GENERAL

Operational Hours

ATS Hours: HS or O/R

AD OPS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 7
Fuel: Nr. 3 Jet fuel
PCN: RWY 03/21: 63/R/B/W/T

Operation

Requirements for Operators
TKOF/LDG without SSR transponder prohibited, except pre-permitted by authority.

RWY Restriction
ACFT with wingspan 36m-52m / 118ft-171ft turning around at end of the RWY make sure that the steering angle of front wheels is not less than 55°.

TWY Restriction
TWYs A1-A3 and A6 MAX wingspan 47.57m / 156ft.

TWYs A and A5 MAX wingspan 36m / 118ft.
TWY A (between A5 and A6) MAX wingspan below 36m / 118ft.

TWY A4 not AVBL.

TWY A (between TWY A5 and TWY A6) AVBL 2230-0700.

Taxi/Parking
Follow-me is mandatory after landing.

Visual Docking Guidance System (VDGS) AVBL at stands: 3-15, mashaller mandatory for other stands.

Engine Run-up Areas
ENG run-ups are subject to TWR clearance and can only be carried out on stands 2 and 12.
Fast ENG run-ups near boarding bridges are strictly prohibited.

Warnings

JNJ VOR/DME unusable: beyond 15NM on R150-R235 clockwise.

D NDB for RWY 03 unusable:
- On bearing 191° beyond 3NM
- On bearing 070° between 1-5NM and beyond 9.5NM
- On bearing 188° beyond 3NM for HLDG PROC

O NDB for RWY 21 unusable:
- On bearing 214° beyond 4NM

Pilot of arriving ACFT exercise extreme caution when tuning the AD FREQ and identify the right channel. Make the right decision according to the indications of the airborne electronic equipment to avoid entering into other areas.

ACFT approaching to RWY 03 keep flight path and ALT strictly; no ACFT is permitted to cross over the limited line.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure

ACFT COM Failure

If radio receiver not AVBL: continue APCH according to following PROC ASAP. If AD not suitable for LDG, pilot decide to return or ALT.

- According to the last command ALT, ACFT should APCH and land according to the given APCH PROC if LDG CLR has being approved.
- According to the last command ALT, if LDG CLR is not approved, ACFT should direct to JNJ, if ALT over JNJ is higher than 1500m, then join the HLDG PROC, descend to 1500m, APCH and land according to IAP, if ALT over JNJ is lower than 1500m, then direct APCH and land according to IAP.

Aerodrome COM Failure:

If COM can not be established with AD control unit, contact previous control unit and follow instructions.

Arrival Procedure

Arrival Notes

Altimeter Setting:

Type of flight PROC	ALT/HGT(m)	Altimeter Setting
Conventional	≥ 2100	Xia'men QNH
PBN		
Conventional	< (2100)	Quanzhou QFE or by ATC
PBN	< 2100	Quanzhou QNH or by ATC

VFR Traffic Pattern

Traffic circuits shall be made to the east of RWY;
ALT 500m / 1640ft for ACFT CAT C/D
ALT 300m / 984ft for ACFT CAT A/B.

Warnings

ILS/LOC RWY 21 unusable: Beyond 22° rightside of front course.

ILS/LOC RWY 03 unusable: Beyond 11NM of front course.

DEPARTURE

Take-off Minima

RWY		03/21	
All ACFT	ft - m/km	0 - 800v	-

Departure Procedure

Departure Notes

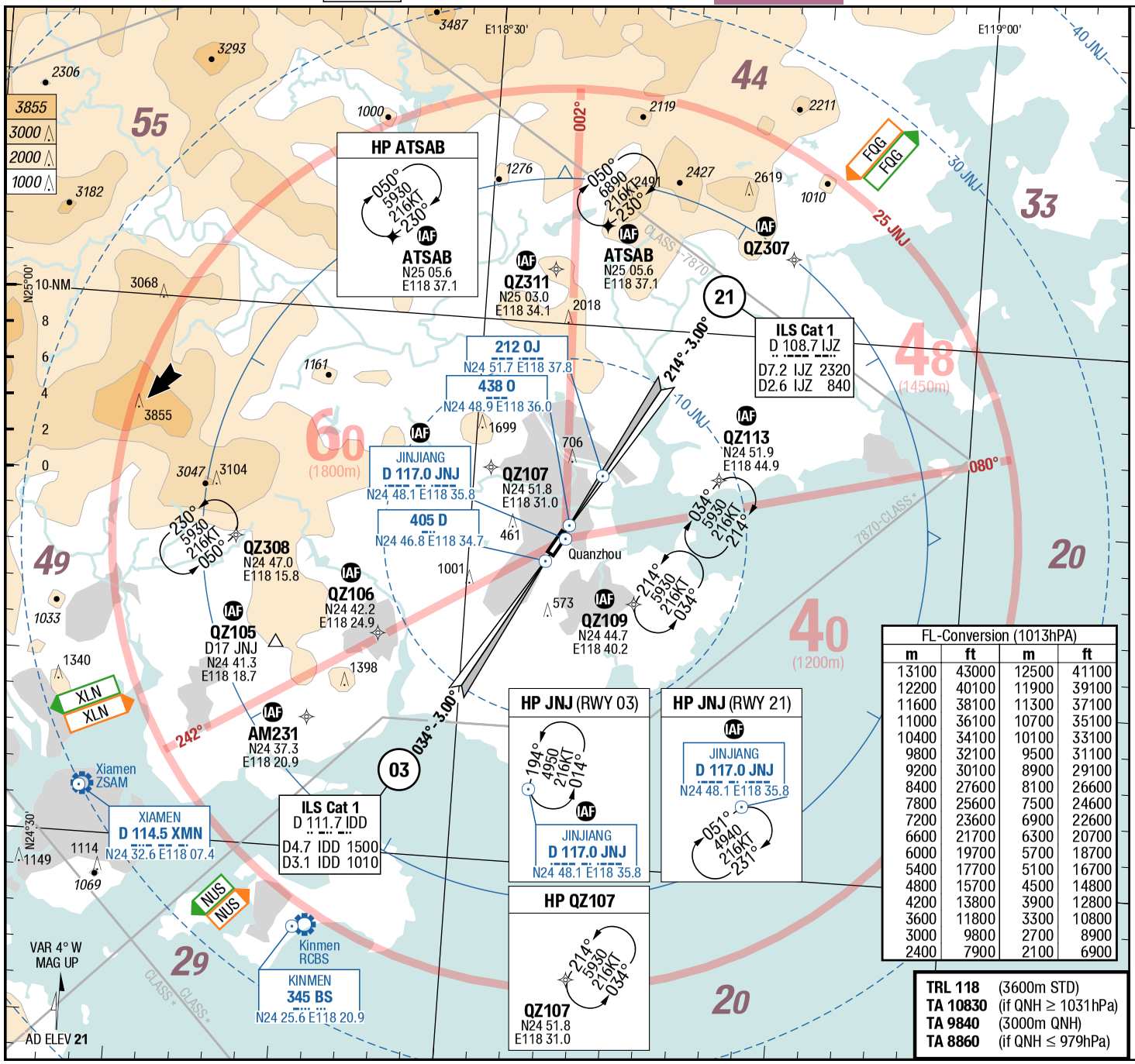
For TKOF RWY 03 and turn left, apply for controller CLR in advance.

Altimeter Setting:

Type of flight PROC	ALT/HGT (m)	Altimeter Setting
Conventional	≥ 1800	Xia'men QNH
PBN		
Conventional	< (1800)	Quanzhou QFE or by ATC
PBN	< 1800	Quanzhou QNH or by ATC

De-Icing

Not AVBL



FL-Conversion (1013hPA)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900
2400	7900	2100	6900

TRL 118 (3600m STD)
TA 10830 (if QNH ≥ 1031hPa)
TA 9840 (3000m QNH)
TA 8860 (if QNH ≤ 979hPa)

