

**GENERAL****Operational Hours**

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

**Airport Information**

**RFF:** CAT 9  
**Fuel:** Nr. 3 Jet Fuel  
**PCN:** RWY 18R/36L: 79/F/B/W/T  
 RWY 18L/36R: 102/R/C/W/T

**Operation****Preferential RWY**

LDG RWY 18L/36R; and DEP with ATC permission.

TKOF RWY 18R/36L.

**Low Visibility Procedures**SA CAT I in force when  $550\text{m} > \text{RVR} \geq 450\text{m}$  or  $197\text{ft} > \text{CEIL} \geq 148\text{ft}$ .SA CAT II in force when  $450\text{m} > \text{RVR} \geq 350\text{m}$  or  $148\text{ft} > \text{CEIL} \geq 98\text{ft}$ .

Flight crew shall report to ATC before implementing HUD SA CAT I.

Not more than 2 ACFT are allowed to taxi simultaneously on TWY B.

Follow-me is mandatory.

**RWY Restriction**

180° turns on RWY/TWY prohibited for all ACFT.

**TWY Restriction**

TWY A (between A5 and A6) width 20m / 66ft.

TWY T3, T6, T13 width 18m / 59ft.

TWY B4, B5 AVBL for ACFT with wingspan below 52m / 170ft.

**Hot Spots**

Hot Spot No.	DESCRIPTION
HS 1	ACFT in this area shall observe cautiously, then operate according to ATC CLR and avoid conflict. Hold short in front of TWY B7, when other ACFT is vacating TWY B7.
HS 2	Cross RWY 36L at TWY C16 HLDG area. ACFT shall get CLR from TWR before crossing RWY 36L.
HS 3	Cross RWY 36L at TWY C14 HLDG area. ACFT shall get CLR from TWR before crossing RWY 36L.
HS 4	Cross RWY 18R at TWY C4 HLDG area. ACFT shall get CLR from TWR before crossing RWY 18R.
HS 5	Cross RWY 18R at TWY C2 HLDG area. ACFT shall get CLR from TWR before crossing RWY 18R.

**Standard Taxi Routes**

RWY 36R (ARR), 36L (DEP)

C14 - RWY 36L - B7 or C16 - RWY 36L - B9.

RWY 18L (ARR), 18R (DEP)

C2 - RWY 18R - B1 or C4 - RWY 18R - B2.

RWY 36R

DEP: B1 - RWY 36L - C2.

**GENERAL**

LDG: C14 - RWY 36L - B7 or C16 - RWY 36L - B9.

RWY 18L

DEP: B9 - RWY 18R - C16.

LDG: C2 - RWY 18R - B1 or C4 - RWY 18R - B2.

**Taxi/Parking**

HLDG PSN:

- Stop and wait for ATC instructions at RWY HLDG PSN.
- Report to ATC when the nose of ACFT exceeding holding position.

Taxiing behind ACFT which is holding at short of RWY HLDG PSN is prohibited.

Taxiing on APN guided by follow-me.

Visual docking guidance system at stands 211-216, 221-228 and 231-238.

Marshaller AVBL at stands 1-10, 12, 14, 16-20, 121-128, 201-207, 210, 241-243, 301-310.

**Engine Run-up Area**

ENG run-ups are subject to GND CLR and may only be carried out at a designated location.

Fast ENG run-ups in the vicinity of boarding bridges or on APN and TWYs are strictly prohibited.

**Warnings**

**SV NDB** unusable:

Between 11-13NM and 20-22NM on bearing 272°.

Beyond 14NM on bearing 067°.

DEP: Between 5-7NM, 9-10NM, 14-19NM on bearing 304°

ARR: Between 15-18NM on bearing 071°

Between 12-13.5NM, 19-20.5NM on bearing 270°

Between 16-17NM, 18-20NM on bearing 339°

HLDG PROC: Between 18-20NM on bearing 339°

Birds in vicinity of AD.

**ARRIVAL****Communication**

After vacating RWY, report RWY and TWY designation to TWR CTL.

**Arrival Procedure****VFR Traffic Pattern**

RWY 36 right-hand circuit; ALT 400m / 1312ft CAT A/B, 600m / 1970ft CAT C/D.

**Visual APCH**

Control IAS, is no more than 180KT, when predict flight track mile are 10NM from touch down and IAS is no more than 160KT, when predict flight track mile are 5NM. If flight crew can not conduct, inform ATC.

When ACFT on the base before permission and can not contact APP, they should turn in time and intercept designated RWY final, then ILS APCH and contact TWR.

**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures and in addition;

Vacate RWY within 50sec after touching down RWY. If unable to comply, advise ATC at first contact.

Inform GND the position at first contact, when vacate RWY via TWY.

LDG ACFT contact ACFT Operation Control Center on 131.150 to apply handling services.

**DEPARTURE****Take-off Minima**

RWY		18L/36R, 18R/36L	
All ACFT	ft - m/km	0 - 400R/800V	REDL, HJ only
		0 - 500R/800V	wo LGT, HJ only
		0 - 800R/800V	HN

**Communication**

When airborne contact assigned APP FREQ immediately.

**Departure Procedure****Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures and in addition;

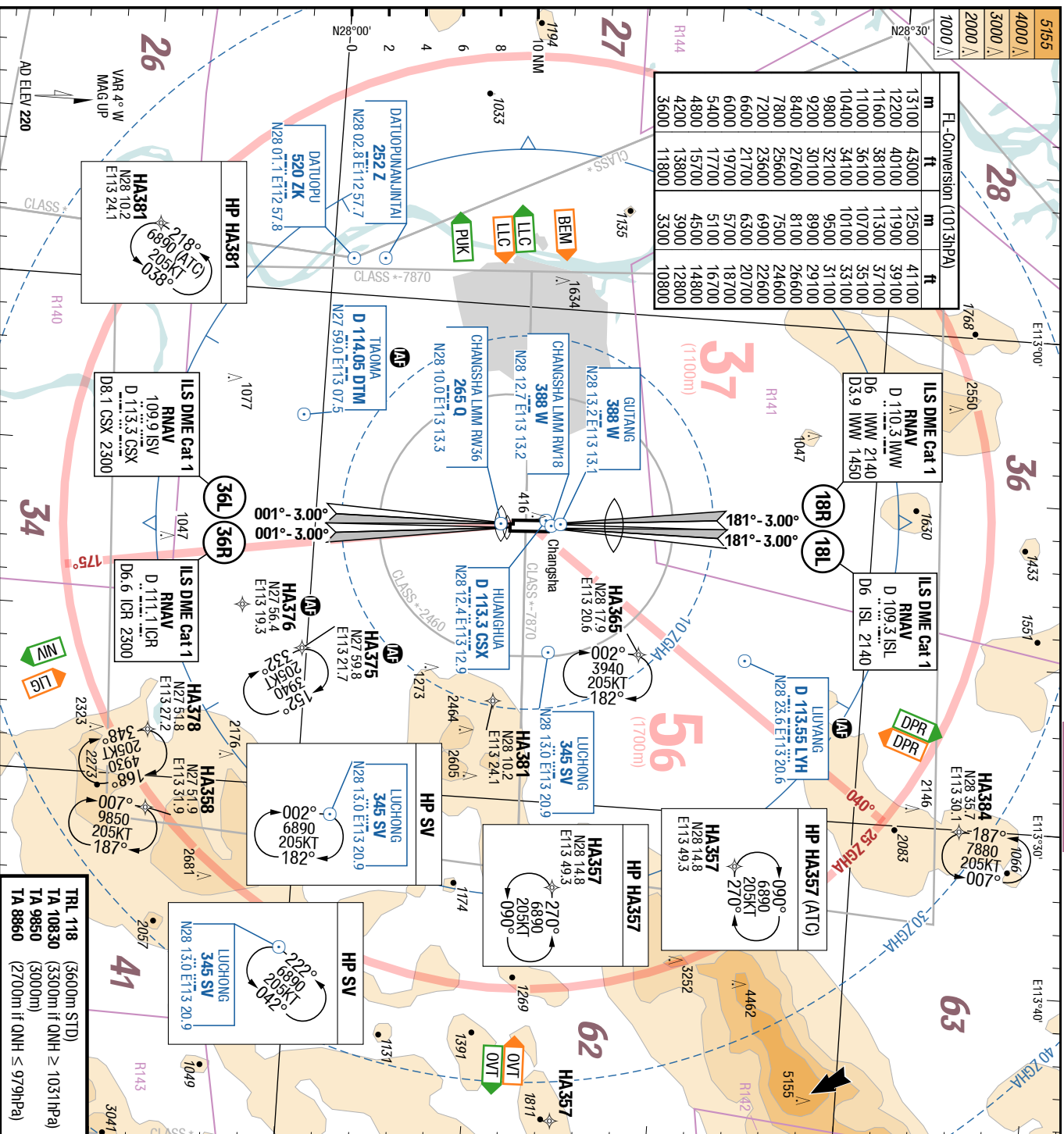
ACFT shall finish RWY alignment within 60sec after receiving ATC instruction of entering RWY.

If unable to comply, inform TWR before reaching RWY HLDG point (except for wet or contaminated RWY).

**Noise Abatement Procedure:** Use NADP Procedure A.

**De-icing**

AVBL. De-icing for ACFT shall be carried out at APN or designated location, contact TWR when finished.



ATIS	127.600 ARR	127.075 DEP
APP	119.650 AP01	120.600 AP01
	125.650 AP02	125.050 AP02
	124.600 AP03	125.050 AP03
Huanghua TWR		118.550
		118.025
		118.175
Huanghua GND		121.750 0100-1530
Huanghua DTV		121.950

## Landing RWY system:

18L	THR 212 (81Pa) / TDZ --- (%)	36R	THR 188 (71Pa) / TDZ --- (%)
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18R	THR 219 (81Pa) / TDZ --- (%)	36L	THR 198 (71Pa) / TDZ --- (%)
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15HL	THR 212 (81Pa) / TDZ --- (%)	36R	THR 188 (71Pa) / TDZ --- (%)
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15HL	THR 219 (81Pa) / TDZ --- (%)	36L	THR 198 (71Pa) / TDZ --- (%)
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15HL	THR 212 (81Pa) / TDZ --- (%)	36R	THR 188 (71Pa) / TDZ --- (%)
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15HL	THR 219 (81Pa) / TDZ --- (%)	36L	THR 198 (71Pa) / TDZ --- (%)
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15HL	THR 212 (81Pa) / TDZ --- (%)	36R	THR 188 (71Pa) / TDZ --- (%)
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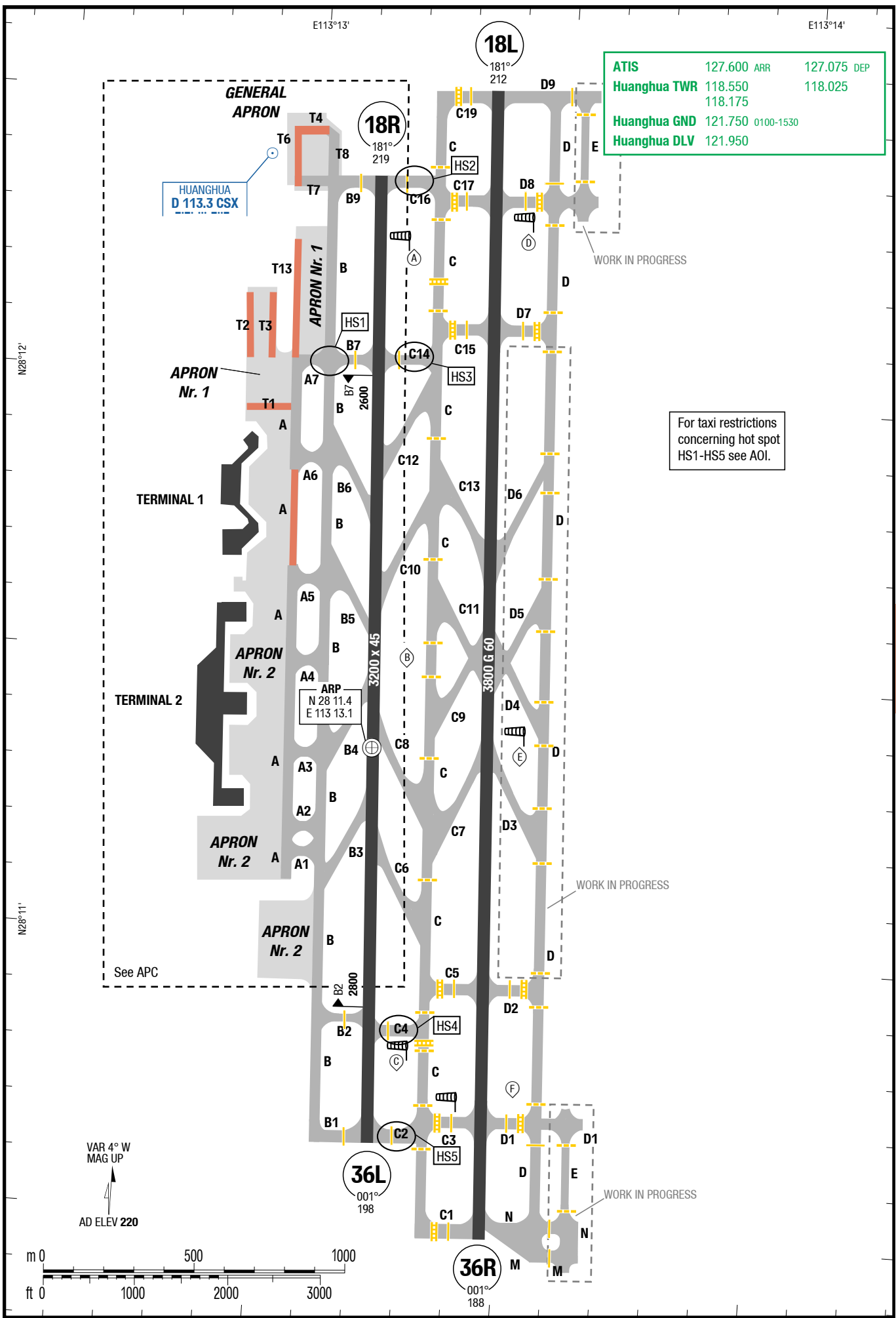
15HL	THR 219 (81Pa) / TDZ --- (%)	36L	THR 198 (71Pa) / TDZ --- (%)
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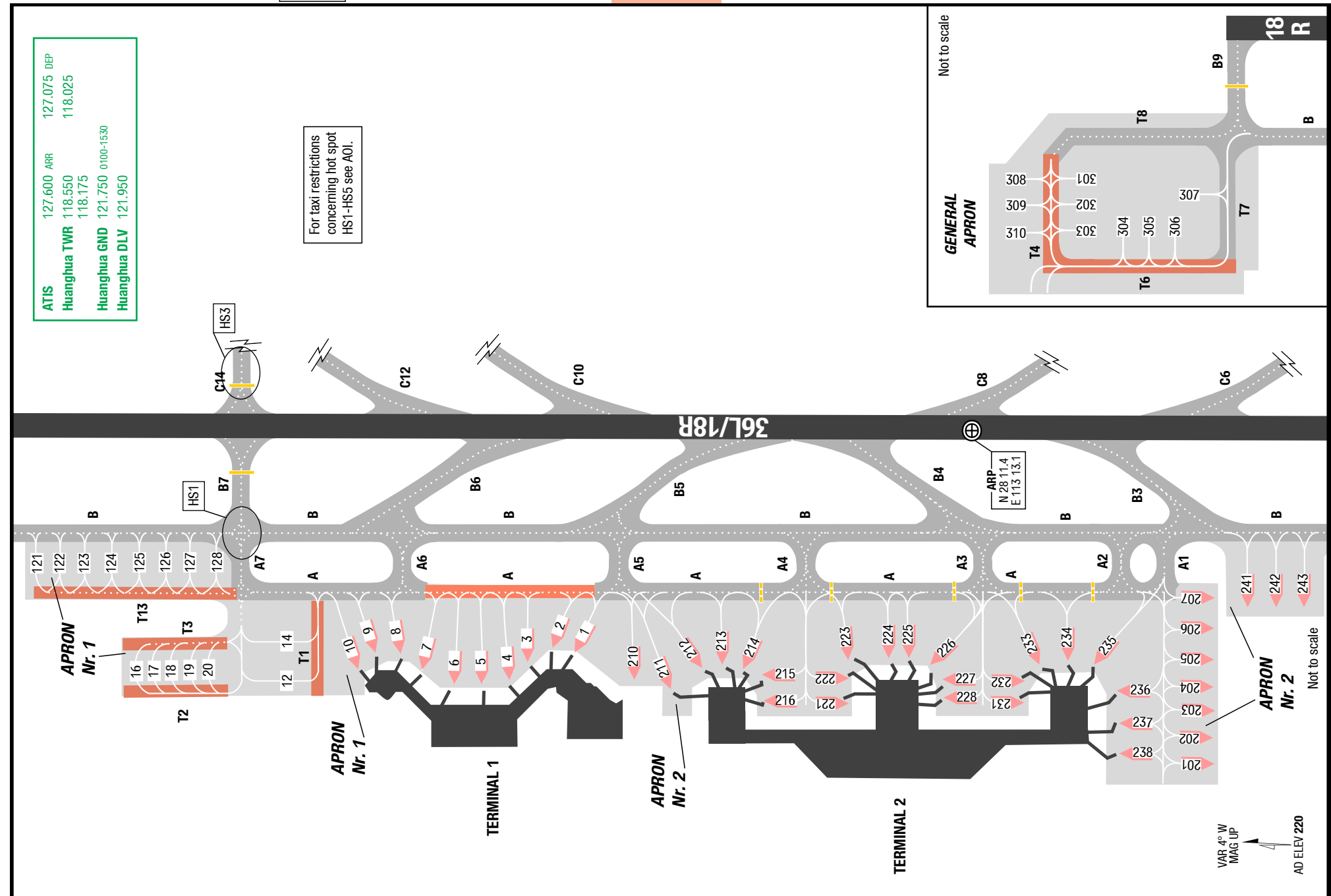
15HL	THR 212 (81Pa) / TDZ --- (%)	36R	THR 188 (71Pa) / TDZ --- (%)
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15HL	THR 219 (81Pa) / TDZ --- (%)	36L	THR 198 (71Pa) / TDZ --- (%)
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ATIS	127.600	ARR	127.075	DEP
Huanghua TWR	118.550		118.025	
	118.175			
Huanghua GND	121.750	0100-1530		
Huanghua DLV	121.950			

For taxi restrictions concerning hot spot HS1-HS5 see A01.





Effective 29-MAR-2018

22-MAR-2018

CSX-ZGHA

China Changsha Huanghua

RNAV SIDs RWY 18R

4-10

RNAV SIDs RWY 18L

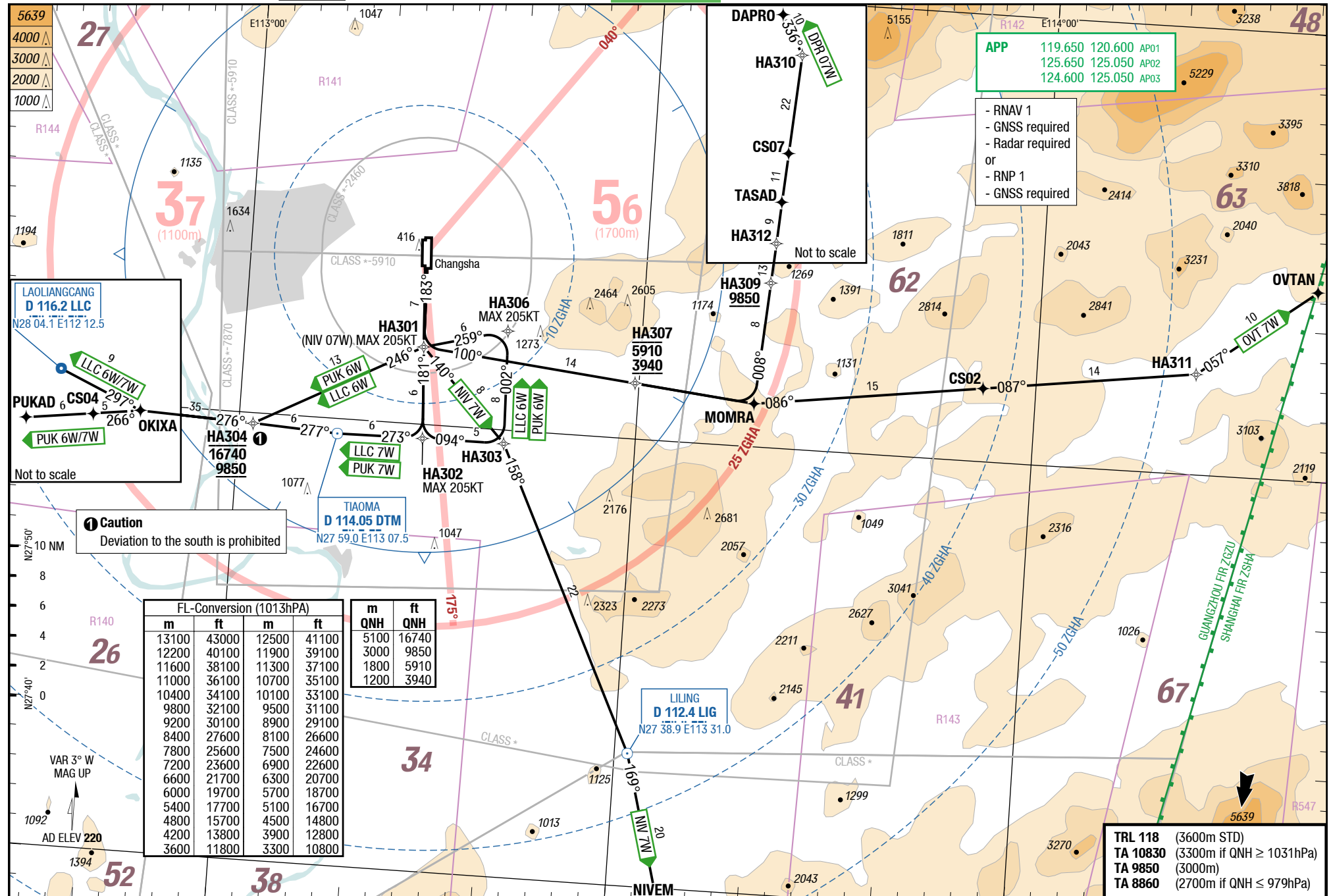
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SID

