

List of pages in this Trip Kit

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- Terminal Charts For ZSHC
- Revision Letter For Cycle 05-2025
- Change Notices
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General Information

Location: HANGZHOU CHN
ICAO/IATA: ZSHC / HGH
Lat/Long: N30° 13.70', E120° 26.00'
Elevation: 22 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 6.0° 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: 2104 Z
Sunset: 1045 Z

Runway Information

Runway: 06
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 22 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: 22 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: 127.250
- ATIS: 131.450
- Hangzhou Tower: 123.650
- Hangzhou Tower: 118.750 Secondary
- Hangzhou Tower: 118.300
- Hangzhou Ground: 121.650
- Hangzhou Ramp/Taxi: 121.850
- Hangzhou Ramp/Taxi: 121.550 Secondary
- Hangzhou Clearance Delivery: 121.950
- Hangzhou Approach: 119.150 Secondary
- Hangzhou Approach: 120.050
- Hangzhou Approach: 120.400
- Hangzhou Approach: 124.650 Secondary
- Hangzhou Approach: 119.425
- Hangzhou Approach: 125.275 Secondary
- Hangzhou Approach: 125.550
- Hangzhou Approach: 126.050
- Hangzhou Approach: 127.700

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HANGZHOU, PR OF CHINA

17 JAN 25

10-1P

Eff 22 Jan 1600Z

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 127.25

1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. RUN-UP TESTS

Engine run-ups are subject to the clearance of HANGZHOU Ramp, and may only be carried out at designated location.

Engine idle test can be carried on stands 102 thru 105, 106, 108A, 203, 204, 381 thru 386, 500, apron 6, apron 7 and apron 9.

Fast engine run-ups can be carried out on stand 500, 363, TWY B (East of intersection of TWY B4 and B), TWY Z17 (between stands 913 and 914) and TWY Z19 (West of intersection of TWY D0 and Z19).

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

ACFT should be authorized to operate LVP.

The following information should be obtained by ACFT:

- Meteorological forecast;
- LVP is implementing.

For LVP taxi routes refer to 10-9 charts.

1.4.2. PREPARATION

When RVR is 800m and forecast to descend or ceiling is 90m and forecast to descend.

When meteorological forecast RVR rise to 150m or above.

Preparation for LVP shall start-up under deterioration of weather conditions.

1.4.3. IMPLEMENTATION

Under the following circumstances, TWR declares start-up of LVP via D-ATIS, ATIS and VHF:

- RVR is greater or equal 150m and less than 600m, and ceiling is greater or equal 30m and less than 60m.

1.4.4. TERMINATION

Under the following circumstances, TWR declares termination of LVP via D-ATIS, ATIS and VHF:

- RVR rises to 600m, ceiling rises to 90m and forecast to clear-up or keep status for 20 minutes;
- RVR is less than 150m, or ceiling is less than 30m and weather condition is not expected to improve in the next hour.

1.5. RWY OPERATIONS

When changing RWY-in-use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct downwind take-off or landing for a short time. Pilot shall inform ATC if unable.

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HANGZHOU, PR OF CHINA
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AIRPORT BRIEFING

1. GENERAL

1.6. TAXI PROCEDURES

For Tower Control area and Ramp Control area see 10-9 pages.

Repeat the taxiing instructions issued by GND Control, especially those containing boundary limitation. Make it clear when there is a doubt.

For ACFT with a wingspan of 118'/36m and above, the requirements must be followed when turning on certain TWYs.

The following ACFT is prohibited from making a westbound turning from TWYs A3 and A4 to TWY A: A340-500, A340-600, A350-900, A350-1000, B747-8, B777-200, B777-300, B777 Freighter, B787-10.

Westbound turning from TWYs A3 and A4 to TWY A, Judgement Oversteering Method turning is required for ACFT with a wingspan of 118'/36m and above, except for A340-500, A340-600, A350-900, A350-1000, B747-8, B777-200, B777-300, B777 Freighter, and B787-10. When making Eastbound turning from TWYs A3 and A4 to TWY A and junctions on A5, A6, B1, B3, B4, B5, B6, B7, and B10, Judgement Oversteering Method turning is required for ACFT with a wingspan of 118'/36m and above.

180° turnaround on TWY is forbidden for all ACFT.

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

TWYs C7, C8, D (East of D4), D4 (South of D), D5, D6, J6 (between E4 and D7) and K wingspan restricted to less than 262'/80m.

TWYs B3, B6, B7, B11, D (West of D4), D3, E4, E5, E6, J, J0, J2 thru J5, J6 (East of D7), L, Z1, Z10, Z11 (between B and stand 214), Z13 (between B and Z1) and Z14, wingspan restricted to less than 213'/65m.

TWY Z13 (between Z1 and stand 217) wingspan restricted to less than 157'/48m.

TWYs B (between K and B11), B10, B20, D0, D7 (between stands 339 and 343), E7, E8, E9, H7, H9, Z7, Z8, Z11 (between stands 206 and 210), Z13 (between stands 217 and 218), Z17, Z19 and Z20 wingspan restricted to less than 118'/36m.

Contact HANGZHOU Operation Control on 130.65 to get towing service.

Contact HANGZHOU Ramp on 121.725 for Follow-me service.

1.7. PARKING INFORMATION

Stands 102 thru 106, 108A, 203, 204, 211 thru 218, 301 thru 343, 401 thru 432, 500, 512 thru 517, 520 thru 534, 601 thru 613, 630 thru 636, 640, 719 thru 721, 901 thru 904 and 929 thru 946 are push-back.

Stands 981 and 982 are push-in and push-back, nose to North.

Red/blue push-back procedures established for stands 102 thru 105, 108A, 215, 304 thru 315, 317, 318, 329, 330, 332 thru 337, 339 thru 342, 403 thru 405, 407, 409 thru 411, 415 thru 418, 419B, 420, 422, 429, 515, 516, 520 thru 526, 528 thru 534, 602 thru 613, 630 thru 633, 640, 719 thru 721, 901 thru 904, 930 thru 937 and 940 thru 946.

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, 301 thru 343 and 401 thru 418, 419B and 420 thru 432 equipped with visual docking guidance system.

Safety lines of stands 313, 322 and 325 are overlapping safety lines of adjacent stands. The overlapping lines are shown in a red stripe area. Aircrew shall ensure that no vehicles and people are in this area during ACFT maneuvering.

ACFT parking at boarding bridge stands shall turn off APU and use bridge power supply equipment (400 Hz) and special air conditioner.

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10-1P2

Eff 22 Jan 1600Z

AIRPORT BRIEFING

1. GENERAL

ACFT can use APU in the following situation:

- Bridge equipment is unserviceable.
- ACFT needs APU to start up engine.
- During maintenance of APU.

In case of exceptional circumstance influencing the regularity and safety of operation, such as extreme weather, special plane support, and insufficient flight transition time, ACFT can also use APU.

1.8. OTHER INFORMATION

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. CAT II OPERATIONS

RWY 06 approved for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

ACFT shall fully vacate the RWY within 50 sec after touchdown (except for wet or contaminated RWY). If unable, inform ATC before LOC is established.

ACFT shall report to TWR Control "RWY vacated" and TWY used for vacating RWY.

ACFT shall vacate RWY 07 via TWY A5 and RWY 25 via TWY A4. ACFT shall inform TWR Control at initial contact if need to vacate RWY via other TWY.

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10-1P3

Eff 22 Jan 1600Z

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

De-icing available at local stands or at stands 381 thru 386 with priority for stands 385 and 386, 618 thru 626, TWY C8 between TWY D and Z14 for severe icing conditions.

De-icing should be applied in advance.

Snow cleaning and de-icing service not available for A380.

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

ACFT shall contact HANGZHOU Ramp for push-back and start-up clearance and conduct within 5 minutes. Otherwise, request new clearance.

Obtain delivery clearance through DCL (available 24h) and ATC clearance. No readback required when delivery clearance received through DCL.

Push-back of ACFT on its own power or by towing strictly forbidden without clearance from Ramp Control.

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.

Ramp Control transfers departure ACFT to Tower Control at intersections of TWYs. Aircrew shall taxi following ATC instructions.

RWY 06: D3 and D5 are transfer points. D3 is for stands 719 thru 721 and 901 thru 928, D5 for others.

RWY 07: B1 and B3 are transfer points. B1 is for stands 102 thru 106 and 108A, B3 is for others.

RWY 24: JC and C7 are transfer points. C7 is for stands 601 thru 613, 616 thru 626, 630 thru 636 and 640, JC is for others.

RWY 25: B10 and JA are transfer points. B10 is for stands 500 thru 506, 512 thru 517 and 520 thru 534. JA is for others.

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 $V_2+20\text{km/h}$ (10 KT).

At 1480'/450m

- Adjust and keep engine climbing power and thrust;

- Take-off flaps/slats;

- Climb at $V_2+20\text{km/h}$ (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

ACFT shall finish RWY alignment within 60 seconds from holding position (except for wet or contaminated RWY). If unable, inform TWR before entering RWY.

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

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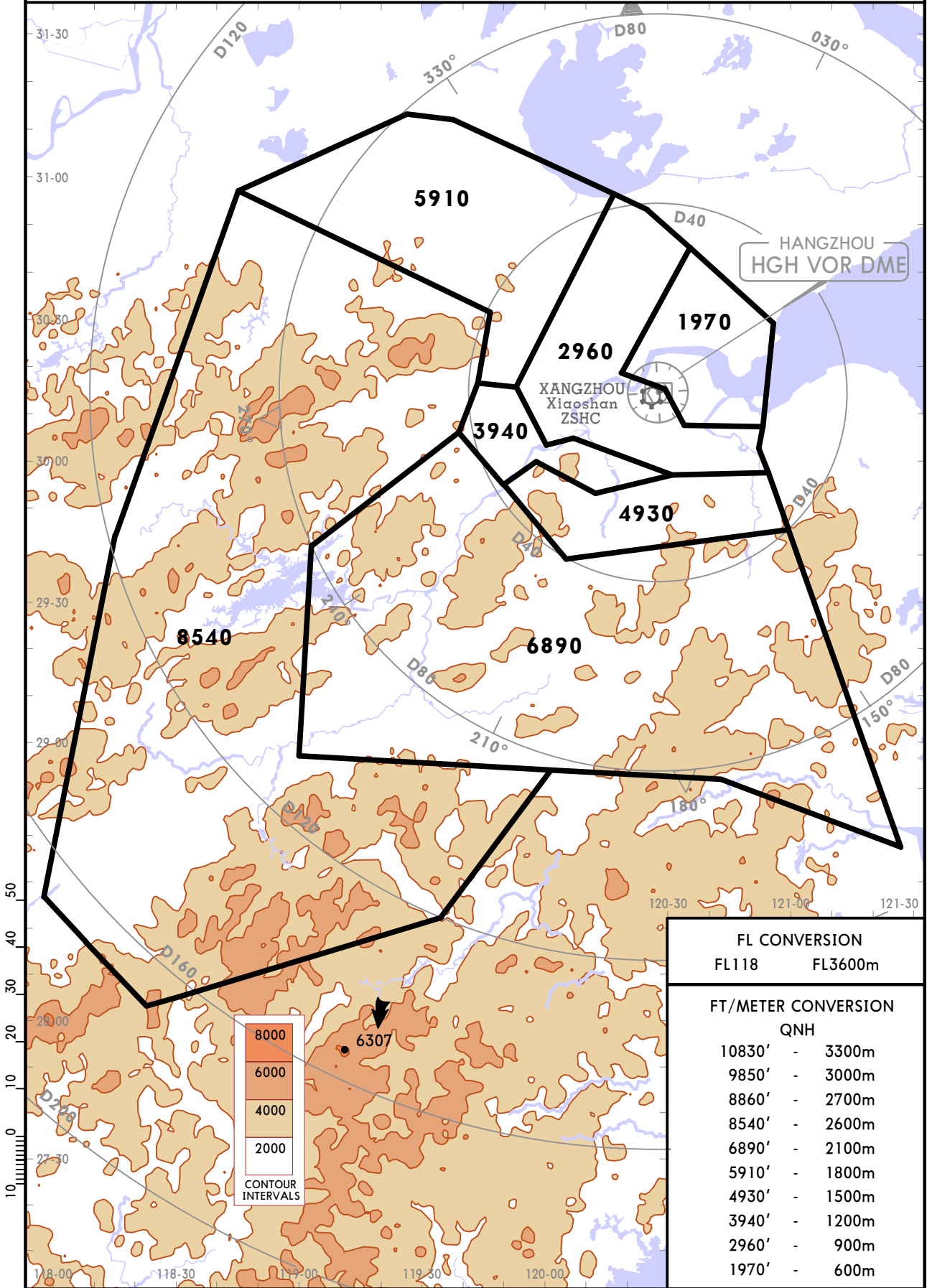
23 DEC 22
Eff 28 Dec 1600Z



HANGZHOU, PR OF CHINA
RADAR MINIMUM ALTITUDES

HANGZHOU Approach (R)						
*APP01	*APP02	APP03	*APP04	*APP05	*APP07	Apt Elev
120.05	125.55	126.05	120.4	119.425	127.7	22

Alt Set: hPa Trans level: FL118
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while under RADAR control.







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Eff 4 Oct 1600Z
(10-2B)

Alt Set: hPa

Trans level: FL118

D-ATIS
127.25

RNAV 1
GNSS

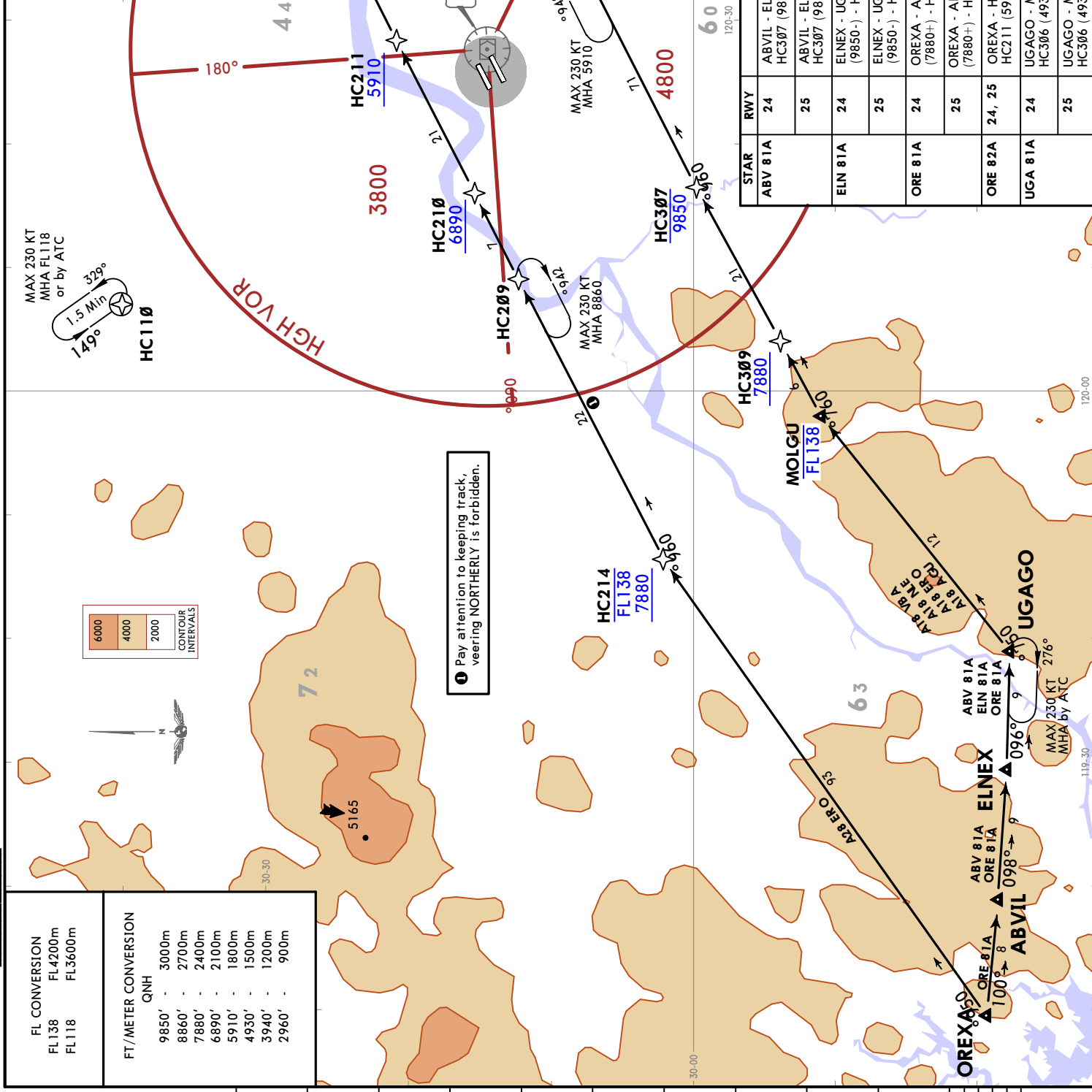
OR

RNP 1
GNSS

Apt Elev
22

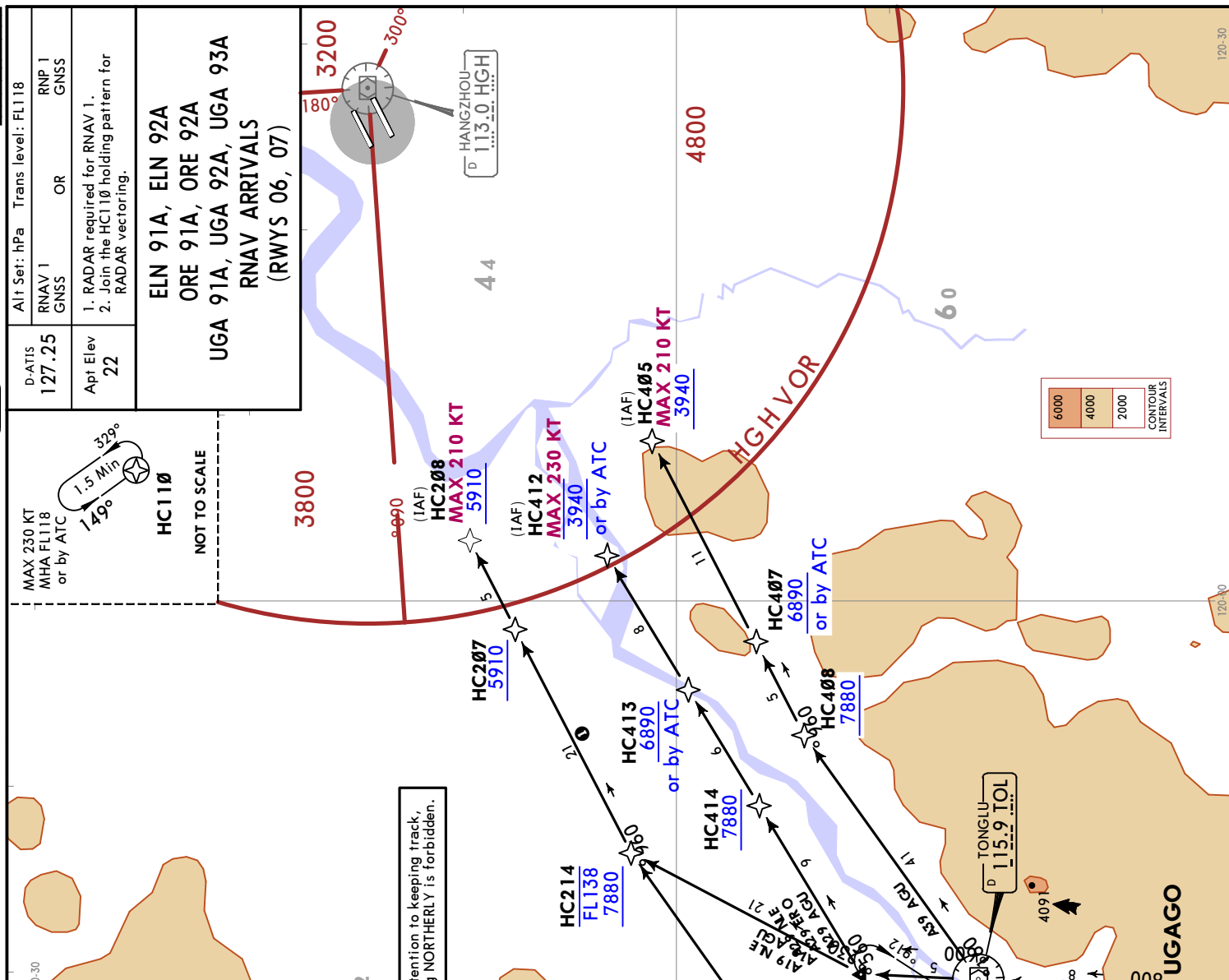
1. RADAR required for RNAV 1.
2. Join the HC110 holding pattern for
RADAR vectoring.

ABV 81A, ELN 81A
ORE 81A, ORE 82A, UGA 81A
RNAV ARRIVALS
(RWYS 24, 25)



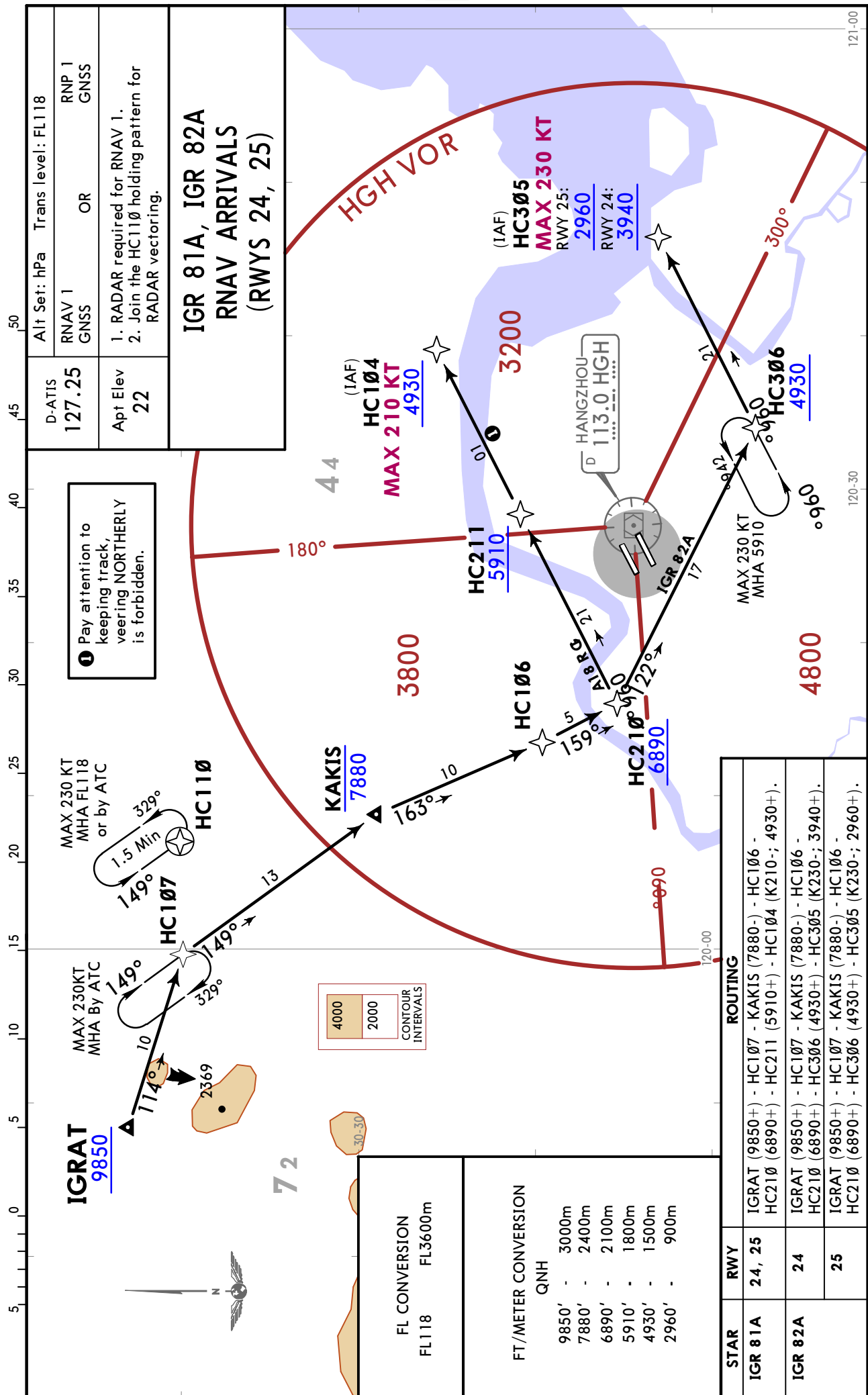
Pay attention to keeping track, veering NORTHERLY is forbidden.

STAR	RWY	ROUTING
ABV 81A	24	ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC309 (7880+) - HC307 (9850-) - HC306 (4930+) - HC305 (K230-; 3940+).
	25	ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC309 (7880+) - HC307 (9850-) - HC306 (4930+) - HC305 (K230-; 3940+).
ELN 81A	24	ELNEX - UGAGO - MOLGU (FL138-) - HC309 (7880+) - HC307 (9850-) - HC306 (4930+) - HC305 (K230-; 3940+).
	25	ELNEX - UGAGO - MOLGU (FL138-) - HC309 (7880+) - HC307 (9850-) - HC306 (4930+) - HC305 (K230-; 3940+).
ORE 81A	24	OREXA - ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC309 (7880+) - HC307 (9850-) - HC306 (4930+) - HC305 (K230-; 3940+).
	25	OREXA - ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC309 (7880+) - HC307 (9850-) - HC306 (4930+) - HC305 (K230-; 3940+).
ORE 82A	24, 25	OREXA - HC214 (FL138-; 7880+) - HC209 - HC210 (6890+) - HC211 (5910+) - HC104 (K210-; 4930+).
UGA 81A	24	UGAGO - MOLGU (FL138-) - HC309 (7880+) - HC307 (9850-) - HC306 (4930+) - HC305 (K230-; 3940+).
	25	UGAGO - MOLGU (FL138-) - HC309 (7880+) - HC307 (9850-) - HC306 (4930+) - HC305 (K230-; 3940+).



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29 SEP 23 10-2D Eff 4 Oct 1600Z RNAV STAR

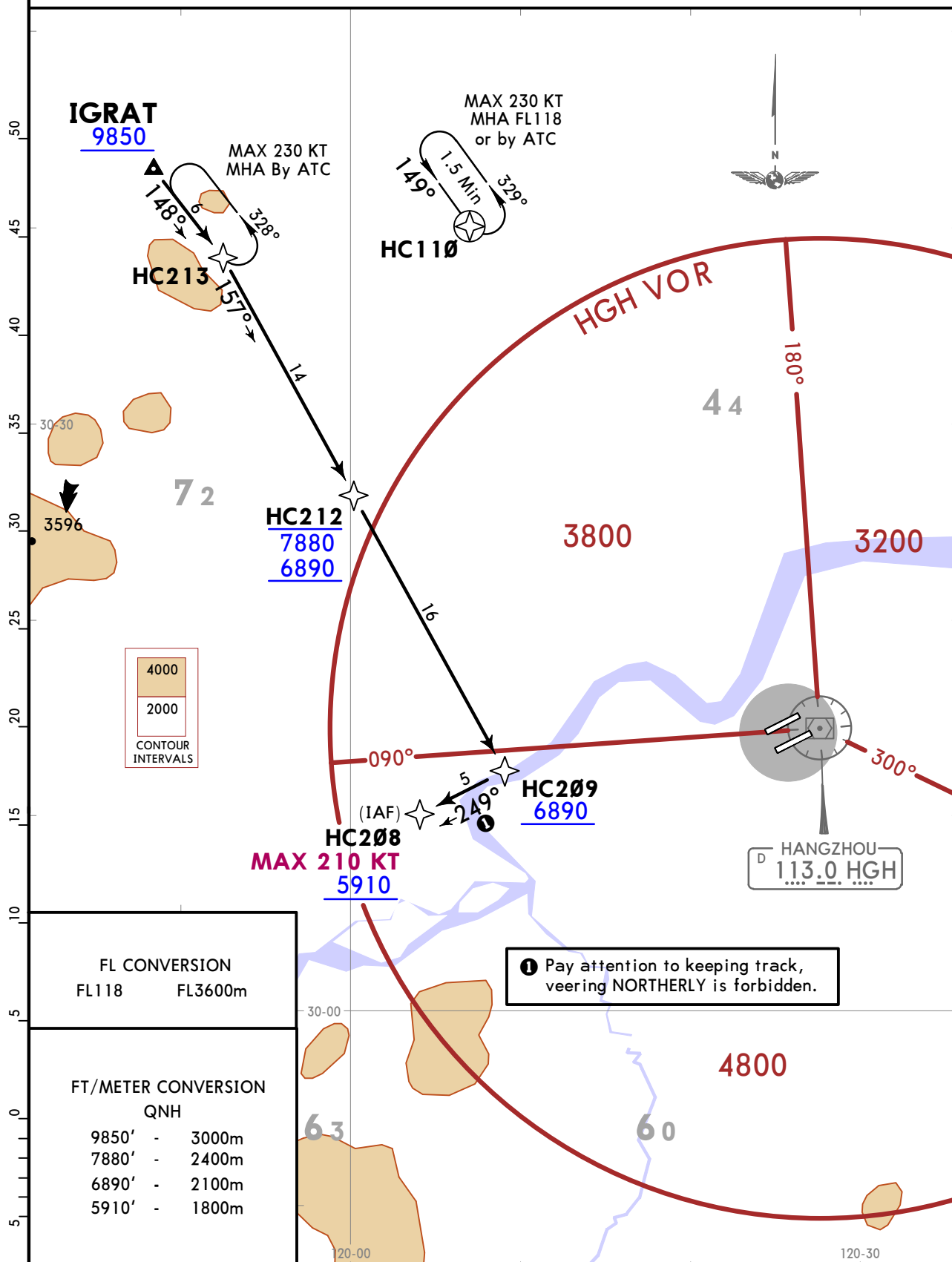


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29 SEP 23 **10-2E** Eff 4 Oct 1600Z **RNAV STAR**

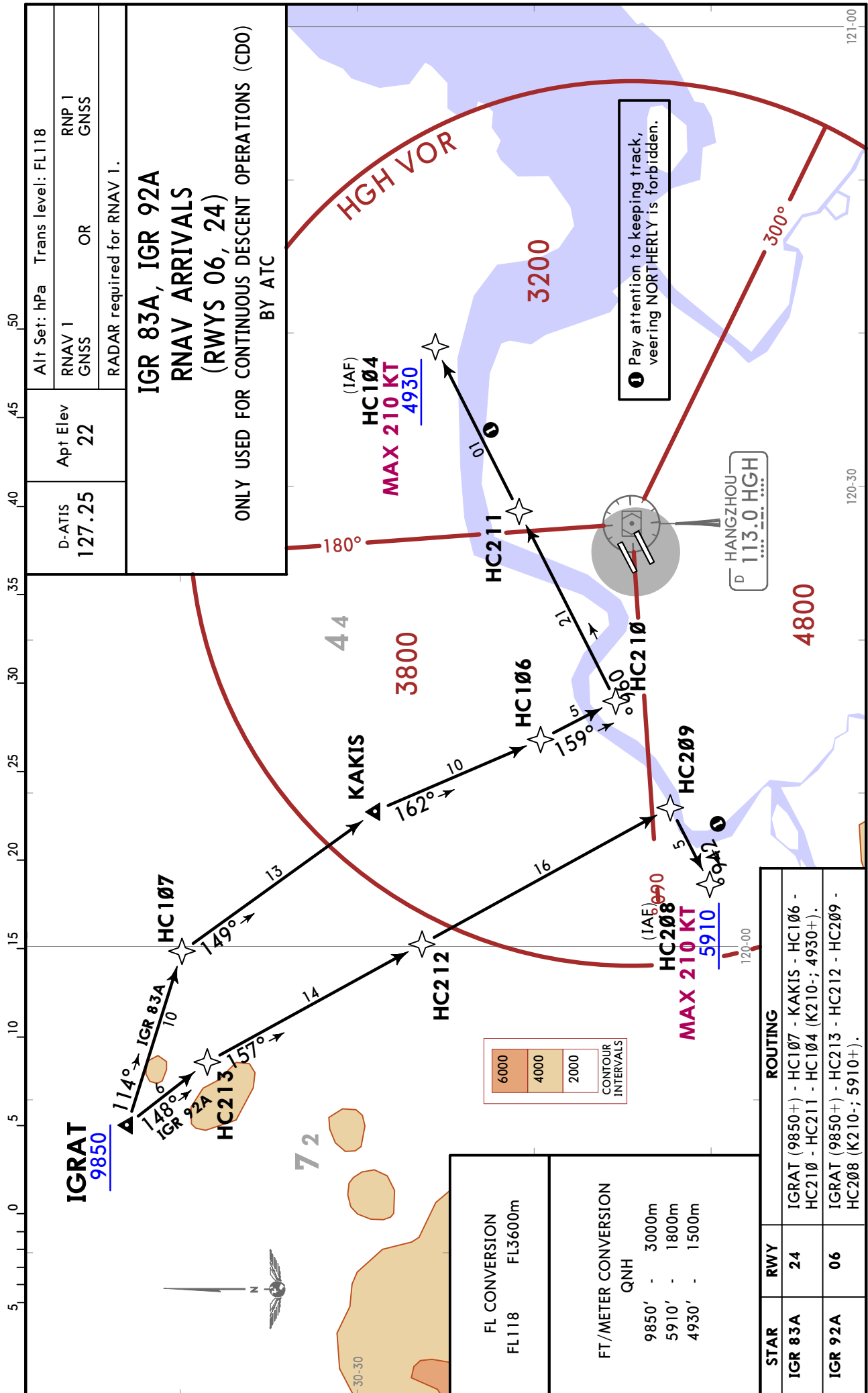
D-ATIS 127.25	Apt Elev 22	Alt Set: hPa Trans level: FL118	
		RNAV 1 GNSS	OR RNP 1 GNSS
		1. RADAR required for RNAV 1. 2. Join the HC110 holding pattern for RADAR vectoring.	

IGR 91A RNAV ARRIVAL (RWYS 06, 07)



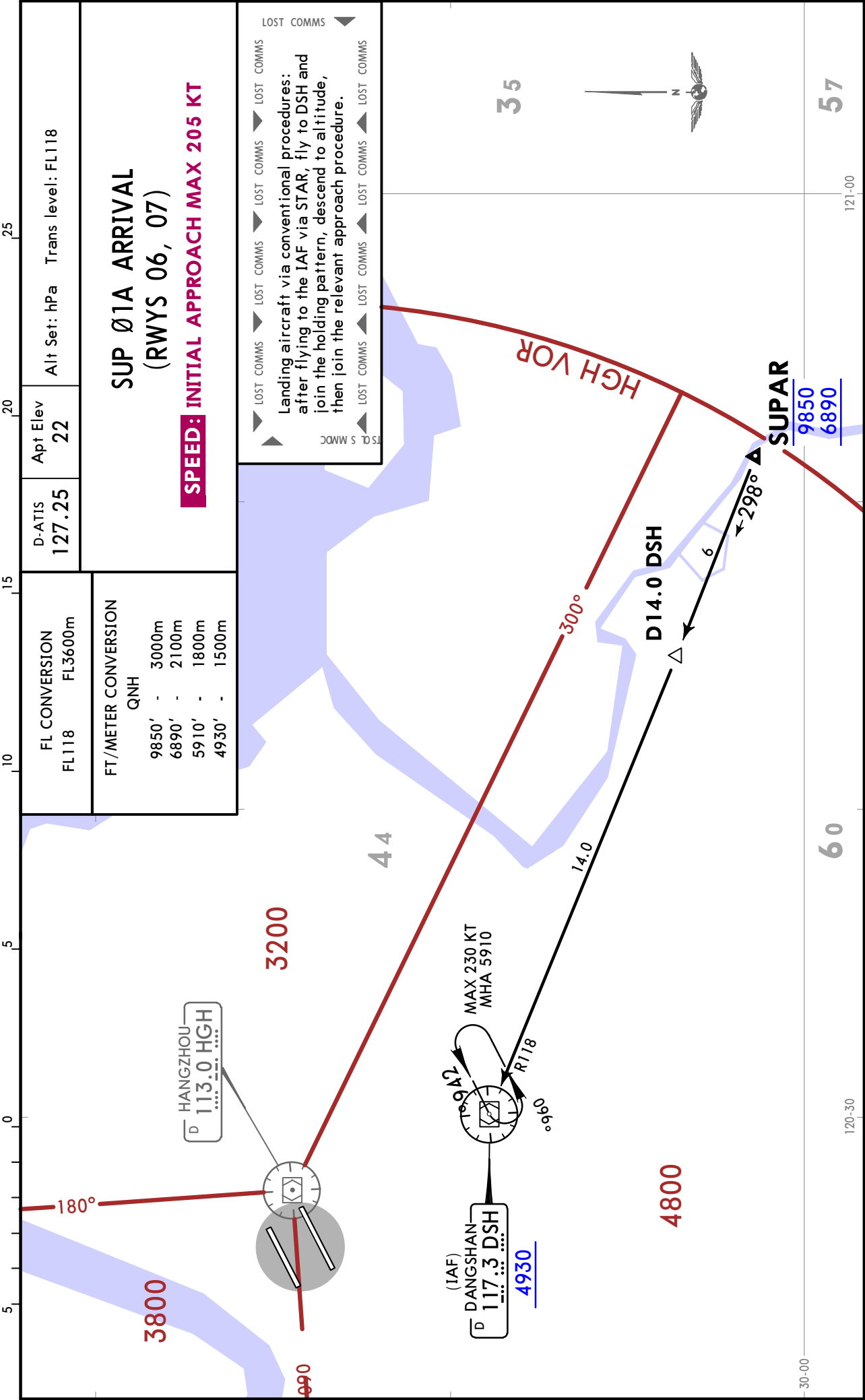
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29 SEP 23 **10-2F** **Eff 4 Oct 1600Z** **RNAV STAR**



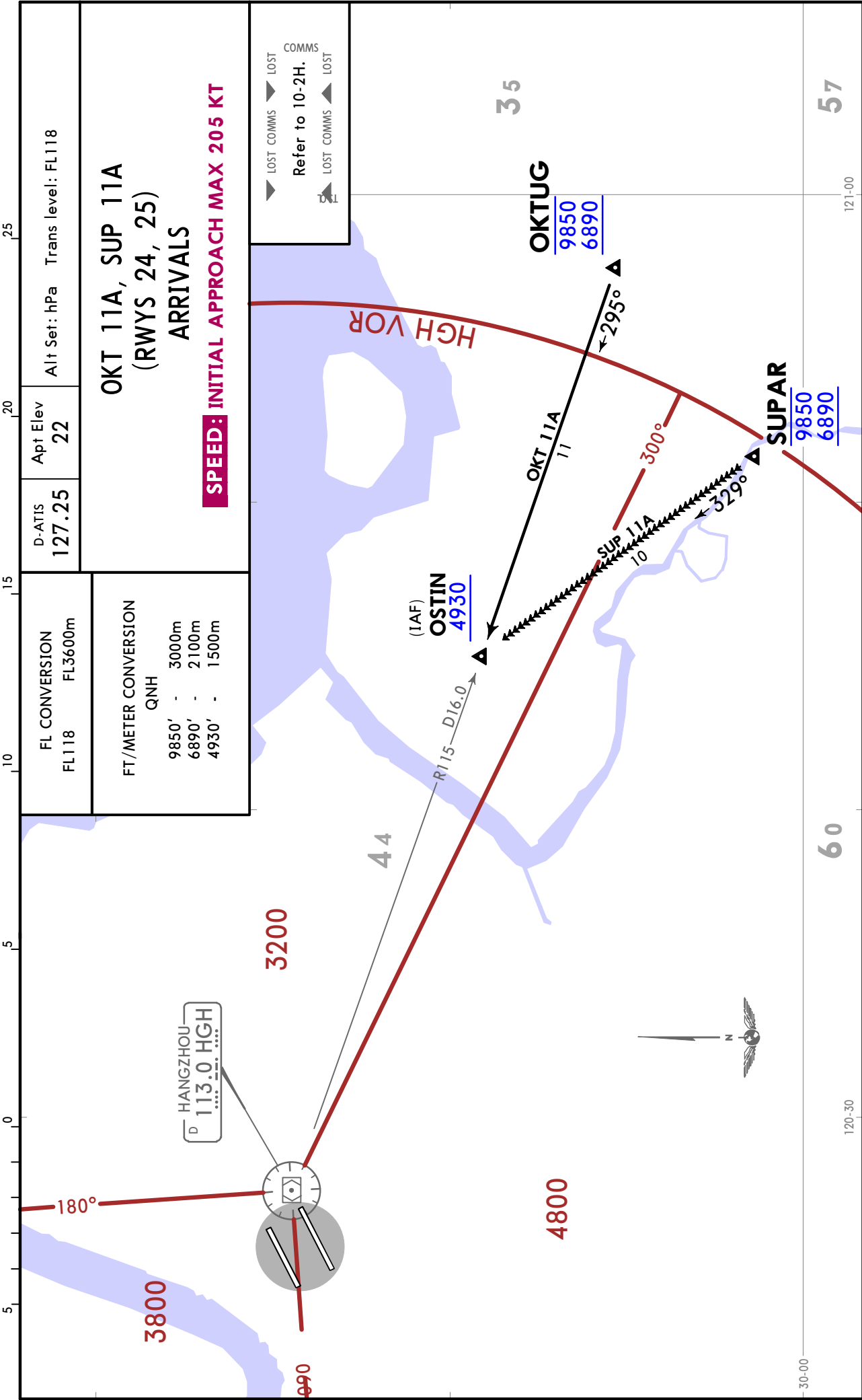
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29 SEP 23 10-2H Eff 4 Oct 1600Z STAR



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29 SEP 23 10-2J Eff 4 Oct 1600Z STAR



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29 SEP 23 **10-2K** Eff 4 Oct 1600Z **STAR**

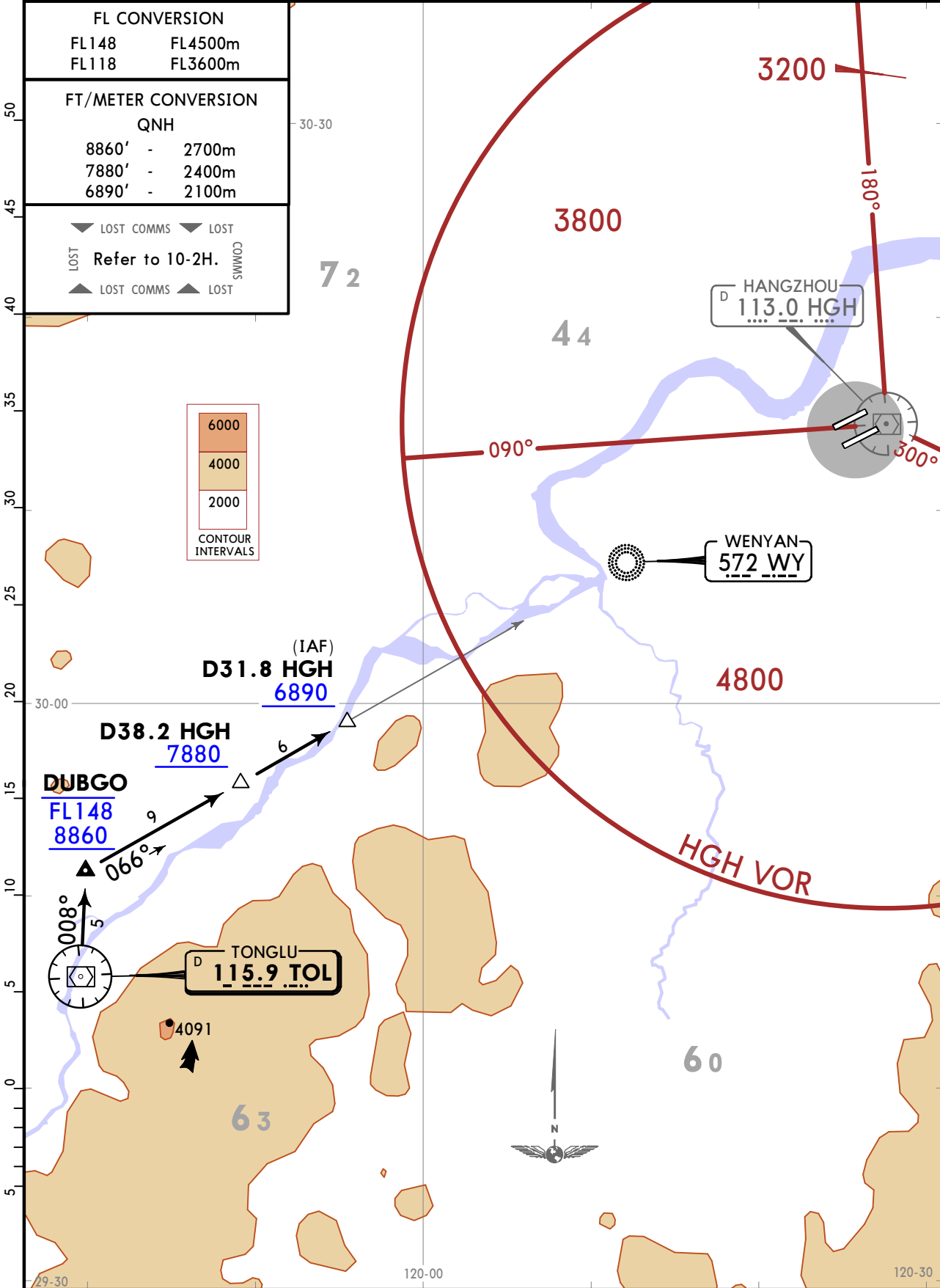
D-ATIS 127.25	Apt Elev 22	Alt Set: hPa Trans level: FL118
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TOL Ø1A ARRIVAL
(RWYS 06, 07)

SPEED: INITIAL APPROACH MAX 205 KT

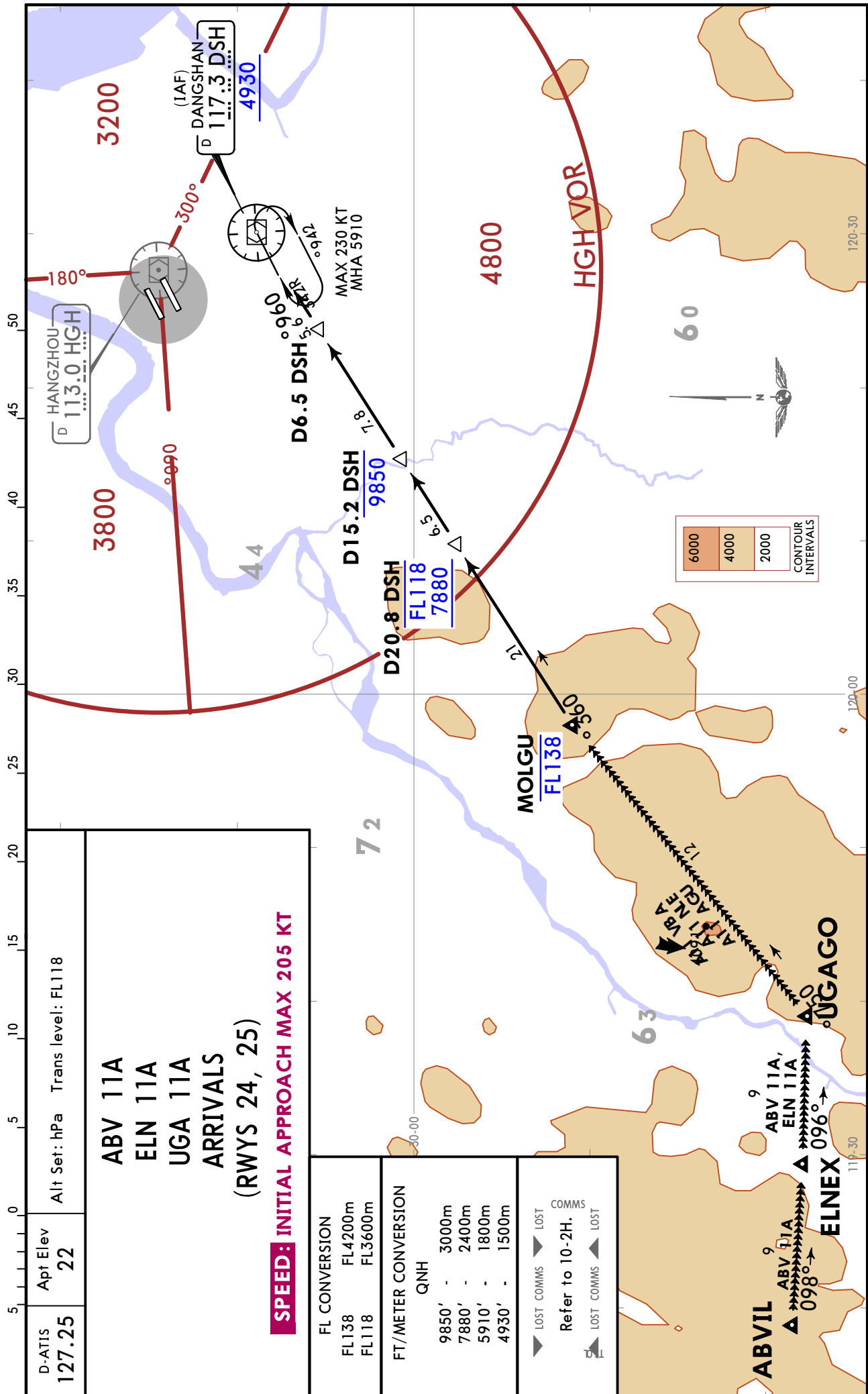
FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
Refer to 10-2H.	

LOST COMMS	LOST
LOST	COMMS
LOST COMMS	LOST



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29 SEP 23 (10-2L) Eff 4 Oct 1600Z **STAR**



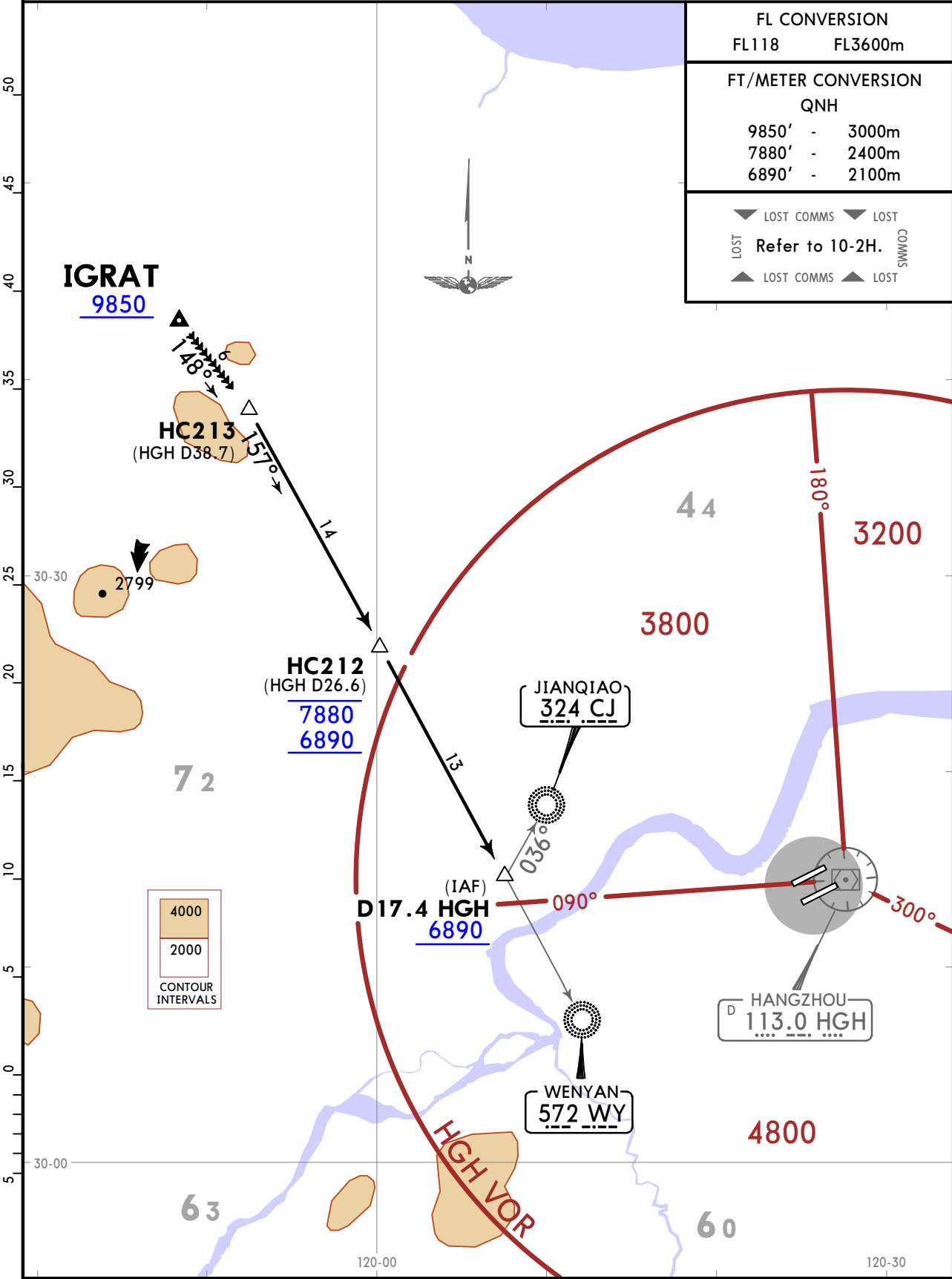
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29 SEP 23 **10-2M** Eff 4 Oct 1600Z **STAR**

D-ATIS 127.25	Apt Elev 22	Alt Set: hPa Trans level: FL118
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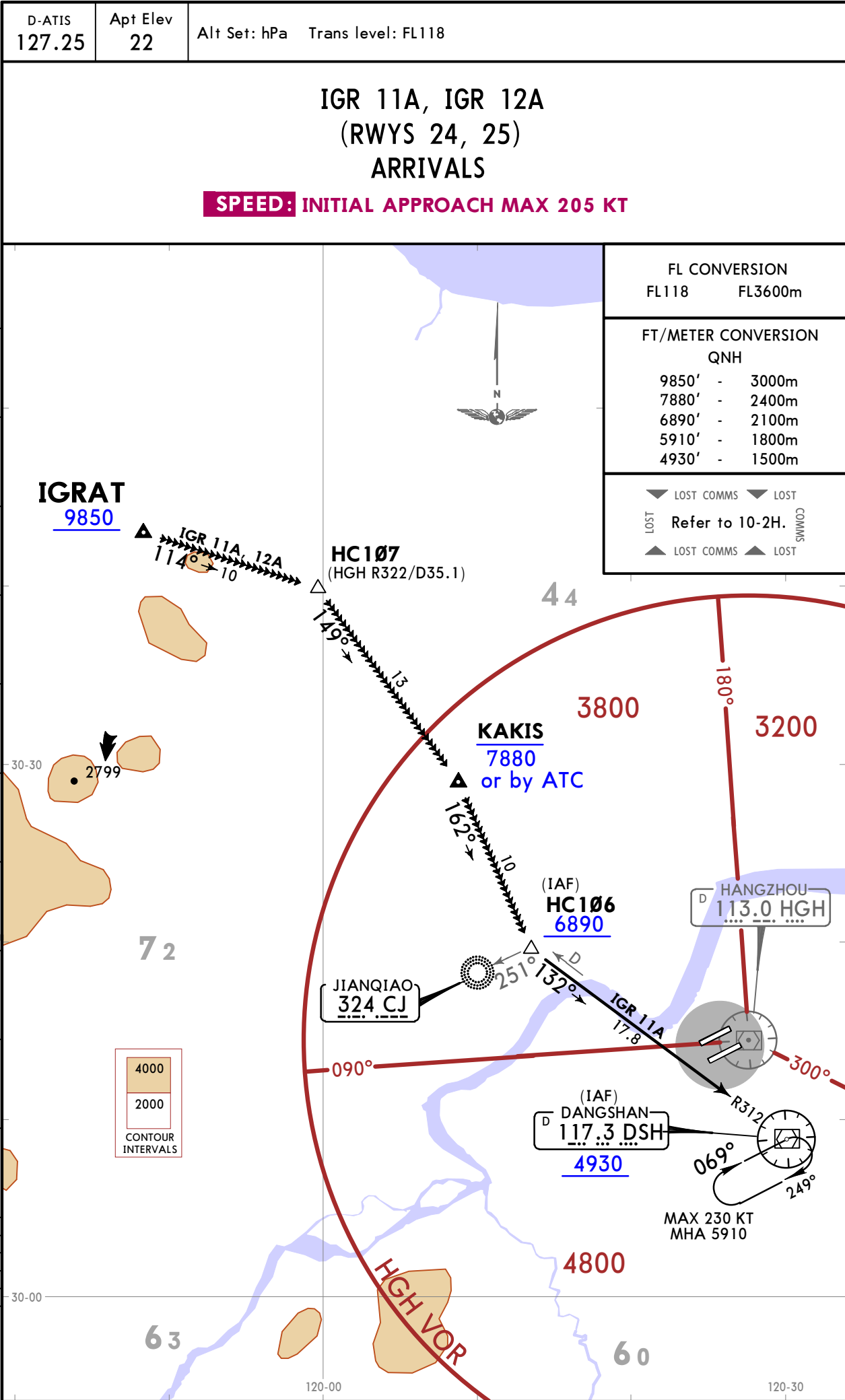
IGR Ø1A ARRIVAL
(RWY 06, 07)

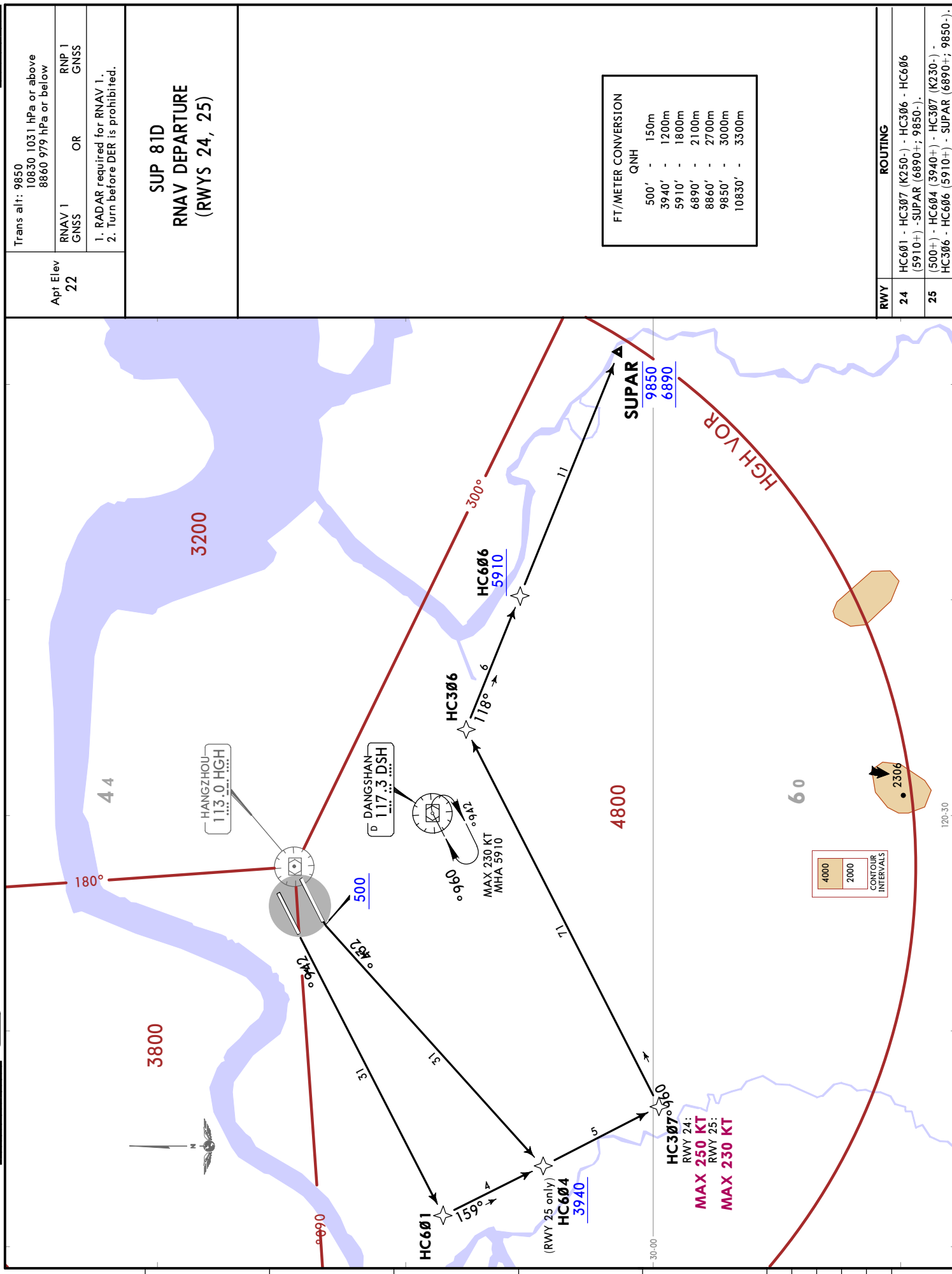
SPEED: INITIAL APPROACH MAX 205 KT



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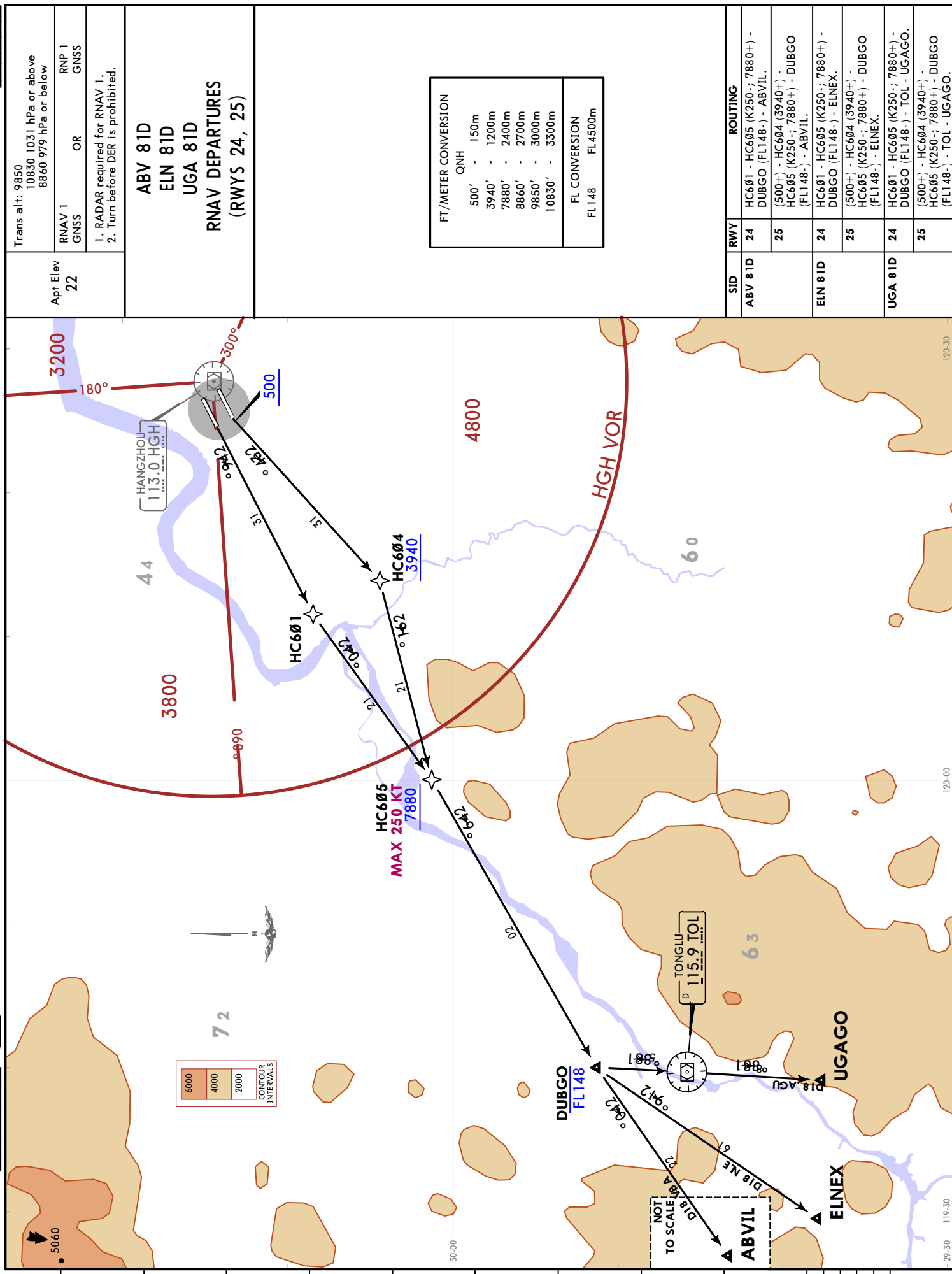
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29 SEP 23 **10-2N** **Eff 4 Oct 1600Z** **STAR**





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10-3B
Eff 4 Oct 1600Z



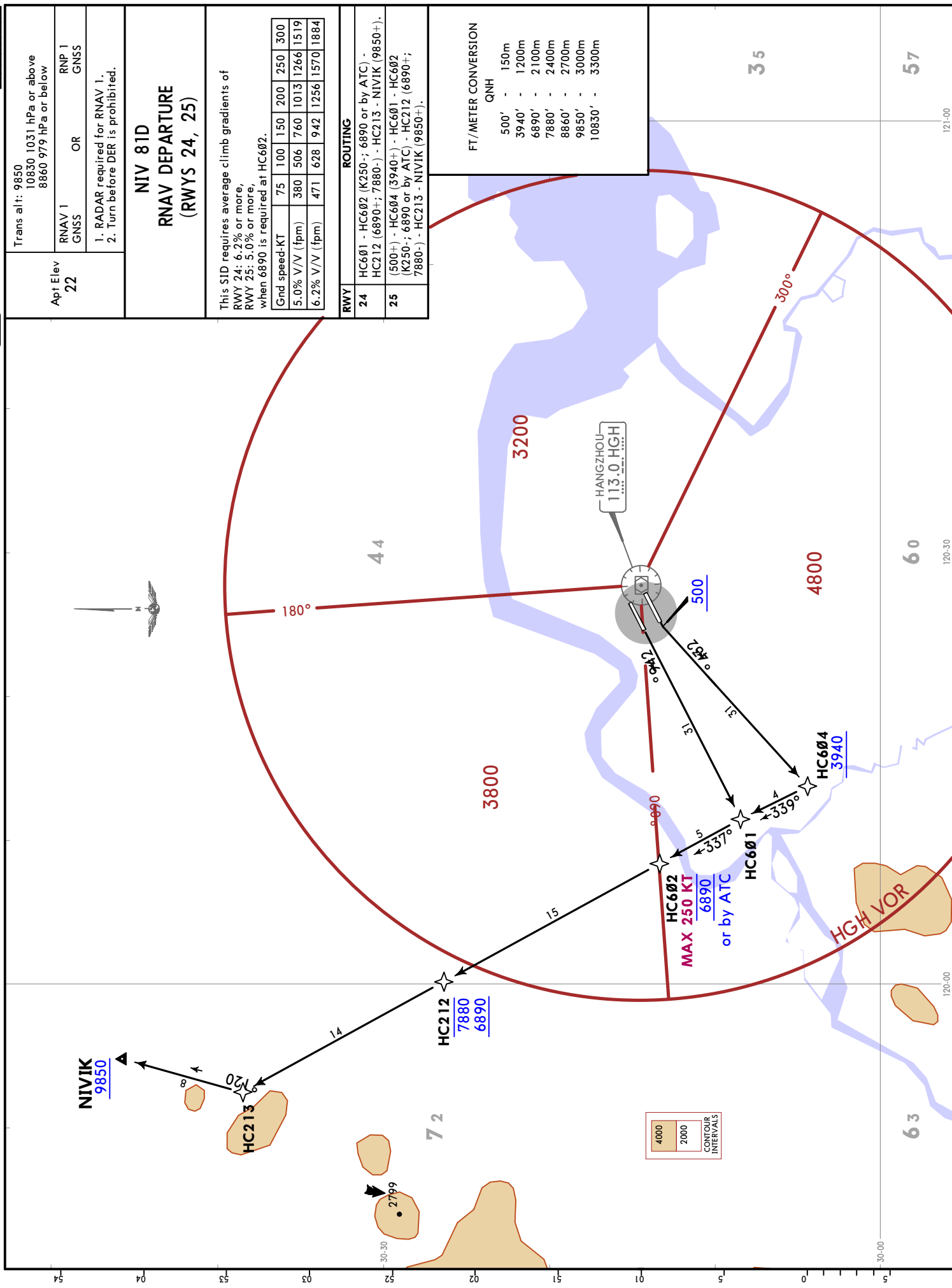
Apt Elev 22	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	
	RNAV 1 GNSS	RNP 1 GNSS

ABV 81D
ELN 81D
UGA 81D
RNAV DEPARTURES
(RWYS 24, 25)

FT/METER CONVERSION	
QNH	
500' - 150m	
3940' - 1200m	
7880' - 2400m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL 148	FL4500m

SID	RWY	ROUTING
ABV 81D	24	HC601 - HC605 (K250-; 7880+) - DUBGO (FL148-) - ABVIL.
	25	(500+) - HC604 (3940+) - HC605 (K250-; 7880+) - DUBGO (FL148-) - ABVIL.
ELN 81D	24	HC601 - HC605 (K250-; 7880+) - DUBGO (FL148-) - ELNEX.
	25	(500+) - HC604 (3940+) - HC605 (K250-; 7880+) - DUBGO (FL148-) - ELNEX.
UGA 81D	24	HC601 - HC605 (K250-; 7880+) - DUBGO (FL148-) - TOL - UGAGO.
	25	(500+) - HC604 (3940+) - HC605 (K250-; 7880+) - DUBGO (FL148-) - TOL - UGAGO.







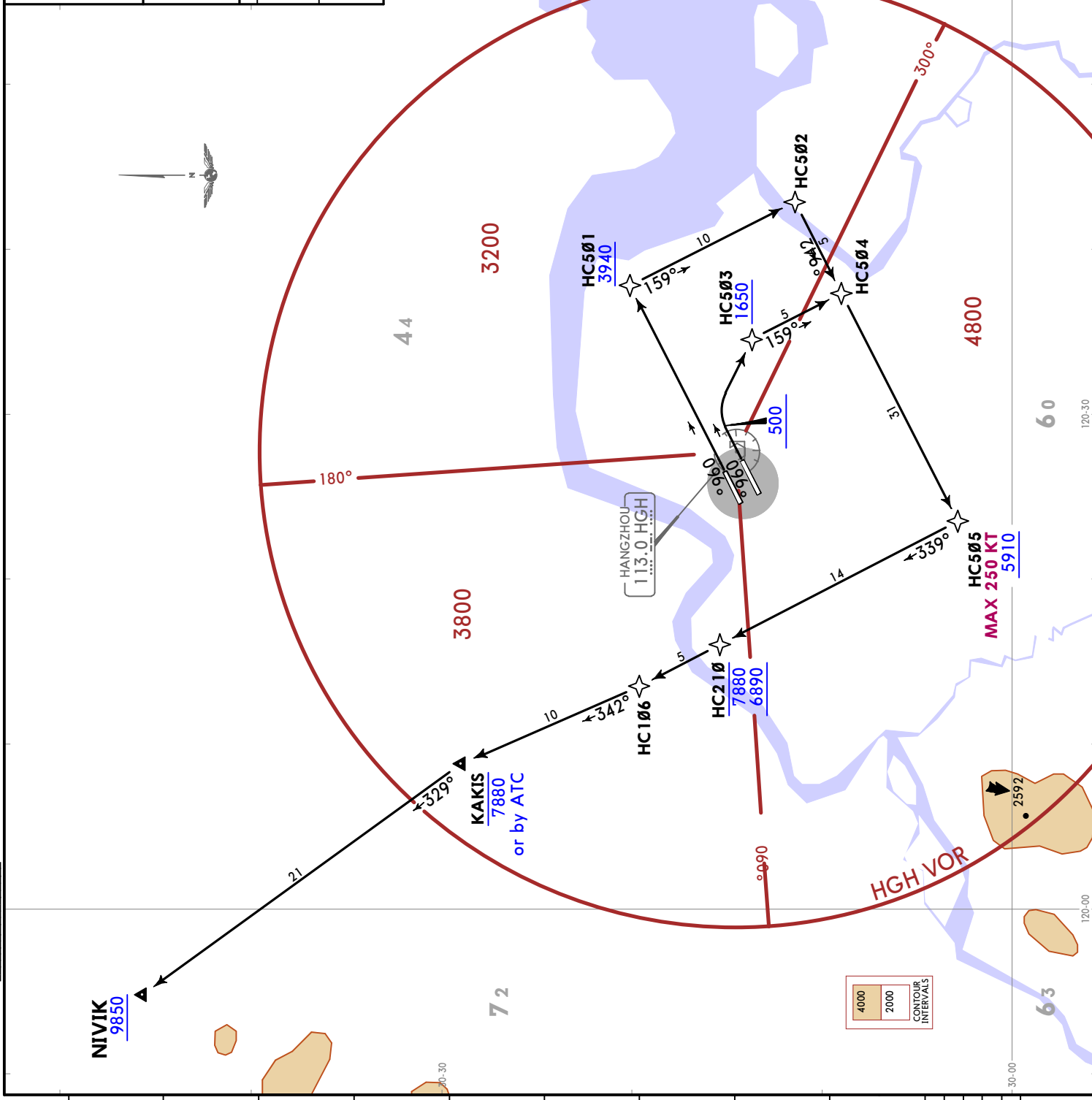


CHANGES: LOST COMMS withdrawn

HANGZHOU, PR OF CHINA

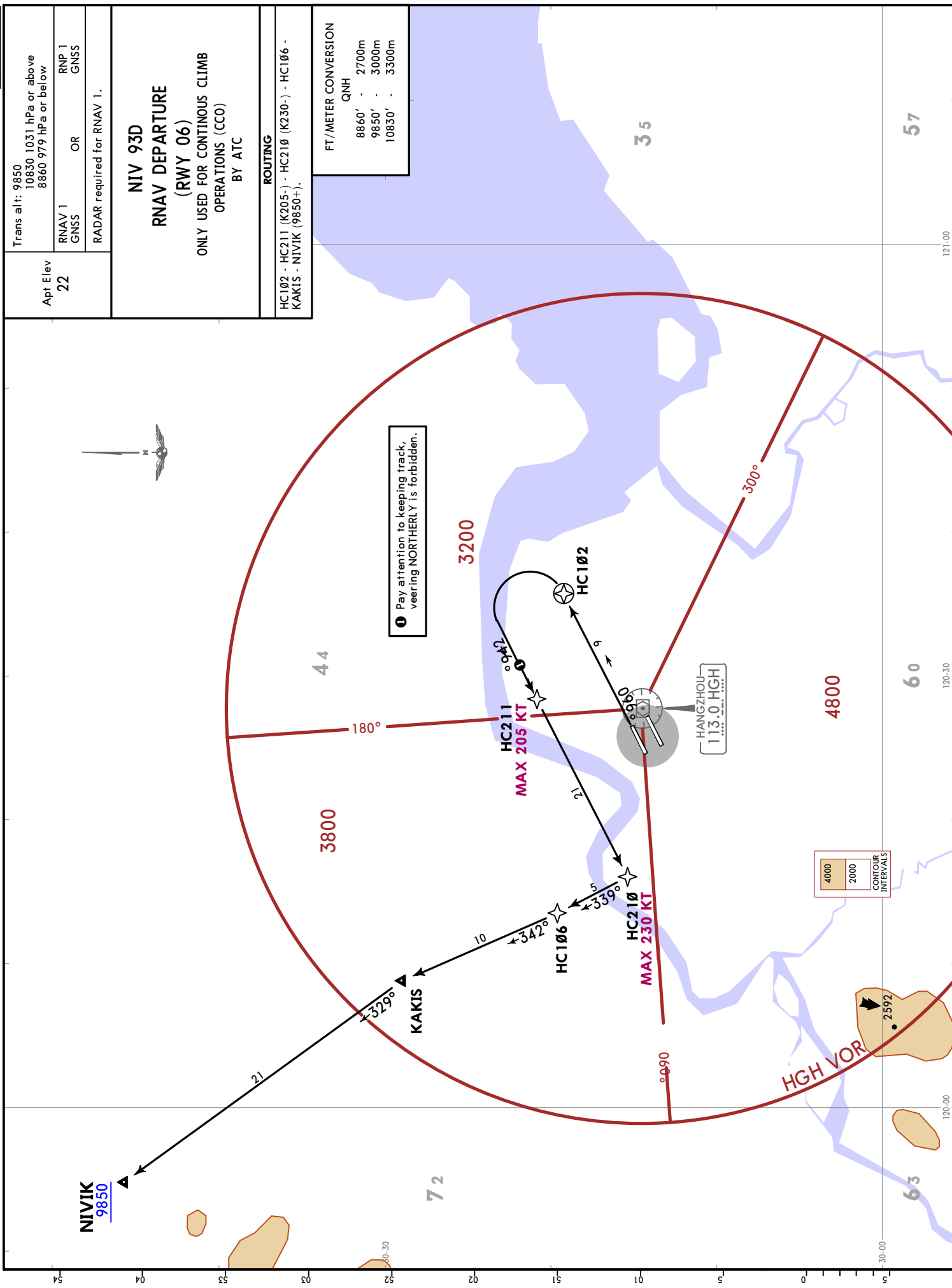
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29 SEP 23
Eff 4 Oct 1600Z
10-3H

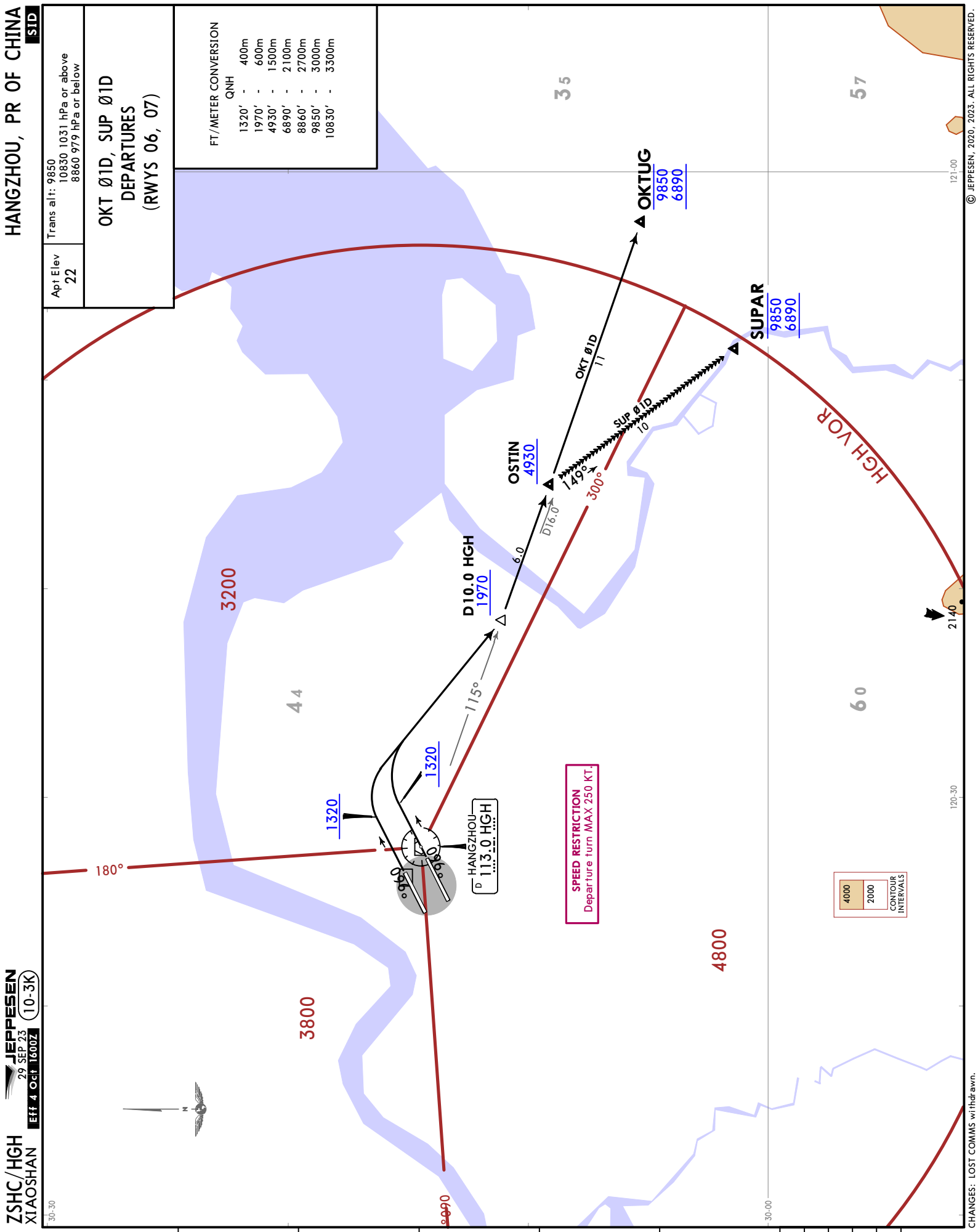
Apt Elev 22	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below		
	RNAV 1 GNSS	OR	RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Turn before DER is prohibited.			
NIV 92D RNAV DEPARTURE (RWYS 06, 07)			
RWY	ROUTING		
06	HC501 (3940+) - HC502 - HC504 - HC505 (K250+; 5910+) - HC210 (6890+; 7880-) - HC106 - KAKIS (7880- or by ATC) - NIVIK (9850+).		
07	(500+) - HC503 (1650+) - HC504 - HC505 (K250+; 5910+) - HC210 (6890+; 7880-) - HC106 - KAKIS (7880- or by ATC) - NIVIK (9850+).		

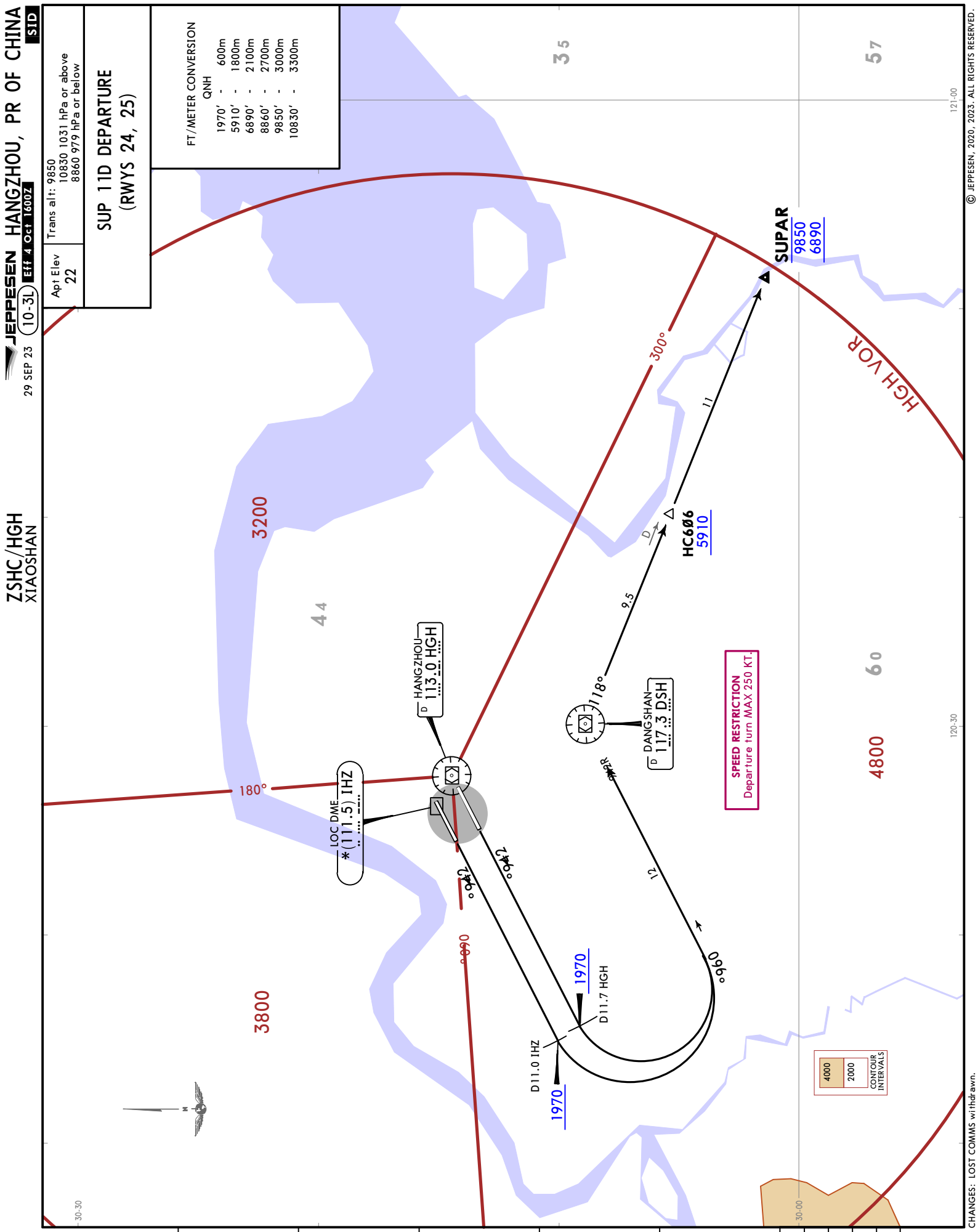


Apt Elev 22	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	
	RNAV 1 GNSS	RNP 1 GNSS
	OR	
RADAR required for RNAV 1.		
NIV 93D RNAV DEPARTURE (RWY 06) ONLY USED FOR CONTINUOUS CLIMB OPERATIONS (CCO) BY ATC		
ROUTING HC102 - HC211 (K205-) - HC210 (K230-) - HC106 - KAK1S - NIVIK (9850+).		

FT/METER CONVERSION	
QNH	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	





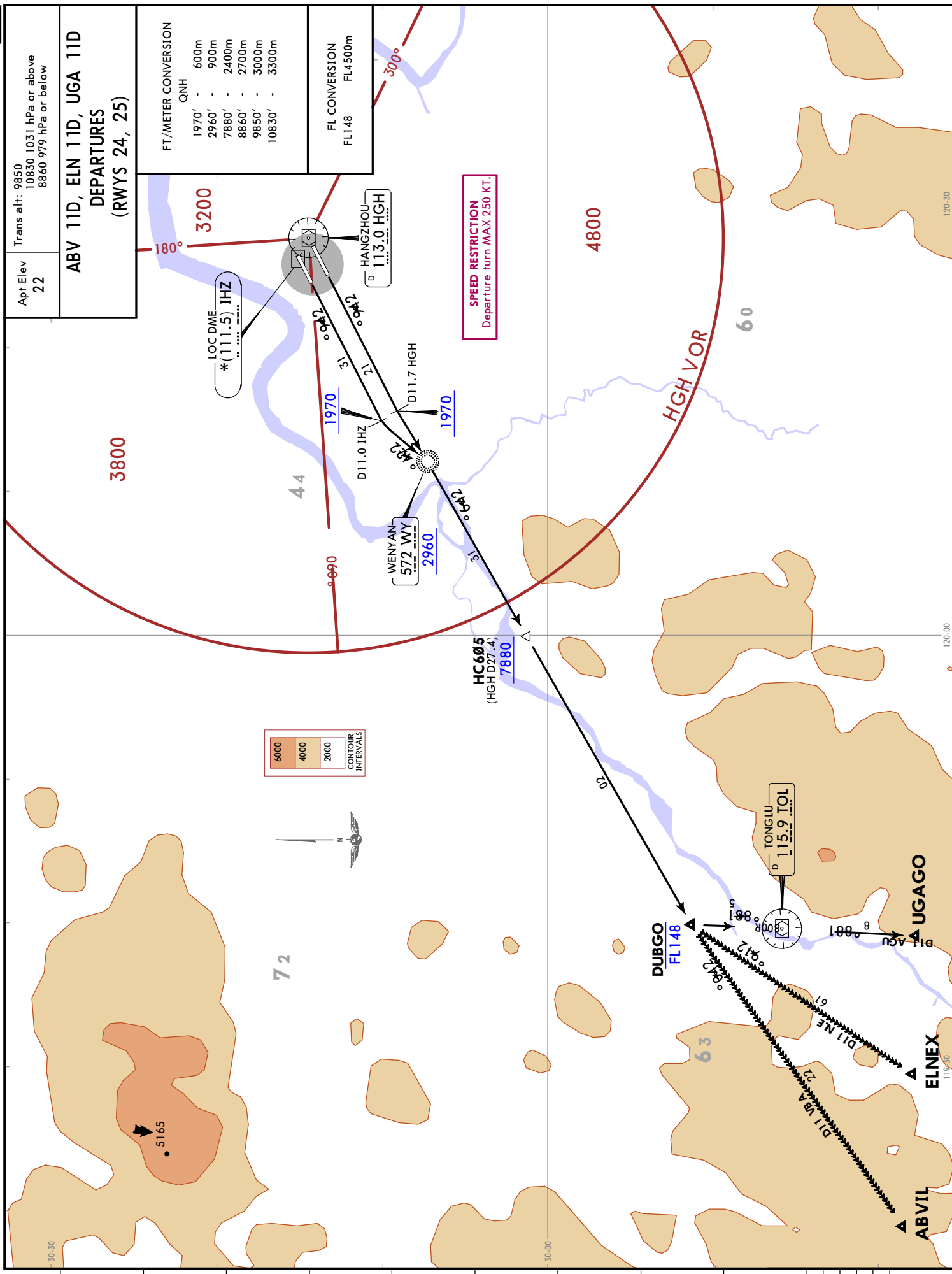


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29 SEP 23 10-3N Eff 4 Oct 1600Z

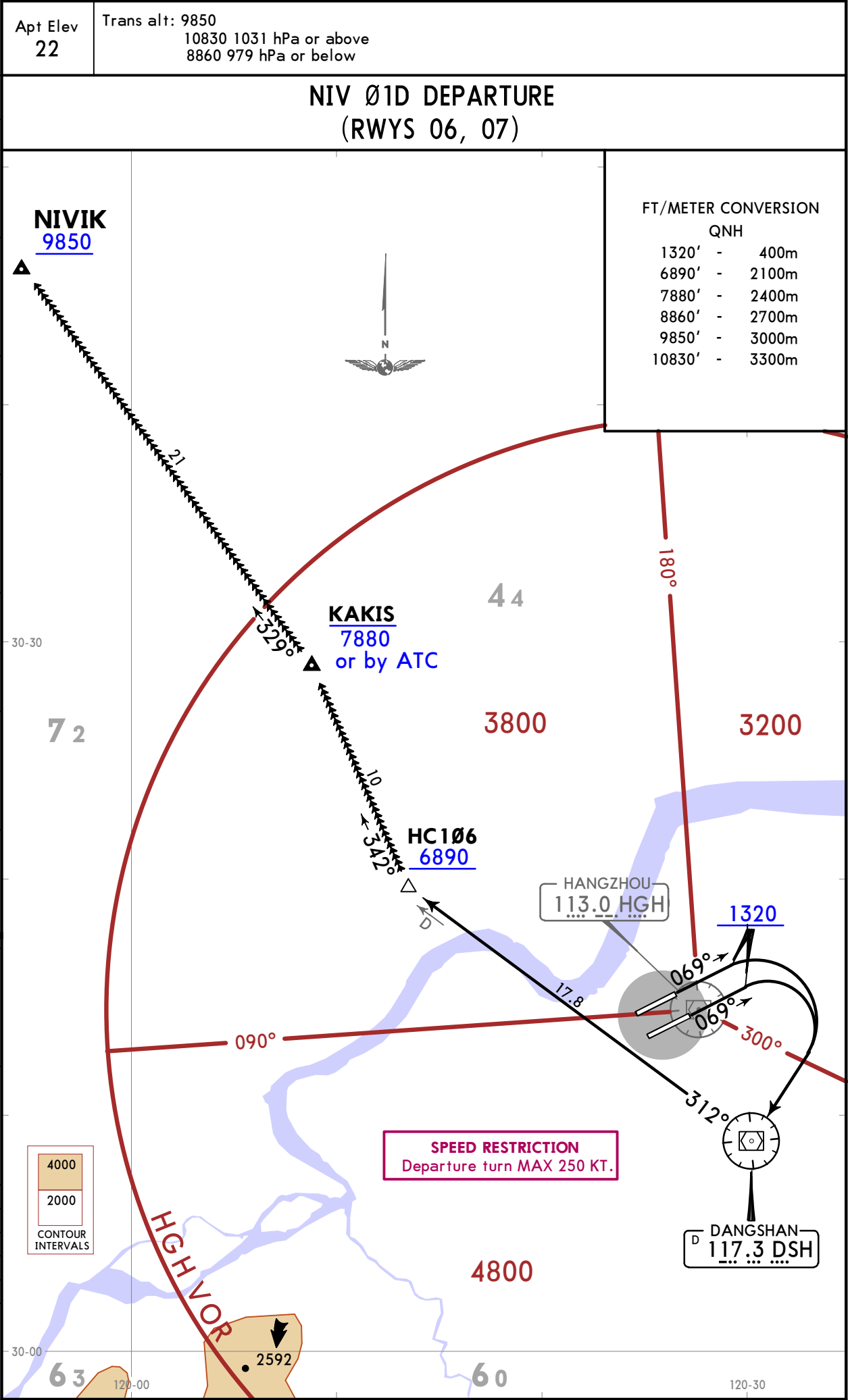
JEPPESEN HANGZHOU, PR OF CHINA

SID



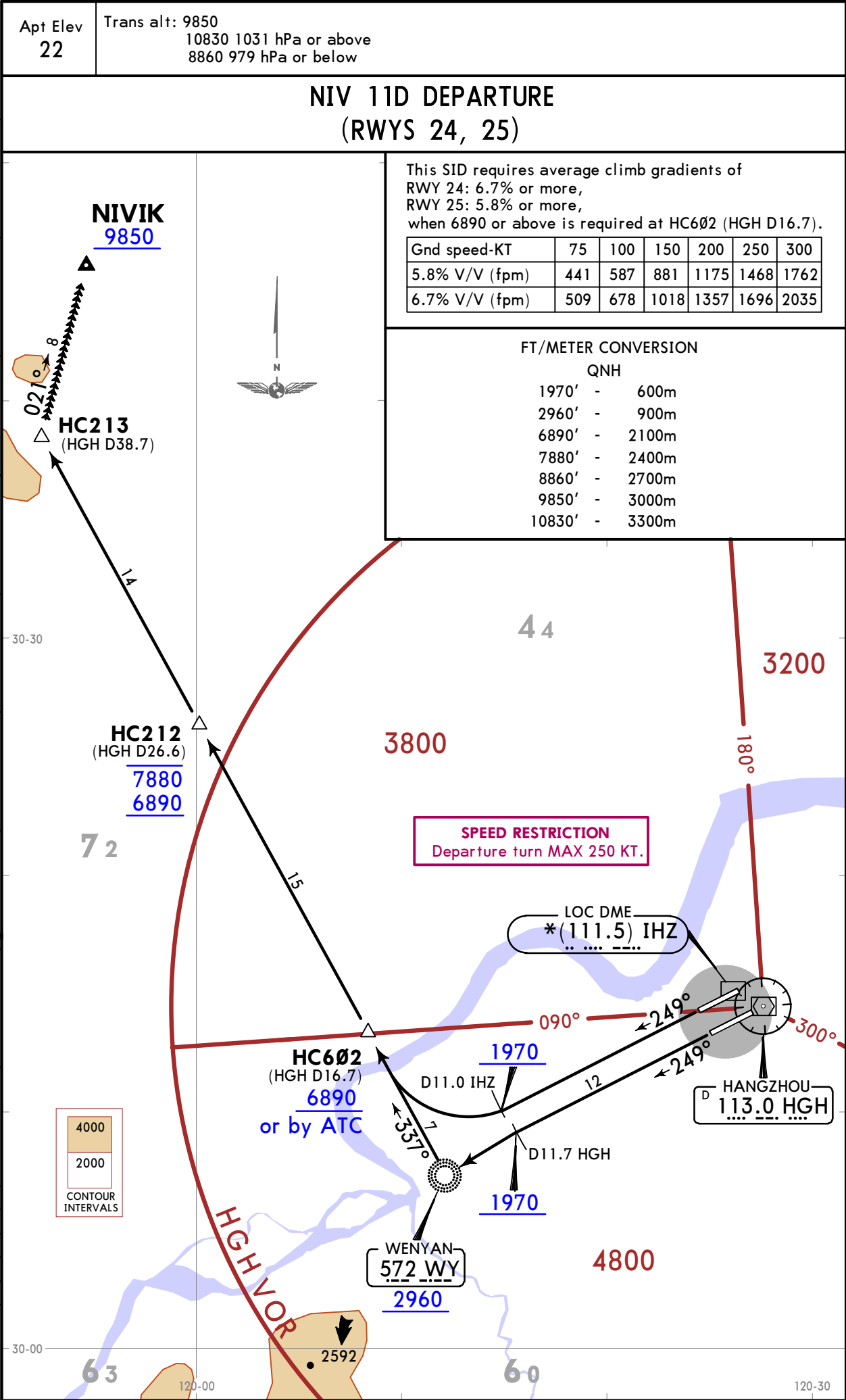
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29 SEP 23 10-3P Eff 4 Oct 1600Z SID



ZSHC/HGH
XIAOSHAN

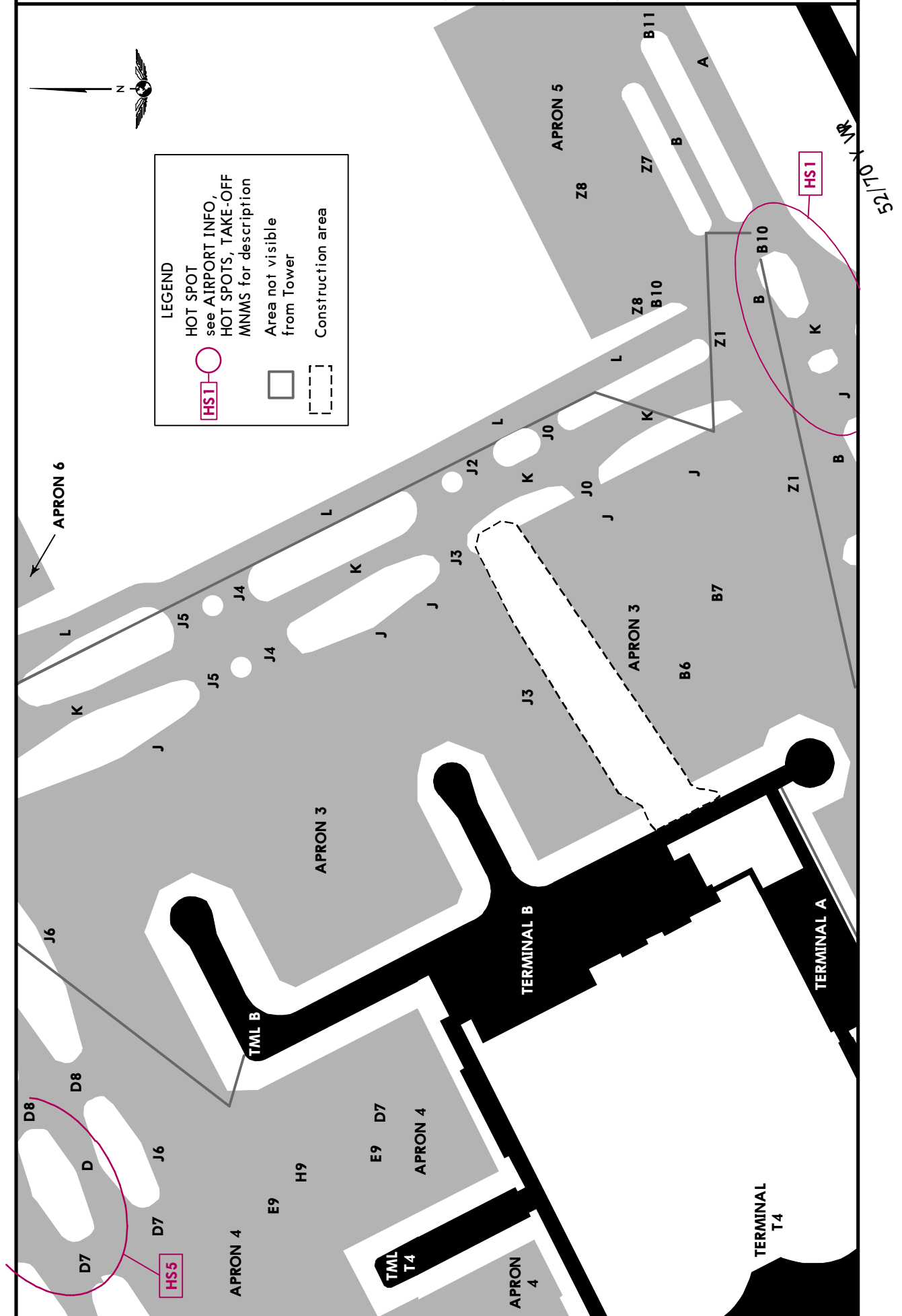
JEPPesen HANGZHOU, PR OF CHINA
29 SEP 23 (10-3Q) Eff 4 Oct 1600Z SID



CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

Exercise caution while landing, taking off and taxiing.



CHANGES: New TEMP chart.

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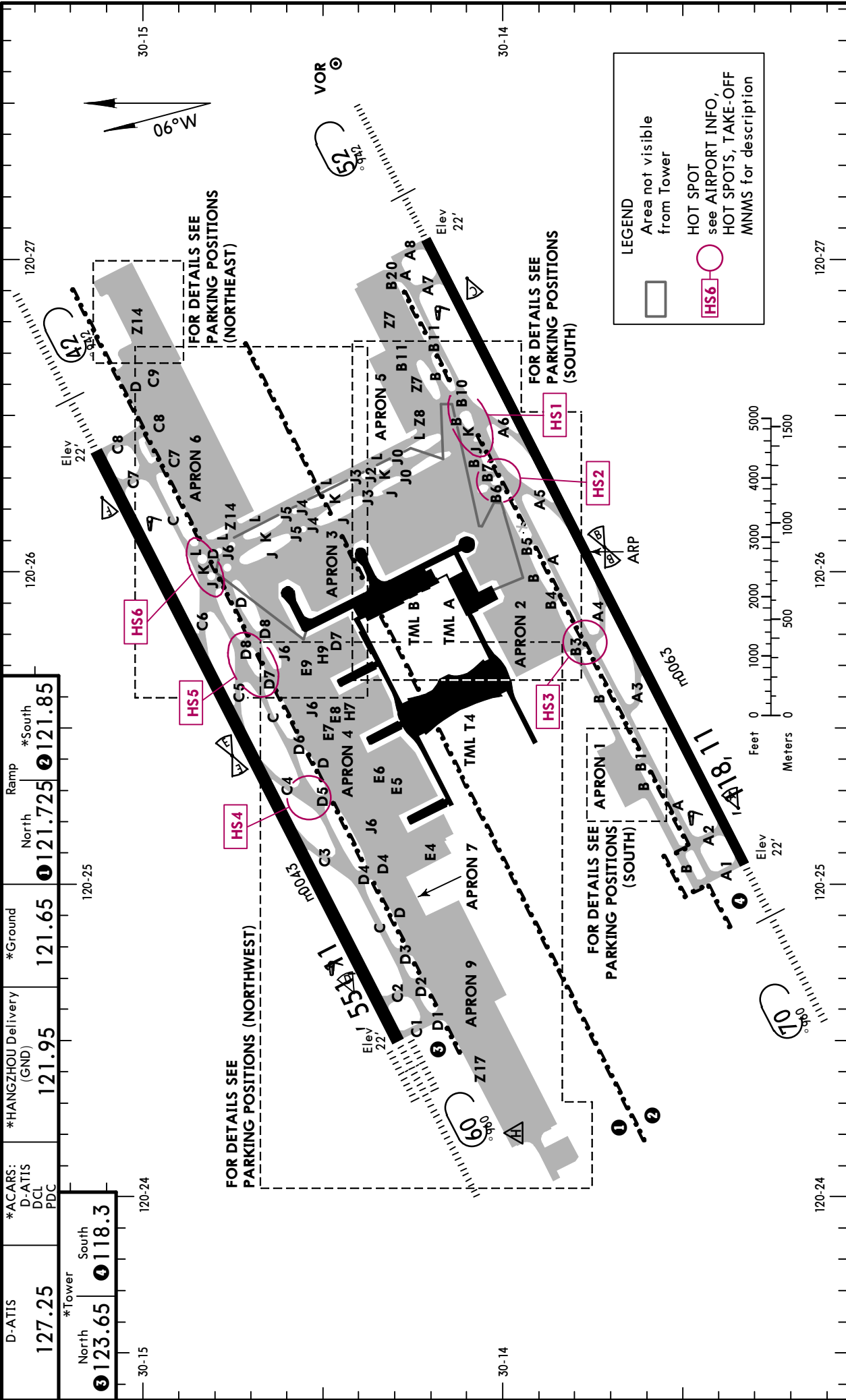
ZSHC/HGH

Apt Elev 22'
N30 13.7 E120 26.0

JEPPesen HANGZHOU, PR OF CHINA

18 OCT 24 10-9 Eff 30 Oct 1600Z

XIAOSHAN



CHANGES: None.

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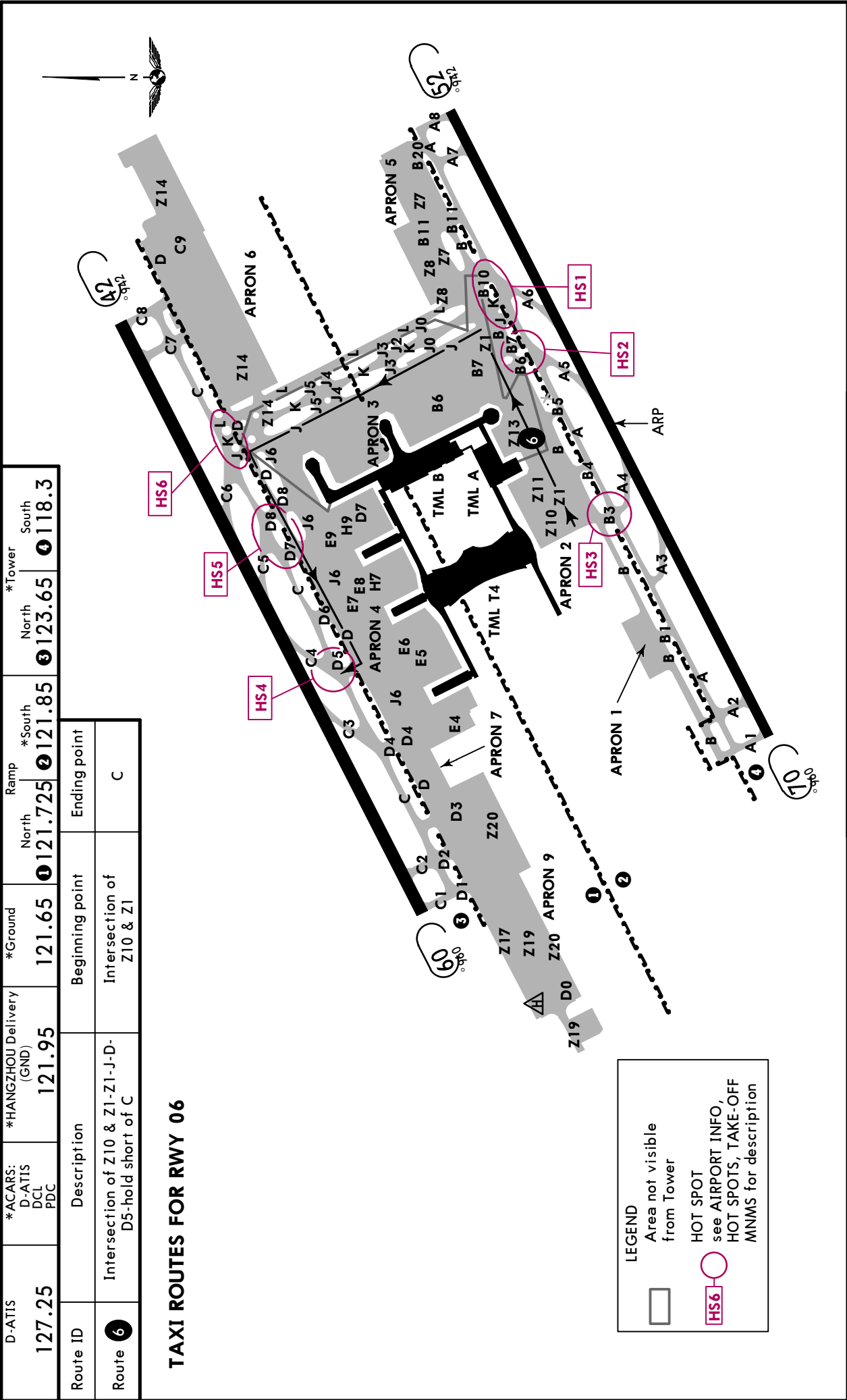
ZSHC/HGH

 **JEPPESENHANGZHOU, PR OF CHINA**
18 OCT 24 **(10-9A)** **Eff 30 Oct 1600Z** **XIAOSHAN**

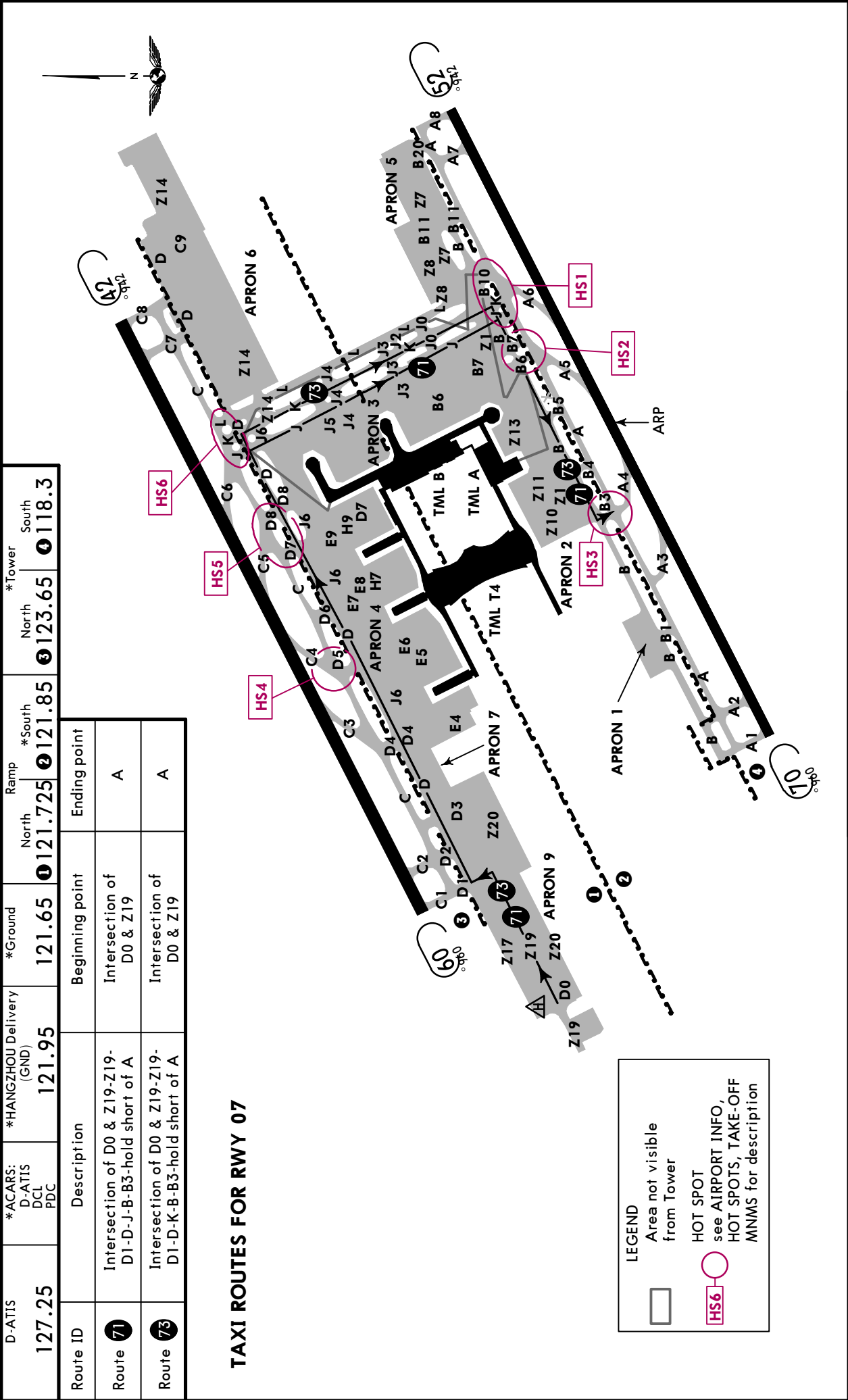
ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
					Threshold	Glide Slope			
06 ① 24	HIRL (60m)	CL (15m)	② HIALS-II SFL TDZ	③ ⑦ ⑧ RVR		10,148' 3093m	⑨	197' 60m	
	HIRL (60m)	CL (15m)	② HIALS SFL	④ ⑦ ⑧ RVR					
07 ① 25	HIRL (60m)	CL (15m)	② HIALS SFL	⑤ ⑦ ⑧ RVR		10,797' 3291m	⑨	148' 45m	
	HIRL (60m)	CL (15m)	② HIALS SFL	⑥ ⑦ ⑧ RVR					
① Rwy grooved ② length 900m ③ HSTIL-C5 & C6 ④ HSTIL-C4 & C3 ⑤ HSTIL-A5 & A6 ⑥ HSTIL-A4 & A3 ⑦ PAPI-L (angle 3.0°) ⑧ OFZ									
⑨ TAKE-OFF RUN AVAILABLE (If pilot can not accept int take-off, inform ATC immediately.)									
RWY 06:					RWY 24:				
From rwy head		11,155' (3400m)			From rwy head		11,155' (3400m)		
twy C2 int		10,456' (3187m)			twy C7 int		10,456' (3187m)		
RWY 07:					RWY 25:				
From rwy head		11,811' (3600m)			From rwy head		11,811' (3600m)		
twy A2 int		11,115' (3388m)			twy A7 int		11,115' (3388m)		
HOT SPOTS HS1 Aircraft shall hold short of TWYs J, K, B10 before enter TWY A. Aircraft are forbidden to enter TWY A without ATC clearance. Aircraft taxiing from TWY B10 to TWY A shall avoid entering TWY A6 by mistake. HS2 Aircraft shall hold short of TWYs B6 or B7 before enter TWY A. Aircraft are forbidden to enter TWY A without ATC clearance. Aircraft taxiing from TWYs B6 or B7 to TWY A shall avoid entering TWY A5 by mistake. HS3 Aircraft shall hold short of TWY B3 before enter TWY A. Aircraft are forbidden to enter TWY A without ATC clearance. Aircraft taxiing from TWY B3 to TWY A shall avoid entering TWY A4 by mistake. HS4 Aircraft shall hold short of TWY D5 before enter TWY C. Aircraft are forbidden to enter TWY C without ATC clearance. Aircraft taxiing from TWY D5 to TWY C shall avoid entering TWY C4 by mistake. HS5 Aircraft shall hold short of TWYs D8 or D7 before enter TWY C. Aircraft are forbidden to enter TWY C without ATC clearance. Aircraft taxiing from TWYs D7 or D8 to TWY C shall avoid entering TWY C5 by mistake. HS6 Aircraft shall hold short of TWYs J, K, L before enter TWY C. Aircraft are forbidden to enter TWY C without ATC clearance. Aircraft taxiing from TWYs J or K to TWY C shall avoid entering TWY C6 by mistake.									

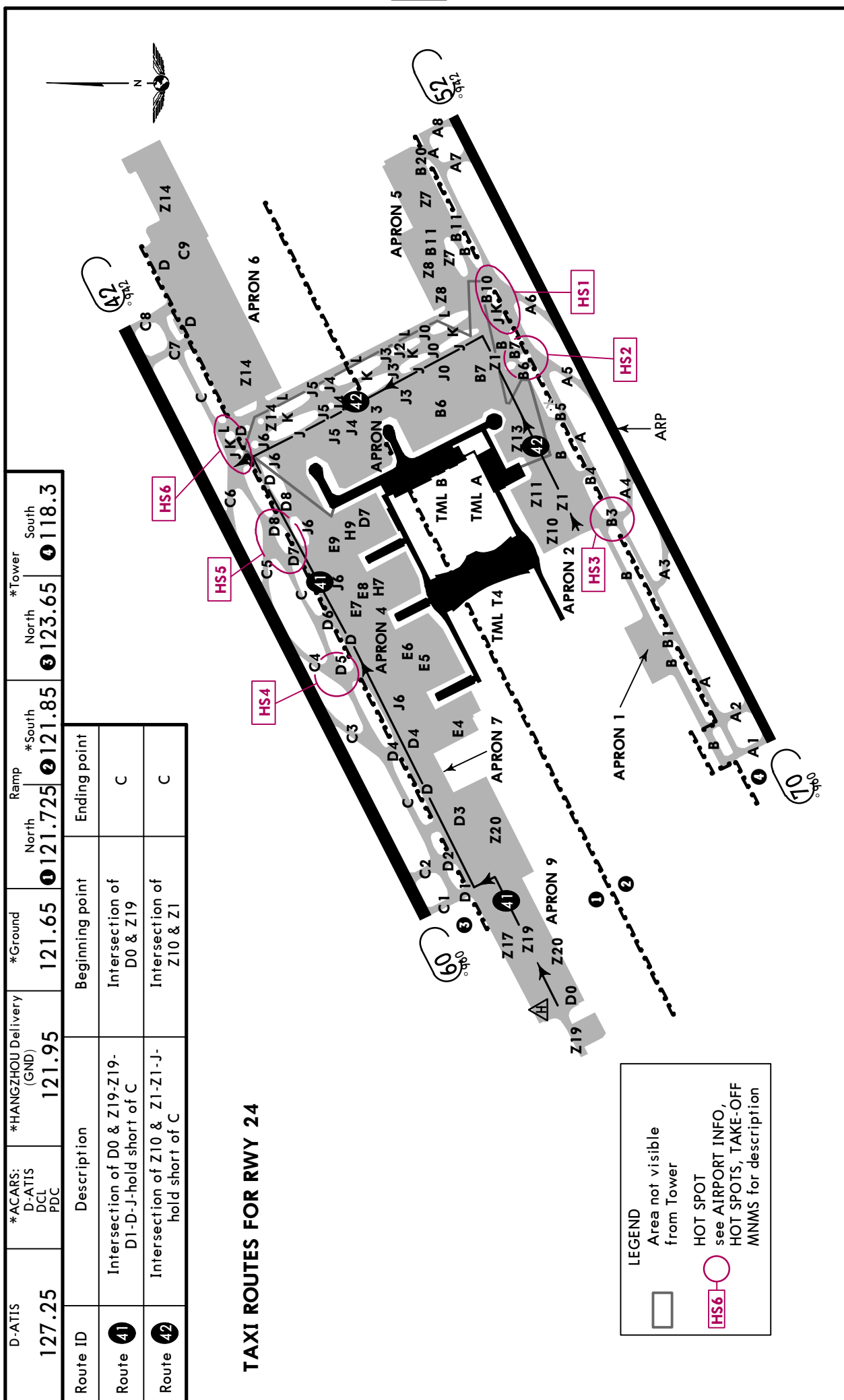
State		TAKE-OFF (with reliable alternate)					
		Rwy 06	Rwys 06/24	Rwys 07/25		All Rwys	
		LVP must be in force				RL & RCLM	NIL (DAY only)
		HUD & RL & CL	RL & CL	HUD & RL & CL	RL & CL		
2 TURB Eng or 3 & 4 Eng	A	R150m	R200m	R200m	R200m	R400m V800m	R500m V800m
	B						
	C						
	D						
Other 1 & 2 Eng		Minimums not established by CAAC				Ceiling 100m/V1600m	

ZSHC/HGH



ZSHC/HGH

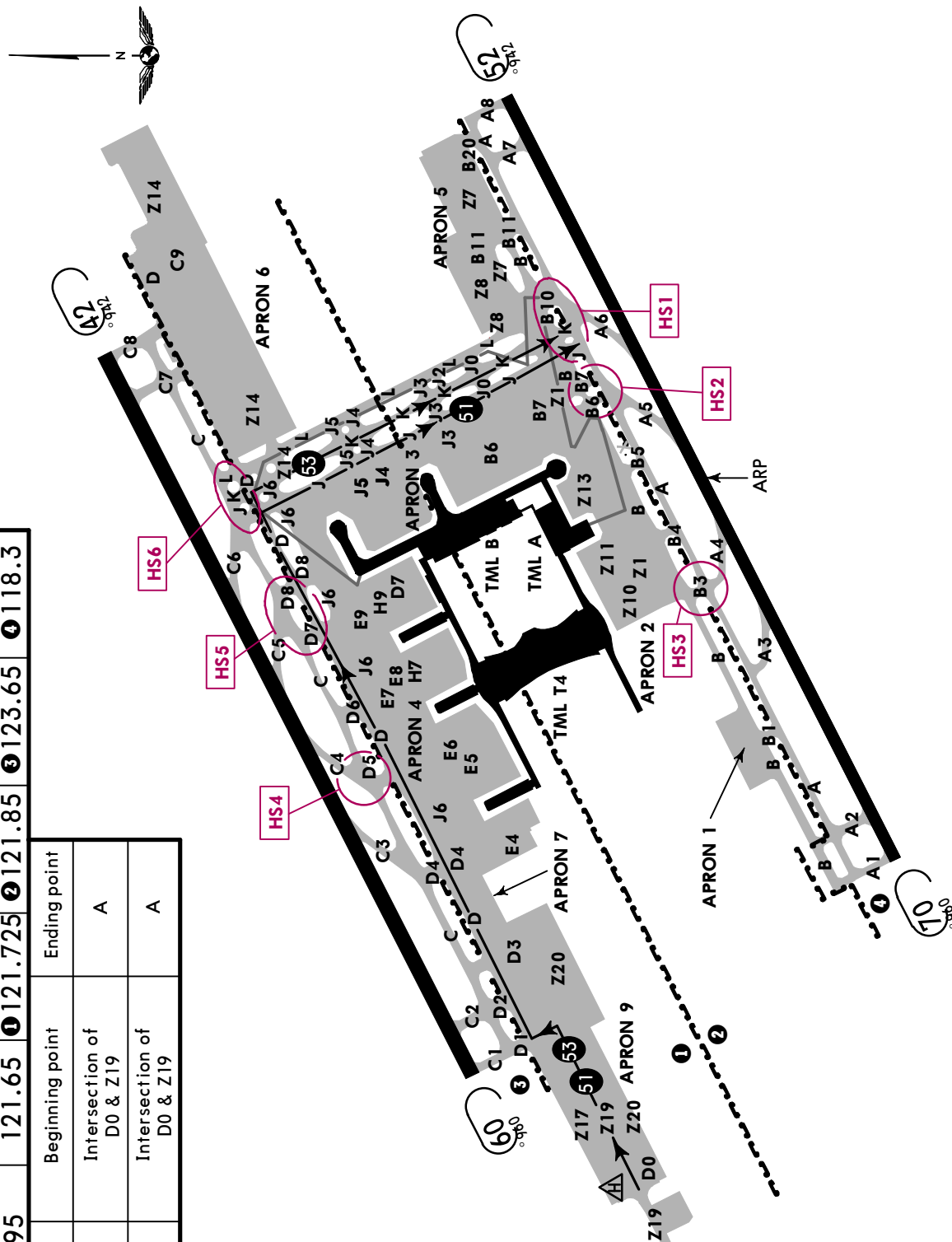




D-ATIS	*ACARS: D-ATIS DCL PDC	*HANGZHOU Delivery (GND)	*Ground	Ramp North *South	*Tower North South
127.25		121.95	121.65	①121.725 ②121.85	③123.65 ④118.3

Route ID	Description	Beginning point	Ending point
Route 51	Intersection of D0 & Z19-Z19-D1-D-J-hold short of A	Intersection of D0 & Z19	A
Route 53	Intersection of D0 & Z19-Z19-D1-D-K-hold short of A	Intersection of D0 & Z19	A

TAXI ROUTES FOR RWY 25



LEGEND

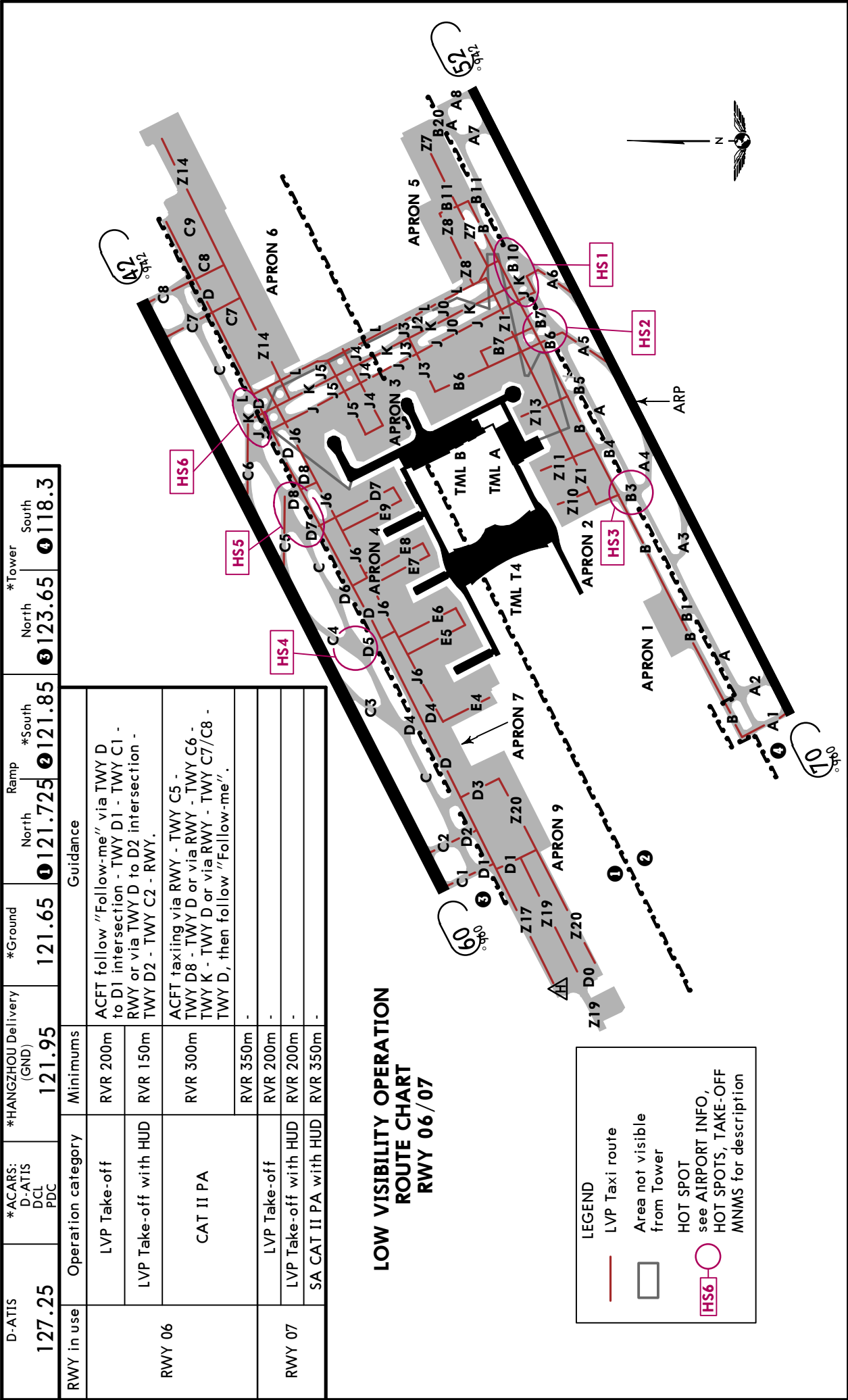
Area not visible from Tower

HOT SPOT

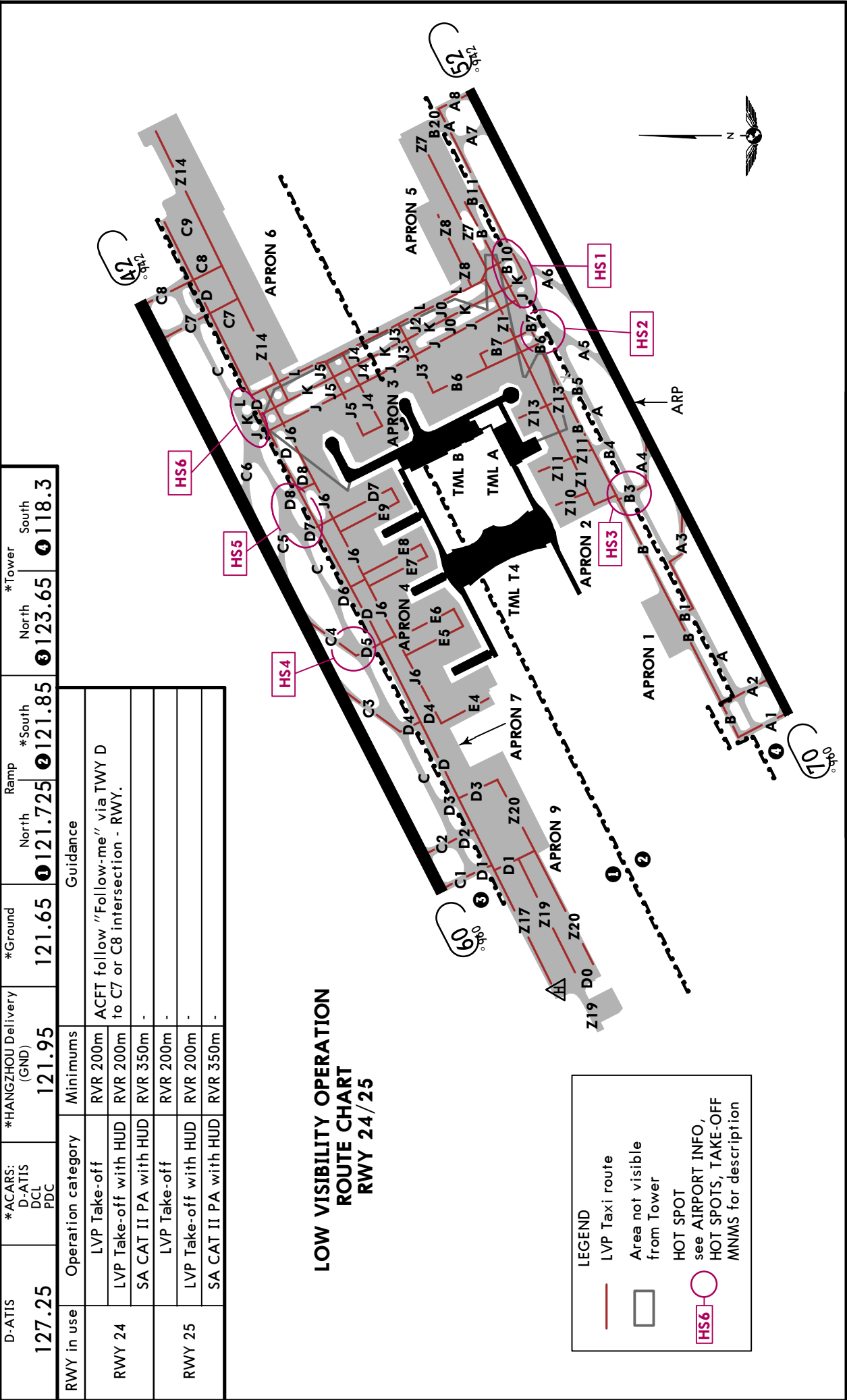
see AIRPORT INFO,
HOT SPOTS, TAKE-OFF
MNMS for description

ZSHC/HGH

JEPPesen HANGZHOU, PR OF CHINA
3 MAY 24 10-9F Eff 15 May 1600Z XIAOSHAN



ZSHC/HGH



ZSHC/HGH

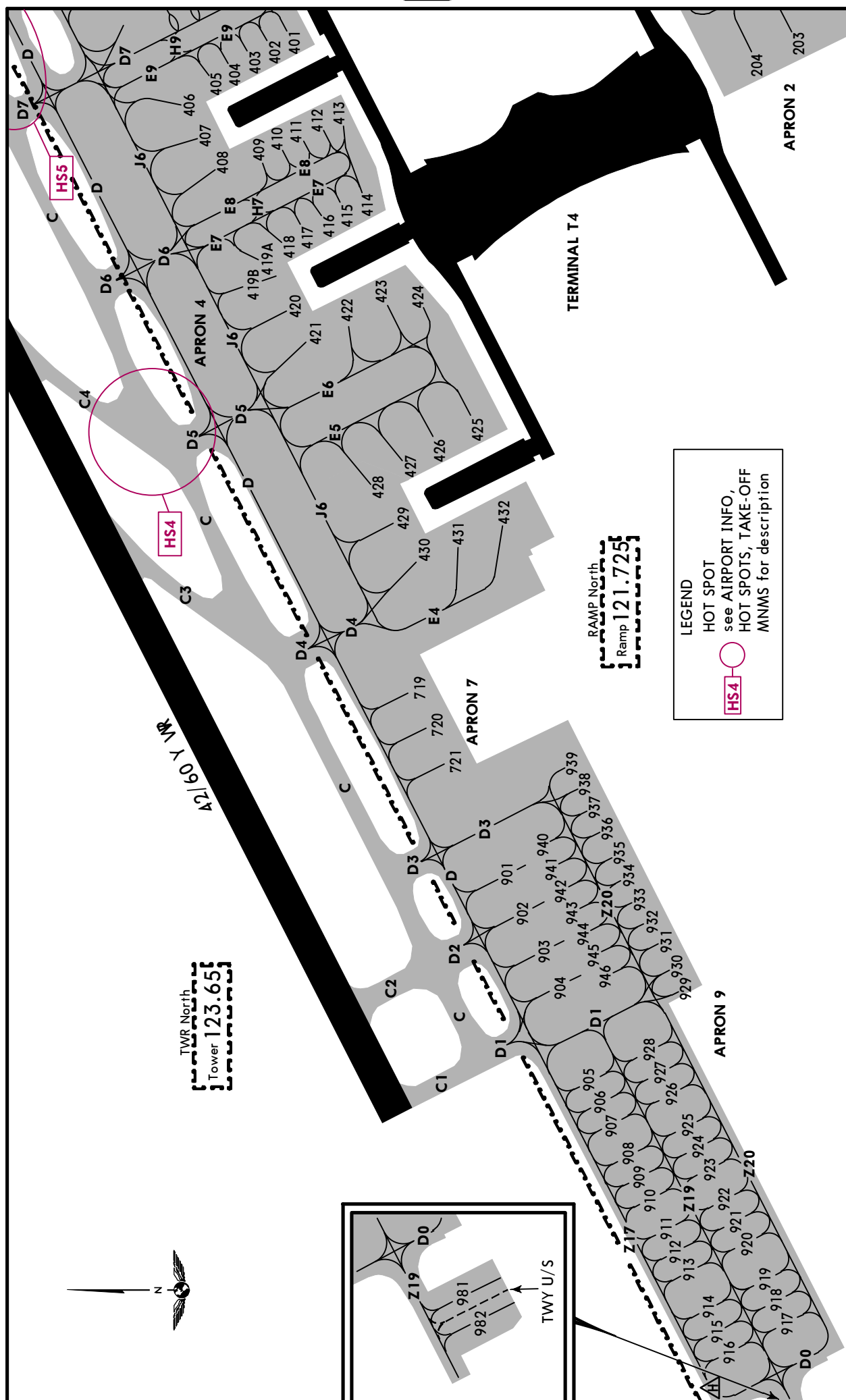
JEPPesen HANGZHOU, PR OF CHINA

3 MAY 24

10-9H

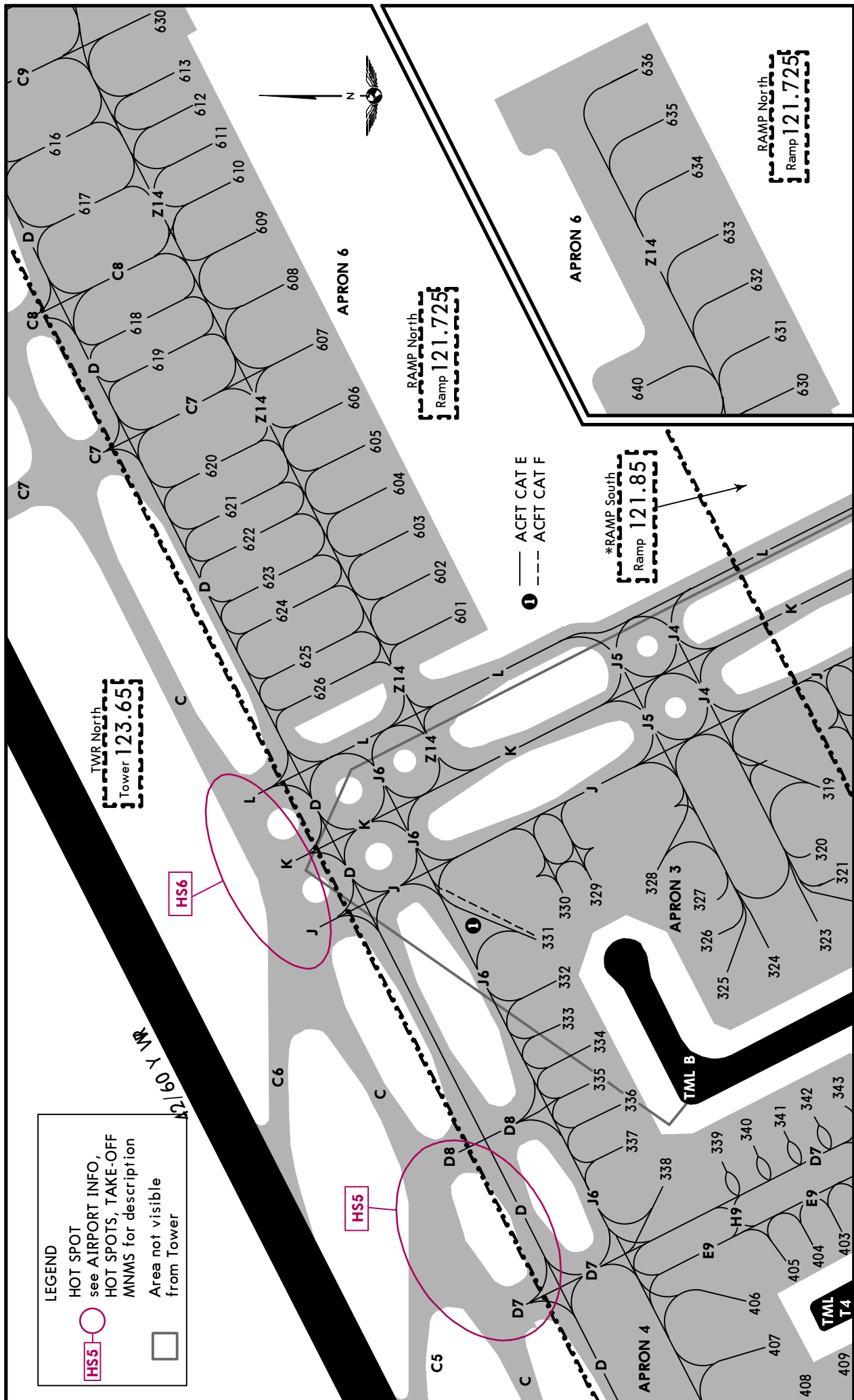
Eff 15 May 1600Z

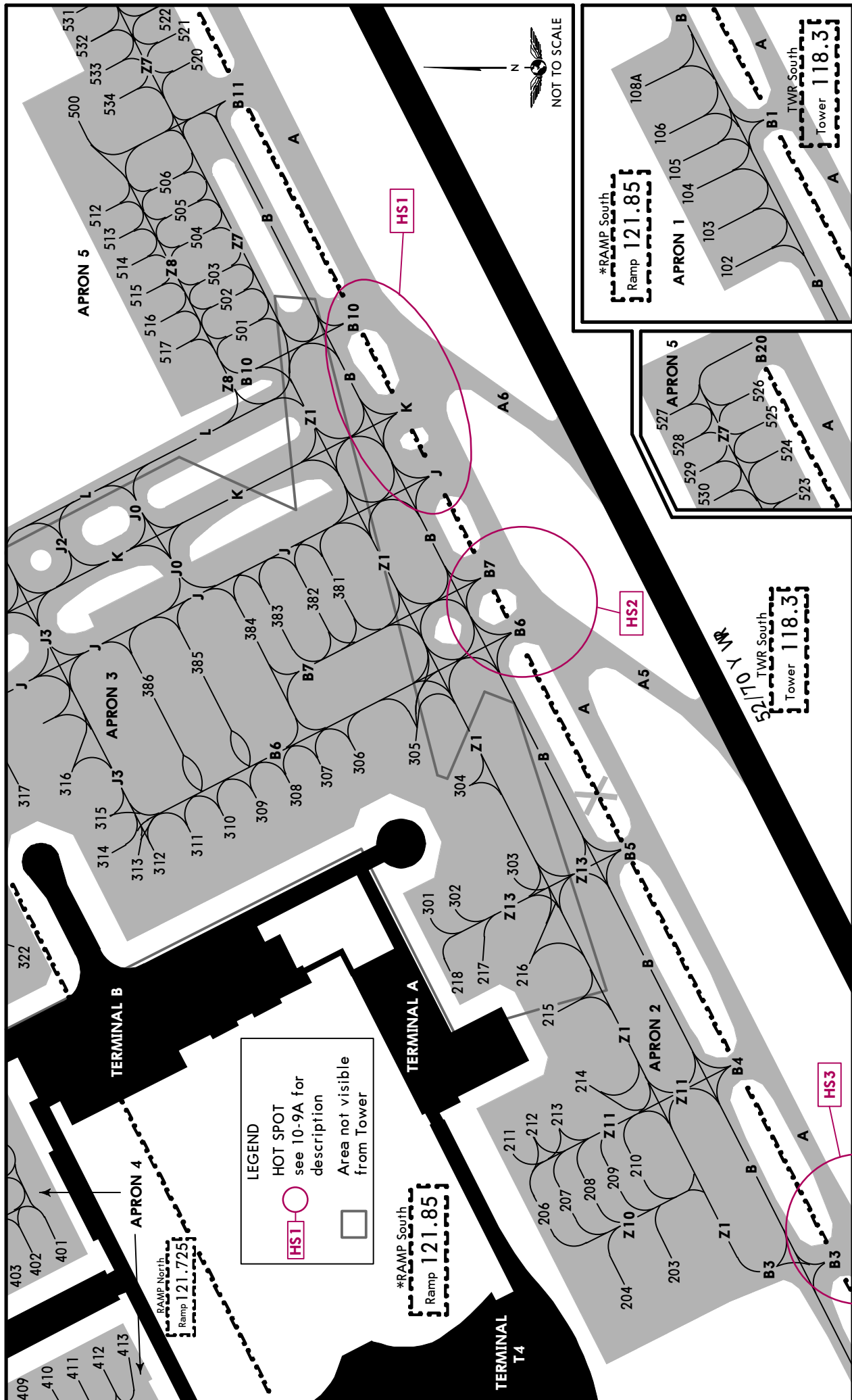
XIAOSHAN



CHANGES: Apron, TWYs D4, E4 and J6.

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CHANGES: Guide lines.

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ZSHC/HGH


JEPPESSEN
14 JUL 23 **(10-9S)**
EASA AIR OPS
HANGZHOU, PR OF CHINA
XIAOSHAN

STRAIGHT-IN RWY	A	B	C	D
06 CAT 2 RNAV ILS DME Z or CAT 2 ILS DME Y	122' (100') RA 102' R300m	122' (100') RA 102' R300m	122' (100') RA 102' R300m	122' (100') RA 102' ① R300m
② SA CAT 2 RNAV ILS DME Z or ② SA CAT 2 ILS DME Y	122' (100') RA 102' ③ R350m	122' (100') RA 102' ③ R350m	122' (100') RA 102' ③ R350m	122' (100') RA 102' ③ R350m
② SA CAT 1 RNAV ILS DME Z or ② SA CAT 1 ILS DME Y	172' (150') RA 151' R450m	172' (150') RA 151' R450m	172' (150') RA 151' R450m	172' (150') RA 151' R450m
RNAV ILS DME Z or ILS DME Y	222' (200') R550m V800m	222' (200') R550m V800m	222' (200') R550m V800m	222' (200') R550m V800m
TDZ or CL out ALS out	④ R550m V800m R/V1200m	④ R550m V800m R/V1200m	④ R550m V800m R/V1200m	④ R550m V800m R/V1200m
⑤ LOC	560' (538') R/V2400m	560' (538') R/V2400m	560' (538') R/V2600m	560' (538') R/V2800m
ALS out	R/V3200m	R/V3200m	R/V3200m	R/V3200m
07				
② SA CAT 2 RNAV ILS DME Z or ② SA CAT 2 ILS DME Y	122' (100') RA 105' ③ R350m	122' (100') RA 105' ③ R350m	122' (100') RA 105' ③ R350m	122' (100') RA 105' ③ R350m
② SA CAT 1 RNAV ILS DME Z or ② SA CAT 1 ILS DME Y	172' (150') RA 155' R450m	172' (150') RA 155' R450m	172' (150') RA 155' R450m	172' (150') RA 155' R450m
RNAV ILS DME Z or ILS DME Y	222' (200') ④ R550m V800m	222' (200') ④ R550m V800m	222' (200') ④ R550m V800m	222' (200') ④ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
⑤ LOC	430' (408') R/V1600m	430' (408') R/V1600m	430' (408') R/V1800m	430' (408') R/V2000m
ALS out	R/V2400m	R/V2400m	R/V2400m	R/V2400m
⑤ VOR DME	500' (478') R/V2000m	500' (478') R/V2000m	500' (478') R/V2200m	500' (478') R/V2400m
ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m
24				
② SA CAT 2 RNAV ILS DME Z or ② SA CAT 2 ILS DME Y	122' (100') RA 102' ③ R350m	122' (100') RA 102' ③ R350m	122' (100') RA 102' ③ R350m	122' (100') RA 102' ③ R350m
② SA CAT 1 RNAV ILS DME Z or ② SA CAT 1 ILS DME Y	172' (150') RA 155' R450m	172' (150') RA 155' R450m	172' (150') RA 155' R450m	172' (150') RA 155' R450m
RNAV ILS DME Z or ILS DME Y	222' (200') ④ R550m V800m	222' (200') ④ R550m V800m	222' (200') ④ R550m V800m	222' (200') ④ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
⑤ LOC	500' (478') R/V2000m	500' (478') R/V2000m	500' (478') R/V2200m	500' (478') R/V2400m
ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m

① Requires autoland or HUDLS, otherwise: R350m.

② HUD required.

③ CL out: R400m.

④ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

⑤ Continuous Descent Final Approach.

ZSHC/HGH



EASA AIR OPS

HANGZHOU, PR OF CHINA
XIAOSHAN

STRAIGHT-IN RWY	A	B	C	D
25				
① SA CAT 2 RNAV ILS DME Z or ① SA CAT 2 ILS DME Y	122' (100') RA 105' ② R350m	122' (100') RA 105' ② R350m	122' (100') RA 105' ② R350m	122' (100') RA 105' ② R350m
① SA CAT 1 RNAV ILS DME Z or ① SA CAT 1 ILS DME Y	172' (150') RA 155' R450m	172' (150') RA 155' R450m	172' (150') RA 155' R450m	172' (150') RA 155' R450m
RNAV ILS DME Z or ILS DME Y	222' (200') ③ R550m V800m	222' (200') ③ R550m V800m	222' (200') ③ R550m V800m	222' (200') ③ R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
④ LOC	460' (438') R/V1800m	460' (438') R/V1800m	460' (438') R/V2000m	460' (438') R/V2200m
ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m
④ VOR DME	500' (478') R/V2000m	500' (478') R/V2000m	500' (478') R/V2200m	500' (478') R/V2400m
ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m

- ① HUD required.
② CL out: R400m.
③ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
④ Continuous Descent Final Approach.

CIRCLE-TO-LAND ⑤	100 KT	135 KT	180 KT	205 KT
	1420' (1398') V3200m	1420' (1398') V3600m	1510' (1488') V4800m	1510' (1488') V5000m

⑤ Not authorized North of runway

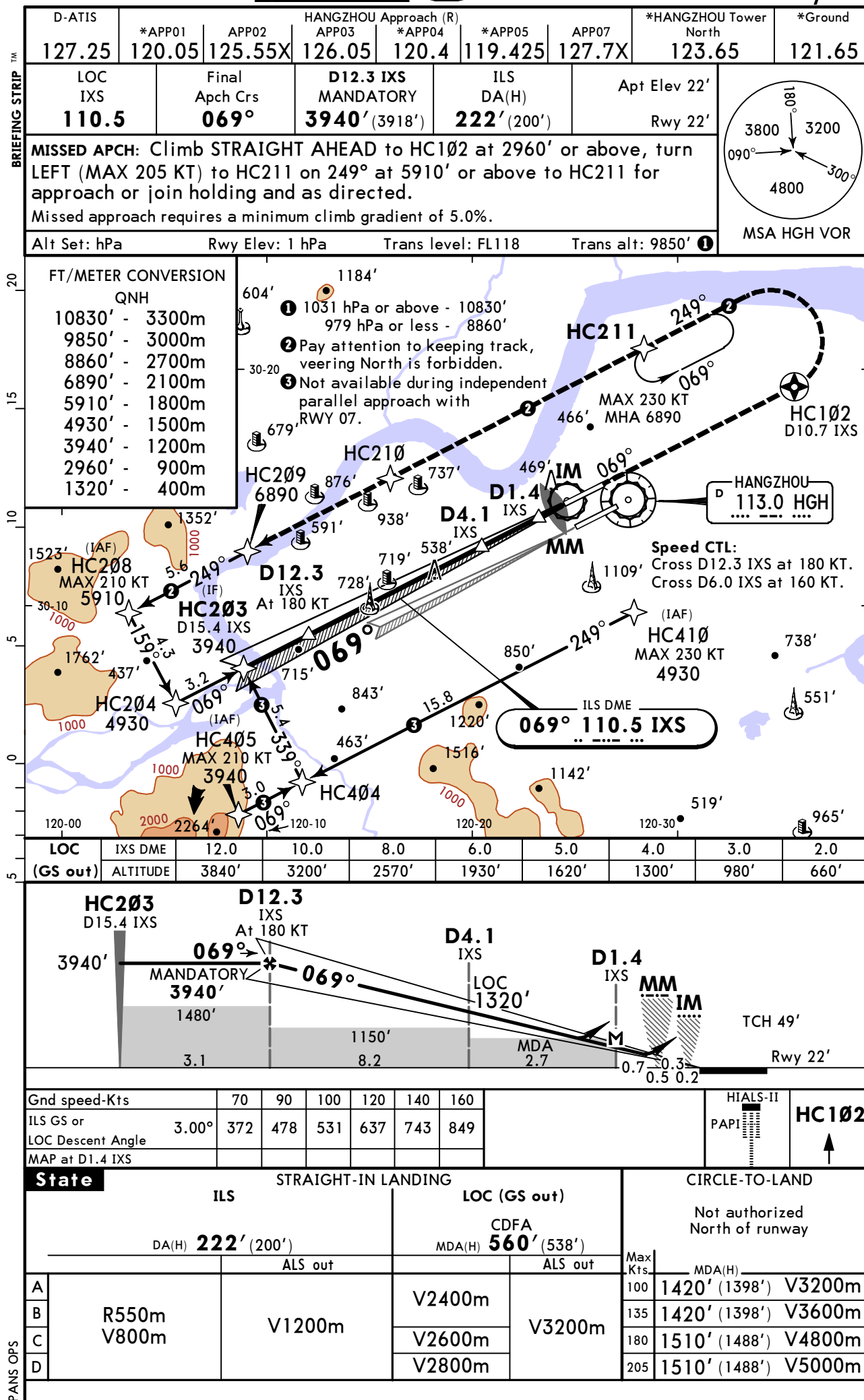
TAKE-OFF		(with reliable alternate)					
		Rwy 06	Rwys 06/24	Rwys 07/25		All Rwys	
		Low Visibility Procedures required.				RL & RCLM	NIL (DAY only)
		Approval for Low Visibility Take-off required					
		HUD & RL & CL	RL & CL	HUD & RL & CL	RL & CL		
2 TURB Eng or 3 & 4 Eng	A	R150m	R200m	R200m	R200m	R400m V800m	R500m V800m
	B						
	C						
	D						
Other 1 & 2 Eng		Minimums not established by CAAC				Ceiling 100m/V1600m	

ZSHC/HGH
XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

(11-1)

HANGZHOU, PR OF CHINA
RNAV ILS DME Z Rwy 06



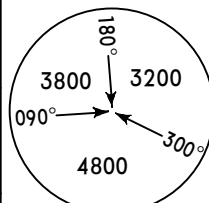
ZSHC/HGH
XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

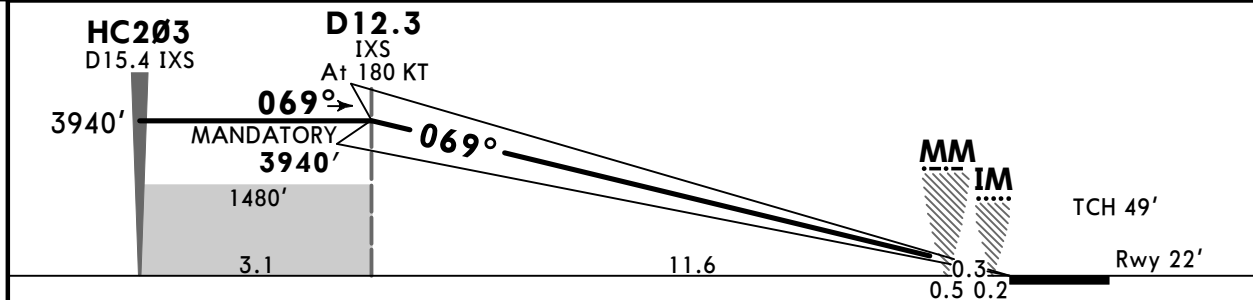
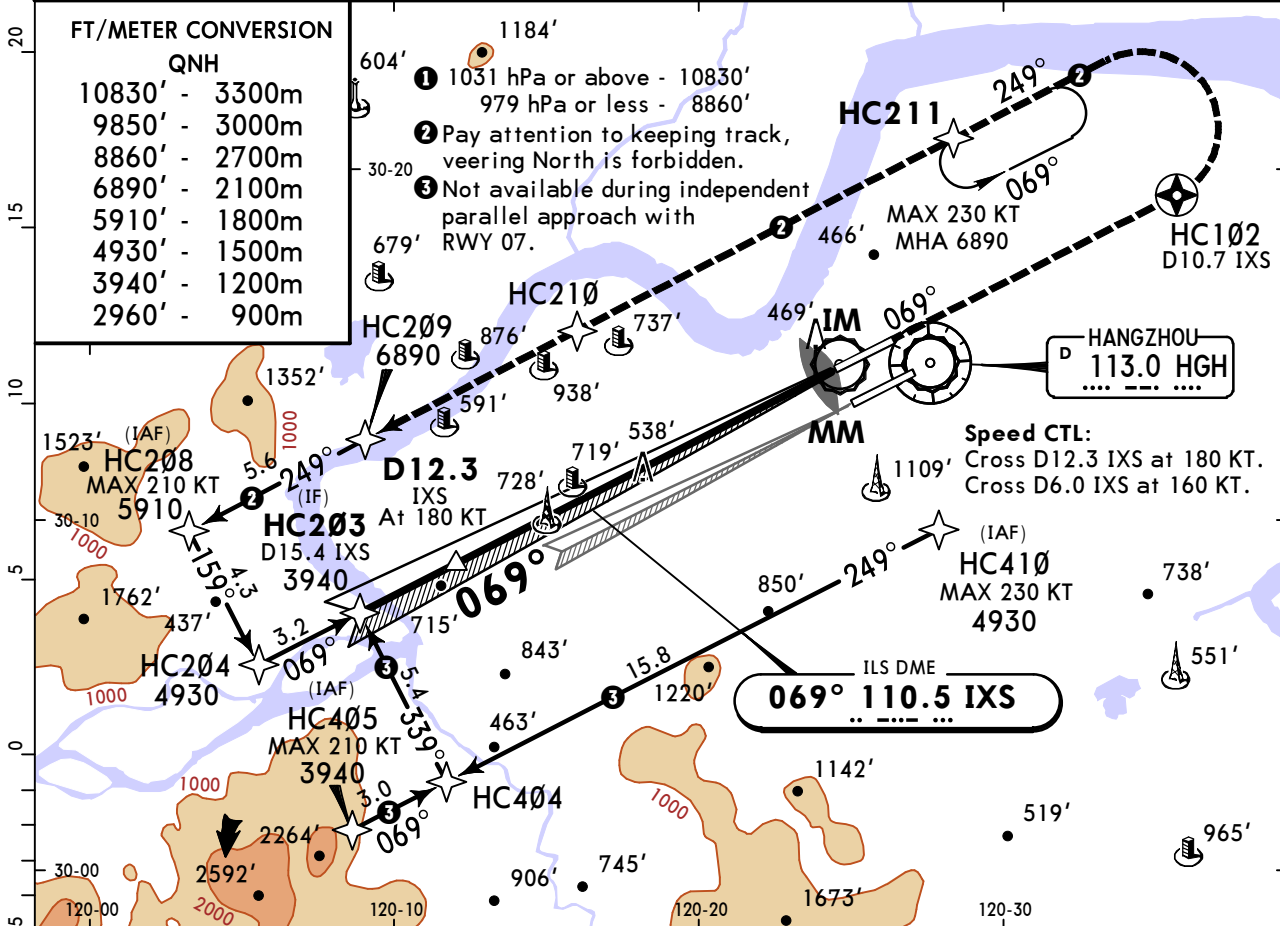
11-1A

JEPPESEN HANGZHOU, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 06

BRIEFING STRIP™

D-ATIS	*APP01	APP02	HANGZHOU Approach (R)				*HANGZHOU Tower North	*Ground
127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	123.65	121.65
LOC IXS 110.5	Final Apch Crs 069°		D12.3 IXS MANDATORY 3940' (3918')		CAT II ILS RA 102' DA(H) 122' (100')		Apt Elev 22' Rwy 22'	
MISSED APCH: Climb STRAIGHT AHEAD to HC102 at 2960' or above, turn LEFT (MAX 205 KT) to HC211 on 249° at 5910' or above to HC211 for approach or join holding and as directed. Missed apch requires a MIN climb gradient of 5.0%.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		
Special Aircrew & Acft Certification Required.								

MSA HGH VOR



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849

HIALS-II

PAPI

HC102

State

STRAIGHT-IN LANDING
CAT II ILS

RA 102'
DA(H) 122' (100')

R300m

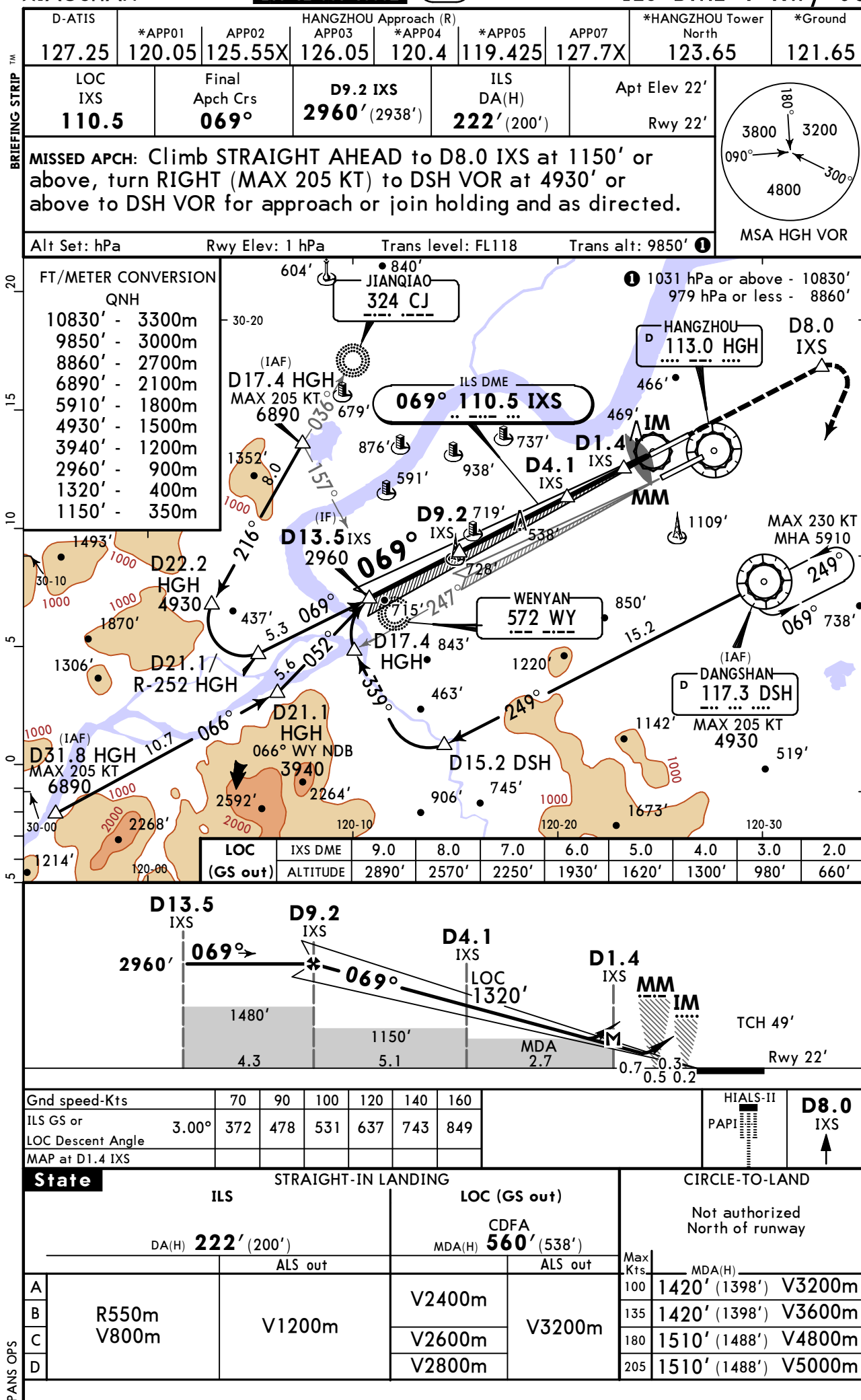
CAT D: R350m for manual operation below DH.

ZSHC/HGH
XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

(11-2)

JEPPESSEN HANGZHOU, PR OF CHINA
ILS DME Y Rwy 06

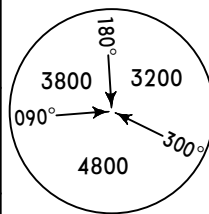


ZSHC/HGH
XIAOSHAN

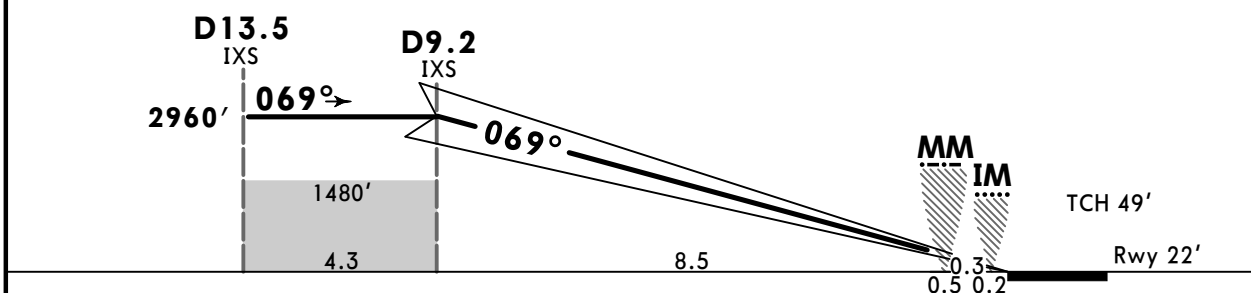
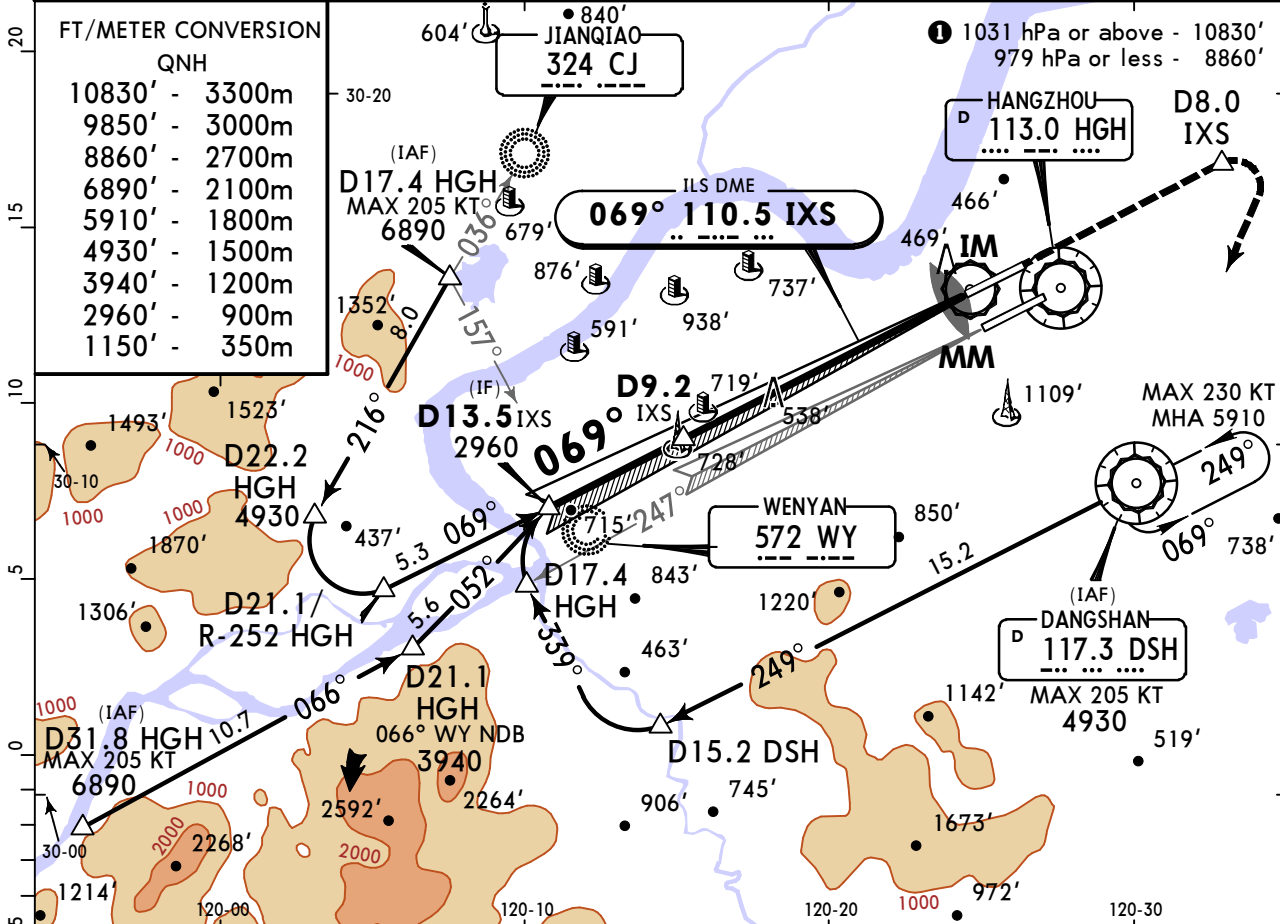
7 JUL 23
Eff 12 Jul 1600Z

JEPPESEN HANGZHOU, PR OF CHINA
CAT II ILS DME Y Rwy 06

BRIEFING STRIP

D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower North		*Ground
127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	123.65	121.65
LOC IXS 110.5	Final Apch Crs 069°		D9.2 IXS 2960' (2938')		CAT II ILS RA 102' DA(H) 122' (100')		Apt Elev 22' Rwy 22'	
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IXS at 1150' or above, turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above to DSH VOR for approach or join holding and as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		
Special Aircrew & Acft Certification Required.								

MSA HGH VOR



Gnd speed-Kts	70	90	100	120	140	160		D8.0 IXS
GS	3.00°	372	478	531	637	743		

State STRAIGHT-IN LANDING
CAT II ILS

RA 102'
DA(H) **122'** (100')

R300m

CAT D: R350m for manual operation below DH.

ZSHC/HGH



JEPPESSEN

HANGZHOU, PR OF CHINA

SA CAT I & SA CAT II

RNAV ILS DME Z Rwy 06

XIAOSHAN

7 JUL 23

Eff 12 Jul 1600Z

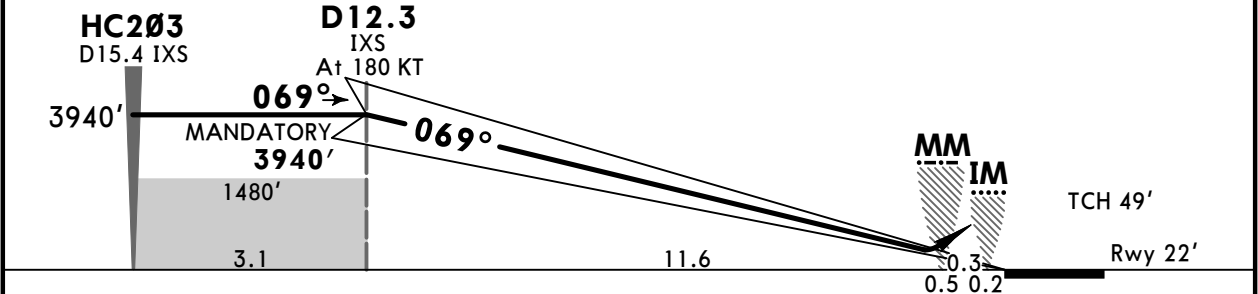
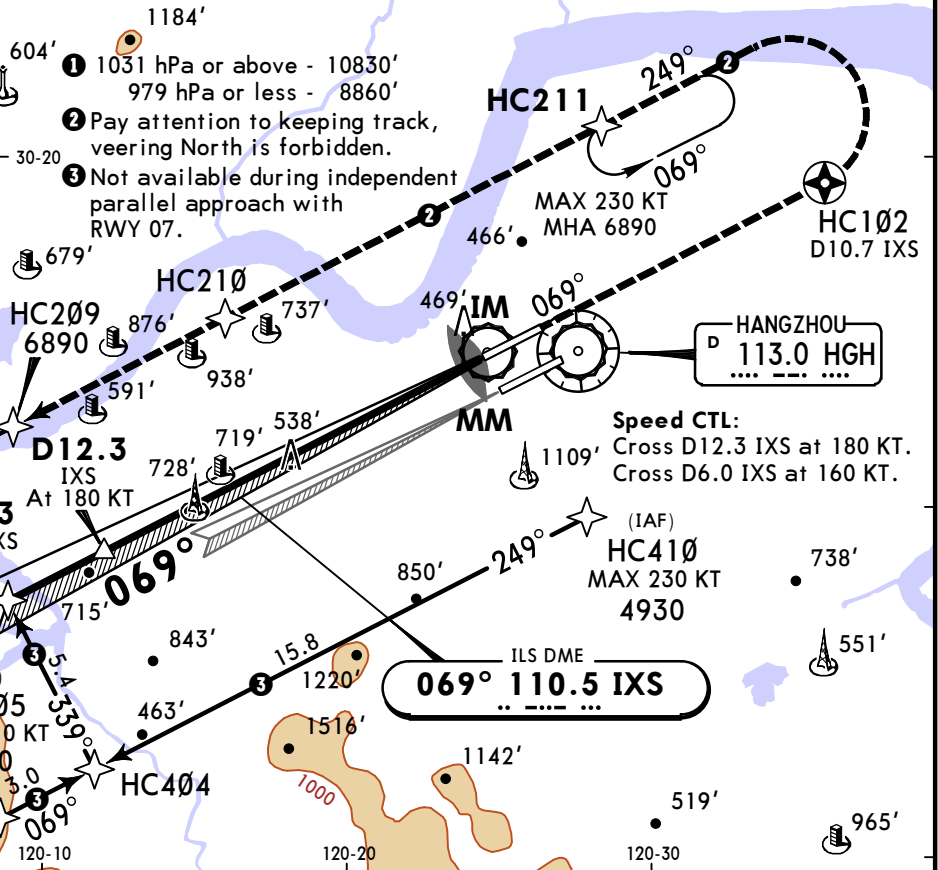
11-2B

D-ATIS		*APP01		APP02		HANGZHOU Approach (R)		*HANGZHOU Tower North		*Ground							
127.25		120.05		125.55X		126.05		120.4		119.425		127.7X		123.65		121.65	
LOC IXS 110.5		Final Apch Crs 069°		D12.3 IXS MANDATORY 3940' (3918')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 22' Rwy 22'		 MSA HGH VOR							
MISSED APCH: Climb STRAIGHT AHEAD to HC102 at 2960' or above, turn LEFT (MAX 205 KT) to HC211 on 249° at 5910' or above to HC211 for approach or join holding and as directed. Missed apch requires a MIN climb gradient of 5.0%.																	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ②											
Special Aircrew & Acft Certification Required.																	

FT/METER CONVERSION

QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m



Gnd speed-Kts	70	90	100	120	140	160	 HIALS-II	HC102
GS	3.00°	372	478	531	637	743		

State		STRAIGHT-IN LANDING	
SA CAT II ILS ①		SA CAT I ILS ①	
RA 102' DA(H) 122' (100')		RA 151' DA(H) 172' (150')	
R350m		R450m	

① HUD required.

ZSHC/HGH



JEPPESSEN

HANGZHOU, PR OF CHINA

SA CAT I & SA CAT II

ILS DME Y Rwy 06

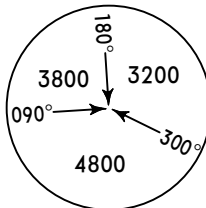
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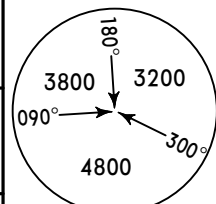
7 JUL 23

Eff 12 Jul 1600Z

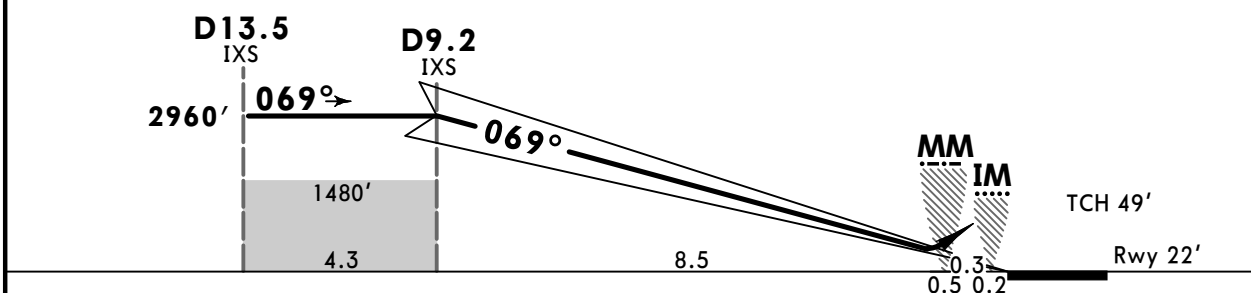
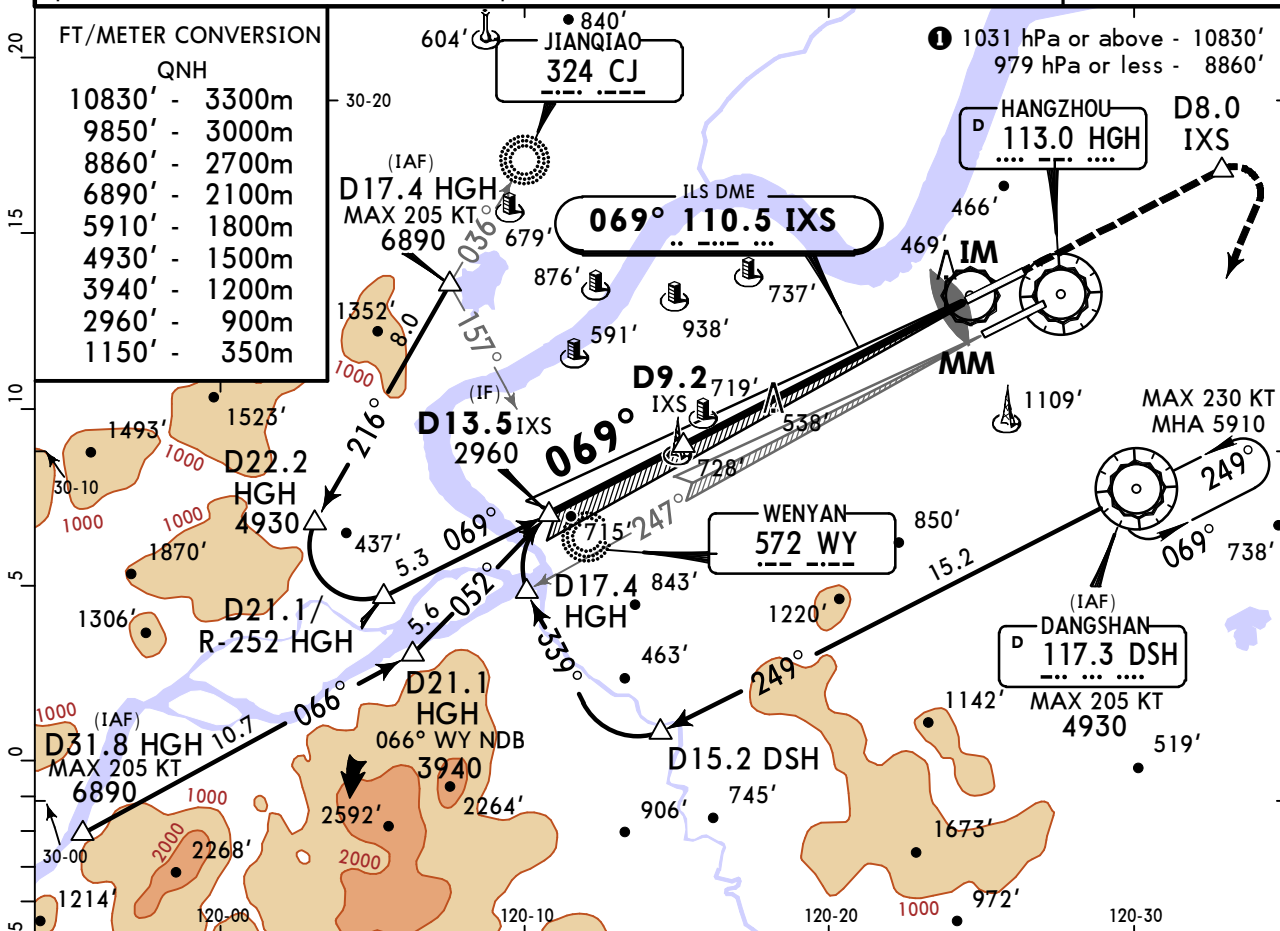
(11-2C)

BRIEFING STRIP™

D-ATIS	*APP01	APP02	HANGZHOU Approach (R)				*HANGZHOU Tower North	*Ground
127.25	120.05	125.55X	APP03	*APP04	*APP05	APP07	123.65	121.65
LOC IXS 110.5	Final Apch Crs 069°		D9.2 IXS 2960' (2938')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 22' Rwy 22'	
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IXS at 1150' or above, turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above to DSH VOR for approach or join holding and as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		
Special Aircrew & Acft Certification Required.								



MSA HIGH VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D8.0 IXS
GS	3.00°	372	478	531	637	743		

State		STRAIGHT-IN LANDING	
SA CAT II ILS 1		SA CAT I ILS 1	
RA 102'		RA 151'	
DA(H) 122' (100')		DA(H) 172' (150')	
R350m		R450m	

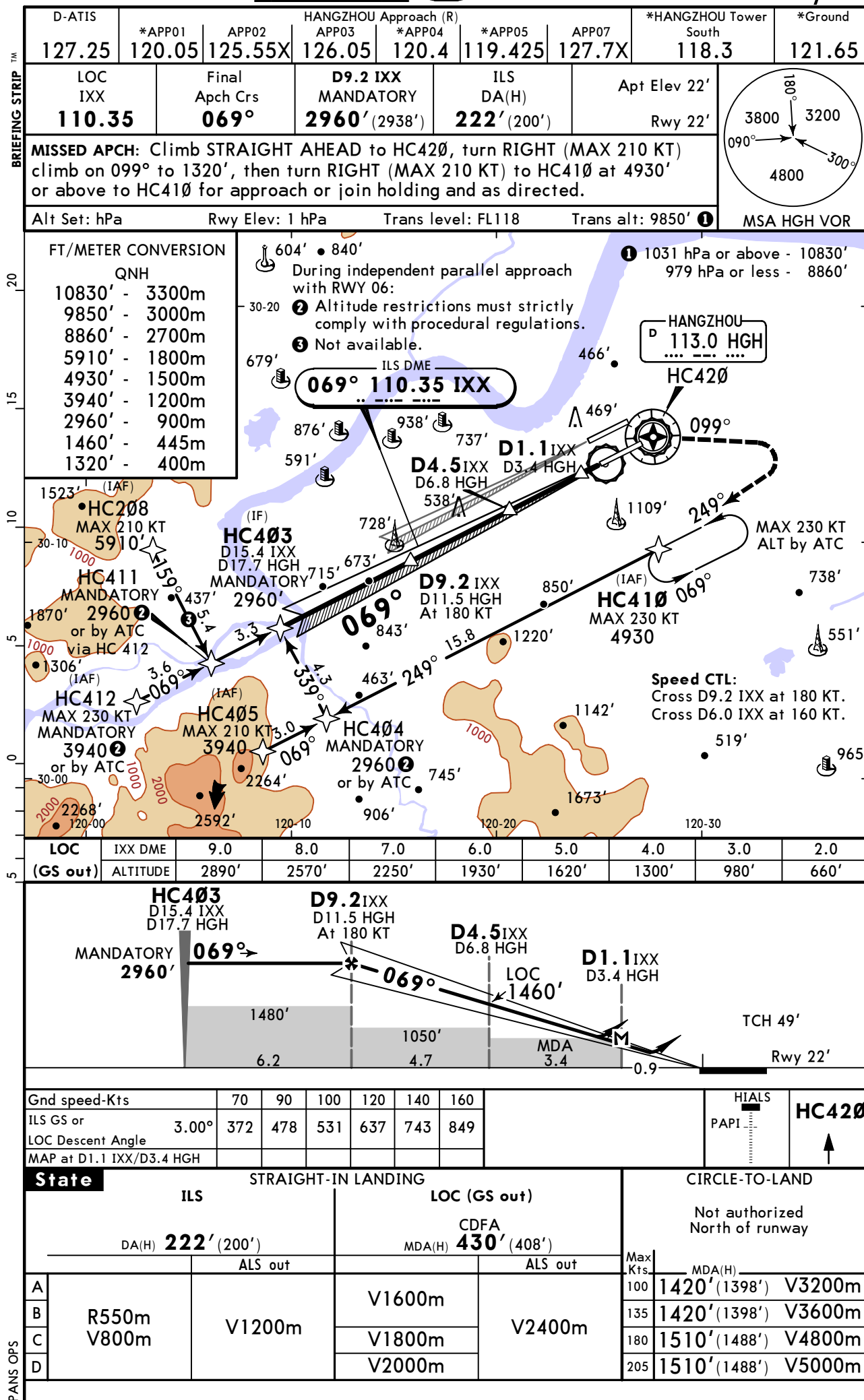
1 HUD required.

ZSHC/HGH
XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

(11-3)

HANGZHOU, PR OF CHINA
RNAV ILS DME Z Rwy 07



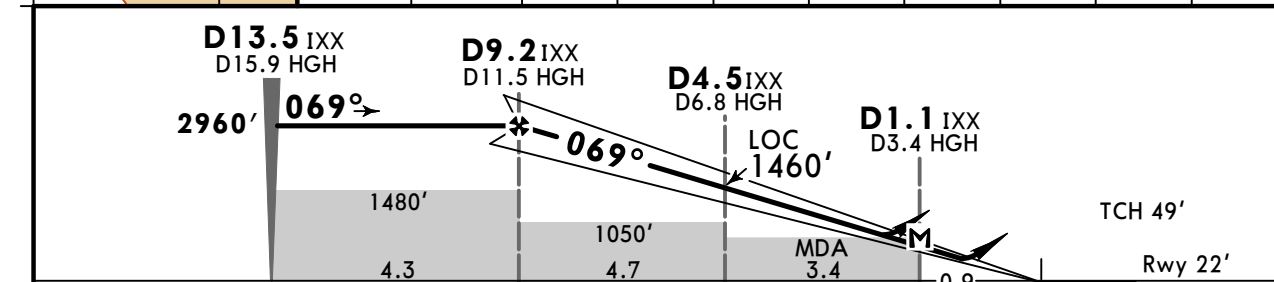
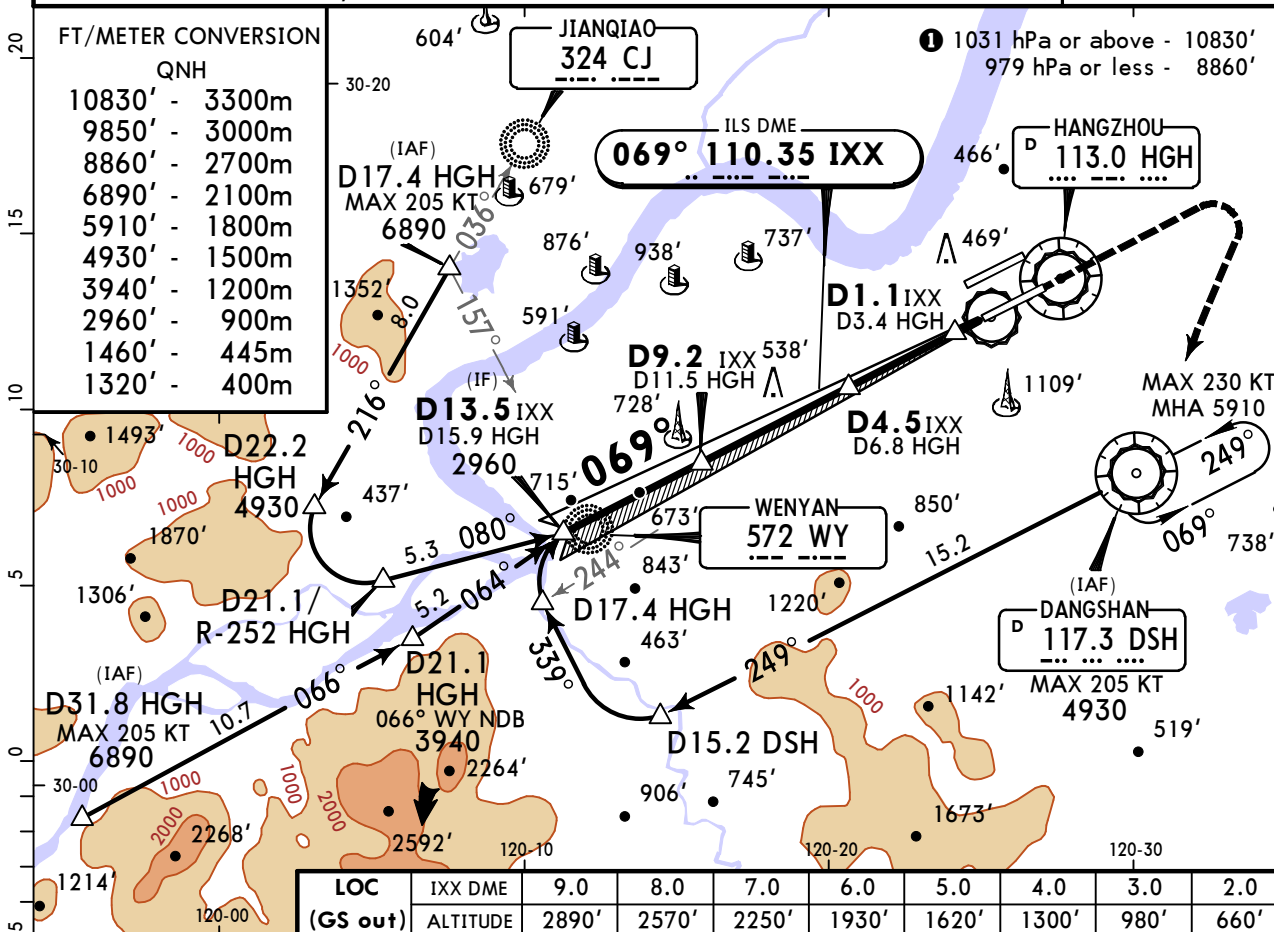
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XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

JEPPESEN HANGZHOU, PR OF CHINA
ILS DME Y Rwy 07

BRIEFING STRIP™

D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*APP05	APP07	*HANGZHOU Tower South	*Ground
127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3	121.65	
LOC IXX 110.35	Final Apch Crs 069°		D9.2 IXX 2960' (2938')		ILS DA(H) 222' (200')		Apt Elev 22' Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above to DSH VOR for approach or join holding and as directed.									
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA HGH VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1320'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.1 IXX/D3.4 HGH							

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized North of runway	
	DA(H) 222' (200')		CDFA 430' (408')			
	ALS out		ALS out		Max Kts	MDA(H)
	A	B	C	D		
	R550m V800m		V1200m		100	1420' (1398') V3200m
					135	1420' (1398') V3600m
					180	1510' (1488') V4800m
					205	1510' (1488') V5000m

ZSHC/HGH



JEPPESSEN

HANGZHOU, PR OF CHINA

SA CAT I & SA CAT II

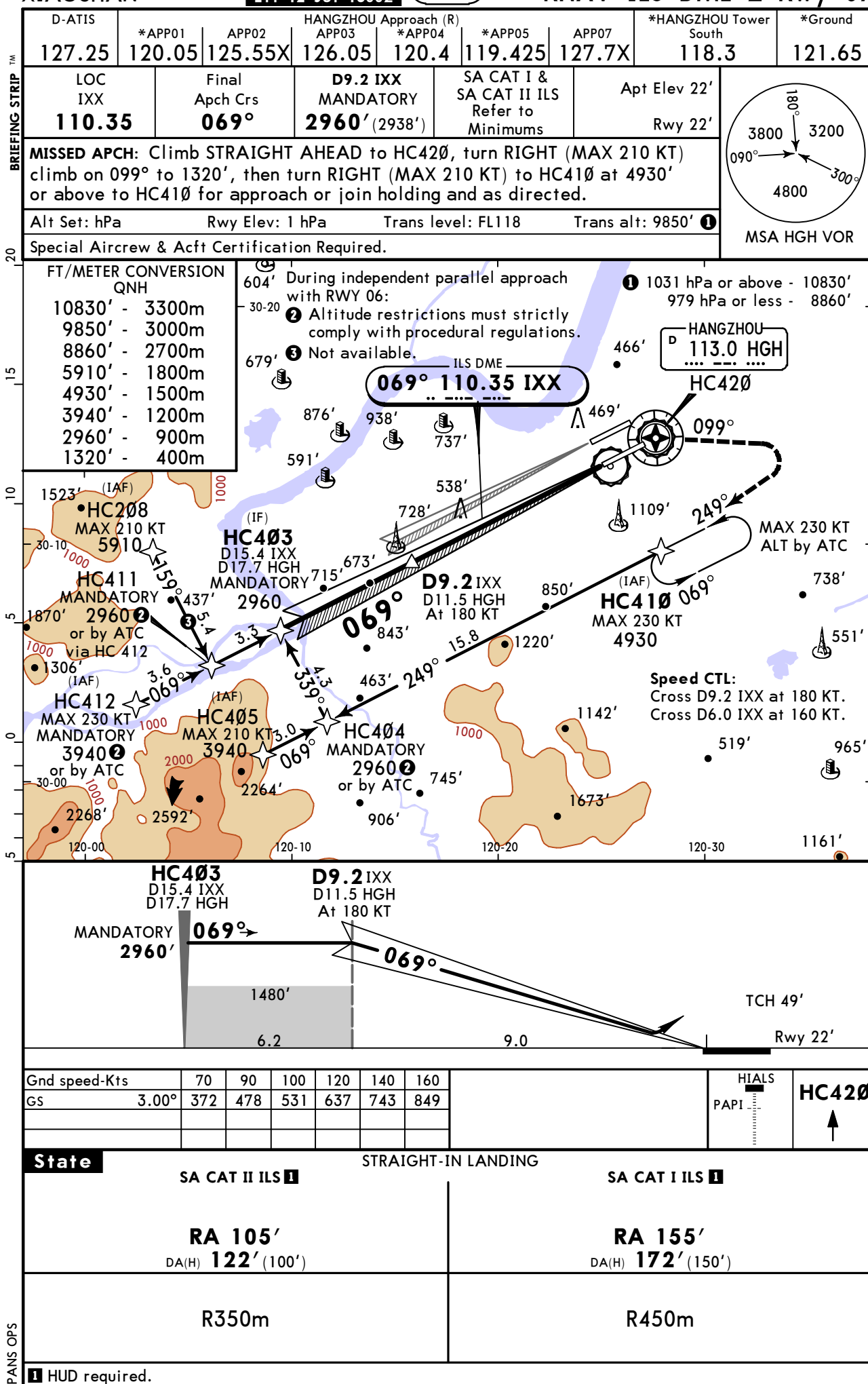
RNAV ILS DME Z Rwy 07

XIAOSHAN

7 JUL 23

Eff 12 Jul 1600Z

11-4A



ZSHC/HGH

**JEPPESSEN**

~~HANGZHOU, PR OF CHINA~~

SA CAT I & SA CAT II

ILS DME Y Rwy 07

XIAOSHAN

7 JUL 23

Eff 12 Jul 1600Z

11-4B

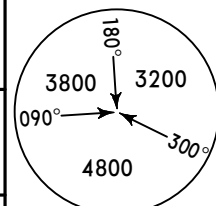
D-ATIS	*APP01	APP02	HANGZHOU Approach (R) APP03	*APP04	*APP05	APP07	*HANGZHOU Tower South	*Ground
127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3	121.65

LOC IXX 110.35	Final Apch Crs 069°	D9.2 IXX 2960' (2938')	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 22' Rwy 22'	
-----------------------------	----------------------------------	---	---	-----------------------------	---

MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above to DSH VOR for approach or join holding and as directed.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL118 Trans alt: 9850' **1**

Special Aircrew & Acft Certification Required.

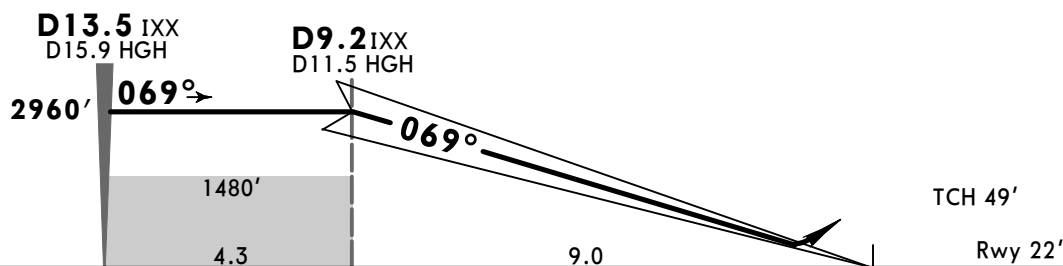
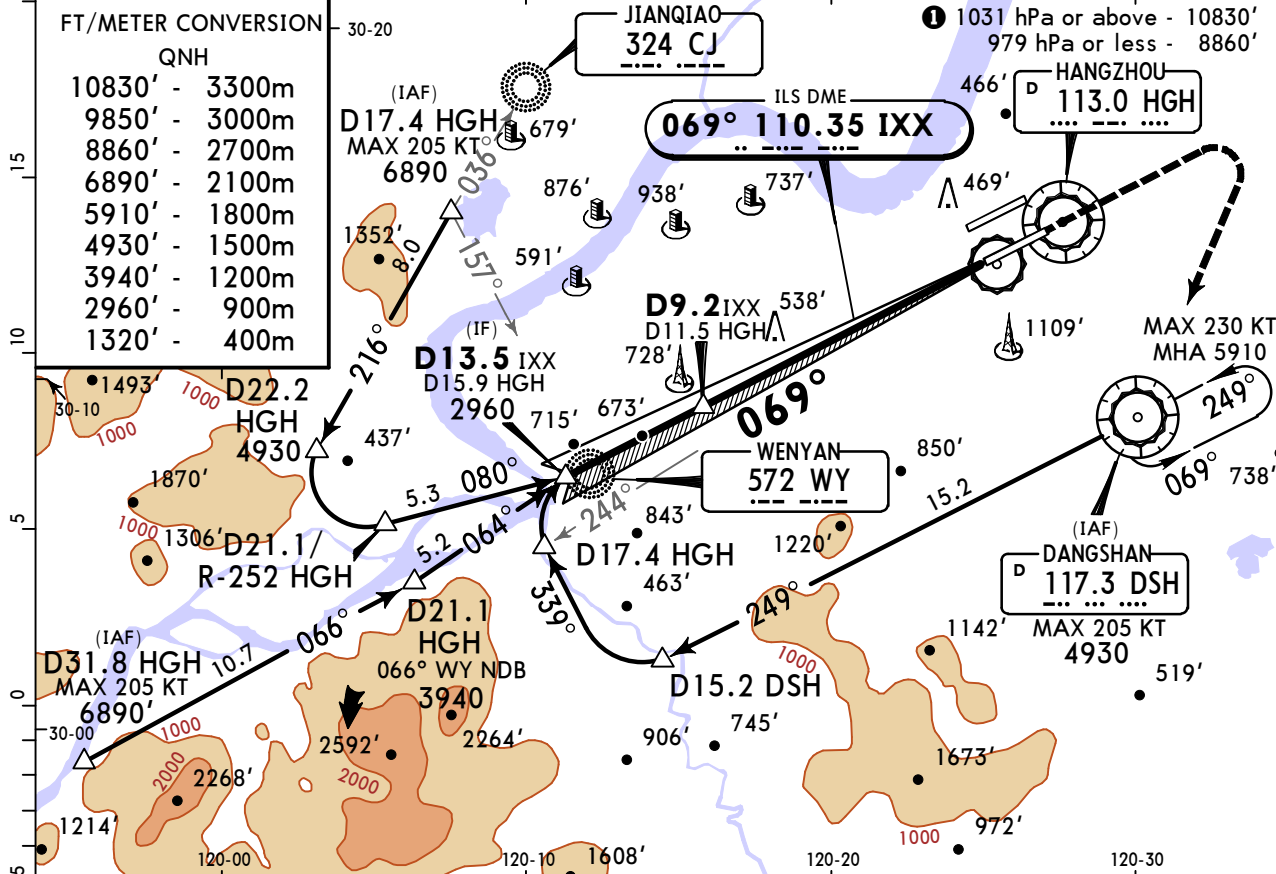


MSA HGH VOR

FT/METER CONVERSION

QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1320'	-	400m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS  PAPI  	1320' 
--	--

State

STRAIGHT-IN LANDING

SA CAT II ILS **1**

SA CAT I ILS 1

RA 105'

DA(H) **122'** (100')

R350m

RA 155'

DA(H) **172'** (150')

R450m

1 HUD required.

CHANGES: Procedure, SA CAT II minimums established, new AOM concept.

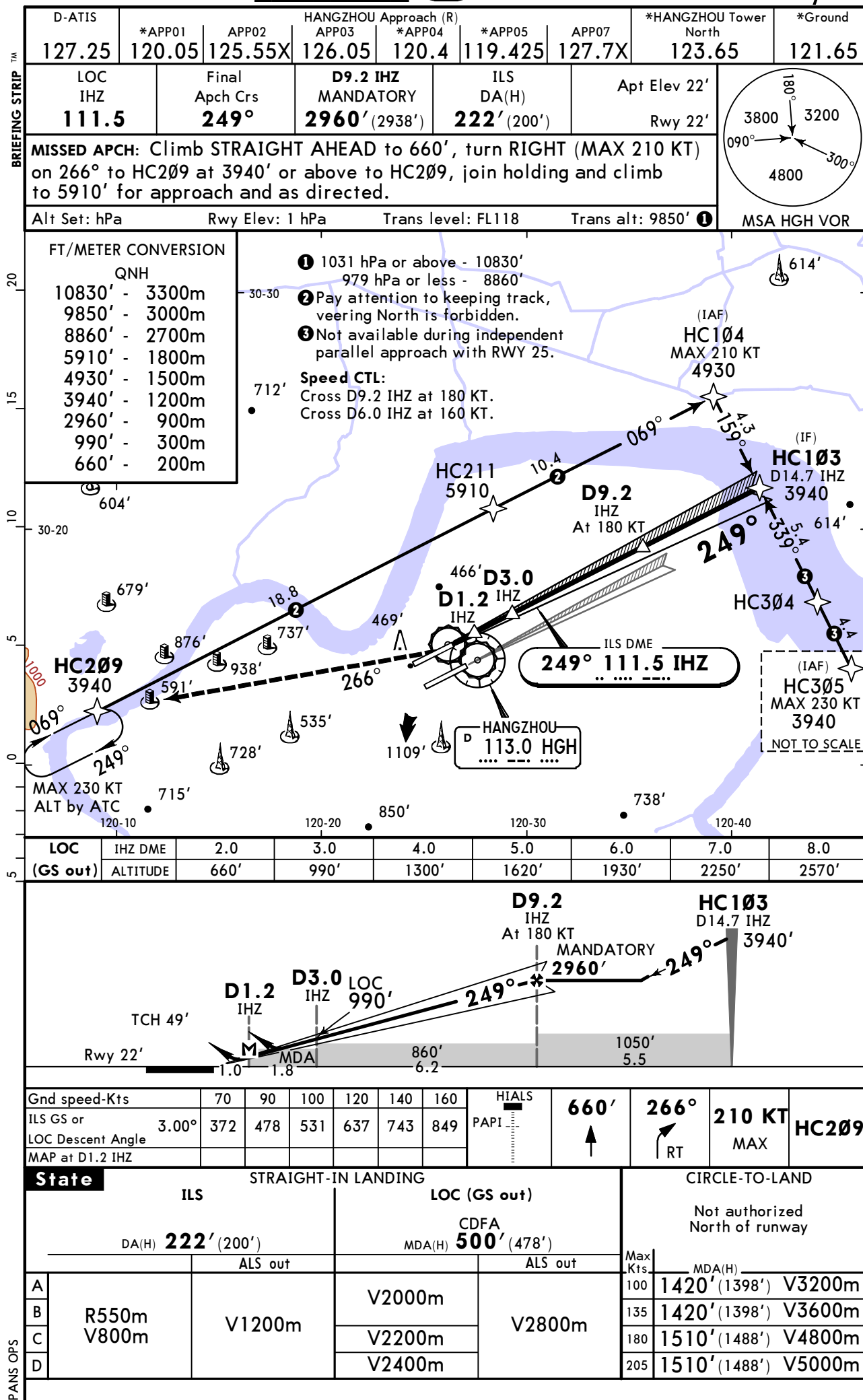
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7 JUL 23
Eff 12 Jul 1600Z

(11-5)

HANGZHOU, PR OF CHINA
RNAV ILS DME Z Rwy 24



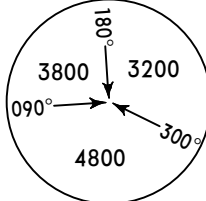
ZSHC/HGH
XIAOSHAN

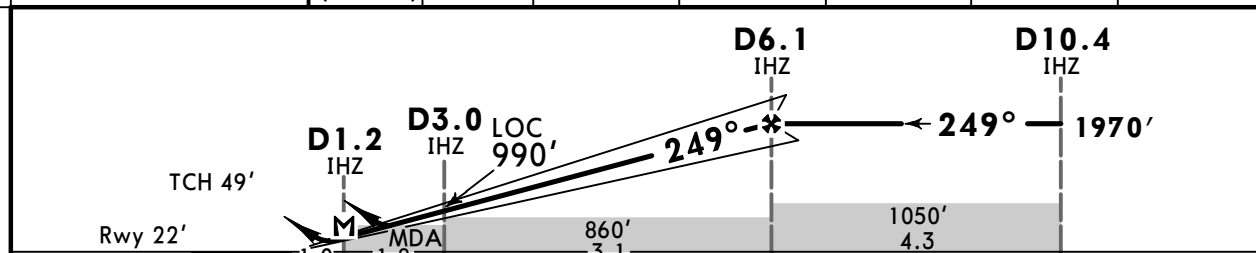
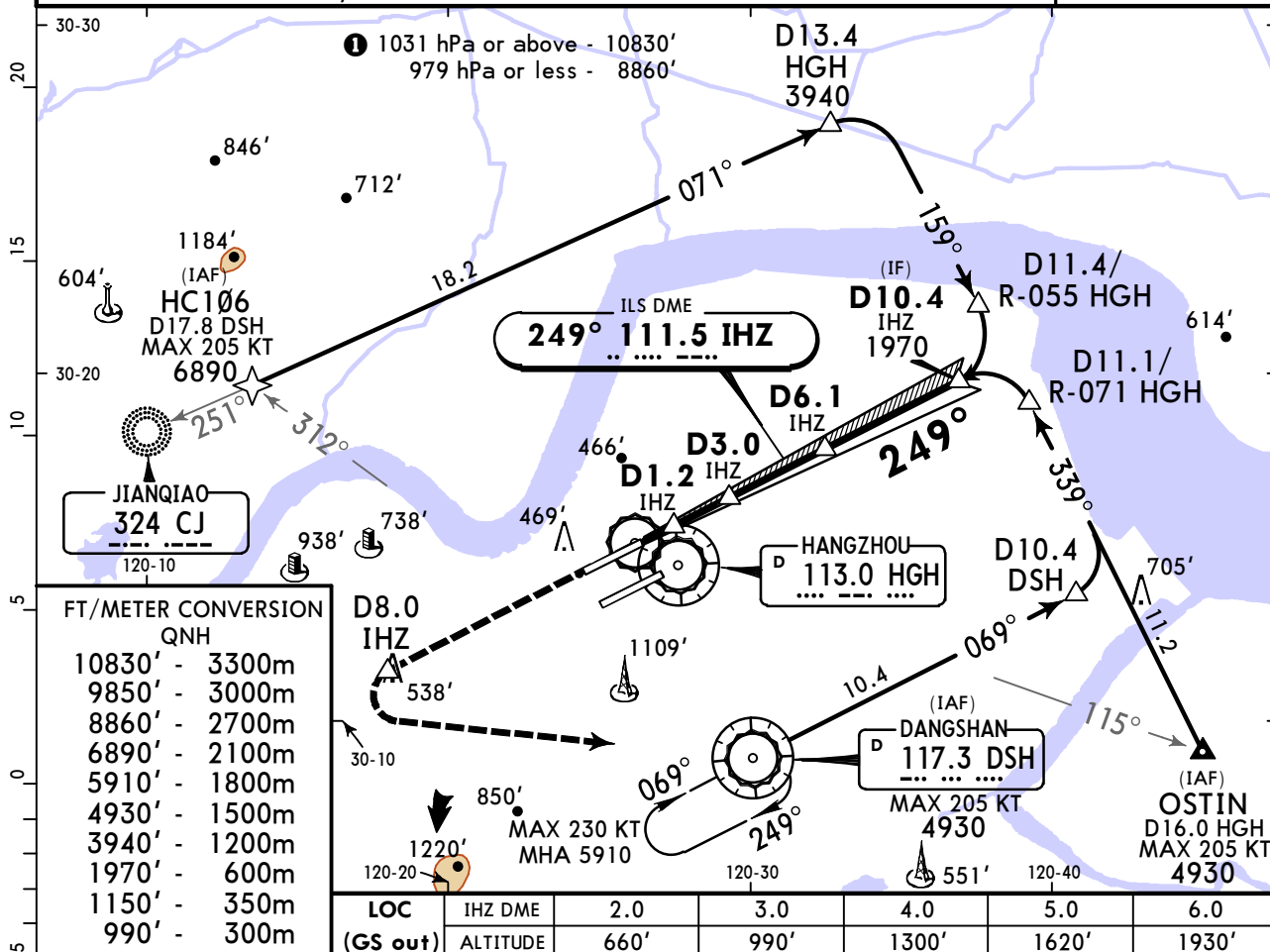
7 JUL 23
Eff 12 Jul 1600Z

(11-6)

JEPPESSEN HANGZHOU, PR OF CHINA
ILS DME Y Rwy 24

BRIEFING STRIP™

D-ATIS	*APP01	APP02	HANGZHOU Approach (R)				*HANGZHOU Tower North	*Ground
127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	123.65	121.65
LOC IHZ 111.5	Final Apch Crs 249°		D6.1 IHZ 1970' (1948')		ILS DA(H) 222' (200')		Apt Elev 22' Rwy 22'	
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IHZ at 1150' or above, turn LEFT (MAX 205 KT) to DSH VOR at 4930' or above for approach or join holding and as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI
MAP at D1.2 IHZ								D8.0 IHZ

State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
ILS		LOC (GS out)				Not authorized North of runway	
DA(H) 222' (200')		CDFA MDA(H) 500' (478')					
ALS out		ALS out				Max Kts	MDA(H)
A	R550m V800m	V1200m	V2000m	V2800m	100	1420' (1398')	V3200m
B					135	1420' (1398')	V3600m
C			V2200m		180	1510' (1488')	V4800m
D			V2400m		205	1510' (1488')	V5000m

ZSHC/HGH



JEPPESSEN

HANGZHOU, PR OF CHINA

SA CAT I & SA CAT II

RNAV ILS DME Z Rwy 24

XIAOSHAN

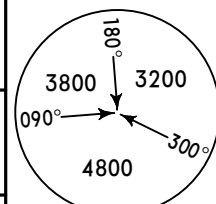
7 JUL 23

Eff 12 Jul 1600Z

(11-6A)

BRIEFING STRIP™	D-ATIS	*APP01	APP02	HANGZHOU Approach (R)			*HANGZHOU Tower North	*Ground
	127.25	120.05	125.55X	APP03	*APP04	*APP05	APP07	
	LOC	Final		D9.2 IHZ		SA CAT I & SA CAT II ILS		Apt Elev 22'
	IHZ	Apch Crs		MANDATORY		Refer to Minimums		Rwy 22'
	111.5	249°		2960' (2938')				
MISSED APCH: Climb STRAIGHT AHEAD to 660', turn RIGHT (MAX 210 KT) on 266° to HC209 at 3940' or above to HC209, join holding and climb to 5910' for approach and as directed.								
Alt Set: hPa			Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①	
Special Aircrew & Acft Certification Required.								

MSA HGH VOR



MSA HGH VOR

FT/METER CONVERSION

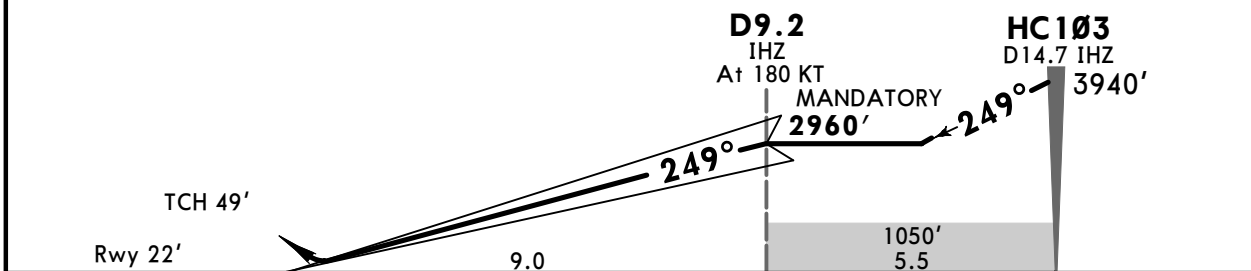
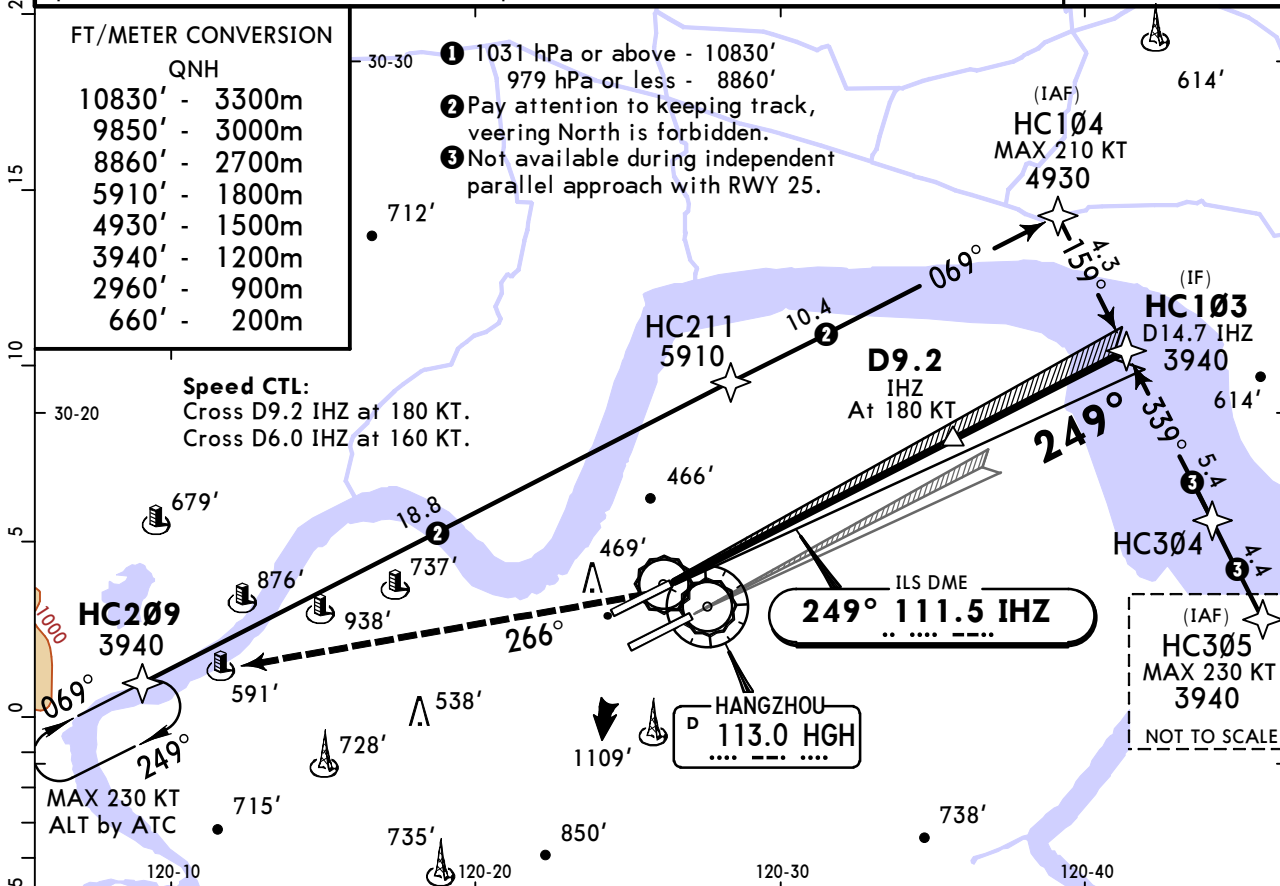
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
660'	-	200m

Speed CTL:

Cross D9.2 IHZ at 180 KT.
Cross D6.0 IHZ at 160 KT.

- 1031 hPa or above - 10830'
979 hPa or less - 8860'
- Pay attention to keeping track, veering North is forbidden.
- Not available during independent parallel approach with RWY 25.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	660'	266°	210 KT	HC209
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	MAX	

State

STRAIGHT-IN LANDING

SA CAT II ILS ①

SA CAT I ILS ①

RA 102'

DA(H) 122' (100')

RA 155'

DA(H) 172' (150')

R350m

R450m

① HUD required.

CHANGES: Procedure, new AOM concept.

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HANGZHOU, PR OF CHINA

SA CAT I & SA CAT II

ILS DME Y Rwy 24

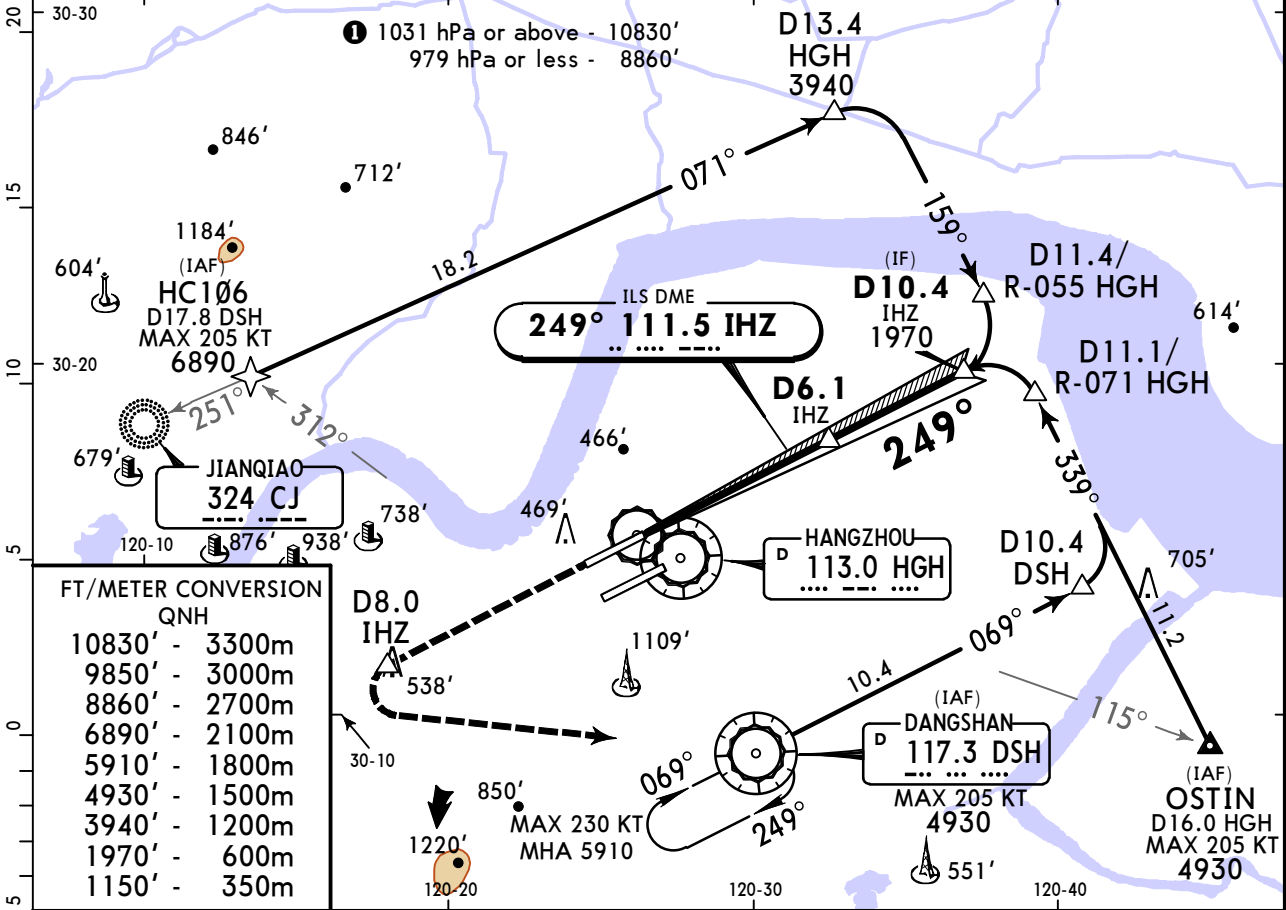
XIAOSHAN

7 JUL 23

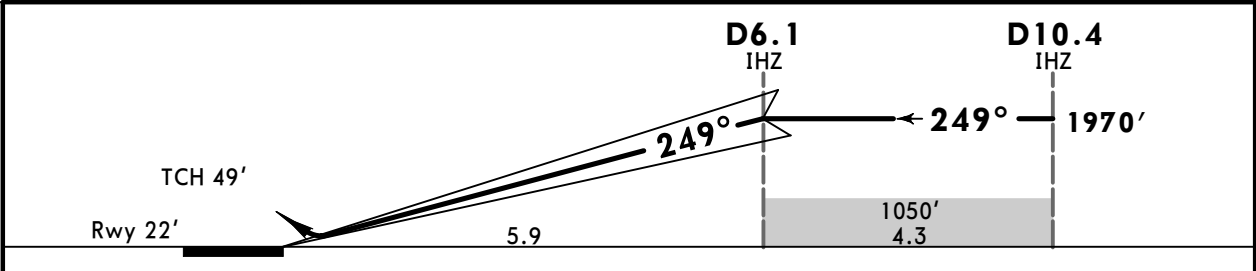
Eff 12 Jul 1600Z

11-6B

D-ATIS		HANGZHOU Approach (R)					*HANGZHOU Tower North		*Ground	
127.25	*APP01	APP02	APP03	*APP04	*APP05	APP07	123.65		121.65	
LOC IHZ 111.5		Final Apch Crs 249°		D6.1 IHZ 1970' (1948')		SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 22' Rwy 22'		 MSA HGH VOR
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 IHZ at 1150' or above, turn LEFT (MAX 205 KT) to DSH VOR at 4930' or above for approach or join holding and as directed.										
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①				
Special Aircrew & Acft Certification Required.										



FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
5910'	1800m
4930'	1500m
3940'	1200m
1970'	600m
1150'	350m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D8.0 IHZ
GS	3.00°	372	478	531	637	743		

State		STRAIGHT-IN LANDING	
SA CAT II ILS ①		SA CAT I ILS ①	
RA 102' DA(H) 122' (100')		RA 155' DA(H) 172' (150')	
R350m		R450m	

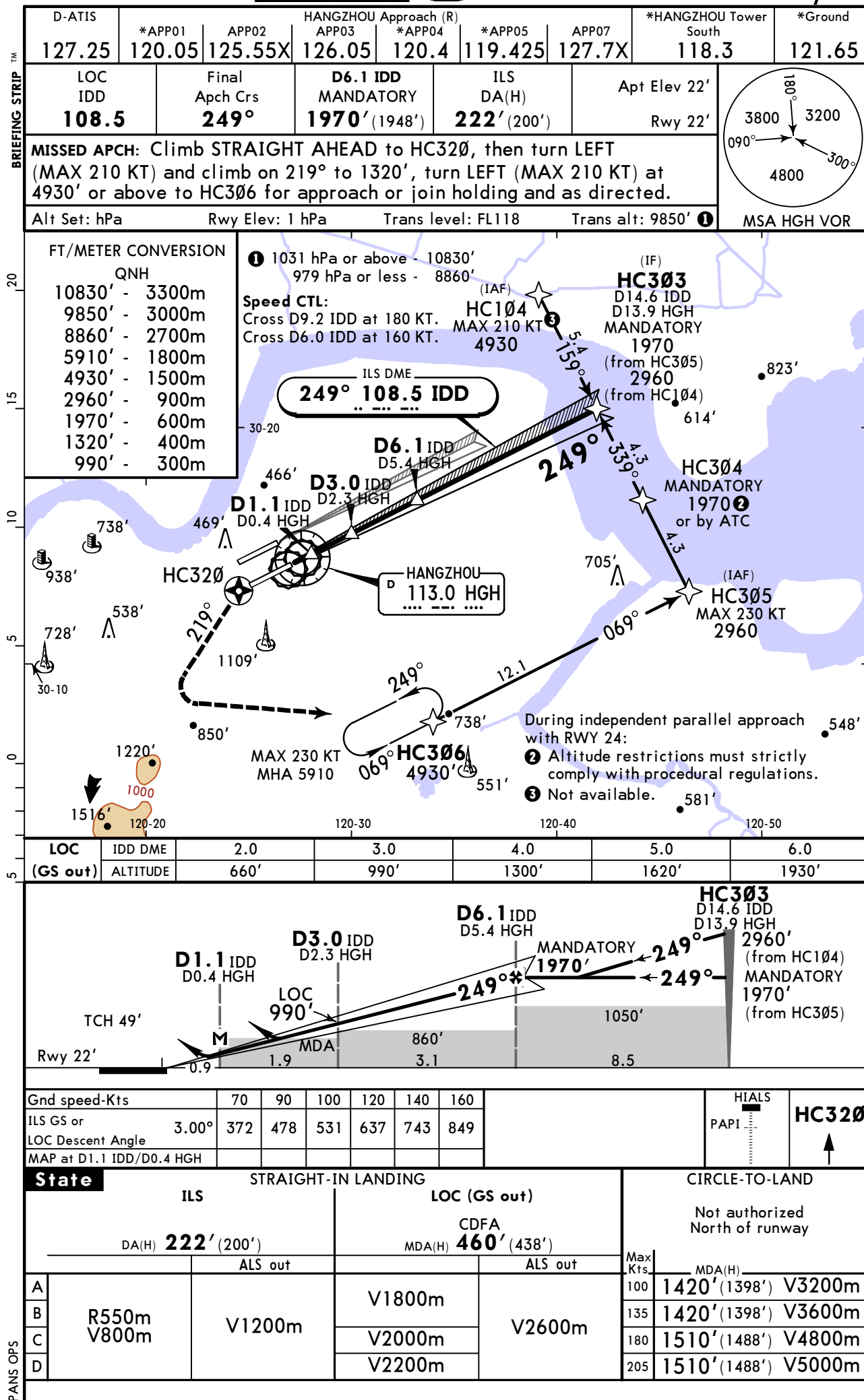
① HUD required.

ZSHC/HGH
XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

11-7

HANGZHOU, PR OF CHINA
RNAV ILS DME Z Rwy 25



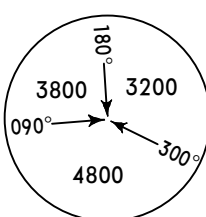
ZSHC/HGH
XIAOSHAN

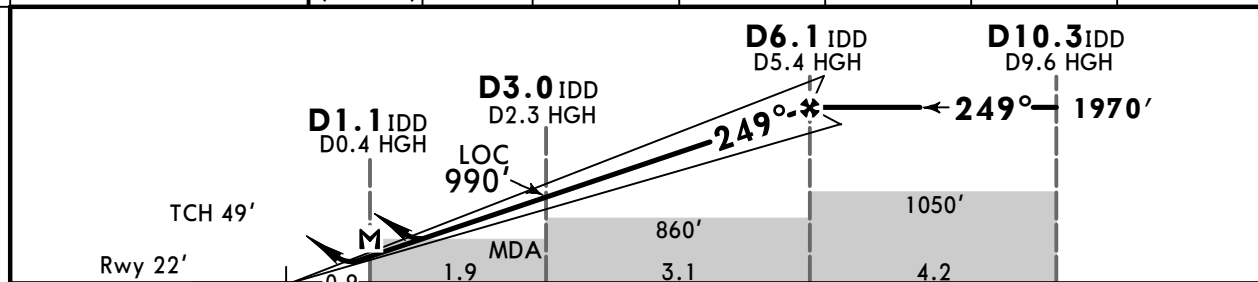
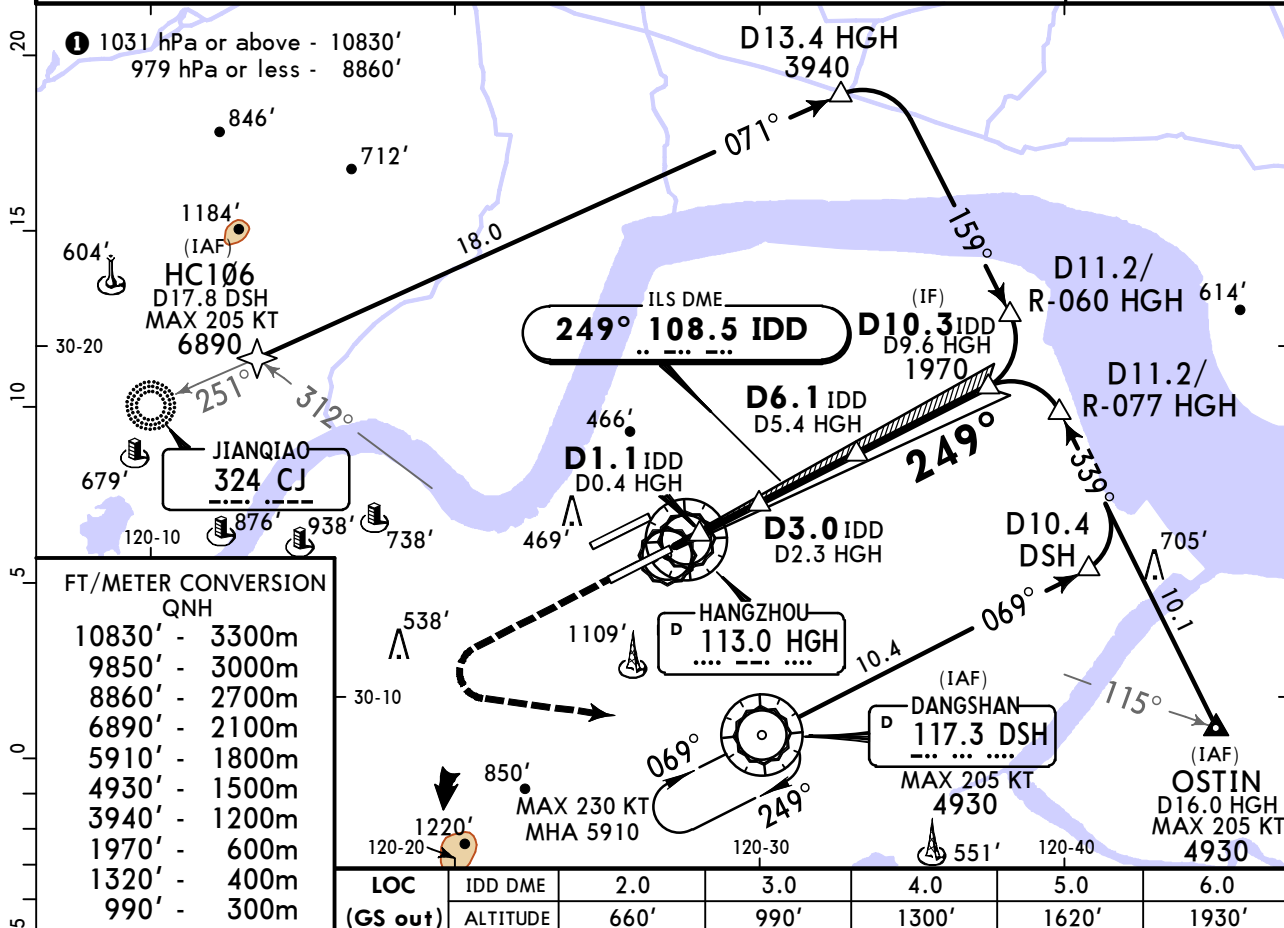
7 JUL 23
Eff 12 Jul 1600Z

(11-8)

HANGZHOU, PR OF CHINA
ILS DME Y Rwy 25

BRIEFING STRIP™

D-ATIS	*APP01	APP02	HANGZHOU Approach (R)				*HANGZHOU Tower South	*Ground
127.25	120.05	125.55X	APP03 126.05	*APP04 120.4	*APP05 119.425	APP07 127.7X	118.3	121.65
LOC IDD 108.5	Final Apch Crs 249°		D6.1 IDD 1970' (1948')		ILS DA(H) 222' (200')		Apt Elev 22' Rwy 22'	
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn LEFT (MAX 205 KT) to DSH VOR at 4930' or above to DSH VOR for approach or join holding and as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1320'
ILS GS or	3.00°	372	478	531	637	743	
LOC Descent Angle							
MAP at D1.1 IDD/D0.4 HGH							

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized North of runway	
	DA(H) 222' (200')		CDFA MDA(H) 460' (438')			
	ALS out		ALS out		Max Kts	MDA(H)
A	R550m V800m	V1200m	V1800m	V2600m	100	1420' (1398') V3200m
B					135	1420' (1398') V3600m
C			V2000m		180	1510' (1488') V4800m
D			V2200m		205	1510' (1488') V5000m

ZSHC/HGH



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HANGZHOU, PR OF CHINA

SA CAT I & SA CAT II

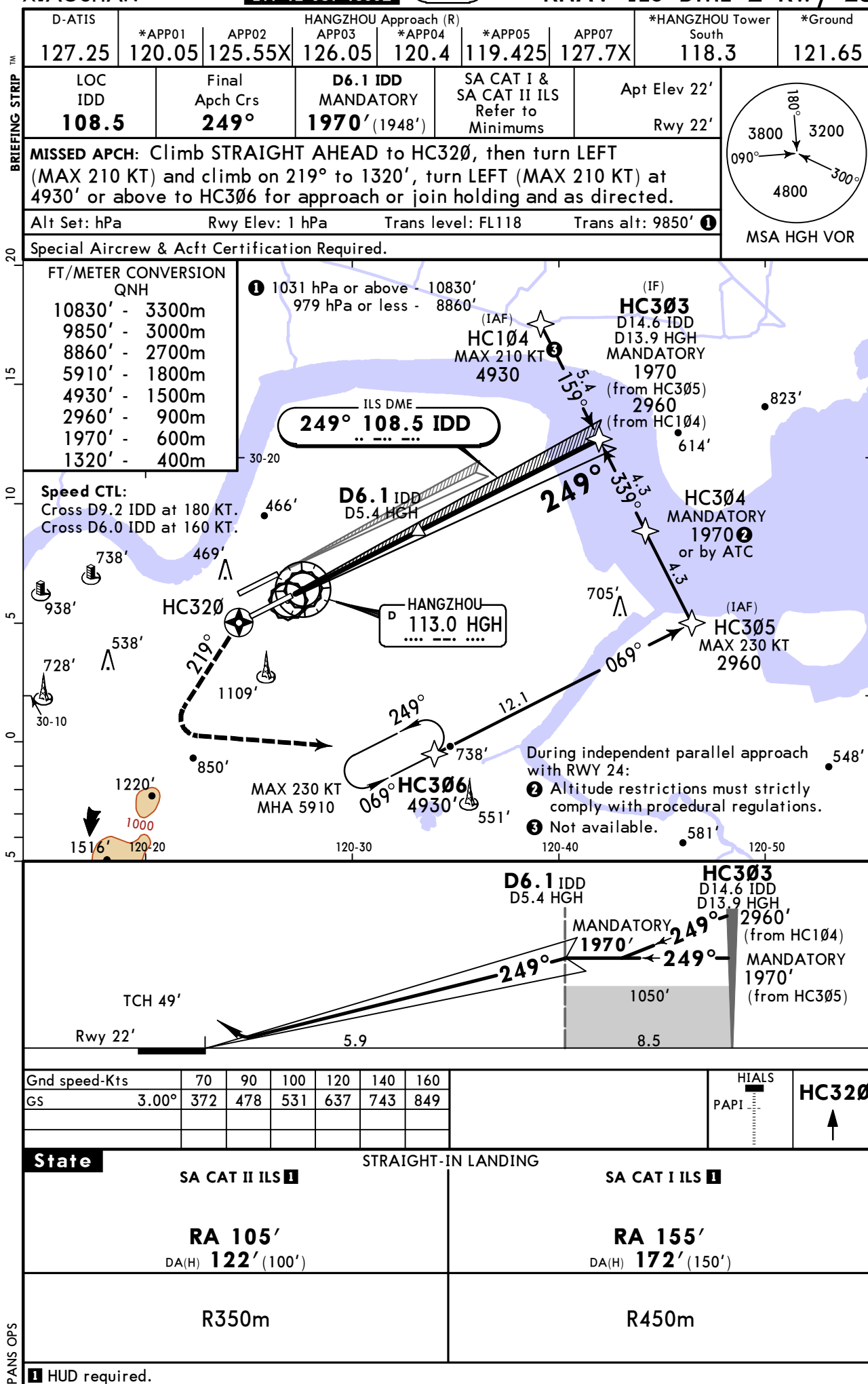
RNAV ILS DME Z Rwy 25

XIAOSHAN

7 JUL 23

Eff 12 Jul 1600Z

11-8A



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**JEPPESEN**

~~HANGZHOU, PR OF CHINA~~

SA CAT I & SA CAT II

ILS DME Y Rwy 25

XIAOSHAN

7 JUL 23

Eff 12 Jul 1600Z

11-8B

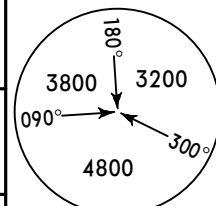
D-ATIS	HANGZHOU Approach (R)						*HANGZHOU Tower	*Ground
	*APP01	APP02	APP03	*APP04	*APP05	APP07	South	
127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3	121.65

LOC IDD 108.5	Final Apch Crs 249°	D6.1 IDD 1970' (1948')	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 22' Rwy 22'	
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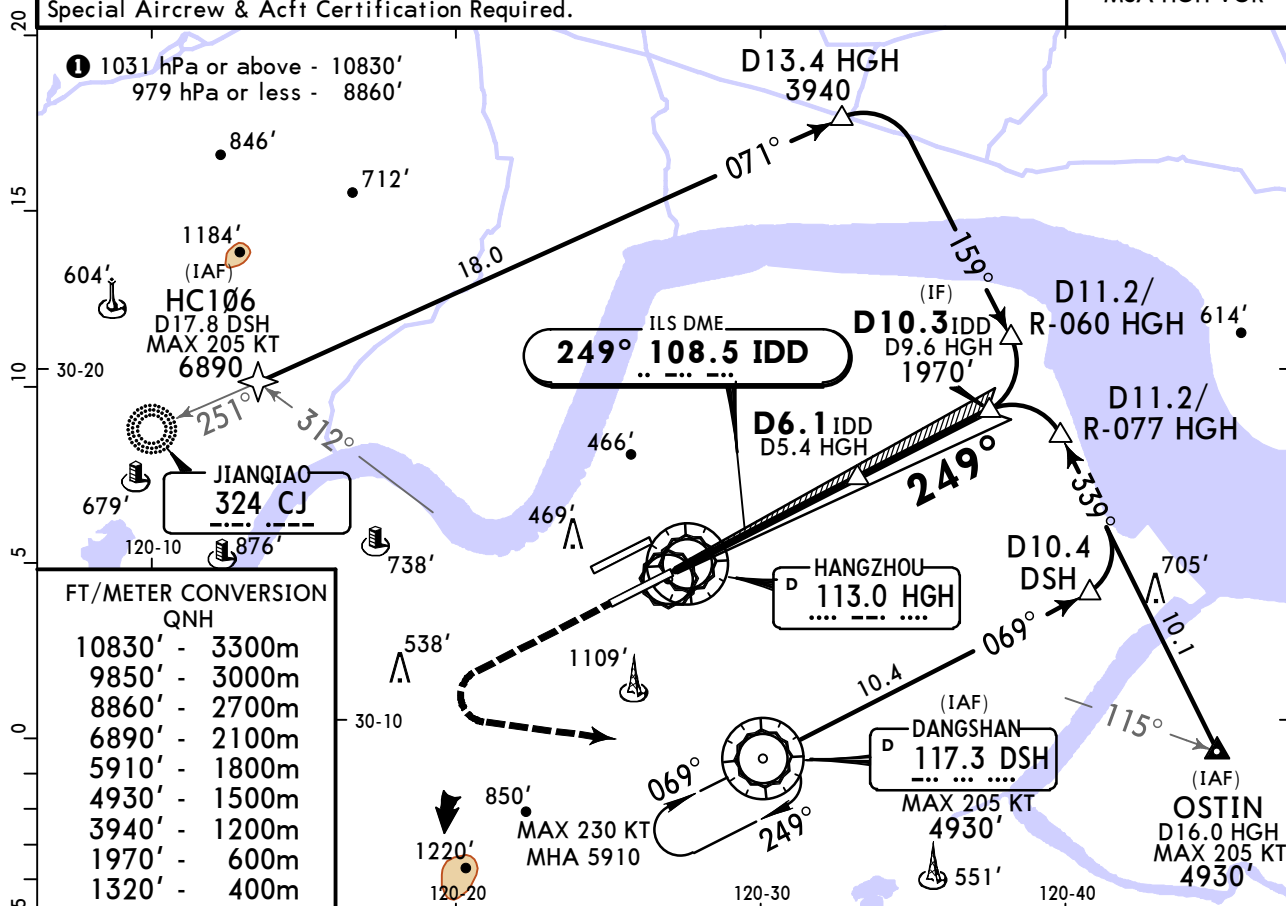
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn LEFT (MAX 205 KT) to DSH VOR at 4930' or above to DSH VOR for approach or join holding and as directed.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL118 Trans alt: 9850' 1

Special Aircrew & Acft Certification Required.



MSA HGH VOR



Gnd speed-Kts	70	90	100	120	140	160	
GS 3.00°	372	478	531	637	743	849	

State

STRAIGHT-IN LANDING

SA CAT II ILS **1**SA CAT I ILS **1**

RA 105'

DA(H) **122'** (100')

R350m

RA 155'

DA(H) **172'** (150')

R450m

1 HUD required.

CHANGES: Procedure, new AOM concept.

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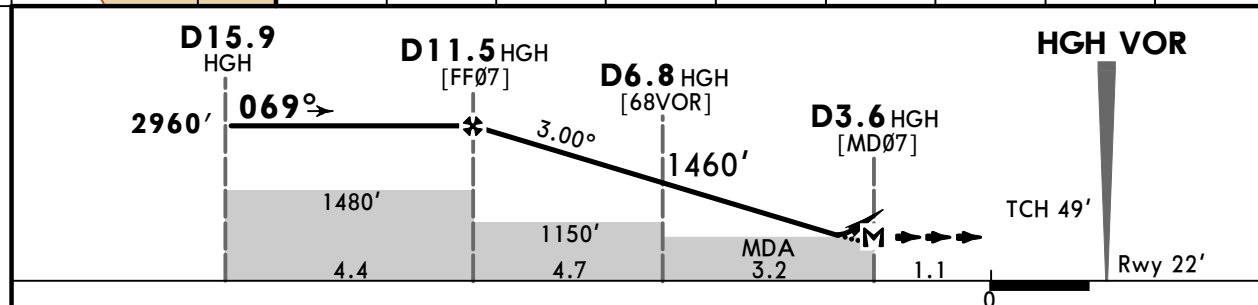
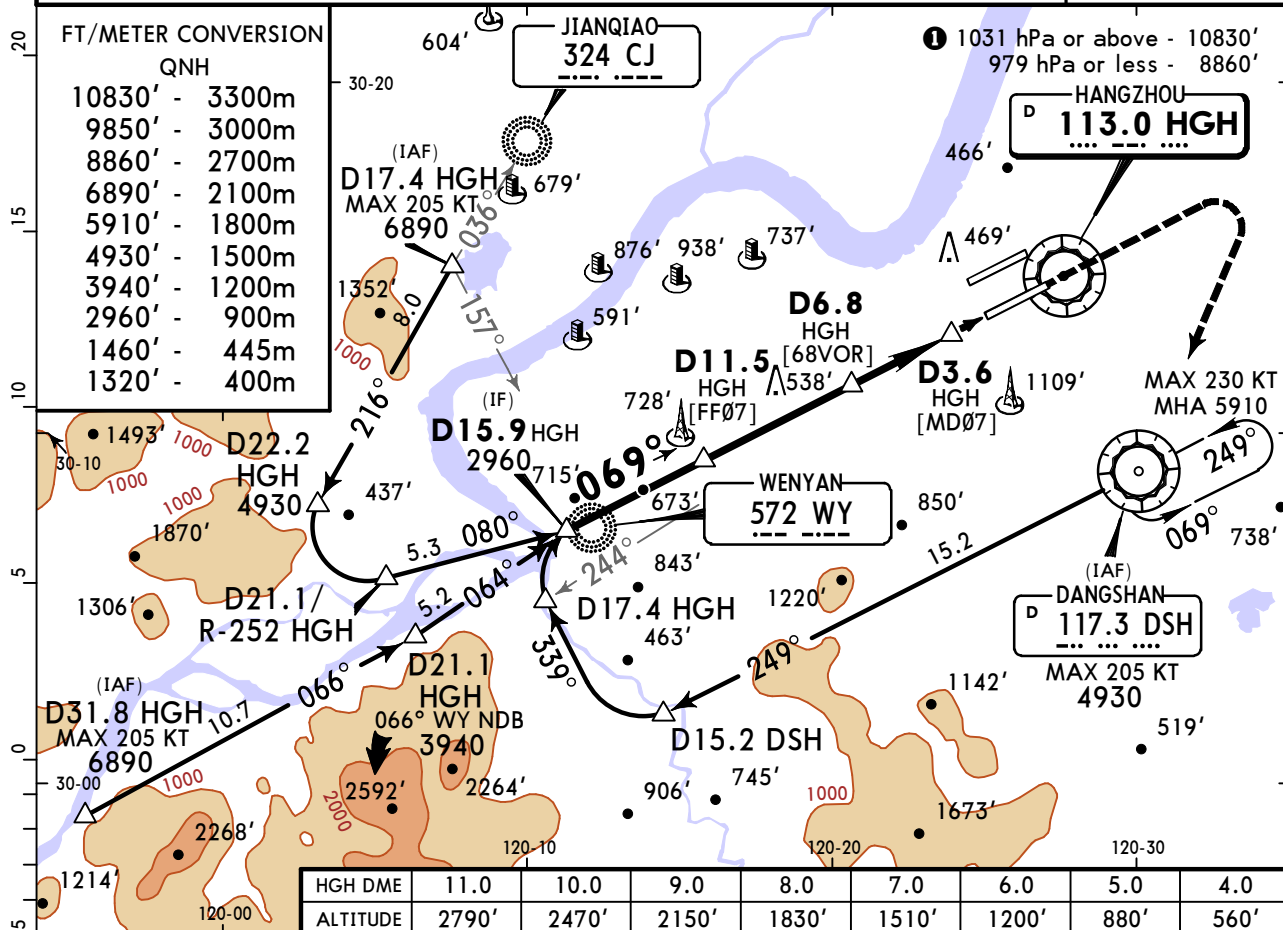
ZSHC/HGH
XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA
7 JUL 23 **(13-1)** Eff 12 Jul 1600Z **VOR DME Rwy 07**

D-ATIS	*APP01	APP02	HANGZHOU Approach (R) APP03	*APP04	*APP05	APP07	*HANGZHOU Tower South	*Ground
127.25	120.05	125.55X	126.05	120.4	119.425	127.7X	118.3	121.65
VOR HGHI 113.0	Final Apch Crs 069°	D11.5 HGHI 2960' (2938')		MDA(H) 500' (478')		Apt Elev 22' Rwy 22'		
MISSED APCH: Climb STRAIGHT AHEAD to 1320', turn RIGHT (MAX 205 KT) to DSH VOR at 4930' or above to DSH VOR for approach or join holding and as directed.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA HGHI VOR

FT/METER CONVERSION

QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1460'	- 445m
1320'	- 400m



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.6 GHG						

State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		CDFA MDA(H) 500' (478')		Not authorized North of runway	
		ALS out		Max Kts	MDA(H)
A	V2000m	V2800m		100	1420' (1398') V3200m
B				135	1420' (1398') V3600m
C	V2200m			180	1510' (1488') V4800m
D	V2400m			205	1510' (1488') V5000m

ZSHC/HGH
XIAOSHAN

JEPPESSEN HANGZHOU, PR OF CHINA
7 JUL 23 **(13-2)** **Eff 12 Jul 1600Z** **VOR DME Rwy 25**

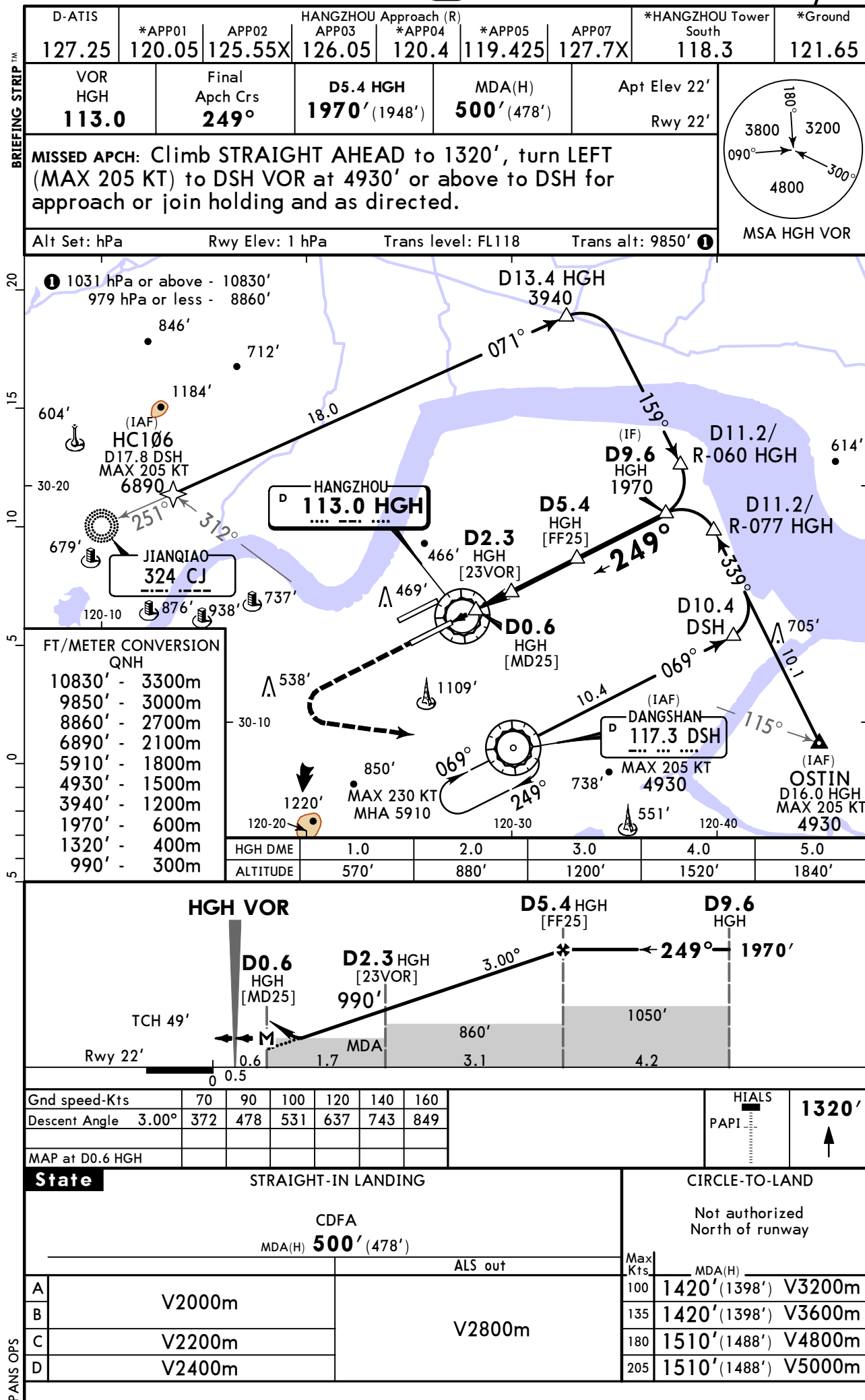


Chart changes since cycle 04-2025

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZSHC

Type: Terminal
Effectivity: Temporary
Begin Date: 20241030
End Date: 20250701

Construction works on airport (based on SUP 23-24; EFF 30 OCT 24 1600Z). Exercise caution while landing, taking off and taxiing. Refer to temporary chart 10-8 and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20221005
End Date: Until Further Notice

Construction works on ramps and taxiways (based on SUP 008/22, from Eff 12 Jul 23 SUP 007/23). Refer to temporary chart 10-8 and latest NOTAMs.