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General Information

Location: Hong Kong Hkg
IATA Code: HKG
Lat/Long: N22° 18.5' E113° 54.9'
Elevation: 28 ft

Airport Use: Public
Magnetic Variation: 2.6°W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: No

Sunrise: 2305 Z
Sunset: 0955 Z,

Runway Information

Runway: 07L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 568 ft

Runway: 07R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 525 ft

Runway: 25L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline, TDZ

Displaced Threshold: 571 ft

Communication Information

- ATIS 128.2 Arrival Service
- ATIS 127.05 Departure Service
- Hong Kong Tower South Tower 118.4
- Hong Kong Tower North Tower 118.7 Secondary
- Hong Kong Tower North Tower 118.2
- Hong Kong Ground South Ground Control 122.55
- Hong Kong Ground North Ground Control 121.6
- Hong Kong Delivery Clearance Delivery 129.9
- Hong Kong Delivery Clearance Delivery 124.65 Secondary
- Hong Kong Precision Approach Control 133.7
- Hong Kong Director Approach Control 119.5
- Hong Kong Director Approach Control 119.35 Secondary
- Hong Kong Approach Control 119.1
- Hong Kong Departure Control 122.0
- Hong Kong Departure Control 124.05 Secondary
- Hong Kong Departure Control 123.8
- Hong Kong Zone Control 120.6

1. GENERAL

1.1. ATIS

D-ATIS Arrival 128.2

D-ATIS Departure 127.05

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

1.2.1.1. PREFERENTIAL USE OF RWYS 07L/R

As a noise mitigating measure between 0001-0700LT, RWYs 07L/R will be selected as the RWY direction-in-use when the tailwind component is not greater than 5KT.

During this period, RWYs 25L/R may be used if operationally required, e.g. unavailability of navigation aids, adverse weather conditions, ACFT performance, traffic situations etc. Pilots can request to use another RWY if they have safety concerns about using a RWY with a tailwind component.

1.2.2. RUN-UP TESTS

Engine run-ups are subject to the following conditions:

- An engine ground run is defined as any engine start-up not associated with a planned ACFT departure.
- Engine ground runs at ground idle power of not more than two engines at a time and for a duration not exceeding ten minutes may be carried out on the Passenger Apron or Cargo Apron.
- Engine runs above ground idle power shall be carried out in the run-up facility and engine ground runs at idle power for a duration in excess of ten minutes shall only be carried out in approved locations.
- All engine ground runs must be fully supervised by ground staff.
- Maintenance or test running of jet engines not mounted on an ACFT is prohibited unless performed in a test cell of adequate design.

Engine Ground Run Procedures

Initial request for a ground engine run should be made to the APT Authority Apron Control Centre (Tel. No.: 2910 1112). The airline, ACFT maintenance agent engineer or mechanic in charge of the engine test is responsible for ensuring that all safety precautions against injury to persons or damage to properties, ACFT, vehicles and equipment in the vicinity are adopted.

When ready to conduct the engine run, the pilot or authorized engineer shall obtain start-up clearance from Apron Control on 121.77 and a listening watch shall be maintained on the frequency throughout the engine run. The ACFT anti-collision beacons must be activated for the entire duration of the ground engine run and Apron Control should be advised on its completion. The ground crew in charge must maintain communication with cockpit personnel and be able to stop the engine run immediately if directed.

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Low Visibility Procedures are established for operations in a visibility of less than RVR 550m or a cloudbase of less than 200ft.

Special procedures and safeguards will be applied during CAT II/III operations to protect ACFT operating in low visibility and to avoid interference to the ILS signals.

Pilots shall be informed when:

- Meteorological reports preclude ILS CAT I operations;
- Low Visibility Procedures are in operation;
- There is any unserviceability in a promulgated facility so that they may amend their minima.

Pilots who wish to carry out an ILS CAT III approach shall inform Approach Control on initial contact. Pilots may carry out a practice ILS CAT II/III approach at any time, but the full safeguarding procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

1.3.2. ARRIVAL

All RWY exit TWYs are available.

All RWY exits have TWY centerline lead-off lights that are colour coded (green/yellow) to indicate that portion of the TWY that is within the ILS sensitive area. Pilots are to delay the 'RWY vacated' call until the ACFT has completely vacated the ILS sensitive area and passed the end of the colour coded TWY centerline lights.

1.3.3. DEPARTURE

ACFT shall normally only enter:

- RWY 07L via TWYs A1 or A2;
- RWY 07R via TWYs J1, J2 or K1;
- RWY 25L via TWYs J10, J11 or K7;
- RWY 25R via TWYs A11 or A12.

Holding positions on TWYs A1, A2, J1, J2, J10 and J11 are CAT I/II holding positions.

Separate CAT II holding positions are provided on TWYs K1, K7 and K.

Holding positions on TWYs A11 and A12 are CAT I/II/III holding positions.

1.4. USE OF MODE S TRANSPONDER AFTER LANDING

ACFT equipped with a 'weight on wheel' switch must continue to have its transponder operating on "AUTO" or "XPNDR" until fully parked at a stand.

1. GENERAL

1.5. TAXI PROCEDURES

Taxi with extreme CAUTION and MIM engines power only.

1.6. PARKING INFORMATION

1.6.1. GENERAL

All parking stands on the passenger apron are equipped with an automated docking guidance system for the centerline parking position.

1.6.2. FRONTAL PARKING BAYS

Frontal parking bays are those bays which are served by airbridges with direct access to the passenger terminal building. All frontal parking bays can accommodate all current wide-body types of ACFT and have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

Some frontal parking bays can also accommodate narrow-body types of ACFT at a separate parking bay location displaced 30' / 9m to the RIGHT of the wide-body centerline and indicated by a dashed yellow guidance line. The narrow-body parking bay is referred to by a "R" suffix, e.g. S23R. The following parking bays can accommodate narrow-body types of ACFT:

- South Apron E1R, E2R, E3R, S23R, S25R, S27R, S29R, S31R, S33R, S35R, S41R, S43R, S45R, S47R and S49R.
- North Apron E16R, E17R, N22R, N24R, N26R, N28R, N30R, N32R, N34R, N60R, N62R, N64R, N66R, N68R and N70R.
- West Apron W40R, W42R, W44R, W46R, W48R, W61R, W63R, W65R, W67R, W69R and W71R.

1.6.3. REMOTE PARKING BAYS

1.6.3.1. NORTH/SOUTH APRON

All remote parking bays on the North and South aprons have continuous yellow nosewheel guidance lines.

1.6.3.2. WEST APRON

The remote parking bays on the West apron are configured to accommodate up to 5 wide-body type ACFT or up to 7 narrow-body type ACFT, or a combination of wide and narrow-body type ACFT.

The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

The narrow-body parking locations are displaced to the LEFT and the RIGHT of the wide-body centerline and are indicated by dashed yellow nosewheel guidance lines. These narrow-body parking bays are referred to by a "L" or "R" suffix, e.g. W121L or W123R.

1. GENERAL

1.7. OTHER INFORMATION**1.7.1. GENERAL**

Birds in vicinity of APT.

1.7.2. LOCAL WIND EFFECTS**1.7.2.1. GENERAL WARNING**

Due to the proximity of the hilly terrain of Lantau Island to the South and East of APT, significant low-level windshear and moderate to severe turbulence can be expected along the approaches to and departures from both RWYs when winds blow off these hills, i.e. from East through Southwest at about 15 KT or more. As the hills to the North are further away, they play a less significant role, but none the less can create local wind effects when strong winds blow off these hills, i.e. from Northwest through Northeast, at about 20 KT or more.

The terrain induced wind disturbances from nearby hills can be very small scale, sporadic and transient in nature. Whilst these wind disturbances may be small in physical dimension and correspond to only several seconds of flight time, significant headwind changes (i.e. RWY orientated wind speed losses and/or gains being 15 KT or greater), can be expected as the ACFT flies through them. The sporadic and transient nature of the terrain-induced wind disturbances results in some ACFT experiencing windshear and/or turbulence, whilst others do not, even though the broad meteorological conditions are the same. Successive ACFT which experience windshear and/or turbulence may also encounter a different sequence of events.

Surface winds at the APT are generally not good indicators of the wind that may be experienced during the final phase of the approach. Winds at approximately 2000 ft may be a better representation of the prevailing wind conditions in the region.

Generally, mean wind speed should decrease towards lower altitudes but isolated strong gusts may be expected. Wind direction would also change with altitude due to blocking of the general wind flow by nearby hills or in the presence of low-level temperature inversion which occurs mostly in the cool season (about half of the time or more from November to April). It is possible for the magnitude of windshear and turbulence to increase towards final approach, resulting in deteriorating rather than improving conditions prior to touchdown.

1.7.2.2. EASTERLY THROUGH SOUTHWESTERLY WINDS

When prevailing winds are from the East through Southwest and with a speed in excess of 15 KT, significant windshear and moderate turbulence can be expected on the approaches to or on departure from both RWYs. Larger magnitude of windshear and turbulence is possible when the wind speed is in excess of 30 KT. Because of the closeness to the hills of Lantau, the windshear and turbulence are more significant over the southern RWY (RWY 07R/25L).

Low-level windshear and turbulence are expected to be more significant when the wind is from the direction 130° - 210°, especially in the presence of low-level temperature inversion or when the wind speed is more than 30 KT.

1.7.2.3. NORTHWESTERLY THROUGH NORTHEASTERLY WINDS

Significant low-level windshear and moderate turbulence can be expected when wind speeds exceed 20 KT, especially for approaches to RWY 25L/R and along the departure and missed approach corridors from RWY 07L/R as these approach/departure corridors are closer to the hills to the North as compared with approaches to RWY 07L/R. Larger magnitude of windshear and turbulence over these approach and departure corridors is possible if the wind speed exceeds 30 KT, especially in the vicinity of "LOTUS".

1.7.2.4. LAND-SEA BREEZE

Land-sea breeze is not a strong wind phenomena but it can create a complex wind field in the vicinity of the APT and it can cause a significant change in wind direction within a distance of a few kilometers along the approach/departure areas. If the sea breeze opposes the prevailing wind flow it can result in significant windshear even if fine weather conditions.

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1.7.2.5. LOW-LEVEL JET IN COOL SEASON

During a surge of the winter monsoon, strong low-level jets of northeasterly wind with speeds up to 50 KT occasionally affect the APT. Under such circumstances significant wind shear along the departure corridors of RWY 07L/R can be expected.

1.7.2.6. LOW-LEVEL WIND EFFECTS

Pilots should be aware of building-induced turbulence and wind shear effects when landing at following conditions:

- RWY 07R at strong northwesterly/northerly winds with a background speed of about 15 KT or more;
- RWY 25L at strong northwesterly/northerly winds;
- RWY 25R at strong southwesterly/southerly/southeasterly winds.

1.7.3. WIND SHEAR AND TURBULENCE WARNING SYSTEM (WTWS)

1.7.3.1. MICROBURST/WIND SHEAR ALERTS

The Microburst or Wind Shear Alert passed by ATC includes the type of alert (i.e. microburst or wind shear), the magnitude of the RWY-orientated wind speed difference and the location (final approach, departure or RWY area as appropriate).

When more than one occurrence of wind shear is detected for a particular RWY corridor, WTWS provides a consolidated Microburst or Wind Shear Alert for that particular RWY corridor based on a priority system which takes into consideration the severity of the alerts and the confidence level of the different data sources which generate the alerts.

E.g., if a microburst with an intensity of minus 30 KT and a wind shear with an intensity of plus 15 KT are detected, only a Microburst Alert will be issued.

Gain and loss events can co-exist within the same RWY corridor, particularly for terrain-induced wind shear. The WTWS is designed to assign a higher priority to a Wind Shear Alert of wind loss compared to a Wind Shear Alert of wind gain. If the former is issued, pilots are reminded that they may still encounter wind gain events.

1.7.3.2. TURBULENCE ALERTS

The Turbulence Alert passed by ATC includes the intensity and type of alert (i.e. moderate or severe turbulence), and the location (final approach, departure or RWY area as appropriate).

1.7.3.3. MICROBURST/WIND SHEAR ALERT COMBINED WITH TURBULENCE ALERT

When a "Microburst Alert" or a "Wind Shear Alert" is given for a particular RWY and turbulence is also detected for that particular RWY, a "Turbulence Alert" will be passed by ATC together with the "Microburst Alert" or "Wind Shear Alert".

1.7.4. LIGHTNING WARNING SYSTEM

When the system predicts a strong probability of a lightning strike on the APT platform, APT authority will issue a Red Lightning Warning. When airlines and handling agents receive a Red Lightning Warning through SITA they should advise inbound flights of the warning.

If the period of the Red Lightning Warning is forecast to be prolonged, a message will be included on the ATIS broadcast advising of delays to parking and/or push-back.

Because ground crew operations are suspended, the wheels will not be chocked. APU should remain in operation. In the event of an inoperative APU, pilot shall keep one starboard engine running. ACFT unable to comply with this procedure should notify Ground Movement Control on initial contact.

Ground crews will not commence a push-back when a Red Lightning Warning is in force.

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1.8. LOW LEVEL TCAS ALERTS WITH HONG KONG CONTROL ZONE

IFR flights sometimes experience TCAS alerts, these may be caused by transponder-equipped VFR or Special VFR flights operating on low-level routes in the vicinity of APT.

Even though separation is provided, ATC will, under such circumstances, issue traffic information to the ACFT concerned whenever practicable so that pilots will be aware of the possible TCAS alerts.

1.9. OTHER INFORMATION

Pilots should be aware that terrain clearance cannot be guaranteed for the mountainous environment if the published procedures are not properly followed. In addition, there is possibility of infringing other traffic in the vicinity. Therefore all SID, STAR and instrument approach procedures must be flown as published once assigned by ATC.

Immediately request ATC for navigation guidance and assistance when track keeping accuracy is in doubt.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1 NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

2.1.1.1. CONTINUOUS DESCENT APPROACH (CDA) FOR RWYS 25L/R

As a noise mitigating measure between 2301-0700LT arrivals to RWYs 25L/R may expect an ILS/DME approach with a CDA procedure subject to the prevailing traffic situation.

- ACFT are expected to achieve a continuous descent profile from a distance of 32NM to touchdown, approximating a 3° vertical profile from 8000' or higher to intercept the GS at or above 4500'.
- Subject to ATC clearance, low thrust settings and a relatively clean configuration should be maintained to minimize noise.
- If radar vectors are given, pilots can expect to intercept the LLZ outside of the FAF (LOTUS D15 IFL - RWY 25L, RIVER D15 ITR - RWY 25R). The estimated track miles to touchdown will be passed with descent clearance and further distance information may be given as required.
- The recommended speed for the CDA intermediate approach segment is 210-230 KT; this should permit a relatively clean configuration for as long as practicable. The published speed restrictions for the final approach segment are applicable for the CDA procedure, 180 KT at FAF and between 150-160 KT at 4NM from touchdown.
- If ACFT cannot comply with the CDA procedures or speed limitations, the pilot should advise ATC in good time so that alternative arrangements can be made.

2. ARRIVAL

2.2. CAT II/III OPERATIONS

RWYs 07L, 07R and 25L approved for CAT II, RWY 25R for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. RWY UTILISATION

Vacate RWY as quickly as practicable.

To facilitate minimum RWY occupancy time, each RWY has multiple rapid exit TWYs. Vacate via the first available rapid exit TWY commensurate with operational conditions, or as instructed.

ACFT vacating the RWY should not stop on the exit TWY until the entire ACFT has passed the RWY holding point.

2.3.2. REDUCED RWY SEPARATION MINIMUMS (RRSM)

RRSM may be applied between a departing ACFT and a succeeding landing ACFT or between two successive landing ACFT on the same RWY provided the following conditions exist:

- visibility of at least 5km;
- ceiling in the departure/missed approach area 3000' or more;
- during daylight hours from 30 minutes after local sunrise to 30 minutes before local sunset;
- the second ACFT will be able to see the first ACFT clearly and continuously until the first is clear of the RWY;
- no unfavorable surface wind conditions (including significant tailwind/turbulence or wind shear, etc);
- braking action not adversely affected by water or other contaminants (i.e. RRSM will be suspended whenever the RWY is wet or there is pilot report of poor braking action).

When RRSM is applied, the successive landing ACFT may be given clearance to land before the first ACFT has cleared the RWY-in-use after landing or crossed the RWY end on departure provided there is reasonable assurance that the following separation distances will exist when the landing ACFT crosses the THR:

RWY 07L/25R

- Landing following departure:

The departing ACFT is/will be airborne and has passed a point at least 2400m from THR (ABEAM TWY A8 for RWY 07L or TWY A5 for RWY 25R).

- Landing following landing:

The preceding ACFT has landed and has passed a point at least 2400m from THR (ABEAM TWY A8 for RWY 07L or TWY A5 for RWY 25R), is in motion and will vacate the RWY without backtracking.

RWY 07R/25L

- Landing following departure:

The departing ACFT is/will be airborne and has passed a point at least 2900m from THR (ABEAM TWY K6 for RWY 07R or TWY K2 for RWY 25L).

- Landing following landing:

The preceding ACFT has landed and has passed a point at least 2900m from THR (ABEAM TWY K6 for RWY 07R or TWY K2 for RWY 25L), is in motion and will vacate the RWY without backtracking.

2. ARRIVAL

ATC will provide warning to the second ACFT when issuing the landing clearance in line with ICAO standard phraseology, eg:

- (Callsign....), preceding B737 landing about to vacate the RWY, surface wind 090 degrees/11 KT, cleared to land.
- (Callsign....), departing A320 ahead about to rotate, surface wind 230 degrees/6 KT, cleared to land.

Pilots must notify ATC in advance if they anticipate not being able to comply with any of the above requirements.

2.4. OTHER INFORMATION

2.4.1. DISTANCE FROM TOUCHDOWN INFO

In the event of airborne DME receiver failure or ground equipment failure, equivalent DME ranges will be provided by PRM controller for ILS CAT I approach at Final Approach Point and Outer Marker fix on frequency 133.7 MHz, as outlined in the following table:

ILS DME approach	Equivalent DME range provided by PRM controller at the following positions:	
	FAP	OM fix
RWY 07L	D5.3 IZSL	D4.0 IZSL
RWY 07R	D5.3 ISR	D4.0 ISR
RWY 25L	D14.1 IFL	D4.0 IFL
RWY 25R	D14.1 ITFR	D4.0 ITFR

In the event of airborne DME receiver failure, pilots must advise ATC prior to commencing the approach.

2.4.2. NOTIFICATION OF ARRIVAL DELAY AND DIVERSION PLANNING

A delay notification message will be included in the Arrival ATIS when the arrival delay is expected to exceed 30 minutes, e.g. "Expect 35 minutes holding due to traffic/extensive frontal weather conditions in the terminal area".

ATC will supplement this information as required on first contact on radiotelephony should there be a possibility of further delay, e.g. high rate of unsuccessful approaches, forecast weather deteriorations etc. to assist pilots to determine if they have sufficient holding fuel to continue or if a diversion is imminent.

Unless informed by the pilots, ATC will consider flights that decide to continue inbound to VHHH will have the required holding fuel to absorb the notified delay and will provide further updates to onward clearance times as needed. If further delay develops, pilots will be informed accordingly.

In the case of delay caused by extensive inclement weather conditions, operators should take into account that other APTs in the Pearl River Delta region would likely be affected by the same weather system and the possibility of using these APTs as alternates could be severely reduced.

2.4.3. ATC CLEARANCE FOR RNAV (RNP) APPROACH

Pilots, who are qualified and wish to fly the RNAV (RNP) approach, shall inform Hong Kong ATC of their intention on initial radio contact. The execution of the requested RNAV (RNP) approach procedure is subject to ATC concurrence, taking into account the prevailing traffic situation.

For RNAV (RNP) Z RWY 25L, pilots and airline operators shall expect that ATC concurrence would normally be granted during off-peak period, e.g. midnight or after, due to the complexities of this particular procedure induced to ATC operation.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

All ACFT other than helicopters and locally light ACFT shall obtain an ATC clearance prior to engine start. Pilots are to inform HONG KONG Ground/Delivery, as appropriate, of callsign, parking stand number/location, identifier of the latest ATIS received unless it has been included in the RCD (request for departure clearance down link) message via datalink, proposed flight level if it is different from the filed flight plan and when applicable, special requirements (e.g. request for another departure RWY or inability to comply with SID climb profile).

Additionally, departures for destinations in China routing via BEKOL shall contact Hong Kong Delivery 15 minutes before estimated off-block time (EOBT) to obtain advance notification of any flow control restriction that may affect the flight.

Approved ACFT planning to fly the Radius-to-Fix SID shall make request when obtaining ATC clearance, using recommended phraseology - "Request Radius-to-Fix SID". ACFT using PCD shall make such voice request prior to sending 'Request for Departure Clearance Downlink' (RCD) message.

A two-way Pre-Departure Clearance (PDC) data link service is available to approved operators from HONG KONG Delivery between 0730-0030LT daily. Pilots should send a RCD to ATC not more than 20 minutes prior to EOBT. If the CLD message is not received within 5 minutes or there is any problem with data link exchange, pilot shall inform HONG KONG Delivery.

Pilots not participating in the PDC service shall contact HONG KONG Delivery between 0730-0030LT. All pilots shall contact HONG KONG Ground (South) between 0030-0730LT 5 minutes prior to start to put their ATC clearance on request. Upon receipt of the ATC clearance, the pilot shall read back the following information:

- Callsign, - Destination, - Route, - SID, - SSR code.

Pilots shall comply with instructions issued by HONG KONG Delivery regarding when to contact the relevant HONG KONG Ground frequency.

Once an ATC clearance has been received, unless there is a specific time restriction included in the clearance, any delay in being ready to push-back, start engines or taxi may result in the clearance being cancelled.

Pilots shall contact HONG KONG Ground (South) except when notified it is sectorised, in which case pilots shall contact:

- HONG KONG Ground (North) for North and West Aprons.
- HONG KONG Ground (South) for South, Cargo and Business Aviation Aprons.

Prior to requesting for push-back or taxi from a parking stand, pilots of ACFT equipped with a "weight-on-wheel" switch must ensure the transponder is operating (on "AUTO" or "XPNDR", and not "STDBY" or "OFF") and the assigned Mode A code is selected. ACFT with Mode S transponder capable of reporting ACFT Identification should have its identification in the ICAO flight plan format entered via FMS or Control Panel.

The majority of parking stands have two standard push-back procedures, push-back BLUE and push-back RED. The normal push-back procedure is to the taxi-lane ABEAM the adjacent parking stand, but where this would result in the ACFT entering a critical area, the push-back is extended to a Tug Stop Point clear of the critical area. Stands E2, E17, N24, N30, N60, N142, N143, S25, S31, S43, S102 thru S104, S108, S110 and W65 have a push-back/tow-forward procedure, push-back GREEN.

3. DEPARTURE

Under certain traffic conditions it may be necessary for Hong Kong Ground to issue non-standard push-back instructions to expedite to flow of traffic. Pilots will be issued a "non-standard push-back" to a defined location and direction.

Pilots shall ensure that the push-back colour code or non-standard push-back instructions issued by HONG KONG Ground are accurately relayed to their ground crew before push-back or engine start commences.

There is a restriction to the starting of engines for ACFT in parking stands S103, S108 and W123. If ACFT in these stands are required to push-back through 180°, only one engine shall be started during the push-back, other engines shall only be started when the push-back manoeuvre has been completed.

When known conditions exist which necessitate that engine start-up is carried out in the parking stand prior to the commencement of push-back, or greater than idle engine thrust will be required during engine start (e.g. cross-bleed start procedure), the pilot shall advise HONG KONG Ground of the fact when engine start or push-back clearance is requested.

Whilst push-back procedure is being conducted, it is essential for safety reasons that communication contact is maintained between pilot and ground engineer in charge. ATC clearance will not normally be issued to ACFT whilst being pushed back, unless the pilot so requests.

To avoid delay to other traffic using the apron, ACFT should be ready to taxi as soon as the push-back manoeuvre and engine start procedure are completed. The standard push-back for stands N68 and N70 is into TWY B, therefore to avoid delays to other traffic it is essential that the ACFT should be ready to taxi as soon as the push-back manoeuvre is complete. If ACFT are unable to comply with this procedure, pilots shall immediately inform HONG KONG Ground in order that alternative taxi instructions may be issued to other traffic.

Pilots are reminded that they should always use minimum power when starting engines or manoeuvring within the apron area. It is especially important when commencing to taxi that break-away thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

3. DEPARTURE

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

To comply with speed requirements at PORPA (RWY 07R), ROVER (RWY 07L), or PRAWN (RWY 25L/R) it is recommended to use NADP 2 or the manufacturer's recommended procedure.

If unable to comply with SID speed requirements inform ATC prior entering the RWY.

RWY 07L/07R

In order to minimize noise on the ground and to ensure safety of flight operations all operators are to adopt either NADP 1 or NADP 2 procedures for all take-offs.

3.2.2. NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

3.2.2.1. NOISE MITIGATING SIDS RWYS 07L/R

As a noise mitigating measure between 2301-0700LT, all departures from RWYs 07L/R eastbound (e.g. via ELATO), northbound (e.g. via BEKOL) or southeastbound (e.g. via NOMAN) may expect the appropriate ATENA, LOGAN, RASSE or SKATE SID routing via RAMEN. These noise mitigating SIDs route over the West Lamma Channel and avoid overflight of densely populated areas.

Pilots flying with on-board FMS/RNAV equipment are reminded that the significant points PORPA and ROVER are 'fly-over' positions. To ensure clearance from terrain, the initial RIGHT turn to RAMEN must not be commenced until passing PORPA or ROVER.

3.2.2.2. SPECIAL ATC HANDLING PROCEDURES FOR RWYS 25L/R DEPARTURES

As a noise mitigating measure between 2301- 0700LT, departures from RWYs 25L/R may expect to remain on the appropriate SID track until passing 9000' or until they are south of Lantau Island, before being provided with radar vectors, as appropriate.

3.3. RWY OPERATIONS

3.3.1. RWY UTILISATION

When instructed to enter the RWY, pilots should commence the manoeuvre without delay.

Pilots should commence take-off roll as soon as take-off clearance is issued by ATC.

To enable efficient handling of departures, all RWYs have a pair of lead-on TWYs at the beginning of the RWY. For application of wake turbulence longitudinal separation, ATC considers ACFT using these two TWYs as departing from a similar position.

To provide an expeditious departure sequence, ATC may request a flight to depart from an intersection TWY with a reduced RWY length. In this case and when applicable, the intermediate (intersection) departure wake turbulence longitudinal separation shall be applied.

If a pilot is unable to accept the standard spacing, they must inform ATC prior to entering the RWY.

3. DEPARTURE

3.4. OTHER INFORMATION

3.4.1. GENERAL

Due to the proximity of the FIR boundary to the West, pilots departing RWY 25L or RWY 25R are advised to maintain a careful cross-check of ACFT position after passing PRAWN. In the event of any weather avoidance manoeuvre, permission must be obtained from ATC prior to making any turn away from the prescribed departure track.

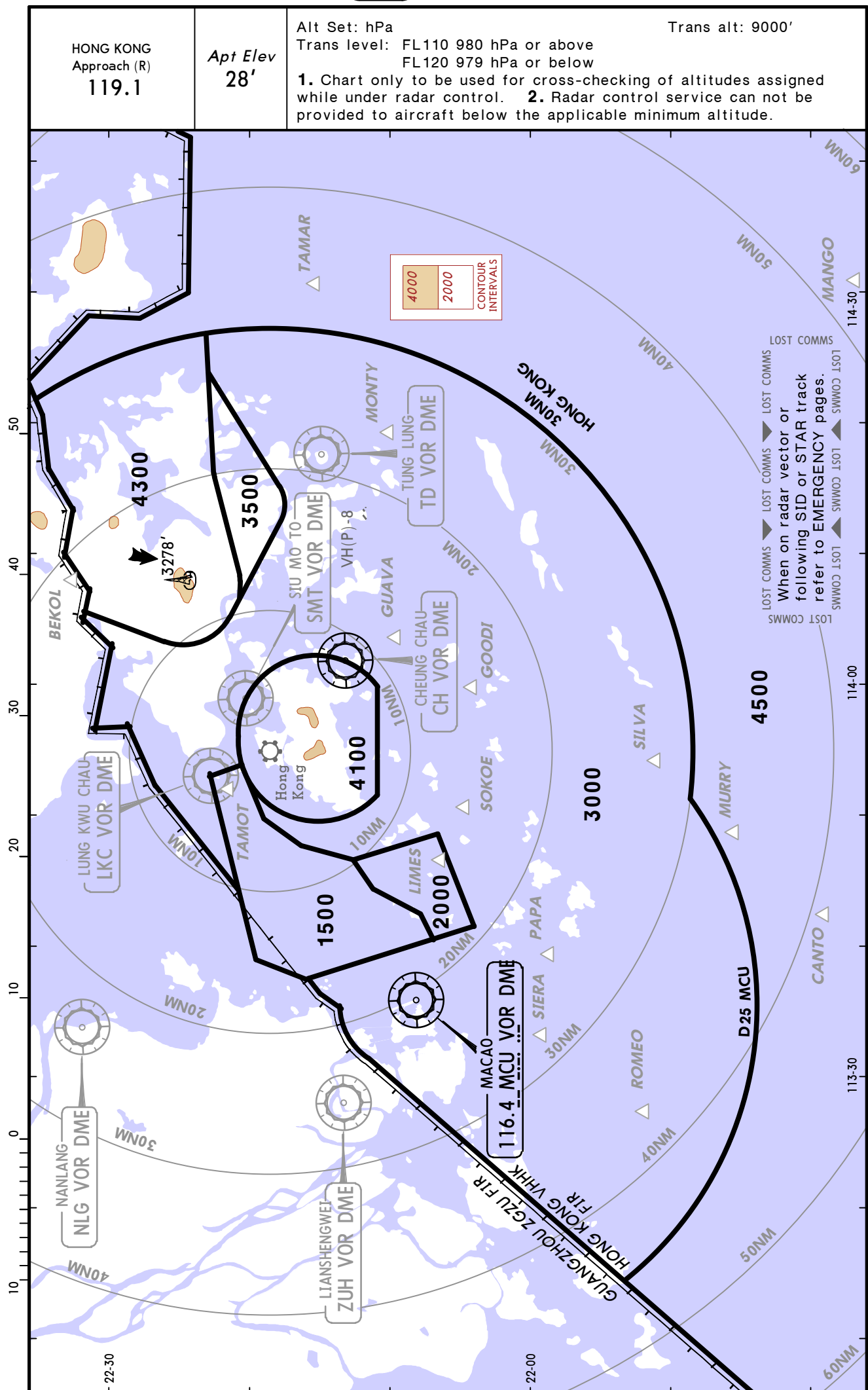
3.4.2. DEPARTURE GROUND HOLDING PROCEDURE

When there is a shortage of vacant stands and a departure is subject to a take-off time delay in excess of 40 minutes, ACFT will be instructed to vacate parking stand and taxi to a location on TWY H between TWY G1 and TWY V or TWY N. Once at the holding location and upon ATC advice, pilots may shut down one or more engines at their discretion and expect engine start clearance approximately 10 minutes prior to their allocated take-off time. Up to 15 ACFT can be held on TWY H and a further 10 ACFT may be held on TWY N.

This procedure is not suitable for ACFT that require ground power for engine start or ACFT services. Pilots of such ACFT shall advise Delivery when Departure Ground Holding Procedure is in operation.

It is expected that holding will not be in excess of 1 hour (operators are advised to plan their fuel strategy accordingly).

Whenever Departure Ground Holding Procedure is implemented, it will be broadcast on Departure ATIS and Delivery will also broadcast the information regularly.



