

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZHHH

Terminal Charts For ZHHH

Revision Letter For Cycle 11-2024

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: 2121 Z  
Sunset: 1121 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: 126.200 Departure Service

ATIS: 131.450

ATIS: 126.600 Arrival Service

Wuhan Tower: 124.350

Wuhan Tower: 118.025

Wuhan Tower: 118.100 Secondary

Wuhan Ground: 121.650

Wuhan Ground: 121.975

Wuhan Ground: 130.000 Secondary

Wuhan Apron Ramp/Taxi: 121.725

Wuhan Apron Ramp/Taxi: 121.600

Wuhan Clearance Delivery: 121.800

Wuhan Approach: 125.600 Secondary

Wuhan Approach: 119.150 Secondary

Wuhan Approach: 119.575

Wuhan Approach: 126.300

Wuhan Approach: 120.800

Wuhan Approach: 121.200

ZHHH/WUH  
TIANHE

JEPPESEN

WUHAN, PR OF CHINA

12 APR 24

10-1P

Eff 17 Apr 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 215, 216, 306 thru 309, 320 thru 323, 341 thru 344 and 355 thru 358) on apron 1, 2, 3 and 5 can be used for engine idle test.

Engine run-ups are strictly forbidden at other stands.

Stand 613 and run-up stand of China Eastern Apron is available for fast engine run-ups.

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 RVR 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		

ZHHH/WUH  
TIANHE

JEPPESEN

WUHAN, PR OF CHINA

12 APR 24

10-1P1

Eff 17 Apr 1600Z

AIRPORT BRIEFING

**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.

**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.

ZHHH/WUH  
TIANHE

JEPPESEN

WUHAN, PR OF CHINA

10 MAY 24

10-1P2

Eff 15 May 1600Z

AIRPORT BRIEFING

**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.

When B777-200F taxiing on TWY B and TWY C, maximum taxiing weight shall be less than 325600kg.

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, P1 (Northeast of stand 224), P2, P9 thru P12, Z6, Z9 and Z16 are restricted to ACFT with wingspan less than 213'/65m.

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

TWYs P5 thru P8, Z7, Z8 and Z18 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, 120, 501 thru 505, 532 and 533.

Tow out required on stands 611 thru 615 and run-up stand of China Eastern apron. Stand 223A is only available for A380 alternate flights.

ACFT (except ACFT type A380) on stands should close APU and use ground power unit and ground 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.

ZHHH/WUH  
TIANHE

JEPPESSEN

WUHAN, PR OF CHINA

10 MAY 24

10-1P3

Eff 15 May 1600Z

AIRPORT BRIEFING

## 2. ARRIVAL

### 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

Requirements except for wet or contaminated RWY:

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

#### 2.3.1. RNAV 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.

#### 2.3.2. DEPENDENT PARALLEL INSTRUMENT APPROACH

Dependent parallel instrument approach is implemented for RWY 04L/04R and RWY 22L/22R. Operation time of the dependent parallel instrument approach is determined by ATC according to traffic flow in the airspace.

The assignment for landing RWYs is as follows:

- ACFT from the direction of ENLAB and WTM are defaulted to use RWY 04L/22R, while those ACFT from the direction of UPMAT and XSH are defaulted to use RWY 04R/22L. The specific RWY assignment corresponding arrival procedures shall follow ATC instructions.

In the event of turbulence, wind shear, strong crosswinds or other phenomenon that causing ACFT to deviate from the LOC or ACFT cross the LOC but deviate from it, flight crew shall immediately report to air traffic controller.

Flight crews must strictly follow the standard missed approach procedures issued by the air traffic controller or follow the controller's guidance. ACFT implementing a missed approach is strictly forbidden to turn to another RWY.

If any landing ACFT cannot implement the standard missed approach procedure because of weather condition, flight crew shall immediately report to air traffic controller.

### 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.

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.

ZHHH/WUH  
TIANHE

JEPPESEN

WUHAN, PR OF CHINA

17 MAR 23

10-1P4

Eff 22 Mar 1600Z

AIRPORT BRIEFING

### 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.





**WUHAN, PR OF CHINA**  
**RNAV STAR**

D-ATIS  
 126.6  
 Apt Elev  
 113

Alt Set: hPa Trans level: FL118

RNP 1 GNSS

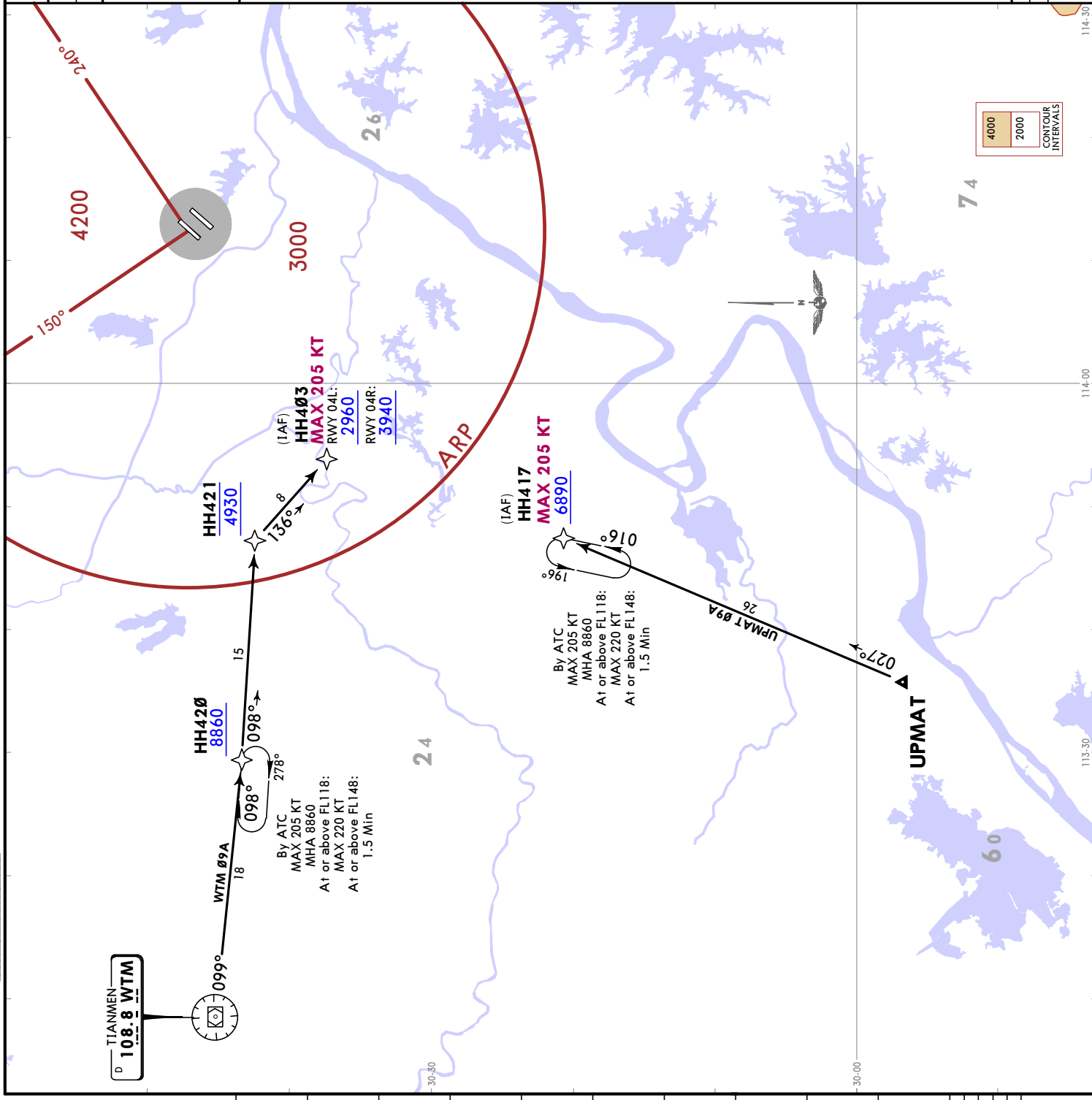
**UPMAT 09A [UPM09A]**  
**WTM 09A [WTM09A]**  
**RNP ARRIVALS**  
**(RWYS 04L/R)**

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
6890'	- 2100m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m

STAR	ROUTING
<b>UPMAT 09A</b>	UPMAT - HH417 (K205; 6890+).
<b>WTM 09A</b>	WTM - HH420 (8860+) - HH421 (4930) - HH403 (K205; 04L: 2960+; 04R: 3940+).



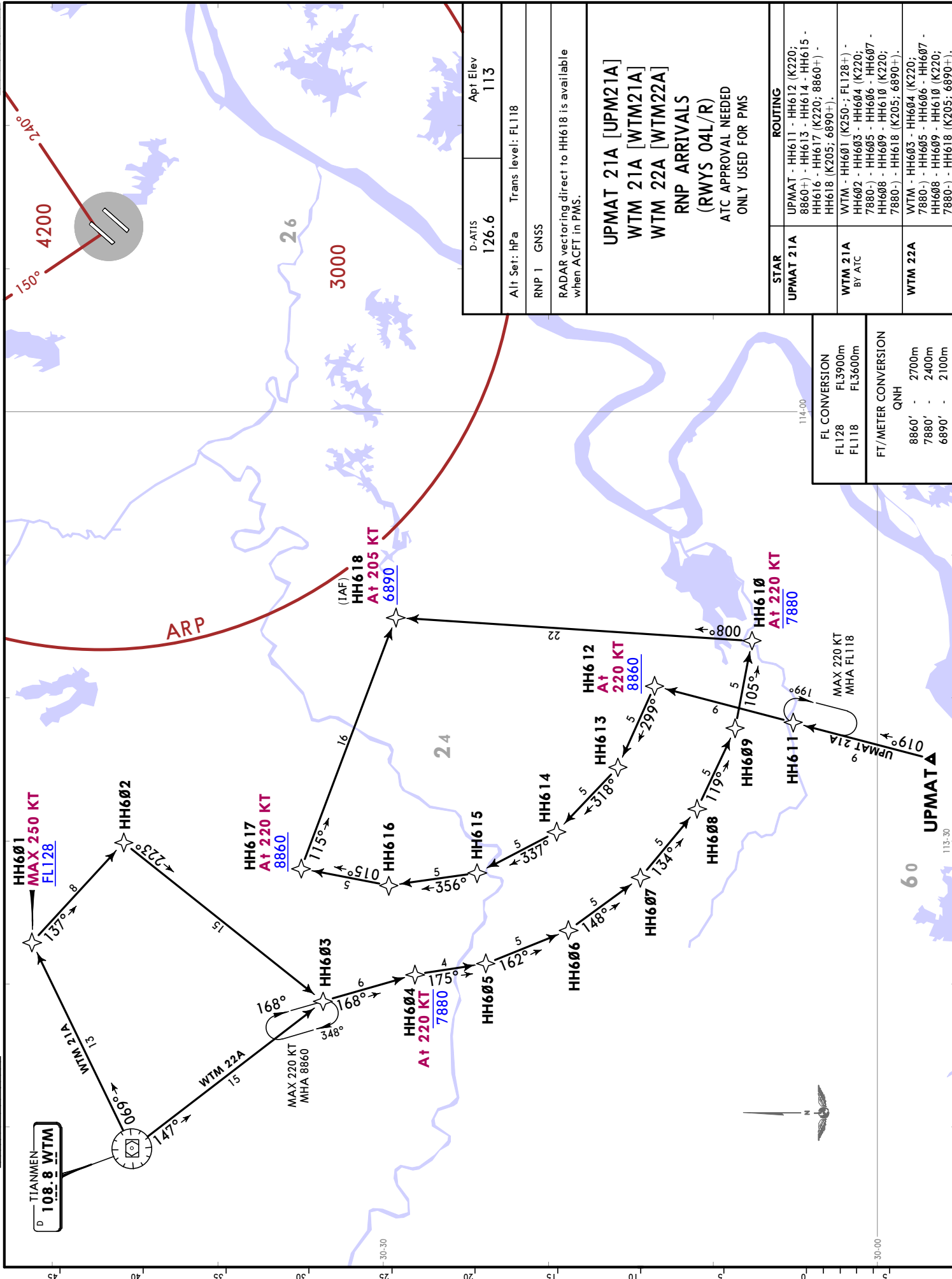
**ZHHH/WUH**  
**TIANHE**  
 22 DEC 23  
 Eff 27 Dec 1600Z  
 10-2

**JEPPESSEN**



WUHAN, PR OF CHINA  
RNAV STAR

ZHHH/WUH  
TIANHE  
JEPESEN  
22 DEC 23  
Eff 27 Dec 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.			
UPMAT 21A [UPM21A] WTM 21A [WTM21A] WTM 22A [WTM22A] RNP ARRIVALS (RWYS 04L/R) ATC APPROVAL NEEDED ONLY USED FOR PMS			
STAR	ROUTING		
UPMAT 21A	UPMAT - HH611 - HH612 (K220; 8860+) - HH613 - HH614 - HH615 - HH616 - HH617 (K220; 8860+) - HH618 (K205; 6890+).		
WTM 21A BY ATC	WTM - HH601 (K250+; FL128+) - HH602 - HH603 - HH604 (K220; 7880-) - HH605 - HH606 - HH607 - HH608 - HH609 - HH610 (K220; 7880-) - HH618 (K205; 6890+).		
WTM 22A	WTM - HH603 - HH604 (K220; 7880-) - HH605 - HH606 - HH607 - HH608 - HH609 - HH610 (K220; 7880-) - HH618 (K205; 6890+).		

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

ZHHH/WUH  
TIANHE

JEPPESEN

WUHAN, PR OF CHINA

22 DEC 23

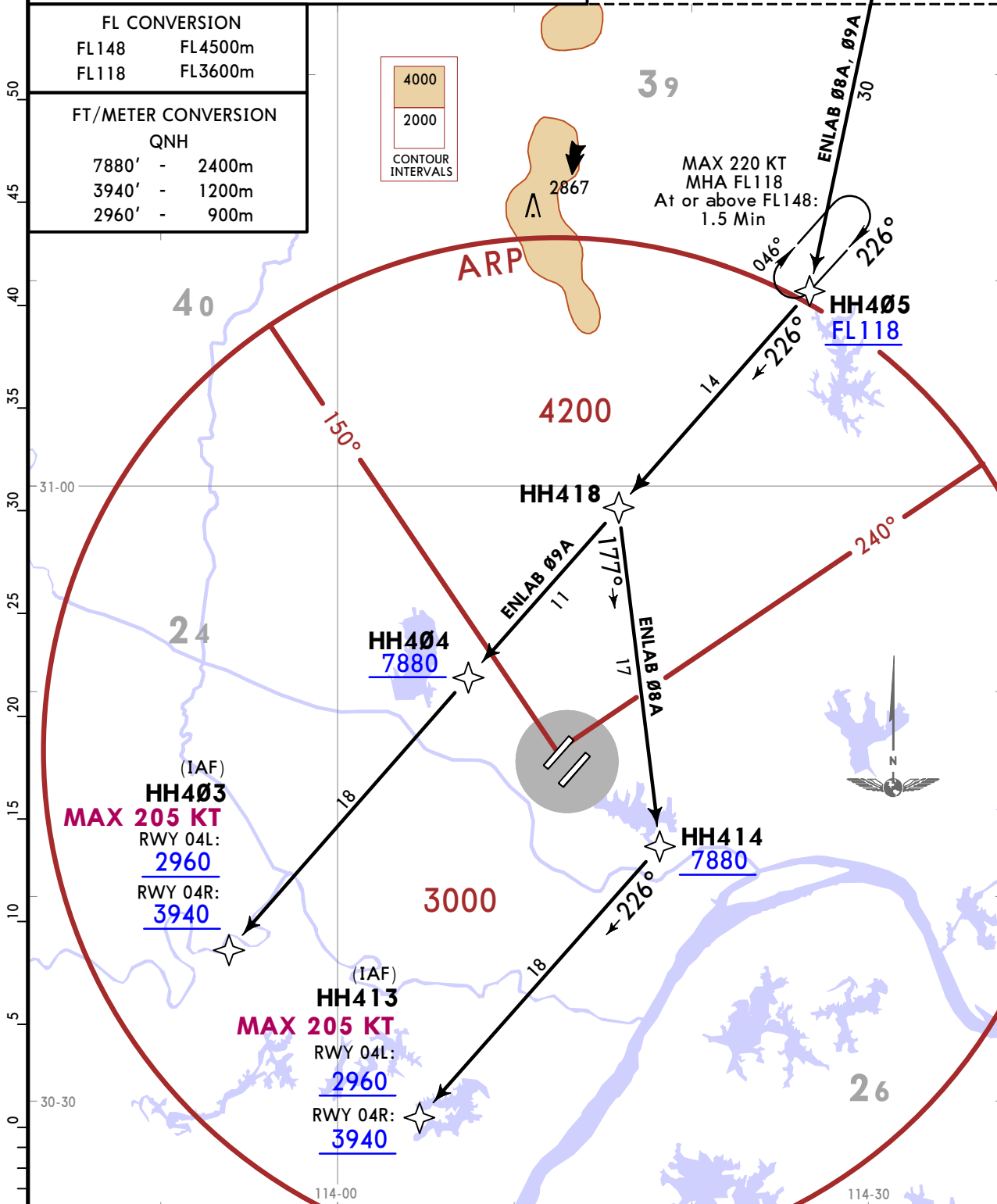
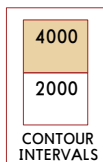
10-2C

Eff 27 Dec 1600Z

RNAV STAR

D-ATIS <b>126.6</b>	Apt Elev <b>113</b>	Alt Set: hPa Trans level: FL118
RNP 1 GNSS		
ENLAB Ø8A [ENLØ8A] ENLAB Ø9A [ENLØ9A] RNP ARRIVALS (RWYS 04L/R)		

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



STAR	ROUTING
<b>ENLAB Ø8A</b>	ENLAB - HH409 - HH405 (FL118+) - HH418 - HH414 (7880+) - HH413 (K205-; 04L: 2960+; 04R: 3940+)
<b>ENLAB Ø9A</b>	ENLAB - HH409 - HH405 (FL118+) - HH418 - HH404 (7880+) - HH403 (K205-; 04L: 2960+; 04R: 3940+).

CHANGES: None.

© JEPPESEN, 2022. ALL RIGHTS RESERVED.

ZHHH/WUH  
TIANHE

JEPPESEN

WUHAN, PR OF CHINA

13 MAY 22

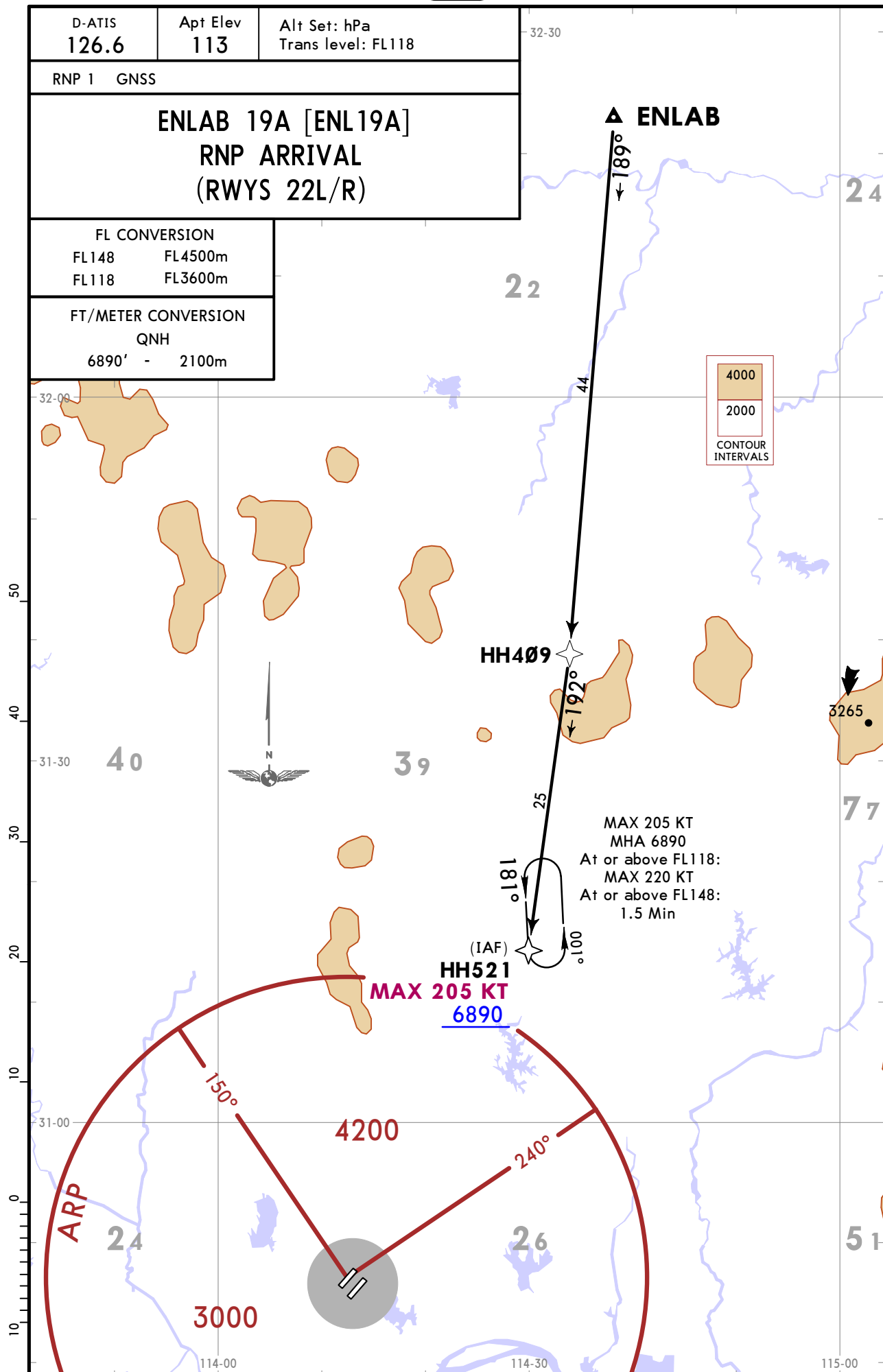
10-2D

Eff 18 May 1600Z

RNAV STAR

D-ATIS <b>126.6</b>	Apt Elev <b>113</b>	Alt Set: hPa Trans level: FL118
RNP 1 GNSS		
<b>ENLAB 19A [ENL19A] RNP ARRIVAL (RWYS 22L/R)</b>		

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
6890'	- 2100m



**ROUTING**

ENLAB - HH409 - HH521 (K205-; 6890+).

ZHHH/WUH  
TIANHE

JEPPESSEN

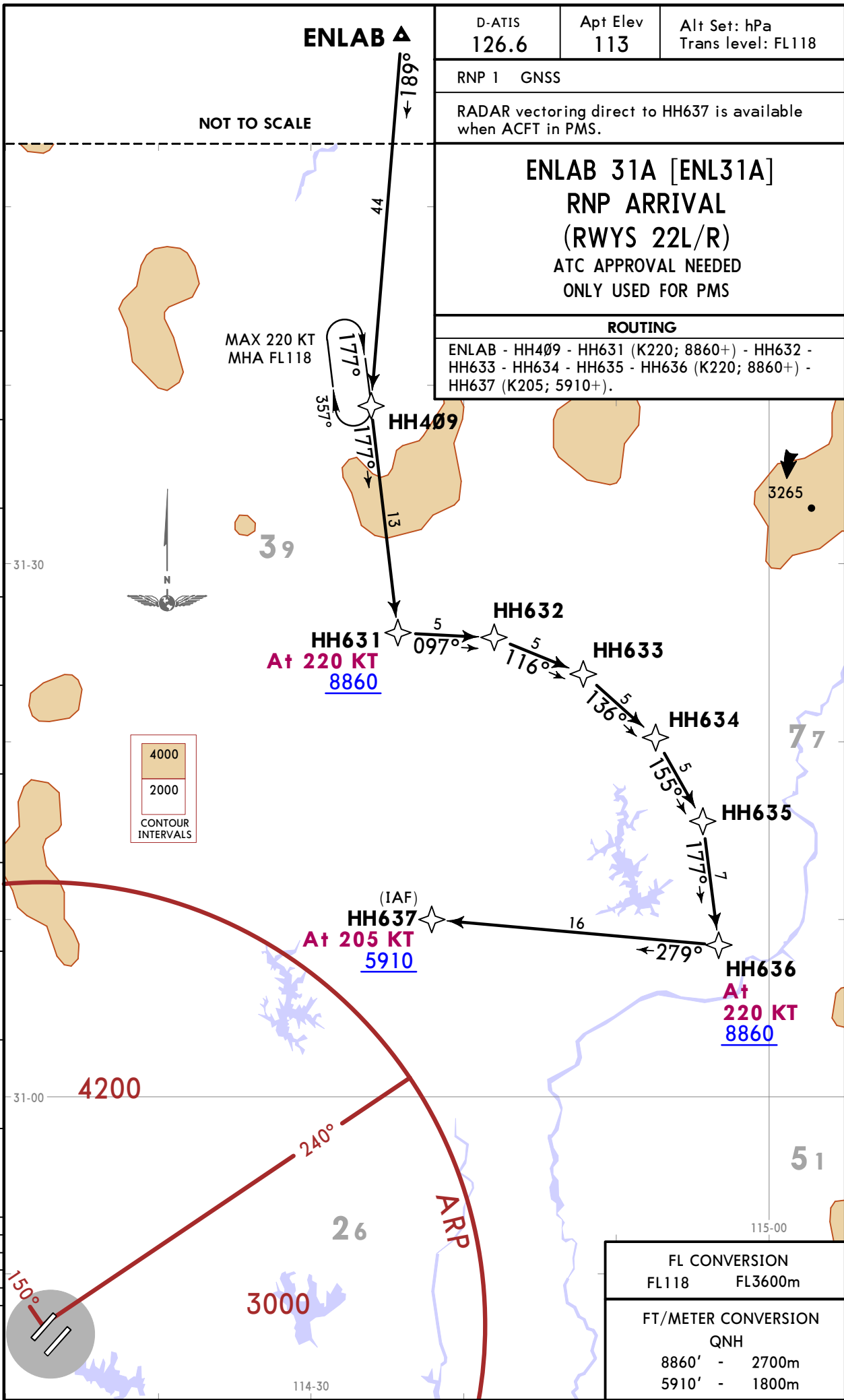
WUHAN, PR OF CHINA

13 MAY 22

10-2E

Eff 18 May 1600Z

RNAV STAR



CHANGES: New procedure at this airport.

© JEPPESSEN, 2022. ALL RIGHTS RESERVED.

ZHHH/WUH  
TIANHE

JEPPESSEN

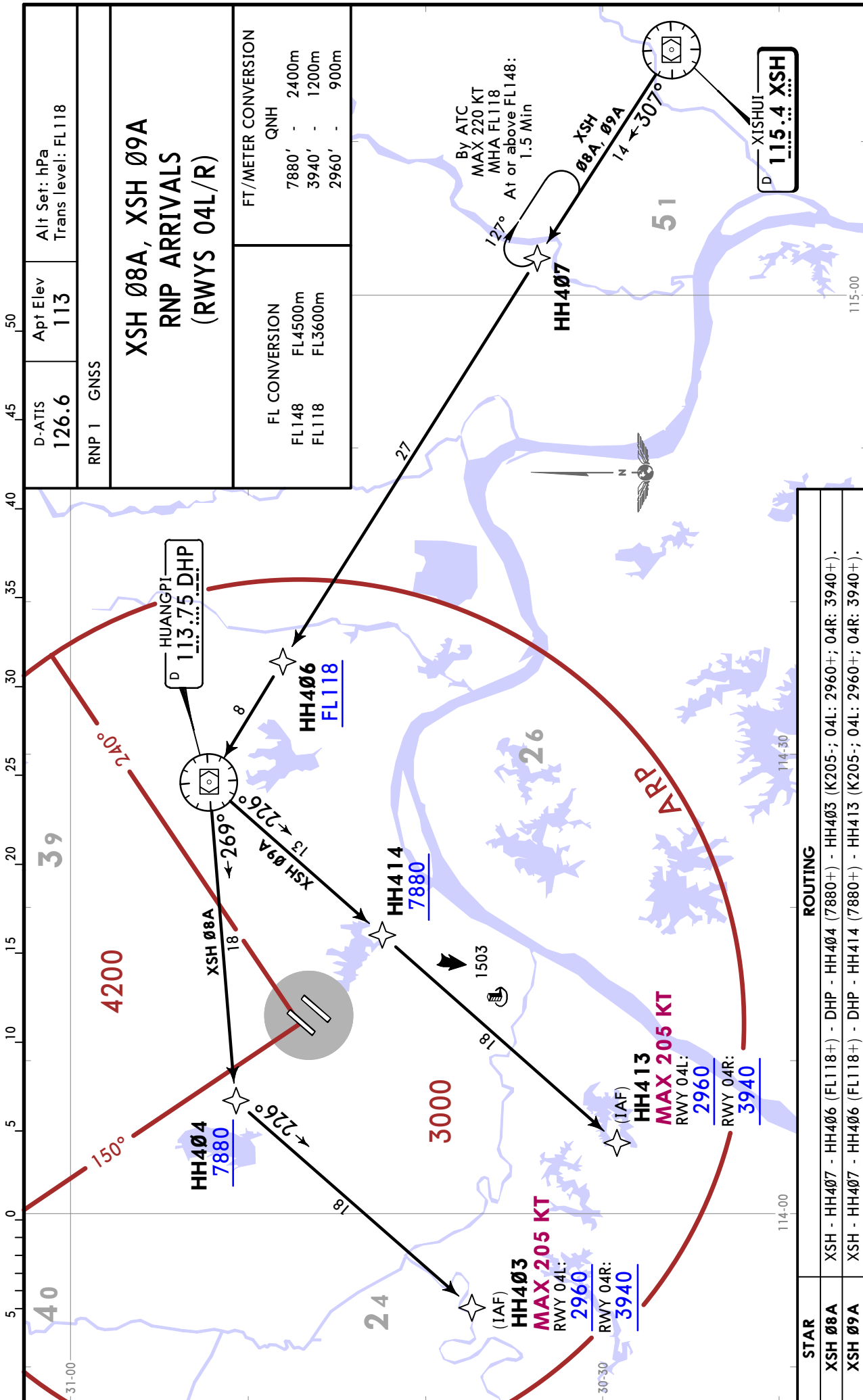
WUHAN, PR OF CHINA

13 MAY 22

10-2F

Eff 18 May 1600Z

RNAV STAR





ZHHH/WUH  
TIANHE

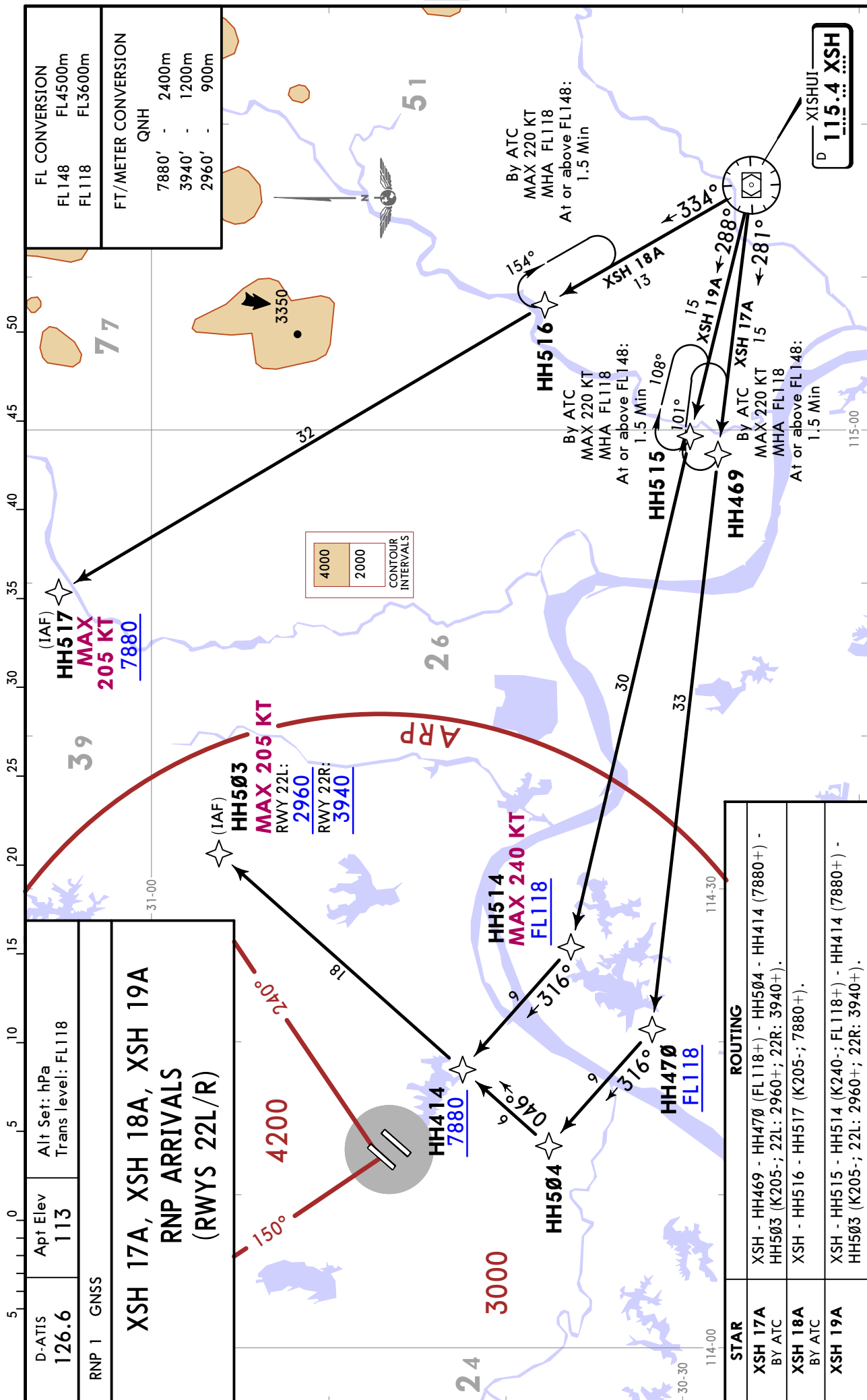
13 MAY 22 (10-2G)

JEPPESSEN

WUHAN, PR OF CHINA

Eff 18 May 1600Z

RNAV STAR



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

D-ATIS	126.6	Apt Elev	113	Alt Set: hPa	Trans level: FL118
RNP 1 GNSS					
XSH 17A, XSH 18A, XSH 19A					
RNP ARRIVALS					
(RWYS 22L/R)					

STAR	ROUTING
XSH 17A BY ATC	XSH - HH469 - HH470 (FL118+) - HH504 - HH414 (7880+) - HH503 (K205+; 22L: 2960+; 22R: 3940+).
XSH 18A BY ATC	XSH - HH516 - HH517 (K205+; 7880+).
XSH 19A	XSH - HH515 - HH514 (K240+; FL118+) - HH414 (7880+) - HH503 (K205+; 22L: 2960+; 22R: 3940+).

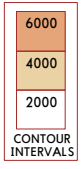
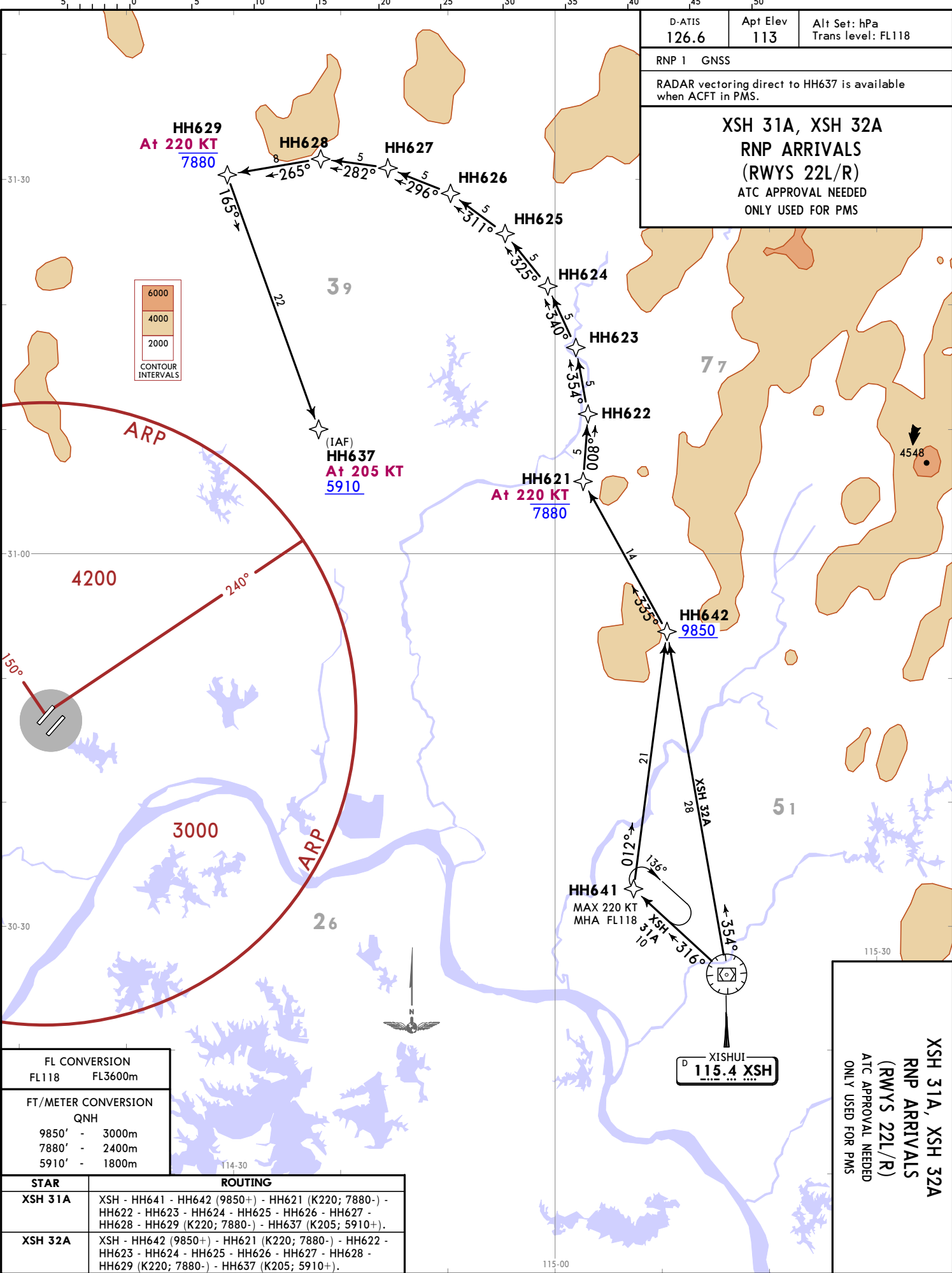
CHANGES: Chart reindexed; XSH 17A revised.

© JEPPESSEN, 2019, 2022. ALL RIGHTS RESERVED.

CHANGES: New procedures at this airport.

ZHHH/WUH  
TIANHE  
EFF 18 MAY 2022  
JEPPESSEN  
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</b> <b>RNP ARRIVALS</b> <b>(RWYS 22L/R)</b> ATC APPROVAL NEEDED ONLY USED FOR PMS		



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

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

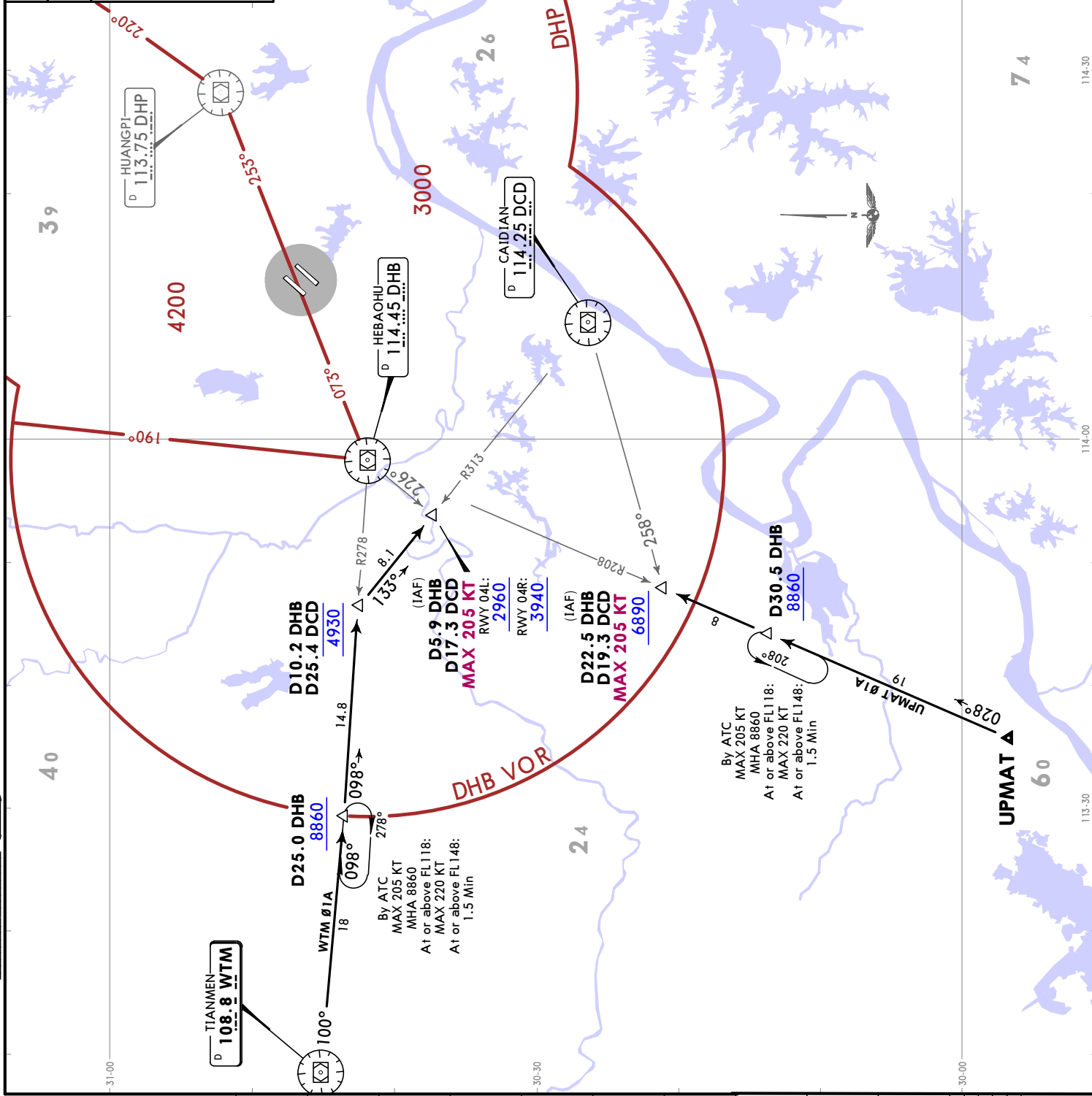
© JEPPESSEN, 2022. ALL RIGHTS RESERVED.

**STAR**  
**WUHAN, PR OF CHINA**

**ZHHH/WUH**  
**TIANHE**  
**JEPPesen**  
 22 DEC 23  
 Eff 27 Dec 1600Z (10-2K)

D-ATIS <b>126.6</b>	Apt Elev <b>113</b>
Alt Set: hPa Trans level: FL118	
<b>UPMAT 01A [UPM01A]</b> <b>WTM 01A [WTM01A]</b> <b>ARRIVALS</b> <b>(RWYS 04L/R)</b>	

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



4000  
2000  
CONTOUR INTERVALS



ZHHH/WUH  
TIANHE

JEPPESEN  
22 DEC 23 (10-2M) Eff 27 Dec 1600Z

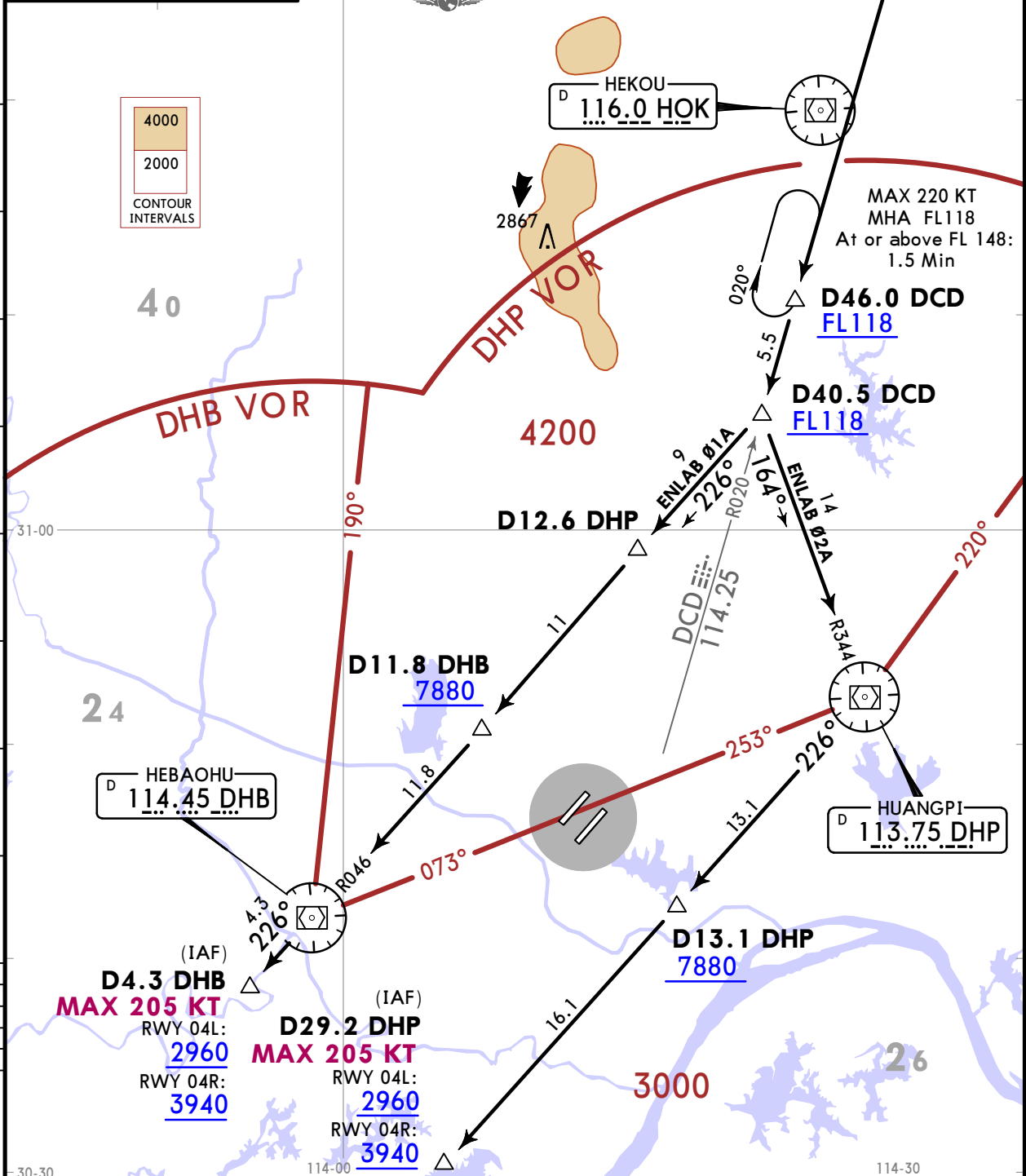
WUHAN, PR OF CHINA  
STAR

D-ATIS 126.6	Apt Elev 113	Alt Set: hPa Trans level: FL118
<b>ENLAB 01A [ENL01A], ENLAB 02A [ENL02A]</b> <b>ARRIVALS</b> <b>(RWYS 04L/R)</b>		

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
7880'	- 2400m
3940'	- 1200m
2960'	- 900m

50  
45  
40  
35  
30  
25  
20  
15  
10  
5  
0  
5  
30-30



CHANGES: Speed restrictions.

© JEPPESEN, 2022, 2023. ALL RIGHTS RESERVED.

ZHHH/WUH  
TIANHE

JEPPESSEN

WUHAN, PR OF CHINA

22 DEC 23

10-2N

Eff 27 Dec 1600Z

STAR

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

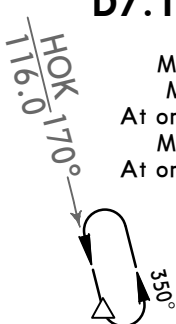
**ENLAB 11A [ENL11A]  
ARRIVAL  
(RWYS 22L/R)**

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

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

**D7.1 HOK**

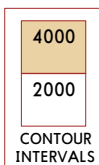
MAX 205 KT  
MHA 6890  
At or above FL118:  
MAX 220 KT  
At or above FL148:  
1.5 Min



**ENLAB** ▲

NOT TO SCALE

**D20.6 HOK**  
(114.25 DCD D75.2)



HEKOU  
**D 116.0 HOK**



2867 ▲

**DHP VOR**

**(IAF)  
MAX 205 KT  
D7.1 HOK  
5910**

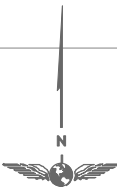
**DHB VOR**

4200

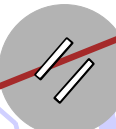
40

31-00

24



HUANGRI  
**D 113.75 DHP**



HEBAOHU  
**D 114.45 DHB**

26

3000

114-00

114-30

ZHHH/WUH  
TIANHE

JEPPESEN

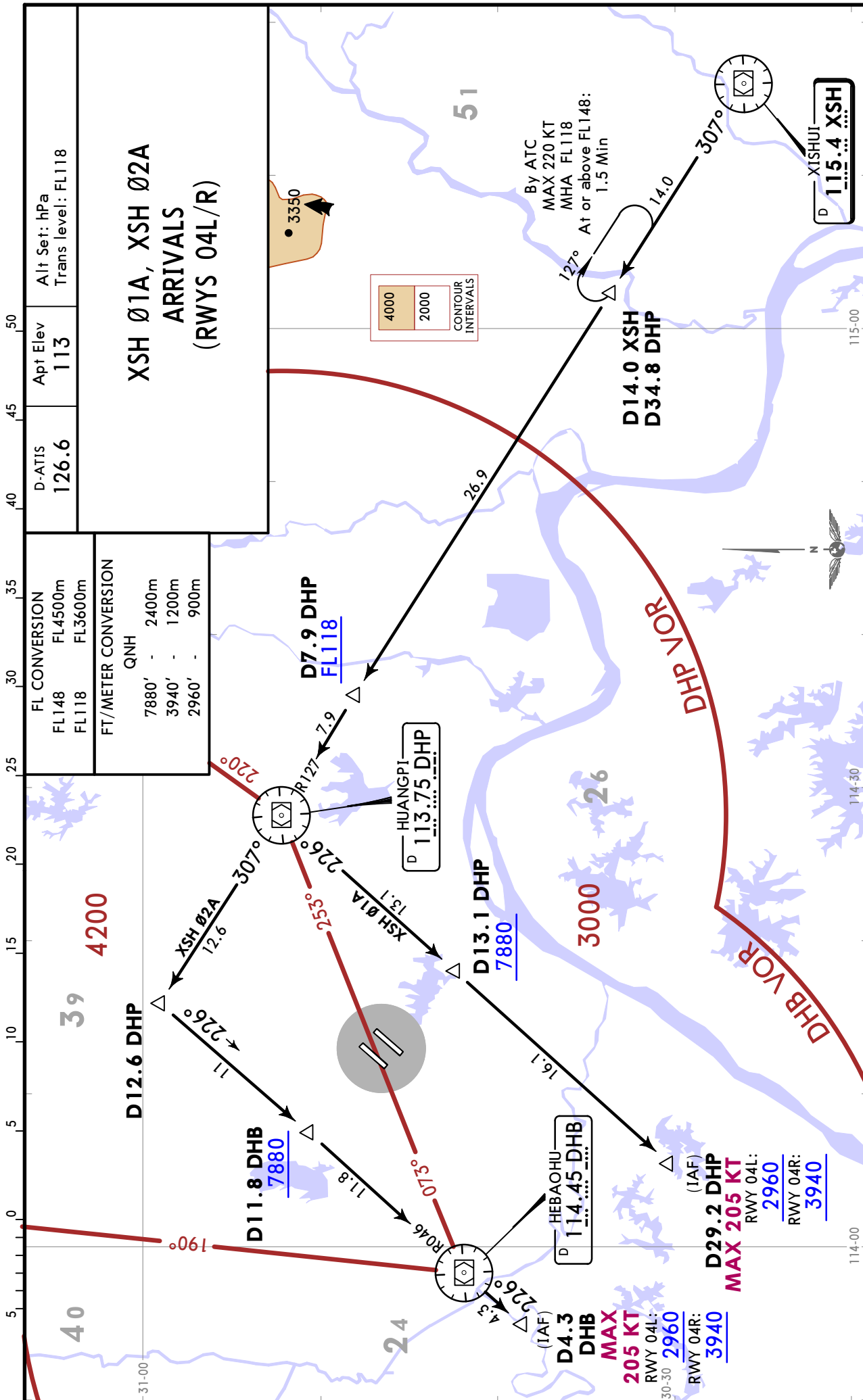
WUHAN, PR OF CHINA

22 DEC 23

10-2P

Eff 27 Dec 1600Z

STAR



ZHHH/WUH  
TIANHE

JEPPESSEN

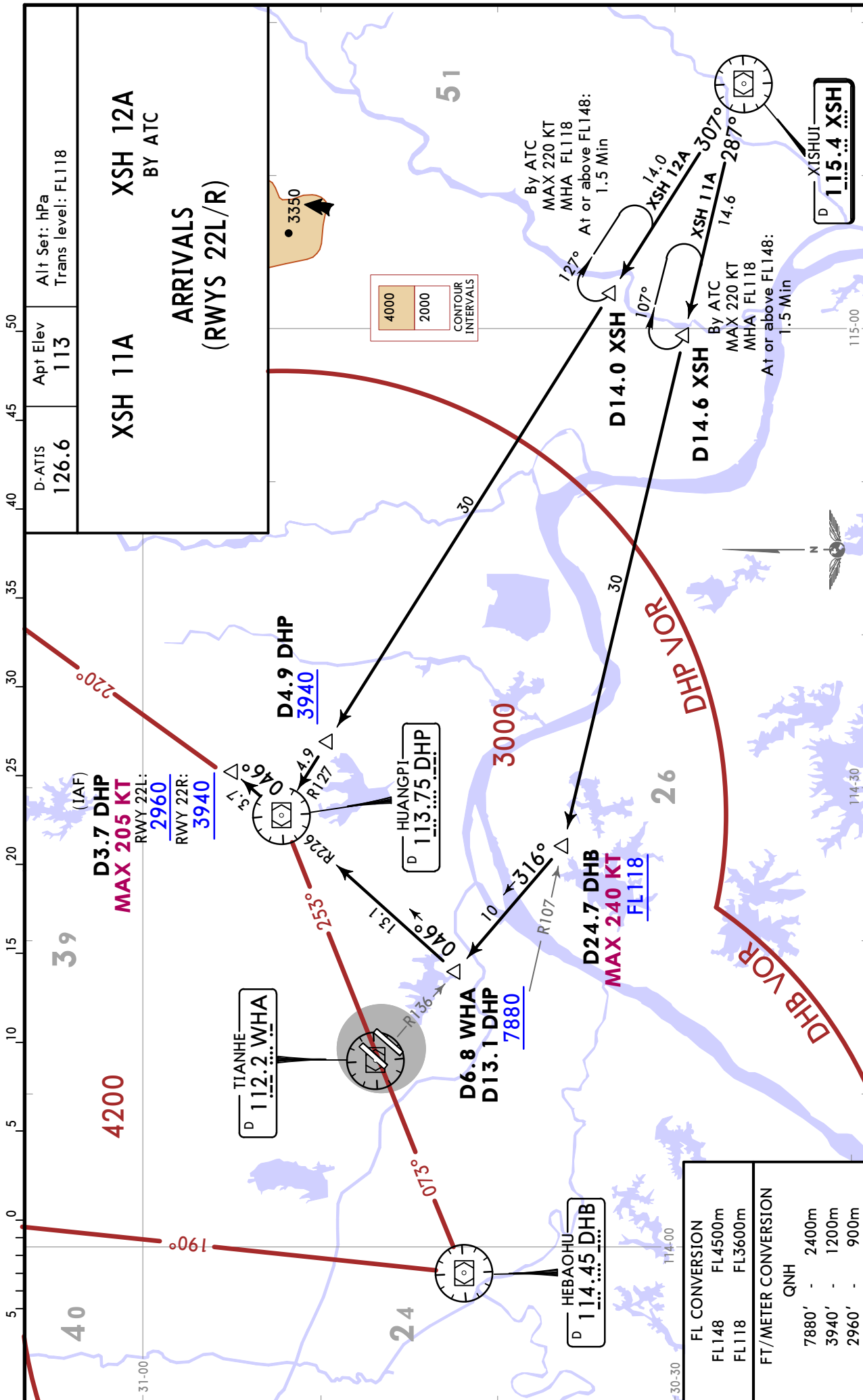
WUHAN, PR OF CHINA

22 DEC 23

10-2Q

Eff 27 Dec 1600Z

STAR



CHANGES: Speed restrictions.

© JEPPESSEN, 2019, 2023. ALL RIGHTS RESERVED.

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
7880'	2400m
3940'	1200m
2960'	900m





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

25 NOV 22 (10-3A)

**ZHHH/WUH**  
**TIANHE**

Apt Elev  
 113

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

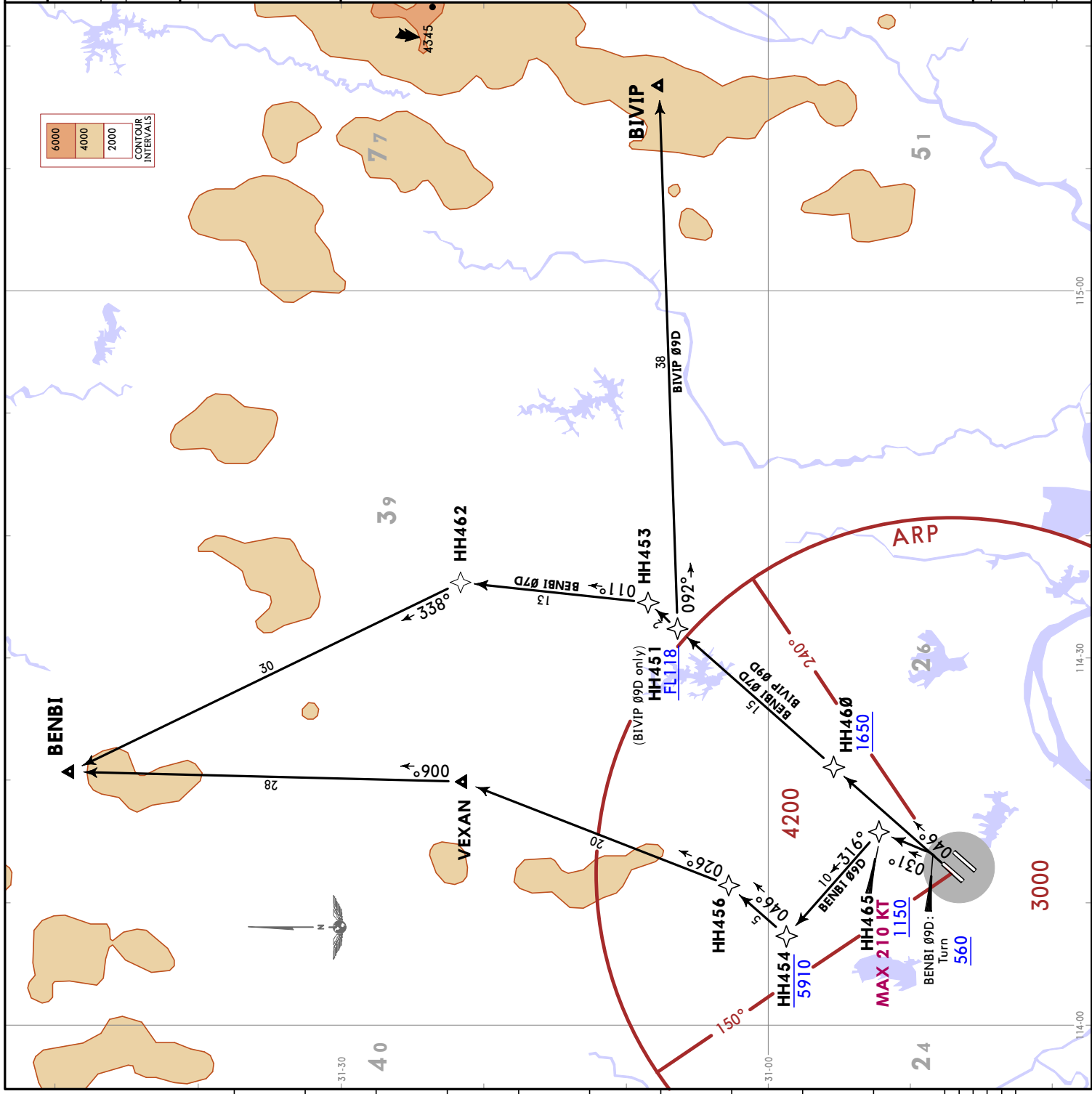
RNP 1 GNSS

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

**BENBI 07D [BEN07D]**  
**BENBI 09D [BEN09D]**  
**BIVIP 09D [BIV09D]**  
**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
BENBI 07D	(560+) - HH460 (1650+) - HH453 - HH462 - BENBI.
BENBI 09D	(560+) - HH465 (K210+; 1150+) - HH454 (5910-) - HH456 - VEXAN - BENBI.
BIVIP 09D	(560+) - HH460 (1650+) - HH451 (FL118+) - BIVIP.



**WUHAN, PR OF CHINA**

**RNAV SID**

Apt Elev  
113

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

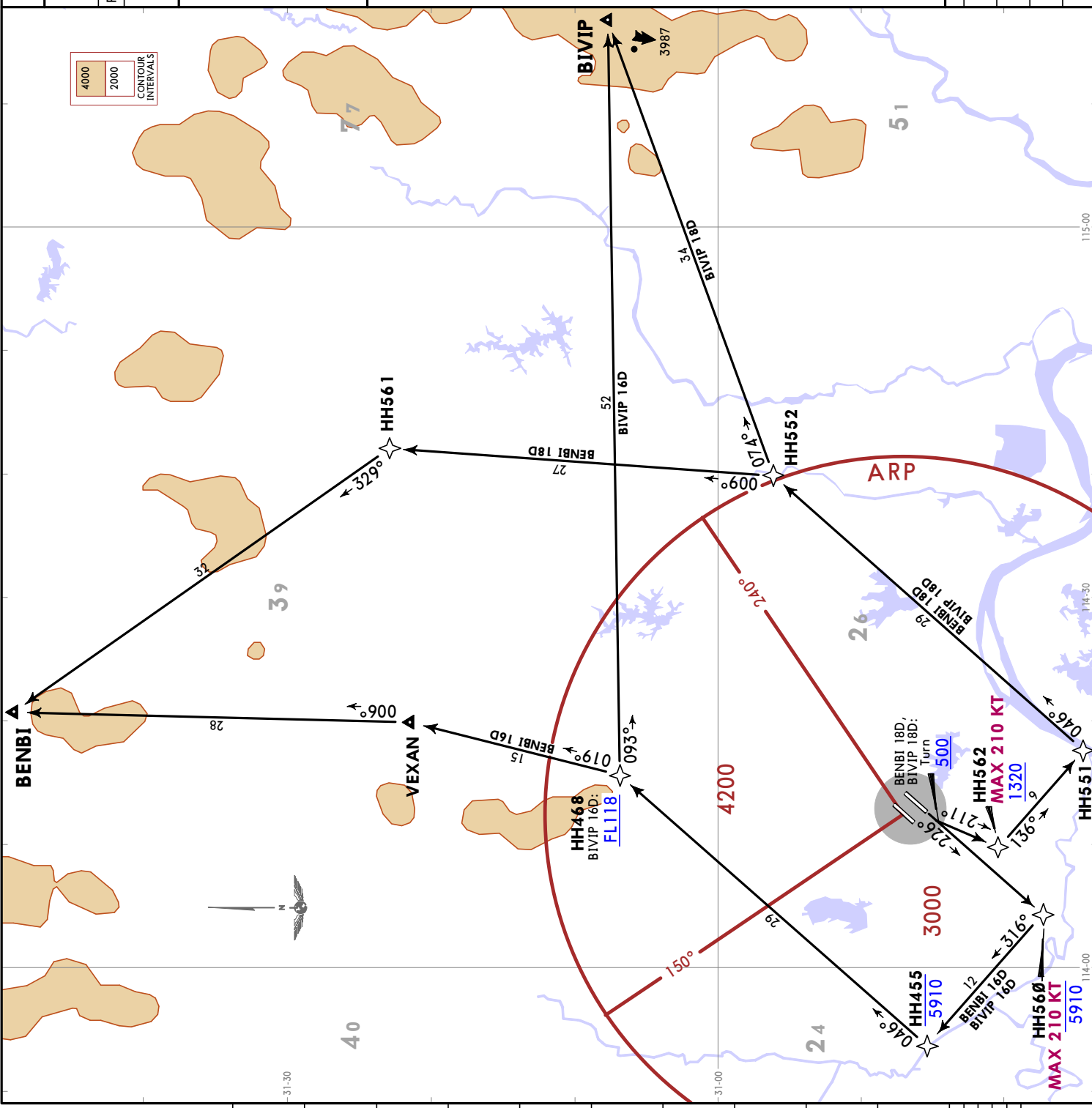
RNP 1 GNSS

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

**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
<b>BENBI 16D</b>	(500+) - HH560 (K210; 5910-) - HH455 (5910-) - HH468 - VEXAN - BENBI.
<b>BENBI 18D BY ATC</b>	(500+) - HH562 (K210; 1320+) - HH551 - HH552 - HH561 - BENBI.
<b>BIVIP 16D</b>	(500+) - HH560 (K210; 5910-) - HH455 (5910-) - HH468 (FL118+) - BIVIP.
<b>BIVIP 18D BY ATC</b>	(500+) - HH562 (K210; 1320+) - HH551 - HH552 - BIVIP.



**ZHHH/WUH**  
TIANHE

**JEPPesen**  
13 MAY 22  
Eff 18 May 1600Z

10-3B

**JEYPESEN**  
 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

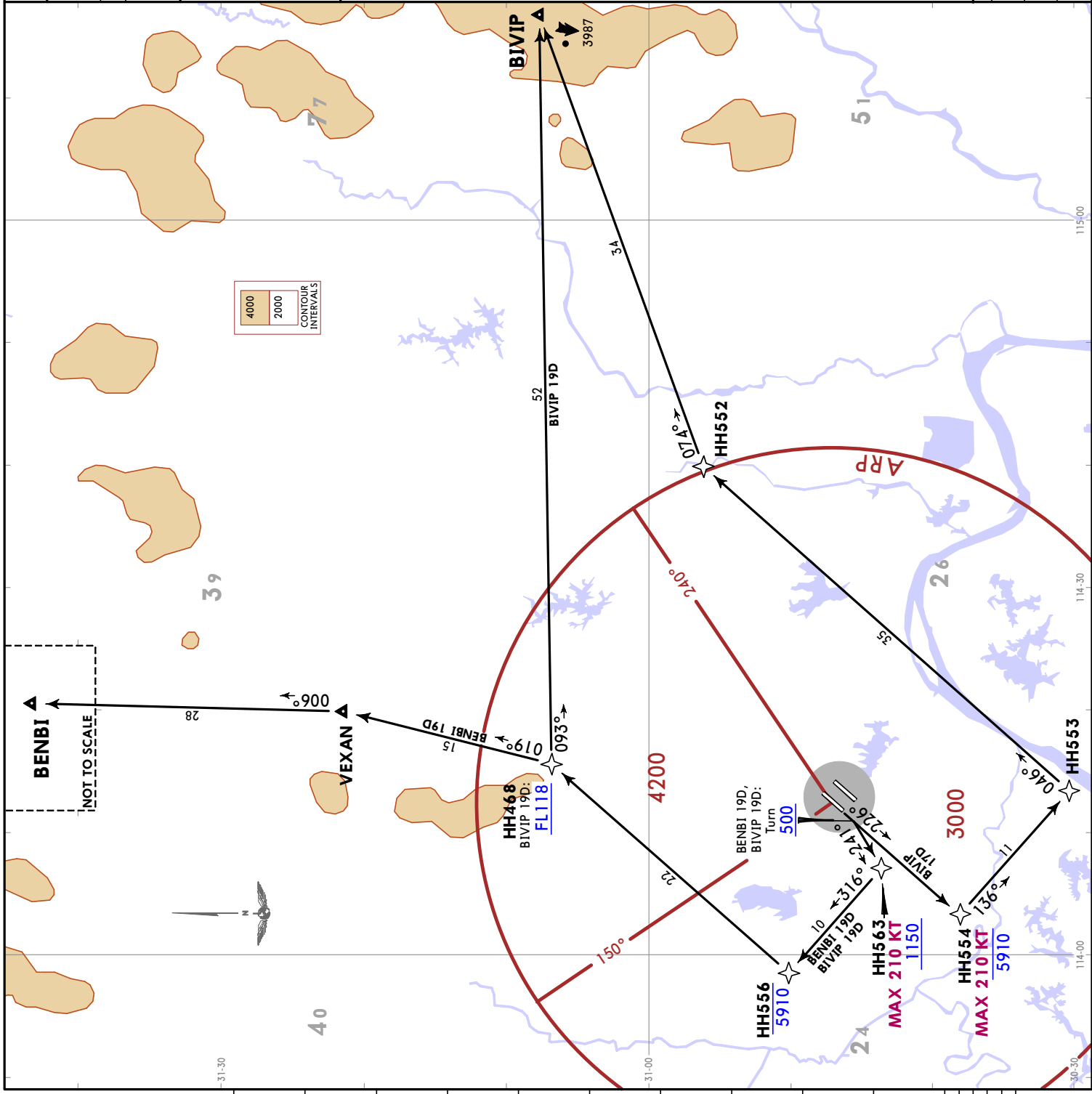
RNP 1 GNSS

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

SID	ROUTING
BENBI 19D	(500+) - HH563 (K210; 1150+) - HH556 (5910-) - HH468 - VEXAN - BENBI..
BIVIP 17D BY ATC	(500+) - HH554 (K210; 5910-) - HH553 - HH552 - BIVIP.
BIVIP 19D	(500+) - HH563 (K210; 1150+) - HH556 (5910-) - HH468 (FL118+) - BIVIP.



CHANGES: RNAV SID BENBI 19D established, RNAV SID BIVIP reindexed & revised; chart reindexed & redrawn.  
 © JEYPESEN, 2022. ALL RIGHTS RESERVED.

**WUHAN, PR OF CHINA**

**RNAV SID**

Apt Elev  
113

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

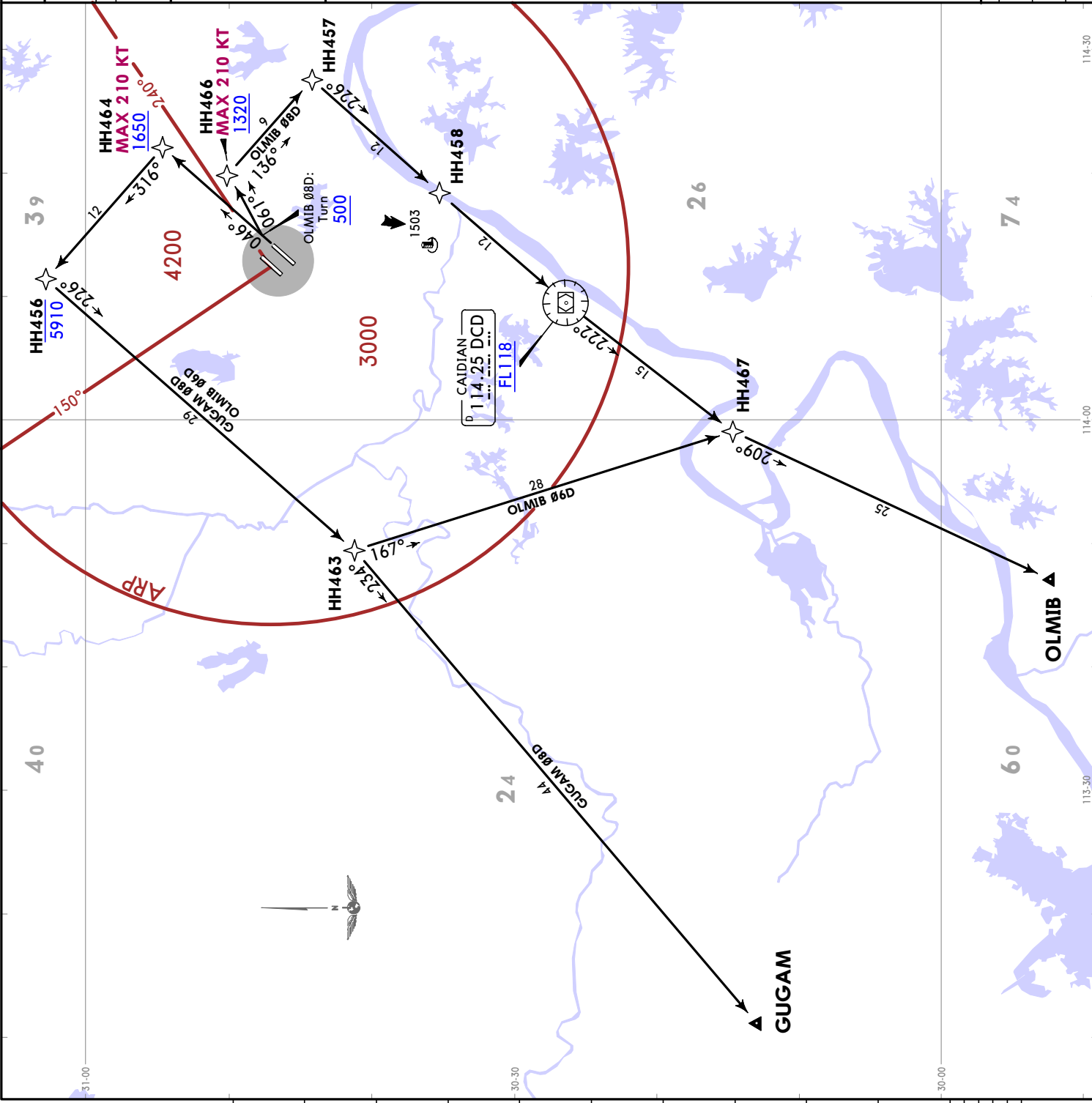
RNP 1 GNSS

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

**GUGAM Ø8D [GUGØ8D]  
OLMIB Ø6D [OLMØ6D]  
OLMIB Ø8D [OLMØ8D]  
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
<b>GUGAM Ø8D</b>	(500+) - HH464 (K210; 1650+) - HH456 (5910-) - HH463 - GUGAM.
<b>OLMIB Ø6D</b>	(500+) - HH464 (K210; 1650+) - HH456 (5910-) - HH463 - HH467 - OLMIB.
<b>OLMIB Ø8D BY ATC</b>	(500+) - HH466 (K210; 1320+) - HH457 - HH458 - DCD (FL118+) - HH467 - OLMIB.



ZHHH/WUH  
TIANHE  
JEPPesen  
13 MAY 22  
Eff 18 May 1600Z  
10-3D

CHANGES: LKO RNAV SIDs replaced by OLMIB RNAV SIDs; chart reindexed.

© JEPPesen, 2022. ALL RIGHTS RESERVED.

**JEPPesen 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

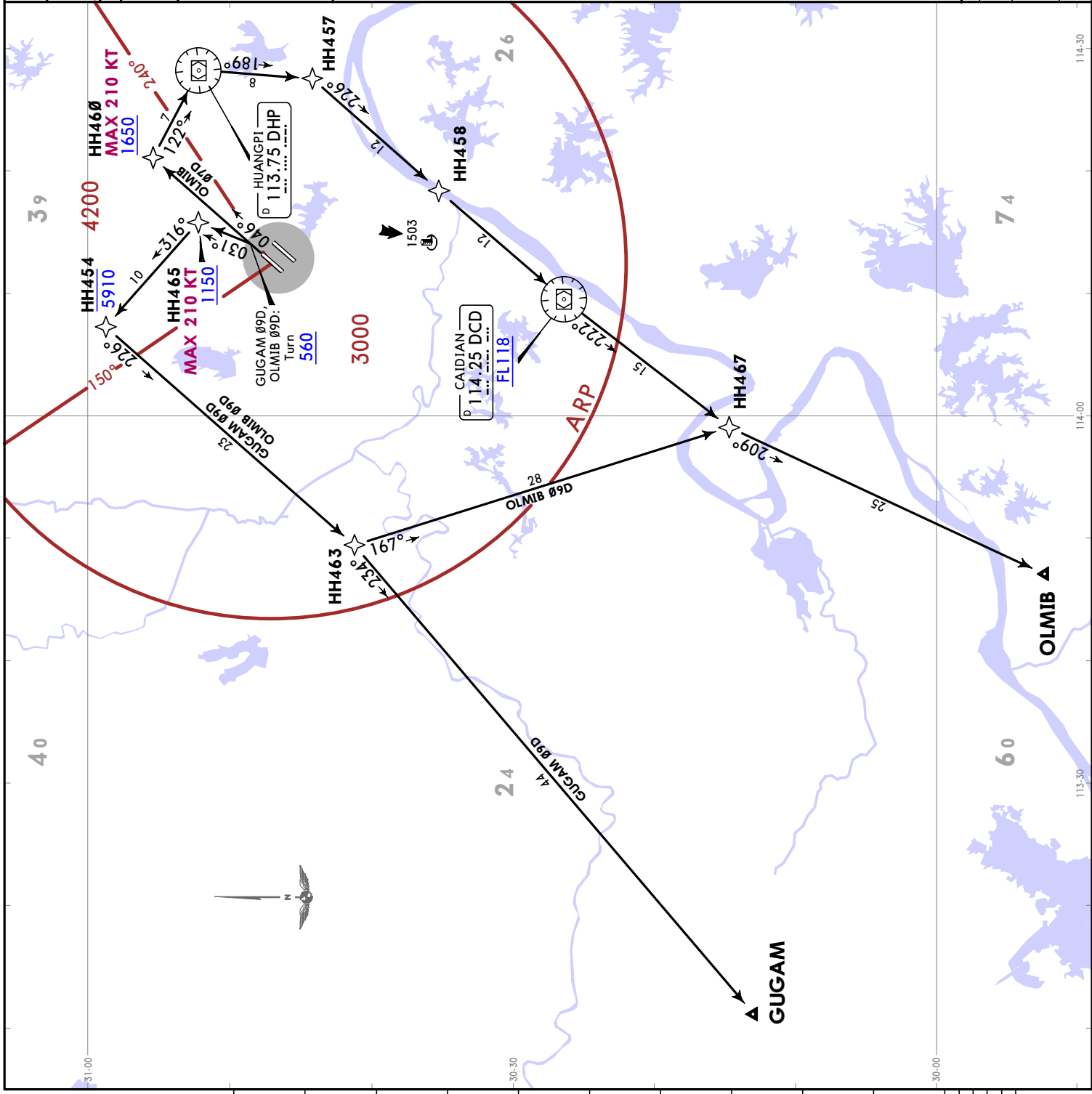
RNP 1 GNSS

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

**GUGAM 09D [GUG09D]**  
**OLMIB 07D [OLM07D]**  
**OLMIB 09D [OLM09D]**  
**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
<b>GUGAM 09D</b>	(560+) - HH465 (K210; 1150+) - HH454 (5910-) - HH463 - GUGAM.
<b>OLMIB 07D BY ATC</b>	(560+) - HH460 (K210; 1650+) - DHP - HH457 - HH458 - DCD (FL118+) - HH467 - OLMIB.
<b>OLMIB 09D</b>	(560+) - HH465 (K210; 1150+) - HH454 (5910-) - HH463 - HH467 - OLMIB.



**WUHAN, PR OF CHINA**

**RNAV SID**

Apt Elev  
113

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

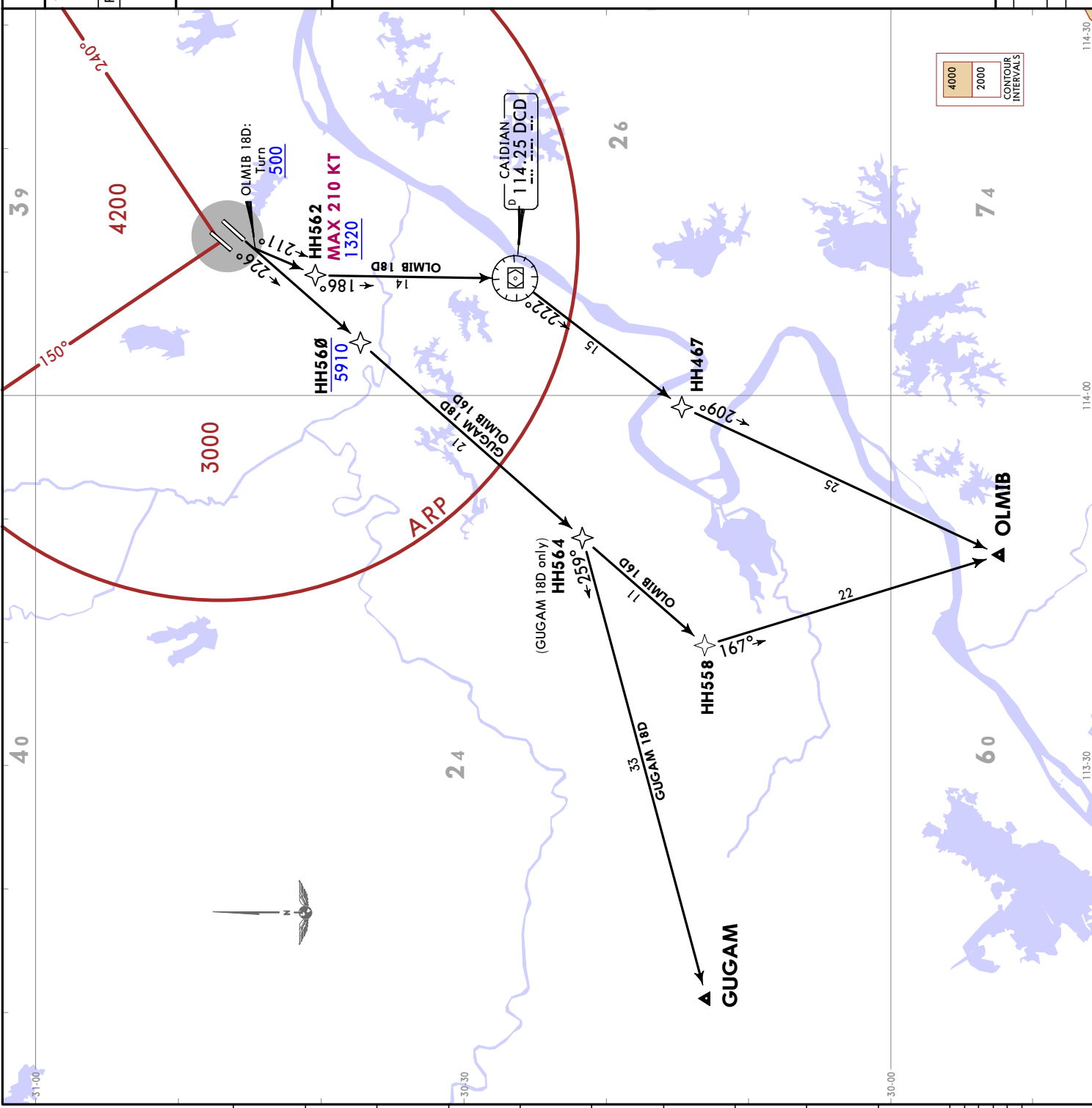
RNP 1 GNSS

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)**

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

SID	ROUTING
<b>GUGAM 18D</b>	(500+) - HH560 (5910-) - HH564 - GUGAM.
<b>OLMIB 16D</b>	(500+) - HH560 (5910-) - HH558 - OLMIB.
<b>OLMIB 18D</b>	(500+) - HH562 (K210-) - DCD - HH467 - OLMIB.



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



**JEPPESEN**  
**ZHHH/WUH**  
**TIANHE**  
**13 MAY 22**  
**10-3G**  
**18 May 1600Z**  
**WUHAN, PR OF CHINA**  
**RNAV SID**

Apt Elev  
 113

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

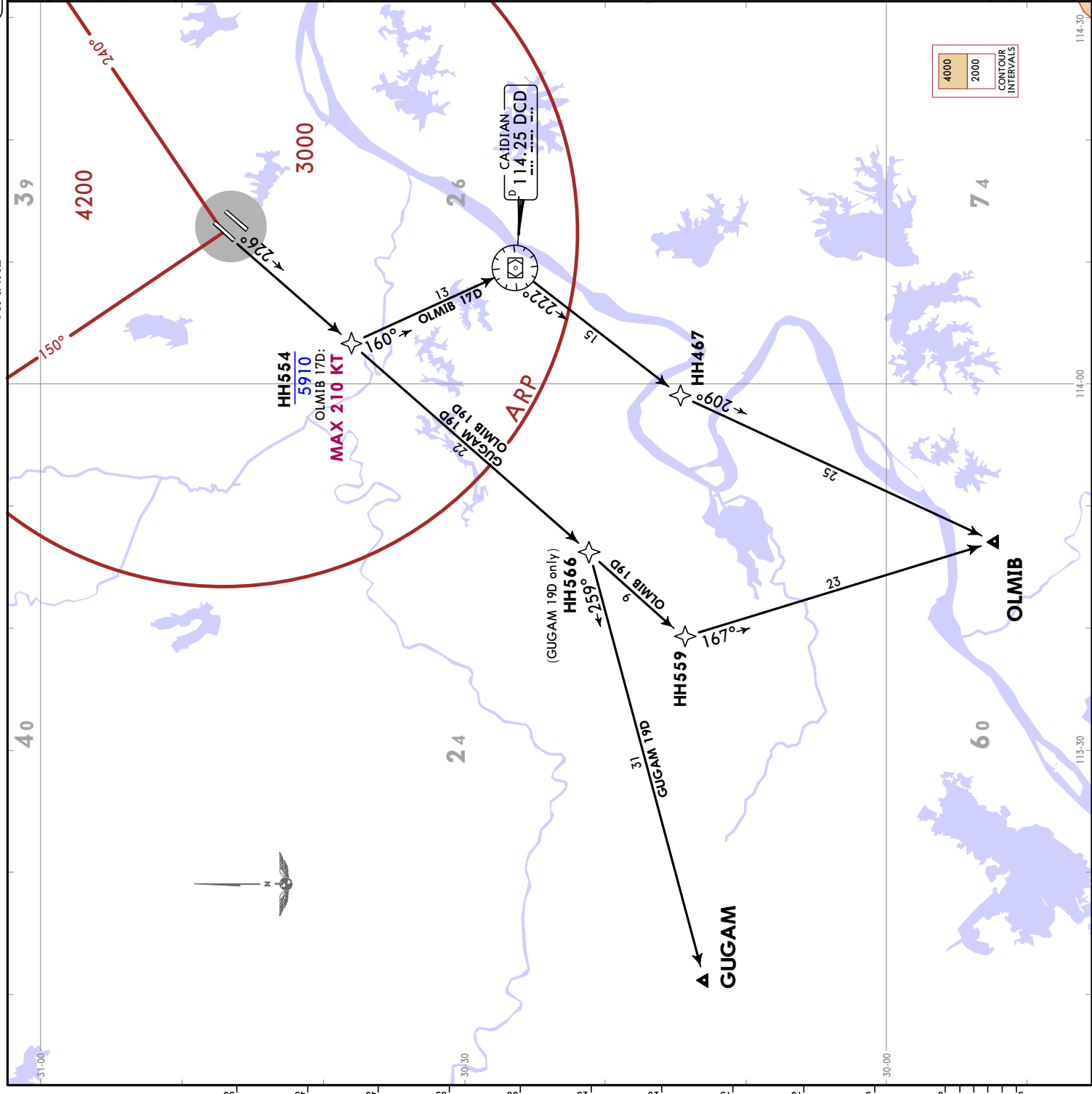
RNP 1 GNSS

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

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

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

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



CHANGES: LKO RNAV SIDs replaced by OLMIB RNAV SIDs; RNAV SID GUGAM 17D renumbered 19D; chart reindexed.  
 © JEPPESEN, 2022. ALL RIGHTS RESERVED.



**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

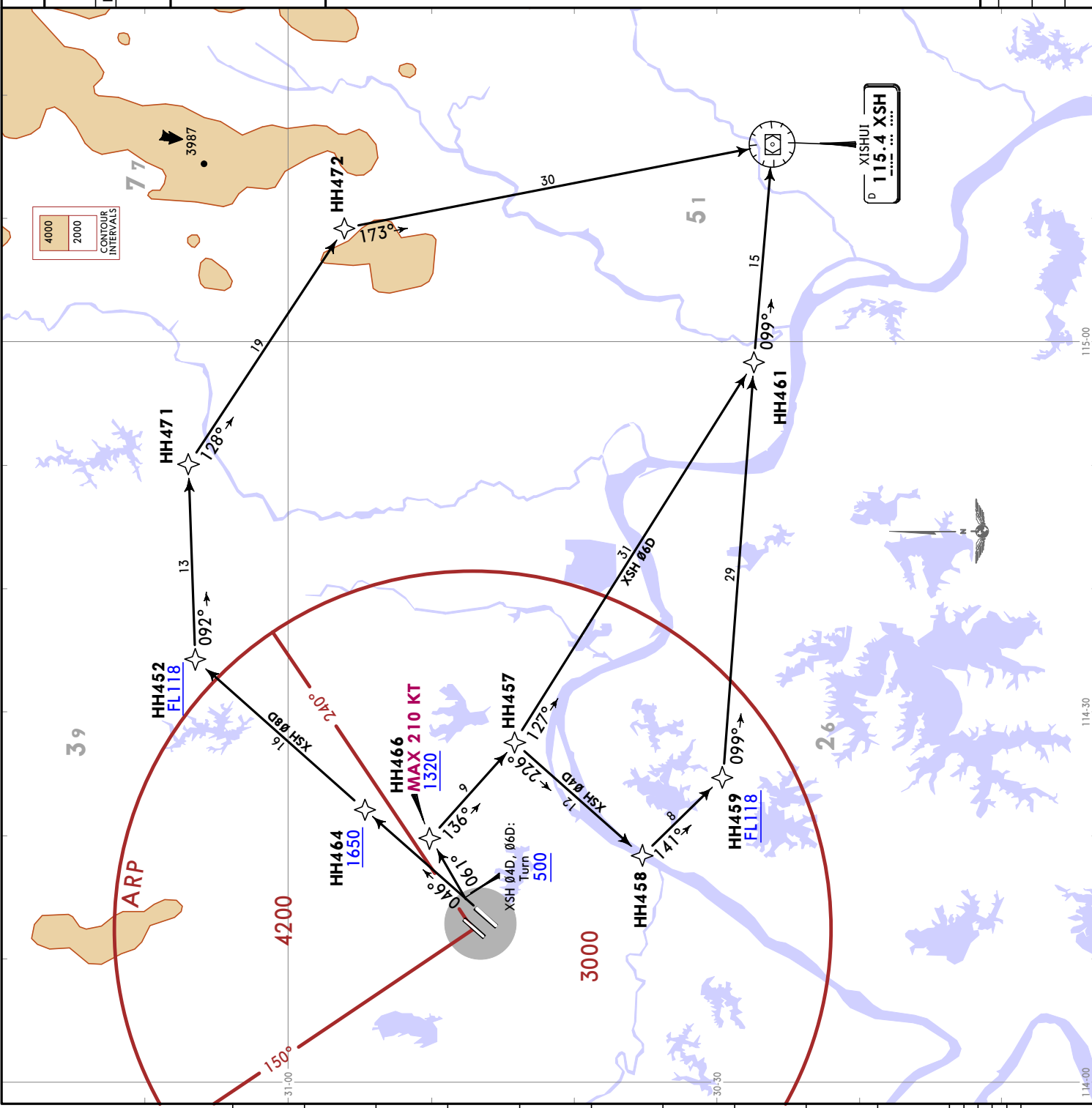
1. While simultaneous operation, LEFT turn after take-off shall be permitted by ATC.
2. Do not turn before DER.

XSH 04D  
XSH 06D  
XSH 08D

RNP DEPARTURES  
(RWY 04R)

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

SID	ROUTING
XSH 04D	(500+) - HH466 (K210+; 1320+) - HH457 - HH458 - HH459 (FL118+) - HH461 - XSH.
XSH 06D BY ATC	(500+) - HH466 (K210+; 1320+) - HH457 - HH461 - XSH.
XSH 08D BY ATC	(500+) - HH464 (1650+) - HH452 (FL118+) - HH471 - HH472 - XSH.



ZHHH/WUH  
TIANHE  
JEPESEN  
13 MAY 22  
Eff 18 May 1600Z  
10-3H

**JEPPESEN**  
 13 MAY 22 (10-3J) 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

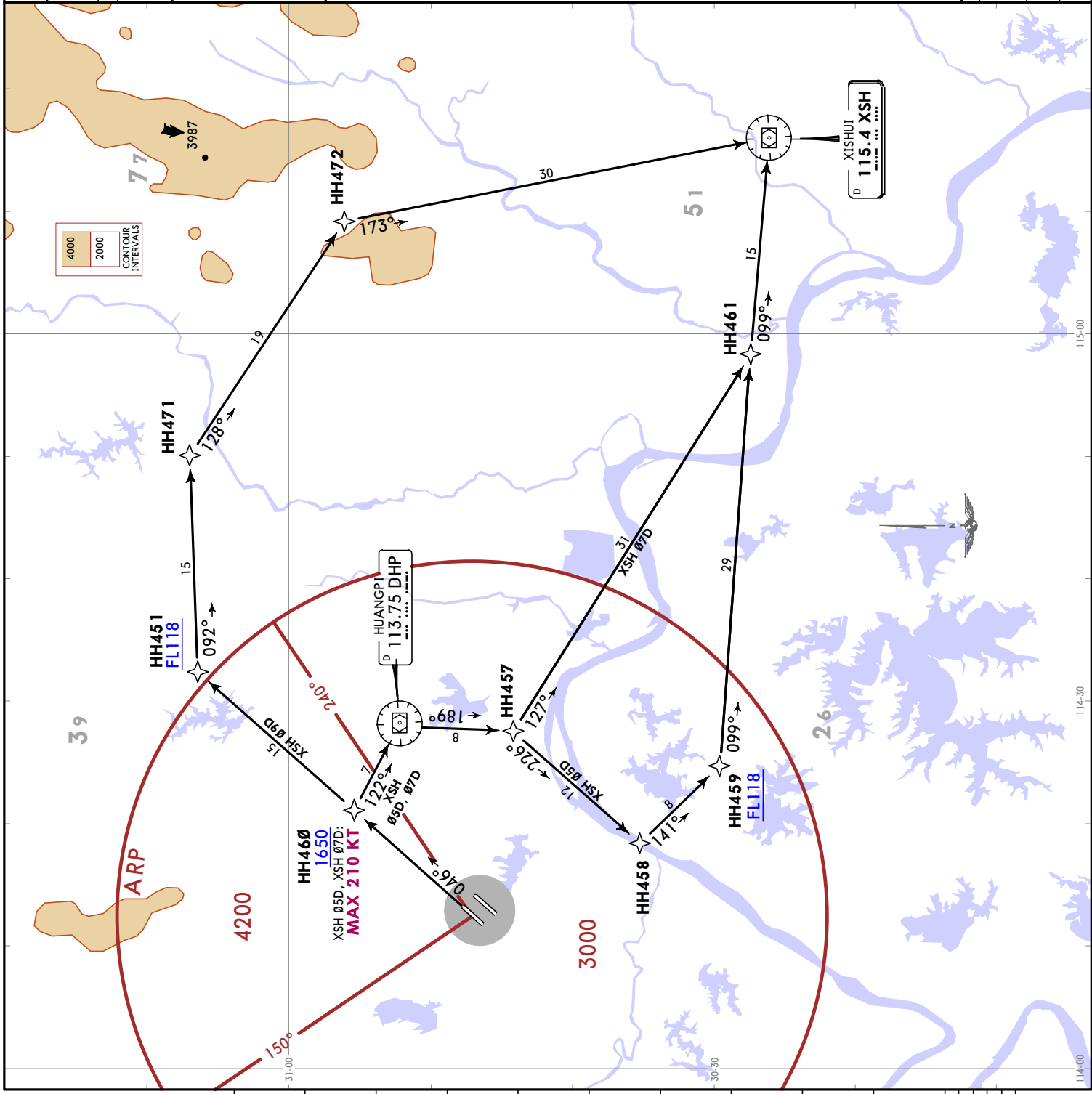
1. While simultaneous operation, RIGHT turn after take-off shall be permitted by ATC.  
 2. Do not turn before DER.

**XSH Ø5D**  
**XSH Ø7D**  
**XSH Ø9D**

**RNP DEPARTURES**  
**(RWY 04L)**

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

SID	ROUTING
<b>XSH Ø5D</b>	(560+ - HH460 (K210+ - 1650+) - DHP - HH457 - HH458 - HH459 (FL118+) - HH461 - XSH.
<b>XSH Ø7D BY ATC</b>	(560+ - HH460 (K210+ - 1650+) - DHP - HH457 - HH461 - XSH.
<b>XSH Ø9D BY ATC</b>	(560+ - HH460 (1650+) - HH451 (FL118+) - HH471 - HH472 - XSH.





**JEPPESEN**  
 13 MAY 22 (10-3L) 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

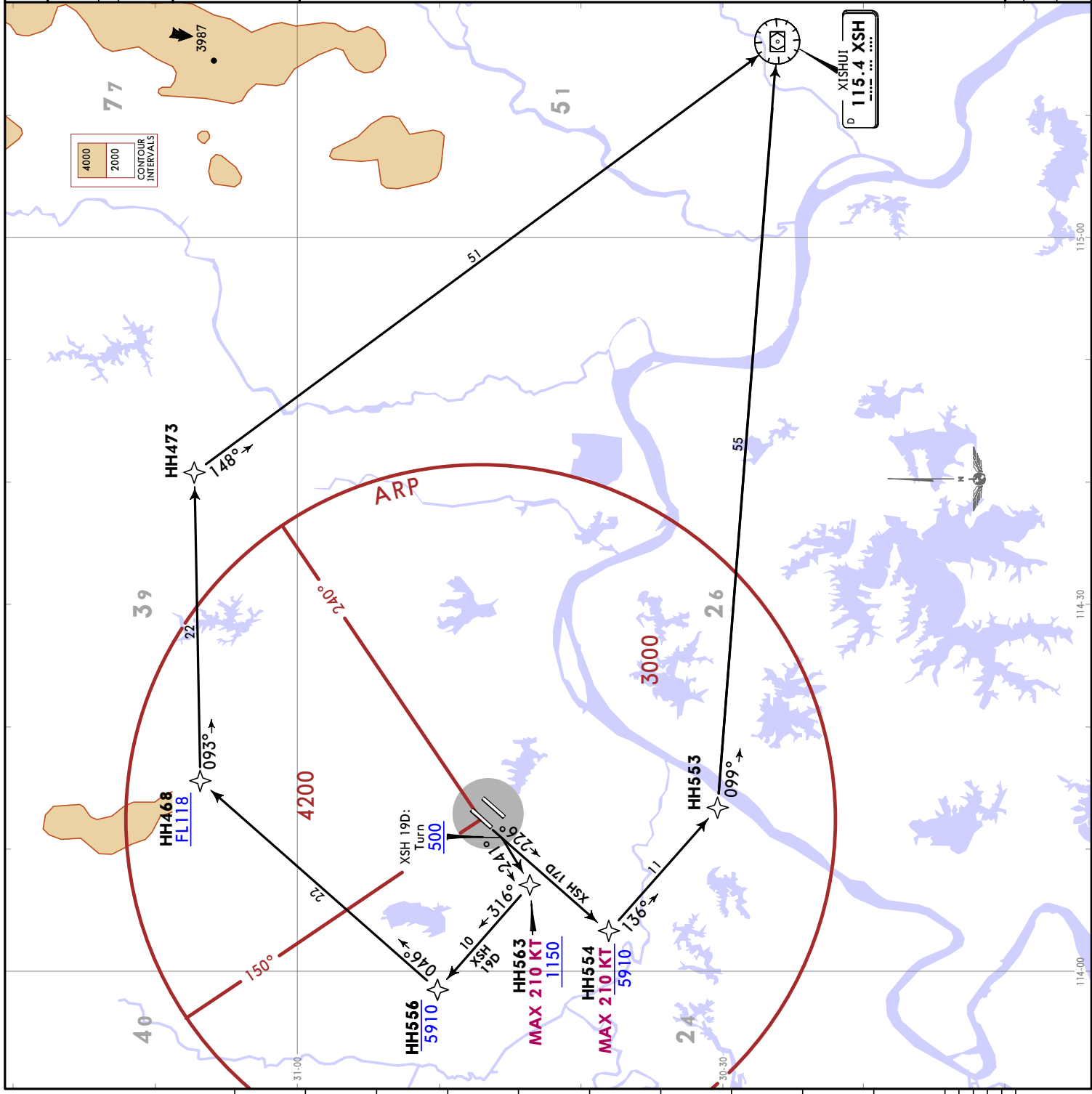
RNP 1 GNSS

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
<b>XSH 17D BY ATC</b>	(500+) - HH554 (K210+; 5910-) - HH553 - XSH.
<b>XSH 19D</b>	(500+) - HH563 (K210+; 1150+) - HH556 (5910-) - HH468 (FL118+) - HH473 - XSH.





**JEPPESEN**  
 13 MAY 22 (10-3N) Eff 18 May 1600Z **SID**  
**ZHHH/WUH**  
 TIANHE

**WUHAN, PR OF CHINA**

Apt Elev  
113

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

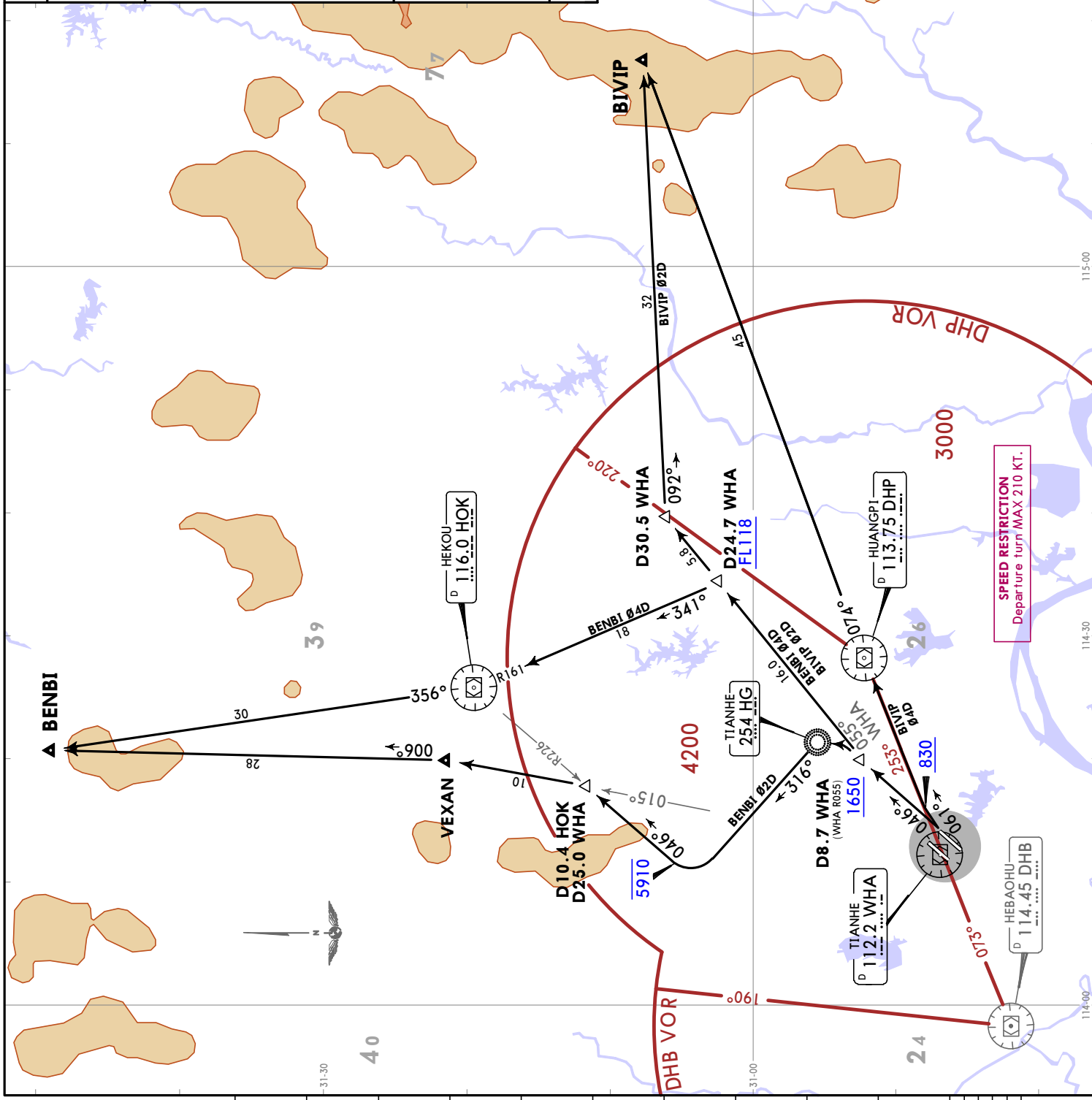
1. While simultaneous operation, LEFT turn after take-off shall be permitted by ATC  
 2. Do not turn before DER.

**BENBI 02D [BEN02D]**  
**BENBI 04D [BEN04D]**  
**BIVIP 02D [BIV02D]**  
**BIVIP 04D [BIV04D]**  
 BY ATC

**DEPARTURES (RWY 04R)**

FT/METER CONVERSION  
 QNH  
 830' - 250m  
 1650' - 500m  
 5910' - 1800m  
 8860' - 2700m  
 9850' - 3000m  
 10830' - 3300m

FL CONVERSION  
 FL118 FL3600m



5673

6000  
4000  
2000  
CONTOUR INTERVALS

51

115-30

WUHAN, PR OF CHINA

SID

Apt Elev  
113

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

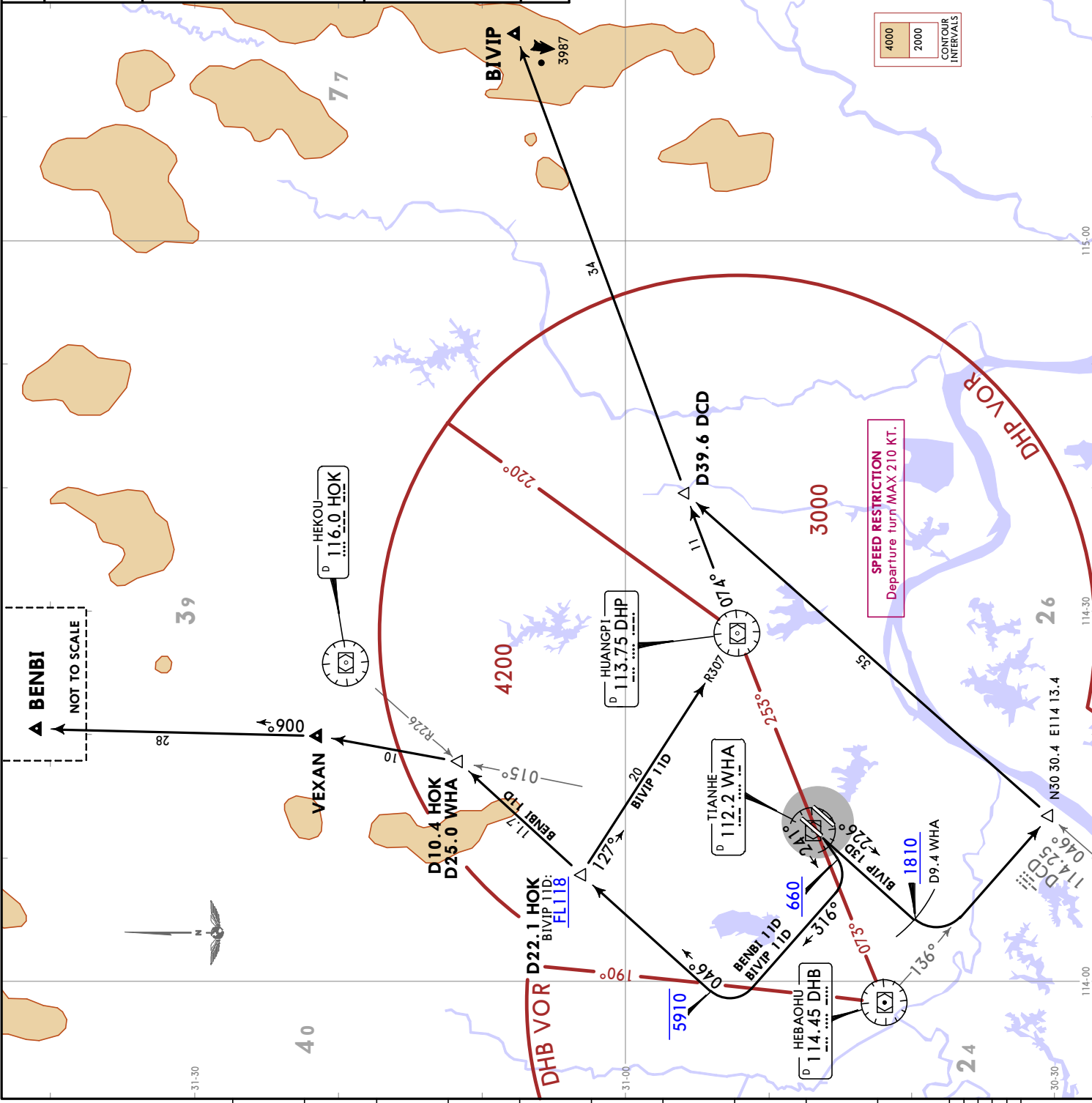
1. While simultaneous operation, LEFT turn after take-off shall be permitted by ATC  
2. Do not turn before DER.

**BENBI 11D [BENØ1D]  
BIVIP 11D [BIV11D]  
BIVIP 13D [BIVØ3D]  
BY ATC**

**DEPARTURES  
(RWY 22R)**

FT./METER CONVERSION	
QNH	
660'	200m
1810'	550m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION  
FL118 FL3600m



ZHHH/WUH  
TIANHE

JEPPESSEN  
13 MAY 22  
Eff 18 May 1600Z  
10-3P

**JEPPESSEN**  
 13 MAY 22 (10-30) **EFF 18 May 1600Z** **SID**

**ZHHH/WUH**  
 TIANHE

**WUHAN, PR OF CHINA**

Apt Elev  
 113

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

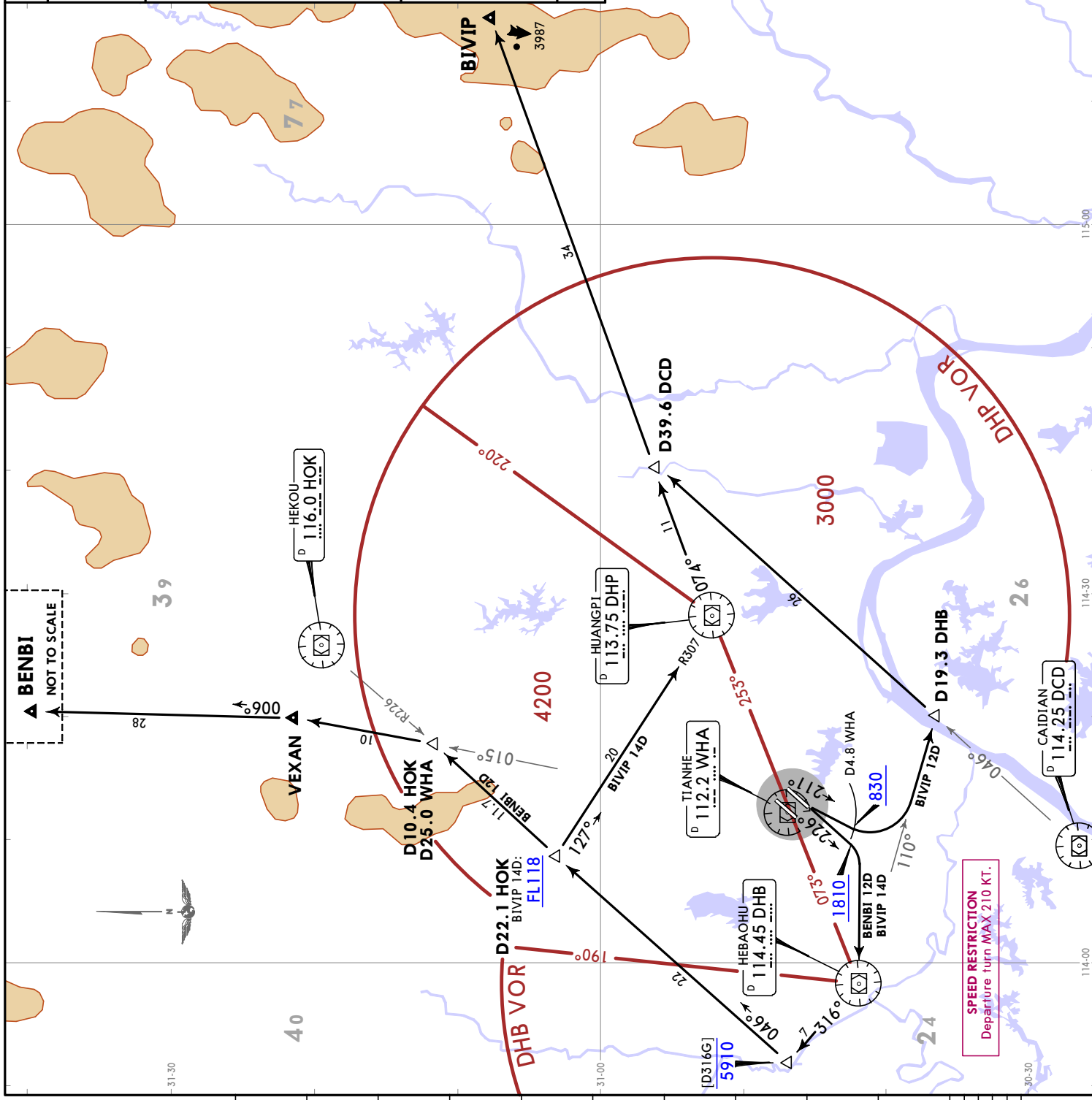
1. While simultaneous operation, RIGHT turn after take-off shall be permitted by ATC  
 2. Do not turn before DER.

**BENBI 12D [BEN02D]**  
**BIVIP 12D [BIV12D]**  
 BY ATC  
**BIVIP 14D [BIV04D]**

**DEPARTURES**  
 (RWY 22L)

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

FL CONVERSION  
 FL118 FL3600m





WUHAN, PR OF CHINA

SID

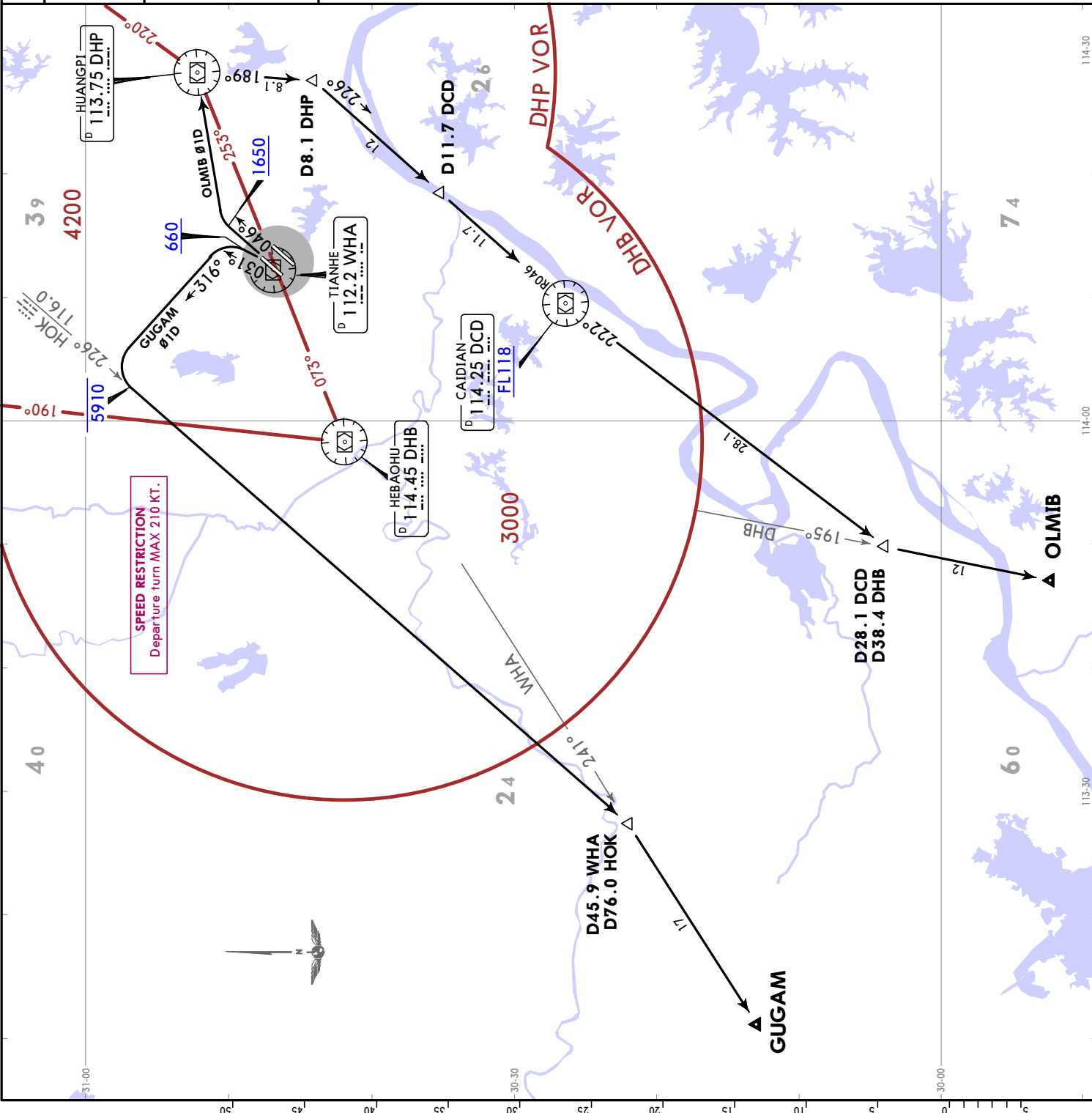
Apt Elev  
113

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.

GUGAM Ø1D [GUGØ1D]  
OLMIB Ø1D [OLMØ1D]  
BY ATC  
DEPARTURES  
(RWY 04L)

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



ZHHH/WUH  
TIANHE  
JEPPesen  
13 MAY 22  
Eff 18 May 1600Z  
10-3S

**JEPPESEN**  
**WUHAN, PR OF CHINA**  
 13 MAY 22 10-3T Eff 18 MAY 1600Z **SID**

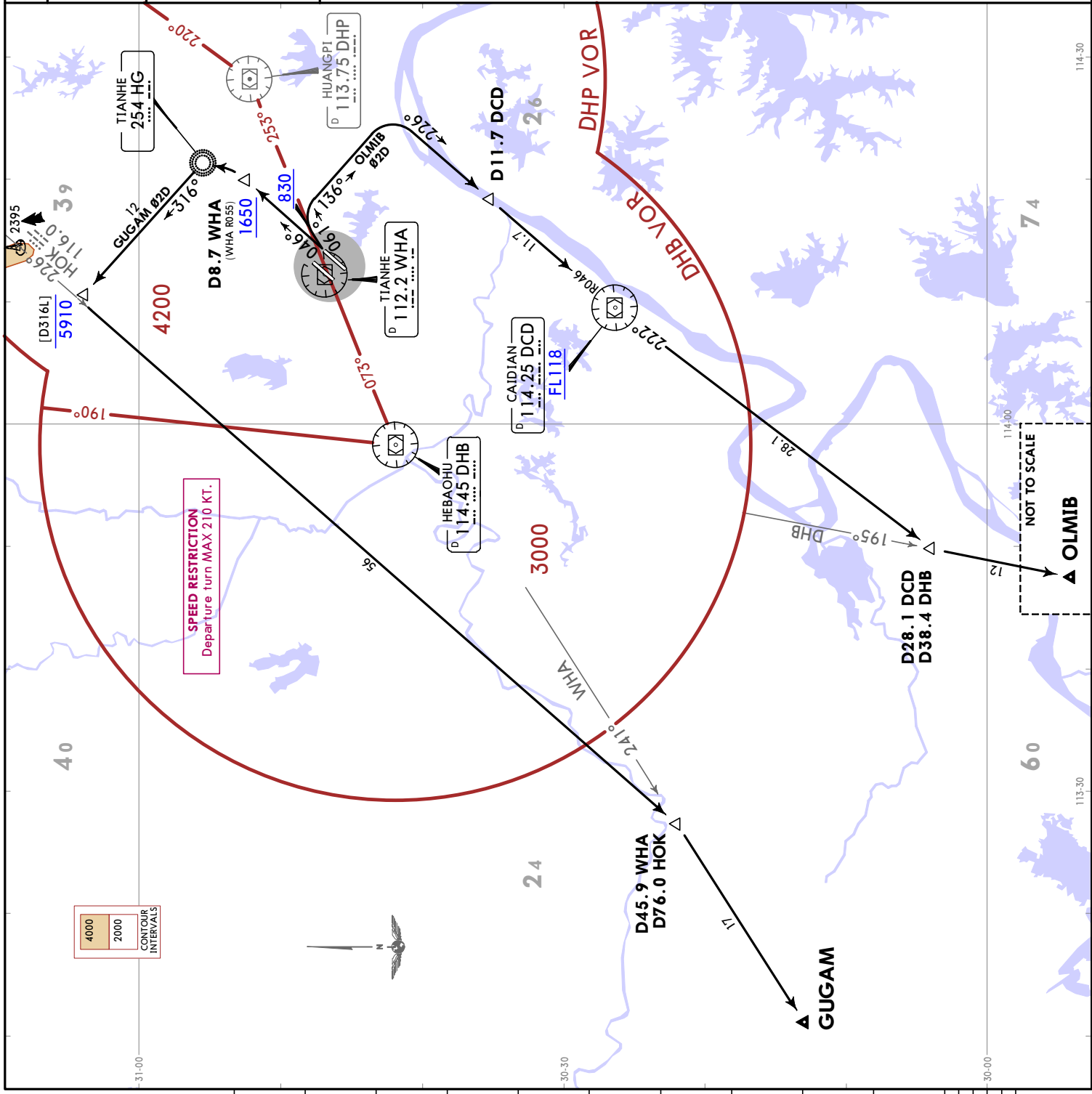
Apt Elev  
 113

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 02D [GUG02D]**  
**OLMIB 02D [OLM02D]**  
 BY ATC  
**DEPARTURES**  
**(RWY 04R)**

FT/METER CONVERSION	
QNH	
830'	- 250m
1650'	- 500m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL118	FL3600m



**ZHHH/WUH**  
**TIANHE**  
**Eff 27 Dec 1600Z**  
**10-3U**

**JEPPESEN**  
 22 DEC 23  
**10-3U**

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

Apt Elev  
 113

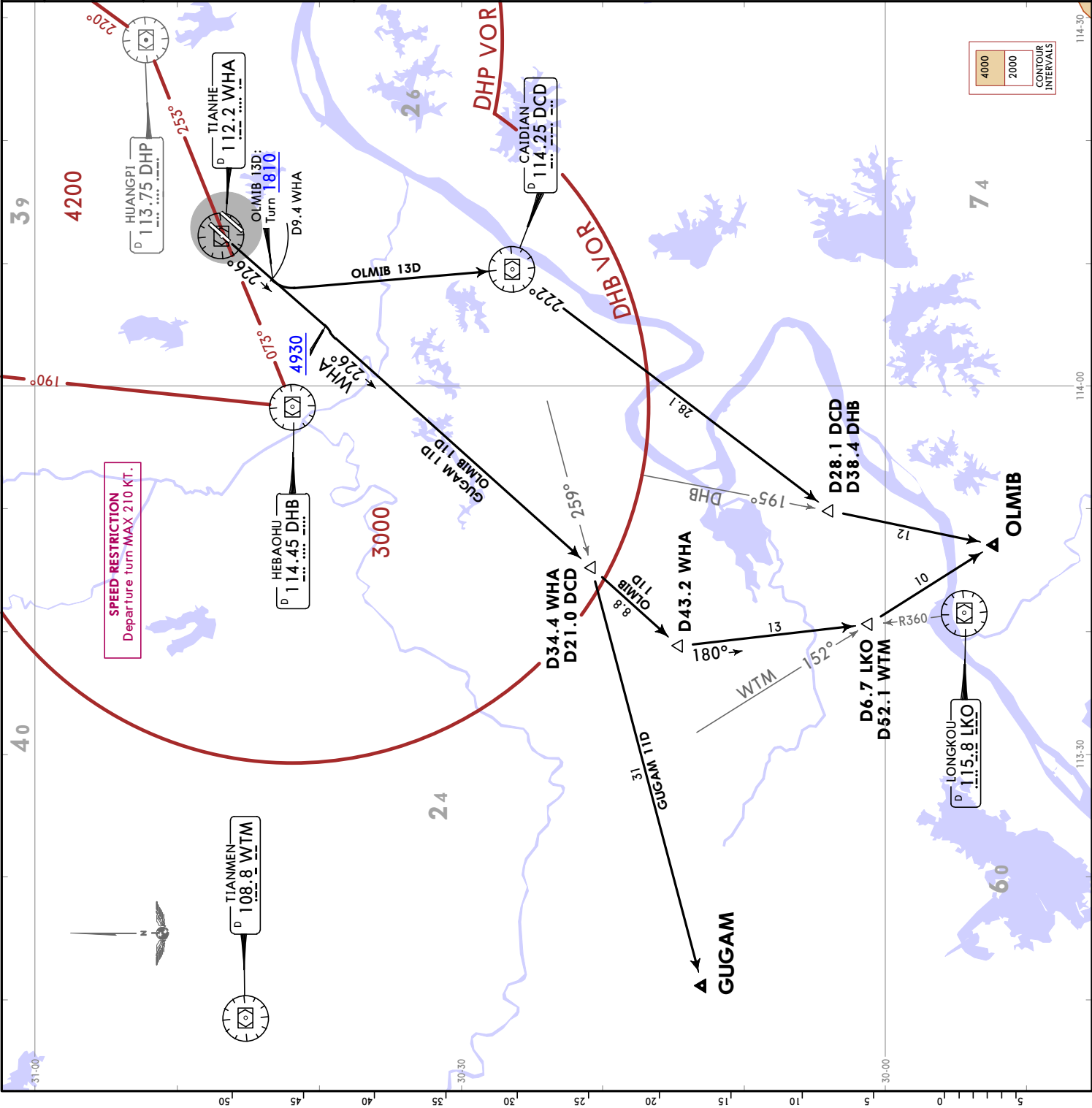
Trans alt: 9850  
 10830 - 1031 hPa or above  
 8860 - 979 hPa or below

1. While simultaneous operation, 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



JEPPESSEN

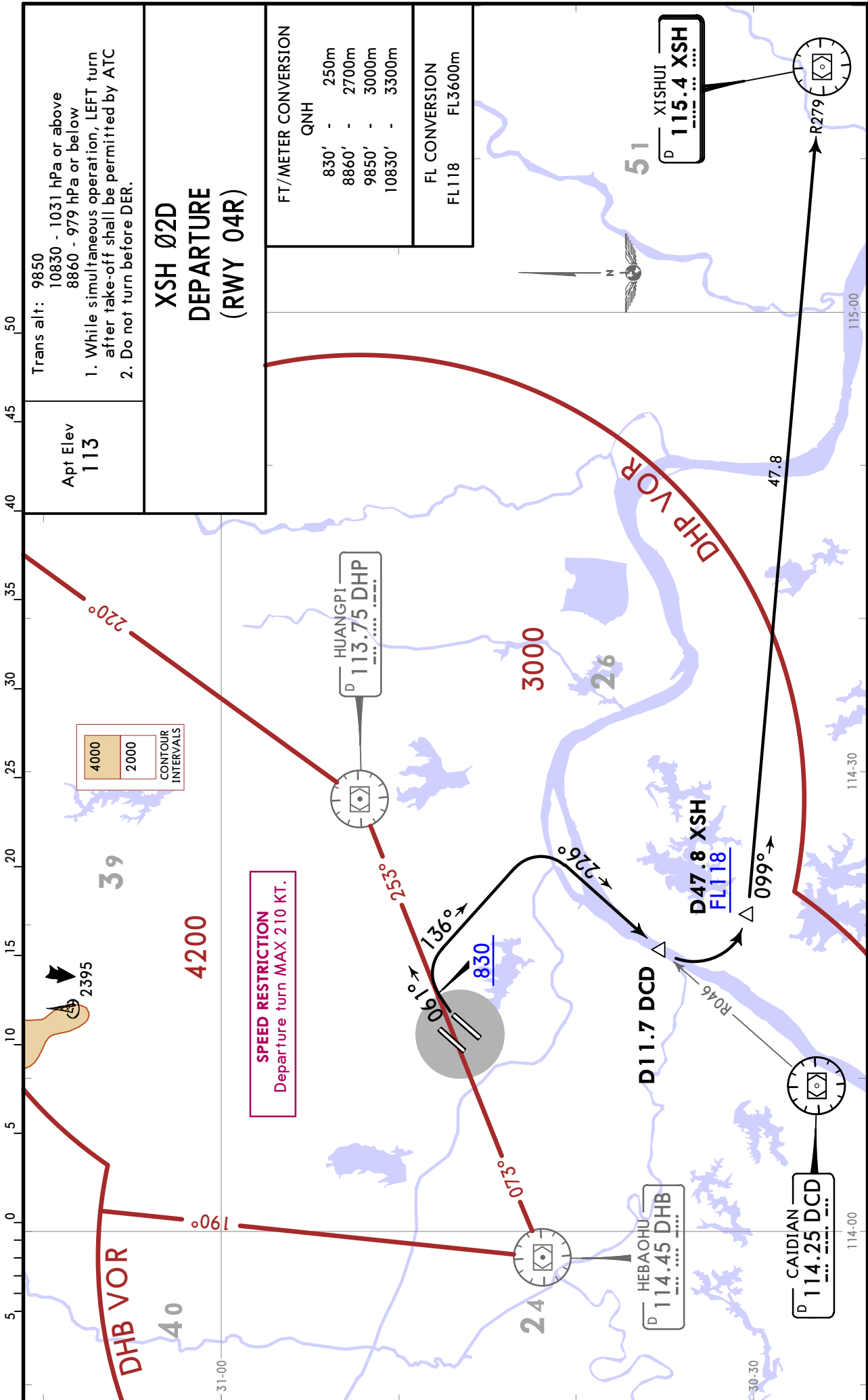
WUHAN, PR OF CHINA

13 MAY 22

10-3X

Eff 18 May 1600Z

SID



ZHHH/WUH  
TIANHE

JEPPESSEN

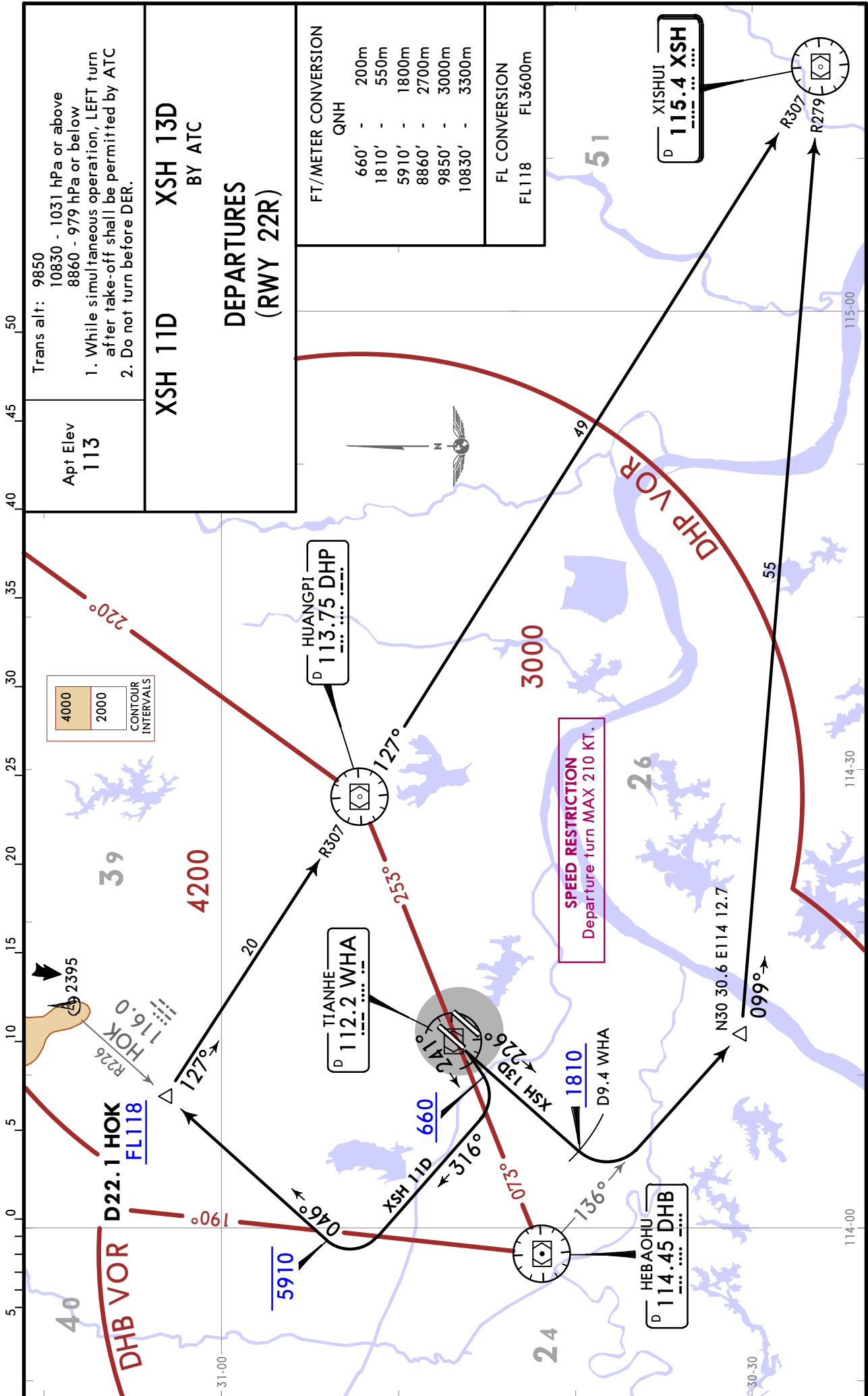
WUHAN, PR OF CHINA

13 MAY 22

10-3X1

Eff 18 May 1600Z

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.	Apt Elev 113
<b>DEPARTURES (RWY 22R)</b>	
XSH 11D	XSH 13D BY ATC

FT/METER CONVERSION	
QNH	
660'	- 200m
1810'	- 550m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

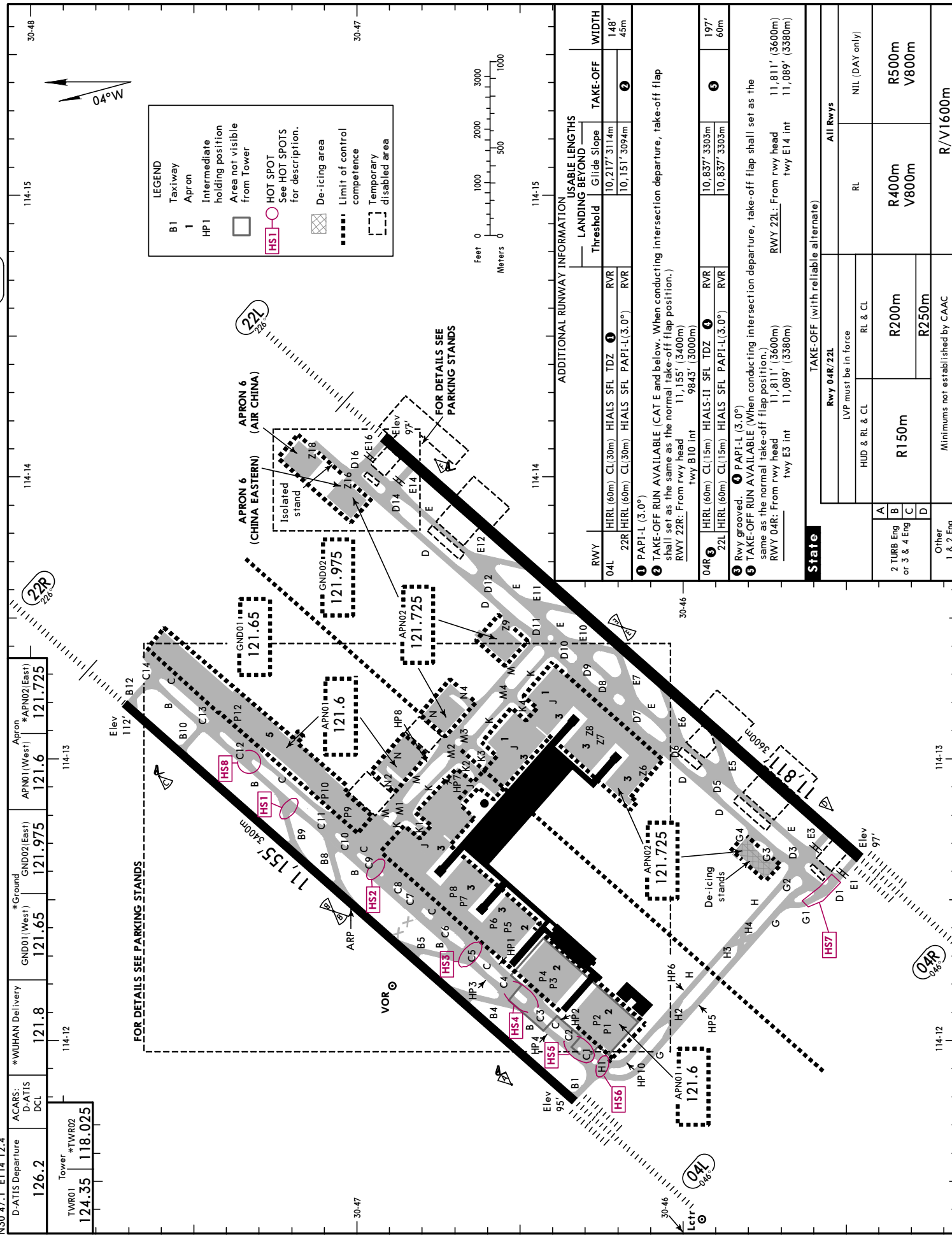
FL CONVERSION	
FL118	FL3600m

XISHUI D 115.4 XSH	R307 R279
-----------------------	--------------





ZHHH/WUHH  
 Aft Elev 115'  
 NS0 47.1 E114 12.4  
 D-ATIS Departure  
 126.2  
 Tower \*TWR02  
 124.35 118.025  
 \*WUHAN Delivery  
 121.8  
 GND01 (West)  
 121.65  
 \*Ground  
 GND02 (East)  
 121.975  
 APN01 (West)  
 121.6  
 \*APN02 (East)  
 121.725  
 Apron  
 121.725  
 12 APR 24 10-9 Eff 17 Apr 1600Z  
 JEPPESEN WUHAN, PR OF CHINA  
 TIANHAE



**ADDITIONAL RUNWAY INFORMATION**

RWY	LANDING BEYOND		USABLE LENGTHS	
	Threshold	Width	Take-Off	Width
04L	HIRL (60m) CL(30m)	148'	10,217' 3114m	148'
22R	HIRL (60m) CL(30m)	148'	10,151' 3094m	148'
04R	HIRL (60m) CL(15m)	197'	10,837' 3303m	60m
22L	HIRL (60m) CL(15m)	197'	10,837' 3303m	60m

**State**

State	Runway	Take-Off (with reliable alternate)
1	PAPI-L (3.0°)	From rwy head 11,155' (3400m)
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.)	From rwy head 11,089' (3380m)
3	Rwy grooved.	From rwy head 11,811' (3600m)
4	TAKE-OFF RUN AVAILABLE (When conducting intersection departure, take-off flap shall set as the same as the normal take-off flap position.)	From rwy head 11,089' (3380m)
5	PAPI-L (3.0°)	From rwy head 11,811' (3600m)

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

Runway	Take-Off (with reliable alternate)
Rwy 04R/22L	LVP must be in force
HUD & RL & CL	RL & CL
A	R150m
B	R200m
C	R400m
D	R500m
Other	R/V1600m

Minimums not established by CAAC

CHANGES: New Apron, TWY added.  
 © JEPPESEN, 2016, 2024. ALL RIGHTS RESERVED.



## 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

**JEPPESSEN**  
17 MAY 24 (11-1)

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

D-ATIS Arrival <b>126.6</b>	WUHAN Approach (R) *APP01 APP02 APP03 APP04			WUHAN Tower TWR01 <b>124.35</b>	*Ground GND01(West) <b>121.65</b>
LOC IHN <b>*109.3</b>	Final Apch Crs <b>046°</b>	<b>D9.0 IHN</b> 2960' (2865')	ILS DA(H) <b>295' (200')</b>	Apt Elev 113' Rwy 95'	

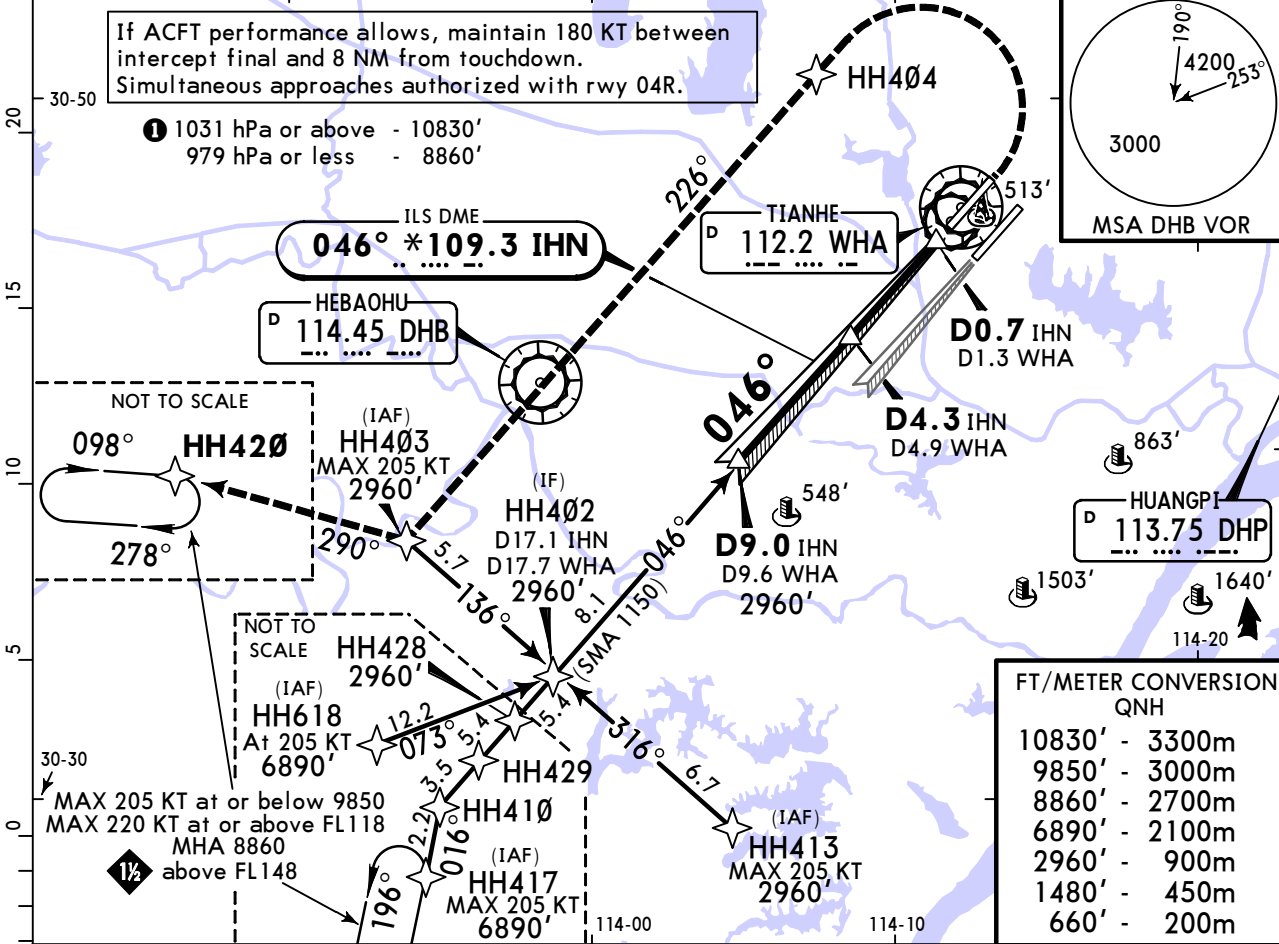
**MISSED APCH:** Climb STRAIGHT AHEAD to 660', then turn LEFT (MAX 205 KT) to HH404. Proceed on 226° to HH403 at 2960', then turn LEFT for another approach or proceed to HH420 at 8860' or above and join holding, or as directed. Do not turn before MAP.

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

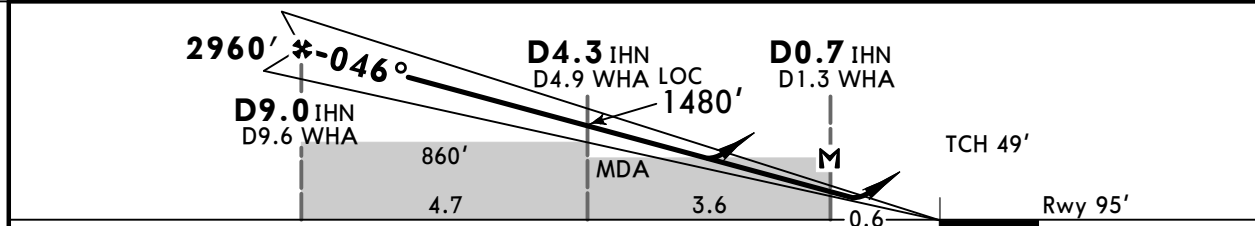
If ACFT performance allows, maintain 180 KT between intercept final and 8 NM from touchdown. Simultaneous approaches authorized with rwy 04R.

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

MSA DHP VOR
MSA DHB VOR



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	HIALS PAPI 	HH404 LT	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.7 IHN/D1.3 WHA									

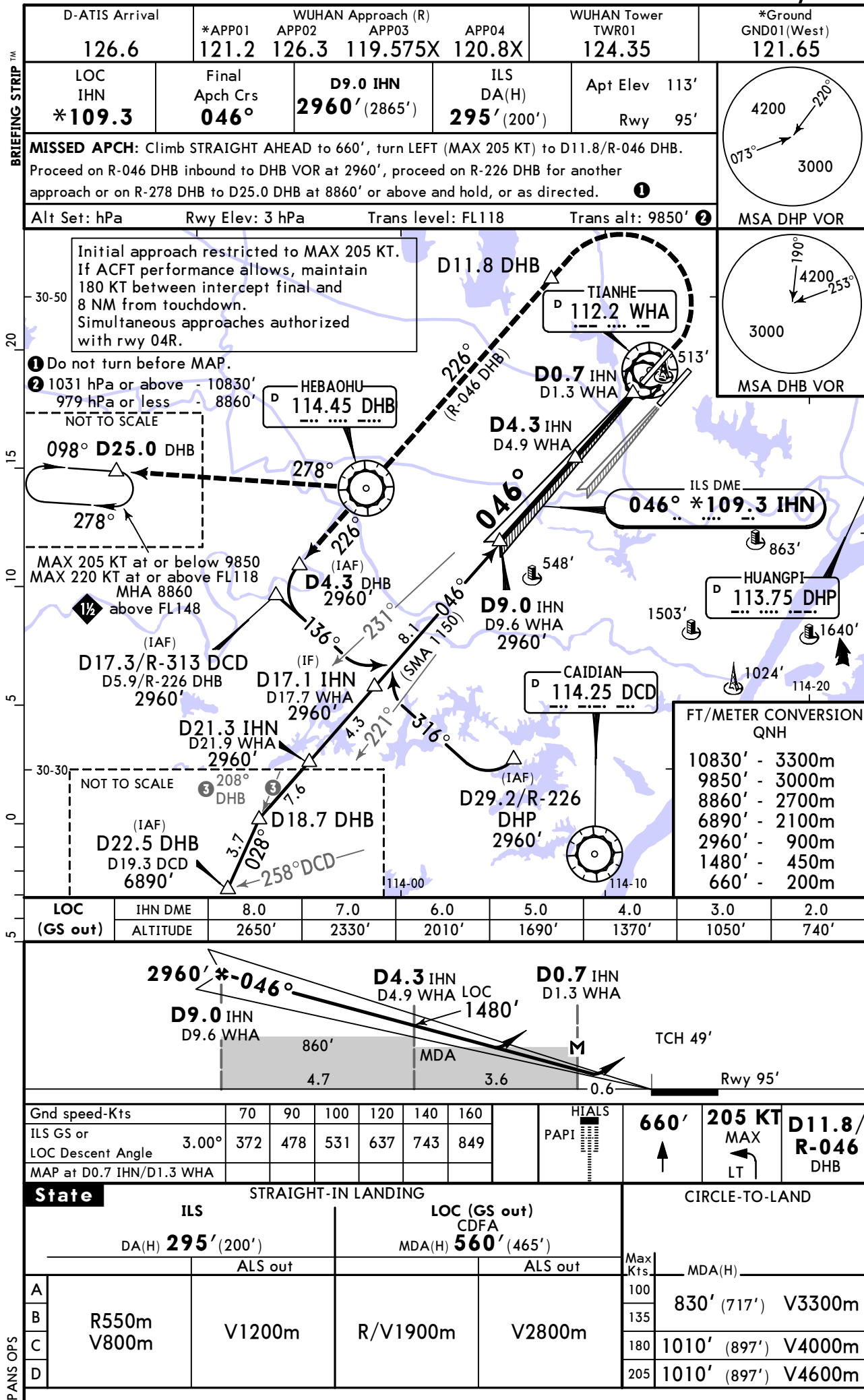
State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS DA(H) <b>295' (200')</b>	LOC (GS out) CDFA MDA(H) <b>560' (465')</b>	Max Kts	MDA(H)
A			100	830' (717') V3300m
B	R550m	V1200m	135	1010' (897') V4000m
C	V800m	R/V1900m	180	1010' (897') V4600m
D		V2800m	205	1010' (897') V4600m

PANS OPS

ZHHH/WUH  
TIANHE

**JEPPESSEN**  
17 MAY 24 (11-2)

WUHAN, PR OF CHINA  
ILS DME Y Rwy 04L



ZHHH/WUH  
TIANHE

JEPPESSEN  
17 MAY 24 (11-2A)

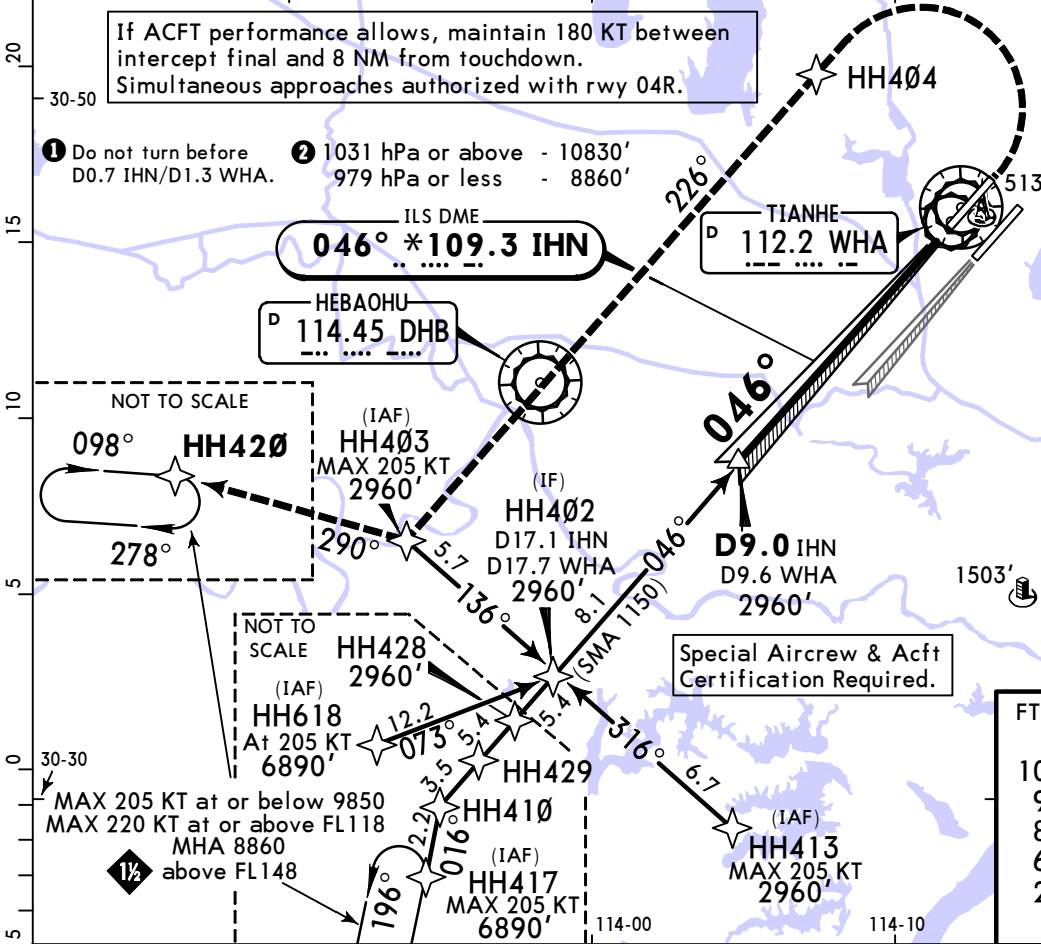
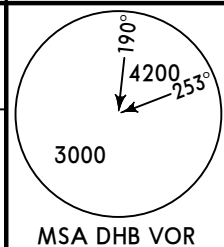
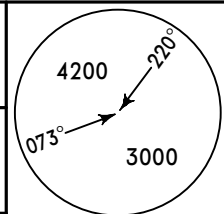
WUHAN, PR OF CHINA  
SA CAT I RNP ILS DME Z Rwy 04L

D-ATIS Arrival <b>126.6</b>	WUHAN Approach (R) *APP01 APP02 APP03 APP04			WUHAN Tower TWR01 <b>124.35</b>	*Ground GND01(West) <b>121.65</b>
--------------------------------	------------------------------------------------	--	--	---------------------------------------	-----------------------------------------

LOC IHN <b>*109.3</b>	Final Aptch Crs <b>046°</b>	<b>D9.0 IHN</b> 2960' (2865')	SA CAT I ILS <b>RA 164'</b> DA(H) 245' (150')	Apt Elev 113' Rwy 95'
-----------------------------	-----------------------------------	----------------------------------	--------------------------------------------------------	--------------------------

**MISSED APCH:** Climb STRAIGHT AHEAD to 660', then turn LEFT (MAX 205 KT) to HH404. Proceed on 226° to HH403 at 2960', then turn LEFT for another approach or proceed to HH420 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



If ACFT performance allows, maintain 180 KT between intercept final and 8 NM from touchdown. Simultaneous approaches authorized with rwy 04R.

- ① Do not turn before D0.7 IHN/D1.3 WHA.
- ② 1031 hPa or above - 10830' / 979 hPa or less - 8860'

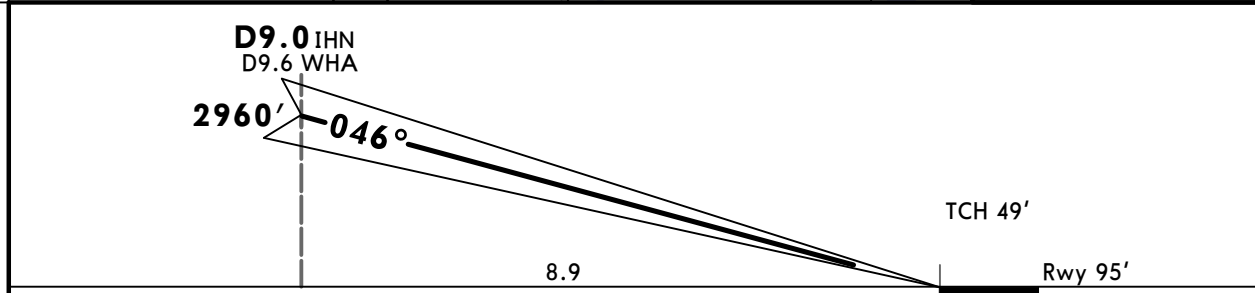
NOT TO SCALE  
HH420  
098°  
278°

NOT TO SCALE  
HH428  
2960'  
HH618  
At 205 KT  
6890'  
MHA 8860  
1/2 above FL148

Special Aircrew & Acft Certification Required.

FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
2960'	-	900m
660'	-	200m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	660' ↑	205 KT MAX ← LT	HH404
GS	3.00°	372	478	531	637	743				

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

R450m  
① HUD required.

PANS OPS

ZHHH/WUH  
TIANHE

JEPPESSEN

WUHAN, PR OF CHINA

17 MAY 24 (11-2B)

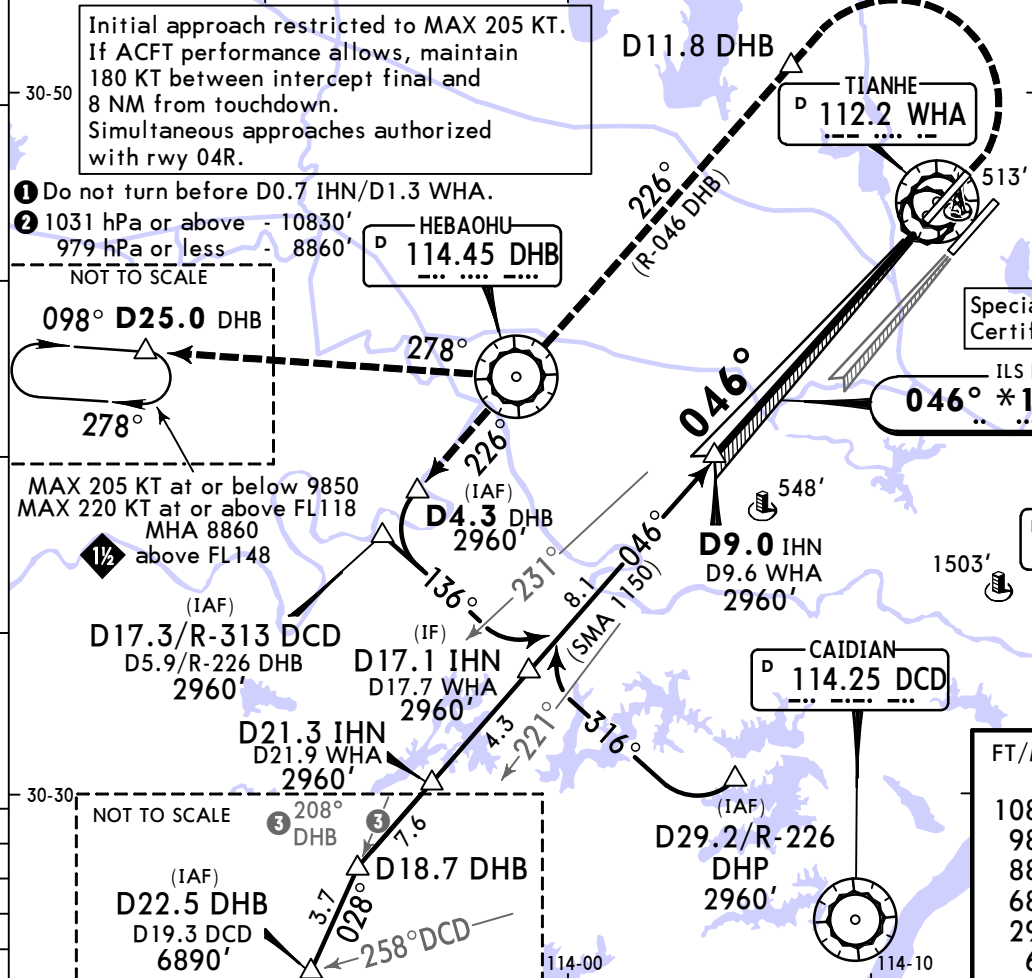
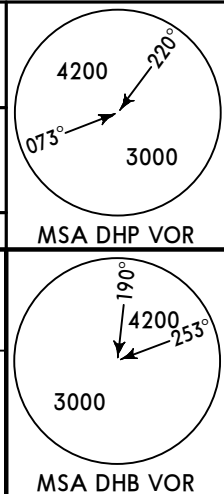
SA CAT I ILS DME Y Rwy 04L

D-ATIS Arrival <b>126.6</b>	WUHAN Approach (R) *APP01 <b>121.2</b>	APP02 <b>126.3</b>	APP03 <b>119.575X</b>	APP04 <b>120.8X</b>	WUHAN Tower TWR01 <b>124.35</b>	*Ground GND01(West) <b>121.65</b>
--------------------------------	----------------------------------------------	-----------------------	--------------------------	------------------------	---------------------------------------	-----------------------------------------

LOC IHN <b>*109.3</b>	Final Apch Crs <b>046°</b>	D9.0 IHN <b>2960'</b> (2865')	SA CAT I ILS <b>RA 164'</b> DA(H) 245' (150')	Apt Elev 113' Rwy 95'
-----------------------------	----------------------------------	----------------------------------	--------------------------------------------------------	--------------------------

**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



Special Aircrew & Acft Certification Required.

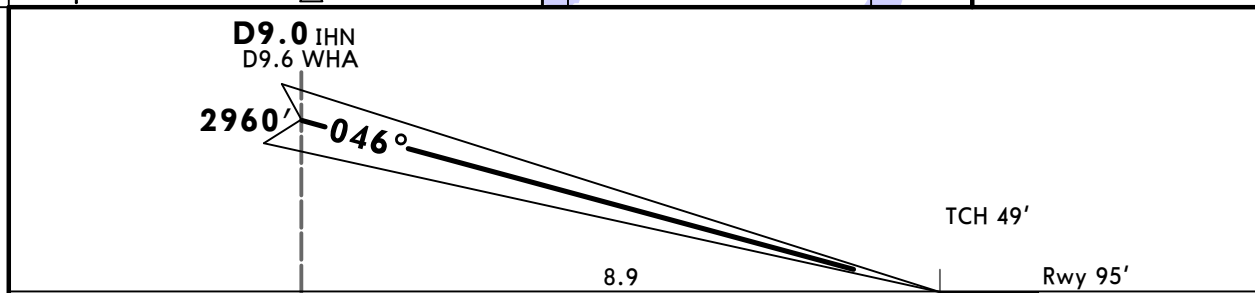
ILS DME  
**046° \*109.3 IHN**

HUANGPI  
D 113.75 DHP

CAIDIAN  
D 114.25 DCD

FT/METER CONVERSION  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
2960'	-	900m
660'	-	200m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 660' ↑ 205 KT MAX LT D11.8/R-046 DHB
GS	3.00°	372	478	531	637	849	

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

R450m  
① HUD required.

ZHHH/WUH  
TIANHE

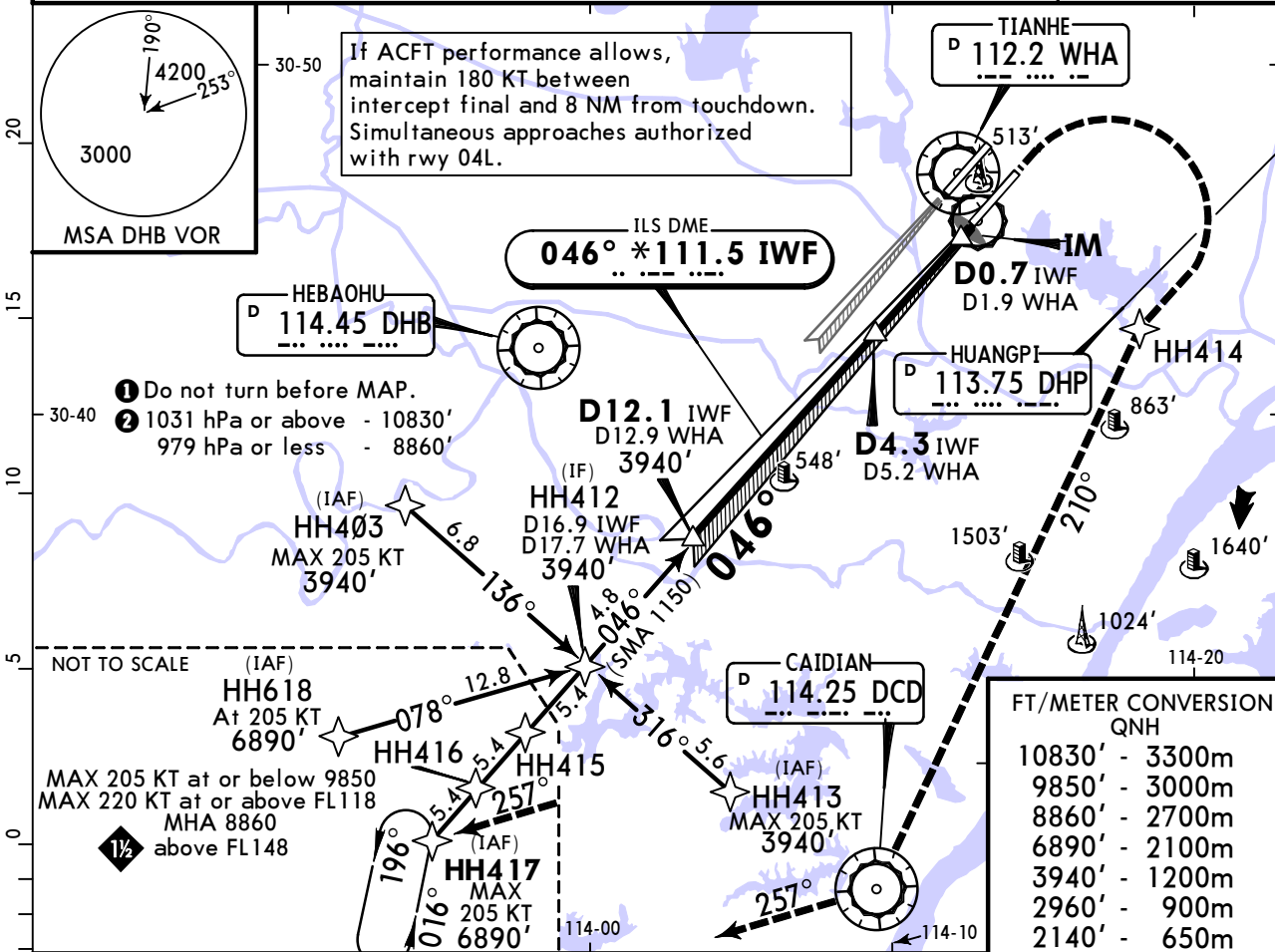
**JEPPESSEN**  
17 MAY 24 (11-3)

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

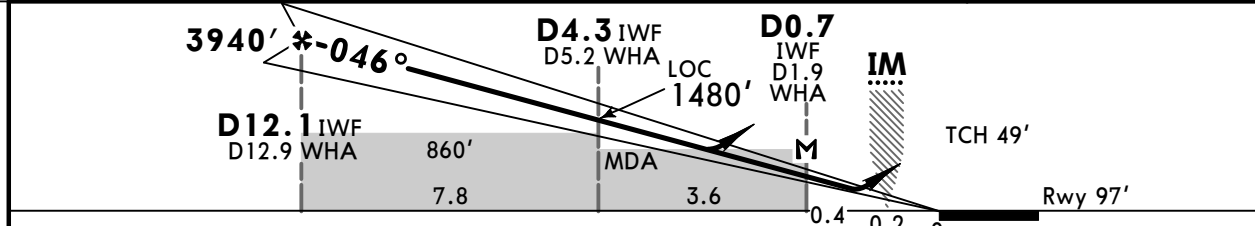
D-ATIS Arrival <b>126.6</b>	WUHAN Approach (R) *APP01 APP02 APP03 APP04 <b>121.2 126.3 119.575X 120.8X</b>			*WUHAN Tower TWR02 <b>118.025</b>	*Ground GND02(East) <b>121.975</b>
LOC IWF <b>*111.5</b>	Final Apch Crs <b>046°</b>	<b>D12.1 IWF</b> 3940' (3843')	ILS DA(H) <b>297' (200')</b>	Apt Elev 113' Rwy 97'	

**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to HH414 at 2140' or above. Proceed on 210° 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	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		<b>830'</b> ↑ <b>205 KT</b> MAX RT <b>HH414</b> at or above <b>2140'</b>
ILS GS or LOC Descent Angle	3.00°							
MAP at D0.7 IWF/D1.9 WHA								

State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS DA(H) <b>297' (200')</b>	LOC (GS out) CDFA MDA(H) <b>810' (713')</b>	ALS out	ALS out
A				Max Kts 100
B	R550m	V1200m	V3300m	135
C	V800m		V4200m	180
D				205
				MDA(H)
				830' (717') V3300m
				1010' (897') V4000m
				1010' (897') V4600m



ZHHH/WUH  
TIANHE

JEPPESEN  
17 MAY 24 (11-3A)

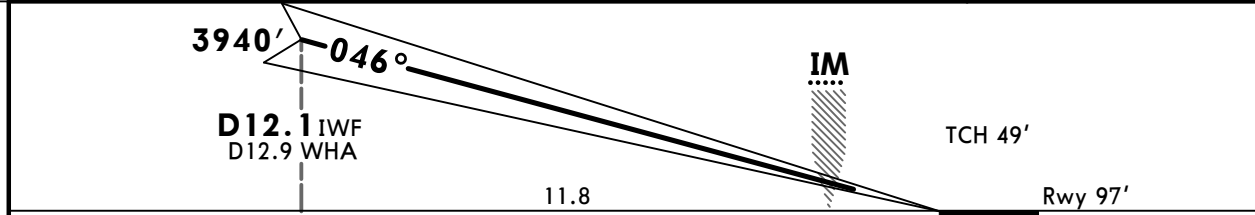
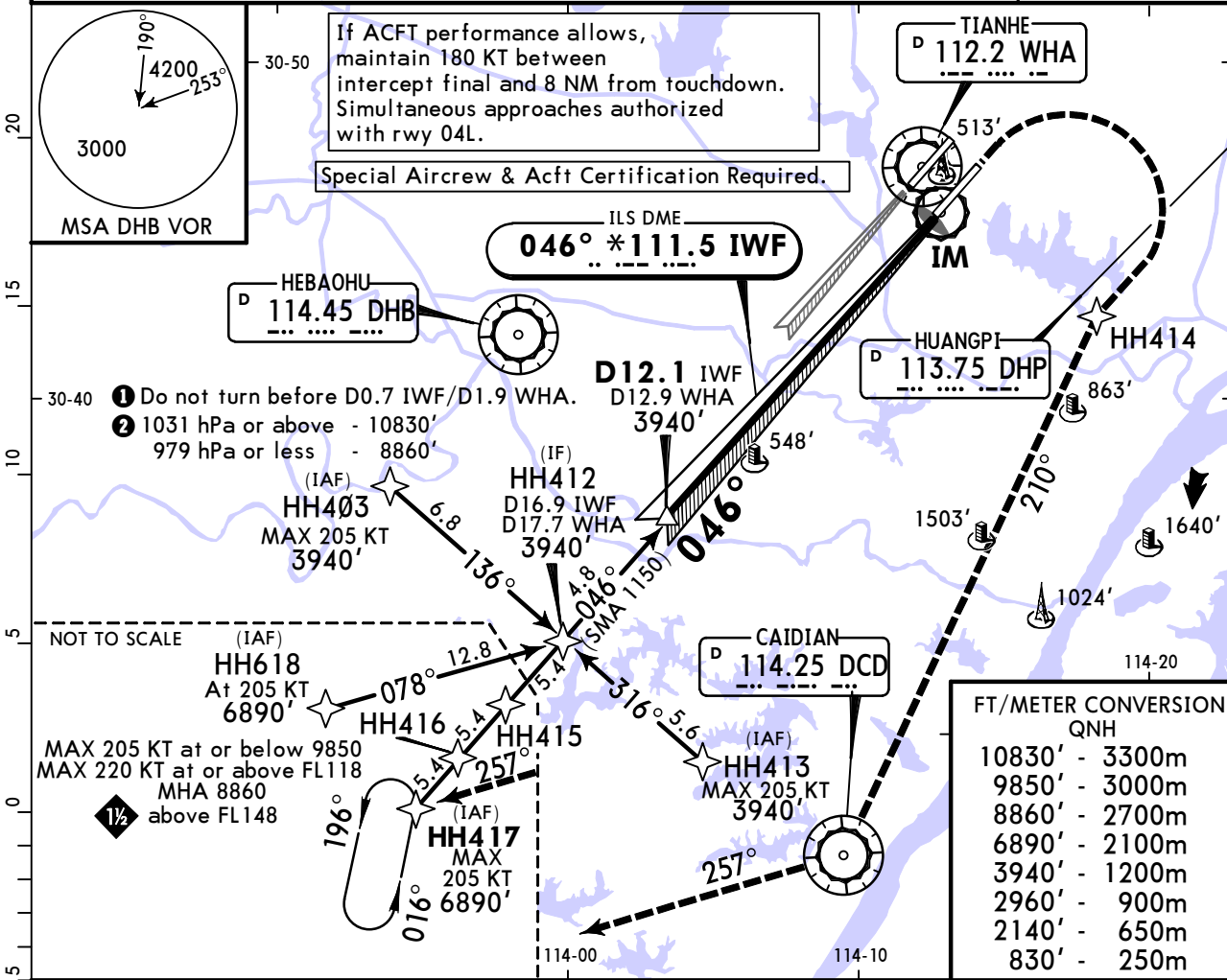
WUHAN, PR OF CHINA  
CAT II RNP ILS DME Z Rwy 04R

D-ATIS Arrival <b>126.6</b>	*APP01 <b>121.2</b>	WUHAN Approach (R) APP02 <b>126.3</b>	APP03 <b>119.575X</b>	APP04 <b>120.8X</b>	*WUHAN Tower TWR02 <b>118.025</b>	*Ground GND02(East) <b>121.975</b>
--------------------------------	------------------------	---------------------------------------------	--------------------------	------------------------	-----------------------------------------	------------------------------------------

LOC IWF <b>*111.5</b>	Final Apch Crs <b>046°</b>	D12.1 IWF <b>3940'</b> (3843')	CAT II ILS <b>RA 102'</b> DA(H) 197' (100')	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° 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		<b>830'</b> ↑ <b>205 KT</b> MAX RT	<b>HH414</b> at or above <b>2140'</b>
GS	3.00°	372	478	531	637	743			

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

**R300m**

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

ZHHH/WUH  
TIANHE

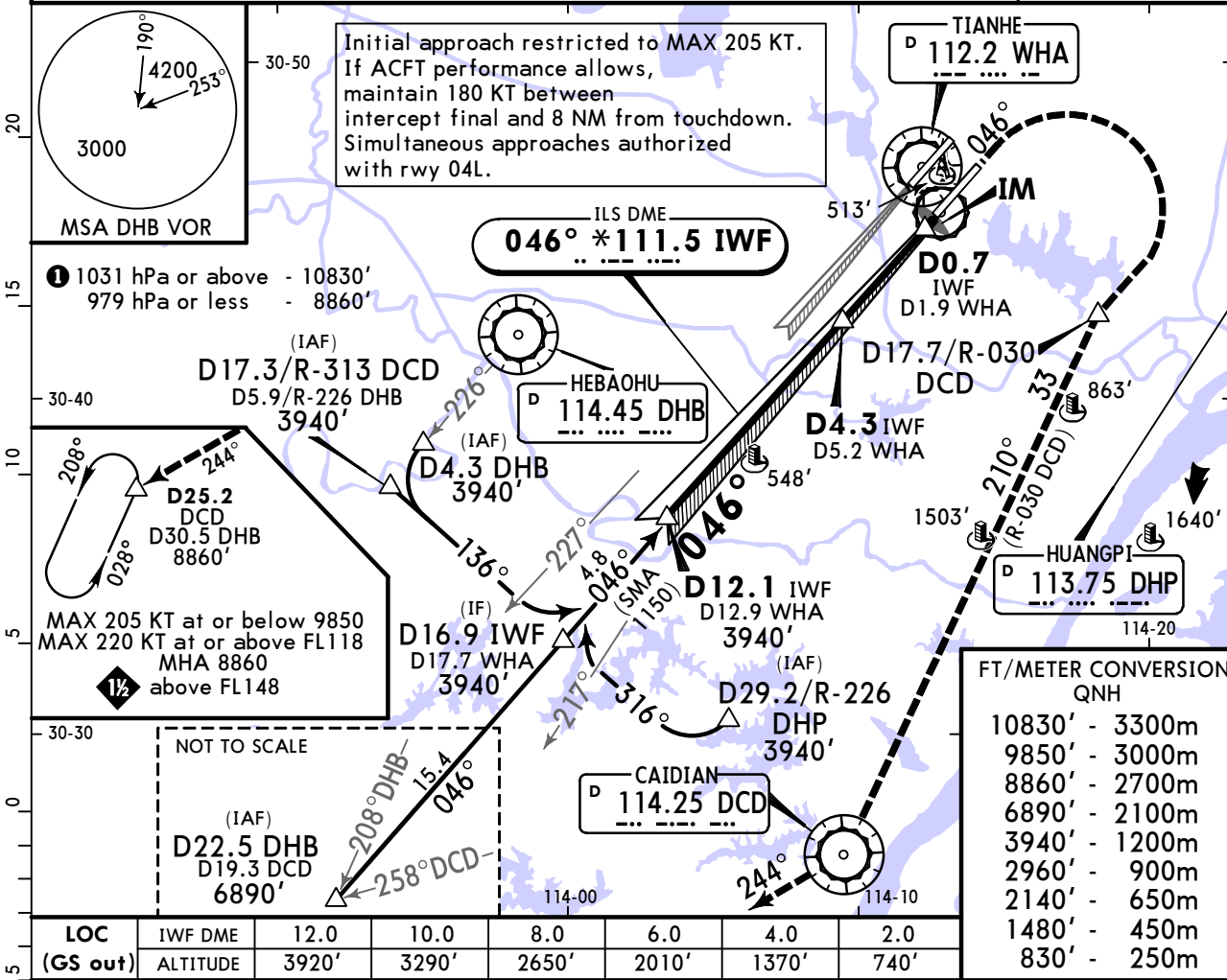
JEPPESEN  
17 MAY 24 (11-4)

WUHAN, PR OF CHINA  
ILS DME Y Rwy 04R

D-ATIS Arrival	WUHAN Approach (R)				*WUHAN Tower TWR02	*Ground GND02(East)
126.6	*APP01	APP02	APP03	APP04	118.025	121.975
LOC IWF *111.5	Final Apch Crs 046°	D12.1 IWF 3940' (3843')	ILS DA(H) 297' (200')	Apt Elev 113'	Rwy 97'	

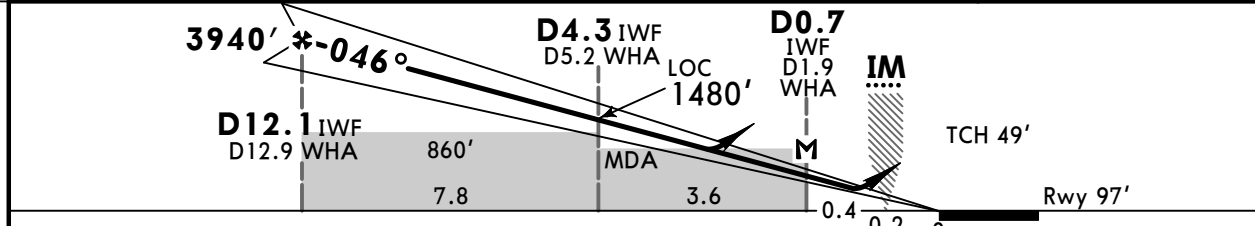
**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to D17.7/R-030 DCD at 2140' or above. Proceed on R-030 DCD inbound immediately climbing to 2960'. Proceed to DCD VOR at 2960', then on R-244 DCD to D25.2 DCD at 8860' or above and join holding, or as directed. Do not turn before MAP.

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
1480'	-	450m
830'	-	250m



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'			
ILS GS or LOC Descent Angle	3.00°												
MAP at D0.7 IWF/D1.9 WHA													

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS DA(H) 297' (200')	LOC (GS out) CDFA MDA(H) 810' (713')		MDA(H)		
	ALS out		ALS out	Max Kts		
A				100	830' (717') V3300m	
B	R550m	V1200m	V3300m	135		
C	V800m		V4200m	180	1010' (897') V4000m	
D				205	1010' (897') V4600m	

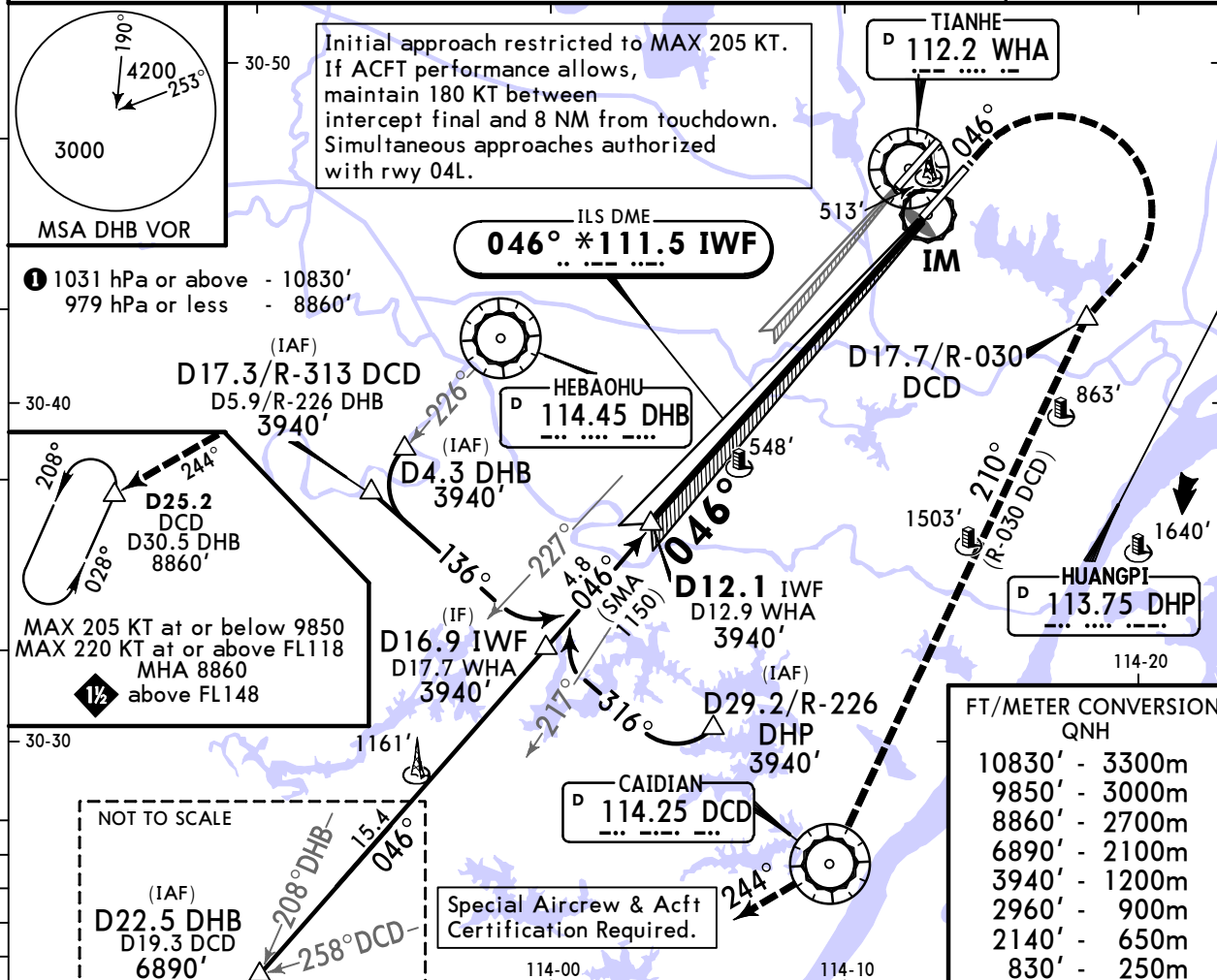
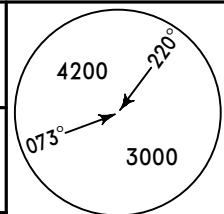
ZHHH/WUH  
TIANHE

**JEPPESSEN** WUHAN, PR OF CHINA  
17 MAY 24 (11-4A) CAT II ILS DME Y Rwy 04R

D-ATIS Arrival	WUHAN Approach (R)				*WUHAN Tower TWR02	*Ground GND02(East)
126.6	*APP01	APP02	APP03	APP04	118.025	121.975
LOC IWF	Final Apch Crs	D12.1 IWF	CAT II ILS	Apt Elev	Rwy	
*111.5	046°	3940' (3843')	RA 102' DA(H) 197' (100')	113'	97'	

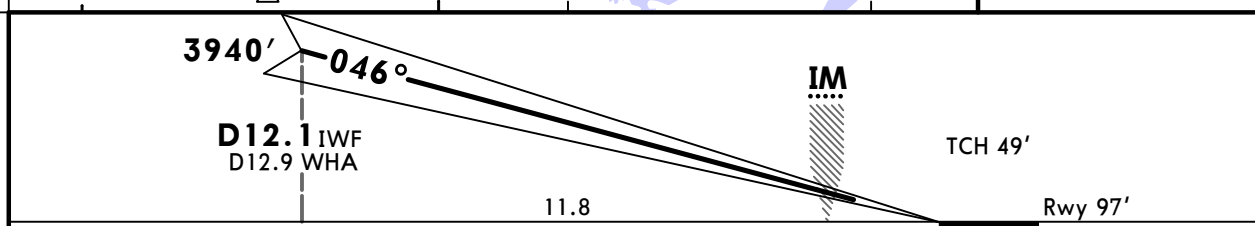
**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to D17.7/R-030 DCD at 2140' or above. Proceed on R-030 DCD inbound immediately climbing to 2960'. Proceed to DCD VOR at 2960', then on R-244 DCD to D25.2 DCD at 8860' or above and join holding, or as directed. Do not turn before 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	830'	205 KT MAX	D17.7/ R-030 DCD 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')

**R300m**

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

ZHHH/WUH



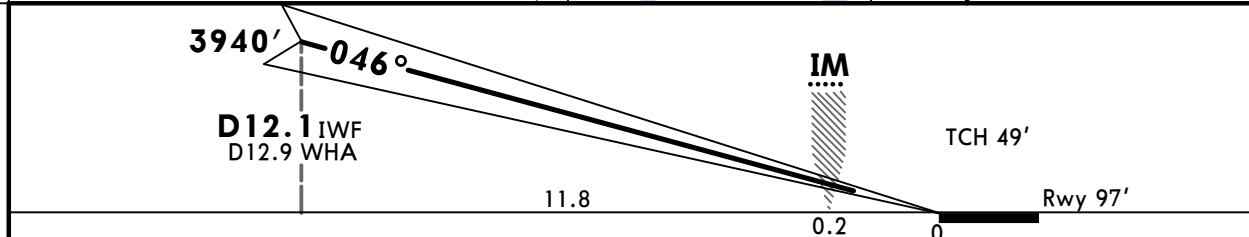
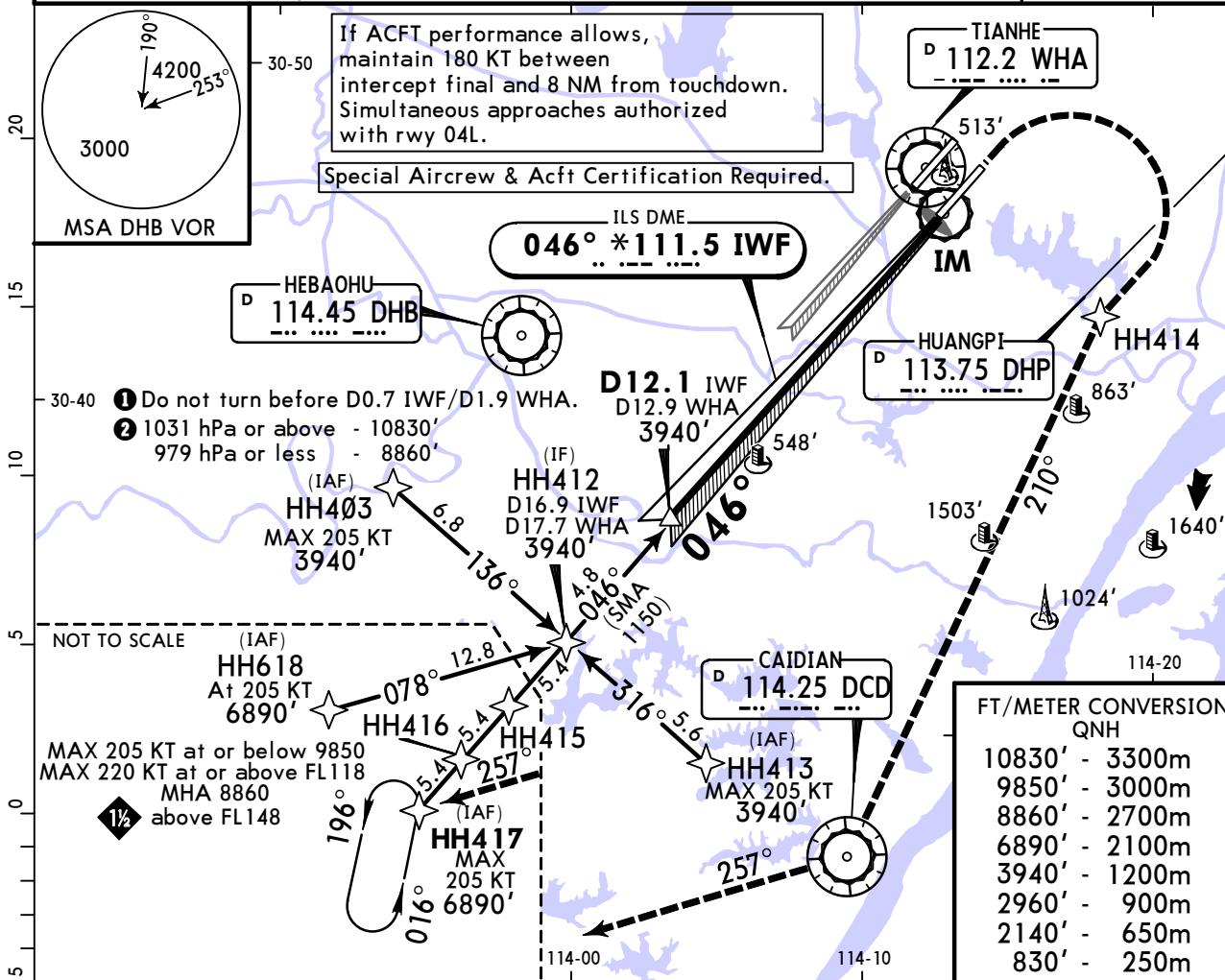
WUHAN, PR OF CHINA  
SA CAT I & SA CAT II  
RNP ILS DME Z Rwy 04R

TIANHE

17 MAY 24 (11-4B)

BRIEFING STRIP™

D-ATIS Arrival <b>126.6</b>	*APP01 <b>121.2</b>	WUHAN Approach (R) APP02 <b>126.3</b>	APP03 <b>119.575X</b>	APP04 <b>120.8X</b>	*WUHAN Tower TWR02 <b>118.025</b>	*Ground GND02(East) <b>121.975</b>
LOC IWF <b>*111.5</b>	Final Apch Crs <b>046°</b>	<b>D12.1 IWF</b> <b>3940'</b> (3843')	SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 113' Rwy 97'	
<b>MISSED APCH:</b> 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. <b>1</b>						
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL118	Trans alt: 9850' <b>2</b>		MSA DHP VOR	



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

<b>State</b>	<b>STRAIGHT-IN LANDING</b>	
<b>SA CAT II ILS</b> <b>1</b>	<b>SA CAT I ILS</b> <b>1</b>	
<b>RA 102'</b> DA(H) <b>197'</b> (100')	<b>RA 151'</b> DA(H) <b>247'</b> (150')	
<b>R350m</b>	<b>R450m</b>	

PANS OPS

**1** HUD required.

CHANGES: Communications.

© JEPPesen, 2019, 2024. ALL RIGHTS RESERVED.

ZHHH/WUH

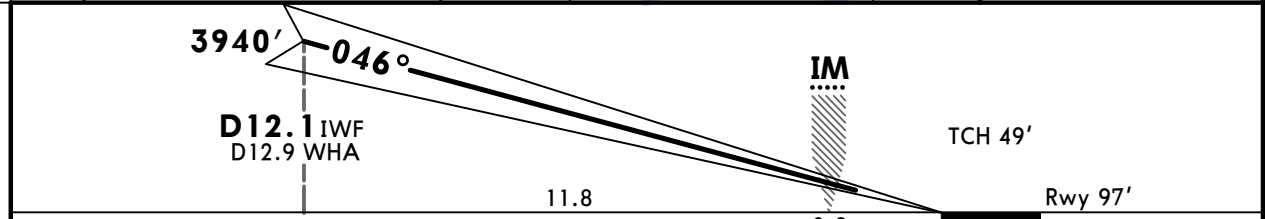
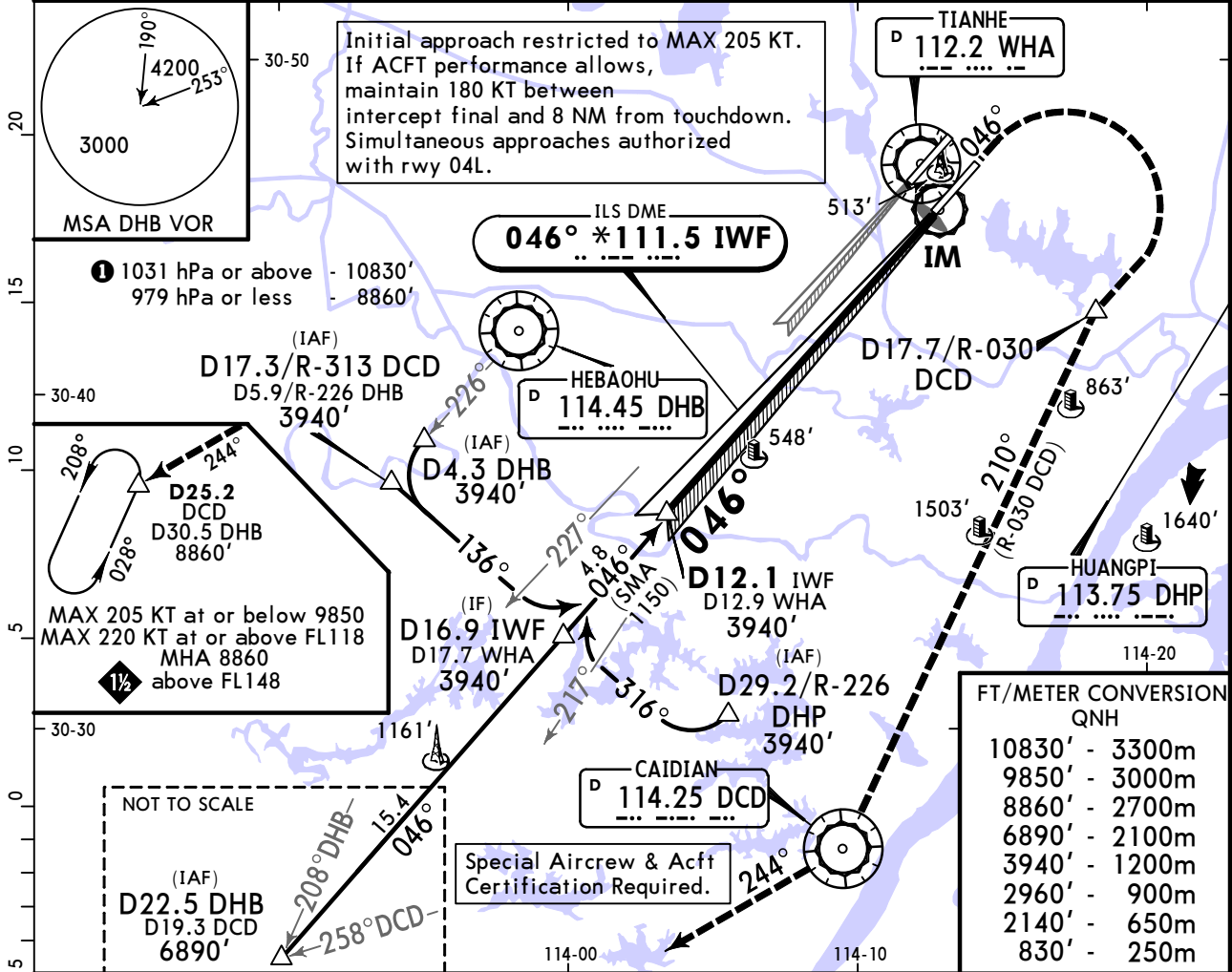


WUHAN, PR OF CHINA  
SA CAT I & SA CAT II  
ILS DME Y Rwy 04R

TIANHE

17 MAY 24 (11-4C)

D-ATIS Arrival <b>126.6</b>	*APP01 <b>121.2</b>	WUHAN Approach (R) APP02 <b>126.3</b>	APP03 <b>119.575X</b>	APP04 <b>120.8X</b>	*WUHAN Tower TWR02 <b>118.025</b>	*Ground GND02(East) <b>121.975</b>
LOC IWF <b>*111.5</b>	Final Apch Crs <b>046°</b>	<b>D12.1 IWF</b> 3940' (3843')	SA CAT I & SA CAT II ILS Refer to Minimums		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' <b>1</b>		MSA DHP VOR



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

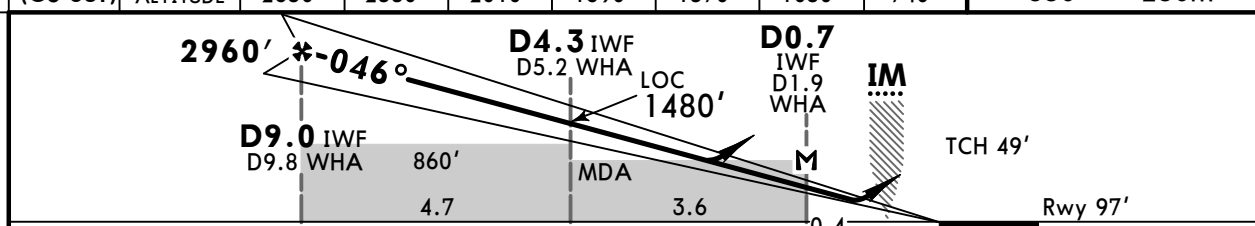
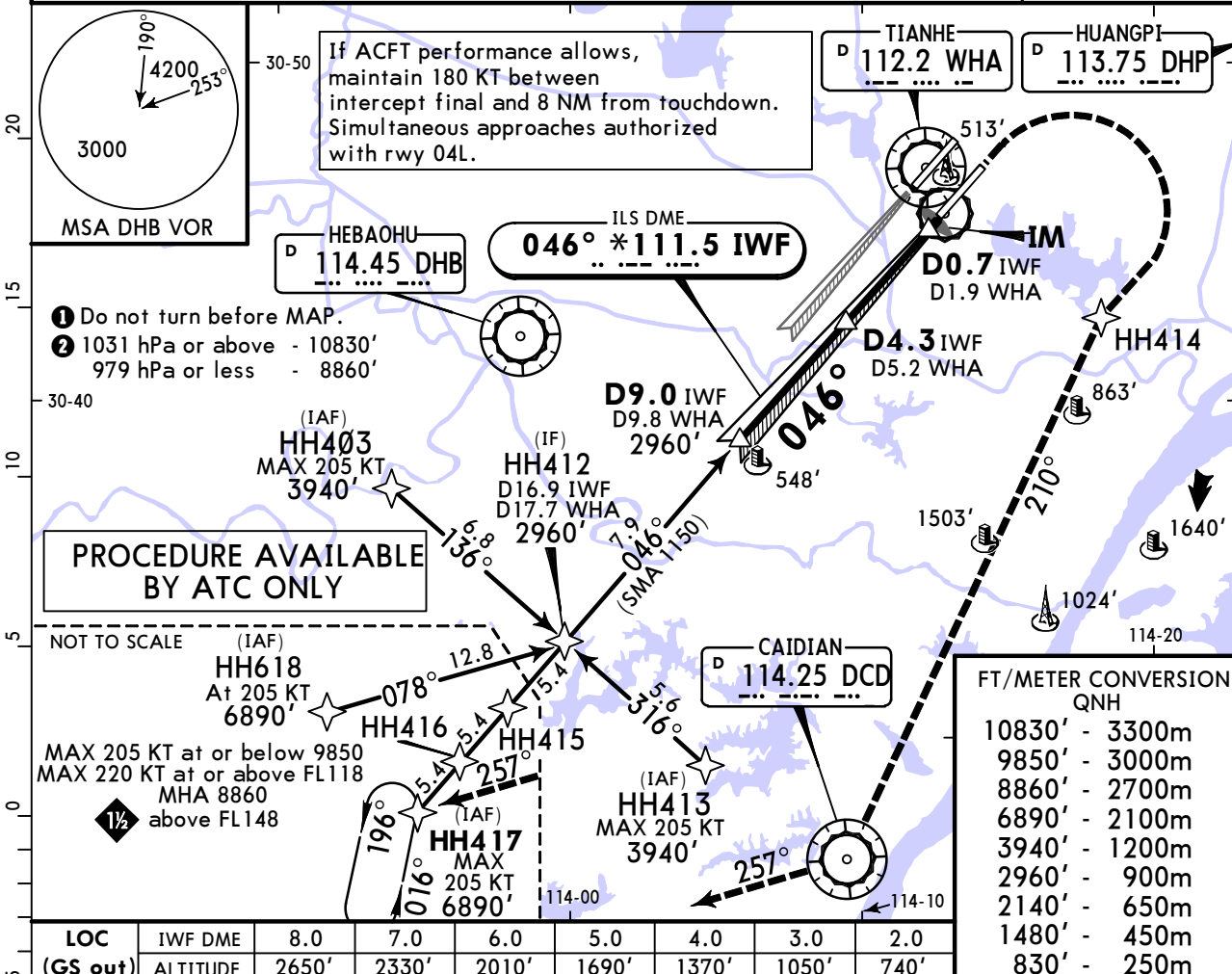
<b>State</b>	<b>STRAIGHT-IN LANDING</b>	
	<b>SA CAT II ILS <b>1</b></b>	<b>SA CAT I ILS <b>1</b></b>
	<b>RA 102'</b> DA(H) <b>197'</b> (100')	<b>RA 151'</b> DA(H) <b>247'</b> (150')
	<b>R350m</b>	<b>R450m</b>

ZHHH/WUH  
TIANHE

**JEPPESSEN**  
17 MAY 24 (11-5)

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

D-ATIS Arrival <b>126.6</b>	*APP01 <b>121.2</b>	WUHAN Approach (R) APP02 <b>126.3</b>	APP03 <b>119.575X</b>	APP04 <b>120.8X</b>	*WUHAN Tower TWR02 <b>118.025</b>	*Ground GND02(East) <b>121.975</b>
LOC IWF <b>*111.5</b>	Final Apch Crs <b>046°</b>	<b>D9.0 IWF</b> 2960' (2863')	ILS DA(H) <b>297' (200')</b>	Apt Elev 113' Rwy 97'		
<b>MISSED APCH:</b> 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.						
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL118	Trans alt: 9850'	MSA DHP VOR		



Gnd speed-Kts	70	90	100	120	140	160		<b>830'</b> ↑ <b>205 KT</b> MAX RT <b>HH414</b> at or above <b>2140'</b>	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.7 IWF/D1.9 WHA									

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H)
	DA(H)	297' (200')	MDA(H)	690' (593')		
	ALS out		ALS out			
A					100	830' (717') V3300m
B	R550m	V1200m	V2600m	V3500m	135	
C	V800m				180	1010' (897') V4000m
D					205	1010' (897') V4600m

ZHHH/WUH  
TIANHE

**JEPPESEN**  
17 MAY 24 **(11-5A)**

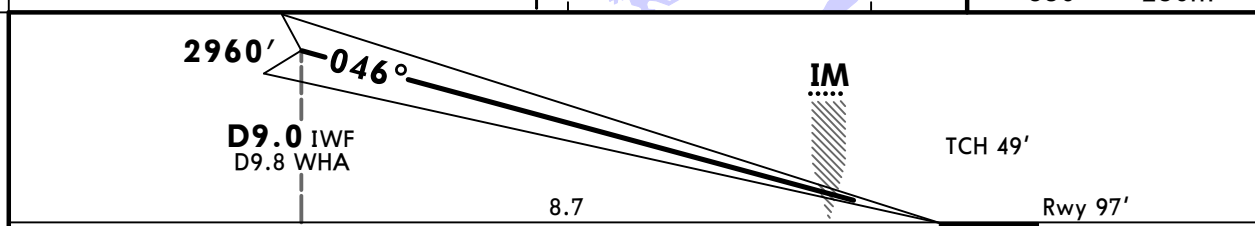
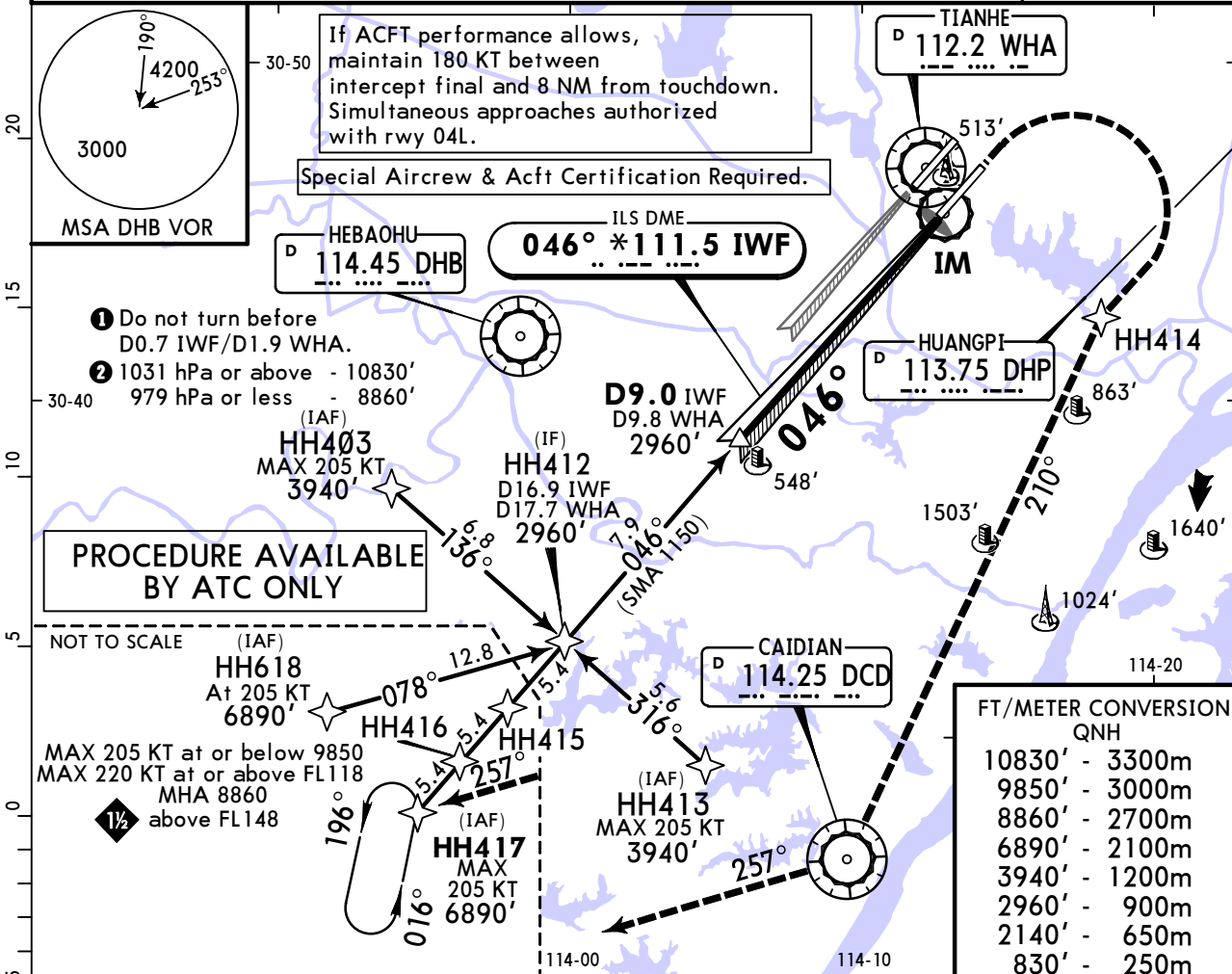
**WUHAN, PR OF CHINA**  
**CAT II RNP ILS DME X Rwy 04R**

D-ATIS Arrival <b>126.6</b>	*APP01 <b>121.2</b>	WUHAN Approach (R) APP02 <b>126.3</b>	APP03 <b>119.575X</b>	APP04 <b>120.8X</b>	*WUHAN Tower TWR02 <b>118.025</b>	*Ground GND02(East) <b>121.975</b>
--------------------------------	------------------------	---------------------------------------------	--------------------------	------------------------	-----------------------------------------	------------------------------------------

LOC IWF <b>*111.5</b>	Final Aptch Crs <b>046°</b>	D9.0 IWF <b>2960'</b> (2863')	CAT II ILS <b>RA 102'</b> DA(H) 197' (100')	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° 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		<b>830'</b> ↑ <b>205 KT</b> MAX RT	<b>HH414</b> at or above <b>2140'</b>
GS	3.00°	372	478	531	637	743			

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

**R300m**

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

PANS OPS

ZHHH/WUH  
TIANHE

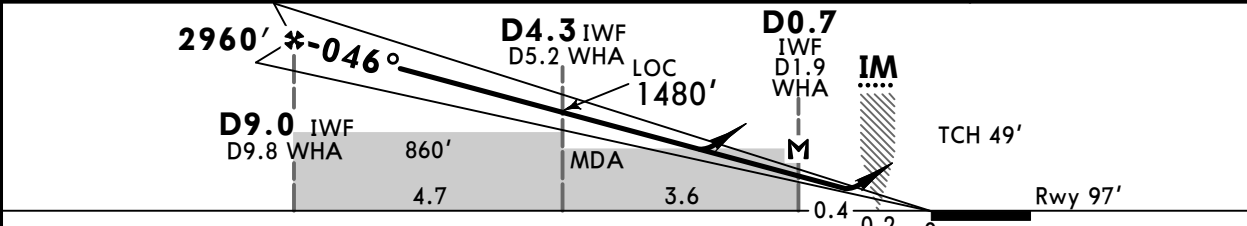
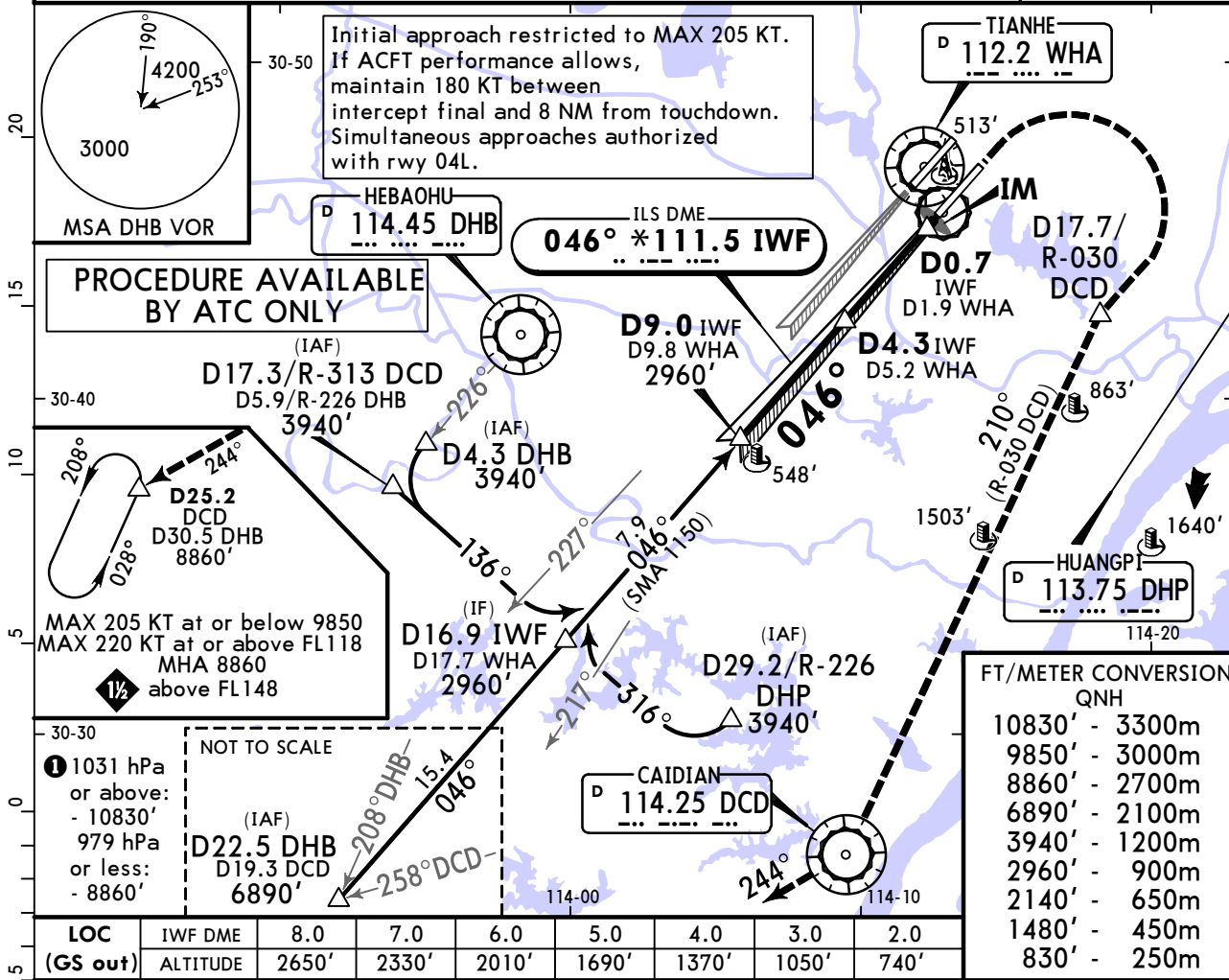
**JEPPESSEN**  
17 MAY 24 (11-6)

WUHAN, PR OF CHINA  
ILS DME W Rwy 04R

D-ATIS Arrival <b>126.6</b>	*APP01 <b>121.2</b>	WUHAN Approach (R) APP02 <b>126.3</b>	APP03 <b>119.575X</b>	APP04 <b>120.8X</b>	*WUHAN Tower TWR02 <b>118.025</b>	*Ground GND02(East) <b>121.975</b>
LOC IWF <b>*111.5</b>	Final Apch Crs <b>046°</b>	<b>D9.0 IWF</b> 2960' (2863')	ILS DA(H) <b>297' (200')</b>	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 MAP.

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



Gnd speed-Kts	70	90	100	120	140	160		<b>830'</b> ↑ <b>205 KT</b> MAX RT <b>D17.7/R-030</b> DCD at or above <b>2140'</b>
ILS GS or LOC Descent Angle	3.00°							
MAP at D0.7 IWF/D1.9 WHA								

State	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	ILS DA(H) <b>297' (200')</b>	LOC (GS out) CDFA MDA(H) <b>690' (593')</b>	ALS out	ALS out	Max Kts MDA(H)
A					100 830' (717') V3300m
B	R550m	V1200m	V2600m	V3500m	135 1010' (897') V4000m
C	V800m				180 1010' (897') V4600m
D					205 1010' (897') V4600m

PANS OPS

CHANGES: Communications.

© JEPPESSEN, 2019, 2024. ALL RIGHTS RESERVED.



ZHHH/WUH  
TIANHE

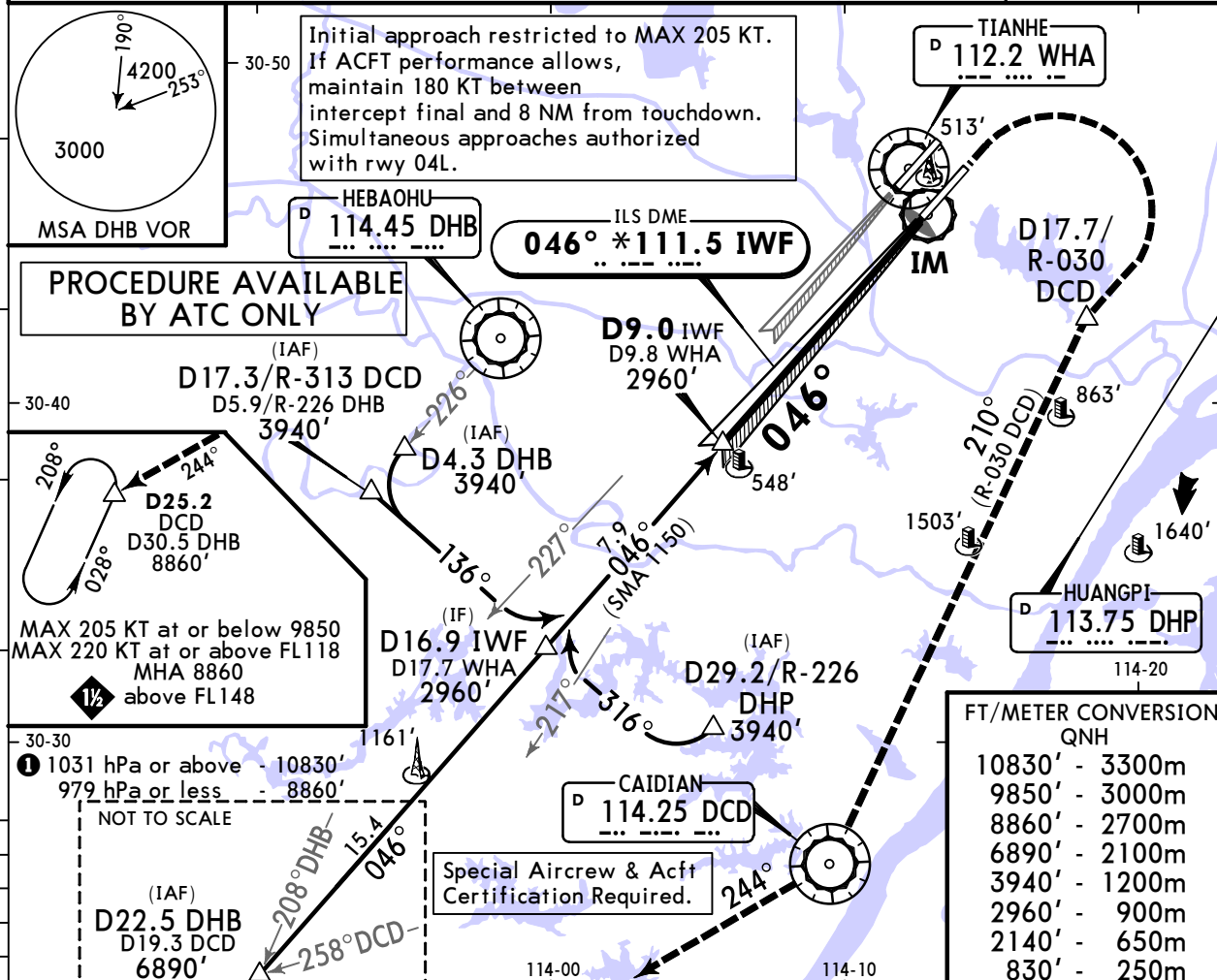
**JEPPESSEN** WUHAN, PR OF CHINA  
17 MAY 24 **(11-6A)** CAT II ILS DME W Rwy 04R

D-ATIS Arrival	WUHAN Approach (R)				*WUHAN Tower TWR02	*Ground GND02(East)
126.6	*APP01	APP02	APP03	APP04	118.025	121.975
LOC IWF	Final Apch Crs	D9.0 IWF	CAT II ILS	Apt Elev	Rwy	
*111.5	046°	2960' (2863')	RA 102'	113'	97'	
				DA(H)		
				197' (100')		

**BRIEFING STRIP™**

**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



ZHHH/WUH

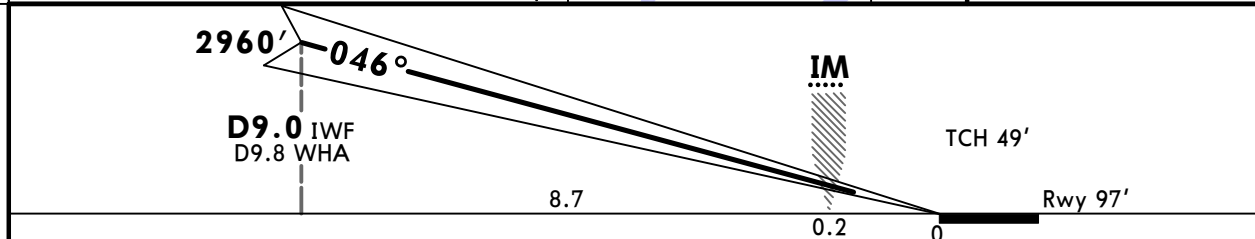
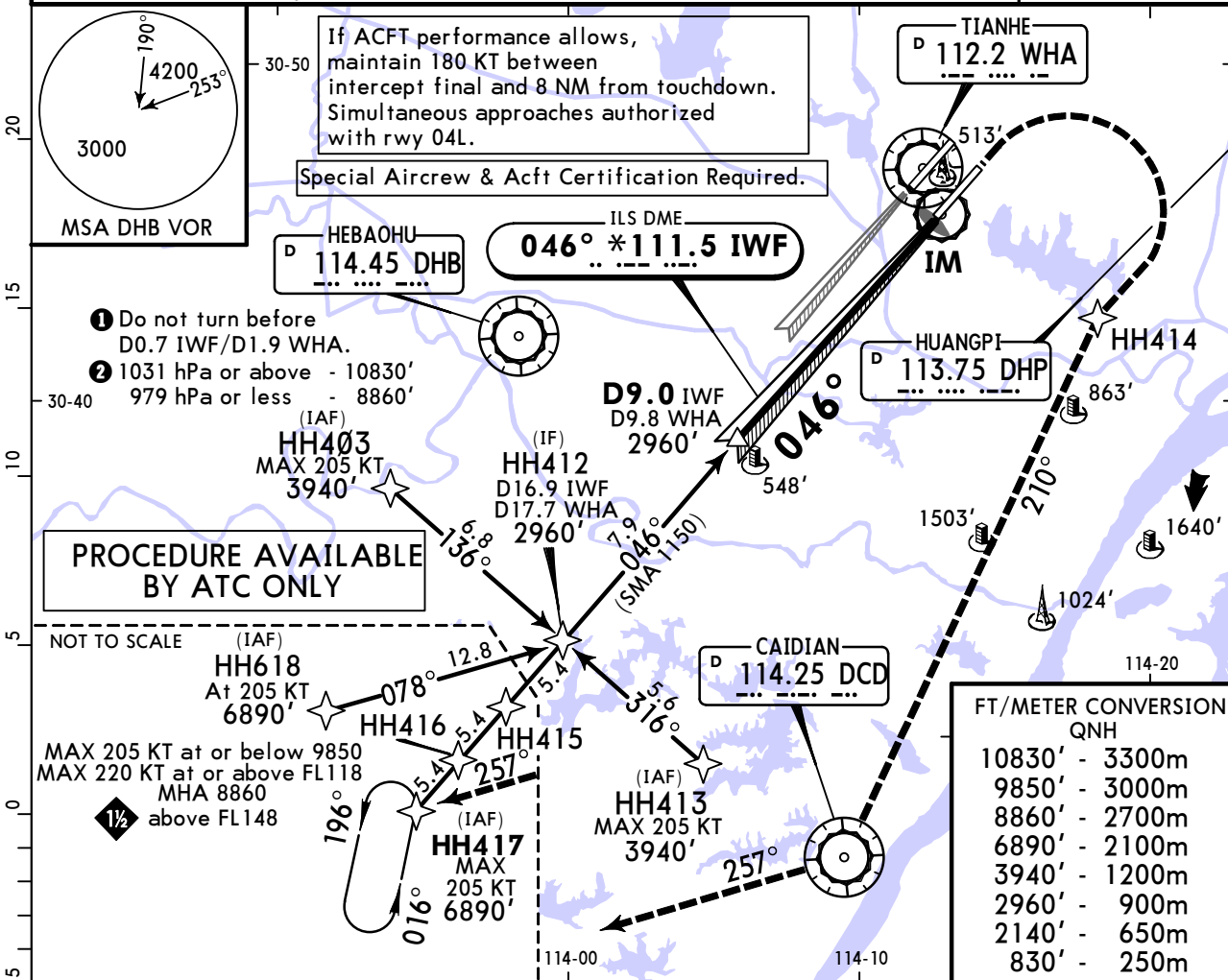
JEPPESSEN

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

TIANHE

17 MAY 24 (11-6B)

D-ATIS Arrival <b>126.6</b>		WUHAN Approach (R) *APP01 APP02 APP03 APP04 <b>121.2 126.3 119.575X 120.8X</b>			*WUHAN Tower TWR02 <b>118.025</b>	*Ground GND02(East) <b>121.975</b>
LOC IWF <b>*111.5</b>	Final Apch Crs <b>046°</b>	<b>D9.0 IWF</b> 2960' (2863')	SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 113' Rwy 97'	
<b>MISSED APCH:</b> 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. <b>1</b>						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL118		Trans alt: 9850' <b>2</b>	MSA DHP VOR



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

<b>State</b>	<b>STRAIGHT-IN LANDING</b>	
	<b>SA CAT II ILS</b> <b>1</b>	<b>SA CAT I ILS</b> <b>1</b>
	<b>RA 102'</b> DA(H) <b>197'</b> (100')	<b>RA 151'</b> DA(H) <b>247'</b> (150')
	<b>R350m</b>	<b>R450m</b>

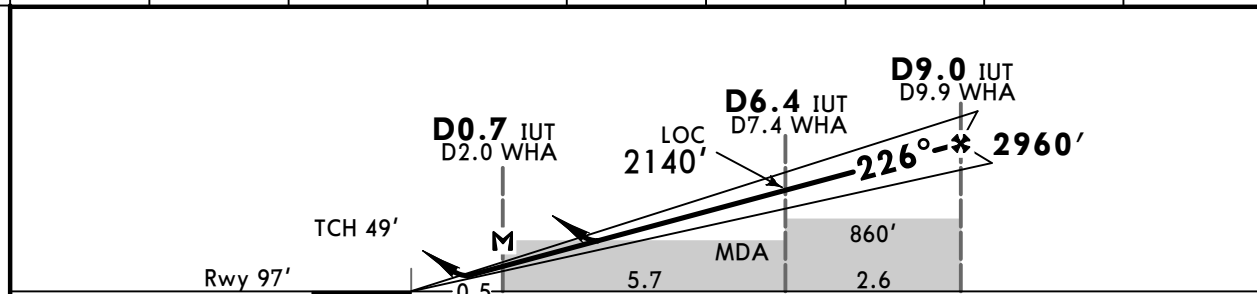
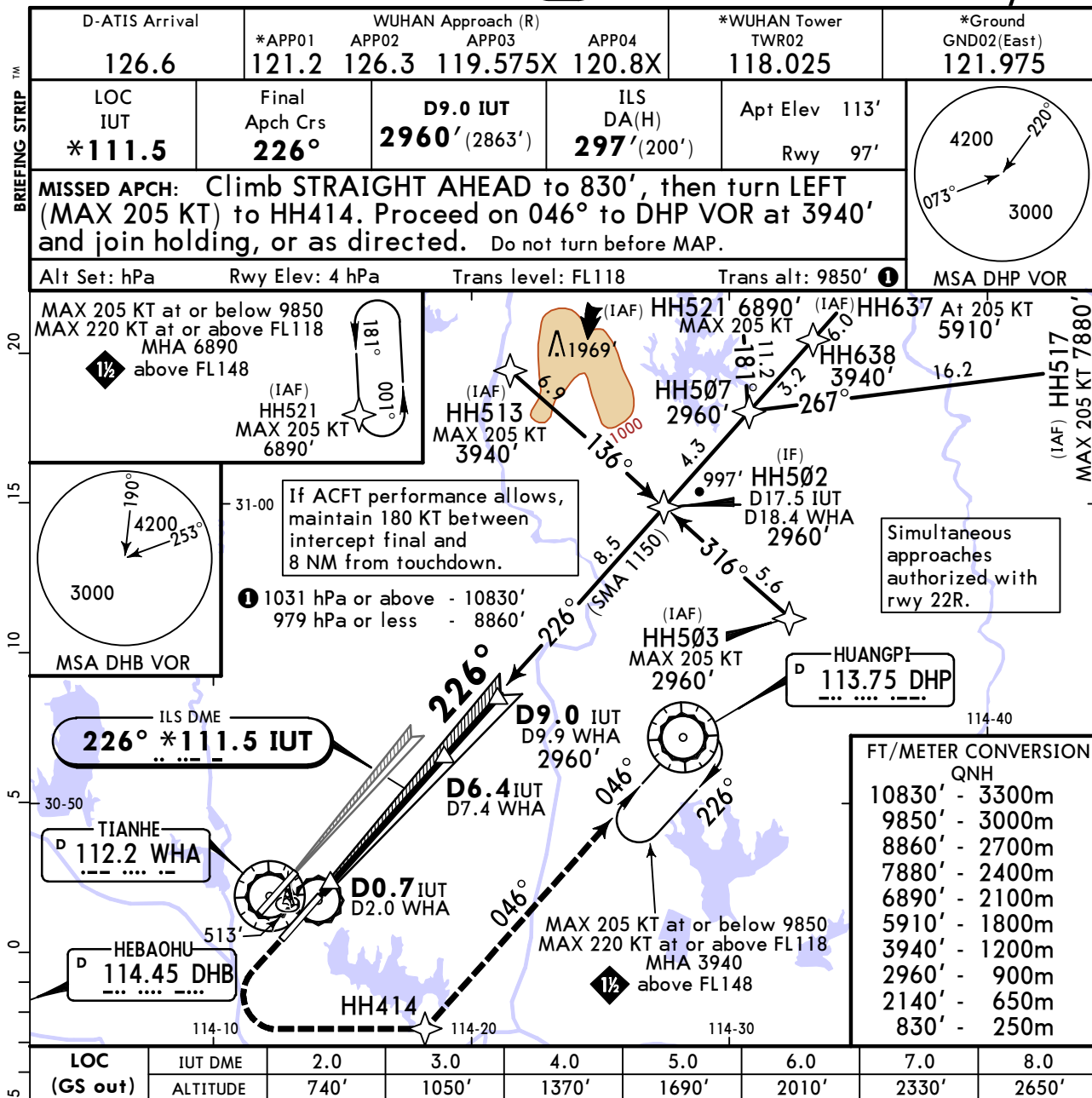
**1** HUD required.



ZHHH/WUH  
TIANHE

JEPPESSEN  
17 MAY 24 (11-7)

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



Gnd speed-Kts	70	90	100	120	140	160		HIALS	830'	205 KT	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	MAX	HH414
MAP at D0.7 IUT/D2.0 WHA										LT	

PANS OPS	State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CDFA		MDA(H)	
	DA(H) 297' (200')		MDA(H) 710' (613')					
	ALS out		ALS out		Max Kts		MDA(H)	
A				100	830' (717')		V3300m	
B				135				
C	1 R550m V800m	V1200m	V2700m	180	1010' (897')		V4000m	
D				205	1010' (897')		V4600m	

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.

ZHHH/WUH  
TIANHE

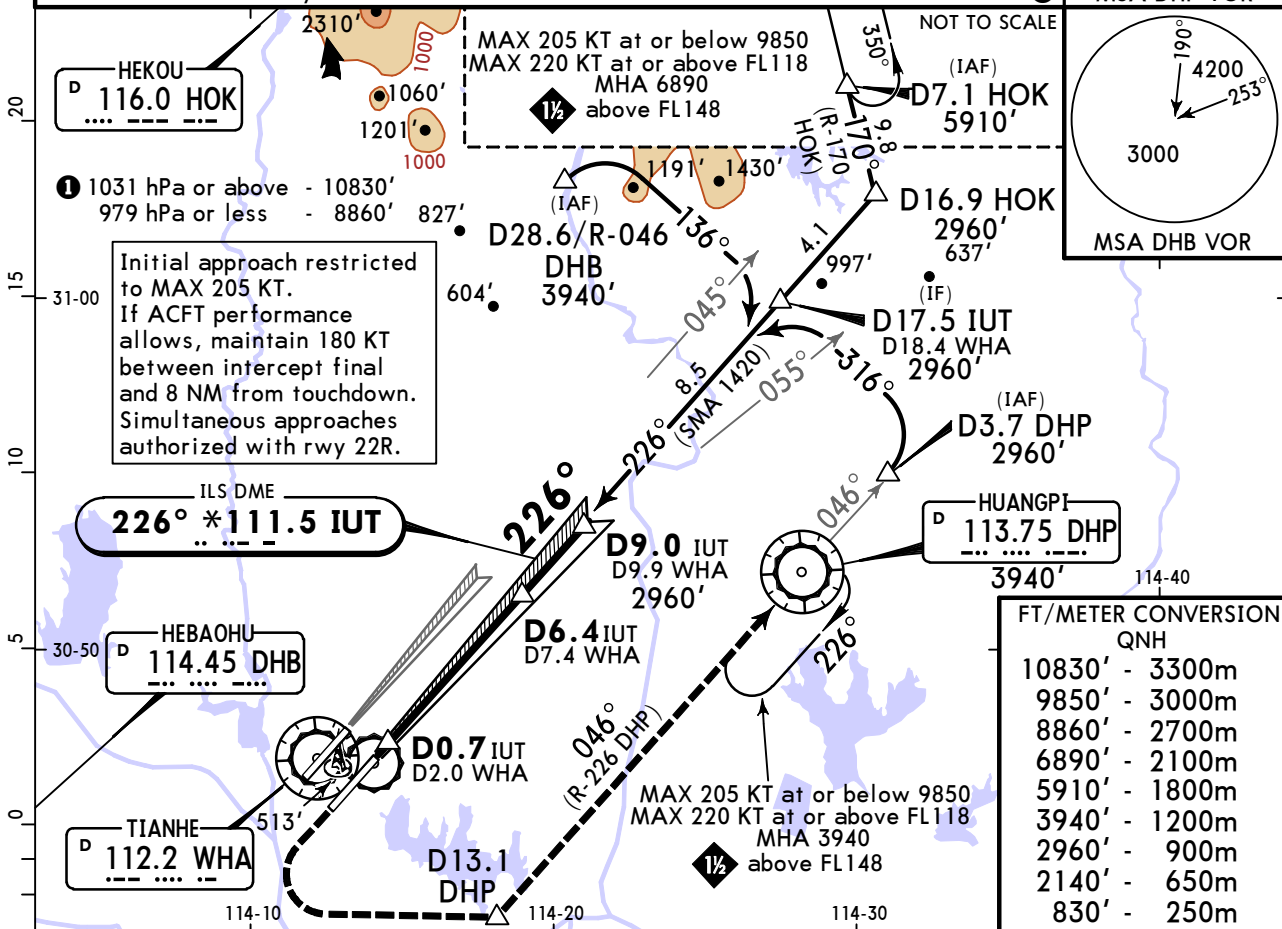
JEPPESSEN  
17 MAY 24 (11-8)

WUHAN, PR OF CHINA  
ILS DME Y Rwy 22L

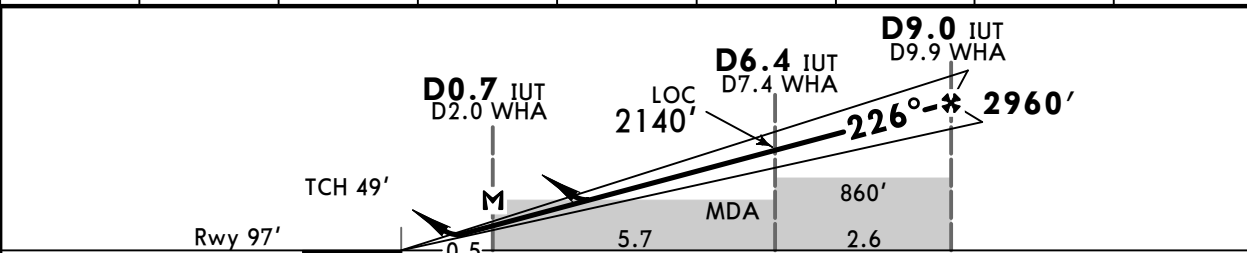
D-ATIS Arrival	WUHAN Approach (R)				*WUHAN Tower TWR02	*Ground GND02(East)
126.6	*APP01 121.2	APP02 126.3	APP03 119.575X	APP04 120.8X	118.025	121.975
LOC IUT *111.5	Final Apch Crs 226°	D9.0 IUT 2960' (2863')	ILS DA(H) 297' (200')	Apt Elev 113' Rwy 97'		

**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**



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		830' ↑ 205 KT MAX LT ↓	D13.1/ R-226 DHP	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				849
MAP at D0.7 IUT/D2.0 WHA										

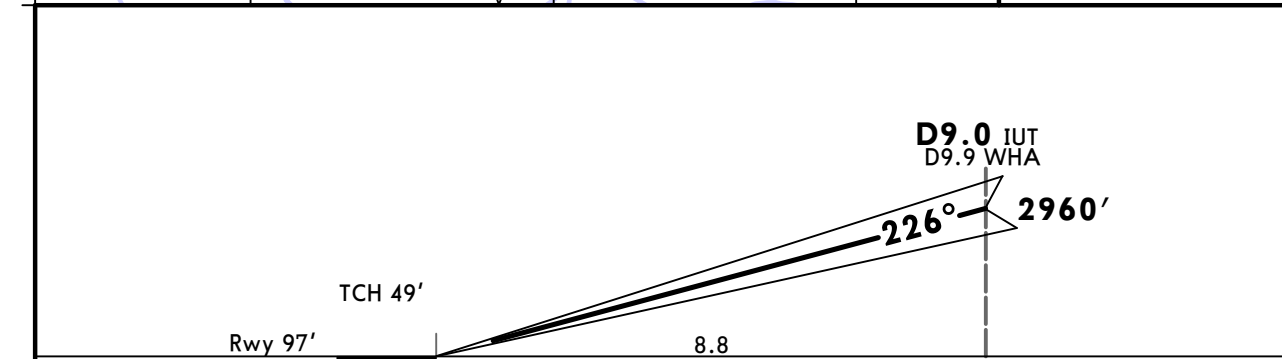
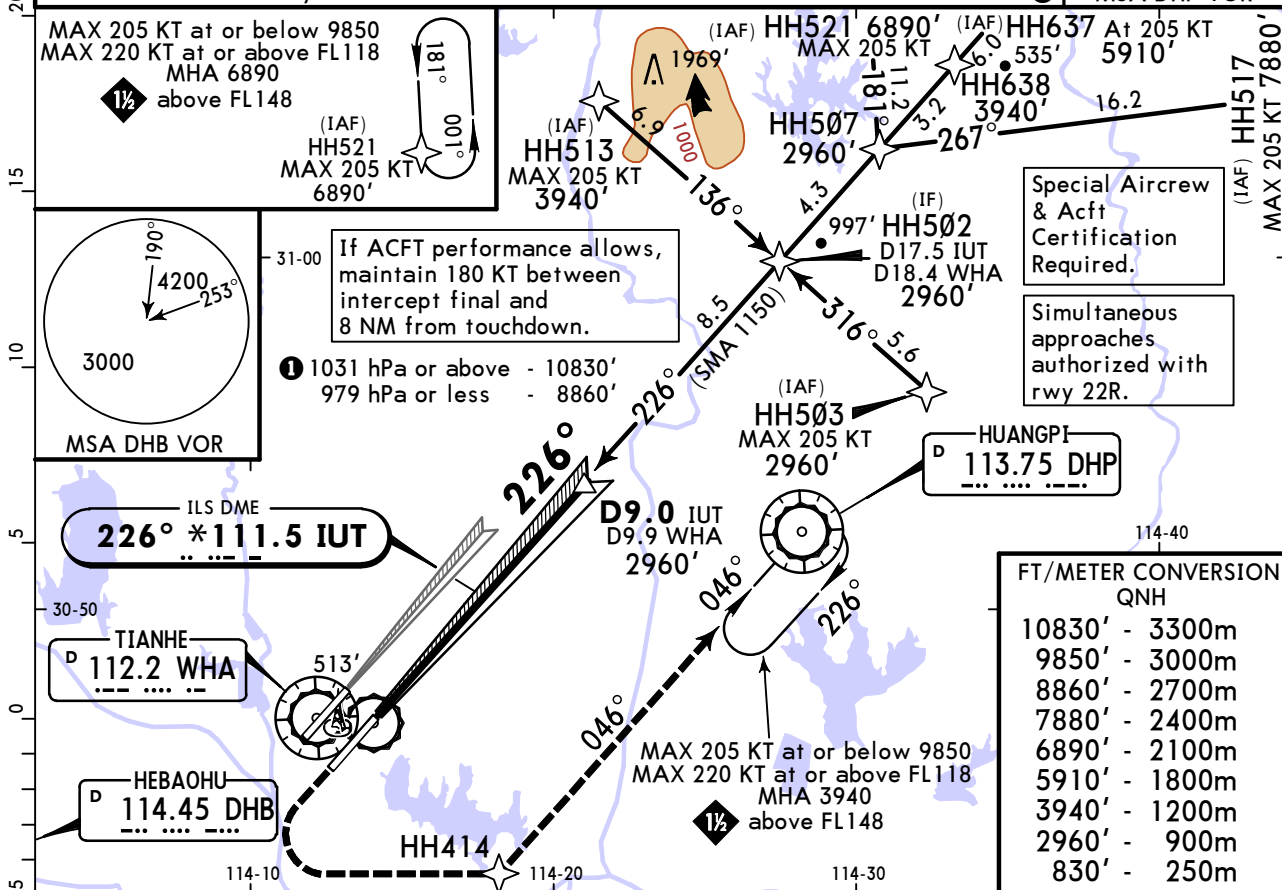
State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H)
	DA(H) 297' (200')		CDFA MDA(H) 710' (613')			
	ALS out		ALS out			
A					100	830' (717') V3300m
B	R550m		V1200m		135	
C	V800m		V2700m		180	1010' (897') V4000m
D			V3600m		205	1010' (897') V4600m

ZHHH/WUH  
TIANHE

JEPPESEN  
17 MAY 24 (11-8A)

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

D-ATIS Arrival	WUHAN Approach (R)				*WUHAN Tower TWR02	*Ground GND02(East)
126.6	*APP01 121.2	APP02 126.3	APP03 119.575X	APP04 120.8X	118.025	121.975
LOC IUT *111.5	Final Apch Crs 226°	GS No alt published	SA CAT I ILS RA 154' DA(H) 247' (150')		Apt Elev 113' Rwy 97'	
<b>MISSED APCH:</b> 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		



Gnd speed-Kts	70	90	100	120	140	160		
GS	3.00°	372	478	531	637	743		

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

R450m  
① HUD required.

PANS OPS

ZHHH/WUH  
TIANHE

JEPPESSEN

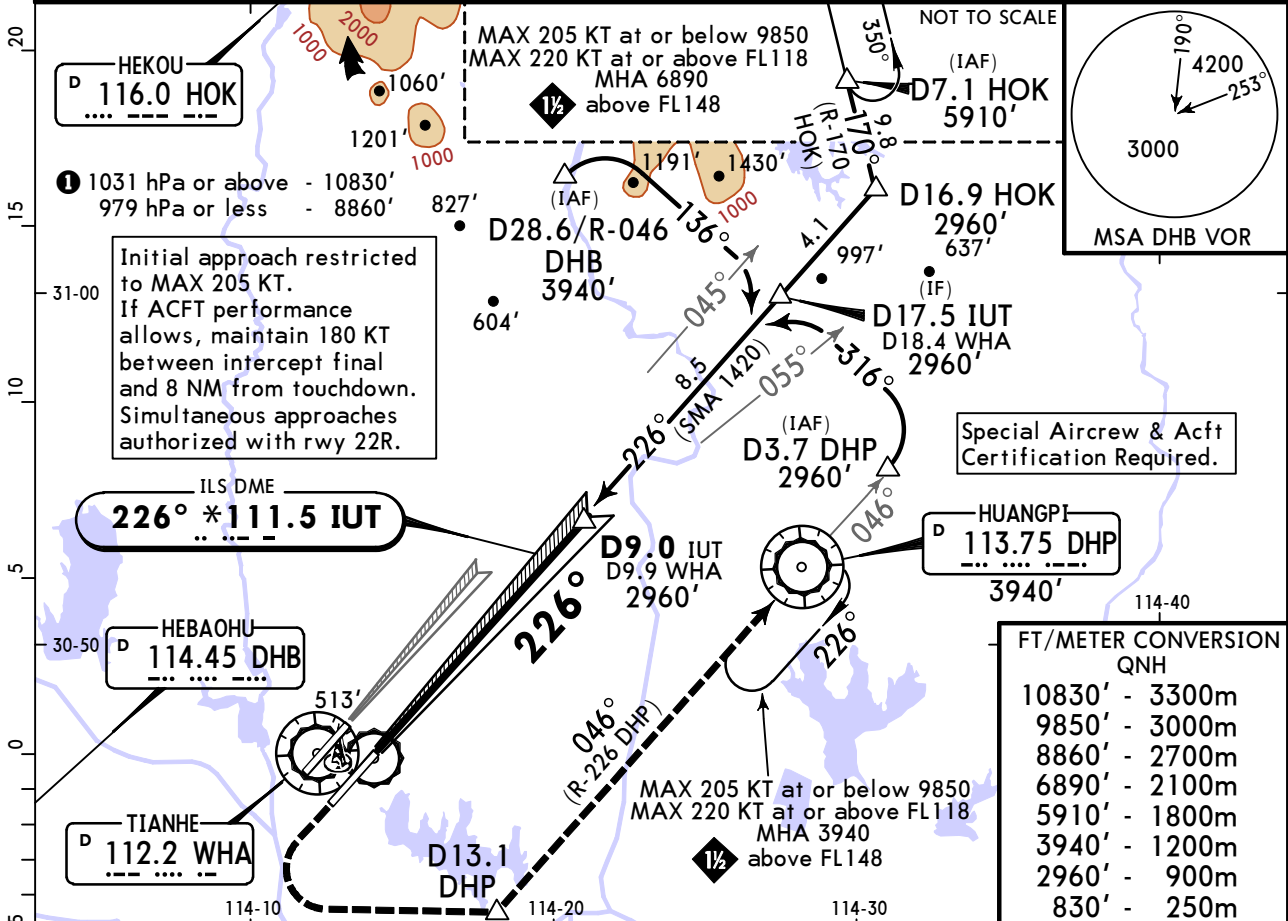
WUHAN, PR OF CHINA

17 MAY 24 (11-8B) SA CAT I ILS DME Y Rwy 22L

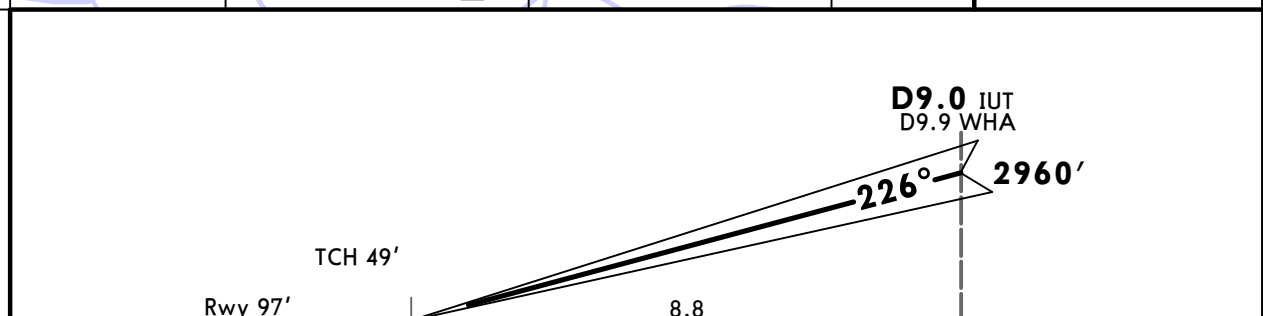
D-ATIS Arrival	WUHAN Approach (R)			*WUHAN Tower	*Ground
126.6	*APP01	APP02	APP03	TWR02	GND02(East)
	121.2	126.3	119.575X	118.025	121.975
LOC IUT	Final	GS	SA CAT I ILS	Apt Elev	
*111.5	Apch Crs	No alt published	RA 154'	113'	
	226°		DA(H)	Rwy	
			247' (150')	97'	

**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'	MSA DHP VOR
--------------	-----------------	--------------------	------------------	-------------



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
3940'	-	1200m
2960'	-	900m
830'	-	250m



Gnd speed-Kts	70	90	100	120	140	160		830'	205 KT MAX	D13.1/R-226 DHP
GS	3.00°	372	478	531	637	743				

**State** STRAIGHT-IN LANDING

SA CAT I ILS

RA 154'

DA(H) 247' (150')

R450m

HUD required.

ZHHH/WUH  
TIANHE

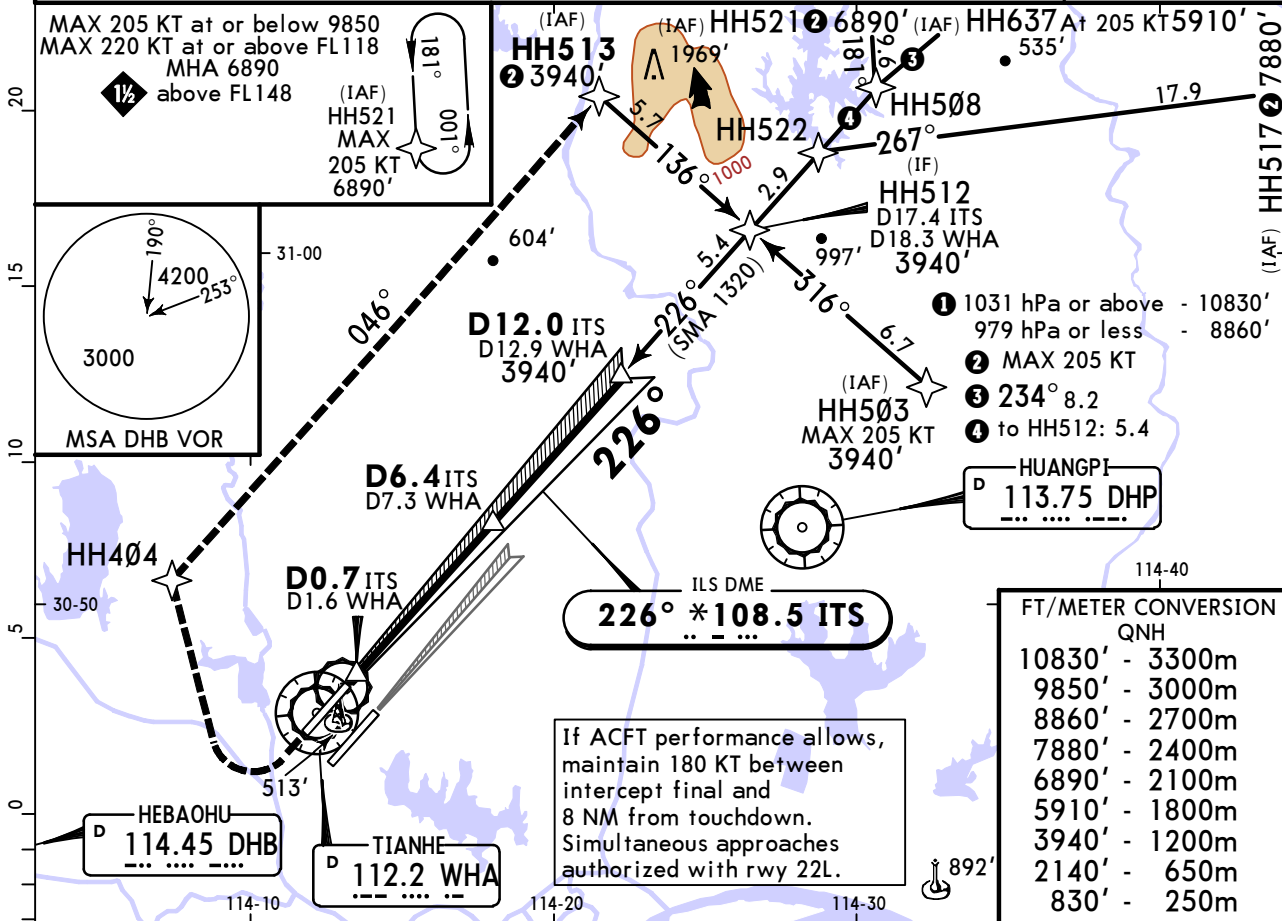
JEPPESSEN  
17 MAY 24 (11-9)

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

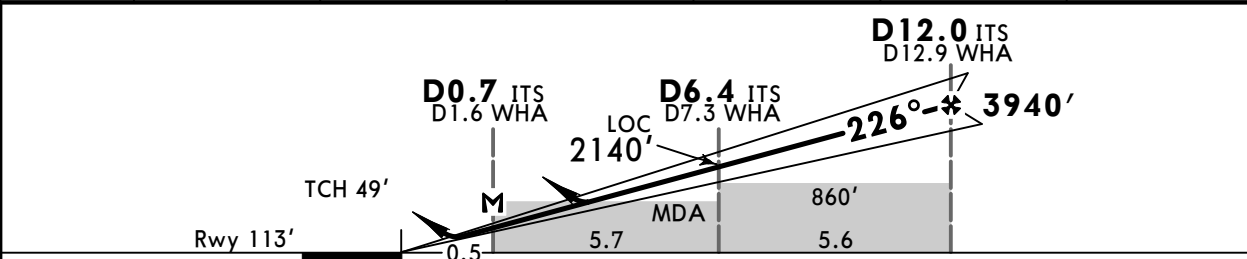
D-ATIS Arrival	WUHAN Approach (R)				WUHAN Tower TWR01	*Ground GND01 (West)
126.6	*APP01	APP02	APP03	APP04	124.35	121.65
LOC ITS *108.5	Final Apch Crs 226°	D12.0 ITS 3940' (3827')		ILS DA(H) 313' (200')	Apt Elev 113' Rwy 113'	

**MISSED APCH:** Climb STRAIGHT AHEAD to 830', then turn RIGHT (MAX 205 KT) to HH404. 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' 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 RT HH404	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.7 ITS/D1.6 WHA									

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 313' (200')		CDFA MDA(H) 680' (567')		MDA(H)	
	ALS out		ALS out		Max Kts	
A					100	830' (717') V3300m
B	R550m	V1200m	V2400m	V3300m	135	
C	V800m				180	1010' (897') V4000m
D					205	1010' (897') V4600m

R800m when a Flight Director or Autopilot or HUD to DA is not used.



ZHHH/WUH  
TIANHE

JEPPESSEN  
17 MAY 24 (11-10)

WUHAN, PR OF CHINA  
ILS DME Y Rwy 22R

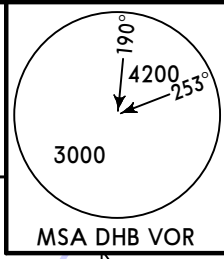
D-ATIS Arrival <b>126.6</b>	*APP01 <b>121.2</b>	WUHAN Approach (R) APP02 <b>126.3</b>	APP03 <b>119.575X</b>	APP04 <b>120.8X</b>	WUHAN Tower TWR01 <b>124.35</b>	*Ground GND01(West) <b>121.65</b>
LOC ITS <b>*108.5</b>	Final Apch Crs <b>226°</b>	<b>D12.0 ITS</b> <b>3940'</b> (3827')	ILS DA(H) <b>313'</b> (200')	Apt Elev 113' Rwy 113'		

**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**

**FT/METER CONVERSION**  
QNH

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



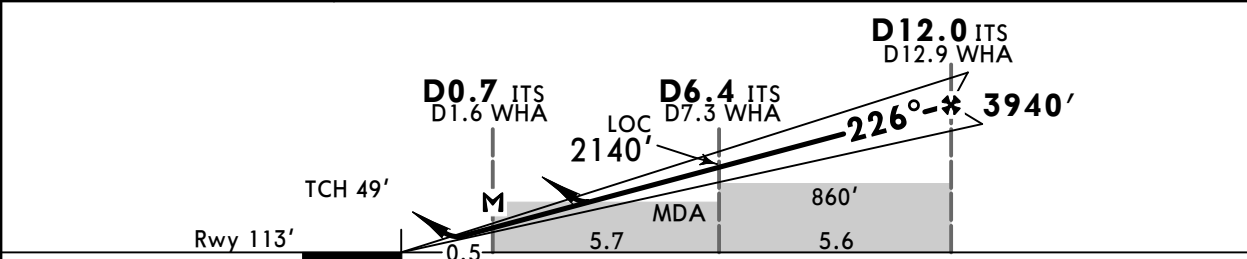
HEKOU  
D 116.0 HOK

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

HUANGPI  
D 113.75 DHP

Initial approach restricted to MAX 205 KT.  
If ACFT performance allows, maintain 180 KT between intercept final and 8 NM from touchdown.  
Simultaneous approaches authorized with rwy 22L.

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	HIALS PAPI 	<b>830'</b> <b>205 KT</b> MAX RT <b>D11.8/R-046 DHB</b>	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.7 ITS/D1.6 WHA									

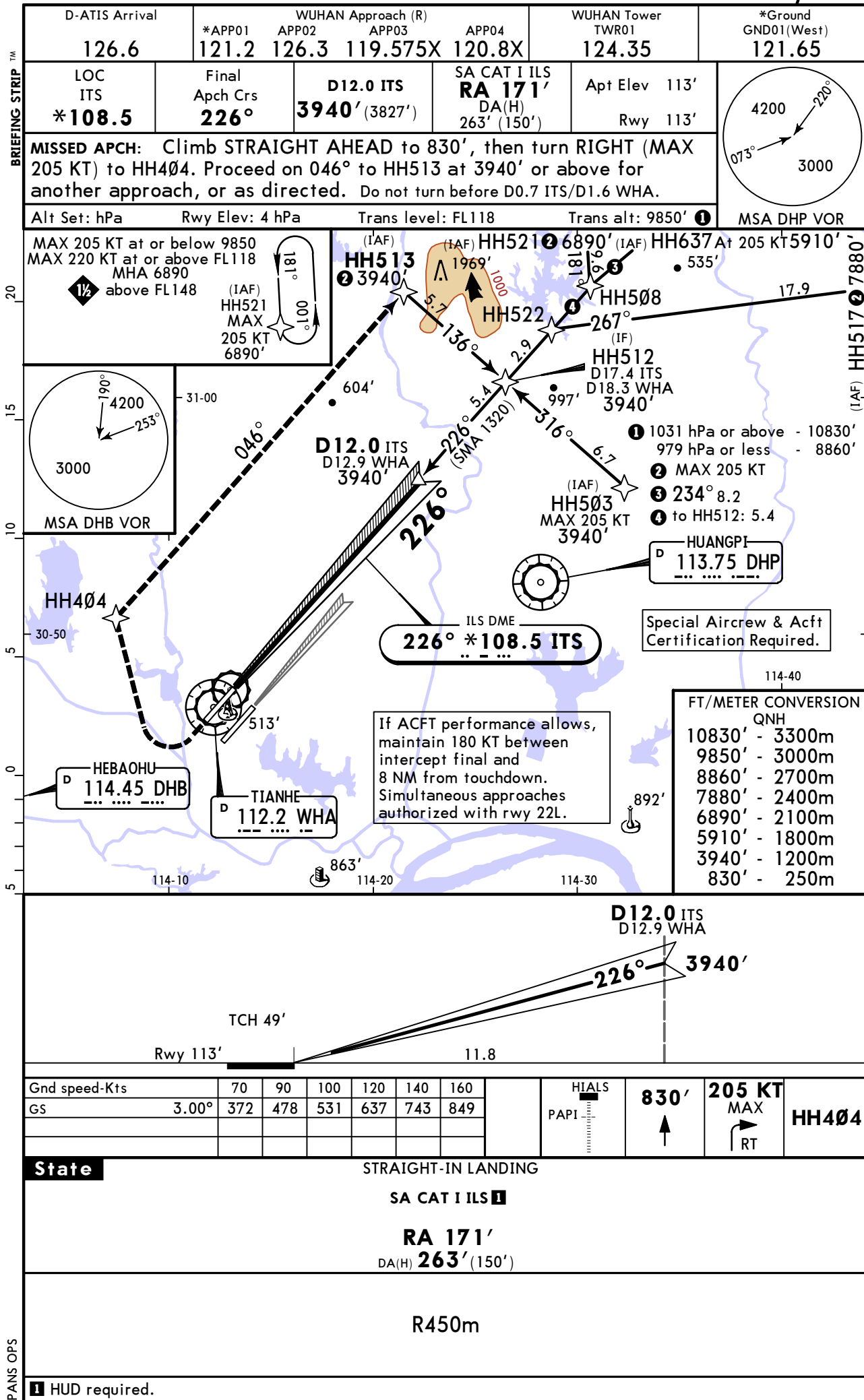
PANS OPS	<b>State</b>				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CDFA		ALS out	
	DA(H) <b>313'</b> (200')		MDA(H) <b>680'</b> (567')				Max Kts	
	ALS out		ALS out				MDA(H)	
A							100	
B							135	
C	<b>R550m</b> V800m		V1200m		V2400m		V3300m	
D							180	
							205	
							1010' (897') V4000m	
							1010' (897') V4600m	

**R800m** when a Flight Director or Autopilot or HUD to DA is not used.

ZHHH/WUH  
TIANHE

JEPPESSEN  
17 MAY 24 (11-10A)

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



ZHHH/WUH  
TIANHE

**JEPPESEN**  
17 MAY 24 **(11-10B)**

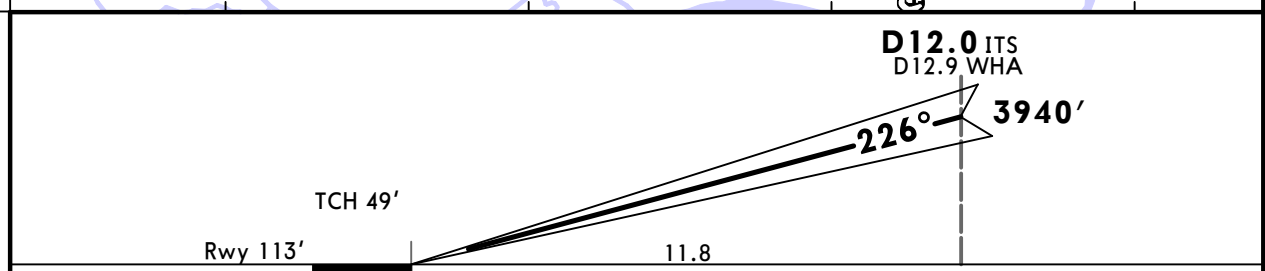
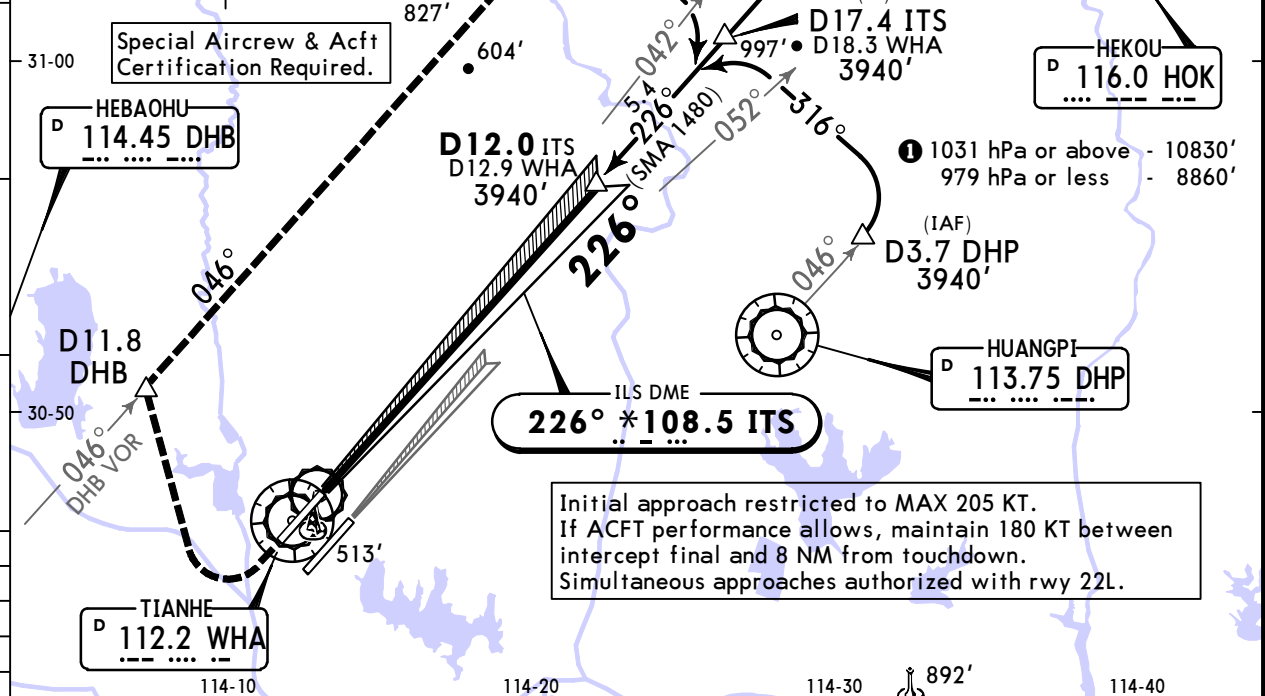
**WUHAN, PR OF CHINA**  
**SA CAT I ILS DME Y Rwy 22R**

D-ATIS Arrival <b>126.6</b>	*APP01 <b>121.2</b>	WUHAN Approach (R) APP02 <b>126.3</b>	APP03 <b>119.575X</b>	APP04 <b>120.8X</b>	WUHAN Tower TWR01 <b>124.35</b>	*Ground GND01(West) <b>121.65</b>
LOC ITS <b>*108.5</b>	Final Apch Crs <b>226°</b>	<b>D12.0 ITS</b> <b>3940'</b> (3827')	<b>SA CAT I ILS</b> <b>RA 171'</b> DA(H) <b>263'</b> (150')	Apt Elev <b>113'</b> Rwy <b>113'</b>		

**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**      MSA DHP VOR

<b>FT/METER CONVERSION</b> QNH 10830' - 3300m 9850' - 3000m 8860' - 2700m 6890' - 2100m 5910' - 1800m 3940' - 1200m 830' - 250m	<p>MAX 205 KT at or below 9850' MAX 220 KT at or above FL118 MHA 6890 above FL148</p>	NOT TO SCALE (IAF) D7.1 HOK 5910' (IF) D15.5 HOK (IF) D17.4 ITS D18.3 WHA 3940' D3.7 DHP 3940' HEKOU D 116.0 HOK HUANGPI D 113.75 DHP
---------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 830' 205 KT MAX RT	D11.8/ R-046 DHB
GS	3.00°	372	478	531	637	849		

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

**R450m**  
**HUD required.**

## Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>WUHAN, (TIANHE - ZHHH)</b>				
REV	RNP ILS DME Z RWY 04L	11-1	17 May 2024	
REV	ILS DME Y RWY 22R	11-10	17 May 2024	
REV	SA CAT I RNP ILS DME Z RW...	11-10A	17 May 2024	
REV	SA CAT I ILS DME Y RWY 22...	11-10B	17 May 2024	
REV	ILS DME Y RWY 04L	11-2	17 May 2024	
REV	SA CAT I RNP ILS DME Z RW...	11-2A	17 May 2024	
REV	SA CAT I ILS DME Y RWY 04...	11-2B	17 May 2024	
REV	RNP ILS DME Z RWY 04R	11-3	17 May 2024	
REV	CAT II RNP ILS DME Z RWY ...	11-3A	17 May 2024	
REV	ILS DME Y RWY 04R	11-4	17 May 2024	
REV	CAT II ILS DME Y RWY 04R	11-4A	17 May 2024	
REV	SA CAT I & SA CAT II RNP ...	11-4B	17 May 2024	
REV	SA CAT I & SA CAT II ILS ...	11-4C	17 May 2024	
REV	RNP ILS DME X RWY 04R	11-5	17 May 2024	
REV	CAT II RNP ILS DME X RWY ...	11-5A	17 May 2024	
REV	ILS DME W RWY 04R	11-6	17 May 2024	
REV	CAT II ILS DME W RWY 04R	11-6A	17 May 2024	
REV	SA CAT I & SA CAT II RNP ...	11-6B	17 May 2024	
REV	SA CAT I & SA CAT II ILS ...	11-6C	17 May 2024	
REV	RNP ILS DME Z RWY 22L	11-7	17 May 2024	
REV	ILS DME Y RWY 22L	11-8	17 May 2024	
REV	SA CAT I RNP ILS DME Z RW...	11-8A	17 May 2024	
REV	SA CAT I ILS DME Y RWY 22...	11-8B	17 May 2024	
REV	RNP ILS DME Z RWY 22R	11-9	17 May 2024	

## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport ZHHH**