

INSTRUMENT
APPROACH
CHART-ICAO

AERODROME ELEV 6.7
VAR5.7°W

D-ATIS 127.25
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.

1. During independent parallel approach with RWY24:
1) HC304 altitude restrictions must strictly comply
with procedural regulations;
2) HC104-HC303 U/S.
2. D9.2 IDD IAS180kt, D6.0 IDD IAS160kt.

Missed approach turn MAX IAS210kt
Circling S of RWY only

HANGZHOU
113.0 HGHL
CH 77X

DME
(108.5) IDD
CH 22X

ILS
249° 108.5 IDD

FAF
D6.1 IDD
D5.4HGHL

HC320
219°

HC306
1500

HC303
D14.6 IDD
D13.9HGHL

HC304
600
or by ATC

IAF HC104
1500
MAX210kt

IF HC303
D14.6 IDD
D13.9HGHL
600
(from HC305)
900
(from HC104)

IAF HC305
900
MAX230kt

MSA 46km

1150
950
HGHL
1450

344
467

361

338

217

537

750

790

461

510

354

167

88

251

30°15'

30°00'

120°10'

120°15'

120°30'

120°45'

5

10

15km

GP INOP	DME (IDD) (NM)	1	2	3	4	5	6	7																																																																																																																					
	ALT (m)		200	300	394	491	588																																																																																																																						
<div><div>MISSED APPROACH Climb straight ahead to HC320, then turn LEFT and climb up to 400 on track 219°, turn LEFT at 1500 or above to HC306 for approach, or join the holding pattern and follow ATC instruction.</div><div><div>MAPt GP INOP D1.1 IDD D0.4HGHL</div><div>GP INOP D3.0 IDD D2.3HGHL</div><div>FAF GP INOP D6.1 IDD D5.4HGHL</div><div>IF HC303 D14.6 IDD D13.9HGHL</div><div>TL 3600 TA 3000 3300(QNH ≥1031hPa) 2700(QNH ≤979hPa)</div><div>900(893) (from HC104)</div><div>600(593) (from HC305)</div><div>RDH=15</div><div>300(293)</div><div>249°</div><div>249°</div><div>260</div><div>320</div><div>26.8km</div></div></div>																																																																																																																													
<table><tr><td></td><td>A</td><td>B</td><td>C</td><td>D</td><td colspan="7">FAF-MAPt(GP INOP) 9.3km</td></tr><tr><td>ILS/DME</td><td>DA(H) RVR/VIS</td><td colspan="4">67(60) 550/800</td><td>GS in</td><td>kt</td><td>80</td><td>100</td><td>120</td><td>140</td><td>160</td><td>180</td></tr><tr><td>GP INOP</td><td>MDA(H) VIS</td><td colspan="2">140(133) 1800</td><td colspan="2">140(133) 2000</td><td colspan="2">140(133) 2200</td><td>150</td><td>185</td><td>220</td><td>260</td><td>295</td><td>335</td></tr><tr><td>CIRCLING</td><td>MDA(H) VIS</td><td colspan="2" rowspan="4">430(423) 3200</td><td colspan="2" rowspan="4">430(423) 3600</td><td colspan="2" rowspan="4">460(453) 4800</td><td colspan="2">460(453) 5000</td><td>Time</td><td>min:sec</td><td>3:43</td><td>3:01</td><td>2:32</td><td>2:09</td><td>1:53</td><td>1:40</td></tr><tr><td colspan="9">HUD Special CAT II</td><td colspan="5">Rate of descent m/s</td><td>2.2</td><td>2.7</td><td>3.2</td><td>3.8</td><td>4.3</td><td>4.9</td></tr><tr><td colspan="9">CAT A,B,C,D</td><td colspan="5">2.2</td><td colspan="5">2.7</td><td colspan="5">3.2</td><td colspan="5">3.8</td><td colspan="5">4.3</td><td colspan="5">4.9</td></tr></table>										A	B	C	D	FAF-MAPt(GP INOP) 9.3km							ILS/DME	DA(H) RVR/VIS	67(60) 550/800				GS in	kt	80	100	120	140	160	180	GP INOP	MDA(H) VIS	140(133) 1800		140(133) 2000		140(133) 2200		150	185	220	260	295	335	CIRCLING	MDA(H) VIS	430(423) 3200		430(423) 3600		460(453) 4800		460(453) 5000		Time	min:sec	3:43	3:01	2:32	2:09	1:53	1:40	HUD Special CAT II									Rate of descent m/s					2.2	2.7	3.2	3.8	4.3	4.9	CAT A,B,C,D									2.2					2.7					3.2					3.8					4.3					4.9				
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HUD Special CAT I: (DH)(45),(RA)(47),RVR450 Changes: Nil.																																																																																																																													

ZSHC AD2.24-20D

中国民用航空局CAAC

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