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PEOPLE'S REPUBLIC OF CHINA
CIVIL AVIATION ADMINISTRATION OF CHINA
AERONAUTICAL INFORMATION SERVICE
P. O. BOX 2272, BEIJING

AIP CHINA
Supplement
Nr.36/19
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恩施/许家坪

恩施/许家坪机场自即日起至201912281600 (UTC)临时对外开放使用，有关机场、飞行程序等资料共25页附后。

校核单:

ZHES AD2-1/2
ZHES AD2-3/4
ZHES AD2-5/6
ZHES AD2-7/8
ZHES AD2-9/10
ZHES AD2-11/12
ZHES AD2-13/14
ZHES AD2-15
ZHES AD2.24-1
ZHES AD2.24-4A
ZHES AD2.24-4B
ZHES AD2.24-7A/7B
ZHES AD2.24-9A/9B
ZHES AD2.24-10A
ZHES AD2.24-10B/10C

ENSHI/Xujiaping

ENSHI/Xujiaping airport will open to foreign flights from now on to 201912281600 (UTC). A total of 25 pages about relevant information with regard to the airport and flight procedures are attached herewith.

Checklist:

ZHES AD2-1/2
ZHES AD2-3/4
ZHES AD2-5/6
ZHES AD2-7/8
ZHES AD2-9/10
ZHES AD2-11/12
ZHES AD2-13/14
ZHES AD2-15
ZHES AD2.24-1
ZHES AD2.24-4A
ZHES AD2.24-4B
ZHES AD2.24-7A/7B
ZHES AD2.24-9A/9B
ZHES AD2.24-10A
ZHES AD2.24-10B/10C

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

ZHES—恩施/许家坪 ENSHI/Xujiaping

ZHES 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	N30° 19.3' E109° 29.2' 192°MAG, 125m from RWY center
2	方向、距离 Direction and distance from city	008° GEO, 5.4km from the center of Enshi Qingjiang Bridge
3	标高/参考气温 Elevation/Reference temperature	495m/ 32.5° C (AUG)
4	机场标高位置/高程异常 AD ELEV PSN/ geoid undulation	THR01 / -
5	磁差/年变率 MAG VAR/Annual change	3° W (1993) / -
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	Enshi Airport Co. Enshi Xujiaping Airport, 445000, Hubei province, China TEL: 86-718-8412217 FAX: 86-718-8411752 AFS: ZHESZPZX
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/4C
9	备注 Remarks	

ZHES 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)	H24
6	气象讲解室 MET Briefing Office	H24
7	空中交通服务 ATS	H24
8	加油 Fuelling	H24
9	地勤服务 Handling	H24
10	保安 Security	H24
11	除冰 De-icing	H24
12	备注 Remarks	Nil

ZHES AD 2.4 地勤服务和设施 Handling services and facilities

1	货物装卸设施 Cargo-handling facilities	conveyor truck, baggage trail car, platform lorry
2	燃油/滑油牌号 Fuel/oil types	Nr.3 Jet fuel
3	加油设施/能力 Fuelling facilities/capacity	Refueller(20000L), 700L/min-800L/min
4	除冰设施 De-icing facilities	1 De-icer
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 aircraft type B737-300/400/500/700/800/900, A319/A320/A321
7	备注 Remarks	Power unit, air supply unit, tow-tractor

ZHES AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	Adjacent to AD
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Passenger’s coaches, taxies
4	医疗设施 Medical facilities	First-aid center and ambulances at AD, hospital in the city
5	银行和邮局 Bank and Post Office	in the city
6	旅行社 Tourist Office	in the city
7	备注 Remarks	Nil

ZHES 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 6
2	援救设备 Rescue equipment	Primary foam fire-fighting tender, heavy-duty foam tender, illumination truck, command car
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Rescue mobile surface devices, aircraft towing devices
4	备注 Remarks	Nil

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

1	扫雪设备类型 Types of clearing equipment	Snow fluid truck，snow blower
2	扫雪顺序 Clearance priorities	Nil
3	备注 Remarks	Nil

ZHES 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 42/R/B/W/T
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width: 18m: B, C, D Surface: Cement concrete Strength: PCN 42/R/B/W/T
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	

ZHES 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	航空器停放位置识别符号、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 all TWY and apron. Marshaller guidance and sign boards at aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	THR, displaced threshold, RWY designation, edge line, center line, TDZ, center circle
		RWY lights	THR, displaced THR wing bar, center line, edge line, RWY end
		TWY markings	Holding positions, center line, edge line
		TWY lights	Edge line, RWY guard lights
3	停止排灯 Stop bars	Nil	
4	备注 Remarks	Nil	

ZHES AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on ARP					
序号 Serial Nr.	障碍物类型 Obstacle type (*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation （m）	影响的跑道/区域 RWY/Area affected
1	MT	004	9232	770.3	
2	MT	005	12890	1121	
3	MT	006	12038	1192	
4	MT	007	10713	904	
5	MT	007	10752	915	
6	Contour Line	009	11780	1050	RWY01 ILS/DME, GP INOP (missed approach gradient 2.5%)
7	MT	009	14831	841	
8	*MT	011	2784	510.3	
9	Contour Line	013	3142	520	RWY01 Take-off path
10	MT	014	12799	991	RWY01 departure
11	MT	015	9808	727.2	
12	MT	015	14602	861	
13	Contour Line	017	3790	520	RWY01 Take-off path
14	*MT	020	3670	529	
15	MT	022	8055	639	RWY01 Take-off path
16	MT	023	11555	813.7	RWY01 Take-off path
17	MT	023	3585	520.3	
18	MT	027	7201	638	RWY01 Take-off path
19	MT	028	7034	644	RWY01 Take-off path
20	MT	029	6841	646	
21	MT	030	11813	830	RWY01 Take-off path
22	MT	030	12196	827.5	
23	*MT	031	6532	680	
24	*MT	034	6081	701.1	
25	MT	039	5426	625.8	
26	MT	039	11544	988	
27	MT	039	11911	1004	
28	MT	042	9740	906	
29	MT	049	8740	916	

30	MT	050	11461	915.3	
31	MT	051	9239	905	
32	MT	052	7413	887.8	
33	MT	054	7622	870.2	
34	MT	063	6140	779	
35	MT	067	5161	732	
36	MT	071	4912	624	
37	MT	076	13848	1262	
38	*MT	091	4031	681.5	
39	Antenna	108	11575	1157	
40	BLDG	122	4520	568	
41	MT	124	12275	1163	
42	MT	137	12961	1164.5	
43	MT	137	14605	1231.8	
44	MT	144	4372	612.8	
45	MT	146	9254	1001.5	CAT D circling
46	MT	157	13700	1161.5	
47	MT	159	5571	601.8	
48	MT	160	14950	1129.5	
49	MT	169	6917	610	
50	MT	173	12700	762	
51	MT	176	4666	535.9	
52	MT	176	9768	673.3	
53	MT	186	6366	561	RWY01 ILS/DME, GP INOP final approach (missed approach gradient 5%) RWY19 Take-off path
54	*MT	186	6609	580	RWY01 VOR/DME final approach RWY19 Take-off path
55	MT	187	8724	637	RWY01 ILS/DME, GP INOP final approach (missed approach gradient 5%) RWY19 Take-off path
56	MT	187	11370	655	
57	MT	191	12859	690	RWY19 Take-off path

58	MT	192	13449	741	RWY01 VOR/DME final approach RWY19 Take-off path
59	MT	219	11754	821	
60	MT	254	13051	1657	
61	MT	255	6144	856.9	
62	MT	264	9477	1549.5	
63	MT	284	5800	1165	
64	*TWR	290	300	521	
65	MT	290	10243	1382	
66	MT	295	5820	1189	
67	MT	322	4895	800.3	
68	MT	332	8781	1562	
69	MT	344	5330	730	
70	Contour Line	349	6950	920	
71	MT	350	1719	536	
72	MT	353	10796	1280	
73	MT	356	8308	908.1	
Obstacles between two circles with the radius of 15km and 50km centered on ARP					
1	MT	003	16000	1228	
2	MT	010	16880	1009	
3	MT	010	37043	2015	
4	MT	013	34084	1754	
5	MT	015	17545	1007	
6	MT	017	15655	940	
7	MT	020	26868	1380	RWY19 intermediate approach
8	MT	020	35748	1766	RWY19 initial approach
9	MT	021	48527	2108	
10	MT	022	34250	1696	
11	MT	024	34500	1424	
12	MT	027	30733	1350	
13	MT	031	17136	881	
14	MT	067	16409	1241	
15	MT	071	17535	1274	
16	MT	079	35534	1711	RWY01 holding RWY19 initial approach

17	MT	086	16000	1310	
18	MT	127	34710	1981	RWY19 holding
19	MT	136	24300	1501	
20	MT	137	32426	1842	RWY19 departure
21	MT	144	30356	1496	
22	MT	145	40436	2030	
23	MT	147	37000	1835	
24	MT	147	40666	1452	RWY01 initial approach
25	MT	147	40667	2015	
26	MT	150	15903	1207	
27	MT	156	63338	1945	
28	MT	160	24600	1123	
29	MT	166	20950	1191	
30	MT	166	27205	1141	
31	MT	168	22000	1230	
32	MT	169	18472	1183	
33	MT	170	27840	1149	RWY01 VOR/DME intermediate approach
34	MT	176	25775	1115	
35	MT	195	16475	822	
36	MT	196	18360	874	
37	MT	196	21000	917	
38	MT	197	25891	968	
39	MT	198	31312	1196	
40	MT	201	34251	1297	
41	MT	250	15520	1740	
42	MT	251	27795	1841	
43	MT	271	35543	825	
44	MT	311	42326	2123	
45	MT	316	28930	2078	
46	MT	359	19026	1332	
Remark:					

ZHES AD 2.11 提供的气象信息 Meteorological information provided

1	相关气象室的名称 Associated MET Office	Enshi 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	From 3 hours before flight plan to flight over Enshi Aerodrome MET Office
3	负责编发 TAF 的办公室;有效期 Office responsible for TAF preparation, Periods of validity	Enshi Aerodrome MET Office 9 HR
4	着陆预报类型、发布间隔 Type of landing forecast, Interval of issuance	1h
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 forecast charts, upper W/T charts, satellite materials, radar, data forecast product, AWOS real-time data
8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX
9	提供气象信息的空中交通服务单位 ATS units provided with information	ACC，APP，TWR
10	观测类型与频率/自动观测设备 Type & frequency of observation/ Automatic observation equipment	Hourly plus special observation/ Yes
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
12	观测系统及位置 Observation System& Site(s)	RVR EQPT: A: 120m W of RCL, 300m inward DTHR01; B: 100m W of RCL, 1185m inward DTHR01; C: 90m W of RCL, 300m inward DTHR19; SFC wind sensors: 01: 120m W of RCL, 300m inward DTHR01; Ceilometer: 01: 120m W of RCL, 290m inward DTHR01.
13	气象观测系统的工作时间 Hours of operation for Meteorological Observations system	H24
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	Nil

ZHES 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)	跑道和停止道强度、道面 Strength (PCN) and surface of RWY and SWY	着陆入口坐标 THR coordinates	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
01	009°GEO 012°MAG	2600×45	42/R/B/W/T Concrete/ Concrete	Nil	THR 494.9m DTHR 494.9m
19	189°GEO 192°MAG	2600×45	42/R/B/W/T Concrete/ Concrete	Nil	THR 486.6m DTHR 486.6m

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 Remarks	60×50	60×160	2720×160	Nil	180×160
See Remarks	60×50	160×160	2720×160	Nil	240×160

Remarks: 1. THR01 displaced inward 190m; THR19 displaced inward 250m; Turn pads are on the both sides of RWY; RWY shoulder: 2.5m on each side; RWY grooved: width 3.2mm, depth 6mm.
2. RWY slope: THR01-THR19 0(340m)/-0.41%(1810m)/0(450m).
3. Forced landing area is grass on the east of RWY, 2600×50m.
4. Strip width: 160-300m.

ZHES 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
01	2600	2660	2660	2410	
19	2600	2760	2660	2350	

ZHES 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	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)	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
01	PALS CAT I 720m* LIH	Green Yes	PAPI Left/3.2°	Nil	2600m** spacing 30m	2600m**** spacing 60m	Red	Nil
19	SALS 540m* LIH	Green Yes	PAPI Left/3.5°	Nil	2600m*** spacing 30m	2600m***** spacing 60m	Red	Nil

Remarks: * SFL.
** up to 1700m White VRB LIH, 1700-2420m Red/White VRB LIH, 2420-2600m Red VRB LIH.
*** up to 1700m White VRB LIH, 1700-2450m Red/White VRB LIH, 2450-2600m Red VRB LIH.
****up to 2000m White VRB LIH, 2000-2420m Yellow /White VRB LIH, 2420-2600m Red /Yellow VRB LIH.
*****up to 2180m White VRB LIH, 2180-2480m Yellow /White VRB LIH, 2480-2600m Red /Yellow VRB LIH.

ZHES 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: Blue edge line lights
4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available, diesel engine driven generator / 14 sec
5	备注 Remarks	Nil

ZHES 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

ZHES 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
Terminal area	A circle, radius 50km centered at VOR/DME(ENH)	3600m (inclusive) and below	
Altimeter setting region and TL/TA	A circle, radius 55km centered at VOR/DME(ENH)	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)	

ZHES 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
TWR	Enshi Tower	118.75	H24	
EMG		121.5	H24	

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

设施类型 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	5	6	7
Enshi VOR/DME	ENH	114.7MHz CH94X	N30°17.5' E109°36.1' 108°MAG/11575m FM ARP	1147m	VOR/DME BTN 12-13NM on R151° for departure/arrival U/S; BTN 10-13.5NM on R255° U/S; BTN 14-16NM on R299° U/S
Dayakou VOR/DME	DYK	111.2MHz CH49X	354°MAG/1700m FM ARP	537m	Below 3600m(QNH), R235°-R350°clockwise U/S
MM 01		75MHz	192°MAG/1100m FM DTHR01		
LOC 01 ILS CAT I	IGG	110.3MHz	012°MAG/250m FM RWY01 end		Coverage 25KM, beyond +15° and -20° of front course U/S
GP 01		335.0MHz	120m E of RCL, 297m inwards DTHR01		Angle 3.2°, RDH 16m Coverage 25km
DME 01	IGG	CH40X (110.3MHz)		500m	Co-located with GP01
MM 19		75MHz	012°MAG/1264m FM DTHR19		

ZHES AD 2.20 本场飞行规定

1. 机场使用规定

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。

2. 跑道和滑行道的使用

无

3. 机坪和机位的使用

发动机试车必须经塔台管制许可并在指定的地点进行，严禁在客机坪和滑行道试大车。

4. 进、离场管制规定

无

5. 机场的 II/III 类运行

无

6. 除冰规则

无

7. 平行跑道同时仪表运行

无

8. 警告

8.1 应严格按仪表进近程序规定的航迹和高度飞行，特别防止航迹偏西。
8.2 01 号跑道端外地面起伏较大，飞行程序最后阶段中的高度以气压高度表为准。

9. 直升机飞行限制，直升机停靠区

无

ZHES AD 2.20 Local traffic regulations

1. AD operation regulations

Each and every technical test flight shall be filed in advance and conducted only after clearance has been obtained from ATC.