D-ATIS
128.2

Apt Elev
28'

Alt Set: hPa

Trans level: FL110 980 hPa or above
FL120 979 hPa or below

Trans alt: 9000'

TERMINAL TRANSITION ROUTES

V511, V521

TO ABBEY

V531, V541, V542, V551

TO BETTY

SPEED MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED

HONG KONG
RADAR
121.3
128.12

V511, V521

(CRP for non-jet ACFT)

MAGOG

N22 17.8 E115 49.5
(CH R-089/D100.0)

DOTMI
N22 43.1 E116 10.1
(CH R-078/D122.5)
(TD R-077/D107.9)

ELATO

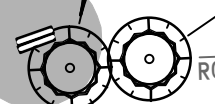
N22 20.0
E117 30.0
(CH R-089/D193.2)

CHEUNG CHAU
P 112.3 CH
N22 13.2 E114 01.8

TUNG LUNG
P 116.1 TD
N22 14.9 E114 17.6

(CRP for non-jet ACFT)

FISHA

N22 17.0 E115 20.2
(CH R-089/D72.8)


D58.1

23.0

27.2

V 511

V 521

31.7

V 511

218°

93.3

V 521

270°

D178.5

(CRP for non-jet ACFT)

ABBEY

N22 16.2 E114 55.4
(CH R-089/D49.8)

(CRP for non-jet ACFT)

BAKER

N21 13.0 E114 39.1
(CH R-152/D69.3)
(TD R-164/D64.8)

(CRP for non-jet ACFT)

SONNY

N21 01.1
E115 03.3
(CH R-143/D91.9)
(TD R-152/D85.0)

(CRP for non-jet ACFT)

BETTY

N21 29.2 E114 33.5

(CRP for non-jet ACFT)

CYBER

N20 50.8
E114 33.2
(CH R-162/D87.1)
(TD R-172/D85.0)

(CRP for non-jet ACFT)

HOCKY

N20 35.8 E114 34.5
(CH R-165/D101.7)
(TD R-173/D99.9)

(CRP for non-jet ACFT)

DOVAR

N20 51.6
E115 07.0
(CH R-145/D101.5)
(TD R-153/D94.9)

(CRP for non-jet ACFT)

TOFEE

N19 18.4 E115 17.6
(CH R-164/D184.7)
(TD R-160/D188.1)

(CRP for non-jet ACFT)

SUKER

N19 40.6 E114 39.2
(CH R-169/D156.0)
(TD R-174/D155.1)

(CRP for non-jet ACFT)

CARSO

N19 00.0 E114 42.6
(CH R-171/D196.2)
(TD R-175/D195.6)

(CRP for non-jet ACFT)

EATON

N21 07.4 E115 43.0
(CH R-127/D114.8)
(TD R-132/D104.2)

(CRP for non-jet ACFT)

FL90

10 NM

outbound

MAX 250 KT

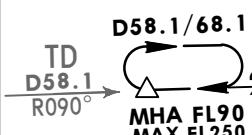
DESCENT REQUIREMENTS

Via V-511 or V-521: If holding is required, each flight will be instructed individually and pilots can expect to cross MAGOG at FL260.
Via V-551: cross CYBER at FL 260.
Via V-531 or V-541: cross SONNY at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

① Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

HOLDINGS OVER FISHA
MAX 250 KT.

Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.



(CRP for non-jet ACFT)

RAMUS

N20 15.7 E115 21.1
(CH R-150/D138.6)
(TD R-155/D132.8)

HONG KONG
RADAR
128.75
132.15

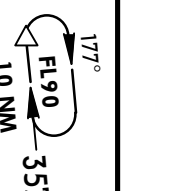
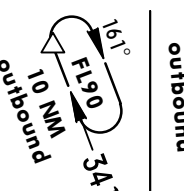
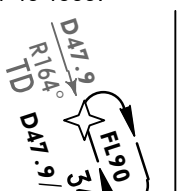
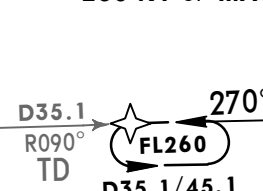
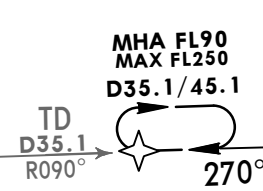
V531, V541, V542



NOT TO SCALE

HOLDINGS OVER
ABBEY
BAKER
BETTY
DOVAR
HOCKY
MAX 250 KT.

Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.



D-ATIS
128.2

Apt Elev
28'

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

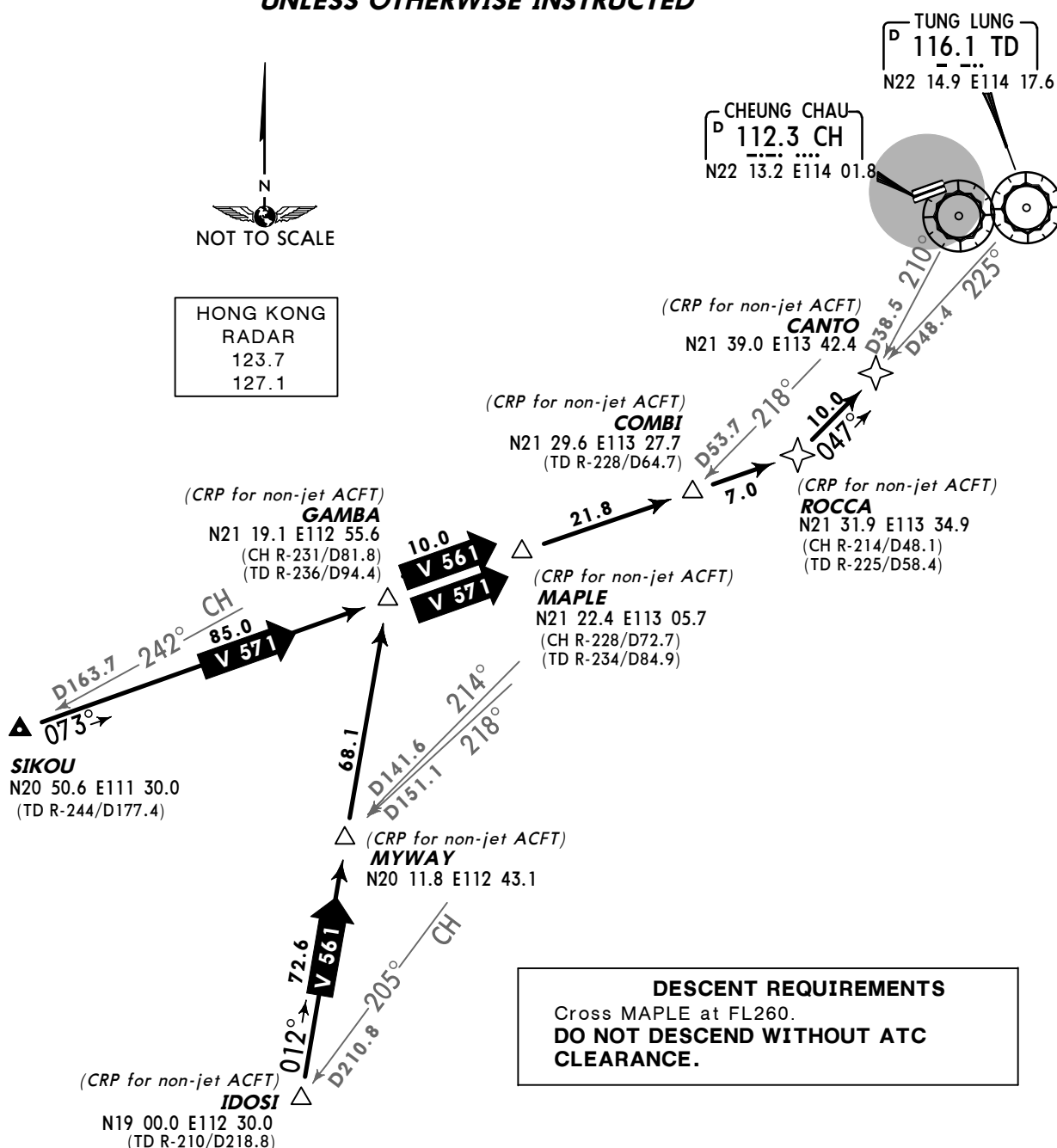
Trans alt: 9000'

TERMINAL TRANSITION ROUTES

V561, V571

TO CANTO

~~SPEED~~ MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED

HONG KONG
RADAR
123.7
127.1


DESCENT REQUIREMENTS

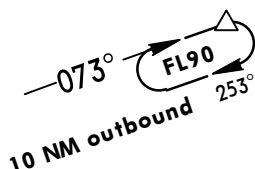
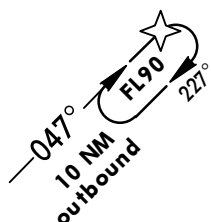
Cross MAPLE at FL260.
**DO NOT DESCEND WITHOUT ATC
CLEARANCE.**

HOLDINGS OVER

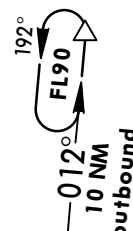
CANTO

COMBI & GAMBBA

MAX 250 KT.

Under turbulent conditions, when approved by ATC
280 KT or **MACH 0.8**, whichever is less.


MYWAY

Holding at FL340 or below **280 KT**
or **MACH 0.8**, whichever is less.
Above FL340 **MACH 0.83**.


If required request RADAR assistance to follow correct track.

UNLESS OTHERWISE INSTRUCTED



★ **BETTY**
N21 29.2 E114 33.5
(CH R-148/D52.8)
(TD R-164/D47.9)

[illegible]

Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.



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Alt Set: hPa
Trans level: FL110 980 hPa or above Trans alt: 9000'
FL120 979 hPa or below
If required request RADAR assistance to follow correct track.

Trans alt: 9000'

BETTY 2A [BETY2A]

RWYS 07L/R RNAV (RNP1) ARRIVAL

RNAV (GNSS)

FOR AIRCRAFT APPROPRIATELY

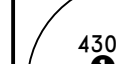
EQUIPPED AND APPROVED FOR RNP1 OPERATIONS

NON-RNAV ARRIVALS ARE FOR EXCLUSIVE USE BY AIRLINE

OPERATORS WHICH HAVE BEEN GRANTED PRIOR APPROVAL

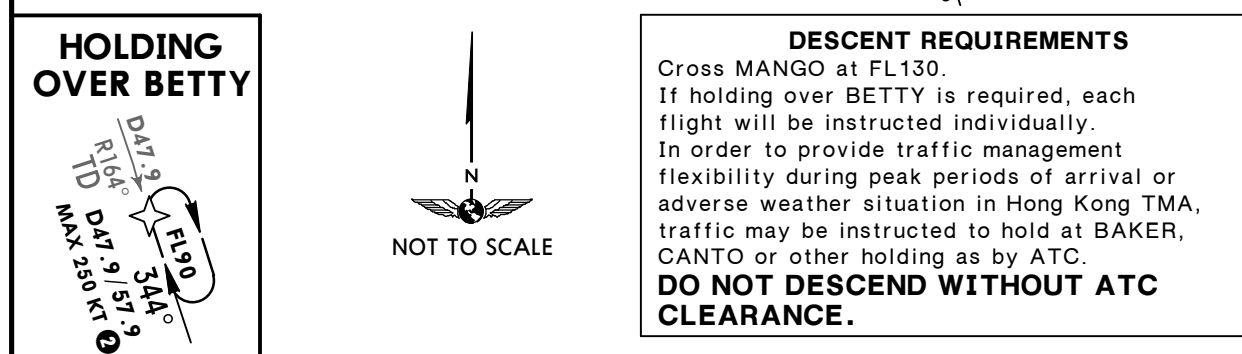
SPEED MAX 250 KT BELOW 10000'

UNLESS OTHERWISE INSTRUCTED

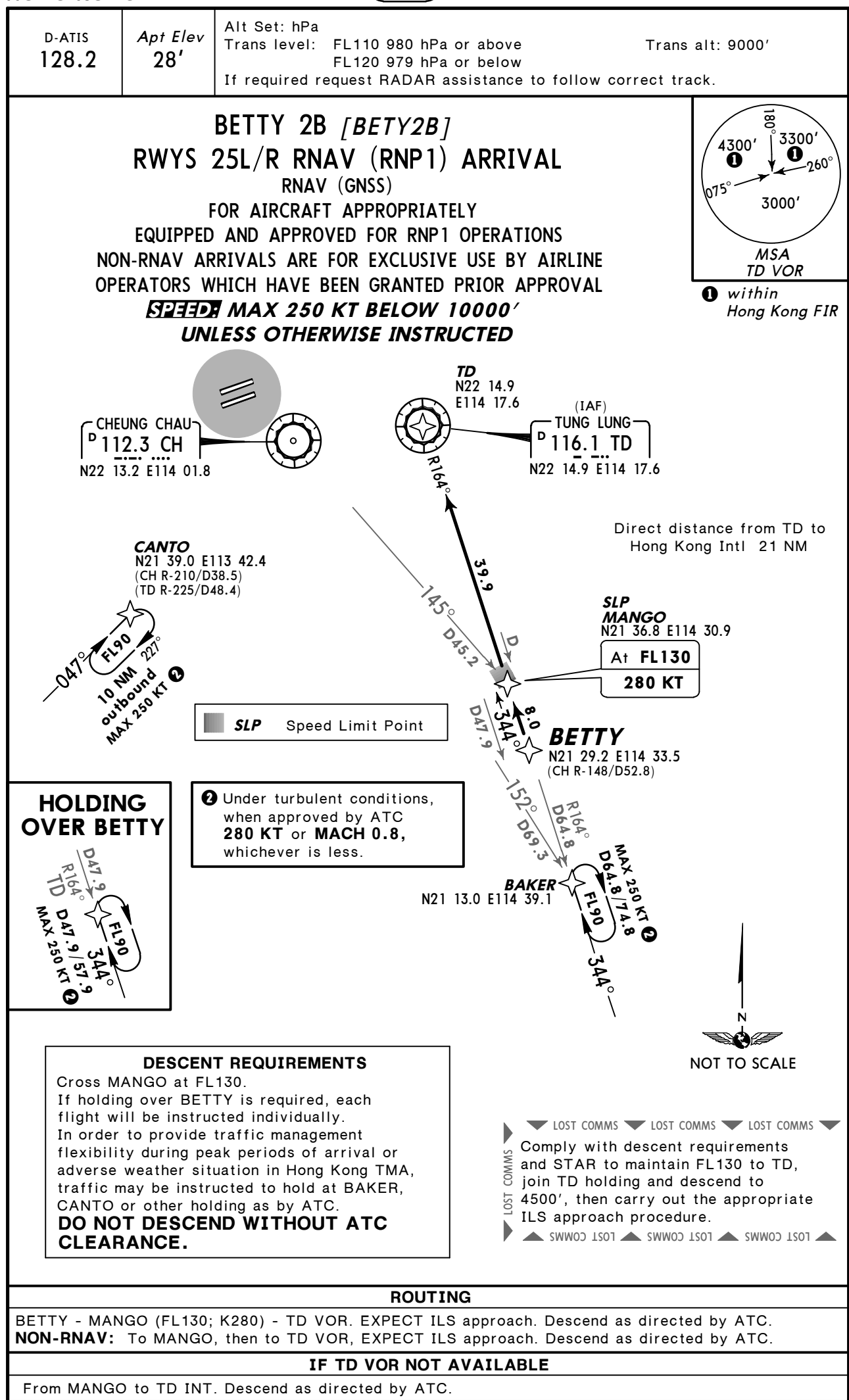


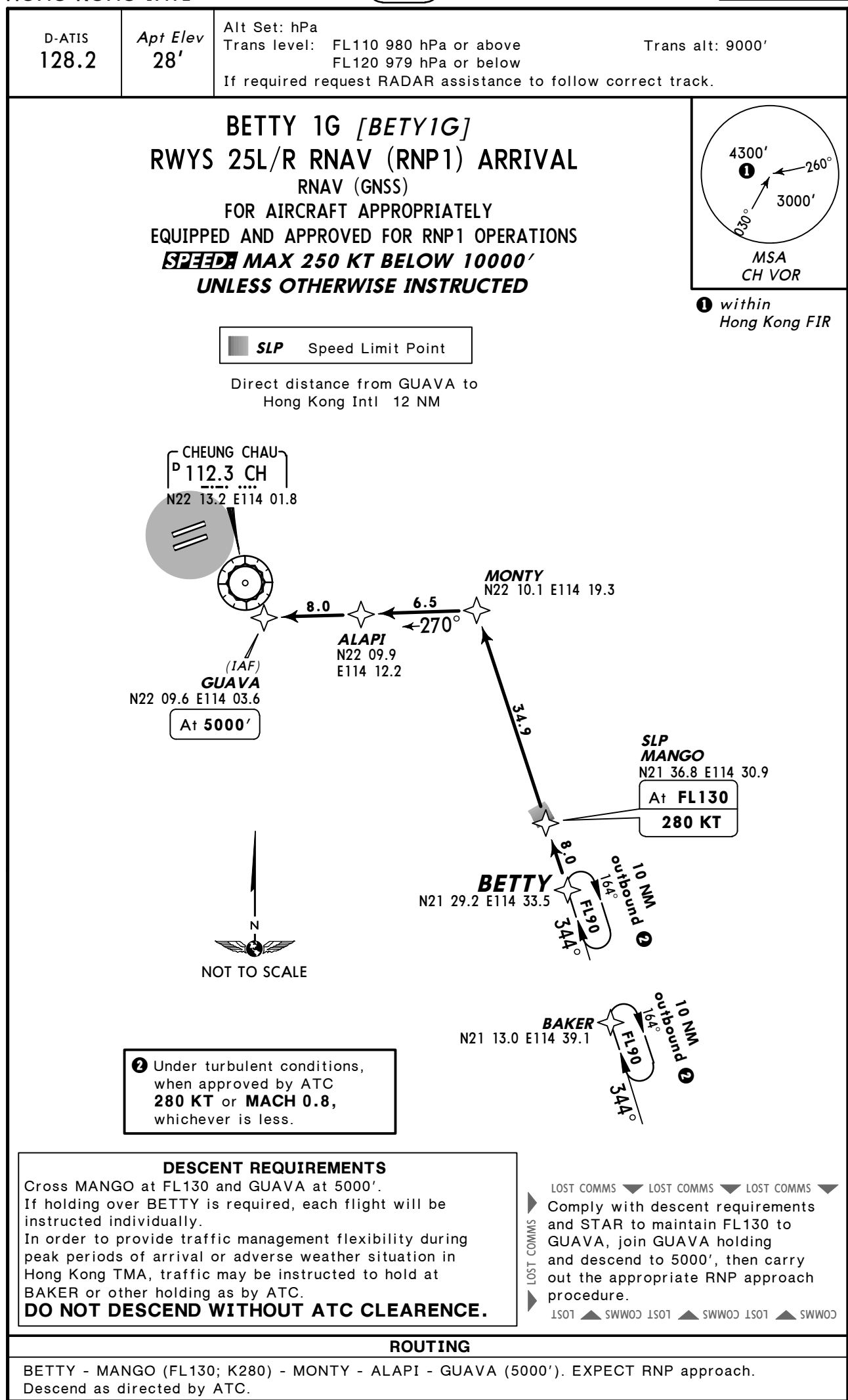
MSA
CH VOR

1 within
Hong Kong FIR



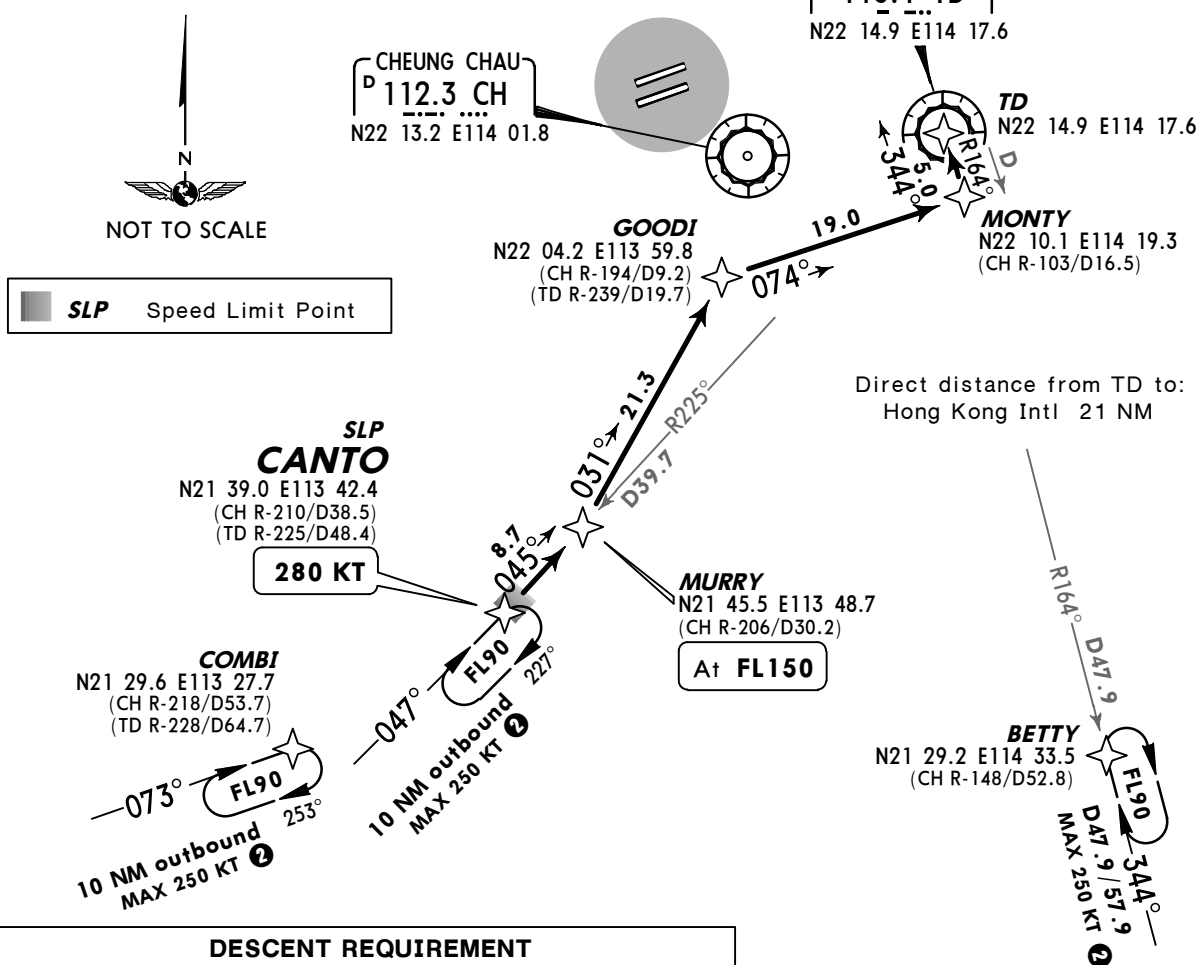
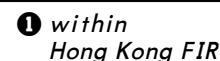
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If required request RADAR assistance to follow correct track.

UNLESS OTHERWISE INSTRUCTED

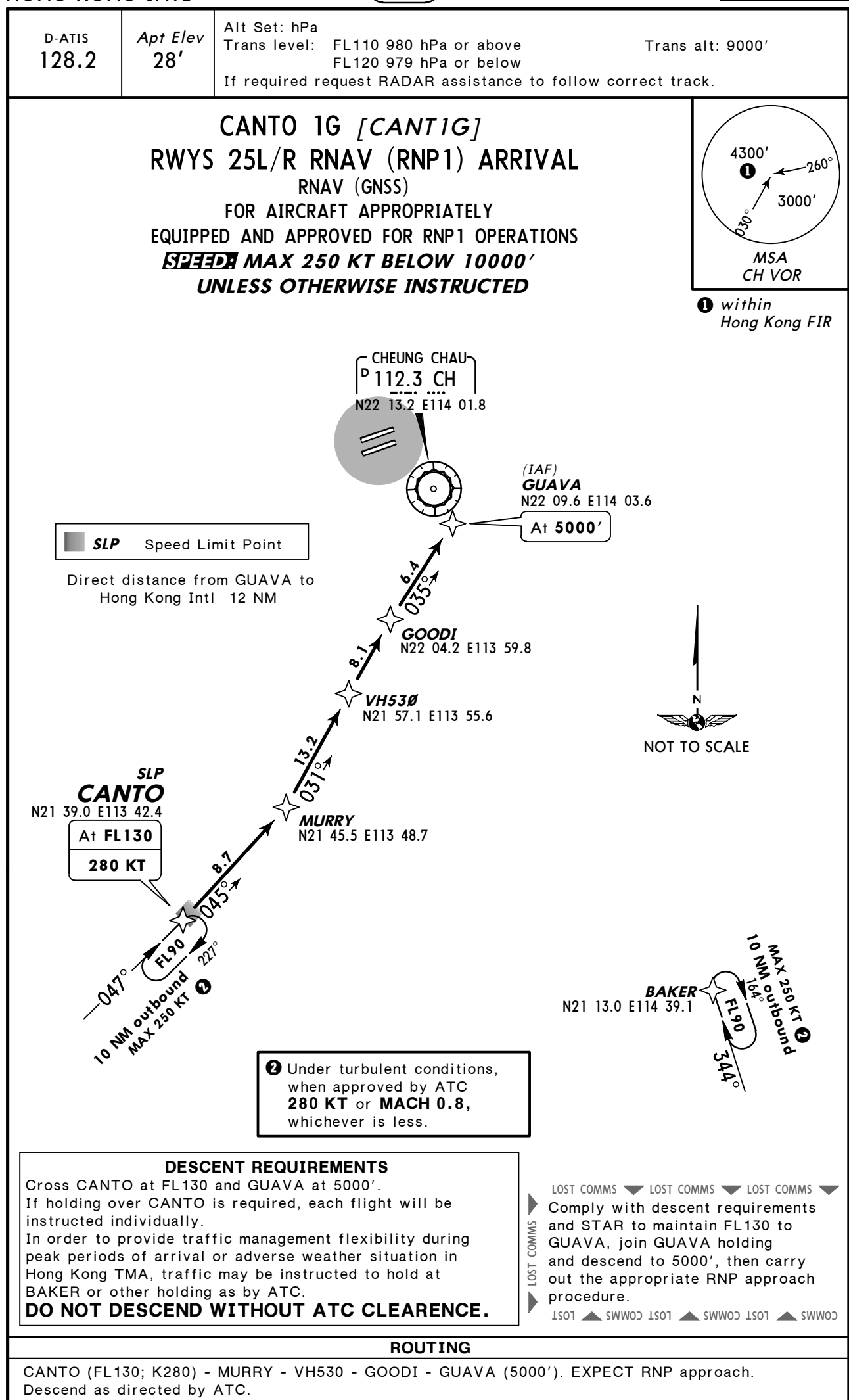


DO NOT DESCEND WITHOUT ATC CLEARANCE

② Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

[illegible]

From MONTY turn LEFT to TD INT. Descend as directed by ATC.



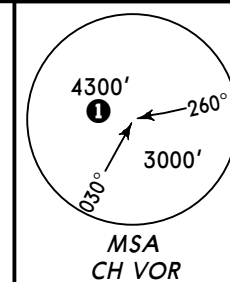
D-ATIS
128.2

Apt Elev
28'

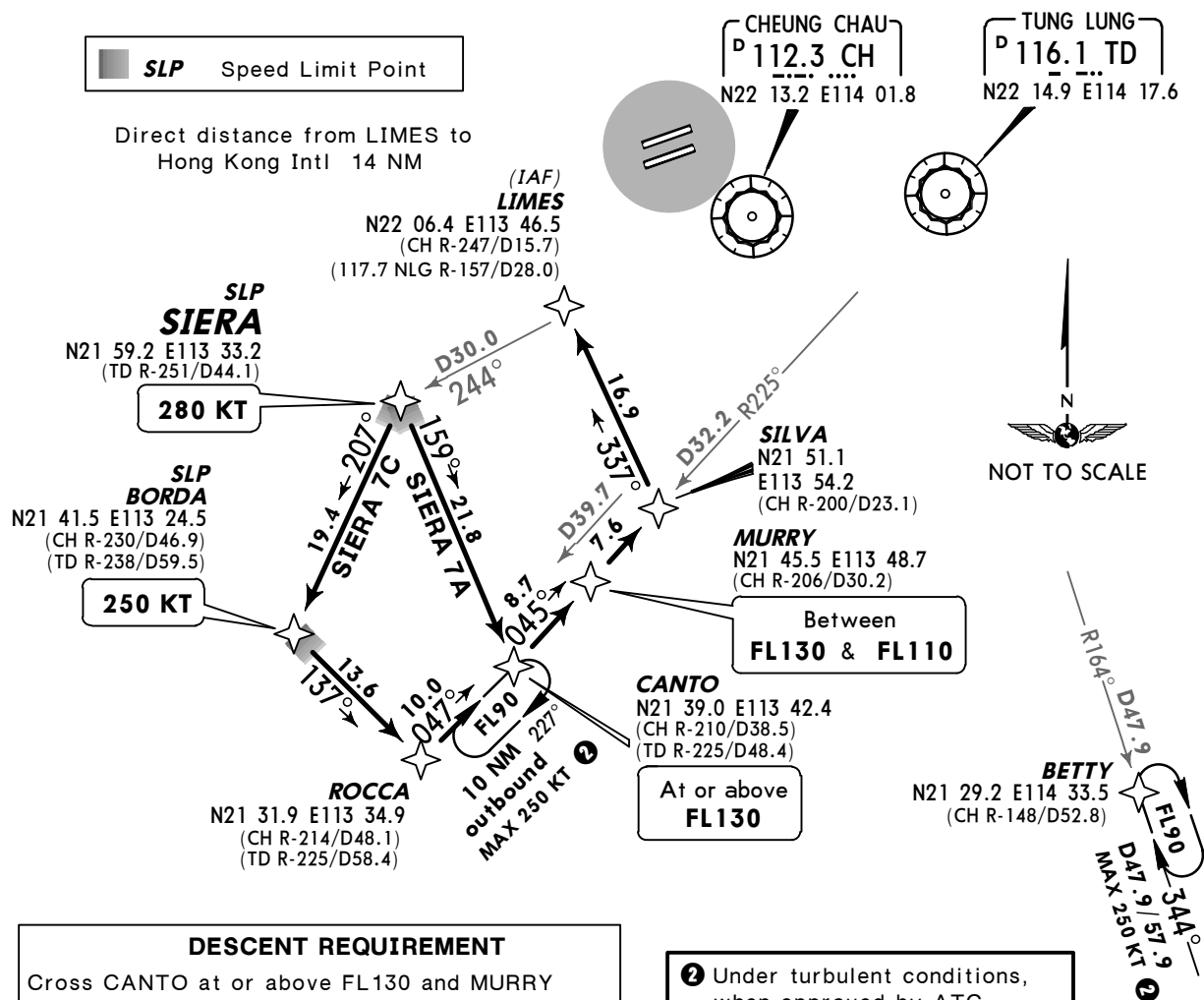
Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below
Trans alt: 9000'
If required request RADAR assistance to follow correct track.

SIERA 7A [SIER7A], SIERA 7C [SIER7C] RWYS 07L/R RNAV (RNP1) ARRIVALS RNAV (GNSS)

FOR AIRCRAFT APPROPRIATELY
EQUIPPED AND APPROVED FOR RNP1 OPERATIONS
NON-RNAV ARRIVALS ARE FOR EXCLUSIVE USE BY AIRLINE
OPERATORS WHICH HAVE BEEN GRANTED PRIOR APPROVAL
~~SPEED~~ MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED



① within
Hong Kong FIR



DESCENT REQUIREMENT

Cross CANTO at or above FL130 and MURRY
between FL130 & FL110.
Holding is established over CANTO. In the
event of holding, each flight will be
instructed individually. In order to provide
traffic management flexibility during peak
periods of arrival or adverse weather
situation in Hong Kong TMA, traffic may be
instructed to hold at BETTY or other holding
as by ATC.

**DO NOT DESCEND WITHOUT ATC
CLEARANCE**

② Under turbulent conditions,
when approved by ATC
280 KT or **MACH 0.8**,
whichever is less.

