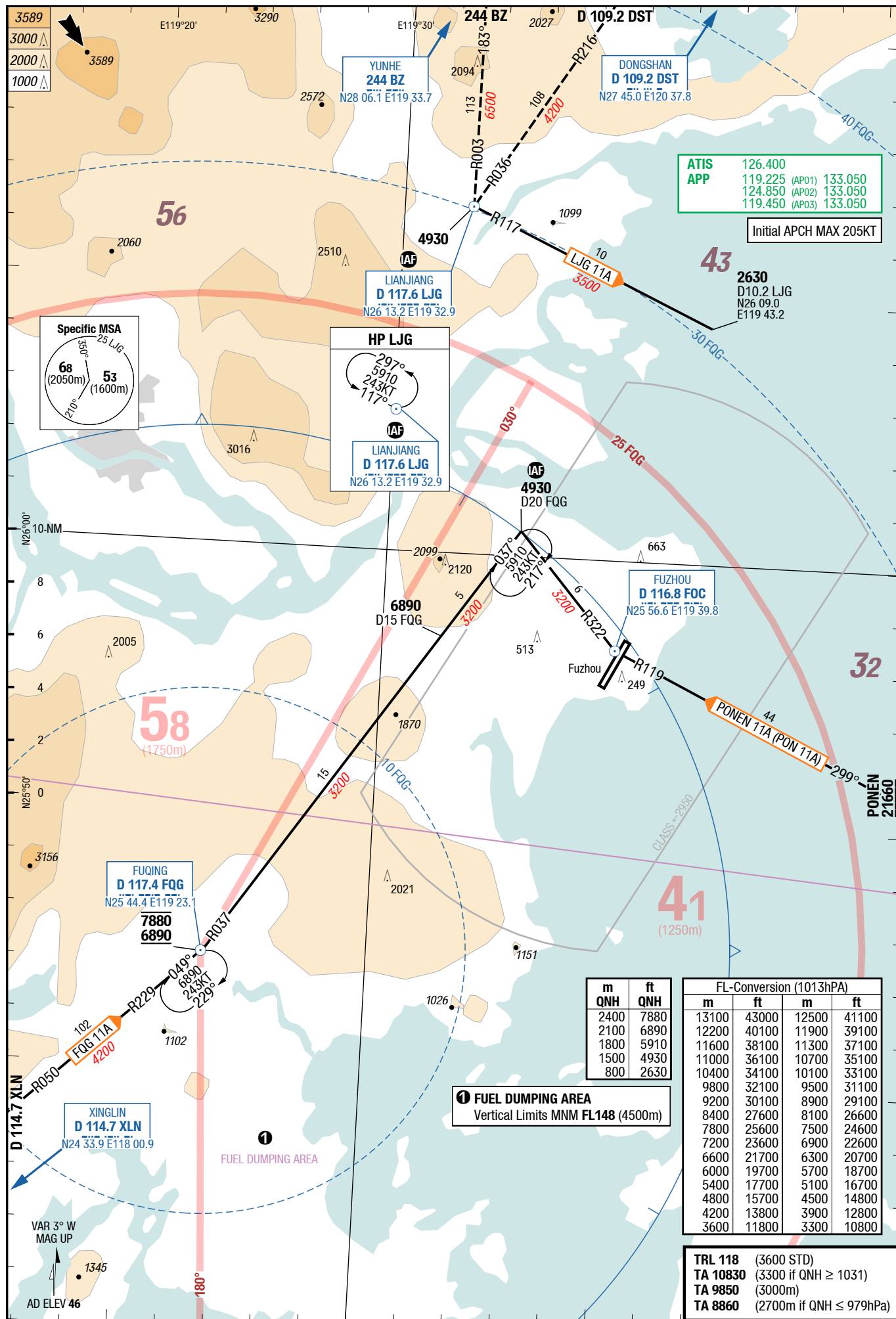








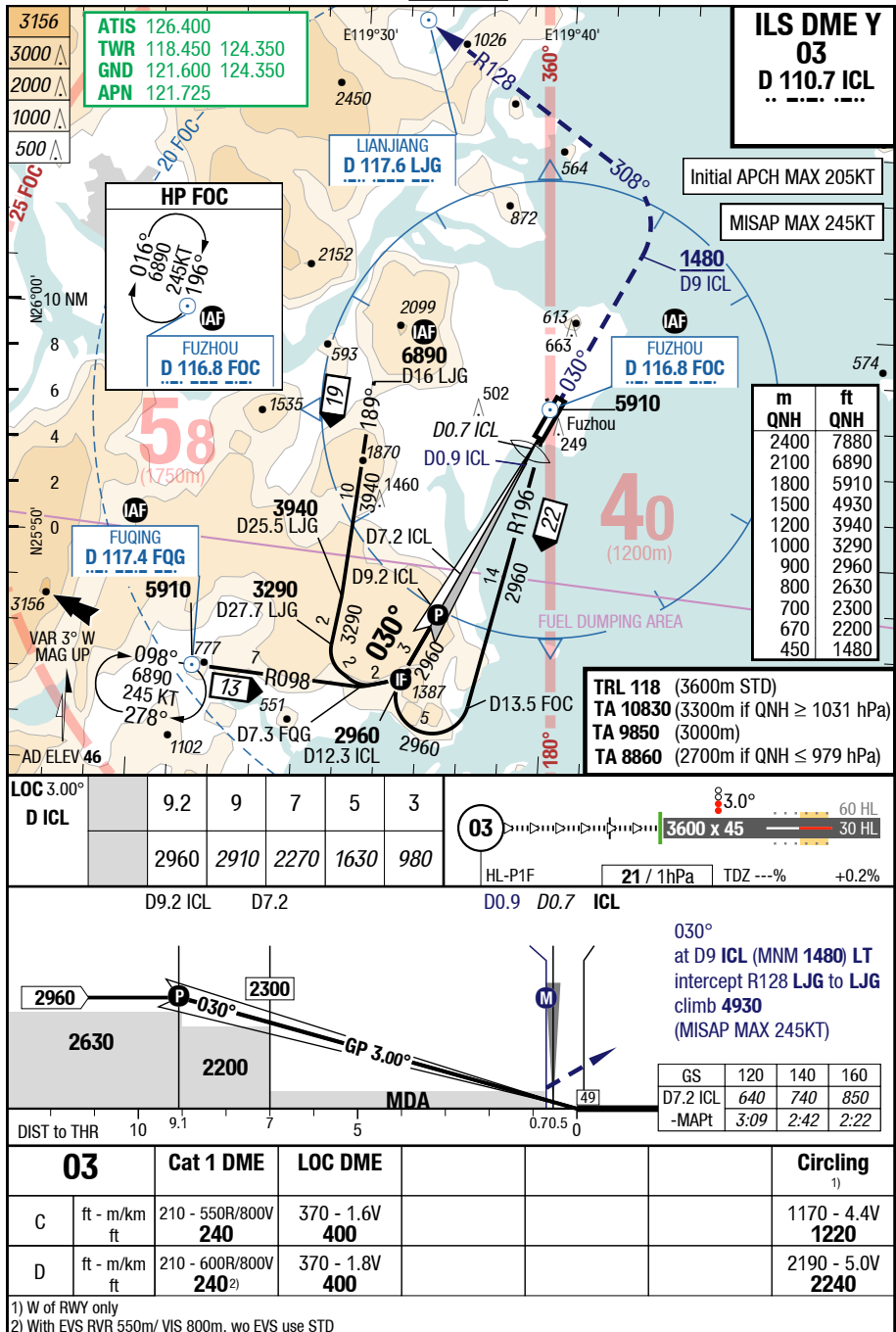