Huanghua Changsha China

RNAV SIDs RWY 18R

RNAV SIDs RWY 18L



Changes: ASP, PROC renumbered, VAR



## CSX-ZGHA

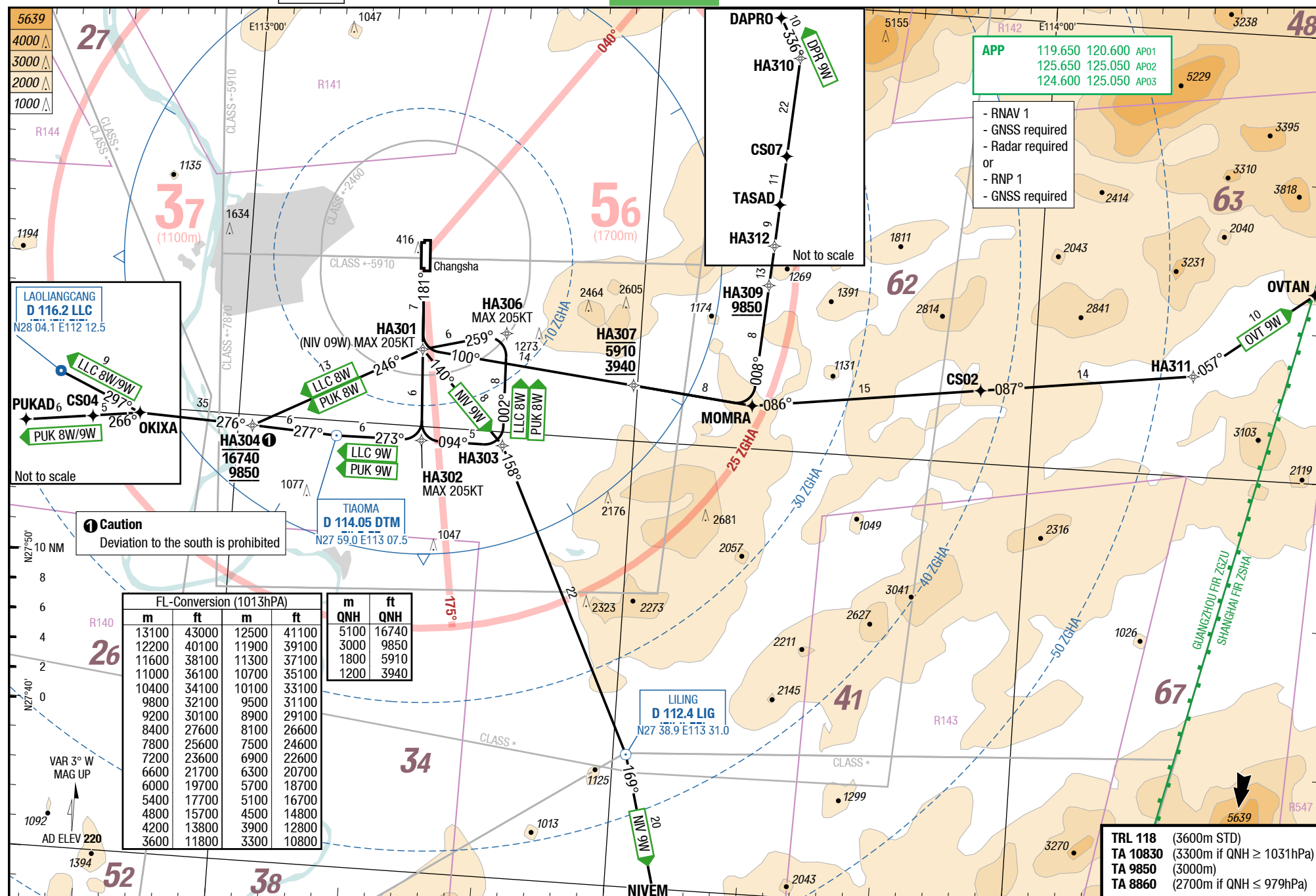
## RNAV SIDs RWY 18R

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SID

## RNAV SIDs RWY 18R

4-20



Changes: ASP, VAR, PROC renumbered

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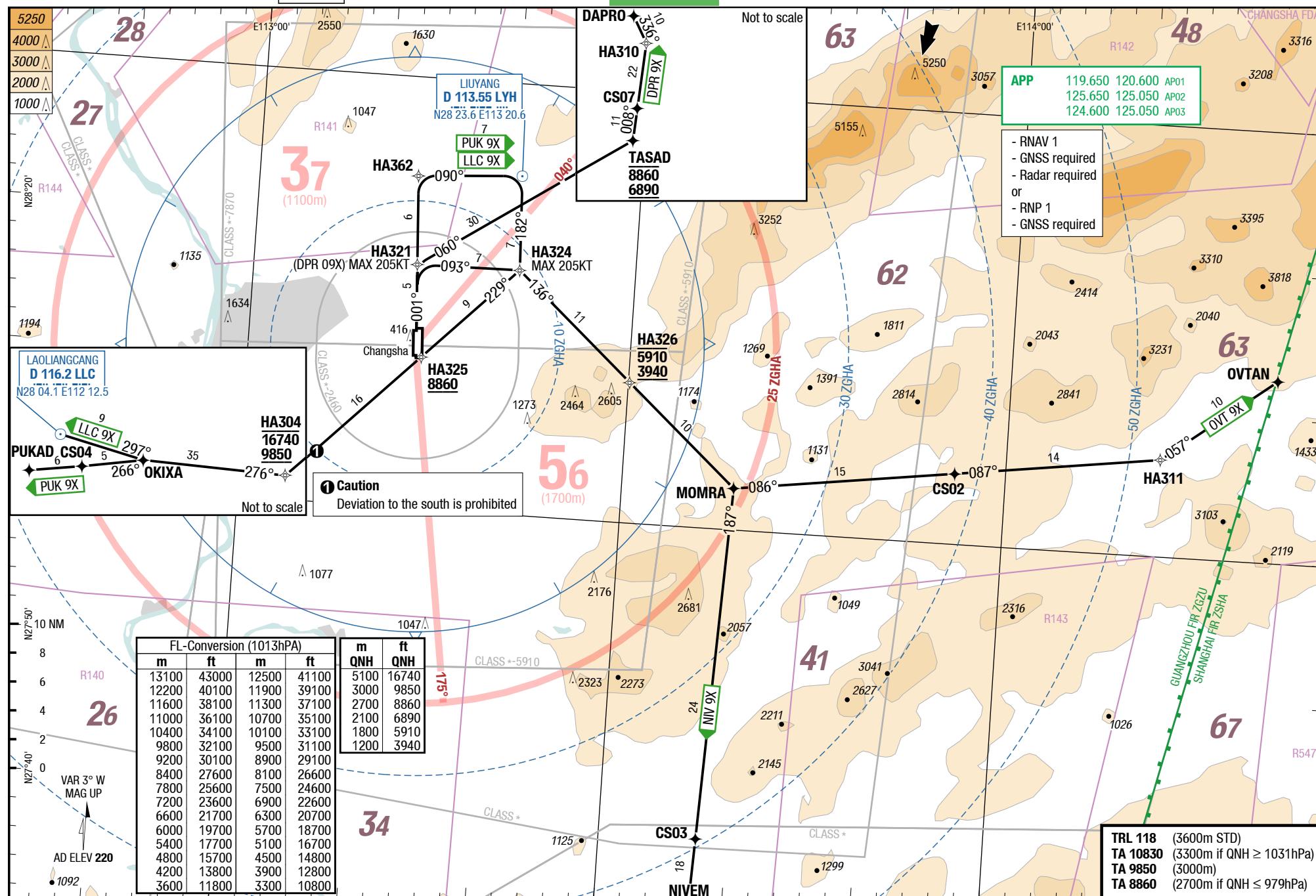


## CSX-ZGHA

## RNAV SIDs RWY 36L

SID SID

## RNAV SIDs RWY 36L



Changes: ASP, VAR, PROC renumbered

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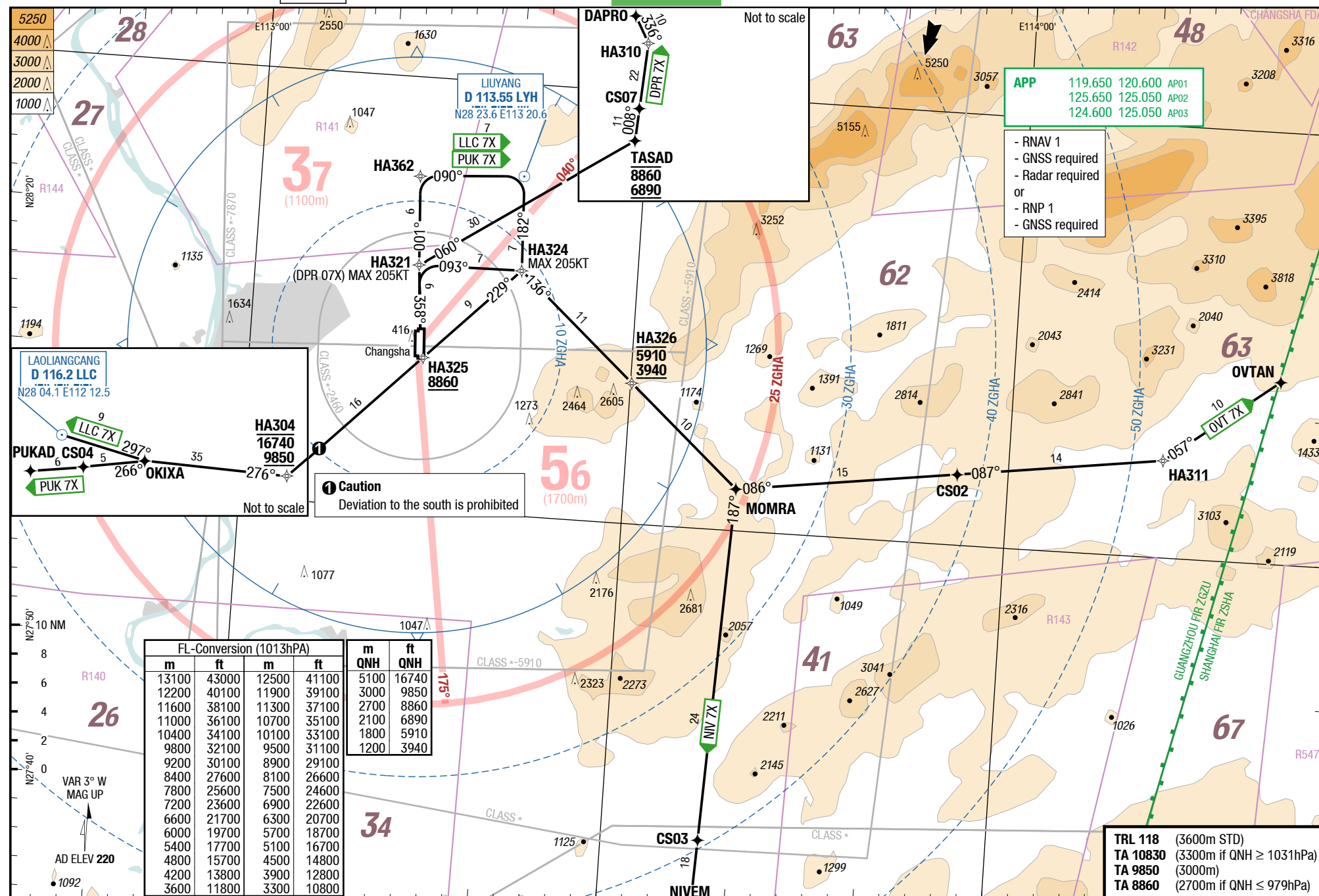
## CSX-ZGHA

## RNAV SIDs RWY 36R

**SID**

## RNAV SIDs RWY 36R

4-40



Changes: ASP, VAR, PROC renumbered

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Effective 30-MAR-2017

23-MAR-2017

CSX-ZGHA

China Changsha Huanghua

SIDs RWY 18R

SIDs RWY 18L

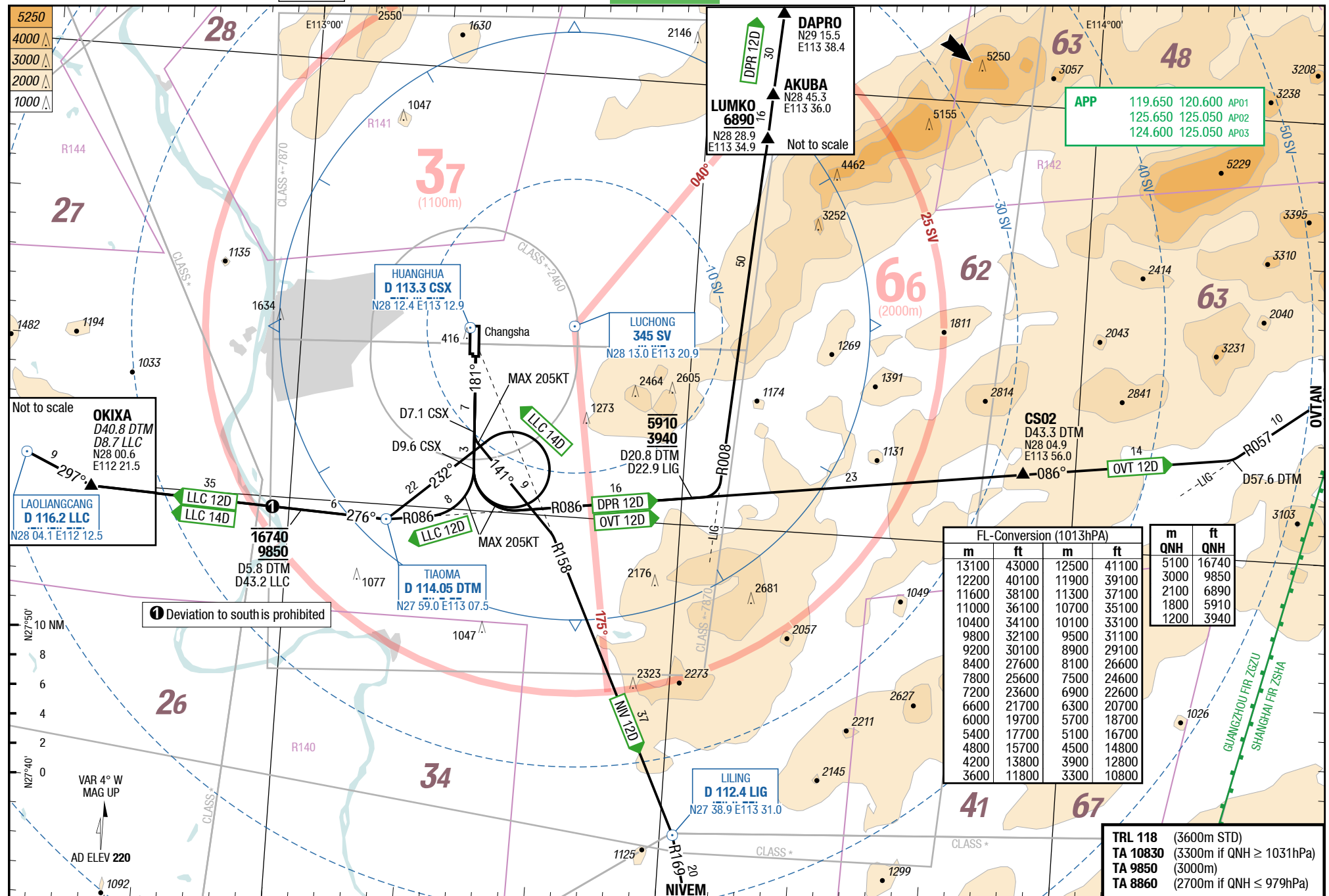
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Huanghua Changsha China

SIDs RWY 18R

SIDs RWY 18L





## CSX-ZGHA

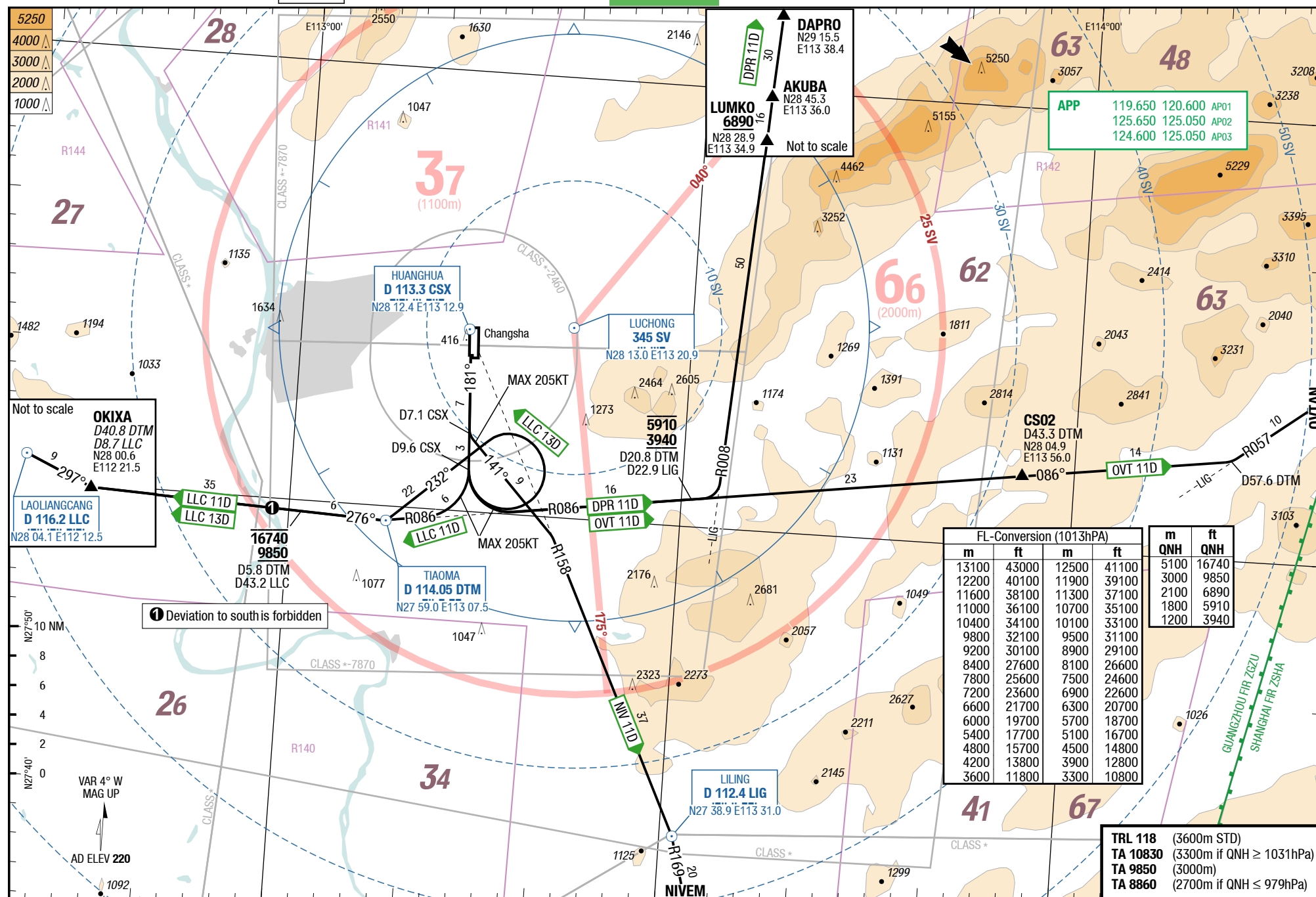
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Huanghua **Changsha** China

## SIDs RWY 18R

## SIDs RWY 18R



Changes: new

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## CSX-ZGHA

## SIDs RWY 36L

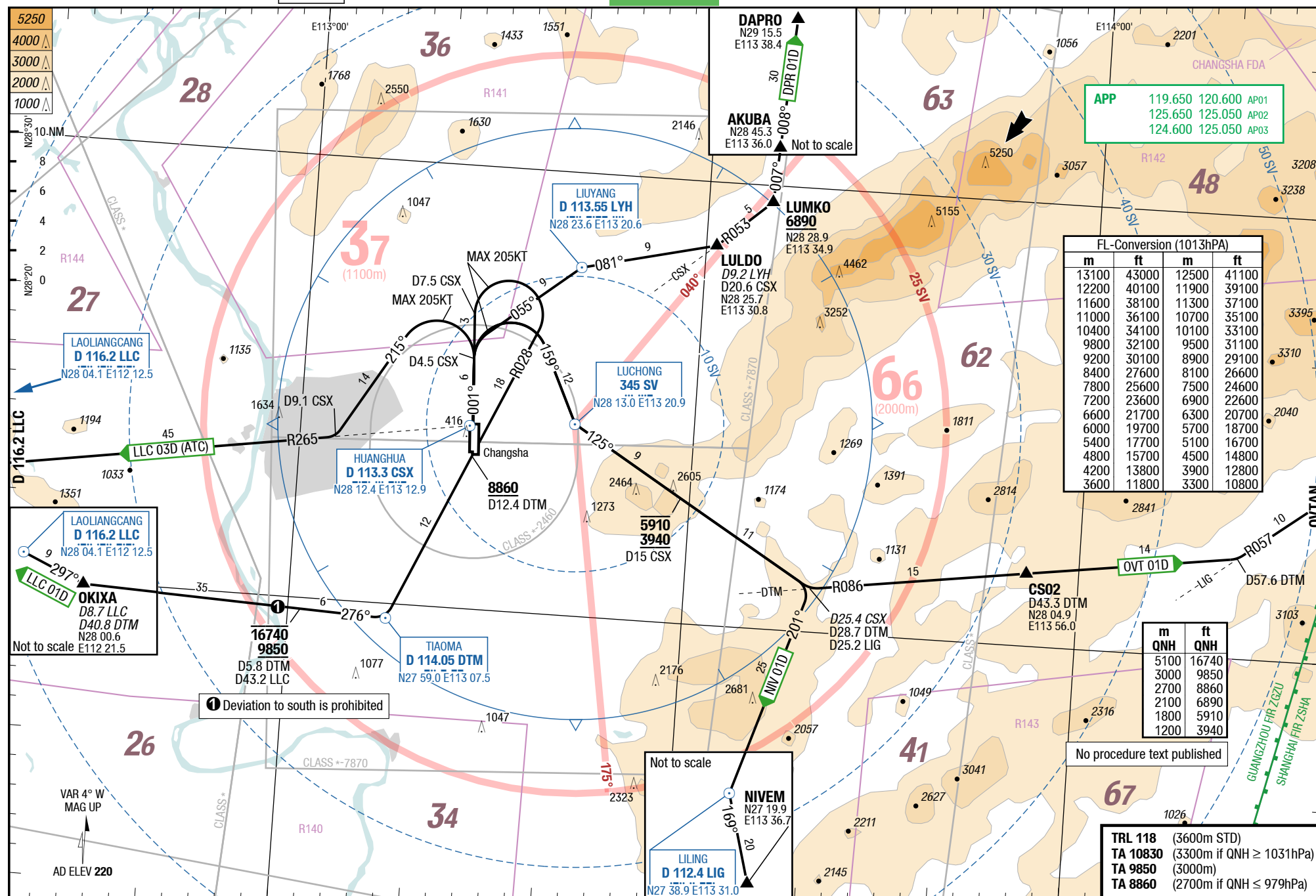
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SID

## SIDs RWY 36L

4-70

## SIDs RWY 36L



Changes: new

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Effective 30-MAR-2017

23-MAR-2017

CSX-ZGHA

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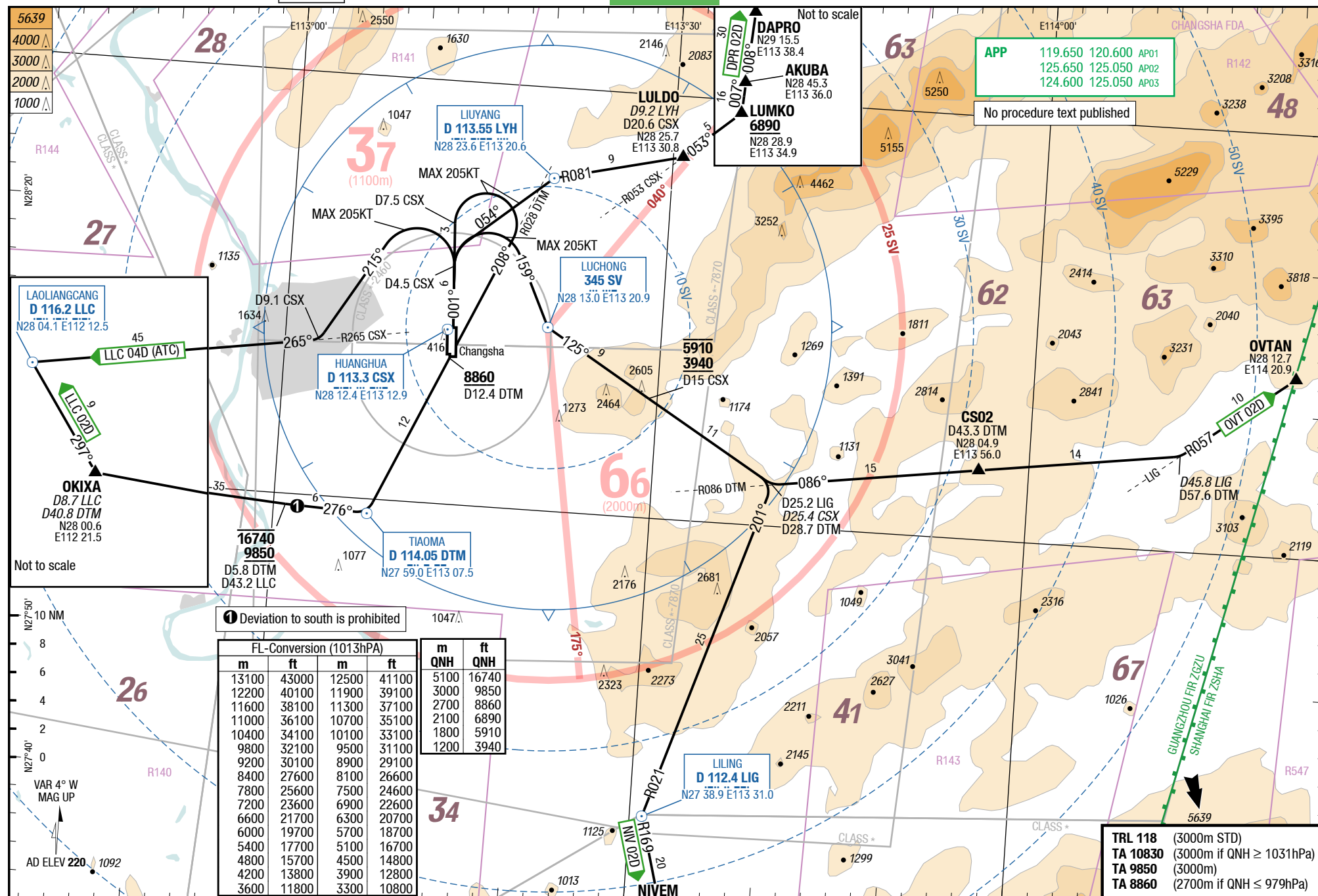
4-80

SIDs RWY 36R

SID

SID

SIDs RWY 36R



Changes: new

## CSX-ZGHA

5-10

## RNAV SIDs RWY 18L

SIDPT

DPR 7W / LAOLIANGCANG 6W / LAOLIANGCANG 7W / NIV 7W / OVT 7W / PUK 6W / PUK 7W

RWY 18L (181°)

	GS	120	150	180	210	240	270
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18L</b>	
<b>DPR 7W</b> <b>119.650</b>	183° HA301 - HA307 - MOMRA - HA309 - HA312 - TASAD - CS07 - HA310 - DAPRO	HA307 between <b>3940</b> and <b>5910</b> HA309 MNM <b>9850</b>
<b>LAOLIANGCANG 6W</b> <b>LLC 6W</b> <b>119.650</b>	183° HA301 - HA302 [K205-] - HA303 - HA306 [K205-] - HA301 - HA304 - OKIXA - LLC	HA304 between <b>9850</b> and <b>16740</b>
<b>LAOLIANGCANG 7W</b> <b>LLC 7W</b> 7.5% to HA304 <b>119.650</b>	183° HA301 - HA302 [K205-] - DTM - HA304 - OKIXA - LLC	HA304 between <b>9850</b> and <b>16740</b>
<b>NIV 7W</b> <b>119.650</b>	183° HA301 [K205-] - HA303 - LIG - NIVEM	
<b>OVT 7W</b> <b>119.650</b>	183° HA301 - HA307 - MOMRA - CS02 - HA311 - OVTAN	HA307 between <b>3940</b> and <b>5910</b>
<b>PUK 6W</b> <b>119.650</b>	183° HA301 - HA302 [K205-] - HA303 - HA306 [K205-] - HA301 - HA304 - OKIXA - CS04 - PUKAD	HA304 between <b>9850</b> and <b>16740</b>
<b>PUK 7W</b> 7.5% to HA304 <b>119.650</b>	183° HA301 - HA302 [K205-] - DTM - HA304 - OKIXA - CS04 - PUKAD	HA304 between <b>9850</b> and <b>16740</b>



## CSX-ZGHA

5-20

## RNAV SIDs RWY 18R

DPR 9W / LAOLIANGCANG 8W / LAOLIANGCANG 9W / NIV 9W / OVT 9W / PUK 8W / PUK 9W

RWY 18R (181°)

	GS	120	150	180	210	240	270
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18R</b>	
<b>DPR 9W</b> <b>119.650</b>	181° HA301 - HA307 - MOMRA - HA309 - HA312 - TASAD - CS07 - HA310 - DAPRO	HA307 between <b>3940</b> and <b>5910</b> HA309 MNM <b>9850</b>
<b>LAOLIANGCANG 8W</b> <b>LLC 8W</b> <b>119.650</b>	181° HA301 - HA302 [K205-] - HA303 - HA306 [K205-] - HA301 - HA304 - OKIXA - LLC	HA304 between <b>9850</b> and <b>16740</b>
<b>LAOLIANGCANG 9W</b> <b>LLC 9W</b> 7.5% to HA304 <b>119.650</b>	181° HA301 - HA302 [K205-] - DTM - HA304 - OKIXA - LLC	HA304 between <b>9850</b> and <b>16740</b>
<b>NIV 9W</b> <b>119.650</b>	181° HA301 [K205-] - HA303 - LIG - NIVEM	
<b>OVT 9W</b> <b>119.650</b>	181° HA301 - HA307 - MOMRA - CS02 - HA311 - OVTAN	HA307 between <b>3940</b> and <b>5910</b>
<b>PUK 8W</b> <b>119.650</b>	181° HA301 - HA302 [K205-] - HA303 - HA306 [K205-] - HA301 - HA304 - OKIXA - CS04 - PUKAD	HA304 between <b>9850</b> and <b>16740</b>
<b>PUK 9W</b> 7.5% to HA304 <b>119.650</b>	181° HA301 - HA302 [K205-] - DTM - HA304 - OKIXA - CS04 - PUKAD	HA304 between <b>9850</b> and <b>16740</b>

DPR 9X / LAOLIANGCANG 9X / NIV 9X / OVT 9X / PUK 9X

RWY 36L (001°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36L	
<b>DPR 9X</b> <b>119.650</b>	001° HA321 [K205-] - TASAD - CS07 - HA310 - DAPRO	TASAD between <b>6890</b> and <b>8860</b>
<b>LAOLIANGCANG 9X</b> <b>LLC 9X</b> <b>119.650</b>	001° HA321 - HA362 - LYH - HA324 [K205-] - HA325 - HA304 - OKIXA - LLC	HA325 MNM <b>8860</b> HA304 between <b>9850</b> and <b>16740</b>
<b>NIV 9X</b> <b>119.650</b>	001° HA321 - HA324 [K205-] - HA326 - MOMRA - CS03 - NIVEM	HA326 between <b>3940</b> and <b>5910</b>
<b>OVT 9X</b> <b>119.650</b>	001° HA321 - HA324 [K205-] - HA326 - MOMRA - CS02 - HA311 - OVTAN	HA326 between <b>3940</b> and <b>5910</b>
<b>PUK 9X</b> <b>119.650</b>	001° HA321 - HA362 - LYH - HA324 [K205-] - HA325 - HA304 - OKIXA - CS04 - PUKAD	HA325 MNM <b>8860</b> HA304 between <b>9850</b> and <b>16740</b>

