

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZSAM

Terminal Charts For ZSAM

Revision Letter For Cycle 11-2024

Change Notices

Notebook

## General Information

Location: XIAMEN CHN  
ICAO/IATA: ZSAM / XMN  
Lat/Long: N24° 32.70', E118° 07.60'  
Elevation: 59 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 2.0° W

Fuel Types: Jet  
Repair Types: Minor Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 2119 Z  
Sunset: 1052 Z

## Runway Information

Runway: 05  
Length x Width: 11155 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 59 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 492 ft

Runway: 23  
Length x Width: 11155 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 43 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 656 ft

## Communication Information

ATIS: 126.250  
ATIS: 131.450  
Xiamen Tower: 118.250  
Xiamen Tower: 130.000 Secondary  
Xiamen Ground: 121.700  
Xiamen Ramp/Taxi: 121.600  
Xiamen Ramp/Taxi: 121.800  
Xiamen Clearance Delivery: 121.950

Xiamen Approach: 123.825

Xiamen Approach: 119.850 Secondary

Xiamen Approach: 125.025

Xiamen Approach: 119.050 Secondary

Xiamen Approach: 120.200

Xiamen Approach: 121.350

ZSAM/XMN  
GAOQI

JEPPesen

22 SEP 23

10-1P

Eff 4 Oct 1600Z

XIAMEN, PR OF CHINA

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

D-ATIS 126.25

### 1.2. RWY OPERATIONS

During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct ACFT downwind take-off or downwind landing for short time. Pilot shall inform controller if he decides not to take off or land on downwind RWY allocated according to ACFT performance or operation handbook.

### 1.3. TAXI PROCEDURES

Turns with more than 90° on RWYs and asphalt TWYs are prohibited.

TWY A3 restricted to ACFT with outer main gear wheel less than 30'/9m.

TWYs T3, T5, T6 and T14 (North of stand 203) MAX wingspan 213'/65m.

TWY T4 MAX wingspan 200'/61m.

TWY T14 (South of stand 203) MAX wingspan 157'/48m.

TWYs T2 and T7 MAX wingspan 125'/38m.

TWYs T8 thru T10, T12, T13 and T15 thru T18 MAX wingspan 118'/36m.

TWYs T5 and T6 are available for B747-8 after obtaining APN clearance.

Do not taxi on TWYs T7, T8, T9 or T10 when ACFT parking on apron 3, 4, 5 resp. 7.

When ACFT with wingspan up to 118'/36m parking on stand 86, ACFT parking on stands 101 thru 103 must push-back to T5 to start-up and taxi.

MAX ACFT taxi via TWY B to TWY T10 is CAT C.

ACFT shall set transponder on ground mode while taxiing.

A380 taxi on the designated route will pass several turn-off. A380 shall use judgemental oversteering while passing turn-off, rather than taxi on centerline of TWY. Air crew shall open airborne taxiing monitor while taxiing.

### 1.4. PARKING INFORMATION

Stands 65 and 67 available for fuselage cleaning.

Stands 1 thru 3L, 5 thru 24, 62 thru 69, 81 thru 86, 101 thru 109, 201 thru 215, 227 thru 232, push-back required.

ACFT taxi into/out of special parking areas 1L, 2L and 3L by Follow-me vehicle.

ACFT taxi into special parking area 5L by Follow-me vehicle.

Visual Docking Guidance System available for stands 1 thru 3, 5 thru 12, 15 thru 17, 82 thru 84, 201 thru 203, 205 thru 212, 215.

### 1.5. OTHER INFORMATION

Birds.

When landing on RWY 05, do not mistake lights at the sides of APT road for PAPI.

RWY 23 right-hand circuit.

Without permission, deviating to the coast is prohibited.

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## 2. ARRIVAL

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### 2.1. RWY OPERATIONS

Landing ACFT shall fully vacate the RWY within 50 seconds after touchdown (except for wet or contaminated RWY). If unable, inform APP before establishing final approach course.

### 2.2. OTHER INFORMATION

Pilot shall keep ACFT on flight track strictly when landing on RWY 05. It is forbidden to deviate to Southeast.

ZSAM/XMN  
GAOQI

JEPPESEN

XIAMEN, PR OF CHINA

22 SEP 23

10-1P1

Eff 4 Oct 1600Z

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.1. CLEARANCE DELIVERY/DATALINK DEPARTURE CLEARANCE SERVICE (DCL)

##### 3.1.1. CLEARANCE DELIVERY

Departing ACFT shall contact Delivery for delivery clearance within 10 minutes prior to the cabin door closed.

Flight crew shall stand by Delivery Control frequency after getting delivery clearance. Contact GND before approaching TWY A and TWR before approaching RWY holding positions.

##### 3.1.2. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

Within 10 to 30 minutes prior to Estimated Off-Block Time (EOBT) pilot preferably shall use Departure Clearance (DCL) via data link to receive ATC delivery clearance. No readback required when delivery clearance has been received through DCL.

During DCL message 'NEXT FREQ' means TWR Delivery and 'DEP FREQ' means APP frequency.

If DCL is not available, pilot shall contact ATC for verbal ATC clearance.

#### 3.2. START-UP AND PUSH-BACK PROCEDURES

Engine run-ups shall be permitted by APN and carried out at designated location. Fast engine run-ups near boarding bridges are strictly prohibited.

Push-back of ACFT on own power is strictly forbidden without APN clearance.

#### 3.3. NOISE ABATEMENT PROCEDURES

Upon 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:

At 450m (1500') - Adjust and keep engine climbing power and thrust;  
- Maintain climbing speed at  $V_2 + 30\text{km/h}$  (15 KT) with flaps/slats in take-off configuration.

At 910m (3000') - Maintain a positive rate of climb, accelerate to normal en-route climb speed and retract flaps and slats.

The derated take-off is strongly recommended, if take-off performance of ACFT permits.

If the procedure cannot be implemented due to any reason other than ATC, controller shall be informed by the pilot.

Straight ahead and LEFT turn departure via RWY 05 should not operate according to noise abatement procedure.

#### 3.4. RWY OPERATIONS

Departing ACFT shall finish RWY alignment within 60 seconds after receiving ATC clearance for entering RWY (except for wet or contaminated RWY). If unable, inform TWR before reaching RWY holding position.

#### 3.5. OTHER INFORMATION

Flight crew shall release TWR frequency without RTF instruction from controller as soon as airborne and contact the next frequency assigned by TWR.

# ZSAM/XMN GAOQI

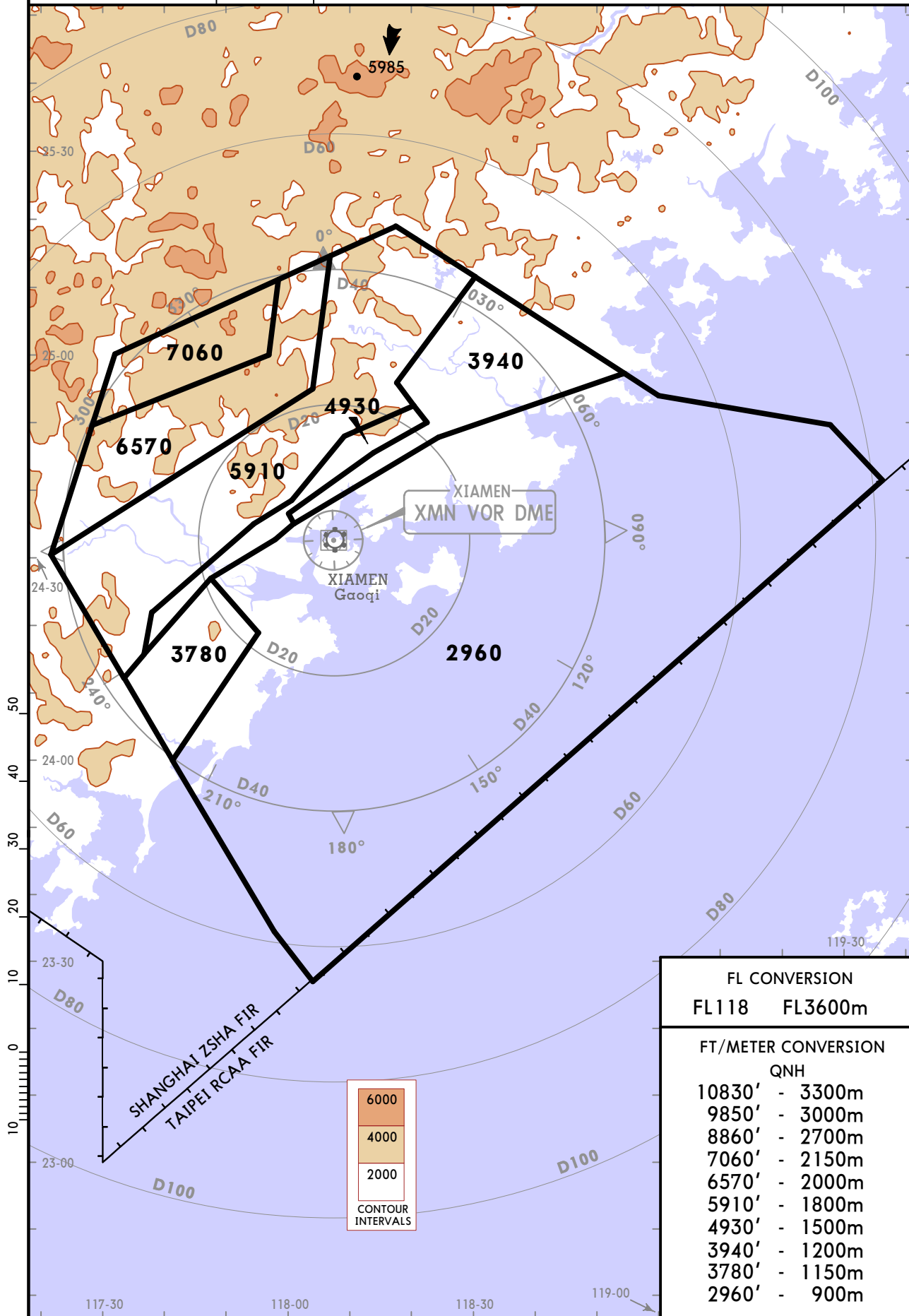
**JEPPESSEN**

# XIAMEN, PR OF CHINA

31 JUL 20  
Eff 12 Aug 1600Z (10-1R)

**RADAR MINIMUM ALTITUDES**

XIAMEN Approach (R) APP01      APP02 <b>121.35    120.2</b>	<b>Apt Elev</b> <b>59</b>	Alt Set: hPa Tran level: FL118 Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Chart only to be used for cross-checking of altitudes assigned while under RADAR control.
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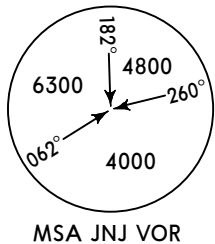
FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7060'	- 2150m
6570'	- 2000m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
3780'	- 1150m
2960'	- 900m

# ZSAM/XMN GAOQI

**JEPPESSEN XIAMEN, PR OF CHINA**  
 10 MAY 24 **10-2** Eff 15 May 1600Z **RNAV STAR**

D-ATIS <b>126.25</b>	Apt Elev <b>59</b>	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS

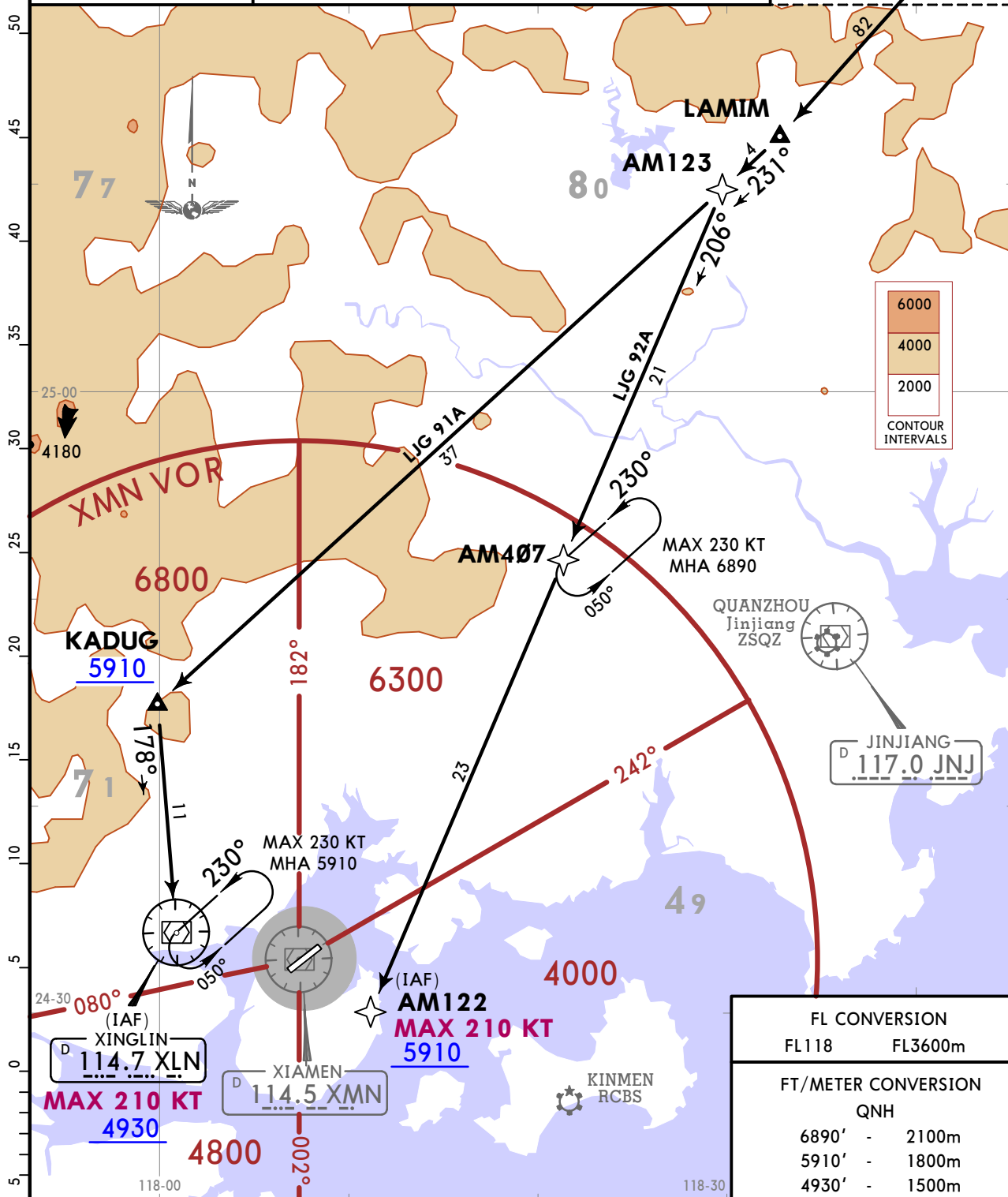
1. RADAR required.  
2. No deviation to EAST.



**LJG 91A**  
**LJG 92A**  
**RNAV ARRIVALS**  
**(RWY 05)**  
**BY ATC**

**LIANJIANG**  
**D 117.6 LJG**

NOT TO SCALE



FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
6890'	2100m
5910'	1800m
4930'	1500m

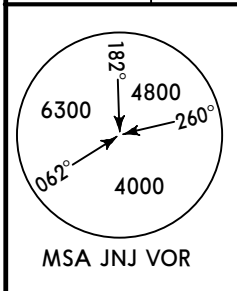
STAR	ROUTING
<b>LJG 91A</b>	LJG - LAMIM - AM123 - KADUG (5910+) - XLN (K210-; 4930+).
<b>LJG 92A</b>	LJG - LAMIM - AM123 - AM407 - AM122 (K210-; 5910+).

CHANGES: Northern MSA sectors, general notes.

# ZSAM/XMN GAOQI

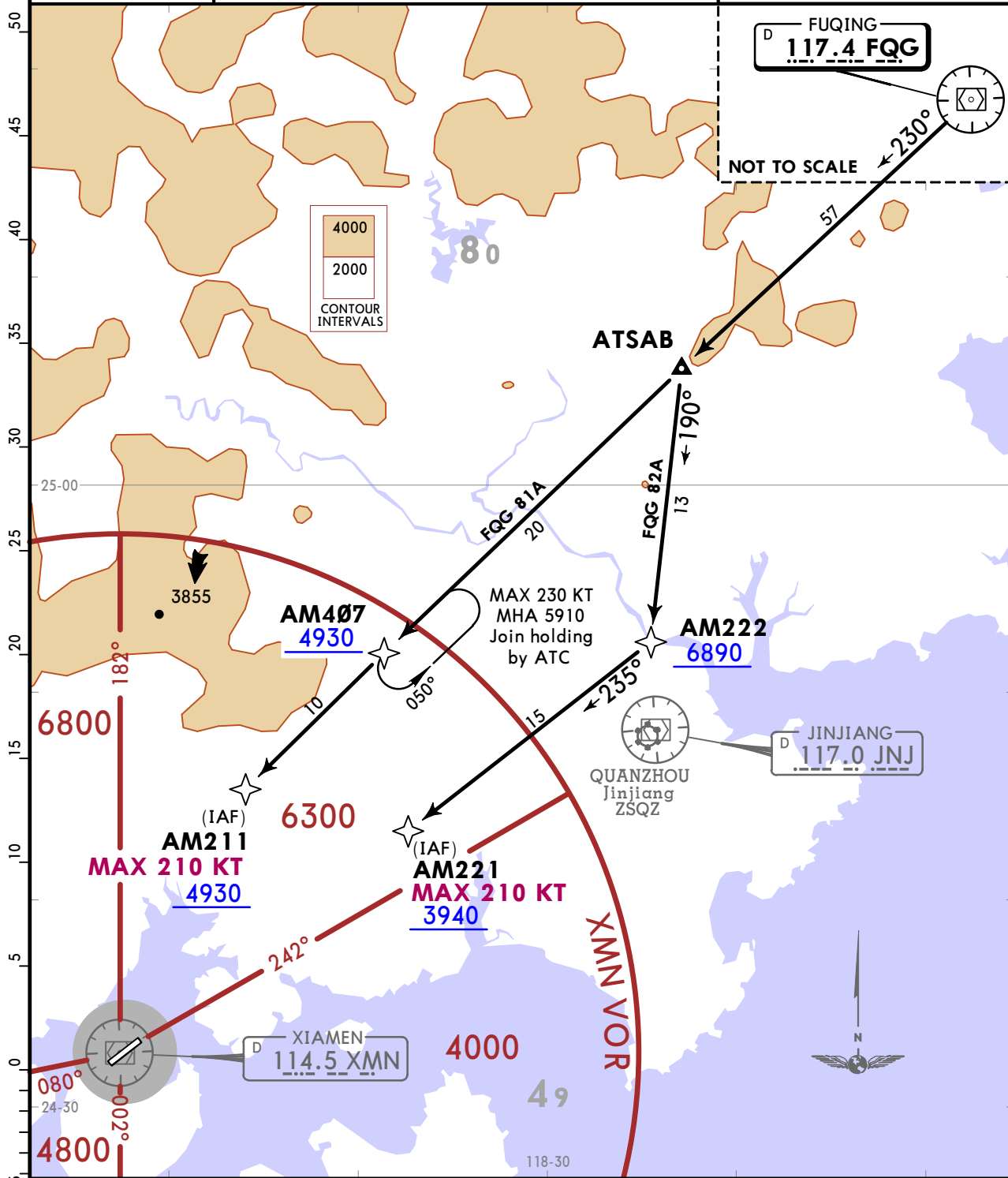
**JEPPESSEN XIAMEN, PR OF CHINA**  
 10 MAY 24 **(10-2A)** Eff 15 May 1600Z **RNAV STAR**

D-ATIS <b>126.25</b>	Apt Elev <b>59</b>	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS
1. RADAR required. 2. No deviation to EAST.		



**FQG 81A  
FQG 82A  
RNAV ARRIVALS  
(RWY 23)**

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m



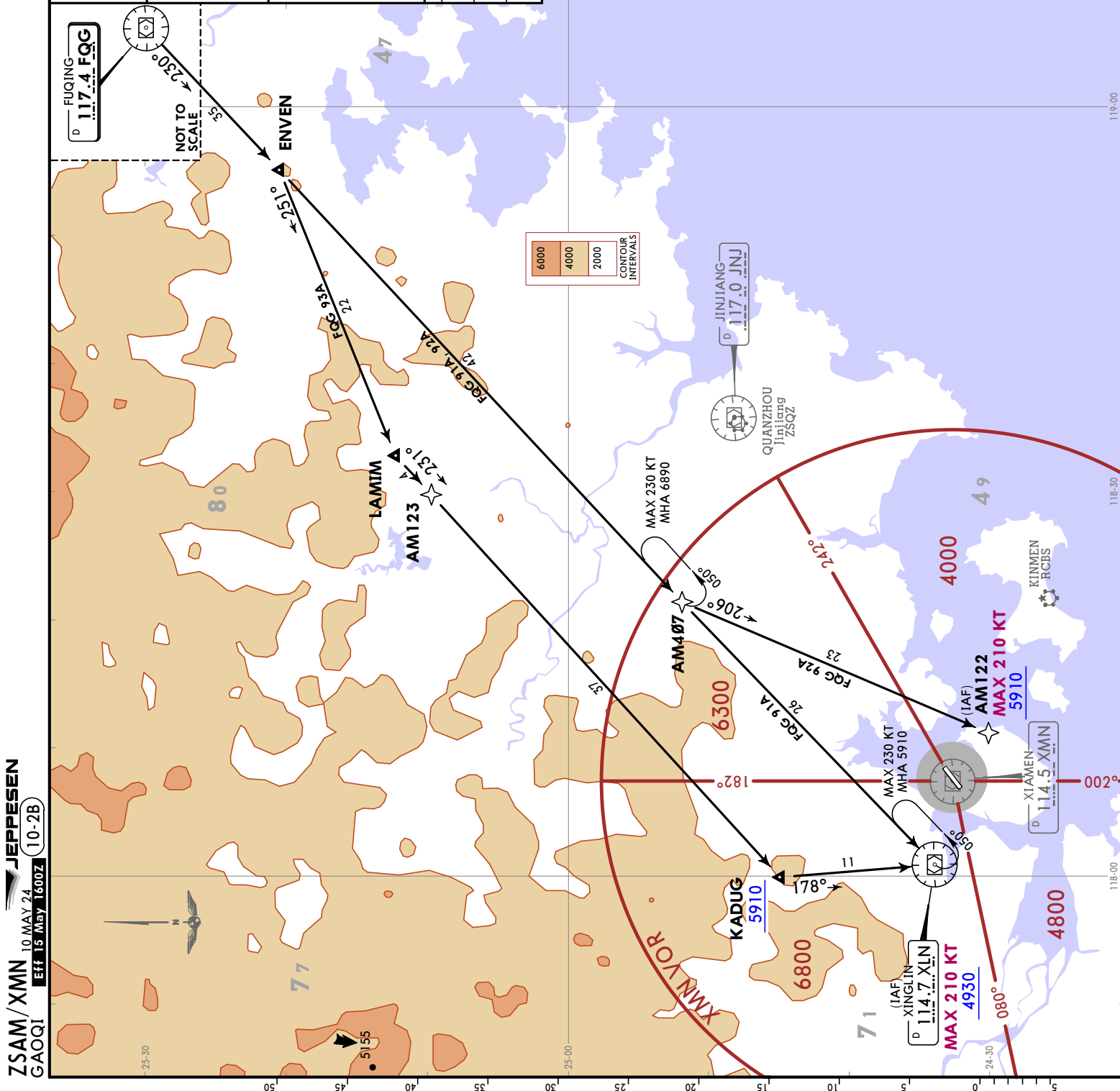
STAR	ROUTING
<b>FQG 81A</b>	FQG - ATSAB - AM407 (4930+) - AM211 (K210-; 4930+).
<b>FQG 82A</b> By ATC	FQG - ATSAB - AM222 (6890+) - AM221 (K210-; 3940+).

CHANGES: AM211 holding withdrawn, Northern MSA sectors, general notes.



**XIAMEN, PR OF CHINA**  
**RNAV STAR**

D-ATIS <b>126.25</b>	Apt Elev <b>59</b>	Alt Set: hPa Trans level: FL118 RNAV 1 GNSS
<b>FQG 91A, FQG 92A FQG 93A RNAV ARRIVALS (RWY 05)</b>		
		FL CONVERSION FL118 FL3600m
MSA JNJ VOR		FT/METER CONVERSION QNH 6890' - 2100m 5910' - 1800m 4930' - 1500m
<b>ROUTING</b>		
<b>STAR</b>	FQG - ENVEN - AM407 - XLN (K210+; 4930+);	
<b>FQG 92A</b> By ATC	FQG - ENVEN - AM122 (K210+; 5910+);	
<b>FQG 93A</b> By ATC	FQG - ENVEN - LAMIM - AM123 - KADUG (5910+) - XLN (K210+; 4930+);	



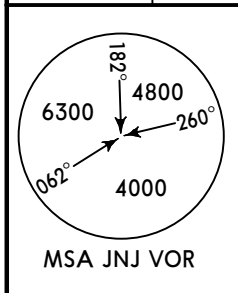
**ZSAM/XMN** 10 MAY 24  
**GAOQI** Eff 15 May 1600Z (10-2B)



**ZSAM/XMN**  
**GAOQI**

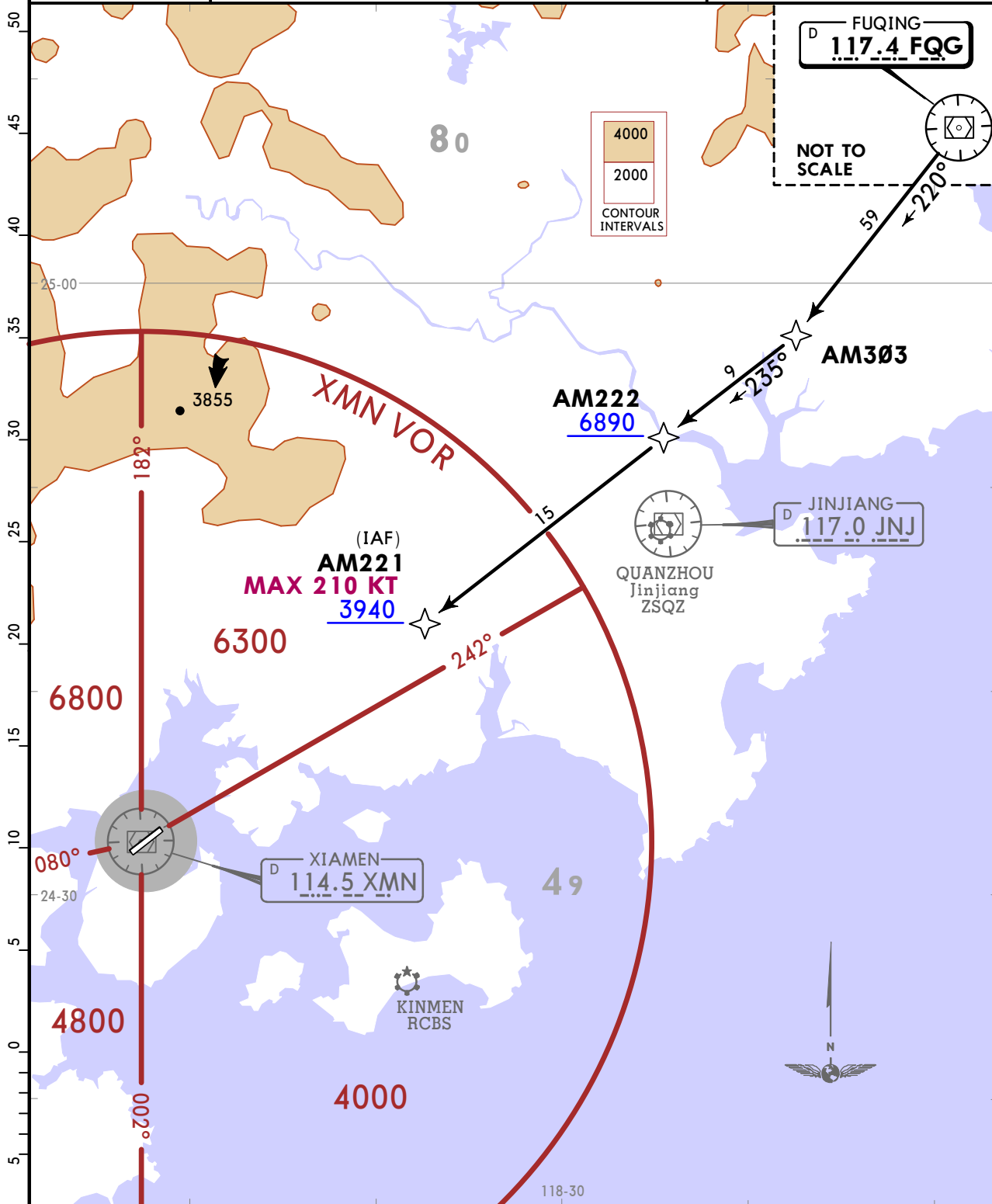
**JEPPESEN XIAMEN, PR OF CHINA**  
10 MAY 24 **(10-2C)** **Eff 15 May 1600Z** **RNAV STAR**

D-ATIS <b>126.25</b>	Apt Elev <b>59</b>	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS
1. RADAR required. 2. No deviation to EAST.		



**FQG 83A**  
**RNAV ARRIVAL**  
**(RWY 23)**  
**BY ATC**

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
6890'	2100m
3940'	1200m



**ROUTING**  
FQG - AM303 - AM222 (6890+) - AM221 (K210-; 3940+).

ZSAM/XMN  
GAOQI

JEPPesen

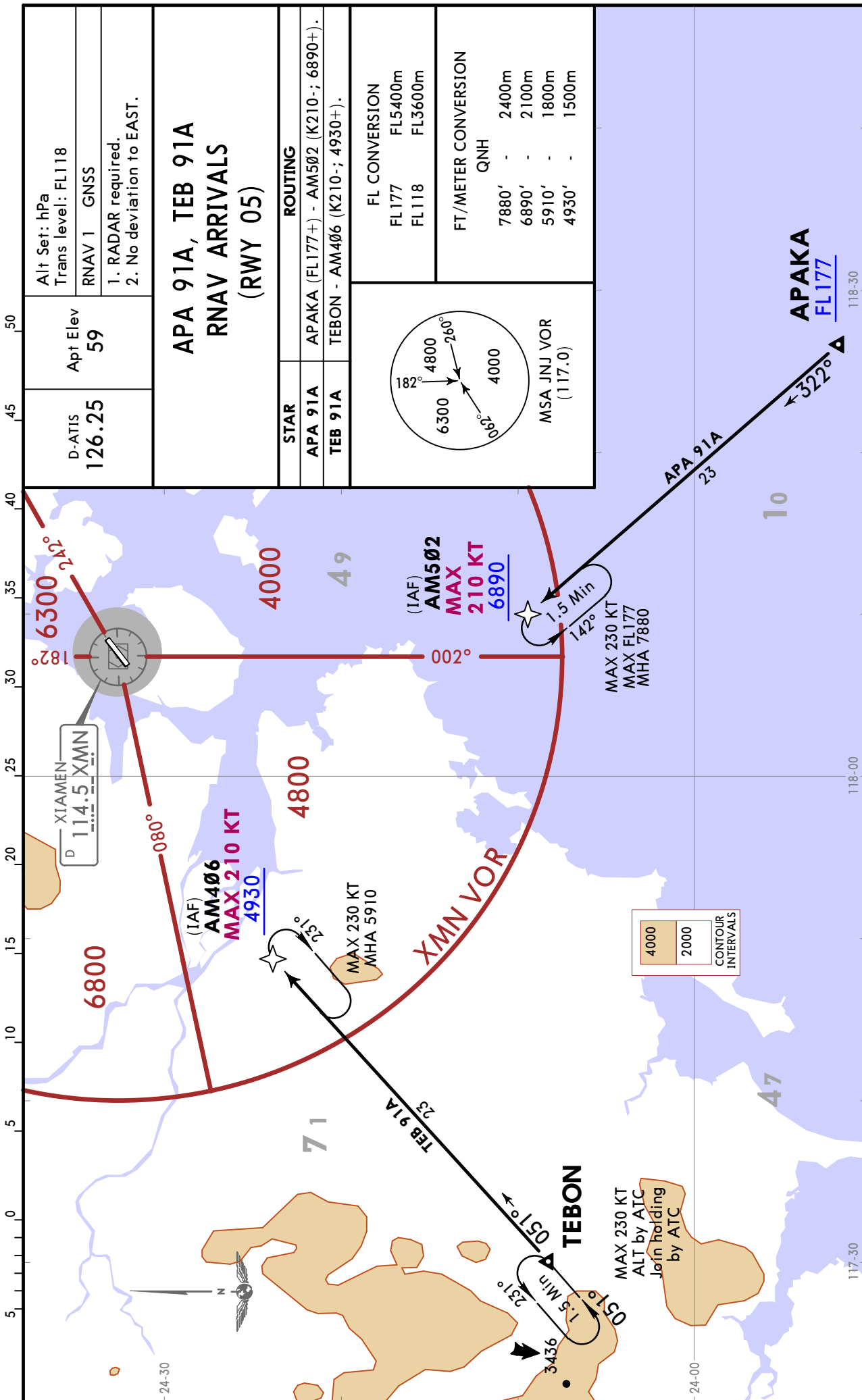
XIAMEN, PR OF CHINA

10 MAY 24

10-2D

Eff 15 May 1600Z

RNAV STAR



CHANGES: Northern MSA sectors, general notes.

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ZSAM/XMN  
GAOQI

JEPPesen

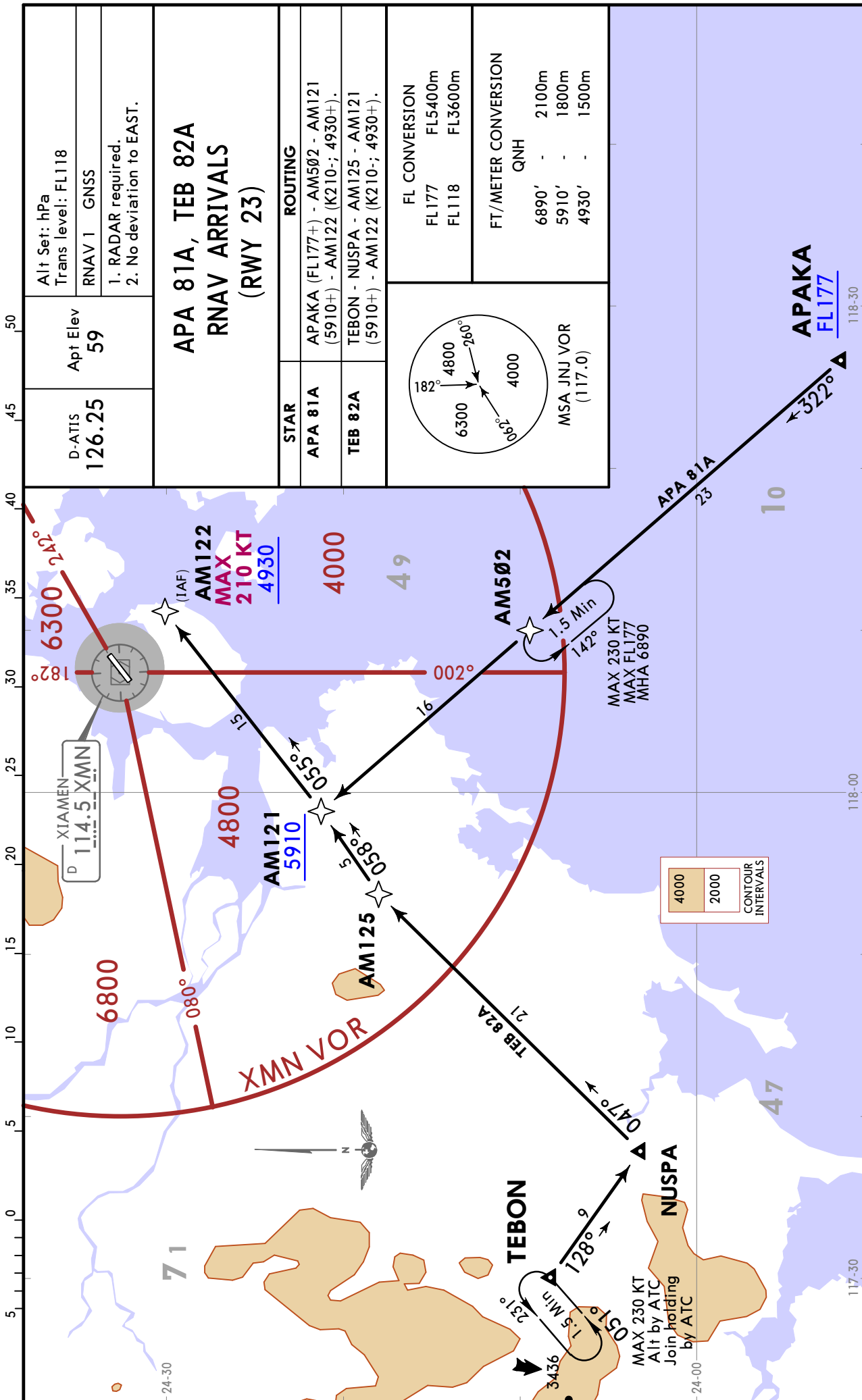
XIAMEN, PR OF CHINA

10 MAY 24

10-2E

Eff 15 May 1600Z

RNAV STAR



ZSAM/XMN  
GAOQI



JEPPESSEN

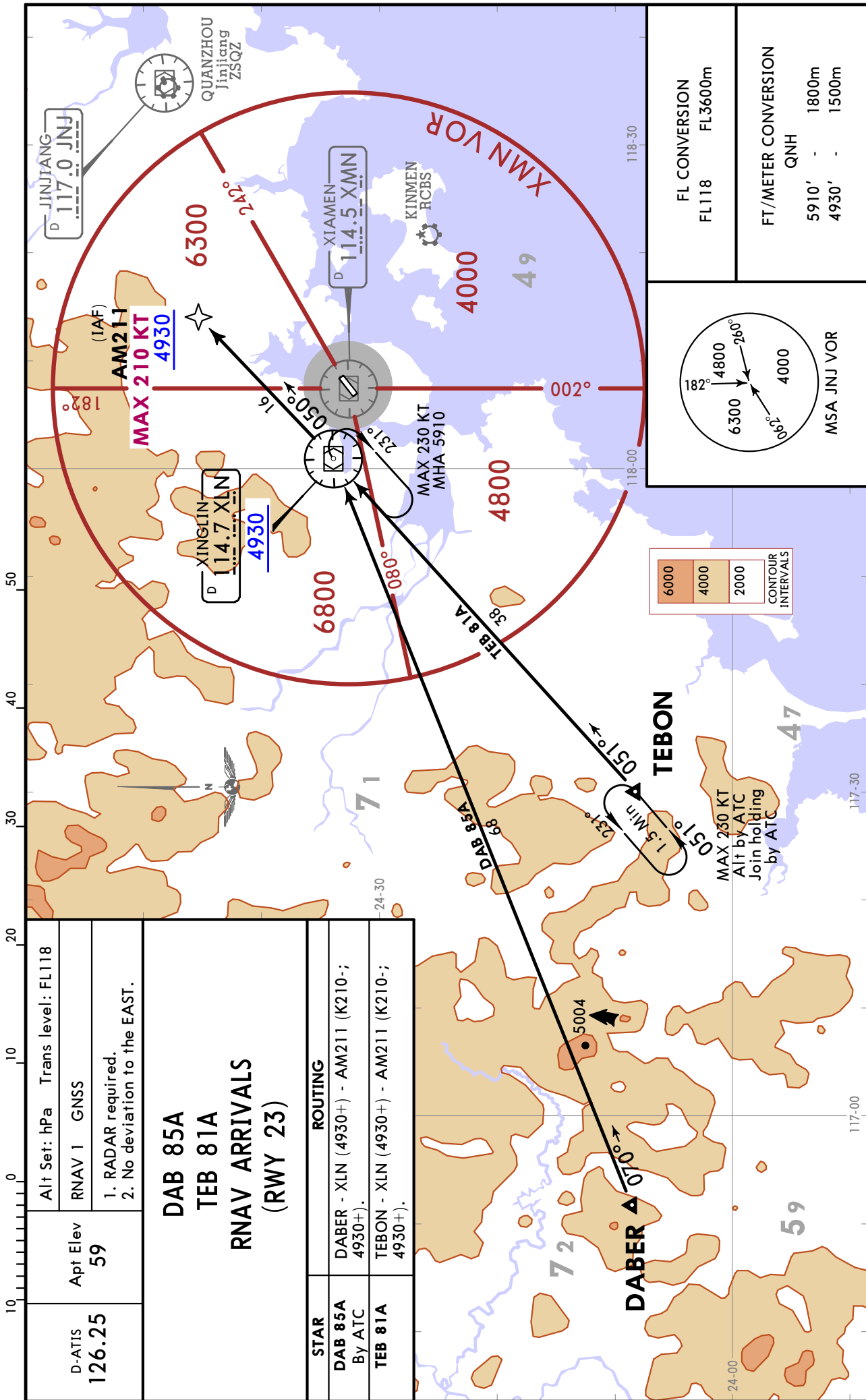
XIAMEN, PR OF CHINA

10 MAY 24

10-2F

Eff 15 May 1600Z

RNAV STAR

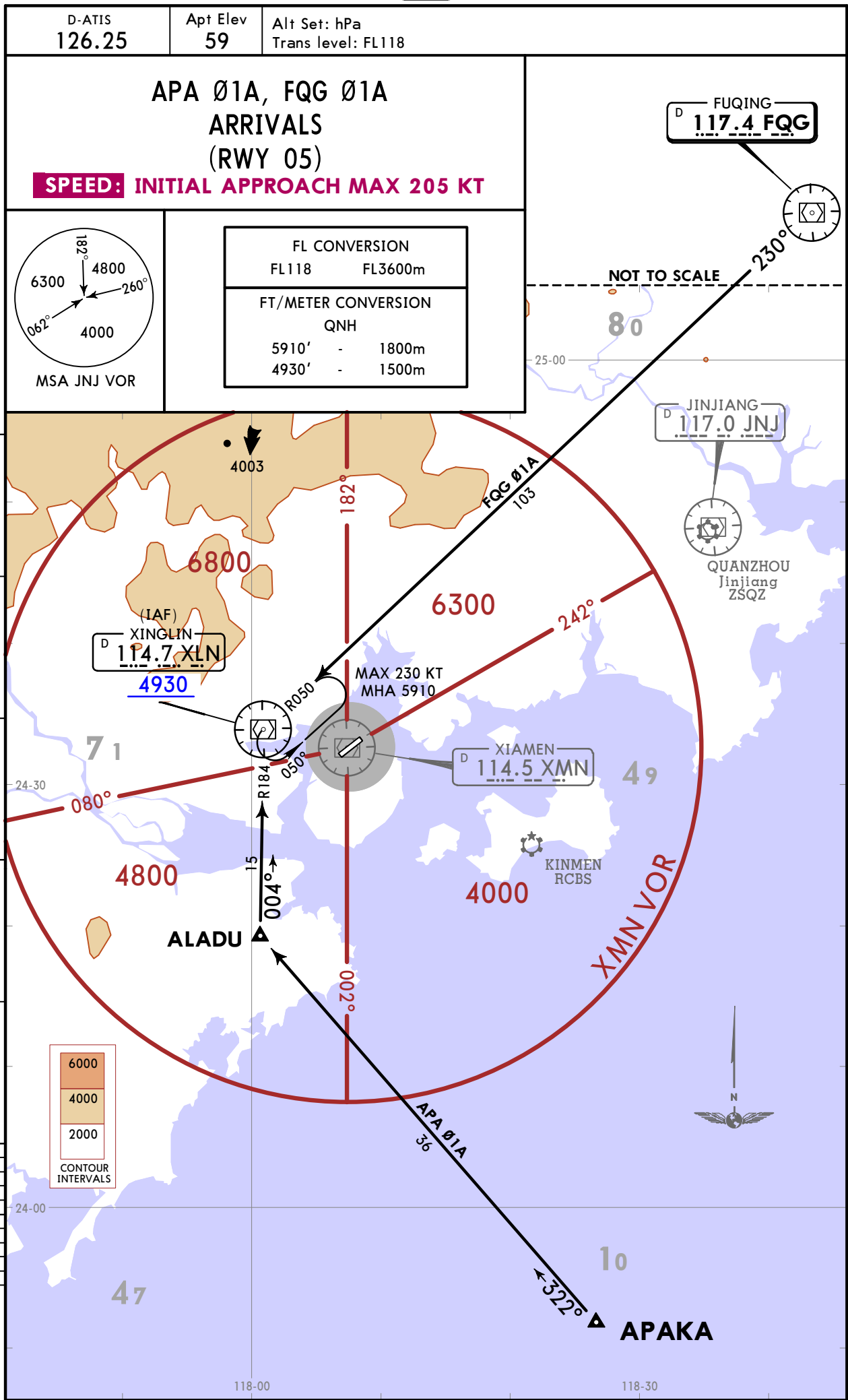


ZSAM/XMN  
GAOQI

JEPPESEN XIAMEN, PR OF CHINA

10 MAY 24 (10-2G) Eff 15 May 1600Z

STAR



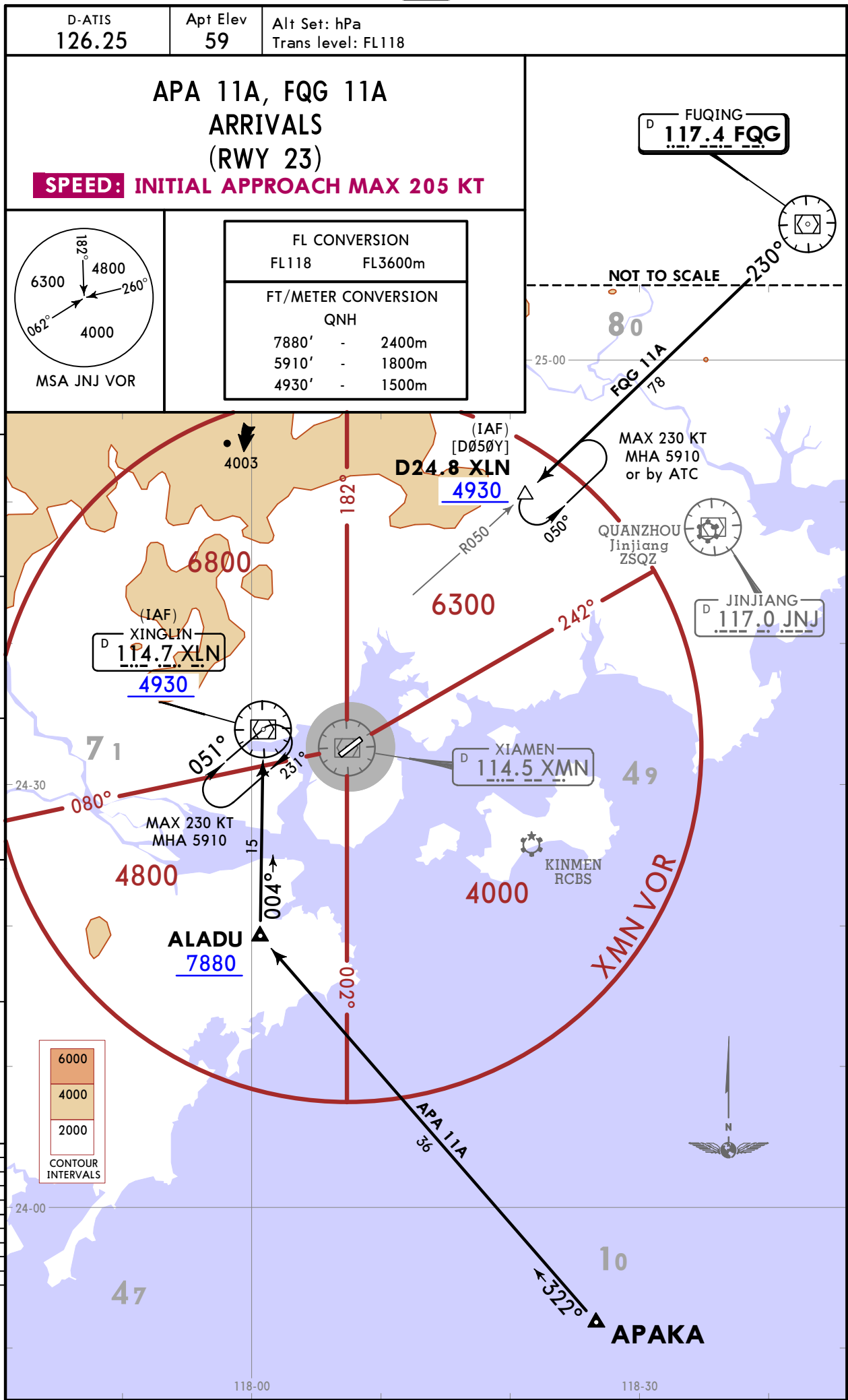
ZSAM/XMN  
GAOQI

JEPPESEN XIAMEN, PR OF CHINA

10 MAY 24 (10-2H)

Eff 15 May 1600Z

STAR



ZSAM/XMN  
GAOQI



JEPPESSEN

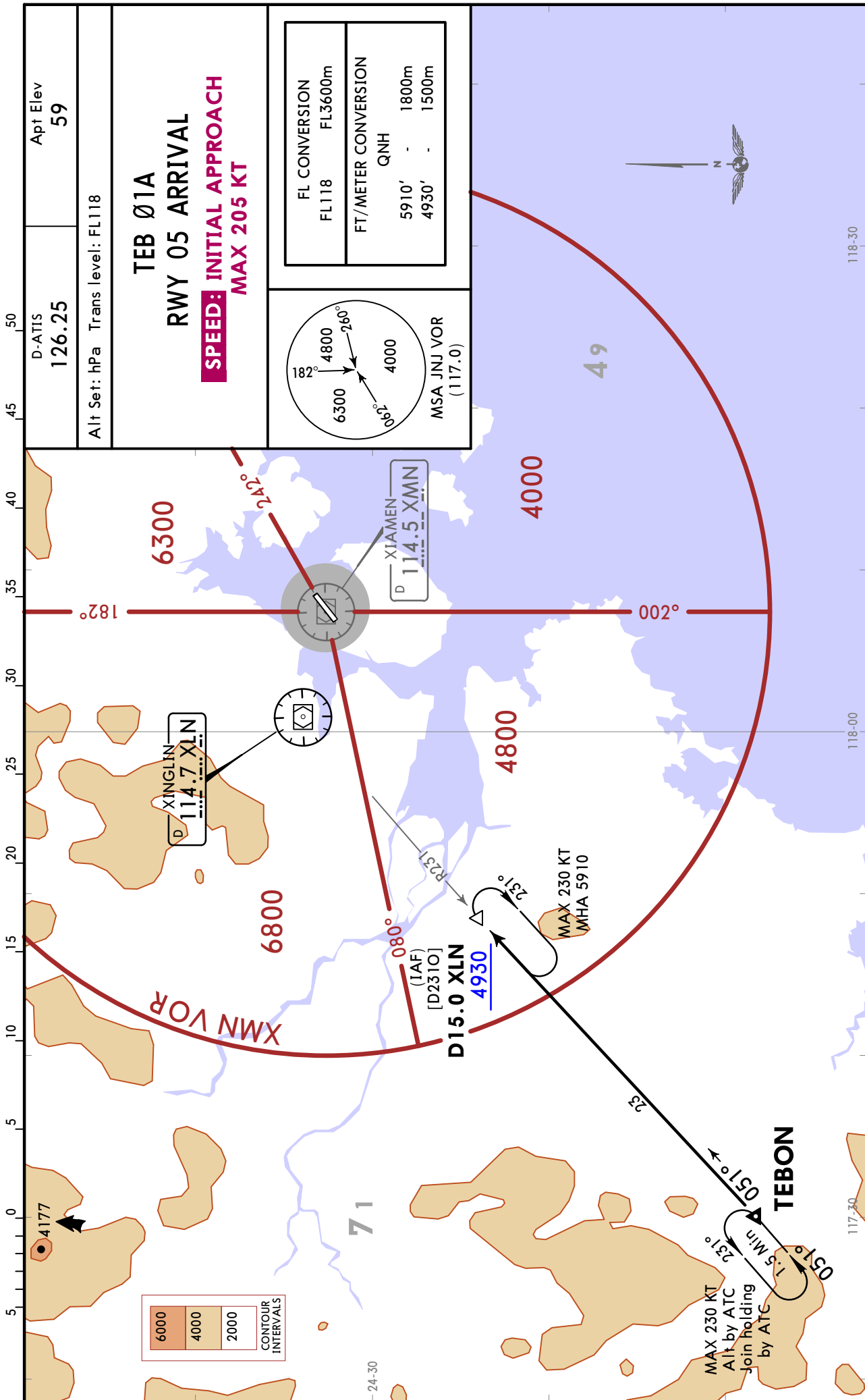
XIAMEN, PR OF CHINA

10 MAY 24

10-2J

Eff 15 May 1600Z

STAR





ZSAM/XMN  
GAOQI



JEPPESSEN

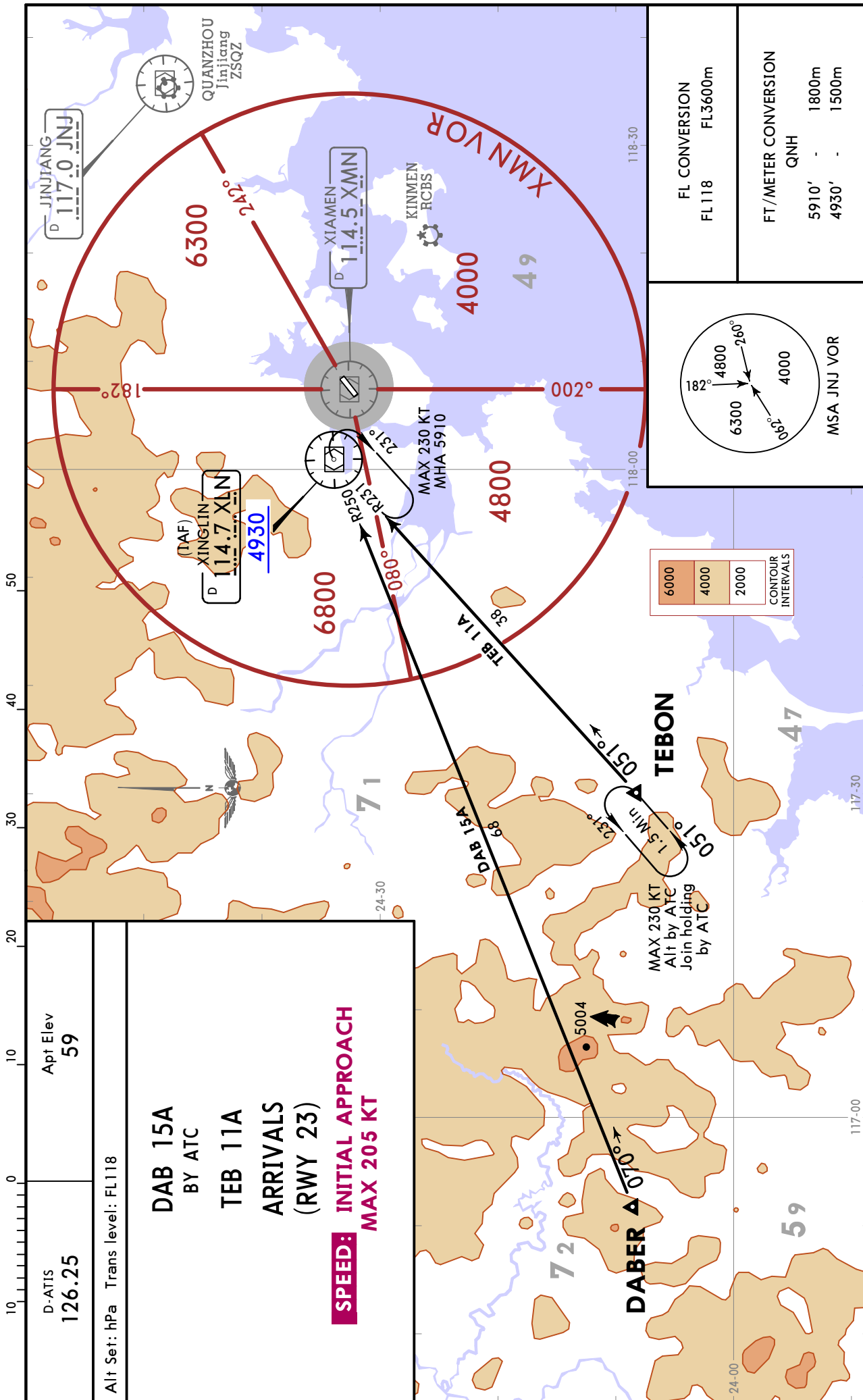
XIAMEN, PR OF CHINA

10 MAY 24

10-2K

Eff 15 May 1600Z

STAR



CHANGES: Northern MSA sectors, chart redrawn.

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**XIAMEN, PR OF CHINA**

**ZSAM/XMN**  
10 MAY 24  
Eff 15 May 1600Z  
GAOQI

**JEPPESEN**  
10-3

**RNAV SID**

Trans alt: 9850  
10830 - 1031 hPa or above  
8860 - 979 hPa or below

Apt Elev  
**59**

RNAV 1 GNSS

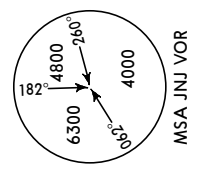
1. RADAR required.  
2. FQG 83D: no deviation to the EAST.

**FQG 81D, FQG 82D**  
**FQG 83D**  
**RNAV DEPARTURES**  
**(RWY 23)**

FL CONVERSION  
FL128 FL3900m

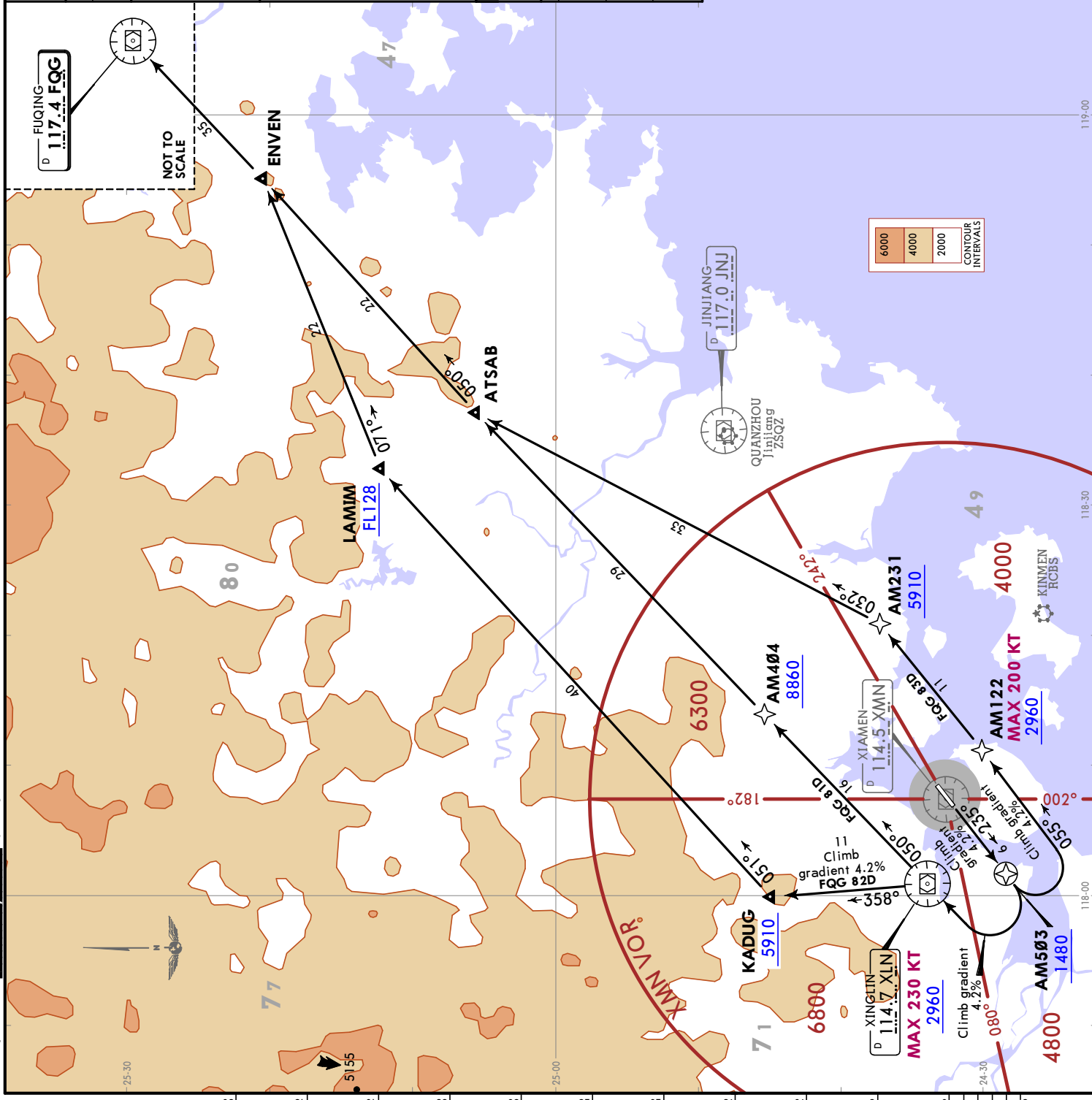
FT/METER CONVERSION  
QNH

1480'	-	450m
2960'	-	900m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m



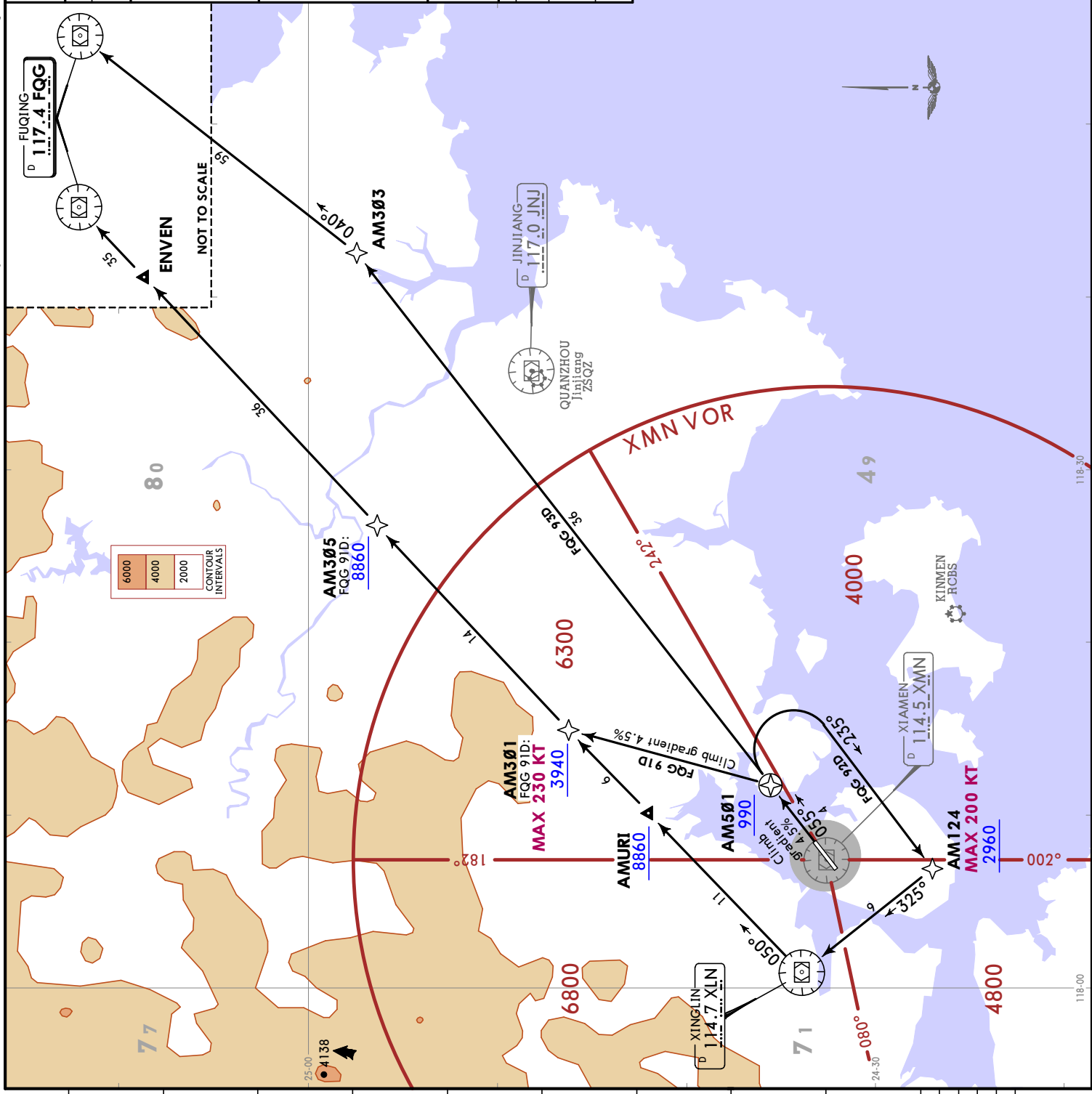
Grnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

<b>SID</b>	AM503 (1480+) - XLN (K230; 2960+) - AM404 (8860+) - AT SAB - ENVEN - FQG.
<b>FQG 81D</b>	AM503 (1480+) - XLN (K230; 2960+) - KADUG (5910+) - LAMIM (FL128+) - ENVEN - FQG.
<b>FQG 82D</b>	AM503 (1480+) - XLN (K230; 2960+) - KADUG (5910+) - LAMIM (FL128+) - ENVEN - FQG.
<b>FQG 83D</b>	AM503 (1480+) - AM122 (K200; 2960+) - AM231 (5910+) - AT SAB - ENVEN - FQG.



15

Apt Elev 59	Trans alt: 9850 10830 - 1031 hPa or above 8860 - 979 hPa or below														
RNAV 1 GNSS															
1. RADAR required. 2. FQG 92D: no deviation to the EAST.															
<b>FQG 91D, FQG 92D</b> <b>FQG 93D</b> <b>RNAV DEPARTURES</b> <b>(RWY 05)</b>															
<table border="1"> <thead> <tr> <th>FT/METER CONVERSION</th> <th>QNH</th> </tr> </thead> <tbody> <tr> <td>990' - 300m</td> <td></td> </tr> <tr> <td>2960' - 900m</td> <td></td> </tr> <tr> <td>3940' - 1200m</td> <td></td> </tr> <tr> <td>8860' - 2700m</td> <td></td> </tr> <tr> <td>9850' - 3000m</td> <td></td> </tr> <tr> <td>10830' - 3300m</td> <td></td> </tr> </tbody> </table>		FT/METER CONVERSION	QNH	990' - 300m		2960' - 900m		3940' - 1200m		8860' - 2700m		9850' - 3000m		10830' - 3300m	
FT/METER CONVERSION	QNH														
990' - 300m															
2960' - 900m															
3940' - 1200m															
8860' - 2700m															
9850' - 3000m															
10830' - 3300m															
<table border="1"> <thead> <tr> <th>Gnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>4.5% V/V (fpm)</td> <td>342</td> <td>456</td> <td>684</td> <td>911</td> <td>1139</td> <td>1367</td> </tr> </tbody> </table>		Gnd speed-KT	75	100	150	200	250	300	4.5% V/V (fpm)	342	456	684	911	1139	1367
Gnd speed-KT	75	100	150	200	250	300									
4.5% V/V (fpm)	342	456	684	911	1139	1367									
<table border="1"> <thead> <tr> <th>SID</th> <th>ROUTING</th> </tr> </thead> <tbody> <tr> <td><b>FQG 91D</b></td> <td>AM501 (990+) - AM301 (K230 - 3940+) - AM305 (8860+) - ENVEN - FQG.</td> </tr> <tr> <td><b>FQG 92D</b></td> <td>AM501 (990+) - AM124 (K200 - 2960+) - XLN - AMURI (8860+) - AM301 - AM305 - ENVEN - FQG.</td> </tr> <tr> <td><b>FQG 93D</b> By ATC</td> <td>AM501 (990+) - AM303 - FQG.</td> </tr> </tbody> </table>		SID	ROUTING	<b>FQG 91D</b>	AM501 (990+) - AM301 (K230 - 3940+) - AM305 (8860+) - ENVEN - FQG.	<b>FQG 92D</b>	AM501 (990+) - AM124 (K200 - 2960+) - XLN - AMURI (8860+) - AM301 - AM305 - ENVEN - FQG.	<b>FQG 93D</b> By ATC	AM501 (990+) - AM303 - FQG.						
SID	ROUTING														
<b>FQG 91D</b>	AM501 (990+) - AM301 (K230 - 3940+) - AM305 (8860+) - ENVEN - FQG.														
<b>FQG 92D</b>	AM501 (990+) - AM124 (K200 - 2960+) - XLN - AMURI (8860+) - AM301 - AM305 - ENVEN - FQG.														
<b>FQG 93D</b> By ATC	AM501 (990+) - AM303 - FQG.														



**ZSAM/XMN**  
**GAOQI**

**JEPPESSEN XIAMEN, PR OF CHINA**

10 MAY 24 **(10-3B)**

**Eff 15 May 1600Z**

**RNAV SID**

Apt Elev  
**59**

Trans alt: 9850  
10830 - 1031 hPa or above  
8860 - 979 hPa or below

RNAV 1 GNSS

RADAR required.

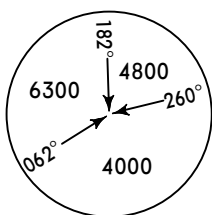
**LJG 81D**  
**RNAV DEPARTURE**  
**(RWY 23)**  
**BY ATC**

**LIANJIANG**  
**D 117.6 LJG**

**LAMIM**  
**FL128**

043°  
82°  
NOT TO SCALE

FL CONVERSION	
FL128	FL3900m
FT/METER CONVERSION	
QNH	
1480'	450m
2960'	900m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m



MSA JNJ VOR  
(117.0)

6000
4000
2000
CONTOUR INTERVALS

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

**ROUTING**

AM503 (1480+) - XLN (K230-; 2960+) - KADUG (5910+) - LAMIM (FL128+) - LJG.

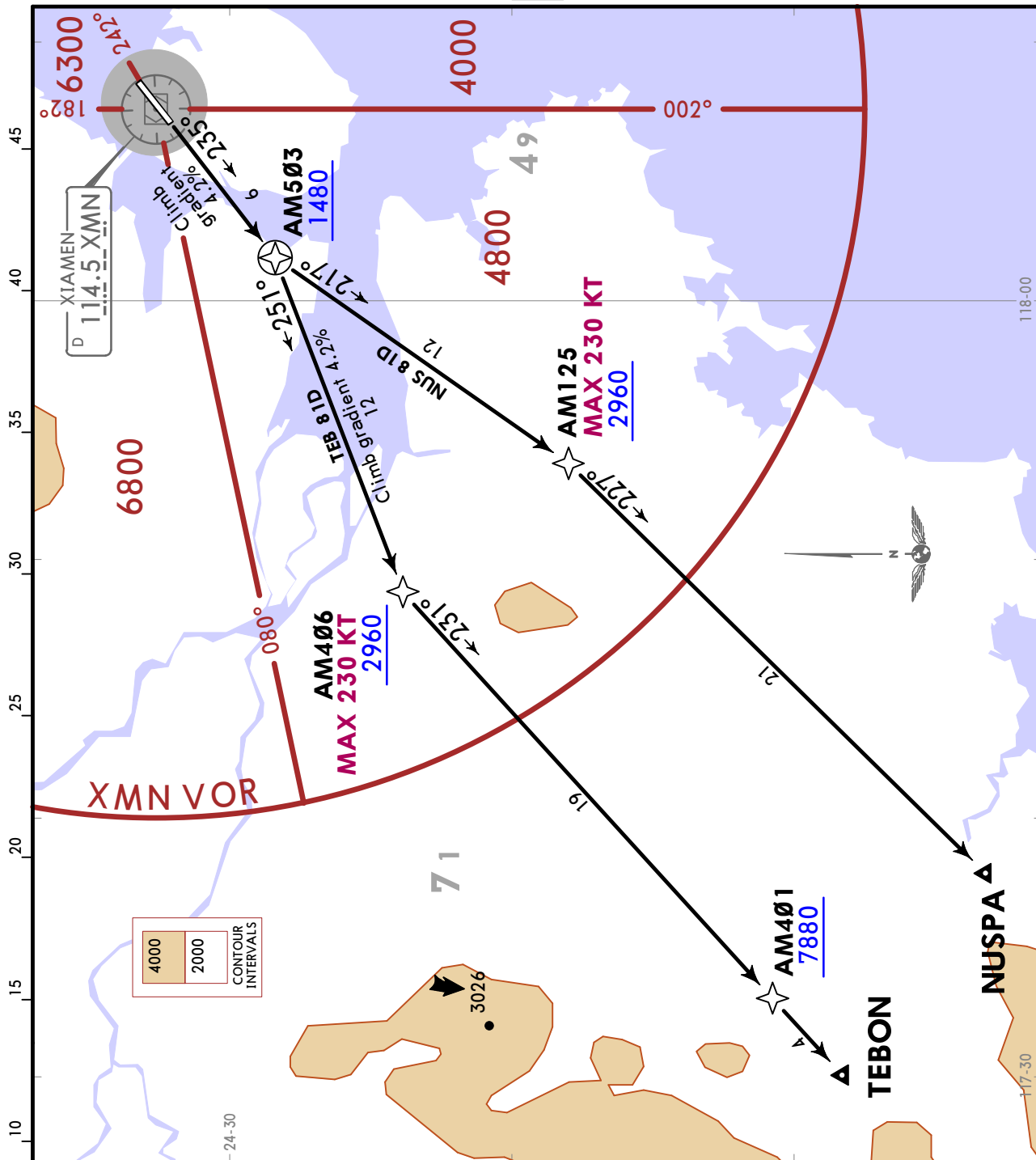
ZSAM/XMN  
GAOQI

10 MAY 24 (10-3C)

JEPPESSEN XIAMEN, PR OF CHINA

Eff 15 May 1600Z

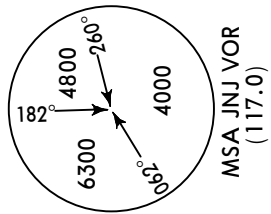
RNAV SID



Apt Elev <b>59</b>	Trans alt: 9850 10830 - 1031 hPa or above 8860 - 979 hPa or below
	RNAV 1 GNSS RADAR required.

**NUS 81D**  
**TEB 81D**  
**RNAV DEPARTURES**  
**(RWY 23)**

FT/METER CONVERSION	
QNH	
1480'	450m
2960'	900m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m



Grnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

SID	ROUTING
<b>NUS 81D</b>	AM503 (1480+) - AM125 (K230-; 2960+) - NUSPA.
<b>TEB 81D</b>	AM503 (1480+) - AM406 (K230-; 2960+) - AM401 (7880+) - TEBON.

**XIAMEN, PR OF CHINA**

**RNAV SID**

Apt Elev  
59

Trans alt: 9850  
10830 - 1031 hPa or above  
8860 - 979 hPa or below

RNAV 1 GNSS

1. RADAR required.  
2. NUS 91D: no deviation to the EAST.

**NUS 91D, NUS 92D  
TEB 91D  
RNAV DEPARTURES  
(RWY 05)**

FT./METER CONVERSION

990'	-	300m
2960'	-	900m
5910'	-	1800m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

MSA JNJ VOR  
(117.0)

Grnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

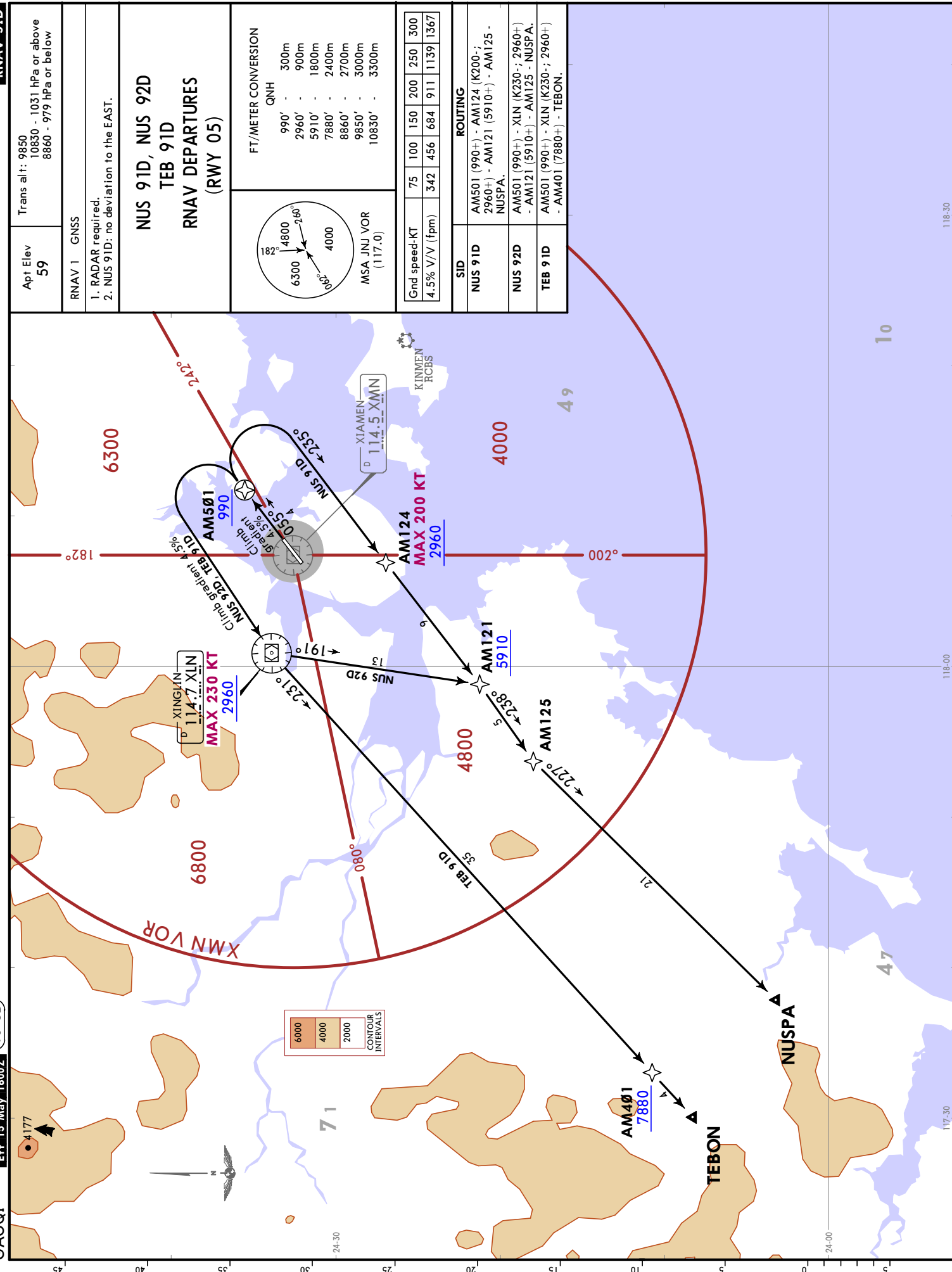
**ROUTING**

<b>NUS 91D</b>	AM501 (990+) - AM124 (K200-; 2960+) - AM121 (5910+) - AM125 - NUSPA.
<b>NUS 92D</b>	AM501 (990+) - XLN (K230-; 2960+) - AM121 (5910+) - AM125 - NUSPA.
<b>TEB 91D</b>	AM501 (990+) - XLN (K230-; 2960+) - AM401 (7880+) - TEBON.

**ZSAM/XMN**  
GAOQI

10 MAY 24  
EFF 15 MAY 1600Z

JEPPESSEN  
10-3D



# ZSAM/XMN GAOQI

# JEPPESEN XIAMEN, PR OF CHINA

10 MAY 24 (10-3F) Eff 15 May 1600Z

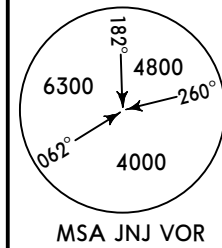
**SID**

Apt Elev 59 Trans alt: 9850  
10830 - 1031 hPa or above  
8860 - 979 hPa or below

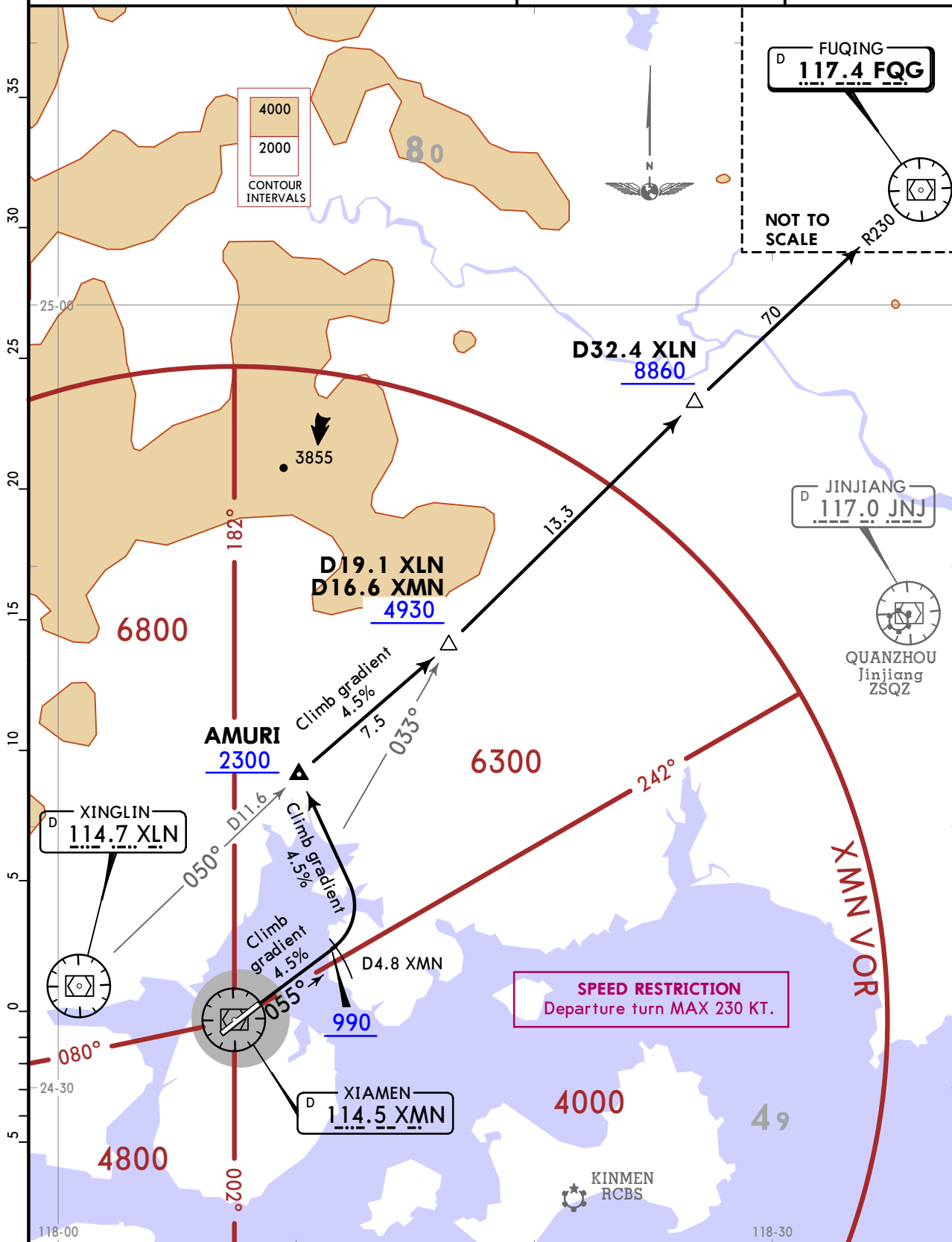
## FQG Ø1D DEPARTURE (RWY 05)

### FT/METER CONVERSION

QNH	
990'	300m
2300'	700m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m



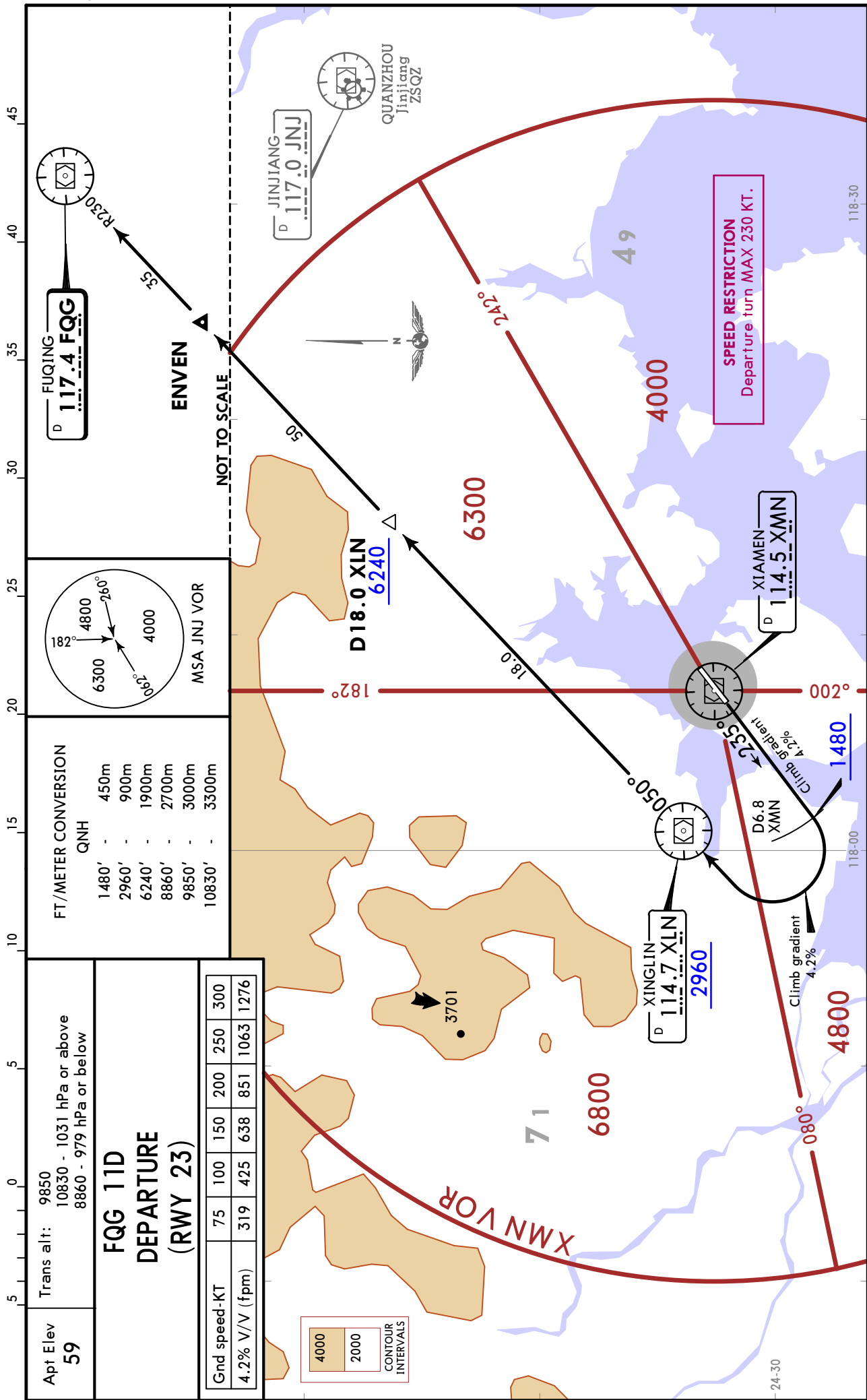
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367



CHANGES: Crossing at D19.1XLN/D16.6 XMN, Northern MSA sectors.

# ZSAM/XMN GAOQI

JEPPESSEN XIAMEN, PR OF CHINA  
10 MAY 24 10-3G Eff 15 May 1600Z SID



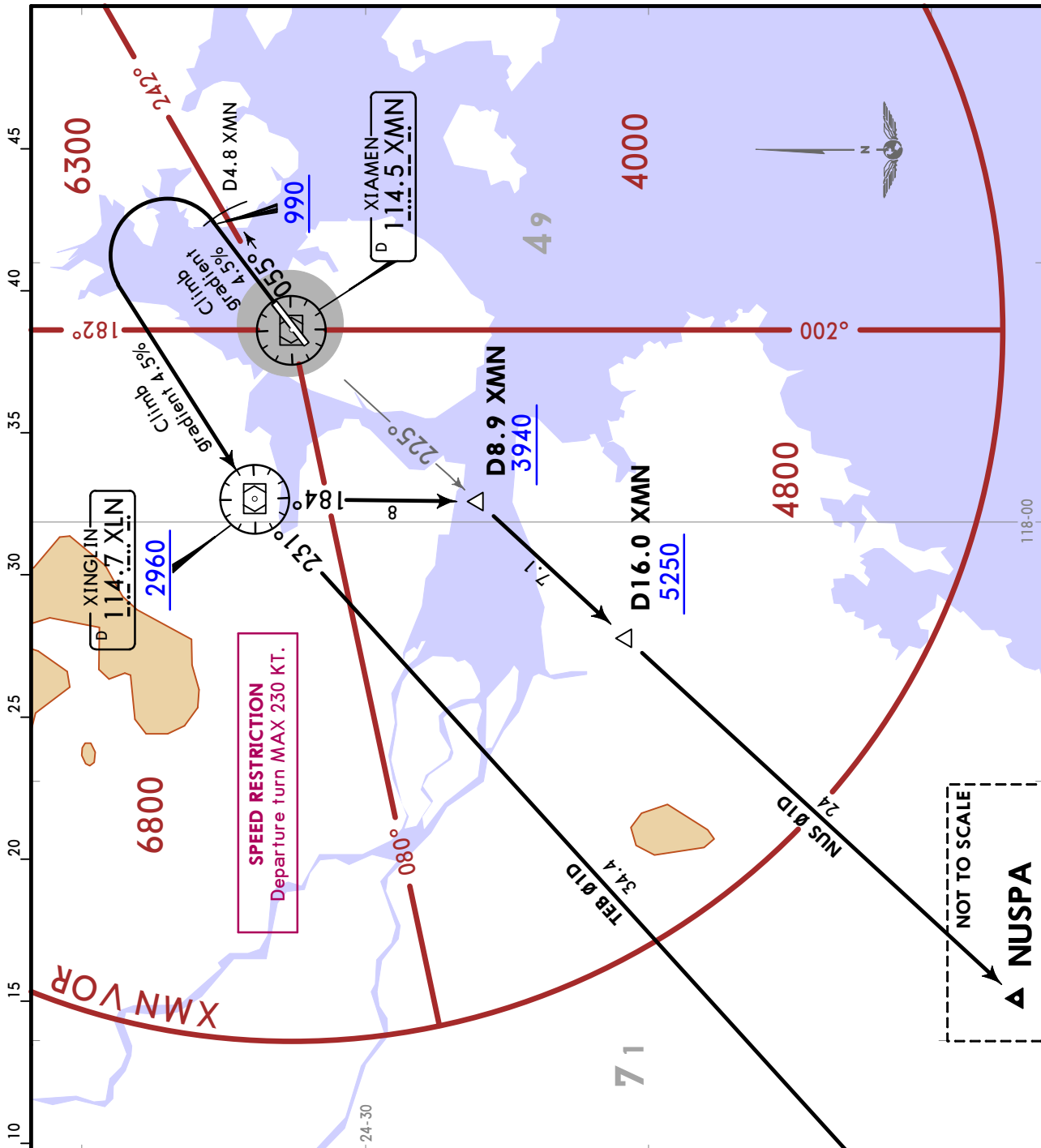
Apt Elev <b>59</b>	Trans alt: 9850	1480' - 450m	75	100	150	200	250	300
	10830 - 1031 hPa or above	2960' - 900m	319	425	638	851	1063	1276
FQG 11D DEPARTURE (RWY 23)		6240' - 1900m						
		8860' - 2700m						
		9850' - 3000m						
		10830' - 3300m						

CHANGES: Northern MSA sectors.



ZSAM/XMN  
GAOQI

JEPPESSEN XIAMEN, PR OF CHINA  
10 MAY 24 (10-3H) Eff 15 May 1600Z SID



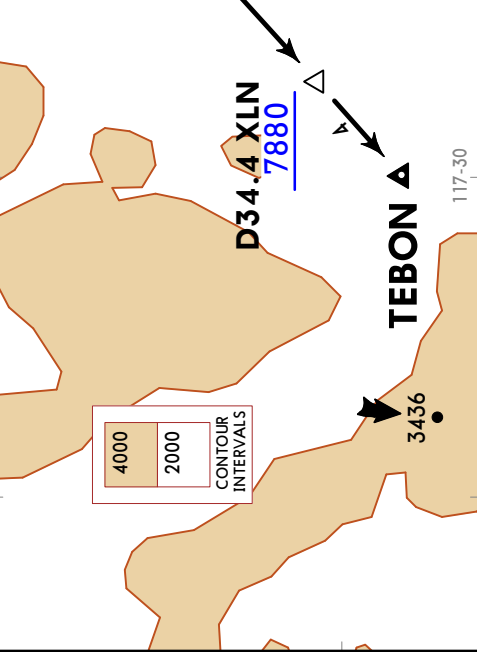
Apt Elev	59
Trans alt:	9850
	10830 - 1031 hPa or above
	8860 - 979 hPa or below

**NUS Ø1D, TEB Ø1D  
DEPARTURES  
(RWY 05)**

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

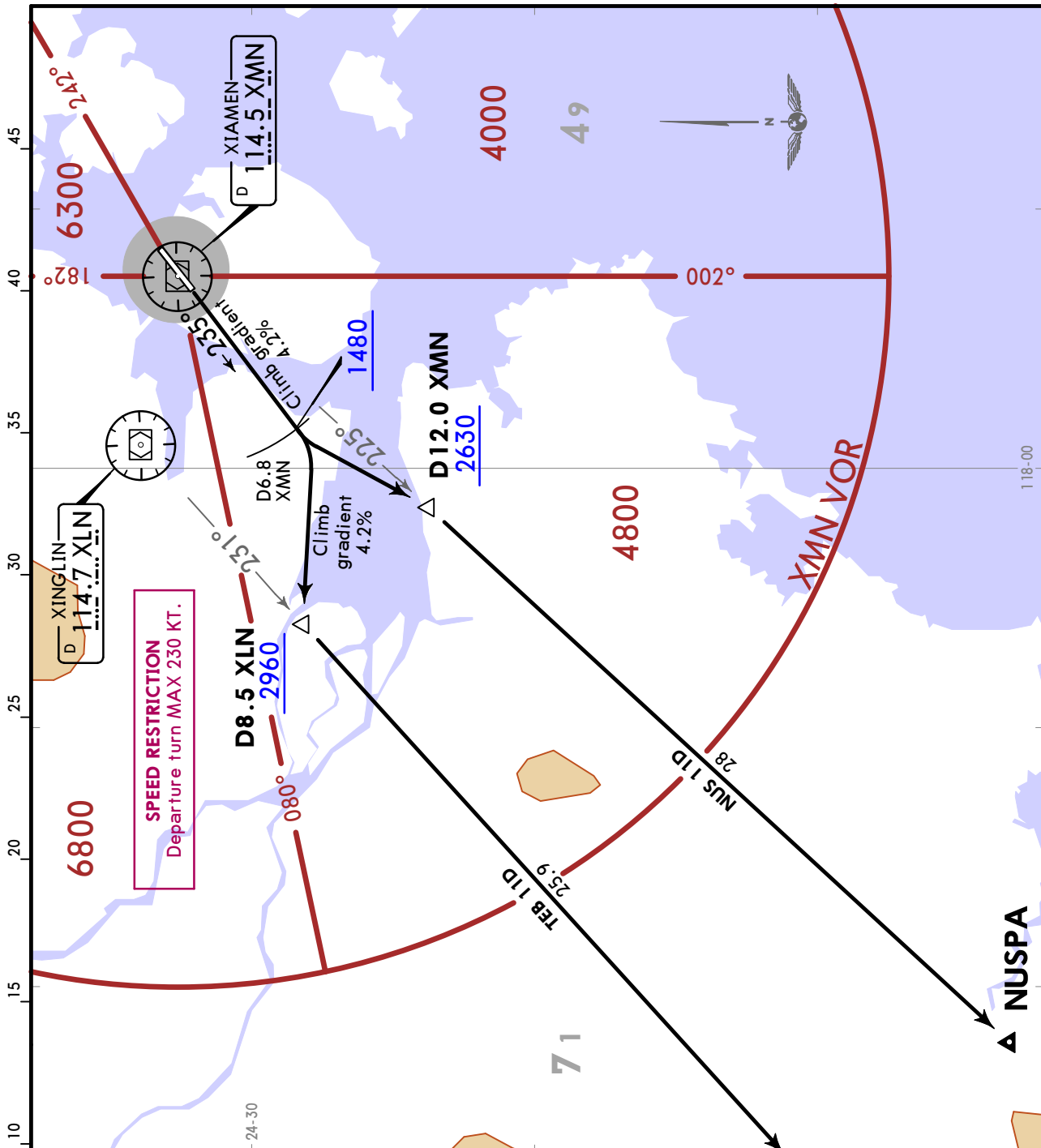
**FT/METER CONVERSION**

QNH	990'	300m
	2960'	900m
	3940'	1200m
	5250'	1600m
	7880'	2400m
	8860'	2700m
	9850'	3000m
	10830'	3300m



ZSAM/XMN  
GAOQI

JEPPESSEN XIAMEN, PR OF CHINA  
10 MAY 24 (10-3J) Eff 15 May 1600Z SID



Apt Elev	59
Trans alt:	9850 10830 - 1031 hPa or above 8860 - 979 hPa or below

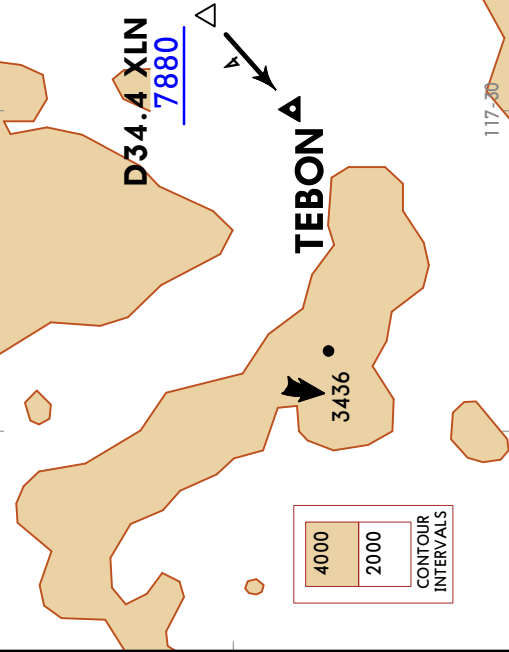
**NUS 11D, TEB 11D  
DEPARTURES  
(RWY 23)**

Grnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

**FT/METER CONVERSION**

QNH	1480'	450m
	2630'	800m
	2960'	900m
	7880'	2400m
	8860'	2700m
	9850'	3000m
	10830'	3300m

MSA JNJ VOR  
(117.0)



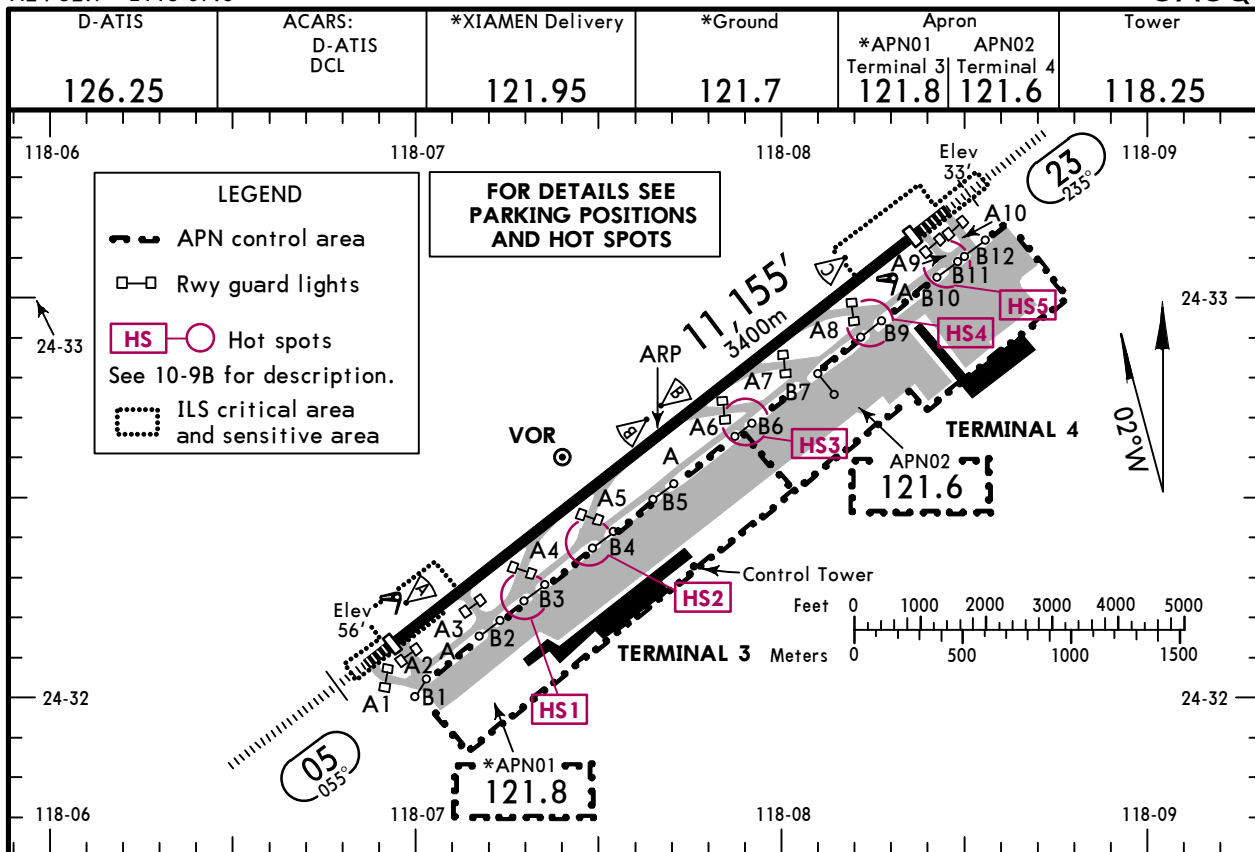
# ZSAM/XMN

Apt Elev **59'**  
N24 32.7 E118 07.6

# JEPPESEN XIAMEN, PR OF CHINA

15 MAR 24 **(10-9)** Eff 20 Mar 1600Z

GAOQI



### ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
05	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) ① RVR	10,663' 3250m	9662' 2945m	③	148'
23	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) ② RVR	10,007' 3050m	9039' 2755m		

- ① HSTIL-A6, A7 & A8
- ② HSTIL-A4 & A5
- ③ TAKE-OFF RUN AVAILABLE

**RWY 05:**

From runway head 11,155'(3400m)  
twy A2 int 10,564'(3220m)  
twy A3 int 9,350'(2850m)

**RWY 23:**

From runway head 10,663'(3250m)  
twy A9 int 10,171'(3100m)

**Standard**

**TAKE-OFF**

		RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A		
	B	RVR 400m	RVR 500m
	C	VIS 800m	VIS 800m
	D		
Other 1 & 2 Eng		Minimums not established by CAAC	

# ZSAM/XMN



# JEPPESSEN

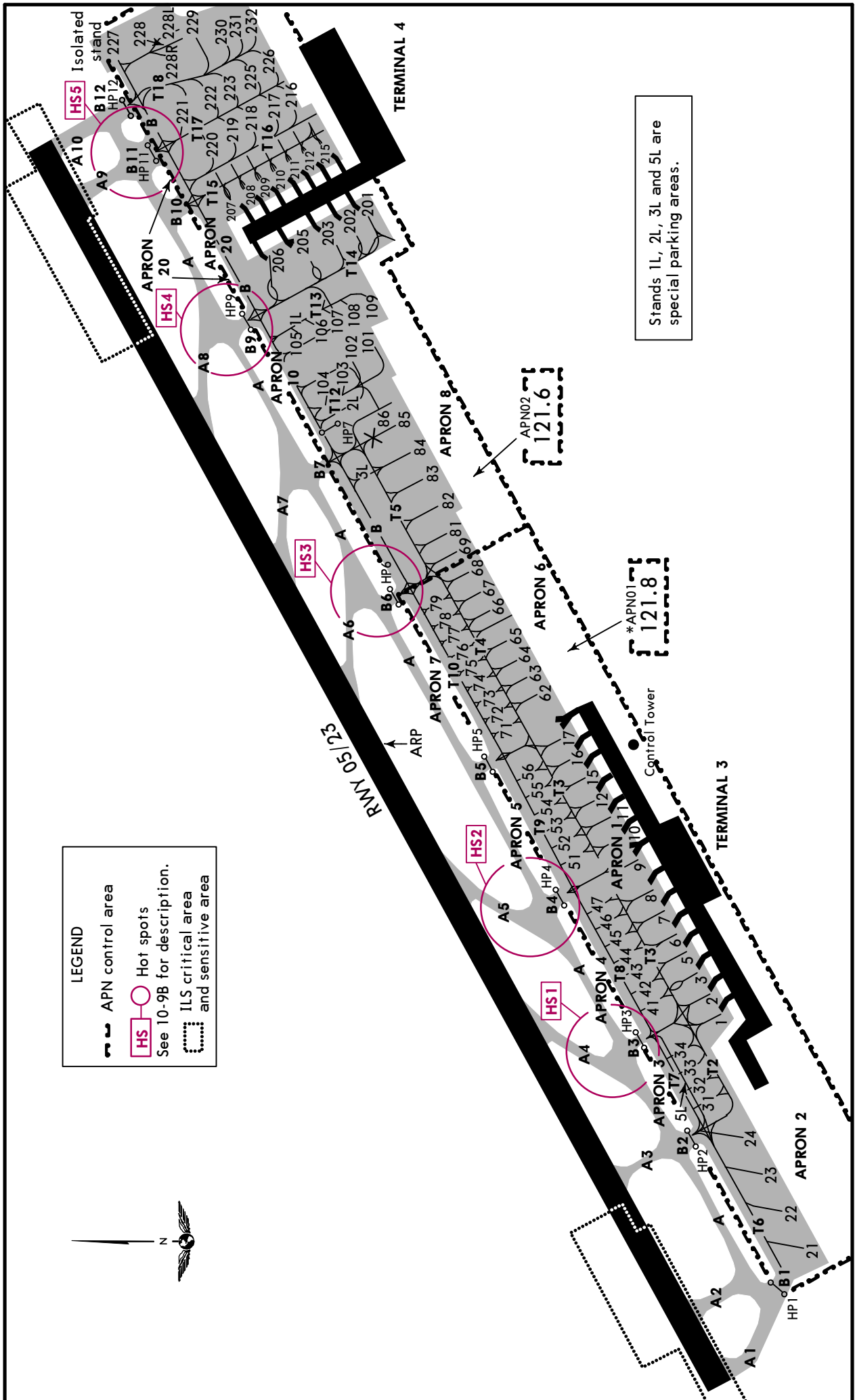
# XIAMEN, PR OF CHINA

15 MAR 24

10-9A

Eff 20 Mar 1600Z

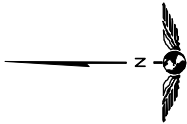
GAOQI



**LEGEND**

- APN control area
- HS Hot spots  
See 10-9B for description.
- ILS critical area and sensitive area

Stands 1L, 2L, 3L and 5L are special parking areas.



ZSAM/XMN

JEPPESEN XIAMEN, PR OF CHINA  
15 MAR 24 (10-9B) Eff 20 Mar 1600Z GAOQI

## HOT SPOTS

(For information only, not to be construed as ATC instructions.)

**HS1**

Intersection of TWYs B3, A4 and A

When RWY 23 in use, when ACFT taxiing along TWY A to pass A4, ACFT should pay attention to observe and avoid the ACFT vacate RWY from A4 before intersection.

In night or low visibility, departure ACFT should pay attention to ground markings when turning right from B3 to A and avoid mistakenly entering A4.

**HS2**

Intersection of TWYs B4, A5 and A

When RWY 23 in use, when ACFT taxiing along TWY A to pass A5, ACFT should pay attention to observe and avoid the ACFT vacate RWY from A5 before intersection.

In night or low visibility, departure ACFT should pay attention to ground markings when turning right from B4 to A and avoid mistakenly entering A5.

**HS3**

Intersection of TWYs B6, A6 and A

When RWY 05 in use, when ACFT taxiing along TWY A to pass A6, ACFT should pay attention to observe and avoid the ACFT vacate RWY from A6 before intersection.

When type E ACFT vacate RWY from A6, entering A from B6 is forbidden for B747-8 and type E ACFT.

**HS4**

Intersection of TWYs B9, A8 and A

When RWY 05 in use, when ACFT taxiing along TWY A to pass A8, ACFT should pay attention to observe and avoid the ACFT vacate RWY from A8 before intersection.

In night or low visibility, departure ACFT should pay attention to ground markings when turning left from B9 to A and avoid mistakenly entering A8.

**HS5**

Intersection of TWYs B11, A9 and A

When ACFT taxiing along TWY A to pass A9, ACFT should pay attention to observe and avoid the ACFT vacate RWY from A9 before intersection.

In night or low visibility, departure ACFT should pay attention to ground markings when turning left from B11 to A and avoid mistakenly entering A9.

ZSAM/XMN

**JEPPESSEN**

**EASA AIR OPS**

10 MAY 24  
Eff 15 May 1600Z (10-9S)

**XIAMEN, PR OF CHINA**  
GAOQI

STRAIGHT-IN RWY	A	B	C	D
<b>05</b> ① SA CAT I RNAV ILS DME Z or ① SA CAT I ILS DME Y ALS out	<b>207'</b> (150') <b>RA 181'</b> ② R450m	<b>207'</b> (150') <b>RA 181'</b> ② R450m	<b>207'</b> (150') <b>RA 181'</b> ② R450m	<b>207'</b> (150') <b>RA 181'</b> ② R450m
① RNAV ILS DME Z or ① ILS DME Y ALS out	③ R550m V800m R/V1200m	③ R550m V800m R/V1200m	③ R550m V800m R/V1200m	③ R550m V800m R/V1200m
④ RNAV ILS DME Z or ④ ILS DME Y ALS out	③ R550m V800m R/V1400m	③ R550m V800m R/V1500m	③ R550m V800m R/V1600m	③ R550m V800m R/V1600m
⑤ LOC ALS out	<b>730'</b> (673') R/V3000m R/V3900m	<b>730'</b> (673') R/V3000m R/V3900m	<b>730'</b> (673') R/V3200m R/V3900m	<b>730'</b> (673') R/V3400m R/V3900m
⑤ VOR DME ALS out	<b>960'</b> (903') R/V4400m R/V6000m	<b>960'</b> (903') R/V4400m R/V6000m	<b>960'</b> (903') R/V4600m R/V6000m	<b>960'</b> (903') R/V4800m R/V6000m
<b>23</b> ① SA CAT I RNAV ILS DME Z or ① SA CAT I ILS DME Y ALS out	<b>186'</b> (150') <b>RA 165'</b> ② R450m	<b>186'</b> (150') <b>RA 165'</b> ② R450m	<b>186'</b> (150') <b>RA 165'</b> ② R450m	<b>186'</b> (150') <b>RA 165'</b> ② R450m
① RNAV ILS DME Z or ① ILS DME Y ALS out	③ R550m V800m R/V1200m	③ R550m V800m R/V1200m	③ R550m V800m R/V1200m	③ R550m V800m R/V1200m
④ RNAV ILS DME Z or ④ ILS DME Y ALS out	R/V1600m R/V2300m	R/V1600m R/V2300m	R/V1800m R/V2300m	R/V1800m R/V2300m
⑤ LOC ALS out	<b>560'</b> (524') R/V2400m R/V3100m	<b>560'</b> (524') R/V2400m R/V3100m	<b>560'</b> (524') R/V2600m R/V3100m	<b>560'</b> (524') R/V2800m R/V3100m
⑤ VOR DME ALS out	<b>760'</b> (724') R/V3600m R/V4200m	<b>760'</b> (724') R/V3600m R/V4200m	<b>760'</b> (724') R/V3600m R/V4200m	<b>760'</b> (724') R/V3800m R/V4200m

- ① Missed approach climb gradient MIN 3.0% (183'/NM).
- ② HUD required.
- ③ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ④ Missed approach climb gradient MIN 2.5% (152'/NM).
- ⑤ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 Kts	135 Kts	180 Kts	205 Kts
	<b>1020'</b> (961') V4400m	<b>1020'</b> (961') V4400m	<b>1220'</b> (1161') V4800m	<b>1740'</b> (1681') V5000m

**TAKE-OFF**

(with reliable alternate)

		RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R400m V800m	R500m V800m
	B		
	C		
	D		
Other 1 & 2 Eng			

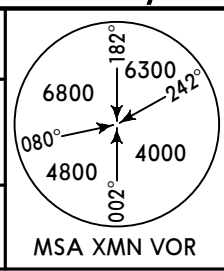
# ZSAM/XMN GAOQI

10 MAY 24  
Eff 15 May 1600Z (11-1)

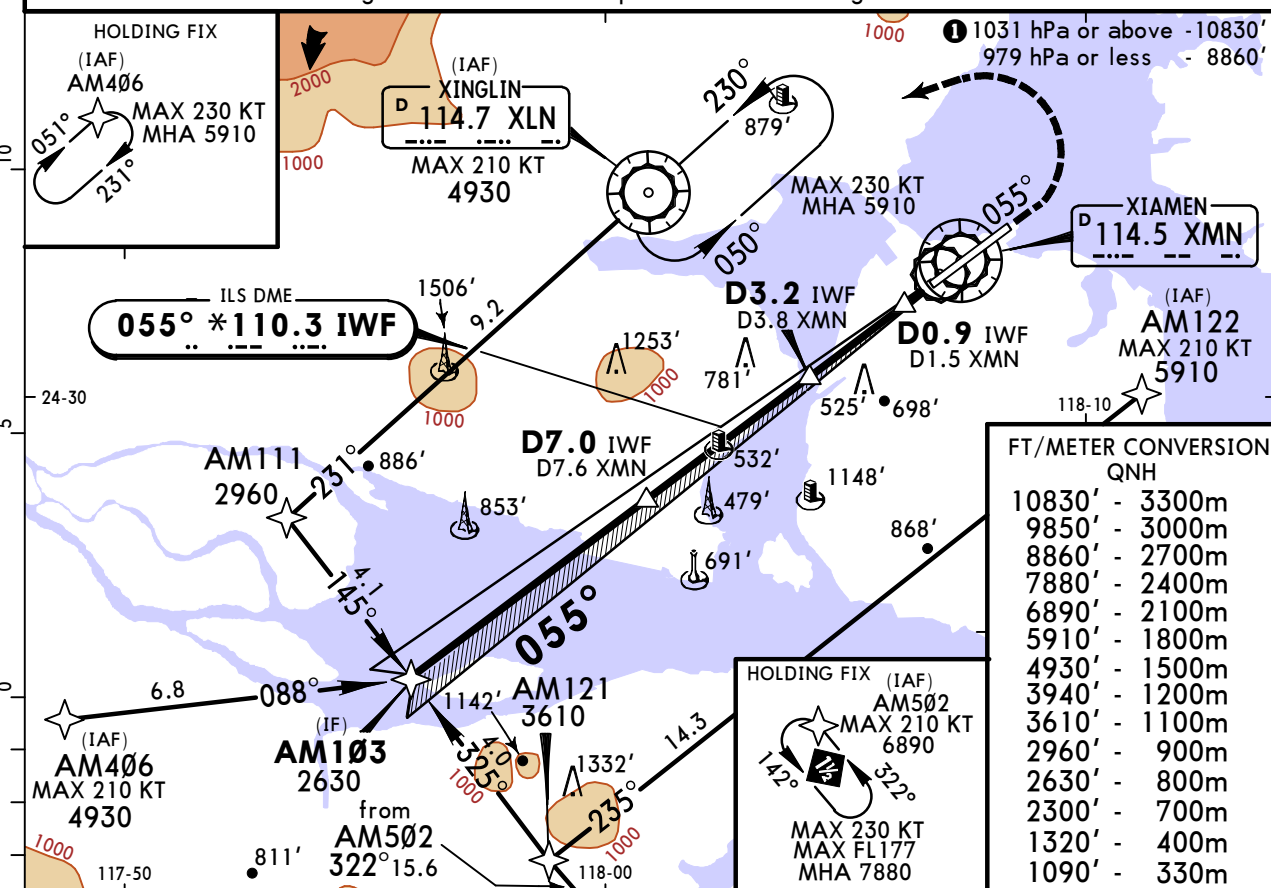
# JIPESEN XIAMEN, PR OF CHINA RNAV ILS DME Z Rwy 05

D-ATIS <b>126.25</b>	APP01 <b>121.35</b>	APP02 <b>120.2</b>	*APP03 <b>123.825</b>	*APP04 <b>125.025</b>	XIAMEN Tower <b>118.25</b>	*Ground <b>121.7</b>
LOC IWF <b>*110.3</b>	Final Apch Crs <b>055°</b>	D7.0 IWF <b>2300'</b> (2243')		ILS DA(H) Refer to Minimums	Apt Elev 59' Rwy 57'	

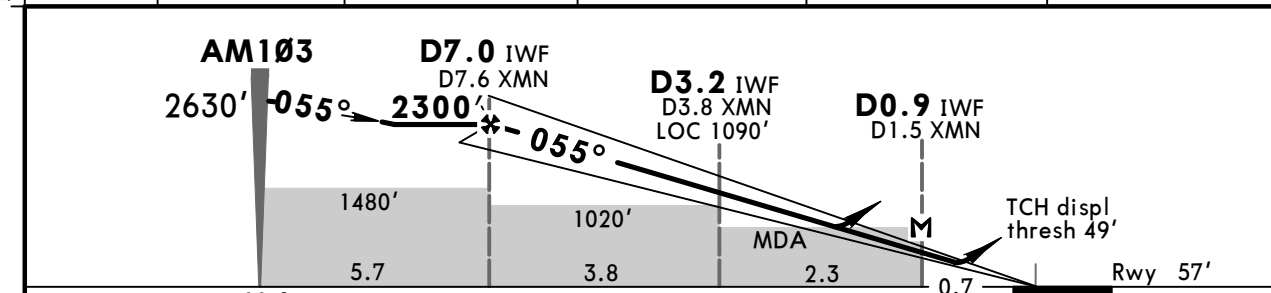
**MISSED APCH:** Climb STRAIGHT AHEAD to 1320', then turn LEFT (MAX 200 KT) to reach XLN VOR at 3940', join holding, then by ATC. Refer to minimums for missed apch climb gradients.



Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL118 Trans alt: 9850' **1**  
Do not mistake fluorescent lights at the sides of airport road for PAPI lights.



LOC (GS out)	IWF DME	6.0	5.0	4.0	3.0
	ALTITUDE	1970'	1650'	1330'	1020'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1320'	200 KT	3940'	XLN
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	MAX	↑
MAP at D0.9 IWF/D1.5 XMN									LT		114.7

State		STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)		CDFA		Not authorized East of rwy	
DA(H) 257' (200')		DA(H) A: 287' (230') B: 304' (247') C: 320' (263')		MDA(H) 730' (673')			
ALS out		ALS out		ALS out		Max MDA(H)	
A	R550m V	R550m V800m	V1400m	V3000m	V	100	1020' (961') V4400m
B	V800m	R/V800m	V1500m	V3200m	V	135	1220' (1161') V4800m
C			V1600m	V3400m		180	1740' (1681') V5000m
D						205	

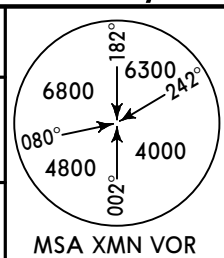
**1** R800m when a Flight Director or Autopilot or HUD to DA is not used.

# ZSAM/XMN GAOQI

10 MAY 24  
Eff 15 May 1600Z (11-2)

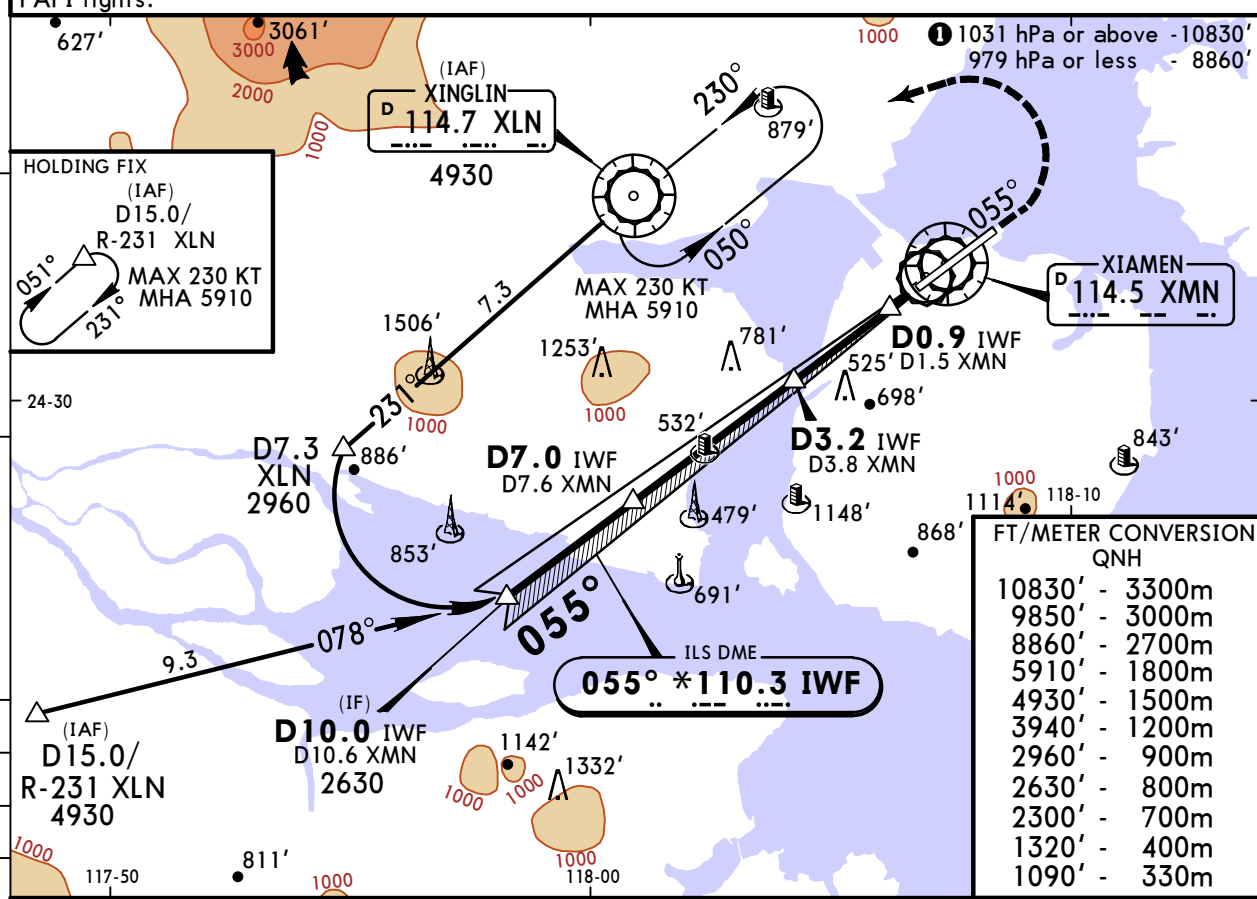
# XIAMEN, PR OF CHINA ILS DME Y Rwy 05

D-ATIS 126.25	APP01 121.35	XIAMEN Approach (R) APP02 120.2	*APP03 123.825	*APP04 125.025	XIAMEN Tower 118.25	*Ground 121.7
LOC IWF *110.3	Final Apch Crs 055°	D7.0 IWF 2300' (2243')		ILS DA(H) Refer to Minimums	Apt Elev 59' Rwy 57'	

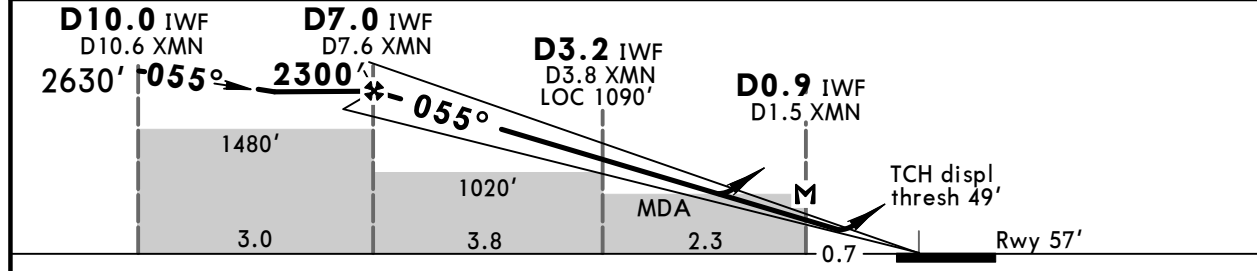


**MISSED APCH:** Climb STRAIGHT AHEAD to 1320', then turn LEFT (MAX 200 KT) to reach XLN VOR at 3940', join holding, then by ATC. Refer to minimums for missed apch climb gradients.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL118 Trans alt: 9850' **1**  
 1. Initial apch MAX 205 KT. 2. Do not mistake fluorescent lights at the sides of airport road for PAPI lights.



LOC (GS out)	IWF DME ALTITUDE	6.0 1970'	5.0 1650'	4.0 1330'	3.0 1020'
--------------	------------------	-----------	-----------	-----------	-----------



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1320'	200 KT	3940'	XLN
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	MAX	↑
MAP at D0.9 IWF/D1.5 XMN									LT		114.7

State				STRAIGHT-IN LANDING				LOC (GS out)		CIRCLE-TO-LAND		
MACG MIN 3.0% (183'/NM)		ILS		MACG MIN 2.5% (152'/NM)		DA(H)		CDFA		Not authorized East of rwy		
DA(H) 257' (200')		ALS out		A: 287' (230') B: 304' (247') C: 320' (263')		DA(H) 730' (673')		ALS out		Max MDA(H)		
A	R550m	V	1200m	R550m	V800m	V1400m	V3000m	V	3900m	100	1020' (961')	V4400m
B	R550m	V	1200m	R/V800m	V1500m	V1600m	V3200m	V	3900m	135	1220' (1161')	V4800m
C	V800m	V	1200m	R/V800m	V1600m	V1600m	V3400m	V	3900m	180	1740' (1681')	V5000m
D	V800m	V	1200m	R/V800m	V1600m	V1600m	V3400m	V	3900m	205	1740' (1681')	V5000m



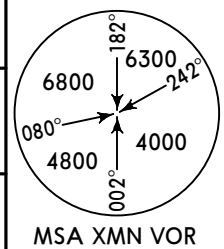
# ZSAM/XMN 10 MAY 24 11-2A SA CAT I RNAV ILS DME Z Rwy 05

GAOQI Eff 15 May 1600Z

**JEPPESSEN XIAMEN, PR OF CHINA**

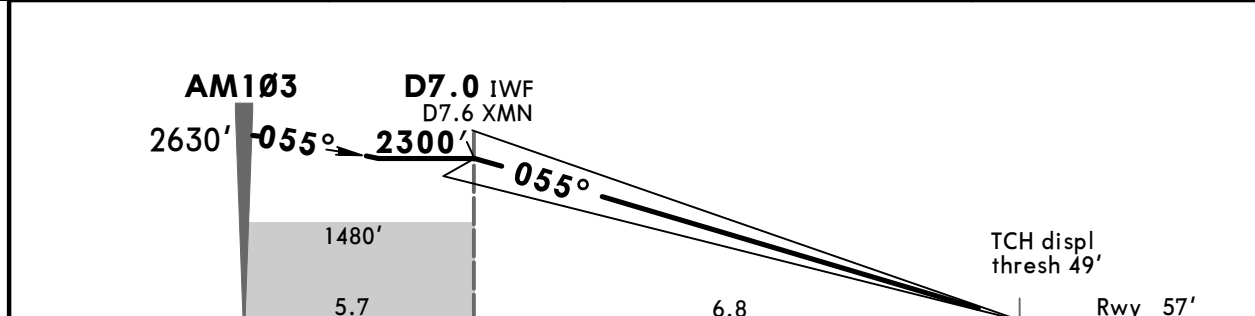
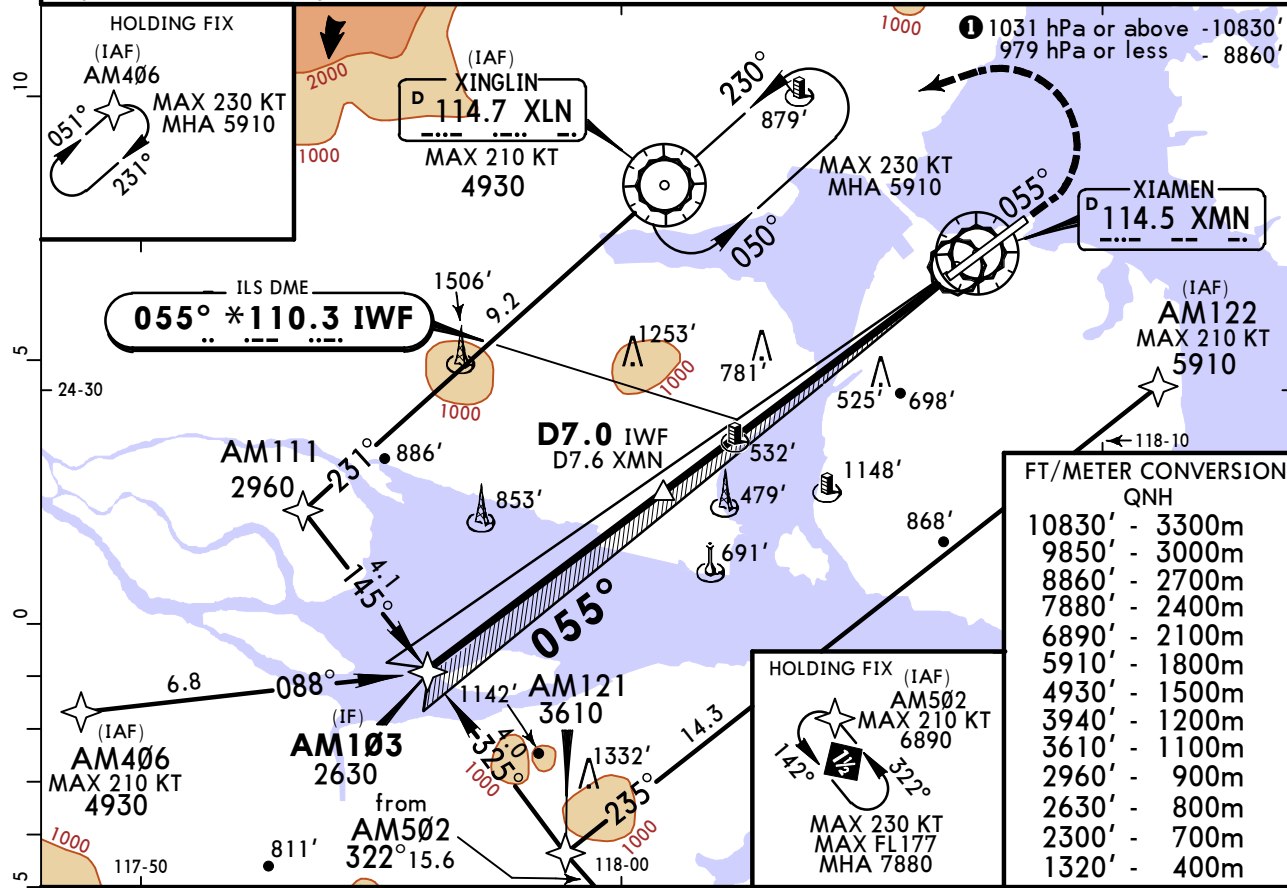
D-ATIS <b>126.25</b>	APP01 <b>121.35</b>	APP02 <b>120.2</b>	*APP03 <b>123.825</b>	*APP04 <b>125.025</b>	XIAMEN Tower <b>118.25</b>	*Ground <b>121.7</b>
LOC IWF <b>*110.3</b>	Final Apch Crs <b>055°</b>	D7.0 IWF <b>2300'</b> (2243')	SA CAT I ILS <b>RA 181'</b>	DA(H) <b>207'</b> (150')	Apt Elev <b>59'</b>	Rwy <b>57'</b>

**MISSED APCH:** Climb STRAIGHT AHEAD to 1320', then turn LEFT (MAX 200 KT) to reach XLN VOR at 3940', join holding, then by ATC. Missed apch climb gradient minimum 3.0% (183'/NM).



Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL118 Trans alt: 9850' **1**

1. Special Aircrew & Acft Certification required. 2. Do not mistake fluorescent lights at the sides of airport road for PAPI lights.



TO DISPL THRESH 11.0								0				
Gnd speed-Kts	70	90	100	120	140	160		HIALS	<b>1320'</b>	<b>200 KT</b>	<b>3940'</b>	XLN
GS	3.00°	372	478	531	637	743	849	PAPI	↑	← MAX LT	↑	<b>114.7</b>

**State** STRAIGHT-IN LANDING SA CAT I ILS **1**

**RA 181'**  
DA(H) **207'** (150')

**R450m**

**1** HUD required.

# ZSAM/XMN GAOQI

10 MAY 24  
Eff 15 May 1600Z

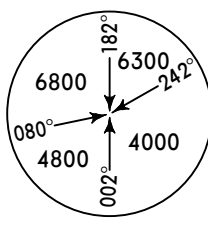
11-2B

# SA CAT I ILS DME Y Rwy 05

JEPPESSEN

XIAMEN, PR OF CHINA

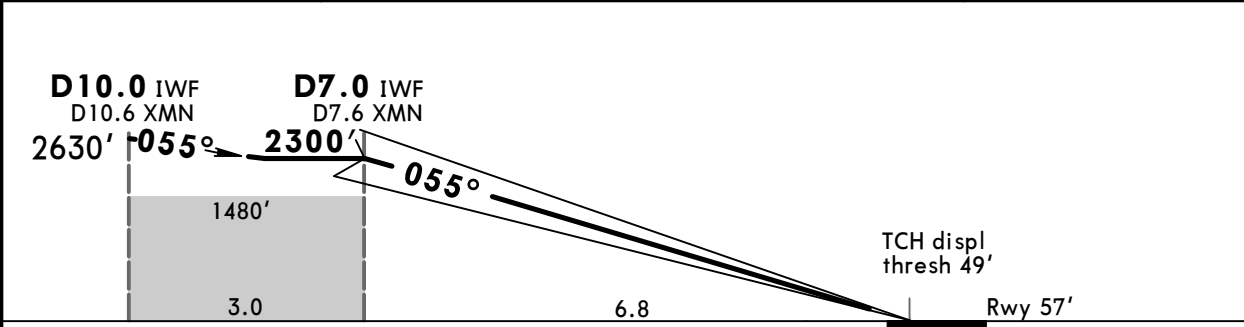
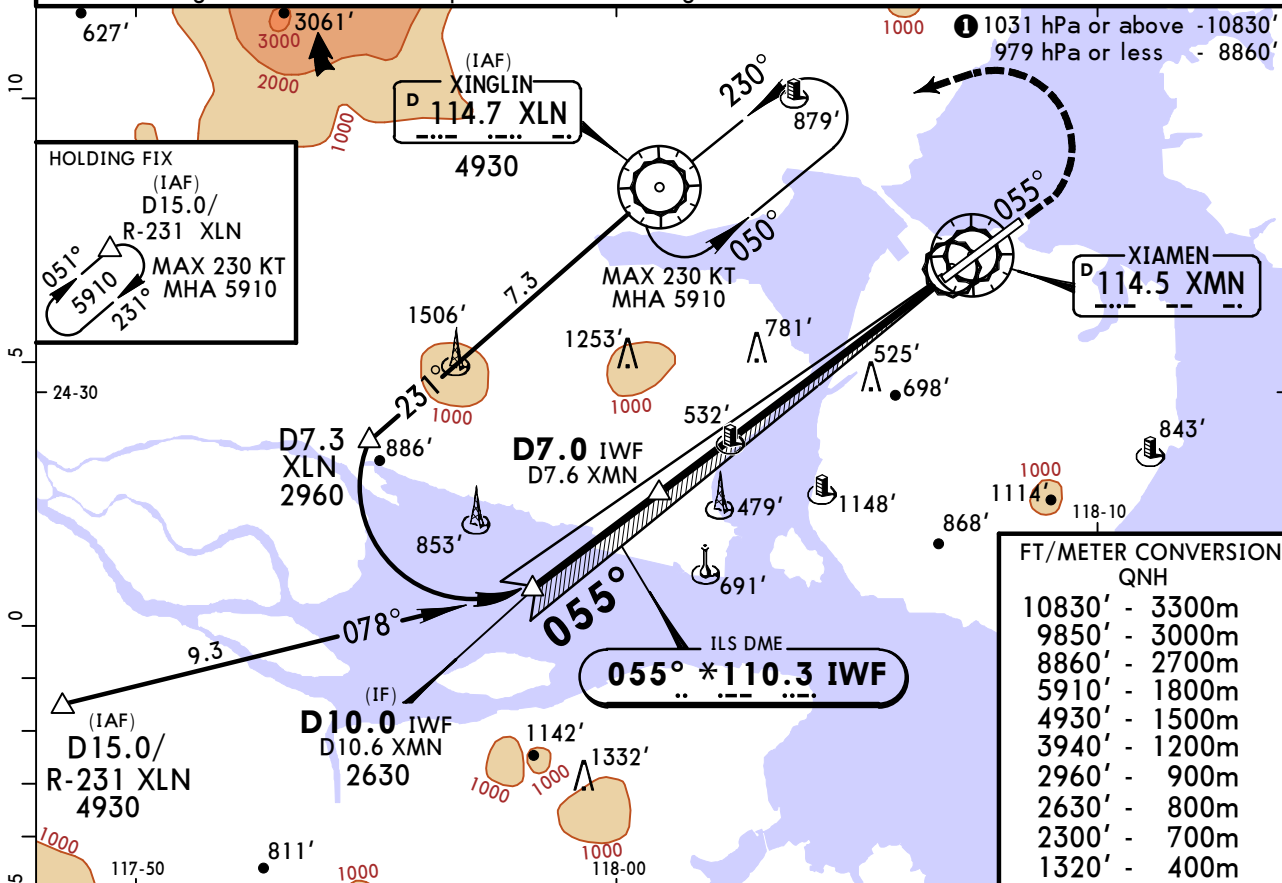
D-ATIS <b>126.25</b>	APP01 <b>121.35</b>	APP02 <b>120.2</b>	*APP03 <b>123.825</b>	*APP04 <b>125.025</b>	XIAMEN Tower <b>118.25</b>	*Ground <b>121.7</b>
LOC IWF <b>*110.3</b>	Final Apch Crs <b>055°</b>	D7.0 IWF <b>2300'</b> (2243')	SA CAT I ILS <b>RA 181'</b> DA(H) 207' (150')	Apt Elev 59' Rwy 57'		



**MISSED APCH:** Climb STRAIGHT AHEAD to 1320', then turn LEFT (MAX 200 KT) to reach XLN VOR at 3940', join holding, then by ATC. Missed apch climb gradient minimum 3.0% (183'/NM).

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL118 Trans alt: 9850'

1. Special Aircrew & Acft Certification required. 2. Initial apch MAX 205 KT. 3. Do not mistake fluorescent lights at the sides of airport road for PAPI lights.



Gnd speed-Kts	70	90	100	120	140	160	PAPI	1320'	200 KT MAX LT	3940'	XLN 114.7
Gs	3.00°	372	478	531	637	743					

**State** STRAIGHT-IN LANDING  
SA CAT I ILS  
**RA 181'**  
DA(H) **207'** (150')

R450m  
**HUD required.**

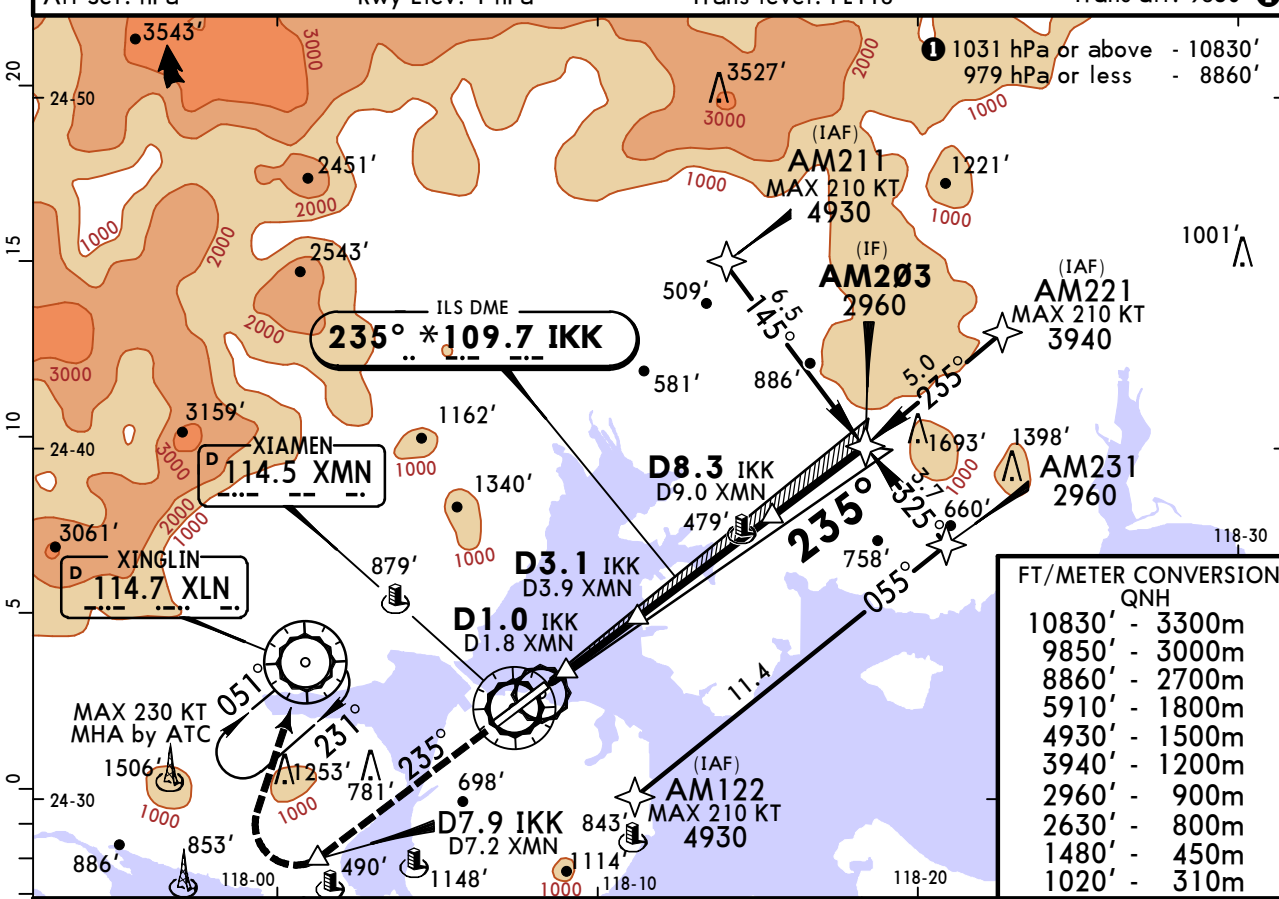
# ZSAM/XMN GAOQI

10 MAY 24  
Eff 15 May 1600Z

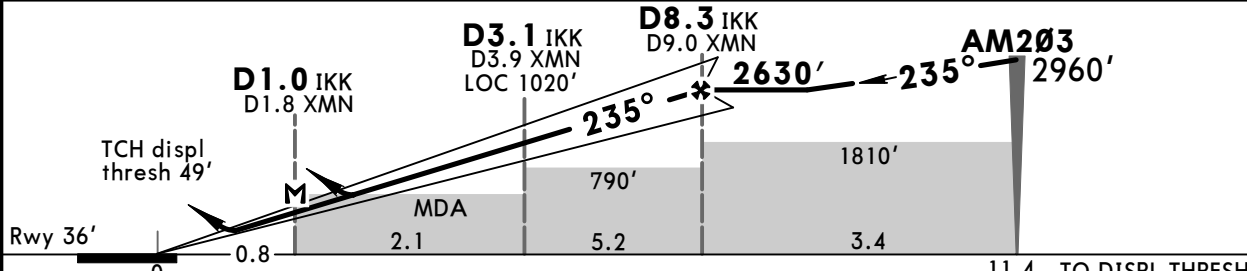
(11-3)

# XIAMEN, PR OF CHINA RNAV ILS DME Z Rwy 23

D-ATIS <b>126.25</b>	APP01 <b>121.35</b>	APP02 <b>120.2</b>	*APP03 <b>123.825</b>	*APP04 <b>125.025</b>	XIAMEN Tower <b>118.25</b>	*Ground <b>121.7</b>
LOC IKK <b>*109.7</b>	Final Apch Crs <b>235°</b>	D8.3 IKK <b>2630'</b> (2594')		ILS DA(H) Refer to Minimums	Apt Elev 59' Rwy 36'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 1480' or above at D7.9 IKK (D7.2 XMN), then turn RIGHT (MAX 200 KT) to reach XLN VOR at 2960', join holding, then by ATC.</b> Refer to minimums for missed apch climb gradients.						MSA XMN VOR 
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' <b>1</b>



LOC (GS out)	IKK DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	670'	1000'	1310'	1630'	1950'	2270'	2590'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1480' or above at D7.9 IKK
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.0 IKK/D1.8 XMN							

State		STRAIGHT-IN LANDING ILS		LOC (GS out) CDFA		CIRCLE-TO-LAND	
MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)		CDFA		Not authorized East of rwy	
DA(H) <b>236'</b> (200')		DA(H) <b>430'</b> (394')		MDA(H) <b>560'</b> (524')			
ALS out		ALS out		ALS out		Max KT MDA(H)	
A	R550m	V1600m	V2300m	V2400m	V3100m	100	1020' (961') V4400m
B	V800m	V1200m		V2600m		135	1220' (1161') V4800m
C		V1800m		V2800m		180	1740' (1681') V5000m
D						205	

**R800m** when a Flight Director or Autopilot or HUD to DA is not used.  
 CHANGES: MSA, holding withdrawn, SMA, SDF, minimums, new AOM format. © JEPPESEN, 2012, 2024. ALL RIGHTS RESERVED.

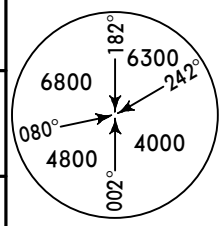
# ZSAM/XMN GAOQI

10 MAY 24  
Eff 15 May 1600Z

11-4

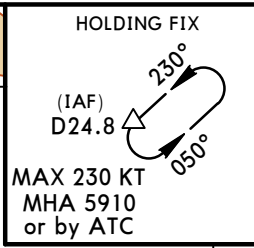
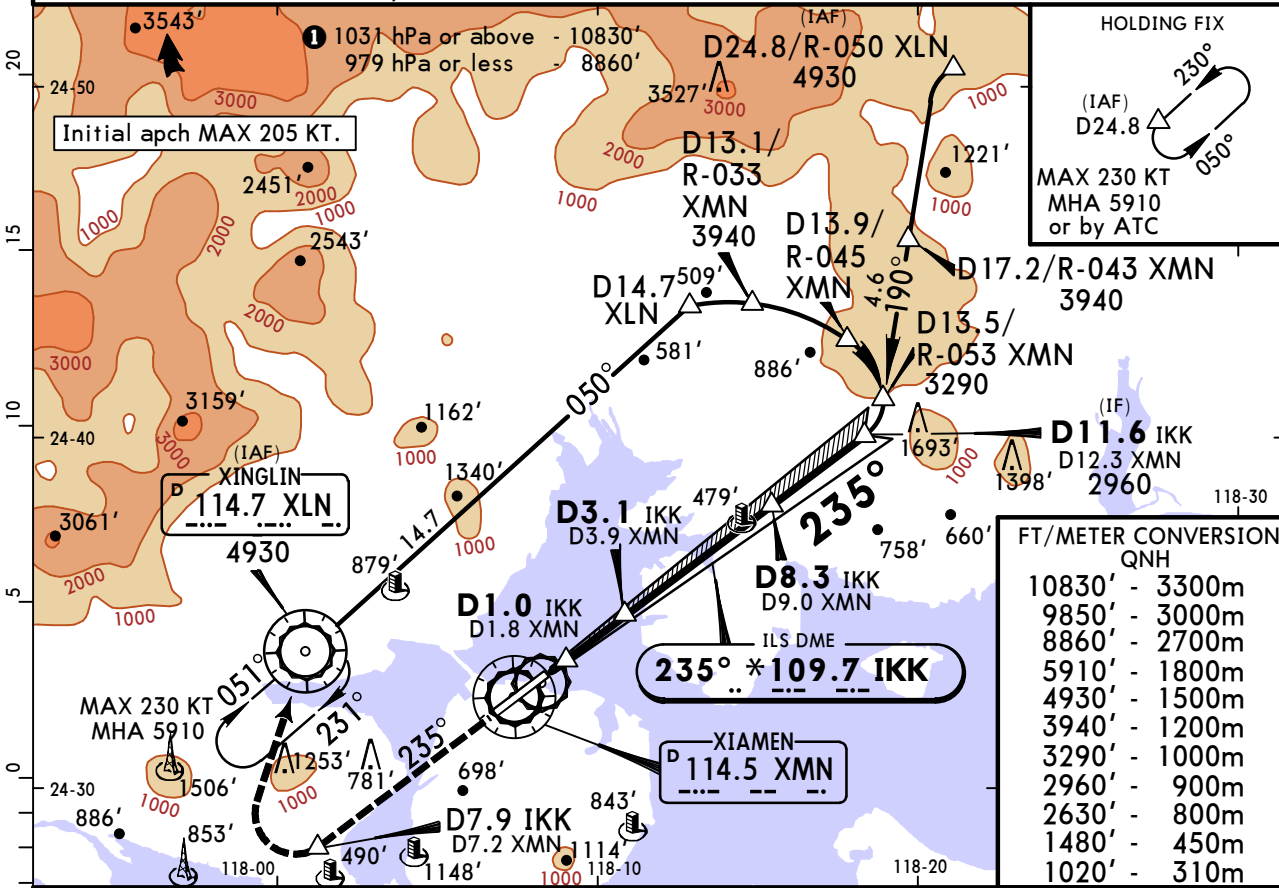
# XIAMEN, PR OF CHINA ILS DME Y Rwy 23

D-ATIS <b>126.25</b>	APP01 <b>121.35</b>	XIAMEN Approach (R) APP02 <b>120.2</b>	*APP03 <b>123.825</b>	*APP04 <b>125.025</b>	XIAMEN Tower <b>118.25</b>	*Ground <b>121.7</b>
LOC IKK <b>*109.7</b>	Final Apch Crs <b>235°</b>	D8.3 IKK <b>2630'</b> (2594')		ILS DA(H) Refer to Minimums	Apt Elev 59' Rwy 36'	



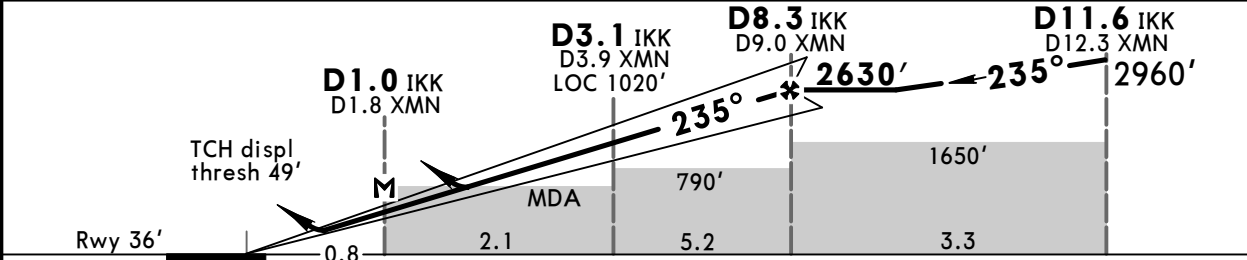
**MISSED APCH:** Climb STRAIGHT AHEAD to 1480' or above at D7.9 IKK (D7.2 XMN), then turn RIGHT (MAX 200 KT) to reach XLN VOR at 2960', join holding, then by ATC.  
Refer to minimums for missed apch climb gradients.

Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL118      Trans alt: 9850' ①



10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3940'	1200m
3290'	1000m
2960'	900m
2630'	800m
1480'	450m
1020'	310m

LOC (GS out)	IKK DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	670'	1000'	1310'	1630'	1950'	2270'	2590'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1480' or above at D7.9 IKK	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.0 IKK/D1.8 XMN									

State		STRAIGHT-IN LANDING ILS		LOC (GS out) CDFA		CIRCLE-TO-LAND	
MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)		CDFA		Not authorized East of rwy	
DA(H) <b>236'</b> (200')		DA(H) <b>430'</b> (394')		MDA(H) <b>560'</b> (524')			
ALS out		ALS out		ALS out		Max KT	
A	R550m	V1600m	V2300m	V2400m	V3100m	100	1020' (961') V4400m
B	V800m	V1200m		V2600m		135	
C		V1800m		V2800m		180	1220' (1161') V4800m
D						205	1740' (1681') V5000m

# ZSAM/XMN 10 MAY 24 11-4A SA CAT I RNAV ILS DME Z Rwy 23

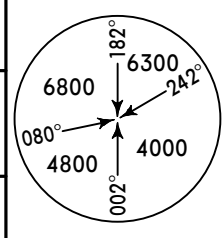
GAOQI Eff 15 May 1600Z

**JEPPESSEN XIAMEN, PR OF CHINA**

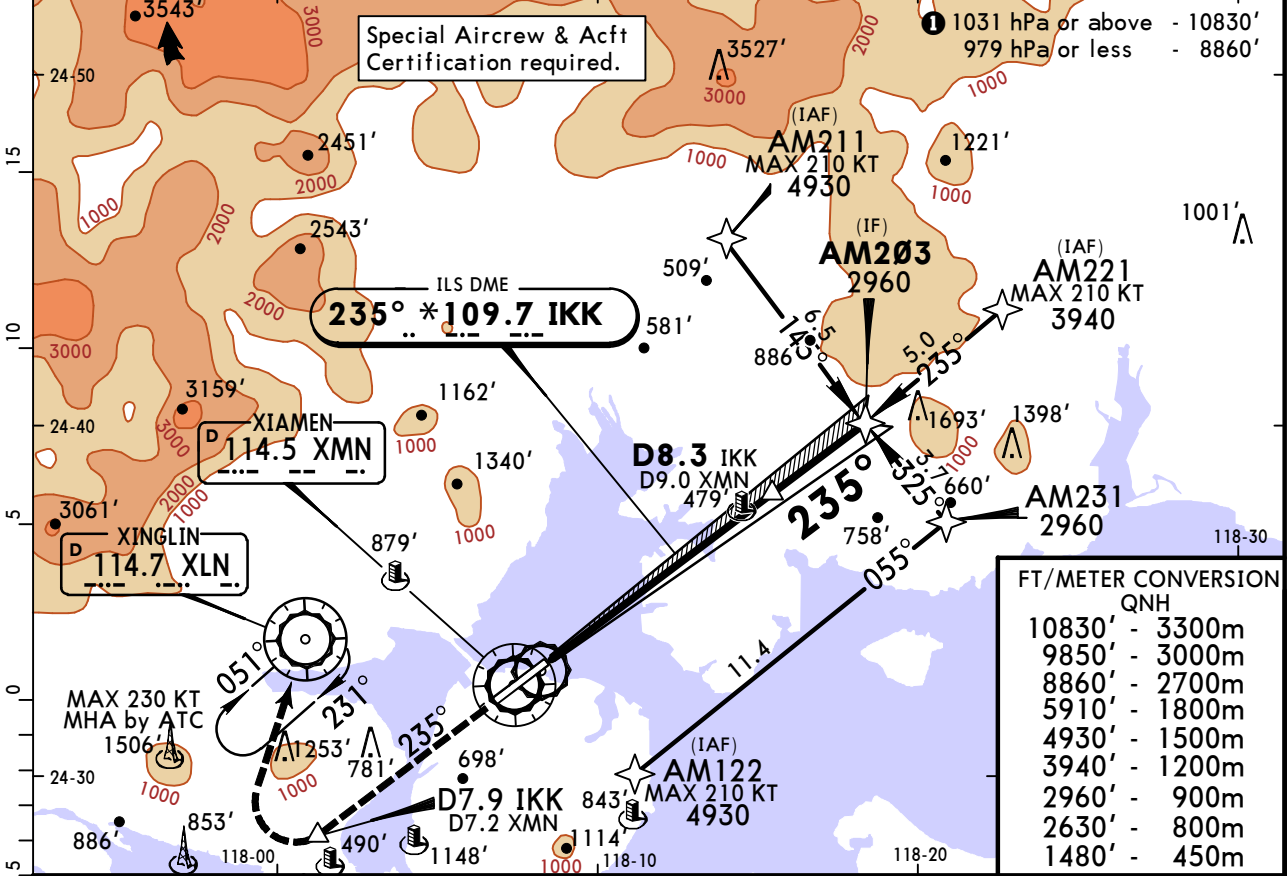
BRIEFING STRIP™	D-ATIS <b>126.25</b>	XIAMEN Approach (R) APP01 APP02 *APP03 *APP04				XIAMEN Tower <b>118.25</b>	*Ground <b>121.7</b>
	LOC IKK <b>*109.7</b>	Final Apch Crs <b>235°</b>	D8.3 IKK <b>2630'</b> (2594')		SA CAT I ILS <b>RA 165'</b> DA(H) 186' (150')	Apt Elev 59' Rwy 36'	

**MISSED APCH: Climb STRAIGHT AHEAD to 1480' or above at D7.9 IKK (D7.2 XMN), then turn RIGHT (MAX 200 KT) to reach XLN VOR at 2960', join holding, then by ATC.**  
Missed apch climb gradient minimum 3.0% (183'/NM).

MSA XMN VOR

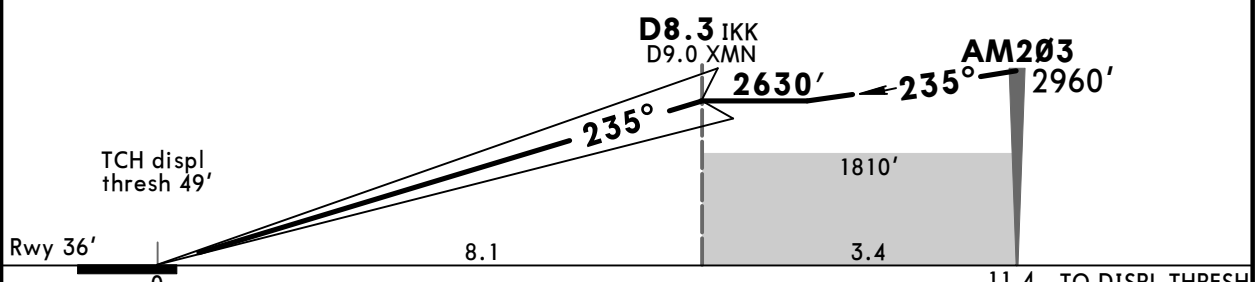


Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL118 Trans alt: 9850' 1



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2630'	-	800m
1480'	-	450m



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	849

HIALS  
PAPI

**1480'**  
or above at **D7.9**  
IKK

**State** STRAIGHT-IN LANDING SA CAT I ILS 1

**RA 165'**  
DA(H) **186'** (150')

R450m

**1** HUD required.

# ZSAM/XMN GAOQI

10 MAY 24  
Eff 15 May 1600Z

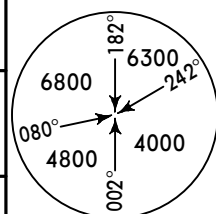
11-4B

# SA CAT I ILS DME Y Rwy 23

JEPPESSEN

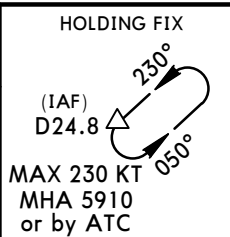
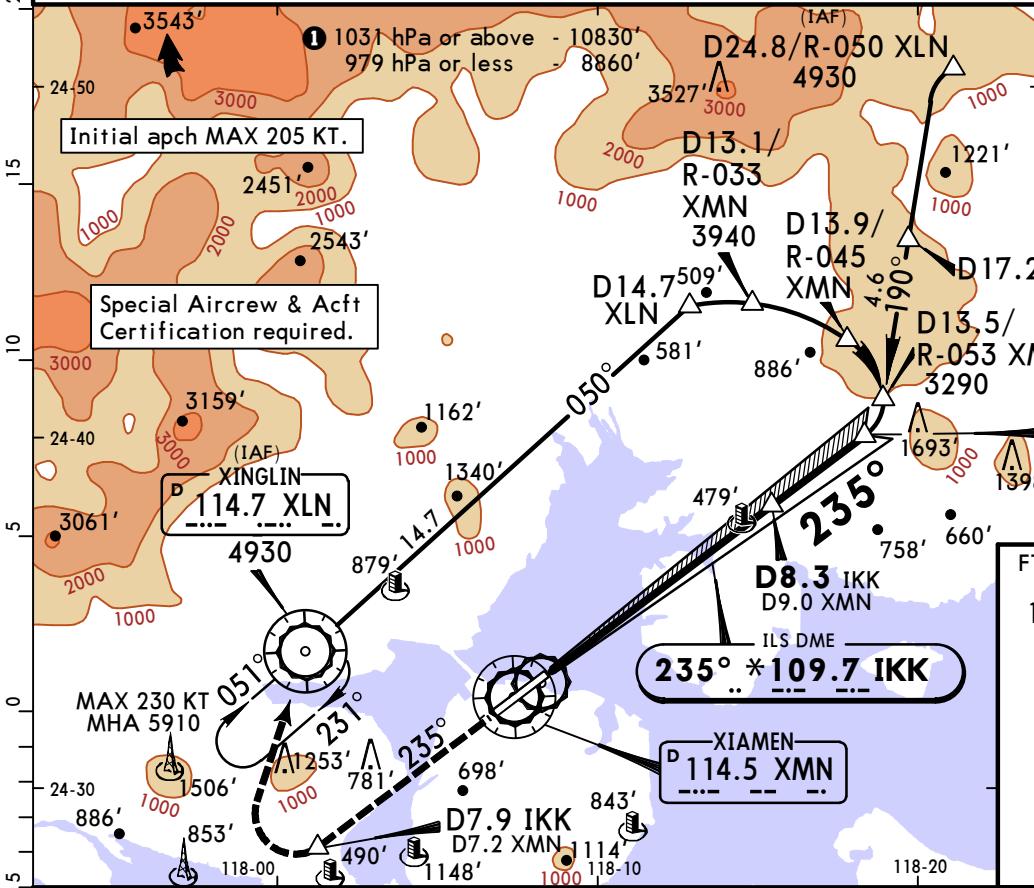
XIAMEN, PR OF CHINA

BRIEFING STRIP™	D-ATIS	XIAMEN Approach (R)				XIAMEN Tower	*Ground
	126.25	APP01 121.35	APP02 120.2	*APP03 123.825	*APP04 125.025	118.25	121.7
LOC IKK *109.7	Final Apch Crs 235°	D8.3 IKK 2630' (2594')		SA CAT I ILS RA 165' DA(H) 186' (150')		Apt Elev 59' Rwy 36'	

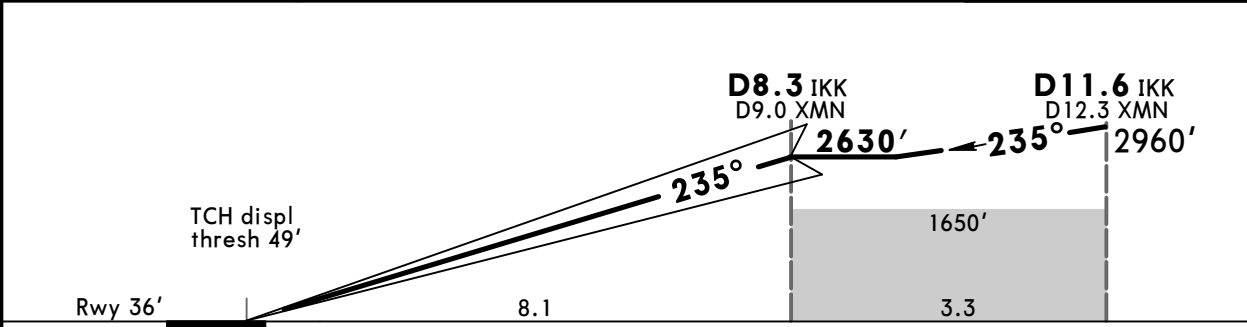


**MISSED APCH:** Climb STRAIGHT AHEAD to 1480' or above at D7.9 IKK (D7.2 XMN), then turn RIGHT (MAX 200 KT) to reach XLN VOR at 2960', join holding, then by ATC.  
Missed apch climb gradient minimum 3.0% (183'/NM).

Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL118      Trans alt: 9850' ①



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
3290'	-	1000m
2960'	-	900m
2630'	-	800m
1480'	-	450m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1480' or above at ↑ D7.9 IKK
GS	3.00°	372	478	531	637	743		

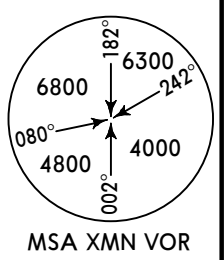
**State** STRAIGHT-IN LANDING  
SA CAT I ILS ①  
RA 165'  
DA(H) 186' (150')

R450m  
① HUD required.

# ZSAM/XMN GAOQI

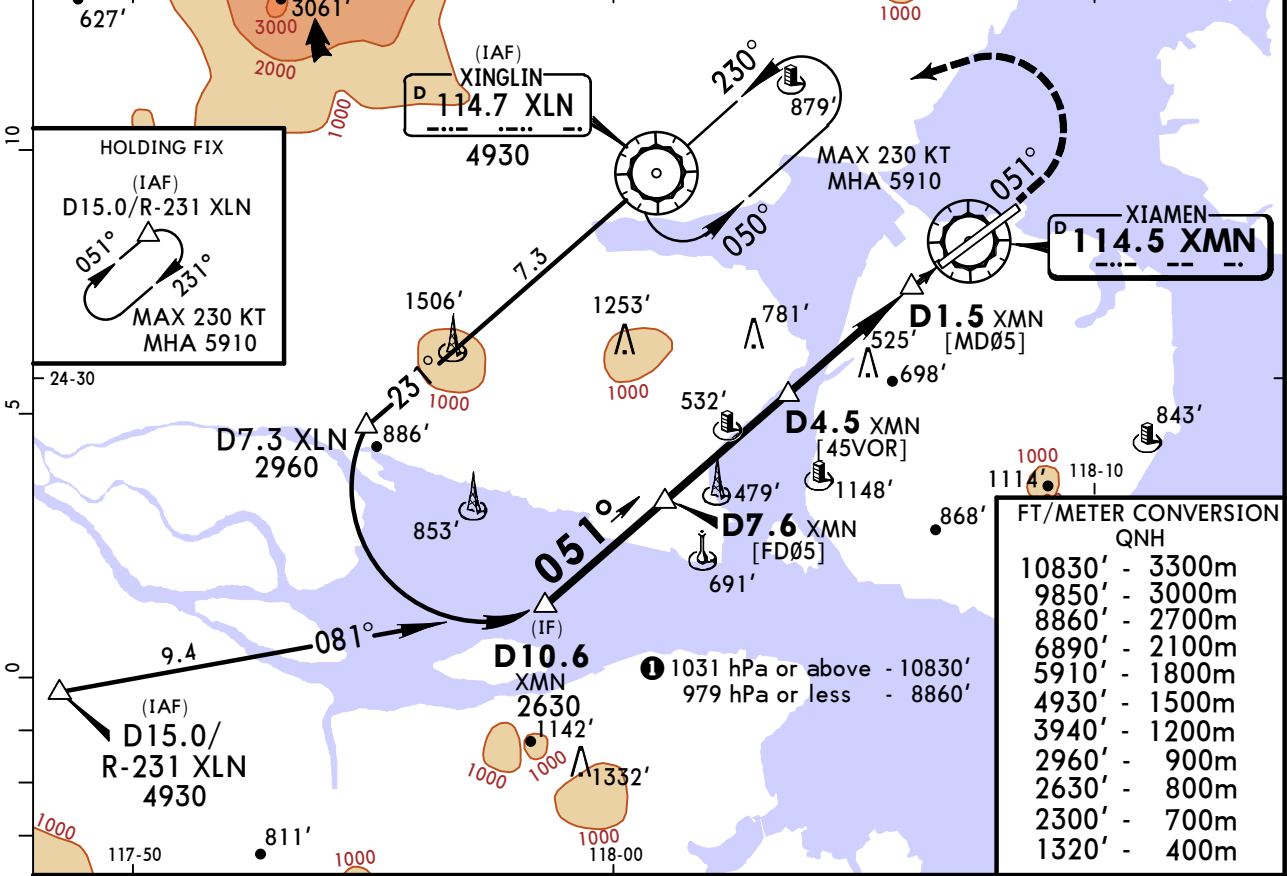
**JEPPESEN XIAMEN, PR OF CHINA**  
10 MAY 24 (13-1) Eff 15 May 1600Z VOR DME Rwy 05

BRIEFING STRIP™	D-ATIS	XIAMEN Approach (R)				XIAMEN Tower	*Ground
	126.25	APP01 121.35	APP02 120.2	*APP03 123.825	*APP04 125.025	118.25	121.7
	VOR XMN <b>114.5</b>	Final Apch Crs <b>051°</b>	D7.6 XMN <b>2300'</b> (2243')		MDA(H) <b>960'</b> (903')	Apt Elev 59' Rwy 57'	



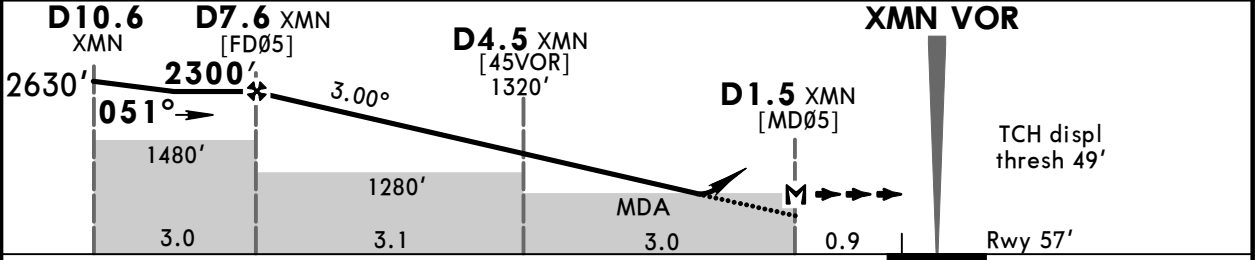
**MISSED APCH:** Climb STRAIGHT AHEAD to 1320', then turn LEFT (MAX 200 KT) to reach XLN VOR at 3940', join holding, then by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL118 Trans alt: 9850' **1**  
 1. Initial apch MAX 205 KT. 2. Do not mistake fluorescent lights at the sides of airport road for PAPI lights. 3. Final approach track offset 4° from rwy centerline.



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
2630'	-	800m
2300'	-	700m
1320'	-	400m

XMN DME	7.0	6.0	5.0	4.0
ALTITUDE	2090'	1770'	1460'	1140'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1320'	200 KT MAX	3940'	XLN
Descent Angle	3.00°	372	478	531	637	743					

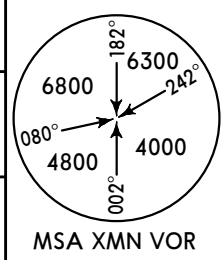
PANS OPS	<b>State</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
			CDFA		Not authorized East of rwy	
			MDA(H) <b>960'</b> (903')			
			ALS out		Max	MDA(H)
	A	V4400m			100	1020'(961') V4400m
B	V4600m			135		
C	V4800m			180	1220'(1161') V4800m	
D	V4800m			205	1740'(1681') V5000m	

# ZSAM/XMN GAOQI

# JEPPESEN XIAMEN, PR OF CHINA

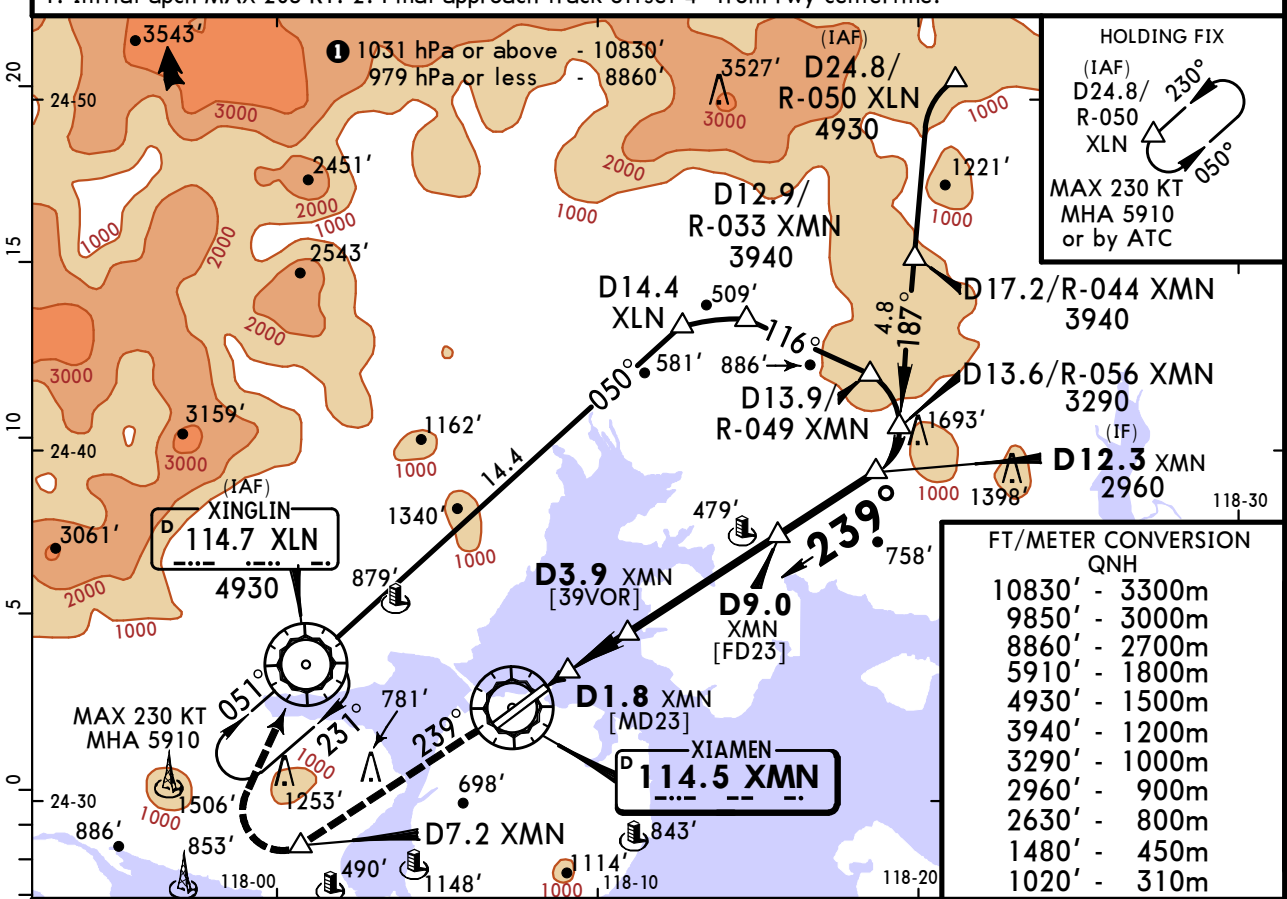
10 MAY 24 **13-2** Eff 15 May 1600Z VOR DME Rwy 23

BRIEFING STRIP™	D-ATIS	APP01	APP02	*APP03	*APP04	XIAMEN Tower	*Ground
	126.25	121.35	120.2	123.825	125.025	118.25	121.7
VOR XMN	Final Apch Crs		D9.0 XMN		MDA(H)	Apt Elev	59'
114.5	239°		2630' (2594')		760' (724')	Rwy	36'

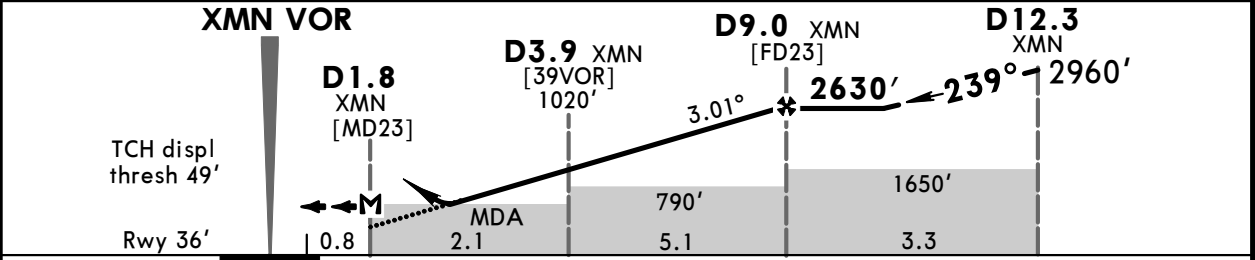


**MISSED APCH:** Climb STRAIGHT AHEAD to 1480' or above at D7.2 XMN, then turn RIGHT (MAX 200 KT) to reach XLN VOR at 2960', join holding, then by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL118 Trans alt: 9850' **1**  
 1. Initial apch MAX 205 KT. 2. Final approach track offset 4° from rwy centerline.



XMN DME	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1050'	1370'	1680'	2000'	2320'	2630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1480' or above	D7.2 XMN	
Descent Angle	3.01°	373	479	532	639	745				852
MAP at D1.8 XMN										

PANS OPS	<b>State</b>				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	CDFA								Not authorized East of rwy			
	MDA(H) 760' (724')											
	ALS out								Max KT			
	A	V3600m				V4200m				100	1020' (961') V4400m	
B	V3600m				V4200m				135	1220' (1161') V4800m		
C	V3800m				V4200m				180	1740' (1681') V5000m		
D	V3800m				V4200m				205	1740' (1681') V5000m		



## Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**XIAMEN, (GAOQI - ZSAM)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZSAM