

**GENERAL****Operational Hours**

ATS Hours / AD OPS Hours / AD ADMIN Hours: H24

**Airport Information**

RFF: CAT 9

Fuel: Nr. 3 Jet Fuel

PCN: RWY 07/25: 95/R/B/W/T, RWY 06/24: 92/R/B/W/T

**Operation****Traffic Note**

2300-1559: RNAV flight procedures are primary and conventional are secondary. If ACFT can not fulfill requirements of RNAV PROC operation, inform controller at first contact.

**Low Visibility Procedures**

LVP in force when RVR at or below 350m and/or CEIL below 60m.

Standard Taxi Routes under LVP:

DEP ACFT

- RWY 06: TWY D3 - C
- RWY 07: TWY B1 or B3 - A
- RWY 24: TWY J or L - C

ARR ACFT

- RWY 06: TWY C6 - K / TWY C7 or C8 - C - L
- RWY 25: Follow nearby principle to vacate RWY.

Inform ATC when ILS sensitive area is vacated after using RET.

**RWY Restriction**

180° turns on RWY without ATC permission prohibited.

**TWY Restriction**

TWY C7, C8, K, D (E of TWY D5) MAX wingspan below 80m / 262ft.

TWY D3, D (W of TWY D5), Z1, Z10, Z11 (BTN B and stand 214), Z13 (BTN B and Z1), Z14, Z16, Z18, B3, B6, B7, J, J3-J6 MAX wingspan below 65m / 213ft.

TWY Z6 MAX wingspan below 52m / 171ft.

TWY Z13 (BTN Z1 and stand 217) MAX wingspan below 48m / 157ft.

TWY D7 (BTN stand 339-343), Z7, Z8, Z11 (BTN 206-210), Z13 (BTN 217-218), Z17, Z19, Z20, D0 MAX wingspan below 36m / 118ft.

180° turns on TWY prohibited.

**Hot Spots:** See last page.

**Standard Taxi Routes**

Vacate RWY as follows:

- RWY 07: via TWY A5.
- RWY 25: via TWY A4.

Inform TWR if unable to comply.

**GENERAL****Taxi/Parking**

Follow-me AVBL via Ramp.

Visual docking guidance system is AVBL for stands 211-218, 301-343. Marshaller at other stands.

**Engine run-up Areas**

Engine run-ups at idle PWR permitted on stands 102-108, 201-203, 381-386, APN 6, APN 7, APN 9.

Fast engine run-ups permitted on stands 507-508, 711.

**Warnings**

**WY NDB** unusable:

- 237°-239°
- 319° between 3-4NM and 6-8NM (SID)
- 280° between 3-6NM, 10-11NM, 14-20NM (SID)
- 247° between 0-12NM (SID)
- 157° beyond 3-5NM beyond 16NM (STAR and SID)
- 065° between 17-25NM (STAR and SID)
- 157° between 32-39NM (HLDG PROC)
- 157° beyond 3NM (Initial APCH)

Birds in vicinity of AD.

**ARRIVAL****Communication**

Arriving ACFT report vacated RWY and TWY in use to TWR after vacating RWY.

**Arrival Procedure****VFR Traffic Pattern**

RWY 07 right-hand circuit and RWY 25 left-hand circuit at:

- CAT A and B ACFT at 1800ft (550m)
- CAT C and D ACFT at 2000ft (600m)

RWY 06 left-hand circuit and RWY 24 right-hand circuit only possible by ATC CLR:

- CAT A and B ACFT at 1500ft (450m)
- CAT C and D ACFT at 1600ft (500m)

**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures and in addition;

If unable to comply contact ATC immediately (except for wet or contaminated RWY).

## DEPARTURE

## Take-off Minima

RWY		06	
2 Turbine or 3+4 ENG	ft - m/km	0 - 150R	REDL+RCLL, LVP+multiple RVR Special Authorization required
		0 - 200R	REDL+RCLL, LVP+multiple RVR
		0 - 400R/800V	REDL + RCLM
		0 - 500R/800V	wo LGT, HJ only
Other		c330 - 1600V	-
RWY		24	
2 Turbine or 3+4 ENG	ft - m/km	0 - 200R	REDL+RCLL, LVP+multiple RVR
		0 - 400R/800V	REDL+RCLM
		0 - 500R/800V	wo LGT, HJ only
Other		c330 - 1600V	-
RWY		07/25	
2 Turbine or 3+4 ENG	ft - m/km	0 - 200R	REDL+RCLL, LVP+multiple RVR Special Authorization required
		0 - 350R	REDL+RCLL, LVP
		0 - 400R/800V	REDL+RCLM
		0 - 500R/800V	wo LGT, HJ only
Other		c330 - 1600V	-

## Departure Procedure

## Start-up/Push-back

DEP CLR can be obtained via voice through DLV (2300-1200) or via DCL (2300-1400).

Report call sign, flight number, RWY, SID, initial ALT and SSR transponder code 5min before ready for start-up and push-back.

Contact Ramp for push-back and start-up CLR and conduct within 5min, otherwise cancel push-back and request again.

Departure ACFT must report TKOF RWY designator upon initial contact with APP.

## Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition;

ACFT shall finish RWY alignment within 60sec.

If unable to comply contact ATC before entering RWY (except for wet or contaminated RWY).

**Noise Abatement Procedure:** Use ICAO Standard TKOF PROC A.

## De-Icing

AVBL.

**A380 Operations****Rules for areas without operational limits**

RWY 06/24.

TWYs C1, C2, C3, C6, C7, C8, C, D (east of TWY D5), K, L.

Stands 214, 331, 607, 609.

**Rules for areas with operational limits**

TWYs: J6 (east of stand 331), Z1.

**Taxi**

Follow-me mandatory.

**De-icing**

Not AVBL.

**B747-8 Operations****1.Rules for areas without operational limits**

RWY: 06/24.

TWYs: All TWYs areas AVBL for ACFT with wingspan between 52m / 171ft and 65m / 213ft.

Stands: 106A, 108A, 214, 331, 338, 607, 609.

## Hot Spots

**ACFT RWY Incursion "Hot Spots"**

"Hot Spots" are points on the AD surface where RWY/TWY PSN errors have taken place in the past. PSN are flagged on the AGC. For information only, not to be construed as ATC instructions.

HOT SPOT No.	DESCRIPTION
HS 1	ACFT shall hold out of TWYs J/K/B10 before enter TWY A. ACFT are forbidden to enter TWY A without ATC CLR. ACFT taxiing from TWY B10 to TWY A shall avoid entering TWY A6 by mistake.
HS 2	ACFT shall hold out of TWYs B6/B7 before enter TWY A. ACFT are forbidden to enter TWY A without ATC CLR. ACFT taxiing from TWYs B6/B7 to TWY A shall avoid entering TWY A5 by mistake.
HS 3	ACFT shall hold out of TWY B3 before enter TWY A. ACFT are forbidden to enter TWY A without ATC CLR. ACFT taxiing from TWY B3 to TWY A shall avoid entering TWY A4 by mistake.
HS 4	ACFT shall hold out of TWY D5 before enter TWY C. ACFT are forbidden to enter TWY C without ATC CLR. ACFT taxiing from TWY D5 to TWY C shall avoid entering TWY C4 by mistake.
HS 5	ACFT shall hold out of TWYs D8/D7 before enter TWY C. ACFT are forbidden to enter TWY C without ATC CLR. ACFT taxiing from TWYs D7/D8 to TWY C shall avoid entering TWY C5 by mistake.
HS 6	ACFT shall hold out of TWYs J/K/L before enter TWY C. ACFT are forbidden to enter TWY C without ATC CLR. ACFT taxiing from TWYs J/K to TWY C shall avoid entering TWY C6 by mistake.

Effective 26-APR-2018

19-APR-2018

HGH-ZSHC

China Hangzhou Xiaoshan

AGC

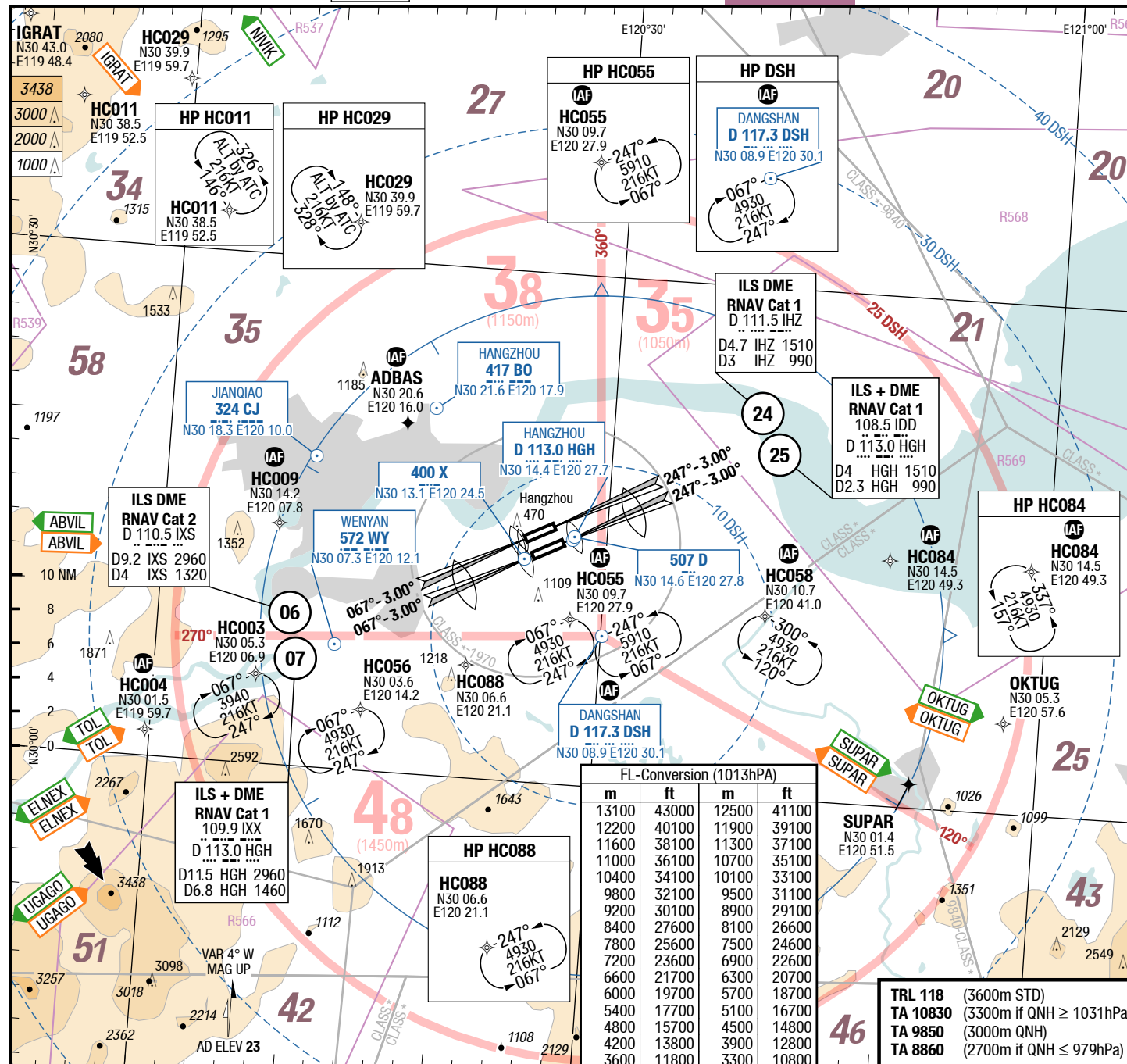
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Xiaoshan Hangzhou China

AGC

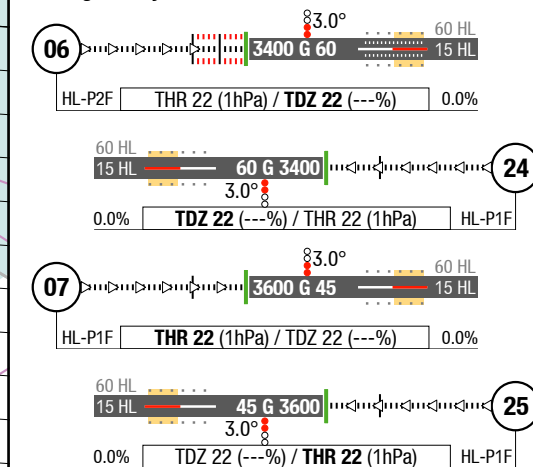
AFC

2-10



**D-ATIS** 127.250  
**APP** 125.550 0000-1400 AP01 119.150 0000-1400 AP01  
126.050 AP02 119.150 AP02  
120.050 0100-1200 AP03 124.650 0100-1200 AP03  
119.425 by ATC, AP04 125.275 by ATC, AP04  
120.400 by ATC, AP05 125.275 by ATC, AP05  
**TWR** 123.650 HO, North 118.750 HO, North  
118.300 HO, South 118.750 HO, South  
**GND** 121.650 HO  
**Ramp** 121.725 121.850  
**DLV** 121.950 2230-1500  
**DCL**

**Landing RWY system:**



Changes: Nil

Effective 26-APR-2018

19-APR-2018

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China Hangzhou Xiaoshan

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AGC

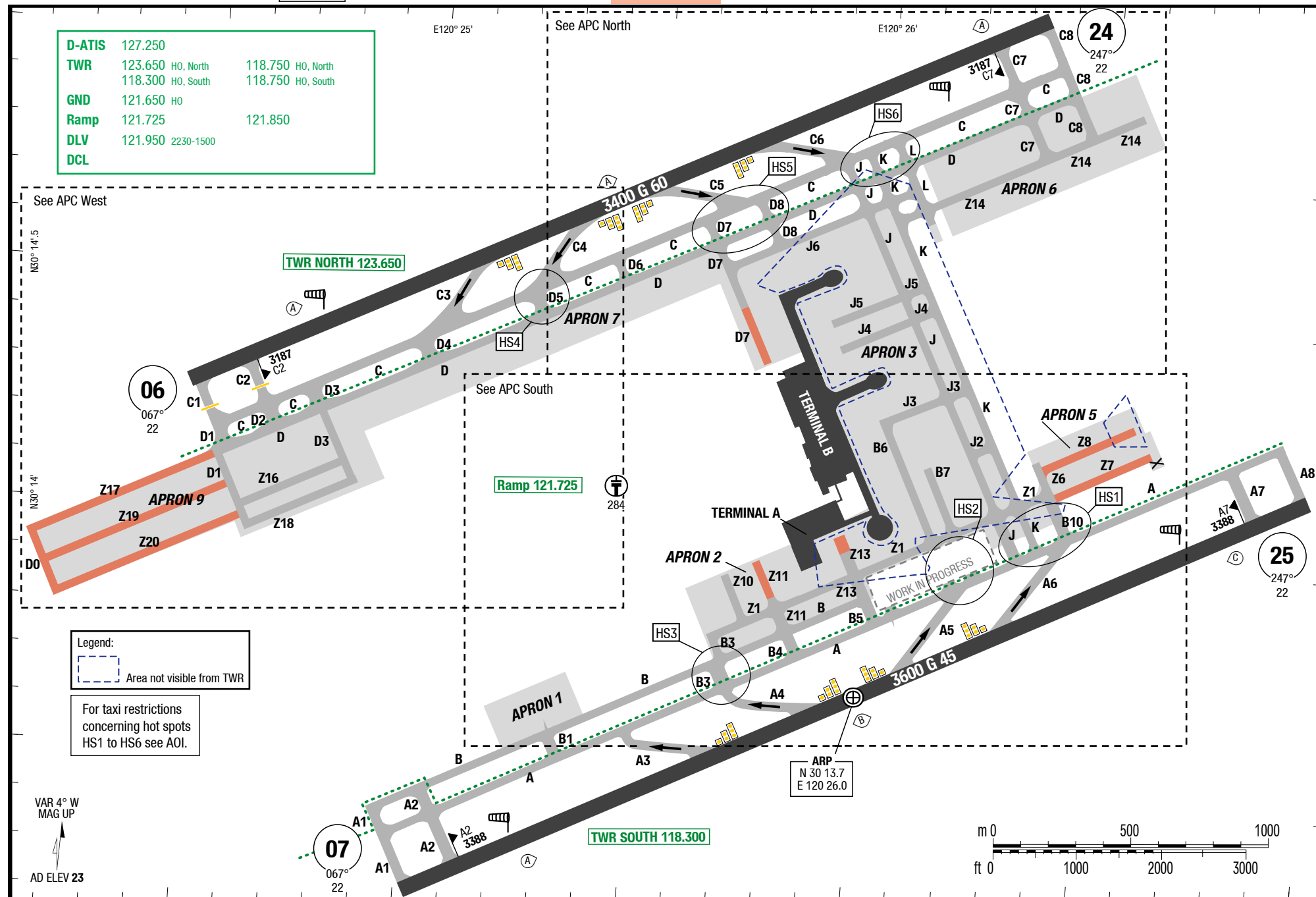
AGC

Xiaoshan Hangzhou China

AGC

3-20

D-ATIS	127.250	
TWR	123.650 HO, North	118.750 HO, North
	118.300 HO, South	118.750 HO, South
GND	121.650 HO	
Ramp	121.725	121.850
DLV	121.950	2230-1500
DCL		



Changes: WIP

Effective 26-APR-2018

19-APR-2018

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3-30

China Hangzhou Xiaoshan

APC South

APC North

APC

APC

Xiaoshan Hangzhou China

APC South

APC North

D-ATIS	127.250	
TWR	123.650 HO, North	118.750 HO, North
	118.300 HO, South	118.750 HO, South
GND	121.650 HO	
Ramp	121.725	121.850
DLV	121.950	2230-1500
DCL		

Legend:

Area not visible from TWR

For taxi restrictions concerning hot spots HS4 - HS6 see AOl.

TWR NORTH 123.650

Ramp 121.725

APRON 6

APRON 7

APRON 3

TERMINAL B

VAR 4° W  
MAG UP  
AD ELEV 23

Not to scale

Changes: Nil

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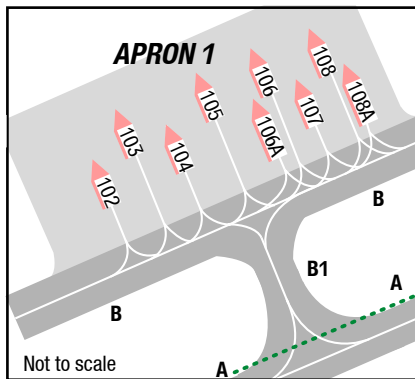


3-40

For taxi restrictions concerning hot spots HS1, HS2 see A01.

Legend:

Area not visible from TWR



D-ATIS	127.250	
TWR	123.650 H0, North	118.750 H0, North
	118.300 H0, South	118.750 H0, South
GND	121.650 H0	
Ramp	121.725	121.850
DLV	121.950	2230-1500
DCL		

① When used for engine run-ups, stands 507 and 508 will be N/A.

Ramp 121.725

TWR SOUTH 118.300

VAR 4° W  
MAG UP  
AD ELEV 23

07/25

Not to scale

<b>D-ATIS</b>	127.250		
<b>TWR</b>	123.650	HO, North	118.750 HO, North
	118.300	HO, South	118.750 HO, South
<b>GND</b>	121.650	HO	
<b>Ramp</b>	121.725		121.850
<b>DLV</b>	121.950	2230-1500	
<b>DCL</b>			

For taxi restrictions concerning hot spot HS4 see A0I.

① When used for engine run-ups, stand 711 will be N/A

TWR NORTH 123.650

Ramp 121.725

**APRON 7****APRON 9**

VAR 4° W  
MAG UP  
  
AD ELEV 23

Not to scale

Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

China Hangzhou Xiaoshan

RVR 150m to 600m RWY 24/25

3-70

RVR 150m to 600m RWY 06/07

LVC

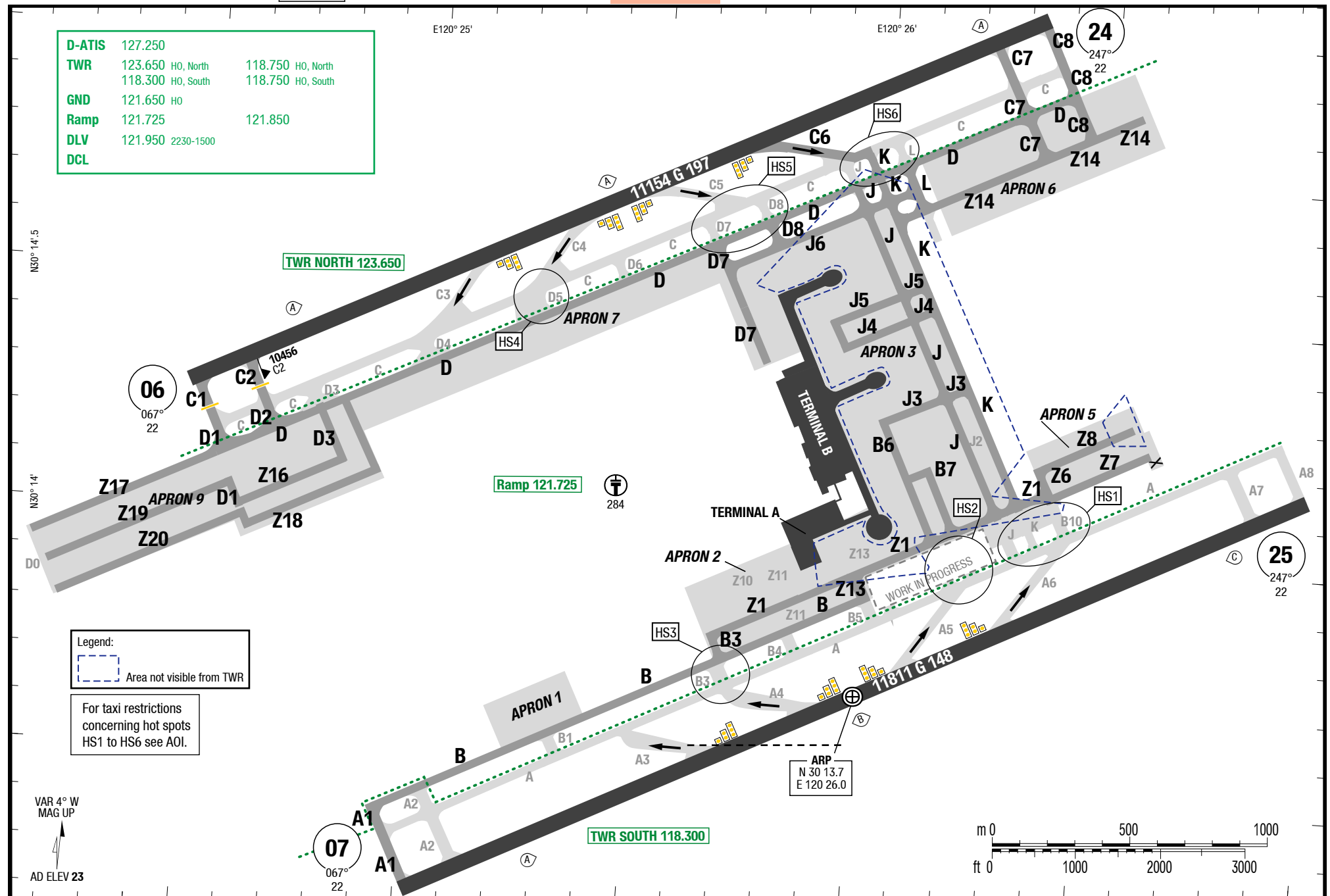
LVC

Xiaoshan Hangzhou China

RVR 150m to 600m RWY 24/25

RVR 150m to 600m RWY 06/07

D-ATIS	127.250	
TWR	123.650 HO, North	118.750 HO, North
	118.300 HO, South	118.750 HO, South
GND	121.650 HO	
Ramp	121.725	121.850
DLV	121.950	2230-1500
DCL		



Changes: new

Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

China Hangzhou Xiaoshan

3-80

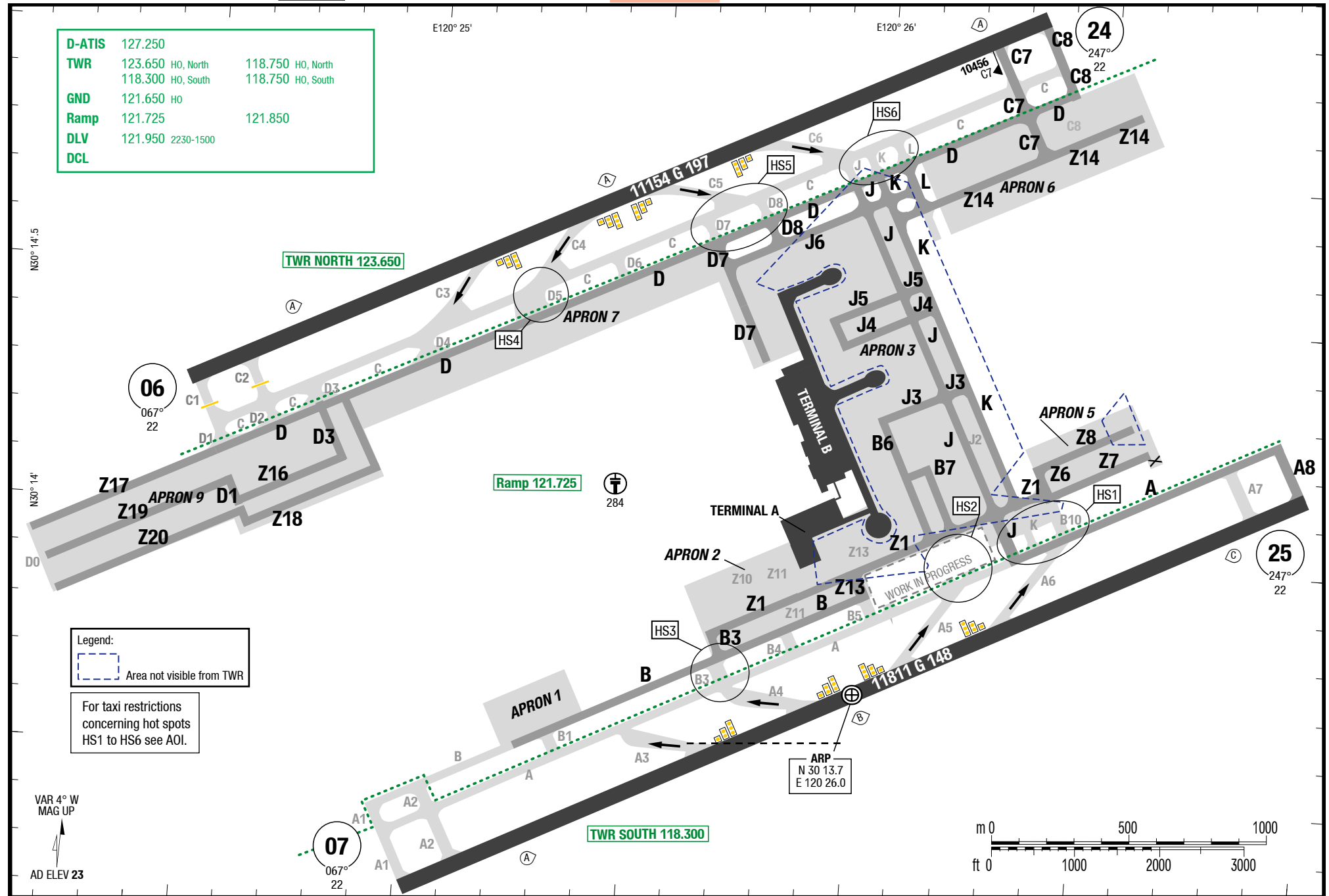
RVR 150m to 600m RWY 24/25

LVC

LVC

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RVR 150m to 600m RWY 24/25



Changes: new

STF

**22-FEB-2018**

## HGH-ZSHC

China **Hangzhou** Xiaoshan

## RNAV SIDs RWY 07

## RNAV SIDs RWY 06

**4-10**

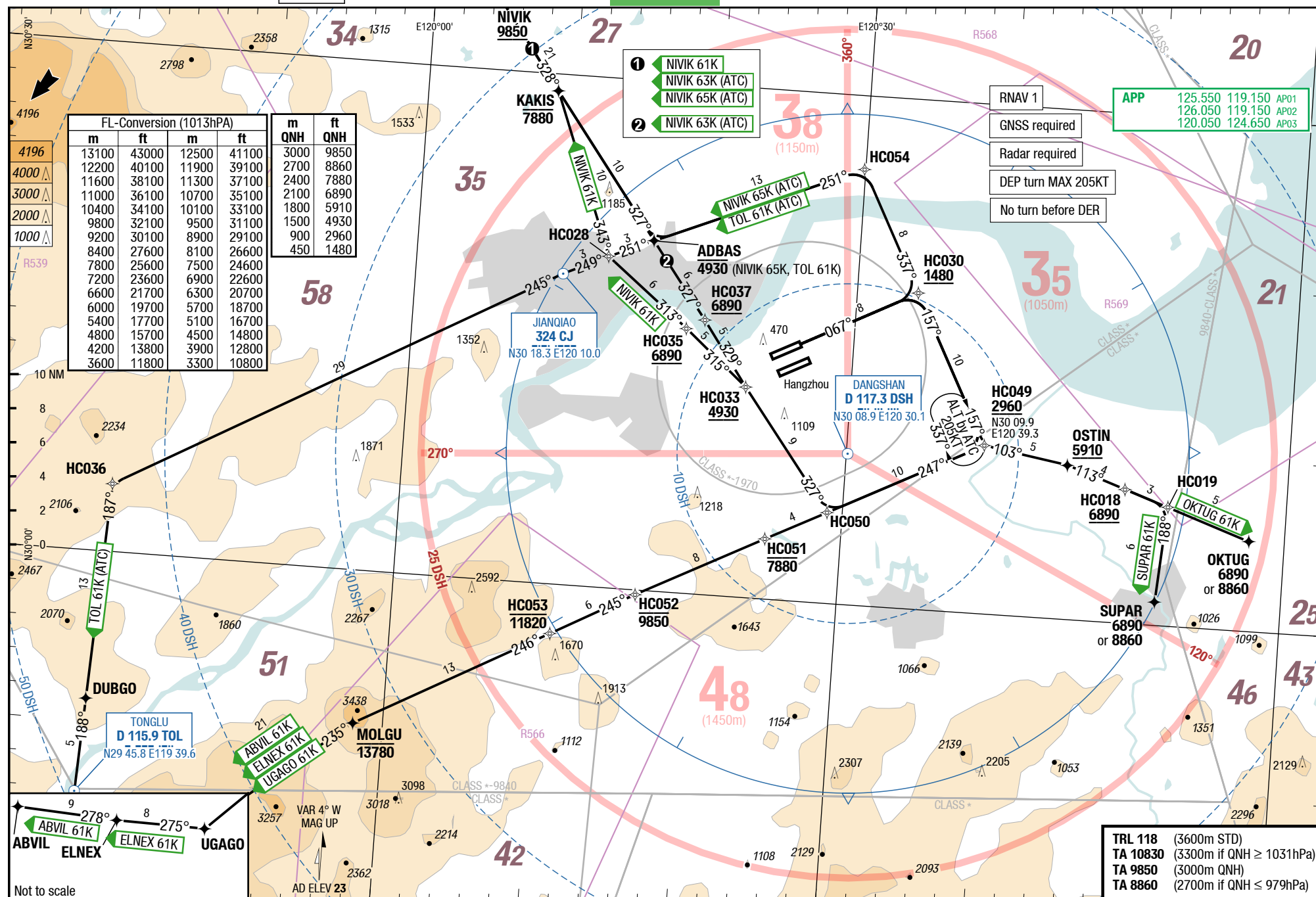
SID

SID

Xiaoshan **Hangzhou** China

RNAV SIDs RWY 07

## RNAV SIDs RWY 06





**22-FEB-2018**

China **Hangzhou** Xiaoshan

Xiaoshan **Hangzhou** China

## HGH-ZSHC

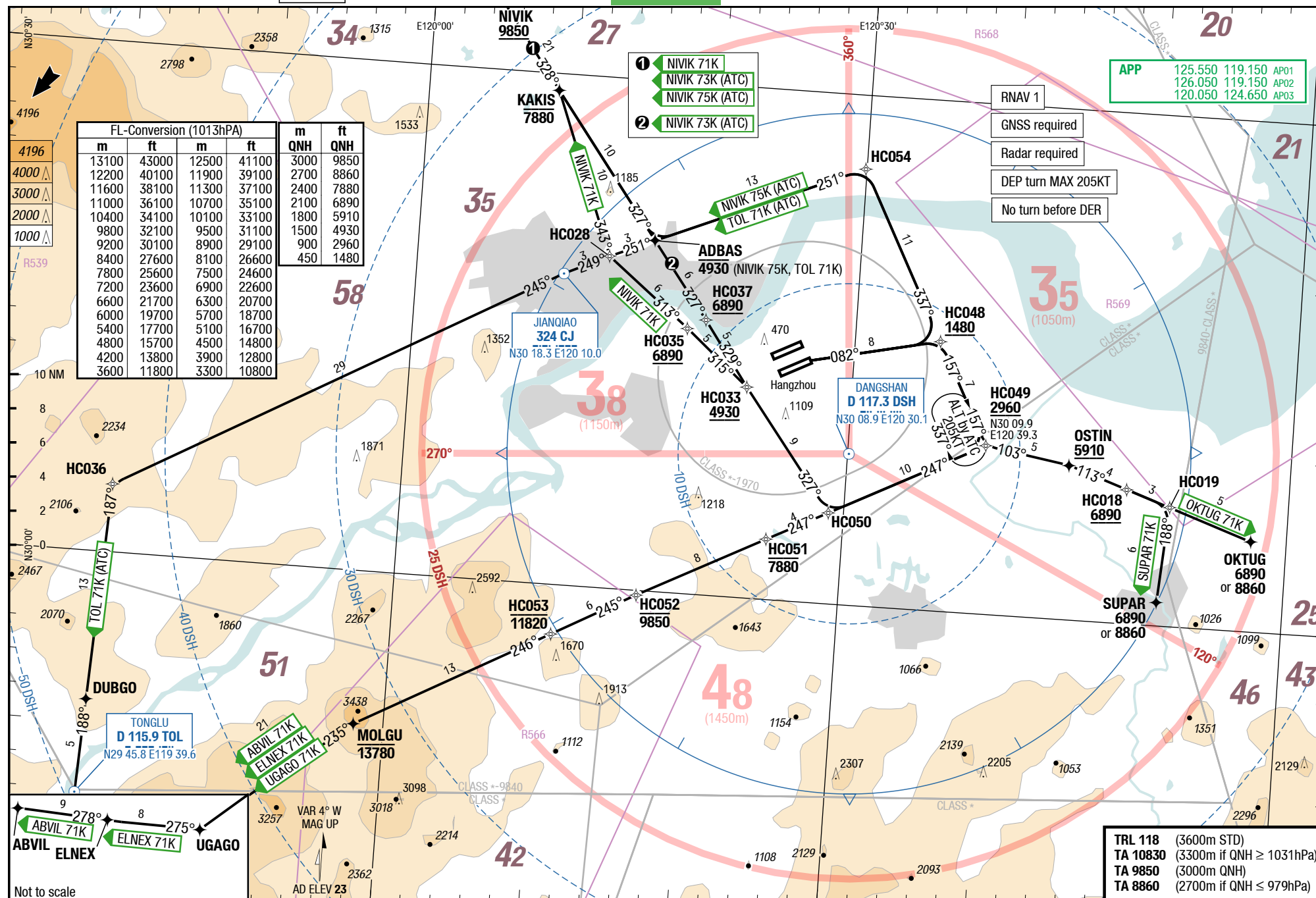
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## RNAV SIDs RWY 07

SID

SID

## RNAV SIDs RWY 07



Effective 01-MAR-2018

22-FEB-2018

HGH-ZSHC

China Hangzhou Xiaoshan

RNAV SIDs RWY 25

4-30

RNAV SIDs RWY 24

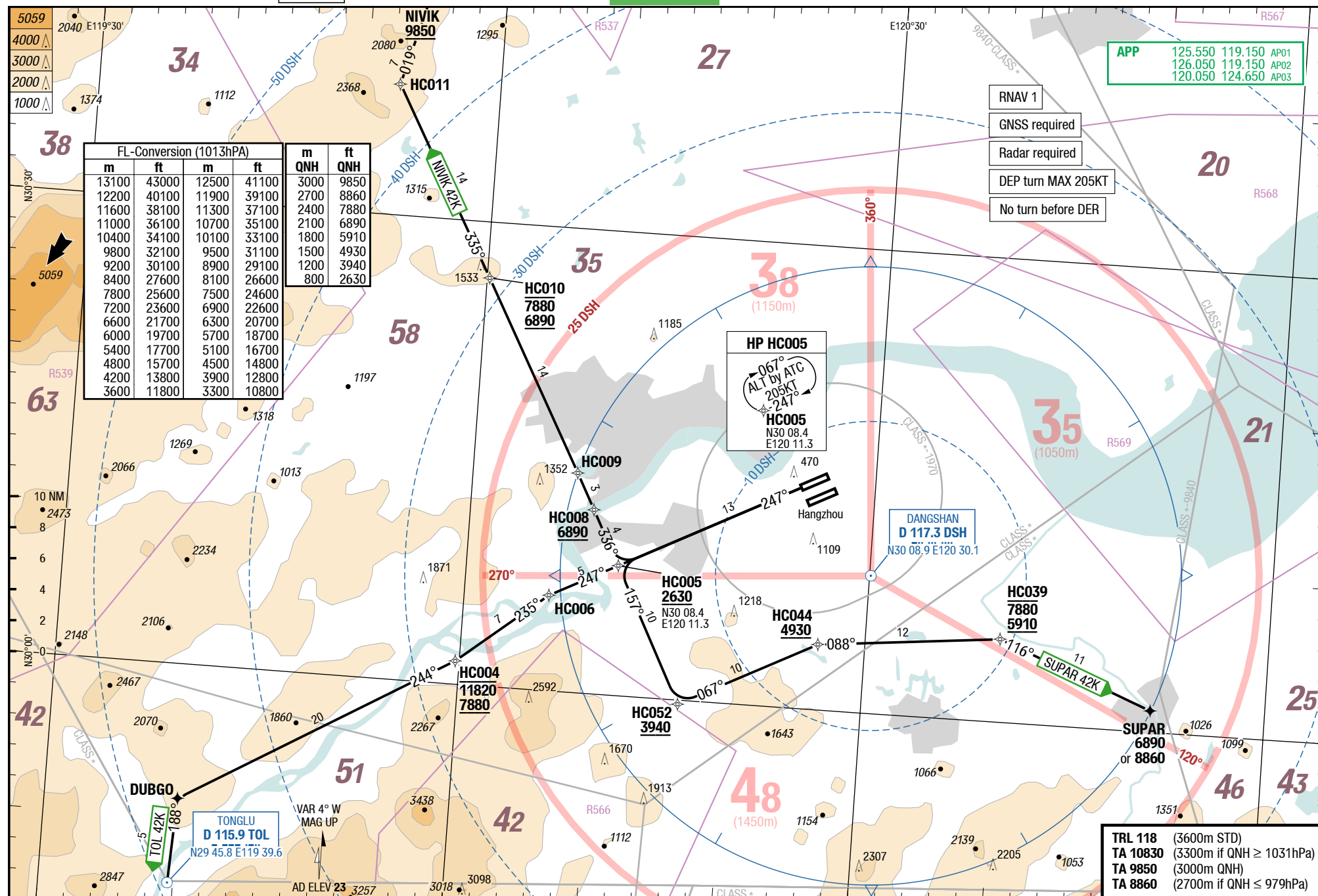
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SID

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RNAV SIDs RWY 25

RNAV SIDs RWY 24



Changes: MSA, OBST, Editorial

Effective 01-MAR-2018

22-FEB-2018

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China Hangzhou Xiaoshan

Xiaoshan Hangzhou China

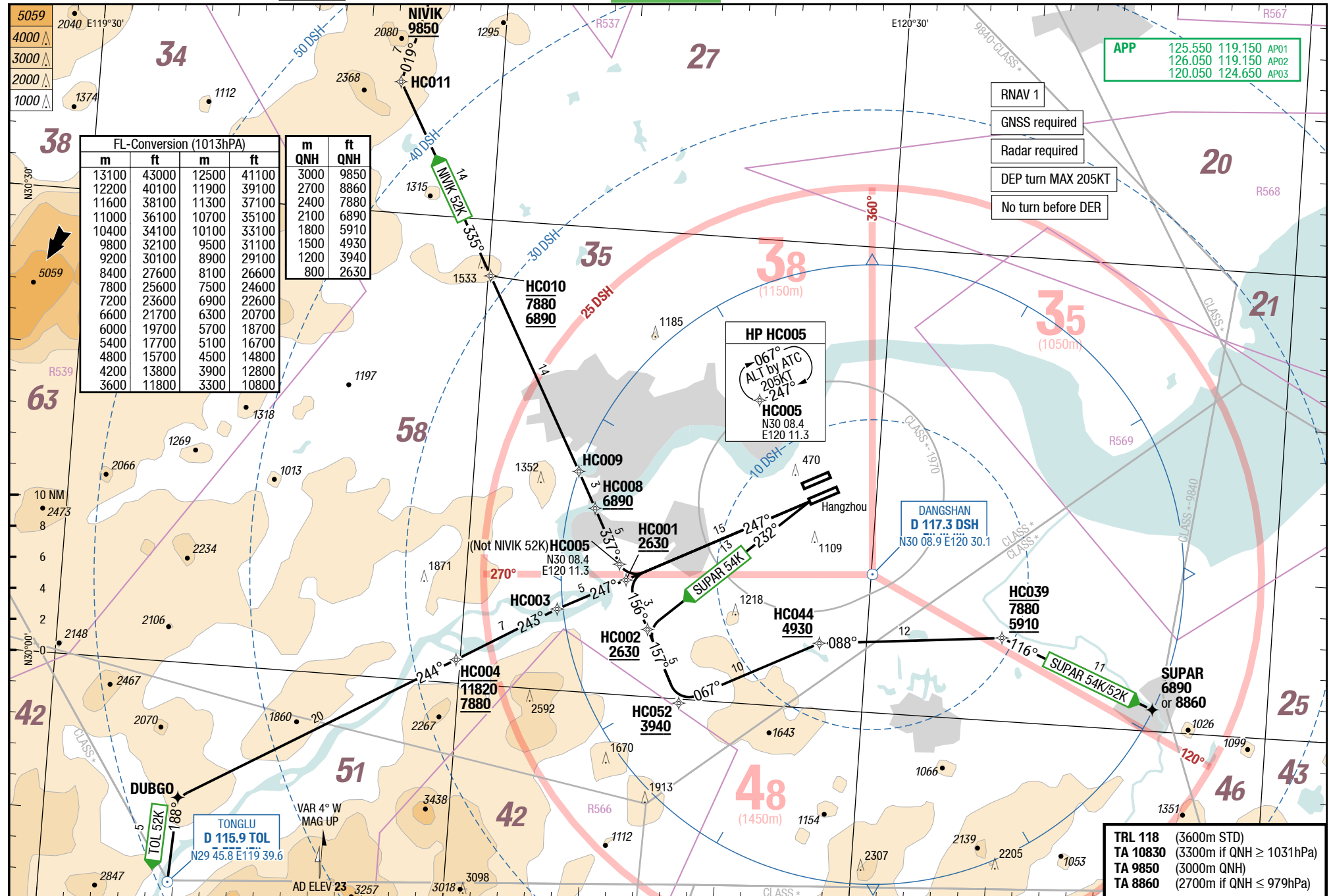
4-40

RNAV SIDs RWY 25

SID

SID

RNAV SIDs RWY 25





**22-FEB-2018**

## HGH-ZSHC

China **Hangzhou** Xiaoshan

## SIDs RWY 07

## SIDs RWY 06

SID

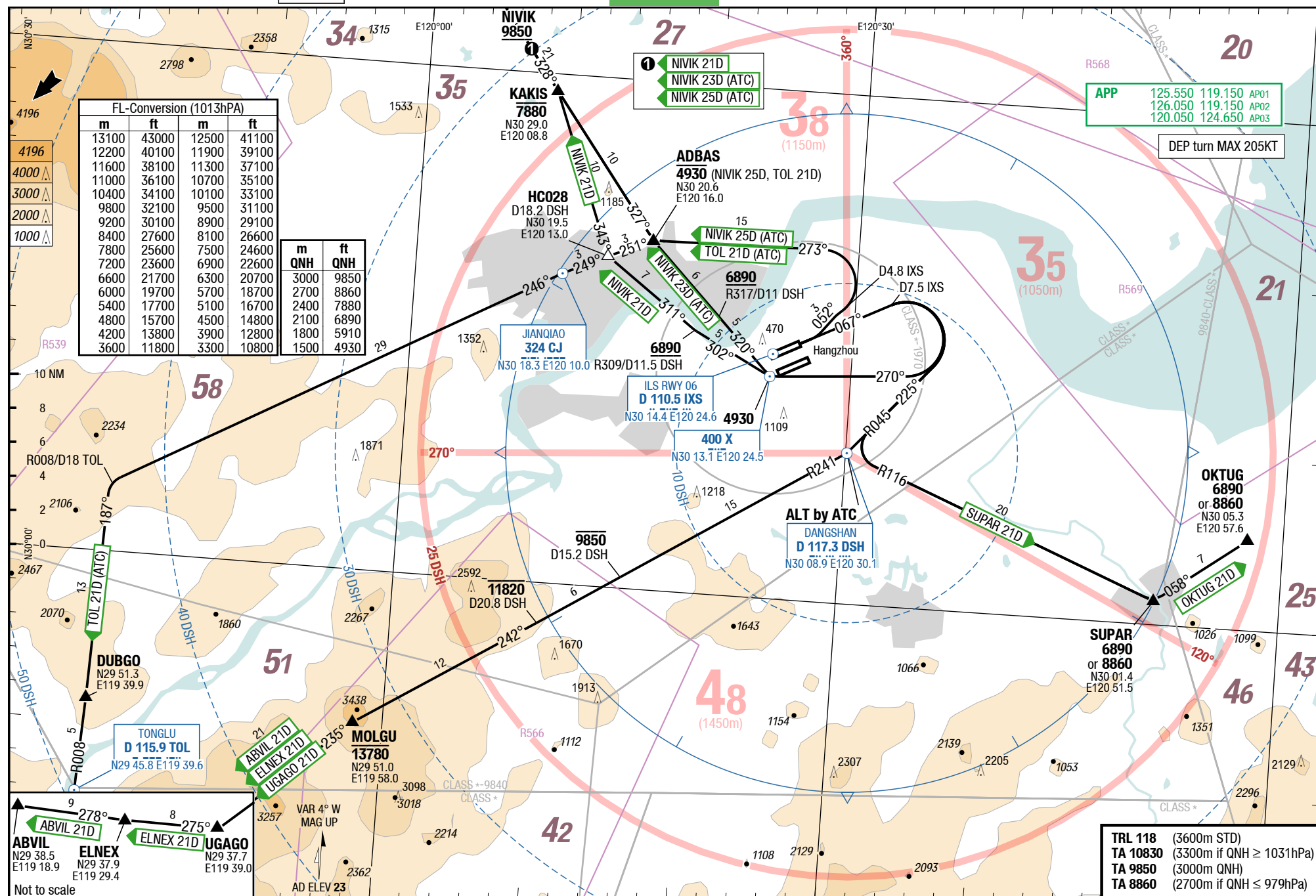
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Xiaoshan **Hangzhou** China

SIDs RWY 07

## SIDs RWY 06

4-50

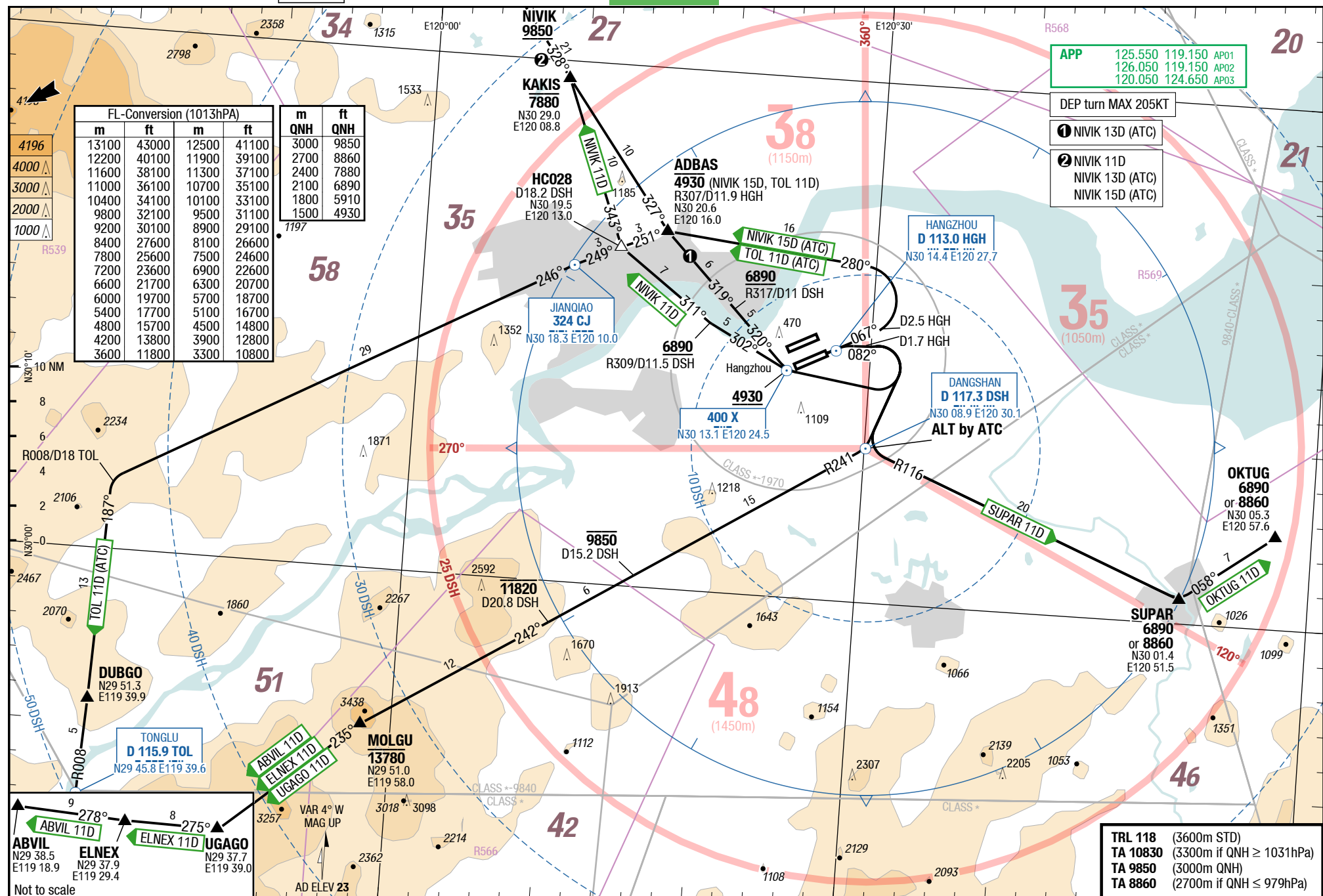


Changes: MSA, PROC, OBST

4-60

SIDs RWY 07

SIDs RWY 07



Effective 01-MAR-2018

22-FEB-2018

HGH-ZSHC

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SIDs RWY 25

SIDs RWY 24

SID

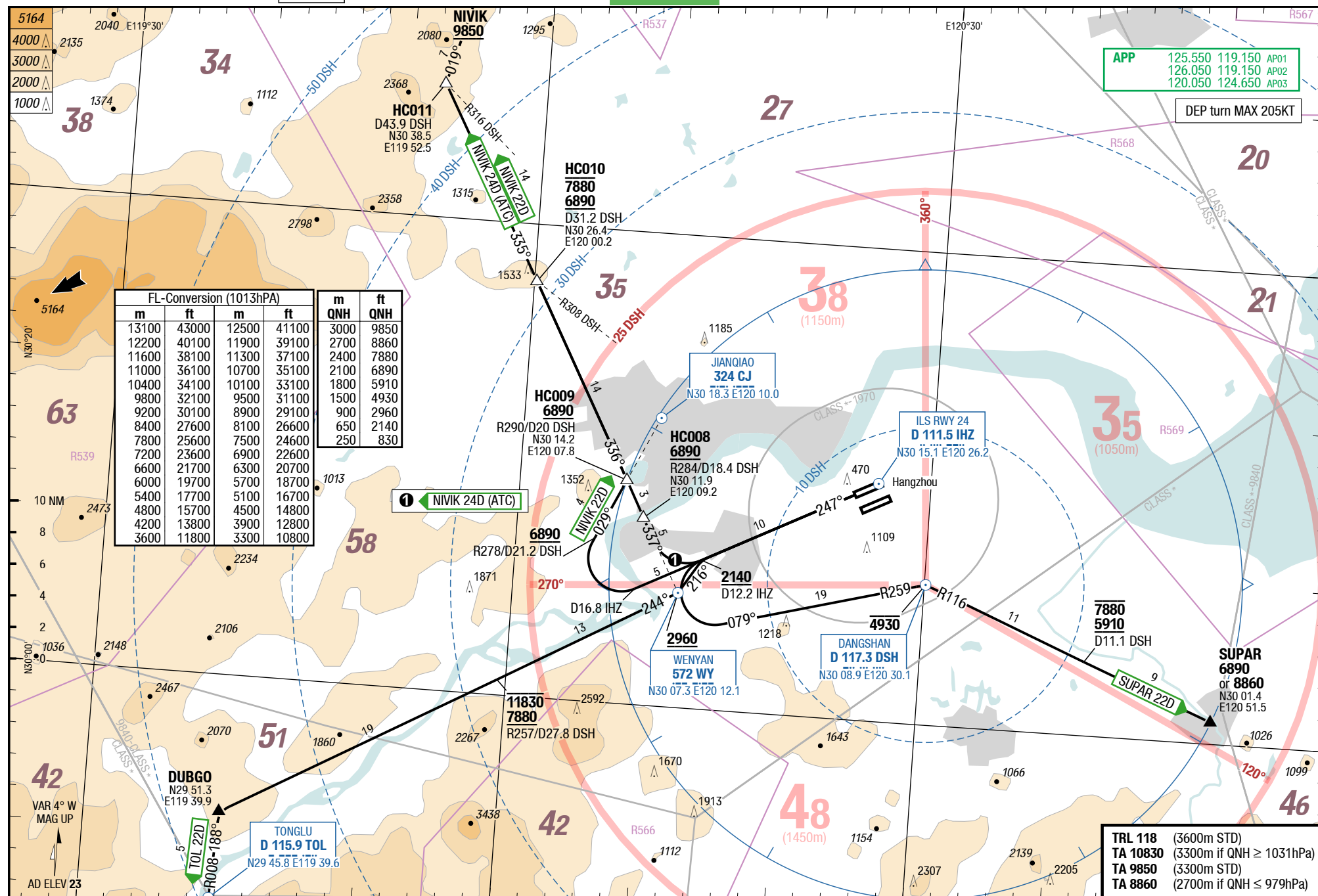
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SIDs RWY 25

SIDs RWY 24

4-70



Changes: PROC, MSA, OBST



Effective 01-MAR-2018

22-FEB-2018

HGH-ZSHC

China Hangzhou Xiaoshan

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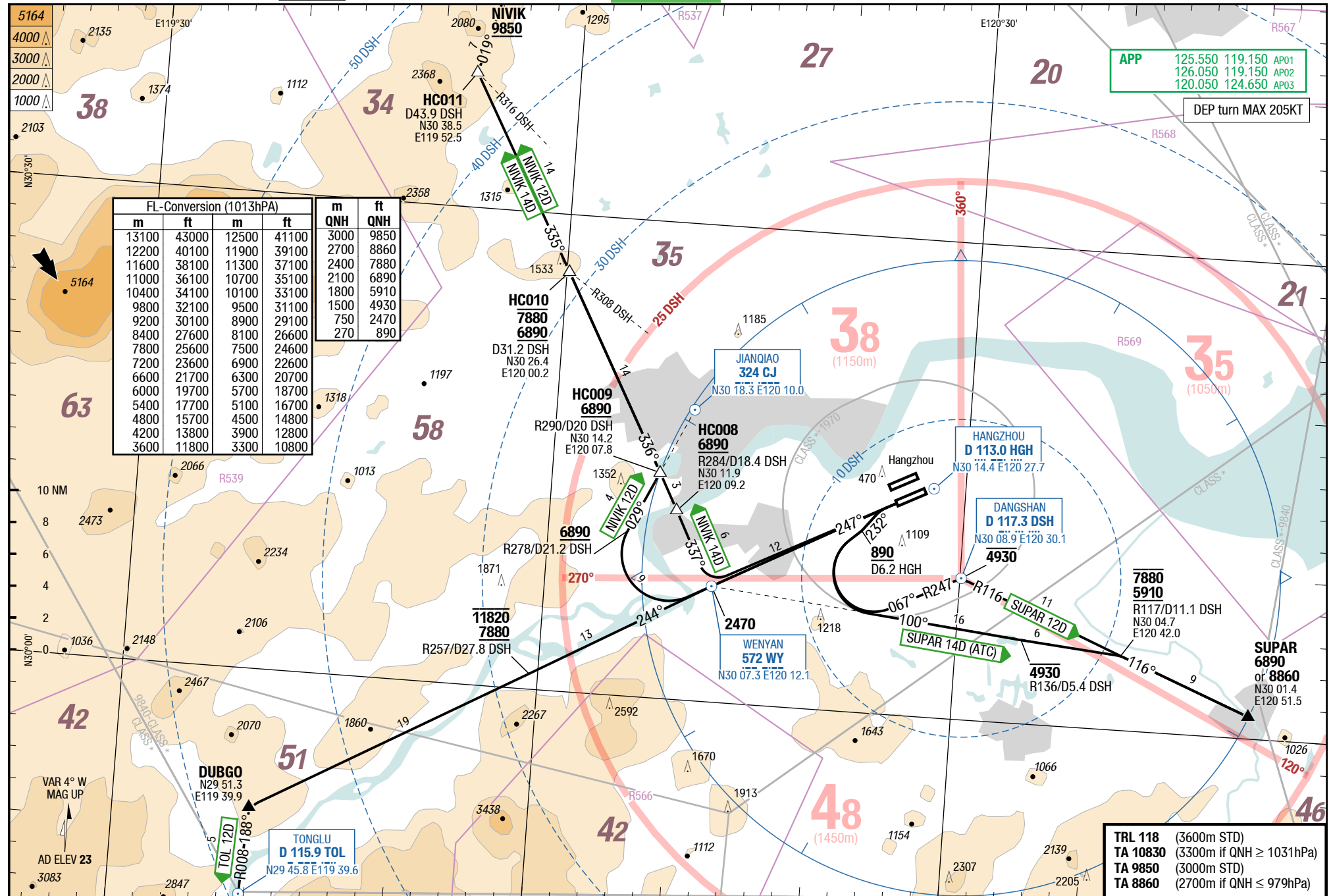
4-80

SIDs RWY 25

SID

SID

SIDs RWY 25



Changes: MSA, PROC, OBST

## HGH-ZSHC

5-10

## RNAV SIDs RWY 06

ABVIL 61K / ELNEX 61K / NIVIK 61K / NIVIK 63K / NIVIK 65K

RWY 06 (067°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
<b>ABVIL 61K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC030 - HC049 [K205-] - HC050 - HC051 - HC052 - HC053 - MOLGU - UGAGO - ELNEX - ABVIL	HC030 MNM <b>1480</b> HC049 MNM <b>2960</b> HC051 MAX <b>7880</b> HC052 MAX <b>9850</b> HC053 MAX <b>11820</b> MOLGU MAX <b>13780</b>
<b>ELNEX 61K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC030 - HC049 [K205-] - HC050 - HC051 - HC052 - HC053 - MOLGU - UGAGO - ELNEX	HC030 MNM <b>1480</b> HC049 MNM <b>2960</b> HC051 MAX <b>7880</b> HC052 MAX <b>9850</b> HC053 MAX <b>11820</b> MOLGU MAX <b>13780</b>
<b>NIVIK 61K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC030 - HC049 [K205-] - HC050 - HC033 - HC035 - HC028 - KAKIS - NIVIK	HC030 MNM <b>1480</b> HC049 MNM <b>2960</b> HC033 MNM <b>4930</b> HC035 MNM <b>6890</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 63K</b> (ATC) <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC030 - HC049 [K205-] - HC050 - HC033 - HC037 - ADBAS - KAKIS - NIVIK	HC030 MNM <b>1480</b> HC049 MNM <b>2960</b> HC033 MNM <b>4930</b> HC037 MNM <b>6890</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 65K</b> (ATC) <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC030 - HC054 [K205-] - ADBAS - KAKIS - NIVIK	HC030 MNM <b>1480</b> ADBAS MAX <b>4930</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>

① DEP turn MAX 205KT.

② No turn before DER.

**OKTUG 61K / SUPAR 61K / TOL 61K / UGAGO 61K**

RWY 06 (067°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
<b>OKTUG 61K</b> 5% to OSTIN, HC018 <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②③	HC030 - HC049 [K205-] - OSTIN - HC018 - HC019 - OKTUG	HC030 MNM <b>1480</b> HC049 MNM <b>2960</b> OSTIN MNM <b>5910</b> HC018 MNM <b>6890</b> OKTUG at <b>6890</b> or <b>8860</b>
<b>SUPAR 61K</b> 5% to OSTIN, HC018 <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②③	HC030 - HC049 [K205-] - OSTIN - HC018 - HC019 - SUPAR	HC030 MNM <b>1480</b> HC049 MNM <b>2960</b> OSTIN MNM <b>5910</b> HC018 MNM <b>6890</b> SUPAR at <b>6890</b> or <b>8860</b>
<b>TOL 61K</b> (ATC) <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ②③	HC030 - HC054 [K205-] - ADBAS - HC028 - CJ - HC036 - DUBGO - TOL	HC030 MNM <b>1480</b> ADBAS MAX <b>4930</b>
<b>UGAGO 61K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ②③	HC030 - HC049 [K205-] - HC050 - HC051 - HC052 - HC053 - MOLGU - UGAGO	HC030 MNM <b>1480</b> HC049 MNM <b>2960</b> HC051 MAX <b>7880</b> HC052 MAX <b>9850</b> HC053 MAX <b>11820</b> MOLGU MAX <b>13780</b>

- ① If unable to comply with climb gradient, join HLDG at HC049 with ATC permission.  
 ② DEP turn MAX 205KT.  
 ③ No turn before DER.

03-NOV-2016

**HGH-ZSHC****5-30****RNAV SIDs RWY 07****ABVIL 71K / ELNEX 71K / NIVIK 71K / NIVIK 73K / NIVIK 75K**

RWY 07 (067°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ABVIL 71K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC048 - HC049 [K205-] - HC050 - HC051 - HC052 - HC053 - MOLGU - UGAGO - ELNEX - ABVIL	HC048 MNM <b>1480</b> HC049 MNM <b>2960</b> HC051 MAX <b>7880</b> HC052 MAX <b>9850</b> HC053 MAX <b>11820</b> MOLGU MAX <b>13780</b>
<b>ELNEX 71K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC048 - HC049 [K205-] - HC050 - HC051 - HC052 - HC053 - MOLGU - UGAGO - ELNEX	HC048 MNM <b>1480</b> HC049 MNM <b>2960</b> HC051 MAX <b>7880</b> HC052 MAX <b>9850</b> HC053 MAX <b>11820</b> MOLGU MAX <b>13780</b>
<b>NIVIK 71K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC048 - HC049 [K205-] - HC050 - HC033 - HC035 - HC028 - KAKIS - NIVIK	HC048 MNM <b>1480</b> HC049 MNM <b>2960</b> HC033 MNM <b>4930</b> HC035 MNM <b>6890</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 73K</b> (ATC) <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC048 - HC049 [K205-] - HC050 - HC033 - HC037 - ADBAS - KAKIS - NIVIK	HC048 MNM <b>1480</b> HC049 MNM <b>2960</b> HC033 MNM <b>4930</b> HC037 MNM <b>6890</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 75K</b> (ATC) <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC048 - HC054 [K205-] - ADBAS - KAKIS - NIVIK	HC048 MNM <b>1480</b> ADBAS MAX <b>4930</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>

① No turn before DER.

② DEP turn MAX 205KT

Changes: Editorial

03-NOV-2016

**HGH-ZSHC****5-40****RNAV SIDs RWY 07****OKTUG 71K / SUPAR 71K / TOL 71K / UGAGO 71K**

RWY 07 (067°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>OKTUG 71K</b> 5% to OSTIN, HC018 <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②③	HC048 - HC049 [K205-] - OSTIN - HC018 - HC019 - OKTUG	HC048 MNM <b>1480</b> HC049 MNM <b>2960</b> OSTIN MNM <b>5910</b> HC018 MNM <b>6890</b> OKTUG at <b>6890</b> or <b>8860</b>
<b>SUPAR 71K</b> 5% to OSTIN, HC018 <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②③	HC048 - HC049 [K205-] - OSTIN - HC018 - HC019 - SUPAR	HC048 MNM <b>1480</b> HC049 MNM <b>2960</b> OSTIN MNM <b>5910</b> HC018 MNM <b>6890</b> SUPAR at <b>6890</b> or <b>8860</b>
<b>TOL 71K</b> (ATC) <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ②③	HC048 - HC054 [K205-] - ADBAS - HC028 - CJ - HC036 - DUBGO - TOL	HC048 MNM <b>1480</b> ADBAS MAX <b>4930</b>
<b>UGAGO 71K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ②③	HC048 - HC049 [K205-] - HC050 - HC051 - HC052 - HC053 - MOLGU - UGAGO	HC048 MNM <b>1480</b> HC049 MNM <b>2960</b> HC051 MAX <b>7880</b> HC052 MAX <b>9850</b> HC053 MAX <b>11820</b> MOLGU MAX <b>13780</b>

① if unable to comply with climb gradient, join HLDG at HC049 with ATC permission.

② No turn before DER.

③ DEP turn MAX 205KT



21-APR-2016

HGH-ZSHC

5-50

RNAV SIDs RWY 24

SIDPT

NIVIK 42K / SUPAR 42K / TOL 42K

RWY 24 (247°)

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>NIVIK 42K</b> 6.8% to HC008 <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②③	HC005 - HC008 [K205-] - HC009 - HC010 - HC011 - NIVIK	HC005 MNM <b>2630</b> HC008 MNM <b>6890</b> HC010 between <b>6890</b> and <b>7880</b> NIVIK MNM <b>9850</b>
<b>SUPAR 42K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②③	HC005 - HC052 [K205-] - HC044 - HC039 - SUPAR	HC005 MNM <b>2630</b> HC052 MNM <b>3940</b> HC044 MNM <b>4930</b> HC039 between <b>5910</b> and <b>7880</b> SUPAR at <b>6890</b> or <b>8860</b>
<b>TOL 42K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ②③	HC005 - HC006 - HC004 - DUBGO - TOL	HC005 MNM <b>2630</b> HC004 between <b>7880</b> and <b>11820</b>

- ① If unable to comply with climb gradient, join HLDG at HC005 with ATC permission.  
 ② No turn before DER.  
 ③ DEP turn MAX 205KT.

Changes: New

21-APR-2016

HGH-ZSHC

5-60

RNAV SIDs RWY 25

SIDPT

NIVIK 52K / SUPAR 52K / SUPAR 54K / TOL 52K

RWY 25 (247°)

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>NIVIK 52K</b> 6.8% to HC008 <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②③	HC001 - HC008 [K205-] - HC009 - HC010 - HC011 - NIVIK	HC001 MNM <b>2630</b> HC008 MNM <b>6890</b> HC010 between <b>6890</b> and <b>7880</b> NIVIK MNM <b>9850</b>
<b>SUPAR 52K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC001 - HC002 [K205-] - HC052 - HC044 - HC039 - SUPAR	HC001 MNM <b>2630</b> HC002 MNM <b>2630</b> HC052 MNM <b>3940</b> HC044 MNM <b>4930</b> HC039 between <b>5910</b> and <b>7880</b> SUPAR at <b>6890</b> or <b>8860</b>
<b>SUPAR 54K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC002 - HC052 [K205-] - HC044 - HC039 - SUPAR	HC002 MNM <b>2630</b> HC052 MNM <b>3940</b> HC044 MNM <b>4930</b> HC039 between <b>5910</b> and <b>7880</b> SUPAR at <b>6890</b> or <b>8860</b>
<b>TOL 52K</b> <b>125.550</b> (AP01) <b>126.050</b> (AP02) <b>120.050</b> (AP03) ①②	HC001 - HC003 - HC004 - DUBGO - TOL	HC001 MNM <b>2630</b> HC004 between <b>7880</b> and <b>11820</b>

- ① No turn before DER.  
 ② DEP turn MAX 205KT.  
 ③ If unable to comply with climb gradient, join HLDG at HC005 with ATC permission.

Changes: New

## HGH-ZSHC

5-70

## SIDs RWY 06

ABVIL 21D / ELNEX 21D / NIVIK 21D / NIVIK 23D / NIVIK 25D / OKTUG 21D / SUPAR 21D /  
TOL 21D / UGAGO 21D

RWY 06 (067°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
<b>ABVIL 21D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> D15.2 <b>DSH MAX 9850</b> D20.8 <b>DSH MAX 11820</b> MOLGU MAX <b>13780</b>
<b>ELNEX 21D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> D15.2 <b>DSH MAX 9850</b> D20.8 <b>DSH MAX 11820</b> MOLGU MAX <b>13780</b>
<b>NIVIK 21D</b> 5.0% to R309/D11.5 DSH <b>125.550</b> ①	No procedure text published.	<b>X at 4930</b> R309/D11.5 <b>DSH MNM</b> <b>6890</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 23D</b> (ATC) 5.0% to R317/D11 DSH <b>125.550</b> ①	No procedure text published.	<b>X MNM 4930</b> R317/D11 <b>DSH MNM</b> <b>6890</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 25D</b> (ATC) <b>125.550</b>	No procedure text published.	ADBAS MAX <b>4930</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>OKTUG 21D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> SUPAR <b>6890</b> or <b>8860</b> OKTUG <b>6890</b> or <b>8860</b>
<b>SUPAR 21D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> SUPAR <b>6890</b> or <b>8860</b>
<b>TOL 21D</b> (ATC) <b>125.550</b>	No procedure text published.	ADBAS MAX <b>4930</b>
<b>UGAGO 21D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> D15.2 <b>DSH MAX 9850</b> D20.8 <b>DSH MAX 11820</b> MOLGU MAX <b>13780</b>

① If unable to comply with climb gradient, ATC will command to climb south of RWY.

## HGH-ZSHC

5-80

## SIDs RWY 07

ABVIL 11D / ELNEX 11D / NIVIK 11D / NIVIK 13D / NIVIK 15D / OKTUG 11D / SUPAR 11D /  
TOL 11D / UGAGO 11D

RWY 07 (067°)

	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ABVIL 11D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> D15.2 <b>DSH MAX 9850</b> D20.8 <b>DSH MAX 11820</b> MOLGU MAX <b>13780</b>
<b>ELNEX 11D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> D15.2 <b>DSH MAX 9850</b> D20.8 <b>DSH MAX 11820</b> MOLGU MAX <b>13780</b>
<b>NIVIK 11D</b> 6.2% to R309/D11.5 DSH <b>125.550</b> ①	No procedure text published.	<b>X MNM 4930</b> R309/D11.5 <b>HGH MNM 6890</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 13D</b> (ATC) 6.2% to R317/D11 DSH <b>125.550</b> ①	No procedure text published.	<b>X MNM 4930</b> R317/D11 <b>DSH MNM 6890</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 15D</b> (ATC) <b>125.550</b>	No procedure text published.	ADBAS MAX <b>4930</b> KAKIS MAX <b>7880</b> NIVIK MNM <b>9850</b>
<b>OKTUG 11D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> SUPAR <b>6890</b> or <b>8860</b> OKTUG <b>6890</b> or <b>8860</b>
<b>SUPAR 11D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> SUPAR <b>6890</b> or <b>8860</b>
<b>TOL 11D</b> (ATC) <b>125.550</b>	No procedure text published.	ADBAS MAX <b>4930</b>
<b>UGAGO 11D</b> <b>125.550</b>	No procedure text published.	<b>DSH ALT by ATC</b> D15.2 <b>DSH MAX 9850</b> D20.8 <b>DSH MAX 11820</b> MOLGU MAX <b>13780</b>

① If unable to comply with climb gradient, ATC will command to climb south of RWY.

## HGH-ZSHC

5-90

## SIDs RWY 24

## NIVIK 22D / NIVIK 24D / SUPAR 22D / TOL 22D

RWY 24 (247°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
<b>NIVIK 22D</b> 5.8% to R278/D21.1 DSH <b>125.550</b> ①	No procedure text published.	D12.2 IHZ MNM <b>2140</b> R278/D21.2 DSH MNM <b>6890</b> HC009 MNM <b>6890</b> HC010 between <b>6890</b> and <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 24D</b> (ATC) 6.8% to HC008 <b>125.550</b> ①	No procedure text published.	D12.2 IHZ MNM <b>2140</b> HC008 MNM <b>6890</b> HC009 MNM <b>6890</b> HC010 between <b>6890</b> and <b>7880</b> NIVIK MNM <b>9850</b>
<b>SUPAR 22D</b> <b>125.550</b>	No procedure text published.	D12.2 IHZ MNM <b>2140</b> <b>DSH MAX 4930</b> D11.1 DSH between <b>5910</b> and <b>7880</b> SUPAR at <b>6890</b> or <b>8860</b>
<b>TOL 22D</b> <b>125.550</b>	No procedure text published.	D12.2 IHZ MNM <b>2140</b> <b>WY MNM 2960</b> R257/D27.8 DSH between <b>7880</b> and <b>11830</b>

① If unable to comply with climb gradient, ATC will command to climb south of RWY.

## HGH-ZSHC

5-100

## SIDs RWY 25

## NIVIK 12D / NIVIK 14D / SUPAR 12D / SUPAR 14D / TOL 12D

RWY 25 (247°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
<b>NIVIK 12D</b> 5.8% to R278/D21.2 DSH <b>125.550</b> ①	No procedure text published.	<b>WY at 2470</b> R278/D21.2 <b>DSH MNM 6890</b> HC009 MNM <b>6890</b> HC010 between <b>6890</b> and <b>7880</b> NIVIK MNM <b>9850</b>
<b>NIVIK 14D</b> 6.8% to HC008 <b>125.550</b> ①	No procedure text published.	<b>WY at 2470</b> HC008 MNM <b>6890</b> HC009 MNM <b>6890</b> HC010 between <b>6890</b> and <b>7880</b> NIVIK MNM <b>9850</b>
<b>SUPAR 12D</b> 4.4% to 890 <b>125.550</b>	No procedure text published.	D6.2 <b>HGH MNM 890</b> <b>DSH MAX 4930</b> R117/D11.1 <b>DSH</b> between <b>5910</b> and <b>7880</b> <b>SUPAR at 6890 or 8860</b>
<b>SUPAR 14D</b> (ATC) 4.4% to 890 <b>125.550</b>	No procedure text published.	D6.2 <b>HGH MNM 890</b> R136/D5.4 <b>DSH MAX 4930</b> R117/D11.1 <b>DSH</b> between <b>5910</b> and <b>7880</b> <b>SUPAR at 6890 or 8860</b>
<b>TOL 12D</b> <b>125.550</b>	No procedure text published.	<b>WY at 2470</b> R257/D27.8 <b>DSH</b> between <b>7880</b> and <b>11820</b>

① If unable to comply with climb gradient, ATC will command to climb south of RWY.

## HGH-ZSHC

RNAV STARs RWYs 06/07 (ATC)

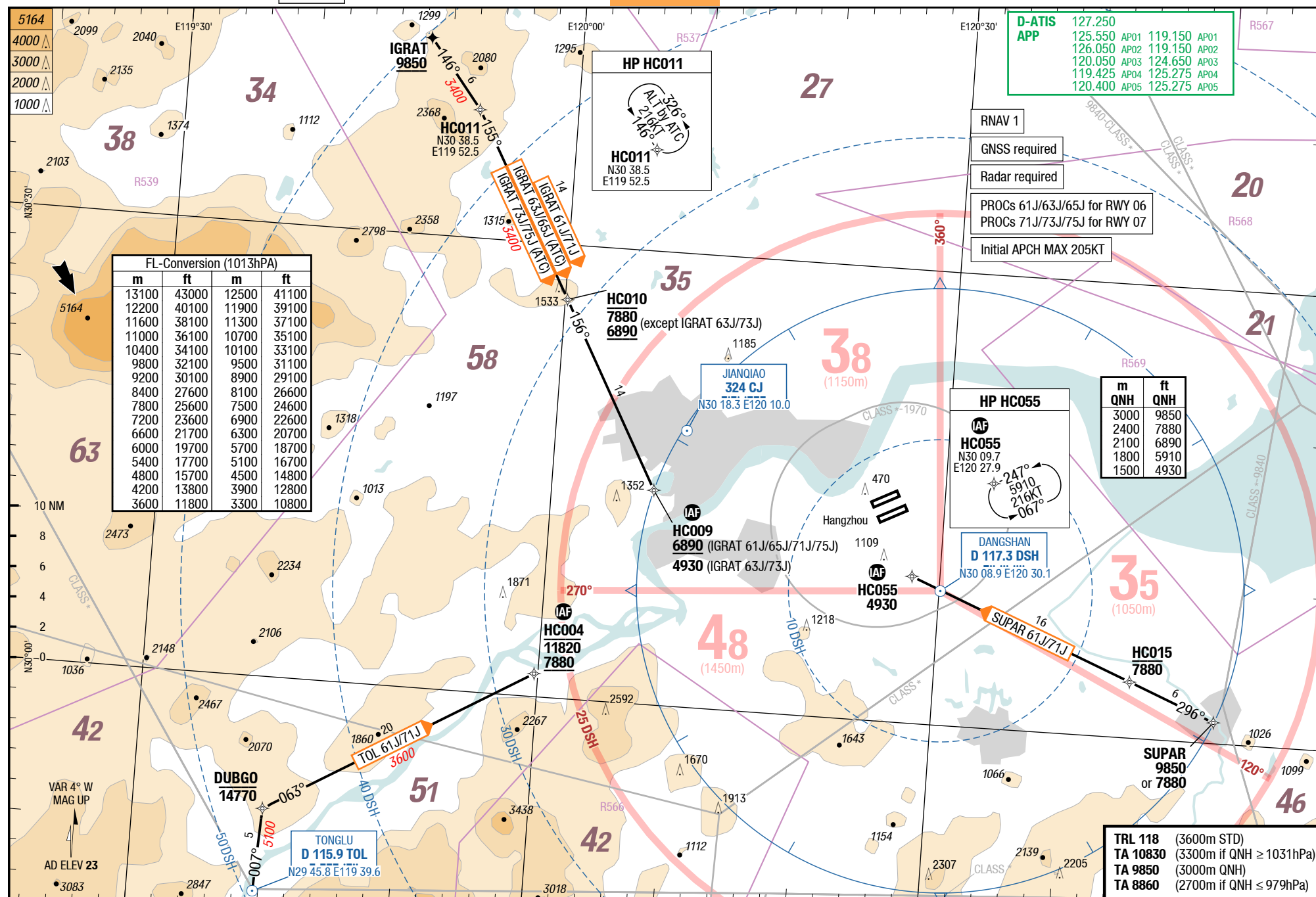
6-10

## RNAV STARs RWYs 06/07

# STAR

# STAR

RNAV STARs RWYs 06/07 (ATC)

**RNAV STARs RWYs 06/07**

Changes: MSA, OBST, Editorial

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**22-FEB-2018**

China **Hangzhou** Xiaoshan

# STAR

# STAR

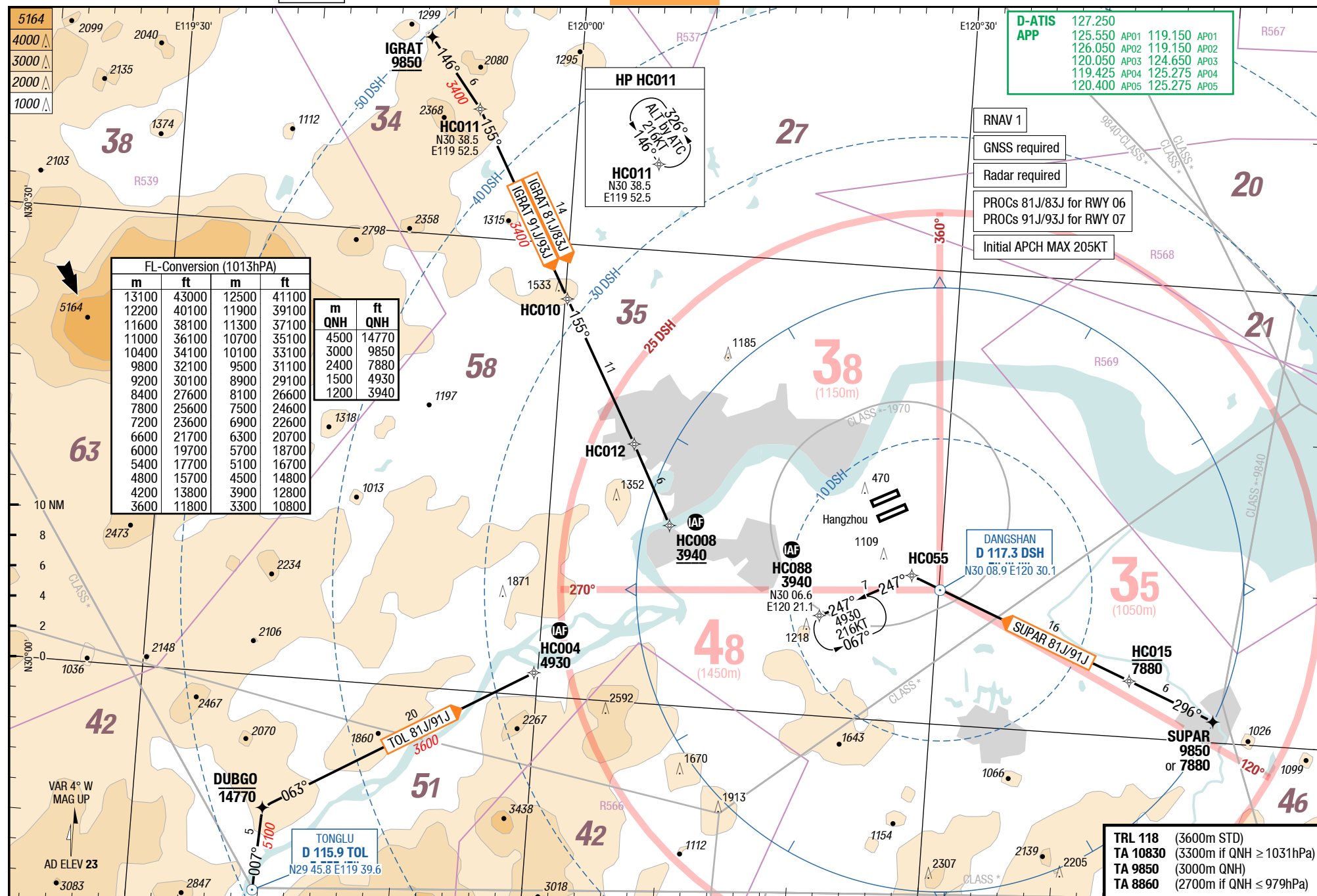
Xiaoshan **Hangzhou** China

## HGH-ZSHC

6-20

### RNAV STARs RWYs 06/07 (ATC)

## RNAV STARs RWYs 06/07 (ATC)





22-FEB-2018

## HGH-ZSHC

China **Hangzhou** Xiaoshan

RNAV STARs RWYs 24/25 (ATC)

6-30

## RNAV STARs RWYs 24/25

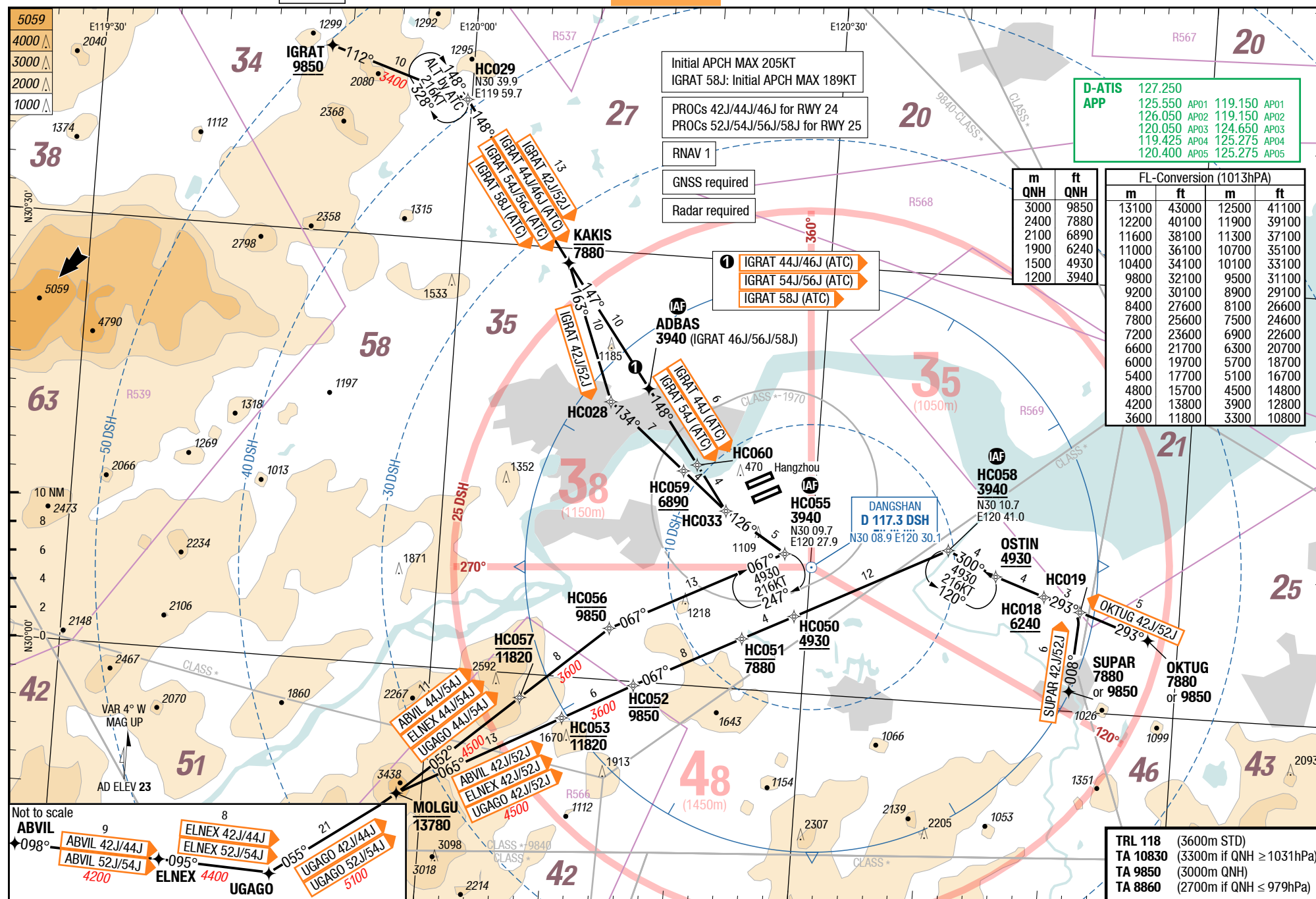
# STAR

# STAR

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RNAV STARs RWYs 24/25 (ATC)

## RNAV STARs RWYs 24/25



Effective 01-MAR-2018

22-FEB-2018

HGH-ZSHC

China Hangzhou Xiaoshan

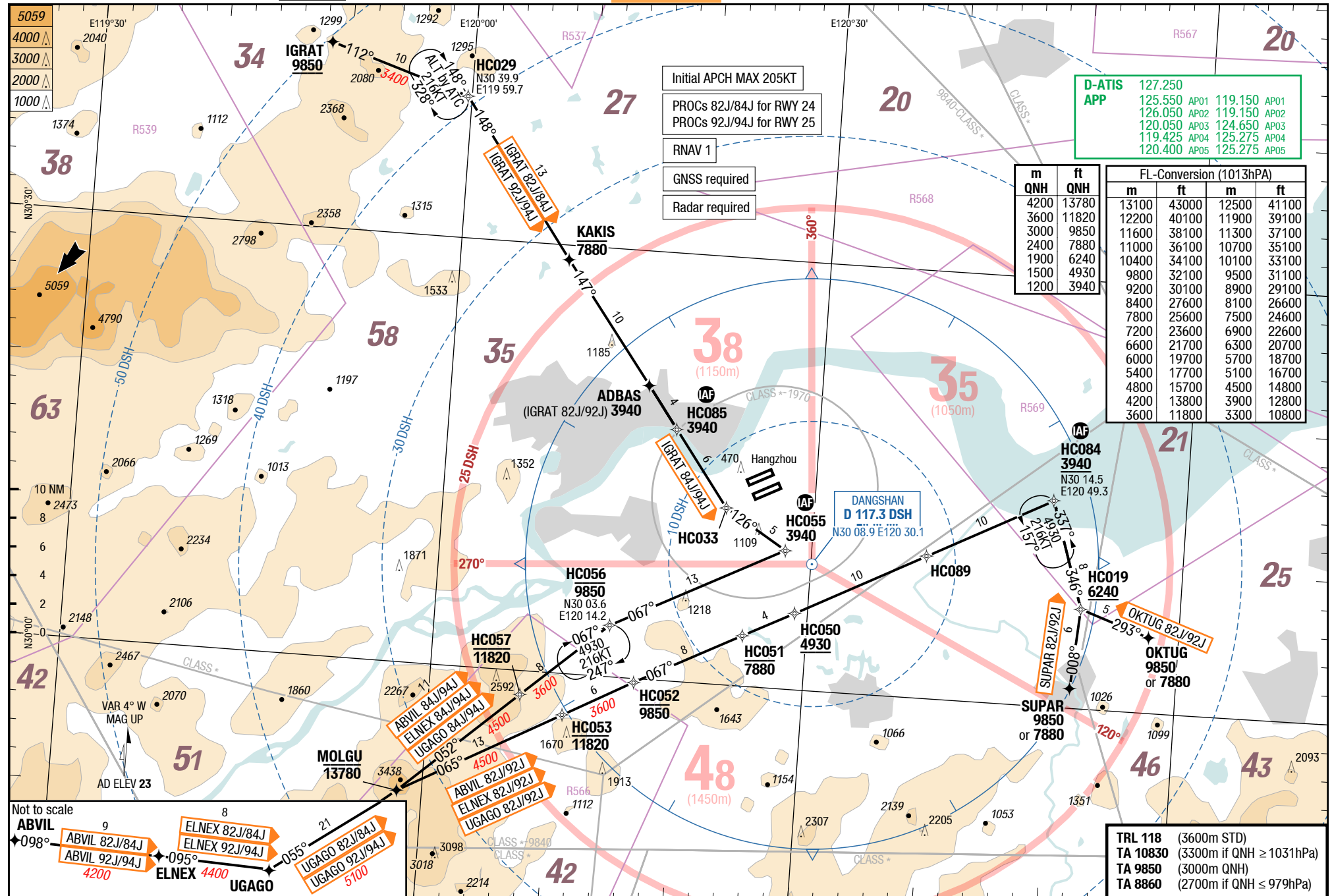
STAR

STAR

Xiaoshan Hangzhou China

6-40 RNAV STARs RWYs 24/25 (ATC)

RNAV STARs RWYs 24/25 (ATC)



## HGH-ZSHC

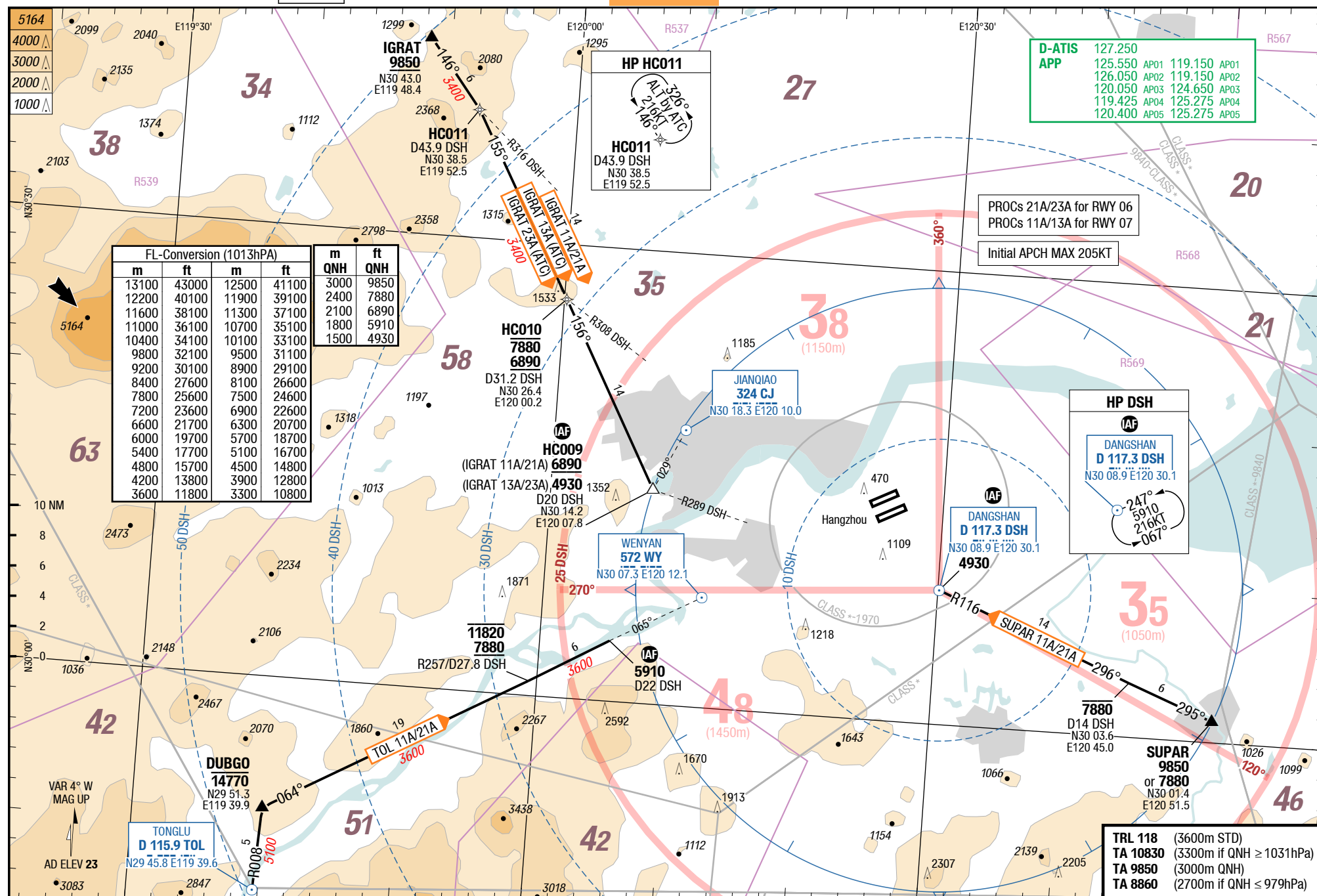
## STARs RWYs 06/07

# STAR

# STAR

## STARs RWYs 06/07

6-50



Changes: MSA, PROC, OBST

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22-FEB-2018

## HGH-ZSHC

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# STAR

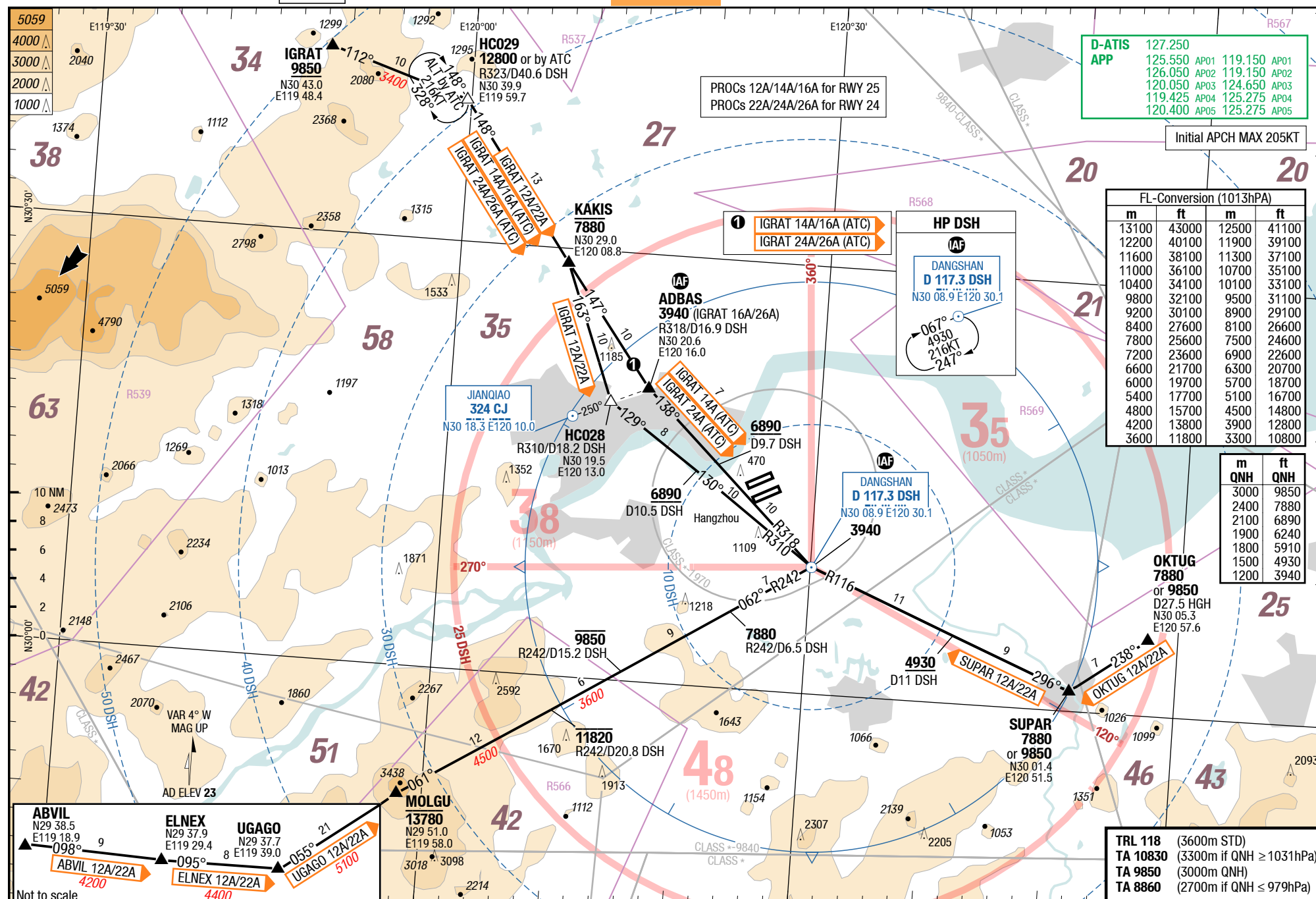
# STAR

Xiaoshan **Hangzhou** China

## STARs RWYs 24/25

6-60

## STARs RWYs 24/25



Changes: PROC, MSA, OBST

Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

China Hangzhou Xiaoshan

ILS DME Y 06

ILS DME Z 06 RNAV

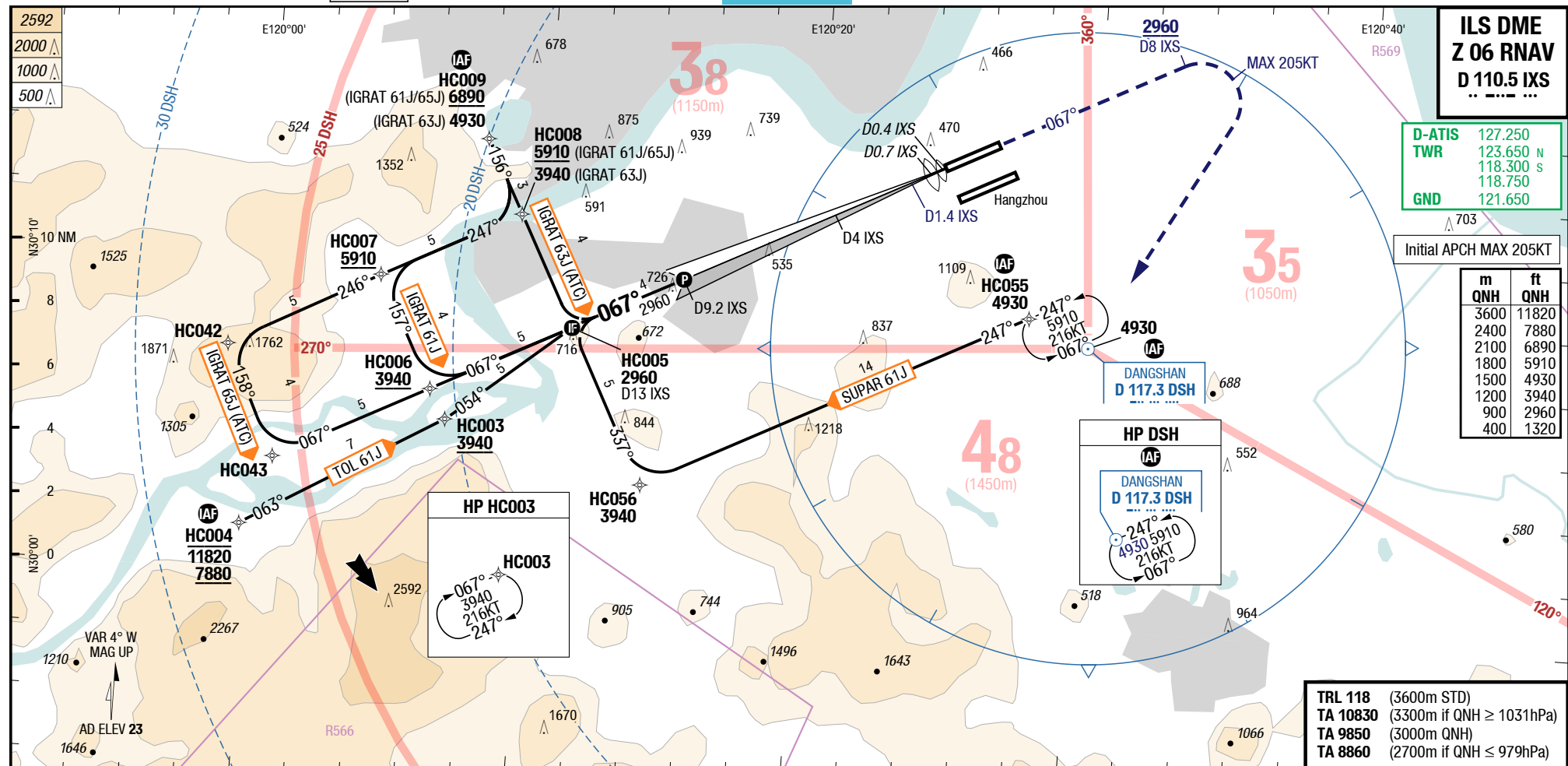
IAC

IAC

Xiaoshan Hangzhou China

ILS DME Y 06

ILS DME Z 06 RNAV



06	Cat 2 DME	Cat 1 DME	LOC DME		Circling
C	ft - m/km 100 - 300R 102 RA	200 - 550R/800V 230	540 - 2.3V 560		1490 - 4.8V 1510
D	ft - m/km 100 - 300R 102 RA 3)	200 - 550R/800V 230	540 - 2.5V 560		1490 - 5.0V 1510

1) With EVS RVR 350m/ VIS 550m

2) S of RWY and when RWY 07 not in use only

3) If not conducting autoland RVR 350m required

Changes: MIN

Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

China Hangzhou Xiaoshan

IAC

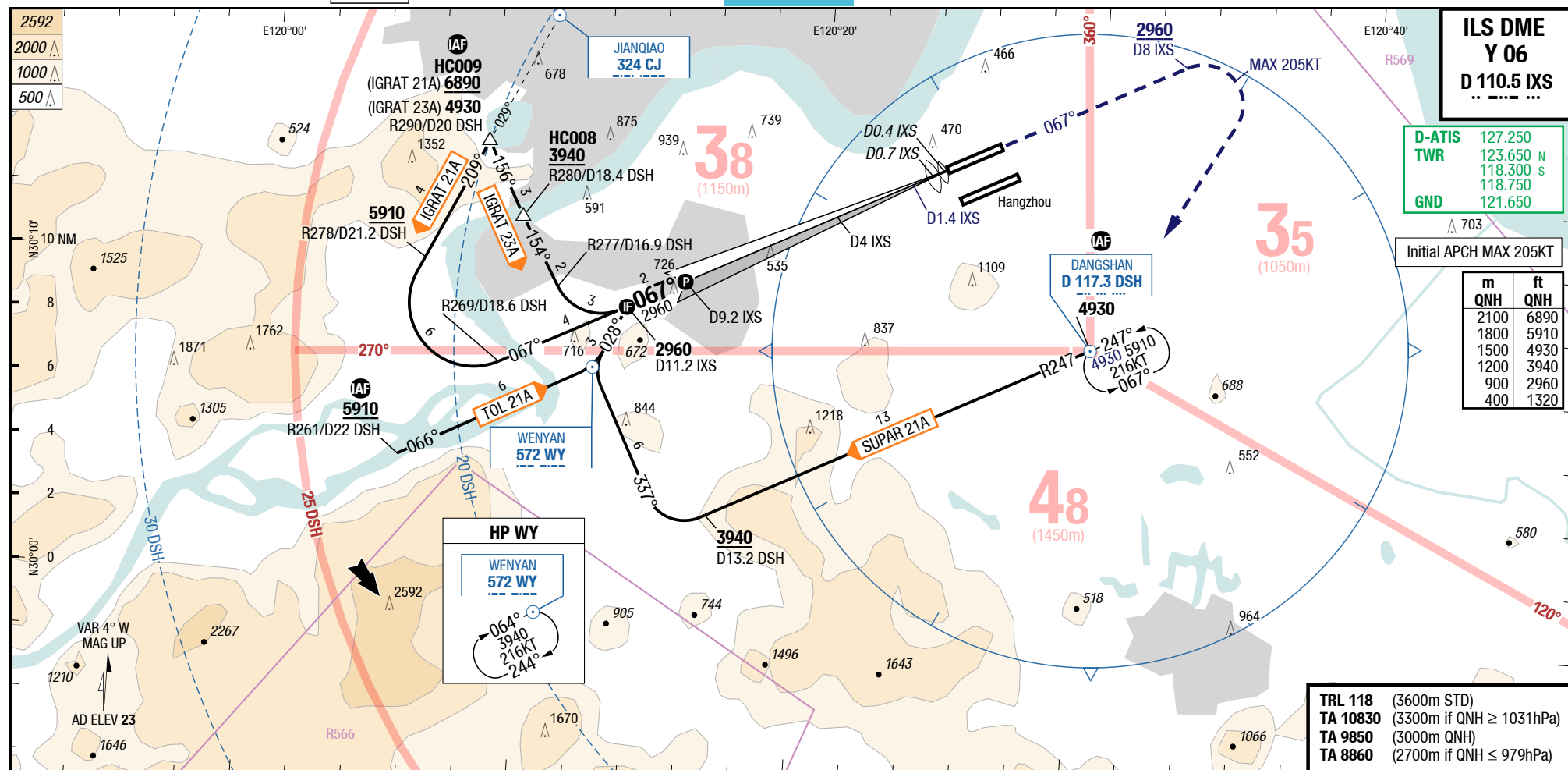
IAC

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ILS DME Y 06

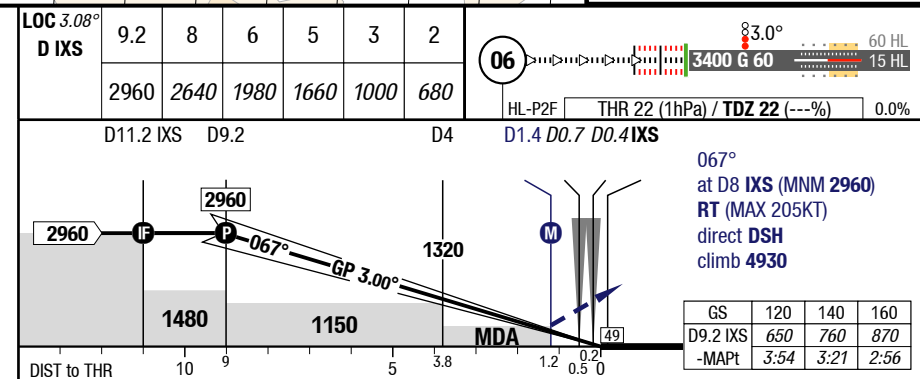
ILS DME Y 06

7-20



06	Cat 2 DME	Cat 1 DME	LOC DME	Circling
C	ft - m/km 100 - 300R 102 RA	200 - 550R/800V 230	540 - 2.3V 560	1490 - 4.8V 1510
D	ft - m/km 100 - 300R 102 RA 3)	200 - 550R/800V 230	540 - 2.5V 560	1490 - 5.0V 1510

1) With EVS RVR 350m/ VIS 550m  
2) S of RWY and when RWY 07 not in use only  
3) If not conducting autoland RVR 350m required



Changes: MIN

Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

China Hangzhou Xiaoshan

[ILS + DME Z 07 RNAV]

7-30

ILS DME X 06 RNAV (ATC)

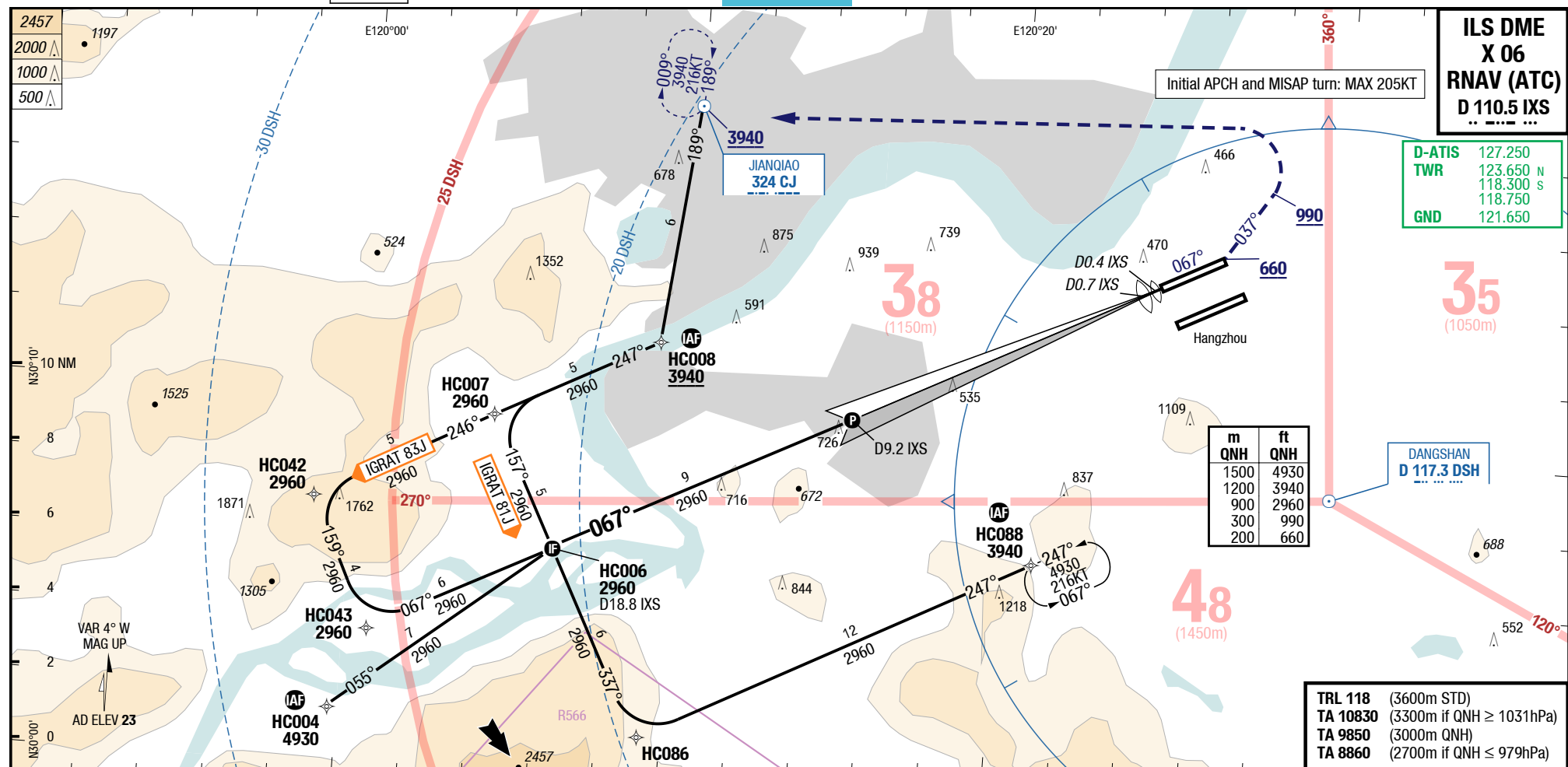
IAC

IAC

Xiaoshan Hangzhou China

[ILS + DME Z 07 RNAV]

ILS DME X 06 RNAV (ATC)

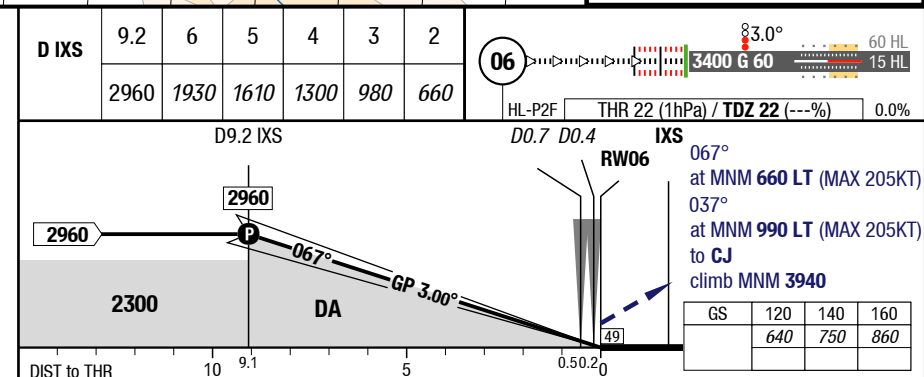


06	Cat 1 DME 1)	LOC			Circling 2)
C	ft - m/km ft 200 - 550R/800V 230	Not published			1490 - 4.8V 1510
D	ft - m/km ft 200 - 550R/800V 230	Not published			1490 - 5.0V 1510

1) With EVS RVR 350m/ VIS 550m

2) S of RWY and when RWY 07 not in use only

Changes: MIN





Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

7-40

China Hangzhou Xiaoshan

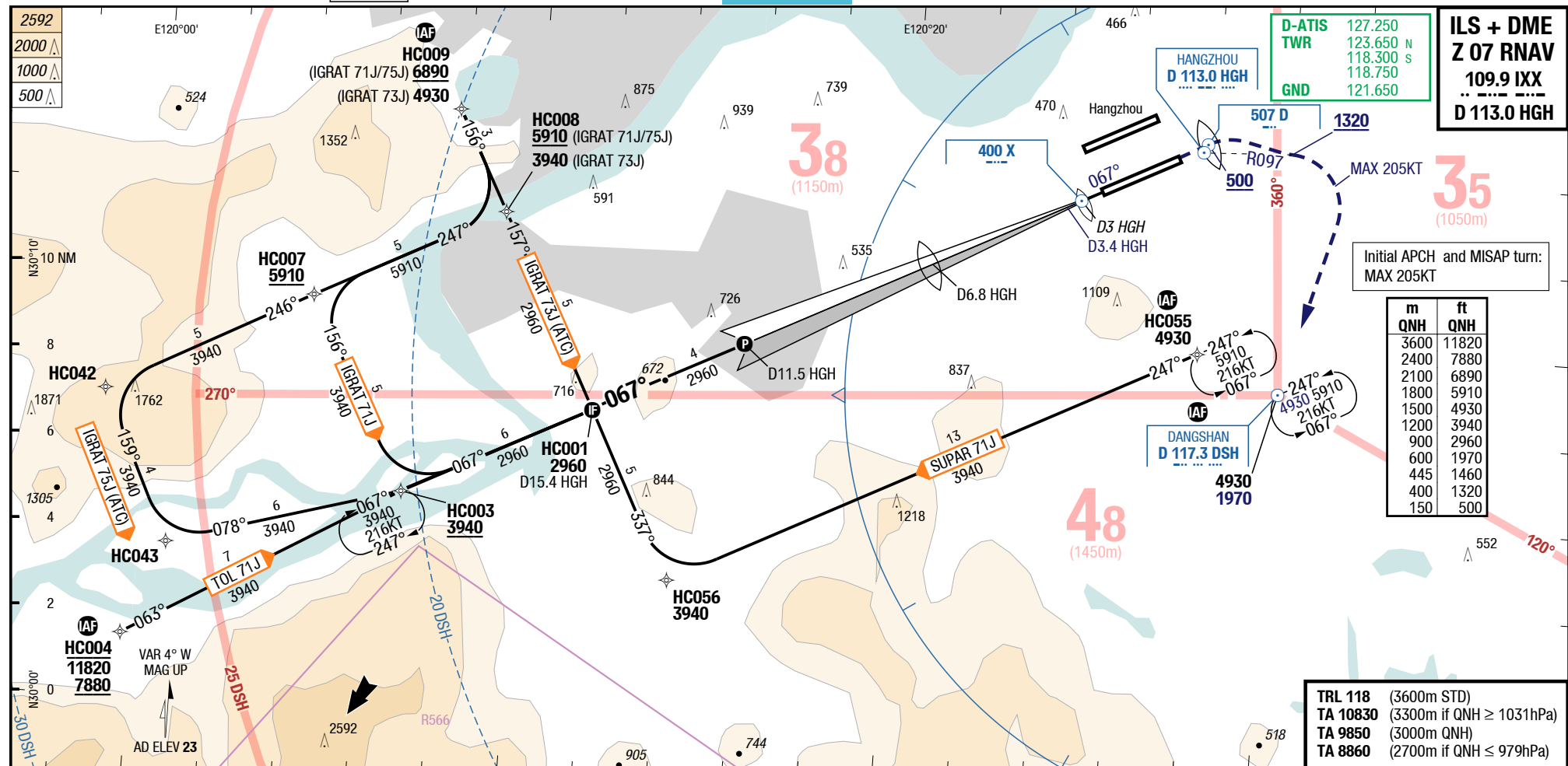
ILS + DME Z 07 RNAV

IAC

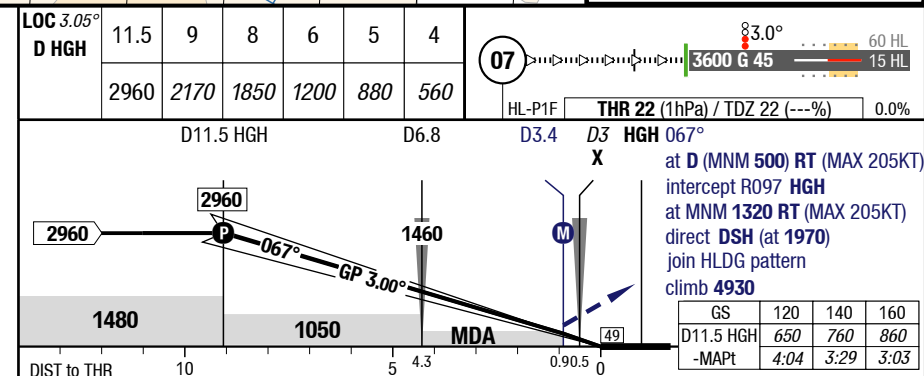
IAC

Xiaoshan Hangzhou China

ILS + DME Z 07 RNAV



07		Cat 1	LOC DME	Circling	
			HGH	S of RWY only	
C	ft - m/km ft	200 - 550R/800V 230	410 - 1.7V 430	1490 - 4.8V 1510	
D	ft - m/km ft	200 - 550R/800V 230	410 - 1.9V 430	1490 - 5.0V 1510	



Changes: MIN



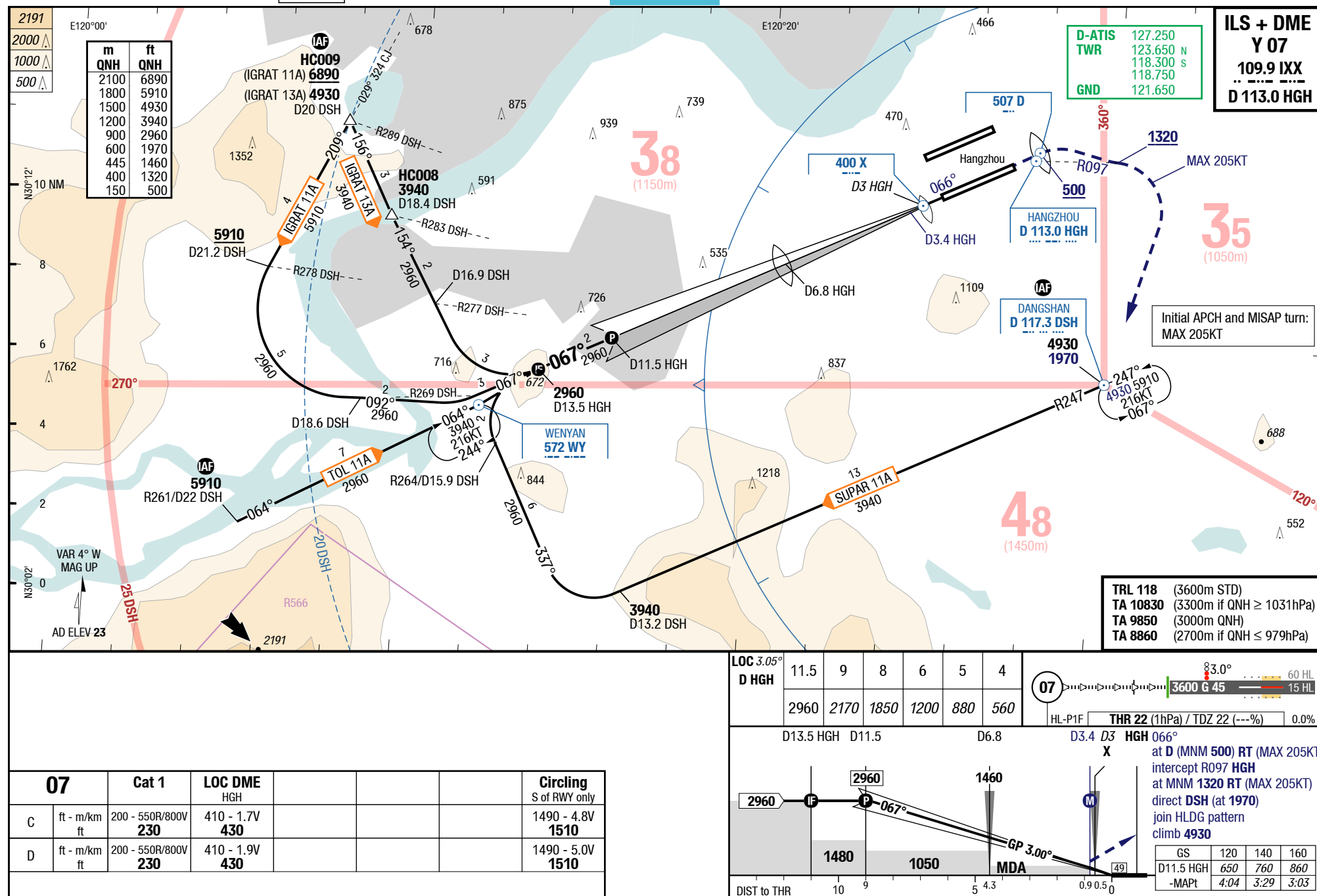
## HGH-ZSHC

## ILS + DME Y 07

# IAC

# IAC

## ILS + DME Y 07



14-JUN-2018

China **Hangzhou** Xiaoshan

# IAC

IAC

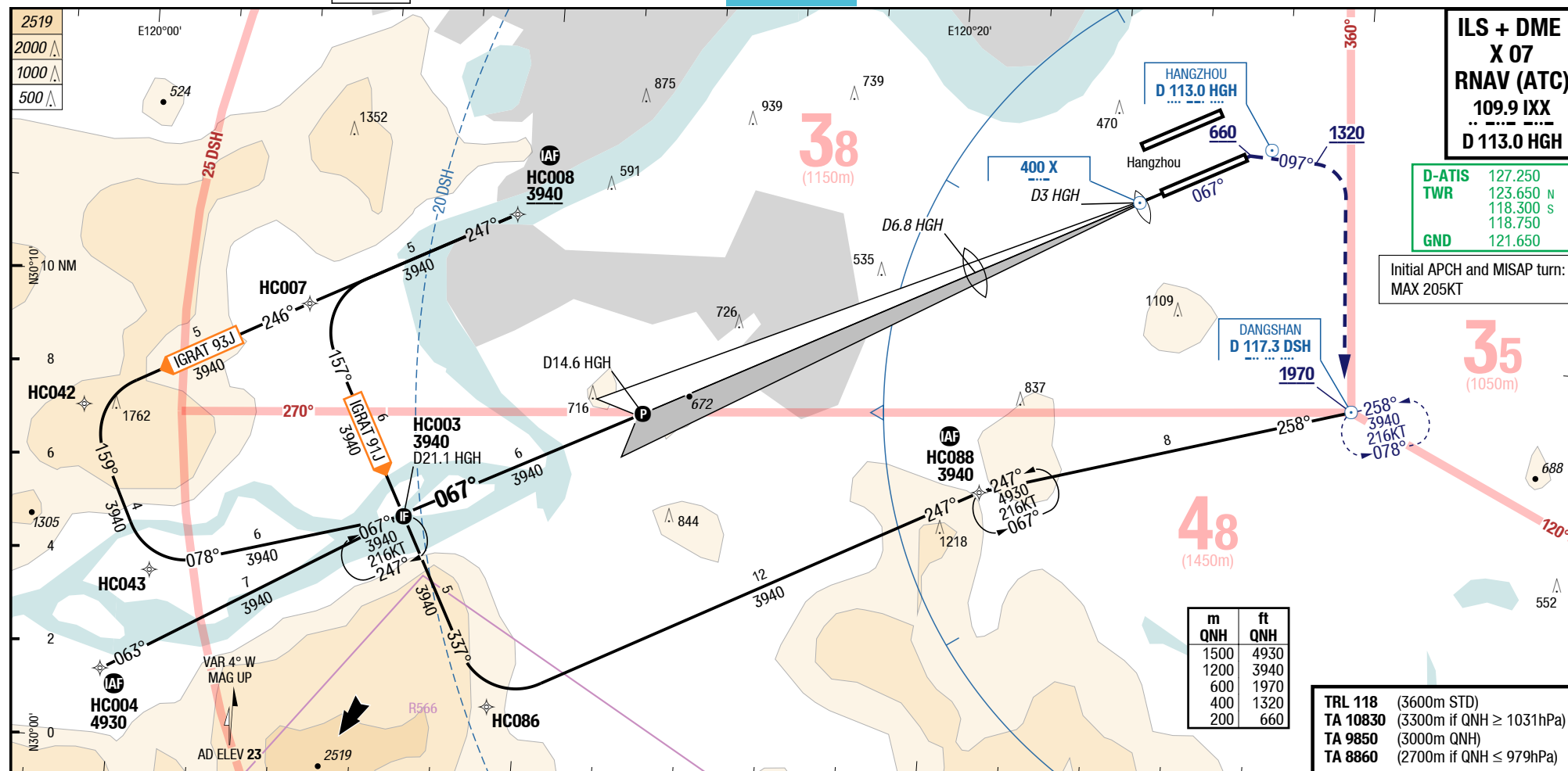
Xiaoshan **Hangzhou** China

## HGH-ZSHC

7-60

### ILS + DME X 07 RNAV (ATC)

### ILS + DME X 07 RNAV (ATC)



<b>07</b>		<b>Cat 1</b>	<b>LOC</b>				<b>Circling</b> S of RWY only
C	ft - m/km ft	200 - 550R/800V <b>230</b>	Not published				1490 - 4.8V <b>1510</b>
D	ft - m/km ft	200 - 550R/800V <b>230</b>	Not published				1490 - 5.0V <b>1510</b>

**D GH**

14.7	10	8	6	5	4
3940	2460	1820	1180	860	550

HL-P1F **THR 22 (1hPa) / TDZ 22 (---%)** 0.0%

**D14.6 GH** **D6.8** **D3** **HGH**

**3940** **067°** **GP 3.00°** **X RW07** **067°** **at MNM 660 RT (MAX 205KT)** **097°** **at MNM 1320 RT (MAX 205KT)** **to DSH** **Climb MNM 1970**

GS	120	140	160
	640	740	850

**DIST to THR** 12.2 10 5 4.4 0.5 0

Changes: MIN

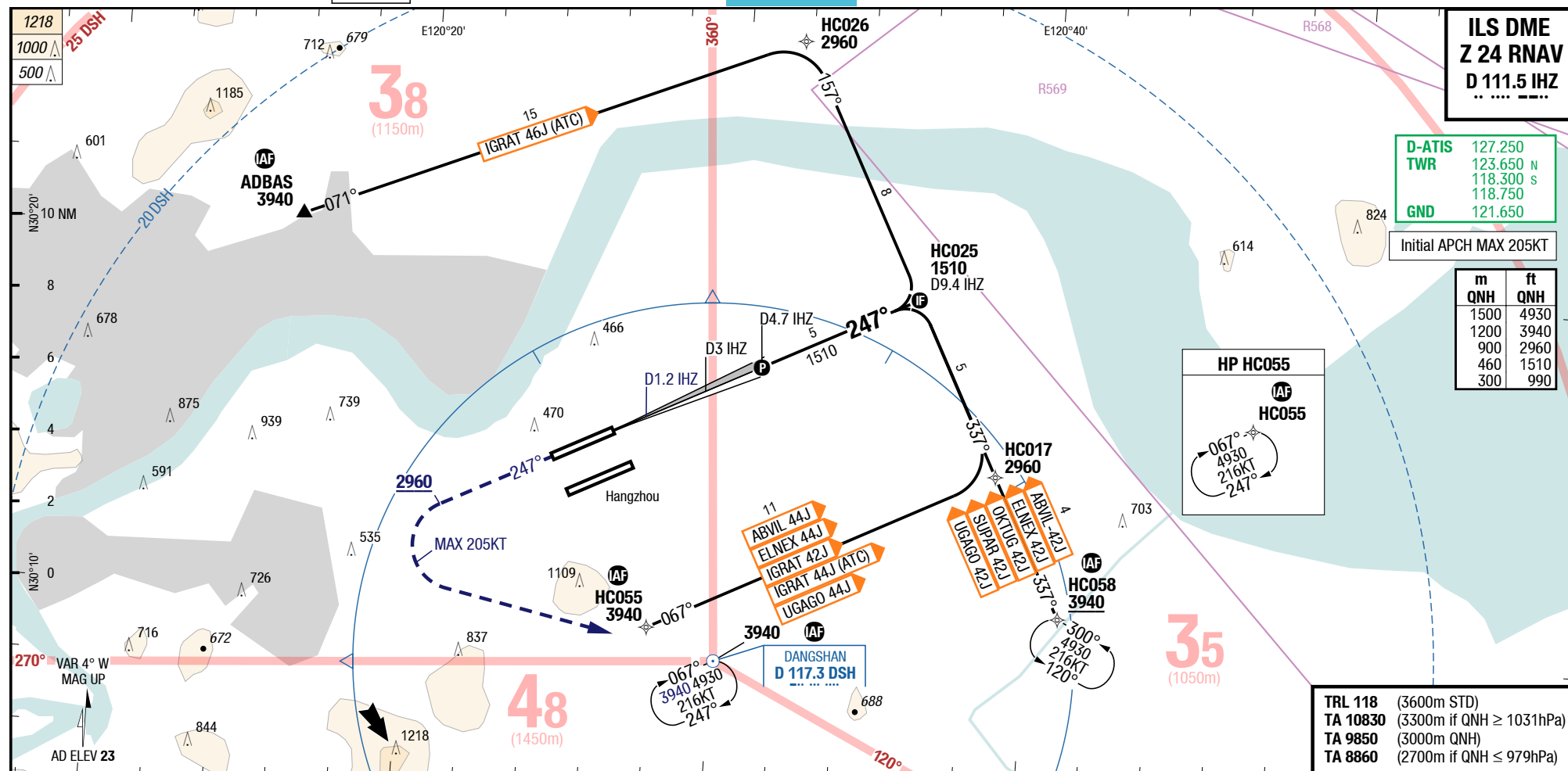
## HGH-ZSHC

**ILS DME Z 24 RNAV**

# IAC

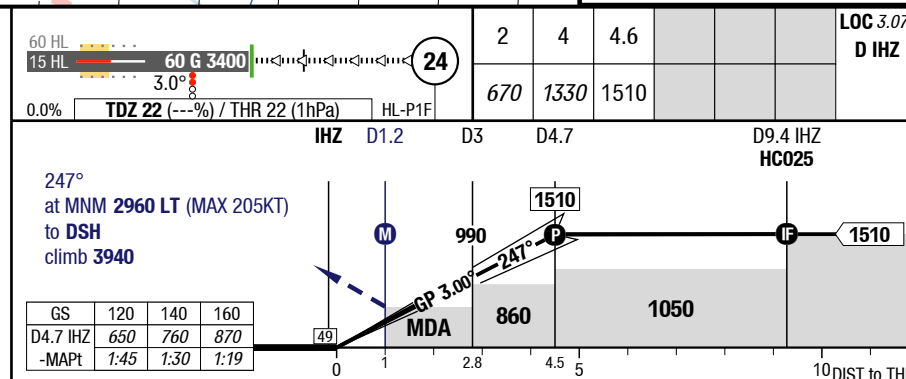
# IAC

**ILS DME Z 24 RNAV**



<b>24</b>		<b>Cat 1 DME</b>	<b>LOC DME</b>				<b>Circling</b> 1)
C	ft - m/km ft	200 - 550R/800V <b>230</b>	470 - 1.9V <b>500</b>				1490 - 4.8V <b>1510</b>
D	ft - m/km ft	200 - 550R/800V <b>230</b>	470 - 2.1V <b>500</b>				1490 - 5.0V <b>1510</b>

1) S of RWY and when RWY 25 not in use only



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Changes: MIN

Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

China Hangzhou Xiaoshan

IAC

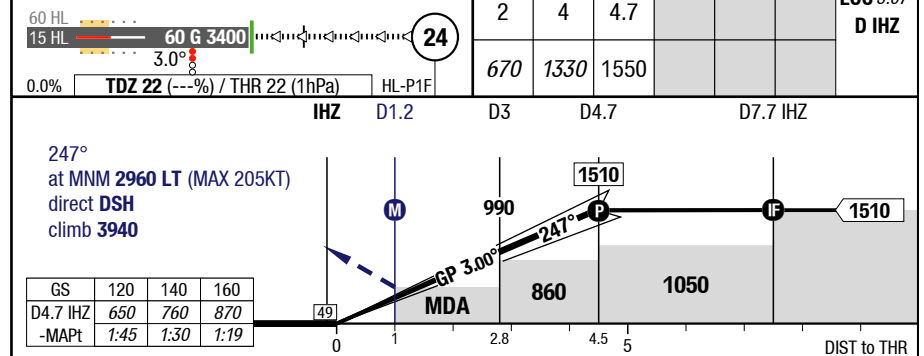
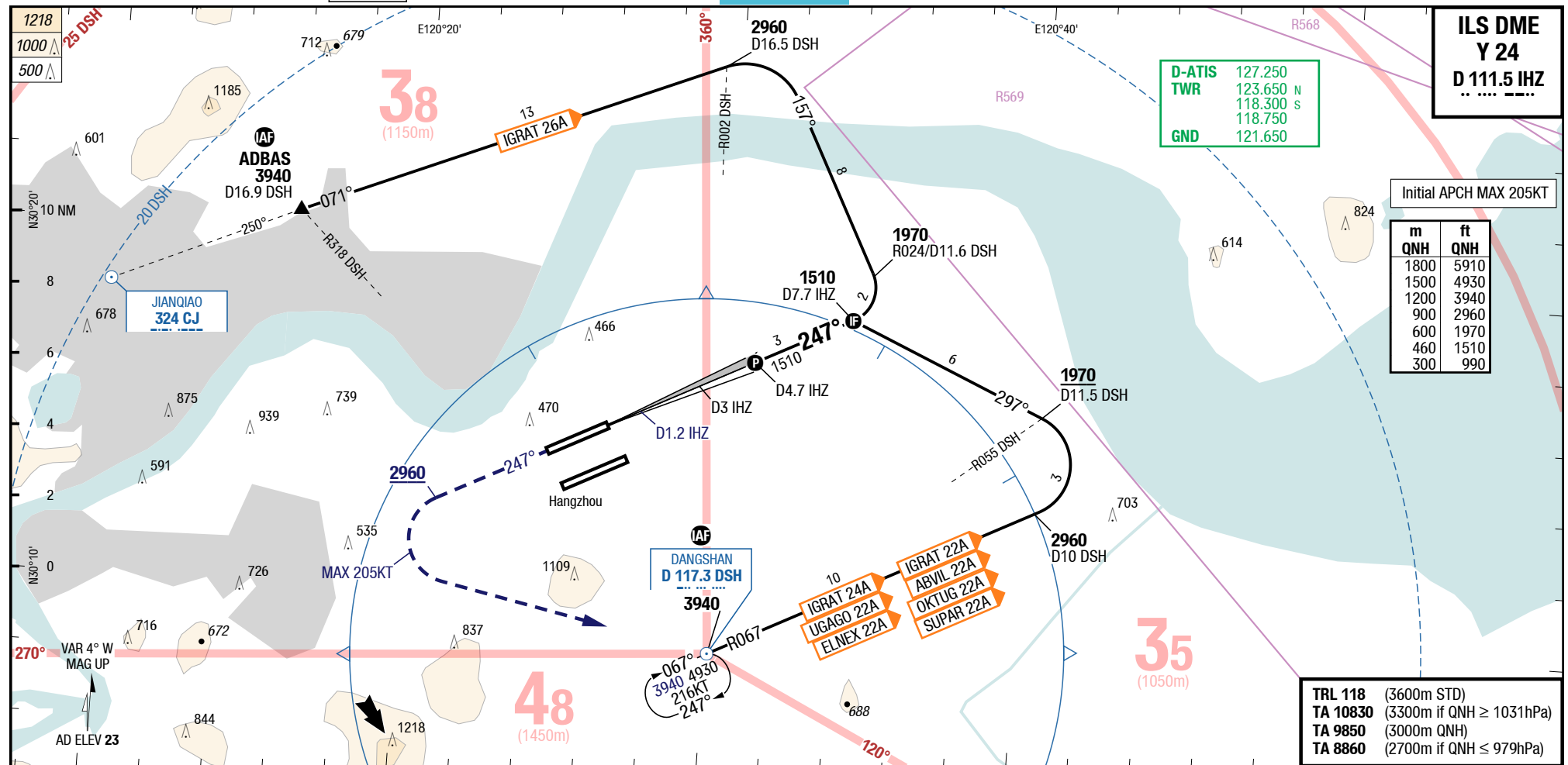
IAC

Xiaoshan Hangzhou China

ILS DME Y 24

ILS DME Y 24

7-80



Changes: MIN

Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

China Hangzhou Xiaoshan

[ILS + DME Z 25 RNAV]

7-90

ILS DME X 24 RNAV (ATC)

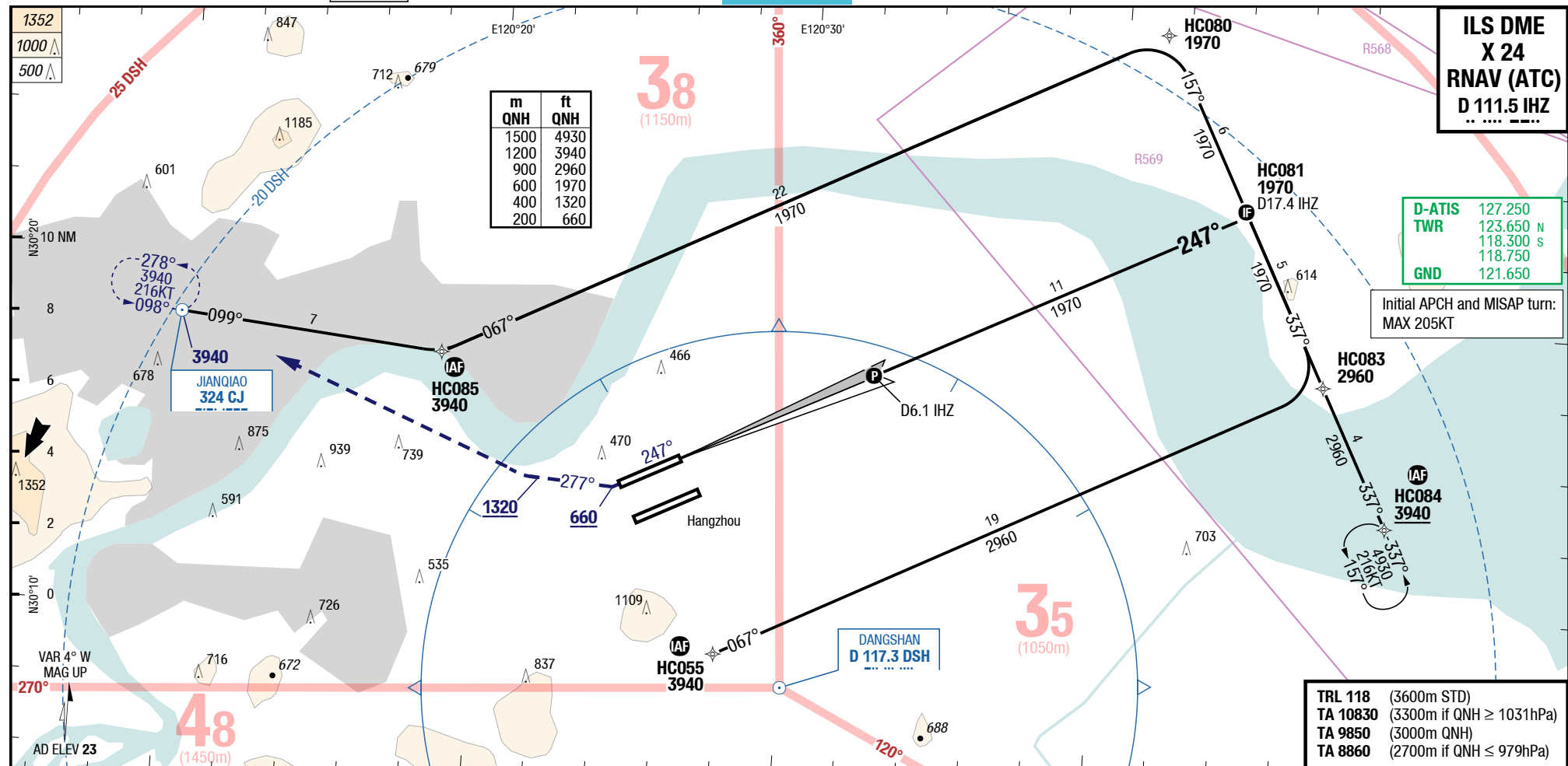
IAC

IAC

Xiaoshan Hangzhou China

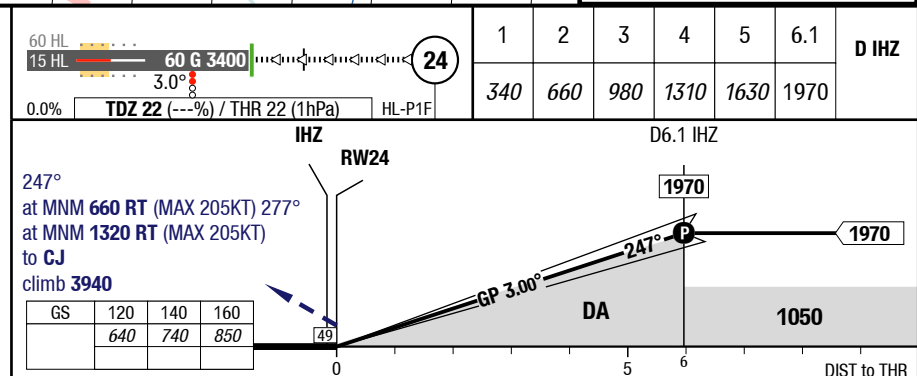
[ILS + DME Z 25 RNAV]

ILS DME X 24 RNAV (ATC)



24	Cat 1 DME	LOC				Circling <sup>1)</sup>
C	ft - m/km ft	200 - 550R/800V 230	Not published			1490 - 4.8V 1510
D	ft - m/km ft	200 - 550R/800V 230	Not published			1490 - 5.0V 1510

1) S of RWY and when RWY 25 not in use only



Changes: MIN



Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

China Hangzhou Xiaoshan

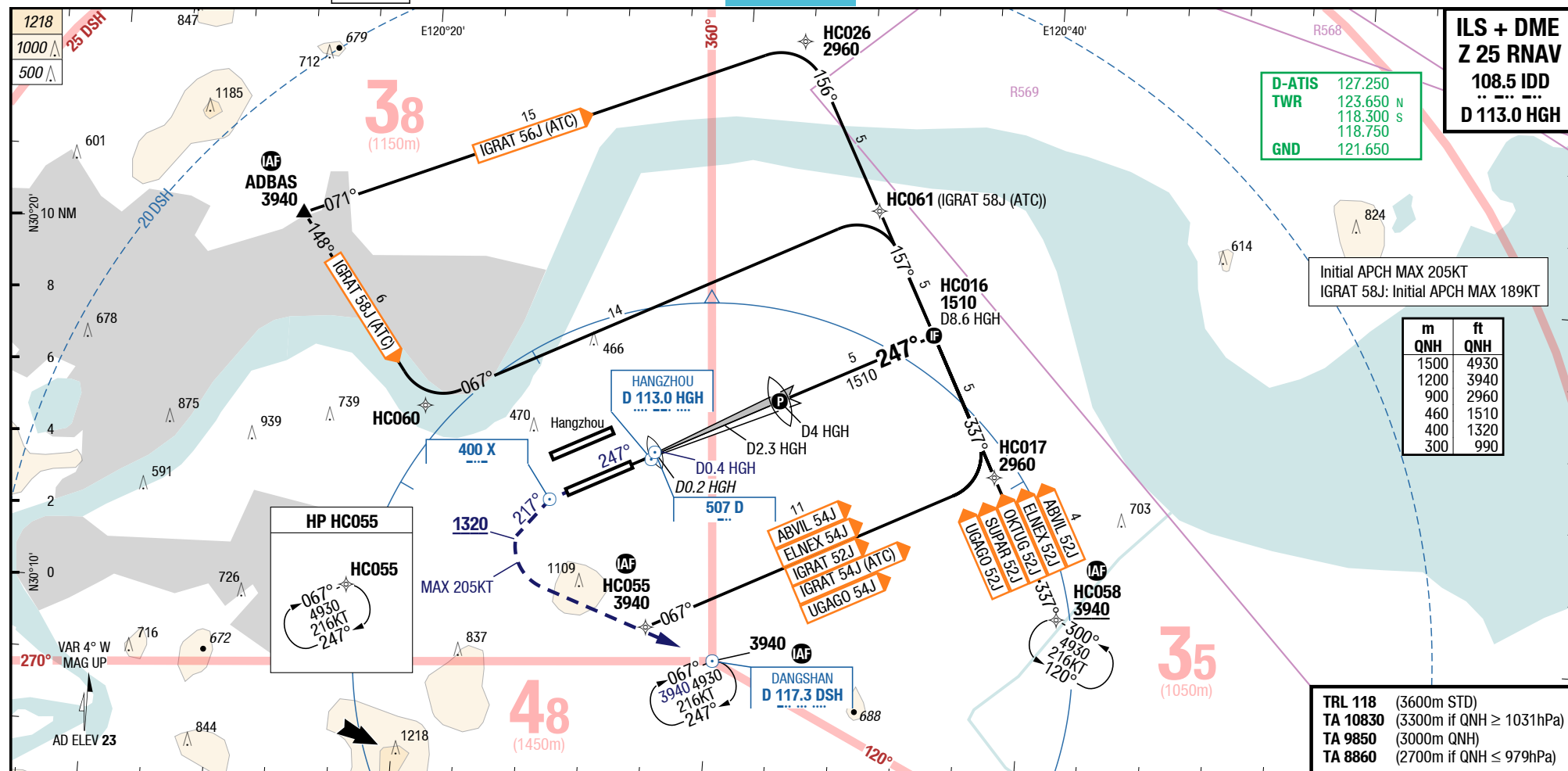
ILS + DME Z 25 RNAV

IAC

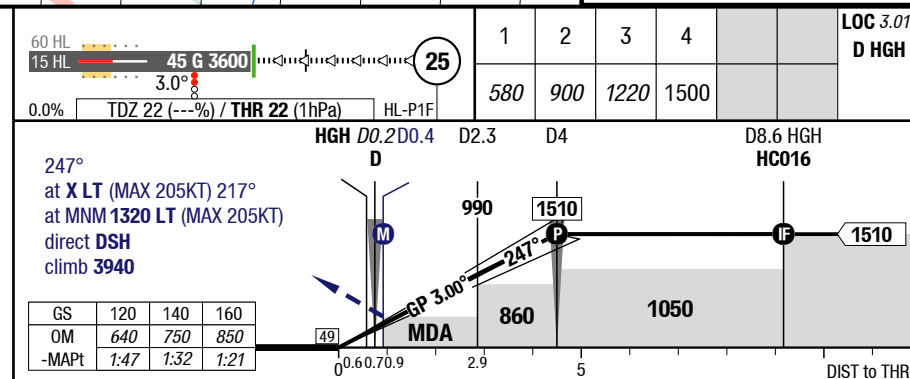
IAC

Xiaoshan Hangzhou China

ILS + DME Z 25 RNAV



25	Cat 1	LOC DME HGH	Circling S of RWY only
C	ft - m/km ft	200 - 550R/800V 230	440 - 1.7V 460
D	ft - m/km ft	200 - 550R/800V 230	440 - 1.9V 460



Changes: MIN

Effective 21-JUN-2018

14-JUN-2018

HGH-ZSHC

China Hangzhou Xiaoshan

(ILS + DME X 25 RNAV (ATC))

ILS + DME Y 25

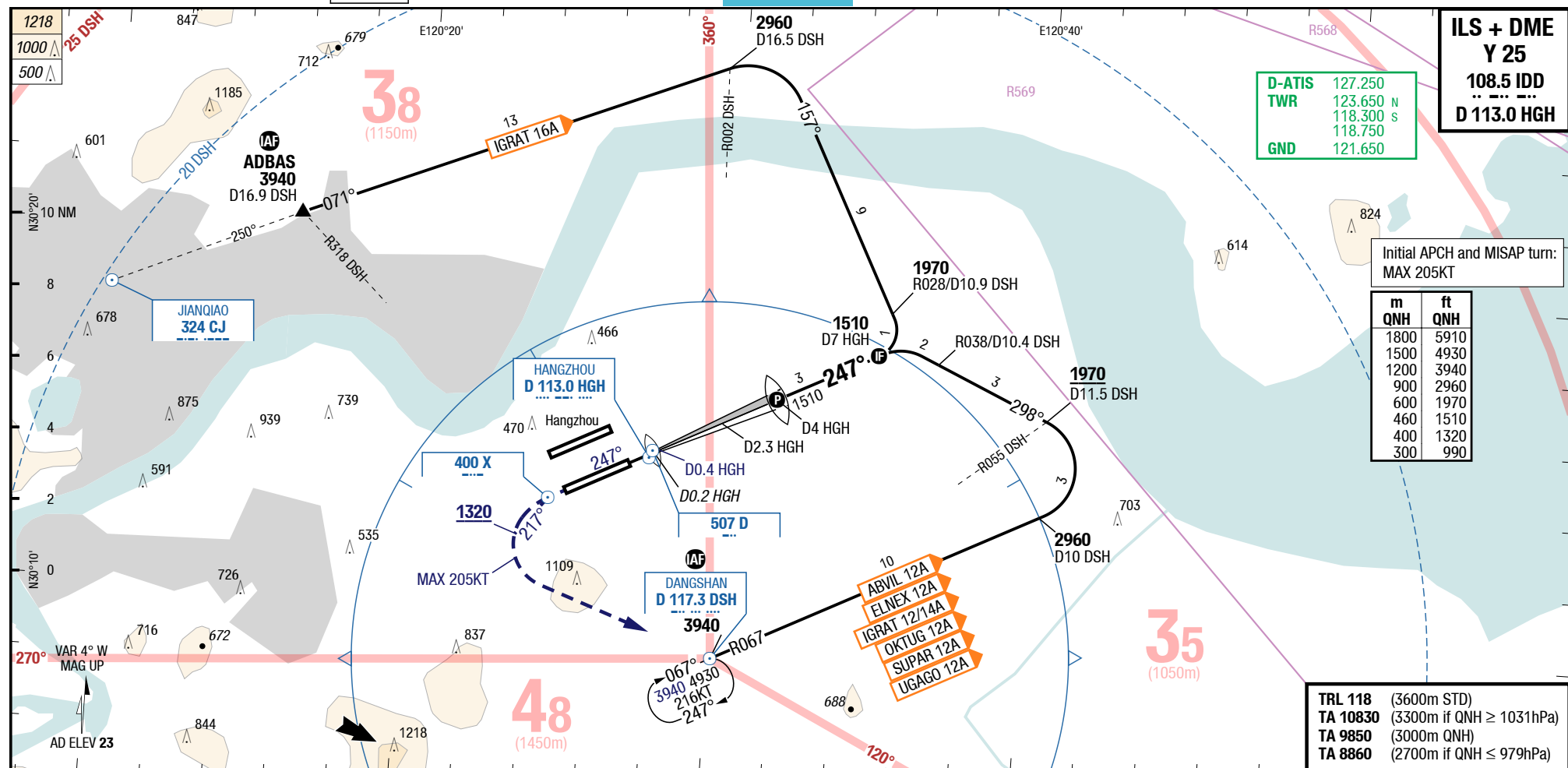
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IAC

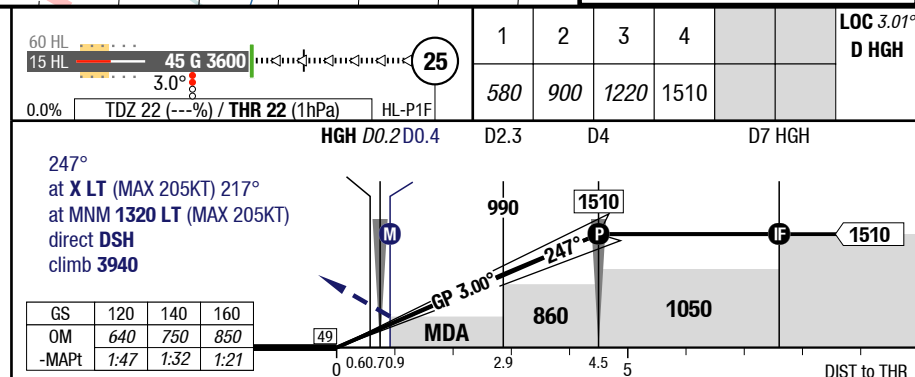
Xiaoshan Hangzhou China

(ILS + DME X 25 RNAV (ATC))

ILS + DME Y 25



25		Cat 1	LOC DME HGH	Circling S of RWY only	
C	ft - m/km ft	200 - 550R/800V 230	440 - 1.7V 460	1490 - 4.8V 1510	
D	ft - m/km ft	200 - 550R/800V 230	440 - 1.9V 460	1490 - 5.0V 1510	



Changes: MIN

## HGH-ZSHC

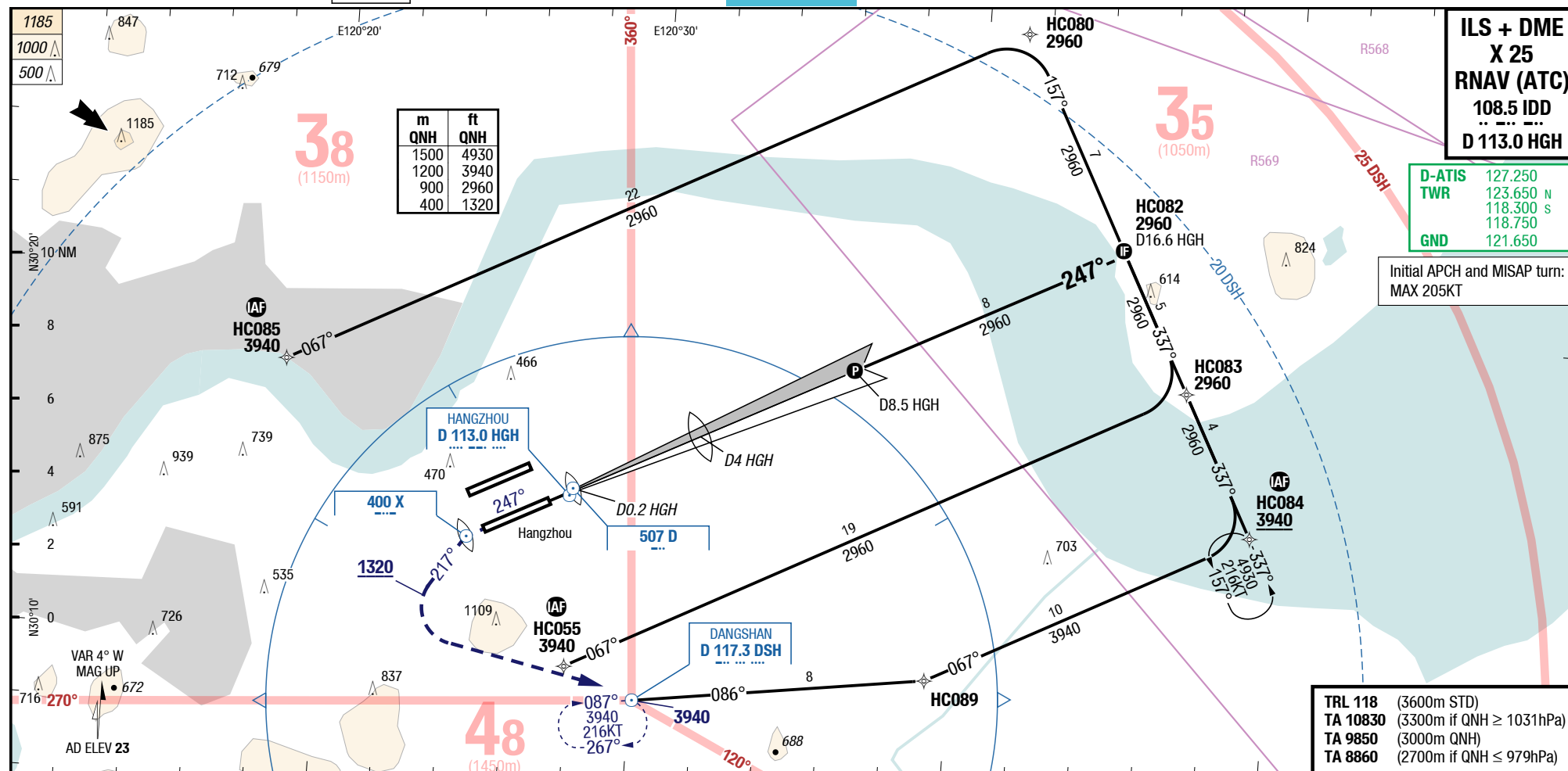
7-120

### ILS + DME X 25 RNAV (ATC)

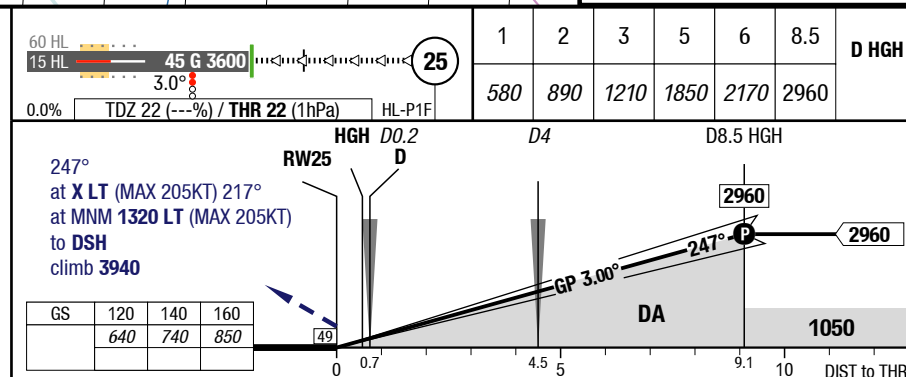
IAC

IAC

### ILS + DME X 25 RNAV (ATC)



25		Cat 1	LOC				Circling S of RWY only
C	ft - m/km ft	200 - 550R/800V <b>230</b>	Not published				1490 - 4.8V <b>1510</b>
D	ft - m/km ft	200 - 550R/800V <b>230</b>	Not published				1490 - 5.0V <b>1510</b>



Changes: MIN

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22-FEB-2018

HGH-ZSHC

7-130

China Hangzhou Xiaoshan

VOR DME 25

VOR DME 07

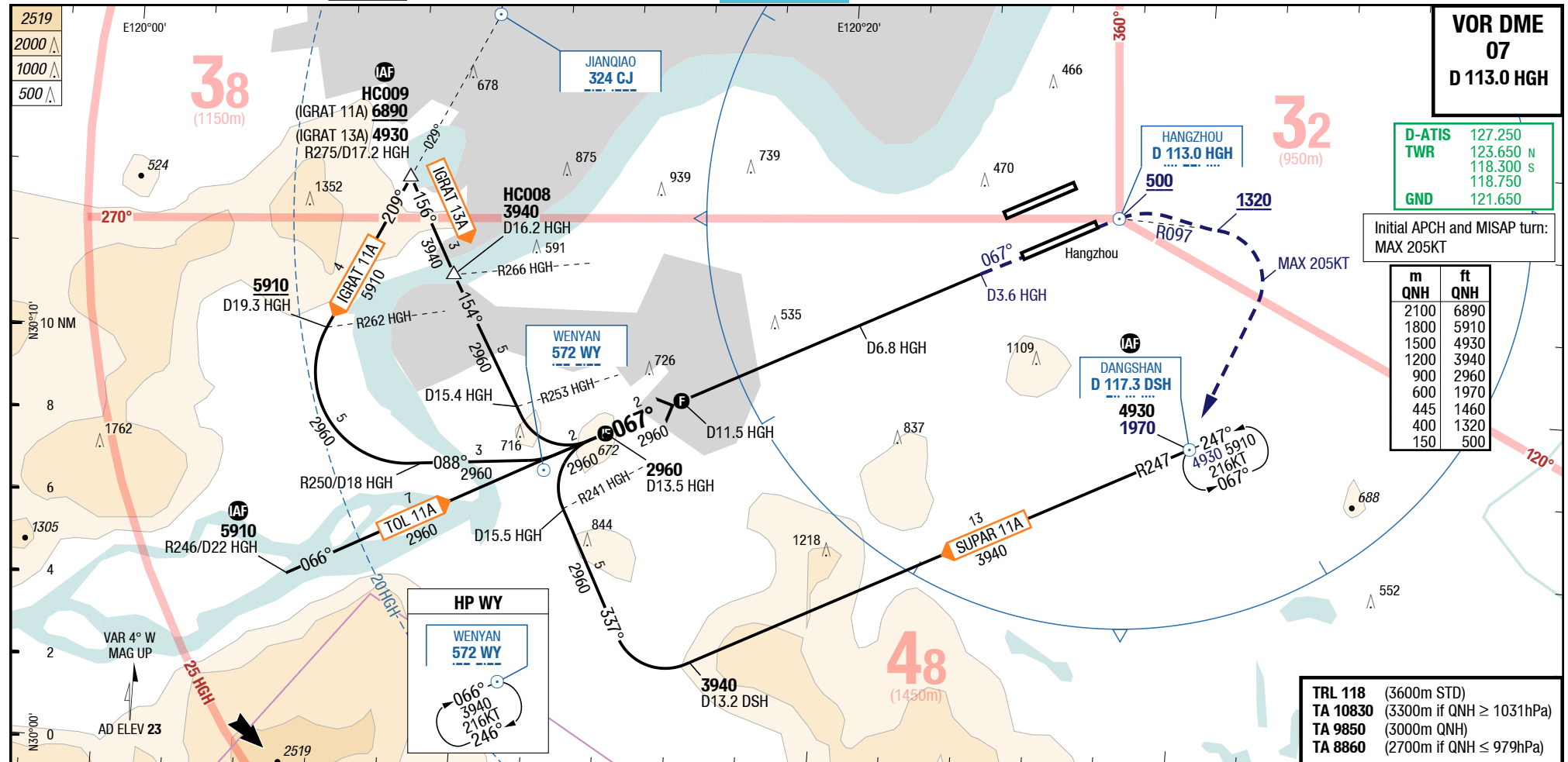
IAC

IAC

Xiaoshan Hangzhou China

VOR DME 25

VOR DME 07



**VOR DME 07**  
D 113.0 HGH

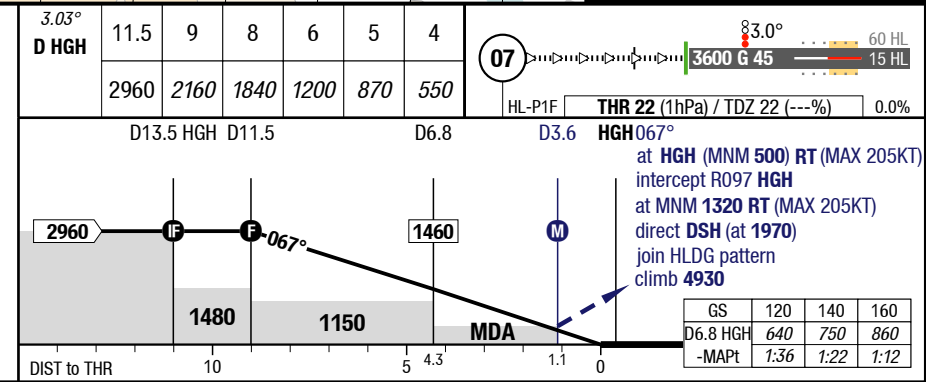
D-ATIS	127.250
TWR	123.650 N
	118.300 S
GND	118.750
	121.650

Initial APCH and MISAP turn:  
MAX 205KT

m	ft
2100	6890
1800	5910
1500	4930
1200	3940
900	2960
600	1970
445	1460
400	1320
150	500

TRL 118	(3600m STD)
TA 10830	(3300m if QNH ≥ 1031hPa)
TA 9850	(3000m QNH)
TA 8860	(2700m if QNH ≤ 979hPa)

07	VOR DME						Circling S of RWY only
C	ft - m/km ft	470 - 2.1V 500					1490 - 4.8V 1510
D	ft - m/km ft	470 - 2.3V 500					1490 - 5.0V 1510



Changes: APL, OBST

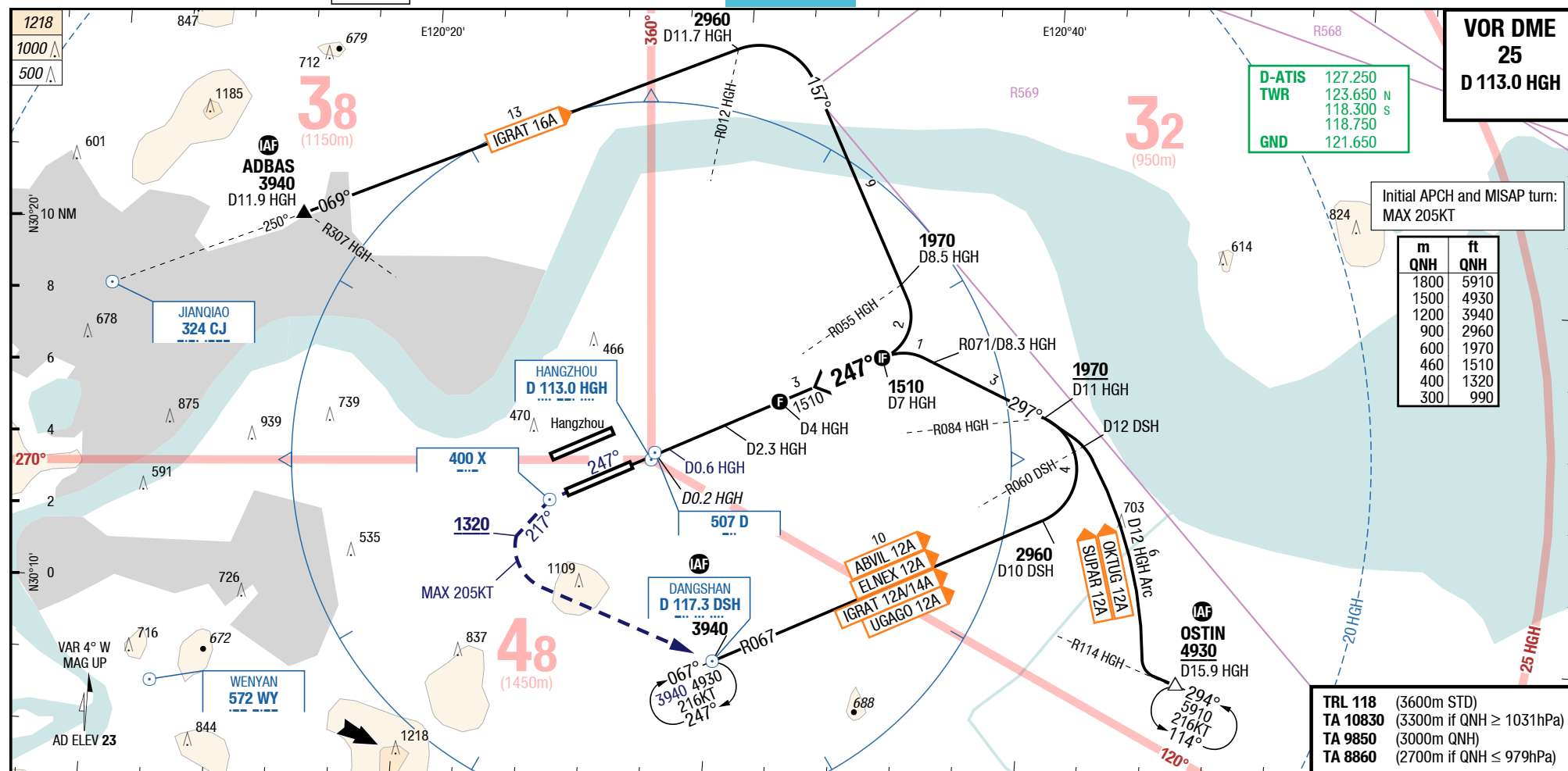
## HGH-ZSHC

## VOR DME 25

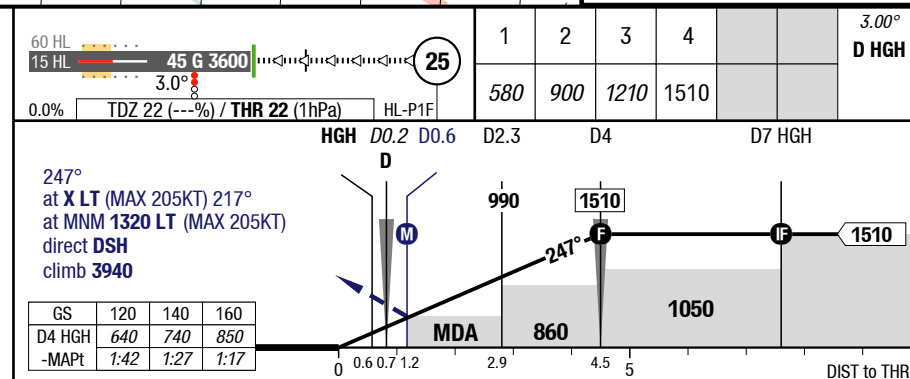
# IAC

# IAC

## VOR DME 25



<b>25</b>		<b>VOR DME</b>					<b>Circling</b> S of RWY only
C	ft - m/km ft	470 - 2.1V <b>500</b>					1490 - 4.8V <b>1510</b>
D	ft - m/km ft	470 - 2.3V <b>500</b>					1490 - 5.0V <b>1510</b>



Changes: APL, ALT, OBST

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