FOC-ZSFZ

7-10

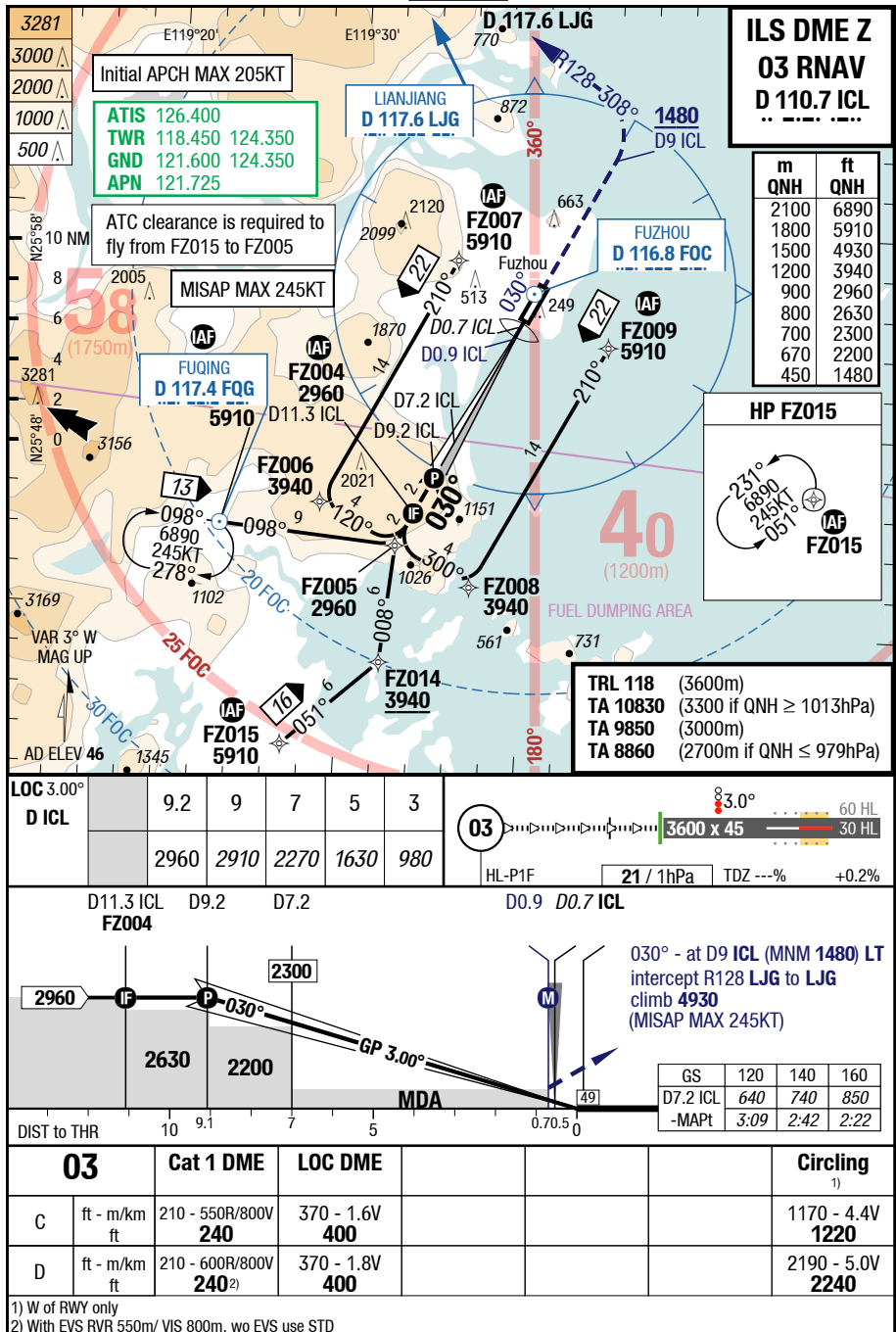
