

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZSHC

Terminal Charts For ZSHC

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Hangzhou Chn
IATA Code: HGH
Lat/Long: N30° 13.7' E120° 26.0'
Elevation: 23 ft

Airport Use: Public
Magnetic Variation: 5.2°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: 2256 Z
Sunset: 0912 Z,

Runway Information

Runway: 06
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 49 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: 31 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 127.25
- Hangzhou Tower 123.65
- Hangzhou Tower 118.75
- Hangzhou Tower 118.3
- Hanzhou Delivery Ground Control 121.95
- Hangzhou Ground Control 121.65
- Hangzhou Approach Control 125.55
- Hangzhou Approach Control 124.65 Secondary
- Hangzhou Approach Control 120.05
- Hangzhou Approach Control 126.05
- Hangzhou Approach Control 119.15 Secondary

1. GENERAL

1.1. ATIS

D-ATIS 127.25

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

Engine run-ups are subject to the clearance of Tower Control and Hangzhou Operation Control, and may only be carried out at designated location.

Engine idle test can be carried on stands 101 thru 108, 201 thru 205, 381 thru 386 and 701 thru 710. Fast engine run-ups can be carried on stands 507, 508 and 711. Fast engine run-ups on other locations are strictly forbidden.

1.3. TAXI PROCEDURES

180° turnaround on TWY is forbidden for all ACFT.

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

TWYs C, C3, C6, D and K wingspan restricted to less than 262'/80m.

TWYs B6, B7, J, J3 thru J6 and Z1 wingspan restricted to less than 213'/65m.

TWY Z6 wingspan restricted to less than 171'/52m.

TWY Z13 wingspan restricted to less than 157'/48m.

TWYs D7 (between stands 339 thru 343) and Z7 thru Z11 wingspan restricted to less than 118'/36m.

Contact Hangzhou Operation Control on 130.65 to get towing service.

1.4. PARKING INFORMATION

Push-back for all stands except stands 201 thru 210, 381 thru 386 and 501 thru 508.

During push-back, verify approved RWY designation, pushing direction and procedure to ATC.

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 and 301 thru 343 equipped with visual docking guidance system.

1.5. OPERATIONAL RULES FOR A380

1.5.1. OPERATIONAL AREAS

A380 is allowed on RWY 06/24, TWYs C1, C2, C3, C6, C7, C8, C, K and (with limits) on J6 (East of stand 331) and Z1. A380 shall be guided by follow-me. Parking stands used are 214 and 331.

All other areas are strictly prohibited.

1.5.2. TAXI ROUTES

Arriving ACFT vacate RWY 06 via C6 (C7 or C8 after aborted take-off) and RWY 24 via C3 (C1 or C2 after aborted take-off). Taxi via C and K to either Z1 for stand 214 or J6 for stand 331.

Departing ACFT taxi after push-back via K and C, enter RWY 06 via C1 or C2 or enter RWY 24 via C7 or C8.

1.6. OPERATIONAL RULES FOR B747-8

1.6.1. OPERATIONAL AREAS

Operations without limitations allowed on RWYs 06/24 & 07/25, all taxi areas for ACFT CAT E and stands 106A, 108A, 214, 331 and 338.

1. GENERAL

1.7. OTHER INFORMATION

Every day from 0700-2359LT 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.

2. ARRIVAL

2.1. RWY OPERATIONS

Landing ACFT must report "Have vacated RWY" and the TWY used to TWR ATC after vacating RWY.

Landing ACFT shall vacate RWY 07 via TWY A5 and RWY 25 via TWY A4. ACFT shall inform TWR control at the 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, 701 thru 710, TWYs B5 and J for severe icing conditions.

De-icing should be applied in advance.

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

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 Ground.

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.

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

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

ANDONG
D * 114.8 AND
(H) N30 15.4 E121 13.3
At 9850'
or by ATC
FROM
SHANGHAI
At 7880'

FL CONVERSION

FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION

QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
5910'	- 1800m
4930'	- 1500m

NOT TO SCALE

FT/METER CONVERSION

QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
5910'	- 1800m
4930'	- 1500m

SHENGZHOU
D 113.4 SHZ
*
N29 36.0 E120 49.0
At FL148

LISHE
*227 BK
N29 53.7 E121 20.0

REMIM
N28 51.5 E120 44.4

010° 45' → R190°
REM 1A
REM 3A By ATC

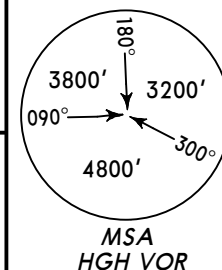
338° 010°

D S
* 1
...
N29
A

D-ATIS
127.25

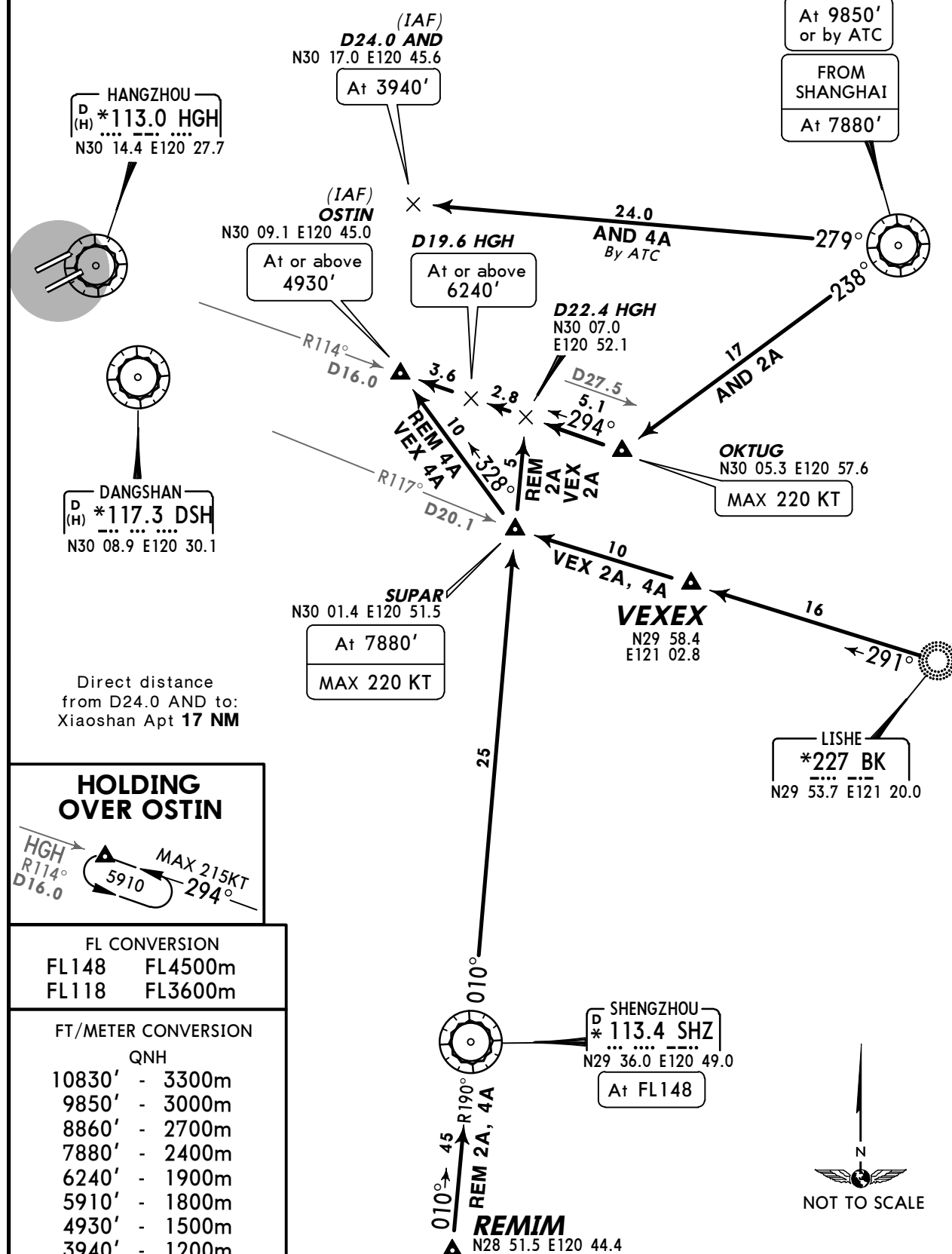
Apt Elev
23'

Alt Set: hPa
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



AND 2A, REM 2A, REM 4A, VEX 2A, VEX 4A
AND 4A
BY ATC

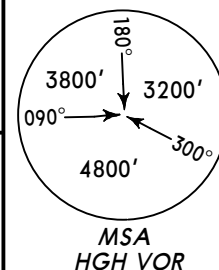
RWYS 24, 25 ARRIVALS
~~SPEED~~ INITIAL APPROACH MAX 205 KT



D-ATIS
127.25Apt Elev
23'

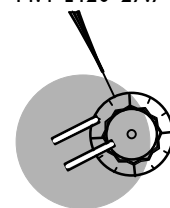
Alt Set: hPa

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

ELN 1A, UGA 1A
RWYS 06, 07 ARRIVALS
~~SPEED~~ INITIAL APPROACH MAX 205 KT

HANGZHOU
D
(H) *113.0 HGH
N30 14.4 E120 27.7



(IAF)
D22.0 HGH
N30 03.7 E120 05.5
(HGH R-246)

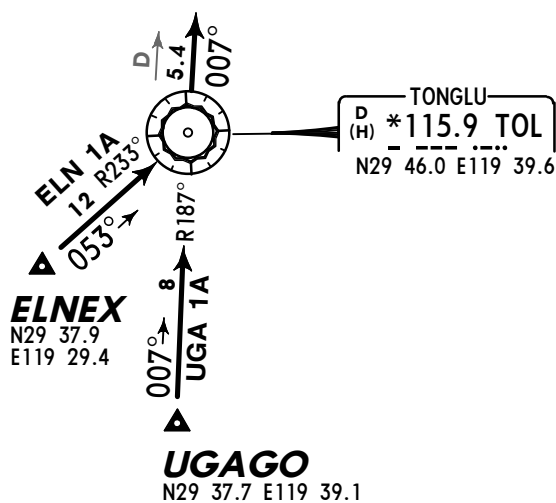
At 5910'

D28.0 HGH
(HGH R-246)

Between
FL118 & 7880'

DUBGO
N29 51.3 E119 39.9
(HGH R-245/D47.4)

At or below
FL148



FL CONVERSION
FL148 FL4500m
FL118 FL3600m

FT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
7880' - 2400m
5910' - 1800m

D-ATIS
127.25

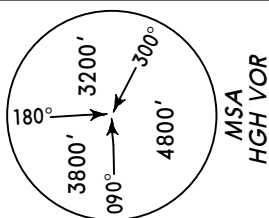
Apt Elev
23'

Alt Set: hPa

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above

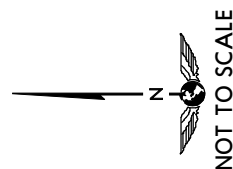
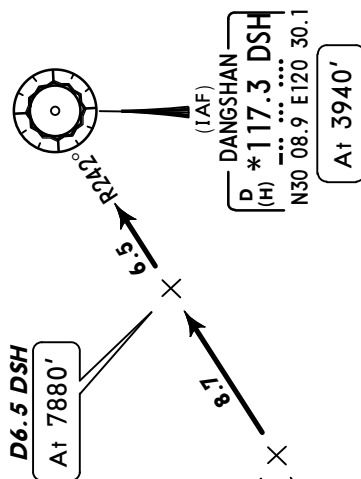
8860' 979 hPa or below



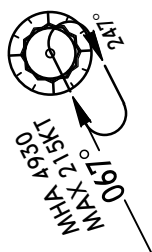
ABV 2A, ELN 2A, UGA 2A
RWYS 24, 25 ARRIVALS
~~SPEED~~ INITIAL APPROACH MAX 205 KT

HANGZHOU
D *113.0 HGH
(H)
N30 14.4 E120 27.7

Direct distance
from DSH to:
Xiaoshan Apt 6 NM



**HOLDING
OVER DSH**



FL CONVERSION

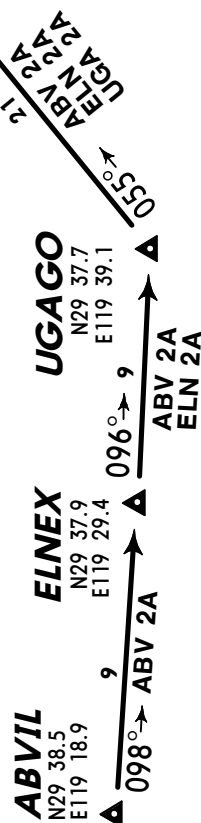
FL138 FL4200m
FL118 FL3600m

FT/METER CONVERSION

QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
7880' - 2400m
3940' - 1200m

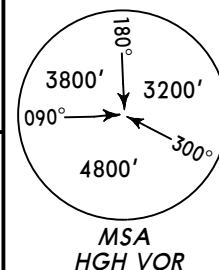
MOLGU
N29 51.0 E119 58.0
At or below
FL138



D-ATIS
127.25Apt Elev
23'

Alt Set: hPa

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

RAN 1A

RAN 3A

BY ATC

RWYS 06, 07 ARRIVALS

SPEED INITIAL APPROACH MAX 205 KT**RANGA**

N31 12.6 E119 24.6

149°
37
RAN 3A BY ATC
RAN 1A**IGRAT**

N30 43.0 E119 50.0

At or above
9850'HC011
N30 36.0 E119 54.0MAX 205 KT
BY ATC
333°

D36.0 311°

D26.4 HGHBetween
7880' & 6890'(IAF)
HC009

N30 14.2 E120 07.8

At or above 6890'

RAN 3A for
straight-in approachRWY 06
At 4930'RWY 07
At 5910'

or at 4930'

JIANQIAO
*324 CJ

N30 18.3 E120 10.0

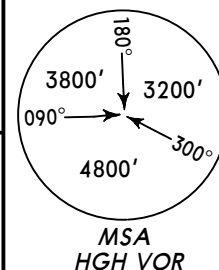
HANGZHOU
D(H) *113.0 HGH
N30 14.4 E120 27.7

NOT TO SCALE

FL CONVERSION
FL118 FL3600mFT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m

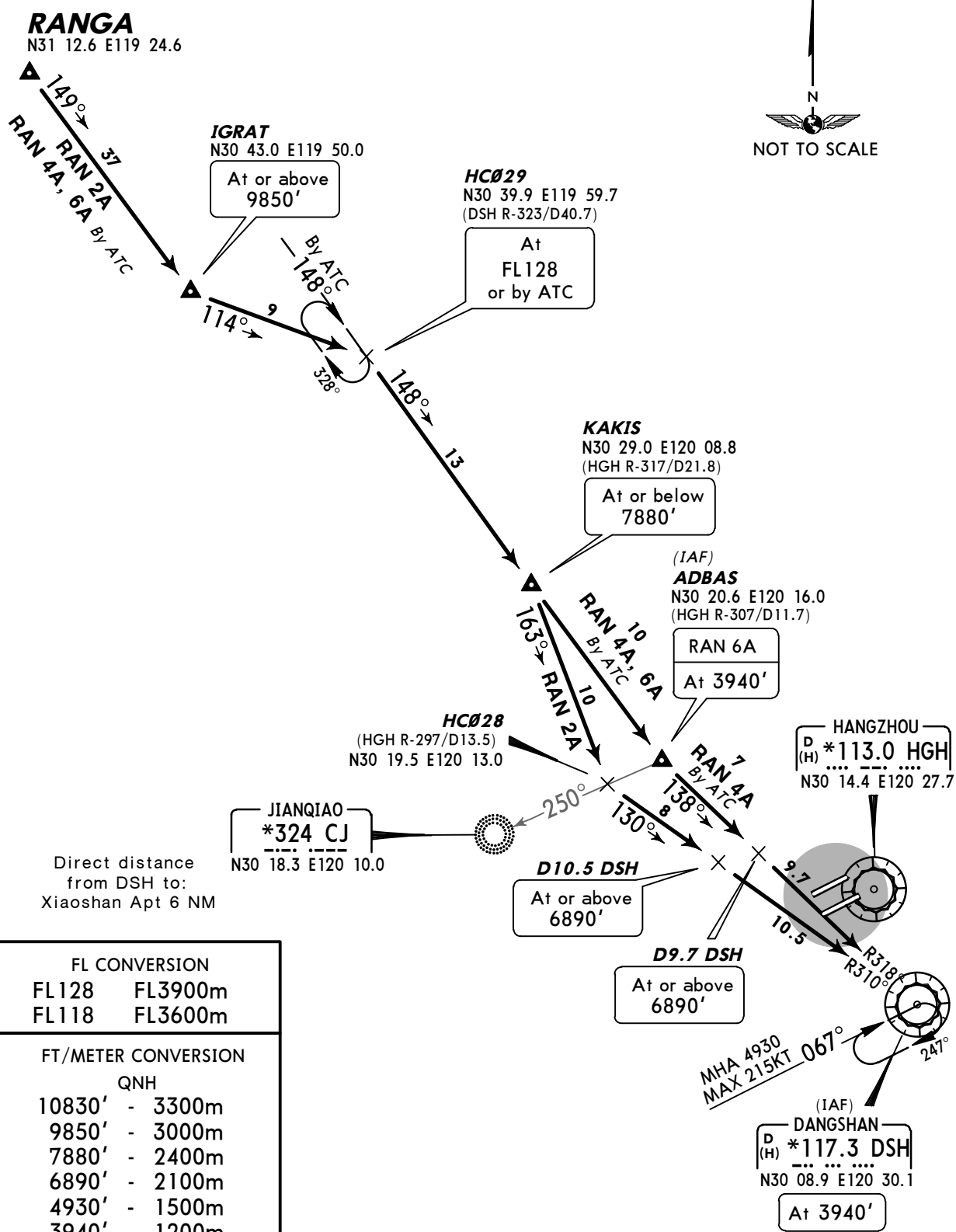
CD
N30 10.5 E120 05.7
(HGH R-262/D19.3)At or above
5910'**HC008**
N30 11.9 E120 09.2
(HGH R-266/D16.0)At or above
5910'For straight-in
approachRWY 06
At 3940'RWY 07
At 4930'
or at 3940'

D-ATIS
127.25Apt Elev
23'Alt Set: hPa
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below

RAN 2A

RAN 4A, RAN 6A
BY ATC

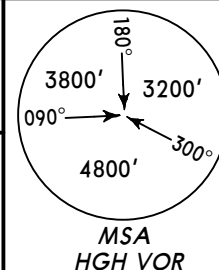
RWYS 24, 25 ARRIVALS

~~SPEED~~ INITIAL APPROACH MAX 205 KT

D-ATIS
127.25Apt Elev
23'

Alt Set: hPa

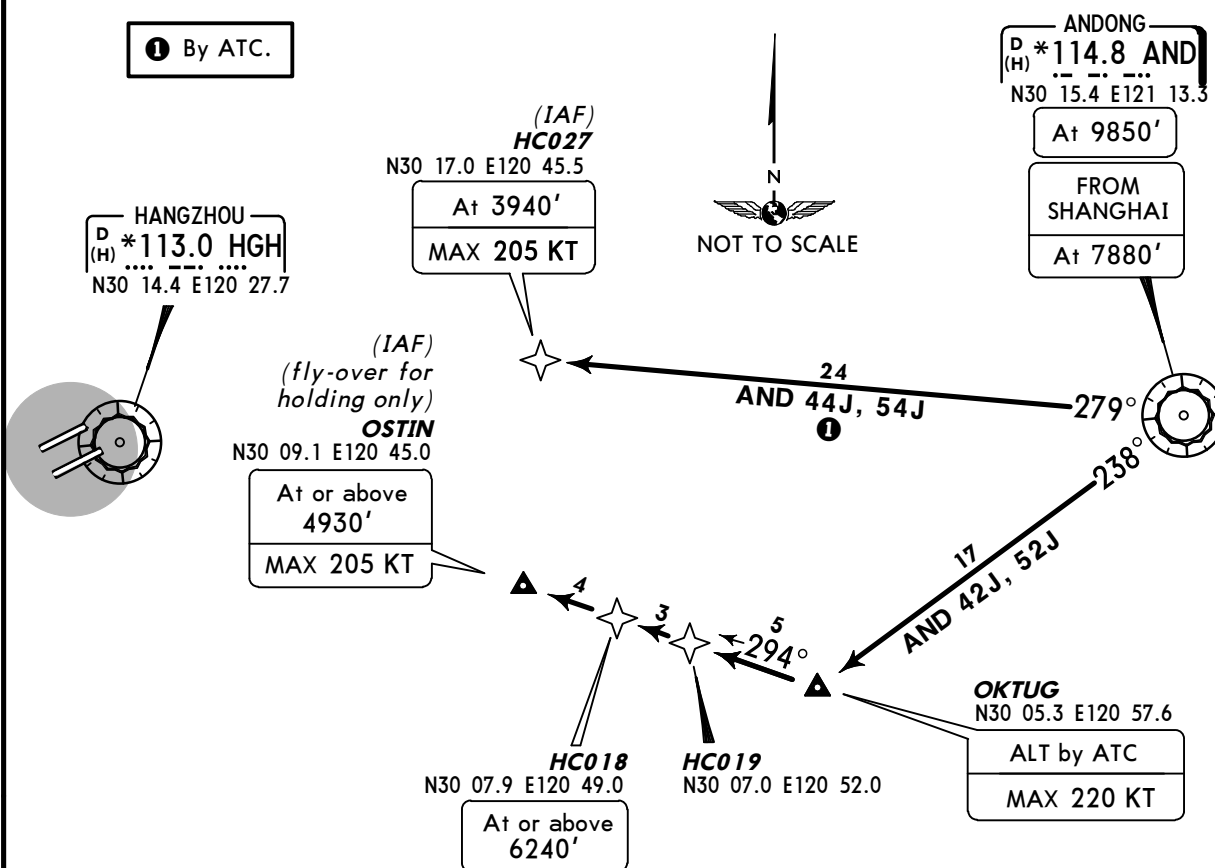
Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

AND 42J, AND 44J ①
AND 52J, AND 54J ①
RWYS 24, 25 RNAV ARRIVALS

RNAV 1
GNSS REQUIRED
RADAR REQUIRED

① By ATC.



FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
7880'	-	2400m
6240'	-	1900m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m

Direct distance to
Xiaoshan Apt from:
HC027 17NM
OSTIN 17NM

HOLDING
OVER OSTIN

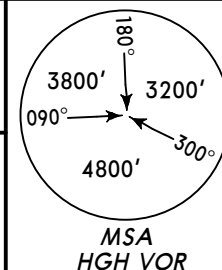


STAR	RWY	ROUTING
AND 42J	24	AND (9850' or 7880') - OKTUG (ALT by ATC; K220-) - HC019 - HC018 (6240'+) - OSTIN (4930'+; K205-).
AND 44J ①		AND (9850' or 7880') - HC027 (3940'; K205-).
AND 52J	25	AND (9850' or 7880') - OKTUG (ALT by ATC; K220-) - HC019 - HC018 (6240'+) - OSTIN (4930'+; K205-).
AND 54J ①		AND (9850' or 7880') - HC027 (3940'; K205-).

D-ATIS
127.25Apt Elev
23'

Alt Set: hPa

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

AND 61J, AND 63J ①, AND 65J ①
AND 71J, AND 73J ①, AND 75J ①
RWYS 06, 07 RNAV ARRIVALS

RNAV 1

GNSS REQUIRED

RADAR REQUIRED

① By ATC.

HANGZHOU
D (H) *113.0 HGH
N30 14.4 E120 27.7

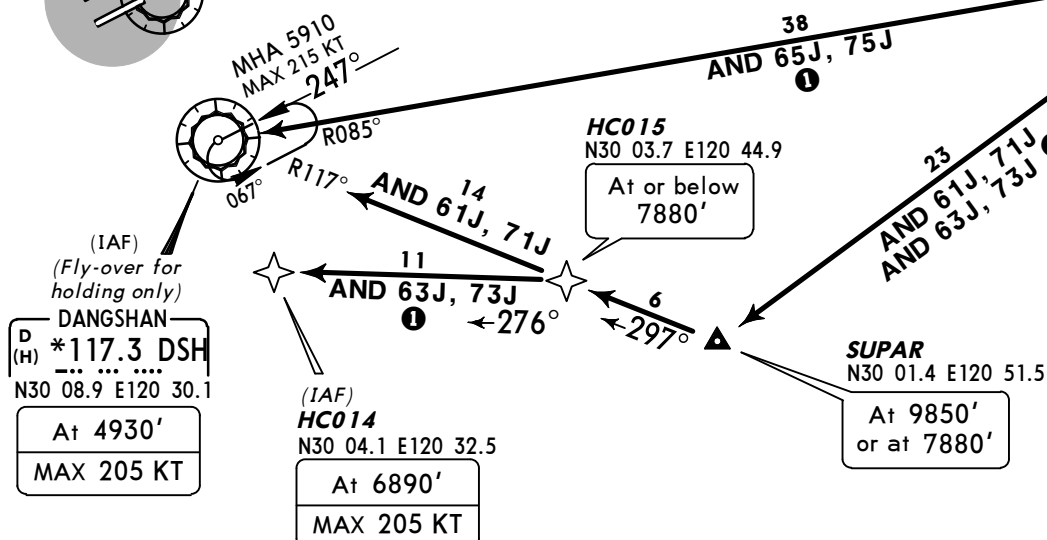
Direct distance
to Xiaoshan Apt from:
DSH 6NM
HC014 11NM

ANDONG
D (H) *114.8 AND
N30 15.4 E121 13.3

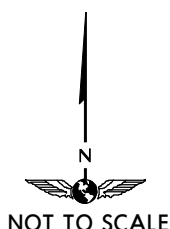
At 9850'

FROM
SHANGHAI

At 7880'



(IAF)
(Fly-over for
holding only)
DANGSHAN
D (H) *117.3 DSH
N30 08.9 E120 30.1
At 4930'
MAX 205 KT



FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION

QNH

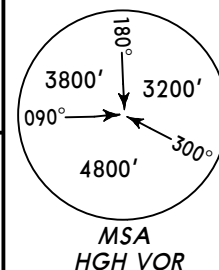
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m

STAR	RWY	ROUTING
AND 61J	06	AND (9850' or 7880') - SUPAR (9580' or 7880') - HC015 (7880'-) - DSH (4930'; K205-).
AND 63J ①		AND (9850' or 7880') - SUPAR (9850' or 7880') - HC015 (7880'-) - HC014 (6890'; K205-).
AND 65J ①		AND (9850' or 7880') - DSH (4930'+; K205-).
AND 71J	07	AND (9850' or 7880') - SUPAR (9850' or 7880') - HC015 (7880'-) - DSH (4930'; K205-).
AND 73J ①		AND (9850' or 7880') - SUPAR (9850' or 7880') - HC015 (7880'-) - HC014 (6890'; K205-).
AND 75J ①		AND (9850' or 7880') - DSH (4930'; K205-).

D-ATIS
127.25Apt Elev
23'

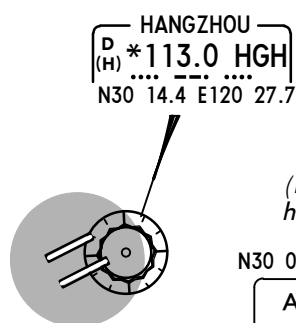
Alt Set: hPa

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

VEX 42J, VEX 44J
VEX 52J, VEX 54J
RWYS 24, 25 RNAV ARRIVALS

RNAV 1
GNSS REQUIRED
RADAR REQUIRED



(IAF)
(Fly-over for
holding only)
OSTIN

N30 09.1 E120 45.0

At or above
4930'

MAX 205 KT

HC018
N30 07.9 E120 49.0

At or above
6240'

HC019
N30 07.0 E120 52.0

VEX 42J, 52J

VEX 44J, 54J

SUPAR
N30 01.4 E120 51.5

At 9850'
or at 7880'
MAX 220 KTVEX 42J, 44J
52J, 54J

VEXEX
N29 58.4
E121 02.8

**HOLDING
OVER OSTIN**



FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION

QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
7880' - 2400m
6240' - 1900m
5910' - 1800m
4930' - 1500m

Direct distance to
Xiaoshan Apt from:
OSTIN 17NM

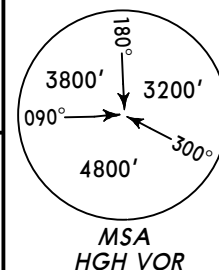


STAR	RWY	ROUTING
VEX 42J	24	VEXEX - SUPAR (9850' or 7880'; K220'-) - OSTIN (4930'+; K205-).
VEX 44J		VEXEX - SUPAR (9850' or 7880'; K220'-) - HC019 - HC018 (6240'+) - OSTIN (4930'+; K205-).
VEX 52J	25	VEXEX - SUPAR (9850' or 7880'; K220'-) - OSTIN (4930'+; K205-).
VEX 54J		VEXEX - SUPAR (9850' or 7880'; K220'-) - HC019 - HC018 (6240'+) - OSTIN (4930'+; K205-).