2. Use of runways and taxiways

Nil.

3. Use of aprons and parking stands

Engine run-ups are subject to TWR clearance, and shall be carried out at a designated location. Fast engine run-ups on apron and TWYs is strictly forbidden.

4. Air traffic control regulations

Nil

5. CAT II/III operations at AD

Nil.

6. Rules for deicing

Nil

7. Simultaneous operations on parallel runways

Nil

8. Warning

8.1 Strict adherence is required to the course and altitude of flight as the rules of instrument approach procedures, especially in case the track deviates to west.
8.2 Ground surface outside DER 01 is uneven. The flight altitude during final approach is according to atmospheric pressure altimeter.

9. Helicopter operation restrictions and helicopter parking/ docking area

Nil

ZHES AD 2.21 噪音限制规定及减噪程序

1. 噪音限制规定

1.1 为减小噪音对地面的影响，在飞机起飞性能允许情况下，尽可能使用减推力起飞。

1.2 在保证安全超障和飞行程序最低爬升梯度的条件下，要求飞行员执行减噪飞行操作程序。

1.3 如果由于非管制原因不执行减噪飞行操作程序时，飞行员须在起飞前通报塔台管制并说明原因。

2. 减噪程序

2.1 离港航空器起飞爬升至场压高 450m (1500ft)，起始爬升速度 V2+20km/h(10kt)，开始减功率/推力，减小机身角/俯仰角，保持可靠上升率和起飞襟翼/缝翼继续爬升。

2.2 保持减功率/推力和可靠的上升率，到达场压高 900m(3000ft) 以上时，平稳加速至航路爬升速度，按规定收襟翼/缝翼。

ZHES AD 2.21 Noise restrictions regulations and noise abatement procedures

1. Noise restrictions regulations

1.1 Under the condition that aircraft performance allows, use the reduced thrust to take-off, in order to reduce the influence of noise to the ground.

1.2 Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, pilot is required to implement noise abatement procedures.

1.3 If the procedures can not be implemented due to any reason except ATC, pilot shall inform TWR with a reasonable explanation.

2. Noise abatement procedures

2.1 When departure aircraft climb to altitude 450m(1500ft), with a climb speed of V2 plus 20km/h(10kt), reduce engine power/thrust and angle of pitch, maintain a speed with flaps and slats in the take-off configuration.

2.2 At altitude 900m(3000ft) or above, maintain a positive rate of climb and reducing engine power/thrust, accelerate smoothly to en-route climb speed and retract flaps/slats as prescribed.

ZHES AD 2.22 飞行程序

1. 总则

除经塔台特殊许可外，在恩施机场管制地带内的飞行，必须按照仪表飞行规则进行。

2. 起落航线

起落航线限在跑道东侧进行，高度 1200m，航线宽度不大于 6km，严禁五边航迹偏西。

3.仪表飞行程序

3.1 严格按照航图中公布的进、离场程序和进近程序飞行。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 由于本场净空条件限制，最后进近航迹与跑道延长线有 17° 交角，19 号跑道采用有航迹引导的目视进近程序。

ZHES AD 2.22 Flight procedures

1. General

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

2. Traffic circuits

Traffic circuits shall be made to the east of RWY, at the altitude of 1200m, the width is less than 6km. The final is forbidden to west of the track.

3. IFR flight procedures

3.1 Strict adherence is required to the relevant arrival /departure/ approach 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 Due to limitation of clearance condition at the airport, there is 17° intersection of the final approach track and the extension of RWY. RWY 19 shall use visual approach procedure with track guidance.

4. 雷达程序和/或 ADS-B 程序

无

5. 无线电通信失效程序

无

6. 目视飞行规定

无

7. 目视飞行航线

无

8. 目视参考点

无

9. 其它规定

无

ZHES AD 2.23 其它资料

无

4. Radar procedures and/or ADS-B procedures

Nil

5. Radio communication failure procedures

Nil

6. Procedures for VFR flights

Nil

7. VFR route

Nil

8. Visual reference point

Nil

9. Other regulations

Nil

ZHES AD 2.23 Other information

Nil

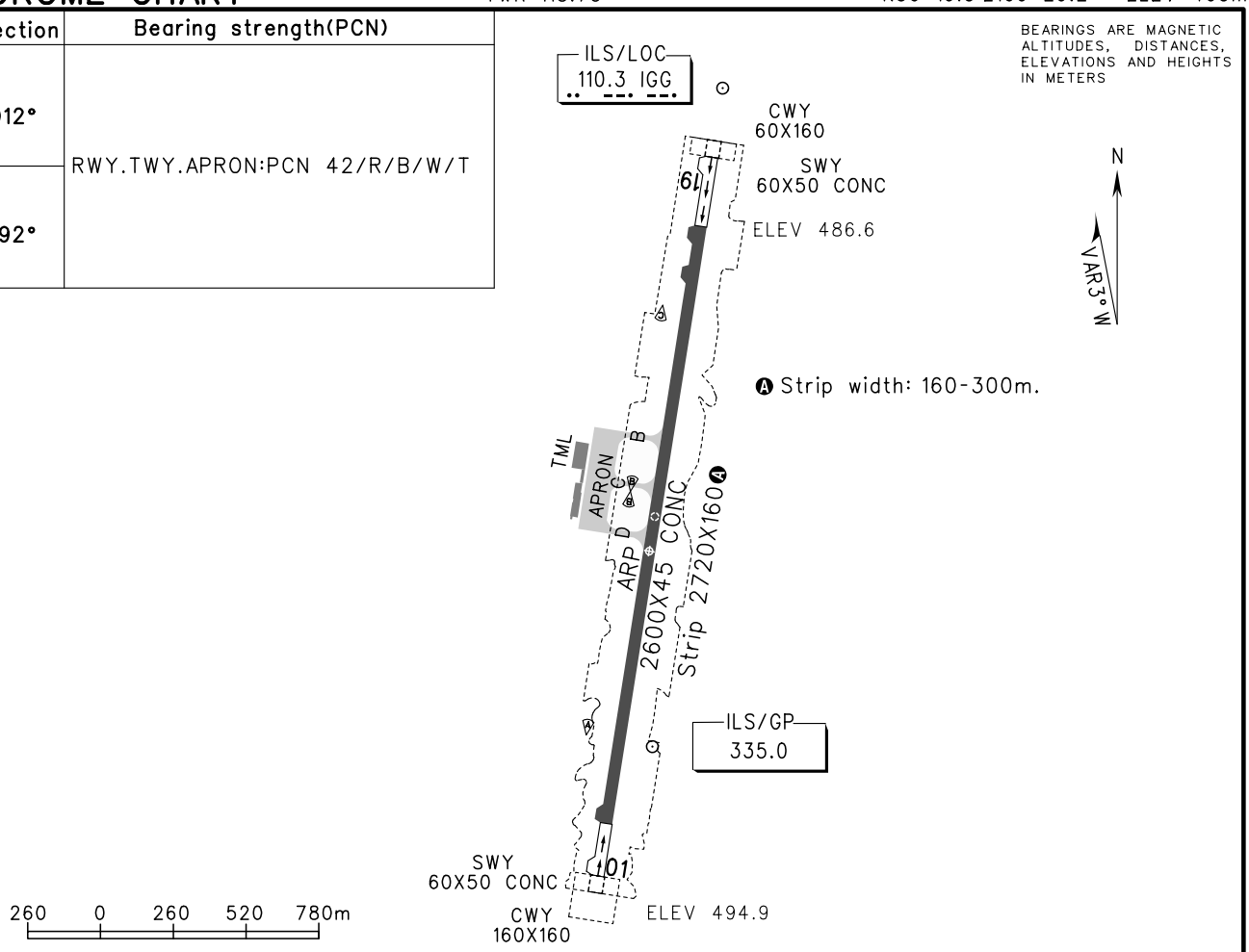
AERODROME CHART

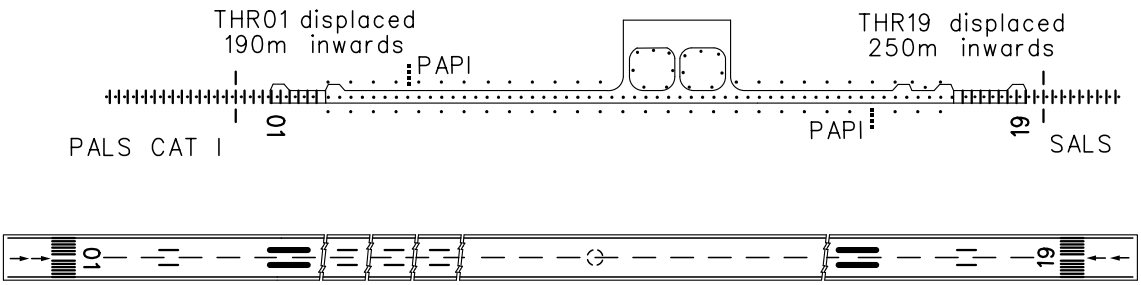
TWR 118.75

ZHES ENSHI/Xujiaping

N30°19.3'E109°29.2' ELEV 495m

RWY	Direction	Bearing strength(PCN)
01	012°	RWY.TWY.APRON:PCN 42/R/B/W/T
19	192°	





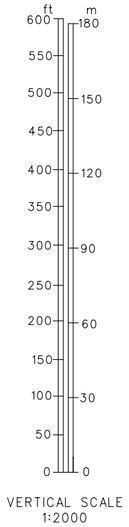
TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS	
ACFT Type		RWY01		RWY19		RWY01	RWY19
		REDL	NIL(Day only)	REDL	NIL(Day only)		
2 TURB ENG or 3&4 ENG	A	RVR400 VIS800	RVR500 VIS800	RVR400 VIS800	RVR500 VIS800	PALS CAT I SFL PAPI REDL RCLL	SALS SFL PAPI REDL RCLL
	B						
	C						
	D						
Other 1&2 ENG							
Note:							

Changes:

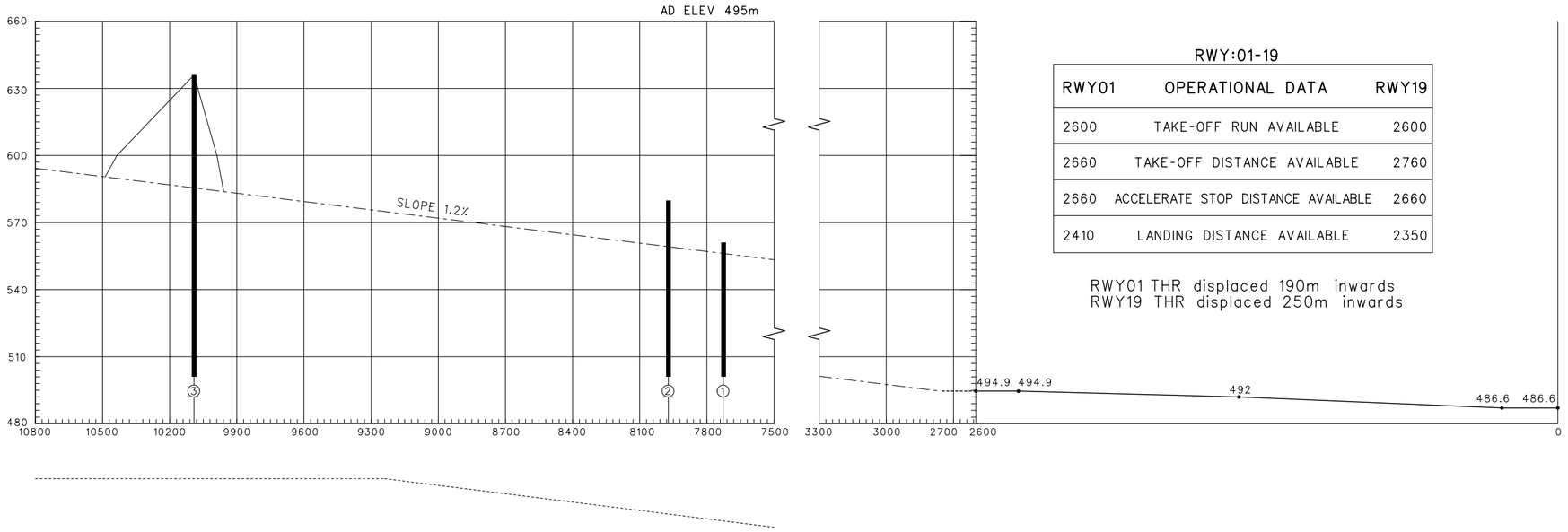
AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 3° W



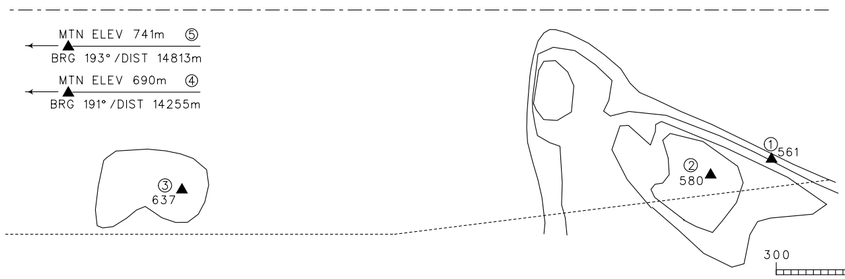
VERTICAL SCALE
1:2000

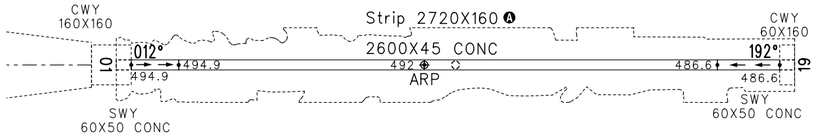


RWY:01-19

RWY01	OPERATIONAL DATA	RWY19
2600	TAKE-OFF RUN AVAILABLE	2600
2660	TAKE-OFF DISTANCE AVAILABLE	2760
2660	ACCELERATE STOP DISTANCE AVAILABLE	2660
2410	LANDING DISTANCE AVAILABLE	2350

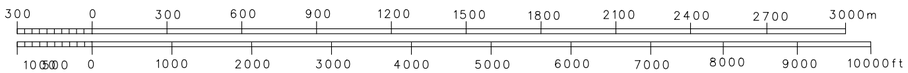
RWY01 THR displaced 190m inwards
RWY19 THR displaced 250m inwards





ⒶStrip width: 160-300m

1:20000
HORIZONTAL SCALE



LEGEND	
①	IDENTIFICATION NO
⊙	POLE
▲	MTN

AMENDMENT RECORD		
Nr	DATE	ENTERED BY
Changes:		

AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

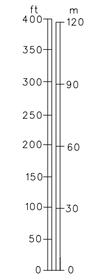
DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 3° W

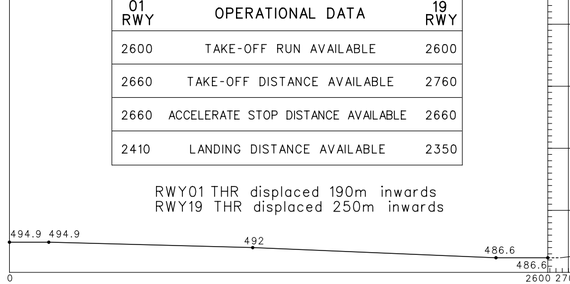
RWY:01-19

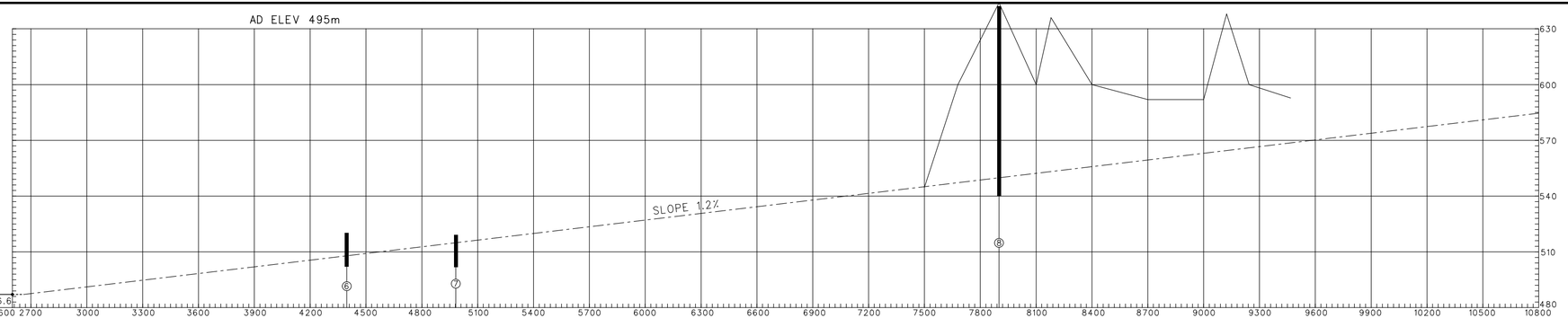
01 RWY	OPERATIONAL DATA	19 RWY
2600	TAKE-OFF RUN AVAILABLE	2600
2660	TAKE-OFF DISTANCE AVAILABLE	2760
2660	ACCELERATE STOP DISTANCE AVAILABLE	2660
2410	LANDING DISTANCE AVAILABLE	2350

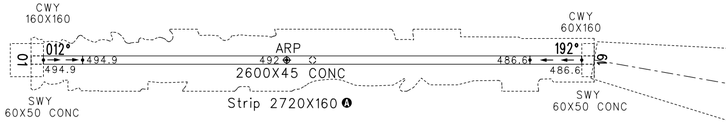
RWY01 THR displaced 190m inwards
RWY19 THR displaced 250m inwards



VERTICAL SCALE
1:2000

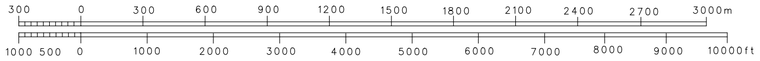


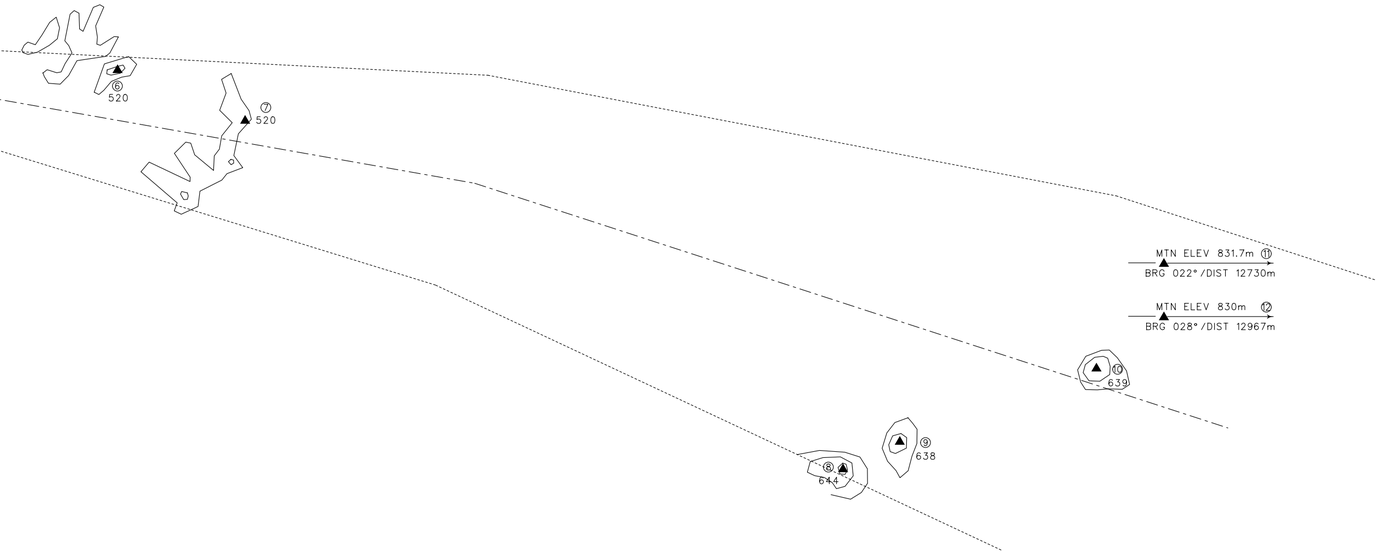




Ⓐ Strip width: 160-300m

1:20000
HORIZONTAL SCALE





LEGEND		AMENDMENT RECORD		
①	IDENTIFICATION NO	Nr	DATE	ENTERED BY
⊙	POLE			
▲	MTN			
		Changes:		

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W TWR 118.75

ZHES ENSHI/Xujiaping

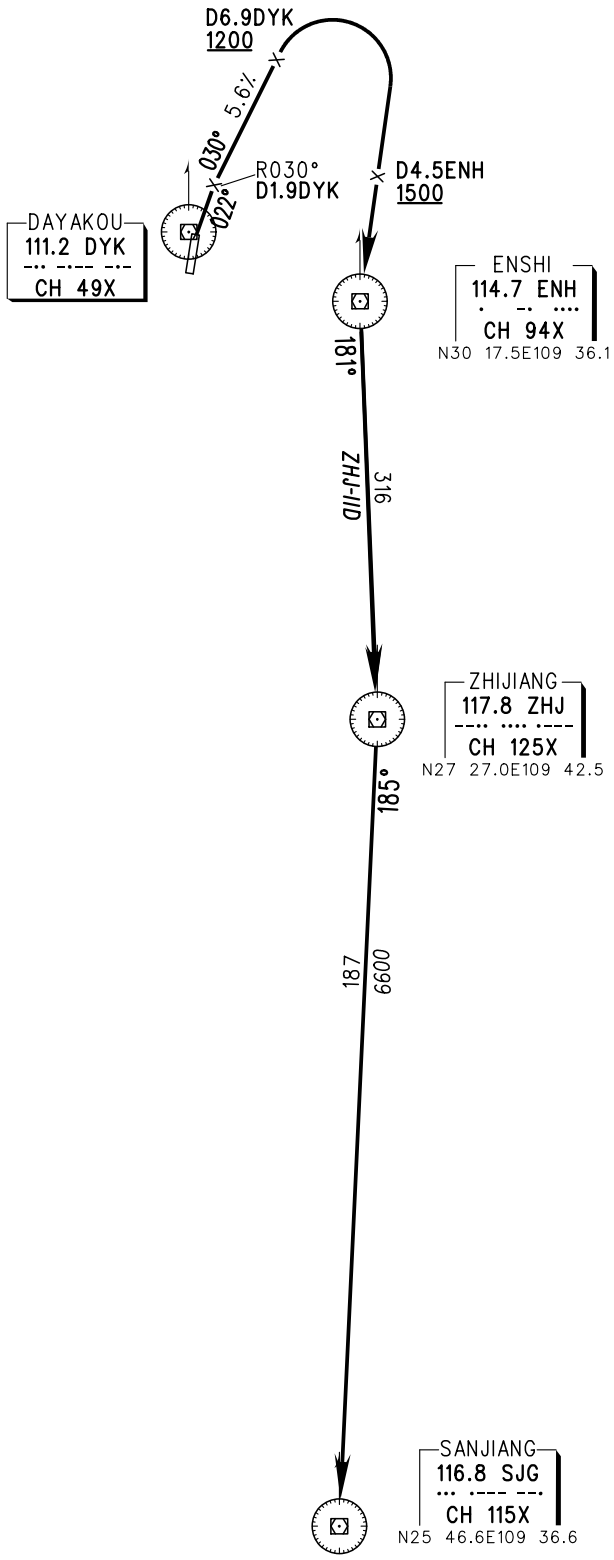
RWY01

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

NOT TO SCALE

Departure turn MAX IAS 380kmH



ENH
2700

MSA 46km

Changes:

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W TWR 118.75

ZHES ENSHI/Xujiaping

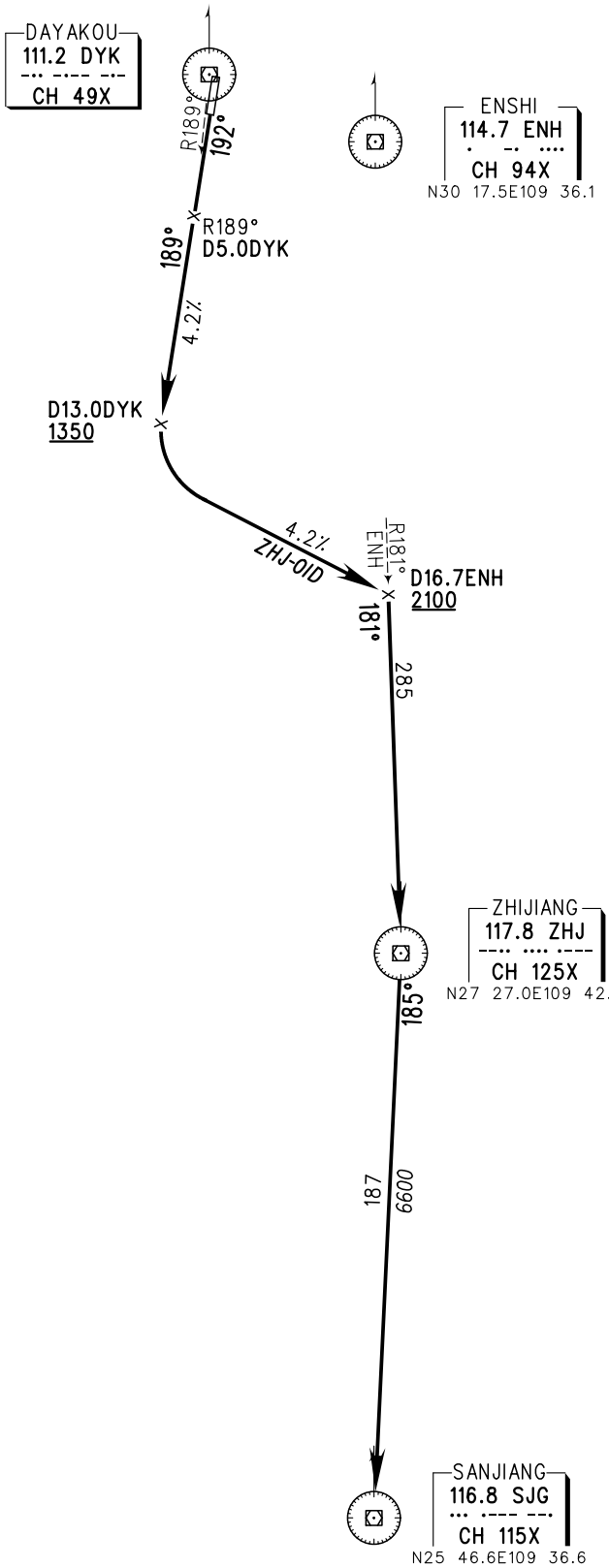
RWY19

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

NOT TO SCALE

Departure turn MAX IAS 407kmH



ENH
2700

MSA 46km

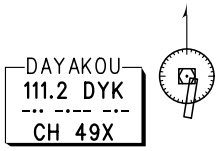
Changes:

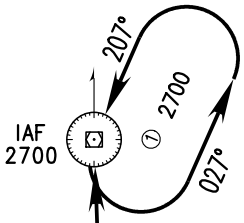
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

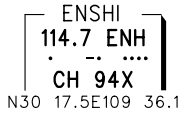
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

NOT TO SCALE

Initial approach MAX IAS 380kmH
Holding MAX IAS 380kmH







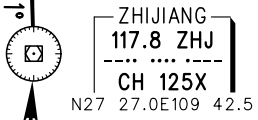
ZHJ-01A 23

IAF
D12.7ENH
D16.5DYK
N30 04.9
E109 36.5
2100

ZHJ-01A.02A 10

D18.0ENH
N29 59.3
E109 36.9
2700

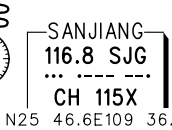
283°

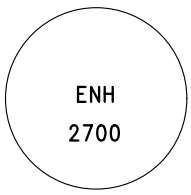


001°

187° 6600

005°





MSA 46km

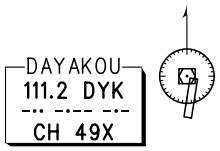
Changes:

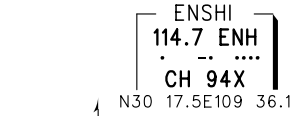
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

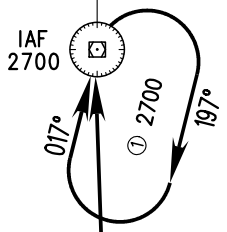
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

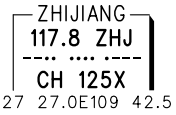
NOT TO SCALE

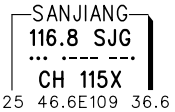
Initial approach MAX IAS 380kmH
Holding MAX IAS 380kmH

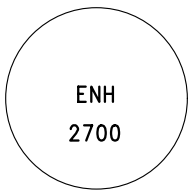












MSA 46km

Changes:

INSTRUMENT APPROACH CHART-ICAO

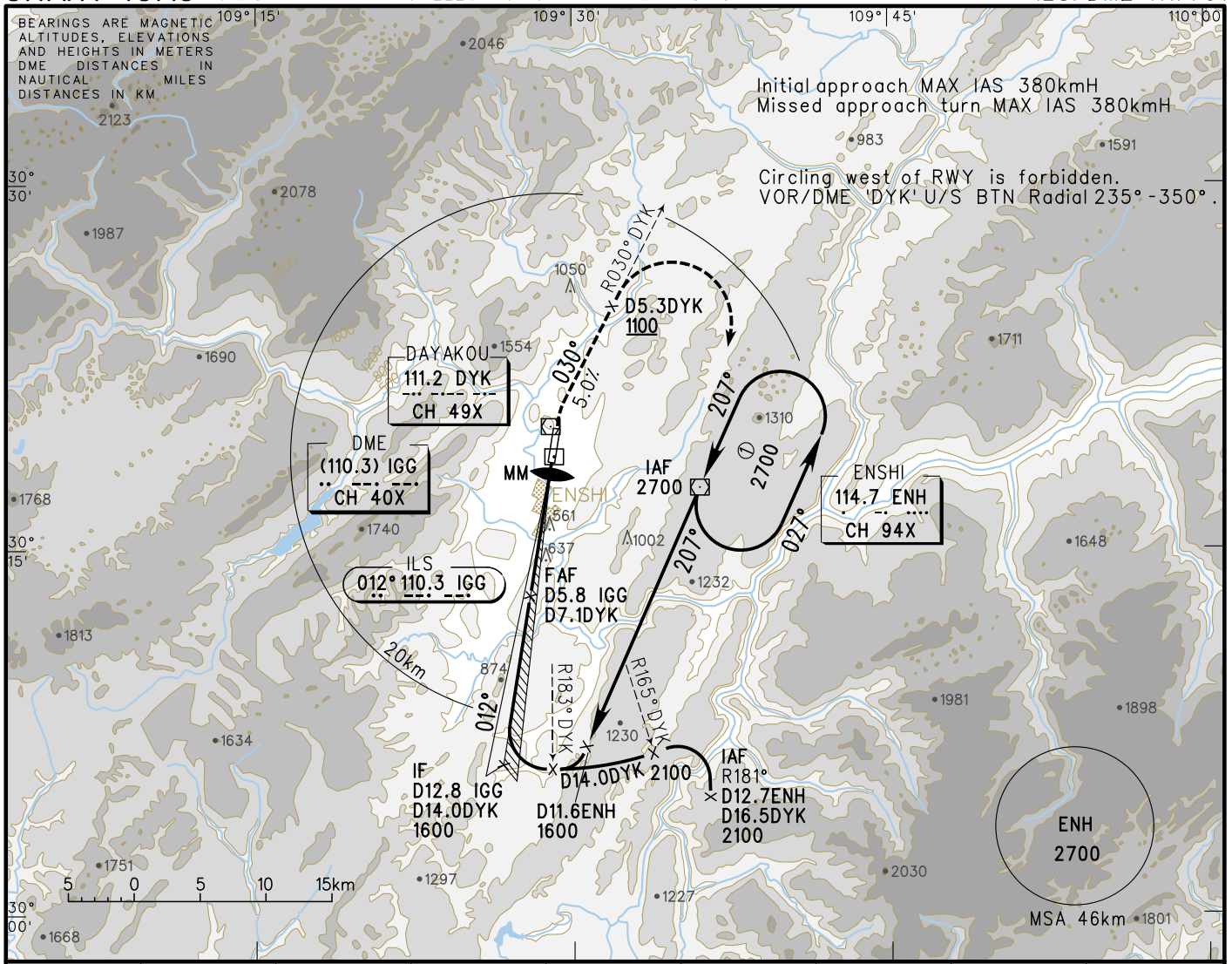
VAR3° W

AERODROME ELEV 495
THR RWY01 ELEV 494.9

TWR 118.75

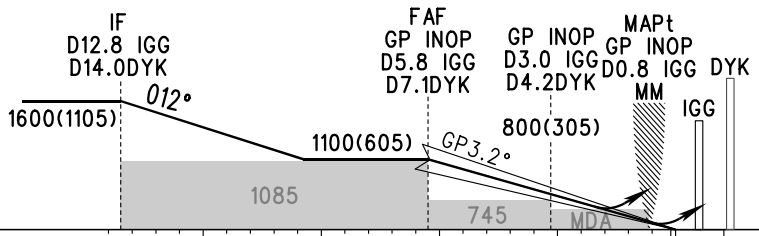
ZHES ENSHI/Xujiaping

ILS/DME RWY01



GP INOP	DME (IGG) (NM)	7	6	5	4	3	2	1
	ALT (m)			1014	910	806	702	

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



MISSED APPROACH

Climb straight ahead with gradient of 5%, intercept R030° DYK and fly to D5.3 DYK at 1100 or above, turn right to ENH, climb to 2700 and join in holding pattern or by ATC.

	A	B	C	D
ILS/DME Ⓐ DA(H) VIS	570(75) 800			
GP INOP Ⓐ MDA(H) VIS	670(176) 2500			
CIRCLING MDA(H) VIS	1100(605) 5000			1140(645) 5000

FAF-MAPt(GP INOP) 9.4km						
GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	3:48	3:03	2:32	2:11	1:54	1:42
Rate of descent m/s	2.3	2.9	3.4	4.0	4.6	5.2

Note: Ⓐ *Missed APCH climb gradient 5.0%*
Ⓑ *Missed APCH climb gradient 2.5%. DA(H)/VIS: 765(270)/4200; MDA(H)/VIS: 765(270)/4200.*