ILS DME Y 03



FOC-ZSFZ

7-20

ILS DME Z 03 RNAV



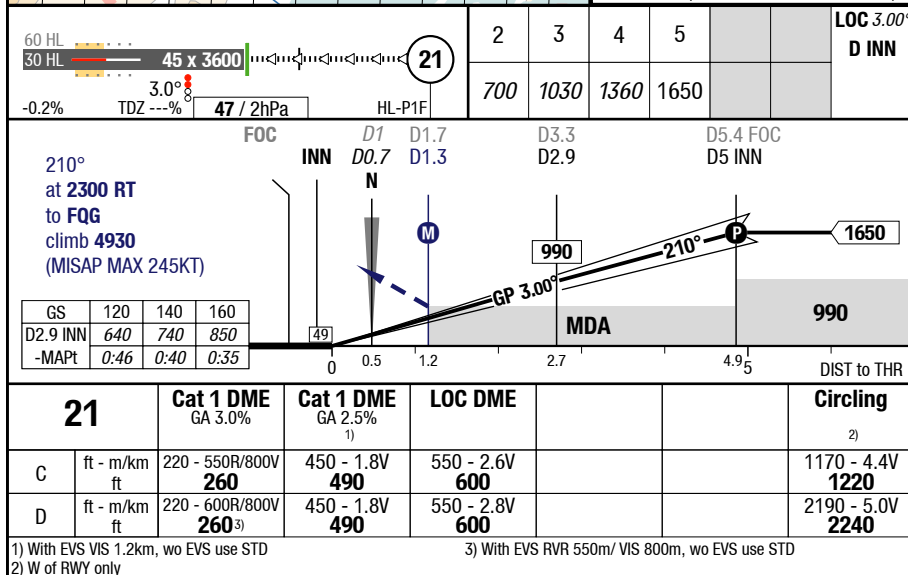
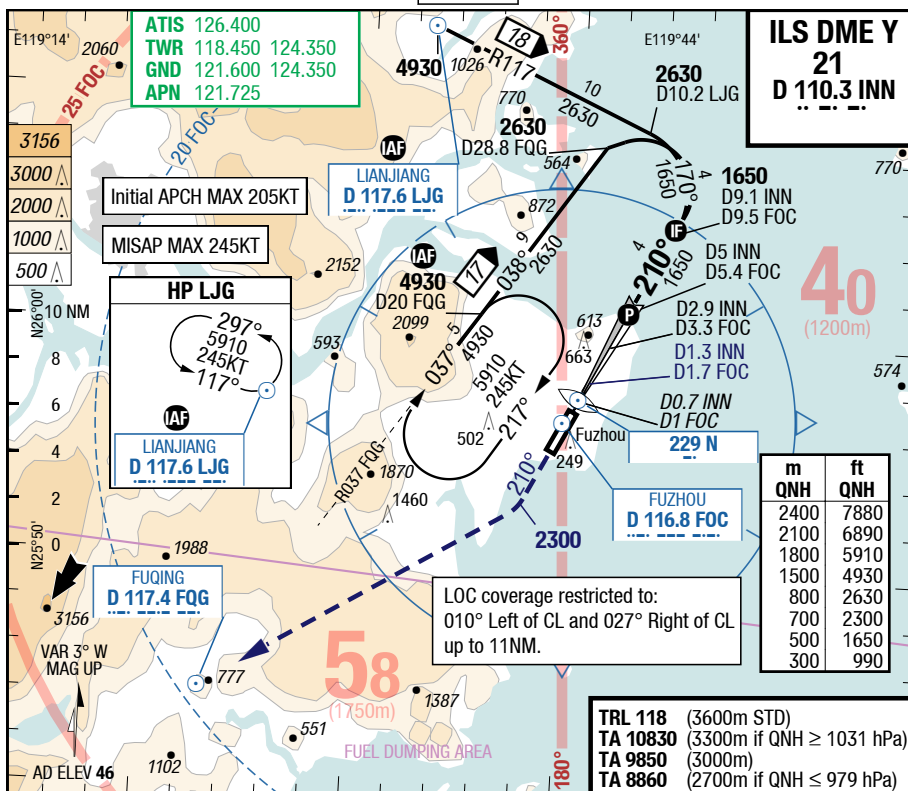
25-FEB-2016
FOC-ZSFZ

China Fuzhou Changle

IAC

7-30

ILS DME Y 21



Changes: Note

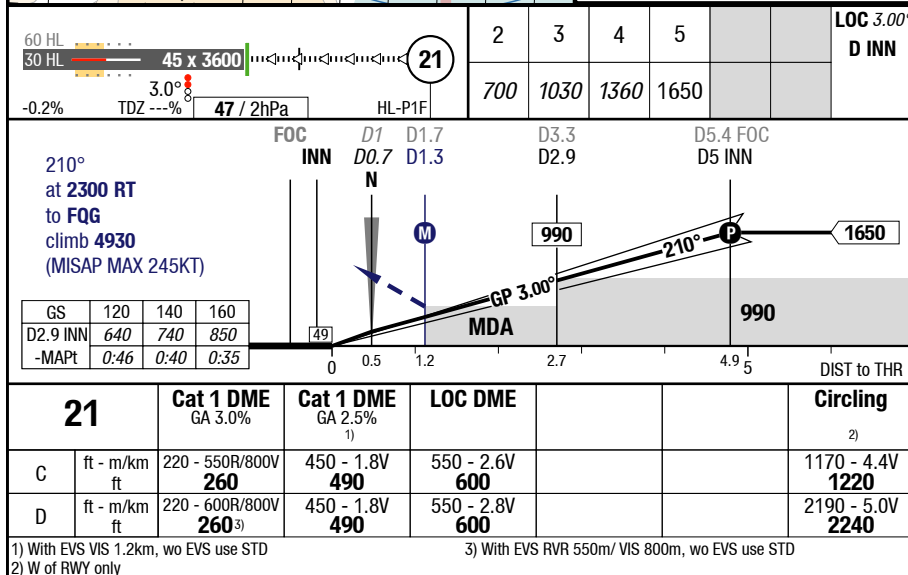
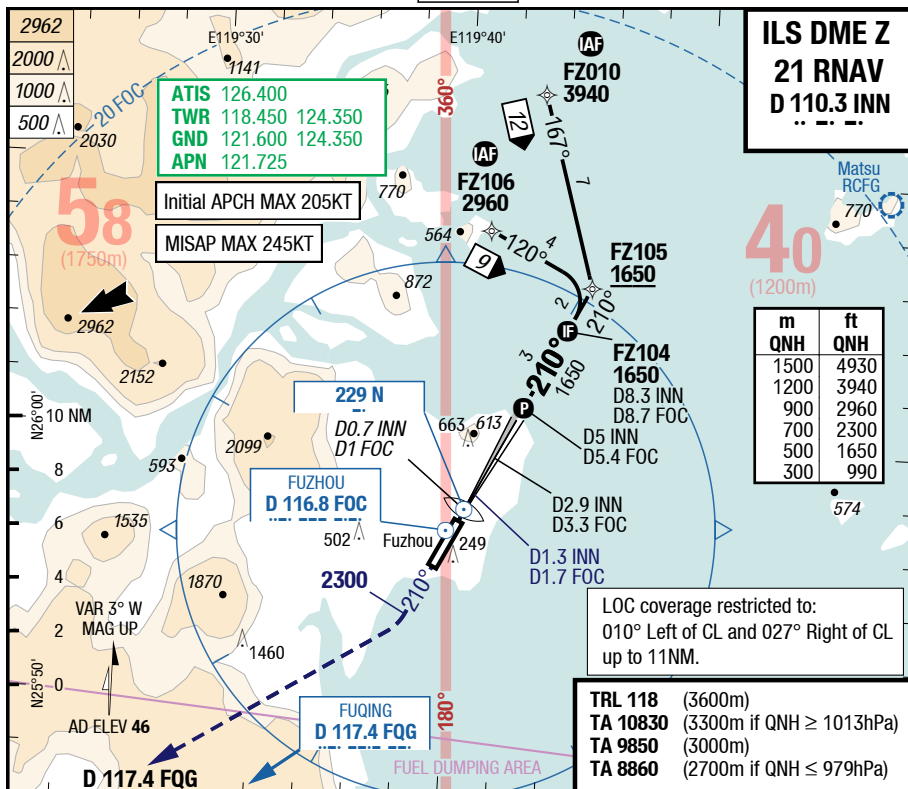
25-FEB-2016
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China Fuzhou Changle

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7-40

ILS DME Z 21 RNAV

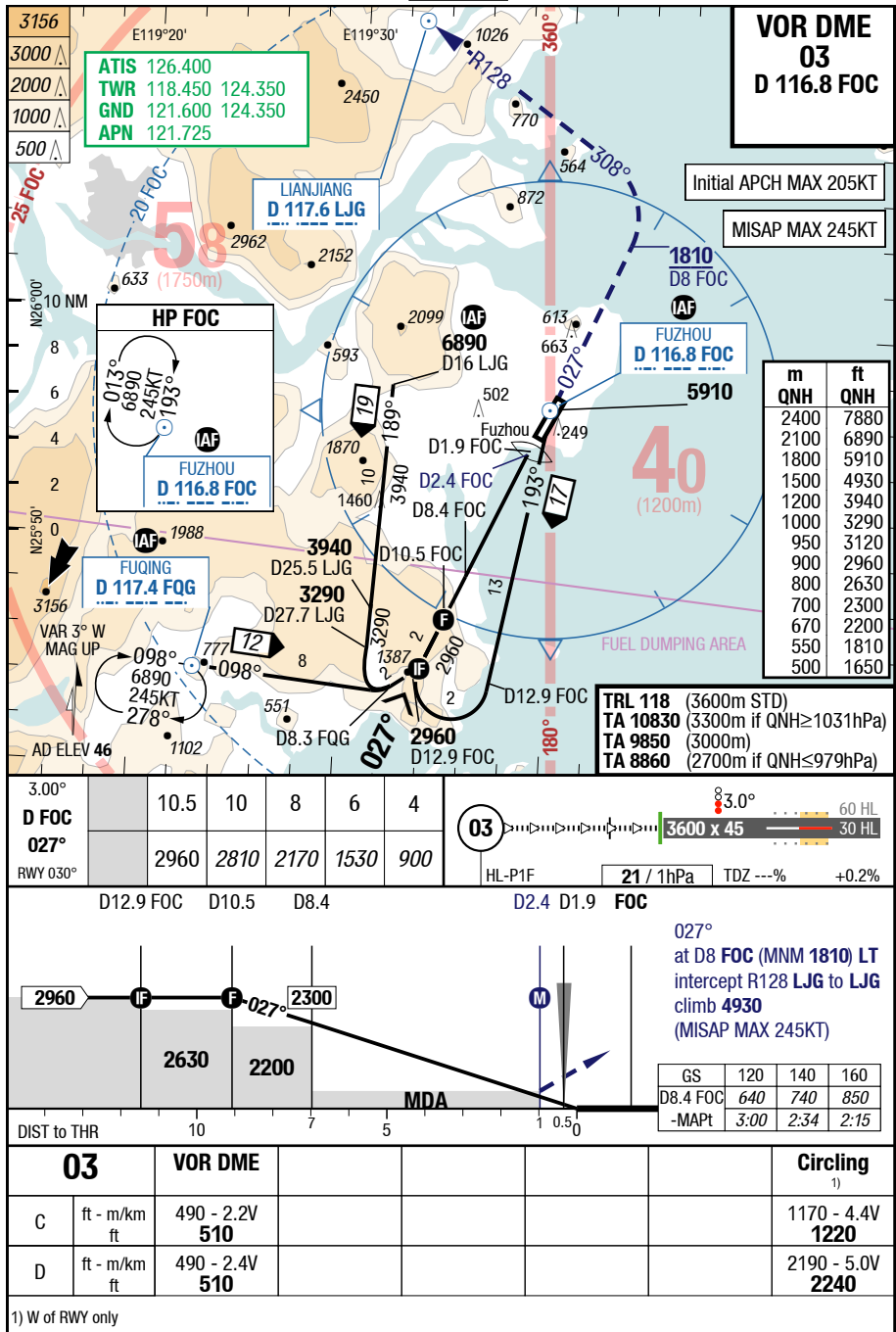


Changes: Note

