

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZGHA

Terminal Charts For ZGHA

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: CHANGSHA CHN
ICAO/IATA: ZGHA / CSX
Lat/Long: N28° 11.40', E113° 13.10'
Elevation: 219 ft

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

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2130 Z
Sunset: 1119 Z

Runway Information

Runway: 18L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 212 ft
Lighting: Edge, ALS, Centerline

Runway: 18R
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 219 ft
Lighting: Edge, ALS, Centerline

Runway: 36R
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 188 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 198 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 131.450

ATIS: 127.075 Departure Service

ATIS: 127.600 Arrival Service

Huanghua Tower: 118.175 Secondary

Huanghua Tower: 118.550

Huanghua Tower: 124.325

Huanghua Ground: 121.750

Changsha Apron Ramp/Taxi: 121.850

Huanghua Clearance Delivery: 121.950

Changsha Approach: 125.050 Secondary

Changsha Approach: 125.650

Changsha Approach: 124.600

Changsha Approach: 119.650

Changsha Approach: 120.600 Secondary

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HUANGHUA

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CHANGSHA, PR OF CHINA

12 APR 24

10-1P

Eff 17 Apr 1600Z

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 127.6
D-ATIS Departure 127.075

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. COMMENCEMENT AND TERMINATION

Depending on weather and GND service conditions, HUD SA CAT II and low visibility take-off procedures commencement and termination will be issued by Aerodrome Operation Control Office, ATC will inform flight crew via D-ATIS, ATIS, VHF (depending on operational situations).

Flight crew shall report to ATC before implementing HUD SA CAT I.

1.2.2. GROUND OPERATION RULES

Flight crew shall strictly follow ATC instructions when conducting LVP.

Departure ACFT shall not enter or cross RWY 18R during arrival ACFT LOC establishment and landing under RWY 18L HUD SA CAT II operation.

Generally, when conducting LVP, not more than two ACFT are allowed to taxi simultaneously on TWY B.

All arrival and departure ACFT will be guided by Follow-me car depending on flight crew demands when conducting LVP.

1.2.3. SPECIAL REQUIREMENTS

It usually takes about 20-30 minutes from preparation to implement LVP, flight crew shall file an application in advance to Aerodrome Operation Control Office. If flight crew confirms ACFT capable of low visibility take-off (RVR 150m), flight crew shall report to ATC when requesting delivery clearance.

1.3. RWY OPERATIONS

1.3.1. GENERAL

During changing direction of RWY in use, if downwind speed is more than 7 KT (3.5m/s) and not exceeding 10 KT (5m/s) for short time, ATC shall inform flight crew. According to ACFT performance or operation handbook, pilot shall decide whether ACFT will take off or land on downwind RWY allocated, then inform ATC.

1.3.2. USE OF RWYS

RWY 18R/36L is mainly used for departure.

RWY 18L/36R is mainly used for arrival, and departure with ATC permission.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

180° turnaround on RWY and TWY is forbidden.

It is forbidden to taxi behind ACFT which is holding short of RWY holding position.

ACFT entering stands 16 thru 20 cannot taxi behind started-up ACFT at these stands.

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

ACFT taxiing into apron shall be guided by Follow-me car.

1.4.2. RWY HOLDING POSITION AND REQUIREMENTS

ACFT shall stop and wait for TWR ATC instruction at the RWY holding positions.

ACFT shall report to ATC when nose of ACFT exceeds holding position without instruction.

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12 APR 24

10-1P1

Eff 17 Apr 1600Z

AIRPORT BRIEFING

1. GENERAL

1.5. PARKING INFORMATION

Visual Docking Guidance System available at stands 1 thru 10, 211 thru 216, 221 thru 228 and 231 thru 238.

All stands are push-back, except stands 12, 14, 16 thru 20, 122 thru 128, 131 thru 136, 150 thru 153, 241L/R, 242L/R, 243L/R, 251 thru 257 and 257R.

Stands 261L/R, 262L/R, 263L/R, 264L/R, 265L/R and 266L/R are not in use.

1.6. PROCEDURES FOR VFR FLIGHTS

1.6.1. CONDITIONS FOR IMPLEMENTING VISUAL FLIGHT

In the control zones of HUANGHUA Tower or CHANGSHA Approach, after pilot has visual contact with another related ACFT and receives instructions from controller to maintain visual separation, necessary maneuvering flight is conducted to maintain safe separation and avoid flight conflicts. Visual separation can be established through visual follow-up by pilot or maintaining continuous visibility with the related ACFT.

Visual approaches are only conducted during daytime, initiated by controller or pilot with mutual consent, under the following conditions:

- Reported cloud base is higher than or equal to 900m, visibility is greater than or equal to 5km;
- When APT lacks meteorological information services, but pilots report that they can maintain visual descent and fly towards APT.

1.6.2. WEATHER CONDITIONS FOR RADAR-GUIDED VISUAL APPROACHES

When the meteorological conditions at the airport meet the following standards, controllers can guide ACFT for a visual approach using radar:

- The cloud base at the APT is more than 150m above the minimum surveillance altitude for radar guidance. (Note: The cloud base for radar-guided visual approaches at CHANGSHA Approach must be equal to or greater than 900m).
- The visibility at the APT is greater than 5km.

1.6.3. IMPLEMENTING VISUAL SEPARATION

When a pilot can see another related ACFT and accepts visual separation, the pilot is responsible for:

- Always maintaining visual contact with other related ACFT, keeping a safe visual separation, and reporting any maneuvering for flight safety to controller in advance;
- Pilots must maneuver the ACFT to avoid the wake turbulence of the leading ACFT;
- If pilot cannot see another related ACFT or does not wish to use visual separation, they must promptly inform controller to arrange an alternative allowed separation.

1.6.4. IMPLEMENTING VISUAL APPROACH

After accepting a visual approach clearance, pilot must maintain a safe separation from ground obstacles and fly towards the landing APT or follow the leading ACFT on approach.

After visually identifying the landing RWY or the leading ACFT pilot should report to controller as soon as possible.

When the following ACFT pilot reports visual contact with the preceding ACFT, controller may instruct the following ACFT to conduct visual approach following the preceding ACFT. Pilot should maintain visual separation with the preceding ACFT.

If pilot only have visual contact with the airport and but not the preceding ACFT, they should report to controller to arrange the prescribed separation between the preceding and following ACFT.

If pilot cannot complete the visual approach, they should switch to an instrument approach or go around and report to controller promptly.

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12 APR 24

10-1P2

Eff 17 Apr 1600Z

AIRPORT BRIEFING

1. GENERAL

1.7. OTHER INFORMATION

RNAV 1 procedures are implemented for the whole day. If ACFT cannot fulfil requirements of RNAV 1 procedures operation, pilot shall inform TWR or APP ATC at first contact.

RWY 36L/R right-hand circuit.

Birds.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 18L is approved for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

2.2.1. VACATING RWY

ACFT shall fully vacate RWY within 50 seconds after touching down.

If flight crew considers that they cannot fulfil the process within the required time, pilot shall inform ATC before landing (except for wet RWY or contaminated RWY).

ACFT shall follow HUANGHUA TWR instructions to change to contact HUANGHUA GND after vacating RWY. Then report the specific position of vacated RWY and TWY in use to HUANGHUA GND.

2.2.2. RWY CROSSING

TWYs used for ACFT crossing RWY 36L (during RWY 36R departure/arrival operation) and/or RWY 36L (departure operation):

C14 - RWY 36L - B7 or

C16 - RWY 36L - B9.

TWYs used for ACFT crossing RWY 18R (during RWY 18L departure/arrival operation) and/or RWY 18R (departure operation):

C2 - RWY 18R - B1 or

C4 - RWY 18R - B2.

Taxi following the instructions of controller to the holding position and hold short of RWY.

Cross RWY immediately upon receiving crossing clearance. Any questions shall be clarified before crossing RWY.

Repeat all ATC instructions concerning 'hold short of RWY or cross RWY', finally, report to TWR Control 'RWY vacated'.

Pilots shall monitor ATC instructions or information about RWY and watch the activities on and around RWY.

While crossing RWY after the take-off ACFT, pilots shall be responsible for the safety distance with the ACFT to avoid the effect of wake turbulence.

2.3. TAXI PROCEDURES

ACFT shall follow Huanghua GND instructions to change to contact CHANGSHA Apron when taxiing into the intersection between TWY B and apron. With CHANGSHA Apron instructions, ACFT shall be guided by Follow-me vehicle to enter into stand and report to CHANGSHA Apron after parking.

2.4. TRANSPONDER CODE

Retain last code assigned when entering Changsha APP.

Set code to 2000 if no code was designated during flight.

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12 APR 24

10-1P3

Eff 17 Apr 1600Z

AIRPORT BRIEFING

3. DEPARTURE

3.1. CLEARANCE DELIVERY, DATALINK DEPARTURE CLEARANCE SERVICE (DCL)

Pilots can obtain ATC clearance through Digital Clearance Delivery (DCL) or manual broadcast on the clearance frequency.

Pilots should prioritize using DCL to apply for ATC clearance from ATC 10 to 30minutes before EOBT.

Pilots who have finished DCL service must read back ATC clearance to ATC.

If DCL is unreliable, application or release of ATC clearance will switch to manual broadcast.

The "NEXT FREQ" in the DCL message indicates TWR clearance frequency. The "DEP FREQ" in the DCL message indicates departure frequency.

After pilots received ATC clearance through the methods above, ATC will instruct them to contact CHANGSHA Apron and pilots should maintain radio contact with CHANGSHA Apron.

3.2. DE-ICING

De-icing shall be carried out at apron or designated location with clearance of Aerodrome Operation Control Office, ACFT shall contact CHANGSHA Apron to apply the procedure for taxiing back to the stands or directly taxiing and taking off when de-icing finished.

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

Engine run-ups are subject to CHANGSHA Apron and maintenance department clearance, and may only be carried out at designated location. Fast engine run-ups in the vicinity of boarding bridges and TWYs are strictly forbidden.

ACFT shall taxi on route designated by Tower controller, and shall receive clearance before entering RWY.

ACFT shall observe cautiously when taxiing from stands 134 thru 136 and 150 thru 159 to intersection of TWY T5 and T7, strictly follow apron controllers instructions.

CHANGSHA Apron issues information such as push-back, start-up and taxiing. ACFT shall follow CHANGSHA Apron instructions to change to contact HUANGHUA GND before entering the intersection between TWY B and apron. Then taxi to the RWY holding position with HUANGHUA GND instructions.

After ACFT parked between stands 241 thru 243 are ready, follow instructions of HUANGHUA Ground Control to apply for permission to push-back, start-up and taxiing.

3.4. NOISE ABATEMENT PROCEDURES

Under condition of applying with climb gradient, apply below procedures.

If unable inform ATC.

1. If ACFT performance allows, use reduced thrust to take-off.
2. At altitude 1480'/450m:
 - climb speed of $V_2 + 20\text{km/h}$ (10 KT);
 - reduce engine power/thrust and angle of pitch;
 - maintain a speed with flaps and slats in the take-off configuration.
3. At altitude 2960'/900m:
 - maintain a positive rate of climb;
 - accelerate to normal en-route climb speed;
 - retract flaps/slats on schedule.

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12 APR 24

10-1P4

Eff 17 Apr 1600Z

AIRPORT BRIEFING

3. DEPARTURE

3.5. RWY OPERATIONS

3.5.1. ENTERING RWY

ACFT shall finish RWY alignment within 60 seconds after receiving ATC instructions of entering RWY. If flight crew considers that they cannot fulfil the process within the required time, pilot shall inform TWR ATC controller before reaching RWY holding point (except for wet or contaminated RWY).

3.5.2. RWY CROSSING

TWYs used for ACFT crossing RWY 36L (during RWY 36R departure/arrival operation):

B1 - RWY 36L - C2.

TWYs used for ACFT crossing RWY 18R (during RWY 18L departure/arrival operation):

B9 - RWY 18R - C16.

3.6. OTHER INFORMATION

In order to avoid frequency congestion, pilot shall leave HUANGHUA TWR frequency without radiotelephony instruction from controller after taking off and contact APP immediately on the frequency assigned by ATC clearance.

CHANGSHA, PR OF CHINA

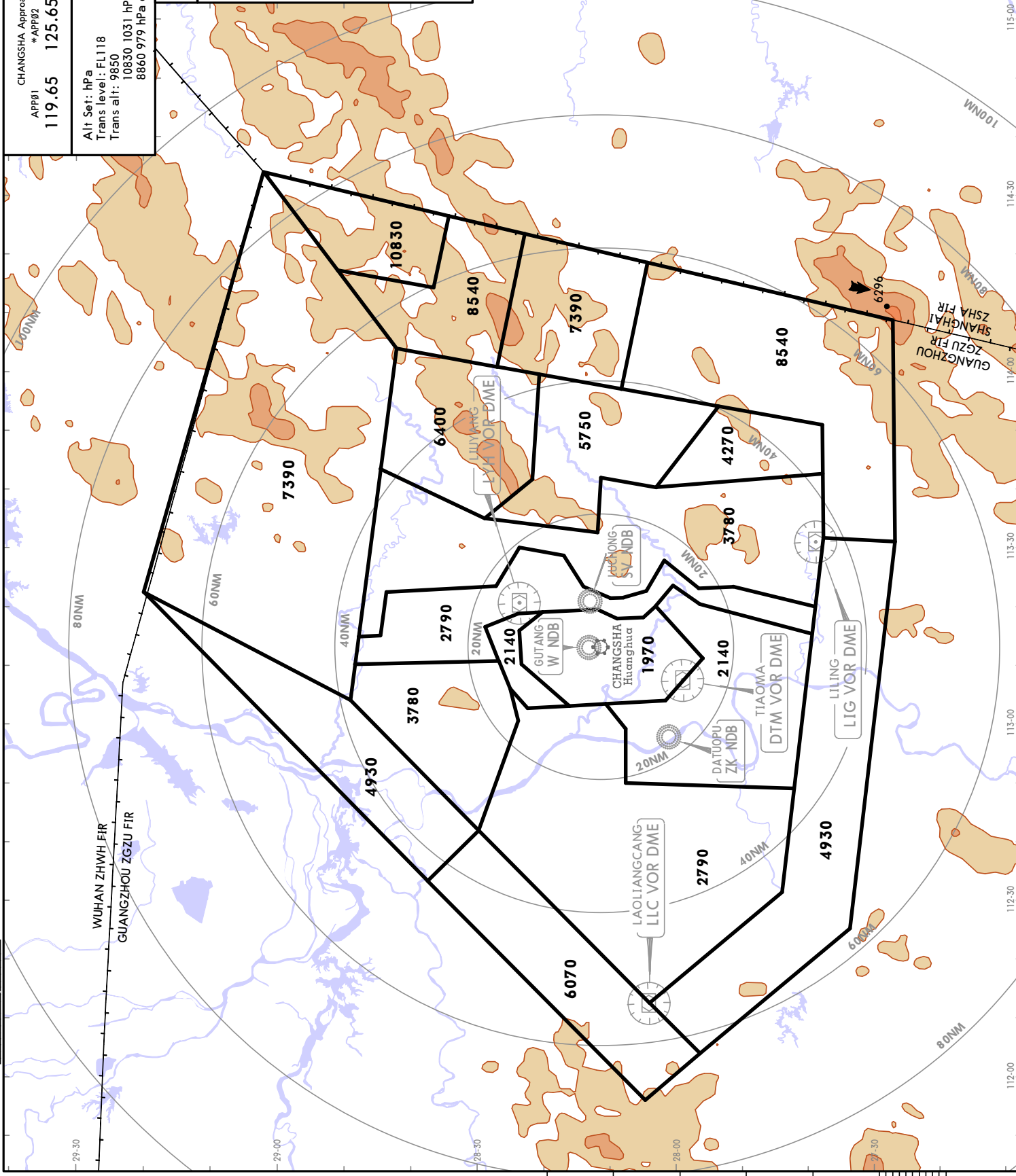
RADAR MINIMUM ALTITUDES

CHANGSHA Approach (R)
 #APP01 119.65 #APP02 125.65 #APP03 124.6
 Apt Elev 219

Alt Set: hPa
 Trans level: FL118
 Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below

FL CONVERSION
 FL118 FL3600m

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
8540'	- 2600m
7390'	- 2250m
6400'	- 1950m
6070'	- 1850m
5750'	- 1750m
4930'	- 1500m
4270'	- 1300m
3780'	- 1150m
2790'	- 850m
2140'	- 650m
1970'	- 600m



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 HUANGHUA
 12 MAY 23
 Eff 17 May 1600Z
 (10-1R)



CHANGSHA, PR OF CHINA

ZGHA/CSX
HUANGHUA
12 APR 24
Eff 17 Apr 1600Z
10-2

D-ATIS
127.6
Apl Elev
219

Alt Set: hPa Trans level: FL118
RNAV 1 GNSS OR RNP 1 GNSS
RNAV 1: RADAR required.
If indicated speed exceeds the charted restrictions, immediately report to ATC.

PEX 1W
PEX 2W
PEX 1X

RNAV ARRIVALS
(ALL RWYS)

STAR	RWY	ROUTING
PEX 1W	18L/R	PEXID (K250-) - HA377 - HA381 - HA382 - HA369 - HA367 (6890+) - LUMLU - HA366 (K205-; 2960+).
	2W	PEXID (K250-) - HA377 - HA381 - HA367 (6890+) - LUMLU - HA366 (K205-; 2960+).
	36L/R	PEXID (K250-) - HA377 - HA382 - VIKEB - HA386 (6890+) - HA387 - HA383 (K205-; 3940+).

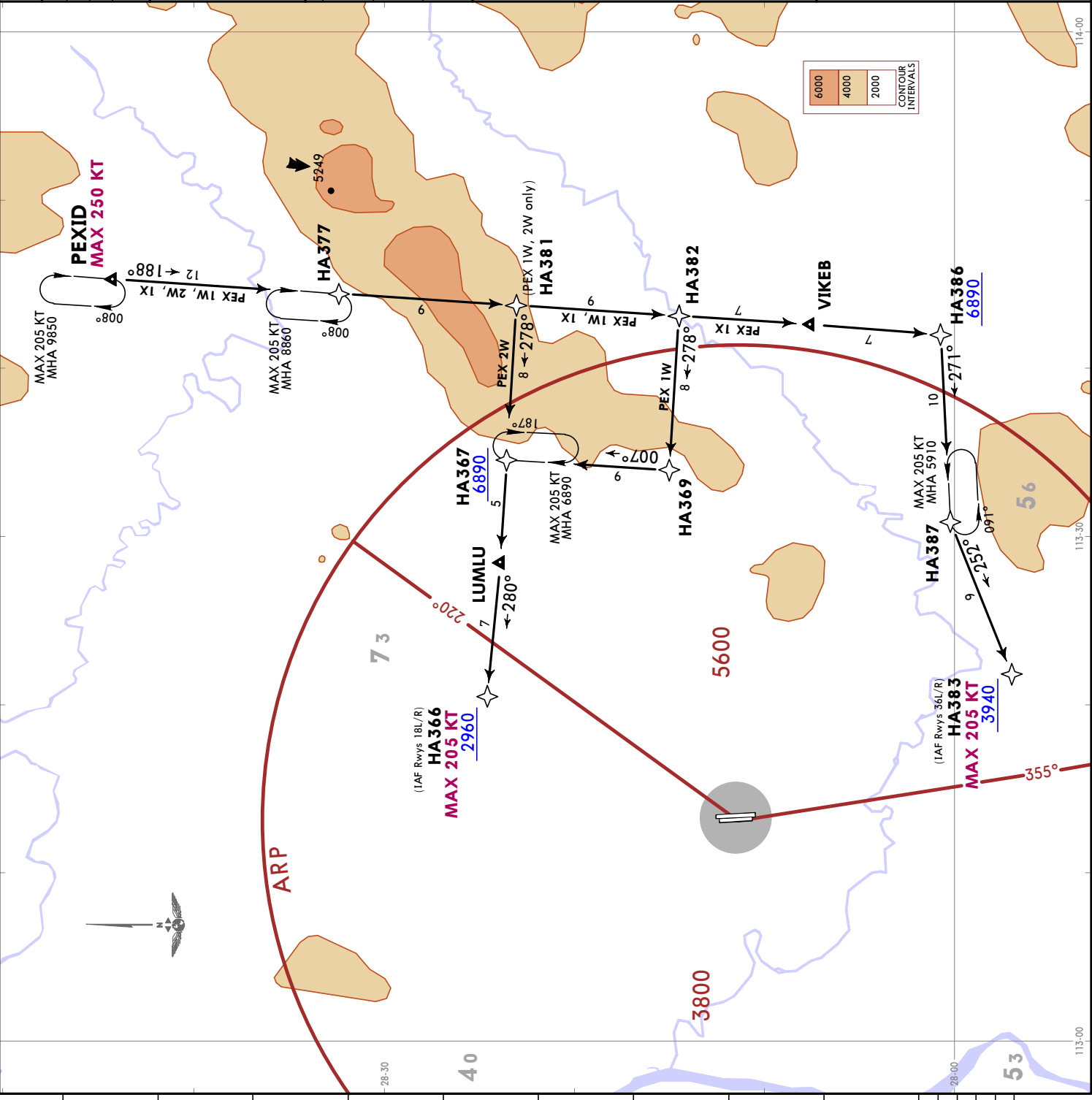
Radio communication failure
Ground communication failure:
When the ground radio transmit/receive capability fails, preventing the acft from establishing effective communication with the control unit the acft shall contact the previous control unit and continue according to the control instructions of the control unit.

Restoration of radio communication failure:
If the acft that lost communication has landed or has restored communication, normal control communications can resume, and the relevant control units must be notified immediately.

Radio communication failure during RADAR control
If the ACFT is confirmed to have lost receiving capability, RADAR control can continue based on pilot's intentions.

FL CONVERSION	
FL 118	FL3600m

FT/METER CONVERSION	
QNH	
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
3940'	- 1200m
2960'	- 900m



ZGHA/CSX
HUANGHUA

CHANGSHA, PR OF CHINA

12 APR 24 (10-2A) Eff 17 Apr 1600Z

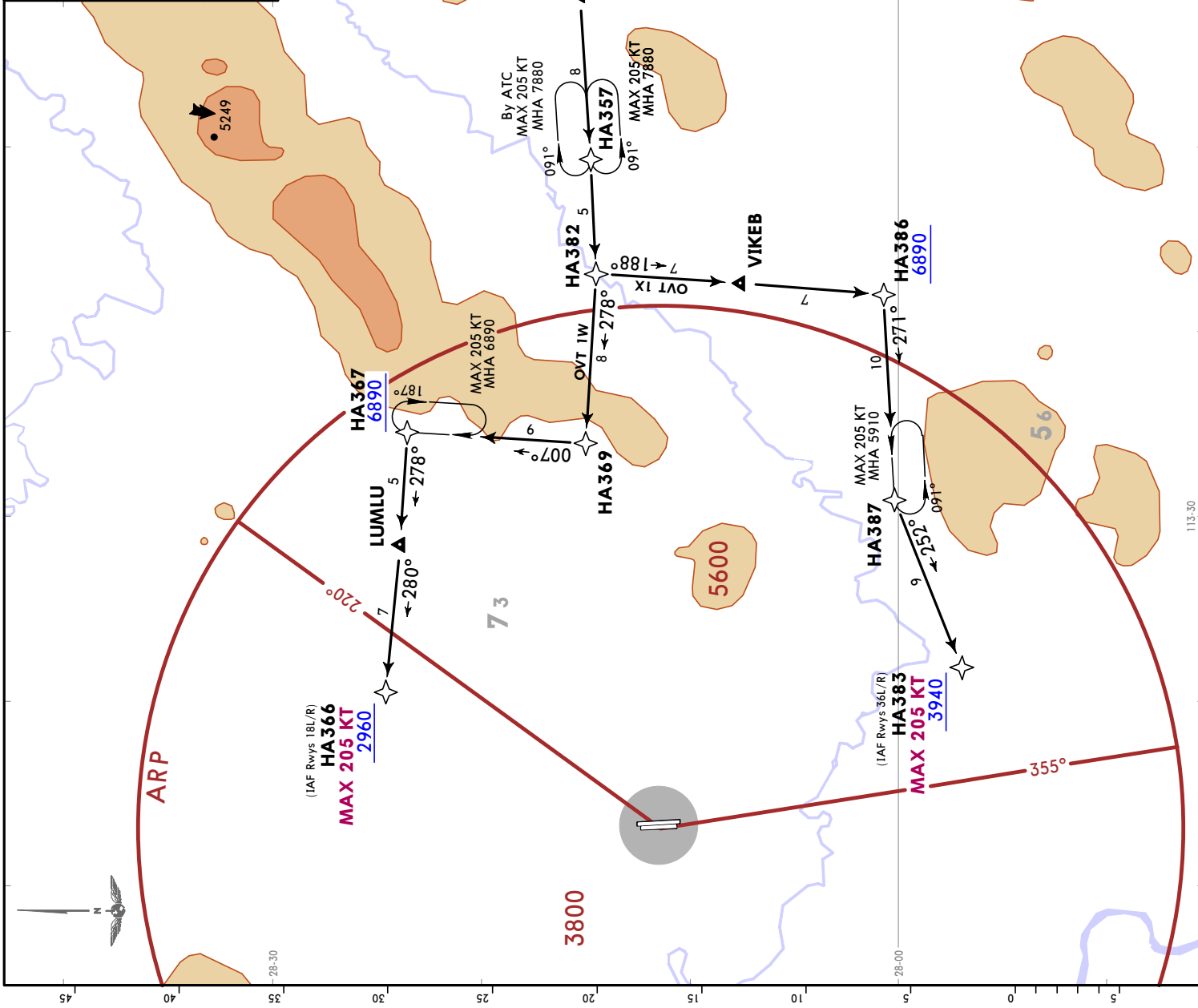
10-2A

RNAV STAR

FL CONVERSION FL118 FL3600m	D-ATIS 127.6	Apt Elev 219
FT/METER CONVERSION QNH 7880' - 2400m 6890' - 2100m 5910' - 1800m 3940' - 1200m 2960' - 900m	Alt Set: hPa Trans level: FL118	
COMMS Refer to 10-2. LOST LOST COMMS LOST COMMS	RNAV 1 GNSS OR RNP 1 GNSS	
	RNAV 1: RADAR required.	

STAR	RWY	ROUTING
OVT 1W 18L/R		OVTAN - HA356 - CS01 (K250-) - HA357 - HA382 - HA369 - HA367 (6890+) - LUMLU - HA366 (K205-; 2960+)
OVT 1X 36L/R		OVTAN - HA356 - CS01 (K250-) - HA357 - HA382 - VIKEB - HA386 (6890+) - HA387 - HA383 (K205-; 3940+)

OVT 1W
OVT 1X
RNAV ARRIVALS
(ALL RWYS)



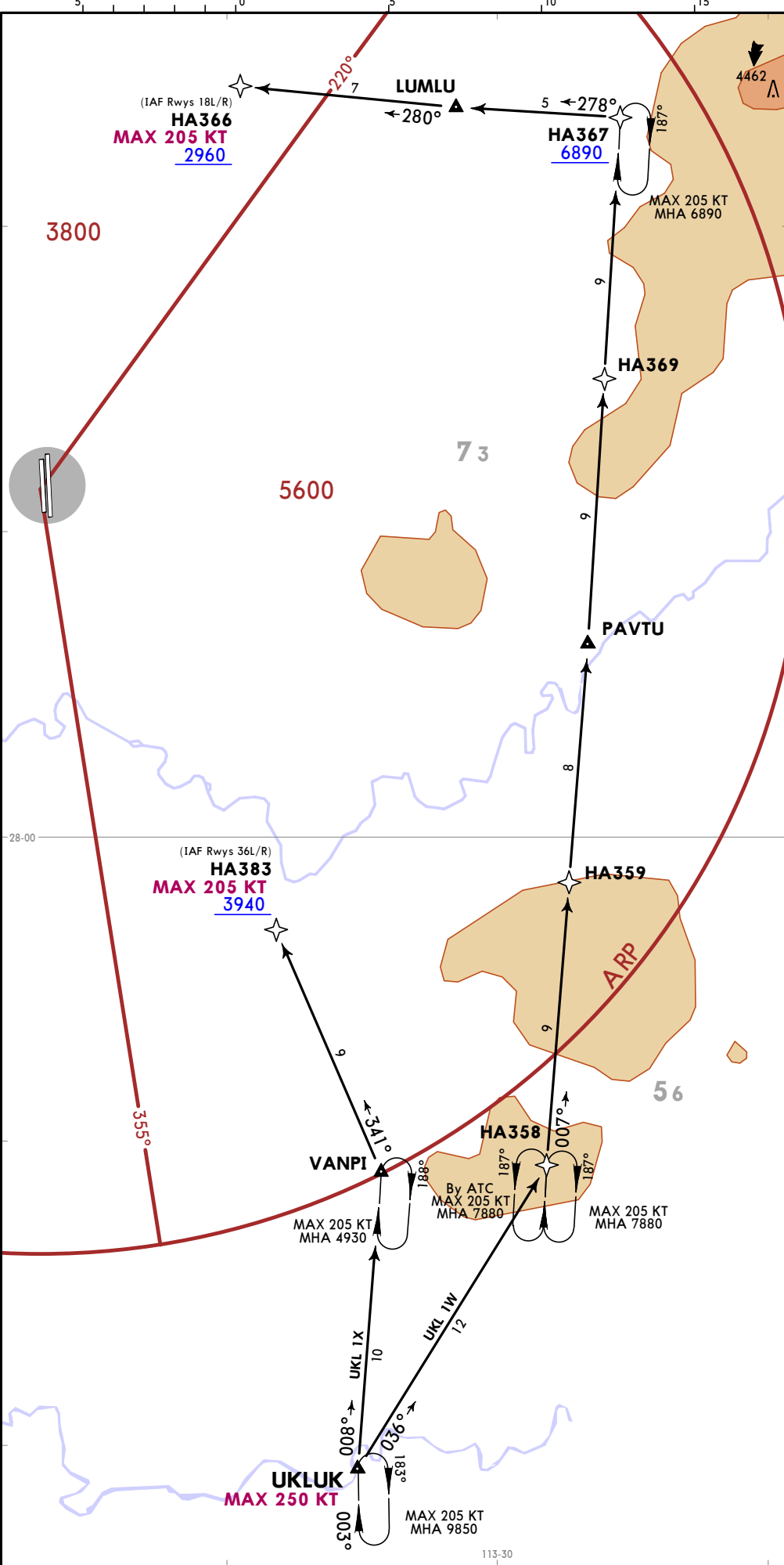
6000	4000	2000
CONTOUR INTERVALS		

CHANGES: General note and LOST COMMS reference added.

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HUANGHUA
12 APR 24
10-2B
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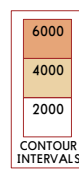
CHANGSHA, PR OF CHINA
RNAV STAR



D-ATIS 127.6		Apt Elev 219	
Alt Set: hPa Trans level: FL118			
RNAV 1 GNSS		OR RNP 1 GNSS	
RNAV 1: RADAR required.			
If indicated speed exceeds the charted restrictions, immediately report to ATC.			
UKL 1W UKL 1X RNAV ARRIVALS (ALL RWYS)			
STAR	RWY	ROUTING	
UKL 1W	18L/R	UKLUK (K250-) - HA358 - HA359 - PAVTU - HA369 - HA367 (6890+) - LUMLU - HA366 (K205-; 2960+).	
UKL 1X	36L/R	UKLUK (K250-) - VANPI - HA383 (K205-; 3940+).	
COMMS		FL CONVERSION	
Refer to 10-2.		FL118 FL3600m	
FT/METER CONVERSION		QNH	
9850' - 3000m			
7880' - 2400m			
6890' - 2100m			
4930' - 1500m			
3940' - 1200m			
2960' - 900m			

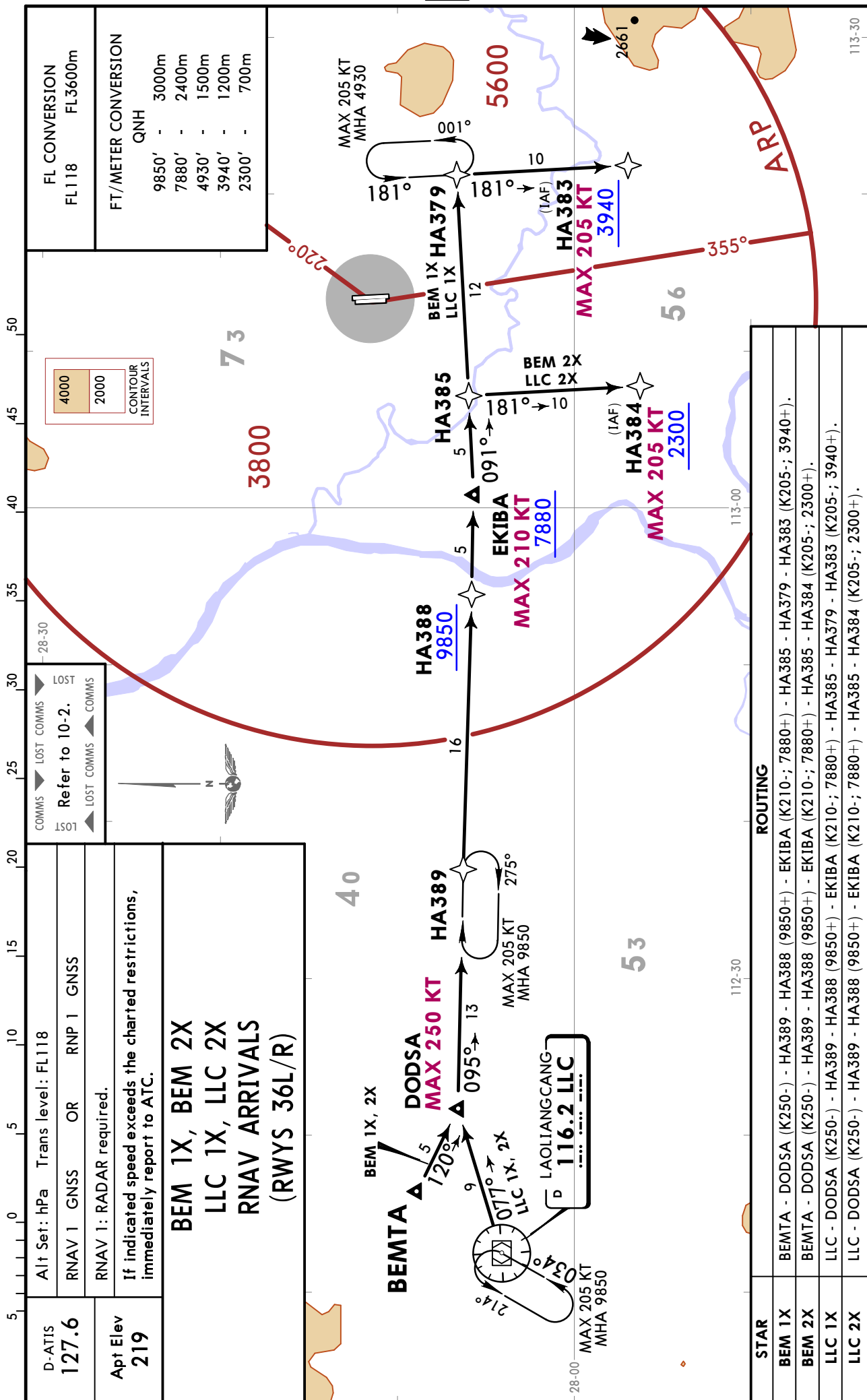
**RNAV ARRIVALS
(ALL RWYS)**

UKL 1W
UKL 1X



ZGHA/CSX HUANGHUA

JEPPESENCHANGSHA, PR OF CHINA
12 APR 24 **10-2D** Eff 17 Apr 1600Z **RNAV STAR**



FL CONVERSION	FL118	FL3600m
FT/METER CONVERSION	QNH	
	9850'	3000m
	7880'	2400m
	4930'	1500m
	3940'	1200m
	2300'	700m

CONTOUR INTERVALS	4000
	2000

COMMS
 LOST COMMS
 Refer to 10-2.
 LOST COMMS
 COMMS

D-ATIS
127.6
 Alt Set: hPa Trans level: FL118
 RNAV 1 GNSS OR RNP 1 GNSS
 RNAV 1: RADAR required.
 If indicated speed exceeds the charted restrictions, immediately report to ATC.

**BEM 1X, BEM 2X
 LLC 1X, LLC 2X
 RNAV ARRIVALS
 (RWYS 36L/R)**

STAR	ROUTING
BEM 1X	BEMTA - DODSA (K250-) - HA389 - HA388 (9850+) - EKIBA (K210-; 7880+) - HA385 - HA379 - HA383 (K205-; 3940+).
BEM 2X	BEMTA - DODSA (K250-) - HA389 - HA388 (9850+) - EKIBA (K210-; 7880+) - HA385 - HA384 (K205-; 2300+).
LLC 1X	LLC - DODSA (K250-) - HA389 - HA388 (9850+) - EKIBA (K210-; 7880+) - HA385 - HA379 - HA383 (K205-; 3940+).
LLC 2X	LLC - DODSA (K250-) - HA389 - HA388 (9850+) - EKIBA (K210-; 7880+) - HA385 - HA384 (K205-; 2300+).

CHANGSHA, PR OF CHINA **STAR**

D-ATIS
127.6

Apt Elev
219

Alt Set: hPa
Trans level: FL118

If indicated speed exceeds the charted restrictions, immediately report to ATC.

PEX 01A
ARRIVAL
(RWYS 36L/R)

PEX 11A
ARRIVAL
(RWYS 18L/R)

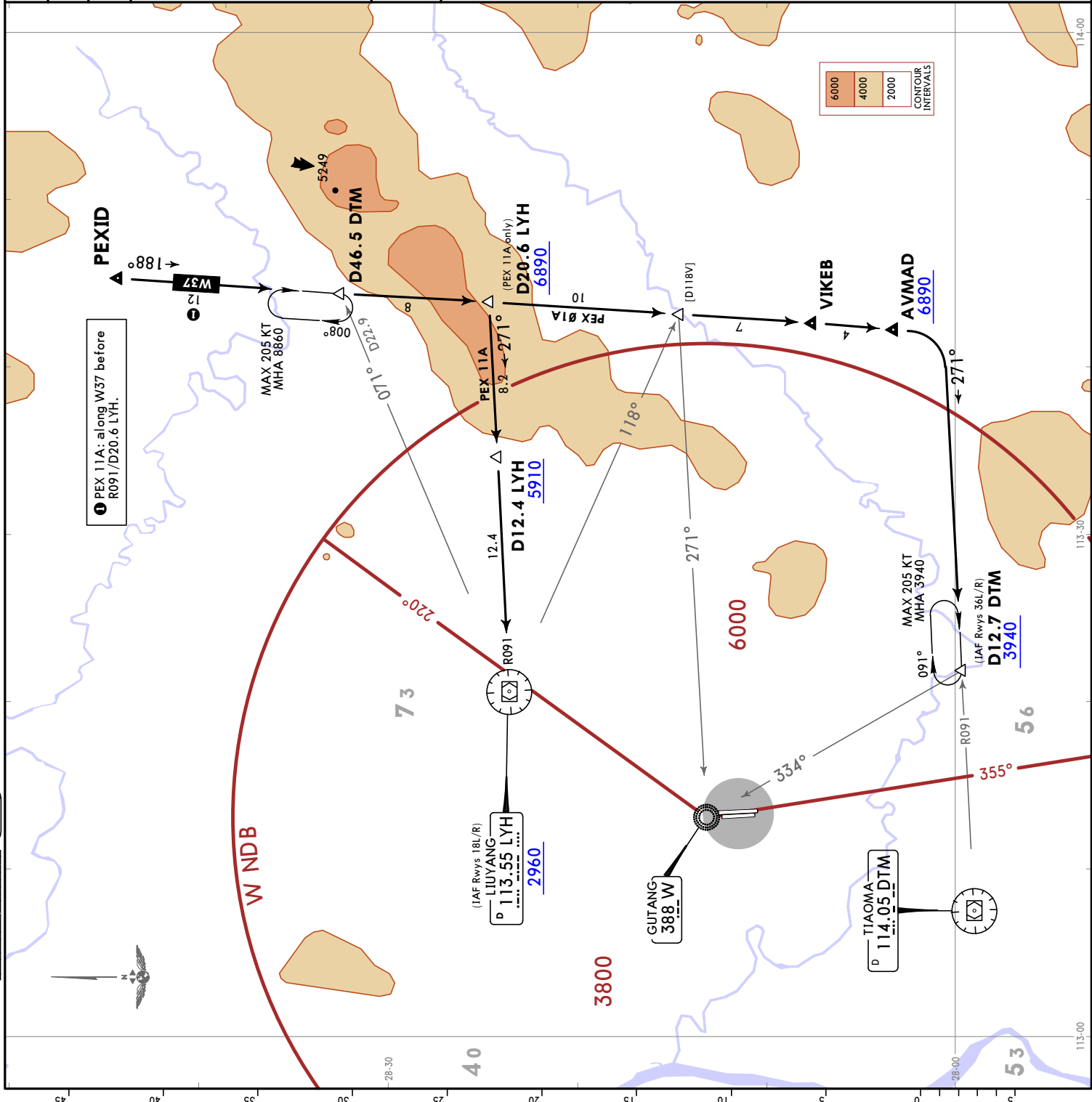
**SPEED: INITIAL APPROACH
MAX 205 KT**

COMMS ▼ LOST COMMS ▼
Refer to 10-2.
LOST ▲ LOST COMMS ▲

FL CONVERSION	FL3600m
FT/METER CONVERSION	QNH
	8860' - 2700m
	6890' - 2100m
	5910' - 1800m
	3940' - 1200m
	2960' - 900m

ZGHA/CSX
HUANGHUA **EF 17 Apr 1600Z** (10-2E)

JEPPESEN
12 APR 24



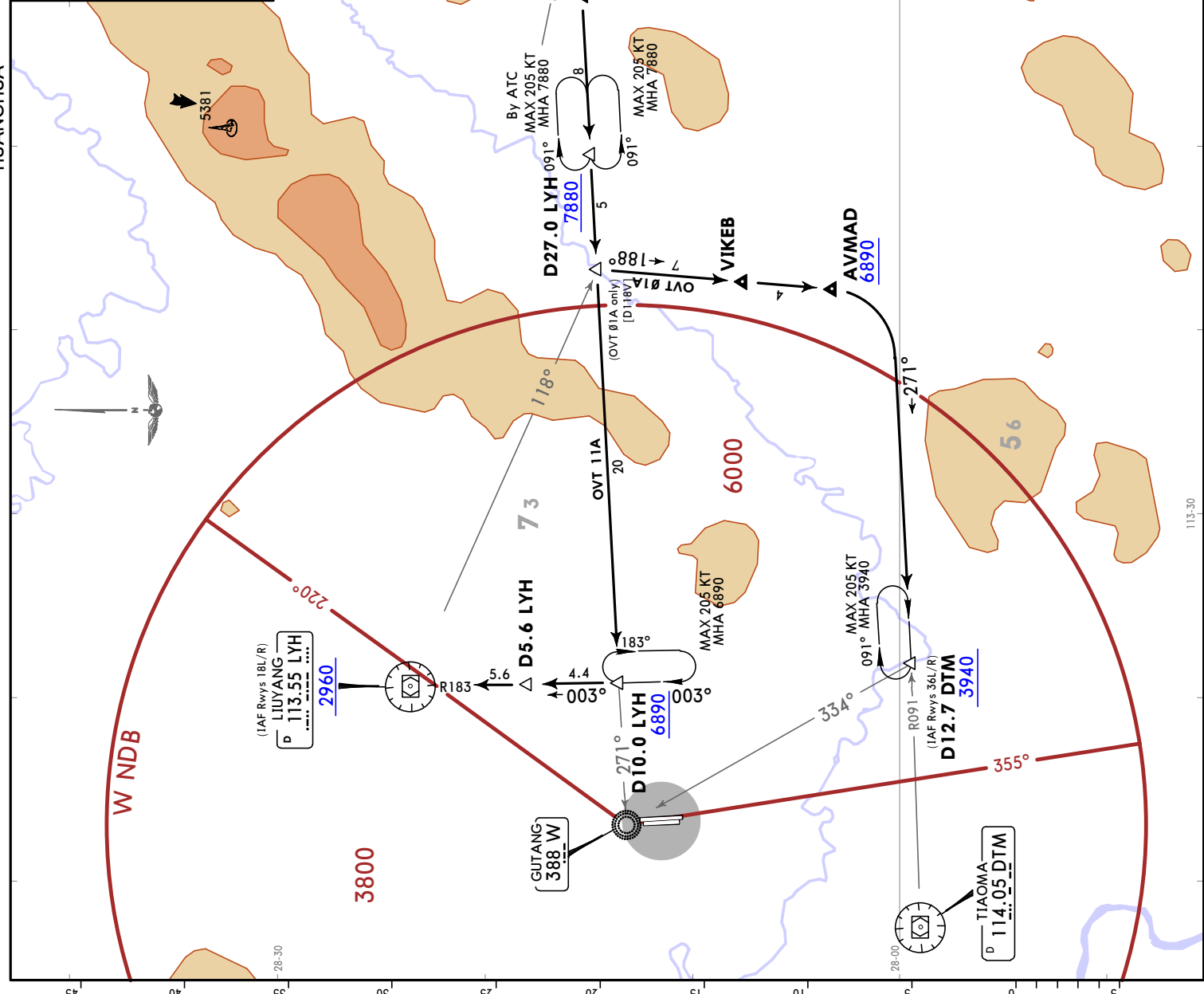
6000	4000	2000
CONTOUR INTERVALS		

JEPPESEN CHANGSHA, PR OF CHINA
 12 APR 24 (10-2G) Eff 17 Apr 1600Z **STAR**

ZGHA/CSX
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D-ATIS 127.6	Apt Elev 219
FL CONVERSION FL118 - FL3600m	
Alt Set: hPa Trans level: FL118	
If indicated speed exceeds the charted restrictions, immediately report to ATC.	
OVT 01A ARRIVAL (RWYS 36L/R) OVT 11A ARRIVAL (RWYS 18L/R) SPEED: INITIAL APPROACH MAX 205 KT	

FT/METER CONVERSION QNH	COMMS
7880' - 2400m	LOST COMMS
6890' - 2100m	LOST COMMS
3940' - 1200m	LOST COMMS
2960' - 900m	LOST COMMS
Refer to 10-2.	LOST COMMS



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CHANGSHA, PR OF CHINA
STAR

12 APR 24 (10-2J) Eff: 17 Apr 1600Z

D-ATIS	Apt Elev	Alt Set: hPa
127.6	219	Trans level: FL118

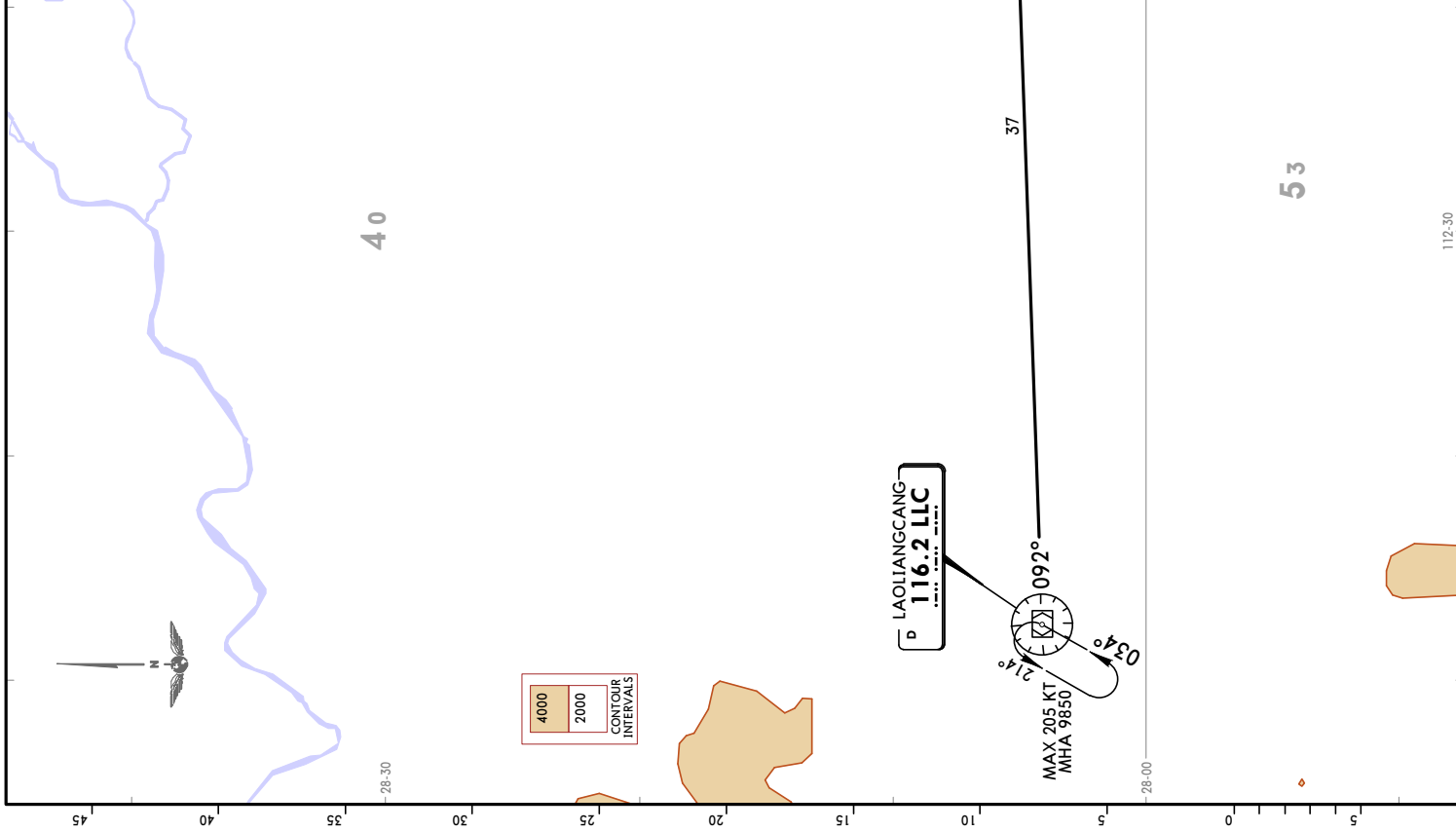
FL CONVERSION	FL3600m
FT/METER CONVERSION	
QNH	
9850' -	3000m
7880' -	2400m
4930' -	1500m
3940' -	1200m
2960' -	900m
2300' -	700m

D14.0 DTM
MAX 205 KT MHA 4930

COMMS
 ▼ LOST COMMS
 Refer to 10-2.
 ▲ LOST COMMS
 ▲ COMMS

LLC Ø1A, LLC Ø2A
ARRIVALS
 (RWYS 36L/R)
 LLC 11A, LLC 12A
ARRIVALS
 (RWYS 18L/R)
SPEED: INITIAL APPROACH MAX 205 KT

If indicated speed exceeds the charted restrictions, immediately report to ATC.

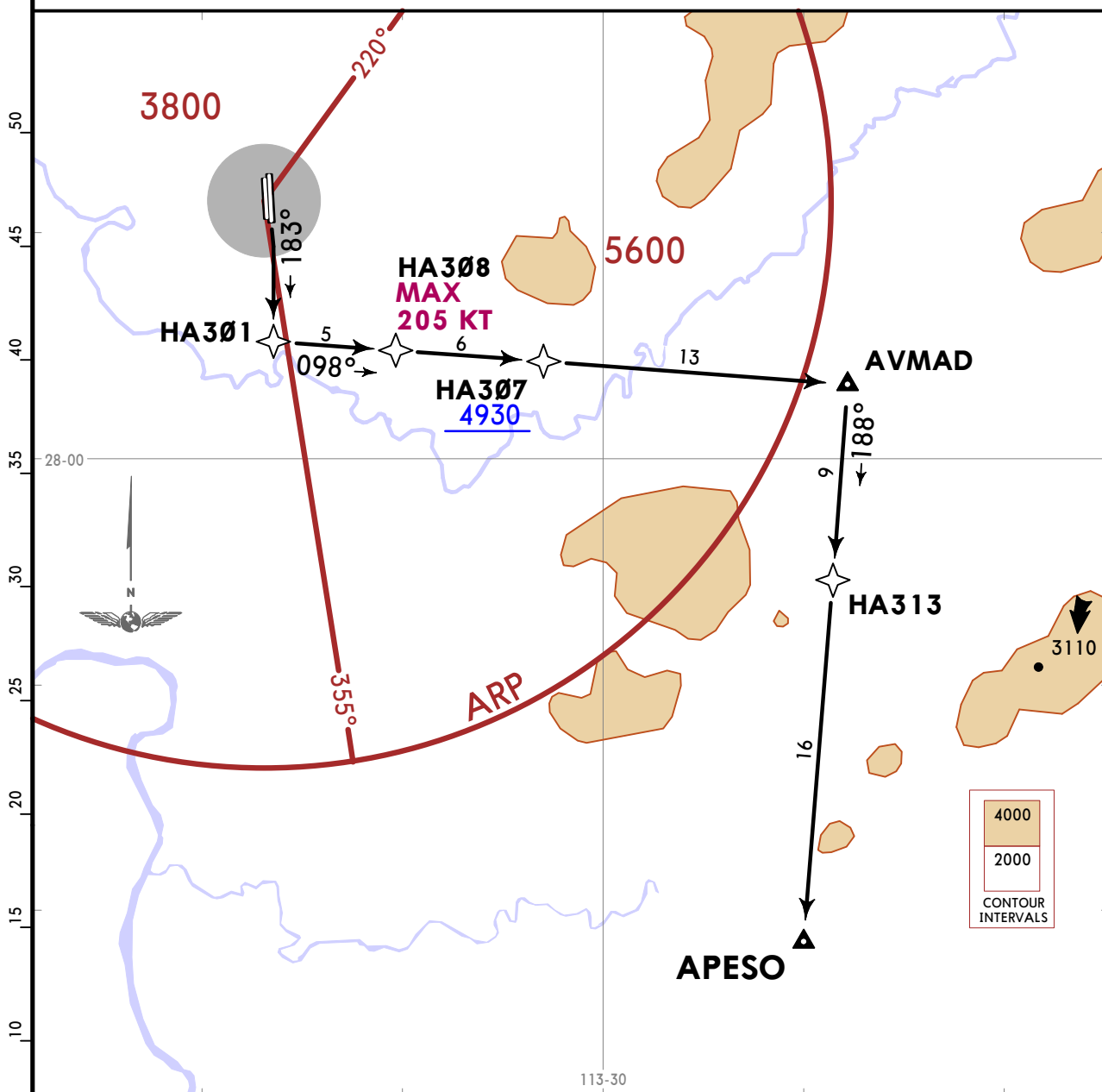


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JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3 Eff 17 Apr 1600Z RNAV SID

Apt Elev 219	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS OR RNP 1 GNSS
RNAV 1: RADAR required.	

APE 7W
RNAV DEPARTURE
(RWY 18L)



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

ROUTING

HA301 - HA308 (K205-) -
HA307 (4930+) - AVMAD -
HA313 - APESO.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Radio communication failure
Ground communication failure:
When the ground radio transmit/receive capability fails, preventing the acft from establishing effective communication with the control unit, the acft shall contact the previous control unit and continue according to the control instructions of the control unit.

Restoration of radio communication failure:
If the acft that lost communication has landed or has restored communication, normal control communications can resume, and the relevant control units must be notified immediately.

Radio communication failure during RADAR control
If the ACFT is confirmed to have lost receiving capability, RADAR control can continue based on pilot's intentions.

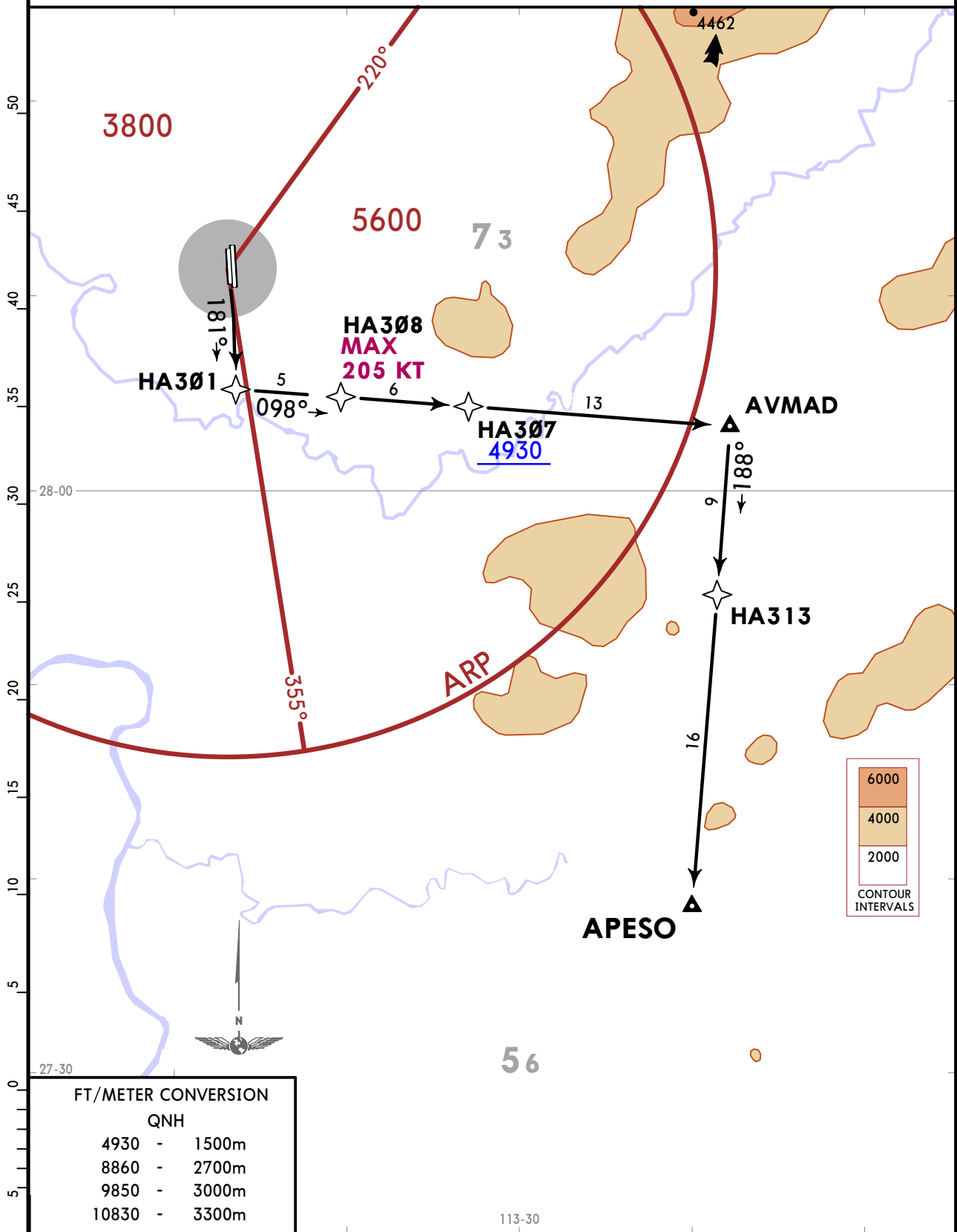
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3A) Eff 17 Apr 1600Z **RNAV SID**

Apt Elev 219	Trans alt: 9850	COMMS ▼ LOST COMMS ▼
	10830 1031 hPa or above	Refer to 10-3.
	8860 979 hPa or below	▲ LOST COMMS ▲ COMMS
RNAV 1 GNSS OR RNP 1 GNSS		
RNAV 1: RADAR required.		

APE 9W
RNAV DEPARTURE
(RWY 18R)



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

ROUTING
HA301 - HA308 (K205-) - HA307 (4930+) - AVMAD - HA313 - APESO.

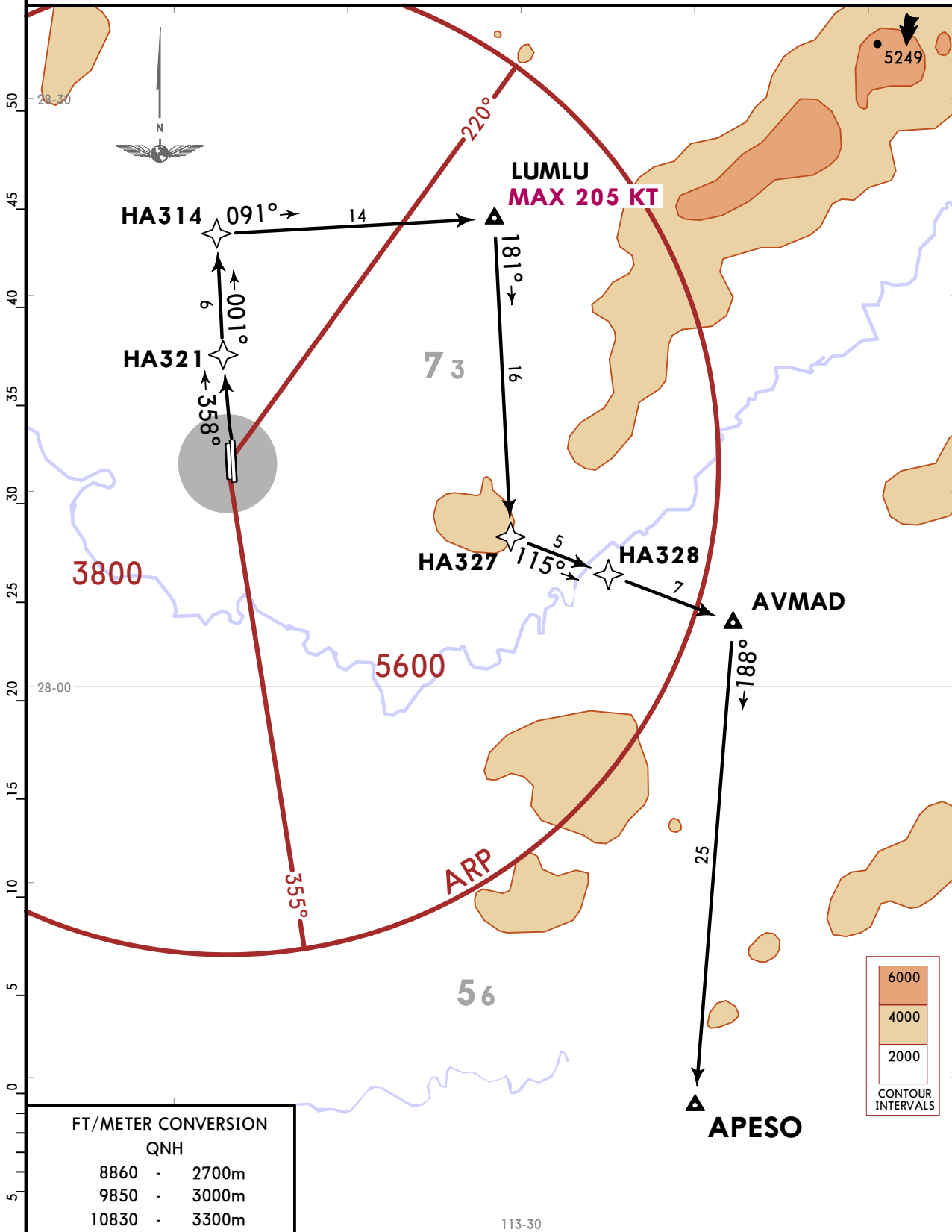
ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3B Eff 17 Apr 1600Z

RNAV SID

Apt Elev 219	Trans alt: 9850	COMMS ▼ LOST COMMS ▼
	10830 1031 hPa or above	Refer to 10-3.
	8860 979 hPa or below	▲ LOST COMMS ▲ COMMS
RNAV 1 GNSS OR RNP 1 GNSS		
RNAV 1: RADAR required.		

APE 7X
RNAV DEPARTURE
(RWY 36R)



FT/METER CONVERSION	
QNH	
8860	- 2700m
9850	- 3000m
10830	- 3300m

ROUTING
HA321 - HA314 - LUMLU (K205-) - HA327 - HA328 - AVMAD - APESO.

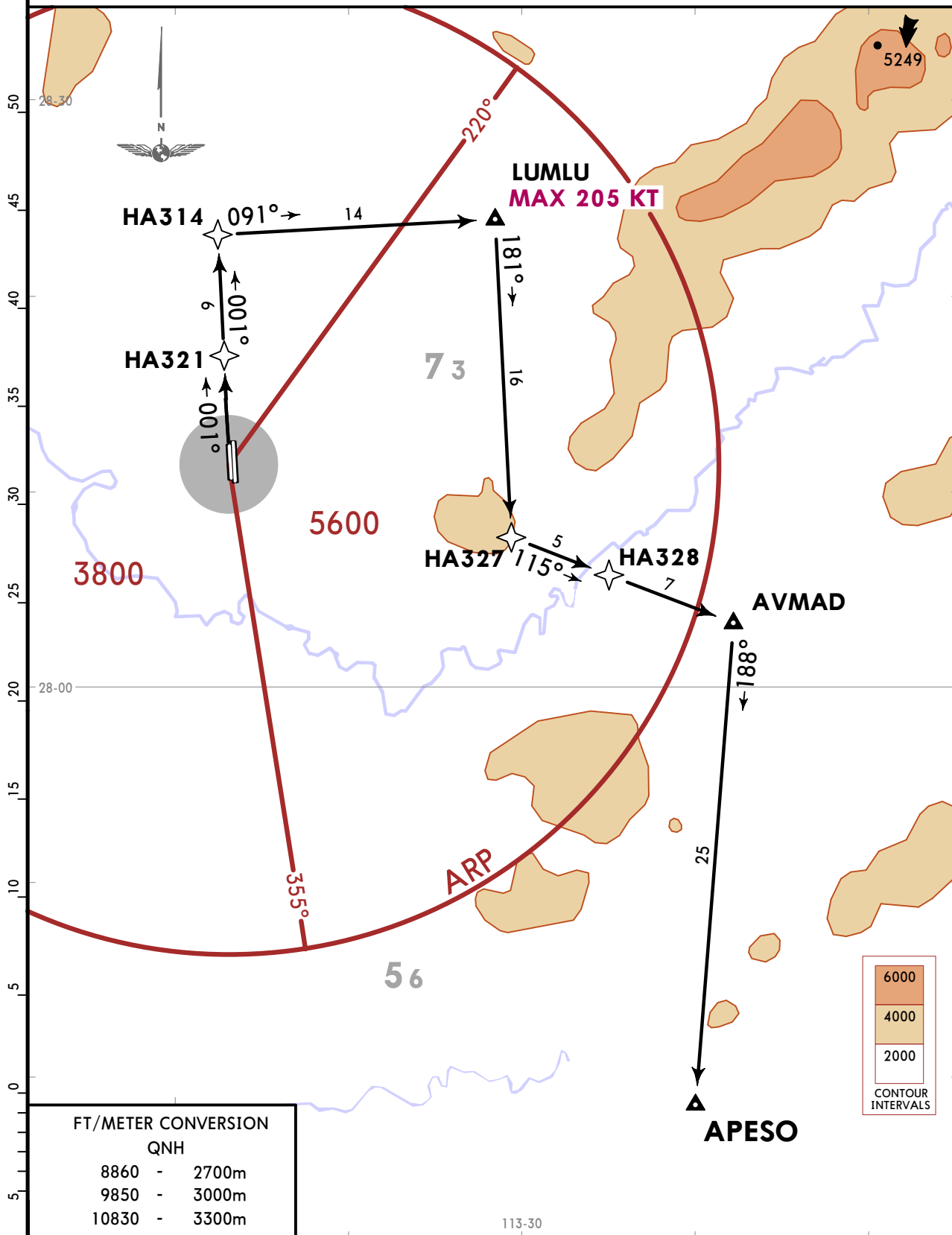
ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3C Eff 17 Apr 1600Z

RNAV SID

Apt Elev 219	Trans alt: 9850	COMMS ▼ LOST COMMS ▼
	10830 1031 hPa or above	Refer to 10-3.
	8860 979 hPa or below	▲ LOST COMMS ▲ COMMS
RNAV 1 GNSS OR RNP 1 GNSS		
RNAV 1: RADAR required.		

APE 9X
RNAV DEPARTURE
(RWY 36L)

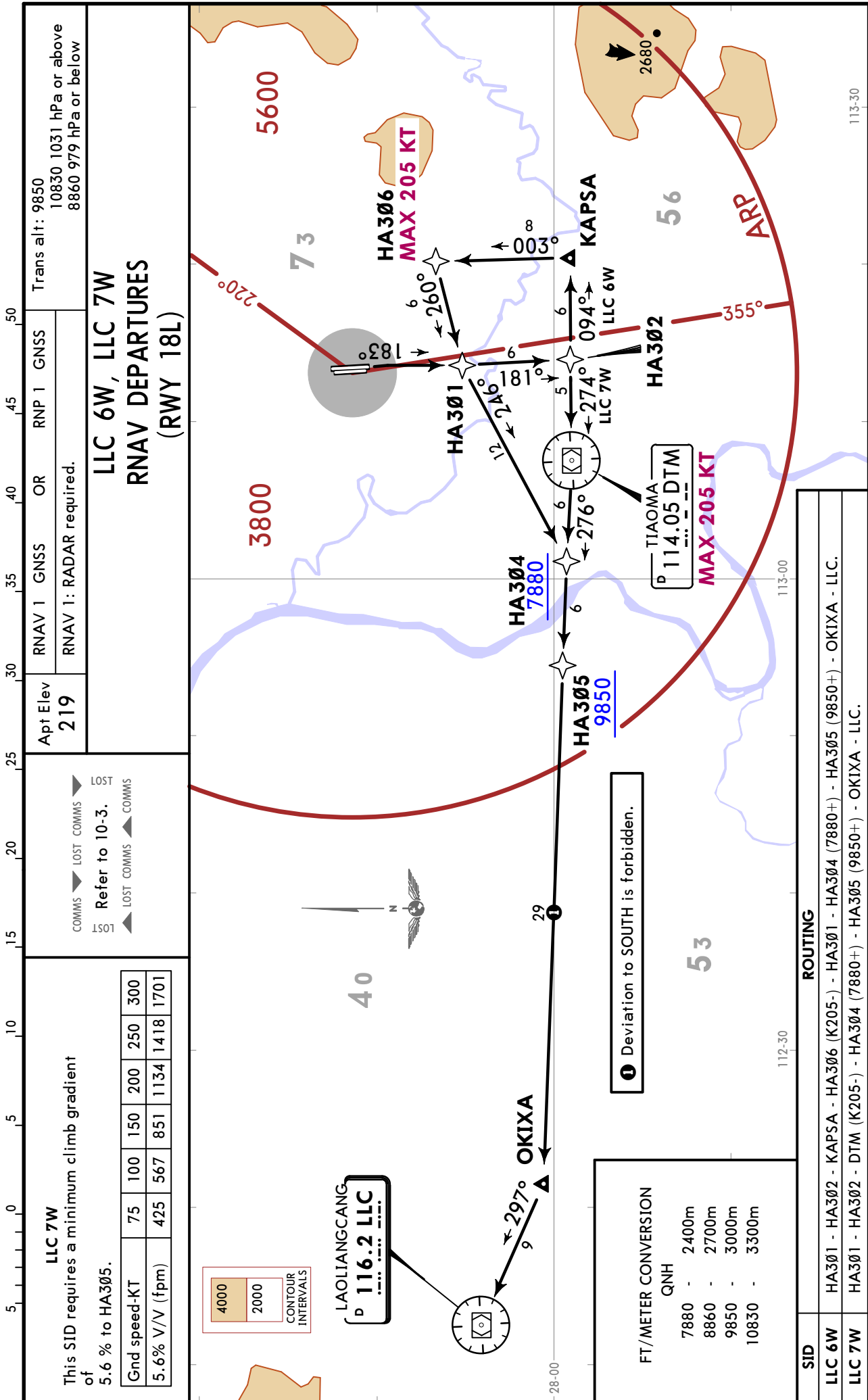


FT/METER CONVERSION	
QNH	
8860	- 2700m
9850	- 3000m
10830	- 3300m

ROUTING
HA321 - HA314 - LUMLU (K205-) - HA327 - HA328 - AVMAD - APESO.

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JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3D Eff 17 Apr 1600Z RNAV SID



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

RNAV 1 GNSS OR RNP 1 GNSS
RNAV 1: RADAR required.

**LLC 6W, LLC 7W
RNAV DEPARTURES
(RWY 18L)**

Apt Elev **219**

COMMS ▼ LOST COMMS ▲
Refer to 10-3.

LOST ▲ LOST COMMS ▼

LLC 7W
This SID requires a minimum climb gradient of 5.6% to HA305.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

CONTOUR INTERVALS

4000
2000

LAOLIANGCANG
P 116.2 LLC

FT/METER CONVERSION

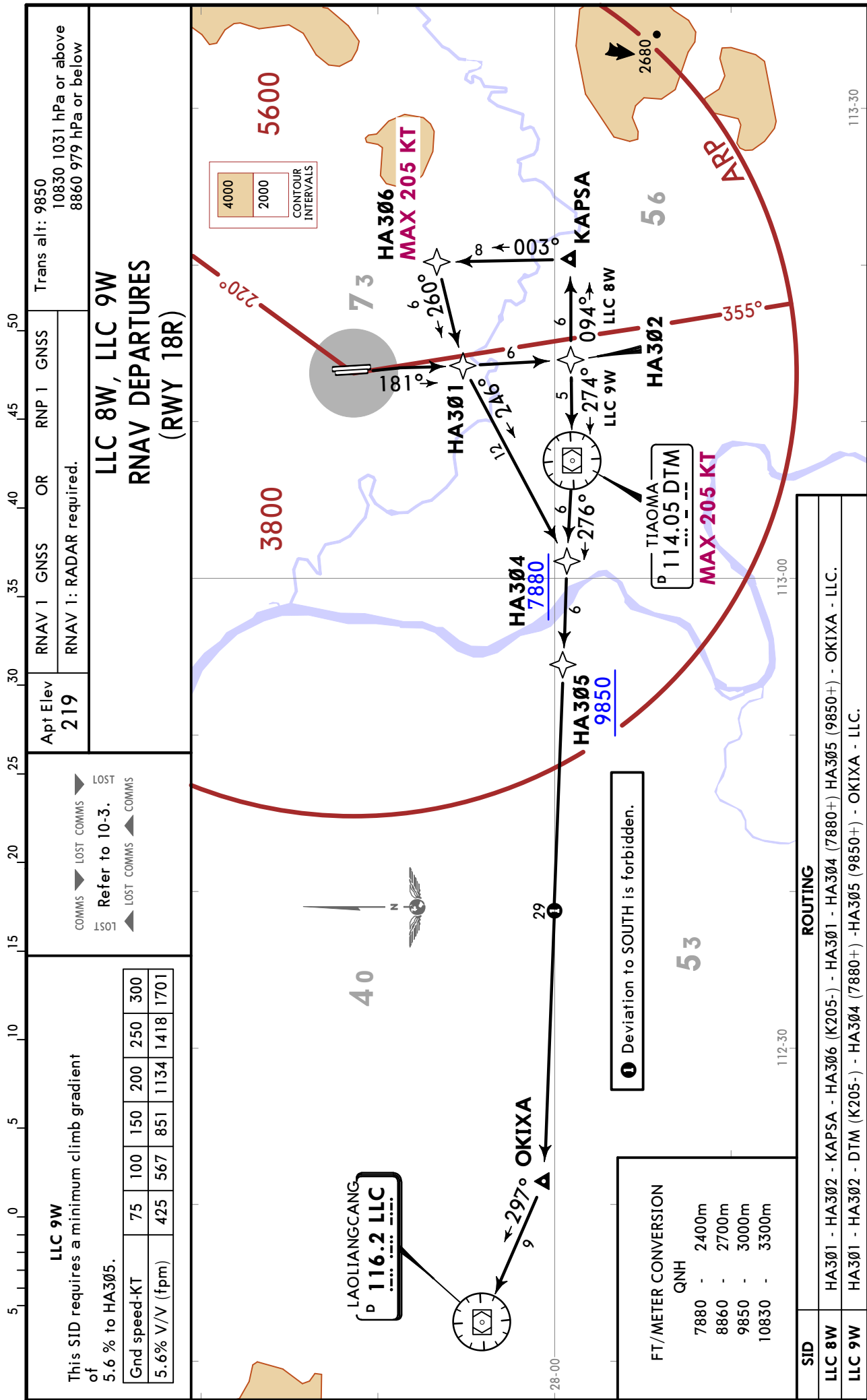
QNH	
7880	2400m
8860	2700m
9850	3000m
10830	3300m

ROUTING

LLC 6W	HA301 - HA302 - KAPSA - HA306 (K205-) - HA301 - HA304 (7880+) - HA305 (9850+) - OKIXA - LLC.
LLC 7W	HA301 - HA302 - DTM (K205-) - HA304 (7880+) - HA305 (9850+) - OKIXA - LLC.

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JEPPESSEN CHANGSHA, PR OF CHINA
12 APR 24 10-3E Eff 17 Apr 1600Z RNAV SID

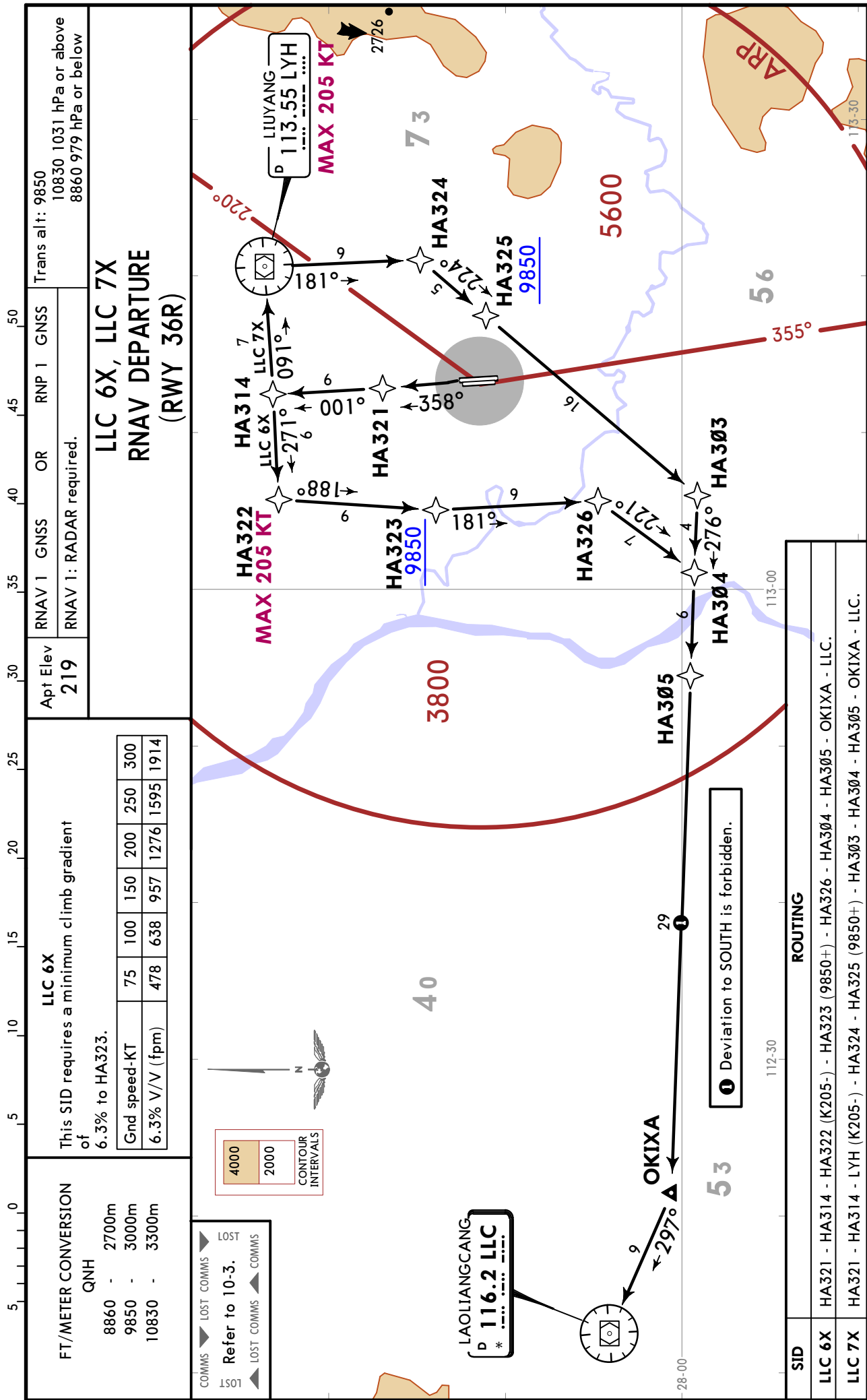


CHANGES: LOST COMMS reference added.

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HUANGHUA

JEPPESSEN CHANGSHA, PR OF CHINA
12 APR 24 10-3F Eff 17 Apr 1600Z RNAV SID

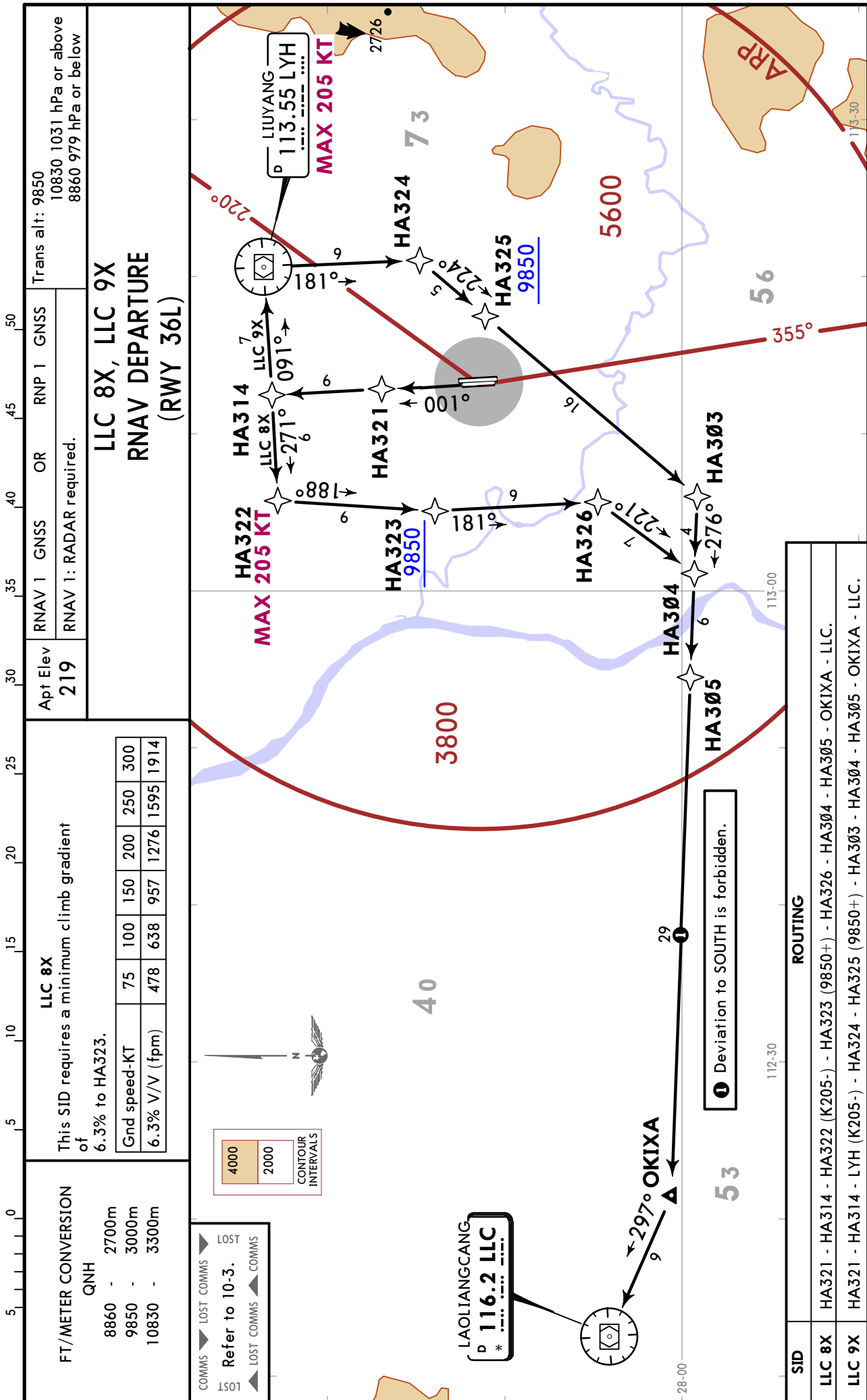


CHANGES: LOST COMMS reference added.

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JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3G Eff 17 Apr 1600Z RNAV SID



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JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3H Eff 17 Apr 1600Z

RNAV SID

Apt Elev 219	Trans alt: 9850	COMMS ▼ LOST COMMS ▼
	10830 1031 hPa or above	Refer to 10-3.
	8860 979 hPa or below	▲ LOST COMMS ▲ COMMS
RNAV 1 GNSS OR RNP 1 GNSS		
RNAV 1: RADAR required.		

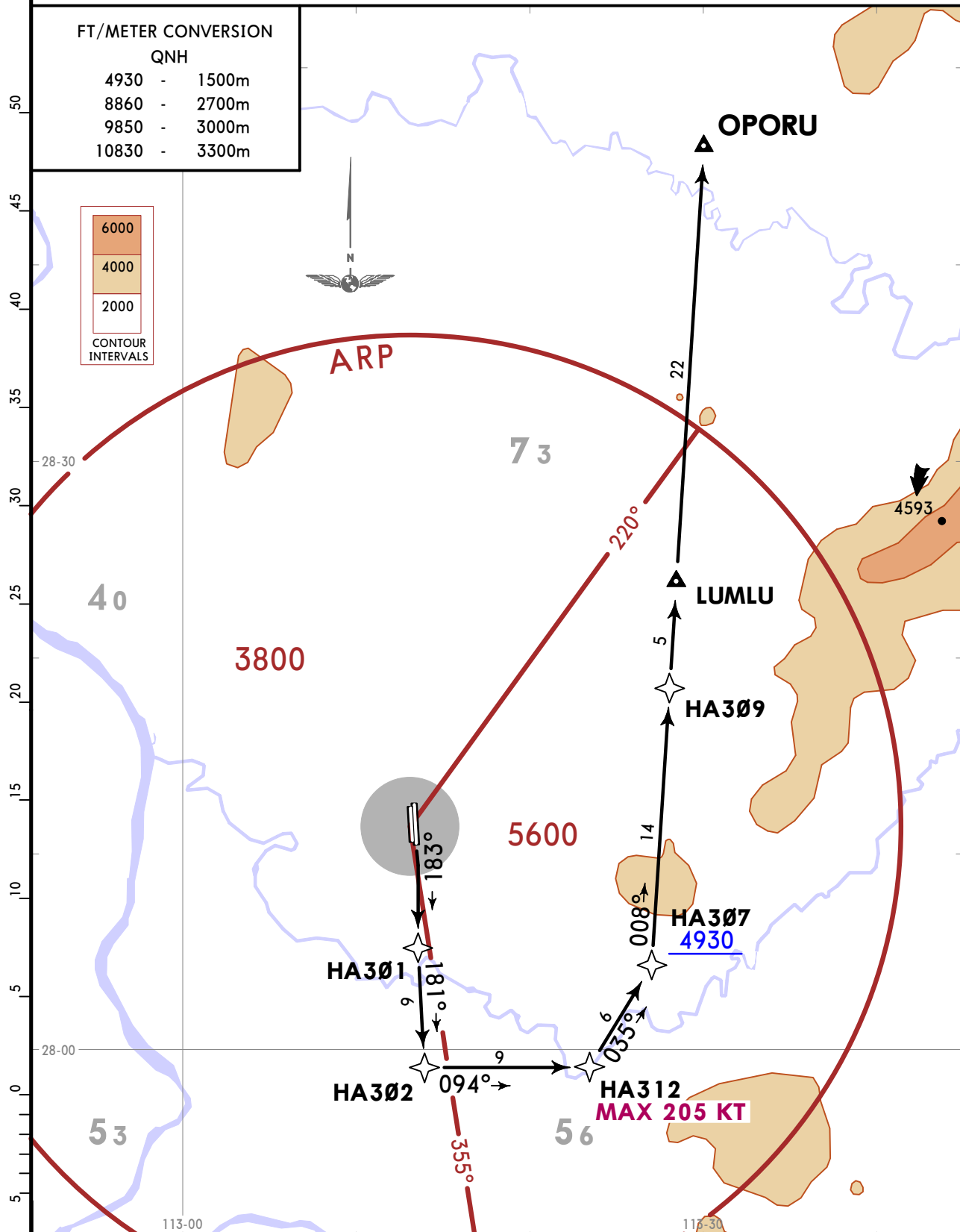
OPO 7W
RNAV DEPARTURE
(RWY 18L)

FT/METER CONVERSION
QNH

4930	-	1500m
8860	-	2700m
9850	-	3000m
10830	-	3300m

CONTOUR INTERVALS

6000
4000
2000



ROUTING
HA301 - HA302 - HA312 (K205-) - HA307 (4930+) - HA309 - LUMLU - OPORU.

ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3J Eff 17 Apr 1600Z RNAV SID

Apt Elev 219	Trans alt: 9850	COMMS ▼ LOST COMMS ▼ Refer to 10-3.
	10830 1031 hPa or above 8860 979 hPa or below	
	RNAV 1 GNSS OR RNP 1 GNSS	▲ LOST COMMS ▲ COMMS
RNAV 1: RADAR required.		

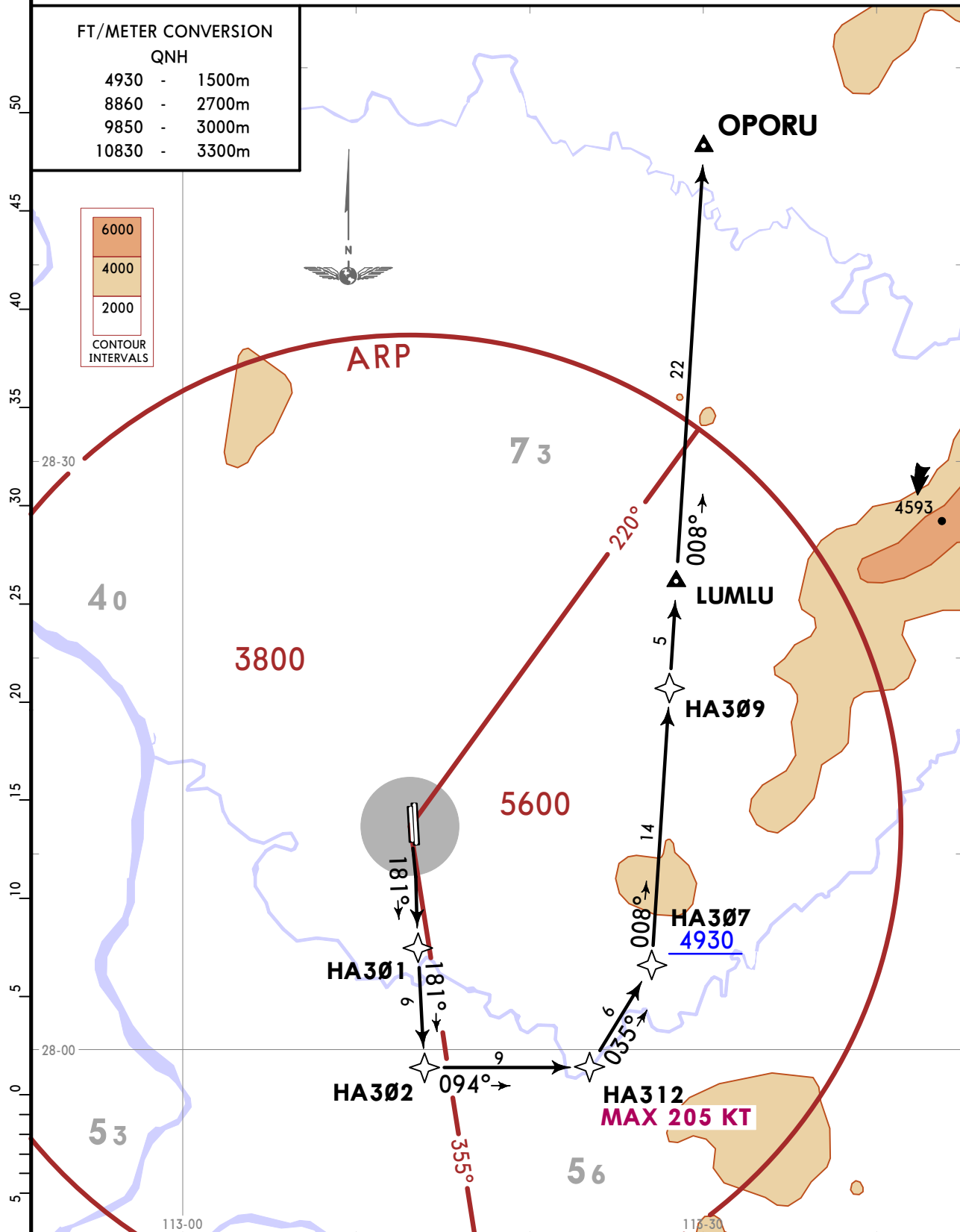
OPO 9W
RNAV DEPARTURE
(RWY 18R)

FT/METER CONVERSION
QNH

4930	-	1500m
8860	-	2700m
9850	-	3000m
10830	-	3300m

CONTOUR INTERVALS

6000
4000
2000



ROUTING
HA301 - HA302 - HA312 (K205-) - HA307 (4930+) - HA309 - LUMLU - OPORU.

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JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3J1) Eff 17 Apr 1600Z

RNAV SID

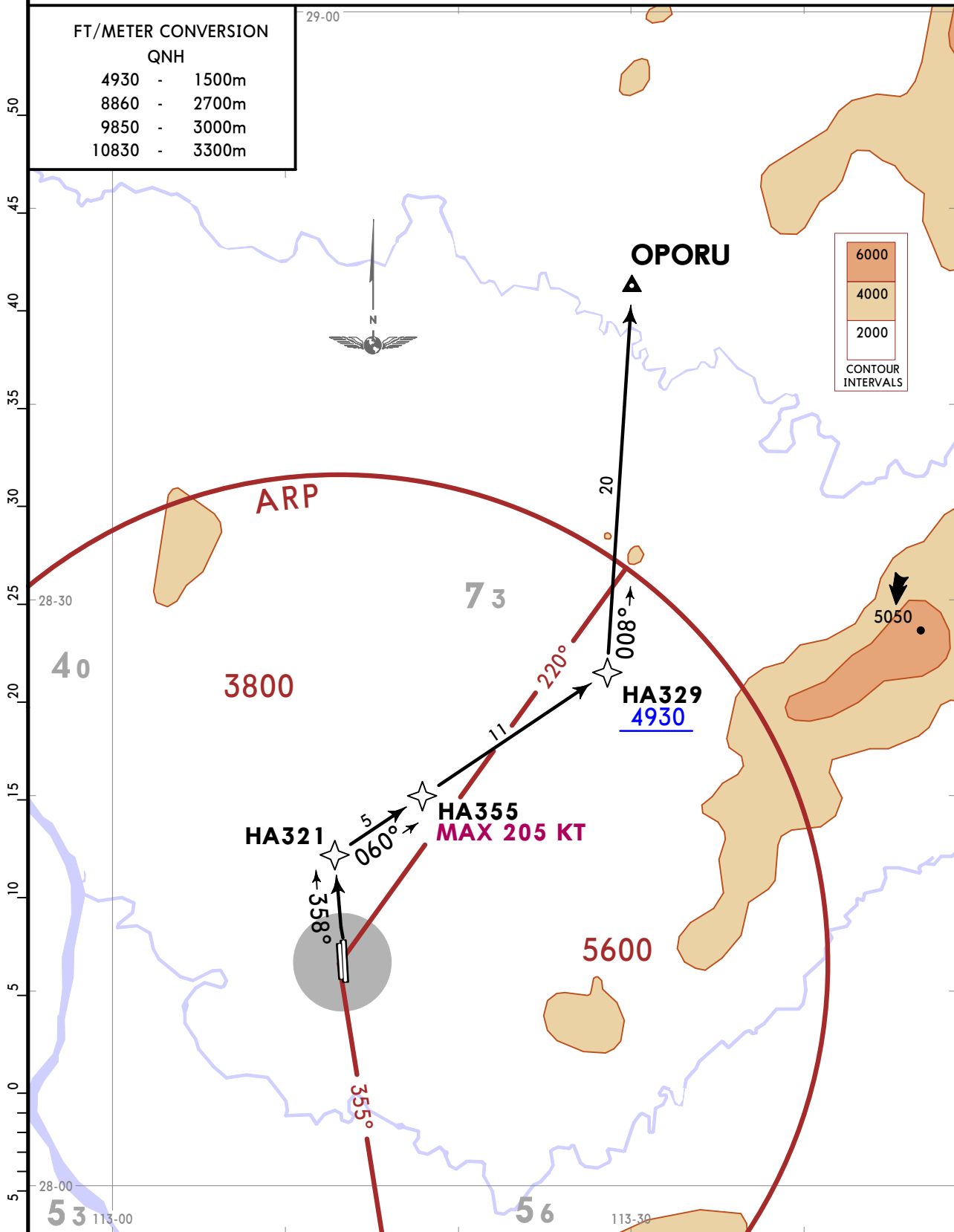
Apt Elev 219	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS OR RNP 1 GNSS
RNAV 1: RADAR required.	

COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

OPO 7X
RNAV DEPARTURE
(RWY 36R)

FT/METER CONVERSION
QNH

4930	-	1500m
8860	-	2700m
9850	-	3000m
10830	-	3300m



ROUTING
HA321 - HA355 (K205-) - HA329 (4930+) - OPORU.

ZGHA/CSX
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JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3J2) Eff 17 Apr 1600Z

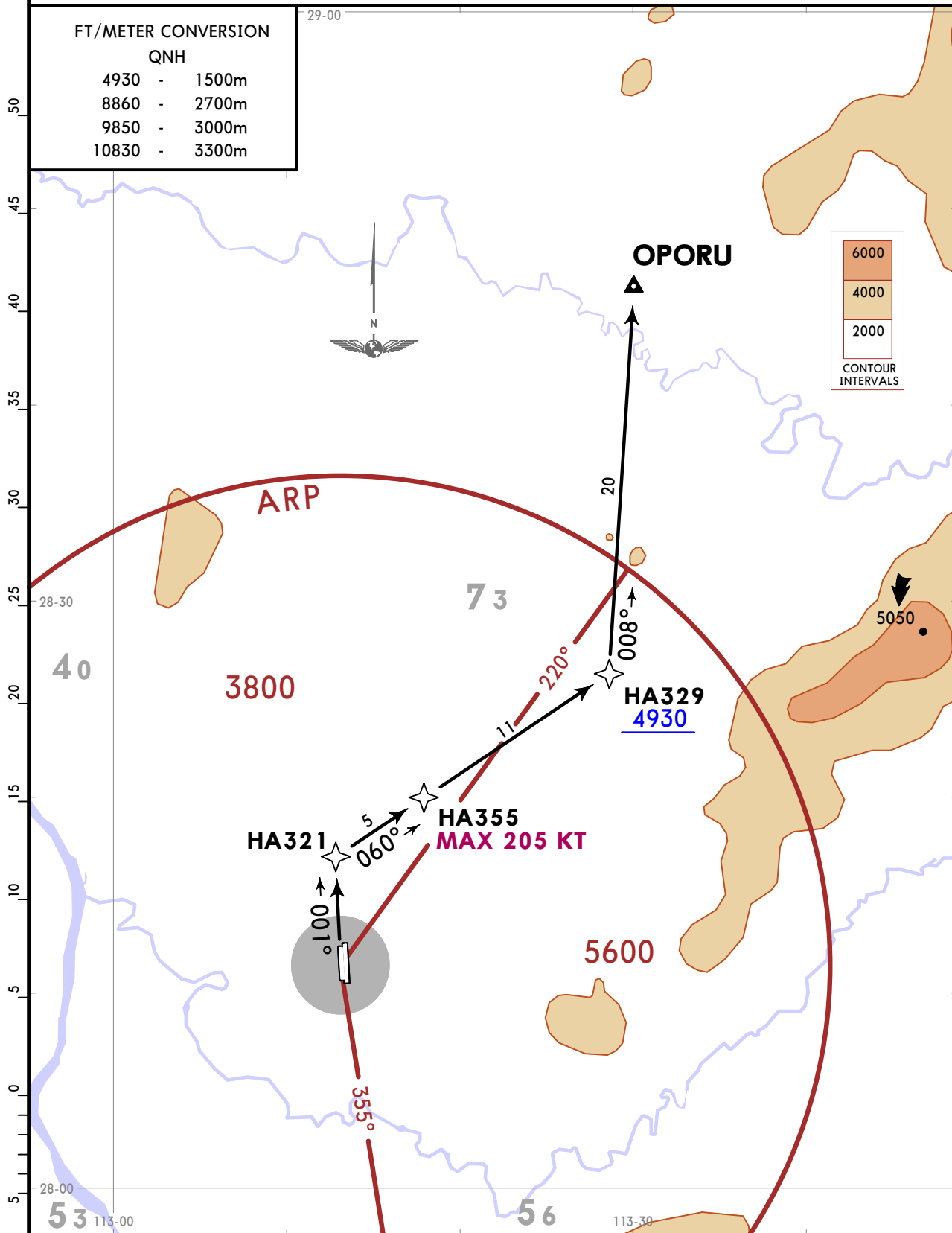
RNAV SID

Apt Elev 219	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS OR RNP 1 GNSS
RNAV 1: RADAR required.	

COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

OPO 9X
RNAV DEPARTURE
(RWY 36L)

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



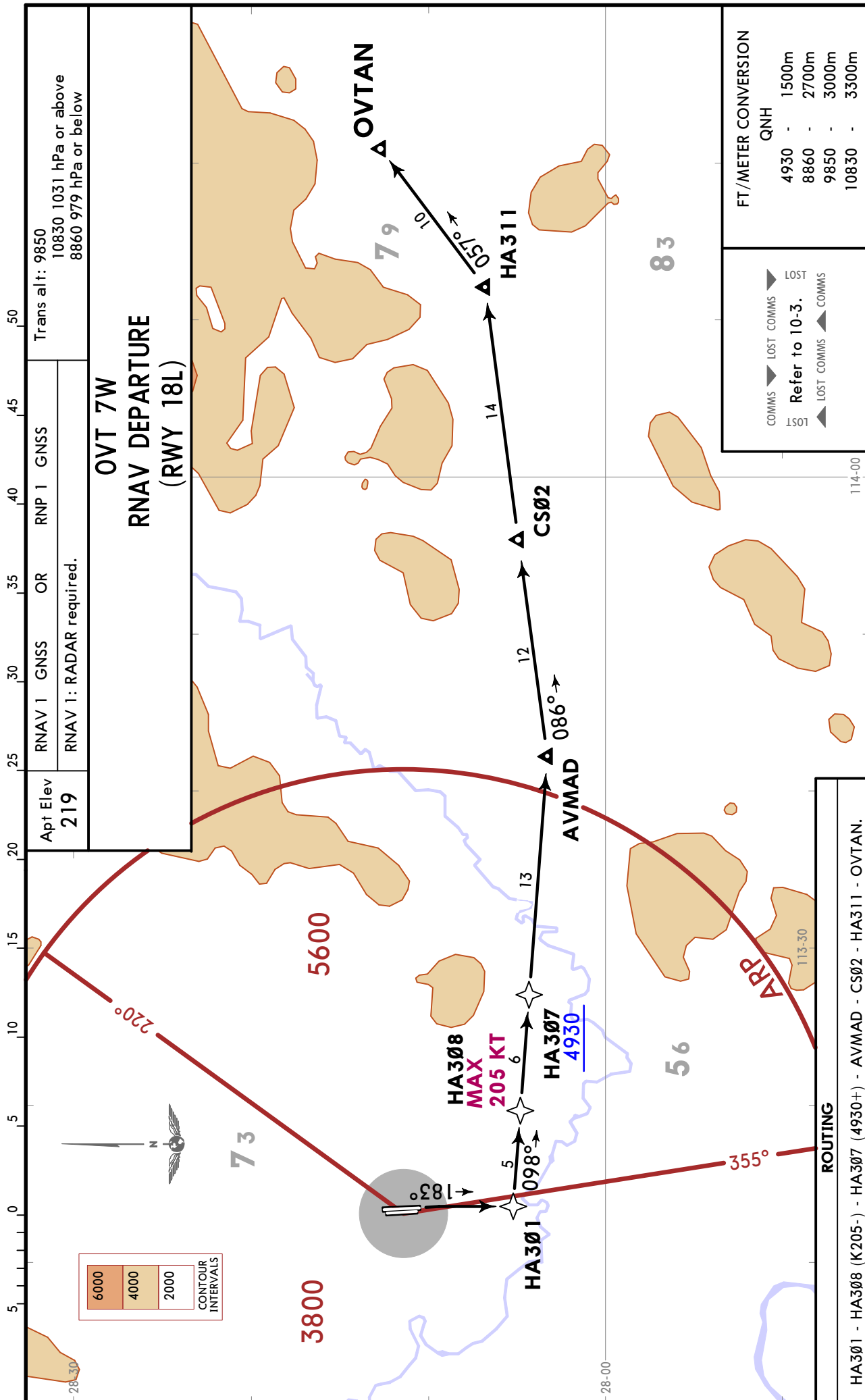
ROUTING

HA321 - HA355 (K205-) - HA329 (4930+) - OPORU.

ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3K Eff 17 Apr 1600Z

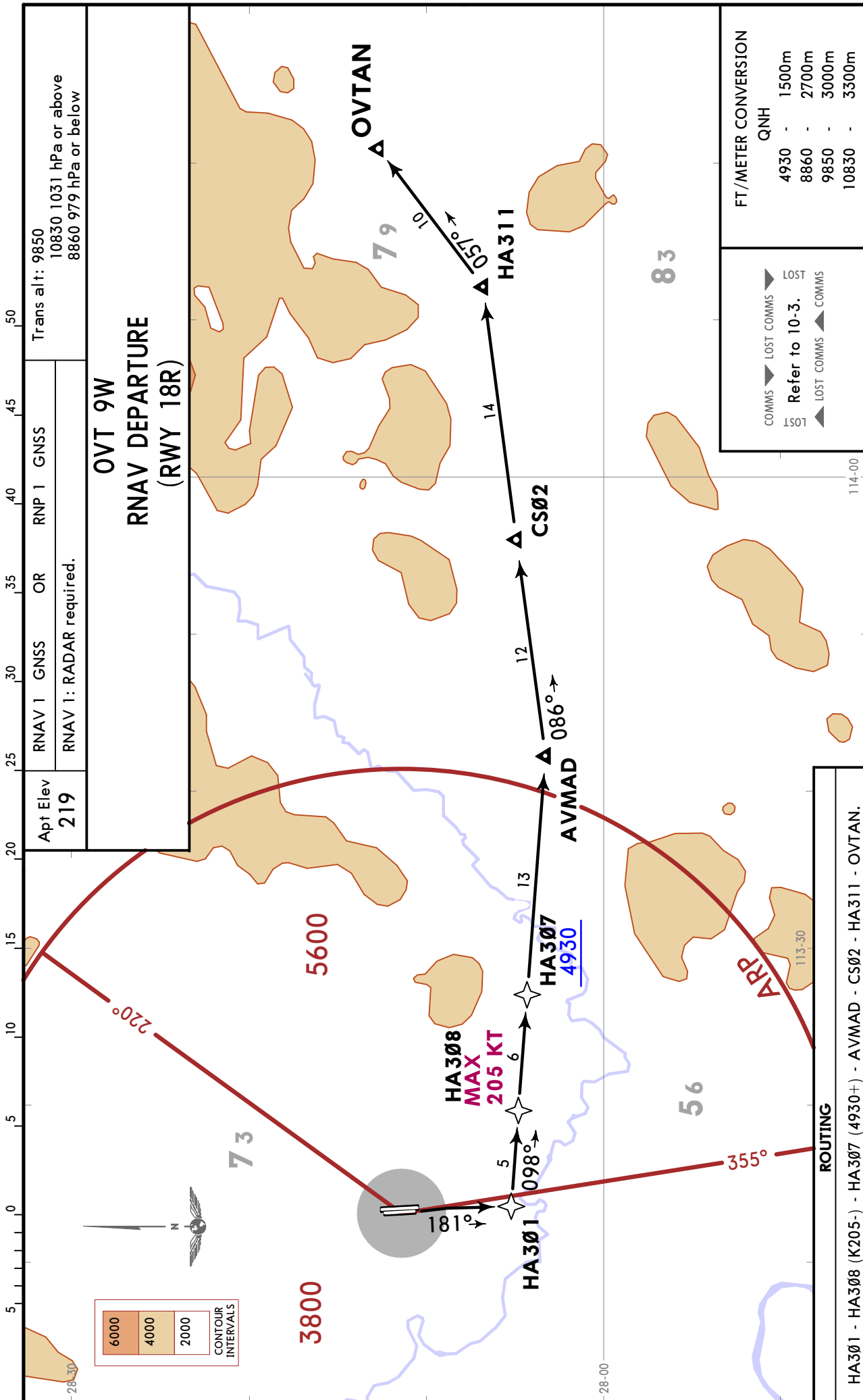
RNAV SID



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JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3L Eff 17 Apr 1600Z

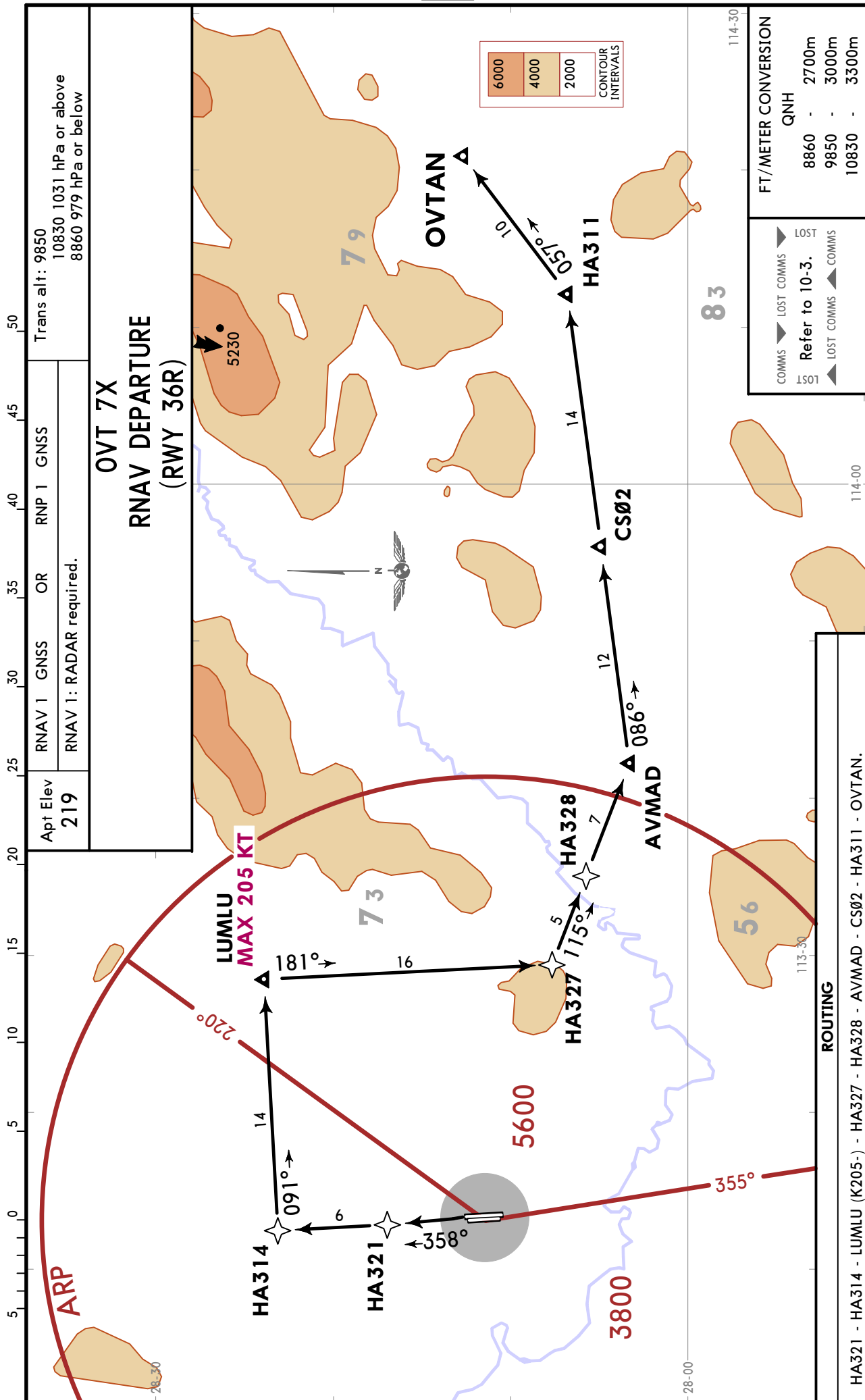
RNAV SID



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JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3L1) Eff 17 Apr 1600Z

RNAV SID

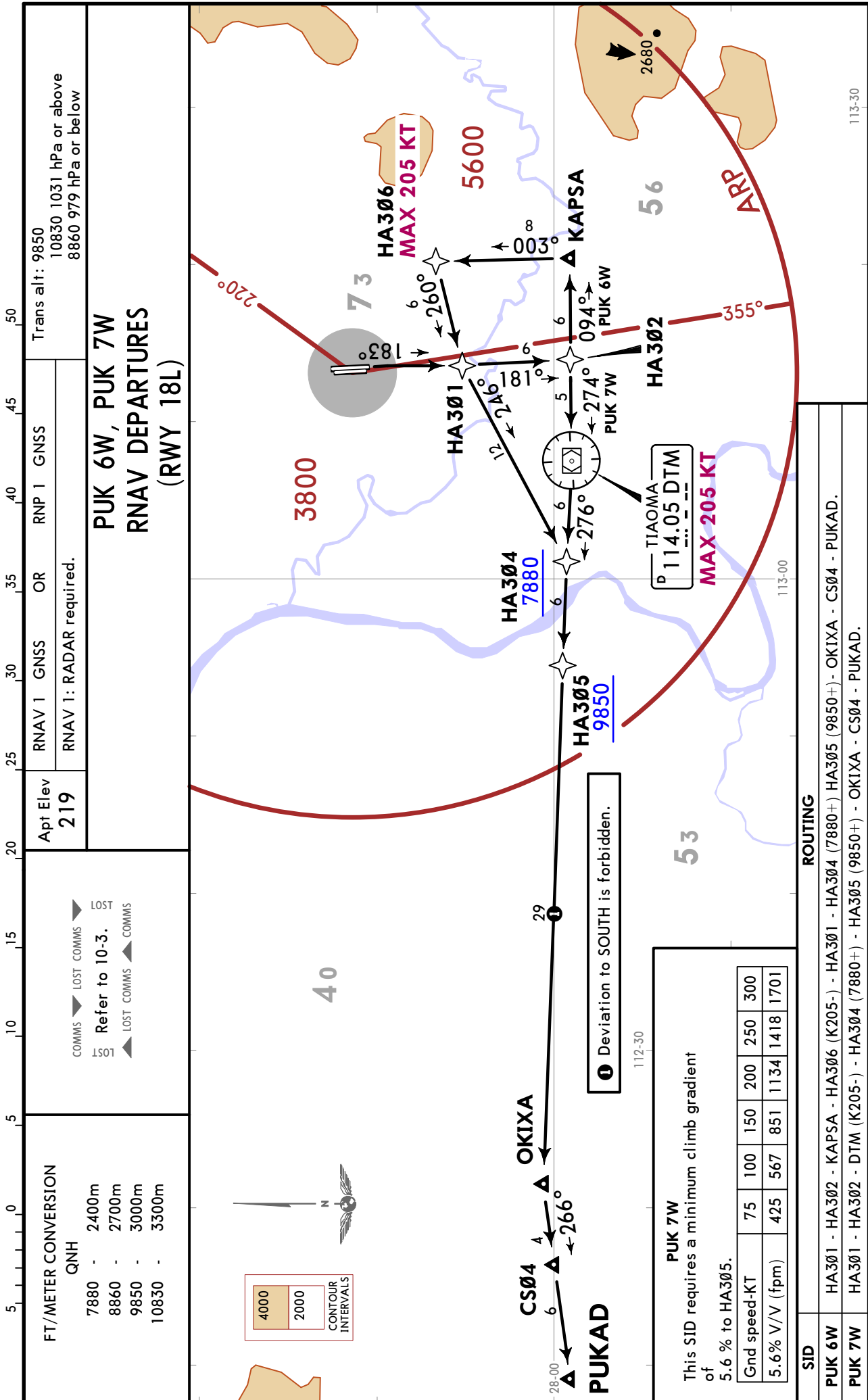


CHANGES: LOST COMMS reference added.

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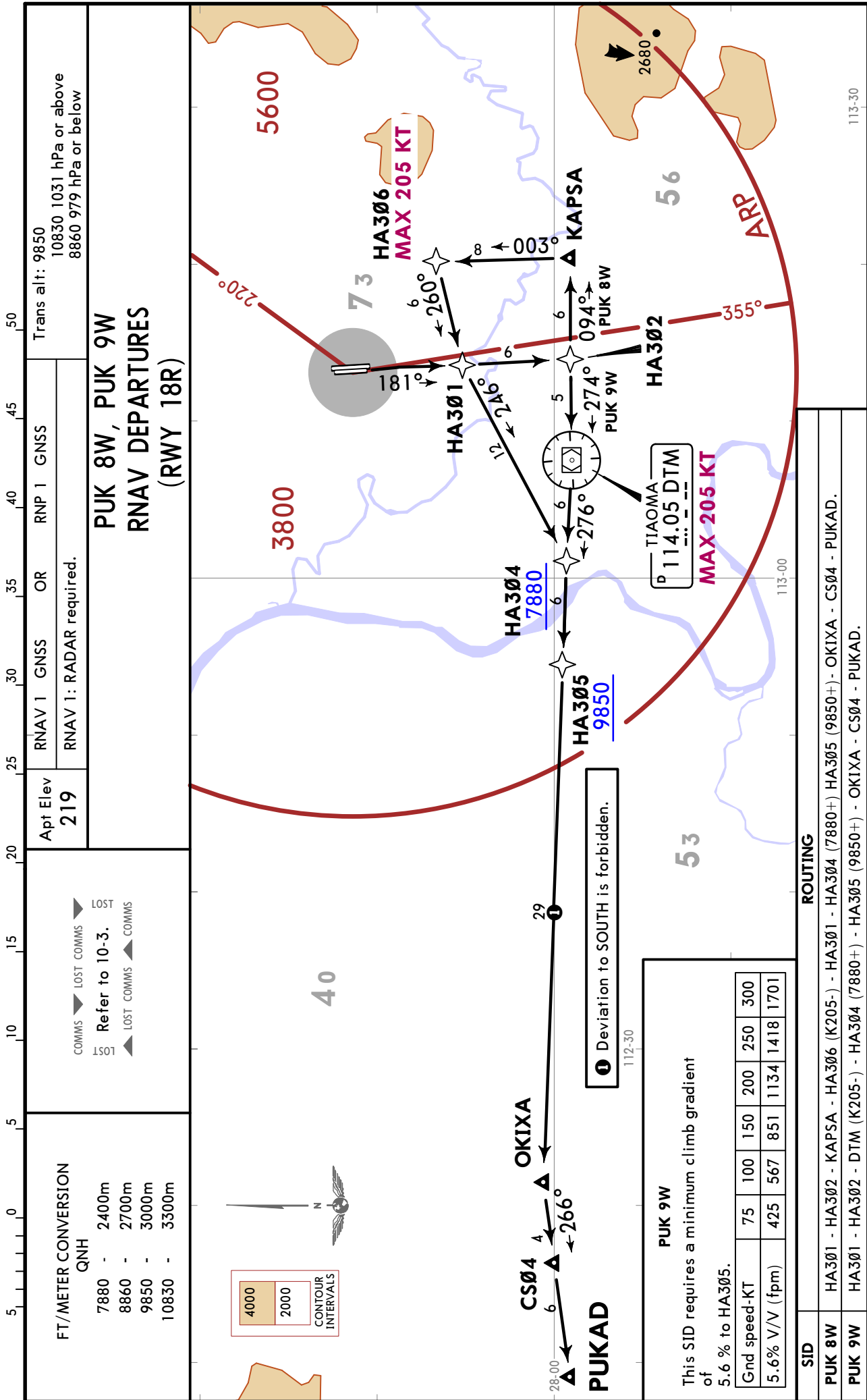
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JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3M) Eff 17 Apr 1600Z **RNAV SID**



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JEPPESSEN CHANGSHA, PR OF CHINA
12 APR 24 10-3N Eff 17 Apr 1600Z **RNAV SID**



CHANGES: LOST COMMS reference added.

ZGHA/CSX HUANGHUA

JEPPESSEN CHANGSHA, PR OF CHINA

12 APR 24

10-3N1

Eff 17 Apr 1600Z

RNAV SID

RNAV 1 GNSS	OR	RNP 1 GNSS	Trans alt: 9850
RNAV 1: RADAR required.			10830 1031 hPa or above 8860 979 hPa or below
Apt Elev			
219			

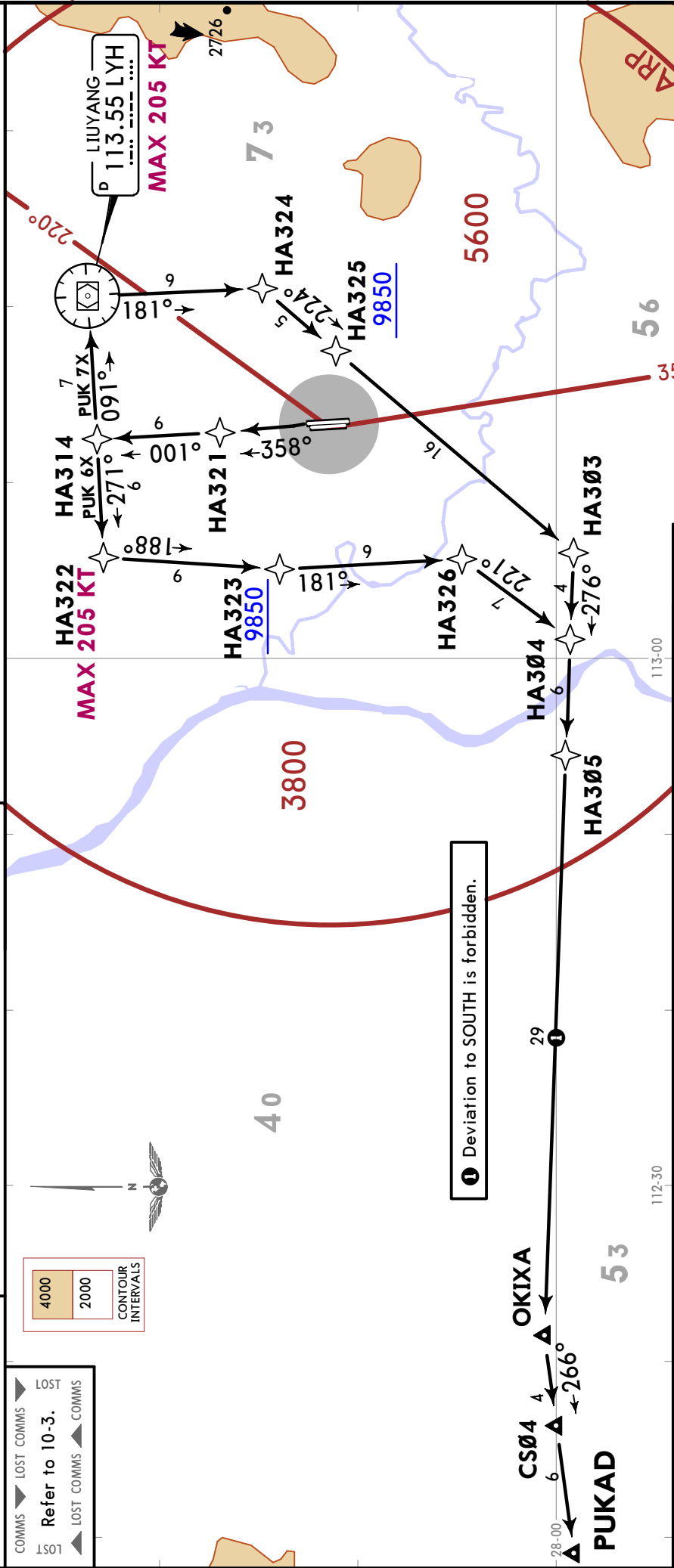
**PUK 6X, PUK 7X
RNAV DEPARTURE
(RWY 36R)**

PUK 6X
This SID requires a minimum climb gradient of 6.3% to HA323.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

FT/METER CONVERSION

QNH	
8860 -	2700m
9850 -	3000m
10830 -	3300m



SID	ROUTING
PUK 6X	HA321 - HA314 - HA322 (K205-) - HA323 (9850+) - HA326 - HA304 - HA305 - OKIXA - CS04 - PUKAD.
PUK 7X	HA321 - HA314 - LYH (K205-) - HA324 - HA325 (9850+) - HA303 - HA304 - HA305 - OKIXA - CS04 - PUKAD

ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3N2) Eff 17 Apr 1600Z

RNAV SID

1 in=10 NM

RNAV 1 GNSS	OR	RNP 1 GNSS	Trans alt: 9850
RNAV 1: RADAR required.			10830 1031 hPa or above 8860 979 hPa or below

Apt Elev
219

PUK 8X, PUK 9X
RNAV DEPARTURE
(RWY 36L)

PUK 8X

This SID requires a minimum climb gradient of 6.3% to HA323.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

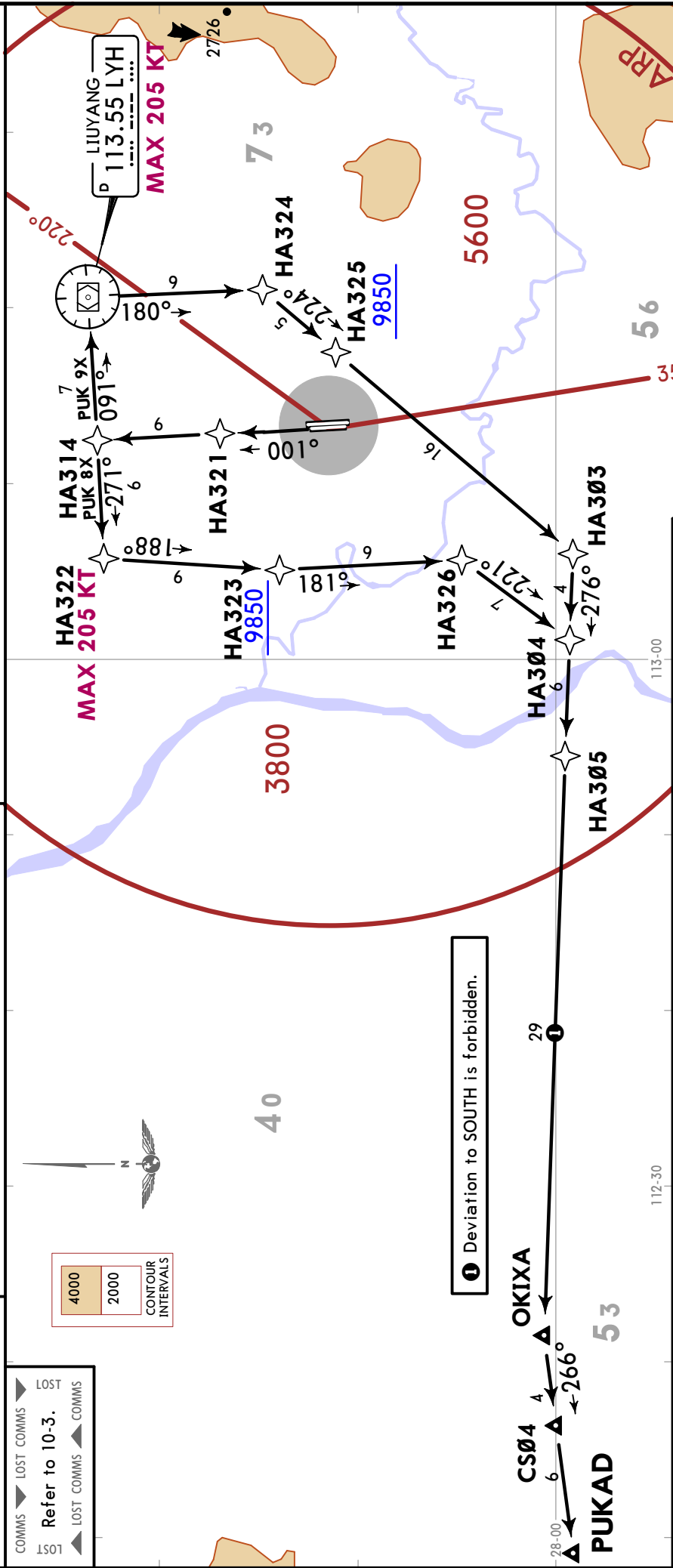
FT./METER CONVERSION

QNH

8860	-	2700m
9850	-	3000m
10830	-	3300m

COMMS ▼ LOST COMMS ▼ LOST
▲ LOST COMMS ▲ COMMS

Refer to 10-3.



SID	ROUTING
PUK 8X	HA321 - HA314 - HA322 (K205-) - HA323 (9850+) - HA326 - HA304 - HA305 - OKIXA - CS04 - PUKAD.
PUK 9X	HA321 - HA314 - LYH (K205-) - HA324 - HA325 (9850+) - HA303 - HA304 - HA305 - OKIXA - CS04 - PUKAD.

ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3P Eff 17 Apr 1600Z SID

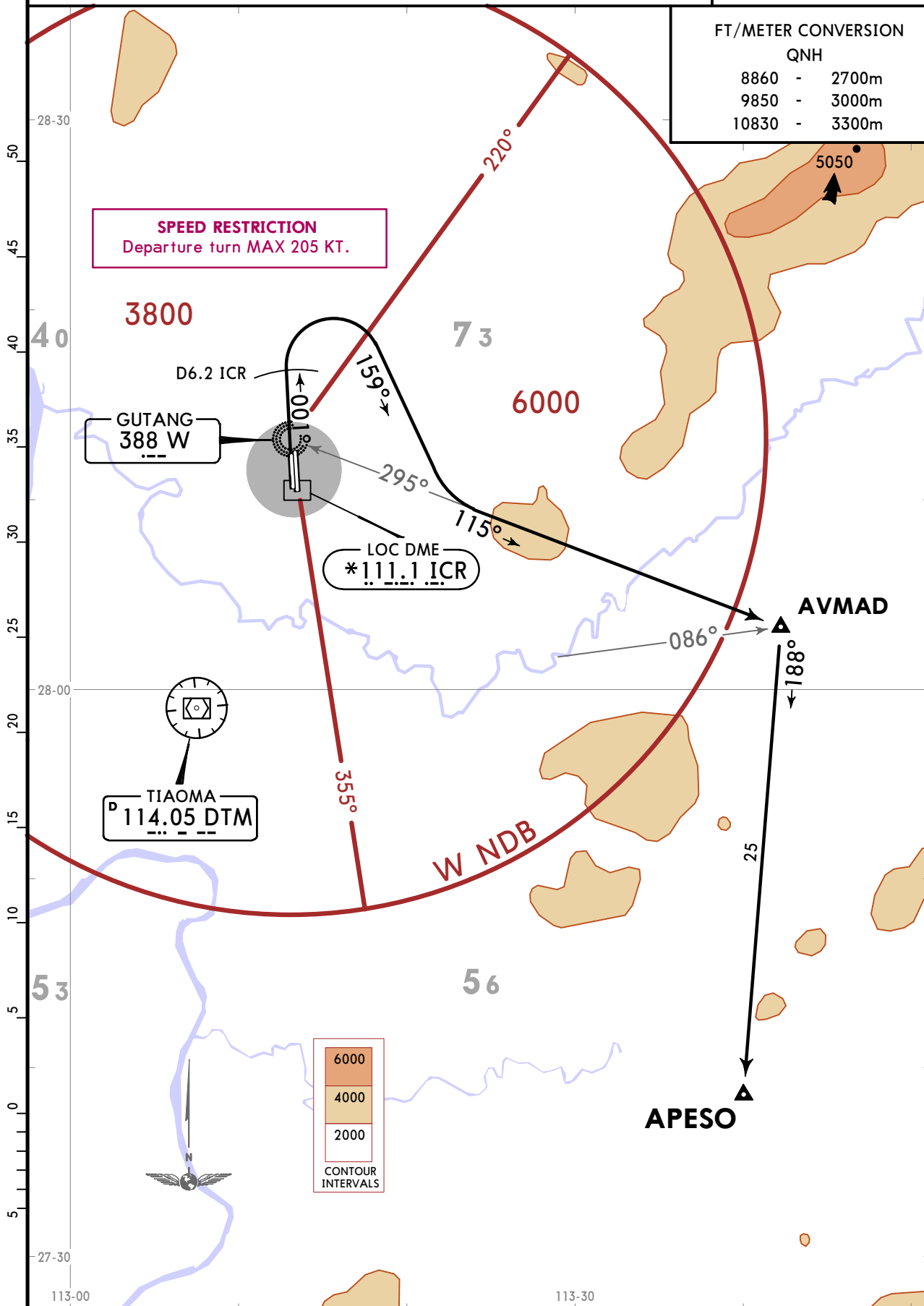
Apt Elev 219 Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

APE Ø1D
DEPARTURE
(RWY 36L)

COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

FT/METER CONVERSION	
QNH	
8860	- 2700m
9850	- 3000m
10830	- 3300m

SPEED RESTRICTION
Departure turn MAX 205 KT.



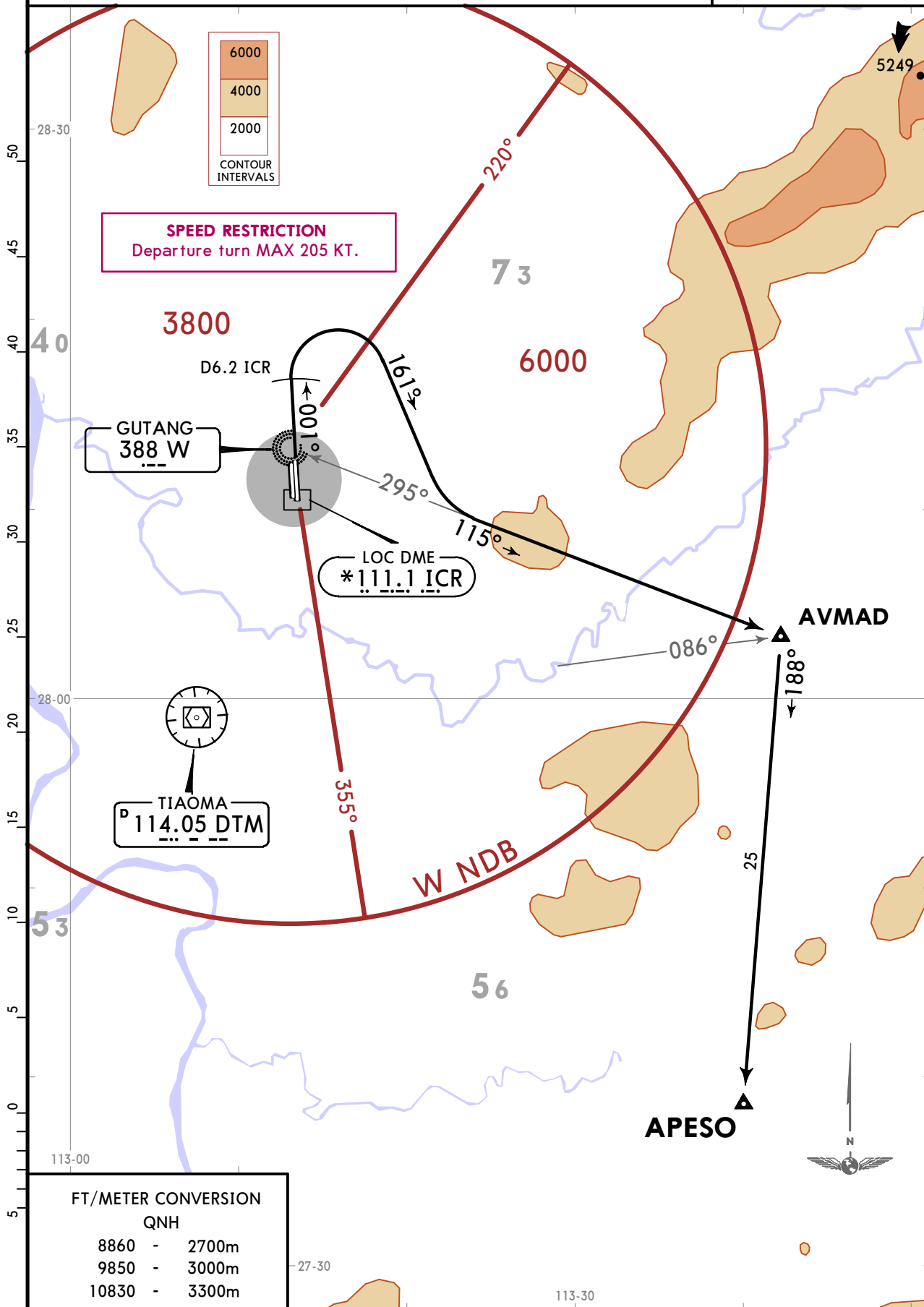
ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3Q Eff 17 Apr 1600Z SID

Apt Elev 219 Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

APE Ø2D DEPARTURE (RWY 36R)



ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3Q1) Eff 17 Apr 1600Z

SID

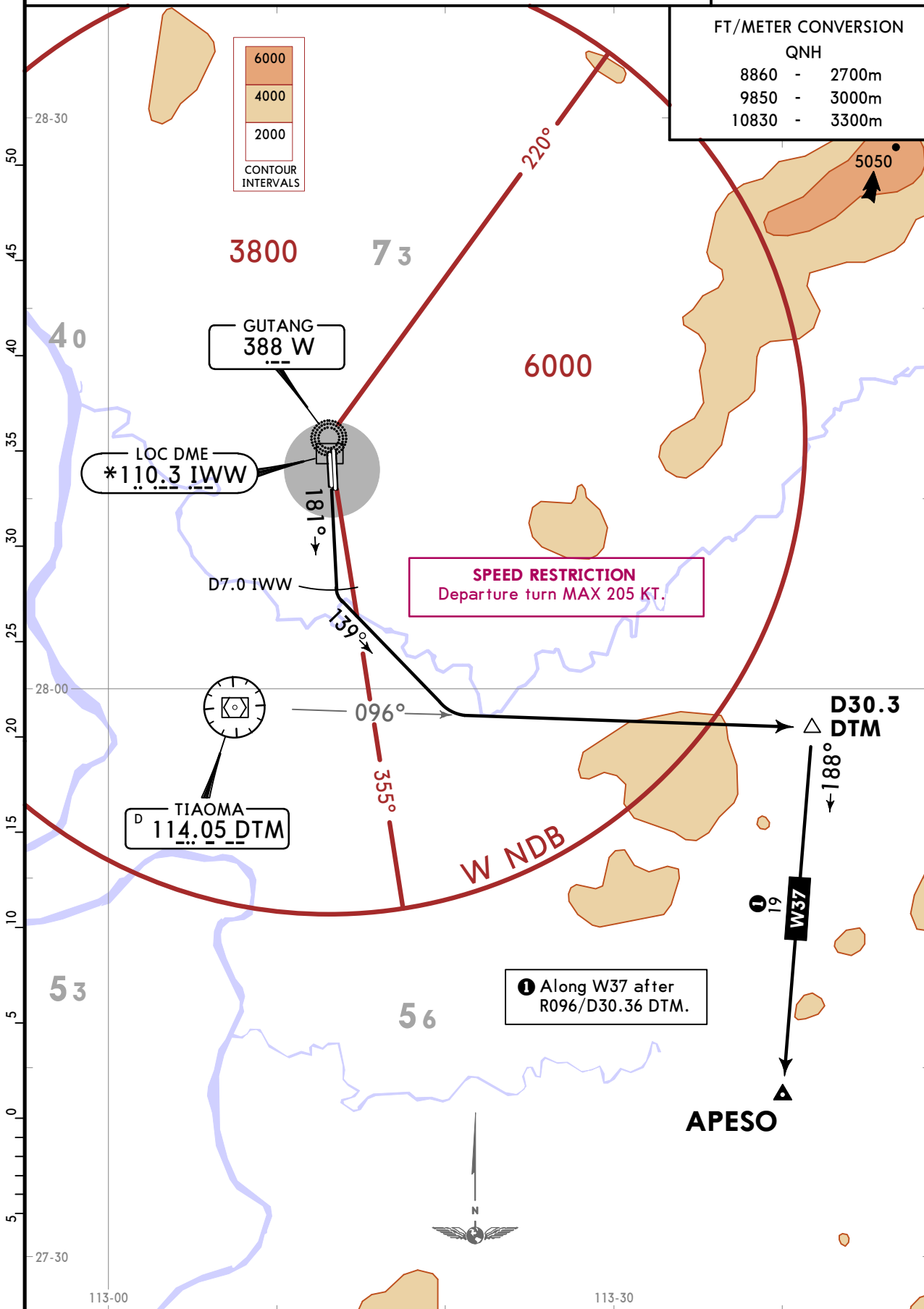
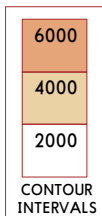
Apt Elev
219

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

COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

APE 11D DEPARTURE (RWY 18R)

FT/METER CONVERSION	
QNH	
8860	- 2700m
9850	- 3000m
10830	- 3300m



SPEED RESTRICTION
Departure turn MAX 205 KT.

① Along W37 after R096/D30.36 DTM.

ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3Q2) Eff 17 Apr 1600Z

SID

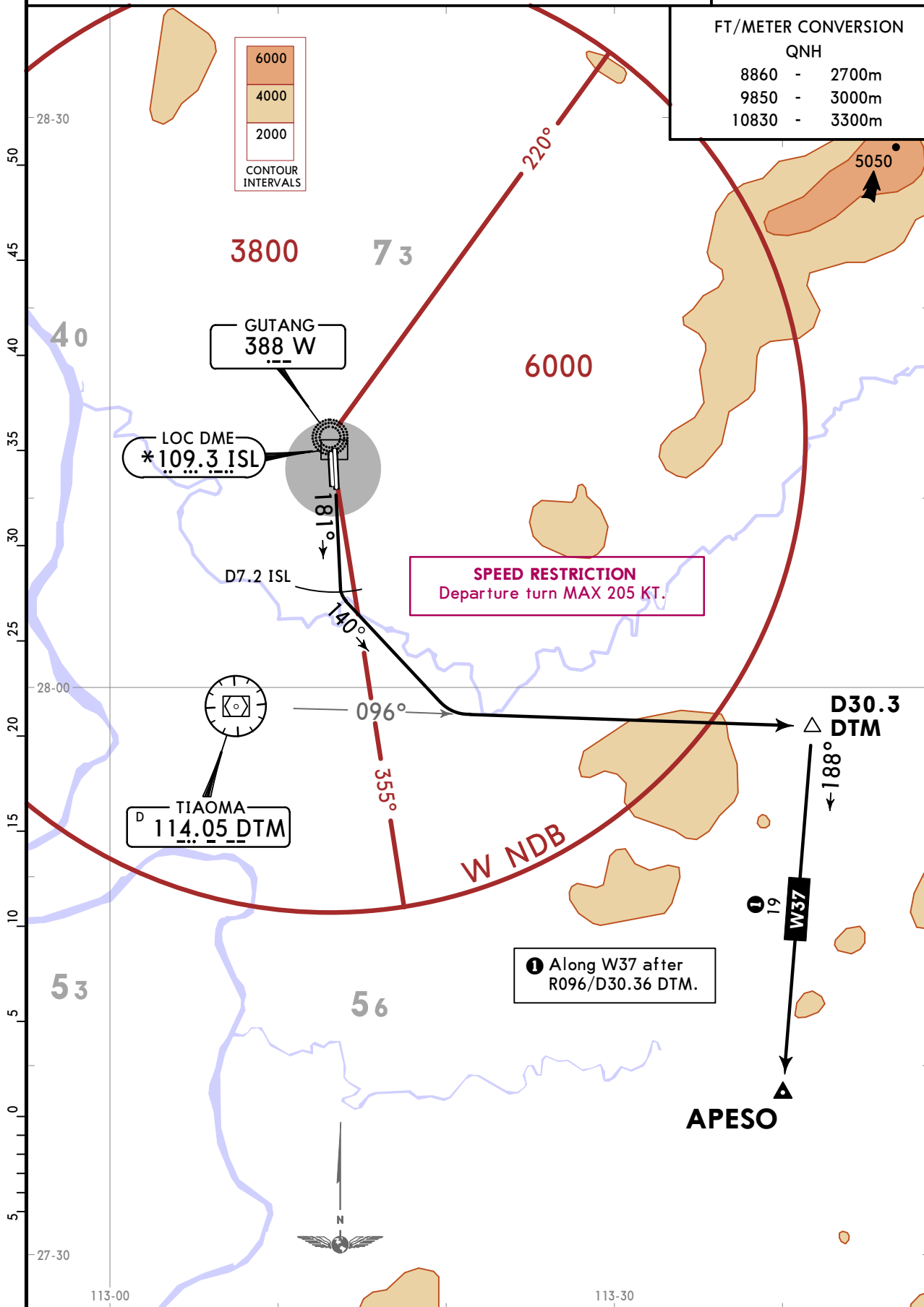
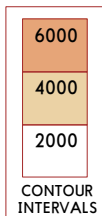
Apt Elev
219

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

APE 12D DEPARTURE (RWY 18L)

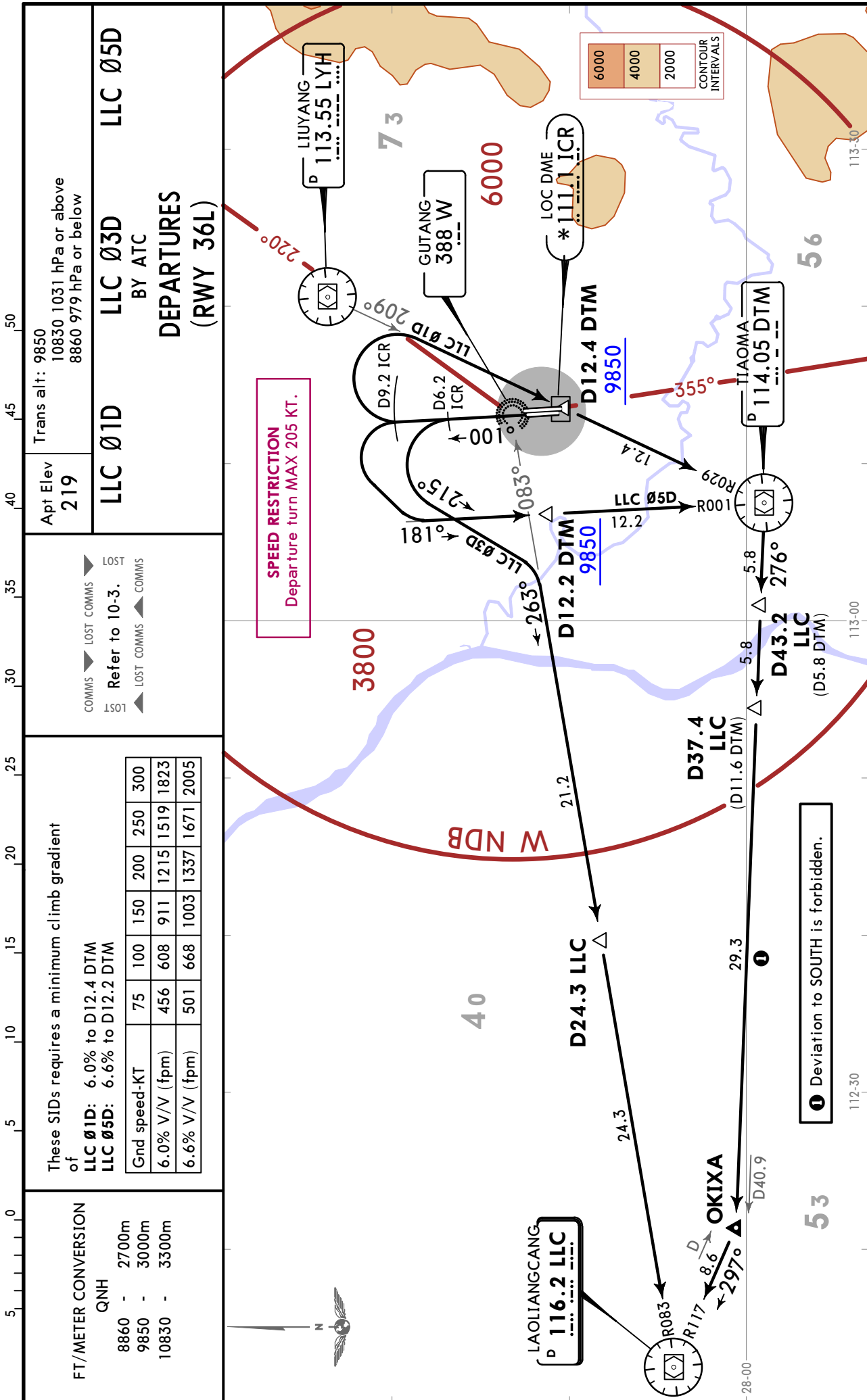
COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

FT/METER CONVERSION	
QNH	
8860	- 2700m
9850	- 3000m
10830	- 3300m



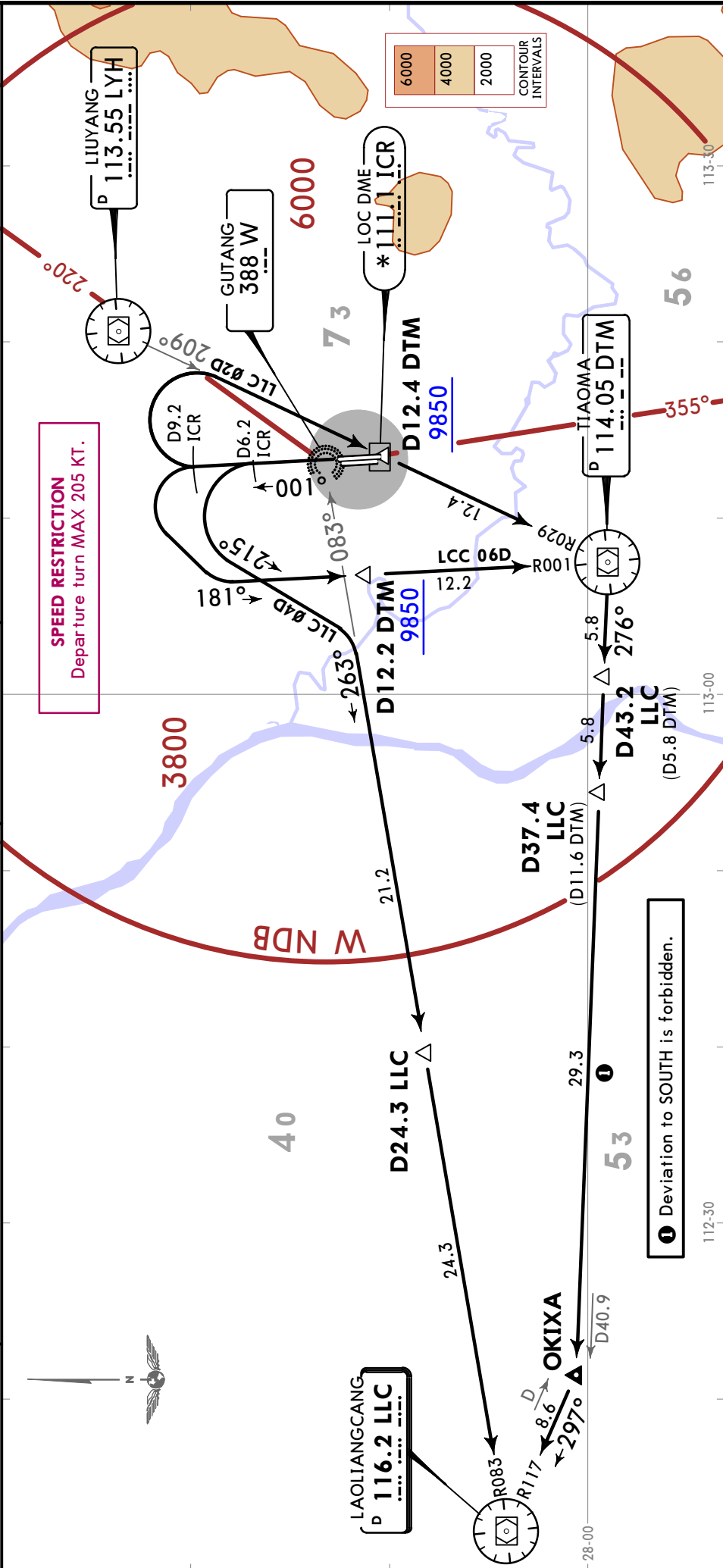
ZGHA/CSX HUANGHUA

JEPPESSEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3S) Eff 17 Apr 1600Z **SID**



ZGHA/CSX HUANGHUA

Apt Elev 219	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	LLC Ø2D	LLC Ø4D	LLC Ø6D																					
		DEPARTURES (RWY 36R)																							
		BY ATC																							
COMMS \blacktriangleright LOST COMMS LOST \blacktriangleleft COMMS Refer to 10-3.																									
These SIDs requires a minimum climb gradient of LLC Ø2D: 6.0% to D12.4 DTM LLC Ø6D: 6.6% to D12.2 DTM																									
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Gnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>6.0% V/V (fpm)</td> <td>456</td> <td>608</td> <td>911</td> <td>1215</td> <td>1519</td> <td>1823</td> </tr> <tr> <td>6.6% V/V (fpm)</td> <td>501</td> <td>668</td> <td>1003</td> <td>1337</td> <td>1671</td> <td>2005</td> </tr> </tbody> </table>	Gnd speed-KT	75	100	150	200	250	300	6.0% V/V (fpm)	456	608	911	1215	1519	1823	6.6% V/V (fpm)	501	668	1003	1337	1671	2005				
Gnd speed-KT	75	100	150	200	250	300																			
6.0% V/V (fpm)	456	608	911	1215	1519	1823																			
6.6% V/V (fpm)	501	668	1003	1337	1671	2005																			
FT/METER CONVERSION QNH 8860 - 2700m 9850 - 3000m 10830 - 3300m																									



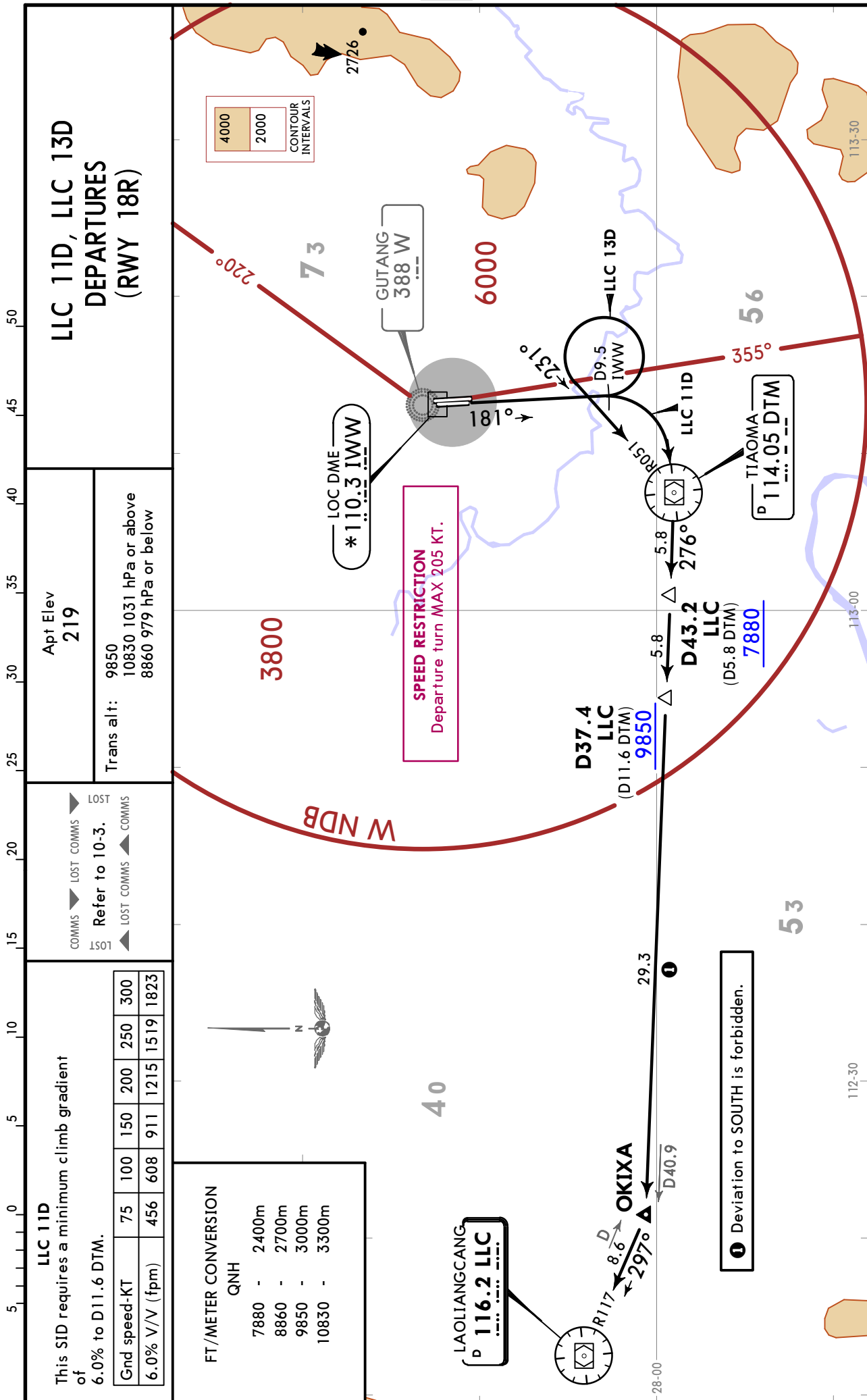
ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA

12 APR 24 (10-3T)

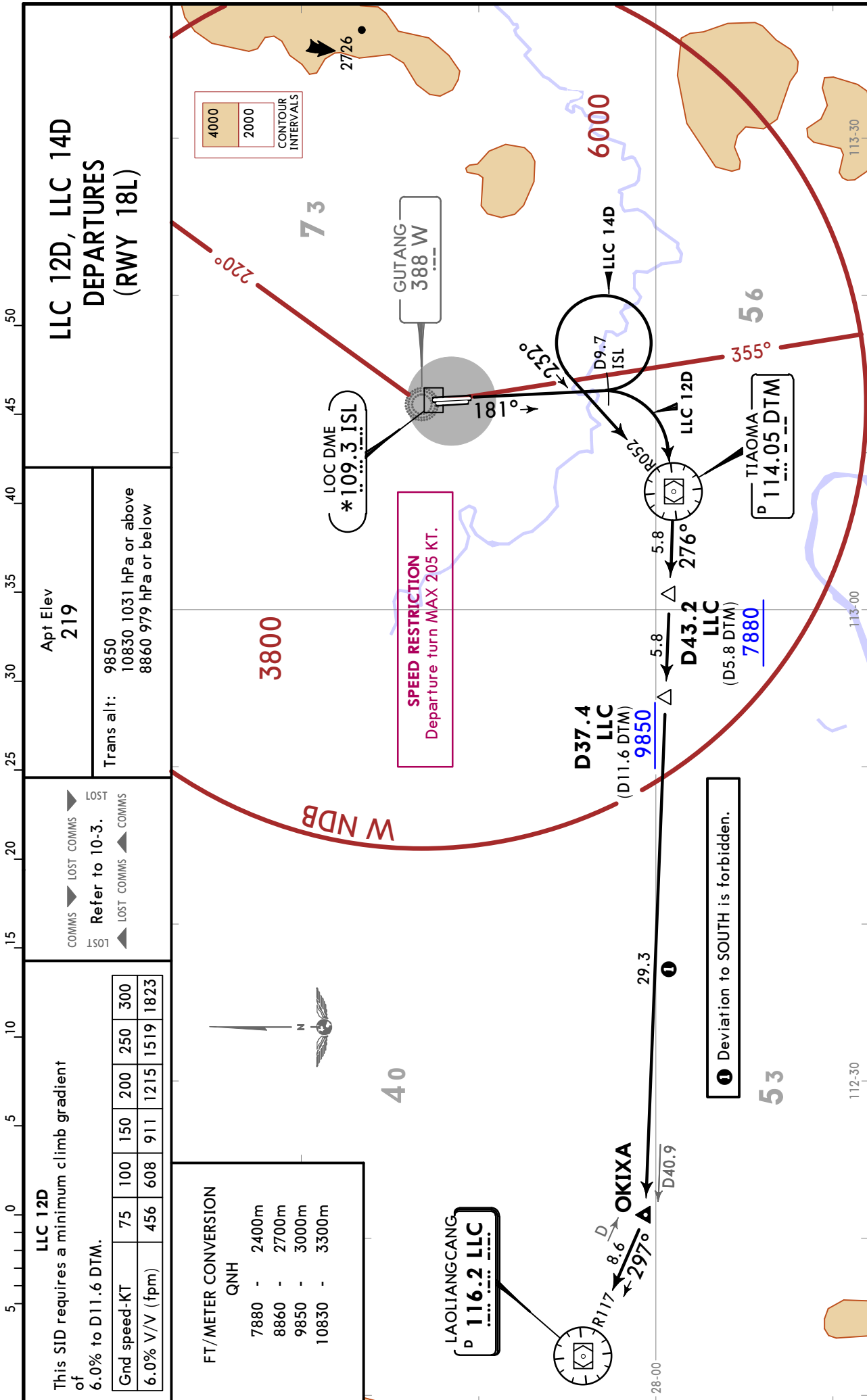
Eff 17 Apr 1600Z

SID



ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3T2 Eff 17 Apr 1600Z SID



**LLC 12D, LLC 14D
DEPARTURES
(RWY 18L)**

Apt Elev
219

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

COMMS ▲ LOST COMMS ▼ LOST
Refer to 10-3.

LLC 12D
This SID requires a minimum climb gradient
of 6.0% to D11.6 DTM.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

FT/METER CONVERSION

QNH

7880	-	2400m
8860	-	2700m
9850	-	3000m
10830	-	3300m

4000
2000
CONTOUR
INTERVALS

W NDB

SPEED RESTRICTION
Departure turn MAX 205 KT.

① Deviation to SOUTH is forbidden.

ZGHA/CSX
HUANGHUA

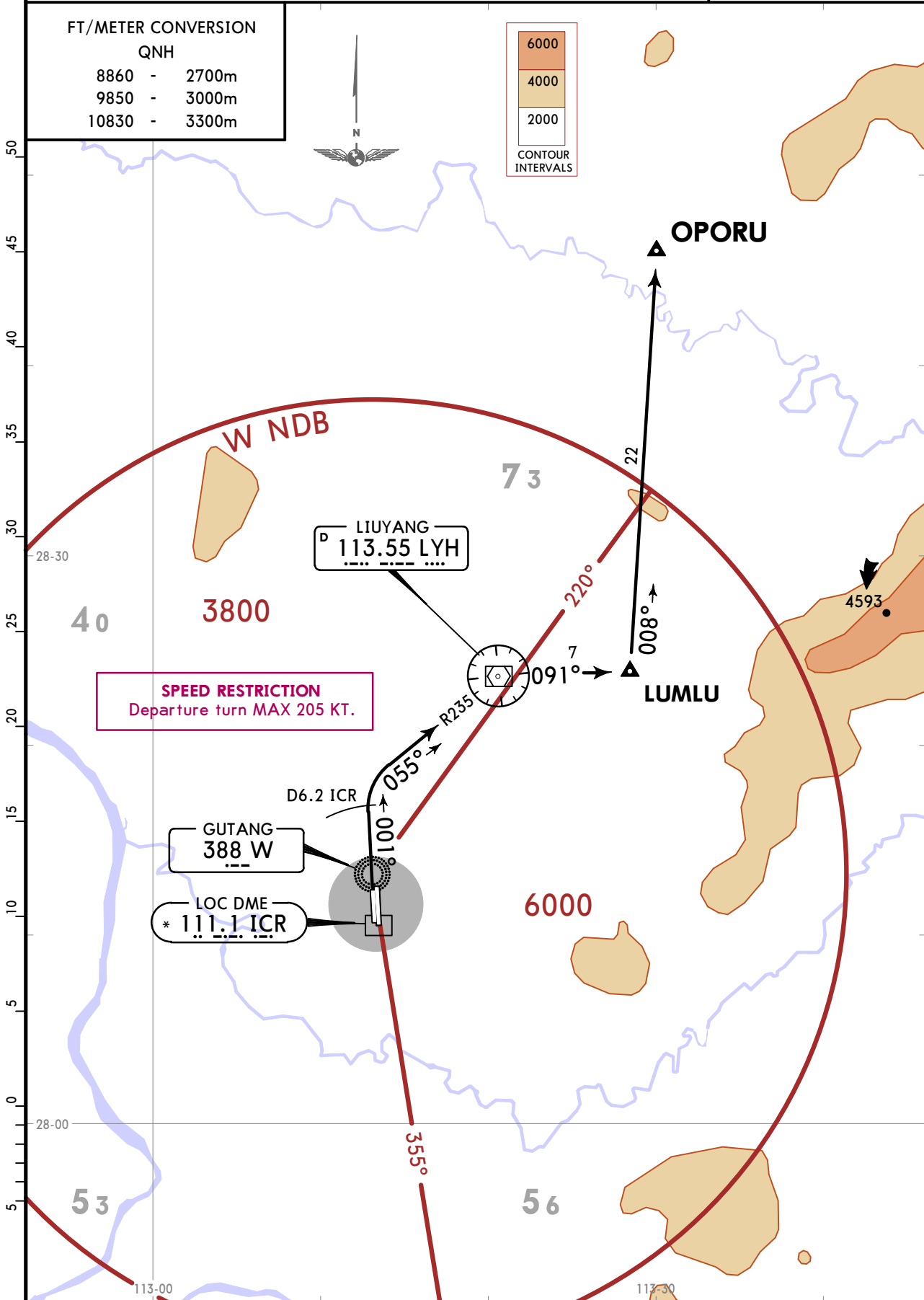
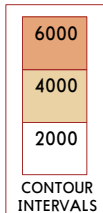
JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3U Eff 17 Apr 1600Z SID

Apt Elev 219 Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

OPO Ø1D
DEPARTURE
(RWY 36L)

FT/METER CONVERSION	
QNH	
8860	- 2700m
9850	- 3000m
10830	- 3300m



ZGHA/CSX
HUANGHUA

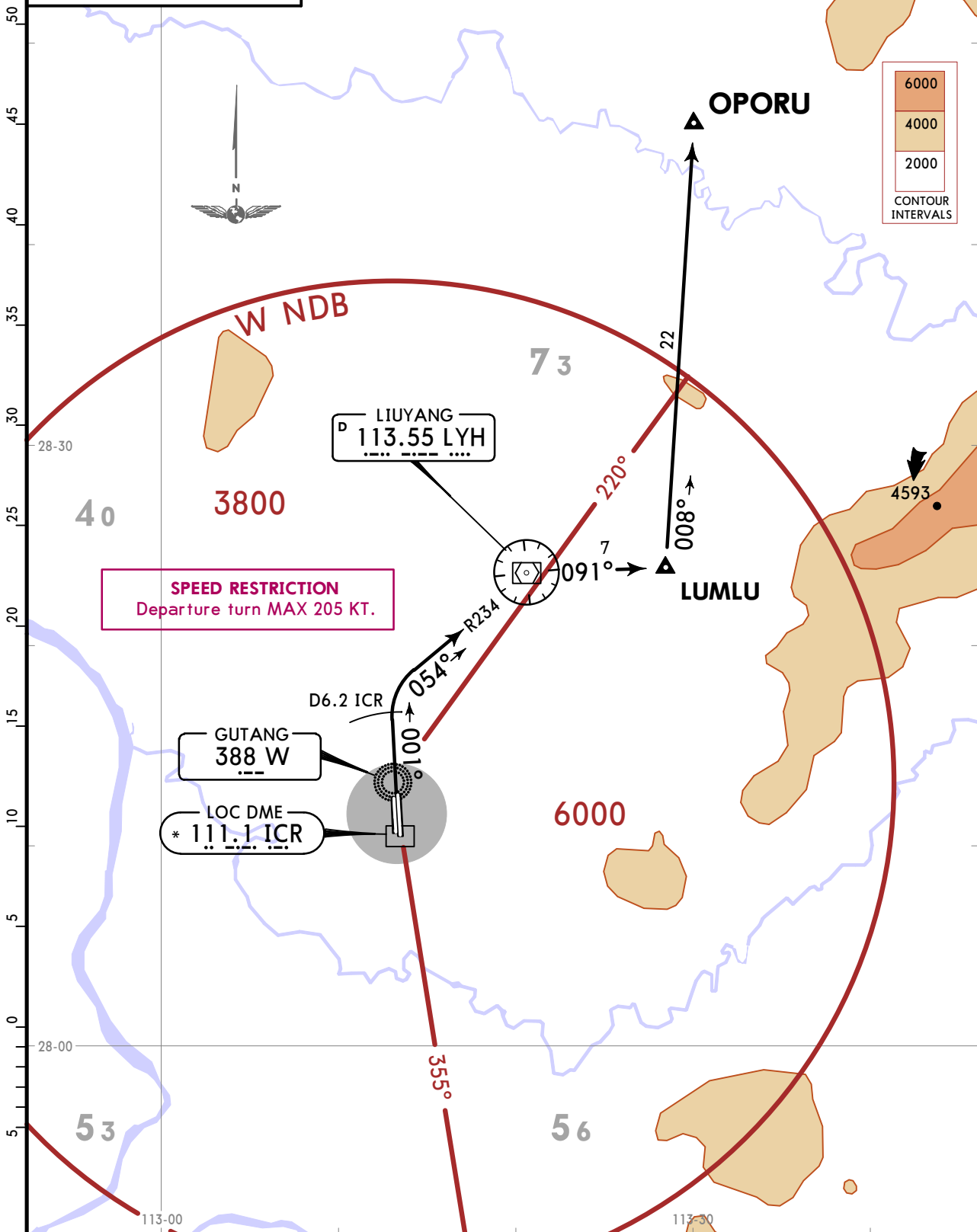
JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 10-3V Eff 17 Apr 1600Z SID

Apt Elev 219 Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

OPO Ø2D
DEPARTURE
(RWY 36R)

FT/METER CONVERSION	
QNH	
8860	- 2700m
9850	- 3000m
10830	- 3300m



ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3V1) Eff 17 Apr 1600Z

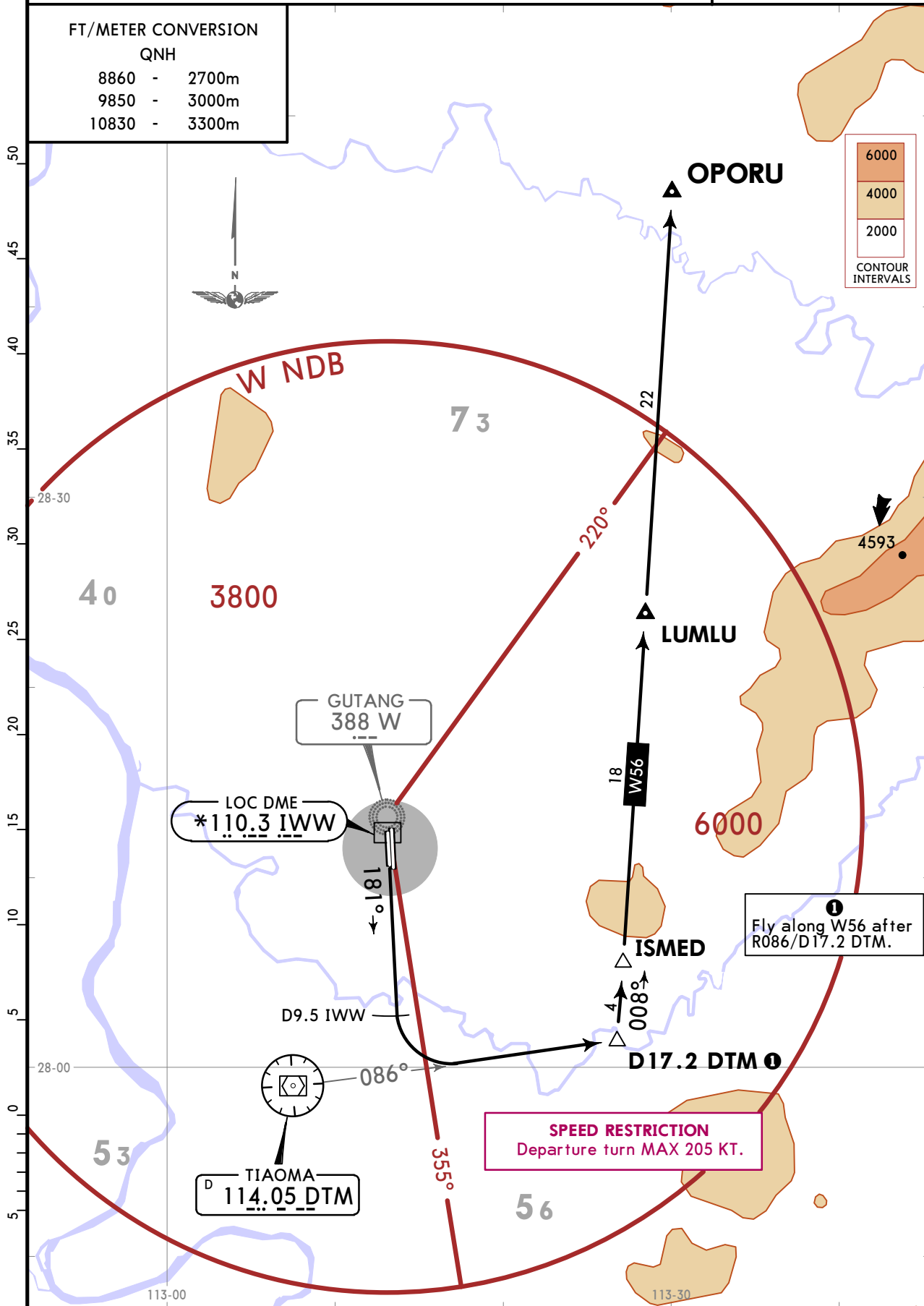
SID

Apt Elev 219
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

OPO 11D
DEPARTURE
(RWY 18R)

FT/METER CONVERSION	
QNH	
8860	- 2700m
9850	- 3000m
10830	- 3300m



ZGHA/CSX
HUANGHUA

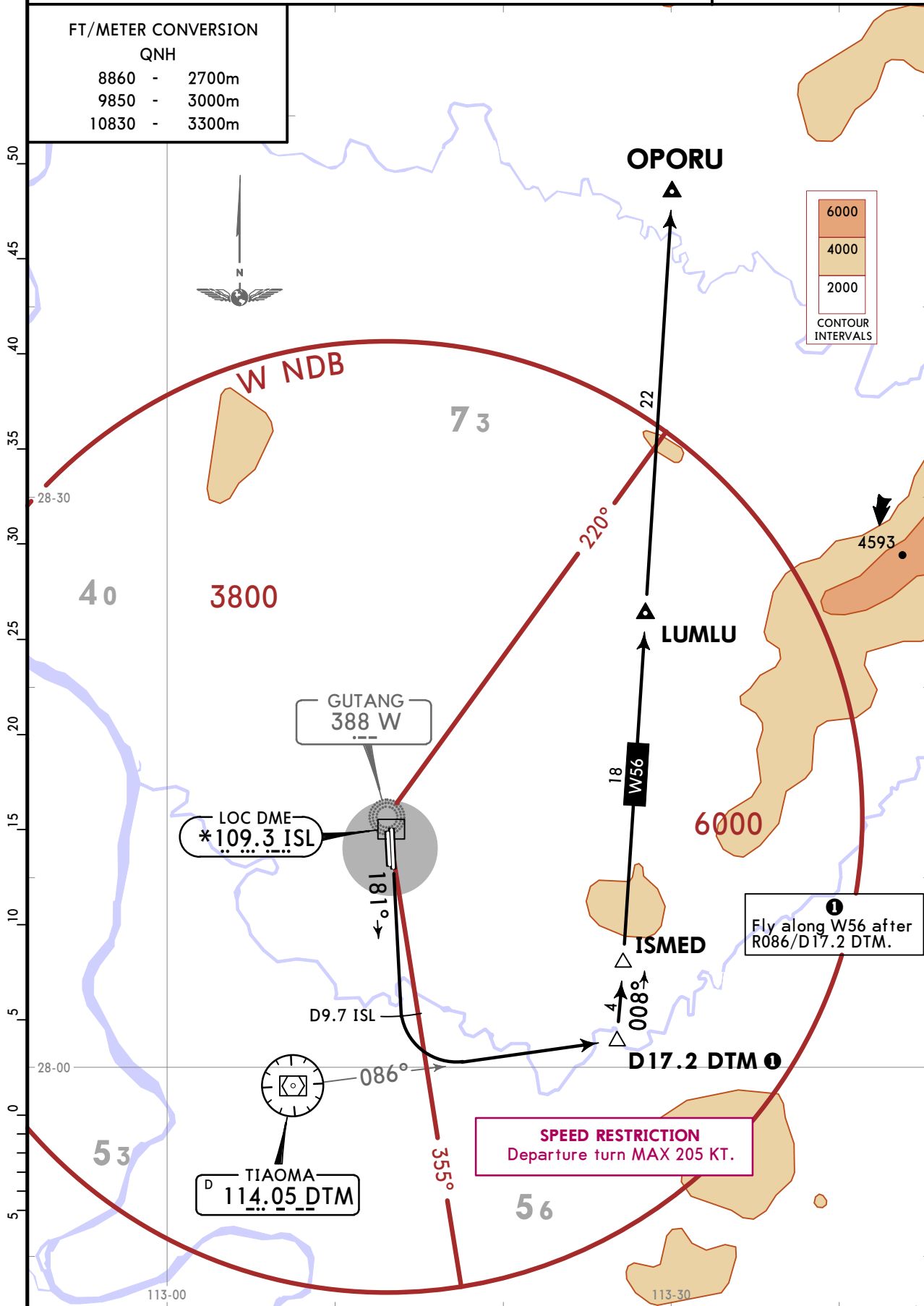
JEPPESEN CHANGSHA, PR OF CHINA
12 APR 24 (10-3V2) Eff 17 Apr 1600Z **SID**

Apt Elev 219
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

OPO 12D
DEPARTURE
(RWY 18L)

COMMS ▼ LOST COMMS ▼
LOST Refer to 10-3. LOST
▲ LOST COMMS ▲ COMMS

FT/METER CONVERSION	
QNH	
8860	- 2700m
9850	- 3000m
10830	- 3300m



ZGHA/CSX HUANGHUA

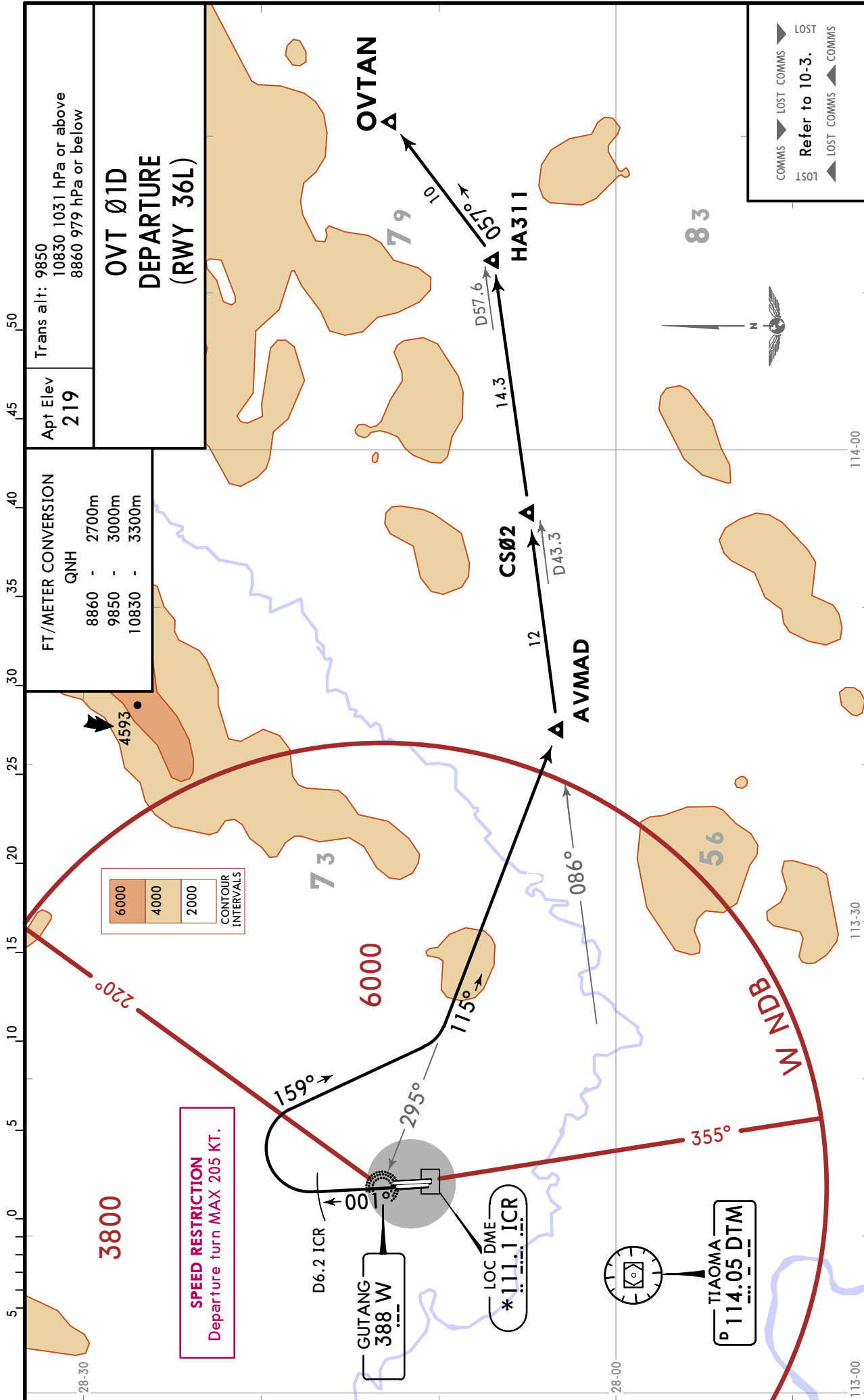
JEPPESSEN CHANGSHA, PR OF CHINA

12 APR 24

10-3W

Eff 17 Apr 1600Z

SID



ZGHA/CSX HUANGHUA

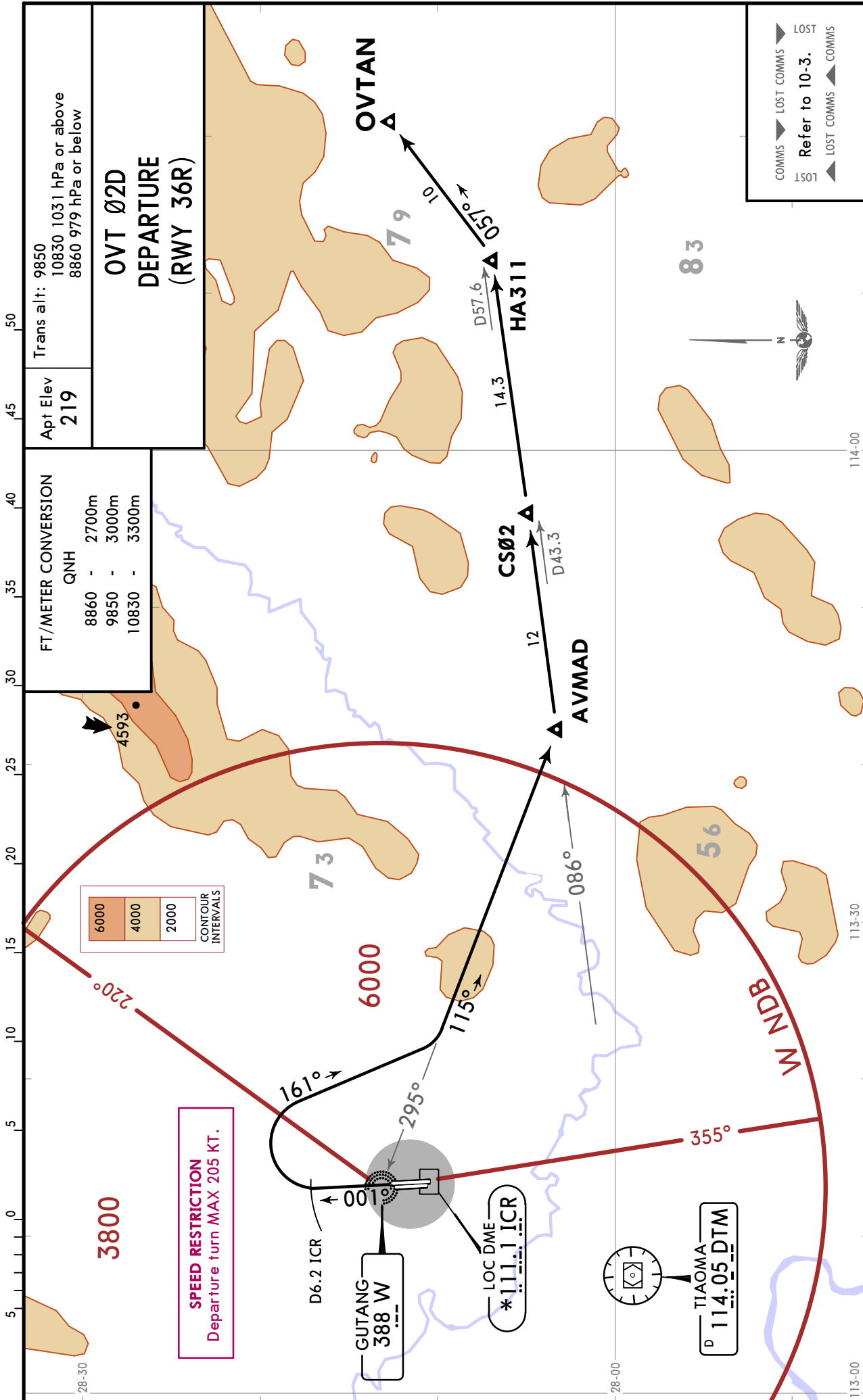
JEPPESEN CHANGSHA, PR OF CHINA

12 APR 24

10-3X

Eff 17 Apr 1600Z

SID



ZGHA/CSX HUANGHUA

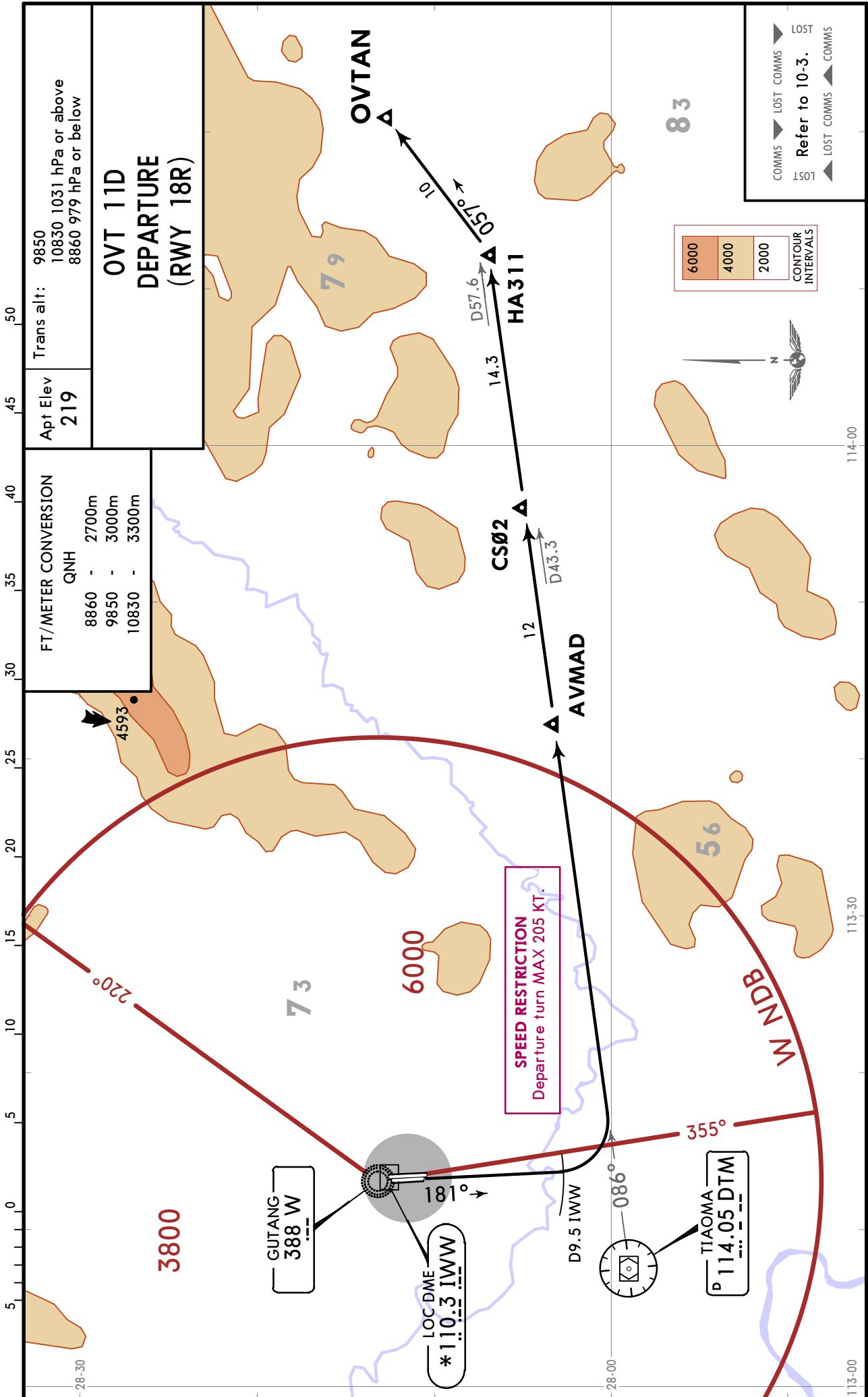
JEPPESSEN CHANGSHA, PR OF CHINA

12 APR 24

10-3X1

Eff 17 Apr 1600Z

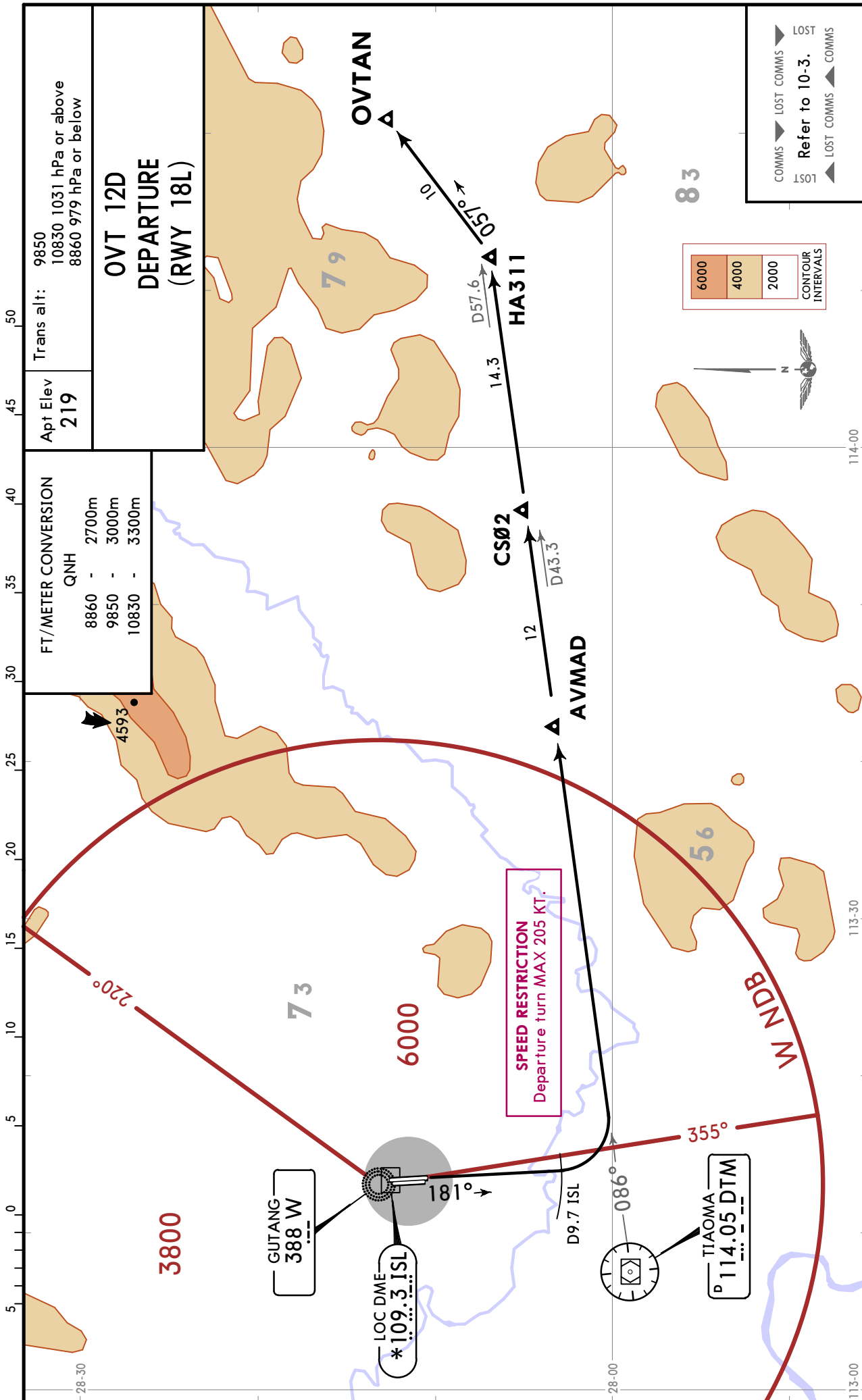
SID



ZGHA/CSX HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA

12 APR 24 (10-3X2) Eff 17 Apr 1600Z **SID**



ZGHA/CSX

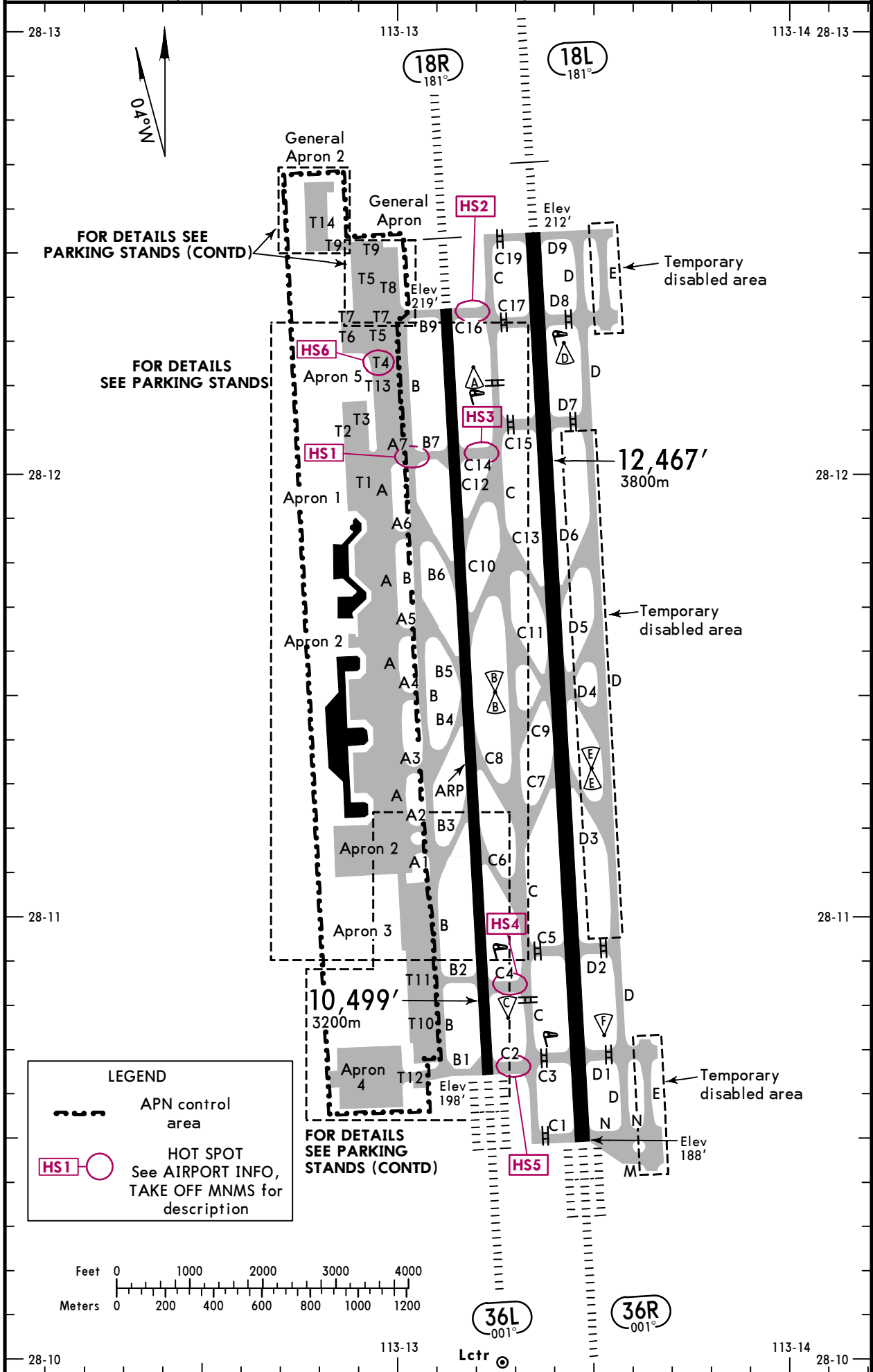
Apt Elev 220'
N28 11.4 E113 13.1

JEPPesen CHANGSHA, PR OF CHINA

16 FEB 24 (10-9) Eff 21 Feb 1600Z

HUANGHUA

D-ATIS Departure	*HUANGHUA Delivery	*HUANGHUA Ground	*CHANGSHA Apron	HUANGHUA Tower
127.075	121.95	121.75	121.85	118.55 124.325



CHANGES: General apron 2 added, APN control area, RWY 36L approach lights.

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JEPPesen CHANGSHA, PR OF CHINA

16 FEB 24 **10-9A** Eff 21 Feb 1600Z

HUANGHUA

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
18L ① 36R	HIRL (60m) CL (15m) ② HIALS SFL PAPI-L (3.0°) ③ RVR		11,463' 3494m	⑥	197' 60m
	HIRL (60m) CL (15m) ② HIALS-II SFL TDZ ④ ⑤ RVR		11,522' 3512m		
<p>① Rwy grooved. ② length 900m ③ HSTIL. HST-C7, C9 ④ PAPI-L (angle 3.0°) ⑤ HSTIL. HST-C11, C13 ⑥ TAKE-OFF RUN AVAILABLE</p> <p><u>RWY 18L:</u> From rwy head 12,467' (3800m) twy C17 int 11,155' (3400m) twy D8 int 11,155' (3400m) twy C15 int 9843' (3000m) twy D7 int 9843' (3000m)</p> <p><u>RWY 36R:</u> From rwy head 12,467' (3800m) twy C3 int 11,155' (3400m) twy D1 int 11,155' (3400m) twy C5 int 9843' (3000m) twy D2 int 9843' (3000m)</p>					
18R 36L	HIRL (60m) CL (15m) ⑦ HIALS SFL PAPI-L (3.0°) ⑧ RVR		9429' 2874m	⑪	148' 45m
	HIRL (60m) CL (15m) ⑦ HIALS-II SFL TDZ ⑨ ⑩ RVR		9541' 2908m		
<p>⑦ length 900m ⑧ HSTIL. HST-C6, C8 ⑨ PAPI-R (angle 3.0°) ⑩ HSTIL. HST-C10, C12 ⑪ TAKE-OFF RUN AVAILABLE</p> <p><u>RWY 18R:</u> From rwy head 10,499' (3200m) twy B7 int 8530' (2600m) twy C14 int 8530' (2600m)</p> <p><u>RWY 36L:</u> From rwy head 10,499' (3200m) twy B2 int 9186' (2800m) twy C4 int 9186' (2800m)</p>					

HOT SPOTS

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

- HS1** Intersections of TWYs A7, B7, B:
Acft shall observe cautiously, then operate according to ATC clearance and avoid conflict. Acft shall hold short in front of TWY B7 when other acft is vacating TWY B7.
- HS2** Cross RWY36L at TWY C16 holding area. Acft shall get clearance from TWR controller before crossing RWY36L.
- HS3** Cross RWY36L at TWY C14 holding area. Acft shall get clearance from TWR controller before crossing RWY36L.
- HS4** Cross RWY18R at TWY C4 holding area. Acft shall get clearance from TWR controller before crossing RWY18R.
- HS5** Cross RWY18R at TWY C2 holding area. Acft shall get clearance from TWR controller before crossing RWY18R.
- HS6** Intersections of TWYs T5, T4, T13:
Departure acft shall taxi along instruction route "T5-T4-B(Holding before B)", observe TWY T4 marking cautiously before taxiing to HS6, strictly follow apron controllers instructions.

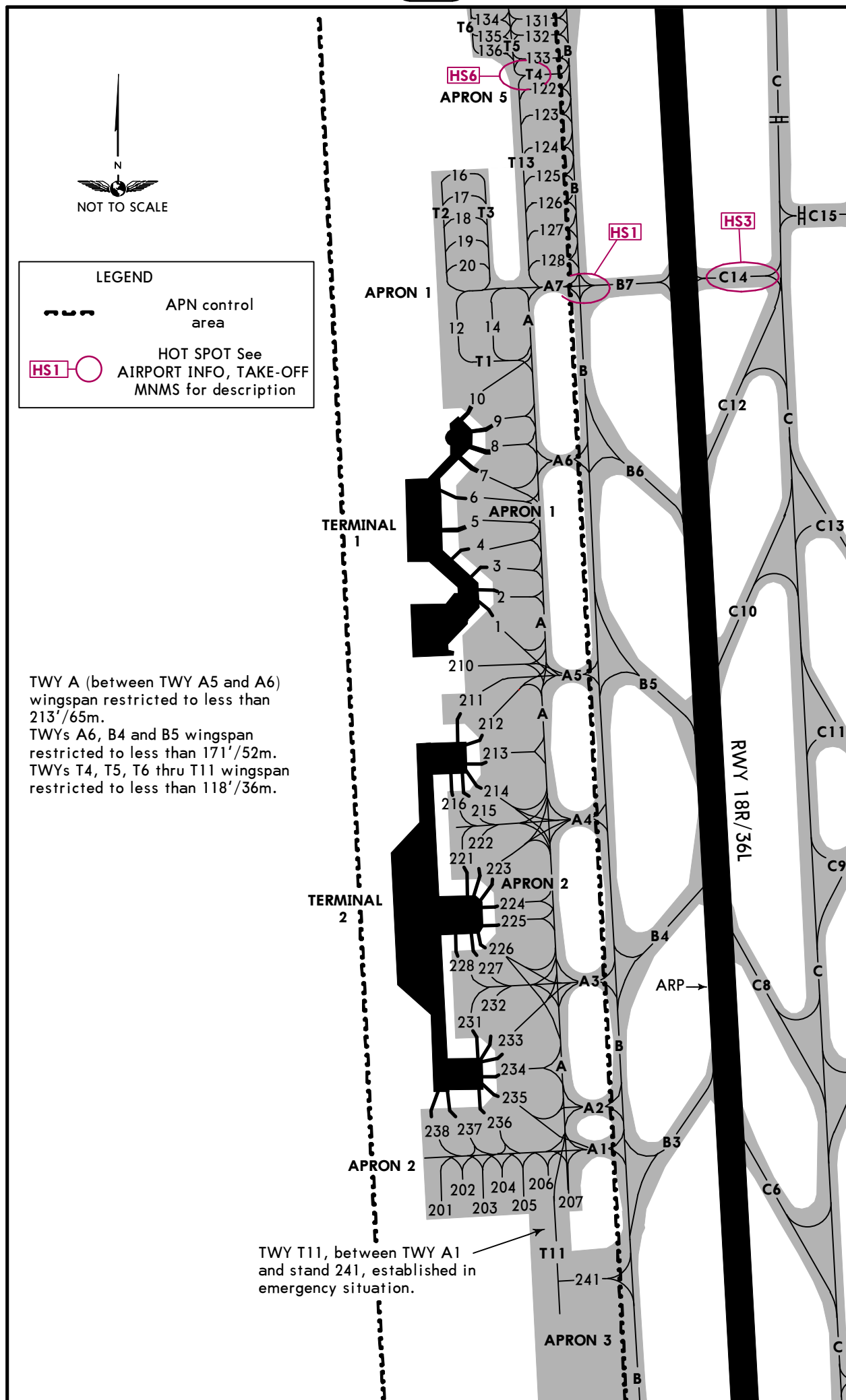
Standard		TAKE-OFF		
		LVP must be in force RL, CL & HUD	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	RVR 150m	RVR 400m VIS 800m	RVR 500m VIS 800m
	B			
	C			
	D			
Other 1&2 Eng		Minimums not established by CAAC		
		RVR 1600m VIS 1600m		

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16 FEB 24 10-9B Eff 21 Feb 1600Z

HUANGHUA



LEGEND

APN control area

HOT SPOT See AIRPORT INFO, TAKE-OFF MNMS for description

TWY A (between TWY A5 and A6) wingspan restricted to less than 213'/65m.
 TWYs A6, B4 and B5 wingspan restricted to less than 171'/52m.
 TWYs T4, T5, T6 thru T11 wingspan restricted to less than 118'/36m.

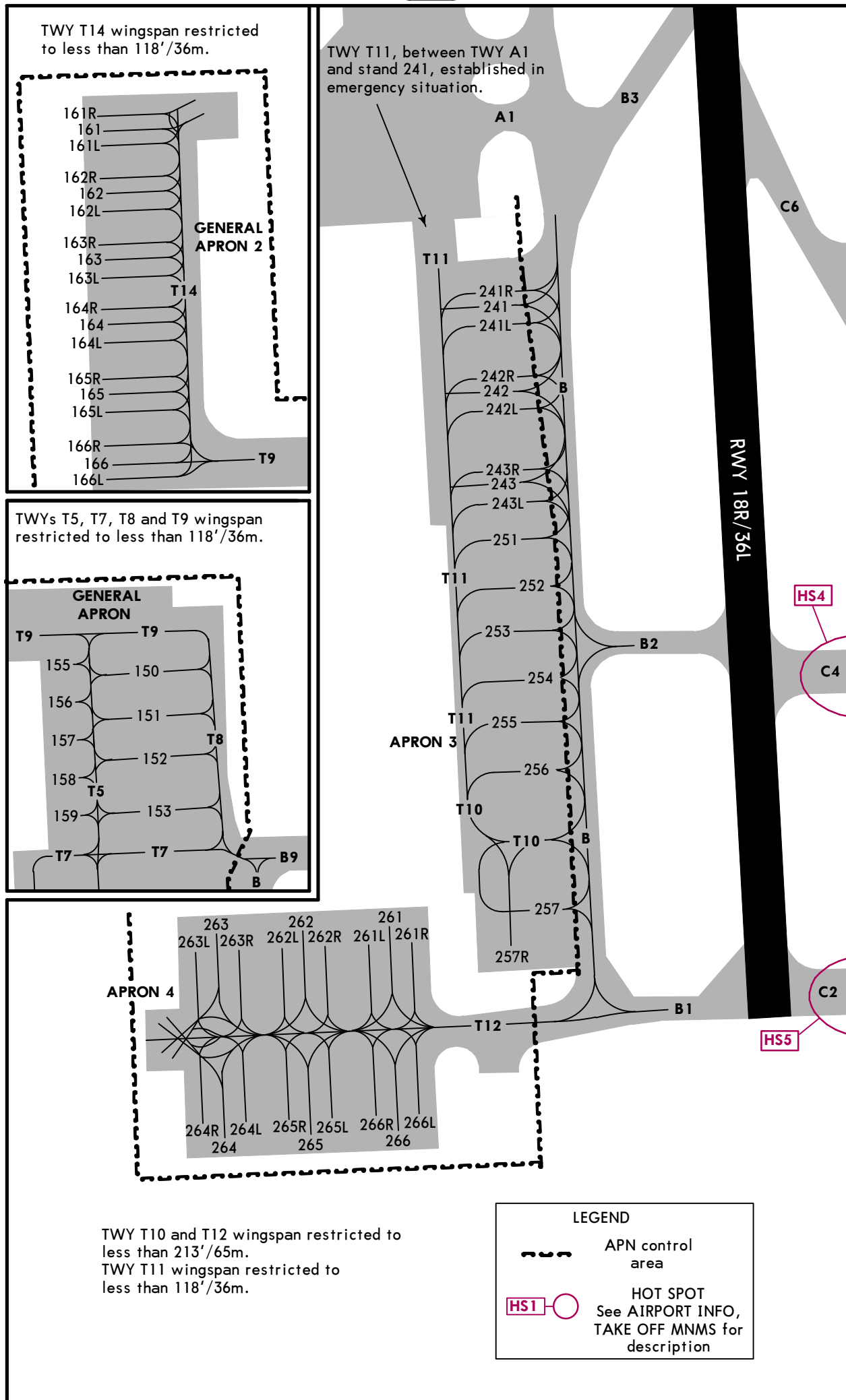
TWY T11, between TWY A1 and stand 241, established in emergency situation.

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JEPPESEN CHANGSHA, PR OF CHINA

16 FEB 24 10-9C Eff 21 Feb 1600Z

HUANGHUA



TWY T14 wingspan restricted to less than 118'/36m.

TWY T11, between TWY A1 and stand 241, established in emergency situation.

TWYs T5, T7, T8 and T9 wingspan restricted to less than 118'/36m.

TWY T10 and T12 wingspan restricted to less than 213'/65m.
 TWY T11 wingspan restricted to less than 118'/36m.

LEGEND

APN control area

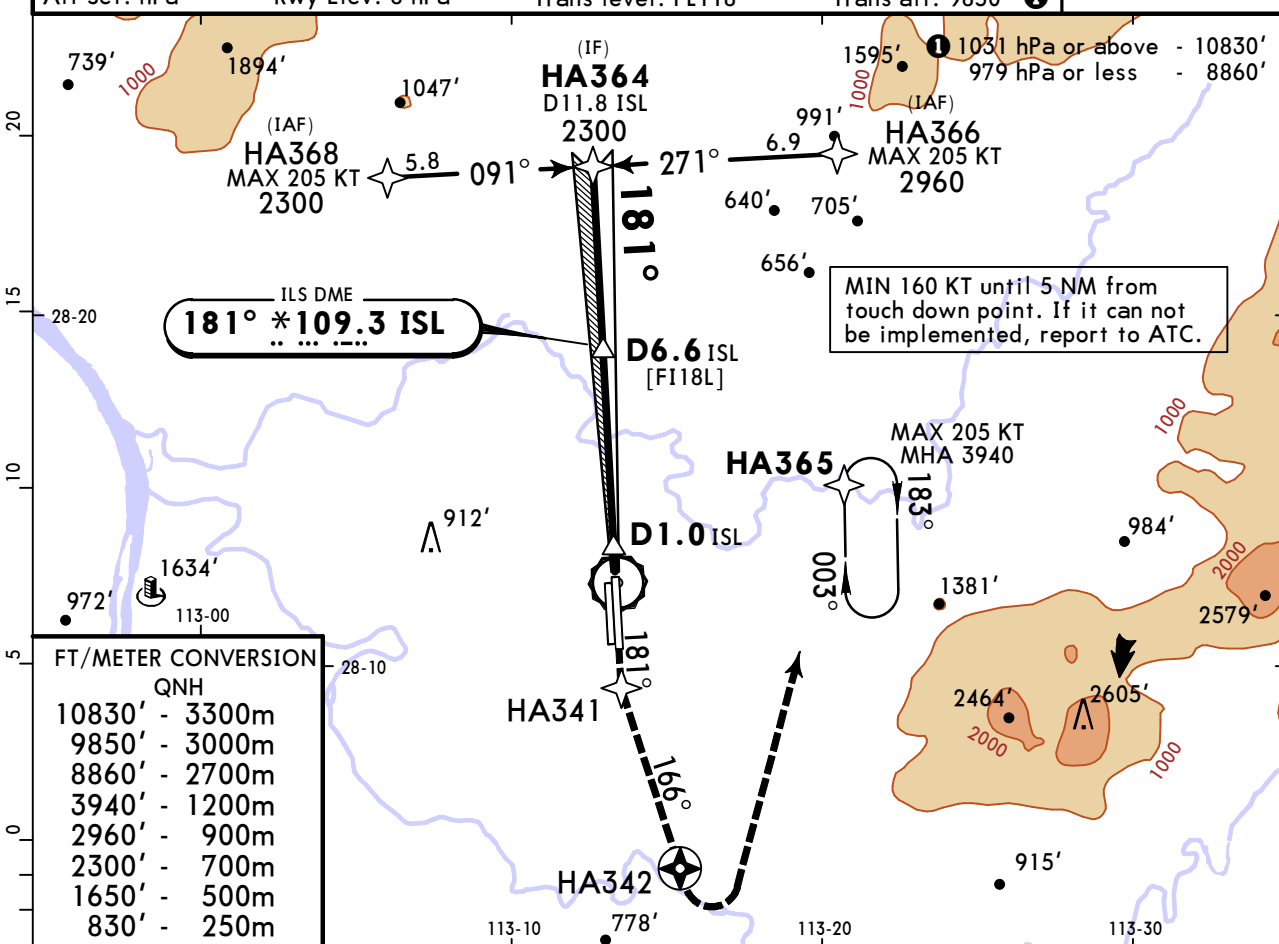
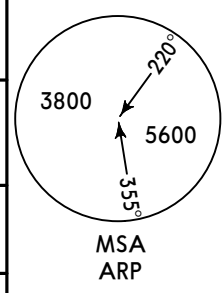
HOT SPOT
 See AIRPORT INFO, TAKE OFF MNMS for description

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HUANGHUA

27 OCT 23
Eff 1 Nov 1600Z (11-1) JEPPESEN

CHANGSHA, PR OF CHINA
RNAV ILS DME Z Rwy 18L

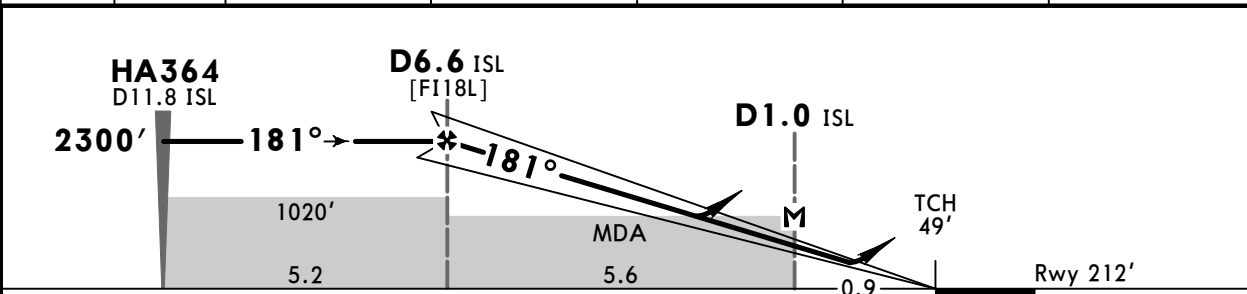
BRIEFING STRIP™	D-ATIS Arrival	CHANGSHA Approach (R) APP01 *APP02 *APP03			HUANGHUA Tower(R)		*Ground
	127.6	119.65	125.65	124.6	118.55	124.325	121.75
LOC ISL	Final Apch Crs	D6.6 ISL		ILS DA(H)		Apt Elev 219'	
*109.3	181°	2300' (2088')		412' (200')		Rwy 212'	
MISSED APCH: Climb STRAIGHT AHEAD to HA341 at 830' or above, then turn LEFT on 166° to HA342 at 1650' or above, then turn LEFT to HA365 at 2960' and join holding, or by ATC. Turns MAX 205 KT.							
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: FL118		Trans alt: 9850' ①	



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3940'	-	1200m
2960'	-	900m
2300'	-	700m
1650'	-	500m
830'	-	250m

LOC (GS out)	ISL DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2120'	1810'	1490'	1170'	850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI HA341 at 830' or above	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D1.0 ISL								

PANS OPS	STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND		
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H)	VIS
	DA(H) 412' (200')		MDA(H) 730' (518')				
		FULL	ALS out	ALS out			
A				2100m	100	780' (561')	2100m
B	RVR 550m				135	790' (571')	2800m
C	VIS 800m		1200m		180	1100' (881')	3700m
D				2100m 2400m	205	1320' (1101')	5000m

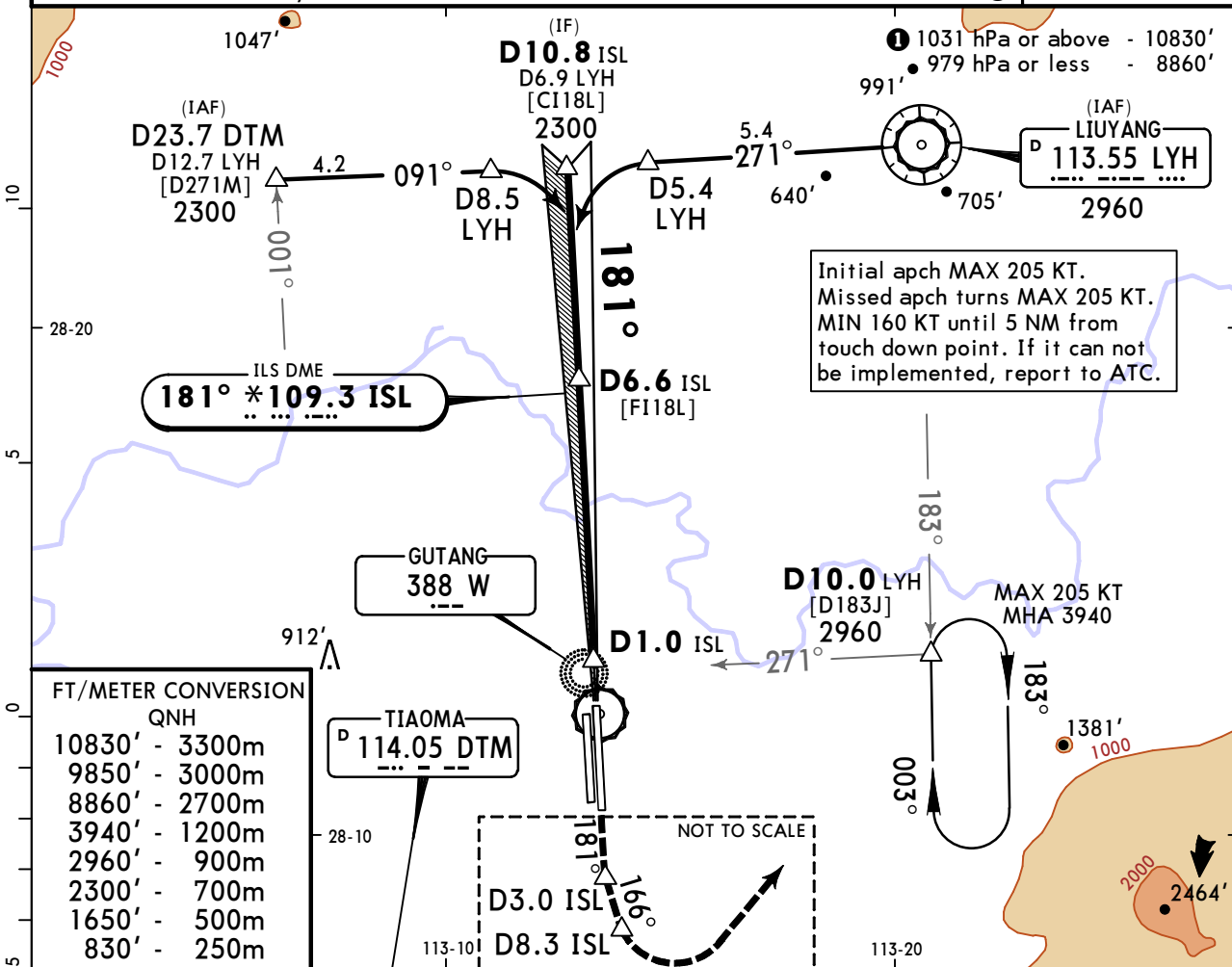
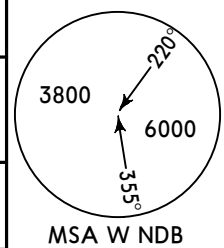
① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

ZGHA/CSX HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA

27 OCT 23 (11-2) Eff 1 Nov 1600Z ILS DME Y Rwy 18L

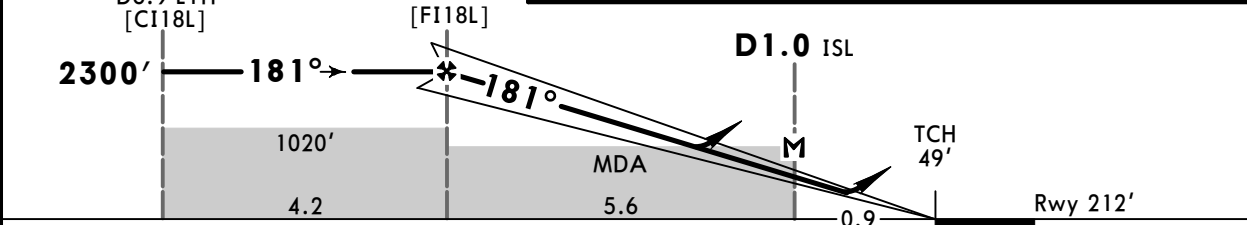
BRIEFING STRIP™	D-ATIS Arrival	CHANGSHA Approach (R) APP01 APP02 APP03			HUANGHUA Tower(R)		*Ground
	127.6	119.65	125.65	124.6	118.55	124.325	121.75
LOC ISL	Final Apch Crs	D6.6 ISL		ILS DA(H)		Apt Elev 219'	
*109.3	181°	2300' (2088')		412' (200')		Rwy 212'	
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 ISL at 830' or above, then turn LEFT on 166° to D8.3 ISL at 1650' or above, then turn LEFT to intercept R-183 LYH and fly to D10.0 LYH at 2960', join holding or by ATC.							
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: FL118		Trans alt: 9850' ①	



FT/METER CONVERSION

QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
3940'	- 1200m
2960'	- 900m
2300'	- 700m
1650'	- 500m
830'	- 250m

D10.8 ISL D6.9 LYH [CI18L]	D6.6 ISL [FI18L]	D1.0 ISL	LOC (GS out)				
			6.0	5.0	4.0	3.0	2.0
2300'	2300'	2960'	2120'	1810'	1490'	1170'	850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D3.0 ISL at 830' or above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.0 ISL								

PANS OPS	STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Max Kts	MDA(H)	VIS
	CDFA		CDFA				
	FULL	ALS out	FULL	ALS out	100	780'(561')	2100m
A				135	790'(571')	2800m	
B	RVR 550m	1200m	2100m	180	1100'(881')	3700m	
C	VIS 800m		2100m	2400m	205	1320'(1101')	5000m
D							

■ RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

ZGHA/CSX



JEPPESSEN

CHANGSHA, PR OF CHINA

SA CAT I & SA CAT II

RNAV ILS DME Z Rwy 18L

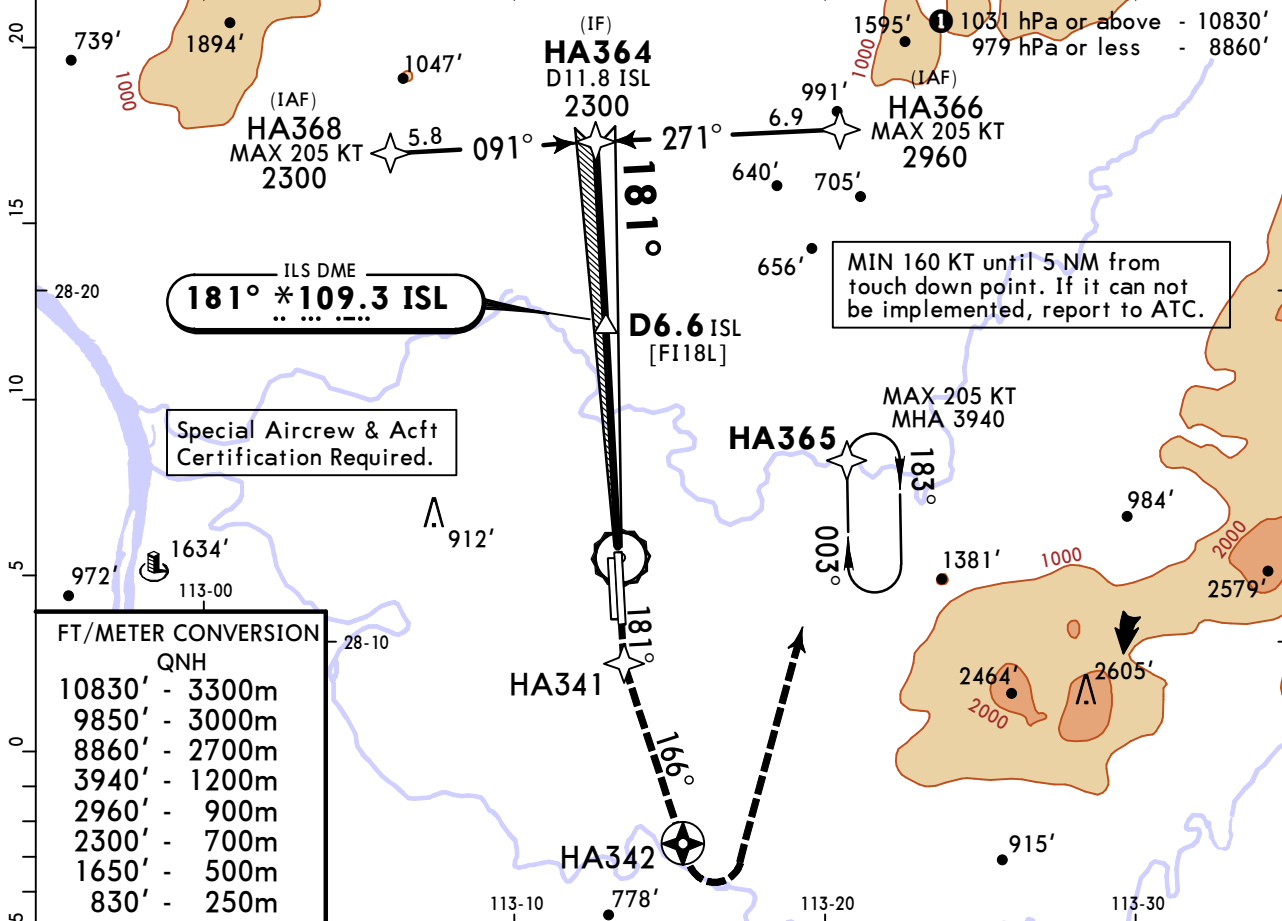
HUANGHUA

7 JUL 23

Eff 12 Jul 1600Z

11-2A

BRIEFING STRIP™	D-ATIS Arrival	CHANGSHA Approach (R)			HUANGHUA Tower (R)		*Ground	<p>MSA ARP</p>
	127.6	APP01	*APP02	*APP03	118.55	124.325	121.75	
	LOC ISL *109.3	Final Apch Crs 181°	D6.6 ISL 2300' (2088')		SA CAT I & SA CAT II Refer to Minimums		Apt Elev 219' Rwy 212'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to HA341 at 830' or above, then turn LEFT on 166° to HA342 at 1650' or above, then turn LEFT to HA365 at 2960' and join holding, or by ATC. Turns MAX 205 KT.</p>								
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: FL118		Trans alt: 9850' ①		



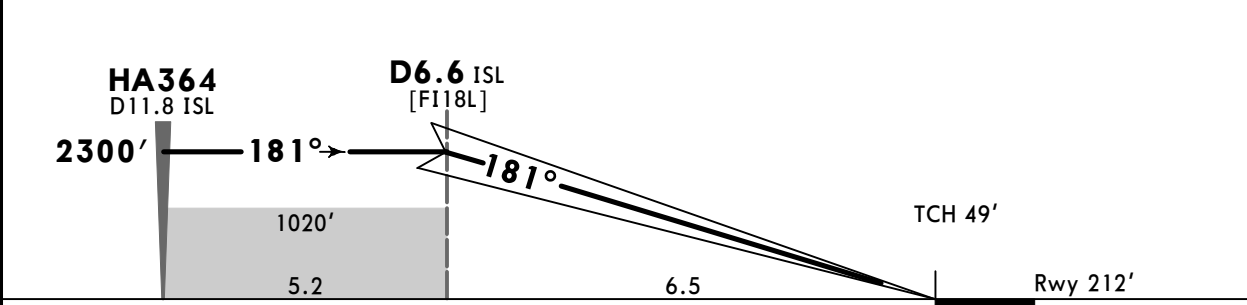
ILS DME
181° *109.3 ISL

Special Aircrew & Acft Certification Required.

MIN 160 KT until 5 NM from touch down point. If it can not be implemented, report to ATC.

FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3940'	-	1200m
2960'	-	900m
2300'	-	700m
1650'	-	500m
830'	-	250m



Gnd speed-Kts	70	90	100	120	140	160		HA341 at 830' or above
GS	3.00°	372	478	531	637	849		

Standard		STRAIGHT-IN LANDING RWY 18L	
SA CAT II ILS	SA CAT I ILS		
RA 112'	RA 154'		
DA(H) 312' (100')	DA(H) 362' (150')		
RVR 350m	RVR 450m		

PANS OPS

HUD required.

ZGHA/CSX



CHANGSHA, PR OF CHINA

SA CAT I & SA CAT II

ILS DME Y Rwy 18L

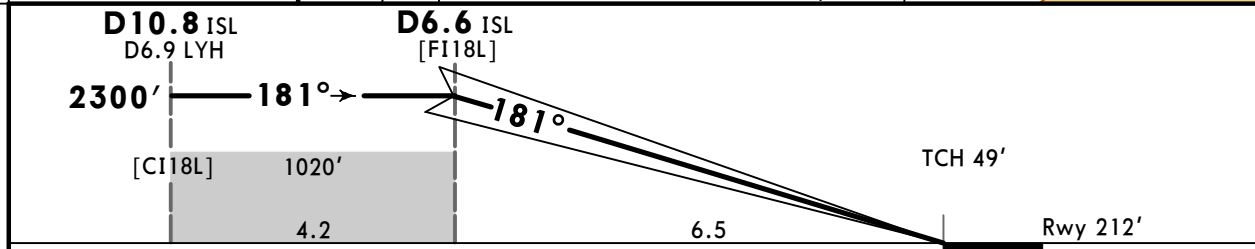
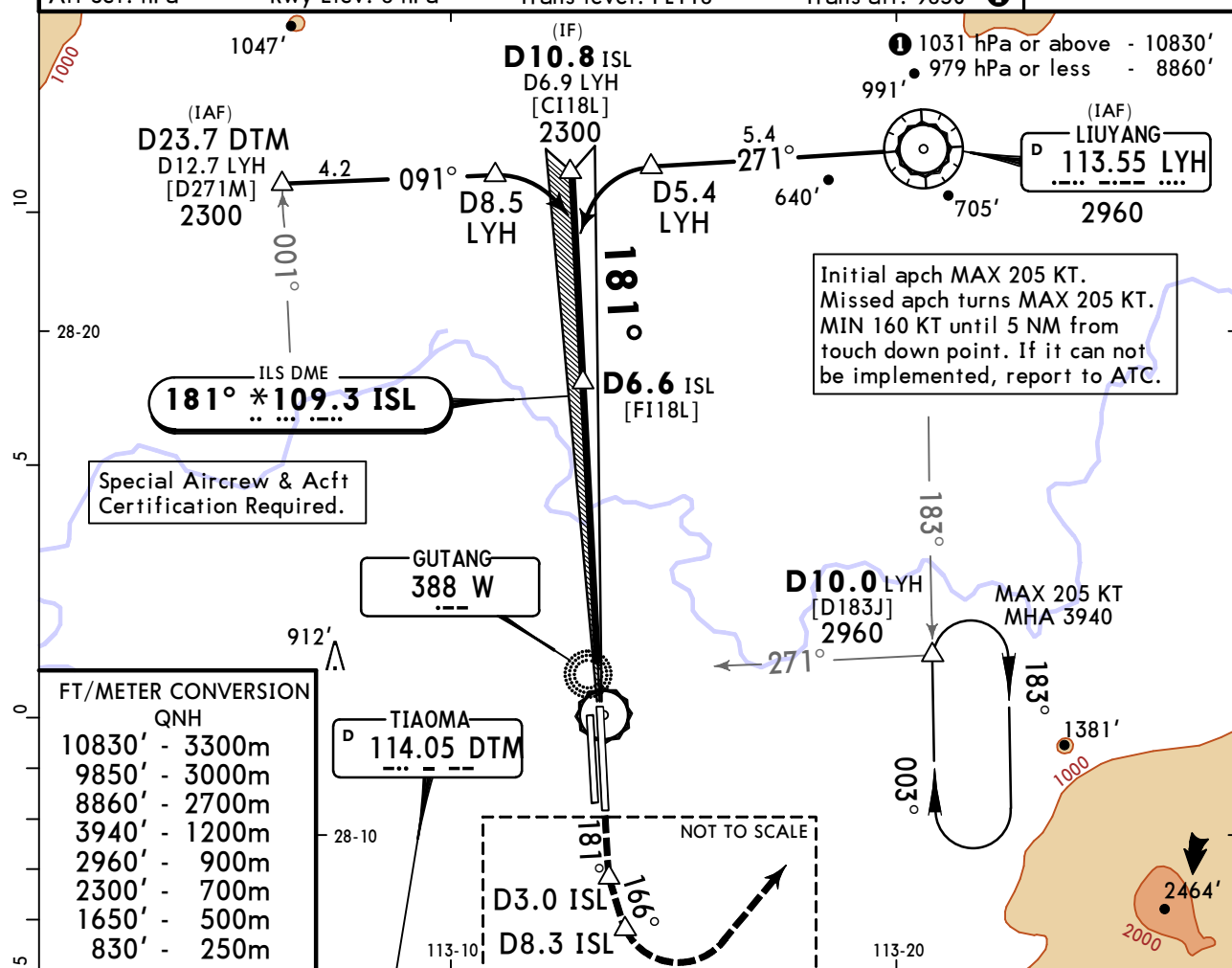
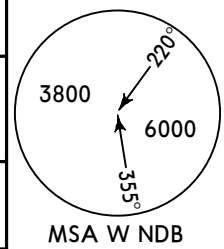
HUANGHUA

7 JUL 23

Eff 12 Jul 1600Z

11-2B

D-ATIS Arrival 127.6	CHANGSHA Approach (R) APP01 *APP02 *APP03 119.65 125.65 124.6		HUANGHUA Tower(R) 118.55 124.325	*Ground 121.75
LOC ISL *109.3	Final Apch Crs 181°	D6.6 ISL 2300' (2088')	SA CAT I & SA CAT II Refer to Minimums	Apt Elev 219' Rwy 212'
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 ISL at 830' or above, then turn LEFT on 166° to D8.3 ISL at 1650' or above, then turn LEFT to intercept R-183 LYH and fly to D10.0 LYH at 2960', join holding or by ATC.				
Alt Set: hPa		Rwy Elev: 8 hPa	Trans level: FL118	Trans alt: 9850' 1



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D3.0 ISL ↑ at 830' or above
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 18L	
SA CAT II ILS	RA 112'	SA CAT I ILS	RA 154'
	DA(H) 312' (100')		DA(H) 362' (150')
	RVR 350m		RVR 450m

1 HUD required.

ZGHA/CSX
HUANGHUA

27 OCT 23
Eff 1 Nov 1600Z

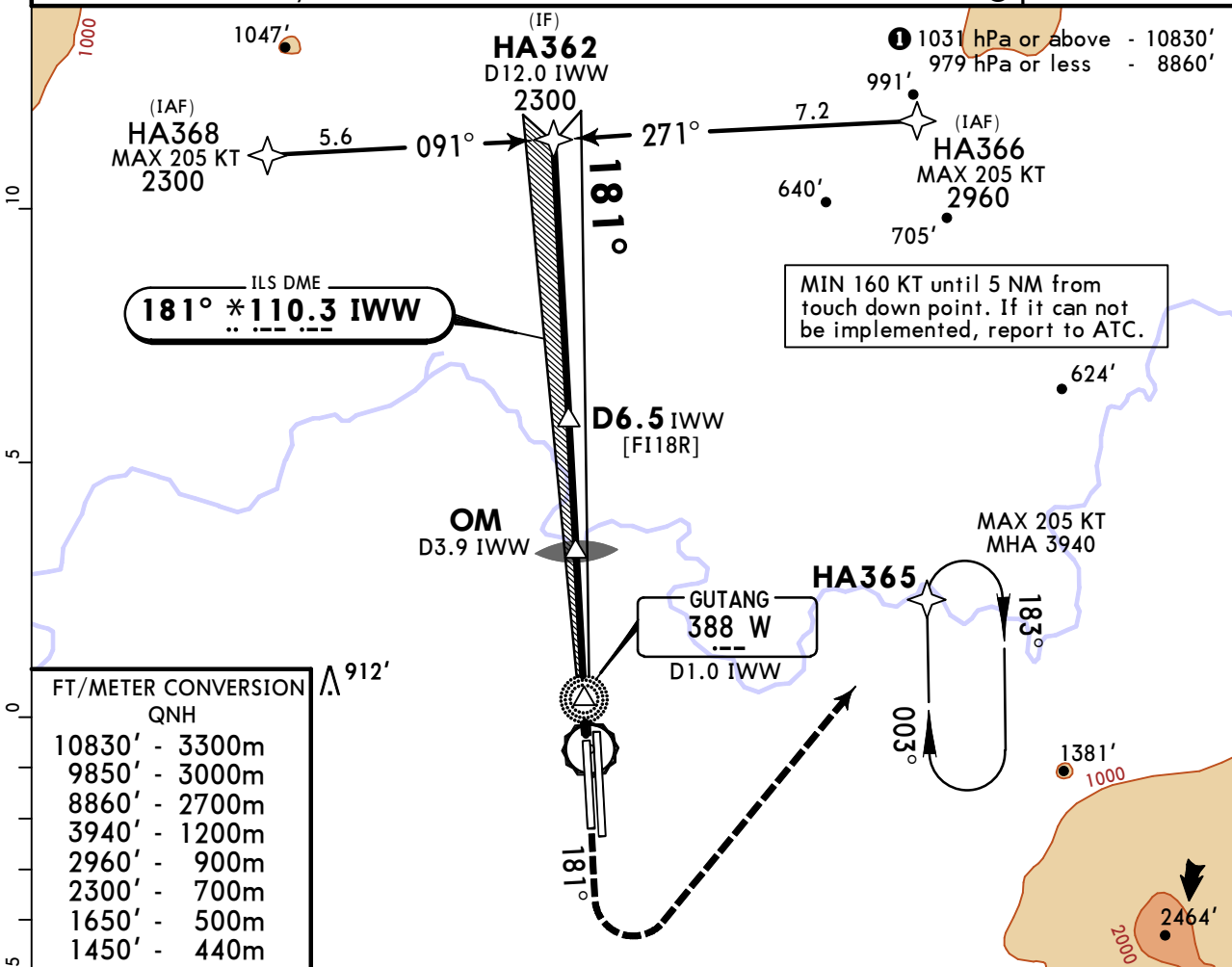
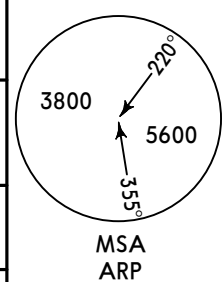
CHANGSHA, PR OF CHINA
RNAV ILS DME Z Rwy 18R

(11-3)

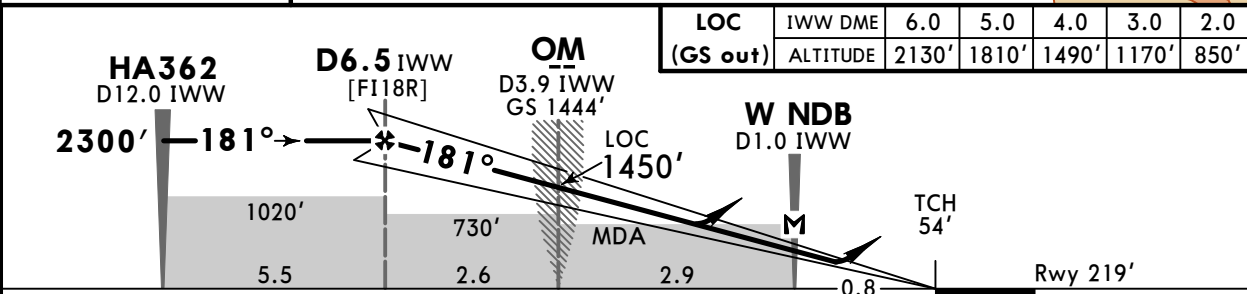
D-ATIS Arrival 127.6	CHANGSHA Approach (R) APP01 119.65 *APP02 125.65 *APP03 124.6			HUANGHUA Tower(R) 118.55 124.325	*Ground 121.75
LOC IWW *110.3	Final Apch Crs 181°	D6.5 IWW 2300' (2081')	ILS DA(H) 419' (200')	Apt Elev 219'	Rwy 219'

MISSED APCH: Climb STRAIGHT AHEAD to 1650', then turn LEFT (MAX 205 KT) to HA365 at 2960' and join holding, or by ATC.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL118 Trans alt: 9850' **1**



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3940'	-	1200m
2960'	-	900m
2300'	-	700m
1650'	-	500m
1450'	-	440m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1650'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at W NDB/D1.0 IWW								

Standard				STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA			
DA(H) 419' (200')		MDA(H) 690' (471')					
FULL		ALS out		ALS out		Max Kts	
A			1900m		100	780' (561')	2100m
B	RVR 550m 1	1200m			135	790' (571')	2800m
C	VIS 800m		1900m		180	1100' (881')	3700m
D			2200m		205	1320' (1101')	5000m

1 RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

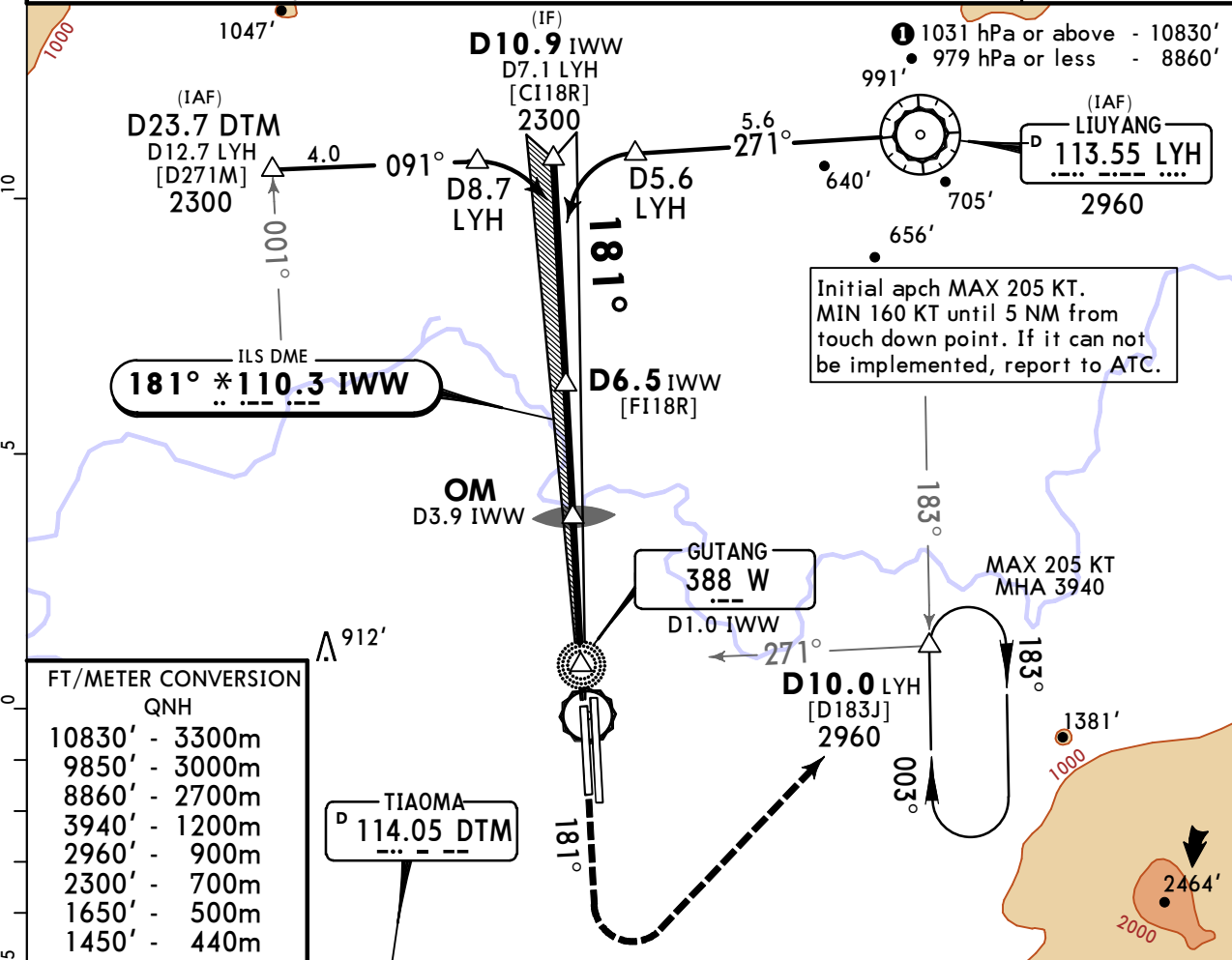
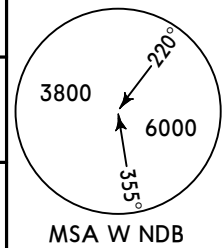
ZGHA/CSX HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA 27 OCT 23 11-4 Eff 1 Nov 1600Z ILS DME Y Rwy 18R

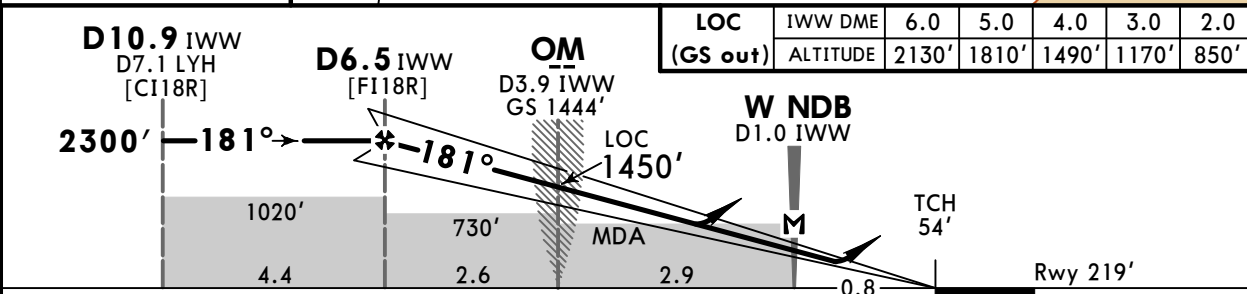
BRIEFING STRIP™	D-ATIS Arrival	CHANGSHA Approach (R) APP01 *APP02 *APP03			HUANGHUA Tower(R)		*Ground
	127.6	119.65	125.65	124.6	118.55	124.325	121.75
LOC IWW	Final Apch Crs	D6.5 IWW		ILS DA(H)		Apt Elev 219'	
*110.3	181°	2300' (2081')		419' (200')		Rwy 219'	

MISSED APCH: Climb STRAIGHT AHEAD to 1650', then turn LEFT (MAX 205 KT) to intercept R-183 LYH and fly to D10.0 LYH at 2960', join holding or by ATC.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL118 Trans alt: 9850' ①



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3940'	-	1200m
2960'	-	900m
2300'	-	700m
1650'	-	500m
1450'	-	440m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1650'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		

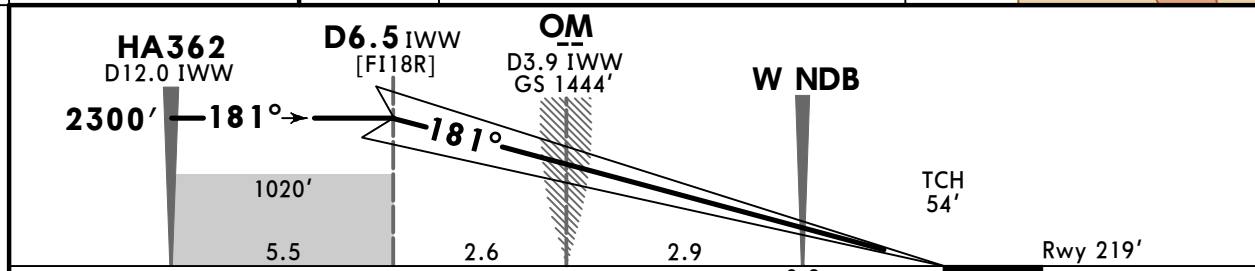
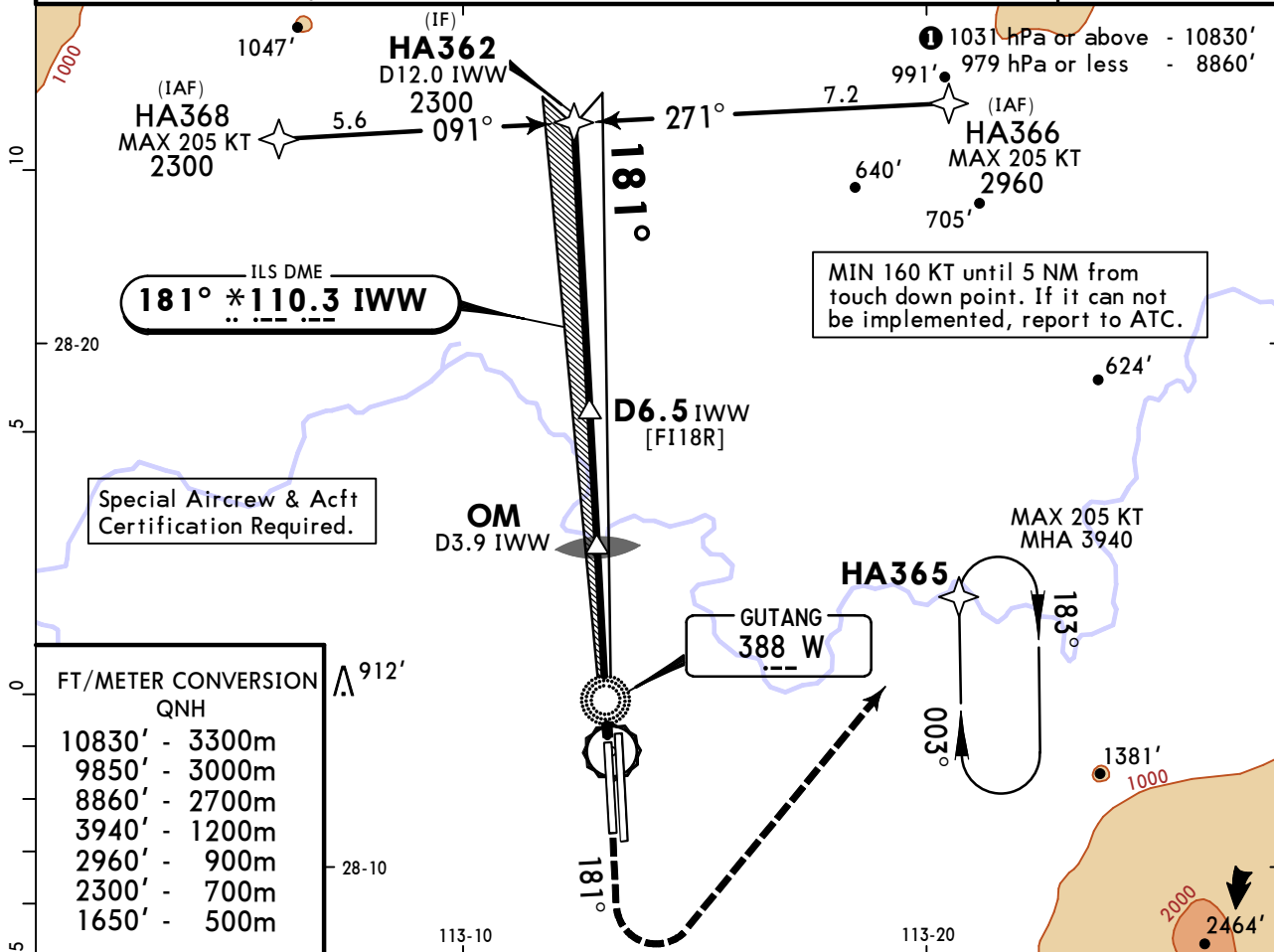
PANS OPS	Standard STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND			
	ILS		LOC (GS out)		CIRCLING		CIRCLING	
	DA(H) 419' (200')		MDA(H) 690' (471')		MDA(H)		VIS	
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A				100	780' (561')	2100m		
B	RVR 550m		1900m	135	790' (571')	2800m		
C	VIS 800m	1200m	1900m	180	1100' (881')	3700m		
D			2200m	205	1320' (1101')	5000m		

① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Minimums. © JEPPESEN, 2009, 2023. ALL RIGHTS RESERVED.

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HUANGHUA

JEPPESSEN CHANGSHA, PR OF CHINA
7 JUL 23 **(11-4A)** Eff 12 Jul 1600Z SA CAT I RNAV
ILS DME Z Rwy 18R

D-ATIS Arrival 127.6		CHANGSHA Approach (R) APP01 119.65 *APP02 125.65 *APP03 124.6			HUANGHUA Tower(R) 118.55 124.325		*Ground 121.75
LOC IWW *110.3	Final Apch Crs 181°	D6.5 IWW 2300' (2081')	SA CAT I ILS RA 164' DA(H) 369' (150')	Apt Elev 219'	Rwy 219'		
MISSED APCH: Climb STRAIGHT AHEAD to 1650', then turn LEFT (MAX 205 KT) to HA365 at 2960' and join holding, or by ATC.							
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: FL118		Trans alt: 9850' 1	
							MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	1650' ↑
Gs	3.00°	372	478	531	637	743		

Standard STRAIGHT-IN LANDING RWY 18R
SA CAT I ILS **1**
RA 164'
DA(H) **369'** (150')

RVR 450m

1 HUD required.

ZGHA/CSX
HUANGHUA

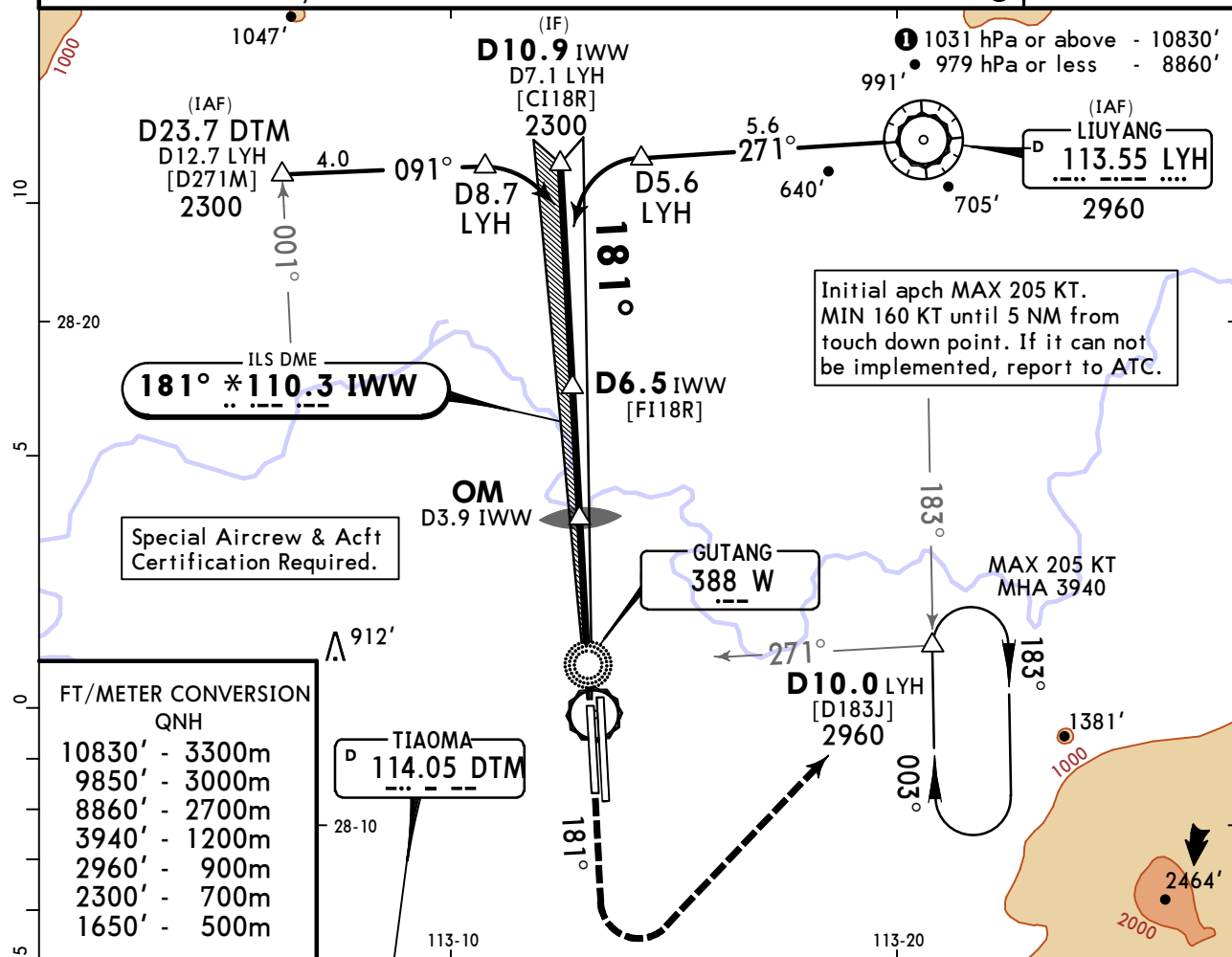
7 JUL 23
Eff 12 Jul 1600Z

JEPPESSEN CHANGSHA, PR OF CHINA
11-4B SA CAT I ILS DME Y Rwy 18R

D-ATIS Arrival 127.6	CHANGSHA Approach (R) APP01 119.65 APP02 125.65 APP03 124.6			HUANGHUA Tower(R) 118.55 124.325		*Ground 121.75
LOC IWW *110.3	Final Apch Crs 181°	D6.5 IWW 2300' (2081')	SA CAT I ILS RA 164' DA(H) 369' (150')	Apt Elev 219'	Rwy 219'	

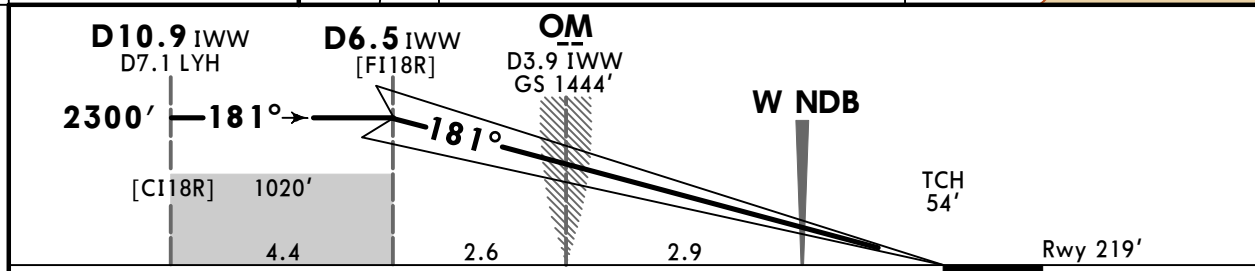
MISSED APCH: Climb STRAIGHT AHEAD to 1650', then turn LEFT (MAX 205 KT) to intercept R-183 LYH and fly to D10.0 LYH at 2960', join holding or by ATC.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL118 Trans alt: 9850' **1** MSA W NDB



FT/METER CONVERSION QNH

10830'	3300m
9850'	3000m
8860'	2700m
3940'	1200m
2960'	900m
2300'	700m
1650'	500m



HIALS		1650'
PAPI		↑

Standard STRAIGHT-IN LANDING RWY 18R
SA CAT I ILS **1**

RA 164'
DA(H) **369'** (150')

RVR 450m

1 HUD required.

PANS OPS

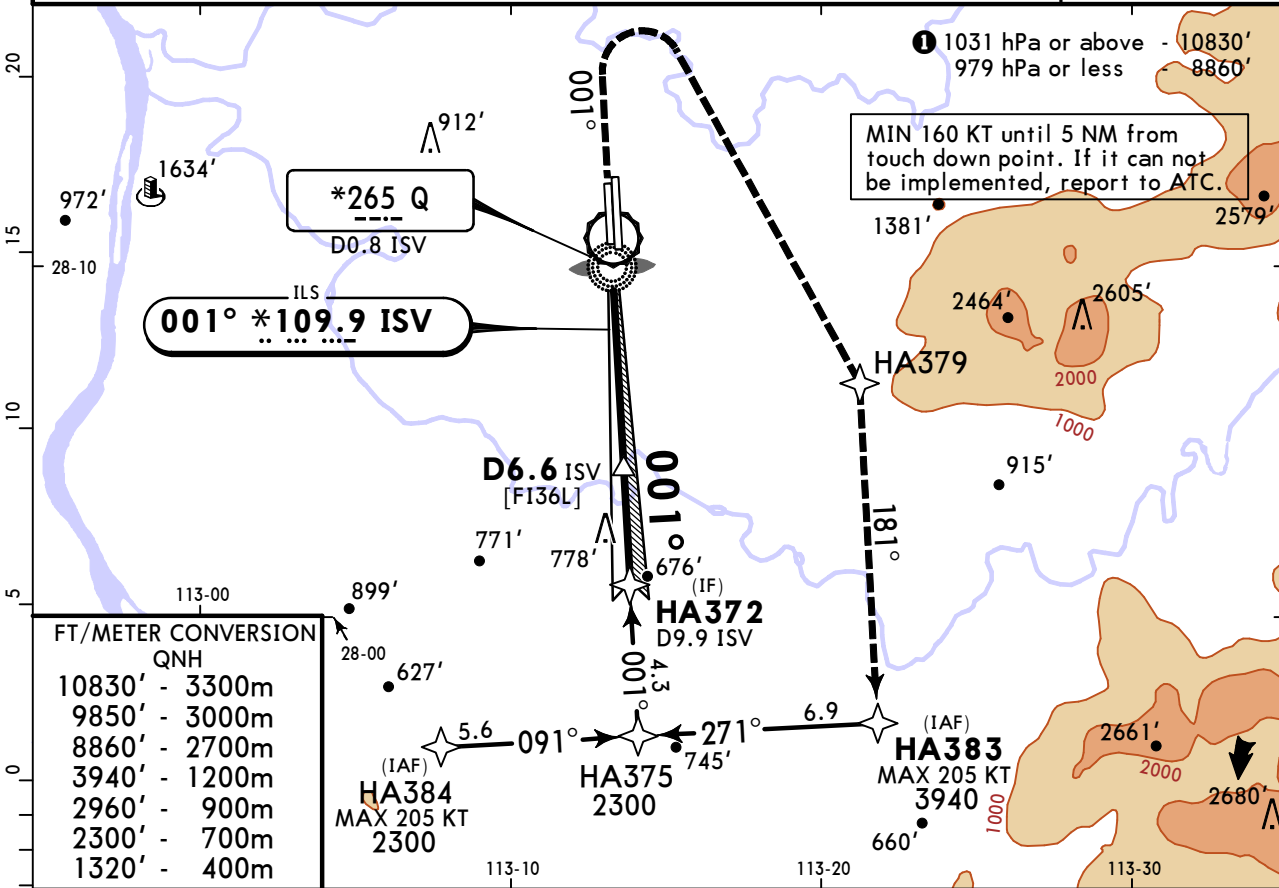
ZGHA/CSX
HUANGHUA

16 FEB 24
Eff 21 Feb 1600Z

(11-5)

JEPPESEN CHANGSHA, PR OF CHINA
RNAV ILS DME Z Rwy 36L

D-ATIS Arrival 127.6		CHANGSHA Approach (R) APP01 *APP02 *APP03 119.65 125.65 124.6			HUANGHUA Tower(R) 118.55 124.325		*Ground 121.75
LOC ISV *109.9	Final Apch Crs 001°	D6.6 ISV 2300' (2102')	ILS DA(H) 398' (200')	Apt Elev 219'	Rwy 198'		
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn RIGHT (MAX 205 KT) to HA379 at 2960', then climbing to HA383 at 3940' or above and join in approach, or by ATC.							MSA ARP
Alt Set: hPa		Rwy Elev: 7 hPa	Trans level: FL118		Trans alt: 9850' ①		

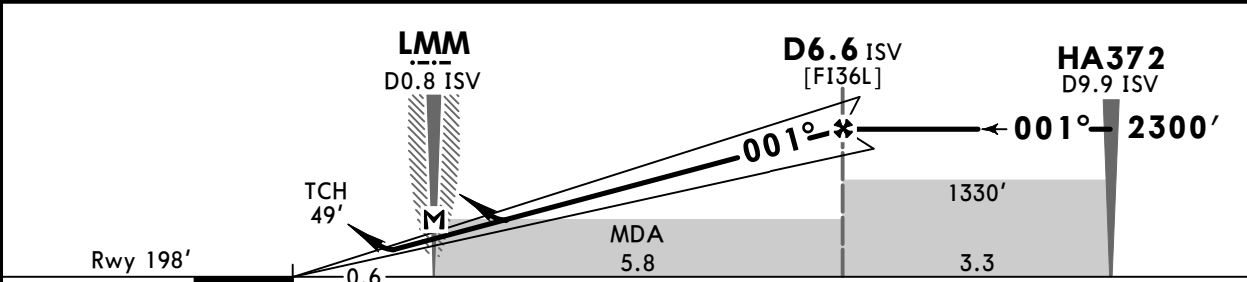


FT/METER CONVERSION

QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3940'	-	1200m
2960'	-	900m
2300'	-	700m
1320'	-	400m

LOC (GS out)	ISV DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	840'	1160'	1470'	1790'	2110'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1320'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at LMM/D0.8 ISV								

STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND	
ILS DA(H) 398' (200')			LOC (GS out) CDFA MDA(H) 690' (492')		Max Kts MDA(H) VIS 100 780' (561') 2100m 135 790' (571') 2800m 180 1100' (881') 3700m 205 1320' (1101') 5000m
FULL	TDZ or CL out	ALS out	ALS out		
A				2000m	
B					
C	RVR 550m ① VIS 800m	RVR 550m ① VIS 800m	1200m		
D				2000m	2300m

① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

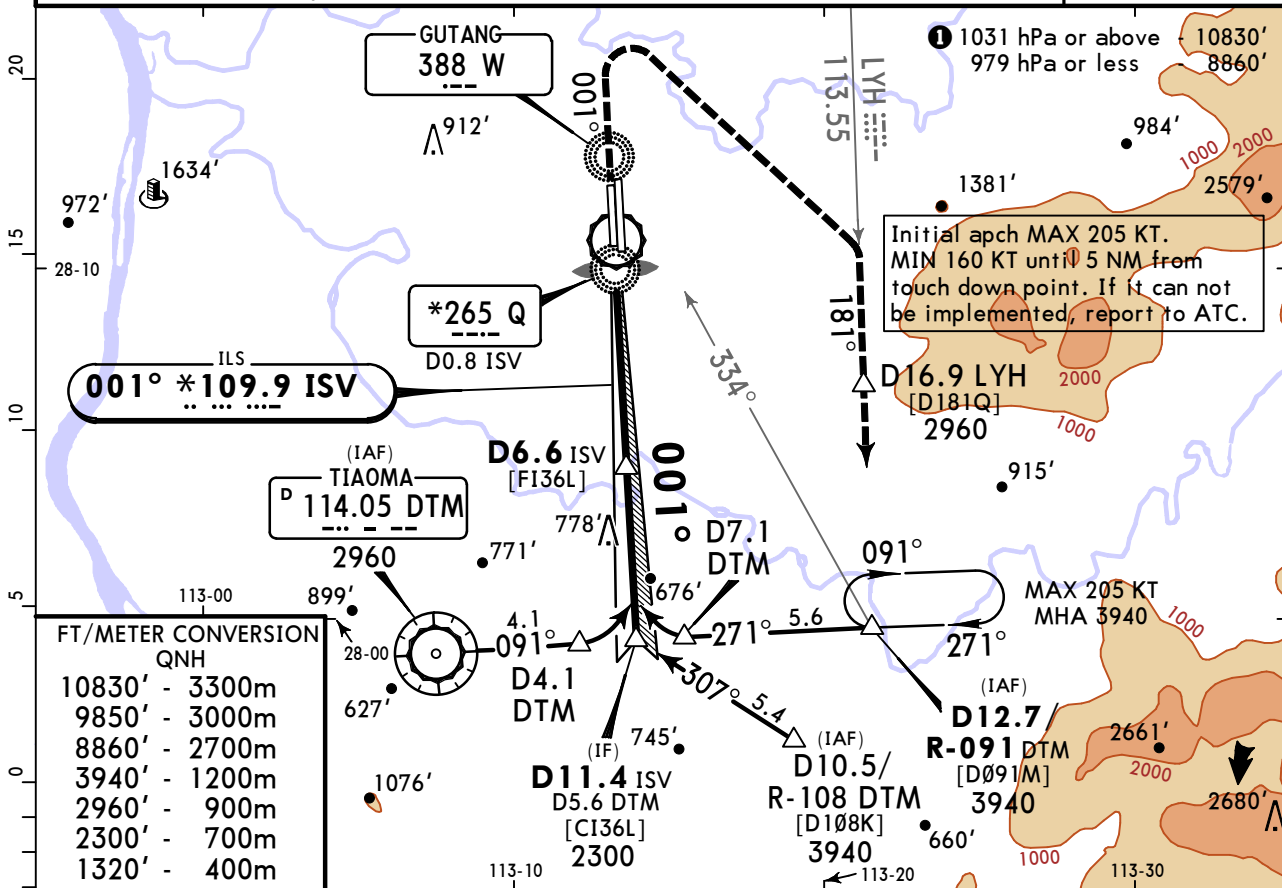
ZGHA/CSX
HUANGHUA

16 FEB 24
Eff 21 Feb 1600Z

11-6

JEPPESEN CHANGSHA, PR OF CHINA
ILS DME Y Rwy 36L

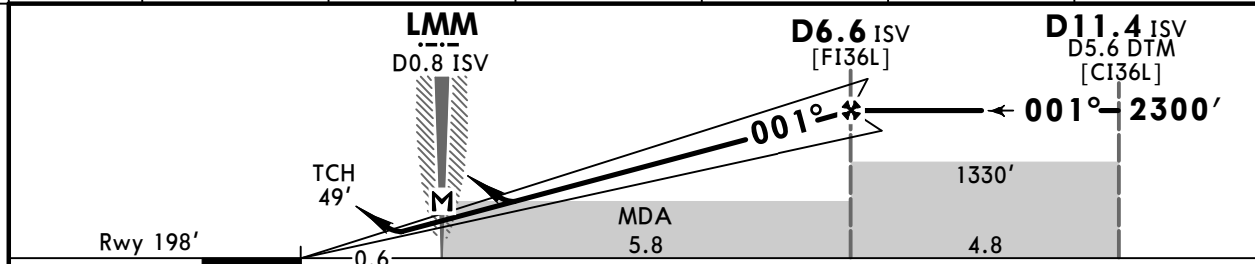
D-ATIS Arrival 127.6		CHANGSHA Approach (R) APP01 *APP02 *APP03 119.65 125.65 124.6			HUANGHUA Tower(R) 118.55 124.325		*Ground 121.75
LOC ISV *109.9	Final Apch Crs 001°	D6.6 ISV 2300' (2102')	ILS DA(H) 398' (200')		Apt Elev 219'	Rwy 198'	
MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn RIGHT (MAX 205 KT) to intercept R-181 LYH and fly to D16.9 LYH at 2960', then on R-181 LYH to D12.7 DTM at 3940' or above, join holding or by ATC.							<p>MSA W NDB</p>
Alt Set: hPa		Rwy Elev: 7 hPa	Trans level: FL118		Trans alt: 9850' ①		



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
3940'	1200m
2960'	900m
2300'	700m
1320'	400m

LOC (GS out)	ISV DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	840'	1160'	1470'	1790'	2110'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1320' ↑	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at LMM/D0.8 ISV								

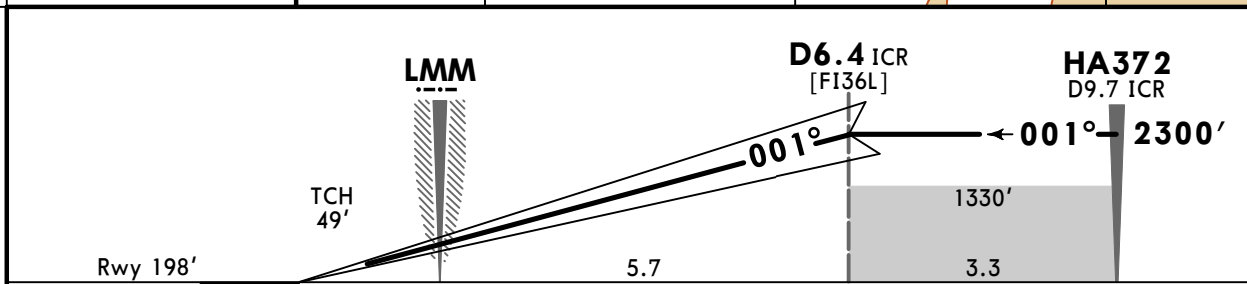
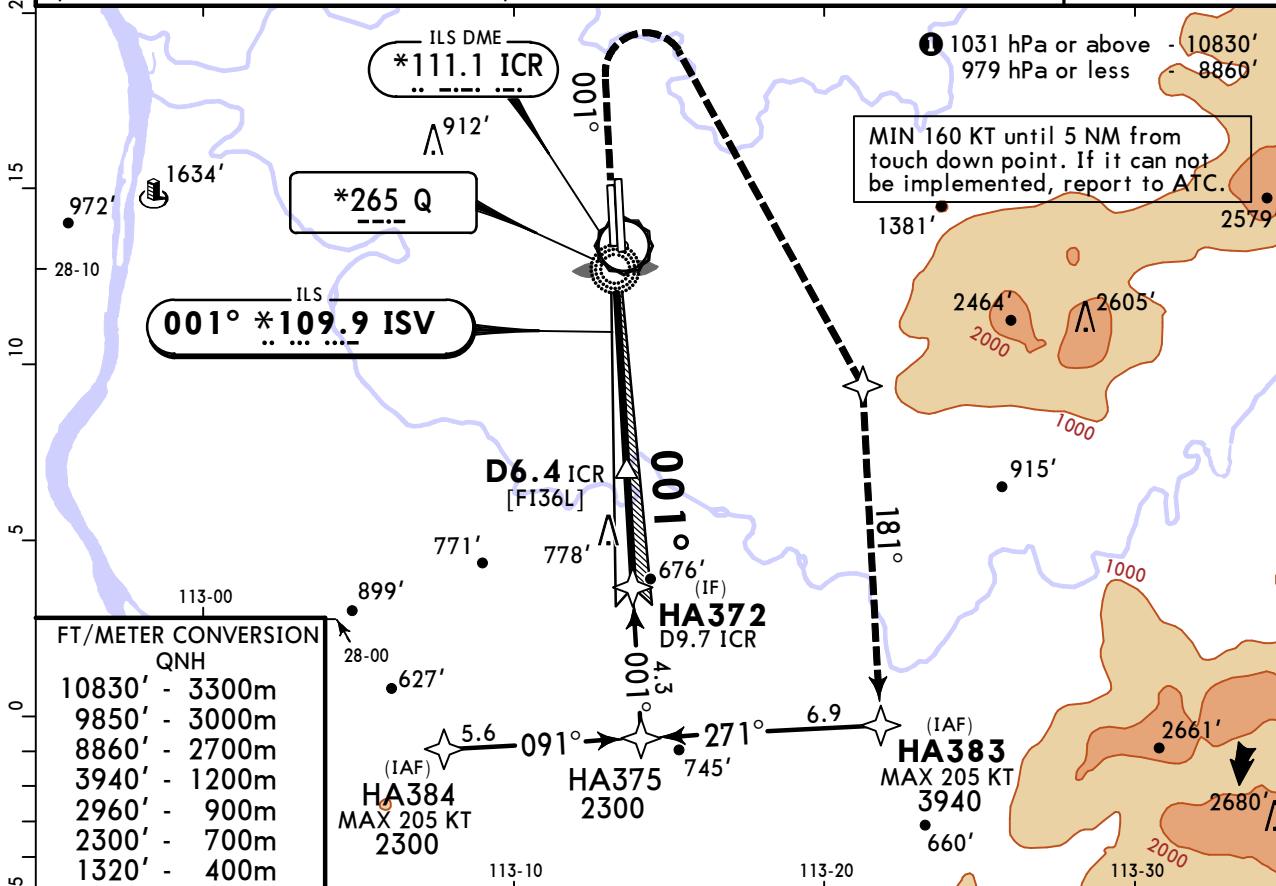
PAINS OPS	STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND		
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H) VIS	
	FULL	TDZ or CL out	ALS out	MDA(H)			ALS out
A				398' (200')	690' (492')	100	780' (561') 2100m
B						135	790' (571') 2800m
C	RVR 550m ① VIS 800m	RVR 550m ① VIS 800m	1200m	2000m	2300m	180	1100' (881') 3700m
D				2000m	2300m	205	1320' (1101') 5000m

① RVR 800m when a Flight Director or Autopilot or HUD to DA is not used.

ZGHA/CSX
HUANGHUA

JEPPESEN CHANGSHA, PR OF CHINA
7 JUL 23 (11-6A) Eff 12 Jul 1600Z SA CAT I RNAV
ILS DME Z Rwy 36L

D-ATIS Arrival 127.6		CHANGSHA Approach (R) APP01 119.65 *APP02 125.65 *APP03 124.6			HUANGHUA Tower(R) 118.55 124.325		*Ground 121.75
LOC ISV *109.9	Final Apch Crs 001°	D6.4 ICR 2300' (2102')	SA CAT I ILS RA 194' DA(H) 348' (150')		Apt Elev 219'		
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn RIGHT (MAX 205 KT) to HA379 at 2960', then climbing to HA383 at 3940' or above and join in approach, or by ATC.							
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL118			Trans alt: 9850' ①
Special Aircrew & Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1320'
GS	3.00°	372	478	531	637	743	

Standard STRAIGHT-IN LANDING RWY 36L
SA CAT I ILS **RA 194'**
DA(H) **348'** (150')

RVR 450m

① HUD required.

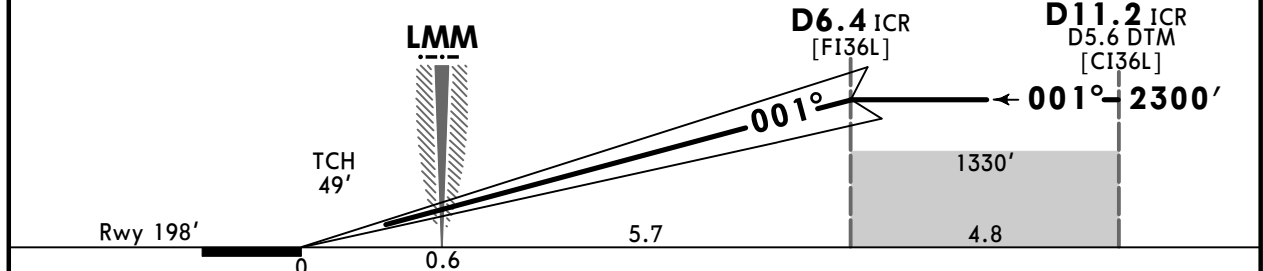
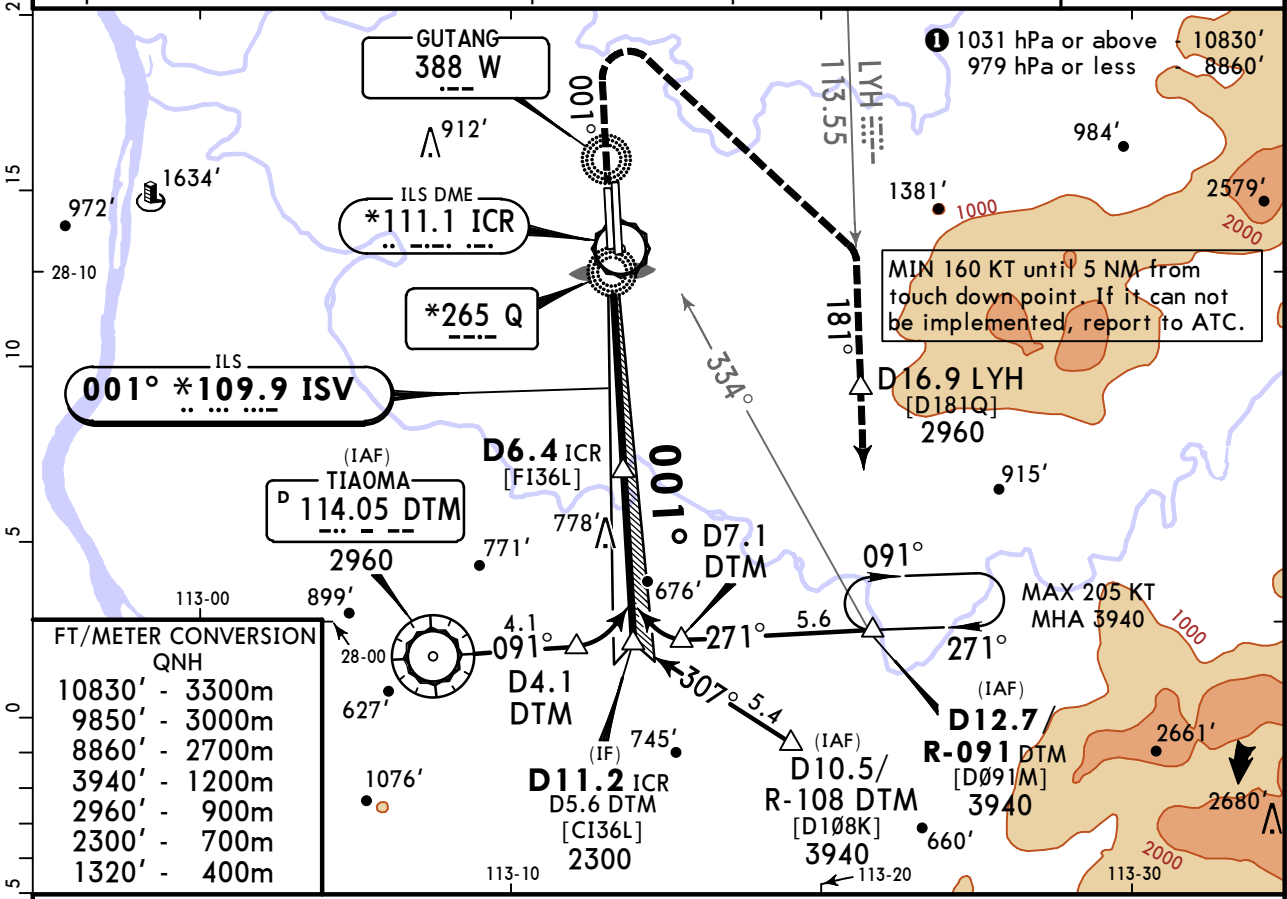
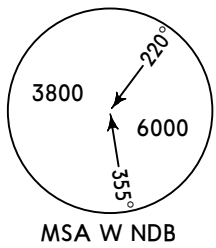
PANS OPS

ZGHA/CSX
HUANGHUA

7 JUL 23
Eff 12 Jul 1600Z

JEPPESEN CHANGSHA, PR OF CHINA
11-6B SA CAT I ILS DME Y Rwy 36L

D-ATIS Arrival 127.6	CHANGSHA Approach (R) APP01 119.65 *APP02 125.65 *APP03 124.6			HUANGHUA Tower(R) 118.55 124.325		*Ground 121.75
LOC ISV *109.9	Final Apch Crs 001°	D6.4 ICR 2300' (2102')	SA CAT I ILS RA 194' DA(H) 348' (150')	Apt Elev 219'	Rwy 198'	
Alt Set: hPa Rwy Elev: 7 hPa Trans level: FL118 Trans alt: 9850' 1 1. Special Aircrew & Acft Certification Required. 2. Initial apch MAX 205 KT.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1320' ↑
Gs	3.00°	372	478	531	637	743	

Standard STRAIGHT-IN LANDING RWY 36L
SA CAT I ILS **1**

RA 194'
DA(H) **348'** (150')

RVR 450m

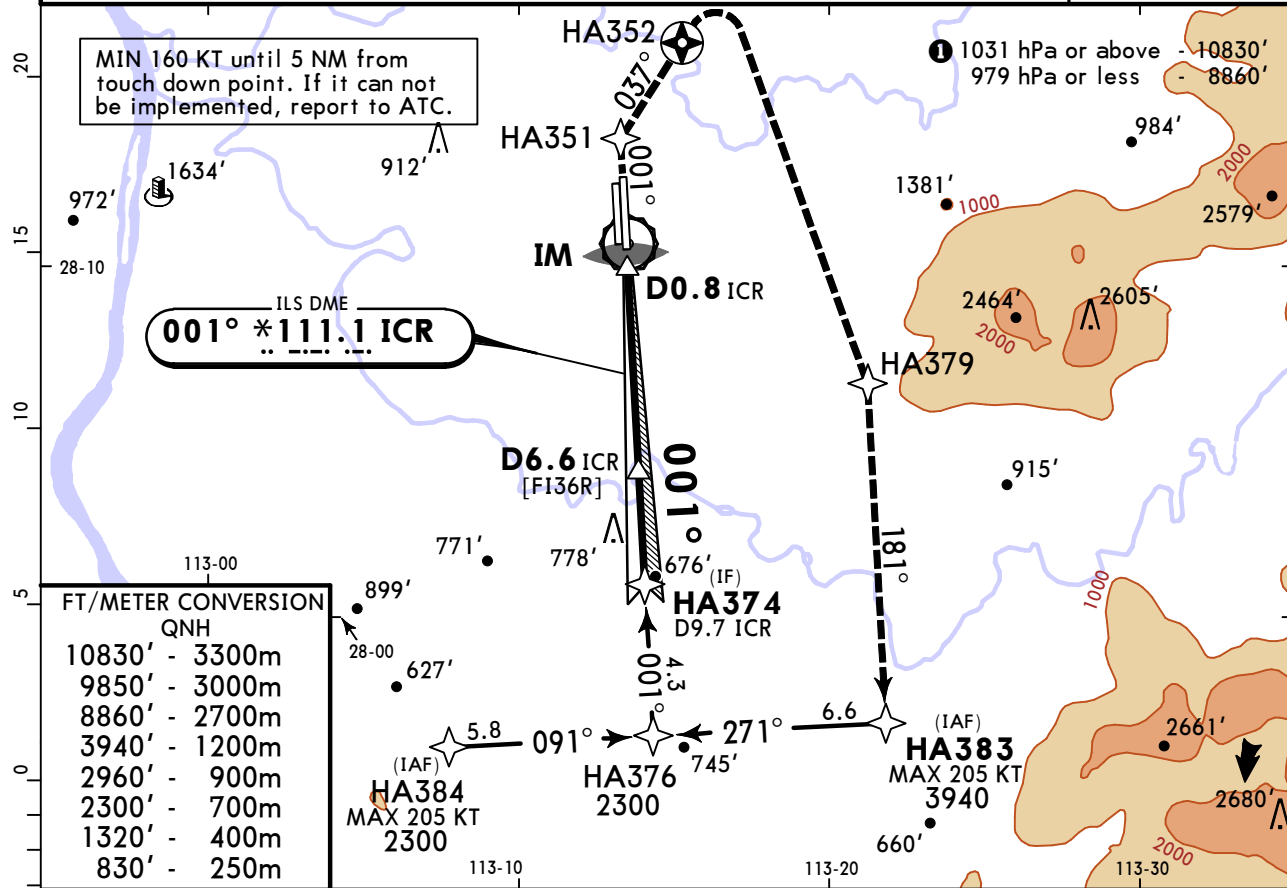
1 HUD required.

ZGHA/CSX
HUANGHUA

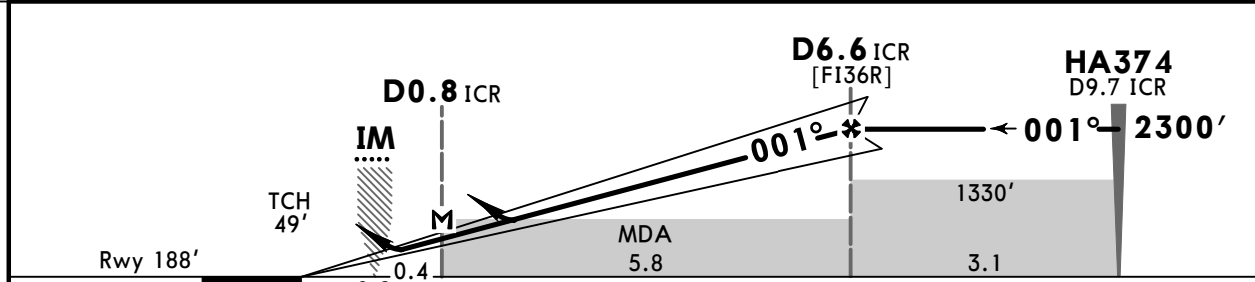
27 OCT 23
Eff 1 Nov 1600Z (11-7)

JEPPESEN CHANGSHA, PR OF CHINA
RNAV ILS DME Z Rwy 36R

D-ATIS Arrival 127.6	CHANGSHA Approach (R) APP01 *APP02 *APP03 119.65 125.65 124.6			HUANGHUA Tower(R) 118.55 124.325		*Ground 121.75
LOC ICR *111.1	Final Apch Crs 001°	D6.6 ICR 2300' (2112')	ILS DA(H) Refer to Minimums	Apt Elev Rwy 219' 188'		
MISSED APCH: Climb STRAIGHT AHEAD to HA351 at or above 830', turn RIGHT onto 037° to HA352 at or above 1320'. Then turn RIGHT to HA379 at 2960', then fly to HA383 at 3940 or above, join in approach or by ATC. Turns MAX 205 KT.						
Alt Set: hPa		Rwy Elev: 7 hPa	Trans level: FL118		Trans alt: 9850' 1	



LOC (GS out)	ICR DME ALTITUDE	2.0	3.0	4.0	5.0	6.0
		830'	1150'	1460'	1780'	2100'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.8 ICR								

STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND	
ILS DA(H) A: 388' (200') BC: 401' (213') D: 418' (230')			LOC (GS out) CDFA MDA(H) 680' (492')		
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	780' (561') 2100m
B				135	790' (571') 2800m
C	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m	180	1100' (881') 3700m
D			2000m 2300m	205	1320' (1101') 5000m

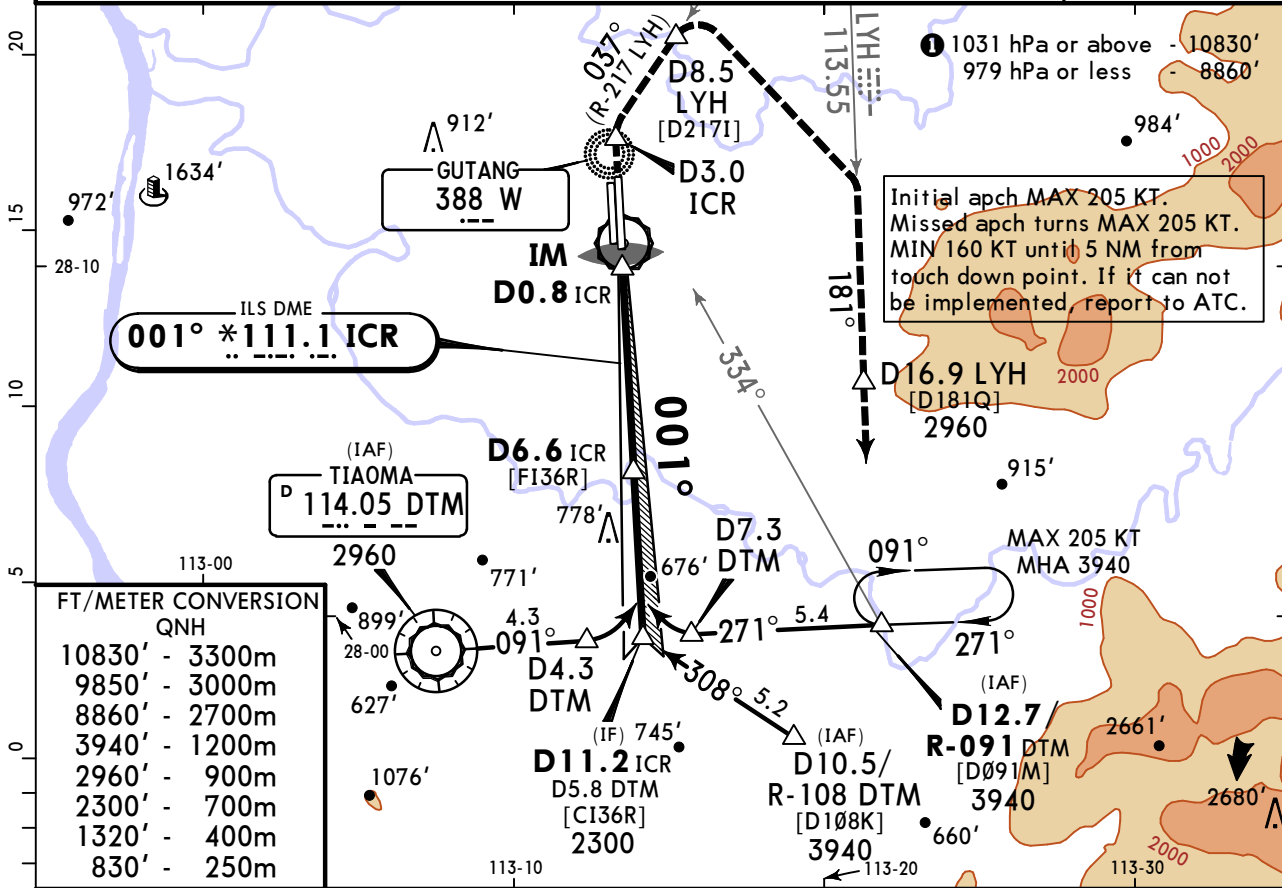
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

ZGHA/CSX
HUANGHUA

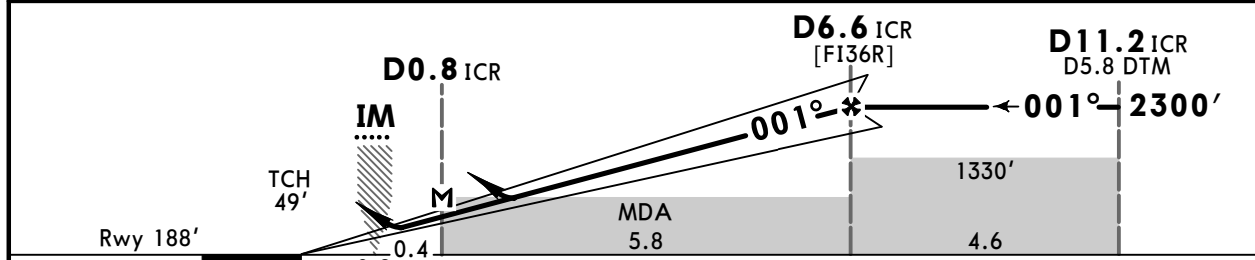
27 OCT 23
Eff 1 Nov 1600Z (11-8)

JEPPESEN CHANGSHA, PR OF CHINA
ILS DME Y Rwy 36R

D-ATIS Arrival 127.6		CHANGSHA Approach (R) APP01 *APP02 *APP03 119.65 125.65 124.6			HUANGHUA Tower(R) 118.55 124.325		*Ground 121.75
LOC ICR *111.1	Final Apch Crs 001°	D6.6 ICR 2300' (2112')	ILS DA(H) Refer to Minimums	Apt Elev 219'	Rwy 188'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 ICR at 830' or above, turn RIGHT on 037° to R-217/D8.5 LYH at 1320' or above, then turn RIGHT to intercept R-181 LYH and fly to D16.9 LYH at 2960', then on R-181 LYH to D12.7 DTM at 3940' or above, join holding or by ATC.							MSA W NDB
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: FL118		Trans alt: 9850' ①	



LOC (GS out)	ICR DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	830'	1150'	1460'	1780'	2100'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	D3.0 ICR at 830' or above	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.8 ICR									

STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND	
ILS DA(H) A: 388' (200') BC: 401' (213') D: 418' (230')			LOC (GS out) CDFA MDA(H) 680' (492')		Max Kts MDA(H) VIS 100 780' (561') 2100m 135 790' (571') 2800m 180 1100' (881') 3700m 205 1320' (1101') 5000m
FULL	TDZ or CL out	ALS out	ALS out		
A				2000m	PAINS OPS ■ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
B	RVR 550m	RVR 550m ■			
C	VIS 800m	VIS 800m	1200m		
D				2000m 2300m	

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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CHANGSHA, (HUANGHUA - ZGHA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZGHA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20240820

RNAV ILS DME Z RWY 18L (11-1), RWY 18R (11-3), SA CAT I and SA CAT II RNAV ILS DME Z RWY 18L (11-2A) and SA CAT I RNAV ILS DME Z RWY 18R (11-4A) sector minimum altitude prior to FAP/FAF raised to 1350'. ILS DME Y RWY 18L (11-2), RWY 18R (11-4), SA CAT I and SA CAT II ILS DME Y RWY 18L (11-2B) and SA CAT I ILS DME Y RWY 18R (11-4B) sector minimum altitude prior to FAP/FAF raised to 1320' (based on NOTAM G1016-24).