ZSAM AD 2.1 机场地名代码和名称 Aerodrome location indicator and name

ZSAM-厦门 / 高崎 XIAMEN/Gaoqi

ZSAM 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	N24° 32.7' E118° 07.6' 055° MAG/1550m FM THR RWY05
2	方向、距离 Direction and distance from city	020° GEO, 11km from city center
3	标高 / 参考气温 Elevation/Reference temperature	18m/ 33.7° C(JUL)
4	机场标高位置 / 高程异常 AD ELEV PSN/ geoid undulation	-
5	磁差 / 年变率 MAG VAR/Annual change	2° W/ -
6	机场管理部门、地址、电话、传真、AFS、电子邮箱、网址 AD administration, address, telephone, telefax, AFS, E-mail, website	Xiamen International Airport CO. LTD. Xiamen Gaoqi International Airport, Xiamen 361006, Fujian province, China TEL: 86-592-5706002 FAX: 86-592-5730699 AFS: ZSAMYDYX Website: www.xiac.com.cn
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR/VFR
8	机场性质 / 飞行区指标 Military or civil airport & Reference code	Civil/4E
9	备注 Remarks	Nil

ZSAM AD 2.3 工作时间 Operational hours

1	机场当局 (机场开放时间) AD Administration (AD operational hours)	H24
2	海关和移民 Customs and immigration	HS or O/R
3	卫生健康部门 Health and sanitation	HS or O/R
4	航行情报服务讲解室 AIS Briefing Office	HS or O/R
5	空中交通服务报告室 ATS Reporting Office (ARO)	HS or O/R
6	气象讲解室 MET Briefing Office	HS or O/R
7	空中交通服务 ATS	HS or O/R
8	加油 Fuelling	HS or O/R
9	地勤服务 Handling	HS or O/R
10	保安 Security	HS or O/R
11	除冰 De-icing	Nil
12	备注 Remarks	Nil

ZSAM 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, platform lift, baggage transporter, container truck, tow tractor
2	燃油 / 滑油牌号 Fuel/oil types	Nr.3 Jet fuel --
3	加油设施 / 能力 Fuelling facilities/capacity	Refueling truck: 20 liters/sec and hydrant cart: 40 liters/sec
4	除冰设施 De-icing facilities	Nil
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types of aircraft on request. Other maintenance work by prior arrangement.
7	备注 Remarks	Nil

ZSAM AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Taxis, buses
4	医疗设施 Medical facilities	First-aid equipment at AD, hospital in the city
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	In the city
7	备注 Remarks	Nil

ZSAM 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: primary foam tender, rapid intervention vehicle&primary foam tender, heavy foam tender, illumination truck, demolition rescue truck, logistics truck, medicine transporter, fire fighting command car; Rescue equipment: 40 tons/60 tons uplift air cushion, 81 tons trailer, 2.1 × 5m mobile surface operation devices, tow trucks, rubber blankets, lifting equipment, tie-down equipment.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Nil
4	备注 Remarks	Nil

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

1	扫雪设备类型 Types of clearing equipment	All seasons Not applicable
2	扫雪顺序 Clearance priorities	Not applicable
3	备注 Remarks	Nil

ZSAM 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	Surface:	Cement concrete
		Strength:	PCN 92/R/B/W/T (stands 201-203, 205, 205L, 205R, 206, 221, isolate stand) PCN 90/R/B/W/T (stands 82-86) PCN 85/R/B/W/T (stands 9-12, 15-17, 51-56) PCN 74/R/B/W/T (stands 21-24) PCN 73/R/B/W/T (stands 207-212, 215-220, 222-223, 225-226) PCN 72/R/B/W/T (stands 3, 5-8, 41-47) PCN 68/R/B/W/T (stands 101-109) PCN 50/R/B/W/T (stands 1-2, 31-34, 62-69, 71-79, 81)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	18m: A3; 23m: A, A6, B; 26.5m: A1, B1; 27m: A4, A5, A7, A8, A10; 34m: B3-B7; 37m: A2, A9; 40m: B8, B9; 46m: B2; 70m: B10; 79m: B11
		Surface:	Cement (A10, B, B3-B11) Asphalt (A1, A3, B1-B2) Cement & Asphalt (A, A2, A4-A9)
		Strength:	PCN106/F/B/X/T:Asphalt Concrete(part of A2, A6 and A9) PCN92/R/B/W/T:Cement Concrete(part of A2, A6 and A9) PCN92/R/B/W/T(B, B10, B11) PCN 90/R/B/W/T (B7-B9) PCN 85/R/B/W/T (A, A10, B4-B6) PCN 83/F/B/W/T (A1, B1) PCN 74/F/B/W/T (A3, B2) PCN 72/R/B/W/T (B3) PCN 65/R/B/W/T (A8) PCN 50/R/B/W/T (A4, A5, A7)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR/INS 校正点 VOR/INS checkpoints	Nil	
5	备注 Remarks	Blue apron lights	

ZSAM 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 / 停放位置引导系统的使用 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 and at all holding positions; Guide lines at apron; Refer AD1.1 for Visual Docking Guidance system.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	THR, RWY designations, TDZ, center line, edge line, displaced THR, aiming point
		RWY lights	Center line, edge line, THR, RWY end, wing bar
		TWY markings	Center line, edge line, TWY holding positions, No-entry marking (for TWYs A4-A8)
		TWY lights	Edge line, center line, RWY guard lights, rapid exit taxiway indicator lights, No-entry lights, intermediate holding positons
3	停止排灯 Stop bars	Nil	
4	备注 Remarks	Blue apron edge line lights, rapid exit taxiway indicator lights (for TWYs A4-A8)	

ZSAM AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on the RWY center					
序号 Serial Nr.	**障碍物类型 (* 代表有灯光) Obstacle type (*Lighted)**	**磁方位 BRG (MAG)(degree)**	**距离 DIST(m)**	**海拔高度 Elevation (m)**	**影响的飞行程序及起飞航径区 Flight procedure/take-off flight path area affected**
1	GP23 Antenna			25.7	RWY23 ILS/DME final approach (495m inward THR23, 120m S of RCL)
2	GP05 Antenna			32.2	RWY05 ILS/DME final approach (455m inward THR05, 122m N of RCL)
3	Antenna	056	1423	21.5	
4	MT	057	9720	54.1	RWY23 final approach
5	MT	062	9093	58.2	RWY23 GP INOP
6	MT	067	11285	62.2	RWY23 VOR/DME final approach
7	*BLDG	104	3496	76.9	
8	BLDG	120	497	45.0	
9	BLDG	123	577	42.2	
10	BLDG	137	476	40.6	
11	BLDG	138	605	33.4	
12	MT	138	7520	135.9	
13	BLDG	140	647	51.2	

Obstacles within a circle with a radius of 15km centered on the RWY center					
序号 Serial Nr.	障碍物类型 (* 代表有灯光) Obstacle type (*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation (m)	影响的飞行程序及起飞航径区 Flight procedure/take-off flight path area affected
14	*BLDG	143	9500	257.0	
15	*BLDG	144	9228	257.0	
16	*BLDG	153	2382	83.9	
17	*BLDG	164	3511	91.1	
18	Control TWR	165	598	68.3	
19	MT	168	9000	339.6	
20	MT	169	8475	293.6	
21	*BLDG	172	4957	123.2	
22	MT	179	9600	251.7	
23	*MT	182	3310	115.6	CAT A circling
24	*BLDG	185	3882	96.1	
25	MT	192	10350	264.6	
26	*BLDG	203	5865	182.5	CAT B circling
27	*BLDG	203	12458	305.5	
28	MT	204	4800	141.9	
29	*BLDG	205	8307	202.0	
30	TWR	208	1315	52.6	
31	*BLDG	210	4775	78.1	
32	*BLDG	213	4910	78.1	
33	*New radar station	214	1255	66.5	
34	*BLDG	215	11004	197	
35	*BLDG	215	11116	199.8	
36	*BLDG	215	8427	166	
37	*MT	215	5920	212.7	
38	*TWR(5)	216	10244	166	
39	*BLDG	220	8170	195	
40	MT	221	6400	159.4	RWY05 RNP SDF
41	*TWR	221	7775	196.6	
42	*TWR(4)	221	11048	188	
43	*Chimney	224	14970	210.6	
44	*TWR(3)	225	11956	165	
45	*TWR(2)	229	12971	146	
46	BLDG	229	14124	149.5	
47	*Bridge	230	7750	134	Take-off path
48	*TWR(1)	231	13603	81	

Obstacles within a circle with a radius of 15km centered on the RWY center					
序号 Serial Nr.	障碍物类型 (* 代表有灯光) Obstacle type (*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation (m)	影响的飞行程序及起飞航径区 Flight procedure/take-off flight path area affected
49	BLDG	233	2675	31.6	Take-off path
50	BLDG	233	2550	29.6	Take-off path
51	*Bridge	233	7836	134.4	RWY05 GP INOP
52	BLDG	234	4429	57.3	
53	BLDG	234	3063	43	Take-off path
54	Antenna	235	1296(FM THR05)	38.3	Take-off path
55	BLDG	235	4341	55.7	
56	*Pole	235	6475	91.0	
57	*Pole	235	5650	85.5	
58	*Pole	236	5457	85.5	
59	*BLDG	239	3419	45.6	
60	BLDG	239	4243	55.4	
61	*Pole	240	5800	99.0	
62	*Pole	245	5250	99.0	Take-off path
63	MT	246	9150	237.8	RWY23 departure; RWY05 VOR/DME final approach; CAT C circling; RWY05 RNP SDF
64	MT	253	12850	381.5	
65	MT	255	11830	320.5	
66	MT	258	9920	285.7	
67	MT	311	13700	137.8	
68	MT	344	9400	393.7	CAT D circling
69	MT	345	11050	408.4	RWY05 holding

