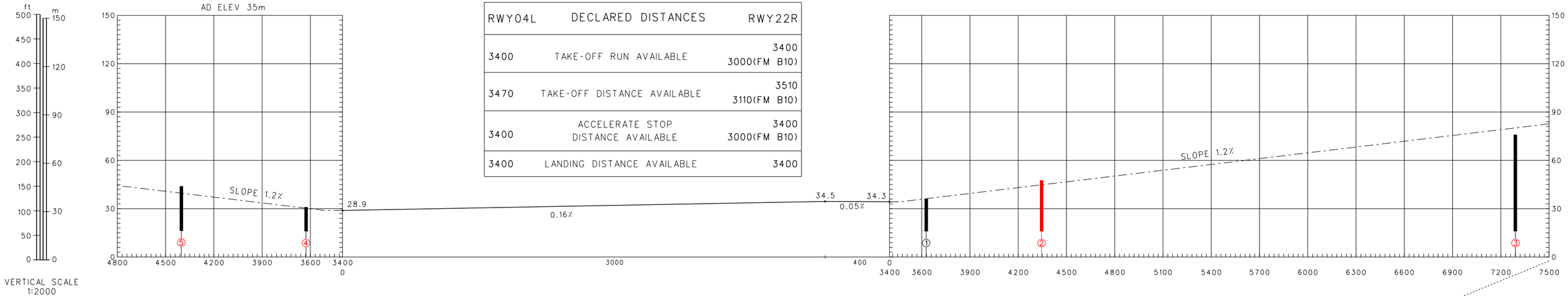
AERODROME OBSTACLE CHART-ICAO

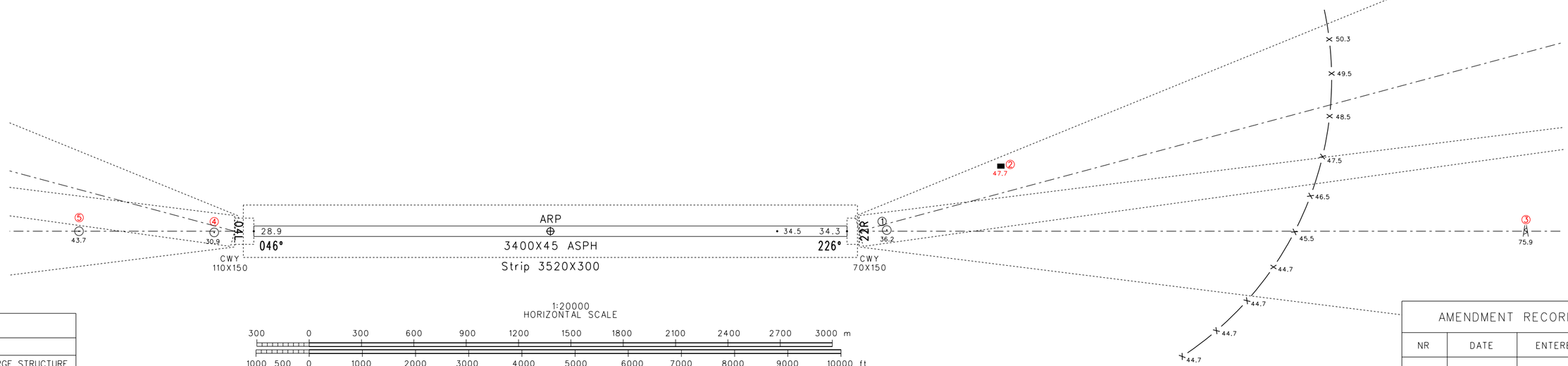
TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 4° W

RWY:04L-22R

RWY04L	DECLARED DISTANCES	RWY22R
3400	TAKE-OFF RUN AVAILABLE	3400 3000(FM B10)
3470	TAKE-OFF DISTANCE AVAILABLE	3510 3110(FM B10)
3400	ACCELERATE STOP DISTANCE AVAILABLE	3400 3000(FM B10)
3400	LANDING DISTANCE AVAILABLE	3400





1:20000
HORIZONTAL SCALE

300 0 300 600 900 1200 1500 1800 2100 2400 2700 3000 m

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 ft

LEGEND	
①	OBST NR
■	BUILD OR LARGE STRUCTURE
⊙	POLE
x—x—x	RAILWAY
	IRONTOWER

AMENDMENT RECORD		
NR	DATE	ENTERED BY
Changes: OBST.		

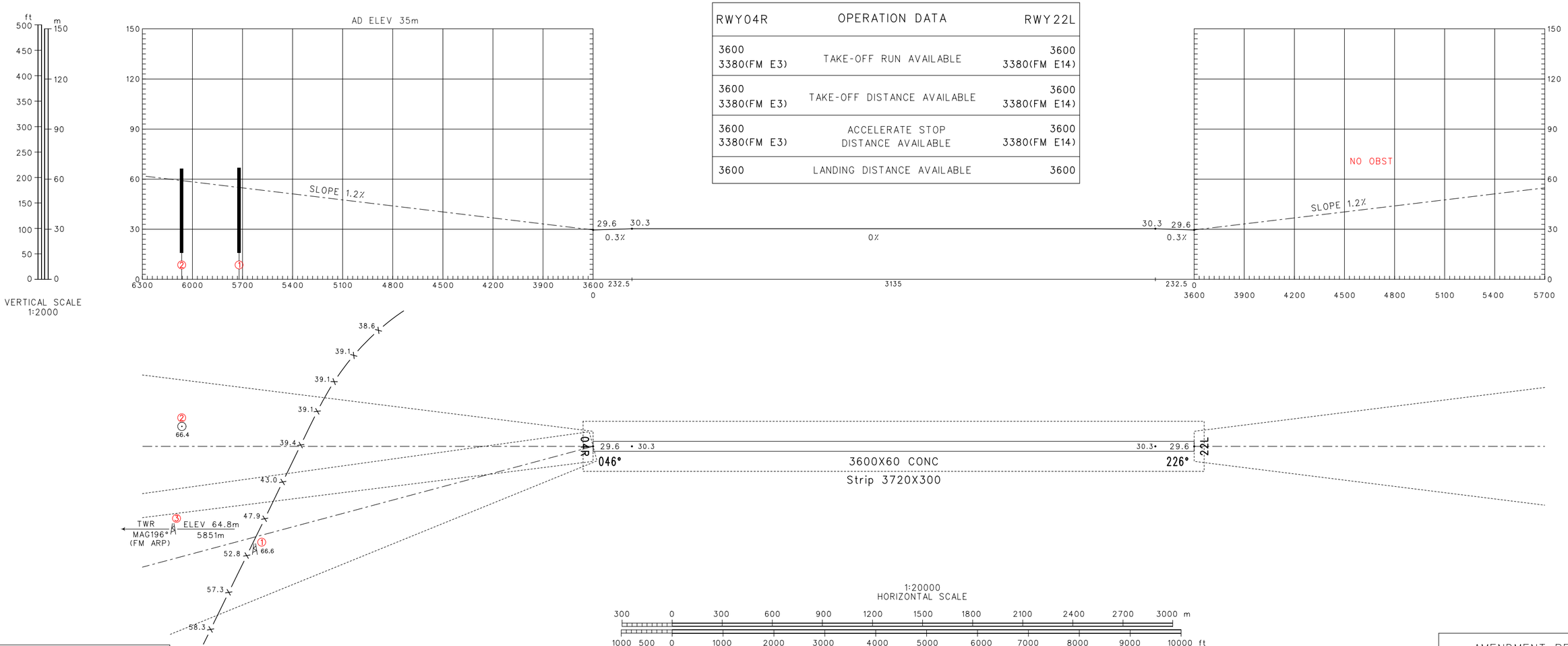
AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 4° W

RWY:04R-22L

RWY04R	OPERATION DATA	RWY22L
3600 3380(FM E3)	TAKE-OFF RUN AVAILABLE	3600 3380(FM E14)
3600 3380(FM E3)	TAKE-OFF DISTANCE AVAILABLE	3600 3380(FM E14)
3600 3380(FM E3)	ACCELERATE STOP DISTANCE AVAILABLE	3600 3380(FM E14)
3600	LANDING DISTANCE AVAILABLE	3600

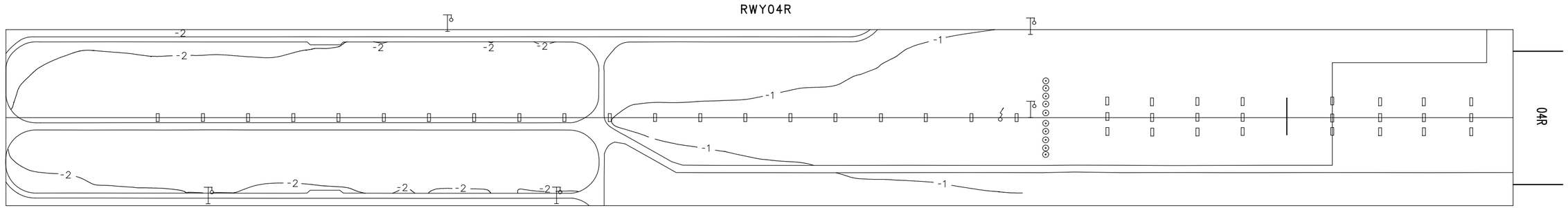


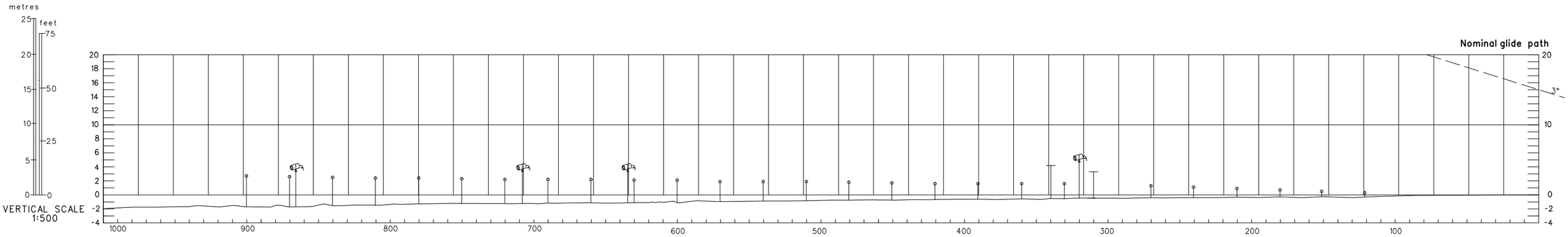
LEGEND	
①	IDENTIFICATION NO.
⊙	POLE
x—x—x	RAILWAY
	TWR

AMENDMENT RECORD		
NO.	DATE	ENTERED BY
Changes: OBSTs withdrawn.		

PRECISION APPROACH TERRAIN CHART-ICAO

DISTANCES AND HEIGHTS IN METERS





LEGEND	
	Camera
	APP Light
	Profile of extended RWY C/L
	Road
	Boundary
	LOC Antenna
	Contour
	Marker

CONTOURS AND HEIGHTS ARE
RELATED TO ELEVATION OF RWY THR

HORIZONTAL SCALE 1:2500

25 0 25 50 75 100 125 150 175 200 225 250m

Amendment Record		
Nr.	Date	Entered by
Changes: New chart.		

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

VAR4.2° W

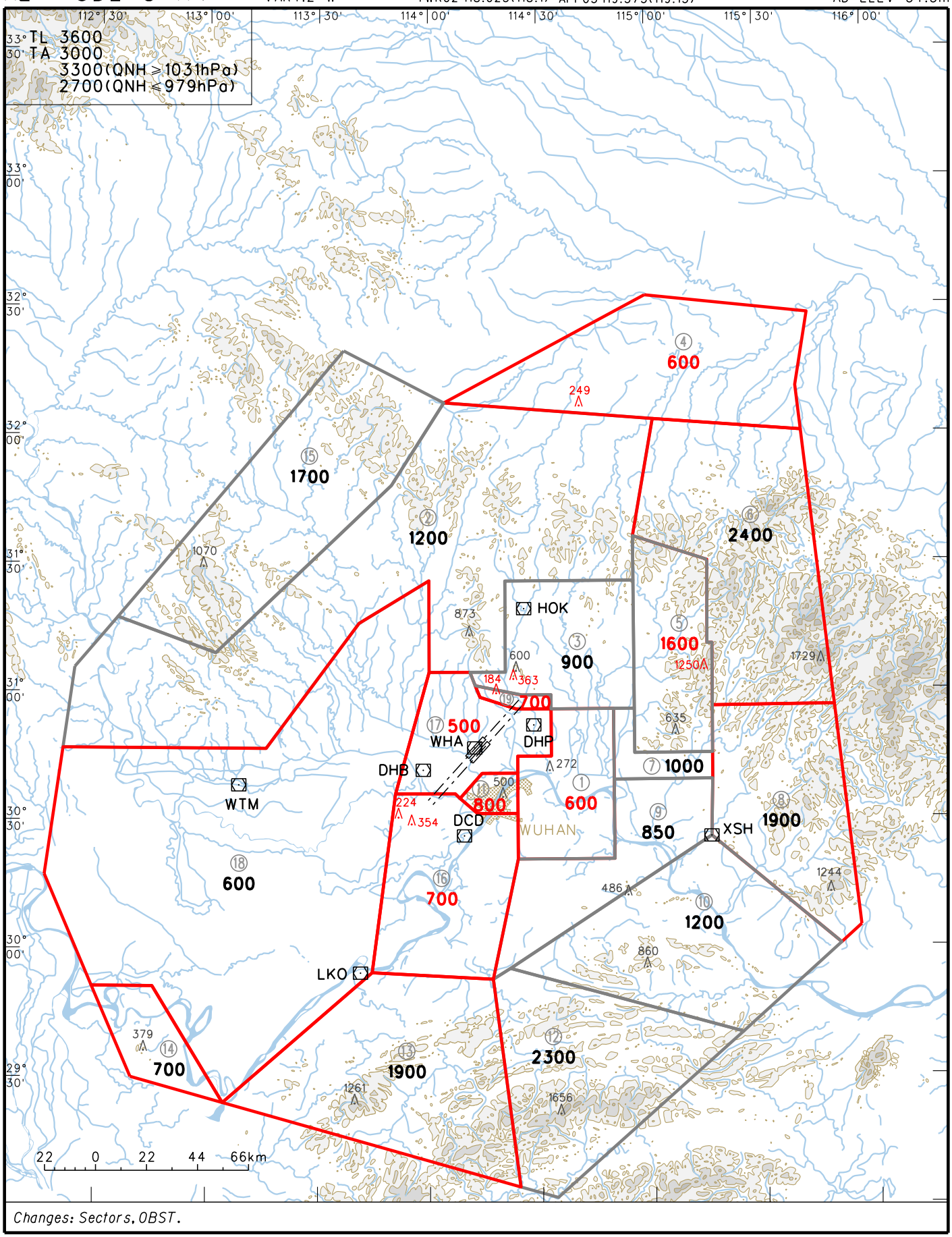
D-ATIS(ARR) 126.6
D-ATIS(DEP) 126.2
TWR01 124.35(118.1)
TWR02 118.025(118.1)

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

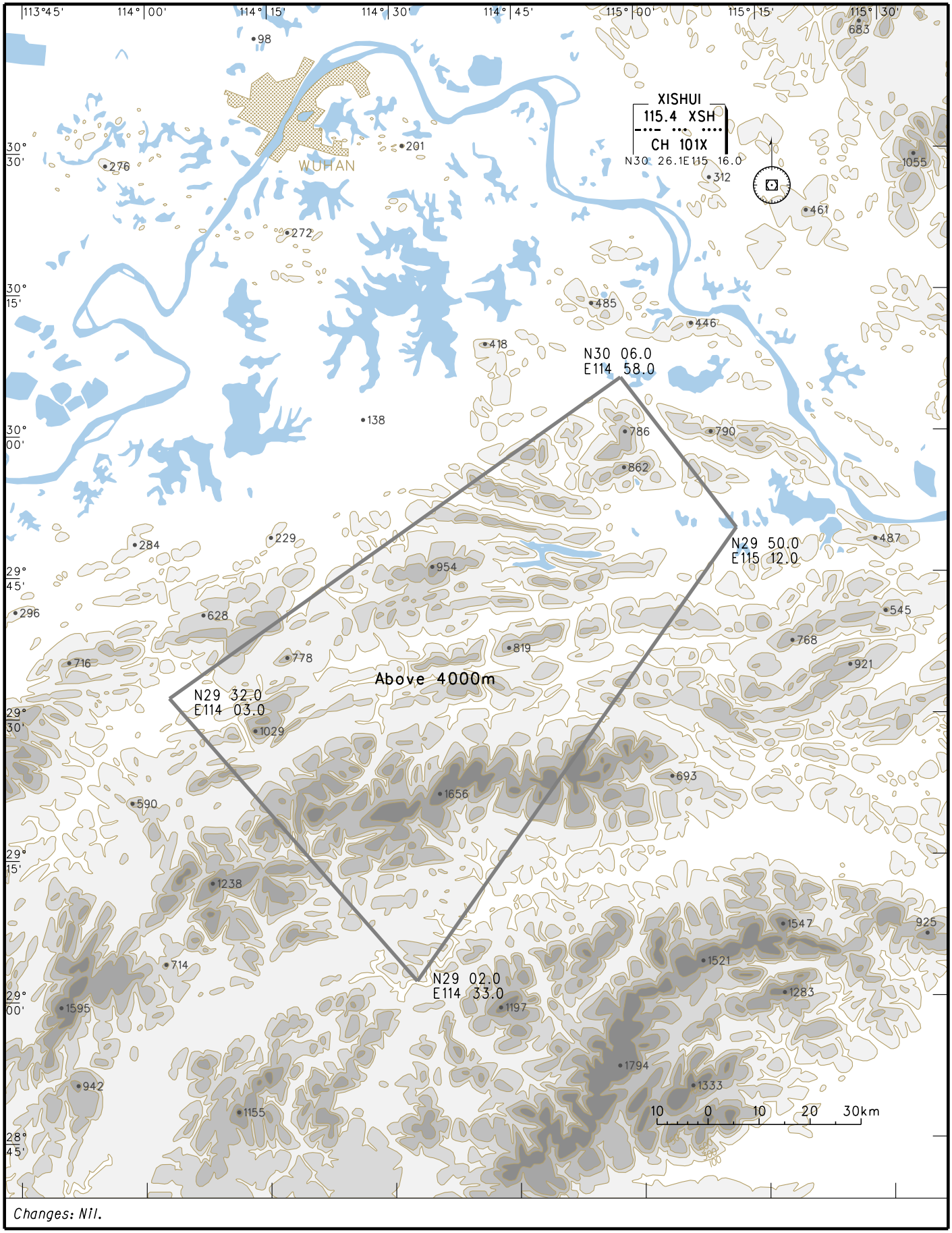
ZHHH WUHAN/Tianhe

AD ELEV 34.5m

TL 3600
TA 3000
3300(QNH＞1031hPa)
2700(QNH＜979hPa)



Changes: Sectors, OBST.



Changes: Nil.

ZHHH AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICAO / IATA) and name

ZHHH/WUH-武汉/天河 WUHAN/Tianhe

ZHHH AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N30°47.1′ E114°12.4′ Center of RWY04L/22R
2	机场基准点与城市的位置关系 Direction and distance from city	344° GEO, 26km from Wuhan Yangzi River Bridge
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	34.5 m/33.2°C(JUL)/0.9°C(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	-
5	磁差（测量年份）及年变率 VAR(Year)/Annual change	4°14′W(2015)/-
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website	Wuhan Tianhe Airport CO. LTD Wuhan Tianhe Airport, Tianhe town, Huangpi district, Wuhan, Hubei province, China Post code:430302 TEL:86-27-85818885 FAX:86-27-85818785 AFS:ZHHHYDYX Website:www.whairport.com
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR-VFR
8	机场性质/飞行区指标 Military or civil airport/Reference code	CIVIL/4F
9	备注 Remarks	Nil

ZHHH AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	HO
3	卫生健康部门 Health and sanitation	HO
4	航空情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office	H24

6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 De-icing	H24
12	备注 Remarks	Nil

ZHHH AD 2.4 地勤服务和设施 Handling services and facilities

1	货物装卸设施 Cargo-handling facilities	Elevation platform truck, fork, conveyor belt truck
2	燃油牌号 Fuel types	Nr.3 jet fuel
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Rush hour piping system refueling capacity: 233L/s; Hydrant dispenser:25L/s(single pipe); 45L/s(double pipes)
5	除冰设施 De-icing facilities	De-icer(include aircraft CAT F designated de-icer), de-icing fluid(FCY-1A, FCY-2)
6	过站航空器机库 Hangar space for visiting aircraft	Available for B737NG for China Eastern Airlines Available for A/C with wing span＜36m (e.g. A320/A321/B737-800/B737-900) for Air China Airlines
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for aircraft type of B737-900 and below, B757-200, A319-100, A320, A321, CRJ-200, EMB-145, A330-200, A330-300 on request. General maintennance, spare parts and other maintenance work by prior arrangement.
8	备注 Remarks	Ground power unit, ground air supply unit, towing vehicle,ground air preconditioning unit

ZHHH AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxis
4	医疗设施 Medical facilities	At AD
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	Nil
7	备注 Remarks	Nil

ZHHH AD 2.6 援救与消防服务 Rescue and fire fighting services

1	机场消防等级 AD category for fire fighting	CAT 9
2	援救设备 Rescue equipment	Fire fighting facilities: rapid reaction truck, primary foam tender, heavy foam tender, rescue vehicle, fire fighting command truck, logisics truck; Rescue equipment: crane, fork, activities surface, tow truck, uplift air cushion, tethered hoisting equipment, rubber blanket, towing equipment.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to B747-400
4	备注 Remarks	Nil

ZHHH AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons snow blower, snow pusher, snow slingers, sweeper
2	扫雪顺序 Clearance priorities	RWY04L/22R→RWY link taxiways→parallel taxiways→Apron link taxiways→Apron RWY04R/22L→RWY link taxiways→parallel taxiways→Apron link taxiways→Apron Other link taxiways.
3	备注 Remarks	Nil

ZHHH AD 2.8 停机坪、滑行道及校正位置数据 Aprons, taxiways and check locations data

1	停机坪道面和强度 Apron surface and strength	道面 Surface	CONC
		强度 Strength	PCN 90/R/B/W/T : 216,221-224 PCN 88/R/B/W/T : 126,127,130-132,136,137,508-517 PCN 83/R/B/W/T : 111-119,301-361,331L/R,332L/R,de-icing apron,isolated stands PCN 80/R/B/W/T : 519-523 PCN 74/R/B/W/T : 120,121,501-507,532-537,601-603, run-ups stand of China Eastern Apron PCN 71/R/B/W/T : 207-210,215 PCN 63/R/B/W/T : 610-615 PCN 58/R/B/W/T : 101-110 PCN 55/R/B/W/T : 201-206,211-214,217-220
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	80m : C12,C13 79m : H1 70m : C6-C11,H2,M1 58m : M2,M3 56m : D3,D5-D12,D14,M4 52m : C1-C5 50m : D16,G3,G4 47.7m : Z16 44m : E3,E14 43m : G1 41m : D1 40m : P10 36m : K2 34m : E1,E16,K3 33m : K4 32m : K1 30m : H3,H4 29m : B9 28.5m : B12 28m : B4,B10 27.9m : B1 27.5m : N2,N4 25m : D,E,E5-E7,E10-E12,K(east of K2(inclusive)),M(east of M2(inclusive)) 23m : B,B5,B8,C,C14,G,G2,H,J,K(west of K2(exclusive)),M(west of M2(exclusive)),N,P9,Z9 18m : Z18
		道面 Surface	ASPH : B4,B5,B8,B9,Z18 CONC :

			B,B1,B10,B12,C,C1-C14,D,D1,D3,D5-D12,D14,D16,E,E1,E3,E5-E7,E10-E12,E14,E16,G,G1-G4,H,H1-H4,J,K,K1-K4,M,M1-M4,N,N2,N4,P9-P12,Z9,Z16
		强度 Strength	PCN 99/F/B/W/T : B9 PCN 93/F/B/W/T : B5,B8 PCN 92/R/B/W/T : B1,B12 PCN 88/R/B/W/T : C(BTN C11 & C14),C13,K(west of K2(exclusive)),M(west of M2(exclusive)),M1,N,N2,N4,P9,P11,Z9 PCN 83/R/B/W/T : C6-C8,C10,C14,D,D1,D3,D5-D12,D14,D16,E,E1,E3,E14,E16,G,G1-G4,H,H1-H4,J,K(east of K2(inclusive)),K1-K4,M(east of M2(inclusive)),M2-M4,P12 PCN 80/R/B/W/T : C11,C12 PCN 74/R/B/W/T : B,B10,C(BTN C1 & C11),C1-C5,C9,P10,Z16 PCN 73/F/B/W/T : B4 PCN 66/R/B/W/T : E5-E7,E10-E12 PCN 65/F/B/W/T : Z18
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Nil	

ZHHH AD 2.9 地面活动引导和管制系统与标识
Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at Nr. 01-3, 101-121, 126, 127, 130-132, 136, 137, 201-223, 223A, 224, 301-331, 331L, 331R, 332, 332L, 332R, 333-361, 501-517, 519-523, 532-537, 601, 602 stands. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at Nr. 201-220, 301-304, 307, 308, 310-319, 321, 322, 324-340, 342, 343, 345-354, 356, 357, 359-361 aircraft stands,Marshalling assistance for other aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point

		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(04L, 04R), RENL
		滑行道标志 TWY markings	Edge line, center line, No-entry(B4, B5, B8, B9, E5-E7, E10-E12), RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line lights, center line lights, No-entry bar(B4, B5, B8, B9, E5-E7, E10-E12) , RETILs(E10-E12, E5-E7), intermediate holding position lights
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: B1, E1, E3, E14, E16 Runway guard lights: B1, B10, B12, E1, E3, E14, E16	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Blue apron edge line lights. Yellow intermediate holding position lights at apron Nr.2(P1-P5) and TWYs B, C, D, E, G, H, J, K, M, N. Yellow intermediate holding position lights at apron Nr.5(52.5m north and 47.5m south of TWY C14 intersection).	

ZHHH AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物
Obstacles within a circle with a radius of 15km centered on the ARP

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
BLDG	BLDG	032/4597	50.3		
BLDG	BLDG	038/2608	47.7		RWY04L Take-off path
Iron TWR	Iron TWR	041/11162	128.7		RWY22R GP INOP
MT	MT	043/10679	78		
LOC Antenna	LOC Antenna	046/1928	36.2	LGT	RWY04L Take-off path;
Iron TWR	Iron TWR	046/5591	75.9	LGT	RWY04L Take-off path
MT	MT	051/11951	71.1		
Pole	Pole	111/1016	92.1	LGT	
Control TWR	Control TWR	147/944	148.2	LGT	Circling; RWY04L GP INOP missed approach
BLDG	BLDG	150/6616	82.5		

半径 15 千米内主要障碍物
Obstacles within a circle with a radius of 15km centered on the ARP

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG	BLDG	157/5346	82.1	LGT	
BLDG	BLDG	157/7083	95.5		
MT	MT	173/9128	98.5		
BLDG	BLDG	191/5132	57.3		
TOWER	TOWER	192/4873	66.6	LGT	RWY22L Take-off path;
TOWER	TOWER	196/5851	64.8	LGT	RWY22L Take-off path
TOWER	TOWER	202/4893	66.4	LGT	RWY22L Take-off path
LOC Antenna	LOC Antenna	226/1927	30.9	LGT	RWY22R Take-off path
MM Antenna	MM Antenna	226/2702	43.7	LGT	RWY22R Take-off path
GP Antenna	GP Antenna	231/1419	43.0	LGT	RWY04L ILS/DME approach
Antenna	Antenna	262/351	43.0	LGT	

半径 15 千米-50 千米内主要障碍物
Obstacles between two circles with the radius of 15km and 50km centered on the ARP

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT	MT	001/48600	873		Minimum surveillance altitude sector Nr.2
MT	MT	002/48538	874		Sector
TOWER	TOWER	009/39512	730		
MT	MT	021/154140	249		Minimm surveillance altitude sector Nr.4
MT	MT	022/39206	300		

半径 15 千米-50 千米内主要障碍物
Obstacles between two circles with the radius of 15km and 50km centered on the ARP

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT	MT	025/25140	184		Minimumu surveillance altitude sector Nr.17
TOWER	TOWER	032/37470	600		RWY22L/R initial approach Minimum surveillance altitude sector Nr.3
BLDG	BLDG	032/37610	583		
MT	MT	033/33860	363		Minimumu surveillance altitude sector Nr.19
MT	MT	039/36521	436		
BLDG	BLDG	050/19872	113		
MT	MT	051/35924	304		
BLDG	BLDG	059/18174	139		RWY22L GP INOP final approach
MT	MT	075/104330	1250		Minimum surveillance altitude sector Nr.5
MT	MT	080/153600	1729		Minimum surveillance altitude sector Nr.6
MT	MT	090/86500	635		Minimum surveillance altitude sector Nr.7
STACK	STACK	111/33500	272		Minimum surveillance altitude sector Nr.1
MT	MT	116/165200	1244		Minimum surveillance altitude sector Nr.8
MT	MT	138/91400	486		Minimum surveillance altitude sector Nr.9
MT	MT	146/120000	860		Minimum surveillance altitude sector Nr.10
BLDG	BLDG	155/15800	263		
BLDG	BLDG	155/24300	500		Minimum surveillance altitude sector Nr.11
TV TWR	TV TWR	171/25851	312		

半径 15 千米-50 千米内主要障碍物
Obstacles between two circles with the radius of 15km and 50km centered on the ARP

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT	MT	171/162000	1656		Minimum surveillance altitude sector Nr.12
BLDG	BLDG	176/23826	356		
BLDG	BLDG	177/20959	458		Sector; Departure; Missed approach;
MT	MT	203/162000	1261		Minimum surveillance altitude sector Nr.13
BLDG	BLDG	215/19160	167		RWY04R GP INOP final approach
BLDG	BLDG	223/21534	128		
TV TWR	TV TWR	224/43000	354		RWY04L/R Initial approach Minmum surveillance altitude Nr.16
BLDG	BLDG	225/22614	135		RWY04L intermediate approach
MT	MT	232/44820	224		Minmum surveillance altitude Nr.18
MT	MT	232/193700	379		Minimum surveillance altitude sector Nr.14
MT	MT	308/141000	1070		Minimum surveillance altitude sector Nr.15
Remarks:					

ZHHH AD 2.11 提供的气象情报、气象观测和报告
Meteorological information provided & meteorological observations and reports

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Hubei ATMB MET Office
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Hubei ATMB MET Office;9h, 24h;3h, 6h
4	趋势预报及发布间隔	trend 1h

	Trend forecast/Interval of issuance	
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch,En
7	讲解或咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Briefing provided: Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	Aviation meteorological information integrated service system
9	提供气象情报的空中交通服务单位 ATS units provided with information	ACC, APP, TWR
10	其他信息 Additional information	Nil
气象观测和报告 meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 120m W of RCL, 311m inward THR04L B: 120m W of RCL, 1710m inward THR04L C: 120m W of RCL, 370m inward THR22R D: 115m E of RCL, 355m inward THR04R E: 115m E of RCL, 1725m inward THR22L F: 115m E of RCL, 315m inward THR22L SFC wind sensors 04L: 120m W of RCL, 291m inward THR04L 04L/22R Center: 120m W of RCL, 1700m inward THR04L 22R: 120m W of RCL, 311m inward THR22R 04R: 120m E of RCL, 365m inward THR04R 04R/22L Center: 120m E of RCL, 1830m inward THR04R 22L: 120m E of RCL, 355m inward THR22L Ceilometer 04L: 120m W of RCL, 301m inward THR04L 22R: 120m E of RCL, 321m inward THR22R 04R: 120m E of RCL, 368m inward THR04R

		22L: 120m E of RCL, 368m inward THR22L
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZHHH AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
04L	042° GEO 046° MAG	3400×45	(0-500m) 102/F/B/W/T (500-2600m) 83/F/B/W/T (2600-3400m) 102/F/B/W/T ASPH/-	Nil	THR 28.9m	0.16%(3000m)/-0.05%(400m)
22R	222° GEO 226° MAG	3400×45	(0-800m) 102/F/B/W/T (800-2900m) 83/F/B/W/T (2900-3400m) 102/F/B/W/T ASPH/-	Nil	THR 34.3m	0.05%(400m)/-0.16%(3000m)
04R	042° GEO 046° MAG	3600×60	(0-800m) 83/R/B/W/T (800-2800m) 66/R/B/W/T (2800-3600m) 83/R/B/W/T CONC/-	Nil	THR 29.6m	0.3%(233m)/0%(3135m)/-0.3%(232m)

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
22L	222° GEO 226° MAG	3600×60	(0-800m) 83/R/B/W/T (800-2800m) 66/R/B/W/T (2800-3600m) 83/R/B/W/T CONC/-	Nil	THR 29.6m	0.3%(232m)/0%(3135m)/-0.3%(233m)

跑道号码 RWY Designator	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	跑道端安全区长宽 RESA dimensions(m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
04L	Nil	70×150	3520×300	160×150	Nil	Nil
22R	Nil	110×150	3520×300	160×150	Nil	Nil
04R	Nil	Nil	3720×300	240×150	Nil	Nil
22L	Nil	Nil	3720×300	240×150	Nil	Nil

Remarks: 1. RWY04L/22R shoulder: 15m on each side, RWY04R/22L shoulder: 7.5m on each side.

2. RWY04R/22L grooved: 6mm×6mm×32mm.

3. Distance between RCL of RWY04L/22R and RCL of RWY04R/22L is 2100m; THR04R is 300m away from the south of THR04L; THR22L is 100m away from the south of THR22R.

4. Forced landing area (soil lawn) located at west of RWY04L/22R: 3400×50m.

ZHHH AD 2.13 公布距离 Declared distances

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
1	2	3	4	5	6
04L	3400	3470	3400	3400	Nil
22R	3400	3510	3400	3400	Nil
22R	3000	3110	3000	3400	FM B10
04R	3600	3600	3600	3600	Nil
04R	3380	3380	3380	3600	FM E3

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
22L	3600	3600	3600	3600	Nil
22L	3380	3380	3380	3600	FM E14

ZHHH AD 2.14 进近和跑道灯光 Approach and runway lighting

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
1	2	3	4	5	6	7	8	9
04L	PALS CAT II SFL 900 m LIH	GREEN Yes	PAPI LEFT 341.5m inward THR04L 3° 18m	900 m	3400 m spacing 30m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
22R	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 361.5m inward THR22R 3° 18m	Nil	3400 m spacing 30m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
04R	PALS CAT III SFL 900 m LIH	GREEN Yes	PAPI LEFT 422m inward THR04R 15m off RWY edge line 3°	900 m	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
22L	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 422m inward THR22L 15m off RWY edge line 3°	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
Remarks: 04L APCH LGT: PALS CAT II degrated to PALS CAT I.								

ZHHH AD 2.15 其它灯光,备份电源 Other lighting, secondary power supply

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: 04L:83m W of RCL, 410m inwards 04L, LGTD 22L:85m E of RCL, 422m inwards 22L, LGTD 04R:85m W of RCL, 422m inwards 04R, LGTD 22R:83m W of RCL, 410m inwards 22R, LGTD
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: green center line lights, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power supply available/＜1sec Diesel generator/≤15sec
5	备注 Remarks	1. Flash stick: main TWY B; 2. TWY center line lights for TWY connected with RWY in yellow and green alternately; 3. Uninterrupted Power System (UPS) has been equipped with Navigation Aids Lighting Power System.

ZHHH AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO, Geoid undulation	Nil
2	TLOF 和（或）FATO 标高 TLOF and/or FATO elevation	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZHHH AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Wuhan aerodrome control zone	A circuit, 4 arcs with radius 13km centered at centers of all RWY THRs and 4 lines tangential to the adjacent 2 arcs.	600m(QNH) or below				
TWR control area	Same as Wuhan areadrome control zone					
Fuel dumping area	N300600E1145800-N295000E1151200-N290200E1143300-N293200E1140300-N300600E1145800	Above 4000m				See Fuel Dumping Area Chart

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Altimeter setting region and TL/TA	Same as Wuhan APP area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

ZHHH AD 2.18 空中交通服务通信设施 ATS communication facilities

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		126.2 (departure)			H24	D-ATIS available
		126.6 (arrival)			H24	D-ATIS available
APP	Wuhan Approach	APP01:121.2 (119.15)			H24	
		APP02:126.3 (125.6)			0000-1430	Contact APP01 when APP02 U/S.
		APP03(04L/04R):119.575 (119.15)			by ATC	Contact APP01 when APP03 U/S.
		APP03(22L/22R):119.575 (119.15)			by ATC	Contact APP02 when APP03 U/S.
TWR	Wuhan Tower	TWR01:124.35 (118.1)			H24	RWY04L/22R
		TWR02:118.025 (118.1)			HO	RWY04R/22L
GND	Wuhan Ground	GND01(W):121.65 (130.0)			HO	RWY04L/22R GND U/S, contact TWR
		GND02(E):121.975			HO	RWY04R/22L GND U/S, contact TWR
	Wuhan Delivery	121.8			HO	DCL available According to ATIS
APN	Wuhan Apron	APN01(W):121.6			H24	
		APN02(E):121.725			By Apron Control	
EMG		121.5			H24	

ZHHH AD 2.19 无线电导航和着陆设施 Radio navigation and landing aids

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Hebaohu VOR/DME	DHB	114.45 MHz CH 91Y	H24	N30°41.9′ E113°58.3′ 252°MAG/24541m FM ARP	100 m	
Tianhe VOR/DME	WHA	112.2 MHz CH 59X	H24	N30°46.9′ E114°12.2′ 263°MAG/351m FM ARP	43 m	
Caidian VOR/DME	DCD	114.25 MHz CH 89Y	H24	N30°26.4′ E114°09.5′ 192°MAG/38316m FM ARP	50 m	
Huangpi VOR/DME	DHP	113.75 MHz CH 84Y	H24	N30°52.2′ E114°28.2′ 074°MAG/27038m FM ARP	55 m	
Tianhe NDB	HG	254 kHz	H24	N30°55.5′ E114°21.0′ 046°MAG/19400m FM THR22R		Effective distance 25-150km BRG 360°-030° clockwise U/S.
LOC 04L ILS CAT I	IHN	109.3 MHz		046° MAG/ 228m FM RWY04L end		
GP 04L		332.0 MHz		124m W of RCL, 286m inward THR04L		Angle 3°,RDH 15m
DME 04L	IHN	CH 30X (109.3 MHz)			37m	Co-located with GP 04L
LOC 22R ILS CAT I	ITS	108.5 MHz		226°MAG/ 228m FM RWY22R end		
GP 22R		329.9 MHz		120m W of RCL 306m inward THR22R		Angle 3°, RDH 15m

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
DME 22R	ITS	CH 22X (108.5 MHz)			41m	Co-located with GP 22R
IM 04R		75 MHz		226° MAG/ 340m FM THR04R		
LOC 04R ILS CAT III	IWF	111.5 MHz		046° MAG/ 310m FM RWY04R end		In operation CAT II
GP 04R		332.9 MHz		125m E of RCL, 297m inward THR04R		Angle 3°,RDH 15m
DME 04R	IWF	CH 52X (111.5 MHz)			36m	Co-located with GP 04R
LOC 22L ILS CAT I	IUT	111.1 MHz		226° MAG/ 310m FM RWY22L end		
GP 22L		331.7 MHz		125m E of RCL 297m inward THR22L		Angle 3°, RDH 15m
DME 22L	IUT	CH 48X (111.1 MHz)			36m	Co-located with GP 22L

ZHHH AD 2.20 本场规定

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降，在特殊情况下，可允许无二次雷达应答机的航空器起降；

1.2 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行；

1.3 可使用最大机型:A380 及其同类机型。

2. 跑道和滑行道的使用

2.1 跑道运行规定

ZHHH AD 2.20 Local aerodrome regulations

1.Airport operations regulations

1.1 Take off/landing of aircraft without SSR transponder are forbidden unless under exceptional circumstances;

1.2 All the technical test flights are required to obtain prior clearance from ATC;

1.3 Maximum aircraft to be available: A380 and equivalent.

2. Use of runways and taxiways

2.1 General rules for the operation of runways

2.1.1 根据实际运行情况，本场采用运行模式为单跑道运行、双跑道隔离运行、双跑道独立平行离场的运行模式。机场实施平行跑道独立离场运行，独立平行离场时，向北运行：经 BIVIP 方向、XSH 方向出港的航空器主要使用 04R 跑道，经 BENBI 方向、OLMIB 方向、GUGAM 方向出港的航空器主要使用 04L 跑道，具体听从 ATC 指挥。向南运行：经 BENBI 方向、BIVIP 方向、XSH 方向出港的航空器主要使用 22R 跑道，经 OLMIB 方向、GUGAM 方向出港的航空器主要使用 22L 跑道，具体听从 ATC 指挥。

2.1.1 According to the actual situation, single runway operations or segregated parallel approaches/ departures or independent parallel departures can be implemented in Wuhan/ Tianhe airport.
When independent departures or independent parallel departures used, RWY04L/04R in used: Departures to BIVIP, XSH will mainly use RWY04R. Departures to BENBI, OLMIB, GUGAM will mainly use RWY04L, which shall follow the instructions of ATC.
RWY22L/22R in used: departures to BENBI, BIVIP, XSH will mainly use RWY22R. Departures to OLMIB, GUGAM will mainly use RWY22L, which shall follow the instructions of ATC.

2.1.2 跑道使用规定

2.1.2.1 RWY04L/22R 允许 B747-400 同类及以下航空器起降；允许 A380 起降；允许 B747-8 减载起降（最大起飞重量和最大着陆重量均不超过 435000kg）。

2.1.2 General rules for the use of runways

2.1.2.1 RWY04L/22R is used for aircraft type B747-400 equivalent and below , and also can be used for aircraft type A380. B747-8 deloading take-off and landing is allowed(the maximum take-off weight and maximum landing weight shall not exceed 435000kg).

2.1.2.2 RWY04R/22L 允许 A380 同类及以下航空器起降。

2.1.2.2 RWY04R/22L is used for aircraft type A380 equivalent and below.

2.1.3 跑道更换方向规定

更换跑道运行方向过程中，当跑道顺风风量超过 3.5m/s，管制员可以短时指挥航空器顺风起飞或着陆；当航空器驾驶员根据机型性能或者运行手册不能执行顺风起飞或着陆，离场航空器在收到放行许可后告知塔台管制员，进场航空器应及时告知进近管制员。

2.1.3 General rules for direction changing of runways

When aircraft change direction of runway in use, if downwind speed is more than 3.5m/s, ATC controller can instruct aircraft to take-off or land on downwind runway for short time; If pilot consider that aircraft will not take off or land on downwind runway allocated according to the aircraft performance or operation

handbook, departure aircraft shall inform TWR after receiving Delivery clearance, arrival aircraft shall inform APP immediately.

2.1.4 非全跑道起飞运行规定

起飞航空器提出非全跑道起飞申请后，管制员可根据实际情况批准并提供管制服务；由于调配需要，管制员在征得航空器同意后，可实施非全跑道起飞管制程序。

2.1.4 Partial runway taking-off regulations

It is available to use partial runway to take-off when flight crew get permission from ATC;
In accordance with the runway actual operation situation, it is available to use partial runway to take-off when ATC get permission from flight crew.

2.1.4.1 04L/22R 跑道

（1）机身限制：04L/22R 跑道允许翼展小于 65m（不含）的 E 类及其以下航空器实施非全跑道起飞。

（2）地面运行限制：22R 跑道实施非全跑道起飞时，B 滑上滑行的航空器应在 B10 滑道口前的中间等待位置等待，直至 B10 滑上航空器完全进入 22R 跑道，方可穿越 B10 滑道口，继续滑行。

2.1.4.1 RWY04L/22R

(1) Aircraft limits: RWY04L/22R are available to conduct intersection departure with aircraft CAT E (wing span less than 65m) and below.

(2) Ground operation limits: when conducting intersection departure on RWY22R, aircraft on TWY B shall taxi to intermediate holding position of TWY B and hold short of TWY B10, until the intersection departure aircraft fully entered into RWY22R, then cross TWY B10 and continue taxi.

2.1.4.2 04R/22L 跑道

（1）机型限制：04R/22L 跑道允许翼展小于 80m（不含）的 F 类及其以下航空器实施非全跑道起飞。

（2）地面运行限制：04R 跑道实施非全跑道起飞时，E 滑上滑行的航空器应在 E3 滑道口前的中间等待位置等待，直至 E3 滑上航空器完全进入 04R 跑道，方可穿越 E3 滑道口，继续滑行。

2.1.4.2 RWY04R/22L

(1) Aircraft limits: RWY04R/22L are available to conduct intersection departure with aircraft CAT F (wing span less than 80m)and below.

(2) Ground operation limits: when conducting intersection departure on RWY04R, aircraft on TWY E shall taxi to intermediate holding position of TWY E and hold short of TWY E3, until the intersection departure aircraft fully entered into RWY04R, then cross

TWY E3 and continue taxi.

22L 跑道实施非全跑道起飞时，E 滑上滑行的航空器应在 E14 滑道口前的中间等待位置等待，直至 E14 滑上航空器完全进入 22L 跑道，方可穿越 E14 滑道口，继续滑行。

When conducting intersection departure on RWY22L, aircraft on TWY E shall taxi to intermediate holding position of TWY E and hold short of TWY E14, until the intersection departure aircraft fully entered into RWY22L, then cross E14 and continue taxi.

2.1.4.3 其他运行限制

2.1.4.3 Other operation limitations.

（1）能见度小于 2km 或低至塔台管制员对相应机动区无法保持目视监控时，严禁使用非全跑道起飞。

(1) No intersection departure is permitted when visibility less than 2km or the manoeuvring area cannot be visual monitoring by TWR controllers.

（2）在顺风大于 2.5m/s 或大侧风条件下，不得实施非全跑道起飞。

(2) No intersection departure is permitted when head wind more than 2.5m/s or heavy cross wind prevails.

（3）带有任何影响减速性能故障保留的航空器不得申请非全跑道起飞。

(3) No intersection departure is permitted with aircraft retaining any slow-down function failure.

（4）飞行机组实施非全跑道起飞时，起飞襟翼必须设置为正常起飞襟翼位置。

(4) When conducting intersection departure, take-off flap shall set as the same as the normal takeoff flap position.

2.1.5 跑道运行其它规定

2.1.5 Other operation rules for runways

机组落地脱离跑道后应按照管制员发布的滑行指令快速滑行离开快速脱离道，接收到转频指令后应尽快联系地面管制索取后续滑行指令。

Landing aircraft shall vacate from available rapid exit TWY according to the ATC instruction. After receiving FREQ changing instruction, the flight crew shall contact GND as soon as possible to obtain the subsequent taxiing instruction.

2.2 滑行道使用规则

2.2 General rules for the use of taxiways

2.2.1 可通过地面服务申请引导车和拖车服务。

2.2.1 Follow-me vehicle service and towing service are available via Ground Control.

2.2.2 滑行道的使用限制

2.2.2 Limits for the use of taxiways

2.2.2.1 航空器在障碍物附近滑行时,速度应减到15km/h 以下。

2.2.2.1 Taxiing speed shall be slowed down to 15km/h and below, while aircraft is taxiing near the obstacles.

2.2.2.2 本场 B，C 滑行道运行 B777-200F 机型时，最大滑行质量应不超过 325600kg。

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

2.2.3 滑行道使用要求

2.2.3 TWYs limits

滑行道/TWYs	航空器翼展限制/Wing span limits for aircraft	备注/Remarks
D, D1, D3, D5-D12, D14, D16, E, E1, E3, E5-E7, E10-E12, E14, E16, G3, G4, K(east of K2(inclusive)), K2-K4, M(east of M2(inclusive)), M2-M4	<80m	
B, B1, B4, B5, B8-B10, B12, C, C1-C10, C11(including connections BTN stands), C12(including connections BTN stands), C13, C14, G, G1, G2, H, H1-H4, J, K(west of K2(exclusive)), K1, M(west of M2(exclusive)), M1, N, N2, N4, P2, P9-P12, Z6, Z9, Z16	<65m	A380, B747-8 is allowed to taxi on TWYs B, B1, B12, C1 when A380, B747-8 parking at stand Nr.223A, and shall follow the relevant operation rules. The aircrafts with wingspan ≥52m can not taxi on TWY P10 and TWY C(BTN C11 & C12) simultaneously.
P1(NE of stand Nr.224)	＜65m	A380, B747-8 is allowed to taxi on TWY P1 when A380, B747-8 parking at stand Nr.223A, and shall follow the relevant operation rules.
P1(NE of BTN stands Nr.221 and stand Nr.223), P3, P4	<52m	
P5-P8, Z7, Z8, Z18	<36m	

P13, P14	<24m	

2.2.4 地面管制分为东西两个扇区，管制范围及规定如下：

西地面管制：东西跑道中间平行跑道方向为界以西至平行滑行道 B 全部机动区；

东地面管制：东西跑道中间平行跑道方向为界以东至平行滑行道 E 全部机动区；

机坪管制区范围见 ZHHH AD2.24-1A，具体管制移交点及移交方式听从管制员指令执行。

2.2.4 GND ATC divided into east and west sectors, the rules of ATC scope as follows:

GND01 (W): maneuvering area(west from the middle boundary of both runways to the parallel B);

GND02 (E): maneuvering area(east from the middle boundary of both runways to the parallel E);

Apron Control Area refers to ZHHH AD2.24-1A. The specific hand-over point and mode shall be instructed by ATC.

2.2.5 C 滑行道 C4 以南、B 滑行道 C4 以南部分区域处于塔台视野盲区，机组在该区域滑行时注意观察并严格执行管制指令。

2.2.5 Most of the TWYs B(south of C4) and C(south of C4) are in the TWR blind zone, flight crew taxing in this area shall follow the ATC instructions strictly.

2.3 机场冲突多发地带运行要求

为减少运行差错，降低地面冲突和跑道入侵事件的发生概率，在机场活动区域内运行的航空器须严格按照以下要求运行。

2.3 Hot spot procedure

For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area must follow the requirements below:

2.3.1 HS1：B9 和 B 滑行道交叉区域。

在 B 滑行道上滑行的航空器，若观察到 B9 有航空器脱离，应在 B9 前等待，避让脱离的航空器。

2.3.1 HS1: Intersections of TWYs B9 and B.

A/C taxiing on TWY B shall hold short in front of TWY B9, when other A/C is vacating runway via TWY B9;

2.3.2 HS2：C9、B 及 C 滑行道交叉区域。

在 C 滑行道或者 B 滑行道上滑行的航空器，若观察到 C9 道口有滑出停机坪的航空器，应主动在 C9 前等待，避让滑出的航空器。

2.3.2 HS2: Intersections of TWYs C9, B and C.

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

2.3.3 HS3：C5、B 滑、C 滑及 P5 滑行道交叉区域。

2.3.3 HS3: Intersections of TWYs C5, B, C and P5.

此处为多条滑行道交叉的区域，且无论使用哪条跑道起降均有滑行冲突，机组在滑至冲突点之前，应提前目视观察，避免冲突。原则上在 B 滑行道上滑行的航空器，若观察到 C5 滑有滑出停机坪的航空器，应主动在 C5 前等待，避让滑出的航空器；在 C 滑行道上滑行的航空器，若观察到 C5 滑有滑出停机坪的航空器，应主动在 P5 前等待，避让滑出的航空器。

A/C taxiing on TWY B shall hold short in front of TWY C5, when other A/C is exiting apron via TWY C5; A/C taxiing on TWY C shall hold short in front of TWY P5, when other A/C is exiting apron via TWY C5;

2.3.4 HS4：C4、C3、B、C 及 B4 滑行道围成的区域。此处为多条滑行道交叉的区域，机组在滑至冲突点之前，应提前目视观察，避免冲突。原则上在 C 滑或者 B 滑行道上滑行的航空器，若观察到 C3 滑有滑出停机坪的航空器，应主动避让；若观察到 B4 有航空器脱离跑道时，应主动避让。

2.3.4 HS4: Area enclosed by TWYs C3, C4, B, C and B4.
A/C taxiing on TWY B or C shall take evasive action, when other A/C is exiting apron via TWY C3 or vacating runway via TWY B4;

2.3.5 HS5：C2、C1、B 及 C 滑行道交叉区域。若观察到 C1、C2 道口有滑出停机坪的航空器，在 B 滑行道上向西南方向滑行的航空器，应主动在 C2 前等待；从 H 滑行道转向 C 滑行道上向东北方向滑行的航空器，应主动在 H1 等待引导车，如未看到引导车则需在 HP10 等待或向塔台索取指令。

2.3.5 HS5: Intersections of TWYs C1, C2, B and C.
A/C taxiing towards southwest on TWY B shall hold short in front of TWY C2, when other A/C is exiting apron via TWY C1,C2; A/C taxiing towards northeast from TWY H to TWY C shall wait for follow-me vehicle in front of TWY H1, if can not observe follow-me vehicle, A/C shall hold short at HP10 or contact TWR ATC;

2.3.6 HS6：H、G 滑行道与 B、C 滑行道相交的区域。该区域与跑道相关度很大，道口相交多，航空器在此区域滑行时应当注意观察道口和标识牌，避免连续滑行误入跑道，造成跑道侵入。

2.3.6 HS6: Intersections of TWYs H, G and B, C.
A/C taxiing in this area shall observe crossing and signal board, in order to avoid taxiing in the wrong way continuously, causing runway incursion;

2.3.7 HS7：G1、D 及 E 滑行道交叉的区域。该区域与跑道相关度很大，道口相交多，航空器在此区域滑行时应当注意观察道口和标识牌，避免连续滑

2.3.7 HS7: Intersections of TWYs G1, D and E.
A/C taxiing in this area shall observe crossing and signal board, in order to avoid taxiing in the wrong way

行误入跑道，造成跑道侵入。

2.3.8 HS8：C12 与 B 滑行道交叉区域。

由于进入 5 号坪航空器需沿 B 滑行道向北滑行，因此在 B 滑行道上易产生对头滑行冲突，在 C12 滑出的航空器应提前观察再上 B 滑行道，发现冲突时及时告知管制员。

2.4 进港航空器管制规定

2.4.1 落地航空器选择就近快速脱离道脱离跑道，并在脱离后报告塔台管制员；从接地到脱离跑道的时间应控制在 50s 内，如机组认为无法在上述要求的时间内完成，须在建立航向道前通知进近管制员。

2.4.2 在脱离跑道首次与地面管制联系时，尤其是在低能见度的情况下，必须向地面管制员报告脱离跑道和所在滑行道等具体位置。

2.4.3 着陆航空器在塔台管制室移交给机坪管制室后，在指定位置由引导车引导进入停机位。

2.4.4 机组如对停机位有疑问时，应向地面管制或机坪管制证实。

2.5 离港航空器管制规定

2.5.1 提供数字化放行系统（DCL）服务。

2.5.1.1 预计撤轮档时间（EOBT）前 30min 至 10min，航空器驾驶员应当优先使用数字化放行系统（DCL）向空中交通管制部门（ATC）申请放行许可。

2.5.1.2 首次联系 ATC 时，完成 DCL 服务的机组必须

continuously, causing runway incursion;

2.3.8 HS8: Intersections of TWYs C12 and B.

A/C entering apron Nr.05 needs to taxi northward along TWY B, which is easy to cause conflict. A/C taxiing on TWY C12 shall observe in front of TWY B and inform ATC immediately when the conflict occurs;

2.4 For landing aircraft

2.4.1 The landing aircraft shall vacate from the available rapid exit TWY and report to TWR after leaving;

Aircraft shall fully vacate runway within 50 seconds after touching down;

If flight crew consider that they can not fulfill the process within the required time, pilot shall inform APP ATC controller before the localizer is established.

2.4.2 A/C shall inform ATC the position at the first contact when vacate RWY via TWYs, especially the visibility is poor.

2.4.3 After the landing aircraft transfered from TWR to APN, it will be guided by follow-me vehicle to enter stands at the designated position.

2.4.4 Flight crew shall verify the questions about stands via GND ATC or APN ATC.

2.5 For departure aircraft

2.5.1 Tower Departure Clearance (DCL) available.

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

2.5.1.2 At the first contact with ATC, pilot shall

向 ATC 完整复诵放行许可的内容。

completely repeat delivery clearance to controller after successful DCL service.

2.5.1.3 当 DCL 无法完成放行许可的申请或发布时，将转成话音方式申请或发布放行许可。

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

2.5.2 为提高跑道容量,作如下要求(湿跑道或污染跑道除外)：起飞的航空器从接到管制员进跑道指令至对正跑道时间应控制在 60s 以内；如机组认为无法在上述要求的时间内完成,须在到达跑道外等待点之前向塔台管制员说明。

2.5.2 For increase runway operation capacity, requirement as follows except for wet or contaminated runway: Departure aircraft shall finish runway alignment within 60 seconds after receiving ATC instructions of entering runway;If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller before reaching the runway holding point.

2.5.3 本场航空器在准备好推出或开车时，应先向塔台管制室报告，在无空中流量限制等限制条件时，塔台管制室通知航空器转频至机坪管制室，由机坪管制室根据机坪内运行情况发布推出或开车指令。如有限制运行条件时，塔台管制室指挥航空器在放行频率守听或按照 ATC 要求执行。

2.5.3 Pilot shall report to the TWR before aircraft is ready to push-back or start-up. When there are no restrictions on the flow of traffic , the TWR will notify the aircraft to change frequency to the APN, and APN will issue push-back or start-up instructions according to the operation conditions in the apron. In case of restricted operation conditions, the TWR shall instruct the aircraft to follow the delivery FREQ or by ATC.

2.6 对机组的要求

2.6 Requirements for flight crew

2.6.1 听清并重复管制员的滑行指令，尤其是界限性指令，发现疑问及时证实。

2.6.1 Repeat the whole taxiing instructions issued by ATC , especially the boundary instructions, and make it clear when there is a doubt.

2.6.2 在推出时向机坪管制员证实使用跑道，推出方向。

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

2.6.3 机组如在地面管制扇区之间移交后或者塔台与

2.6.3 If failed to change the frequency between APN and

地面管制扇区移交后联系不畅，应在移交等待线前等待，并应向原管制扇区报告。

GND, holding at the prior hand-over line and contact the original frequency.

2.6.4 当机组误操作滑错方向或路线时，应该立即停止滑行并向管制员报告。

2.6.4 When taxiing to the wrong direction by mistake, stop immediately and report ATC.

2.6.5 专机的滑行路线以管制员指令为准。

2.6.5 Taxiing routes of special flight will be instructed by ATC.

2.6.6 机组如在机坪管制与地面管制扇区移交后联系不畅，应在移交等待线前等待，并应向原管制扇区报告。

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

2.7 A380、B747-8 地面运行规则

2.7 Operational Rules for A380, B747-8

（1）A380、B747-8 在满足条件的区域运行时需按管制员指令滑行。

(1) When operating within permitted area, A380, B747-8 shall taxi by ATC instructions.

（2）A380、B747-8 航空器进港脱离跑道后按照管制指令在相应位置由引导车引导至机位，出港航空器不提供引导车引导服务。

(2) Landing A380, B747-8 shall be guided by Follow-me vehicle into stands. Follow-me vehicle is not available for departure A380, B747-8.

（3）A380、B747-8 航空器通行 B 滑时，C 滑仅允许 D 类及以下航空器（翼展＜52m）运行，且 B 滑与 C 滑间的联络道不允许航空器进入。

(3) When A380, B747-8 taxiing on TWY B, the wing span limit for TWY D is less than 52m, and the connecting lane between TWY B and TWY C is not allowed to enter.

（4）A380、B747-8 航空器机位停放要求：

(4) Parking rules for A380, B747-8

a.进出 223A 临时组合机位时，其他机型航空器不能使用 C2、P2 滑行道。

a.When entering and exiting temporary combined stand Nr.223A, other A/C types cannot use TWY C2 and TWY P2.

b.停靠 223A 临时组合机位时，需关闭 C1、P1 滑行道，禁止其他机型航空器滑入，216-222 机位正常使用，均从 P2-C2 滑行道进出。推出时，直接推至 B 滑。

b.TWYs C1, P1 are closed for other A/C types when A380 is parking at stands Nr.223A; Stands Nr.216-222 are in normal use, taxi in and back via TWY P2-C2. When pushing out, push directly to TWY B.

c.停靠 331、332 机位，按正常机位保障，自滑进，顶推出，推出时，直接推至 K 滑。

c.Aircraft shall taxi in and be pushed back when parking at stands Nr.331, 332; These stands shall be supported as normal stands. When pushing out, push directly to TWY K.

d.停靠除冰坪 02 除冰机位，自滑进出。

d.Aircraft shall taxi in and out by itself when parking at de-icing stand Nr.02.

2.7.1 04L/22R 跑道

2.7.1 RWY04L/22R

2.7.1.1 A380、B747-8 运行区域

2.7.1.1 Operational areas for A380 and B747-8

（1）跑道：04L/22R 号跑道

(1)RWY: RWY 04L/22R

（2）滑行道：B、B1、B12、C1

(2)TWYs: B, B1, B12, C1

（3）停机位：223A 临时组合机位

(3)temporary combined stands Nr.223A

（4）除上述区域外，其他区域禁止 A380、B747-8 航空器运行。

(4)Except above areas, other areas are forbidden to operate A380 and B747-8.

（5）A380、B747-8 航空器使用 04L 方向起降时，其他航空器不得进入 B1 滑行道，待航空器起飞滑跑或着陆接地后方可使用。

(5)When A380 and B747-8 taking off and landing on RWY04L, other type aircrafts shall not enter TWY B1, and TWY B1 only be used after A380 or B747-8 taking off or landing.

（6）A380 和 B747-8 航空器使用 22R 方向起降时，其他航空器不得进入 B12 滑行道，待航空器起飞滑跑或着陆接地后方可使用。

(6)When A380 and B747-8 taking off and landing on RWY22R, other type aircrafts shall not enter TWY B12, and TWY B12 only be used after A380 or B747-8 taking off or landing.

（7）其他航空器使用跑道时，A380 和 B747-8 航空器不得进入 B1、B12 滑行道，待其他航空器起飞滑跑或着陆接地后方可使用。

(7)When other type aircraft using RWY, A380 and B747-8 shall not enter TWY B1, B12. TWY B1 and B12 only be used after other type aircraft taking off or landing.

2.7.1.2 A380、B747-8 滑行线路详见机场图 AD2.24-1A。

2.7.1.2 Taxiing routes for A380, B747-8 refer AD2.24-1A.

2.7.2 04R/22L 号跑道

2.7.2.1 A380、B747-8 运行区域

（1）跑道：04R/22L 号跑道

（2）滑行道：D、D1-D16、E、E1-E16、G3、G4、K（K2（含）以东段）、K2、K3、M（M2（含）以东段）、M2-M4

（3）停机位：331、332 机位，除冰坪 02 除冰机位

（4）除上述区域外，其他区域禁止 A380、B747-8 运行。

2.7.2.2 A380、B747-8 滑行线路详见机场图 AD2.24-1A。

2.8 跑道等待位置标志

2.8.1 航空器在进入跑道前必须在指定的跑道等待位置处等待机场管制塔台的指令。

2.8.2 机场设置“A 型等待位置”和“B 型等待位置”，当 I 类运行时，航空器应停放在“A 型等待位置标志”处。（A380、B747-8 机型运行时，参照 2.7 规定执行）

2.9 滑行道中间等待位置及使用规定

本场公布 9 个中间等待位置标志。其中 HP1、HP2、HP3、HP4、HP10 等待点的使用依据塔台指令等待，航空器经过 HP5、HP6、HP7、HP8 等待点时需听从机场管制塔台指令转频。参见 AD2.24-2。

2.7.2 RWY04R/22L

2.7.2.1 Operational areas for A380, B747-8

(1) RWY: RWY 04R/22L

(2) TWYs: D, D1-D16, E, E1-E16, G3, G4, K(east of K2(inclusive)), K2, K3, M(east of M2(inclusive)), M2-M4

(3) Stands Nr.331, 332, de-icing stands Nr.02

(4) Except above areas, other areas are forbidden to operate A380, B747-8.

2.7.2.2 Taxiing routes for A380, B747-8 refer AD2.24-1A.

2.8 Runway-holding position marking

2.8.1 Aircraft shall stop and wait for the instruction of TWR Control at the relative runway-holding positions.

2.8.2 The nose of A/C shall get close to the runway holding position marking without exceeding it. There are type A holding position and type B holding position, when A/C is waiting at the RWY holding position, and Pattern A for CAT I operation.(When A380 and B747-8 operating, refer to 2.7)

2.9 Intermediate holding position marking

9 Intermediate holding position markings are established. Aircraft holding at HP1,HP2，HP3, HP4, HP10 shall follow the instructions of TWR ATC. Aircraft holding at HP5, HP6, HP7, HP8 shall follow the instructions of ATC to change frequency. Refer to AD2.24-2.

等待位置 Holding point	滑行方向 Taxiing direction	等待位置 Holding point	滑行方向 Taxiing direction
HP1	N to S& S to N	HP2	N to S& S to N
HP3	N to S& S to N	HP4	N to S& S to N
HP5	E to W& W to E	HP6	E to W& W to E
HP7	E to W& W to E	HP8	E to W& W to E
HP10	SE to NW		

3. 机坪和机位的使用

3.1 着陆航空器脱离跑道后均按照管制指令在相应位置由引导车引导进入停机位。

3.2 停机位限制

3. Use of aprons and parking stands

3.1 Landing aircraft shall taxi to the relevant position according to the ATC instructions after vacating RWY and follow the guidance of follow-me vehicle to taxi into the parking stands.

3.2 Limits for aircraft parking on the following stands:

停机位/Stands	航空器翼展限制/Wing span limits for aircraft(m)	机身长度限制/Fuselage limits for aircraft(m)	滑入滑出方式/Enter and exit by
Nr.331-332	＜80	≤80	taxi in, push back
Nr.115,116,118, 130, 136, 137, 327, 329, 334, 335, 338, 358-360,512-517	＜65	≤76	taxi in, push back
Nr.216	＜65	≤73.86	taxi in, push back
Nr.521-523	＜65	≤72.2	taxi in, push back
Nr.224	＜65	≤64	taxi in, push back
Nr.328, 336	＜52	≤66	taxi in, push back
Nr.117	＜52	≤62	taxi in, push back

Nr.221, 222	＜52	≤54.43	taxi in, push back
Nr.306-309, 320-326, 330, 331L, 331R, 332L, 332R, 333, 337, 339-344, 355-357, 361, 506-507, 519, 520	＜36	≤56	taxi in, push back
Nr.301-305, 310-319, 345-354	＜36	≤47	taxi in, push back
Nr.601, 602	＜36	＜45.51	tow in, push back
Nr.603, 610	＜36	＜45.51	taxi in, push back
Nr.611, 612, 614, 615, run-ups stand Nr.613, Run-ups stand of China Eastern Apron	＜36	＜45.51	push in, tow out
Nr.101-114, 119, 121, 126, 127, 131, 132, 508-511	＜36	≤45	taxi in, push back
Nr.120	＜36	≤45	taxi in and out
Nr.201-215, 217-220, 223	＜36	≤44.5	taxi in, push back
Nr.501-505	≤20	≤32	taxi in and out
Nr.532, 533	≤18.2	≤15.24	taxi in and out
Nr.223A	temporary combined stand for A380 and B747-8 parking		taxi in, push back
de-icing stand Nr.02	＜80	≤90	taxi in and out
de-icing stands Nr.01, 03	＜36	≤60	taxi in and out

210 和 211 机位航空器不得同时推出、220 和 221 机位航空器不得同时推出；201 和 301 机位航空器不得同时推出、314 和 315 机位航空器不得同时推出、349	Stands Nr.210&211, 220&221, 201&301, 314&315, 349&350 cannot be pushed back at the same time; A/C with wing span no less than 52m parking at stand Nr.224

和 350 机位航空器不得同时推出；224 机位停放翼展大于等于 52m 的航空器推出时，不得推向 223 机位后的 P1 滑；331 机位为组合机位，与 331L、331R 机位不能同时使用；332 机位为组合机位，与 332L、332R 机位不能同时使用；223A 机位仅供 A380 备降使用；532、533 号机位可停放最大机型 Y5。同一组合机位中两辅线机位原则上不得同时停靠航空器。如因本场机位不足或其他原因，需要同时停靠航空器时，不得同时开展该两架航空器的进出港保障作业；331L、332R 机位不得同时进行航空器保障作业。603 机位仅允许作为短时过渡机位使用，不允许长时间停放航空器，603 机位有航空器临时停放时，601、602 机位及东航机库内航空器禁止进出；610 机位有航空器临时停放时，国航机库内的航空器禁止进出；601-603 机位区域最多只允许同时有 1 架航空器滑行、拖移、试车或进出东航机库。610-615 机位区域最多只允许同时有 1 架航空器滑行、拖移、试车或进出国航机库。

cannot be pushed back to TWY P1(behind stand Nr.223); Stands Nr.331L, 331R are not available when stand Nr.331 is in use; Stands Nr.332L, 332R are not available when stand Nr.332 is in use; Stands Nr.223A are only available for A380 alternate flight; Stands Nr.532, 533 are available for A/C type Y5 and below; Due to short of parking stands or other reasons, there is a necessary to use combined stands, cannot conduct ground support for both departure and arrival aircraft; Stands Nr.331L, 332R cannot get ground support simultaneously; Stand Nr.603 is only used as temporary transition stand. A/C at stands Nr.601, 602 or in the China Eastern hangar are forbidden to taxi in/out when stand Nr.603 is in use. A/C in the Air China hangar are forbidden to taxi in/out when stand Nr.610 is in use.Only one A/C is available to taxi, push back, run-ups or taxi in/out the China Eastern hangar simultaneously within stands Nr.601-603. Only one A/C is available to taxi, push back, run-ups or taxi in/out the Air China hangar simultaneously within stands Nr.610-615.

3.3 隔离机位的使用

（1）04L/22R 跑道：无专用隔离机位。

（2）04R/22L 号跑道：有隔离机位，设置在 D 平滑北端，可供 A380 及以下航空器（翼展＜80m）隔离使用。

3.3 Use of isolated stands for A/C

(1) RWY04L/22R: No dedicated isolated stands.

(2) RWY04R/22L: Isolated stands set at north of TWY main D, and it is available for A/C type A380(wingspan ＜80m) and below.

3.4 航空器试车规定

3.4.1 本场 1 号、2 号、3 号、5 号机坪的停机位除 215、216、306-309、320-323、341-344、355-358 号机位外，

3.4 Rules of engine run-ups

3.4.1 All parking stands (except stands Nr.215, 216, 306-309, 320-323, 341-344, 355-358) on apron Nr.1, 2,

其他停机位均可进行慢车试车，其中 115-118、130、136、137 机位仅能进行 C 类（翼展小于 36m）及以下航空器试慢车作业；6 号机坪设置东航机坪试车位和 613 试车位，可供航空器试大车使用。东航机坪试车位试大车使用时，603 机位禁止停放航空器；613 机位试车使用时，612 机位禁止停放航空器。原则上，本场其他所有区域均禁止试大车。

3, 5 can be used for engine idle test, and stands Nr.115-118, 130, 136, 137 are only available for A/C CAT C(wing span＜36m) and below. Run-ups stand Nr.613 and Run-ups stand of China Eastern Apron set on apron Nr.6 is available for A/C fast engine run-ups. Stand Nr.603 is not available when Run-ups stand of China Eastern Apron is used for A/C fast engine running-ups; Stand Nr.612 is not available when stand Nr.613 is used for A/C engine running-ups. In principle, fast engine run-ups is strictly forbidden at other stands.

3.4.2 在规定的试车位以外，发动机试车须经现场运行指挥中心和塔台同意，在塔台指定的临时地点(如 B 滑、D 滑、P12 滑、隔离机位、除冰坪等)、指定的时间，在保证安全的前提下进行。

3.4.2 Under ensuring security preconditon, except for the designated engine run-ups location, engine run-ups shall be executed at the temporary location (e.g. TWY B, D, P12, isolated stands, de-icing stands) subject to AOC and TWR approval during the designated time.

3.4.3 发动机试车前，需向运行指挥室申请，许可后，再向机坪管制室申请，再次许可后，方可在指定的地点试车；试车时需与机坪管制室保持通信畅通。

3.4.3 Before engine run-ups, flight crew shall apply for operation control office clearance, and then apply for APN clearance, engine run-ups shall be carried out at a designated location. Flight crew shall monitor APN frequency during engine run-ups.

3.5 航空器除冰规则

3.5 Rules for deicing

3.5.1 本场机位可进行航空器除冰作业，但须经运行指挥中心同意。

3.5.1 A/C shall contact AOC before pushed-back for de-icing.

3.5.2 本场在 D 滑西侧南端设置专用除冰位（01（C 类）、02（F 类）、03（C 类）三个除冰位），可满足 A380 及其以下航空器在冬季除冰的需求。

3.5.2 De-icing stands Nr. 01(CAT C), 02(CAT F), 03(CAT C) are set at the northwest of TWY D, and these stands are available for A/C type A380 and below.

3.5.3 航空器使用专用除冰位时，应按照塔台的指挥，经 D 滑，滑行/牵引进入除冰位。D 类及以上航空器

3.5.3 A/C shall be pulled into de-icing stands via TWY D. De-icing stand Nr.02 is available for A/C CAT D and

停靠 02 号除冰位进行除冰作业；C 类及以下航空器除冰作业，可同时安排两架进行，分别停靠 01、03 号除冰位。

above; De-icing stands Nr.01 and 03 could de-icing simultaneously for A/C CAT C and below.

3.6 机坪使用其它规定

本场 1 号机坪除 112、113、115、117、118 机位外，其余机位可开展航空器维修作业;2 号机坪仅 221-224 机位可开展航空器维修作业；3 号机坪机位原则上不得开展航空器维修作业；5 号机坪机位均可开展航空器维修作业；6 号机坪除 610 机位、613 试车位外，其余机位均可开展航空器维修作业。

1 号、2 号、5 号机坪均可开展航空器清洗作业；3 号机坪除 306-309、320-323、341-344、355-358 机位外，其余机位可开展航空器清洗作业；6 号机坪仅 601-603、东航机坪试车位、612 机位可开展航空器清洗作业。

3.6 Other rules for aprons

Apron Nr.1 (except for stands Nr.112, 113, 115, 117, 118), apron Nr.2 (only stands Nr.221-224), apron Nr.5 and apron Nr.6(except for stands Nr.610, 613) are available for A/C maintenance;

Apron Nr.1, apron Nr.2, apron Nr.5 and apron Nr.3 (except for stands Nr.306-309, 320-323, 341-344, 355-358) and apron Nr.6(only stands Nr.601-603, 612, Run-ups stand of China Eastern Apron) are available for A/C cleaning;

3.7 为降低碳排放及噪音，本场停机位的航空器（A380 除外）关闭 APU，接驳航空器地面静变电源和航空器地面空调。

3.7 Aircraft (except A380) parking on stands should close APU, and use ground power unit and ground air conditioning systems, so as to reduce carbon emission and noise.

4. 低能见度运行

4. Low visibility operation

4.1 低能见度标准运行的运行条件及可使用跑道

4.1 LVP Conditions and Available RWYs:

运行标准种类/ Types of Operation Standards	运行条件/ Operation Conditions		可使用的跑道/ Available RWYs
	天气标准/ Weather Conditions (m)	是否需实施低能见度运行程序/ LVP Requirement	
HUD ILS SA CAT I	450≤RVR<550	NO	RWY04L/22R

			RWY04R/22L
HUD ILS SA CAT II	350≤RVR<450	YES	RWY04R
Standard ILS CAT II (Autopilot to (DH) and below)	Type A, B, C, D: 300≤RVR<550	YES	RWY04R
Standard ILS CAT II (Manual Operation below (DH))	Type A, B, C: 300≤RVR<550 Type D: 350≤RVR<550	YES	RWY04R
Low visibility take-off	Type A, B, C: RVR≥200 Type D: RVR≥250	YES	RWY04R/22L
Low visibility take-off based on HUD	RVR≥150	YES	RWY04R/22L

4.2 信息发布及申请

4.2.1 只有获得所在国民航有关部门运行批准，具备使用 HUD 实施特殊 I/II 类运行及 HUD RVR150m 起飞资格的航空器运营人，才能运行武汉天河国际机场特殊 I/II 类及 HUD RVR150 起飞标准。

4.2.2 机组如需执行 HUD 特殊 I/II 类、标准 II 类、低能见度起飞运行标准，应主动向管制员报告，经批准后方可实施。

4.2.3 航空公司一般应至少提前 40min 向管制员或机场运行指挥中心提出运行申请或报告。

4.2.4 准备实施 II 类进近的机组应在与进近管制的首次联系中提出申请。

4.2 Information Issuance and Application

4.2.1 A/C operator who is capable of HUD special CAT I /II or HUD RVR150m take-off shall get the authorization from the applicable foreign regulatory authority to conduct special CAT I /II or HUD RVR150m in WUHAN/Tianhe airport.

4.2.2 Flight crew shall conduct HUD special CAT I /II, standard CAT II or LVP take-off after reporting to ATC and getting permission.

4.2.3 The airline shall generally submit an operation application ro report to the ATC or AOC at least 40min in advance.

4.2.4 Apply for CAT II approach at the first contact with APP ATC when prepare to commence CAT II approach.

4.2.5 本场低能见度运行程序的启动和结束由空管部门宣布，并通过 D-ATIS，ATIS 通报机组本场正在实施低能见度运行程序。

4.2.5 LVP is commenced and terminated by ATC, and the crew shall be informed through D-ATIS and ATIS that LVP is conducting.

4.3 低能见度运行程序的准备、启动和结束

4.3 LVP Preparation, Commencement and Termination

4.3.1 准备阶段

4.3.1 Preparation

当 VIS1000m 或云高 90m，并呈下降趋势时，启动天河机场低能见度运行的准备工作。

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

4.3.2 启动阶段

4.3.2 Commencement

当 VIS 下降至 800m 或 RVR 下降至 550m 或云高下降至 60m 时，启动天河机场低能见度运行程序。

When VIS descend to 800m or RVR descend to 550m or ceiling descend to 60m, commencement of LVP will be issued.

4.3.3 结束阶段

4.3.3 Termination

（1）当 RVR 达到 550m 且云高达到 60m，并呈上升趋势时，结束天河机场低能见度运行程序。

(1) When RVR up to 550m and ceiling up to 60m, termination of LVP will be issued.

（2）因设备故障等其他原因不具备低能见度程序保障能力时。

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

4.4 低能见度地面运行规定

4.4 LVP Ground operational regulation

4.4.1 在实施低能见度运行时，所有进离港航空器在停机坪区滑行必须全程引导车引导，塔台管制地带内根据机组需求提供引导车引导。

4.4.1 When operating LVP, all the arrival and departure A/C shall follow follow-me vehicle when taxiing on apron. And follow-me vehicle is provided when flight crew request within the Tower Control Zone.

4.4.2 II 类运行时，离场航空器应听从管制员指挥在指定滑行道的 II 类等待位置等待，未经许可，禁止越过等待线，避免进入仪表着陆系统敏感区；进场航空器进入主滑行道后表明已离开仪表着陆系统敏感区，此时必须向塔台管制室报告“已脱离跑道”。

4.4.2 When conducting CAT II operation, departure A/C shall follow ATC instructions and hold at designated TWY CAT II holding positions, and prohibit to cross holding line without permission, for avoiding entering the ILS sensitive area. Arrival A/C have leave ILS

sensitive area once entering the main TWYs, then report to TWR: RWY vacated.

4.4.3 在实施低能见度运行期间，F 类（含以下）机型在 04R 跑道等待点位置为 B 型跑道等待位置。

4.4.3 During LVP in operation, when A/C type F or less operate on RWYs, holding position on RWY04R is pattern B.

4.5 其他特殊要求

4.5 Other Special Requirements

4.5.1 在实施低能见度运行期间，当获知地面保障条件发生变化，不能满足低能见度运行程序需求时，塔台应立即宣布结束低能见度运行程序运行。管制员需指挥正在实施特殊 II 类进近航空器立即终止进近。如因 RVR 发生变化，低于当时实施的低能见度运行标准时，塔台管制员应及时通知机组当前的 RVR 数值，由机组决定继续进近还是终止进近。

4.5.1 When know the change of ground service conditions and it is not satisfied with the LVP procedures requirements, TWR shall issue termination of LVP immediately during conducting LVP. ATC shall direct SA CAT II approaching A/C to terminate. If RVR changed and it is lower than LVP standards, TWR shall inform flight crew the current RVR immediately and it depends on flight crew to continue or not.

5. 直升机飞行限制，直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

无

Nil

6. 警告

6. Warning

6.1 邻近机场较多,飞行活动频繁,进出本机场的航空器,严格保持航迹和高度,并听从 ATC 指挥。

6.1 Several airports near Wuhan/Tianhe airport, many flights exist around the airport, the departing/landing aircraft shall strictly keep the flight track and altitudes, and follow ATC instructions.

6.2 武汉机场为平行宽距双跑道,跑道编号按左右划分,机组和管制员在使用跑道时注意辨别、提醒。

6.2 Two runways are parallel with wide-distance in Wuhan/Tianhe airport, the runway designator is supplemented with “L” or “R”, pilots and controller shall pay attention to identify.

ZHHH AD 2.21 减噪程序

1 噪音限制规定

1.1 在保证安全超障和飞行程序最低爬升梯度的条件下，要求所有飞行员执行以下减噪飞行操作程序，由于非管制原因不执行减噪飞行操作程序，飞行员须在起飞前告知空管并说明理由（校验飞行等特殊飞行除外）。

2 起飞减噪程序

2.1 在航空器起飞性能允许的情况下，尽可能使用减推力起飞。

2.2 在到达高度 450m 时，起始爬升速度达到 V2+20km/h（10kt）时，开始减功率/推力，减小机身角/俯仰角，保持可靠上升率和起飞襟翼/缝翼继续爬升。

2.3 保持减功率/推力和可靠的上升率，高度 900m 以上时，平稳加速至航路爬升速度，按规定收襟翼/缝翼。

ZHHH AD 2.21 Noise abatement procedures

1 Noise restrictions

1.1 In condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented. If the procedures can not be implemented due to any reason except ATC, pilot shall inform the controller with a reasonable explanation(except for special flight).

2 Noise abatement procedures for departure

2.1 The derated take-off is strongly recommended if the take-off performance of aircraft permit.

2.2 At altitude 450m, with a climb speed of V2 plus 20km/h(10kt), reduce engine power/thrust and angle of pitch, maintain a speed with flaps and slats in the take-off configuration.

2.3 At altitude 900m or above, maintain a positive rate of climb, accelerate smoothly to en-route climb speed and retract flaps/slats on schedule.

ZHHH AD 2.22 飞行程序

1. 总则

除经塔台特殊许可外，在塔台管制区内的飞行，均需按照仪表飞行规则进行。

2. 起落航线

04L/22R 号跑道起落航线在跑道西北侧，高度 450-700m；

ZHHH AD 2.22 Flight procedures

1. General

Flights within Tower Control Area shall operate under IFR unless special clearance has been obtained from Tower Control.

2. Traffic circuits

RWY04L/22R: Traffic circuits shall be made to the northwest of RWY, at the altitudes of 450-700m;

04R/22L 号跑道起落航线在跑道东南侧，高度 450-700m；

RWY04R/22L: Traffic circuits shall be made to the southeast of RWY, at the altitudes of 450-700m.

3. 仪表飞行程序

3. IFR flight procedures

3.1 严格按照航图中公布的进、离场程序飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行；

3.1 Strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts. Aircraft may, if necessary, hold or maneuver on an airway, over a navigation facility or a fix designated by ATC;

3.2 本场 24 小时实行 RNP1 进离场程序，不能执行 RNP1 程序的航空器驾驶员应在首次联系武汉塔台或武汉进近时报告。

3.2 RNP1 procedures are implemented in the Wuhan/Tianhe airport for the whole day. If A/C can not fulfill the requirements of the RNP1 procedures operation, pilot shall inform the controller at the first contact or during approaching.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

4.1 武汉进近管制区域内实施雷达管制。航空器最小水平间隔为 6km,最小垂直间隔为 300m;

4.1 Radar control within Wuhan APP has been implemented. The minimum horizontal radar separation is 6km, the minimum vertical radar separation is 300m;

4.2 雷达引导与排序

4.2 Radar vectoring and sequencing

4.2.1 通常，航空器从 N310545 E1122356— N321939 E1133646— N320730 E1140412— N323223 E1145929— N322728 E1154958— N300500 E1155600— N290200 E1143400— N292300 E1130712— N292352 E1124300— N301718 E1121618— N310545 E1122356 或管制移交点得到进近雷达引导和排序,直至相应的最后进近航迹或目视跑道。根据航空器性能或管制规定,发布雷达引导、上升或下降高度及速度调整的指令,使航空器之间保持规定的雷达间隔或尾流间隔;

4.2.1 Normally, aircraft will be vectored and sequenced within N310545 E1122356— N321939 E1133646— N320730 E1140412— N323223 E1145929— N322728 E1154958— N300500 E1155600— N290200 E1143400— N292300 E1130712— N292352 E1124300— N301718 E1121618— N310545 E1122356 or ATC hand-over Fix to the appropriate final approach track or to the time when RWY is in sight. Instructions about radar vectors, ascent/descent altitudes or speed adjustment will be issued for spacing and separating the

aircraft so that stipulated radar intervals and wake intervals are maintained, taking into account aircraft characteristics or control regulations;

4.2.2 离场航空器在起飞前收到 ATC 放行或塔台管制员给出起飞限制条件，起飞后可由管制员雷达引导离场。

4.2.2 If the departure aircraft receive take-off limits from controller, then it will be vectored to join in the standard departure routes by radar controller.

4.3 最低监视引导高度扇区

4.3 Surveillance Minimum Altitude Sectors

Sector Nr.1	ALT limit: 600m or above
N305600 E1143300-N305600 E1144955-N303930 E1144955-N302100 E1144955-N302100 E1142353-N303140 E1142353-N304102 E1142353-N304500 E1142353-N304500 E1143300-N305600 E1143300	
Sector Nr.2	ALT limit: 1200m or above
N320730 E1140412-N320331 E1150118-N313615 E1145532-N312553 E1145532-N312553 E1142040-N310438 E1142040-N310438 E1141105-N310438 E1140000-N312600 E1140000-N311606 E1134100-N304654 E1131553-N304654 E1122058-N310545 E1122356-N311730 E1123531-N310911 E1130208-N314816 E1134950-N320730 E1140412	
Sector Nr.3	ALT limit: 900m or above
N305600 E1145532-N305600 E1144955-N305600 E1143300-N305915 E1143300-N305915 E1142503-N310130 E1141229-N310438 E1141105-N310438 E1142040-N312553 E1142040-N312553 E1145532-N305600 E1145532	
Sector Nr.4	ALT limit: 600m or above
N323223 E1145929-N322804 E1154359-N321100 E1154030-N320037 E1154148-N320331 E1150118-N320730 E1140412-N323223 E1145929	
Sector Nr.5	ALT limit: 1600m or above
N313031 E1151543-N311109 E1151526-N311109 E1151647-N305634 E1151640-N304540 E1151634-N304540 E1145532-N305600 E1145532-N312553 E1145532-N313615 E1145532-N313031 E1151543	
Sector Nr.6	ALT limit: 2400m or above
N305634 E1154944-N305634 E1151640-N311109 E1151647-N311109 E1151526-N313031 E1151543-N313615	

E1145532-N320331 E1150118-N320037 E1154148-N305634 E1154944	
Sector Nr.7	ALT limit: 1000m or above
N303930 E1151631-N303930 E1144955-N305600 E1144955-N305600 E1145532-N304540 E1145532-N304540 E1151634-N303930 E1151631	
Sector Nr.8	ALT limit: 1900m or above
N300500 E1155600-N300048 E1155032-N302611 E1151605-N303930 E1151631-N304540 E1151634-N305634 E1151640-N305634 E1154944-N300500 E1155600	
Sector Nr.9	ALT limit: 850m or above
N295300 E1141700-N302100 E1142353-N302100 E1144955-N303930 E1144955-N303930 E1151631-N302611 E1151605-N295530 E1142138-N295300 E1141700	
Sector Nr.10	ALT limit: 1200m or above
N294021 E1152353-N295530 E1142138-N302611 E1151605-N300048 E1155032-N294021 E1152353	
Sector Nr.11	ALT limit: 800m or above
N304102 E1141414-N304102 E1142353-N303140 E1142353-N303140 E1141300-N303513 E1140816-N304102 E1141414	
Sector Nr.12	ALT limit: 2300m or above
N290200 E1143400-N290429 E1142404-N295300 E1141700-N295530 E1142138-N294021 E1152353-N290200 E1143400	
Sector Nr.13	ALT limit: 1900m or above
N292332 E1130723-N292413 E1130432-N295435 E1134432-N295300 E1141700-N290429 E1142404-N292332 E1130723	
Sector Nr.14	ALT limit: 700m or above
N293011 E1123952-N295124 E1122915-N295124 E1124531-N292413 E1130432-N293011 E1123952	
Sector Nr.15	ALT limit: 1700m or above
N321939 E1133646-N320730 E1140412-N314816 E1134950-N310911 E1130208-N311730 E1123531-N321939 E1133646	

Sector Nr.16	ALT limit: 700m or above
N303618 E1135052-N303618 E1140658-N303513 E1140816-N303140 E1141300-N303140 E1142353-N302100 E1142353-N295300 E1141700-N295435 E1134432-N303618 E1135052	
Sector Nr.17	ALT limit: 500m or above
N310438 E1140000-N310438 E1141105-N310130 E1141229-N305847 E1141346-N305600 E1142339-N305600 E1143300-N304500 E1143300-N304500 E1142353-N304102 E1142353-N304102 E1141414-N303513 E1140816-N303618 E1140658-N303618 E1135052-N310438 E1140000	
Sector Nr.18	ALT limit: 600m or above
N301718 E1121618-N304654 E1122058-N304654 E1131553-N311606 E1134100-N312600 E1140000-N310438 E1140000-N303618 E1135052-N295435 E1134432-N292413 E1130432-N295124 E1124531-N295124 E1122915-N301718 E1121618	
Sector Nr.19	ALT limit: 700m or above
N310130 E1141229-N305915 E1142503-N305915 E1143300-N305600 E1143300-N305600 E1142339-N305847 E1141346-N310130 E1141229	

5. 无线电通信失效程序

参见 AIP 总则 3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序。

5. Radio communication failure procedures

Refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure

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6. 目视飞行程序

6.1 当武汉天河机场能见度不小于 5km，云高不低于 600m 时，可以发布实施目视进近；

6.2 目视飞行的等待：在机场上空按起落航线进行等待。

6. Procedures for VFR flights

6.1 When VIS is no less than 5km and ceiling no lower than 600m, visual approach can be implemented;

6.2 Holding: aircraft shall hold following the traffic circuits mentioned above.

7. 目视飞行航线

无

7. VFR route

Nil

8. 其它规定

无

8. Other regulations

Nil

ZHHH AD 2.23 其它资料

ZHHH AD 2.23 Other information

鸟情资料

全年有鸟类活动。鸟类迁徙时，春季主要往北，秋季主要往南。机场配备了驱鸟设备，并采取了驱赶措施以减少鸟群活动。鸟的活动情况如下：

Bird's information

Activities of bird flocks are found all the year round. When birds migrate, they mainly head north in spring and south in autumn. Aerodrome is equipped with bird dispersal equipment, and Aerodrome Authority resorts to dispersal methods to reduce bird activities. The details of bird activities as follows:

Serial number	Bird species	Resident type	Main activity season	Active time	Flight altitude (m)
1	The pearl-necked turtle	R	Annual	Day	2-15
2	Grey headed lapis	P	Summer, Autumn	Day	5-20
3	Brown-backed shrike	R	Annual	Day	2-10
4	Magpie	R	Annual	Day	5-20
5	Little skylark	R	Annual	Day	1-10
6	Dicrurus nigra	S	Summer, Autumn	Day	2-10
7	A surname	S	Annual	Day	3-10
8	Sparrow	R	Annual	Day	2-8
9	Streptopelia	R	Annual	Day	2-15

	monticola				
10	Egret	S	Summer, Autumn	Day	2-16

AERODROME CHART

Delivery(DCL AVBL) 121.8
D-ATIS(ARR) 126.6 GND01 121.65(130.0)
D-ATIS(DEP) 126.2 GND02 121.975

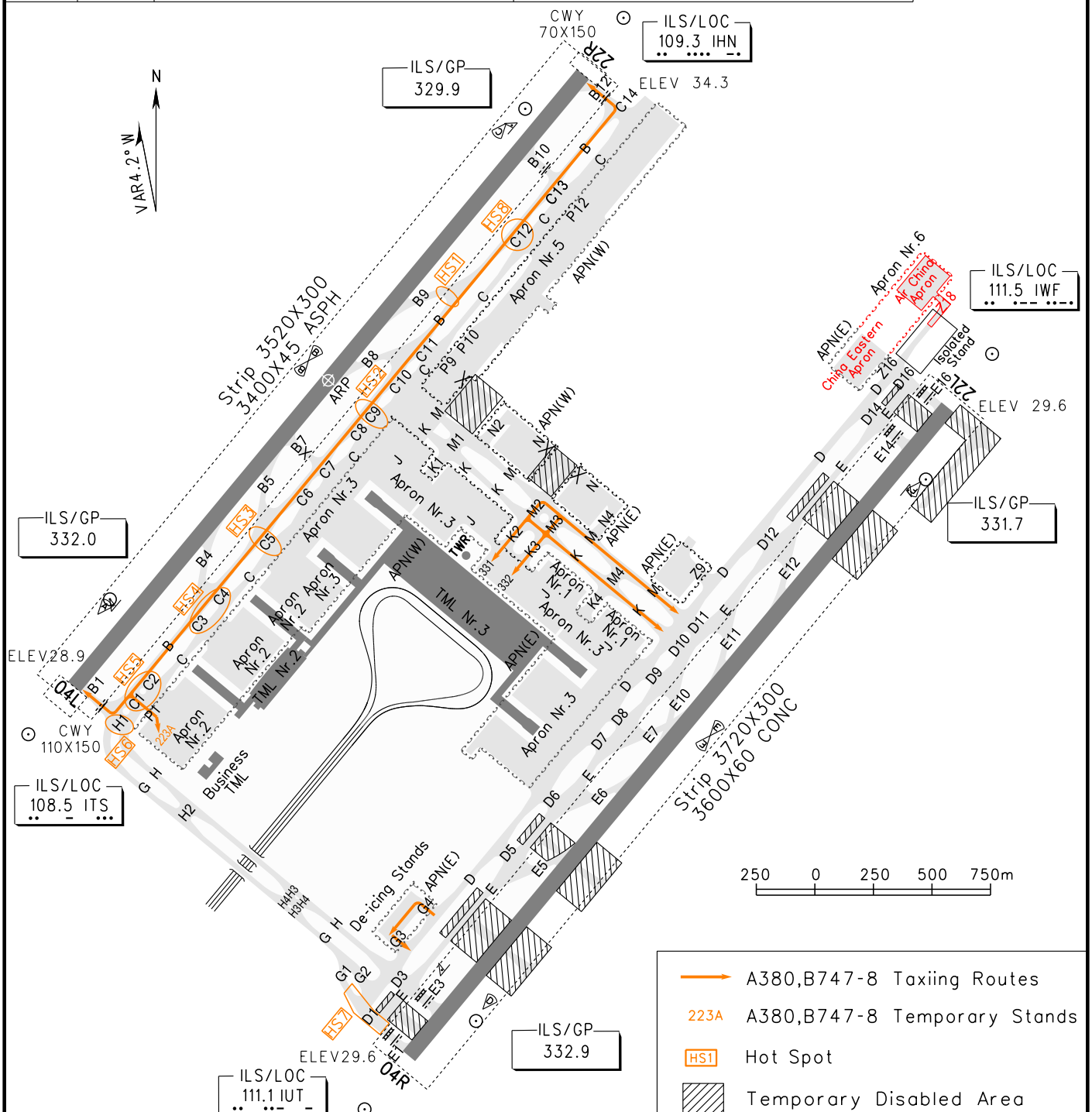
APN01(W) 121.6
APN02(E) 121.725
TWR01 124.35(118.1)
TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe

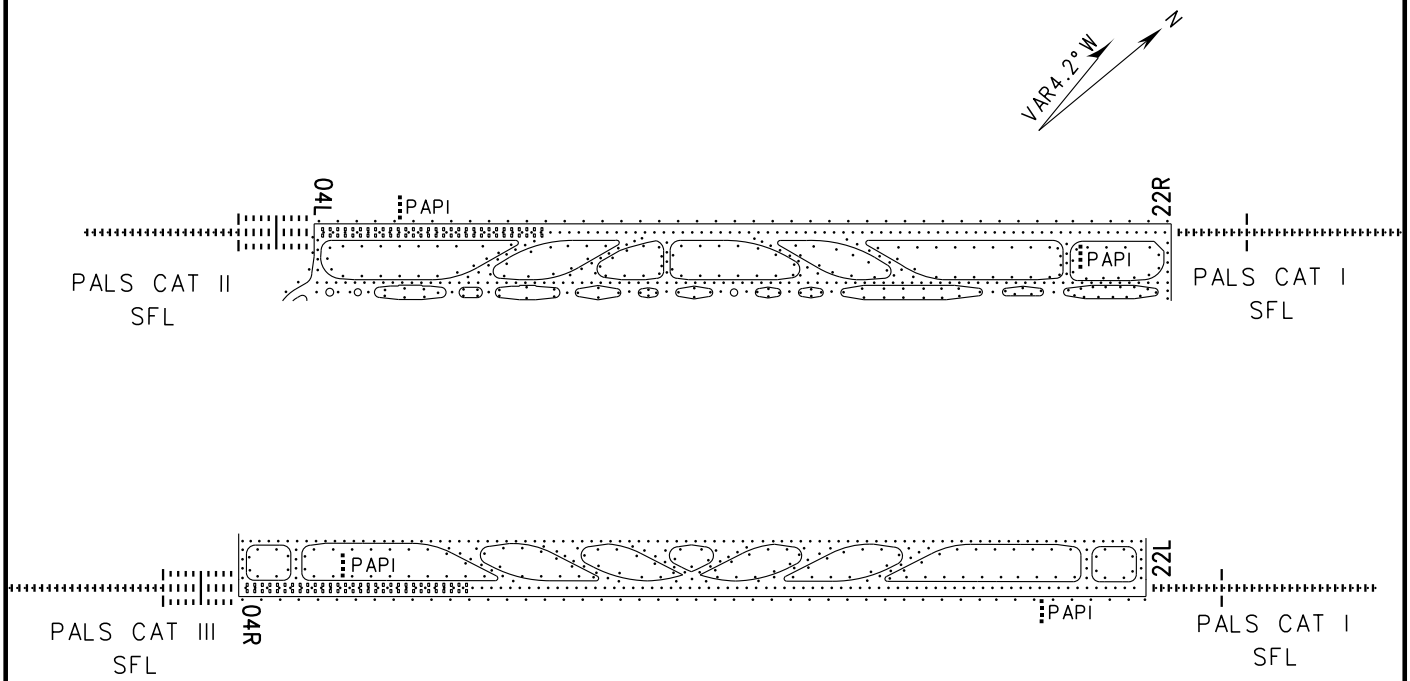
N30° 47.1'E114° 12.4' ELEV 34.5m

RWY	Direction	Bearing strength(PCN)	Bearing strength(PCN)
04L/04R	046°	102/F/B/W/T:RWY04L/22R(THR04L-500m, 2600-3400m). 83/F/B/W/T:RWY04L/22R(other part). 83/R/B/W/T:RWY04R/22L(0-800m inward THRs). 66/R/B/W/T:RWY04R/22L(other part). 99/F/B/W/T:TWY B9. 93/F/B/W/T:TWY B5, B8. 92/R/B/W/T:TWY B1, B12. 88/R/B/W/T:TWY C(BTN C11& C14), C13, K(West of K2(exclusive)), M(West of M2(exclusive)), M1, N, N2, N4, P9, P11, Z9.	83/R/B/W/T:TWY C6-C8, C10, C14, D, D1, D3, D5-D12, D14, D16, E, E1, E3, E14, E16, G, G1-G4, H, H1-H4, J, K(East of K2(inclusive)), K1-K4, M(East of M2(inclusive)), M2-M4, P12. 80/R/B/W/T:TWY C11, C12. 74/R/B/W/T:TWY B, B10, C(BTN C1 & C11), C1-C5, C9, P10,Z16. 73/F/B/W/T:TWY B4. 66/R/B/W/T:TWY E5-E7, E10-E12. 65/F/B/W/T:TWY Z18.
22L/22R	226°		

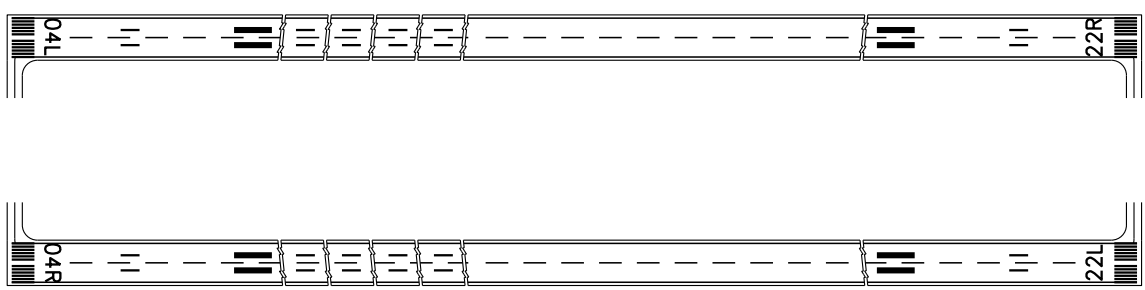
BEARINGS ARE MAGNETIC. ALTITUDES, DISTANCES, ELEVATIONS AND HEIGHTS IN METERS.



Changes: APN control area, add Air China Apron, TWY Z18.



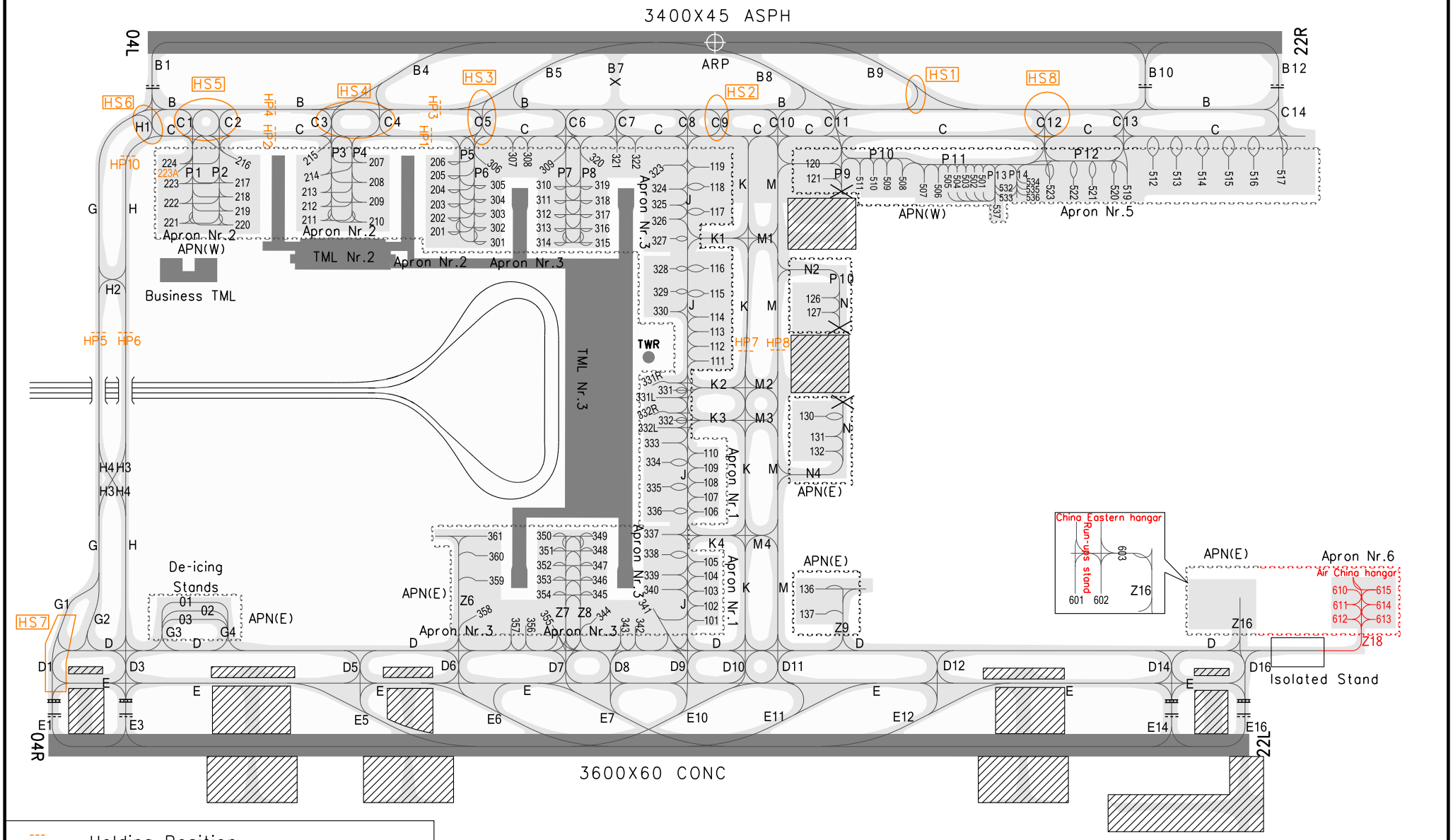
Note: PALS CAT II for RWY04L degrated to PALS CAT I



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS		
ACFT Type		RWY04L/22R,04R/22L		RWY04R/22L LVP in force		RWY04L	RWY04R	RWY22L/22R
		REDL	NIL(Day only)	REDL RCLL	REDL RCLL			
2 TURB ENG or 3&4 ENG	A	RVR 400 VIS 800	RVR 500 VIS 800	RVR200	HUD RVR150	PALS CAT II SFL PAPI RTZL REDL RCLL RENL	PALS CAT III SFL PAPI RTZL REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL
	B							
	C							
	D			RVR250				
Other 1&2 ENG		RVR 1600/VIS 1600						
Note:								

Changes: Nil.

Bearing strength(PCN)
90/R/B/W/T: Stands Nr.216, 221-224.
88/R/B/W/T: Stands Nr.126,127,130-132,136,137,508-517.
83/R/B/W/T: Stands Nr.111-119, 301-361, 331L/R, 332L/R, isolated stand, de-icing stands.
80/R/B/W/T: Stands Nr.519-523.
74/R/B/W/T: Stands Nr.120,121,501-507,532-537,601-603, run-ups stand of apron Nr.6.
71/R/B/W/T: Stands Nr.207-210, 215.
63/R/B/W/T: Stands Nr.610-615.
58/R/B/W/T: Stands Nr.101-110.
55/R/B/W/T: Stands Nr.201-206, 211-214,217-220.



Note: TWY B7 U/S.

Changes: APN control area, add Stands Nr.610-615 , TWY Z18.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR 4.2° W

D-ATIS(DEP) 126.2
TWR01 124.35(118.1)

ZHHH WUHAN/Tianhe
RNP RWY04L

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH ⩾1031hPa)
2700(QNH ⩽979hPa)

N

NOT TO SCALE

RNP1
GNSS

BENBI
VEXAN
HH462
HH453
HH451
3600
BIVIP
HH471
HH472
HH456
HH454
1800
HH460
500
HH465
350
MAX390km/h
HUANGPI
113.75 DHP
CH 84Y
N30 52.2E114 28.2
HH463
HH457
HH458
HH459
3600
HH461
CAIDIAN
114.25 DCD
CH 89Y
N30 26.4E114 09.5
XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0
HH467
OLMIB
GUGAM

BENBI-09D
BENBI-07D
BIVIP-09D
GUGAM-09D
OLMIB-09D
OLMIB-07D(by ATC)
XSH-05D
XSH-07D(by ATC)
XSH-09D(by ATC)
OLMIB-07D (by ATC)

Note:
1. While simultaneous operation implemented, turn RIGHT after take-off shall be permitted by ATC.
2. Turning is forbidden before DER.
3. Ⓐ Departure turn at HH460 MAX IAS390km/h.

1250
ARP
900
MSA 46km

Changes: Procedures.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR 4.2° W

D-ATIS(DEP) 126.2
TWR01 124.35(118.1)

ZHHH WUHAN/Tianhe
RWY04L

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)

N

NOT TO SCALE

Note:
1. While simultaneous operation implemented, turn RIGHT after take-off shall be permitted by ATC.
2. Departure turn MAX IAS390km/h.
3. Turning is forbidden before DER.

BENBI
N31 49.0
E114 20.7

VEXAN
N31 21.5
E114 19.9

HEKOU
116.0 HOK
CH 107X
N31 19.5E114 25.8

BIVIP
N31 07.7
E115 16.8

TIANHE
254 HG
N30 55.5E114 21.0

TIANHE
112.2 WHA
CH 59X
N30 46.9E114 12.2

HUANGPI
113.75 DHP
CH 84Y
N30 52.2E114 28.2

HEBAOHU
114.45 DHB
CH 91Y
N30 41.9E113 58.3

CAIDIAN
114.25 DCD
CH 89Y
N30 26.4E114 09.5

XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0

GUGAM
N30 13.0
E113 11.1

OLMIB
N29 52.3
E113 47.1

D10.4HOK
D25.0WHA

D26.0WHA
(3600 for BIVIP-01D)

D8.1DHP

D11.7DCD

D47.8XSH
3600

D76.0HOK
D45.9WHA

D28.1DCD
D38.4DHB

MSA 46km

Changes: Procedures.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR4.2° W

D-ATIS(DEP) 126.2
TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe

RNP RWY04R

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)

N

NOT TO SCALE

RNP1
GNSS

BENBI
VEXAN
HH462
HH452
(3600
for BIVIP-08D,
XSH-08D(by ATC))
HH456
1800
HH464
500
HH471
BIVIP
HH472
HH466
400
MAX390km/h
HH457
HH463
GUGAM
HH458
HH459
3600
HH461
HH467
OLMIB
HUANGPI
113.75 DHP
CH 84Y
N30 52.2E114 28.2
XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0
CAIDIAN
114.25 DCD
CH 89Y
N30 26.4E114 09.5
3600
1250
ARP
900
MSA 46km

Note:
1. While simultaneous operation implemented, turn LEFT after take-off shall be permitted by ATC.
2. Turning is forbidden before DER.
3. Ⓐ Departure turn at HH464 MAX IAS390km/h.

Changes: Procedures.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR 4.2° W

D-ATIS(DEP) 126.2
TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe
RWY04R

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

N

NOT TO SCALE

Note:
1. While simultaneous operation implemented, turn LEFT after take-off shall be permitted by ATC.
2. Departure turn MAX IAS390km/h.
3. Turning is forbidden before DER.

BENBI
N31 49.0
E114 20.7

VEXAN
N31 21.5
E114 19.9

HEKOU
116.0 HOK
CH 107X
N31 19.5E114 25.8

TIANHE
254 HG
N30 55.5E114 21.0

TIANHE
112.2 WHA
CH 59X
N30 46.9E114 12.2

HUANGPI
113.75 DHP
CH 84Y
N30 52.2E114 28.2

HEBAOHU
114.45 DHB
CH 91Y
N30 41.9E113 58.3

CAIDIAN
114.25 DCD
CH 89Y
N30 26.4E114 09.5

XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0

BIVIP
N31 07.7
E115 16.8

GUGAM
N30 13.0
E113 11.1

OLMIB
N29 52.3
E113 47.1

D10.4HOK
D25.0WHA

D76.0HOK
D45.9WHA

D11.7DCD

D28.1DCD
D38.4DHB

D30.5WHA

D24.7WHA
3600

R055°
D8.7WHA
500

D47.8XSH
3600

3600

1800

BENBI-02D
BENBI-04D
GUGAM-02D
BIVIP-02D
BIVIP-04D(by ATC)
OLMIB-02D(by ATC)
XSH-02D

MSA 46km
1250
DHP
DHB
900

Changes: Procedures.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR4.2° W

D-ATIS(DEP) 126.2
TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe
RNP RWY22L

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

N

NOT TO SCALE

RNP1
GNSS

BENBI

VEXAN

51
006°

BENBI

59
329°

HH561

BENBI-I6D(by ATC)
50

28
BENBI-I6D

019°

HH468
(3600
for XSH-I6D,
BIVIP-I6D)

093°
97
BIVIP-I6D

093°
XSH-I6D
40

HH473

148°

BIVIP

BIVIP

009°

HH552

074°

63
BIVIP-I8D
(by ATC)

95
XSH-I6D

53
BENBI-I6D
BIVIP-I6D
XSH-I6D

046°

HH455
1800

23

316°

211°

HH562
400
MAX390km/h

136°

186°

167°

17

046°

HH551

54
BENBI-I8D(by ATC)
BIVIP-I8D(by ATC)

XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0

A
HH560
1800

226°

226°

38
GUGAM-I8D

OLMIB-I6D
59

26

20

099°

HH553

101
XSH-I8D(by ATC)

CAIDIAN
114.25 DCD
CH 89Y
N30 26.4E114 09.5

XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0

222°

27
OLMIB-I8D

62
259°

HH564

GUGAM

HH558

167°

40

OLMIB

HH467

209°

46

OLMIB

Note:
1. While simultaneous operation implemented, turn RIGHT after take-off shall be permitted by ATC.
2. Turning is forbidden before DER.
3. A Departure turn at HH560 MAX IAS390km/h.

1250
150°
240°
ARP
900
MSA 46km

Changes: Procedures.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR 4.2° W

D-ATIS(DEP) 126.2
TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe
RWY22L

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

N

NOT TO SCALE

BENBI
N31 49.0
E114 20.7

VEXAN
N31 21.5
E114 19.9

HEKOU
116.0 HOK
CH 107X
N31 19.5E114 25.8

HUANGPI
113.75 DHP
CH 84Y
N30 52.2E114 28.2

BIVIP
N31 07.7
E115 16.8

TIANHE
112.2 WHA
CH 59X
N30 46.9E114 12.2

HEBAOHU
114.45 DHB
CH 91Y
N30 41.9E113 58.3

XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0

CAIDIAN
114.25 DCD
CH 89Y
N30 26.4E114 09.5

XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0

D10.4HOK
D25.0WHA

D22.1HOK
(3600 for XSH-14D, BIVIP-14D)

D39.6DCD

D4.8WHA
250

D19.3DHB

D6.8DCD

D34.4WHA
D21.0DCD

D43.2WHA

D28.1DCD
D38.4DHB

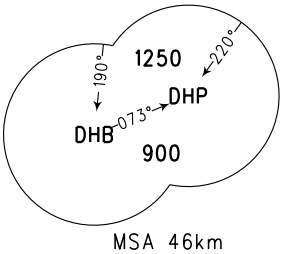
D6.7LKO
D52.1WTM

OLMIB
N29 52.3
E113 47.1

1800
1500
550

015° 19
R226° HOK
R015° WHA
046° 22 BENBI-12D
127° 37 BIVIP-14D XSH-14D
BENBI-12D BIVIP-14D XSH-14D
074° 20 BIVIP-14D
074° 63 BIVIP-12D(by ATC) BIVIP-14D
127° 90 XSH-14D
316°
226° 211°
226° 189° 17
R226° WHA
110°
046° 48 BIVIP-12D(by ATC)
R046° DCD
R110° DHB
189° 13 099° XSH-12D(by ATC)
226° GUGAM-12D OLMIB-14D
222° 52 OLMIB-12D(by ATC)
R259° DCD
GUGAM 58 GUGAM-12D 259°
16 226°
180° OLMIB-14D 25
R152° WTM 108.8
152° 19 R360° LKO 115.8
195° R195° DHB 22

Note:
1. While simultaneous operation implemented, turn RIGHT after take-off shall be permitted by ATC.
2. Departure turn MAX IAS390km/h.
3. Turning is forbidden before DER.



MSA 46km

Changes: Procedures.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR4.2° W

D-ATIS(DEP) 126.2
TWR01 124.35(118.1)

ZHHH WUHAN/Tianhe
RNP RWY22R

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

N

NOT TO SCALE

RNP1
GNSS

BENBI
VEXAN
51
006°
28
BENBI-19D
019°
HH468
(3600
for XSH-19D,
BIVIP-19D)
093°
093°
97
BIVIP-19D
XSH-19D
40
HH473
148°
BIVIP
95
BIVIP
HH552
074°
63
41
XSH-19D
BIVIP-19D
BENBI-19D
046°
HH556
1800
HH563
350
MAX390km/h
18
316°
241°
XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0
HH554
1800
226°
226°
160°
136°
24
21
046°
64
BIVIP-17D(by ATC)
099°
HH553
101
XSH-17D(by ATC)
XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0
41
GUGAM-19D
OLMIB-19D
58
CAIDIAN
114.25 DCD
CH 89Y
N30 26.4E114 09.5
222°
27
OLMIB-17D
259°
58
HH566
GUGAM
HH559
HH467
167°
209°
43
46
OLMIB

Note:
1. While simultaneous operation implemented, turn LEFT after take-off shall be permitted by ATC.
2. Turning is forbidden before DER.
3. Ⓐ Departure turn at HH554 MAX IAS390km/h.

1250
150°
240°
ARP
900
MSA 46km

Changes: Procedures.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR4.2° W

D-ATIS(DEP) 126.2
TWR01 124.35(118.1)

ZHHH WUHAN/Tianhe
RWY22R

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

N

NOT TO SCALE

BENBI
N31 49.0
E114 20.7

VEXAN
N31 21.5
E114 19.9

HEKOU
116.0 HOK
CH 107X
N31 19.5E114 25.8

D10.4HOK
D25.0WHA

HUANGPI
113.75 DHP
CH 84Y
N30 52.2E114 28.2

BIVIP
N31 07.7
E115 16.8

D39.6DCD

TIANHE
112.2 WHA
CH 59X
N30 46.9E114 12.2

HEBAOHU
114.45 DHB
CH 91Y
N30 41.9E113 58.3

D9.4WHA
550

XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0

CAIDIAN
114.25 DCD
CH 89Y
N30 26.4E114 09.5

XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0

GUGAM
N30 13.0
E113 11.1

D34.4WHA
D21.0DCD

D43.2WHA

D28.1DCD
D38.4DHB

D6.7LKO
D52.1WTM

OLMIB
N29 52.3
E113 47.1

Note:
1. While simultaneous operation implemented, turn LEFT after take-off shall be permitted by ATC.
2. Departure turn MAX IAS390km/h.
3. Turning is forbidden before DER.

MSA 46km

Changes: Procedures.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR4.2° W

D-ATIS(ARR) 126.6
04L: TWR01 124.35(118.1)
04R: TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe

RNP RWY04L/R

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH ⩾1031hPa)
2700(QNH ⩽979hPa)

N

NOT TO SCALE

RNP1
GNSS

ENLAB
N32 23.0
E114 38.2

189°
82
196°
HH409
56
ENLAB-08A
ENLAB-09A
046°
3600
226°
HH405
3600
26
226°
HH418
226°
20
ENLAB-09A
177°
HH404
2400
33
269°
XSH-08A
HUANGPI
113.75 DHP
CH 84Y
N30 52.2E114 28.2
TIANMEN
108.8 WTM
CH 25X
N30 45.2E113 08.5
HH420
2700
100°
33
28
WTM-09A
098°
098°
2700
278°
HH421
1500
136°
14
33
ENLAB-09A
XSH-08A
226°
ENLAB-08A
31
24
226°
HH414
2400
HH406
3600
15
XSH-08A,09A
50
307°
127°
3600
HH407
26
307°
IAF
HH403
900(04L)
1200(04R)
MAX380km/h
IAF
HH413
900(04L)
1200(04R)
MAX380km/h
33
XSH-09A
ENLAB-08A
XISHUI
115.4 XSH
CH 101X
N30 26.1E115 16.0
196°
2700
016°
IAF
HH417
2100
MAX380km/h
48
UPMAT-09A
027°
UPMAT

Notes:
1. Holding from 'WTM', UPMAT and 'XSH' shall be permitted by ATC.
2. Outbound time is 1.5min when holding above 4500m.
3. Holding MAX IAS380km/h(at or below 3000m);
IAS410km/h(at or above 3600m).

150°
1250
240°
ARP
900
MSA 46km

Changes: Procedures.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR4.2° W

D-ATIS(ARR) 126.6
04L: TWR01 124.35(118.1)
04R: TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe

RNP RWY04L/R

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

Only used for PMS

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

N

NOT TO SCALE

RNP1
GNSS

TIANMEN
108.8 WTM
CH 25X
N30 45.2E113 08.5

HH601
3900
MAX465km/h

HH602

HH603

HH604
2400
AT410km/h

HH605

HH606

HH607

HH608

HH609

HH610
2400
AT410km/h

HH611

HH612
2700
AT410km/h

HH613

HH614

HH615

HH616

HH617
2700
AT410km/h

IAF
HH618
2100
AT380km/h

UPMAT

069° 25 WTM-21A (by ATC)
147° 27 WTM-22A
137° 15
223° 28
168° ① 2700 348°
168° 11
175° 8
162° 10
148° 10
134° 10
119° 10
105° 16
019° ① 3600 199°
019° 16 UPMAT-21A
008° 40 WTM-21A(by ATC) WTM-22A
299° 10
318° 10
337° 10
356° 10
015° 10
115° 30 UPMAT-21A

Notes:
1. Using this chart need ATC permission.
2. Holding MAX IAS410km/h.
3. Radar vectoring direct to HH618 is available when aircraft in PMS.

150° 1250 240°
ARP
900
MSA 46km

Changes: Procedures.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR4.2° W

D-ATIS(ARR) 126.6
04L: TWR01 124.35(118.1)
04R: TWR02 118.025(118.1)

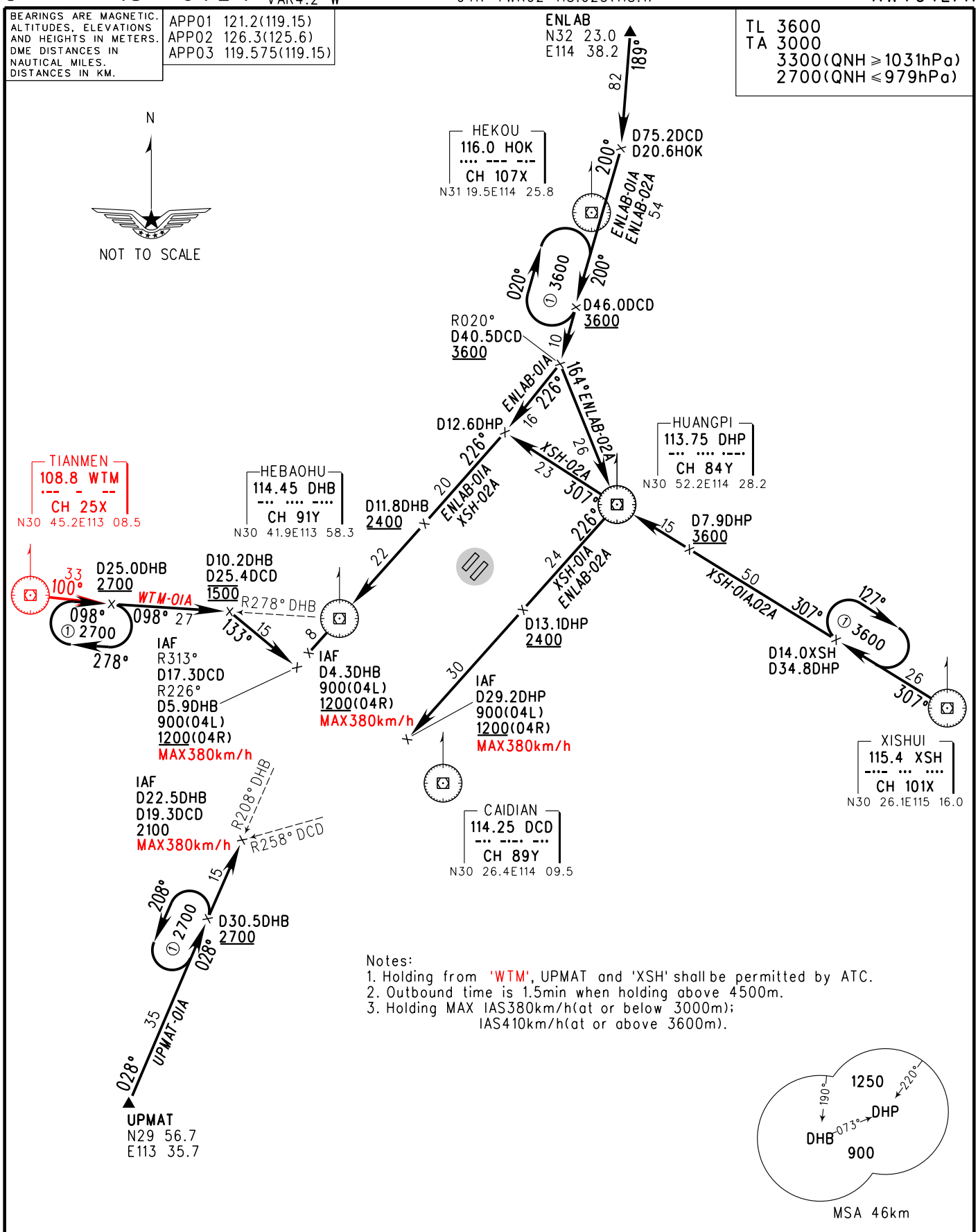
ZHHH WUHAN/Tianhe

RWY04L/R

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



Changes: Procedures.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR4.2° W

D-ATIS(ARR) 126.6
22R: TWR01 124.35(118.1)
22L: TWR02 118.025(118.1)

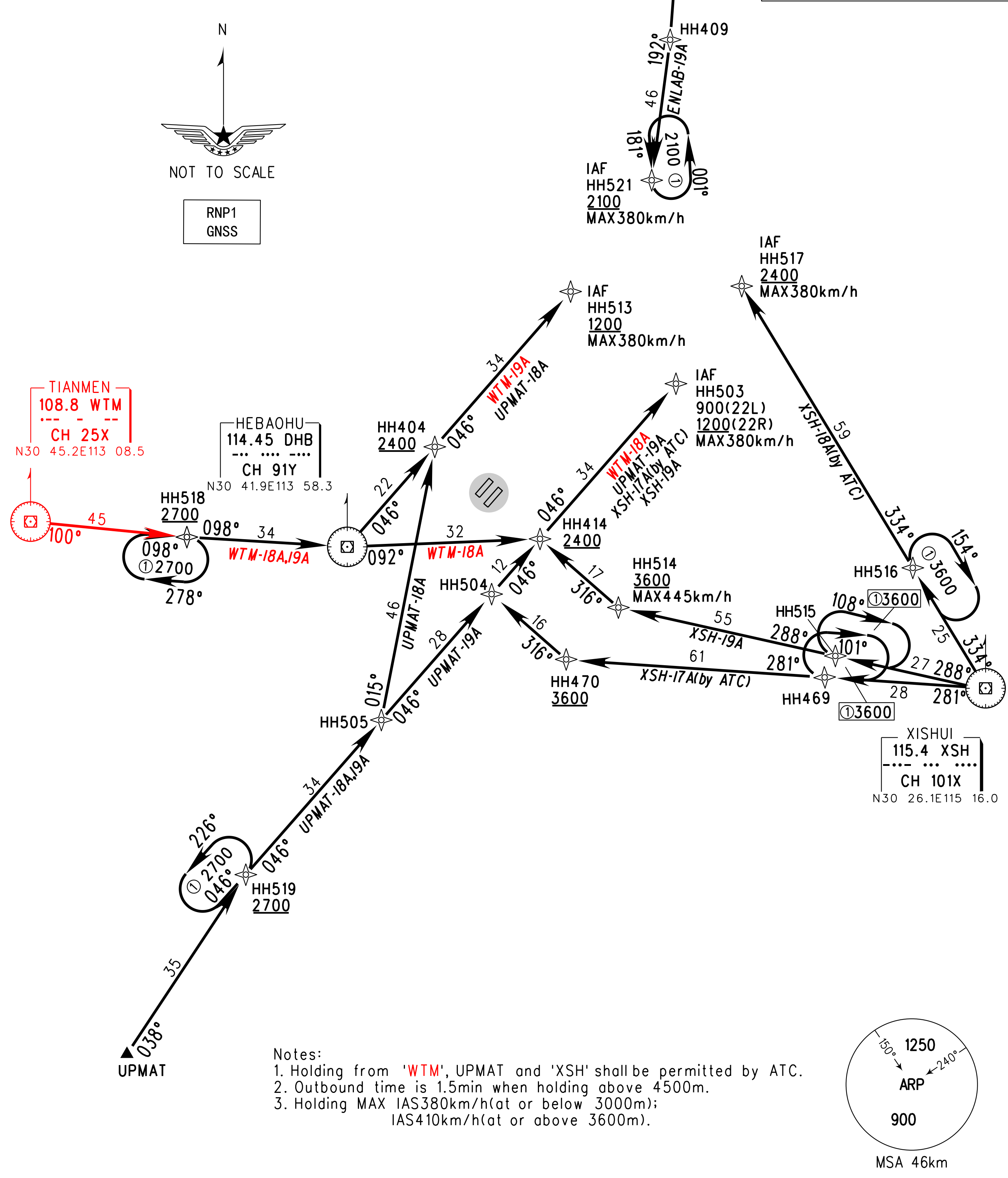
ZHHH WUHAN/Tianhe

RNP RWY22L/R

BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH ⩾ 1031hPa)
2700(QNH ⩽ 979hPa)



Notes:
1. Holding from 'WTM', UPMAT and 'XSH' shall be permitted by ATC.
2. Outbound time is 1.5min when holding above 4500m.
3. Holding MAX IAS380km/h(at or below 3000m);
IAS410km/h(at or above 3600m).

Changes: Procedures.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR4.2° W

D-ATIS(ARR) 126.6
22R: TWR01 124.35(118.1)
22L: TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe

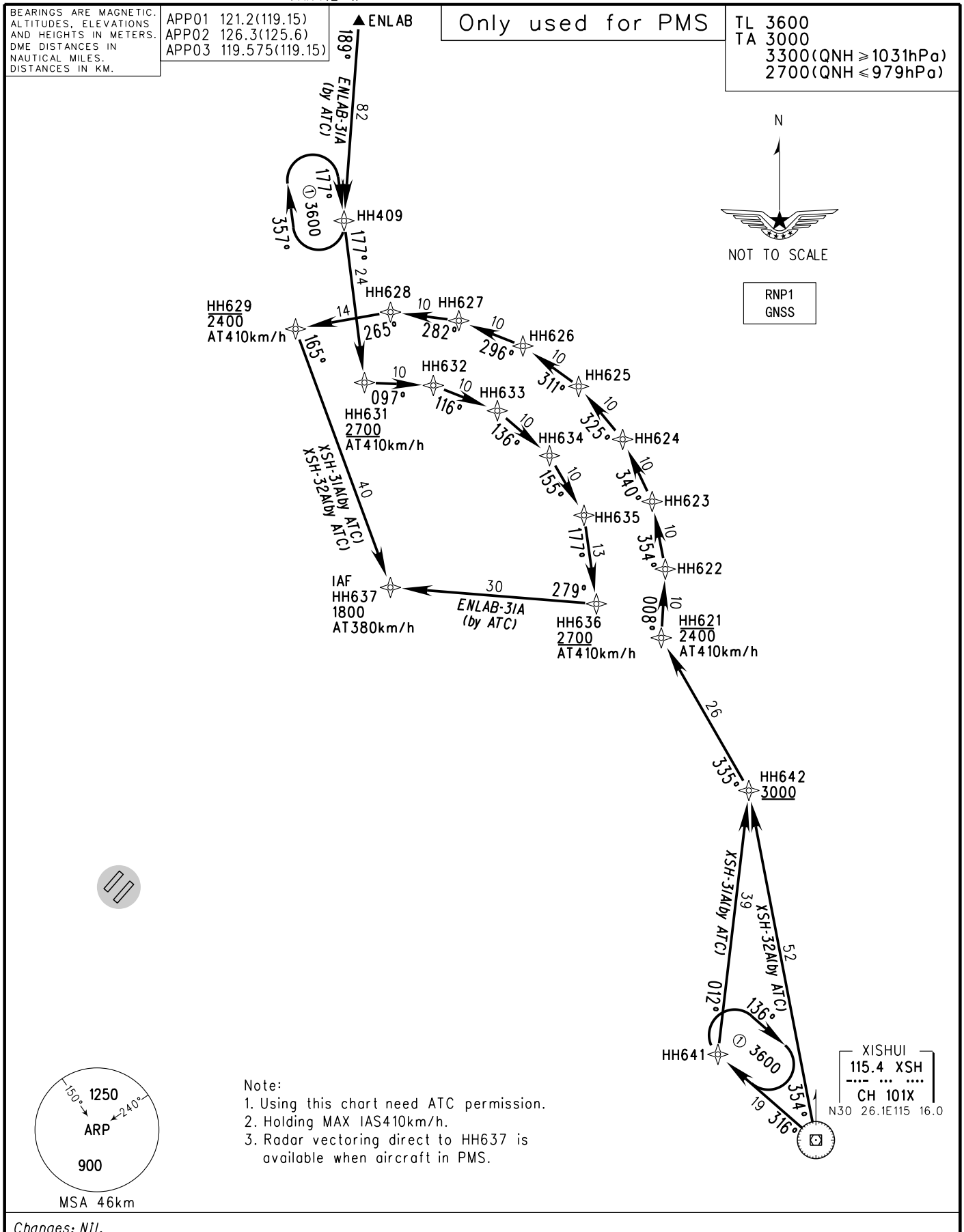
RNP RWY22L/R

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

Only used for PMS

TL 3600
TA 3000
3300(QNH ⩾1031hPa)
2700(QNH ⩽979hPa)



Note:
1. Using this chart need ATC permission.
2. Holding MAX IAS410km/h.
3. Radar vectoring direct to HH637 is available when aircraft in PMS.

Changes: Nil.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR4.2° W

D-ATIS(ARR) 126.6
22R: TWR01 124.35(118.1)
22L: TWR02 118.025(118.1)

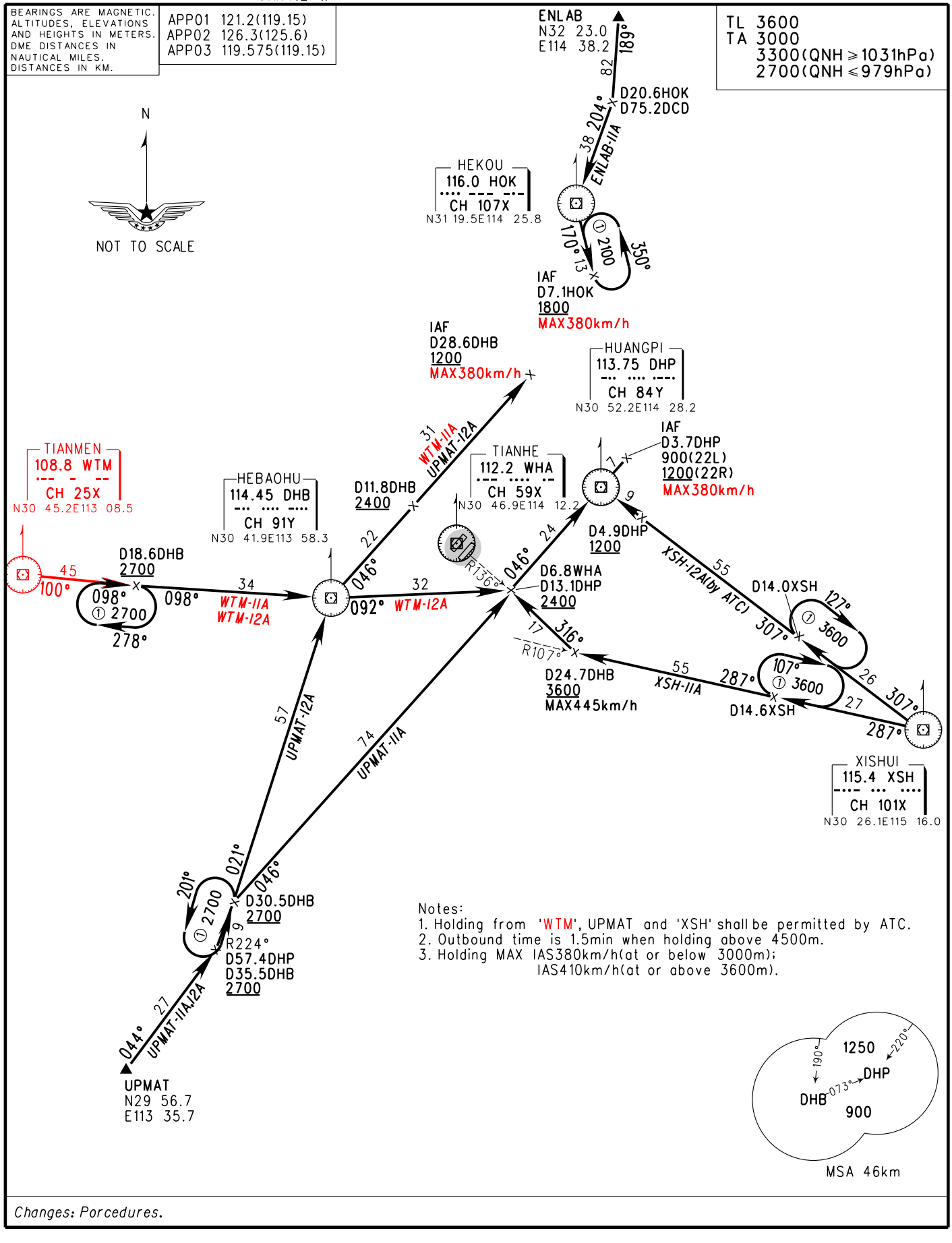
ZHHH WUHAN/Tianhe

RWY22L/R

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



Notes:
1. Holding from 'WTM', UPMAT and 'XSH' shall be permitted by ATC.
2. Outbound time is 1.5min when holding above 4500m.
3. Holding MAX IAS380km/h(at or below 3000m);
IAS410km/h(at or above 3600m).

Changes: Porcedures.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
RWY22R SID BIVIP-19D								
VA			226		150			RNP1
CF	HH563		241		350	MAX390		RNP1
TF	HH556				1800			RNP1
TF	HH468				3600			RNP1
TF	BIVIP							RNP1
RWY22R SID XSH-17D(by ATC)								
VA			226		150			RNP1
DF	HH554				1800	MAX390		RNP1
TF	HH553							RNP1
TF	XSH							RNP1
RWY22R SID XSH-19D								
VA			226		150			RNP1
CF	HH563		241		350	MAX390		RNP1
TF	HH556				1800			RNP1
TF	HH468				3600			RNP1
TF	HH473							RNP1
TF	XSH							RNP1
RWY22R SID OLMIB-17D								
VA			226		150			RNP1
DF	HH554				1800	MAX390		RNP1
TF	DCD							RNP1
TF	HH467							RNP1
TF	OLMIB							RNP1
RWY22R SID OLMIB-19D								
VA			226		150			RNP1
DF	HH554				1800			RNP1
TF	HH559							RNP1
TF	OLMIB							RNP1
RWY22R SID GUGAM-19D								
VA			226		150			RNP1
DF	HH554				1800			RNP1
TF	HH566							RNP1
TF	GUGAM							RNP1
RWY04L STAR ENLAB-08A								
IF	ENLAB							RNP1
TF	HH409							RNP1
TF	HH405				3600			RNP1
TF	HH418							RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH472							RNP1
TF	XSH							RNP1
RWY04L SID OLMIB-07D(by ATC)								
VA			046		170			RNP1
DF	HH460				500	MAX390		RNP1
TF	DHP							RNP1
TF	HH457							RNP1
TF	HH458							RNP1
TF	DCD				3600			RNP1
TF	HH467							RNP1
TF	OLMIB							RNP1
RWY04L SID OLMIB-09D								
VA			046		170			RNP1
CF	HH465		031		350	MAX390		RNP1
TF	HH454				1800			RNP1
TF	HH463							RNP1
TF	HH467							RNP1
TF	OLMIB							RNP1
RWY04L SID GUGAM-09D								
VA			046		170			RNP1
CF	HH465		031		350	MAX390		RNP1
TF	HH454				1800			RNP1
TF	HH463							RNP1
TF	GUGAM							RNP1
RWY04R SID BENBI-06D								
VA			046		150			RNP1
DF	HH464				500			RNP1
TF	HH452							RNP1
TF	HH462							RNP1
TF	BENBI							RNP1
RWY04R SID BENBI-08D								
VA			046		150			RNP1
DF	HH464				500	MAX390		RNP1
TF	HH456				1800			RNP1
TF	VEXAN							RNP1
TF	BENBI							RNP1
RWY04R SID BIVIP-06D(by ATC)								
VA			046		150			RNP1
CF	HH466		061		400	MAX390		RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH407							RNP1
TF	HH406				3600			RNP1
TF	DHP							RNP1
TF	HH414				2400			RNP1
TF	HH413				900	MAX380		RNP1
RWY04R STAR XSH-09A								
IF	XSH							RNP1
TF	HH407							RNP1
TF	HH406				3600			RNP1
TF	DHP							RNP1
TF	HH414				2400			RNP1
TF	HH413				1200	MAX380		RNP1
RWY04L/04R STAR UPMAT-09A								
IF	UPMAT							RNP1
TF	HH417				2100	MAX380		RNP1
RWY04L/04R STAR UPMAT-21A								
IF	UPMAT							RNP1
TF	HH611							RNP1
TF	HH612				2700	AT410		RNP1
TF	HH613							RNP1
TF	HH614							RNP1
TF	HH615							RNP1
TF	HH616							RNP1
TF	HH617				2700	AT410		RNP1
TF	HH618				2100	AT380		RNP1
RWY04L STAR WTM-09A								
IF	WTM							RNP1
TF	HH420				2700			RNP1
TF	HH421				1500			RNP1
TF	HH403				900	MAX380		RNP1
RWY04R STAR WTM-09A								
IF	WTM							RNP1
TF	HH420				2700			RNP1
TF	HH421				1500			RNP1
TF	HH403				1200	MAX380		RNP1
RWY04L/04R STAR WTM-21A(by ATC)								
IF	WTM							RNP1
TF	HH601				3900	MAX465		RNP1
TF	HH602							RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH458							RNP1
TF	DCD				3600			RNP1
TF	HH467							RNP1
TF	OLMIB							RNP1
RWY04R SID GUGAM-08D								
VA			046		150			RNP1
DF	HH464				500	MAX390		RNP1
TF	HH456				1800			RNP1
TF	HH463							RNP1
TF	GUGAM							RNP1
RWY22L SID BENBI-16D								
VA			226		150			RNP1
DF	HH560				1800	MAX390		RNP1
TF	HH455				1800			RNP1
TF	HH468							RNP1
TF	VEXAN							RNP1
TF	BENBI							RNP1
RWY22L SID BENBI-18D(by ATC)								
VA			226		150			RNP1
CF	HH562		211		400	MAX390		RNP1
TF	HH551							RNP1
TF	HH552							RNP1
TF	HH561							RNP1
TF	BENBI							RNP1
RWY22L SID BIVIP-16D								
VA			226		150			RNP1
DF	HH560				1800	MAX390		RNP1
TF	HH455				1800			RNP1
TF	HH468				3600			RNP1
TF	BIVIP							RNP1
RWY22L SID BIVIP-18D(by ATC)								
VA			226		150			RNP1
CF	HH562		211		400	MAX390		RNP1
TF	HH551							RNP1
TF	HH552							RNP1
TF	BIVIP							RNP1
RWY22L SID XSH-16D								
VA			226		150			RNP1
DF	HH560				1800	MAX390		RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH455				1800			RNP1
TF	HH468				3600			RNP1
TF	HH473							RNP1
TF	XSH							RNP1
RWY22L SID XSH-18D(by ATC)								
VA			226		150			RNP1
CF	HH562		211		400	MAX390		RNP1
TF	HH553							RNP1
TF	XSH							RNP1
RWY22L SID OLMIB-16D								
VA			226		150			RNP1
DF	HH560				1800			RNP1
TF	HH558							RNP1
TF	OLMIB							RNP1
RWY22L SID OLMIB-18D								
VA			226		150			RNP1
CF	HH562		211		400	MAX390		RNP1
TF	DCD							RNP1
TF	HH467							RNP1
TF	OLMIB							RNP1
RWY22L SID GUGAM-18D								
VA			226		150			RNP1
DF	HH560				1800			RNP1
TF	HH564							RNP1
TF	GUGAM							RNP1
RWY22R SID BENBI-19D								
VA			226		150			RNP1
CF	HH563		241		350	MAX390		RNP1
TF	HH556				1800			RNP1
TF	HH468							RNP1
TF	VEXAN							RNP1
TF	BENBI							RNP1
RWY22R SID BIVIP-17D(by ATC)								
VA			226		150			RNP1
DF	HH554				1800	MAX390		RNP1
TF	HH553							RNP1
TF	HH552							RNP1
TF	BIVIP							RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH624							RNP1
TF	HH625							RNP1
TF	HH626							RNP1
TF	HH627							RNP1
TF	HH628							RNP1
TF	HH629				2400	AT410		RNP1
TF	HH637				1800	AT380		RNP1
RWY22L/22R STAR XSH-32A(by ATC)								
IF	XSH							RNP1
TF	HH642				3000			RNP1
TF	HH621				2400	AT410		RNP1
TF	HH622							RNP1
TF	HH623							RNP1
TF	HH624							RNP1
TF	HH625							RNP1
TF	HH626							RNP1
TF	HH627							RNP1
TF	HH628							RNP1
TF	HH629				2400	AT410		RNP1
TF	HH637				1800	AT380		RNP1
RWY22L/22R STAR UPMAT-18A								
IF	UPMAT							RNP1
TF	HH519				2700			RNP1
TF	HH505							RNP1
TF	HH404				2400			RNP1
TF	HH513				1200	MAX380		RNP1
RWY22L STAR UPMAT-19A								
IF	UPMAT							RNP1
TF	HH519				2700			RNP1
TF	HH505							RNP1
TF	HH504							RNP1
TF	HH414				2400			RNP1
TF	HH503				900	MAX380		RNP1
RWY22R STAR UPMAT-19A								
IF	UPMAT							RNP1
TF	HH519				2700			RNP1
TF	HH505							RNP1
TF	HH504							RNP1
TF	HH414				2400			RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH603							RNP1
TF	HH604				2400	AT410		RNP1
TF	HH605							RNP1
TF	HH606							RNP1
TF	HH607							RNP1
TF	HH608							RNP1
TF	HH609							RNP1
TF	HH610				2400	AT410		RNP1
TF	HH618				2100	AT380		RNP1
RWY04L/04R STAR WTM-22A								
IF	WTM							RNP1
TF	HH603							RNP1
TF	HH604				2400	AT410		RNP1
TF	HH605							RNP1
TF	HH606							RNP1
TF	HH607							RNP1
TF	HH608							RNP1
TF	HH609							RNP1
TF	HH610				2400	AT410		RNP1
TF	HH618				2100	AT380		RNP1
RWY04L/04R STAR Holding(Outbound Time:1min)								
HM	HH405	Y	226	R	3600	MAX410		RNP1
HM	HH407	Y	307	R	3600	MAX410		RNP1
HM	HH417	Y	016	L	2700	MAX380		RNP1
HM	HH420	Y	098	R	2700	MAX380		RNP1
HM	HH603	Y	168	R	2700	MAX410		RNP1
HM	HH611	Y	019	R	3600	MAX410		RNP1
RWY22L/22R STAR ENLAB-19A								
IF	ENLAB							RNP1
TF	HH409							RNP1
TF	HH521				2100	MAX380		RNP1
RWY22L/22R STAR ENLAB-31A(by ATC)								
IF	ENLAB							RNP1
TF	HH409							RNP1
TF	HH631				2700	AT410		RNP1
TF	HH632							RNP1
TF	HH633							RNP1
TF	HH634							RNP1
TF	HH635							RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
DF	HH414			R	650	MAX380		RNP1
TF	DCD				900			RNP1
TF	HH417				2100			RNP1
RWY22L Approach Transition HH521								
IF	HH521				2100	MAX380		RNP1
TF	HH507				900			RNP1
TF	HH502				900			RNP1
RWY22L Approach Transition HH637								
IF	HH637				1800	AT380		RNP1
TF	HH638				1200			RNP1
TF	HH507				900			RNP1
TF	HH502				900			RNP1
RWY22L Approach Transition HH517								
IF	HH517				2400	MAX380		RNP1
TF	HH507				900			RNP1
TF	HH502				900			RNP1
RWY22L Approach Transition HH503								
IF	HH503				900	MAX380		RNP1
TF	HH502				900			RNP1
RWY22L Approach Transition HH513								
IF	HH513				1200	MAX380		RNP1
TF	HH502				900			RNP1
RWY22L Missed Approach								
CA			226		250			RNP1
DF	HH414			L		MAX380		RNP1
TF	DHP				1200			RNP1
RWY22L Missed Approach Holding(Outbound Time:1min)								
HM	DHP	Y	046	R	1200	MAX380		RNP1
RWY22R Approach Transition HH521								
IF	HH521				2100	MAX380		RNP1
TF	HH508							RNP1
TF	HH512				1200			RNP1
RWY22R Approach Transition HH637								
IF	HH637				1800	AT380		RNP1
TF	HH508							RNP1
TF	HH512				1200			RNP1
RWY22R Approach Transition HH517								
IF	HH517				2400	MAX380		RNP1
TF	HH522							RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH414				2400			RNP1
TF	HH413				900	MAX380		RNP1
RWY04R STAR ENLAB-08A								
IF	ENLAB							RNP1
TF	HH409							RNP1
TF	HH405				3600			RNP1
TF	HH418							RNP1
TF	HH414				2400			RNP1
TF	HH413				1200	MAX380		RNP1
RWY04L STAR ENLAB-09A								
IF	ENLAB							RNP1
TF	HH409							RNP1
TF	HH405				3600			RNP1
TF	HH418							RNP1
TF	HH404				2400			RNP1
TF	HH403				900	MAX380		RNP1
RWY04R STAR ENLAB-09A								
IF	ENLAB							RNP1
TF	HH409							RNP1
TF	HH405				3600			RNP1
TF	HH418							RNP1
TF	HH404				2400			RNP1
TF	HH403				1200	MAX380		RNP1
RWY04L STAR XSH-08A								
IF	XSH							RNP1
TF	HH407							RNP1
TF	HH406				3600			RNP1
TF	DHP							RNP1
TF	HH404				2400			RNP1
TF	HH403				900	MAX380		RNP1
RWY04R STAR XSH-08A								
IF	XSH							RNP1
TF	HH407							RNP1
TF	HH406				3600			RNP1
TF	DHP							RNP1
TF	HH404				2400			RNP1
TF	HH403				1200	MAX380		RNP1
RWY04L STAR XSH-09A								
IF	XSH							RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH402				900			RNP1
RWY04L Approach Transition HH403								
IF	HH403				900	MAX380		RNP1
TF	HH402				900			RNP1
RWY04L Missed Approach								
CA			046		200			RNP1
DF	HH404			L		MAX380		RNP1
TF	HH403				900			RNP1
TF	HH420				2700			RNP1
RWY04R Approach Transition HH413								
IF	HH413				1200	MAX380		RNP1
TF	HH412				1200			RNP1
RWY04R Approach Transition HH417								
IF	HH417				2100	MAX380		RNP1
TF	HH416							RNP1
TF	HH415							RNP1
TF	HH412				1200			RNP1
RWY04R Approach Transition HH618								
IF	HH618				2100	AT380		RNP1
TF	HH412				1200			RNP1
RWY04R Approach Transition HH403								
IF	HH403				1200	MAX380		RNP1
TF	HH412				1200			RNP1
RWY04R Approach Transition HH413 (by ATC)								
IF	HH413				1200	MAX380		RNP1
TF	HH412				900			RNP1
RWY04R Approach Transition HH417 (by ATC)								
IF	HH417				2100	MAX380		RNP1
TF	HH416							RNP1
TF	HH415							RNP1
TF	HH412				900			RNP1
RWY04R Approach Transition HH618 (by ATC)								
IF	HH618				2100	AT380		RNP1
TF	HH412				900			RNP1
RWY04R Approach Transition HH403 (by ATC)								
IF	HH403				1200	MAX380		RNP1
TF	HH412				900			RNP1
RWY04R Missed Approach								
CA			046		250			RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH512				1200			RNP1
RWY22R Approach Transition HH503								
IF	HH503				1200	MAX380		RNP1
TF	HH512				1200			RNP1
RWY22R Approach Transition HH513								
IF	HH513				1200	MAX380		RNP1
TF	HH512				1200			RNP1
RWY22R Missed Approach								
CA			226		250			RNP1
DF	HH404			R		MAX380		RNP1
TF	HH513				1200			RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH636				2700	AT410		RNP1
TF	HH637				1800	AT380		RNP1
RWY22L STAR XSH-17A(by ATC)								
IF	XSH							RNP1
TF	HH469							RNP1
TF	HH470				3600			RNP1
TF	HH504							RNP1
TF	HH414				2400			RNP1
TF	HH503				900	MAX380		RNP1
RWY22R STAR XSH-17A(by ATC)								
IF	XSH							RNP1
TF	HH469							RNP1
TF	HH470				3600			RNP1
TF	HH504							RNP1
TF	HH414				2400			RNP1
TF	HH503				1200	MAX380		RNP1
RWY22L/22R STAR XSH-18A(by ATC)								
IF	XSH							RNP1
TF	HH516							RNP1
TF	HH517				2400	MAX380		RNP1
RWY22L STAR XSH-19A								
IF	XSH							RNP1
TF	HH515							RNP1
TF	HH514				3600	MAX445		RNP1
TF	HH414				2400			RNP1
TF	HH503				900	MAX380		RNP1
RWY22R STAR XSH-19A								
IF	XSH							RNP1
TF	HH515							RNP1
TF	HH514				3600	MAX445		RNP1
TF	HH414				2400			RNP1
TF	HH503				1200	MAX380		RNP1
RWY22L/22R STAR XSH-31A(by ATC)								
IF	XSH							RNP1
TF	HH641							RNP1
TF	HH642				3000			RNP1
TF	HH621				2400	AT410		RNP1
TF	HH622							RNP1
TF	HH623							RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	HH503				1200	MAX380		RNP1
RWY22L STAR WTM-18A								
IF	WTM							RNP1
TF	HH518				2700			RNP1
TF	DHB							RNP1
TF	HH414				2400			RNP1
TF	HH503				900	MAX380		RNP1
RWY22R STAR WTM-18A								
IF	WTM							RNP1
TF	HH518				2700			RNP1
TF	DHB							RNP1
TF	HH414				2400			RNP1
TF	HH503				1200	MAX380		RNP1
RWY22L/22R STAR WTM-19A								
IF	WTM							RNP1
TF	HH518				2700			RNP1
TF	DHB							RNP1
TF	HH404				2400			RNP1
TF	HH513				1200	MAX380		RNP1
RWY22L/22R STAR Holding(Outbound Time:1min)								
HM	HH521	Y	181	L	2100	MAX380		RNP1
HM	HH516	Y	334	R	3600	MAX410		RNP1
HM	HH515	Y	288	R	3600	MAX410		RNP1
HM	HH469	Y	281	R	3600	MAX410		RNP1
HM	HH519	Y	046	L	2700	MAX380		RNP1
HM	HH518	Y	098	R	2700	MAX380		RNP1
HM	HH409	Y	177	R	3600	MAX410		RNP1
HM	HH641	Y	316	R	3600	MAX410		RNP1
RWY04L Approach Transition HH413								
IF	HH413				900	MAX380		RNP1
TF	HH402				900			RNP1
RWY04L Approach Transition HH417								
IF	HH417				2100	MAX380		RNP1
TF	HH410							RNP1
TF	HH429							RNP1
TF	HH428				900			RNP1
TF	HH402				900			RNP1
RWY04L Approach Transition HH618								
IF	HH618				2100	AT380		RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
RWY04L SID BENBI-07D								
VA			046		170			RNP1
DF	HH460				500			RNP1
TF	HH453							RNP1
TF	HH462							RNP1
TF	BENBI							RNP1
RWY04L SID BENBI-09D								
VA			046		170			RNP1
CF	HH465		031		350	MAX390		RNP1
TF	HH454				1800			RNP1
TF	HH456							RNP1
TF	VEXAN							RNP1
TF	BENBI							RNP1
RWY04L SID BIVIP-09D								
VA			046		170			RNP1
DF	HH460				500			RNP1
TF	HH451				3600			RNP1
TF	BIVIP							RNP1
RWY04L SID XSH-05D								
VA			046		170			RNP1
DF	HH460				500	MAX390		RNP1
TF	DHP							RNP1
TF	HH457							RNP1
TF	HH458							RNP1
TF	HH459				3600			RNP1
TF	HH461							RNP1
TF	XSH							RNP1
RWY04L SID XSH-07D(by ATC)								
VA			046		170			RNP1
DF	HH460				500	MAX390		RNP1
TF	DHP							RNP1
TF	HH457							RNP1
TF	HH461							RNP1
TF	XSH							RNP1
RWY04L SID XSH-09D(by ATC)								
VA			046		170			RNP1
DF	HH460				500			RNP1
TF	HH451				3600			RNP1
TF	HH471							RNP1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
TF	DHP							RNP1
TF	BIVIP							RNP1
RWY04R SID BIVIP-08D								
VA			046		150			RNP1
DF	HH464				500			RNP1
TF	HH452				3600			RNP1
TF	BIVIP							RNP1
RWY04R SID XSH-04D								
VA			046		150			RNP1
CF	HH466		061		400	MAX390		RNP1
TF	HH457							RNP1
TF	HH458							RNP1
TF	HH459				3600			RNP1
TF	HH461							RNP1
TF	XSH							RNP1
RWY04R SID XSH-06D(by ATC)								
VA			046		150			RNP1
CF	HH466		061		400	MAX390		RNP1
TF	HH457							RNP1
TF	HH461							RNP1
TF	XSH							RNP1
RWY04R SID XSH-08D(by ATC)								
VA			046		150			RNP1
DF	HH464				500			RNP1
TF	HH452				3600			RNP1
TF	HH471							RNP1
TF	HH472							RNP1
TF	XSH							RNP1
RWY04R SID OLMIB-06D								
VA			046		150			RNP1
DF	HH464				500	MAX390		RNP1
TF	HH456				1800			RNP1
TF	HH463							RNP1
TF	HH467							RNP1
TF	OLMIB							RNP1
RWY04R SID OLMIB-08D(by ATC)								
VA			046		150			RNP1
CF	HH466		061		400	MAX390		RNP1
TF	HH457							RNP1

Changes: New chart.

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
HH616	N30° 29'40.1"E113° 26'52.5"	BENBI	N31° 48'57"E114° 20'43"		
HH617	N30° 34'58.9"E113° 28'04.1"	BIVIP	N31° 07'44"E115° 16'49"		
HH618	N30° 29'14.9"E113° 45'36.9"	ENLAB	N32° 22'59"E114° 38'12"		
		GUGAM	N30° 12'59"E113° 11'08"		
HH621	N31° 05'49.4"E115° 02'35.9"	OLMIB	N29° 52'17"E113° 47'05"		
HH622	N31° 11'13.3"E115° 03'02.6"	UPMAT	N29° 56'42"E113° 35'44"		
HH623	N31° 16'32.7"E115° 01'55.0"	VEXAN	N31° 21'28"E114° 19'54"		
HH624	N31° 21'27.7"E114° 59'17.1"				
HH625	N31° 25'39.7"E114° 55'18.5"				
HH626	N31° 28'53.0"E114° 50'14.2"				
HH627	N31° 30'55.2"E114° 44'23.1"				
HH628	N31° 31'38.7"E114° 38'07.5"				
HH629	N31° 30'22.8"E114° 29'24.4"				
HH631	N31° 26'07.4"E114° 35'41.3"				
HH632	N31° 25'51.1"E114° 41'59.5"				
HH633	N31° 23'48.9"E114° 47'50.2"				
HH634	N31° 20'14.4"E114° 52'34.3"				
HH635	N31° 15'31.7"E114° 55'40.1"				
HH636	N31° 08'33.0"E114° 56'42.6"				
HH637	N31° 10'00.1"E114° 37'54.5"				
HH638	N31° 05'28.9"E114° 33'13.9"				
HH641	N30° 33'01.4"E115° 07'17.4"				
HH642	N30° 53'44.2"E115° 10'24.8"				
DCD	N30° 26.4'E114° 09.5'				
DHB	N30° 41.9'E113° 58.3'				
DHP	N30° 52.2'E114° 28.2'				
WTM	N30° 45.2'E113° 08.5'				
XSH	N30° 26.1'E115° 16.0'				

Changes: New chart.

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
HH402	N30° 33'36.9"E113° 58'49.4"	HH461	N30° 27'24.7"E114° 58'20.6"	HH522	N31° 02'50.8"E114° 28'43.6"
HH403	N30° 37'23.2"E113° 53'51.7"	HH462	N31° 21'38.2"E114° 36'11.4"		
HH404	N30° 50'41.3"E114° 07'24.3"	HH463	N30° 41'13.2"E113° 49'26.0"	HH551	N30° 34'27.8"E114° 17'34.8"
HH405	N31° 09'28.9"E114° 26'41.0"	HH464	N30° 54'39.5"E114° 22'04.7"	HH552	N30° 56'09.0"E114° 39'52.7"
HH406	N30° 48'04.1"E114° 36'04.0"	HH465	N30° 52'13.9"E114° 15'47.9"	HH553	N30° 30'21.2"E114° 13'22.7"
HH407	N30° 33'42.2"E115° 02'24.2"	HH466	N30° 50'08.4"E114° 19'46.7"	HH554	N30° 38'02.3"E114° 03'19.3"
HH409	N31° 38'51.0"E114° 33'55.8"	HH467	N30° 14'41.9"E113° 59'03.6"	HH556	N30° 50'08.1"E113° 58'29.7"
HH410	N30° 22'53.3"E113° 47'57.0"	HH468	N31° 06'50.2"E114° 15'34.3"	HH558	N30° 13'05.1"E113° 39'45.5"
HH412	N30° 32'52.2"E113° 59'48.0"	HH469	N30° 27'59.8"E114° 58'24.6"	HH559	N30° 14'20.1"E113° 39'19.0"
HH413	N30° 29'10.7"E114° 04'38.3"	HH470	N30° 31'43.4"E114° 20'49.3"	HH560	N30° 37'17.5"E114° 04'18.2"
HH414	N30° 42'27.3"E114° 18'12.0"	HH471	N31° 06'58.1"E114° 50'05.2"	HH561	N31° 22'52.6"E114° 42'04.3"
HH415	N30° 28'48.7"E113° 55'40.5"	HH472	N30° 56'05.0"E115° 09'11.3"	HH562	N30° 40'26.5"E114° 09'45.3"
HH416	N30° 24'45.1"E113° 51'33.3"	HH473	N31° 07'15.1"E114° 40'47.2"	HH563	N30° 43'37.5"E114° 07'03.8"
HH417	N30° 20'41.3"E113° 47'26.4"			HH564	N30° 21'41.1"E113° 48'26.8"
HH418	N30° 58'58.1"E114° 15'52.7"	HH502	N30° 59'53.7"E114° 27'28.0"	HH566	N30° 21'10.2"E113° 46'12.7"
		HH503	N30° 56'11.2"E114° 32'18.8"		
HH420	N30° 43'20.6"E113° 29'24.8"	HH504	N30° 37'33.9"E114° 13'11.7"	HH601	N30° 51'14.3"E113° 22'53.8"
HH421	N30° 42'24.8"E113° 47'14.0"	HH505	N30° 26'24.1"E114° 01'48.8"	HH602	N30° 45'42.3"E113° 29'53.6"
HH428	N30° 29'33.2"E113° 54'42.0"	HH507	N31° 03'04.8"E114° 30'45.0"	HH603	N30° 33'39.5"E113° 18'47.1"
HH429	N30° 25'29.5"E113° 50'35.0"	HH508	N31° 04'42.1"E114° 30'38.2"	HH604	N30° 28'04.7"E113° 20'39.5"
				HH605	N30° 23'48.1"E113° 21'26.1"
HH451	N31° 06'24.4"E114° 32'23.6"	HH512	N31° 00'39.3"E114° 26'28.2"	HH606	N30° 18'46.7"E113° 23'45.4"
HH452	N31° 06'29.6"E114° 34'16.4"	HH513	N31° 04'26.7"E114° 21'30.0"	HH607	N30° 14'24.6"E113° 27'26.2"
HH453	N31° 08'28.2"E114° 34'31.4"	HH514	N30° 36'18.5"E114° 26'13.3"	HH608	N30° 10'58.1"E113° 32'14.8"
HH454	N30° 58'43.7"E114° 07'15.9"	HH515	N30° 29'34.1"E114° 59'35.5"	HH609	N30° 08'39.9"E113° 37'53.0"
HH455	N30° 45'22.9"E113° 53'39.5"	HH516	N30° 37'47.5"E115° 08'11.1"	HH610	N30° 07'38.7"E113° 43'59.9"
HH456	N31° 02'46.8"E114° 11'24.7"	HH517	N31° 05'12.0"E114° 49'24.0"	HH611	N30° 05'07.5"E113° 38'16.9"
HH457	N30° 44'11.3"E114° 27'33.1"	HH518	N30° 42'57.7"E113° 36'49.5"	HH612	N30° 13'33.0"E113° 40'50.1"
HH458	N30° 35'15.1"E114° 18'23.2"	HH519	N30° 12'40.2"E113° 47'53.3"	HH613	N30° 15'46.8"E113° 35'09.4"
HH459	N30° 29'38.3"E114° 24'41.7"			HH614	N30° 19'30.3"E113° 30'37.9"
HH460	N30° 55'25.0"E114° 21'05.2"	HH521	N31° 14'17.9"E114° 29'57.7"	HH615	N30° 24'18.7"E113° 27'45.8"

Changes:New chart.

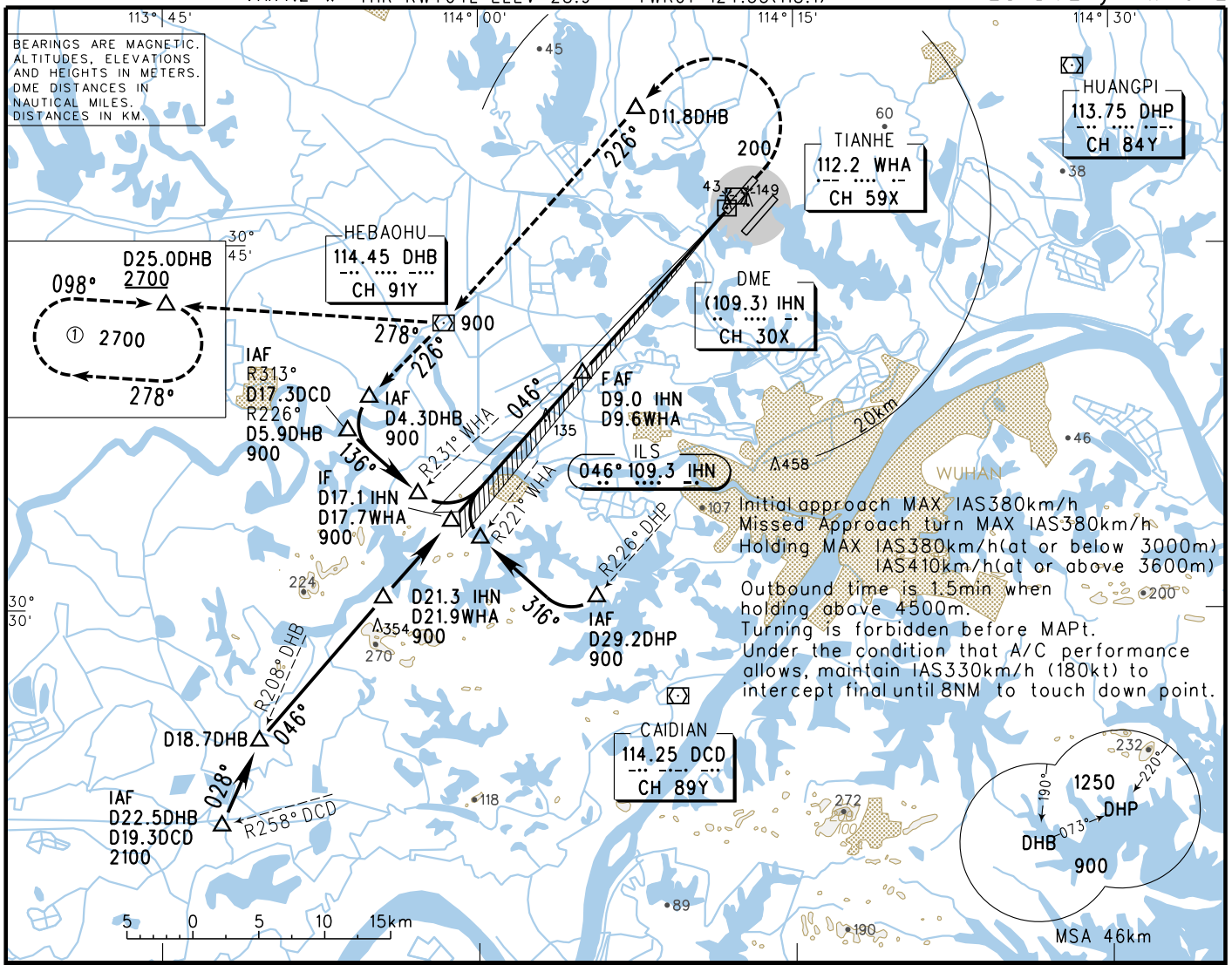
INSTRUMENT APPROACH CHART-ICAO

VAR4.2° W

AERODROME ELEV 34.5
THR RWY04L ELEV 28.9

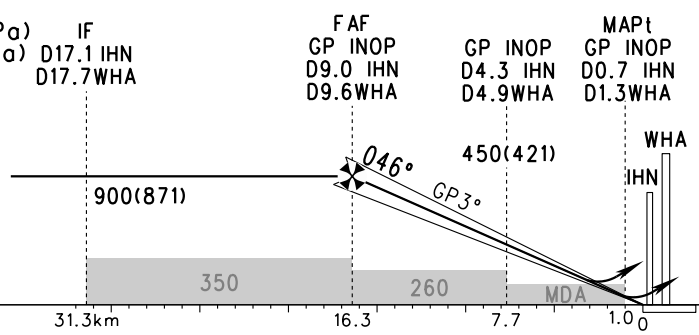
D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR01 124.35(118.1)

ZHHH WUHAN/Tianhe
ILS/DME y RWY04L



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

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



MISSED APPROACH

Climb straight ahead to 200, turn LEFT to R046°/D11.8DHB, then fly on R046°DHB over DHB at 900, continue to join in the approach procedure on R226°DHB, or fly on track 278°DHB to D25.0DHB at 2700 or above, join in the holding pattern, or by ATC.

	A	B	C	D
ILS/DME DA(H) RVR/VIS Ⓐ	89(60) 550/800			
GP INOP MDA(H) RVR/VIS	170(142) 1900/1900			
CIRCLING MDA(H) VIS	250(216) 3300		305(271) 4000	305(271) 4600

FAF-MAPt(GP INOP) 15.3km

GS in kt / km/h	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)(50),RVR450

Changes: Landing minima, chart symbols.

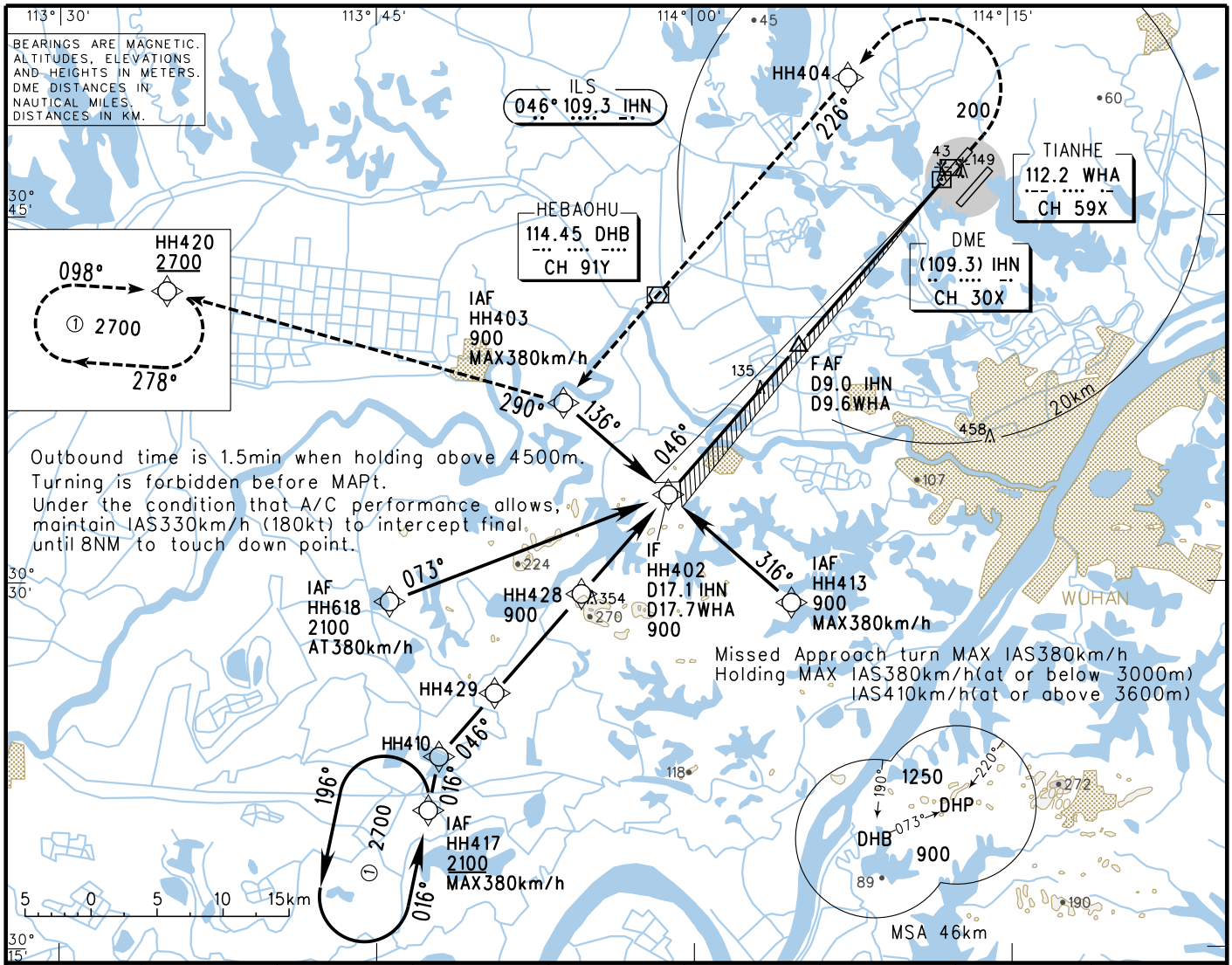
INSTRUMENT APPROACH CHART-ICAO

VAR4.2° W

AERODROME ELEV 34.5
THR RWY04L ELEV 28.9

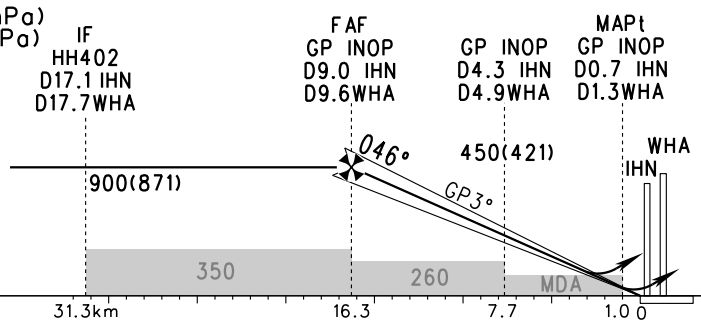
D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR01 124.35(118.1)

ZHHH WUHAN/Tianhe
RNP ILS/DME z RWY04L



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

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



MISSED APPROACH

Climb straight ahead to 200, turn LEFT to HH404, on track 226° to HH403 at 900, then turn LEFT to join in the approach procedure or fly to HH420 at 2700 or above, join in the holding pattern, or by ATC.

		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	89(60) 550/800			
GP INOP	MDA(H) RVR/VIS	170(142) 1900/1900			
CIRCLE	MDA(H) VIS	250(216) 3300		305(271) 4000	305(271) 4600

FAF-MAPt(GP INOP) 15.3km

GS in kt / km/h	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)(50),RVR450

Changes: Landing minima, chart symbols.

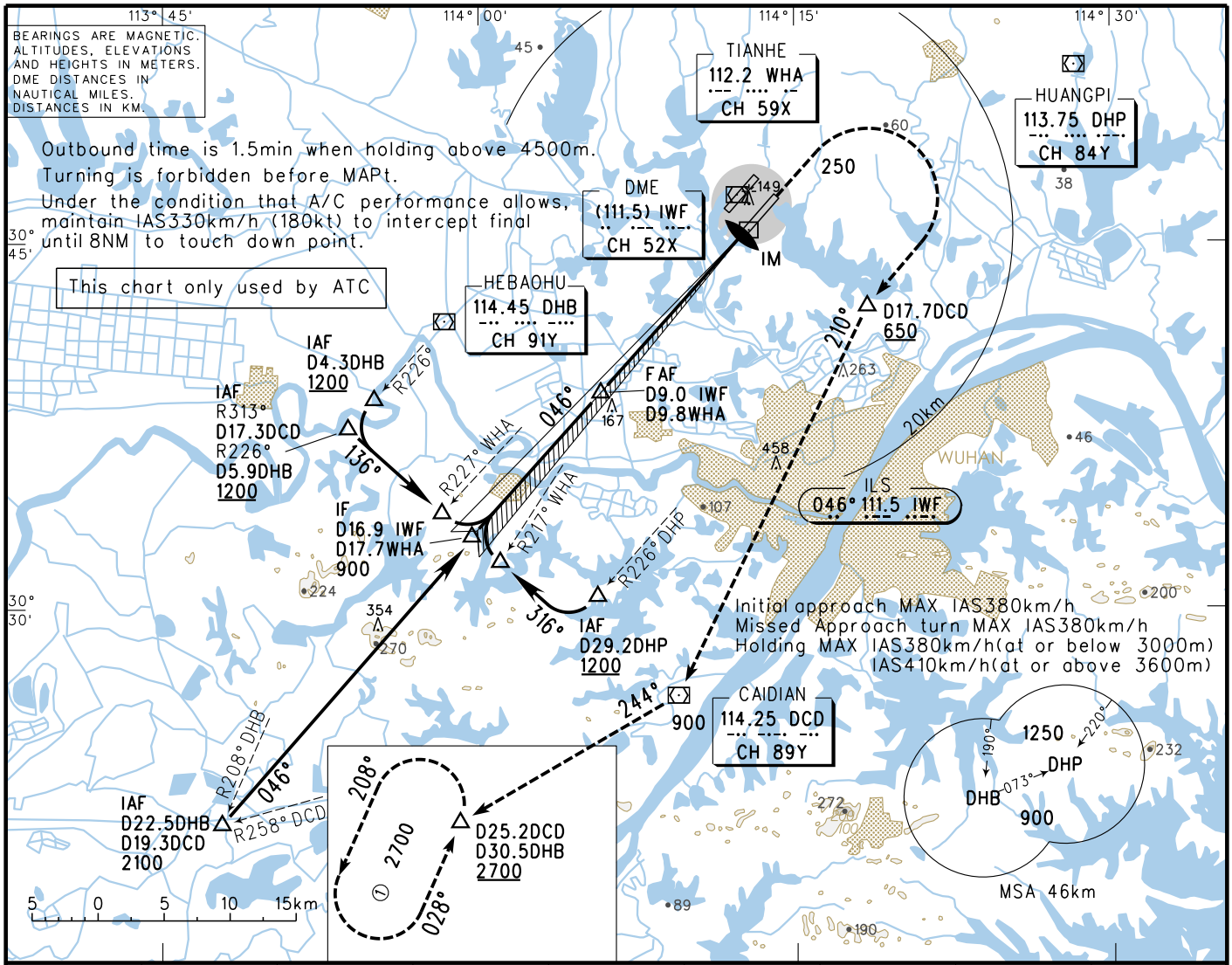
INSTRUMENT APPROACH CHART-ICAO

VAR4.2° W

AERODROME ELEV 34.5
THR RWY04R ELEV 29.6

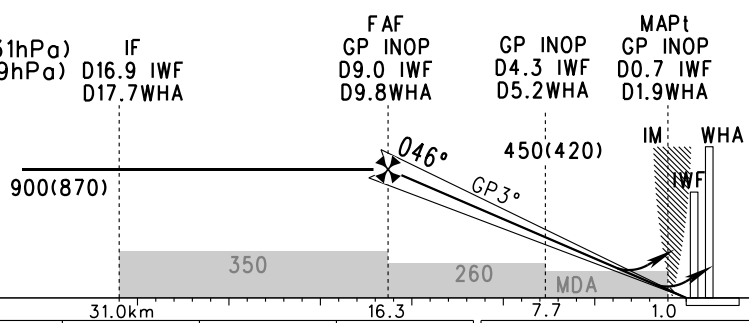
D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe
CAT-I/II ILS/DME w RWY04R



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≥1031hPa)
2700(QNH≤979hPa)



MISSED APPROACH

Climb straight ahead to 250, turn RIGHT to R030°/D17.7DCD at 650 or above, then intercept R030° DCD and climb to 900, fly over DCD at 900, continue fly on R244° DCD to D25.2DCD 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 / km/h	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: Landing minima, chart symbols.

INSTRUMENT APPROACH CHART-ICAO

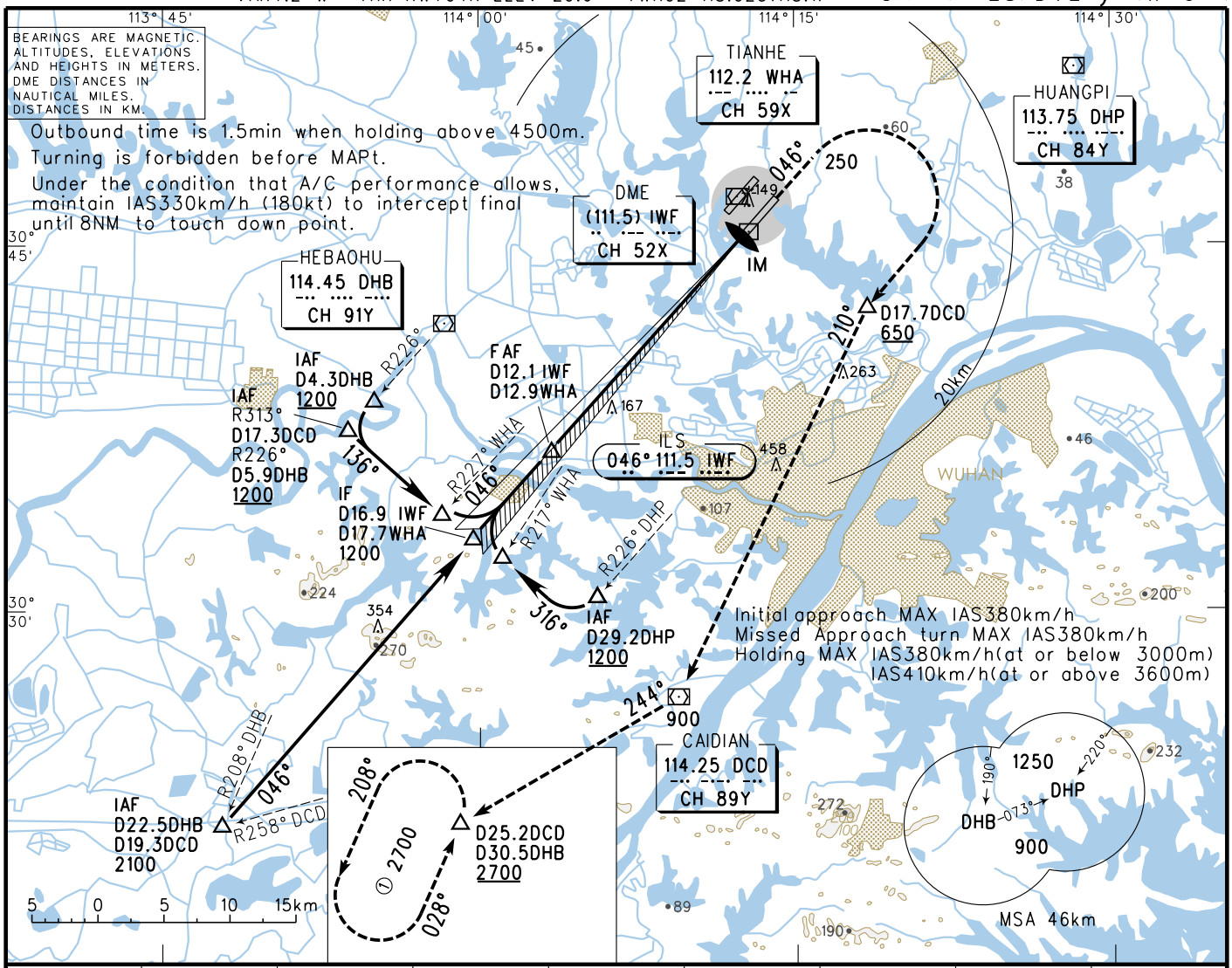
VAR4.2° W

AERODROME ELEV 34.5
THR RWY04R ELEV 29.6

D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR02 118.025(118.1)

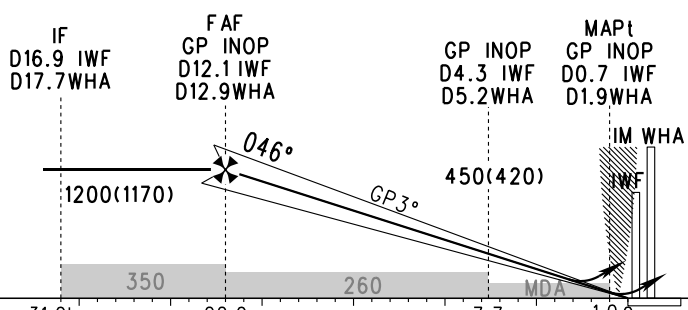
ZHHH WUHAN/Tianhe

CAT-I/II ILS/DME y RWY04R



GP INOP	DME (IWF) (NM)	12	10	8	6	4	2	
	ALT (m)	1194	1000	805	611	417	223	

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



MISSED APPROACH

Climb straight ahead to 250, turn RIGHT to R030°/D17.7DCD at 650 or above, then intercept R030° DCD and climb to 900 immediately, fly over DCD at 900, continue fly on R244° DCD to D25.2DCD at 2700 or above, join in the holding pattern, or by ATC.

RDH=15

	A	B	C	D
ILS/DME DA(H) RVR/VIS Ⓐ	90(60) 550/800			
GP INOP MDA(H) VIS	245(216) 3300			
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) 21.0km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	8:30	6:48	5:40	4:52	4:15	3:47
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: Landing minima, chart symbols.

INSTRUMENT APPROACH CHART-ICAO

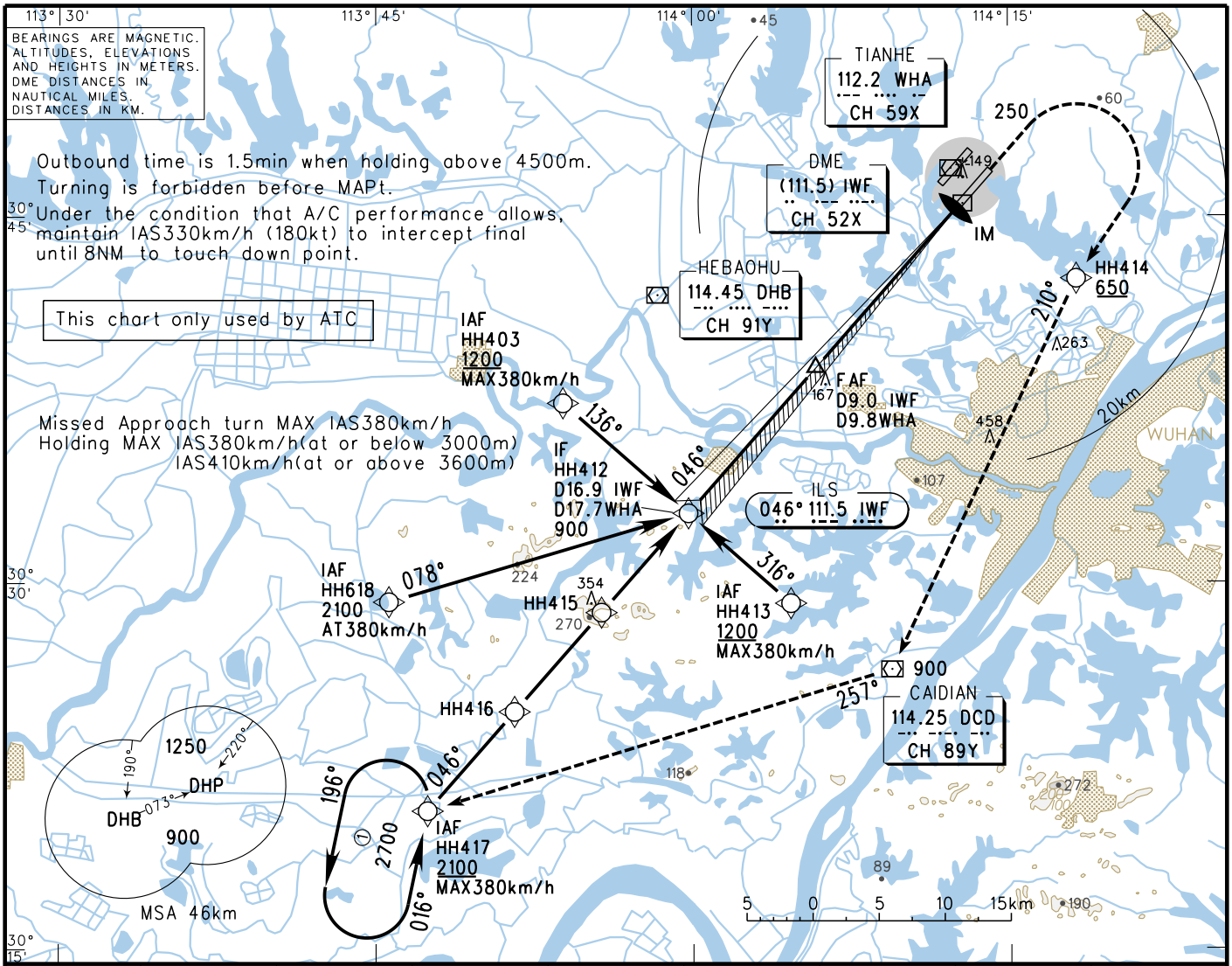
VAR4.2°W

AERODROME ELEV 34.5
THR RWY04R ELEV 29.6

D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR02 118.025(118.1)

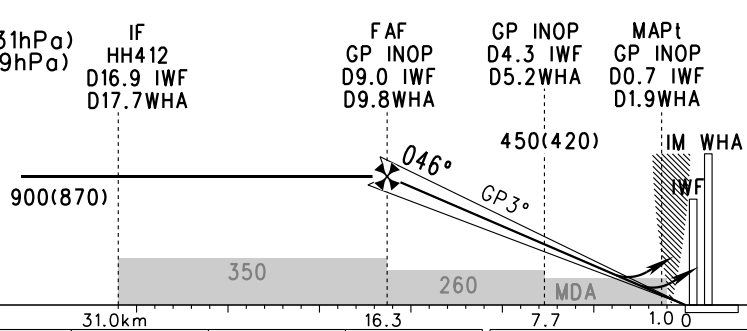
ZHHH WUHAN/Tianhe

RNP CAT-I/II ILS/DME x RWY04R



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≥1031hPa)
2700(QNH≤979hPa)



MISSED APPROACH

Climb straight ahead to 250, turn RIGHT to HH414 at 650 or above, then fly on track 210° and climb to 900 immediately, fly over DCD at 900, continue fly to HH417 at 2100 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 / km/h	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: Landing minima, chart symbols.

INSTRUMENT APPROACH CHART-ICAO

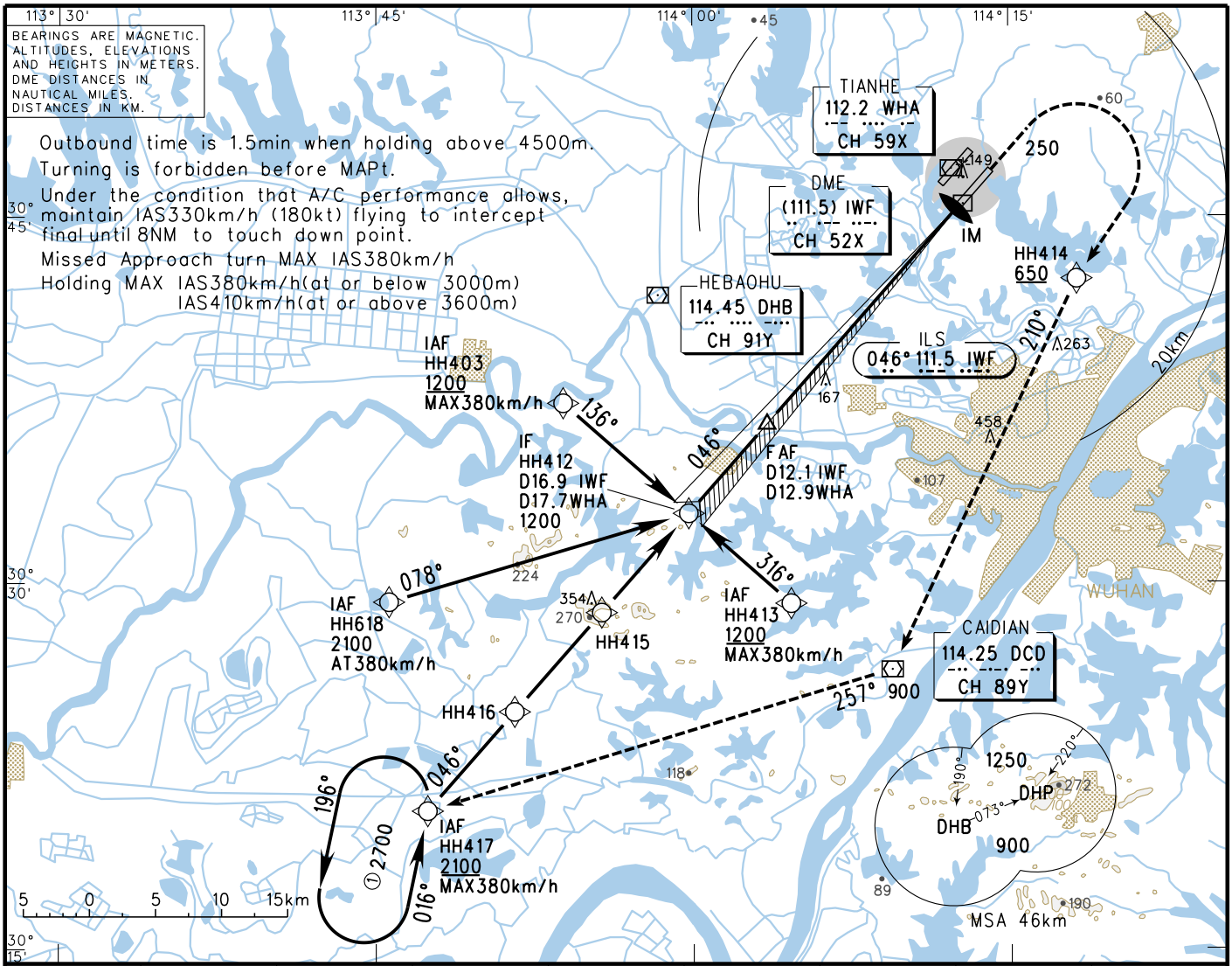
VAR4.2° W

AERODROME ELEV 34.5
THR RWY04R ELEV 29.6

D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR02 118.025(118.1)

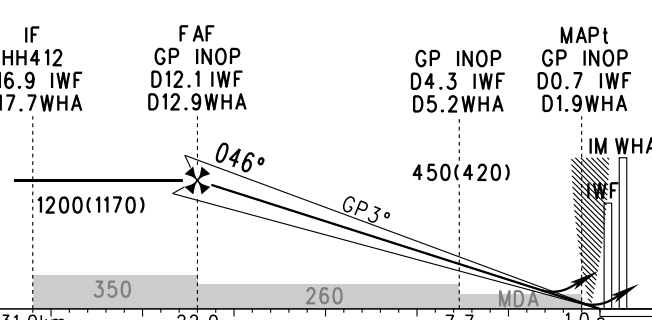
ZHHH WUHAN/Tianhe

RNP
CAT-I/II ILS/DME z RWY04R



GP INOP	DME (IWF) (NM)	12	10	8	6	4	2	
	ALT (m)	1194	1000	805	611	417	223	

TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)



MISSED APPROACH

Climb straight ahead to 250, turn RIGHT to HH414 at 650 or above, fly on track 210° and climb to 900 immediately, fly over DCD at 900, then fly to HH417 at 2100 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	245(216) 3300			
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) 21.0km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	8:30	6:48	5:40	4:52	4:15	3:47
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: Landing minima, chart symbols.

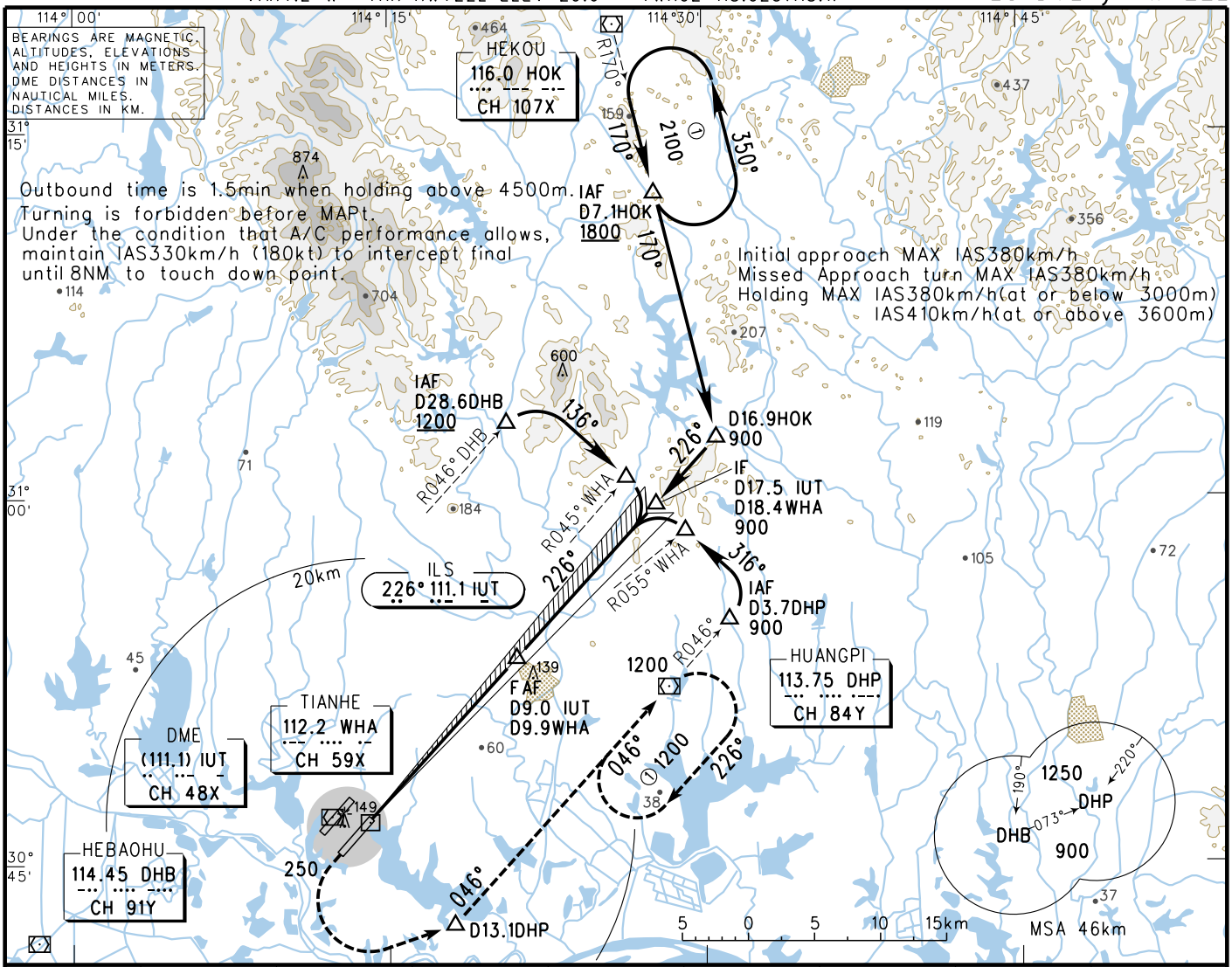
INSTRUMENT APPROACH CHART-ICAO

VAR4.2°W

AERODROME ELEV 34.5
THR RWY22L ELEV 29.6

D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR02 118.025(118.1)

ZHHH WUHAN/Tianhe
ILS/DME y RWY22L

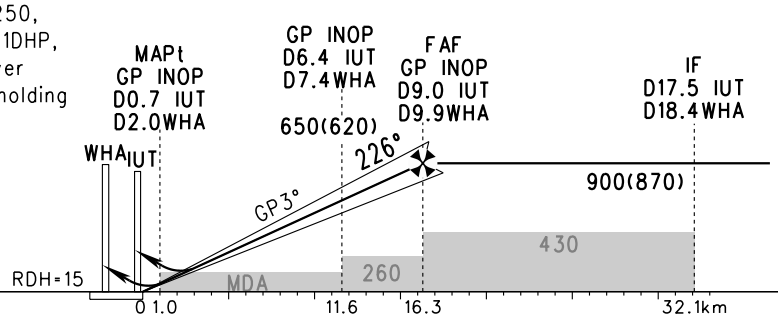


GP INOP	DME (IUT) (NM)	2	3	4	5	6	7	8
	ALT (m)	223	320	417	514	611	708	805

MISSED APPROACH

Climb straight ahead to 250, turn LEFT to R226°/D13.1DHP, then fly on R226° DHP over DHP at 1200, join in the holding pattern, or by ATC.

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	90(60) Ⓑ 800/800			
GP INOP	MDA(H) VIS	215(186) 2700			
CIRCLE	MDA(H) VIS	250(216) 3300	305(271) 4000	305(271) 4600	

FAF-MAPt(GP INOP) 15.3km

GS in kt / km/h	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

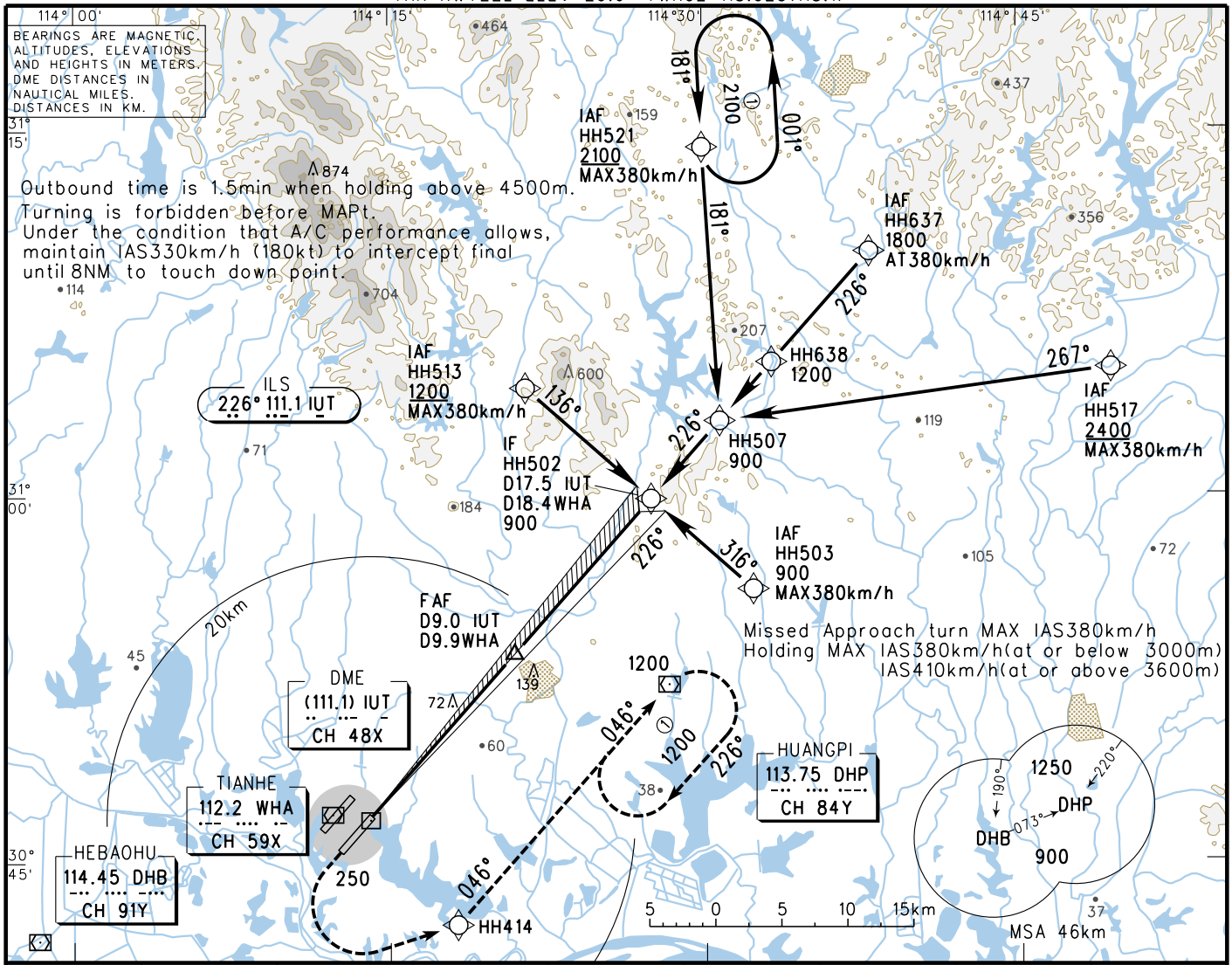
Ⓐ HUD Special CAT I: (DH)(45),(RA)(47),RVR450
Ⓑ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

INSTRUMENT APPROACH CHART-ICAO

D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR02 118.025(118.1)

VAR4.2°W
AERODROME ELEV 34.5
THR RWY22L ELEV 29.6

ZHHH WUHAN/Tianhe
RNP ILS/DME z RWY22L

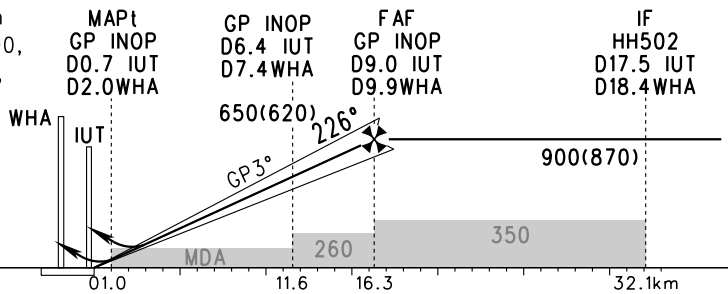


GP INOP	DME (IUT) (NM)	2	3	4	5	6	7	8
	ALT (m)	223	320	417	514	611	708	805

MISSED APPROACH

Climb straight ahead to 250, turn LEFT to HH414, fly on track 046° to DHP at 1200, join in the holding pattern, or by ATC.

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	90(60) Ⓑ 800/800			
GP INOP	MDA(H) VIS	215(186) 2700			
CIRCLE	MDA(H) VIS	250(216) 3300	305(271) 4000	305(271) 4600	

FAF-MAPt(GP INOP) 15.3km

GS in kt / km/h	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)(47),RVR450
Ⓑ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

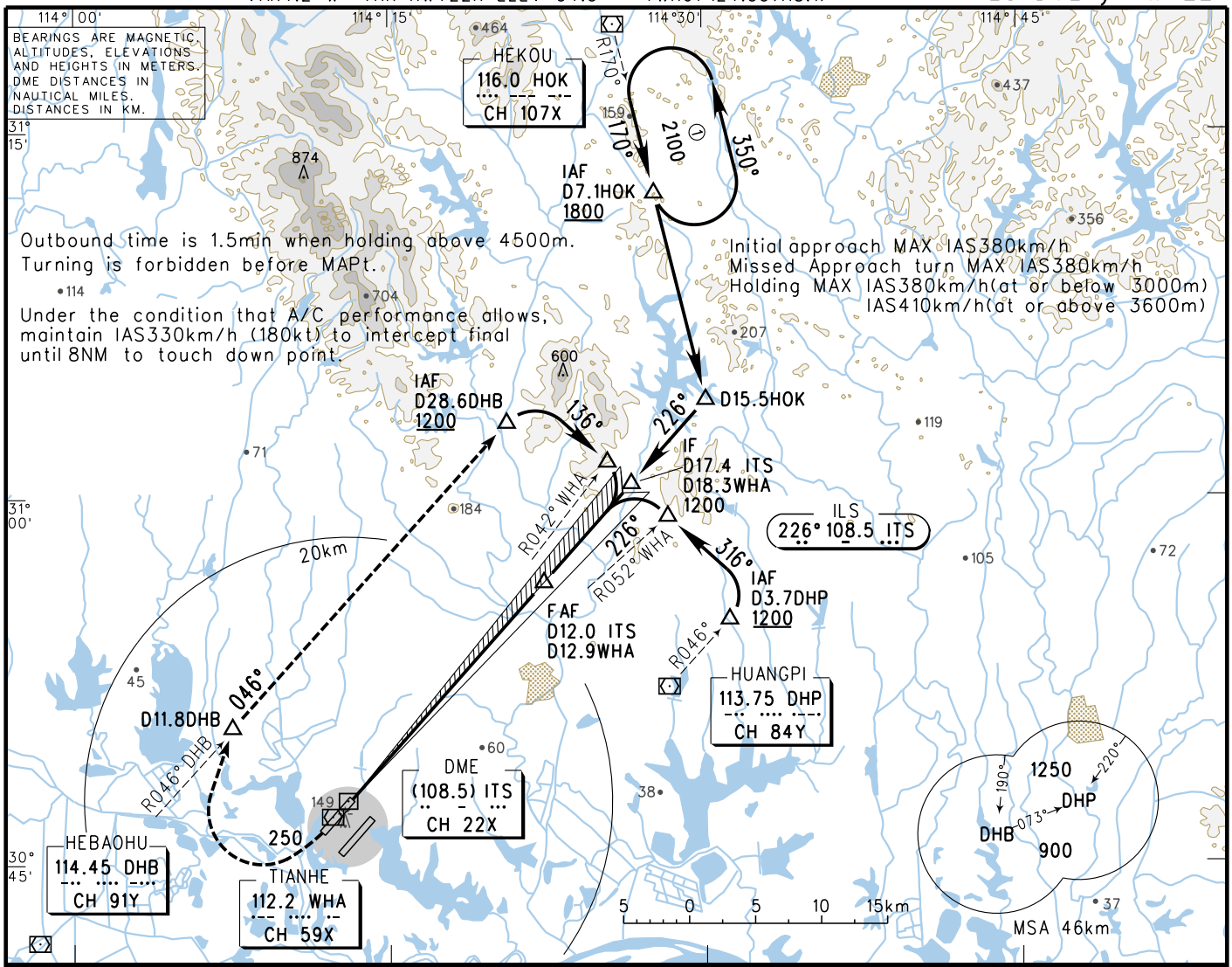
INSTRUMENT APPROACH CHART-ICAO

VAR4.2°W

AERODROME ELEV 34.5
THR RWY22R ELEV 34.3

D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR01 124.35(118.1)

ZHHH WUHAN/Tianhe
ILS/DME y RWY22R

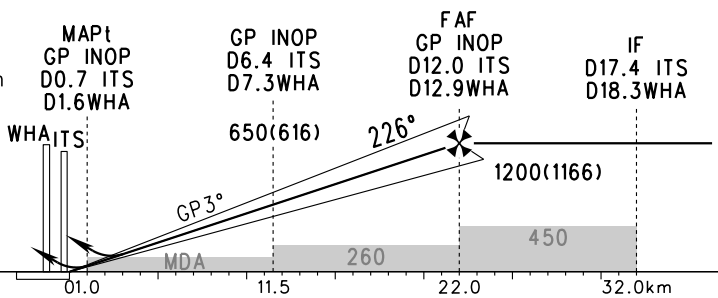


GP INOP	DME (ITS) (NM)	2	4	6	8	10		
	ALT (m)	227	422	616	810	1004		

MISSED APPROACH

Climb straight ahead to 250, turn RIGHT to R046°/D11.8DHB, then fly on R046° DHB to D28.6DHB at 1200 or above, join in the approach procedure, or by ATC.

TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	95(60) Ⓑ800/800			
GP INOP	MDA(H) VIS	205(171) 2400			
CIRCLE	MDA(H) VIS	250(216) 3300	305(271) 4000	305(271) 4600	

FAF-MAPt(GP INOP) 21.0km						
GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	8:30	6:48	5:40	4:52	4:15	3:47
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

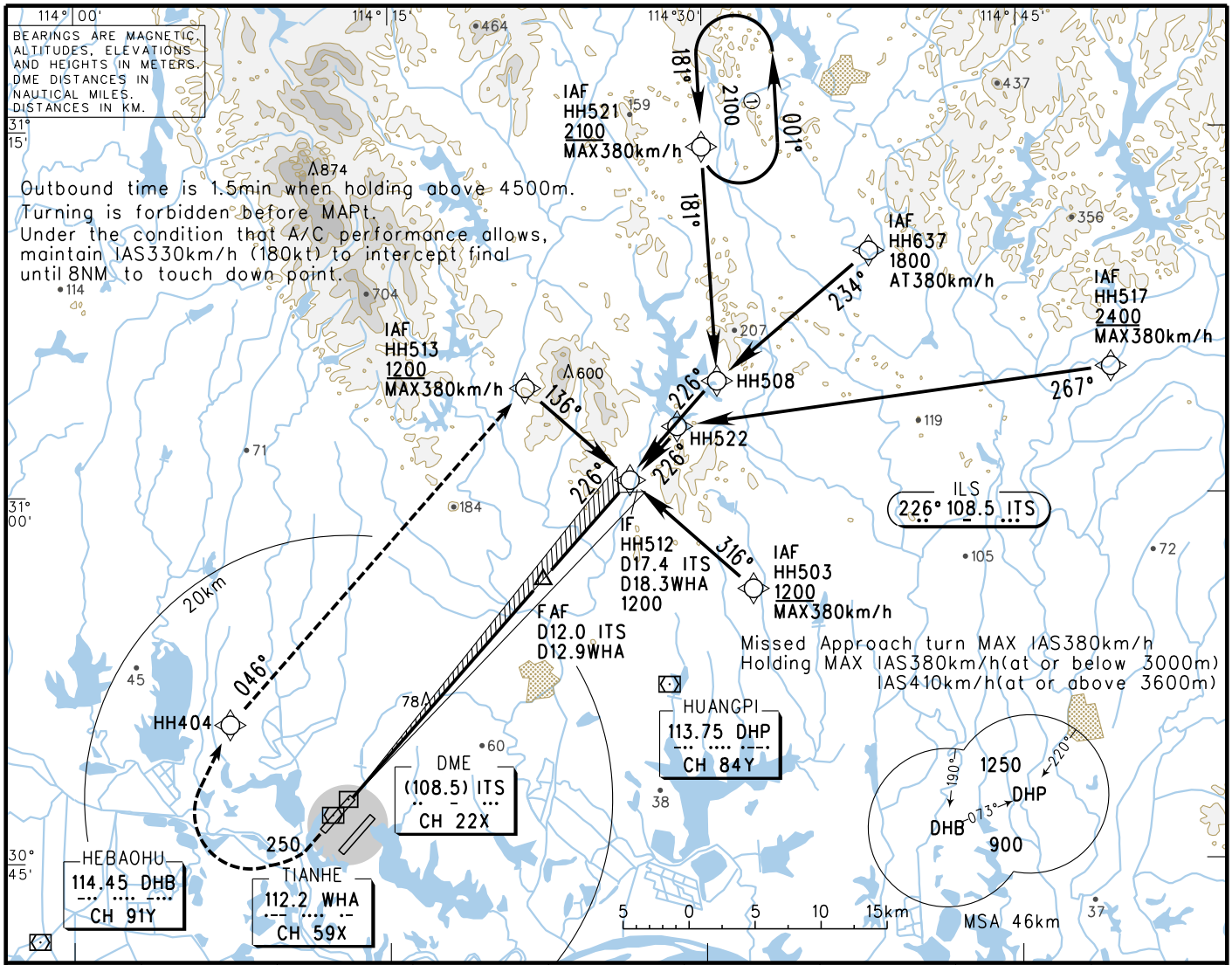
Ⓐ HUD Special CAT I: (DH)(45),(RA)(52),RVR450
Ⓑ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

INSTRUMENT APPROACH CHART-ICAO

D-ATIS(ARR) 126.6
APP01 121.2(119.15)
APP02 126.3(125.6)
APP03 119.575(119.15)
TWR01 124.35(118.1)

AERODROME ELEV 34.5
VAR4.2°W THR RWY22R ELEV 34.3

ZHHH WUHAN/Tianhe
RNP ILS/DME z RWY22R

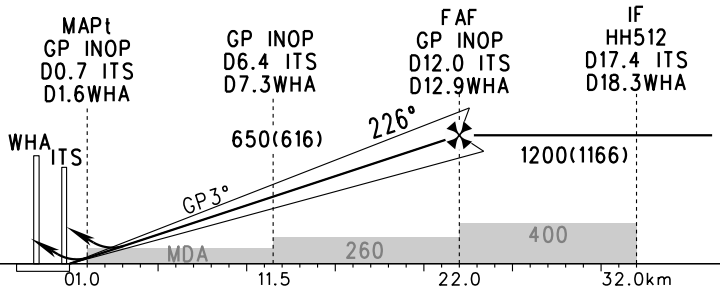


GP INOP	DME (ITS) (NM)	2	4	6	8	10		
	ALT (m)	227	422	616	810	1004		

MISSED APPROACH

Climb straight ahead to 250, turn RIGHT to HH404, fly on track 046° to HH513 at 1200 or above, join in the approach procedure, or by ATC.

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	95(60) Ⓑ 800/800			
GP INOP	MDA(H) VIS	205(171) 2400			
CIRCLE	MDA(H) VIS	250(216) 3300	305(271) 4000	305(271) 4600	

FAF-MAPt(GP INOP) 21.0km						
GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	8:30	6:48	5:40	4:52	4:15	3:47
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(52),RVR450
Ⓑ RVR 550 can be implemented when using approved HUD or AP or FD for approach.