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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 13146-2025

Replacing GB/T 13146-1991

Terminology for air cushion vehicle

气垫船术语

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Foreword

This document complies with the provisions of GB/T 1.1-2020 "Standardization Work Guidelines Part

1.Structure and Drafting Rules of Standardization Documents". Drafting. This document replaces GB/T 13146-1991 "Terminology for Air Cushion Vehicles". Compared with GB/T 13146-1991, the main differences are structural adjustments and editorial changes. Aside from the modifications, the main technical changes are as follows:

a) The term "cushion thickness" was changed to "cushion height," and the definition was revised (see 3.1.15,

2.14 of the.1991 edition);

b) The term "air cushion aspect ratio" has been changed to "air cushion height aspect ratio," and the definition has been revised (see 3.1.17,

2.16 of the.1991 edition);

c) The term "air cushion length Froude number" is changed to "air cushion length Froude number", and the definition is changed (see 3.1.18,.1991 edition). (2.17)

d) The term "captain" was changed to "rigid captain," and the English name and definition were also changed (see 3.1.24,

2.23 of the.1991 edition);

e) The term "beam" was changed to "rigid beam," and the English name was changed (see 3.1.25,

2.24 of the.1991 edition);

f) The term "ship height" was changed to "rigid ship height," and the English name and definition were changed (see 3.1.26,

2.25 of the.1991 edition);

g) The term "pore area" has been changed to "effective pore area," and the English name and definition have been revised (see 3.1.55,.1991 edition). 2.52);

1 Scope

GB/T 13146-2025 is the Chinese national standard on terminology for air cushion vehicle, in the field of shipbuilding and marine structures. The /T suffix marks it as a recommended standard: it is not compulsory by itself, but it becomes binding as soon as a contract, a tender or a customer specification calls it up - which in practice is how most foreign buyers meet it. It was issued on 31 October 2025 by the State Administration for Market Regulation; Standardization Administration of China, and has been in force since 1 May 2026. Classification: ICS 47.040, CCS U04. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the issuing body are taken from there. The clause text, the tables and the numeric limits are in the document itself, which is delivered complete in English translation.

This document defines the terminology and definitions for hovercraft as a whole, hovercraft principle and structure, equipment, and devices. This document applies to research, design, production, use, and teaching of hovercraft.

2 Normative references

This document has no normative references.

3 Terms and Definitions

The following terms and definitions apply to this document.

3.1 Overall Structure and Air Cushion Principle

3.1.1 air cushion vehicle; ACV By continuously supplying compressed air and sealing it with an apron, an air cushion is formed between the hull and the supporting surface, and the resulting lift supports all or part of it. A high-performance vessel that uses a split-weight design to allow the hull to sail entirely or partially off the supporting surface.

3.1.2 Full-cushion hovercraft The entire weight of the hull is supported by air cushions, allowing it to sail detached from the supporting surface, making it an amphibious hovercraft.

Note. See Figure 1.

a) Side view Figure