## CSX-ZGHA

5-40

## RNAV SIDs RWY 36R

SIDPT

DPR 7X / LAOLIANGCANG 7X / NIV 7X / OVT 7X / PUK 7X

RWY 36R (001°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
<b>DPR 7X</b> <b>119.650</b>	358° HA321 [K205-] - TASAD - CS07 - HA310 - DAPRO	TASAD between <b>6890</b> and <b>8860</b>
<b>LAOLIANGCANG 7X</b> <b>LLC 7X</b> <b>119.650</b>	358° HA321 - HA362 - LYH - HA324 [K205-] - HA325 - HA304 - OKIXA - LLC	HA325 MNM <b>8860</b> HA304 between <b>9850</b> and <b>16740</b>
<b>NIV 7X</b> <b>119.650</b>	358° HA321 - HA324 [K205-] - HA326 - MOMRA - CS03 - NIVEM	HA326 between <b>3940</b> and <b>5910</b>
<b>OVT 7X</b> <b>119.650</b>	358° HA321 - HA324 [K205-] - HA326 - MOMRA - CS02 - HA311 - OVTAN	HA326 between <b>3940</b> and <b>5910</b>
<b>PUK 7X</b> <b>119.650</b>	358° HA321 - HA362 - LYH - HA324 [K205-] - HA325 - HA304 - OKIXA - CS04 - PUKAD	HA325 MNM <b>8860</b> HA304 between <b>9850</b> and <b>16740</b>

CSX-ZGHA

5-50

SIDs RWY 18L

DPR 12D / LAOLIANGCANG 12D / LAOLIANGCANG 14D / NIV 12D / OVT 12D  
RWY 18L (181°)

	GS	120	150	180	210	240	270
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18L</b>	
<b>DPR 12D</b> <b>119.650</b>	No procedure text published	D20.8 <b>DTM</b> /D22.9 <b>LIG</b> between <b>3940</b> and <b>5910</b> <b>LUMKO MNM 6890</b>
<b>LAOLIANGCANG 12D</b> <b>LLC 12D</b> 7.5% to D5.8 DTM <b>119.650</b>	No procedure text published	D5.8 <b>DTM</b> /D43.2 <b>LLC</b> between <b>9850</b> and <b>16740</b>
<b>LAOLIANGCANG 14D</b> <b>LLC 14D</b> <b>119.650</b>	No procedure text published	D5.8 <b>DTM</b> /D43.2 <b>LLC</b> between <b>9850</b> and <b>16740</b>
<b>NIV 12D</b> <b>119.650</b>	No procedure text published	
<b>OVT 12D</b> <b>119.650</b>	No procedure text published	D20.8 <b>DTM</b> /D22.9 <b>LIG</b> between <b>3940</b> and <b>5910</b>

**CSX-ZGHA****5-60****SIDs RWY 18R**

**DPR 11D / LAOLIANGCANG 11D / LAOLIANGCANG 13D / NIV 11D / OVT 11D**  
**RWY 18R (181°)**

	GS	120	150	180	210	240	270
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18R</b>	
<b>DPR 11D</b> <b>119.650</b>	No procedure text published	D20.8 <b>DTM</b> /D22.9 <b>LIG</b> between <b>3940</b> and <b>5910</b> <b>LUMKO MNM 6890</b>
<b>LAOLIANGCANG 11D</b> <b>LLC 11D</b> 7.5% to D5.8 DTM <b>119.650</b>	No procedure text published	D5.8 <b>DTM</b> /D43.2 <b>LLC</b> between <b>9850</b> and <b>16740</b>
<b>LAOLIANGCANG 13D</b> <b>LLC 13D</b> <b>119.650</b>	No procedure text published	D5.8 <b>DTM</b> /D43.2 <b>LLC</b> between <b>9850</b> and <b>16740</b>
<b>NIV 11D</b> <b>119.650</b>	No procedure text published	
<b>OVT 11D</b> <b>119.650</b>	No procedure text published	D20.8 <b>DTM</b> /D22.9 <b>LIG</b> between <b>3940</b> and <b>5910</b>

## CSX-ZGHA

RNAV STARs RWYs 36L/R

6-10

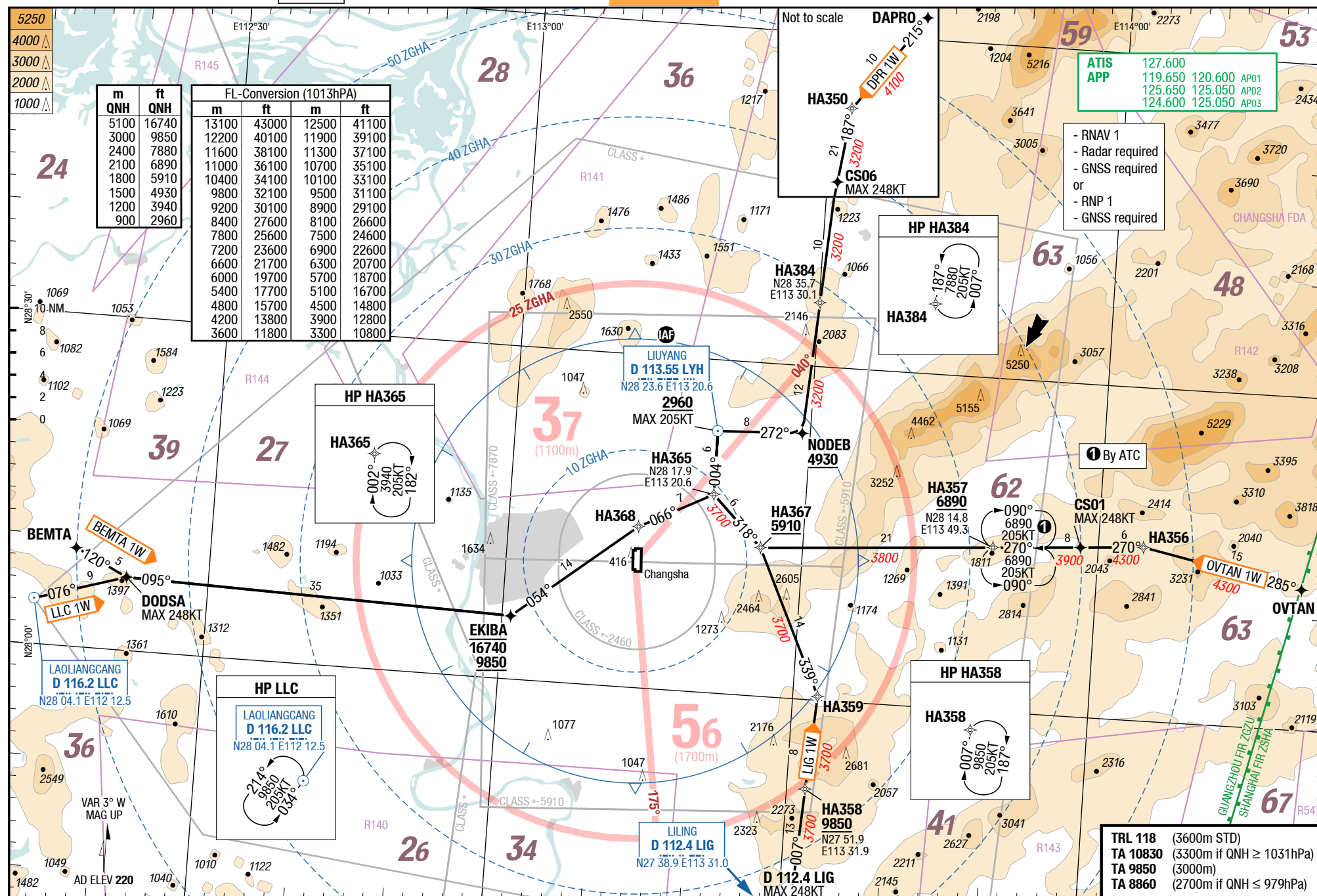
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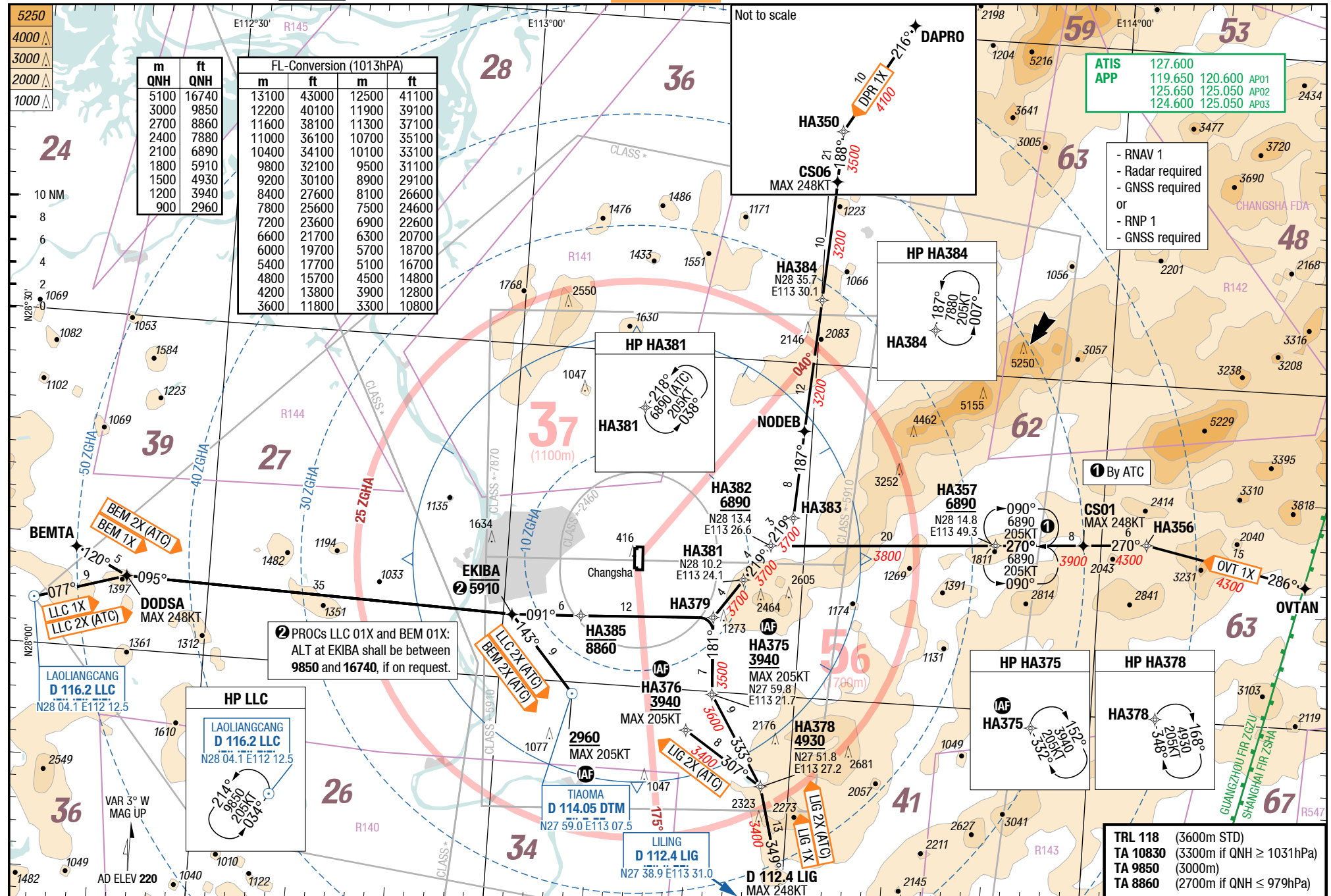
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RNAV STARs RWYs 36L/R