Obstacles between two circles with the radius of 15km and 50km centered on the RWY center					
序号 Serial Nr.	障碍物类型 (* 代表有灯光) Obstacle type (*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation (m)	影响的飞行程序及起飞航径区 Flight procedure/take-off flight path area affected
1	MT	006	39300	1175	
2	MT	022	33600	946	Sector; RWY05 arrival; RWY23 arrival
3	MT	023	18773	176.4	RWY23 RNP intermediate approach

Obstacles between two circles with the radius of 15km and 50km centered on the RWY center					
序号 Serial Nr.	障碍物类型 (* 代表有灯光) Obstacle type (*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation (m)	影响的飞行程序及起飞航径区 Flight procedure/take-off flight path area affected
4	MT	040	29400	564	RWY23 VOR/DME initial approach; RWY23 ILS/DME initial approach
5	MT	060	26000	516	RWY23 VOR/DME initial approach; RWY23 ILS/DME initial approach; RWY23 RNP initial approach
6	MT	068	20673	230.7	RWY23 VOR/DME intermediate approach; RWY23 ILS/DME intermediate approach
7	MT	199	24500	562	
8	MT	219	23600	406	RWY05 VOR/DME initial approach
9	MT	225	23740	348	RWY05 RNP initial approach
10	MT	237	40000	794	RWY05 arrival; RWY23 arrival
11	*TWR	243	20784	260	RWY05 RNP intermediate approach; RWY05 VOR/DME intermediate approach; RWY05 ILS/DME intermediate approach
12	*TWR	245	20274	260	
13	MT	259	19500	422.2	RWY23 holding; Arrival
14	MT	292	26000	933	Sector
15	MT	309	33700	1128	
16	MT	312	23000	963	RWY23 arrival
17	MT	333	40600	1080	
18	MT	335	51900	1274	Sector
19	MT	341	42749	1219.8	RWY05 arrival; RWY23 arrival
Remark: Other obstacles refer to AD OBST chart.					

ZSAM AD 2.11 提供的气象信息、机场观测与报告

Meteorological information provided & aerodrome observations and reports

1	相关气象室的名称 Associated MET Office	Xiamen Gaoqi Aerodrome MET Office
2	气象服务时间、服务时间以外的责任气象室 Hours of service, MET Office outside hours	H24 --
3	负责编发 TAF 的办公室 ; 有效期 Office responsible for TAF preparation, Periods of validity	Xiamen Gaoqi Aerodrome MET Office 9 HR, 24 HR
4	着陆预报类型、发布间隔 Type of landing forecast, Interval of issuance	Trend 1 HR
5	所提供的讲解 / 咨询服务 Briefing/consultation provided	P, T
6	飞行文件及其使用语言 Flight documentation, Languages used	Chart, International MET Codes, Abbreviated Plain Language Text Ch, En
7	讲解 / 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	Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data
8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX, MET Service terminal
9	接收气象信息的空中交通服务单位 ATS units provided with information	Xiamen Tower, Xiamen Approach, Xiamen ACC
10	观测类型与频率 / 自动观测设备 Type & frequency of observation/ Automatic observation equipment	13H, hourly plus special observation/Yes
11	气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included	METAR, SPECI, TEND
12	观测系统及位置 Observation System & Site(s)	SFC wind sensors: RWY 05: 110m N of RCL, 490m inward THR; RWY 23: 90m N of RCL, 510m inward THR. RVR EQPT: A: 100m N of RCL, 460m inward THR05; B: 100m N of RCL, 1700m inward THR05; C: 80m N of RCL, 540m inward THR23. Ceilometer: RWY 05:110m N of RCL, 465m inward THR; RWY 23: 80m N of RCL, 505m inward THR.
13	气象观测系统的工作时间 Hours of operation for meteorological observation system	HO
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	Nil

ZSAM AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY (m)	跑道强度 (PCN), 跑道道面 / 停止道道面 RWY strength (PCN), RWY surface/SWY surface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道着陆入口标高, 精密进近跑道接地地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	053° GEO 055° MAG	3400 × 45	83/F/B/W/T Asphalt concrete	Nil	THR 17.4m TDZ 18.0m
23	233° GEO 235° MAG	3400 × 45	83/F/B/W/T Asphalt concrete	Nil	THR 10.8m TDZ 12.8m
跑道 - 停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	无障碍物地带 OFZ	跑道端安全区长宽 RWY end safety area dimensions (m)
7	8	9	10	11	12
See AOC	Nil	Nil	3520 × 300	Nil	90m × 120m
See AOC	Nil	Nil	3520 × 300	Nil	90m × 120m

Remarks:

1. 7.5m RWY shoulder on the both sides.
2. RWY05: 40 × 60m anti-blast pad; RWY23: 60 × 60m anti-blast pad.

ZSAM AD 2.13 公布距离 Declared distances

跑道代号 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
05	3400	3400	3400	3250	RWY05 THR displaced 150m inwards
23	3250	3250	3250	3050	RWY23 THR displaced 200m inwards; RWY23 end displaced 150m inwards

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

跑道代号 RWY Desig-nator	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 (跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、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
05	CAT I 900m* LIH	Green Yes	PAPI Left/3°	Nil	3400m** spacing 30m	3400m*** spacing 60m	Red	Nil
23	CAT I 750m* LIH	Green Yes	PAPI Left/3°	Nil	3400m** spacing 30m	3400m*** spacing 60m	Red	Nil
Remarks: *SFL **up to 2500m White VRB LIH,2500-3100m Red/White VRB LIH,3100-3400m Red VRB LIH ***up to 2800m White VRB LIH,2800-3400m Yellow VRB LIH								

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

1	机场灯标 / 识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向指示器位置和灯光 ; 风速表位置和灯光 LDI location and LGT, Anemometer location and LGT	Nil
3	滑行道边灯和中心线灯光 TWY edge and center line lighting	All TWYs
4	备份电源 / 转换时间 Secondary power supply/switch-over time	Standby power supply available/ 15 sec
5	备注 Remarks	Nil

ZSAM AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及高程异常 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和 / 或 FATO 标高 (m) TLOF and/or FATO elevation (m)	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

ZSAM AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	横向界限 Lateral limits	垂直界限 Vertical limits	备注 Remarks
Xiamen tower control area	A circle, radius 20km centered at ARP	900m and below	
Fuel dumping area	N24 27.0E117 49.0- N24 19.0E118 00.0- N24 06.0E117 52.0- N24 07.0E117 37.0- N24 27.0E117 49.0	Above 3000m	
Altimeter setting region and TL/TA	40NM to VOR/DME(XMN)	TL 3600m TA 3000m 3300m(QNH ⩾ 1031hPa) 2700m(QNH ⩽ 979hPa)	

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

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
ATIS		126.25	H24	D-ATIS available
APP	Xiamen Approach	121.35 (119.05) AP01	H24	Nil
APP	Xiamen Approach	120.2 (119.05) AP02	H24	Nil
TWR	Xiamen Tower	118.25 (130.00)	H24	*Main FREQ
GND	Xiamen Ground	121.70	0000-1200	Nil
GND	Xiamen Delivery	121.95	0000-1200	DCL available

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

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6
Xinglin VOR/DME	XLN	114.7 MHz CH94X	N24° 33.9' E118° 00.9'	44m	R070° -R205° clockwise U/S
VOR/DME	XMN	114.5 MHz CH92X	N24° 32.6' E118° 07.4'	20m	R060° -R235° clockwise(except R231°) U/S
OM 05		75MHz	235° MAG/ 6951m FM displaced THR05		
MM 05		75MHz	235° MAG/ 1436m FM displaced THR05		
ILS 05 LOC	IWF	110.3 MHz	055° MAG/ 175m FM end RWY 05		
GP 05		335.0 MHz	122m N of RCL, 305m FM displaced THR05		Angle 3° , RDH 15m
DME	IWF	(110.3 MHz) CH40X	120m N of RCL, 305m FM displaced THR05	26m	Co-located with GP
MM 23		75MHz	055° MAG/ 1623m FM displaced THR23		
ILS 23 LOC	IKK	109.7 MHz	235° MAG/ 243m FM displaced end RWY 23		Beyond 14NM of front course U/S.
GP 23		333.2 MHz	120m S of RCL,295m FM displaced THR23		Angle 3° , RDH 15m
DME	IKK	(109.7 MHz) CH34X	120m S of RCL,295m FM displaced THR23	24m	Co-located with GP
Remark:Nil					

ZSAM AD 2.20 本场飞行规定

ZSAM AD 2.20 Local traffic regulations

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降;

1.2 所有技术试飞需事先申请,并在得到空中交通管制部门批准后方可进行;

1.3 可使用最大机型:B747-8;

1.4 航空器执行B747-8飞行任务时,应提前24小时告知机场管理机构及空中交通管制部门。B747-8应按空中交通管制部门指令滑行，进入机坪须跟随引导车滑行。

1. Airport operations regulations

1.1 Takeoff/landing of aircraft without SSR transponder are forbidden;

1.2 Each and every technical test flight shall be filed in advance and shall be made only after permission has been obtained from ATC;

1.3 Maximum aircraft to be available: B747-8;

1.4 Aircraft B747-8 shall inform Airport Management Organization and ATC department 24 hours in advance before executing the flight mission. Aircraft B747-8 shall taxi with ATC instructions and enter the stands by following the follow-me vehicle.

2. 跑道和滑行道的使用

2.1 禁止在跑道上和滑行道沥青道面上做大于 90°的转弯;

2. Use of runways and taxiways

2.1 More than 90° turnaround on RWY or TWYs with pavement of asphalt is forbidden for all aircraft;

2.2 滑行通道对航空器翼展的限制 /Wing span limits for A/C taxiing on the Taxiing lane:

滑行通道 / Taxiing lane	航空器翼展限制 / Wing span limits for aircraft
T3 , T5, T6, T14	⩽ 65m
T4	⩽ 61m
T2, T7	⩽ 38m
T8- T10, T12-T13, T15-T18	⩽ 36m

2.3 若3号机坪有航空器停放时,则机位对应的T7区域禁止穿越;若4、5号机坪有航空器停放时,则机位对应的T8,T9区域禁止穿越;若7号机坪有航空器停放时,则机位对应的T10区域禁止穿越;

2.3 No aircraft are permitted to taxi through the part of taxilane T7 corresponding to the stands of apron Nr.3 with aircraft parking on;no aircraft are permitted to taxi through the part of taxilanes T8 and T9 corresponding to the stands of apron Nr.4 and Nr.5 with aircraft parking on;no aircraft are permitted to taxi through the part of taxilane T10 corresponding to the stands of apron Nr.7 with aircraft parking on;

2.4 航空器在62-65号停机位之间的T4, T15, T16和T18滑行道上滑行时,需由地面引导。

2.4 Aircraft shall be guided by follow-me vehicle when taxiing on T4, T15, T16 and T18 (BTN stands Nr.62-65).

2.5 在下表所示的情况中 , 航空器需采用偏置转弯滑行 / Under this circumstances, aircrafts shall offset-centerline taxi.

机型 / Type	滑行路线 / Taxi Route
A340-600, B777-300	RWY 05 → TWY A1
B747-8	RWY 05↔TWY A1
A340-600, B777-300	RWY 23 → TWY A10
B747-8	RWY 23↔TWY A10
B747-8, A340-600, B777-300	TWY T6 → TWY B1 → TWY A
B747-8, A340-600, B777-300/200, B747-400	TWY A → TWY B2 → TWY T6
B747-8, A340-600, B777-300/200, B747-400	TWY A↔TWY B3, B4, B5, B6, B7
A340-600, B777-300/200, B747-400	TWY A4, A5 → TWY A (Eastbound)
A340-600, B777-300/200	TWY A4 → TWY B3
A340-600, B777-300/200	TWY A5 → TWY B4
B747-8, A340-600, B777-300/200, B747-400	TWY A7, A8 → TWY A (Westbound)
A340-600	RWY 05↔TWY A2
A340-600	TWY A↔TWY A2

3. 机坪和机位的使用

3.1 未经地面管制同意,严禁航空器利用自身动力倒滑;

3.2 在除 1-3, 5-12, 15-17, 82-84, 201-203, 205, 205L, 205R, 206-212 和 215 号的所有机位停靠的航空器由地面人员指挥其进、出机位;

3.3 发动机试车,需经地面管制许可,并在指定的地点进行。严禁在廊桥附近试大车;

3.4 航空器需经B2滑行道进入24号停机位。

3. Use of aprons and parking stands

3.1 Push-back of aircraft on its own power is strictly forbidden without Ground Control clearance;

3.2 Aircraft Parking/docking on stands exclusive Nr.1-3, 5-12, 15-17, 82-84, 201-203, 205, 205L, 205R, 206-212 and 215 are guided by a marshaller for entry/exit;

3.3 Engine run-ups shall be permitted by Ground Control, and it shall be carried out at a designated location. Fast engine run-ups near boarding bridges are strictly forbidden;

3.4 Aircraft shall enter stand Nr.24 from TWY B2.

3.5 机位使用限制 /Limits for aircraft parking on the following stands:

停机位 /Stands	航空器翼展限制 / Wing span limits for aircraft
Nr. 8, 9, 17, 21-23, 82-86, 205-206, isolate stand	⩽ 65m
Nr. 62, 66, 67	⩽ 60.12m
Nr. 2, 3, 5, 6, 10-12, 15-16	⩽ 48.5m
Nr. 7, 202-203, 221	⩽ 48m
Nr. 24, 31-34, 63-65, 66(B787 parking on 67), 67(B787 parking on 66), 68, 69, 81	⩽ 38m
Nr. 1, 41-47, 51-56, 72-78, 101-109, 201, 205L, 205R, 207-212, 215-220, 222-223, 225-226	⩽ 36m
Nr. 79	⩽ 33.9m
Nr. 71	⩽ 28.9m

Remarks: 1. When aircraft B747-8 parking stand Nr. 21 or 22, the wing span limit for adjacent stands Nr.21, 22 or 23 is on more than 47.6m and T6 taxiing lane temporarily closed. 2. When aircraft B747-8 parking stand Nr. 83 or 84, the wing span limit for adjacent stands Nr.82, 83, 84 or 85 is on more than 47.6m and T5 taxiing lane temporarily closed.

3.6 禁止同时运行的航空器 /A/C are forbidden to use simultaneously:

A/C taxiing on A(BTN B1 and B3)	A/C pushed-back from stand Nr.24
A/C taxiing out or pushed-back from stand Nr.24	A/C taxiing on TWY B2
A/C taxiing on B(BTN B9 and B10)	A/C pushed-back from stand Nr.206
A/C taxiing out or pushed-back from stand Nr.206	A/C taxiing on TWY B (It should hold short of TWY B9)

3.7 机位进出限制 /Limits for aircraft entering and exiting stands:

停机位 /Stands	滑进、滑出方式 /Enter or Exit
Nr.1-17, 21-24, 62-69, 81-86, 101-109, 201-215	Taxi in and push-back
Nr.31-34, 41-47, 51-56, 71-79, 216-226	Taxi in and taxi out

3.8 当 10、 15 号机位需要停放的机型大于同时停放时对该机位限定的机型要求时 (主要指翼展要求), 该机位的相邻机位停放机型应严格遵照机场运行规则作出调整。

3.8 When the aircrafts needed to be parked simultaneously on stands Nr.10 and 15 exceeds the limitation (meaning the wing span requirements), stands next to the stand shall follow airport operation authorities instruction strictly.

4. 进、离场管制规定

无

4. Air traffic control regulations

Nil

5. 机场的 II/III 类运行

无

5. CAT II/III operations at AD

Nil

6. 除冰规则

无

6. Rules for deicing

Nil

7. 平行跑道同时仪表运行

无

7. Simultaneous operations on parallel runways

Nil

8. 警告

8.1. 使用05号跑道落地时,勿将机场公路霓虹灯误认为PAPI灯;

8.2. 未经许可,禁止航空器向海岸方向偏航。

8. Warning

8.1. When RWY05 is used for landing, do not mistake the fluorescent lights at the sides of airport road for the PAPI lights;

8.2. Without permission, deviating to the coast is forbidden.

9. 直升机飞行限制,直升机停靠区

无

9. Helicopter operation restrictions and helicopter parking/ docking area

Nil

ZSAM AD 2.21 噪音限制规定及减噪程序

1.噪音限制规定

1.1 飞机起飞减噪操作程序,用于起飞爬升阶段,目的是在确保飞行安全的前提下,尽量减少噪音对地面的影响。

1.2 厦门高崎机场采用国际民航组织制定的消噪声离场程序1(NADP1),旨在减低起飞跑道末端附近区域的噪音。在确保飞行安全的前提下,要求所有飞行员执行以下减噪飞行操作程序,由于非管制原因不执行减噪飞行操作程序,飞行员必须在起飞前告知空管并说明理由(校验飞行等特殊飞行除外)。

1.3 由05号跑道起飞向左转弯离场的航空器可以不执行减噪程序。

2 减噪程序

2.1 在航空器起飞性能允许的情况下,尽可能适用减推力起飞;

ZSAM AD 2.21 Noise restrictions and Noise abatement procedures

1 Noise restriction rules

1.1 Noise abatement procedure is used to reduce noise during departure climbing.

1.2 In condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented. If the procedures can not be implemented due to any reason except ATC, pilot shall inform the controller with a reasonable explanation(except for special flight).

1.3 Left turn departure aircraft via RWY05 should not operate noise abatement procedure.

2 Noise abatement procedures

2.1 The derated take-off is strongly recommended if the take-off performance of aircraft permit;

2.2 在航空器起飞爬升到450m/1500ft(QNH), 调整和保持发动机爬升功率 / 推力 , 保持爬升速度V2+30km/h(15kt),保持襟翼和缝翼在起飞状态;

2.2 At altitude 450m/1500ft(QNH),adjust engine power/ thrust to climb power/thrust and maintain it, maintain climbing speed at V2+30km/h(15kt) with flaps and slats in the take-off configuration;

2.3 在航空器起飞爬升到910m/3000ft(QNH)以上, 转为正常航路爬升速度 , 并按程序收襟翼和缝翼。

2.3 At altitude 910m/3000ft(QNH),maintain a positive rate of climb, accelerate to normal en-route climb speed and retract flaps/slats on schedule.

ZSAM AD 2.22 飞行程序

ZSAM AD 2.22 Flight procedures

1. 总则

除经塔台特殊许可外,在塔台管制区内的飞行,必须按照仪表飞行规则进行。

1. General

Flights within Tower Control Area shall operate under IFR unless special clearance has been obtained from Tower Control.

2. 起落航线

起落航线在跑道西北侧, C、 D类航空器高度650米,A、 B类航空器高度500米。

2. Traffic circuits

Traffic circuits shall be made to the northwest of RWY, at the altitude of 650m for aircraft CAT C/D, and 500m for aircraft CAT A/B.

3. 仪表飞行程序

3.1. 严格按照航图中公布的进、离场程序飞行。如果需要 , 航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行;

3.2. 因本场飞行的需要,塔台可能会要求航空器驾驶员偏离标准离场程序 , 保持沿跑道方向继续上升至一定高度后转弯入航。除非紧急情况 , 航空器不得提前转弯。

3. IFR flight procedures

3.1. Strict adherence is required to the relevant arrival/ departure procedures published in the aeronautical charts. Aircraft may, if necessary, hold or maneuver on an airway, over a navigation facility or a fix designated by ATC;

3.2. Pilots may be required by Tower Control to deviate from standard departure procedures, maintain runway direction and continue to climb to a certain altitude before turning to join the air route so as to meet local traffic operation requirements. Pilots shall not turn in advance unless in emergency.

4. 雷达程序和 / 或 ADS-B 程序

厦门进近管制区域内实施雷达管制 , 航空器最小水平间隔为6千米。

4. Radar procedures and/or ADS-B procedures

Radar control within Xiamen APP has been implemented. The minimum horizontal radar separation is 6km.

5. 无线电通信失效程序

5.1 航空器通信失效

5.1.1 如果航空器具备信号接收能力，根据接收到的管制指令继续飞行；

5.1.2 如果航空器不具备信号接收能力，航空器应按照下列特定的进近程序继续进近并尽快落地；如果本场不具备落地条件，飞行员可自行决定返航或者备降；

5.1.2.1 05号跑道

航空器按照最后接收到的管制员指令高度（如果低于900米则上升至900米)飞向XLN,如果过XLN高度高于起始高度1500米,则进入等待程序,下降至起始进近高度1500米,然后按05号跑道仪表进近图着陆;如果XLN高度低于起始进近高度1500米,则直接按05号跑道仪表进近图着陆。

5.1.2.2 23号跑道

航空器按照最后接收到的管制员指令高度（如果低于900米则上升至900米)飞向XLN,如果过XLN高度高于起始高度1500米,则进入等待程序,下降至起始进近高度1500米,然后按23号跑道仪表进近图着陆;如果XLN高度低于起始进近高度1500米,则直接按23号跑道仪表进近图着陆。

5.2 本场通信失效

本场无线电收发功能失效，航空器无法与管制单位建立有效的通信联系时，航空器应联系上一管制单位，并按照接收管制单位的管制指令继续飞行；

5.3 无线电通信恢复

失去通信联络的航空器已经着陆，或者已经恢复联络的,可恢复正常的管制运行,并立即通知相关管制单位。

6. 目视飞行程序

无

5. Radio communication failure procedures

5.1 Aircraft communication failure

5.1.1 If the radio receiver available, aircraft shall follow the instruction from it;

5.1.2 If the radio receiver not available, aircraft shall continue to landing with approach procedure as soon as possible; If condition of airport is not available for landing, the flight crew should decide to return or alternate by themselves;

5.1.2.1. RWY05

Aircraft fly to XLN according to the last command altitude (climb to 900m if not reached).If altitude at XLN is more than 1500m, then join the holding procedure, descend to the initial approach altitude 1500m, approach and land according to RWY05 instrument approach procedure; If altitude at XLN is less than 1500m, approach and land according to RWY05 instrument approach procedure directly.

5.1.2.2 RWY23

Aircraft fly to XLN according to the last command altitude (climb to 900m if not reached).If altitude at XLN is more than 1500m, then join the holding procedure, descend to the initial approach altitude 1500m, approach and land according to RWY23 instrument approach procedure; If altitude at XLN is less than 1500m, approach and land according to RWY23 instrument approach procedure directly.

5.2 Aerodrome communication failure

If aircraft can not establish communication with the aerodrome control unit, aircraft shall contact the previous control unit, and follow the instruction to continue;

5.3 Radio communication resume to normal

It is available to resume activities when the aircraft that lose touch via Communication Channel has landed or get in touch again. Inform the ATC office immediately.

6. Procedures for VFR flights

Nil

7. 目视飞行航线

无

7. VFR route

Nil

8. 目视参考点

无

8. Visual reference point

Nil

9. 其它规定

使用05号跑道着陆的航空器,严格保持航迹,禁止向东南方向偏航。

9. Other regulations

Pilot shall keep the aircraft on the flight track strictly when landing from RWY05. It is forbidden to deviate to southeast.

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint list

ID	COORDINATES(WGS-84)	ID	COORDINATES(WGS-84)
AM103	N242521E1175728	AM303	N245727E1184234
AM111	N242811E1175501	AM304	N240633E1174127
AM121	N242212E1180010	AM305	N245622E1182647
AM122	N243004E1181110	AM401	N240919E1173429
AM131	N242049E1175109	Fix B	N242324E1174912
AM202	N244014E1181818	Fix D	N245054E1182054
AM211	N244356E1181506	TEBON	N240700E1173200
AM221	N244319E1182238	XLN	N243354E1180054
AM222	N245226E1183528	FQG	N254424E1192306
AM231	N243715E1182053	ATSAB	N250536E1183706
AM301	N244700E1181624		

Waypoint sequence for RWY 05 arrival

TEBON-81A	TEBON	Fix B 1200 IAS ⩽ 380KmH	AM103 ↑ 700		
TEBON-82A (by ATC)	TEBON	AM131 1500 IAS ⩽ 380KmH	AM103 ↑ 700		

FQG-81A	FQG	Fix D	XLN ↑ 1500 IAS ⩽ 380KmH	AM111 900 IAS ⩽ 380KmH	AM103 ↑ 700
FQG-82A (by ATC)	FQG	Fix D	AM122 ↑ 1800	AM121 ↑ 1100 IAS ⩽ 380KmH	AM103 ↑ 700

Waypoint sequence for RWY 23 arrival

TEBON-91A	TEBON	XLN ↑ 1500	AM211 ↑ 900 IAS ⩽ 380KmH	AM202 ↑ 900	
TEBON-92A (by ATC)	TEBON	AM304	AM121 ↑ 1500	AM231 ↑ 900	AM202 ↑ 900
FQG-91A	FQG	ATSAB	Fix D ↑ 1500	AM211 ↑ 900 IAS ⩽ 380KmH	AM202 ↑ 900
FQG-92A (by ATC)	FQG	ATSAB	AM222 ↑ 2100	AM221 ↑ 1200 IAS ⩽ 380KmH	AM202 ↑ 900
FQG-93A (by ATC)	FQG	AM303	AM222 ↑ 2100	AM221 ↑ 1200 IAS ⩽ 380KmH	AM202 ↑ 900

Waypoint sequence for RWY 05 departure

TEBON-81D	(CA) 250 IAS ⩽ 370KmH	(DF) XLN ↑ 900	AM401 ↑ 2400	TEBON
TEBON-82D (by ATC)	(CA) 250 IAS ⩽ 370KmH	(CF) AM121	AM304	TEBON
FQG-81D	(CA) 250 IAS ⩽ 370KmH	(DF) AM301 ↑ 1200	AM305 ↑ 2700	FQG
FQG-82D (by ATC)	(CA) 250 IAS ⩽ 370KmH	(CF) AM303	FQG	

Waypoint sequence for RWY 23 departure

TEBON-91D	(CA) 450 IAS ⩽ 370KmH	(DF) Fix B ↑ 900	AM401 ↑ 2400	TEBON
TEBON-92D (by ATC)	(CA) 450 IAS ⩽ 370KmH	(CF) AM304	TEBON	
FQG-91D	(CA) 450 IAS ⩽ 370KmH	(DF) XLN	ATSAB	FQG
FQG-92D (by ATC)	(CA) 450 IAS ⩽ 370KmH	(CF) AM231	ATSAB	FQG

Notes: The path code is TF except special explanation.

'CA': course to an altitude
'CF': course to a fix
'DF': Direction to a fix

ZSAM AD 2.23 其它资料

全年有鸟类活动。机场当局采取了驱赶措施，鸟的活动情况如下：

ZSAM AD 2.23 Other information

Activities of bird flocks are found in the whole year. Aerodrome Authority resorts to dispersal methods to reduce bird activities.The details of bird activities as follows:

Type of bird	Time of activity	Flight height within AD	Area of activity
ardeidae	All seasons	10-80m	Lawn to the both sides of runway
kestrel	Oct.-Feb.	20-100m	Lawn of flight area
pigeon	All seasons	10-80m	Flight area
cormorant	Nov.-Mar.	50-200m	Flight area
buteo	Oct.-Apr.	20-100m	Lawn of flight area