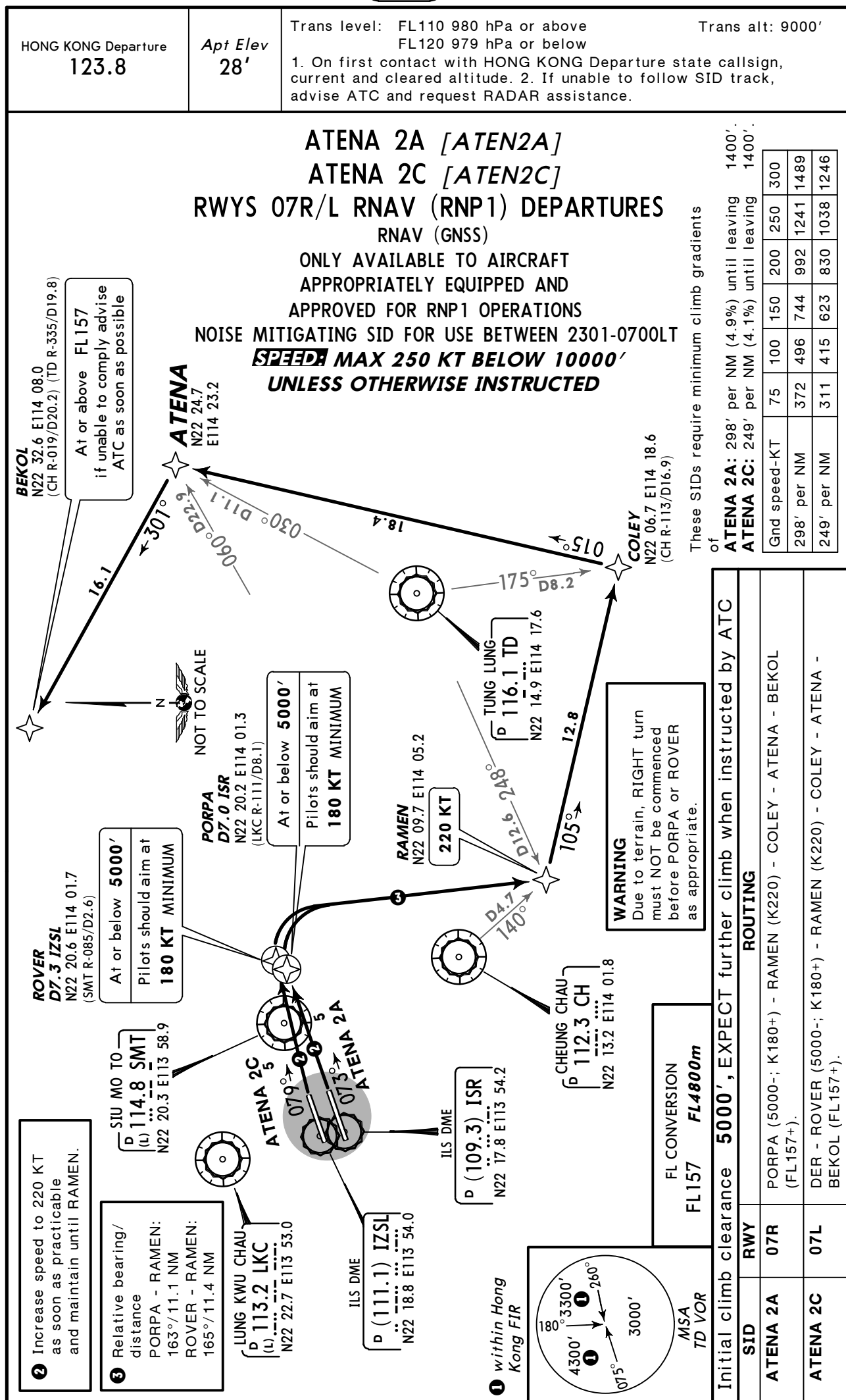
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Comply with descent requirement
and STAR to maintain FL130 to LIMES,
join LIMES holding and descend to
4500', then carry out the appropriate
ILS approach procedure.
SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01

STAR	ROUTING
SIERA 7A	SIERA (K280) - CANTO (FL130+) - MURRY (FL130 - FL110) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC. NON-RNAV: To CANTO, turn LEFT, via MURRY to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC.
SIERA 7C	SIERA (K280) - BORDA (K250) - ROCCA - CANTO (FL130+) - MURRY (FL130 - FL110) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC. NON-RNAV: To BORDA, turn LEFT to ROCCA, then to CANTO, then via MURRY to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC.

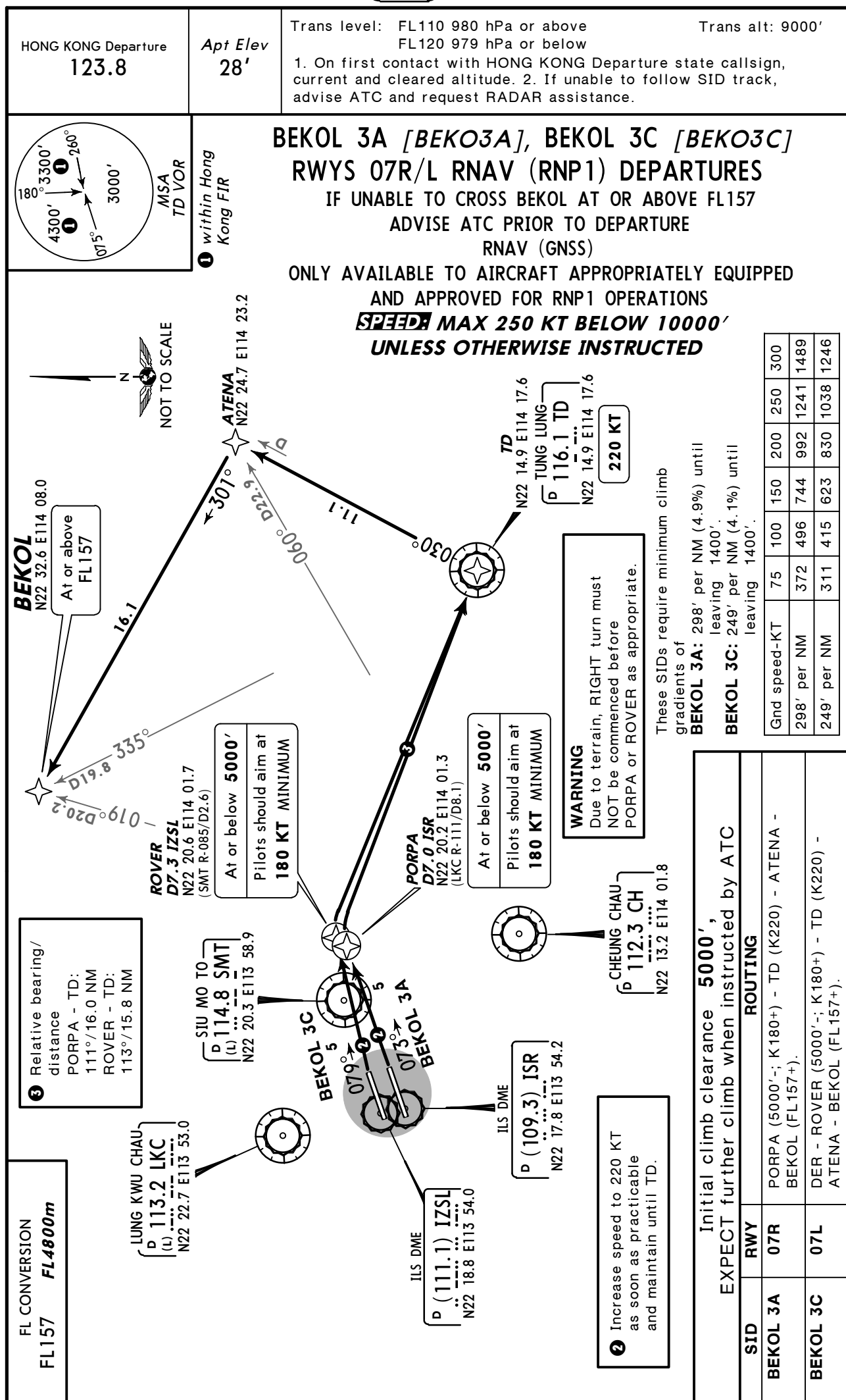
RNAV SID DESIGNATION	REFER TO CHART
ATENA 2A, 2C	10-3B
ATENA 1E, 1F	10-3C
BEKOL 3A, 3C	10-3D
BEKOL 2B, 2D	10-3E
LAKES 3A, 3C	10-3F
LAKES 2B, 2D	10-3G
LOGAN 3A, 3C	10-3G1
LOGAN 1E, 1F	10-3G2
OCEAN 2A, 2C	10-3H
OCEAN 2B, 2D	10-3J
PECAN 1A, 1C	10-3K
PECAN 1B, 1D	10-3L
RASSE 3A, 3C	10-3M
RASSE 1E, 1F	10-3N
SKATE 3A, 3C	10-3N1
SKATE 1E, 1F	10-3N2
TITAN 1E, 1F	10-3N3

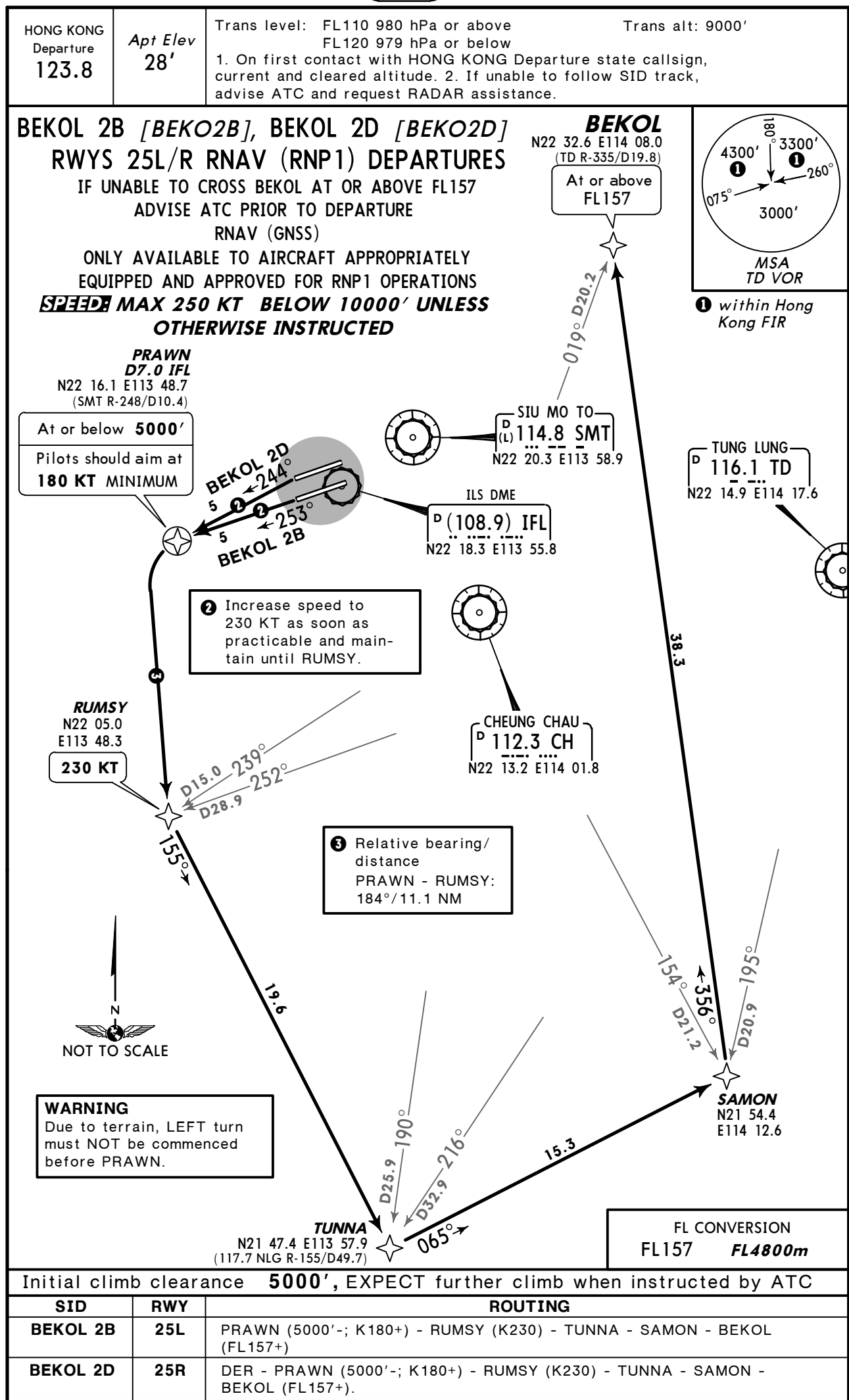
FOR SID DESIGNATION &
TERMINAL TRANSITION ROUTE REFER TO PAGE 10-3A

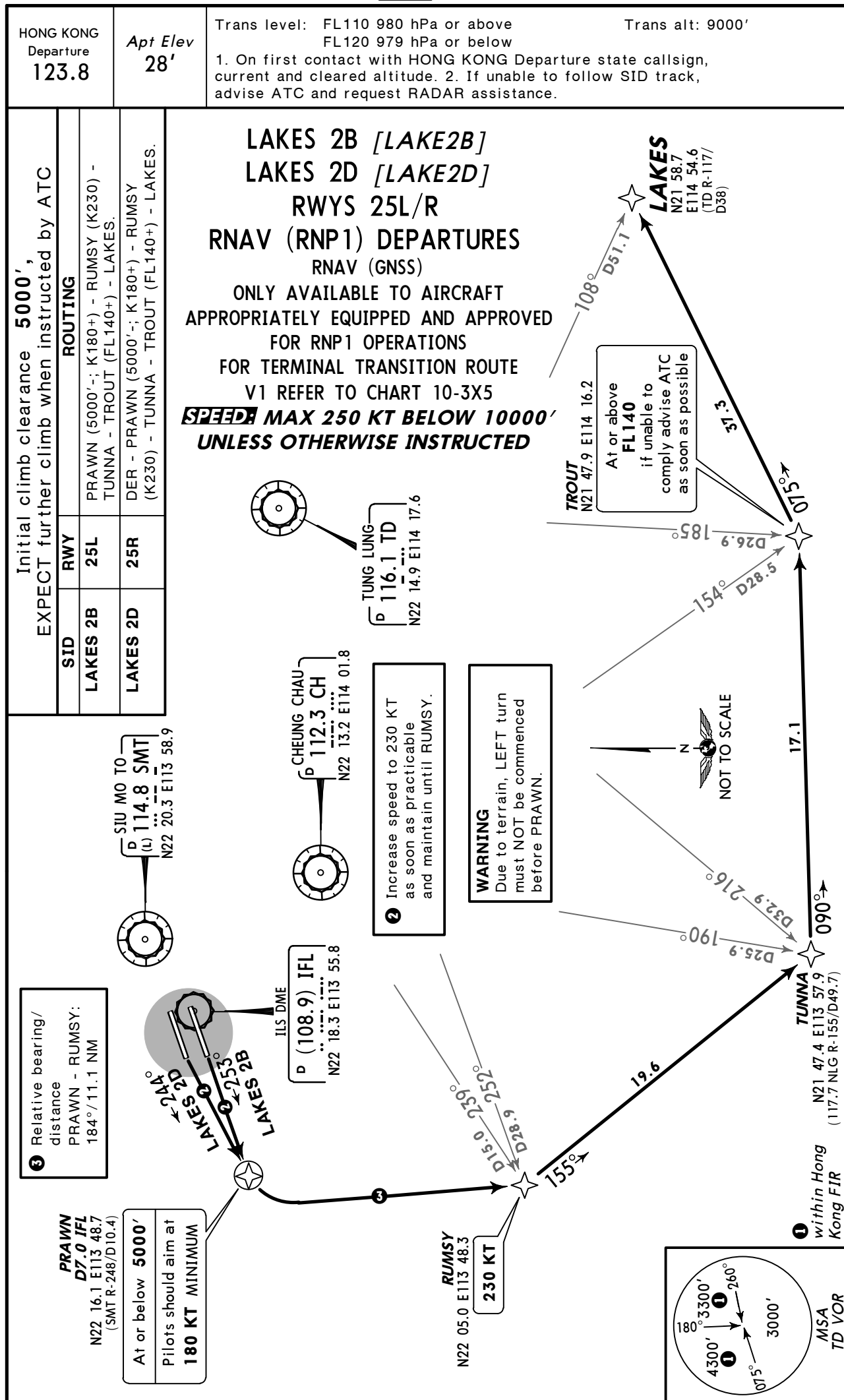
SID DESIGNATION	REFER TO CHART
ATENA 2A, 2C	10-3P
BEKOL 3A, 3C	10-3Q
BEKOL 2B, 2D	10-3S
LAKES 3A, 3C	10-3T
LAKES 2B, 2D	10-3U
LOGAN 3A, 3C	10-3V
OCEAN 2A, 2C	10-3W
OCEAN 2B, 2D	10-3X
PECAN 1A, 1C	10-3X1
PECAN 1B, 1D	10-3X2
RASSE 3A, 3C	10-3X3
SKATE 3A, 3C	10-3X4
TERMINAL TRANSITION ROUTE	REFER TO CHART
V1, V2, V3, V4, V5	10-3X5
V10, V11, V12	10-3X6



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CHANGES: New chart (RNAV SIDs revised & transferred). © JEPPESEN, 2014. ALL RIGHTS RESERVED.

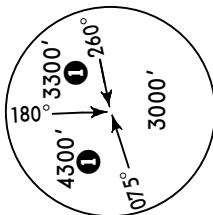
HONG KONG
Departure
123.8

Apt Elev
28'

Trans level: FL110 980 hPa or above
FL120 979 hPa or below

Trans alt: 9000'

1. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 2. If unable to follow SID track, advise ATC and request RADAR assistance.



MSA
TD VOR

① within Hong
Kong FIR

OCEAN 2A [OCEA2A], OCEAN 2C [OCEA2C] **RWYS 07R/L RNAV (RNP1) DEPARTURES** RNAV (GNSS)

ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY
EQUIPPED AND APPROVED FOR RNP1 OPERATIONS
FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5
REFER TO CHART 10-3X5

~~SPEED~~ MAX 250 KT BELOW 10000' UNLESS OTHERWISE INSTRUCTED

WARNING

Due to terrain, RIGHT turn must
NOT be commenced before
PORPA or ROVER as appropriate.

ROVER

D7.3 IZSL
N22 20.6 E114 01.7
(SMT R-085/D2.6)

At or below **5000'**
Pilots should aim at
180 KT MINIMUM

TD
N22 14.9 E114 17.6
TUNG LUNG
D 116.1 TD
N22 14.9 E114 17.6

220 KT

PORPA

D7.0 ISR
N22 20.2 E114 01.3
(LKC R-111/D8.1)

At or below **5000'**
Pilots should aim at
180 KT MINIMUM

CHEUNG CHAU
D 112.3 CH
N22 13.2 E114 01.8

③ Relative bearing/
distance
PORPA - TD:
111°/16.0 NM
ROVER - TD:
113°/15.8 NM

② Increase speed to 220 KT
as soon as practicable
and maintain until TD.

These SIDs require minimum climb gradients

of
OCEAN 2A: 298' per NM (4.9%) until leaving 1400'.
OCEAN 2C: 249' per NM (4.1%) until leaving 1400'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
249' per NM	311	415	623	830	1038	1246

Initial climb clearance **5000'**,
EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
OCEAN 2A	07R	PORPA (5000'-; K180+) - TD (K220) - OCEAN.
OCEAN 2C	07L	DER - ROVER (5000'-; K180+) - TD (K220) - OCEAN.

LUNG KWU CHAU
D 113.2 LKC
(L) N22 22.7 E113 53.0

SIU MO TO
D 114.8 SMT
(L) N22 20.3 E113 58.9

OCEAN 2C
079°
OCEAN 2A
073°

ILS DME
D (111.1) IZSL
N22 18.8 E113 54.0

ILS DME
D (109.3) ISR
N22 17.8 E113 54.2



NOT TO SCALE

CHANGES: RNAV SIDs revised.

HONG KONG
Departure
123.8

Apt Elev
28'

Trans level: FL110 980 hPa or above
FL120 979 hPa or below
1. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 2. If unable to follow SID track, advise ATC and request RADAR assistance.

Trans alt: 9000'

PECAN 1A [PECA1A], PECAN 1C [PECA1C] RWYS 07R/L RNAV (RNP1) DEPARTURES

RNAV (GNSS)

ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY
EQUIPPED AND APPROVED FOR RNP1 OPERATIONS

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X6

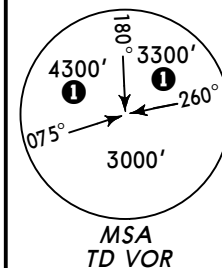
~~SPEED~~ MAX 250 KT BELOW 10000' UNLESS OTHERWISE INSTRUCTED

LUNG KWU CHAU
D 113.2 LKC
(L) ...
N22 22.7 E113 53.0

SIU MO TO
D 114.8 SMT
(L) ...
N22 20.3 E113 58.9

ROVER
D7.3 IZSL
N22 20.6 E114 01.7
(SMT R-085/D2.6)

At or below **5000'**
Pilots should aim at
180 KT MINIMUM



① within Hong Kong FIR

TUNG LUNG
D 116.1 TD
N22 14.9 E114 17.6

PORPA
D7.0 ISR
N22 20.2 E114 01.3
(LKC R-111/D8.1)

At or below **5000'**
Pilots should aim at
180 KT MINIMUM

ILS DME
D (111.1) IZSL
N22 18.8 E113 54.0

ILS DME
D (109.3) ISR
N22 17.8 E113 54.2

CHEUNG CHAU
D 112.3 CH
N22 13.2 E114 01.8

RAMEN
N22 09.7 E114 05.2
220 KT

② Increase speed to 220 KT as soon as practicable and maintain until RAMEN.

③ Relative bearing/distance
PORPA - RAMEN:
163°/11.1 NM
ROVER - RAMEN:
165°/11.4 NM

WARNING

Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.

These SIDs require minimum climb gradients of

PECAN 1A: 298' per NM (4.9%) until leaving 1400'.
PECAN 1C: 249' per NM (4.1%) until leaving 1400'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
249' per NM	311	415	623	830	1038	1246

PECAN
N21 26.3 E114 02.1
(CH R-182/D46.7)



Initial climb clearance **5000'**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
PECAN 1A	07R	PORPA (5000'-; K180+) - RAMEN (K220) - BREAM - TITAN - PECAN.
PECAN 1C	07L	DER - ROVER (5000'-; K180+) - RAMEN (K220) - BREAM - TITAN - PECAN.

HONG KONG Departure
123.8

Apt Elev
28'

Trans level: FL110 980 hPa or above
FL120 979 hPa or below

Trans alt: 9000'

1. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 2. If unable to follow SID track, advise ATC and request RADAR assistance.

RASSE 3A [RASE3A] RASSE 3C [RASE3C] RWYS 07R/L RNAV (RNP1) DEPARTURES

RNAV (GNSS)

ONLY AVAILABLE TO AIRCRAFT
APPROPRIATELY EQUIPPED AND
APPROVED FOR RNP1 OPERATIONS

NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V2 & V3

REFER TO CHART 10-3X5

~~SPEED~~ MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED

WARNING

Due to terrain, RIGHT
turn must NOT be
commenced before
PORPA or ROVER
as appropriate.

3

Relative bearing/
distance

PORPA - RAMEN:
163°/11.1 NM
ROVER - RAMEN:
165°/11.4 NM

TUNG LUNG
D 116.1 TD
N22 14.9 E114 17.6

ROVER

D7.3 IZSL
N22 20.6 E114 01.7
(SMT R-085/D2.6)

At or below 5000'
Pilots should aim at
180 KT MINIMUM

PORPA

D7.0 ISR
N22 20.2 E114 01.3
(LKR-111/D8.1)

At or below 5000'
Pilots should aim at
180 KT MINIMUM

SIU MO TO
D 114.8 SMT
(L)
N22 20.3 E113 58.9

RASSE 3C
079°
RASSE 3A
073°

ILS DME
D (111.1) IZSL
... ..
N22 18.8 E113 54.0

ILS DME
D (109.3) ISR
... ..
N22 17.8 E113 54.2

2 Increase speed to 220 KT
as soon as practicable
and maintain until RAMEN.

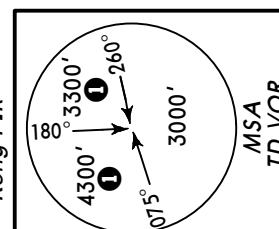
CHEUNG CHAU
D 112.3 CH
... ..
N22 13.2 E114 01.8

RAMEN
N22 09.7 E114 05.2


These SIDs require minimum climb gradients

of
RASSE 3A: 298' per NM (4.9%) until leaving 1400'.
RASSE 3C: 249' per NM (4.1%) until leaving 1400'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
249' per NM	311	415	623	830	1038	1246

1 within Hong
Kong FIR


NOT TO SCALE

RASSE

N21 47.6 E115 19.8
(CH R-111/D76.9)
(TD R-117/D63.9)

28.9
094°

OCEAN
N21 48.7 E114 48.8

Initial climb clearance 5000', EXPECT further climb when instructed by ATC

ROUTING

SID	RWY
RASSE 3A	07R
RASSE 3C	07L

PORPA (5000'-; K180+)- RAMEN (K220) - OCEAN - RASSE.

DER - ROVER (5000'-; K180+)- RAMEN (K220) - OCEAN - RASSE.

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HONG KONG Departure
123.8

Apt Elev
28'

Trans level: FL110 980 hPa or above
FL120 979 hPa or below

Trans alt: 9000'

1. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 2. If unable to follow SID track, advise ATC and request RADAR assistance.

SKATE 3A [SKAT3A] SKATE 3C [SKAT3C] RWYS 07R/L RNAV (RNP1) DEPARTURES

RNAV (GNSS)

ONLY AVAILABLE TO AIRCRAFT
APPROPRIATELY EQUIPPED AND

APPROVED FOR RNP1 OPERATIONS

NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT

FOR TERMINAL TRANSITION ROUTES V4 & V5

REFER TO CHART 10-3X5

SPEED MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED

2 Increase speed to 220 KT as soon as practicable and maintain until RAMEN.

WARNING
Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.



TUNG LUNG
D 116.1 TD
N22 14.9 E114 17.6

3 Relative bearing/
distance
PORPA - RAMEN:
163°/11.1 NM
ROVER - RAMEN:
165°/11.4 NM

ROVER

D7.3 IZSL
N22 20.6 E114 01.7
(SMT R-085/D2.6)

At or below **5000'**
Pilots should aim at
180 KT MINIMUM

PORPA
D7.0 ISR
N22 20.2 E114 01.3
(LKC R-111/D8.1)

At or below **5000'**
Pilots should aim at
180 KT MINIMUM

SIU MO TO
D 114.8 SMT
(L) ...
N22 20.3 E113 58.9

SKATE 3C
079°

SKATE 3A
073°



CHEUNG CHAU
D 112.3 CH
N22 13.2 E114 01.8

ILS DME
D (109.3) ISR
N22 17.8 E113 54.2

ILS DME
D (111.1) IZSL
N22 18.8 E113 54.0

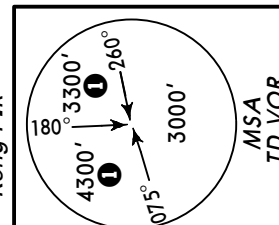
LUNG KWU CHAU
D 113.2 LKC
(L) ...
N22 22.7 E113 53.0

1 within Hong Kong FIR

These SIDs require minimum climb gradients of

SKATE 3A: 298' per NM (4.9%) until leaving 1400'.
SKATE 3C: 249' per NM (4.1%) until leaving 1400'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
249' per NM	311	415	623	830	1038	1246



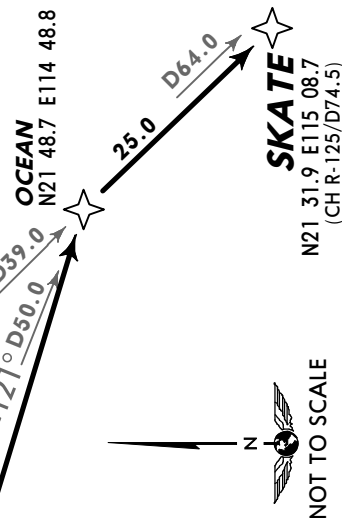
Initial climb clearance **5000'**, EXPECT further climb when instructed by ATC

ROUTING

SID	RWY
SKATE 3A	07R
SKATE 3C	07L

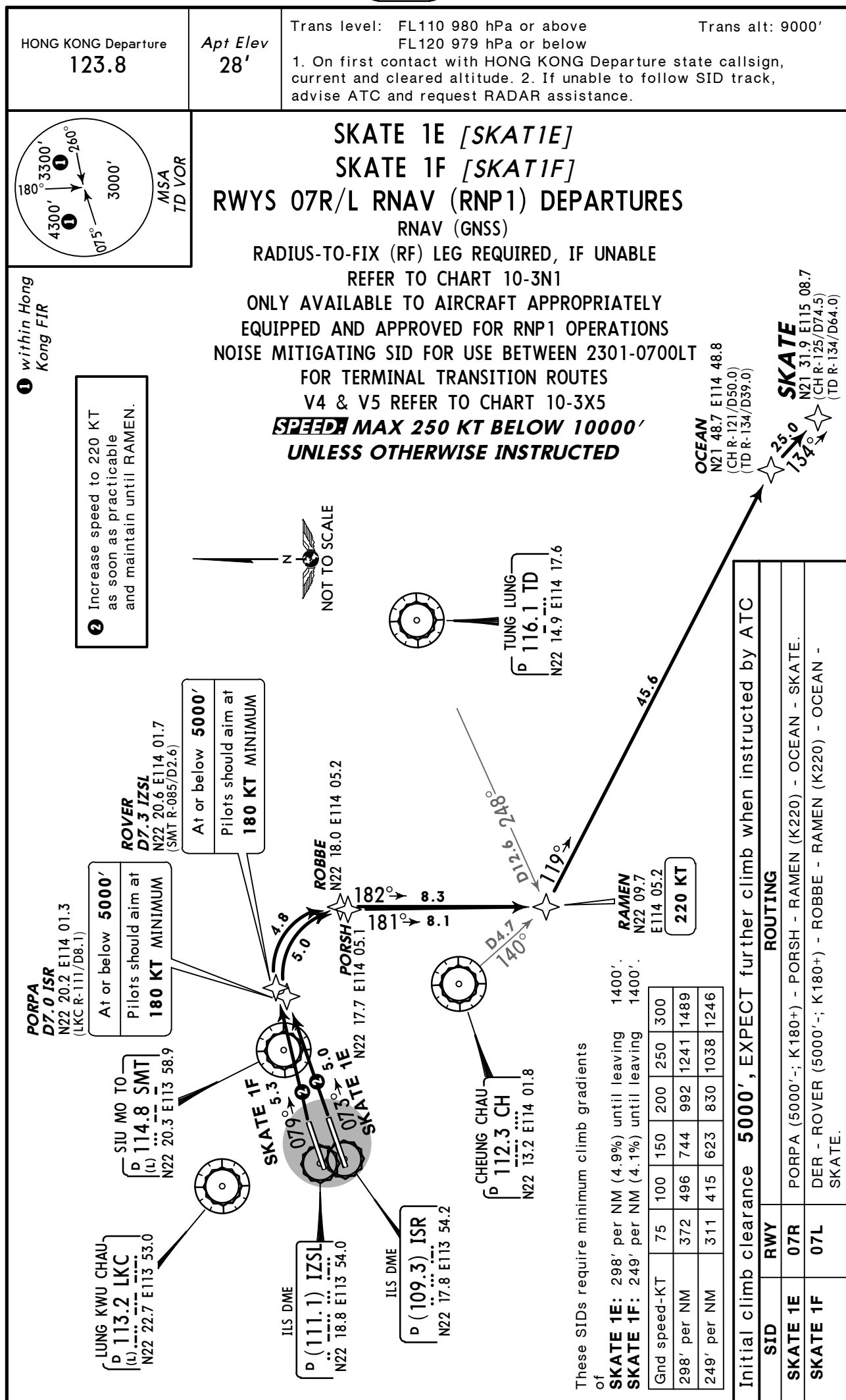
PORPA (5000'-; K180+) - RAMEN (K220) - OCEAN - SKATE.

DER - ROVER (5000'-; K180+) - RAMEN (K220) - OCEAN - SKATE.



SKATE
N21 31.9 E115 08.7
(CH R-125/D74.5)





On first contact with HONG KONG Departure state callsign, current and cleared altitude.

UNLESS OTHERWISE INSTRUCTED



ROUTING

SID	RWY	ROUTING
ATENA 2A	07R	073° track to PORPA, turn RIGHT direct to RAMEN, turn LEFT to COLEY, turn LEFT to ATENA, turn LEFT to BEKOL.
ATENA 2C	07L	073° track to SMT, SMT R-085 to ROVER, turn RIGHT direct to RAMEN, turn LEFT to COLEY, turn LEFT to ATENA, turn LEFT to BEKOL.

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HONG KONG Departure 123.8	Apt Elev 28'	Trans level: FL110 980 hPa or above FL120 979 hPa or below On first contact with HONG KONG Departure state callsign, current and cleared altitude.	Trans alt: 9000'
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LOGAN 3A, LOGAN 3C
RWYS 07R/L DEPARTURES

FOR EXCLUSIVE USE BY AIRLINE OPERATORS
WHICH HAVE BEEN GRANTED PRIOR APPROVAL
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTE
V1 REFER TO CHART 10-3X5

~~SPEEDS~~ MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED

WARNING

Due to terrain, RIGHT turn must
NOT be commenced before
PORPA or ROVER as appropriate.

ROVER (D7.3 ISZL)
N22 20.6 E114 01.7
(LKC R-107)

At or below **5000'**
Pilots should aim at
180 KT MINIMUM

PORPA (D7.0 ISR)
N22 20.2 E114 01.3
(LKC R-111/D8.1)

At or below **5000'**
Pilots should aim at
180 KT MINIMUM

CHEUNG CHAU
D 112.3 CH
N22 13.2 E114 01.8

Increase speed
to **220 KT**
as soon as practicable
and maintain until
RAMEN

LUNG KWU CHAU
D 113.2 LKC
N22 22.7 E113 53.0

SIU MO TO
D 114.8 SMT
(L) N22 20.3 E113 58.9

ILS DME
D (111.1) IZSL
N22 18.8 E113 54.0

ILS DME
D (109.3) ISR
N22 17.8 E113 54.2

LOGAN 3C
073°
LOGAN 3A
073°

RAMEN
N22 09.7 E114 05.2
220 KT

These SIDs require minimum climb gradients

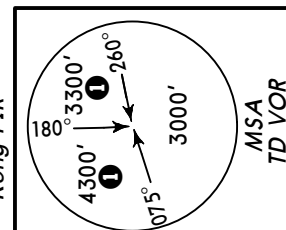
of
LOGAN 3A: 298' per NM (4.9%) until leaving 1400'.
LOGAN 3C: 249' per NM (4.1%) until leaving 1400'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
249' per NM	311	415	623	830	1038	1246

2 Relative bearing/
distance

PORPA - RAMEN:
163°/11.1 NM
ROVER - RAMEN:
165°/11.4 NM

1 within Hong
Kong FIR



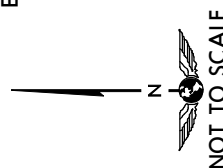
Initial climb clearance **5000'**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
LOGAN 3A	07R	073° track to PORPA, turn RIGHT direct to RAMEN, turn LEFT to LAKES, turn LEFT to LOGAN.
LOGAN 3C	07L	073° track to SMT, SMT R-085 to ROVER, turn RIGHT direct to RAMEN, turn LEFT to LAKES, turn LEFT to LOGAN.

LOGAN
N21 59.3
E115 16.1
(TD R-108/D56.6)

LAKES
N21 58.7
E114 54.6

TUNG LUNG
D 116.1 TD
N22 14.9 E114 17.6

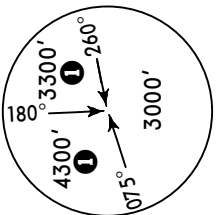


HONG KONG
Departure
123.8

Apt Elev
28'

Trans level: FL110 980 hPa or above
FL120 979 hPa or below
On first contact with HONG KONG Departure state callsign, current and cleared altitude.

Trans alt: 9000'



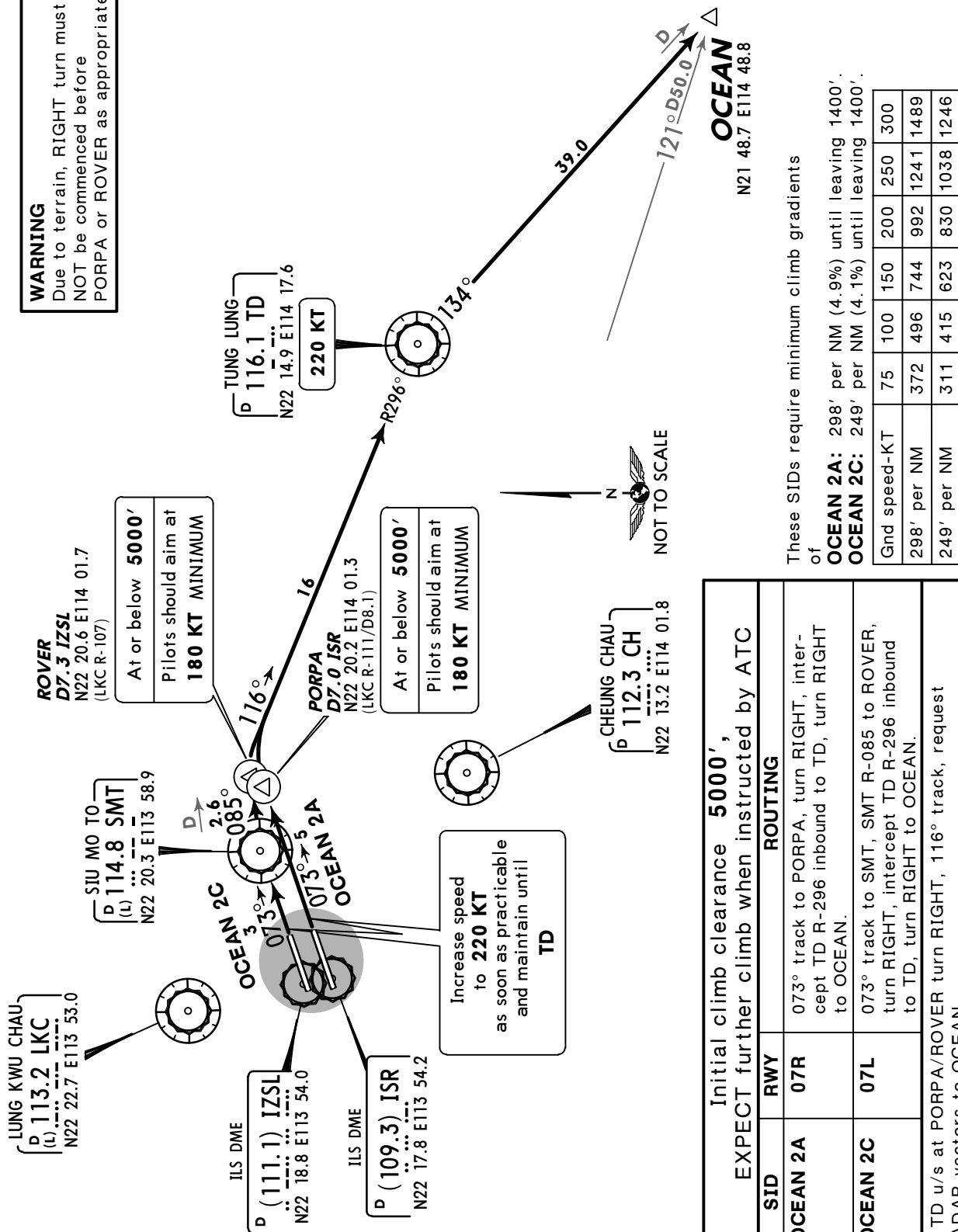
MSA
TD VOR
① within Hong Kong FIR

OCEAN 2A, OCEAN 2C
RWYS 07R/L DEPARTURES
FOR EXCLUSIVE USE BY AIRLINE OPERATORS WHICH
HAVE BEEN GRANTED PRIOR APPROVAL
FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5
REFER TO CHART 10-3X5

~~SPEED~~ MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED

WARNING

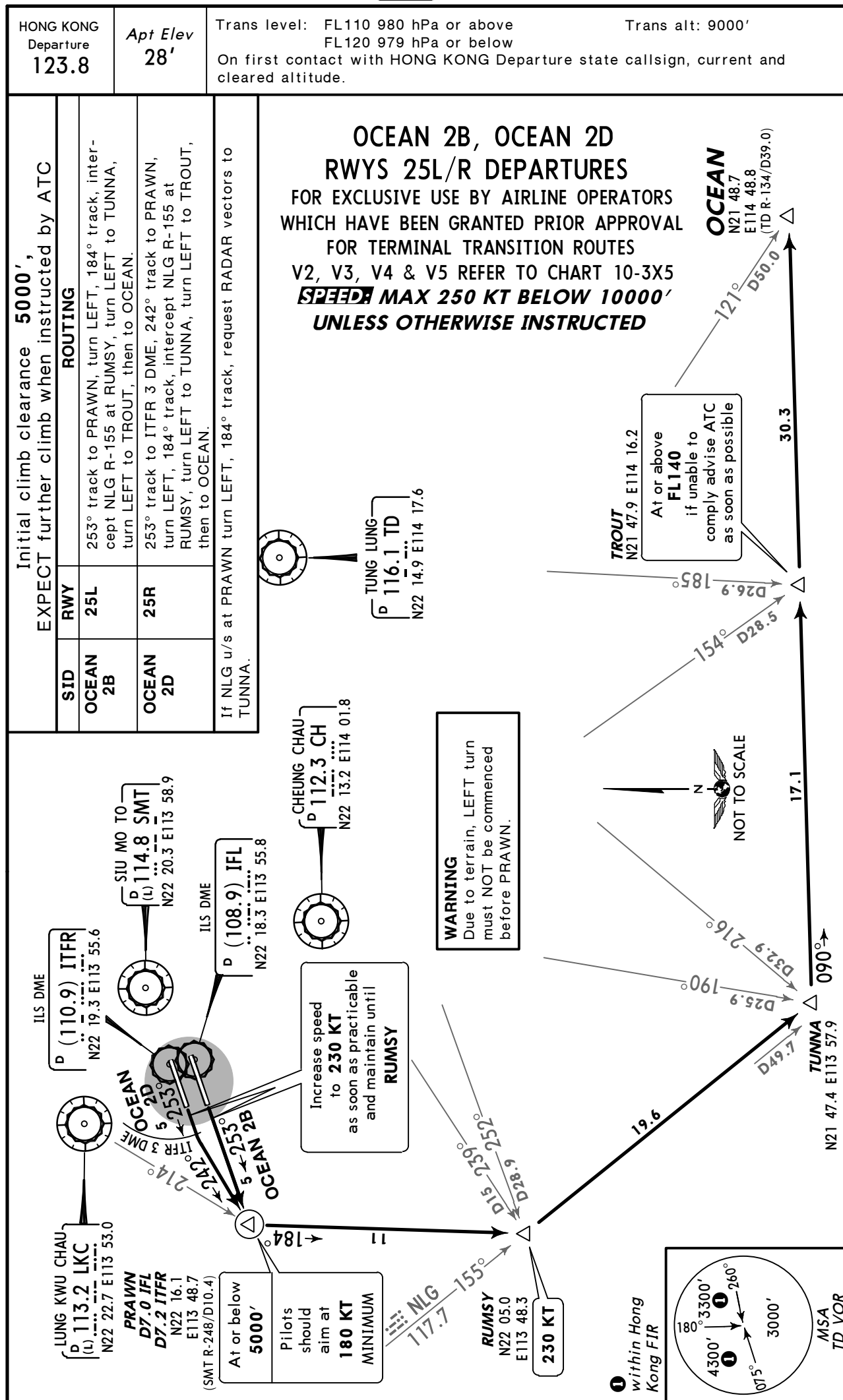
Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.



These SIDs require minimum climb gradients of

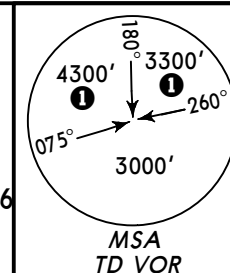
OCEAN 2A: 298' per NM (4.9%) until leaving 1400'.
OCEAN 2C: 249' per NM (4.1%) until leaving 1400'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
249' per NM	311	415	623	830	1038	1246

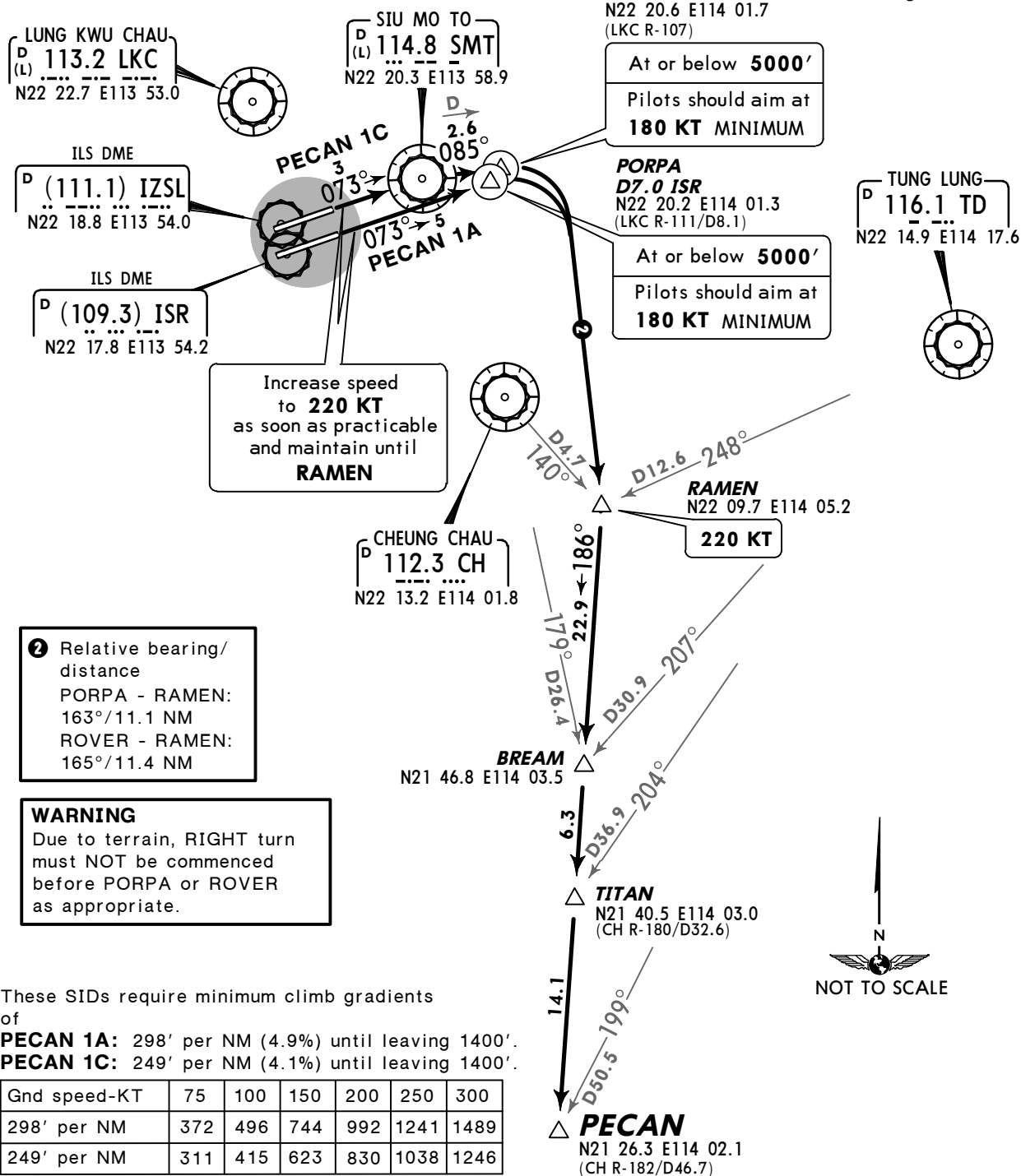


On first contact with HONG KONG Departure state callsign, current and cleared altitude.

UNLESS OTHERWISE INSTRUCTED



① *within Hong Kong FIR*



These SIDs require minimum climb gradients
of
PECAN 1A: 298' per NM (4.9%) until leaving 1400'.
PECAN 1C: 249' per NM (4.1%) until leaving 1400'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
249' per NM	311	415	623	830	1038	1246

Initial climb clearance **5000'**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
PECAN 1A	07R	073° track to PORPA, turn RIGHT direct to RAMEN, turn RIGHT to BREAM, then via TITAN to PECAN.
PECAN 1C	07L	073° track to SMT, SMT R-085 to ROVER, turn RIGHT direct to RAMEN, turn RIGHT to BREAM, then via TITAN to PECAN.

HONG KONG
Departure
123.8

Apt Elev
28'

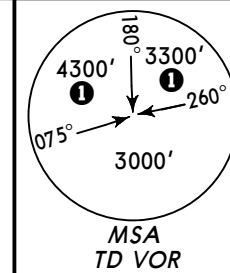
Trans level: FL110 980 hPa or above
FL120 979 hPa or below
On first contact with HONG KONG Departure state callsign, current and cleared altitude.

Trans alt: 9000'

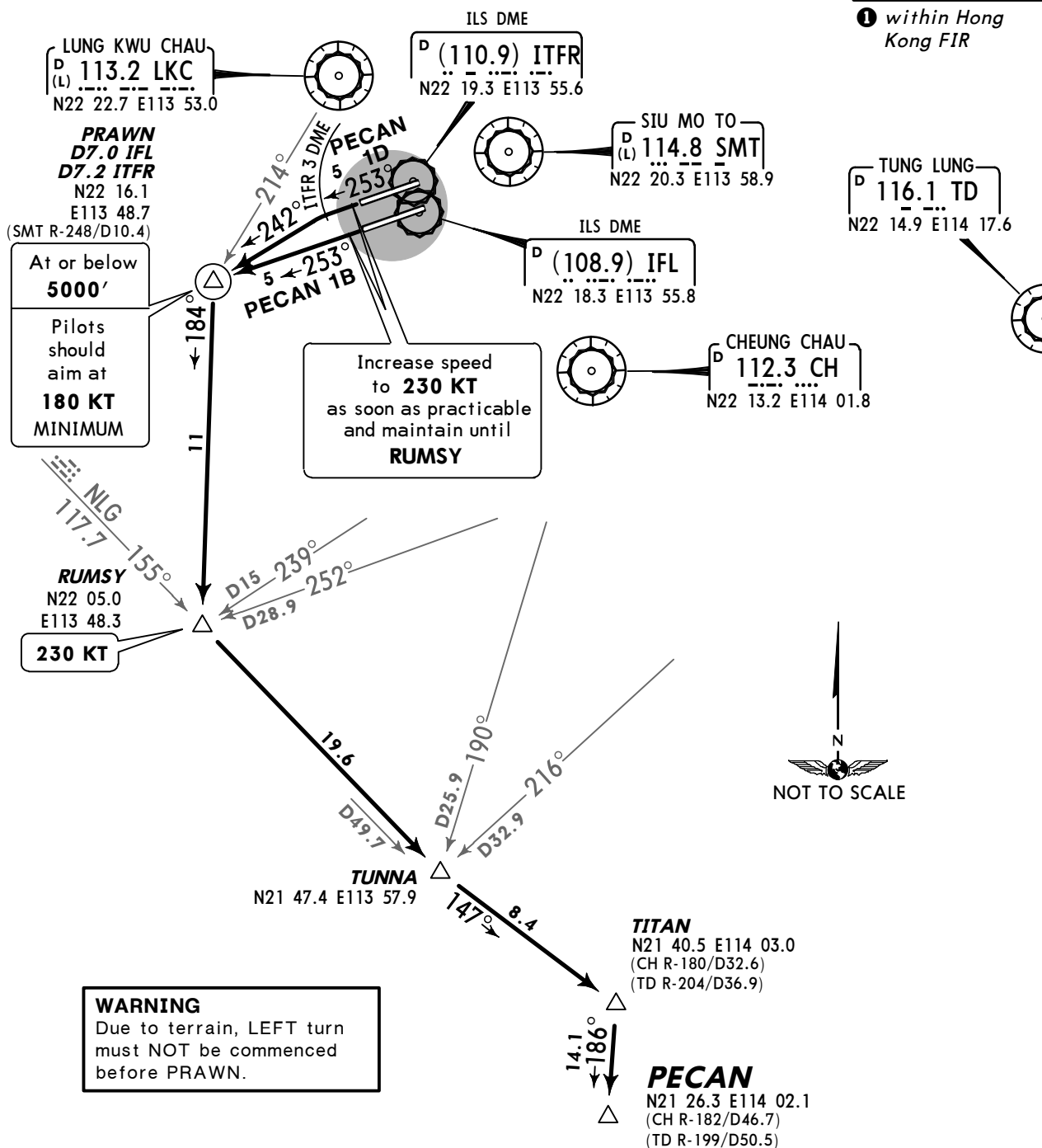
PECAN 1B, PECAN 1D RWYS 25L/R DEPARTURES

FOR EXCLUSIVE USE BY AIRLINE OPERATORS
WHICH HAVE BEEN GRANTED PRIOR APPROVAL

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X6
~~SPEED~~ MAX 250 KT BELOW 10000' UNLESS OTHERWISE INSTRUCTED



① within Hong Kong FIR



Initial climb clearance **5000'**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
PECAN 1B	25L	253° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn LEFT to TITAN, turn RIGHT to PECAN.
PECAN 1D	25R	253° track to ITFR 3 DME, 242° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn LEFT to TITAN, turn RIGHT to PECAN.

If NLG u/s at PRAWN turn LEFT, 184° track, request RADAR vectors to TUNNA.

Trans level: FL110 980 hPa or above Trans alt: 9000'
 FL120 979 hPa or below
On first contact with HONG KONG Departure state callsign, current and
cleared altitude.

SPEED: MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED

Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.

Relative bearing/
distance

PORPA - RAMEN:
163°/11.1 NM

PROVER - RAMEN:
165°/11.4 NM

N22 20.6 E114 01.7
LKC R-107)

At or below 5000'	Pilots should aim at 180 KT MINIMUM
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PORPA
D7.0 ISR
N22 20.2 E114 01.3
LKCR-111/D8.1)

At or below 5000'	Pilots should aim at 180 KT MINIMUM
--------------------------	---

— CHEUNG CHAU —
P 112.3 CH
—... —...
122 13.2 E114 01.8

SIU MO TO
D 114.8 SMT
(L) ... -- --
N22 20.3 E113 58.9

2.6
085
PASSE 3C



1

Increase speed
to **220 KT**
as soon as practicable
and maintain until
RAMEN

RAMEN
N22 09.7 E114 05.2
220 KT

These STDs require minimum climb gradients of

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
249' per NM	311	415	623	830	1038	1246

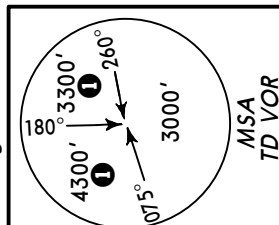
Initial climb clearance 5000', EXPECT further climb when instructed by ATC

ROUTING

RASSE 3A	07R	073° track to PORPA, turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn LEFT to RASSE.
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RASSE 3C	07L	073° track to SMT, SMT R-085 to ROVER, turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn LEFT to RASSE.
-----------------	------------	---

1 *within Hong Kong FIR*



On first contact with HONG KONG Departure state callsign, current and cleared altitude.

SPEED: MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED

SKATE
N21 31.9 E115 08.7
(CH R-125/D74.5)

SKATE 3C	07L	073° track to SMT, SMT R-085 to ROVER, turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn RIGHT to SKATE.
-----------------	------------	---

A diagram of a circle containing several points and lines. A horizontal line segment from the left edge to a point labeled '1' has a length of 4300'. From this point, a vertical line segment goes up to another point labeled '1', with a distance of 3300'. A diagonal line segment connects the two '1' points, with a distance of 3000'. The angle between the horizontal and vertical segments at the bottom-left '1' is 90°. The angle between the vertical segment and the diagonal segment at the top-right '1' is 26°. The angle between the horizontal segment and the diagonal segment at the bottom-left '1' is 18°.

HONG KONG Departure
123.8

Apt Elev
28'

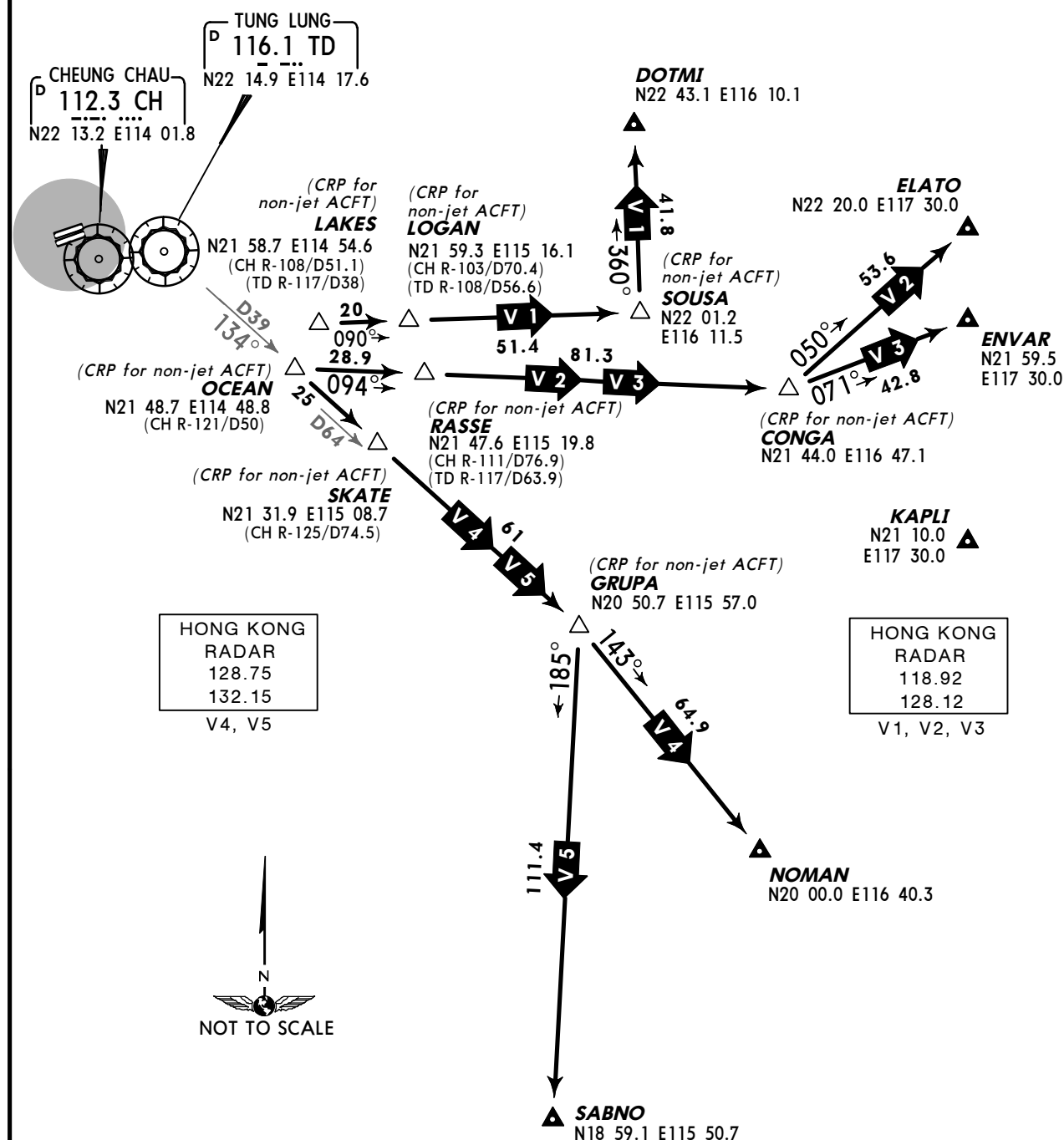
Trans level: FL110 980 hPa or above
FL120 979 hPa or below
Trans alt: 9000'

TERMINAL TRANSITION ROUTES

V1, V2, V3, V4, V5

SPEED MAX 250 KT BELOW 10000'

UNLESS OTHERWISE INSTRUCTED



Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary. Aircraft are required to reach assigned cruising level at or before TMA boundary as indicated below:

TMA Exit Point	Specified Location
DOTMI	SOUSA
ELATO	20 NM before ELATO
ENVAR	ENVAR
KAPLI	20 NM before KAPLI
NOMAN	20 NM before NOMAN
SABNO	20 NM before SABNO

HONG KONG Departure
123.8

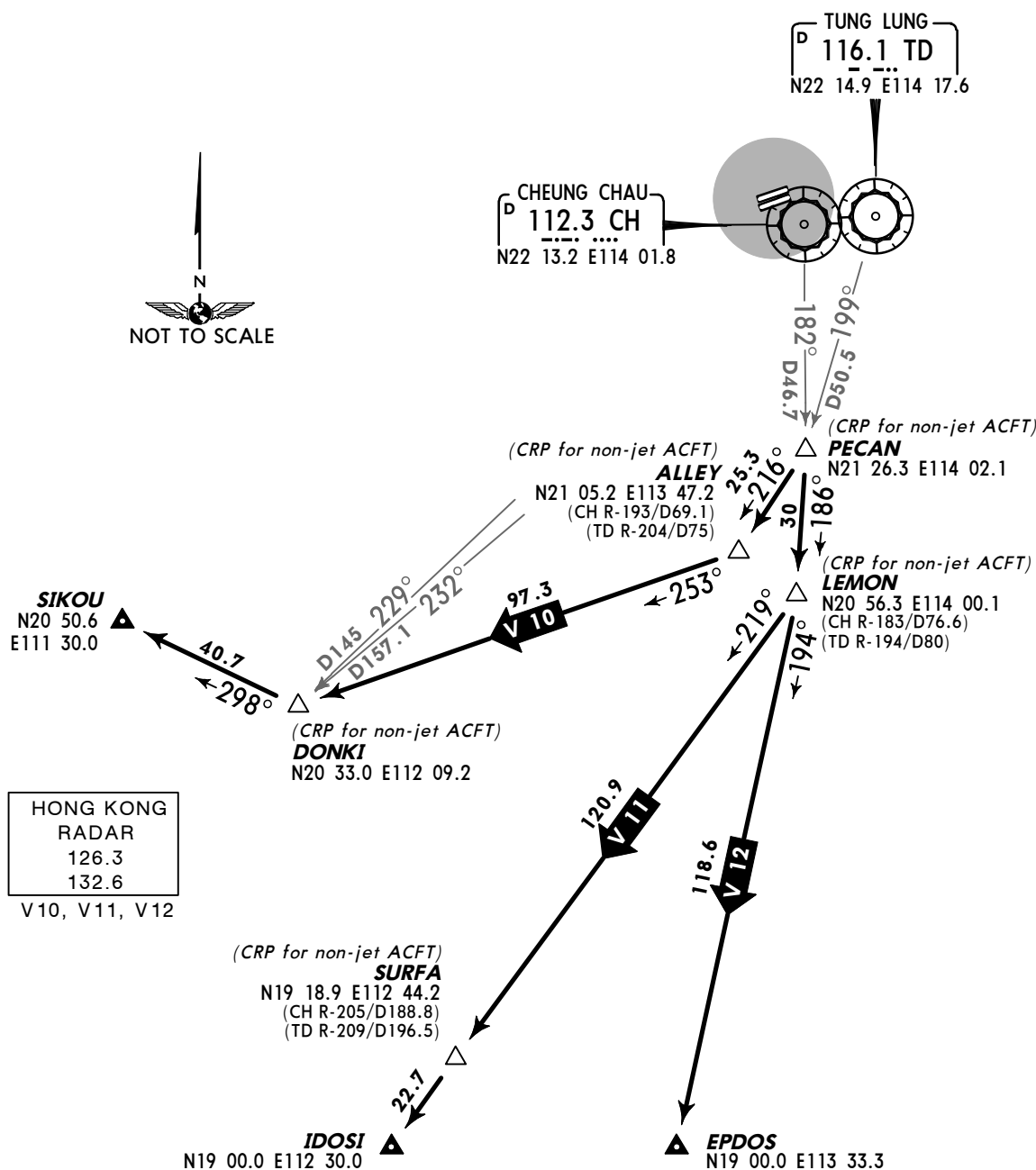
Apt Elev
28'

Trans level: FL110 980 hPa or above
FL120 979 hPa or below
Trans alt: 9000'

TERMINAL TRANSITION ROUTES

V10, V11, V12

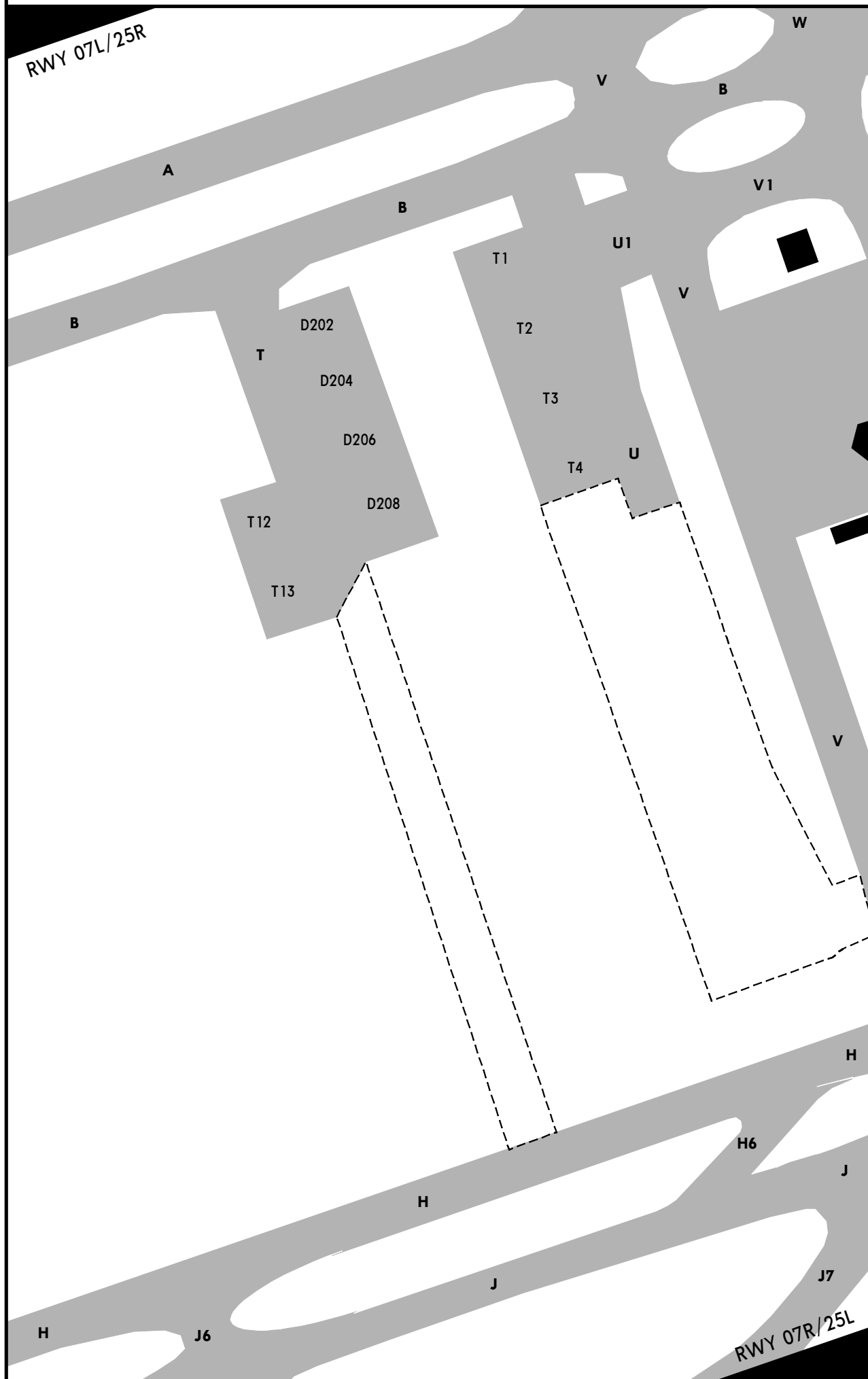
~~SPEED~~ MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED



Aircraft are required to reach assigned cruising level at or before TMA boundary as indicated below:

TMA Exit Point	Specified Location
EPDOS	EPDOS
IDOSI	SURFA
SIKOU	DONKI

NEW TWY T WITH STANDS
 REFER ALSO TO LATEST NOTAMS



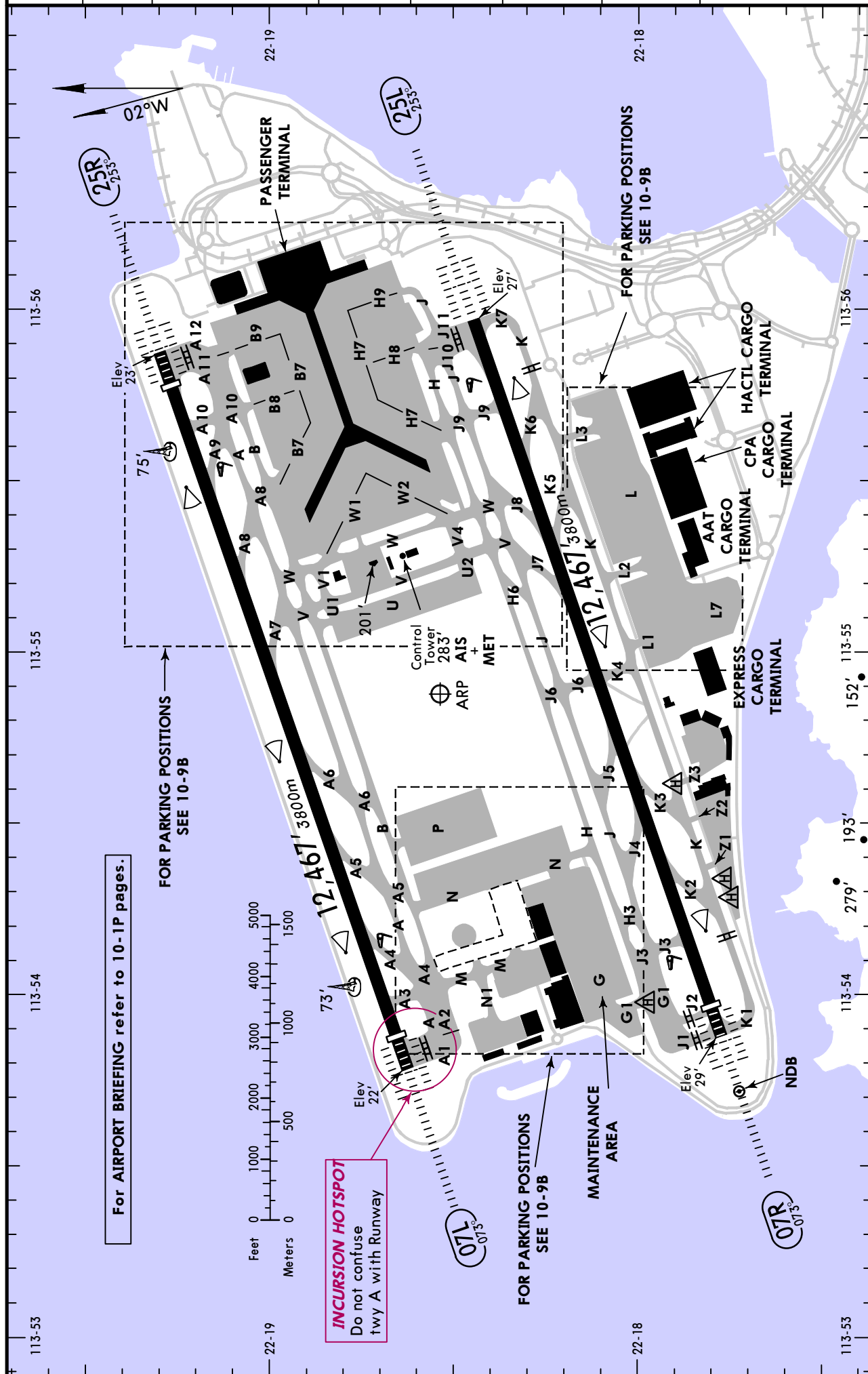
Apt Elev **28'**
N22 18.5 E113 54.9

10-9

HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

D-ATIS Departure 127.05	ACARS: D-ATIS *PDC	*HONG KONG Delivery 129.9	Ground North 121.6		South 122.55		Tower North 118.2		South 118.4		HONG KONG Departure 123.8
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CHANGES: Taxiway designations. Work in progress area.

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ADDITIONAL RUNWAY INFORMATION

							USABLE LENGTHS		TAKE-OFF	WIDTH
RWY							LANDING BEYOND			
							Threshold	Glide Slope		
07L ①	HIRL (60m)	CL (15m)	ALSF-II	TDZ	②	RVR	11,900' 3627m ④	10,867' 3312m	⑥	197' 60m
25R	HIRL (60m)	CL (15m)	ALSF-II	TDZ	③	RVR	11,896' 3626m ⑤	10,863' 3311m		

1 Rwy grooved.**2** PAPI-L (3.0°), HST-A7, A8 & A9**3** PAPI-R (3.0°), HST-A6 (with HSTIL), A5 & A4 (with HSTIL)**4** LDA to HST

RWY 07L: A7 6437' (1962m)
 A8 7979' (2432m)
 A9 9521' (2902m)

5 LDA to HST

RWY 25R: A6 6437' (1962m)
 A5 7979' (2432m)
 A4 9521' (2902m)

6 TAKE-OFF RUN AVAILABLE

RWY 07L: From rwy head 12,467' (3800m)
 Twy A3 int 10,846' (3306m)

RWY 25R: From rwy head 12,467' (3800m)
 Twy A10 int 10,653' (3247m)

07R 7	HIRL (60m)	CL (30m)	ALSF-II	TDZ	8	RVR	11,942' 3640m 10	10,909' 3325m	12	197' 60m
25L	HIRL (60m)	CL (30m)	ALSF-II	TDZ	9	RVR	11	11,434' 3485m		

7 Rwy grooved.**8** PAPI (3.0°), HST-J7, K5 (with HSTIL), J8 & K6**9** PAPI (3.0°), HST-J5, K3 (with HSTIL), J4 & K2**10** LDA to HST

RWY 07R: J7 7208' (2197m)
 K5 7966' (2428m)
 J8 8320' (2536m)
 K6 9505' (2897m)

11 LDA to HST

RWY 25L: J5 7208' (2197m)
 K3 7966' (2428m)
 J4 8520' (2597m)
 K2 9505' (2897m)

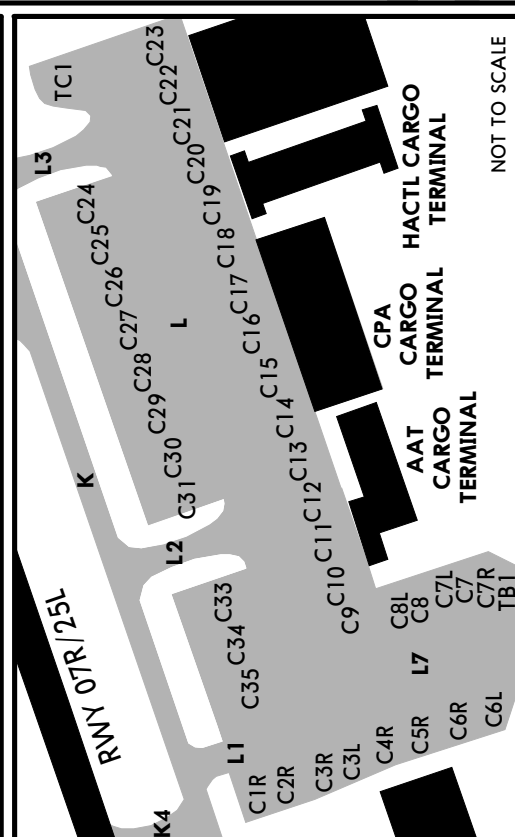
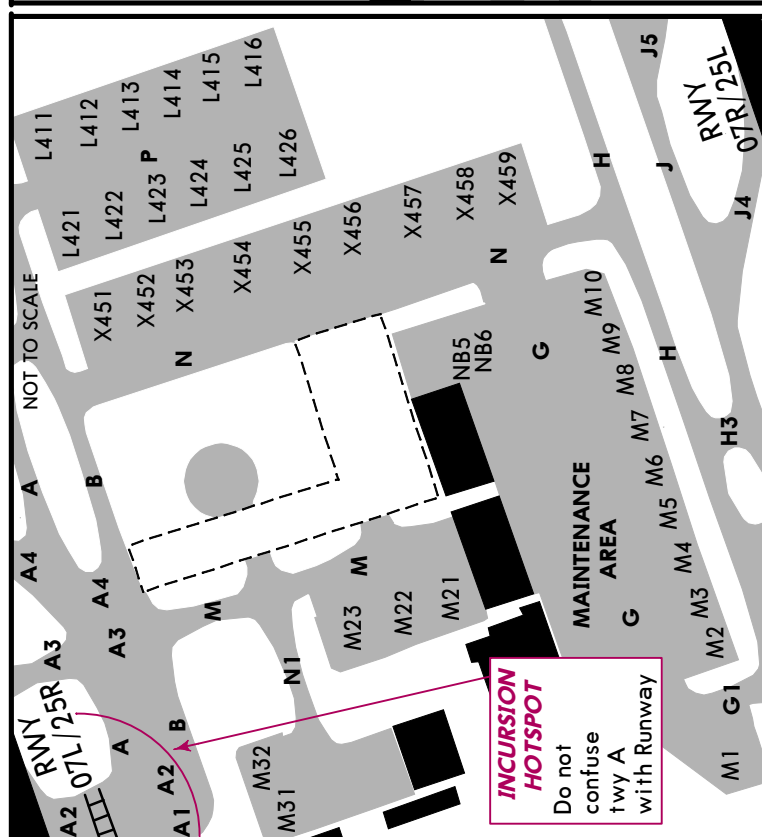
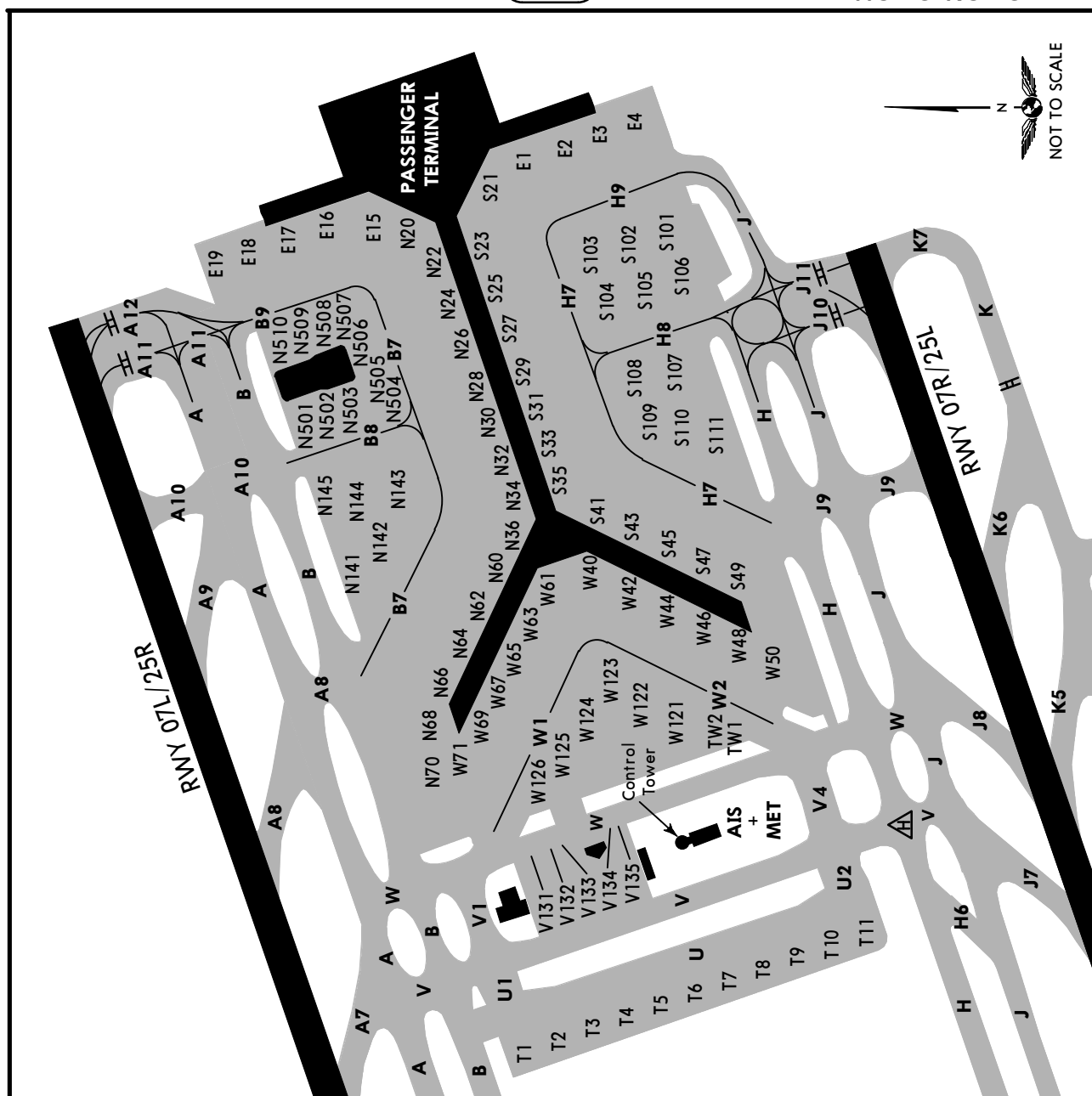
12 TAKE-OFF RUN AVAILABLE

RWY 07R: From rwy head 12,467' (3800m)
 Twy J3 int 10,269' (3130m)
 Twy K2 int 8924' (2720m)

RWY 25L: From rwy head 12,467' (3800m)
 Twy J9 int 10,499' (3200m)
 Twy K6 int 9449' (2880m)

TAKE-OFF

	AIR CARRIER (JAA) All Rwys		AIR CARRIER (FAR 121) All Rwys			
	LVP must be in force		HIRL & CL & RCLM any RVR out, other two req.	CL two RVR req.	Adequate Vis Ref	
A	With HIRL and CL	HIRL or CL	2 Eng	TDZ RVR 200m Mid RVR 200m	400m	RVR 500m VIS 400m
B	200m	400m	3 & 4 Eng	Roll out RVR 200m		
C						
D	250m (200m)					



CHANGES: Twy designations. New stands.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
C1R	N22 18.0 E113 55.0	S21	N22 18.8 E113 56.0
C2R thru C3R	N22 17.9 E113 55.0	S23	N22 18.9 E113 56.0
C4R, C5R	N22 17.8 E113 55.0	S25, S27	N22 18.8 E113 55.9
C6L	N22 17.7 E113 55.1	S29, S31	N22 18.8 E113 55.8
C6R	N22 17.8 E113 55.1	S33, S35	N22 18.8 E113 55.7
C7 thru C8L	N22 17.8 E113 55.2	S41, S43	N22 18.7 E113 55.6
C9, C9R	N22 17.9 E113 55.1	S45, S47, S49	N22 18.6 E113 55.6
C10 thru C11	N22 17.9 E113 55.2	S101	N22 18.6 E113 56.0
C12, C13	N22 17.9 E113 55.3	S102	N22 18.7 E113 56.0
C14	N22 17.9 E113 55.4	S103 thru S105	N22 18.7 E113 55.9
C15	N22 18.0 E113 55.4	S106	N22 18.6 E113 56.0
C16 thru C18	N22 18.0 E113 55.5	S107	N22 18.6 E113 55.8
C19, C20	N22 18.0 E113 55.6	S108, S109	N22 18.7 E113 55.8
C21	N22 18.0 E113 55.7	S110, S111	N22 18.6 E113 55.8
C22, C23	N22 18.1 E113 55.7	T1	N22 18.8 E113 55.0
C24	N22 18.2 E113 55.6	T2	N22 18.8 E113 55.1
C25 thru C27	N22 18.1 E113 55.5	T3 thru T5	N22 18.7 E113 55.1
C28, C29	N22 18.1 E113 55.4	T6, T7	N22 18.6 E113 55.1
C30, C31	N22 18.1 E113 55.3	T8	N22 18.5 E113 55.1
C33L, C33, C33R	N22 18.0 E113 55.2	T9, T10	N22 18.5 E113 55.2
C34L, C34, C35	N22 18.0 E113 55.1	T11	N22 18.4 E113 55.2
E1, E2	N22 18.8 E113 56.1	TB1	N22 17.7 E113 55.2
E3, E4	N22 18.7 E113 56.1	TC1	N22 18.1 E113 55.7
E15, E16	N22 19.0 E113 56.0	TW1, TW2	N22 18.6 E113 55.4
E17 thru E19	N22 19.1 E113 56.0	V131, V132	N22 18.8 E113 55.2
M1	N22 18.0 E113 53.9	V133 thru V135	N22 18.7 E113 55.2
M2	N22 18.0 E113 54.0	W40, W42	N22 18.7 E113 55.6
M3 thru M5	N22 18.1 E113 54.1	W44, W46, W48	N22 18.6 E113 55.5
M6 thru M8	N22 18.1 E113 54.2	W50	N22 18.5 E113 55.5
M9, M10	N22 18.1 E113 54.3	W61	N22 18.8 E113 55.6
M21	N22 18.3 E113 54.1	W63, W65, W67	N22 18.8 E113 55.5
M22	N22 18.3 E113 54.0	W69, W71	N22 18.9 E113 55.4
M23	N22 18.4 E113 54.0	W121 thru W125	N22 18.7 E113 55.4
M31, M32	N22 18.4 E113 53.9	W126	N22 18.8 E113 55.3
N20	N22 18.9 E113 56.0	X451	N22 18.6 E113 54.3
N22, N24	N22 18.9 E113 55.9	X452, X453	N22 18.5 E113 54.4
N26, N28	N22 18.9 E113 55.8	X454 thru X456	N22 18.4 E113 54.4
N30	N22 18.8 E113 55.8	X457	N22 18.3 E113 54.4
N32, N34	N22 18.8 E113 55.7	X458	N22 18.3 E113 54.5
N36, N60	N22 18.8 E113 55.6	X459	N22 18.2 E113 54.5
N62, N64	N22 18.9 E113 55.5		
N66, N68	N22 18.9 E113 55.4		
N70	N22 18.9 E113 55.3		
N141, N142	N22 19.0 E113 55.6		
N143	N22 18.9 E113 55.7		
N144, N145	N22 19.0 E113 55.7		
N501 thru N506	N22 19.0 E113 55.8		
N507, N508	N22 19.0 E113 55.9		
N509	N22 19.0 E113 55.8		
N510	N22 19.1 E113 55.8		

SAFEGATE DOCKING SYSTEM

GENERAL

On passenger apron frontal parking bays are equipped with a docking guidance system, to enable aircraft to park at the correct main centerline position on the parking bays without the assistance of a marshaller. The docking guidance system is not provided at off-centre parking positions, and a marshalling service is provided at these locations.

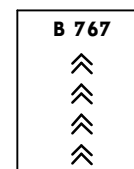
The safegate docking system consists of a display screen and laser scanner located at the head of the parking bay to ensure the aircraft stops in the correct location relative to the airbridges.

When the system is activated by the marshaller the following information will be displayed on the LED screen :

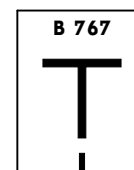
- Type of arriving aircraft;
- Sequential arrows to indicate the system is active;
- Lateral guidance with an illuminated "T" when the aircraft is within 262'/80m of the correct parking position;
- Display of the distance to go when the aircraft is within 66'/20m of the correct parking position;
- STOP indication when the aircraft is at the correct parking position.

TYPE OF AIRCRAFT

Before the aircraft approaches the parking bay the marshaller enters the type of aircraft into the system and it is displayed on the LED screen. When the aircraft turns into the parking bay the system starts tracking the aircraft, and the laser scanner identifies the type of aircraft.



If the laser unit detects that the type of aircraft corresponds to the type entered into the system, the docking system will continue to function normally.



If the laser unit detects a discrepancy in the type of aircraft or cannot identify the aircraft, the message "STOP" will be displayed on the LED screen.



TRACKING MODE

When the system is activated by the marshaller the laser automatically scans the pre-defined docking area in the parking bay to detect the arriving aircraft.

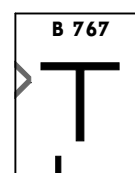
When the aircraft is approximately 262'/80m from the correct parking position the laser starts tracking the aircraft and displays information on the lateral position of the aircraft relative to the parking centerline. An arrow represents the location of the aircraft.

The system continues to track the aircraft to the "STOP" position.

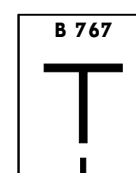
AZIMUTH GUIDANCE INDICATOR

Azimuth guidance is displayed on the LED screen when the aircraft is within 262'/80m of the correct parking position.

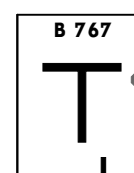
An arrow and a chevron indicate the relative position of the aircraft to the centerline "T" symbol.



LEFT
of
centerline



ON
centerline

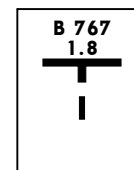
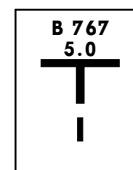
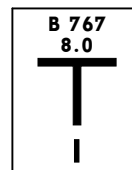


RIGHT
of
centerline

DISTANCE TO GO INDICATOR

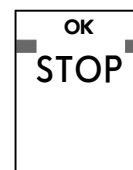
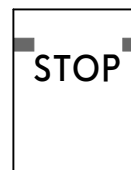
Distance to go information is displayed on the LED screen when the aircraft is within 66'/20m of the correct parking position. The distance is displayed above the "T" symbol at 3'/1m intervals between 66'/20m and 7'/2m, then at 0.7'/0.2m intervals up to the STOP position.

The closing rate to the correct parking position is shown by the proportional reduction in length of the centerline "T" symbol when the aircraft is within 39'/12m of the "STOP" position.

**STOP POSITION INDICATOR**

The correct parking position is displayed on the LED screen by a "STOP" message replacing the azimuth guidance and distance to go information.

The "STOP" message indicates the exact location of the aircraft nose wheel at the correct parking position. When the system detects the aircraft has stopped, an "OK STOP" message indicates the aircraft is correctly parked. A "TOO FAR STOP" message indicates the aircraft has overshoot the correct parking position.

**PILOT PROCEDURES**

Pilots must follow the parking bay lead-in ground marking as they approach the parking bay to ensure the docking guidance system laser unit starts tracking the aircraft.

Pilots must check that the correct type of aircraft is displayed on the LED screen.

Pilots should maintain a speed of 6 KT whilst using the docking guidance system and slow down to halt when the "STOP" message is displayed.

STRAIGHT-IN RWY		A	B	C	D
07L	CAT 2 ILS ❶	122'(100') RA 100' R300m	122'(100') RA 100' R300m	122'(100') RA 100' 300m	122'(100') RA 100' R300m
	ILS ❶	222'(200') R550m V800m	222'(200') R550m V800m	222'(200') R550m V800m	222'(200') R550m V800m
	FULL	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	Limited	1200m	1200m	1200m	1200m
	ALS out				
	ILS	1332'(1310') 1500m	1332'(1310') 1500m	1332'(1310') 2400m	1332'(1310') 2400m
	LOC ❷❸	430'(408') 2400m	430'(408') 2400m	430'(408') 2400m	430'(408') 2400m
	LOC ❷	1870'(1848') 5000m	1870'(1848') 5000m	1870'(1848') 5000m	1870'(1848') 5000m
	RNAV ❷❹	420'(398') 2400m	420'(398') 2400m	420'(398') 2400m	420'(398') 2400m
	VOR ❷❺	580'(552') 2800m	580'(552') 2800m	580'(552') 2800m	580'(552') 2800m
07R	CAT 2 ILS ❻	127'(100') RA 99' R300m	127'(100') RA 99' R300m	127'(100') RA 99' R300m	127'(100') RA 99' R300m
	ILS ❻	227'(200') R550m V800m	227'(200') R550m V800m	227'(200') R550m V800m	227'(200') R550m V800m
	FULL	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	Limited	1200m	1200m	1200m	1200m
	ALS out				
	ILS	347'(320') R700m V800m	347'(320') R700m V800m	347'(320') R700m V800m	347'(320') R700m V800m
	FULL	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	Limited	1400m	1400m	1400m	1400m
	ALS out				
	LOC ❷	430'(403') 2000m	430'(403') 2000m	430'(403') 2000m	430'(403') 2000m
	RNAV ❷	430'(403') 2000m	430'(403') 2000m	430'(403') 2000m	430'(403') 2000m

❶ Missed apch climb gradient mim 7.0%.

❷ Continuous Descent Final Approach.

❸ Missed apch climb gradient mim 5.7%.

❹ Missed apch climb gradient mim 5.7% up to 4500'.

❺ Missed apch climb gradient mim 3.7% up to 4500'.

❻ Missed apch climb gradient mim 4.0% up to 1300'.

STRAIGHT-IN RWY		A	B	C	D
25L	CAT 2 ILS ❶	127'(100') RA100' R300m	127'(100') RA100' R300m	127'(100') RA100' 300m	127'(100') RA100' R300m
	ILS ❶	227'(200') R550m V800m	227'(200') R550m V800m	227'(200') R550m V800m	227'(200') R550m V800m
	FULL	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	Limited	1200m	1200m	1200m	1200m
	ALS out	1200m	1200m	1200m	1200m
	ILS	437'(410') 1200m	437'(410') 1200m	437'(410') 1200m	437'(410') 1200m
	ALS out	1500m	1500m	1900m	1900m
25R	LOC ❷	430'(403') 2000m	430'(403') 2000m	430'(403') 2000m	430'(403') 2000m
	LOC	430'(403') 2000m	430'(403') 2000m	430'(403') 2000m	430'(403') 2000m
	ALS out	2100m	2100m	2300m	2300m
	RNAV ❷	420'(393') 2000m	420'(393') 2000m	420'(393') 2000m	420'(393') 2000m
	CAT 3A ILS ❸	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS ❸	122'(100') RA100' R300m	122'(100') RA100' R300m	122'(100') RA100' R300m	122'(100') RA100' R300m
	ILS ❸	222'(200') R550m V800m	222'(200') R550m V800m	222'(200') R550m V800m	222'(200') R550m V800m
	FULL	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	Limited	1200m	1200m	1200m	1200m
	ALS out	1200m	1200m	1200m	1200m
	ILS	1320'(1298') 1500m	1320'(1298') 1500m	1320'(1298') 2400m	1320'(1298') 2400m
	LOC ❹❹	430'(408') 2400m	430'(408') 2400m	430'(408') 2400m	430'(408') 2400m
	LOC ❹	1750'(1728') 5000m	1750'(1728') 5000m	1750'(1728') 5000m	1750'(1728') 5000m
	RNAV ❹❹	420'(398') 2400m	420'(398') 2400m	420'(398') 2400m	420'(398') 2400m
	VOR ❺	450'(422') 2400m	450'(422') 2400m	450'(422') 2400m	450'(422') 2400m

❶ Missed apch climb gradient mim 4.0% up to 1800'.

❷ Continuous Descent Final Approach.

❸ Missed apch climb gradient mim 5.0% up to 5000'.

❹ Missed apch climb gradient mim 4.2% up to 5000'.

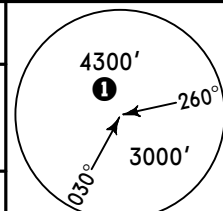
❺ Missed apch climb gradient mim 5.0% up to 4000'.

CIRCLE-TO-LAND	A	B	C	D
	PROHIBITED			

TAKE-OFF RWY 07L/R, 25L/R

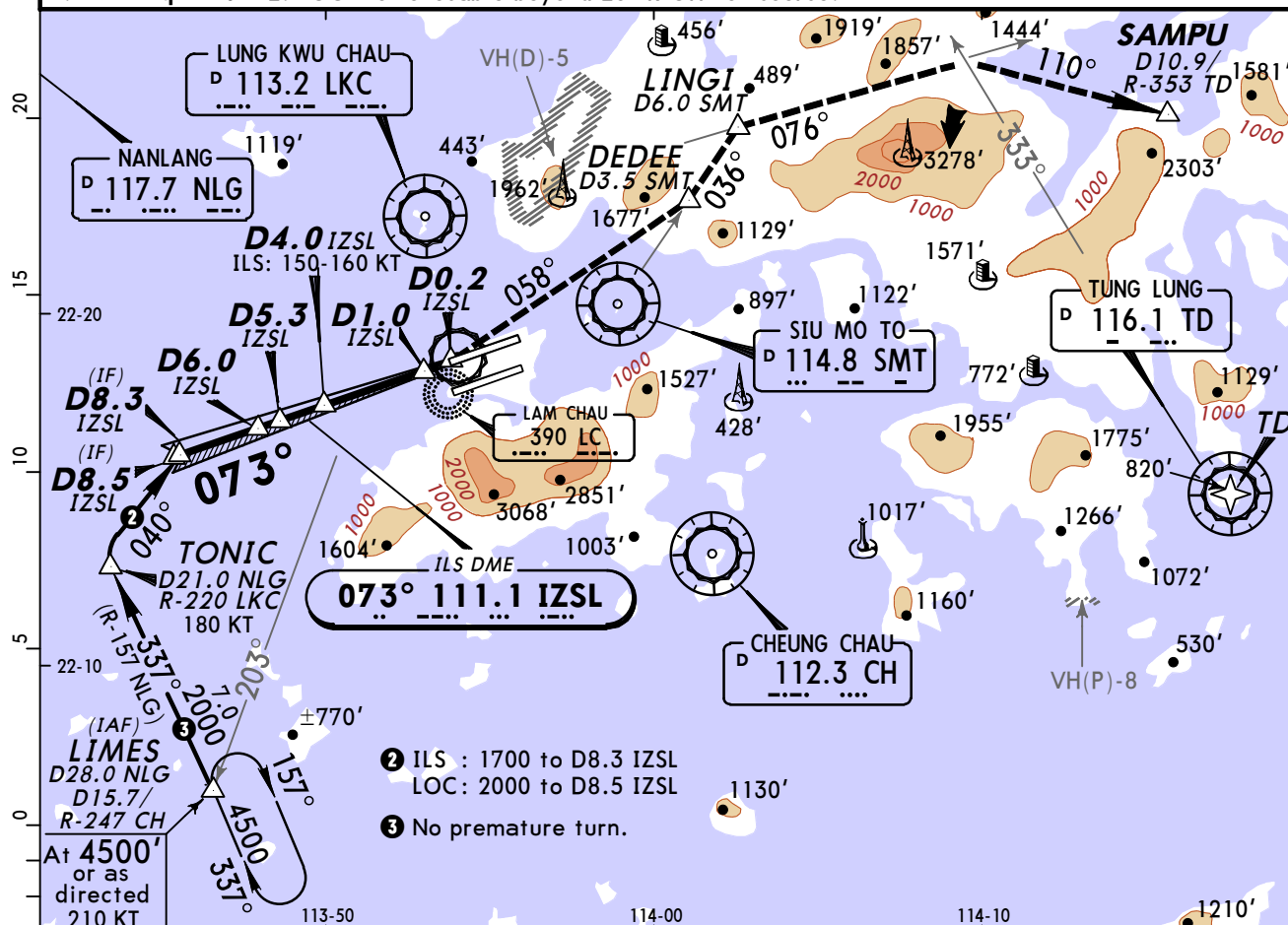
LVP must be in Force			
HIRL, CL & mult. RVR req	HIRL & CL	HIRL or CL	NIL (DAY only)
A	200m	400m	500m
B			
C	250m	400m	500m
D			

D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.2	Ground 121.6
LOC IZSL 111.1	Final Apch Crs 073°	GS D4.0 IZSL 1290' (1268')	ILS DA(H) 222' (200')	Apt Elev 28' RWY 22'

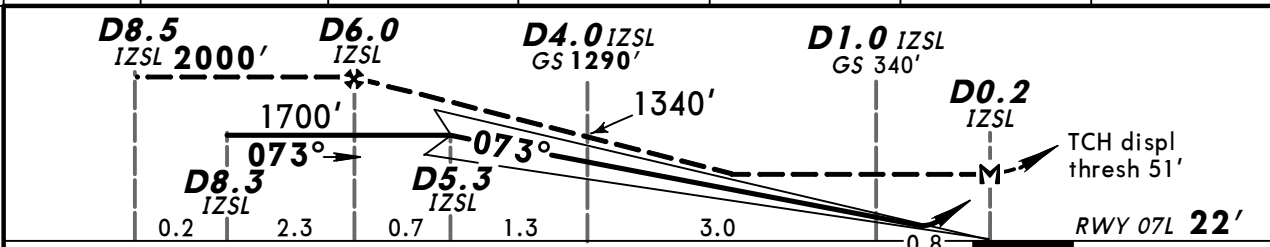


MISSED APCH: Climb to 5000'. **ILS:** Climb STRAIGHT AHEAD to 300'. **ILS & LOC:** Turn LEFT onto 058° and (w/o SMT VOR: expect radar vectors.) intercept R-036 SMT to LINGI, then turn RIGHT onto R-076 LKC. When crossing R-333 TD proceed on 110° to SAMPU and expect radar vector. MAX 230 KT. Do not turn before D0.2 IZSL.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
1. DME required. 2. LOC IZSL unusable beyond 28° RIGHT of course. Trans alt: 9000'



LOC (GS out)	IZSL DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2000'	1670'	1340'	1010'	680'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALSF-II PAPI
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STRAIGHT-IN LANDING RWY 07L 1						CIRCLE-TO-LAND	
ILS			LOC (GS out)			PROHIBITED	
Missed apch climb gradient mim 7.0%			Missed apch climb gradient mim 5.7%				
DA(H) 222' (200')			MDA(H) 430' (408')				
FULL		TDZ or CL out	ALS out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	2400m		A	
B							
C							
D							

For missed apch climb gradient of mim 2.5% see 11-1A.

ILS & LOC RWY 07L MINIMUMS

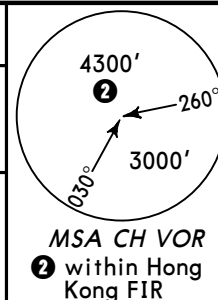
BASED ON:

MISSED APCH CLIMB GRADIENT MIN 2.5%

ILS		LOC (GS out)	
<i>DA(H)</i> 1332' (1310')		<i>MDA(H)</i> 1870' (1848')	
	FULL	ALS out	ALS out
A	3200m		2400m
B			
C	4000m	4800m	
D			

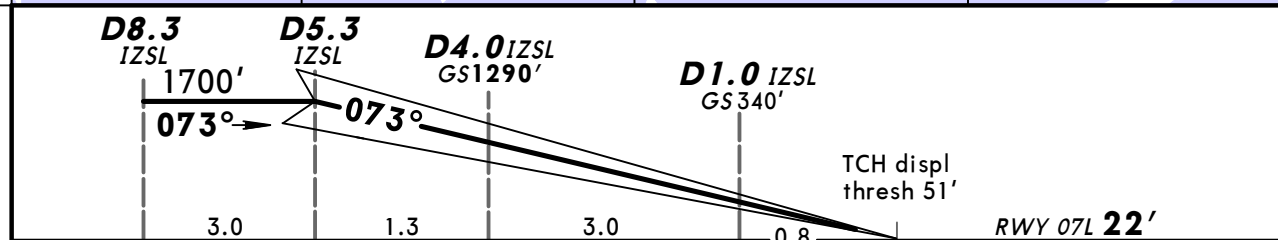
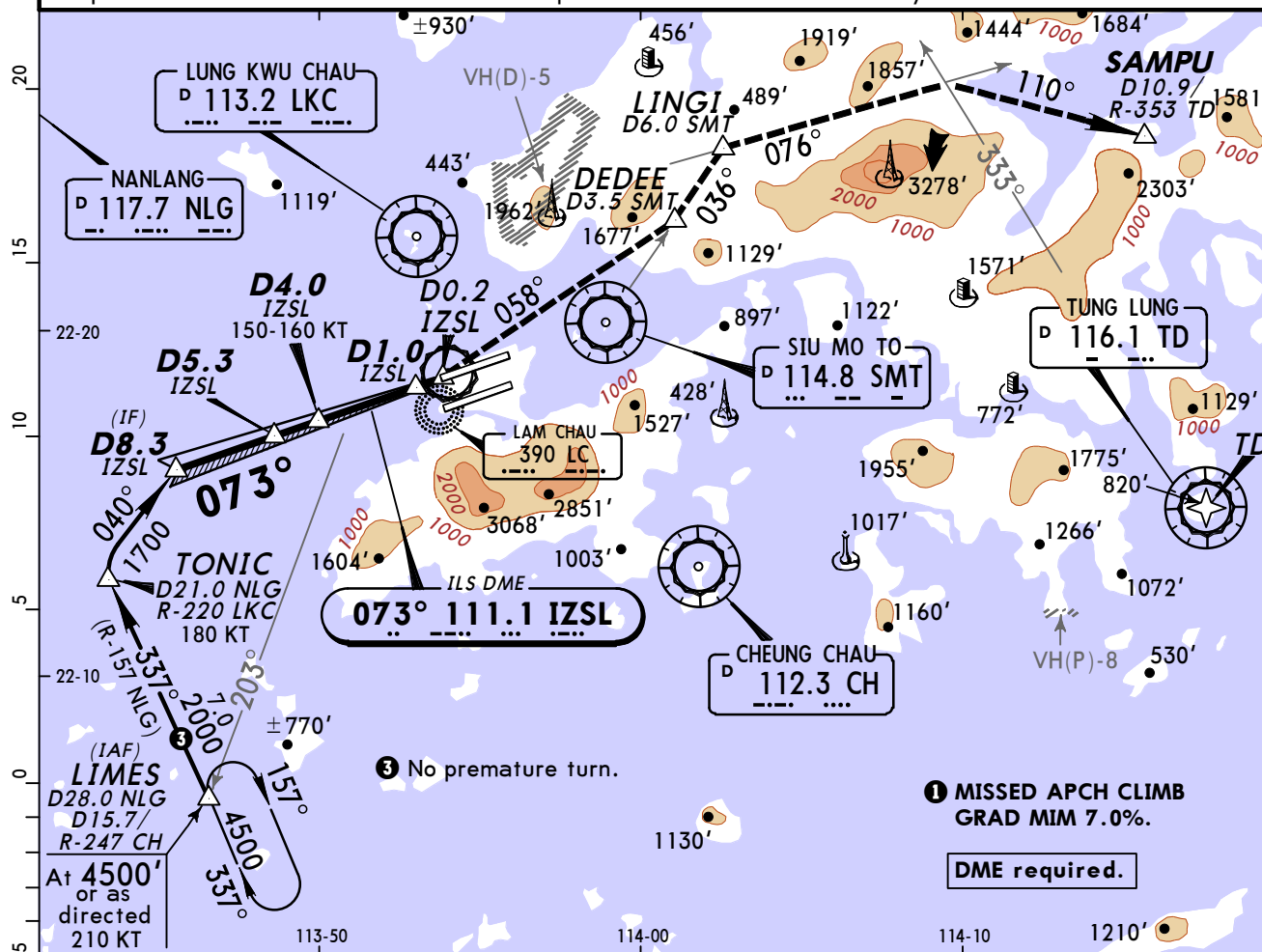
D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.2	Ground 121.6
LOC IZSL 111.1	Final Apch Crs 073°	GS D4.0 IZSL 1290' (1268')	CAT II ILS RA 100' DA(H) 122' (100')	Apt Elev 28' RWY 22'

MISSED APCH: Climb to 5000'. Climb STRAIGHT AHEAD to 300', then turn LEFT onto 058° and (w/o SMT VOR: expect radar vectors.) intercept R-036 SMT to LINGI, then turn RIGHT onto R-076 LKC. When crossing R-333 TD proceed on 110° to SAMPU and expect radar vector. MAX 230 KT. Do not turn before D0.2 IZSL.



Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110 979 hPa or below - FL 120 Trans alt: 9000'

1. Special Aircrew and Acft Certification Required. 2. LOC IZSL unusable beyond 28° RIGHT of course.



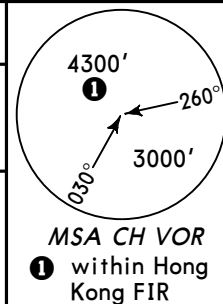
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	230 KT MAX	058°	DEDEE
GS	3.00°	377	484	538	646	753	PAPI		LT	

STRAIGHT-IN LANDING RWY 07L
Missed apch climb gradient min 7.0%

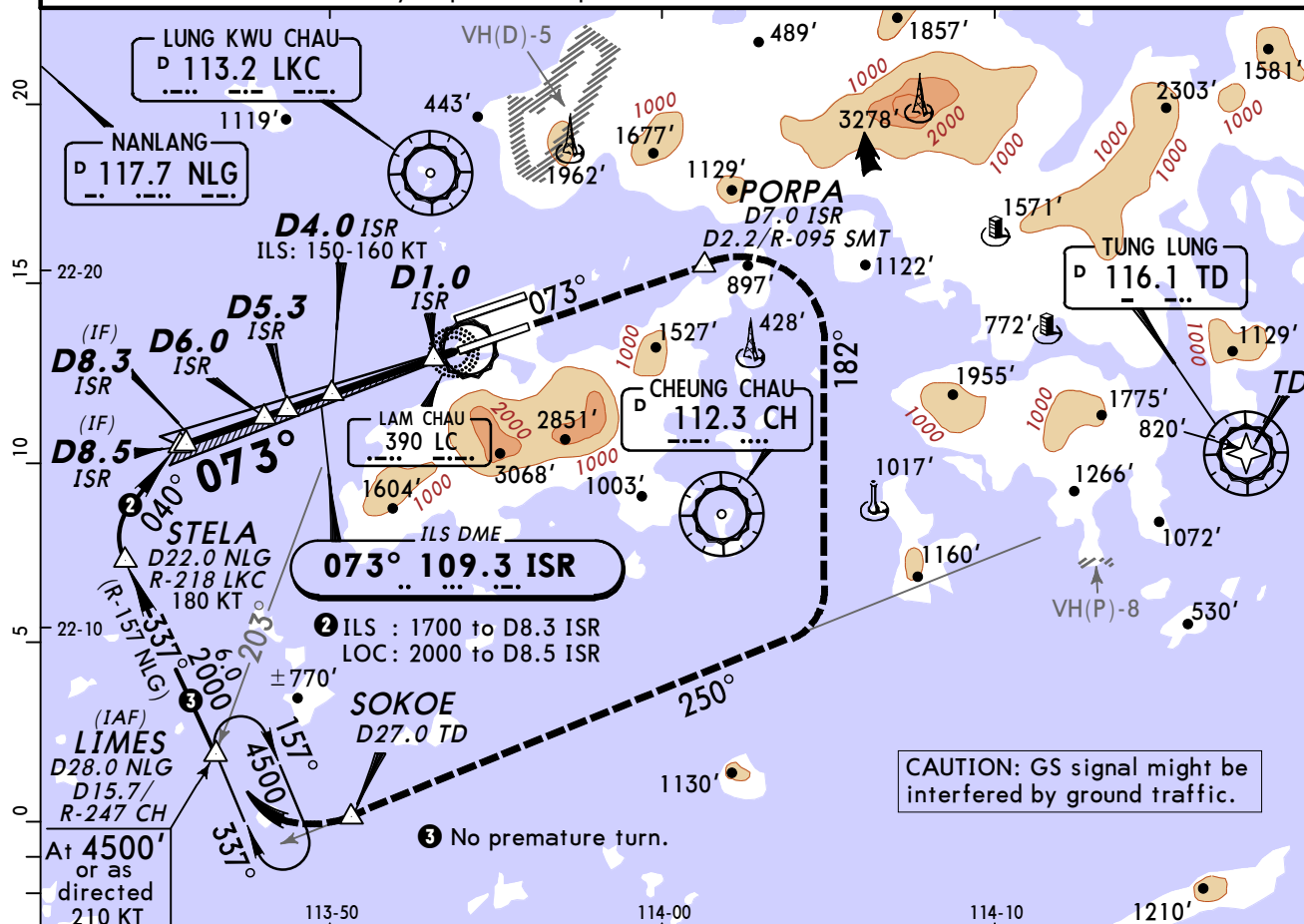
CAT II ILS
RA 100'
DA(H) 122' (100')

RVR 350m

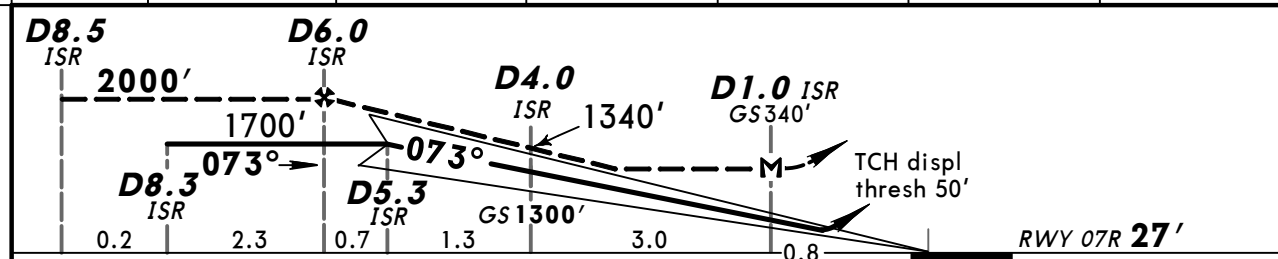
D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55
LOC ISR 109.3	Final Apch Crs 073°	GS D4.0 ISR 1300' (1273')	ILS DA(H) Refer to Minimums	Apt Elev 28' RWY 27'
MISSED APCH: Climb to 5000'. Remain on 073° until PORPA, then turn RIGHT onto 182° and (w/o TD VOR: expect radar vectors.) intercept R-250 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed. Do not turn before PORPA. MAX 210 KT until established on 182°.				



Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
1. **DME REQUIRED.** 2. LOC ISR unusable beyond 25° LEFT and 19° RIGHT of course.
3. Pilots should adhere strictly to prescribed procedure tracks.



LOC (GS out)	ISR DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2000'	1670'	1340'	1010'	680'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS	377	484	538	646	753	861
LOC Descent Angle	3.10°	384	494	548	658	768
MAP at D1.0 ISR						

STRAIGHT-IN LANDING RWY 07R						CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0% I			ILS Missed apch climb gradient mim 2.5%		LOC (GS out)		
DA(H) 227' (200')			DA(H) 347' (320')		MDA(H) 430' (403')		
FIIL	TDZ or CL out	ALS out	FIIL	ALS out	ALS out		

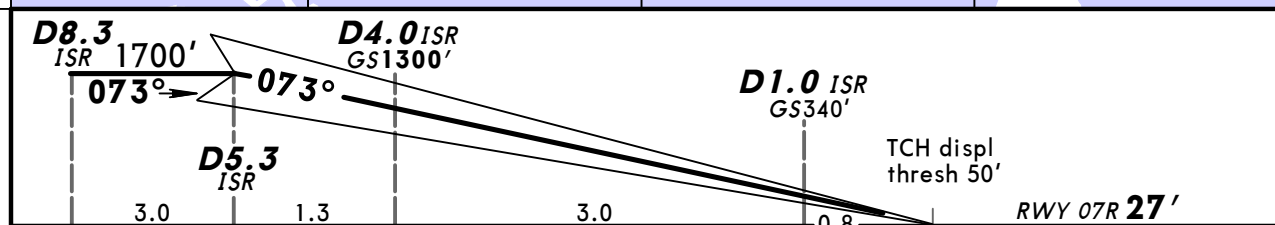
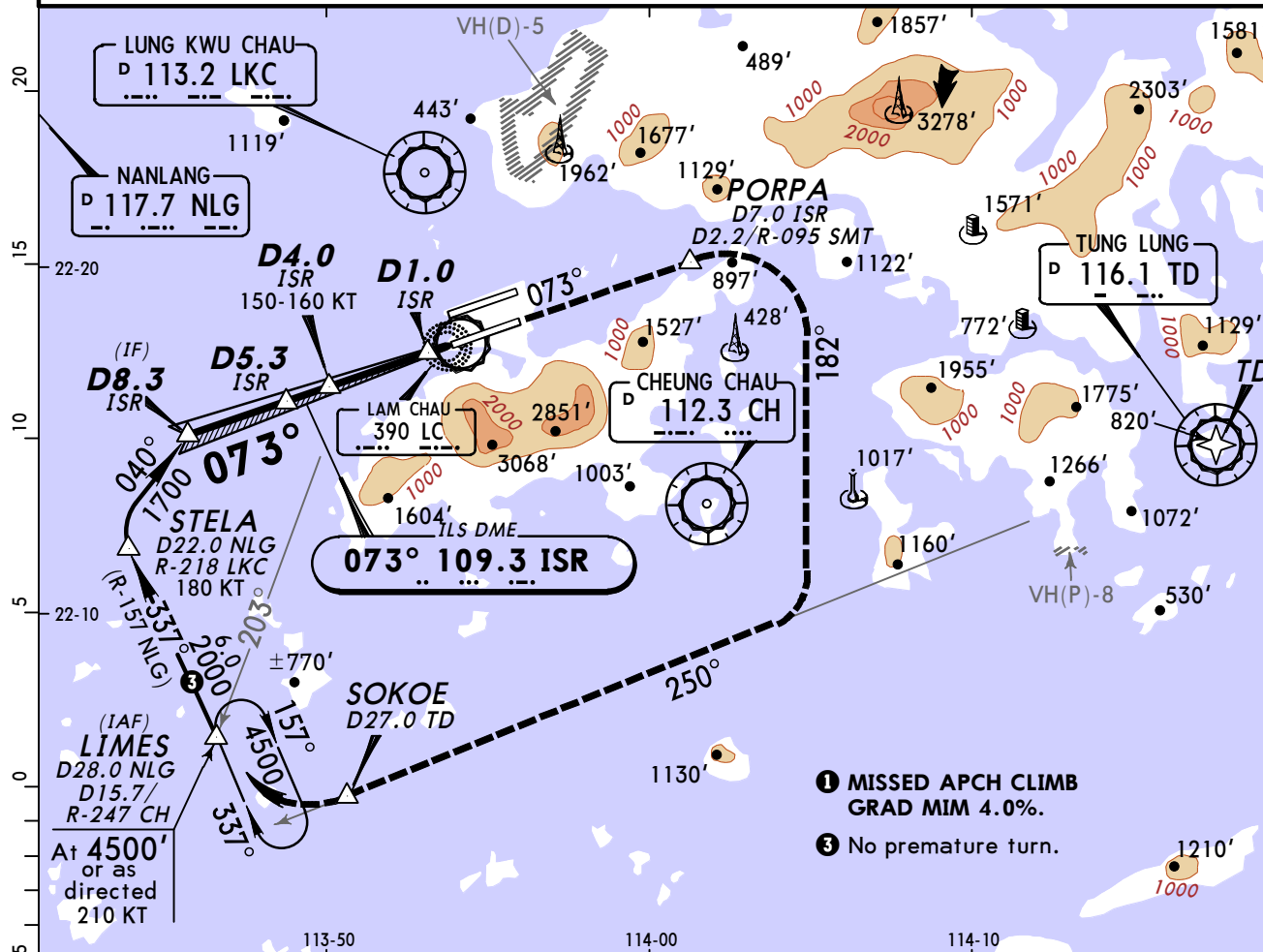
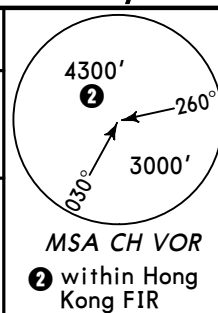
A						A
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	900m	RVR 1500m VIS 1600m	2000m
C/D						

Climb gradient up to 1300'.

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55
LOC	Final	GS	CAT II ILS	Apt Elev
ISR	Apch Crs	D4.0 ISR	RA 99'	28'
109.3	073°	1300' (1273')	DA(H) 127' (100')	RWY 27'

MISSED APCH: Climb to 5000'. Remain on 073° until PORPA, then turn RIGHT onto 182° and (w/o TD VOR: expect radar vectors.) intercept R-250 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed. Do not turn before PORPA. MAX 210 KT until established on 182°.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
1. Special Aircrew and Acft Certification Required. 2. LOC ISR unusable beyond 25° LEFT and 19° RIGHT of course. 3. Pilots should adhere strictly to prescribed proc tracks. 4. **DME required.**



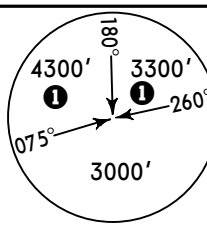
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	210 KT	PORPA	073°
GS	3.00°	377	484	538	646	753	861	MAX	↑	on

STRAIGHT-IN LANDING RWY 07R
CAT II ILS
Missed apch climb gradient mim 4.0% **1**
RA 99'
DA(H) 127' (100')

RVR 350m

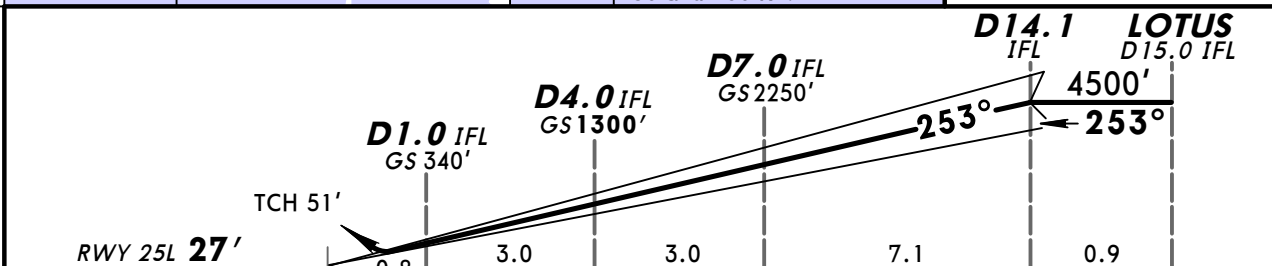
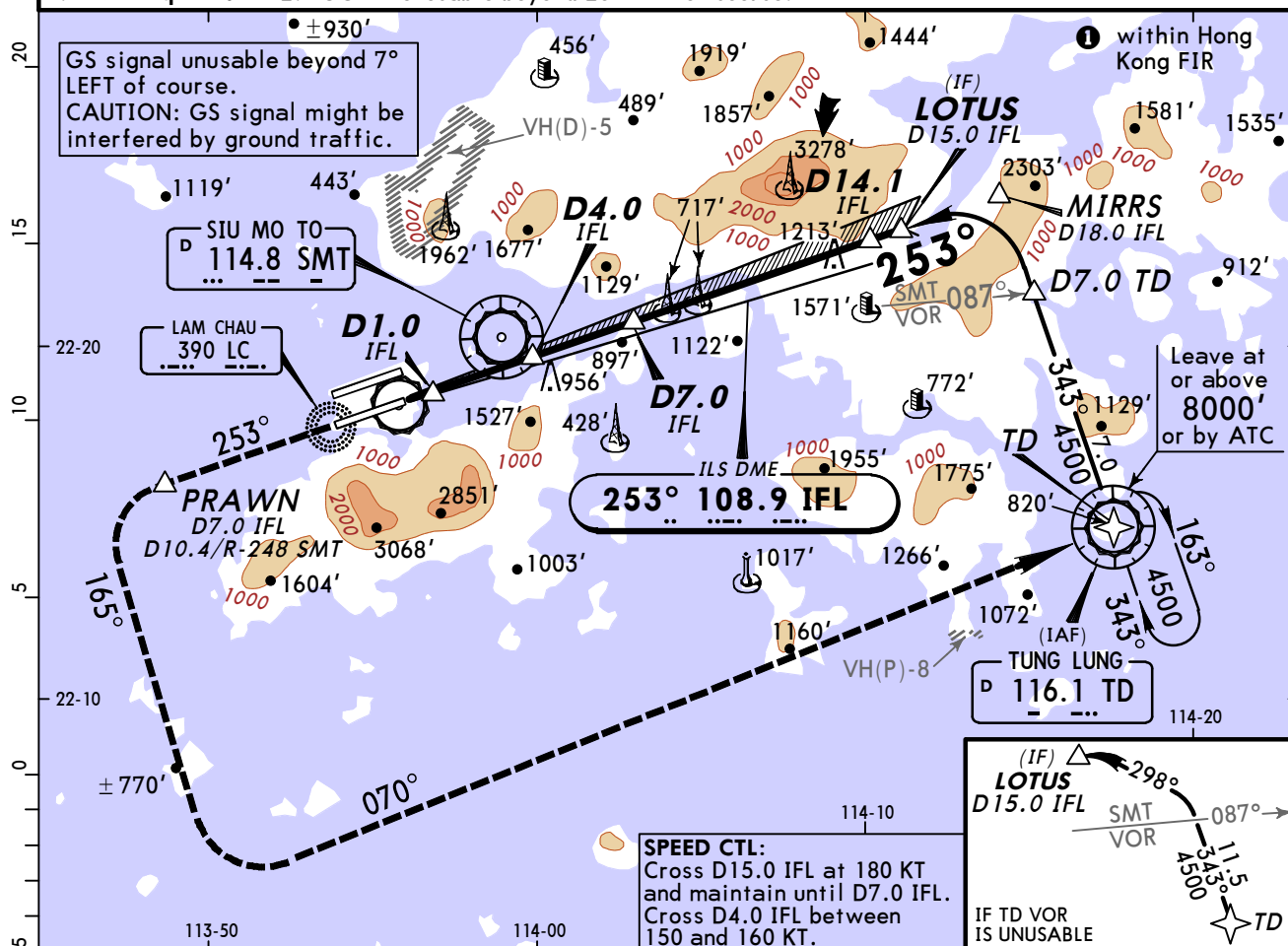
1 Climb gradient up to 1300'.

5 APR 13 (11-3)

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55
LOC IFL 108.9	Final Apch Crs 253°	GS D4.0 IFL 1300' (1273')	ILS DA(H) Refer to Minimums Apt Elev 28' RWY 27'	 MSA TD VOR

MISSED APCH: Climb to 5000'. Remain on 253°. At PRAWN turn LEFT onto 165° to intercept R-250 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 165° (expect radar vectoring to final approach track if TD VOR is u/s).

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
1. DME required. 2. LOC IFL unusable beyond 28° LEFT of course.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	185 KT	PRAWN
ILS GS	3.00°	372	478	531	637	743	PAPI	MAX	on 253°

STRAIGHT-IN LANDING RWY 25L					CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0%			Missed apch climb gradient mim 2.5%			
DA(H) 227' (200')			DA(H) 437' (410')			
FULL	TDZ or CL out	ALS out	FULL	ALS out		
A					A	
B	RVR 550m	RVR 720m	1300m	2100m	B	PROHIBITED
C	VIS 800m	VIS 800m			C	
D					D	

■ Climb gradient up to 1800'.

D-ATIS Arrival

HONG KONG Approach (R)

*HONG KONG Director

HONG KONG Tower

Ground

128.2

119.1

119.5

118.4

122.55

LOC IFL

108.9

Final Apch Crs

253°

GS D4.0 IFL

1300' (1273')

CAT II ILS RA 100'

DA(H) 127' (100')

Apt Elev 28'

RWY 27'

180°

4300'

2

3300'

2

075°

3000'

260°

MSA TD VOR

MISSED APCH: Climb to 5000'. Remain on 253°. At PRAWN turn LEFT onto 165° to intercept R-250 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 165° (expect radar vectoring to final approach track if TD VOR is u/s).

Alt Set: hPa

Rwy Elev: 1 hPa

Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120

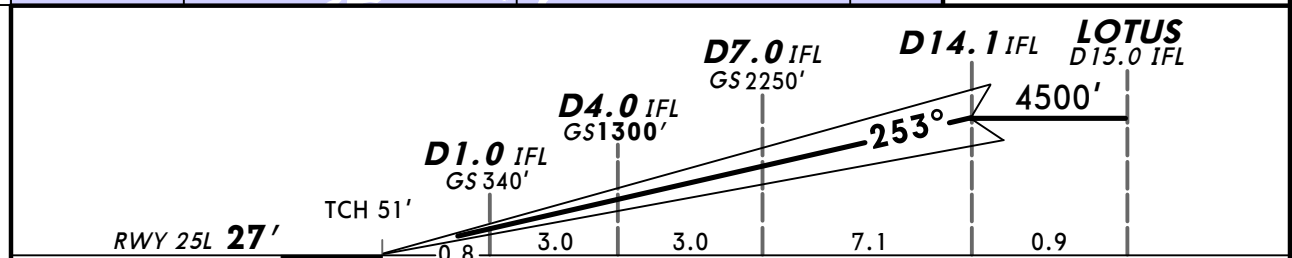
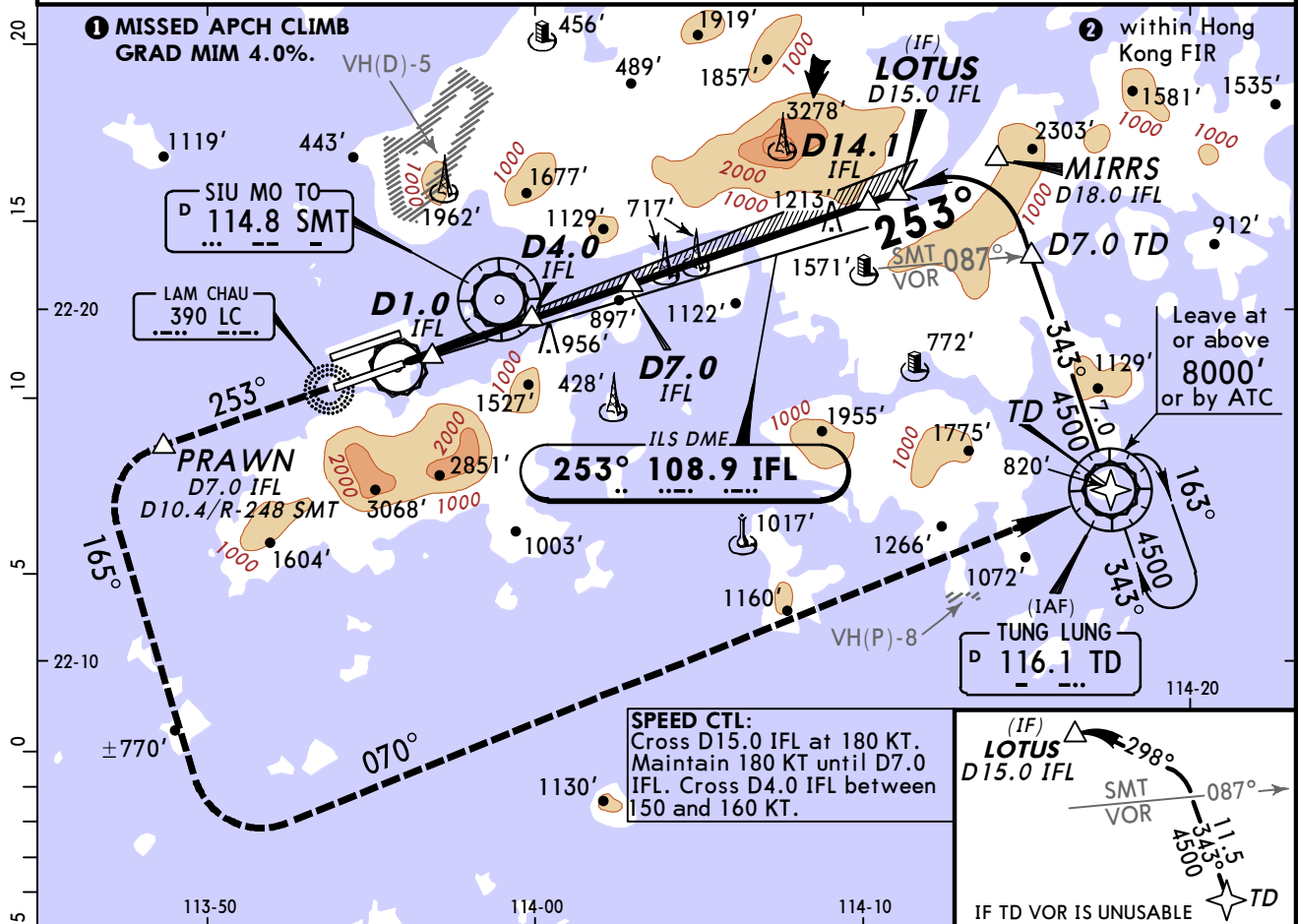
Trans alt: 9000'

1. DME REQUIRED.

2. Special Aircrew and Acft Certification Required.

3. GS signal unusable beyond 7° LEFT of course.

4. LOC IFL unusable beyond 28° LEFT of course.



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

ALSF-II

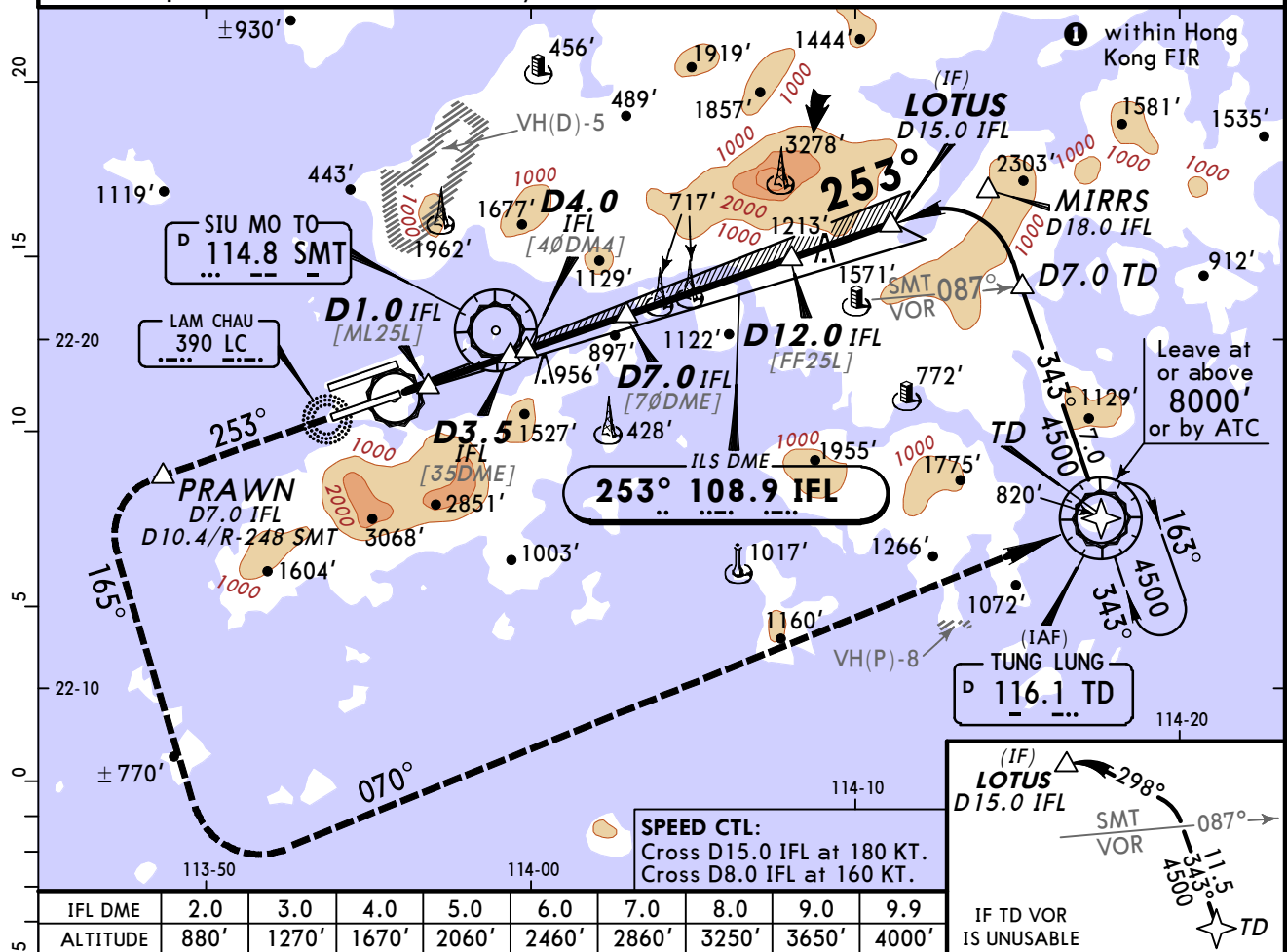
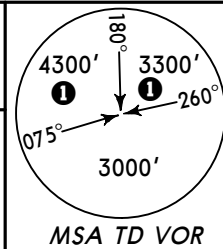
PAPI

STRAIGHT-IN LANDING RWY 25L
CAT II ILS
Missed apch climb gradient mim 4.0% **1**
RA 100'
DA(H) **127' (100')**

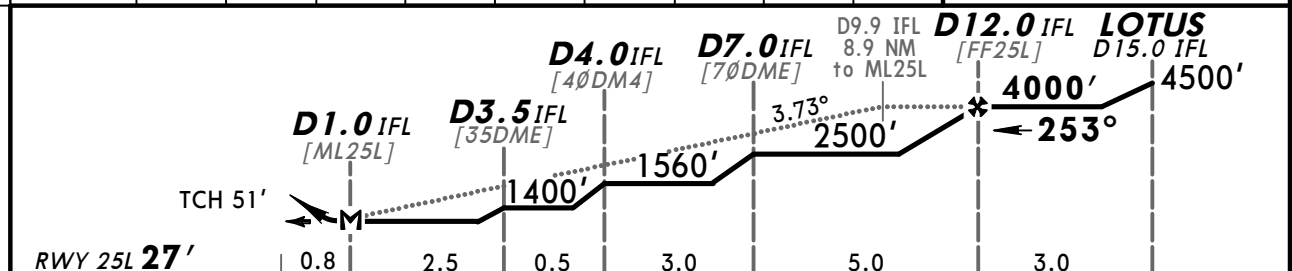
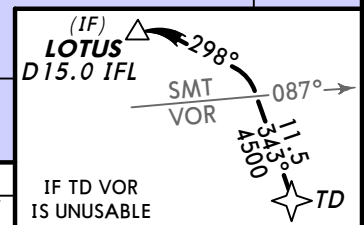
RVR **300m**

1 Climb gradient up to 1800'.

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55
LOC IFL 108.9	Final Apch Crs 253°	Minimum Alt D12.0 IFL 4000' (3973')	MDA(H) 430' (403')	Apt Elev 28' RWY 27'
MISSED APCH: Climb to 5000'. Remain on 253°. At PRAWN turn LEFT onto 165° to intercept R-250 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 165° (expect radar vectoring to final approach track if TD VOR is u/s).				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110 979 hPa or below - FL 120 Trans alt: 9000'				
1. DME required. 2. LOC IFL unusable beyond 28° LEFT of course.				



IFL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.9
ALTITUDE	880'	1270'	1670'	2060'	2460'	2860'	3250'	3650'	4000'



Gnd speed-Kts	70	90	100	120	140	160	ALS-II	185 KT MAX	PRAWN on 253°
Descent Angle	3.73°	462	594	660	792	924	PAPI		
MAP at D1.0 IFL									

STRAIGHT-IN LANDING RWY 25L	CIRCLE-TO-LAND
MDA(H) 430' (403')	
ALS out	

A	B	C	D	A	B	C	D
			2000m				PROHIBITED

HONG KONG, PR OF CHINA
ILS or LOC Rwy 25R

BRIEFING STRIP™

[illegible]5

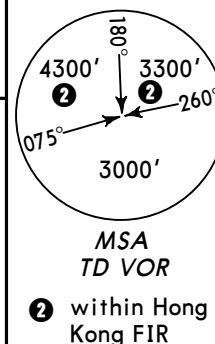
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CIRCLE-TO-LAND

A	PROHIBITED
B	
C/D	

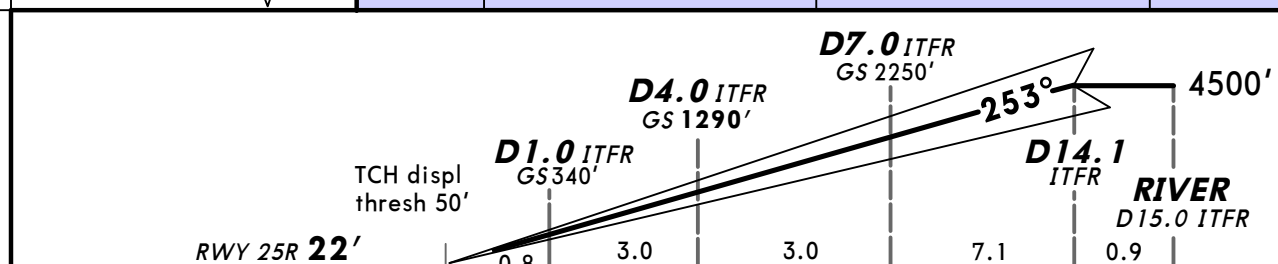
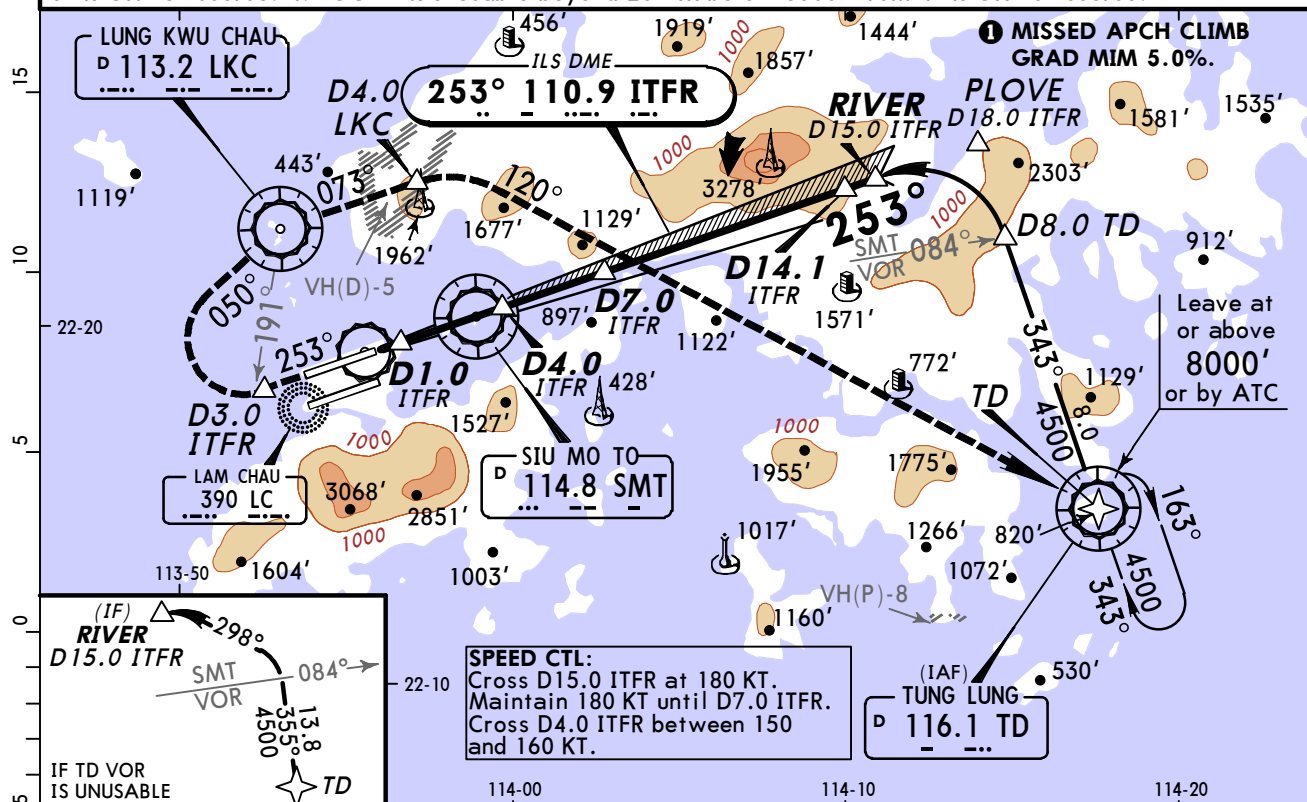
CHANGES: Chart reindexed.

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
LOC ITFR 110.9	Final Apch Crs 253°	GS D4.0 ITFR 1290' (1268')	CAT II ILS RA 100' DA(H) 122' (100')	Apt Elev 28' RWY 22'
MISSED APCH: Climb to 4000'. Remain on 253°. At D3.0 ITFR/R-191 LKC, turn RIGHT onto R-230 inbound LKC VOR. At LKC VOR continue climb to 5000'. Depart LKC VOR on R-073 LKC to D4.0 LKC, then turn RIGHT to intercept R-300 inbound to TD VOR and hold, or as directed. Expect radar vectoring to final approach track if TD VOR is u/s. MAX 185 KT required until established on R-230 inbound LKC VOR. <u>When LKC VOR is not available:</u> Climb on 253° to 5000' and expect radar vectors. MAX 185 KT until advised by ATC.				



Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110 979 hPa or below - FL 120 Trans alt: 9000'

1. **DME required.** 2. Special Aircrew and Acft Certification Required. 3. GS signal unusable beyond 6° RIGHT of course. 4. LOC ITFR unusable beyond 20 NM below 5500' from 4° RIGHT of course.



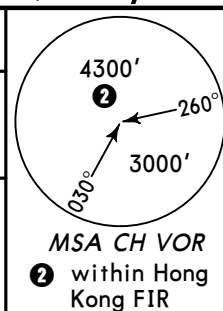
0.6							ALSF-II PAPI	Refer to Missed Apch above	
Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	743			849

STRAIGHT-IN LANDING RWY 25R
CAT II ILS
 Missed apch climb gradient mim 5.0% **1**
RA 100'
 DA(H) **122' (100')**

RVR 300m

1 Climb gradient up to 5000'.

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
RNAV	Final Apch Crs	Procedure Alt VH711	RNP 0.30 DA(H)	Apt Elev 28'
	073°	1600' (1578')	420' (398')	RWY 22'



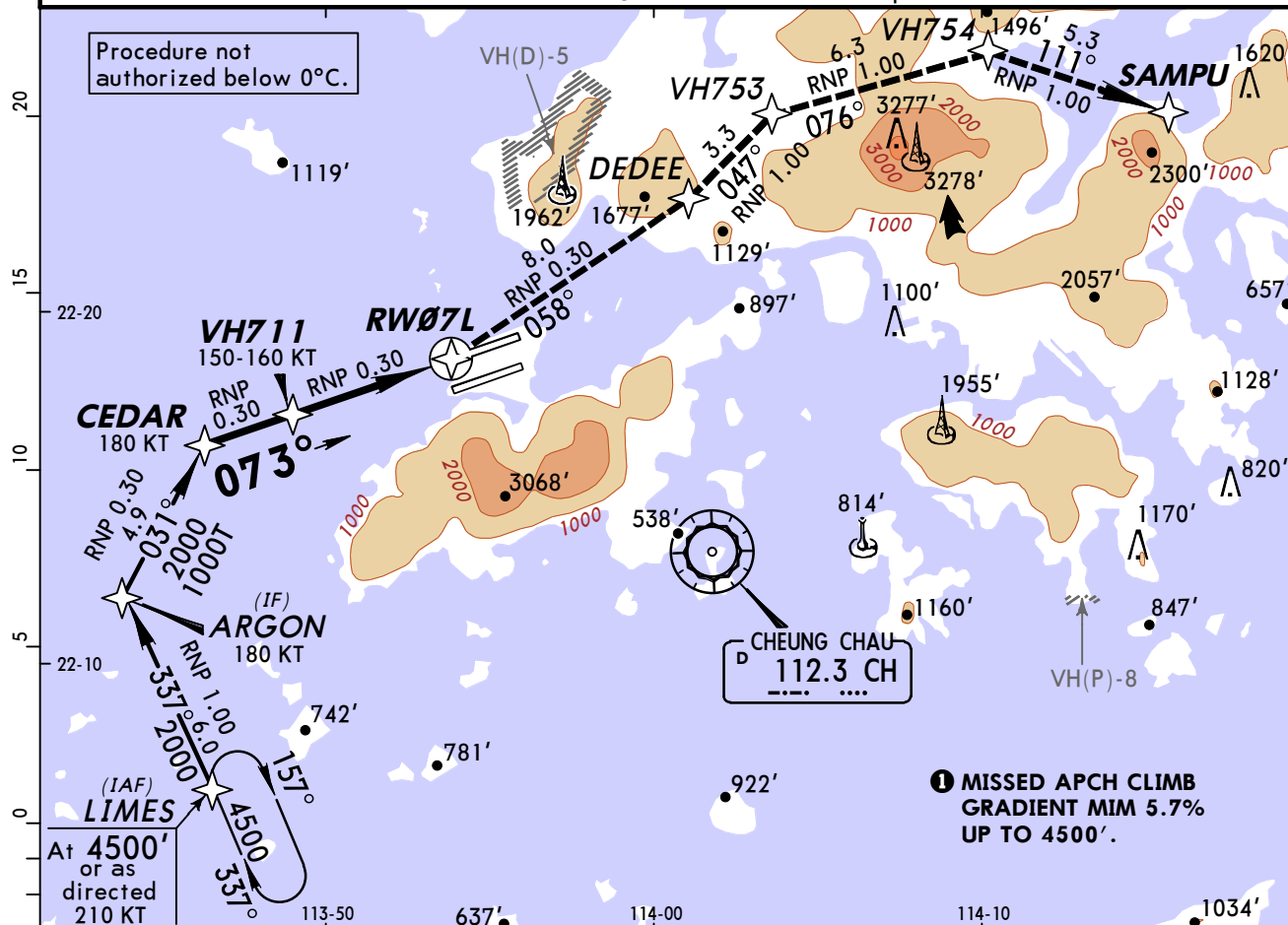
MISSED APCH: Climb to 5000'. Cross DEDEE at or above 2500', then via VH753 and VH754 to SAMPU.

MAX 230 KT.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120

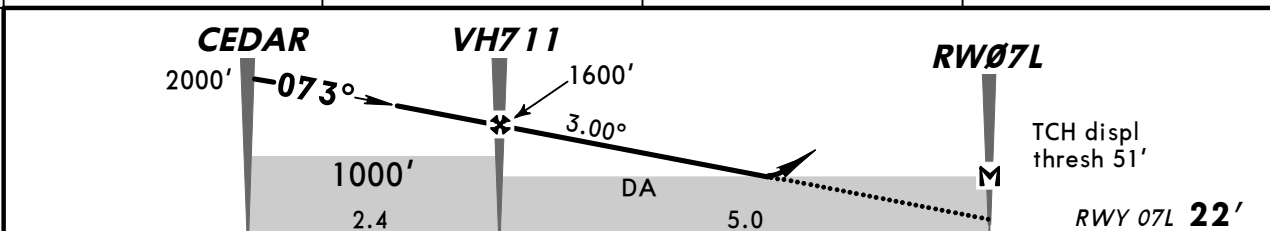
Trans alt: 9000'

1. SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED. 2. Do not accept radar vectors inside VH711.



① MISSED APCH CLIMB
GRADIENT MIM 5.7%
UP TO 4500'.

DIST TO RW07L	4.0	3.0	2.0
ALTITUDE	1350'	1030'	710'



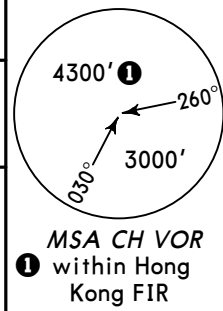
TO DISPL THRESH 7.4							5.0		0		
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	230 KT MAX	MIM 2500' LT	DEDEE	
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at DA											

STRAIGHT-IN LANDING RWY 07L
RNP 0.30
Missed apch climb gradient mim 5.7% up to 4500'
DA(H) **420' (398')**

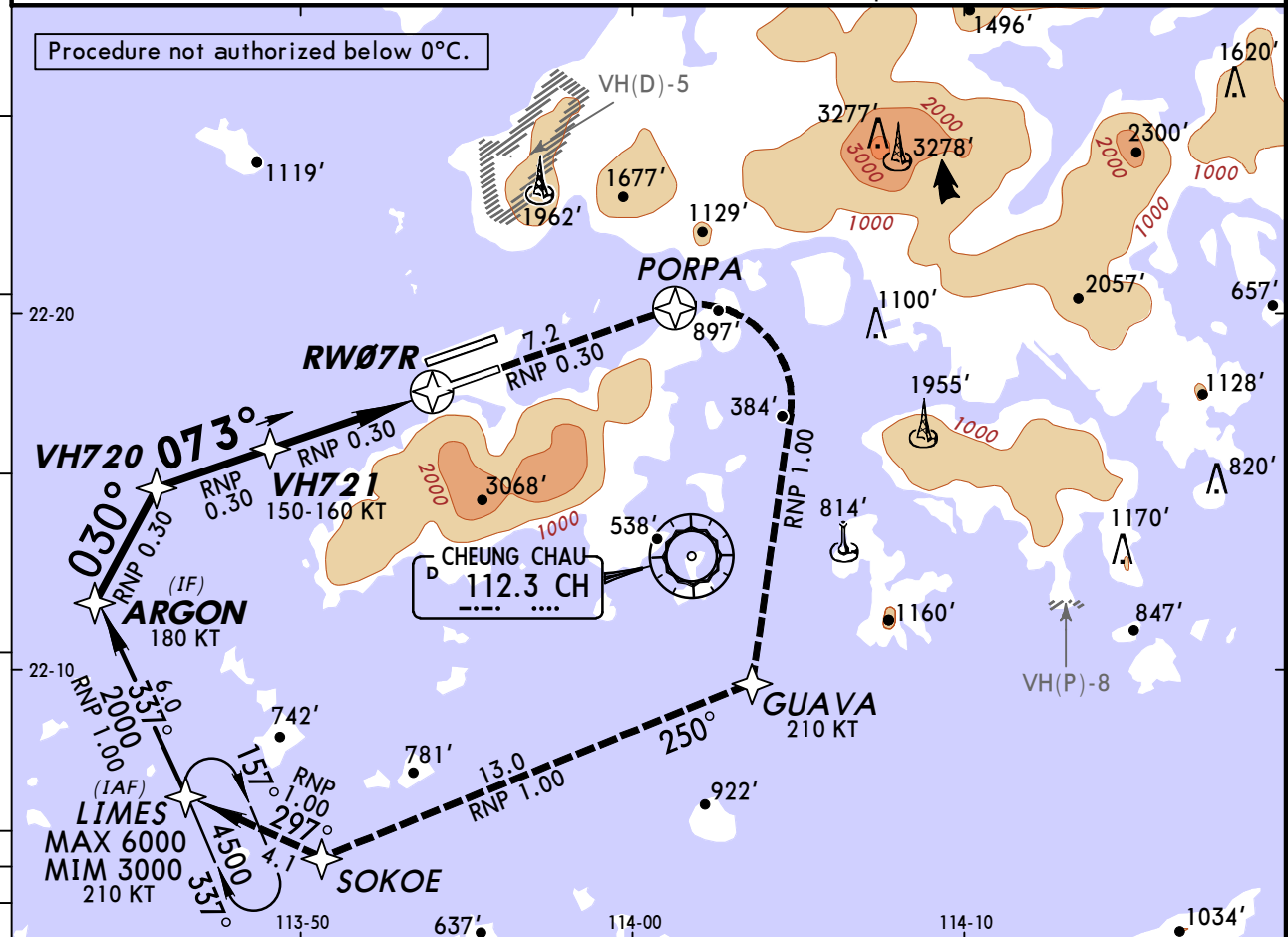
ALS out

PANS OPS	A	B	C	D
	2400m			

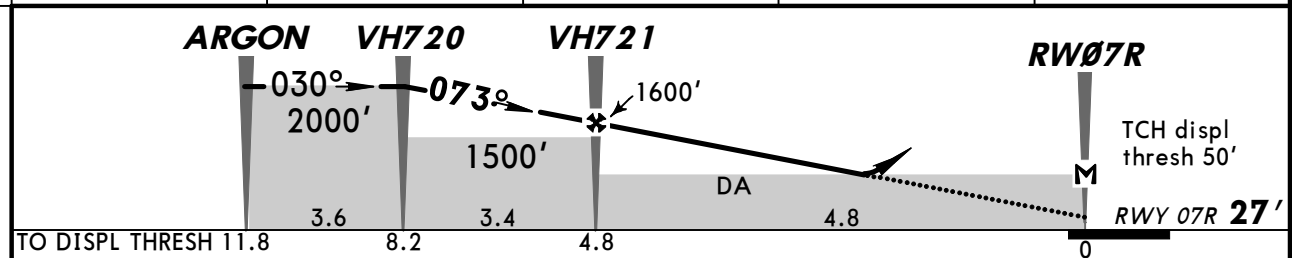
D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.2	Ground 121.6
RNAV	Final Apch Crs 073°	Procedure Alt VH721 1600' (1573')	RNP 0.30 DA(H) 430' (403')	Apt Elev 28' RWY 27'
MISSED APCH: Climb to 5000'. Proceed to PORPA, then turn RIGHT direct to GUAVA. Then to SOKOE and LIMES or as directed. MAX 210 KT until track to GUAVA.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110 979 hPa or below - FL 120 1. SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED. 2. Do not accept radar vectors inside VH720.				



Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
1. SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED. 2. Do not accept radar vectors inside VH720.



DIST TO RW07R	5.0	4.0	3.0	2.0
ALTITUDE	1670'	1350'	1030'	710'

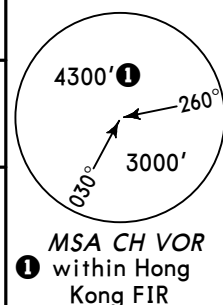


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 210 KT MAX PORPA ↑ GUAVA ↗ RT
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

STRAIGHT-IN LANDING RWY 07R
RNP 0.30
DA(H) **430'** (403')
ALS out

A	
B	
C	
D	

D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.2	Ground 121.6
RNAV	Final Apch Crs 253°	Procedure Alt VH545 1400' (1373')	RNP 0.30 DA(H) 420' (393')	Apt Elev 28' RWY 27'

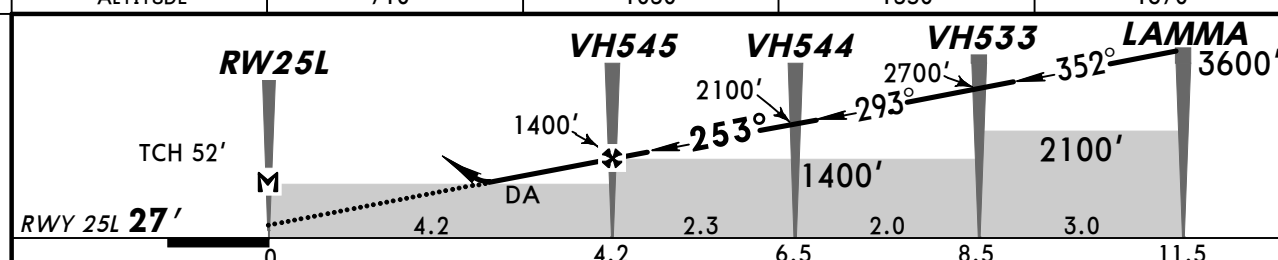


MISSED APCH: Climb to 5000'. Proceed to PRAWN, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to GUAVA or as directed.
185 KT until track to VH547.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
1. SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED. 2. Do not accept radar vectors inside GUAVA.



DIST to RW25L	2.0	3.0	4.0	5.0
ALTITUDE	710'	1030'	1350'	1670'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	185 KT	PRAWN ↑	VH547 LT
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 25L
RNP 0.30
DA(H) 420' (393')
ALS out

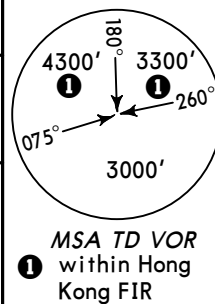
A	2000m
B	
C	
D	

VHHH/HKG HONG KONG INTL

12 SEP 14 (12-23)

JEPPESSEN HONG KONG, PR OF CHINA
RNAV (RNP) Y Rwy 25L

D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.2	Ground 121.6
RNAV	Final Apch Crs 253°	Procedure Alt VH545 1400' (1373')	RNP 0.30 DA(H) 420' (393')	Apt Elev 28' RWY 27'

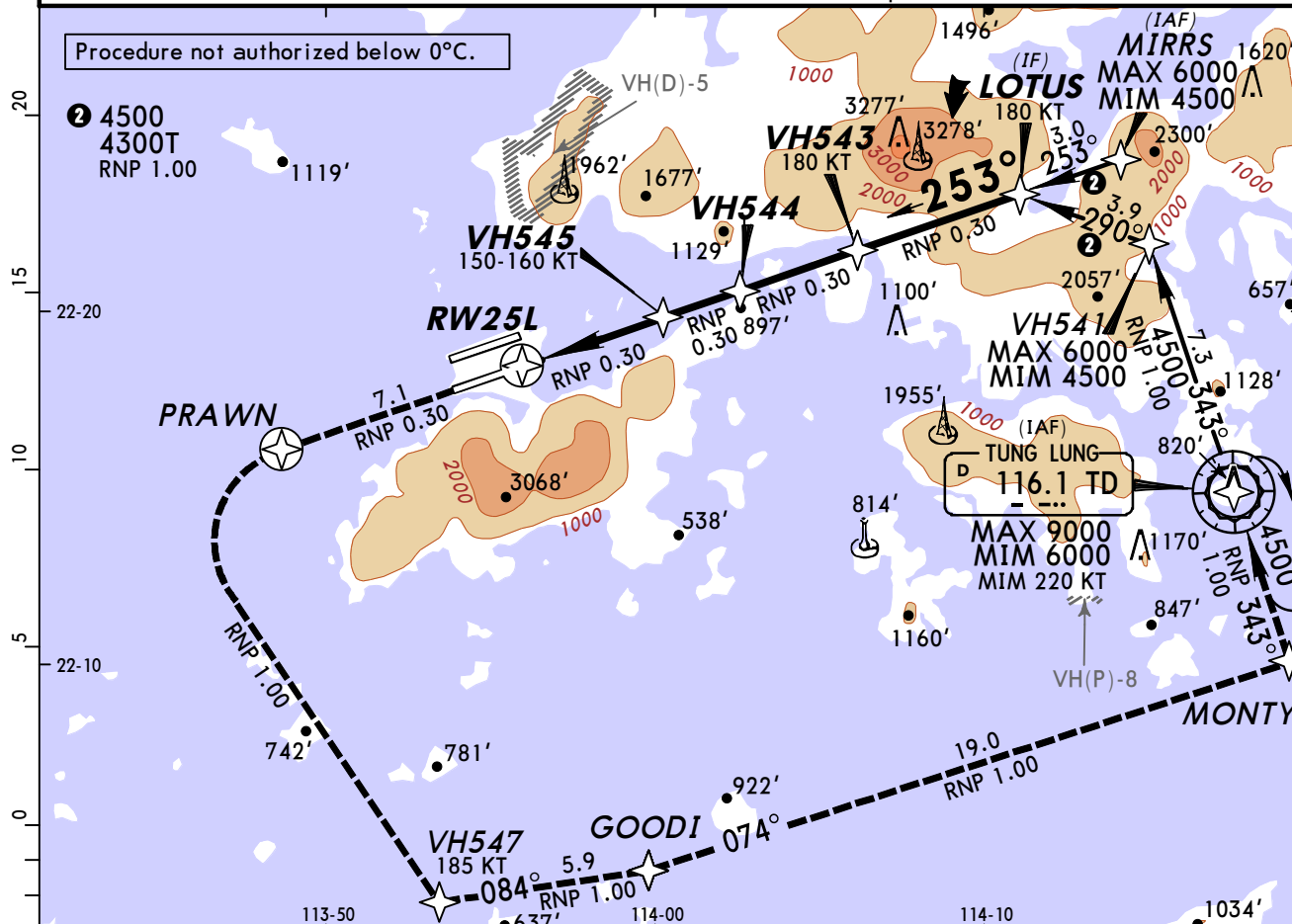


MISSED APCH: Climb to 5000'. Proceed to PRAWN, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to MONTY, then TD VOR or as directed.

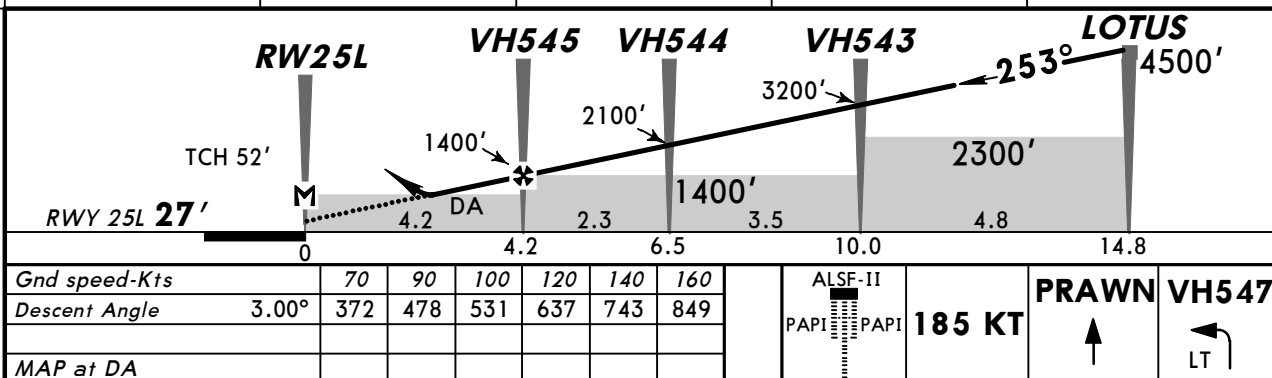
185 KT until track to VH547.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
1. SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED. 2. Do not accept radar vectors inside LOTUS.

Procedure not authorized below 0°C.



DIST to RW25L	2.0	3.0	4.0	5.0
ALTITUDE	710'	1030'	1350'	1670'



STRAIGHT-IN LANDING RWY 25L
RNP 0.30

DA(H) 420' (393')

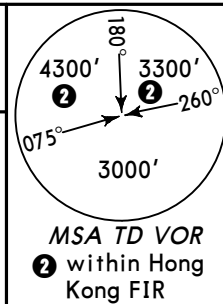
ALS out

A	
B	
C	
D	

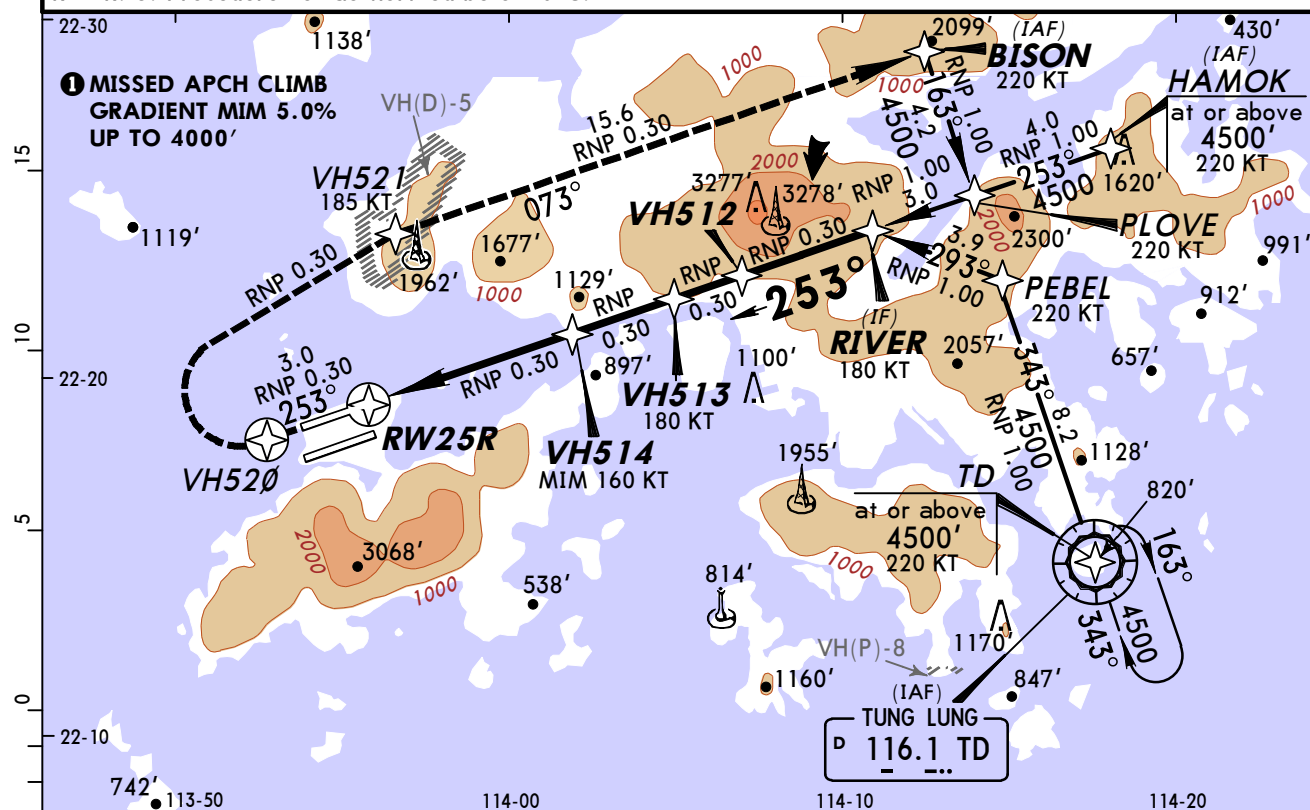
CHANGES: Minimums.

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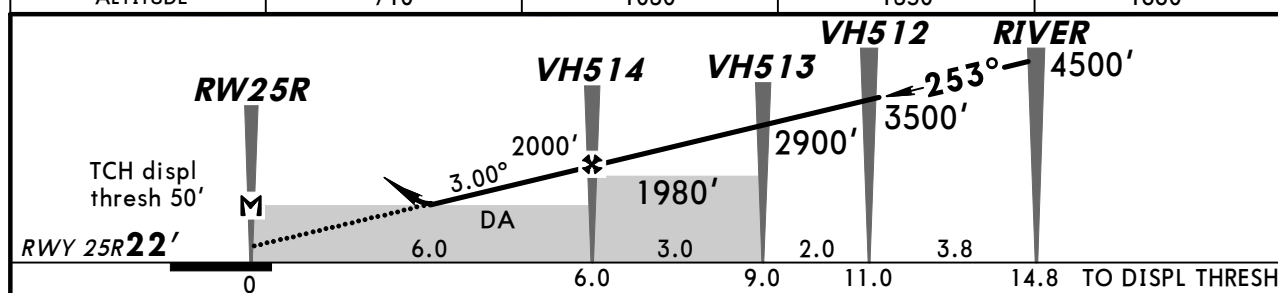
D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
RNAV	Final Aptch Crs 253°	Procedure Alt VH514 2000' (1978')	RNP 0.30 DA(H) 420' (398')	Apt Elev 28' RWY 22'
MISSED APCH: Climb initially to 4000'. Proceed to VH520, then turn RIGHT direct to VH521. Cross VH521 at 4000' and climb to reach BISON at 5000'. MAX 185 KT until VH521, then 220 KT until BISON.				



Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Do not accept radar vectors inside RIVER. 3. Procedure not authorized below 0°C.



DIST TO RW25R	2.0	3.0	4.0	5.0
ALTITUDE	710'	1030'	1350'	1660'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	185 KT MAX	VH520	VH521
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	RT
MAP at DA										

STRAIGHT-IN LANDING RWY 25R
RNP 0.30
Missed apch climb gradient min 5.0% up to 4000'
DA(H) **420'** (398')

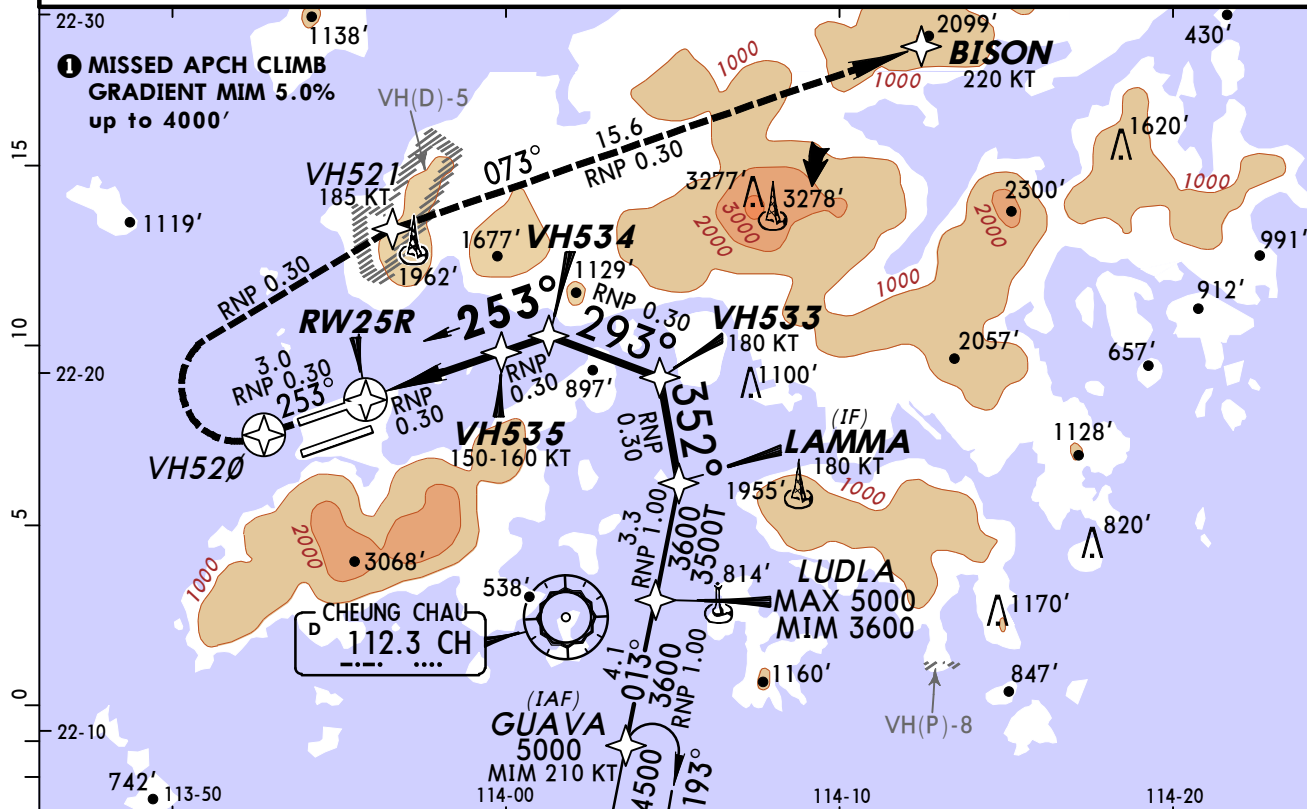
PANS OPS	A	B	C	D
	2400m			

BRIEFING STRIP™

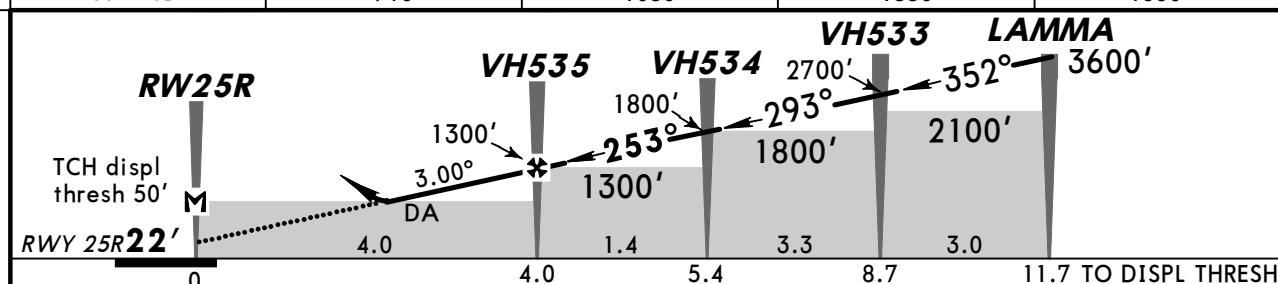
D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
RNAV	Final Apch Crs 253°	Procedure Alt VH535 1300' (1278')	RNP 0.30 DA(H) 420' (398')	Apt Elev 28' RWY 22'
MISSED APCH: Climb initially to 4000'. Proceed to VH520, then turn RIGHT direct to VH521. Cross VH521 at 4000' and climb to reach BISON at 5000'. MAX 185 KT until VH521, then 220 KT until BISON.				

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120 Trans alt: 9000'

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. Do not accept radar vectors inside GUAVA. 3. Procedure not authorized below 0°C.



DIST TO RW25R	2.0	3.0	4.0	5.0
ALTITUDE	710'	1030'	1350'	1660'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	185 KT MAX	VH520	VH521
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	RT
MAP at DA										

STRAIGHT-IN LANDING RWY 25R
RNP 0.30
Missed apch climb gradient mim 5.0% up to 4000'

DA(H) **420'** (398')

ALS out

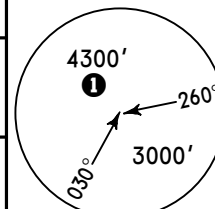
PANS OPS

A	
B	
C	
D	2400m

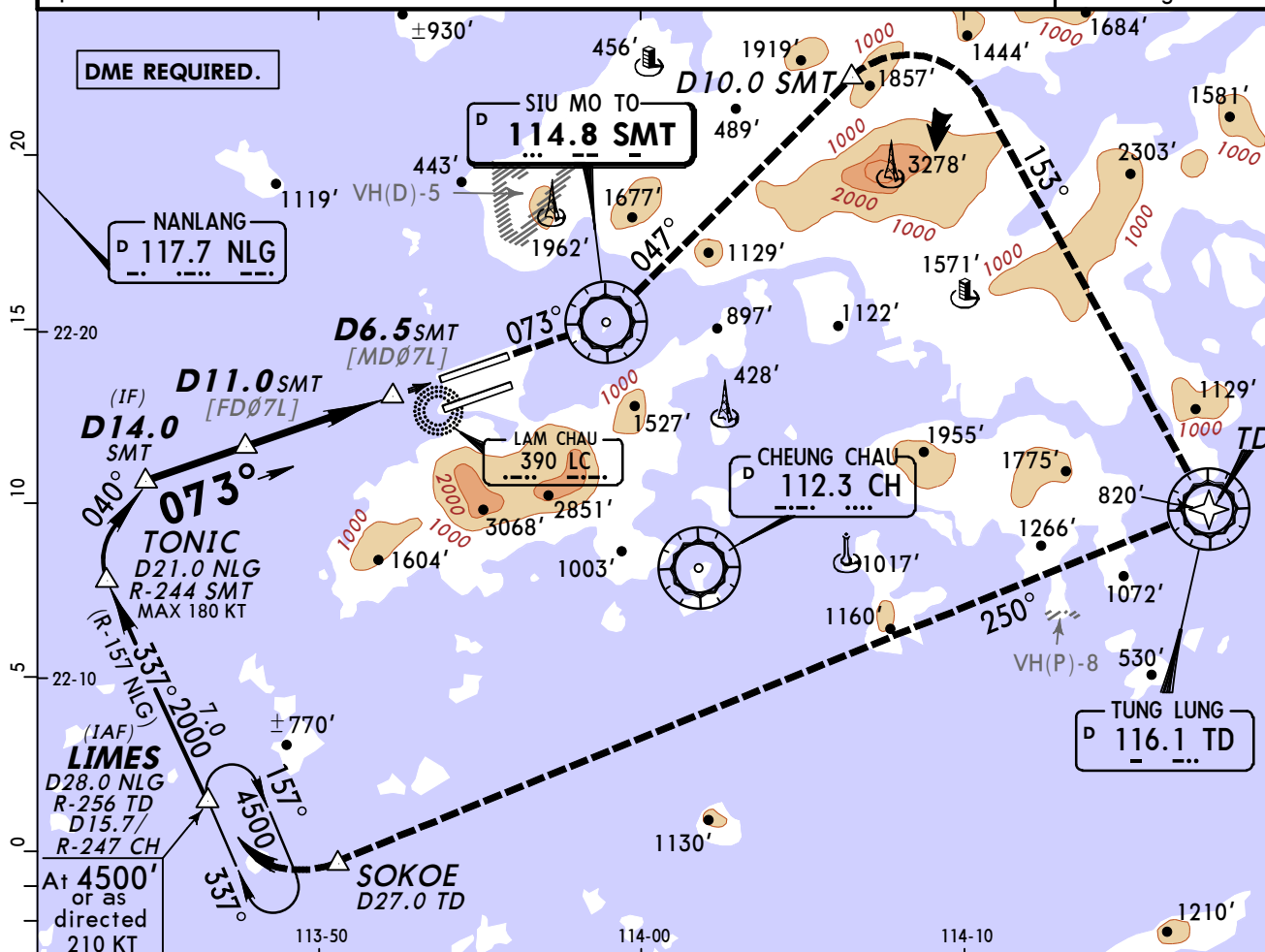
D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.2	Ground 121.6
VOR SMT 114.8	Final Apch Crs 073°	Minimum Alt D11.0 SMT 2000' (1972')	MDA(H) Refer to Minimums	Apt Elev 28'

MISSED APCH: Climb to 5000' on R-253 inbound to SMT VOR. Proceed on R-047 SMT (w/o TD VOR: and expect radar vectors.). At D10.0 SMT turn RIGHT onto R-333 inbound to TD VOR. Proceed on R-250 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed. MAX 220 KT until established on R-333 TD inbound.

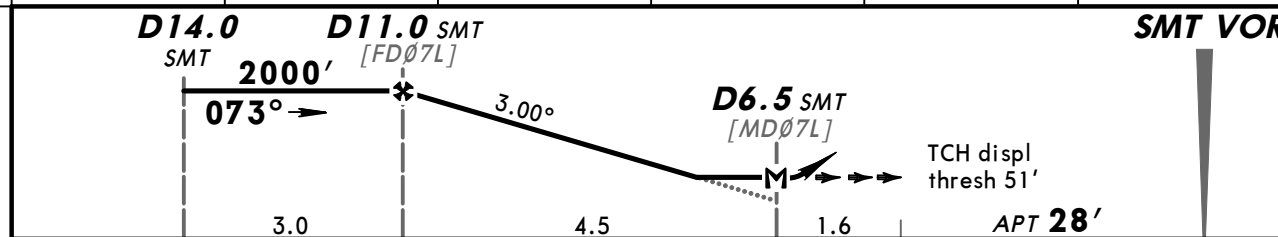
Alt Set: hPa Trans level: 980 hPa or above - FL 110 Trans alt: 9000'
Apt Elev: 1 hPa 979 hPa or below - FL 120



MSA
CH VOR
1 within Hong
Kong FIR



SMT DME	11.0	10.0	9.0	8.0	7.0
ALTITUDE	2000'	1680'	1360'	1040'	720'



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	220 KT	SMT
Descent Angle	3.00°	372	478	531	637	743	PAPI	MAX	114.8
MAP at D6.5 SMT									

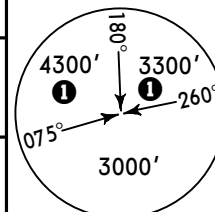
STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
Missed apch climb gradient mim 3.7 %		Missed apch climb gradient mim 2.5 %					
MDA(H) 580' (552')		MDA(H) 1340' (1312')					
ALS out		ALS out					
A				A		PROHIBITED	
B		2800m	3000m	B			
C	2800m			C			
D		4000m	4800m	D			

1 Climb gradient up to 4500'.

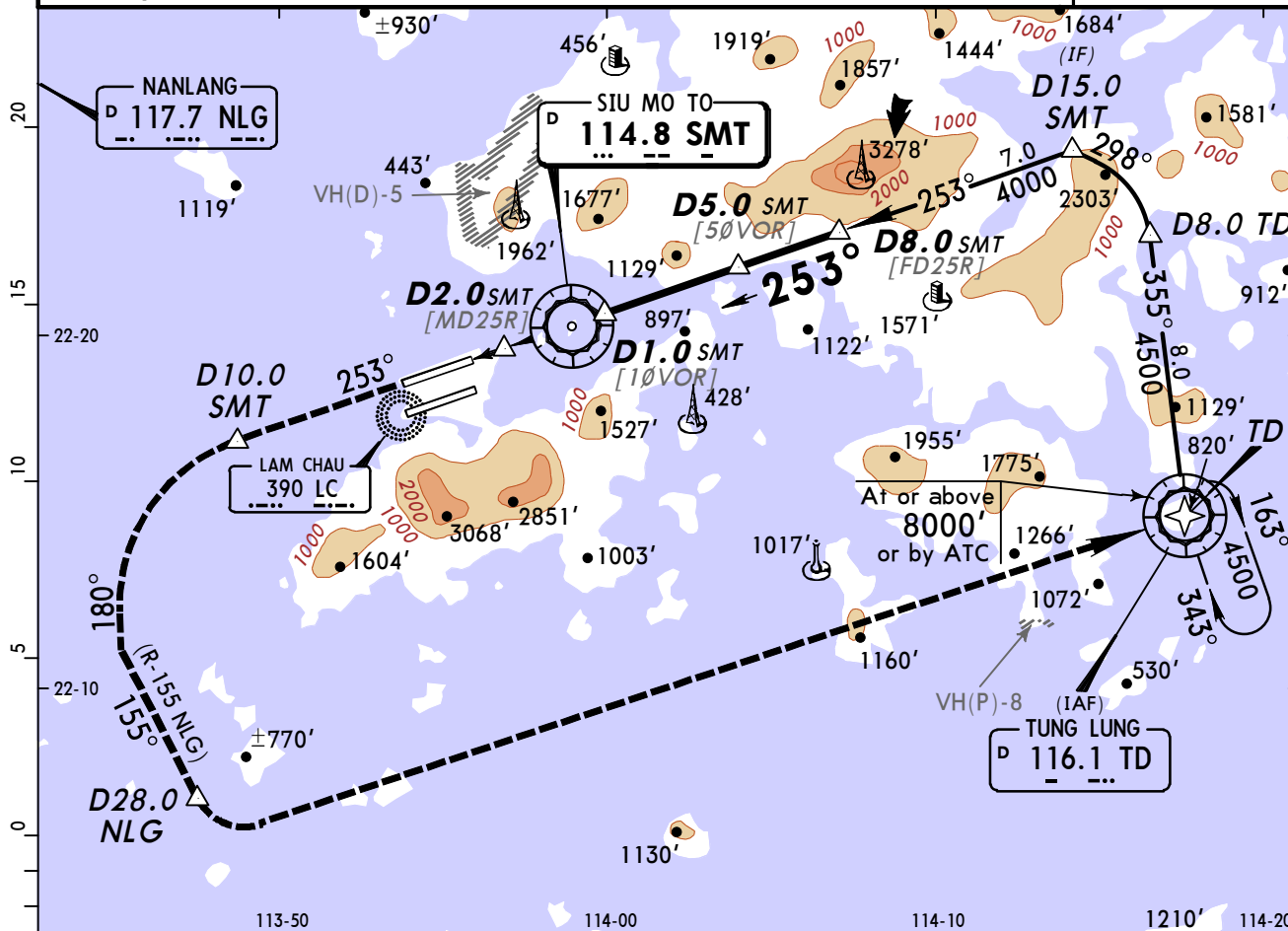
CHANGES: Crossing altitude at LIMES added.

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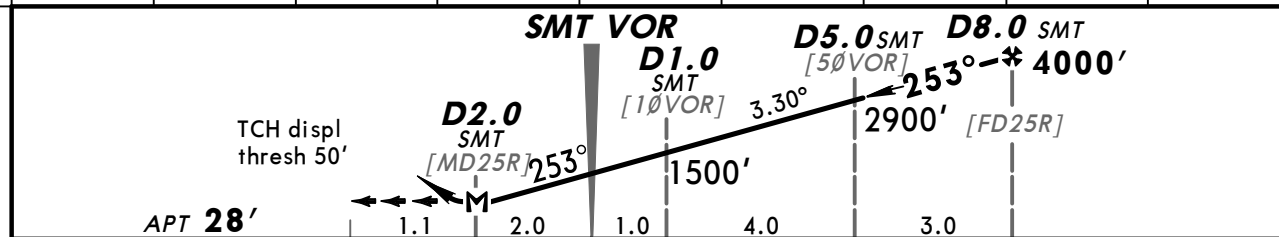
D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.2	Ground 121.6
VOR SMT 114.8	Final Apch Crs 253°	Minimum Alt D8.0 SMT 4000' (3972')	MDA(H) 450' (422')	Apt Elev 28'
MISSED APCH: Climb on R-253 to 3000'. At D10.0 SMT turn LEFT onto 180° to intercept R-155 NLG, then climb to 5000'. At D28.0 NLG turn LEFT direct to TD VOR and hold, or as directed. MAX 230 KT until on R-155 NLG. When NLG VOR not available, climb on R-253 SMT to 3000'. At D10.0 SMT turn LEFT onto 180° and climb to 5000'. Expect radar vectors to TD VOR.				
Alt Set: hPa Trans level: 980 hPa or above - FL 110 Trans alt: 9000' Apt Elev: 1 hPa 979 hPa or below - FL 120 DME REQUIRED. SPEED CTL: Cross D12.0 SMT at 180 KT and D5.0 SMT at 160 KT.				



MSA
TD VOR
① within Hong Kong FIR



SMT DME	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1150'	1500'	1850'	2200'	2550'	2900'	3260'	3630'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	230 KT	3000'	SMT
Descent Angle	3.30°	409	526	584	701	817	PAPI	MAX	↑	on 114.8
MAP at D2.0 SMT after VOR										R-253

STRAIGHT-IN LANDING RWY 25R					CIRCLE-TO-LAND				
MDA(H) 450' (422')					ALS out				

A	2400m					A	PROHIBITED				
B						B					
C						C					
D						D					

Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HONG KONG, (HONG KONG INTL - VHHH)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VHHH

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Conventional SIDs & STARs are for use exclusively by airline operators which have been granted approval for the continued use. Applies to be send to the Director-General of Civil Aviation (Attention:Mr. Gabriel Cheng, Chief ATCO - Technical and Development) or by e-mail to gpkcheng@cad.gov.hk.

Type: Terminal

Effectivity: Temporary

Begin Date: 20140724

End Date: Until Further Notice

New twy T with adjacent stands established, for details refer to 10-8.

Type: Terminal

Effectivity: Temporary

Begin Date: 20140329

End Date: Until Further Notice

Due to WIP daily btn 1730-2359 UTC, RWY 07L/25R is closed on TUE, WED, SAT and RWY 07R/25L is closed on MON, THU, FRI, SUN.