

WUH-ZHHH

1-10

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GENERAL

Operational Hours

ATS Hours / AD OPS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9

Fuel: Nr. 3 Jet fuel

PCN: RWY 04L/22R: 74/R/B/W/T

RWY 04R/22L: 83/R/B/W/T (0-800m / 0-2625ft inward THR), Rest 66/R/B/W/T.

Customs: HO

Operation

Low Visibility Procedure

LVP in force when:

- RVR is 200m or above but less than 600m
- Ceiling is 30m or above but less than 60m.

RWY 04R will be used for LDG.

Report "RWY vacated" to TWR when ACFT has left the ILS sensitive area.

Follow-me is mandatory when taxiing on APN.

Follow-me AVBL O/R.

RWY Restriction

180° turns on RWY prohibited.

TWY Restriction

TWY D, D1, D3, D5-D12, D14, D16, E, E1, E3, E5-E7, E10-E12, E14, E16, G3, G4, K, K1, K2, M (east of M1 (inclusive)), M1-M3 MAX wingspan below 80m / 262ft.

TWY B, B1, B4, B7, B9, B10, B12, C, C1-C13, C11 (between TWY B and TWY C), C12 (including connections between stands), G, G1, G2, H, H1-H4, J, M (west of M1 (exclusive)), P2, P12, Z6 MAX wingspan below 65m / 213ft.

TWY P1 (NE of stand 224) MAX wingspan 60.9m / 199.8ft.

TWY C11 (between TWY C and P10), P1 (NE between stands 221, 223), P3, P4, P10, P11 MAX wingspan below 52m / 171ft.

TWY P5-P9, Z7, Z8 MAX wingspan below 36m / 118ft.

TWY P13, P14 MAX wingspan below 24m / 79ft.

Turning left into TWY C (south end) via TWY P1 prohibited to ACFT with wingspan 52m / 171ft and above.

TWY C entering via TWY P1 prohibited.

TWY P1 entering via TWY C prohibited.

Taxi/Parking

Follow-me and towing AVBL via GND.

Taxi from TWY P7 to APN 5 follow-me compulsory.

MAX taxi speed 8KT / 15km/h when taxiing near obstacles.

ACFT parking at stands 207-224 shall apply for CLR from AOC (call sign TIANHE 121.900) before push-back.

Enter RWY via TWY B2 prohibited.

Visual Docking Guidance Systems (VDGS) AVBL at stands 201-220, 301-304, 307, 308, 310-319, 321, 322, 324-340, 342, 343, 345-354, 356, 357, 359-361.

GENERAL**APU**

ACFT (except A380) parking on stands 301-361 should close APU, and use GPU and air conditioning systems.

Hot Spots

No.	DESCRIPTION
HS 1	ACFT taxiing on TWY B shall hold short in front of TWY B9, when other ACFT is vacating RWY via TWY B9.
HS 2	ACFT taxiing on TWY B or C shall not hold short in front of TWY C9, when other ACFT is exiting APN via TWY C9.
HS 3	ACFT taxiing on TWY B shall hold short in front of TWY C5, when other ACFT is exiting APN via TWY C5. ACFT taxiing on TWY C shall hold short in front of TWY P5 when other ACFT is exiting APN via TWY C5.
HS 4	ACFT taxiing on TWY B or C shall take evasive action, when other ACFT is exiting APN via TWY C3 or vacating RWY via TWY B4.
HS 5	ACFT taxiing SW on TWY B shall hold short in front of TWY C2, when other ACFT is exiting APN via TWY C1, C2, ACFT taxiing NE from TWY H to TWY C shall wait for follow-me in front of TWY H1, if follow-me is not in sight, ACFT shall hold short at HP10 or contact TWR.
HS 6,7	ACFT taxiing in this area shall observe crossing and signal board, in order to avoid taxiing in the wrong way continuously, causing RWY incursion.
HS 8	ACFT with wingspan more than 52m / 171ft shall enter APN 5 via C12, which can cause conflicts. ACFT taxiing on TWY C12 shall hold short in front of TWY B and inform ATC immediately when conflict occurs.

Engine Run-up Areas

Before ENG run-up REQ CLR from TWR and then apply for AOC CLR. ENG run-up shall be carried out at a designated location. Monitor TWR and AOC FREQ during ENG run-up.

All PRKG stands, except 215-216, 306-309, 320-323, 341-344, 355-358, on APN 1, 2, 3, 5 can be used for engine idle tests. Engine run-up at stands 101-103 on APN 1 AVBL up to B747. ENG run-ups are strictly prohibited at other stands.

Warnings

High traffic density in vicinity of AD.

Birds in vicinity of AD.

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ARRIVAL**Communication**

APP 03 FREQ unserviceable when RWY 04L/R in use. Contact APP 01.

APP 02 FREQ unserviceable when RWY 22L/R in use.

Use APP 01 FREQ outside APP 02 OPS hours.

Contact GND as soon as possible after vacating RWY 04L.

On first contact, inform ATC of PSN after vacating RWY via TWYs.

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

Arrival Procedure**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures.

VFR Traffic Pattern

RWY 22R, RWY 04L right-hand circuit, ALT 450m - 700m / 1476ft - 2297ft.

Warnings

GP RWY 04L/R: INOP for MISAP and circling.

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DEPARTURE**Take-off Minima**

RWY		04R/22L		
A, B, C	2 Turbine or 3 + 4 ENG	ft - m/km	0 - 200R	REDL, RCLL, LVP
D			0 - 250R	
All ACFT			0 - 400R/800V	REDL
Other 1 + 2 ENG			0 - 500R/800V	wo LGT, HJ only
			0 - 1600V	-

RWY		04L/22R	
2 Turbine or 3 + 4 ENG	ft - m/km	0 - 400R/800V	REDL
Other 1 + 2 ENG		0 - 500R/800V	wo LGT, HJ only
		0 - 1600V	-

Departure Procedure**Start-up/Push-back**

| Contact APN for start-up and push-back CLR.

Push-back CLR is valid for 5min.

Minimum Runway Occupancy Time (MROT)

RWY alignment shall be executed 1min after receiving ATC instruction to enter the RWY. If unable inform ATC prior to reaching the RWY HLDG point.

Intersection TKOF

Intersection TKOF is not permitted when VIS is below 2km or the movement area cannot be visual monitored by TWR controllers.

Intersection TKOF is not permitted when head wind is more than 3m/s or heavy cross wind prevails.

Intersection TKOF is not permitted with ACFT retaining any slow-down function failure.

Noise Abatement Procedure: Use ICAO Standard TKOF PROC A.

ATC Slot and Clearance**Data Link Departure Clearance (DCL)**

REQ shall be made within 30-10min before EOBT.

Report RWY designator in use and initial climb ALT to controller after successful DCL service.

De-Icing

Contact Airport Command Center before push-back for de-icing.

A380 OPS

RWY 04R/22L is the preferential RWY. RWY 04L/22R is only used for A380 alternate flights.

| TWY, D, D1-D16, E, E1-E16, K, K1, K2, M (east of M1(inclusive)), M1-M3 AVBL for A380.

Follow-me not AVBL for DEP.

REQ clearance via FREQ 121.900 before push-back.

ACFT shall stop and wait for ATC instruction at the relative RWY holding PSNs.

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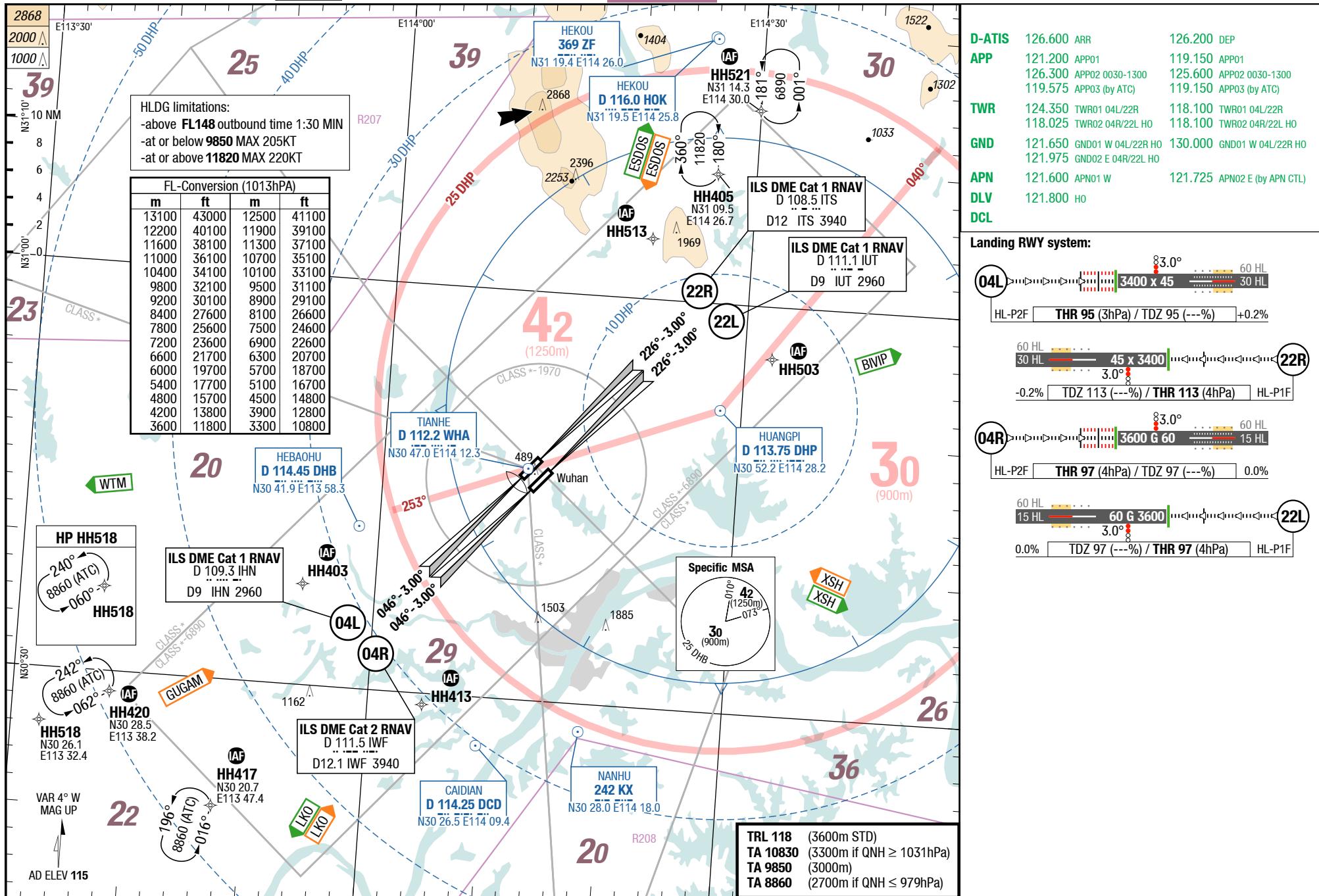
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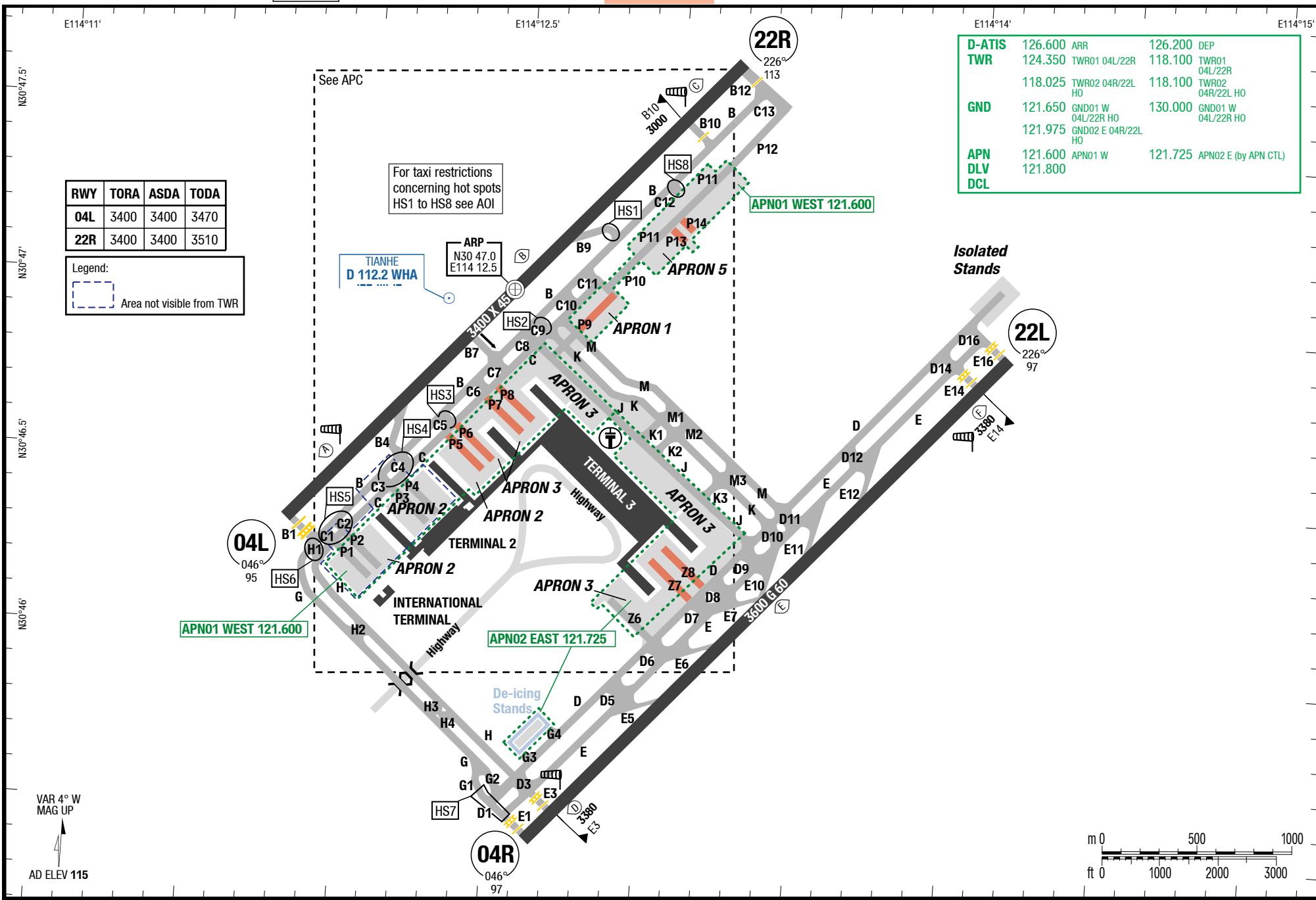
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Changes: FREQ



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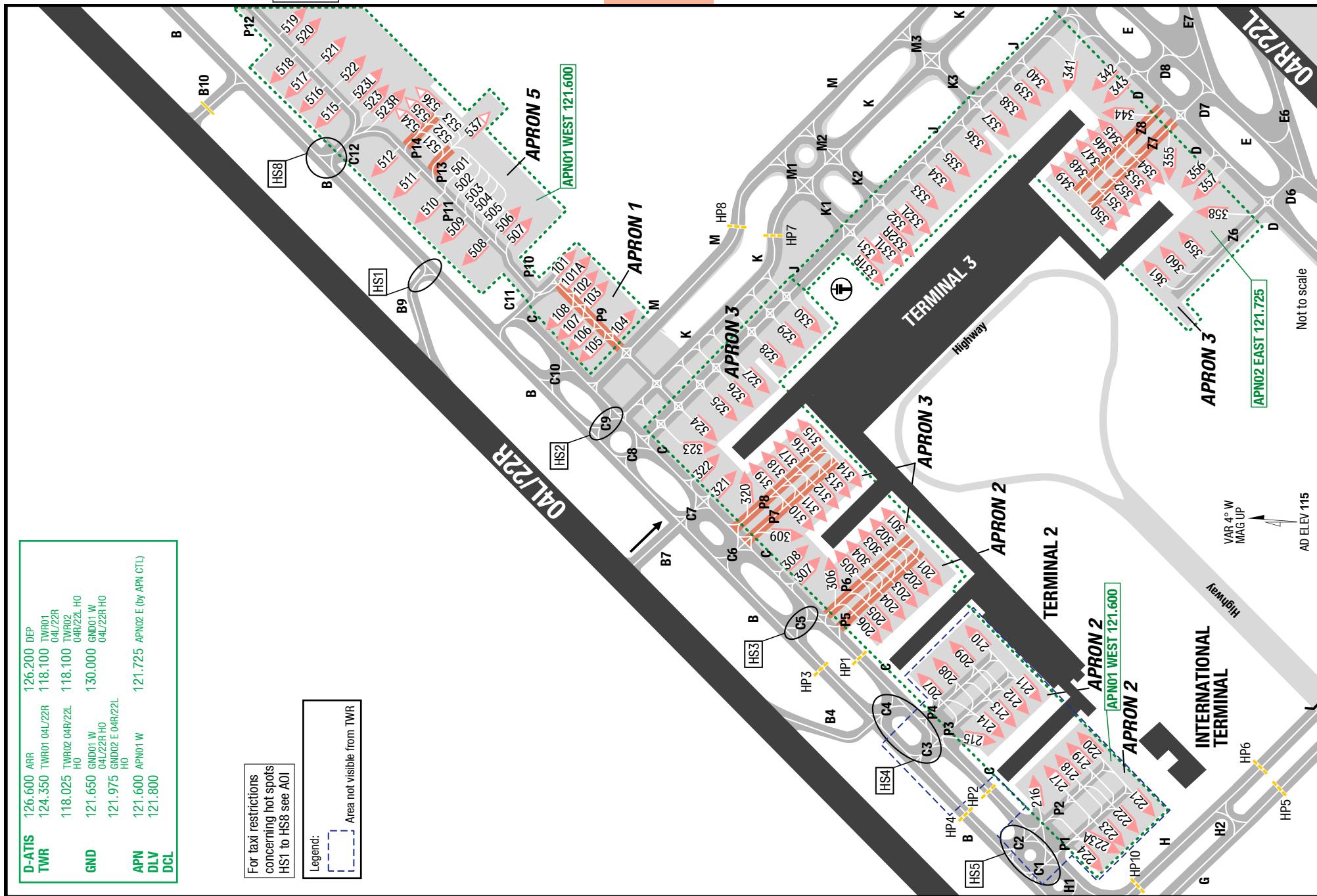
China Wuhan Tianhe

APC
NIL

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APC
NIL

3-30



Changes: FREQ, COM BDRY

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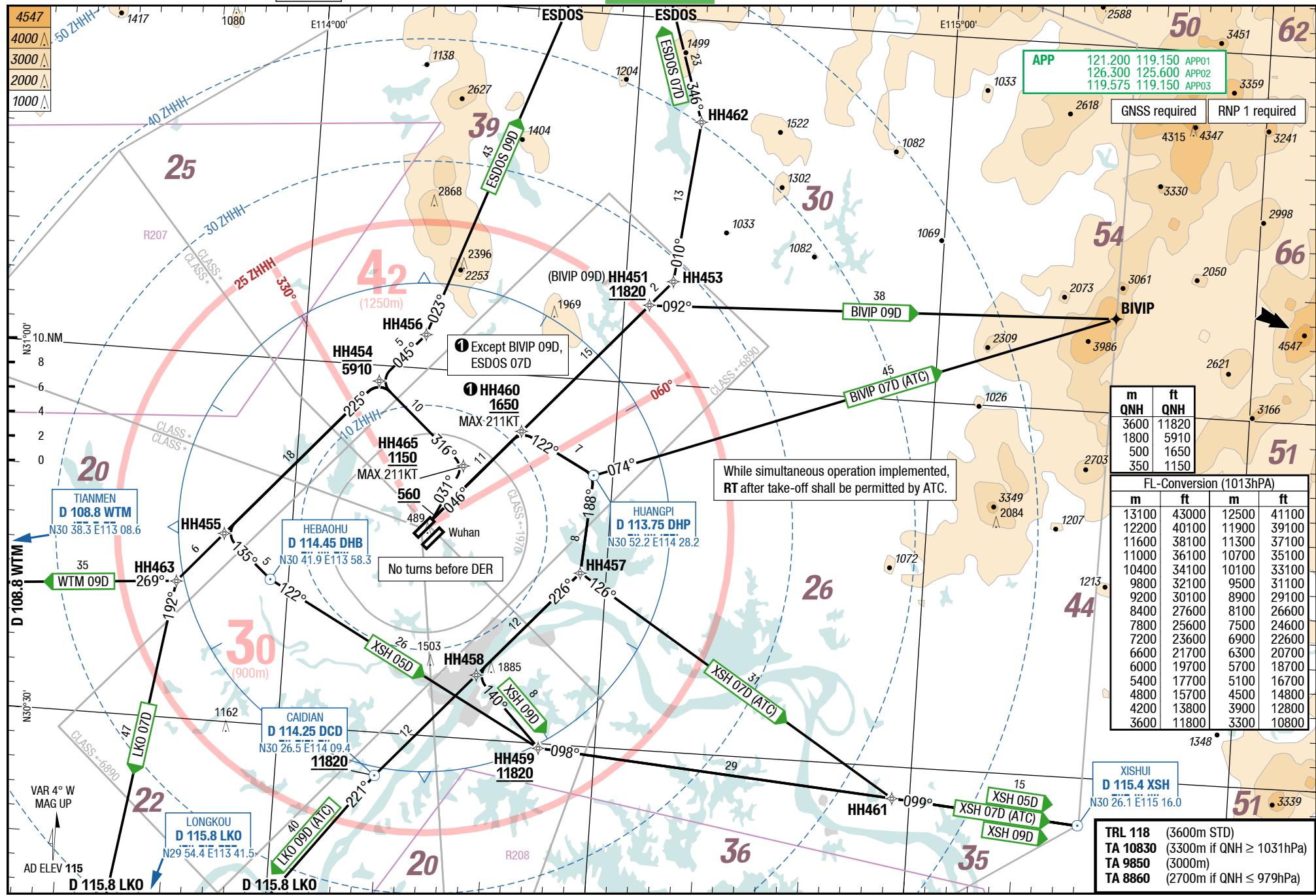
RNAV SIDs RWY 04R

RNAV SIDs RWY 04L

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RNAV SIDs RWY 04R

RNAV SIDs RWY 04L



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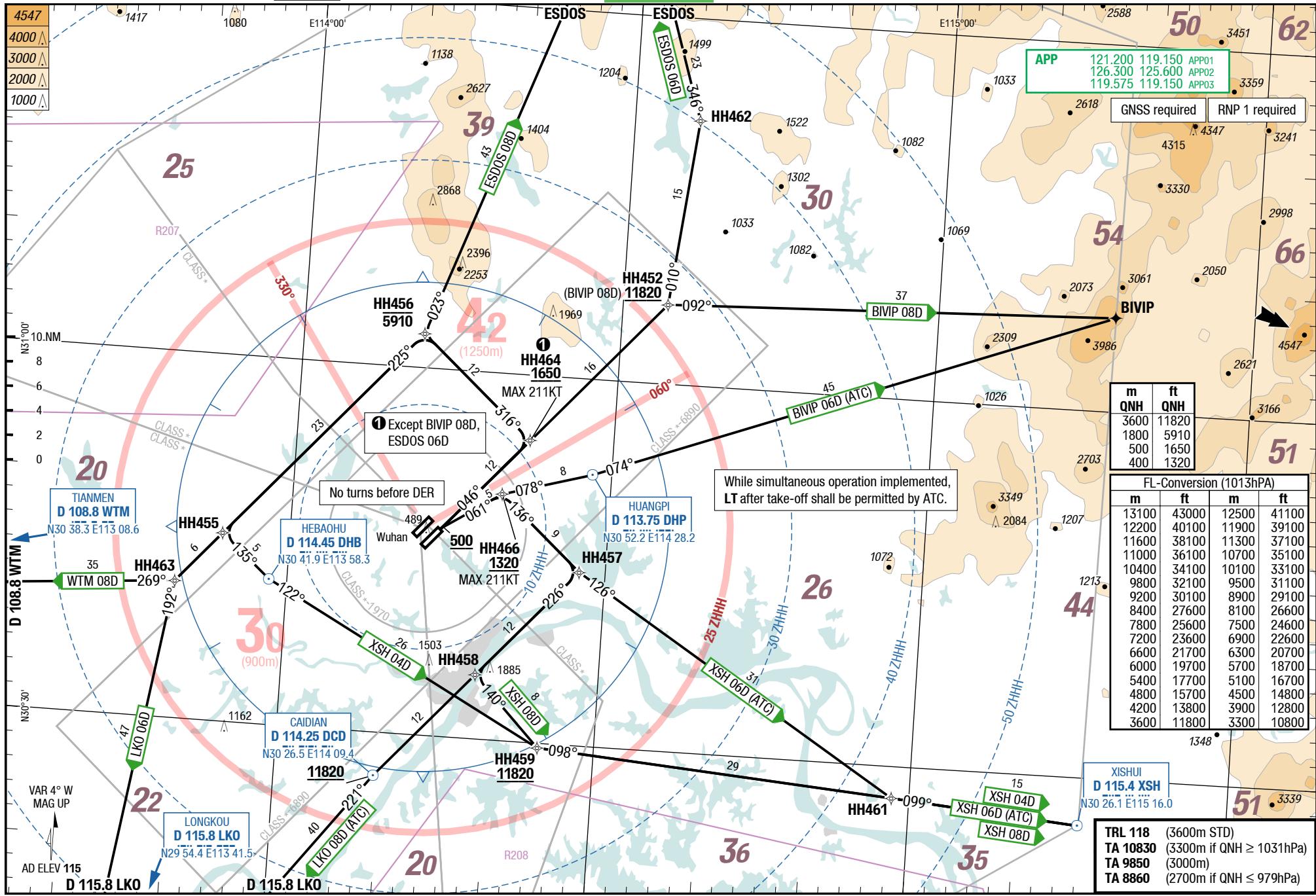
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RNAV SIDs RWY 04R

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RNAV SIDs RWY 04R



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RNAV SIDs RWY 22R

RNAV SIDs RWY 22L

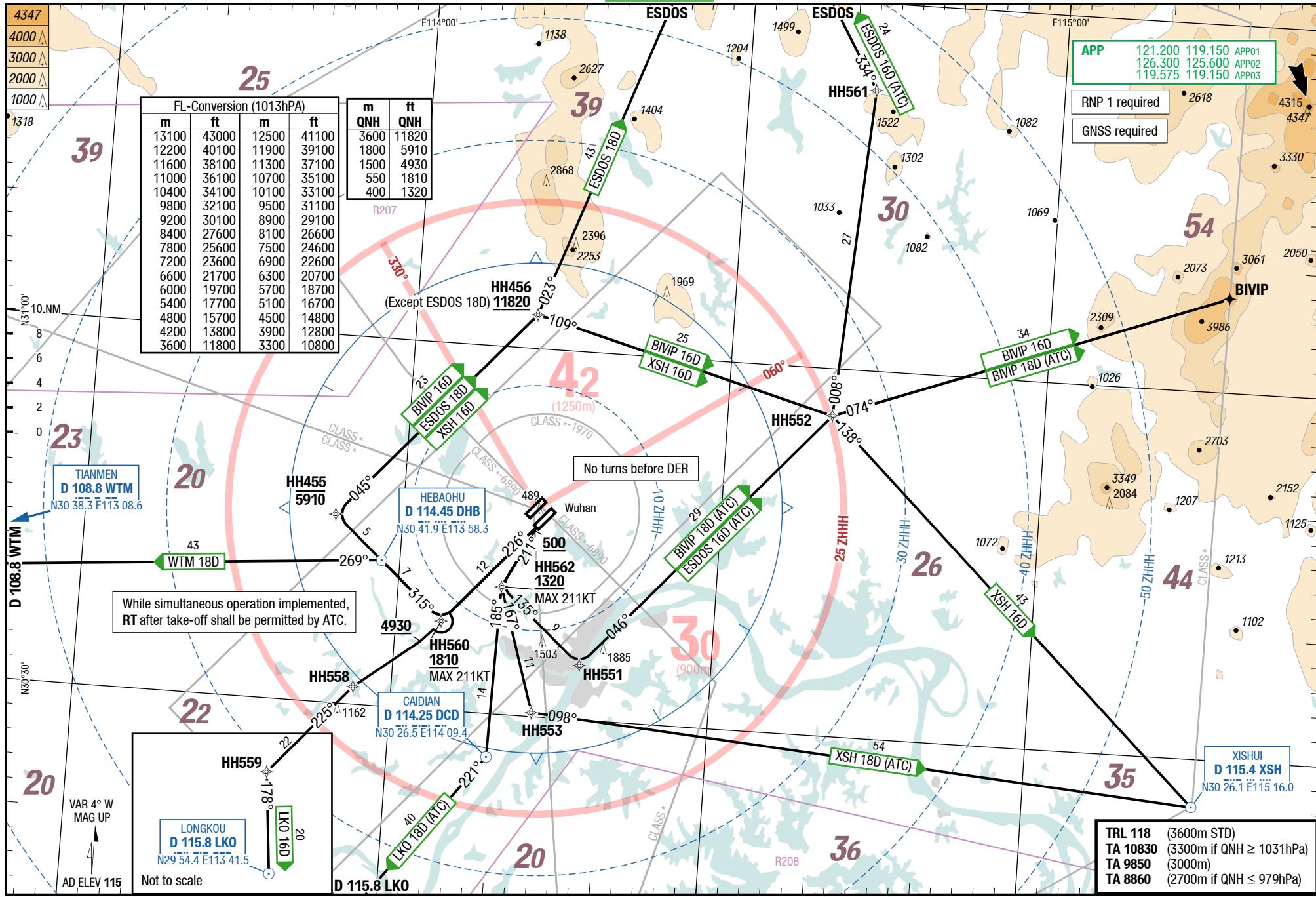
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RNAV SIDs RWY 22R

RNAV SIDs RWY 22L



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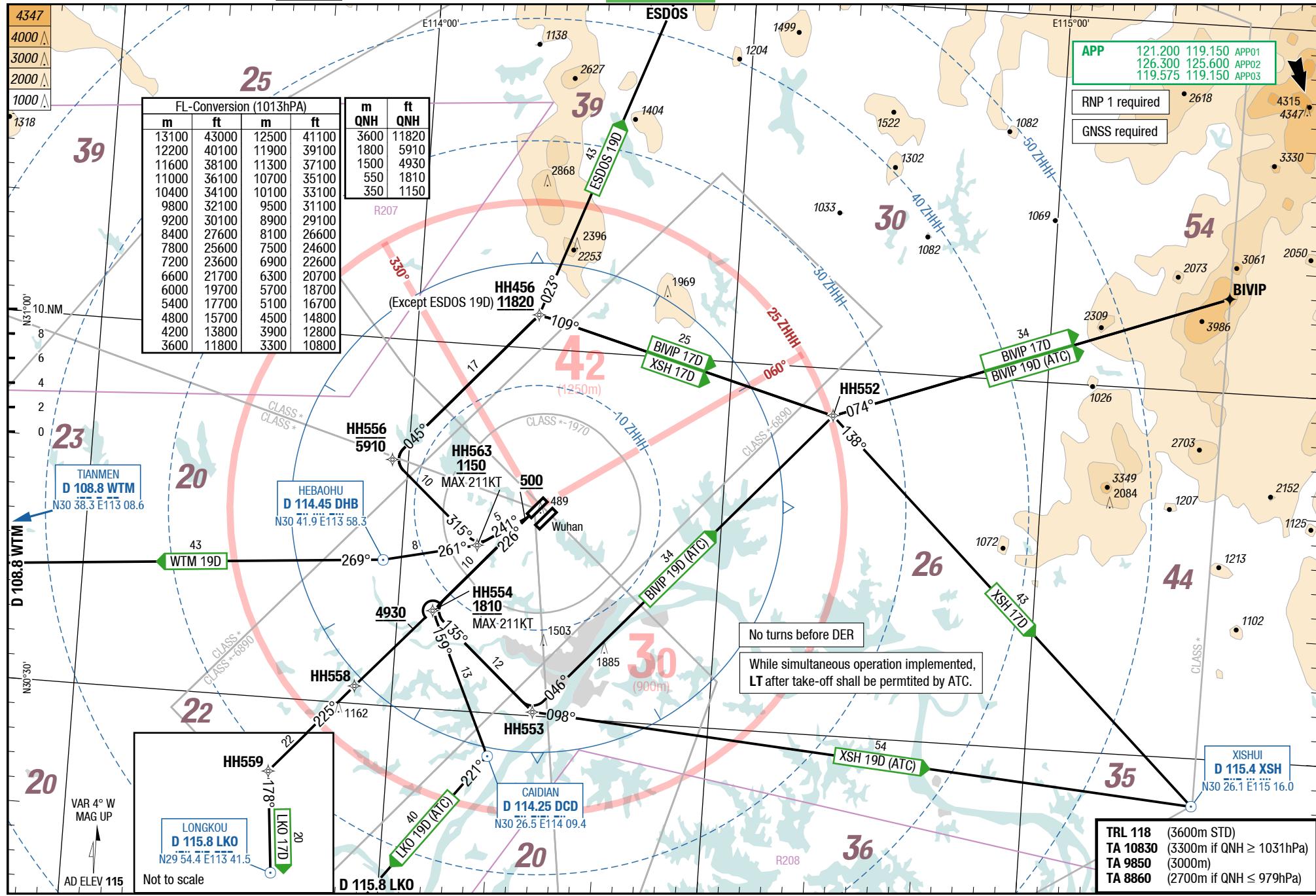
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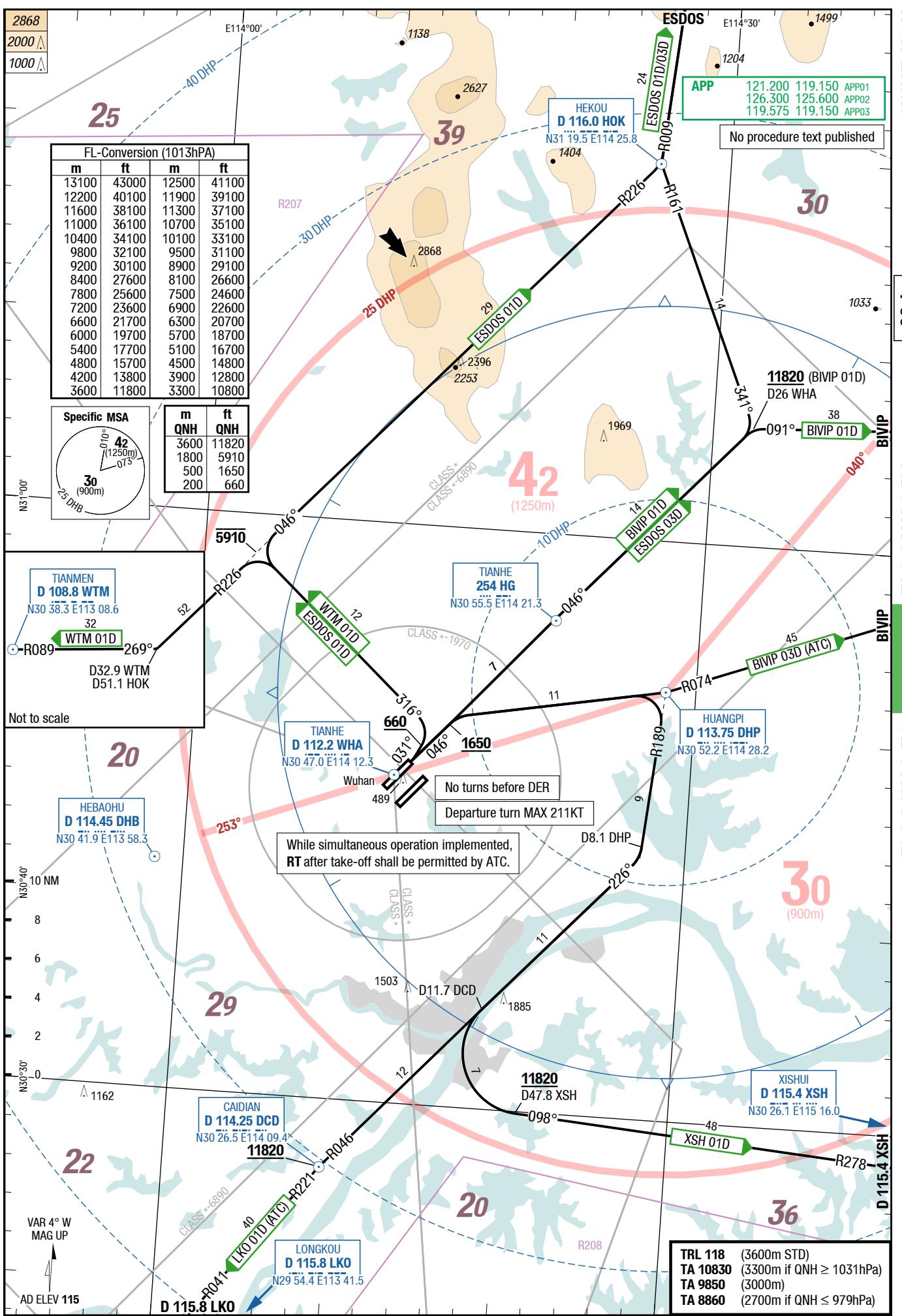
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RNAV SIDs RWY 22R



Changes: FREQ, MSA, MGA, OBST, Editorial

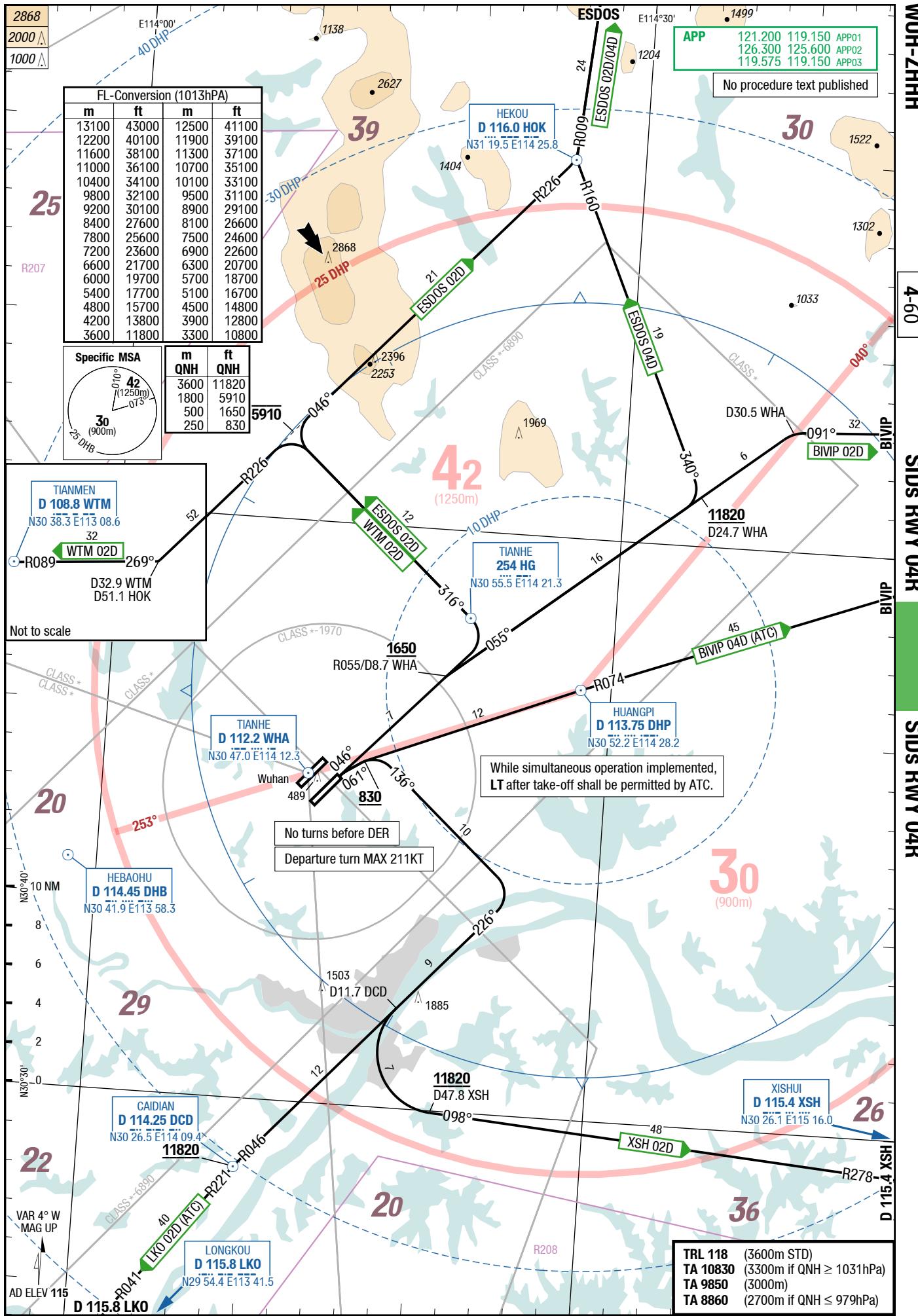


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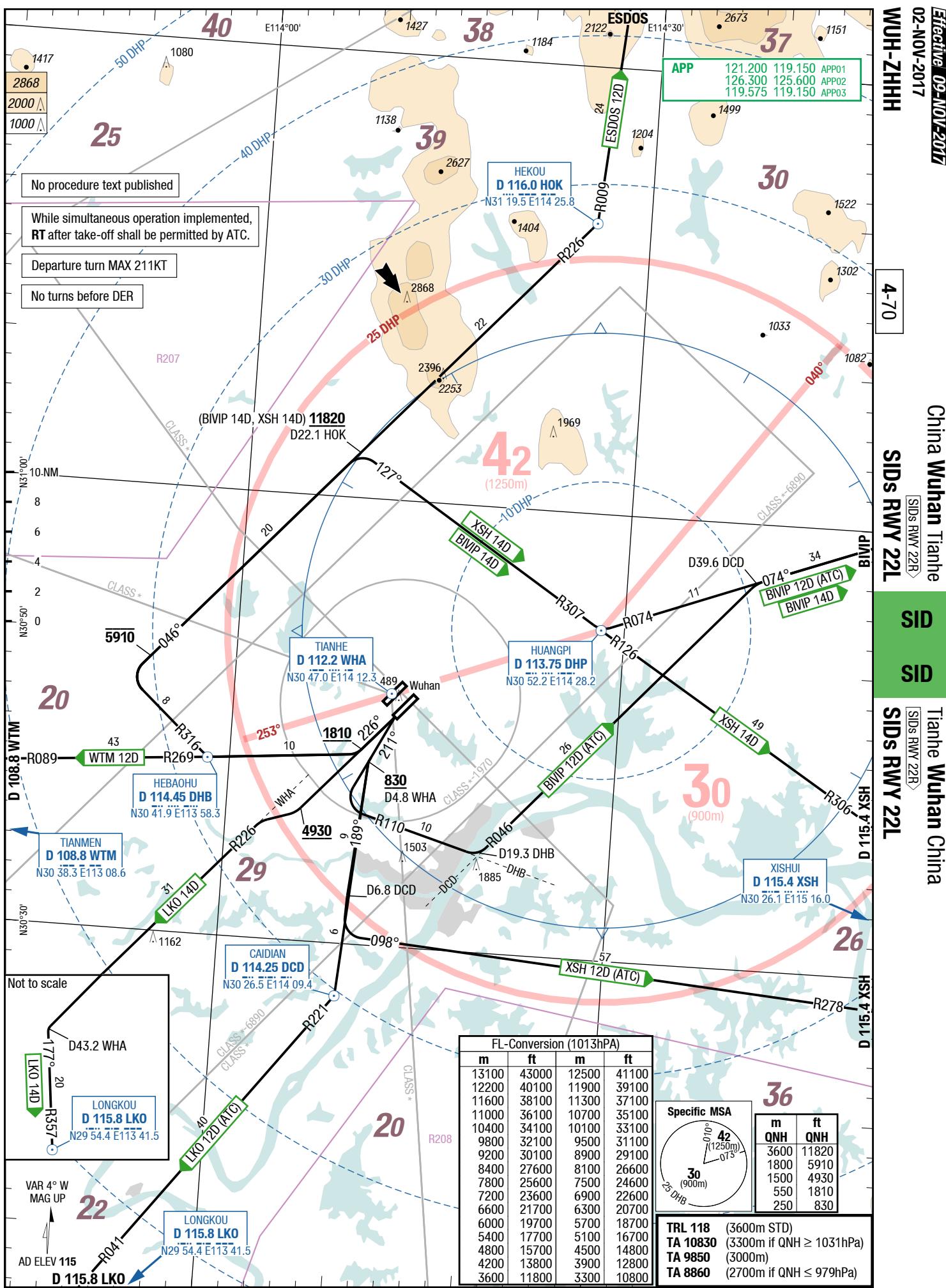
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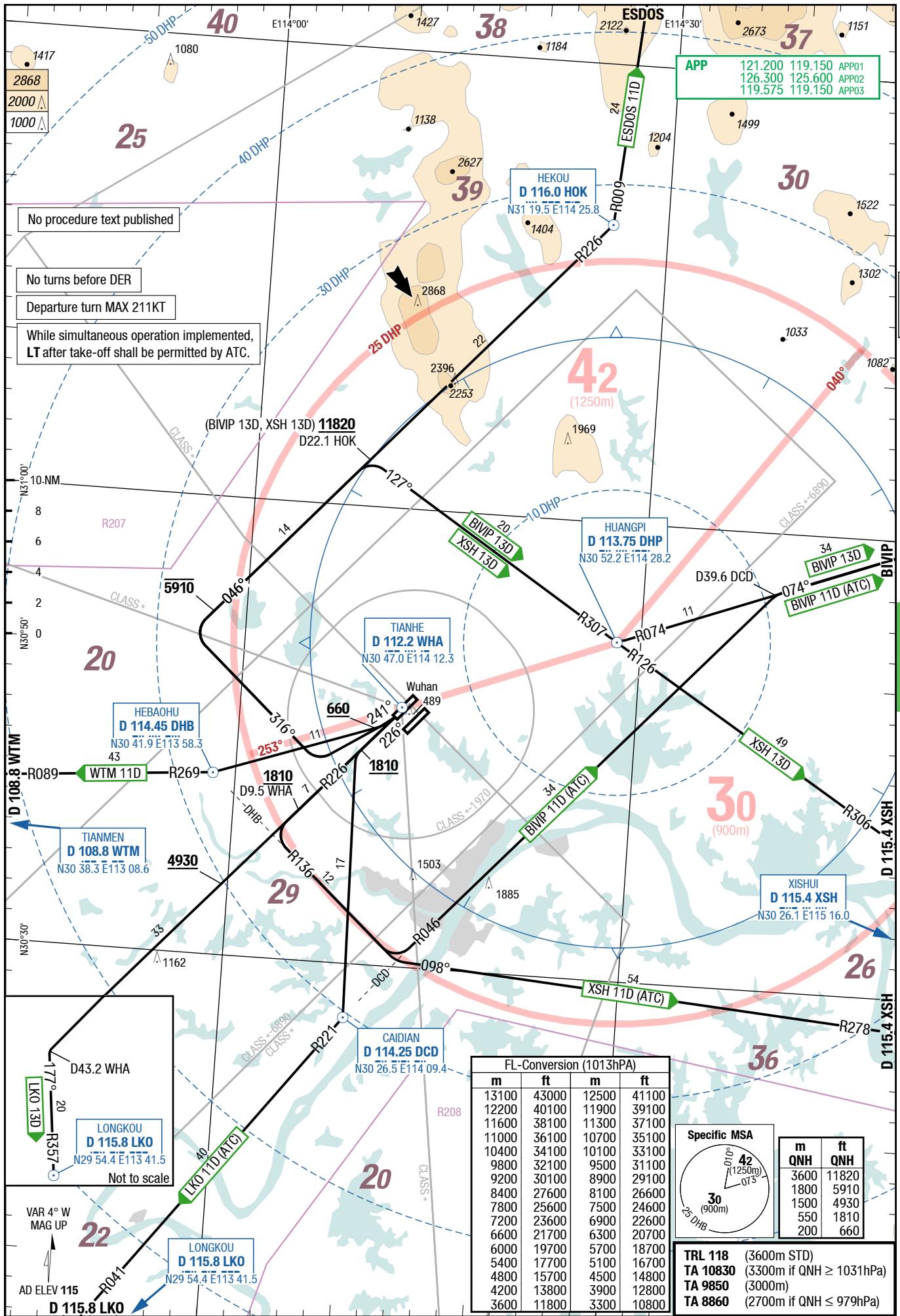
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Changes: MSA, FREQ, PROC, MGA, ALT, OBST, Editorial





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RNAV SIDs RWY 04L

**BIVIP 07D / BIVIP 09D / ESDOS 07D / ESDOS 09D / LONGKOU 07D / LONGKOU 09D /
TIANMEN 09D / XISHUI 05D / XISHUI 07D / XISHUI 09D
RWY 04L (046°)**

DESIGNATOR	ROUTING	ALTITUDES
Runway 04L		
BIVIP 07D (ATC)	046° HH460 [K211-] - DHP - BIVIP	HH460 MNM 1650
BIVIP 09D	046° HH460 - HH451 - BIVIP	HH451 MNM 11820
ESDOS 07D	046° HH460 - HH453 - HH462 - ESDOS	
ESDOS 09D	RW04L - <u>DE04L</u> - H046° [A560+] - 031° HH465 [K211-] - HH454 - HH456 - ESDOS	HH465 MNM 1150 HH454 MAX 5910
LONGKOU 07D LKO 07D	RW04L - <u>DE04L</u> - H046° [A560+] - 031° HH465 [K211-] - HH454 - HH455 - HH463 - LKO	HH465 MNM 1150 HH454 MAX 5910
LONGKOU 09D LKO 09D (ATC)	046° HH460 [K211-] - DHP - HH457 - HH458 - DCD - LKO	HH460 MNM 1650 DCD MNM 11820
TIANMEN 09D WTM 09D	RW04L - <u>DE04L</u> - H046° [A560+] - 031° HH465 [K211-] - HH454 - HH455 - HH463 - WTM	HH465 MNM 1150 HH454 MAX 5910
XISHUI 05D XSH 05D	RW04L - <u>DE04L</u> - H046° [A560+] - 031° HH465 [K211-] - HH454 - HH455 - DHB - HH459 - HH461 - XSH	HH465 MNM 1150 HH454 MAX 5910 HH459 MNM 11820
XISHUI 07D XSH 07D (ATC)	046° HH460 [K211-] - DHP - HH457 - HH461 - XSH	HH460 MNM 1650
XISHUI 09D XSH 09D	046° HH460 [K211-] - DHP - HH457 - HH458 - HH459 - HH461 - XSH	HH460 MNM 1650 HH459 MNM 11820

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RNAV SIDs RWY 04R

**BIVIP 06D / BIVIP 08D / ESDOS 06D / ESDOS 08D / LONGKOU 06D / LONGKOU 08D /
TIANMEN 08D / XISHUI 04D / XISHUI 06D / XISHUI 08D
RWY 04R (046°)**

DESIGNATOR	ROUTING	ALTITUDES
Runway 04R		
BIVIP 06D (ATC)	RW04R - <u>DE04R</u> - H046° [A500+] - 061° HH466 [K211-] - DHP - BIVIP	HH466 MNM 1320
BIVIP 08D	046° HH464 - HH452 - BIVIP	HH452 MNM 11820
ESDOS 06D	046° HH464 - HH452 - HH462 - ESDOS	
ESDOS 08D	046° HH464 [K211-] - HH456 - ESDOS	HH464 MNM 1650 HH456 MAX 5910
LONGKOU 06D LKO 06D	046° HH464 [K211-] - HH456 - HH455 - HH463 - LKO	HH464 MNM 1650 HH456 MAX 5910
LONGKOU 08D LKO 08D (ATC)	RW04R - <u>DE04R</u> - H046° [A500+] - 061° HH466 [K211-] - HH457 - HH458 - DCD - LKO	HH466 MNM 1320 DCD MNM 11820
TIANMEN 08D WTM 08D	046° HH464 [K211-] - HH456 - HH455 - HH463 - WTM	HH464 MNM 1650 HH456 MAX 5910
XISHUI 04D XSH 04D	046° HH464 [K211-] - HH456 - HH455 - DHB - HH459 - HH461 - XSH	HH464 MNM 1650 HH456 MAX 5910 HH459 MNM 11820
XISHUI 06D XSH 06D (ATC)	RW04R - <u>DE04R</u> - H046° [A500+] - 061° HH466 [K211-] - HH457 - HH461 - XSH	HH466 MNM 1320
XISHUI 08D XSH 08D	RW04R - <u>DE04R</u> - H046° [A500+] - 061° HH466 [K211-] - HH457 - HH458 - HH459 - HH461 - XSH	HH466 MNM 1320 HH459 MNM 11820

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RNAV SIDs RWY 22L

**BIVIP 16D / BIVIP 18D / ESDOS 16D / ESDOS 18D / LONGKOU 16D / LONGKOU 18D /
TIANMEN 18D / XISHUI 16D / XISHUI 18D**
RWY 22L (226°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 22L		
BIVIP 16D	226° HH560 [K211-] - HH455 - HH456 - HH552 - BIVIP	HH560 MNM 1810 HH455 MAX 5910 HH456 MNM 11820
BIVIP 18D (ATC)	RW22L - <u>DE22L</u> - H226° [A500+] - 211° HH562 [K211-] - HH551 - HH552 - BIVIP	HH562 MNM 1320
ESDOS 16D (ATC)	RW22L - <u>DE22L</u> - H226° [A500+] - 211° HH562 [K211-] - HH551 - HH552 - HH561 - ESDOS	HH562 MNM 1320
ESDOS 18D	226° HH560 [K211-] - HH455 - HH456 - ESDOS	HH560 MNM 1810 HH455 MAX 5910
LONGKOU 16D LKO 16D	H226° [A4930+ ;R] - DCT HH558 - HH559 - LKO	
LONGKOU 18D LKO 18D (ATC)	RW22L - <u>DE22L</u> - H226° [A500+] - 211° HH562 [K211-] - DCD - LKO	HH562 MNM 1320
TIANMEN 18D WTM 18D	226° HH560 [K211-] - DHB - WTM	HH560 MNM 1810
XISHUI 16D XSH 16D	226° HH560 [K211-] - HH455 - HH456 - HH552 - XSH	HH560 MNM 1810 HH455 MAX 5910 HH456 MNM 11820
XISHUI 18D XSH 18D (ATC)	RW22L - <u>DE22L</u> - H226° [A500+] - 211° HH562 [K211-] - HH553 - XSH	HH562 MNM 1320

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RNAV SIDs RWY 22R

BIVIP 17D / BIVIP 19D / ESDOS 19D / LONGKOU 17D / LONGKOU 19D / TIANMEN 19D / XISHUI 17D / XISHUI 19D

RWY 22R (226°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 22R		
BIVIP 17D	RW22R - <u>DE22R</u> - H226° [A500+] - 241° HH563 [K211-] - HH556 - HH456 - HH552 - BIVIP	HH563 MNM 1150 HH556 MAX 5910 HH456 MNM 11820
BIVIP 19D (ATC)	226° HH554 [K211-] - HH553 - HH552 - BIVIP	HH554 MNM 1810
ESDOS 19D	RW22R - <u>DE22R</u> - H226° [A500+] - 241° HH563 [K211-] - HH556 - HH456 - ESDOS	HH563 MNM 1150 HH556 MAX 5910
LONGKOU 17D LKO 17D	H226° [A4930+] - DCT HH558 - HH559 - LKO	
LONGKOU 19D LKO 19D (ATC)	226° HH554 [K211-] - DCD - LKO	HH554 MNM 1810
TIANMEN 19D WTM 19D	RW22R - <u>DE22R</u> - H226° [A500+] - 241° HH563 [K211-] - DHB - WTM	HH563 MNM 1150
XISHUI 17D XSH 17D	RW22R - <u>DE22R</u> - H226° [A500+] - 241° HH563 [K211-] - HH556 - HH456 - HH552 - XSH	HH563 MNM 1150 HH556 MAX 5910 HH456 MNM 11820
XISHUI 19D XSH 19D (ATC)	226° HH554 [K211-] - HH553 - XSH	HH554 MNM 1810

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RNAV STARs RWYs 22L/R

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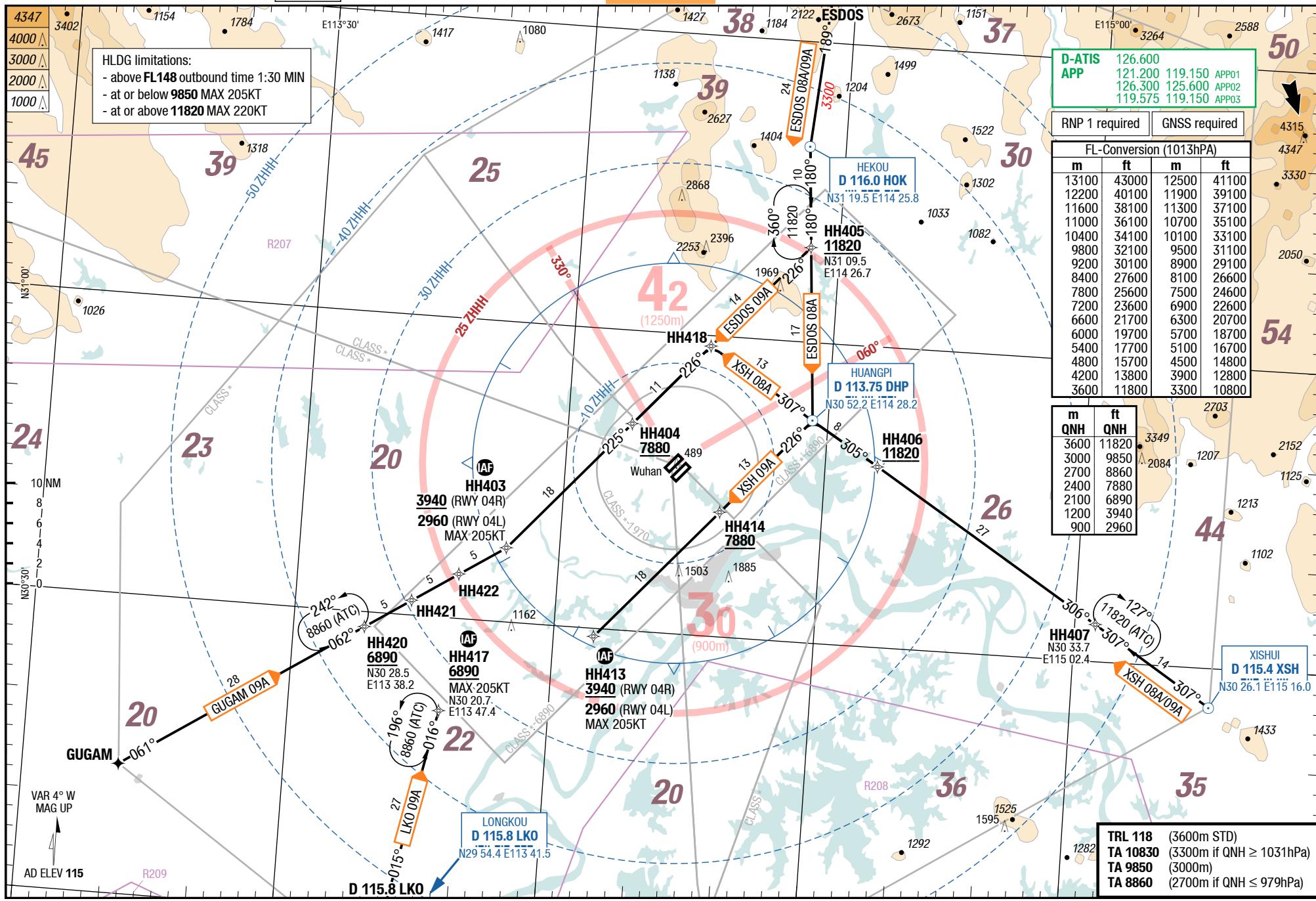
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RNAV STARs RWYs 22L/R

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RNAV STARs RWYs 04L/R



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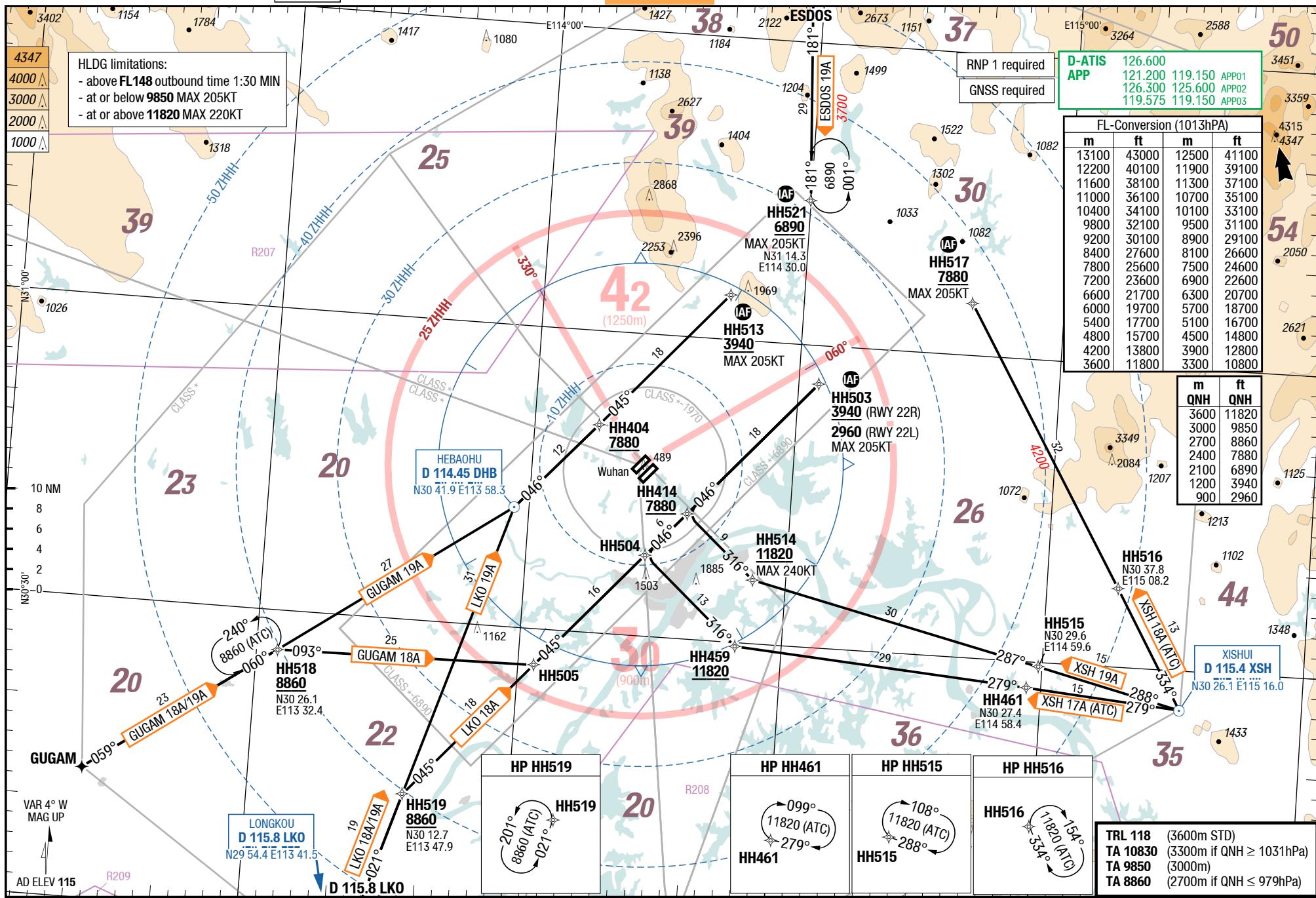
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RNAV STARs RWYs 22L/R

RNAV STARs RWYs 22L/R



Changes: FREQ, MSA, PROC, OBST, Note, HLDG, QNH Table

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STARs RWYs 22L/R

STARs RWYs 04L/R

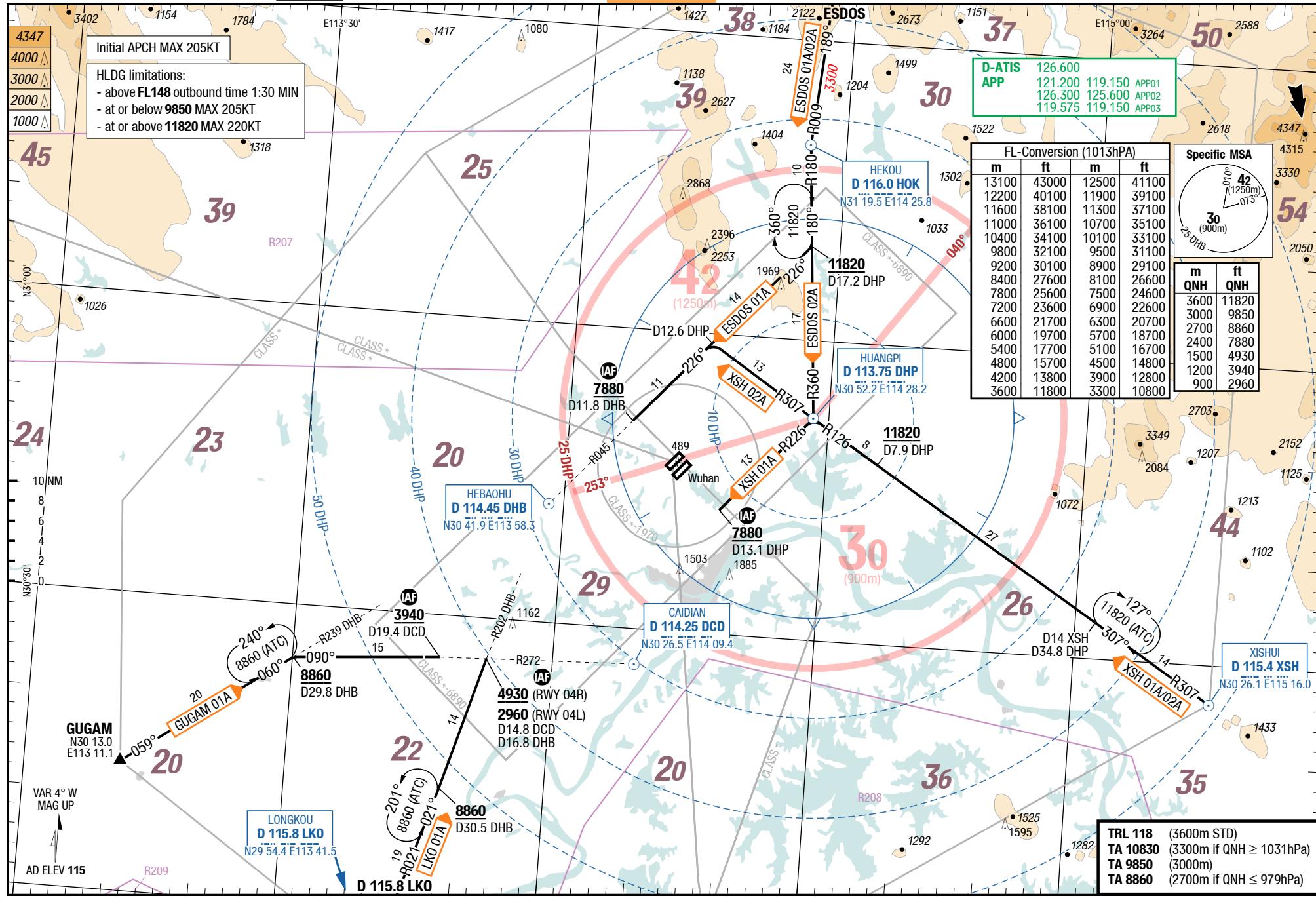
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STARs RWYs 22L/R

STARs RWYs 04L/R



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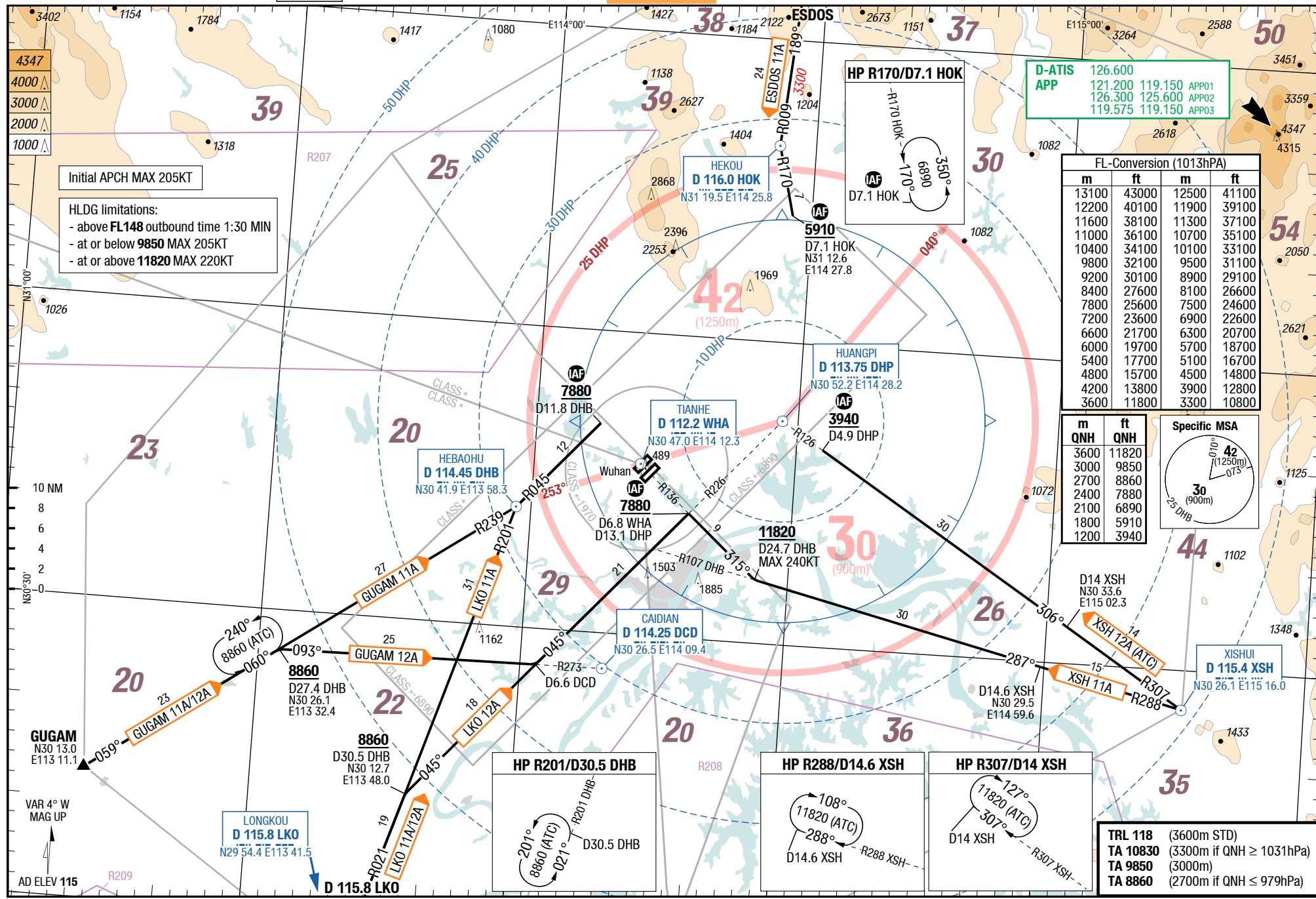
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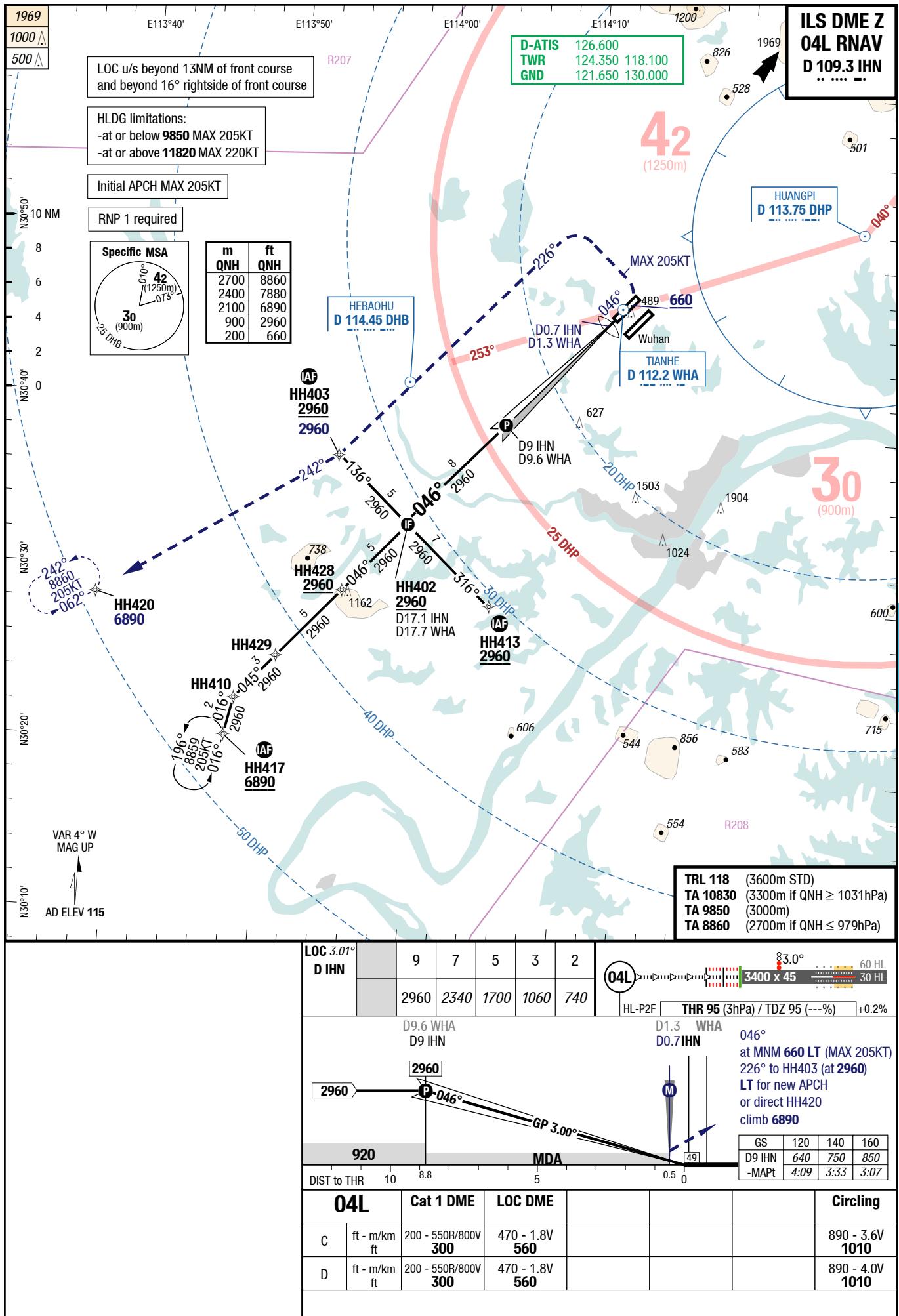
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STARs RWYs 22L/R

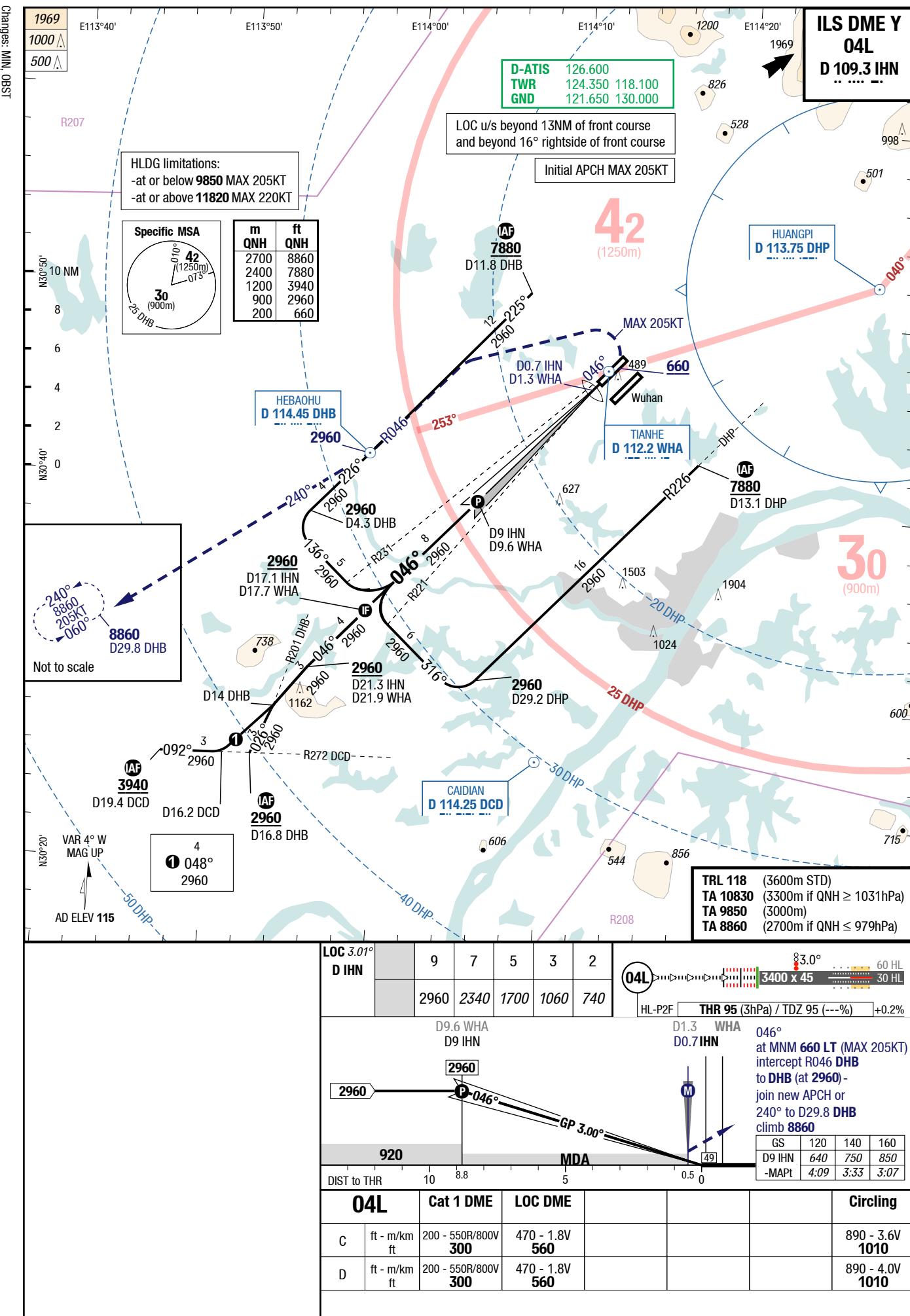
STARs RWYs 22L/R





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IAC
IACILS DME Y 04L
Tianhe Wuhan ChinaILS DME Y
04L
D 109.3 IHN

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ILS DME Z 04R RNAVIAC
IACTianhe Wuhan China
ILS DME Y 04R
ILS DME Z 04R RNAV

**ILS DME Z
04R RNAV
D 111.5 IWF**

D-ATIS 126.600
TWR 118.025 118.100
GND 121.975

Initial APCH MAX 205KT
RNP 1 required

42
(1250m)

HLDG limitations:
-at or below 9850 MAX 205KT
-at or above 11820 MAX 220KT

Specific MSA
42 (1250m)
30 (900m)
15 DHB

m QNH	ft QNH
2700	8860
2400	7880
2100	6890
1200	3940
900	2960
250	830

HEBAOHU
D 114.45 DHBHH403
3940HH415
3940

HH416

HH417
6890
6890D12.1 IWF
D12.9 WHAD16.9 IWF
D17.7 WHACAIDIAN
D 114.25 DCD

2960

544

606

856

554

583

R208

1904

10 NM

1000

500

826

528

E113°40'

E113°50'

E114°00'

E114°10'

E114°20'

R207

1904

1000

500

826

528

E113°40'

E113°50'

E114°00'

E114°10'

E114°20'

R207

1904

1000

500

826

528

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R207

1904

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528

E113°40'

E113°50'

E114°00'

E114°10'

E114°20'

R207

1904

1000

500

826

528

E113°40'

E113°50'

E114°00'

E114°10'

E114°20'

R207

1904

1000

500

826

528

E113°40'

E113°50'

E114°00'

E114°10'

E114°20'

R207

1904

1000

500

826

528

E113°40'

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E113°40'

E113°50'

E114°00'

E114°10'

E114°20'

R207

ILS DME Y 04R
D 111.5 IWF

501

D-ATIS 126.600
TWR 118.025 118.100
GND 121.975

HLDG limitations:
-at or below 9850 MAX 205KT
-at or above 11820 MAX 220KT

Initial APCH MAX 205KT

MAX 205KT

R226 DHP

226°

830

046°

226°

IAF 7880

D13.1 DHP

1503

20DHP

1904

1024

16

627

1162

10

738

3940

D16.9 IWF

D17.7 WHA

4930

(if used as IAF)

D16.8 DHB

D14.8 DCD

092°

3940

D19.4 DCD

046°

40 DHP

VAR 4° W

MAG UP

AD ELEV 115

290 DHP

Not to scale

8860

D30.5 DHB

D23.1 DCD

201°

202°

203°

204°

205°

206°

207°

208°

209°

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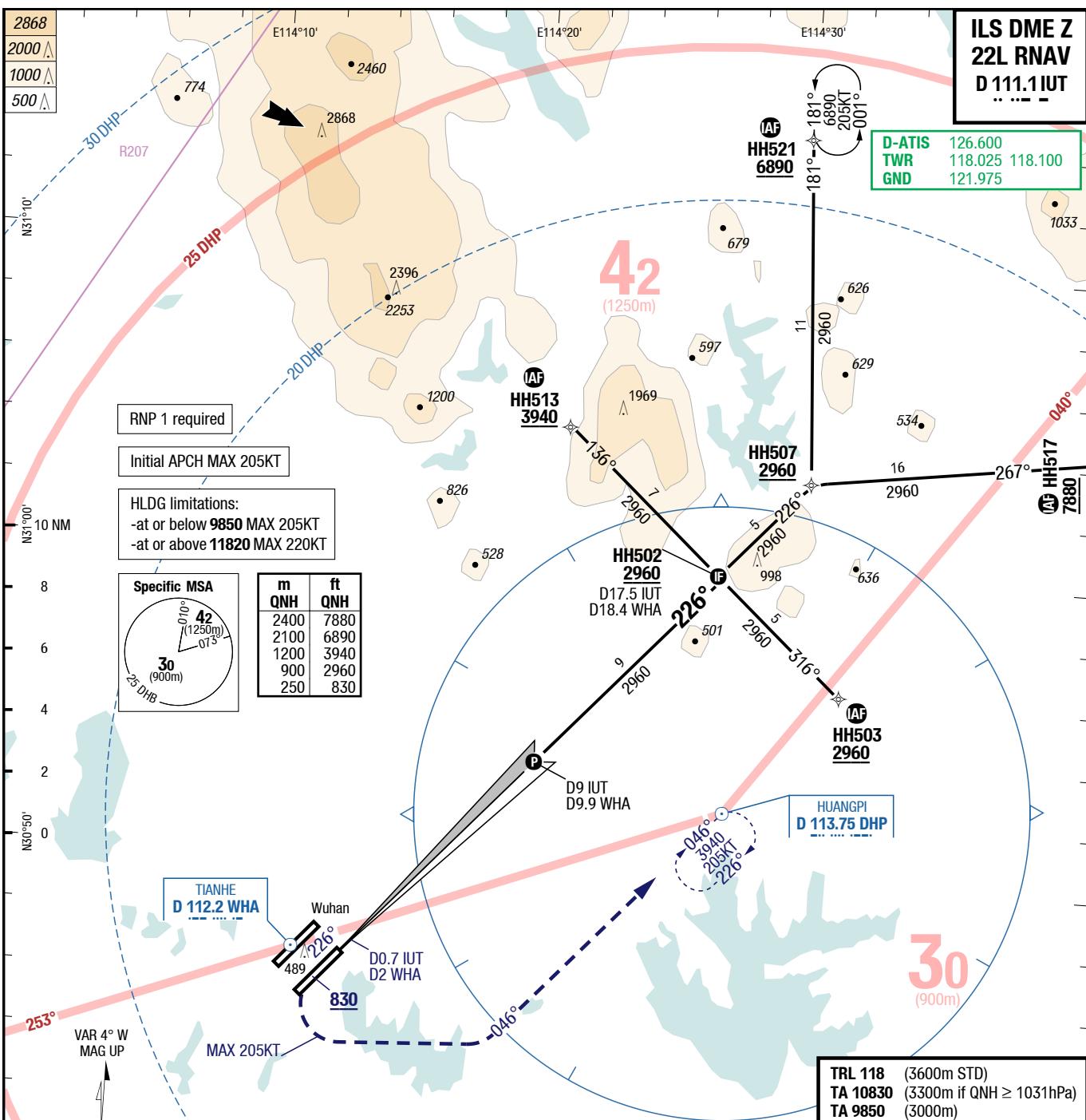
WUH-ZHHH

7-50

ILS DME Z 22L RNAV

IAC
IACTianhe Wuhan China
ILS DME Y 22L
ILS DME Z 22L RNAVILS DME Z
22L RNAV
D 111.1 IUTD-ATIS 126.600
TWR 118.025 118.100
GND 121.975

Changes: MIN



60 HL
15 HL
3.0°
0.0% TDZ 97 (---%) / THR 97 (4hPa) HL-P1F

2	3	4	5	7	9
740	1060	1380	1700	2340	2960

226° at MNM 830 LT (MAX 205KT)
046° to DHP climb 3940

GS	120	140	160
D9 IUT	640	750	850
-MAPt	4:09	3:33	3:07

22L Cat 1 DME LOC DME MDA DIST to THR Circling

C	ft - m/km ft	200 - 550R/800V 300	450 - 1.7V 550				890 - 3.6V 1010
D	ft - m/km ft	200 - 550R/800V 300	450 - 1.7V 550				890 - 4.0V 1010

Effective 04-JAN-2018

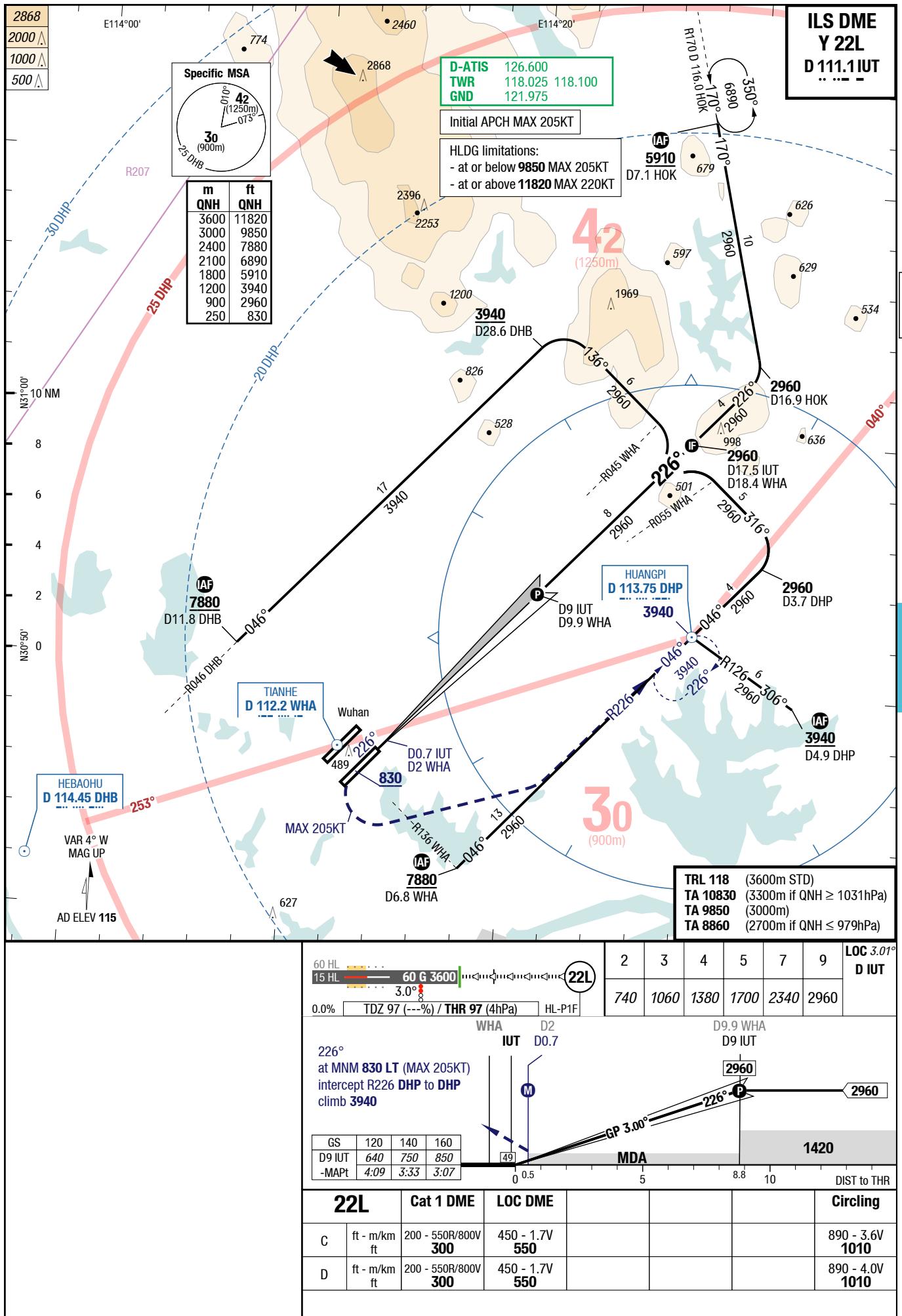
WUH-ZHH

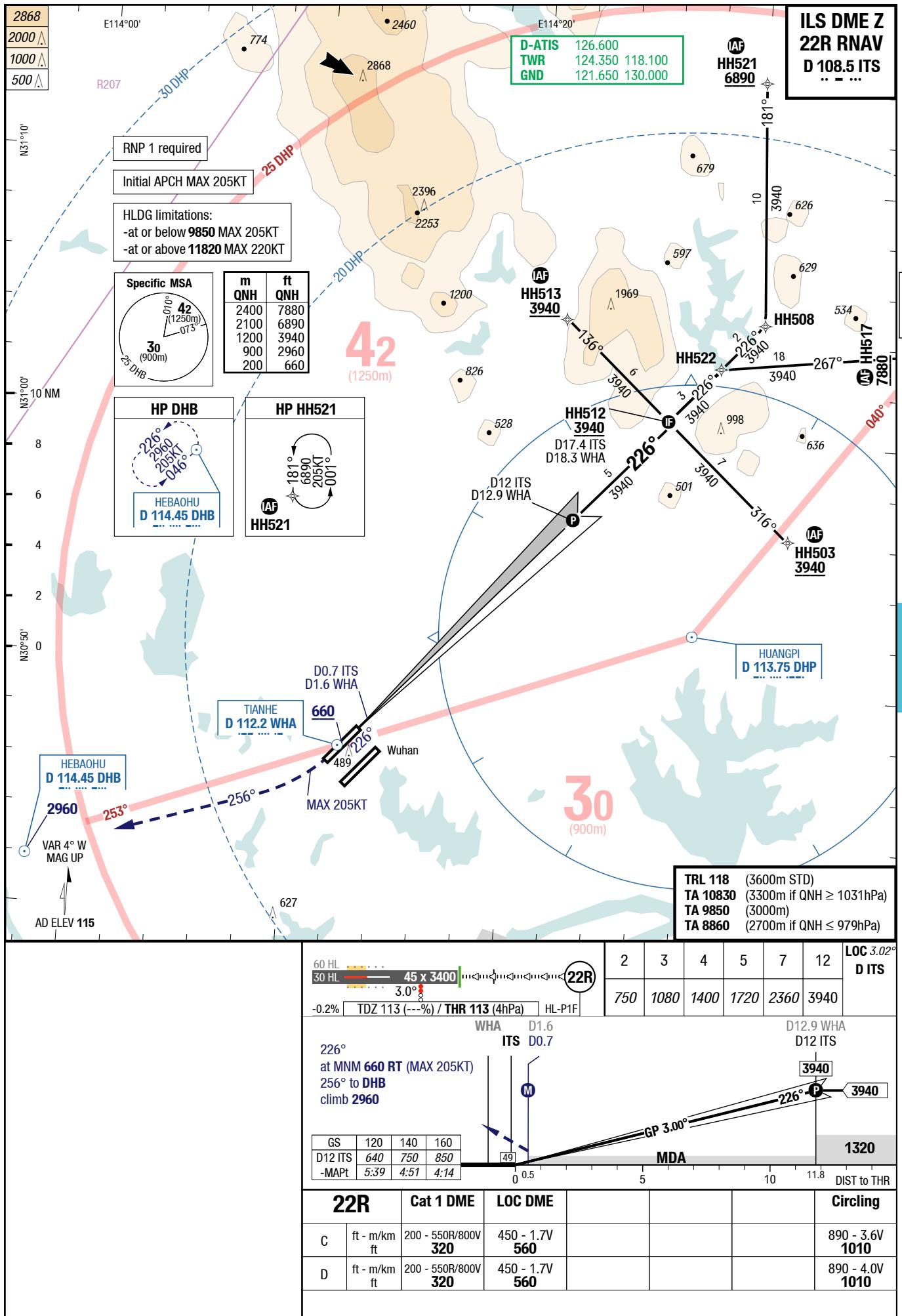
7-60

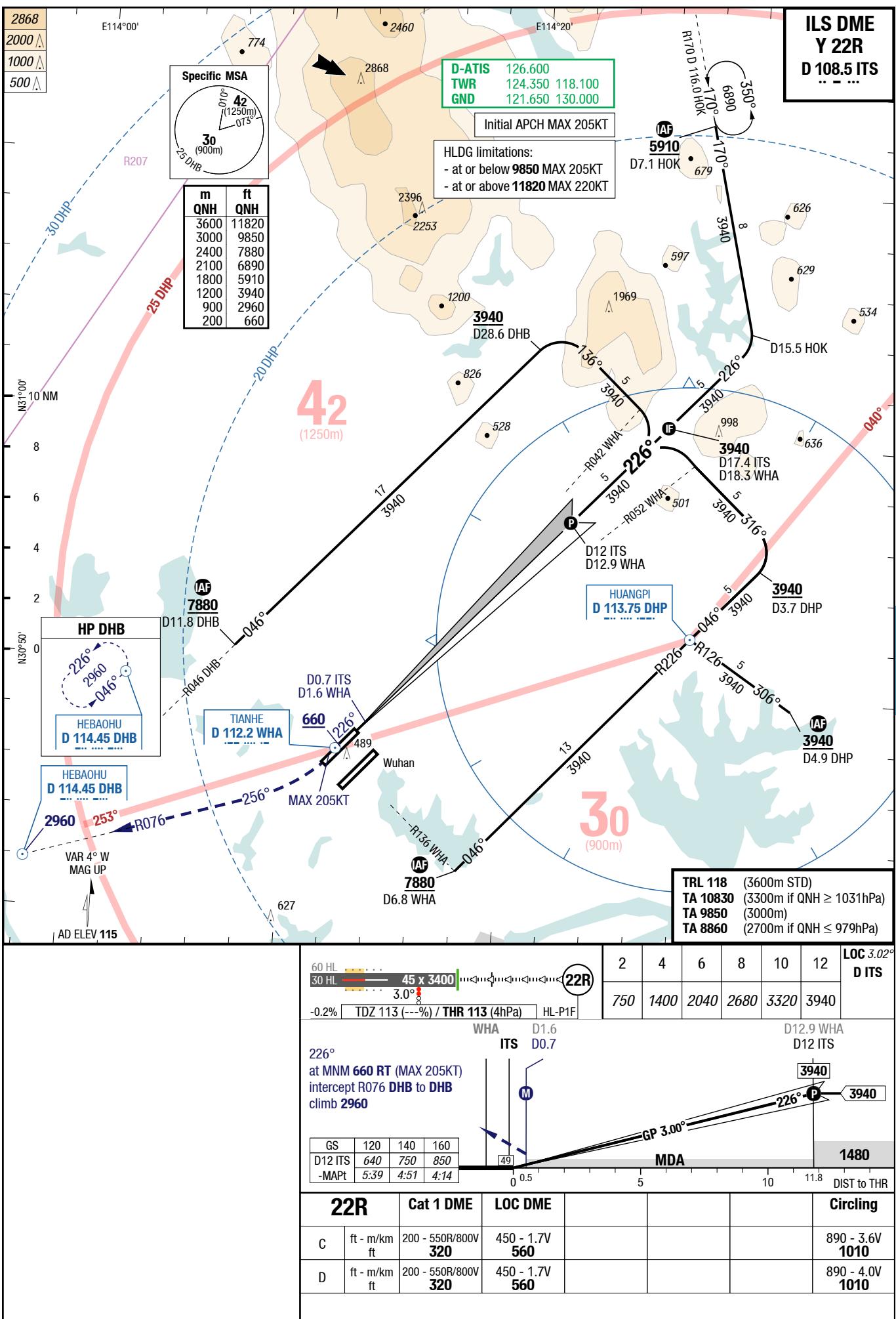
China Wuhan Tianhe

IAC

Tianhe Wuhan China







Effective 30-MAR-2017

23-MAR-2017

WUH-ZHHH

China Wuhan Tianhe

Tianhe Wuhan China

MRC

MRC

8-10

