

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZSHC

Terminal Charts For ZSHC

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: HANGZHOU CHN
ICAO/IATA: ZSHC / HGH
Lat/Long: N30° 13.70', E120° 26.00'
Elevation: 22 ft

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

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

Sunrise: 2131 Z
Sunset: 1026 Z

Runway Information

Runway: 06
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline

Runway: 24
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline

Runway: 25
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 127.250
ATIS: 131.450
Hangzhou Tower: 123.650
Hangzhou Tower: 118.300
Hangzhou Tower: 118.750 Secondary
Hangzhou Ground: 121.650
Hangzhou Ramp/Taxi: 121.850
Hangzhou Ramp/Taxi: 121.550 Secondary
Hangzhou Clearance Delivery: 121.950
Hangzhou Approach: 127.700
Hangzhou Approach: 126.050
Hangzhou Approach: 125.550
Hangzhou Approach: 119.150 Secondary
Hangzhou Approach: 119.425
Hangzhou Approach: 120.050
Hangzhou Approach: 120.400
Hangzhou Approach: 124.650 Secondary
Hangzhou Approach: 125.275 Secondary

ZSHC/HGH

+ JEPPESEN

HANGZHOU, PR OF CHINA

XIAOSHAN

17 MAR 23

10-1P

.Eff.22.Mar.1600Z.

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS 127.25

1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

1.3. DEFINITION

Tower Control Area: Maneuvering area except TWYs B (East of TWY A2), D, J, K and L.

Ramp Control Area: Non-maneuvering area and TWYs B (East of TWY A2), D, J, K and L.

1.4. NOISE ABATEMENT PROCEDURES

1.4.1. RUN-UP TESTS

Engine run-ups are subject to the clearance of HANGZHOU Ramp, and may only be carried out at designated location.

Engine idle test can be carried on stands 102 thru 105, 106A, 106, 107, 108A, 108, 203, 204, 381 thru 386, 500, apron 6, apron 7 and apron 9.

Fast engine run-ups can be carried out on stand 500, TWY D (North of stand 717), TWY B (East of intersection of TWY B4 and B), TWY Z17 (between stands 913 and 914) and TWY Z19 (West of intersection of TWY D0 and Z19).

1.5. LOW VISIBILITY PROCEDURES (LVP)

1.5.1. GENERAL

ACFT should be authorized to operate LVP.

The following information should be obtained by ACFT:

- Meteorological forecast;
- LVP is implementing.

For LVP taxi routes refer to 10-9 charts.

1.5.2. PREPARATION

When RVR is 800m and forecast to descend or ceiling is 90m and forecast to descend.

When meteorological forecast RVR rise to 150m or above.

Preparation for LVP shall start-up under deterioration of weather conditions.

1.5.3. IMPLEMENTATION

Under the following circumstances, TWR declares start-up of LVP via D-ATIS, ATIS and VHF:

- RVR is greater or equal 150m and less than 600m, and ceiling is greater or equal 30m and less than 60m.

1.5.4. TERMINATION

Under the following circumstances, TWR declares termination of LVP via D-ATIS, ATIS and VHF:

- RVR rises to 600m, ceiling rises to 90m and forecast to clear-up or keep status for 20 minutes;
- RVR is less than 150m, or ceiling is less than 30m and weather condition is not expected to improve in the next hour.

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17 MAR 23

10-1P1

.Eff.22.Mar.1600Z.

.AIRPORT.BRIEFING.

1. GENERAL

1.6. RWY OPERATIONS

When changing RWY-in-use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct downwind take-off or landing for a short time. Pilot shall inform ATC if unable.

1.7. TAXI PROCEDURES

180° turnaround on TWY is forbidden for all ACFT.

180° turnaround on RWY is forbidden for all ACFT without ATC permission.

TWYs C7, C8, D (East of D4), D5, D6, J6 (West of D7) and K wingspan restricted to less than 262'/80m.

TWYs B3, B6, B7, B11, D (West of D4), D3, E5, E6, J, J0, J2 thru J5, J6 (East of D7), L, Z1, Z10, Z11 (between B and stand 214), Z13 (between B and Z1) and Z14, wingspan restricted to less than 213'/65m.

TWY Z13 (between Z1 and stand 217) wingspan restricted to less than 157'/48m.

TWYs B (between K and B11), B10, B20, D0, D7 (between stands 339 and 343), E7, E8, E9, H7, H9, Z7, Z8, Z11 (between stands 206 and 210), Z13 (between stands 217 and 218), Z17, Z19 and Z20 wingspan restricted to less than 118'/36m.

Contact HANGZHOU Operation Control on 130.65 to get towing service.

Contact HANGZHOU Ramp on 121.725 for Follow-me service.

1.8. PARKING INFORMATION

Red/blue push-back procedures established for stands 102 thru 105, 106A, 107, 108A, 215, 304 thru 315, 317, 318, 329, 330, 332 thru 337, 339 thru 342, 403 thru 405, 407, 409 thru 411, 415 thru 418, 419B, 420, 422, 427, 515, 516, 520 thru 526, 528 thru 534, 602 thru 611, 714 thru 721, 901 thru 904, 930 thru 937 and 940 thru 946. Stands 981 and 982 shall be push-into and push-back, nose to North.

Red/blue push-back procedure used to command ground worker as follows:

- After receiving push-back clearance, pilot shall repeat and tell ground worker.
- Ground worker will then repeat and recognize. Before push-back, ground worker shall ensure push-back direction again.

Stands 211 thru 218, 301 thru 343 and 401 thru 418, 419B and 420 thru 426 equipped with visual docking guidance system.

The safety lines of stands 313, 322 and 325 are overlapping the safety lines of the adjacent stands. The overlapping lines are shown in a red stripe area. Aircrew shall ensure that no vehicles and people are in this area during ACFT maneuvering.

ACFT parking at boarding bridge stands shall turn off APU and use bridge power supply equipment (400 Hz) and special air conditioner.

ACFT can use APU in the following situation:

- Bridge equipment is unserviceable.
- ACFT needs APU to start up engine.
- During maintenance of APU.

In case of exceptional circumstance influencing the regularity and safety of operation, such as extreme weather, special plane support, and insufficient flight transition time, ACFT can also use APU.

1.9. OTHER INFORMATION

RNAV flight procedures are primary and conventional procedures are secondary procedures. If ACFT cannot fulfil requirements of RNAV procedures, pilot shall inform ATC at first contact.

Birds in vicinity of APT.

RWYs 07 and 24 Right-hand circuit.

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HANGZHOU, PR OF CHINA

XIAOSHAN

21 OCT 22

10-1P2

.Eff.2.Nov.1600Z.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 06 approved for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

ACFT shall fully vacate the RWY within 50 sec after touchdown (except for wet or contaminated RWY). If unable, inform ATC before LOC is established.

ACFT shall report to TWR Control "RWY vacated" and TWY used for vacating RWY.

ACFT shall vacate RWY 07 via TWY A5 and RWY 25 via TWY A4. ACFT shall inform TWR Control at initial contact if need to vacate RWY via other TWY.

3. DEPARTURE

3.1. DE-ICING

De-icing available at local stands or at stands 381 thru 386 with priority for stands 385 and 386, 618 thru 626, TWY C8 between TWY D and Z14 for severe icing conditions.

De-icing should be applied in advance.

Snow cleaning and de-icing service not available for A380.

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

ACFT shall contact HANGZHOU Ramp for push-back and start-up clearance and conduct within 5 minutes. Otherwise, request new clearance.

Repeat "airline call sign, flight number, RWY designation, SID, initial altitude and SSR transponder code" to ATC 5 minutes earlier than reporting "ready to push back and start up".

Push-back of ACFT on its own power or by towing strictly forbidden without clearance from Ramp Control.

ACFT are forbidden to enter RWY via TWYs A3 thru A6 and C3 thru C6.

When taxiing to RWY holding position, nose of ACFT shall get close to RWY holding position marking without exceeding it when ACFT is waiting at the holding position. Pilot shall report to Tower when nose of ACFT exceeding holding position without instruction.

Ramp Control transfers departure ACFT to Tower Control at intersections of TWYs. Aircrew shall taxi following ATC instructions.

RWY 06: D3 and D5 are transfer points. D3 is for stands 714 thru 721 and 901 thru 928, D5 for others.

RWY 07: B1 and B3 are transfer points. B1 is for stands 102 thru 108, B3 is for others.

RWY 24: JC and C7 are transfer points. C7 is for stands 601 thru 613, 616 thru 626, JC for others.

RWY 25: B10 and JA are transfer points. B10 is for stands 500 thru 506, 512 thru 517 and 520 thru 534. JA is for others.

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HANGZHOU, PR OF CHINA

21 OCT 22

10-1P3

.Eff.2.Nov.1600Z.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

With take-off performance permission, pilot shall take reduced-thrust flight as far as possible.

During reduced-thrust flight:

Take-off to 1480' /450m - Take-off flaps/slats;

- Climb at V_2+20 km/h (10 KT).

At 1480' /450m

- Adjust and keep engine climbing power and thrust;

- Take-off flaps/slats;

- Climb at V_2+20 km/h (10 KT).

At 2960' /900m

- Adjust to en-route climb speed and retract flaps and slats.

If noise abatement procedure is not implemented, report the reason to ATC before take-off.

3.4. RWY OPERATIONS

ACFT shall finish RWY alignment within 60 seconds from holding position (except for wet or contaminated RWY). If unable, inform TWR before entering RWY.

During initial contact after take-off, pilot shall report take-off RWY designation to ATC.

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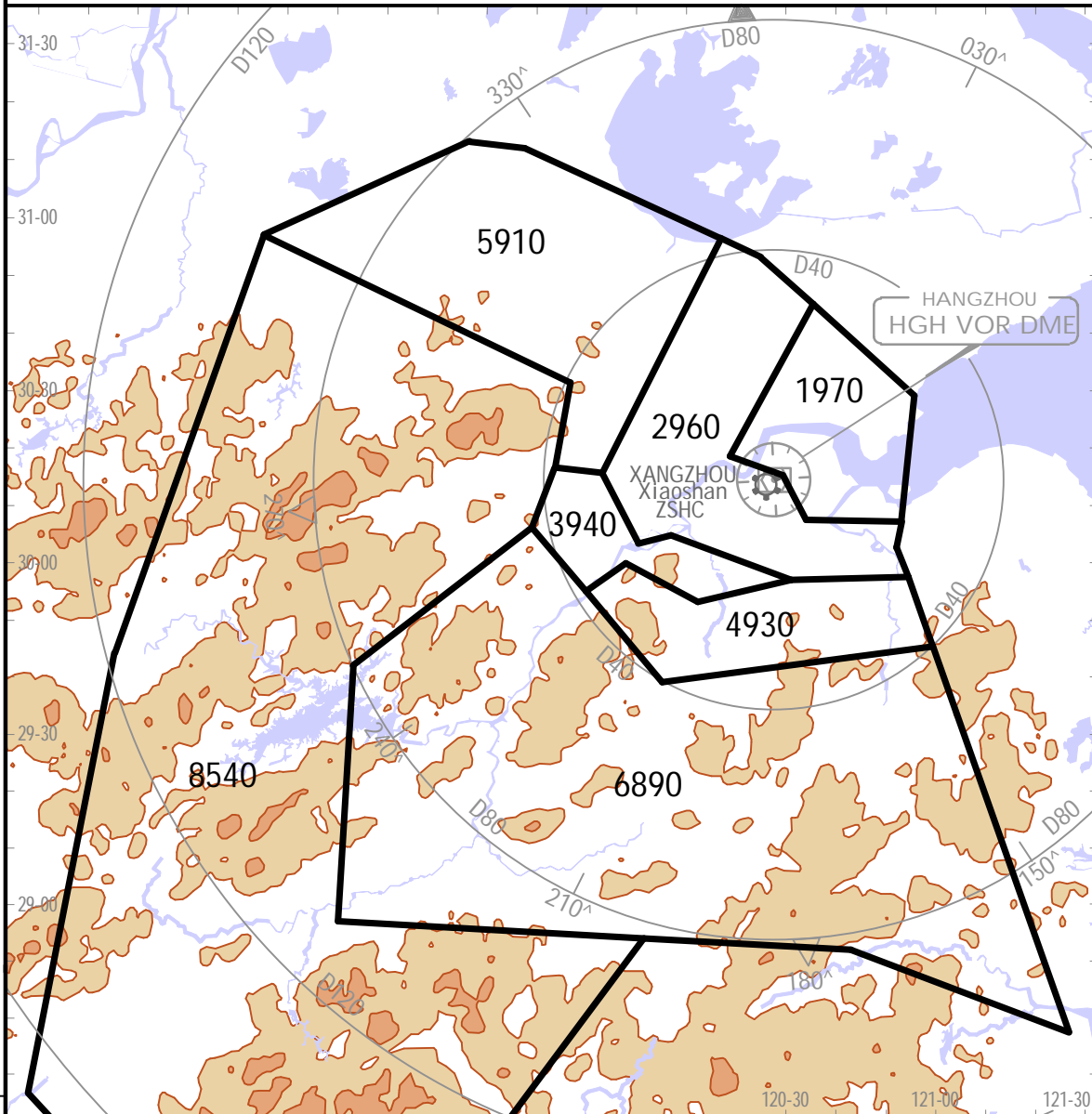
23 DEC 22
Eff. 28 Dec. 1600Z. (10-1R)



HANGZHOU, PR OF CHINA
.RADAR.MINIMUM.ALTITUDES.

HANGZHOU Approach (R)						Apt Elev
*APP-1	*APP-2	APP-3	*APP-4	*APP-5	*APP-7	22
120.05	125.55	126.05	120.4	119.425	127.7	

Alt Set: hPa Trans level: FL118
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while under RADAR control.



FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
8540'	- 2600m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1970'	- 600m

HANGZHOU, PR OF CHINA
.RNAV.STAR

D-ATIS 127.25
RNAV 1 GNSS

Ait Set: hPa Trans Level: FL118

1. RADAR required.
2. Join the HC11 - holding pattern for RADAR vectoring.

**OKT 81A, SUP 81A
RNAV ARRIVALS
(RWYS 24, 25)**

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH

9850' - 3000m
7880' - 2400m
6890' - 2100m
5910' - 1800m
4930' - 1500m
3940' - 1200m
1970' - 600m

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

When clearance was received, execute STAR, IAP and land.

Otherwise fly to HGH while observing the safety altitude, reach HGH at or above 7880, join holding and circle at least once. Then either:

- descend in holding to 5910, then
- a) RWY 07 or RWY 25: Join ILS/DME approach procedure via HGH, or
- b) RWY 06: after passing HGH proceed to HC2-8 at 5910, then join approach procedure, or
- c) RWY 24: after passing HGH proceed to HC3-4 at 3940, then join approach procedure, or

- crew can decide to alternate. The alternate of the FPL is recommended.

ATC will inform ACFT operator to contact ACFT via e.g. satellite phone. If crew is in doubt about ATC instructions or can't follow them, change last two digits of transponder, then resume to squawk 7600.

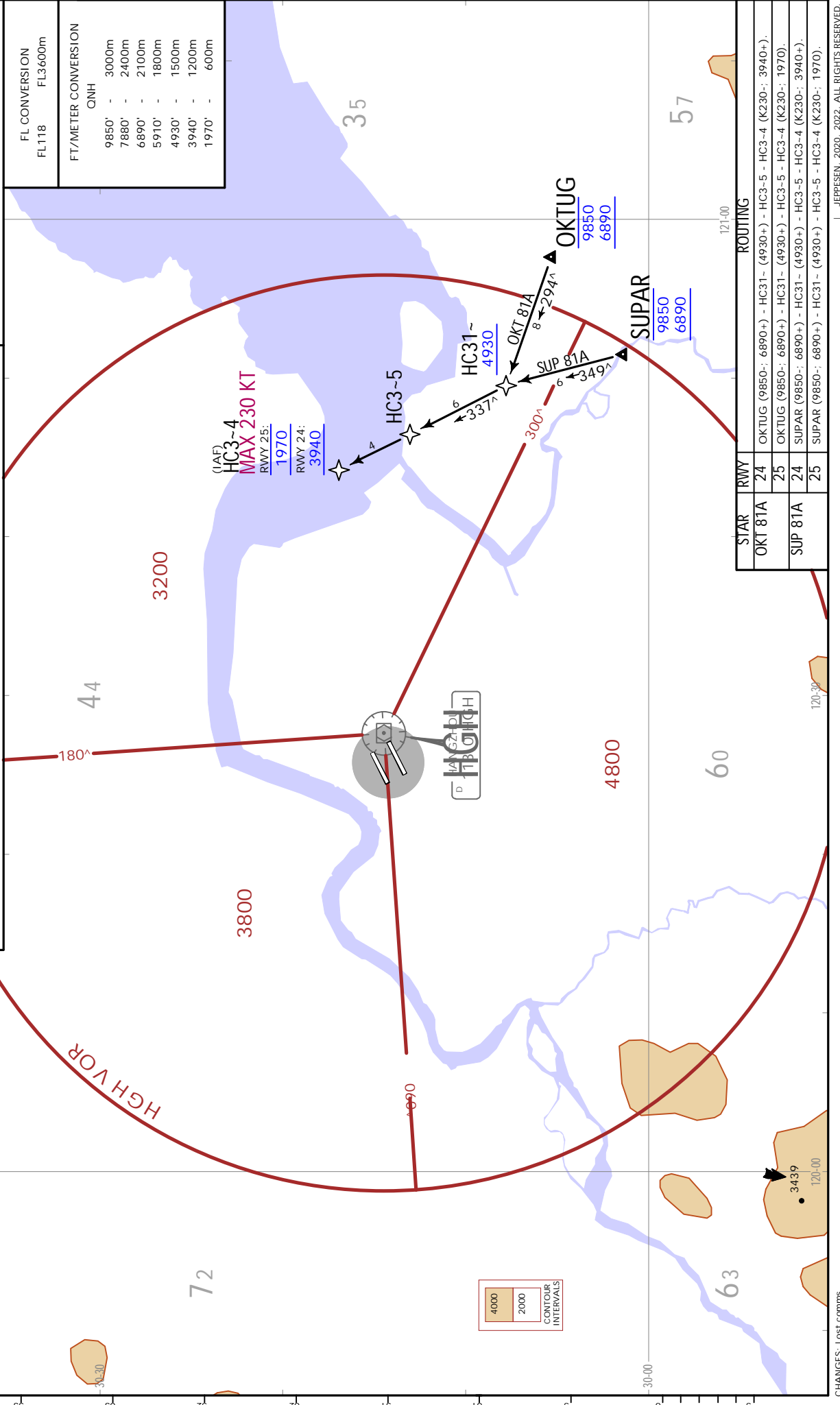
MAX 230 KT
MHA FL118
or by ATC

1.5 Min

148^

328^

HC11~



ZSHC/HIGH
XIAOSHAN

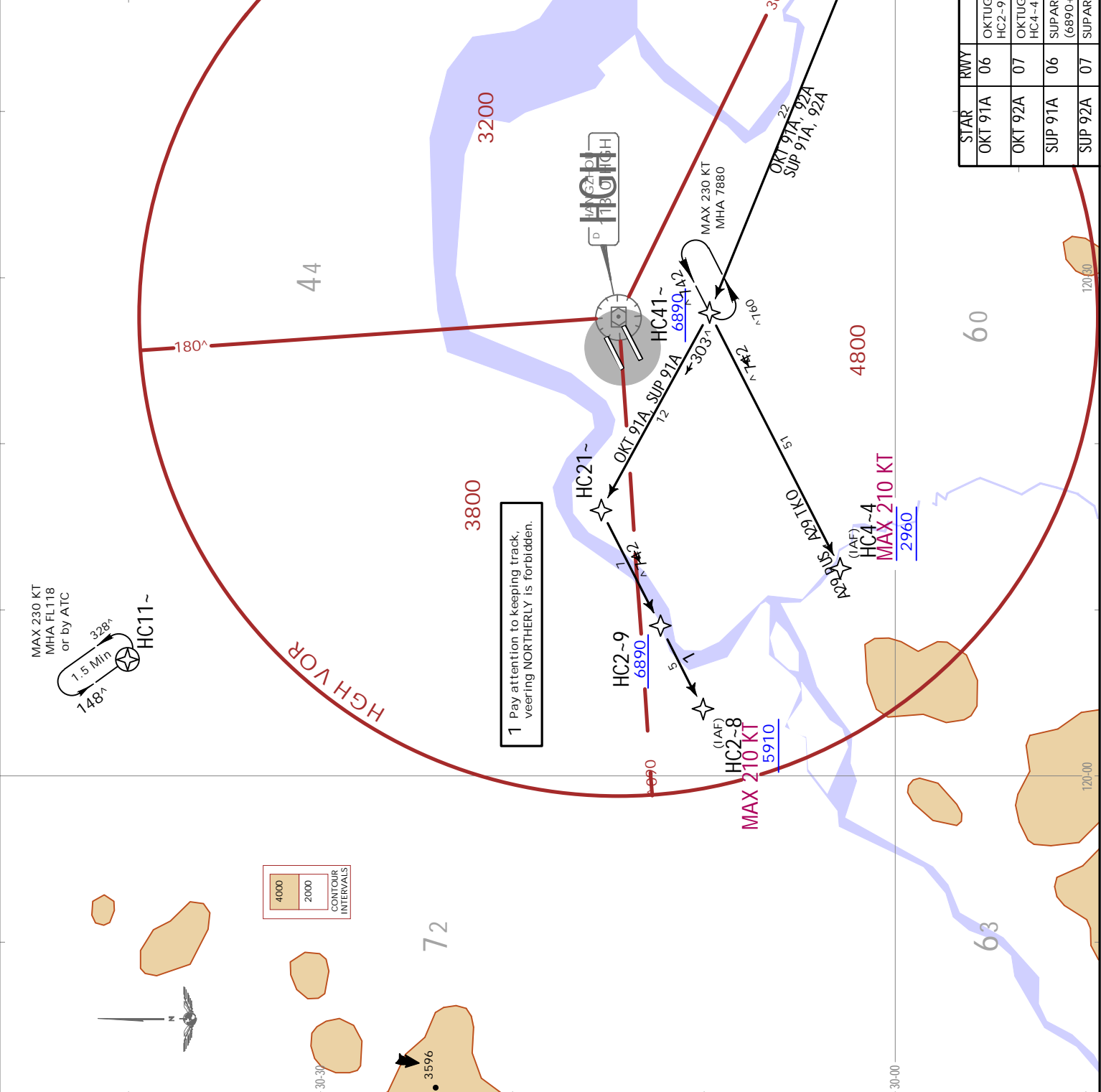
HANGZHOU, PR OF CHINA
.RNAV.STAR.

26 AUG 22 (10-2A)

JEPPesen

D-ATIS 127.25	Ait Set: hPa Trans level: FL118
Apt Elev 22	RNAV 1 GNSS
1. RADAR required. 2. Join the HC11 - holding pattern for RADAR vectoring.	
OKT 91A, OKT 92A SUP 91A, SUP 92A RNAV ARRIVALS (RWYS 06, 07)	

FL CONVERSION FL118 FL3600m
FT/METER CONVERSION CNH
9850' - 3000m
7880' - 2400m
6890' - 2100m
5910' - 1800m
2960' - 900m
▶ LOST COMMS ▶ LOST COMMS Refer to 10-2. ▶ LOST COMMS ◀ LOST



STAR	RWY	ROUTING
OKT 91A	06	OKTUG - SUPAR (9850 -; 6890+) - HC41- (6890+) - HC21- -
OKT 92A	07	HC2-9 (6890+) - HC2-8 (K210-; 5910+).
SUP 91A	06	OKTUG - SUPAR (9850 -; 6890+) - HC41- (6890+) -
SUP 92A	07	HC4-4 (K210-; 2960).
		SUPAR (9850 -; 6890+) - HC41- (6890+) - HC21- - HC2-9 (6890+) - HC2-8 (K210-; 5910+).
		SUPAR (9850 -; 6890+) - HC41- (6890+) - HC4-4 (K210-; 2960).

MAX 230 KT
MHA FL118
or by ATC

HC11~

1.5 Min

328°

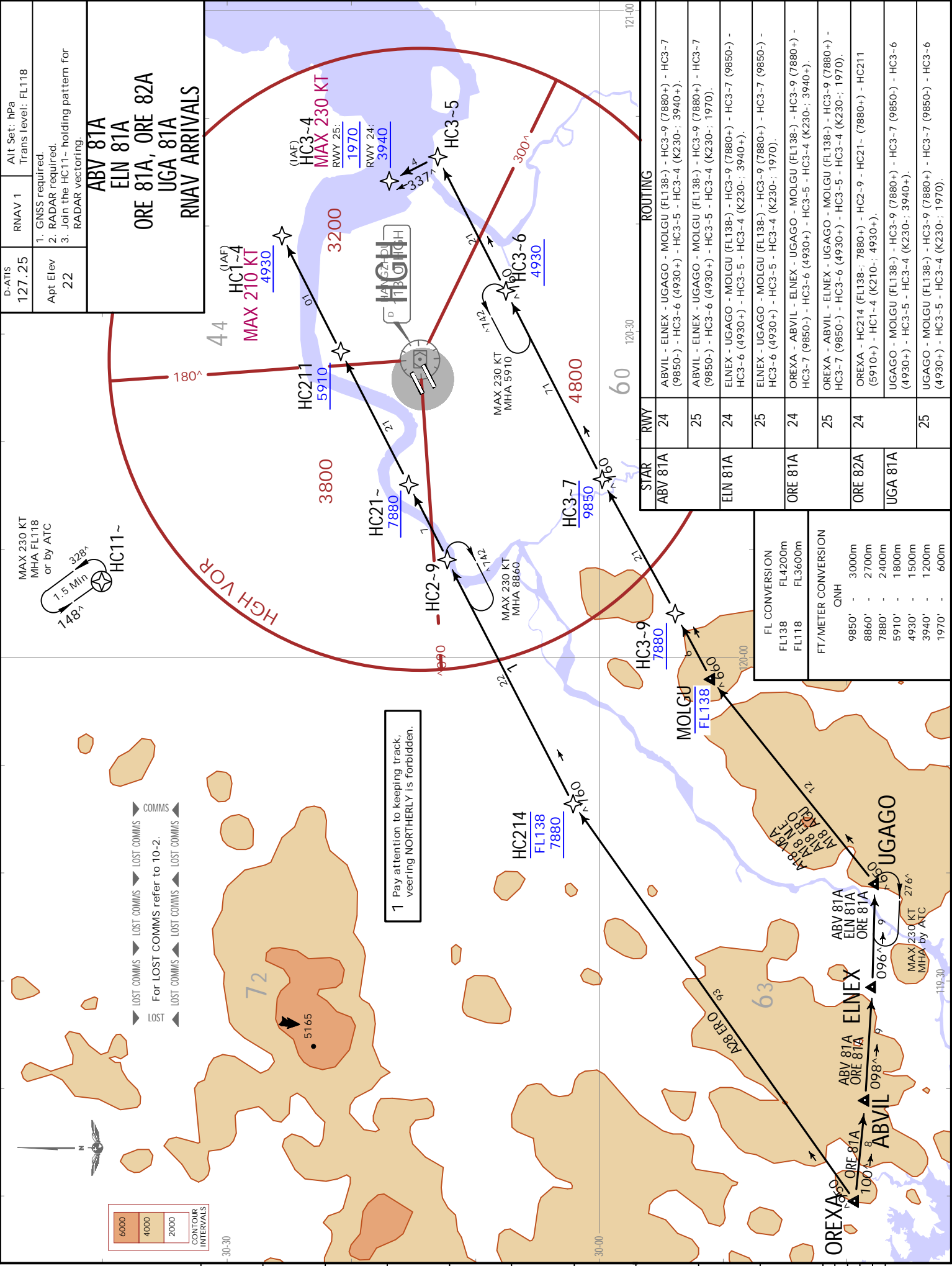
148°

1 Pay attention to keeping track,
veering NORTHERLY is forbidden.

4000
2000
CONTOUR INTERVALS

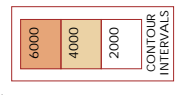
HANGZHOU, PR OF CHINA
.RNAV.STAR

ZSHC/HIGH
XIAOSHAN
 8 JUL 22 (10-2B). Eff. 13 Jul. 1600Z.



▲ LOST COMMS ▼ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
 ▼ LOST COMMS ▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 For LOST COMMS refer to 10-2.
 ▲ LOST COMMS ▼ LOST COMMS ▲ LOST COMMS ▼ LOST COMMS

1 Pay attention to keeping track, veering NORTHERLY is forbidden.



6000
4000
2000
CONTOUR INTERVALS

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m
FT/METER CONVERSION	
	QNH
9850'	3000m
8860'	2700m
7880'	2400m
5910'	1800m
4930'	1500m
3940'	1200m
1970'	600m

STAR	RWY	ROUTING
ABV 81A	24	ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC3-9 (7880+) - HC3-7 (9850-) - HC3-6 (4930+) - HC3-5 - HC3-4 (K230+; 3940+).
ELN 81A	24	ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC3-9 (7880+) - HC3-7 (9850-) - HC3-6 (4930+) - HC3-5 - HC3-4 (K230+; 1970).
ORE 81A	24	ELNEX - UGAGO - MOLGU (FL138-) - HC3-9 (7880+) - HC3-7 (9850-) - HC3-6 (4930+) - HC3-5 - HC3-4 (K230+; 3940+).
ORE 82A	24	ELNEX - UGAGO - MOLGU (FL138-) - HC3-9 (7880+) - HC3-7 (9850-) - HC3-6 (4930+) - HC3-5 - HC3-4 (K230+; 1970).
UGA 81A	25	UGAGO - MOLGU (FL138-) - HC3-9 (7880+) - HC3-7 (9850-) - HC3-6 (4930+) - HC3-5 - HC3-4 (K230+; 3940+).

CHANGES: Sensor requirements revised

D-ATIS
127.25

RNAV 1

Alt Set: hPa
Trans level: FL118

Apt Elev
22

1. GNSS required.
2. RADAR required.
3. Join the HC11- holding pattern for
RADAR vectoring.

**ELN 91A, ELN 92A
ORE 91A, ORE 92A
UGA 91A, UGA 92A
UGA 93A
By ATC
RNAV ARRIVALS**

FL CONVERSION

FL148	FL4500m
FL138	FL4200m
FL118	FL3600m

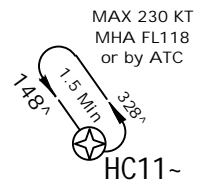
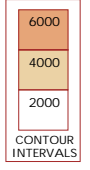
FT/METER CONVERSION

QNH	
8860'	2700m
7880'	2400m
6890'	2100m
5910'	1800m
4930'	1500m
3940'	1200m
2960'	900m

**HOLDING OVER
DUBGO**

MAX 230 KT
MHA by ATC

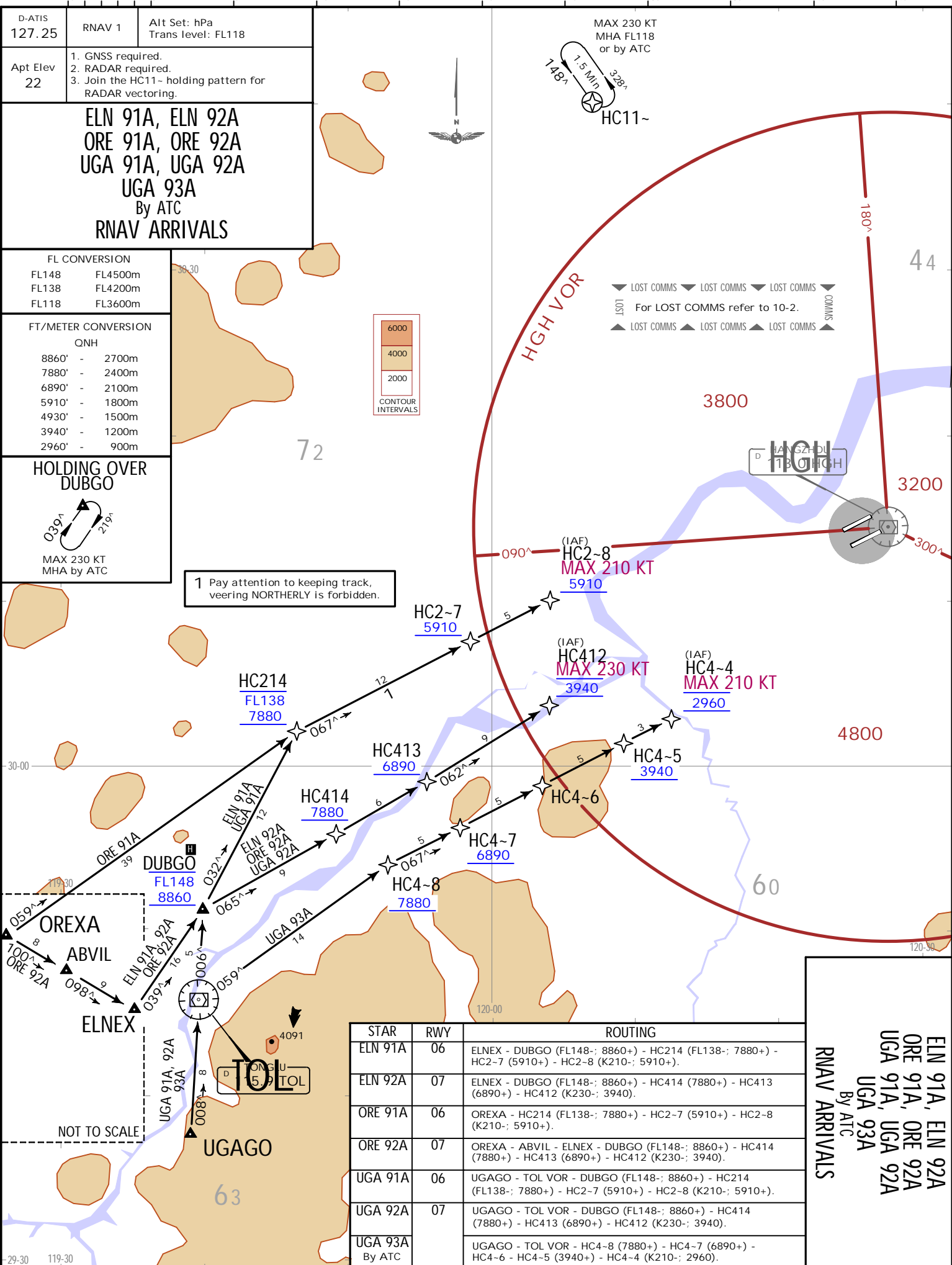
1 Pay attention to keeping track, veering NORTHERLY is forbidden.



MAX 230 KT
MHA FL118
or by ATC

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

For LOST COMMS refer to 10-2.



STAR	RWY	ROUTING
ELN 91A	06	ELNEX - DUBGO (FL148-; 8860+) - HC214 (FL138-; 7880+) - HC2-7 (5910+) - HC2-8 (K210-; 5910+).
ELN 92A	07	ELNEX - DUBGO (FL148-; 8860+) - HC414 (7880+) - HC413 (6890+) - HC412 (K230-; 3940).
ORE 91A	06	OREXA - HC214 (FL138-; 7880+) - HC2-7 (5910+) - HC2-8 (K210-; 5910+).
ORE 92A	07	OREXA - ABVIL - ELNEX - DUBGO (FL148-; 8860+) - HC414 (7880+) - HC413 (6890+) - HC412 (K230-; 3940).
UGA 91A	06	UGAGO - TOL VOR - DUBGO (FL148-; 8860+) - HC214 (FL138-; 7880+) - HC2-7 (5910+) - HC2-8 (K210-; 5910+).
UGA 92A	07	UGAGO - TOL VOR - DUBGO (FL148-; 8860+) - HC414 (7880+) - HC413 (6890+) - HC412 (K230-; 3940).
UGA 93A	By ATC	UGAGO - TOL VOR - HC4-8 (7880+) - HC4-7 (6890+) - HC4-6 - HC4-5 (3940+) - HC4-4 (K210-; 2960).

RNAV ARRIVALS
By ATC

ELN 91A, ELN 92A
ORE 91A, ORE 92A
UGA 91A, UGA 92A
UGA 93A

ZSHC/HGH
XIAOSHAN

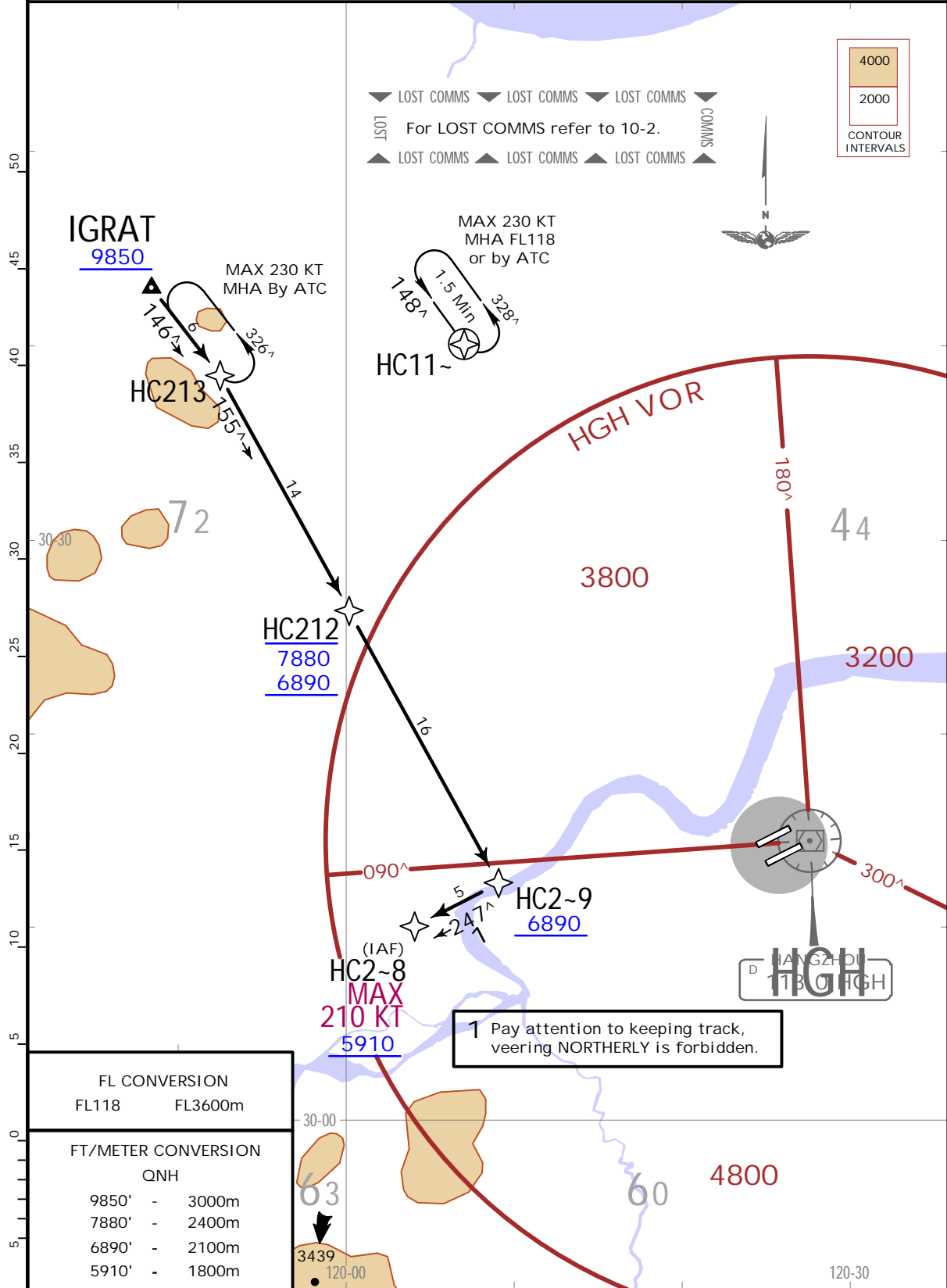
8 Jul 22
JEPPesen
10-2C
Eff: 13 Jul 1600Z
HANGZHOU, PR OF CHINA
RNAV STAR

ZSHC/HGH
XIAOSHAN

JEPPESEN HANGZHOU, PR OF CHINA
8 JUL 22 (10-2E) .Eff.13.Jul.1600Z.
.RNAV.STAR.

D-ATIS 127.25	Apt Elev 22	RNAV 1	Alt Set: hPa Trans level: FL118 1. GNSS required. 2. RADAR required. 3. Join the HC11- holding pattern for RADAR vectoring.
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IGR 91A RNAV ARRIVAL (RWY 06)

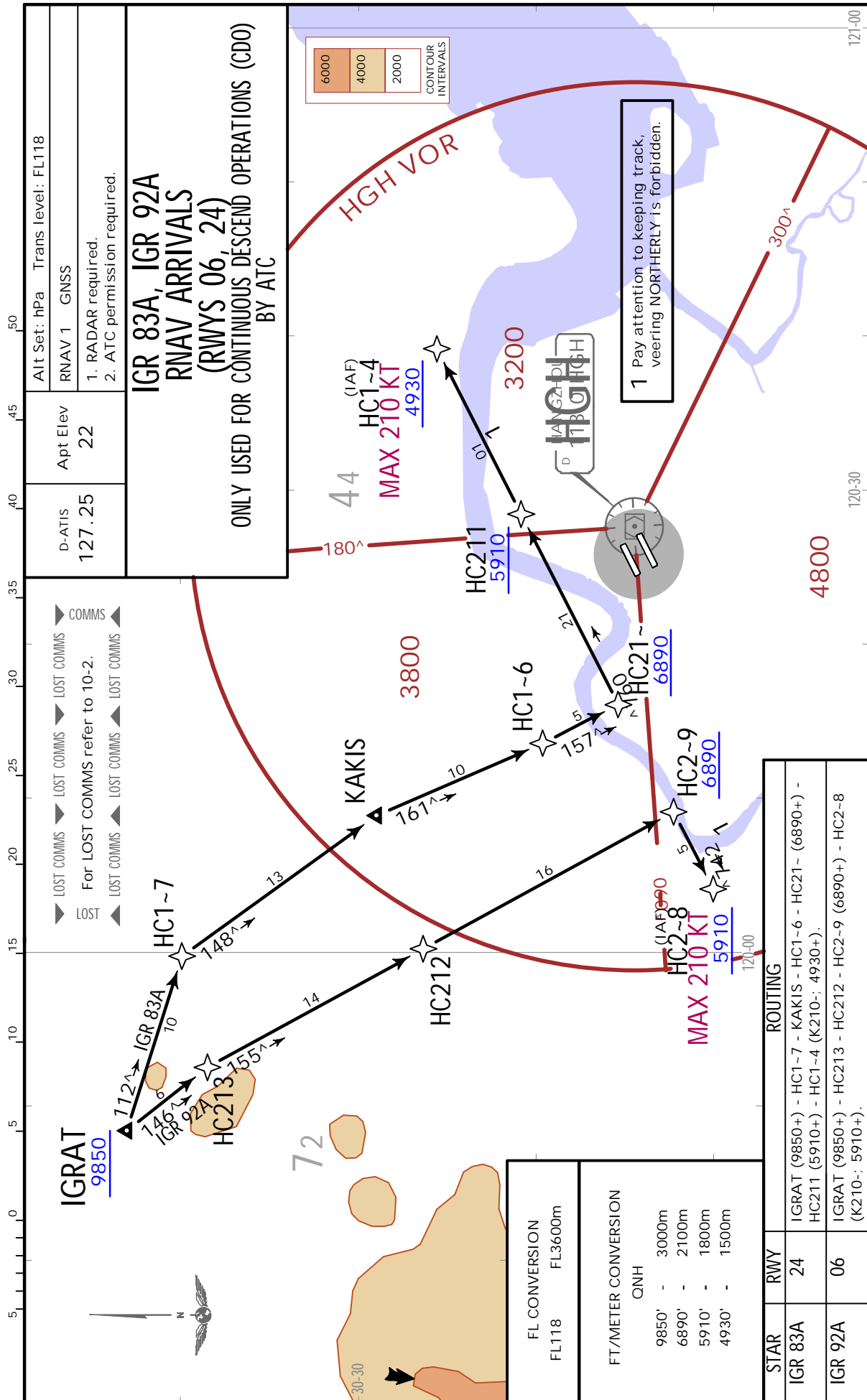


FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	- 3000m
7880'	- 2400m
6890'	- 2100m
5910'	- 1800m

ROUTING
IGRAT (9850+) - HC213 - HC212 (7880-; 6890+) - HC2-9 (6890+) - HC2-8 (K210-; 5910+).

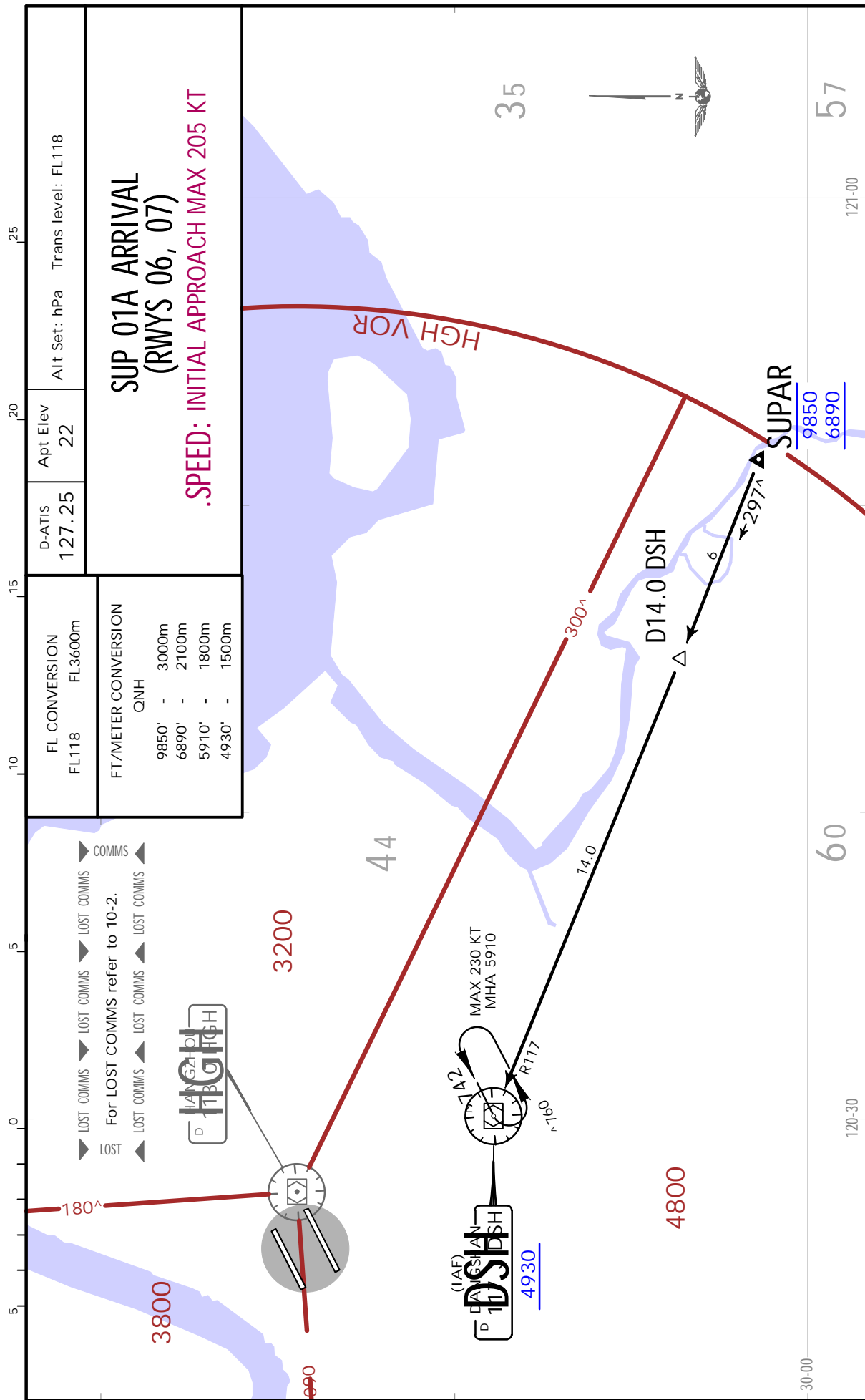
ZSHC/HGH
XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA
23 DEC 22 (10-2F) .Eff.28.Dec.1600Z.
.RNAV.STAR.



ZSHC/HGH
XIAOSHAN

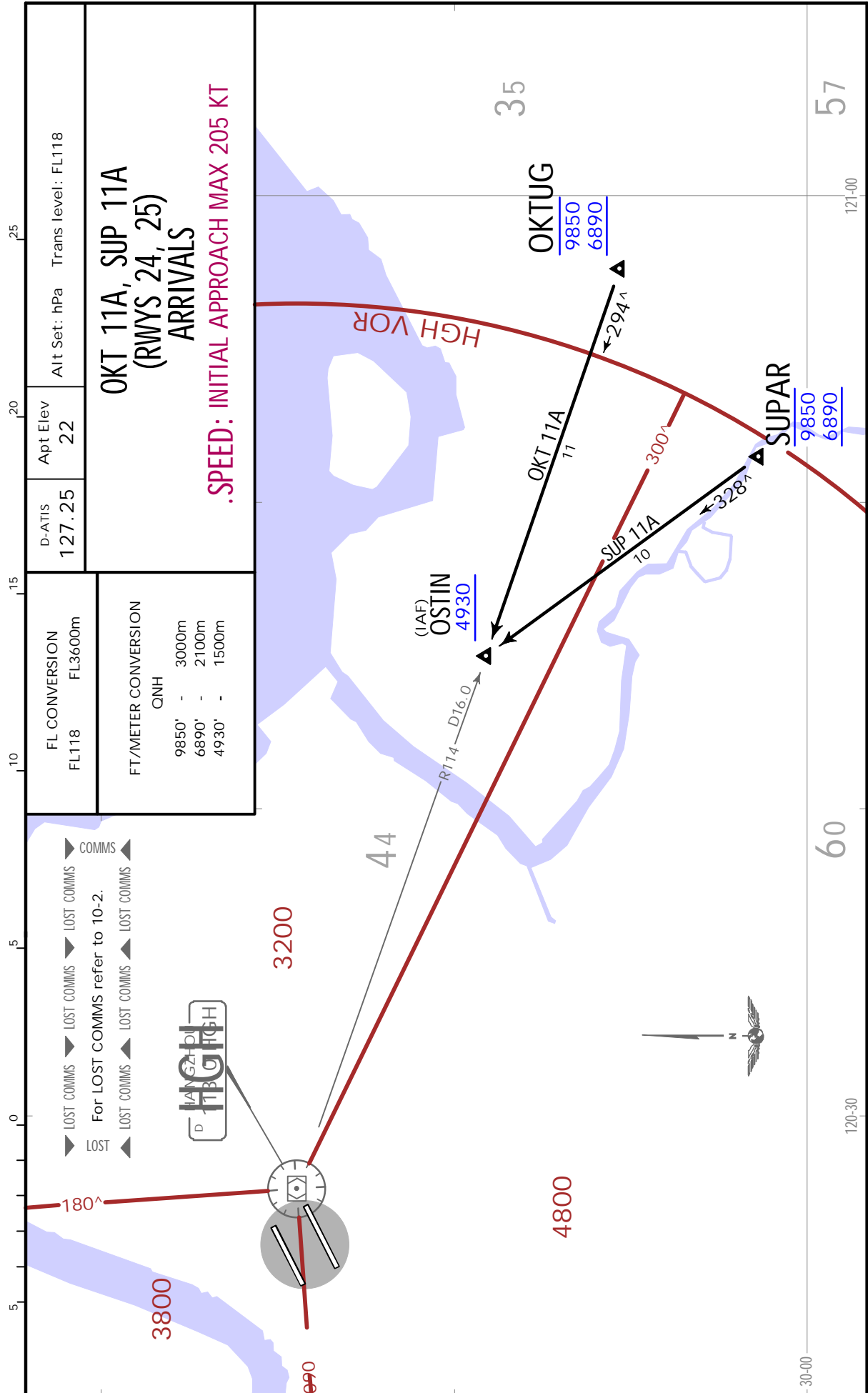
JEPPESSEN HANGZHOU, PR OF CHINA
12 JUN 20 **(10-2G)** .Eff.17.Jun.1600Z.
STAR.



ZSHC/HGH
XIAOSHAN

JEPPESEN HANGZHOU, PR OF CHINA
12 JUN 20 (10-2H) .Eff.17.Jun.1600Z.

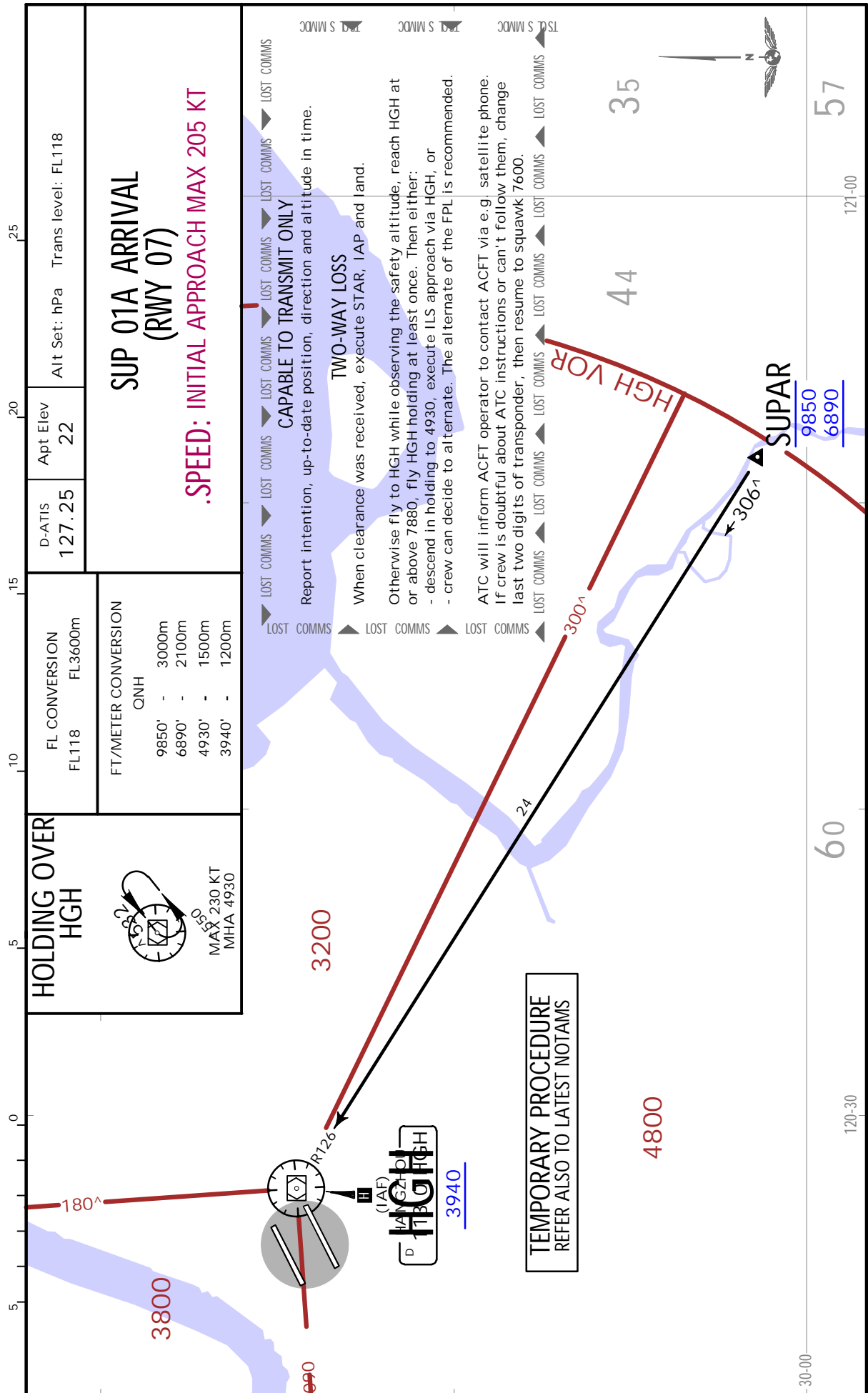
.STAR.



ZSHC/HGH
XIAOSHAN

26 MAR 21 (10-2H1)

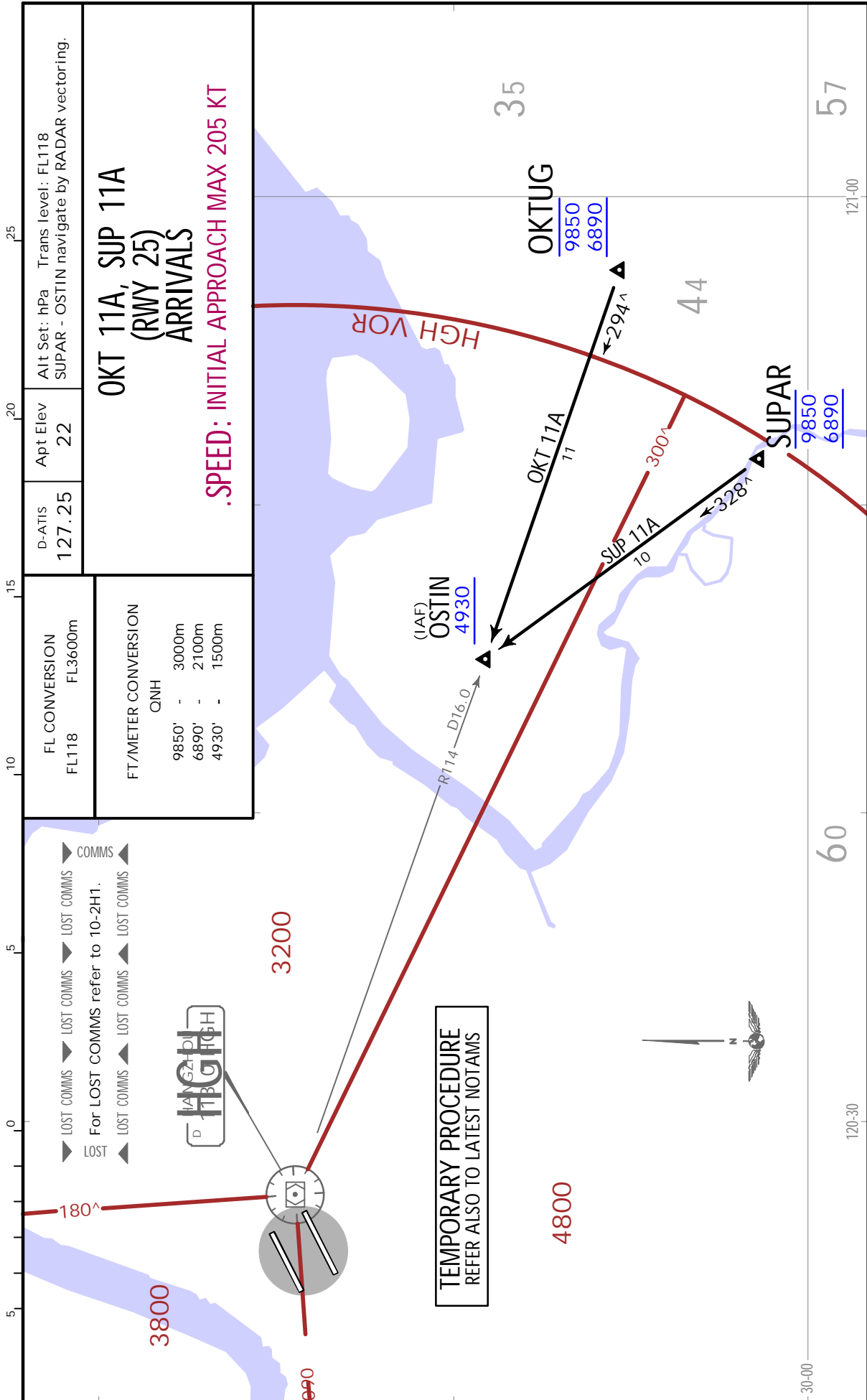
JEPPESEN HANGZHOU, PR OF CHINA
.STAR.



ZSHC/HGH
XIAOSHAN

26 MAR 21 (10-2H2)

JEPPESEN HANGZHOU, PR OF CHINA
.STAR.



ZSHC/HGH
XIAOSHAN

JEPPESEN HANGZHOU, PR OF CHINA
12 JUN 20 (10-2J) .Eff.17.Jun.1600Z. .STAR.

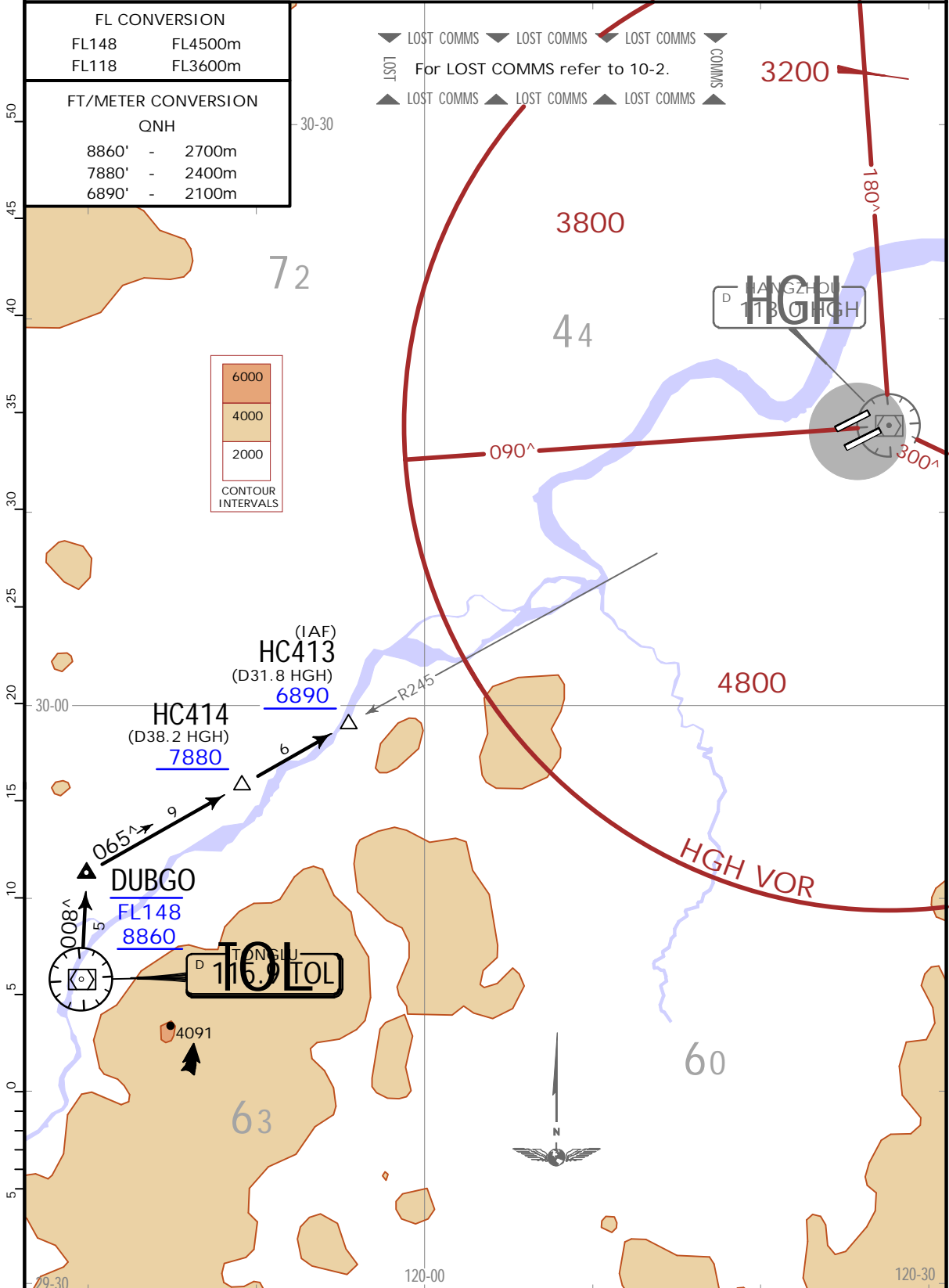
D-ATIS 127.25	Apt Elev 22	Alt Set: hPa	Trans level: FL118
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TOL 01A ARRIVAL
(RWYS 06, 07)

.SPEED: INITIAL APPROACH MAX 205 KT

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m

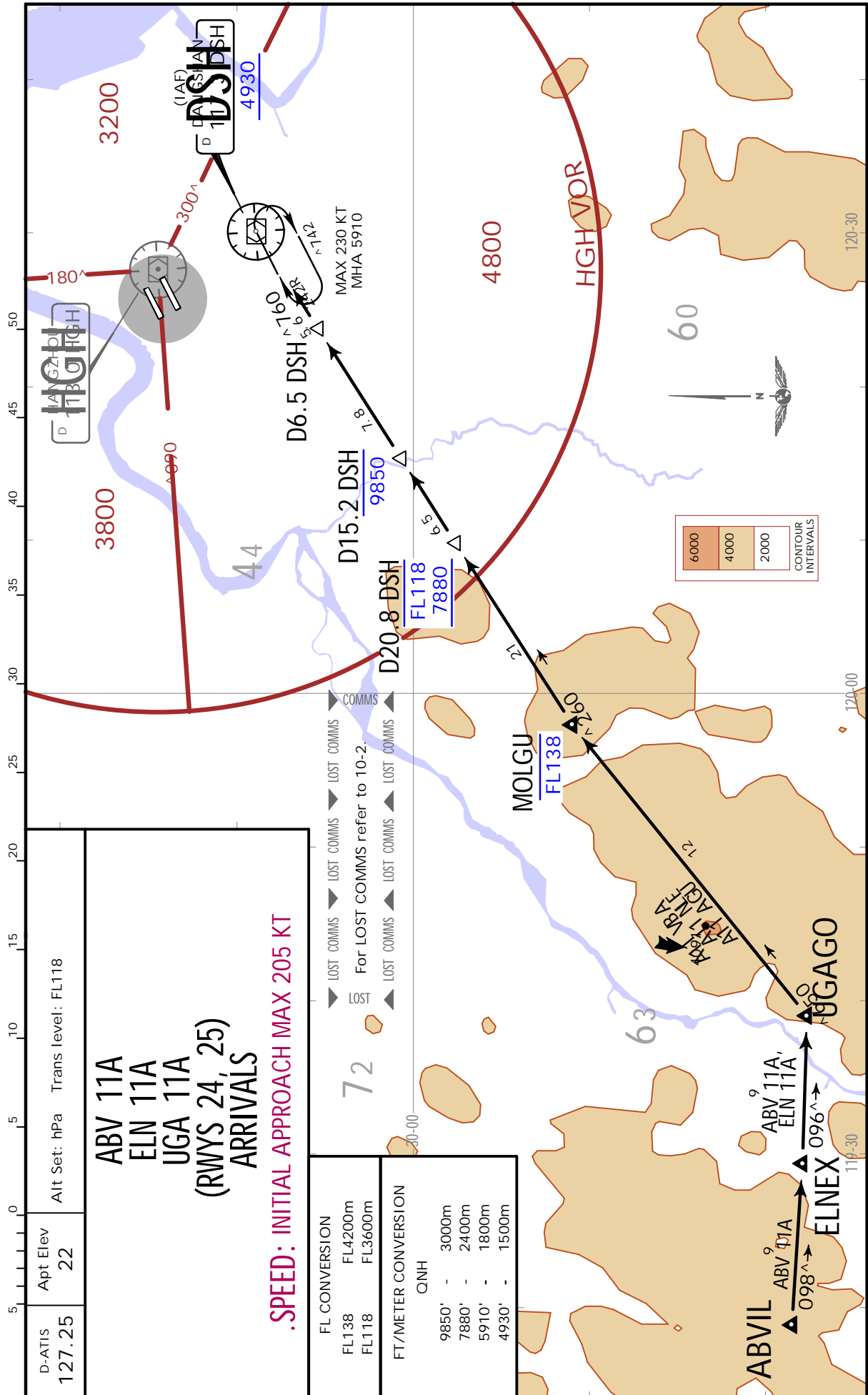
▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲
 For LOST COMMS refer to 10-2.



ZSHC/HGH
XIAOSHAN

12 JUN 20 10-2K .Eff.17.Jun.1600Z.

JEPPESEN HANGZHOU, PR OF CHINA
.STAR.



D-ATIS 127.25	Apt Elev 22	Alt Set: hPa	Trans level: FL118
ABV 11A ELN 11A UGA 11A (RWYS 24, 25) ARRIVALS .SPEED: INITIAL APPROACH MAX 205 KT			

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
9850'	- 3000m
7880'	- 2400m
5910'	- 1800m
4930'	- 1500m

ZSHC/HGH
XIAOSHAN

26 MAR 21 (10-2K1)

JEPPESEN HANGZHOU, PR OF CHINA
.STAR.

D-ATIS 127.25	Apt Elev 22	Alt Set: hPa	Trans level: FL118
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TOL 01A ARRIVAL (RWY 07)

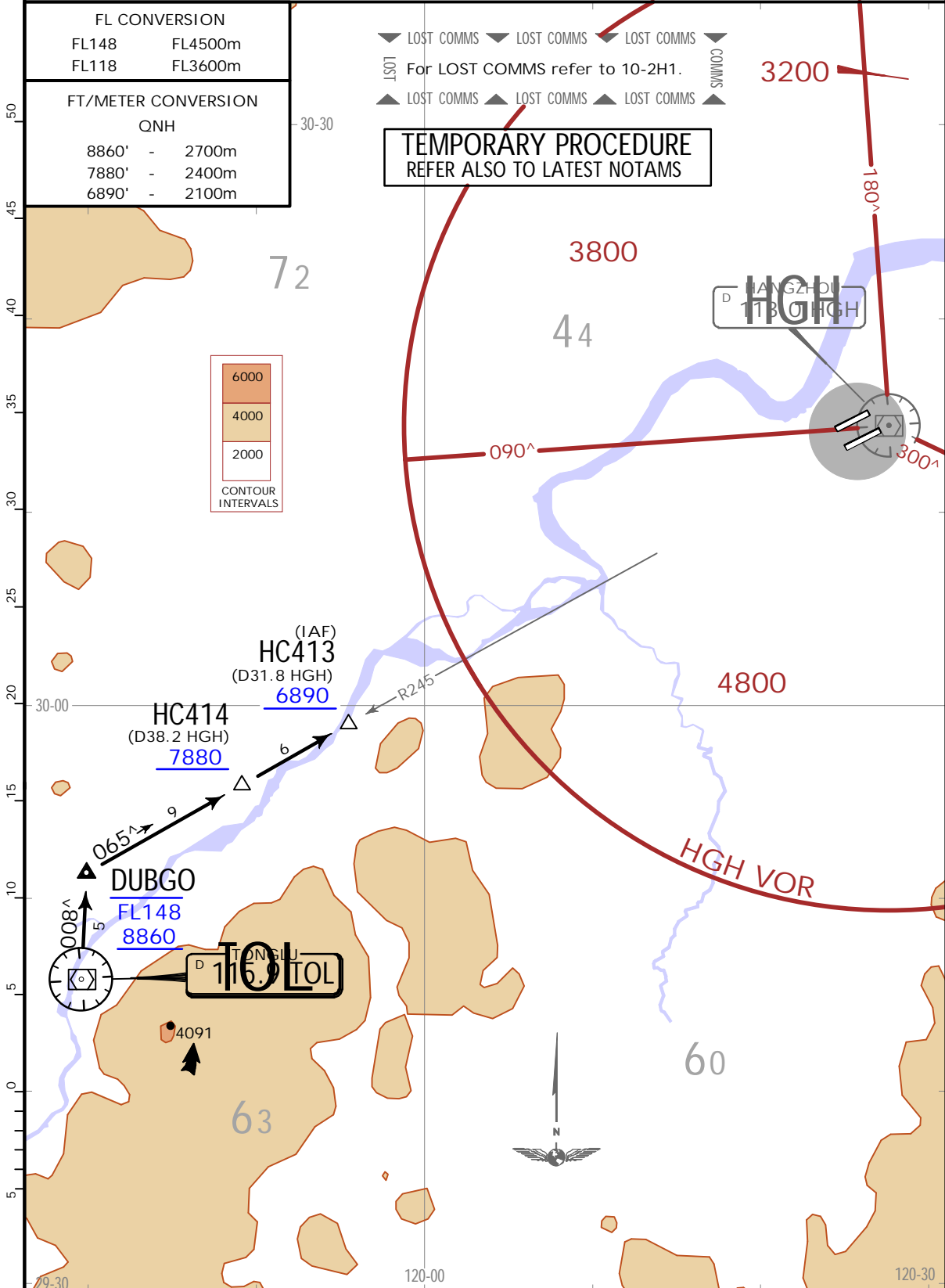
.SPEED: INITIAL APPROACH MAX 205 KT

FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

For LOST COMMS refer to 10-2H1.

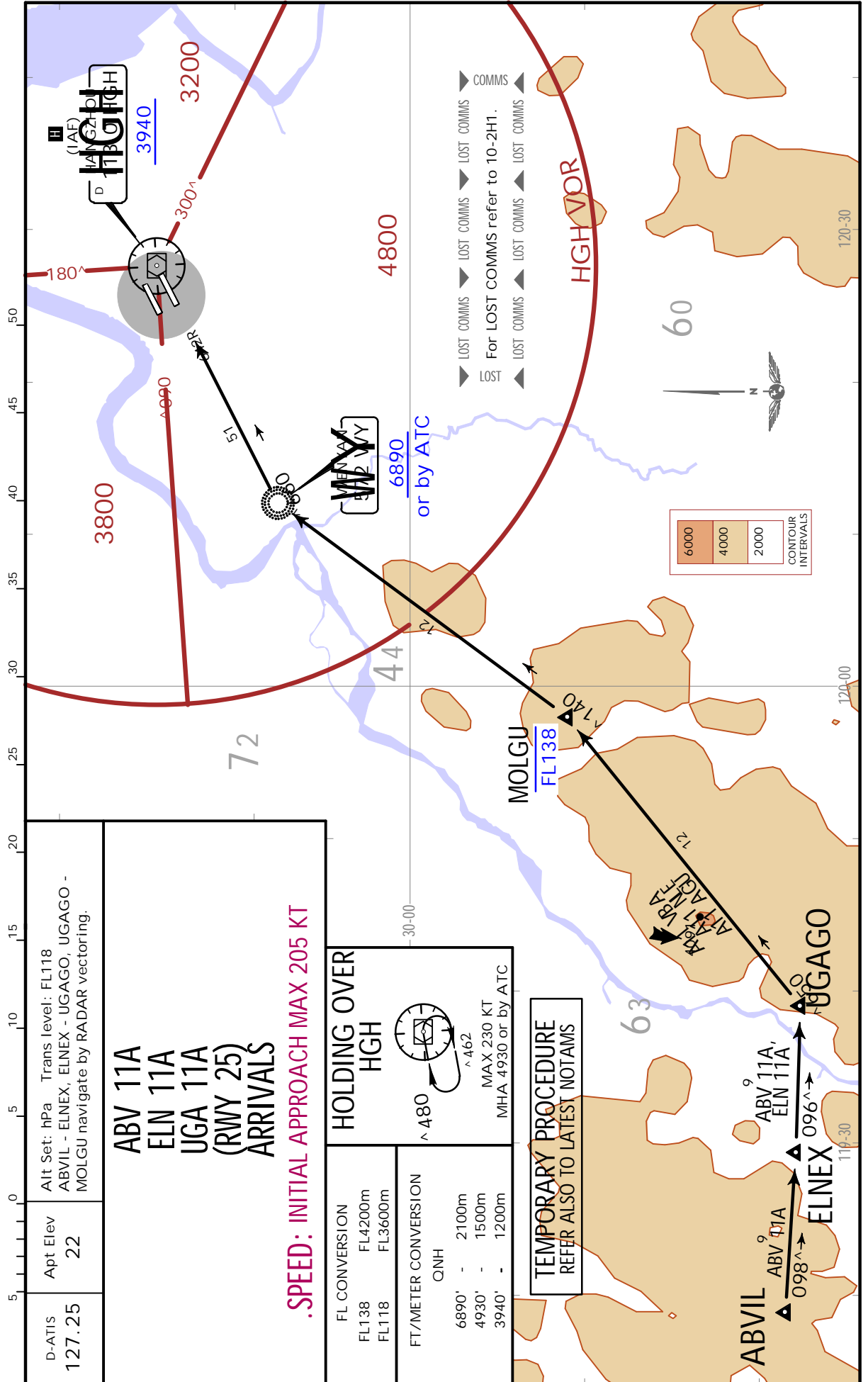
**TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS**



ZSHC/HGH
XIAOSHAN

26 MAR 21 (10-2K2)

HANGZHOU, PR OF CHINA
.STAR.



ZSHC/HGH
XIAOSHAN

12 JUN 20 (10-2L) .Eff.17.Jun.1600Z.

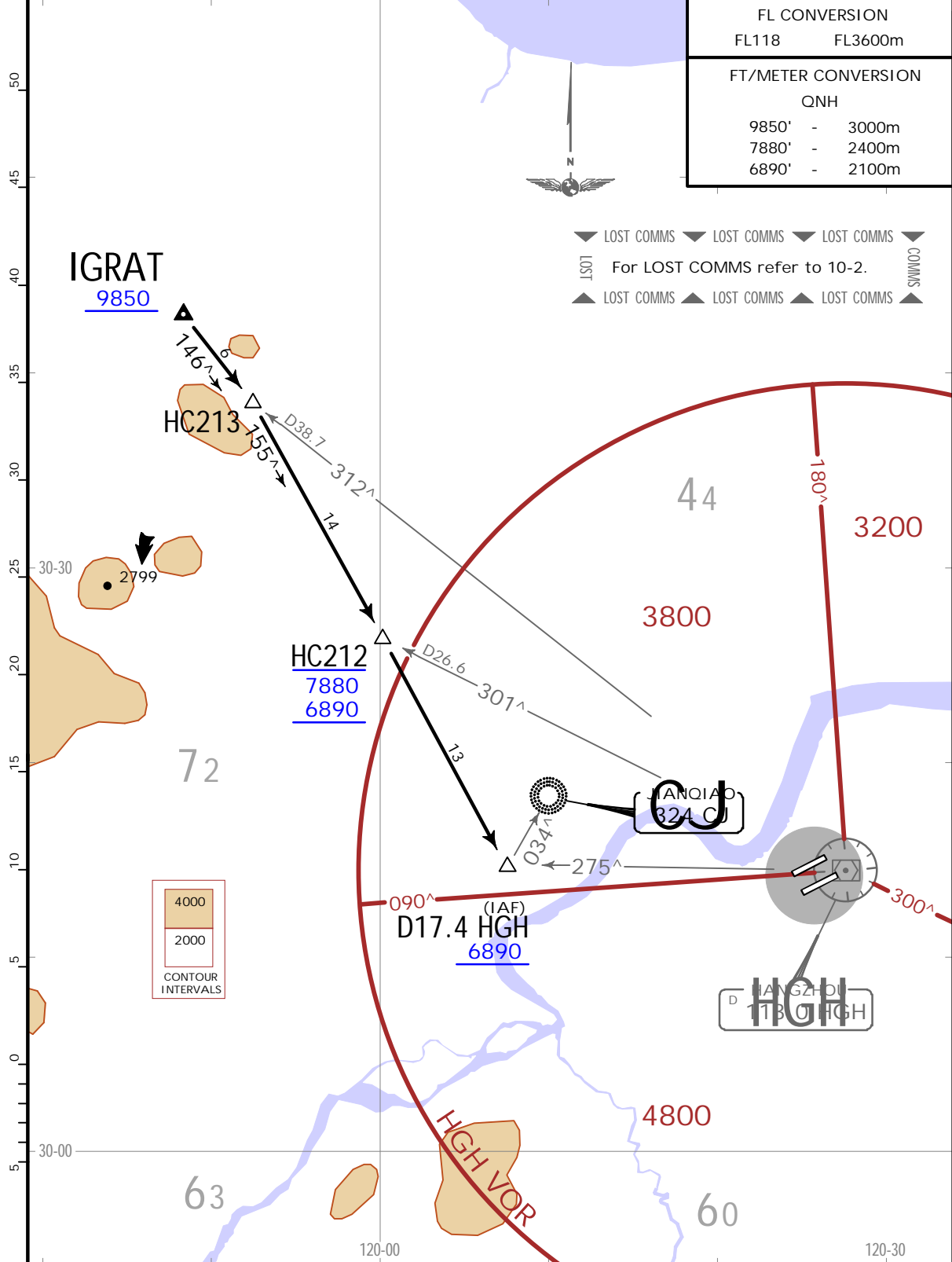
JEPPesen HANGZHOU, PR OF CHINA
.STAR.

D-ATIS 127.25	Apt Elev 22	Alt Set: hPa	Trans level: FL118
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IGR 01A ARRIVAL
(RWY 06, 07)

.SPEED: INITIAL APPROACH MAX 205 KT

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	- 3000m
7880'	- 2400m
6890'	- 2100m



ZSHC/HGH
XIAOSHAN

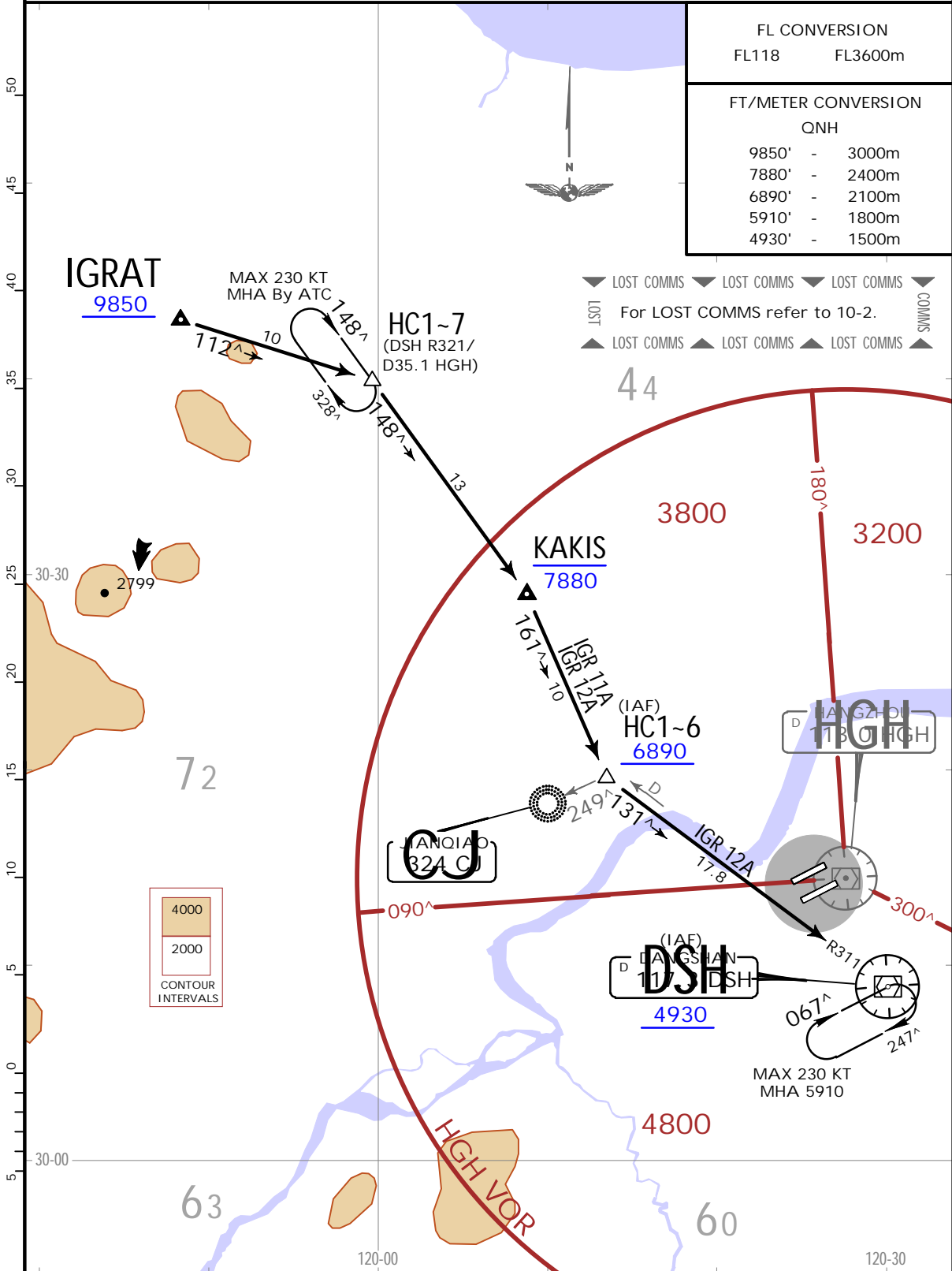
JEPPesen HANGZHOU, PR OF CHINA
12 JUN 20 (10-2M) .Eff.17.Jun.1600Z.

.STAR.

D-ATIS 127.25	Apt Elev 22	Alt Set: hPa	Trans level: FL118
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IGR 11A, IGR 12A
(RWYS 24, 25)
ARRIVALS

.SPEED: INITIAL APPROACH MAX 205 KT



ZSHC/HGH
XIAOSHAN

26 MAR 21 (10-2M1)

JEPPESEN HANGZHOU, PR OF CHINA
.STAR.

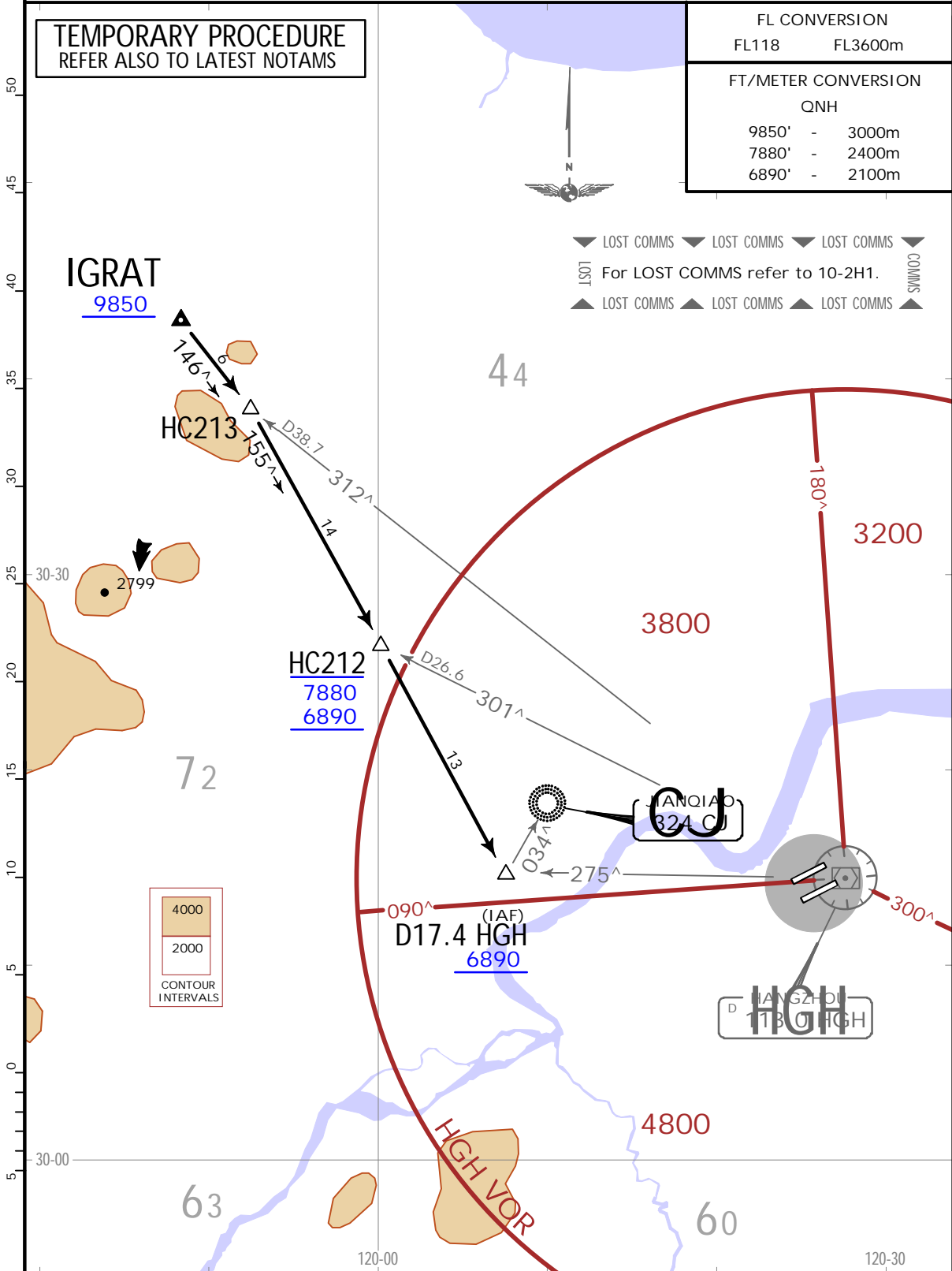
D-ATIS 127.25	Apt Elev 22	Alt Set: hPa Trans level: FL118 IGRAT - HC213 navigate by RADAR vectoring.
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IGR 01A ARRIVAL
(RWY 07)

.SPEED: INITIAL APPROACH MAX 205 KT

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	- 3000m
7880'	- 2400m
6890'	- 2100m



ZSHC/HGH
XIAOSHAN

26 MAR 21 (10-2M2)

JEPPESEN HANGZHOU, PR OF CHINA
.STAR.

D-ATIS 127.25	Apt Elev 22	Alt Set: hPa Trans level: FL118 IGRAT - HC1-7, HC1-7 - KAKIS navigate by RADAR vectoring.
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IGR 11A (RWY 25) ARRIVAL

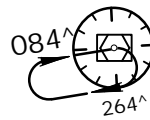
.SPEED: INITIAL APPROACH MAX 205 KT

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

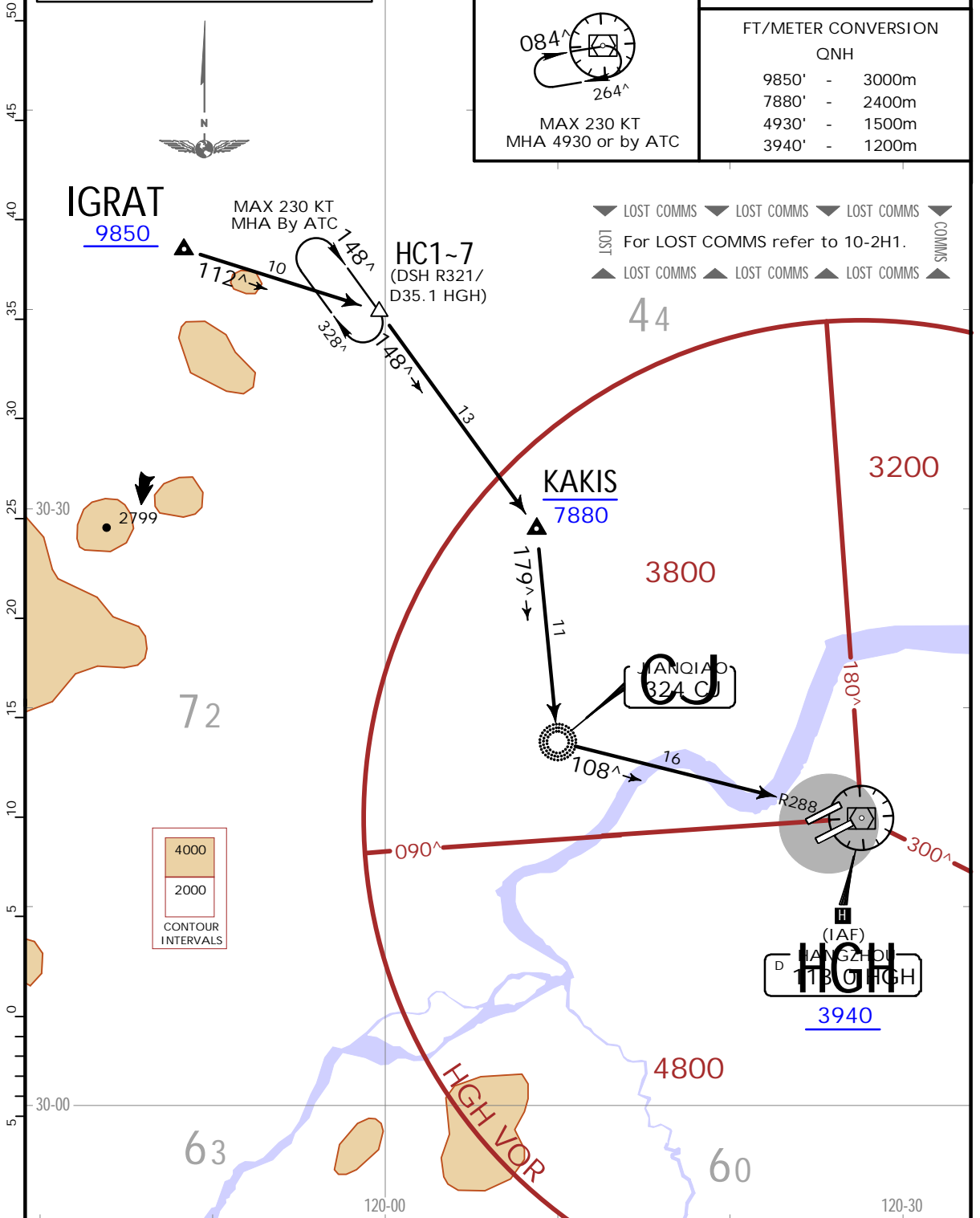
HOLDING OVER
HGH

FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION	
QNH	
9850'	- 3000m
7880'	- 2400m
4930'	- 1500m
3940'	- 1200m



MAX 230 KT
MHA 4930 or by ATC



▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

For LOST COMMS refer to 10-2H1.

HANGZHOU, PR OF CHINA
 .RNAV.SID.

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

Apt Elev
 22

RNAV 1 GNSS

1. RADAR required.
 2. Turn before DER is prohibited.

SUP 81D
RNAV DEPARTURE
(RWYS 24, 25)

LOST COMMS
 Continue departure by the last received instruction. If intended to hold and consume oil, circle over TOL VOR or HGH VOR.

Otherwise fly to HGH while observing the safety altitude, reach HGH at or above 7880. Join holding and circle at least once. Then either:

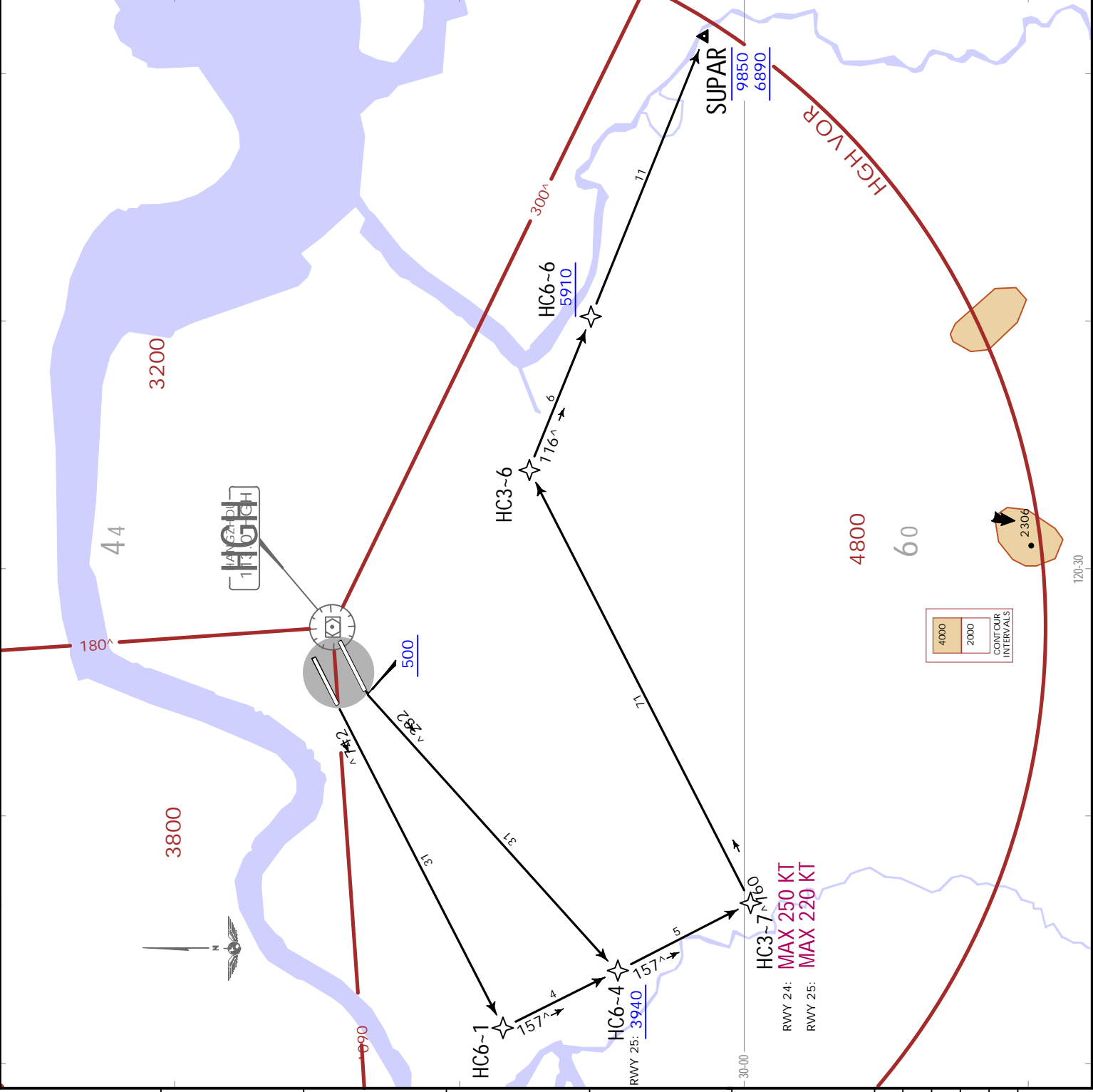
- a) RWY 07 or RWY 25: Join ILS/DME approach procedure via HGH, or
- b) RWY 06: after passing HGH proceed to HC2-8 at 5910, then join approach procedure, or
- c) RWY 24: after passing HGH proceed to HC3-4 at 3940, then join approach procedure, or

- crew can decide to alternate. The alternate of the FPL is recommended.

ATC will inform ACFT operator to contact ACFT via e.g. satellite phone. If crew is in doubt about ATC instructions or can't follow them, change last two digits of transponder, then resume to squawk 7600.

FT/METER CONVERSION	
QNH	
500'	- 150m
3940'	- 1200m
4930'	- 1500m
5910'	- 1800m
6890'	- 2100m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

ROUTING	
RWY	24
	HC6-1 - HC3-7 (K250-) - HC3-6 - HC6-6 (5910+) - SUPAR (6890+; 9850-).
RWY	25
	(500+) - HC6-4 (3940+) - HC3-7 (K220-) - HC3-6 - HC6-6 (5910+) - SUPAR (6890+; 9850-).



ZSHC/HGH
 XIAOSHAN
 .Eff. 7.Sep.1600Z.
 10-3

JEPPESEN
HANGZHOU, PR OF CHINA
.RNAV.SID.

ZSHC/HGH
XIAOSHAN

26 AUG 22 (10-3A) Eff. 7.Sep.1600Z.

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

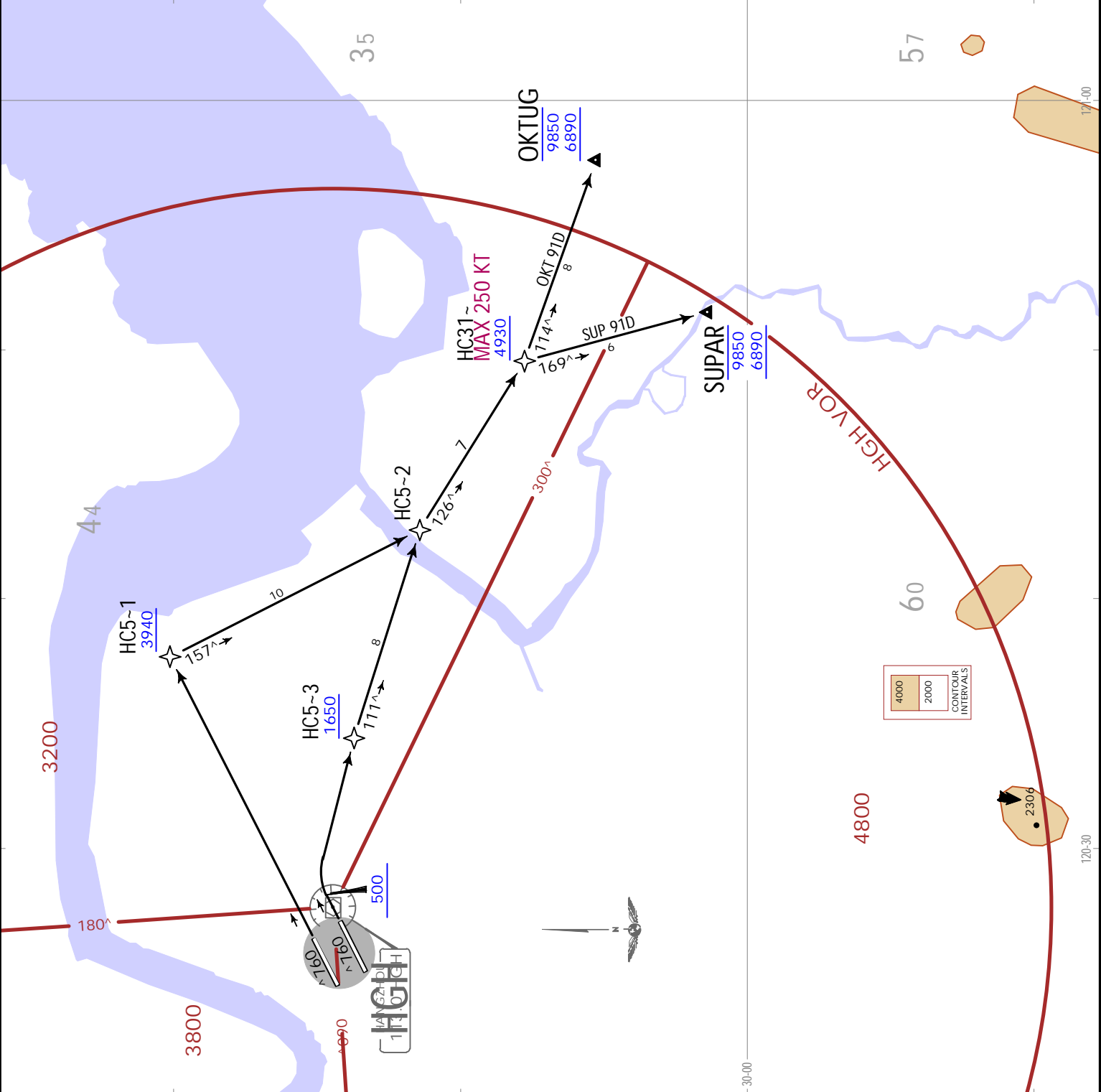
Apt Elev
 22

RNAV 1 GNSS
 RADAR required.

OKT 91D
SUP 91D
RNAV DEPARTURES
(RWYS 06, 07)

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

FT./METER CONVERSION	
ONH	
500'	- 150m
1650'	- 500m
3940'	- 1200m
4930'	- 1500m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m



4000
 2000
 CONTOUR
 INTERVALS

SID	RWY	ROUTING
OKT 91D	06	HC5-1 (3940+) - HC5-2 - HC31- (K250+; 4930+) - OKTUG (6890+; 9850-).
	07	HC31- (K250+; 4930+) - OKTUG (6890+; 9850-).
SUP 91D	06	HC5-1 (3940+) - HC5-2 - HC31- (K250+; 4930+) - SUPAR (6890+; 9850-).
	07	(500+ - HC5-3 (1650+) - HC5-2 - HC31- (K250+; 4930+) - SUPAR (6890+; 9850-).

HANGZHOU, PR OF CHINA
 .RNAV.SID

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

Apt Elev
 22

RNAV 1 GNSS

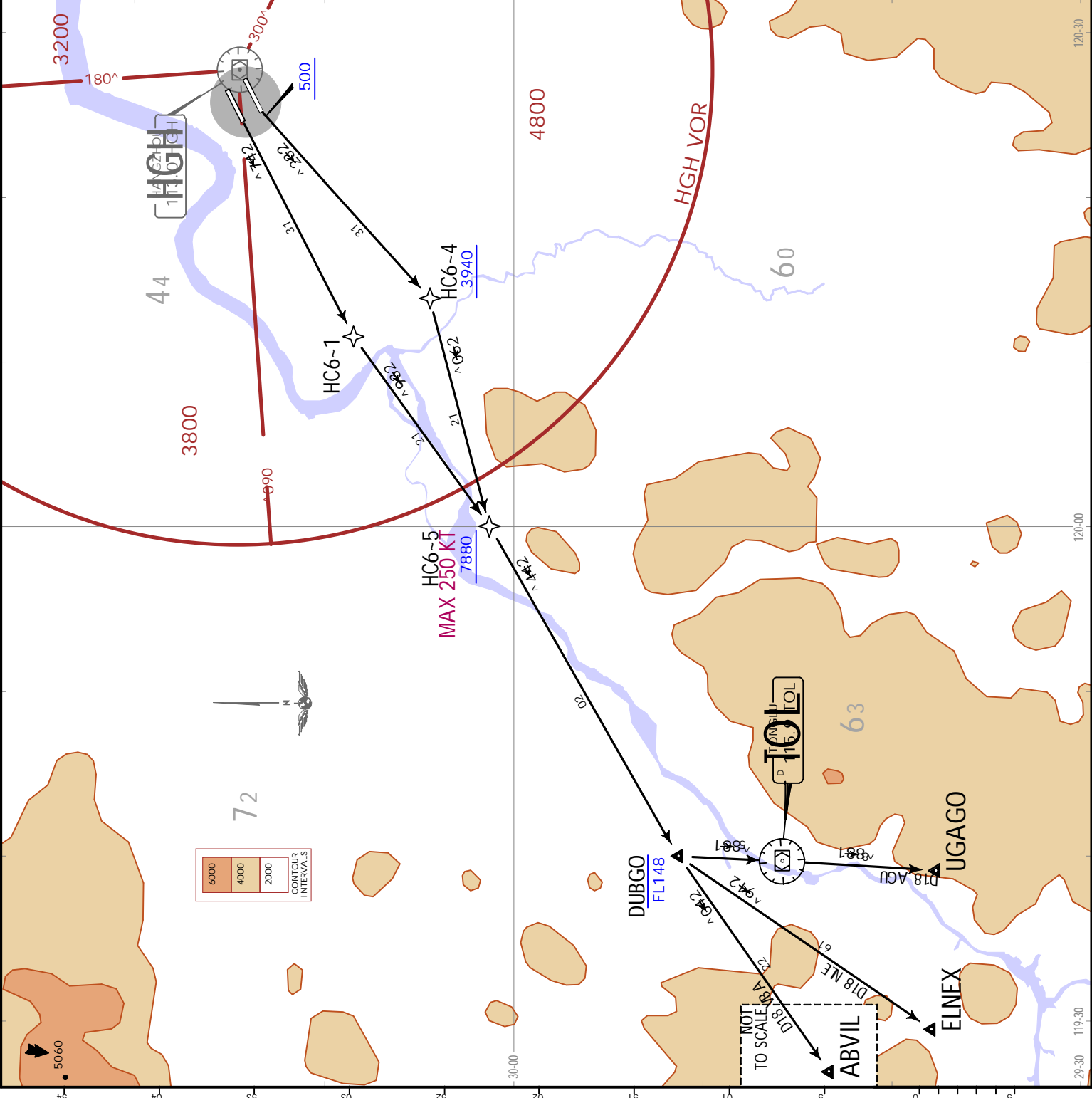
1. RADAR required.
 2. Turn before DER is prohibited.

ABV 81D
ELN 81D
UGA 81D
RNAV DEPARTURES
(RWYS 24, 25)

LOST COMMS
 Refer to 10-3.
 LOST COMMS

FT/METER CONVERSION	
QNH	
500'	150m
3940'	1200m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL148	FL4500m

SID	RWY	ROUTING
ABV 81D	24	HC6-1 - HC6-5 (K250+; 7880+) - DUBGO (FL148) - ABVIL.
	25	(500+) - HC6-4 (3940+) - HC6-5 (K250+; 7880+) - DUBGO (FL148) - ABVIL.
ELN 81D	24	HC6-1 - HC6-5 (K250+; 7880+) - DUBGO (FL148) - ELNEX.
	25	(500+) - HC6-4 (3940+) - HC6-5 (K250+; 7880+) - DUBGO (FL148) - ELNEX.
UGA 81D	24	HC6-1 - HC6-5 (K250+; 7880+) - DUBGO (FL148) - TOL VOR - UGAGO.
	25	(500+) - HC6-4 (3940+) - HC6-5 (K250+; 7880+) - DUBGO (FL148) - TOL VOR - UGAGO.



ZSHC/HGH
 XIAOSHAN
 26 AUG 22
 Eff. 7. Sep. 1600Z. (10-3B)

CONTOUR INTERVALS	
6000	
4000	
2000	

ZSHC/HGH
XIAOSHAN

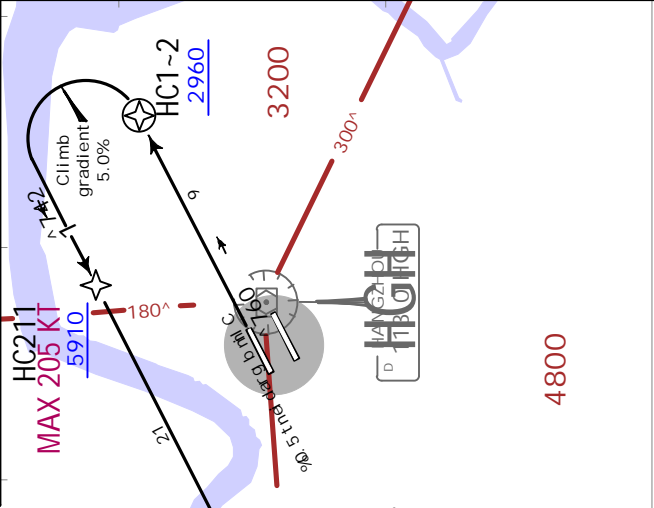
JEPESEN
26 AUG 22 (10-3C) .Eff.7.Sep.1600Z.

HANGZHOU, PR OF CHINA
.RNAV.SID.

Apt Elev 22
Trans alt: 9850
10830 1031 hPa or above
8660 979 hPa or below
RNAV 1 GNSS
RADAR required.

ABV 91D, ELN 91D, UGA 91D
RNAV DEPARTURES (RWY 06)

1 Pay attention to keeping track, veering northerly is forbidden.



6000
4000
2000

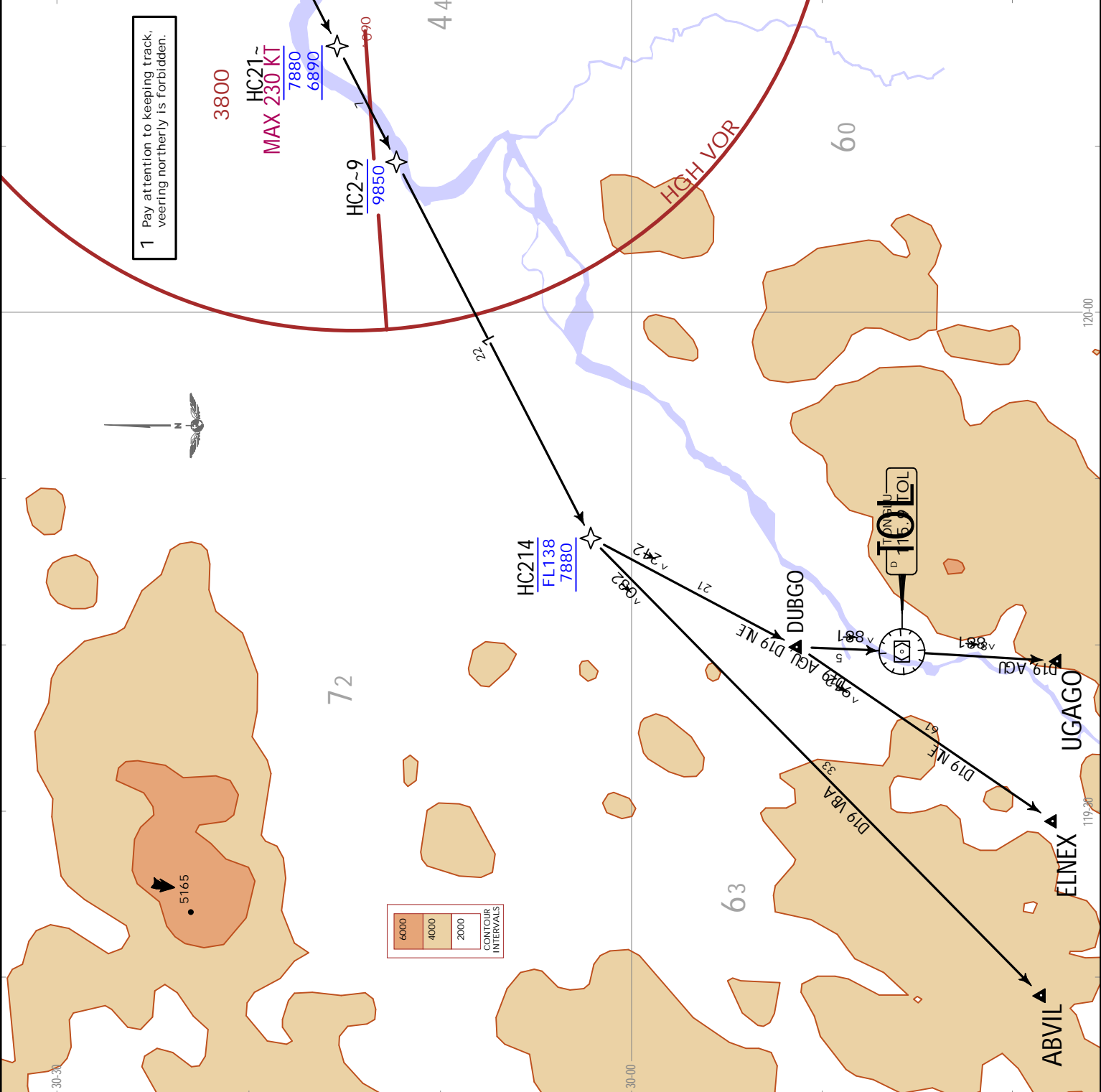
CONTOUR INTERVALS

FT/METER CONVERSION	
QNH	
2960'	900m
5910'	1800m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

These SIDs require an average climb gradient of 5.0% or more.

Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID		ROUTING	
ABV 91D	HC1-2 (2960+) - HC211 (K205+; 5910+) - HC21 - (K230+; 6890+; 7880-) - HC2-9 (9850-) - HC214 (7880+; FL138-) - ABVIL.	FL 138	FL4200m
ELN 91D	HC1-2 (2960+) - HC211 (K205+; 5910+) - HC21 - (K230+; 6890+; 7880-) - HC2-9 (9850-) - HC214 (7880+; FL138-) - DUBGO - ELINEX.		
UGA 91D	HC1-2 (2960+) - HC211 (K205+; 5910+) - HC21 - (K230+; 6890+; 7880-) - HC2-9 (9850-) - HC214 (7880+; FL138-) - DUBGO - TOL VOR - UGAGO.		



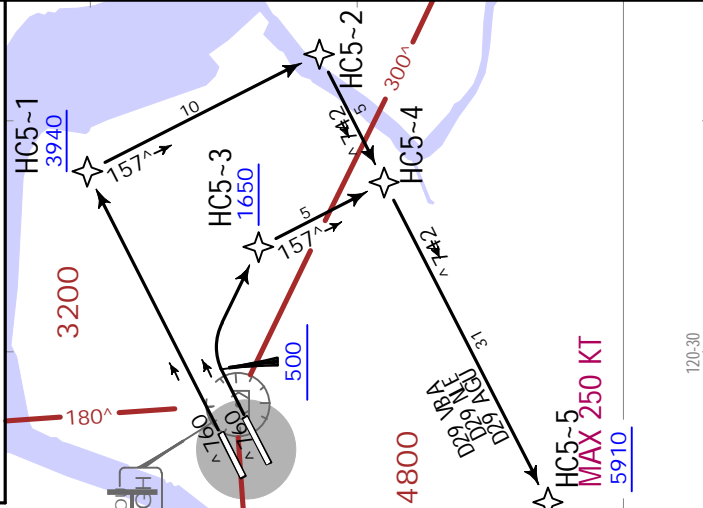
HANGZHOU, PR OF CHINA
 .RNAV.SID.

Apt Elev
 22

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

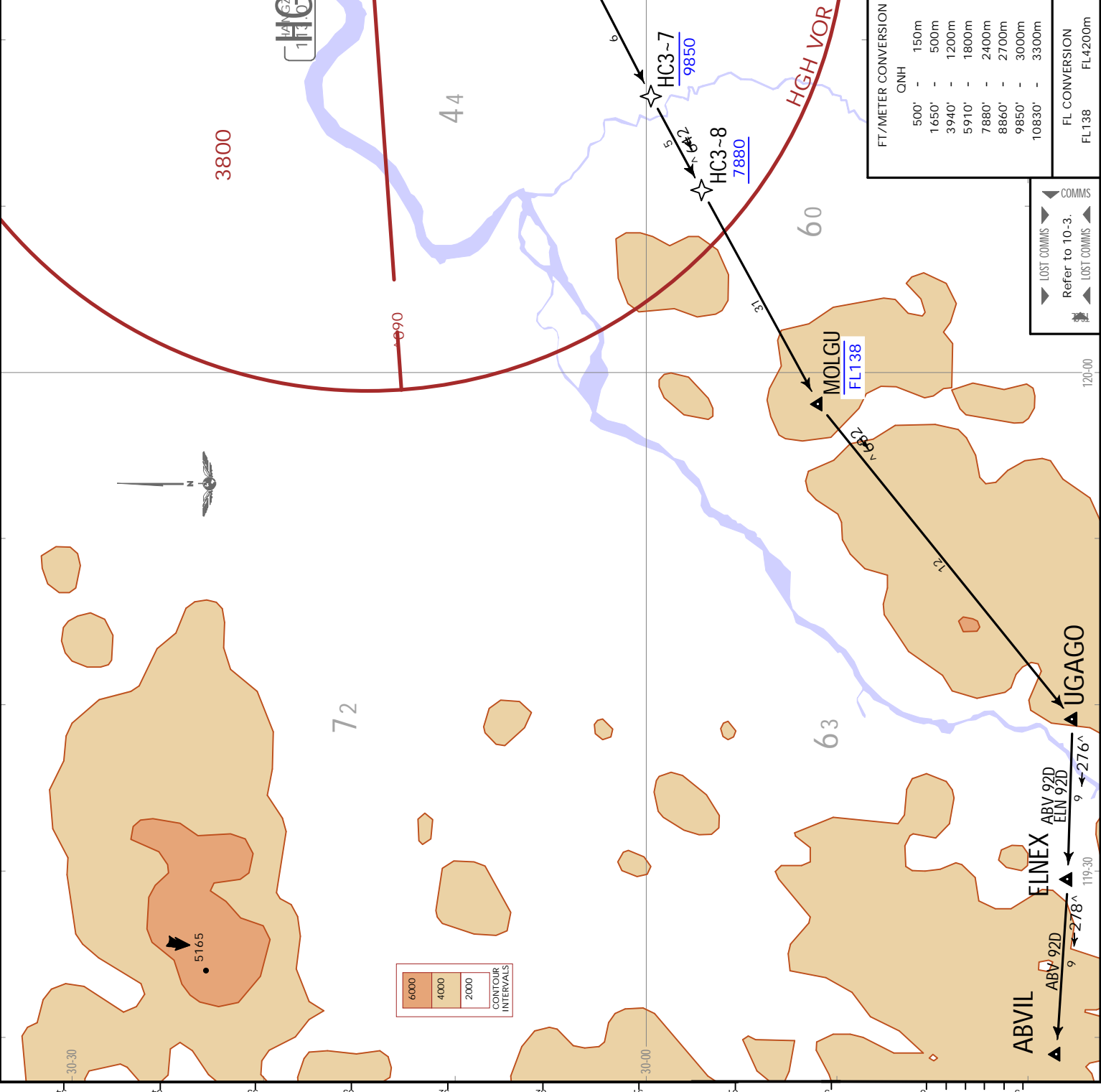
RNAV 1 GNSS
 RADAR required.

ABV 92D, ELN 92D, UGA 92D
 RNAV DEPARTURES
 (RWYS 06, 07)



SID	RWY	ROUTING
ABV 92D	06	HC5-1 (3940+) - HC5-2 - HC5-4 - HC5-5 (K250+; 5910+) - HC3-7 (9850+) - HC3-8 (7880+) - MOLGU (FL138-) - UGAGO - ELNEX - ABVIL.
	07	(500+ - HC5-3 (1650+) - HC5-4 - HC5-5 (K250+; 5910+) - HC3-7 (9850+) - HC3-8 (7880+) - MOLGU (FL138-) - UGAGO - ELNEX - ABVIL.
ELN 92D	06	HC5-1 (3940+) - HC5-2 - HC5-4 - HC5-5 (K250+; 5910+) - HC3-7 (9850+) - HC3-8 (7880+) - MOLGU (FL138-) - UGAGO - ELNEX.
	07	(500+ - HC5-3 (1650+) - HC5-4 - HC5-5 (K250+; 5910+) - HC3-7 (9850+) - HC3-8 (7880+) - MOLGU (FL138-) - UGAGO - ELNEX.
UGA 92D	06	HC5-1 (3940+) - HC5-2 - HC5-4 - HC5-5 (K250+; 5910+) - HC3-7 (9850+) - HC3-8 (7880+) - MOLGU (FL138-) - UGAGO.
	07	(500+ - HC5-3 (1650+) - HC5-4 - HC5-5 (K250+; 5910+) - HC3-7 (9850+) - HC3-8 (7880+) - MOLGU (FL138-) - UGAGO.

ZSHC/HIGH
 XIAOSHAN
 26 AUG 22
 Eff. 7 Sep. 1600Z.
 10-3D



FT/METER CONVERSION	
CNH	
500'	150m
1650'	500m
3940'	1200m
5910'	1800m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL138	FL4200m

LOST COMMS
 Refer to 10-3.
 LOST COMMS

JEPPesen
ZSHC/HGH
 XIAOSHAN
HANGZHOU, PR OF CHINA
10-3E
 .Eff. 7.Sep.1600Z.
.RNAV.SID.

26 AUG 22

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

Apt Elev
 22

RNAV 1 GNSS

1. RADAR required.
 2. Turn before DER is prohibited.

NIV 81D
RNAV DEPARTURE
(RWYS 24, 25)

LOST COMMS
 Refer to 10-3.
 LOST COMMS

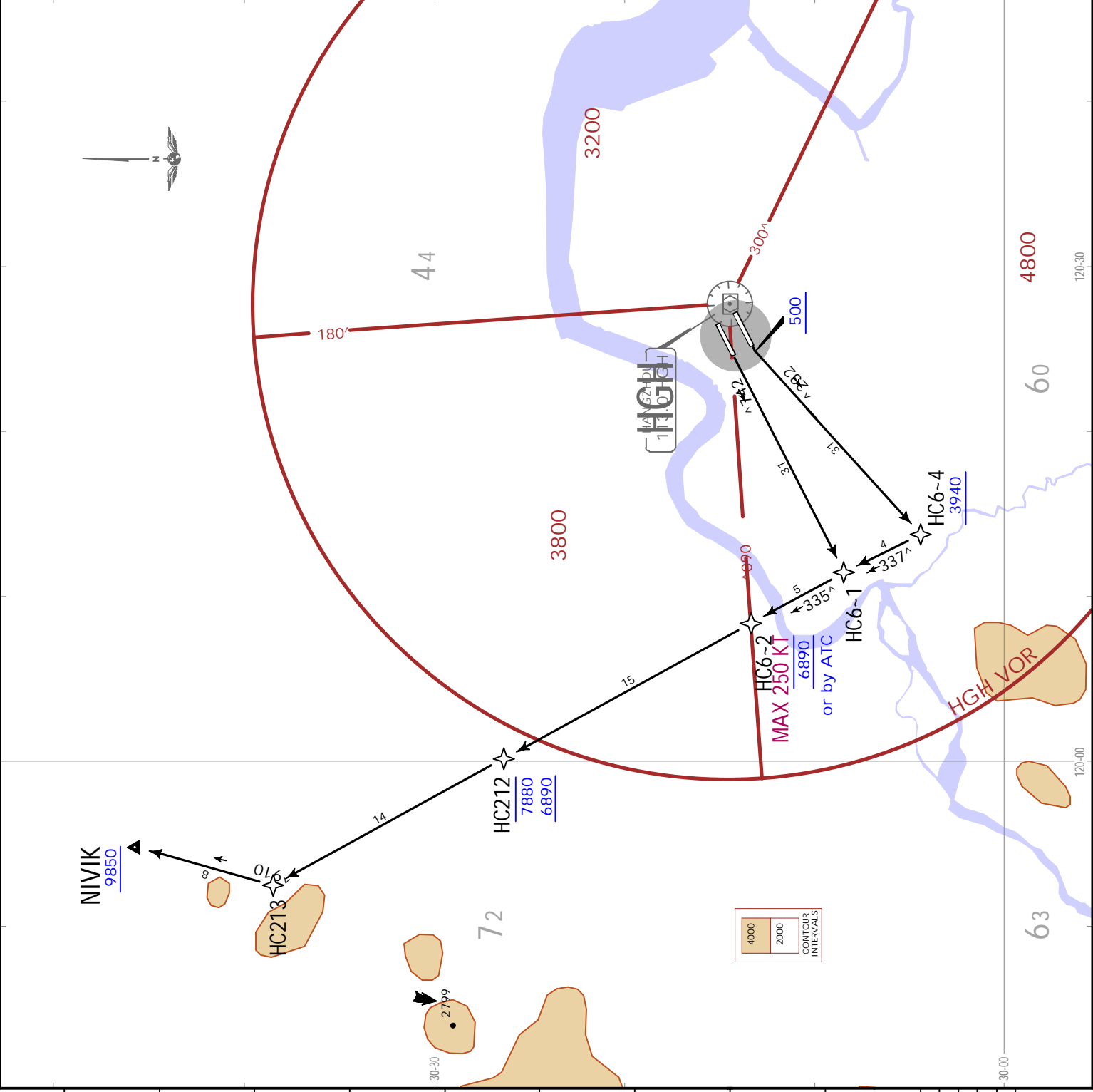
FT/METER CONVERSION

FT	METER
500'	150m
3940'	1200m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

This SID requires average climb gradients of
 RMY 24: 6.2% or more,
 RMY 25: 5.0% or more,
 when 6890 is required at HC6-2.

Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.2% V/V (fpm)	471	628	942	1256	1570	1884

RMY	ROUTING
24	HC6-1 - HC6-2 (K250-; 6890 or by ATC) - HC212 (6890+; 7880-) - HC213 - NIVIK (9850+).
25	(500+)- HC6-4 (3940+) - HC6-1 - HC6-2 (K250-; 6890 or by ATC) - HC212 (6890+; 7880-) - HC213 - NIVIK (9850+).



HANGZHOU, PR OF CHINA
 .RNAV.SID.

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

Apt Elev
 22

RNAV 1 GNSS
 RADAR required.

NIV 91D
RNAV DEPARTURE
(RWY 06)

LOST COMMS
 Refer to 10-3.
 LOST COMMS

FT/METER CONVERSION

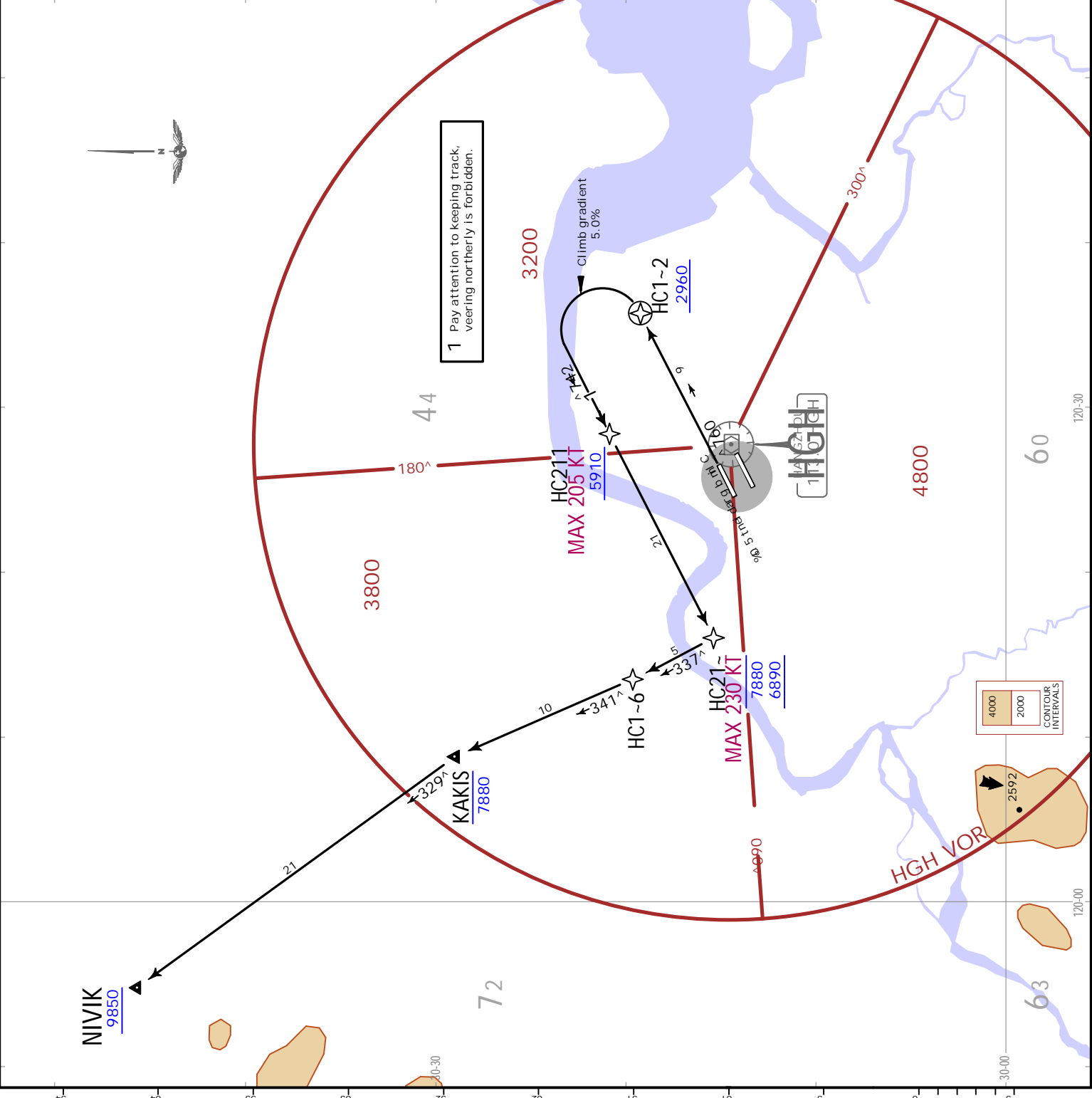
QNH		QNH
2960'	-	900m
5910'	-	1800m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

This SID requires an average climb gradient of 5.0% or more.

Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

ROUTING

HC1-2 (2960+) - HC211 (K205+; 5910+) - HC21- (K230+; 7880+; 6890+) - HC1-6 - KAKIS (7880+) - NIVIK (9850+).



ZSHC/HGH
 XIAOSHAN
 Eff. 2 Nov. 1600Z.

JEPPesen
 28 OCT 22
 10-3F

JEPPESEN
 28 OCT 22 (10-3G) Eff. 2. Nov. 1600Z.
HANGZHOU, PR OF CHINA
.RNAV.SID.

ZSHC/HGH
 XIAOSHAN

Apt Elev
 22

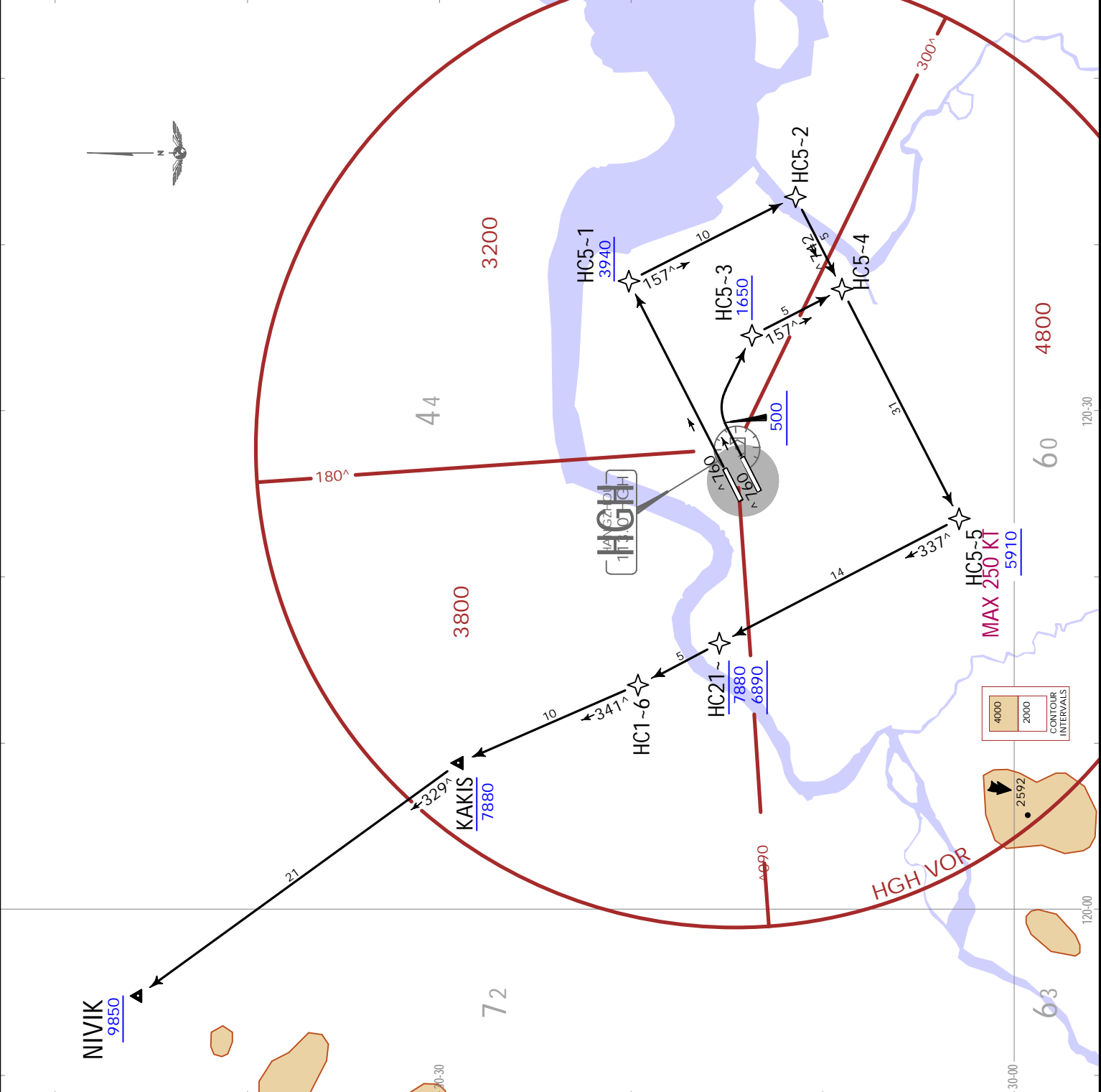
Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below

RNAV 1 GNSS
 RADAR required.

NIV 92D
RNAV DEPARTURE
(RWYS 06, 07)

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

FT/METER CONVERSION	
QNH	
500'	- 150m
1650'	- 500m
3940'	- 1200m
5910'	- 1800m
6890'	- 2100m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m



RWY	ROUTING
06	HC5-1 (3940+) - HC5-2 - HC5-4 - HC5-5 (K250-; 5910+) - HC21- (6890+; 7880-) - HCT-6 - KAKIS (7880-) - NIVIK (9850+).
07	(500+) - HC5-3 (1650+) - HC5-4 - HC5-5 (K250-; 5910+) - HC21- (6890+; 7880-) - HCT-6 - KAKIS (7880-) - NIVIK (9850+).

HANGZHOU, PR OF CHINA
 .RNAV.SID

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

Apt Elev
 22

RNAV 1 GNSS
 RADAR required.

NIV 82D
NIV 93D
RNAV DEPARTURES
ONLY USED FOR CONTINUOUS CLIMB OPERATIONS (CCO) BY ATC

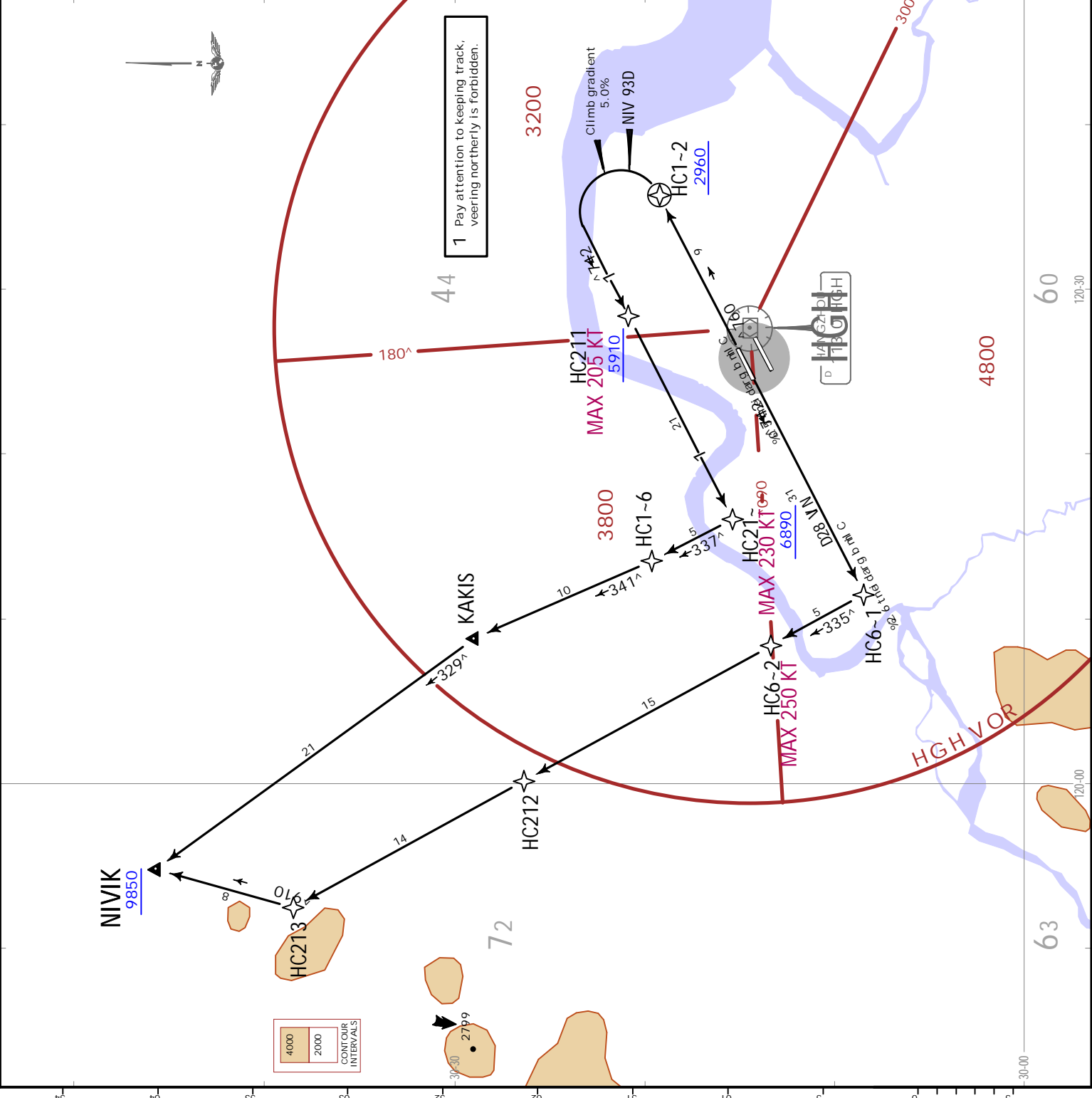
LOST COMMS
 Refer to 10-3.
 LOST COMMS

FT/METER CONVERSION

QNH	900m	1800m	2100m	2700m	3000m	3300m
2960'	-	900m				
5910'	-	1800m				
6890'	-	2100m				
8860'	-	2700m				
9850'	-	3000m				
10830'	-	3300m				

Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.2% V/V (fpm)	471	628	942	1256	1570	1884

SID	RWY	ROUTING
NIV 82D	24	HC6-1 - HC6-2 (K250-) - HC212 - HC213 - NIVIK (9850+).
NIV 93D	06	HC1-2 (2960+) - HC211 (K205-; 5910+) - HC21 - (K230-; 6890+) - HC1-6 - KAKIS - NIVIK (9850+).



ZSHC/HGH
 XIAOSHAN
 .Eff. 28. Dec. 1600Z.
 23 DEC 22
 10-3H

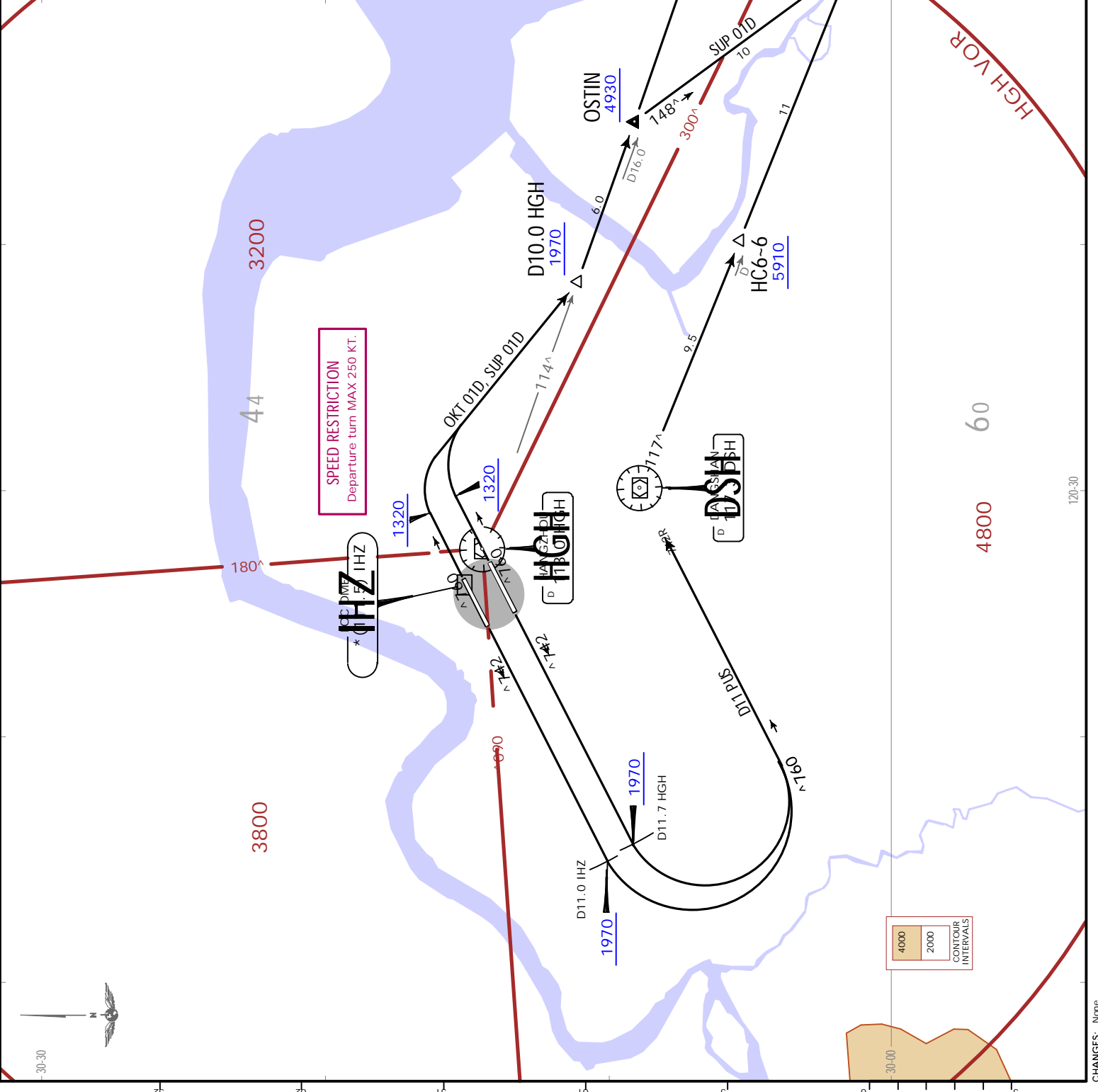
JEPPESEN
 23 DEC 22 (10-3J).Eff.28.Dec.1600Z.
HANGZHOU, PR OF CHINA
XIAOSHAN

Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below
OKT 01D, SUP 01D
DEPARTURES
(RWYS 06, 07)
SUP 11D DEPARTURE
(RWYS 24, 25)

LOST COMMS ► LOST COMMS ► LOST COMMS
 For LOST COMMS refer to 10-3.
 LOST COMMS ◄ LOST COMMS ◄ LOST COMMS

FT./METER CONVERSION	
QNH	
1320'	- 400m
1970'	- 600m
4930'	- 1500m
5910'	- 1800m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

ZSHC/HGH
 XIAOSHAN



4000
 2000
 CONTOUR
 INTERVALS

JEPPESEN
HANGZHOU, PR OF CHINA
.SID.

26 MAR 21 (10-3JT)

ZSHC/HGH
XIAOSHAN

Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below
 OSTIN - SUPAR navigate by RADAR vectoring.

OKT 01D, SUP 01D DEPARTURES (RWYS 06, 07)

SUP 11D DEPARTURE (RWYS 24, 25)

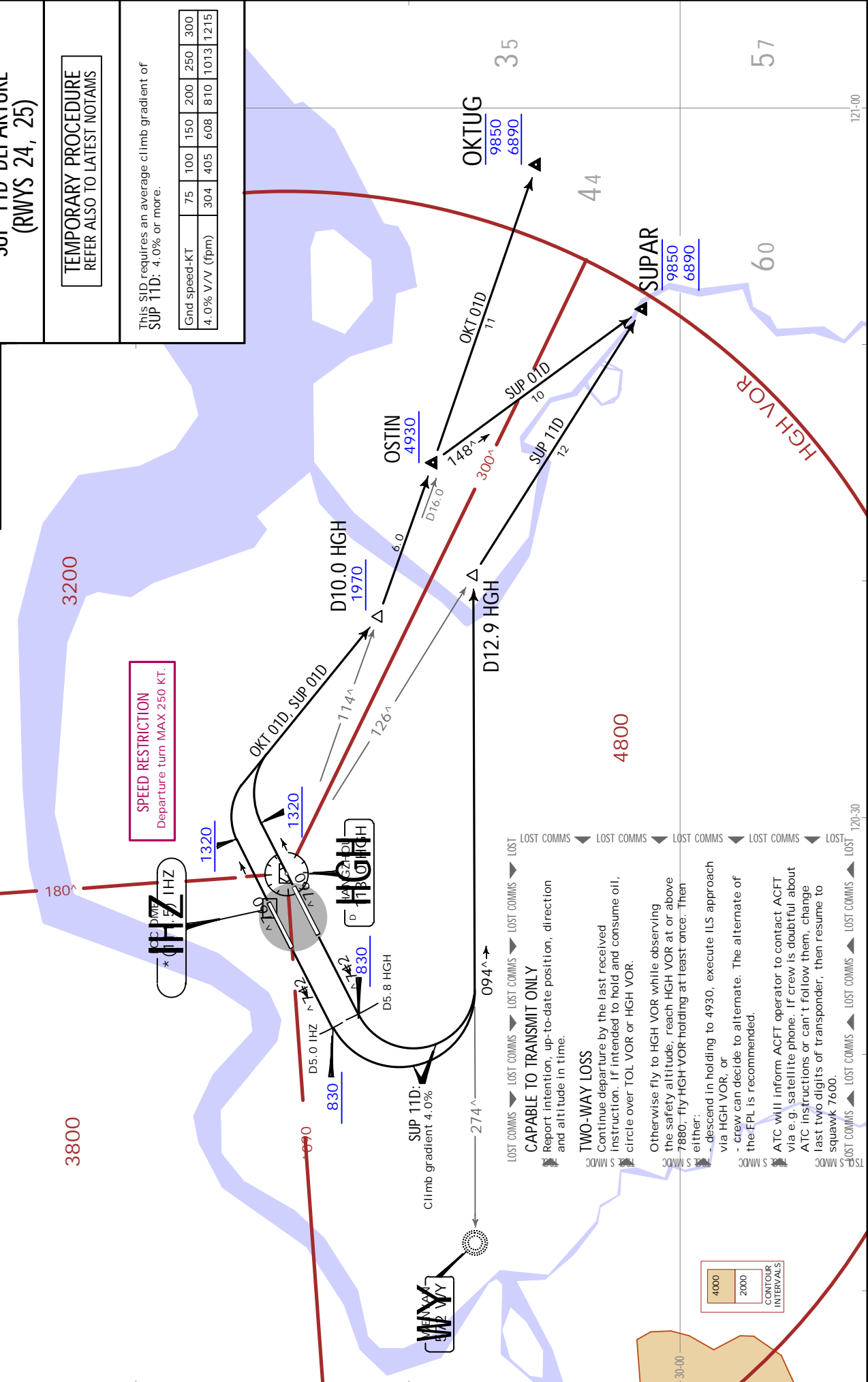
TEMPORARY PROCEDURE REFER ALSO TO LATEST NOTAMS

This SID requires an average climb gradient of SUP 11D: 4.0% or more.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

FT/METER CONVERSION

GNH	
830'	- 250m
1320'	- 400m
1970'	- 600m
4930'	- 1500m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m



3800
 3200
 4800

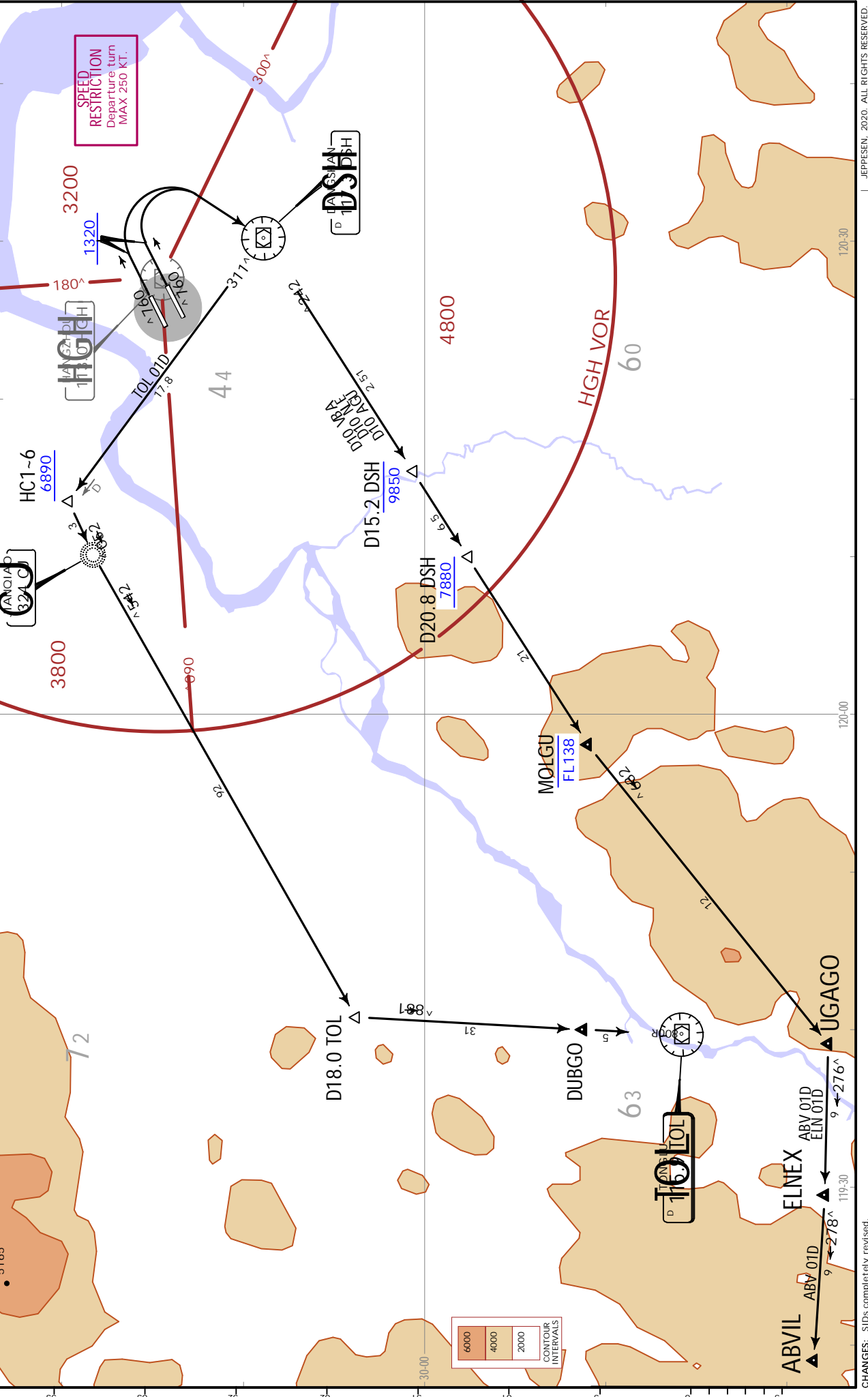
180°
 1320
 1320
 114°
 126°
 6.0
 176.0
 148°
 300°
 77
 70
 72
 094°
 274°
 094°
 35
 44
 60
 57
 121-00
 120-30

HANGZHOU, PR OF CHINA
SID.

ZSHC/HGH
XIAOSHAN 12 JUN 20 10-3K .Eff. 17 Jun. 1600Z.

Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	
Apt Elev 22	
ABV 01D, ELN 01D TOL 01D, UGA 01D DEPARTURES (RWYS 06, 07)	
FT/METER CONVERSION CNH 1320' - 400m 6890' - 2100m 7880' - 2400m 8860' - 2700m 9850' - 3000m 10830' - 3300m	
FL CONVERSION FL138 FL4200m	

LOST COMMS \blacktriangleright LOST COMMS \blacktriangleleft COMMS
 For LOST COMMS refer to 10-3.
 LOST COMMS \blacktriangleleft LOST COMMS \blacktriangleright LOST COMMS



6000
4000
2000
CONTOUR INTERVALS

JEPPesen
 12 JUN 20 (10-3L) .Eff.17 .Jun.1600Z.
ZSHC/HGH
 XIAOSHAN

HANGZHOU, PR OF CHINA
 .SID.

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

Apt Elev
 22

ABV 11D, ELN 11D, UGA 11D
DEPARTURES
(RWYS 24, 25)

FT/METER CONVERSION	
ONH	
1970'	- 600m
2960'	- 900m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

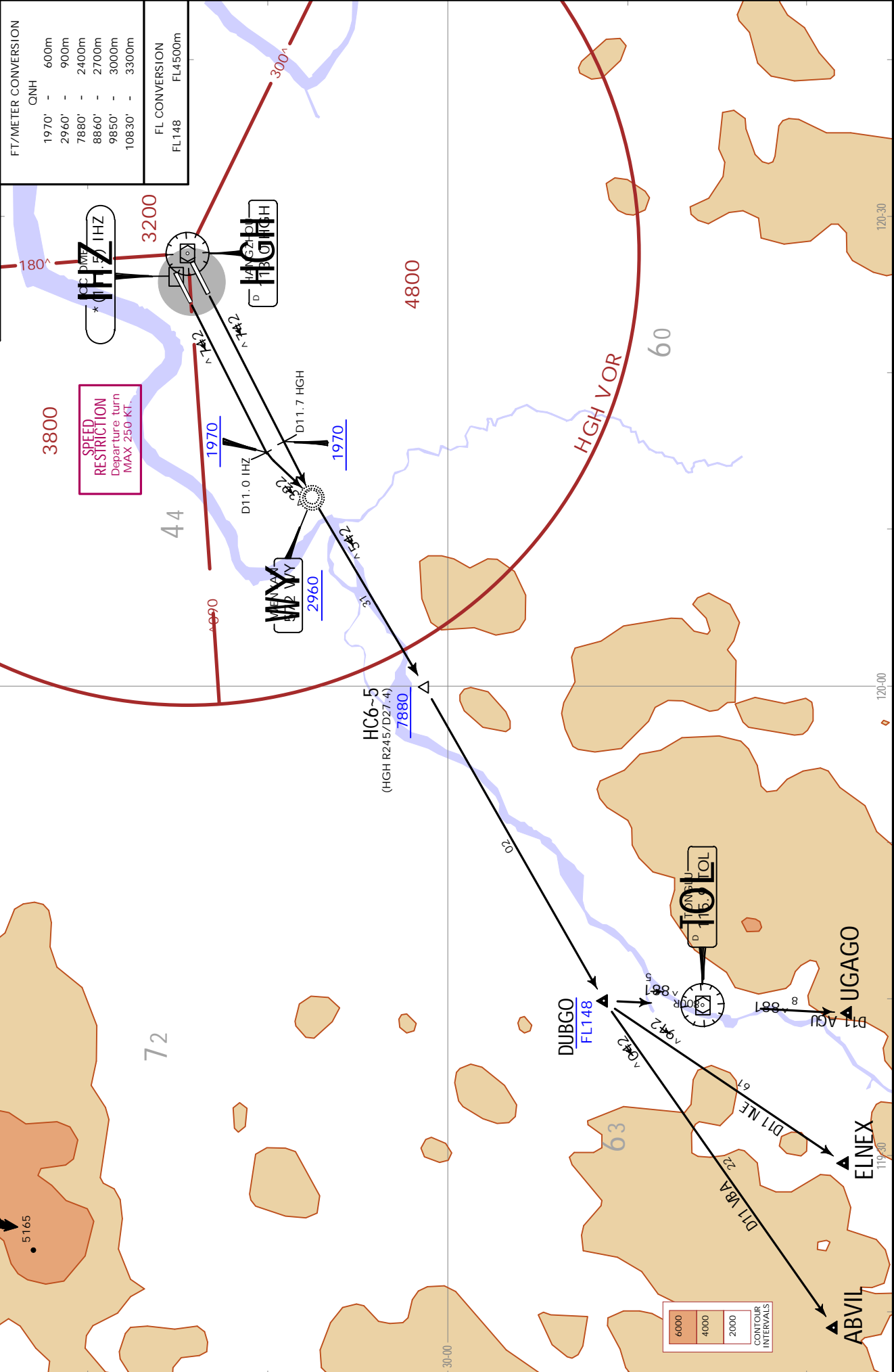
FL CONVERSION	
FL148	FL4500m

LOST COMMS \blacktriangleright LOST COMMS \blacktriangleleft COMMS
 For LOST COMMS refer to 10-3.
 LOST COMMS \blacktriangleleft LOST COMMS \blacktriangleright LOST COMMS

SPEED RESTRICTION
 Departure turn
 MAX 250 KT.

FT/METER CONVERSION	
ONH	
1970'	- 600m
2960'	- 900m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL148	FL4500m



CONTOUR INTERVALS	
6000	
4000	
2000	

HANGZHOU, PR OF CHINA
.SID.

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
UGAGO - ELNEX, ELNEX - ABVIL navigate
by RADAR vectoring.

ABV 01D, ELN 01D
UGA 01D
DEPARTURES
(RWYS 06, 07)

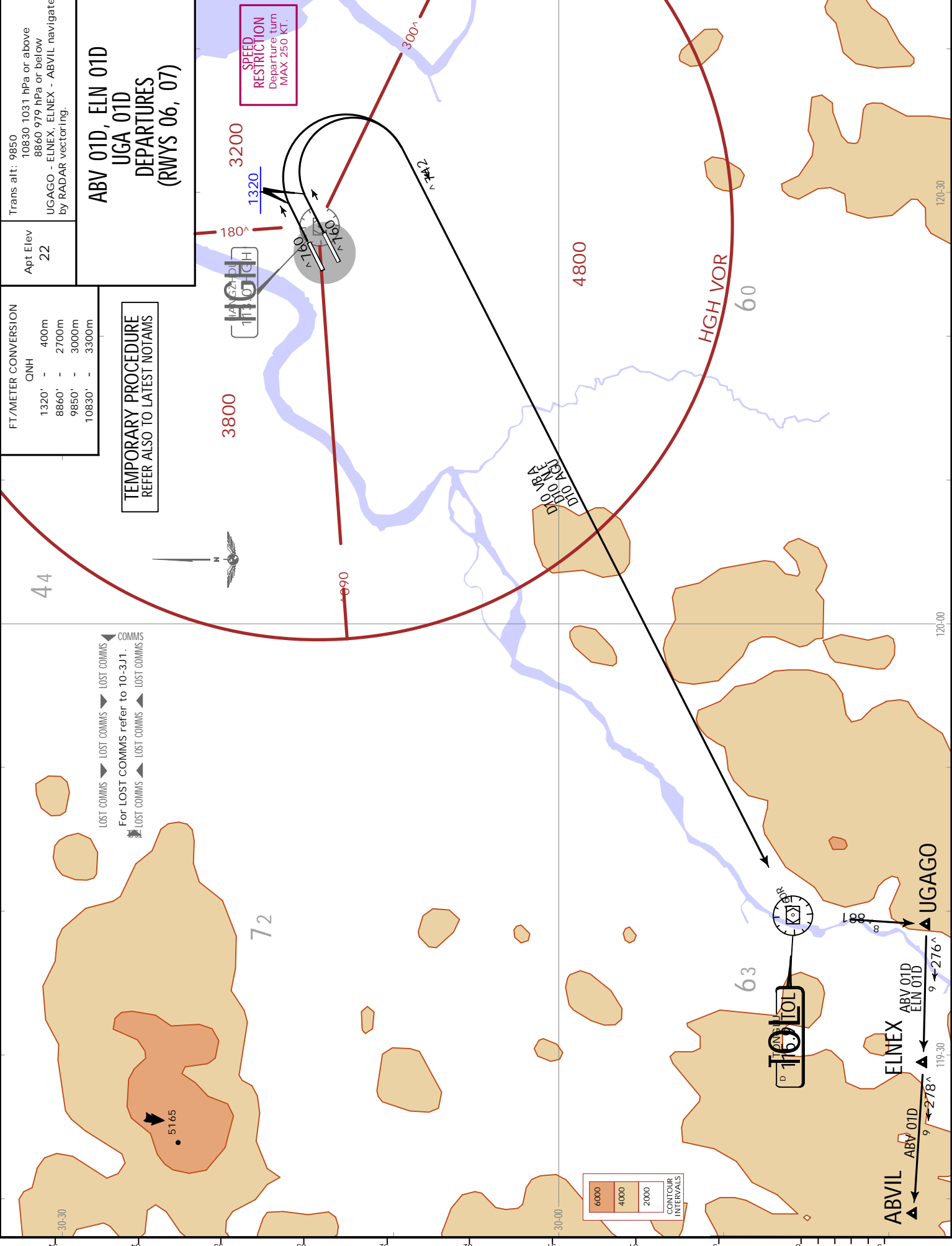
FT/METER CONVERSION

ONH		
1320'	-	400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

LOST COMMS
For LOST COMMS refer to 10-3J1.
LOST COMMS

ZSHC/HIGH
XIAOSHAN 26 MAR 21 (10-3L1)
JEPPESSEN



CONTOUR INTERVALS

6000
4000
2000

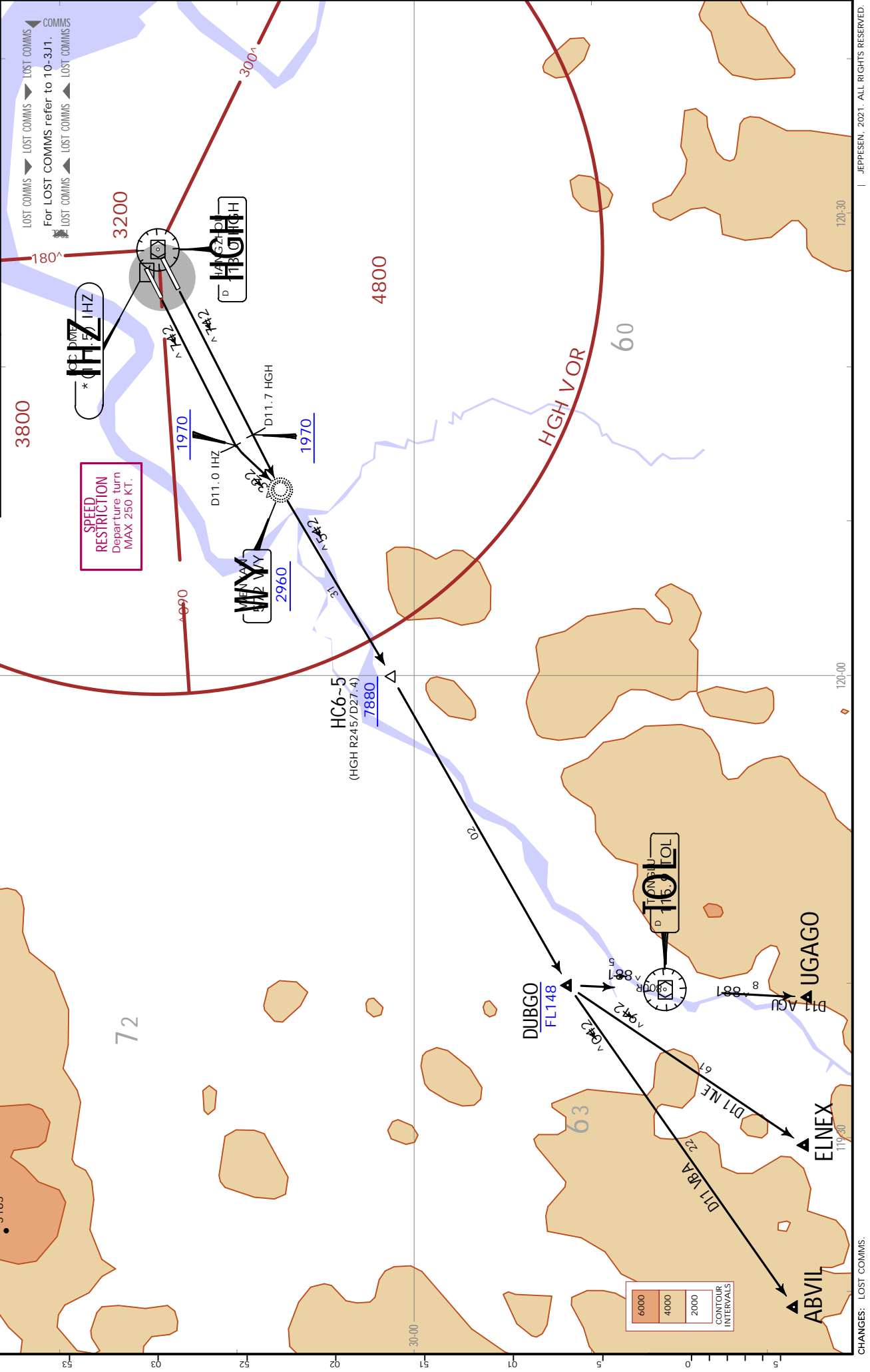
JEPPesen
 ZSHC/HGH
 XIAOSHAN

26 MAR 21 (10-3L2)
 .SID.

HANGZHOU, PR OF CHINA

Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below DUBGO - ABVIL, DUBGO - ELNEX navigate by RADAR vectoring.	
Apt Elev 22	ABV 11D, ELN 11D, UGA 11D DEPARTURES (RWYS 24, 25)
FT/METER CONVERSION QNH 1970' - 600m 2960' - 900m 7880' - 2400m 8860' - 2700m 9850' - 3000m 10830' - 3300m FL CONVERSION FL148 FL4500m	

TEMPORARY PROCEDURE
 REFER ALSO TO LATEST NOTAMS



ZSHC/HGH
XIAOSHAN

JEPPESEN HANGZHOU, PR OF CHINA
28 OCT 22 (10-3M) .Eff.2.Nov.1600Z. .SID.

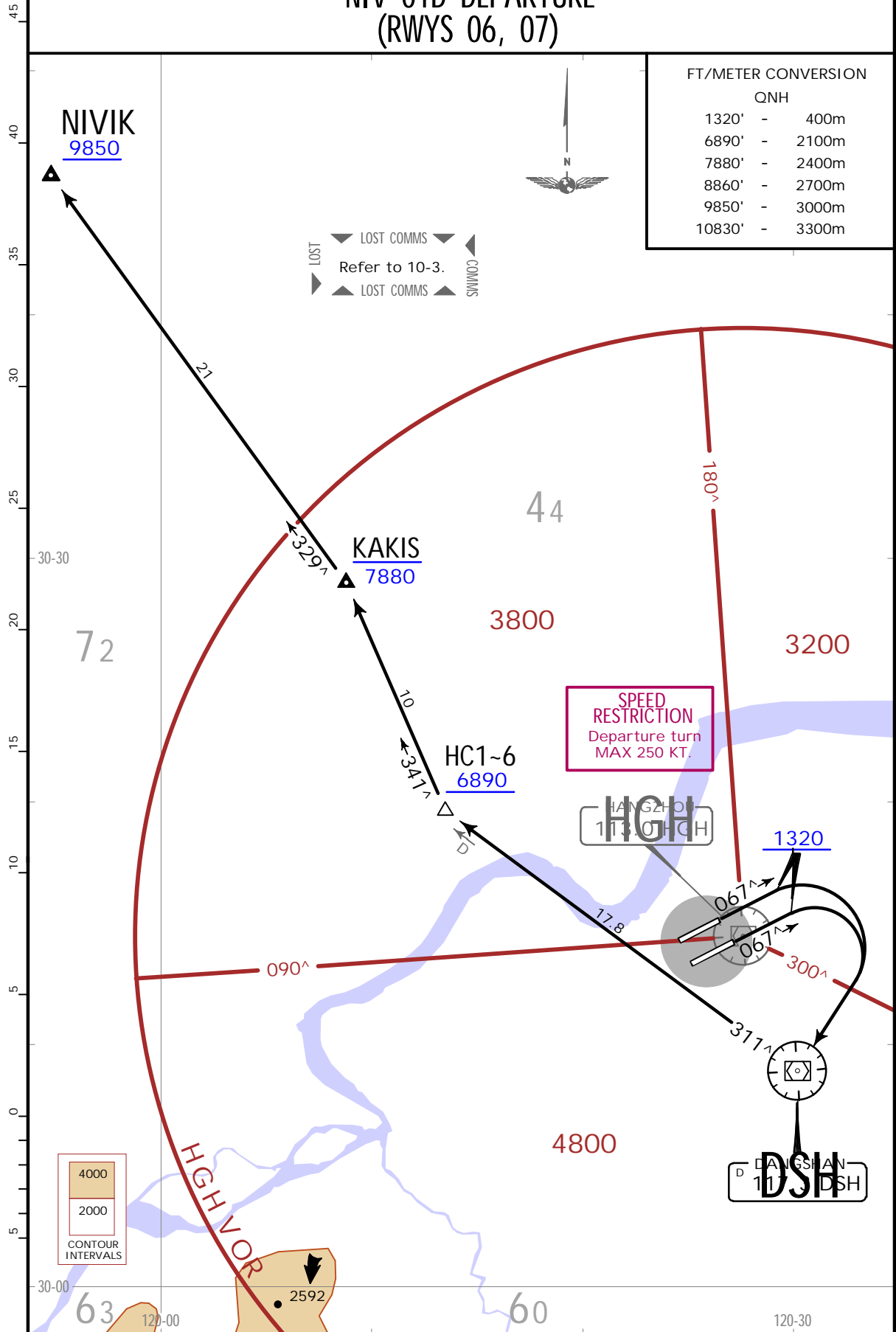
Apt Elev 22	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
----------------	---

NIV 01D DEPARTURE (RWYS 06, 07)

FT/METER CONVERSION	
QNH	
1320'	400m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m



LOST COMMS
Refer to 10-3.
LOST COMMS



4000
2000

CONTOUR INTERVALS

CHANGES: Bearing after KAKIS.

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JEPPESEN HANGZHOU, PR OF CHINA
28 OCT 22 (10-3N) .Eff.2.Nov.1600Z. .SID.

Apt Elev 22	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
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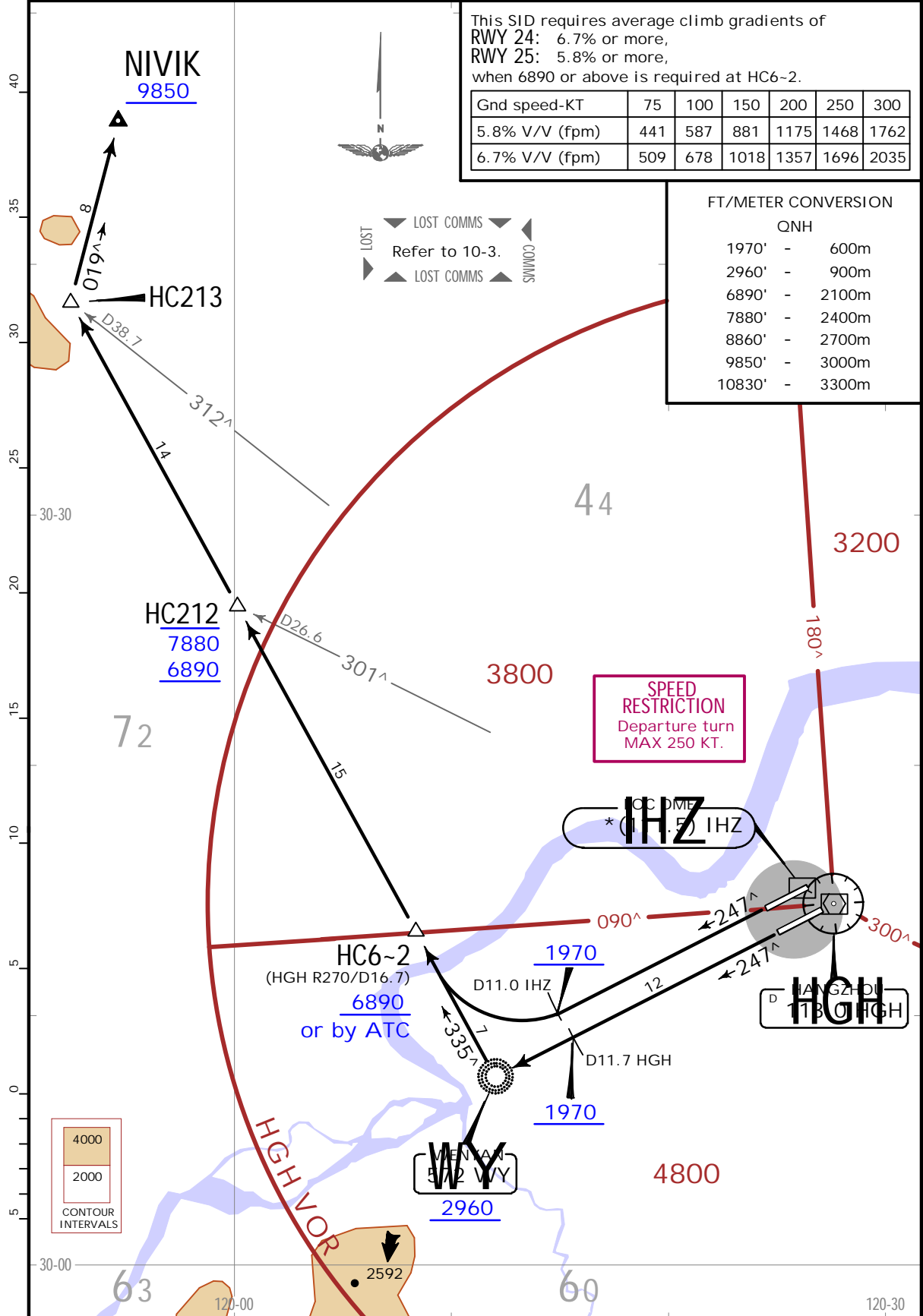
NIV 11D DEPARTURE
(RWYS 24, 25)

This SID requires average climb gradients of
RWY 24: 6.7% or more,
RWY 25: 5.8% or more,
when 6890 or above is required at HC6-2.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

FT/METER CONVERSION

FT	METER
1970'	600m
2960'	900m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m



CONTOUR INTERVALS

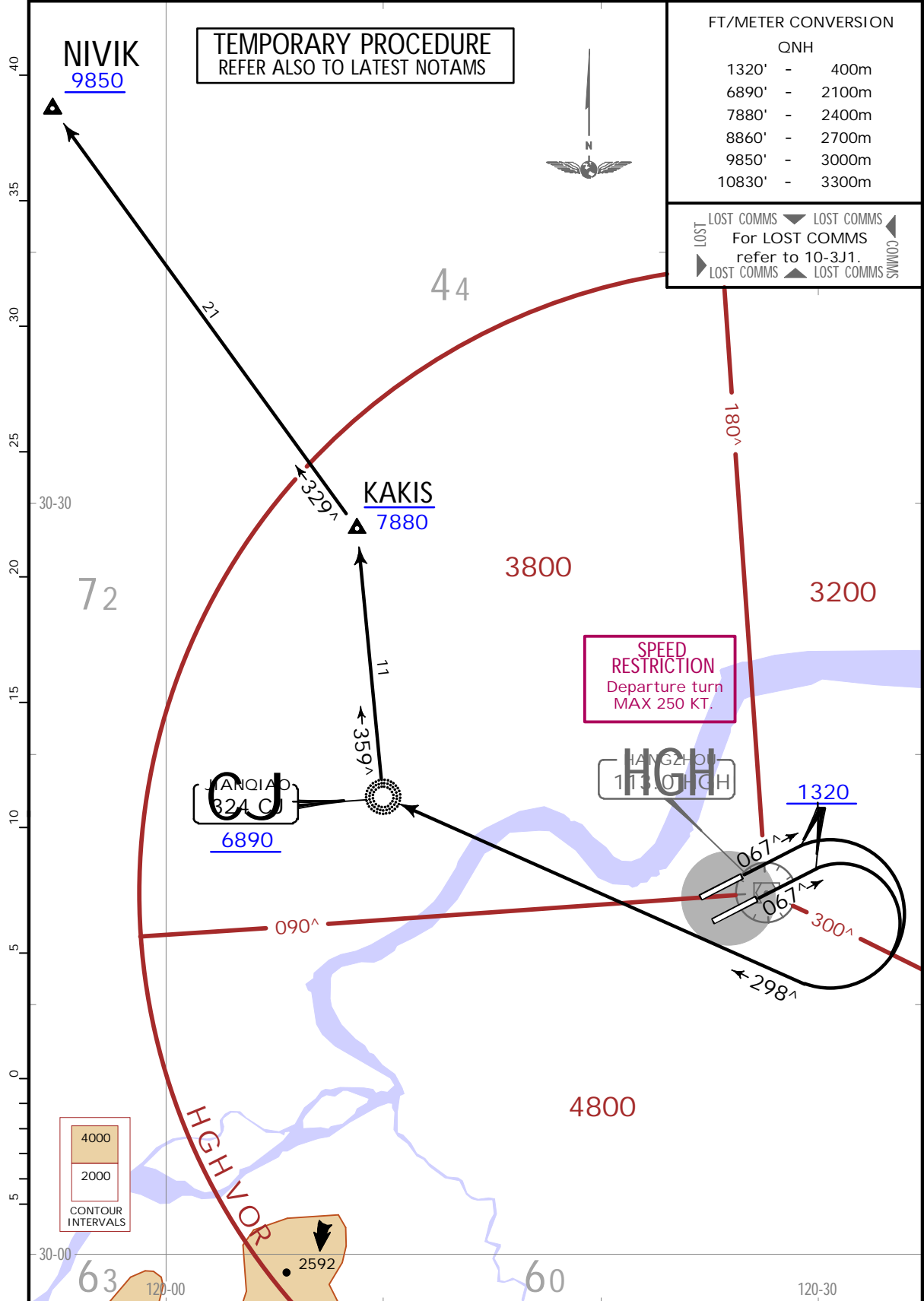
4000
2000

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JEPPESEN HANGZHOU, PR OF CHINA
28 OCT 22 (10-3N1) .Eff.2.Nov.1600Z. .SID.

Apt Elev 22	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below KAKIS - NIVIK navigate by RADAR vectoring.
----------------	---

NIV ~1D DEPARTURE (RWYS 06, 07)



CHANGES: Bearing after KAKIS.

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28 OCT 22 (10-3N2) .Eff.2.Nov.1600Z. .SID.

Apt Elev 22	Trans alt: 9850
	10830 1031 hPa or above
	8860 979 hPa or below
	HC213 - NIVIK navigate by RADAR vectoring.

NIV 11D DEPARTURE
(RWYS 24, 25)

This SID requires average climb gradients of
RWY 24: 6.7% or more,
RWY 25: 5.8% or more,
when 6890 or above is required at HC6-2.

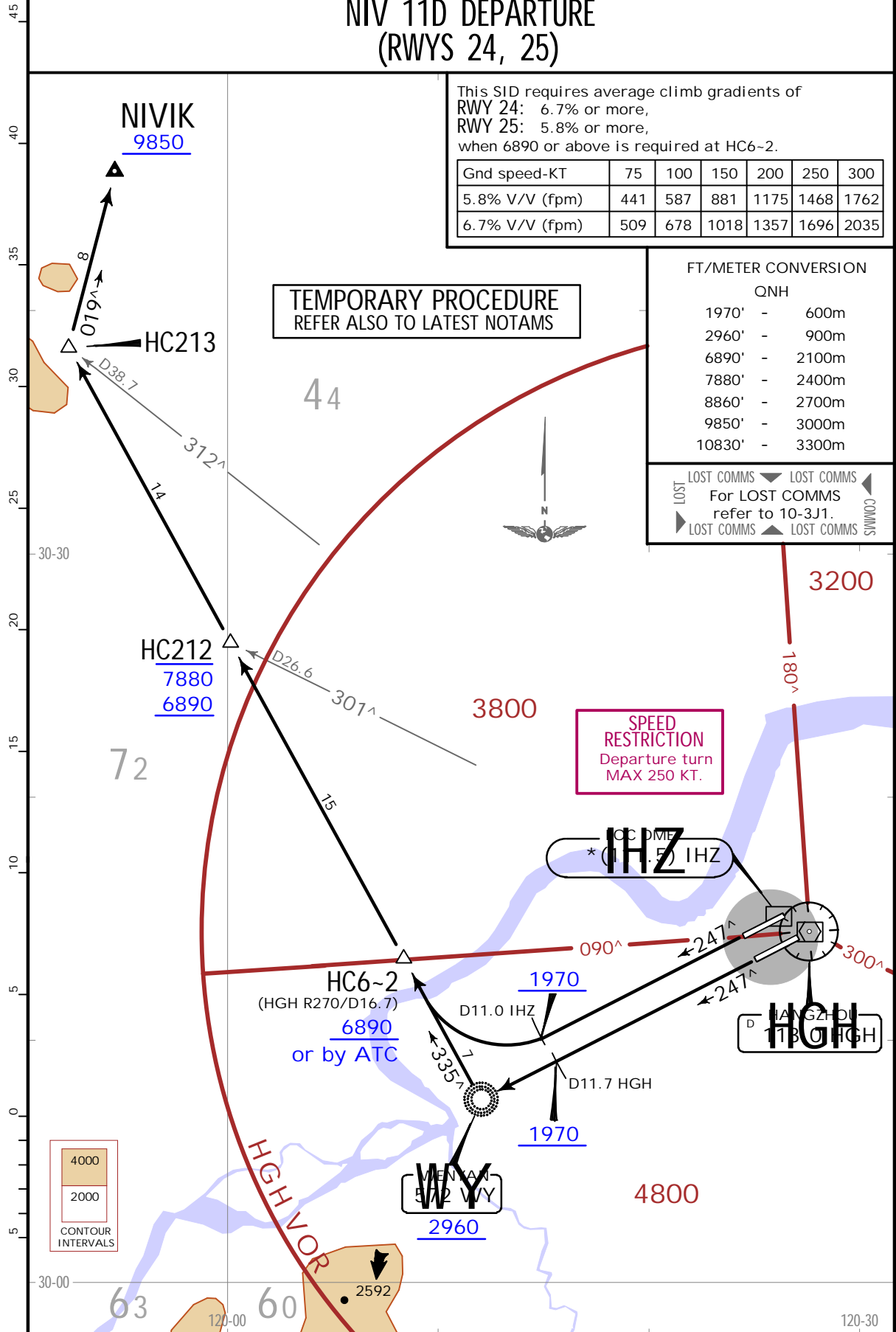
Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

FT/METER CONVERSION
QNH

1970'	-	600m
2960'	-	900m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

LOST COMMS
For LOST COMMS refer to 10-3J1.
LOST COMMS



ZSHC/HGH

JEPPESEN HANGZHOU, PR OF CHINA

23 SEP 22 (10-8) .Eff.5.Oct.1600Z.

XIAOSHAN

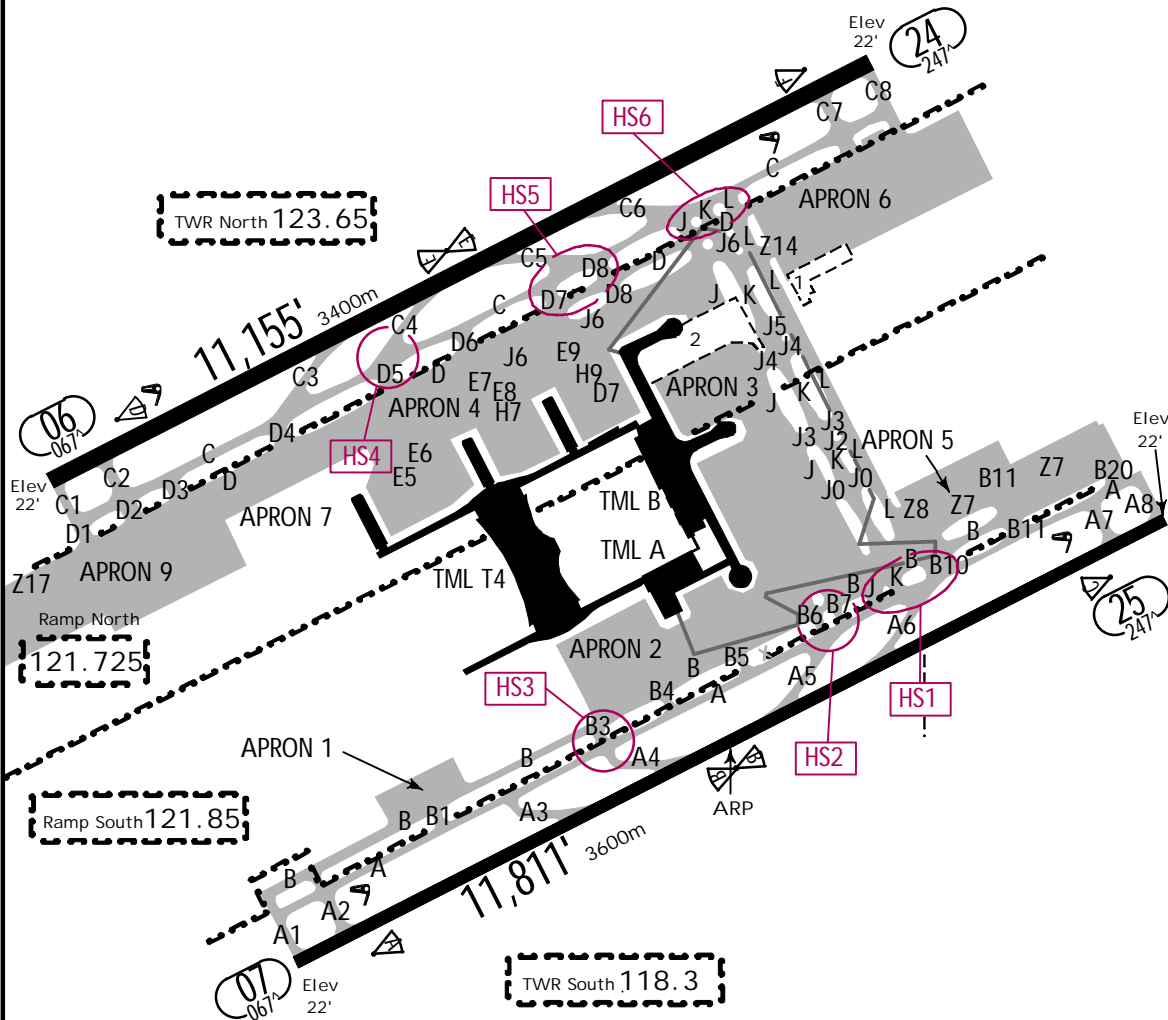
CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



LEGEND

- HST1 ○ HOT SPOTS
See 10-9A for description.
- 2 Construction area
- Limit of Ground/
Tower competence
- Area not visible
from Tower



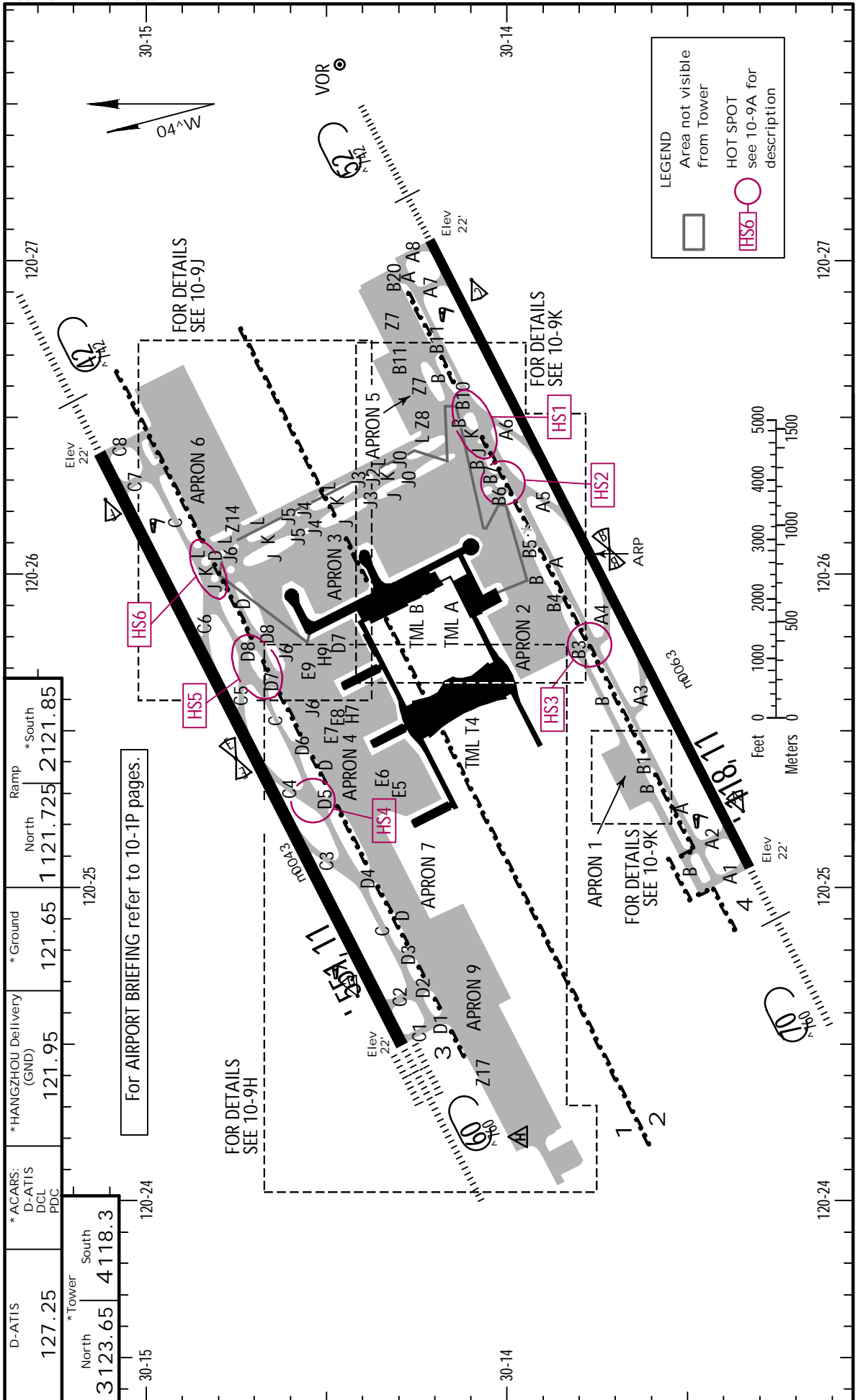
ZSHC/HGH

Apt Elev 22'
N30 13.7 E120 26.0

JEPPesen HANGZHOU, PR OF CHINA

21 OCT 22 (10-9). Eff. 2. Nov. 1600Z.

XIAOSHAN



D-ATIS	127.25	*ACARS: D-ATIS DCL PDC	121.95	*Ground	121.65	North	1 121.725	Ramp	2121.85	*South
*Tower	3 123.65	South	4 118.3							

For AIRPORT BRIEFING refer to 10-1P pages.

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JEPPESENHANGZHOU, PR OF CHINA

21 OCT 22 (10-9A).Eff.2.Nov.1600Z.

XIAOSHAN

ADDITIONAL RUNWAY INFORMATION							
RWY	USABLE LENGTHS						
	LANDING BEYOND			TAKE-OFF	WIDTH	Threshold	
06 1 24	HIRL (60m)	CL (15m)	HIALS-II			SFL TDZ	2 6
	HIRL (60m)	CL (15m)	HIALS	SFL	3 6	RVR	
07 1 25	HIRL (60m)	CL (15m)	HIALS	SFL	4 6	RVR	10,797' 3291m
	HIRL (60m)	CL (15m)	HIALS	SFL		5 6	

1 Rwy grooved
2 HSTIL-C5 & C6
3 HSTIL-C4 & C3
4 HSTIL-A5 & A6
5 HSTIL-A4 & A3
6 PAPI-L (angle 3.0°)
7 TAKE-OFF RUN AVAILABLE (If pilot can not accept int take-off, inform ATC immediately.)
RWY 06:
 From rwy head 11,155' (3400m)
 twy C2 int 10,456' (3187m)
RWY 24:
 From rwy head 11,155' (3400m)
 twy C7 int 10,456' (3187m)
RWY 07:
 From rwy head 11,811' (3600m)
 twy A2 int 11,115' (3388m)
RWY 25:
 From rwy head 11,811' (3600m)
 twy A7 int 11,115' (3388m)

HOT SPOTS

- HS1** Aircraft shall hold short of TWYs J, K, B10 before enter TWY A. Aircraft are forbidden to enter TWY A without ATC clearance. Aircraft taxiing from TWY B10 to TWY A shall avoid entering TWY A6 by mistake.
- HS2** Aircraft shall hold short of TWYs B6 or B7 before enter TWY A. Aircraft are forbidden to enter TWY A without ATC clearance. Aircraft taxiing from TWYs B6 or B7 to TWY A shall avoid entering TWY A5 by mistake.
- HS3** Aircraft shall hold short of TWY B3 before enter TWY A. Aircraft are forbidden to enter TWY A without ATC clearance. Aircraft taxiing from TWY B3 to TWY A shall avoid entering TWY A4 by mistake.
- HS4** Aircraft shall hold short of TWY D5 before enter TWY C. Aircraft are forbidden to enter TWY C without ATC clearance. Aircraft taxiing from TWY D5 to TWY C shall avoid entering TWY C4 by mistake.
- HS5** Aircraft shall hold short of TWYs D8 or D7 before enter TWY C. Aircraft are forbidden to enter TWY C without ATC clearance. Aircraft taxiing from TWYs D7 or D8 to TWY C shall avoid entering TWY C5 by mistake.
- HS6** Aircraft shall hold short of TWYs J, K, L before enter TWY C. Aircraft are forbidden to enter TWY C without ATC clearance. Aircraft taxiing from TWYs J or K to TWY C shall avoid entering TWY C6 by mistake.

Standard.	TAKE-OFF						
	Rwy 06	LVP must be in force				All Rwys	
		Rwys 06/24	Rwys 07/25				
	RL, CL and HUD	RL and CL	RL, CL and HUD	RL and CL	RL and RCLM	NIL (DAY only)	
2 TURB Eng or 3 & 4 Eng	A B C D	RVR 150m	RVR 200m	RVR 200m	RVR 200m	RVR 400m VIS 800m	RVR 500m VIS 800m
Other 1 & 2 Eng	Minimums not established by CAAC					Ceiling 100m / VIS 1600m	

ZSHC/HGH

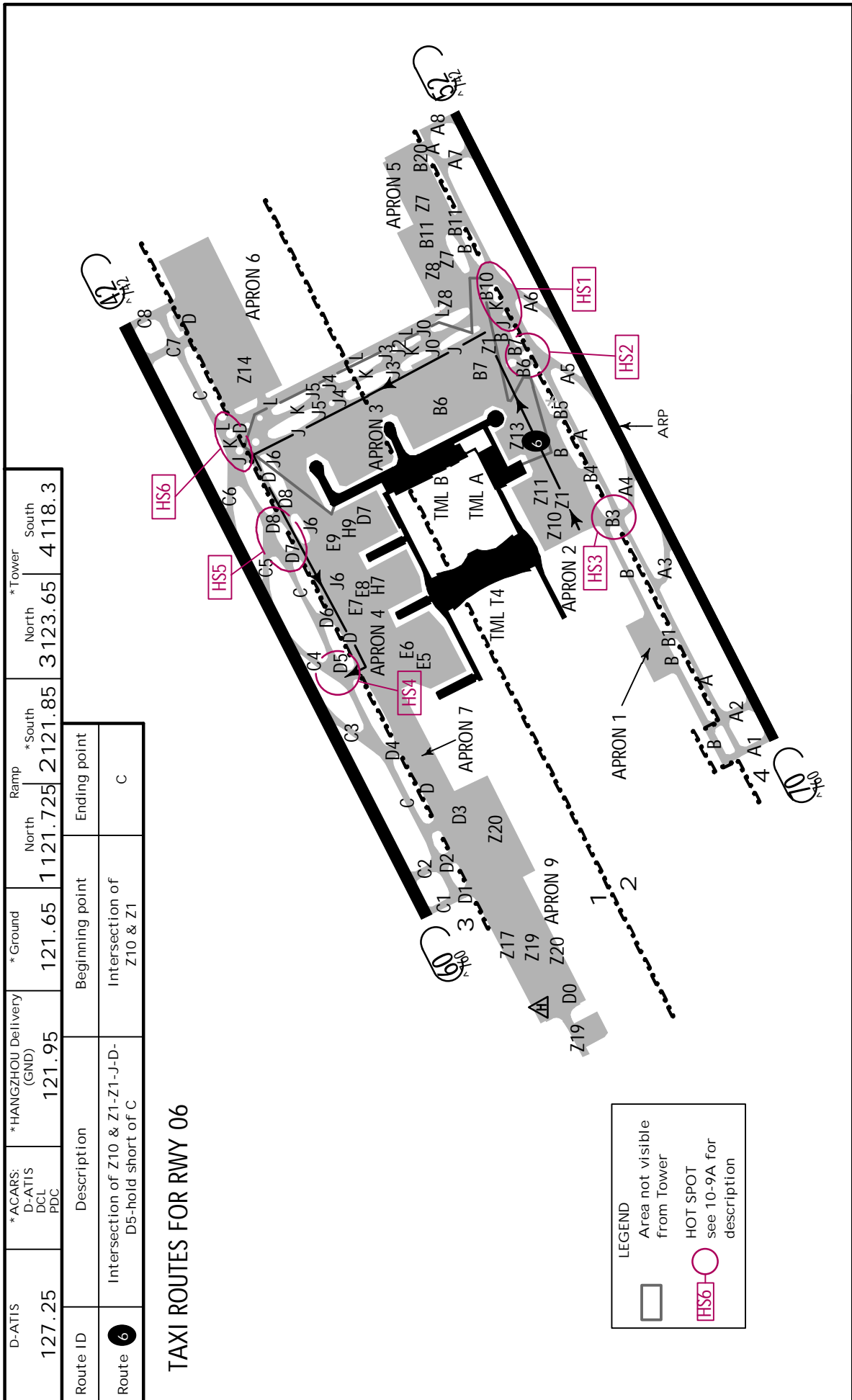
JEPPESEN HANGZHOU, PR OF CHINA

5 AUG 22

10-9B

.Eff.10.Aug.1600Z.

XIAOSHAN

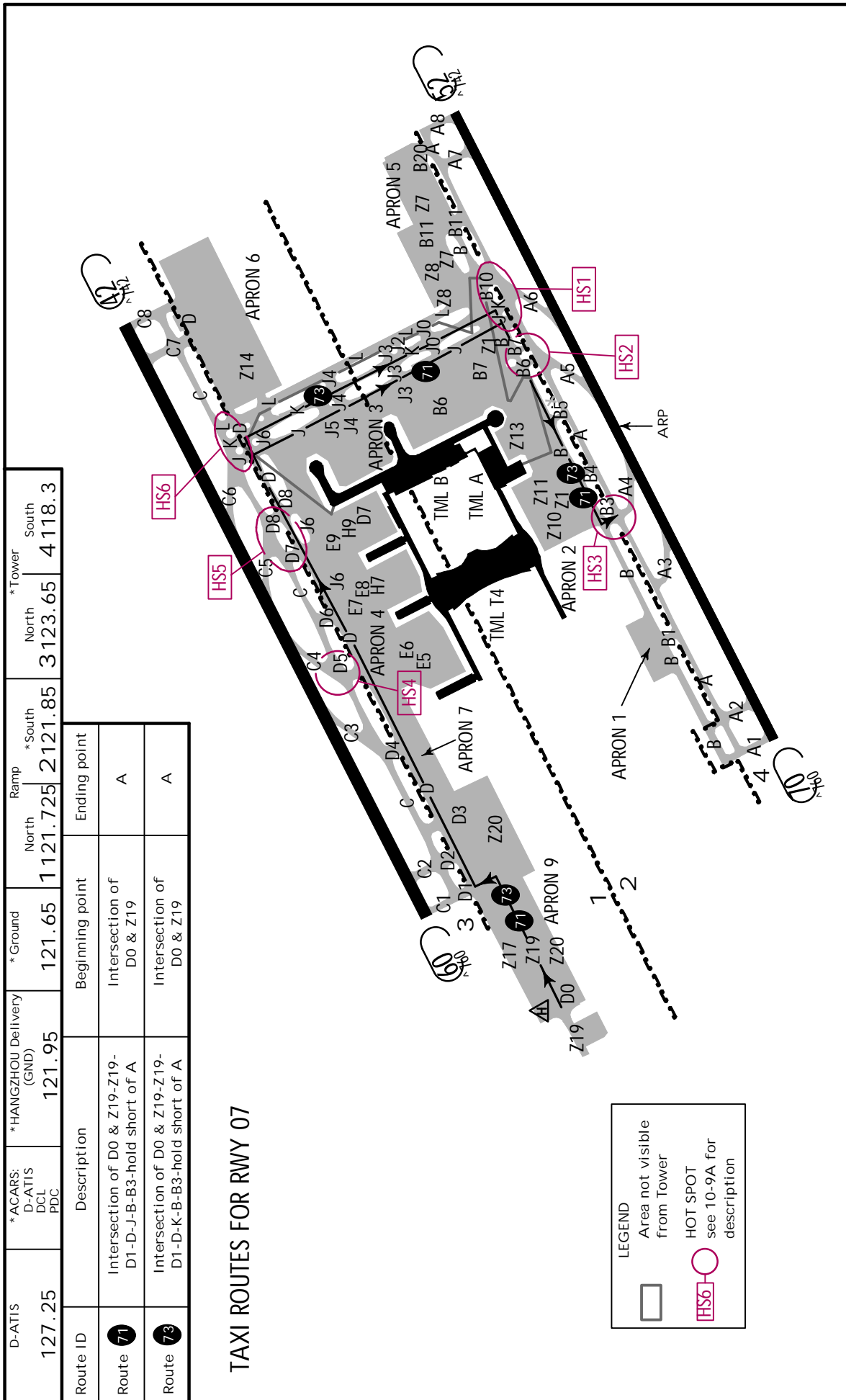


D-ATIS 127.25	*ACARS: D-ATIS DCL PDC	*HANGZHOU Delivery (GND) 121.95	*Ground 121.65	Ramp North 1121.725	*South 2121.85	*Tower North 3123.65	South 4118.3
Route ID	Description		Beginning point	Ending point			
Route 6	Intersection of Z10 & Z1-Z1-J-D- D5-hold short of C		Intersection of Z10 & Z1	C			

TAXI ROUTES FOR RWY 06

CHANGES: Apron 5 expanded, TWY L established.

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D-ATIS 127.25	*ACARS: D-ATIS DCL PDC	*HANGZHOU Delivery (GND)	*Ground	Ramp North South	*Tower North South
		121.95	121.65	1121.725 2121.85	3123.65 4118.3

Route ID	Description	Beginning point	Ending point
Route 71	Intersection of D0 & Z19-Z19-D1-D-J-B-B3-hold short of A	Intersection of D0 & Z19	A
Route 73	Intersection of D0 & Z19-Z19-D1-D-K-B-B3-hold short of A	Intersection of D0 & Z19	A

TAXI ROUTES FOR RWY 07

ZSHC/HGH

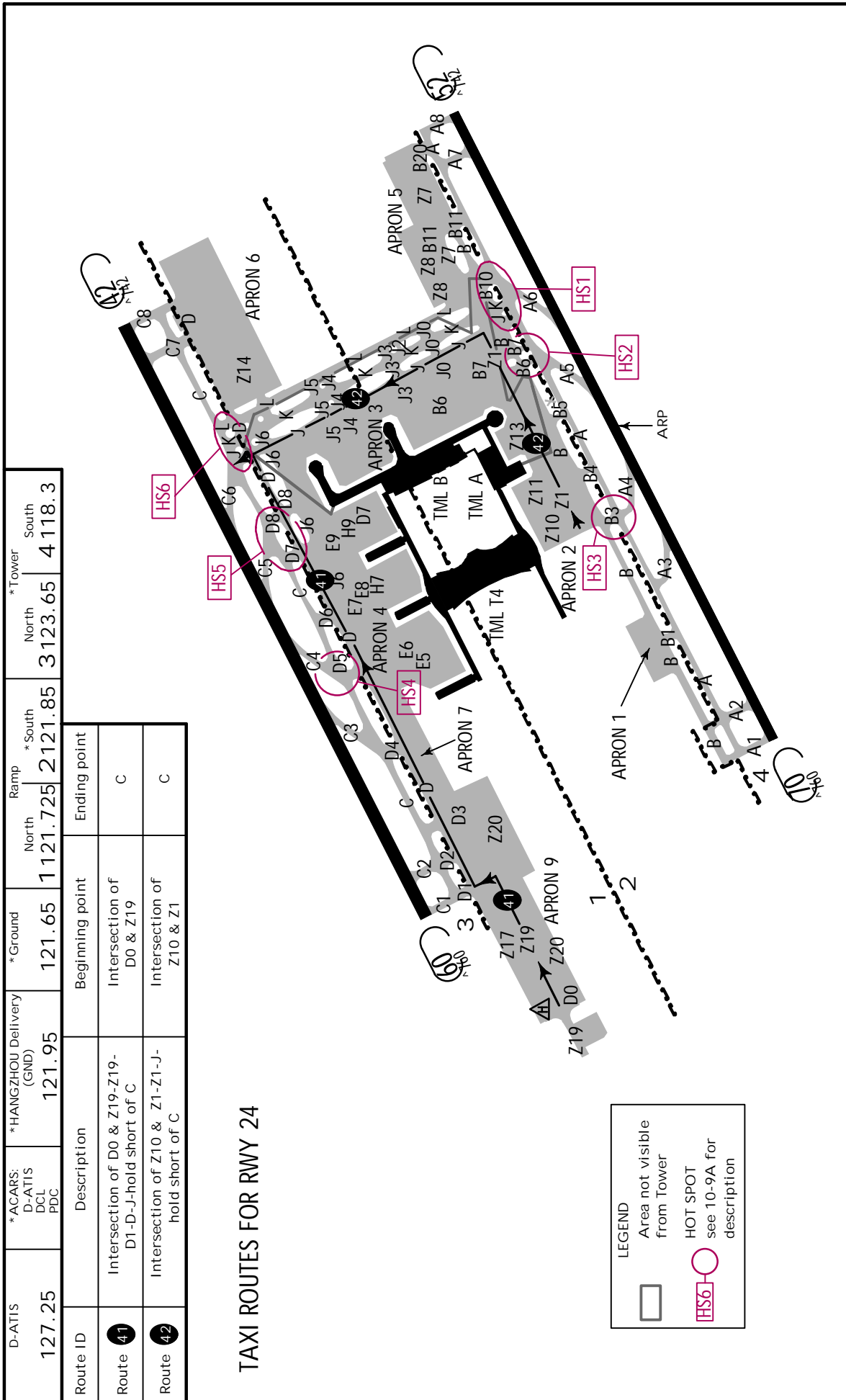
JEPPesen HANGZHOU, PR OF CHINA

5 AUG 22

10-9D

.Eff.10.Aug.1600Z.

XIAOSHAN



D-ATIS	*ACARS: D-ATIS DCL PDC	*HANGZHOU Delivery (GND)	*Ground	Ramp	*Tower	South
127.25		121.95	121.65	North 1 121.725 South 2 121.85	North 3 123.65 South 4 118.3	

Route ID	Description	Beginning point	Ending point
Route 41	Intersection of D0 & Z19-Z19-D1-D-J-hold short of C	Intersection of D0 & Z19	C
Route 42	Intersection of Z10 & Z1-Z1-J-hold short of C	Intersection of Z10 & Z1	C

TAXI ROUTES FOR RWY 24

LEGEND

- Area not visible from Tower
- HOT SPOT see 10-9A for description

CHANGES: Apron 5 extended, TWY L established.

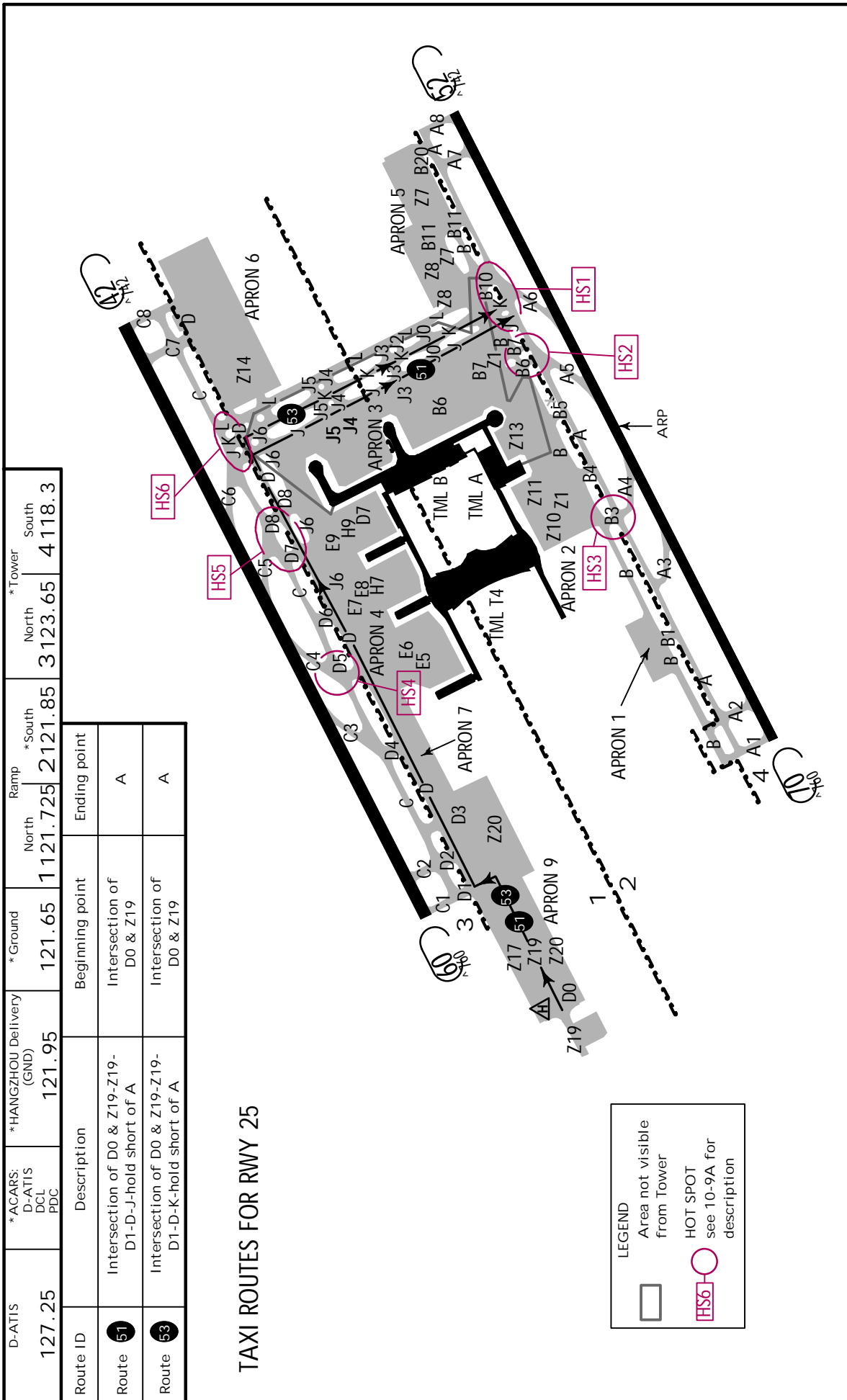
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5 AUG 22 10-9E .Eff.10.Aug.1600Z.

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D-ATIS	*ACARS: D-ATIS DCL PDC	*HANGZHOU Delivery (GND)	*Ground	Ramp	*Tower
127.25		121.95	121.65	North 1 121.725 South 2 121.85	North 3 123.65 South 4 118.3

Route ID	Description	Beginning point	Ending point
Route 51	Intersection of D0 & Z19-Z19-D1-D-J-hold short of A	Intersection of D0 & Z19	A
Route 53	Intersection of D0 & Z19-Z19-D1-D-K-hold short of A	Intersection of D0 & Z19	A

TAXI ROUTES FOR RWY 25

LEGEND

- Area not visible from Tower
- HOT SPOT see 10-9A for description

ZSHC/HGH

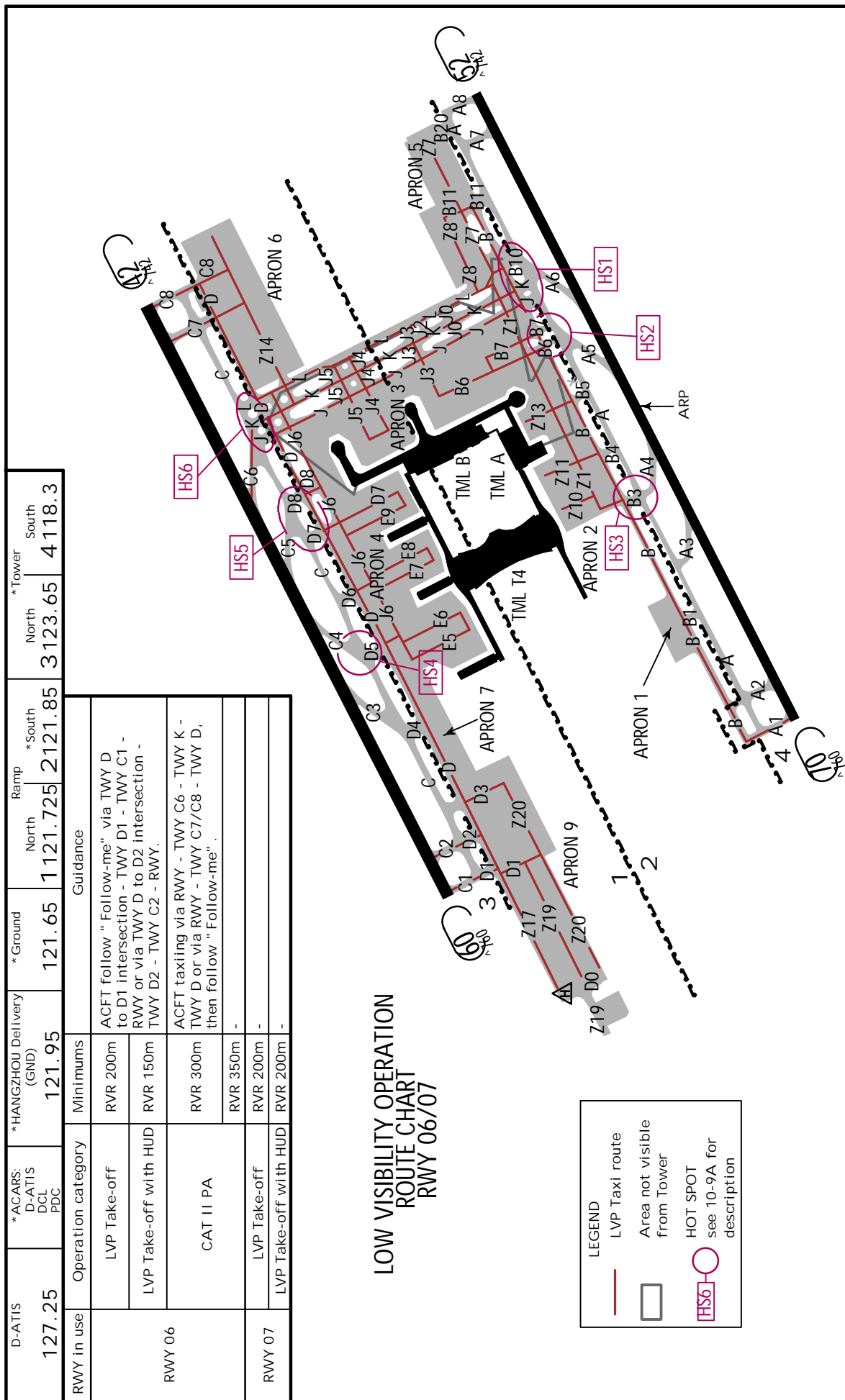
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5 AUG 22

10-9F

.Eff.10.Aug.1600Z.

XIAOSHAN



LOW VISIBILITY OPERATION ROUTE CHART RWY 06/07

LEGEND

- LVP Taxi route
- Area not visible from Tower
- HS6 HOT SPOT see 10-9A for description

D-ATIS 127.25	* ACARS: D-ATIS DCL PDC	* HANGZHOU Delivery (GND)	* Ground	Ramp North	Ramp South	* Tower North	* Tower South
121.95	121.95	121.65	121.65	121.725	2121.85	3123.65	4118.3
RWY 06	Operation category	Minimums	Guidance				
	LVP Take-off	RVR 200m	ACFT follow "Follow-me" via TWY D to D1 intersection - TWY D1 - TWY C1 - RWY or via TWY D to D2 intersection - TWY D2 - TWY C2 - RWY.				
RWY 07	LVP Take-off with HUD	RVR 150m	ACFT taxiing via RWY - TWY C6 - TWY K - TWY D or via RWY - TWY C7/C8 - TWY D, then follow "Follow-me".				
	CAT II PA	RVR 300m					
	LVP Take-off	RVR 350m					
RWY 07	LVP Take-off with HUD	RVR 200m					
	LVP Take-off with HUD	RVR 200m					

CHANGES: Apron 5 expanded, New LVP routing situation, TWY L established.

ZSHC/HGH

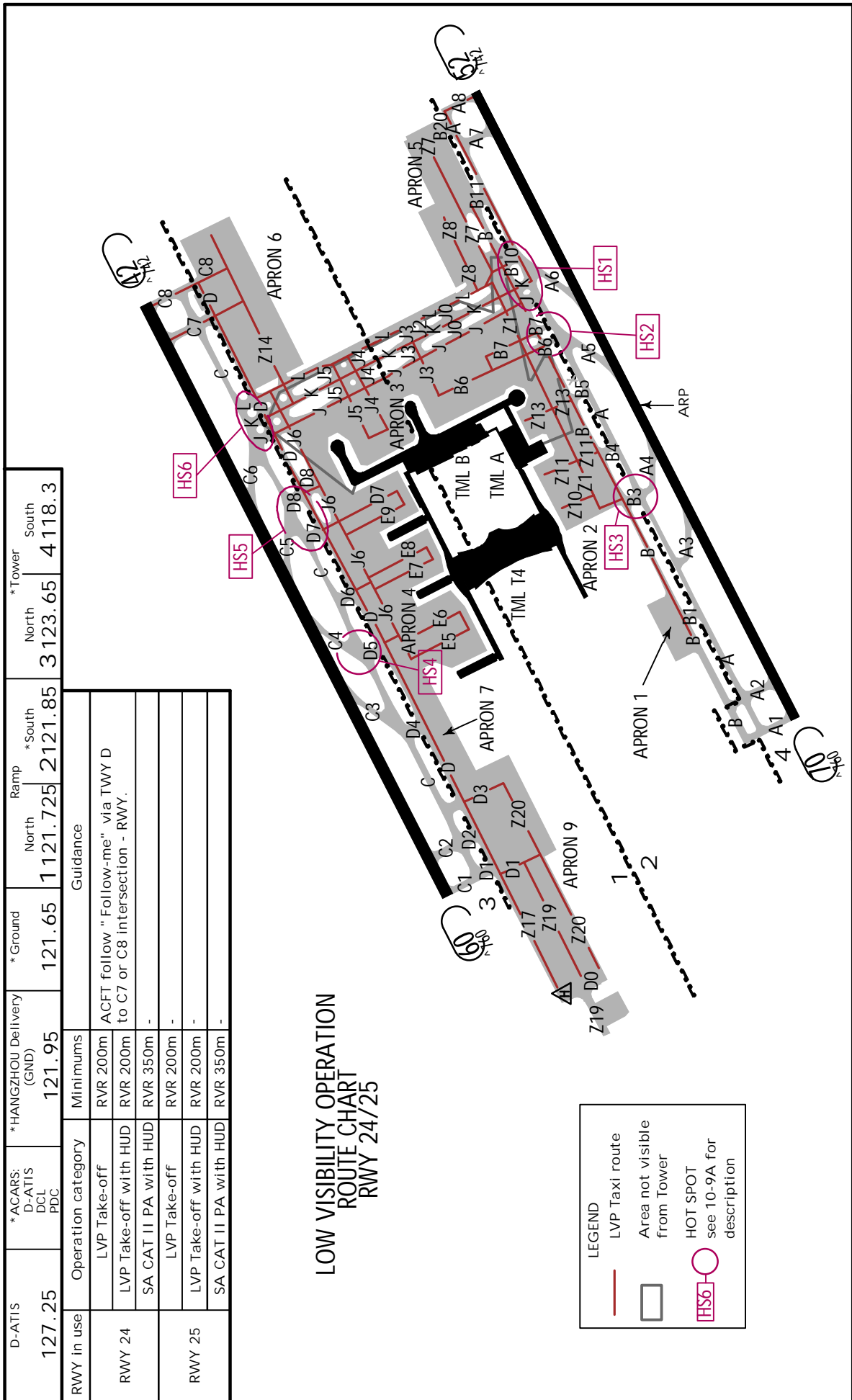
JEPPESEN HANGZHOU, PR OF CHINA

5 AUG 22

10-9G

.Eff.10.Aug.1600Z.

XIAOSHAN



**LOW VISIBILITY OPERATION
ROUTE CHART
RWY 24/25**

D-ATIS 127.25	*ACARS: D-ATIS DCL PDC	*HANGZHOU Delivery (GND)	*Ground	North	Ramp	*South	*Tower	North	South
		121.95	121.65	1 121.725	2121.85	2121.85	3123.65	3123.65	4118.3
RWY in use	Operation category	Minimums	Guidance						
RWY 24	LVP Take-off	RVR 200m	ACFT follow "Follow-me" via TWY D to C7 or C8 intersection - RWY.						
	LVP Take-off with HUD	RVR 200m							
	SA CAT II PA with HUD	RVR 350m							
RWY 25	LVP Take-off	RVR 200m							
	LVP Take-off with HUD	RVR 200m							
	SA CAT II PA with HUD	RVR 350m							

LEGEND

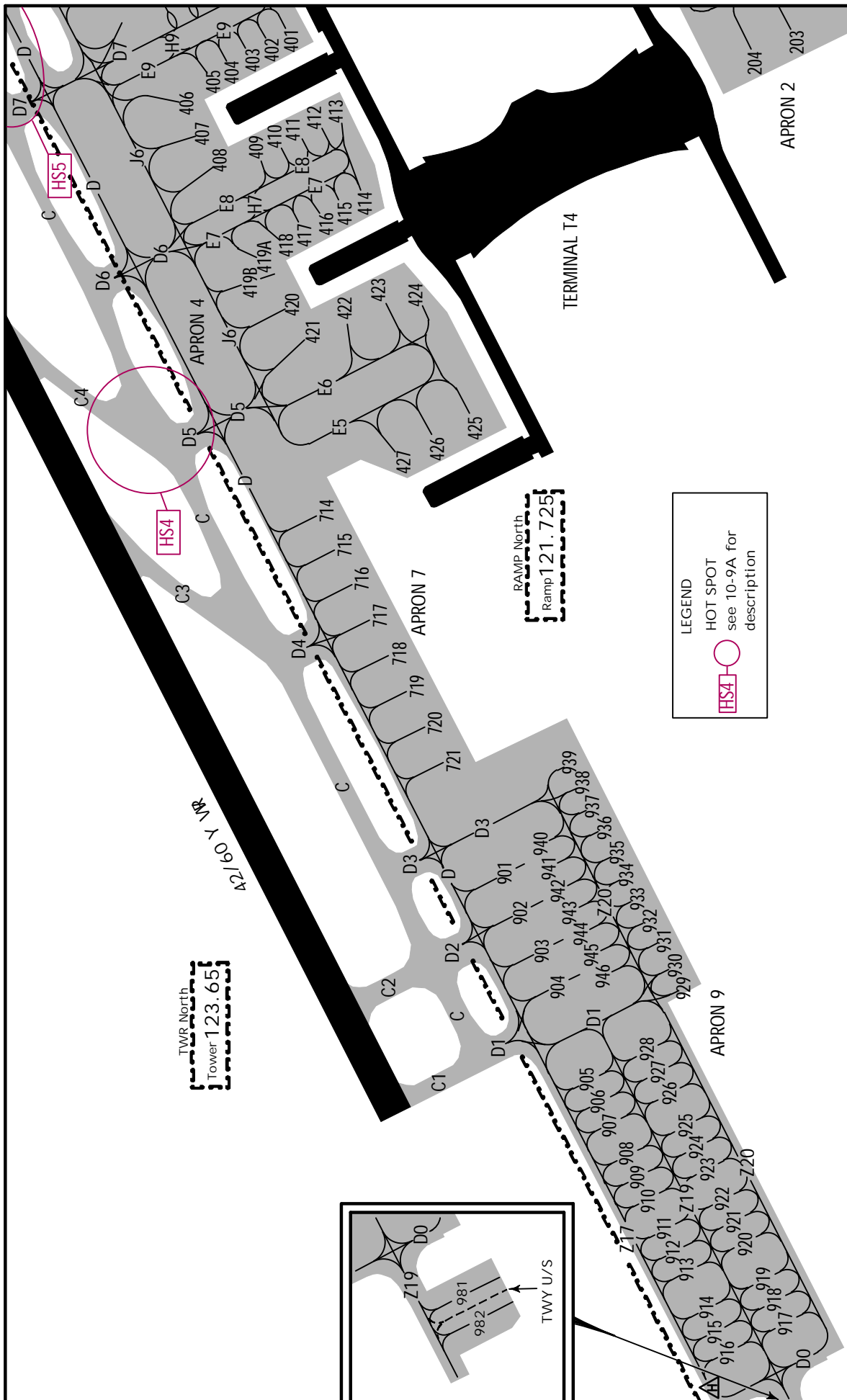
- LVP Taxi route
- Area not visible from Tower
- HOT SPOT see 10-9A for description

ZSHC/HGH

JEPPESEN HANGZHOU, PR OF CHINA

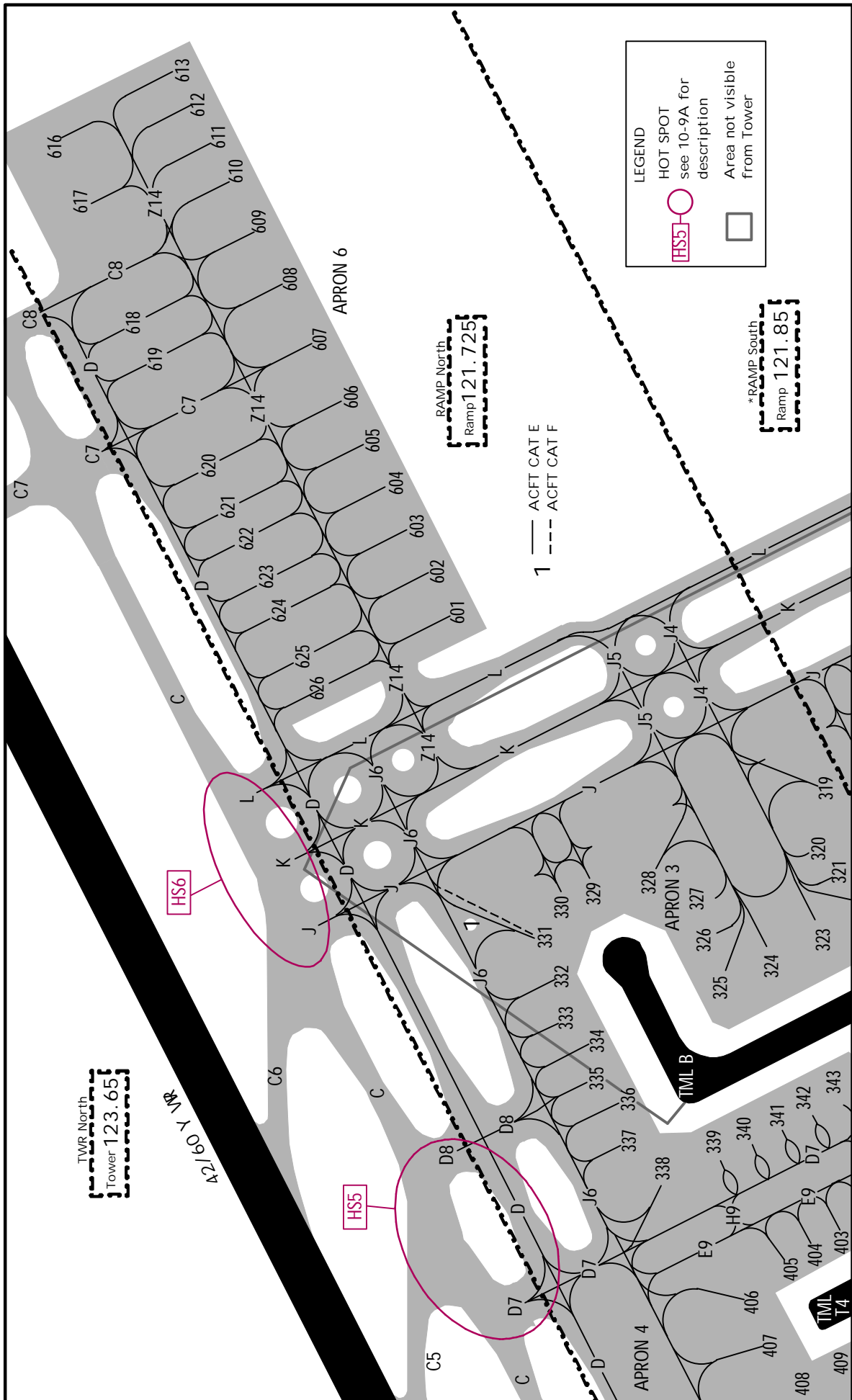
23 SEP 22 (10-9H) .Eff.5.Oct.1600Z.

XIAOSHAN



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23 SEP 22 (10-9J). Eff. 5.Oct.1600Z. XIAOSHAN



CHANGES: TWY Z14 adapted.

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ZSHC/HGH

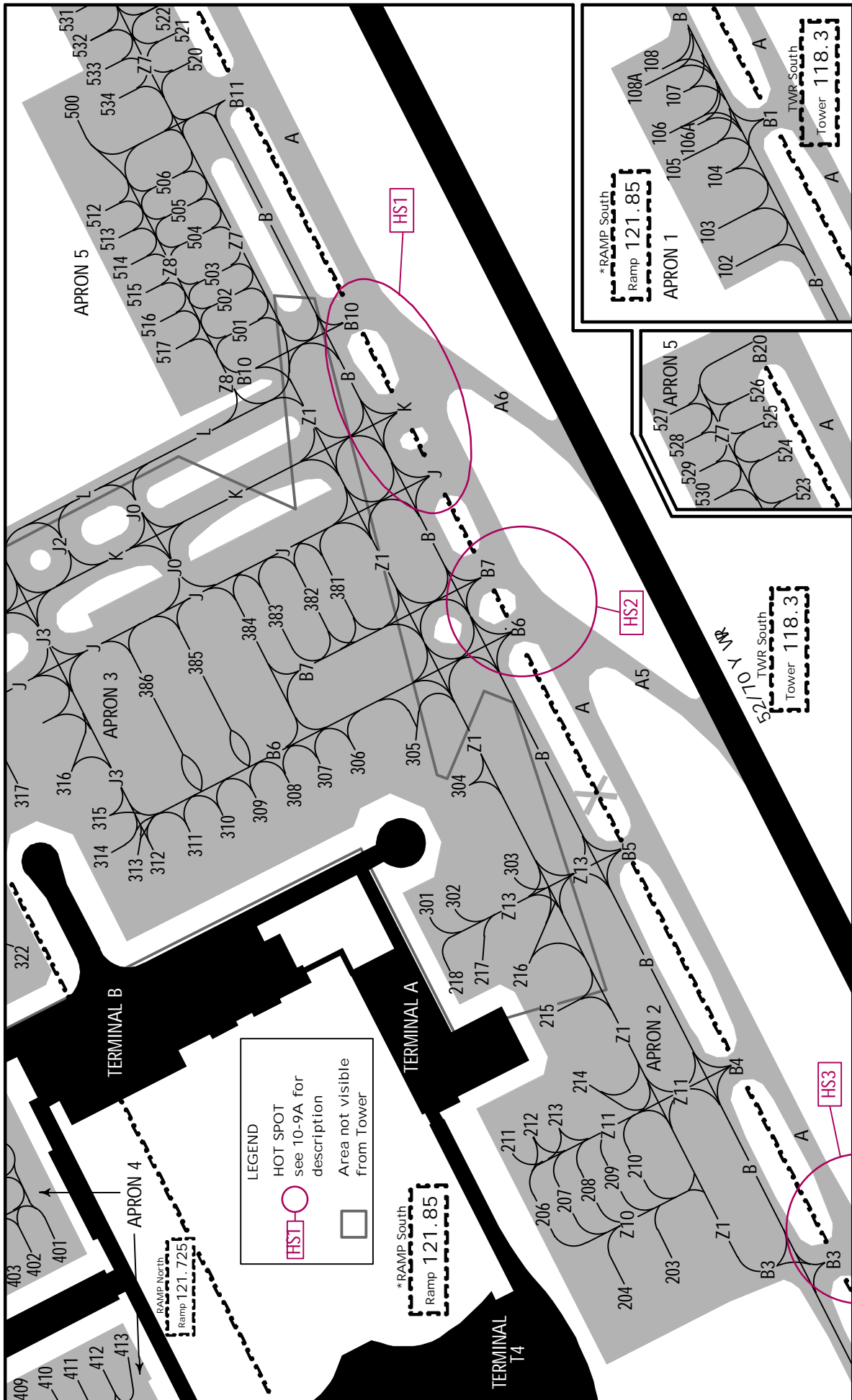
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23 SEP 22

10-9K

.Eff.5.Oct.1600Z.

XIAOSHAN



ZSHC/HGH
XIAOSHAN

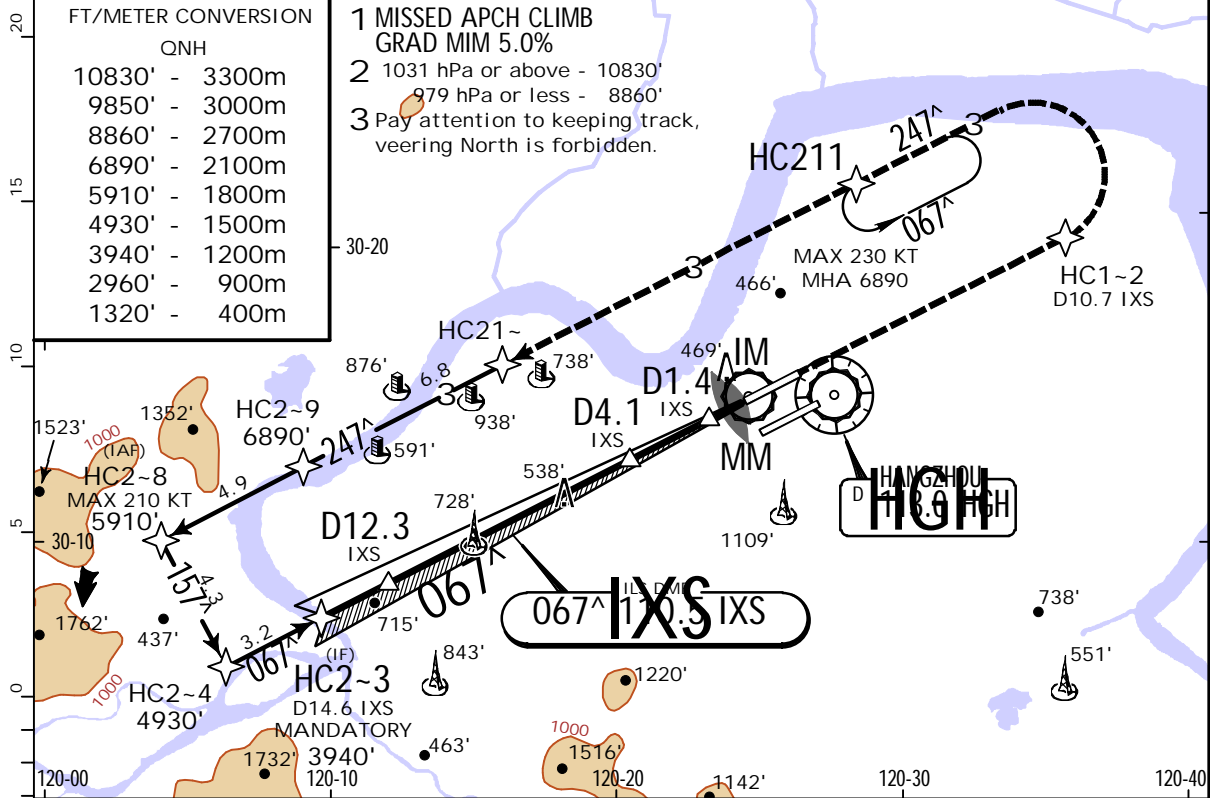
JEPPESSEN
30 DEC 22 11-1 1

HANGZHOU, PR OF CHINA
RNAV ILS DME Z Rwy 06

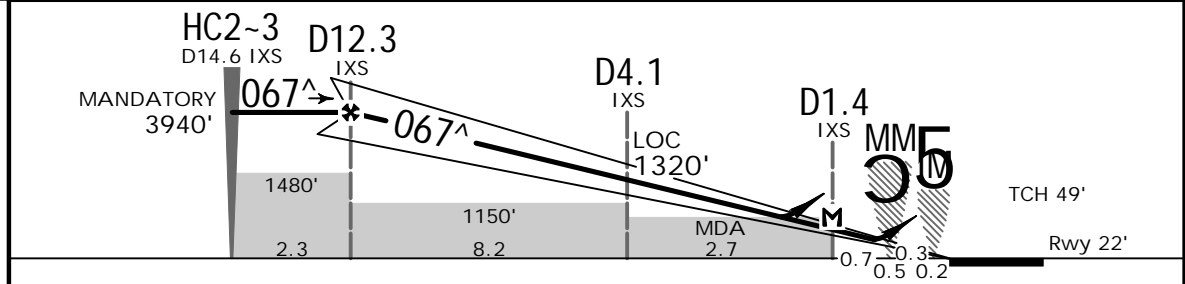
D-ATIS	*APP01	APP02	HANGZHOU Approach (R)				*HANGZHOU Tower North	*Ground
127.25	120.05	125.55X	APP03 126.05	*APP04 120.4	*APP05 119.425	APP07 127.7X	123.65	121.65
LOC IXS 110.5	Final Apch Crs 067^	D12.3 IXS MANDATORY 3940' (3918')		ILS DA(H) 222' (200')		Apt Elev 22' Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to HC1~2 (D10.7 IXS) at 2960' or above, turn LEFT (MAX 205 KT) to HC211 on 247^ at 5910' or above, join holding, or as directed. Missed approach requires a minimum climb gradient of 5.0%.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 2		MSA GHG VOR

FT/METER CONVERSION	
QNH	
10830' - 3300m	
9850' - 3000m	
8860' - 2700m	
6890' - 2100m	
5910' - 1800m	
4930' - 1500m	
3940' - 1200m	
2960' - 900m	
1320' - 400m	

- MISSED APCH CLIMB GRAD MIM 5.0%
- 1031 hPa or above - 10830'
979 hPa or less - 8860'
- Pay attention to keeping track, veering North is forbidden.



LOC (GS out)	IXS DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2890'	2570'	2250'	1930'	1620'	1300'	980'	660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	HC1~2 D10.7 IXS
ILS GS or	3.00^							
LOC Descent Angle	372	478	531	637	743	849		
MAP at D1.4 IXS								

PANS OPS	Standard.				STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
	ILS			LOC (GS out)			Not authorized North of runway	
	DA(H) 222' (200')			CDFA 560' (538')			Max Kts	
	FULL		IDZ or CL out	ALS out		ALS out	MDA(H)	VIS
	A					2300m	100	1420' (1398') 3200m
B	RVR 550m	RVR 550m 1	1200m			135	1420' (1398') 3600m	
C	VIS 800m	VIS 800m			2300m 2400m	180	1510' (1488') 4800m	
D					2500m	205	1510' (1488') 5000m	

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

ZSHC/HGH
XIAOSHAN

30 DEC 22 **11-1A** 1 CAT II RNAV ILS DME Z Rwy 06



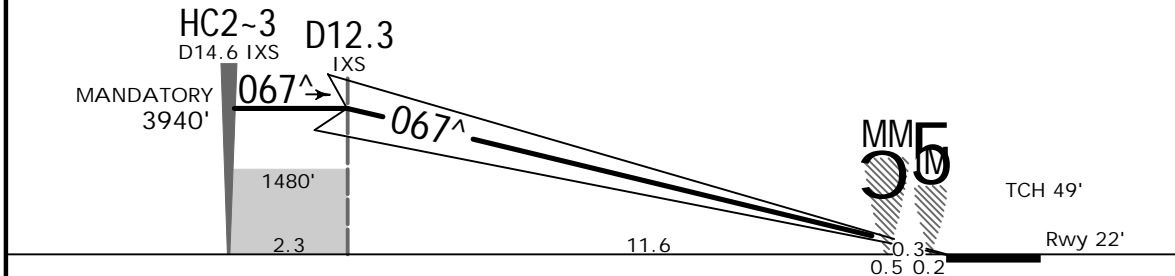
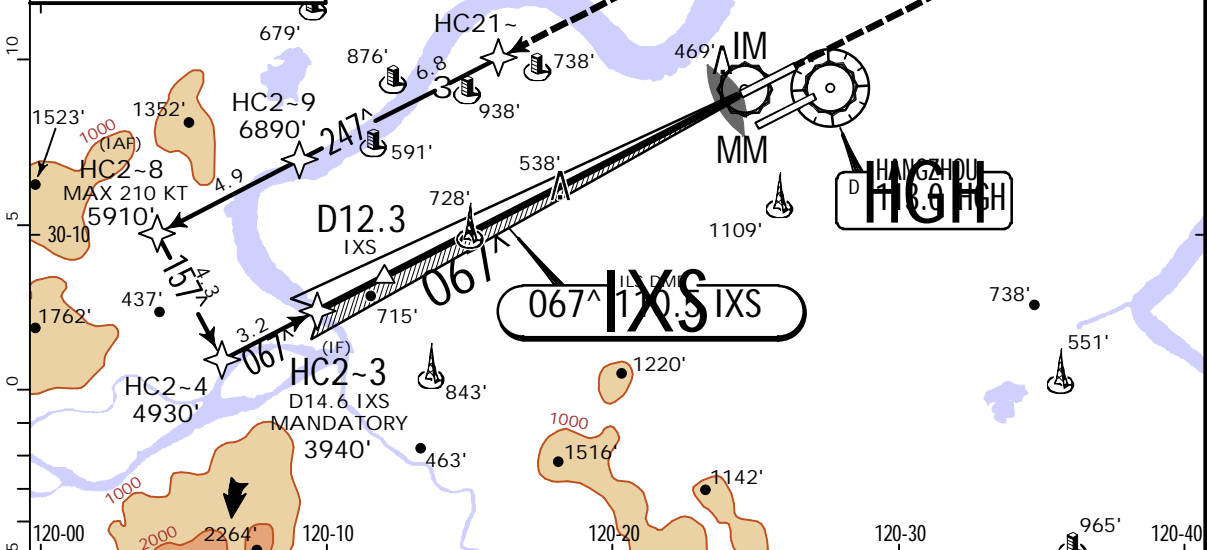
HANGZHOU, PR OF CHINA

BRIEFING STRIP	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower North	*Ground	
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	123.65	121.65
	LOC IXS 110.5	Final Apch Crs 067 [^]	D12.3 IXS MANDATORY 3940' (3918')	CAT II ILS RA 102' DA(H) 122' (100')		Apt Elev 22' Rwy 22'			
MISSED APCH: Climb STRAIGHT AHEAD to HC1~2 (D10.7 IXS) at 2960' or above, turn LEFT (MAX 205 KT) to HC211 on 247 [^] at 5910' or above, join holding, or as directed. Missed apch requires a min climb gradient of 5.0%.									
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL118		Trans alt: 9850' 2				
Special Aircrew & Acft Certification Required.									

FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m

- 1 MISSED APCH CLIMB GRAD MIM 5.0%
 - 2 1031 hPa or above - 10830'
 - 3 979 hPa or less - 8860'
- Pay attention to keeping track, veering North is forbidden.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	HC1~2 D10.7 IXS ↑
GS	3.00 [^]	372	478	531	637	849		

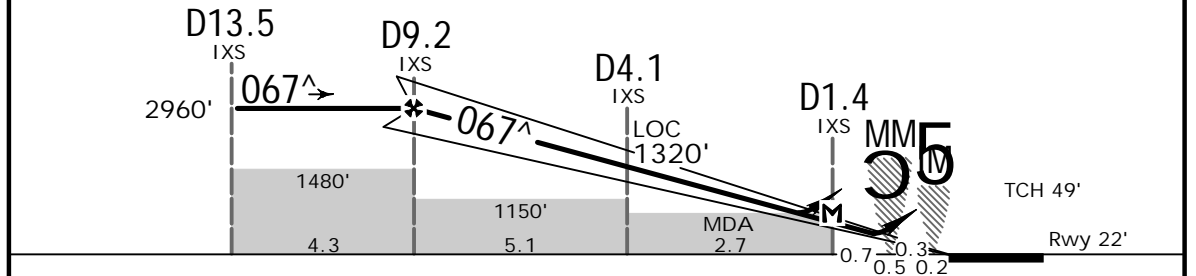
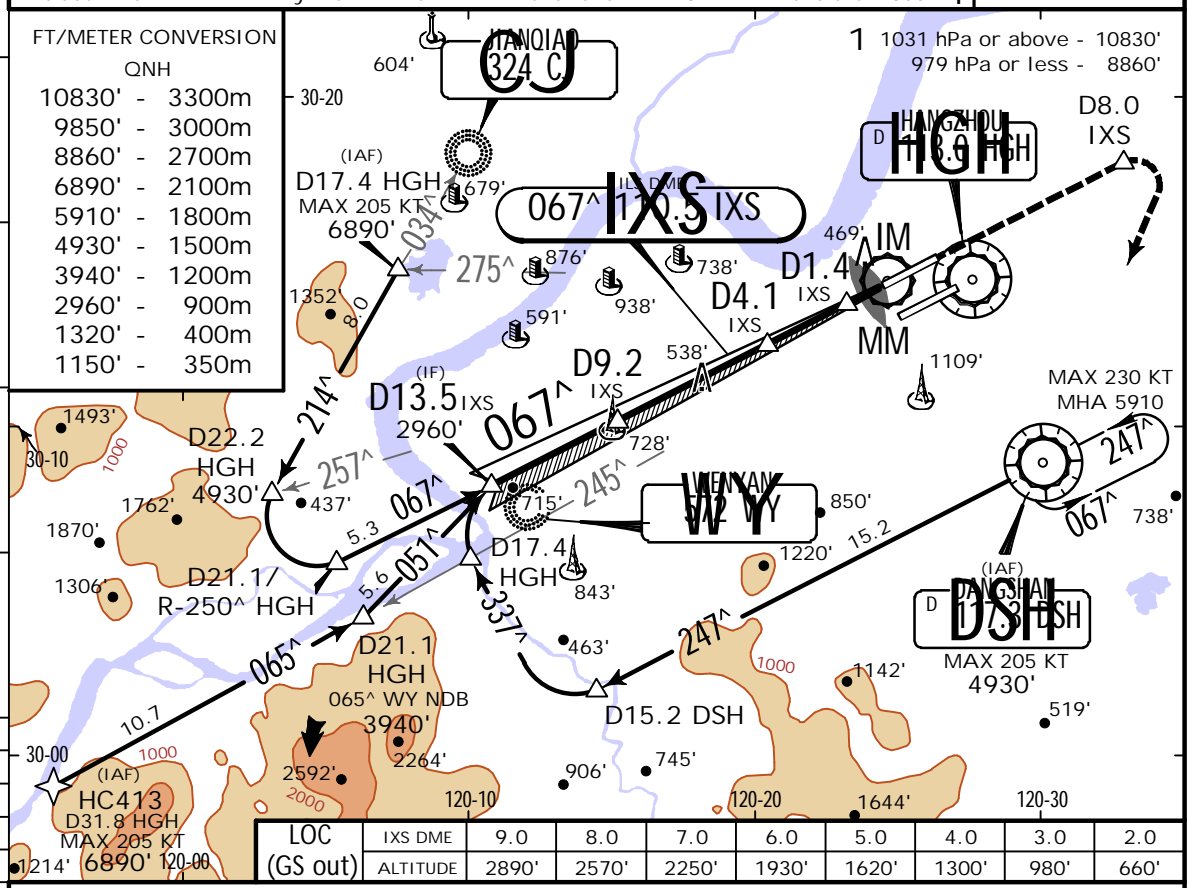
.Standard.			STRAIGHT-IN LANDING RWY 06 CAT II ILS		
ABC RA 102' DA(H) 122' (100')		D RA 102' DA(H) 122' (100')			
RVR 300m		RVR 300m		RVR 350m 1	
1 Manual operation below DH.					

CHANGES: APP frequencies.

ZSHC/HGH
XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA
30 DEC 22 (11-2) ILS DME Y Rwy 06

D-ATIS 127.25	*APP01 120.05	APP02 125.55X	HANGZHOU Approach (R) APP03 126.05				*APP04 120.4	*APP05 119.425	APP07 127.7X	*HANGZHOU Tower North 123.65	*Ground 121.65
LOC IXS 110.5	Final Apch Crs 067 [^]	D9.2 IXS 2960' (2938')		ILS DA(H) 222' (200')		Apt Elev 22'		Rwy 22'			
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IXS at 1150' or above, turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.											
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1		MSA HGH VOR			



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI D8.0 IXS
ILS GS or	3.00 [^]	372	478	531	637	743	
LOC Descent Angle							
MAP at D1.4 IXS							

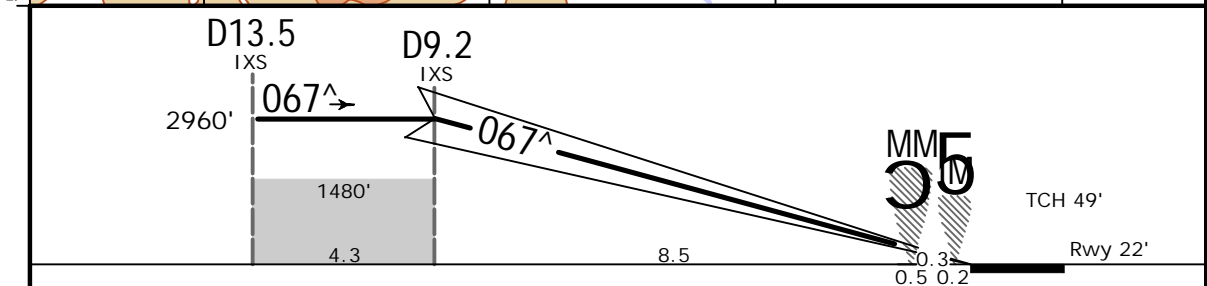
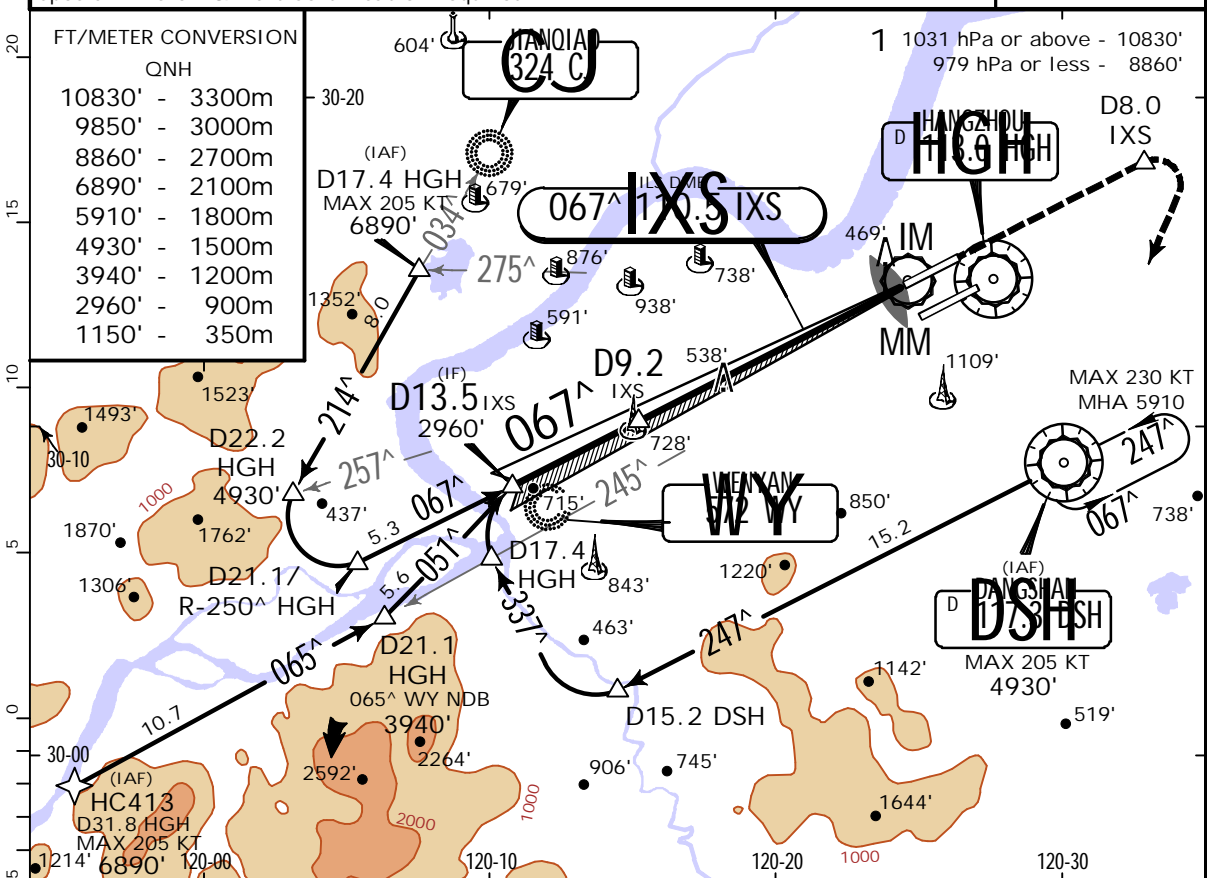
PANS OPS	Standard. STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND			
	ILS				LOC (GS out)			
	DA(H) 222' (200')				CDFA 560' (538')			
	FULL		IDZ or CL out		ALS out		ALS out	
	A				2300m		Max Kts	MDA(H) VIS
B	RVR 550m	RVR 550m 1				100	1420' (1398') 3200m	
C	VIS 800m	VIS 800m	1200m			135	1420' (1398') 3600m	
D						180	1510' (1488') 4800m	
						205	1510' (1488') 5000m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: APP frequencies. | JEPPESSEN 2013, 2022. ALL RIGHTS RESERVED.

ZSHC/HGH
XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA
30 DEC 22 (11-2A) CAT II ILS DME Y Rwy 06

BRIEFING STRIP	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower North	*Ground	
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	123.65	121.65
	LOC IXS 110.5	Final Apch Crs 067 [^]	D9.2 IXS 2960' (2938')	CAT II ILS RA 102' DA(H) 122'(100')		Apt Elev 22' Rwy 22'			
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IXS at 1150' or above, turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.									
Alt Set: hPa				Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1	
Special Aircrew & Acft Certification Required.									



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI D8.0 IXS
GS	3.00 [^]	372	478	531	637	849	

.Standard.			STRAIGHT-IN LANDING RWY 06 CAT II ILS		
ABC RA 102' DA(H) 122'(100')		D RA 102' DA(H) 122'(100')			
RVR 300m		RVR 300m		RVR 350m 1	

ZSHC/HGH

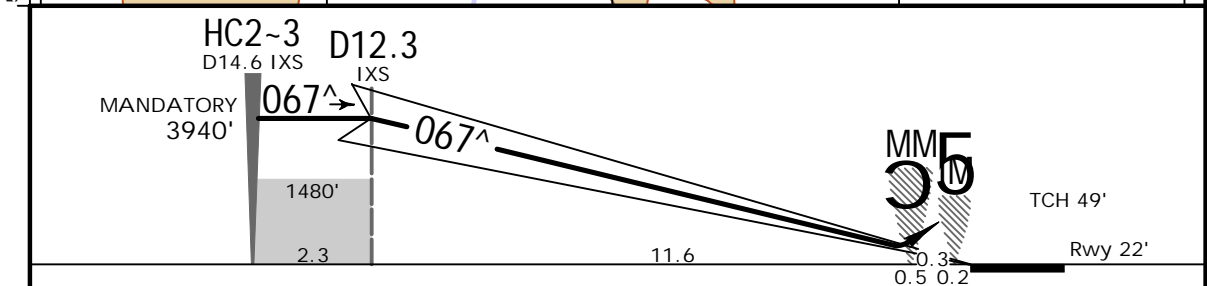
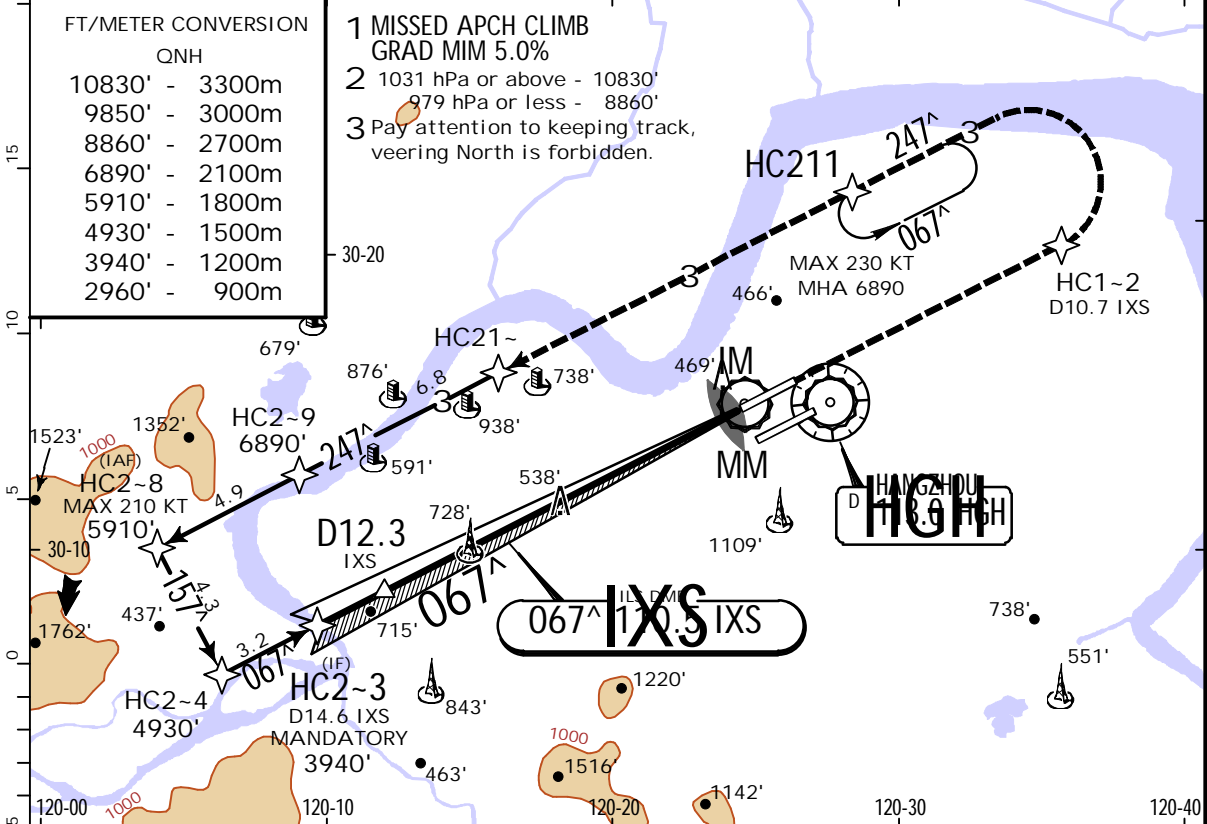
JEPPESSEN HANGZHOU, PR OF CHINA

SA CAT I & SA CAT II
RNAV ILS DME Z Rwy 06

XIAOSHAN

30 DEC 22 (11-2B) 1

BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower North	*Ground	
	127.25	120.05	125.55X	APP03	*APP04	*APP05	APP07	123.65	121.65
	LOC IXS 110.5	Final Apch Crs 067^	D12.3 IXS MANDATORY 3940' (3918')	SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 22' Rwy 22'			
MISSED APCH: Climb STRAIGHT AHEAD to HC1~2 (D10.7 IXS) at 2960' or above, turn LEFT (MAX 205 KT) to HC211 on 247^ at 5910' or above, join holding, or as directed. Missed apch requires a min climb gradient of 5.0%.								MSA HGH VOR	
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL118		Trans alt: 9850' 2				
Special Aircrew & Acft Certification Required.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	HC1~2 D10.7 IXS ↑	
GS	3.00^	372	478	531	637	743			849

PANS OPS	Standard.	STRAIGHT-IN LANDING RWY 06
	SA CAT II ILS 1	SA CAT I ILS 1
	RA 102' DA(H) 122' (100')	RA 151' DA(H) 172' (150')
	RVR 350m	RVR 450m
1 HUD required.		

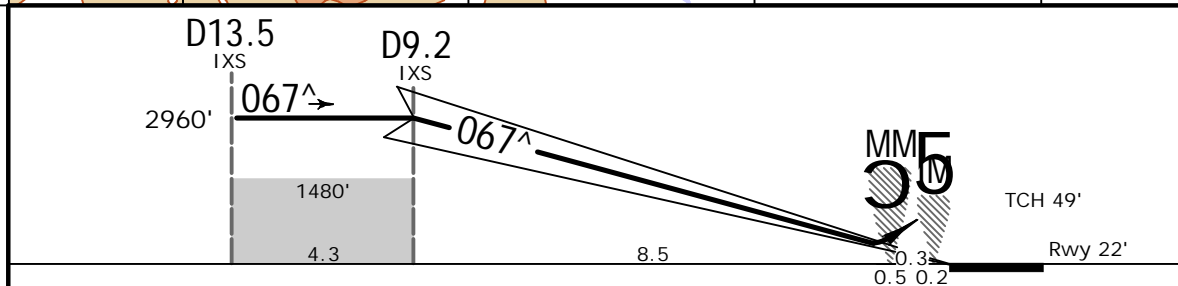
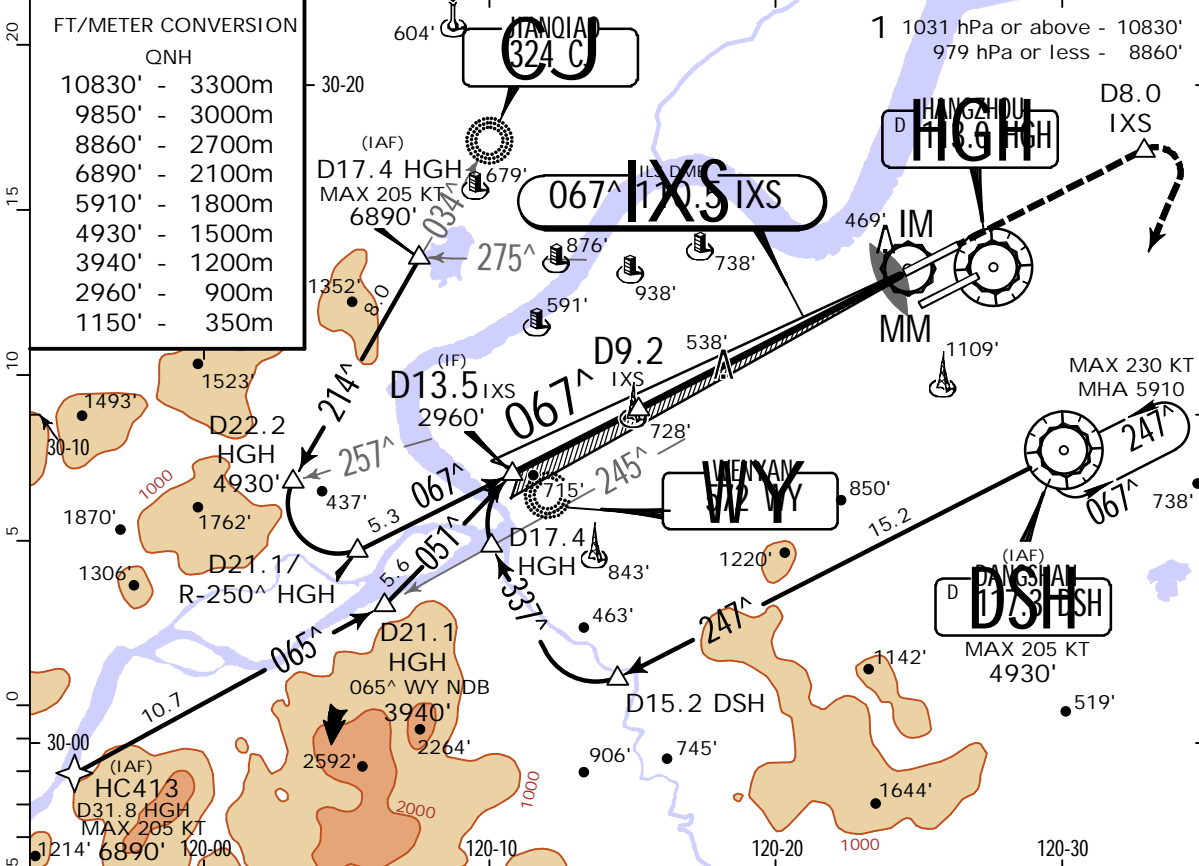
ZSHC/HGH

JEPPESSEN HANGZHOU, PR OF CHINA
SA CAT I & SA CAT II
ILS DME Y Rwy 06

XIAOSHAN

30 DEC 22 (11-2C)

BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower North	*Ground	
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	123.65	121.65
	LOC IXS 110.5	Final Apch Crs 067^		D9.2 IXS 2960' (2938')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 22' Rwy 22'	
	MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IXS at 1150' or above, turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.								<p>MSA GHG VOR</p>
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1			
Special Aircrew & Acft Certification Required.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D8.0 IXS
GS	3.00^	372	478	531	637	849		

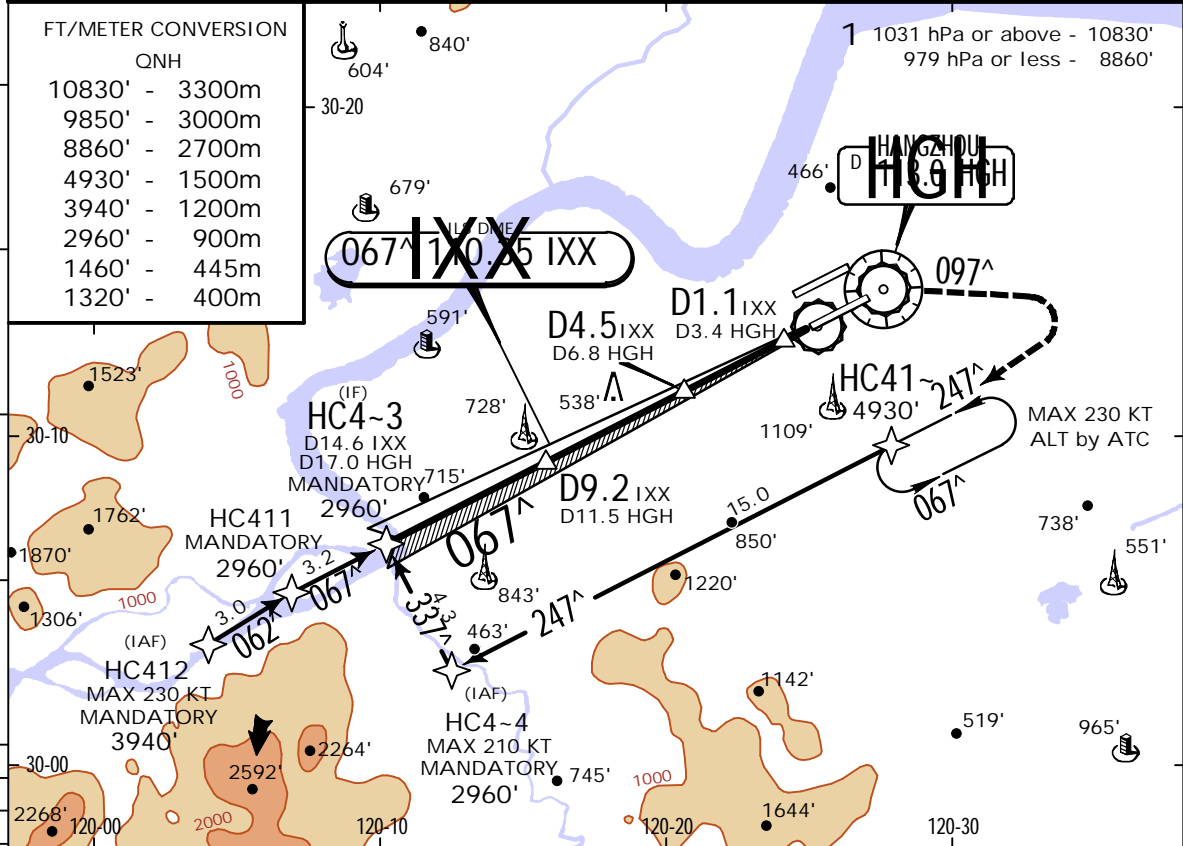
PANS OPS	Standard.		STRAIGHT-IN LANDING RWY 06	
	SA CAT II ILS 1 RA 102' DA(H) 122' (100')		SA CAT I ILS 1 RA 151' DA(H) 172' (150')	
	RVR 350m		RVR 450m	
1 HUD required.				

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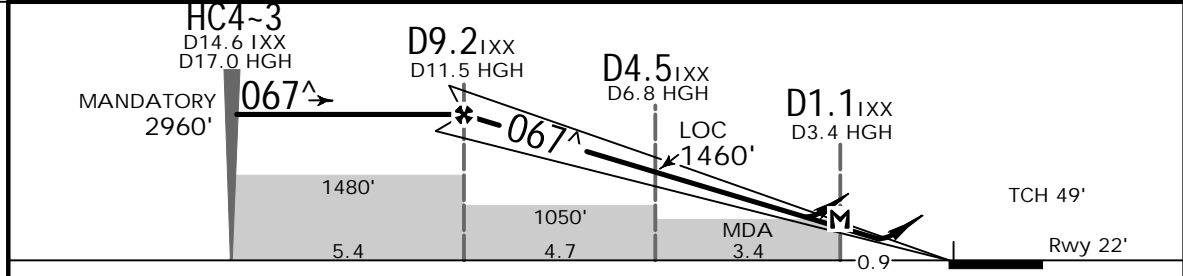
JEPPESSEN
30 DEC 22 11-3

HANGZHOU, PR OF CHINA
RNAV ILS DME Z Rwy 07

D-ATIS 127.25	*APP01 120.05	APP02 125.55X	HANGZHOU Approach (R) APP03 126.05 *APP04 120.4 *APP05 119.425 APP07 127.7X				*HANGZHOU Tower South 118.3	*Ground 121.65
LOC IXX 110.35	Final Apch Crs 067 [^]	D9.2 IXX MANDATORY 2960' (2938')	ILS DA(H) 222' (200')	Apt Elev 22' Rwy 22'				
MISSED APCH: Climb STRAIGHT AHEAD to fly over HGH VOR, turn RIGHT (MAX 210 KT) climb on 097 [^] to 1320', then turn RIGHT (MAX 210 KT) to HC41~ at 4930' or above, join holding, or as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL118		Trans alt: 9850' 1		MSA HGH VOR	



LOC (GS out)	IXX DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2890'	2570'	2250'	1930'	1620'	1300'	980'	660'



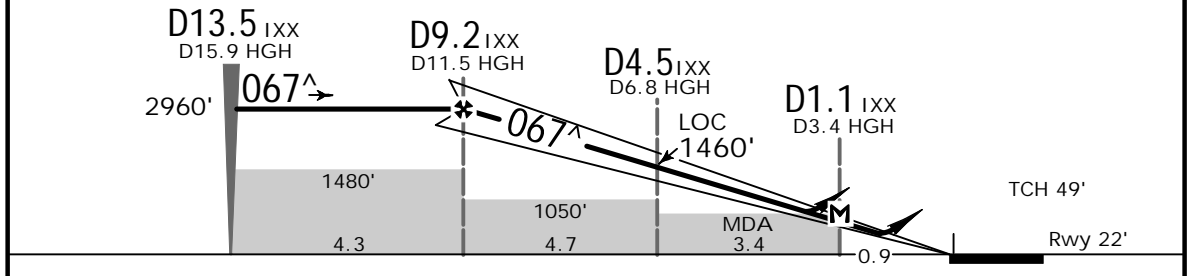
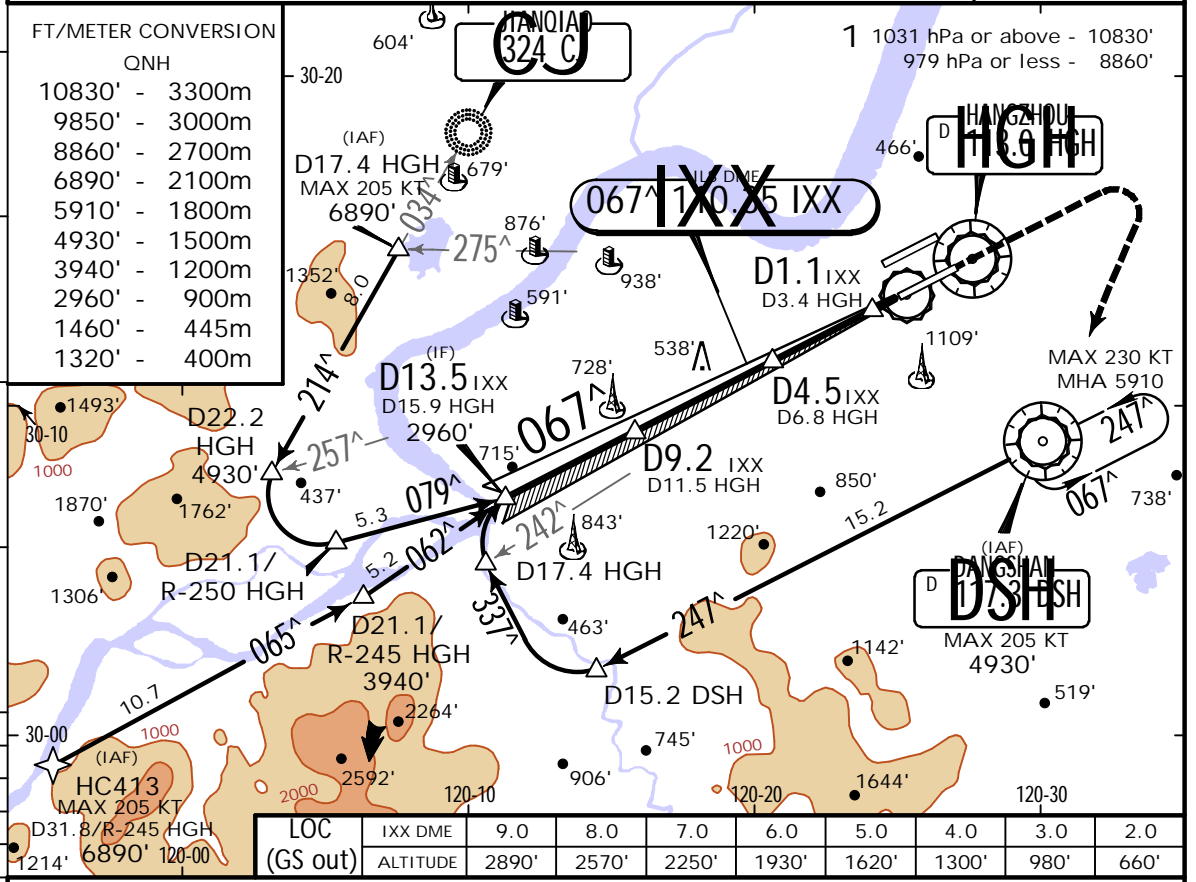
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI HGH 113.0
ILS GS or	3.00 [^]						
LOC Descent Angle	372	478	531	637	743	849	

Standard ILS STRAIGHT-IN LANDING RWY 07		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 222' (200')		CDFA MDA(H) 430' (408')		Not authorized North of runway	
FULL		ALS out		Max Kts	MDA(H) VIS
A				100	1420' (1398') 3200m
B	RVR 550m 1	1200m		135	1420' (1398') 3600m
C	VIS 800m		1700m	180	1510' (1488') 4800m
D			1900m	205	1510' (1488') 5000m

ZSHC/HGH
XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA
30 DEC 22 (11-4)
ILS DME Y Rwy 07

D-ATIS 127.25	*APP01 120.05	APP02 125.55X	HANGZHOU Approach (R) APP03 126.05				*APP04 120.4	*APP05 119.425	APP07 127.7X	*HANGZHOU Tower South 118.3	*Ground 121.65
LOC IXX 110.35	Final Apch Crs 067 [^]	D9.2 IXX 2960' (2938')		ILS DA(H) 222' (200')		Apt Elev 22' Rwy 22'					
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.										MSA HGH VOR	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1					



Standard.	ILS	STRAIGHT-IN LANDING RWY 07 LOC (GS out)		CIRCLE-TO-LAND
	DA(H) 222' (200')	MDA(H) 430' (408')		Not authorized North of runway
	FULL	ALS out	ALS out	Max Kts
A				100
B	RVR 550m 1 VIS 800m	1200m	1700m	135
C			1700m 1900m	180
D			1900m	205

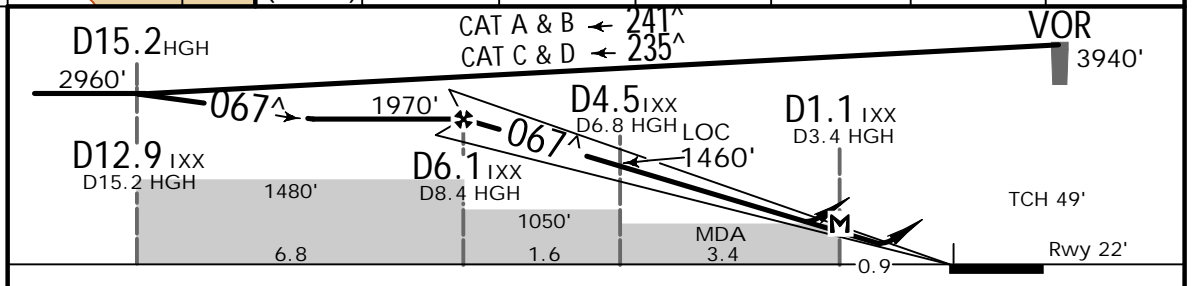
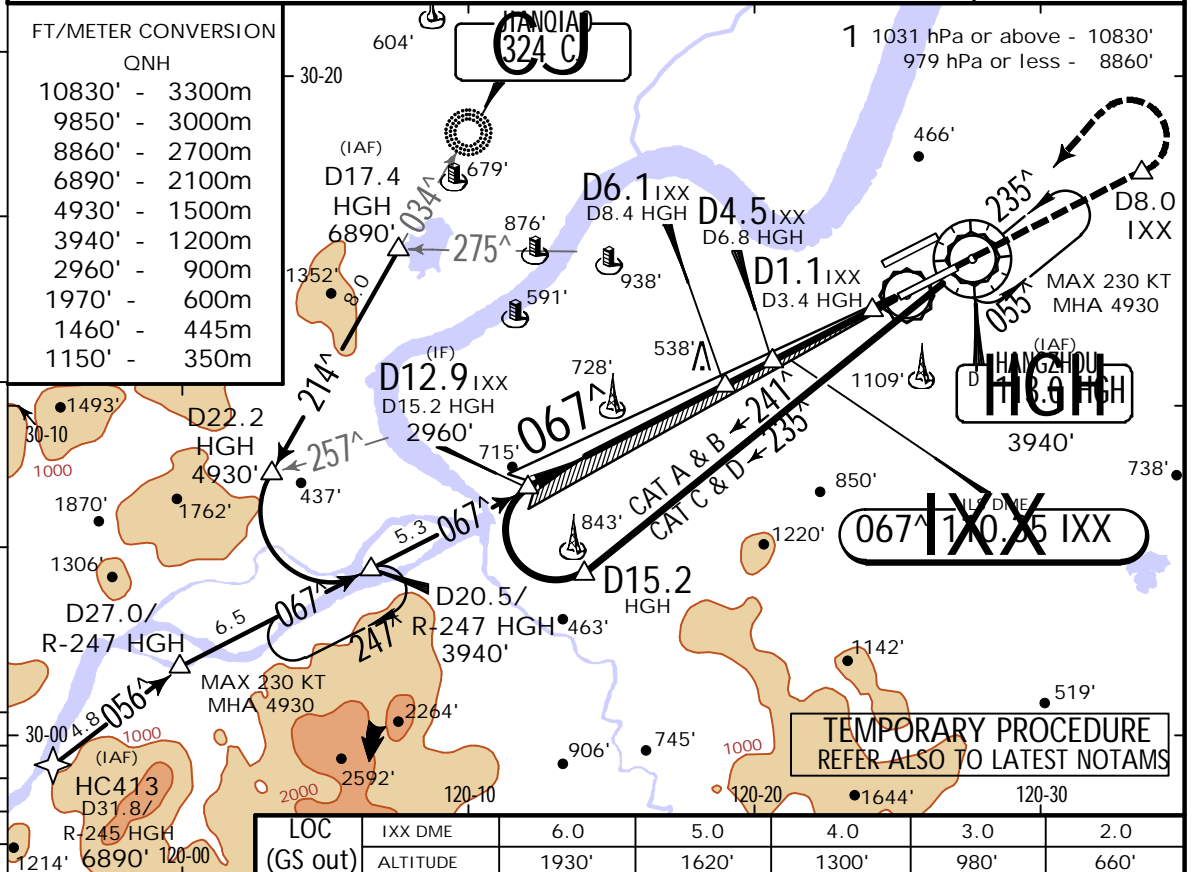
				MDA(H)	VIS
				1420' (1398')	3200m
				1420' (1398')	3600m
				1510' (1488')	4800m
				1510' (1488')	5000m

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

ZSHC/HGH XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA ILS DME Y Rwy 07

D-ATIS 127.25	*APP01 120.05	APP02 125.55X	HANGZHOU Approach (R) APP03 126.05				*APP04 120.4	*APP05 119.425	APP07 127.7X	*HANGZHOU Tower South 118.3	*Ground 121.65
LOC IXX 110.35	Final Apch Crs 067 [^]	D6.1 IXX 1970' (1948')		ILS DA(H) 222' (200')		Apt Elev 22' Rwy 22'					
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IXX at 1150' or above, turn LEFT (MAX 205 KT) to HGH VOR at 3940' or above, join holding, or as directed.										MSA HGH VOR	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1					
Initial approach MAX 205 KT.											



Gnd speed-Kts	70	90	100	120	140	160		MIN 1150' D8.0 IXX	
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743			849
MAP at D1.1 IXX/D3.4 HGH									

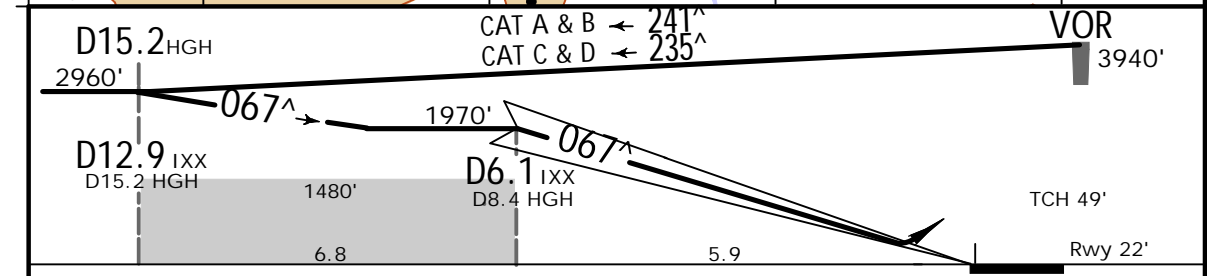
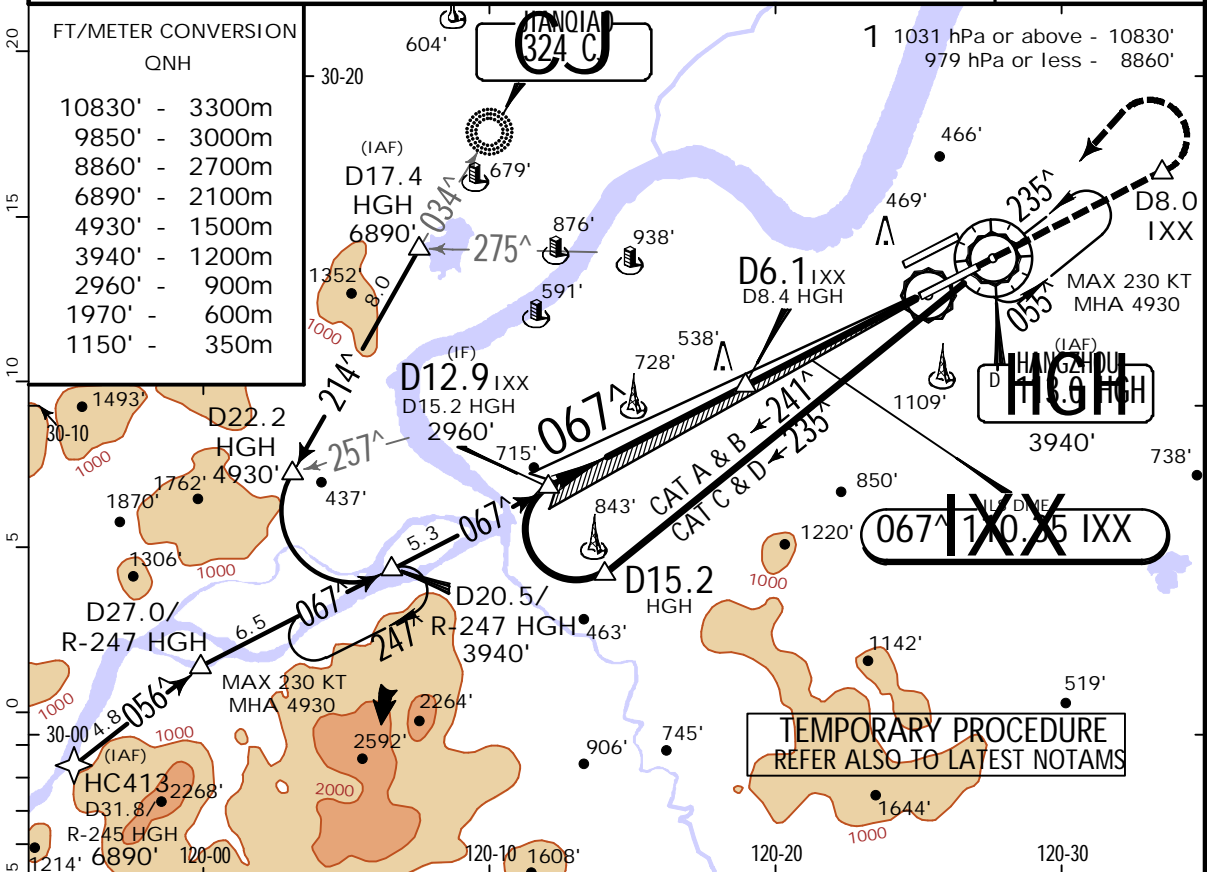
Standard ILS		STRAIGHT-IN LANDING RWY 07 LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 222' (200')		MDA(H) CDFA 430' (408')		Not authorized North of runway	
FULL		ALS out		Max Kts	MDA(H) VIS
A				100	1420' (1398') 3200m
B	RVR 550m 1 VIS 800m	1200m		135	1420' (1398') 3600m
C			1700m	180	1510' (1488') 4800m
D			1900m	205	1510' (1488') 5000m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: APP frequencies. | JEPPESSEN 2021, 2022. ALL RIGHTS RESERVED.

ZSHC/HGH XIAOSHAN

JEPPesen HANGZHOU, PR OF CHINA
30 DEC 22 (11-04A) SA CAT I ILS DME Y Rwy 07

D-ATIS 127.25	*APP01 120.05	APP02 125.55X	HANGZHOU Approach (R) APP03 126.05	*APP04 120.4	*APP05 119.425	APP07 127.7X	*HANGZHOU Tower South 118.3	*Ground 121.65
LOC IXX 110.35	Final Apch Crs 067 [^]	D6.1 IXX 1970' (1948')	SA CAT I ILS RA 155' DA(H) 172' (150')	Apt Elev 22' Rwy 22'				
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IXX at 1150' or above, turn LEFT (MAX 205 KT) to HGH VOR at 3940' or above, join holding, or as directed.								MSA HGH VOR
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL118 Trans alt: 9850' 1								
1. Special Aircrew & Acft Certification required. 2. Initial approach MAX 205 KT.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 1150' ↑ D8.0 IXX
GS	3.00 [^]	372	478	531	637	849		

Standard.
STRAIGHT-IN LANDING RWY 07
SA CAT I ILS 1

RA 155'
DA(H) 172' (150')

RVR 450m

1 HUD required.

ZSHC/HGH
XIAOSHAN

30 DEC 22 **11-4A** SA CAT I RNAV ILS DME Z Rwy 07

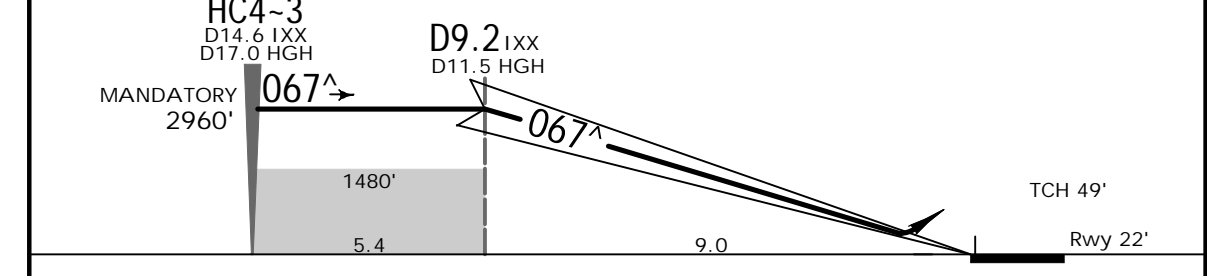
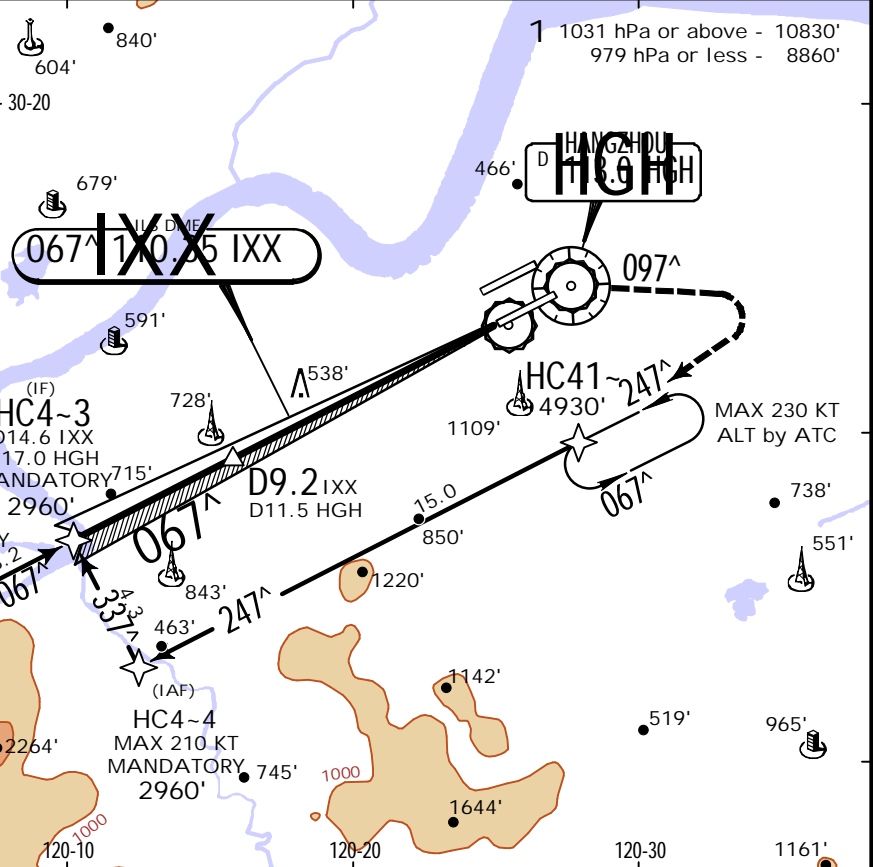


HANGZHOU, PR OF CHINA

D-ATIS 127.25		*APP01 120.05	APP02 125.55X	HANGZHOU Approach (R) APP03 126.05			*APP04 120.4	*APP05 119.425	APP07 127.7X	*HANGZHOU Tower South 118.3	*Ground 121.65
LOC IXX 110.35		Final Apch Crs 067^		D9.2 IXX MANDATORY 2960' (2938')		SA CAT I ILS RA 155' DA(H) 172' (150')		Apt Elev 22' Rwy 22'			
MISSED APCH: Climb STRAIGHT AHEAD to fly over HGH VOR, turn RIGHT (MAX 210 KT) climb on 097^ to 1320', then turn RIGHT (MAX 210 KT) to HC41~ at 4930' or above, join holding, or as directed.											
Alt Set: hPa			Rwy Elev: 1 hPa			Trans level: FL118		Trans alt: 9850' 1			
Special Aircrew & Acft Certification Required.											
MSA HGH VOR											

FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1320'	-	400m



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	HGH 113.0
GS	3.00^	372	478	531	637	743		

Standard. STRAIGHT-IN LANDING RWY 07
SA CAT I ILS 1

RA 155'
DA(H) 172' (150')

RVR 450m

1 HUD required.

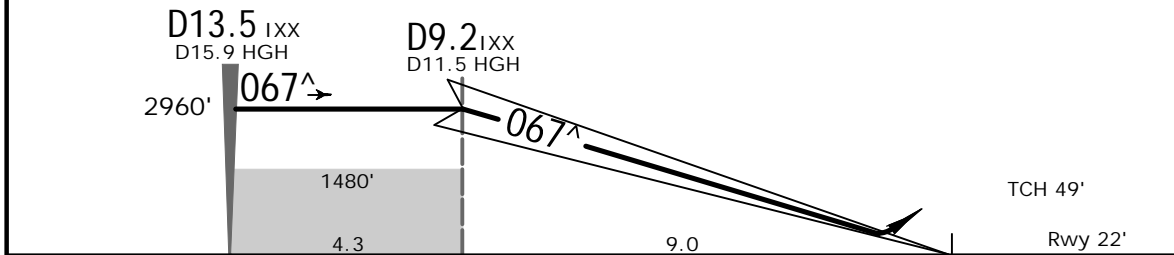
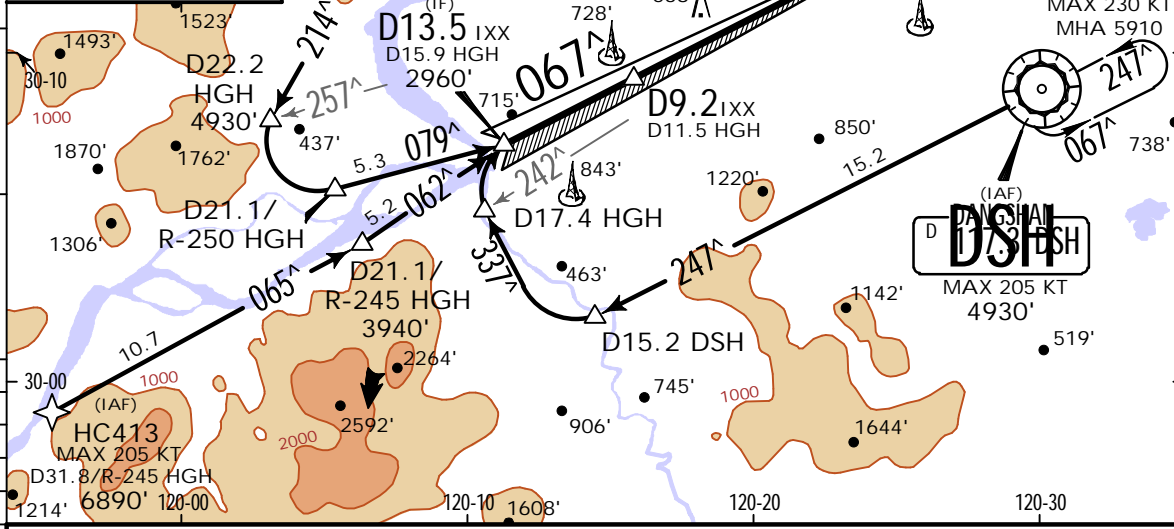
ZSHC/HGH
XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA
30 DEC 22 (11-4B) SA CAT I ILS DME Y Rwy 07

D-ATIS 127.25	*APP01 120.05	APP02 125.55X	HANGZHOU Approach (R) APP03 126.05	*APP04 120.4	*APP05 119.425	APP07 127.7X	*HANGZHOU Tower South 118.3	*Ground 121.65
LOC IXX 110.35	Final Apch Crs 067 [^]	D9.2 IXX 2960' (2938')		SA CAT I ILS RA 155' DA(H) 172' (150')		Apt Elev 22' Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1		MSA HGH VOR
Special Aircrew & Acft Certification Required.								

FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1320'	-	400m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	HGH 113.0 ↑
GS	3.00 [^]	372	478	531	637	743		

Standard.
STRAIGHT-IN LANDING RWY 07
SA CAT I ILS 1

RA 155'
DA(H) 172' (150')

RVR 450m

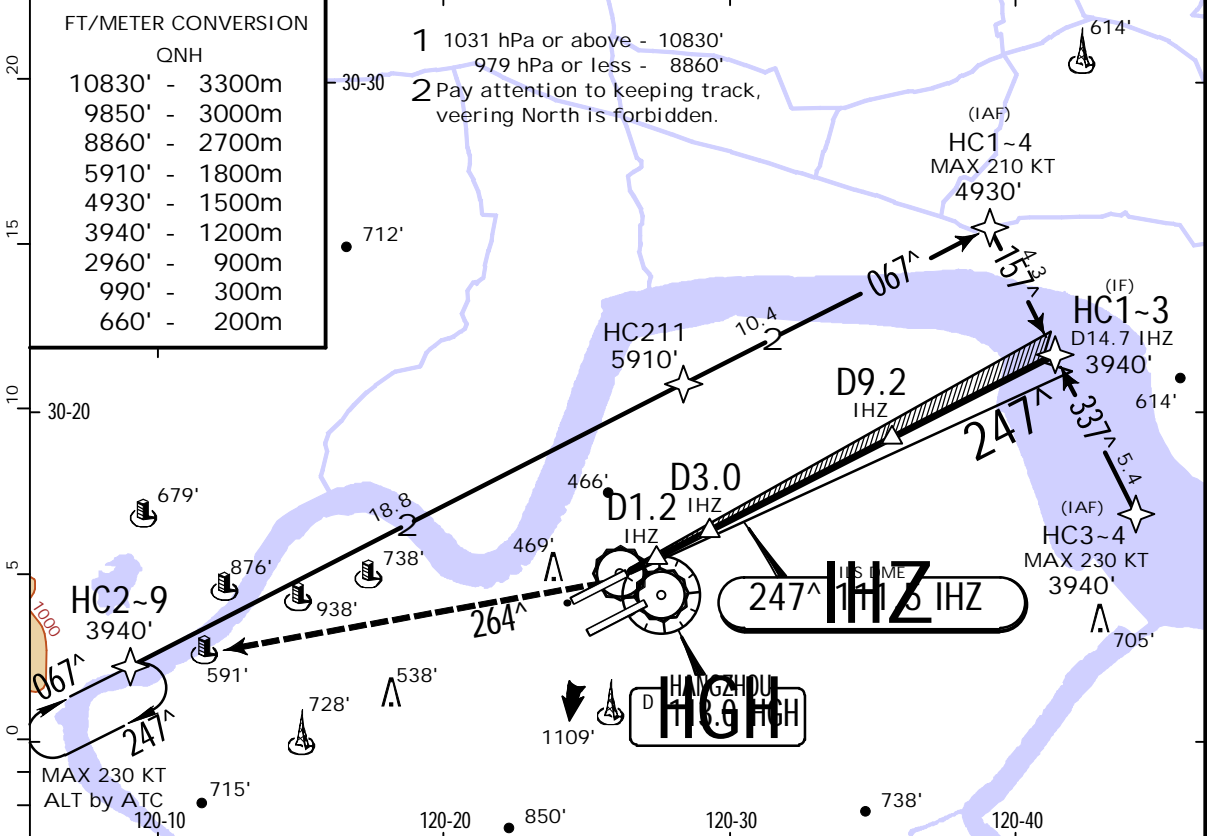
1 HUD required.

ZSHC/HGH
XIAOSHAN

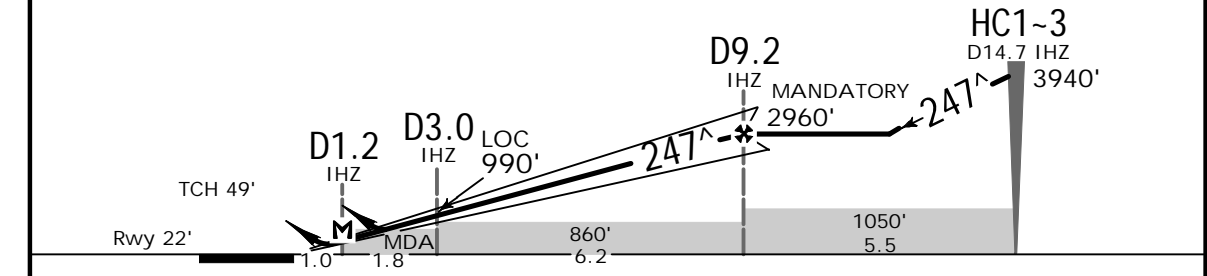
JEPPESSEN
30 DEC 22 (11-5)

HANGZHOU, PR OF CHINA
RNAV ILS DME Z Rwy 24

D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			APP07	*HANGZHOU Tower North	*Ground
127.25	120.05	125.55X	APP03 126.05	*APP04 120.4	*APP05 119.425	127.7X	123.65	121.65
LOC IHZ 111.5	Final Apch Crs 247 [^]	D9.2 IHZ MANDATORY 2960' (2938')	ILS DA(H) 222' (200')	Apt Elev 22'		Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to 660', turn RIGHT (MAX 210 KT) on 264 [^] to HC2-9 at 3940' or above, join holding and climb to 5910', or as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL118		Trans alt: 9850' 1		MSA HGH VOR	



LOC (GS out)	IHZ DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE		660'	990'	1300'	1620'	1930'	2250'	2570'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	660'	264 [^]	MAX 210 KT	HC2-9
ILS GS or	3.00 [^]						PAPI	↑	↑	RT	
LOC Descent Angle	372	478	531	637	743	849					
MAP at D1.2 IHZ											

Standard ILS STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND			
LOC (GS out)			Not authorized North of runway			
DA(H) 222' (200')			CDFA MDA(H) 500' (478')			
FULL		ALS out	ALS out		Max Kts	
A			1900m		100	
B	RVR 550m 1	1200m			135	
C	VIS 800m		1900m	2200m	180	
D			2100m		205	
					1420' (1398')	3200m
					1420' (1398')	3600m
					1510' (1488')	4800m
					1510' (1488')	5000m

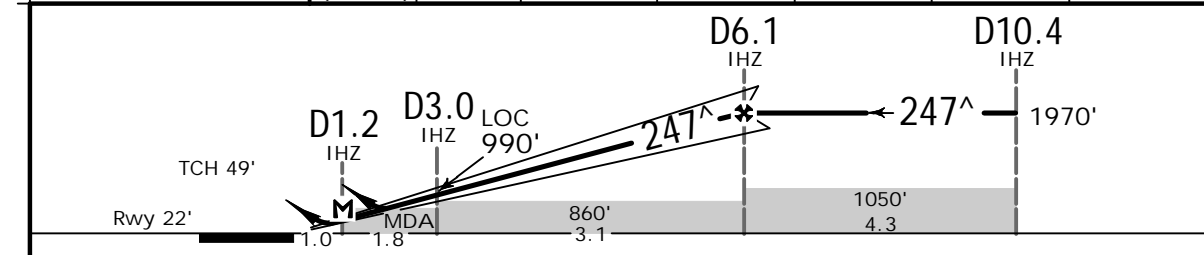
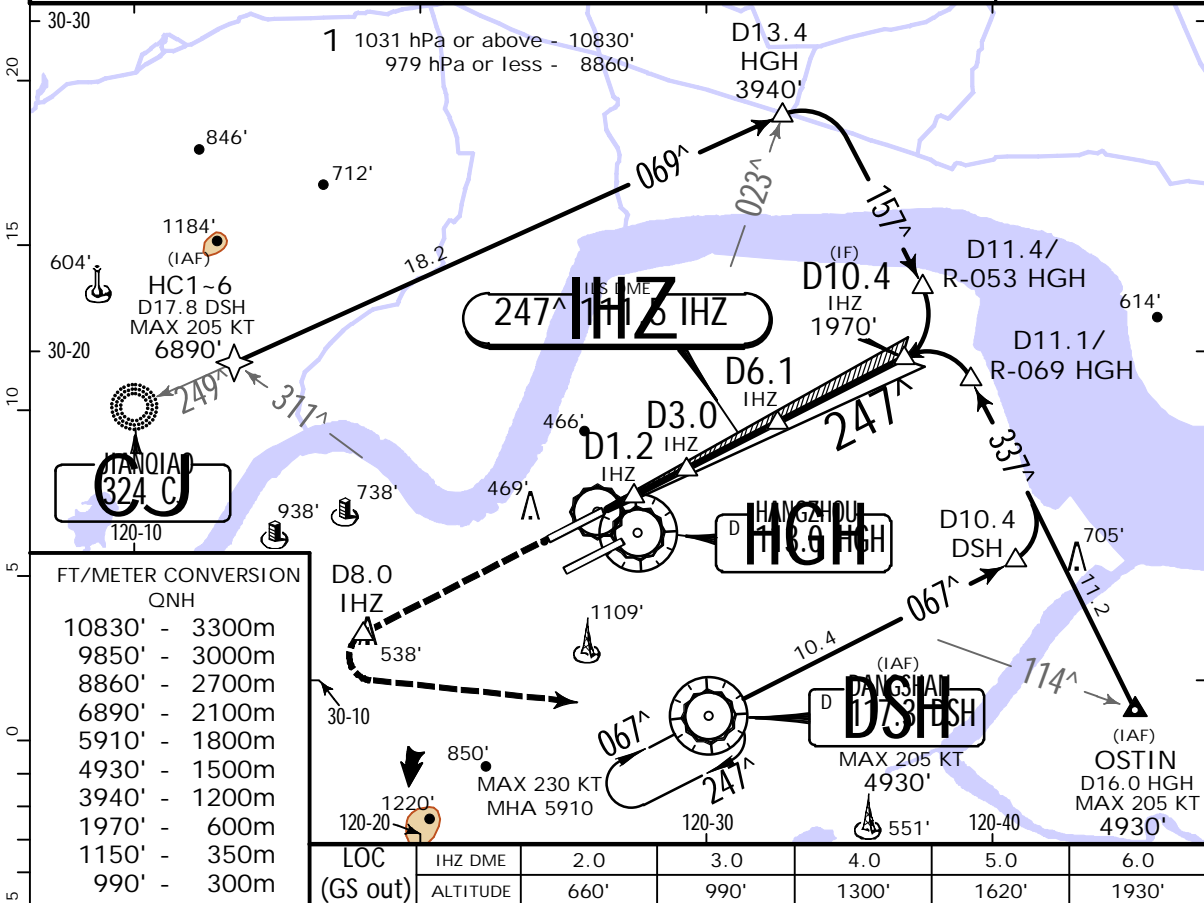
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: APP frequencies. | JEPPESSEN 2013, 2022. ALL RIGHTS RESERVED.

ZSHC/HGH XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA ILS DME Y Rwy 24

30 DEC 22 (11-6)

BRIEFING STRIP	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower North	*Ground
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	123.65
	LOC IHZ 111.5	Final Apch Crs 247 [^]	D6.1 IHZ 1970' (1948')	ILS DA(H) 222' (200')	Apt Elev 22'		Rwy 22'	
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IHZ at 1150' or above, turn LEFT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL118		Trans alt: 9850' 1		MSA HGH VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D8.0 IHZ	
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743		849
MAP at D1.2 IHZ								

PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND	
	ILS LOC (GS out)			Not authorized North of runway	
	DA(H) 222' (200')			MDA(H) 500' (478')	
	FULL ALS out			ALS out	
	A	RVR 550m 1	1200m	1900m	2200m
B					100
C					135
D					180
					205
					1420' (1398')
					3200m
					1420' (1398')
					3600m
					1510' (1488')
					4800m
					1510' (1488')
					5000m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used. CHANGES: APP frequencies. JEPPESSEN 2012, 2022. ALL RIGHTS RESERVED.

ZSHC/HGH

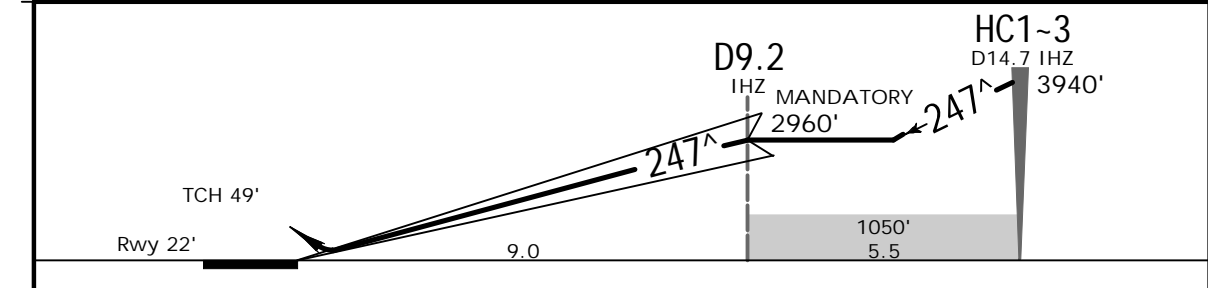
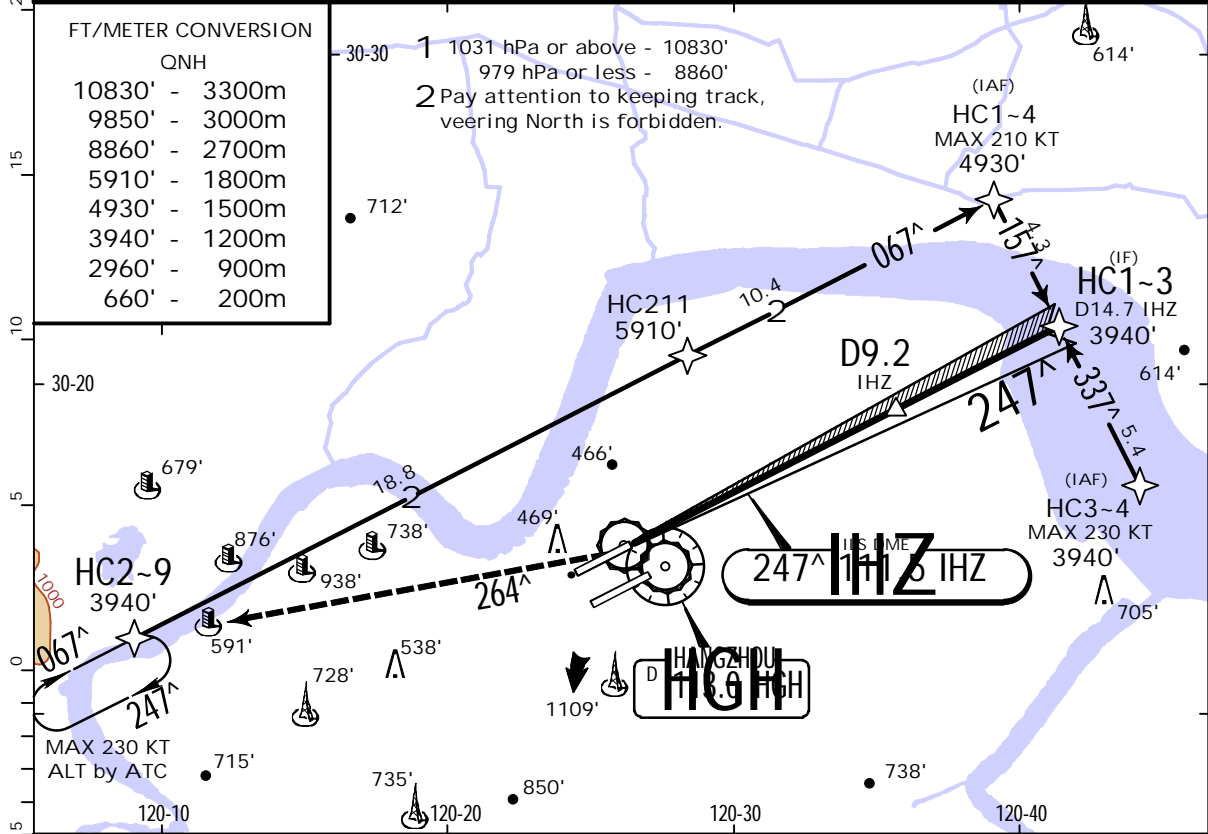


HANGZHOU, PR OF CHINA
SA CAT I & SA CAT II
RNAV ILS DME Z Rwy 24

XIAOSHAN

30 DEC 22 (11-6A)

BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower North	*Ground
	127.25	120.05	125.55X	APP03	*APP04	*APP05	APP07	123.65
	LOC IHZ 111.5	Final Apch Crs 247^	D9.2 IHZ MANDATORY 2960' (2938')	SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 22' Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to 660', turn RIGHT (MAX 210 KT) on 264^ to HC2-9 at 3940' or above, join holding and climb to 5910', or as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL118		Trans alt: 9850' 1			MSA HGH VOR
Special Aircrew & Acft Certification Required.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	660'	264^	MAX 210 KT	HC2-9
GS	3.00^	372	478	531	637	743		849	↑		

PANS OPS	.Standard.		STRAIGHT-IN LANDING RWY 24	
	SA CAT II ILS 1	RA 102'	SA CAT I ILS 1	RA 155'
	DA(H) 122' (100')		DA(H) 172' (150')	
	RVR 350m		RVR 450m	
1 HUD required.				

ZSHC/HGH

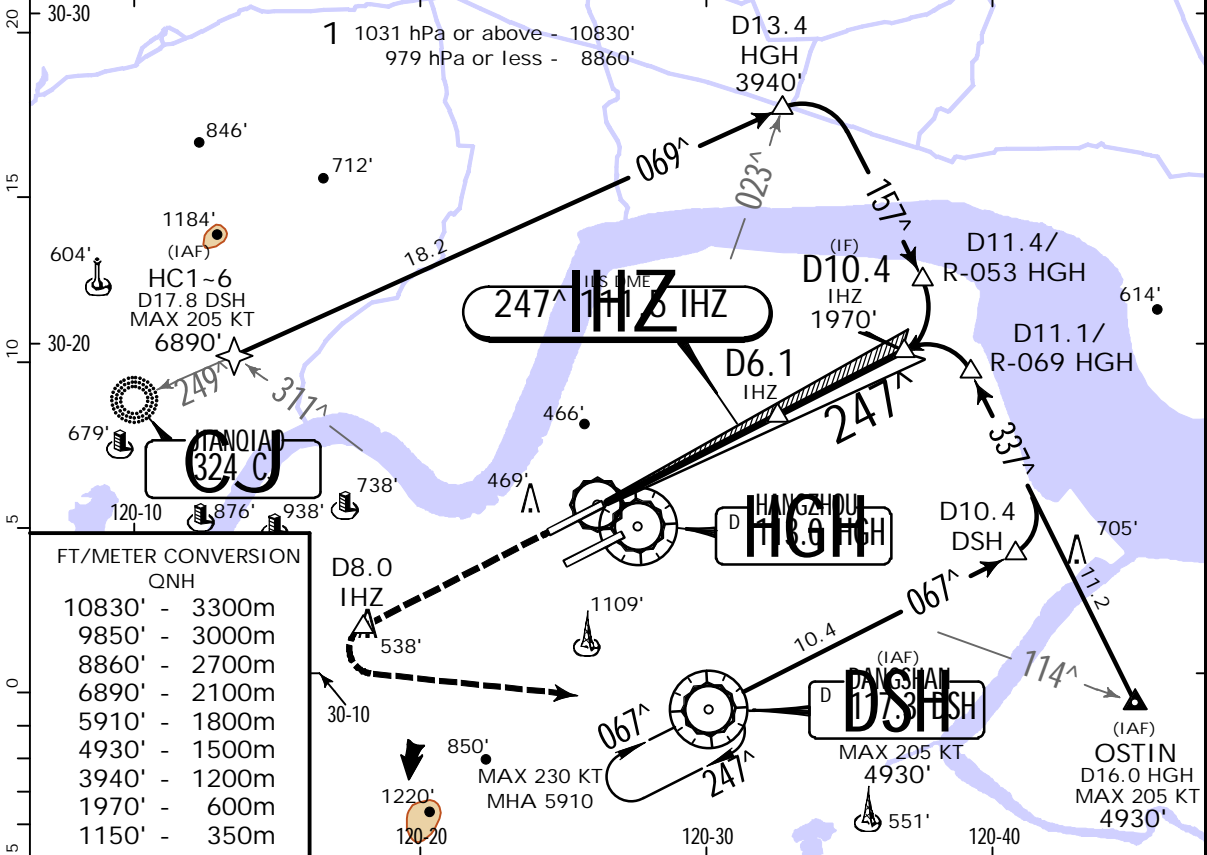
JEPPESEN HANGZHOU, PR OF CHINA

SA CAT I & SA CAT II
ILS DME Y Rwy 24

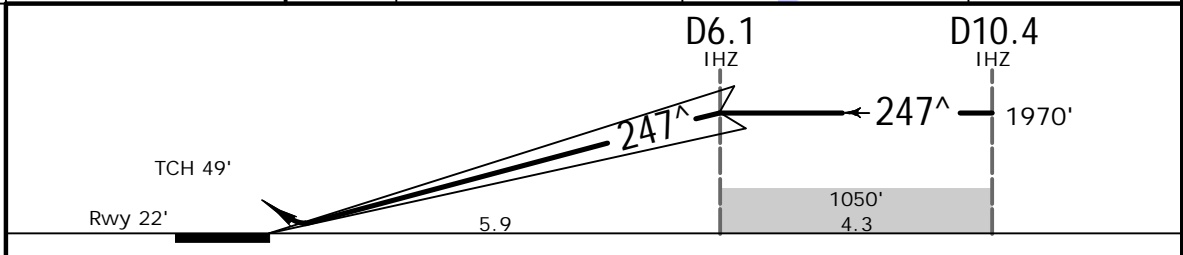
XIAOSHAN

30 DEC 22 (11-6B)

D-ATIS	*APP01	APP02	HANGZHOU Approach (R) APP03	*APP04	*APP05	APP07	*HANGZHOU Tower North	*Ground
127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	123.65	121.65
LOC IHZ 111.5	Final Apch Crs 247 [^]	D6.1 IHZ 1970' (1948')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 22' Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IHZ at 1150' or above, turn LEFT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.								MSA HGH VOR
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1		
Special Aircrew & Aclt Certification Required.								



10830' -	3300m
9850' -	3000m
8860' -	2700m
6890' -	2100m
5910' -	1800m
4930' -	1500m
3940' -	1200m
1970' -	600m
1150' -	350m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D8.0 IHZ
GS	3.00 [^]	372	478	531	637	849	

Standard.	SA CAT II ILS 1	STRAIGHT-IN LANDING RWY 24	SA CAT I ILS 1
	RA 102' DA(H) 122' (100')		RA 155' DA(H) 172' (150')
PANS OPS	RVR 350m		RVR 450m
1 HUD required.			

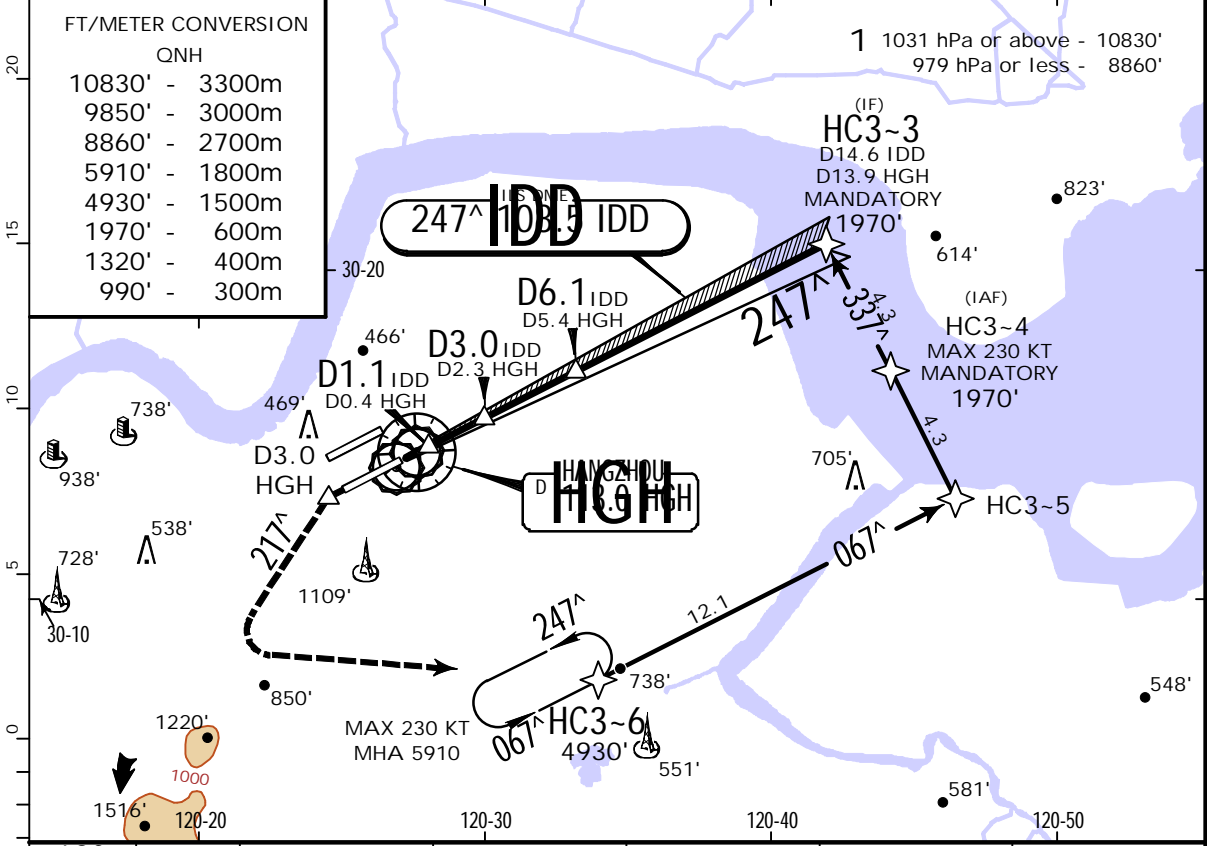
CHANGES: APP frequencies.

ZSHC/HGH
XIAOSHAN

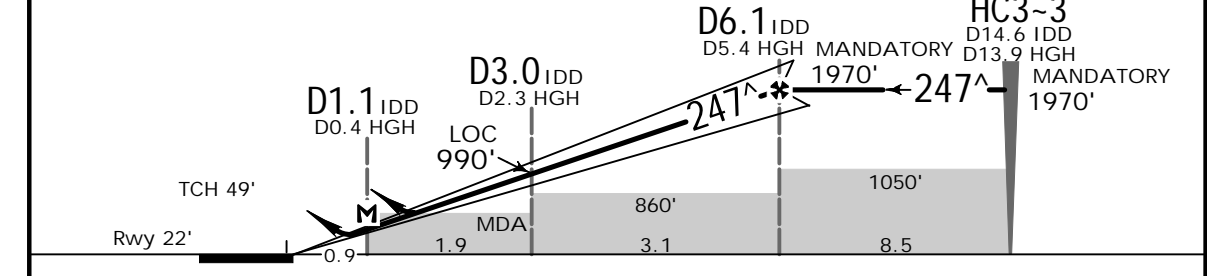
JEPPESEN
30 DEC 22 11-7

HANGZHOU, PR OF CHINA
RNAV ILS DME Z Rwy 25

D-ATIS 127.25	*APP01 120.05	APP02 125.55X	HANGZHOU Approach (R) APP03 126.05				*APP04 120.4	*APP05 119.425	APP07 127.7X	*HANGZHOU Tower South 118.3	*Ground 121.65
LOC IDD 108.5	Final Apch Crs 247 [^]	D6.1 IDD MANDATORY 1970' (1948')	ILS DA(H) 222' (200')	Apt Elev 22' Rwy 22'							
MISSED APCH: Climb STRAIGHT AHEAD to fly over D3.0 HGH, then climb on 217 [^] to 1320', turn LEFT (MAX 210 KT) to HC3-6 at 4930' or above, join holding, or as directed.											
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1		MSA HGH VOR			



LOC (GS out)	IDD DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE		660'	980'	1300'	1620'	1930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D3.0 HGH
ILS GS or	3.00 [^]						
LOC Descent Angle	372	478	531	637	743	849	
MAP at D1.1 IDD/D0.4 HGH							

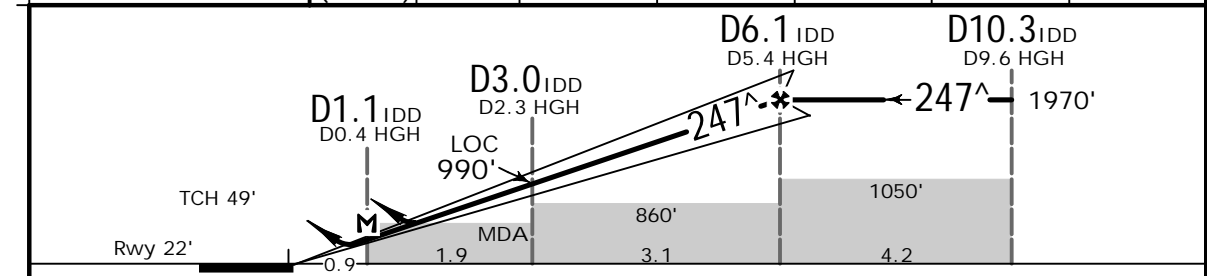
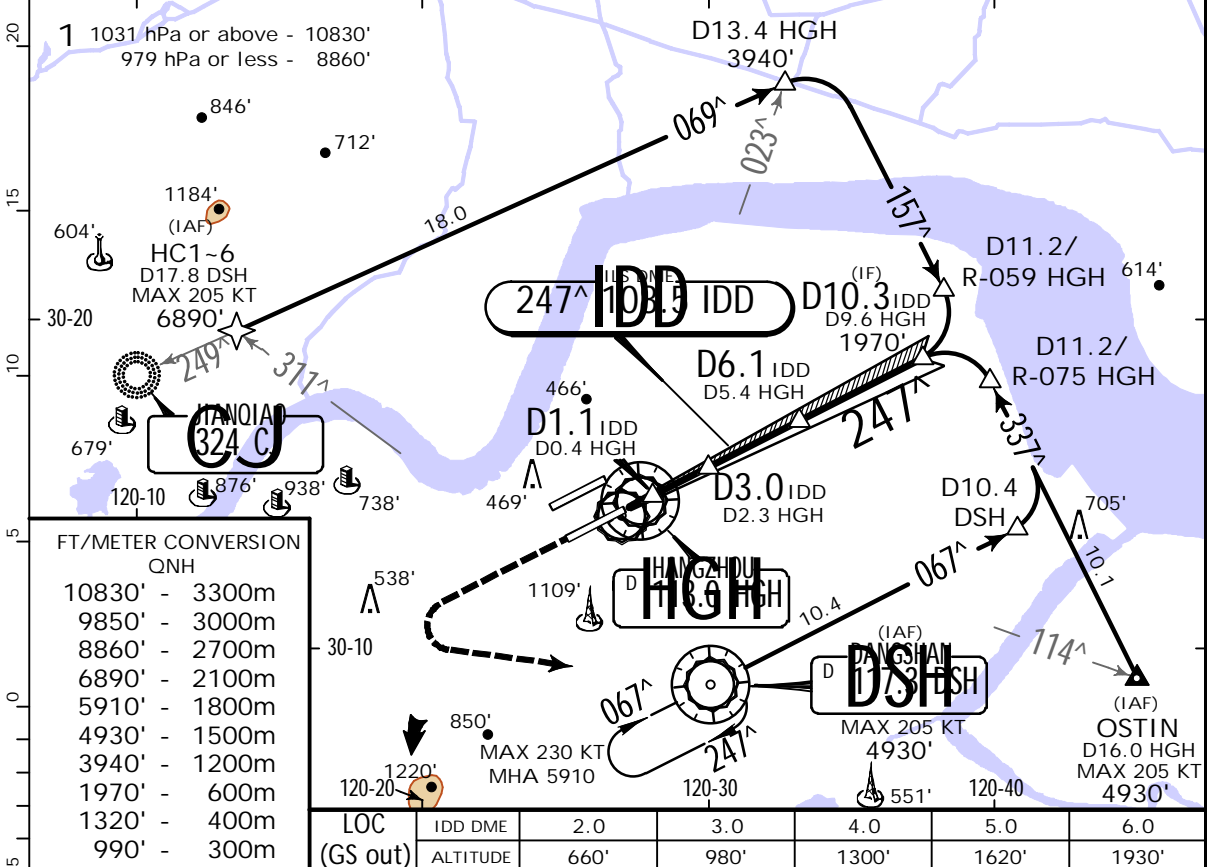
PANS OPS	Standard ILS STRAIGHT-IN LANDING RWY 25		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 222' (200')		CDFA MDA(H) 460' (438')		Not authorized North of runway	
	FULL		ALS out		Max Kts	MDA(H) VIS
	A	RVR 550m 1	1200m		100	1420' (1398') 3200m
B	1200m		1700m		135	1420' (1398') 3600m
C	VIS 800m		1700m		180	1510' (1488') 4800m
D	VIS 800m		1900m		205	1510' (1488') 5000m
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.						

ZSHC/HGH
XIAOSHAN

JEPPESSEN
30 DEC 22 (11-8)

HANGZHOU, PR OF CHINA
ILS DME Y Rwy 25

BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower South	*Ground
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3
	LOC IDD 108.5	Final Apch Crs 247 [^]	D6.1 IDD 1970' (1948')	ILS DA(H) 222' (200')	Apt Elev 22' Rwy 22'			
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn LEFT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.								MSA HGH VOR
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL118	Trans alt: 9850' 1				



Gnd speed-Kts	70	90	100	120	140	160		1320'	
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743			849
MAP at D1.1 IDD/D0.4 HGH									

PANS OPS	.Standard. ILS STRAIGHT-IN LANDING RWY 25		LOC (GS out)		CIRCLE-TO-LAND		
	DA(H) 222' (200')		CDFA MDA(H) 460' (438')		Not authorized North of runway		
	FULL		ALS out		Max Kts	MDA(H)	vis
	A		1700m		100	1420' (1398')	3200m
	B	RVR 550m 1 vis 800m	1200m		135	1420' (1398')	3600m
C		1700m		180	1510' (1488')	4800m	
D		1900m		205	1510' (1488')	5000m	

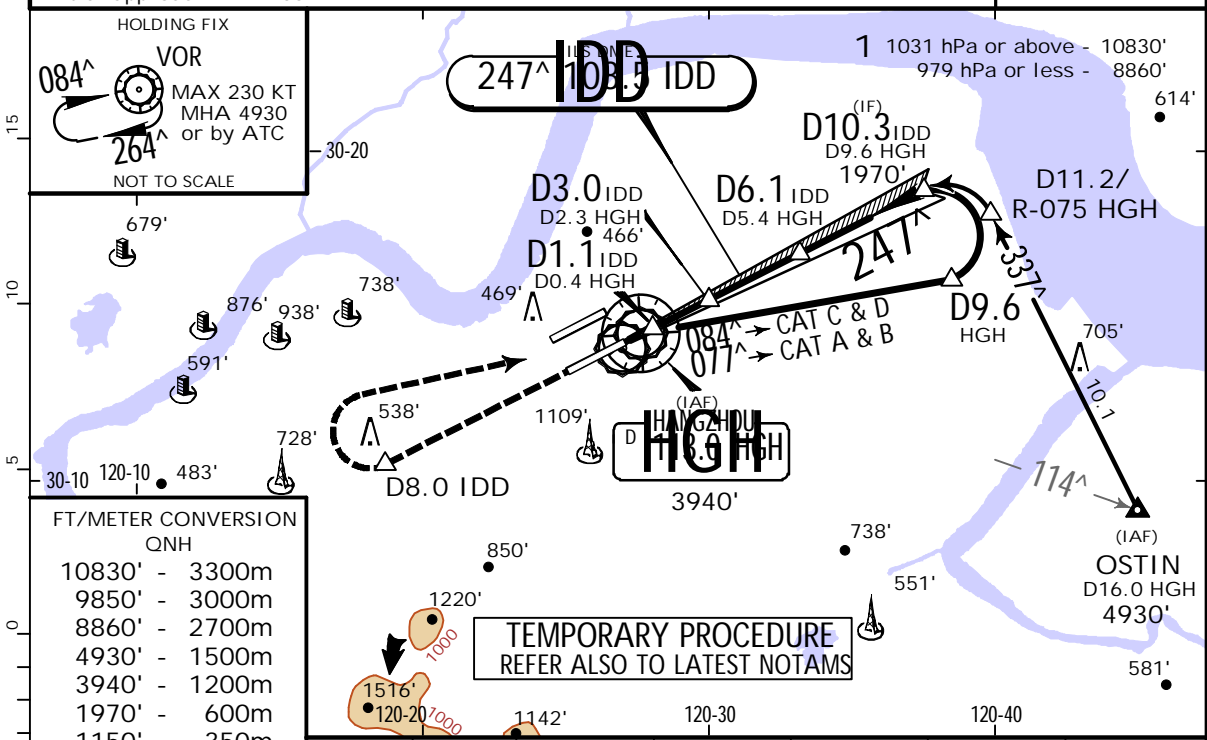
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: APP frequencies. | JEPPESSEN 2001, 2022. ALL RIGHTS RESERVED.

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JEPPESEN HANGZHOU, PR OF CHINA ILS DME Y Rwy 25

30 DEC 22 (11-08)

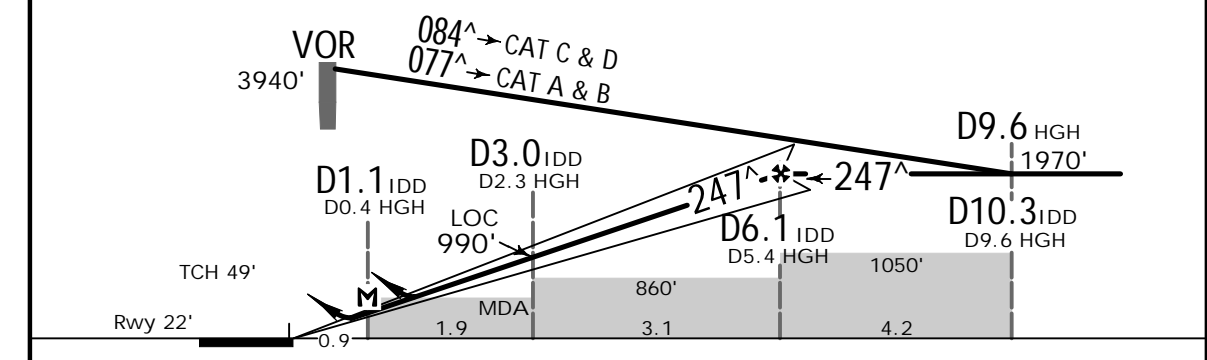
BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower South	*Ground	
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3	121.65
	LOC IDD 108.5	Final Apch Crs 247 [^]	D6.1 IDD 1970' (1948')	ILS DA(H) 222' (200')	Apt Elev 22' Rwy 22'				
Alt Set: hPa				Rwy Elev: 1 hPa	Trans level: FL118	Trans alt: 9850' 1	MSA HGH VOR		
Initial approach MAX 205 KT.									



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m
1150'	-	350m
990'	-	300m

LOC (GS out)	IDD DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	660'	980'	1300'	1620'	1930'



Gnd speed-Kts	70	90	100	120	140	160		MIN 1150' ↑ D8.0 IDD
ILS GS or	3.00 [^]							
LOC Descent Angle	372	478	531	637	743	849		
MAP at D1.1 IDD/D0.4 HGH								

PANS OPS	Standard. ILS STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
	ILS				LOC (GS out)			
	DA(H) 222' (200')				CDFA, MDA(H) 460' (438')			
	FULL		ALS out		ALS out		Not authorized North of runway	
	A	RVR 550m 1	1200m		1700m		Max Kts	MDA(H) VIS
B					100	1420' (1398')	3200m	
C					135	1420' (1398')	3600m	
D					180	1510' (1488')	4800m	
					205	1510' (1488')	5000m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: APP frequencies. | JEPPESEN 2021, 2022. ALL RIGHTS RESERVED.

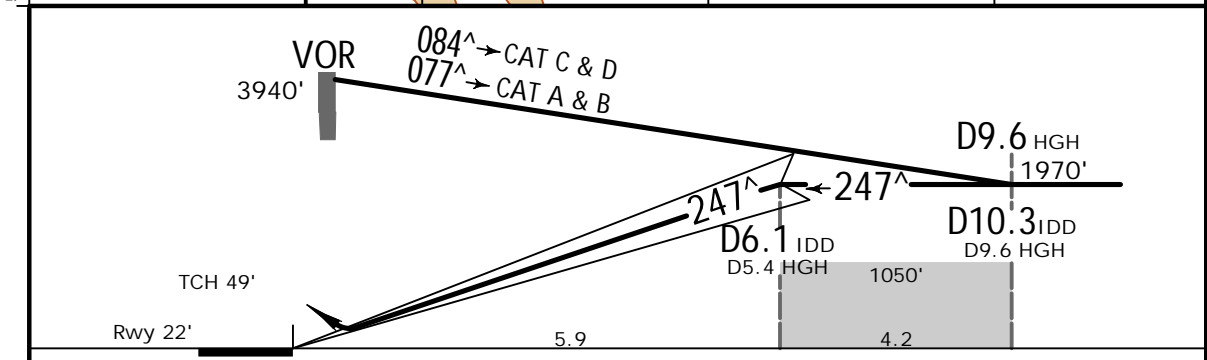
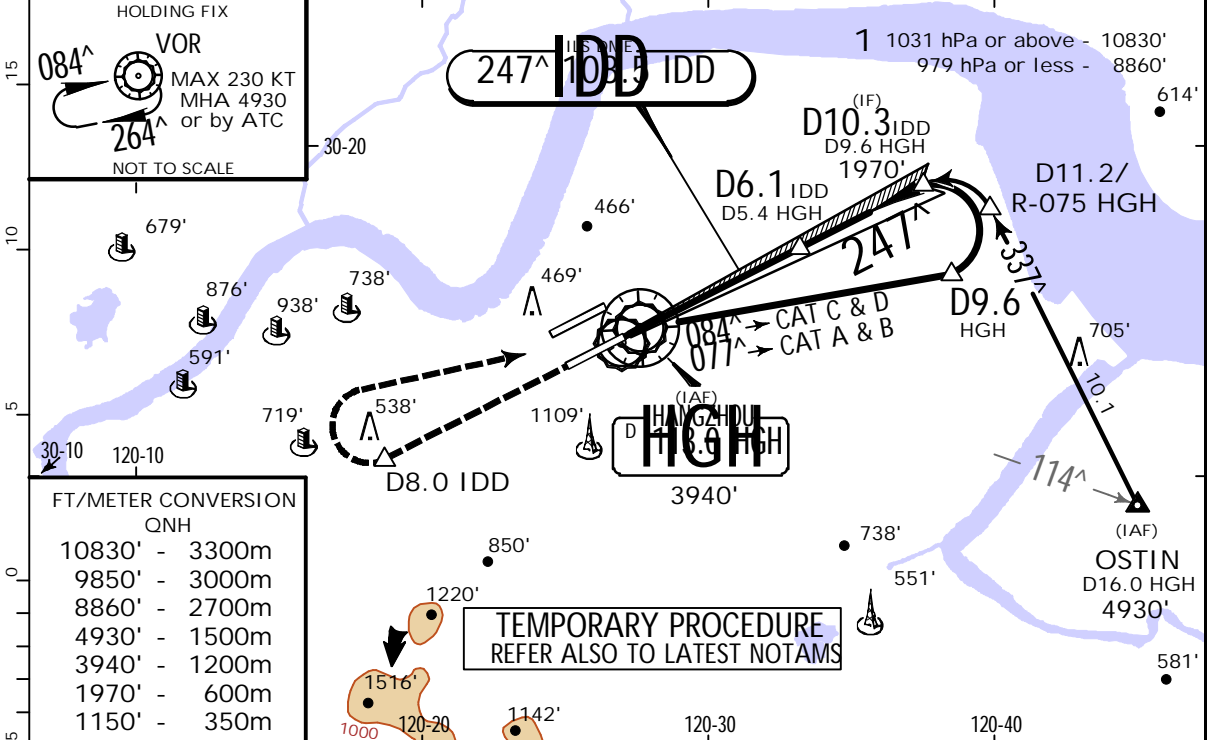
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JEPPESSEN HANGZHOU, PR OF CHINA
SA CAT I & SA CAT II
ILS DME Y Rwy 25

XIAOSHAN

30 DEC 22 (11-08A)

BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower	*Ground
	127.25	120.05	125.55X	APP03	*APP04	*APP05	APP07	South
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	121.65
LOC IDD	Final Apch Crs		D6.1 IDD		SA CAT I & SA CAT II ILS		Apt Elev 22'	
108.5	247^		1970' (1948')		Refer to Minimums		Rwy 22'	
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IDD at 1150' or above, turn RIGHT (MAX 205 KT) to VOR at 3940' or above, join holding, or as directed.								<p>MSA HGH VOR</p>
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1		
1. Special Aircrew & Acft Certification required. 2. Initial approach MAX 205 KT.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1150' D8.0 IDD
GS	3.00^	372	478	531	637	849	

PANS OPS	Standard.	SA CAT II ILS 1	STRAIGHT-IN LANDING RWY 25	SA CAT I ILS 1
		RA 105' DA(H) 122'(100')		RA 155' DA(H) 172'(150')
		RVR 350m		RVR 450m
1 HUD required.				

ZSHC/HGH

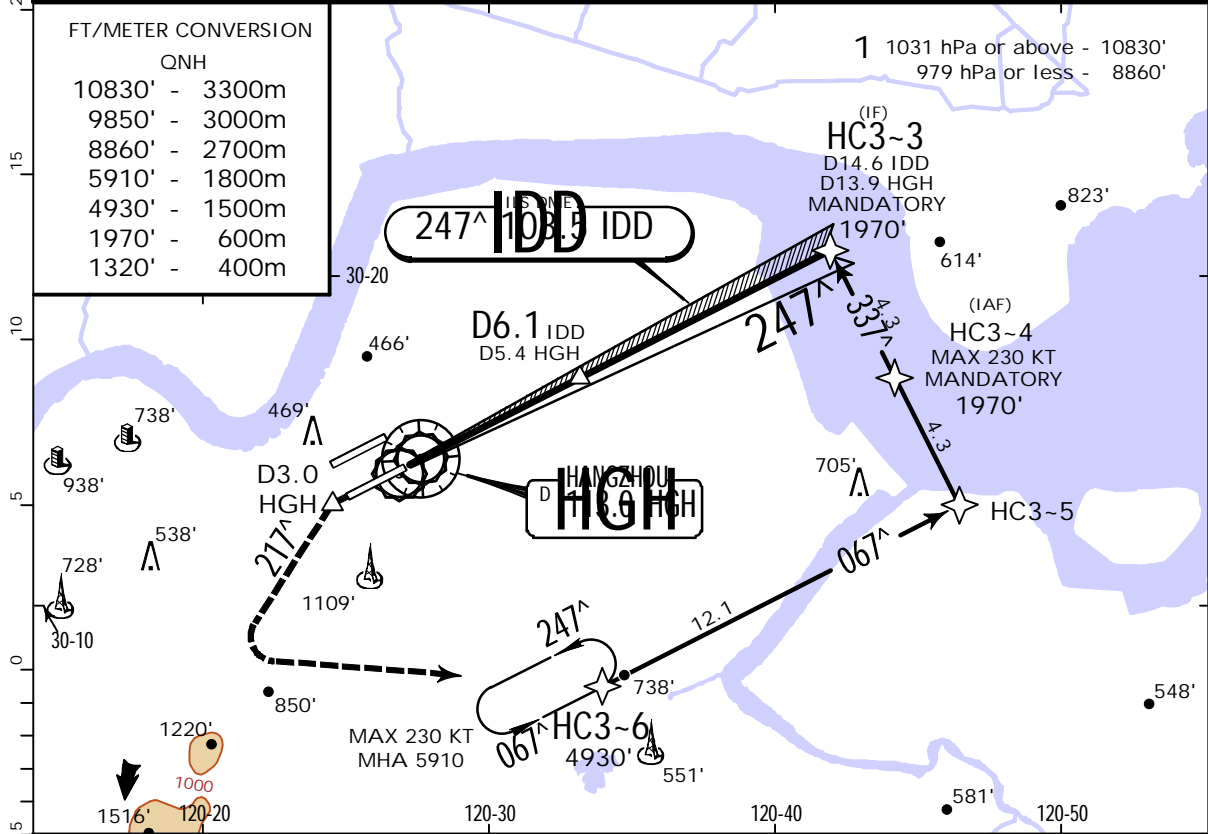
JEPESEN HANGZHOU, PR OF CHINA

SA CAT I & SA CAT II
RNAV ILS DME Z Rwy 25

XIAOSHAN

30 DEC 22 **11-8A**

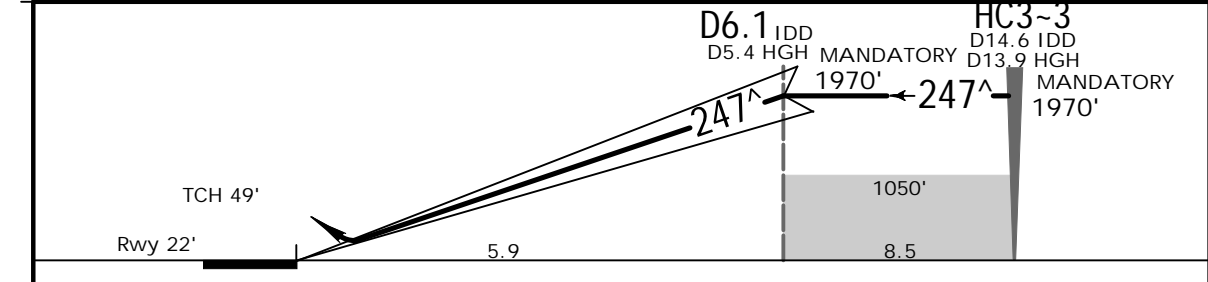
D-ATIS 127.25	*APP01 120.05	APP02 125.55X	HANGZHOU Approach (R) APP03 126.05	*APP04 120.4	*APP05 119.425	APP07 127.7X	*HANGZHOU Tower South 118.3	*Ground 121.65
LOC IDD 108.5	Final Apch Crs 247^	D6.1 IDD MANDATORY 1970' (1948')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 22' Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to fly over D3.0 HGH, then climb on 217^ to 1320', turn LEFT (MAX 210 KT) to HC3-6 at 4930' or above, join holding, or as directed.							MSA HGH VOR	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1		
Special Aircrew & Acft Certification Required.								



FT/METER CONVERSION

QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
1970'	-	600m
1320'	-	400m



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	D3.0 HGH
GS	3.00^	372	478	531	637	849		

PANS OPS	Standard.	STRAIGHT-IN LANDING RWY 25	
	SA CAT II ILS 1	SA CAT I ILS 1	
	RA 105' DA(H) 122' (100')	RA 155' DA(H) 172' (150')	
	RVR 350m	RVR 450m	
1 HUD required.			

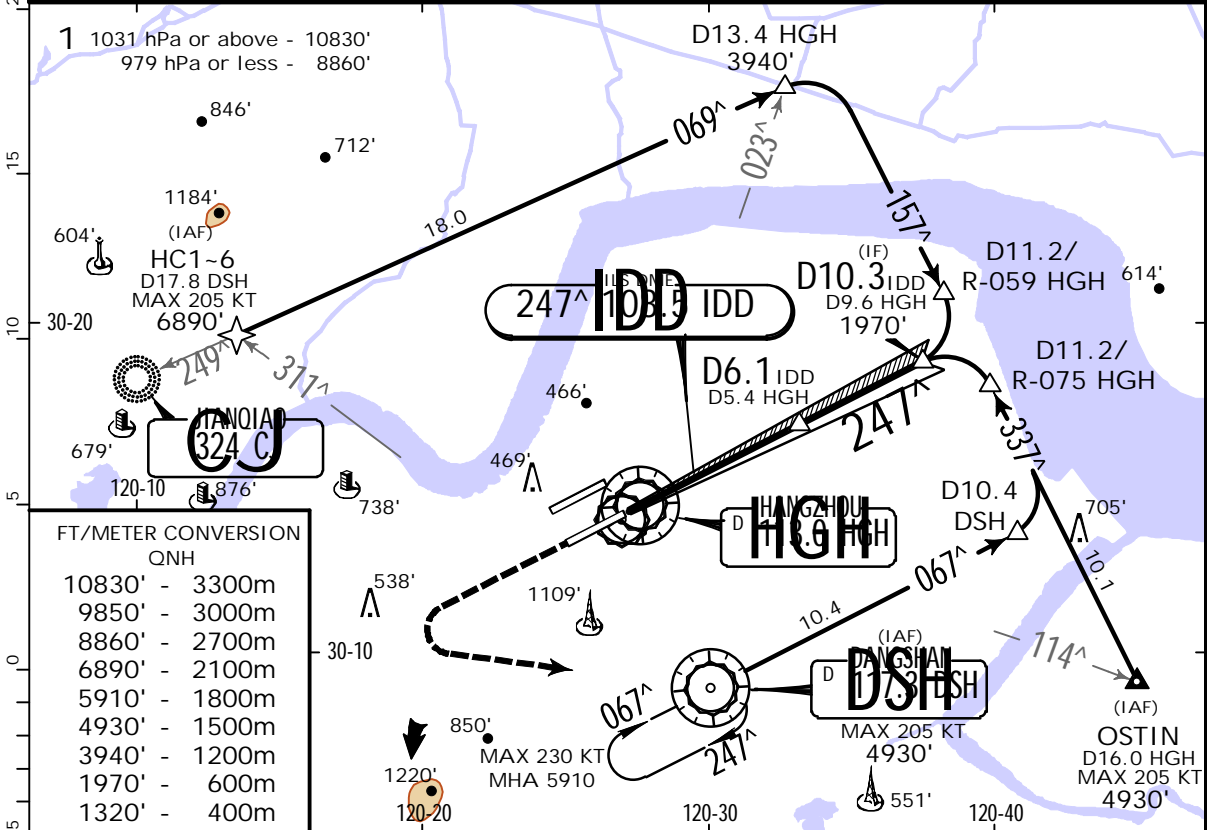
ZSHC/HGH

JEPPesen HANGZHOU, PR OF CHINA
SA CAT I & SA CAT II
ILS DME Y Rwy 25

XIAOSHAN

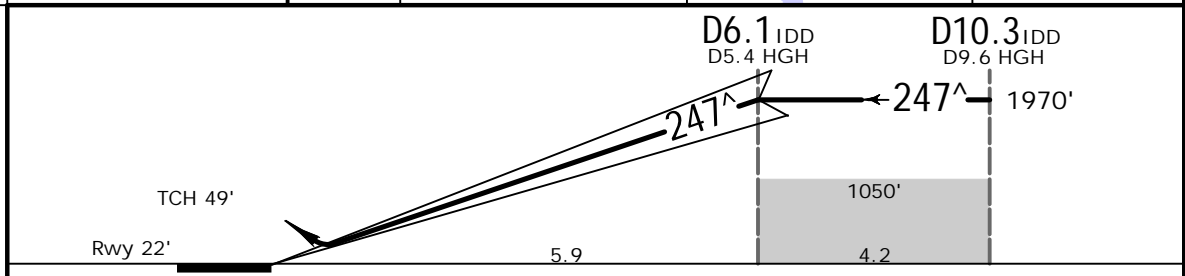
30 DEC 22 (11-8B)

BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower South	*Ground	
	127.25	120.05	125.55X	APP03	*APP04	*APP05	APP07	118.3	121.65
	LOC IDD 108.5	Final Apch Crs 247^	D6.1 IDD 1970' (1948')	SA CAT I & SA CAT II ILS Refer to Minimums			Apt Elev 22' Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn LEFT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.								MSA HGH VOR	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1			
Special Aircrew & Acft Certification Required.									



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m
1320'	-	400m



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	1320'
GS	3.00^	372	478	531	637	849		

PANS OPS	Standard.	STRAIGHT-IN LANDING RWY 25	
	SA CAT II ILS 1	SA CAT I ILS 1	
	RA 105' DA(H) 122' (100')	RA 155' DA(H) 172' (150')	
	RVR 350m	RVR 450m	
1 HUD required.			

ZSHC/HGH XIAOSHAN

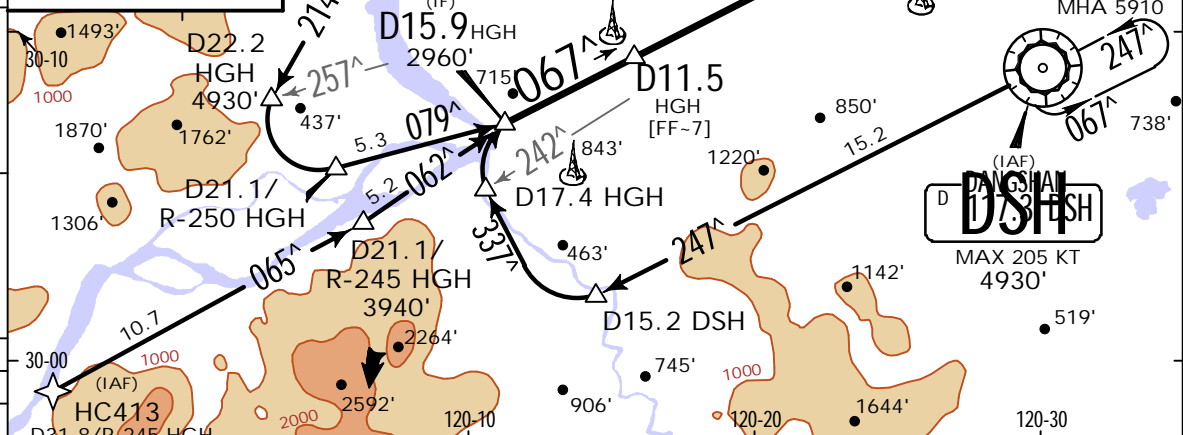
JEPPESSEN HANGZHOU, PR OF CHINA VOR DME Rwy 07

30 DEC 22 (13-1)

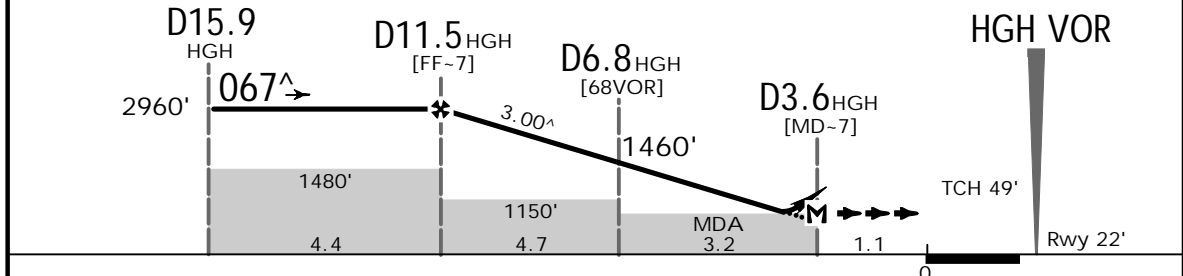
D-ATIS	*APP01	APP02	HANGZHOU Approach (R)				*HANGZHOU Tower South	*Ground
127.25	120.05	125.55X	APP03 126.05	*APP04 120.4	*APP05 119.425	APP07 127.7X	118.3	121.65
VOR HGHI 113.0	Final Apch Crs 067 [^]		D11.5 HGHI 2960' (2938')	MDA(H) 500' (478')		Apt Elev 22' Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1		MSA HGHI VOR

FT/METER CONVERSION
QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m
5910' - 1800m
4930' - 1500m
3940' - 1200m
2960' - 900m
1460' - 445m
1320' - 400m



HGH DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2790'	2470'	2150'	1830'	1510'	1200'	880'	560'



Gnd speed-Kts	70	90	100	120	140	160		1320'	
Descent Angle 3.00 [^]	372	478	531	637	743	849			
MAP at D3.6 HGHI									

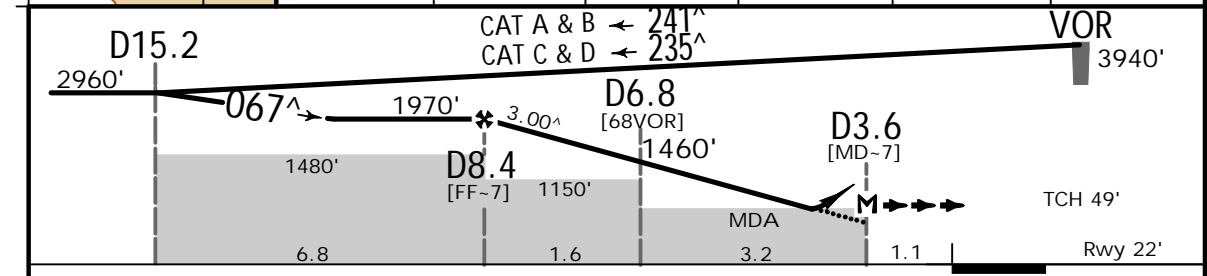
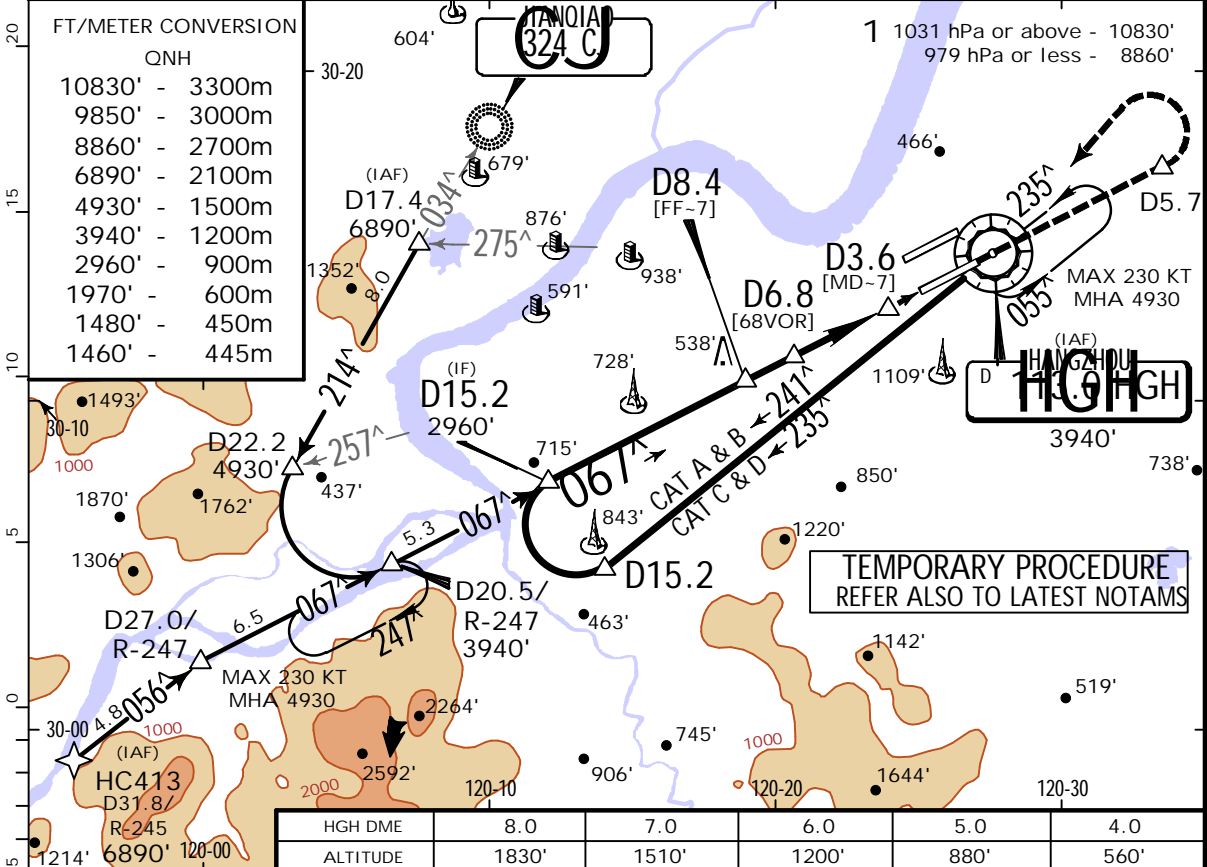
.Standard.				STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND				
CDFA MDA(H) 500' (478')								Not authorized North of runway				
ALS out								Max Kts				
A	2100m				100				1420' (1398')		3200m	
B					135				1420' (1398')		3600m	
C	2100m				180		2200m		1510' (1488')		4800m	
D	2300m				205				1510' (1488')		5000m	

ZSHC/HGH
XIAOSHAN

JEPPESEN HANGZHOU, PR OF CHINA
VOR DME Rwy 07

30 DEC 22 (13-01)

BRIEFING STRIP	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower South	*Ground	
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3	121.65
	VOR HGH 113.0	Final Apch Crs 067 [^]	D8.4 1970' (1948')	MDA(H) 500' (478')	Apt Elev 22' Rwy 22'				
MISSED APCH: Climb STRAIGHT AHEAD to D5.7 at 1480' or above, turn LEFT (MAX 205 KT) to VOR at 3940' or above, join holding, or as directed.									
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL118		Trans alt: 9850' 1			MSA HGH VOR	
Initial approach MAX 205 KT.									



Gnd speed-Kts	70	90	100	120	140	160		MIN 1480' D5.7
Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at D3.6								

PANS OPS	.Standard. STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND			
	CDFA MDA(H) 500' (478')				Not authorized North of runway			
	ALS out				Max Kts	MDA(H)	VIS	
	A	2100m			100	1420' (1398')	3200m	
	B	2100m			135	1420' (1398')	3600m	
C	2100m		2200m		180	1510' (1488')	4800m	
D	2300m			205	1510' (1488')	5000m		

CHANGES: APP frequencies.

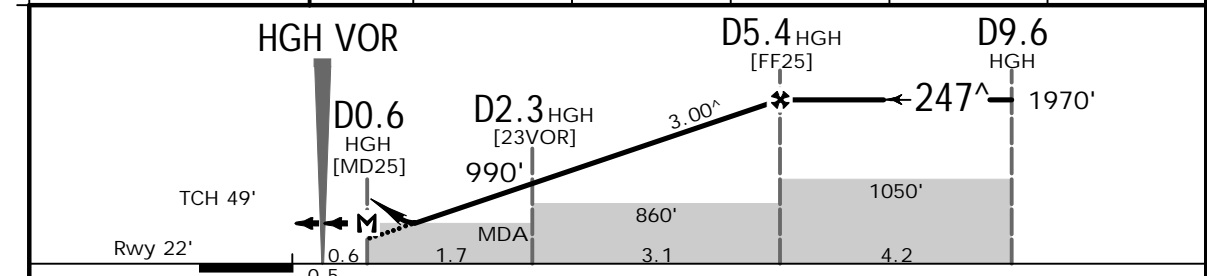
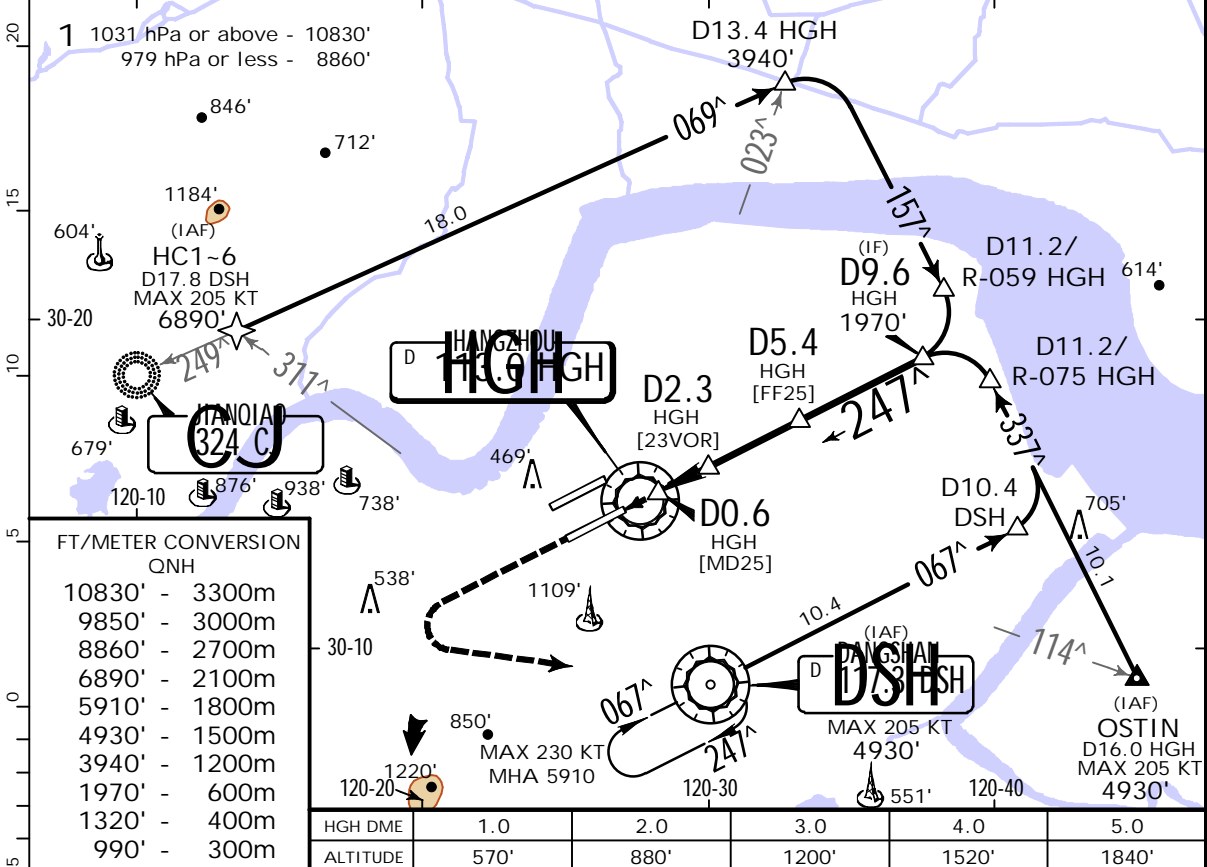
ZSHC/HGH
XIAOSHAN



HANGZHOU, PR OF CHINA
VOR DME Rwy 25

30 DEC 22 (13-2)

BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower South	*Ground
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3
	VOR HGH 113.0	Final Apch Crs 247^	D5.4 HGH 1970' (1948')	MDA(H) 500' (478')	Apt Elev 22' Rwy 22'			
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn LEFT (MAX 205 KT) to DSH VOR at 4930' or above, join holding, or as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL118	Trans alt: 9850' 1		MSA HGH VOR		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1320'
Descent Angle 3.00^	372	478	531	637	743	849	
MAP at D0.6 HGH							

PANS OPS	.Standard. STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
	CDFA MDA(H) 500' (478')				Not authorized North of runway	
	ALS out				Max Kts	MDA(H) VIS
	A	2100m			100	1420' (1398') 3200m
	B	2100m			135	1420' (1398') 3600m
C	2100m	2200m		180	1510' (1488') 4800m	
D	2300m			205	1510' (1488') 5000m	

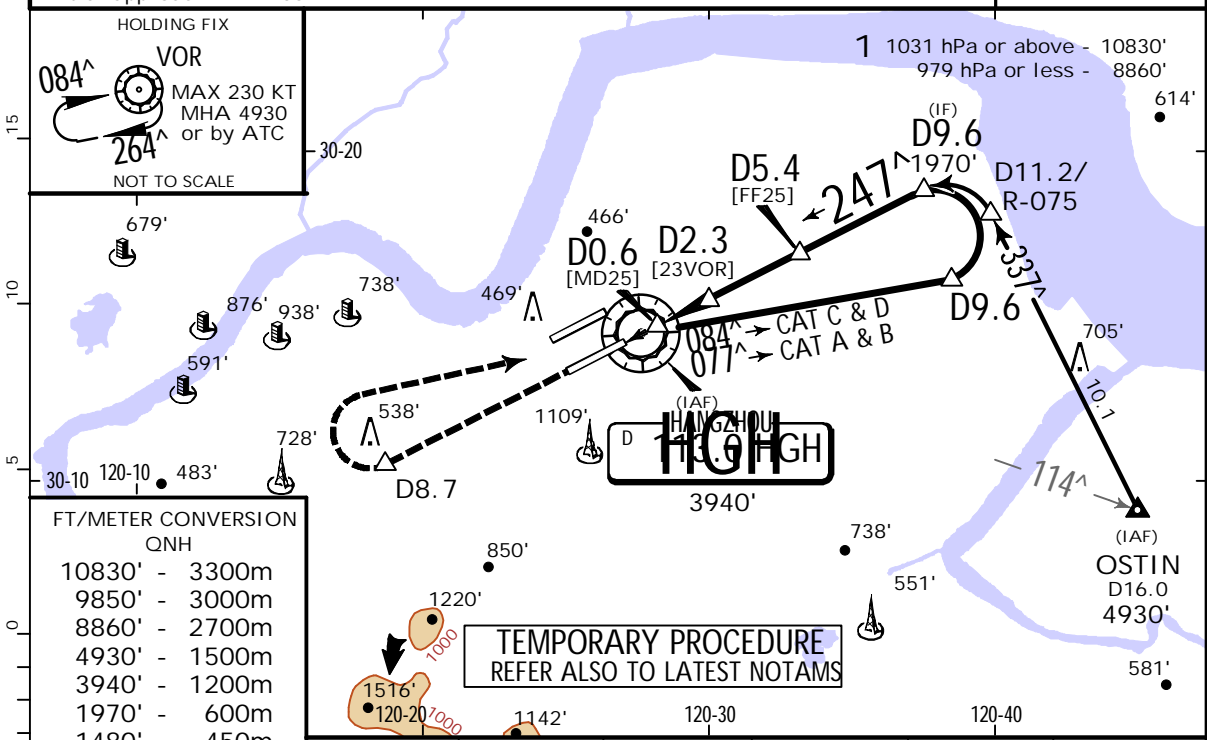
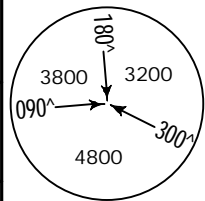
CHANGES: APP frequencies.

ZSHC/HGH
XIAOSHAN

JEPPESEN
30 DEC 22 (13-02)

HANGZHOU, PR OF CHINA
VOR DME Rwy 25

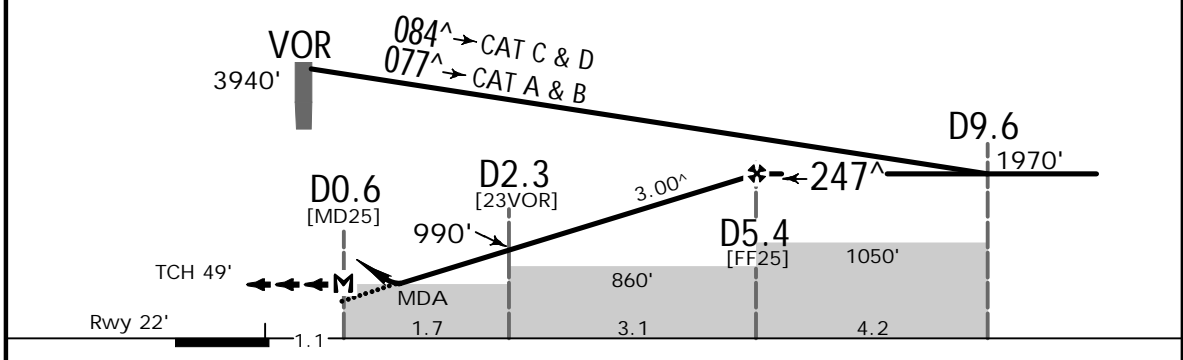
BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower South	*Ground	
	127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3	121.65
	VOR HGH 113.0	Final Apch Crs 247 [^]		D5.4 1970' (1948')	MDA(H) 500' (478')		Apt Elev 22' Rwy 22'		
	MISSED APCH: Climb STRAIGHT AHEAD to D8.7 to 1480' or above, turn RIGHT (MAX 205 KT) to VOR to 3940' or above, join holding, or as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' 1			
Initial approach MAX 205 KT.								MSA HGH VOR	



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m
1480'	-	450m
990'	-	300m

HGH DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	570'	880'	1200'	1520'	1840'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 1480'	D8.7
Descent Angle	3.00 [^]	372	478	531	637	849			
MAP at D0.6									

PANS OPS	.Standard.				STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND				
	CDFA								Not authorized North of runway				
	MDA(H) 500' (478')								ALS out				
									Max Kts				
	A	2100m								100	1420' (1398')		3200m
B									135	1420' (1398')		3600m	
C	2100m				2200m				180	1510' (1488')		4800m	
D	2300m								205	1510' (1488')		5000m	

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HANGZHOU, (XIAOSHAN - ZSHC)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZSHC

Type: Terminal

Effectivity: Temporary

Begin Date: 20210324

End Date: Until Further Notice

(10-2H1/2H2, 10-2K1/2K2, 10-2M1/2M2, 10-3J1/BLK, 10-3L1/10-3L2, 10-3N1/3N2) During validity of SUP012/22 refer to TEMP SID/STARs and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20221005

End Date: Until Further Notice

Construction works on ramps and taxiways (based on SUP 008/22). Refer to temporary chart 10-8 and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20221102

End Date: Until Further Notice

For temporary procedures (based on SUP 009-22, eff 2 NOV 1600Z) refer to temp charts: (11-04) ILS DME Y Rwy 07, (11-04A) SA CAT I ILS DME Y Rwy 07, (11-08) ILS DME Y Rwy 25, (11-08A) SA CAT I & SA CAT II ILS DME Y Rwy 25, (13-01) VOR DME Y Rwy 07, (13-02) VOR DME Y Rwy 25 and latest NOTAMs. The following procedures are out of service during validity of SUP: (11-2) ILS DME Y Rwy 06, (11-2A) CAT II ILS DME Y Rwy 06, (11-2C) SA CAT I & SA CAT II ILS DME Y Rwy 06, (11-6) ILS DME Y Rwy 24 and (11-6B) SA CAT I & SA CAT II ILS DME Y Rwy 24.

Chart Change Notices for Country CHN

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: 20210716

End Date: Until Further Notice

ZSPD: For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.