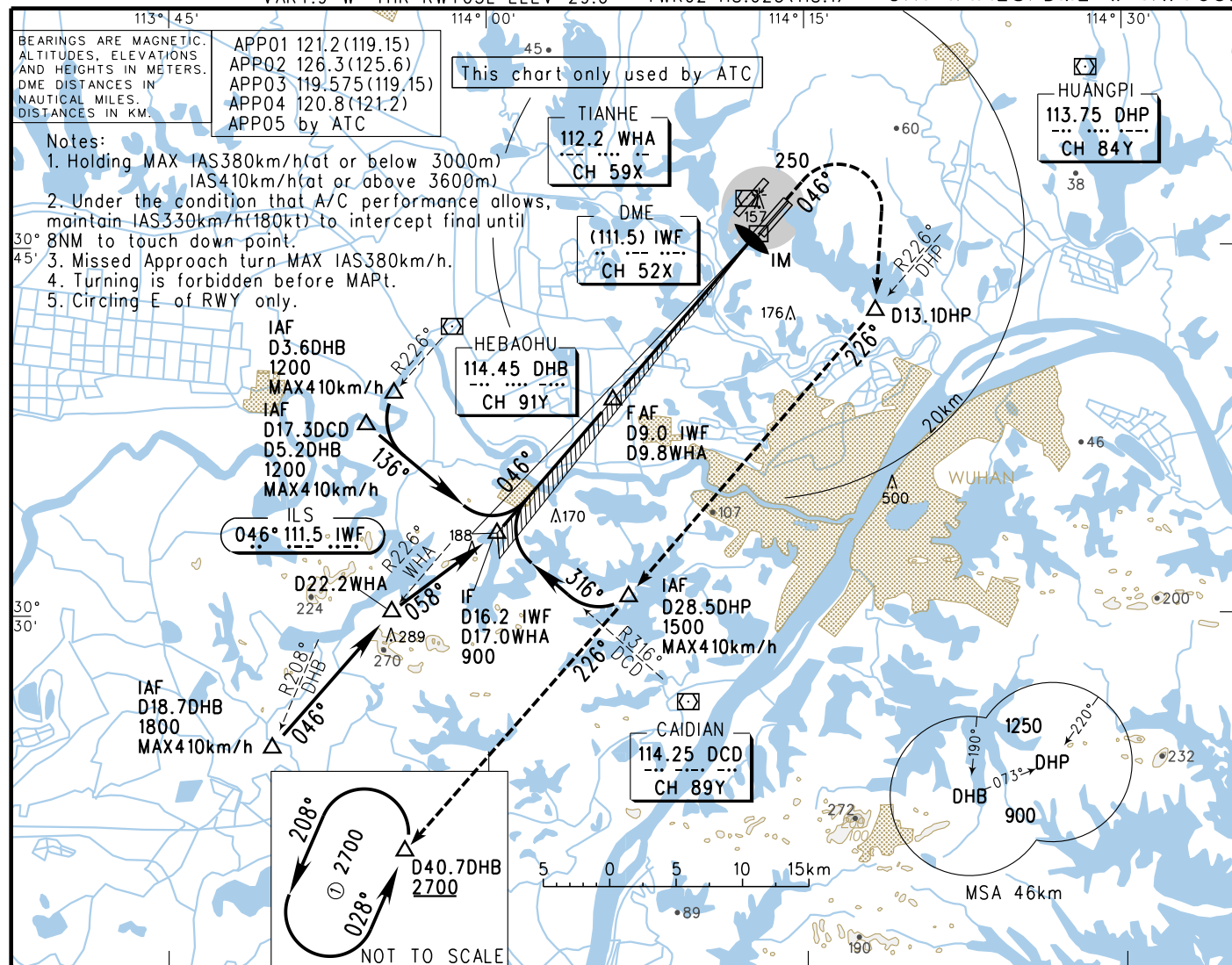


# INSTRUMENT APPROACH CHART - ICAO

VAR4.9° W AERODROME ELEV 34.5 D-ATIS(ARR) 126.6  
THR RWY05L ELEV 29.6 TWR02 118.025(118.1)

**ZHHH WUHAN/Tionhe**  
CAT-I/II ILS/DME w RWY05L

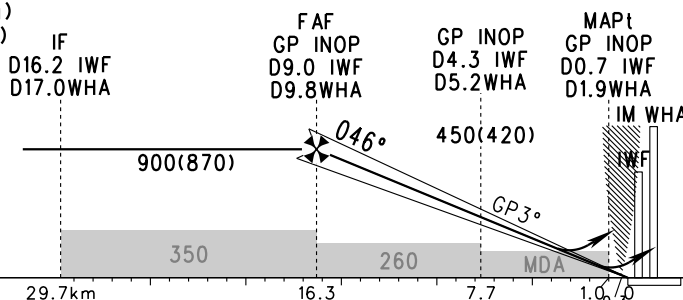


GP INOP	DME (IWF) (NM)	8	7	6	5	4	3	2
	ALT (m)	805	708	611	514	417	320	223

TL 3600  
TA 3000  
3300(QNH  $\geq 1031\text{hPa}$ )  
2700(QNH  $\leq 979\text{hPa}$ )

## MISSED APPROACH

Climb straight ahead to 250, turn RIGHT to R226°/D13.10DHP, then fly on R226°DHP to R226°/D28.5DHP at 1500, join in the approach procedure, or fly on track 226° to D40.7DHB at 2700 or above, join in the holding pattern, or by ATC.



		A	B	C	D
ILS/DME	DA(H) RVR/VIS	90(60) 550/800			
GP INOP	MDA(H) VIS	210(181) 2600			
CIRCLING	MDA(H) VIS	250(216) 3300	305(271) 4000	305(271) 4600	
ILS CAT II					
Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH	
A,B,C	(30)	(31)	RVR300	RVR300	
D	(30)	(31)	RVR300	RVR350	

FAF-MAPt(GP INOP) 15.3km						
GS in kt	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:12	4:57	4:08	3:32	3:06	2:45
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

• HUD Special CAT I: (DH)(45),(RA)(46),RVR450.  
 HUD Special CAT II: (DH)(30),(RA)(31),RVR350.  
*Changes: New chart.*