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

ZHEC/EHU-鄂州/花湖 EZHOU/Huahu

ZHEC 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°20.5′ E115°01.7′ Center of RWY 01L/19R
2	机场基准点与城市的位置关系 Direction and distance from city	113 °GEO, 14.6km from Ezhou Fenghuang Square
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	23.4 m/34.5°C(AUG)/2.9°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°49′W(2021)/-6′57″
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	Hubei International Logistics Airport CO. LTD. Ezhou，Hubei province Post code:436000 TEL:86-711-3688268 FAX:86-711-3688266 AFS:ZHECZPZX Website:http://www.hublairport.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/4E
9	备注 Remarks	Nil

ZHEC 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	HS or O/R
3	卫生健康部门 Health and sanitation	HS or O/R
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

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

1	货物装卸设施 Cargo-handling facilities	Trailer, bulk cargo loader(conveyor belt truck), towing vehicle, cargo information management system
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	Refueling truck (20000L): 17 liters/ sec ; Hydrant dispenser: 20liters/ sec, 25 liters/ sec (single tube), 40 liters/ sec (double tube); Rush hour piping system refueling capacity: 400 liters/ sec
5	除冰设施 De-icing facilities	De-icer
6	过站航空器机库 Hangar space for visiting aircraft	The hangar can park one wide-body aircraft(B747) and one narrow-body aircraft(B757, B767, A320), or two narrow-body aircraft(B777, B767, A330). The hangar is equipped with a 15T crane.
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Regular service: replacement work of B767-300, B757-200 and corresponding models.
8	备注 Remarks	Stands with ground power unit: Nr.101, 108-111, 301-326, 302L/R-304L/R, 313L/R-317L/R, 342-361, 348L/R, 349L/R, 358L/R-361L/R, 721-723 Potable water supply vehicle, sewage vehicle, ground power unit

ZHEC AD 2.5 旅客设施 Passenger facilities

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

ZHEC 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 7
2	援救设备 Rescue equipment	Fire fighting facilities: primary foam tender, HRET primary foam tender, heavy-load foam tender, rescue illumination truck, water mist truck; Rescue equipments: command vehicle, logistics truck
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	B747-800 and below; EQPT for removal: traction rack, mobile surface, aircraft rescue spreader, rubber sleeper
4	备注 Remarks	Nil

ZHEC 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 blowers, snow removal vehicles, snow fluid trucks, snowplows, sweepers
2	扫雪顺序 Clearance priorities	RWY→connection taxiway→parallel taxiway→apron connection taxiway→apron
3	备注 Remarks	Nil

ZHEC 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 830/R/A/W/T : Stands Nr. 101-108, 601-607 PCR 820/R/A/W/T : Stands Nr. 109-116,121-124,201-223,216L/R-218L/R,301-316,302L/R-304L/R,313L/R-317L/R,317-348,332L/R,334L/R,348L/R-349L/R,349-361,358L/R-361L/R,608,701(temporary isolated stand),721-723
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	38m : A2-A4, A11, A12, C2, C3, C10, P1, P2 30.5m : A1, A13, C1, C11, D21 23m : A, A5-A10, B, B1-B3, B5-B11, C, C4-C9, D, D0-D11, E1, W, W11, W13
		道面 Surface	CONC
		强度 Strength	PCR 930/R/A/W/T : A5-A10, C4-C9 PCR 830/R/A/W/T : W12 PCR 820/R/A/W/T : A, A1-A4, A11-A13, B, B1-B3, B5-B11, C, C1-C3, C10, C11, D, D0-D11, D21, E, E1, G, G1-G6, K1-K9, K11, L1-L9, L11, P1, P2, W, W11, W13, Y1
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	

ZHEC 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. 101-116, 121-124, 201-216, 216L, 216R, 217, 217L, 217R, 218, 218L, 218R, 219-223, 301, 302, 302L, 302R, 303, 303L, 303R, 304, 304L, 304R, 305-313, 313L, 313R, 314, 314L, 314R, 315, 315L, 315R, 316, 316L, 316R, 317, 317L, 317R, 318-332, 332L, 332R, 333, 334, 334L, 334R, 335-348, 348L, 348R, 349, 349L, 349R, 350-358, 358L, 358R, 359, 359L, 359R, 360, 360L, 360R, 361, 361L, 361R, 601-607, 721-723. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at aircraft stands Nr. 101-111, 301-326, 342-361, 721-723, 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, simple RTZL(01L, 01R), RTZL(19L, 19R), RENL
		滑行道标志 TWY markings	Edge line, center line, No-entry(A5-A10, C4-C9), RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line lights, center line lights, No-entry bar(A5-A10, C4-C9) , intermediate holding position lights
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: Set at all RWY holding positions Runway guard lights: A1-A4, A11-A13, C1-C3, C10, C11, P1, P2	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	RETILs(A5-A10,C4-C9); Bridge stands: Nr.102-107; The instructions of Stands Nr. 101-111 refer to AD1.1.5.3 Pilot instructions for Visual Docking Guidance System (II)	

ZHEC 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
BLDG 001	BLDG	005/2985	40.6		RWY01L Take-off path
BLDG 002	BLDG	006/2864	36.9		RWY01L Take-off path
MT 003	MT	006/3844	60.3		RWY01L Take-off path
Pole 004	Pole	010/1493	29.0	LGT	
Pole 005	Pole	010/3042	40.5		RWY01L Take-off path
Pole 006	Pole	011/3110	43.2		RWY01L Take-off path
MT 007	MT	012/2639	33.4		RWY01L Take-off path
BLDG 008	BLDG	014/3476	49.0		RWY01L Take-off path
Antenna 009	Antenna	016/3393	46.9		RWY01L Take-off path
MT 010	MT	021/3422	55.3		RWY19R GP INOP final approach
Antenna 011	Antenna	035/11013	145.2		RWY01R Take-off path
MT 012	MT	046/3346	38.8		RWY01R Take-off path
MT 013	MT	049/3904	46.3		RWY01R Take-off path
Pole 014	Pole	072/2397	29.8	LGT	

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(º)/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
Control TWR 015	Control TWR	100/1002	118.7	LGT	
Pole 016	Pole	145/2636	29.1	LGT	
TRANSMISSION _LINE 017	TRANSM ISSION_L INE	154/7877	203.6		
Bridge 018	Bridge	163/9806	258.6		Circling CAT C/D
MT 019	MT	180/5444	64.4		RWY19L Take-off path
BLDG 020	BLDG	181/9783	130.0		RWY19L Take-off path
BLDG 021	BLDG	185/8934	112.9		RWY19L Take-off path
BLDG 022	BLDG	187/8507	108.0		RWY19L Take-off path
MT 023	MT	191/10920	153.1		RWY19R Take-off path RWY01R GP INOP final approach Topographical charts
TRANSMISSION _LINE 024	TRANSM ISSION_L INE	192/11445	196.8		RWY19R Take-off path
TRANSMISSION _LINE 025	TRANSM ISSION_L INE	192/11468	212.8		RWY01L GP INOP final approach RWY19R Take-off path
MT 026	MT	194/3238	45.1		RWY19R Take-off path
MT 027	MT	194/6922	96.8		RWY19R Take-off path
MT 028	MT	196/3632	50.1		RWY19R 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(º)/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 029	MT	197/2905	39.0		RWY19R Take-off path
MT 030	MT	198/2493	32.4		RWY19R Take-off path
MT 031	MT	198/3404	47.2		RWY19R Take-off path
Pole 032	Pole	199/1491	29.0	LGT	
MT 033	MT	200/2268	28.8		RWY19R Take-off path
MT 034	MT	201/3094	42.4		RWY19R Take-off path
MT 035	MT	202/2510	33.4		RWY19R Take-off path
MT 036	MT	204/2671	36.2		RWY19R Take-off path
MT 037	MT	206/3765	54.7		RWY19R Take-off path
Antenna 038	Antenna	209/4119	60.3		RWY19R Take-off path
MT 039	MT	212/3752	132.6		RWY19R Departure
MT 040	MT	229/4326	193.0		Circling CAT A
Pole 041	Pole	231/4522	226.2		Circling CAT B

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(º)/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
Antenna 042	Antenna	007/25224	282		RWY19R Intermediate approach, traditional initial approach
MT 043	MT	014/85836	1250		MSA sector Topographical charts
TRANSMISSION _LINE 044	TRANSM ISSION_L INE	019/17236	109	LGT	RWY19L GP INOP final approach
Antenna 045	Antenna	020/31613	98		RWY19R PBN initial approach
Antenna 046	Antenna	023/29590	106		RWY19R Traditonal initial approach RWY19L PBN initial approach
Antenna 047	Antenna	025/20607	229		RWY19L RNAV ILS/DME, ILS/DME intermediate approach
Antenna 048	Antenna	025/30906	118		RWY19L Traditional initial approach
MT 049	MT	033/28335	214		RWY19L/R PBN initial approach
MT 050	MT	041/27618	228		RWY19L/R Traditional initial approach
MT 051	MT	078/54294	1016		MSA sector
MT 052	MT	085/31138	462		RWY01R/19L Missed approach holding
WINDMILL 053	WINDMI LL	151/46343	713		RWY19L/R Arrival holding
WINDMILL 054	WINDMI LL	160/43772	775		RWY01L/R Arrival holding
Antenna 055	Antenna	167/18128	525		RWY19L Missed approach
MT 056	MT	178/35263	582		RWY01L/R Traditional initial approach

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(º)/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 057	MT	189/18391	396		RWY01L Intermediate approach RWY01R GP INOP intermediate approach RWY01R GP INOP final approach
MT 058	MT	190/34089	556		RWY01L/R Traditional initial approach
TRANSMISSION _LINE 059	TRANSMISSION_LINE	194/18493	260		RWY01R RNAV ILS/DME, ILS/DME intermediate approach
MT 060	MT	214/77142	954		MSA sector Topographical charts
TOWER 061	TOWER	215/17246	563		RWY19R Missed approach
MT 062	MT	241/17147	456		RWY19R Missed approach holding
Antenna 063	Antenna	359/33000	334		RWY19L Traditional initial approach RWYL/R PBN initial approach
WINDMILL 064	WINDMILL	359/46469	595		RWY01L/R Arrival holding RWY01L Missed approach holding MSA sector

Remarks:

ZHEC 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	Ezhou/Huahu Airport 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	Ezhou/Huahu Airport 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 Consultation 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	Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	MET service terminal, TEL, FAX
9	提供气象情报的空中交通服务单位 ATS units provided with information	APP, TWR
10	其他信息 Additional information	Nil
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: 110m W of RCL, 324m inward THR01L B: 110m W of RCL, 1800m inward THR19R C: 110m W of RCL, 322m inward THR19R D: 110m E of RCL, 317m inward THR01R

		E: 110m E of RCL, 1800m inward THR01R F: 110m E of RCL, 321m inward THR19L SFC wind sensors 01L: 115m W of RCL, 329m inward THR01L 01L/19R center: 115m W of RCL, 1800m inward THR19R 19R: 115m W of RCL, 327m inward THR19R 01R: 115m E of RCL, 322m inward THR01R 01R/19L center: 115m E of RCL, 1800m inward THR01R 19L: 115m E of RCL, 326m inward THR19L Ceilometer 01L: On the RCL extension line, 910m outward THR01L 19R: On the RCL extension line, 920m outward THR19R 01R: 10m W of RCL extension line, 900m outward THR01R 19L: On the RCL extension line, 920m outward THR19L
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	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZHEC 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
01L	009.99 °GEO 015 °MAG	3600×45	PCR 820/R/A/W/T CONC/-	Nil	THR 22.5m TDZ 22.5m	-0.2%(455m)/0% (2655m)/0.2%(490m)
19R	189.99 °GEO 195 °MAG	3600×45	PCR 820/R/A/W/T CONC/-	Nil	THR 22.4m TDZ 22.4m	-0.2%(490m)/0% (2655m)/0.2%(455m)
01R	009.99 °GEO 015 °MAG	3600×45	PCR 820/R/A/W/T CONC/-	Nil	THR 22.4m TDZ 22.6m	0.03%
19L	189.99 °GEO 195 °MAG	3600×45	PCR 820/R/A/W/T CONC/-	Nil	THR 23.4m TDZ 23.4m	-0.03%

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
01L	Nil	Nil	3720×280	240×150	Nil	Nil
19R	Nil	Nil	3720×280	240×150	Nil	Nil
01R	Nil	Nil	3720×280	240×150	Nil	Nil
19L	Nil	Nil	3720×280	240×150	Nil	Nil

Remarks: 1. RWY01L/19R and 01R/19L shoulders: 7.5m on each side.

2. RWY01L/19R , 01R/19L and rapid exit taxiway straight section grooved. The groove is 6mm ×6mm ×32mm.

3. Distance between RCL of RWY01L/19R and 01R/19L is 1900m. THR01R is 200m south of THR01L. THR19L is 200m south of THR19R.

ZHEC 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
01L	3600	3600	3600	3600	Nil
01L	3500	3500	3500	NOT AVBL	FM A2
01L	3400	3400	3400	NOT AVBL	FM A3
01L	3210	3210	3210	NOT AVBL	FM A4
19R	3600	3600	3600	3600	Nil
19R	3500	3500	3500	NOT AVBL	FM A12
19R	3210	3210	3210	NOT AVBL	FM A11
01R	3600	3600	3600	3600	Nil
01R	3500	3500	3500	NOT AVBL	FM C2
01R	3400	3400	3400	NOT AVBL	FM C3
01R	3210	3210	3210	NOT AVBL	FM P1
19L	3600	3600	3600	3600	Nil
19L	3500	3500	3500	NOT AVBL	FM C10
19L	3210	3210	3210	NOT AVBL	FM P2

ZHEC 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
01L	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 463m inward THR01L 3 ° 20.8m		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
19R	PALS CAT II SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 470m inward THR19R 3 ° 21.3m	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
01R	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 470m inward THR01R 3 ° 22.3m		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
19L	PALS CAT II SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 470m inward THR19L 3 ° 21.5m	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
Remarks: RWY01L APCH LGT:Install according to PALS CAT I type B RWY01R APCH LGT:Install according to PALS CAT I type B								

ZHEC 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: 01L:84m W of RCL, 463m inwards THR01L, LGTD 19L:83m E of RCL, 462m inwards THR19L, LGTD 01R:83m W of RCL, 461m inwards THR01R, LGTD 19R:83m E of RCL, 462m inwards THR19R, 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 UPS/<1sec Diesel generator/≤15sec
5	备注 Remarks	Uninterrupted Power System (UPS) has been equipped with Navigation Aids Lighting Power System.

ZHEC 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

ZHEC 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
TWR control area	N303044E1145536-N302807E1151246-N301006E1150905-N301243E1145158-N303044E1145536	ZHHH QNH 900m or below				
Altimeter setting region and TL/TA	Same as Wuhan APP area (Ezhou TWR control area is not inclusive). Use Wuhan QNH within this area.	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				Use Ezhou QNH within Ezhou TWR control area.

ZHEC 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		126.85 (arrival)			H24	D-ATIS available
		127.425 (departure)			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.
		APP06:119.8 (119.475)			by ATC	Contact APP02 when APP06 U/S.
TWR	Huahu Tower	(E):118.375 (123.15)			by ATC	East Tower
		(W):118.525 (123.15)			H24	West Tower
GND	Huahu Ground	(E):121.625 (123.15)			by ATC	East Ground
		(W):121.7 (123.15)			by ATC	West Ground
Delivery		121.825			H24	DCL available
EMG		121.5			H24	

ZHEC 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′ 282 °MAG/ 84575m FM ARP	50 m	For VOR: BTN 16-17.7NM on R030 ° U/S.
Chashan VOR/DME	KGF	116.45 MHz CH 111Y	H24	N30°09.0′ E114°45.7′ 236 °MAG/ 33515m FM ARP	114 m	
Hebaohu VOR/DME	DHB	114.45 MHz CH 91Y	H24	N30°41.9′ E113°58.3′ 296 °MAG/ 108779m FM ARP	100 m	
Hekou VOR/DME	HOK	116.0 MHz CH 107X	H24	N31°19.5′ E114°25.8′ 337 °MAG/ 122982m FM ARP		
Huangpi VOR/DME	DHP	113.75 MHz CH 84Y	H24	N30°52.2′ E114°28.2′ 323 °MAG/ 79360m FM ARP	55 m	
Huilongshan VOR/DME	MOU	114.95 MHz CH 96Y	H24	N30°36.7′ E114°59.3′ 358 °MAG/ 29958m FM ARP	112 m	
Tianhe VOR/DME	WHA	112.2 MHz CH 59X	H24	N30°46.9′ E114°12.2′ 307 °MAG/ 92995m FM ARP	43 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
Tianmen VOR/DME	WTM	108.8 MHz CH 25X	H24	N30°45.2′ E113°08.5′ 290 °MAG/186720m FM ARP	52 m	For VOR:BTN 36-44NM on R270 ° U/S.
Tianshan VOR/DME	XGD	112.05 MHz CH 57Y	H24	N30°41.5′ E115°07.4′ 018 °MAG/ 39780m FM ARP	178 m	
Xishui VOR/DME	XSH	115.4 MHz CH 101X	H24	N30°26.1′ E115°16.0′ 070 °MAG/ 25157m FM ARP		
Tianhe NDB	HG	254 kHz	H24	N30°55.5′ E114°21.0′ 320 °MAG/91503m FM ARP		U/S.
LOC 01L ILS CAT I	IDC	111.3 MHz		015 °MAG/290m FM RWY01L end		Beyond 17NM of front course U/S
GP 01L		332.3 MHz		120m W of RWY01L/19R RCL, 314m inside THR01L		Angle 3 °, RDH 17.0 m Coverage 13NM
DME 01L	IDC	CH 50X (111.3 MHz)			29m	Co-located with GP 01L
IM 19R		75 MHz		015 °MAG/ 320m FM THR19R		
LOC 19R ILS CAT II	INZ	111.3 MHz		195 °MAG/290m FM RWY19R end		Coverage 25NM
GP 19R		332.3 MHz		120m W of RWY01L/19R RCL, 312m inside THR19R		Angle 3 °, RDH 15.8 m Coverage 15NM
DME 19R	INZ	CH 50X (111.3 MHz)			29m	Co-located with GP 19R

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
LOC 01R ILS CAT I	IFP	108.95 MHz		015 °MAG/290m FM RWY01R end		Beyond 20NM of front course U/S
GP 01R		329.15 MHz		120m E of RWY01R/19L RCL, 307m inside THR01R		Angle 3 °, RDH 16.2 m Coverage 13NM
DME 01R	IFP	CH 26Y (108.95 MHz)			29m	Co-located with GP 01R
IM 19L		75 MHz		015 °MAG/ 320m FM THR19L		
LOC 19L ILS CAT II	IYU	108.95 MHz		195 °MAG/290m FM RWY19L end		Coverage 25NM
GP 19L		329.15 MHz		120m E of RWY01R/19LRCL, 311m inside THR19L		Angle 3 °, RDH 17.0 m Coverage 15NM
DME 19L	IYU	CH 26Y (108.95 MHz)			30m	Co-located with GP 19L

ZHEC 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，经空中交通管制部门批准，可允许无二次雷达应答机的航空器起降。

1.2 所有训练飞行和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 本场可使用最大机型：B747-8 及同类（货机）；A321、B737-800 及同类（客机）。

1.4 所有进离场航空器需严格按照进离场航线飞行，服从空中交通管制员调配。

2. 跑道和滑行道的使用

2.1 跑道运行规定

2.1.1 根据实际情况，管制单位可采用单跑道或双跑道运行。

2.1.2 本场平行跑道均可实施隔离平行运行、独立平行离场和相关平行进近运行模式。

2.1.3 具体运行模式及使用跑道听从管制员指令。

2.2 地面运行规则

2.2.1 落地航空器应尽快脱离跑道，提高运行效率。

2.2.2 当有滑行冲突时，管制员要向冲突航空器通报滑行顺序。

ZHEC AD 2.20 Local aerodrome regulations

1.Airport operations regulations

1.1 Take-off/landing of aircraft without SSR transponder are forbidden unless authorized by ATC in special circumstances.

1.2 All the training and technical test flight shall be filed in advance and conduct after obtained clearance from ATC.

1.3 Maximum aircraft to be available: B747-8 and equivalent for cargo aircraft, A321, B737-800 and equivalent for passenger aircraft.

1.4 All departure/ arrival aircrafts shall follow SID/STAR strictly, or follow the ATC instructions.

2. Use of runways and taxiways

2.1 Runway operation regulations

2.1.1 According to the actual situation, ATC will decide single or parallel RWY operation.

2.1.2 Segregated parallel operations, independent parallel departures or dependent parallel approaches can be implemented in EZHOU/ Huahu airport.

2.1.3 Mode of operation and RWY in use shall be instructed by ATC.

2.2 Ground operation rules

2.2.1 The landing aircraft shall vacate the runway as soon as possible to improve the operational efficiency.

2.2.2 If there's taxiing conflict, ATC shall report the taxiing sequence to the related aircrafts.

2.2.3 安排滑行路线要充分考虑其他交通（包括航空器和车辆等）活动。

2.2.3 The traffic activities(including aircrafts' and veihicles') shall be adequately taken into consideration to set a taxiing route.

2.2.4 地面滑行阶段，原则上航空器应开启应答机，并设置为地面模式。

2.2.4 Aircraft shall set transponder on the ground mode while taxiing.

2.2.5 B747-8 航空器在北垂滑运行限制

2.2.5 Operation restrictions of B747-8 taxiing on north vertical taxiway

(1) B747-8 在 G 滑行道运行时，K9、L9、K11、L11 滑行道上同时运行的航空器最大翼展不得超过 61.6m。

(1) When B747-8 taxiing on TWY G, the maximum wingspan of the aircraft operating at the same time on TWYs K9, L9, K11, L11 shall not exceed 61.6m.

(2) B747-8 在 K9、L9、K11、L11 任一滑行道运行时，G 滑行道上同时运行的航空器最大翼展限制不得超过 61.6m。

(2) When B747-8 taxiing on TWYs K9, L9, K11, L11, the maximum wingspan of the aircraft operating at the same time on TWY G shall not exceed 61.6m.

2.3 限制要求

2.3 Limitation requirements

2.3.1 滑行冲突的避让一般原则：滑入机坪的航空器避让滑出机坪的航空器。

2.3.1 General rules of taxiing conflict avoidance: the aircraft taxiing into the apron shall avoid the aircraft taxiing out of the apron.

2.3.2 严禁任何人员、车辆未经塔台同意进入跑道或者滑行道。

2.3.2 Any person or vehicle is prohibited to entre RWY or TWY without TWR permission.

2.3.3 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；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起飞或着陆，航空器应及时告知管制员。

2.3.3 When aircraft change direction of runway in use, if downwind speed is more than 3.5m/s but not exceeding 5m/s, ATC can instruct aircraft to take-off or land on downwind runway for short time.If pilot consider that aircraft will not take off or land on downwind runway allocated according to the aircraft performance or operation handbook, aircraft shall inform ATC immediately.

2.3.4 航空器沿 A7、A8、A9、C5、C6、C7、C8 脱

2.3.4 When aircraft vacating the runway via A7, A8, A9,

离跑道转向主滑时，航空器驾驶员需注意减速。

C5, C6, C7, C8 and taxiing towards main TWYs, pilot shall slow down at the turn.

2.3.5 航空器应按照指定的滑行路线滑行，具体滑行路线以管制员的指令为准；速度应当按照相应航空器的飞行手册或者飞行驾驶守则执行；在障碍物附近滑行时，速度应小于 15km/h。

2.3.5 Aircraft shall taxi according to the designated taxiing route, the specific taxiing route will be instructed by ATC, the speed shall be in accordance with the flight manual or flight rules of the corresponding aircraft, when taxiing near obstacles, the speed shall be less than 15km/h.

2.4 非全跑道起飞运行规定

2.4 Partial runway taking-off regulations

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。

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

2.4.1 01L/19R 跑道

2.4.1 RWY01L/19R

（1）机型限制：01L/19R 跑道允许翼展小于 65m（不含）的航空器实施非全跑道起飞。

(1) Aircraft limits: RWY01L/19R are available to conduct intersection departure with aircraft with wing span less than 65m.

（2）地面运行限制：

(2) Ground operation limits:

01L 跑道实施非全跑道起飞时，A 滑上滑行的航空器应在 A2、A3、A4 滑道口前的中间等待位置等待，直至 A2、A3、A4 滑上航空器完全进入 01L 跑道，方可穿越 A2、A3、A4 滑道口，继续滑行。

When conducting intersection departure on RWY01L, aircraft on TWY A shall taxi to intermediate holding positions of A and hold short of A2, A3, A4, until the intersection departure aircraft fully entered into RWY01L, then cross A2, A3, A4 and continue to taxi.

19R 跑道实施非全跑道起飞时，A 滑上滑行的航空器应在 A11 或 A12 滑道口前的中间等待位置等待，直至 A11 或 A12 滑上航空器完全进入 19R 跑道，方可穿越 A11 或 A12 滑道口，继续滑行。

When conducting intersection departure on RWY19R, aircraft on TWY A shall taxi to intermediate holding positions of A and hold short of A11 or A12, until the intersection departure aircraft fully entered into

RWY19R, then cross A11 or A12 and continue to taxi.

2.4.2 01R/19L 跑道

（1）机型限制：01R/19L 跑道允许翼展小于 65m（不含）的航空器实施非全跑道起飞。

2.4.2 RWY01R/19L

(1) Aircraft limits: RWY01R/19L are available to conduct intersection departure with aircraft with wing span less than 65m.

（2）地面运行限制：

01R 跑道实施非全跑道起飞时，C 滑上滑行的航空器应在 C2、C3、P1 滑道口前的中间等待位置等待，直至 C2、C3、P1 滑上航空器完全进入 01R 跑道，方可穿越 C2、C3、P1 滑道口，继续滑行。

(2) Ground operation limits:

When conducting intersection departure on RWY01R, aircraft on TWY C shall taxi to intermediate holding positions of C and hold short of C2, C3, P1, until the intersection departure aircraft fully entered into RWY01R, then cross C2, C3, P1 and continue to taxi.

19L 跑道实施非全跑道起飞时，C 滑上滑行的航空器应在 C10、P2 滑道口前的中间等待位置等待，直至 C10、P2 滑上航空器完全进入 19L 跑道，方可穿越 C10、P2 滑道口，继续滑行。

When conducting intersection departure on RWY19L, aircraft on TWY C shall taxi to intermediate holding positions of C and hold short of C10, P2, until the intersection departure aircraft fully entered into RWY19L, then cross C10, P2 and continue to taxi.

2.4.3 其他运行限制

（1） 能见度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。

2.4.3 Other operation limits

（1） No intersection departure is permitted when the manoeuvring area cannot be visual monitoring by TWR controllers.

（2） 在顺风大于 3m/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 downwind speed is more than 3m/s or heavy crosswind 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。

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

2.5 滑行道翼展限制

2.5 Wingspan limits for TWYs

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
A, A1-A13, B, B1-B3, B5-B11, C, C1-C11, D, D0-D11, D21, E, E1, G, G1-G6, K1-K9, K11, L1-L9, L11, P1, P2, W, W11, W13, Y1	< 65

航空器翼展≥65m，经机场允许，可运行使用。

If aircraft wingspan ≥65m, it can be operated with the permission of the airport.

K9 位于 G3 以西、L9 位于 G3 以东、K11 位于 G4 以西、L11 位于 G4 以东

K9 is located on the west of G3, L9 is on the east of G3, K11 is on the west of G4, and L11 is on the east of G4.

2.6 机场冲突多发地带运行要求

为减少运行差错，降低地面冲突的发生概率，在机场活动区内运行的航空器需严格按照下述的要求运行:

2.6 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:

（1） HS1: K2、B 滑行道交叉区域。在 A 滑行道上滑行的航空器，若观察到 K2 有离场航空器滑行，应在 B1 前等待，避让 K2 滑行道上滑行的航空器。

（1） HS1: Intersection of TWYs K2 and B. Aircraft taxiing on TWY A shall hold short in front of B1 if departing aircraft is observed taxiing on K2.

（2） HS2: B、G 滑行道交叉区域。在 B 滑行道上滑行的航空器，若观察到 G 滑上有航空器汇聚滑行，应在 B9 前等待，避让 G 滑行道上滑行的航空器。

（2） HS2: Intersection of TWYs B and G. Aircraft taxiing on TWY B shall hold short in front of B9 if other aircraft is observed taxiing on G.

（3） HS3: D、G 滑行道交叉区域。在 D 滑行道上滑行的航空器，若观察到 G 滑上有航空器汇聚滑行，应在 D9 前等待，避让 G 滑行道上滑行的航空器。

（3） HS3: Intersection of TWYs D and G. Aircraft taxiing on TWY D shall hold short in front of D9 if other aircraft is observed taxiing on G.

（4） HS4: G3、G4 与 G5、G6 之间的北垂滑区域。航空器自西向东滑行，应在 G3、G4 前观察；航空器

（4） HS4: North Vertical Taxiway area between TWYs G3, G4 and G5, G6. When the aircraft is taxiing from

自东向西滑行，应在 G5、G6 前观察，注意穿行北垂滑行道的交通动态。

west to east, it shall observe before TWYs G3, G4; When the aircraft is taxiing from east to west, it shall observe before TWYs G5, G6, pay attention when across the northern vertical taxiway.

2.7 进港航空器管制规定

2.7 Arrival aircraft control regulations

2.7.1 落地航空器应选择就近快速脱离跑道，并在脱离后报告管制员；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，须在建立航向道前通知管制员。

2.7.1 The landing aircraft shallvacate the runway as soon as possible and report to ATC after vacating; the time from touchdown to vacating the runway shall be controlled within 50 seconds. If the crew considers that it can not be completed within the above required time, ATC shall be informed before the heading path is established.

2.7.2 机组如对停机位有疑问时，应向管制员证实。

2.7.2 If flight crew has any doubt about the parking stand, it shall be confirmed to ATC.

2.8 离港航空器管制规定

2.8 Departure aircraft control regulations

2.8.1 航空器可以通过两种方式取得放行许可：数字放行 DCL 和放行频率人工播发放行。

2.8.1 Aircraft can obtain ATC clearance in two ways: DCL and departure frequency manual broadcast clearance.

2.8.2 提供数字化放行系统(DCL)服务。

2.8.2 Provide departure clearance via data link (DCL) service.

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

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

2.8.2.2 首次联系管制员时，完成 DCL 服务的机组必须向管制员复述使用跑道代号和起始爬升高度。

2.8.2.2 At the first contact with ATC, pilot shall repeat runway designator in use and initial climb altitude to controller after DCL service accomplished.

2.8.2.3 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。

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

2.8.3 为规范航空器进入跑道占用时间，提高跑道容量，根据鄂州机场跑道布局，做如下要求(湿跑道或者污染跑道除外)：起飞航空器从接到管制员进跑道指令到对正跑道时间应控制在 60s 内，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通知管制员。机组在收到管制员的起飞指令后，应尽快执行，如在 60s 内无法开始滑跑尽早通知管制员。

2.8.3 To regulate the aircraft entering runway occupation time and increase runway operation capacity, according to Ezhou airport runway layout, requirements as follows except for wet or contaminated runway: departure aircraft shall finish runway alignment within 60 seconds after receiving ATC instructions of entering runway, if flight crew consider that they can not fulfill the process within the required time, pilot shall inform ATC controller before reaching the runway holding point. After receiving the take-off instruction from ATC controller, flight crew shall execute it as soon as possible, and inform ATC controller as soon as possible if aircraft can not start to run within60 seconds.

2.9 对机组的要求

2.9 Requirements for flight crew

2.9.1 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。

2.9.1 Repeat the whole taxiing instructions issued by ATC, especially the limits of instruction, and make it clear when there is a doubt.

2.9.2 专机的滑行路线以管制员指令为准。

2.9.2 Taxiing routes of VVIP flight will be instructed by ATC.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 停机位限制

3.1 Limits for aircraft parking on the following stands

机位编号/ Stands Nr.	航空器翼展限制/ Wingspan limits for aircraft(m)	航空器机身长度限制/ Fuselage limits for aircraft(m)	滑出方式/ Enter and exit by
124	<68.5	<76.5	taxi in and out
301-303, 333, 348	<68.5	<76.5	taxi in, push back

608	<68.5	<76.5	Run-ups: push in, tow out/taxi out Isolation: taxi in, push back
112-116, 123, 212-215	<65	<71	taxi in and out
216-218, 304, 310, 312-317, 320,329-332, 334-336, 349, 355, 357-361, 601, 602, 701(temporary isolation stand), 721, 722	<65	<71	taxi in, push back
110, 111, 219-222, 305-309, 311, 318, 319, 321-328, 337-347, 350-354, 356, 603-607, 723	<52	<62	taxi in, push back
121, 122, 208-211	<52	<62	taxi in and out
201-206, 216L/R-218L/R, 223, 302L/R-304L/R, 313L/R-317L/R, 332L/R, 334L/R, 348L/R, 349L/R, 358L/R-361L/R	<42	<48	taxi in, push back
207	<42	<48	taxi in and out
101-109	<36	<45	taxi in, push back

3.2 航空器不能同时使用的机位

3.2 Stands that aircraft can not use simultaneously

Group A		Group B	
Stand in use	Prohibited stands	Stand in use	Prohibited stand
216	216L, 216R	216L or 216R	216
217	217L, 217R	217L or 217R	217
218	218L, 218R	218L or 218R	218
302	302L, 302R	302L or 302R	302
303	303L, 303R	303L or 303R	303
304	304L, 304R	304L or 304R	304
313	313L, 313R	313L or 313R	313
314	314L, 314R	314L or 314R	314
315	315L, 315R	315L or 315R	315
316	316L, 316R	316L or 316R	316
317	317L, 317R	317L or 317R	317
332	332L, 332R	332L or 332R	332
334	334L, 334R	334L or 334R	334
348	348L, 348R	348L or 348R	348
349	349L, 349R	349L or 349R	349
358	358L, 358R	358L or 358R	358
359	359L, 359R	359L or 359R	359
360	360L, 360R	360L or 360R	360
361	361L, 361R	361L or 361R	361

3.3 隔离机位

01L/19R 号跑道使用隔离机位兼试车位 608; 01R/19L 号跑道使用临时隔离机位 701。

3.3 The isolation stand

The isolation and run-ups stand Nr.608 is for RWY01L/19R, and the temporary isolation stand Nr.701 is for RWY01R/19L.

3.4 除冰机位

本场机位可以除冰，其中机位 112-116、机位 121-124、机位 212-215 可回收除冰液。航空器（机组）如预见因除冰时间或除冰液时限无法匹配起飞时间限制，应主动告知管制员，避免二次除冰。

3.4 De-icing stands

Stands can be used to deice for aircraft, and deicing liquid can be recycled at stands Nr.112-116,121-124,212-215. If aircraft (crew) fails to match the takeoff time limit due to the deicing time or the deicing liquid time limit, it shall actively inform the ATC controller to avoid secondary deicing.

3.5 航空器试车机位

航空器试大车机位：608 机位。

3.5 Engine run-ups stand

The stand of fast engine run-ups: Nr.608.

3.6 航空器维修及清洗机位

3.6.1 航空器机坪维修作业

航线维修在 1 号机坪常规机位（101-116、121-124）、2 号机坪常规机位（201-223）、3 号机坪常规机位（301-361）、7 号机坪常规机位（721-723）进行；A 检在维修机位（601-607）进行。

3.6 Stands of aircraft maintenance and cleaning

3.6.1 Maintenance of aircraft on the apron

Aircraft line maintenance is conducted at Apron Nr.1(stands Nr.101-116, 121-124) and Apron Nr.2(stands Nr.201-223) and Apron Nr.3(stands Nr.301-361) and Apron Nr.7(stands Nr.721-723). Scheduled Check A maintenance is conducted at maintenance stands (Nr.601-607).

3.6.2 航空器清洗作业

本场机位可以开展航空器清洗，其中机位 112-116、机位 121-124、机位 212-215 可回收清洗液。

3.6.2 Cleaning of aircraft

Stands can be used to clean aircraft, and cleaning liquid can be recycled at stands Nr.112-116,121-124 and 212-215.

4. 低能见度运行

4.1 低能见度标准可使用跑道及天气条件

4. Low visibility operation

4.1 LVP conditions and available RWYs:

Types of Operation Standards	Operation Conditions		Available RWYs
	Weather Conditions (RVR or Ceiling) (m)	LVP Requirement	

HUD ILS Special CAT I	450≤RVR<550 or 45≤Ceiling<60	YES	RWY01L/19R RWY01R/19L
Standard ILS CAT II (Autopilot to (DH) and below)	Type A, B, C, D: 300≤RVR<550 or 30≤Ceiling<60	YES	RWY19L/19R
Standard ILS CAT II (Manual Operation below(DH))	Type A, B, C: 300≤RVR<550 or 30≤Ceiling<60 Type D: 350≤RVR<550 or 30≤Ceiling<60	YES	RWY19L/19R
Low visibility take-off	Type A, B, C: 200≤RVR<400 Type D: 250≤RVR<400	YES	RWY01L/19R RWY01R/19L

4.2 信息发布及申请

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 类和低能见度起飞运行资格的航空器运营人，才能运行机场 HUD 特殊 I 类标准和低能见度起飞。

4.2.2 机组如需执行 HUD 特殊 I 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。

4.2.3 根据天气情况或接到航空公司申请后，机场按照规定启动低能见度运行程序。航空公司应提前向塔台提出运行申请或报告。

4.2 Information issuance and application

4.2.1 A/C operator who is capable of HUD special CAT I, standard CAT II or LVP take-off shall get the authorization from the applicable foreign regulatory authority to conduct special CAT I，standard CAT II or LVP take-off in EZHOU/Huahu airport.

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

4.2.3 The airport shall initiate the LVP according to the weather conditions or upon the application of the airline. The airline shall submit an operation application or

report to the tower in advance.

4.2.4 本场低能见度运行程序的启动和结束由塔台宣布，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 TWR 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 Preparation, commencement and termination of the low-visibility operation(LVP)

4.3.1 准备阶段

当主导能见度 1000m 或云高 90m，并呈下降趋势时，启动机场低能见度运行的准备工作。

4.3.1 Preparation phase

When prevailing visibility is 1000m or the ceiling is 90m, and the trend is declining, the preparation work for the low-visibility operation of EZHOU/Huahu Airport is started.

4.3.2 启动阶段

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

4.3.2 Commencement phase

When VIS drops to 800m or RVR drops to 550m or the ceiling drops to 60m, start the low-visibility operation procedure of EZHOU/Huahu Airport.

4.3.3 结束阶段

当 RVR 达到 550m 且云高达到 60m，并呈上升趋势时，结束机场低能见度运行程序。

4.3.3 Termination phase

When the RVR reaches 550m and the ceiling reaches 60m, and shows an upward trend, the low-visibility operation procedure of EZHOU/Huahu Airport is terminated.

4.4 低能见度地面运行规定

4.4 LVP ground operational regulation

4.4.1 在实施低能见度运行时，塔台管制员根据场监显示的位置引导航空器地面滑行，航空器驾驶员应在能够看到滑行道中线灯的情况下根据管制员的滑行引导指令沿滑行道中线滑行；若航空器驾驶员不能执行塔台管制员的滑行指令时应及时通知塔台管制员；进离港航空器的地面滑行根据机组需求提供引导车引导。

4.4.1 When operating LVP, the TWR shall guide the aircraft to taxi along the taxiway according to the position shown by the ground supervision, and the aircraft pilot shall taxi along the taxiway center line according to the controller's taxiway guide instruction when he can see the taxiway center line light; If the aircraft pilot cannot execute the taxiing instructions of

the tower controller, he shall inform the tower controller in time; The ground taxiing of arriving and departing aircraft shall be guided by guiding vehicles according to the requirements of the crew.

4.4.2 在实施低能见度运行时，离港航空器应听从塔台管制员指挥在指定滑行道的 B 型等待位置等待，未经许可，禁止越过等待线，避免进入仪表着陆系统敏感区；进港航空器进入 A 滑、C 滑后表明已离开仪表着陆系统敏感区，此时必须向塔台管制员报告“已脱离跑道”。

4.4.2 When operating LVP, departure A/C shall follow ATC instructions and hold at designated B-type 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 (TWY A、TWY C), then report to TWR: RWY vacated.

5. 直升机飞行限制，直升机停靠区

无

5. Helicopter operation restrictions and helicopter parking/docking area

Nil

6. 警告

无

6. Warning

Nil

ZHEC AD 2.21 减噪程序

ZHEC AD 2.21 Noise abatement procedures

1. 噪音限制规定

1. Noise restrictions

1.1 航空器起飞减噪操作程序，用于起飞爬升阶段，目的在于确保飞行安全的前提下尽量减少噪音对地面的影响。

1.1 Aircraft take-off noise abatement operation procedure is used for take-off and climbing phase. Thepurpose is to minimize the impact of noise on ground in the permise of ensuring flight safety.

1.2 在保证安全超障和飞行程序最低爬升梯度的条件下，要求所有航空器驾驶员执行以下减噪飞行操作程序，由非管制原因不执行减噪飞行操作程序，航空器驾驶员须在起飞前告知管制员并说明理由（校验飞行等特殊飞行除外）。

1.2 In condition of complying with the requirements of obstacle clearance and minimum 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 ATC with a reasonable explanation (except

2. 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（1500ft）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（3000ft）以上时，平稳加速至航路爬升速度，按规定收襟翼/缝翼。

ZHEC AD 2.22 飞行程序

1. 总则

除经武汉进近或花湖塔台特殊许可外，在武汉进近管制区和鄂州机场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

01L/19R 号跑道起落航线以跑道西侧为主，01R/19L 号跑道起落航线以跑道东侧为主，起落航线高度：450-750m。

3. 仪表飞行程序

3.1 严格按照航图中公布的进、离场程序和进近程序飞行。如有需要，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。

for special flight such as calibration flight).

2. Noise abatement procedures

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 reliable rate of climb with flaps and slats in the take-off configuration to continue climbing.

2.3 Keep reducing engine power/thrust and maintain a reliable rate of climb, at altitude 900m or above, maintain a positive rate of climb, accelerate smoothly to en-route climb speed and retract flaps/slats on schedule.

ZHEC AD 2.22 Flight procedures

1. General

Flights within Wuhan APP Control Area and Ezhou Aerodrome Control Zone shall operate under IFR unless special clearance has been obtained from Wuhan APP or Ezhou TWR Control .

2. Traffic circuits

Traffic circuits of RWY01L/19R shall be made to the west of RWY. Traffic circuits of RWY01R/19L shall be made to the east of RWY. Altitudes of traffic circuits: 450-750m.

3. IFR flight procedures

3.1 Strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts. If necessary, aircraft may hold or

maneuver on an airway, over a navigation facility or a fix designated by ATC.

3.2 等待程序见标准仪表进场图。

3.2 Holding procedures refer to STAR.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

4.1 当航空器得到目视进近许可，或进近管制指示航空器继续进近联系塔台时，雷达服务终止。

4.1 Radar service terminates when the aircraft receives visual approach clearance or when approach control unit instruct aircraft establish radio communication with tower control unit.

4.2 最低监视引导高度扇区

4.2 Surveillance Minimum Altitude Sectors

相关信息参见武汉/天河机场细则。最低监视引导高度图参见鄂州/花湖机场航图手册。

Refer to Wuhan/Tianhe ZHHH AD2. ATCSMAC refer to Ezhou/Huahu ZHEC AD 2.24-6.

5. 无线电通信失效程序

5. Radio communication failure procedures

参见 AIP GEN 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。

Refer to AIP GEN 3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure.

6. 目视飞行程序

6. Procedures for VFR flights

无

Nil

7. 目视飞行航线

7. VFR route

无

Nil

8. 其它规定

8. Other regulations

无

Nil

ZHEC AD 2.23 其它资料

ZHEC AD 2.23 Other information

鸟情资料

Bird’s information

鄂州花湖机场周边水系发达，西侧分布有走马湖、澎塘湖，南侧分布有黄山湖、花家湖、何家湾，东侧与北侧近邻长江，另外机场周边还分布有大片浅水湿地

The water system around Ezhou Huahu International Airport is developed, with Zouma Lake and Pengtang Lake in the west, Huangshan Lake,Huajia Lake and

（黄团湖、陈塘湖、戴家州等）、农田、树林、草地和居民区。由于机场周边生态环境类型复杂多样，各种类型的生境相互镶嵌连接，故易吸引众多的鸟类、兽类、两栖类、爬行类等野生动物在此栖息、繁殖。同时，鄂州花湖机场处于我国候鸟中部迁徙路线上，由于机场周边水资源充足、生态环境异质性高、食物丰富、遮蔽物众多，因而也吸引大量的南迁候鸟停驻在此觅食、休憩。

Hejiawan in the south, and the Yangtze River in the east and north. In addition,there are largr areas of shallow water wetlands(Huangtuan Lake, Chentang Lake,Daijiazhou,etc.), farmland, forests, grasslands, and residential areas around the airport. Due to the complex and diverse ecological environment around the airport, various types of habitats are interconnected, which easily attracts numerous wild animals such as birds, mammals, amphibians and reptilest to inhabit and breed. At the same time, Ezhou Huahu International Airport is located on the central migration route of migratory birds in China. Due to the abundant water resources, high heterogeneity of the ecological environment, abundant food, and numerous shelters around the airport, it also attracts a large number of southward migratory birds to stop here for foraging and resting.

鸟类日活动节律方面，上午时分（6:00-9:00）和黄昏时分（18:00-20:00）为鸟类活动的高峰期，鸟类大量往返于觅食地与夜宿地之间，有穿越跑道飞行情况，夜间有蝙蝠、夜鹭、灰头麦鸡等活动情况，鸟击航空器风险较大。鸟类空间活动节律方面，鄂州花湖机场红线围界外侧大片湖泊湿地中活动的普通鸬鹚，斑嘴鸭、白鹭、夜鹭、池鹭、灰头麦鸡、灰翅浮鸥等鸟类较为频繁，体型大，数量多，鸟击航空器风险较大。鸟类居留型方面，春季以夏候鸟为主，夏季和冬季以留鸟为主，秋季以冬候鸟为主，春秋季迁徙鸟类活动频繁，鸟击航空器风险较大。鸟类飞行高度方面，机场及周边鸟类大多数以低空飞行为主，飞行高度在

In terms of the daily activity rhythm of birds, the peak hours of bird activity are in the morning (UTC 20:00-01:00 next day) and dusk (UTC 10:00-12:00), with a large number of birds shuttling back and forth between foraging and lodging areas, flying across runways, and engaging in activities such as bats, Nycticorax,and Vanellus cinereus at night, posing a high risk of bird strikes on aircraft. In terms of spatial activity rhythms of birds, Phalacrocorax carbo, Anas zonorhyncha, Egretta garzetta, Nycticorax, Ardeola bacchus, Vanellus cinereus,Chlidonias hybrida, and other birds that are active in the large wetlands outside

50m 以下，航空器起降过程中鸟击风险较大。

the red line boundary of Ezhou Huahu International Airport are more frequent, large in size, and in large numbers, posing a higher risk of bird strikes on aircraft. In terms of bird habitation types, summer migratory birds are the main ones in spring, resident birds are the main ones in summer and winter, and winter migratory birds are the main ones in autumn. Migratory bird activities are frequent in spring and autumn, and the risk of bird strikes on aircraft is relatively high. In terms of bird flight altitude, most birds in the airport and surrounfing areas fly at low altitudes, with flight altitude below 50m,and the risk of bird strikes during aircraft takeoff and landing is relatively high.

机场采取的主要驱鸟措施有拦鸟网、双管猎枪、子弹炮驱鸟车、冲击波雷音炮驱鸟车、激光驱鸟器、全向声波驱鸟器、定向声波驱鸟器等多种手段。

The main bird repelling measures taken by the airport include bird nets, double barreled hunting guns, bullet gun bird repelling vehicles, shock wave and thunder gun bird repelling vehicles, laser bird repelling devices, omnidirectional sound wave bird repelling devices, directional sound wave bord repelling devices and other means.