FOC-ZSFZ

7-50

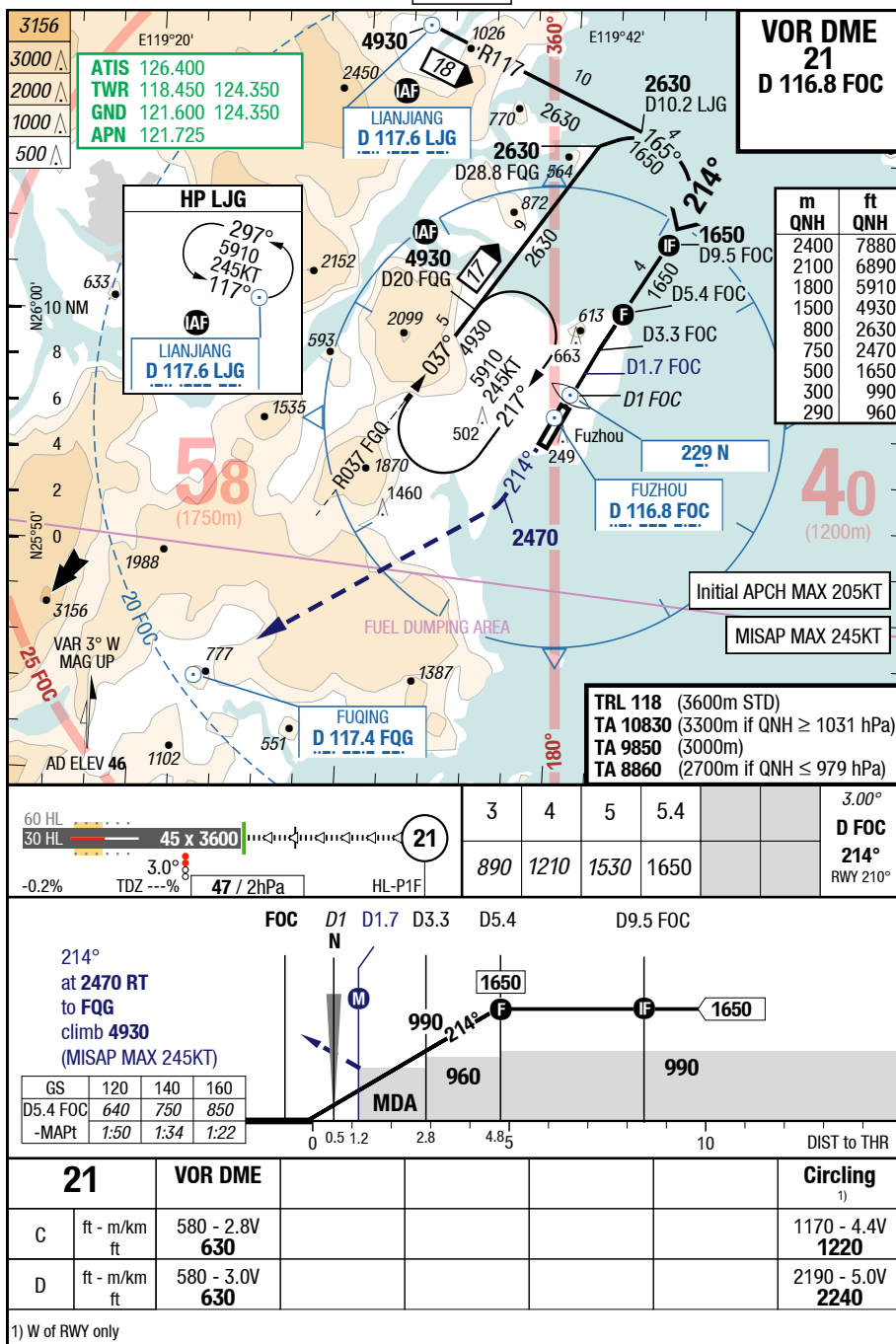
VOR DME 03



FOC-ZSFZ

7-60

VOR DME 21



Changes: FREQ

FOC-ZSFZ

7-70

NDB 21