D-ATIS
127.25Apt Elev
23'

Alt Set: hPa

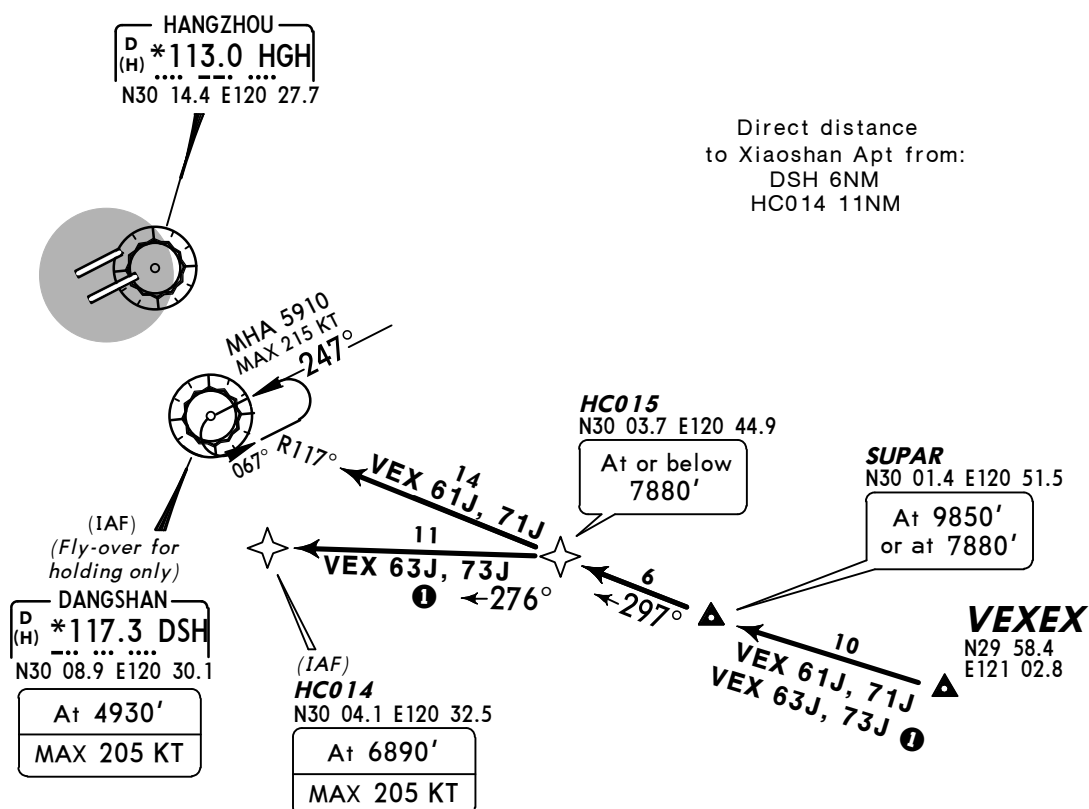
Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

VEX 61J, VEX 63J ①
VEX 71J, VEX 73J ①
RWYS 06, 07 RNAV ARRIVALS

RNAV 1
GNSS REQUIRED
RADAR REQUIRED

① By ATC.



FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION

QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m

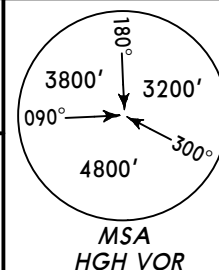


STAR	RWY	ROUTING
VEX 61J	06	VEXEX - SUPAR (9850' or 7880') - HC015 (7880'-) - DSH (4930'; K205-).
VEX 63J ①		VEXEX - SUPAR (9850' or 7880') - HC015 (7880'-) - HC014 (6890'; K205-).
VEX 71J	07	VEXEX - SUPAR (9850' or 7880') - HC015 (7880'-) - DSH (4930'; K205-).
VEX 73J ①		VEXEX - SUPAR (9850' or 7880') - HC015 (7880'-) - HC014 (6890'; K205-).

D-ATIS
127.25Apt Elev
23'

Alt Set: hPa

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or belowREM 61J, REM 63J ①, REM 65J ①
REM 71J, REM 73J ①, REM 75J ①
RWYS 06, 07 RNAV ARRIVALS

RNAV 1

GNSS REQUIRED
RADAR REQUIRED

① By ATC.

HANGZHOU
D *113.0 HGH
(H)
N30 14.4 E120 27.7(IAF)
(Fly-over for
holding only)DANGSHAN
D *117.3 DSH
(H)
N30 08.9 E120 30.1At 4930'
MAX 205 KTMHA 5910
MAX 215 KT

247°

067° R117°

HC015

N30 03.7 E120 44.9

At or below
7880'Direct distance
to Xiaoshan Apt from:
DSH 6NM
HC014 11NM

SUPAR

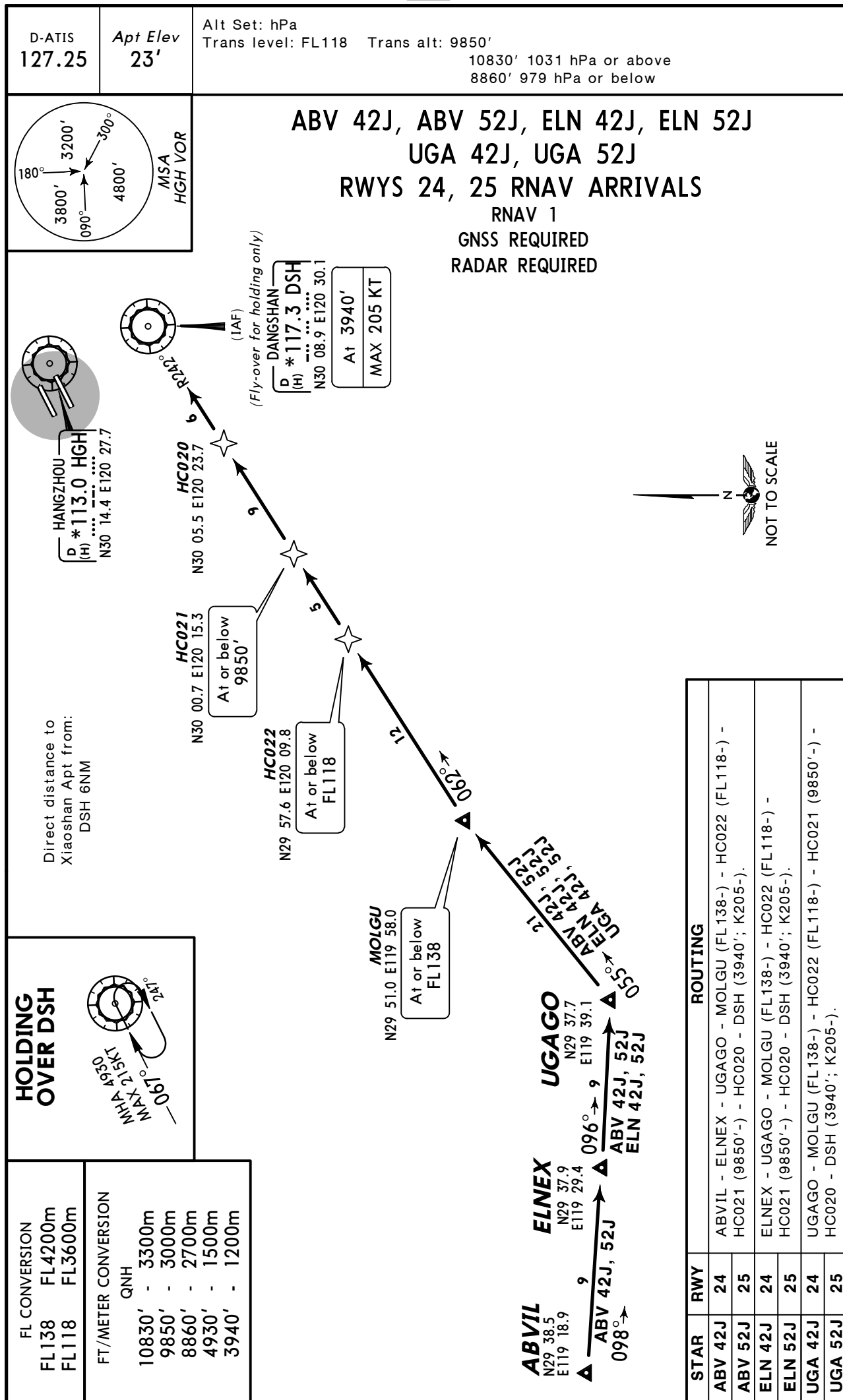
N30 01.4 E120 51.5

At 9850'
or at 7880'(IAF)
HC014
N30 04.1 E120 32.5At 6890'
MAX 205 KTREM 65J, 75J ①
31
276°REM 61J, 71J
REM 63J, 73J ①
25
297°FL CONVERSION
FL148 FL4500m
FL118 FL3600mFT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
7880' - 2400m
6890' - 2100m
5910' - 1800m
4930' - 1500mSHENGZHOU
D *113.4 SHZ
(H)
N29 36.0 E120 49.0
At FL148REM 61J, 71J
REM 63J, 65J, 73J, 75J ①

REMIM

N28 51.5 E120 44.4

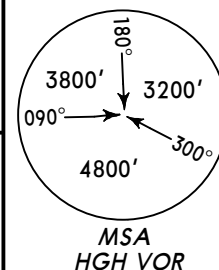
STAR	RWY	ROUTING
REM 61J	06	REMIM - SHZ (FL148) - SUPAR (9850' or 7880') - HC015 (7880'-) - DSH (4930'; K205-)
REM 63J ❶		REMIM - SHZ (FL148) - SUPAR (9850' or 7880') - HC015 (7880-) - HC014 (6890'; K205-).
REM 65J ❶		REMIM - SHZ (FL148) - HC014 (6890'; K205-).
REM 71J	07	REMIM - SHZ (FL148) - SUPAR (9850' or 7880') - HC015 (7880'-) - DSH (4930'; K205-)
REM 73J ❶		REMIM - SHZ (FL148) - SUPAR (9850' or 7880') - HC015 (7880-) - HC014 (6890'; K205-).
REM 75J ❶		REMIM - SHZ (FL148) - HC014 (6890'; K205-).



D-ATIS
127.25Apt Elev
23'

Alt Set: hPa

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or belowELN 61J, ELN 71J, UGA 61J, UGA 71J
RWYS 06, 07 RNAV ARRIVALS

RNAV 1

GNSS REQUIRED

RADAR REQUIRED

HANGZHOU
D (H) *113.0 HGH
N30 14.4 E120 27.7

(Flyover for holding only)

HC002

N30 06.9 E120 10.7

At 3940'

(IAF)

HC003

N30 04.2 E120 05.2

At 5910'

MAX 205 KT

HC004

N30 01.5 E119 59.7

Between
FL118 & 7880'

DUBGO

N29 51.3 E119 39.9

At or below
FL148

19

065°

Direct distance to
Xiaoshan Apt from:
HC002 15NM

TONGLU

D (H) *115.9 TOL

N29 46.0 E119 39.6

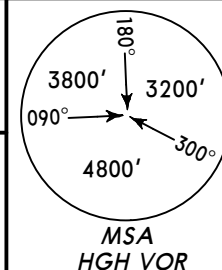
ELN
61J, 71J
12
053°ELNEX
N29 37.9
E119 29.4UGA
61J, 71J
8
007°

UGAGO

N29 37.7 E119 39.1

FL CONVERSION
FL148 FL4500m
FL118 FL3600mFT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
7880' - 2400m
5910' - 1800m
4930' - 1500m
3940' - 1200m

STAR	RWY	ROUTING
ELN 61J	06	ELNEX - TOL - DUBGO (FL148-) - HC004 (FL118-; 7880'+) - HC003 (5910'; K205-) - HC002 (3940').
ELN 71J	07	
UGA 61J	06	UGAGO - TOL - DUBGO (FL148-) - HC004 (FL118-; 7880'+) - HC003 (5910'; K205-) - HC002 (3940').
UGA 71J	07	

D-ATIS
127.25Apt Elev
23'Alt Set: hPa
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below**RANGA**

N31 12.6 E119 24.6

149°
37
RAN 42J, 52J
RAN 44J, 46J
RAN 54J, 56JIGRAT
N30 43.0 E119 50.0At or above
9850'MAX 215KT
By ATC
148°
174°
9
328°

(Fly-over for holding only)

HC029
N30 39.9 E119 59.7At
FL128
or by ATC

① By ATC.

Direct distance to
Xiaoshan Apt from:
DSH 6NMFL CONVERSION
FL128 FL3900m
FL118 FL3600m

FT/METER CONVERSION

QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
7880' - 2400m
6890' - 2100m
4930' - 1500m
3940' - 1200m

RAN 42J

RAN 44J①, RAN 46J①

RAN 52J

RAN 54J①, RAN 56J①

RWYS 24, 25 RNAV ARRIVALS

RNAV 1

GNSS REQUIRED

RADAR REQUIRED

KAKIS

N30 29.0 E120 08.8

At or below
7880'

(IAF)

ADBAS

N30 20.6 E120 16.0

RAN 46J, 56J

At 3940'

MAX 205 KT

HANGZHOU
D(H) *113.0 HGH
N30 14.4 E120 27.7HC028
N30 19.5 E120 13.0HC024
N30 15.1 E120 20.2At or above
6890'HC023
N30 15.7 E120 21.9At or above
6890'MHA 4930
MAX 215KT
067°(IAF)
(Fly-over for holding only)DANGSHAN
D(H) *117.3 DSH
N30 08.9 E120 30.1

At 3940'

MAX 205 KT

STAR

RWY

ROUTING

RAN 42J

24

RANGA - IGRAT (9850'+) - HC029 (FL128 or by ATC) - KAKIS (7880'-)
- HC028 - HC024 (6890'+) - DSH (3940'; K205-).

RAN 52J

25

RAN 44J①

24

RANGA - IGRAT (9850'+) - HC029 (FL128 or by ATC) - KAKIS (7880'-)
- ADBAS - HC023 (6890'+) - DSH (3940'; K205-).

RAN 54J①

25

RAN 46J①

24

RANGA - IGRAT (9850'+) - HC029 (FL128 or by ATC) - KAKIS (7880'-)
- ADBAS (3940'; K205-).

RAN 56J①

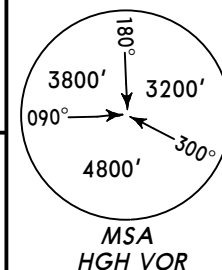
25

D-ATIS
127.25Apt Elev
23'

Alt Set: hPa

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

RAN 61J
RAN 63J③, RAN 65J③
RAN 71J
RAN 73J③, RAN 75J③
RWYS 06, 07 RNAV ARRIVALS
RNAV 1
GNSS REQUIRED
RADAR REQUIRED

RANGAN31 12.6
E119 24.6

149° 37'
RAN 61J, 71J
RAN 63J, 65J
RAN 73J, 75J

IGRAT
N30 43.0 E119 50.0
At or above
9850'

(Fly-over for holding only)
HC011
N30 36.0 E119 54.0

HC010
N30 26.4 E120 00.5
Between
7880' & 6890'

(IAF)
HC009
N30 14.2 E120 07.8
At or above
6890'

MAX 205 KT

Direct distance to
Xiaoshan Apt from:
HC008 5NM

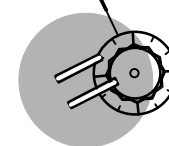
③ By ATC.

RAN 63J, 73J

- ① For straight-in approach Rwy 06 cross HC009 at 4930' and HC008 at 3940'.
- ② For straight-in approach Rwy 07 cross HC009 at 5910' or at 4930' and HC008 at 4930' or at 3940'.



HANGZHOU
D (H) *113.0 HGH
N30 14.4 E120 27.7



RAN 63J, 73J
By ATC

HC008
N30 11.9 E120 09.2
At or above
5910'

FL CONVERSION
FL118 FL3600m

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

STAR	RWY	ROUTING
RAN 61J, RAN 65J	06	RANGA - IGRAT (9850'+) - HC011 - HC010 (7880'-; 6890'+) - HC009 (6890'+; K205-).
RAN 71J, RAN 75J	07	
RAN 63J ③	06	RANGA - IGRAT (9850'+) - HC011 - HC010 (7880'-; 6890'+) - HC009 (6890'+; K205-) - HC008 (5910').
RAN 73J ③	07	

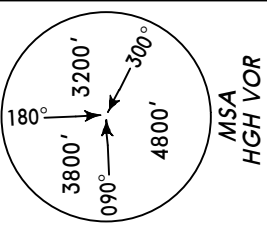
SID DESIGNATION	REFER TO CHART
AND 21D, 23D, VEX 21D, 23D	10-3A1
AND 11D, 13D, VEX 11D, 13D	10-3A2
AND 22D, 24D, 26D, 28D, VEX 22D, 24D	10-3B
AND 12D, 14D, 16D, VEX 12D, 14D	10-3C
REM 21D, 23D, 25D	10-3D
REM 11D, 13D, 15D	10-3E
REM 22D, 24D, 26D	10-3F
REM 12D, 14D, 16D	10-3G
ABV 21D, ELN 21D, 23D, UGA 21D, 23D	10-3H
ABV 11D, ELN 11D, 13D, UGA 11D, 13D	10-3J
ELN 22D, UGA 22D	10-3K
ELN 12D, 14D, UGA 12D, 14D	10-3L
TAP 21D, 23D, 25D	10-3M
TAP 11D, 13D, 15D	10-3N
TAP 22D, 24D, 26D	10-3P
TAP 12D, 14D, 16D, 18D	10-3Q

FOR RNAV SID DESIGNATION REFER TO PAGE 10-3A

RNAV SID DESIGNATION	REFER TO CHART
AND 42K, 44K, 46K, 48K, 50K	10-3S
AND 52K, 54K, 56K	10-3T
AND 61K, 63K	10-3U
AND 71K, 73K	10-3V
VEX 42K, 44K, 46K	10-3V1
VEX 52K, 54K	10-3V2
VEX 61K, 63K	10-3V3
VEX 71K, 73K	10-3V4
REM 42K, 44K, 46K, 48K	10-3V5
REM 52K, 54K, 56K	10-3V6
REM 61K, 63K, 65K	10-3V7
REM 71K, 73K, 75K	10-3V8
ELN 42K, UGA 42K	10-3W
ELN 52K, 54K, UGA 52K, 54K	10-3X
ABV 61K, ELN 61K, UGA 61K	10-3X1
ELN 63K, UGA 63K	10-3X2
ABV 71K, ELN 71K, UGA 71K	10-3X3
ELN 73K, UGA 73K	10-3X4
TAP 42K, 44K, 46K	10-3X5
TAP 52K, 54K, 56K, 58K	10-3X6
TAP 61K, 63K, 65K	10-3X7
TAP 71K, 73K, 75K	10-3X8

Apt Elev
23'

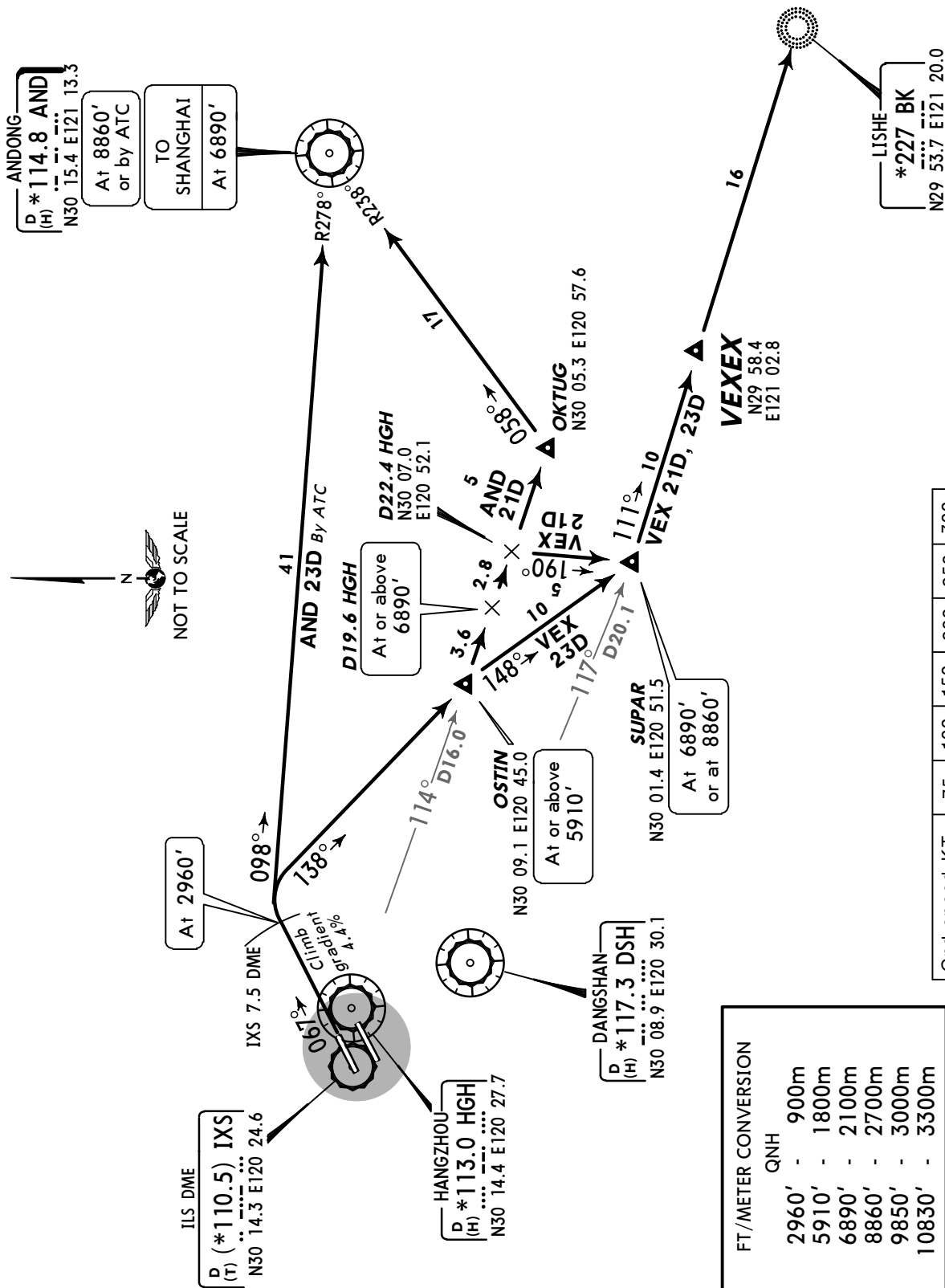
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Departure turn MAX 205 KT.



AND 21D, VEX 21D, VEX 23D

AND 23D
BY ATC

RWY 06 DEPARTURES

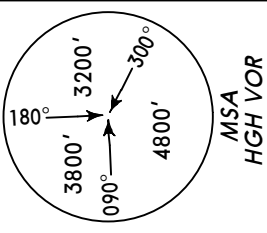


Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

FT/METER CONVERSION	
QNH	
2960' -	900m
5910' -	1800m
6890' -	2100m
8860' -	2700m
9850' -	3000m
10830' -	3300m
FL CONVERSION	
FL118	FL3600m

Apt Elev
23'

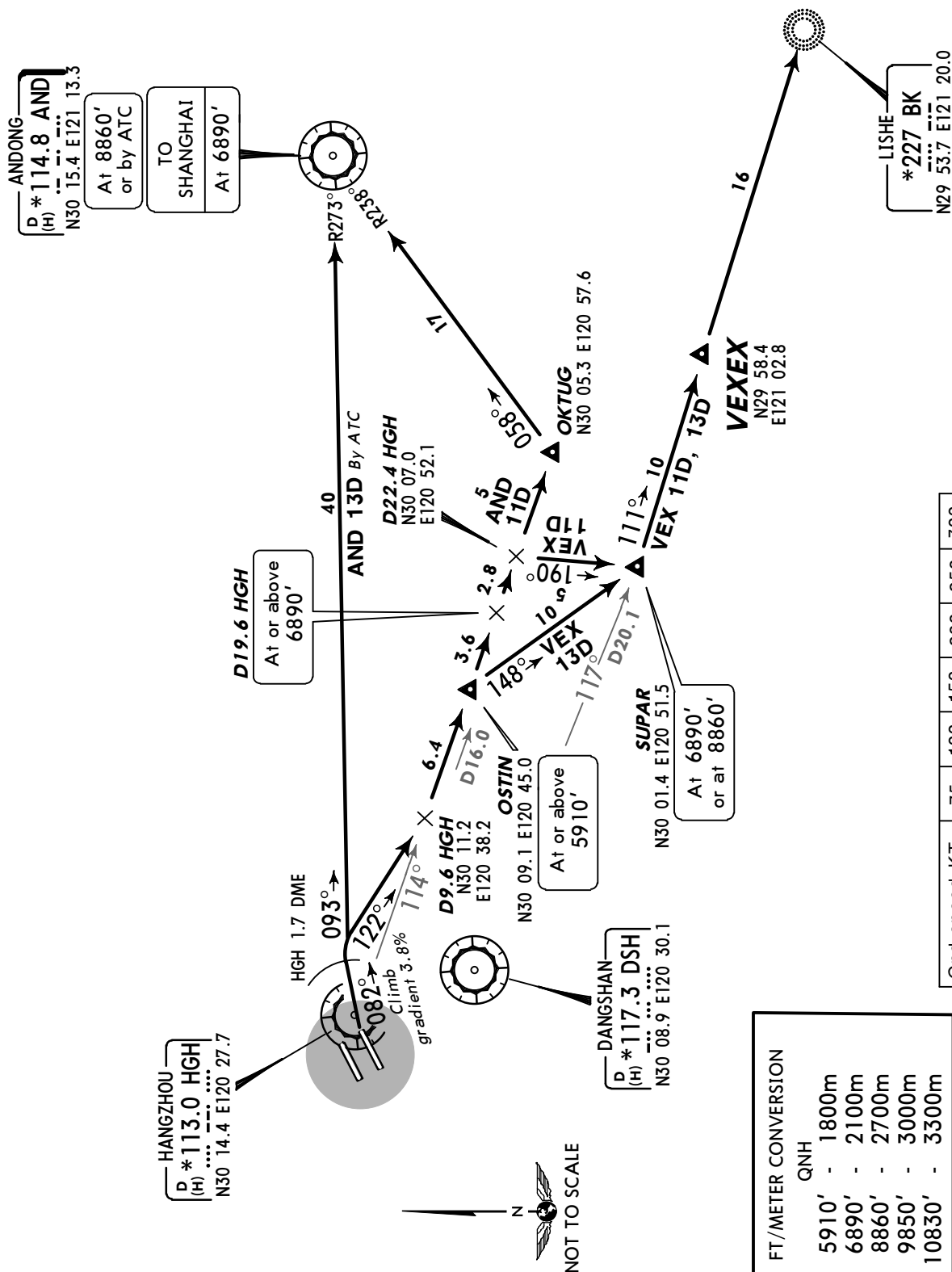
Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Departure turn MAX 205 KT.



AND 11D, VEX 11D, VEX 13D

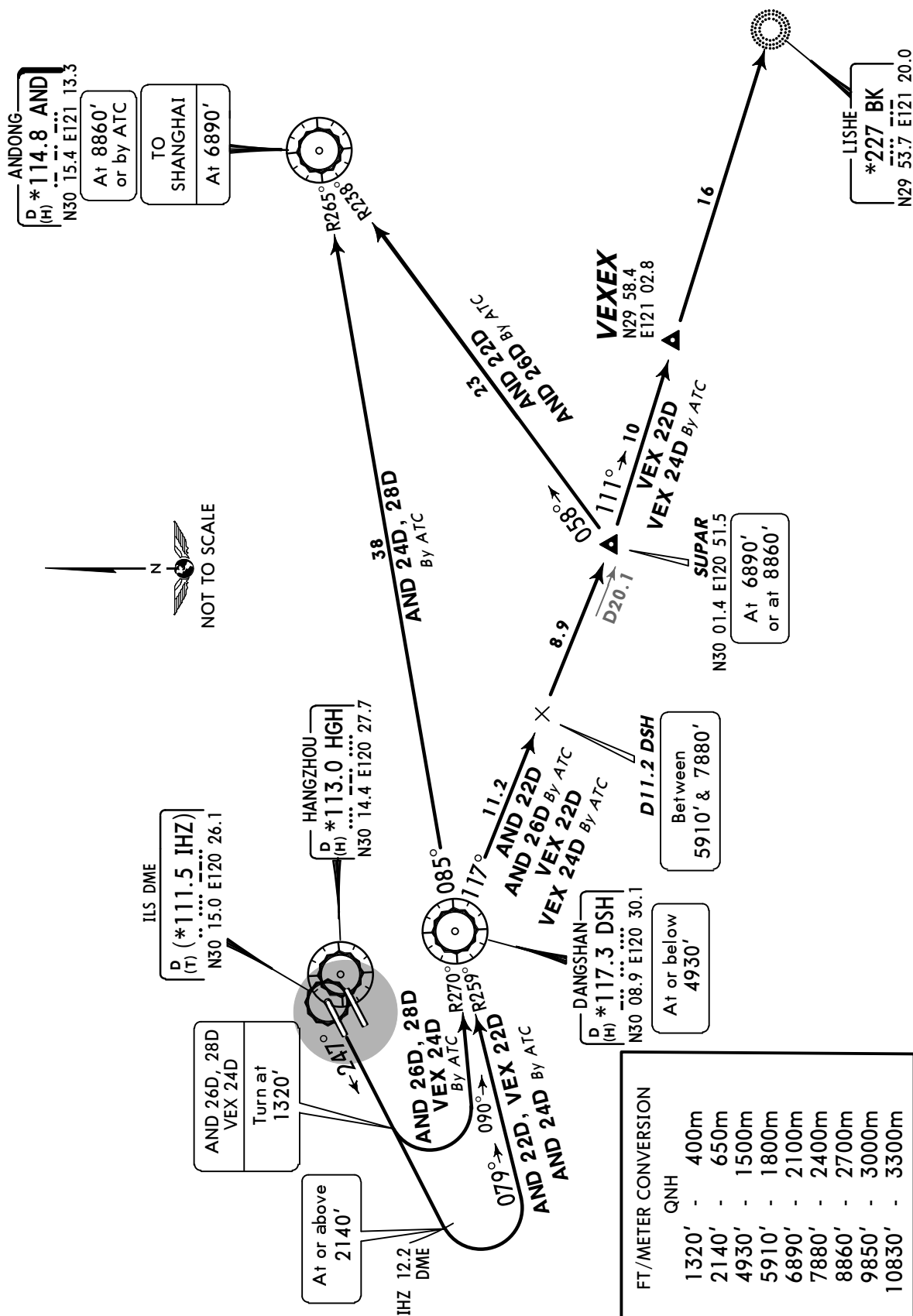
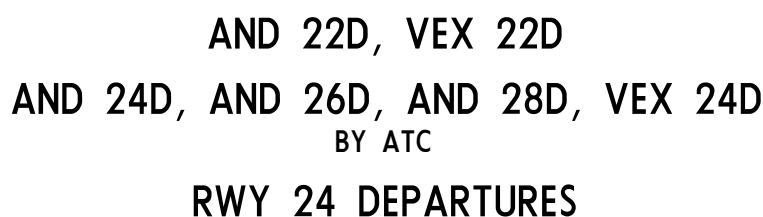
AND 13D
BY ATC

RWY 07 DEPARTURES



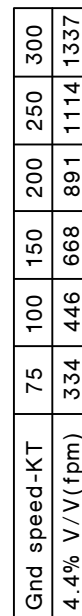
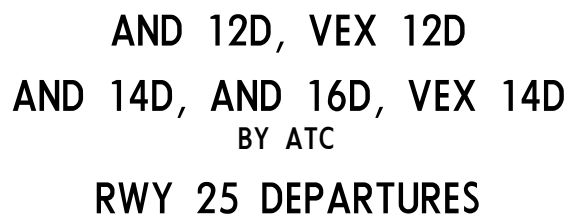
Gnd speed-KT	75	100	150	200	250	300
3.8% V/V(fpm)	289	385	577	770	962	1155

FT/METER CONVERSION	QNH
5910' - 1800m	
6890' - 2100m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	FL3600m
FL118	

SID

FT/METER CONVERSION	QNH	FL CONVERSION
1320'	- 400m	FL118
2140'	- 650m	FL3600m
4930'	- 1500m	
5910'	- 1800m	
6890'	- 2100m	
7880'	- 2400m	
8860'	- 2700m	
9850'	- 3000m	
10830'	- 3300m	

Departure turn MAX 205 KT.

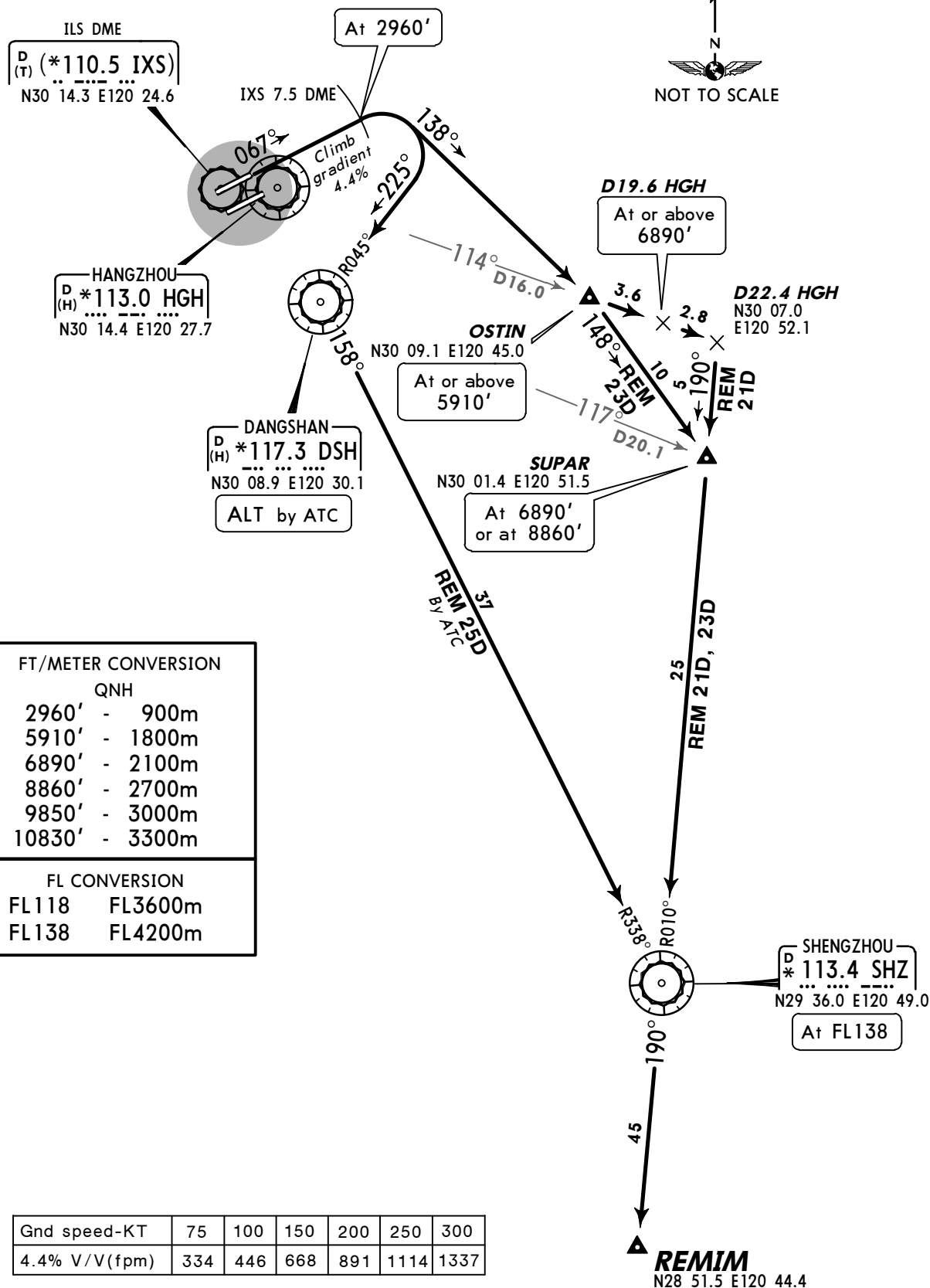
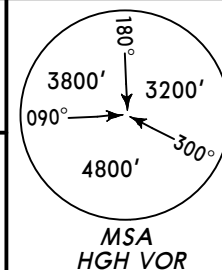


FT./METER CONVERSION	QNH
1090'	- 330m
4930'	- 1500m
5910'	- 1800m
6890'	- 2100m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION
FL118 FL3600m

Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below

Departure turn MAX 205 KT.



FT/METER CONVERSION

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

FL CONVERSION
FL118 FL3600m
FL138 FL4200m

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

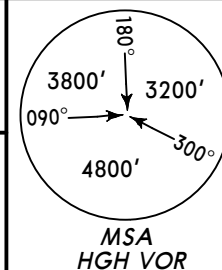
Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Departure turn MAX 205 KT.

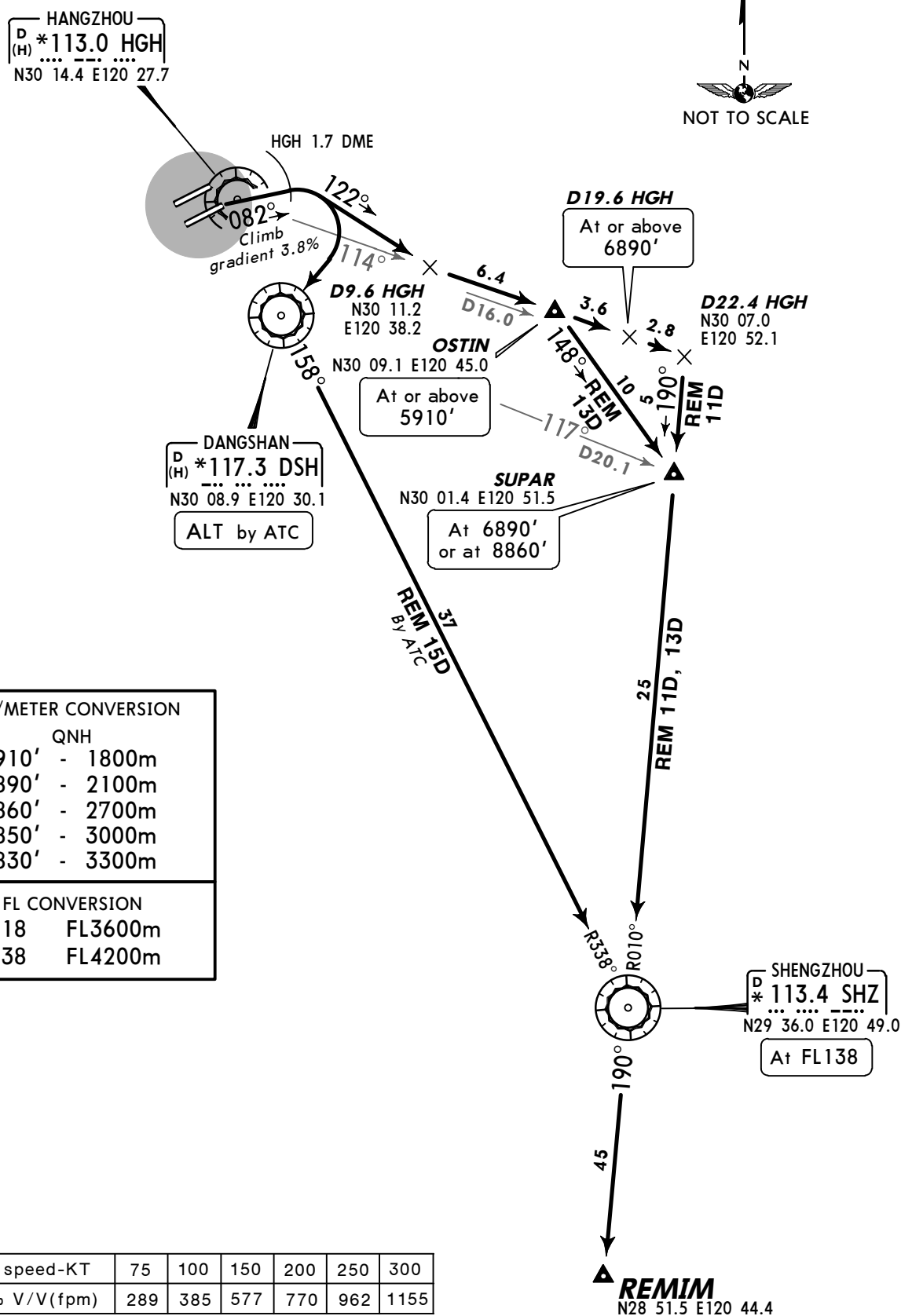


REM 11D, REM 13D

REM 15D

BY ATC

RWY 07 DEPARTURES



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118	FL3600m
FL138	FL4200m

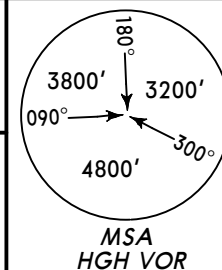
Gnd speed-KT	75	100	150	200	250	300
3.8% V/V(fpm)	289	385	577	770	962	1155

Apt Elev
23'

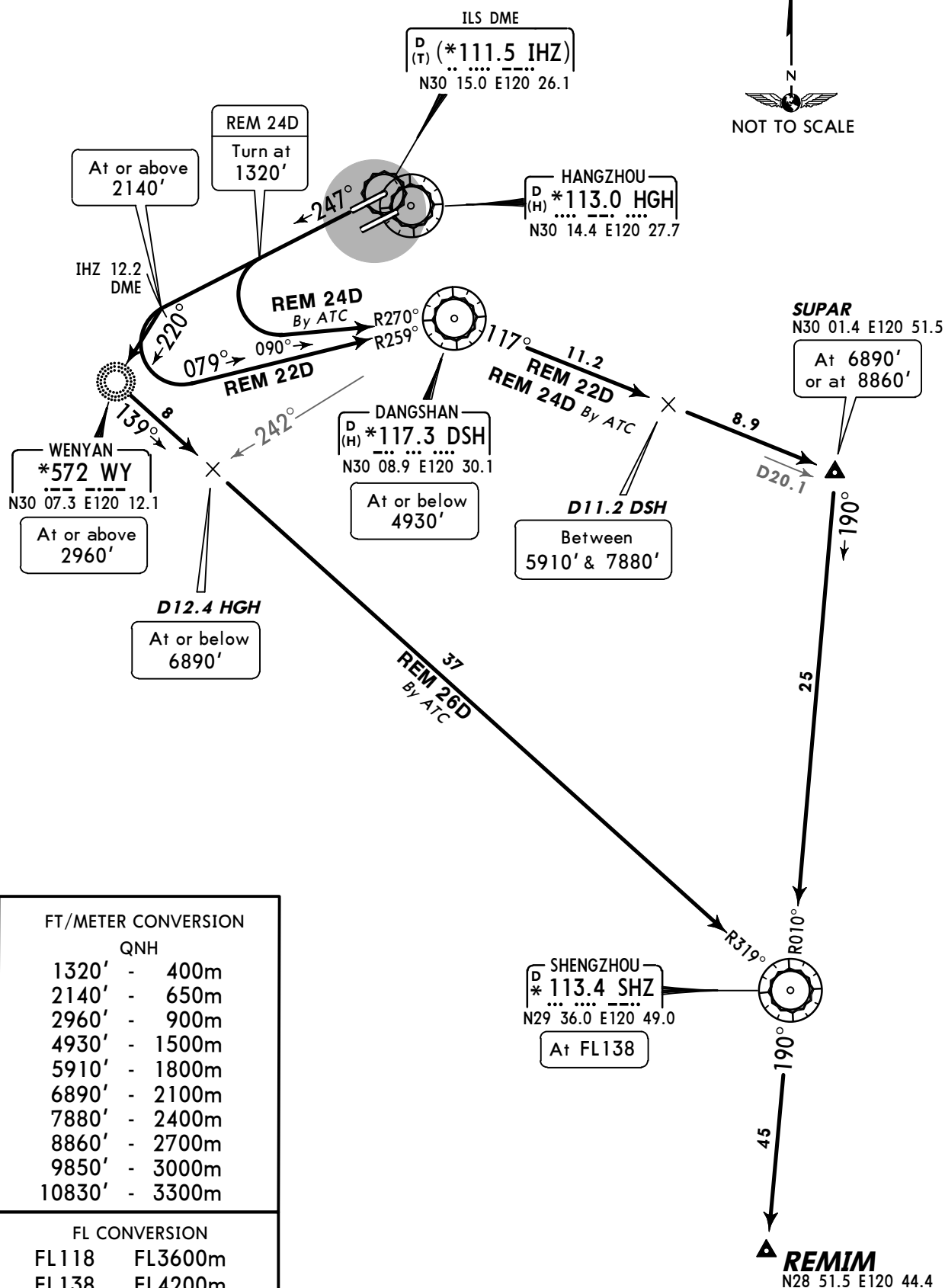
Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

Departure turn MAX 205 KT.

REM 22D
REM 24D, REM 26D
BY ATC

RWY 24 DEPARTURES



FT/METER CONVERSION

QNH

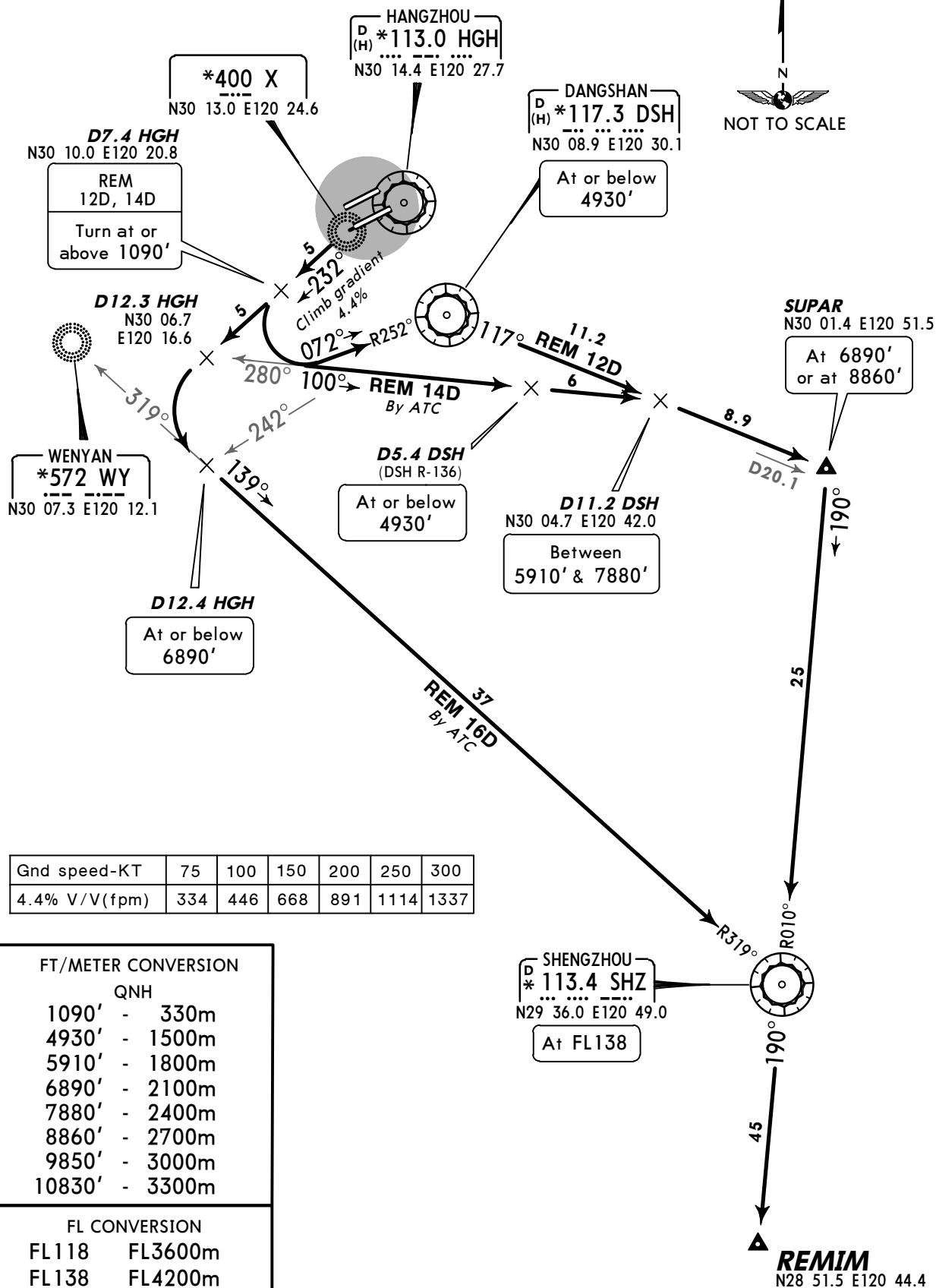
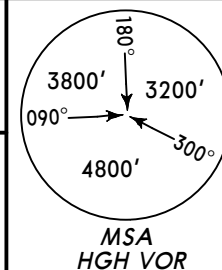
1320'	-	400m
2140'	-	650m
2960'	-	900m
4930'	-	1500m
5910'	-	1800m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m

Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below

Departure turn MAX 205 KT.



Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

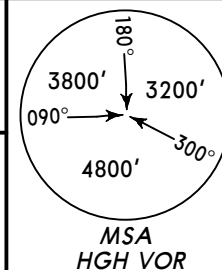
FT/METER CONVERSION		
	QNH	
1090'	-	330m
4930'	-	1500m
5910'	-	1800m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION
FL118 FL3600m
FL138 FL4200m

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Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below
Departure turn MAX 205 KT.

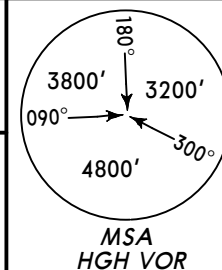


Apt Elev
23'

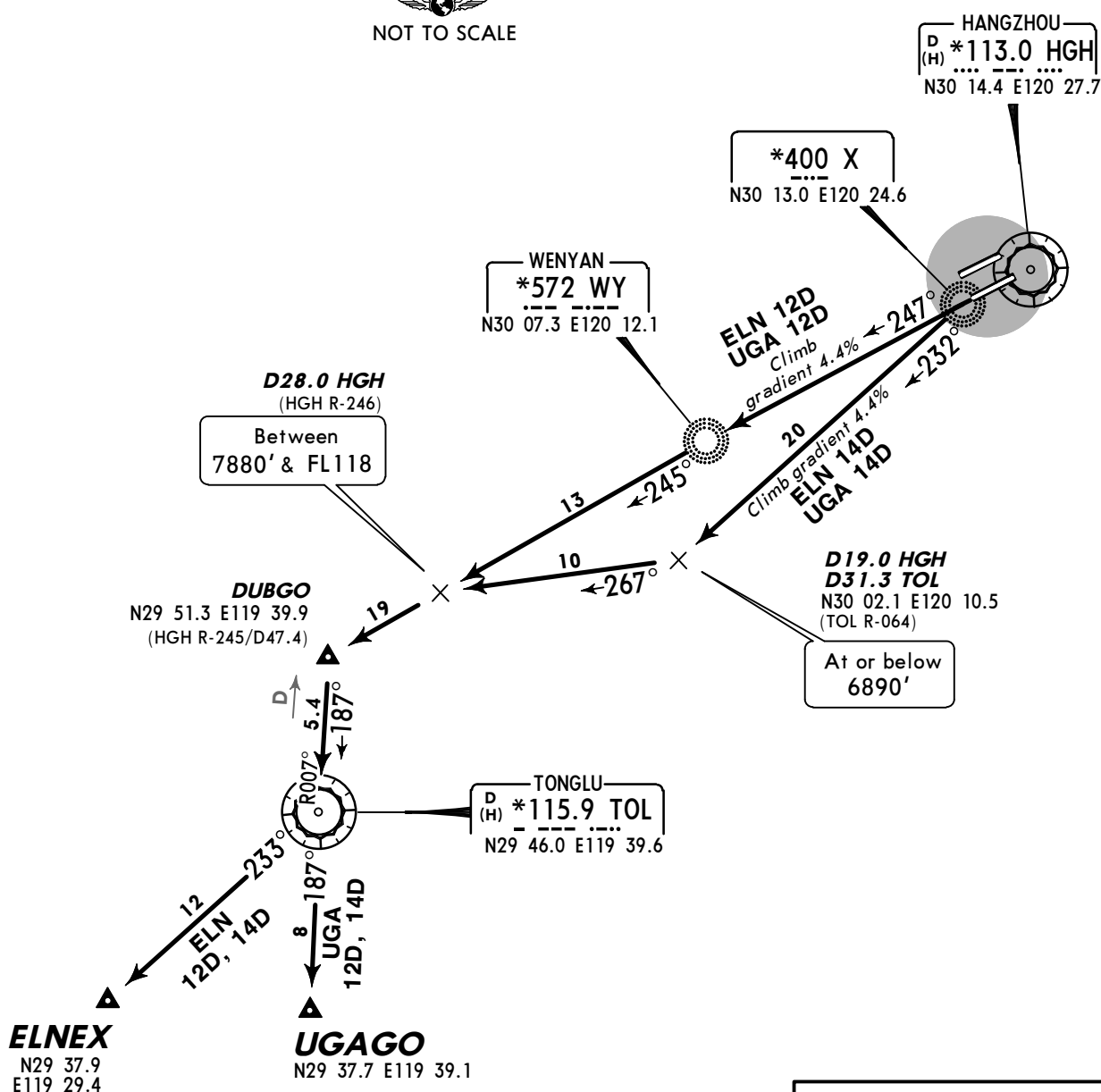
Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

Departure turn MAX 205 KT.



ELN 12D, ELN 14D
UGA 12D, UGA 14D
RWY 25 DEPARTURES



FT/METER CONVERSION

QNH

6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118 FL3600m

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

RWY 06 DEPARTURES

QNH

2960'	-	900m
4930'	-	1500m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL118 FL3600m
FL197 FL6000m

HANGZHOU
D
(H) *113.0 HGH
... ..
N30 14.4 E120 27.7
At 4930'

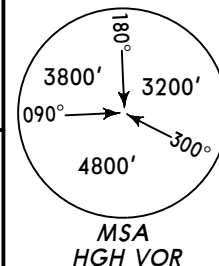
Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

Departure turn MAX 205 KT.



TAP 11D

TAP 13D, TAP 15D
BY ATC

RWY 07 DEPARTURES

TAPEN

N31 12.4 E119 31.6

At or above
FL197**NIVIK**

N30 45.7 E119 54.7

At or above
9850'**KAKIS**N30 29.0 E120 08.8
(HGH R-317/D21.8)At or below
7880'**ADBAS**N30 20.6 E120 16.0
(HGH R-307/D11.7)

TAP 15D

At or below
4930'**K**N30 16.3 E120 20.8
(HGH R-292/D6.3)At or above
6890'**HC028**
N30 19.5 E120 13.0
(HGH R-297/D13.5)**H**
N30 15.9 E120 19.4
(HGH R-286/D7.3)At or above
6890'TAP 15D
By ATC

TAP 13D

TAP 11D

By ATC

TAP 15D

By ATC

TAP 13D

By ATC

TAP 11D

By ATC

TAP 15D

By ATC

TAP 13D

By ATC

TAP 11D

By ATC

TAP 15D

By ATC

TAP 13D

By ATC

TAP 11D

By ATC

TAP 15D

By ATC

TAP 13D

By ATC

TAP 11D

By ATC

TAP 15D

By ATC

TAP 13D

By ATC

TAP 11D

By ATC

***400 X**
N30 13.0 E120 24.6

At 4930'

HANGZHOU
D (H) *113.0 HGH
N30 14.4 E120 27.7**TAP 11D, 13D**These SIDs require a minimum climb gradient
of

5.5% until H or K at 6890'.

ATC will command to climb south of Rwy if climb
gradient less than 5.5%.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671
3.8% V/V(fpm)	289	385	577	770	962	1155

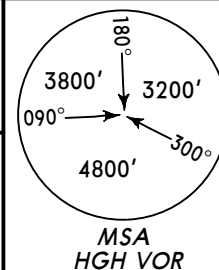


Apt Elev
23'

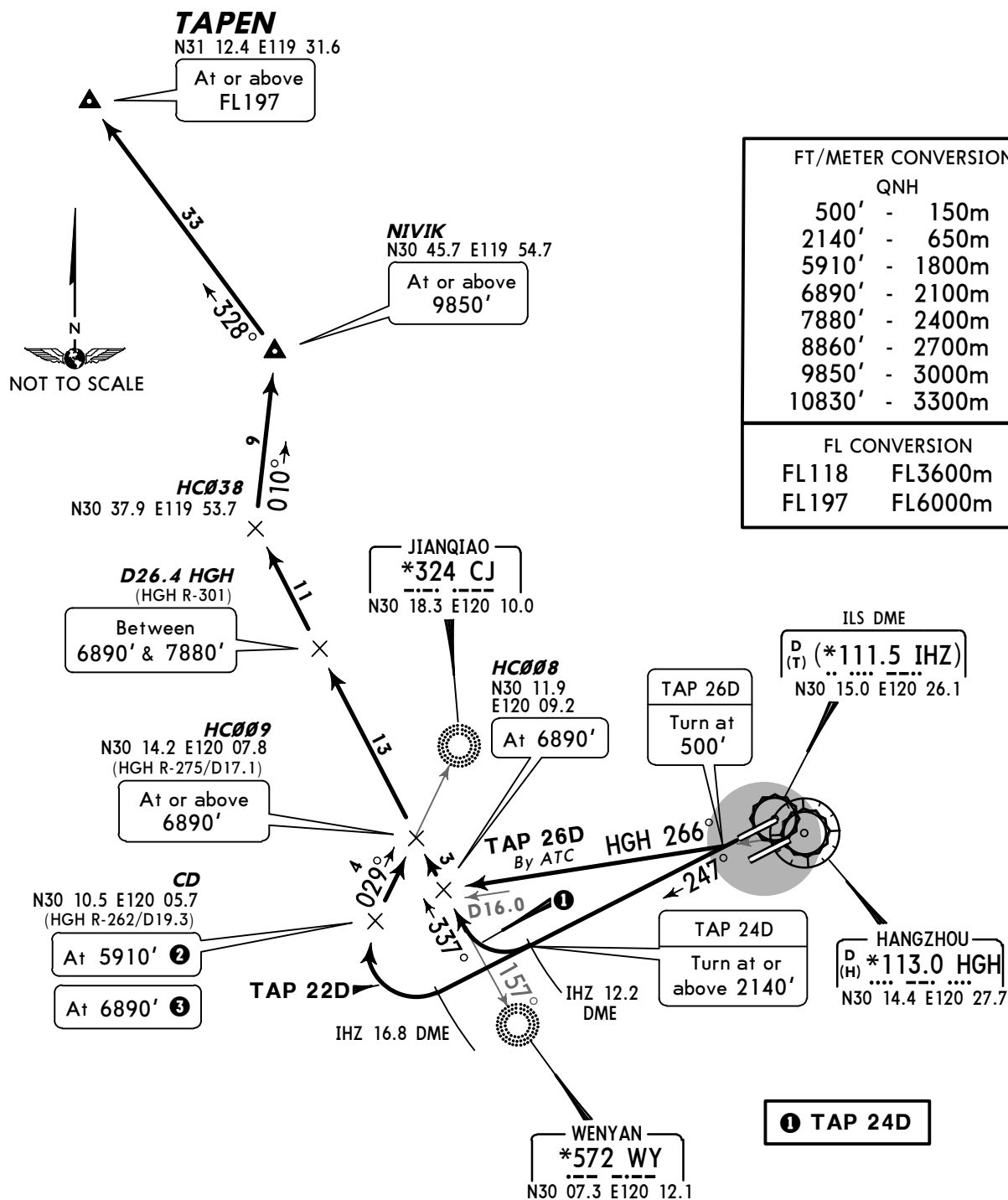
Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

Departure turn MAX 205 KT.



TAP 22D, TAP 24D
TAP 26D
BY ATC
RWY 24 DEPARTURES



These SIDs require minimum climb gradients of

TAP 22D: ② 4.7% until CD at 5910',
③ 5.5% until CD at 6890',
if less than the gradient, aircraft should delay
turning time with ATC permission.

TAP 24D: 7.2% until HC008 at 6890'.

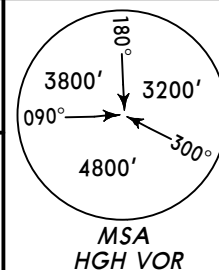
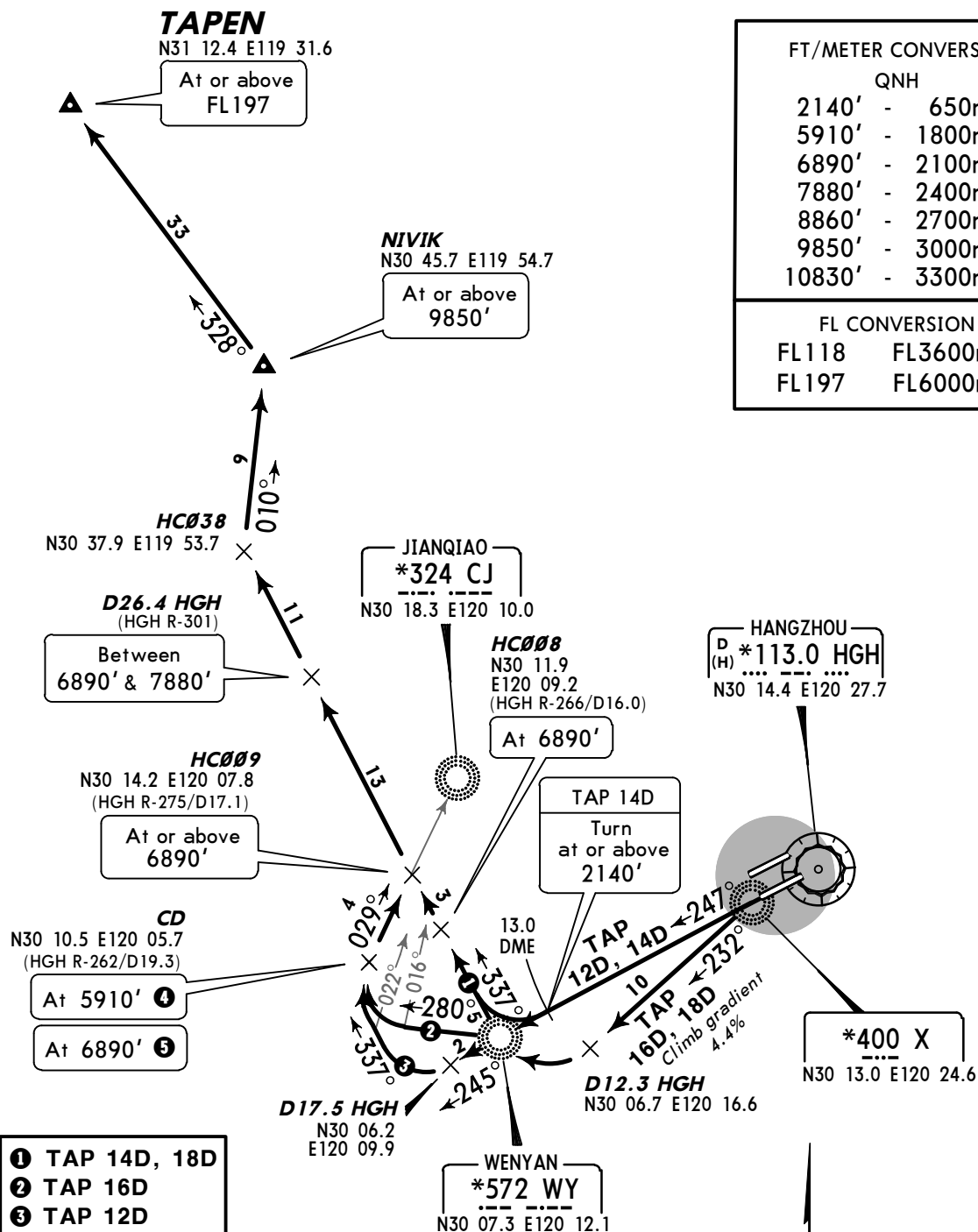
Gnd speed-KT	75	100	150	200	250	300
7.2% V/V(fpm)	547	729	1094	1458	1823	2187
5.5% V/V(fpm)	418	557	835	1114	1392	1671
4.7% V/V(fpm)	357	476	714	952	1190	1428

Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

Departure turn MAX 205 KT.

TAP 12D, TAP 14D, TAP 16D, TAP 18D
RWY 25 DEPARTURES

These SIDs require minimum climb gradients of

TAP 12D: ④ 4.5% until CD at 5910',

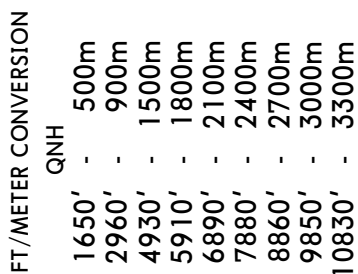
⑤ 5.2% until CD at 6890',

if less than the gradient, aircraft should delay turning time with ATC permission.

TAP 14D: 6.7% until HC008 at 6890'.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V(fpm)	509	679	1018	1357	1696	2036
5.2% V/V(fpm)	395	527	790	1053	1317	1580
4.5% V/V(fpm)	342	456	684	911	1139	1367
4.4% V/V(fpm)	334	446	668	891	1114	1337

Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below
 Turning before DER is forbidden.



SID	ROUTING
AND 40K①	HC005 (2960'+) - HC012 (6890'-; K205-) - HC013 - HC039 (5910'+; 7880'-) - SUPAR (6890' or 8860') - AND (6890' or 8860').
AND 42K	HC005 (2960'+) - HC012 (K205-) - DSH (4930'-) - HC039 (5910'+; 7880'-) - SUPAR (6890' or 8860') - AND (6890' or 8860').
AND 44K①	HC005 (2960'+) - HC012 (K205-) - DSH (4930'-) - AND (6890' or 8860').
AND 46K①	(1650') - DSH (4930'-; K205-) - AND (6890' or 8860').
AND 48K①	(1650') - DSH (4930'-; K205-) - HC039 (5910'+; 7880'-) - SUPAR (6890' or 8860') - AND (6890' or 8860').

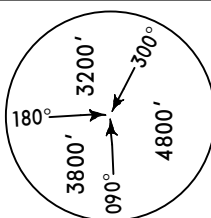
Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Turning before DER is forbidden.



MSA
HGH VOR

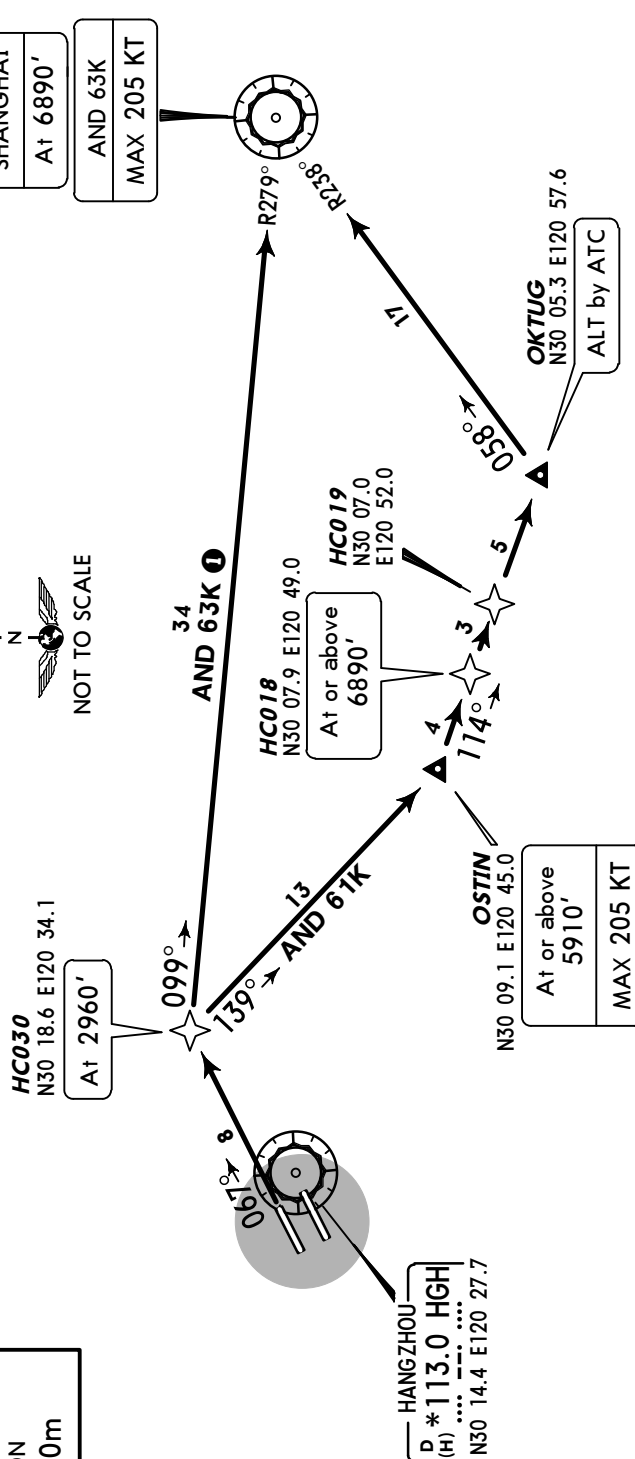
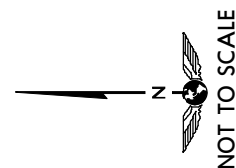
AND 61K, AND 63K ① RWY 06 RNAV DEPARTURES

RNAV 1

GNSS REQUIRED

RADAR REQUIRED

① By ATC.



These SIDs require a minimum climb gradient of
AND 61K: 4.4% up to OSTIN.
AND 63K: 4.4% up to AND.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

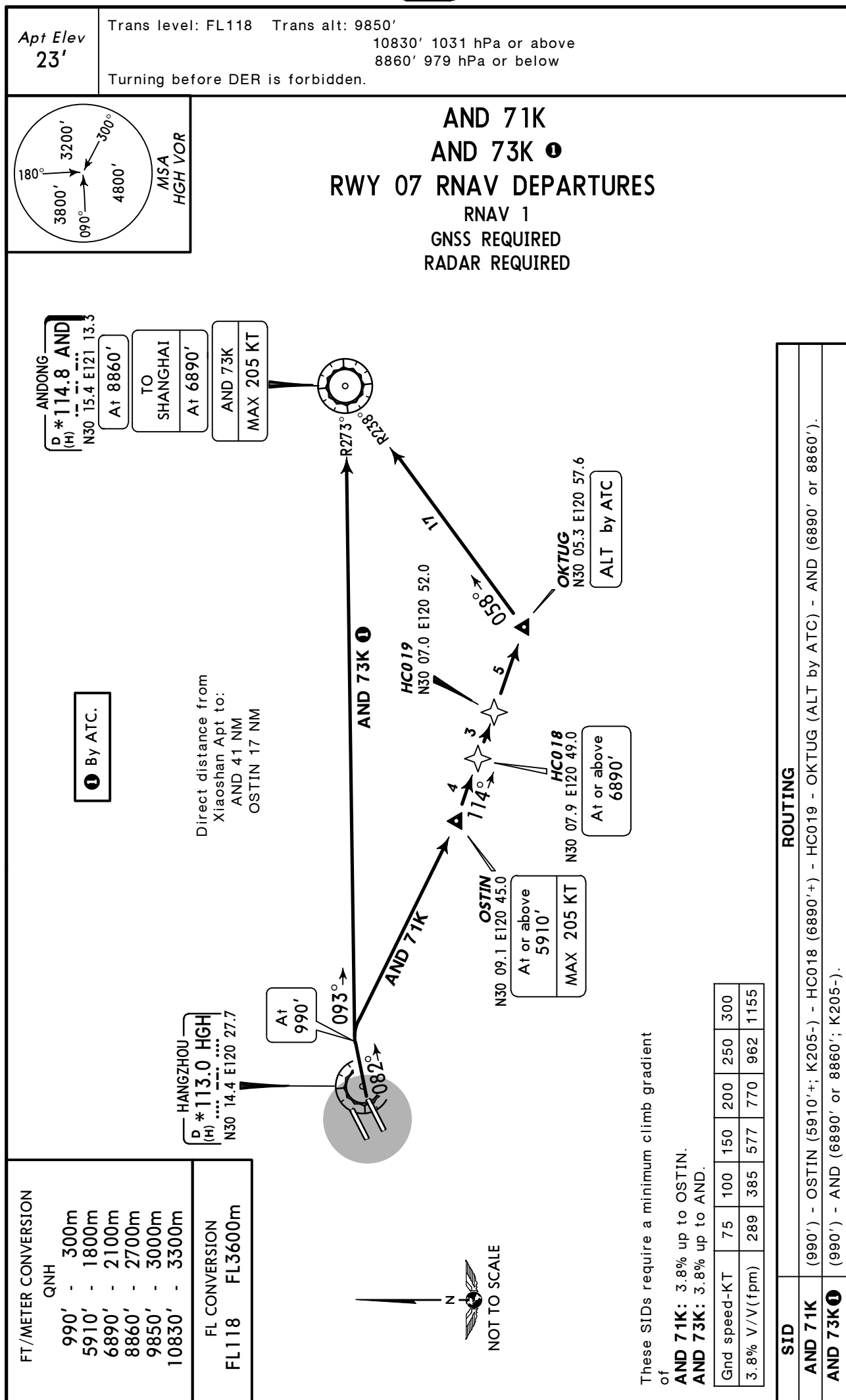
ROUTING

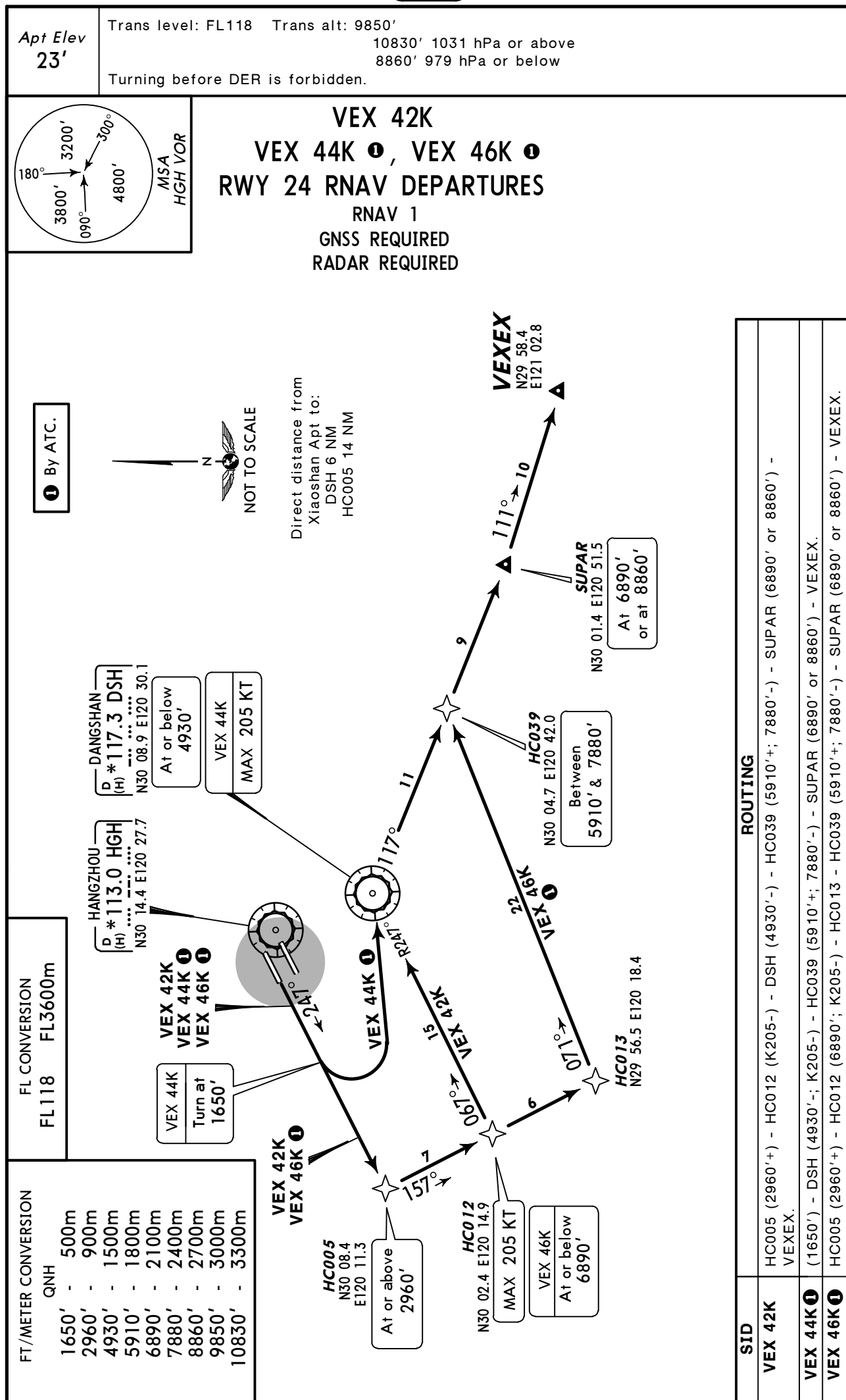
SID	ROUTING
AND 61K	HC030 (2960') - OSTIN (5910'+; K205-) - HC018 (6890'+) - HC019 - OKTUG (Alt by ATC) - AND (6890' or 8860').
AND 63K①	HC030 (2960') - AND (6890' or 8860'; K205-).

FT/METER CONVERSION

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

FL CONVERSION
FL118 FL3600m

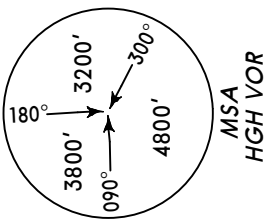




Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

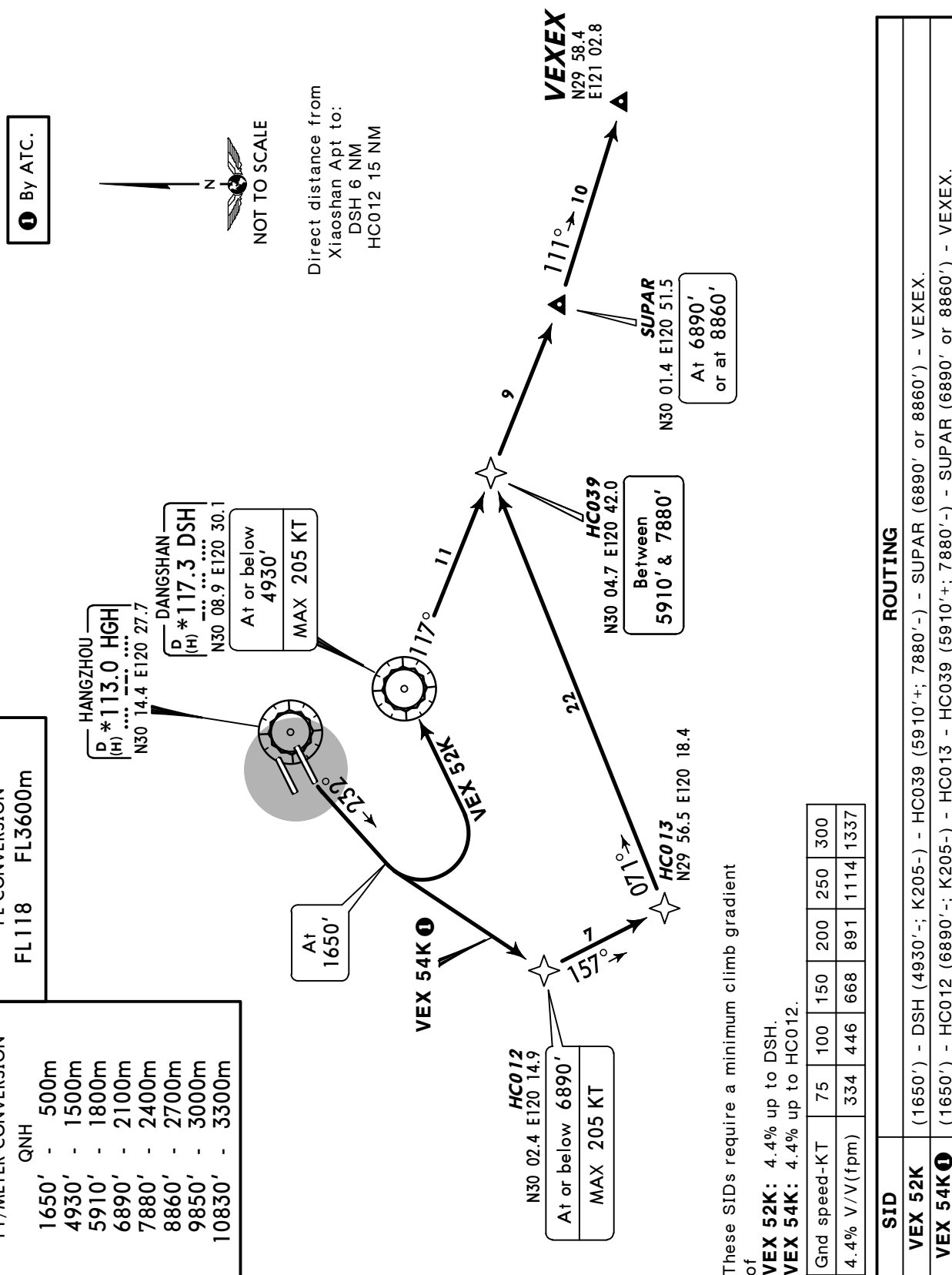
10830' 1031 hPa or above
8860' 979 hPa or below



VEX 52K
VEX 54K ①
RWY 25 RNAV DEPARTURES

RNAV 1

GNSS REQUIRED
RADAR REQUIRED



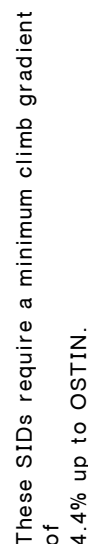
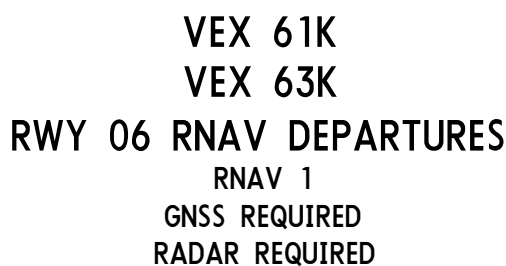
These SiDs require a minimum climb gradient of

VEX 52K:	4.4% up to DSH.
VEX 54K:	4.4% up to HC012.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

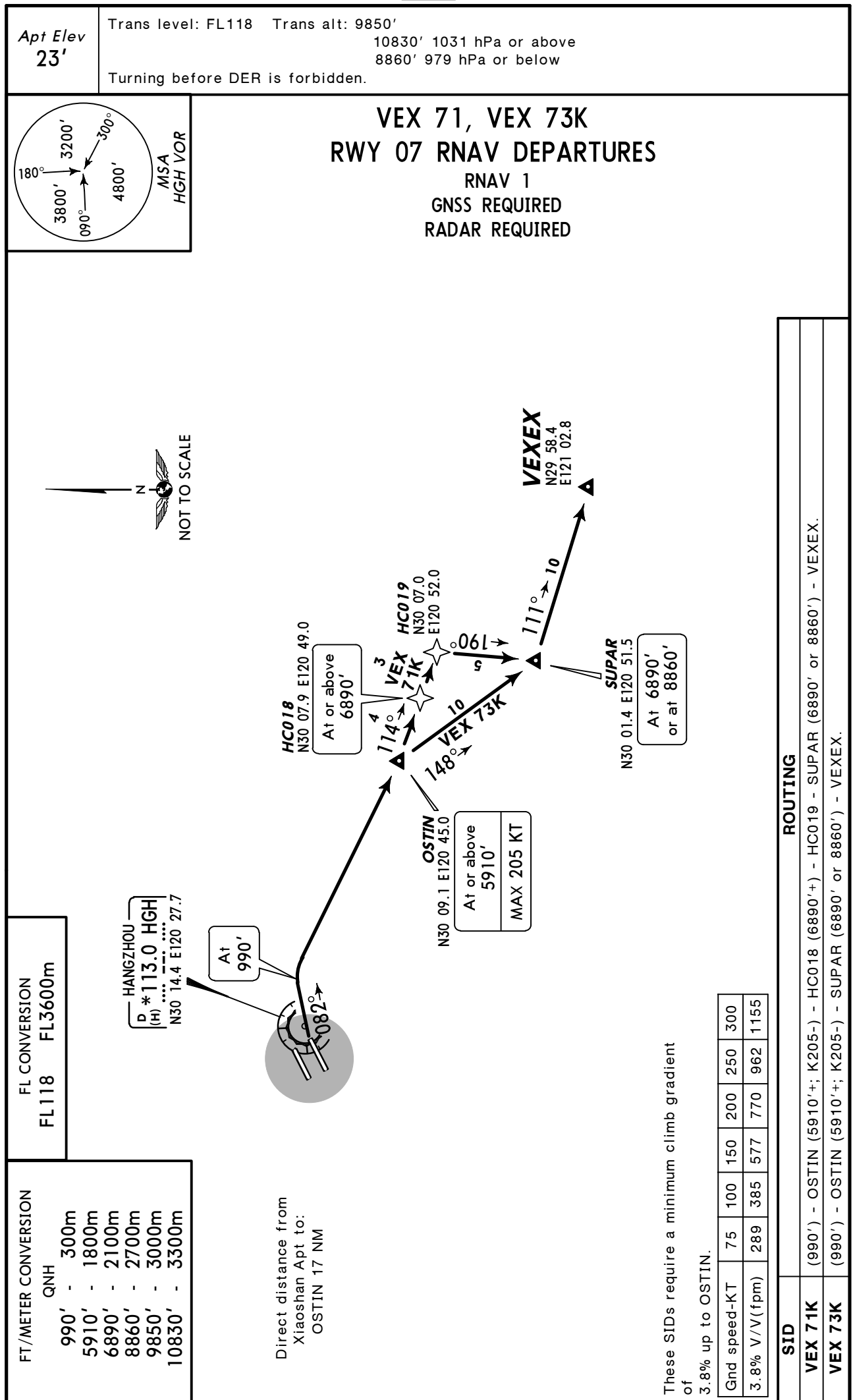
SID	ROUTING
VEX 52K	(1650') - DSH (4930' -; K205-) - HC039 (5910' +; 7880' -) - SUPAR (6890' or 8860') - VEXEX.
VEX 54K ①	(1650') - HC012 (6890' -; K205-) - HC013 - HC039 (5910' +; 7880' -) - SUPAR (6890' or 8860') VEXEX.

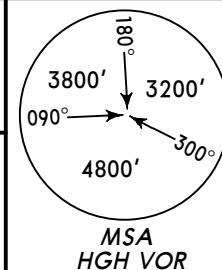
Trans level: FL118 Trans alt: 9850'
 10830' 1031 hPa or above
 8860' 979 hPa or below
 Turning before DER is forbidden.



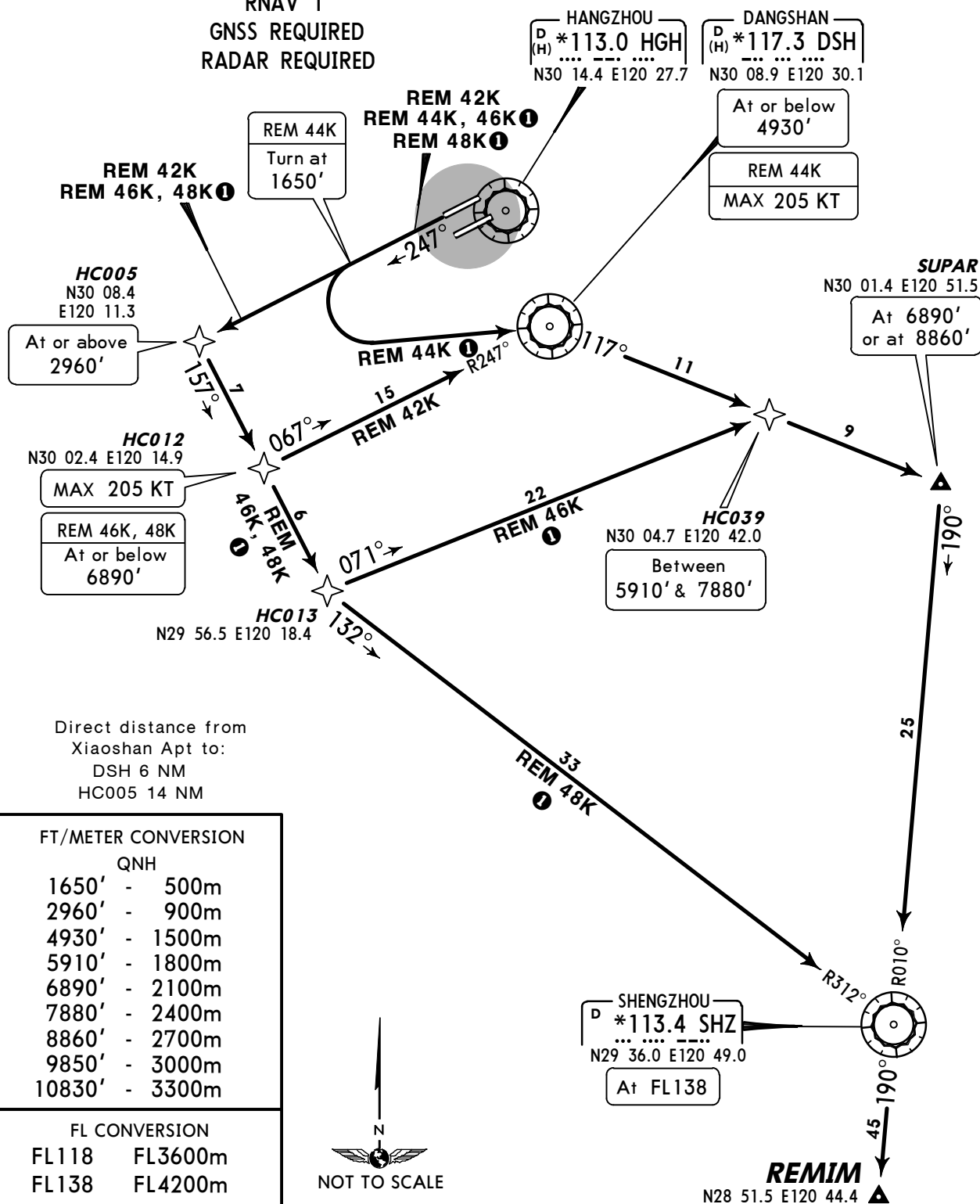
Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

SID	ROUTING
VEX 61K	HC030 (2960') - OSTIN (5910'+; K205-) - HC018 (6890'+) - HC019 - SUPAR (6890' or 8860') - VEXEX.
VEX 63K	HC030 (2960') - OSTIN (5910'+; K205-) - SUPAR (6890' or 8860') - VEXEX.



Apt Elev
23'Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Turning before DER is forbidden.**REM 42K**
REM 44K ①, REM 46K ①, REM 48K ①
RWY 24 RNAV DEPARTURES

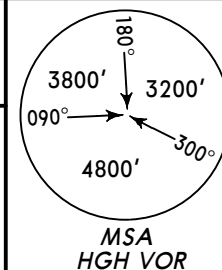
① By ATC.

RNAV 1
GNSS REQUIRED
RADAR REQUIRED**SID****ROUTING**

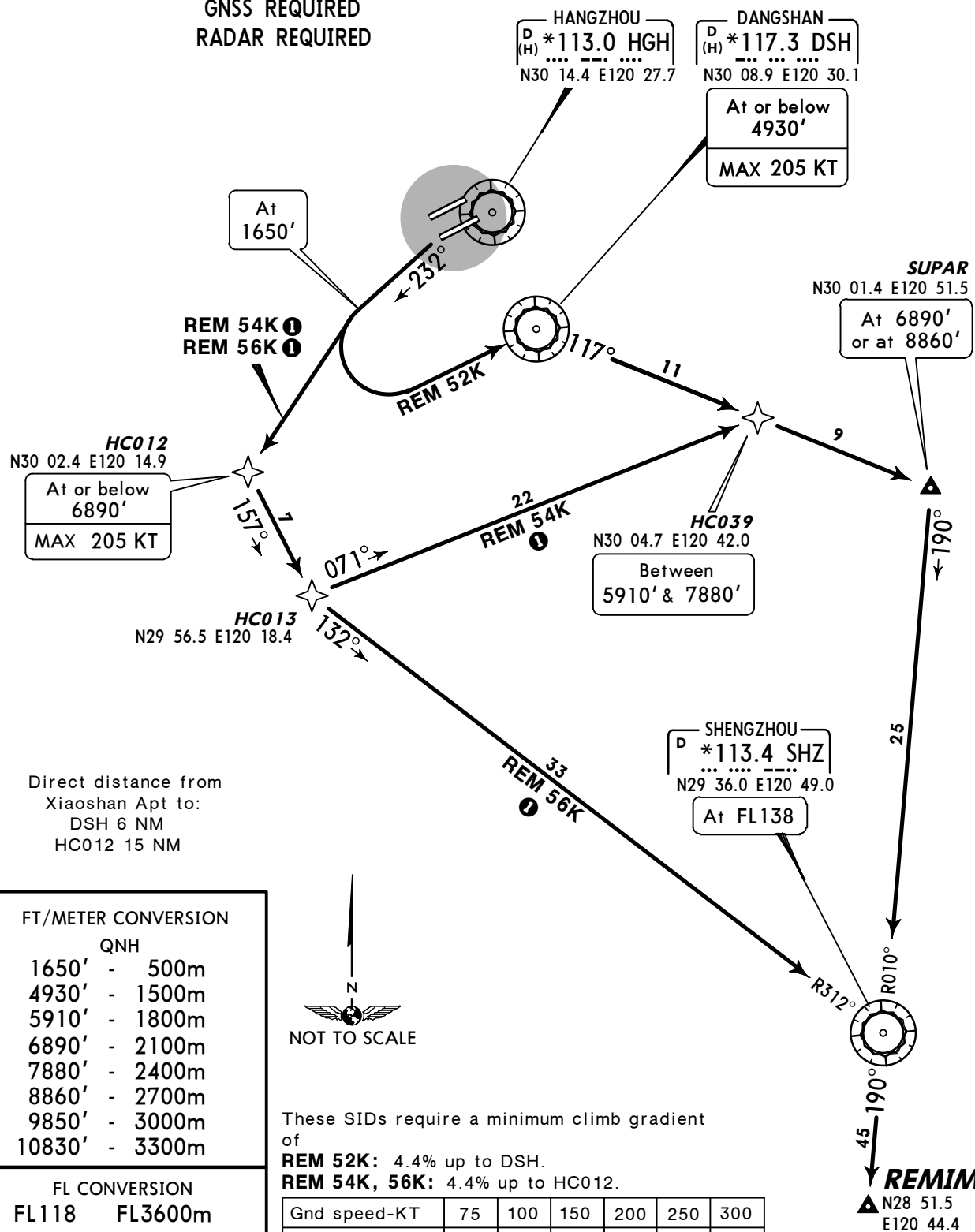
REM 42K	HC005 (2960'+) - HC012 (K205-) - DSH (4930'-) - HC039 (5910'+; 7880'-) - SUPAR (6890' or 8860') - SHZ (FL138) - REMIM.
REM 44K ①	(1650') - DSH (4930'-; K205-) - HC039 (5910'+; 7880'-) - SUPAR (6890' or 8860') - SHZ (FL138) - REMIM.
REM 46K ①	HC005 (2960'+) - HC012 (6890'-; K205-) - HC013 - HC039 (5910'+; 7880'-) - SUPAR (6890' or 8860') - SHZ (FL138) - REMIM.
REM 48K ①	HC005 (2960'+) - HC012 (6890'-; K205-) - HC013 - SHZ (FL138) - REMIM.

Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below**REM 52K**
REM 54K ①, REM 56K ①
RWY 25 RNAV DEPARTURES

① By ATC.

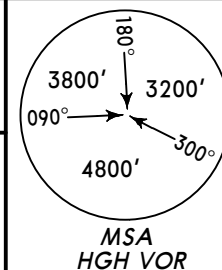
RNAV 1
GNSS REQUIRED
RADAR REQUIRED

Apt Elev
23'

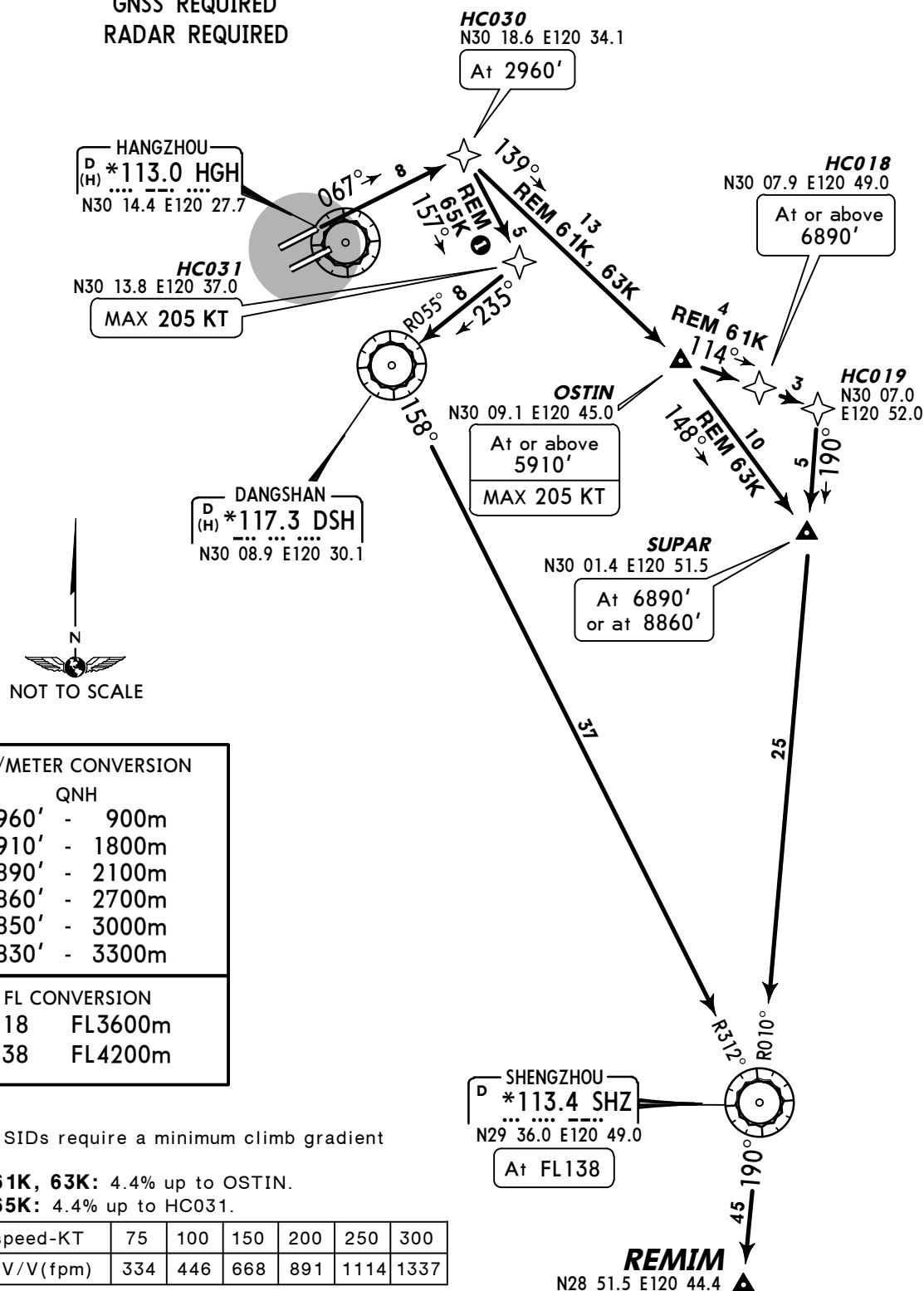
Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

Turning before DER is forbidden.

**REM 61K, REM 63K
REM 65K ①**
RWY 06 RNAV DEPARTURES

① By ATC.

RNAV 1
GNSS REQUIRED
RADAR REQUIRED

FT/METER CONVERSION

QNH

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

FL CONVERSION

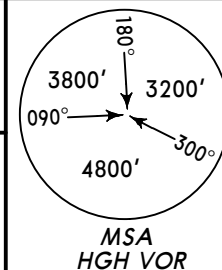
FL118	FL3600m
FL138	FL4200m

These SIDs require a minimum climb gradient of

REM 61K, 63K: 4.4% up to OSTIN.**REM 65K:** 4.4% up to HC031.

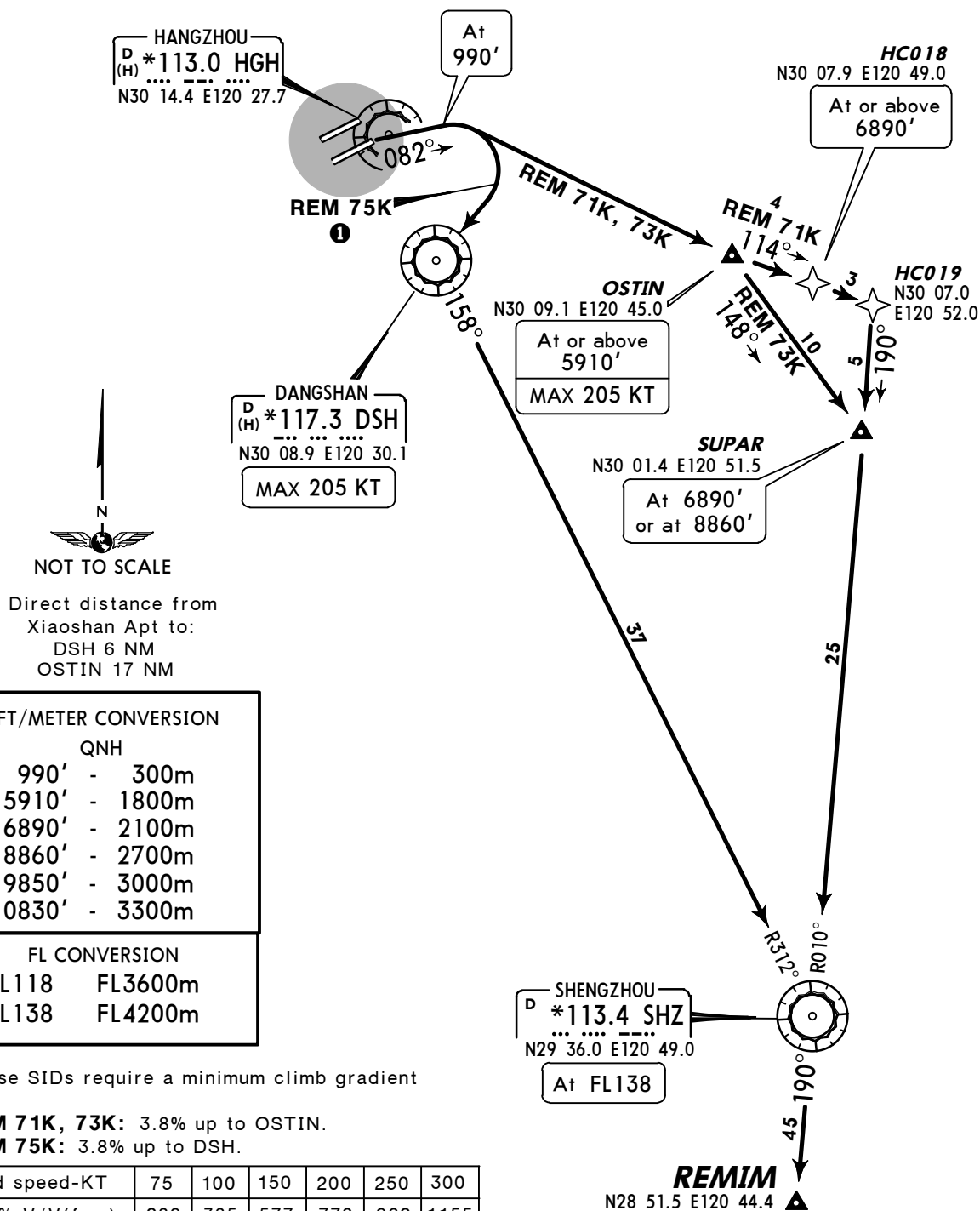
Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

SID	ROUTING
REM 61K	HC030 (2960') - OSTIN (5910'+; K205-) - HC018 (6890'+) - HC019 - SUPAR (6890' or 8860') - SHZ (FL138) - REMIM.
REM 63K	HC030 (2960') - OSTIN (5910'+; K205-) - SUPAR (6890' or 8860') - SHZ (FL138) - REMIM.
REM 65K ①	HC030 (2960') - HC031 (K205-) - DSH - SHZ (FL138) - REMIM.

Apt Elev
23'Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Turning before DER is forbidden.

REM 71K, REM 73K
REM 75K ①
RWY 07 RNAV DEPARTURES
RNAV 1
GNSS REQUIRED
RADAR REQUIRED

① By ATC.



SID	ROUTING
REM 71K	(990') - OSTIN (5910'+; K205-) - HC018 (6890'+) - HC019 - SUPAR (6890' or 8860') - SHZ (FL138) - REMIM.
REM 73K	(990') - OSTIN (5910'+; K205-) - SUPAR (6890' or 8860') - SHZ (FL138) - REMIM.
REM 75K ①	(990') - DSH (K205-) - SHZ (FL138) - REMIM.

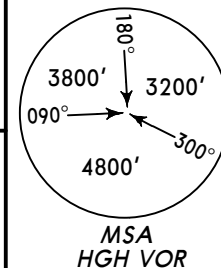
Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

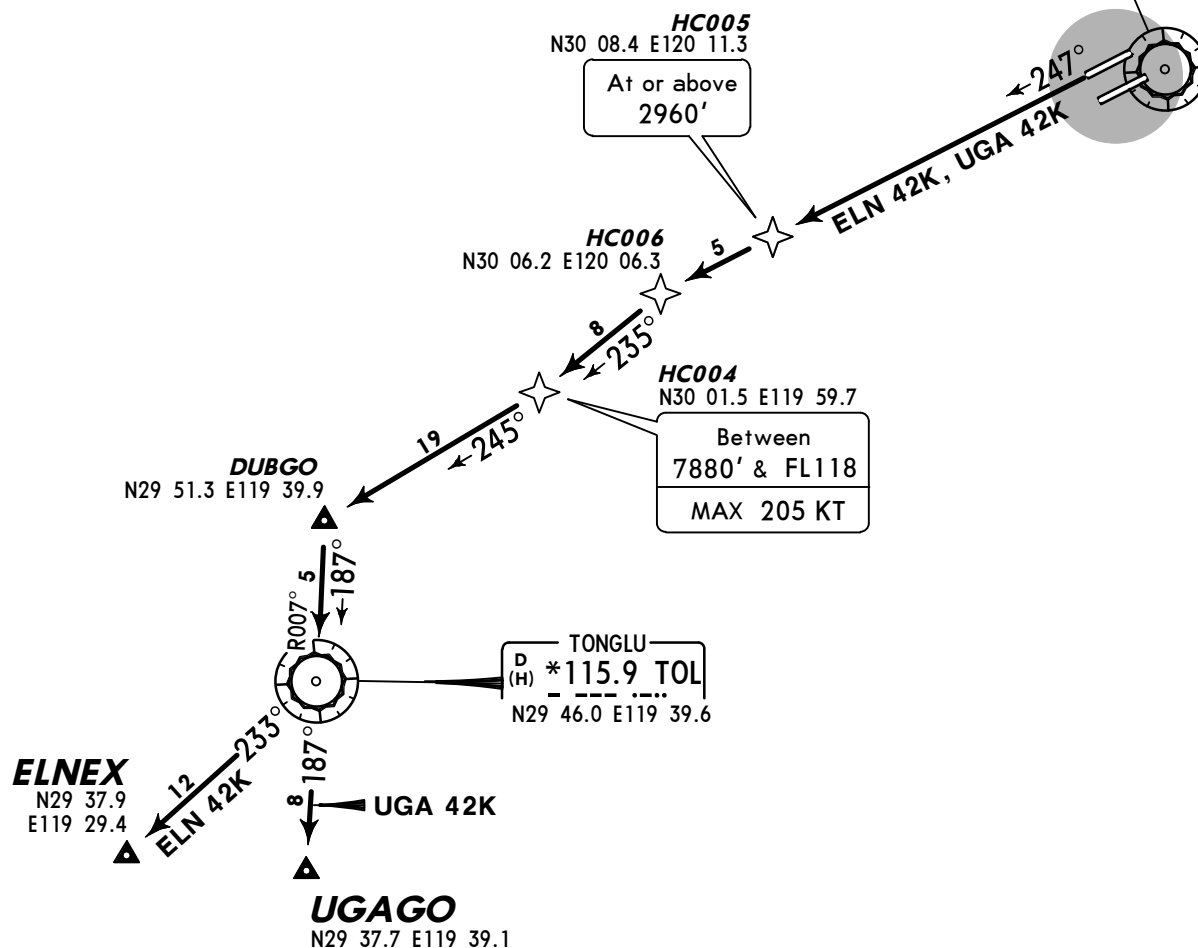
Turning before DER is forbidden.

ELN 42K, UGA 42K
RWY 24 RNAV DEPARTURES

RNAV 1

GNSS REQUIRED

RADAR REQUIRED

Direct distance from
Xiaoshan Apt to:
HC005 14 NMHANGZHOU
D (H) *113.0 HGH
N30 14.4 E120 27.7

FT/METER CONVERSION

QNH

2960'	-	900m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

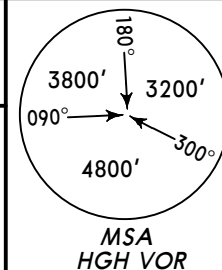
FL CONVERSION

FL118 FL3600m

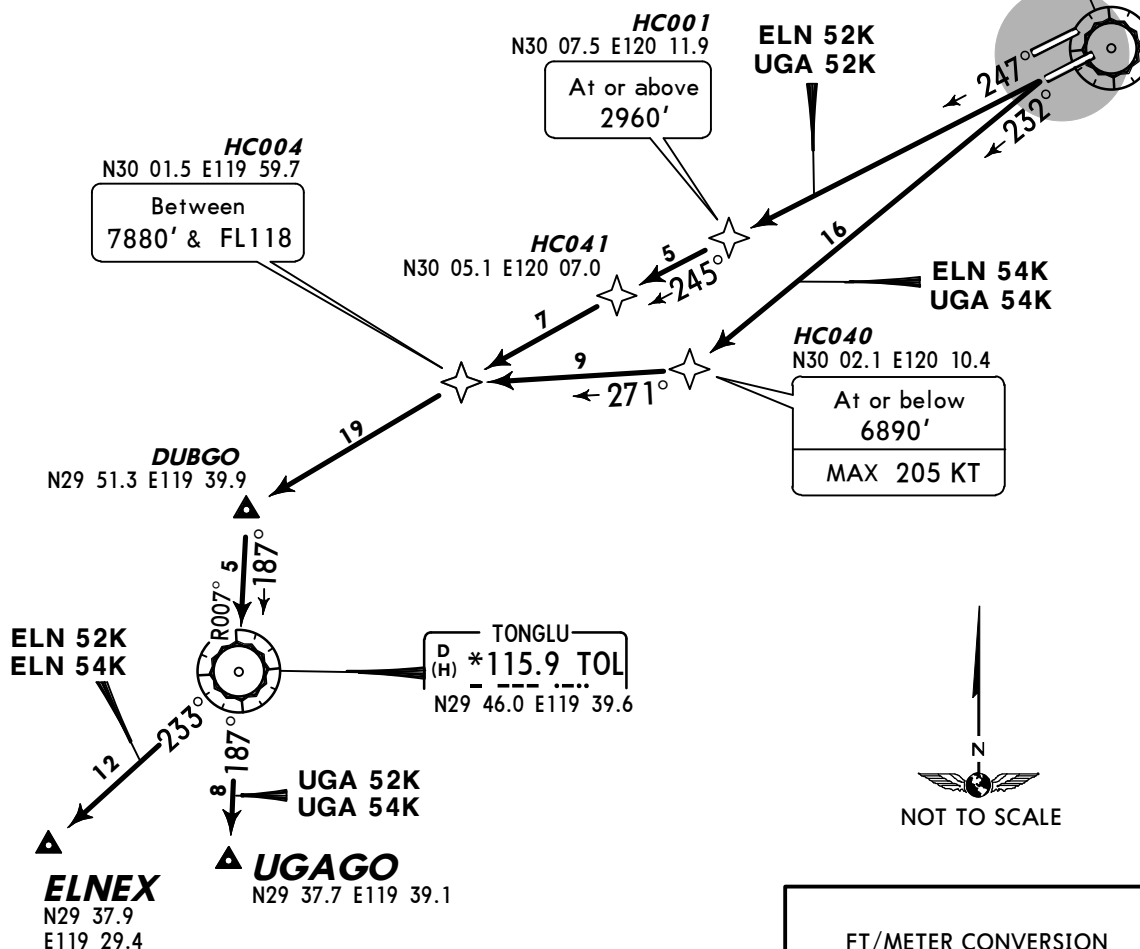
SID	ROUTING
ELN 42K	HC005 (2960'+) - HC006 - HC004 (7880'+; FL118-) - DUBGO - TOL - ELNEX.
UGA 42K	HC005 (2960'+) - HC006 - HC004 (7880'+; FL118-) - DUGBO - TOL - UGAGO.

Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below**ELN 52K, ELN 54K
UGA 52K, UGA 54K
RWY 25 RNAV DEPARTURES**

RNAV 1

GNSS REQUIRED
RADAR REQUIREDDirect distance from
Xiaoshan Apt to:
HC001 14 NMThese SIDs require a minimum climb gradient
of**ELN 52K, UGA 52K:** 4.4% up to HC041.**ELN 54K, UGA 54K:** 4.4% up to HC040.

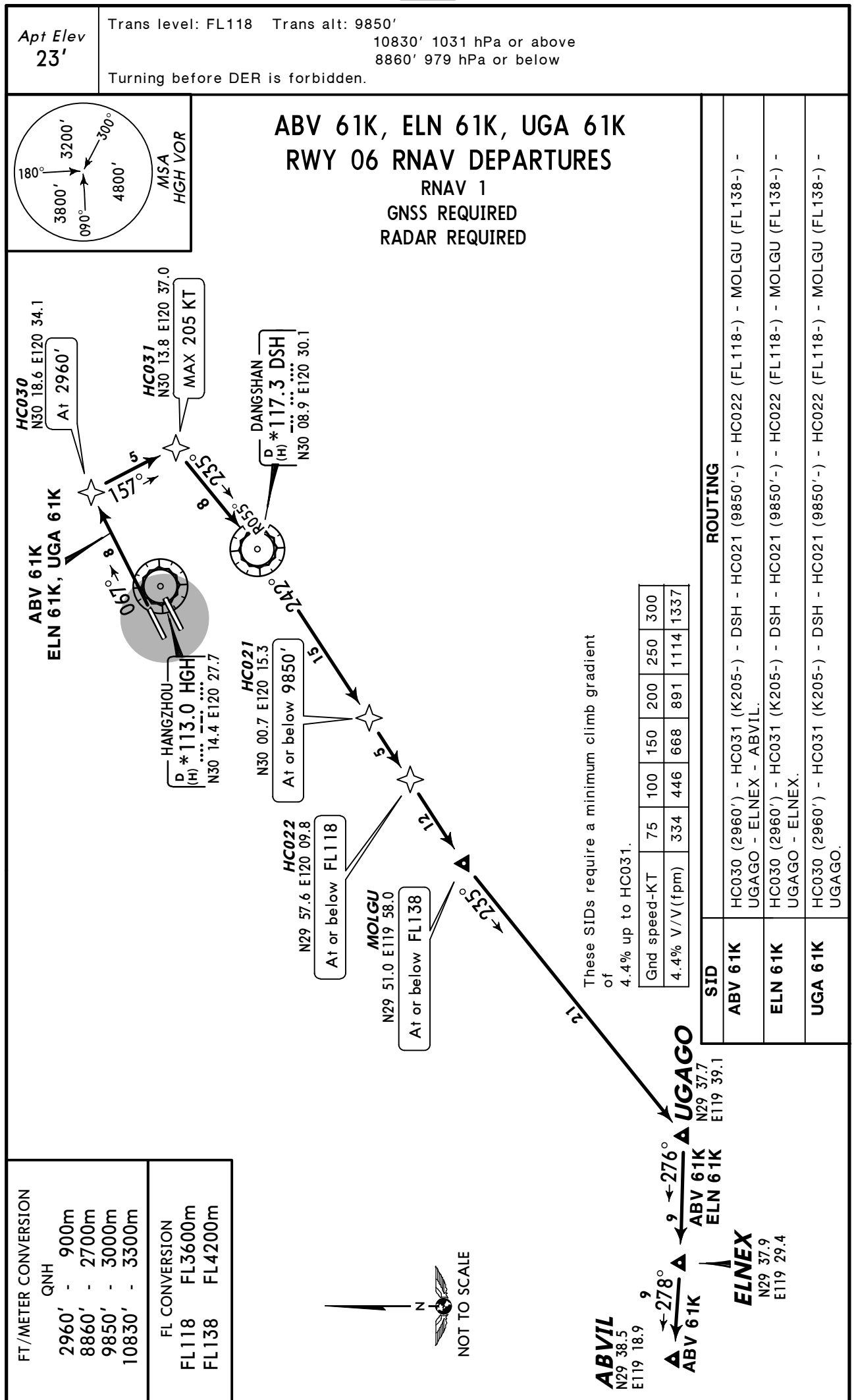
Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

FT/METER CONVERSION

	QNH
1650'	- 500m
2960'	- 900m
6890'	- 2100m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

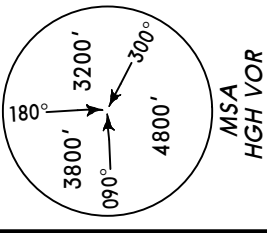
FL CONVERSION
FL118 FL3600m

SID	ROUTING
ELN 52K	HC001 (2960'+) - HC041 - HC004 (7880'+; FL118-) - DUBGO - TOL - ELNEX.
ELN 54K By ATC	(1650') - HC040 (6890'-; K205-) - HC004 (7880'+; FL118-) - DUBGO - TOL - ELNEX.
UGA 52K	HC001 (2960'+) - HC041 - HC004 (7880'+; FL118-) - DUBGO - TOL - UGAGO.
UGA 54K By ATC	(1650') - HC040 (6890'-; K205-) - HC004 (7880'+; FL118-) - DUBGO - TOL - UGAGO.

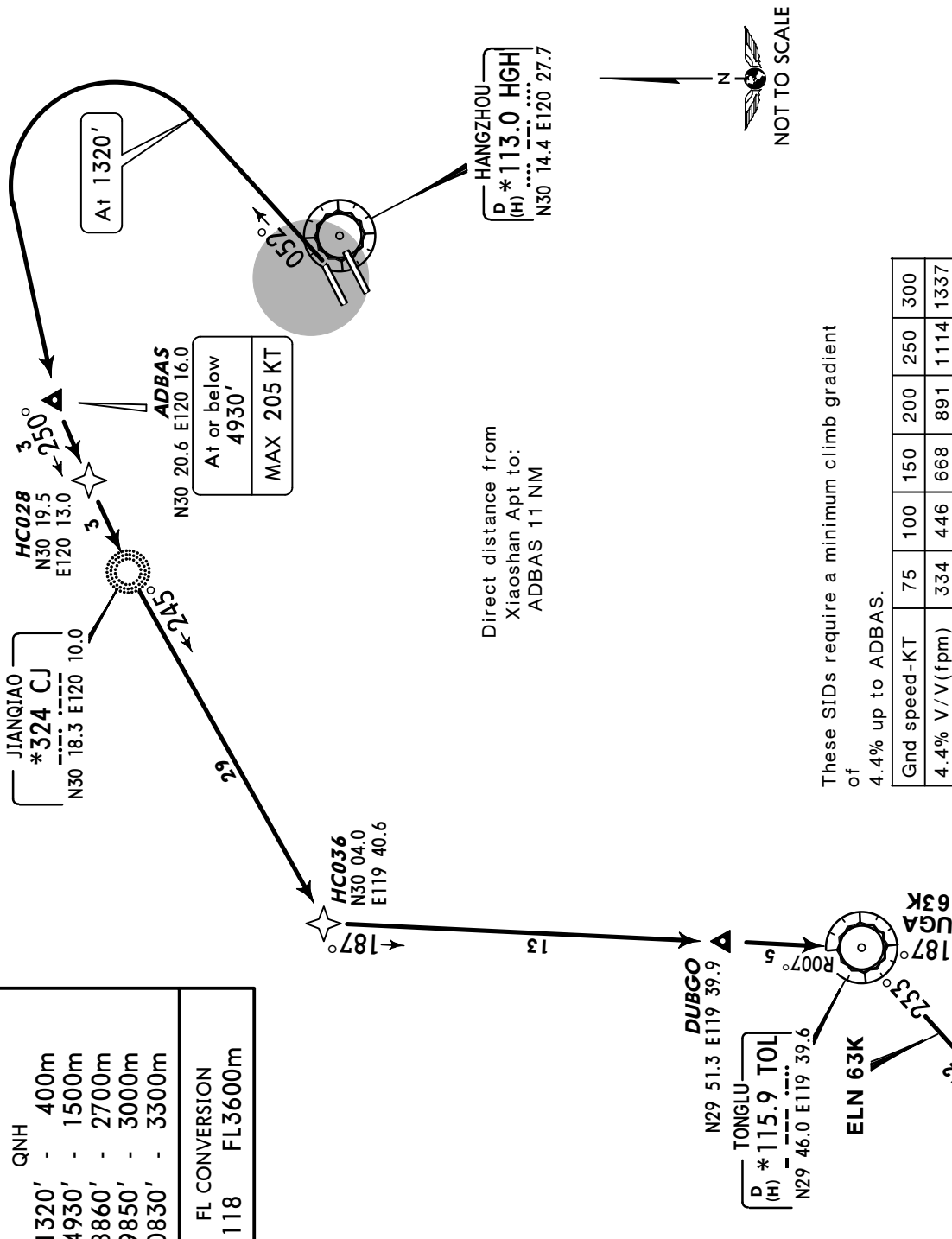


Apt Elev
23'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below
Turning before DER is forbidden.



ELN 63K, UGA 63K
RWY 06 RNAV DEPARTURES
BY ATC
RNAV 1
GNSS REQUIRED
RADAR REQUIRED



ROUTING

SID

ELN 63K (1320') - ADBAS (4930'-; K205-) - HC028 - CJ - HC036 - DUBGO - TOL - ELNEX.
UGA 63K (1320') - ADBAS (4930'-; K205-) - HC028 - CJ - HC036 - DUBGO - TOL - UGAGO.

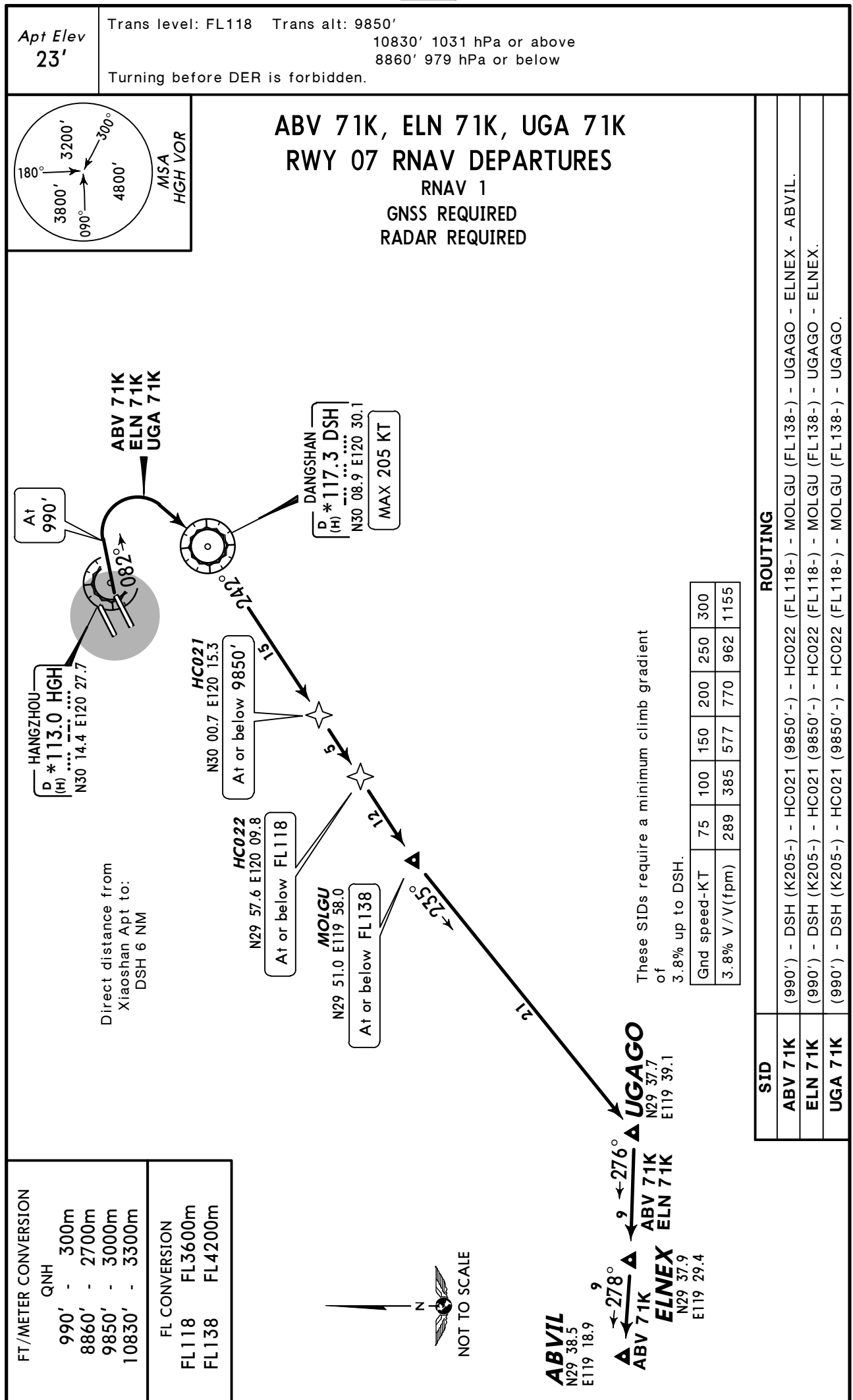
FT/METER CONVERSION

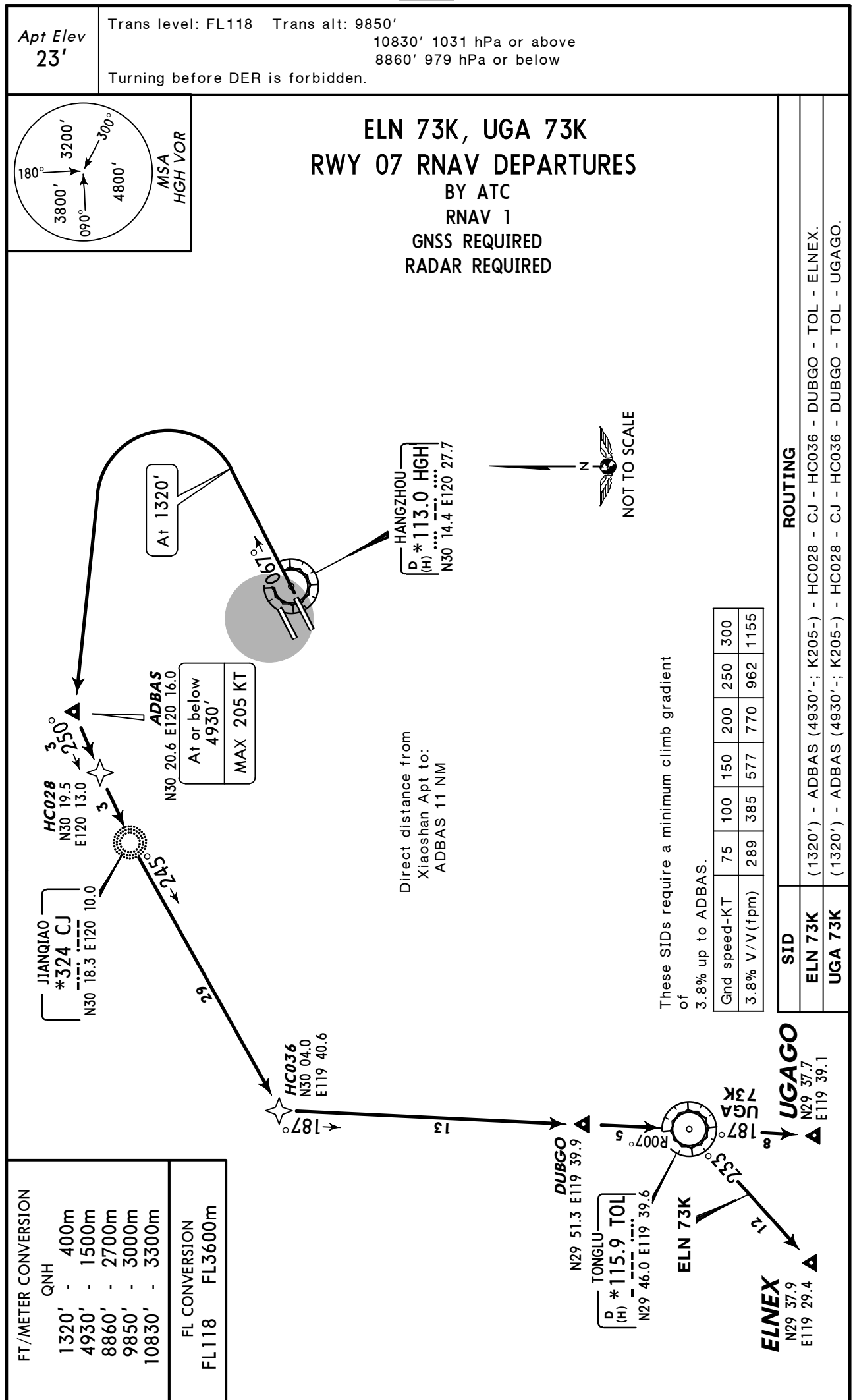
QNH

1320' - 400m
4930' - 1500m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m





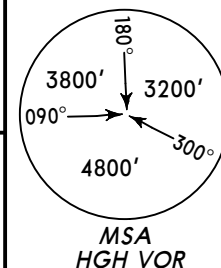
Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Turning before DER is forbidden.

TAP 42K, TAP 44K
TAP 46K ①
RWY 24 RNAV DEPARTURES

RNAV 1

GNSS REQUIRED
RADAR REQUIREDTAPEN
N31 12.4 E119 31.6At or above
FL197

NIVIK

N30 45.7 E119 54.7

At or above
9850'

① By ATC.

HC038

N30 37.9 E119 53.7

HC010

N30 26.4 E120 00.5

Between
6890' & 7880'

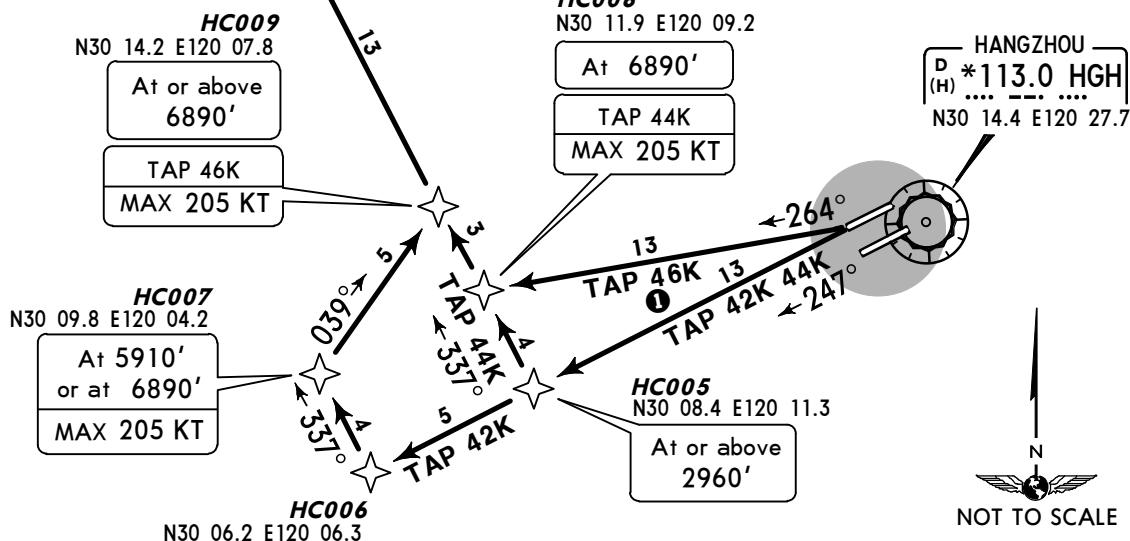
FT/METER CONVERSION

QNH

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

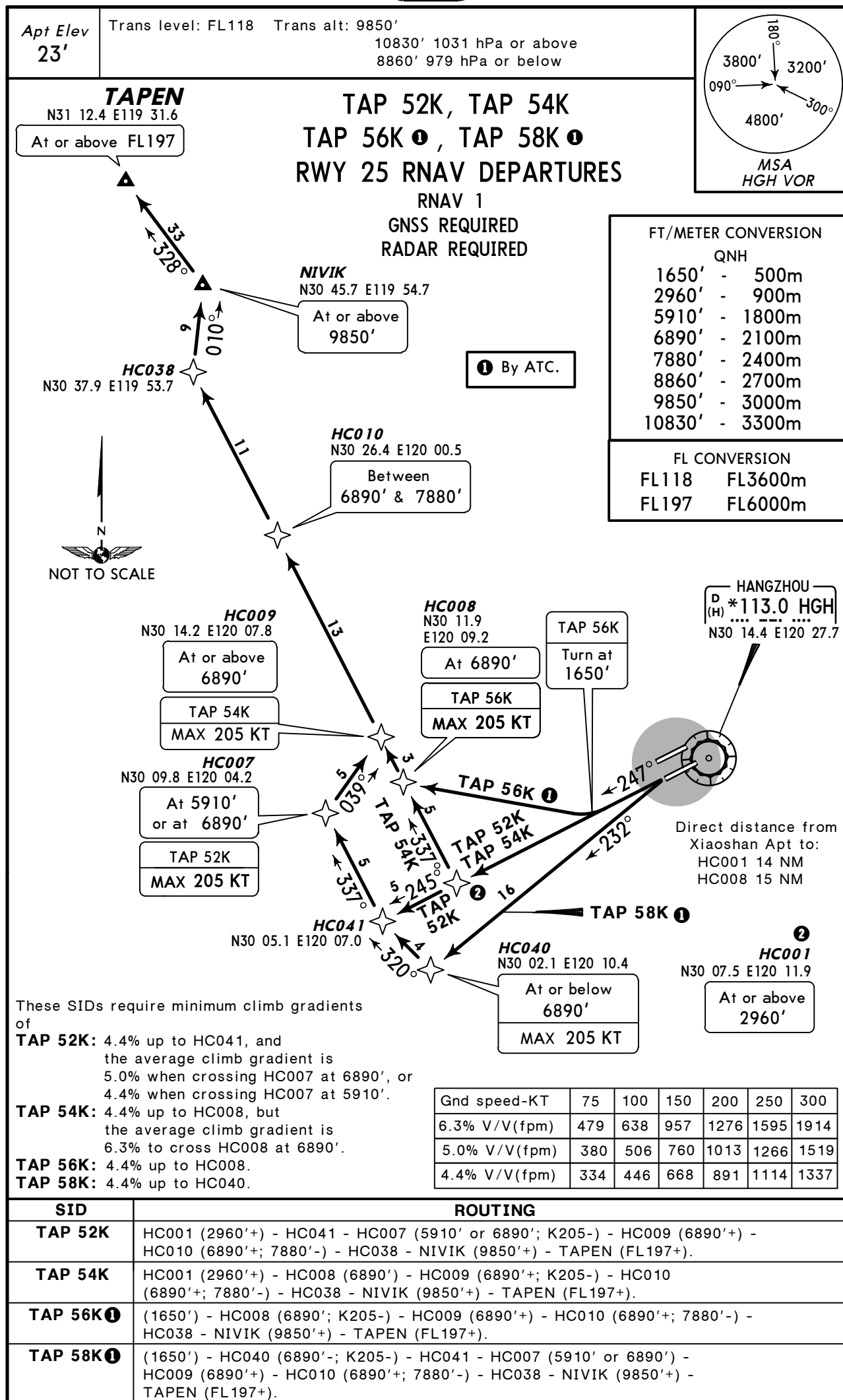
FL CONVERSION

FL118	FL3600m
FL197	FL6000m

Direct distance from
Xiaoshan Apt to:
HC005 14NMThese SIDs require minimum climb gradients
of**TAP 42K:** 5.2% up to 6890' at HC007 or
4.5% up to 5910' at HC007.**TAP 44K:** 6.5% up to 6890' at HC008.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975
5.2% V/V(fpm)	395	527	790	1053	1317	1580
4.5% V/V(fpm)	342	456	684	911	1139	1367

SID	ROUTING
TAP 42K	HC005 (2960'+) - HC006 - HC007 (5910' or 6890'; K205-) - HC009 (6890'+) - HC010 (6890'+; 7880'-) - HC038 - NIVIK (9850'+) - TAPEN (FL197+).
TAP 44K	HC005 (2960'+) - HC008 (6890'; K205-) - HC009 (6890'+) - HC010 (6890'+; 7880'-) - HC038 - NIVIK (9850'+) - TAPEN (FL197+).
TAP 46K ①	HC008 (6890') - HC009 (6890'+; K205-) - HC010 (6890'+; 7880'-) - HC038 - NIVIK (9850'+) - TAPEN (FL197+).



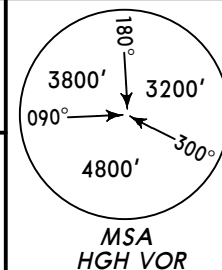
Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Turning before DER is forbidden.

**TAP 61K
TAP 63K ① TAP 65K ①
RWY 06 RNAV DEPARTURES**RNAV 1
GNSS REQUIRED
RADAR REQUIRED

① By ATC.

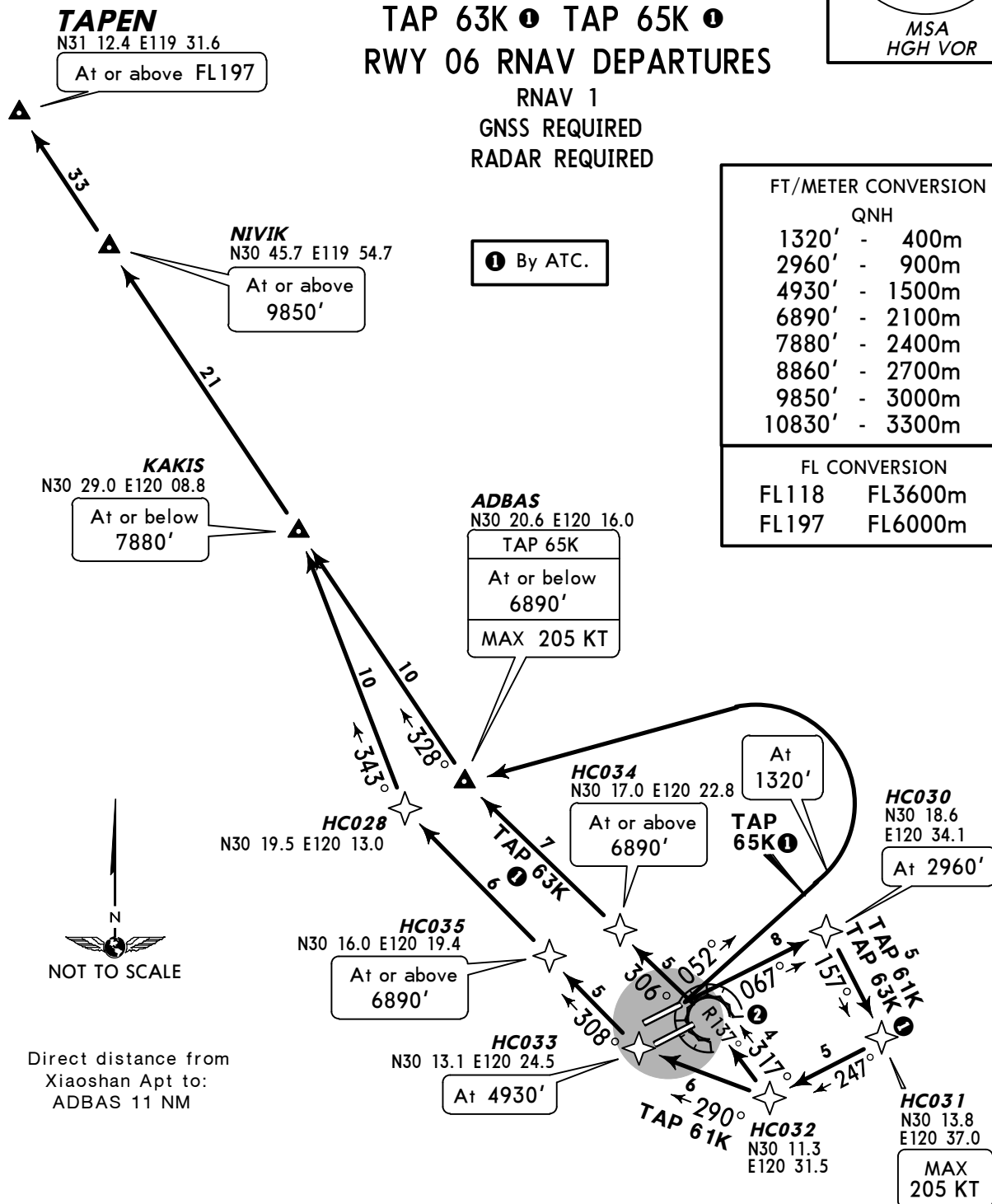
FT/METER CONVERSION

QNH

1320'	-	400m
2960'	-	900m
4930'	-	1500m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL197	FL6000m

These SIDs require minimum climb gradients
of**TAP 61K, 63K:** 4.4% up to HC031.**TAP 65K:** 4.4% up to ADBAS.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

HANGZHOU
②
D *113.0 HGH
(H)
N30 14.4 E120 27.7
At 4930'

SID	ROUTING
TAP 61K	HC030 (2960') - HC031 (K205-) - HC032 - HC033 (4930') - HC035 (6890'+) - HC028 - KAKIS (7880'-) - NIVIK (9850'+) - TAPEN (FL197+).
TAP 63K ①	HC030 (2960') - HC031 (K205-) - HC032 - HGH (4930') - HC034 (6890'+) - ADBAS - KAKIS (7880'-) - NIVIK (9850'+) - TAPEN (FL197+).
TAP 65K ①	(1320') - ADBAS (4930'-; K205-) - KAKIS (7880'-) - NIVIK (9850'+) - TAPEN (FL197+).

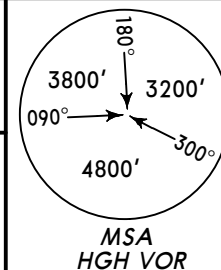
Apt Elev
23'

Trans level: FL118 Trans alt: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

Turning before DER is forbidden.

**TAPEN**

N31 12.4 E119 31.6

At or above FL197

**TAP 71K
TAP 73K ①, TAP 75K ①
RWY 07 RNAV DEPARTURES**

RNAV 1

GNSS REQUIRED

RADAR REQUIRED

① By ATC.

NIVIK

N30 45.7 E119 54.7

At or above
9850'**KAKIS**

N30 29.0 E120 08.8

At or below
7880'**ADBAS**

N30 20.6 E120 16.0

TAP 75K

At or below
4930'

MAX 205 KT

HC037

N30 16.4 E120 20.7

At or above
6890'**HC028**

N30 19.5 E120 13.0

HC035

N30 16.0 E120 19.4

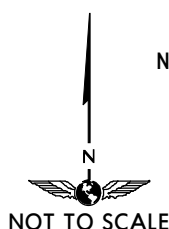
At or above
6890'**HC033**

N30 13.1 E120 24.5

At 4930'

MAX
205 KT**TAP 75K ①**

At 1320'

At
990'**TAP 71K
TAP 73K ①****HANGZHOU**
D
(H) *113.0 HGH
N30 14.4 E120 27.7Direct distance from
Xiaoshan Apt to:
ADBAS 11 NMThese SIDs require minimum climb gradients
of**TAP 71K, 73K:**3.8% up to HC033, and
the average climb gradient is
5.5% when crossing HC035 & HC037 at 6890';
obtain ATC clearance to climb SOUTH of RWY
if climb gradient of 5.5% cannot be reached.**TAP 75K:** 3.8% up to ADBAS.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671
3.8% V/V(fpm)	289	385	577	770	962	1155

SID**ROUTING****TAP 71K**(990') - HC033 (4930'; K205-) - HC035 (6890'+) - HC028 - KAKIS (7880'-) -
NIVIK (9850'+) - TAPEN (FL197+).**TAP 73K ①**(990') - HC033 (4930'; K205-) - HC037 (6890'+) - ADBAS - KAKIS (7880'-) -
NIVIK (9850'+) - TAPEN (FL197+).**TAP 75K ①**(1320') - ADBAS (4930'-; K205-) - KAKIS (7880'-) - NIVIK (9850'+) -
TAPEN (FL197+).

For AIRPORT BRIEFING refer to 10-1P pages

LEGEND
 Area not visible from Tower

HOT SPOTS
 For information only, not to be construed as ATC instructions.

HS1 Intersections of Twys A6 and B10, follow ATC instruction.

HS2 Intersections of Twys A5, B6 and B7, follow ATC instruction. Especially arrival acct.

HS3 Intersections of Twys A4 and B3, follow ATC instruction.

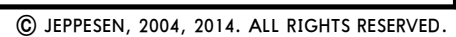
HS4 Intersections of Twys C4 and D5, follow ATC instruction.

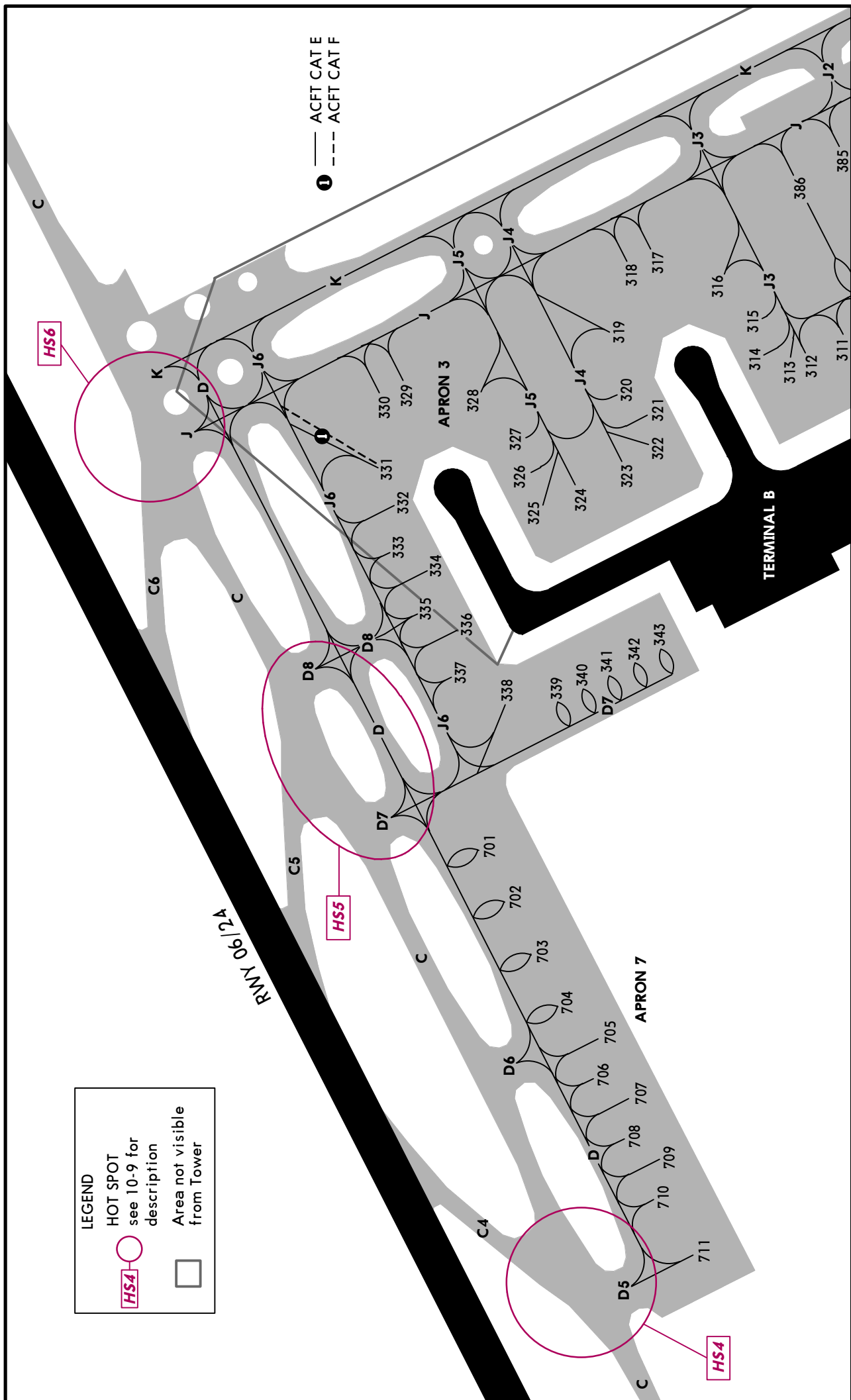
HS5 Intersections of Twys C5, D7 and D8, follow ATC instruction.

HS6 Intersections of Twys C6, J and K, follow ATC instruction.

Runways: 11, 15, 16, 17, 18, 19, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779

ADDITIONAL RUNWAY INFORMATION											
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH	
							LANDING BEYOND				
							Threshold	Glide Slope			
06 ① 24	HIRL (60m)	CL (15m)	HIALS	SFL	TDZ	② ⑥	RVR		10,148' 3093m	⑦	197' 60m
	HIRL (60m)	CL (15m)	HIALS	SFL		③ ⑥	RVR				
07 ① 25	HIRL (60m)	CL (15m)	HIALS	SFL		④ ⑥	RVR		10,778' 3285m	⑦	148' 45m
	HIRL (60m)	CL (15m)	HIALS	SFL		⑤ ⑥	RVR				
① Rwy grooved ② HSTIL-C4 & C3 ③ HSTIL-C5 & C6 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 07: From rwy head 11,811' (3600m) twy A2 int 11,115' (3388m) RWY 24: From rwy head 11,155' (3400m) twy C7 int 10,456' (3187m) RWY 25: From rwy head 11,811' (3600m) twy A7 int 11,115' (3388m)											
TAKE-OFF											
	All Rwys ①										
	RL						NIL (DAY only)				
A	RVR 400m VIS 800m						RVR 500m VIS 800m				
B											
C											
D											
① Rwy 06: Ceiling 120m/VIS 2000m if climbing gradient below 4.4%. Rwy 07: Ceiling 120m/VIS 2400m if climbing gradient below 3.8%. Rwy 25: Ceiling 120m/VIS 2400m if climbing gradient below 4.4%.											





VISUAL DOCKING GUIDANCE SYSTEM (VDGS)



START-OF-DOCKING

When the system is started, "WAIT" will be displayed.



CAPTURE

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.

IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.

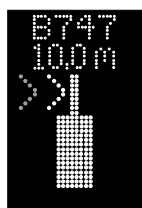


TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



CLOSING RATE

Display of digital countdown will start when the aircraft is 98'/30m from stop position.

When the aircraft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.



ALIGNED TO CENTER

The aircraft is 26'/8m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.



SLOW DOWN

If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.



AZIMUTH GUIDANCE

The aircraft is 13'/4m from the stop-position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.



STOP POSITION REACHED

When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.

VISUAL DOCKING GUIDANCE SYSTEM (VDGS)**DOCKING COMPLETED**

When the aircraft has parked, "OK" will be displayed.

OVERSHOOT

If the aircraft has overshoot the stop-position, "TOO FAR" will be displayed.

WAIT

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SLOW

The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR

GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a view blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SBU-STOP

Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".

A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.

THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

EMERGENCY STOP

When the Emergency "Stop" button is pressed, "STOP" is displayed.

CHOCKS ON

"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

ERROR

If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes.

SYSTEM BREAKDOWN

In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

POWER FAILURE

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

STRAIGHT-IN RWY		A	B	C	D
06	ILS	285' (262')	285' (262')	302' (279')	302' (279')
		R800m V1000m	R800m V1000m	R800m V1000m	R800m V1000m
	<i>ALS out</i>	1300m	1300m	1300m	1300m
	LOC ①	560' (537')	560' (537')	560' (537')	560' (537')
		2300m	2300m	2300m	2500m
	<i>ALS out</i>	2300m	2300m	2400m	2500m
07	ILS	223' (200')	223' (200')	236' (213')	236' (213')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R600m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC ①	430' (407')	430' (407')	430' (407')	430' (407')
		1500m	1500m	1500m	1700m
	<i>ALS out</i>	1500m	1500m	1900m	1900m
	VOR ①	500' (477')	500' (477')	500' (477')	500' (477')
		1900m	1900m	1900m	2100m
	<i>ALS out</i>	1900m	1900m	2200m	2200m
	ILS	253' (230')	253' (230')	269' (246')	269' (246')
		R800m V1000m	R800m V1000m	R800m V1000m	R800m V1000m
24	<i>ALS out</i>	1200m	1200m	1300m	1300m
	LOC ①	500' (477')	500' (477')	500' (477')	500' (477')
		1900m	1900m	1900m	2100m
	<i>ALS out</i>	1900m	1900m	2200m	2200m
25	ILS	223' (200')	223' (200')	236' (213')	236' (213')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R600m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC ①	430' (407')	430' (407')	430' (407')	430' (407')
		1500m	1500m	1500m	1700m
	<i>ALS out</i>	1500m	1500m	1900m	1900m
	VOR ①	500' (477')	500' (477')	500' (477')	500' (477')
		1900m	1900m	1900m	2100m
	<i>ALS out</i>	1900m	1900m	2200m	2200m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	1420' (1397')	1420' (1397')	1510' (1487')	1510' (1487')
	V3200m	V3600m	V4800m	V5000m

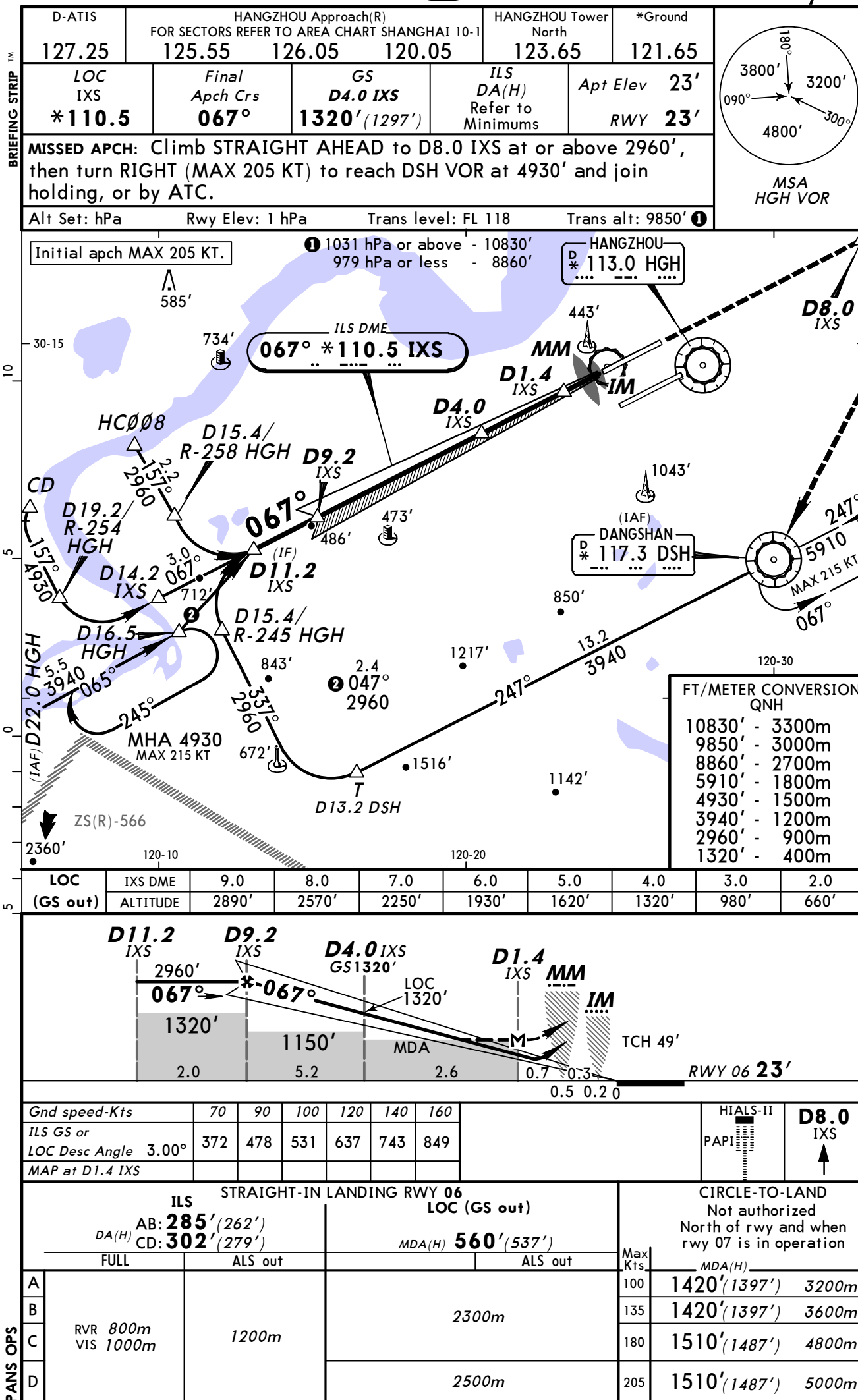
② Not authorized North of runway

TAKE-OFF RWY 06, 24, 07, 25 ③	
RL	NIL (DAY only)
A	
B	RVR 400m
C	VIS 800m
D	

③ Rwy 06: Ceiling 120m/VIS 2000m if climbing gradient below 4.4%.
 Rwy 07: Ceiling 120m/VIS 2400m if climbing gradient below 3.8%.
 Rwy 25: Ceiling 120m/VIS 2400m if climbing gradient below 4.4%.

ZSHC/HGH
XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA
13 SEP 13 11-1 Eff 19 Sep ILS DME Rwy 06

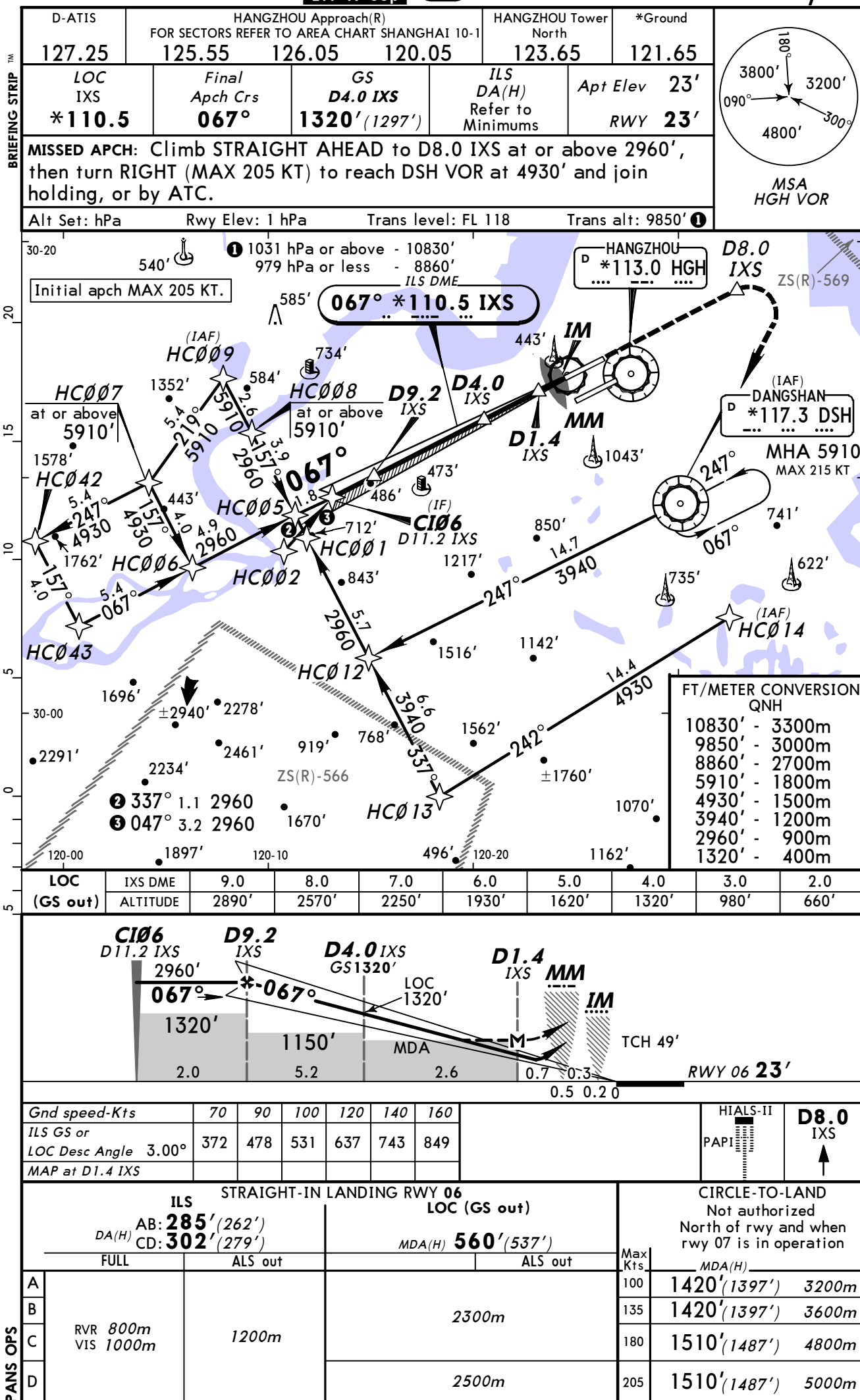


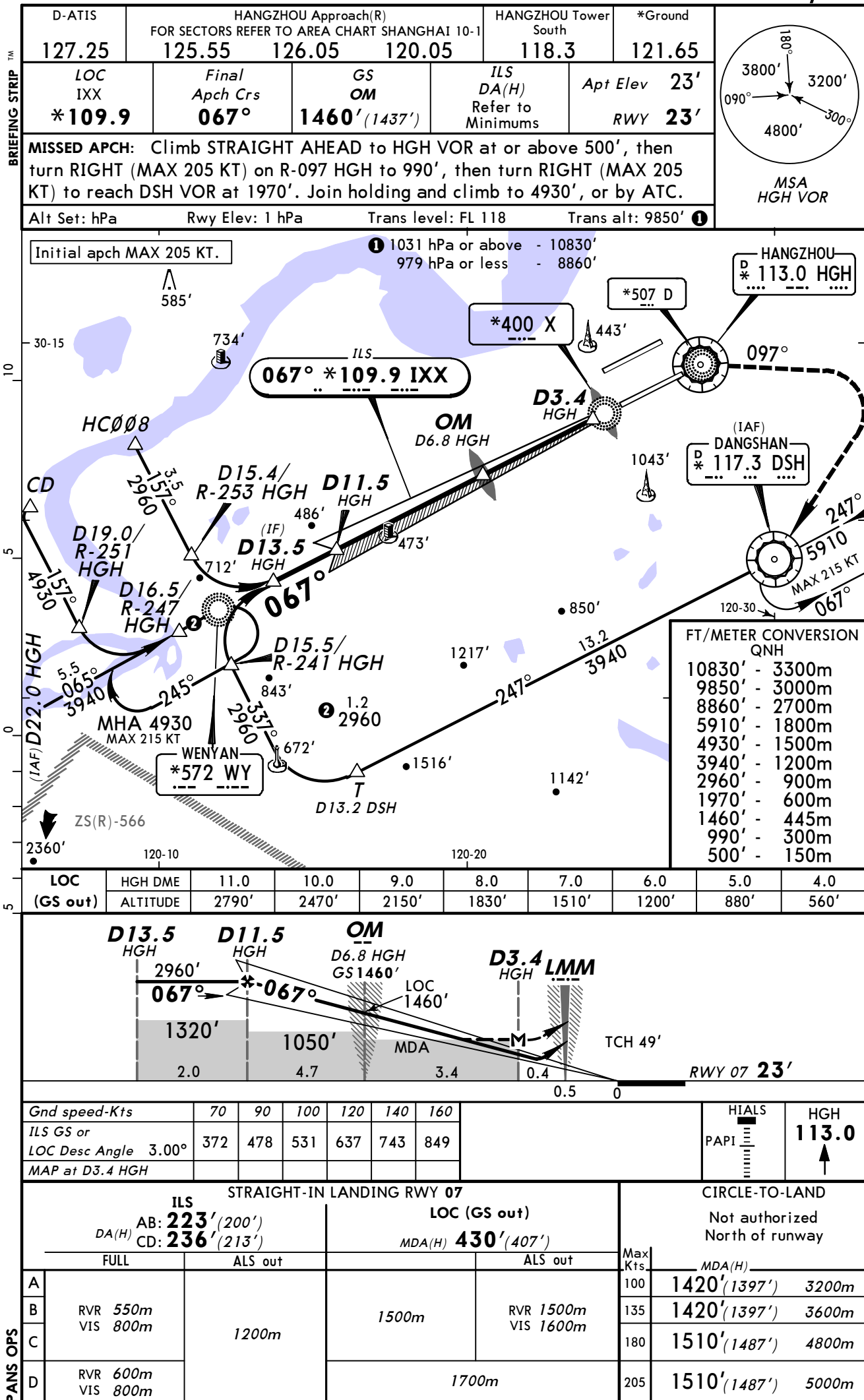
ZSHC/HGH
XIAOSHAN

13 SEP 13
Eff 19 Sep

11-2

JEPPESEN HANGZHOU, PR OF CHINA
RNAV ILS DME Rwy 06





BRIEFING STRIP™

D-ATIS 127.25		HANGZHOU Approach(R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1 125.55 126.05 120.05			HANGZHOU Tower South 118.3		*Ground 121.65		
LOC IXX *109.9		Final Apch Crs 067°		GS OM 1460' (1437')		ILS DA(H) Refer to Minimums		Apt Elev 23' RWY 23'	
MISSED APCH: Climb STRAIGHT AHEAD to HGH VOR at or above 500', then turn RIGHT (MAX 205 KT) on R-097 HGH to 990', then turn RIGHT (MAX 205 KT) to reach DSH VOR at 1970'. Join holding and climb to 4930', or by ATC.									
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 118		Trans alt: 9850' ①			

180°

3800'

3200'

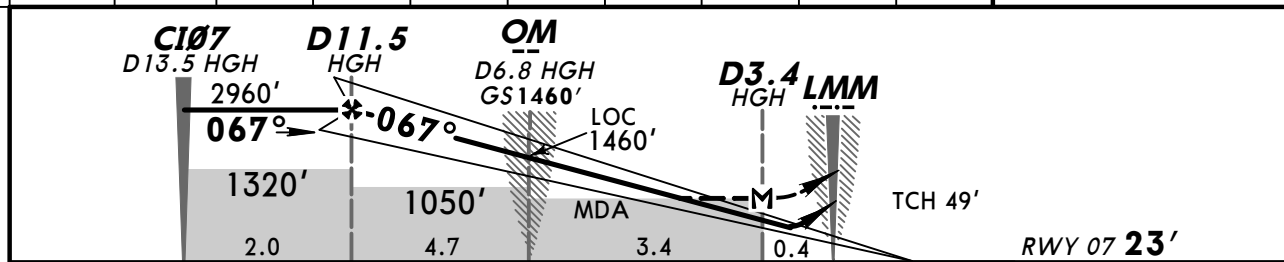
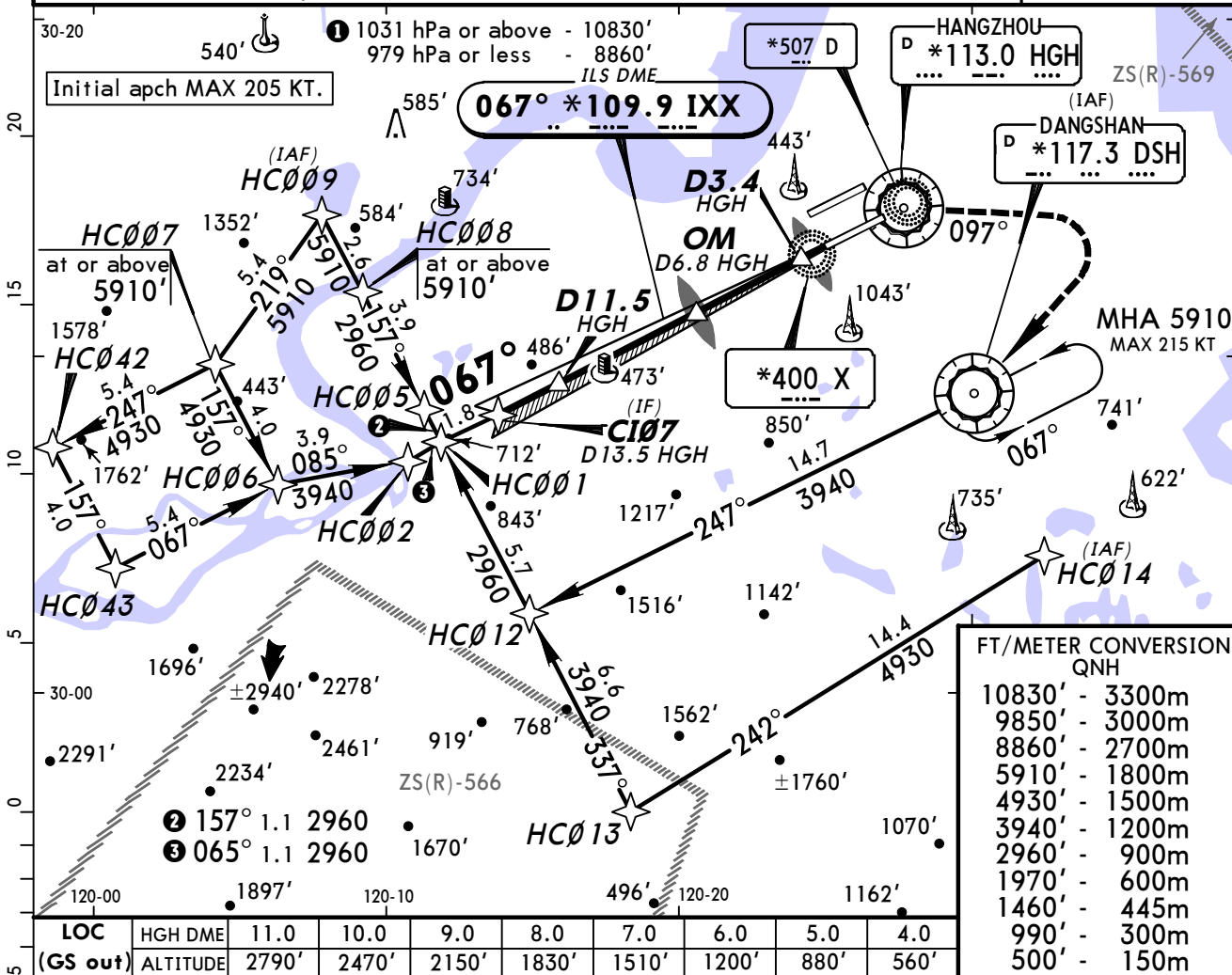
090°

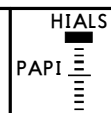
4800'

300°

MSA

HGH VOR

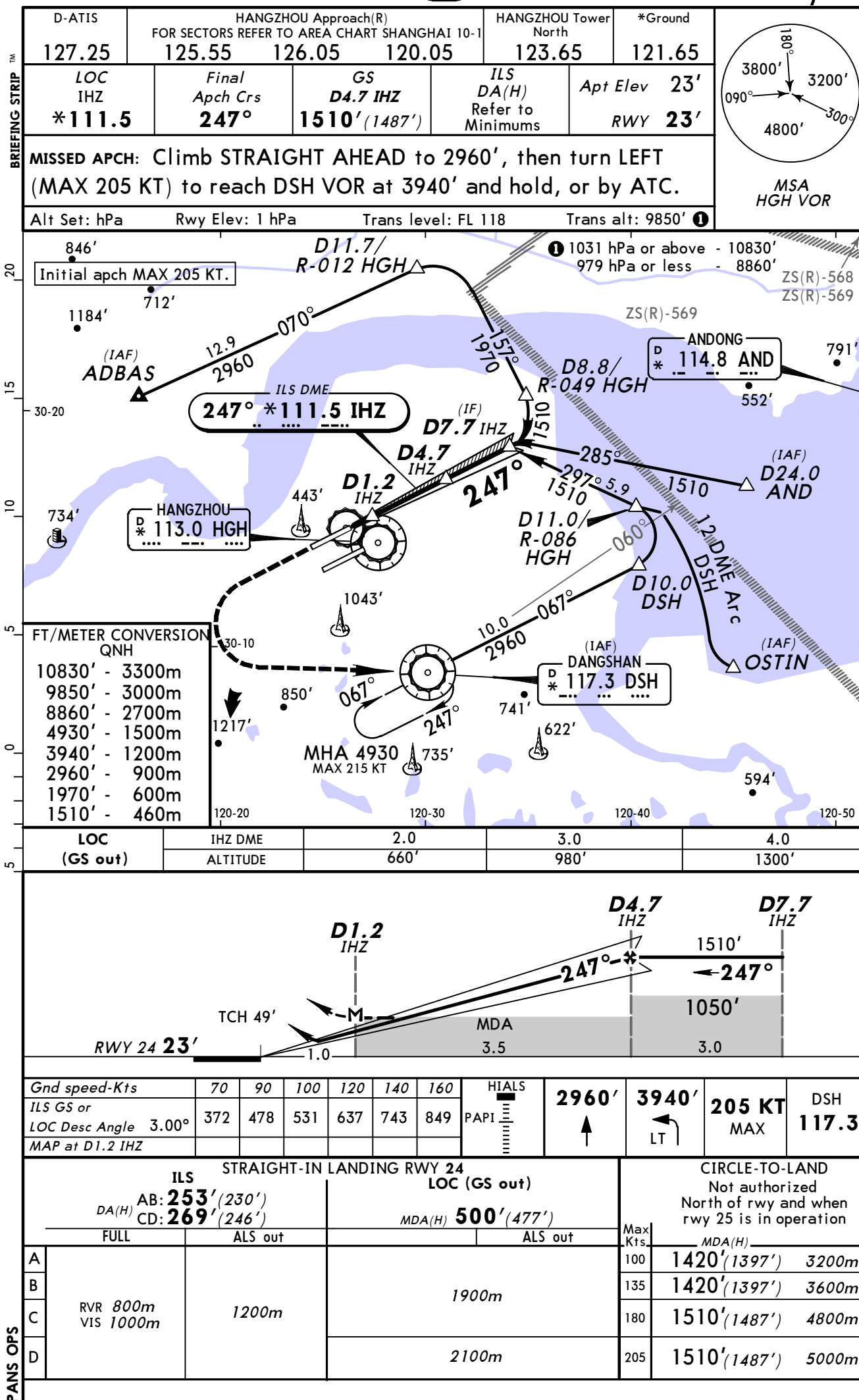


Gnd speed-Kts	70	90	100	120	140	160		HIGH 113.0
ILS GS or	372	478	531	637	743	849		
LOC Desc Angle 3.00°								
MAP at D3.4 HGH								

STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND	
ILS AB: 223' (200') CD: 236' (213')		LOC (GS out) MDA(H) 430' (407')		Not authorized North of runway	
FULL	ALS out		ALS out	Max Kts	MDA(H)
A				100	1420' (1397') 3200m
B	RVR 550m VIS 800m		1500m	135	1420' (1397') 3600m
C		1200m		180	1510' (1487') 4800m
D	RVR 600m VIS 800m		1700m	205	1510' (1487') 5000m

ZSHC/HGH
XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA
13 SEP 13 11-5 Eff 19 Sep ILS DME Rwy 24

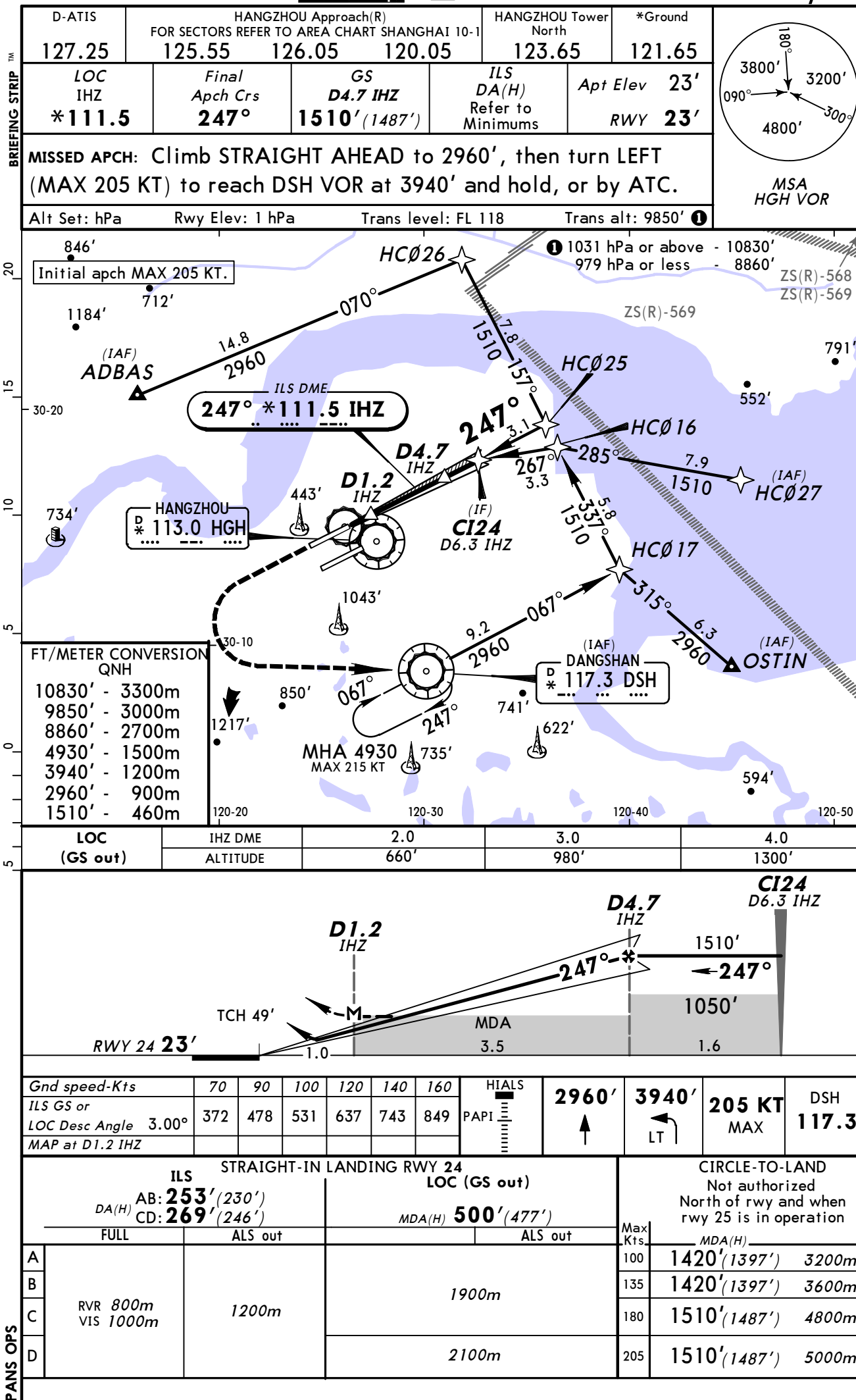


ZSHC/HGH
XIAOSHAN

13 SEP 13
Eff 19 Sep

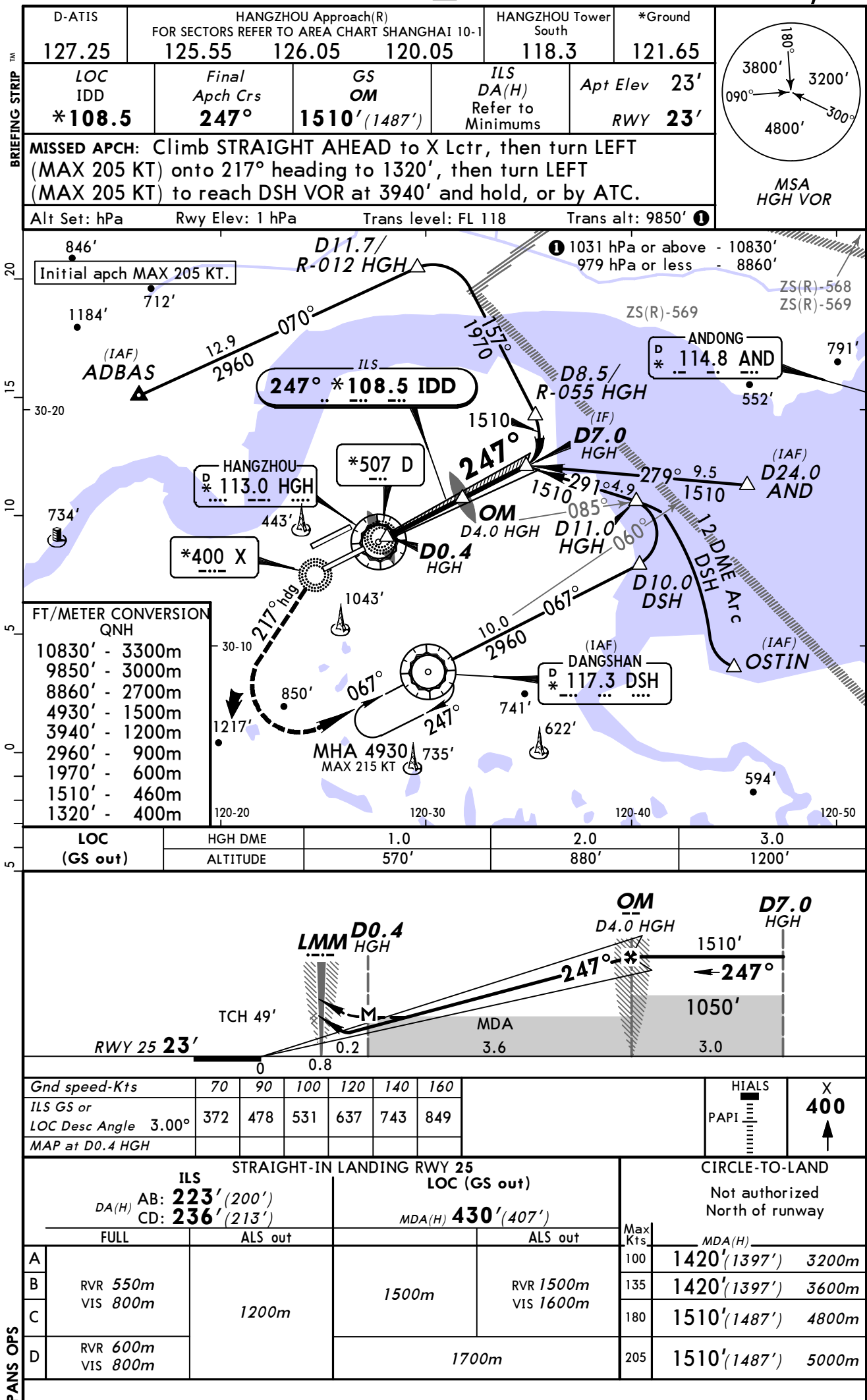
11-6

JEPPESEN HANGZHOU, PR OF CHINA
RNAV ILS DME Rwy 24



CHANGES: New procedure.

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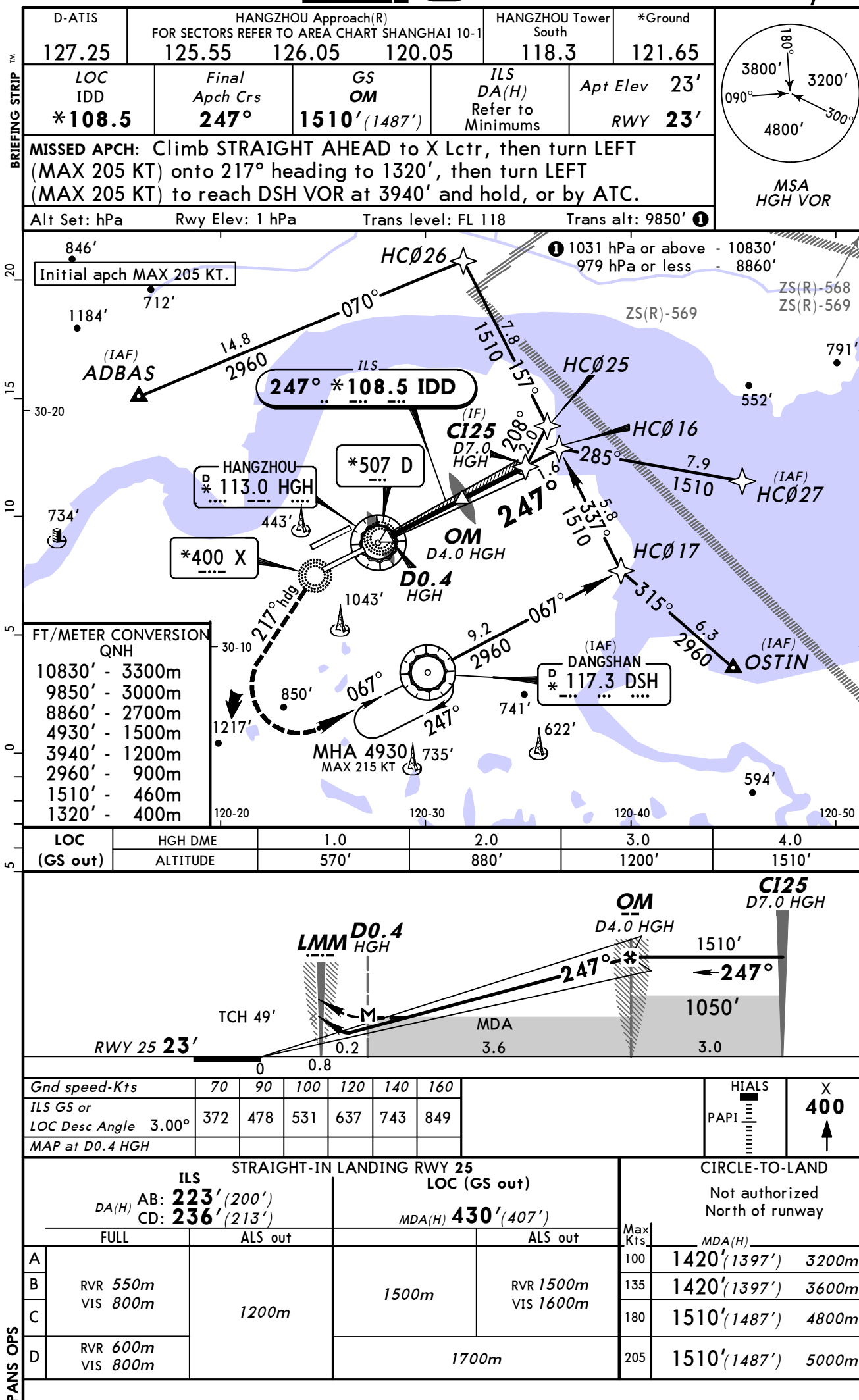


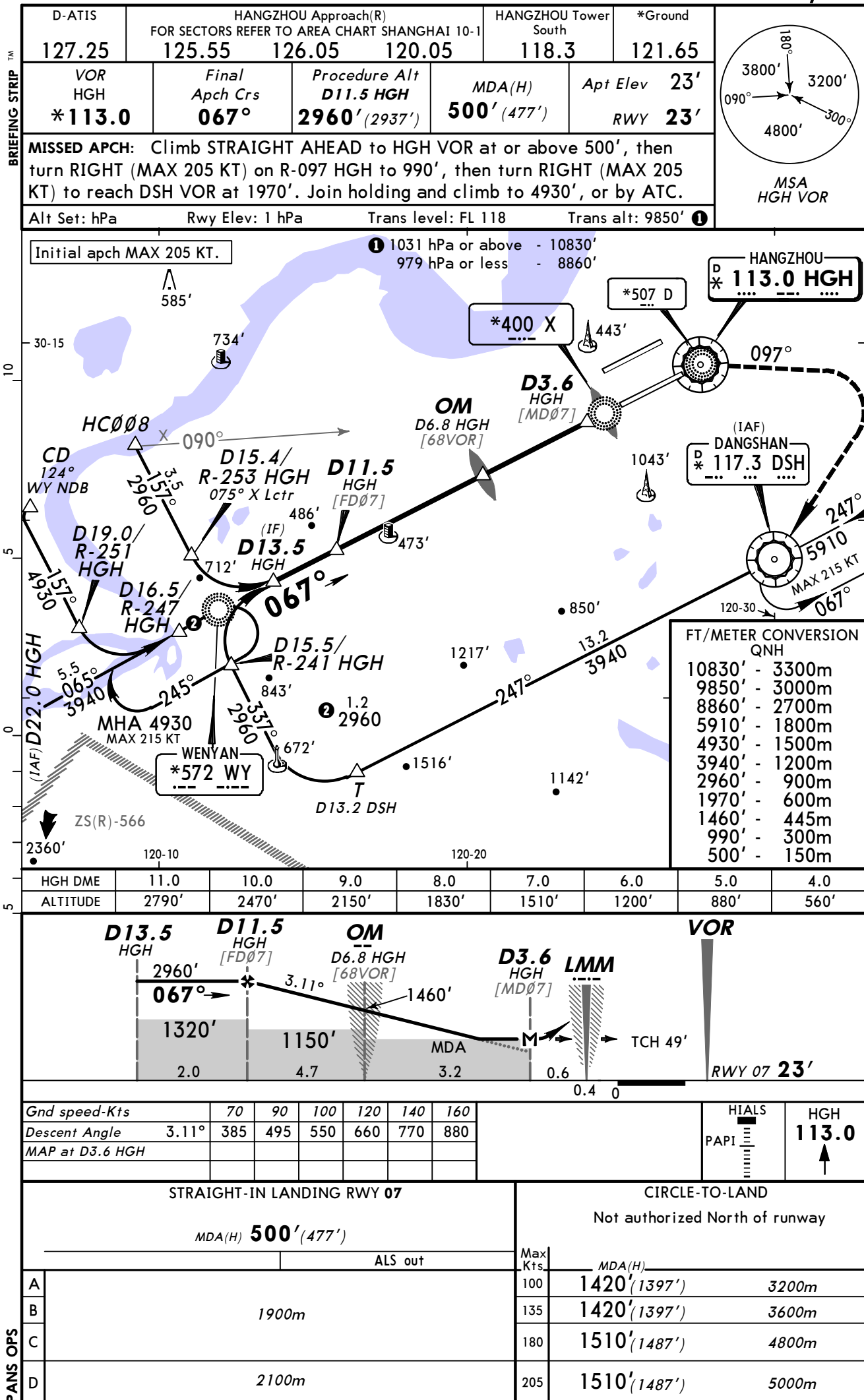
ZSHC/HGH
XIAOSHAN

13 SEP 13
Eff 19 Sep

11-8

JEPPesen HANGZHOU, PR OF CHINA
RNAV ILS DME Rwy 25





ZSHC/HGH XIAOSHAN

JEPPesen HANGZHOU, PR OF CHINA
19 APR 13 13-2 Eff 2 May VOR DME Rwy 25

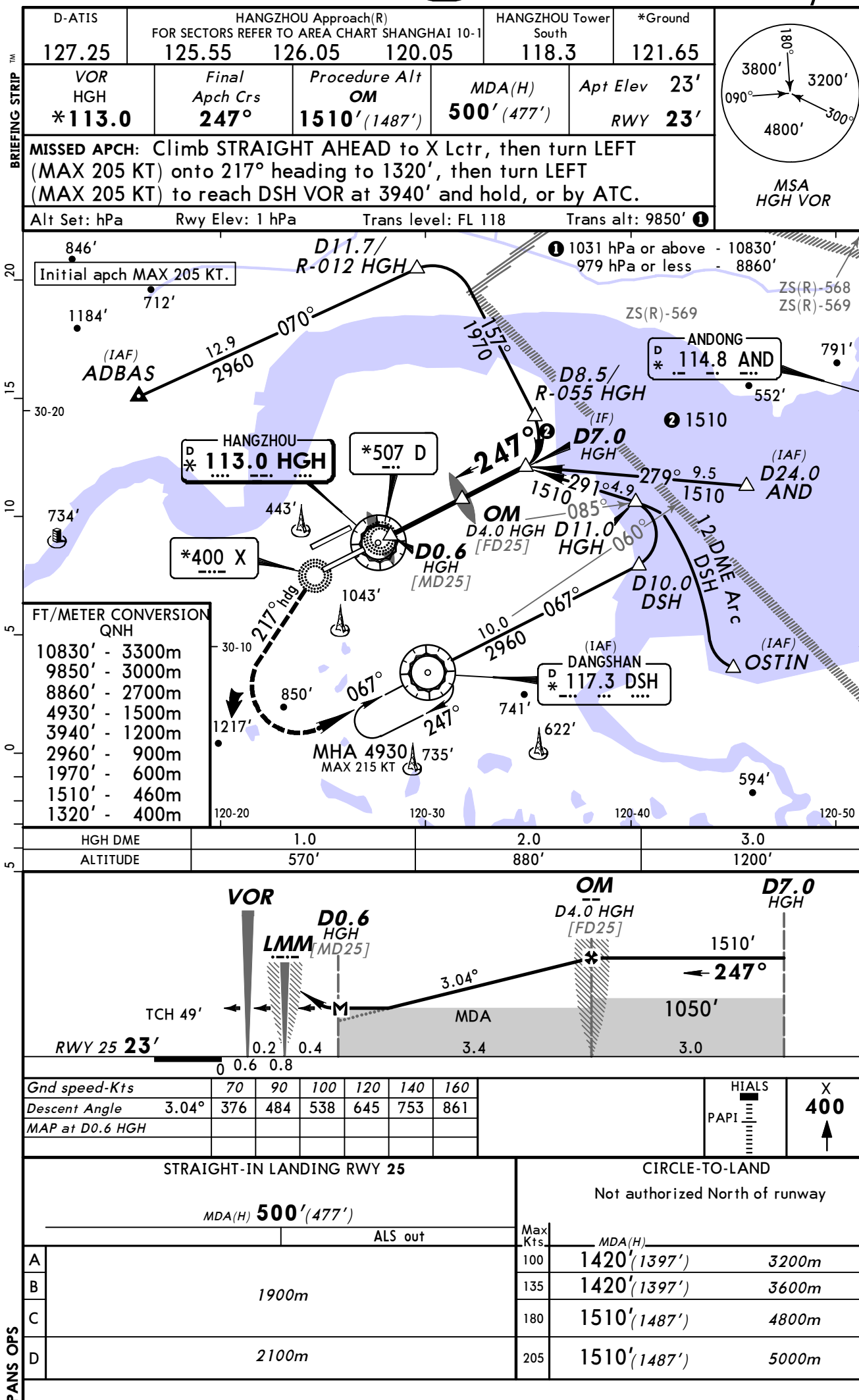


Chart changes since cycle 26-2014

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZSHC