

**1. GENERAL**

**1.1. ATIS**

D-ATIS Arrival 126.85  
D-ATIS Departure 127.425

**1.2. SPECIFIC OPERATIONAL REQUIREMENTS**

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

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

**1.3. LOW VISIBILITY PROCEDURES (LVP)**

**1.3.1. GENERAL**

**Information Issuance and Application**

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

The APT 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 TWR in advance.

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

**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 less than/ equal to RVR less than 550 or 45 less than/equal to Ceiling less than 60	Yes	RWY 01L/19R RWY 01R/19L
Standard ILS CAT II (Autopilot to (DH) and below)	Type A, B, C, D: 300 less than/equal to RVR less than 550 or 30 less than/equal to Ceiling less than 60	Yes	RWY 19L/19R
Standard ILS CAT II (Manual Operation below (DH))	Type A, B, C: 300 less than/equal to RVR less than 550 or 30 less than/equal to Ceiling less than 60 Type D: 350 less than/equal to RVR less than 550 or 30 less than/equal to Ceiling less than 60	Yes	RWY 19L/19R
Low Visibility Take-off	Type A, B, C: 200 less than/equal to RVR less than 400 Type D: 250 less than/equal to RVR less than 400	Yes	RWY 01L/19R RWY 01R/19L

## 1. GENERAL

### LVP Ground Operational Regulation

When operating LVP, TWR shall guide the ACFT to taxi along the TWY according to the position shown by the ground supervision and pilot shall taxi along the TWY centerline according to the controller's TWY guide instruction when seeing the TWY centerline light.

If unable to execute the taxiing instructions of the TWR controller, inform TWR controller in time.

The ground taxiing of arriving and departing ACFT shall be guided by guiding vehicles according to the requirements of the crew.

When operating LVP, departing ACFT 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.

Arriving ACFT has to leave ILS sensitive area once entering the (TWY A, TWY C), then report to TWR: "RWY vacated."

### 1.3.2. PREPARATION

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

### 1.3.3. IMPLEMENTATION

When VIS drops to 800m or RVR drops to 550m or cloud height drops to 60m start the low visibility operation procedure of EZHOU/Huahu APT.

### 1.3.4. TERMINATION

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

## 1.4. RWY OPERATIONS

During changing of the direction of RWY in use, if downwind speed is more than 3m/s (6KT) but not exceeding 5m/s (10KT), ATC can instruct ACFT to take-off or land on downwind RWY for short time. If pilot consider that ACFT will not take off or land on downwind RWY allocated according to the ACFT performance or operation handbook, inform ATC immediately.

## 1.5. TAXI PROCEDURES

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

When vacating the RWY via TWYs A7, A8, A9, C5, C6, C7 or C8 and taxiing towards main TWYs, slow down at the turn.

ACFT shall taxi according to the designated taxi route, the specific taxiing route will be instructed by ATC. When taxiing near obstacles, speed shall be less than 15km/h (8KT).

## 1.6. PARKING INFORMATION

Visual Docking Guidance System (VDGS) for stands 101 thru 111, 301 thru 326, 342 thru 361 and 721 thru 723.

Stands 101, 108 thru 111, 301 thru 326, 302L/R thru 304L/R, 313L/R thru 317L/R, 342 thru 361, 348L/R, 349L/R, 358L/R thru 361L/R and 721 thru 723 equipped with ground power unit.

Stands 104 thru 107 are bridge stands.

Stands 608 and 701 (temporary) are isolated stands.

Stands 112 thru 116, 121 thru 124 and 212 thru 215 can be used for cleaning ACFT and cleaning liquid recycling.

## 1.7. OTHER INFORMATION

RWYs 01R and 19R. Right-hand traffic circuit.

Birds.

---

## 2. ARRIVAL

---

### 2.1. RWY OPERATIONS

The landing ACFT shall vacate the RWY as soon as possible and report to ATC after vacating; the time from touchdown to vacating the RWY 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.

---

## 3. DEPARTURE

---

### 3.1. DE-ICING

Stands 112 thru 116, 121 thru 124 and 212 thru 215 are used for de-icing.

If ACFT fails to match the take-off time limit due to the de-icing time or the de-icing liquid time limit, it shall actively inform the ATC controller to avoid secondary de-icing.

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

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

Within 30 minutes before EOBT, pilot shall use DCL to require ATC clearance in priority.

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

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

Stands 101 thru 111, 201 thru 206, 216 thru 223, 301 thru 361, 601 thru 607, 701 and 721 thru 723 push-back required.

Stand 608 is push-in and tow-out/taxi-out if used for run-ups.

Stand 608 push-back required if used as isolation stand.

Stand 608 is used for run-ups and fast engine run-ups.

### 3.3. NOISE ABATEMENT PROCEDURES

If procedures can not be implemented inform ATC with a reasonable explanation. The derated take-off is strongly recommended if the take-off performance of the ACFT permits.

At altitude 1480'/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.

Keep reducing engine power/thrust and maintain a reliable rate of climb, at altitude 2960'/900m or above, maintain a positive rate of climb, accelerate smoothly to en-route climb speed and retract flaps/slats on schedule.

### 3.4. RWY OPERATIONS

To regulate the ACFT entering RWY occupation time and increase RWY operation capacity, requirements as follows except for wet or contaminated RWY:

Departure ACFT shall finish RWY alignment within 60 seconds after receiving ATC instructions of entering RWY.

If flight crew consider that they can not fulfill the process within the required time, pilot shall inform ATC controller before reaching the RWY 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 ACFT can not start to run within 60 seconds.

### 3. DEPARTURE

#### 3.5. PARTIAL RWY TAKE-OFF OPERATIONS

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

RWYs 01L, 01R, 19L and 19R are available for intersection departure for ACFT with wing span less than 213'/65m.

When conducting intersection departure on RWY 01L:

ACFT on TWY A shall taxi to intermediate holding positions of A and hold short of A2, A3, A4, until the intersection departure ACFT fully entered into RWY 01L, then cross A2, A3, A4 and continue to taxi.

When conducting intersection departure on RWY 01R:

ACFT on TWY C shall taxi to intermediate holding positions of C and hold short of C2, C3, P1, until the intersection departure ACFT fully entered into RWY 01R, then cross C2, C3, P1 and continue to taxi.

When conducting intersection departure on RWY 19L:

ACFT on TWY C shall taxi to intermediate holding positions of C and hold short of C10, P2, until the intersection departure ACFT fully entered into RWY 19L, then cross C10, P2 and continue to taxi.

When conducting intersection departure on RWY 19R:

ACFT on TWY A shall taxi to intermediate holding positions of A and hold short of A11 or A12, until the intersection departure ACFT fully entered into RWY 19R, then cross A11 or A12 and continue to taxi.

No intersection departure is permitted:

- when the maneuvering area cannot be visual monitored by TWR controllers;
- when downwind speed is more than 3m/s or heavy crosswind prevails;
- with ACFT retaining any slow-down function failure.

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

RWY					USABLE LENGTHS			TAKE-OFF	WIDTH
					LANDING BEYOND		Glide Slope		
					Threshold				
01L	HIRL(60m)	CL(15m)	HIALS SFL	PAPI-L(3.0°)	RVR		10,781' 3286m	③	148' 45m
①19R	HIRL(60m)	CL(15m)	HIALS-II	SFL TDZ PAPI-L	② RVR		10,787' 3288m	③	148' 45m
01R	HIRL(60m)	CL(15m)	HIALS SFL	PAPI-L(3.0°)	RVR		10,804' 3293m	③	148' 45m
①19L	HIRL(60m)	CL(15m)	HIALS-II	SFL TDZ PAPI-L	② RVR		10,791' 3289m	③	148' 45m

① Rwy grooved. ② PAPI angle 3.0°  
③ TAKE-OFF RUN AVAILABLE

<b>RWY 01L:</b>	<b>RWY 19R:</b>
From rwy head 11,811' (3600m)	From rwy head 11,811' (3600m)
twy A2 int 11,483' (3500m)	twy A12 int 11,483' (3500m)
twy A3 int 11,155' (3400m)	twy A11 int 10,531' (3210m)
twy A4 int 10,531' (3210m)	

<b>RWY 01R:</b>	<b>RWY 19L:</b>
From rwy head 11,811' (3600m)	From rwy head 11,811' (3600m)
twy C2 int 11,483' (3500m)	twy C10 int 11,483' (3500m)
twy C3 int 11,155' (3400m)	twy P2 int 10,531' (3210m)
twy P1 int 10,531' (3210m)	

### HOT SPOTS

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

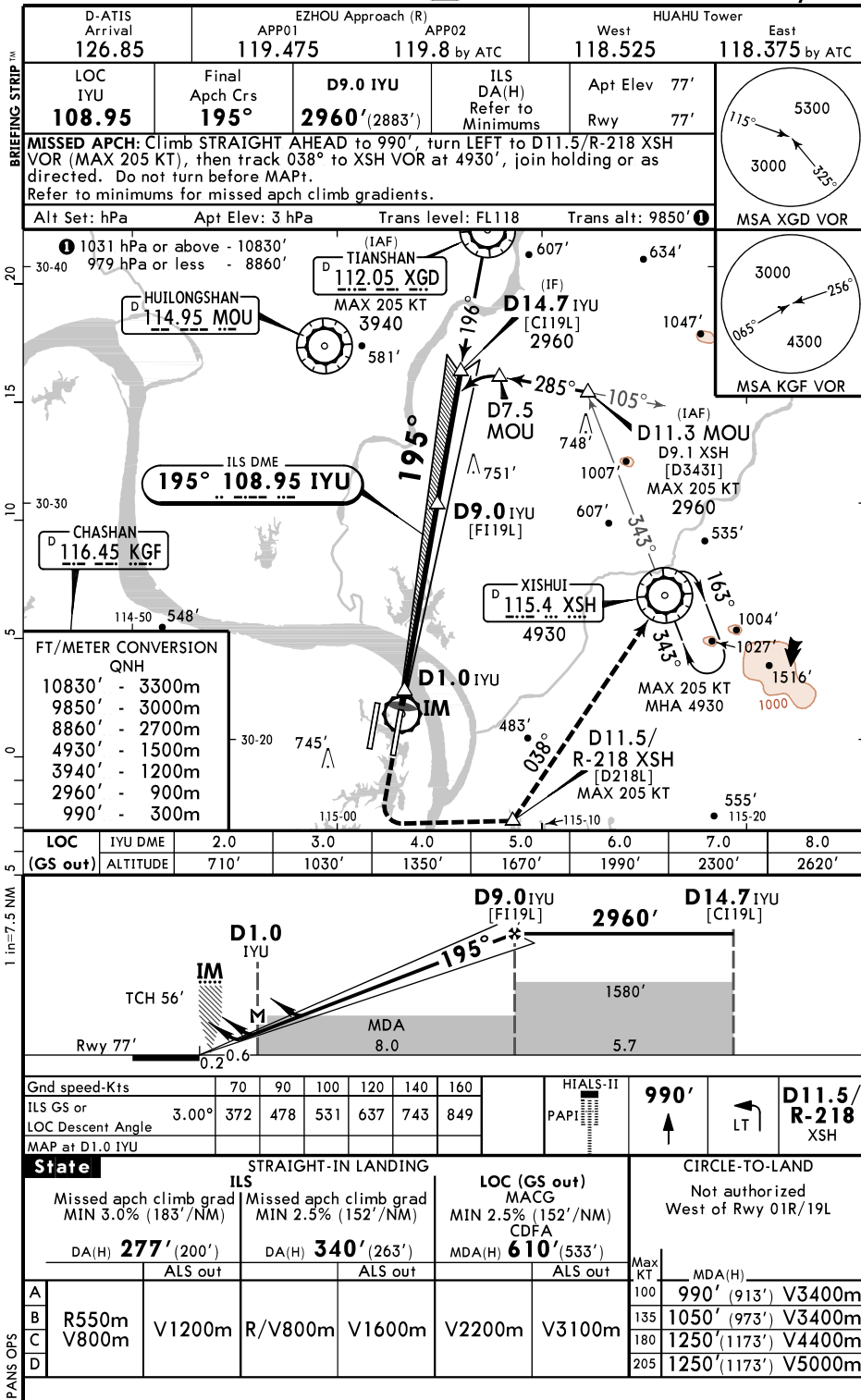
**[HS1]** Intersection of TWYs K2 and B:  
ACFT taxiing on TWY A shall hold short in front of B1 if departing ACFT is observed taxiing on K2.

**[HS2]** Intersection of TWYs B and G:  
ACFT taxiing on TWY B shall hold short in front of B9 if other ACFT is observed taxiing on G.

**[HS3]** Intersection of TWYs D and G:  
ACFT taxiing on TWY D shall hold short in front of D9 if other ACFT is observed taxiing on G.

**[HS4]** North Vertical Taxiway area between TWYs G3, G4 and G5, G6:  
When the ACFT is taxiing from West to East, it shall observe before TWYs G3 and G4.  
When the ACFT is taxiing from East to West, it shall observe before TWYs G5 and G6,  
pay attention when across the Northern vertical taxiway.

State		TAKE-OFF (with reliable alternate)		
		All Rwys		
		LVP must be in force	RL	NIL (DAY only)
		RL & CL	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R200m	R400m V800m	R500m V800m
	B			
	C			
	D			
Other 1 & 2 Eng		Minimums not established by CAAC	R/V1600m	



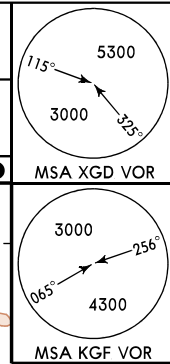
D-ATIS Arrival <b>126.85</b>	EZHOU Approach (R) APP01 <b>119.475</b> APP02 <b>119.8</b> by ATC		West <b>118.525</b>	East <b>118.375</b> by ATC
------------------------------------	--	--	------------------------	-------------------------------

LOC IYU <b>108.95</b>	Final Apch Crs <b>195°</b>	<b>D9.0 IYU</b> 2960' (2883')	SA CAT I ILS <b>RA 148'</b> DA(H) 227' (150')	Apt Elev 77' Rwy 77'
-----------------------------	----------------------------------	----------------------------------	---	-------------------------

**MISSED APCH:** Climb STRAIGHT AHEAD to 990', turn LEFT to D11.5/R-218 XSH VOR (MAX 205 KT), then track 038° to XSH VOR at 4930', join holding or as directed. Missed apch requires a minimum climb gradient of 3.0% (183'/NM).

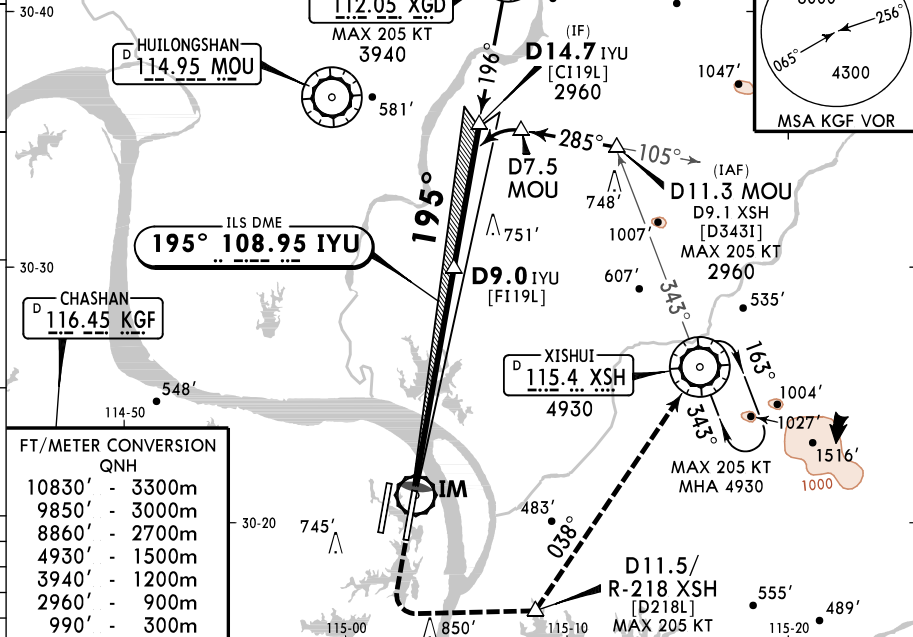
Alt Set: hPa    Apt Elev: 3 hPa    Trans level: FL118    Trans alt: 9850' **1**

**1** 1031 hPa or above - 10830'  
979 hPa or less - 8860'

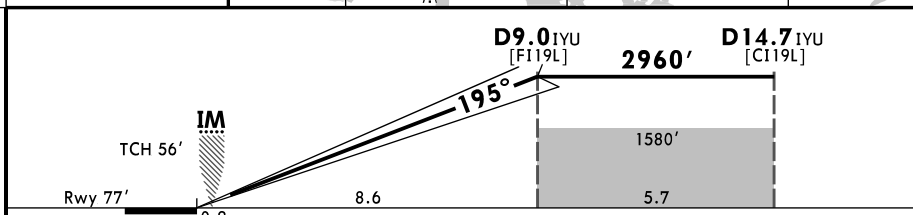


BRIEFING STRIP™

20  
30-40  
15  
30-30  
5  
30-20  
0  
5  
1 in=7.5 NM



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
990'	-	300m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	990'	LT	D11.5/ R-218 XSH
Gs	3.00°	372	478	531	637	743				

**State** STRAIGHT-IN LANDING

**1** SA CAT I ILS  
**RA 148'**  
DA(H) 227' (150')

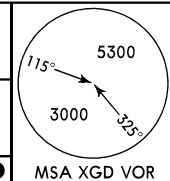
R450m

PANS OPS

**1** Special aircrew and acft certification required. **2** HUD required.

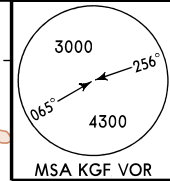
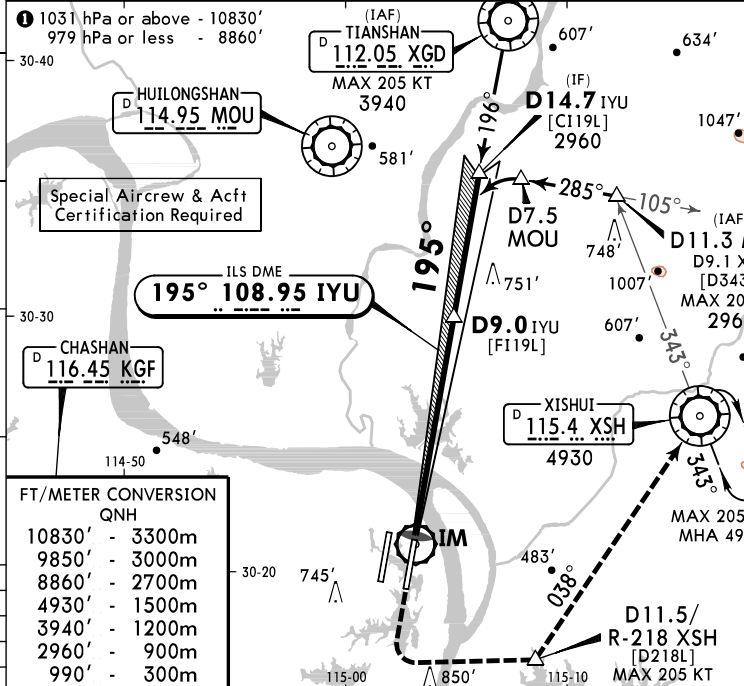
D-ATIS Arrival <b>126.85</b>	EZHOU Approach (R) APP01 <b>119.475</b> APP02 <b>119.8</b> by ATC		West <b>118.525</b>	HUAHU Tower East <b>118.375</b> by ATC
---------------------------------	--	--	------------------------	--

LOC IYU <b>108.95</b>	Final Apch Crs <b>195°</b>	D9.0 IYU <b>2960'</b> (2883')	CAT II ILS <b>RA 102'</b> DA(H) 177' (100')	Apt Elev 77' Rwy 77'
--------------------------	-------------------------------	----------------------------------	---	-------------------------



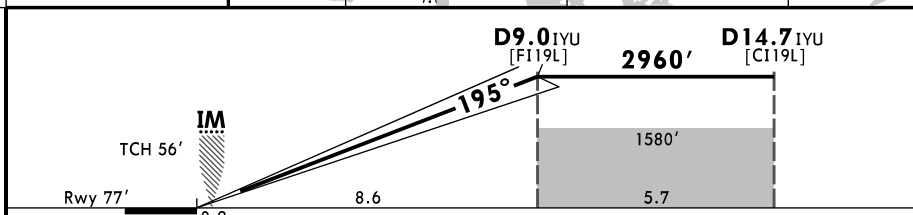
**MISSED APCH:** Climb STRAIGHT AHEAD to 990', turn LEFT to D11.5/R-218 XSH VOR (MAX 205 KT), then track 038° to XSH VOR at 4930', join holding or as directed. Missed apch requires a minimum climb gradient of 3.0% (183'/NM).

Alt Set: hPa    Apt Elev: 3 hPa    Trans level: FL118    Trans alt: 9850' **!**



**FT/METER CONVERSION**  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
990'	-	300m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	990'	LT	D11.5/ R-218 XSH
Gs	3.00°	372	478	531	637	743				

**State** STRAIGHT-IN LANDING  
CAT II ILS  
**RA 102'**  
DA(H) 177' (100')

**R300m**

**! CAT D: R350m for manual operation below DH.**

BRIEFING STRIP™  
20  
30-40  
15  
30-30  
5  
30-20  
5  
1 in = 7.5 NM  
PANS OPS



D-ATIS Arrival <b>126.85</b>	EZHOU Approach (R) APP01      APP02 <b>119.475</b> <b>119.8</b> by ATC		HUAHU Tower West      East <b>118.525</b> <b>118.375</b> by ATC	
LOC INZ <b>111.3</b>	Final Apch Crs <b>195°</b>	D6.0 INZ <b>1970'</b> (1896')	ILS DA(H) Refer to Minimums	Apt Elev 77' Rwy 74'
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 990', turn RIGHT to D17.6/R-195 MOU (MAX 205 KT), then track 015° to D14.8 MOU at 2960', join holding or as directed. Do not turn before MAP1. Refer to minimums for missed apch climb gradients.				
Alt Set: hPa		Apt Elev: 3 hPa		Trans level: FL118
Trans alt: 9850' ①		MSA XGD VOR		

<b>FT/METER CONVERSION</b> QNH 10830' - 3300m 9850' - 3000m 8860' - 2700m 3940' - 1200m 2960' - 900m 1970' - 600m 990' - 300m	
---	--

① 1031 hPa or above - 10830' 979 hPa or less - 8860'	MSA KGF VOR
---	-------------

<b>195° ILS DME 111.3 INZ</b>	D6.0 INZ [FI19R]
-------------------------------	------------------

	LOC (GS out)	INZ DME	2.0	3.0	4.0	5.0
	ALTITUDE	710'	1030'	1350'	1670'	

	D6.0 INZ [FI19R]	D14.6 INZ [CI19R]
TCH 52'	IM	1970'
Rwy 74'	MDA 5.0	1450'
0.2-0.6		8.6

Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	990'		D17.6/ R-195 MOU
ILS GS or							PAPI	↑	RT	
LOC Descent Angle	3.00°								372    478    531    637    743    849	
MAP at D1.0 INZ										

<b>State</b>	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
ILS	Missed apch climb grad MIN 3.0% (183'/NM)		Missed apch climb grad MIN 2.5% (152'/NM)		Not authorized East of Rwy 01L/19R	
DA(H) <b>274'</b> (200')	DA(H) <b>353'</b> (279')		MDA(H) <b>450'</b> (376')			
ALS out	ALS out		ALS out			
A					Max KT	MDA(H)
B	R550m V800m	V1200m	R/V800m	V1700m	V2200m	990' (913') V3400m
C						1050' (973') V3400m
D						1250' (1173') V4400m
						205 1250' (1173') V5000m

PANS OPS

D-ATIS Arrival <b>126.85</b>	EZHOU Approach (R) APP01 <b>119.475</b>	APP02 <b>119.8</b> by ATC	West <b>118.525</b>	HUAHU Tower East <b>118.375</b> by ATC
---------------------------------	---	------------------------------	------------------------	--

LOC INZ <b>111.3</b>	Final Apch Crs <b>195°</b>	D6.0 INZ <b>1970'</b> (1896')	SA CAT I ILS <b>RA 151'</b> DA(H) 224' (150')	Apt Elev 77' Rwy 74'
-------------------------	-------------------------------	----------------------------------	---	-------------------------

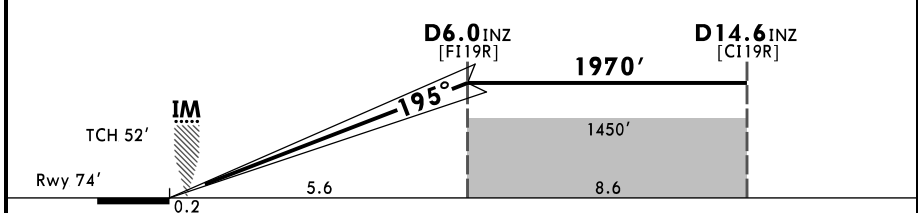
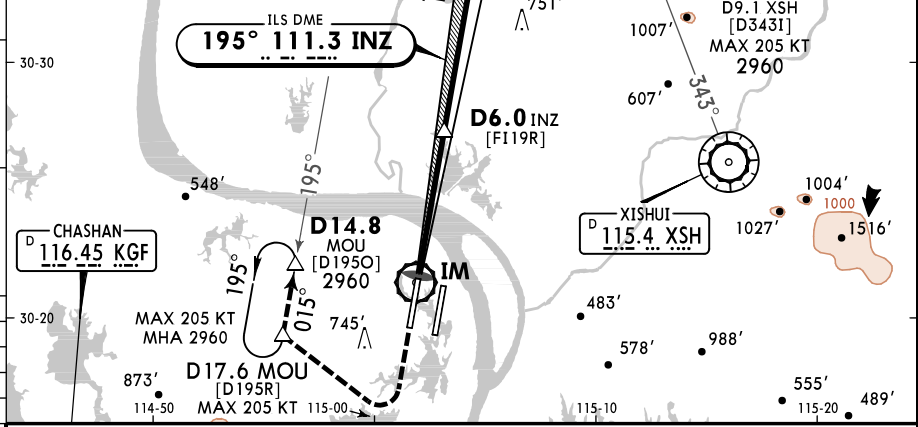
**MISSED APCH:** Climb STRAIGHT AHEAD to 990', turn RIGHT to D17.6/R-195 MOU (MAX 205 KT), then track 015° to D14.8 MOU at 2960', join holding or as directed.  
Missed apch requires a minimum climb gradient of 3.0% (183'/NM).

Alt Set: hPa Apt Elev: 3 hPa Trans level: FL118 Trans alt: 9850' **1**

**FT/METER CONVERSION**  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3940'	-	1200m
2960'	-	900m
1970'	-	600m
990'	-	300m

**1** 1031 hPa or above - 10830'  
979 hPa or less - 8860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	990' ↑	RT	D17.6/ R-195 MOU
Gs	3.00°	372	478	531	637	743				

**State** STRAIGHT-IN LANDING  
**1 2** SA CAT I ILS  
**RA 151'**  
DA(H) 224' (150')

R450m

**1** Special aircrew and acft certification required. **2** HUD required.

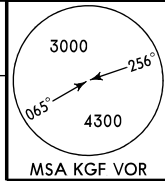
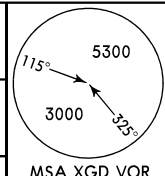
BRIEFING STRIP™  
20  
15  
10  
5  
0  
5  
1 in=7.5 NM  
PANS OPS

D-ATIS Arrival <b>126.85</b>	EZHOU Approach (R) APP01 <b>119.475</b>	APP02 <b>119.8</b> by ATC	West <b>118.525</b>	HUAHU Tower East <b>118.375</b> by ATC
------------------------------------	---	------------------------------	------------------------	--

LOC INZ <b>111.3</b>	Final ApcH Crs <b>195°</b>	<b>D6.0 INZ</b> <b>1970'</b> (1896')	CAT II ILS <b>RA 102'</b> DA(H) 174' (100')	Apt Elev 77' Rwy 74'
----------------------------	----------------------------------	---	--	-------------------------

**MISSED APCH:** Climb STRAIGHT AHEAD to 990', turn RIGHT to D17.6/R-195 MOU (MAX 205 KT), then track 015° to D14.8 MOU at 2960', join holding or as directed.  
Missed apch requires a minimum climb gradient of 3.0% (183'/NM).

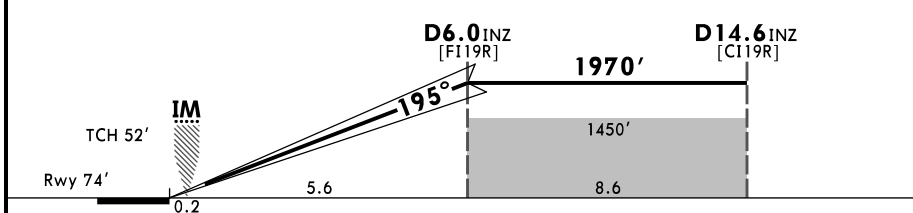
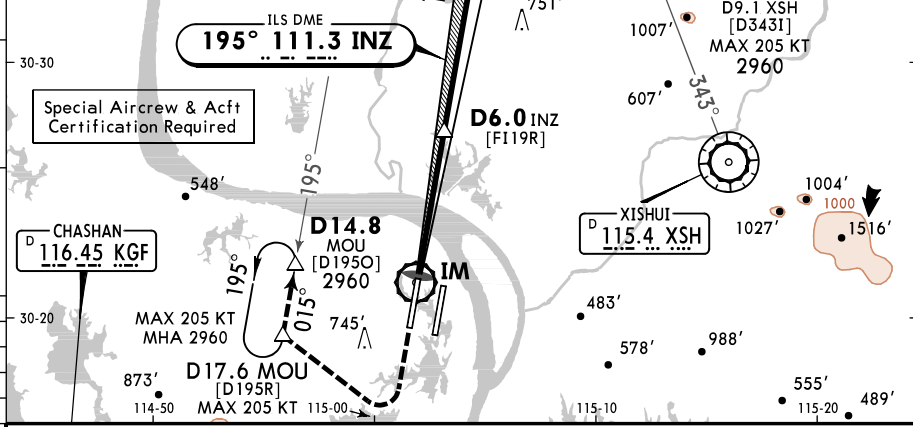
Alt Set: hPa Apt Elev: 3 hPa Trans level: FL118 Trans alt: 9850' **1**



**FT/METER CONVERSION**  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3940'	-	1200m
2960'	-	900m
1970'	-	600m
990'	-	300m

**1** 1031 hPa or above - 10830'  
979 hPa or less - 8860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	<b>990'</b> ↑	RT	<b>D17.6/ R-195</b> MOU
Gs	3.00°	372	478	531	637	743				

**State** STRAIGHT-IN LANDING  
CAT II ILS  
**RA 102'**  
DA(H) **174'** (100')

**1** R300m

**1** CAT D: R350m for manual operation below DH.

BRIEFING STRIP™

20  
15  
10  
5  
0  
5  
1 in=7.5 NM

PANS OPS