

## List of pages in this Trip Kit

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Airport Information For ZHHH

Terminal Charts For ZHHH

Revision Letter For Cycle 07-2023

Change Notices

Notebook

## General Information

Location: WUHAN CHN  
ICAO/IATA: ZHHH / WUH  
Lat/Long: N30° 47.10', E114° 12.40'  
Elevation: 113 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 4.0° W

Fuel Types: Jet  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 2155 Z  
Sunset: 1051 Z

## Runway Information

Runway: 04L  
Length x Width: 11155 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 95 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 04R  
Length x Width: 11811 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 97 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22L  
Length x Width: 11811 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 97 ft  
Lighting: Edge, ALS, Centerline

Runway: 22R  
Length x Width: 11155 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 113 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 131.450  
ATIS: 126.600 Arrival Service  
ATIS: 126.200 Departure Service  
Wuhan Tower: 118.100 Secondary  
Wuhan Tower: 118.025  
Wuhan Tower: 124.350  
Wuhan Ground: 121.650  
Wuhan Ground: 121.975  
Wuhan Ground: 130.000 Secondary  
Wuhan Apron Ramp/Taxi: 121.600  
Wuhan Apron Ramp/Taxi: 121.725  
Wuhan Clearance Delivery: 121.800  
Wuhan Approach: 126.300  
Wuhan Approach: 125.600 Secondary  
Wuhan Approach: 121.200  
Wuhan Approach: 119.575  
Wuhan Approach: 119.150 Secondary

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TIANHE

17 MAR 23

10-1P

.Eff.22.Mar.1600Z.

.AIRPORT.BRIEFING.

# 1. GENERAL

## 1.1. ATIS

D-ATIS Arrival 126.6

D-ATIS Departure 126.2

## 1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

## 1.3. NOISE ABATEMENT PROCEDURE

### 1.3.1. ENGINE RUN-UP

All parking stands (except stands 111 thru 121, 215, 216, 306 thru 309, 320 thru 323, 341 thru 344, 355 thru 358 and 508 thru 511) on apron 1, 2, 3 and 5 can be used for engine idle test.

Engine run-ups are strictly forbidden at other stands.

Engine run-up on apron 6 is available for ACFT with wingspan less than 118'/36m.

Before engine run-up, crew shall apply for operation control office clearance, and then apply for APN clearance. Crew shall monitor APN frequency during run-up.

## 1.4. LOW VISIBILITY PROCEDURES (LVP)

### 1.4.1. LVP CRITERIA

LVP is commenced and terminated by ATC issuing through D-ATIS and ATIS.

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

LVP is commencing when VIS descend to 800m or RVR descend to 550m or ceiling descend to 60m.

LVP is terminated when VIS is up to 550m and ceiling up to 60m.

The support capability of LVP is not available due to equipment failure and other reasons.

Operation Mode	Operation Requirement		RWY Available
	Weather Conditions	LVP Requirement	
HUD ILS SA CAT I	RVR greater or equal 450 and less than 550	NO	RWY 04L/22R RWY 04R/22L
HUD ILS SA CAT II	RVR greater or equal 350 and less than 450	YES	RWY 04R
Standard ILS CAT II (autopilot to DH and below)	RVR greater or equal 300 and less than 550	YES	RWY 04R
Standard ILS CAT II (manual operation below DH)	ACFT A, B, C: RVR greater or equal 300 and less than 550	YES	RWY 04R
	ACFT D: RVR greater or equal 350 and less than 550		

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(10-1P1)

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## 1. GENERAL

Operation Mode	Operation Requirement		RWY Available
	Weather Conditions	LVP Requirement	
Low Visibility Take-off	ACFT A, B, C: RVR greater or equal 200	YES	RWY 04R/22L
	ACFT D: RVR greater or equal 250		
Low Visibility Take-off based on HUD	RVR greater or equal 150	YES	RWY 04R/22L

### 1.4.2. CAT II APPROACH

Apply for CAT II approach on initial contact with APP when preparing to commence CAT II approach.

### 1.4.3. TAXI PROCEDURES

During LVP, all ACFT on aprons shall be guided by Follow-me car; within the other Tower-controlled area Follow-me service is available on request.

During CAT II operation, departing ACFT shall follow ATC instructions, hold at designated CAT II holding positions and are prohibited to cross holding line without permission in order to avoid the ILS-sensitive area.

Arriving ACFT having left the ILS-sensitive area once entering the main TWYs shall report to TWR: RWY vacated.

Rules for using holding positions during RWY 04R CAT II operation:

For ACFT type F the holding position is before intersection TWY D and TWY D1 if using RWY 04R for CAT II operation.

## 1.5. RWY OPERATIONS

Take-off/landing of ACFT without SSR transponder is forbidden unless under exceptional circumstances.

RWY 04R/22L is used for A380 equivalent and below.

RWY 04L/22R AVBL for B747-400 equivalent and below, and also can be used for A380. B747-8 deloading take-off and landing is allowed (maximum take-off weight and maximum landing weight shall not exceed 435000kg).

According to the actual situation, single RWY operations or segregated parallel approaches/departures or independent parallel departures can be implemented on APT.

When ACFT change direction of RWY in use, if downwind speed is more than 3.5m/s, ATC controller can instruct ACFT to take-off or land on downwind RWY for short time. If pilot considers that ACFT will not take off or land on downwind RWY allocated according to the ACFT performance or operation handbook, departure ACFT shall inform TWR after receiving Delivery clearance, arrival ACFT shall inform APP immediately.

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(10-1P2)

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## 1. GENERAL

### 1.6. TAXI PROCEDURES

Taxiing speed shall be slowed down to 8 KT (15km/h) and below, while ACFT is taxiing near obstacles.

TWYs D, D1, D3, D5 thru D12, D14, D16, E, E1, E3, E5 thru E7, E10 thru E12, E14, E16, G3, G4, K (East of K2 (inclusive)), K2 thru K4, M (East of M2 (inclusive)) and M2 thru M4 are restricted to ACFT with wingspan less than 262' /80m.

TWYs B, B1, B4, B5, B8 thru B10, B12, C, C1 thru C10, C11 (including connections between stands), C12 (including connections between stands), C13, C14, G, G1, G2, H, H1 thru H4, J, K (West of K2 (exclusive)), K1, M (West of M2 (exclusive)), M1, N, N2, N4, P2, P9, P11, P12, Z6, Z9 and Z16 are restricted to ACFT with wingspan less than 213' /65m.

TWY P1 (Northeast of stand 224) MAX wingspan 199.8' /60.9m.

TWYs P1 (Northeast of stands 221 and 223), P3, P4 and P10 are restricted to ACFT with wingspan less than 171' /52m.

TWYs P5 thru P8, Z7 and Z8 are restricted to ACFT with wingspan less than 118' /36m.

TWYs P13 and P14 are restricted to ACFT with wingspan less than 79' /24m.

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

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

### 1.7. PARKING INFORMATION

Visual Docking Guidance System available at stands 201 thru 220, 301 thru 304, 307, 308, 310 thru 319, 321, 322, 324 thru 340, 342, 343, 345 thru 354, 356, 357 and 359 thru 361.

Push-back required at all stands except stands 01 thru 03, 501 thru 505, 523L/R, 532 and 533 and run-up stand of apron 6.

Stand 223A is only available for A380 alternate flights.

Stands 207 thru 224 are in the TWR blind zone. ACFT taxiing in this zone shall follow the ATC instructions strictly. ACFT parking at these stands shall apply for clearance from AOC (121.9 MHz) before push-back. Push-back without clearance is strictly forbidden. ACFT shall follow instructions after obtaining the clearance of push-back in 5 minutes, otherwise the clearance is invalid and pilot shall report to GND.

ACFT (except ACFT type A380) on stands 301 thru 361 should close APU and use ground power unit and air conditioning systems.

### 1.8. OTHER INFORMATION

Birds in the vicinity of APT.

Several APTs near Wuhan APT, many flights exist around the APT, the departing/landing ACFT shall strictly keep the flight track and altitudes, and follow ATC instructions.

RWYs 04R and 22R right-hand circuit.

Pilots shall pay attention to identify correct RWY.

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.AIRPORT.BRIEFING.

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## 2. ARRIVAL

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### 2.1 CAT II OPERATIONS

RWY 04R approved for CAT II operations, special aircrew and ACFT certification required.

### 2.2. RWY OPERATIONS

#### 2.2.1. INCREASE RWY OPERATION CAPACITY

ACFT shall vacate from the available rapid exit TWY and report to TWR after leaving.

Requirements except for wet or contaminated RWY:

- ACFT shall fully vacate RWY within 50 seconds after touching down.
- If flight crew consider that they cannot fulfill the process within the required time, pilot shall inform Approach before established on LOC.

After receiving FREQ changing instruction, the flight crew shall contact GND as soon as possible to obtain the subsequent taxiing instruction.

### 2.3. APPROACH PROCEDURES

RNAV procedures are implemented on APT.

If ACFT cannot fulfill the requirements of the RNAV procedures operation, pilot shall inform the controller at the first contact or during approaching.

### 2.4. TAXI PROCEDURES

ACFT shall inform ATC of the position at the first contact when vacating RWY via TWYs, especially the visibility is poor.

ACFT shall enter the stands following Follow-me car at the specified position after vacating RWY. Crew shall verify the questions about stands via GND or APN.

After landing, ACFT transferred from TWR to APN, it will be guided by Follow-me vehicle to enter stands at the designated position. Flight crew shall verify the questions about stands via GND ATC or APN.

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### 3. DEPARTURE

#### 3.1. TOWER DEPARTURE CLEARANCE (DCL)

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

At the first contact with ATC, pilot shall completely repeat delivery clearance to controller after successful DCL service.

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

#### 3.2. DE-ICING

ACFT shall contact the APN before push-back for de-icing.

ACFT shall be pulled into de-icing stands via TWY D.

De-icing stand 02 is available for ACFT CAT D and above.

De-icing stands 01 and 03 could be de-icing simultaneously for ACFT CAT C and below.

#### 3.3. PUSH-BACK PROCEDURES

##### 3.3.1. GENERAL

Pilot shall report to the TWR before ACFT is ready to push-back or start-up. TWR will notify the ACFT to change frequency to APN. APN will issue push-back or start-up instructions according to the operation conditions in apron. In case of restricted operation conditions, TWR shall instruct the ACFT to follow the delivery FREQ or by ATC.

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

#### 3.4. NOISE ABATEMENT PROCEDURES

Upon conditions of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for the take-off climb shall be implemented. If the procedures cannot be implemented due to any reason, pilot shall inform ATC before take-off:

- a) Under the condition that performance allows, use reduced thrust to take-off.
- b) At 450m (1500'):
  - Climb speed of  $V_2 + 20$  km/h (10 KT);
  - Reduce engine power/thrust to climb power/thrust;
  - Maintain a speed with flaps and slats in the take-off configuration.
- c) Above 900m (3000'):
  - Accelerate and retract flaps/slats on schedule;
  - Maintain a positive rate of climb;
  - Complete the transition to normal en-route climb speed.

#### 3.5. RWY OPERATIONS

##### 3.5.1. INCREASE RWY OPERATION CAPACITY

Requirements except for wet or contaminated RWY:

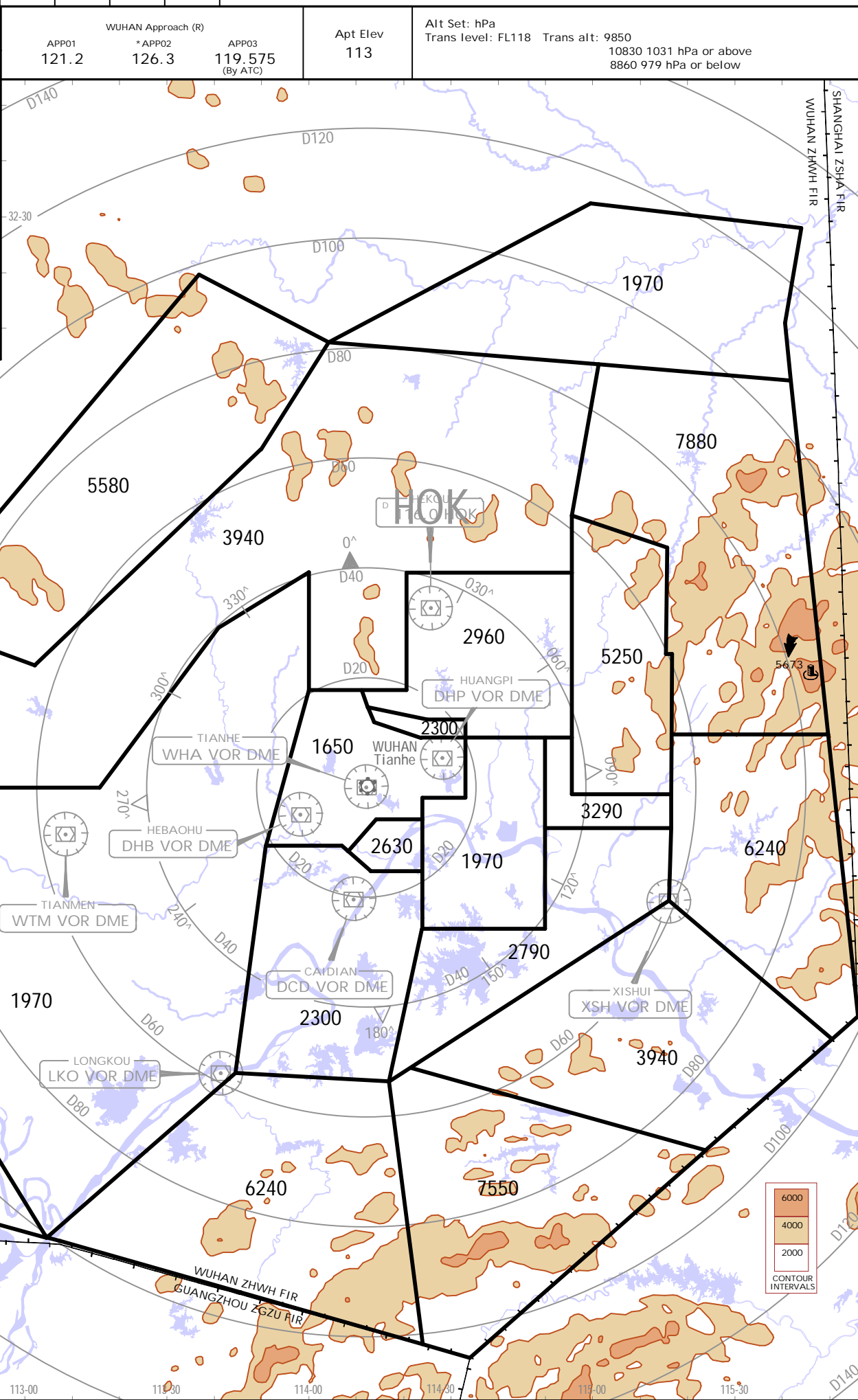
- ACFT shall finish RWY alignment within 60 seconds after receiving ATC instructions of entering RWY.
- If flight crew consider that they cannot fulfill the process within the required time, pilot shall inform TWR ATC before reaching the RWY holding point.



CHANGES: Sectors, altitudes, FIR

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10-1R

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
7550'	- 2300m
6240'	- 1900m
5580'	- 1700m
5250'	- 1600m
3940'	- 1200m
3290'	- 1000m
2960'	- 900m
2790'	- 850m
2630'	- 800m
2300'	- 700m
1970'	- 600m
1650'	- 500m



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RADAR MINIMUM ALTITUDES

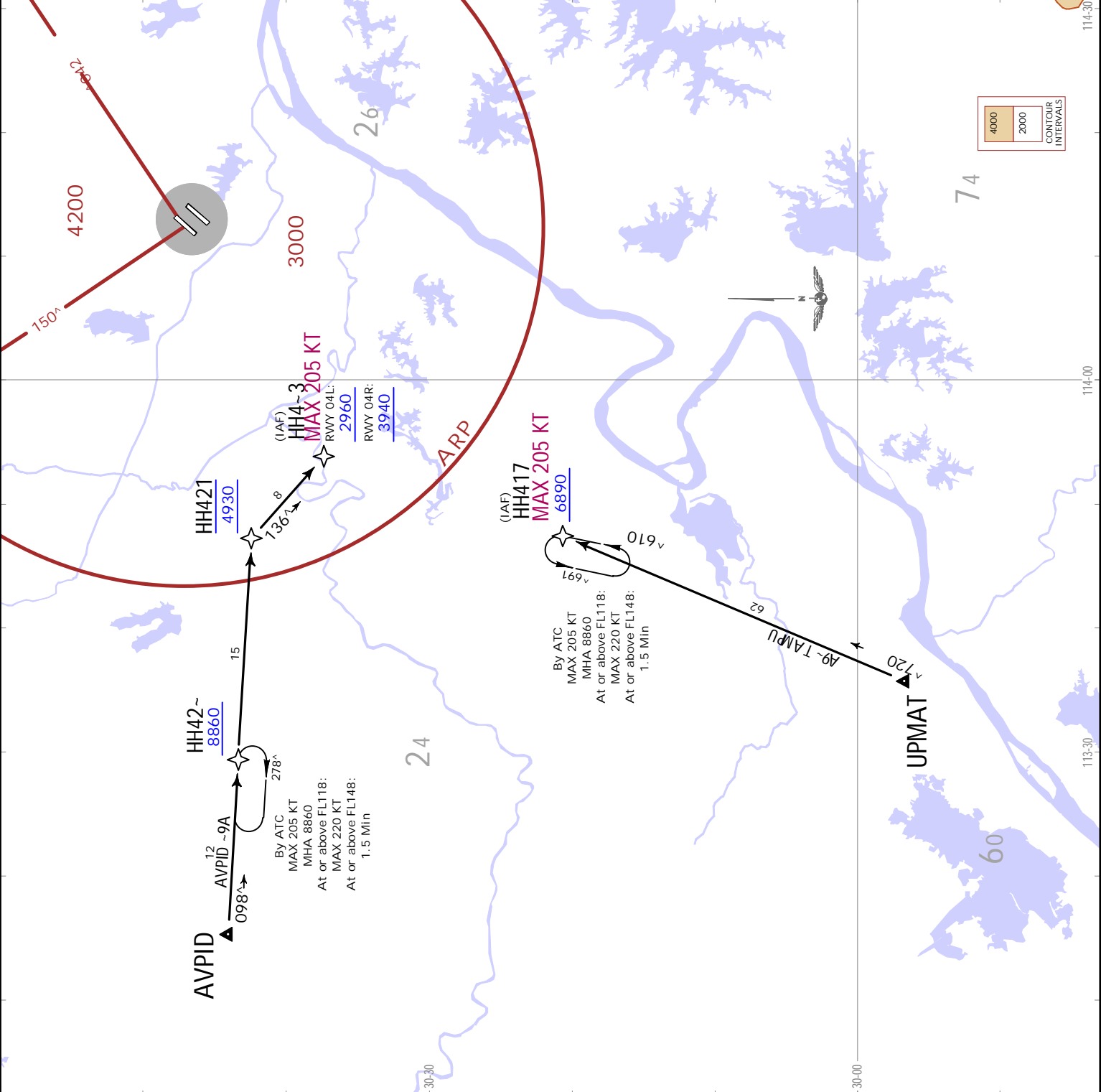
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TIANHE

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13 MAY 22  
.Eff. 18 May 1600Z. (10-2)

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RNPV.STAR

D-ATIS	126.6	Apt Elev	113
Alt Set: hPa	Trans level: FL118		
RNP 1	GNSS		
<b>AVPID ~9A [AVP~9A]</b> <b>UPMAT ~9A [UPM~9A]</b> <b>RNP ARRIVALS</b> <b>(RWYS 04L/R)</b>			
<b>STAR</b>	<b>ROUTING</b>		
AVPID ~9A	AVPID - HH42- (8860+) - HH421 (4930) - HH4-3 (K205-; 04L: 2960+; 04R: 3940+)		
UPMAT ~9A	UPMAT - HH417 (K205-; 6890+)		

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m



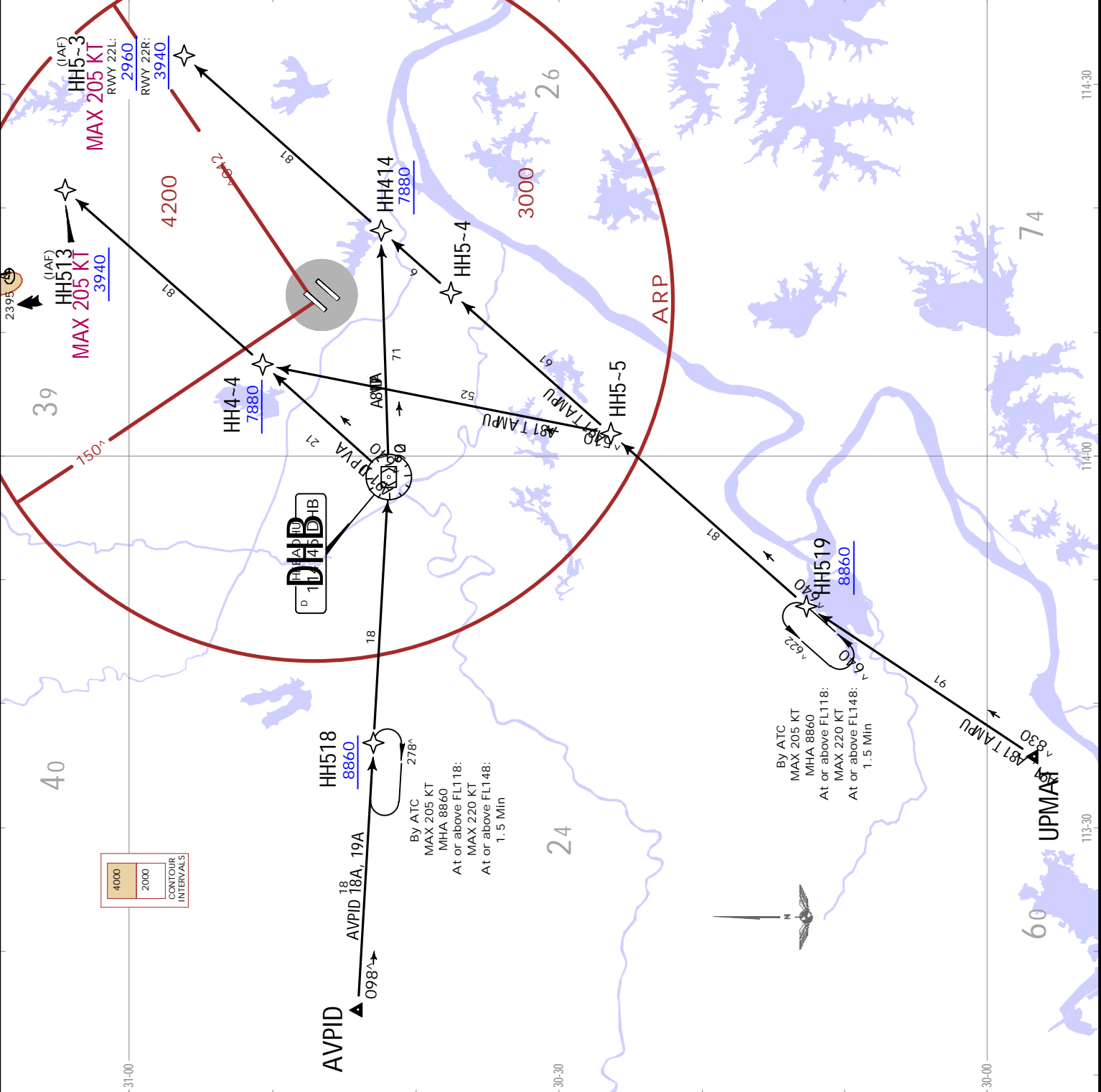
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 10-2A  
 .Eff: 18.May.1600Z.  
 .RNAV.STAR

13 MAY 22  
 2395  
 D-ATIS  
 126.6  
 Apt Elev  
 113

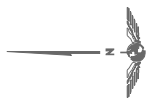
Alt Set: hPa  
 Trans level: FL118  
 RNP 1 GNSS

AVPID 18A [AVP18A]  
 AVPID 19A [AVP19A]  
 UPMAT 18A [UPM18A]  
 UPMAT 19A [UPM19A]  
 RNP ARRIVALS  
 (RWYS 22L/R)

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT./METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
3940'	- 1200m
2960'	- 900m



4000  
 2000  
 CONTOUR  
 INTERVALS



BY ATC  
 MAX 205 KT  
 MHA 8860  
 At or above FL118:  
 MAX 220 KT  
 At or above FL148:  
 1.5 Min

STAR	ROUTING
AVPID 18A	AVPID - HH518 (8860+) - DHB - HH414 (7880+) - HH5-3 (K205-; 22L: 2960+; 22R: 3940+)
AVPID 19A	AVPID - HH518 (8860+) - DHB - HH4-4 (7880+) - HH513 (K205-; 3940+)
UPMAT 18A	UPMAT - HH519 (8860+) - HH5-5 (7880+) - HH513 (K205-; 3940+)
UPMAT 19A	UPMAT - HH519 (8860+) - HH5-5 (7880+) - HH414 (7880+) - HH5-3 (K205-; 22L: 2960+; 22R: 3940+)

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**.RNAV.STAR.**

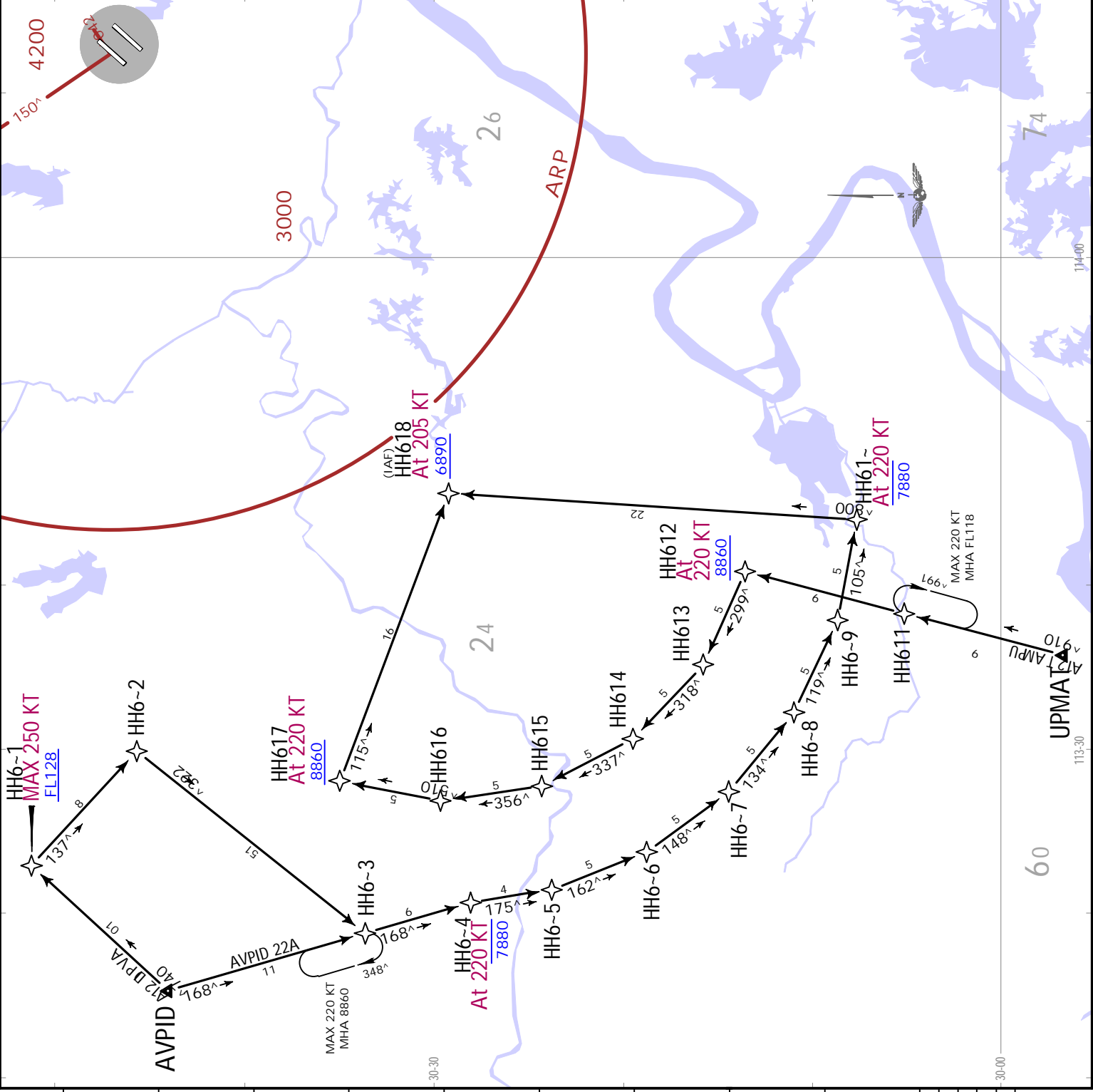
**ZHHH/WUHAN**  
 TIANHE  
**JEPPESEN**  
 13 MAY 22  
 .Eff. 18 May 1600Z. (10-2B)

D-ATIS	126.6	Apt Elev	113
Alt Set: hPa	Trans level: FL118		
RNP 1	GNSS		
RADAR vectoring direct to HH618 is available when ACFT in PMS.			

**AVPID 21A [AVP21A]**  
**AVPID 22A [AVP22A]**  
**UPMAT 21A [UPM21A]**  
**RNP ARRIVALS**  
**(RWYS 04L/R)**  
**ATC APPROVAL NEEDED**  
**ONLY USED FOR PMS**

FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FT/METER CONVERSION	
8860'	2700m
7880'	2400m
6890'	2100m

STAR	ROUTING
AVPID 21A BY ATC	AVPID - HH6-1 (K250+; FL128+) - HH6-2 - HH6-3 - HH6-4 (K220; 7880-) - HH6-5 - HH6-6 - HH6-7 - HH6-8 - HH6-9 - HH61 - (K220; 7880-) - HH618 (K205; 6890+).
AVPID 22A	AVPID - HH6-3 - HH6-4 (K220; 7880-) - HH6-5 - HH6-6 - HH6-7 - HH6-8 - HH6-9 - HH61 - (K220; 7880-) - HH618 (K205; 6890+).
UPMAT 21A	UPMAT - HH611 - HH612 (K220; 8860+) - HH613 - HH614 - HH615 - HH616 - HH617 (K220; 8860+) - HH618 (K205; 6890+).



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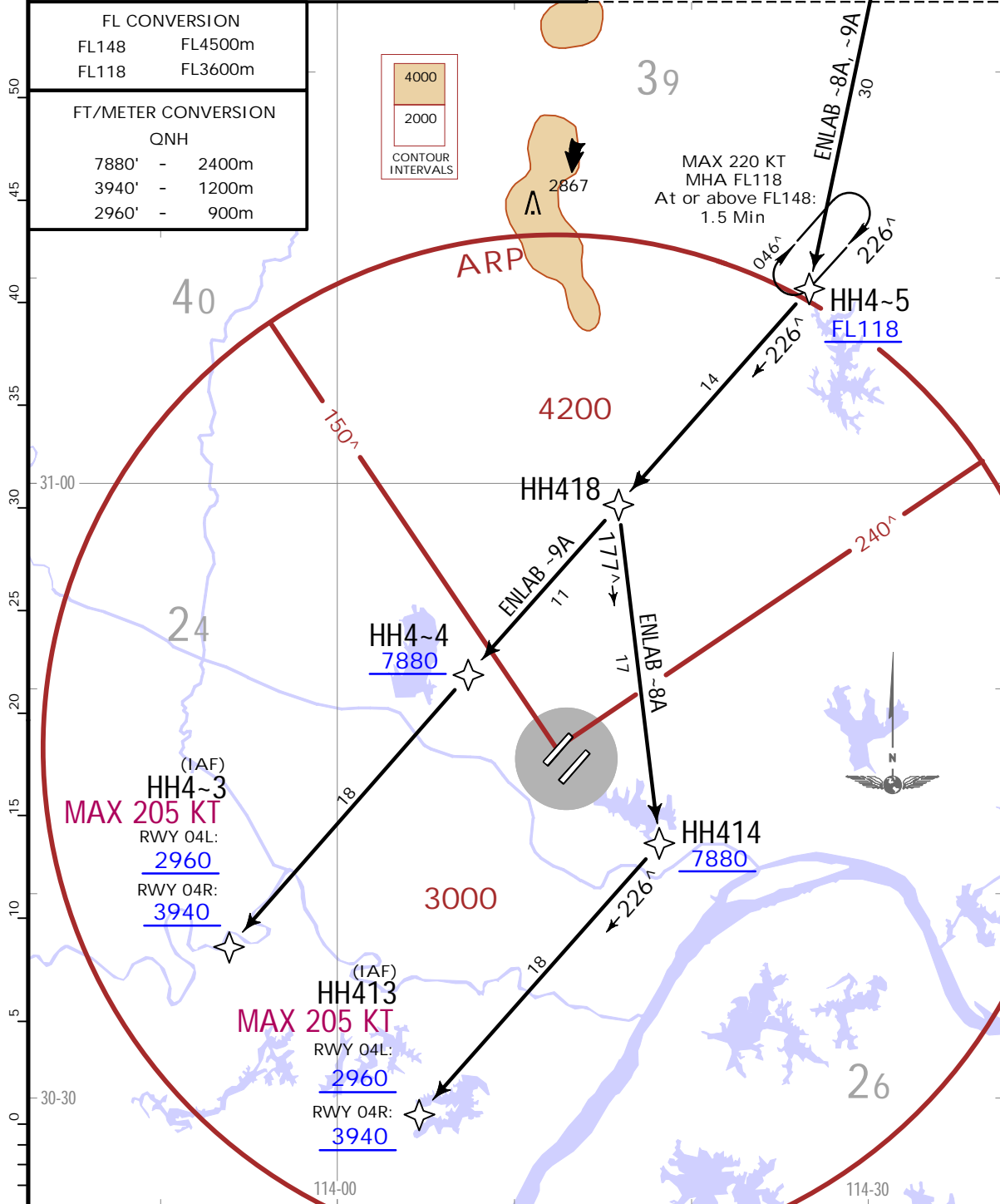
13 MAY 22

(10-2C)

.Eff. 18.May.1600Z.

D-ATIS 126.6	Apt Elev 113	Alt Set: hPa Trans level: FL118
RNP 1 GNSS		
ENLAB ~8A [ENL~8A] ENLAB ~9A [ENL~9A] RNP ARRIVALS (RWYS 04L/R)		

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
7880'	- 2400m
3940'	- 1200m
2960'	- 900m

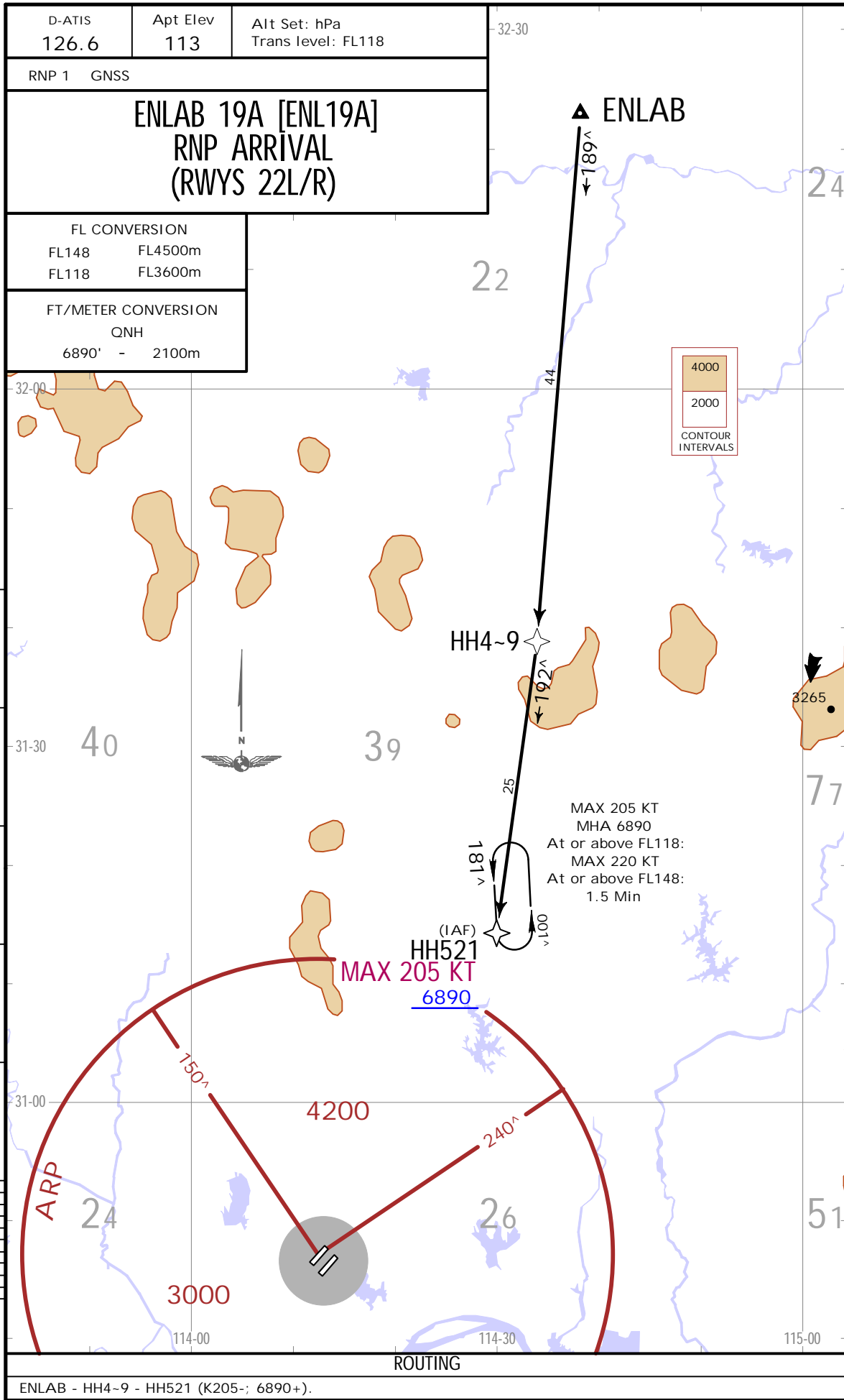


STAR	ROUTING
ENLAB ~8A	ENLAB - HH4-9 - HH4-5 (FL118+) - HH418 - HH414 (7880+) - HH413 (K205-; 04L: 2960+; 04R: 3940+)
ENLAB ~9A	ENLAB - HH4-9 - HH4-5 (FL118+) - HH418 - HH4-4 (7880+) - HH4-3 (K205-; 04L: 2960+; 04R: 3940+).

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13 MAY 22 (10-2D) .Eff. 18.May.1600Z.

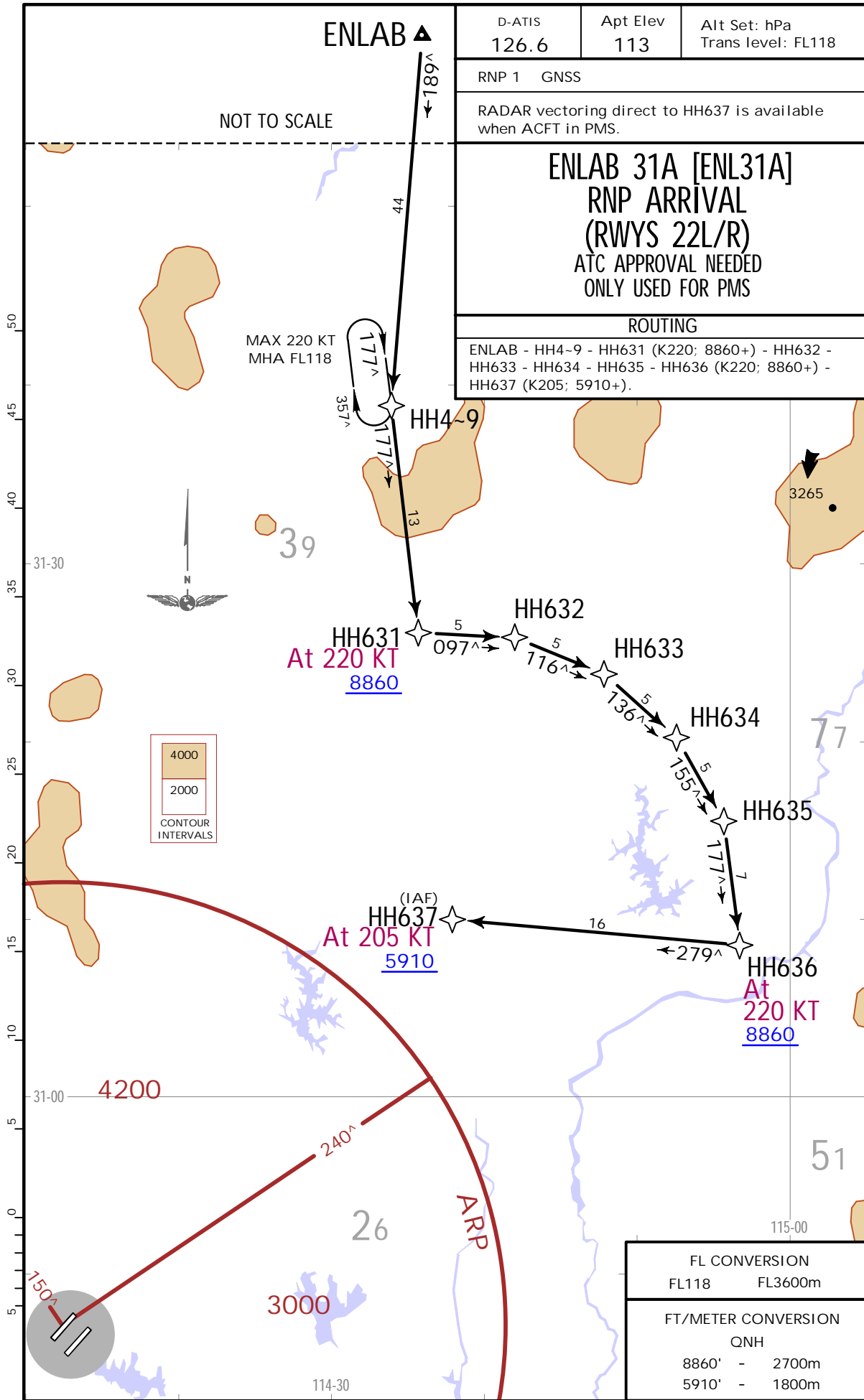
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13 MAY 22 (10-2E) .Eff.18.May.1600Z.

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CHANGES: New procedure at this airport.

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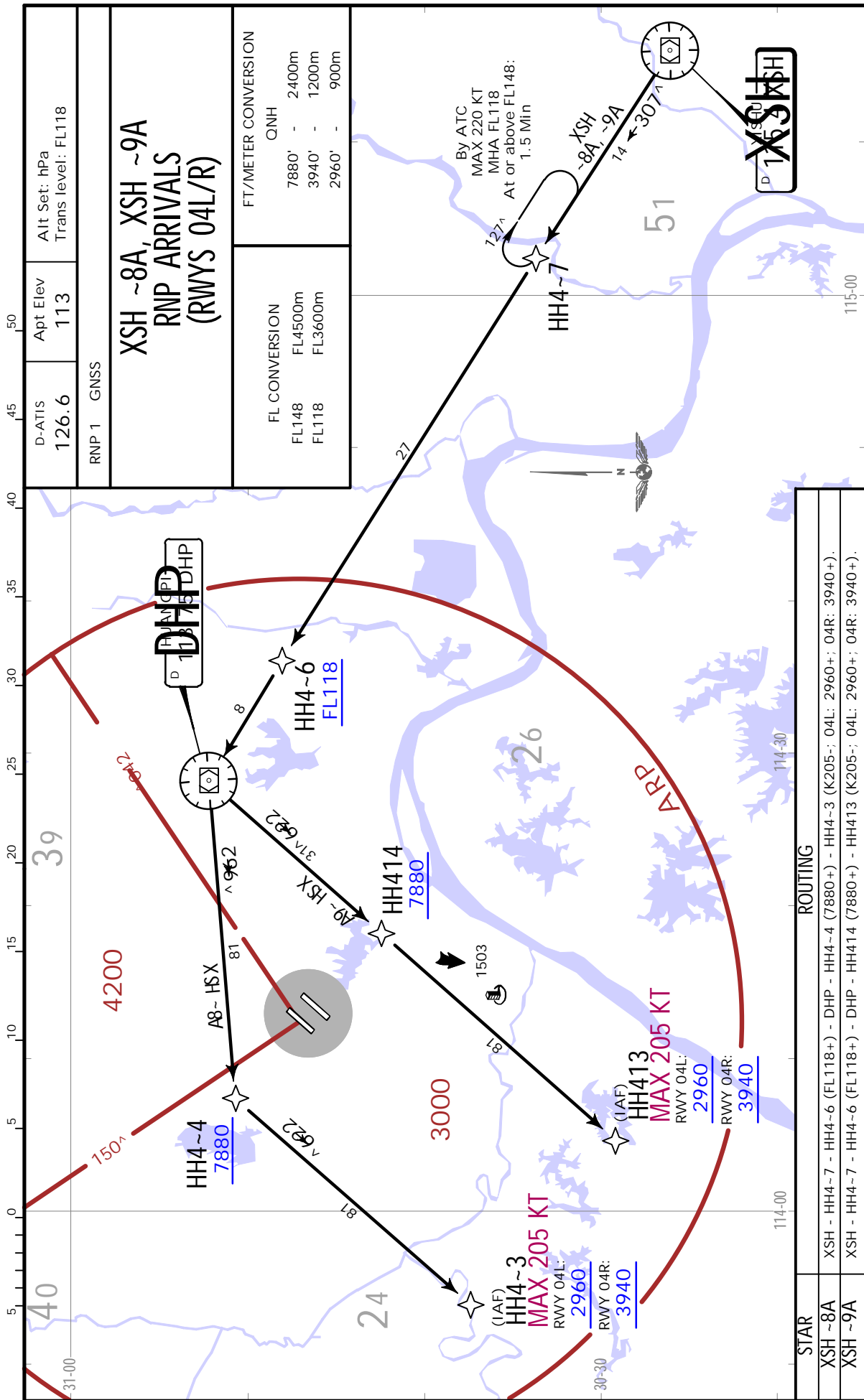
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13 MAY 22

10-2F

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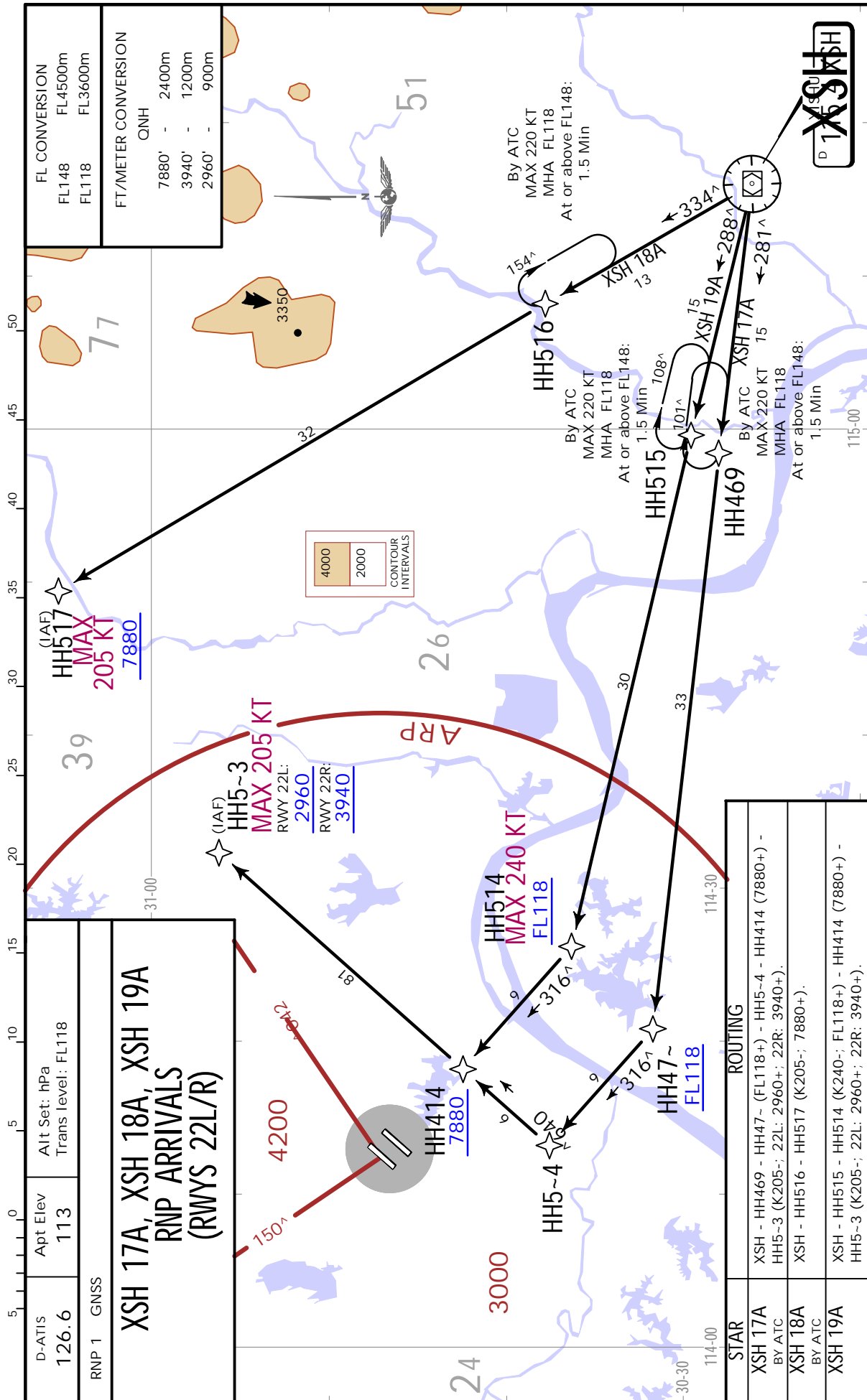
CHANGES: Chart reindexed; XSH ~8A revised.



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13 MAY 22 (10-2G) .Eff.18.May.1600Z.

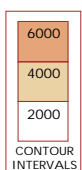
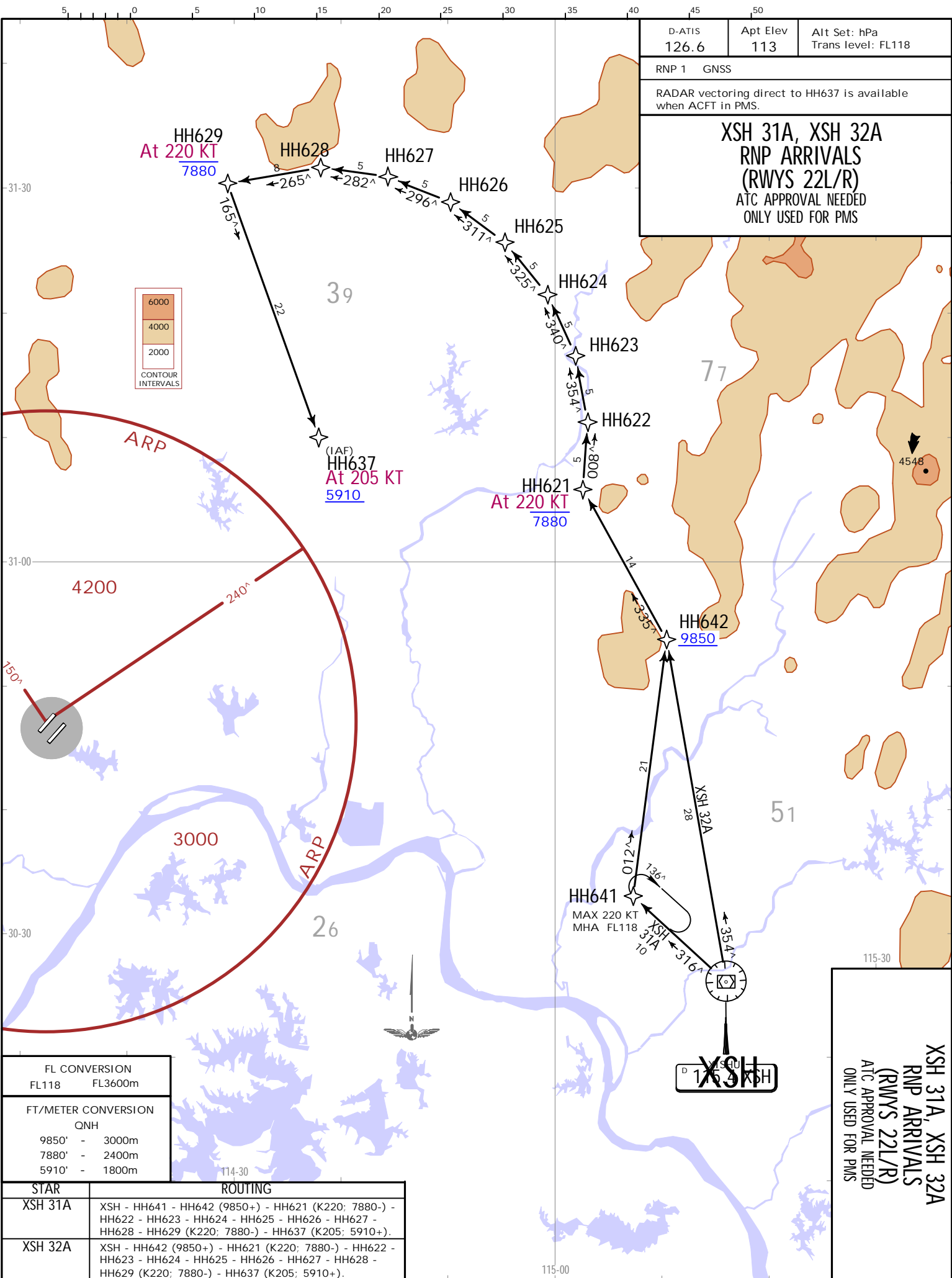
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TIANHE  
13 MAY 22  
JEPPESSEN  
EFF. 18 May 1600Z (10-2H)

D-ATIS 126.6	Apt Elev 113	Alt Set: hPa Trans level: FL118
RNP 1 GNSS		
RADAR vectoring direct to HH637 is available when ACFT in PMS.		
<b>XSH 31A, XSH 32A RNP ARRIVALS (RWYS 22L/R) ATC APPROVAL NEEDED ONLY USED FOR PMS</b>		



FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	3000m
7880'	2400m
5910'	1800m

STAR	ROUTING
XSH 31A	XSH - HH641 - HH642 (9850+) - HH621 (K220; 7880-) - HH622 - HH623 - HH624 - HH625 - HH626 - HH627 - HH628 - HH629 (K220; 7880-) - HH637 (K205; 5910+).
XSH 32A	XSH - HH642 (9850+) - HH621 (K220; 7880-) - HH622 - HH623 - HH624 - HH625 - HH626 - HH627 - HH628 - HH629 (K220; 7880-) - HH637 (K205; 5910+).

**XSH 31A, XSH 32A  
RNP ARRIVALS  
(RWYS 22L/R)  
ATC APPROVAL NEEDED  
ONLY USED FOR PMS**

**WUHAN, PR OF CHINA  
RNAV STAR**

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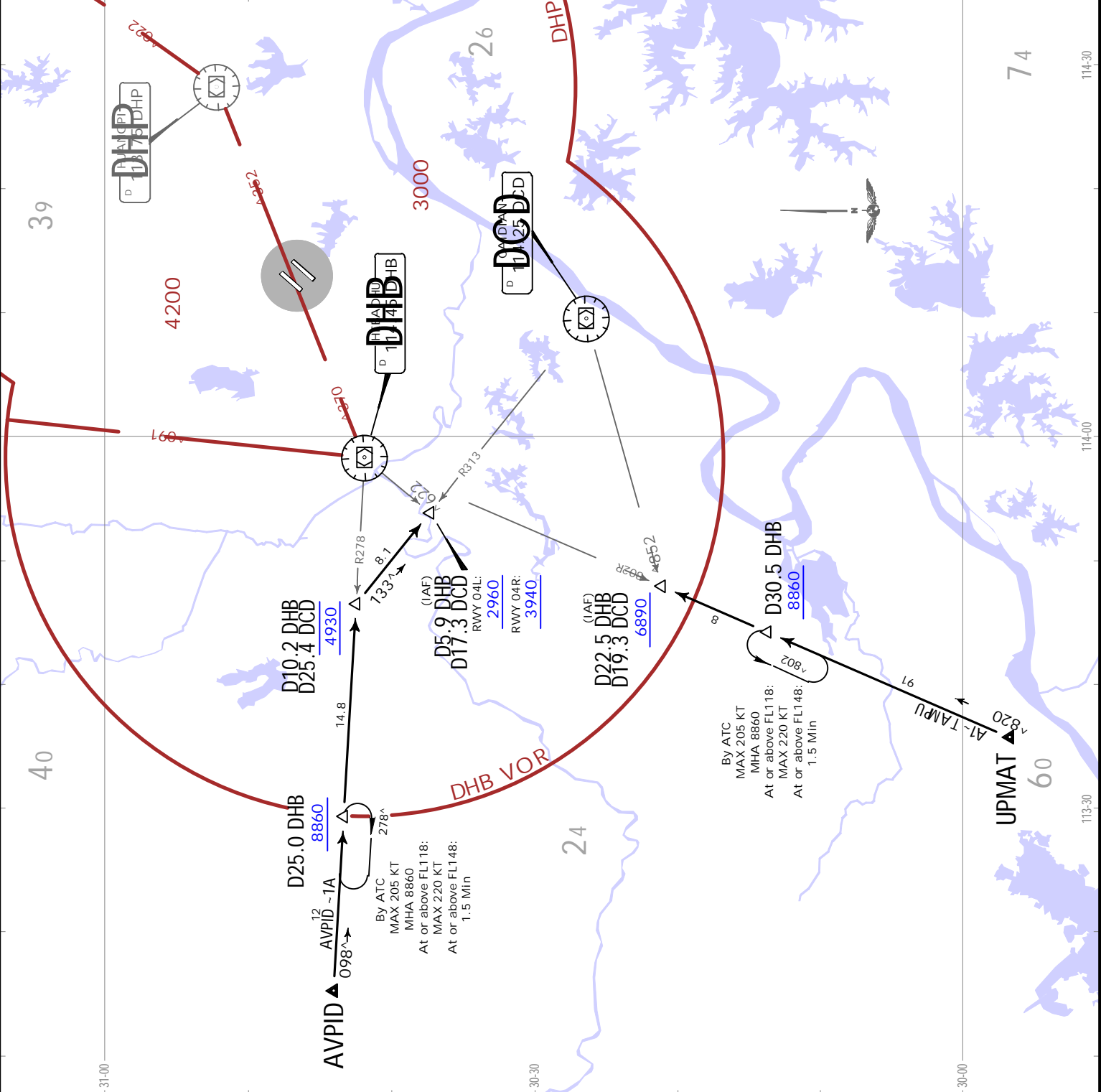
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TIANHE  
13 MAY 22  
.Eff. 18 May 1600Z. (10-2K)

WUHAN, PR OF CHINA  
STAR.

D-ATIS  
126.6  
Apt Elev  
113  
Alt Set: hPa  
Trans level: FL118

AVPID ~1A [AVP~1A]  
UPMAT ~1A [UPM~1A]  
ARRIVALS  
(RWYS 04L/R)  
.SPEED: INITIAL APPROACH  
MAX 205 KT

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m



4000  
2000  
CONTOUR  
INTERVALS

**JEPPESEN**  
 13 MAY 22 (10-2L) . Eff. 18. May. 1600Z.  
 WUHAN, PR OF CHINA  
 .STAR.

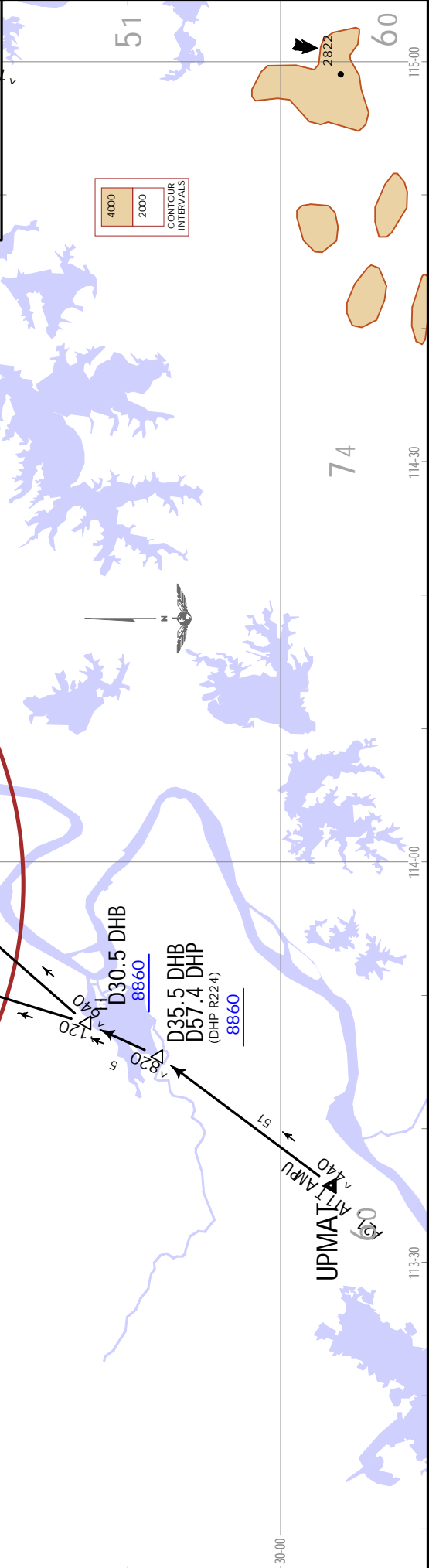
ZHHH/WUH  
 TIANHE

D-ATIS 126.6	Apt Elev 113
Alt Set: hPa Trans level: FL118	
AVPID 11A [AVP11A] AVPID 12A [AVP12A] UPMAT 11A [UPM11A] UPMAT 12A [UPM12A]	
ARRIVALS (RWYS 22L/R) .SPEED: INITIAL APPROACH .MAX 205 KT	

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
3940'	- 1200m
2960'	- 900m

**D30.5 DHB**

By ATC  
 MAX 205 KT  
 MHA 8860  
 At or above  
 FL118:  
 MAX 220 KT  
 At or above  
 FL148:  
 1.5 Min



4000
2000
CONTOUR INTERVALS



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WUHAN, PR OF CHINA  
.STAR.

13 MAY 22 (10-2N) .Eff.18.May.1600Z.

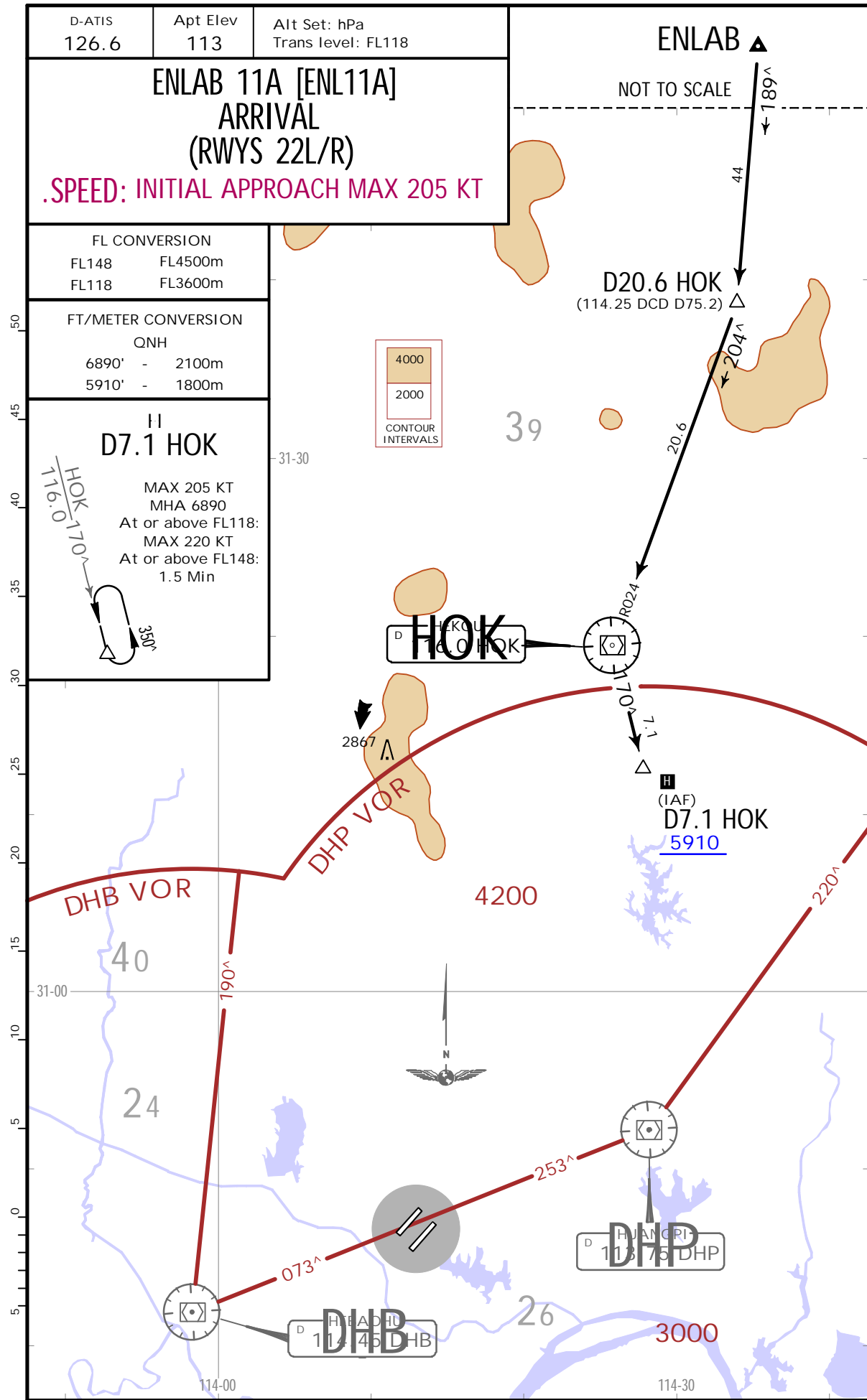
D-ATIS 126.6	Apt Elev 113	Alt Set: hPa Trans level: FL118
<b>ENLAB 11A [ENL11A]</b> <b>ARRIVAL</b> <b>(RWYS 22L/R)</b> <span style="color: magenta;">.SPEED: INITIAL APPROACH MAX 205 KT</span>		

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
6890'	2100m
5910'	1800m

**H I**  
**D7.1 HOK**

MAX 205 KT  
MHA 6890  
At or above FL118:  
MAX 220 KT  
At or above FL148:  
1.5 Min

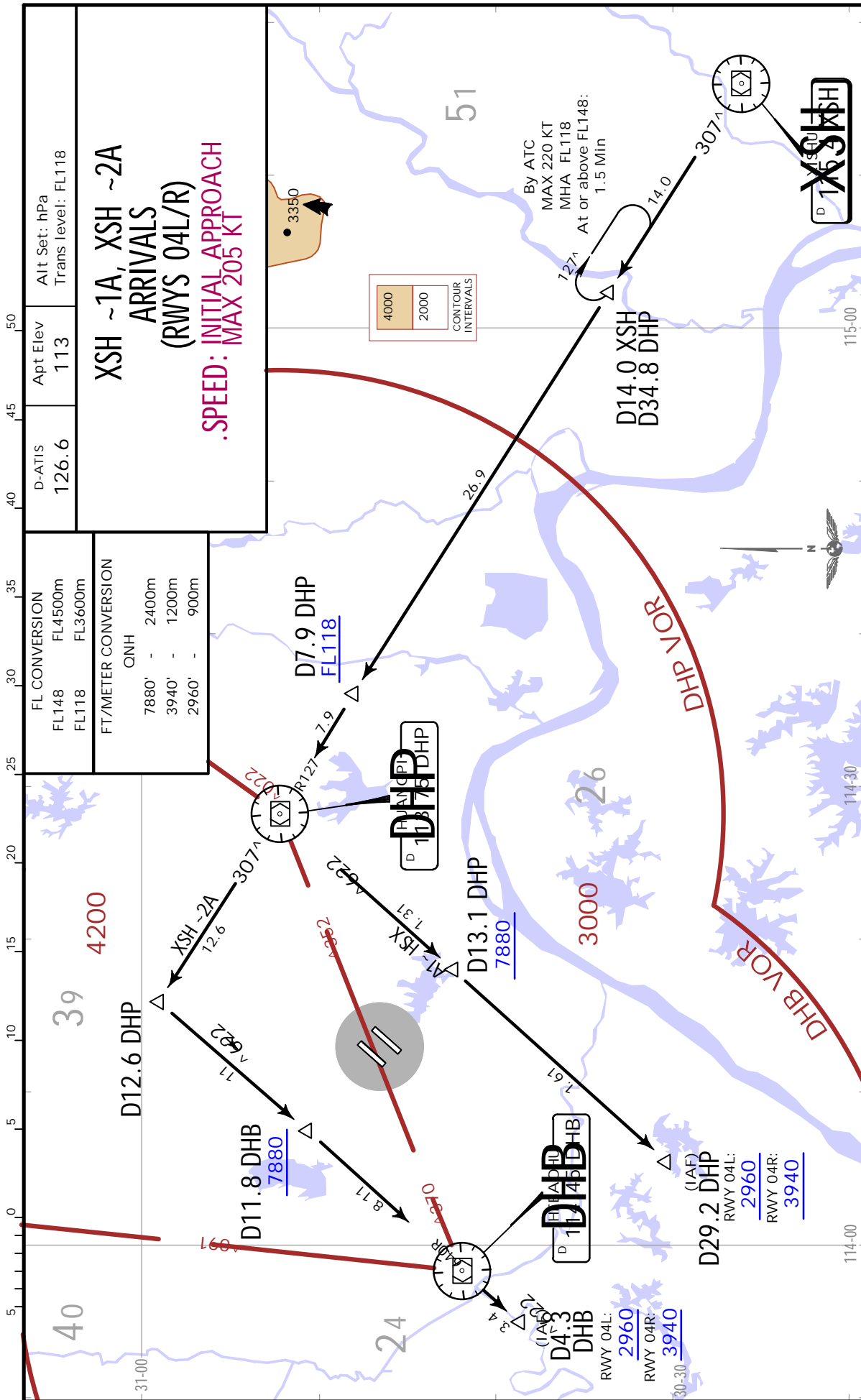


CHANGES: Chart reindexed; ONIXO 11A withdrawn; ENLAB 11A established.

ZHHH/WUH  
TIANHE

JEPPESEN  
13 MAY 22 10-2P .Eff.18.May.1600Z.

WUHAN, PR OF CHINA  
.STAR.



ZHHH/WUH  
TIANHE

JEPPESEN

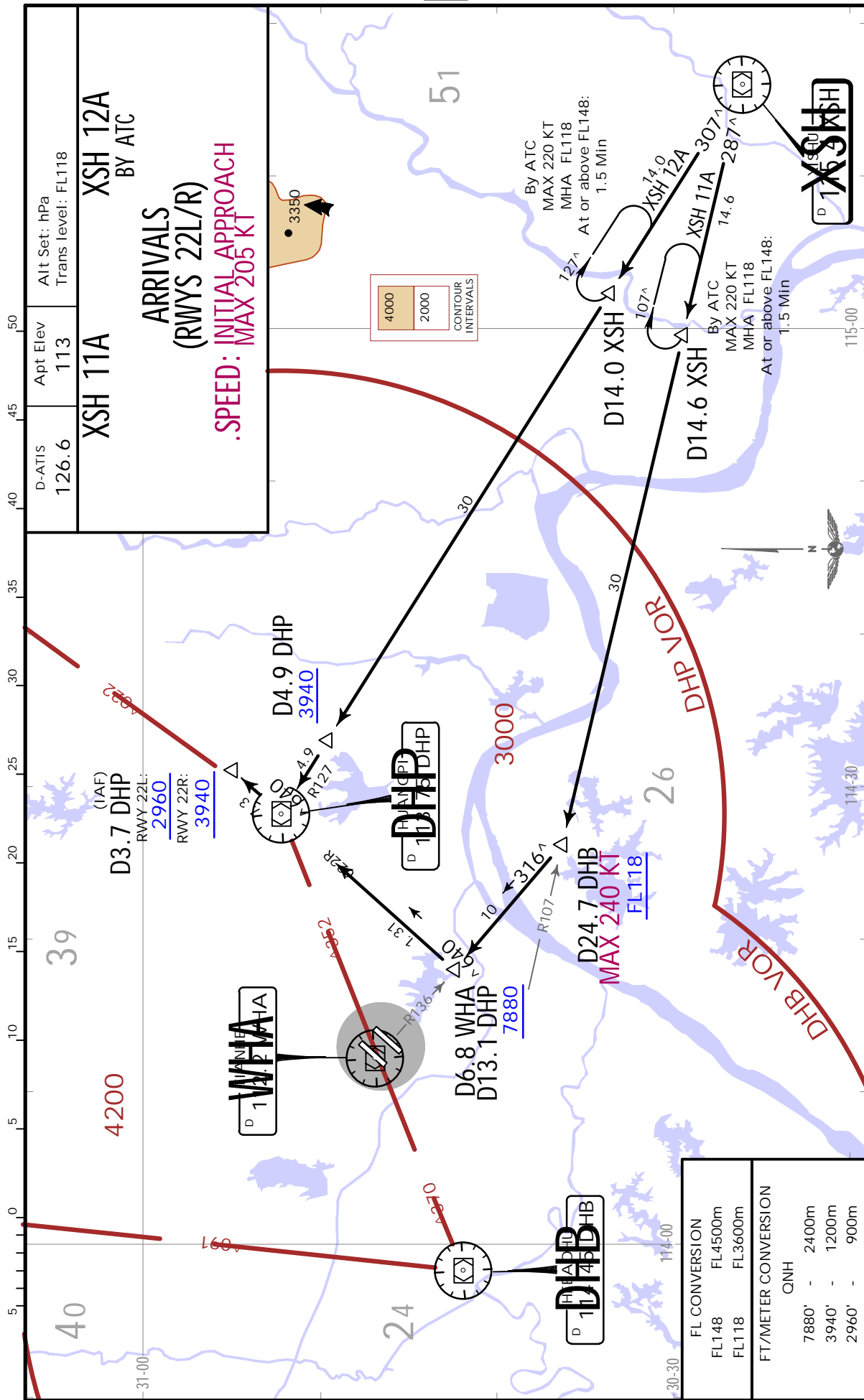
WUHAN, PR OF CHINA

13 MAY 22

10-20

.Eff. 18.May.1600Z.

.STAR.





**WUHAN, PR OF CHINA**  
**.RNAV.SID.**

Apt Elev  
 113

Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below

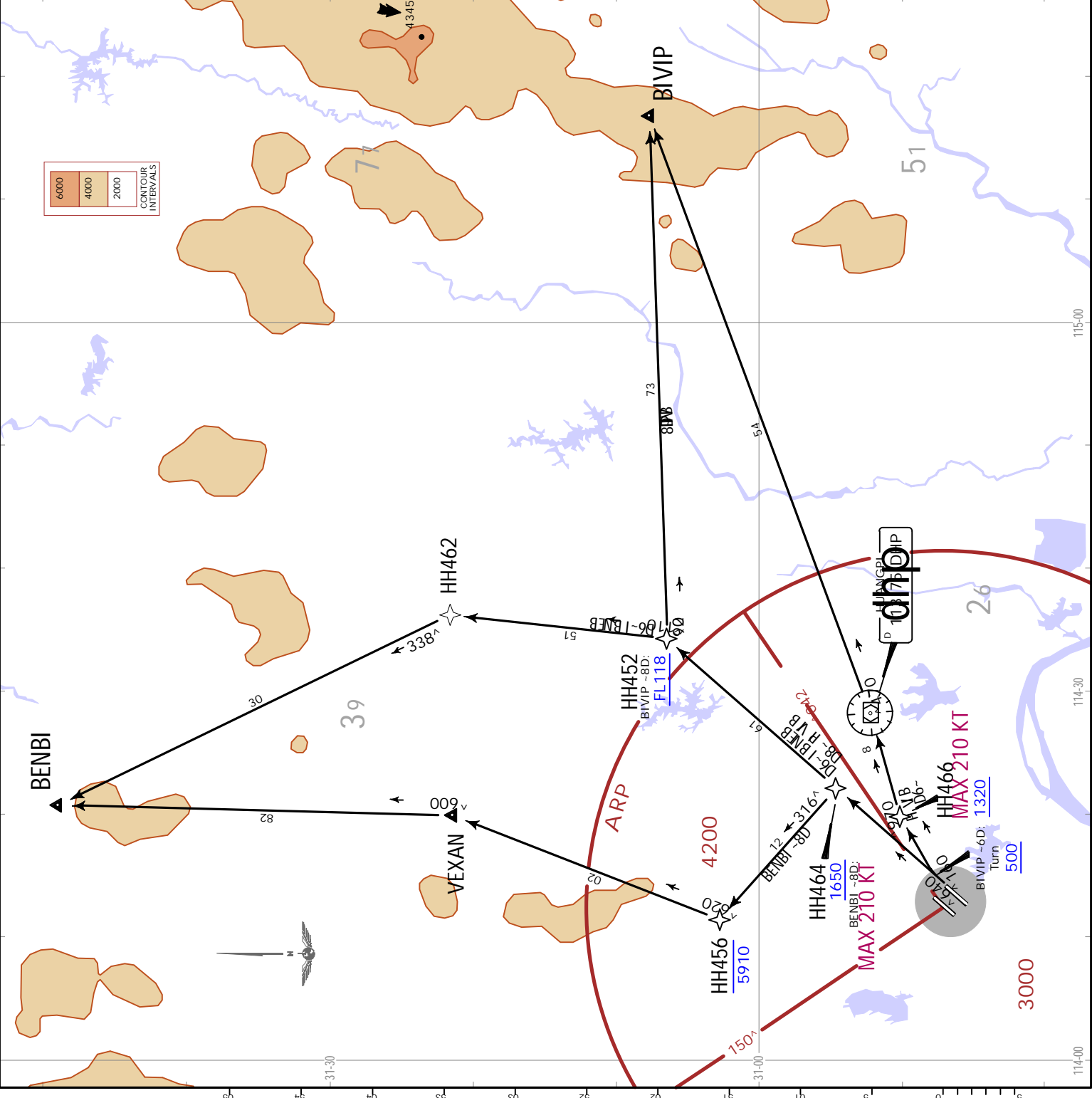
RNP 1 GNSS

1. While simultaneous operation LEFT turn after take-off shall be permitted by ATC.  
 2. Do not turn before DER.

**BENBI ~6D [BEN~6D]**  
**BENBI ~8D [BEN~8D]**  
**BIVIP ~6D [BIV~6D]**  
**BIVIP ~8D [BIV~8D]**  
**RNP DEPARTURES (RWY 04R)**

FT/METER CONVERSION	
QNH	
500'	150m
1320'	400m
1650'	500m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL118	FL3600m

ROUTING	
BENBI ~6D	(500+) - HH464 (1650+) - HH452 - HH462 - BENBI.
BENBI ~8D	(500+) - HH464 (K210-) - T650+ - HH456 (5910-) - VEXAN - BENBI.
BIVIP ~6D BY ATC	(500+) - HH466 (K210-) - T320+ - BIVIP.
BIVIP ~8D	(500+) - HH464 (1650+) - HH452 (FL118+) - BIVIP.



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 TIANHE

**JEPPESEN**  
 25 NOV 22 10-3



**ZHHH/WUH**  
TIANHE

**WUHAN, PR OF CHINA**  
.RNAV.SID.

**JEPPESEN**  
13 MAY 22  
Eff. 18 May 1600Z (10-3B)

Apt Elev  
113

Trans alt: 9850  
10830 - 1031 hPa or above  
8860 - 979 hPa or below

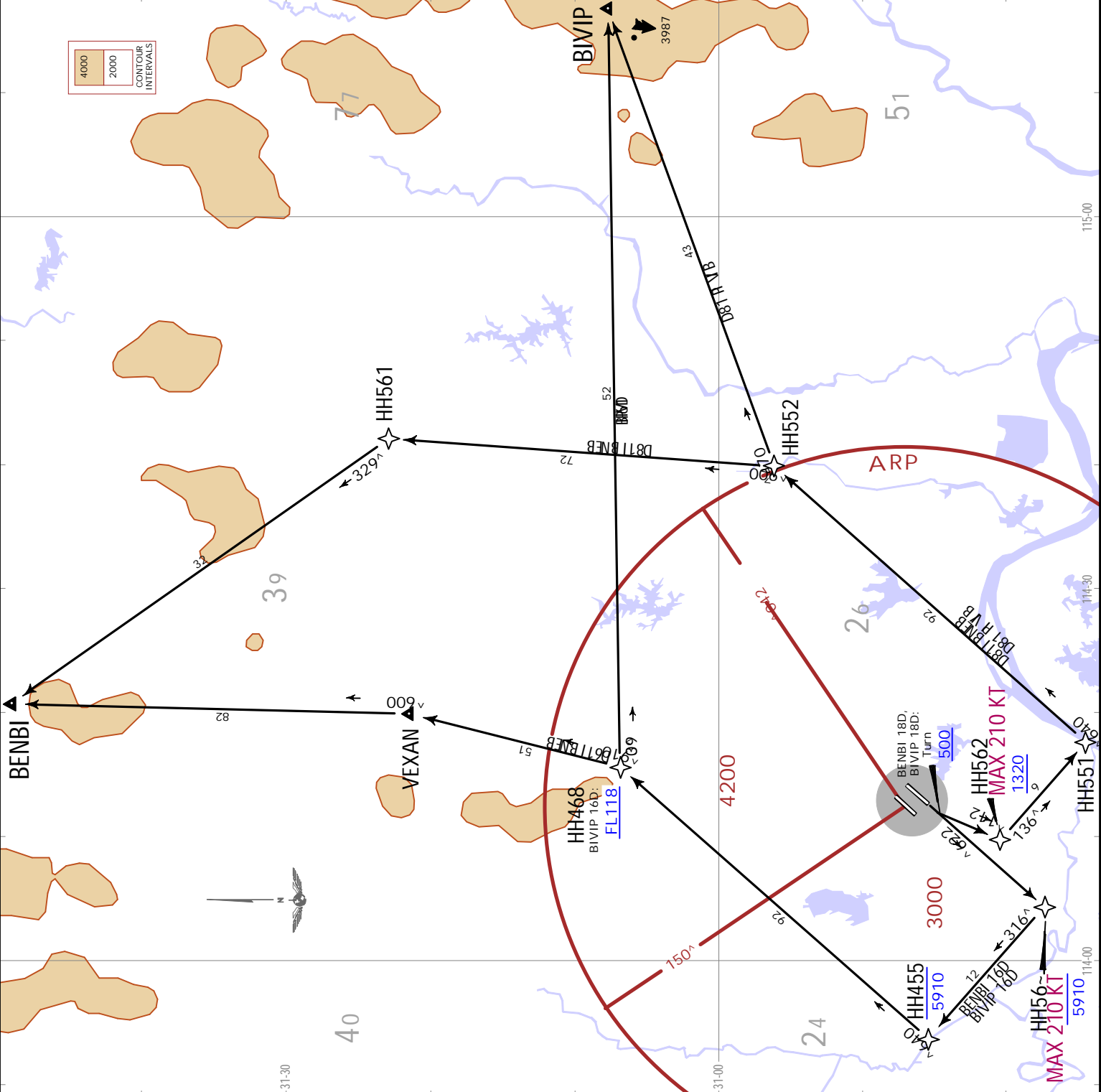
RNP 1 GNSS

1. While simultaneous operation RIGHT turn after take-off shall be permitted by ATC.  
2. Do not turn before DER.

**BENBI 16D [BEN16D]**  
**BENBI 18D [BEN18D]**  
**BIVIP 16D [BIV16D]**  
**BIVIP 18D [BIV18D]**  
**RNP DEPARTURES (RWY 22L)**

FT./METER CONVERSION	
QNH	
500'	150m
1320'	400m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL118	FL3600m

SID	ROUTING
BENBI 16D	(500+) - HH56- (K210-; 5910-) - HH455 (5910-) - HH468 - VEXAN - BENBI.
BENBI 18D BY ATC	(500+) - HH562 (K210-; 1320+) - HH551 - HH552 - HH561 - BENBI.
BIVIP 16D	(500+) - HH56- (K210-; 5910-) - HH455 (5910-) - HH468 (FL118+) - BIVIP.
BIVIP 18D BY ATC	(500+) - HH562 (K210-; 1320+) - HH551 - HH552 - BIVIP.



**JEPPESEN**  
 13 MAY 22 10-3C Eff. 18 May 1600Z.  
**WUHAN, PR OF CHINA**  
 .RNAV.SID.

**ZHHH/WUH**  
 TIANHE

Apt Elev  
 113

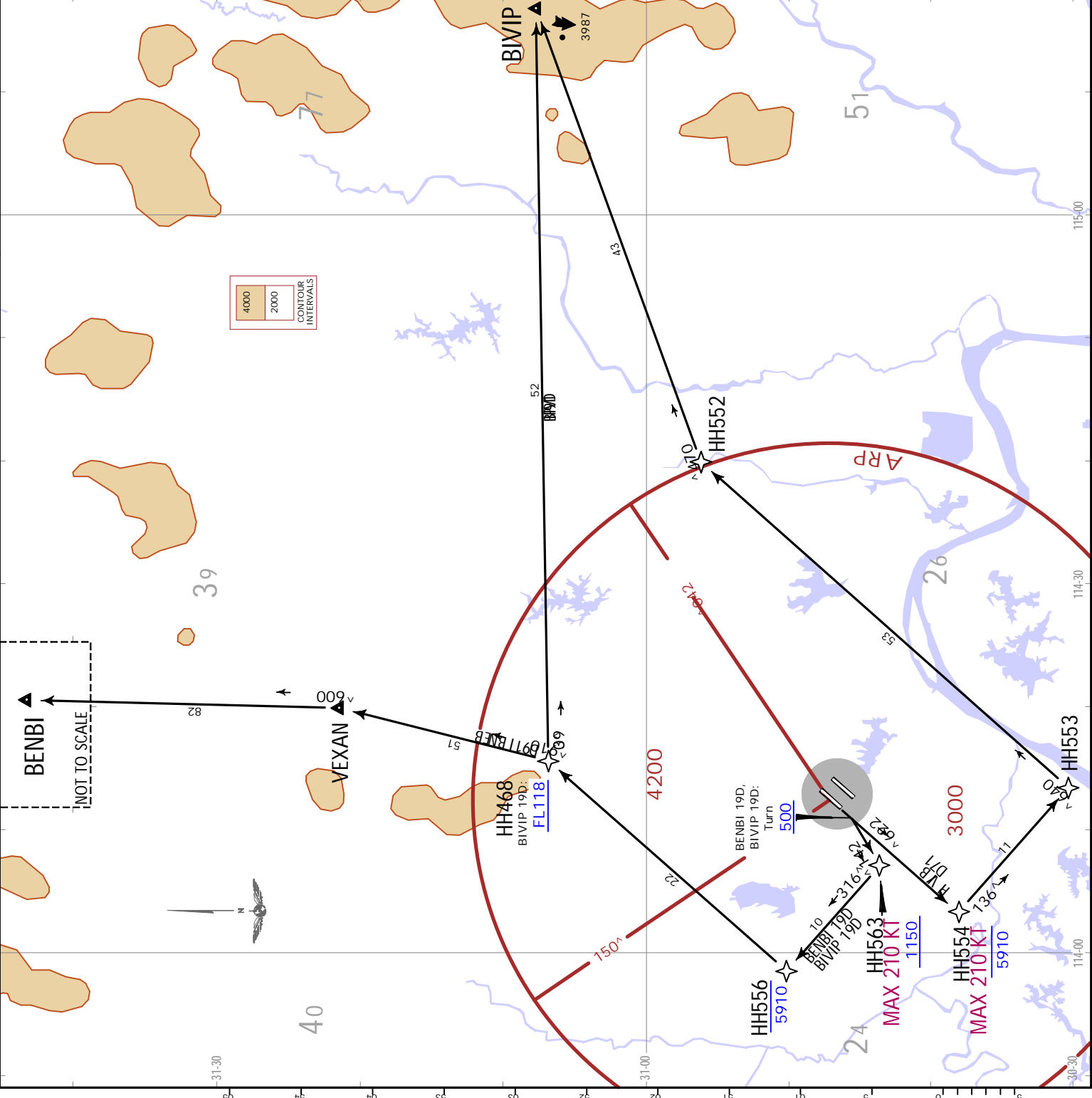
Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below

RNP 1 GNSS

1. While simultaneous operation LEFT turn after take-off shall be permitted by ATC.  
 2. Do not turn before DER.

**BENBI 19D [BEN19D]  
 BIVIP 17D [BIV17D]  
 BIVIP 19D [BIV19D]  
 RNP DEPARTURES  
 (RWY 22R)**

FT/METER CONVERSION	
500'	150m
1150'	350m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL118	FL3600m



WUHAN, PR OF CHINA  
 .RNAV.SID.

ZHHH/WUH  
 TIANHE  
 13 MAY 22  
 .Eff. 18 May 1600Z. (10-3D)  
 JEPPESSEN

Apt Elev  
 113

Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below

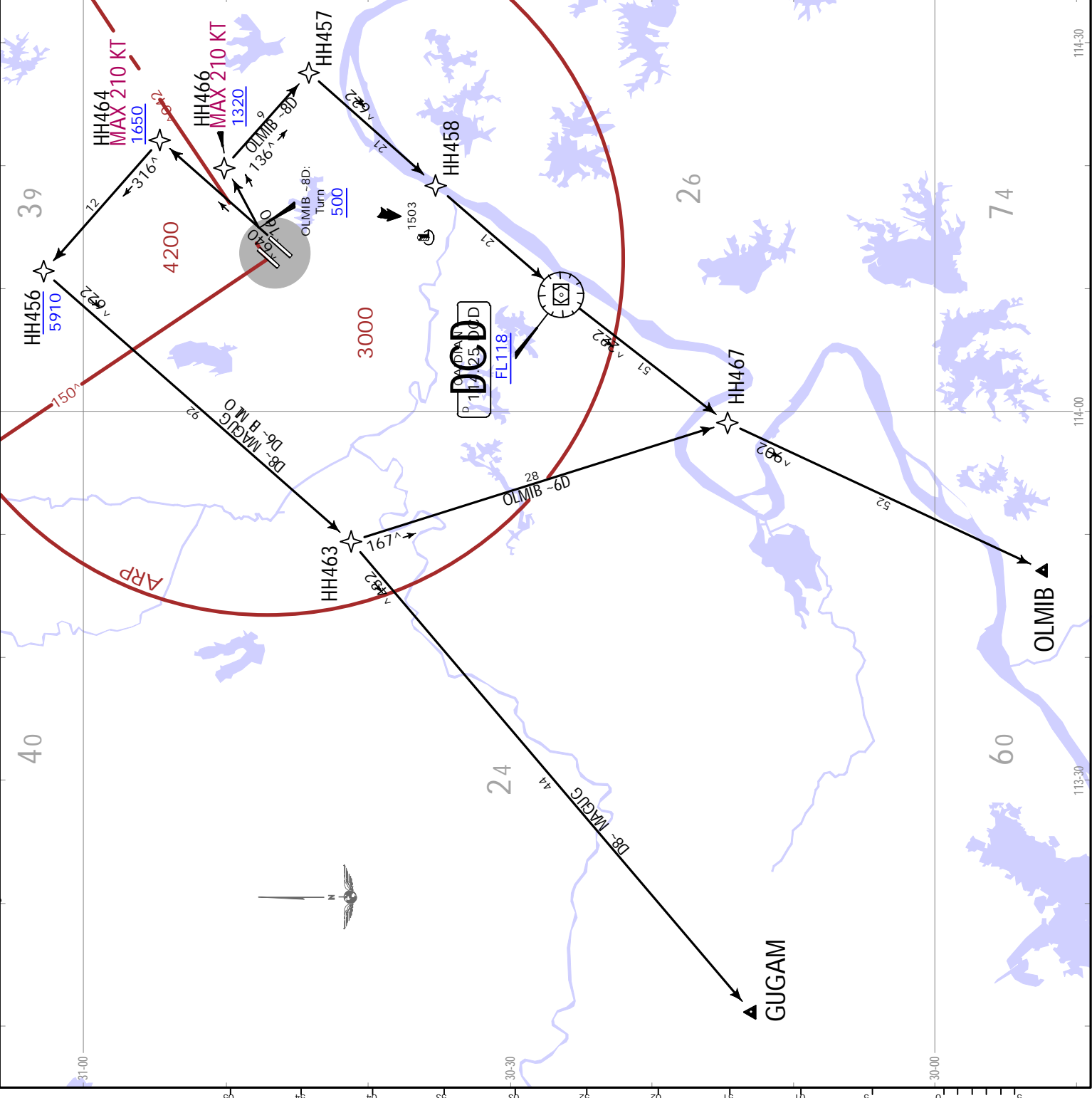
RNP 1 GNSS

1. While simultaneous operation, LEFT turn after take-off shall be permitted by ATC.  
 2. Do not turn before DER.

GUGAM ~8D [GUG~8D]  
 OLMIB ~6D [OLM~6D]  
 OLMIB ~8D [OLM~8D]  
 RNP DEPARTURES  
 (RWY 04R)

FT/METER CONVERSION	
QNH	
500'	150m
1320'	400m
1650'	500m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL118	FL3600m

SID	ROUTING
GUGAM ~8D	(500+) - HH464 (K210+; 1650+) - HH456 (5910+) - HH463 - GUGAM.
OLMIB ~6D	(500+) - HH464 (K210+; 1650+) - HH456 (5910+) - HH463 - HH467 - OLMIB.
OLMIB ~8D BY ATC	(500+) - HH466 (K210+; 1320+) - HH457 - HH458 - DCD (FL118+) - HH467 - OLMIB.



**JEPESEN**  
**WUHAN, PR OF CHINA**  
 10-3E .Eff. 18. May. 1600Z.  
 .RNAV.SID.

**ZHHH/WUH**  
 TIANHE

13 MAY 22

Apt Elev  
 113

Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below

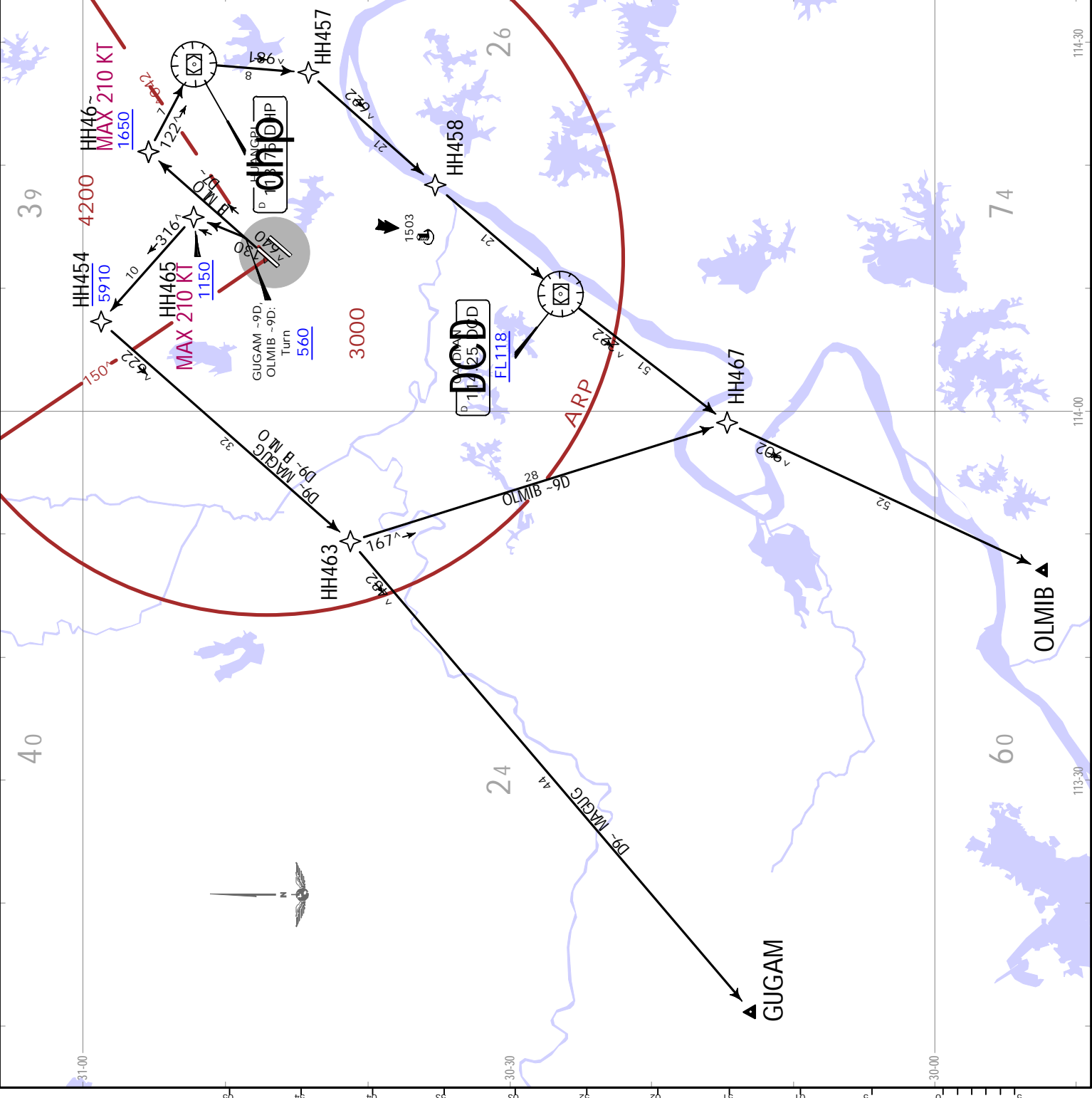
RNP 1 GNSS

1. While simultaneous operation, RIGHT turn after take-off shall be permitted by ATC.  
 2. Do not turn before DER.

**GUGAM ~9D [GUG~9D]**  
**OLMIB ~7D [OLM~7D]**  
**OLMIB ~9D [OLM~9D]**  
**RNP DEPARTURES**  
**(RWY 04L)**

FT/METER CONVERSION	
QNH	
560'	- 170m
1150'	- 350m
1650'	- 500m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL118	FL3600m

SID		ROUTING	
GUGAM ~9D	(560+) - HH465 (K210-; 1150+) - HH454 (5910+) - HH463 - GUGAM.		
OLMIB ~7D BY ATC	(560+) - HH46 - (K210-; 1650+) - DHP - HH457 - HH458 - DCD (FL118+) - HH467 - OLMIB.		
OLMIB ~9D	(560+) - HH465 (K210-; 1150+) - HH454 (5910+) - HH463 - HH467 - OLMIB.		



**ZHWH/WUH**  
TIANHE  
13 MAY 22  
Eff. 18 May 1600Z  
10-3F

**WUHAN, PR OF CHINA**  
.RNAV.SID.

Apt Elev  
113

Trans alt: 9850  
10830 - 1031 hPa or above  
8860 - 979 hPa or below

RNP 1 GNSS

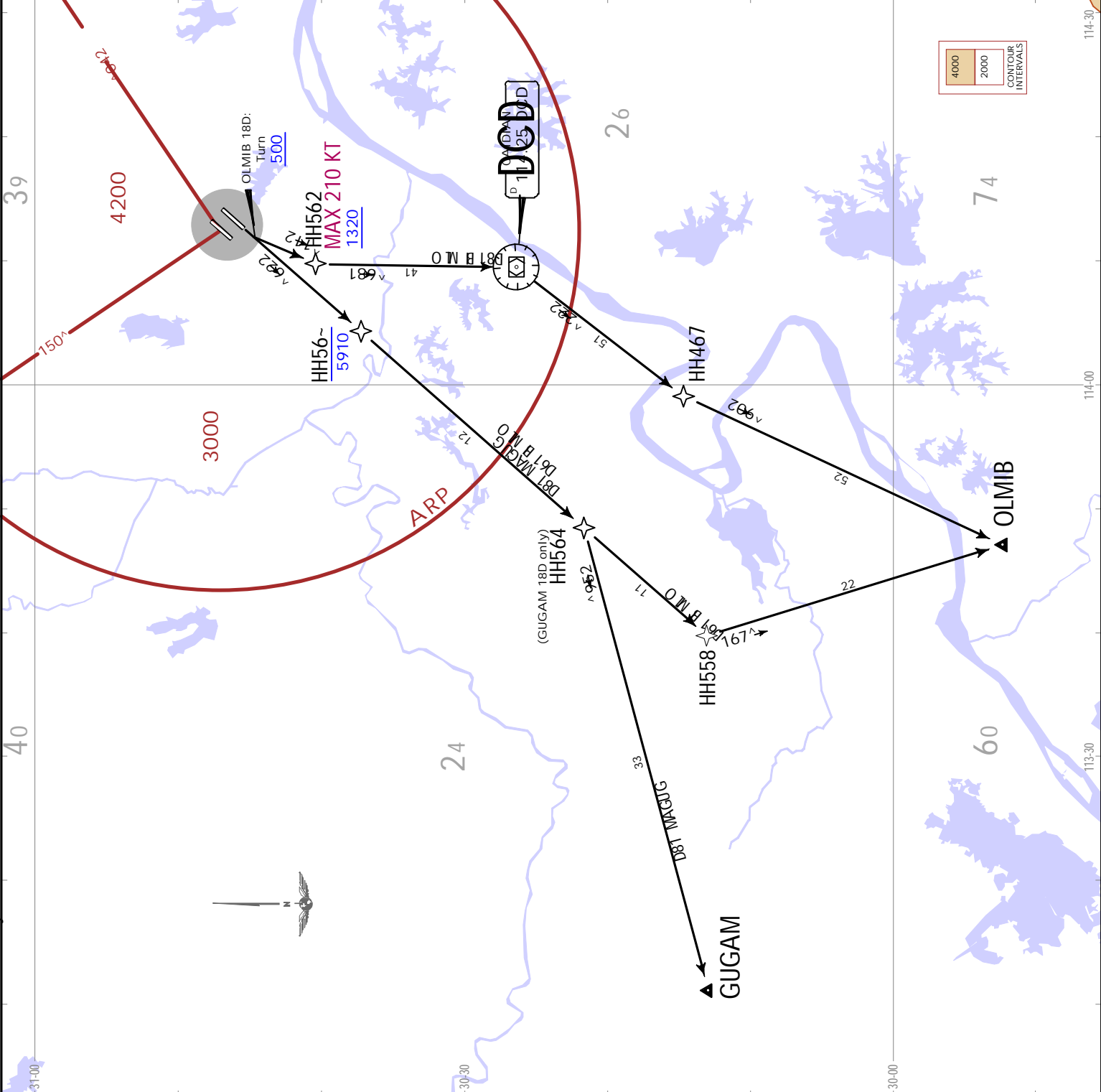
1. While simultaneous operation, RIGHT turn after take-off shall be permitted by ATC.  
2. Do not turn before DER.

**GUGAM 18D [GUG18D]  
OLMIB 16D [OLM16D]  
OLMIB 18D [OLM18D]  
RNP DEPARTURES  
(RWY 22L)**

**DDDD**

FT/METER CONVERSION	
QNH	
500'	- 150m
1320'	- 400m
5970'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

SID	ROUTING
GUGAM 18D	(500+) - HH56- (5910-) - HH564 - GUGAM.
OLMIB 16D	(500+) - HH56- (5910-) - HH558 - OLMIB.
OLMIB 18D	(500+) - HH562 (K210-) - DCD - HH467 - OLMIB.



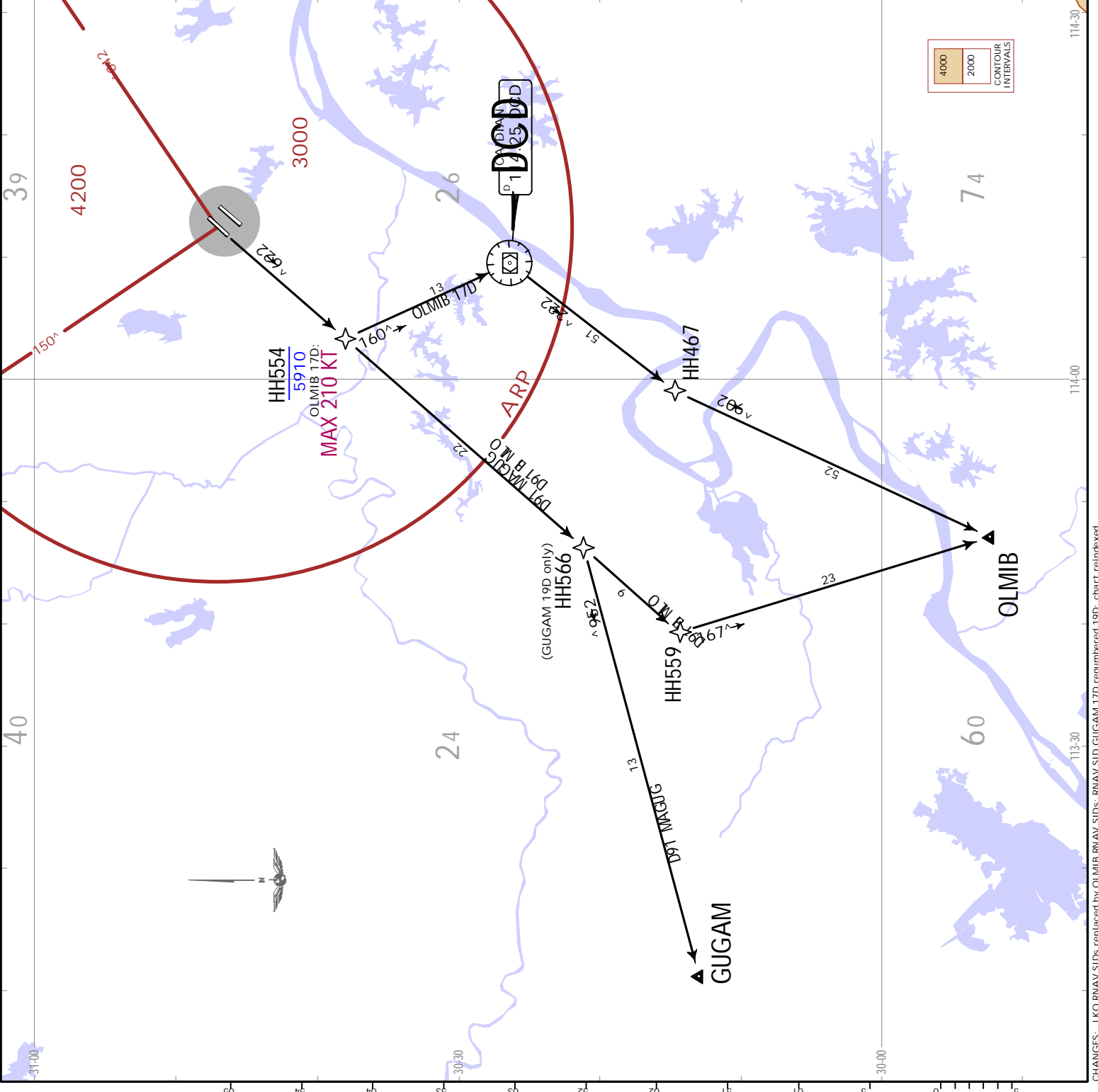
**JEPESEN**  
**ZHHH/WUH**  
 TIANHE  
 13 MAY 22  
 10-3G  
 .Eff. 18.May.1600Z.  
 .RNAV.SID.  
 .RNAV.SID.

Apt Elev  
 113  
 Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below  
 RNP 1 GNSS  
 1. While simultaneous operation, LEFT turn after take-off shall be permitted by ATC.  
 2. Do not turn before DER.

**GUGAM 19D [GUG19D]  
 OLMIB 17D [OLM17D]  
 OLMIB 19D [OLM19D]  
 RNP DEPARTURES  
 (RWY 22R)**

FT/METER CONVERSION	
GNH	
500'	- 150m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

SID		ROUTING
GUGAM 19D	(500+) - HH554 (5910-) - HH566 - GUGAM.	
OLMIB 17D	(500+) - HH554 (K210-) - DCD - HH467 - OLMIB.	
OLMIB 19D	(500+) - HH554 (5910-) - HH559 - OLMIB	









**ZHWH/WUH**  
TIANHE

**JEPPESSEN**  
13 MAY 22  
Eff. 18 May 1600Z (10-3K)

**WUHAN, PR OF CHINA**  
.RNAV.SID.

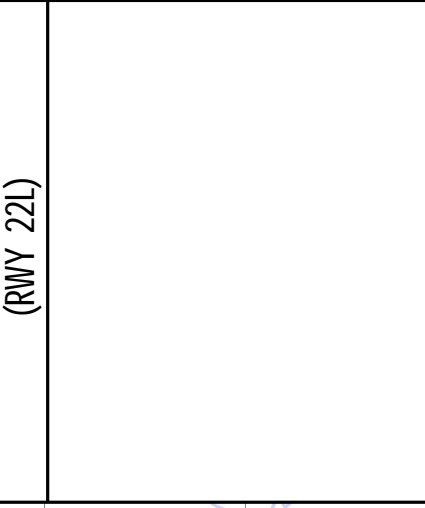
Apt Elev  
113

Trans alt: 9850  
10830 - 1031 hPa or above  
8860 - 979 hPa or below

RNP 1 GNSS

1. While simultaneous operation, RIGHT turn after take-off shall be permitted by ATC.  
2. Do not turn before DER.

**XSH 16D**  
**XSH 18D**  
**RNP DEPARTURES**  
**(RWY 22L)**

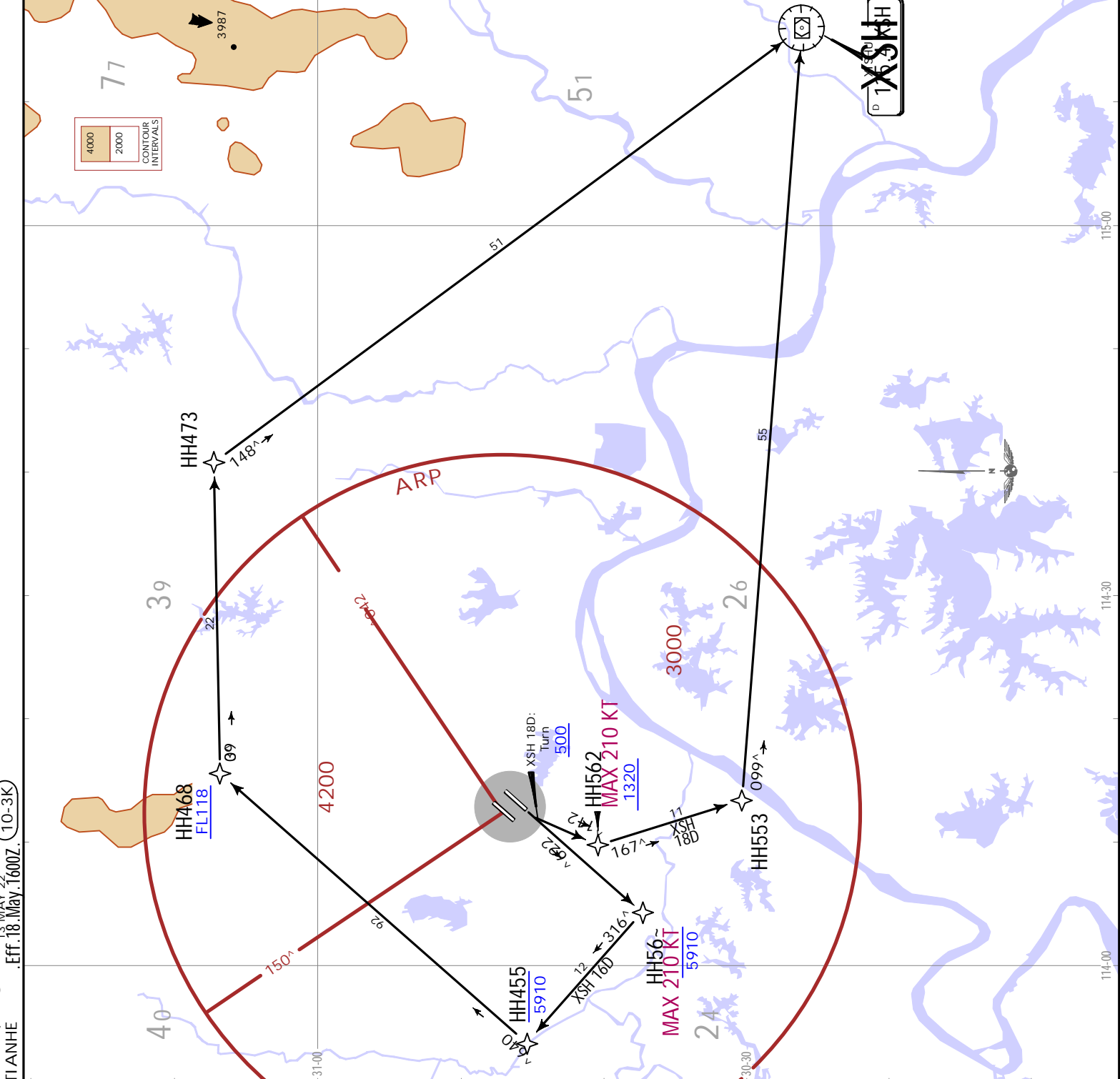


FT/METER CONVERSION	
QNH	
500'	- 150m
1320'	- 400m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	FL3600m

SID		ROUTING	
XSH 16D	(500+) - HH56 - (K210-) - 5910 - HH455	XSH 16D	(500+) - HH56 - (K210-) - 5910 - HH455
XSH 18D BY ATC	(5910-) - HH468 (FL118+) - HH473 - XSH.	XSH 18D BY ATC	(5910-) - HH468 (FL118+) - HH473 - XSH.
	(500+) - HH562 (K210-) - 1320+ - HH553 - XSH.		(500+) - HH562 (K210-) - 1320+ - HH553 - XSH.



**JEPPesen**  
 13 MAY 22 (10-31) .Eff. 18. May. 1600Z.  
**WUHAN, PR OF CHINA**  
**.RNAV.SID.**

**ZHHH/WUH**  
 TIANHE

Apt Elev  
 113

Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below

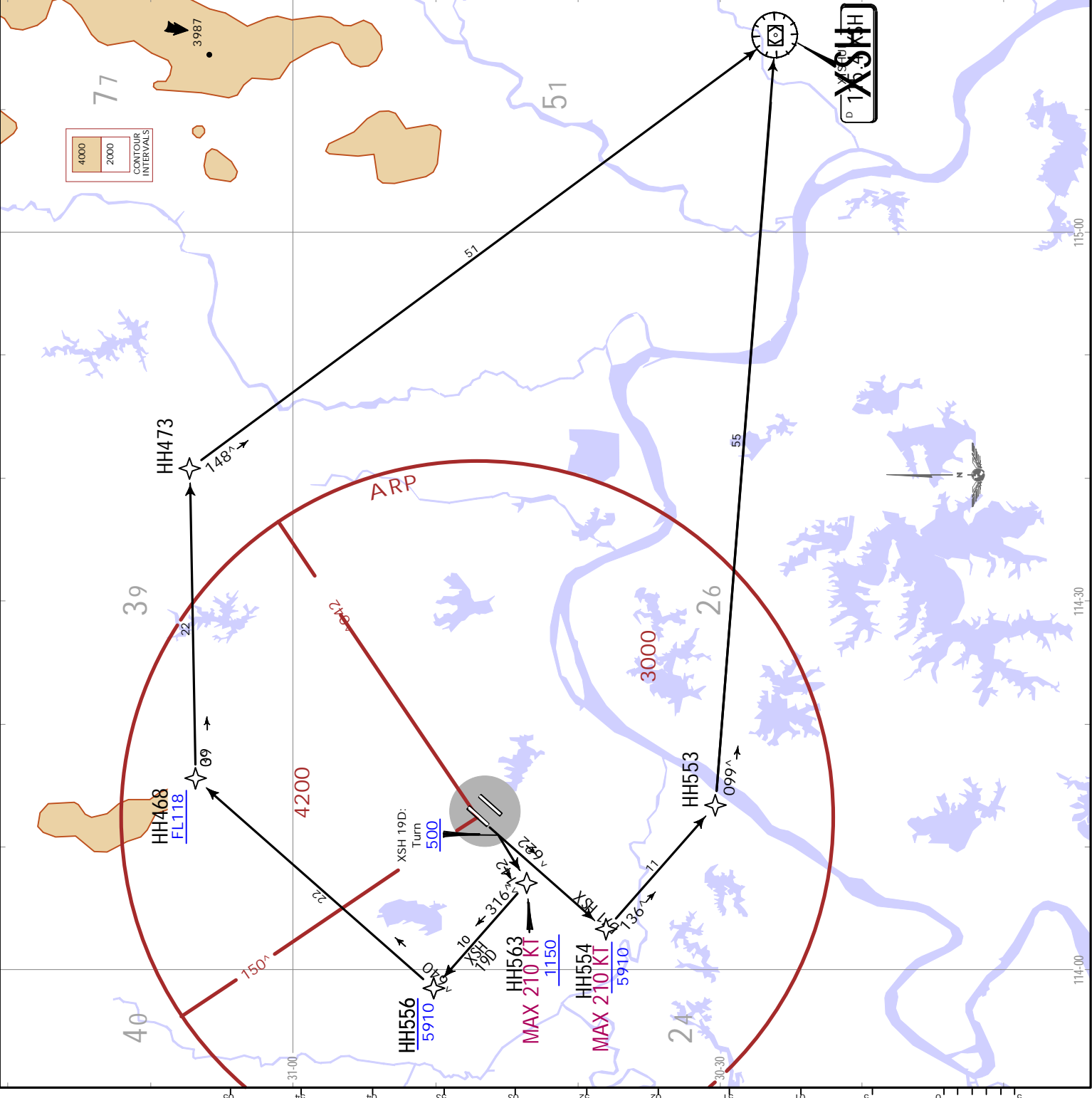
RNP 1 GNSS

1. While simultaneous operation, LEFT turn after take-off shall be permitted by ATC.  
 2. Do not turn before DER.

**XSH 17D**  
**XSH 19D**  
**RNP DEPARTURES**  
**(RWY 22R)**

FT/METER CONVERSION	
QNH	
500'	- 150m
1150'	- 350m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL118	FL3600m

SID	ROUTING
XSH 17D BY ATC	(500+) - HH554 (K210-) - 5910- - HH553 - XSH.
XSH 19D	(500+) - HH563 (K210-) - 1150+ - HH556 (5910-) - HH468 (FL118+) - HH473 - XSH.

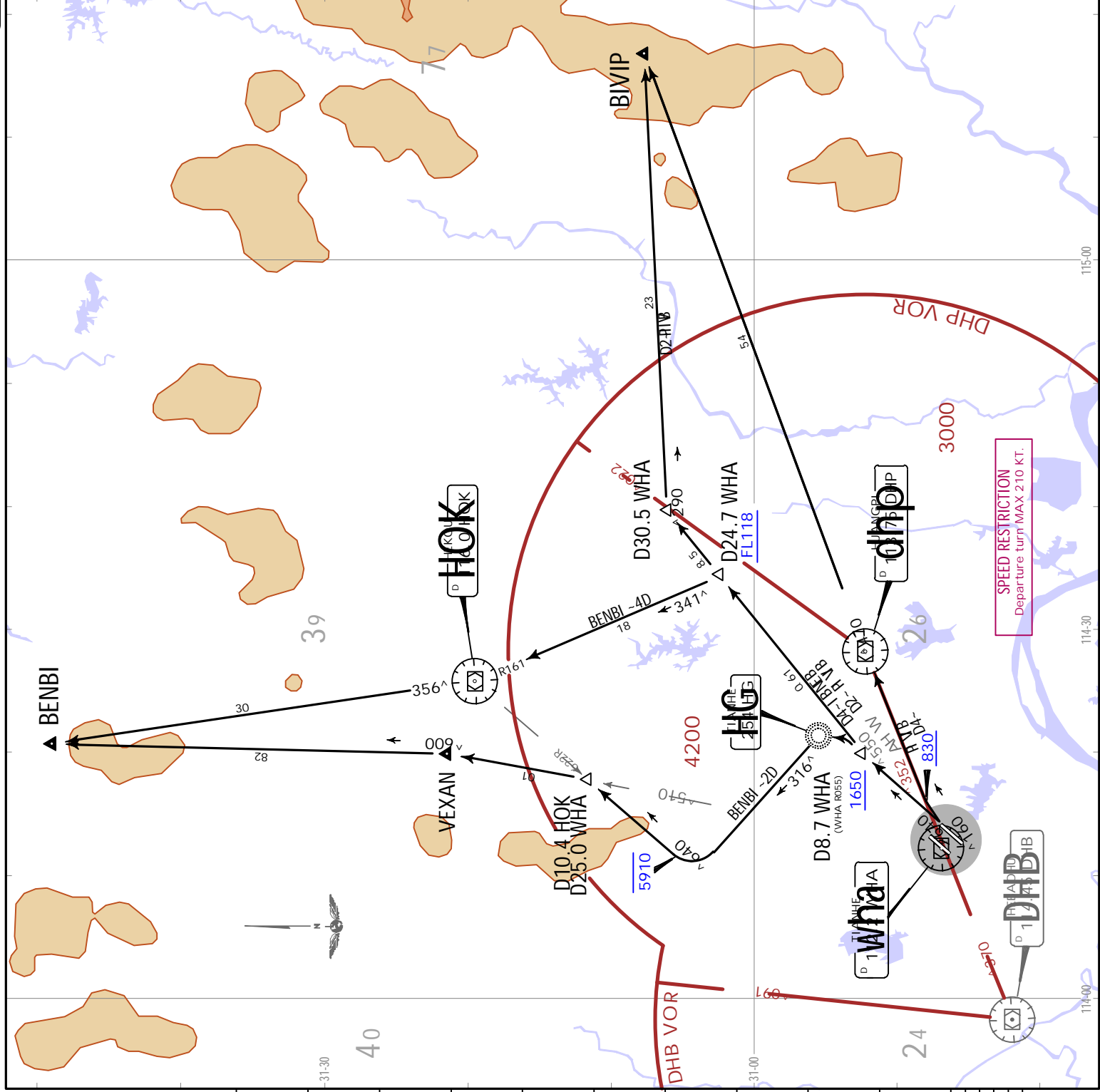




**JEPPesen**  
 13 MAY 22 (10-3N) Eff. 18 May 1600Z  
**WUHAN, PR OF CHINA**  
 .SID.

**ZHHH/WUH**  
 TIANHE

Apt Elev 113	
Trans alt: 9850	10830 - 1031 hPa or above
	8860 - 979 hPa or below
1. While simultaneous operation, LEFT turn after take-off shall be permitted by ATC	
2. Do not turn before DER.	
<b>BENBI -2D [BEN-2D]</b>	
<b>BENBI -4D [BEN-4D]</b>	
<b>BIVIP -2D [BIV-2D]</b>	
<b>BIVIP -4D [BIV-4D]</b>	
<b>DEPARTURES (RWY 04R)</b>	
BY ATC	
FT/METER CONVERSION	
ONH	
830' -	250m
1650' -	500m
5910' -	1800m
8860' -	2700m
9850' -	3000m
10830' -	3300m
FL CONVERSION	
FL118	FL3600m





**JEPPESEN**  
 13 MAY 22 10-30 . EFF. 18. May. 1600Z.

**ZHHH/WUH**  
 TIANHÉ

**WUHAN, PR OF CHINA**  
 .SID.

Apt Elev  
 113

Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below

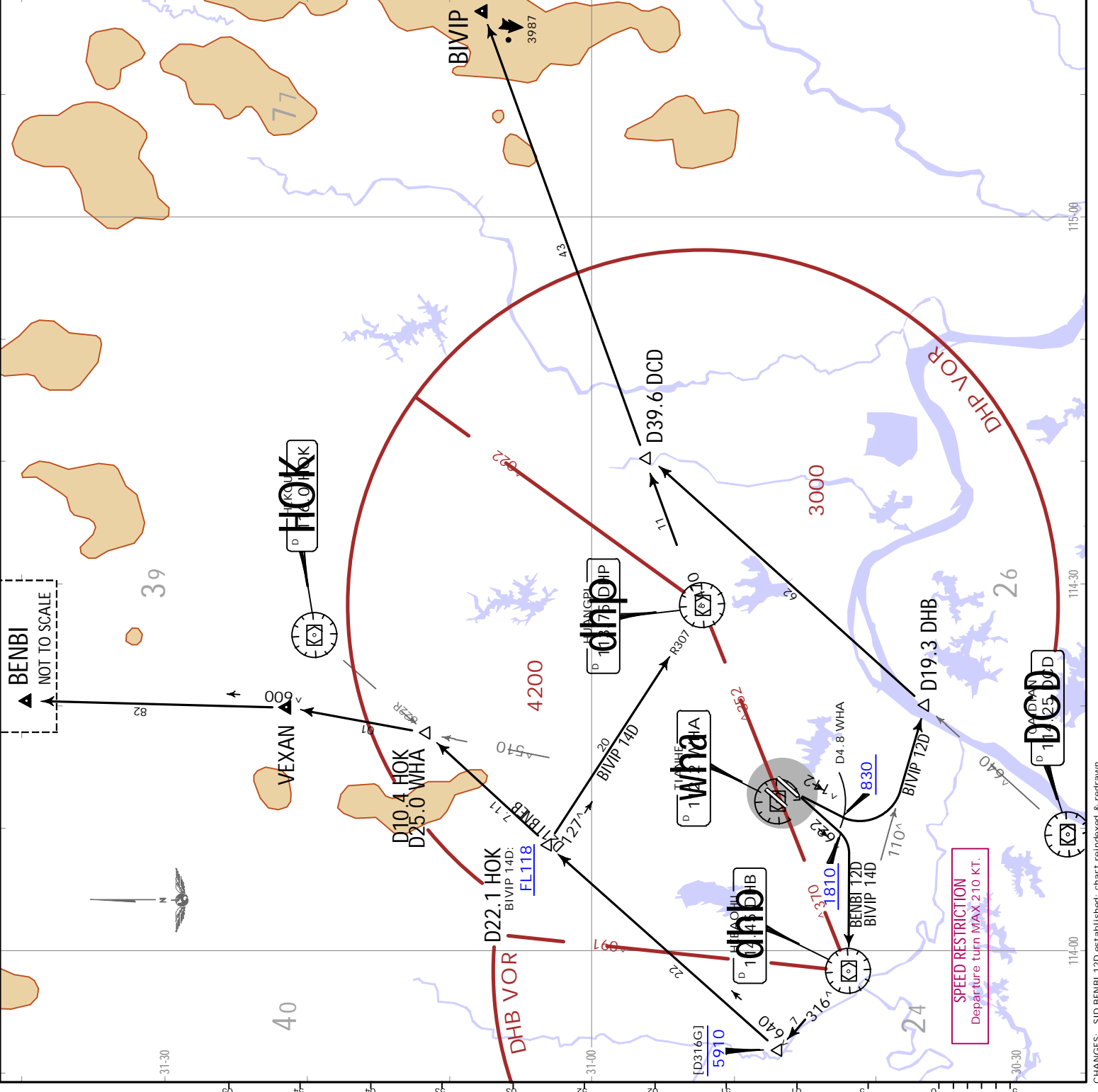
1. While simultaneous operation, RIGHT turn after take-off shall be permitted by ATC
2. Do not turn before DER.

**BENBI 12D [BEN~2D]**  
**BIVIP 12D [BIV12D]**  
 BY ATC  
**BIVIP 14D [BIV~4D]**

**DEPARTURES**  
**(RWY 22L)**

FT/METER CONVERSION	
QNH	
830'	- 250m
1810'	- 550m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION  
 FL118 FL3600m





**ZHHH/WUH**  
TIANHE

**WUHAN, PR OF CHINA**  
..SID.

**JEPPESEN**  
13 MAY 22  
Eff. 18 May 1600Z (10-3S)

Apt Elev  
113

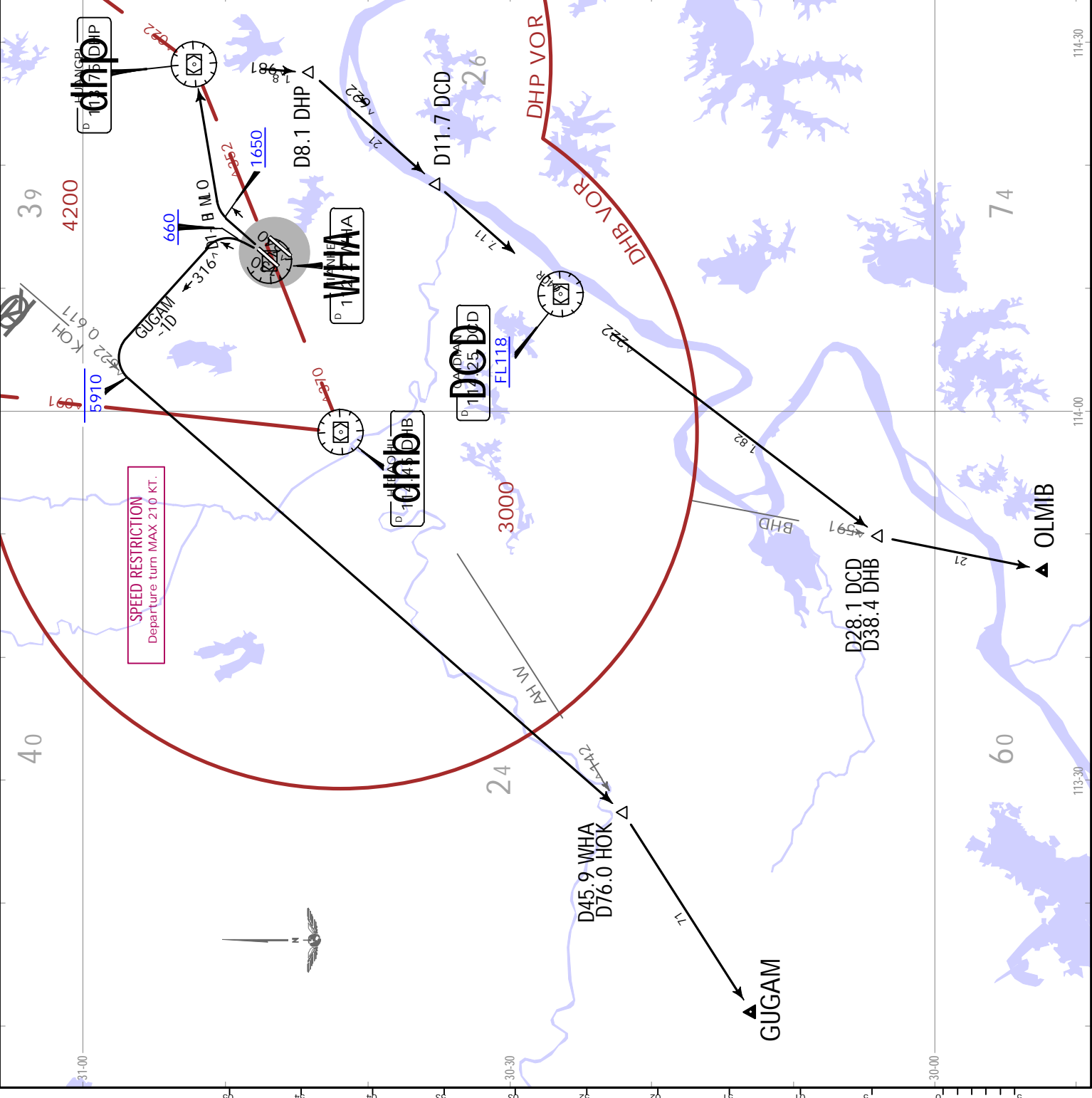
Trans alt: 9850  
10830 - 1031 hPa or above  
8860 - 979 hPa or below

1. While simultaneous operation, RIGHT turn after take-off shall be permitted by ATC.  
2. Do not turn before DER.

**GUGAM ~1D [GUG~1D]**

**OLMIB ~1D [OLMIB~1D]**  
BY ATC  
DEPARTURES  
(RWY 04L)

FT/METER CONVERSION	
660'	- 200m
1650'	- 500m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL118	FL3600m

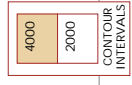
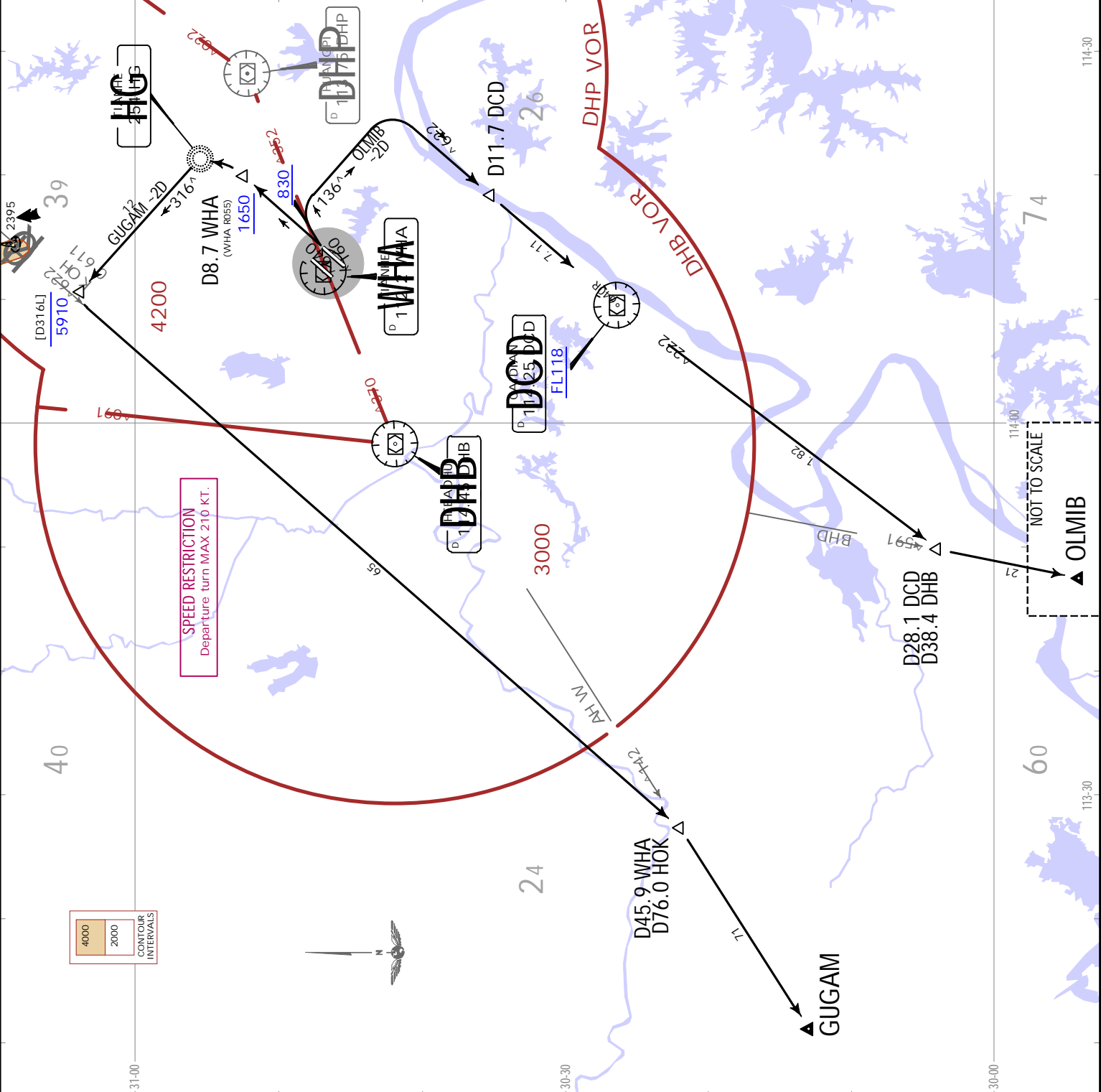


**JEPPESSEN**  
**ZHHH/WUH**  
 TIANHE  
 13 MAY 22 10-3T  
 .Eff. 18 May 2022  
**WUHAN, PR OF CHINA**  
 .SID.

Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below  
 1. While simultaneous operation, LEFT turn after take-off shall be permitted by ATC.  
 2. Do not turn before DER.

**GUGAM ~2D [GUG~2D]**  
**OLMIB ~2D [OLM~2D]**  
 BY ATC  
**DEPARTURES**  
**(RWY 04R)**

FT/METER CONVERSION	
QNH	
830'	- 250m
1650'	- 500m
5970'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL118	FL3600m



NOT TO SCALE

WUHAN, PR OF CHINA  
 .SID.

ZHHH/WUH  
 TIANHE  
 13 MAY 22  
 .Eff. 18. May. 1600Z. 10-3U

Apt Elev  
 113

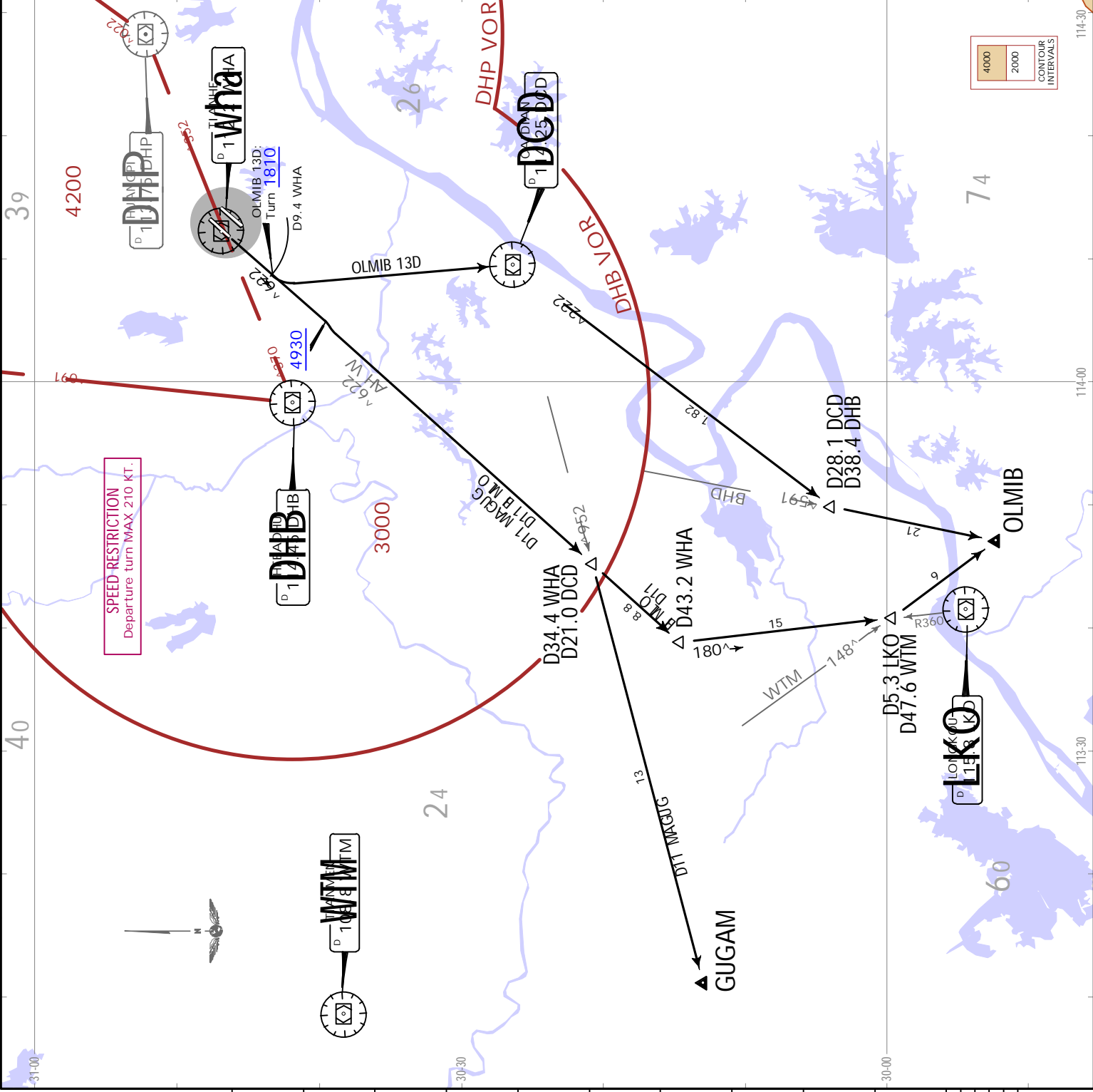
Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below

1. While simultaneous operation, LEFT turn after take-off shall be permitted by ATC.  
 2. Do not turn before DER.

GUGAM 11D [GUG11D]  
 OLMIB 11D [OLM11D]  
 OLMIB 13D [OLM13D]  
 BY ATC

DEPARTURES  
 (RWY 22R)

FT/METER CONVERSION	
QNH	
1810'	- 550m
4930'	- 1500m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m





ZHHH/WUH  
TIANHE

JEPPESEN

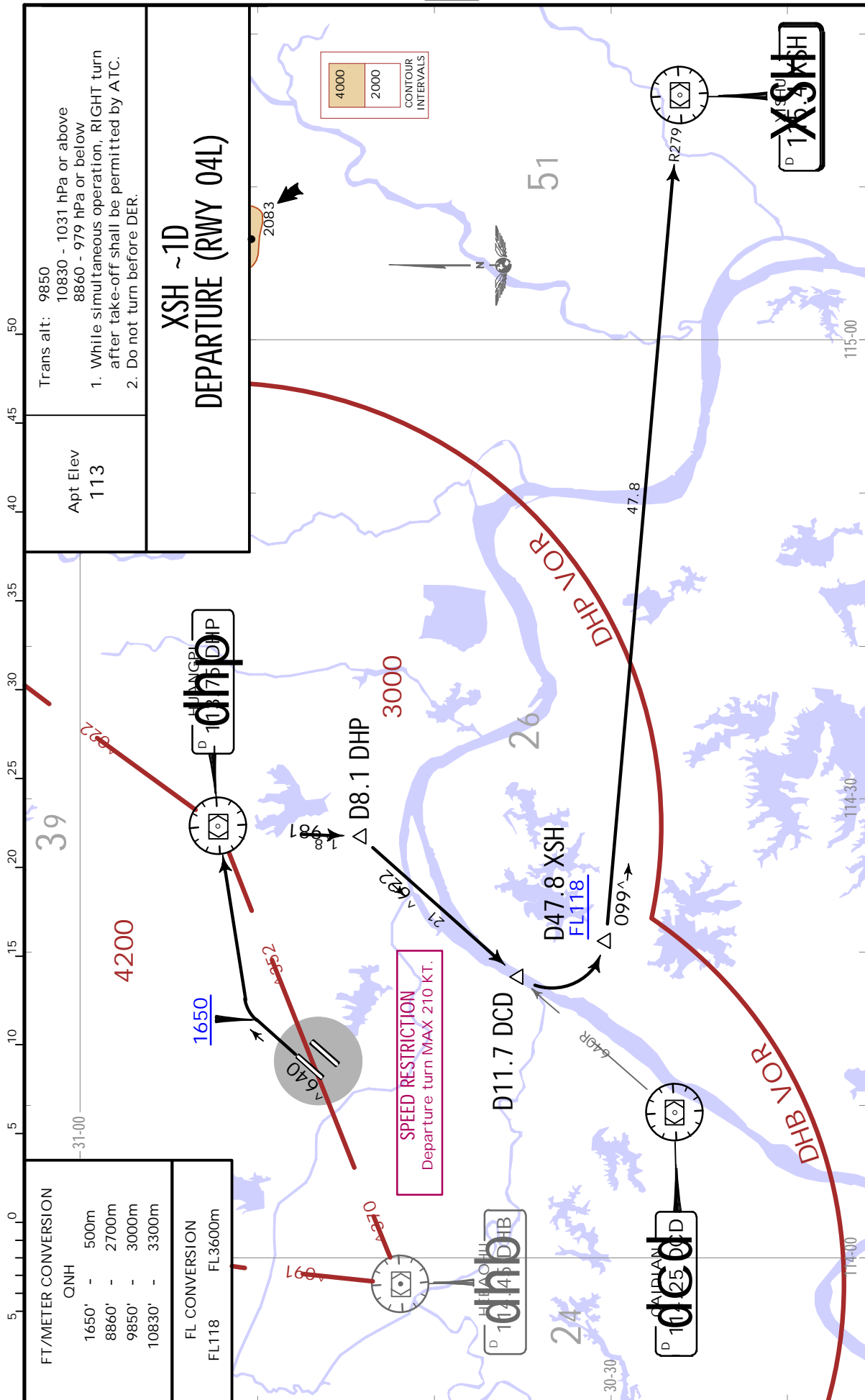
WUHAN, PR OF CHINA

13 MAY 22

10-3W

.Eff.18.May.1600Z.

.SID.



ZHHH/WUH  
TIANHE

JEPPesen

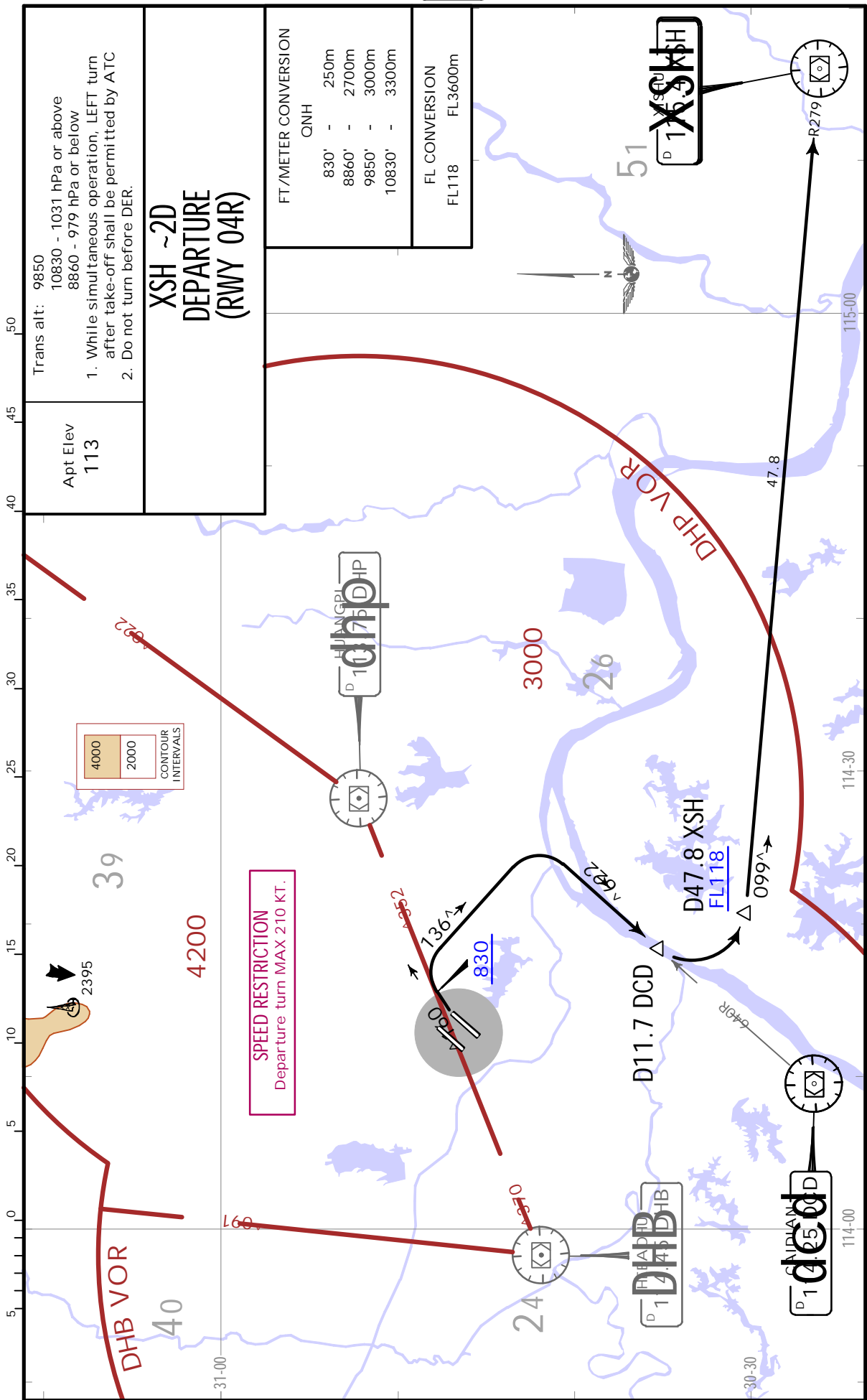
WUHAN, PR OF CHINA

13 MAY 22

10-3X

.Eff.18.May.1600Z.

.SID.

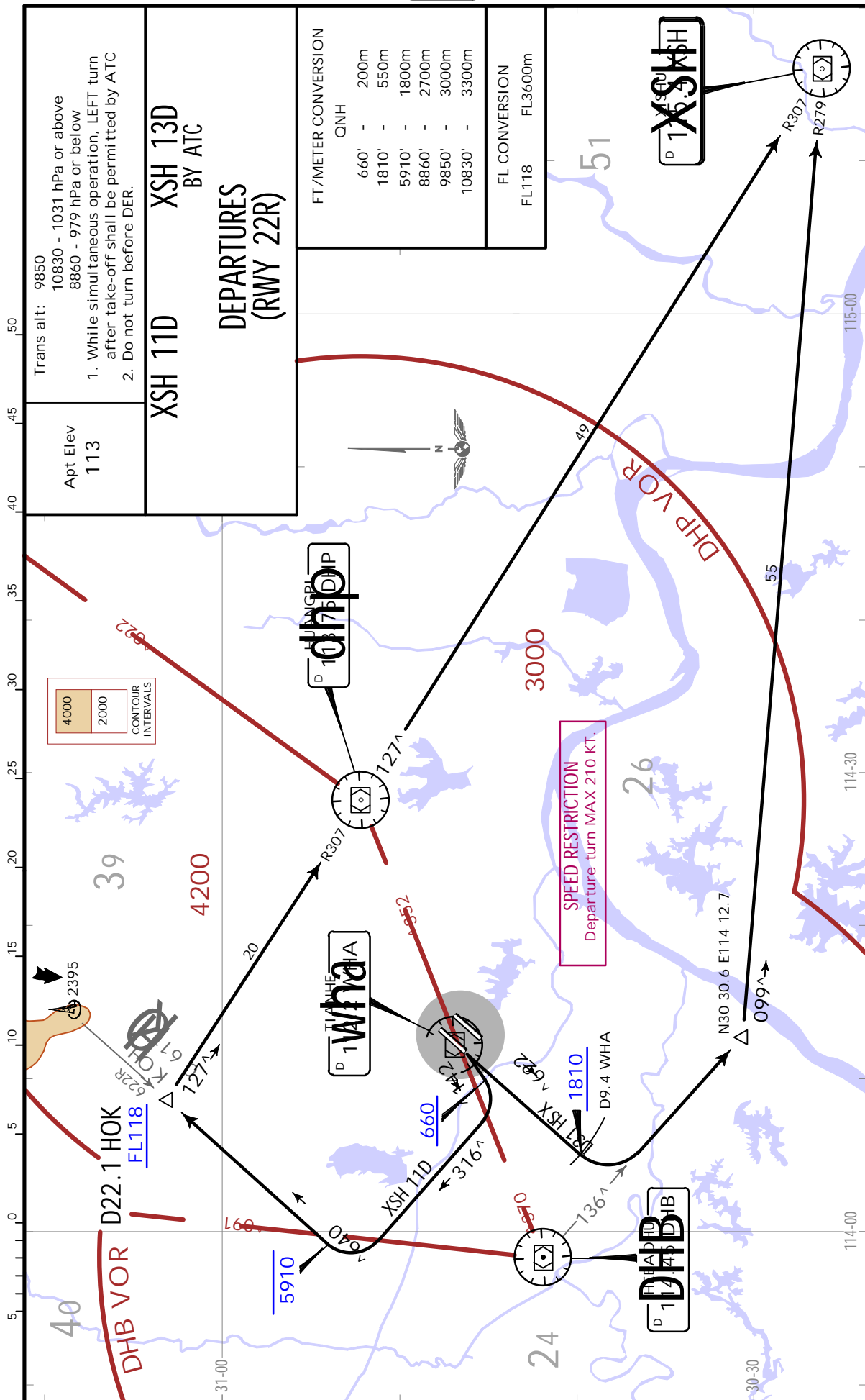


ZHHH/WUH  
TIANHE

JEPPESEN

WUHAN, PR OF CHINA  
.SID.

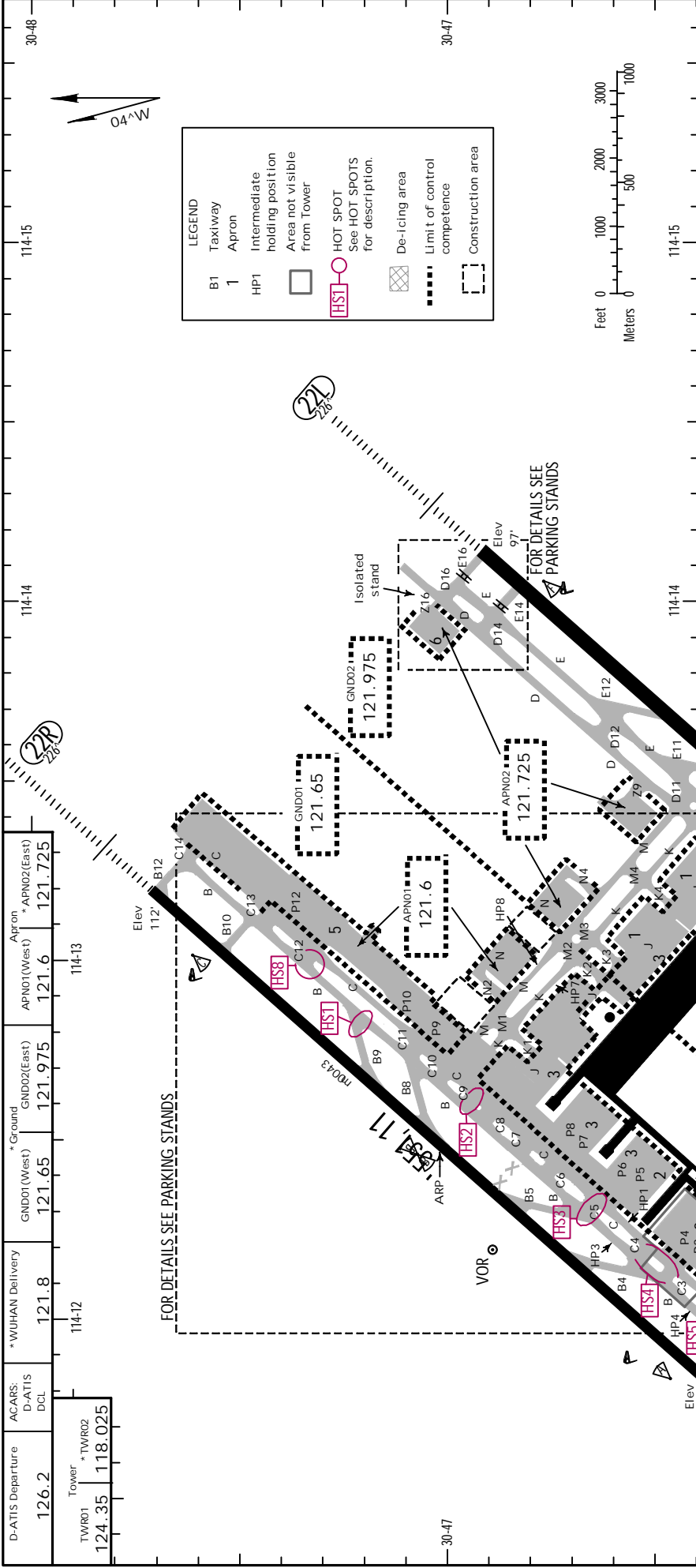
13 MAY 22 10-3X1 .Eff.18.May.1600Z.







**ZHANGMUH**  
 115  
 Apt Elev 115  
 N30 47.1 E114 12.4  
 Tower  
 TVR01 124.35  
 TVR02 118.025  
 ACARS:  
 D-ATIS  
 DCL  
 126.2  
 \*WUHAN Delivery  
 121.8  
 GND001(West)  
 121.65  
 \*Ground  
 GND02(East)  
 121.975  
 APN01(West)  
 121.6  
 \*APN02(East)  
 121.725  
 Apron  
 114-13  
 114-14  
 114-15  
 30-48  
 10-9  
 Eff. 22.Mar. 1600Z.  
 17 MAR 23  
**JEPESEN WUHAN, PR OF CHINA**  
 TIANHE



**LEGEND**

- B1 Taxiway
- 1 Apron
- HP1 Intermediate holding position
- Area not visible from Tower
- HST** HOT SPOT
- See HOT SPOTS for description.
- De-icing area
- Limit of control competence
- Construction area



**ADDITIONAL RUNWAY INFORMATION**

RWY	LANDING BEYOND	THRESHOLD	GLIDE SLOPE	TAKE-OFF	WIDTH
04L	HIRL (60m) CL(30m)	10,217'	311.4m	148'	148'
22R	HIRL (60m) CL(30m)	10,151'	309.4m	2	45m
1 PAPI-L (3.0°)					
2 TAKE-OFF RUN AVAILABLE (CAT E and below. When conducting intersection departure, take-off flap shall set as the same as the normal take-off flap position.)					
RWY 22R: From rwy head	11,155' (3400m)				
twy B10 Int	9843' (3000m)				
04R 3	HIRL (60m) CL(15m)	10,837'	330.3m	5	197'
22L	HIRL (60m) CL(15m)	10,837'	330.3m		60m
3 Rwy grooved.					
4 PAPI-L (3.0°)					
5 TAKE-OFF RUN AVAILABLE (When conducting intersection departure, take-off flap shall set as the same as the normal take-off flap position.)					
RWY 04R: From rwy head	11,811' (3600m)				
twy E3 Int	11,089' (3380m)				
RWY 22L: From rwy head	11,811' (3600m)				
twy E14 Int	11,089' (3380m)				

**State.** TAKE-OFF (with reliable alternate)

Rwy 04R/22L		All Rwys	
LVP must be in force		RL	
HUD & RL & CL	RL & CL	NIL (DAY only)	
A	R150m	R400m	R500m
B		V800m	V800m
C			
D			
Other	Minimums not established by CAAC		
1 & 2 Eng	V1600m		



## HOT SPOTS

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

### HS1 Intersections of TWYs B9 and B

ACFT taxiing on TWY B shall hold short in front of TWY B9, when other ACFT is vacating RWY via TWY B9.

### HS2 Intersections of TWYs C9, B and C

ACFT taxiing on TWY B or C shall hold short in front of TWY C9, when other ACFT is exiting apron via TWY C9.

### HS3 Intersections of TWYs C5, B, C and P5

ACFT taxiing on TWY B shall hold short in front of TWY C5, when other ACFT is exiting apron via TWY C5.

ACFT taxiing on TWY C shall hold short in front of TWY P5, when other ACFT is exiting apron via TWY C5.

### HS4 Area enclosed by TWYs C3, C4, B, C and B4

ACFT taxiing on TWY B or C shall take evasive action, when other ACFT is exiting apron via TWY C3 or vacating RWY via TWY B4.

### HS5 Intersections of TWYs C1, C2, B and C

ACFT taxiing towards Southwest on TWY B shall hold short in front of TWY C2, when other ACFT is exiting apron via TWY C2.

ACFT taxiing towards Northeast on TWY C shall hold short in front of TWY C1, when other ACFT is exiting apron via TWY C2.

ACFT taxiing towards Northeast from TWY H to TWY C shall wait for follow-me vehicle in front of TWY H1. If ACFT can not observe follow-me vehicle, ACFT shall hold short at HP10 or contact Tower.

### HS6 Intersections of TWYs H, G and B, C

ACFT taxiing in this area shall observe crossing and signal board, in order to avoid taxiing in the wrong way continuously, causing RWY incursion.

### HS7 Intersections of TWYs G1, D and E

ACFT taxiing in this area shall observe crossing and signal board, in order to avoid taxiing in the wrong way continuously, causing RWY incursion.

### HS8 Intersections of TWYs C12 and B

ACFT entering apron Nr. 5 needs to taxi Northward along TWY B, which is easy to cause conflict.

ACFT taxiing on TWY C12 shall observe in front of TWY B and inform ATC immediately when the conflict occurs.

ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z. (11-1)

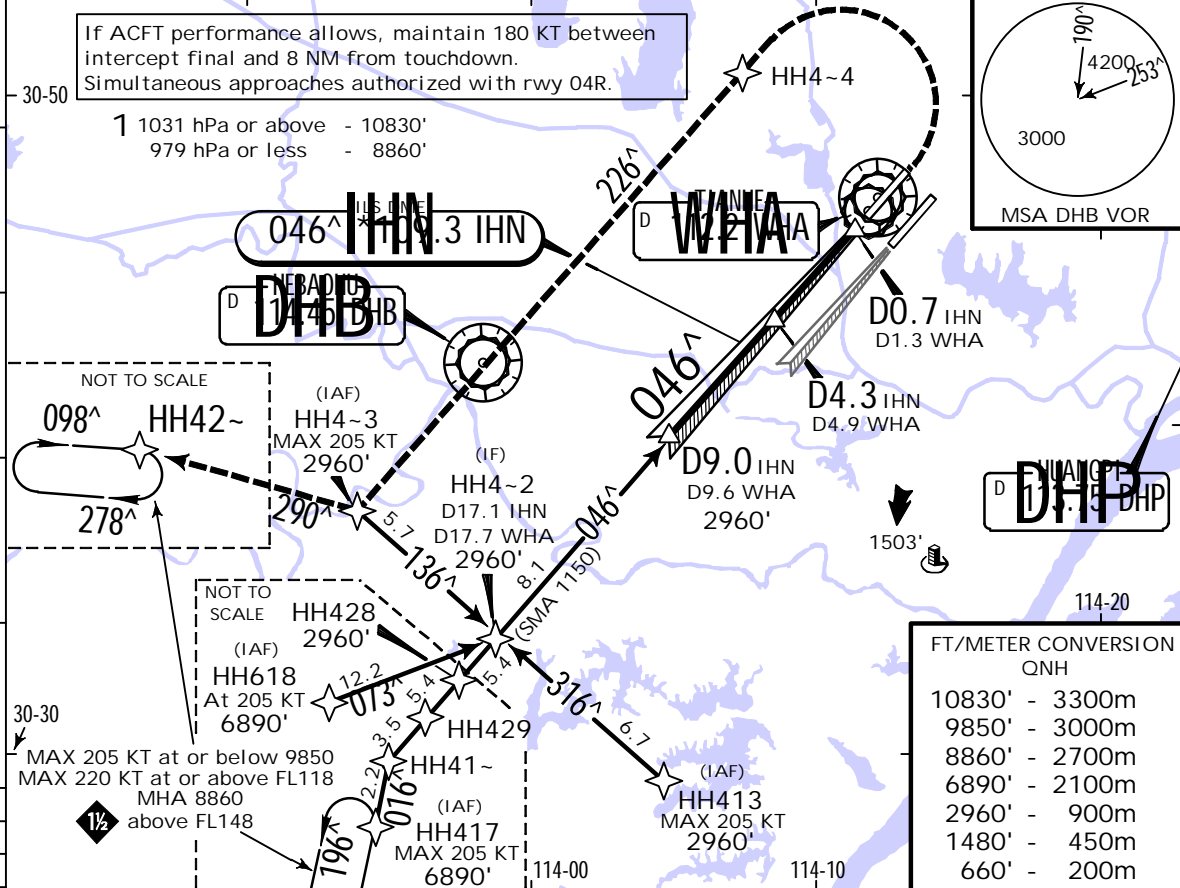
WUHAN, PR OF CHINA  
RNP ILS DME Z Rwy 04L

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	WUHAN Tower TWR01 124.35	*Ground GND01(West) 121.65
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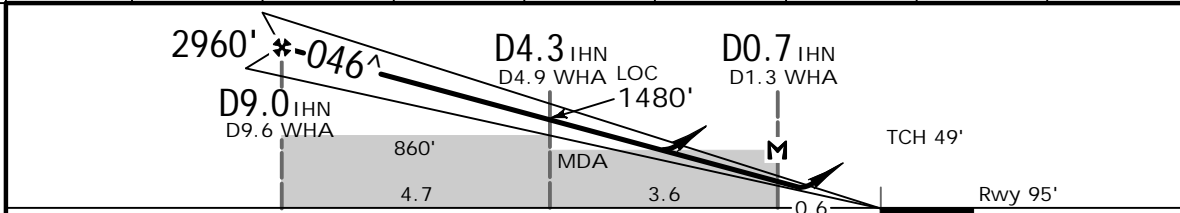
LOC IHN *109.3	Final Apch Crs 046^	D9.0 IHN 2960' (2865')	ILS DA(H) 295' (200')	Apt Elev 113' Rwy 95'	
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**MISSED APCH:** Climb STRAIGHT AHEAD to 660', then turn LEFT (MAX 205 KT) to HH4~4. Proceed on 226° to HH4~3 at 2960', then turn LEFT for another approach or proceed to HH42~ at 8860' or above and join holding, or as directed. Do not turn before MAP.

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



LOC (GS out)	IHN DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2650'	2330'	2010'	1690'	1370'	1050'	740'



Gnd speed-Kts	70	90	100	120	140	160		660' 205 KT ↑ MAX ↓ LT	HH4~4
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743			
MAP at D0.7 IHN/D1.3 WHA									

PANS OPS	.State.				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS		LOC (GS out)		ILS		LOC (GS out)		ILS		LOC (GS out)	
	DA(H) 295' (200')		MDA(H) 560' (465')		DA(H) 295' (200')		MDA(H) 560' (465')		DA(H) 295' (200')		MDA(H) 560' (465')	
	FULL		ALS out		FULL		ALS out		FULL		ALS out	
A									Max Kts	MDA(H)		
B	R550m		V1200m		V1800m		V2800m		100	830' (717') V3300m		
C	V800m		V1200m		V1800m		V2800m		135	1010' (897') V4000m		
D									180	1010' (897') V4400m		
									205	1010' (897') V4400m		

ZHHH/WUH  
TIANHE

JEPPESSEN  
13 MAY 22  
Eff. 18 May 1600Z. (11-2)

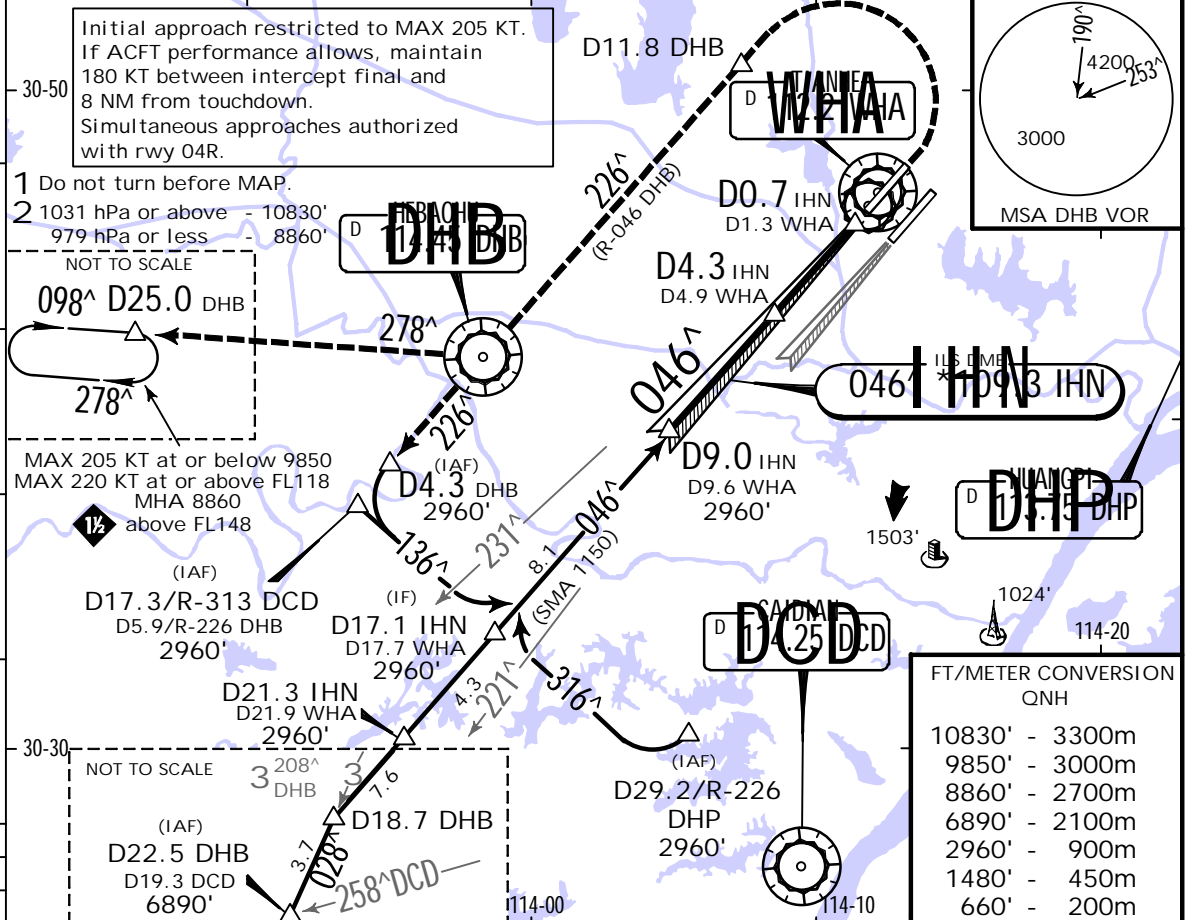
WUHAN, PR OF CHINA  
ILS DME Y Rwy 04L

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	WUHAN Tower TWR01 124.35	*Ground GND01(West) 121.65
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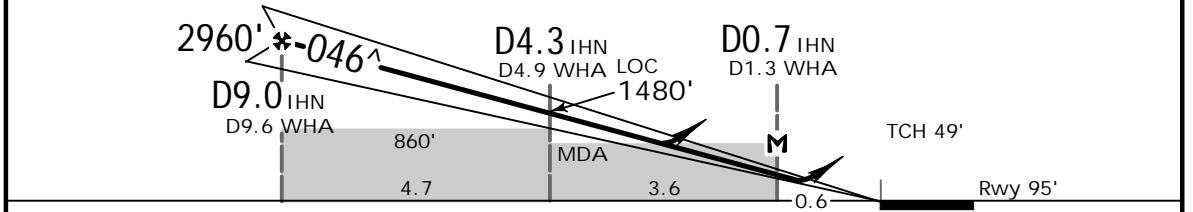
LOC IHN *109.3	Final Apch Crs 046 <sup>^</sup>	D9.0 IHN 2960' (2865')	ILS DA(H) 295' (200')	Apt Elev 113' Rwy 95'	
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**MISSED APCH:** Climb STRAIGHT AHEAD to 660', turn LEFT (MAX 205 KT) to D11.8/R-046 DHB.  
Proceed on R-046 DHB inbound to DHB VOR at 2960', proceed on R-226 DHB for another approach or on R-278 DHB to D25.0 DHB at 8860' or above and hold, or as directed. 1

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL118 Trans alt: 9850' 2



LOC (GS out)	IHN DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2650'	2330'	2010'	1690'	1370'	1050'	740'

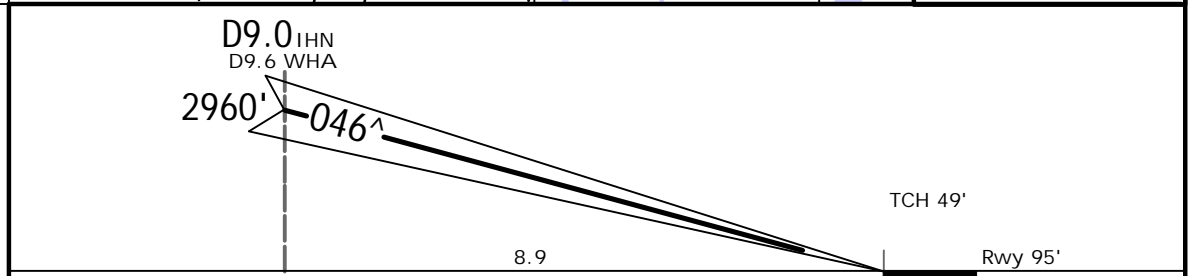
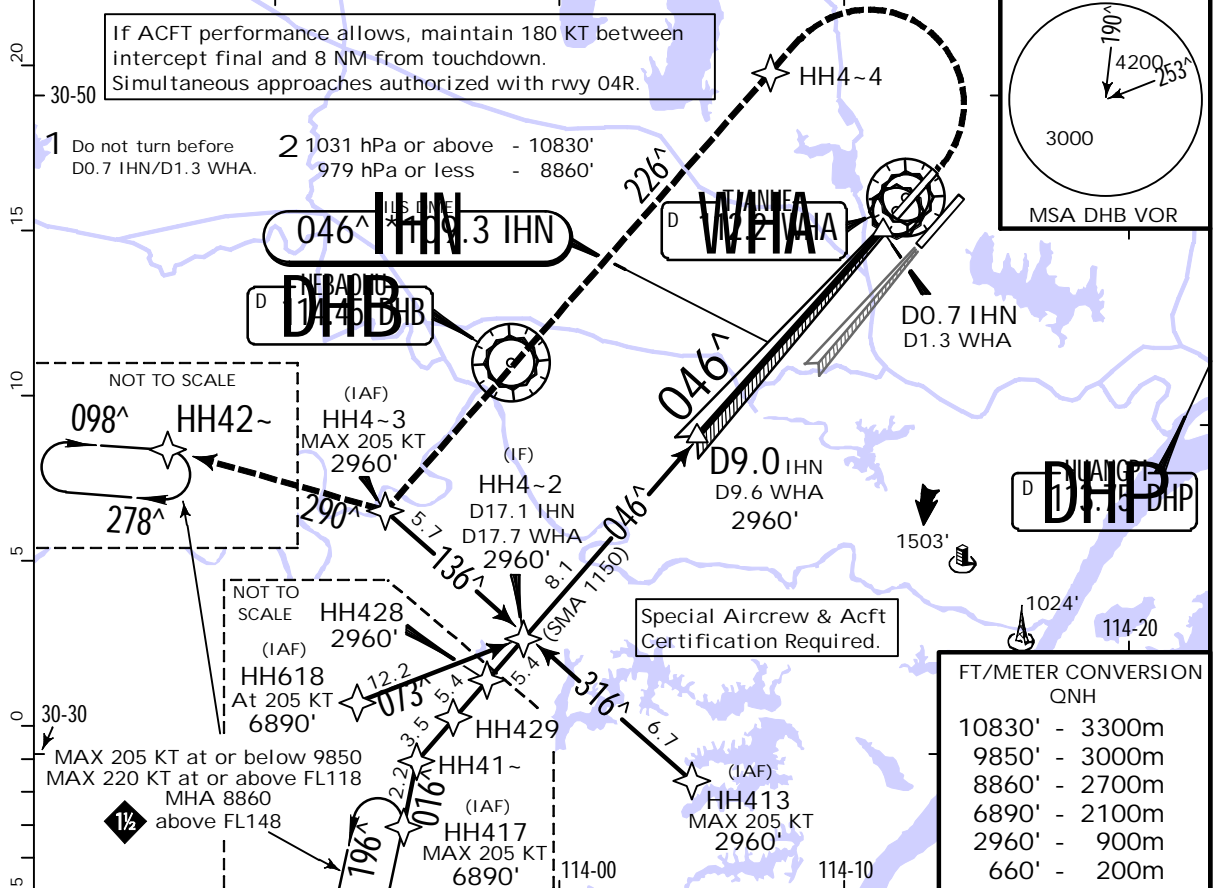


Gnd speed-Kts	70	90	100	120	140	160	ILS	660'	205 KT	D11.8/R-046
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743	PAPI	↑	MAX	DHB
MAP at D0.7 IHN/D1.3 WHA									LT	

PANS OPS	.State.				STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS DA(H) 295' (200')		LOC (GS out) CDEA MDA(H) 560' (465')		FULL		ALS out		Max Kts	MDA(H)
	FULL		ALS out		ALS out		ALS out		100	830' (717') V3300m
	A	R550m	V1200m	V1800m	V2800m	135			180	1010' (897') V4000m
B	V800m					205			205	1010' (897') V4400m

ZHHH/WUH  
TIANHE  
13 MAY 22  
Eff. 18 May 1600Z  
JEPPESEN  
11-2A  
SA CAT I RNP ILS DME Z Rwy 04L  
WUHAN, PR OF CHINA

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	WUHAN Tower TWR01 124.35	*Ground GND01(West) 121.65
LOC IHN *109.3	Final Apch Crs 046 <sup>^</sup>	D9.0 IHN 2960' (2865')	SA CAT I ILS RA 164' DA(H) 245' (150')
Apt Elev 113' Rwy 95'			
MISSED APCH: Climb STRAIGHT AHEAD to 660', then turn LEFT (MAX 205 KT) to HH4-4. Proceed on 226 <sup>^</sup> to HH4-3 at 2960', then turn LEFT for another approach or proceed to HH42~ at 8860' or above and join holding, or as directed. 1			
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' 2



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI 660' 205 KT MAX LT HH4-4
GS	3.00 <sup>^</sup>	372	478	531	637	849	

.State. STRAIGHT-IN LANDING  
SA CAT I ILS 1  
RA 164'  
DA(H) 245' (150')

R450m  
1 HUD required.

PANS OPS

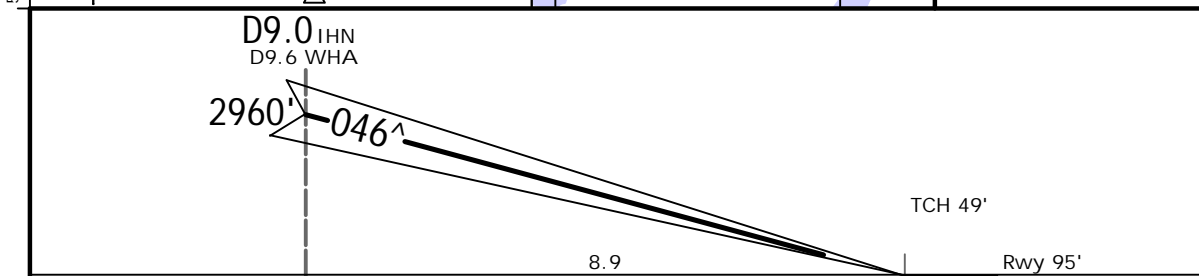
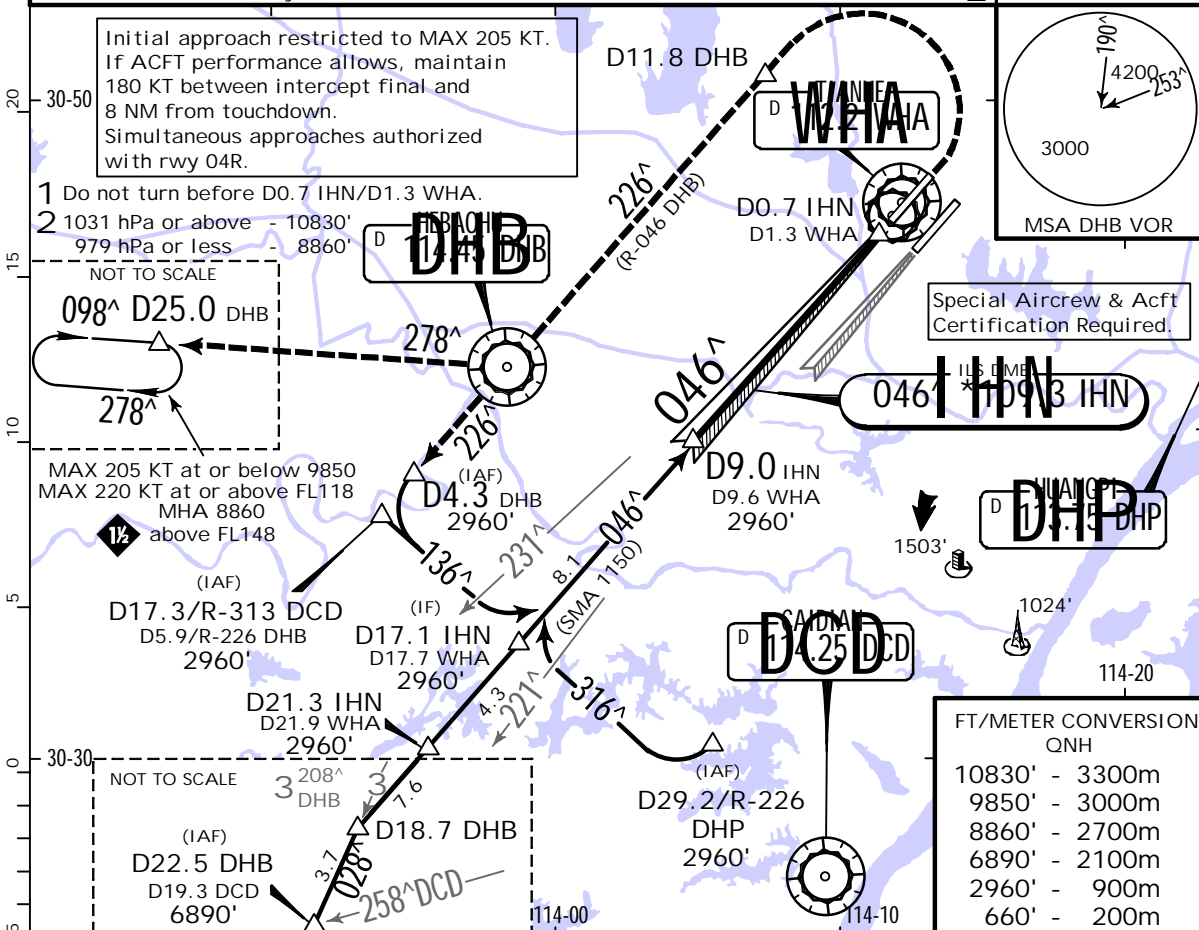
ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z. (11-2B)

WUHAN, PR OF CHINA  
SA CAT I ILS DME Y Rwy 04L



D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	WUHAN Tower TWR01 124.35	*Ground GND01(West) 121.65
LOC IHN *109.3	Final Apch Crs 046 <sup>^</sup>	D9.0 IHN 2960' (2865')	SA CAT I ILS RA 164' DA(H) 245' (150')
Apt Elev 113' Rwy 95'			
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 660', turn LEFT (MAX 205 KT) to D11.8/R-046 DHB. Proceed on R-046 DHB inbound to DHB VOR at 2960', proceed on R-226 DHB for another approach or on R-278 DHB to D25.0 DHB at 8860' or above and hold, or as directed. 1			
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' 2



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 660' 205 KT MAX LT D11.8/R-046 DHB
GS	3.00 <sup>^</sup>	372	478	531	637	743	

.State. STRAIGHT-IN LANDING  
SA CAT I ILS 1  
RA 164'  
DA(H) 245' (150')

R450m  
1 HUD required.

ZHHH/WUH  
TIANHE

JEPPESSEN  
13 MAY 22  
.Eff. 18 May 1600Z. (11-3)

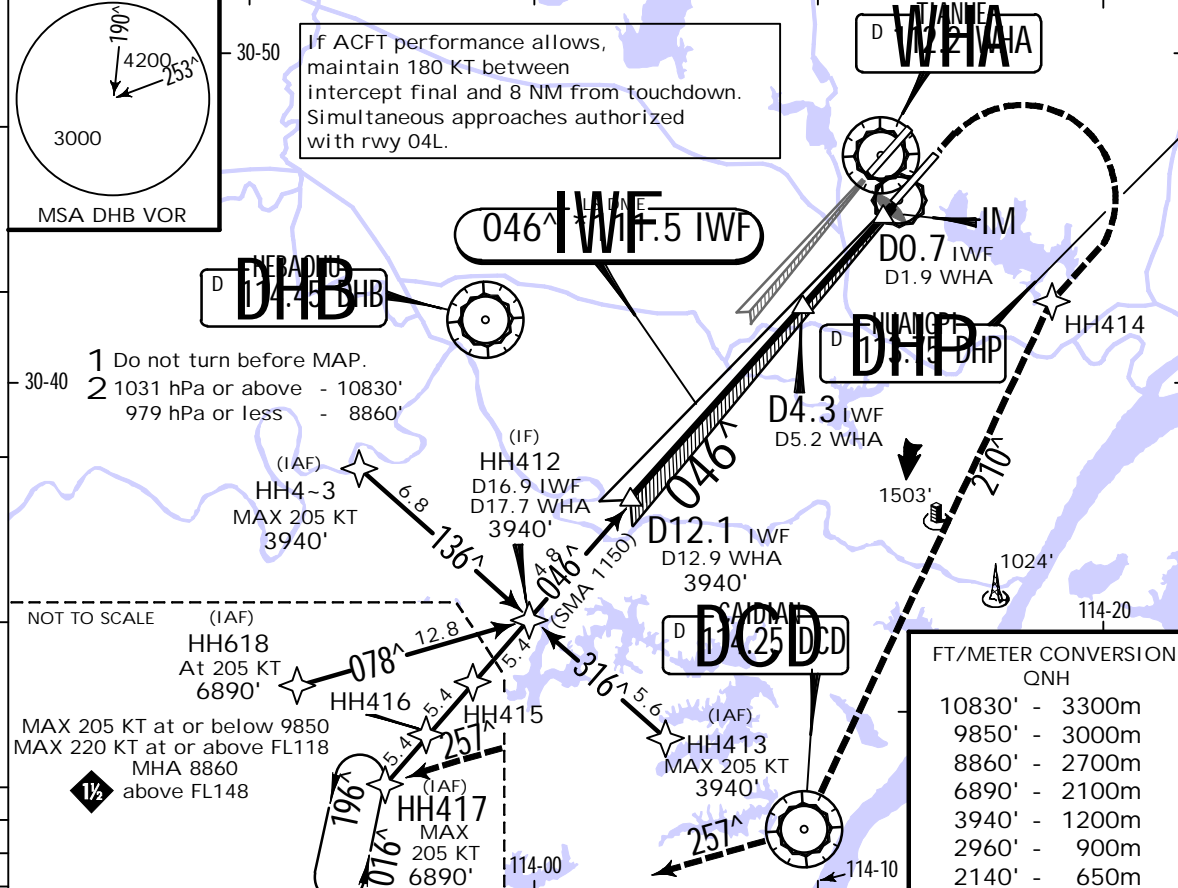
WUHAN, PR OF CHINA  
RNP ILS DME Z Rwy 04R

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
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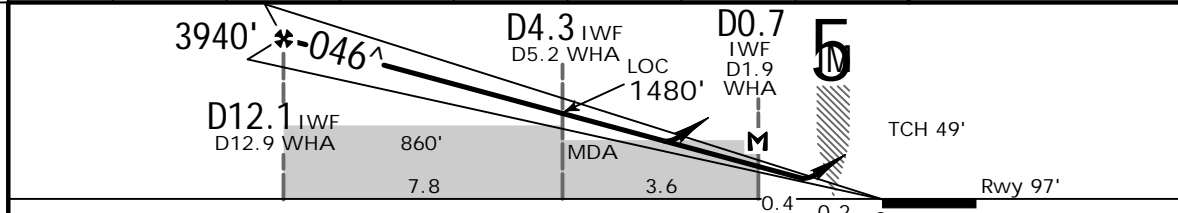
LOC IWF *111.5	Final Apch Crs 046^	D12.1 IWF 3940' (3843')	ILS DA(H) 297' (200')	Apt Elev 113' Rwy 97'	
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**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to HH414 at 2140' or above. Proceed on 210° immediately climbing to 2960'. Proceed to DCD VOR at 2960', then to HH417 at 6890' or above and join holding, or as directed. 1

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL118	Trans alt: 9850' 2	MSA DHP VOR
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LOC (GS out)	IWF DME	12.0	10.0	8.0	6.0	4.0	2.0	<b>FT/METER CONVERSION QNH</b> 10830' - 3300m 9850' - 3000m 8860' - 2700m 6890' - 2100m 3940' - 1200m 2960' - 900m 2140' - 650m 1480' - 450m 830' - 250m
	ALTITUDE	3920'	3290'	2650'	2010'	1370'	740'	



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI 830' ↑ 205 KT MAX HH414 at or above 2140' RT
ILS GS or	3.00^	372	478	531	637	743	
LOC Descent Angle							

PANS OPS	.State.				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS		LOC (GS out)		ILS		LOC (GS out)		CIRCLE-TO-LAND		CIRCLE-TO-LAND	
	DA(H) 297' (200')		MDA(H) 810' (713')		DA(H) 297' (200')		MDA(H) 810' (713')		MDA(H)		MDA(H)	
	FULL		ALS out		FULL		ALS out		Max Kts.		Max Kts.	
	A								100	830' (717')	V3300m	
B	R550m							135				
C	V800m	V1200m		V3300m		V4200m		180	1010' (897')	V4000m		
D								205	1010' (897')	V4400m		



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TIANHE

13 MAY 22  
Eff. 18 May 1600Z

JEPPESSEN

11-3A

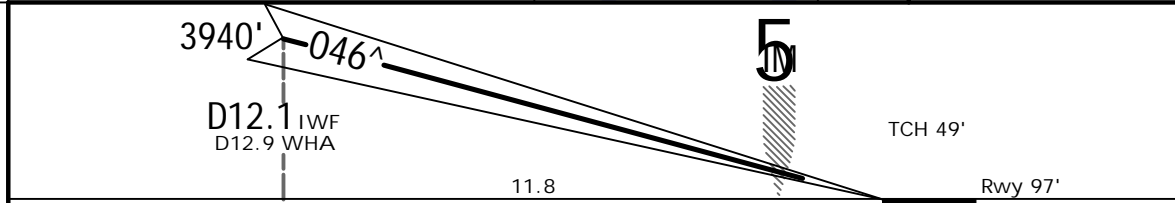
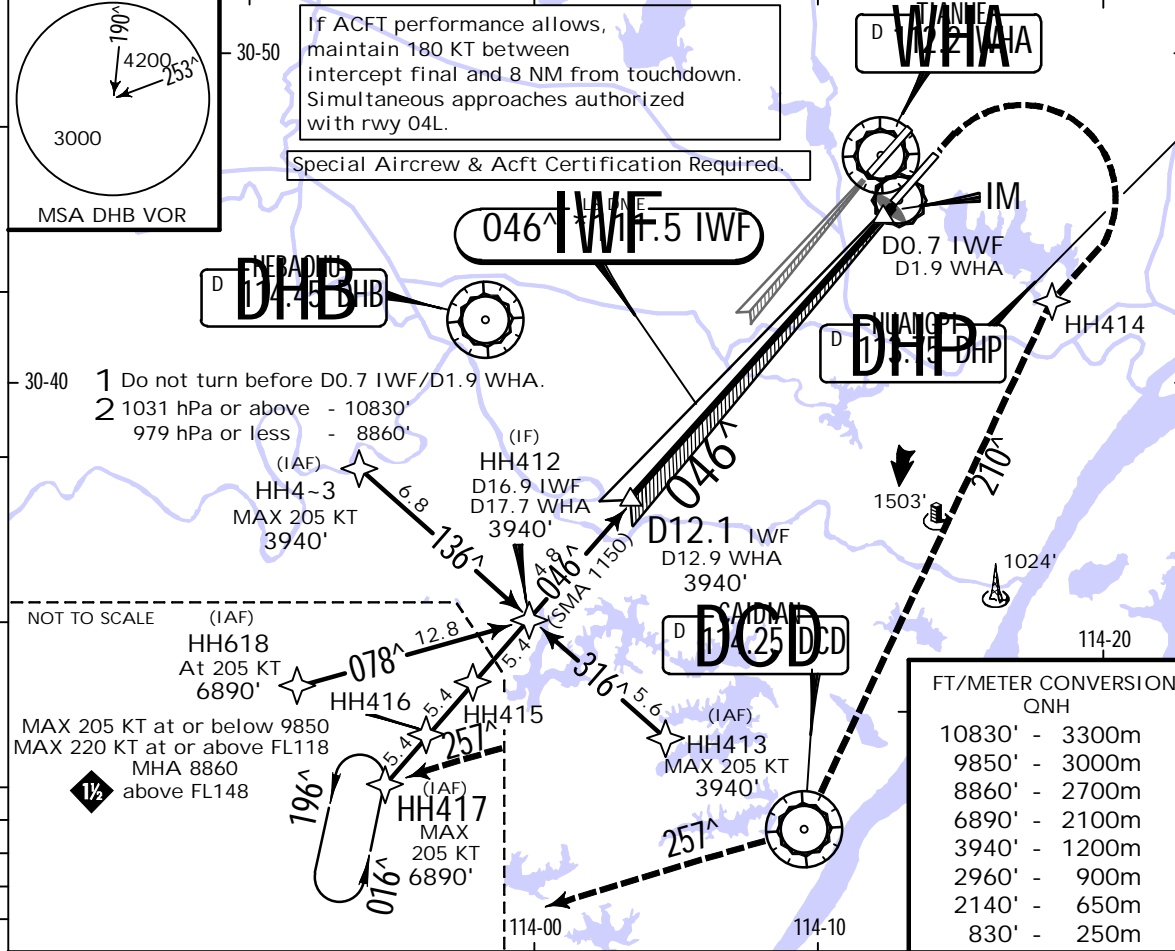
WUHAN, PR OF CHINA  
CAT II RNP ILS DME Z Rwy 04R

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
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LOC IWF *111.5	Final Apch Crs 046 <sup>^</sup>	D12.1 IWF 3940' (3843')	CAT II ILS RA 102' DA(H) 197' (100')	Apt Elev 113' Rwy 97'	
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**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to HH414 at 2140' or above. Proceed on 210° immediately climbing to 2960'. Proceed to DCD VOR at 2960', then to HH417 at 6890' or above and join holding, or as directed. 1

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' 2 MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00 <sup>^</sup>	372	478	531	637	743	

State. STRAIGHT-IN LANDING CAT II ILS  
RA 102'  
DA(H) 197' (100')

1 R300m  
1 CAT D: R350m for manual operation below DH.

ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z. (11-4)

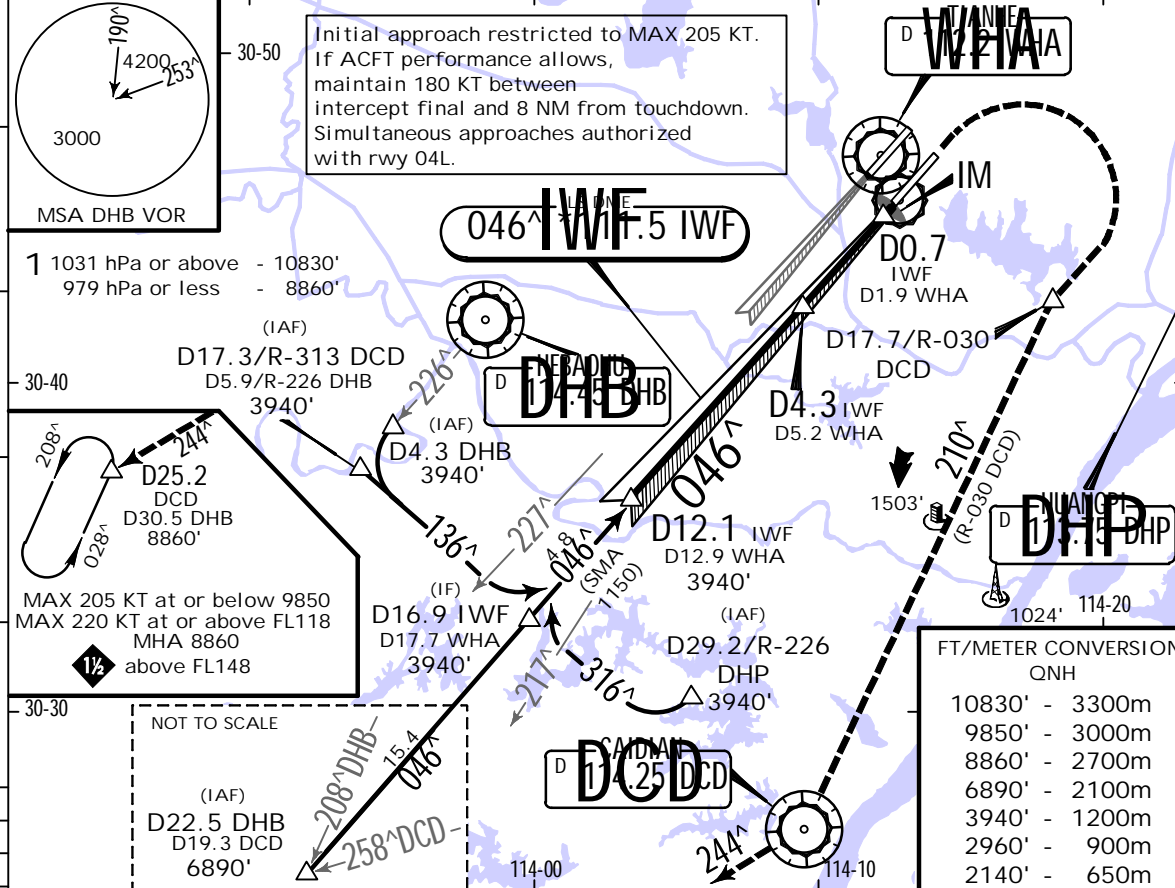
WUHAN, PR OF CHINA  
ILS DME Y Rwy 04R

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
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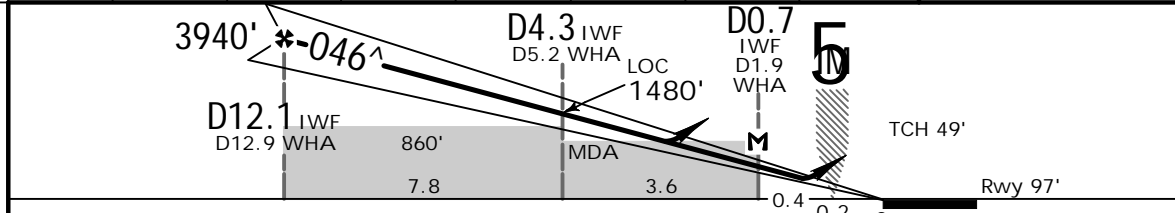
LOC IWF *111.5	Final Apch Crs 046^	D12.1 IWF 3940' (3843')	ILS DA(H) 297' (200')	Apt Elev 113' Rwy 97'	
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**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to D17.7/R-030 DCD at 2140' or above. Proceed on R-030 DCD inbound immediately climbing to 2960'. Proceed to DCD VOR at 2960', then on R-244 DCD to D25.2 DCD at 8860' or above and join holding, or as directed. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' 1 MSA DHP VOR



LOC (GS out)	IWF DME	12.0	10.0	8.0	6.0	4.0	2.0
	ALTITUDE	3920'	3290'	2650'	2010'	1370'	740'



Gnd speed-Kts	70	90	100	120	140	160		D17.7/R-030 DCD at or above 2140'	
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743			849
MAP at D0.7 IWF/D1.9 WHA									

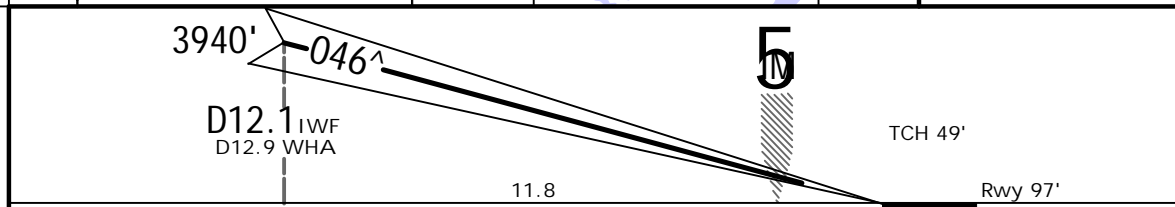
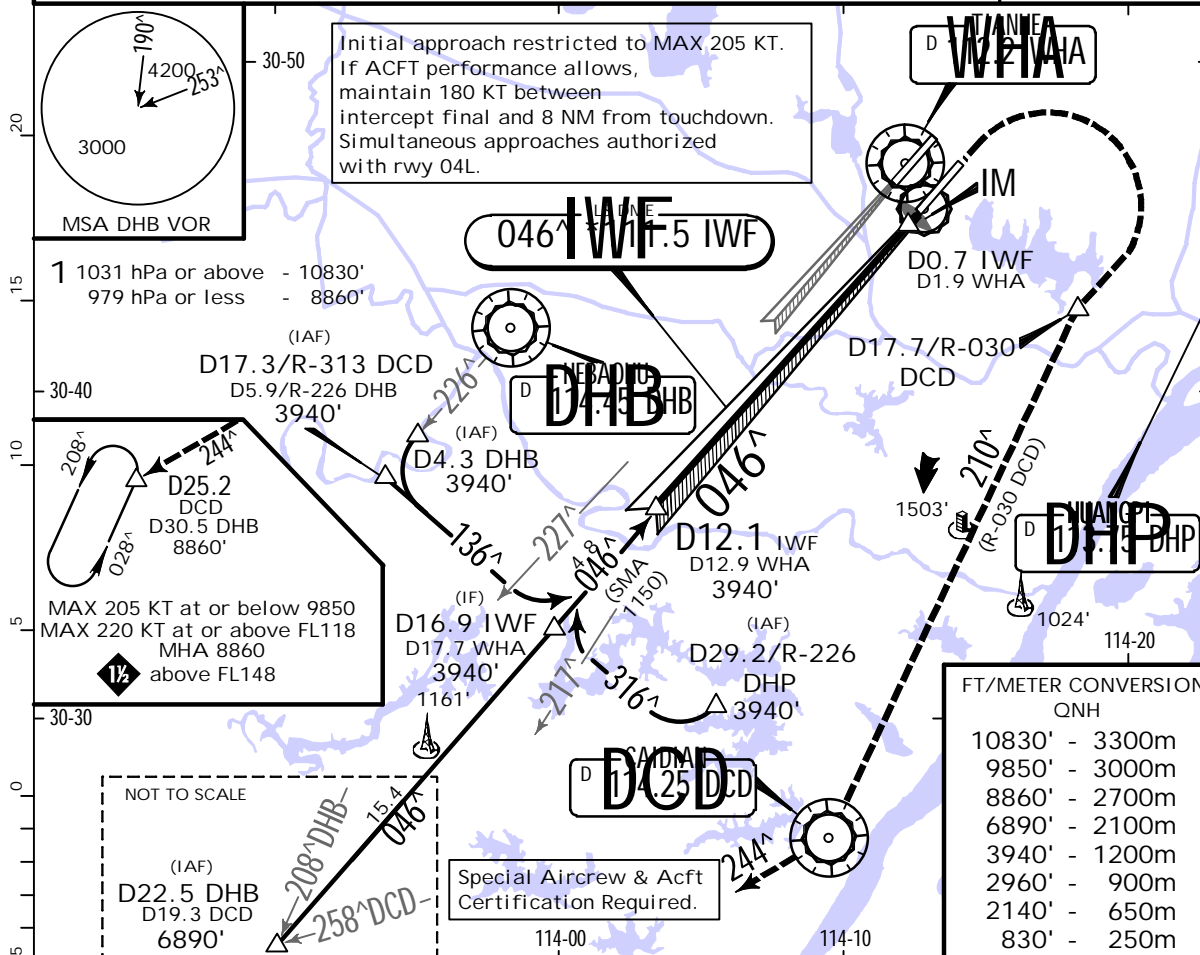
PANS OPS	.State.				STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	ILS DA(H) 297' (200')		LOC (GS out) MDA(H) 810' (713')		FULL		ALS out		Max Kts.		MDA(H)		
	R550m		V1200m		V3300m		V4200m		100	830' (717')		V3300m	
	V800m		V1200m		V3300m		V4200m		135				
									180	1010' (897')		V4000m	
										205	1010' (897')		V4400m

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13 MAY 22  
Eff. 18 May 1600Z. (11-4A)

WUHAN, PR OF CHINA  
CAT II ILS DME Y Rwy 04R

D-ATIS Arrival 126.6		WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575			*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
LOC IWF *111.5	Final Apch Crs 046 <sup>^</sup>	D12.1 IWF 3940' (3843')	CAT II ILS RA102' DA(H) 197' (100')	Apt Elev 113' Rwy 97'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to D17.7/R-030 DCD at 2140' or above. Proceed on R-030 DCD inbound immediately climbing to 2960'. Proceed to DCD VOR at 2960', then on R-244 DCD to D25.2 DCD at 8860' or above and join holding, or as directed. Do not turn before D0.7 IWF/D1.9 WHA.						
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' 1



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 830' 205 KT MAX RT D17.7/R-030 DCD at or above 2140'
GS	3.00 <sup>^</sup>	372	478	531	637	743	

State. STRAIGHT-IN LANDING CAT II ILS  
RA 102'  
DA(H) 197' (100')

1 R300m

1 CAT D: R350m for manual operation below DH.

ZHHH/WUH

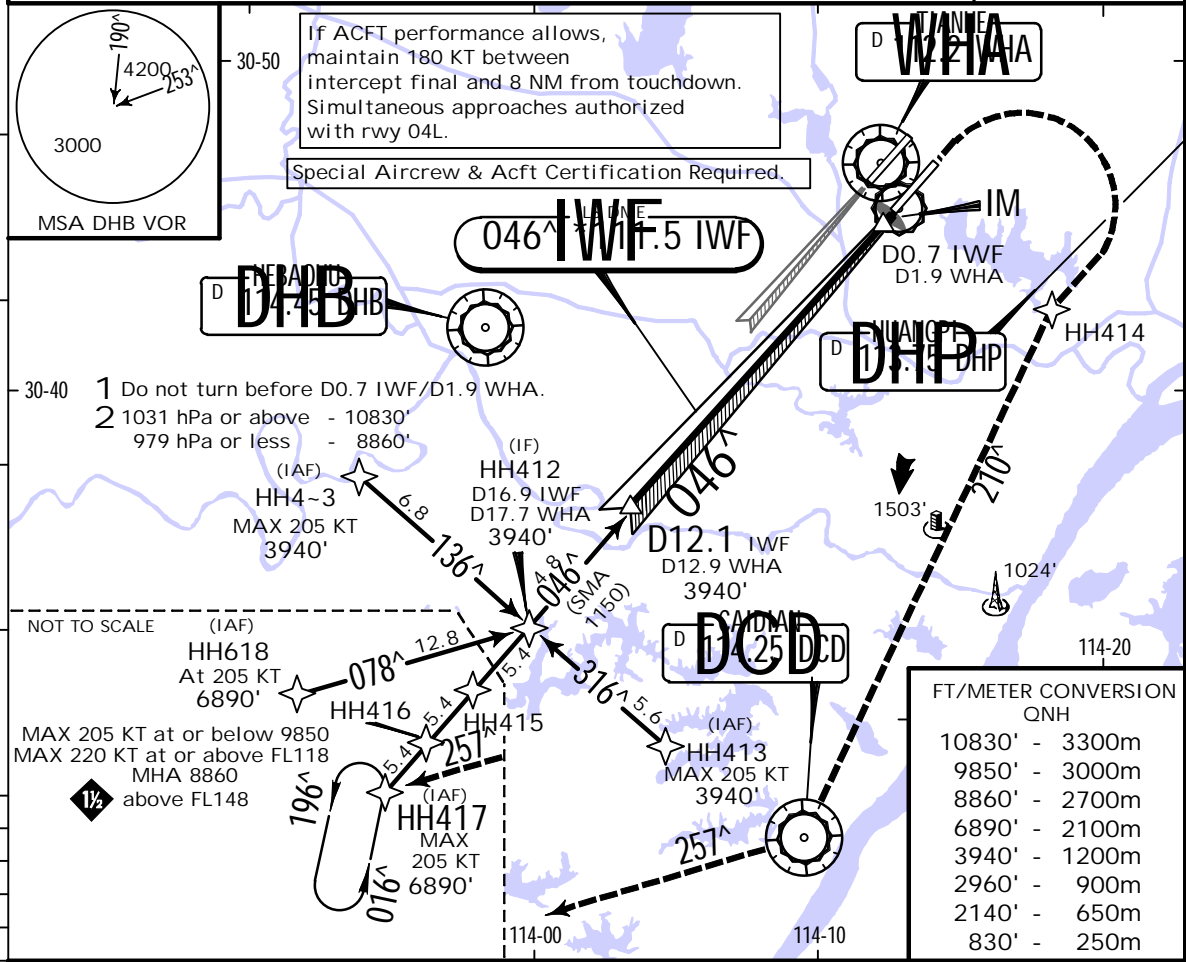


WUHAN, PR OF CHINA  
SA CAT I & SA CAT II  
RNP ILS DME Z Rwy 04R

TIANHE

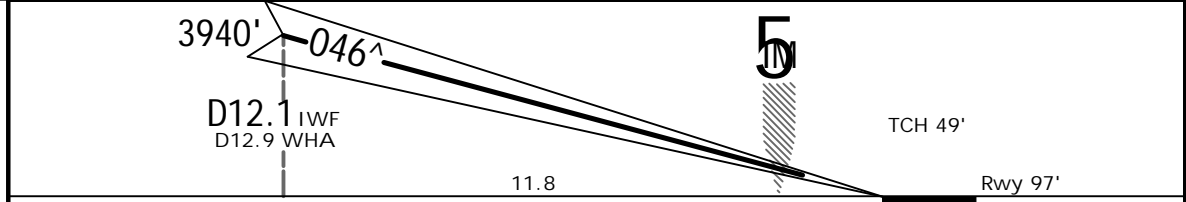
13 MAY 22  
Eff. 18 May 1600Z. (11-4B)

D-ATIS Arrival 126.6	APP01 121.2	WUHAN Approach (R) *APP02 126.3	*APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
LOC IWF *111.5	Final Apch Crs 046 <sup>^</sup>	D12.1 IWF 3940' (3843')	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 113' Rwy 97'	
MISSED APCH: Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to HH414 at 2140' or above. Proceed on 210 <sup>^</sup> immediately climbing to 2960'. Proceed to DCD VOR at 2960', then to HH417 at 6890' or above and join holding, or as directed.					1
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL118	Trans alt: 9850'	2 MSA DHP VOR	



FT/METER CONVERSION  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
3940'	-	1200m
2960'	-	900m
2140'	-	650m
830'	-	250m



Gnd speed-Kts	70	90	100	120	140	160			830' ↑ 205 KT MAX RT HH414 at or above 2140'
GS	3.00 <sup>^</sup>	372	478	531	637	743			

.State.	SA CAT II ILS 1	STRAIGHT-IN LANDING	SA CAT I ILS 1
	RA 102' DA(H) 197' (100')		RA 151' DA(H) 247' (150')

R350m	R450m
1 HUD required.	

ZHHH/WUH



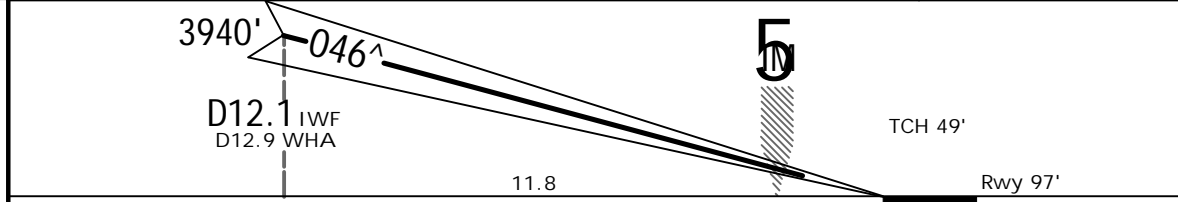
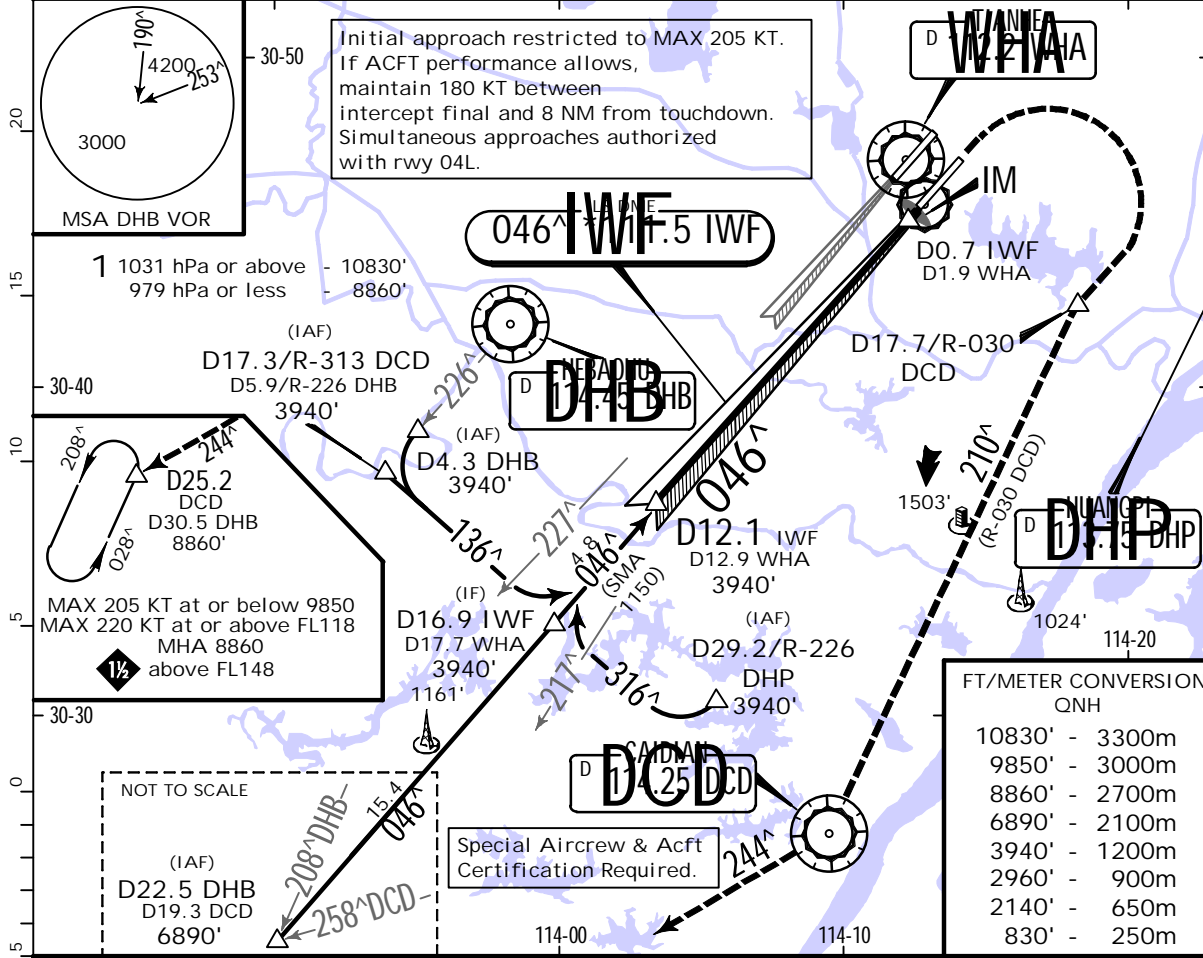
WUHAN, PR OF CHINA  
SA CAT I & SA CAT II  
ILS DME Y Rwy 04R

TIANHE

13 MAY 22  
Eff. 18. May. 1600Z.

11-4C

D-ATIS Arrival 126.6	APP01 121.2	WUHAN Approach (R) *APP02 126.3	*APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
LOC IWF *111.5	Final Apch Crs 046^	D12.1 IWF 3940' (3843')	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 113' Rwy 97'	
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to D17.7/R-030 DCD at 2140' or above. Proceed on R-030 DCD inbound immediately climbing to 2960'. Proceed to DCD VOR at 2960', then on R-244 DCD to D25.2 DCD at 8860' or above and join holding, or as directed. Do not turn before D0.7 IWF/D1.9 WHA.</p>					
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL118	Trans alt: 9850' 1	MSA DHP VOR	



Gnd speed-Kts	70	90	100	120	140	160		830' ↑ 205 KT MAX RT	D17.7/ R-030 DCD at or above 2140'
GS	3.00^	372	478	531	637	743			

.State.	SA CAT II ILS 1	STRAIGHT-IN LANDING	SA CAT I ILS 1
	RA 102' DA(H) 197' (100')		RA 151' DA(H) 247' (150')

R350m	R450m
1 HUD required.	

ZHHH/WUH  
TIANHE

JEPPESSEN  
13 MAY 22  
.Eff.18.May.1600Z. (11-5)

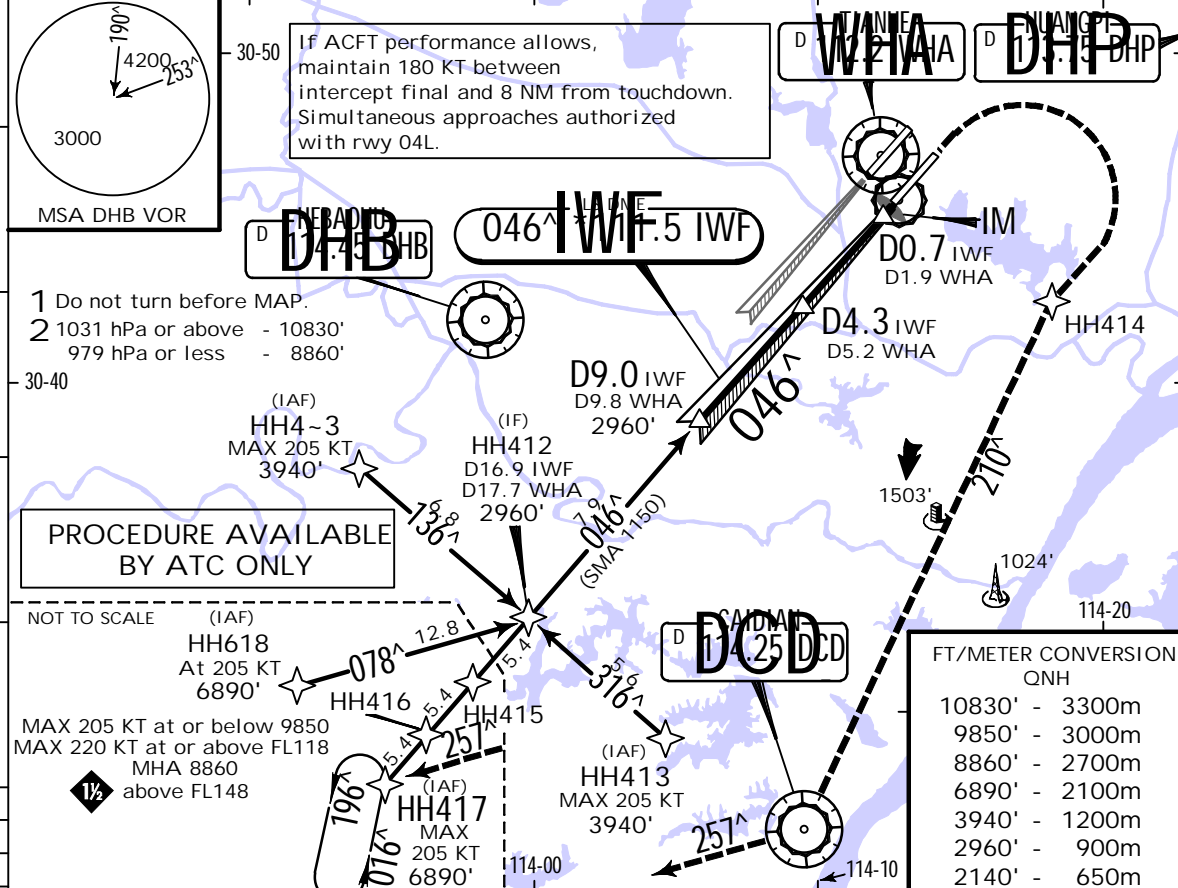
WUHAN, PR OF CHINA  
RNP ILS DME X Rwy 04R

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
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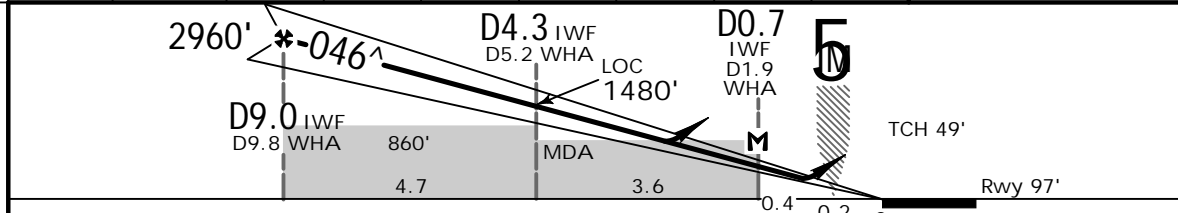
LOC IWF *111.5	Final Apch Crs 046 <sup>^</sup>	D9.0 IWF 2960' (2863')	ILS DA(H) 297' (200')	Apt Elev 113' Rwy 97'	
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**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to HH414 at 2140' or above. Proceed on 210° immediately climbing to 2960'. Proceed to DCD VOR at 2960', then to HH417 at 6890' or above and join holding, or as directed. 1

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' 2 MSA DHP VOR



LOC (GS out)	IWF DME ALTITUDE	8.0 2650'	7.0 2330'	6.0 2010'	5.0 1690'	4.0 1370'	3.0 1050'	2.0 740'
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Gnd speed-Kts	70	90	100	120	140	160		830' ↑ 205 KT MAX HH414 at or above 2140' RT
ILS GS or	3.00 <sup>^</sup>	372	478	531	637	743		
LOC Descent Angle								

PANS OPS	.State.				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS DA(H) 297' (200')		LOC (GS out) MDA(H) 690' (593')		FULL		ALS out		Max Kts.		MDA(H)	
	R550m		V1200m		V2600m		V3500m		100	830' (717')		V3300m
	V800m		V1200m		V2600m		V3500m		135			
									180	1010' (897')		V4000m
									205	1010' (897')		V4400m

ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z. (11-5A)

JEPPESSEN

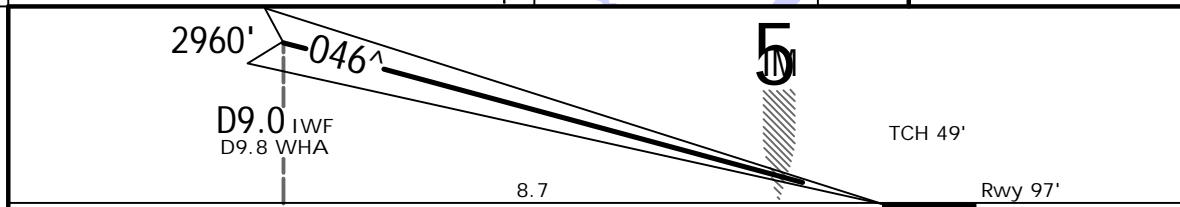
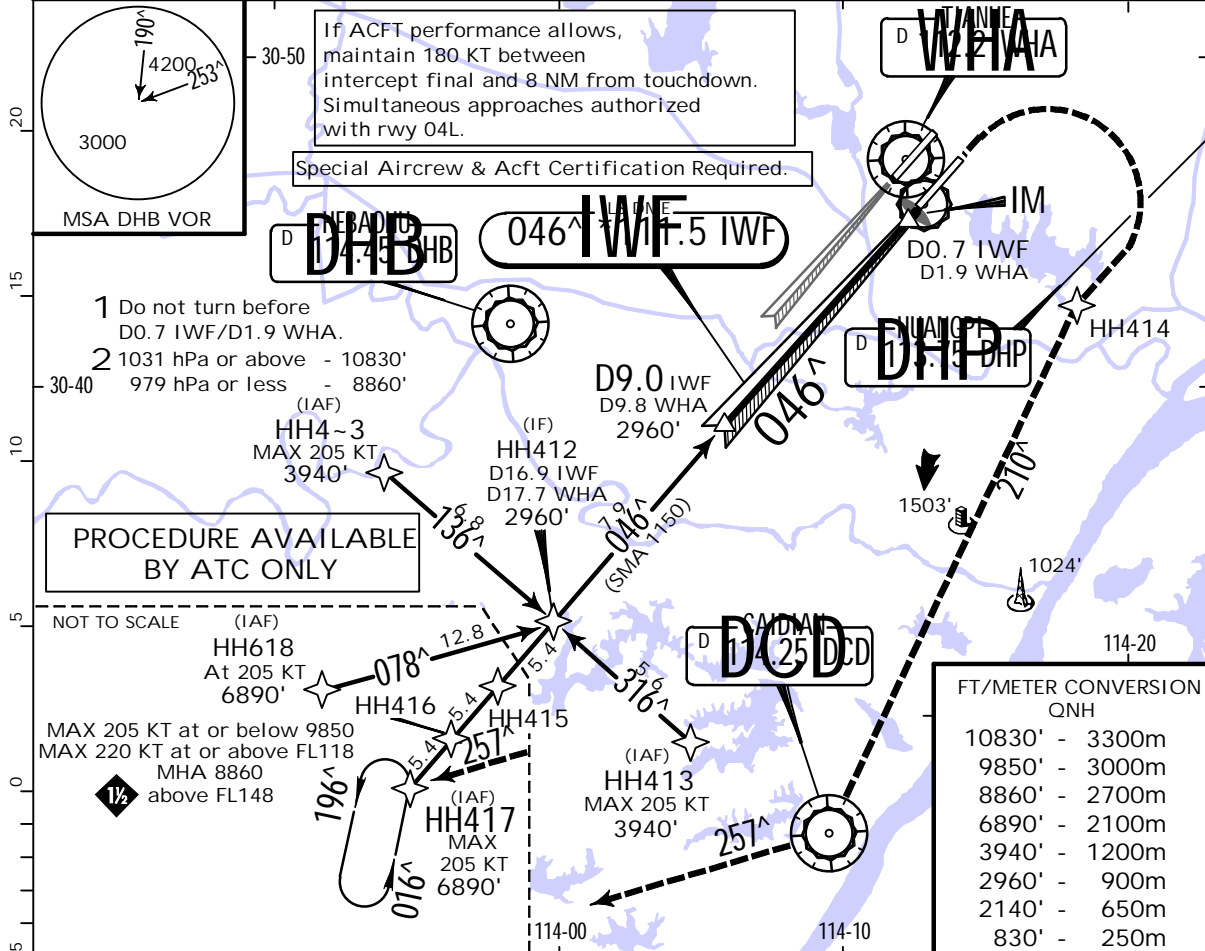
WUHAN, PR OF CHINA  
CAT II RNP ILS DME X Rwy 04R

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
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LOC IWF *111.5	Final Apch Crs 046^	D9.0 IWF 2960' (2863')	CAT II ILS RA102' DA(H) 197' (100')	Apt Elev 113' Rwy 97'	
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**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to HH414 at 2140' or above. Proceed on 210° immediately climbing to 2960'. Proceed to DCD VOR at 2960', then to HH417 at 6890' or above and join holding, or as directed. 1

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' 2 MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160		HH414 at or above 2140'
GS	3.00^	372	478	531	637	743		

State. STRAIGHT-IN LANDING  
CAT II ILS  
RA 102'  
DA(H) 197' (100')

1 R300m  
1 CAT D: R350m for manual operation below DH.

ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z. (11-6)

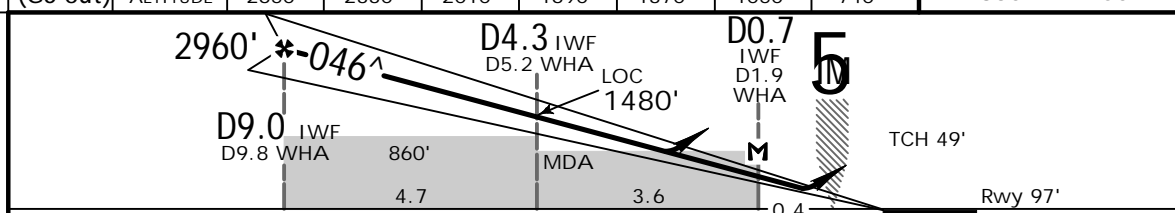
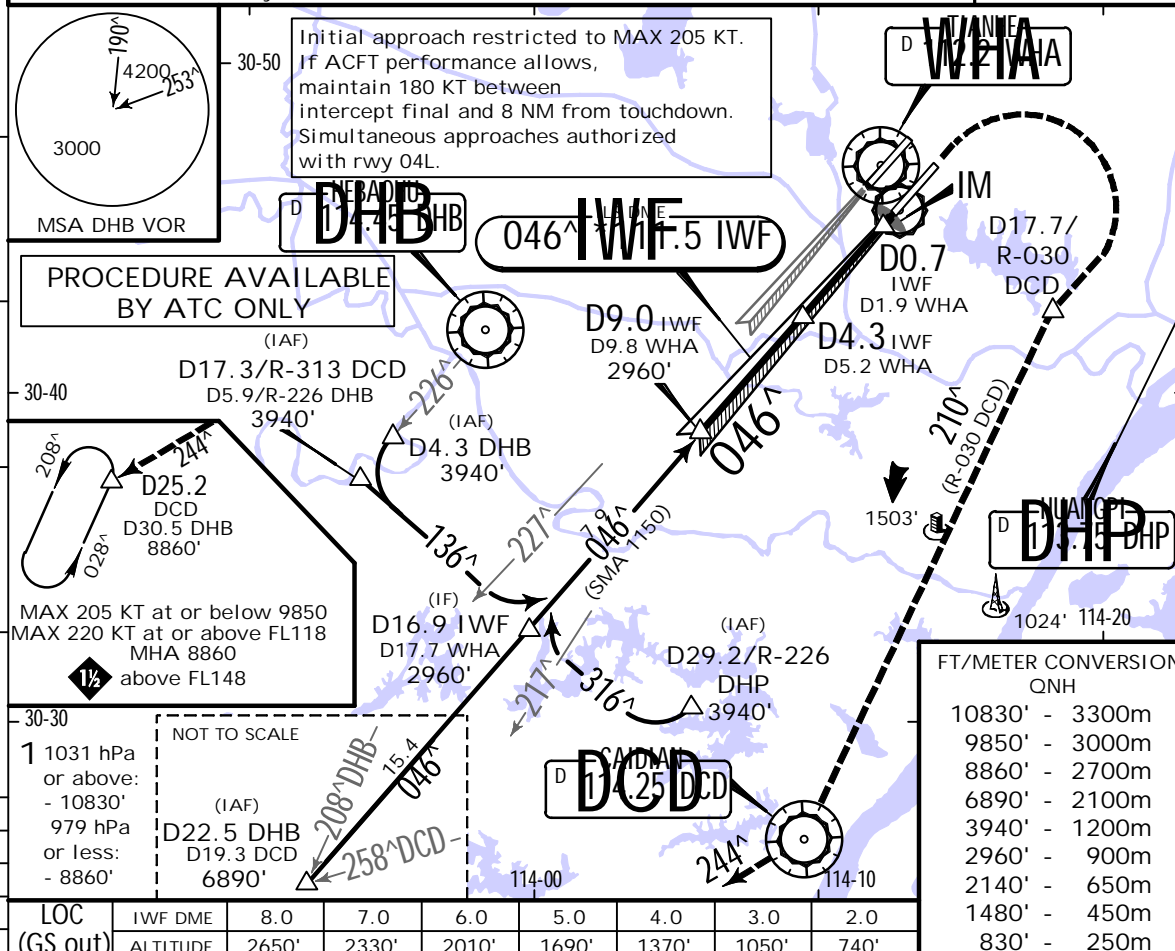
WUHAN, PR OF CHINA  
ILS DME W Rwy 04R

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
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LOC IWF *111.5	Final Apch Crs 046 <sup>^</sup>	D9.0 IWF 2960' (2863')	ILS DA(H) 297' (200')	Apt Elev 113' Rwy 97'	
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**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to D17.7/R-030 DCD at 2140' or above. Proceed on R-030 DCD inbound immediately climbing to 2960'. Proceed to DCD VOR at 2960', then on R-244 DCD to D25.2 DCD at 8860' or above and join holding, or as directed. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' 1 MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160		830'	205 KT MAX	D17.7/R-030 DCD at or above 2140'
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743				

PANS OPS	.State.				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS				LOC (GS out)				CIRCL-TO-LAND			
	DA(H) 297' (200')				MDA(H) 690' (593')				MDA(H)			
	FULL		ALS out		ALS out		ALS out		Max Kts.			
A									100	830' (717') V3300m		
B	R550m		V1200m		V2600m		V3500m		135			
C	V800m								180	1010' (897') V4000m		
D									205	1010' (897') V4400m		







ZHHH/WUH

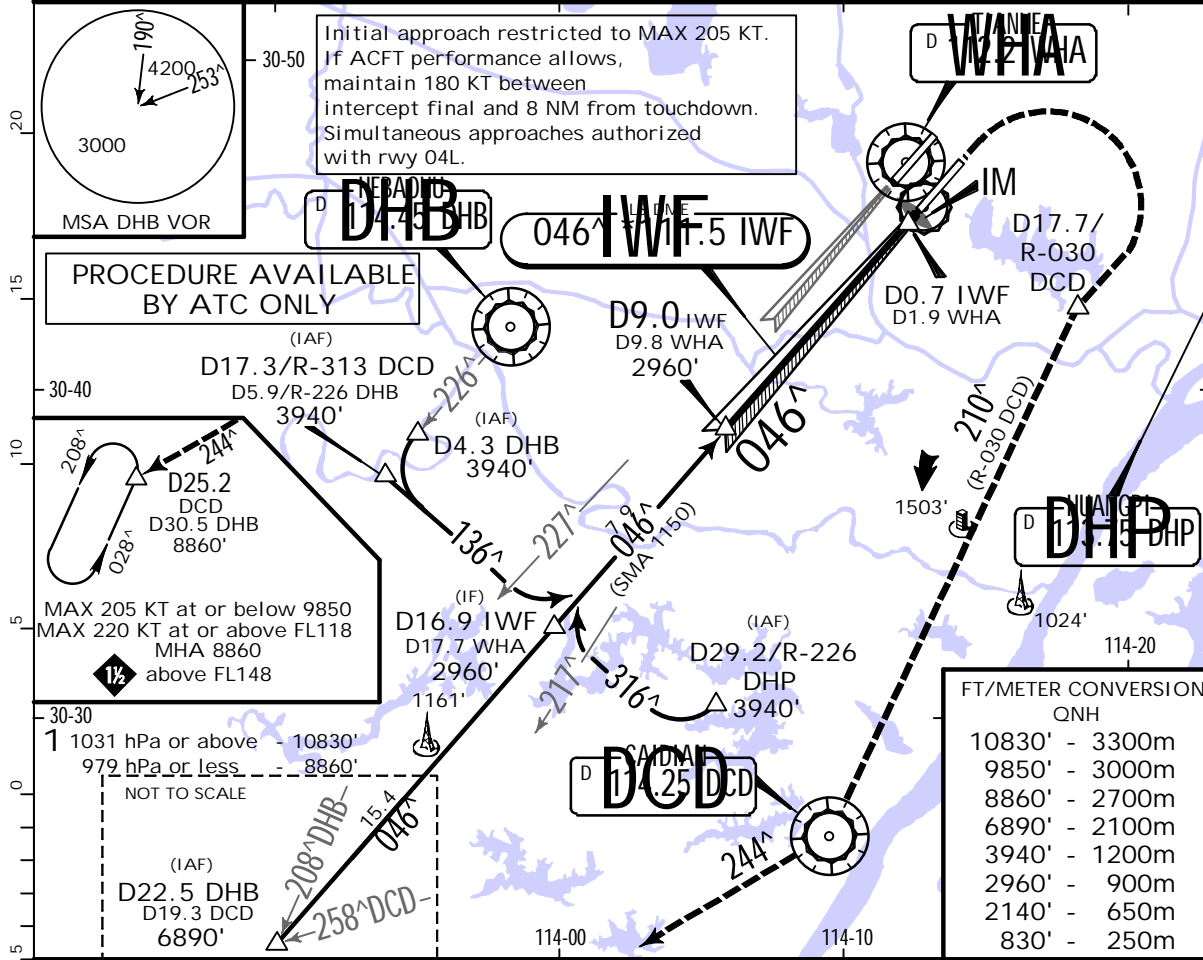


WUHAN, PR OF CHINA  
SA CAT I & SA CAT II  
ILS DME W Rwy 04R

TIANHE

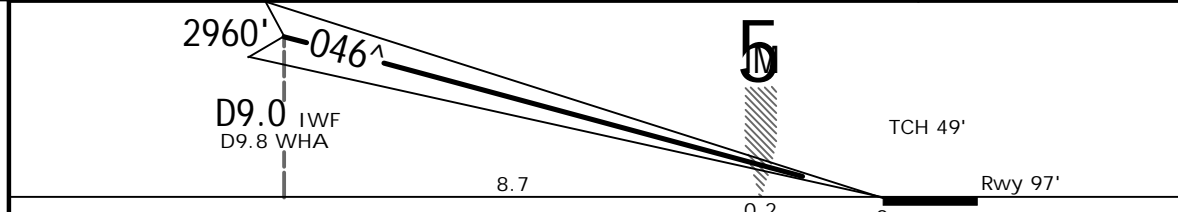
13 MAY 22  
Eff. 18 May 1600Z. (11-6C)

D-ATIS Arrival 126.6		APP01 121.2	WUHAN Approach (R) *APP02 126.3 *APP03 119.575		*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
LOC IWF *111.5	Final Apch Crs 046^	D9.0 IWF 2960' (2863')		SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 113' Rwy 97'	
MISSED APCH: Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to D17.7/R-030 DCD at 2140' or above. Proceed on R-030 DCD inbound immediately climbing to 2960'. Proceed to DCD VOR at 2960', then on R-244 DCD to D25.2 DCD at 8860' or above and join holding, or as directed. Do not turn before D0.7 IWF/D1.9 WHA.						
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' 1
						MSA DHP VOR



FT/METER CONVERSION  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
3940'	-	1200m
2960'	-	900m
2140'	-	650m
830'	-	250m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 830' 205 KT MAX D17.7/R-030 DCD at or above 2140'
GS	3.00^	372	478	531	637	743	

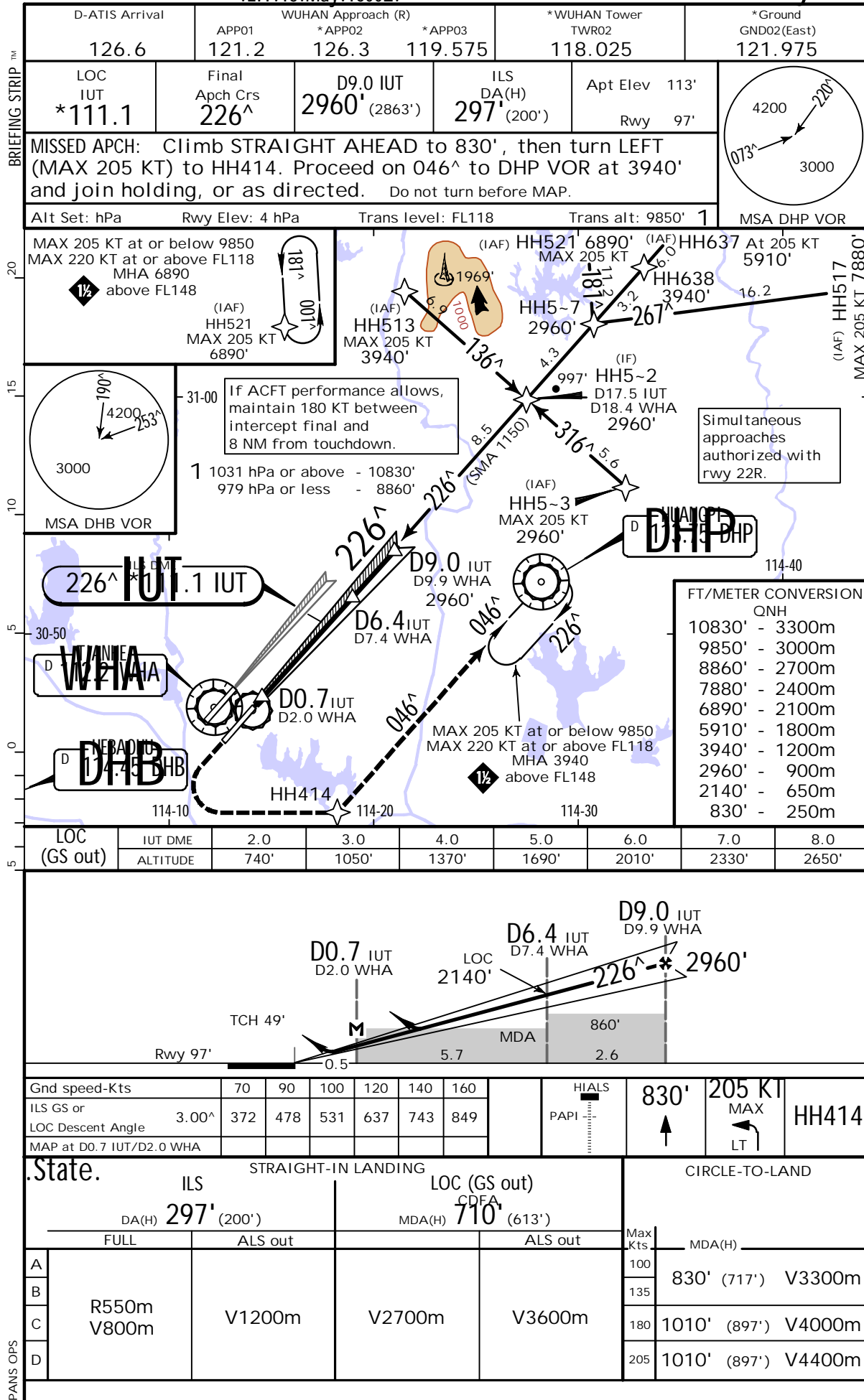
PANS OPS	.State.		STRAIGHT-IN LANDING	
	SA CAT II ILS 1 RA 102' DA(H) 197' (100')		SA CAT I ILS 1 RA 151' DA(H) 247' (150')	
	R350m		R450m	
1 HUD required.				

ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z

JEPPESSEN  
11-7

WUHAN, PR OF CHINA  
RNP ILS DME Z Rwy 22L



ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z (11-8)

WUHAN, PR OF CHINA  
ILS DME Y Rwy 22L

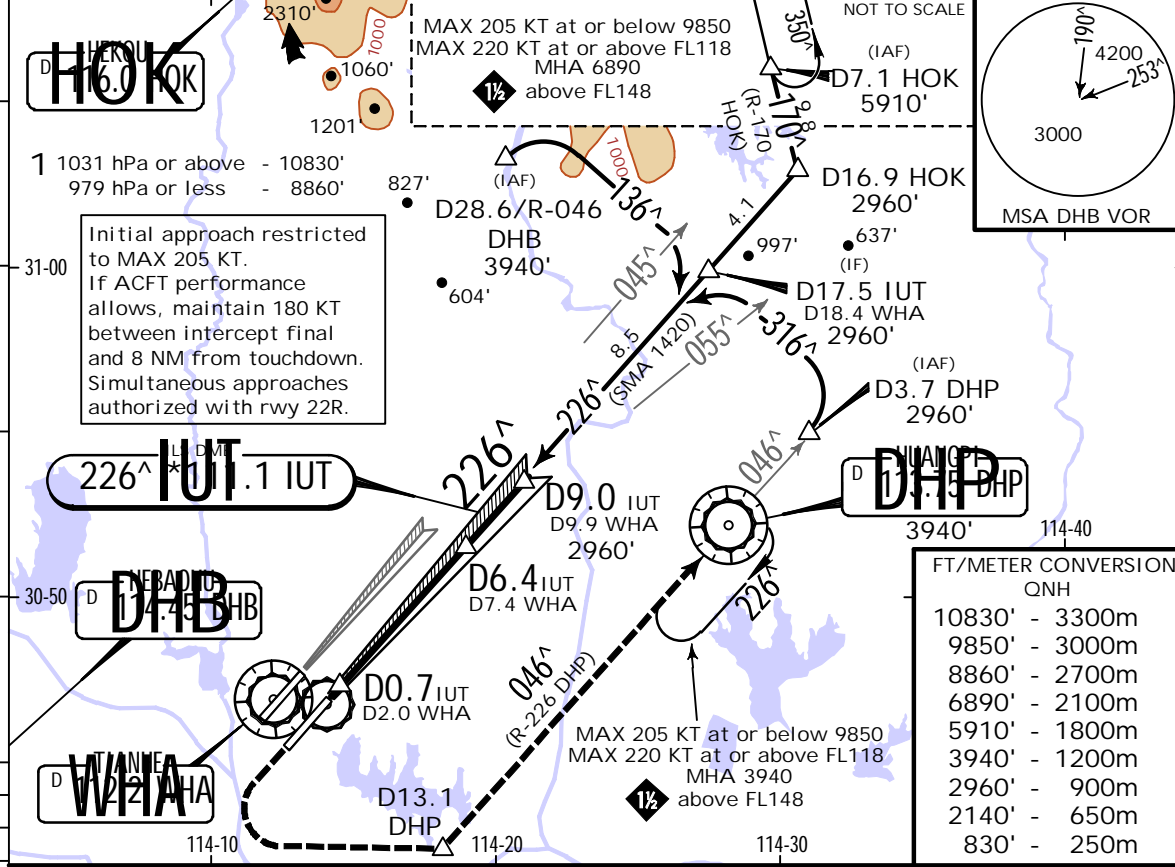


D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
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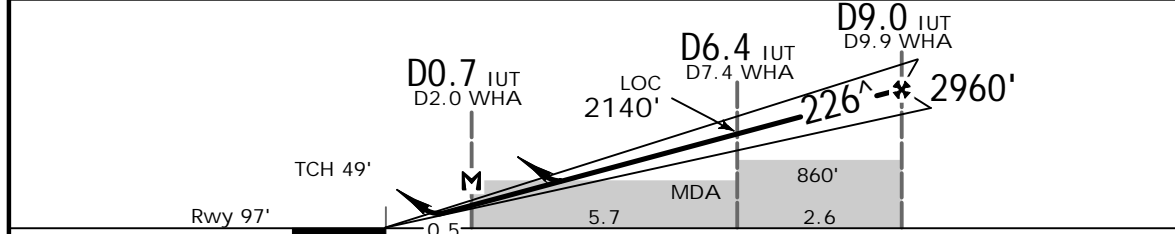
LOC IUT *111.1	Final Apch Crs 226^	D9.0 IUT 2960' (2863')	ILS DA(H) 297' (200')	Apt Elev 113' Rwy 97'	
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MISSED APCH: Climb STRAIGHT AHEAD to 830', then turn LEFT (MAX 205 KT) to D13.1/R-226 DHP. Proceed on R-226 DHP inbound to DHP VOR at 3940' and join holding, or as directed. Do not turn before MAP.

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL118	Trans alt: 9850' 1	MSA DHP VOR
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LOC (GS out)	IUT DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	740'	1050'	1370'	1690'	2010'	2330'	2650'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 830' 205 KI D13.1/R-226 DHP
ILS GS or	3.00^	372	478	531	637	743	
LOC Descent Angle							

PANS OPS	.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 297' (200')		MDA(H) 710' (613')		MDA(H)			
	FULL		ALS out		ALS out			
A					Max Kts	MDA(H)		
B					100	830' (717') V3300m		
C	R550m V800m	V1200m	V2700m	V3600m	135			
D					180	1010' (897') V4000m		
					205	1010' (897') V4400m		

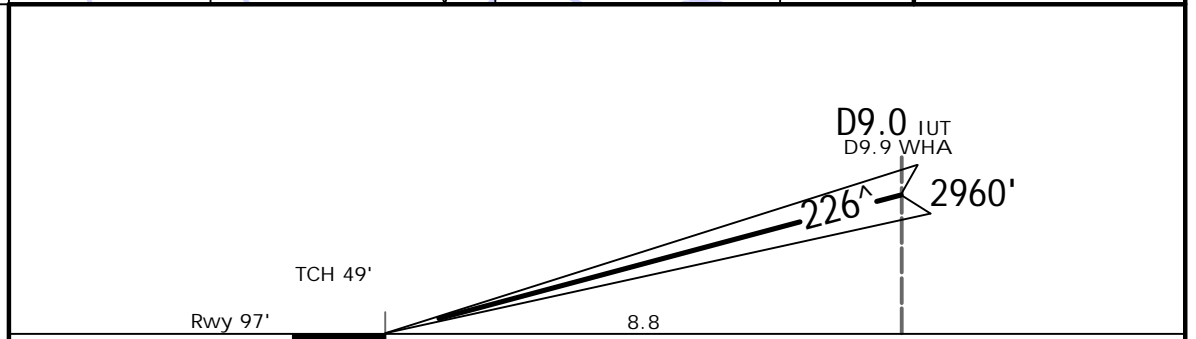
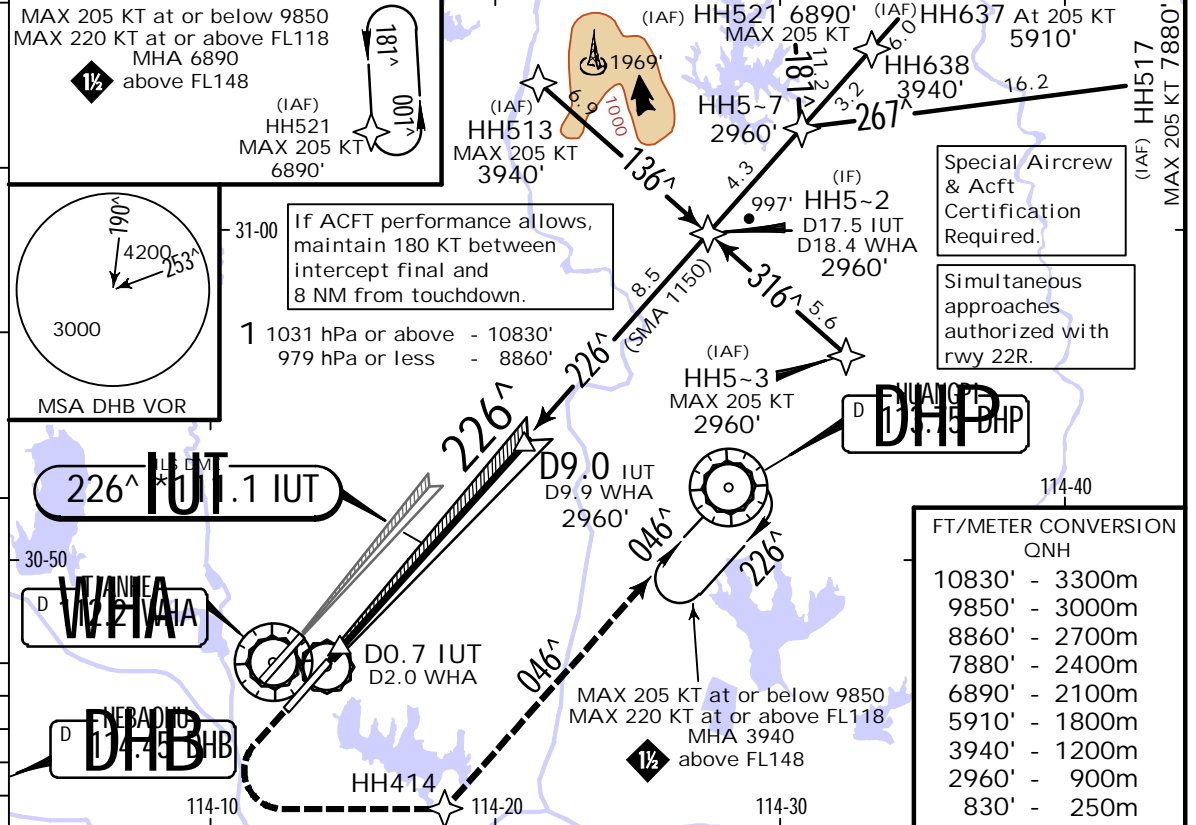
ZHHH/WUH 13 MAY 22 **JEPESEN** WUHAN, PR OF CHINA  
 TIANHE Eff. 18 May 1600Z (11-8A) SA CAT I RNP ILS DME Z Rwy 22L

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
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LOC IUT *111.1	Final Apch Crs 226^	GS No alt published	SA CAT I ILS RA 154' DA(H) 247' (150')	Apt Elev 113' Rwy 97'	
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MISSED APCH: Climb STRAIGHT AHEAD to 830', then turn LEFT (MAX 205 KT) to HH414. Proceed on 046^ to DHP VOR at 3940' and join holding, or as directed. Do not turn before D0.7 IUT/D2.0 WHA.

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL118	Trans alt: 9850' 1	MSA DHP VOR
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Gnd speed-Kts	70	90	100	120	140	160		830' ↑ 205 KT MAX LT	HH414
GS	3.00^	372	478	531	637	743			

State. STRAIGHT-IN LANDING  
 SA CAT I ILS 1  
 RA 154'  
 DA(H) 247' (150')

R450m

1 HUD required.

ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z

JEPPESSEN

(11-8B)

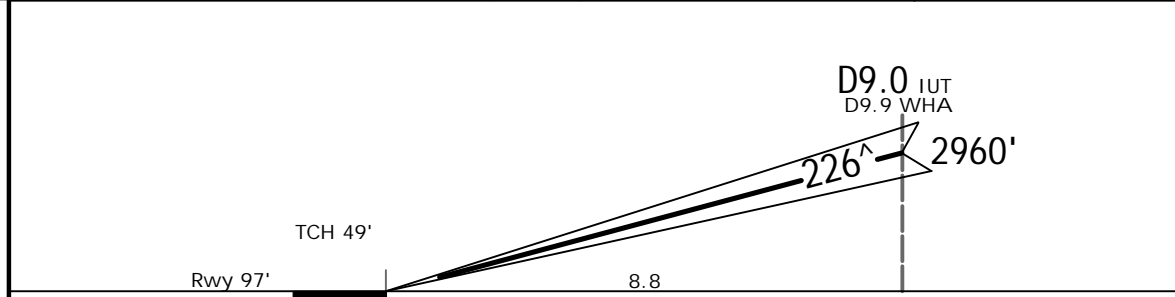
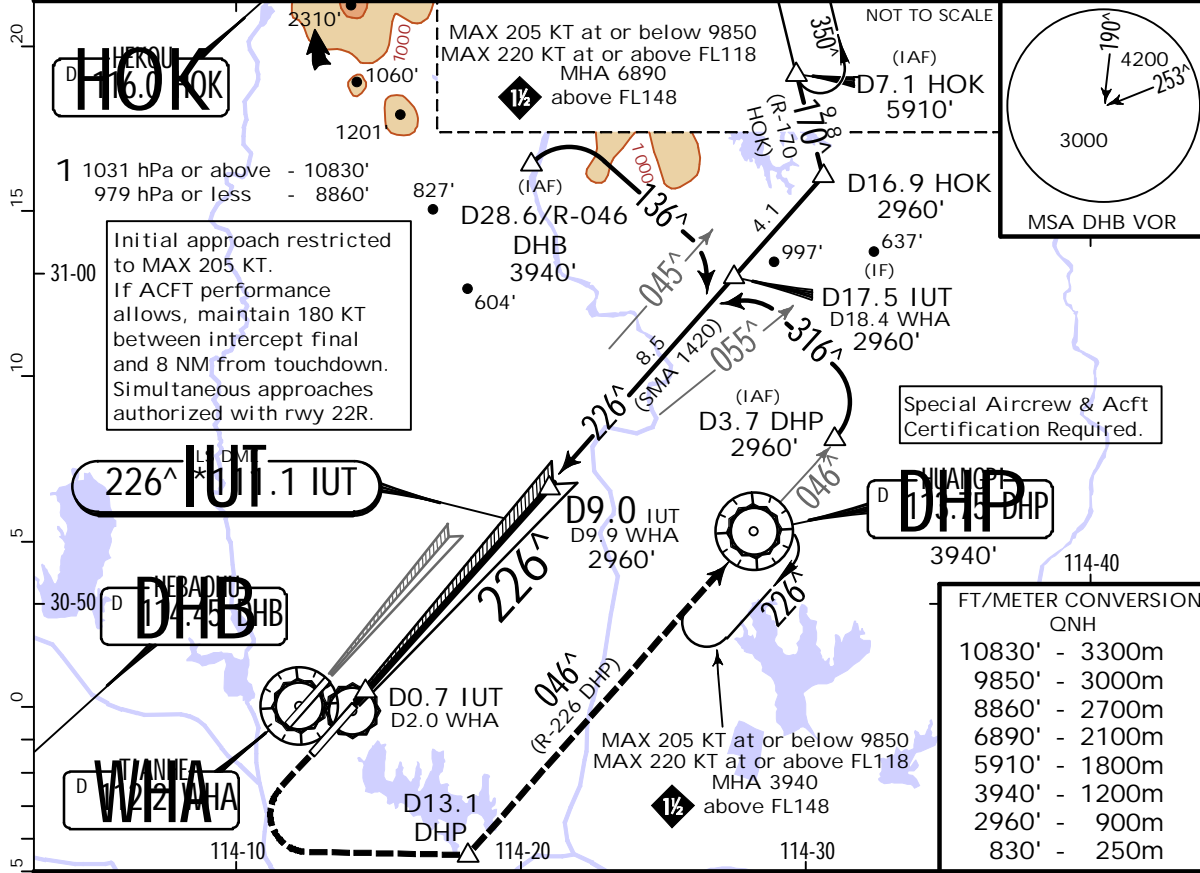
WUHAN, PR OF CHINA  
SA CAT I ILS DME Y Rwy 22L

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	*WUHAN Tower TWR02 118.025	*Ground GND02(East) 121.975
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LOC IUT *111.1	Final Apch Crs 226 <sup>^</sup>	GS No alt published	SA CAT I ILS RA 154' DA(H) 247' (150')	Apt Elev 113' Rwy 97'	
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MISSED APCH: Climb STRAIGHT AHEAD to 830', then turn LEFT (MAX 205 KT) to D13.1/R-226 DHP. Proceed on R-226 DHP inbound to DHP VOR at 3940' and join holding, or as directed. Do not turn before D0.7 IUT/D2.0 WHA.

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL118	Trans alt: 9850' 1	MSA DHP VOR
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Gnd speed-Kts	70	90	100	120	140	160		D13.1/R-226 DHP
GS	3.00 <sup>^</sup>	372	478	531	637	743		

State. STRAIGHT-IN LANDING  
SA CAT I ILS 1  
RA 154'  
DA(H) 247' (150')

R450m

1 HUD required.

ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z. (11-9)

WUHAN, PR OF CHINA  
RNP ILS DME Z Rwy 22R

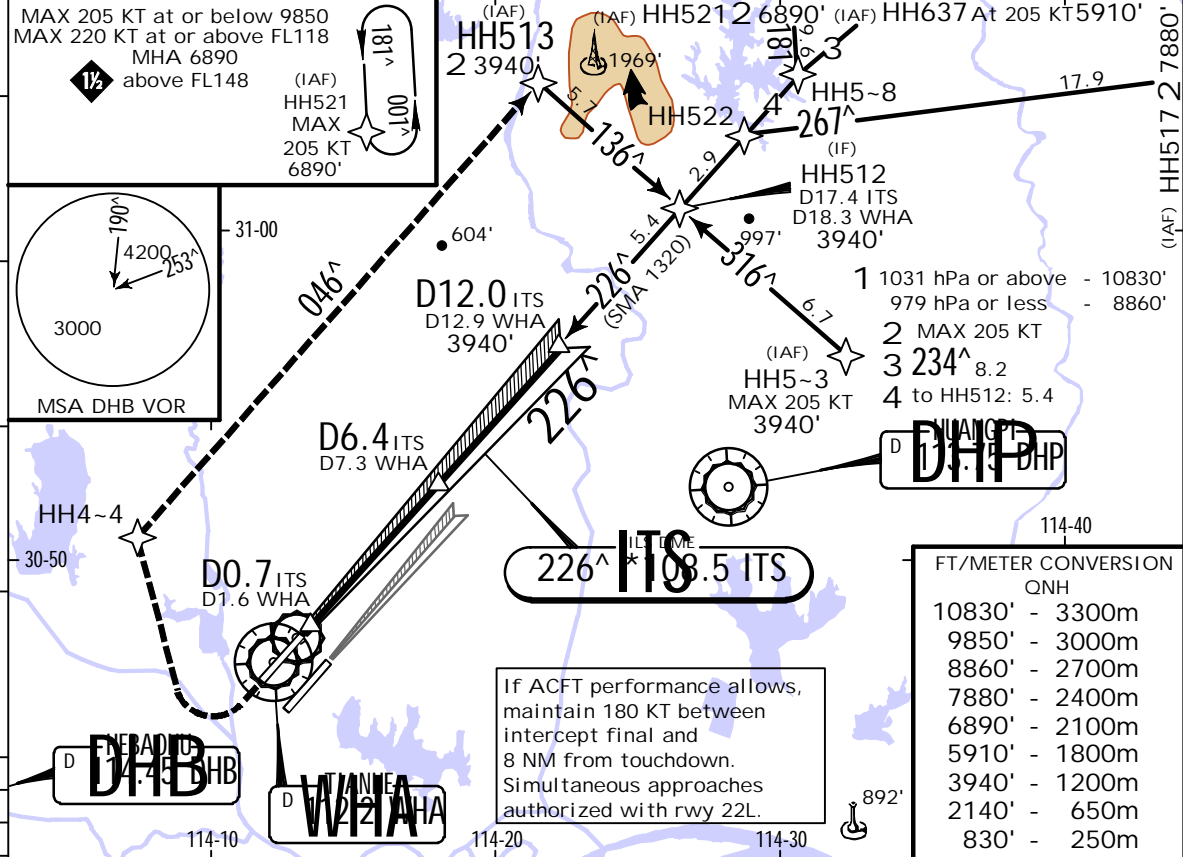


D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	WUHAN Tower TWR01 124.35	*Ground GND01(West) 121.65
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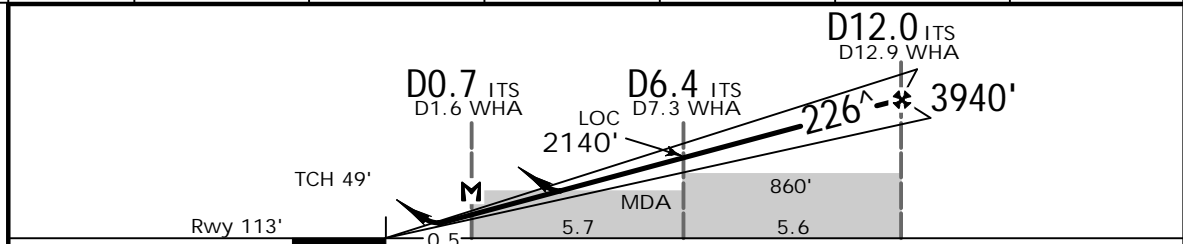
LOC ITS *108.5	Final Apch Crs 226^	D12.0 ITS 3940' (3827')	ILS DA(H) 313' (200')	Apt Elev 113' Rwy 113'	
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MISSED APCH: Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to HH4~4. Proceed on 046^ to HH513 at 3940' or above for another approach, or as directed. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' 1 MSA DHP VOR



LOC (GS out)	ITS DME	2.0	4.0	6.0	8.0	10.0
	ALTITUDE	750'	1390'	2030'	2660'	3300'



Gnd speed-Kts	70	90	100	120	140	160		830'	205 KT MAX	HH4~4
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743				
MAP at D0.7 ITS/D1.6 WHA										

PANS OPS	.State.				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS		LOC (GS out)		ILS		LOC (GS out)		CIRCLE-TO-LAND		CIRCLE-TO-LAND	
	DA(H) 313' (200')		MDA(H) 680' (567')		DA(H) 313' (200')		MDA(H) 680' (567')		Max Kts		MDA(H)	
	FULL		ALS out		FULL		ALS out		100		830' (717') V3300m	
R550m		V1200m		R550m		V1200m		135		1010' (897') V4000m		
V800m		V2400m		R550m		V2400m		180		1010' (897') V4400m		
V800m		V3300m		R550m		V3300m		205		1010' (897') V4400m		



ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z. (11-10)

WUHAN, PR OF CHINA  
ILS DME Y Rwy 22R

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	WUHAN Tower TWR01 124.35	*Ground GND01(West) 121.65
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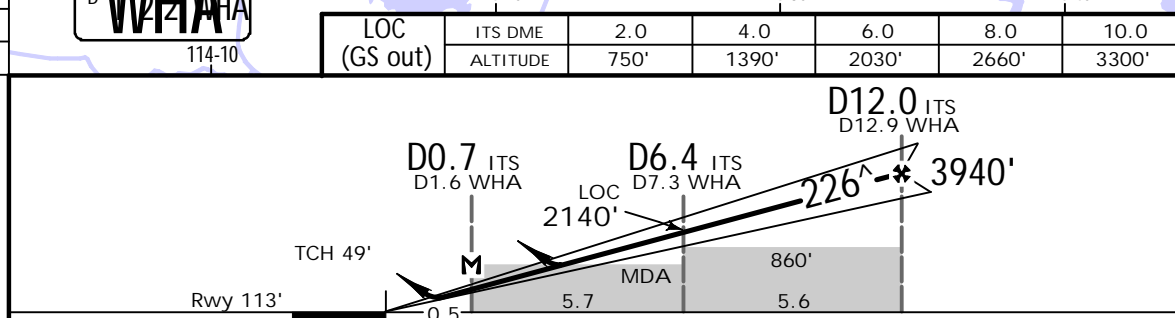
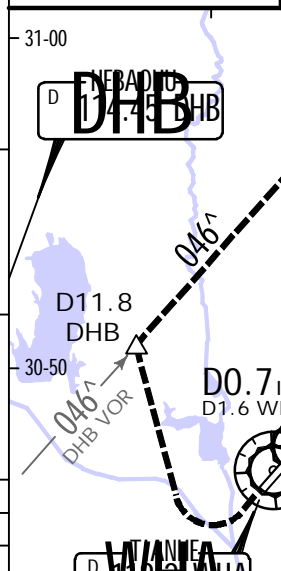
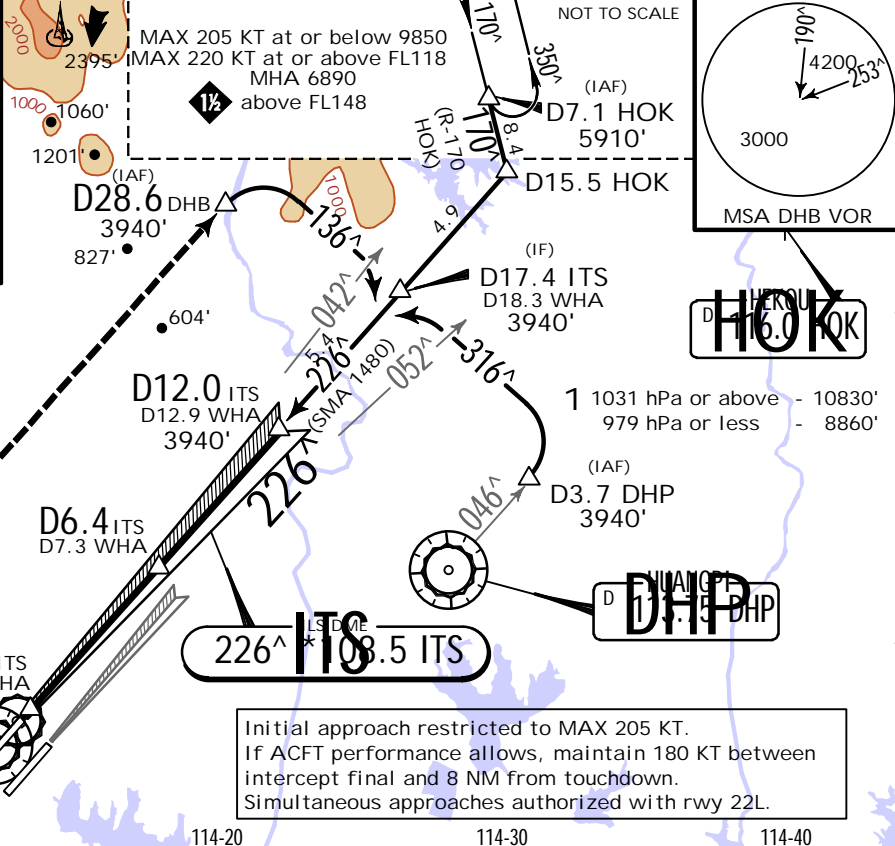
LOC ITS *108.5	Final Apch Crs 226^	D12.0 ITS 3940' (3827')	ILS DA(H) 313' (200')	Apt Elev 113' Rwy 113'	
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MISSED APCH: Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to D11.8/R-046 DHB. Proceed on R-046 DHB to D28.6 DHB at 3940' or above for another approach, or as directed. Do not turn before MAP.

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL118	Trans alt: 9850' 1	MSA DHP VOR
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FT/METER CONVERSION  
QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m
5910' - 1800m
3940' - 1200m
2140' - 650m
830' - 250m



Gnd speed-Kts	70	90	100	120	140	160		D11.8/ R-046 DHB	
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743			849
MAP at D0.7 ITS/D1.6 WHA									

PANS OPS	.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 313' (200')		MDA(H) 680' (567')		MDA(H) 680' (567')		MDA(H) _____	
	FULL		ALS out		ALS out		Max Kts	
A							100	830' (717') V3300m
B	R550m		V1200m		V2400m		135	
C	V800m				V3300m		180	1010' (897') V4000m
D							205	1010' (897') V4400m

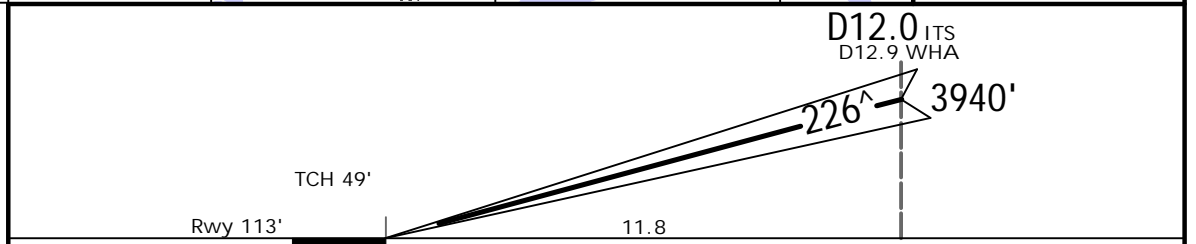
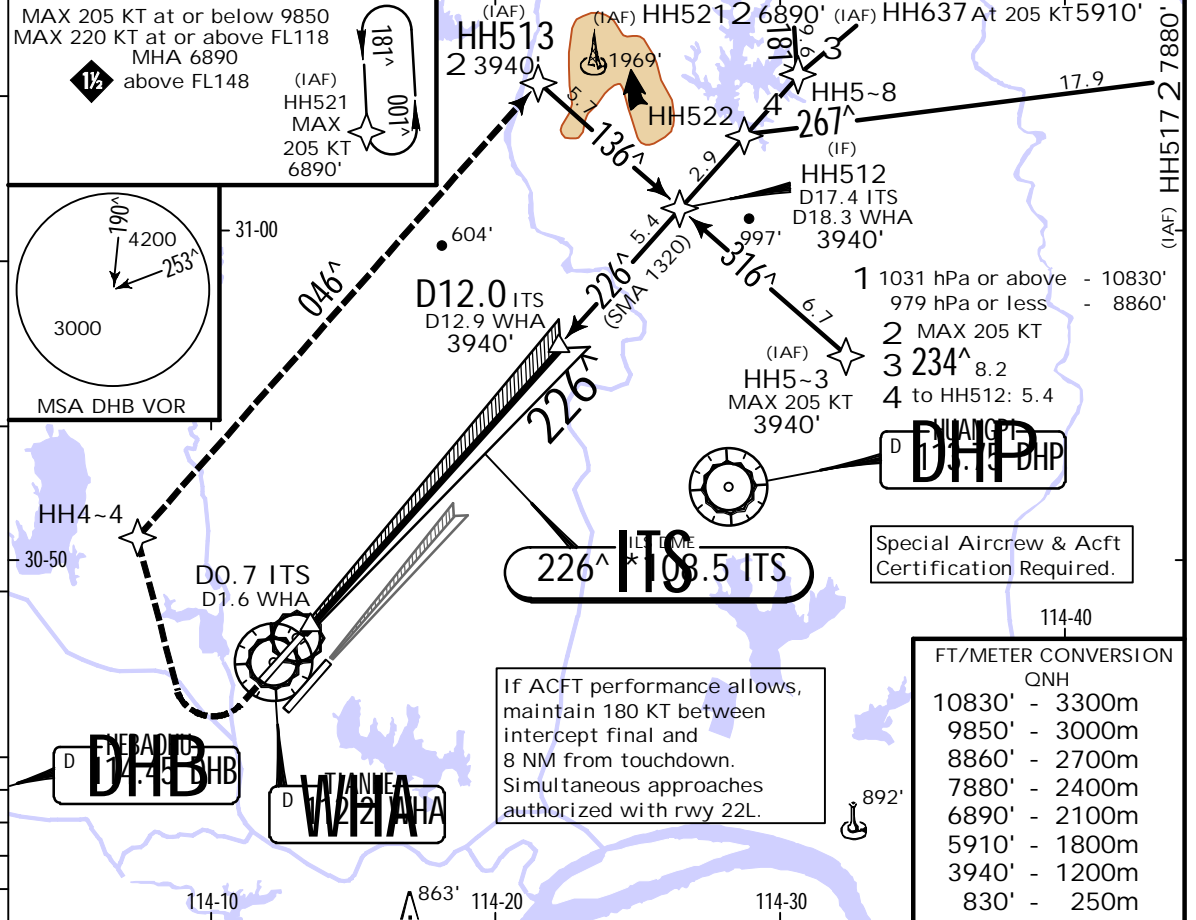
ZHHH/WUH 13 MAY 22 WUHAN, PR OF CHINA  
 TIANHE .Eff.18.May.1600Z. (11-10A) SA CAT I RNP ILS DME Z Rwy 22R

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2	*APP02 126.3	*APP03 119.575	WUHAN Tower TWR01 124.35	*Ground GND01(West) 121.65
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LOC ITS *108.5	Final Apch Crs 226^	D12.0 ITS 3940' (3827')	SA CAT I ILS RA 171' DA(H) 263' (150')	Apt Elev 113' Rwy 113'	
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MISSED APCH: Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to HH4~4. Proceed on 046^ to HH513 at 3940' or above for another approach, or as directed. Do not turn before D0.7 ITS/D1.6 WHA.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' 1 MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160		830' ↑ 205 KI MAX RT	HH4~4
GS	3.00^	372	478	531	637	743			

.State. STRAIGHT-IN LANDING  
 SA CAT I ILS 1  
 RA 171'  
 DA(H) 263' (150')

R450m  
 1 HUD required.

ZHHH/WUH  
TIANHE

13 MAY 22  
Eff. 18 May 1600Z

JEPPESSEN

(11-10B)

WUHAN, PR OF CHINA  
SA CAT I ILS DME Y Rwy 22R

D-ATIS Arrival 126.6	WUHAN Approach (R) APP01 121.2 *APP02 126.3 *APP03 119.575	WUHAN Tower TWR01 124.35	*Ground GND01 (West) 121.65
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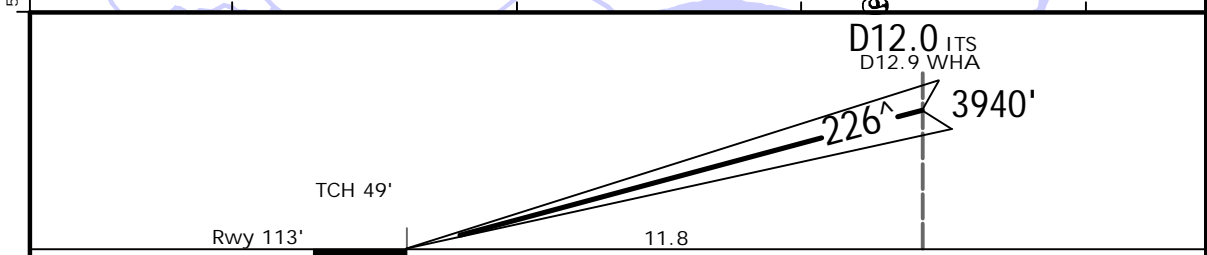
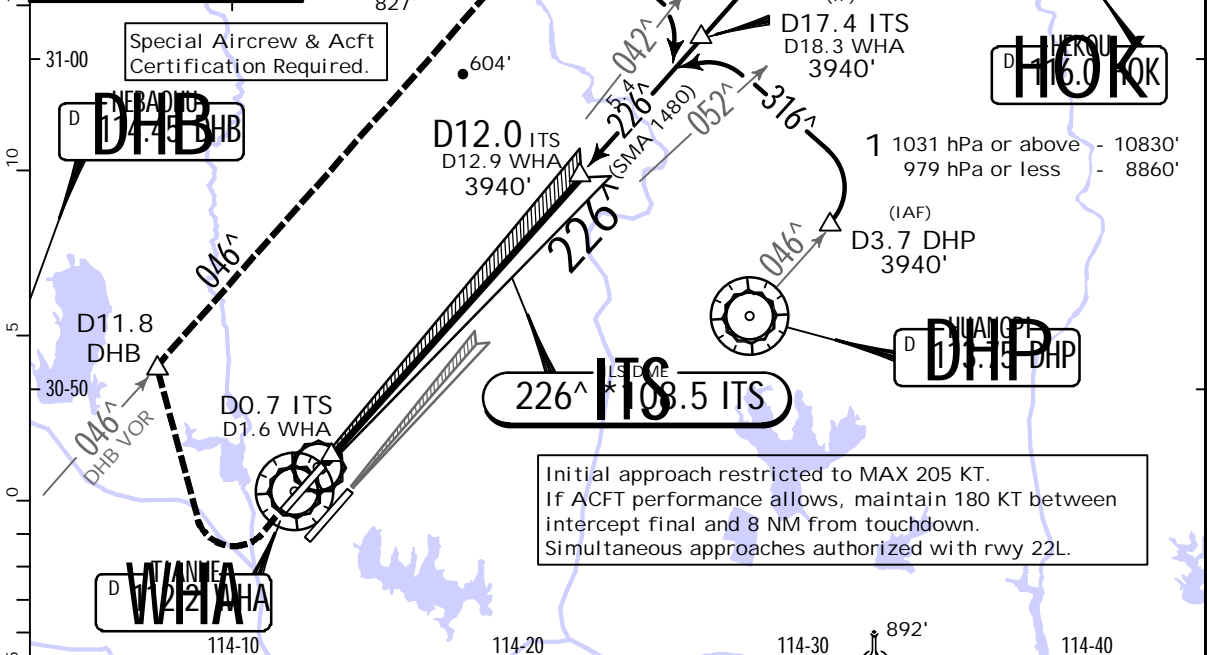
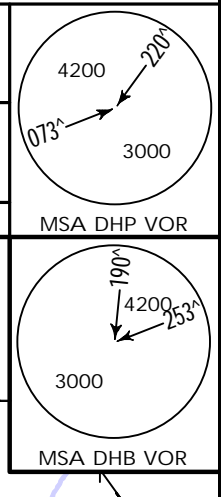
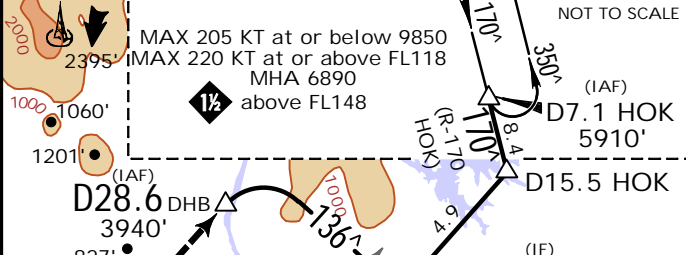
LOC ITS *108.5	Final Apch Crs 226^	D12.0 ITS 3940' (3827')	SA CAT I ILS RA 171' DA(H) 263' (150')	Apt Elev 113' Rwy 113'
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MISSED APCH: Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to D11.8/R-046 DHB. Proceed on R-046 DHB to D28.6 DHB at 3940' or above for another apch, or as directed. Do not turn before D0.7 ITS/D1.6 WHA.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' 1

FT/METER CONVERSION  
QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m
5910' - 1800m
3940' - 1200m
830' - 250m



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI 830' 205 Kt MAX RT D11.8/R-046 DHB
GS	3.00^	372	478	531	637	743	

.State. STRAIGHT-IN LANDING  
SA CAT I ILS 1  
RA 171'  
DA(H) 263' (150')

R450m

1 HUD required.

## Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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WUHAN, (TIANHE - ZHHH)

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport ZHHH

### Chart Change Notices for Country CHN

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** 20210716

**End Date:** Until Further Notice

ZSPD: For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.