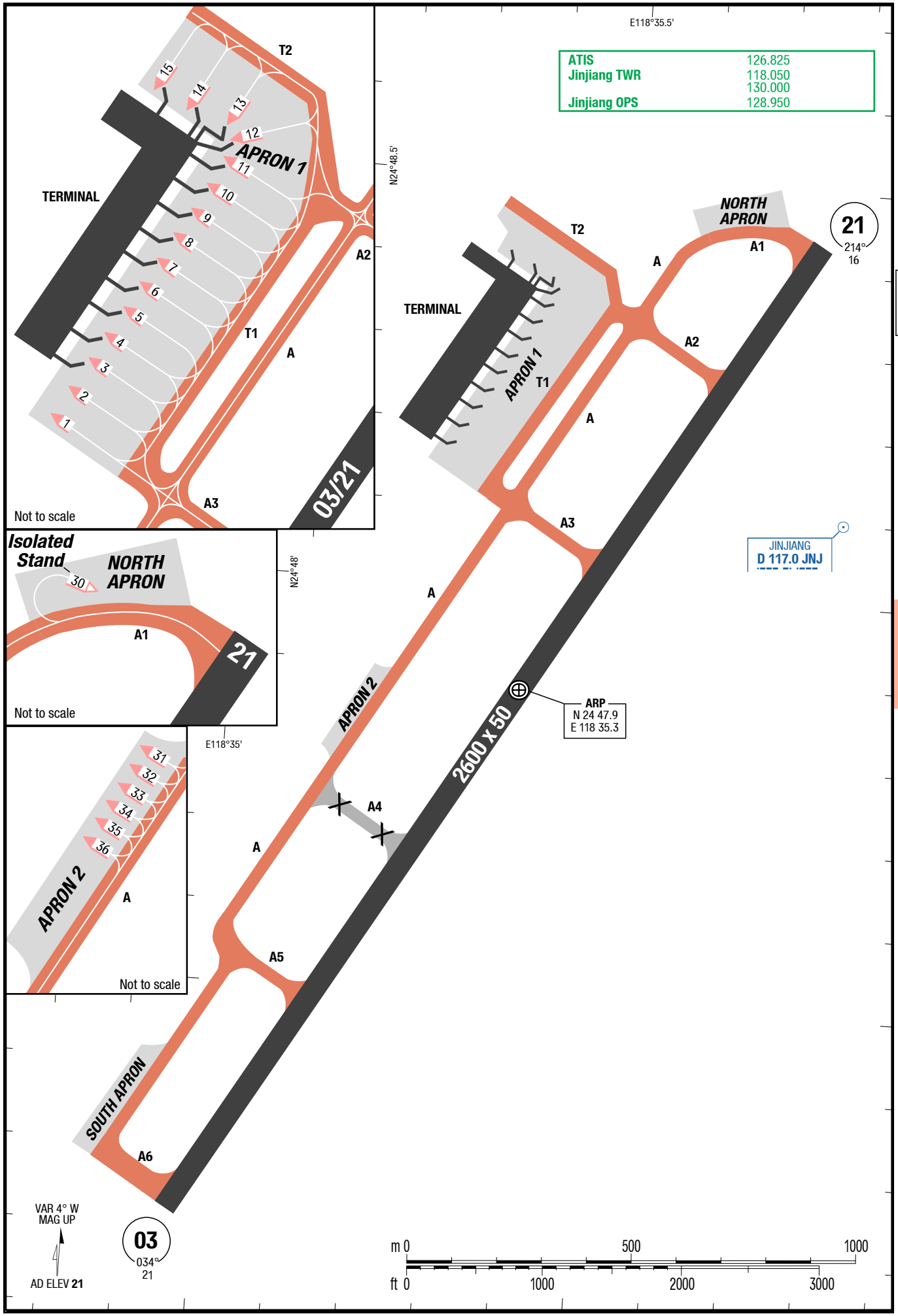
ATIS	126.825
Jinjiang TWR	118.050
	130.000
Jinjiang OPS	128.950

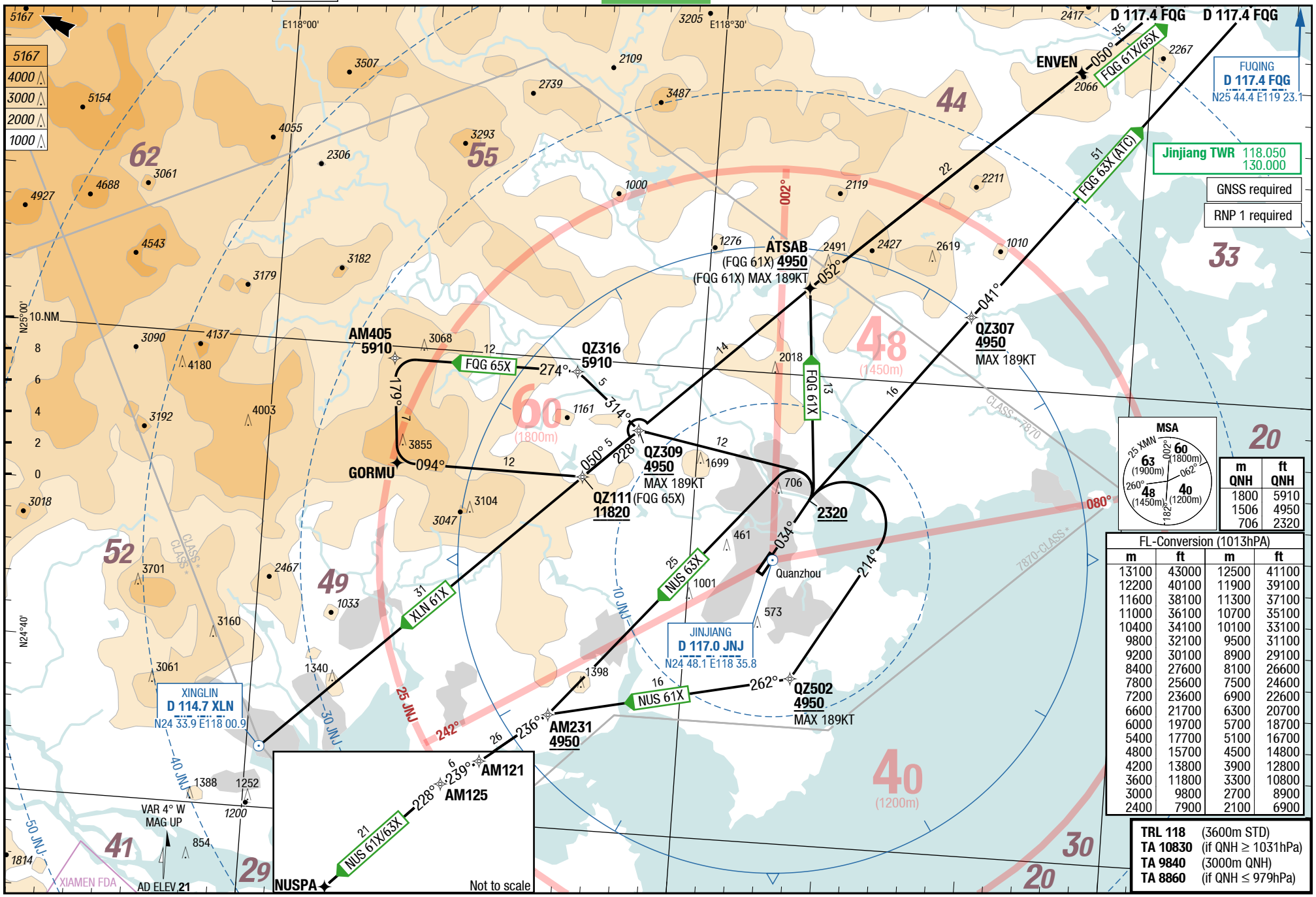
Landing RWY system:

03: 3.0° — 60 HL — 2600 x 50 — 30 HL — 840 — HL-P1F — **21** / 1hPa — TDZ ---% — -0.1%

21: 60 HL — 30 HL — 50 x 2600 — 3.0° — 420 — +0.1% — TDZ ---% — **16** / 1hPa — HL-S

Changes: FREQ


E118°35.5'
N24°48.5'
ATIS 126.825
Jinjiang TWR 118.050
130.000
Jinjiang OPS 128.950
T2
TERMINAL
APRON 1
T1
A
A2
A3
03/21
Not to scale
NORTH APRON
A1
21
214°
16
Isolated Stand
30
N24°48'
E118°35'
JINJIANG
D 117.0 JNJ
APRON 2
2600 X 50
ARP
N 24 47.9
E 118 35.3
A4
A5
SOUTH APRON
A6
VAR 4° W
MAG UP
03
034°
21
AD ELEV 21
m 0 500 1000
ft 0 1000 2000 3000


