ZHHH AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICAO / IATA) and name

ZHHH/WUH-武汉/天河 WUHAN/Tianhe

ZHHH 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°47.1′ E114°12.4′ Center of RWY04/22
2	机场基准点与城市的位置关系 Direction and distance from city	344° GEO, 26km from Wuhan Yangzi River Bridge
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	34.5 m/34.9°C(AUG)/1.5°C(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	-
5	磁差（测量年份）及年变率 VAR(Year)/Annual change	4°53′W(2024)/-
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website	Wuhan Tianhe Airport CO. LTD Wuhan Tianhe Airport, Tianhe town, Huangpi district, Wuhan, Hubei province, China Post code:430302 TEL:86-27-85818885 FAX:86-27-85818785 AFS:ZHHHYDYX Website:www.whairport.com
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/RWY05L/23R: 4F; RWY04/22, RWY05R/23L: 4E
9	备注 Remarks	Nil

ZHHH AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	HO
3	卫生健康部门 Health and sanitation	HO
4	航空情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office	H24

6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 De-icing	H24
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Elevation platform truck, fork, conveyor belt truck、Non-powered conveyor belt truck
2	燃油牌号 Fuel types	Jet Fuel No.3
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Rush hour piping system refueling capacity: 233L/s; Hydrant dispenser:25L/s(single pipe); 45L/s(double pipes)
5	除冰设施 De-icing facilities	De-icer(include aircraft CAT F designated de-icer), de-icing fluid(CLEANWING I、CLEANWING II、FCY-1、FCY-2)
6	过站航空器机库 Hangar space for visiting aircraft	Available for B737NG for China Eastern Airlines Available for A/C with wing span＜36m (e.g. A320/A321/B737-800/B737-900) for Air China Airlines
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for aircraft type of B737NG、B737MAX、A319、A320、A321、A320NEO、A330、B787 on request. General maintennance, spare parts and other maintenance work by prior arrangement.
8	备注 Remarks	Ground power unit, ground air supply unit, towing vehicle,ground air preconditioning unit

ZHHH AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD
2	餐饮 Restaurants	In TML T3 and T2
3	交通工具 Transportation	High-speed rail, subway, airport bus, taxi, long-distance shuttle bus in the province
4	医疗设施 Medical facilities	Emergency center at AD, general hospital in the city
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD
7	备注 Remarks	Nil

ZHHH AD 2.6 援救与消防服务 Rescue and fire fighting services

1	机场消防等级 AD category for fire fighting	CAT 9
2	援救设备 Rescue equipment	Fire fighting facilities: rapid reaction truck, primary foam tender, heavy foam tender, smoke exhaust fire fighting tender, tunnel fire fighting tender, disassembly rescue vehicle, command truck, service truck; Rescue equipment: mobile surface, moving trailer for damaged aircraft, uplift air cushion, tethered equipment, hoisting equipment, rubber blanket, towing equipment, fuselage stabilizer bracket, landing gear bundling equipment.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to B747-8
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons Snow blower, snow pusher, snow slingers, sweeper, spreaders
2	扫雪顺序 Clearance priorities	RWY→RWY link taxiways→parallel taxiways→Apron link taxiways→Apron Other link taxiways.
3	备注 Remarks	Nil

ZHHH 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	道面 Surface	CONC
		强度 Strength	PCR 1300/R/B/W/T : 216-224,223A PCR 1160/R/B/W/T : 111-116 PCR 1120/R/B/W/T : 126,127,130-132,136,137, 508-511 PCR 1100/R/A/W/T : 301-361,331L/R,332L/R PCR 1100/R/B/W/T : 207-215 PCR 1060/R/A/W/T : 519-523 PCR 1030/R/B/W/T : 117-121 PCR 970/R/B/W/T : 601-603, run-ups stand of China Eastern Apron PCR 950/R/B/W/T : 101-110 PCR 830/R/A/W/T : de-icing stands Nr.01-03 PCR 820/R/B/W/T : 501-507,532-537 PCR 790/R/A/W/T : 512-517 PCR 760/R/B/W/T : 201-206 PCR 700/R/B/W/T : 610-615
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	80m : C12, C13 79m : H1 70m : C6-C11, H2, M1 60m : Y3, Y6, Y9 58m : M2, M3 56.75m : D2, D15 56m : D3, D5-D12, D14, M4 52m : C1-C5 50m : D16, G3, G4 47.7m : Z16 44m : E2, E3, E14, E15, Y2, Y8 43m : G1 41m : D1 40m : P10 36m : K2 34m : E1, E16, K3 33m : K4 32.79m : F16 32m : K1 30.5m : F3 30m : H3, H4 29m : B9 28.5m : B12 28m : B4, B10 27.9m : B1

			27.5m : N2, N4 25m : D, E, E5-E7, E10-E12, K(east of K2(inclusive)), M(east of M2(inclusive)) 24.2m : Y5 23m : B, B5, B8, C, C14, F, F5-F7, F10-F12, G, G2, H, J, K(west of K2(exclusive)), M(west of M2(exclusive)), N, P9, Y1, Y4, Y7, Y10, Z9 18m : Z18
		道面 Surface	ASPH : B4, B5, B8, B9, Z18 CONC : B, B1, B10, B12, C, C1-C14, D, D1-D3, D5-D12, D14-D16, E, E1-E3, E5-E7, E10-E12, E14-E16, F, F3, F5-F7, F10-F12, F16, G, G1-G4, H, H1-H4, J, K, K1-K4, M, M1-M4, N, N2, N4, P1-P14, Y1-Y10, Z6-Z9, Z16
		强度 Strength	PCR 1460/R/A/W/T : B1 PCR 1420/F/B/X/T : B5, B8 PCR 1350/F/B/X/T : Z18 PCR 1350/R/B/W/T : P1, P2 PCR 1250/R/A/W/T : B12 PCR 1230/R/B/W/T : B9 PCR 1190/R/A/W/T : D1, D3, D5-D12, D14, D16, E PCR 1190/R/B/W/T : C5, C9 PCR 1180/R/A/W/T : B(B1-B10), D PCR 1170/R/B/W/T : P3, P4 PCR 1160/R/A/W/T : C12 PCR 1140/R/A/W/T : E3, E14, F, F3, F16, Y1, Y4, Y5, Y7, Y10 PCR 1130/R/A/W/T : Z6-Z8 PCR 1120/R/A/W/T : C(H1-C1), E16, H1-H4 PCR 1110/R/A/W/T : G1-G4 PCR 1100/R/A/W/T : B(B10-B12), C6-C8, C10, C11 PCR 1090/R/A/W/T : C(C1-C5), E1, G, H PCR 1090/R/B/W/T : P9 PCR 1080/R/A/W/T : D2, D15, E2, E15, Y2, Y3, Y6, Y8, Y9 PCR 1070/R/A/W/T : C1-C4, M2-M4 PCR 1040/R/A/W/T : C(C5-C11), J(C-K1) PCR 1030/R/A/W/T : C(C11-C14), K1-K4, M PCR 1020/R/A/W/T : P12 PCR 1020/R/B/W/T : B4, C13, M1, N, N2, N4, P11, Z9 PCR 1010/R/A/W/T : J(K1-D) PCR 1010/R/B/W/T : Z16 PCR 1000/R/A/W/T : K(C-K1) PCR 970/R/A/W/T : K(K1-D) PCR 950/R/A/W/T : F5-F7, F10-F12 PCR 950/R/B/W/T : P5 PCR 920/R/A/W/T : E5-E7, E10-E12 PCR 910/R/A/W/T : B10

			PCR 900/R/A/W/T : P10 PCR 830/R/A/W/T : P6-P8 PCR 820/R/A/W/T : C14 PCR 820/R/B/W/T : P13, P14
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Nil	

ZHHH AD 2.9 地面活动引导和管制系统与标识
Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 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. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at stands Nr. 01-03, 101-121, 126, 127, 130-132, 136, 137, 201-223, 223A, 224, 301-331, 331L, 331R, 332, 332L, 332R, 333-361, 501-517, 519-523, 532-537, 601, 602. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at aircraft stands Nr. 201-220, 301-304, 307, 308, 310-319, 321, 322, 324-340, 342, 343, 345-354, 356, 357, 359-361, Marshalling assistance for other aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(04, 05L), RENL
		滑行道标志 TWY markings	Edge line, center line, No-entry(B4, B5, B8, B9, E5-E7, E10-E12, F5-F7, F10-F12, Y5), RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line lights, center line lights, No-entry bar(B4, B5, B8, B9, E5-E7, E10-E12, F5-F7, F10-F12, Y5) , RETILs(B4, B5, B8, B9, E5-E7, E10-E12, F5-F7, F10-F12), intermediate holding position lights
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: B1, E1, E3, E14, E16 Runway guard lights: B1, B10, B12, E1-E3, E14-E16, F3, F16, Y1, Y2, Y4, Y7, Y8, Y10	

4	其它跑道保护措施 Other runway protection measures	Nil
5	备注 Remarks	Flash stick: main TWY B BLUE apron edge line lights Yellow intermediate holding position lights at apron Nr.2(P1-P5) and TWYs B, C, D, E, G, H, J, K, M, N. Yellow intermediate holding position lights at apron Nr.5(52.5m north and 47.5m south of TWY C14 intersection).

ZHHH AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
Antenna 001	Antenna	037/4645	72.7		RWY04 Take-off path
BLDG 002	BLDG	038/2608	47.7		RWY04 Take-off path
Pole 003	Pole	041/1358	44.6		RWY22 ILS/DME final approach
TRANSMISSION_LINE 004	TRANSMISSION_LINE	042/11153	128.7		RWY22 GP INOP
TOWER 005	TOWER	042/13786	115.5		
Antenna 006	Antenna	046/1928	36.2	LGT	RWY04 Take-off path
Antenna 007	Antenna	046/5591	75.4	LGT	
MT 008	MT	051/11951	71.2		
TOWER 009	TOWER	065/5470	80.0		RWY05L Take-off path
BLDG 010	BLDG	072/7589	113.1		RWY23L GP INOP final approach RWY05L/05R Take-off path

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TRANSMISSION_LINE 011	TRANSMISSION_LINE	083/3570	52.0		RWY05L Take-off path
TOWER 012	TOWER	087/5233	69.2		RWY05R Take-off path
Pole 013	Pole	111/1016	92.2	LGT	
Control TWR 014	Control TWR	146/954	156.3	LGT	RWY04/05R GP INOP missed approach Circling CAT A/B
BLDG 015	BLDG	150/6616	85.7		
BLDG 016	BLDG	157/5346	82.1	LGT	
BLDG 017	BLDG	157/7083	99.1		
BLDG 018	BLDG	167/9597	175.9		Circling CAT C/D
Antenna 019	Antenna	186/4402	58.6		RWY23L Take-off path
Antenna 020	Antenna	192/4870	66.6	LGT	RWY23L/23R Take-off path
Antenna 021	Antenna	199/2618	76.9		
TOWER 022	TOWER	202/4889	66.7		RWY23R Take-off path
BLDG 023	BLDG	224/11018	93.8		
Antenna 024	Antenna	226/1927	30.9	LGT	RWY22 Take-off path
Antenna 025	Antenna	262/351	43.0	LGT	

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 026	BLDG	002/48581	887		Sector Surveillance Vectoring Sector Nr.2
Antenna 027	Antenna	009/39512	740		
MT 028	MT	010/102814	865		Surveillance Vectoring Sector Nr.26
MT 029	MT	026/25095	167		Surveillance Vectoring Sector Nr.18
Antenna 030	Antenna	032/37391	600		RWY 22 traditional intermediate approach
Antenna 031	Antenna	032/37470	600		RWY22/23L/23R initial approach Surveillance Vectoring Sector Nr.3
MT 032	MT	040/36521	436		RWY22/23R traditional initial approach; RWY23L/23R traditional intermediate approach
MT 033	MT	041/179782	72		Surveillance Vectoring Sector Nr.28
MT 034	MT	046/160376	516		Surveillance Vectoring Sector Nr.27
MT 035	MT	051/35924	304		RWY23L/23R traditional initial approach; RWY22/23L/23R PBN initial approach; RWY 22/23L/23R RNP ILS/DME intermediate approach Surveillance Vectoring Sector Nr.17
BLDG 036	BLDG	055/18306	141		
MT 037	MT	062/127383	1258		Surveillance Vectoring Sector Nr.5
MT 038	MT	078/136016	1405		Surveillance Vectoring Sector Nr.6

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 039	MT	080/153600	1729		Surveillance Vectoring Sector Nr.7
MT 040	MT	097/120276	684		Surveillance Vectoring Sector Nr.8
MT 041	MT	097/149008	973		Surveillance Vectoring Sector Nr.11
MT 042	MT	100/107028	354		Surveillance Vectoring Sector Nr.9
TRANSMISSION_LINE 043	TRANSMISSION_LINE	102/71985	296		Surveillance Vectoring Sector Nr.1
Antenna 044	Antenna	106/77164	334		Surveillance Vectoring Sector Nr.4
MT 045	MT	116/165200	1244		Surveillance Vectoring Sector Nr.12
Antenna 046	Antenna	132/107310	525		Surveillance Vectoring Sector Nr.10
TOWER 047	TOWER	136/94998	563		Surveillance Vectoring Sector Nr.25
WINDMILL 048	WINDMILL	138/125777	900		Surveillance Vectoring Sector Nr.13
MT 049	MT	150/83522	419		Surveillance Vectoring Sector Nr.14
MT 050	MT	152/93727	384		Surveillance Vectoring Sector Nr.20
BLDG 051	BLDG	159/24291	500		Surveillance Vectoring Sector Nr.19 Sector
MT 052	MT	166/118628	955		Surveillance Vectoring Sector Nr.15
MT 053	MT	171/162000	1656		Surveillance Vectoring Sector Nr.16

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)

Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 054	BLDG	177/20959	458		RWY23L/23R PBN departure
MT 055	MT	203/162000	1261		Surveillance Vectoring Sector Nr.21
MT 056	MT	205/107805	184		Surveillance Vectoring Sector Nr.22
BLDG 057	BLDG	215/17495	127		
BLDG 058	BLDG	215/19160	170		
BLDG 059	BLDG	216/28485	170		RWY05L/05R traditional intermediate approach
BLDG 060	BLDG	223/21534	128		
Antenna 061	Antenna	223/34069	188		RWY04/05L/05R traditional initial approach; RWY04/05L/05R RNP ILS/DME intermediate approach
Antenna 062	Antenna	224/43000	289		RWY04/05L/05R initial approach
BLDG 063	BLDG	227/30062	170		RWY04 traditional intermediate approach
MT 064	MT	232/43838	232		Surveillance Vectoring Sector Nr.23
MT 065	MT	308/141000	1070		Surveillance Vectoring Sector Nr.24

Remarks:

ZHHH AD 2.11 提供的气象情报、气象观测和报告
Meteorological information provided & meteorological observations and reports

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Hubei ATMB MET Office
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Hubei ATMB MET Office;9h, 24h;3h, 6h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 1h
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch,En
7	讲解或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	Briefing provided: Synoptic charts, significant weather charts, SIGMET, AIRMET, upper W/T charts, satellite and radar material, numerical forecast product, AWOS real-time data, aerodrome warnings
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	Aviation meteorological information integrated service system, Fax
9	提供气象情报的空中交通服务单位 ATS units provided with information	ACC, APP, TWR
10	其他信息 Additional information	Tel: 86-27-85589800 Fax: 86-27-85589537
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 120m W of RCL, 311m inward THR04 B: 120m W of RCL, 1710m inward THR04 C: 120m W of RCL, 370m inward THR22 D: 115m E of RCL, 355m inward THR05L

		E: 115m E of RCL, 1725m inward THR23R F: 115m E of RCL, 315m inward THR23R G: 110m E of RCL, 320m inward THR05R H: 115m E of RCL, 1580m inward THR05R J: 110m E of RCL, 325m inward THR23L SFC wind sensors 04: 120m W of RCL, 291m inward THR04 04/22 Center: 120m W of RCL, 1700m inward THR04 22: 120m W of RCL, 311m inward THR22 05L: 120m E of RCL, 365m inward THR05L 05L/23R Center: 120m E of RCL, 1830m inward THR05L 23R: 120m E of RCL, 355m inward THR23R 05R: 120m E of RCL, 330m inward THR05R 05R/23L Center: 115m E of RCL, 1565m inward THR05R 23L: 120m E of RCL, 335m inward THR23L Ceilometer 04: 120m W of RCL, 301m inward THR04 22: 120m E of RCL, 321m inward THR22 05L: 120m E of RCL, 368m inward THR05L 23R: 120m E of RCL, 368m inward THR23R 05R: 110m E of RCL, 333m inward THR05R 23L: 110m E of RCL, 338m inward THR23L
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatography AVBL
6	其他信息 Additional information	Nil

ZHHH AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
04	041.43° GEO 046° MAG	3400×45	PCR 1130/R/A/W/T ASPH/-	Nil	THR 28.9m TDZ 31.7m	0.19%(3000m)/-0.05%(400m)
22	221.43° GEO 226° MAG	3400×45	PCR 1130/R/A/W/T ASPH/-	Nil	THR 34.3m TDZ 34.7m	0.05%(400m)/-0.19%(3000m)
05L	041.44° GEO 046° MAG	3600×60	PCR 900/R/A/W/T CONC/-	Nil	THR 29.6m TDZ 30.3m	0.3%(233m)/0%(3135m)/-0.3%(232m)
23R	221.44° GEO 226° MAG	3600×60	PCR 900/R/A/W/T CONC/-	Nil	THR 29.6m TDZ 30.3m	0.3%(232m)/0%(3135m)/-0.3%(233m)
05R	041.44° GEO 046° MAG	3200×45	PCR 1150/R/A/W/T CONC/-	Nil	THR 30.1m TDZ 30.1m	0%(1600m)/-0.04%(1600m)
23L	221.44° GEO 226° MAG	3200×45	PCR 1150/R/A/W/T CONC/-	Nil	THR 29.4m TDZ 29.8m	0.04%(1600m)/0%(1600m)

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
04	Nil	70×150	3520×300	160×150	Nil	Nil
22	Nil	110×150	3520×300	160×150	Nil	Nil
05L	Nil	Nil	3720×300	240×150	Nil	Nil
23R	Nil	Nil	3720×300	240×150	Nil	Nil
05R	Nil	Nil	3320×280	240×150	Nil	Nil
23L	Nil	Nil	3320×280	240×150	Nil	Nil

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13

Remarks: 1. RWY04/22 shoulder: 15m on each side, RWY05L/23R shoulder: 7.5m on each side, RWY05R/23L shoulder: 7.5m on each side.

2. RWY05L/23R grooved: 6mm×6mm×32mm, RWY05R/23L grooved: 6mm×6mm×32mm.

3. Distance between RCL of RWY04/22 and RCL of RWY05L/23R is 2100m, THR05L is 300m away from the south of THR04; THR23R is 100m away from the south of THR22.

4. Distance between RCL of RWY05R/23L and RCL of RWY05L/23R is 360m, the north of RWY05R/23L is aligned with RWY05L/23R. THR05R is 400m away from the south of THR05L.

5. Forced landing area (soil lawn) located at west of RWY04/22: 3400×50m.

ZHHH AD 2.13 公布距离 Declared distances

跑道号码 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
04	3400	3470	3400	3400	Nil
22	3400	3510	3400	3400	Nil
22	3000	3110	3000	NOT AVBL	FM B10
05L	3600	3600	3600	3600	Nil
05L	3490	3490	3490	NOT AVBL	FM E2
05L	3380	3380	3380	NOT AVBL	FM E3
23R	3600	3600	3600	3600	Nil
23R	3490	3490	3490	NOT AVBL	FM E15
23R	3380	3380	3380	NOT AVBL	FM E14
05R	3200	3200	3200	3200	Nil
23L	3200	3200	3200	3200	Nil

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

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
1	2	3	4	5	6	7	8	9
04	PALS CAT II SFL 900 m LIH	GREEN Yes	PAPI LEFT 341.5m inward THR04 3° 18m	900 m	3400 m spacing 15m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
22	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 361.5m inward THR22 3° 17m	Nil	3400 m spacing 15m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
05L	PALS CAT III SFL 900 m LIH	GREEN Yes	PAPI LEFT 422m inward THR05L 3° 21m	900 m	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
23R	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 422m inward THR23R 3° 20m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
05R	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 432m inward THR05R 3° 21m	Nil	3200 m spacing 15m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH	3200 m spacing 60m 0-2580m, WHITE 2580-3200m, YELLOW VRB LIH	RED	Nil
23L	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 432m inward THR23L 3° 21m	Nil	3200 m spacing 15m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH	3200 m spacing 60m 0-2600m, WHITE 2600-3200m, YELLOW VRB LIH	RED	Nil
Remarks: RWY04 APCH LGT:PALS CAT II degrated to PALS CAT I. RWY05L APCH LGT:PALS CAT III degrated to PALS CAT II.								

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

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: 04: 83m W of RCL, 410m inwards 04, LGTD 22: 83m W of RCL, 410m inwards 22, LGTD 05L: 85m W of RCL, 422m inwards 05L, LGTD 23R: 85m E of RCL, 422m inwards 23R, LGTD 05R: 77m W of RCL, 432m inwards 05R, LGTD 23L: 77m E of RCL, 432m inwards 23L, LGTD
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: green center line lights, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power supply available/＜1s Diesel generator/≤15s Uninterrupted Power System (UPS) has been equipped with Navigation Aids Lighting Power System.

5	备注 Remarks	Nil

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

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO, Geoid undulation	Nil
2	TLOF 和（或）FATO 标高 TLOF and/or FATO elevation	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

ZHHH AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Wuhan aerodrome control zone	A circuit, 4 arcs with radius 13km centered at centers of RWY(RWY04/22 & RWY05L/23R) THRs and 4 lines tangential to the adjacent 2 arcs.	600m(QNH) or below				
TWR control area	Same as Wuhan areadrome control zone			Wuhan Tower/Ch,En	H24	

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位 呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Fuel dumping area	N300600E1145800- N295000E1151200- N290200E1143300- N293200E1140300- N300600E1145800	Above 4000m				See Fuel Dumping Area Chart
Altimeter setting region and TL/TA	Same as Wuhan APP area (Ezhou TWR control area is not inclusive)	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

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

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		126.2 (departure)			H24	D-ATIS available
		126.6 (arrival)			H24	D-ATIS available
APP	Wuhan Approach	APP01:121.2 (119.15)			H24	
		APP02:126.3 (125.6)			0000-1430	Contact APP01 when APP02 U/S.
		APP03:119.575 (119.15)			by ATC	Contact APP01 when APP03 U/S.
		APP04:120.8 (121.2)			by ATC	Contact APP02 when APP04 U/S.
		APP05:Nil			by ATC	Contact APP03 when APP05 U/S.
TWR	Wuhan Tower	TWR01:124.35 (118.1)			H24	West Tower(RWY04/22)
		TWR02:118.025 (118.1)			HO	East inside Tower(RWY05L/23R) and TWY F
		TWR03:123.65 (118.1)			HO	East outside Tower(RWY05R/23L)

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
GND	Wuhan Ground	GND01(W):121.65 (130.0)			HO	RWY04/22 GND U/S, contact TWR
		GND02(E):121.975			HO	RWY05L/23R GND U/S, contact TWR
	Wuhan Delivery	121.8			HO	DCL available
APN	Wuhan Apron	APN01(W):121.6			H24	
		APN02(E):121.725			By Apron Control	
EMG		121.5			H24	

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

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Caidian VOR/DME	DCD	114.25 MHz CH 89Y	H24	N30°26.4′ E114°09.5′ 192°MAG/38316m FM ARP	50 m	For VOR: BTN 16-17.7NM on R030° U/S.
Hebaohu VOR/DME	DHB	114.45 MHz CH 91Y	H24	N30°41.9′ E113°58.3′ 252°MAG/24541m FM ARP	100 m	
Huangpi VOR/DME	DHP	113.75 MHz CH 84Y	H24	N30°52.2′ E114°28.2′ 074°MAG/27038m FM ARP	55 m	
Huilongshan VOR/DME	MOU	114.95 MHz CH 96Y	H24	N30°36.7′ E114°59.3′ 109°MAG/77282m FM ARP	112 m	

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
Tianhe VOR/DME	WHA	112.2 MHz CH 59X	H24	N30°46.9′ E114°12.2′ 263°MAG/351m FM ARP	43 m	
Tianhe NDB	HG	254 kHz	H24	N30°55.5′ E114°21.0′ 046°MAG/20700m FM ARP		U/S.
LOC 04 ILS CAT I	IHN	109.3 MHz		046°MAG/228m FM RWY04 end		
GP 04		332.0 MHz		124m W of RCL, 286m inside THR04		Angle 3° , RDH 15 m
DME 04	IHN	CH 30X (109.3 MHz)			37m	Co-located with GP 04
LOC 22 ILS CAT I	ITS	108.5 MHz		226°MAG/228m FM RWY22 end		
GP 22		329.9 MHz		120m W of RCL, 306m inside THR22		Angle 3° , RDH 15 m
DME 22	ITS	CH 22X (108.5 MHz)			41m	Co-located with GP 22
IM 05L		75 MHz		226°MAG/340m FM THR05L		
LOC 05L ILS CAT III	IWF	111.5 MHz		046°MAG/310m FM RWY05L end		In operation CAT II
GP 05L		332.9 MHz		125m E of RCL, 297m inside THR05L		Angle 3° , RDH 15 m
DME 05L	IWF	CH 52X (111.5 MHz)			36m	Co-located with GP 05L
LOC 23R ILS CAT I	IUT	111.5 MHz		226°MAG/310m FM RWY23R end		
GP 23R		332.9 MHz		125m E of RCL, 297m inside THR23R		Angle 3° , RDH 15 m

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
DME 23R	IUT	CH 52X (111.5 MHz)			36m	Co-located with GP 23R
LOC 05R ILS CAT I	IMU	111.1 MHz		046°MAG/310m FM RWY05R end		
GP 05R		331.7 MHz		120m E of RCL, 307m inside THR05R		Angle 3° , RDH 16.7 m
DME 05R	IMU	CH 48X (111.1 MHz)			36m	Co-located with GP 05R
LOC 23L ILS CAT I	IQD	111.35 MHz		226°MAG/310m FM RWY23L end		
GP 23L		332.15 MHz		120m E of RCL, 303m inside THR23L		Angle 3° , RDH 15.9 m
DME 23L	IQD	CH 50Y (111.35 MHz)			35m	Co-located with GP 23L

ZHHH AD 2.20 本场规定

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降，在特殊情况下，可允许无二次雷达应答机的航空器起降；

1.2 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行；

1.3 可使用最大机型:A380 及其同类机型。

2. 跑道和滑行道的使用

2.1 跑道运行规定

2.1.1 本场目前实施平行跑道同时仪表运行，进近和离场跑道的使用由 ATC 通知航空器。05L/23R 跑道与

ZHHH AD 2.20 Local aerodrome regulations

1.Airport operations regulations

1.1 Take off/landing of aircraft without SSR transponder are forbidden unless under exceptional circumstances;

1.2 All the technical test flights are required to obtain prior clearance from ATC;

1.3 Maximum aircraft to be available: A380 and equivalent.

2. Use of runways and taxiways

2.1 General rules for the operation of runways

2.1.1 At present, parallel runway instrument simultaneous operation is implemented at

05R/23L 跑道为一组近距平行跑道。

05L/23R 跑道主要用于离场，经管制员同意可以用于进场；

05R/23L 跑道主要用于进场，经管制员同意可以用于离场；

04/22 跑道用于混合运行。

WUHAN/Tianhe airport, and the use of approach and departure runways shall be notified by ATC.

RWY05L/23R and RWY05R/23L are a group of close parallel runways.

RWY05L/23R is mainly used for departure, and can be used for arrival with ATC permission.

RWY05R/23L is mainly used for arrival , and can be used for departure with ATC permission.

RWY04/22 is used for mixed operation.

2.1.2 跑道使用规定

2.1.2.1 RWY04/22 允许 B747-400 同类及以下航空器起降；允许 A380 起降；允许 B747-8 减载起降（最大起飞重量和最大着陆重量均不超过 435000kg）。

2.1.2 General rules for the use of runways

2.1.2.1 RWY04/22 is used for aircraft type B747-400 equivalent and below , and also can be used for aircraft type A380. B747-8 deloading take-off and landing is allowed(the maximum take-off weight and maximum landing weight shall not exceed 435000kg).

2.1.2.2 RWY05L/23R 允许 A380 同类及以下航空器起降。

2.1.2.2 RWY05L/23R is used for aircraft type A380 equivalent and below.

2.1.2.3 RWY05R/23L 允许 B747-400 同类及以下航空器起降。

2.1.2.3 RWY05R/23L is used for aircraft type B747-400 equivalent and below.

2.1.2.4 如果因航空器性能限制等原因无法起降时，机组应尽早告知管制员，并听从管制员进一步指令。

2.1.2.4 If it is unable to take-off or land due to aircraft performance limitations, etc., flight crew shall inform ATC as soon as possible and follow the further ATC instructions.

2.1.3 跑道更换方向规定

更换跑道运行方向过程中，当跑道顺风风量超过 3.5m/s 但不大于 5m/s 时，管制员可以短时指挥航空器顺风起飞或着陆并将相关信息通报驾驶员；当航空器驾驶员根据机型性能或者运行手册不能执行顺风

2.1.3 General rules for direction changing of runways

When aircraft change direction of runway in use, if downwind speed is more than 3.5m/s but no more than 5m/s, ATC can instruct aircraft to take-off or land on downwind runway for short time and inform the pilot of

起飞或着陆，离场航空器在收到放行许可后告知塔台管制员，进场航空器应及时告知进近管制员。

the relevant information; If pilot consider that aircraft will not take-off or land on downwind runway allocated according to the aircraft performance or operation handbook, departure aircraft shall inform TWR after receiving Delivery clearance, arrival aircraft shall inform APP immediately.

2.1.4 非全跑道起飞运行规定

起飞航空器提出非全跑道起飞申请后，管制员可根据实际情况批准并提供管制服务；由于调配需要，管制员在征得航空器同意后，可实施非全跑道起飞管制程序。

2.1.4 Partial runway taking-off regulations

It is available to use partial runway to take-off when flight crew get permission from ATC;
In accordance with the runway actual operation situation, it is available to use partial runway to take-off when ATC get permission from flight crew.

2.1.4.1 04/22 跑道

(1)机型限制：04/22 跑道允许翼展小于 65m（不含）的航空器实施非全跑道起飞。

(2)地面运行限制：22 跑道实施非全跑道起飞时，B 滑上滑行的航空器应在 B10 滑道口前的中间等待位置等待，直至 B10 滑上航空器完全进入 22 跑道，方可穿越 B10 滑道口，继续滑行。

2.1.4.1 RWY04/22

(1) Aircraft limits: RWY04/22 are available to conduct intersection departure for aircraft with wing span less than 65m.

(2)Ground operation limits: when conducting intersection departure on RWY22, aircraft on TWY B shall taxi to intermediate holding position of TWY B and hold short of TWY B10, until the intersection departure aircraft fully entered into RWY22, then cross TWY B10 and continue taxi.

2.1.4.2 05L/23R 跑道

(1)机型限制：05L/23R 跑道允许翼展小于 80m（不含）的航空器实施非全跑道起飞。

(2)地面运行限制：05L 跑道实施非全跑道起飞时，E 滑上滑行的航空器应在 E2、E3 滑道口前的中间等待

2.1.4.2 RWY05L/23R

(1) Aircraft limits: RWY05L/23R are available to conduct intersection departure for aircraft with wing span less than 80m.

(2)Ground operation limits: when conducting intersection departure on RWY05L, aircraft on TWY E

位置等待，直至 E2、E3 滑上航空器完全进入 05L 跑道，方可穿越 E2、E3 滑道口，继续滑行。

shall taxi to intermediate holding position of TWY E and hold short of TWY E2, E3, until the intersection departure aircraft fully entered into RWY05L, then cross TWY E2, E3 and continue taxi.

23R 跑道实施非全跑道起飞时，E 滑上滑行的航空器应在 E14、E15 滑道口前的中间等待位置等待，直至 E14、E15 滑上航空器完全进入 23R 跑道，方可穿越 E14、E15 滑道口，继续滑行。

When conducting intersection departure on RWY23R, aircraft on TWY E shall taxi to intermediate holding position of TWY E and hold short of TWY E14, E15, until the intersection departure aircraft fully entered into RWY23R, then cross E14, E15 and continue taxi.

2.1.4.3 其他运行限制

2.1.4.3 Other operation limitations.

(1) 能见度小于 2km 或低至塔台管制员对相应机动区无法保持目视监控时，严禁使用非全跑道起飞。

(1) No intersection departure is permitted when visibility less than 2km or the manoeuvring area cannot be visual monitoring by TWR controllers.

(2) 在顺风大于 2.5m/s 或大侧风条件下，不得实施非全跑道起飞。

(2) No intersection departure is permitted when head wind more than 2.5m/s or heavy cross wind prevails.

(3) 带有任何影响减速性能故障保留的航空器不得申请非全跑道起飞。

(3) No intersection departure is permitted with aircraft retaining any slow-down function failure.

(4) 飞行机组实施非全跑道起飞时，起飞襟翼必须设置为正常起飞襟翼位置。

(4) When conducting intersection departure, take-off flap shall set as the same as the normal takeoff flap position.

2.1.5 跑道运行其它规定

2.1.5 Other operation rules for runways

2.1.5.1 机组落地脱离跑道后应按照管制员发布的滑行指令快速滑行离开快速脱离道，接收到转频指令后应尽快联系地面管制索取后续滑行指令。

2.1.5.1 Landing aircraft shall vacate from available rapid exit TWY according to the ATC instruction. After receiving FREQ changing instruction, the flight crew shall contact GND as soon as possible to obtain the subsequent taxiing instruction.

2.1.5.2 当有航空器使用 23R 跑道落地时，禁止其他航空器、车辆、人员进入滑行道 Y7 以北的 F 和滑行

2.1.5.2 When RWY23R is in use, other aircraft, vehicles and personnel entering TWYs F(N of TWY Y7) and

道 Y10、F16。

Y10, F16 is strictly forbidden.

2.2 穿越跑道规定

2.2 RWY crossing rules

2.2.1 穿越跑道时使用的滑行道

塔台管制员优先选用起降方向的远端道口穿越跑道。

2.2.1 TWY used for crossing RWY

TWR controller shall select the remote intersection in the take-off and landing direction to cross RWY preferentially.

2.2.1.1 05R 跑道用于进场，05L 跑道用于离场时：

进场航空器使用滑行道 Y10、E16 或者滑行道 Y7、Y8（仅特殊情况下使用）穿越 05L 跑道。

2.2.1.1 RWY05R for arrival and RWY05L for departure:

Arrival A/C use TWYs Y10 and E16 or TWYs Y7 and Y8 (in special cases) to cross RWY05L.

2.2.1.2 23L 跑道用于进场，23R 跑道用于离场时：

进场航空器使用滑行道 Y1、Y2 或者滑行道 Y4、Y5（仅特殊情况下使用）穿越 23R 跑道。

2.2.1.2 RWY23L for arrival and RWY23R for departure:

Arrival A/C use TWYs Y1 and Y2 or TWYs Y4 and Y5 (in special cases) to cross RWY23R.

2.2.1.3 使用 05R 单跑道运行时：

离场航空器主要使用滑行道 Y2、Y1 穿越 05L 跑道；进场航空器使用滑行道 Y10、E16 或者滑行道 Y7、Y8（仅特殊情况下使用）穿越 05L 跑道。

2.2.1.3RWY05R in single RWY operation:

Departure A/C mainly use TWYs Y2 and Y1 to cross RWY05L; Arrival A/C use TWYs Y10 and E16 or TWYs Y7 and Y8 (in special cases) to cross RWY05L.

2.2.1.4 使用 23L 单跑道运行时：

离场航空器主要使用滑行道 E16、Y10 穿越 23R 跑道；进场航空器使用滑行道 Y1、Y2 或者滑行道 Y4、Y5（仅特殊情况下使用）穿越 23R 跑道。

2.2.1.4RWY23L in single RWY operation:

Departure A/C mainly use TWYs E16 and Y10 to cross RWY23R; Arrival A/C use TWYs Y1 and Y2 or TWYs Y4 and Y5 (in special cases) to cross RWY23R.

2.2.2 穿越程序

2.2.2 RWY crossing procedures

2.2.2.1 穿越跑道需按照管制员指令滑行至跑道等待点外等待。

2.2.2.1 Taxi following the ATC instructions to the holding position and hold short of RWY.

2.2.2.2 收到穿越指令后需尽快实施穿越，不得延误，如有疑问请在穿越前证实。

2.2.2.2 Cross RWY immediately upon receiving the crossing clearance. Any questions shall be clarified before crossing RWY.

2.2.2.3 航空器驾驶员需完整复诵所有跑道外等待点

2.2.2.3 Repeat all the ATC instructions concerning 'hold

和穿越跑道指令，穿越结束后需报告“已脱离跑道”。

short of RWY or cross the RWY', finally, report to controler 'RWY vacated'.

2.2.2.4 穿越跑道时,航空器驾驶员应注意监听其它有关跑道指令或信息，并注意观察跑道及附近的活动。跟随起飞航空器后穿越跑道时，自行负责规避起飞航空器喷流影响。

2.2.2.4 Pilots shall monitor the ATC instructions or information about RWY and watch the activities on and around RWY; While crossing RWY after the take-off A/C, pilots shall be responsible for the safety distance with the A/C to avoid the effect of wake turbulence;

2.3 滑行道使用规则

2.3 General rules for the use of taxiways

2.3.1 可通过地面服务申请引导车和拖车服务。

2.3.1 Follow-me vehicle service and towing service are available via Ground Control.

2.3.2 滑行道的使用限制

2.3.2 Limits for the use of taxiways

2.3.2.1 航空器在障碍物附近滑行时,速度应减到15km/h 以下。

2.3.2.1 Taxiing speed shall be slowed down to 15km/h and below, while aircraft is taxiing near the obstacles.

2.3.2.2 本场 B，C 滑行道运行 B777-200F 机型时，最大滑行质量应不超过 325600kg。

2.3.2.2 When B777-200F taxiing on TWY B and TWY C, maximum taxiing weight shall be no more than 325600kg.

2.3.3 滑行道使用要求

2.3.3 TWYs limits

滑行道/TWYs	航空器翼展限制/Wing span limits for aircraft	备注/Remarks
D, D1-D3, D5-D12, D14-D16, E, E1-E3, E5-E7, E10-E12, E14-E16, G3, G4, K(east of K2(inclusive)), K2-K4, M(east of M2(inclusive)), M2-M4, Y2, Y3, Y6, Y8, Y9	<80m	
B, B1, B4, B5, B8-B10, B12, C, C1-C10, C11(including connections	<65m	A380, B747-8 is allowed to taxi on TWYs B, B1, B12, C1 when A380,

BTN stands), C12(including connections BTN stands), C13, C14, G, G1, G2, H, H1-H4, J, K(west of K2(exclusive)), K1, M(west of M2(exclusive)), M1, N, N2, N4, P2, P9-P12, Z6, Z9, Z16		B747-8 parking at stand Nr.223A, and shall follow the relevant operation rules. The aircrafts with wingspan ≥52m can not taxi on TWY P10 and TWY C(BTN C11 & C12) simultaneously.
P1(NE of stand Nr.224), F, F3, F5-F7, F10-F12, F16, Y1, Y4, Y5, Y7, Y10	＜65m	A380, B747-8 is allowed to taxi on TWY P1 when A380, B747-8 parking at stand Nr.223A, and shall follow the relevant operation rules.
P1(NE of BTN stands Nr.221 and stand Nr.223), P3, P4	<52m	
P5-P8, Z7, Z8, Z18	<36m	
P13, P14	<24m	

2.3.4 多跑道管制扇区划分

2.3.4.1 地面管制分为东西两个扇区，管制范围及规定如下：

西扇：04/22 和 05L/23R 跑道中间平行跑道方向为界以西至平行滑行道 B（含）全部机动区；使用频率 GND01。

东扇：04/22 和 05L/23R 跑道中间平行跑道方向为界以东至平行滑行道 E（含）全部机动区；使用频率 GND02。

2.3.4.2 机坪管制区范围见 ZHHH AD2.24-1A，具体管制移交点及移交方式听从管制员指令执行。

2.3.4 Multi-runway control sector division

2.3.4.1 GND ATC divided into east and west sectors, the rules of ATC scope as follows:

GND01 (W): maneuvering area(west from the middle boundary of both RWY04/22 and RWYR05L/23R to the parallel B (inclusive));

GND02 (E): maneuvering area(east from the middle boundary of both RWY04/22 and RWY05L/23R to the parallel E (inclusive));

2.3.4.2 Apron Control Area refers to ZHHH AD2.24-1A. The specific hand-over point and mode shall be instructed by ATC.

2.3.5 滑行道其它使用规定

2.3.5.1 C 滑行道 C4 以南、B 滑行道 C4 以南部分区域处于塔台视野盲区，机组在该区域滑行时注意观察并严格执行管制指令。

2.3.5.2 航空器在 F 滑行道以及 Y1、Y4、Y7、Y10 滑行由东内塔台管制员负责指挥。

2.4 机场冲突多发地带运行要求（HOT SPOT）

为减少运行差错，降低地面冲突和跑道入侵事件的发生概率，在机场活动区域内运行的航空器须严格按照以下要求运行。

2.4.1 HS1：B9 和 B 滑行道交叉区域。

在 B 滑行道上滑行的航空器，若观察到 B9 有航空器脱离，应在 B9 前等待，避让脱离的航空器。

2.4.2 HS2：C8、B 及 C 滑行道交叉区域。

在 C 滑行道或者 B 滑行道上滑行的航空器，若观察到 C8 道口有滑出停机坪的航空器，应主动在 C8 前等待，避让滑出的航空器。

2.4.3 HS3：C5、B 滑、C 滑及 P5 滑行道交叉区域。

此处为多条滑行道交叉的区域，且无论使用哪条跑道起降均有滑行冲突，机组在滑至冲突点之前，应提前目视观察，避免冲突。原则上在 B 滑行道上滑行的航空器，若观察到 C5 滑有滑出停机坪的航空器，应主动在 C5 前等待，避让滑出的航空器；在 C 滑行道上滑行的航空器，若观察到 C5 滑有滑出停机坪的航空器，应主动在 P5 前等待，避让滑出的航空器。

2.4.4 HS4：C4、C3、B、C 及 B4 滑行道围成的区域。

2.3.5 Other rules of TWYs

2.3.5.1 Most of the TWYs B(south of C4) and C(south of C4) are in the TWR blind zone, flight crew taxing in this area shall follow the ATC instructions strictly.

2.3.5.2 A/C taxiing on TWYs F, Y1, Y4, Y7 and Y10 shall be under the command of TWR02 controller.

2.4 Hot spot procedure

For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area must follow the requirements below:

2.4.1 HS1: Intersections of TWYs B9 and B.

A/C taxiing on TWY B shall hold short in front of TWY B9, when other A/C is vacating runway via TWY B9;

2.4.2 HS2: Intersections of TWYs C8, B and C.

A/C taxiing on TWY B or C shall hold short in front of TWY C8, when other A/C is exiting apron via TWY C8;

2.4.3 HS3: Intersections of TWYs C5, B, C and P5.

A/C taxiing on TWY B shall hold short in front of TWY C5, when other A/C is exiting apron via TWY C5;

A/C taxiing on TWY C shall hold short in front of TWY P5, when other A/C is exiting apron via TWY C5;

2.4.4 HS4: Area enclosed by TWYs C3, C4, B, C and B4.

此处为多条滑行道交叉的区域，机组在滑至冲突点之前，应提前目视观察，避免冲突。原则上在 C 滑或者 B 滑行道上滑行的航空器，若观察到 C3 滑有滑出停机坪的航空器，应主动避让；若观察到 B4 有航空器脱离跑道时，应主动避让。

A/C taxiing on TWY B or C shall take evasive action, when other A/C is exiting apron via TWY C3 or vacating runway via TWY B4;

2.4.5 HS5：C2、C1、B 及 C 滑行道交叉区域。
若观察到 C1、C2 道口有滑出停机坪的航空器，在 B 滑行道上向西南方向滑行的航空器，应主动在 C2 前等待；从 H 滑行道转向 C 滑行道上向东北方向滑行的航空器，应主动在 H1 等待引导车，如未看到引导车则需在 HP10 等待或向塔台索取指令。

2.4.5 HS5: Intersections of TWYs C1, C2, B and C.
A/C taxiing towards southwest on TWY B shall hold short in front of TWY C2, when other A/C is exiting apron via TWY C1,C2; A/C taxiing towards northeast from TWY H to TWY C shall wait for follow-me vehicle in front of TWY H1, if can not observe follow-me vehicle, A/C shall hold short at HP10 or contact TWR ATC;

2.4.6 HS6：H、G 滑行道与 B、C 滑行道相交的区域。
该区域与跑道相关度很大，道口相交多，航空器在此区域滑行时应当注意观察道口和标识牌，避免连续滑行误入跑道，造成跑道侵入。

2.4.6 HS6: Intersections of TWYs H, G and B, C.
A/C taxiing in this area shall observe crossing and signal board, in order to avoid taxiing in the wrong way continuously, causing runway incursion;

2.4.7 HS7：G1、D 及 E 滑行道交叉的区域。
该区域与跑道相关度很大，道口相交多，航空器在此区域滑行时应当注意观察道口和标识牌，避免连续滑行误入跑道，造成跑道侵入。

2.4.7 HS7: Intersections of TWYs G1, D and E.
A/C taxiing in this area shall observe crossing and signal board, in order to avoid taxiing in the wrong way continuously, causing runway incursion;

2.4.8 HS8：Y2、Y3、E 和 D 滑行道交叉的区域。
在 D、E 滑行道上滑行的航空器，若观察到 Y2 或 Y3 有航空器运行，应在 Y2 或 Y3 前等待。

2.4.8 HS8: Intersections of TWYs Y2, Y3, E and D.
A/C taxiing on TWYs D and E shall hold short in front of TWYs Y2 and Y3, when observe other A/C on the TWYs Y2 and Y3;

2.4.9 HS9： Y5、Y6、E 和 D 滑行道交叉的区域。
在 D、E 滑行道上滑行的航空器，若观察到 Y5 或 Y6

2.4.9 HS9: Intersections of TWYs Y5, Y6, E and D.
A/C taxiing on TWYs D and E shall hold short in front

有航空器运行，应在 Y5 或 Y6 前等待。

of TWYs Y5 and Y6, when observe other A/C on the TWYs Y5 and Y6;

2.4.10 HS10： Y8、Y9、E 和 D 滑行道围成的区域。在 D、E 滑行道上滑行的航空器，若观察到 Y8 或 Y9 有航空器运行，应在 Y8 或 Y9 前等待。

2.4.10 HS10: Area enclosed by TWYs Y8, Y9, E and D. A/C taxiing on TWYs D and E shall hold short in front of TWYs Y8 and Y9, when observe other A/C on the TWYs Y8 and Y9;

2.4.11 HS11：F 和 Y1 滑行道交叉的区域。F 向南滑行和 F3 脱离跑道沿 F 向北滑行的航空器，若观察到有航空器对头滑行，应在 Y1 前等待，向塔台索取指令。

2.4.11 HS11: Intersections of TWYs F and Y1. A/C taxiing on TWY F to south and A/C taxiing along TWY F to north which vacating runway via TWY F3 shall hold short in front of TWY Y1 and ask ATC instructions if have head-on-head conflict ;

2.4.12 HS12： Y10 和 F 滑行道交叉的区域。在 F 滑行道上滑行的航空器，若观察到有航空器由 F16 脱离跑道，应在 Y10 前等待，避让脱离的航空器。

2.4.12 HS12: Intersections of TWYs Y10 and F. A/C taxiing on TWY F shall hold short in front of TWY Y10, when other A/C is vacating runway via TWY F16.

2.5 进港航空器管制规定

2.5 For landing aircraft

2.5.1 落地航空器选择就近快速脱离道脱离跑道，并在脱离后报告塔台管制员；从接地到脱离跑道的时间应控制在 50s 内，如机组认为无法在上述要求的时间内完成，需尽早通知管制员。

2.5.1The landing aircraft shall vacate from the available rapid exit TWY and report to TWR after leaving; Aircraft shall fully vacate runway within 50s after touching down;
If flight crew consider that they can not fulfill the process within the required time, pilot shall inform controller as soon as possible.

2.5.2 在脱离跑道首次与地面管制联系时，尤其是在低能见度的情况下，必须向地面管制员报告脱离跑道和所在滑行道等具体位置。

2.5.2 A/C shall inform ATC the position at the first contact when vacate RWY via TWYs, especially the visibility is poor.

2.5.3 着陆航空器在塔台管制室移交给机坪管制室后，在指定位置由引导车引导进入停机位。

2.5.3 After the landing aircraft transfered from TWR to APN, it will be guided by follow-me vehicle to enter stands at the designated position.

2.5.4 机组如对停机位有疑问时，应向地面管制或机坪管制证实。

2.5.4 Flight crew shall verify the questions about stands via GND ATC or APN ATC.

2.6 离港航空器管制规定

2.6 For departure aircraft

2.6.1 提供数字化放行系统（DCL）服务。

2.6.1 Tower Departure Clearance (DCL) available.

2.6.1.1 预计撤轮档时间（EOBT）前 30min 至 10min，航空器驾驶员应当优先使用数字化放行系统（DCL）向空中交通管制部门（ATC）申请放行许可。

2.6.1.1 Within 10-30 minutes before Estimated Off-block Time (EOBT), pilot shall use DCL to require ATC clearance in priority.

2.6.1.2 首次联系 ATC 时，完成 DCL 服务的机组必须向 ATC 复述使用跑道代号和起始爬升高度，如有需要，按管制员要求复诵其他内容。

2.6.1.2 At the first contact with ATC, pilot shall repeat RWY designator and initial climb ALT and other information according to ATC requirement if necessary after successful DCL service.

2.6.1.3 当 DCL 无法完成放行许可的申请或发布时，将转成话音方式申请或发布放行许可。

2.6.1.3 If the DCL service is not available, pilots shall contact controller for verbal ATC clearance.

2.6.1.4 DCL 报文中“NEXT FREQ”表示塔台放行频率，机组需联系该频率复诵 2.6.1.2 条当中相关内容。

2.6.1.4 "NEXT FREQ" in the DCL indicates the tower delivery frequency, and flight crew needs to contact the frequency and repeat the relevant content in 2.6.1.2.

2.6.2 为提高跑道容量，做如下要求（湿跑道、污染跑道、低能见度运行除外）：任何情况下，起飞的航空器从接到管制员进跑道指令至对正跑道时间应控制在 60s 以内，起飞航空器在对正跑道并接受到塔台起飞许可后，应在 20s 内起飞滑跑；如机组认为无法在上述要求的时间内完成,须在到达跑道外等待点之前向塔台管制员说明。

2.6.2 For increase runway operation capacity, requirement as follows (except for wet or contaminated runway or low visibility operation): In any case, departure aircraft shall finish runway alignment within 60s after receiving ATC instructions of entering runway, departure aircraft shall take-off run within 20s after aligning the runway and receiving ATC instructions of take-off permission; If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller before reaching the runway holding point.

2.6.3 本场航空器在准备好推出或开车时，应先向塔

2.6.3 Pilot shall report to the TWR before aircraft is

台管制室报告，在无空中流量限制等限制条件时，塔台管制室通知航空器转频至机坪管制室，由机坪管制室根据机坪内运行情况发布推出或开车指令。如有限制运行条件时，塔台管制室指挥航空器在放行频率守听或按照 ATC 要求执行。

ready to push-back or start-up. When there are no restrictions on the flow of traffic , the TWR will notify the aircraft to change frequency to the APN, and APN will issue push-back or start-up instructions according to the operation conditions in the apron. In case of restricted operation conditions, the TWR shall instruct the aircraft to follow the delivery FREQ or by ATC.

2.7 对机组的要求

2.7 Requirements for flight crew

2.7.1 听清并重复管制员的滑行指令，尤其是界限性指令，发现疑问及时证实。

2.7.1 Repeat the whole taxiing instructions issued by ATC , especially the boundary instructions, and make it clear when there is a doubt.

2.7.2 在推出时向机坪管制员证实使用跑道，推出方向。

2.7.2 While pushed back from parking stand, verify the pushing direction and the approved RWY designation to APN Control.

2.7.3 机组如在地面管制扇区之间移交后或者塔台与地面管制扇区移交后联系不畅，应在移交等待线前等待，并应向原管制扇区报告。

2.7.3 If failed to change the frequency between APN and GND, holding at the prior hand-over line and contact the original frequency.

2.7.4 当机组误操作滑错方向或路线时，应该立即停止滑行并向管制员报告。

2.7.4 When taxiing to the wrong direction by mistake, stop immediately and report ATC.

2.7.5 机组如在机坪管制与地面管制扇区移交后联系不畅，应在移交等待线前等待，并应向原管制扇区报告。

2.7.5 If failure to change the assigned GND frequency, stop prior to the intersection of the two GND sectors and contact the original GND frequency.

2.8 A380、B747-8 地面运行规则

2.8 Operational Rules for A380, B747-8

(1) A380、B747-8 在满足条件的区域运行时需按管制员指令滑行。

(1) When operating within permitted area, A380, B747-8 shall taxi by ATC instructions.

(2) A380、B747-8 航空器进港脱离跑道后按照管制指令在相应位置由引导车引导至机位，出港航空器不提供引导车引导服务。

(2) Landing A380, B747-8 shall be guided by Follow-me vehicle into stands. Follow-me vehicle is not available for departure A380, B747-8.

(3)A380、B747-8 航空器通行 B 滑时，C 滑仅允许翼展＜52m 的航空器运行，且 B 滑与 C 滑间的联络道不允许航空器进入。

(3) When A380, B747-8 taxiing on TWY B, the wing span limit for TWY D is less than 52m, and the connecting lane between TWY B and TWY C is not allowed to enter.

(4) A380、B747-8 航空器机位停放要求：

(4) Parking rules for A380, B747-8

a.进出 223A 临时组合机位时，其他机型航空器不能使用 C2、P2 滑行道。

a.When entering and exiting temporary combined stand Nr.223A, other A/C types cannot use TWY C2 and TWY P2.

b.停靠 223A 临时组合机位时，需关闭 C1、P1 滑行道，禁止其他机型航空器滑入，216-222 机位正常使用，均从 P2-C2 滑行道进出。推出时，直接推至 B 滑。

b.TWYs C1, P1 are closed for other A/C types when A380 is parking at stands Nr.223A; Stands Nr.216-222 are in normal use, taxi in and back via TWY P2-C2. When pushing out, push directly to TWY B.

c.停靠 331、332 机位，按正常机位保障，自滑进，顶推出，推出时，直接推至 K 滑。

c.Aircraft shall taxi in and be pushed back when parking at stands Nr.331, 332; These stands shall be supported as normal stands. When pushing out, push directly to TWY K.

d.停靠除冰坪 02 除冰机位，自滑进出。

d.Aircraft shall taxi in and out by itself when parking at de-icing stand Nr.02.

2.8.1 04/22 跑道

2.8.1 RWY04/22

2.8.1.1 A380、B747-8 运行区域

2.8.1.1 Operational areas for A380 and B747-8

(1) 跑道：04/22 号跑道

(1) RWY: RWY04/22

(2) 滑行道：B、B1、B12、C1

(2) TWYs: B, B1, B12, C1

(3) 停机位：223A 临时组合机位

(3) emporary combined stands Nr.223A

(4) 除上述区域外，其他区域禁止 A380、B747-8 航空器运行。

(4) Except above areas, other areas are forbidden to operate A380 and B747-8.

(5)A380、B747-8 航空器使用 04 方向起降时，其他航空器不得进入 B1 滑行道，待航空器起飞滑跑或着陆

(5) When A380 and B747-8 taking off and landing on RWY04, other type aircrafts shall not enter TWY B1,

接地后方可使用。

and TWY B1 only be used after A380 or B747-8 taking off or landing.

(6) A380 和 B747-8 航空器使用 22 方向起降时，其他航空器不得进入 B12 滑行道，待航空器起飞滑跑或着陆接地后方可使用。

(6) When A380 and B747-8 taking off and landing on RWY22, other type aircrafts shall not enter TWY B12, and TWY B12 only be used after A380 or B747-8 taking off or landing.

(7)其他航空器使用 04/22 跑道时，A380 和 B747-8 航空器不得进入 B1、B12 滑行道，待其他航空器起飞滑跑或着陆接地后方可使用。

(7)When other type aircraft using RWY04/22, A380 and B747-8 shall not enter TWY B1, B12. TWY B1 and B12 only be used after other type aircraft taking off or landing.

2.8.1.2 A380、B747-8 滑行线路详见机场图 AD2.24-1A。

2.8.1.2 Taxiing routes for A380, B747-8 refer AD2.24-1A.

2.8.2 05L/23R 号跑道

2.8.2 RWY05L/23R

2.8.2.1 A380、B747-8 运行区域

2.8.2.1 Operational areas for A380, B747-8

(1) 跑道：05L/23R 号跑道

(1) RWY: RWY05L/23R

(2) 滑行道：D、D1-D16、E、E1-E16、G3、G4、K（K2（含）以东段）、K2、K3、M（M2（含）以东段）、M2-M4

(2) TWYs: D, D1-D16, E, E1-E16, G3, G4, K(east of K2(inclusive)), K2, K3, M(east of M2(inclusive)), M2-M4

(3) 停机位：331、332 机位，除冰坪 02 除冰机位

(3) Stands Nr.331, 332, de-icing stands Nr.02

(4) 除上述区域外，其他区域禁止 A380、B747-8 航空器运行。

(4) Except above areas, other areas are forbidden to operate A380, B747-8.

2.8.2.2 A380、B747-8 滑行线路详见机场图 AD2.24-1A。

2.8.2.2 Taxiing routes for A380, B747-8 refer AD2.24-1A.

2.9 跑道等待位置及使用规定

2.9 Runway-holding position marking

2.9.1 航空器在进入跑道前必须在指定的跑道等待位置处等待机场管制塔台的指令。

2.9.1 Aircraft shall stop and wait for the instruction of TWR Control at the relative runway-holding positions.

2.9.2 机场设置“A 型等待位置”和“B 型等待位置”，当

2.9.2The nose of A/C shall get close to the runway

I 类运行时，航空器应停放在“A 型等待位置标志”处。（A380、B747-8 机型运行时，参照 2.8 规定执行）

holding position marking without exceeding it. There are type A holding position and type B holding position, when A/C is waiting at the RWY holding position, and Pattern A for CAT I operation.(When A380 and B747-8 operating, refer to 2.8)

2.10 滑行道中间等待位置及使用规定

本场公布 9 个中间等待位置标志。其中 HP1、HP2、HP3、HP4、HP10 等待点的使用依据塔台指令等待，航空器经过 HP5、HP6、HP7、HP8 等待点时需听从机场管制塔台指令转频。参见 AD2.24-2。

2.10 Intermediate holding position marking

9 Intermediate holding position markings are established. Aircraft holding at HP1,HP2，HP3, HP4, HP10 shall follow the instructions of TWR ATC. Aircraft holding at HP5, HP6, HP7, HP8 shall follow the instructions of ATC to change frequency. Refer to AD2.24-2.

等待位置 Holding point	滑行方向 Taxiing direction	等待位置 Holding point	滑行方向 Taxiing direction
HP1	N to S& S to N	HP2	N to S& S to N
HP3	N to S& S to N	HP4	N to S& S to N
HP5	E to W& W to E	HP6	E to W& W to E
HP7	E to W& W to E	HP8	E to W& W to E
HP10	SE to NW		

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 着陆航空器脱离跑道后均按照管制指令在相应位置由引导车引导进入停机位。

3.1 Landing aircraft shall taxi to the relevant position according to the ATC instructions after vacating RWY and follow the guidance of follow-me vehicle to taxi into the parking stands.

3.2 停机位限制

3.2 Limits for aircraft parking on the following stands:

停机位/Stands	航空器翼展限制/Wing span limits for aircraft(m)	机身长度限制/Fuselage limits for aircraft(m)	滑入滑出方式/Enter and exit by
Nr.331-332	＜80	≤80	taxi in, push back
Nr.115,116,118, 130, 136, 137, 327, 329, 334, 335, 338, 358-360,512-517	＜65	≤76	taxi in, push back
Nr.216	＜65	≤73.86	taxi in, push back
Nr.521-523	＜65	≤72.2	taxi in, push back
Nr.224	＜65	≤64	taxi in, push back
Nr.328, 336	＜52	≤66	taxi in, push back
Nr.117	＜52	≤62	taxi in, push back
Nr.221, 222	＜52	≤54.43	taxi in, push back
Nr.306-309, 320-326, 330, 331L, 331R, 332L, 332R, 333, 337, 339-344, 355-357, 361, 506-507, 519, 520	＜36	≤56	taxi in, push back
Nr.301-305, 310-319, 345-354	＜36	≤47	taxi in, push back
Nr.601, 602	＜36	＜45.51	tow in, push back
Nr.603	＜36	＜45.51	taxi in, push back
Nr.610	＜36	＜45.51	tow in, push back
Nr.611, 612, 614, 615, run-ups stand Nr.613, Run-ups stand of China Eastern Apron	＜36	＜45.51	push in, tow out

Nr.101-114, 119, 121, 126, 127, 131, 132, 508-511	＜36	≤45	taxi in, push back
Nr.120	＜36	≤45	taxi in and out
Nr.201-215, 217-220, 223	＜36	≤44.5	taxi in, push back
Nr.501-505	≤20	≤32	taxi in and out
Nr.532, 533	≤18.2	≤15.24	taxi in and out
Nr.223A	temporary combined stand for A380 and B747-8 parking		taxi in, push back
de-icing stand Nr.02	＜80	≤90	taxi in and out
de-icing stands Nr.01, 03	＜36	≤60	taxi in and out

210 和 211 机位航空器不得同时推出、220 和 221 机位航空器不得同时推出；201 和 301 机位航空器不得同时推出、314 和 315 机位航空器不得同时推出、349 和 350 机位航空器不得同时推出；224 机位停放的航空器推出时，仅允许推至 P2 滑；331 机位为组合机位，与 331L、331R 机位不能同时使用；332 机位为组合机位，与 332L、332R 机位不能同时使用；532、533 号机位可停放最大机型运-5。如因本场机位不足或其他原因，同一组合机位中两辅线机位需要同时停靠航空器时，不得同时开展该两架航空器的进出港保障作业；331L、332R 机位不得同时进行航空器保障作业。603 机位仅允许作为短时过渡机位使用，不允许长时间停放航空器，603 机位有航空器临时停放时，601、602 机位及东航机库内航空器禁止进出；610 机位有航空器临时停放时，国航机库内的航空器禁止进出；601-603 机位区域最多只允许同时有 1 架航空器滑行、拖移、试车或进出东航机库。610-615 机位区

Stands Nr.210&211, 220&221, 201&301, 314&315, 349&350 cannot be pushed back at the same time; A/C parking at stand Nr.224 shall be pushed back to TWY P2 only; Stands Nr.331L, 331R are not available when stand Nr.331 is in use; Stands Nr.332L, 332R are not available when stand Nr.332 is in use; Stands Nr.532, 533 are available for A/C type Y5 and below; Due to short of parking stands or other reasons, there is a necessary to use combined stands, cannot conduct ground support for both departure and arrival aircraft; Stands Nr.331L, 332R cannot get ground support simultaneously; Stand Nr.603 is only used as temporary transition stand. A/C at stands Nr.601, 602 or in the China Eastern hangar are forbidden to taxi in/out when stand Nr.603 is in use. A/C in the Air China hangar are forbidden to taxi in/out when stand Nr.610 is in use.Only one A/C is available to taxi, push back, run-ups

域最多只允许同时有 1 架航空器滑行、拖移、试车或进出国航机库。

or taxi in/out the China Eastern hangar simultaneously within stands Nr.601-603. Only one A/C is available to taxi, push back, run-ups or taxi in/out the Air China hangar simultaneously within stands Nr.610-615.

3.3 隔离机位的使用

无

3.3 Use of isolated stands for A/C

Nil

3.4 航空器试车规定

3.4.1 本场 1 号、2 号、3 号、5 号机坪的停机位除 215、216、306-309、320-323、341-344、355-358 号机位外，其他停机位均可进行慢车试车，其中 115-118、130、136、137 机位仅能进行翼展小于 36m 的航空器试慢车作业；6 号机坪设置东航机坪试车位和 613 试车位，可供航空器试大车或慢车使用。东航机坪试车位试大车使用时， 603 机位禁止停放航空器；613 机位试大车使用时，612 机位禁止停放航空器。原则上，本场其他所有区域均禁止试大车。

3.4 Rules of engine run-ups

3.4.1 All parking stands (except stands Nr.215, 216, 306-309, 320-323, 341-344, 355-358) on apron Nr.1, 2, 3, 5 can be used for engine idle test, and stands Nr.115-118, 130, 136, 137 are only available for A/C with wing span less than 36m. Run-ups stand Nr.613 and Run-ups stand of China Eastern Apron set on apron Nr.6 is available for A/C fast engine run-ups or engine idle test. Stand Nr.603 is not available when Run-ups stand of China Eastern Apron is used for A/C fast engine running-ups; Stand Nr.612 is not available when stand Nr.613 is used for A/C fast engine running-ups. In principle, fast engine run-ups is strictly forbidden at other stands.

3.4.2 在规定的试车位以外，发动机试车须经机场和空管塔台同意，在指定的临时地点(如 B 滑、D 滑、P12 滑、除冰坪等)、指定的时间，在保证安全的前提下进行。

3.4.2 Under ensuring security preconditon, except for the designated engine run-ups location, engine run-ups shall be executed at the temporary location (e.g. TWY B, D, P12, de-icing stands) subject to airport and TWR approval during the designated time.

3.4.3 发动机试车前，需向运行指挥室申请，许可后，再向机坪管制室申请，再次许可后，方可在指定的地点试车；试车时需与机坪管制室保持通信畅通。

3.4.3 Before engine run-ups, flight crew shall apply for operation control office clearance, and then apply for APN clearance, engine run-ups shall be carried out at a

designated location. Flight crew shall monitor APN frequency during engine run-ups.

3.5 航空器除冰规则

3.5 Rules for deicing

3.5.1 本场机位可进行航空器除冰作业，但须经运行指挥中心同意。

3.5.1 A/C shall contact AOC before pushed-back for de-icing.

3.5.2 本场在 D 滑西侧南端设置专用除冰位（01（C 类）、02（F 类）、03（C 类）三个除冰位），可满足 A380 及其以下航空器在冬季除冰的需求。

3.5.2 De-icing stands Nr. 01(CAT C), 02(CAT F), 03(CAT C) are set at the northwest of TWY D, and these stands are available for A/C type A380 and below.

3.5.3 航空器使用专用除冰位时，应按照空管塔台管制室和机坪管制室的指挥，经 D 滑，滑行/牵引进入除冰位。翼展≥52m 的航空器停靠 02 号除冰位进行除冰作业；翼展≤36m 的航空器除冰作业，可同时安排两架进行，分别停靠 01、03 号除冰位。

3.5.3 A/C shall be pulled into de-icing stands via TWY D according to TWR ATC and APN ATC instructions. De-icing stand Nr.02 is available for A/C with wing span≥52m; De-icing stands Nr.01 and 03 could de-icing simultaneously for A/C with wing span≤36m.

3.6 机坪使用其它规定

3.6 Other rules for aprons

本场 1 号机坪除 112、113、115、117、118 机位外，其余机位可开展航空器维修作业;2 号机坪仅 221-224 机位可开展航空器维修作业；3 号机坪机位原则上不得开展航空器维修作业；5 号机坪机位均可开展航空器维修作业；6 号机坪除东航机坪试车位、603 机位、610 机位、613 试车位外，其余机位均可开展航空器维修作业。

Apron Nr.1 (except for stands Nr.112, 113, 115, 117, 118), apron Nr.2 (only stands Nr.221-224), apron Nr.5 and apron Nr.6(except for stands Nr.603, 610, 613 and run-ups stand of China Eastern Apron) are available for A/C maintenance;

1 号、2 号、5 号机坪均可开展航空器清洗作业；3 号机坪除 306-309、320-323、341-344、355-358 机位外，其余机位可开展航空器清洗作业；6 号机坪仅 601、602、612 机位可开展航空器清洗作业。

Apron Nr.1, apron Nr.2, apron Nr.5 and apron Nr.3 (except for stands Nr.306-309, 320-323, 341-344, 355-358) and apron Nr.6(only stands Nr.601, 602, 612) are available for A/C cleaning;

3.7 为降低碳排放及噪音，本场停机位的航空器（A380 除外）关闭 APU，接驳航空器地面静变电源和航空器地面空调。

3.7 Aircraft (except A380) parking on stands should close APU, and use ground power unit and ground air conditioning systems, so as to reduce carbon emission

and noise.

4. 低能见度运行

4. Low visibility operation

4.1 低能见度标准运行的运行条件及可使用跑道

4.1 LVP Conditions and Available RWYs:

运行标准种类/ Types of Operation Standards	运行条件/ Operation Conditions		可使用的跑道/ Available RWYs
	天气标准/ Weather Conditions (m)	是否需实施低能见度运行程序/ LVP Requirement	
HUD ILS SA CAT I	450≤RVR<550	YES	RWY04/22 RWY05L/23R RWY05R/23L
HUD ILS SA CAT II	350≤RVR<450	YES	RWY05L
Standard ILS CAT II (Autopilot to (DH) and below)	Type A, B, C, D: 300≤RVR<550	YES	RWY05L
Standard ILS CAT II (Manual Operation below (DH))	Type A, B, C: 300≤RVR<550 Type D: 350≤RVR<550	YES	RWY05L
Low visibility take-off	Type A, B, C: RVR≥200 Type D: RVR≥250	YES	RWY05L/23R
Low visibility take-off based on HUD	RVR≥150	YES	RWY05L/23R

4.2 信息发布及申请

4.2 Information Issuance and Application

4.2.1 只有获得所在国民航有关部门运行批准，具备使用 HUD 实施特殊 I/II 类运行及 HUD RVR150m 起飞资格的航空器运营人，才能运行武汉天河国际机场

4.2.1 A/C operator who is capable of HUD special CAT I /II or HUD RVR150m take-off shall get the authorization from the applicable foreign regulatory

特殊 I/II 类及 HUD RVR150 起飞标准。

authority to conduct special CAT I /II or HUD RVR150m in WUHAN/Tianhe airport.

4.2.2 机组如需执行 HUD 特殊 I/II 类、标准 II 类、低能见度起飞运行标准，应主动向管制员报告，经批准后方可实施。

4.2.2 Flight crew shall conduct HUD special CAT I /II, standard CAT II or LVP take-off after reporting to ATC and getting permission.

4.2.3 航空公司一般应至少提前 40min 向管制员或机场运行指挥中心提出运行申请或报告。

4.2.3 The airline shall generally submit an operation application ro report to the ATC or AOC at least 40min in advance.

4.2.3 执行 II 类、HUD 特殊 I/II 类进港航班机组应在与进近管制的首次联系中提出申请。

4.2.3 Arrival crew shall apply for CAT II and HUD special CAT I/II approach at the first contact with APP ATC.

4.2.4 本场低能见度运行程序的启动和结束由空管部门宣布，并通过 D-ATIS，ATIS 通报机组本场正在实施低能见度运行程序。

4.2.4 LVP is commenced and terminated by ATC, and the crew shall be informed through D-ATIS and ATIS that LVP is conducting.

4.3 低能见度运行程序的准备、启动和结束

4.3 LVP Preparation, Commencement and Termination

4.3.1 准备阶段

4.3.1 Preparation

当 VIS1000m 或云高 90m，并呈下降趋势时，启动天河机场低能见度运行的准备工作。

When VIS descend to 1000m or ceiling descend to 90m and forecast shows a decreasing trend, preparation of LVP will be issued.

4.3.2 启动阶段

4.3.2 Commencement

当 VIS 下降至 800m 或 RVR 下降至 550m 或云高下降至 60m 时，启动天河机场低能见度运行程序。

When VIS descend to 800m or RVR descend to 550m or ceiling descend to 60m, commencement of LVP will be issued.

4.3.3 结束阶段

4.3.3 Termination

（1）当 RVR 达到 550m 且云高达到 60m，并呈上升趋势时，结束天河机场低能见度运行程序。

(1) When RVR up to 550m and ceiling up to 60m, termination of LVP will be issued.

（2）因设备故障等其他原因不具备低能见度程序保

The support capability of LVP is not available due to

障能力时。

4.4 低能见度地面运行规定

4.4.1 在实施低能见度运行时，塔台管制地带内根据机组需求提供引导车引导。

4.4.2 II 类运行时，离场航空器应听从管制员指挥在指定滑行道的 II 类等待位置等待，未经许可，禁止越过等待线，避免进入仪表着陆系统敏感区；进场航空器进入主滑行道后表明已离开仪表着陆系统敏感区，此时必须向塔台管制室报告“已脱离跑道”。

4.4.3 在实施低能见度运行期间，所有航空器在 05L 跑道等待点位置为 B 型跑道等待位置。

4.5 其他特殊要求

在实施低能见度运行期间，当获知运行条件发生变化，不能满足低能见度运行程序需求时，塔台应结束低能见度运行程序运行。

5. 直升机飞行限制，直升机停靠区

无

6. 警告

6.1 邻近机场较多,飞行活动频繁,进出本机场的航空器,严格保持航迹和高度,并听从 ATC 指挥。

6.2 武汉机场为多跑道机场，机组和管制员在使用跑道时注意辨别、提醒。

equipment failure and other reasons.

4.4 LVP Ground operational regulation

4.4.1 When operating LVP, follow-me vehicle is provided when flight crew request within the Tower Control Zone.

4.4.2 When conducting CAT II operation, departure A/C shall follow ATC instructions and hold at designated TWY CAT II holding positions, and prohibit to cross holding line without permission, for avoiding entering the ILS sensitive area. Arrival A/C have leave ILS sensitive area once entering the main TWYs, then report to TWR: RWY vacated.

4.4.3 During LVP in operation, when A/C operate on RWYs, holding position on RWY05L is pattern B.

4.5 Other Special Requirements

When know the change of operational conditions and it is not satisfied with the LVP procedures requirements, TWR shall terminated LVP during conducting LVP.

5. Helicopter operation restrictions and helicopter parking/docking area

Nil

6. Warning

6.1 Several airports near Wuhan/Tianhe airport, many flights exist around the airport, the departing/landing aircraft shall strictly keep the flight track and altitudes, and follow ATC instructions.

6.2 Wuhan Airport is a multi-runway airport, pilots and controller shall pay attention to identify.

ZHHH AD 2.21 减噪程序

1 噪音限制规定

1.1 在保证安全超障和飞行程序最低爬升梯度的条件下，要求所有飞行员执行以下减噪飞行操作程序，由于非管制原因不执行减噪飞行操作程序，飞行员须在起飞前告知空管并说明理由（校验飞行等特殊飞行除外）。

2 起飞减噪程序

2.1 在航空器起飞性能允许的情况下，尽可能使用减推力起飞。

2.2 在到达高度 450m 时，起始爬升速度达到 V2+20km/h（10kt）时，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。

2.3 保持减功率/推力和可靠的上升率，高度 900m 以上时，平稳加速至航路爬升速度，按规定收襟翼/缝翼。

ZHHH AD 2.21 Noise abatement procedures

1 Noise restrictions

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

2 Noise abatement procedures for departure

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

2.2 At altitude 450m, 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.

2.3 At altitude 900m or above, maintain a positive rate of climb, accelerate smoothly to en-route climb speed and retract flaps/slats on schedule.

ZHHH AD 2.22 飞行程序

1. 总则

除经武汉进近、或塔台许可外，在武汉进近管制区和塔台管制区内的飞行，必须按照仪表飞行规则进行。

2. 起落航线

04/22 跑道起落航线以跑道西北侧为主，高度

ZHHH AD 2.22 Flight procedures

1. General

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

2. Traffic circuits

RWY04/22: Traffic circuits shall be made to the

450-700m；

05L/23R、05R/23L 跑道起落航线以跑道东南侧为主，高度 450-700m。

northwest of RWY, at the altitudes of 450-700m;

RWY 05L/23R, RWY05R/23L: Traffic circuits shall be made to the southeast of RWY, at the altitudes of 450-700m.

3. 仪表飞行程序

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

3. IFR flight procedures

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

3.2 本场 24 小时实行 RNP1 进离场程序，不能执行 RNP1 程序的航空器驾驶员应在首次联系武汉塔台或武汉进近时报告。

3.2 RNP1 procedures are implemented in the Wuhan/Tianhe airport for the whole day. If A/C can not fulfill the requirements of the RNP1 procedures operation, pilot shall inform the controller at the first contact or during approaching.

3.3 天河机场实施平行跑道相关仪表进近：

3.3 Implementation of Dependent Parallel Instrument Approach at Tianhe Airport:

(1)04 和 05L/05R，22 和 23L/23R 跑道实施平行跑道相关仪表进近模式，相关进近模式运行时间根据空中交通流量听从管制具体安排。落地跑道分配原则如下：PONUD 和 WTM 方向进港航空器默认使用 04/22 跑道，UPMAT 和 XSH 方向进港航空器默认使用 05L/23R 或 05R/23L 跑道。具体使用跑道和对应的进场程序听从管制安排；

(1)Dependent parallel instrument approach is implemented for RWY04 and RWY05L/05R, RWY22 and RWY23L/23R. Operation time of the dependent parallel instrument approach is determined by ATC according to traffic flow in the airspace. The assignment for landing runways is as follows: arrival aircrafts from the direction of PONUD and WTM are defaulted to use RWY04/22, while those arrival aircrafts from the direction of UPMAT and XSH are defaulted to use RWY05L/23R or 05R/23L. The specific runway assignment and corresponding arrival procedures shall

follow ATC instructions;

(2)若航空器偏离航道或者航空器出现切过航向道的情况时，机组应立即向管制员报告，管制员根据报告的信息采取相应的处置方法；

(2) In the event of aircraft deviating from the localizer or crossing the localizer, flight crew shall immediately report to air traffic controller, controller will take appropriate actions based on the reported information;

(3)复飞时，机组严格按照标准复飞程序执行，或者听从管制指挥引导，当出现天气影响任一落地跑道的航空器不能执行标准复飞程序时，机组立即向管制员报告，管制员根据报告的信息采取相应的措施。

(3) Flight crews must strictly follow the standard missed approach procedures or follow the controller's guidance during missed approach. If aircraft cannot implement the standard missed approach procedure because of weather condition, flight crew shall immediately report to air traffic controller, controller will take appropriate actions based on the reported information.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

4.1 武汉进近管制区域内实施雷达管制。航空器最小水平间隔为 5.6km，最小垂直间隔为 300m;

4.1 Radar control within Wuhan APP has been implemented. The minimum horizontal radar separation is 5.6km, the minimum vertical radar separation is 300m;

4.2 雷达引导与排序

4.2 Radar vectoring and sequencing

4.2.1 通常，航空器从 N310545 E1122356— N321939 E1133646— N320730 E1140412— N323223 E1145929— N322728 E1154958— N300500 E1155600— N290200 E1143400— N292300 E1130712— N292352 E1124300— N301718 E1121618— N310545 E1122356 或管制移交点得到进近雷达引导和排序,直至相应的最后进近航迹或目视跑道。根据航空器性能或管制规定,发布雷达引导、上升或下降高度及速度调整的指令,使航空器之间保持规定的雷达间隔或尾流间隔;

4.2.1 Normally, aircraft will be vectored and sequenced within N310545 E1122356— N321939 E1133646— N320730 E1140412— N323223 E1145929— N322728 E1154958— N300500 E1155600— N290200 E1143400— N292300 E1130712— N292352 E1124300— N301718 E1121618— N310545 E1122356 or ATC hand-over Fix to the appropriate final approach track or to the time when RWY is in sight. Instructions about radar vectors, ascent/descent altitudes or speed adjustment will be issued for spacing and separating the

aircraft so that stipulated radar intervals and wake intervals are maintained, taking into account aircraft characteristics or control regulations;

4.2.2 离场航空器在起飞前收到 ATC 放行或塔台管制员给出起飞限制条件，起飞后可由管制员雷达引导离场。

4.2.2 If the departure aircraft receive take-off limits from controller, then it will be vectored to join in the standard departure routes by radar controller.

4.3 最低监视引导高度扇区

4.3 Surveillance Minimum Altitude Sectors

Sector Nr.1	ALT limit: 600m or above
N304500 E1142353-N304500 E1143259-N305600 E1143300-N305600 E1144955-N303923 E1144948-N303924 E1145629-an arc with radius of 5.6KM centered at N303821 E1145946-N303926 E1150303-N303927 E1151459-N302901 E1150554-N302505 E1150525-N302208 E1151005-N301601 E1151003-N301604 E1150059-N301922 E1145339-N301940 E1144824-N302100 E1144336-N302102 E1142353-N303140 E1142353-N304246 E1142353-N304500 E1142353	
Sector Nr.2	ALT limit: 1200m or above
N310545 E1122356-N311730 E1123531-N310911 E1130208-N314414 E1134452-N314417 E1140218-N313558 E1141557-N313615 E1145532-N312211 E1145531-N312211 E1142040-N310932 E1142039-N310429 E1141524-N310429 E1140851-N310428 E1135958-N311753 E1140000-N311606 E1134100-N304458 E1131414-N304500 E1124726-N304457 E1122040-N310545 E1122356	
Sector Nr.3	ALT limit: 900m or above
N310429 E1140851-N310429 E1141524-N310932 E1142039-N312211 E1142040-N312211 E1145531-N305600 E1145532-N305600 E1144955-N305600 E1143300-N305915 E1143300-N305915 E1142503-N310130 E1141229-N310429 E1140851	
Sector Nr.4	ALT limit: 650m or above
N303924 E1145629-N303926 E1150303-an arc with radius of 5.6KM centered at N303821 E1145946-N303924 E1145629	
Sector Nr.5	ALT limit: 1750m or above

N313615 E1145532-N313032 E1151540-N305503 E1151638-N304756 E1151649-N304758 E1145533-N305600 E1145532-N312211 E1145531-N313615 E1145532	
Sector Nr.6	ALT limit: 1900m or above
N313615 E1145532-N314803 E1145801-N315540 E1152426-N320037 E1154148-N314830 E1154319-N314830 E1152546-N313743 E1152546-N313535 E1153246-N305454 E1153246-N305503 E1151638-N313032 E1151540-N313615 E1145532	
Sector Nr.7	ALT limit: 2200m or above
N314830 E1152546-N314830 E1154319-N305442 E1154958-N305447 E1154338-N305454 E1153246-N313535 E1153246-N313743 E1152546-N314830 E1152546	
Sector Nr.8	ALT limit: 1000m or above
N305600 E1144955-N305600 E1145532-N304758 E1145533-N304756 E1151649-N304755 E1152349-N303431 E1153015-N303029 E1152800-N302843 E1152759-N302946 E1152112-N303927 E1152111-N303927 E1151459-N303926 E1150303-N303924 E1145629-N303923 E1144948-N305600 E1144955	
Sector Nr.9	ALT limit: 700m or above
N303927 E1151459-N303927 E1152111-N302946 E1152112-N302615 E1151550-N301600 E1151548-N301601 E1151003-N302208 E1151005-N302505 E1150525-N302901 E1150554-N303927 E1151459	
Sector Nr.10	ALT limit: 850m or above
N302615 E1151550-N302946 E1152112-N302843 E1152759-N301903 E1152752-N301320 E1153335-N300534 E1151931-N300519 E1145446-N300629 E1145940-N300911 E1145733-N301031 E1145949-N301604 E1150059-N301601 E1151003-N301600 E1151548-N302615 E1151550	
Sector Nr.11	ALT limit: 1450m or above
N305503 E1151638-N305454 E1153246-N305447 E1154338-N304145 E1154514-N303431 E1153015-N304755 E1152349-N304756 E1151649-N305503 E1151638	
Sector Nr.12	ALT limit: 1750m or above
N303029 E1152800-N303431 E1153015-N304145 E1154514-N305447 E1154338-N305442 E1154958-N300500 E1155600-N295802 E1154655-N301320 E1153335-N301903 E1152752-N302843 E1152759-N303029 E1152800	
Sector Nr.13	ALT limit: 1200m or above

N295331 E1140634-N300519 E1145446-N300534 E1151931-N301320 E1153335-N295802 E1154655-N294222 E1152630-N293308 E1144632-N295323 E1144632-N295330 E1141655-N295331 E1140634	
Sector Nr.14	ALT limit: 750m or above
A circle with radius of 5.6KM centered at N300935 E1144143.	
Sector Nr.15	ALT limit: 1450m or above
N295330 E1141655-N295323 E1144632-N293308 E1144632-N293141 E1144632-N293142 E1142010-N295330 E1141655	
Sector Nr.16	ALT limit: 2150m or above
N293142 E1142010-N293141 E1144632-N293308 E1144632-N294222 E1152630-N290200 E1143400-N290429 E1142404-N293142 E1142010	
Sector Nr.17	ALT limit: 650m or above
N310130 E1141229-N305915 E1142503-N305915 E1143300-N305600 E1143300-N305600 E1142339-N305847 E1141346-N310130 E1141229	
Sector Nr.18	ALT limit: 500m or above
N310428 E1135958-N310429 E1140851-N310130 E1141229-N305847 E1141346-N305600 E1142339-N305600 E1143300-N304500 E1143259-N304500 E1142353-N304246 E1142353-N304255 E1141602-N303618 E1140658-N303618 E1140000-N310428 E1135958	
Sector Nr.19	ALT limit: 800m or above
N303618 E1140658-N304255 E1141602-N304246 E1142353-N303140 E1142353-N303140 E1141300-N303618 E1140658	
Sector Nr.20	ALT limit: 700m or above
N303618 E1135052-N303618 E1140000-N303618 E1140658-N303140 E1141300-N303140 E1142353-N302102 E1142353-N302100 E1144336-N301940 E1144824-N301016 E1144920-N300834 E1145527-N300911 E1145733-N300629 E1145940-N300519 E1145446-N295331 E1140634-N295435 E1134432-N300201 E1134539-N303618 E1135052, except the circle with radius of 5.6KM centered at N300935 E1144143.	
Sector Nr.21	ALT limit: 1750m or above
N301718 E1121618-N293735 E1131828-N295435 E1134432-N295331 E1140634-N295330 E1141655-N293142	

E1142010-N290429 E1142404-N293011 E1123952-N301718 E1121618	
Sector Nr.22	ALT limit: 1200m or above
N304457 E1122040-N304500 E1124726-N300710 E1131105-N300201 E1134539-N295435 E1134432-N293735 E1131828-N301718 E1121618-N304457 E1122040	
Sector Nr.23	ALT limit: 600m or above
N304500 E1124726-N304458 E1131414-N311606 E1134100-N311753 E1140000-N310428 E1135958-N303618 E1140000-N303618 E1135052-N300201 E1134539-N300710 E1131105-N304500 E1124726	
Sector Nr.24	ALT limit: 1550m or above
N311730 E1123531-N321939 E1133646-N320730 E1140412-N314417 E1140218-N314414 E1134452-N310911 E1130208-N311730 E1123531	
Sector Nr.25	ALT limit: 900m or above
N301940 E1144824-N301922 E1145339-N301604 E1150059-N301031 E1145949-N300911 E1145733-N300834 E1145527-N301016 E1144920-N301940 E1144824	
Sector Nr.26	ALT limit: 2100m or above
N320730 E1140412-N315540 E1152426-N314803 E1145801-N313615 E1145532-N313558 E1141557-N314417 E1140218-N320730 E1140412	
Sector Nr.27	ALT limit: 2700m or above
N320730 E1140412-N323223 E1145929-N320829 E1151312-N321100 E1154030-N320037 E1154148-N315540 E1152426-N320730 E1140412	
Sector Nr.28	ALT limit: 3400m or above
N323223 E1145929-N322804 E1154359-N321100 E1154030-N320829 E1151312-N323223 E1145929	

5. 无线电通信失效程序

参见 AIP 总则 3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序。

5. Radio communication failure procedures

Refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure

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6. 目视飞行程序

6.1 当武汉天河机场能见度不小于 5km，云高不低于 600m 时，可以发布实施目视进近；

6.2 目视飞行的等待：在机场上空按起落航线进行等待。

7. 目视飞行航线

无

8. 其它规定

无

6. Procedures for VFR flights

6.1 When VIS is no less than 5km and ceiling no lower than 600m, visual approach can be implemented;

6.2 Holding: aircraft shall hold following the traffic circuits mentioned above.

7. VFR route

Nil

8. Other regulations

Nil

ZHHH AD 2.23 其它资料

鸟情资料

全年有鸟类活动。鸟类迁徙时，春季主要往北，秋季主要往南。机场配备了驱鸟设备，并采取了驱赶措施以减少鸟群活动。鸟的活动情况如下：

ZHHH AD 2.23 Other information

Bird's information

Activities of bird flocks are found all the year round. When birds migrate, they mainly head north in spring and south in autumn. Aerodrome is equipped with bird dispersal equipment, and Aerodrome Authority resorts to dispersal methods to reduce bird activities. The details of bird activities as follows:

Serial number	Bird species	Resident type	Main activity season	Active time	Flight altitude (m)
1	The pearl-necked turtle	R	Annual	Day	2-15
2	Grey headed lapis	P	Summer, Autumn	Day	5-20
3	Brown-backed shrike	R	Annual	Day	2-10

4	Magpie	R	Annual	Day	5-20
5	Little skylark	R	Annual	Day	1-10
6	Dicrurus nigra	S	Summer, Autumn	Day	2-10
7	A surname	S	Annual	Day	3-10
8	Sparrow	R	Annual	Day	2-8
9	Streptopelia monticola	R	Annual	Day	2-15
10	Egret	S	Summer, Autumn	Day	2-16