
TELEGRAPHIC ADDRESS
AFTN: ZBBBYOYX
COMM: CIVIL AIR BEIJING
FAX: 8610 67347230

PEOPLE'S REPUBLIC OF CHINA
CIVIL AVIATION ADMINISTRATION OF CHINA
AERONAUTICAL INFORMATION SERVICE
P. O. BOX 2272, BEIJING

AIP CHINA
Supplement
Nr.15/18
May. 15, 2018

杭州/萧山

HANGZHOU/Xiaoshan

杭州/萧山机场杭州导航台（VOR）原址更新期间飞行程序做出相应调整，并增加运行标准。特出版本补充资料，请各公司和机组注意。杭州/萧山机场相关资料共 26 页附后：

Flight procedures adjusted and operation minimum added in HANGZHOU/Xiaoshan airport while VOR 'HGH' updating. 26 pages of relevant charts are attached herewith:

校核单：

ZSHC AD 2.24-7A/7B
ZSHC AD 2.24-7C/7D
ZSHC AD 2.24-7E/7F
ZSHC AD 2.24-7G/7H
ZSHC AD 2.24-9A/9B
ZSHC AD 2.24-9C/9D
ZSHC AD 2.24-9E/9F
ZSHC AD 2.24-10A/10B
ZSHC AD 2.24-10C/10D
ZSHC AD 2.24-20A/20B
ZSHC AD 2.24-20C/20D
ZSHC AD 2.24-20E/20F
ZSHC AD 2.24-20G/20H

Checklist:

ZSHC AD 2.24-7A/7B
ZSHC AD 2.24-7C/7D
ZSHC AD 2.24-7E/7F
ZSHC AD 2.24-7G/7H
ZSHC AD 2.24-9A/9B
ZSHC AD 2.24-9C/9D
ZSHC AD 2.24-9E/9F
ZSHC AD 2.24-10A/10B
ZSHC AD 2.24-10C/10D
ZSHC AD 2.24-20A/20B
ZSHC AD 2.24-20C/20D
ZSHC AD 2.24-20E/20F
ZSHC AD 2.24-20G/20H

自本补充资料生效起，机场 VOR/DME 进近程序 ZSHC AD2.24-10E/10F（2017-8-15）停止使用。

VOR/DME approach procedures ZSHC AD2.24-10E/10F
（2017-8-15）NOT available with the effective of this SUP.

STANDARD DEPARTURE CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

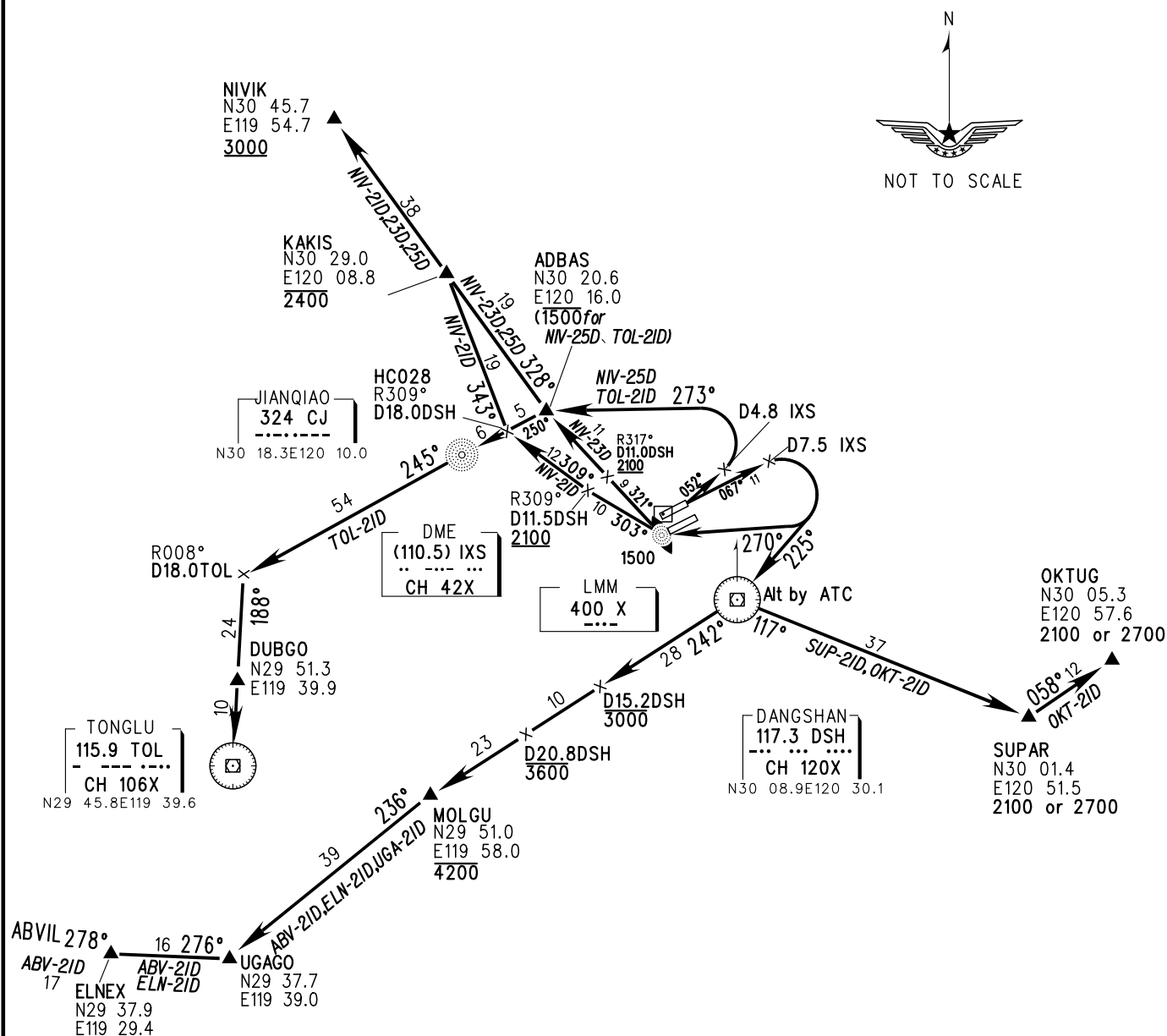
VAR4° W

RWY06

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

APP01	125.55(119.15)
APP02	126.05(119.15)
APP03	120.05(124.65)
APP04	119.425(125.275)
APP05	120.4(125.275)

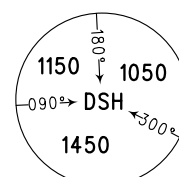
TL 3600
TA 3000
3300(QNH ≥ 1031 hPa)
2700(QNH ≤ 979 hPa)



Note:

1. Departure turn MAX IAS 380kmH.
2. NIV-21D,NIV-23D: Aircraft shall climb to Fix R309°/D11.5DSH and R317°/D11.0DSH at 2100 or above with average climb gradient 5%, if less than the gradient, aircraft shall climb south of RWY with ATC permission.
- 3.NIV-23D,25D,TOL-21D departure 'by ATC'.

Changes: Nil.



MSA 46km

STANDARD DEPARTURE CHART-INSTRUMENT

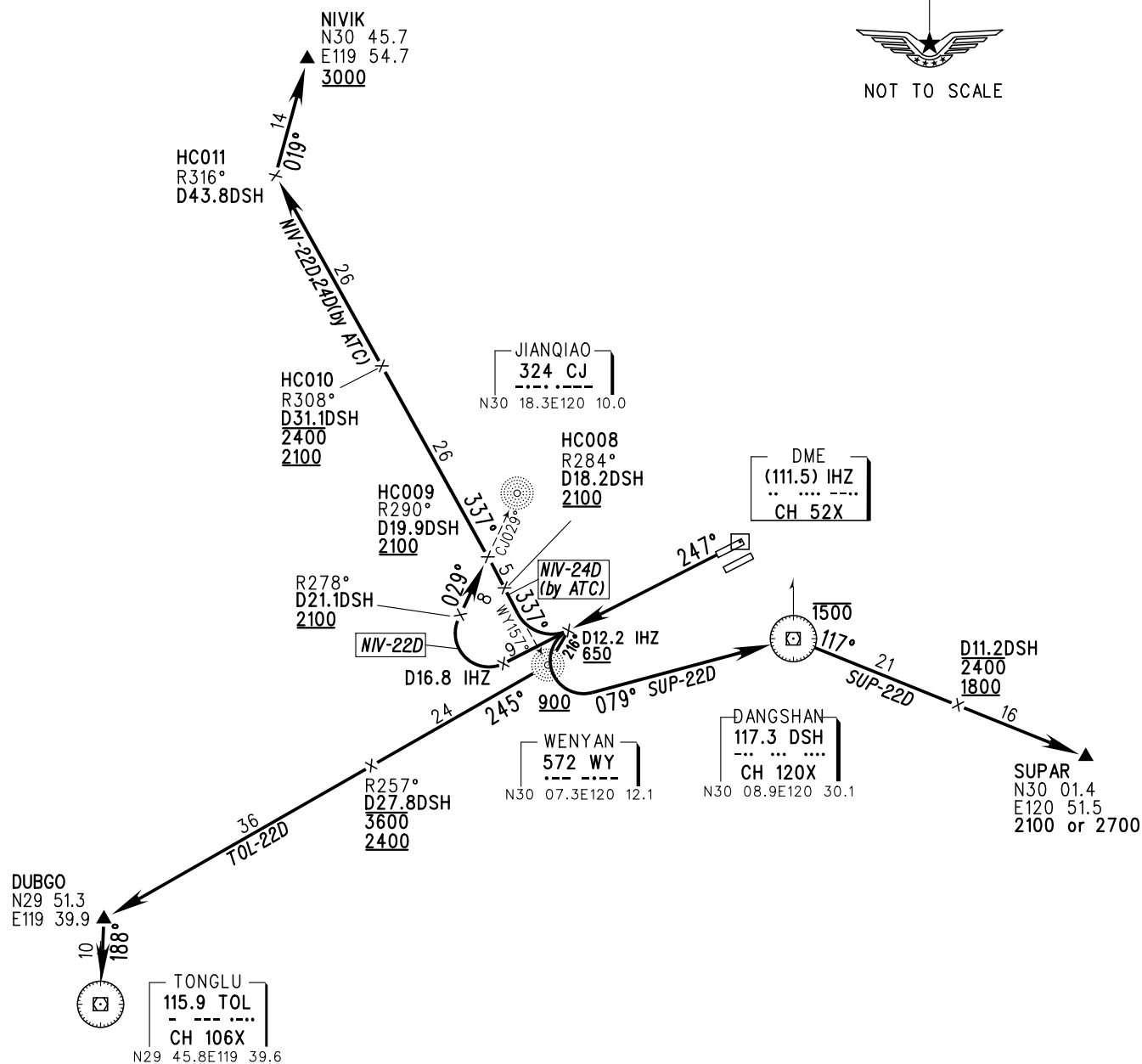
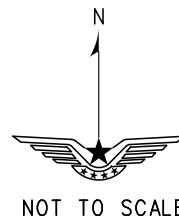
D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan
VAR 4° W
RWY 24

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

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

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



Note:

1. Departure turn MAX IAS 380kmH.
2. NIV-22D: Aircraft shall climb to Fix R278°/D21.1DSH at 2100 or above with average climb gradient 5.8%, if less than the gradient, aircraft shall climb south of RWY with ATC permission.
3. NIV-24D: Aircraft shall climb to HC008 at 2100 or above with average climb gradient 6.8%, if less than the gradient, aircraft shall climb south of RWY with ATC permission.

Changes: Nil.

STANDARD DEPARTURE CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

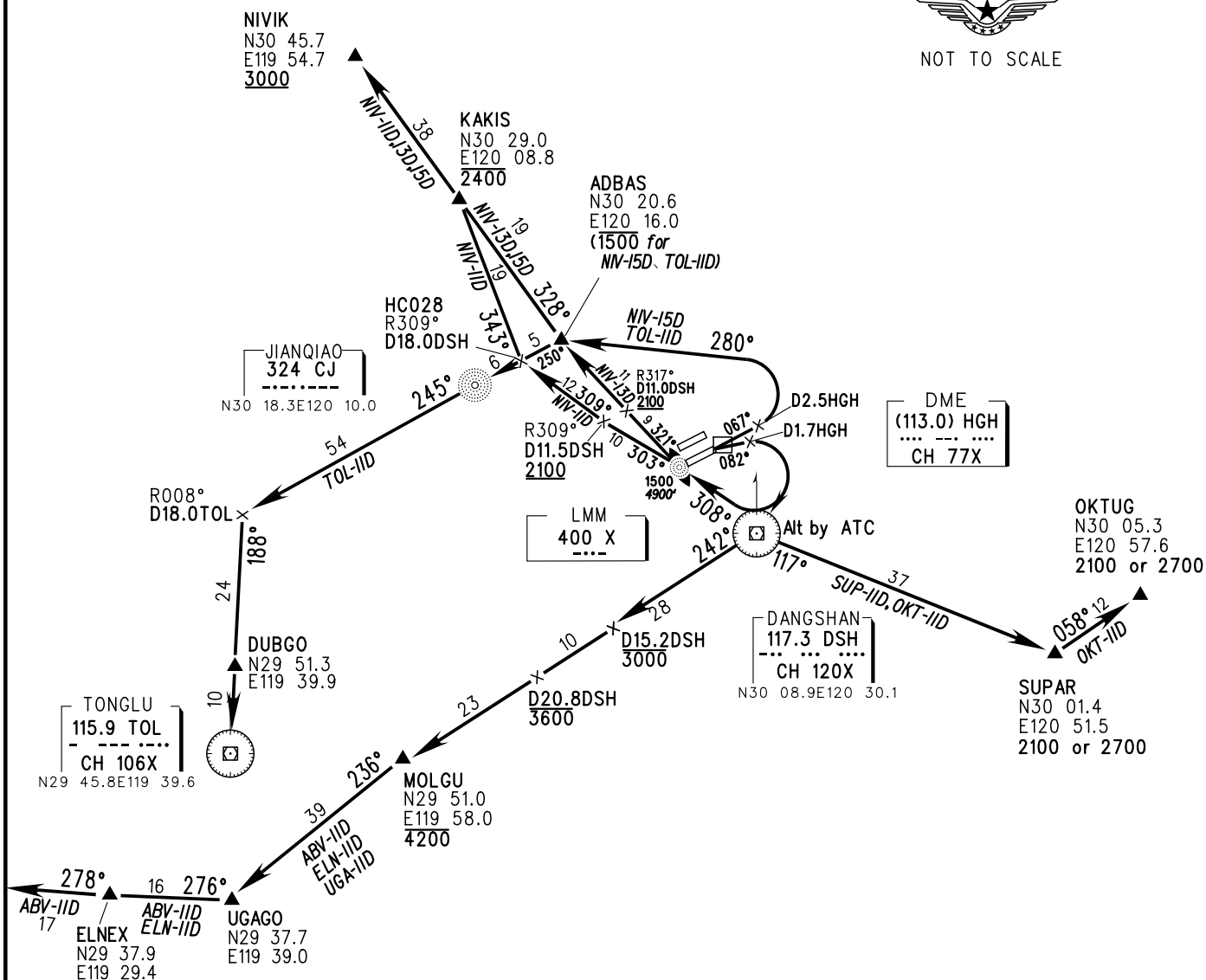
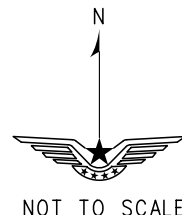
VAR4°W

RWY07

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

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

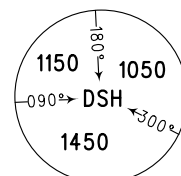
TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



Note:

- Departure turn MAX IAS 380kmH.
- NIV-11D, NIV-13D: Aircraft shall climb to Fix R309°/D11.5DSH and R317°/D11.0DSH at 2100 or above with average climb gradient 6.2%, if less than the gradient, aircraft shall climb south of RWY with ATC permission.
- NIV-13D, 15D, TOL-11D departure 'by ATC'.

Changes: Nil.



MSA 46km

STANDARD DEPARTURE CHART-INSTRUMENT

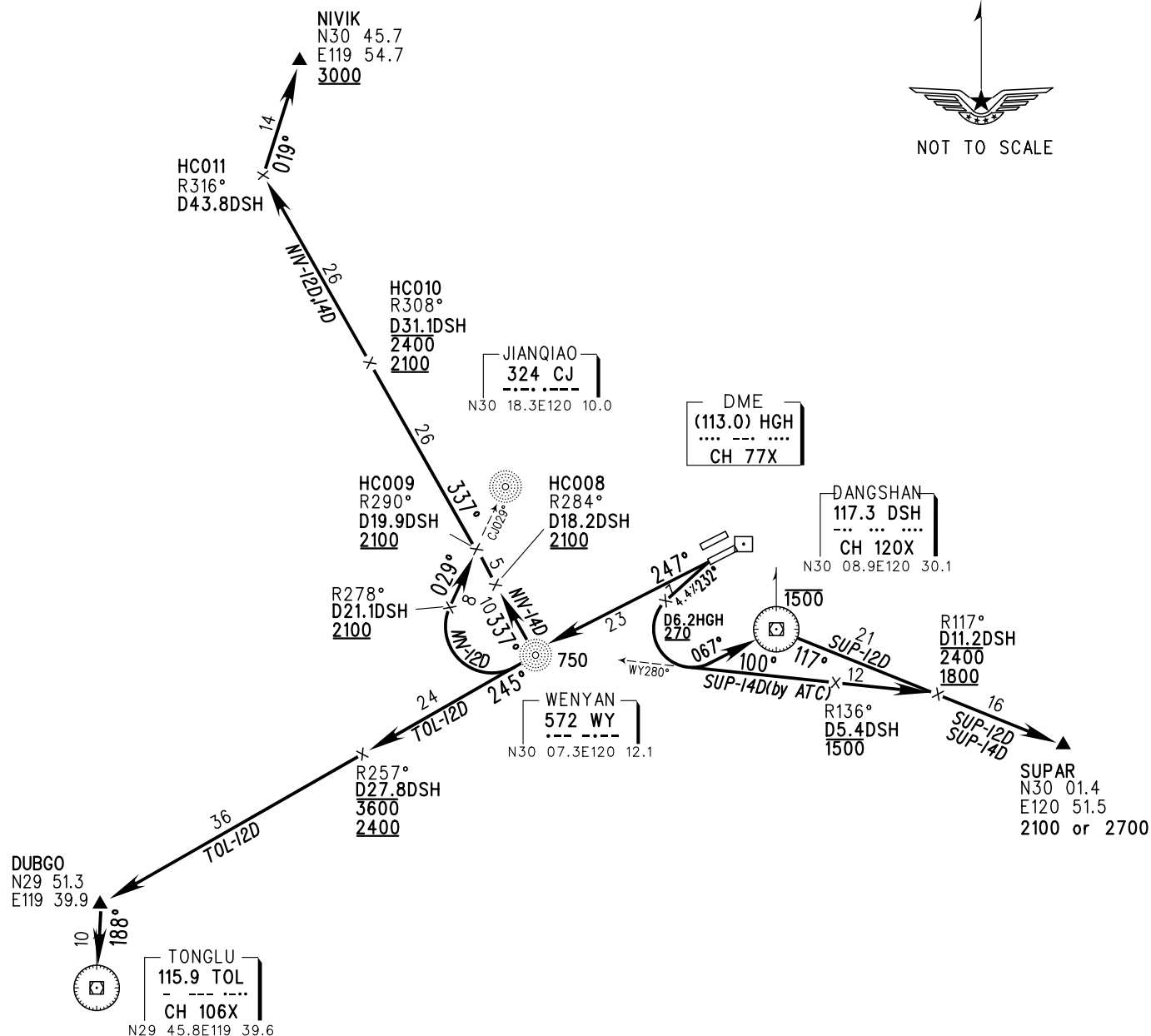
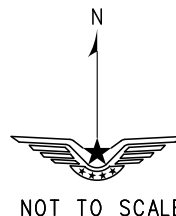
D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan
VAR4°W
RWY25

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

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

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



Note:

- Departure turn MAX IAS 380kmH.
- NIV-12D: Aircraft shall climb to Fix R278°/D21.1DSH at 2100 or above with average climb gradient 5.8%, if less than the gradient, aircraft shall climb south of RWY with ATC permission.
- NIV-14D: Aircraft shall climb to HC008 at 2100 or above with average climb gradient 6.8%, if less than the gradient, aircraft shall climb south of RWY with ATC permission.

Changes: Nil.



STANDARD DEPARTURE CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

VAR4° W

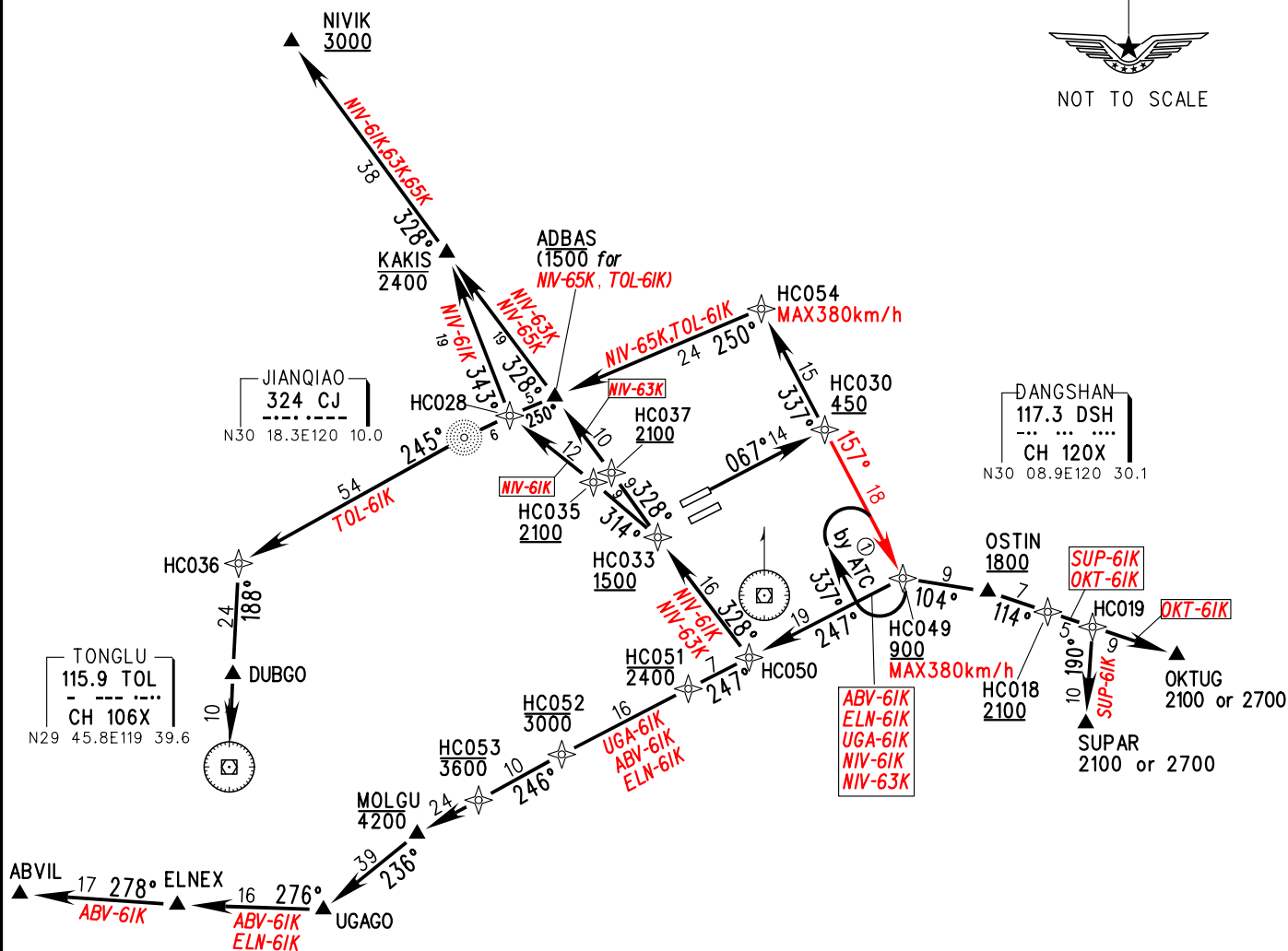
RNAV RWY06

1. RNAV1
2. GNSS REQUIRED
3. RADAR REQUIRED

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

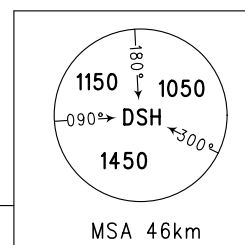
TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

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



Note:

1. Turning before DER is forbidden.
2. SUP-61K, OKT-61K: Aircraft shall climb to OSTIN at 1800 or above and HC018 at 2100 or above with average climb gradient not less than 5% from HC100 to HC018, if less than the gradient, aircraft should join the holding pattern at HC049 with ATC permission.
3. If RWY06/07 implement independent parallel departures:
Only TOL-61K, NIV-65K can be used for RWY06;
NIV-63K, NIV-65K, TOL-61K can be used for 'by ATC'.



Changes: Chart disassembled.

STANDARD DEPARTURE CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

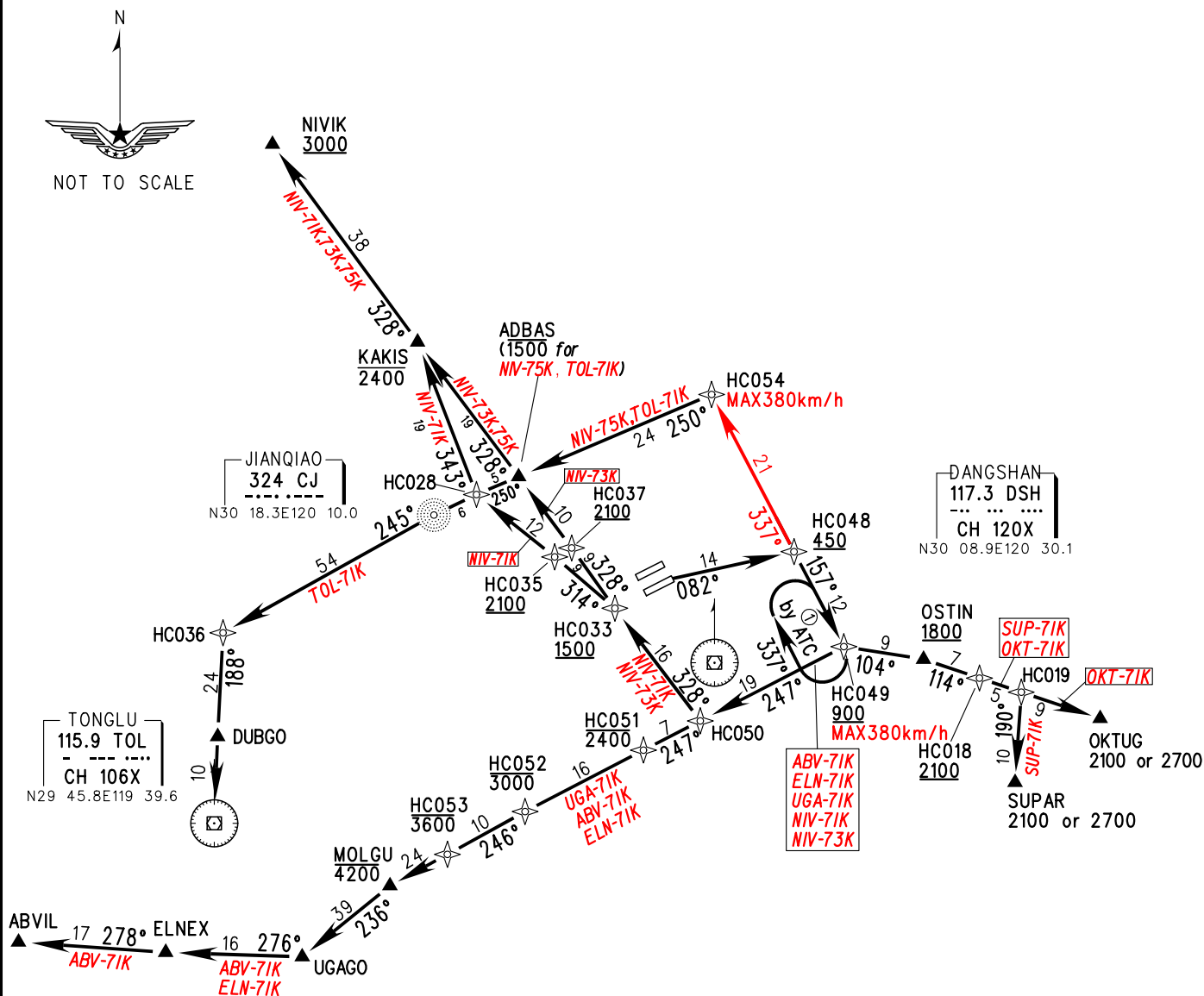
ZSHC HANGZHOU/Xiaoshan
VAR 4° W
RNAV RWY07

1. RNAV1
2. GNSS REQUIRED
3. RADAR REQUIRED

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

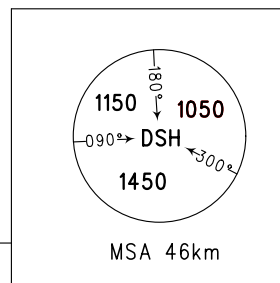
TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

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



Note:

1. Turning before DER is forbidden.
2. SUP-71K, OKT-71K: Aircraft shall climb to OSTIN at 1800 or above and HC018 at 2100 or above with average climb gradient not less than 5% from HC300 to HC018, if less than the gradient, aircraft should join the holding pattern at HC049 with ATC permission.
3. If RWY06/07 implement independent parallel departures:
Only ABV-71K, ELN-71K, UGA-71K, NIV-71K, NIV-73K,
SUP-71K, OKT-71K can be used for RWY07;
NIV-73K, NIV-75K TOL-71K can be used for 'by ATC'.



Changes: Chart disassembled.

STANDARD DEPARTURE CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan
VAR 4° W
RNAV RWY24

1. RNAV1
2. GNSS REQUIRED
3. RADAR REQUIRED

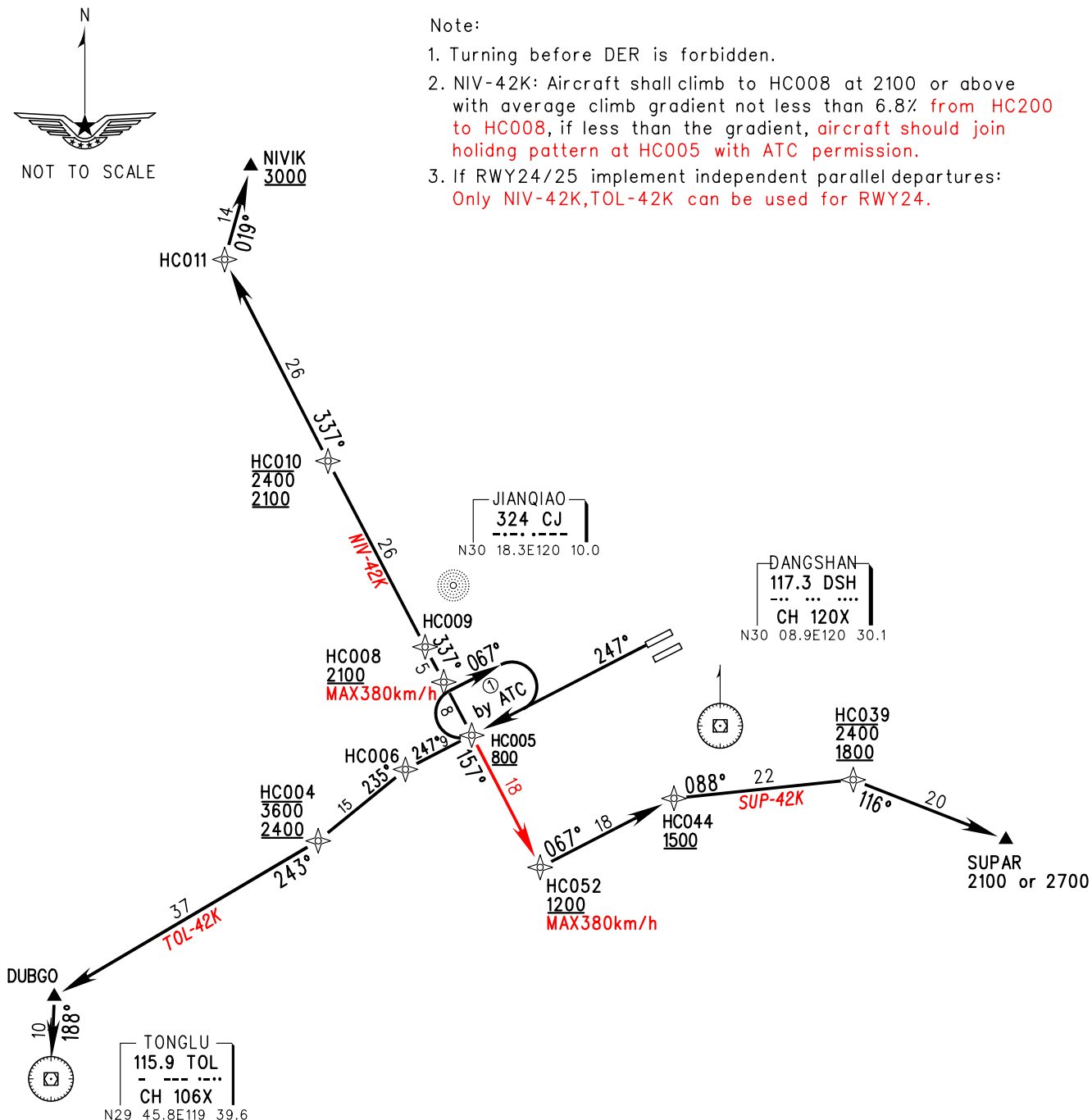
APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

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

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

Note:

1. Turning before DER is forbidden.
2. NIV-42K: Aircraft shall climb to HC008 at 2100 or above with average climb gradient not less than 6.8% from HC200 to HC008, if less than the gradient, aircraft should join holding pattern at HC005 with ATC permission.
3. If RWY24/25 implement independent parallel departures: Only NIV-42K, TOL-42K can be used for RWY24.



STANDARD DEPARTURE CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan
VAR 4° W
RNAV RWY25

1. RNAV1
2. GNSS REQUIRED
3. RADAR REQUIRED

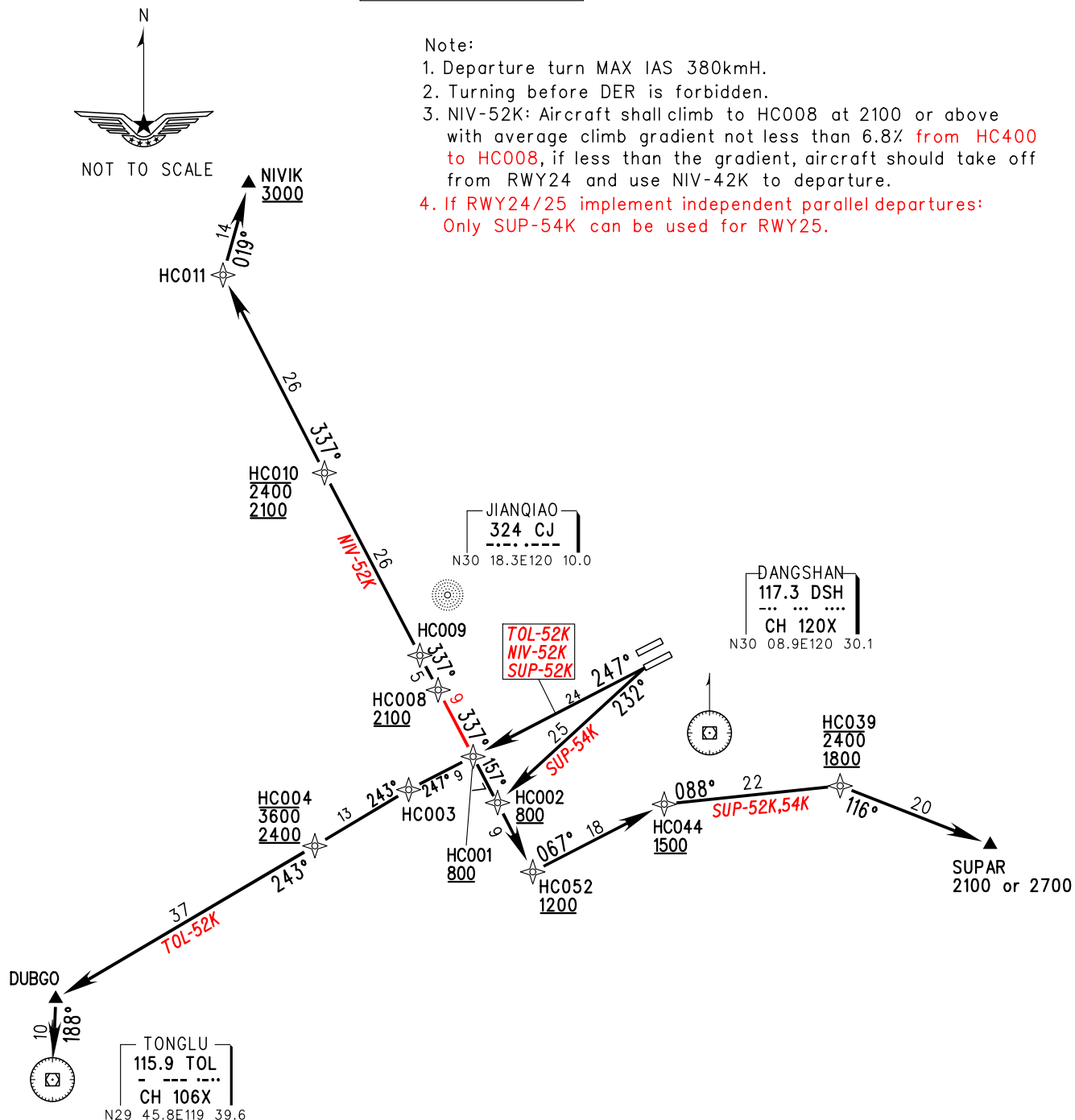
APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

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

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

Note:

1. Departure turn MAX IAS 380kmH.
2. Turning before DER is forbidden.
3. NIV-52K: Aircraft shall climb to HC008 at 2100 or above with average climb gradient not less than 6.8% from HC400 to HC008, if less than the gradient, aircraft should take off from RWY24 and use NIV-42K to departure.
4. If RWY24/25 implement independent parallel departures:
Only SUP-54K can be used for RWY25.



Changes: Chart disassembled.

STANDARD ARRIVAL CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

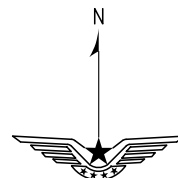
VAR4° W

RWY06/07

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

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

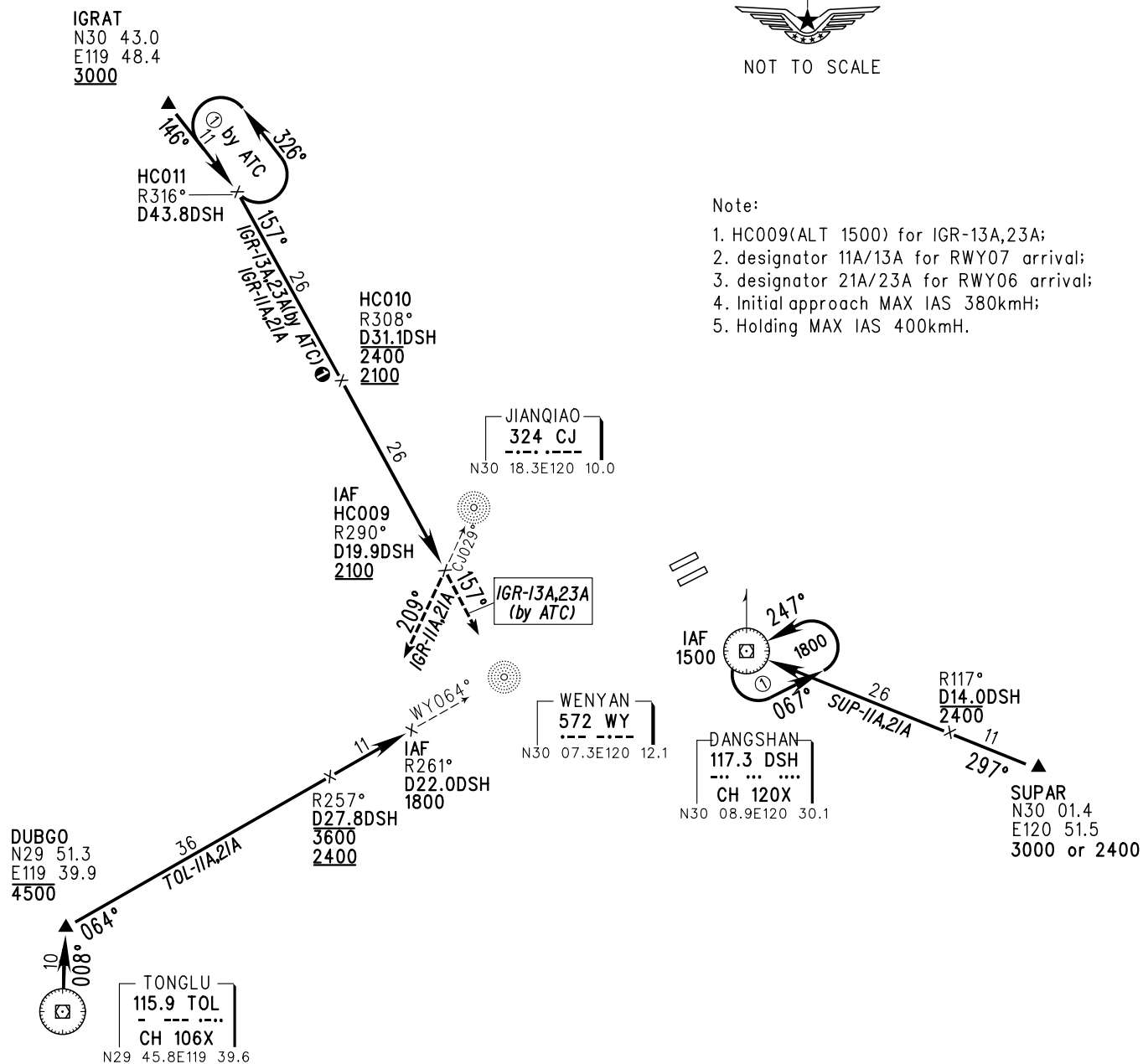
TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



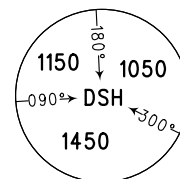
NOT TO SCALE

Note:

1. HC009(ALT 1500) for IGR-13A,23A;
2. designator 11A/13A for RWY07 arrival;
3. designator 21A/23A for RWY06 arrival;
4. Initial approach MAX IAS 380kmH;
5. Holding MAX IAS 400kmH.



Changes: Nil.



STANDARD ARRIVAL CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

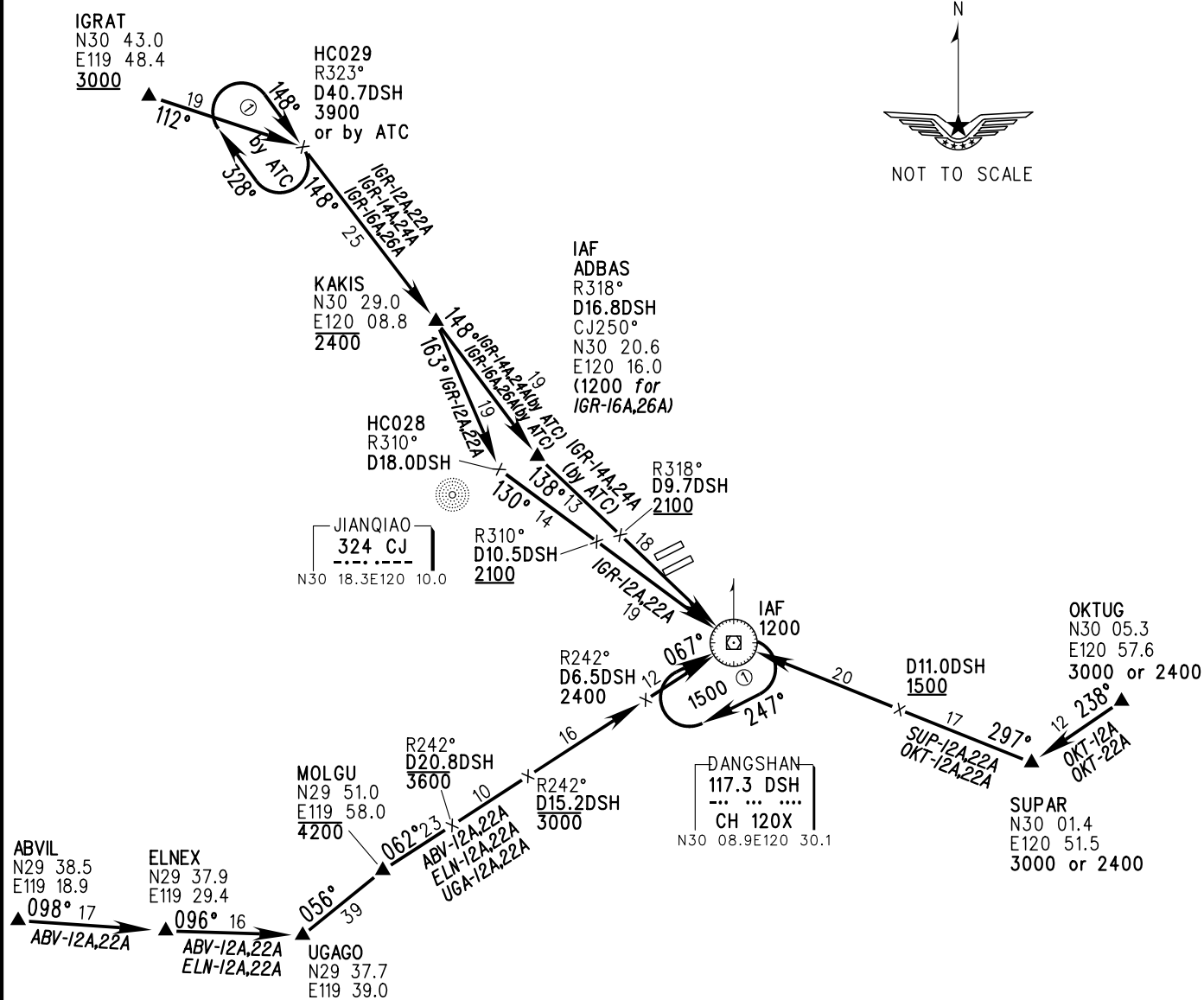
VAR4° W

RWY24/25

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

APP01	125.55(119.15)
APP02	126.05(119.15)
APP03	120.05(124.65)
APP04	119.425(125.275)
APP05	120.4(125.275)

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



Note:

1. Designator 12A/14A/16A for RWY25 arrival;
2. Designator 22A/24A/26A for RWY24 arrival;
3. Holding MAX IAS 400km/h;
4. Initial approach MAX IAS 380km/h.



MSA 46km

Changes: Nil.

STANDARD ARRIVAL
CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

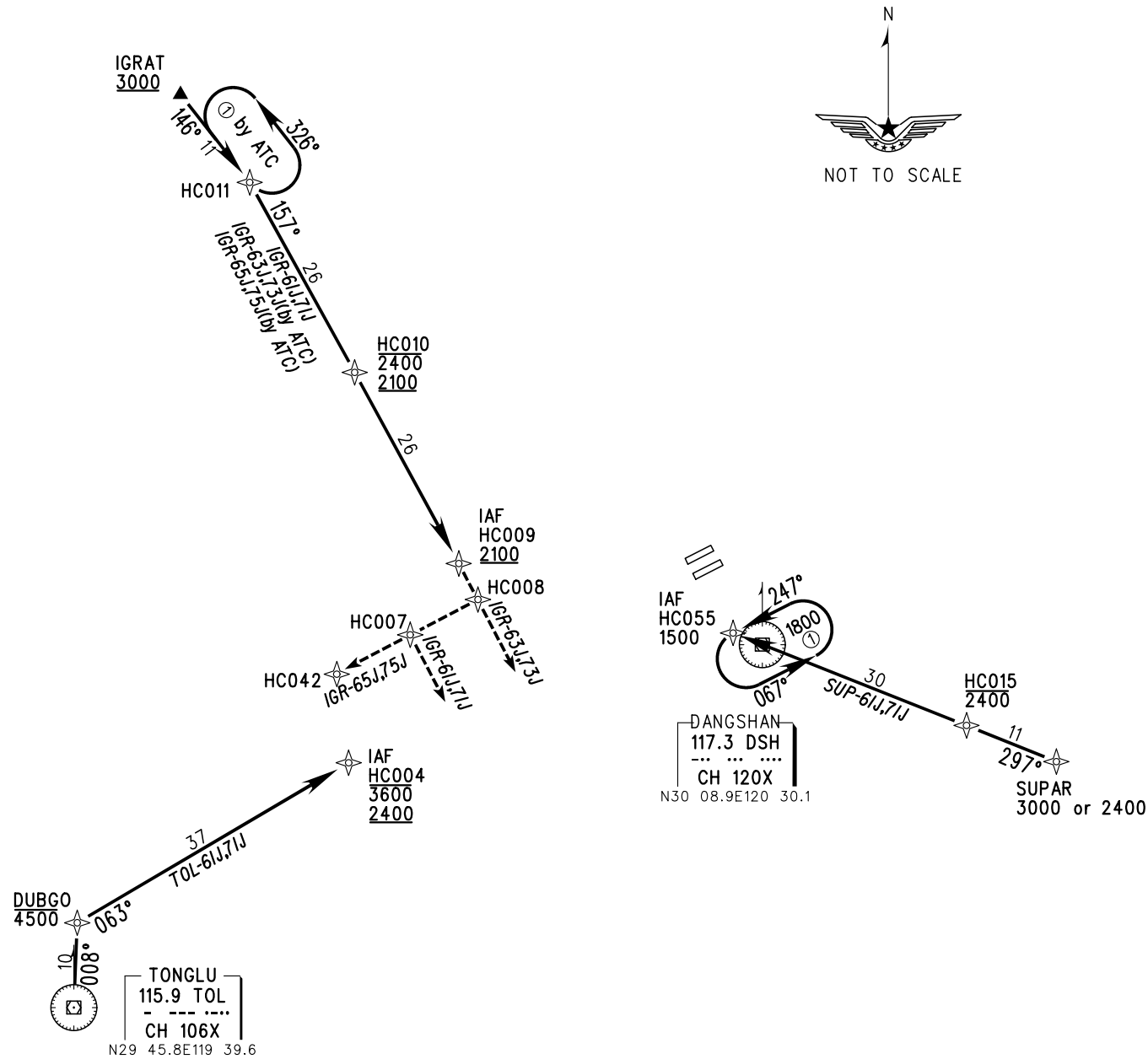
ZSHC HANGZHOU/Xiaoshan
VAR4° W
RNAV RWY06/07

- 1. RNAV1
- 2. GNSS REQUIRED
- 3. RADAR REQUIRED

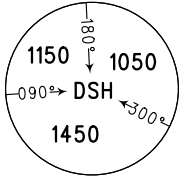
APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

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

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



- Note:
- 1. Designator 61J/63J/65J for RWY06 arrival;
 - 2. Designator 71J/73J/75J for RWY07 arrival;
 - 3. HC009(ALT 1500)for IGR-63J/73J.
 - 4. Holding MAX IAS 400kmH.
 - 5. Initial approach MAX IAS 380kmH.



Changes: Nil.

STANDARD ARRIVAL CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

VAR4° W

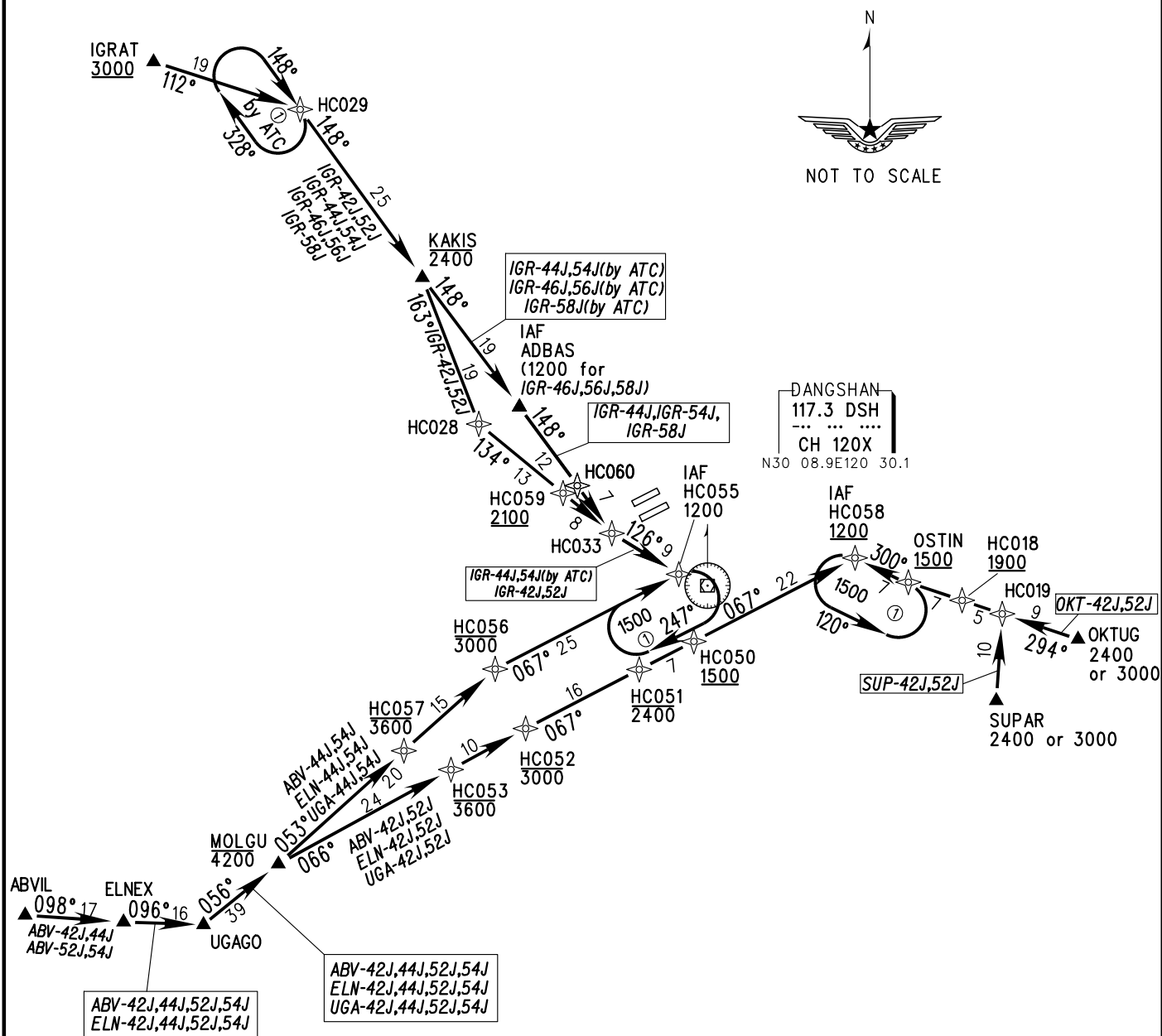
RNAV RWY24/25

1. RNAV1
2. GNSS REQUIRED
3. RADAR REQUIRED

APP01	125.55(119.15)
APP02	126.05(119.15)
APP03	120.05(124.65)
APP04	119.425(125.275)
APP05	120.4(125.275)

TL 3600
TA 3000
3300(QNH \geq 1031hPa)
2700(QNH \leq 979hPa)

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



Note:

1. 42J/44J/46J for RWY24 arrival;
2. 52J/54J/56J/58J for RWY25 arrival;
3. Holding MAX IAS 400kmH.
4. Initial approach MAX IAS for IGR-58J is 350kmH, others 380kmH;



MSA 46km

Changes: Nil.

STANDARD ARRIVAL CHART-INSTRUMENT

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

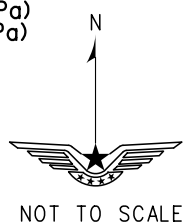
ZSHC HANGZHOU/Xiaoshan
VAR4° W RNAV RWY06/07(by ATC)

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

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

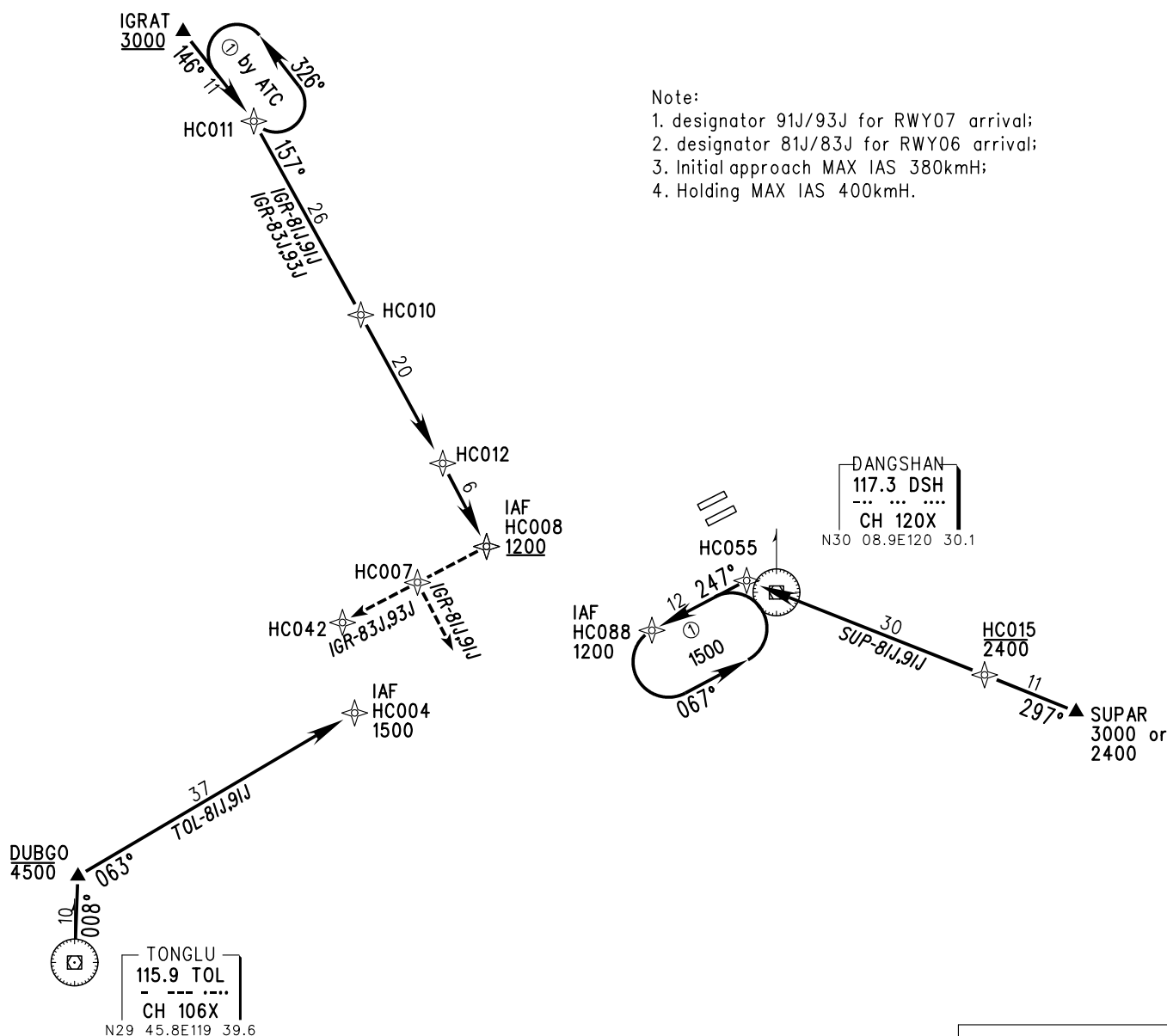
1. RNAV1
2. GNSS REQUIRED
3. RADAR REQUIRED

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

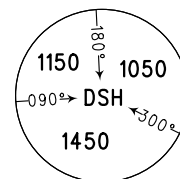


Note:

1. designator 91J/93J for RWY07 arrival;
2. designator 81J/83J for RWY06 arrival;
3. Initial approach MAX IAS 380kmH;
4. Holding MAX IAS 400kmH.



Changes: NIL.



MSA 46km

STANDARD ARRIVAL CHART-INSTRUMENT

VAR4° W

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

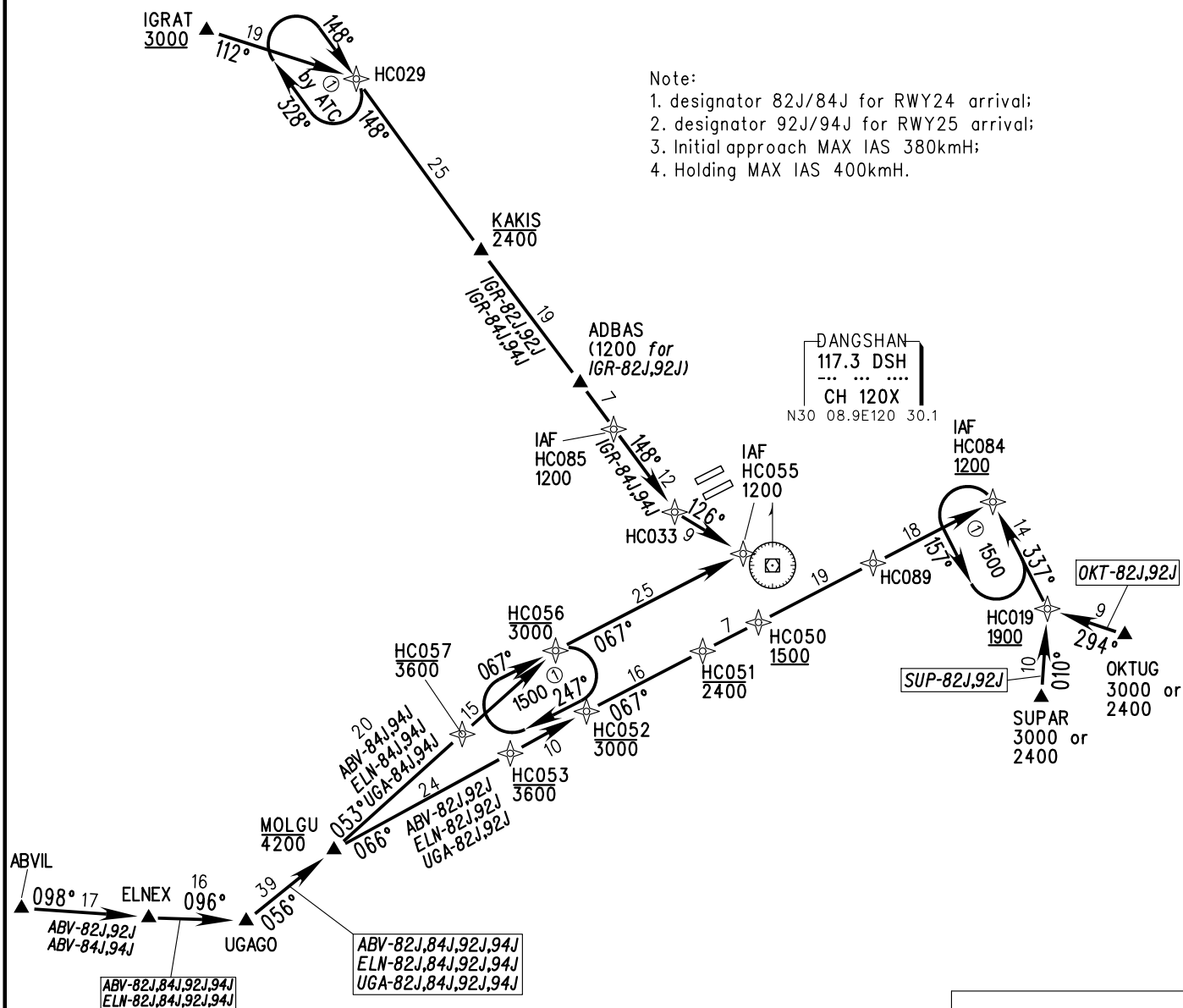
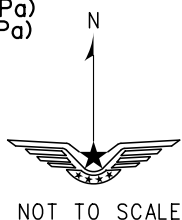
ZSHC HANGZHOU/Xiaoshan
RNAV RWY24/25(by ATC)

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

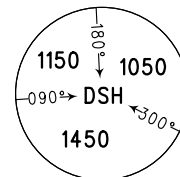
APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

1. RNAV1
2. GNSS REQUIRED
3. RADAR REQUIRED

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



Changes: Nil.

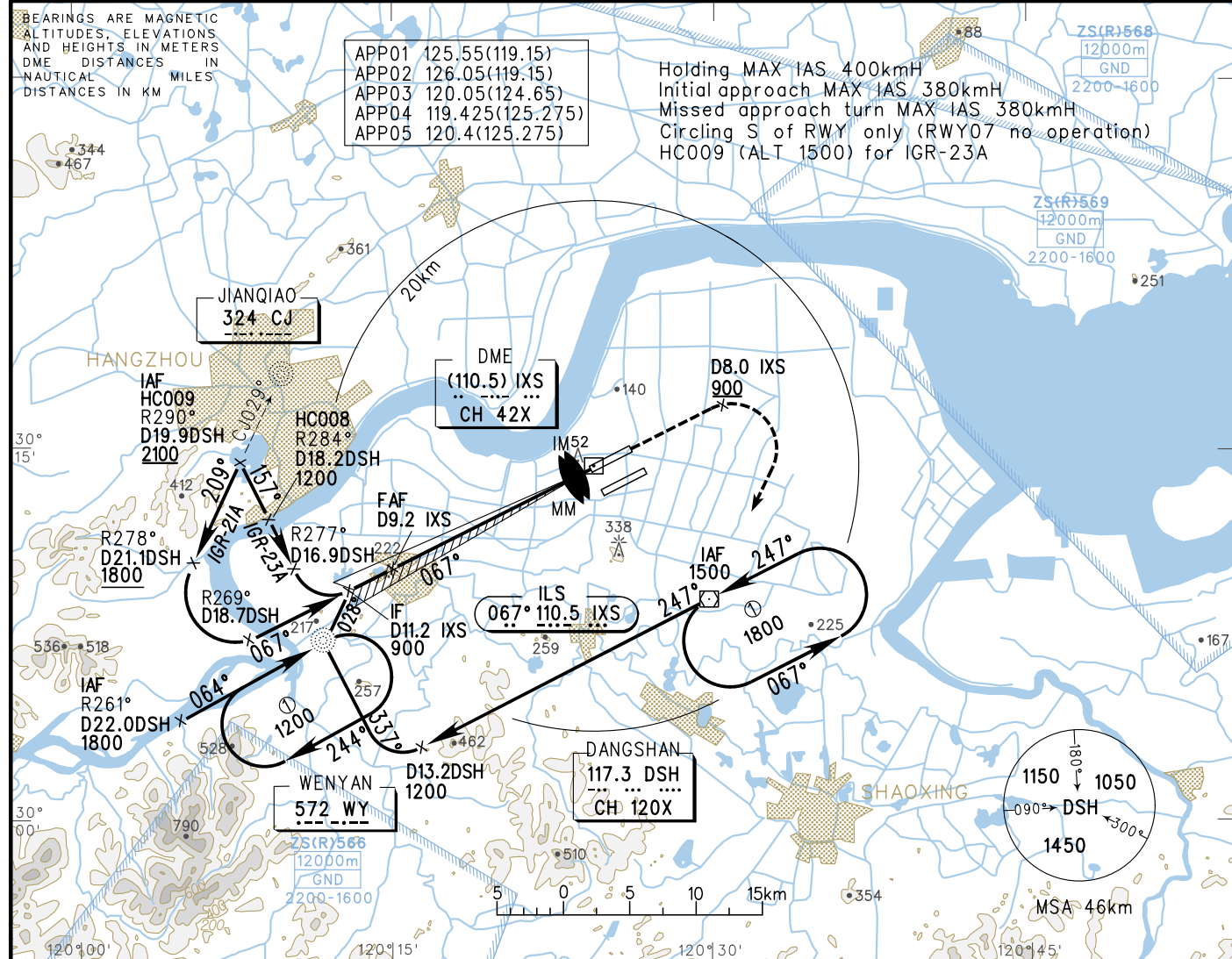


MSA 46km

INSTRUMENT APPROACH CHART-ICAO

VAR4°W AERODROME ELEV 7 D-ATIS 127.25
THR RWY06 ELEV 6.7 TWR(N) 123.65(118.75)
TWR(S)118.3(118.75)

ZSHC HANGZHOU/Xiaoshan
CAT-I/II ILS/DME y RWY06

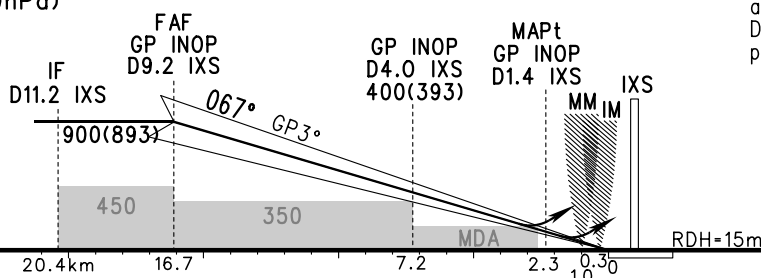


GP INOP	DME (IXS) (NM)	9	8	7	6	5	4	3	2
	ALT (m)	879	782	685	588	491	400	297	200

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

MISSED APPROACH

Climb straight ahead to D8.0 IXS at 900 or above, turn RIGHT to DSH at 1500, join the holding pattern, or by ATC.



	A	B	C	D
ILS/DME	DA(H) RVR/VIS HUD	67(60) 550/800		
GP INOP	MDA(H) VIS	170(163) 2300	170(163) 2500	
CIRCLING	MDA(H) VIS	430(423) 3200	430(423) 3600	460(453) 4800
ILS CAT II				
Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below	Manual operation below DH
A,B,C D	(31)	(30)	RVR300	RVR300 RVR350

FAF-MAPt(GP INOP) 14.4km						
GS in kt	80	100	120	140	160	180
kmH	150	185	220	260	295	335
Time min:sec	5:50	4:40	3:53	3:20	2:55	2:36
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

SA CAT I: (DH)(45),(RA)(46),RVR450

Changes: LandIng minIma.

INSTRUMENT APPROACH CHART-ICAO

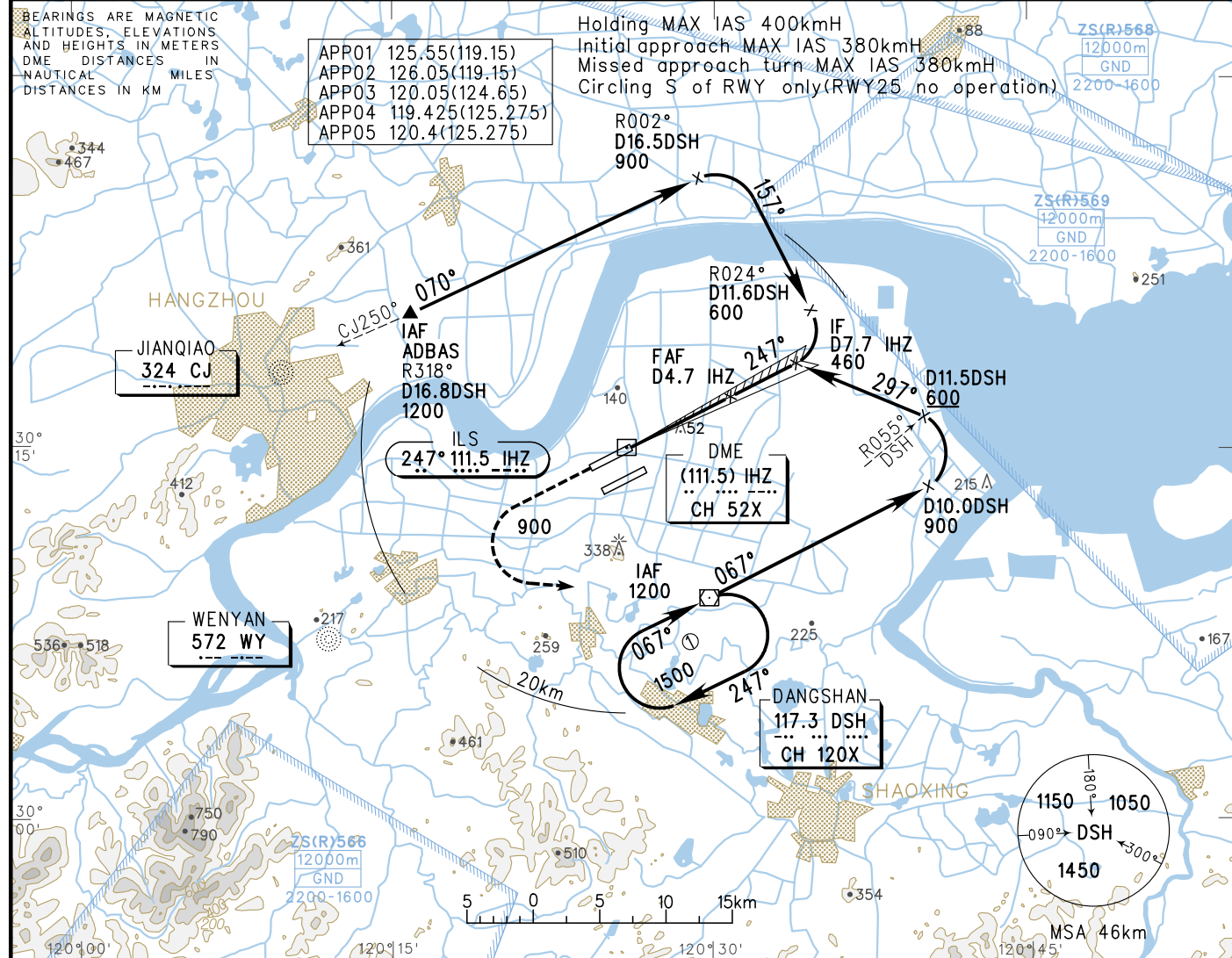
VAR4°W

AERODROME ELEV 7
THR RWY24 ELEV 6.7

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

ILS/DME y RWY24

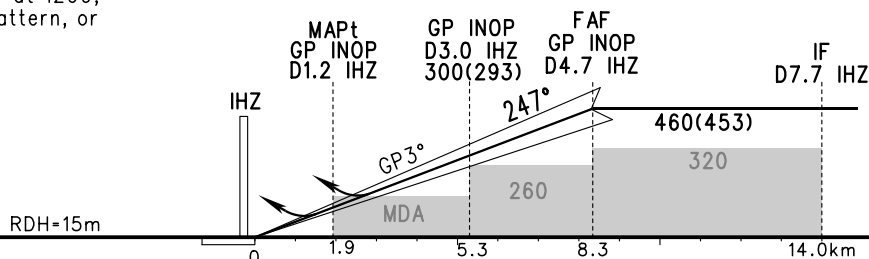


GP INOP	DME (HZ) (NM)	1	2	3	4	5	6	7
	ALT (m)		200	297	394			

MISSSED APPROACH

Climb straight ahead to 900,
turn LEFT to DSH at 1200,
join the holding pattern, or
by ATC.

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



	A	B	C	D	FAF-MAPt(GP INOP) 6.4km							
ILS/DME DA(H) RVR/VIS HUD	67(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP MDA(H) VIS	150(143) 1900			150(143) 2100	Time	min:sec	2:36	2:04	1:44	1:29	1:18	1:09
CIRCLING MDA(H) VIS	430(423) 3200	430(423) 3600	460(453) 4800	460(453) 5000	Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
HUD SA CAT II					HUD SA CAT I: (DH)(45),(RA)(47),RVR450							
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350				Changes: Landing minIma.							

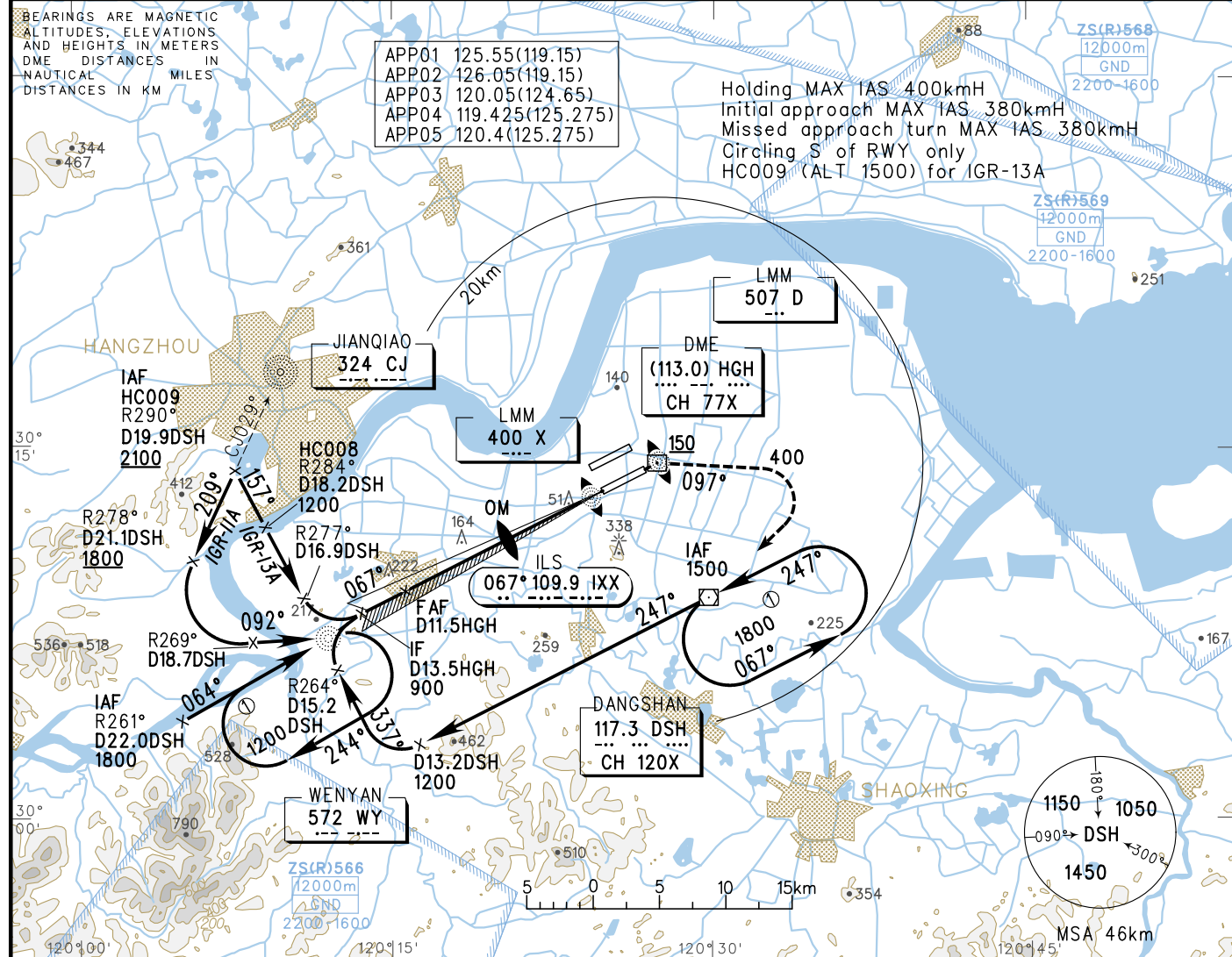
INSTRUMENT APPROACH CHART-ICAO

VAR4°W AERODROME ELEV 7
THR RWY07 ELEV 6.7

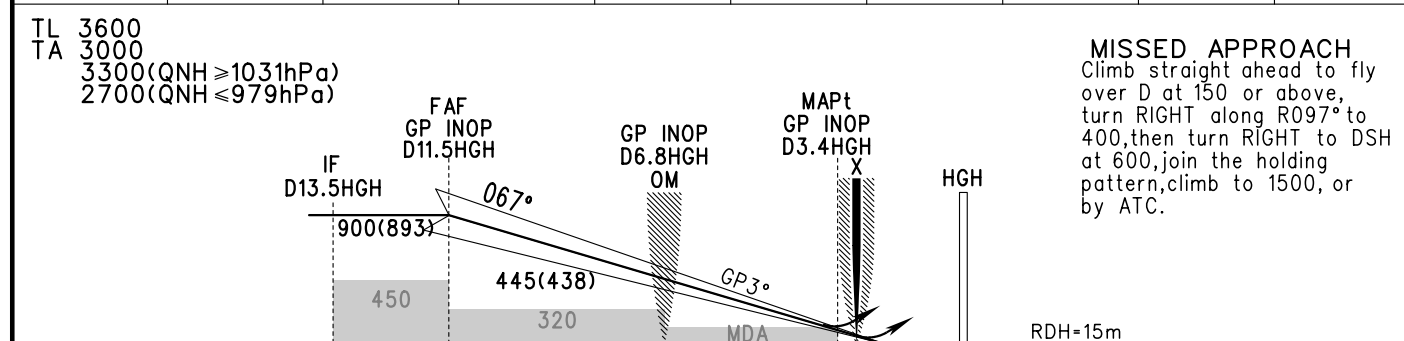
D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

ILS/DME y RWY07



GP INOP	DME (HGH) (NM)	11	10	9	8	7	6	5	4
	ALT (m)	848	751	654	557	460	363	266	169



	A	B	C	D	FAF-MAPt(GP INOP) 15.0km						
ILS/DME DA(H) RVR/VIS HUD	67(60) 550/800				GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP MDA(H) VIS	130(123) 1700				Time min:sec	6:04	4:52	4:03	3:28	3:02	2:42
CIRCLING MDA(H) VIS	430(423) 3200	430(423) 3600	460(453) 4800	460(453) 5000	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

SA CAT I: (DH)(45), (RA)(47), RVR450

Changes: LandIng minIma.

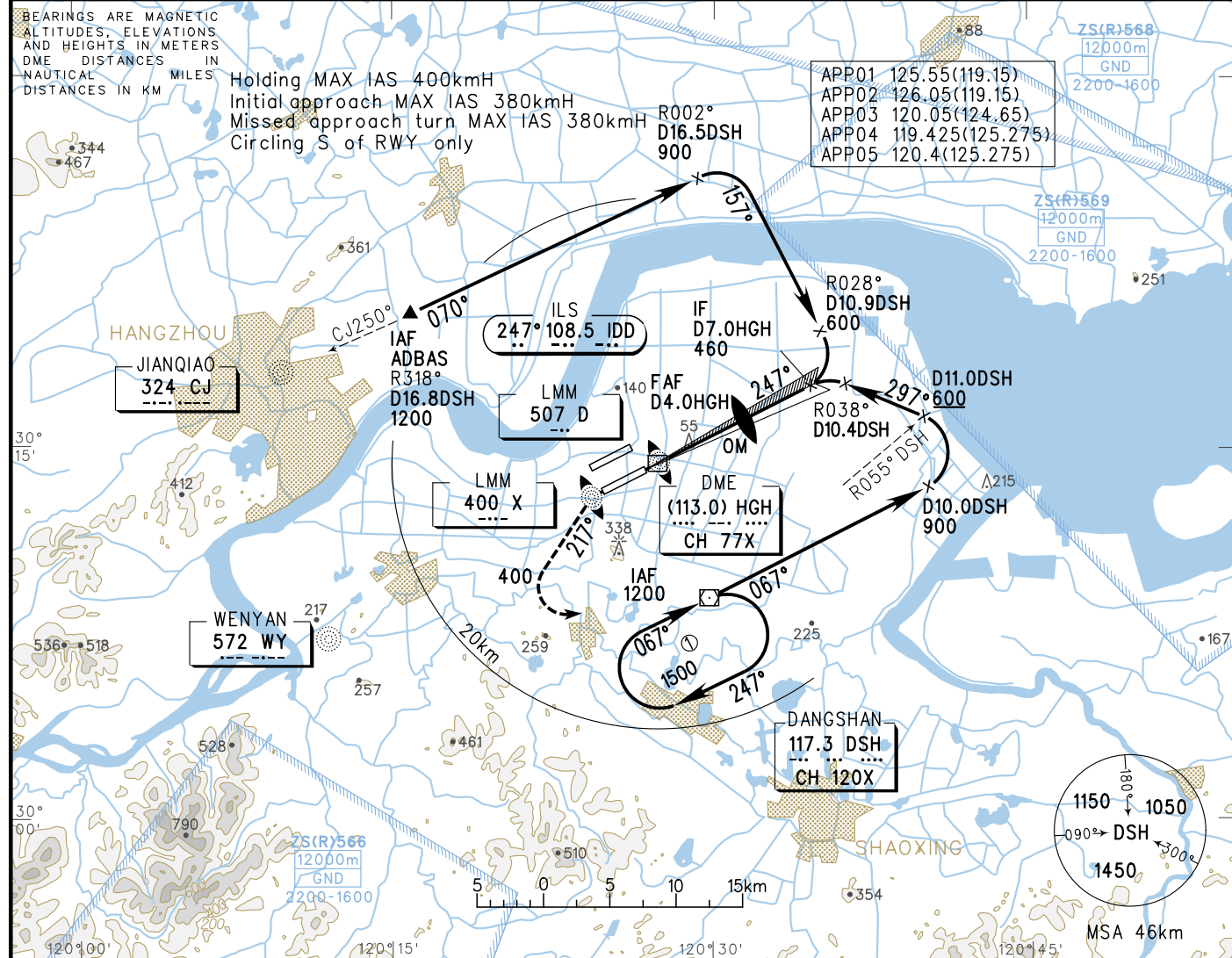
INSTRUMENT APPROACH CHART-ICAO

VAR4°W

AERODROME ELEV 7 TWR(N) 123.65(118.75)
THR RWY25 ELEV 6.7 TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

ILS/DME y RWY25

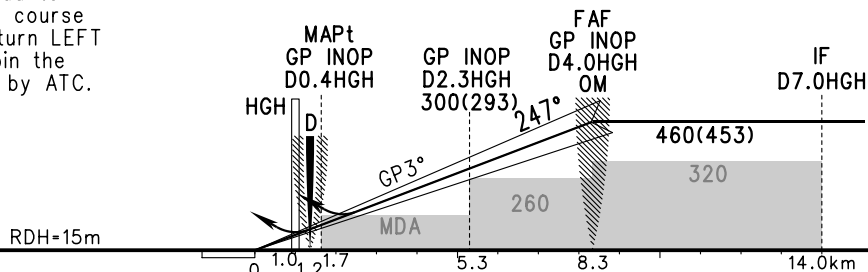


GP INOP	DME (HGH) (NM)	1	2	3				
	ALT (m)	171	268	365				

MISSED APPROACH

Climb straight ahead to X, turn LEFT along course 217° to 400, then turn LEFT to DSH at 1200, join the holding pattern, or by ATC.

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



	A	B	C	D	FAF-MAPt(GP INOP) 6.6km							
ILS/DME ^{DA(H)} RVR/VIS ^{HUD}	67(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP ^{MDA(H)} VIS	140(133) 1700			140(133) 1900	Time	min:sec	2:40	2:08	1:47	1:32	1:20	1:11
CIRCLING ^{MDA(H)} VIS	430(423) 3200	430(423) 3600	460(453) 4800	460(453) 5000	Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
HUD SA CAT II					HUD SA CAT I: (DH)(45),(RA)(47),RVR450							
CAT A,B,C,D	(DH)(30),(RA)(32), RVR350				Changes: Landing minIma.							

INSTRUMENT APPROACH CHART-ICAO

VAR4°W

AERODROME ELEV 7
THR RWY06 ELEV 6.7

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

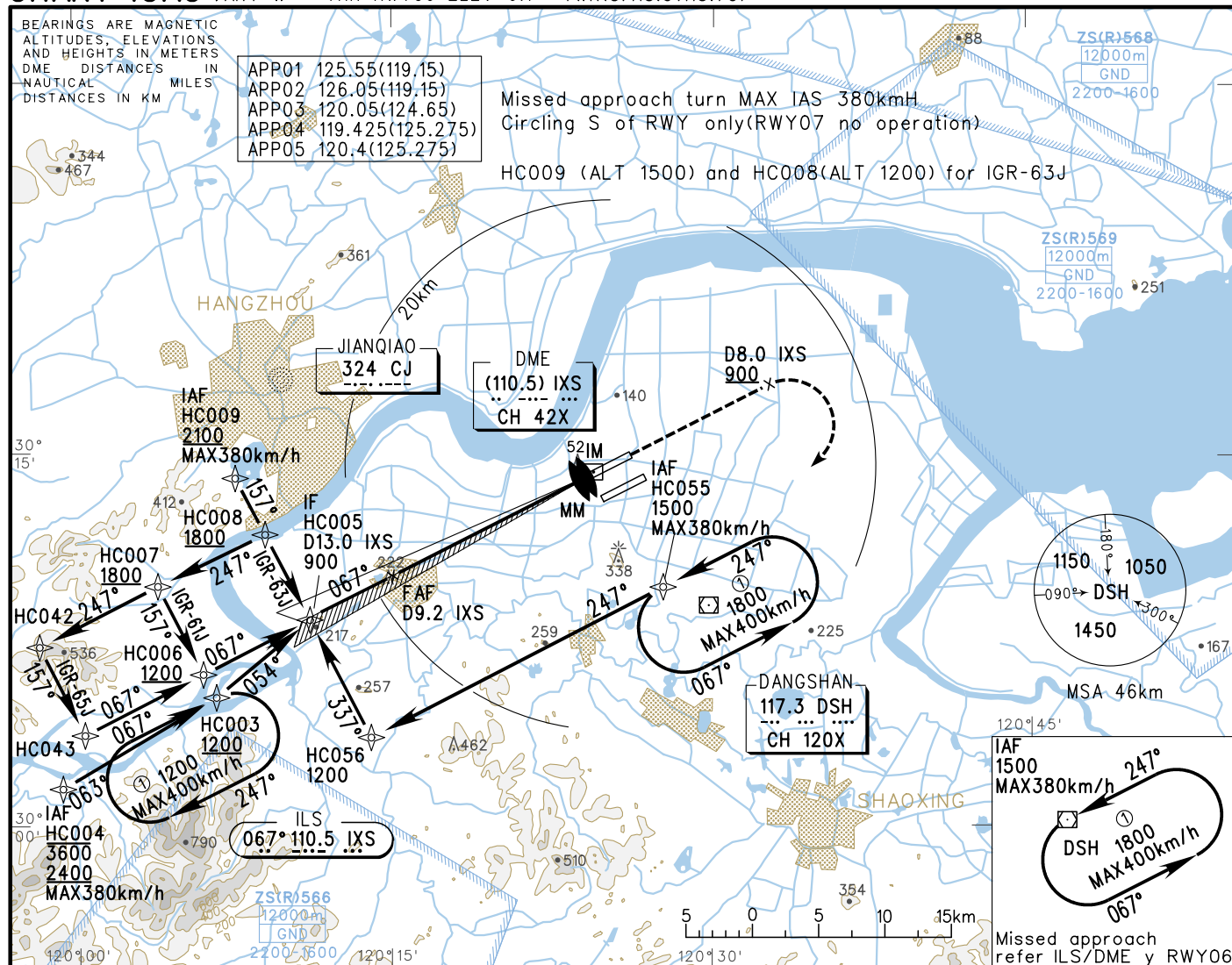
ZSHC HANGZHOU/Xiaoshan
RNAV CAT-I/II ILS/DME z RWY06

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

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

Missed approach turn MAX IAS 380km/h
Circling S of RWY only(RWY07 no operation)

HC009 (ALT 1500) and HC008(ALT 1200) for IGR-63J

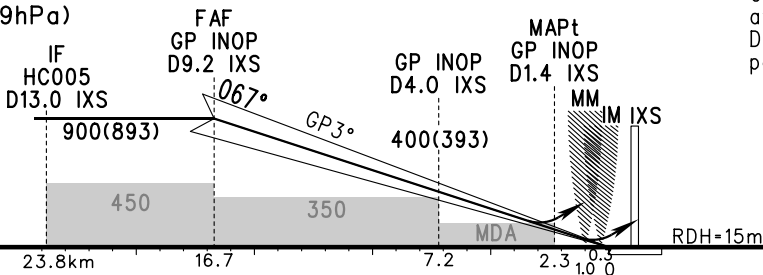


GP INOP	DME (IXS) (NM)	9	8	7	6	5	4	3	2
	ALT (m)	879	782	685	588	491	400	297	200

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

MISSED APPROACH

Climb straight ahead to D8.0 IXS at 900 or above, turn RIGHT to DSH at 1500, join the holding pattern, or by ATC.



		A		B		C		D		FAF-MAPt(GP INOP) 14.4km									
ILS/DME		DA(H) RVR/VIS		67(60) 550/800						GS in		kt kmH		80 150	100 185	120 220	140 260	160 295	180 335
GP INOP		MDA(H) VIS		170(163) 2300				170(163) 2500		Time		min:sec		5:50	4:40	3:53	3:20	2:55	2:36
CIRCLING		MDA(H) VIS		430(423) 3200		430(423) 3600		460(453) 4800		460(453) 5000		Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
ILS CAT II																			
Aircraft type		Radio altimeter		Decision height (DH)		Autopilot to DH and below		Manual operation below DH		SA CAT I: (DH)(45),(RA)(46),RVR450									
A,B,C		(31)		(30)		RVR300		RVR300											
D						RVR350		RVR350											
Changes: Landing minima.																			

INSTRUMENT APPROACH CHART-ICAO

VAR4°W

AERODROME ELEV 7
THR RWY24 ELEV 6.7

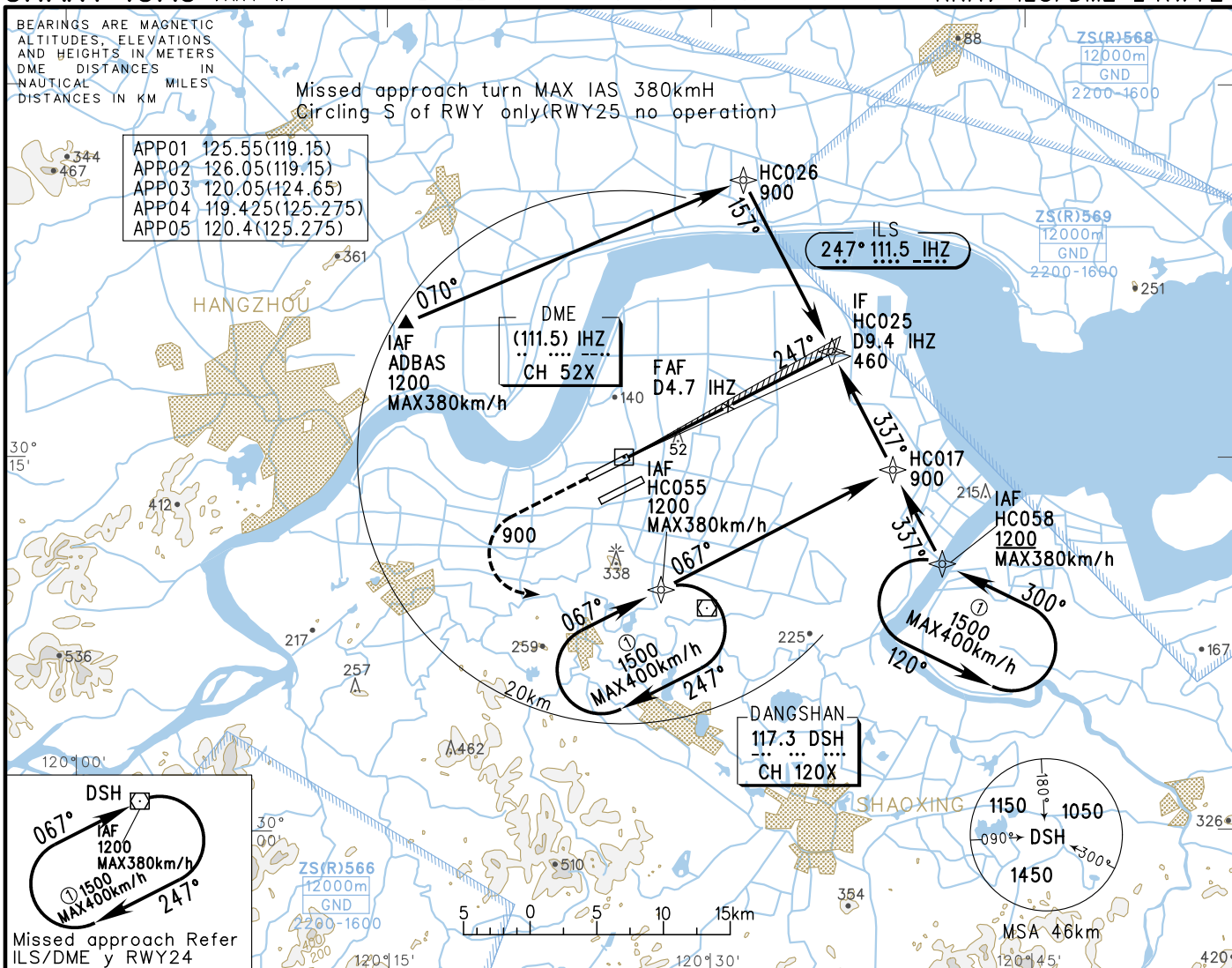
D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan
RNAV ILS/DME z RWY24

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

Missed approach turn MAX IAS 380kmH
Circling S of RWY only(RWY25 no operation)

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

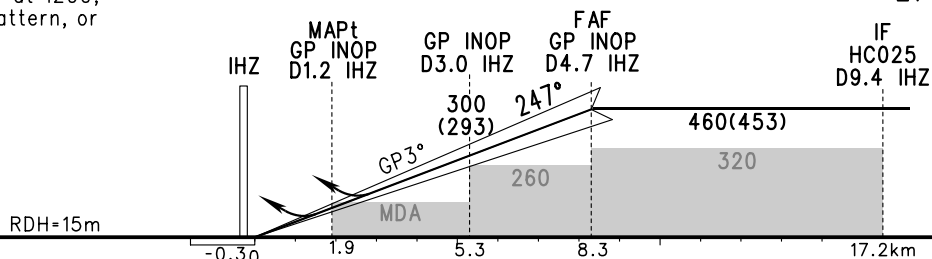


GP INOP	DME (1HZ) (NM)	1	2	3	4	5	6	7
	ALT (m)		200	297	394			

MISSED APPROACH

Climb straight ahead to 900,
turn LEFT to DSH at 1200,
join the holding pattern, or
by ATC.

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



	A	B	C	D	FAF-MAPt(GP INOP) 6.4km							
ILS/DME ^{DA(H)} RVR/VIS HUD	67(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP ^{MDA(H)} VIS	150(143) 1900			150(143) 2100	Time	min:sec	2:36	2:04	1:44	1:29	1:18	1:09
CIRCLING ^{MDA(H)} VIS	430(423) 3200	430(423) 3600	460(453) 4800	460(453) 5000	Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
HUD SA CAT II					HUD SA CAT I: (DH)(45),(RA)(47),RVR450							
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350				Changes: Landing minima.							

INSTRUMENT APPROACH CHART-ICAO

VAR4°W

AERODROME ELEV 7
THR RWY07 ELEV 6.7

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan

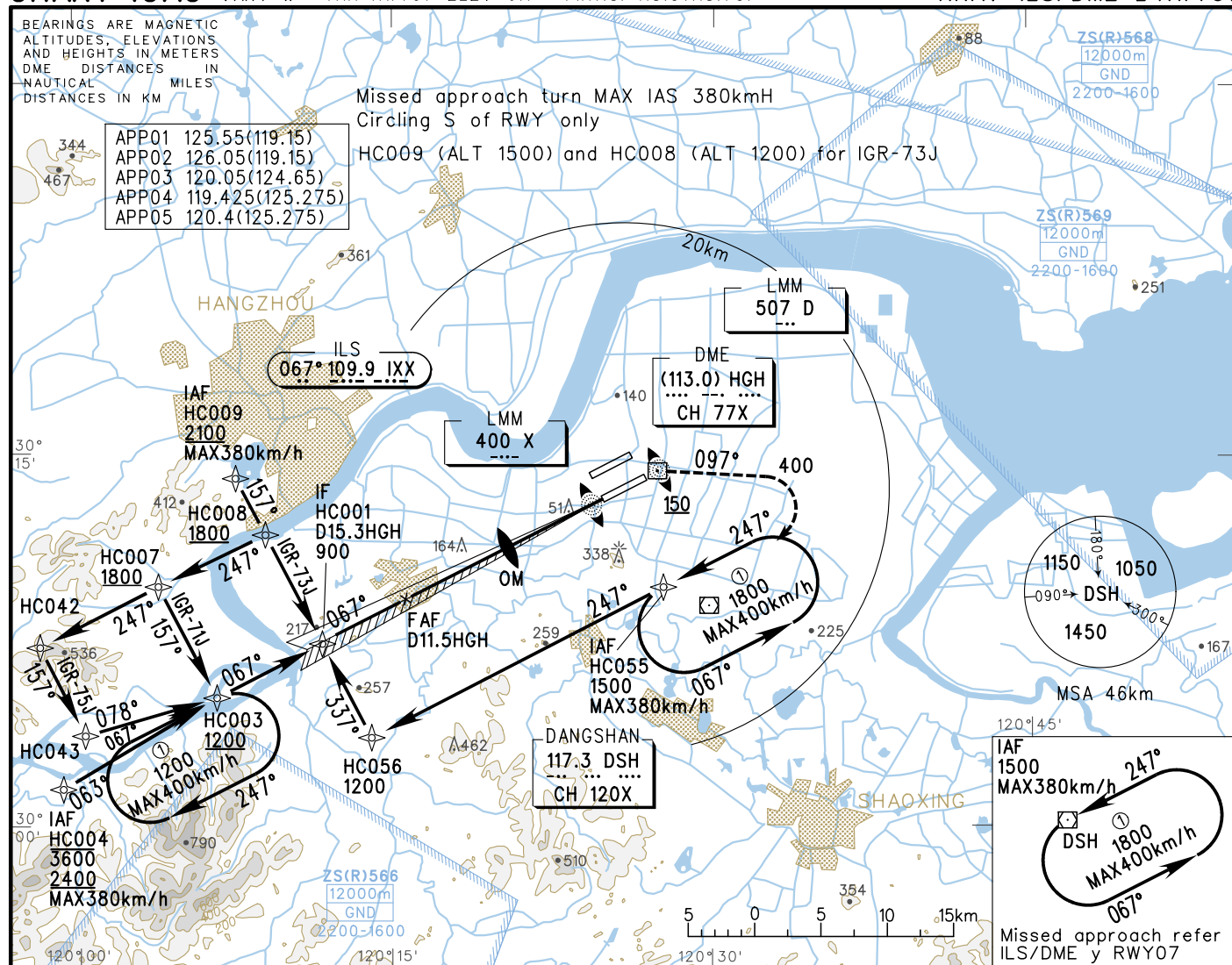
RNAV ILS/DME z RWY07

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

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

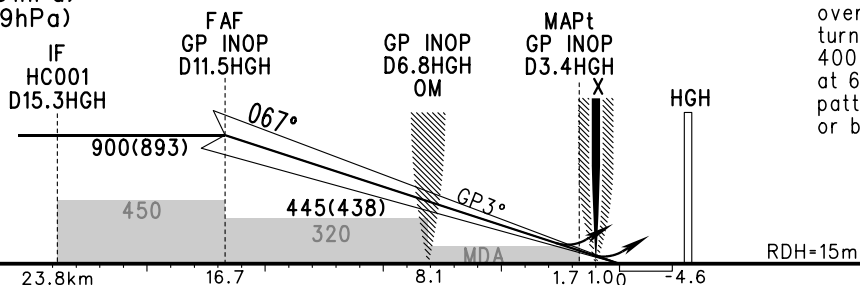
Missed approach turn MAX IAS 380km/h
Circling S of RWY only

HC009 (ALT 1500) and HC008 (ALT 1200) for IGR-73J



GP INOP	DME (HGH) (NM)	11	10	9	8	7	6	5	4
	ALT (m)	848	751	654	557	460	363	266	169

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



MISSED APPROACH

Climb straight ahead to fly over D at 150 or above, turn RIGHT along R097° to 400, then turn RIGHT to DSH at 600, join the holding pattern, climb to 1500, or by ATC.

	A	B	C	D	FAF-MAPt(GP INOP) 15.0km							
ILS/DME DA(H) RVR/VIS HUD	67(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP MDA(H) VIS	130(123) 1700			130(123) 1900	Time	min:sec	6:04	4:52	4:03	3:28	3:02	2:42
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING MDA(H) VIS	430(423) 3200	430(423) 3600	460(453) 4800	460(453) 5000	HUD SA CAT I: (DH)(45),(RA)(47),RVR450							
Changes: Landing minlma.												

INSTRUMENT APPROACH CHART-ICAO

VAR 4° W

AERODROME ELEV 7
THR RWY25 ELEV 6.7

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

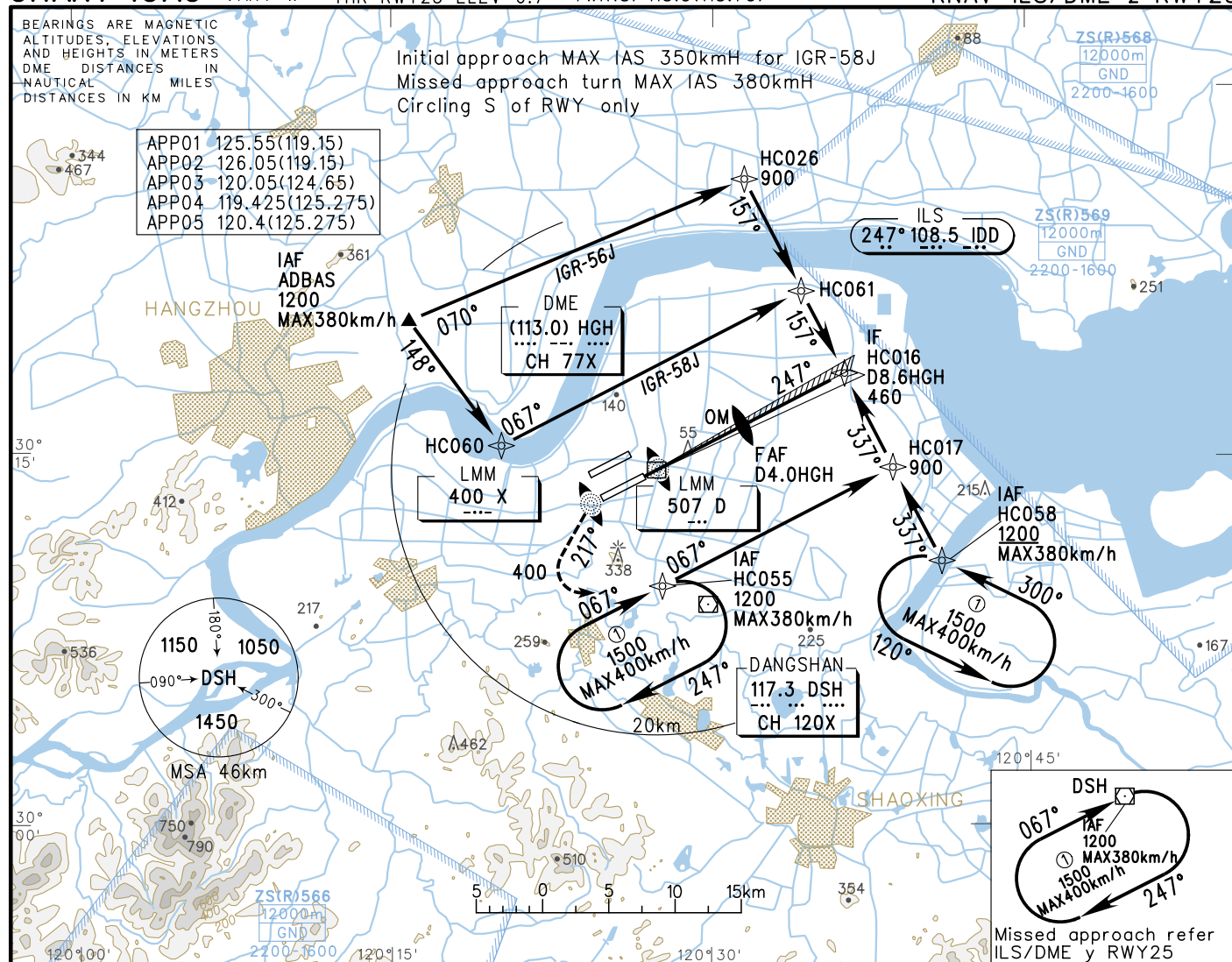
ZSHC HANGZHOU/Xiaoshan

RNAV ILS/DME z RWY25

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

Initial approach MAX IAS 350km/h for IGR-58J
Missed approach turn MAX IAS 380km/h
Circling S of RWY only

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

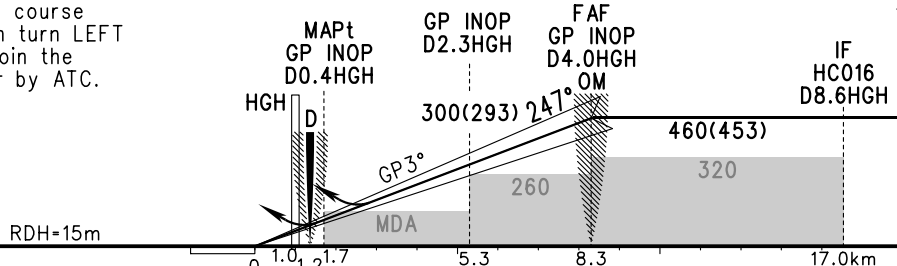


GP INOP	DME (HGH) (NM)	1	2	3	4	5	6	7
	ALT (m)	171	268	365	460			

MISSED APPROACH

Climb straight ahead to
X, turn LEFT along course
217° to 400, then turn LEFT
to DSH at 1200, join the
holding pattern, or by ATC.

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



	A	B	C	D	FAF-MAPt(GP INOP) 6.6km							
ILS/DME ^{DA(H)} RVR/VIS HUD	67(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP ^{MDA(H)} VIS	140(133) 1700			140(133) 1900	Time	min:sec	2:40	2:08	1:47	1:32	1:20	1:11
CIRCLING ^{MDA(H)} VIS	430(423) 3200	430(423) 3600	460(453) 4800	460(453) 5000	Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
HUD SA CAT II					HUD SA CAT I: (DH)(45),(RA)(47),RVR450							
CAT A,B,C,D	(DH)(30),(RA)(32), RVR350				Changes: Landing minIma.							

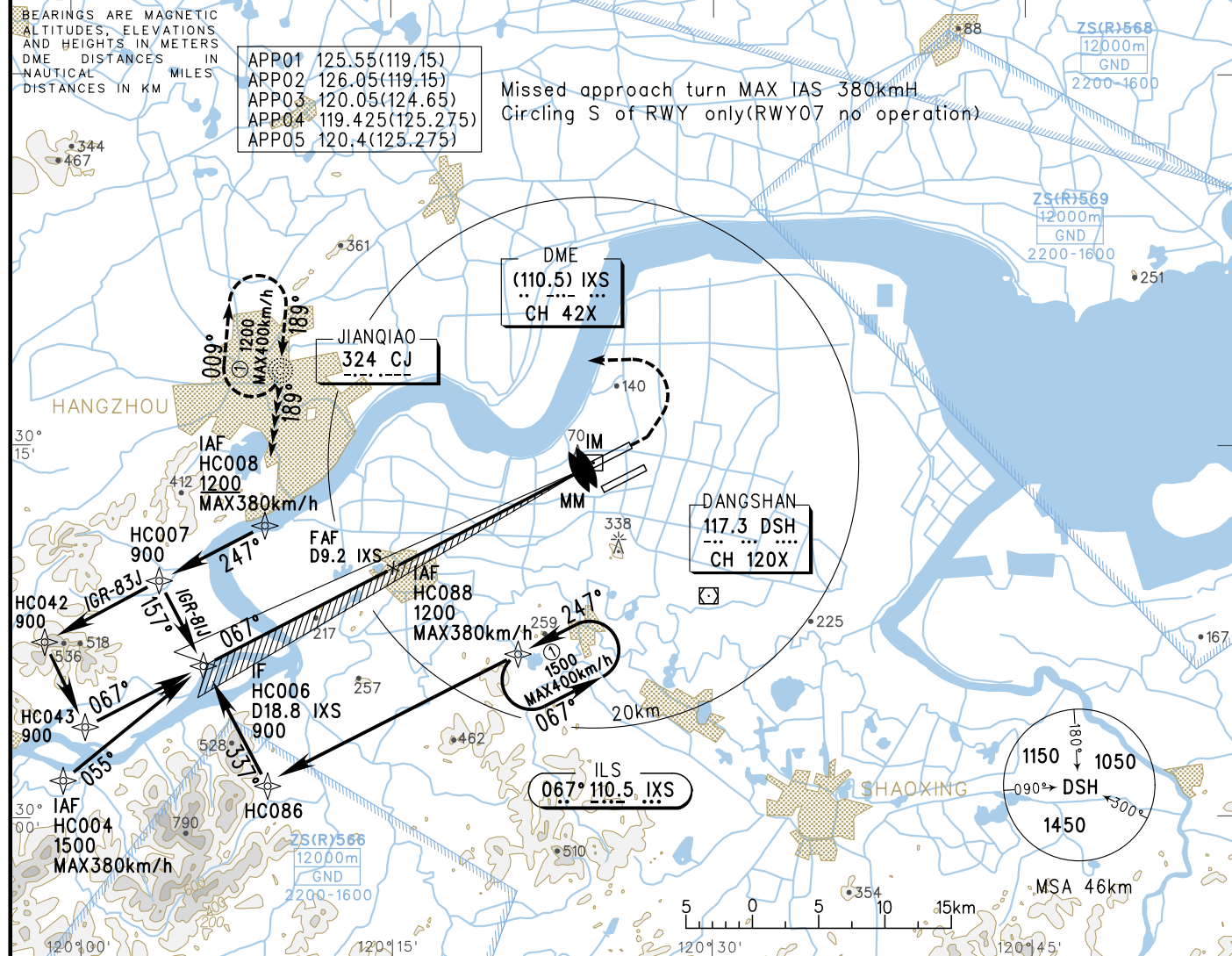
INSTRUMENT APPROACH CHART-ICAO

VAR4° W

AERODROME ELEV 7
THR RWY06 ELEV 6.7

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

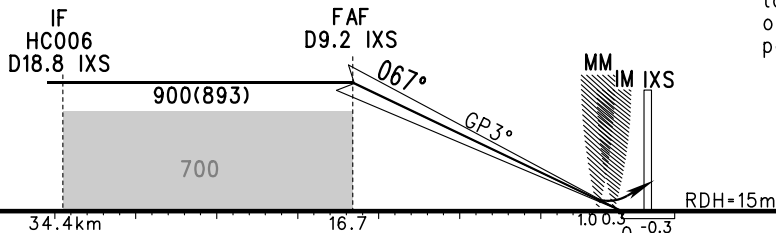
ZSHC HANGZHOU/Xiaoshan
RNAV ILS/DME x RWY06(by ATC)



GP INOP	DME (IXS) (NM)	9	8	7	6	5	4	3	2
	ALT (m)								

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

MISSED APPROACH
Climb straight ahead to 200,
turn LEFT along course 037°
to 300, turn LEFT to CJ at
or above 1200, join the holding
pattern, by ATC.



	A		C	D	FAF-THR 16.7km							
ILS/DME	67(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
					Time	min:sec	6:41	5:25	4:33	3:51	3:24	2:59
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
					SA CAT I: (DH)(45),(RA)(46),RVR450							
					Changes: Landing minima.							

RUD SA CAT I: (DH)(45),(RA)(46),RVR450

Changes: Landing minima.

INSTRUMENT APPROACH CHART-ICAO

VAR4°W

AERODROME ELEV 7
THR RWY24 ELEV 6.7

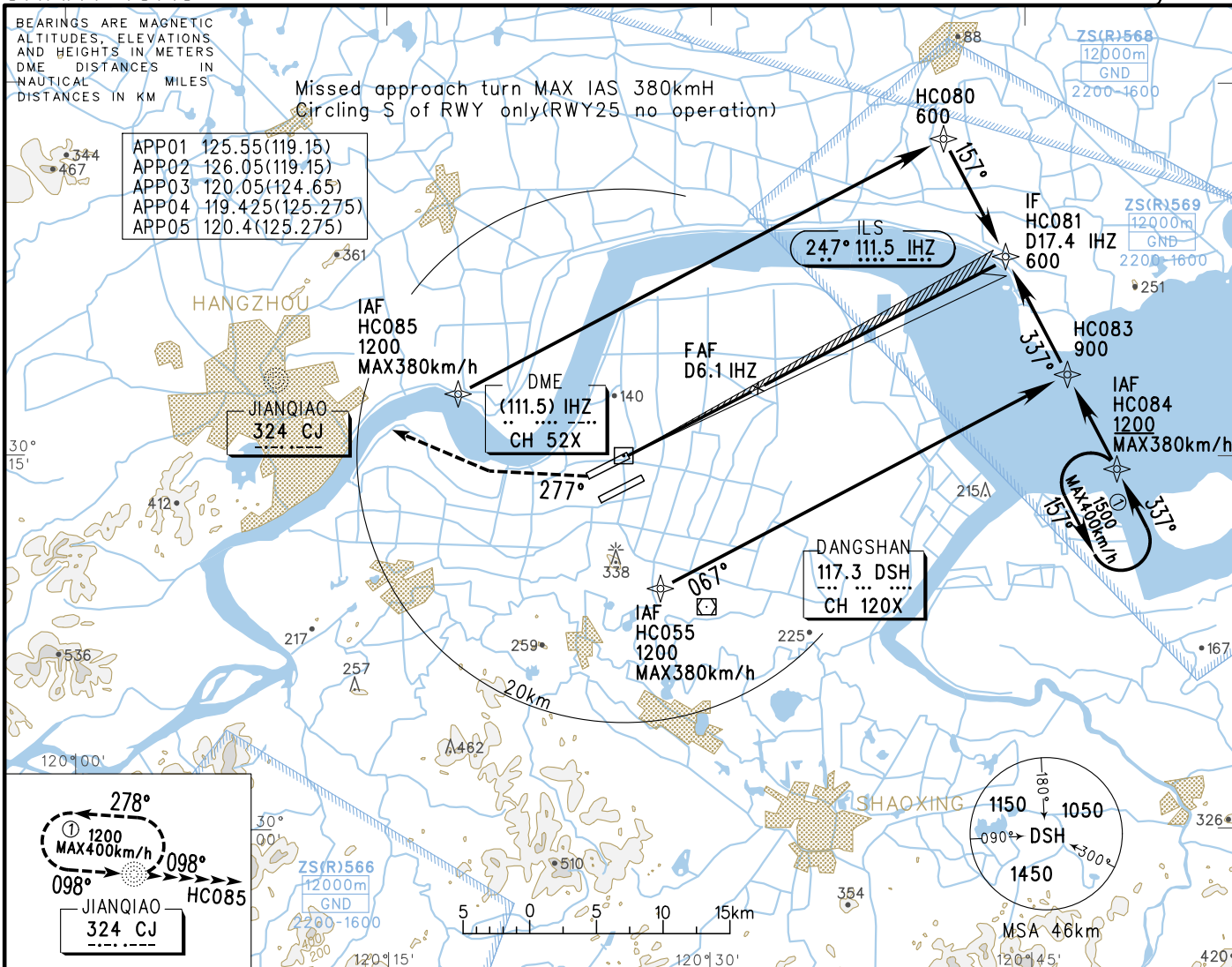
D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan
RNAV ILS/DME x RWY24(by ATC)

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

Missed approach turn MAX IAS 380kmH
Circling S of RWY only(RWY25 no operation)

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

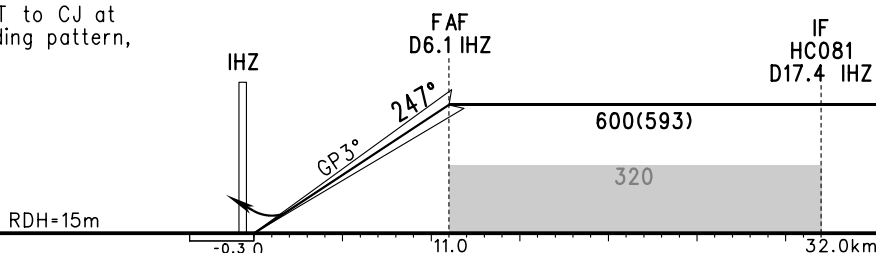


GP INOP	DME () (NM)	1	2	3	4	5	6	7
	ALT (m)							

MISSED APPROACH

Climb straight ahead to 200,
turn RIGHT along course 277°
to 400, turn RIGHT to CJ at
1200, join the holding pattern,
by ATC.

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



	A	B	C	D	FAF-THR 11.0km								
ILS/DME	DA(H) RVR/VIS HUD	67(60) 550/800			GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335	
CIRCLING	MDA(H) VIS	430(423) 3200	430(423) 3600	460(453) 4800	460(453) 5000	Time	min:sec	4:24	3:34	3:00	2:32	2:14	1:38
						Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
HUD SA CAT II					HUD SA CAT I: (DH)(45),(RA)(47),RVR450								
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350				Changes: Landing minima.								

INSTRUMENT APPROACH CHART-ICAO

VAR4°W

AERODROME ELEV 7
THR RWY07 ELEV 6.7

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

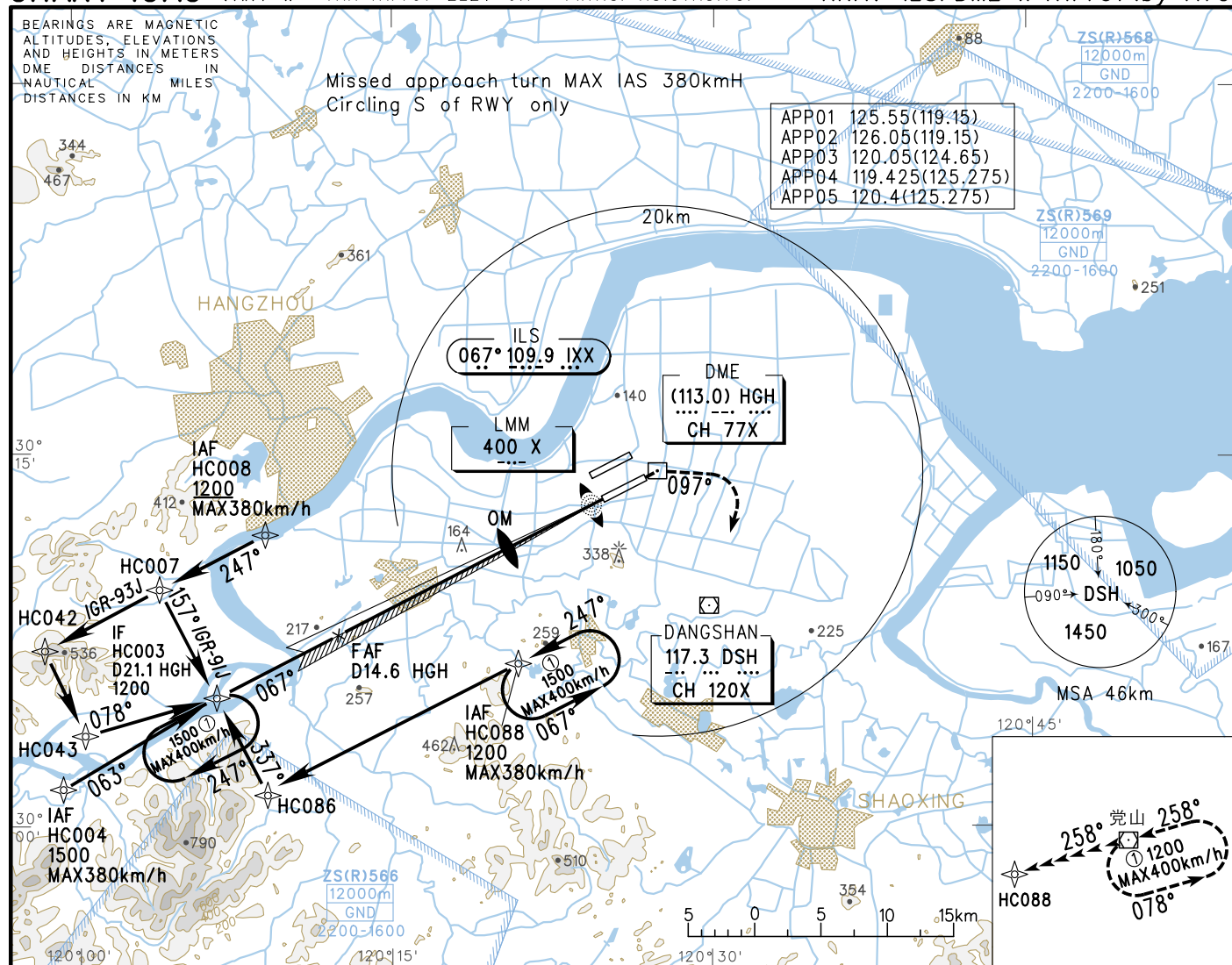
ZSHC HANGZHOU/Xiaoshan

RNAV ILS/DME x RWY07(by ATC)

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

Missed approach turn MAX IAS 380km/h
Circling S of RWY only

APP01 125.55(119.15)
APP02 126.05(119.15)
APP03 120.05(124.65)
APP04 119.425(125.275)
APP05 120.4(125.275)

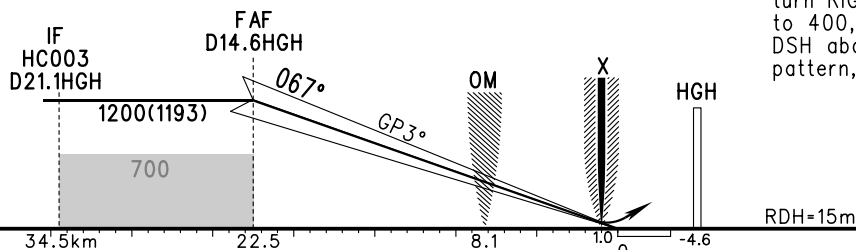


GP	INOP	DME (1) (NM)	11	10	9	8	7	6	5	4
		ALT (m)								

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

MISSED APPROACH

Climb straight ahead to 200,
turn RIGHT along course 097°
to 400, then turn RIGHT to
DSH above 600, join the holding
pattern, by ATC.



	A	B	C	D	FAF-THR 22.5km						
ILS/DME <small>DA(H) RVR/VIS</small>	67(60) 550/800				GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
CIRCLING <small>MDA(H) VIS</small>	430(423) 3200	430(423) 3600	460(453) 4800	460(453) 5000	Time min:sec	9:00	7:18	6:08	5:12	4:35	4:02
					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
					SA CAT I: (DH)(45),(RA)(47),RVR450						
					Changes: Landing minIma.						

INSTRUMENT APPROACH CHART-ICAO

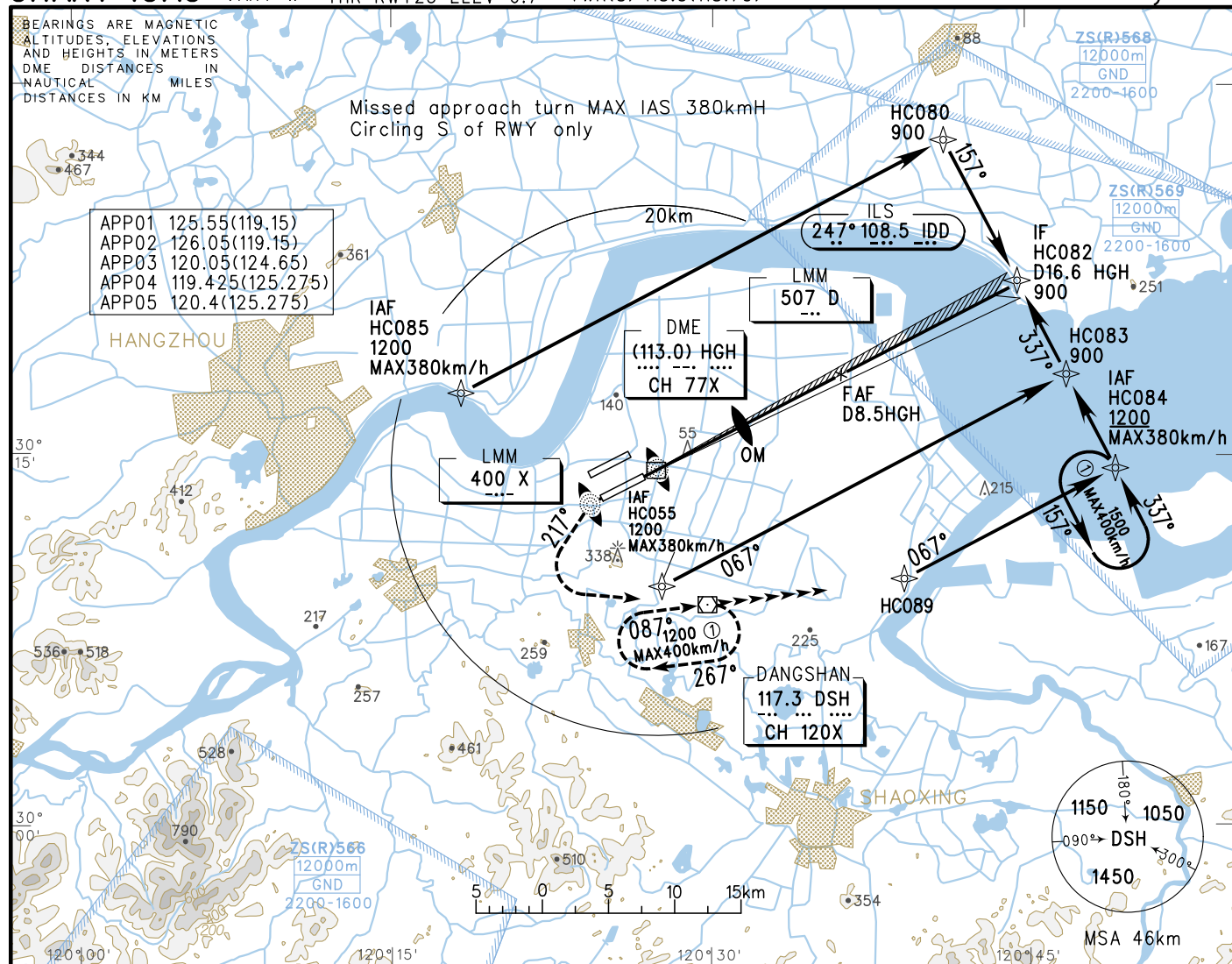
VAR4°W

AERODROME ELEV 7
THR RWY25 ELEV 6.7

D-ATIS 127.25
TWR(N) 123.65(118.75)
TWR(S) 118.3(118.75)

ZSHC HANGZHOU/Xiaoshan
RNAV ILS/DME x RWY25(by ATC)

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

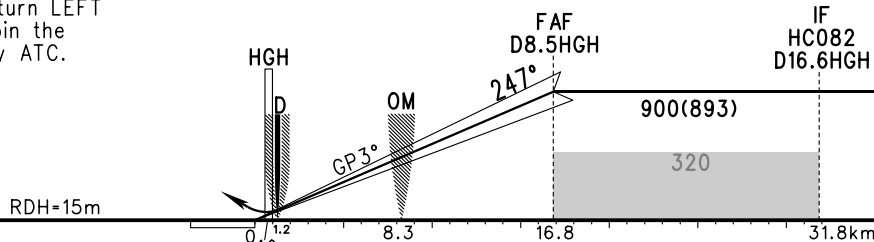


GP INOP	DME () (NM)	1	2	3					
	ALT (m)								

MISSED APPROACH

Climb straight ahead to X, turn LEFT along course 217° to 400, then turn LEFT to DSH at 1200, join the holding pattern, by ATC.

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



	A	B	C	D	FAF-THR 16.8km							
ILS/DME ^{DA(H)} RVR/VIS <div>HUD</div>	67(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
CIRCLING ^{MDA(H)} VIS	430(423) 3200	430(423) 3600	460(453) 4800	460(453) 5000	Time	min:sec	6:43	5:27	4:35	3:53	3:25	3:01
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
<div>HUD</div> SA CAT II					<div>HUD</div> SA CAT I: (DH)(45),(RA)(47),RVR450							
CAT A,B,C,D	(DH)(30),(RA)(32), RVR350				Changes: LandIng minIma.							