D 117.4 FQG
D 117.4 FQG
ENVEN
050°
FQG 61X/65X
FUQING
D 117.4 FQG
N25 44.4 E119 23.1
Jinjiang TWR 118.050 130.000
GNSS required
RNP 1 required
FQG 63X (ATC)
ATSAB
(FQG 61X) 4950
(FQG 61X) MAX 189KT
052°
041°
QZ307
4950
MAX 189KT
AM405
5910
FQG 65X
274°
QZ316
5910
179°
314°
FQG 61X
GORMU
094°
QZ309
4950
MAX 189KT
QZ111 (FQG 65X)
11820
050°
228°
2320
034°
214°
Quanzhou
NUS 63X
XLN 61X
NUS 61X
262°
QZ502
4950
MAX 189KT
AM231
4950
236°
JINJIANG
D 117.0 JNJ
N24 48.1 E118 35.8
XINGLIN
D 114.7 XLN
N24 33.9 E118 00.9
25 JNJ
242°
10 JNJ
30 JNJ
40 JNJ
50 JNJ
080°
002°
CLASS * 7870
7870-CLASS *
XIAMEN FDA
AD ELEV 21
VAR 4° W
MAG UP
NUSPA
AM121
AM125
239°
228°
NUS 61X/63X
Not to scale
MSA
25 XMN
63 (1900m)
60 (1800m)
48 (1450m)
40 (1200m)
002°
062°
182°
260°
m QNH | ft QNH
1800 | 5910
1506 | 4950
706 | 2320
FL-Conversion (1013hPA)
m | ft | m | ft
13100 | 43000 | 12500 | 41100
12200 | 40100 | 11900 | 39100
11600 | 38100 | 11300 | 37100
11000 | 36100 | 10700 | 35100
10400 | 34100 | 10100 | 33100
9800 | 32100 | 9500 | 31100
9200 | 30100 | 8900 | 29100
8400 | 27600 | 8100 | 26600
7800 | 25600 | 7500 | 24600
7200 | 23600 | 6900 | 22600
6600 | 21700 | 6300 | 20700
6000 | 19700 | 5700 | 18700
5400 | 17700 | 5100 | 16700
4800 | 15700 | 4500 | 14800
4200 | 13800 | 3900 | 12800
3600 | 11800 | 3300 | 10800
3000 | 9800 | 2700 | 8900
2400 | 7900 | 2100 | 6900
TRL 118 (3600m STD)
TA 10830 (if QNH ≥ 1031hPa)
TA 9840 (3000m QNH)
TA 8860 (if QNH ≤ 979hPa)
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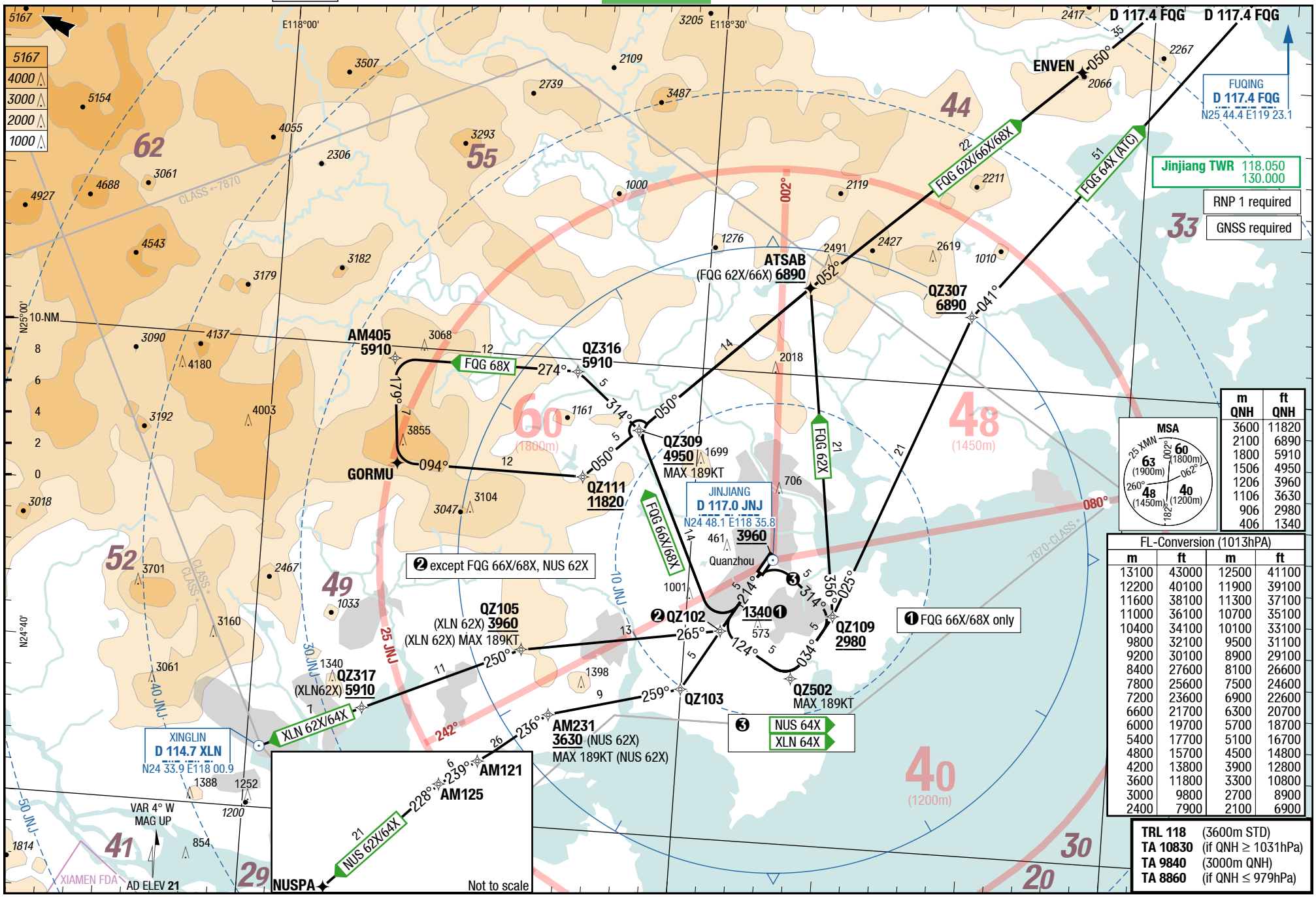
Changes: new



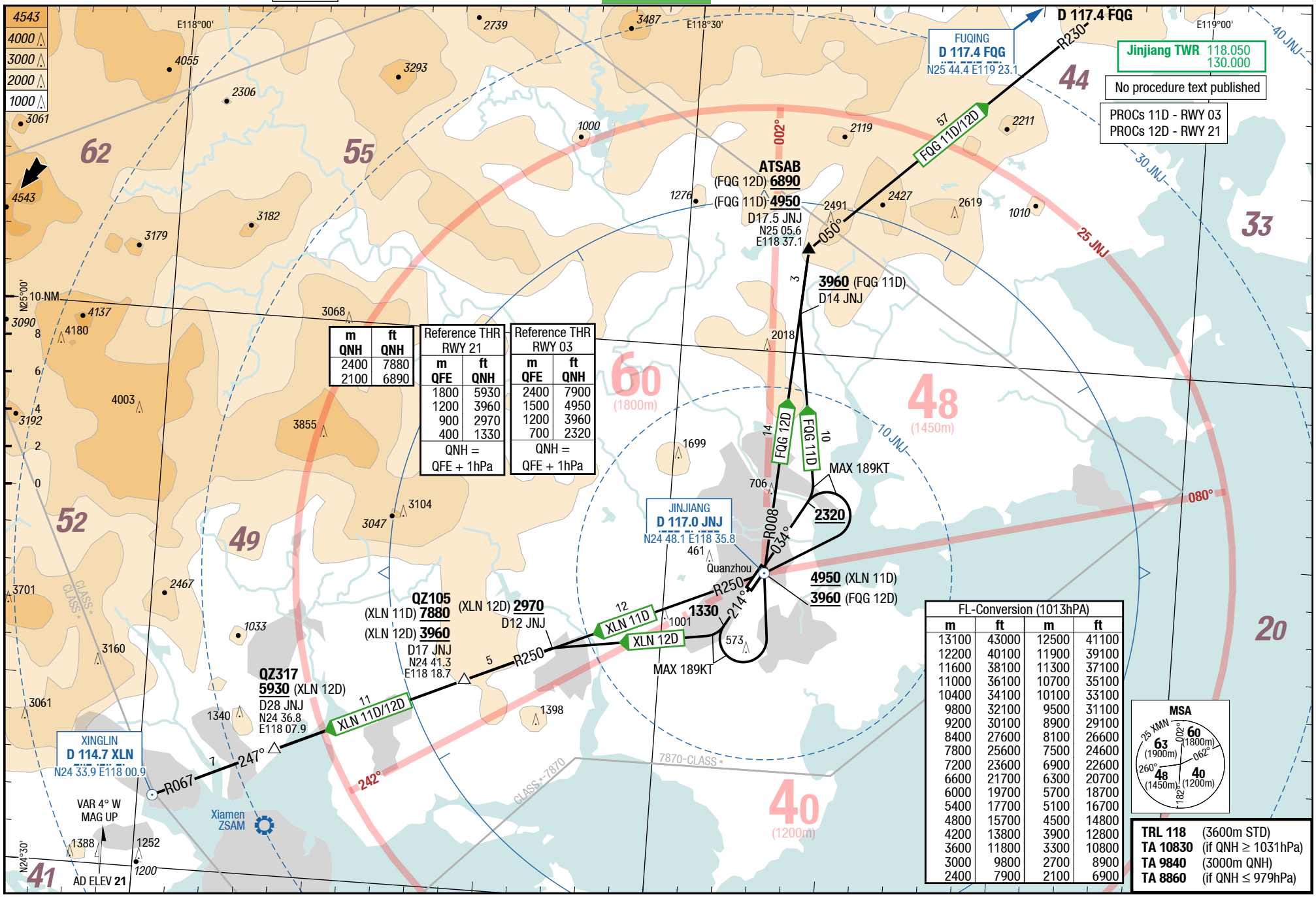
m QNH	ft QNH
3600	11820
2100	6890
1800	5910
1506	4950
1206	3960
1106	3630
906	2980
406	1340

FL-Conversion (1013hPa)

m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900
2400	7900	2100	6900

TRL 118 (3600m STD)
TA 10830 (if QNH ≥ 1031hPa)
TA 9840 (3000m QNH)
TA 8860 (if QNH ≤ 979hPa)

Changes: new



Changes: PROC, ASP, ALT, TRL, TA, OBST, TOPO

FUQING 61X / FUQING 63X / FUQING 65X / NUSPA 61X / NUSPA 63X / XINGLIN 61X

RWY 03 (034°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
FUQING 61X **FQG 61X** **118.050** **130.000**	[A2320+ ;L] - ATSAB [K189**-** ;R] - ENVEN - FQG	ATSAB MNM **4950**
FUQING 63X **FQG 63X** (ATC) **118.050** **130.000**	[A2320+] - QZ307 [K189**-**] - FQG	QZ307 MNM **4950**
FUQING 65X **FQG 65X** from AM405 to QZ111 MNM 5.3% **118.050** **130.000**	[A2320+ ;L] - QZ309 [K189**-** ;R] - QZ316 [L] - AM405 [L]- GORMU [L]- QZ111 [L]- ATSAB - ENVEN - FQG	QZ309 MNM **4950** QZ316 at **5910** AM405 at **5910** QZ111 MNM **11820**
NUSPA 61X **NUS 61X** **118.050** **130.000**	[A2320+ ;R] - QZ502 [K189**-** ;R] - AM231 [L] - AM121 - AM125 - NUSPA	QZ502 MNM **4950** AM231 MNM **4950**
NUSPA 63X **NUS 63X** **118.050** **130.000**	[A2320+ ;L] - AM231 - AM121 - AM125 - NUSPA	AM231 MNM **4950**
XINGLIN 61X **XLN 61X** **118.050** **130.000**	[A2320+ ;L] - QZ309 [K189**-** ;L] - XLN	QZ309 MNM **4950**

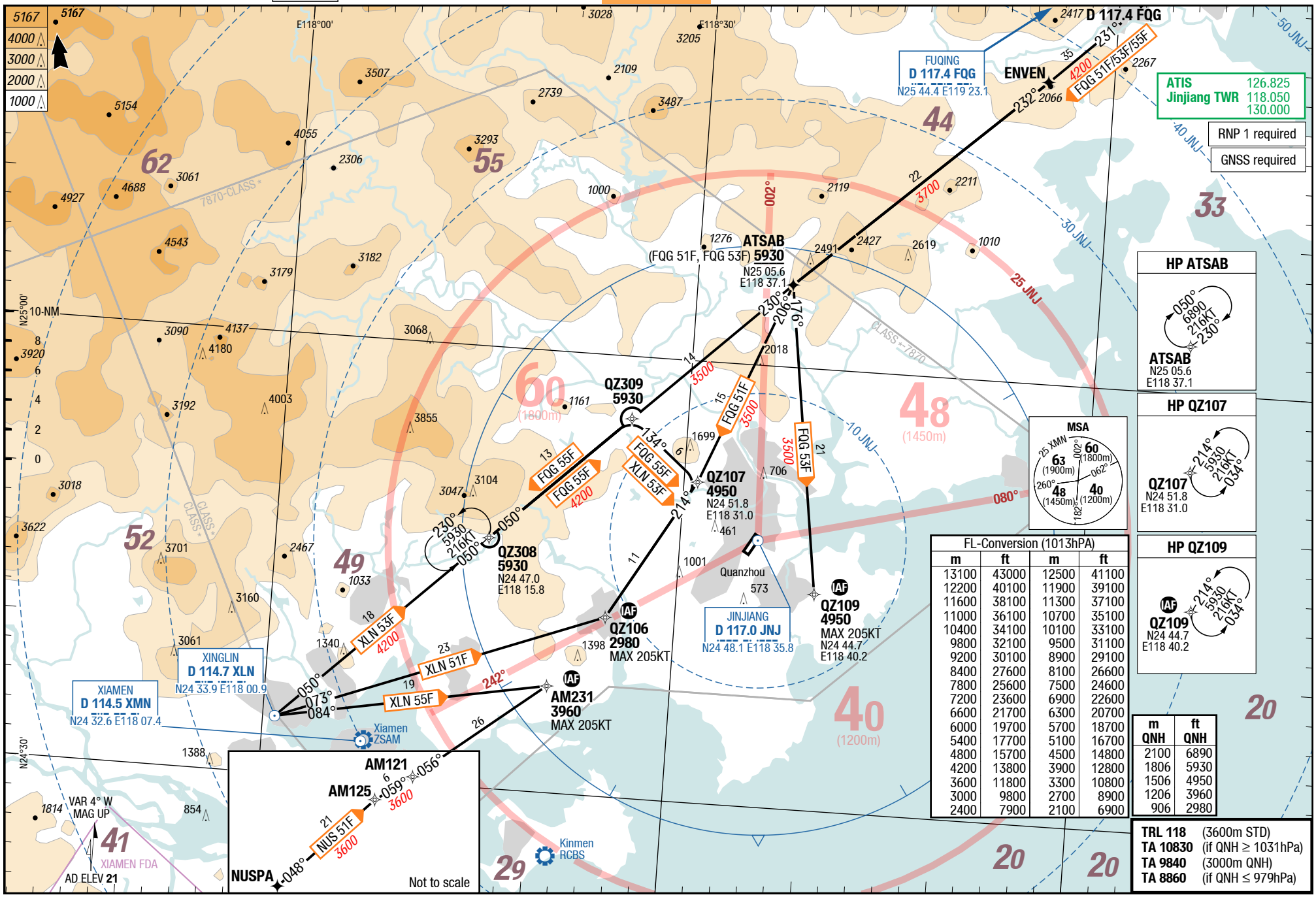
FUQING 62X / FUQING 64X / FUQING 66X / FUQING 68X / NUSPA 62X / NUSPA 64X / XINGLIN 62X / XINGLIN 64X

RWY 21 (214°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
FUQING 62X **FQG 62X** **118.050** **130.000**	QZ102 [L] - QZ502 [K189- ;L] - QZ109 [L] - ATSAB [R] - ENVEN - FQG	QZ109 MNM **2980** ATSAB MNM **6890**
FUQING 64X **FQG 64X** (ATC) **118.050** **130.000**	QZ102 [L] - QZ502 [K189- ;L] - QZ109 - QZ307 - FQG	QZ109 MNM **2980** QZ307 MNM **6890**
FUQING 66X **FQG 66X** **118.050** **130.000**	[A1340+ ;R] - QZ309 [K189- ;R] - ATSAB - ENVEN - FQG	QZ309 MNM **4950** ATSAB MNM **6890**
FUQING 68X **FQG 68X** from AM405 to QZ111 MNM 5.3% **118.050** **130.000**	[A1340+ ;R] - QZ309 [K189- ;L] - QZ316 [L] - AM405 [L] - GORMU [L] - QZ111 [L] - ATSAB - ENVEN - FQG	QZ309 MNM **4950** QZ316 at **5910** AM405 at **5910** QZ111 MNM **11820**
NUSPA 62X **NUS 62X** **118.050** **130.000**	QZ103 [R] - AM231 [K189-] - AM121 - AM125 - NUSPA	AM231 MNM **3630**
NUSPA 64X **NUS 64X** **118.050** **130.000**	QZ102 [L] - QZ502 [K189- ;L] - QZ109 [L] - JNJ [L] - QZ103 [R] - AM231 - AM121 - AM125 - NUSPA	QZ109 MNM **2980** JNJ MNM **3960**
XINGLIN 62X **XLN 62X** **118.050** **130.000**	QZ102 [R] - QZ105 [K189-] - QZ317 - XLN	QZ105 MNM **3960** QZ317 MNM **5910**
XINGLIN 64X **XLN 64X** **118.050** **130.000**	QZ102 [L] - QZ502 [K189- ;L] - QZ109 [L] - JNJ [L] - QZ102 [R] - QZ105 [L] - QZ317 - XLN	QZ109 MNM **2980** JNJ MNM **3960**

Changes: New

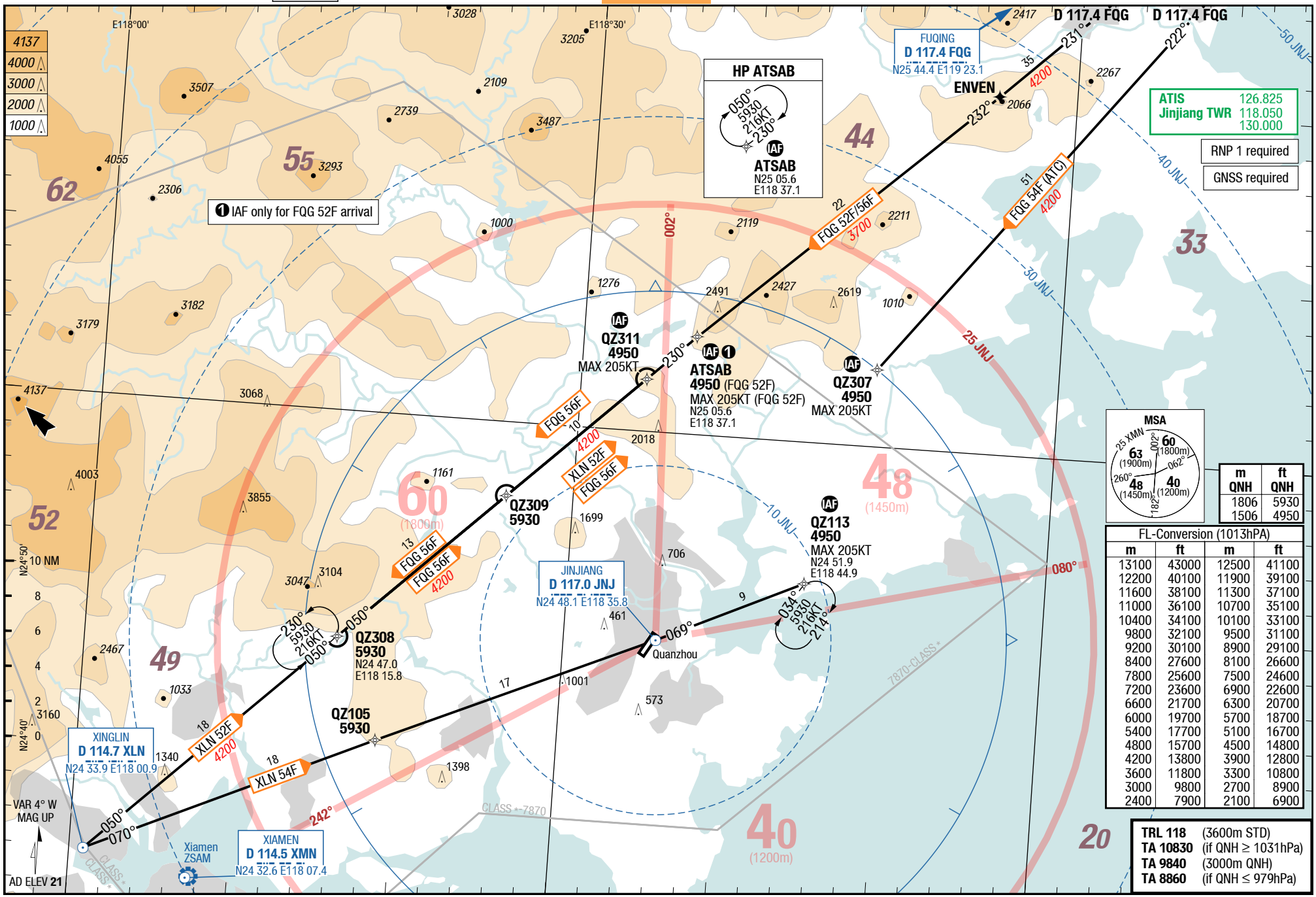


FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800
3000	9800	2700	8900
2400	7900	2100	6900

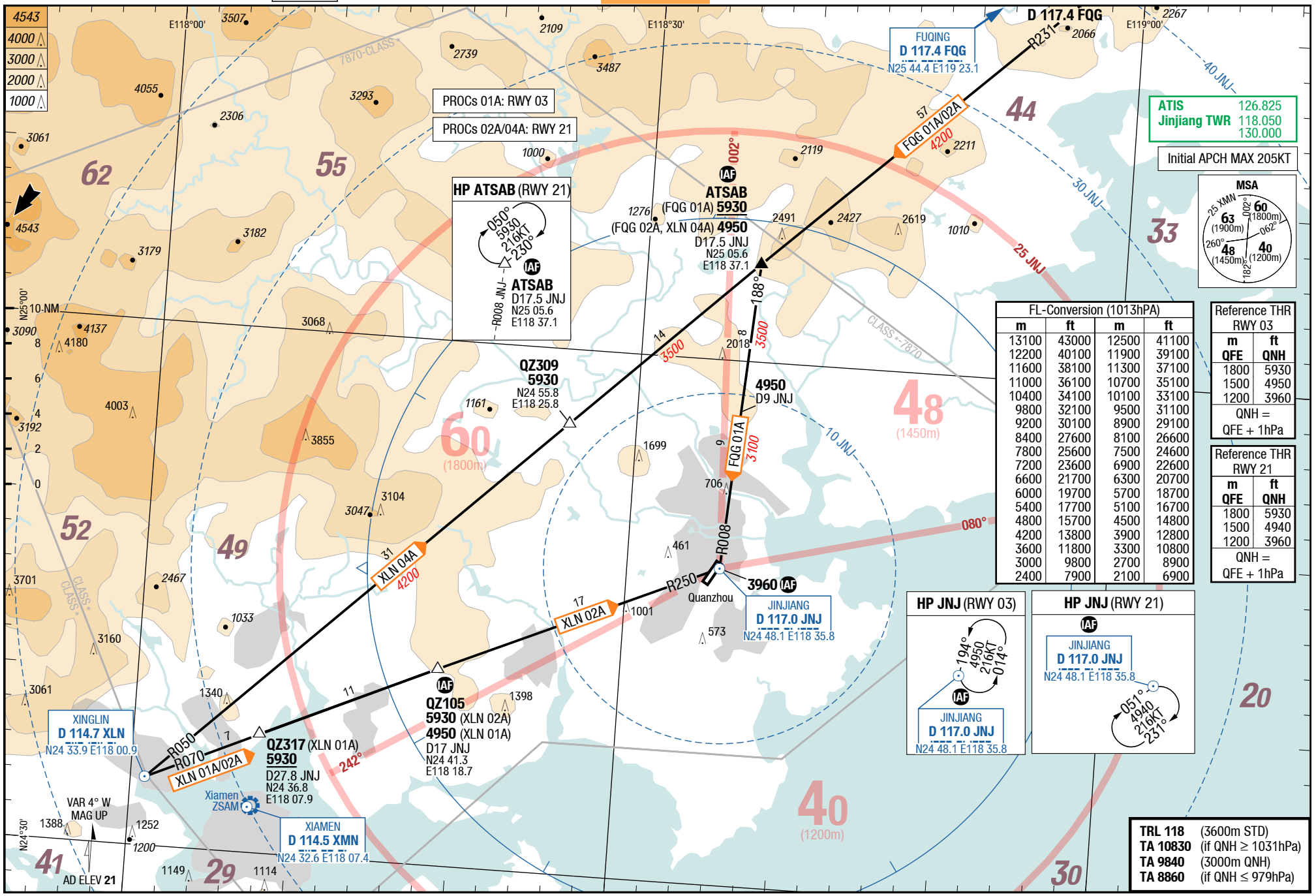
m QNH	ft QNH
2100	6890
1806	5930
1506	4950
1206	3960
906	2980

TRL 118 (3600m STD)
TA 10830 (if QNH ≥ 1031hPa)
TA 9840 (3000m QNH)
TA 8860 (if QNH ≤ 979hPa)

Changes: new


HP ATSAB
050°
5930
216KT
230°
IAF
ATSAB
N25 05.6
E118 37.1
FUQING
D 117.4 FQG
N25 44.4 E119 23.1
ENVEN
D 117.4 FQG
D 117.4 FQG
ATIS 126.825
Jinjiang TWR 118.050
130.000
RNP 1 required
GNSS required
1 IAF only for FQG 52F arrival
QZ311
4950
MAX 205KT
ATSAB
4950 (FQG 52F)
MAX 205KT (FQG 52F)
N25 05.6
E118 37.1
QZ307
4950
MAX 205KT
FQG 52F/56F
3700
FQG 54F (ATC)
4200
FQG 56F
XLN 52F
XLN 54F
QZ309
5930
QZ308
5930
N24 47.0
E118 15.8
QZ105
5930
QZ113
4950
MAX 205KT
N24 51.9
E118 44.9
JINJIANG
D 117.0 JNJ
N24 48.1 E118 35.8
Quanzhou
XINGLIN
D 114.7 XLN
N24 33.9 E118 00.9
XIAMEN
D 114.5 XMN
N24 32.6 E118 07.4
Xiamen
ZSAM
MSA
25 XMN
63 (1900m)
60 (1800m)
48 (1450m)
40 (1200m)
002°
062°
182°
260°
m QNH / ft QNH
1806 5930
1506 4950
FL-Conversion (1013hPA)
m ft m ft
13100 43000 12500 41100
12200 40100 11900 39100
11600 38100 11300 37100
11000 36100 10700 35100
10400 34100 10100 33100
9800 32100 9500 31100
9200 30100 8900 29100
8400 27600 8100 26600
7800 25600 7500 24600
7200 23600 6900 22600
6600 21700 6300 20700
6000 19700 5700 18700
5400 17700 5100 16700
4800 15700 4500 14800
4200 13800 3900 12800
3600 11800 3300 10800
3000 9800 2700 8900
2400 7900 2100 6900
TRL 118 (3600m STD)
TA 10830 (if QNH ≥ 1031hPa)
TA 9840 (3000m QNH)
TA 8860 (if QNH ≤ 979hPa)
VAR 4° W
MAG UP
AD ELEV 21
CLASS *-7870
7870-CLASS *
25 JNJ
30 JNJ
40 JNJ
50 JNJ
10 JNJ
080°
242°
© Lido 2016

Changes: new

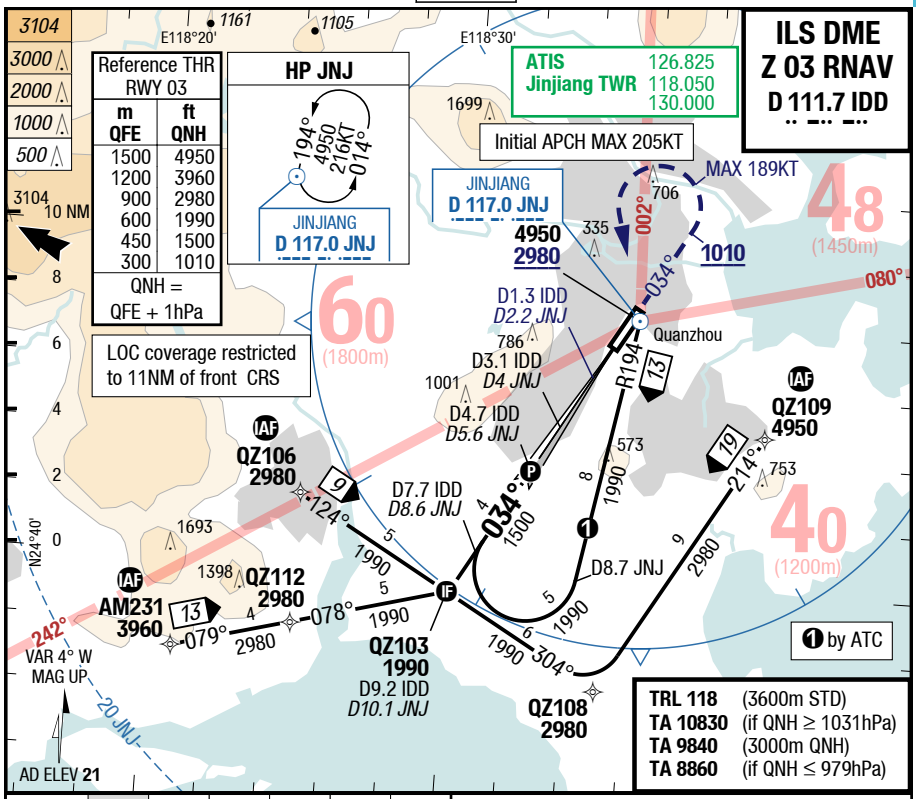


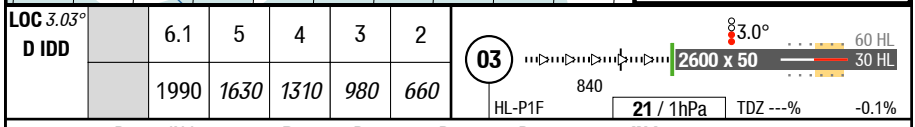
Changes: FREQ, PROC, MSA, TRL, TA, OBST

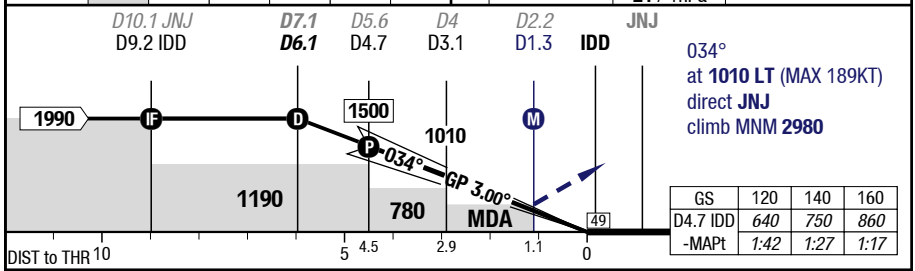
JJN-ZSQZ

7-10

ILS DME Z 03 RNAV







03		Cat 1 DME GA 4.5%	Cat 1 DME GA 2.5% 1)	LOC DME			Circling E of RWY only
C	ft - m/km ft	220 - 800V **240**	270 - 900V **290**	500 - 2.4V **520**			1020 - 4.4V **1040**
D	ft - m/km ft	220 - 800V **240**	270 - 900V **290**	500 - 2.6V **520**			1090 - 5.0V **1110**

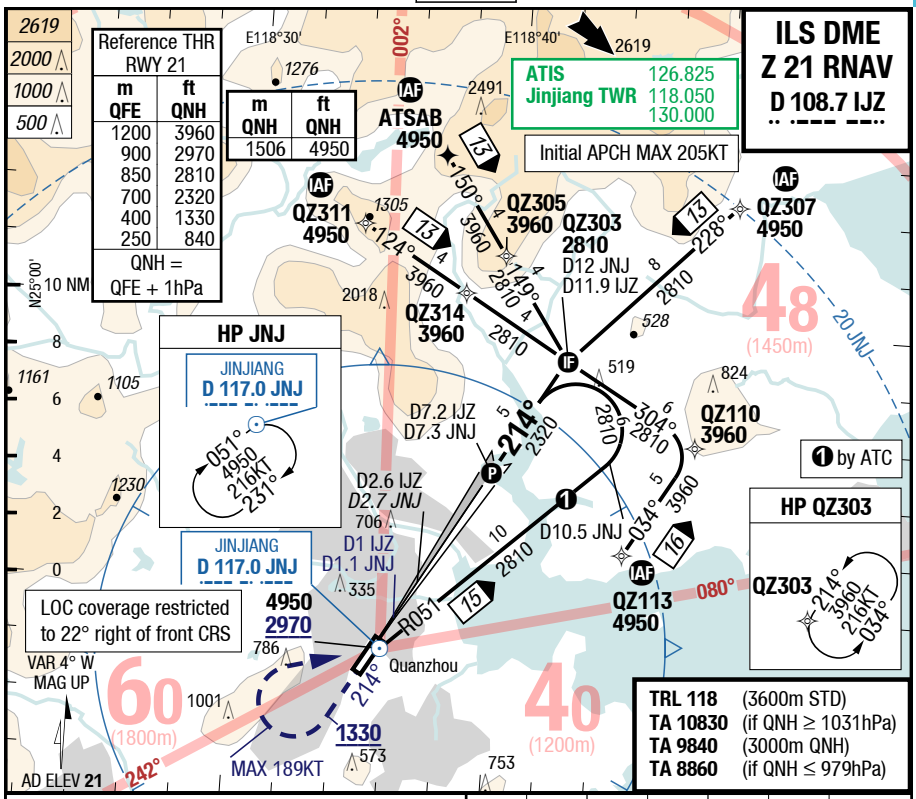
1) With EVS VIS 800m

Changes: Note

JJN-ZSQZ

7-20

ILS DME Z 21 RNAV



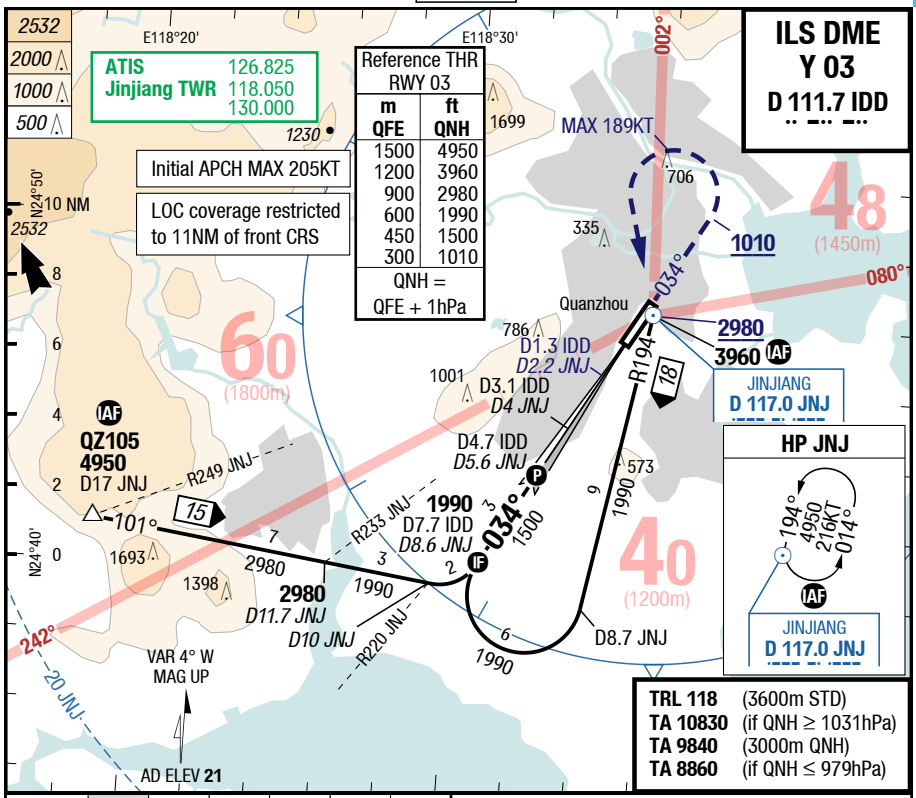
21		Cat 1 DME 1)	LOC DME				Circling E of RWY only
C	ft - m/km ft	220 - 900V **230**	400 - 2.2V **410**				1020 - 4.4V **1040**
D	ft - m/km ft	220 - 900V **230**	400 - 2.4V **410**				1090 - 5.0V **1110**

1) With EVS VIS 800m

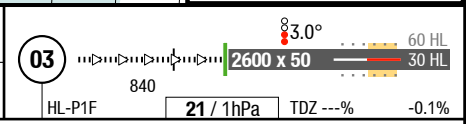
JJN-ZSQZ

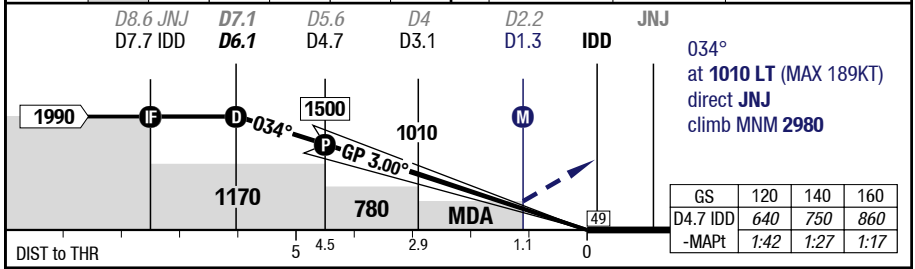
7-30

ILS DME Y 03



LOC 3.03° D IDD	6.1	5	4	3	2
	1990	1630	1310	980	660



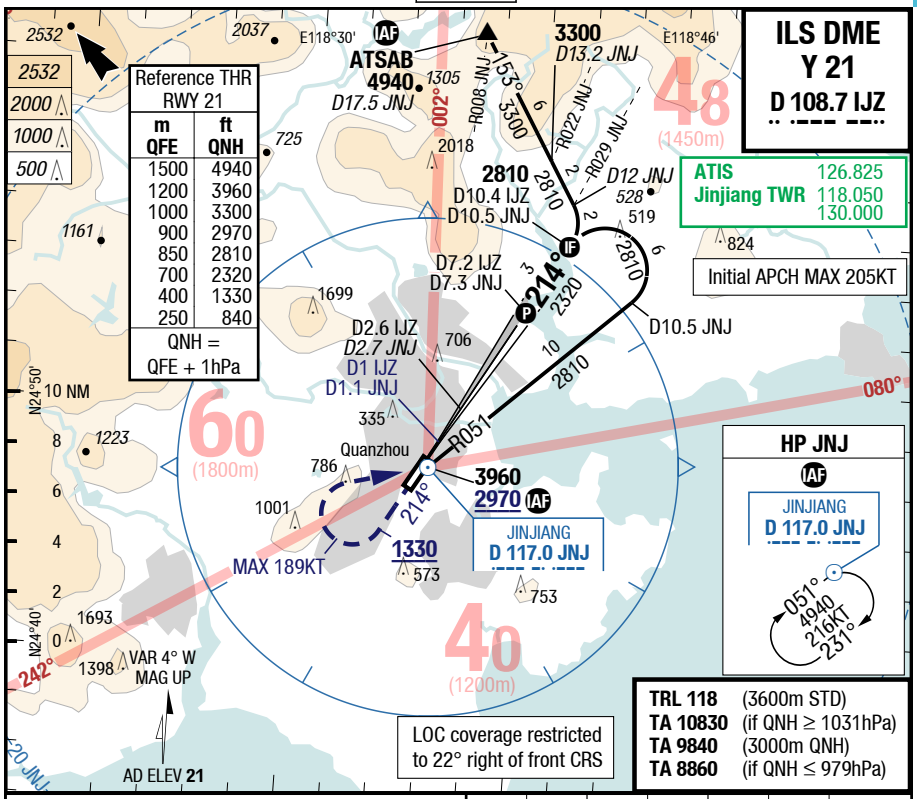


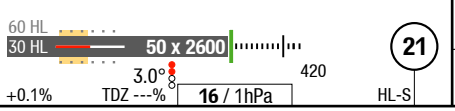
GS	120	140	160
D4.7 IDD	*640*	*750*	*860*
-MAPt	*1:42*	*1:27*	*1:17*

03		Cat 1 DME GA 4.5%	Cat 1 DME GA 2.5% 1)	LOC DME			Circling E of RWY only
C	ft - m/km ft	220 - 800V **240**	270 - 900V **290**	500 - 2.4V **520**			1020 - 4.4V **1040**
D	ft - m/km ft	220 - 800V **240**	270 - 900V **290**	500 - 2.6V **520**			1090 - 5.0V **1110**

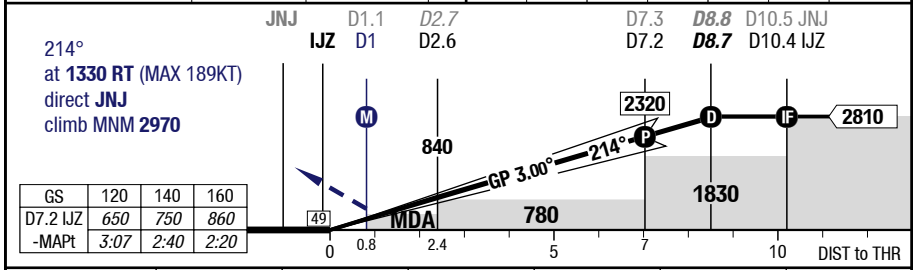
1) With EVS VIS 800m

Changes: Note





2	3	4	5	6	8.7	LOC 3.04° D IJZ
660	990	1310	1630	1950	2810	



GS	120	140	160
D7.2 IJZ	650	750	860
-MAPt	3:07	2:40	2:20

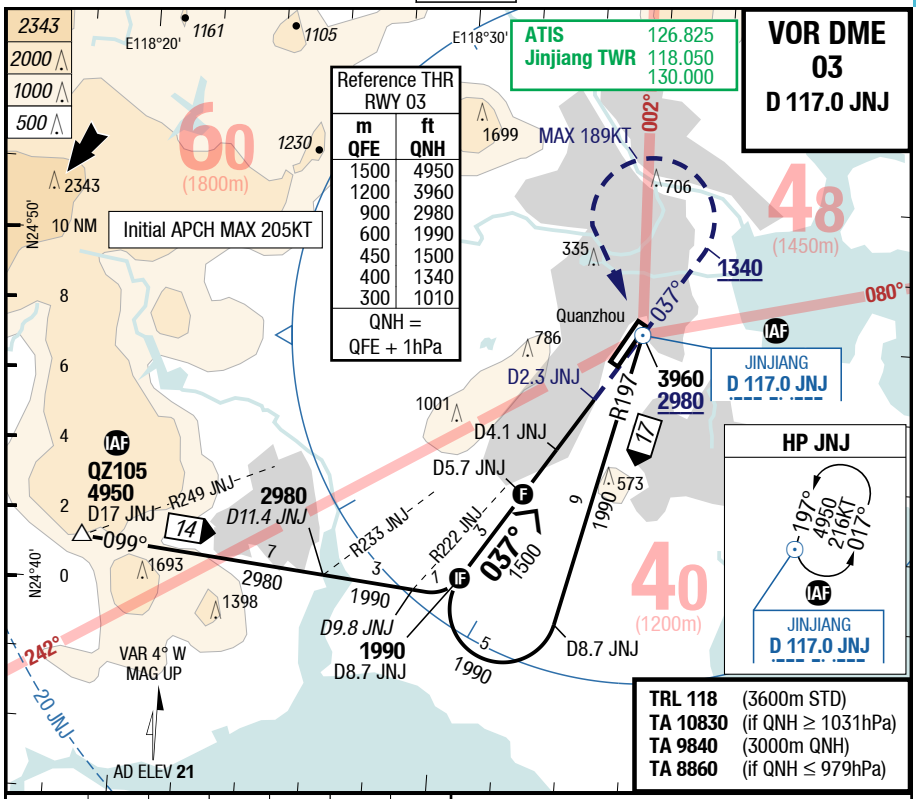
21		Cat 1 DME 1)	LOC DME				Circling E of RWY only
C	ft - m/km ft	220 - 900V **230**	400 - 2.2V **410**				1020 - 4.4V **1040**
D	ft - m/km ft	220 - 900V **230**	400 - 2.4V **410**				1090 - 5.0V **1110**

1) With EVS VIS 800m

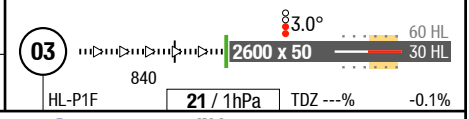
JJN-ZSQZ

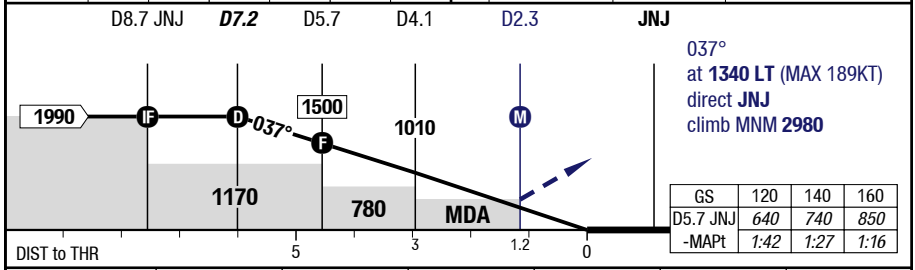
7-50

VOR DME 03



3.00° D JNJ 037° RWY 034°	7.2	7	6	5	4	3
	1990	*1940*	*1620*	*1310*	*990*	*670*





GS	120	140	160
D5.7 JNJ -MAPt	*640* *1:42*	*740* *1:27*	*850* *1:16*

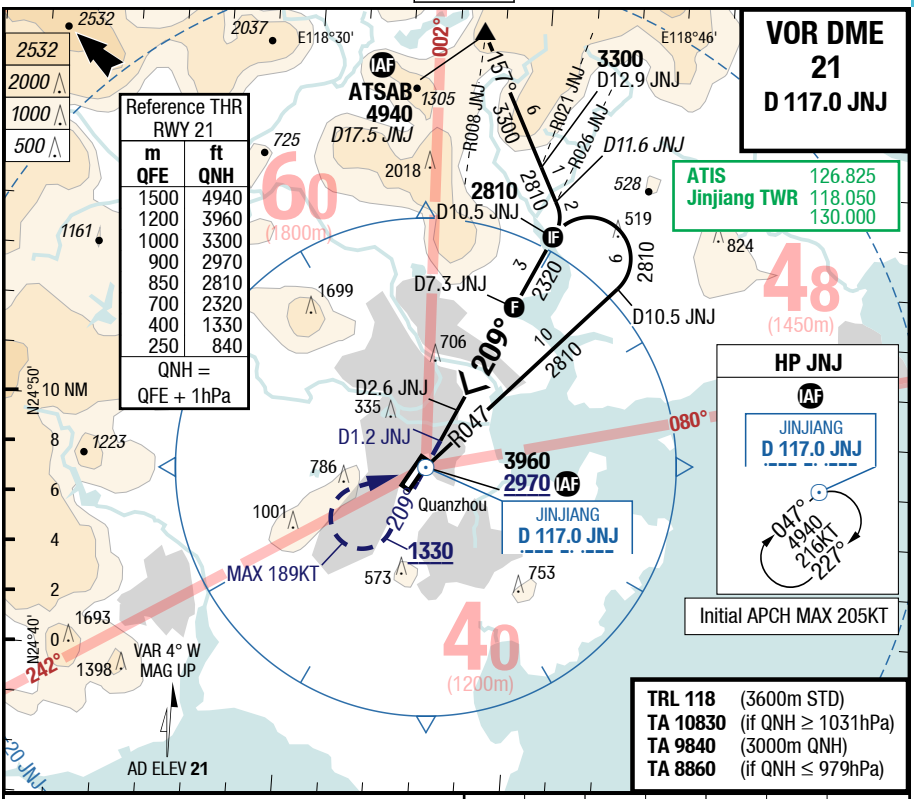
03		VOR DME					Circling E of RWY only
C	ft - m/km ft	530 - 2.6V **550**					1020 - 4.4V **1040**
D	ft - m/km ft	530 - 2.8V **550**					1090 - 5.0V **1110**

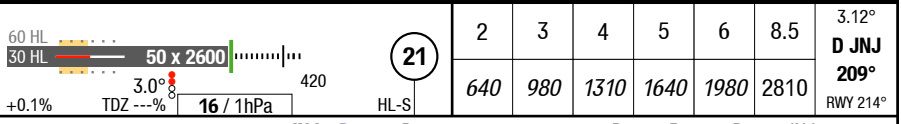
Changes: Completely revised

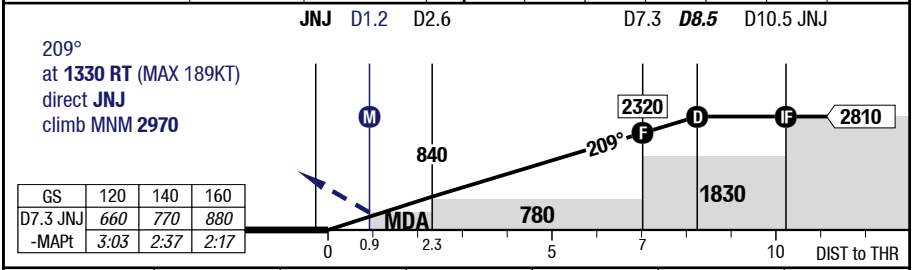
JJN-ZSQZ

7-60

VOR DME 21





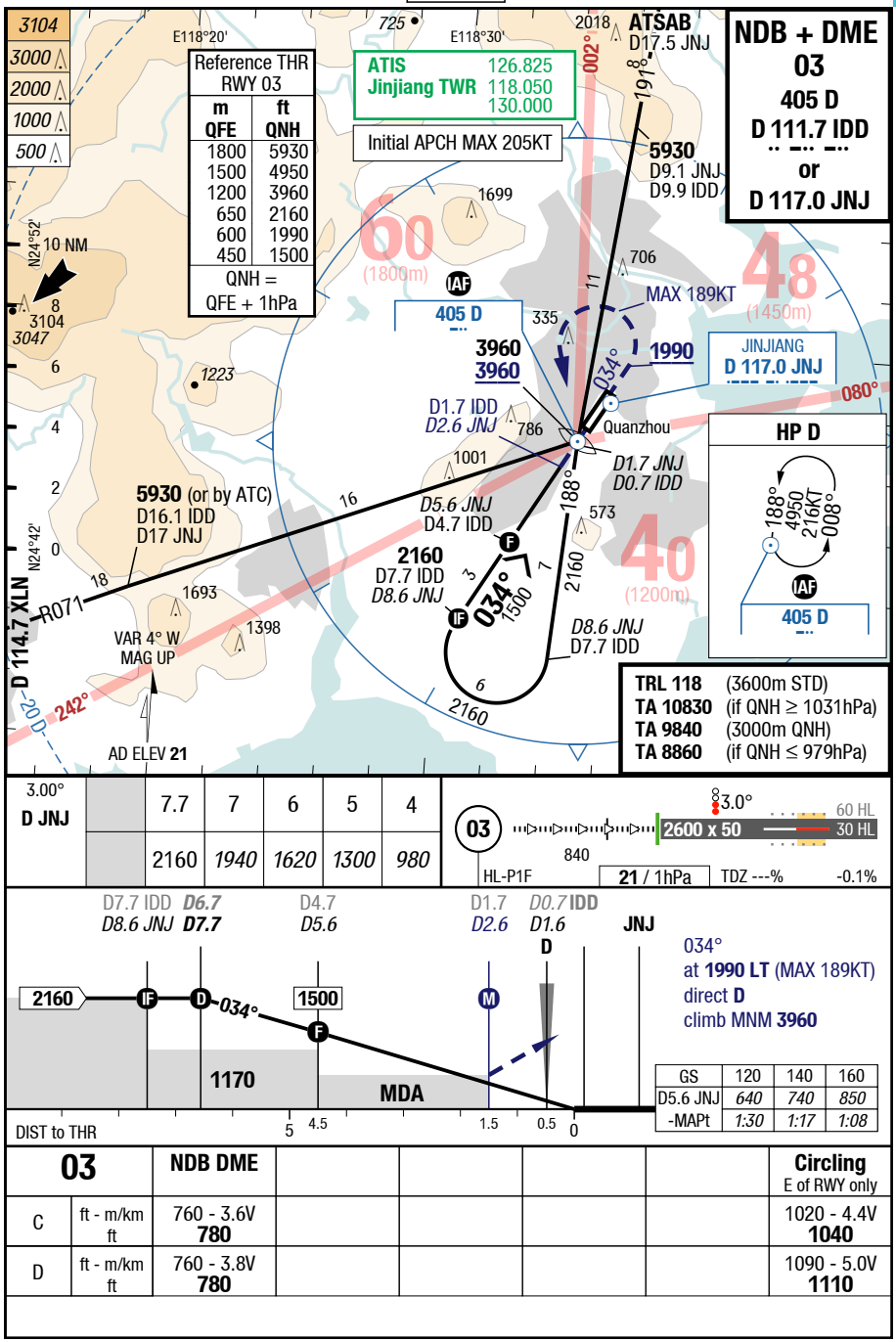


21		VOR DME					Circling E of RWY only
C	ft - m/km ft	430 - 2.4V **450**					1020 - 4.4V **1040**
D	ft - m/km ft	430 - 2.6V **450**					1090 - 5.0V **1110**

Changes: Completely revised

JJN-ZSQZ

NDB + DME 03



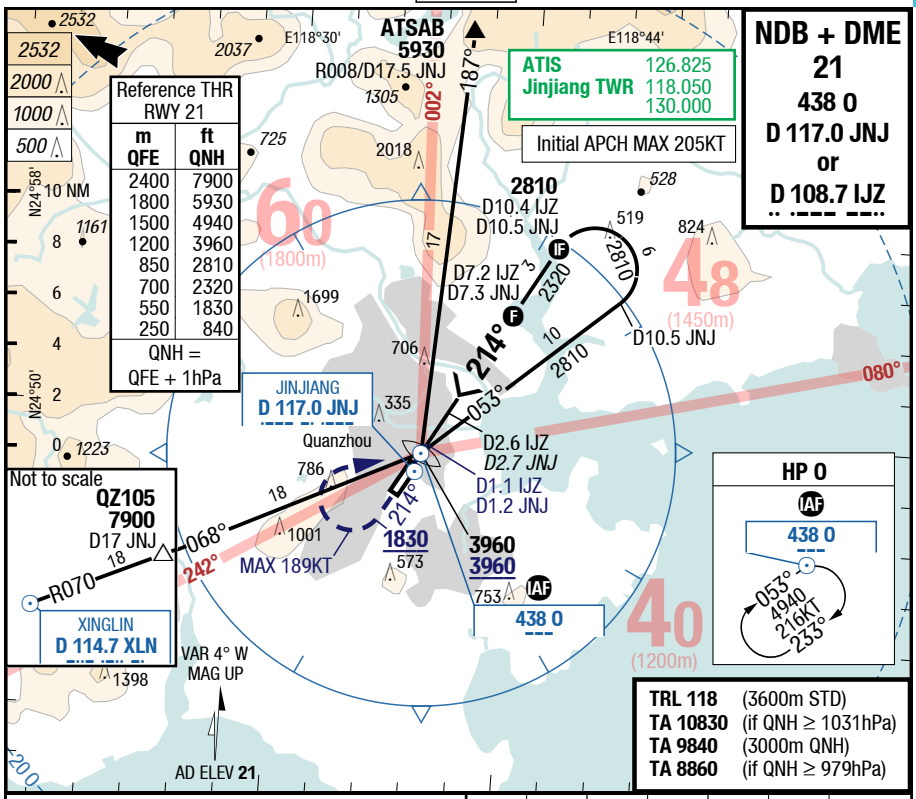
03		NDB DME					Circling E of RWY only
C	ft - m/km ft	760 - 3.6V **780**					1020 - 4.4V **1040**
D	ft - m/km ft	760 - 3.8V **780**					1090 - 5.0V **1110**

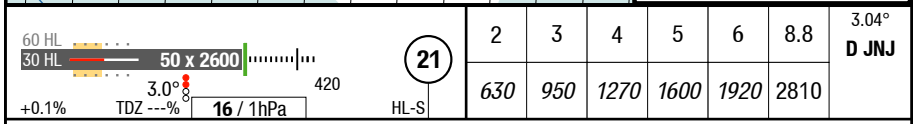
Changes: Completely revised

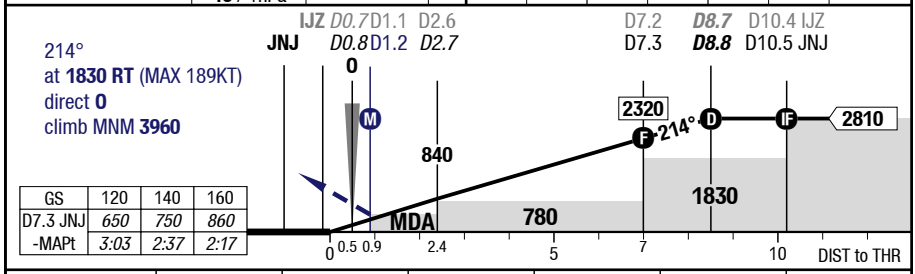
JJN-ZSQZ

7-80

NDB + DME 21







21		NDB DME					Circling E of RWY only
C	ft - m/km ft	500 - 2.8V **510**					1020 - 4.4V **1040**
D	ft - m/km ft	500 - 3.0V **510**					1090 - 5.0V **1110**

Changes: Completely revised