INSTRUMENT APPROACH CHART-ICAO

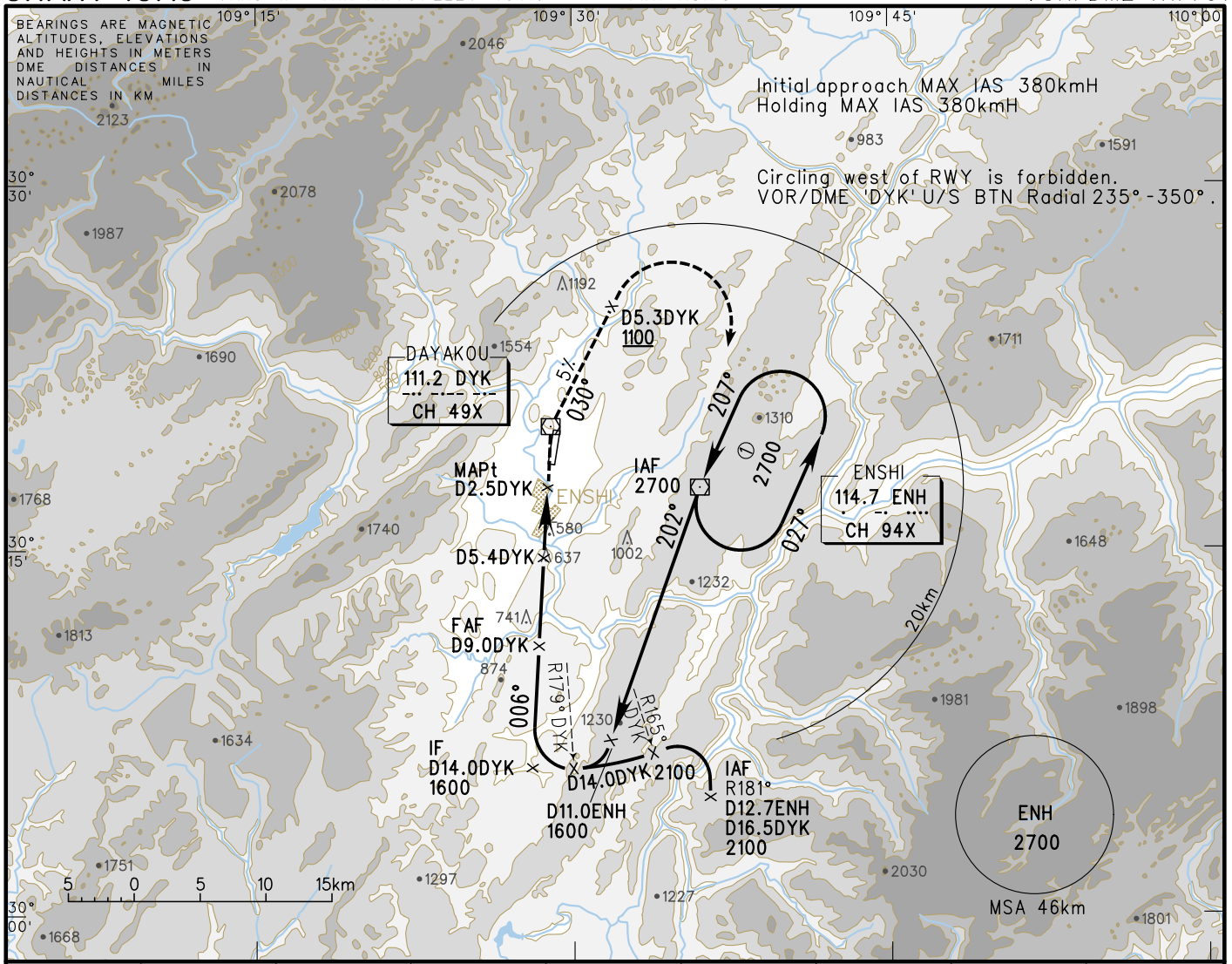
VAR3° W

AERODROME ELEV 495
THR RWY01 ELEV 494.9

TWR 118.75

ZHES ENSHI/Xujiaping

VOR/DME RWY01

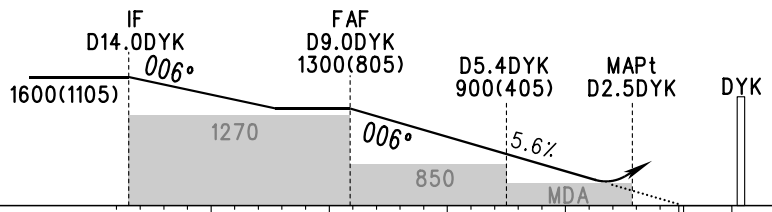


DME (DYK) (NM)	8	7	6	5	4	3	2	1
ALT (m)	1198	1094	990	886	782			

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

MISSED APPROACH

Climb straight ahead with gradient of 5%, intercept R030° DYK and fly to D5.3 DYK at 1100 or above, turn right to ENH, climb to 2700 and join in holding pattern or by ATC.



	A	B	C	D
VOR/DME MDA(H) VIS	690(195) 2800			
CIRCLING MDA(H) VIS	1100(605) 5000			1140(645) 5000

FAF-MAPt 12.0km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:52	3:53	3:14	2:47	2:26	2:10
Rate of descent m/s	2.3	2.9	3.4	4.0	4.6	5.2

Changes:

INSTRUMENT APPROACH CHART-ICAO

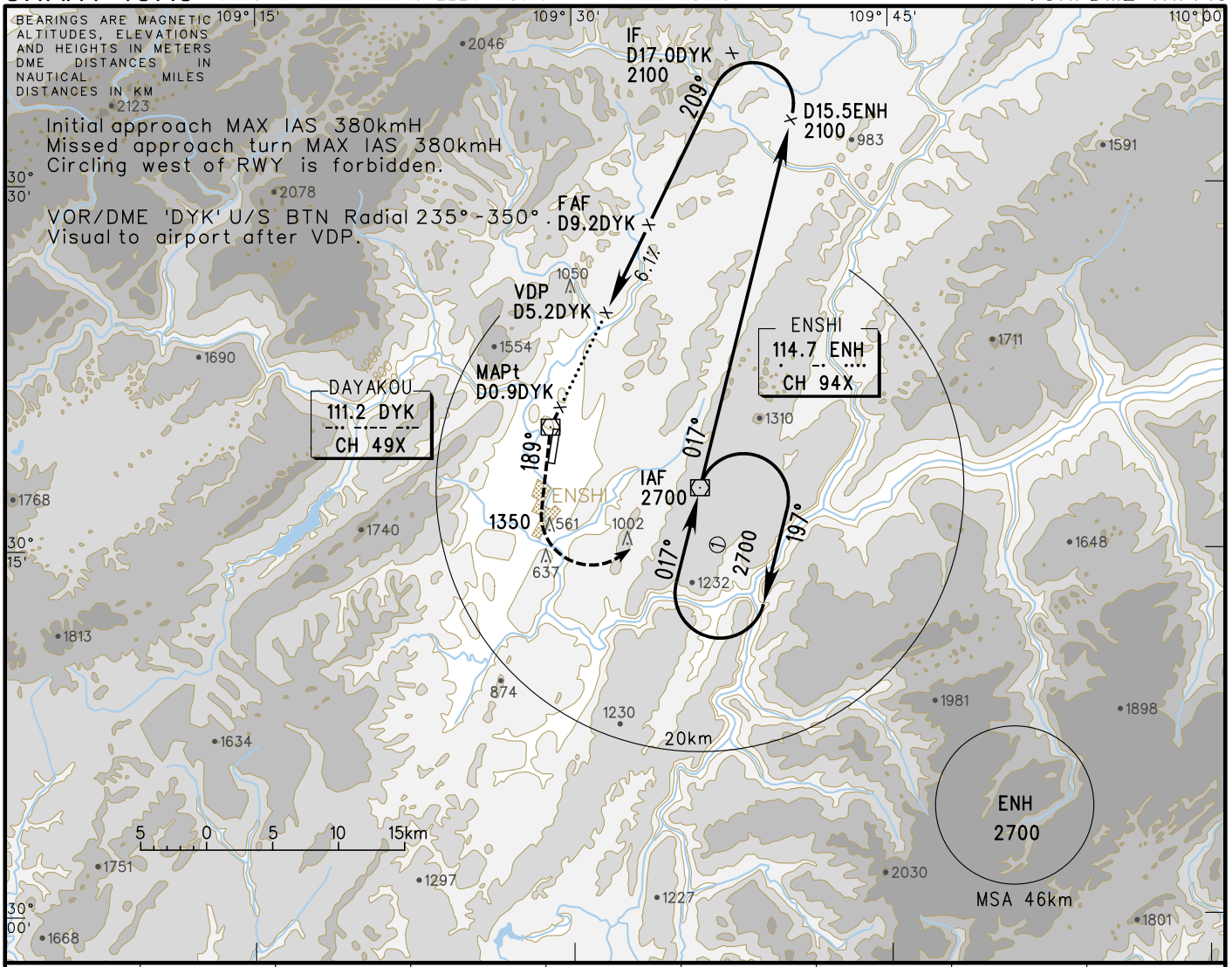
VAR3° W

AERODROME ELEV 495
THR RWY19 ELEV 486.6

TWR 118.75

ZHES ENSHI/Xujiaping

VOR/DME RWY19

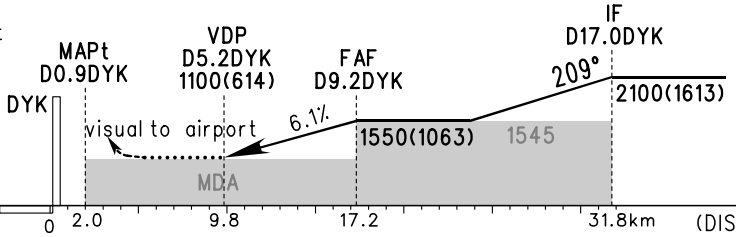


DME (DYK) (NM)	2	3	4	5	6	7	8	9
ALT (m)					1197	1310	1423	1536

TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)

MISSED APPROACH

Climb straight ahead to 'DKY' with gradient of 2.5%, intercept R189° DYK and climb to 1350, turn LEFT to 'ENH' at 2100.



	A	B	C	D
VISUAL MDA(H) VIS	1100(613) 5000			
CIRCLING MDA(H) VIS	1100(605) 5000			1140(645) 5000

FAF-MAPt 15.2km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:09	4:55	4:06	3:31	3:05	2:44
Rate of descent m/s	2.5	3.1	3.8	4.4	5.0	5.6

Changes: