APP02 126.05(119.15) APP03 120.05(124.65) ZSHC HANGZHOU/Xiaoshan APPROACH AERODROME ELEV 7 CHART-ICAO VAR4°W THR RWY06 ELEV 6.7 TWR(N) 123.65(118.75) TWR(S)118.3(118.75) RNAV ILS/DME Z RWY06 BEARINGS ARE MAGNETIC ZS(R)568 ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DISTANCES IN MILES Holding MAX IAS 400kmH 2200-160b DISTANCES IN KM Initial approach MAX IAS 380kmH Missed approach turn MAX IAS 380kmH(RWY07 no operation) Circling S of RWY only 344 467 HC009 (ALT 1500) and HC008(ALT 1200) for IGR-63J ZS(R)569 361 2200-1600 251 ANGZHOU JIANQIAO D8.0 IXS DME 324 CJ <u>900</u> (110,5) IXS 140 CH 42X **HC009** HANGZHOU 2100 113.0 HGH CH 77X #12 HC008 HC005 D13.0 IXS HC055 * HC05 9670 HC007% 1150 950 <u> 1800</u> -090 → HGH 1800 $\langle \cdot \rangle$ D9.2 IXS HCO4 •225 1450 • 167 ∍HC006 1067 DANGSHAN **257** MSA 46km 117.3 DSH 120°|45' CH 120X 1200 HC043 HC056 1200 AOXING CITY 1500 (1) 9'HC004 1800 (067°110.5 IXS DSH **9510** 354 067, 0 15km Missed approach refer ILS/DME y 120115 120 400 120930 RWY06 DME (IXS) (NM) 9 8 7 6 5 4 3 GP INOP ALT (m) 879 782 685 588 491 400 297 200 TL 3600 TA 3000 MISSED APPROACH 3300(QNH ≥1031hPa) Climb straight ahead to D8.0 IXS at 900 or above, turn RIGHT to DSH at 1500, join the holding 2700(QNH≤979hPa) FAF MAPt GP INOP pattern, or by ATC. GP INOP IF GP INOP D9.2 IXS D1.4 IXS HC005 D4.0 IXS 0670 WW IXS D13.0 IXS $G\rho_{\mathcal{F}_{0}}$ 900(893) 400(393) 450 MDA RDH=15m 16.7 23.8km A В \mathbf{C} D FAF-MAPt(GP INOP) 14.4km 80 100 120 140 160 180 67(60) 67(60) GS in ILS/DME DA(H) RVR/VIS 335 kmH 150 185 220 260 295 550/800 600/800 2:55 2:36 Time min:sec 5:50 3:53 3:20 4:40 GP INOP MDA(H) 170(163) 170(163) 2300 2500 Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 4.9 CIRCLING MDA(H) 430(423) 430(423) 460(453) 460(453) Changes: Procedures. 3200 3600 4800 5000

D-ATIS 127.25

APP01 125.55(119.15)

INSTRUMENT