## RNAV STARs RWYs 18L/R



Changes: PROC, Speed RESTR, ASP, VAR





## CSX-ZGHA

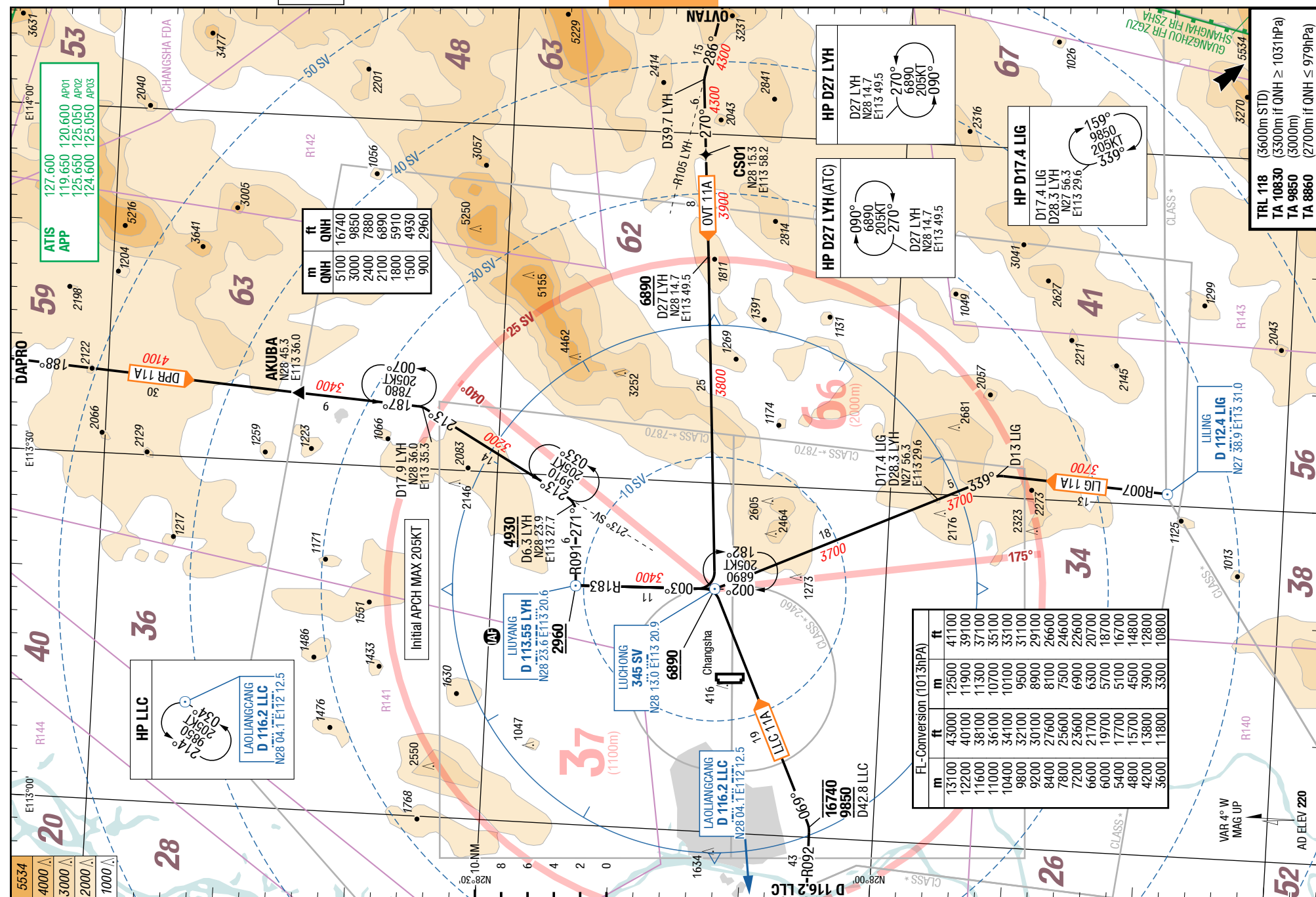
## STARs RWYs 18L/R

# STAR

# STAR

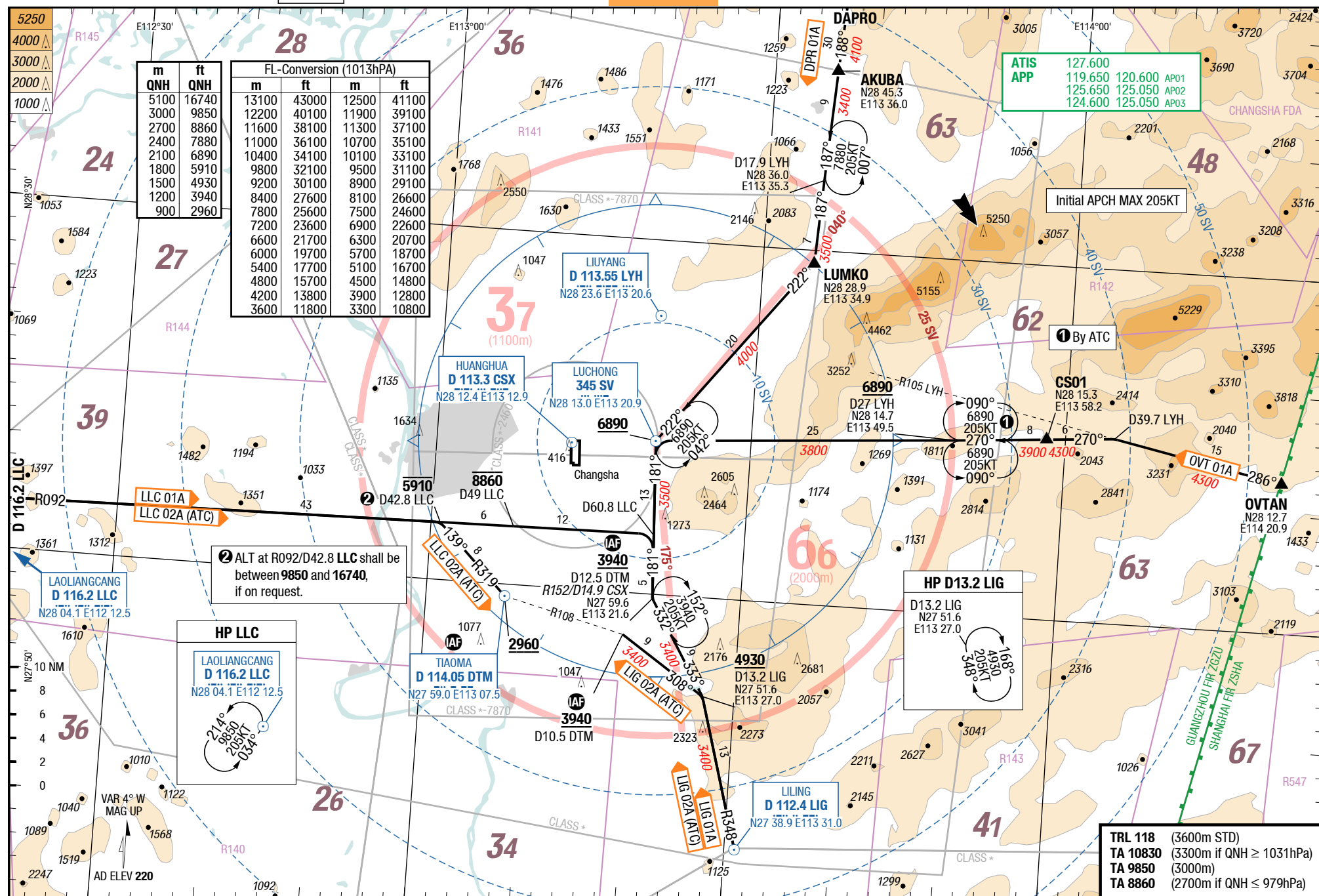
## STARs RWYs 18L/R

6-30



Changes: Completely revised

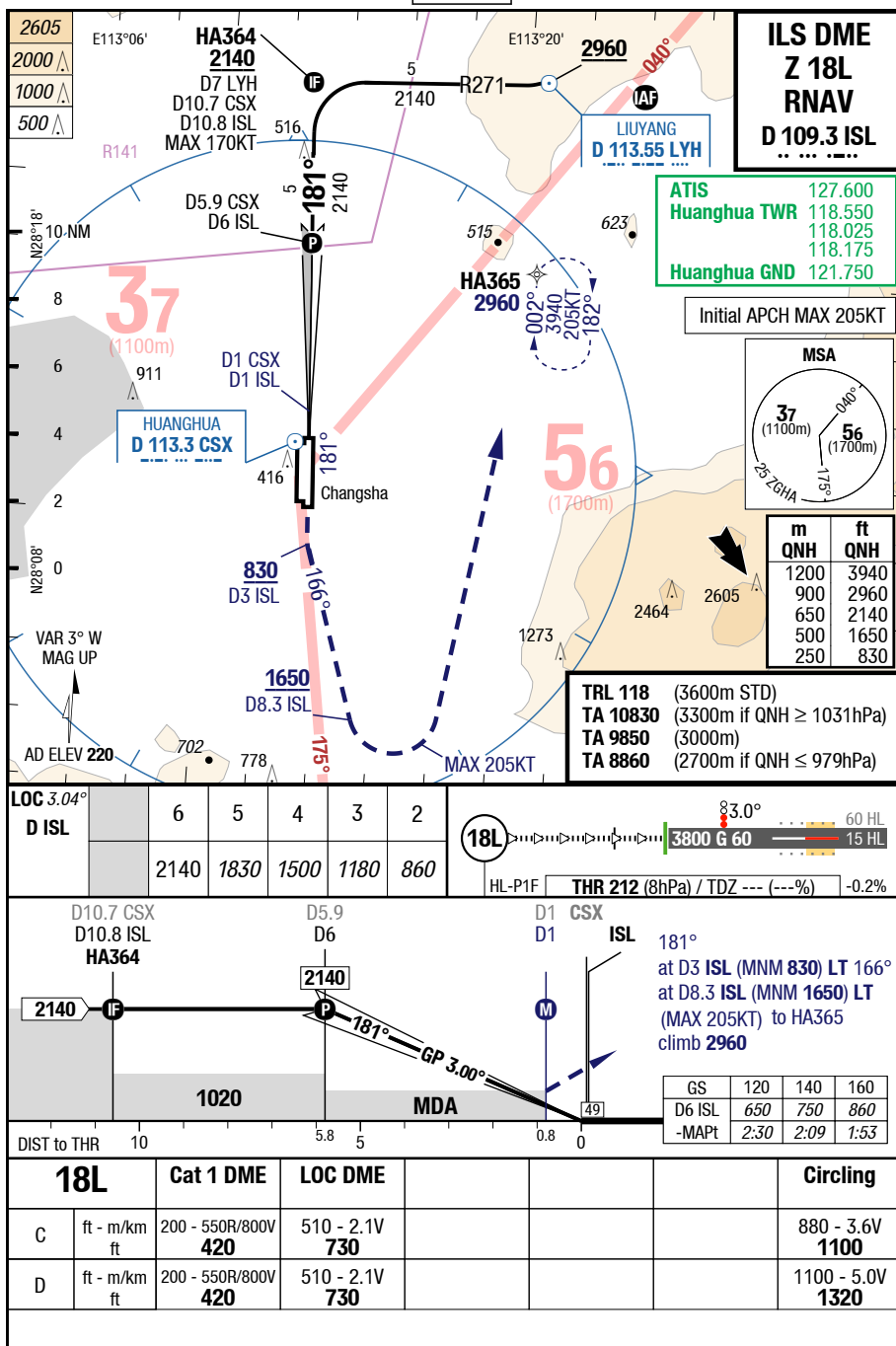
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## CSX-ZGHA

7-10

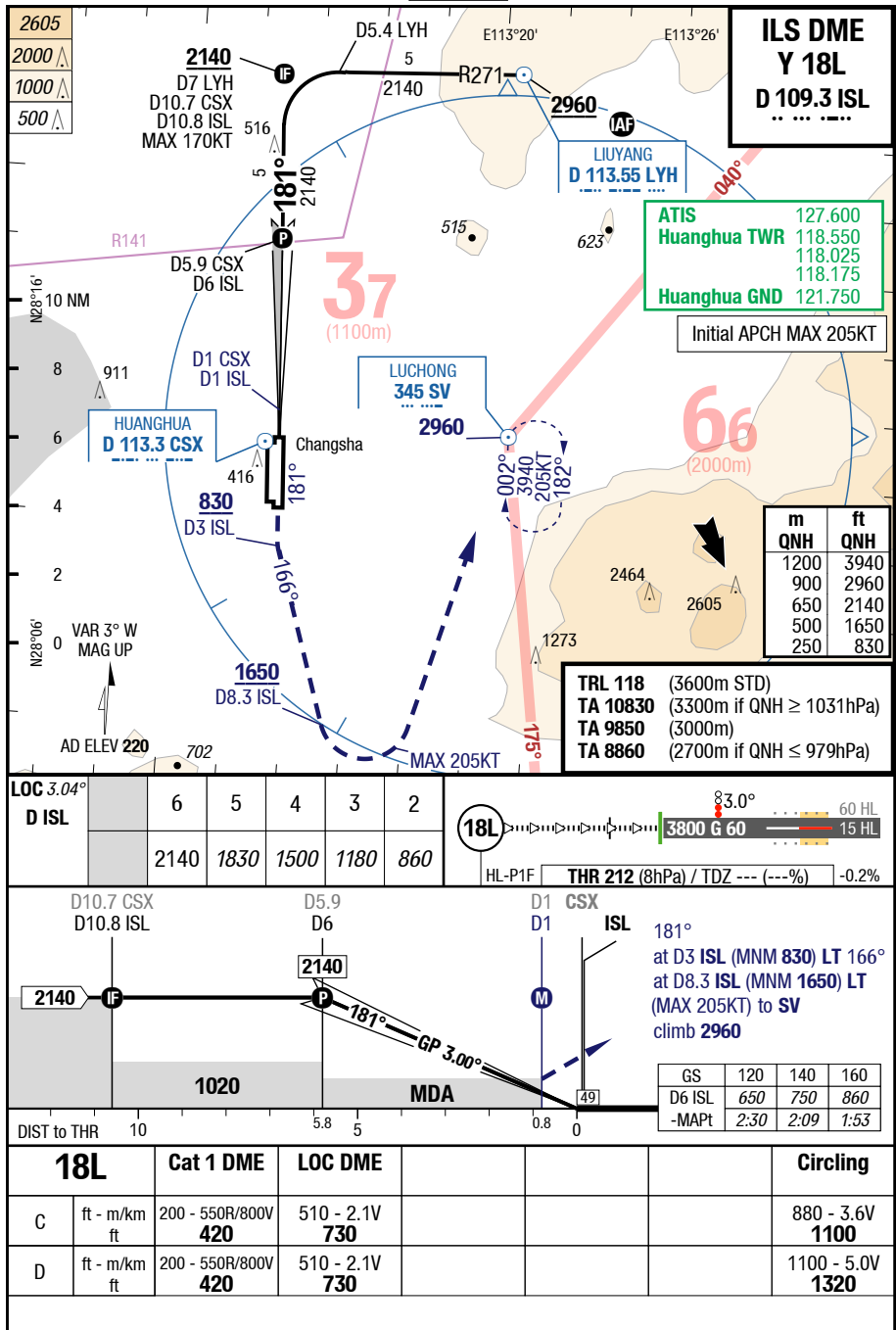
## ILS DME Z 18L RNAV



## CSX-ZGHA

7-20

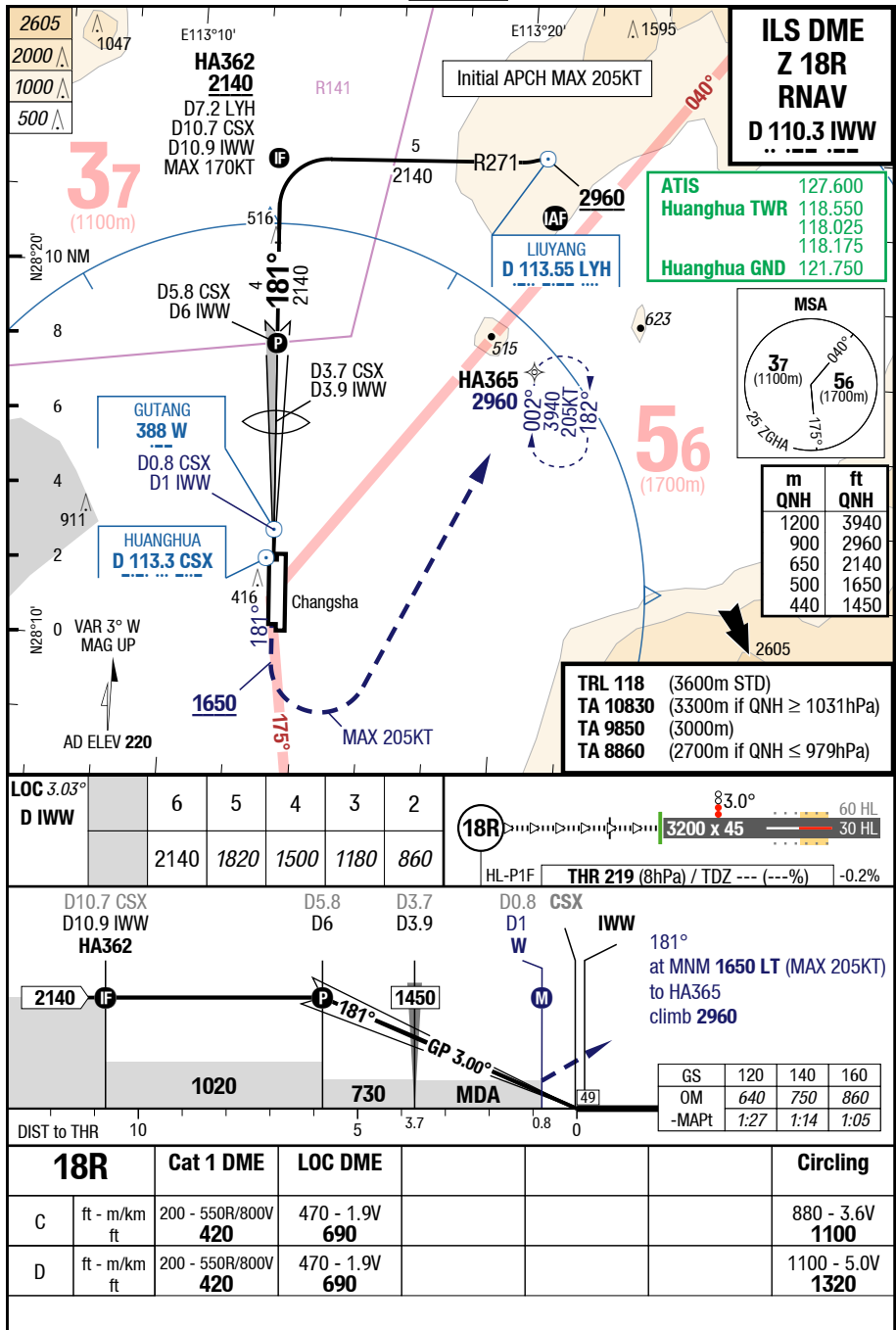
## ILS DME Y 18L



# CSX-ZGHA

**7-30**

## ILS DME Z 18R RNAV

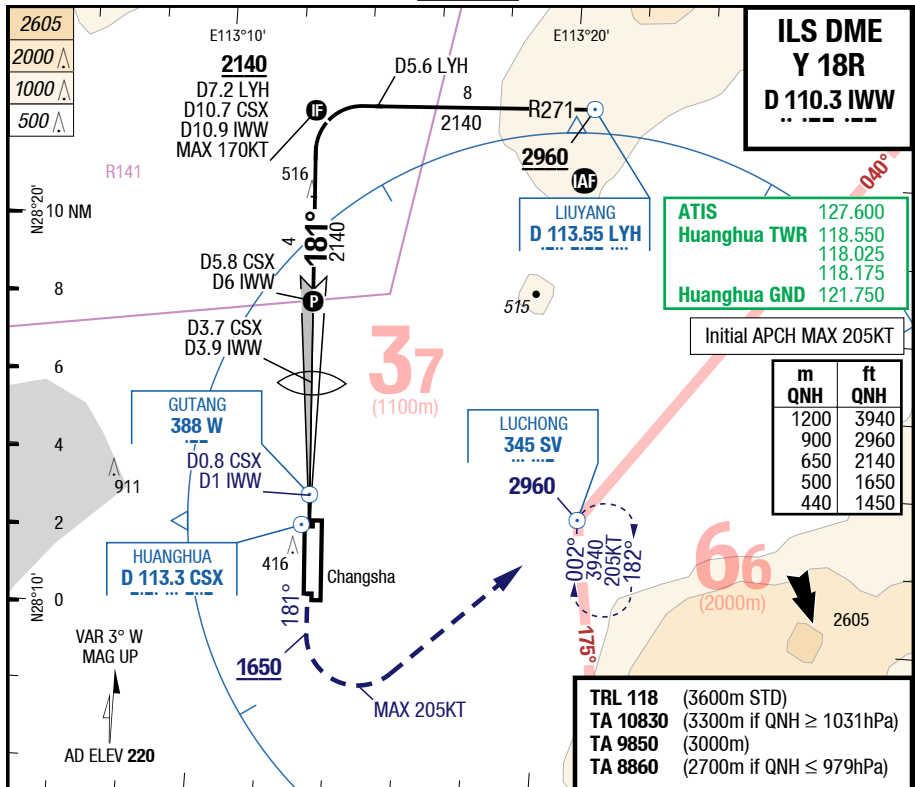




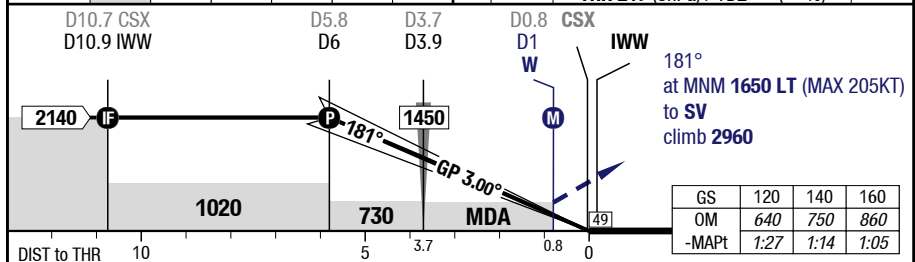
## CSX-ZGHA

7-40

## ILS DME Y 18R



LOC 3.03°	6	5	4	3	2	18R	3200 x 45	60 HL	30 HL	83.0°
D IWW	2140	1820	1500	1180	860					
						HL-P1F	THR 219 (8hPa) / TDZ --- (---%)			-0.2%

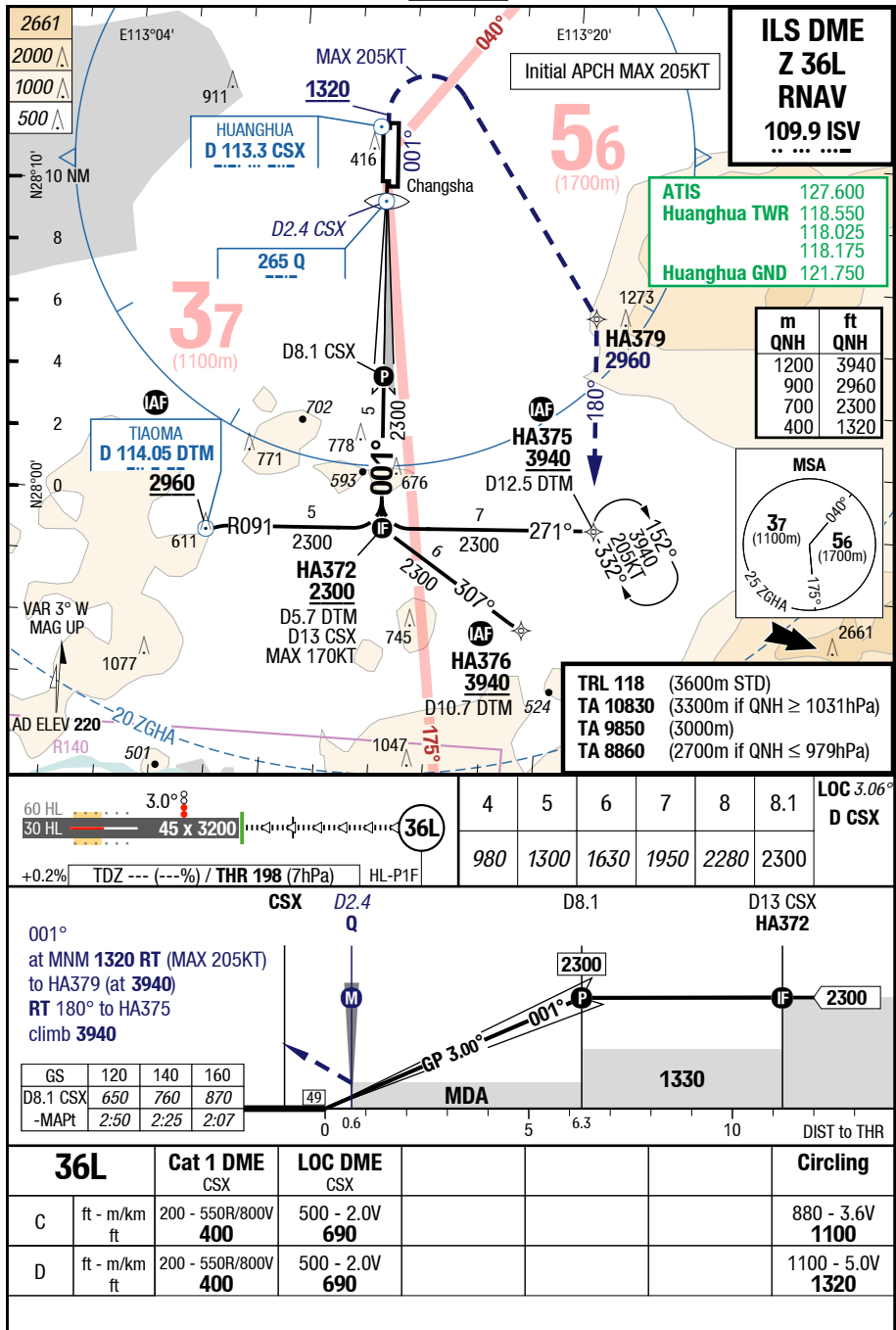


18R	Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	200 - 550R/800V 420	470 - 1.9V 690			880 - 3.6V 1100
D	ft - m/km ft	200 - 550R/800V 420	470 - 1.9V 690			1100 - 5.0V 1320

# CSX-ZGHA

**7-50**

## ILS DME Z 36L RNAV

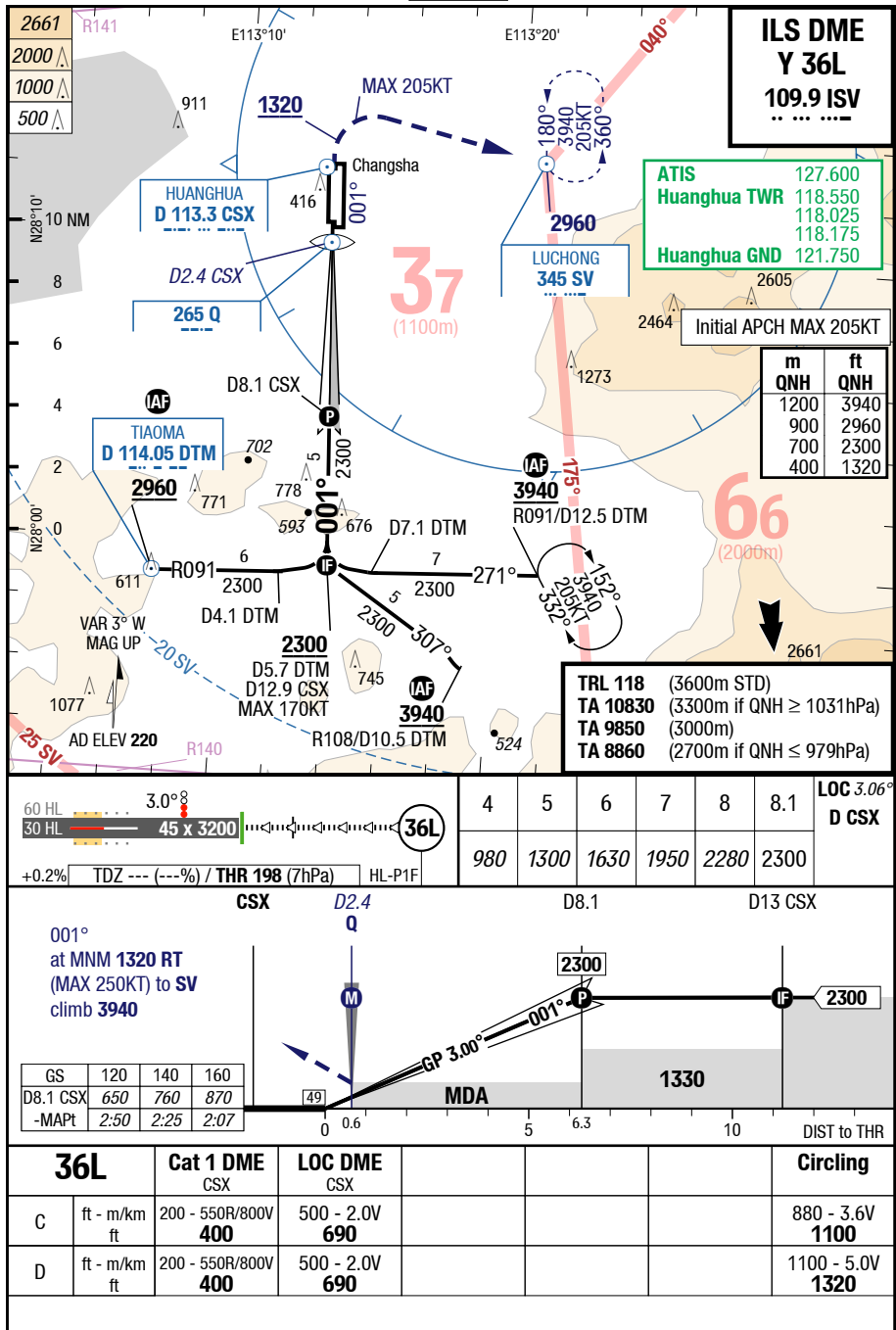




## CSX-ZGHA

7-60

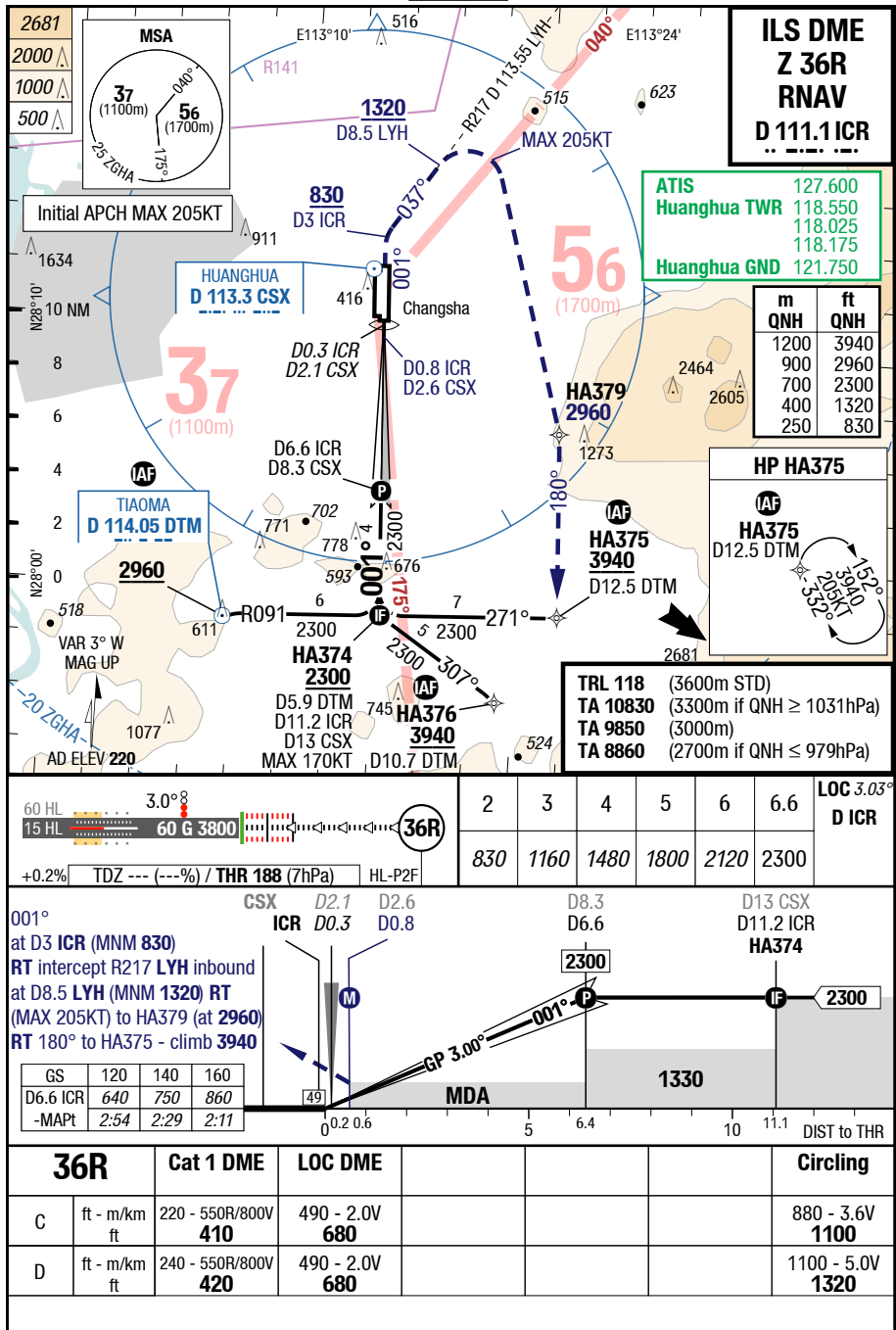
## ILS DME Y 36L



# CSX-ZGHA

**7-70**

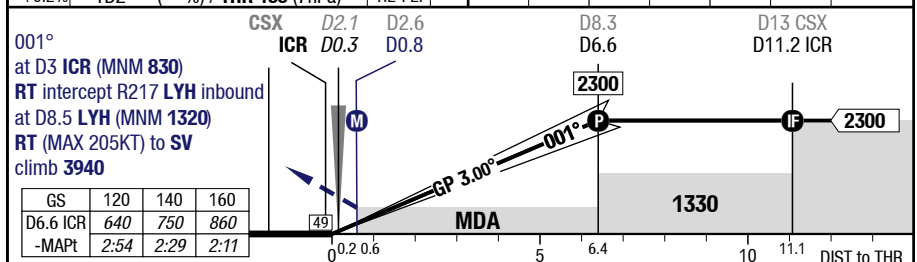
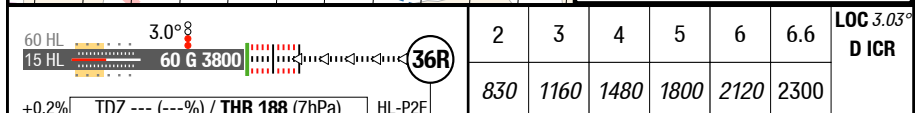
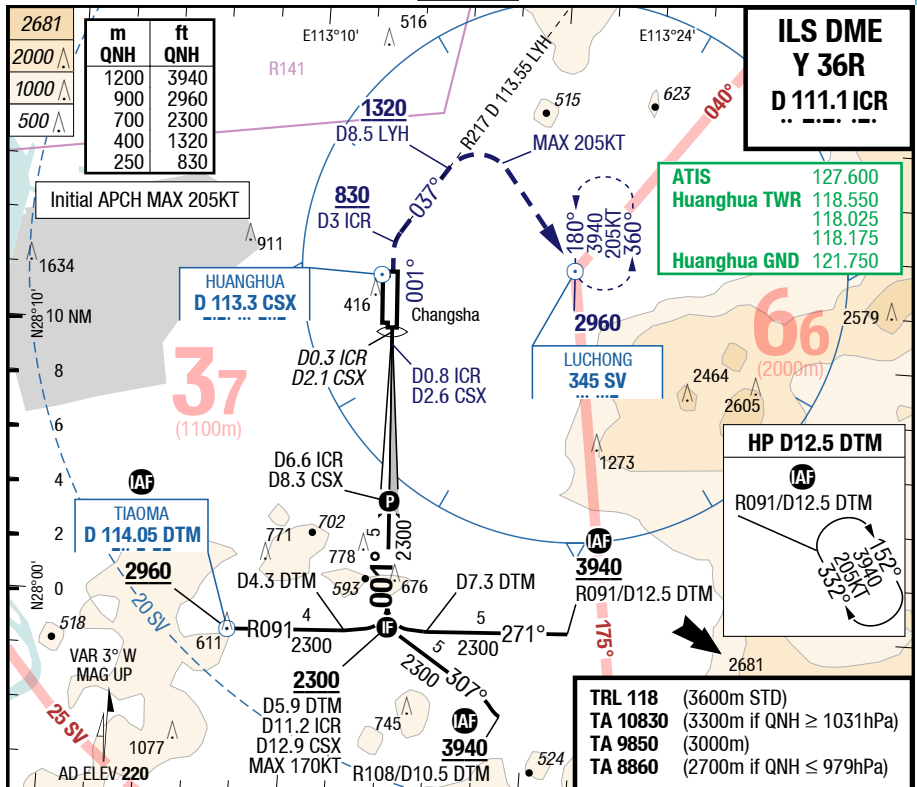
## ILS DME Z 36R RNAV



# CSX-ZGHA

**7-80**

## ILS DME Y 36R



<b>36R</b>		<b>Cat 1 DME</b>	<b>LOC DME</b>				<b>Circling</b>
<b>C</b>	ft - m/km ft	220 - 550R/800V <b>410</b>	490 - 2.0V <b>680</b>				880 - 3.6V <b>1100</b>
<b>D</b>	ft - m/km ft	240 - 550R/800V <b>420</b>	490 - 2.0V <b>680</b>				1100 - 5.0V <b>1320</b>

23-MAR-2017

## CSX-ZGHA

China **Changsha** Huanghua

**MRC**

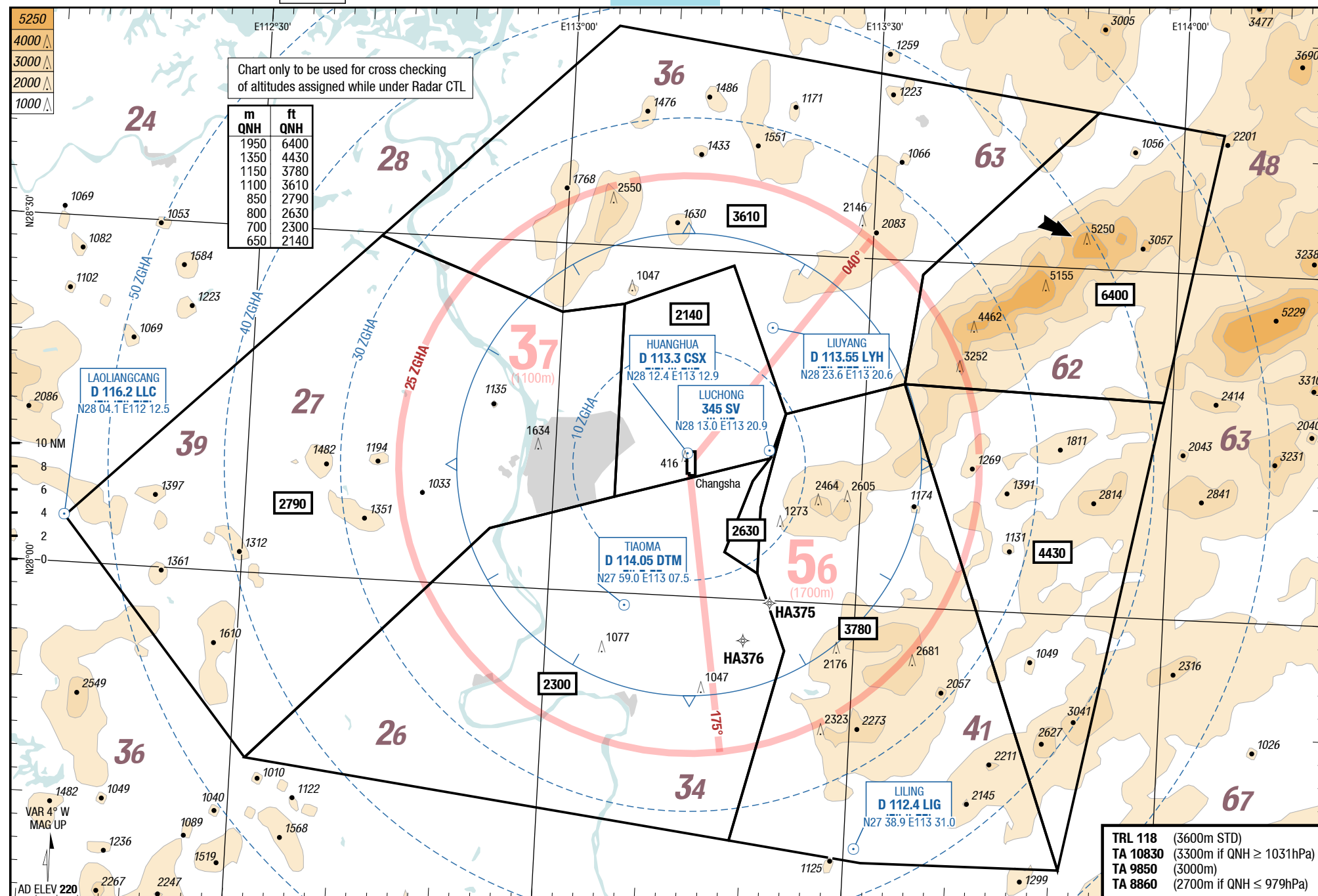
**MRC**

**MRC**

Huanghua **Changsha** China

**NIL**  
**MRC**

8-10



Changes: Completely revised