List of pages in this Trip Kit

General Information

Location: HONG KONG HKG
ICAO/IATA: VHHH / HKG
Lat/Long: N22° 18.5', E113° 54.9'
Elevation: 28 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 3.0° W

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

Sunrise: 2225 Z
Sunset: 1037 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: 128.200 Arrival Service
ATIS: 127.050 Departure Service
Hong Kong Tower: 118.200
Hong Kong Tower: 118.700 Secondary
Hong Kong Tower: 118.400
Hong Kong Ground: 121.875
Hong Kong Ground: 121.600
Hong Kong Ground: 122.550
Hong Kong Clearance Delivery: 124.650 Secondary
Hong Kong Clearance Delivery: 129.900
Hong Kong Approach: 119.100
Hong Kong Approach: 119.350 Secondary
Hong Kong Departure: 124.050 Secondary
Hong Kong Departure: 123.800
Hong Kong Departure: 122.000
Hong Kong Information: 122.400 Flight Info Service Secondary RCO
Hong Kong Information: 121.000 Flight Info Service RCO
Hong Kong Direct (Approach Control Radar): 119.500
Hong Kong Direct (Approach Control Radar): 119.350 Secondary
Hong Kong Zone Terminal Area: 120.600

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. unser-viceability 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.

1.3. IN CASE OF UNSERVICABILITY OF ACFT OR GROUND EQUIPMENT

1.3.1. ARRIVALS

Inform ATC if unable to comply with STAR and request RADAR assistance.

1.3.2. DEPARTURES

In case of ACFT equipment u/s, request ATC assistance.

In case of ground equipment u/s, ATC will provide an alternative departure clearance or assist by vectoring.

1. GENERAL

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. 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.

1.4.2. 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.

1.4.3. 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.

1.5. 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.

1.6. RUNWAY OPERATIONS

The north RWY, RWY 07L/25R, is the normal arrival RWY.

The south RWY, RWY 07R/25L, is the normal departure RWY.

1.7. TAXI PROCEDURES

Taxi with extreme CAUTION and MIM required engines power only.

TWY T available for ACFT with wingspan less than 262'/80m.

TWYs U, U1, U2 and U3 available for ACFT with wingspan less than 213'/65m.

1.8. PARKING INFORMATION

1.8.1. GENERAL

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

At West Cargo Apron (stands X451 thru X459) all stands except X459 are equipped with docking guidance system.

1. GENERAL

1.8.2. FRONTAL PARKING STANDS

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

Some frontal parking stands 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 stand is referred to by a "R" suffix, e.g. S23R. The following parking stands 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.

1.8.3. REMOTE PARKING STANDS

1.8.3.1. GENERAL

All remote parking stands except W126, and V131-V135 on the passenger apron are equipped with the docking system to the centreline parking position.

1.8.3.2. NORTH/SOUTH APRON

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

1.8.3.3. WEST APRON

The remote parking stands 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 stands are referred to by a "L" or "R" suffix, e.g. W121L or W123R.

1.9. OTHER INFORMATION

1.9.1. AVAILABILITY OF RNP-1 & CONVENTIONAL (CONTINGENCY) SID/STARS

Conventional SID/STARs are withdrawn from routine use; approval to operate at VHHH will NOT be granted to non-RNP 1 operators.

RNP 1 operational approval or compliance documentation shall be readily available for inspections.

Exempted from RNP 1 requirement and approved for conventional SID/STARs are

- Humanitarian or SAR flights;
- State ACFT;
- Flight check;
- Maintenance or delivery flights;
- Air tests (e.g. post maintenance);
- Flights with specific prior approval by Director-General of Civil Aviation;
- Flights with failure or degradation of RNP 1 system before departure.

In case of failure of RNP 1 when airborne and dependent upon the system failure or degradation reported to ATC, continued operation with current clearance may be possible. If not, ATC assistance would be provided as necessary.

1. GENERAL

1.9.2. LOCAL WIND EFFECTS

1.9.2.1. GENERAL WARNING

Due to the proximity of the hilly terrain of Lantau Island to the South and East of APT, significant low-level wind shear 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 nonetheless 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 wind shear and/or turbulence, whilst others do not, even though the broad meteorological conditions are the same. Successive ACFT which experience wind shear 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 wind shear and turbulence to increase towards final approach, resulting in deteriorating rather than improving conditions prior to touchdown.

1.9.2.2. EASTERLY THROUGH SOUTHWESTERLY WINDS

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

Low-level wind shear 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.

1.9.2.3. NORTHWESTERLY THROUGH NORTHEASTERLY WINDS

Significant low-level wind shear 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 wind shear and turbulence over these approach and departure corridors is possible if the wind speed exceeds 30 KT, especially in the vicinity of "LOTUS".

1.9.2.4. LAND-SEA BREEZE

Land-sea breeze is not a strong wind phenomenon 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 wind shear even if fine weather conditions.

1. GENERAL

1.9.2.5. 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.

1.9.2.6. 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.

1.9.3. WIND SHEAR AND TURBULENCE WARNING SYSTEM (WTWS)

1.9.3.1. 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 occurence 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.

1.9.3.2. 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).

1.9.3.3. 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".

1.9.4. LIGHTNING WARNING SYSTEM

When the system predicts or detects 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.

1. GENERAL

1.10. 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.

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 ITFR - 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 UTILIZATION

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, e.g:

- (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.

2.3.3. OPERATIONAL CONSIDERATION FOR REDUCTION OF INTER-ARRIVAL SPACING

Specifically, the application of 3.0NM spacing will be used between pairs of ACFT where the lead ACFT is in the ICAO Medium weight category and additional separation behind for wake turbulence is not required.

The use of 3.0NM spacing will be applicable H24 between appropriate ACFT types conducting ILS or RNAV approaches.

Pilots of ACFT following Medium category traffic are advised that there may be more occasions when late landing clearances can be expected. ATC will advise such expectation as appropriate.

ATC will target the issuance of a landing clearance not later than 0.5NM from the THR i.e. prior to an altitude of approximately 200'.

Pilots are reminded that a landing clearance may be issued while the RWY is still occupied.

2.4. OTHER INFORMATION

2.4.1. DESCENT RATE

For Terminal Transition Routes, RNAV and contingency STARs, a minimum descent rate of 500' per minute is assumed, if unable inform ATC.

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 AND PUSH-BACK PROCEDURES

3.1.1. START-UP 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 Downlink) message via data link, 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 PDC 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. 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 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.

Reduced engine taxiing out is strictly prohibited. For departure ACFT, all engine starts must be completed before commencement of taxiing operations.

3.1.2. APT COLLABORATIVE DECISION-MAKING (A-CDM)

ACFT can expect to start-up and push-back within 10 minutes of the issued TSAT, as displayed in A-CDM system (issued TSAT ±10 minutes). Actual start-up and push-back time may fall outside this TSAT window because of operational conditions.

TSAT is normally issued 25 minutes before Target Off-Block Time (TOBT -25 minutes). APT stakeholders should note that updates of TSAT after issuance are possible due to traffic conditions, weather, departure restrictions and flow control imposed by adjacent Air Traffic Control Center or destination APT.

TSAT calculation relies on the timely update of TOBT, as well as careful fine-tuning of various system parameters. It is important for ACFT operators to provide accurate TOBT for all flights. According to the A-CDM Operations Guidelines, flight crew has to report ready to HONG KONG Delivery within 5 minutes of TOBT (TOBT ±5 minutes). Otherwise, TOBT and TSAT will be lost and a re-entry of TOBT will be required to obtain a new TSAT.

ACFT operators and ground handlers are reminded to follow the procedures for push-back tractor allocation and re-assignment:

- Allocating push-back tractor to ACFT is based on TSAT planning. Tractor should be arranged and ready at least 10 minutes prior to TSAT.
- Under the condition of CTOT issuance where the tractor is being held up by the ACFT and the TSAT is beyond 30 minutes to the current time, the tractor may be re-assigned to another assignment to ensure effective use of resource.

3. DEPARTURE

The latest version of the A-CDM Operations Guidelines is available for download from

https://extranet.hongkongairport.com/

(click "Procedure Manual" icon, followed by "A-CDM Operations Guidelines").

3.1.3. PUSH-BACK PROCEDURES

Pilots shall contact HONG KONG Ground (South) except when notified it is sectorized, 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 taxilane 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.

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 maneuver 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 maneuver 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 maneuver 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 maneuvering 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 southeast bound (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.

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. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. RWY UTILIZATION

When instructed to enter the RWY, pilots should commence the maneuver 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.

RWY	Pair of TWYs	Distance between TWY Lead-on Guidelines at the RWY Centerline
07L	A1 and A2	99m
25R	A11 and A12	99m
07R	J1 and J2	80m
25L	J10 and J11	99m

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 pilot is unable to comply, he must inform ATC prior to entering RWY.

3.4. OTHER INFORMATION

3.4.1. CLIMB RATE

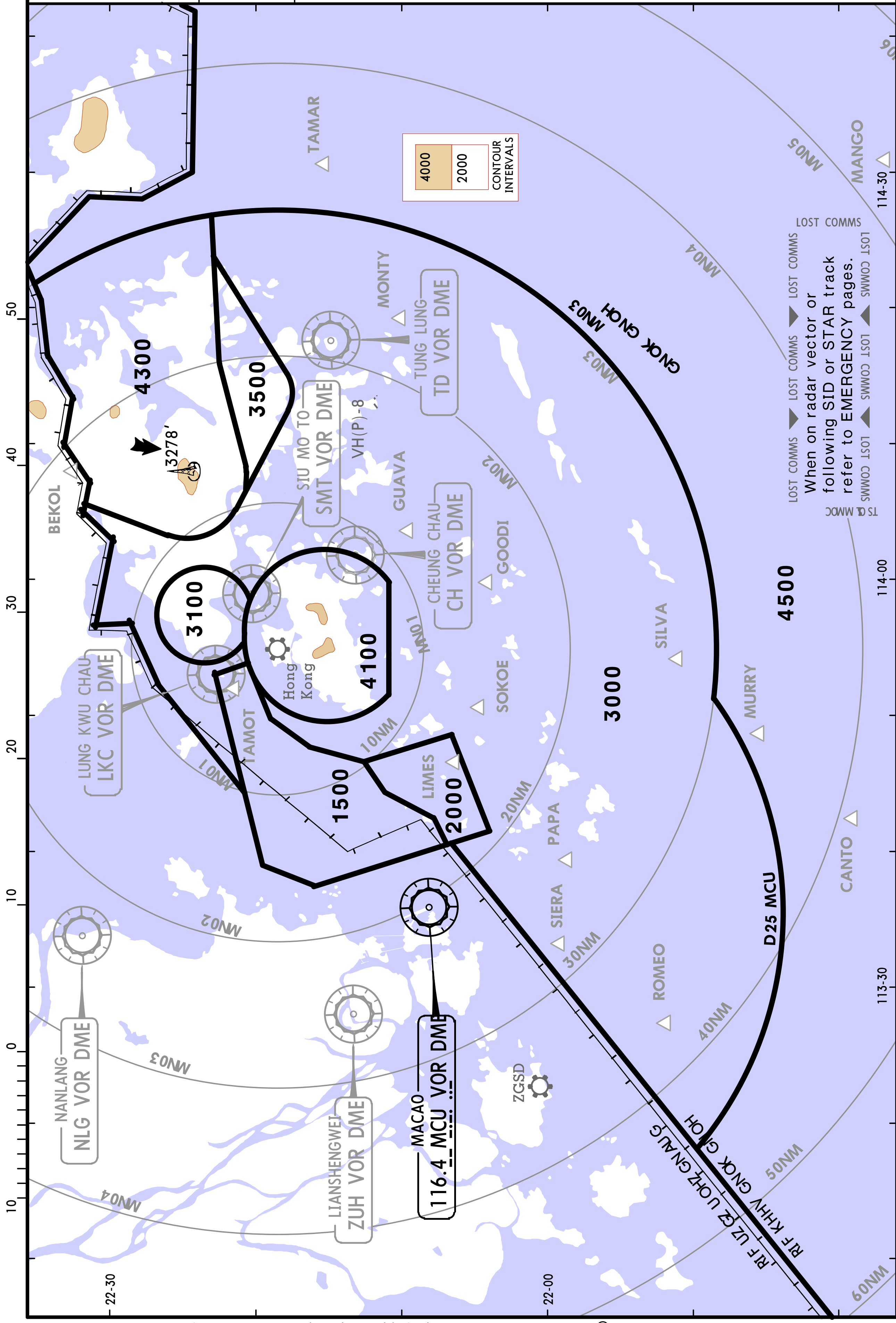
For Terminal Transition Routes, RNAV and contingency SIDs, a minimum climb rate of 500' per minute is assumed, if unable inform ATC.

3.4.2. 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 maneuver, permission must be obtained from ATC prior to making any turn away from the prescribed departure track.

RADAR MINIMUM ALTITUDES

HONG KONG Approach (R) 119.1	Apt Elev 28′	Alt Set: hPa / Trans alt: 9000′ / Trans level: FL110 980 hPa or above, FL120 979 hPa or below / **1.** Chart only to be used for cross-checking of altitudes assigned while under radar control. **2.** Radar control service can not be provided to aircraft below the applicable minimum altitude.



CHANGES: New area with 3100 minimum altitude established.

D-ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110 980 hPa or above, FL120 979 hPa or below
128.2	28		

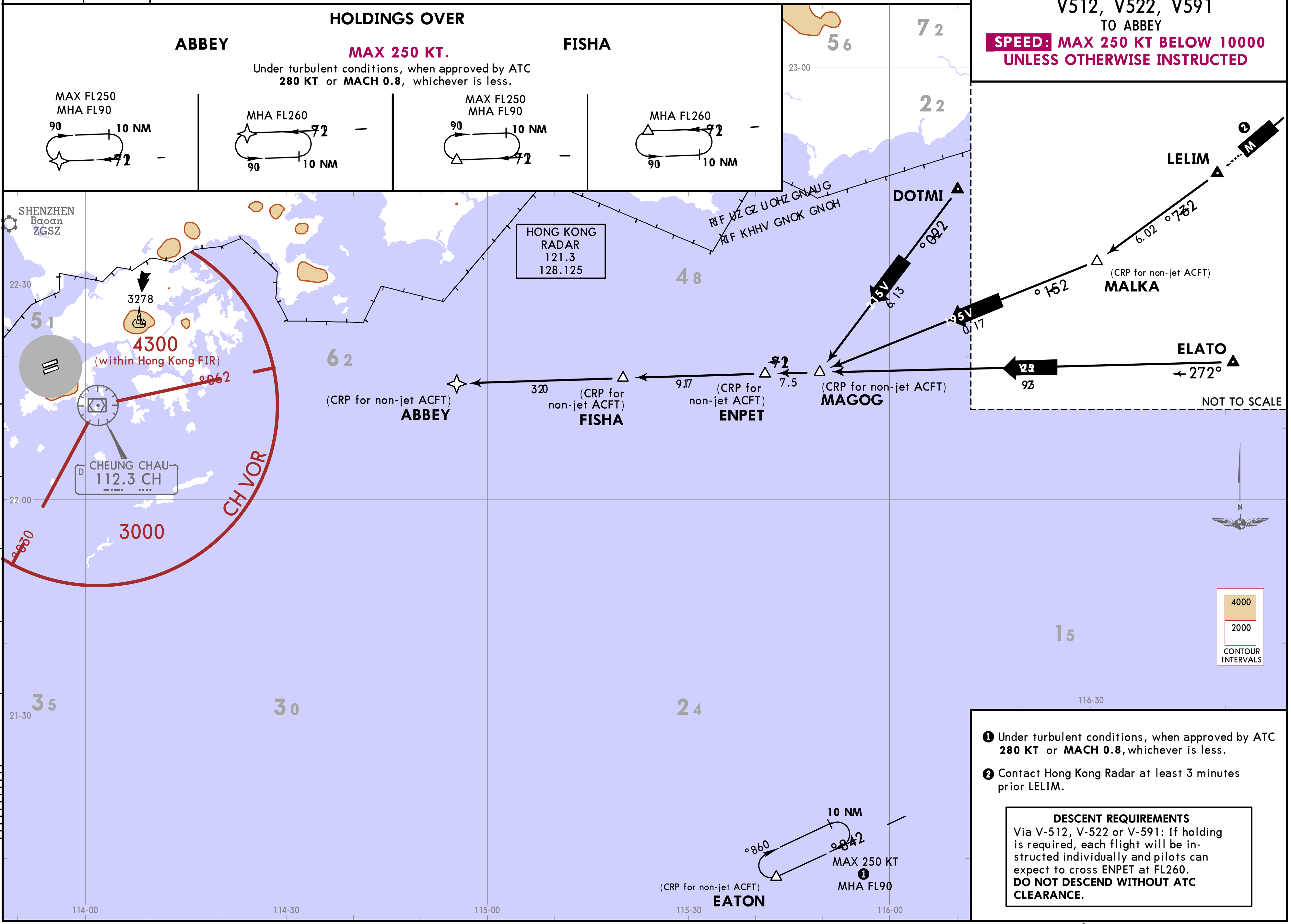
TERMINAL TRANSITION ROUTES V512, V522, V591 TO ABBEY

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

HOLDINGS OVER ABBEY / FISHA

MAX 250 KT.

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



1. Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.
2. Contact Hong Kong Radar at least 3 minutes prior LELIM.

DESCENT REQUIREMENTS

Via V-512, V-522 or V-591: If holding is required, each flight will be instructed individually and pilots can expect to cross ENPET at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

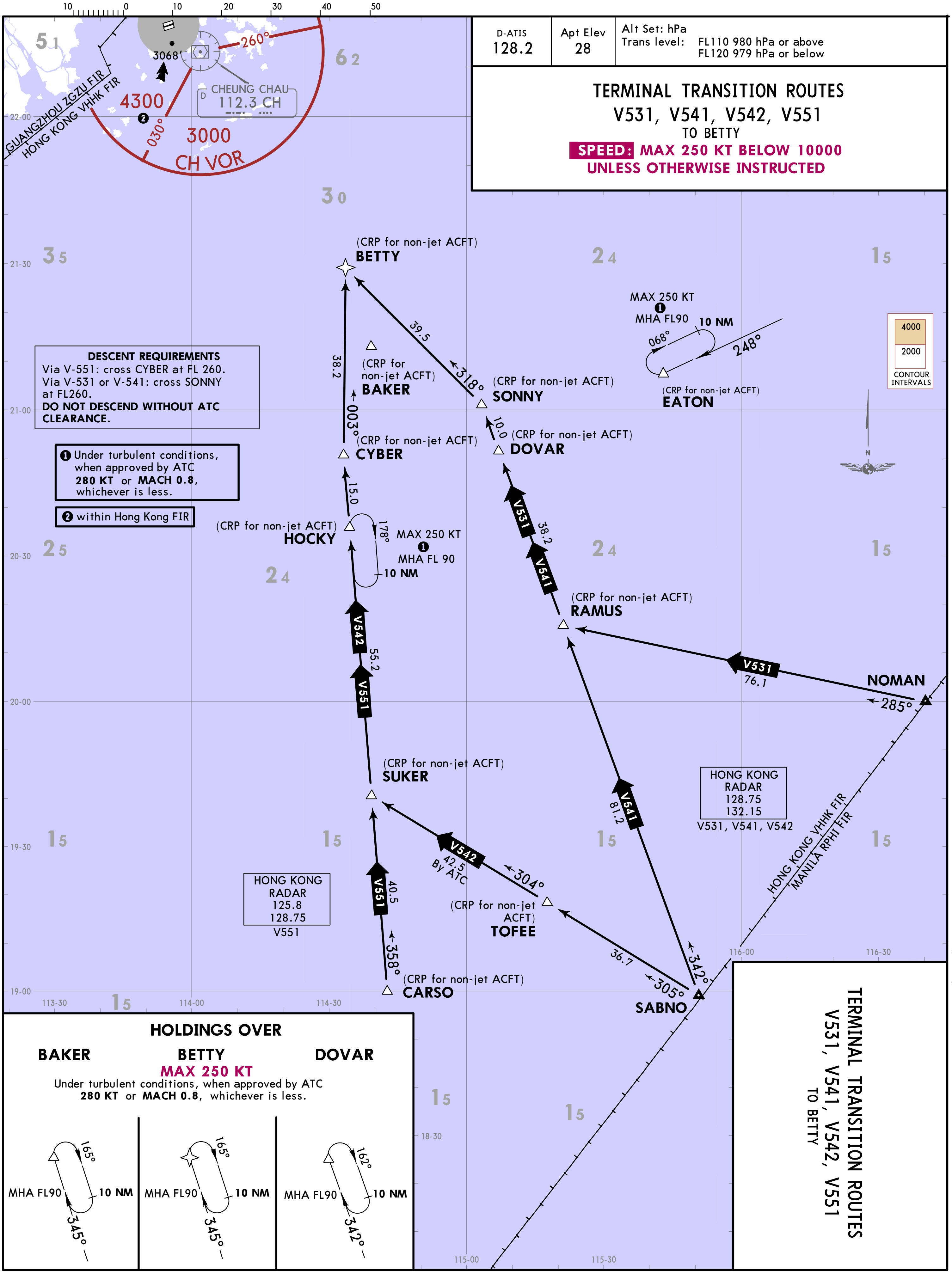
CHANGES: Track update.

VHHH/HKG
HONG KONG INTL

1 FEB 19 10-2A JEPPESEN

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

CHANGES: Track update.

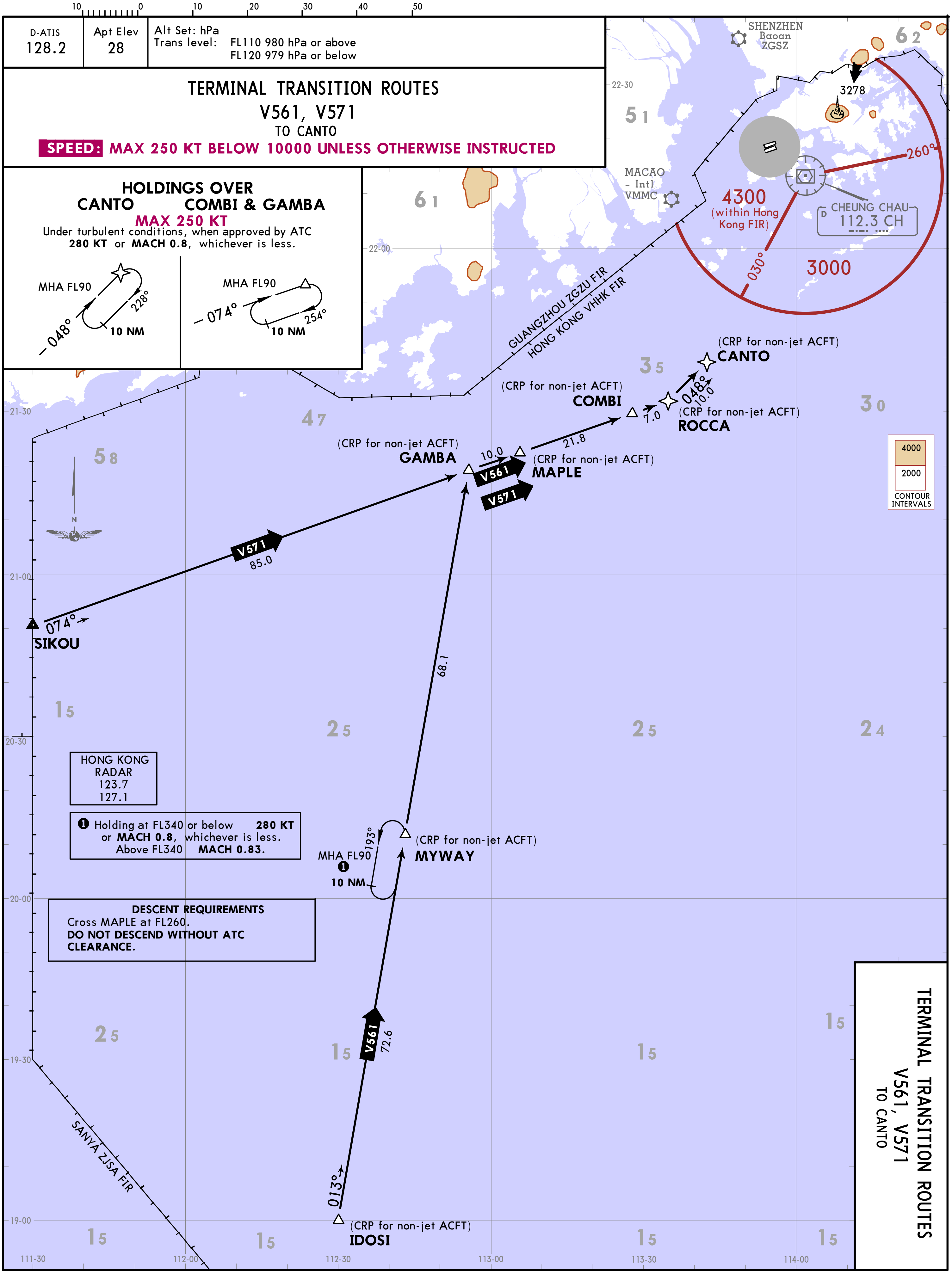


CHANGES: Track update.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL110 980 hPa or above, FL120 979 hPa or below
128.2	28	

TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



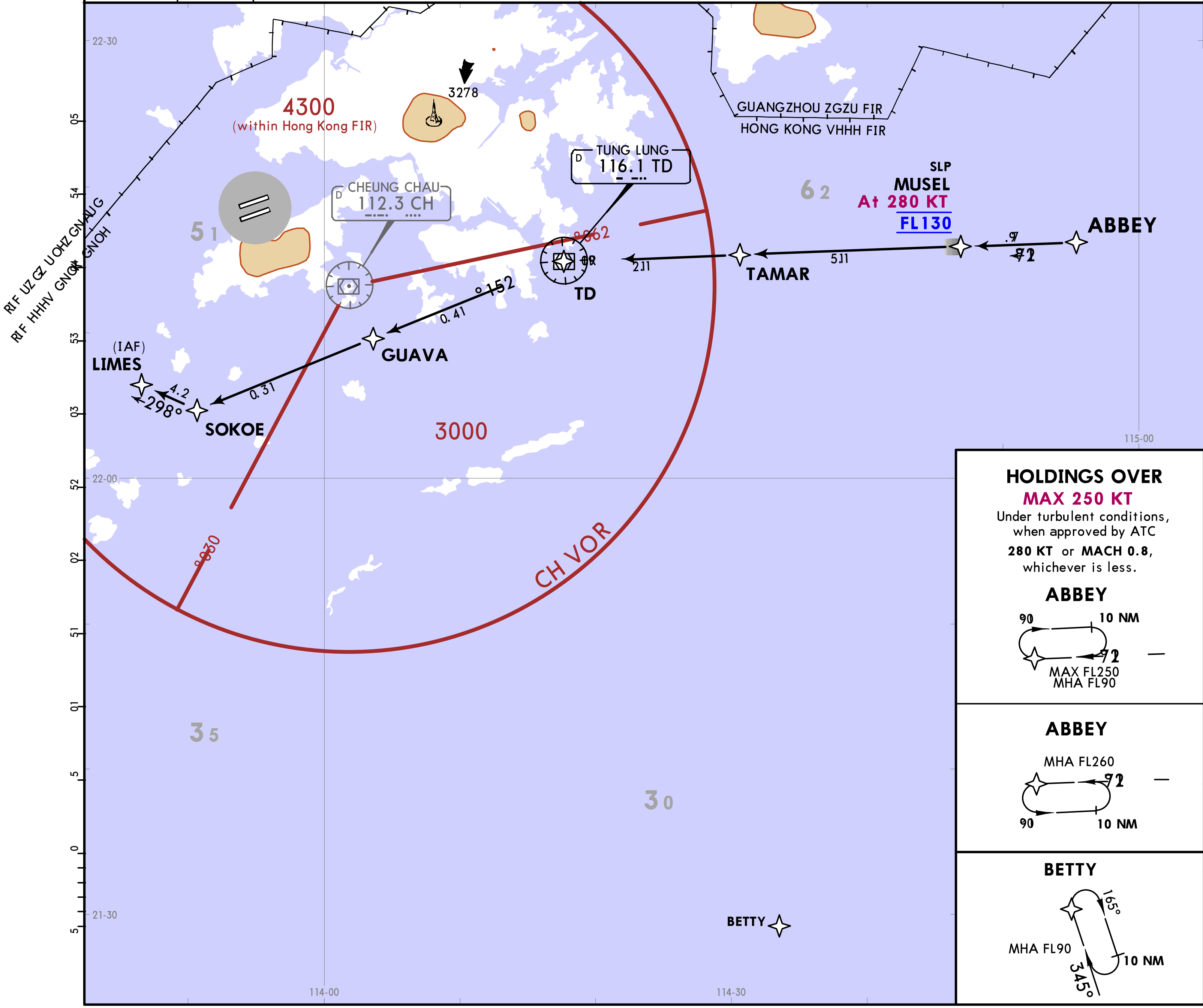
HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE
TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

ABBEY 3A [ABEY3A]
RWYS 07L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above; FL120 979 hPa or below 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.



HOLDINGS OVER
MAX 250 KT
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

ABBEY — 90, 10 NM, 272, MAX FL250, MHA FL90

ABBEY — MHA FL260, 272, 90, 10 NM

BETTY — 165°, 345°, MHA FL90, 10 NM

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.

DESCENT REQUIREMENTS

Cross MUSEL at FL130.
If holding over ABBEY is required, 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.

ROUTING

ABBEY - MUSEL (K280; FL130) - TAMAR - TD VOR - GUAVA - SOKOE - LIMES. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MUSEL, then to TAMAR, then to TD VOR, then to GUAVA (TD R251/D14), then direct to SOKOE (TD R251/D27), then to LIMES, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MUSEL direct to TAMAR, then to TD INT, then direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.

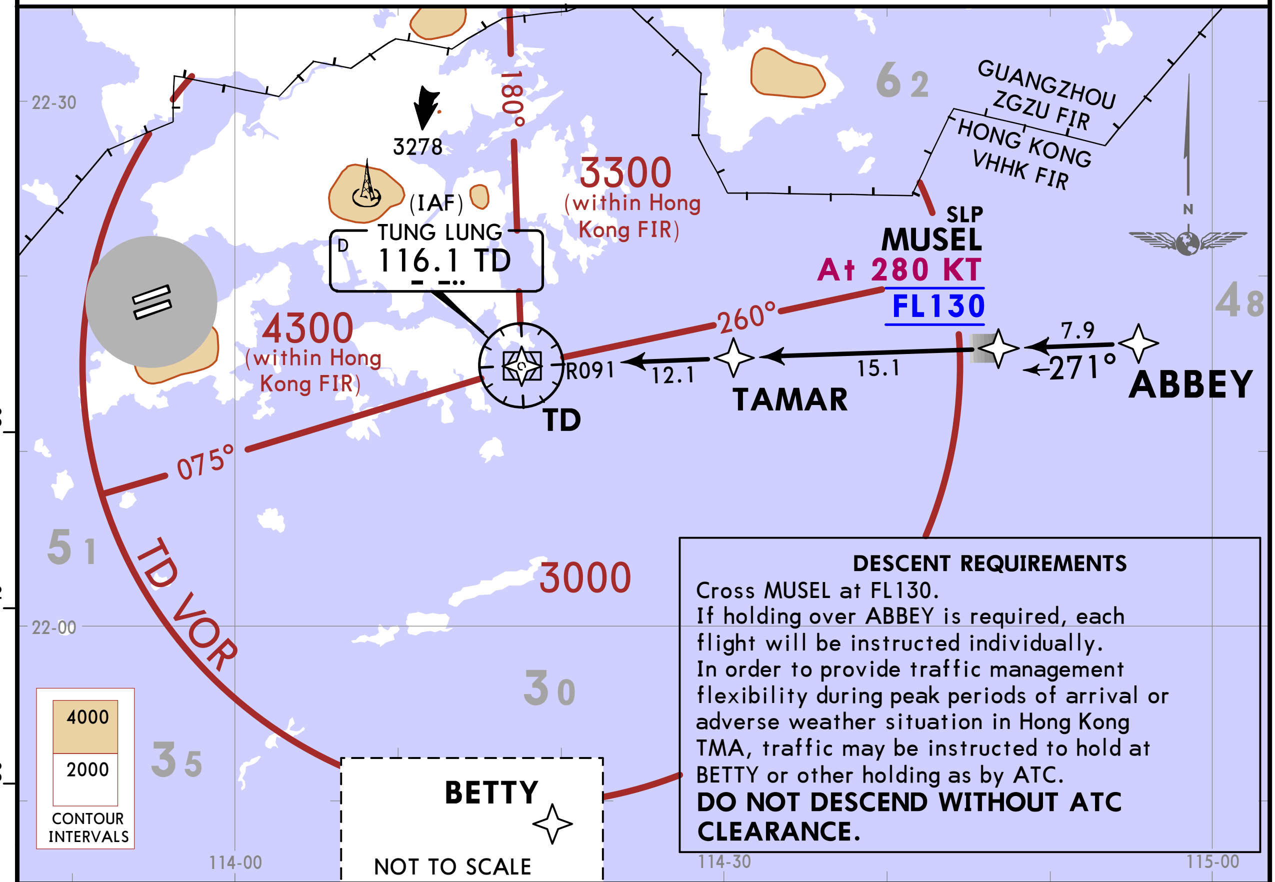
CHANGES: Track update.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

ABBEY 2B [ABEY2B]
RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



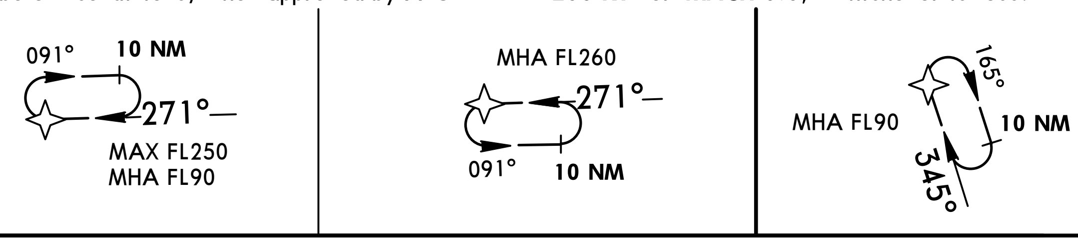
DESCENT REQUIREMENTS
Cross MUSEL at FL130.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

LOST COMMS
Comply with descent requirement and STAR to maintain FL130 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

HOLDINGS OVER

ABBEY **BETTY**

MAX 250 KT
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.



ROUTING
ABBEY - MUSEL (K280; FL130) - TAMAR - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE
Direct to MUSEL, then to TAMAR, then direct to TD VOR, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE
From MUSEL direct to TAMAR, then to TD INT. Descend as directed by ATC.

CHANGES: Track update.

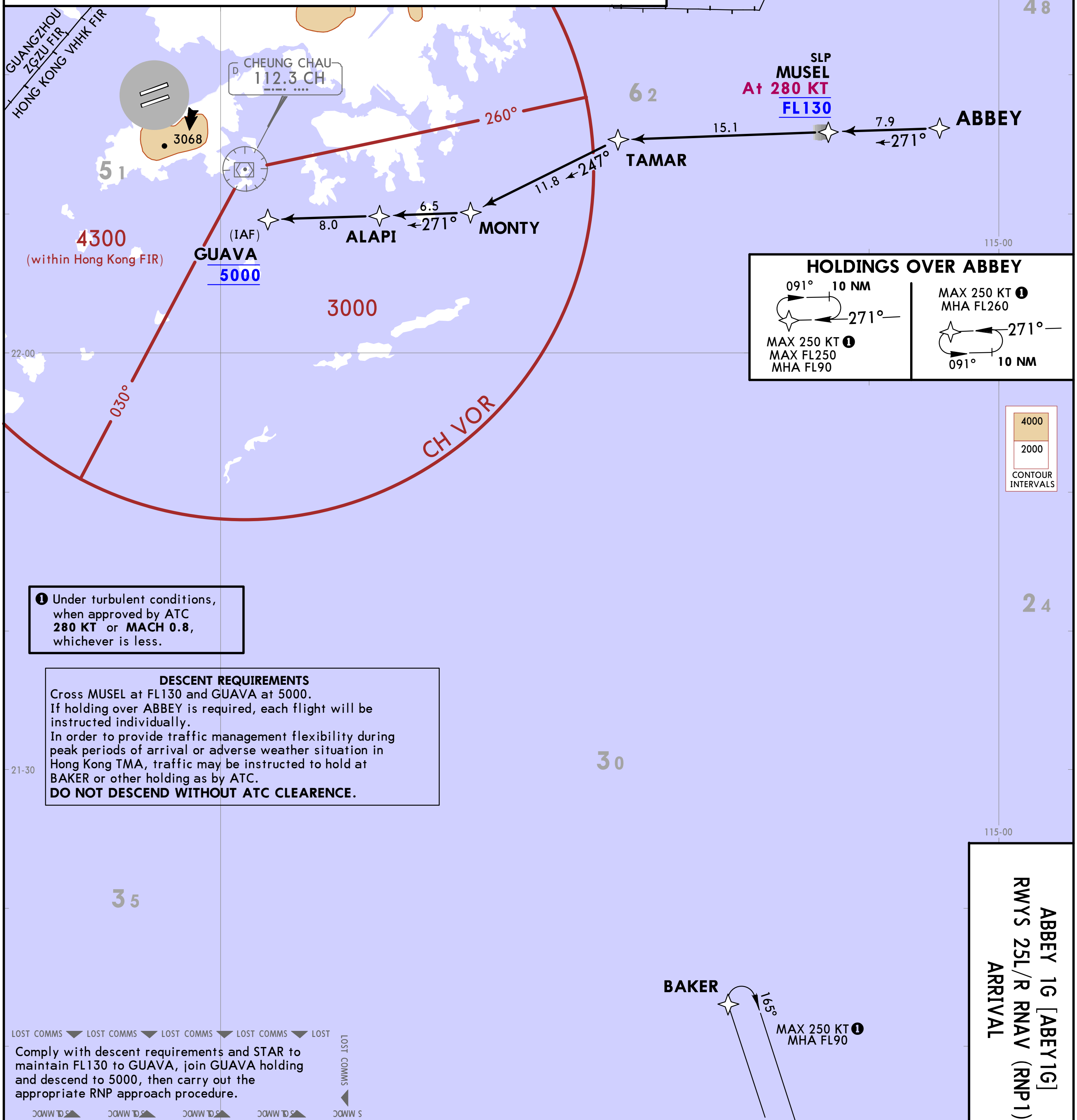
CHANGES: Track update.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

ABBEY 1G [ABEY1G]
RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



HOLDINGS OVER ABBEY

091° 10 NM 271°
MAX 250 KT ❶
MAX FL250
MHA FL90

MAX 250 KT ❶
MHA FL260
271° 091° 10 NM

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

DESCENT REQUIREMENTS
Cross MUSEL at FL130 and GUAVA at 5000.
If holding over ABBEY is required, 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 BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARENCE.

LOST COMMS
Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

ROUTING
ABBEY - MUSEL (K280; FL130) - TAMAR - MONTY - ALAPI - GUAVA (5000). EXPECT RNP approach. Descend as directed by ATC.

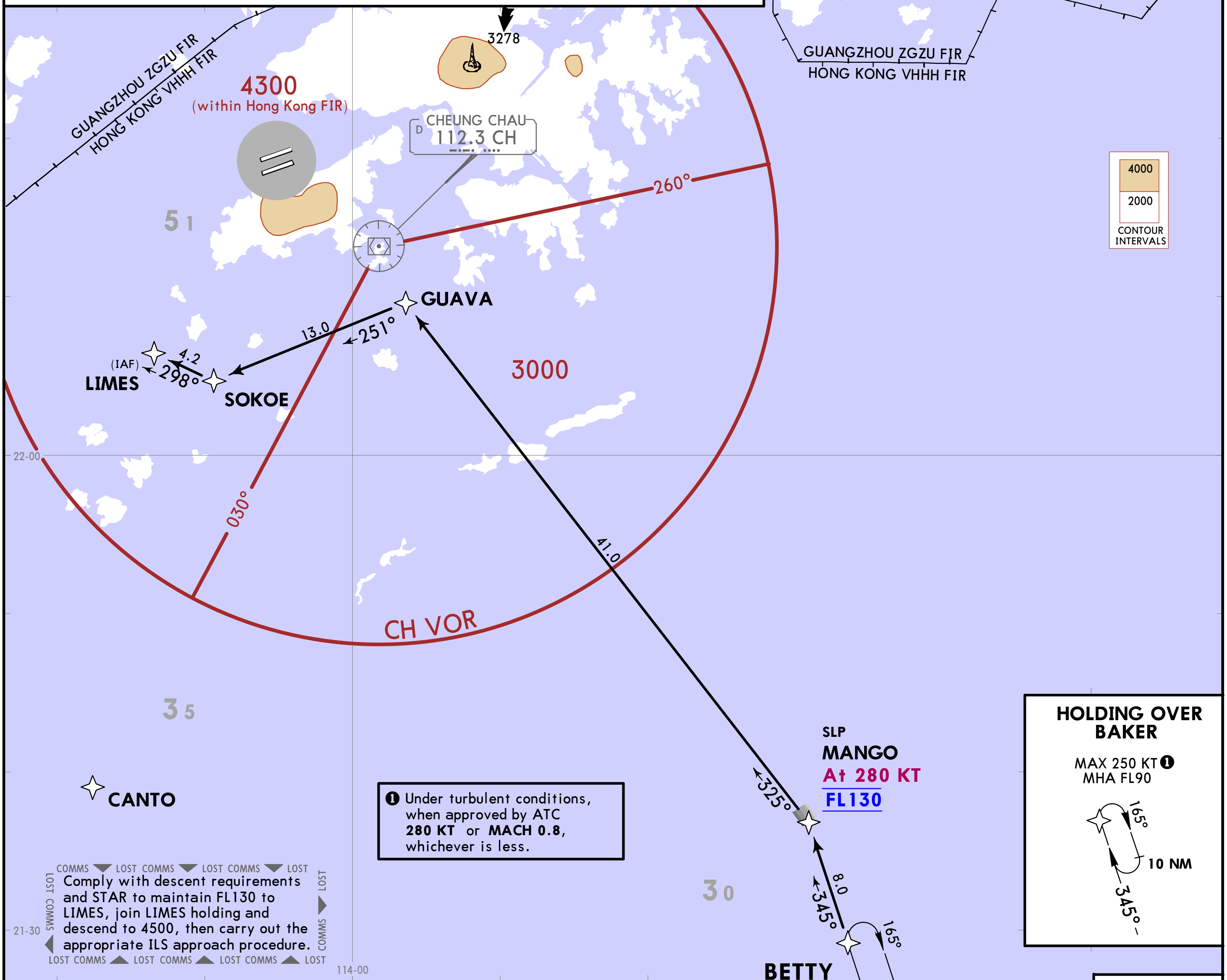
CHANGES: Track update.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

BETTY 2A [BETY2A]
RWYS 07L/R RNAV (RNP1) ARRIVAL

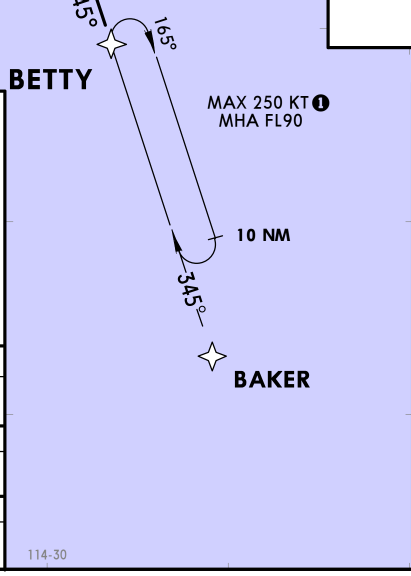
SPEED: **MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

SLP Speed Limit Point

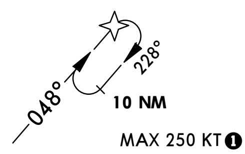


HOLDING OVER BAKER

MAX 250 KT ❶
MHA FL90



HOLDING OVER CANTO



MAX 250 KT ❶
MHA FL90

DESCENT REQUIREMENTS

Cross MANGO at FL130.
If holding over BETTY is required, 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 BAKER, CANTO or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

BETTY - MANGO (K280; FL130) - GUAVA - SOKOE - LIMES. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MANGO, then to GUAVA (TD R251/D14), then direct to SOKOE (TD R251/D27), then to LIMES, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MANGO direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.

VHHH/HKG
HONG KONG INTL
22 DEC 17 10-2G Eff 4 Jan
JEPPESEN

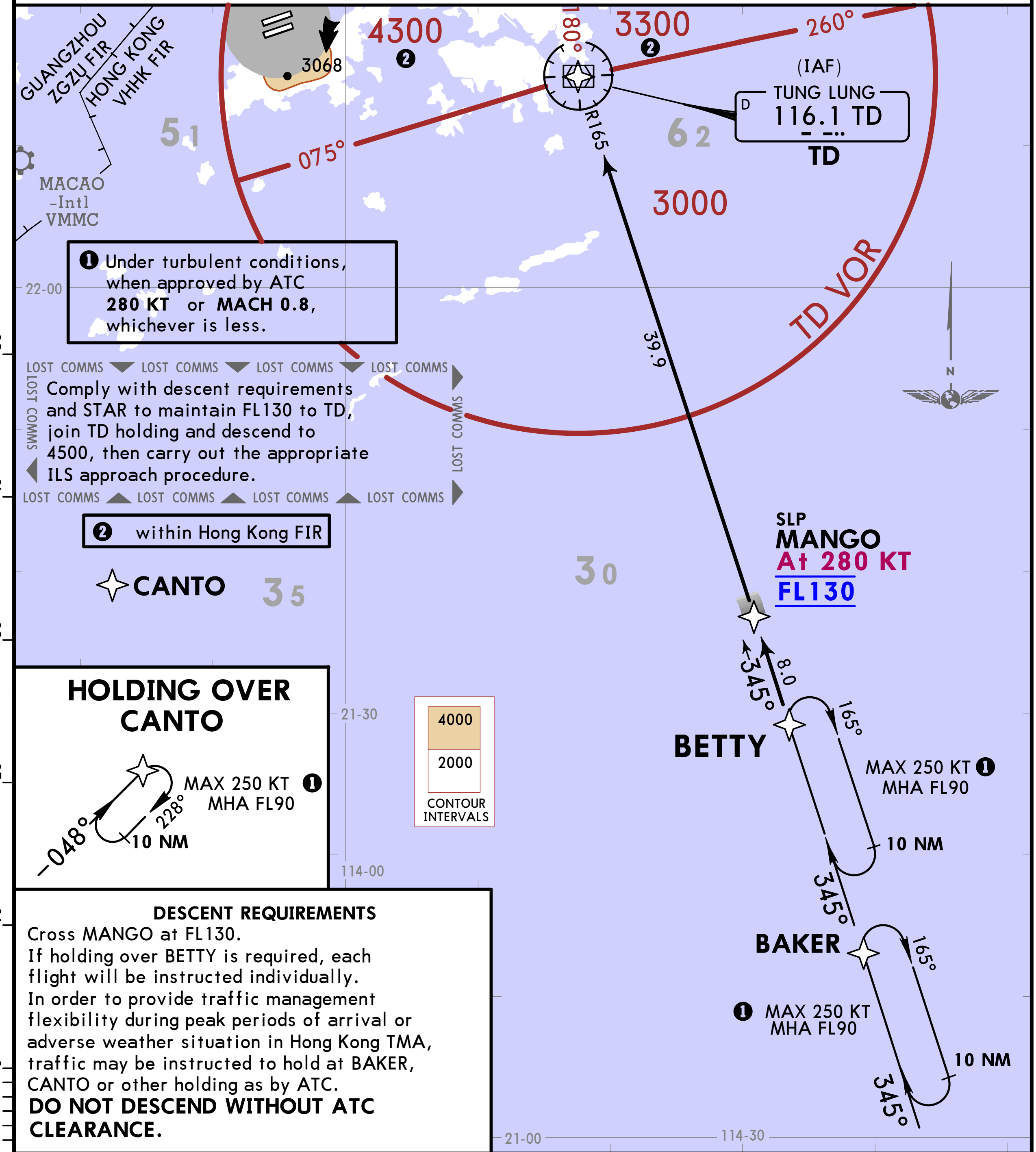
HONG KONG, PR OF CHINA
RNAV STAR
BETTY 2A [BETY2A]
RWYS 07L/R RNAV (RNP1) ARRIVAL

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

BETTY 2B [BETY2B]
RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



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

LOST COMMS
Comply with descent requirements and STAR to maintain FL130 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

❷ within Hong Kong FIR

HOLDING OVER CANTO
048° 228° 10 NM
MAX 250 KT ❶
MHA FL90

DESCENT REQUIREMENTS
Cross MANGO at FL130.
If holding over BETTY is required, 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 BAKER, CANTO or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING
BETTY - MANGO (K280; FL130) - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE
Direct to MANGO, then to TD VOR, EXPECT ILS approach.

IF TD VOR NOT AVAILABLE
From MANGO direct to TD INT. Descend as directed by ATC.

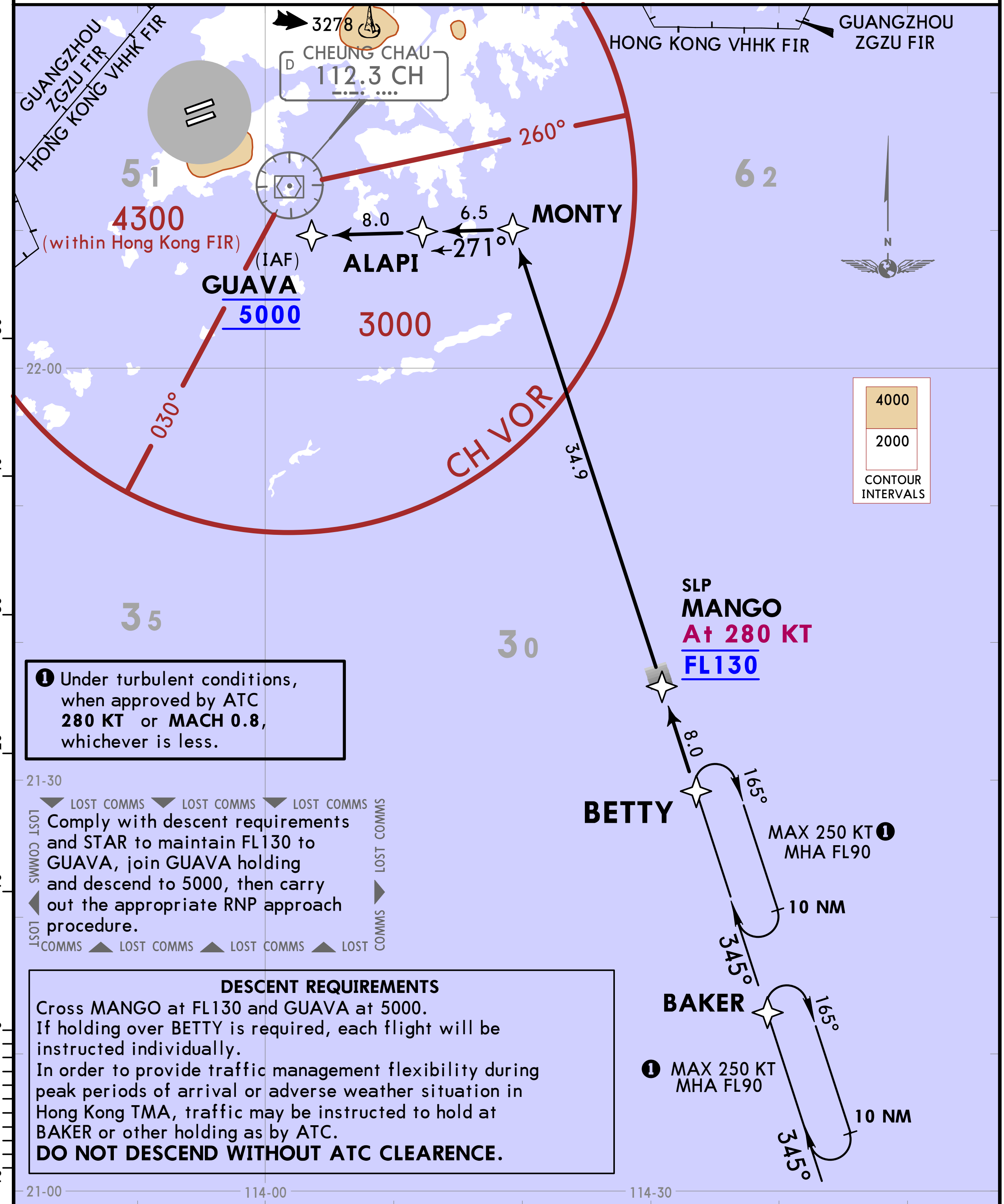
CHANGES: Track update.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

BETTY 1G [BETY1G]
RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



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

LOST COMMS

Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

DESCENT REQUIREMENTS

Cross MANGO at FL130 and GUAVA at 5000.
If holding over BETTY is required, 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 BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARENCE.

ROUTING

BETTY - MANGO (K280; FL130) - MONTY - ALAPI - GUAVA (5000). EXPECT RNP approach.
Descend as directed by ATC.

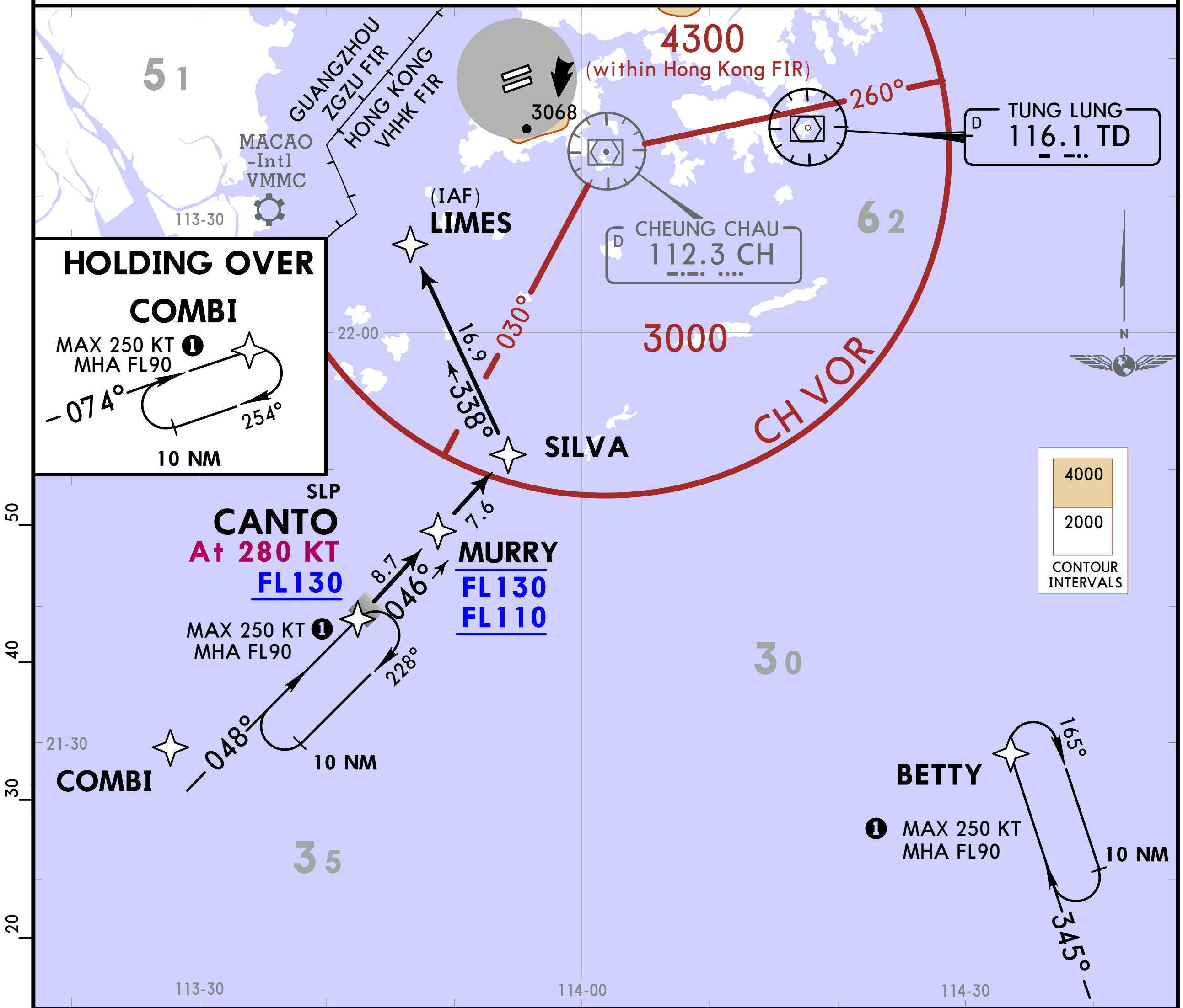
CHANGES: Track update.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above; FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

CANTO 3A [CANT3A]
RWYS 07L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



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, COMBI or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

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

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.

ROUTING

CANTO (K280; FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach.
Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MURRY, then to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC.

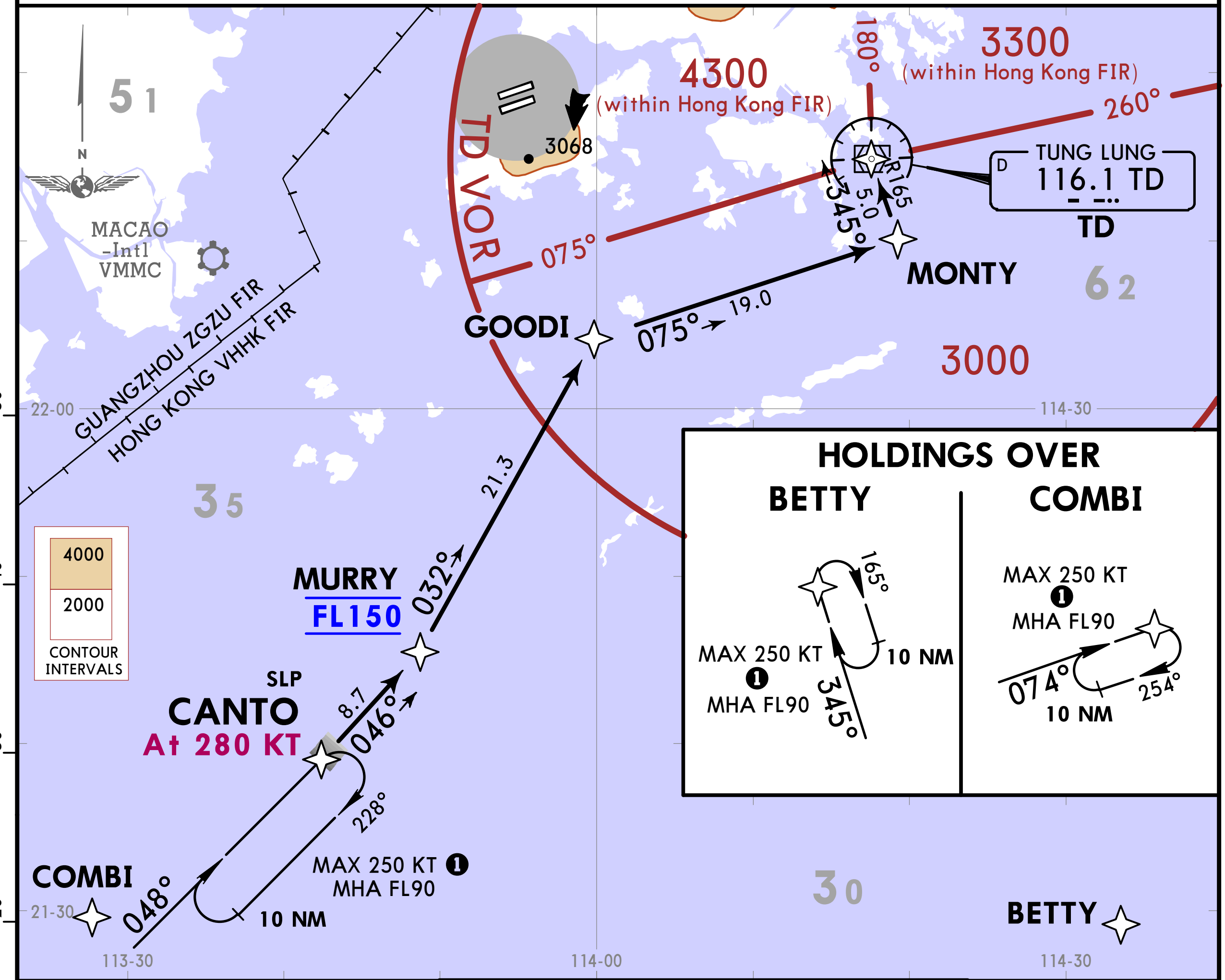
CHANGES: Track update.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

CANTO 2B [CANT2B]
RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



DESCENT REQUIREMENT

Cross MURRY at FL150.
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, COMBI or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE

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

LOST COMMS

Comply with descent requirement and STAR to maintain FL150 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

ROUTING

CANTO (K280) - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

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

CHANGES: Track update.

D-ATIS	Apt Elev
128.2	28

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

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

CANTO 1G [CANT1G]
RWYS 25L/R
RNAV (RNP1) ARRIVAL

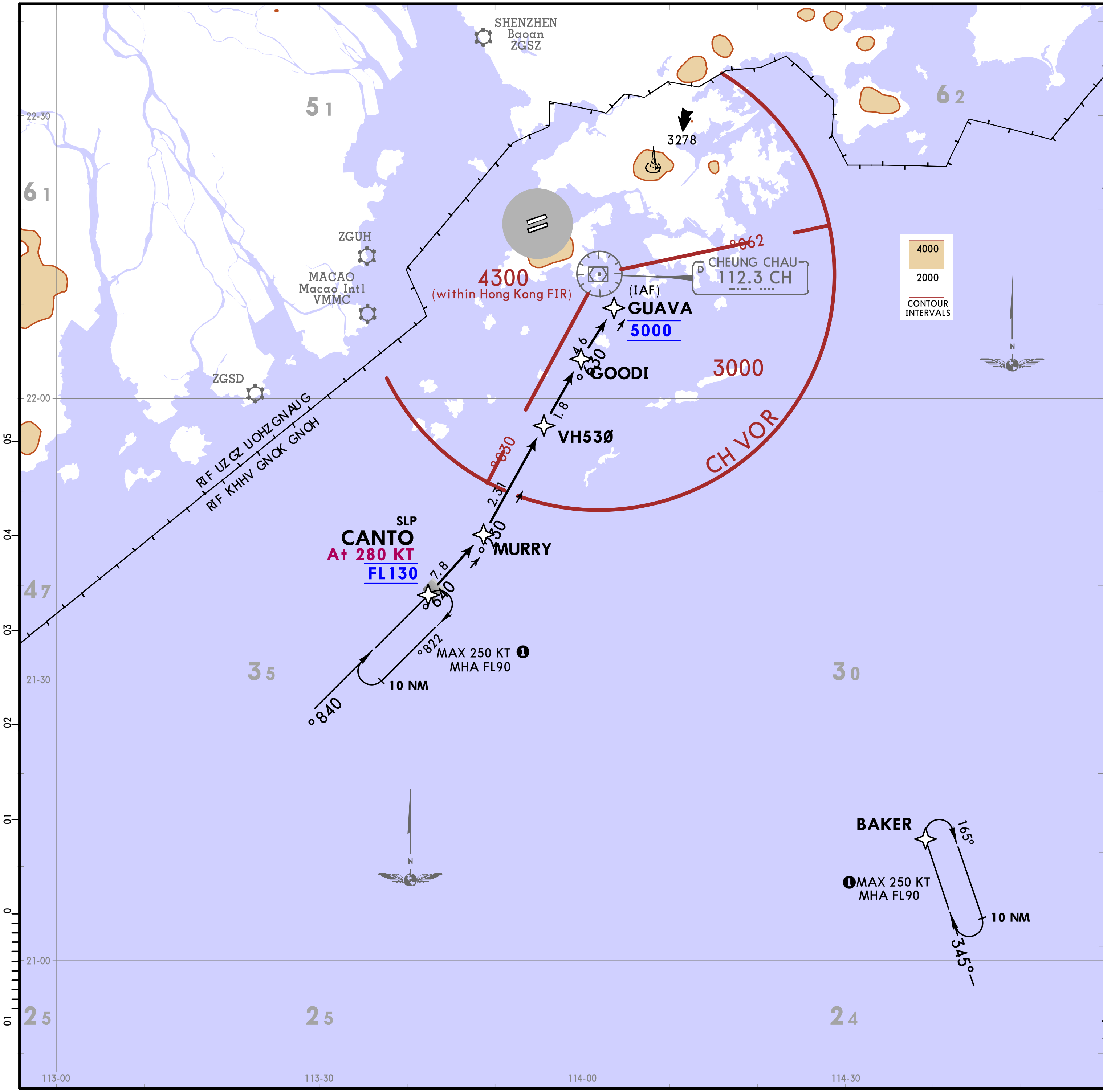
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

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

LOST COMMS

Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.



DESCENT REQUIREMENTS

Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, 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 BAKER or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE.

ROUTING

CANTO (K280; FL130) - MURRY - VH530 - GOODI - GUAVA (5000). EXPECT RNP approach.
Descend as directed by ATC.

CHANGES: Chart redrawn.

D-ATIS	Apt Elev
128.2	28

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

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC as soon as possible, assistance will be provided.

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

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

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

LOST COMMS

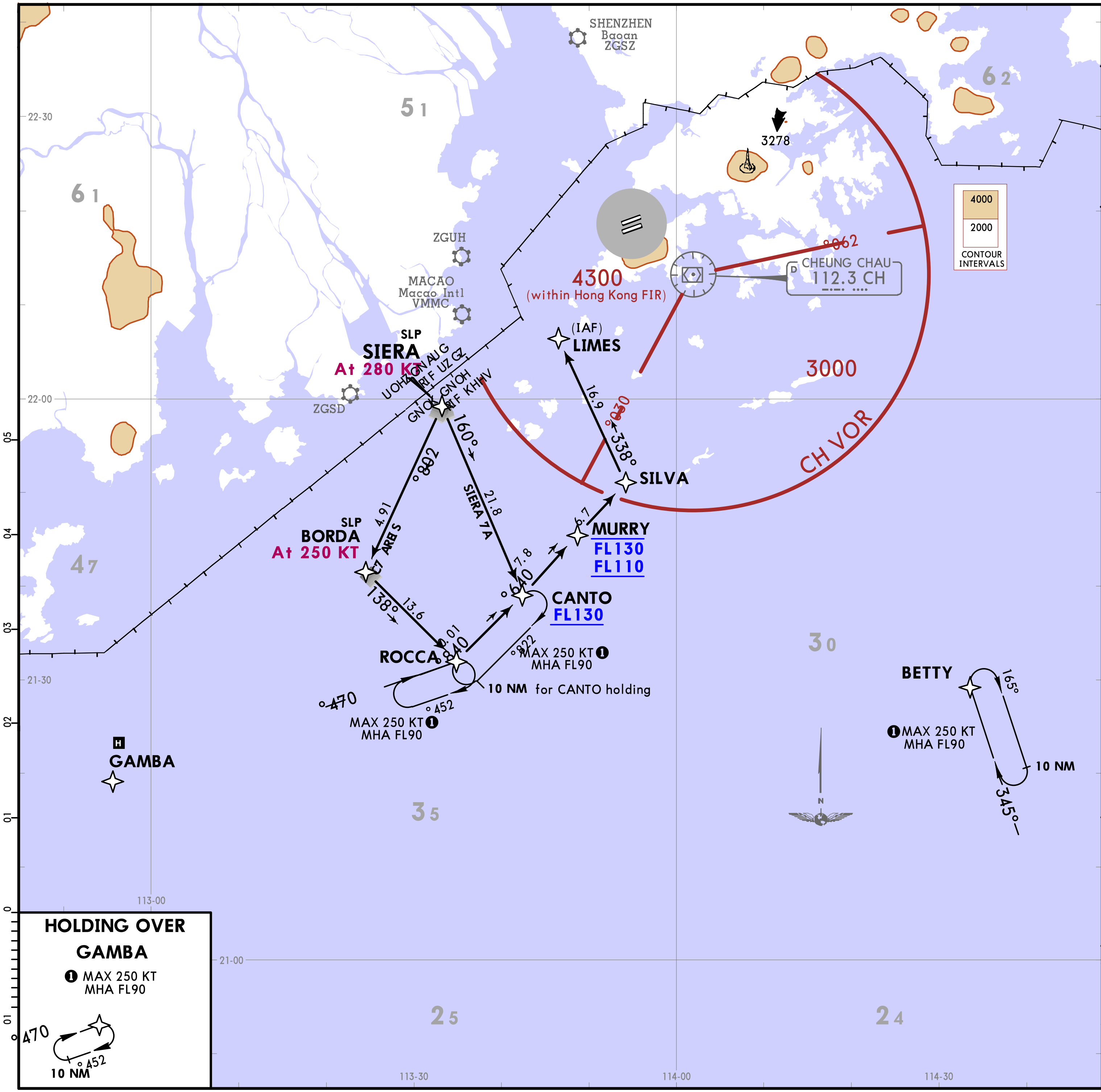
Comply with descent requirements and STAR to maintain FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS IAP.

DESCENT REQUIREMENTS

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.
Holdings are established over CANTO and ROCCA. 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 GAMBA or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARENCE.

STAR	ROUTING
SIERA 7A	SIERA (K280) - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - 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.

STAR	NON-RNP 1 CONTINGENCY PROCEDURE
SIERA 7A	Direct to CANTO, turn LEFT, via MURRY to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC.
SIERA 7C	Direct to BORDA, turn LEFT to ROCCA, then to CANTO, then via MURRY to SILVA, turn LEFT to LIMIES, EXPECT ILS approach. Descend as directed by ATC.



CHANGES: ROCCA and GAMBA holdings established; chart redrawn.

D-ATIS	Apt Elev
128.2	28

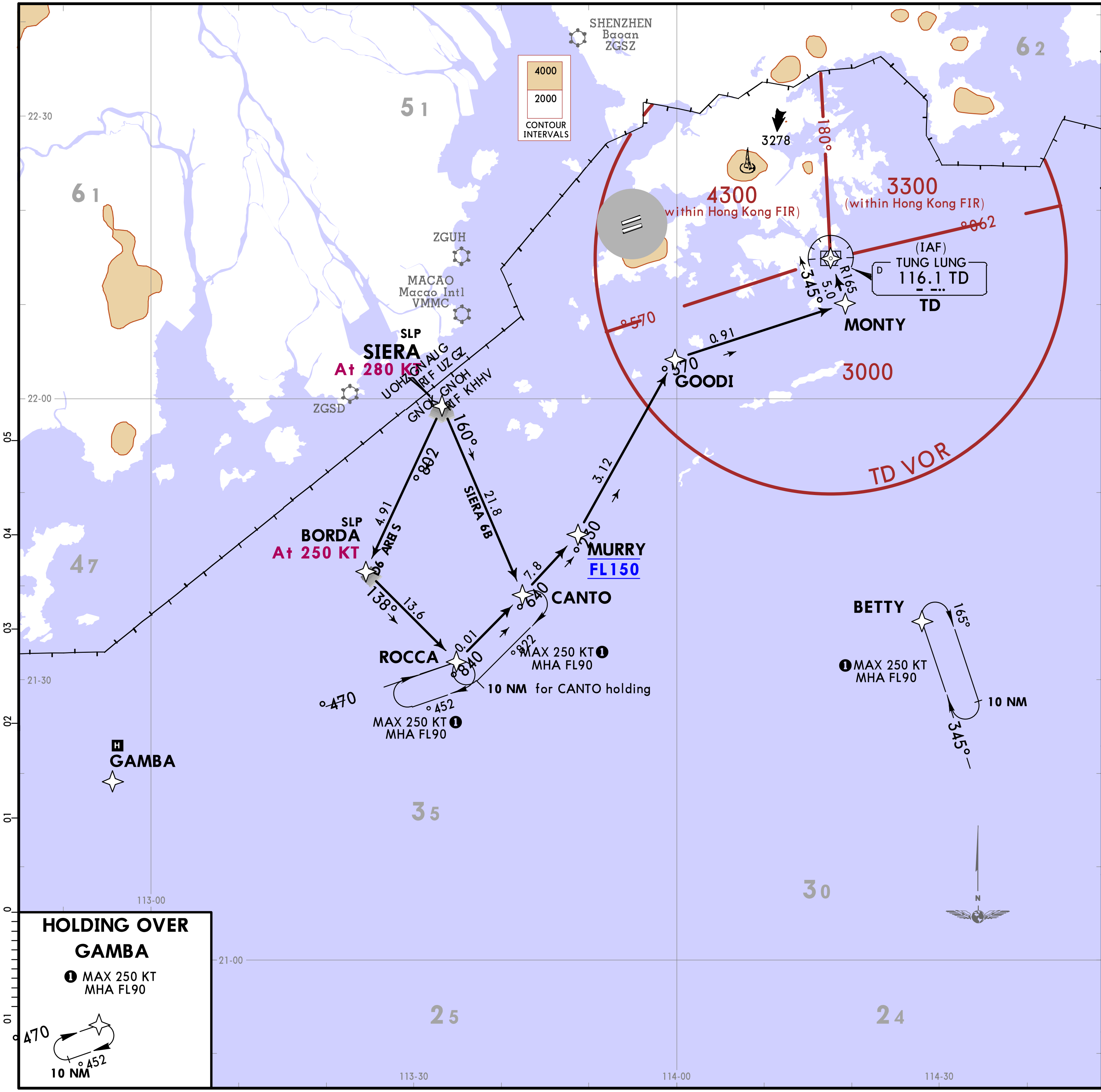
Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC as soon as possible, assistance will be provided.

SIERA 6B [SIER6B]
SIERA 6D [SIER6D]
RWYS 25L/R
RNAV (RNP1) ARRIVALS

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



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

LOST COMMS

Comply with descent requirement and STAR to maintain FL150 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS IAP.

DESCENT REQUIREMENTS

Cross MURRY at FL150. If holding over CANTO or ROCCA is required, 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 GAMBA or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE.

STAR	ROUTING
SIERA 6B	SIERA (K280) - CANTO - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.
SIERA 6D	SIERA (K280) - BORDA (K250)- ROCCA - CANTO - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

STAR	NON-RNP 1 CONTINGENCY PROCEDURE
SIERA 6B	Direct to CANTO, turn LEFT to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach. Descend as directed by ATC.
SIERA 6D	Direct to BORDA, turn LEFT to ROCCA, then to CANTO, then to MURRY, then to GOODI, then to MONTY, turn LEFT direct to TD VOR, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

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

CHANGES: ROCCA and GAMBA holdings established; chart redrawn.

D-ATIS	Apt Elev
128.2	28

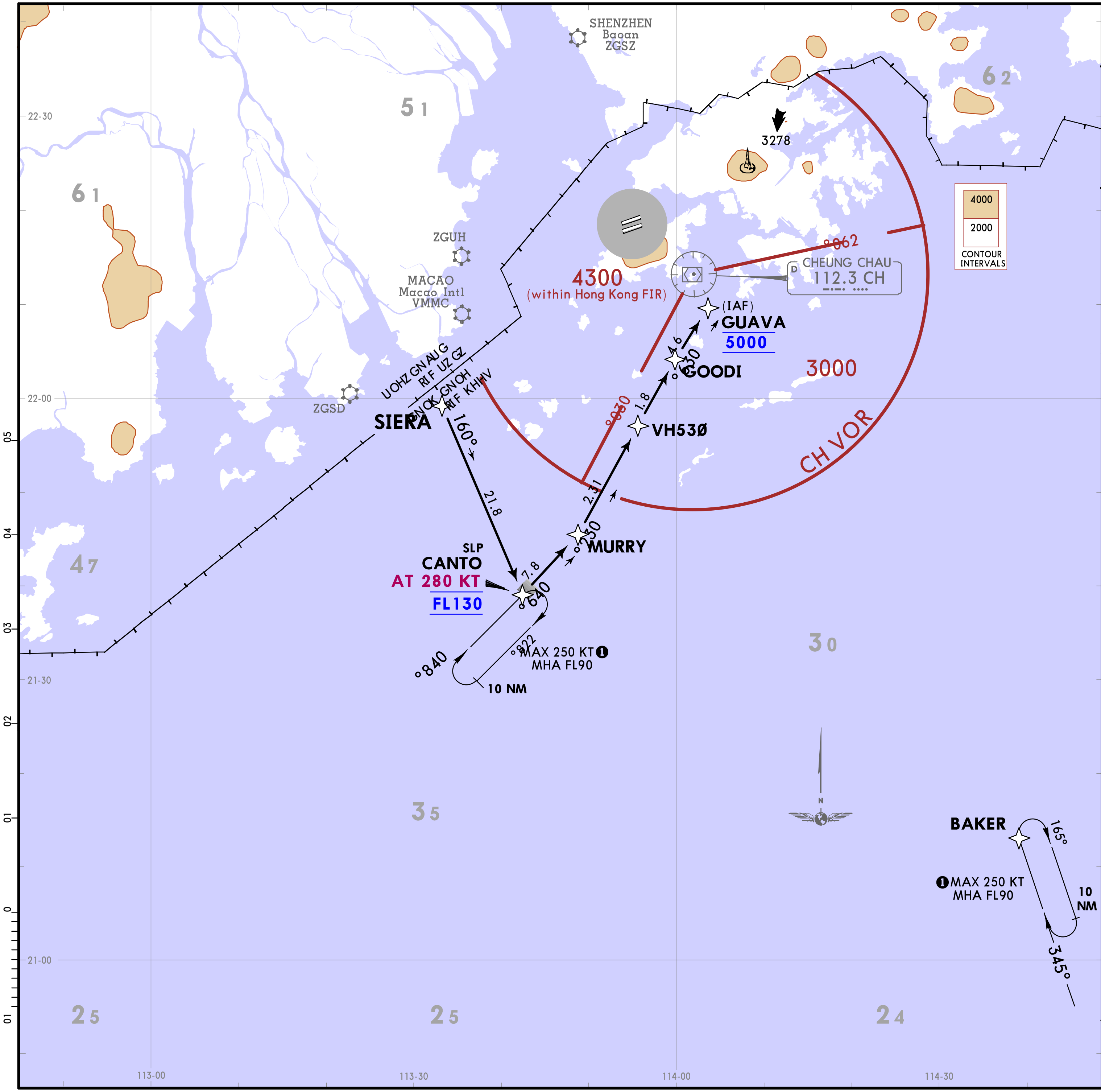
Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

SIERA 1G [SIER1G]
RWYS 25L/R
RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



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

LOST COMMS

Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

DESCENT REQUIREMENTS

Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, 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 BAKER or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE.

ROUTING

SIERA - CANTO (K280; FL130) - MURRY - VH530 - GOODI - GUAVA (5000). EXPECT RNP approach. Descent as directed by ATC.

CHANGES: Chart redrawn.

HONG KONG Departure	Apt Elev
123.8	28

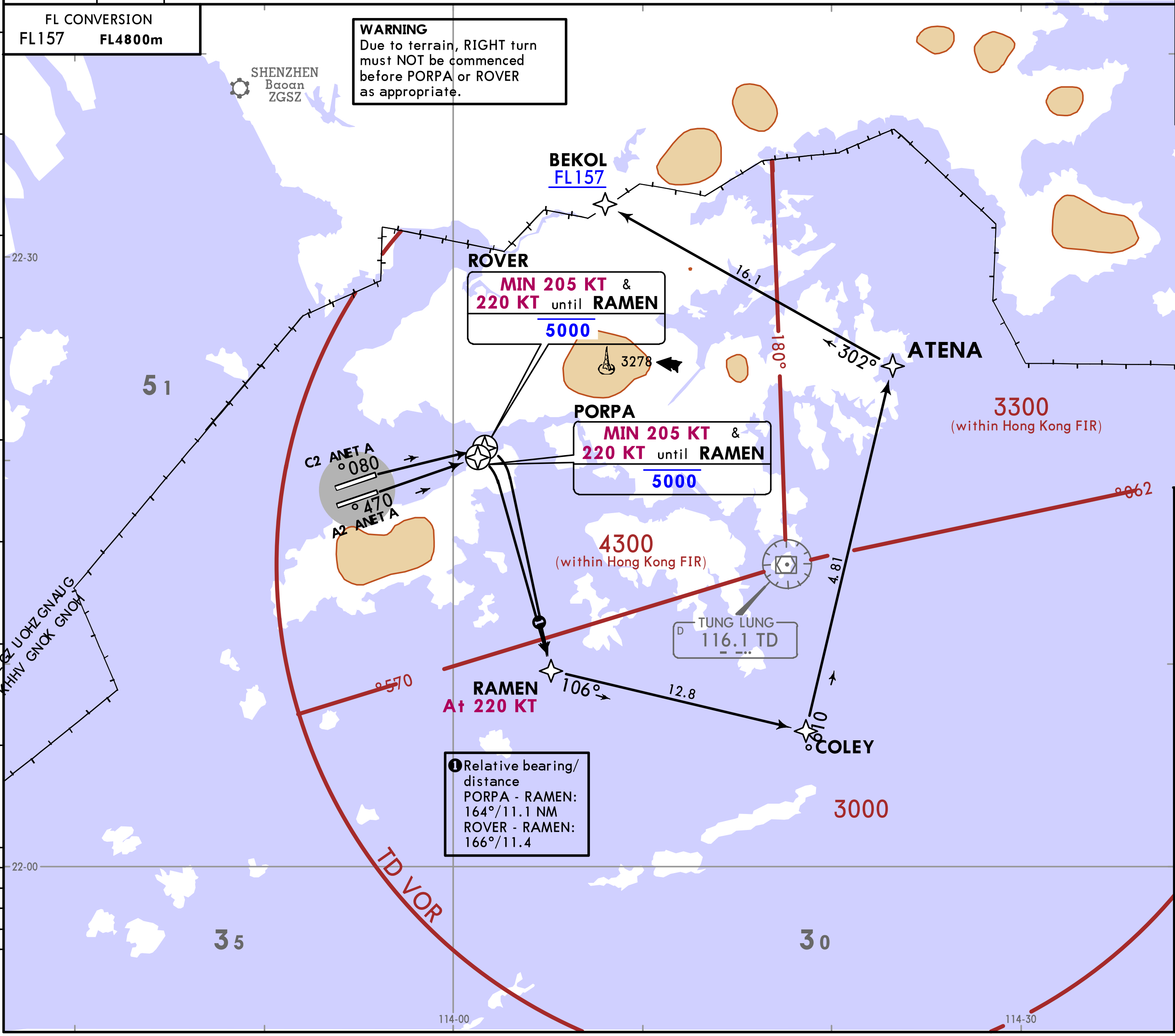
Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

ATENA 2A [ATEN2A]
ATENA 2C [ATEN2C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID
FOR USE BETWEEN 2301-0700LT
IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

FL CONVERSION	
FL157	**FL4800m**



These SIDs require minimum climb gradients of
ATENA 2A: 298 per NM (4.9%) until leaving 1400.
ATENA 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
ATENA 2A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).
ATENA 2C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
ATENA 2A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC D8.1/R112), turn RIGHT direct to RAMEN, turn LEFT to COLEY, turn LEFT direct to ATENA, turn LEFT to BEKOL.
ATENA 2C	07L	074° track to 114.8 SMT (111.1 IZSL D5.6), SMT R086 to ROVER (114.8 SMT D2.6/R086, 113.2 LKC R108, 111.1 IZSL D7.3), turn RIGHT direct to RAMEN, turn LEFT to COLEY, turn LEFT direct to ATENA, turn LEFT to BEKOL.

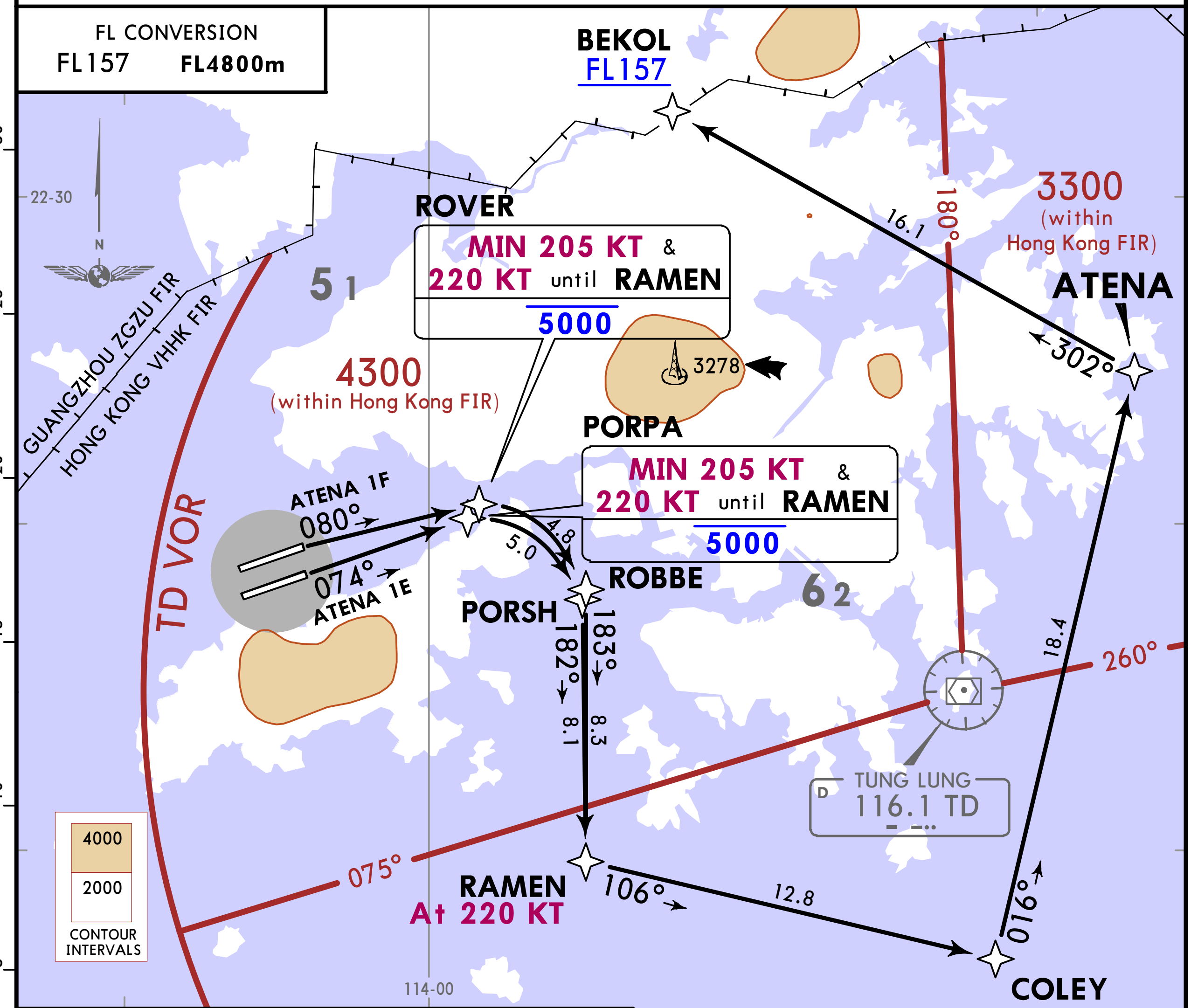
CHANGES: Additional definitions for contingency departures established.

HONG KONG Departure	Apt Elev	
123.8	28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

ATENA 1E [ATEN1E], ATENA 1F [ATEN1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG IS REQUIRED
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
ATENA 1E: 298 per NM (4.9%) until leaving 1400.
ATENA 1F: 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
ATENA 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).
ATENA 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

BEKOL 3A [BEKO3A]
BEKOL 3C [BEKO3C]
RNAV (RNP1) DEPARTURES

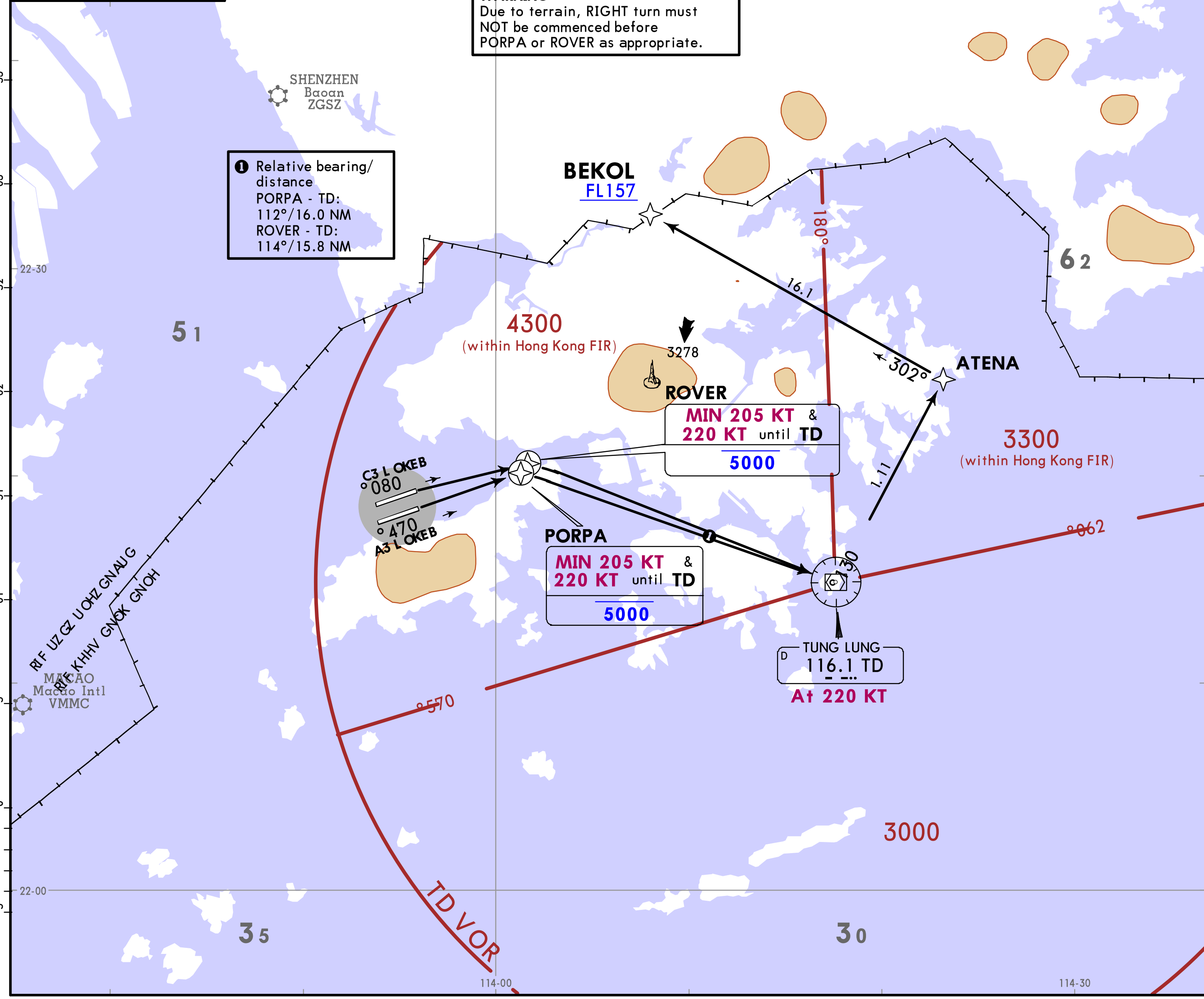
IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 **FL4800m**

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

❶ Relative bearing/distance
PORPA - TD:
112°/16.0 NM
ROVER - TD:
114°/15.8 NM



These SIDs require minimum climb gradients of
BEKOL 3A: 298 per NM (4.9%) until leaving 1400.
BEKOL 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

SID	RWY	ROUTING
BEKOL 3A	**07R**	PORPA (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).
BEKOL 3C	**07L**	DER - ROVER (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
BEKOL 3A	**07R**	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC D8.1/R112), turn RIGHT, intercept TD R297 inbound to TD, turn LEFT direct to ATENA, turn LEFT direct to BEKOL.
BEKOL 3C	**07L**	074° track to 114.8 SMT (111.1 IZSL D5.6), SMT R086 to ROVER (114.8 SMT D2.6/R086, 113.2 LKC R108, 111.1 IZSL D7.3), turn RIGHT intercept TD R297 inbound to TD, turn LEFT direct to ATENA, turn LEFT direct to BEKOL.

If TD u/s at PORPA/ROVER turn RIGHT, 117° track, request RADAR vectors to BEKOL.

CHANGES: Additional definitions for contingency departures established.

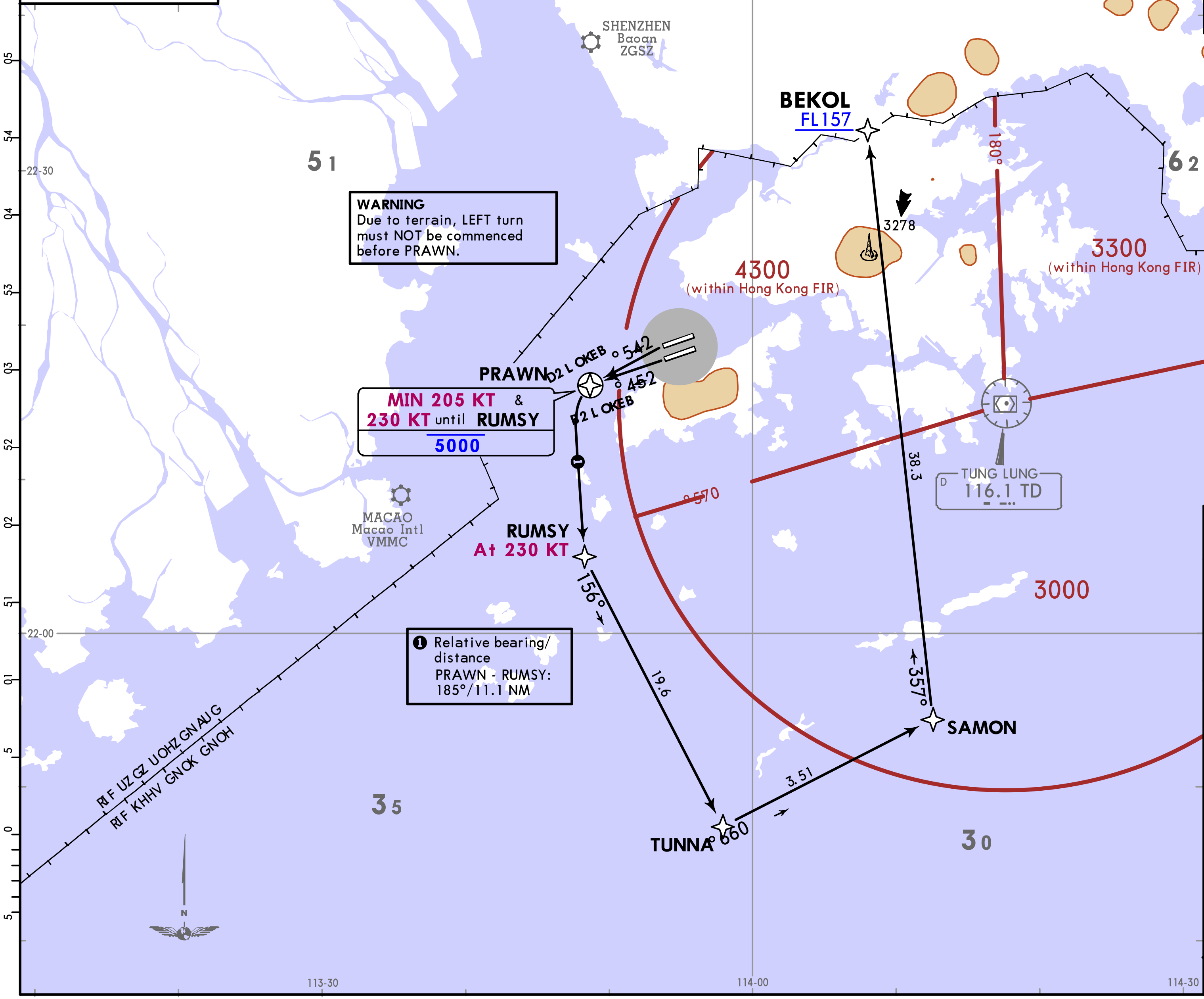
HONG KONG Departure	Apt Elev	
123.8	28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

BEKOL 2B [BEKO2B]
BEKOL 2D [BEKO2D]
RNAV (RNP1) DEPARTURES

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

FL CONVERSION	
FL157	**FL4800m**



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

SID	RWY	ROUTING
BEKOL 2B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).
BEKOL 2D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
BEKOL 2B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215, 114.8 SMT D10.4/R249), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to SAMON, turn LEFT direct to BEKOL.
BEKOL 2D	25R	254° track to 110.9 IFTR D3.0 (114.8 SMT D8.2/R254) 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215, 114.8 SMT D10.4/R249), turn LEFT,185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to SAMON, turn LEFT direct to BEKOL.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

CHANGES: Additional definitions for contingency departures established.

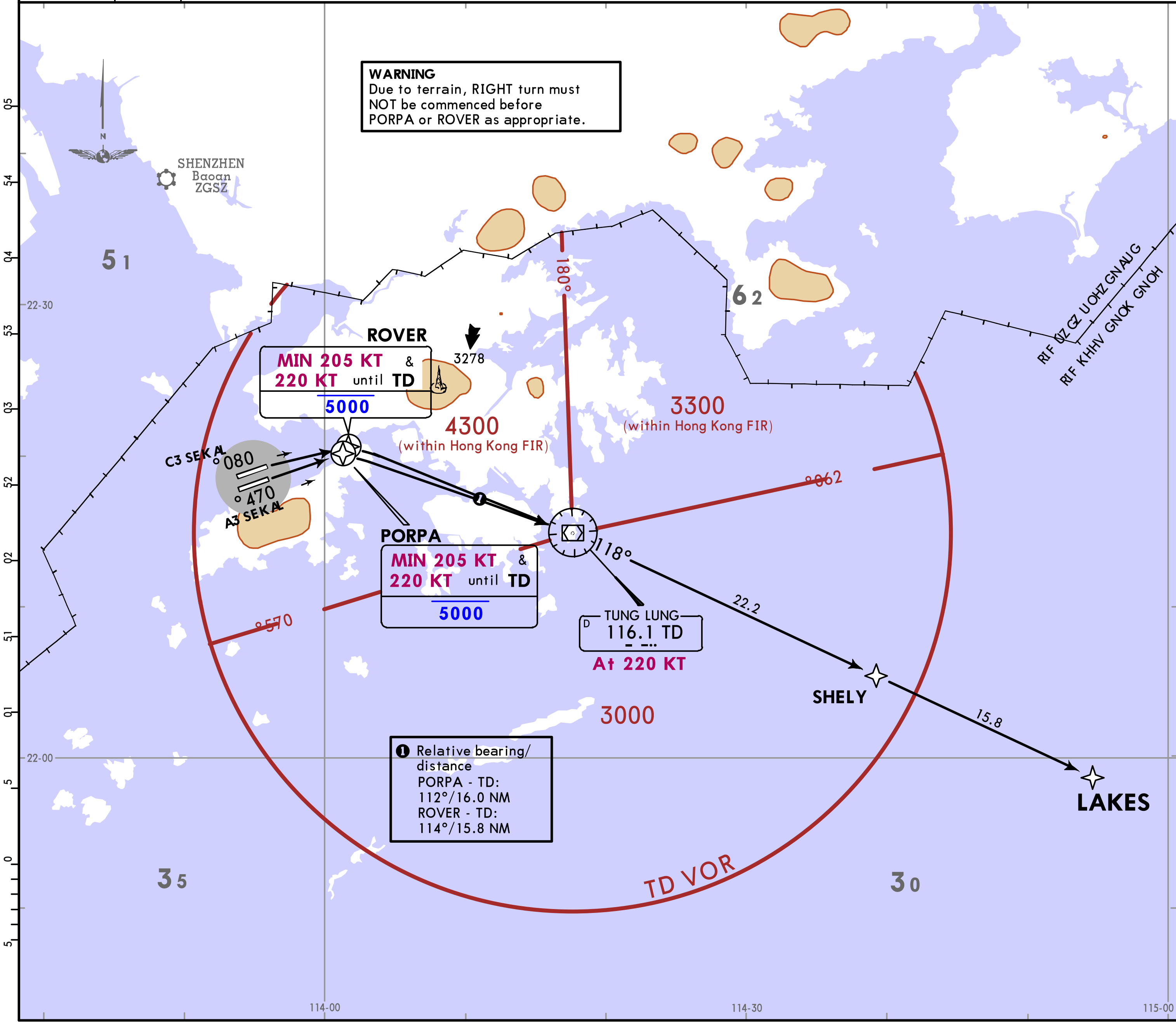
HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LAKES 3A [LAKE3A]
LAKES 3C [LAKE3C]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTE V1
REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
LAKES 3A: 298 per NM (4.9%) until leaving 1400.
LAKES 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

SID	RWY	ROUTING
LAKES 3A	07R	PORPA (K205+; 5000-) - TD (K220) - SHELY - LAKES.
LAKES 3C	07L	DER - ROVER (K205+; 5000-) - TD (K220) - SHELY - LAKES.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
LAKES 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC D8.1/R112), turn RIGHT intercept TD R297 inbound to TD, then direct to SHELY, then to LAKES.
LAKES 3C	07L	074° track to 114.8 SMT (111.1 IZSL D5.6), SMT R086 to ROVER (114.8 SMT D2.6/R086, 113.2 LKC R108, 111.1 IZSL D7.3), turn RIGHT intercept TD R297 inbound to TD, then direct to SHELY, then to LAKES.

If TD u/s at PORPA/ROVER turn RIGHT, 117° track, request RADAR vectors to SHELY, then to LAKES.

CHANGES: Additional definitions for contingency departures established.

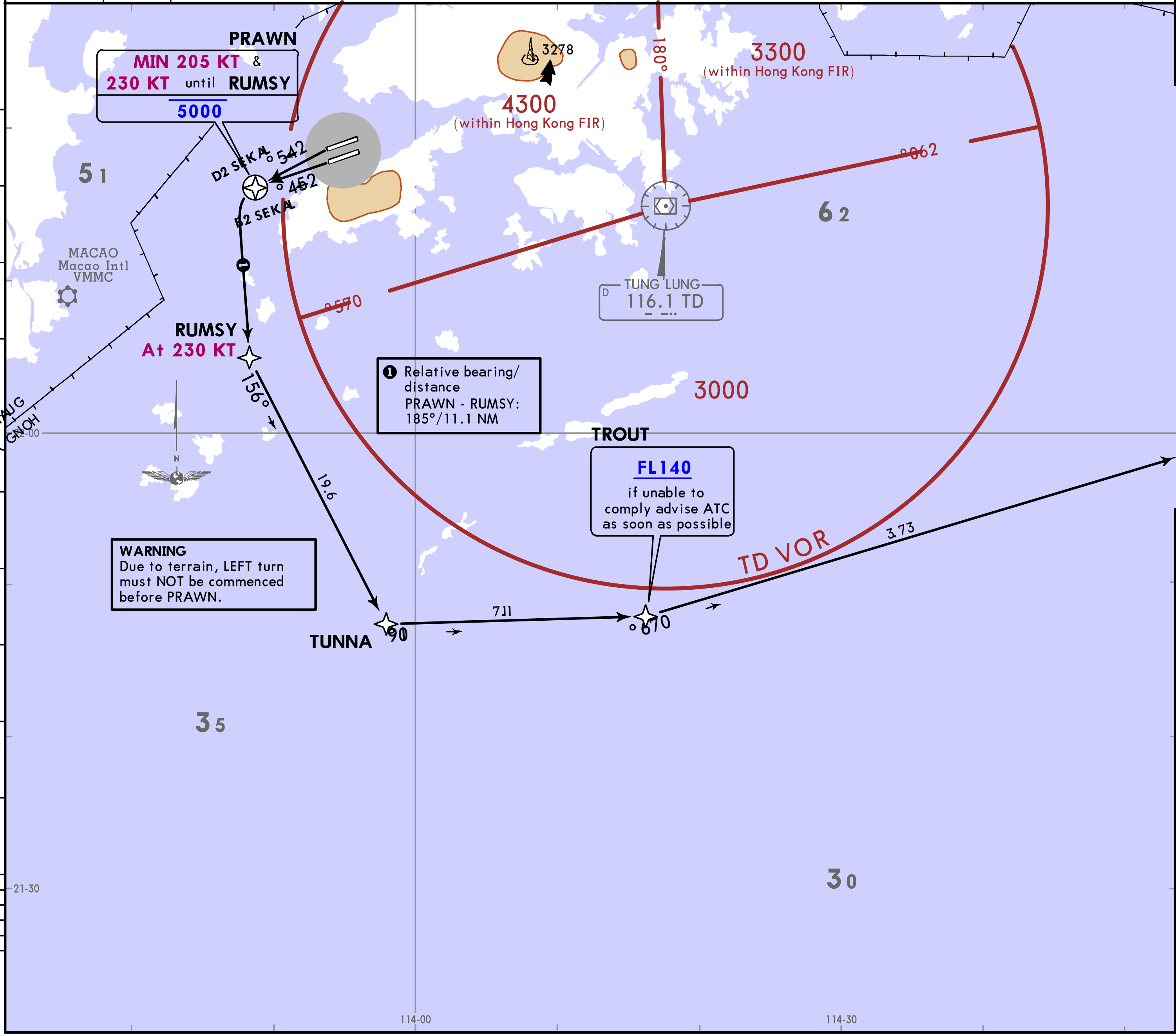
HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LAKES 2B [LAKE2B]
LAKES 2D [LAKE2D]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTE V1 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



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

SID	RWY	ROUTING
LAKES 2B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT(FL140+) - LAKES.
LAKES 2D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA- TROUT (FL140+) - LAKES.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
LAKES 2B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215, 114.8 SMT D10.4/R249), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, turn LEFT direct to LAKES.
LAKES 2D	25R	254° track to 110.9 ITFR D3.0 (114.8 SMT D8.2/R254), 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, turn LEFT direct to LAKES.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

CHANGES: Additional definitions for contingency departures established.

HONG KONG Departure	Apt Elev	
123.8	28	Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LOGAN 3A [LOGA3A]
LOGAN 3C [LOGA3C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID, BETWEEN 2301-0700LT FOR TERMINAL TRANSITION ROUTE

V1 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

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.

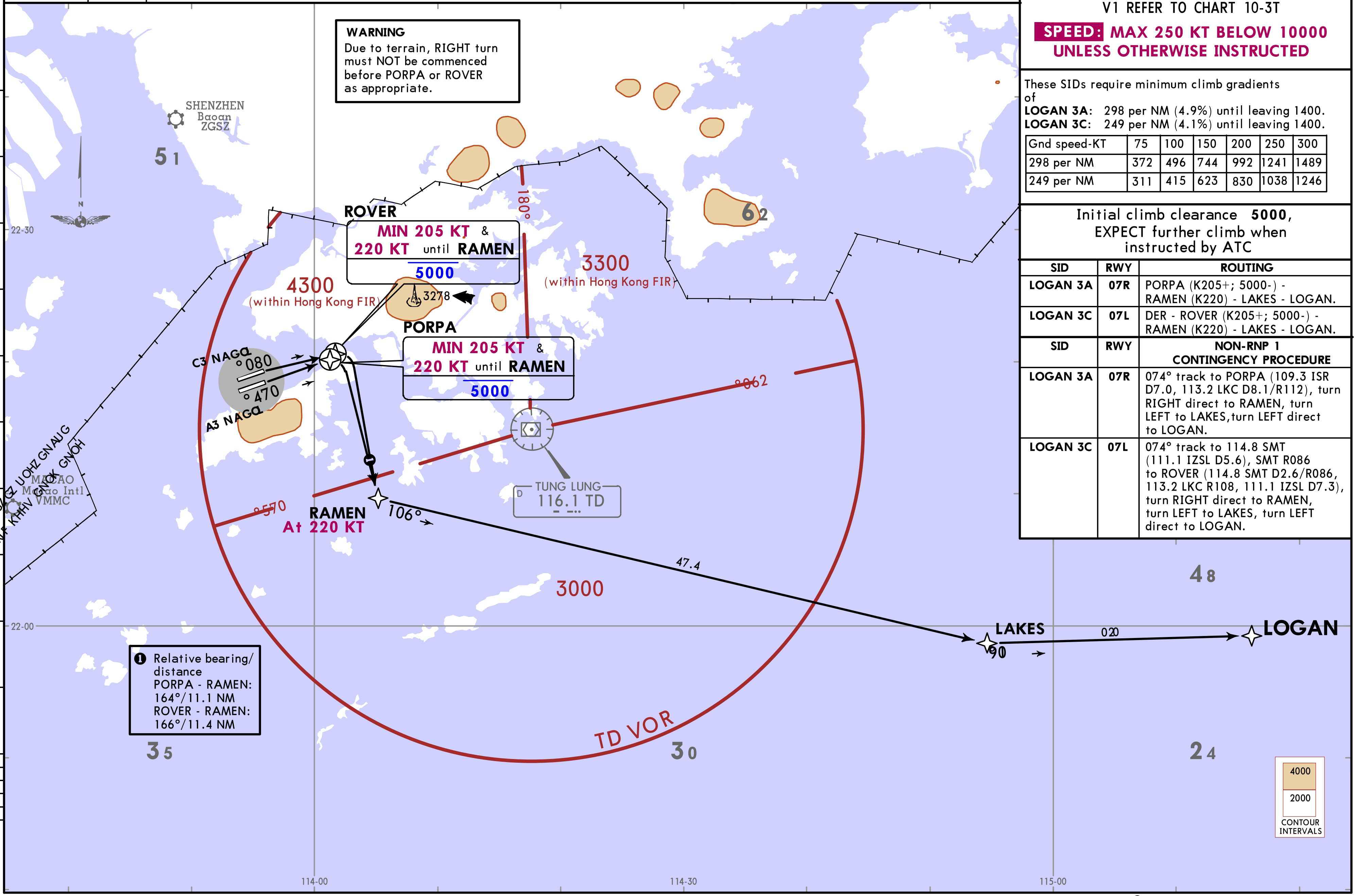
Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

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

SID	RWY	ROUTING
LOGAN 3A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - LAKES - LOGAN.
LOGAN 3C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - LAKES - LOGAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
LOGAN 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC D8.1/R112), turn RIGHT direct to RAMEN, turn LEFT to LAKES, turn LEFT direct to LOGAN.
LOGAN 3C	07L	074° track to 114.8 SMT (111.1 IZSL D5.6), SMT R086 to ROVER (114.8 SMT D2.6/R086, 113.2 LKC R108, 111.1 IZSL D7.3), turn RIGHT direct to RAMEN, turn LEFT to LAKES, turn LEFT direct to LOGAN.

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



❶ Relative bearing/distance
PORPA - RAMEN: 164°/11.1 NM
ROVER - RAMEN: 166°/11.4 NM

CHANGES: Additional definitions for contingency departures established.

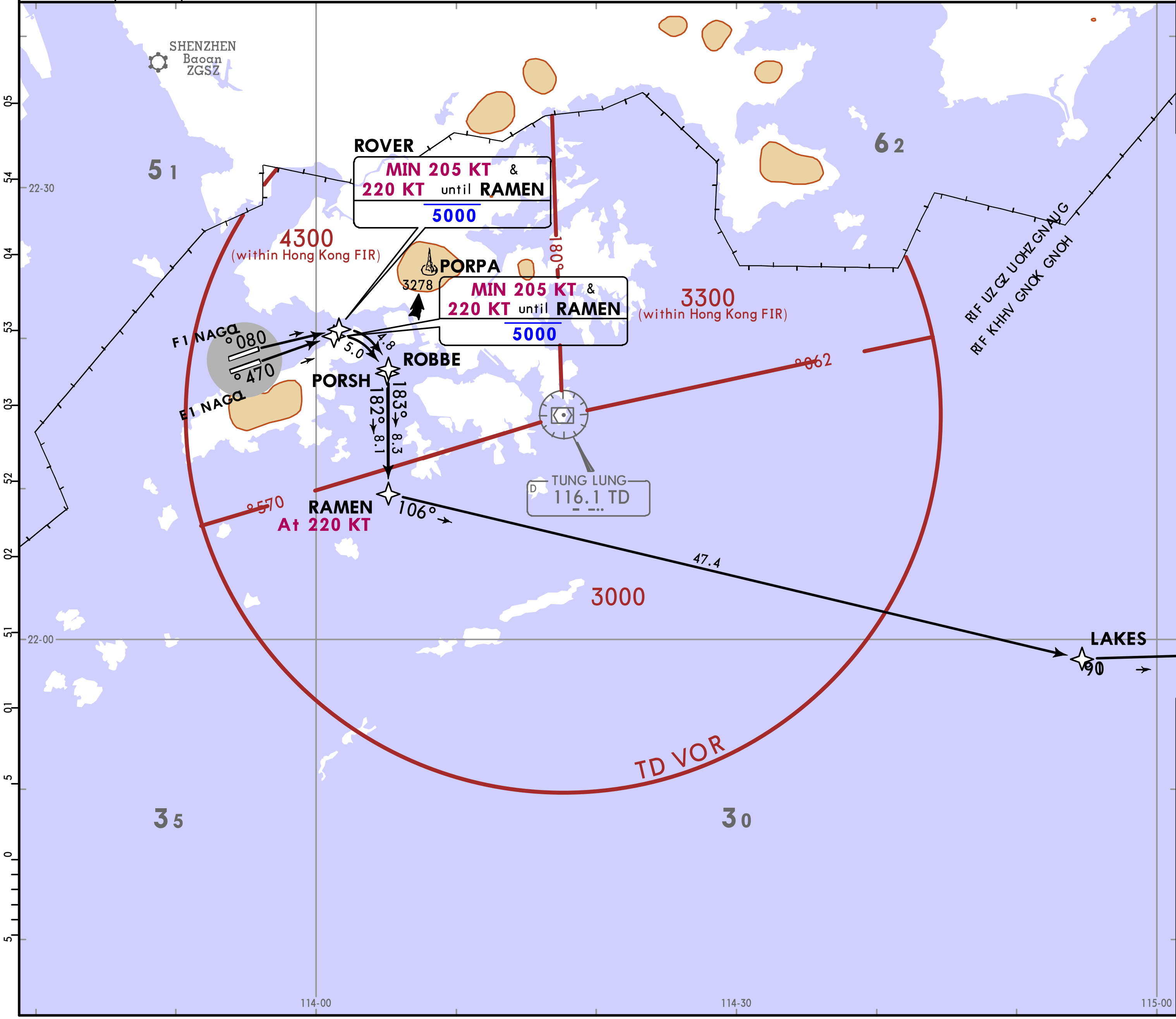
HONG KONG Departure	Apt Elev	
123.8	28	Trans alt: 9000

1. RNAV (GNSS) required.
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LOGAN 1E [LOGA1E]
LOGAN 1F [LOGA1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3F
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTE V1 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
LOGAN 1E: 298 per NM (4.9%) until leaving 1400.
LOGAN 1F: 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
LOGAN 1E	07R	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - LAKES - LOGAN.
LOGAN 1F	07L	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - LAKES - LOGAN.

CHANGES: None.

HONG KONG Departure	Apt Elev	
123.8	28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

OCEAN 2A [OCEA2A]
OCEAN 2C [OCEA2C]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5
REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

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.

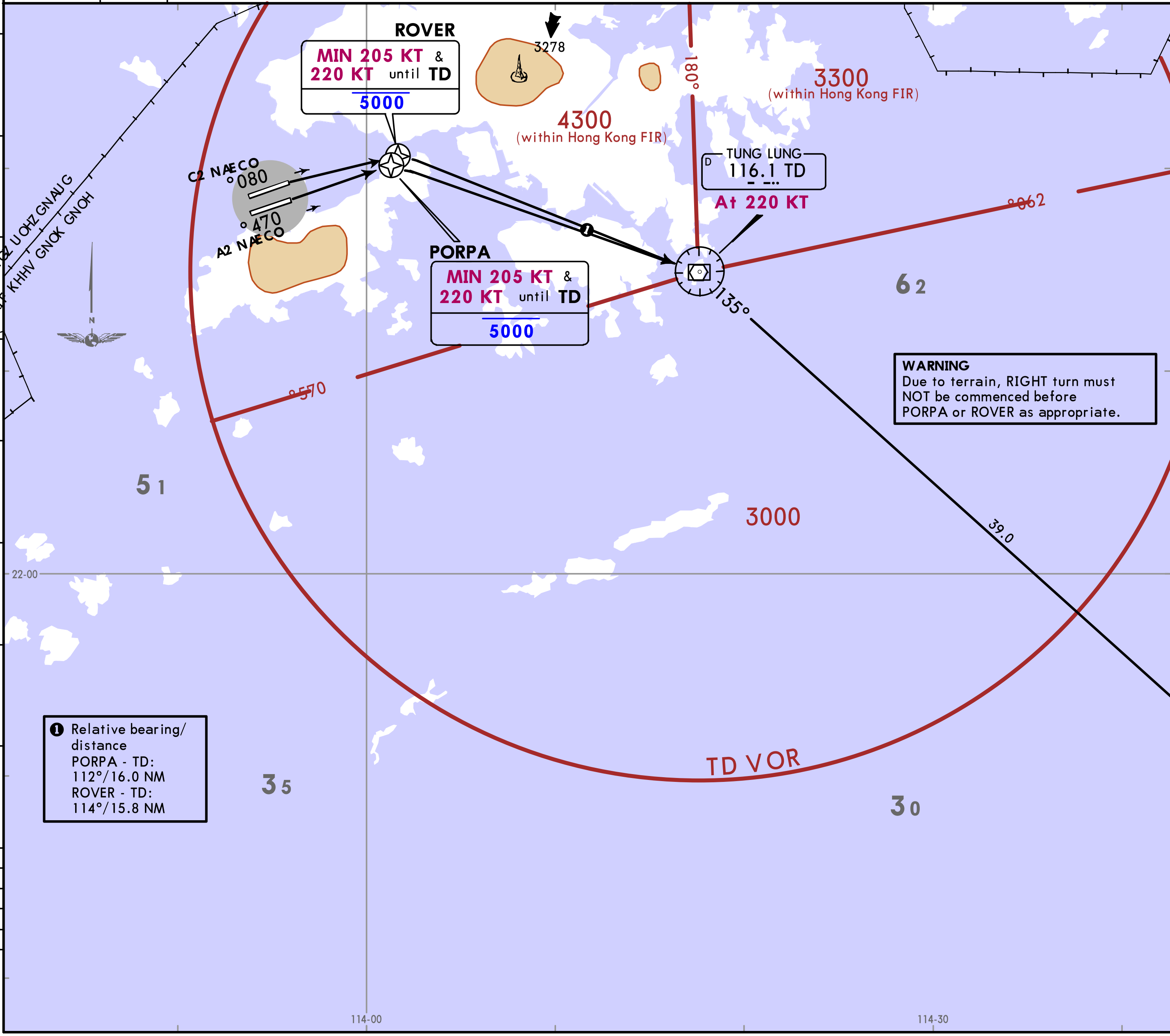
Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

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

SID	RWY	ROUTING
OCEAN 2A	07R	PORPA (K205+; 5000-) - TD (K220) - OCEAN.
OCEAN 2C	07L	DER - ROVER (K205+; 5000-) - TD (K220) - OCEAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
OCEAN 2A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC D8.1/R112), turn RIGHT, intercept TD R297 inbound to TD, turn RIGHT direct to OCEAN
OCEAN 2C	07L	074° track to 114.8 SMT (111.1 IZSL D5.6), SMT R086 to ROVER (114.8 SMT D2.6/R086, 113.2 LKC R108, 111.1 IZSL D7.3), turn RIGHT, intercept TD R297 inbound to TD, turn RIGHT direct to OCEAN.

If TD u/s at PORPA/ROVER turn RIGHT, 117° track, request RADAR vectors to OCEAN.



CHANGES: Additional definitions for contingency departures established.

HONG KONG Departure	Apt Elev	
123.8	28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

OCEAN 2B [OCEA2B]
OCEAN 2D [OCEA2D]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5 REFER TO CHART 10-3T

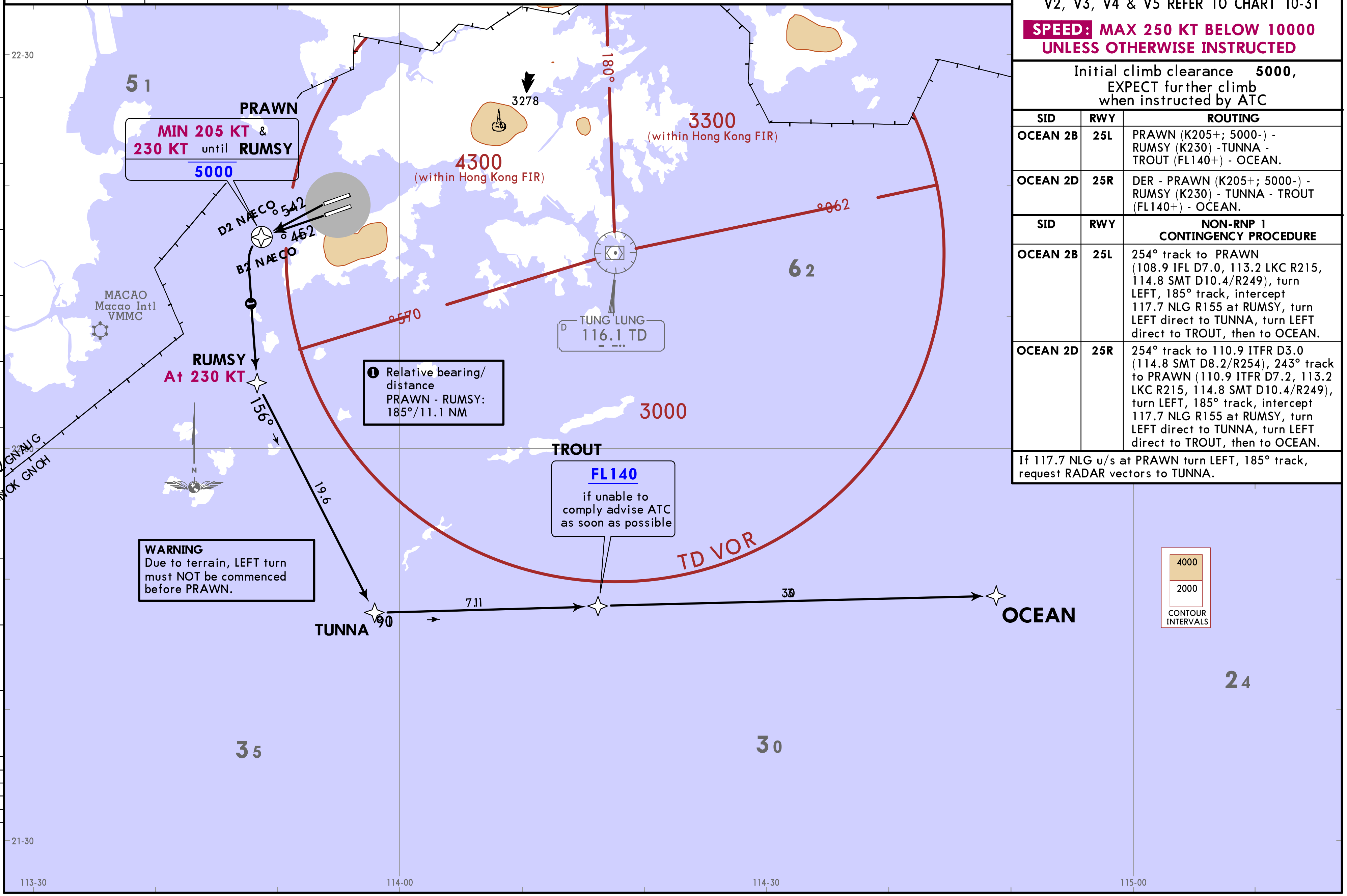
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

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

SID	RWY	ROUTING
OCEAN 2B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) -TUNNA - TROUT (FL140+) - OCEAN.
OCEAN 2D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - OCEAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
OCEAN 2B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215, 114.8 SMT D10.4/R249), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, then to OCEAN.
OCEAN 2D	25R	254° track to 110.9 ITFR D3.0 (114.8 SMT D8.2/R254), 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215, 114.8 SMT D10.4/R249), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, then to OCEAN.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

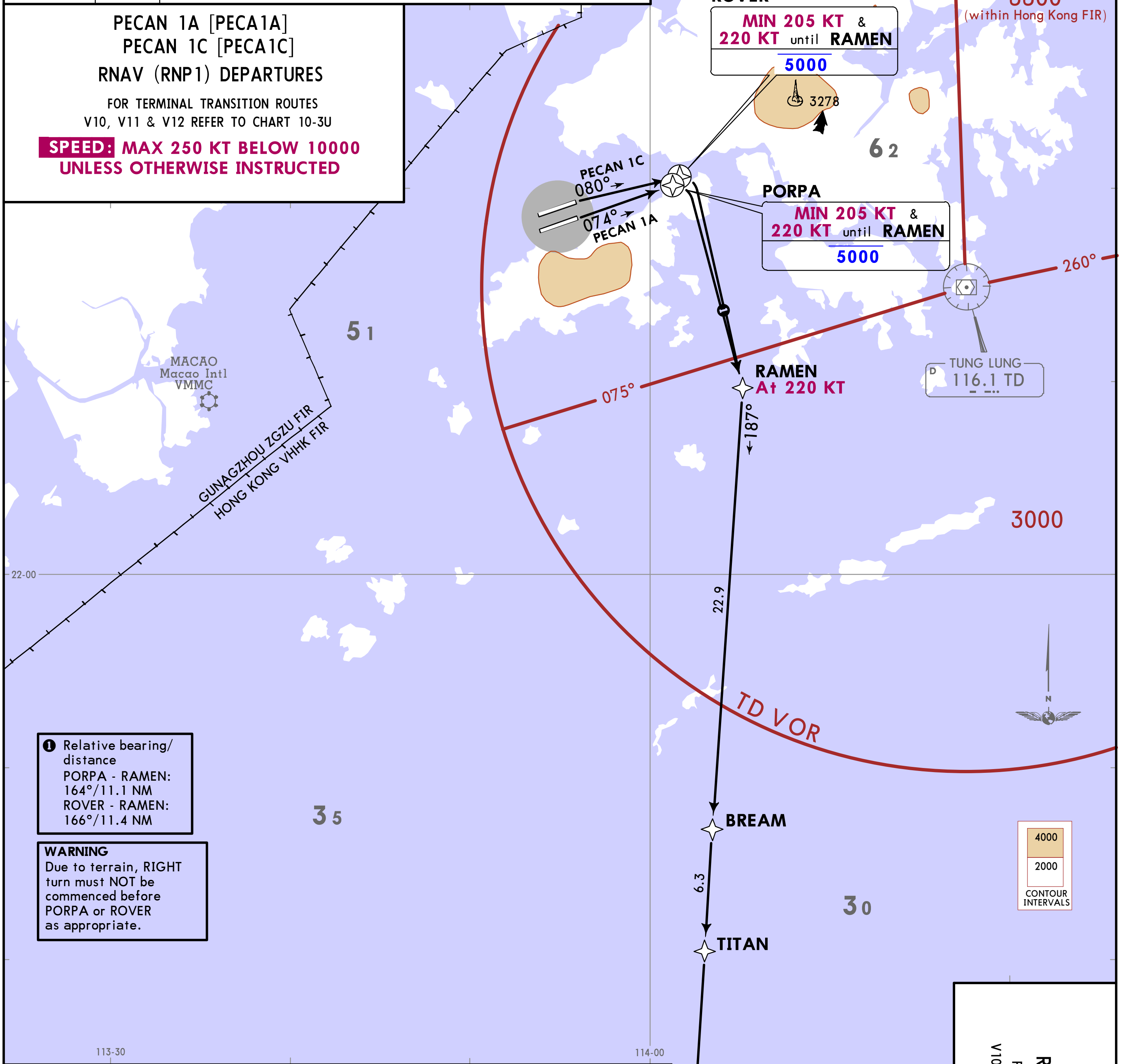


HONG KONG Departure	Apt Elev	
123.8	28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

PECAN 1A [PECA1A]
PECAN 1C [PECA1C]
RNAV (RNP1) DEPARTURES

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

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



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	PORPA (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN - PECAN.
PECAN 1C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN -PECAN.

SID	RWY	NON - RNP 1 CONTINGENCY PROCEDURE
PECAN 1A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC D8.1/R112), turn RIGHT direct to RAMEN, turn RIGHT to BREAM, then direct via TITAN to PECAN.
PECAN 1C	07L	074° track to 114.8 SMT (111.1 IZSL D5.6), SMT R086 to ROVER (114.8 SMT D2.6/ R086, 113.2 LKC R108, 111.1 IZSL D7.3), turn RIGHT direct to RAMEN, turn RIGHT to BREAM, then direct via TITAN to PECAN.

PECAN 1A [PECA1A]
PECAN 1C [PECA1C]
RNAV (RNP1) DEPARTURES
FOR TERMINAL TRANSITION ROUTES
V10, V11 & V12 REFER TO CHART 10-3U

CHANGES: Additional definitions for contingency departures established.

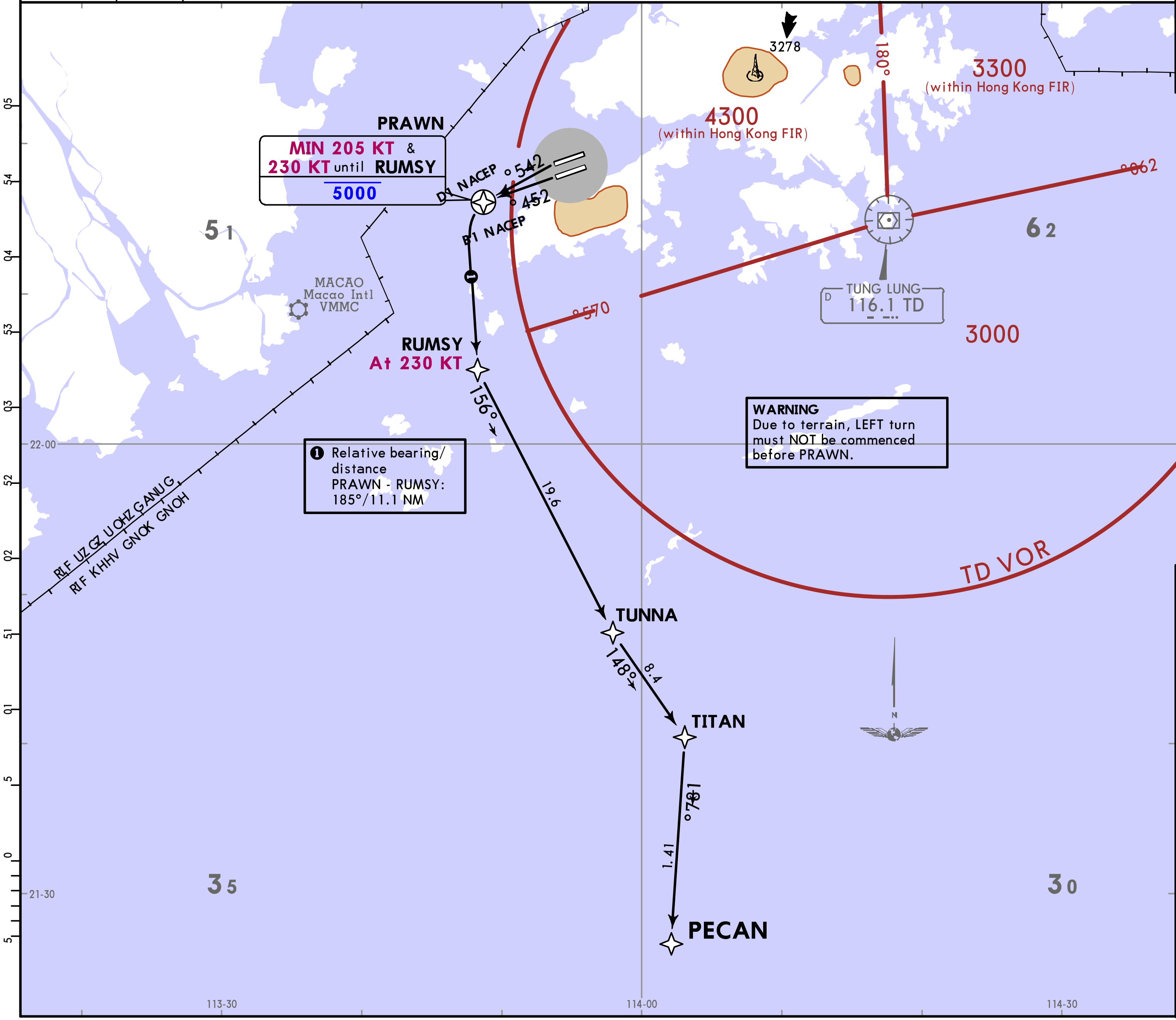
HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

PECAN 1B [PECA1B]
PECAN 1D [PECA1D]
RNAV (RNP1) DEPARTURES

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

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



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

SID	RWY	ROUTING
PECAN 1B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.
PECAN 1D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
PECAN 1B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215, 114.8 SMT D10.4/R249), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT to TITAN, turn RIGHT to PECAN.
PECAN 1D	25R	254° track to 110.9 ITFR D3.0 (114.8 SMT D8.2/R254), 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215, 114.8 SMT D10.4/R249), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT to TITAN, turn RIGHT to PECAN.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

CHANGES: Additional definitions for contingency departures established.

HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

RASSE 3A [RASE3A]
RASSE 3C [RASE3C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V2 &V3
REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

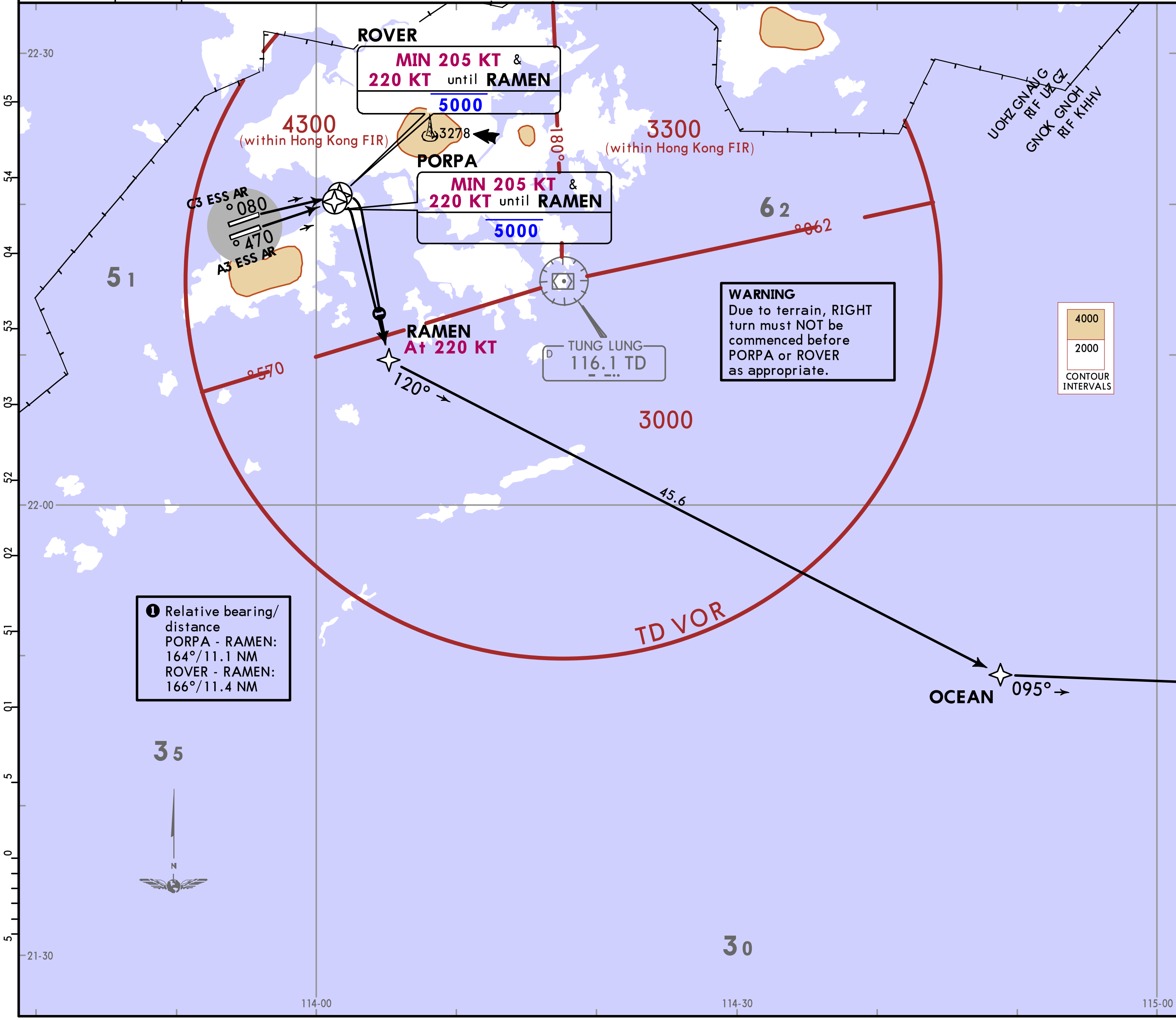
These SIDs require minimum climb gradients of
RASSE 3A: 298 per NM (4.9%) until leaving 1400.
RASSE 3C: 249 per NM (4.1%) until leaving 1400.

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

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

SID	RWY	ROUTING
RASSE 3A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.
RASSE 3C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
RASSE 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC D8.1/R112), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn LEFT direct to RASSE.
RASSE 3C	07L	074° track to 114.8 SMT (111.1 IZSL D5.6), SMT R086 to ROVER (114.8 SMT D2.6/R086, 113.2 LKC R108, 111.1 IZSL D7.3), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn LEFT direct to RASSE.



CHANGES: Additional definitions for contingency departures established.

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HONG KONG Departure	Apt Elev
123.8	28

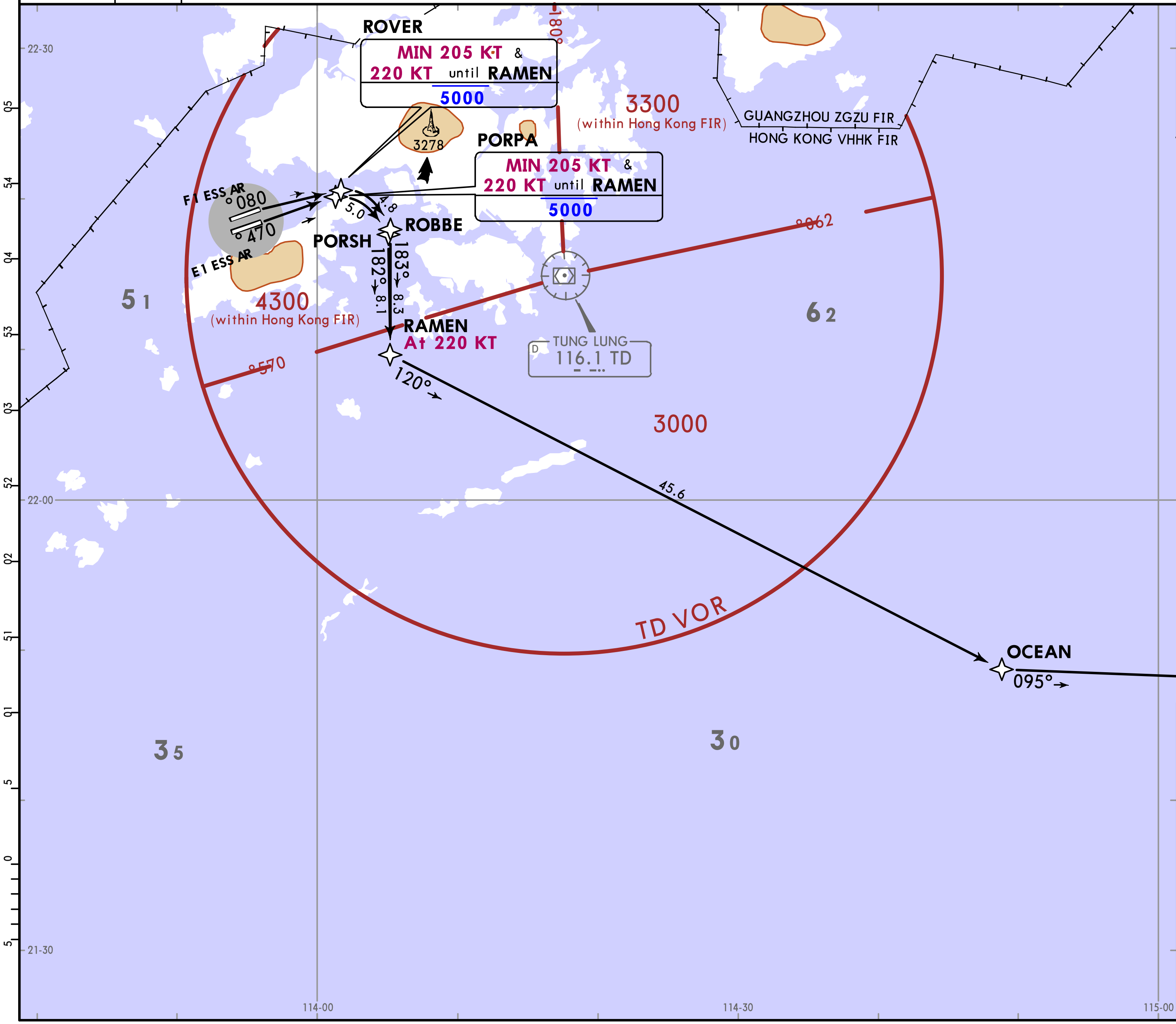
Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

RASSE 1E [RASE1E]
RASSE 1F [RASE1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3M
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V2 & V3 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
RASSE 1E: 298 per NM (4.9%) until leaving 1400.
RASSE 1F: 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
RASSE 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - RASSE.
RASSE 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - OCEAN - RASSE.

CHANGES: None.

HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assitance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

SKATE 3A [SKAT3A]
SKATE 3C [SKAT3C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID, BETWEEN 2301-0700LT FOR TERMINAL TRANSITION ROUTES V4 &V5

REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

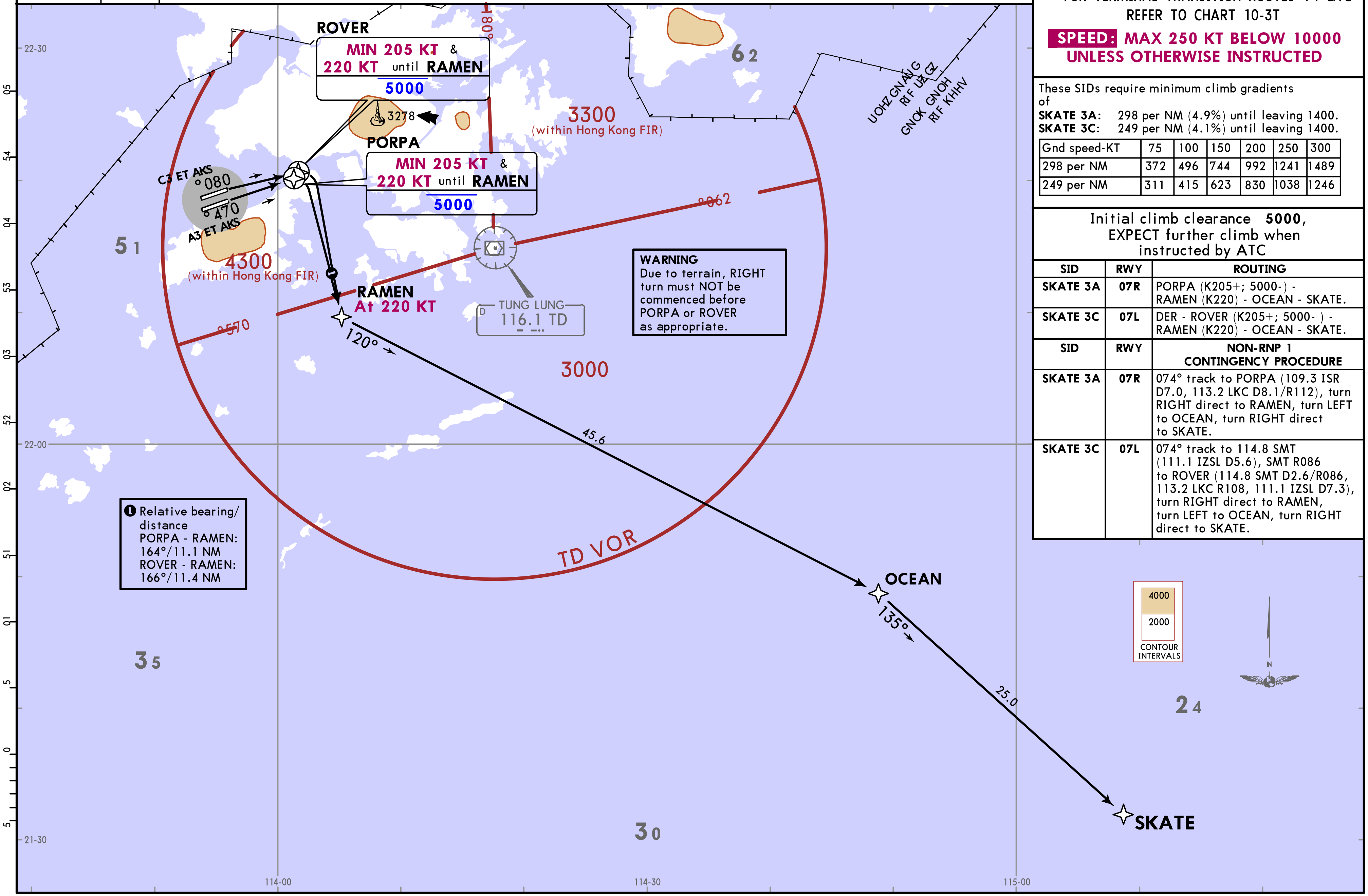
These SIDs require minimum climb gradients of
SKATE 3A: 298 per NM (4.9%) until leaving 1400.
SKATE 3C: 249 per NM (4.1%) until leaving 1400.

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

SID	RWY	ROUTING
SKATE 3A	**07R**	PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.
SKATE 3C	**07L**	DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
SKATE 3A	**07R**	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC D8.1/R112), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn RIGHT direct to SKATE.
SKATE 3C	**07L**	074° track to 114.8 SMT (111.1 IZSL D5.6), SMT R086 to ROVER (114.8 SMT D2.6/R086, 113.2 LKC R108, 111.1 IZSL D7.3), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn RIGHT direct to SKATE.



CHANGES: Additional definitions for contingency departures established.

CHANGES: None.

HONG KONG Departure	Apt Elev
123.8	28

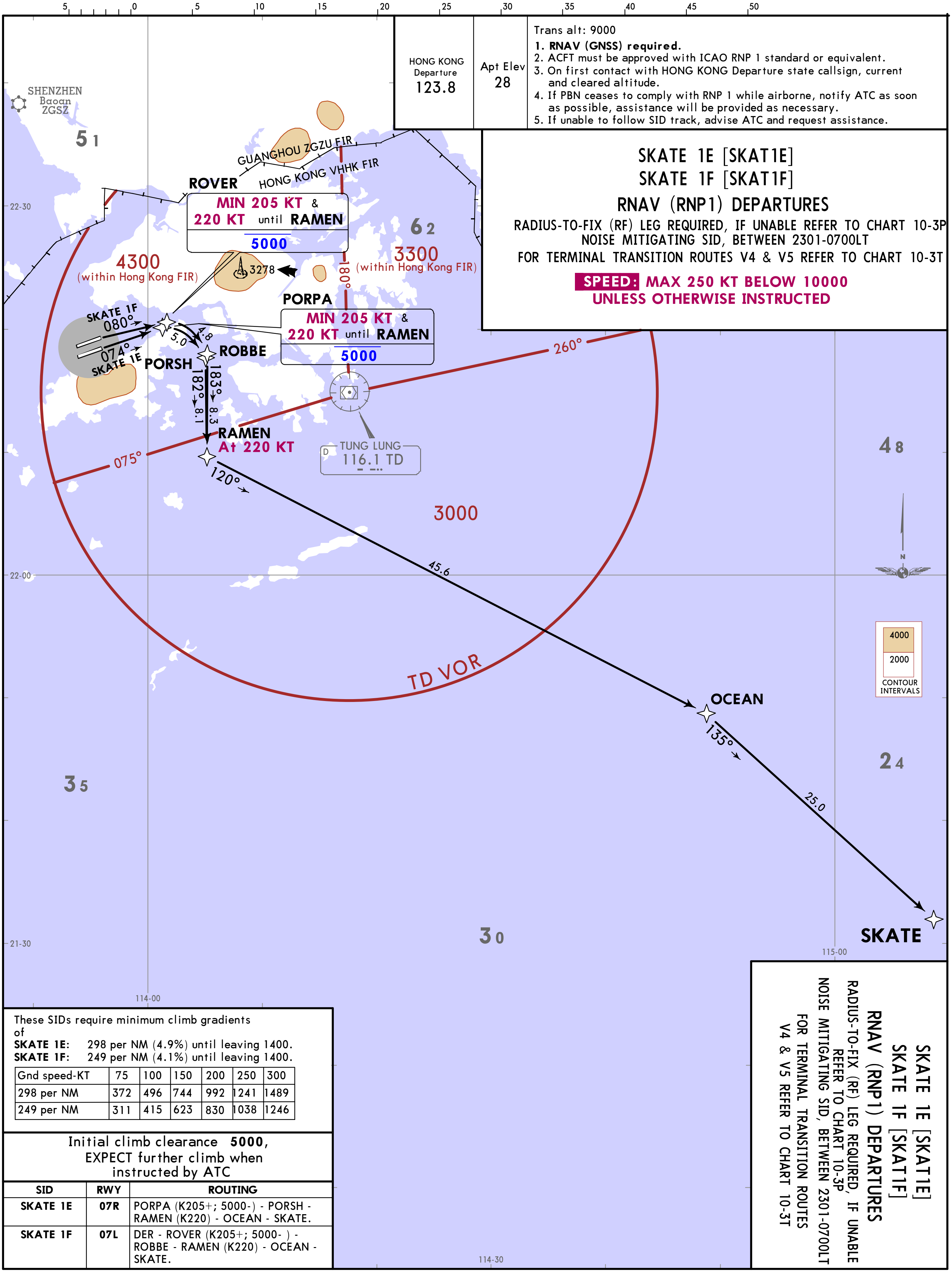
Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

SKATE 1E [SKAT1E]
SKATE 1F [SKAT1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3P
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
SKATE 1E: 298 per NM (4.9%) until leaving 1400.
SKATE 1F: 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
SKATE 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - SKATE.
SKATE 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - OCEAN - SKATE.

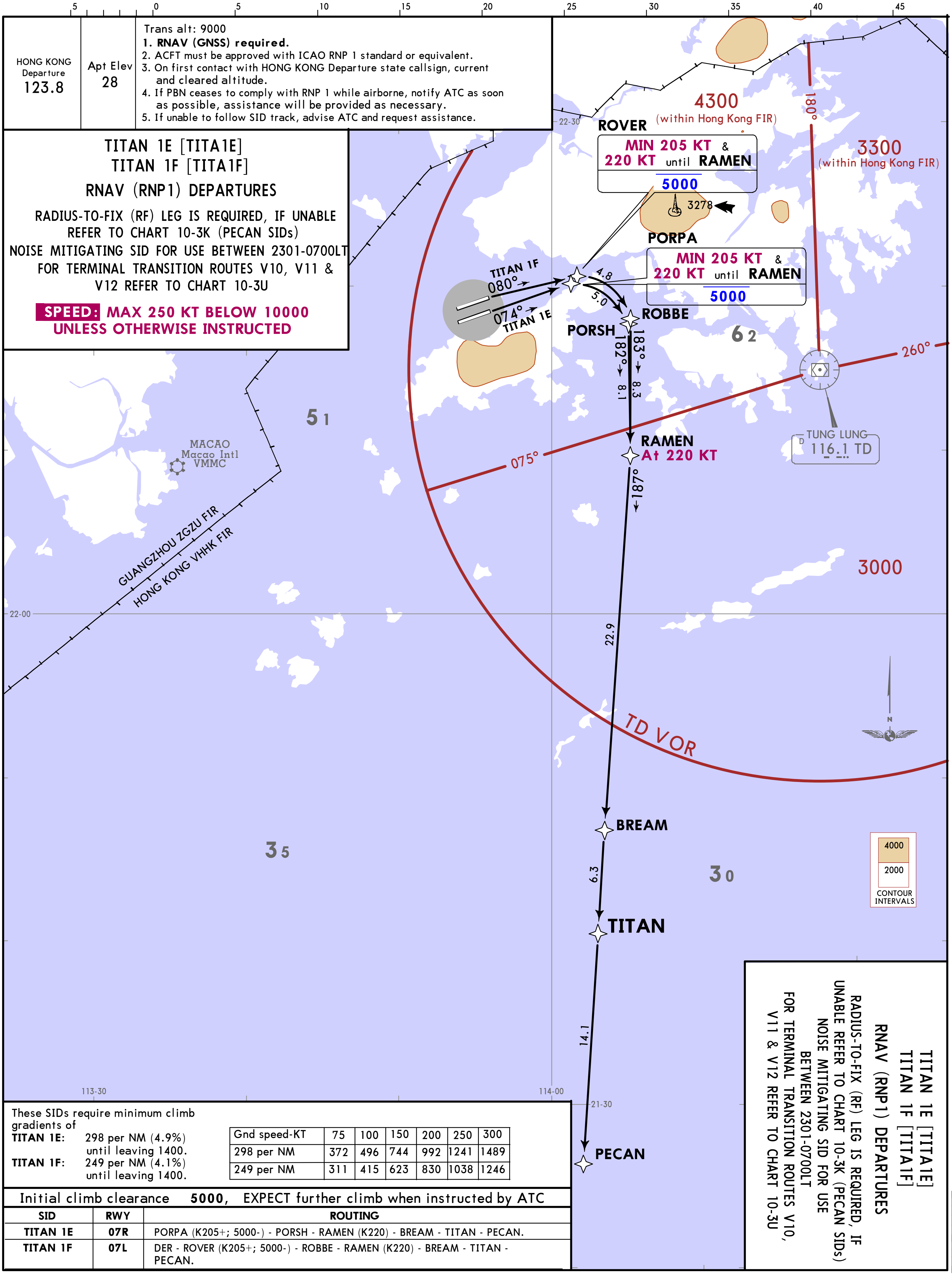
SKATE 1E [SKAT1E]
SKATE 1F [SKAT1F]
RNAV (RNP1) DEPARTURES
RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3P
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3T

HONG KONG Departure	Apt Elev	
123.8	28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

TITAN 1E [TITA1E]
TITAN 1F [TITA1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
TITAN 1E: 298 per NM (4.9%) until leaving 1400.
TITAN 1F: 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
TITAN 1E	07R	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - BREAM - TITAN - PECAN.
TITAN 1F	07L	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - BREAM - TITAN - PECAN.

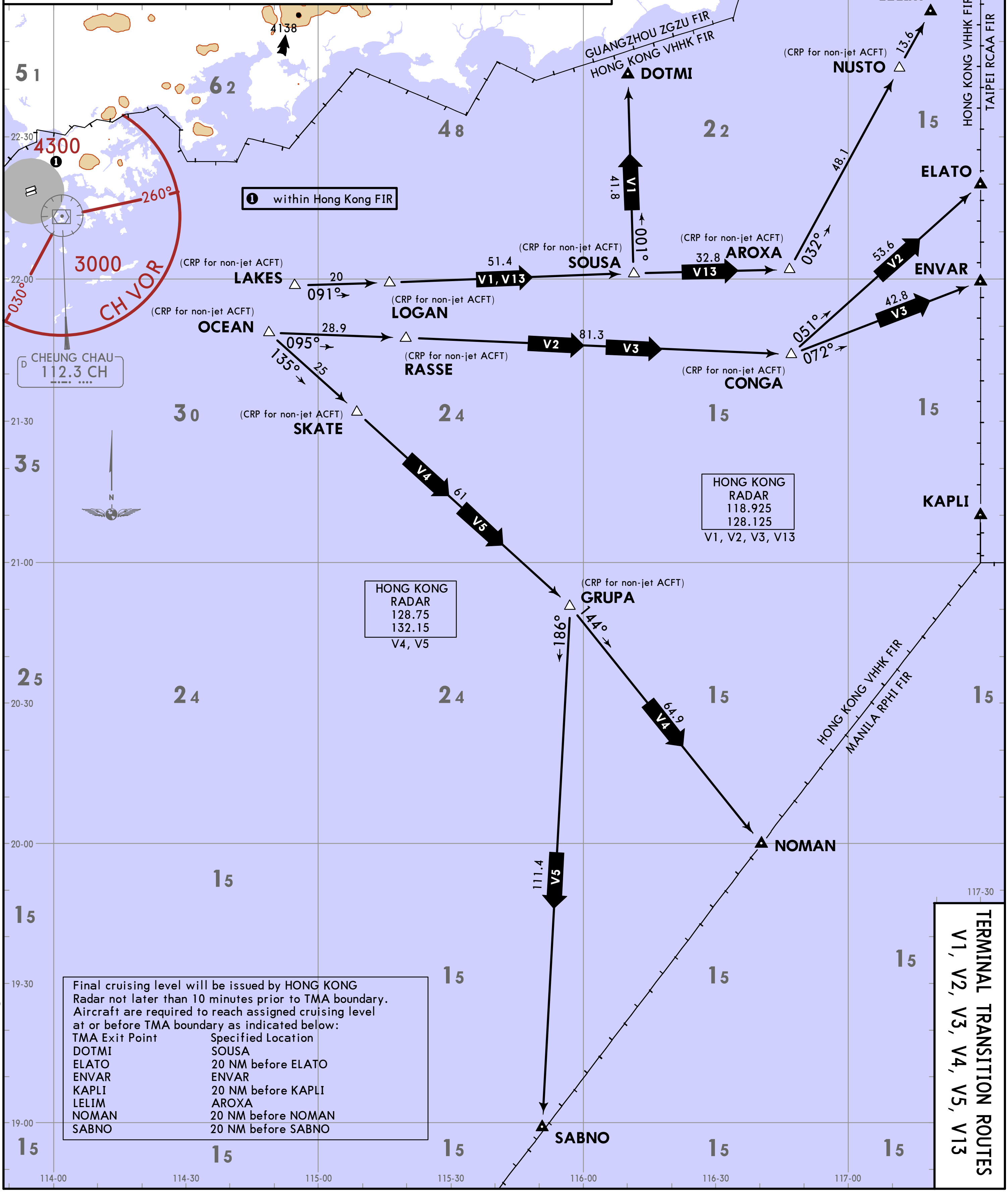
TITAN 1E [TITA1E]
TITAN 1F [TITA1F]
RNAV (RNP1) DEPARTURES
RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

CHANGES: Speed restrictions.

HONG KONG Departure	Apt Elev	Trans alt: 9000
123.8	28	

TERMINAL TRANSITION ROUTES
V1, V2, V3, V4, V5, V13

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:

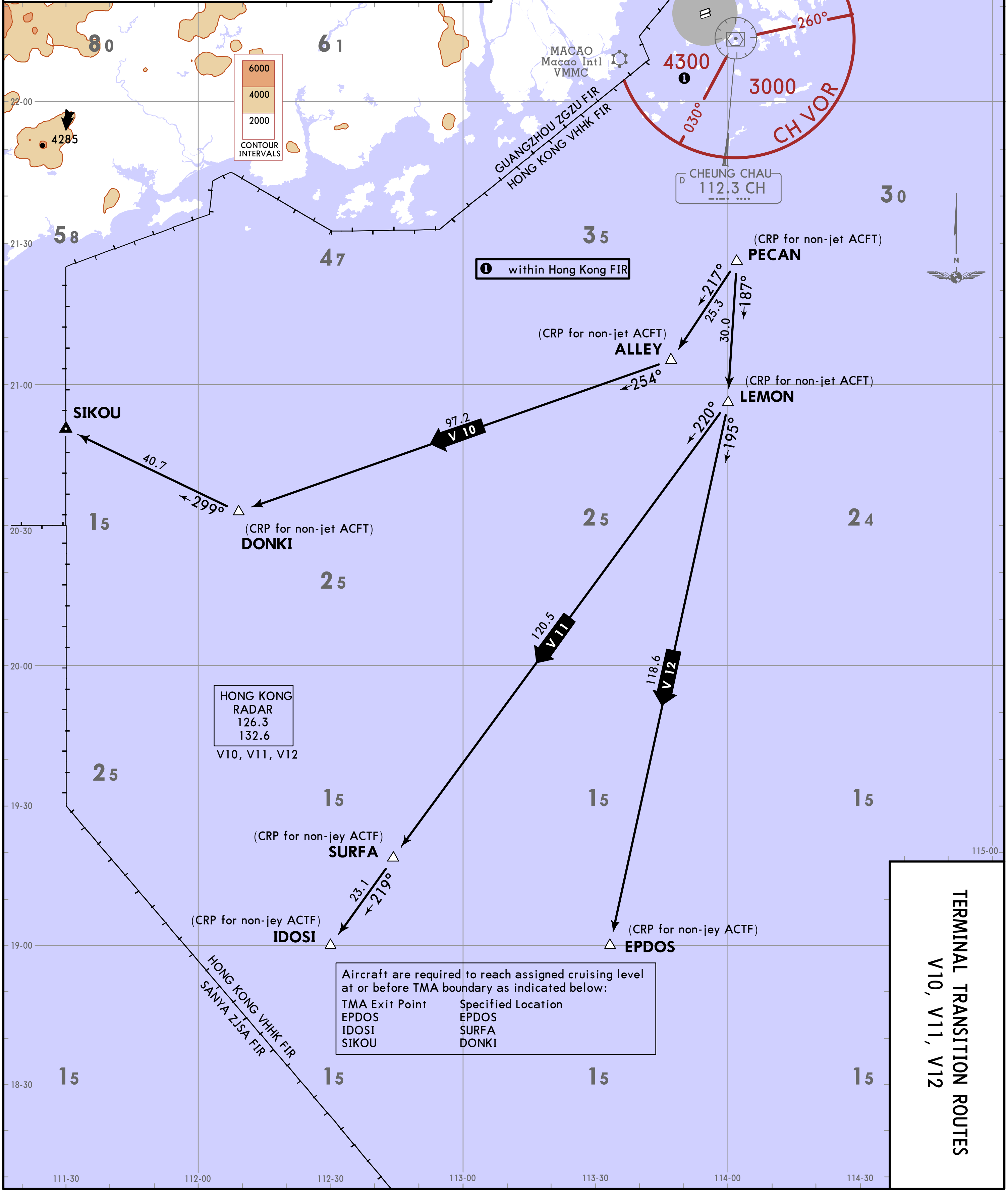
TMA Exit Point	Specified Location
DOTMI	SOUSA
ELATO	20 NM before ELATO
ENVAR	ENVAR
KAPLI	20 NM before KAPLI
LELIM	AROXA
NOMAN	20 NM before NOMAN
SABNO	20 NM before SABNO

CHANGES: None.

HONG KONG Departure	Apt Elev	Trans alt: 9000
123.8	28	

TERMINAL TRANSITION ROUTES V10, V11, V12

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

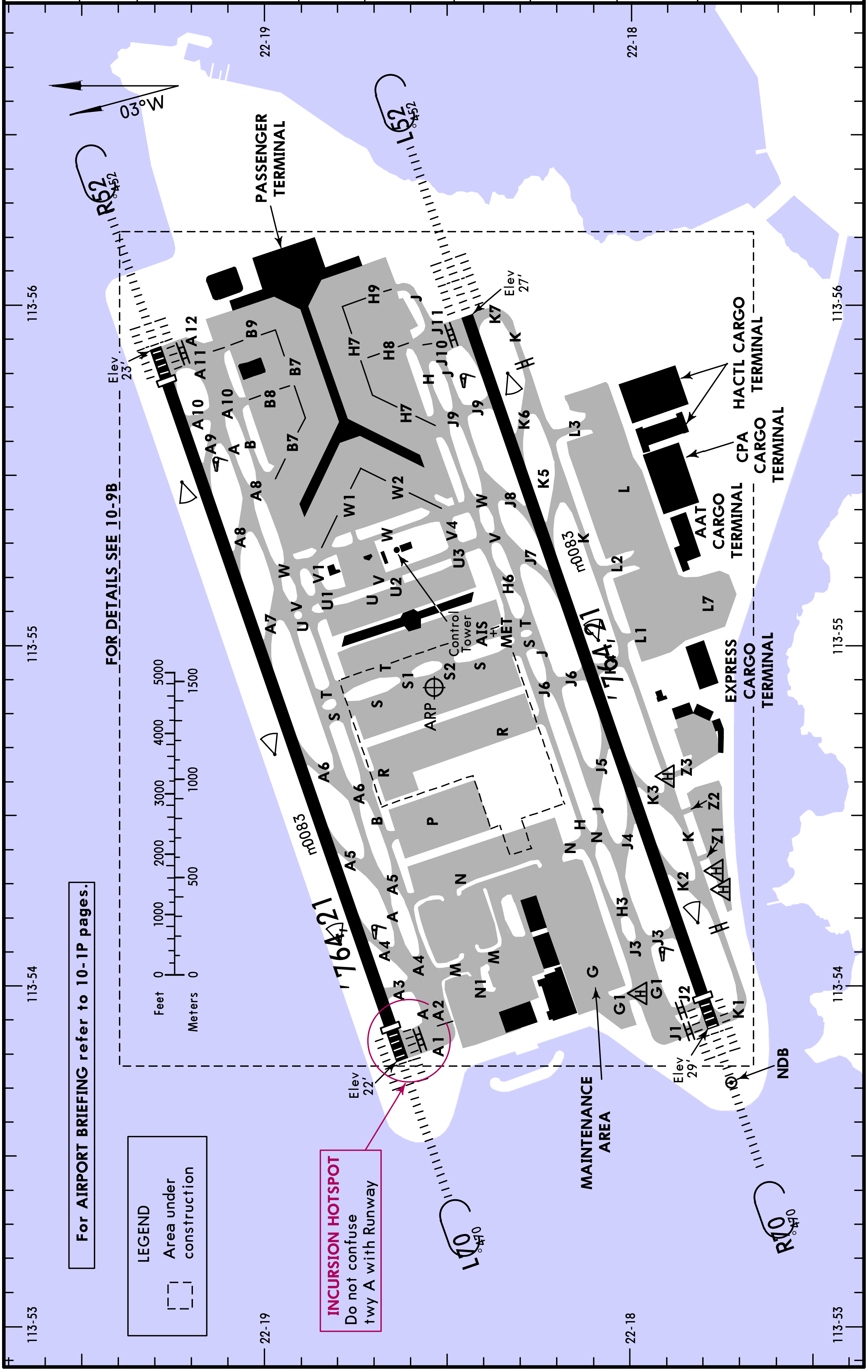


Aircraft are required to reach assigned cruising level at or before TMA boundary as indicated below:

TMA Exit Point	Specified Location
EPDOS	EPDOS
IDOSI	SURFA
SIKOU	DONKI

CHANGES: Track update.

D-ATIS Departure	ACARS: D-ATIS PDC DCL	HONG KONG Delivery	Ground North	Ground *Mid-field	Ground South	Tower North	Tower South	HONG KONG Departure
127.05		129.9	121.6	121.875	122.55	118.2	118.4	123.8



CHANGES: Apron. Twy R extended.

ADDITIONAL RUNWAY INFORMATION

RWY							USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
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)

RWY							Threshold	Glide Slope	TAKE-OFF	WIDTH
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 With HIRL and CL	HIRL or CL		HIRL & CL & RCLM any RVR out, other two req.	CL two RVR req.	Adequate Vis Ref
A	200m	400m	2 Eng	TDZ RVR 200m Mid RVR 200m Roll out RVR 200m	400m	RVR 500m VIS 400m
B	200m	400m	2 Eng			
C	200m	400m	3 & 4 Eng			
D	250m (200m)	400m	3 & 4 Eng			

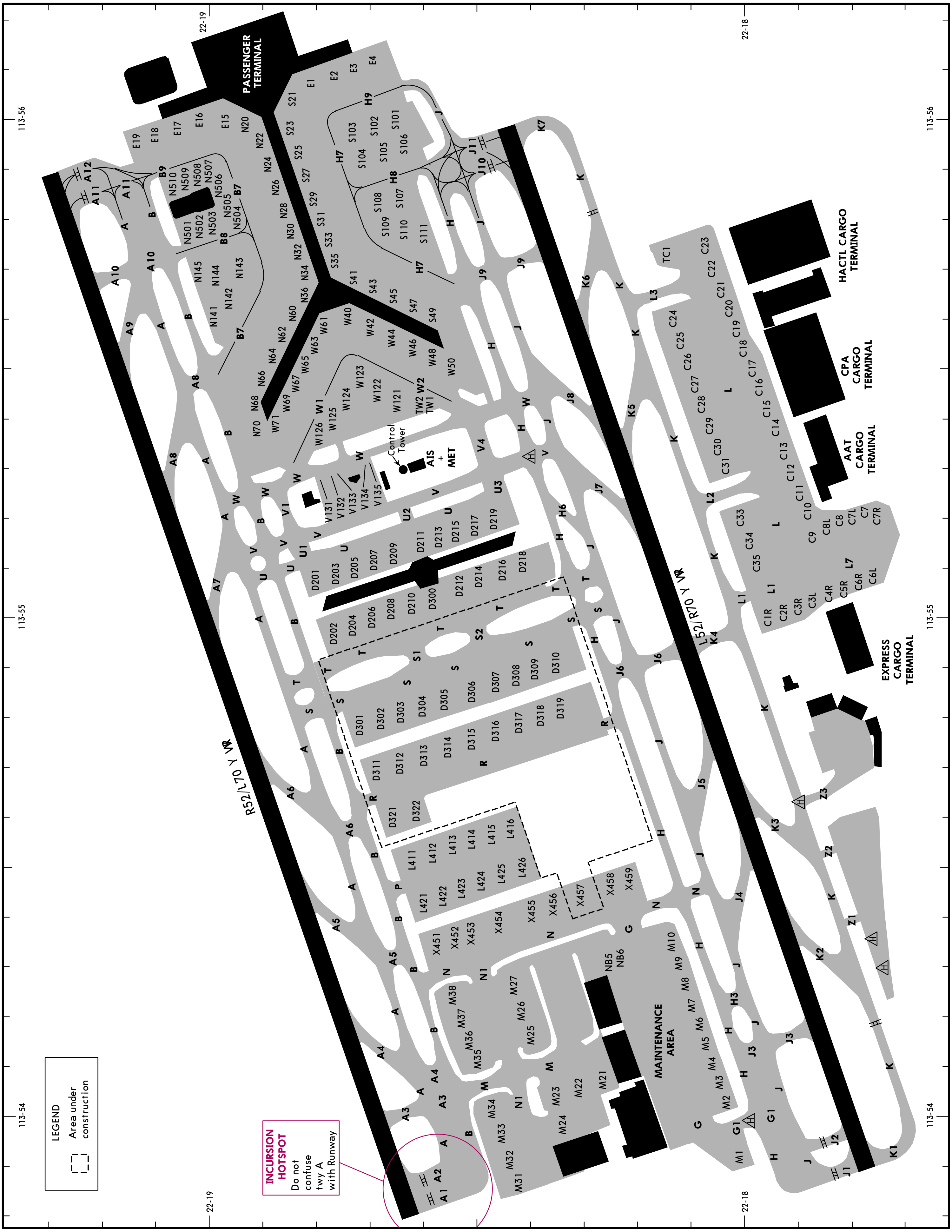
RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.

CHANGES: None.

HONG KONG, PR OF CHINA
HONG KONG INTL

VHHH/HKG

11 JAN 19 JEPPESEN 10-9B



CHANGES: Apron. Twy R extended. Stands D313 thru D319 added.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
C1R	N22 18.0 E113 55.0	E1, E2	N22 18.8 E113 56.1
C2R thru C3R	N22 17.9 E113 55.0	E3, E4	N22 18.7 E113 56.1
C4R, C5R	N22 17.8 E113 55.0	E15, E16	N22 19.0 E113 56.0
C6L	N22 17.7 E113 55.1	E17 thru E19	N22 19.1 E113 56.0
C6R	N22 17.8 E113 55.1	M1	N22 18.0 E113 53.9
C7 thru C8L	N22 17.8 E113 55.2	M2	N22 18.0 E113 54.0
C9, C9R	N22 17.9 E113 55.1	M3	N22 18.1 E113 54.0
C10 thru C11	N22 17.9 E113 55.2	M4, M5	N22 18.1 E113 54.1
C12, C13	N22 17.9 E113 55.3	M6, M7	N22 18.1 E113 54.2
C14	N22 17.9 E113 55.4	M8, M9	N22 18.1 E113 54.3
C15	N22 18.0 E113 55.4	M10	N22 18.2 E113 54.3
C16 thru C18	N22 18.0 E113 55.5	M21	N22 18.3 E113 54.1
C19, C20	N22 18.0 E113 55.6	M22	N22 18.3 E113 54.0
C21	N22 18.0 E113 55.7	M23	N22 18.4 E113 54.0
C22, C23	N22 18.1 E113 55.7	M24	N22 18.3 E113 54.0
C24	N22 18.2 E113 55.6	M25 thru M27	N22 18.4 E113 54.2
C25 thru C27	N22 18.1 E113 55.5	M31	N22 18.4 E113 53.9
C28, C29	N22 18.1 E113 55.4	M32, M33	N22 18.5 E113 53.9
C30, C31	N22 18.1 E113 55.3	M34	N22 18.5 E113 54.0
C33 thru C33R	N22 18.0 E113 55.2	M35, M36	N22 18.5 E113 54.1
C34 thru C35	N22 18.0 E113 55.1	M37, M38	N22 18.5 E113 54.2
D201 thru D203	N22 18.8 E113 55.0	N20	N22 18.9 E113 56.0
D204	N22 18.7 E113 55.0	N22, N24	N22 18.9 E113 55.9
D205	N22 18.7 E113 55.1	N26, N28	N22 18.9 E113 55.8
D206	N22 18.7 E113 55.0	N30	N22 18.8 E113 55.8
D207	N22 18.7 E113 55.1	N32, N34	N22 18.8 E113 55.7
D208	N22 18.7 E113 55.0	N36, N60	N22 18.8 E113 55.6
D209	N22 18.6 E113 55.1	N62, N64	N22 18.9 E113 55.5
D210	N22 18.6 E113 55.0	N66, N68	N22 18.9 E113 55.4
D211	N22 18.6 E113 55.1	N70	N22 18.9 E113 55.3
D212	N22 18.5 E113 55.1	N141, N142	N22 19.0 E113 55.6
D213	N22 18.6 E113 55.1	N143	N22 18.9 E113 55.7
D214, D215	N22 18.5 E113 55.1	N144, N145	N22 19.0 E113 55.7
D216	N22 18.4 E113 55.1	N501 thru N506	N22 19.0 E113 55.8
D217	N22 18.5 E113 55.1	N507, N508	N22 19.0 E113 55.9
D218	N22 18.4 E113 55.1	N509	N22 19.0 E113 55.8
D219	N22 18.5 E113 55.2	N510	N22 19.1 E113 55.8
D300	N22 18.6 E113 55.0	S21	N22 18.8 E113 56.0
D301, D302	N22 18.7 E113 54.8	S23	N22 18.9 E113 56.0
D303 thru D305	N22 18.6 E113 54.8	S25, S27	N22 18.8 E113 55.9
D306, D307	N22 18.5 E113 54.8	S29, S31	N22 18.8 E113 55.8
D308, D309	N22 18.4 E113 54.9	S33, S35	N22 18.8 E113 55.7
D310	N22 18.3 E113 54.9	S41, S43	N22 18.7 E113 55.6
D311	N22 18.7 E113 54.7	S45 thru S49	N22 18.6 E113 55.6
D312, D313	N22 18.6 E113 54.7	S101	N22 18.6 E113 56.0
D314	N22 18.6 E113 54.8	S102	N22 18.7 E113 56.0
D315, D316	N22 18.5 E113 54.8	S103 thru S105	N22 18.7 E113 55.9
D317, D318	N22 18.4 E113 54.8	S106	N22 18.6 E113 56.0
D319	N22 18.3 E113 54.8	S107	N22 18.6 E113 55.8
D321, D322	N22 18.6 E113 54.6	S108, S109	N22 18.7 E113 55.8

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
S110, S111	N22 18.6 E113 55.8		
TW1, TW2	N22 18.6 E113 55.4		
V131, V132	N22 18.8 E113 55.2		
V133 thru V135	N22 18.7 E113 55.2		
W40, W42	N22 18.7 E113 55.6		
W44 thru W48	N22 18.6 E113 55.5		
W50	N22 18.5 E113 55.5		
W61	N22 18.8 E113 55.6		
W63 thru W67	N22 18.8 E113 55.5		
W69, W71	N22 18.9 E113 55.4		
W121 thru W125	N22 18.7 E113 55.4		
W126	N22 18.8 E113 55.3		
X451	N22 18.6 E113 54.3		
X452, X453	N22 18.5 E113 54.4		
X454 thru X456	N22 18.4 E113 54.4		
X457	N22 18.3 E113 54.4		
X458	N22 18.3 E113 54.5		
X459	N22 18.2 E113 54.5		

CHANGES: Stands D313 thru D319 added.

COLOR-CODED PUSHBACK PROCEDURES

STAND NUMBER AND PUSHBACK DESIGNATION		PUSHBACK LOCATION AND DIRECTION (TSP - TUG STOP POINT)
E1/E1R	BLUE	TSP ABEAM E2 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
E2/E2R	BLUE	ABEAM E3 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
	GREEN	ABEAM E2 FACING SOUTH
E3/E3R	BLUE	ABEAM E4 FACING NORTH
	RED	ABEAM E2 FACING SOUTH
E4	BLUE	TWY J FACING NORTH
	RED	ABEAM E3 FACING SOUTH
S21	BLUE	TSP ABEAM E2 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
S23/S23R	BLUE	TSP ABEAM E2 FACING NORTH ❶
	RED	ABEAM S25 FACING EAST
S25/S25R	BLUE	TSP ABEAM E2 FACING NORTH ❶
	RED	ABEAM S 27 FACING EAST
	GREEN	ABEAM S 25 FACING WEST
S27/S27R	BLUE	ABEAM S 25 FACING WEST
	RED	ABEAM S 29 FACING EAST
S29/S29R	BLUE	TSP ABEAM S 27 FACING WEST
	RED	ABEAM S 31 FACING EAST
S31/S31R	BLUE	ABEAM S 29 FACING WEST
	RED	TSP ABEAM S 41 FACING NORTH EAST ❶
	GREEN	ABEAM S31 FACING EAST
S33/S33R	BLUE	ABEAM S31 FACING WEST
	RED	TSP ABEAM S41 FACING NORTH EAST ❶
S35/S35R	BLUE	TSP ABEAM S33 FACING WEST
	RED	TSP ABEAM S41 FACING NORTH EAST ❶
S41/S41R	BLUE	TSP ABEAM S33 FACING WEST ❶
	RED	ABEAM S43 FACING NORTH EAST
S43/S43R	BLUE	TSP ABEAM S 33 FACING WEST ❶
	RED	ABEAM S 45 FACING NORTH EAST
	GREEN	ABEAM S43 FACING SOUTH WEST
S45/S45R	BLUE	ABEAM S43 FACING SOUTH WEST
	RED	ABEAM S47 FACING NORTH EAST
S47/S47R	BLUE	ABEAM S45 FACING SOUTH WEST
S49/S49R	BLUE	ABEAM S47 FACING SOUTH WEST
S101	BLUE	TWY J FACING NORTH
	RED	TSP ABEAM S102 FACING SOUTH
S102	BLUE	ABEAM S101 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
	GREEN	ABEAM S102 FACING SOUTH
S103	BLUE	ABEAM S102 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶❷
	GREEN	ABEAM S103 FACING SOUTH
S104	BLUE	ABEAM S105 FACING NORTH
	RED	ABEAM S31 FACING EAST ❶
	GREEN	ABEAM S104 FACING SOUTH
S105	BLUE	TSP ABEAM S106 FACING NORTH
	RED	ABEAM S104 FACING SOUTH
S106	RED	ABEAM S105 FACING SOUTH
S107	RED	ABEAM S108 FACING SOUTH
S108	BLUE	ABEAM S107 FACING NORTH
	RED	TSP ABEAM S31 FACING EAST ❶❷
	GREEN	ABEAM S108 FACING SOUTH
S109	BLUE	TSP ABEAM S33 FACING WEST ❶
	RED	ABEAM S43 FACING NORTH EAST

STAND NUMBER AND PUSHBACK DESIGNATION		PUSHBACK LOCATION AND DIRECTION (TSP - TUG STOP POINT)
S110	BLUE	TSP ABEAM S33 FACING WEST ❶
	RED	ABEAM S45 FACING NORTH EAST
	GREEN	ABEAM S110 FACING SOUTH WEST
S111	BLUE	ABEAM S110 FACING SOUTH WEST
	RED	ABEAM S47 FACING NORTH EAST
E15	BLUE	TSP ABEAM N24 FACING EAST ❶
	RED	TSP ABEAM E17 FACING SOUTH ❶
E16/E16R	BLUE	TSP ABEAM N24 FACING EAST ❶
	RED	ABEAM E17 FACING SOUTH
E17/E17R	BLUE	TSP ABEAM N24 FACING EAST ❶
	RED	ABEAM E18 FACING SOUTH
	GREEN	ABEAM E17 FACING NORTH
E18	BLUE	ABEAM E17 FACING NORTH
	RED	ABEAM E19 FACING SOUTH
E19	BLUE	ABEAM E18 FACING NORTH
	RED	TWY B FACING EAST
N20	BLUE	ABEAM N24 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH ❶
N22/N22R	BLUE	ABEAM N24 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH ❶
N24/N24R	BLUE	ABEAM N26 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH ❶
	GREEN	ABEAM N24 FACING WEST
N26/N26R	BLUE	ABEAM N28 FACING EAST
	RED	ABEAM N24 FACING WEST
N28/N28R	BLUE	ABEAM N30 FACING EAST
	RED	ABEAM N26 FACING WEST
N30/N30R	BLUE	TSP ABEAM N36 FACING SOUTH EAST ❶
	RED	ABEAM N28 FACING WEST
	GREEN	ABEAM N30 FACING EAST
N32/N32R	BLUE	TSP ABEAM N36 FACING SOUTH EAST ❶
	RED	ABEAM N30 FACING WEST
N34/N34R	BLUE	TSP ABEAM N36 FACING SOUTH EAST
	RED	ABEAM N32 FACING WEST
N36	BLUE	TWY B7 FACING SOUTH EAST
	RED	TSP ABEAM N32 FACING WEST ❶
N60/N60R	BLUE	ABEAM N62 FACING SOUTH EAST
	RED	TSP ABEAM N32 FACING WEST ❶
	GREEN	ABEAM N60 FACING NORTH WEST
N62/N62R	BLUE	TSP ABEAM N64 FACING SOUTH EAST
	RED	ABEAM N60 FACING NORTH WEST
N64/N64R	RED	ABEAM N62 FACING NORTH WEST
N66/N66R	RED	TSP ABEAM N64 FACING NORTH WEST
N68/N68R	RED	TSP TWY B FACING WEST
N70/N70R	RED	TWY B FACING WEST
N141	BLUE	TWY B7 FACING SOUTH EAST
	RED	ABEAM N142 FACING NORTH WEST
N142	BLUE	ABEAM N141FACING SOUTH EAST
	RED	TSP ABEAM N32 FACING WEST ❶
	GREEN	ABEAM N142 FACING NORTH WEST
N143	BLUE	ABEAM N144 FACING SOUTH
	RED	ABEAM N26 FACING WEST ❶
	GREEN	ABEAM N143 FACING NORTH
N144	BLUE	ABEAM N145 FACING SOUTH
	RED	ABEAM N143 FACING NORTH
N145	RED	ABEAM N144 FACING NORTH
N501	RED	ABEAM N502 FACING NORTH
N502	BLUE	ABEAM N501 FACING SOUTH
	RED	ABEAM N503 FACING NORTH

❶ Extended pushback procedure. ❷ Engine start restriction.

CHANGES: New page.

COLOR-CODED PUSHBACK PROCEDURES (CONTD)

STAND NUMBER AND PUSHBACK DESIGNATION		PUSHBACK LOCATION AND DIRECTION (TSP - TUG STOP POINT)
N503	BLUE	ABEAM N502 FACING SOUTH
	RED	ABEAM N504 FACING NORTH
N504	BLUE	ABEAM N504 FACING SOUTH
	RED	ABEAM N26 FACING WEST
N505	BLUE	ABEAM N26 FACING EAST
	RED	ABEAM N24 FACING WEST
N506	BLUE	ABEAM N26 FACING EAST
	RED	ABEAM N24 FACING WEST
N507	BLUE	TSP ABEAM N24 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH
N508	BLUE	ABEAM N507 FACING NORTH
	RED	ABEAM N509 FACING SOUTH
N509	BLUE	ABEAM N508 FACING NORTH
	RED	ABEAM N510 FACING SOUTH
N510	BLUE	ABEAM N509 FACING NORTH
	RED	ABEAM N510 FACING SOUTH
W40/ W40R	BLUE	ABEAM W42 FACING NORTH EAST
	RED	TSP TWY W1 FACING SOUTH EAST
W42/ W42R	BLUE	ABEAM W44 FACING NORTH EAST
	RED	TSP TWY W1 FACING SOUTH EAST ❶
W44/ W44R	BLUE	ABEAM W46 FACING NORTH EAST
	RED	TSP TWY W1 FACING SOUTH EAST ❶
W46/ W46R	BLUE	ABEAM W48 FACING NORTH EAST
	RED	TSP ABEAM W44 FACING SOUTH WEST
W48/ W48R	BLUE	ABEAM W50 FACING NORTH EAST
	RED	ABEAM W46 FACING SOUTH WEST
W50	RED	ABEAM W48 FACING SOUTH WEST
W61/ W61R	BLUE	ABEAM W42 FACING NORTH EAST
	RED	TWY W1 FACING SOUTH EAST
W63/ W63R	BLUE	TSP ABEAM W42 FACING NORTH EAST
	RED	ABEAM W65 FACING SOUTH EAST
W65/ W65R	BLUE	TSP ABEAM W42 FACING NORTH EAST ❶
	RED	ABEAM W67 FACING SOUTH EAST
	GREEN	ABEAM W65 FACING NORTH WEST
W67/ W67R	BLUE	ABEAM W65 FACING NORTH WEST
	RED	ABEAM W69 FACING SOUTH EAST
W69/ W69R	BLUE	ABEAM W67 FACING NORTH WEST
	RED	ABEAM W71 FACING SOUTH EAST
W71/W71R	BLUE	ABEAM W69 FACING NORTH WEST
W121/ W121R	BLUE	ABEAM W48 FACING NORTH EAST
	RED	ABEAM W122 FACING SOUTH WEST
W122/ W122L/ W122R	BLUE	ABEAM W121 FACING NORTH EAST
	RED	ABEAM W123 FACING SOUTH WEST
W123/ W123R	BLUE	ABEAM W122 FACING NORTH EAST
W124/ W124L	BLUE	TWY W1 FACING NORTH WEST
	RED	ABEAM W125 FACING SOUTH EAST
W125/ W125L/ W125R	BLUE	ABEAM W124 FACING NORTH WEST
	RED	TWY W1 FACING SOUTH EAST
W126		NO PUSH-BACK REQUIRED

❶ Extended pushback procedure.

SAFEGATE DOCKING SYSTEM

GENERAL

Several stands (named on 10-1P pages) 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.

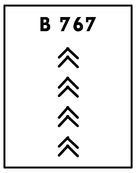
The safegate docking system consists of a display screen and laser scanner located at the head of the parking bay to ensure the aircraft stops in the correct location relative to the airbridges.

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

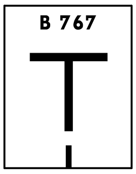
a. Type of arriving aircraft;
b. Sequential arrows to indicate the system is active;
c. Lateral guidance with an illuminated "T" when the aircraft is within 262'/80m of the correct parking position;
d. Display of the distance to go when the aircraft is within 66'/20m of the correct parking position;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

TYPE OF AIRCRAFT

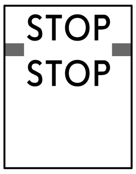
Before the aircraft approaches the parking bay the marshaller enters the type of aircraft into the system and it is displayed on the LED screen. When the aircraft turns into the parking bay the system starts tracking the aircraft, and the laser scanner identifies the type of aircraft.



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.

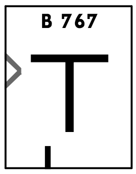


TRACKING MODE

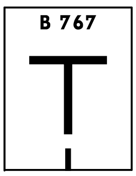
When the system is activated by the marshaller the laser automatically scans the pre-defined docking area in the parking bay to detect the arriving aircraft.
When the aircraft is approximately 262'/80m from the correct parking position the laser starts tracking the aircraft and displays information on 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

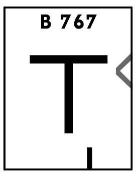
Azimuth guidance is displayed on the LED screen when the aircraft is within 262'/80m of the correct parking position.
An arrow and a chevron indicate the relative position of the aircraft to the centerline "T" symbol.



LEFT of centerline



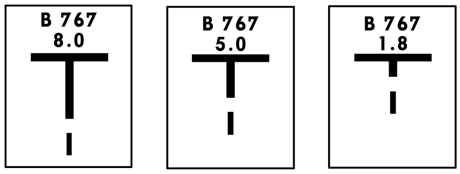
ON centerline



RIGHT of centerline

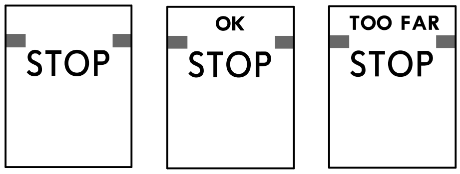
DISTANCE TO GO INDICATOR

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 overshot 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.
In case the docking system is not available, or the display panel of the docking system does not show the aircraft type and the sequential arrows, pilots must follow marshallers signal, otherwise do not enter the parking position.
Pilots must not enter the parking position if marshaller is not present in any case.

STRAIGHT-IN RWY		A	B	C	D
07L	❶CAT 2 ILS	**122'**(100') **RA100'R300m**	**122'**(100') **RA100'R300m**	**122'**(100') **RA100'R300m**	**122'**(100') ❷ **RA100'R350m**
	❶ILS FULL TDZ or CL out ALS out	**222'**(200') **R550m V800m** ❸ R550mV800m 1200m	**222'**(200') **R550m V800m** ❸ R550mV800m 1200m	**222'**(200') **R550m V800m** ❸ R550mV800m 1200m	**222'**(200') **R550m V800m** ❸ R550mV800m 1200m
	ILS	**1332'**(1310') **1500m**	**1332'**(1310') **1500m**	**1332'**(1310') **2400m**	**1332'**(1310') **2400m**
	❹❺LOC	**430'**(408') **2400m**	**430'**(408') **2400m**	**430'**(408') **2400m**	**430'**(408') **2400m**
	❹ LOC	**1870'**(1848') **5000m**	**1870'**(1848') **5000m**	**1870'**(1848') **5000m**	**1870'**(1848') **5000m**
	❹❻ RNAV	**420'**(398') **2400m**	**420'**(398') **2400m**	**420'**(398') **2400m**	**420'**(398') **2400m**
	❹❼VOR	**580'**(552') **2800m**	**580'**(552') **2800m**	**580'**(552') **2800m**	**580'**(552') **2800m**
	❹VOR	**1340'**(1312') **5000m**	**1340'**(1312') **5000m**	**1340'**(1312') **5000m**	**1340'**(1312') **5000m**
07R	❽CAT 2 ILS	**127'**(100') ❾ **RA99'R350m**	**127'**(100') ❾ **RA99'R350m**	**127'**(100') ❾ **RA99'R350m**	**127'**(100') ❾ **RA99'R350m**
	❽ILS FULL TDZ or CL out ALS out	**227'**(200') **R550m V800m** ❸ R550mV800m 1200m	**227'**(200') **R550m V800m** ❸ R550mV800m 1200m	**227'**(200') **R550m V800m** ❸ R550mV800m 1200m	**227'**(200') **R550m V800m** ❸ R550mV800m 1200m
	ILS FULL TDZ or CL out ALS out	**347'**(320') **R700m V800m** ❸ R550mV800m 1400m	**347'**(320') **R700m V800m** ❸ R550mV800m 1400m	**347'**(320') **R700m V800m** ❸ R550mV800m 1400m	**347'**(320') **R700m V800m** ❸ R550mV800m 1400m
	❹ LOC	**430'**(403') **2000m**	**430'**(403') **2000m**	**430'**(403') **2000m**	**430'**(403') **2000m**
	❹RNAV	**430'**(403') **2000m**	**430'**(403') **2000m**	**430'**(403') **2000m**	**430'**(403') **2000m**

❶Missed apch climb gradient mim 7.0%.
❷R300m when autoland.
❸W/o HUD/AP/FD: RVR 750m.
❹Continuous Descent Final Approach.
❺Missed apch climb gradient mim 5.7%.
❻Missed apch climb gradient mim 5.7% up to 4500'.
❼Missed apch climb gradient mim 3.7% up to 4500'.
❽Missed apch climb gradient mim 4.0% up to 1300'.
❾R300m approved by state.

CHANGES: None.

STRAIGHT-IN RWY		A	B	C	D
25L	❶ CAT 2 ILS	**127′**(100′) ❷**RA100′R350m**	**127′**(100′) ❷**RA100′R350m**	**127′**(100′) ❷**RA100′R350m**	**127′**(100′) ❷**RA100′R350m**
	❶ ILS	**227′**(200′)	**227′**(200′)	**227′**(200′)	**227′**(200′)
	FULL	**R550m V800m**	**R550m V800m**	**R550m V800m**	**R550m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	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
	❹ LOC	**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
	❹ RNAV	**500′**(473′) **2000m**	**500′**(473′) **2000m**	**500′**(473′) **2000m**	**500′**(473′) **2000m**
	ALS out	2000m	2000m	2200m	2200m
25R	❺ CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	❺ CAT 2 ILS	**122′**(100′) **RA100′R300m**	**122′**(100′) **RA100′R300m**	**122′**(100′) **RA100′R300m**	**122′**(100′) ❻ **RA100′R350m**
	❺ ILS	**222′**(200′)	**222′**(200′)	**222′**(200′)	**222′**(200′)
	FULL	**R550m V800m**	**R550m V800m**	**R550m V800m**	**R550m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	ALS out	1200m	1200m	1200m	1200m
	ILS	**1320′**(1298′) **1500m**	**1320′**(1298′) **1500m**	**1320′**(1298′) **2400m**	**1320′**(1298′) **2400m**
	❹❼ LOC	**430′**(408′) **2400m**	**430′**(408′) **2400m**	**430′**(408′) **2400m**	**430′**(408′) **2400m**
	❹ LOC	**1750′**(1728′) **5000m**	**1750′**(1728′) **5000m**	**1750′**(1728′) **5000m**	**1750′**(1728′) **5000m**
	❹❽ RNAV	**500′**(478′) **2400m**	**500′**(478′) **2400m**	**500′**(478′) **2400m**	**500′**(478′) **2400m**
	❹ VOR	**500′**(472′) **2400m**	**500′**(472′) **2400m**	**500′**(472′) **2400m**	**500′**(472′) **2400m**

❶ Missed apch climb gradient mim 4.0% up to 1800′. ❷ R300m approved by state.
❸ W/o HUD/AP/FD: RVR 750m. ❹ Continuous Descent Final Approach.
❺ Missed apch climb gradient mim 5.0% up to 5000′. ❻ R300m when autoland.
❼ Missed apch climb gradient mim 4.2% up to 5000′.
❽ 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

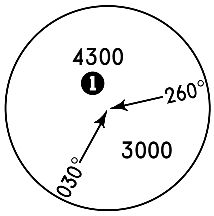
	Low Visibility Take-off			
	HIRL & CL	Day: HIRL & RCLM Night: HIRL or CL	Day: HIRL or RCLM Night: HIRL or CL	Adequate vis ref (Day only)
A B C D	R200m	R400m	400m	500m

CHANGES: Minimums.

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 IZSL	Final Apch Crs	GS D4.0 IZSL	ILS DA(H)	Apt Elev 28'
111.1	074°	1290'(1268')	Refer to Minimums	Rwy 22'

BRIEFING STRIP ™

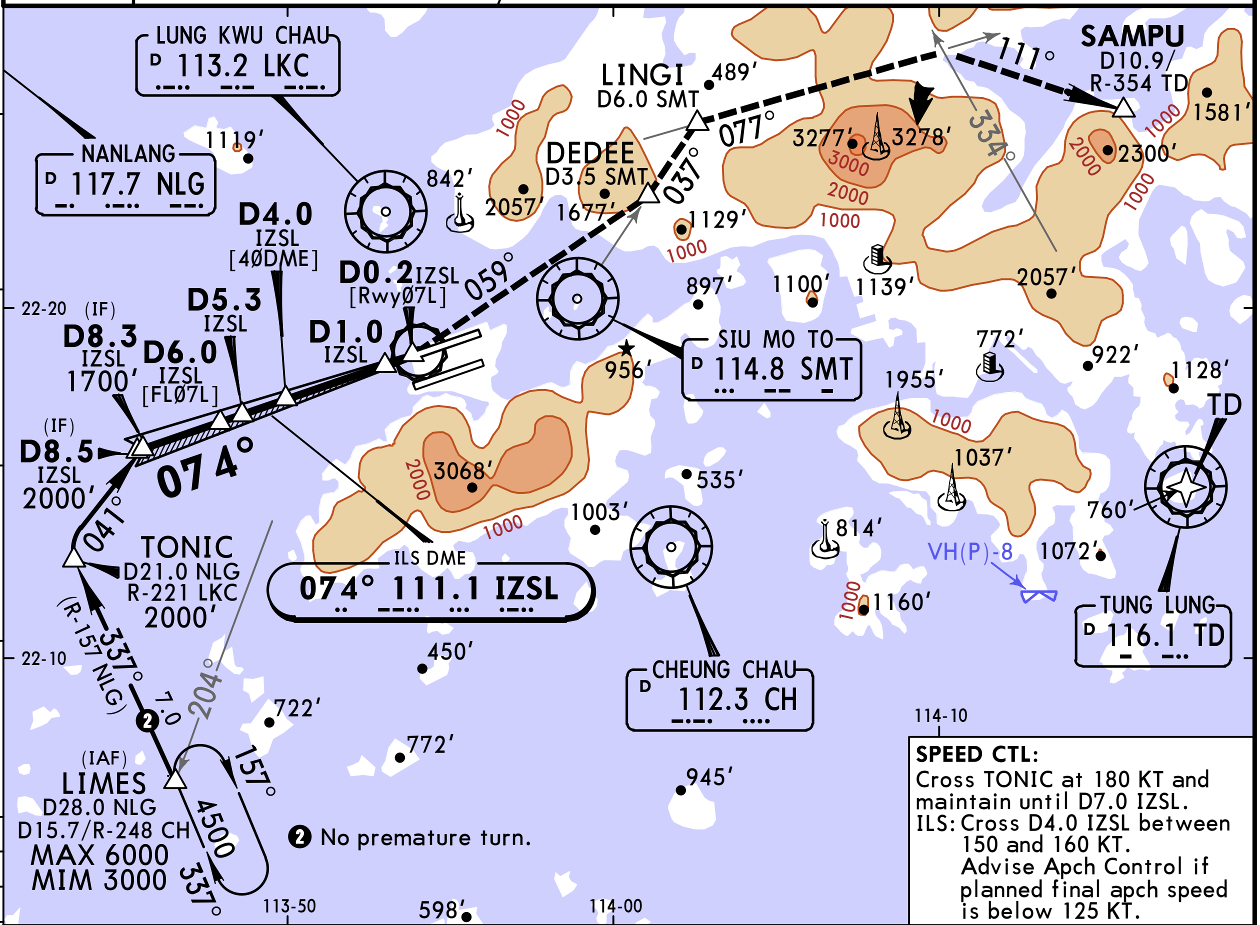


MSA CH VOR
1 within Hong Kong FIR

MISSED APCH: Climb to 5000'. ILS: Climb STRAIGHT AHEAD to 400'. ILS & LOC: Turn LEFT onto 059° and (w/o SMT VOR: expect radar vectors.) intercept R-037 SMT to LINGI, then turn RIGHT onto R-077 LKC. When crossing R-334 TD proceed on 111° to SAMPU and expect radar vectors. 230 KT. Do not turn before D0.2 IZSL.

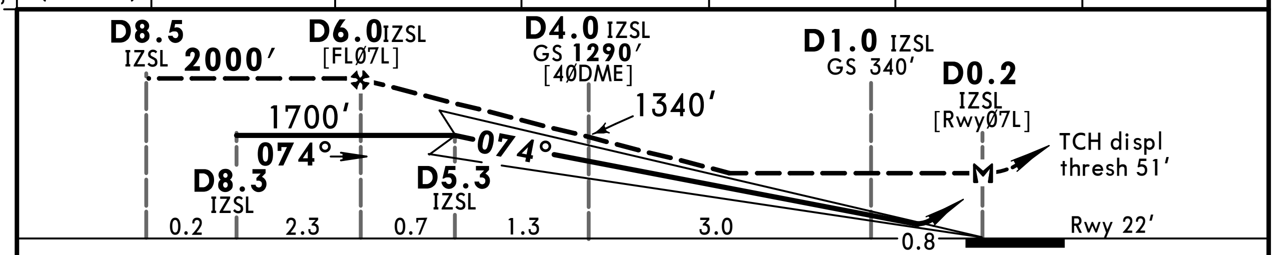
Alt Set: hPa   Rwy Elev: 1 hPa   Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120   Trans alt: 9000'

1. **DME required.** 2. LOC IZSL unusable beyond 28° RIGHT of course.



SPEED CTL:
Cross TONIC at 180 KT and maintain until D7.0 IZSL.
ILS: Cross D4.0 IZSL between 150 and 160 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

LOC (GS out)	IZSL 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	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D0.2 IZSL							

ALSF-II
PAPI
230 KT
059° LT
DEDEE

STRAIGHT-IN LANDING RWY 07L

	ILS					LOC (GS out)			CIRCLE-TO-LAND
	Missed apch climb gradient mim 7.0%			Missed apch climb gradient mim 2.5%		Missed apch climb gradient mim 5.7%	Missed apch climb gradient mim 2.5%		
	DA(H) 222'(200')			DA(H) 1332'(1310')		MDA(H) 430'(408')	MDA(H) 1870'(1848')		
	FULL	TDZ or CL out	ALS out	FULL	ALS out	ALS out		ALS out	
A				3200m			2400m		PROHIBITED
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m			2400m			
C				4000m	4800m		4000m	4800m	
D									

PANS OPS

CHANGES: SPEED CTL note.

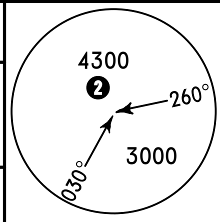
❶ CAT II ILS Rwy 07L

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 IZSL	Final Apch Crs	GS D4.0 IZSL	CAT II ILS	Apt Elev 28′
111.1	074°	1290′(1268′)	RA 100′ DA(H) 122′(100′)	Rwy 22′

BRIEFING STRIP ™

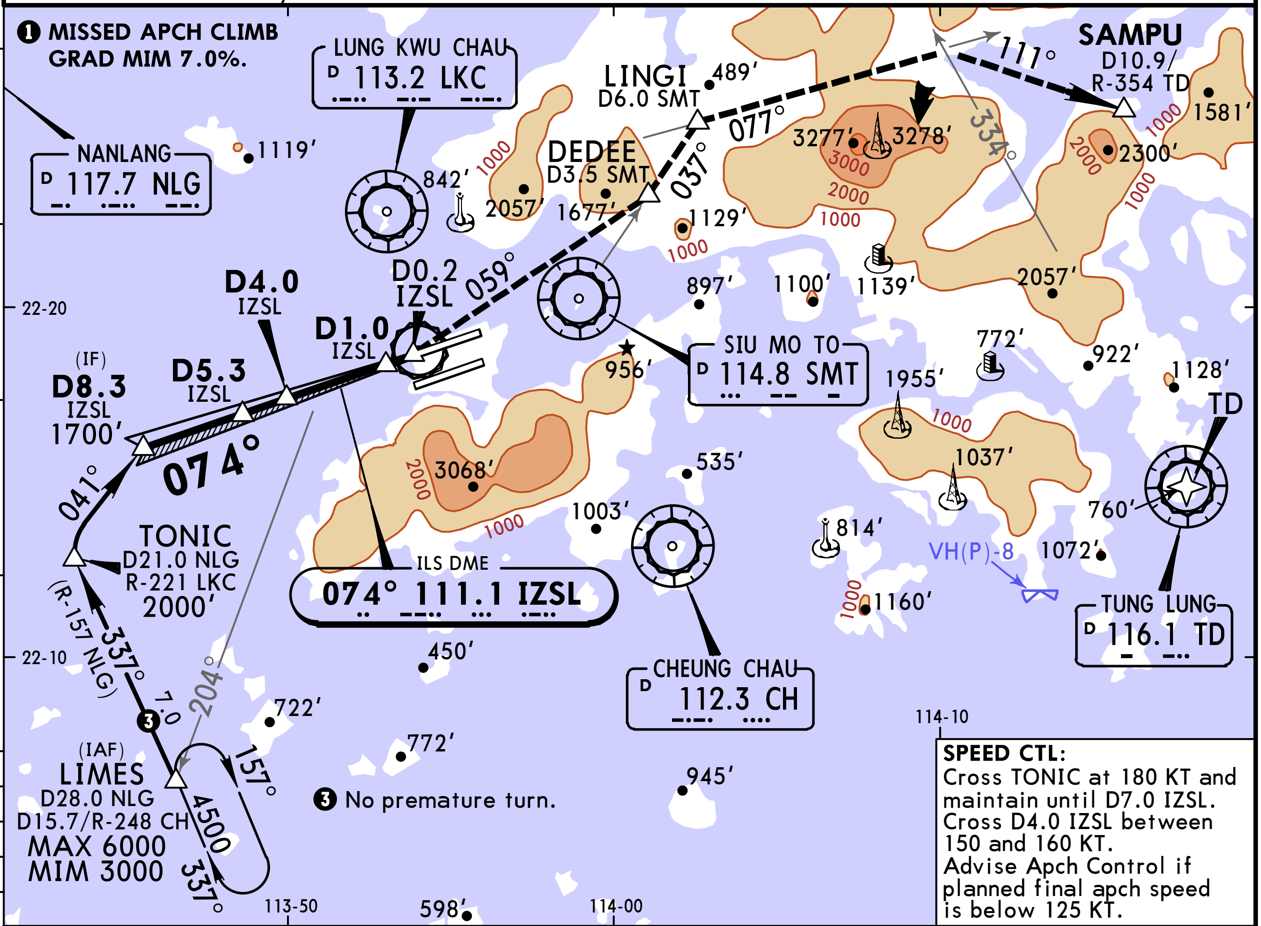
MISSED APCH: Climb to 5000′. Climb STRAIGHT AHEAD to 400′, then turn LEFT onto 059° and (w/o SMT VOR: expect radar vectors.) intercept R-037 SMT to LINGI, then turn RIGHT onto R-077 LKC. When crossing R-334 TD proceed on 111° to SAMPU and expect radar vectors. 230 KT. Do not turn before D0.2 IZSL.



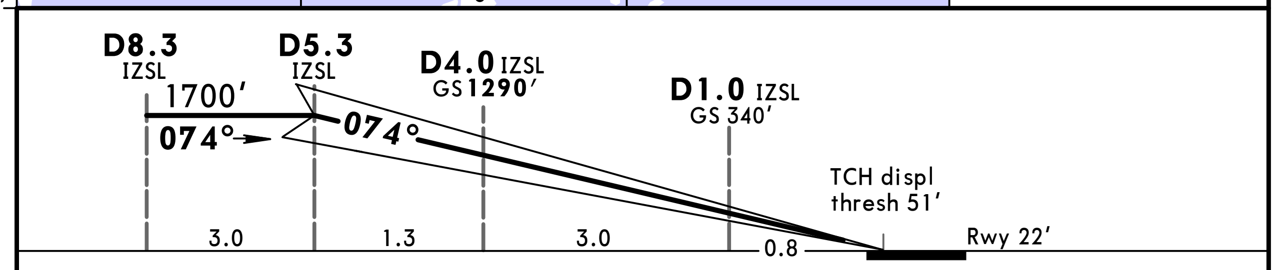
MSA CH VOR
❷ within Hong Kong FIR

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. LOC IZSL unusable beyond 28° RIGHT of course.



SPEED CTL:
Cross TONIC at 180 KT and maintain until D7.0 IZSL. Cross D4.0 IZSL between 150 and 160 KT. Advise Apch Control if planned final apch speed is below 125 KT.



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

ALSF-II PAPI | 230 KT | 059° LT | DEDEE

STRAIGHT-IN LANDING RWY 07L
Missed apch climb gradient mim 7.0%
CAT II ILS

ABC	D
RA 100′ DA(H) 122′(100′)	RA 100′ DA(H) 122′(100′)
RVR 300m	RVR 350m 1

PANS OPS

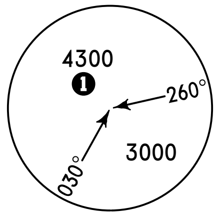
1 RVR 300m when autoland.

CHANGES: SPEED CTL note.

HONG KONG, PR OF CHINA
ILS or LOC Rwy 07R

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 Apch Crs	GS	ILS DA(H)	
ISR **109.3**	**074°**	**D4.0 ISR** **1300′** (1273′)	Refer to Minimums	Apt Elev 28′ Rwy 27′

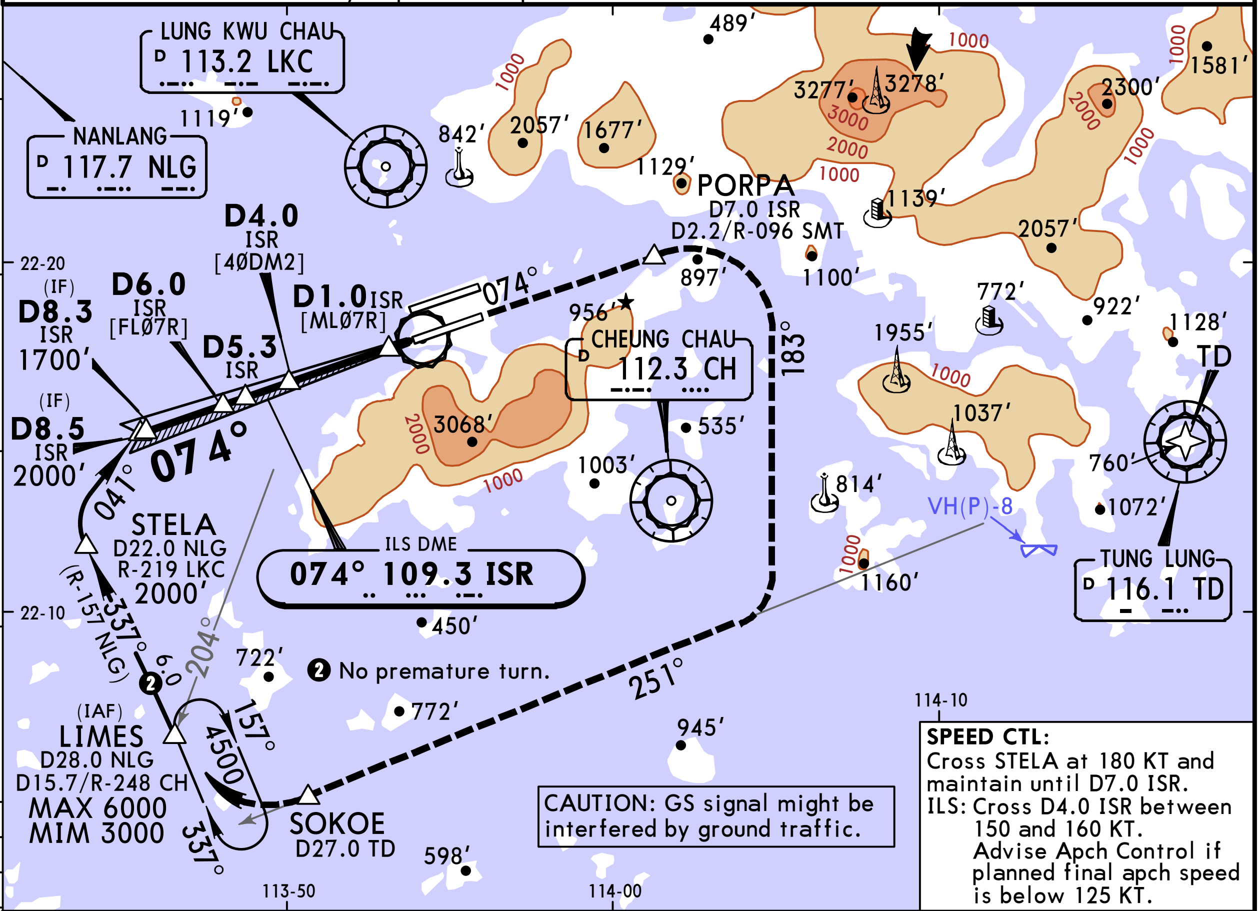


MSA CH VOR
1 within Hong Kong FIR

MISSED APCH: Climb to 5000′. Remain on 074° until PORPA, then turn RIGHT onto 183° and (w/o TD VOR: expect radar vectors.) intercept R-251 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed.
Do not turn before PORPA. 210 KT until established on 183°.

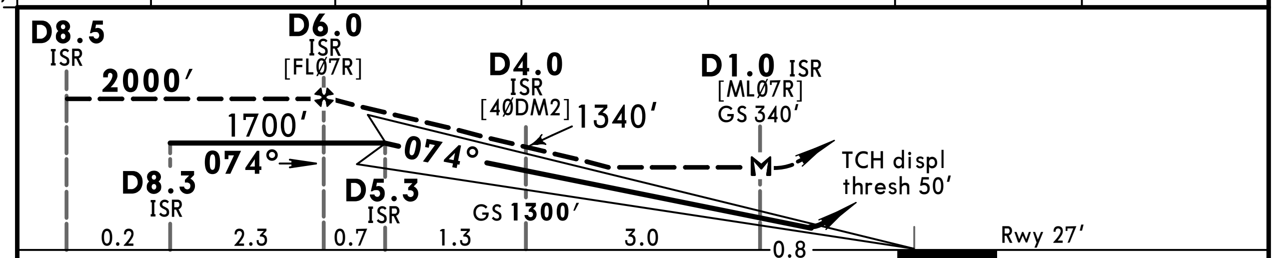
Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 Trans alt: 9000′

1. **DME required.** 2. LOC ISR unusable beyond 25° LEFT and 19° RIGHT of course.
3. Pilots should adhere strictly to prescribed procedure tracks.



SPEED CTL:
Cross STELA at 180 KT and maintain until D7.0 ISR.
ILS: Cross D4.0 ISR between 150 and 160 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

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	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 ISR							

ALSF-II PAPI PAPI **210 KT** **PORPA** on **074°**

STRAIGHT-IN LANDING RWY **07R**

	ILS Missed apch climb gradient mim 4.0% up to 1300′ DA(H) **227′**(200′)			ILS Missed apch climb gradient mim 2.5% DA(H) **347′**(320′)		LOC (GS out) MDA(H) **430′**(403′)	CIRCLE-TO-LAND	
	FULL	TDZ or CL out	ALS out	FULL	ALS out	ALS out		
A							A	
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	900m	RVR 1500m VIS 1600m	2000m	B	PROHIBITED
C/D							C/D	

PANS OPS

CHANGES: SPEED CTL note.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 FEB 19 (11-2A) Eff 28 Feb ❶ CAT II ILS Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

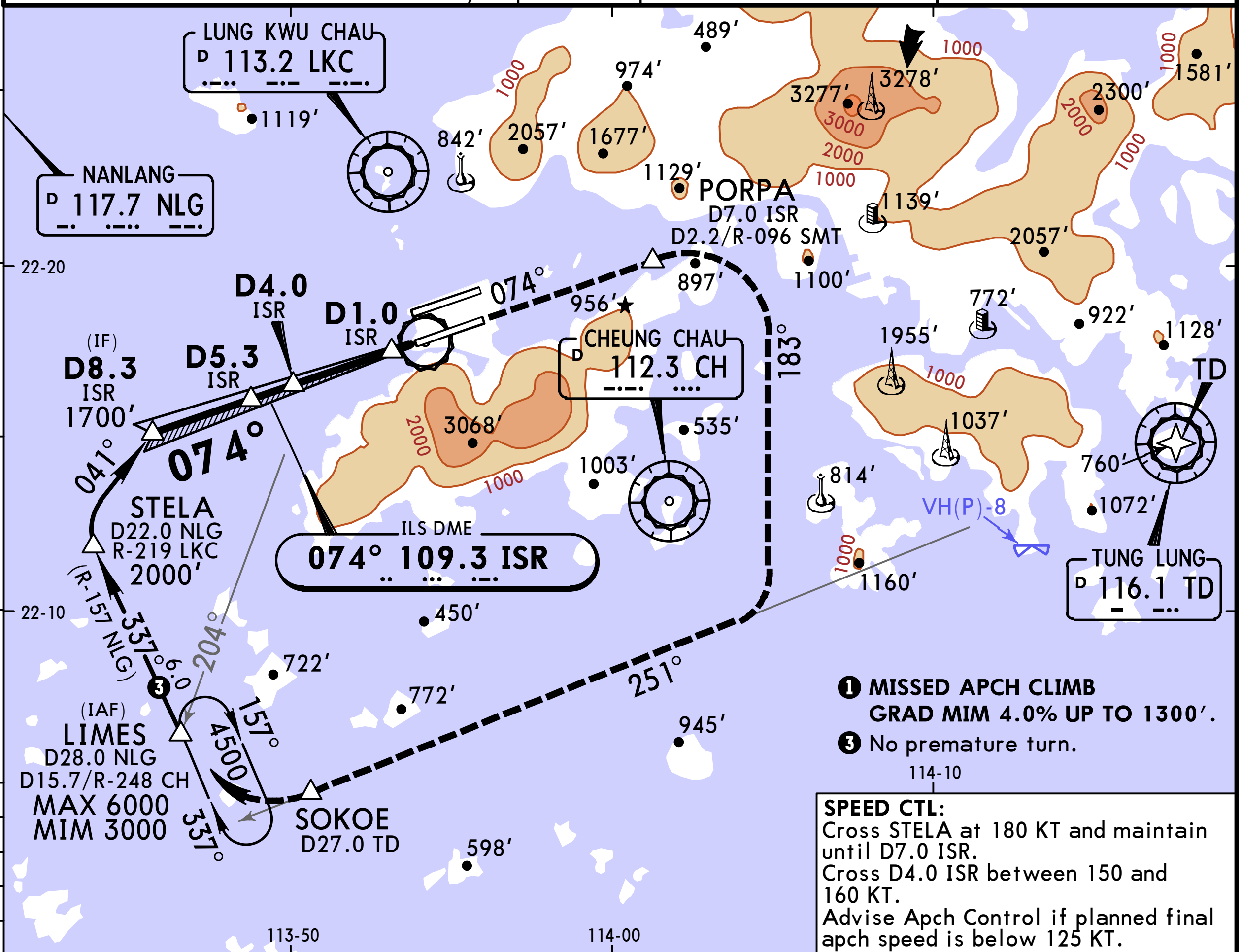
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev
ISR 109.3	074°	D4.0 ISR 1300′(1273′)	RA 99′ DA(H) 127′(100′)	Apt Elev 28′ Rwy 27′

MSA CH VOR: 4300 ❷ / 3000 (sectors 030°, 260°)
❷ within Hong Kong FIR

MISSED APCH: Climb to 5000′. Remain on 074° until PORPA, then turn RIGHT onto 183° and (w/o TD VOR: expect radar vectors.) intercept R-251 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed.
Do not turn before PORPA. 210 KT until established on 183°.

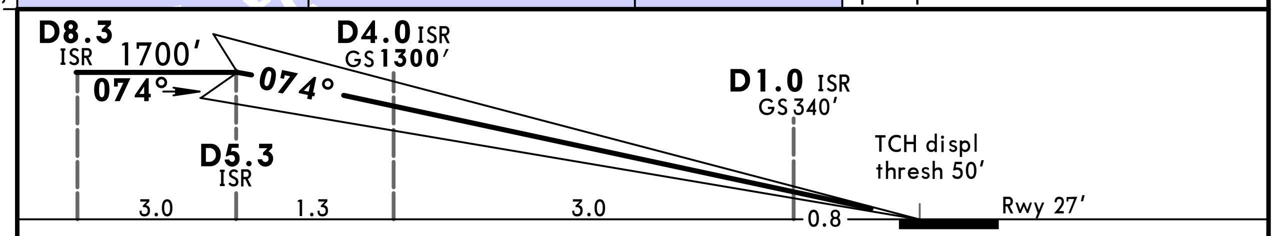
Alt Set: hPa   Rwy Elev: 1 hPa   Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120   Trans alt: 9000′

1. Special Aircrew and Acft Certification Required. 2. LOC ISR unusable beyond 25° LEFT and 19° RIGHT of course. 3. Pilots should adhere strictly to prescribed proc tracks. 4. **DME required.**



❶ **MISSED APCH CLIMB GRAD MIM 4.0% UP TO 1300′.**
❸ No premature turn.

SPEED CTL:
Cross STELA at 180 KT and maintain until D7.0 ISR.
Cross D4.0 ISR between 150 and 160 KT.
Advise Apch Control if planned final apch speed is below 125 KT.



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

ALSF-II PAPI PAPI | 210 KT | PORPA on 074°

STRAIGHT-IN LANDING RWY **07R**
CAT II ILS
Missed apch climb gradient mim 4.0% up to 1300′
RA 99′
DA(H) **127′**(100′)

RVR 350m ❶

PANS OPS

❶ RVR 300m approved by state.

CHANGES: SPEED CTL note.

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

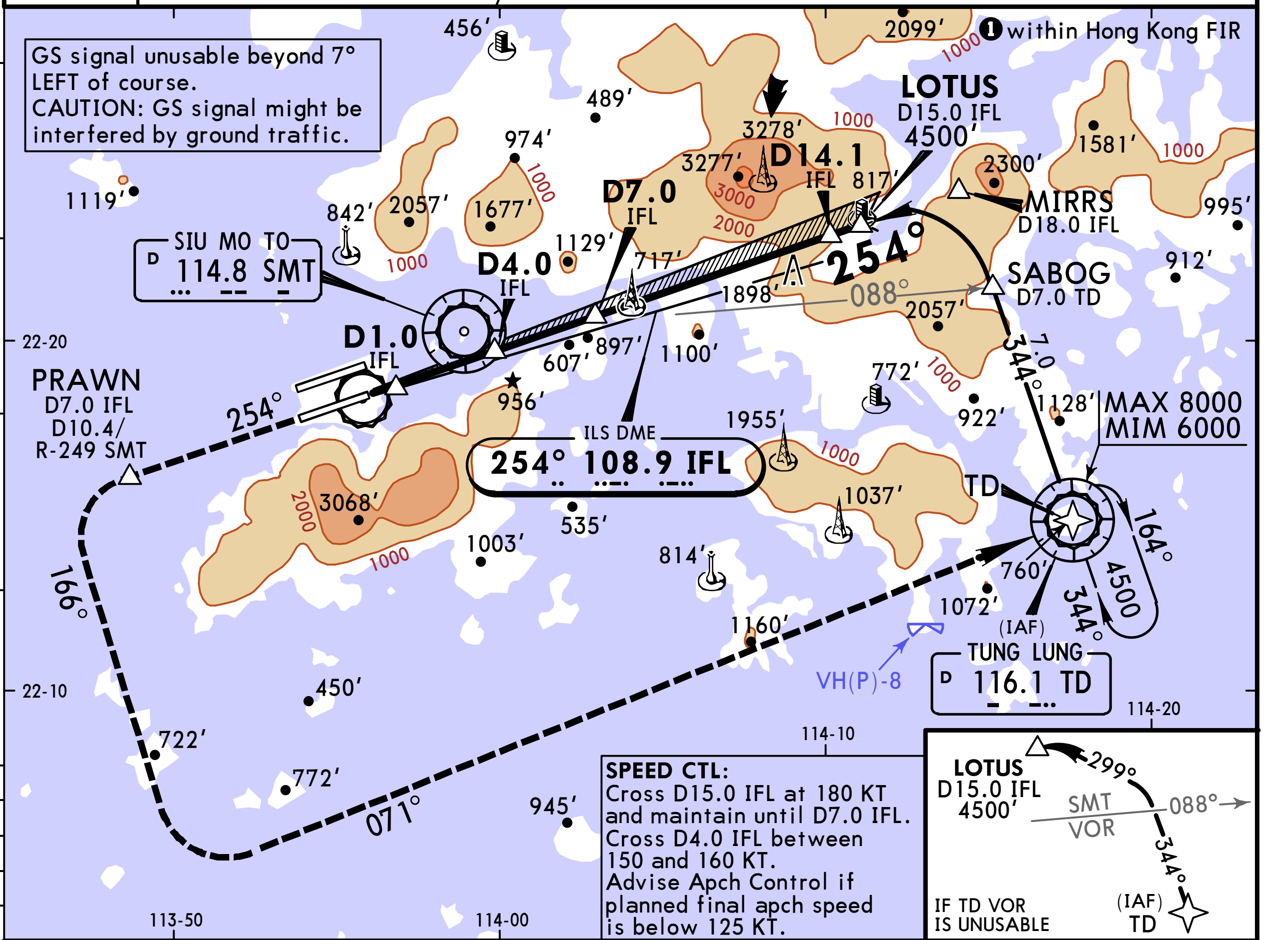
BRIEFING STRIP ™

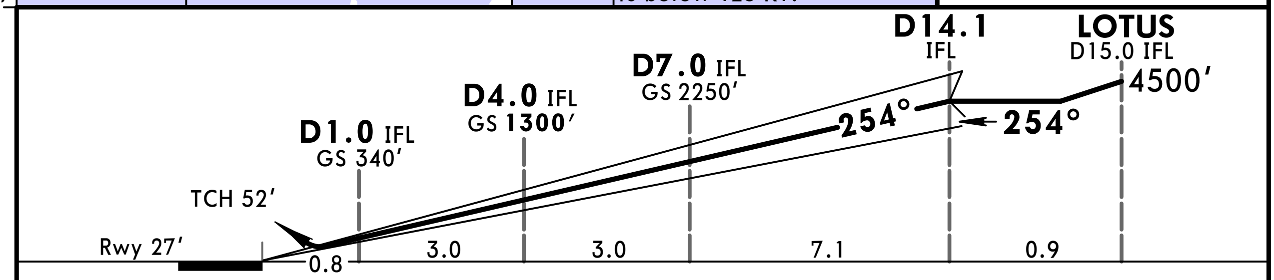
LOC IFL	Final Apch Crs	GS D4.0 IFL	ILS DA(H)	Apt Elev	MSA TD VOR
108.9	254°	1300′(1273′)	Refer to Minimums	Apt Elev 28′ Rwy 27′	4300 ❶ / 3300 ❶ / 3000; 180° 260° 075°

MISSED APCH: Climb to 5000′. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 166° (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.





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

ALSF-II PAPI PAPI — 185 KT MAX — PRAWN on 254°

STRAIGHT-IN LANDING RWY 25L					CIRCLE-TO-LAND
Missed apch climb gradient mim 4.0% ❶ DA(H) 227′(200′)			Missed apch climb gradient mim 2.5% DA(H) 437′(410′)		
FULL	TDZ or CL out	ALS out	FULL	ALS out	
A B C D: RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1300m	2100m	A B C D: PROHIBITED

PANS OPS

❶ Climb gradient up to 1800′.

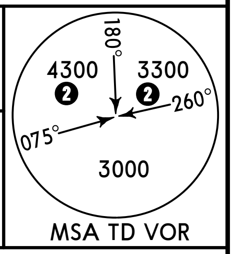
CHANGES: SPEED CTL note.

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

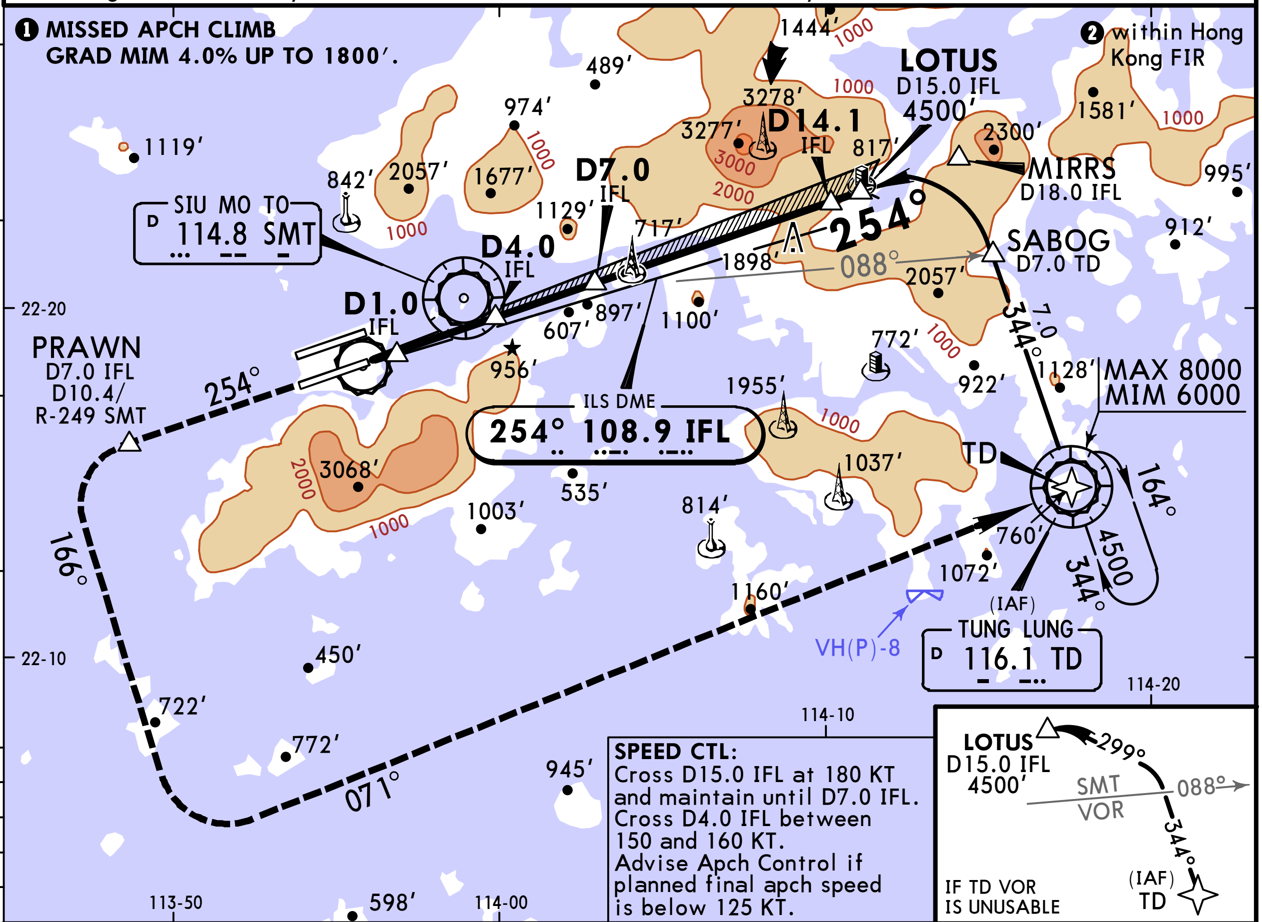
LOC IFL	Final Apch Crs	GS D4.0 IFL	CAT II ILS	
108.9	254°	1300′ (1273′)	RA 100′ DA(H) 127′ (100′)	Apt Elev 28′ Rwy 27′

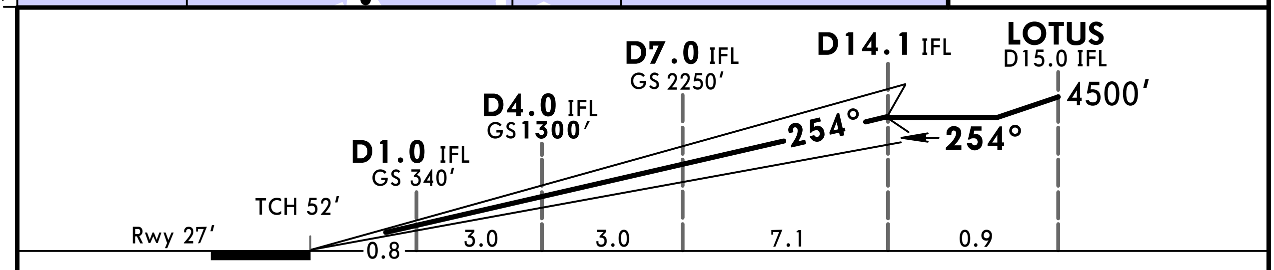
MISSED APCH: Climb to 5000′. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 166° (expect radar vectoring to final approach track if TD VOR is u/s).



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 PAPI | 185 KT MAX | PRAWN on 254°

STRAIGHT-IN LANDING RWY 25L
CAT II ILS
Missed apch climb gradient mim 4.0% up to 1800′
RA 100′
DA(H) 127′ (100′)

RVR 350m ❶

PANS OPS

❶ RVR 300m approved by state.

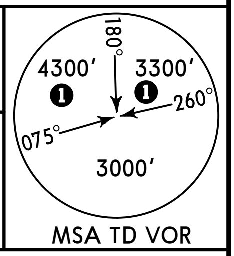
CHANGES: SPEED CTL note.

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

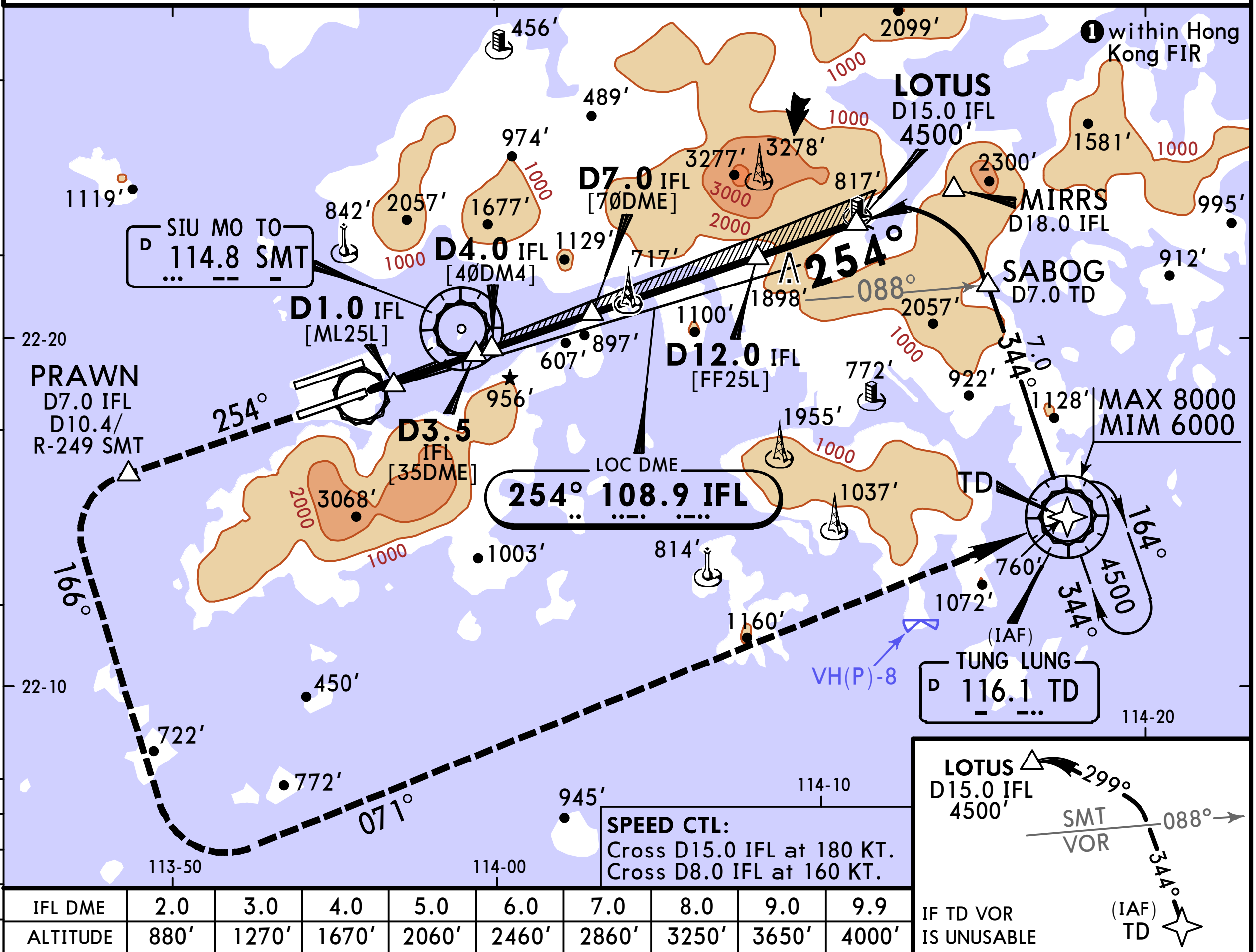
LOC IFL	Final Apch Crs	Minimum Alt D12.0 IFL	MDA(H)	Apt Elev 28′ / Rwy 27′
108.9	254°	4000′(3973′)	430′(403′)	

MISSED APCH: Climb to 5000′. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 166° (expect radar vectoring to final approach track if TD VOR is u/s).

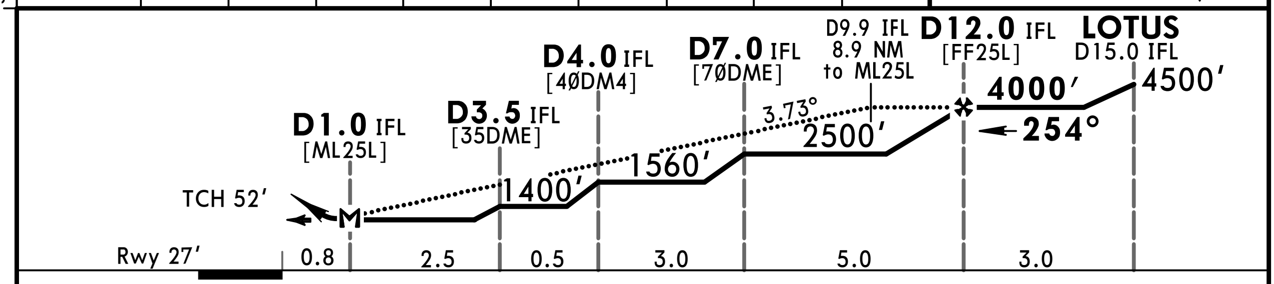


Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 Trans alt: 9000′

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
Descent Angle 3.73°	462	594	660	792	924	1056
MAP at D1.0 IFL						

ALSF-II PAPI PAPI | 185 KT MAX | PRAWN on 254°

STRAIGHT-IN LANDING RWY 25L		CIRCLE-TO-LAND
MDA(H) 430′(403′)	ALS out	
A B C D	2000m	A B C D PROHIBITED

PANS OPS

CHANGES: Bearings.

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

LOC ITFR	Final Apch Crs	GS D4.0 ITFR	ILS DA(H)	Apt Elev 28'
110.9	254°	1290' (1268')	Refer to Minimums	Rwy 22'

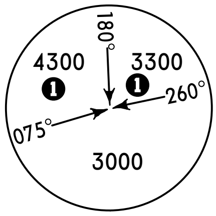
MISSED APCH: Climb to 4000'. Remain on 254°. At D3.0 ITFR/R-192 LKC, turn RIGHT onto R-231 inbound LKC VOR. At LKC VOR continue climb to 5000'. Depart LKC VOR on R-074 LKC to D4.0 LKC, then turn RIGHT to intercept R-301 inbound to TD VOR and hold, or as directed.

Expect radar vectoring to final approach track if TD VOR is u/s.

MAX 185 KT required until established on R-231 inbound LKC VOR.

When LKC VOR is not available:

Climb on 254° to 5000' and expect radar vectors. 185 KT until advised by ATC.

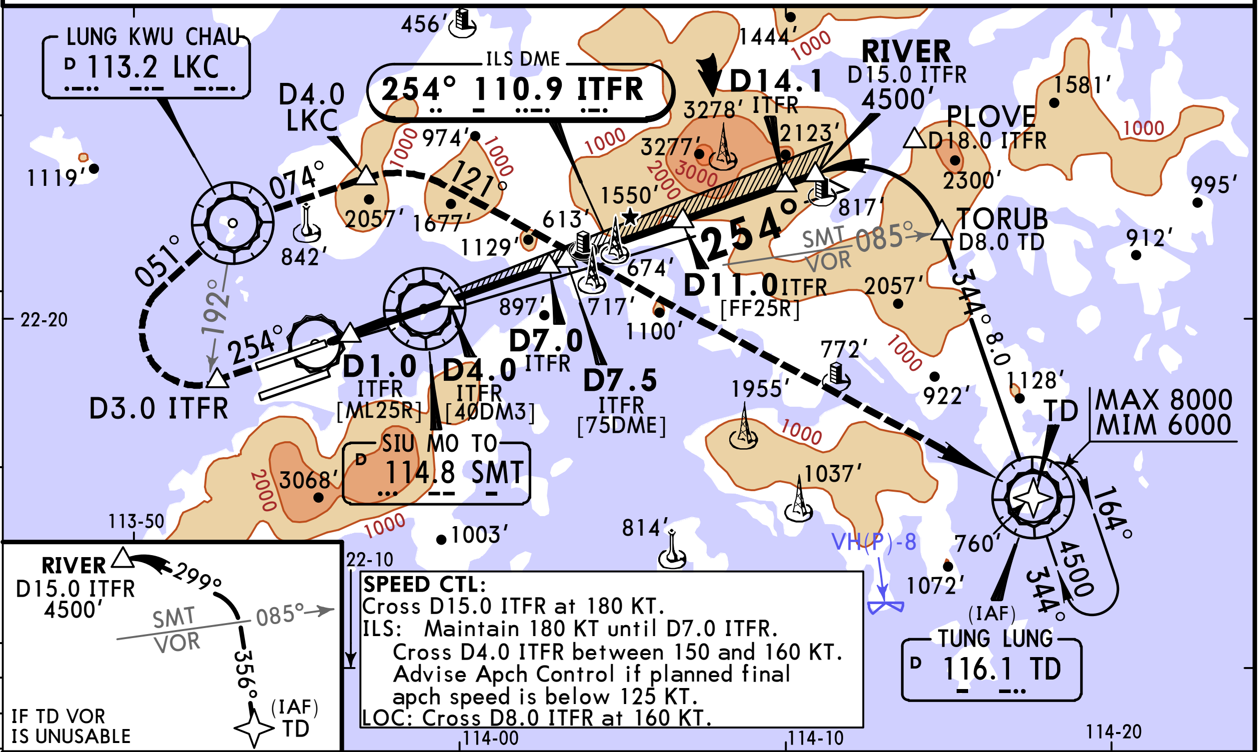


MSA TD VOR

1 within Hong Kong FIR

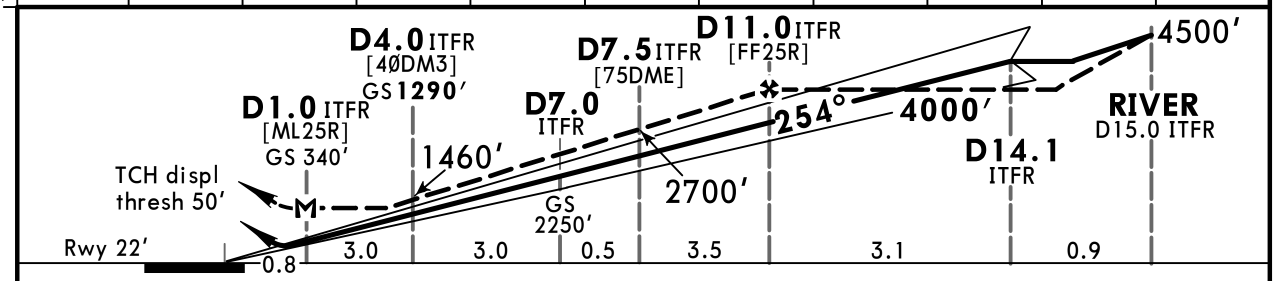
Alt Set: hPa   Rwy Elev: 1 hPa   Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120   Trans alt: 9000'

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



SPEED CTL:
Cross D15.0 ITFR at 180 KT.
ILS: Maintain 180 KT until D7.0 ITFR.
Cross D4.0 ITFR between 150 and 160 KT.
Advise Apch Control if planned final apch speed is below 125 KT.
LOC: Cross D8.0 ITFR at 160 KT.

LOC (GS out)	ITFR DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	740'	1100'	1460'	1820'	2180'	2540'	2900'	3260'	3620'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.40°	421	541	602	722	842	963
MAP at D1.0 ITFR							

ALSF-II

PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 25R

	ILS: Missed apch climb gradient mim 5.0% up to 5000'			ILS: 2.5%		LOC (GS out): Missed apch climb gradient mim 4.2% up to 5000'	LOC (GS out): 2.5%		CIRCLE-TO-LAND
	DA(H) 222' (200')			DA(H) 1320' (1298')		MDA(H) 430' (408')	MDA(H) 1750' (1728')		
	FULL	TDZ or CL out	ALS out	FULL	ALS out	ALS out		ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	3200m		2400m	2400m		PROHIBITED
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	3200m		2400m	2400m		PROHIBITED
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	4000m	4800m	2400m	4000m	4800m	PROHIBITED
D	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	4000m	4800m	2400m	4000m	4800m	PROHIBITED

PANS OPS

CHANGES: SPEED CTL note.

VHHH/HKG
HONG KONG INTL

JEPPESEN 22 FEB 19 Eff 28 Feb (11-5A)

HONG KONG, PR OF CHINA
1 CAT II/III ILS Rwy 25R

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

BRIEFING STRIP ™

LOC ITFR	Final Apch Crs	GS D4.0 ITFR	CAT II ILS	Apt Elev 28′
110.9	254°	1290′ (1268′)	RA 100′ DA(H) 122′(100′)	Rwy 22′

MISSED APCH: Climb to 4000′. Remain on 254°. At D3.0 ITFR/R-192 LKC, turn RIGHT onto R-231 inbound LKC VOR. At LKC VOR continue climb to 5000′. Depart LKC VOR on R-074 LKC to D4.0 LKC, then turn RIGHT to intercept R-301 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-231 inbound LKC VOR.

When LKC VOR is not available:

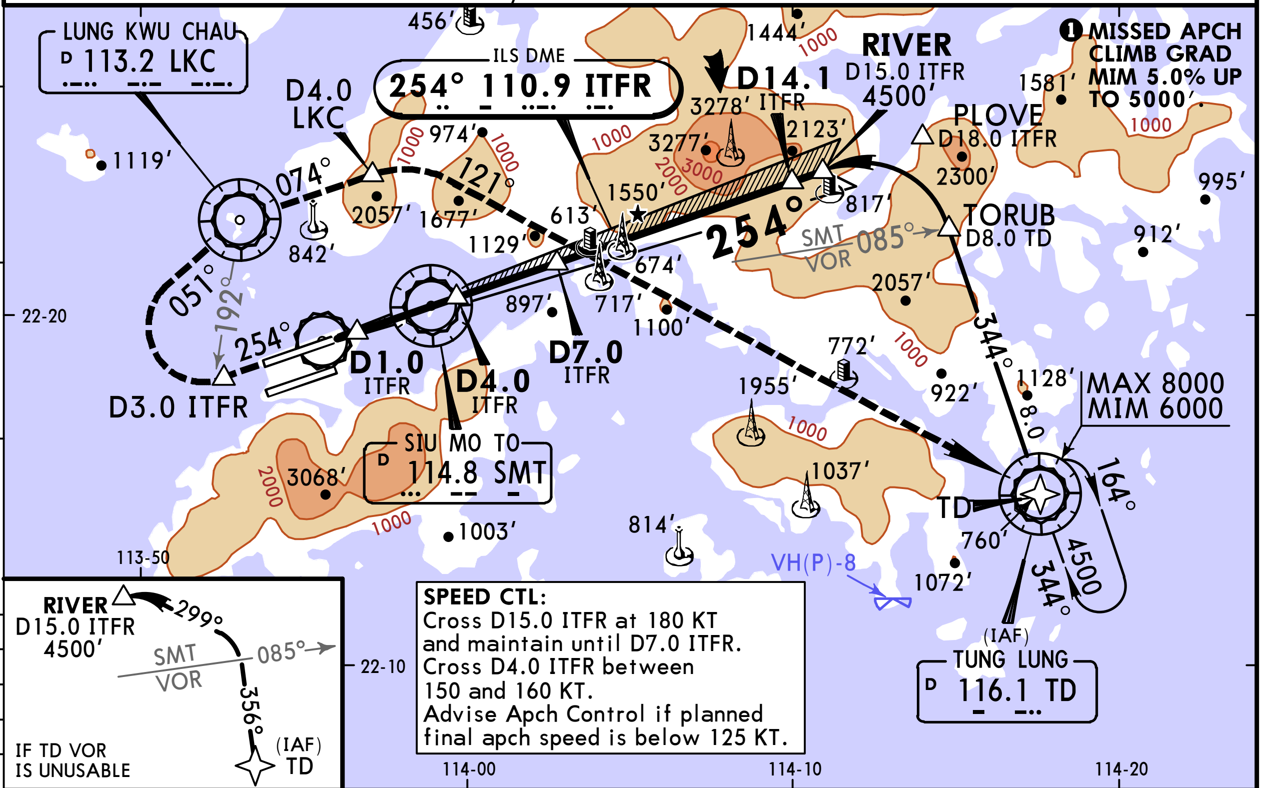
Climb on 254° to 5000′ and expect radar vectors. 185 KT until advised by ATC.

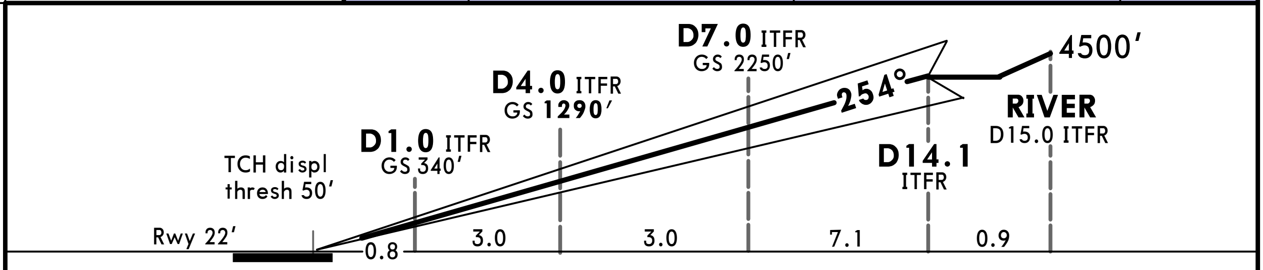
MSA TD VOR: 180° 4300 2, 3300 2, 260°, 075°, 3000

2 within Hong Kong FIR

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.





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

ALSF-II PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 25R

Missed apch climb gradient mim 5.0% up to 5000′

CAT III ILS	CAT II ILS ABC	CAT II ILS D
	RA 100′ DA(H) 122′(100′)	RA 100′ DA(H) 122′(100′)
	RVR 300m	RVR 350m 1

1 RVR 300m when autoland.

PANS OPS

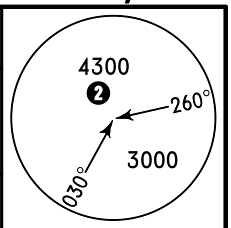
CHANGES: SPEED CTL note.

❶ RNAV (RNP) Z Rwy 07L

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	Procedure Alt VH711	RNP 0.30 DA(H)	Apt Elev 28′
	074°	1600′(1578′)	420′(398′)	Rwy 22′

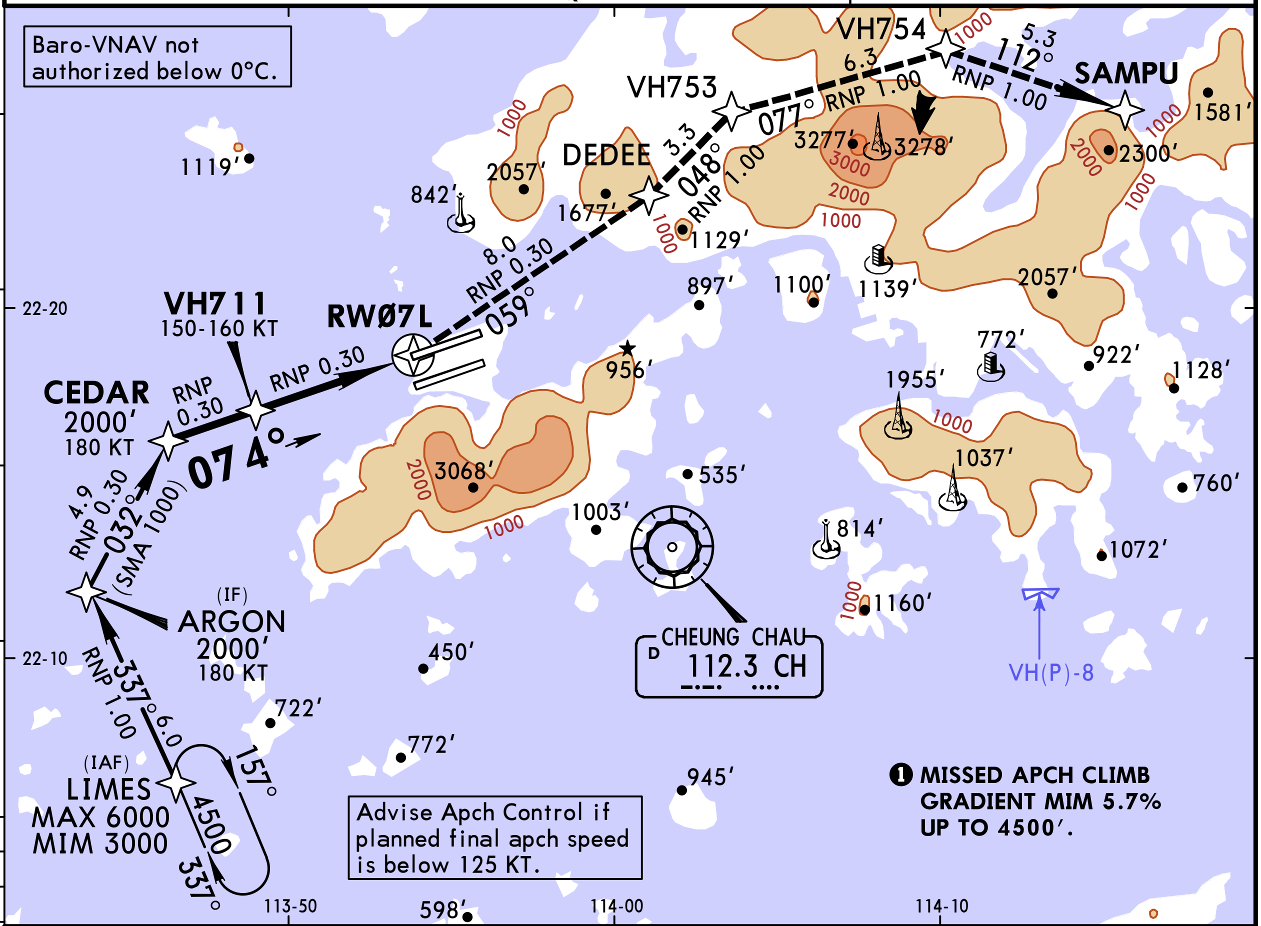


MSA CH VOR
❷ within Hong Kong FIR

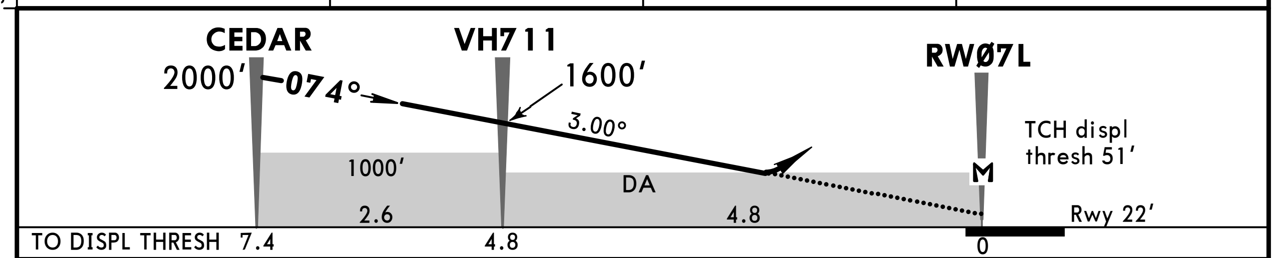
MISSED APCH: Climb to 5000′. Cross DEDEE at or above 2500′, then via VH753 and VH754 to SAMPU. 230 KT.

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 CEDAR.



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



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI | 230 KT | MIM 2500′ LT | DEDEE

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

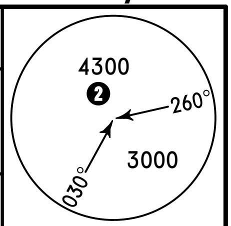
		ALS out
A	2400m	
B		
C		
D		

PANS OPS

CHANGES: Note added.

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 VH7Ø7	RNP 0.30 DA(H)	Apt Elev 28′ Rwy 22′
	074°	1100′(1078′)	420′(398′)	



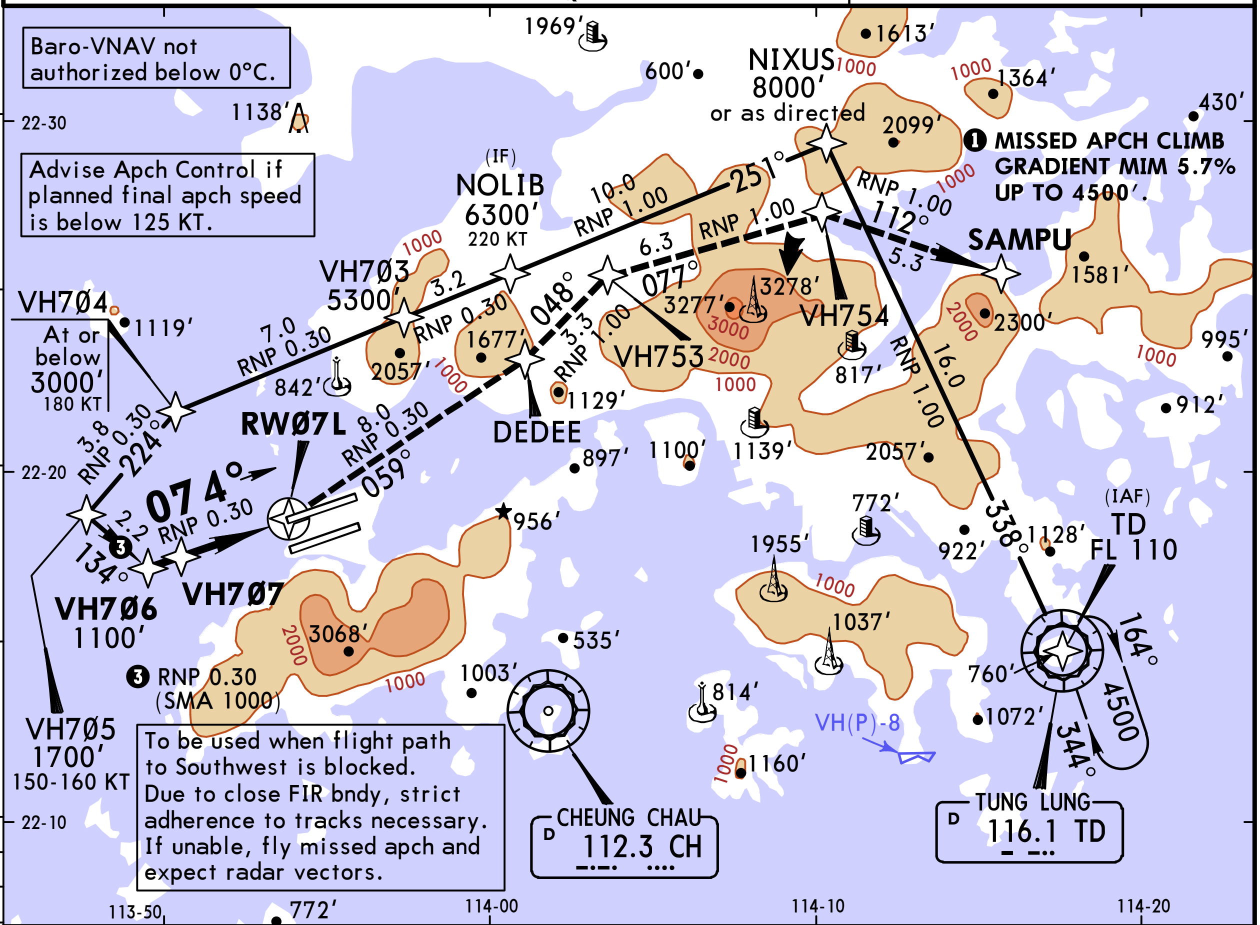
MSA CH VOR
❷ within Hong Kong FIR

MISSED APCH: Climb to 5000′. Cross DEDEE between 2500′ and 4300′, then cross VH753 at 4300′, then via VH754 to SAMPU. 230 KT.

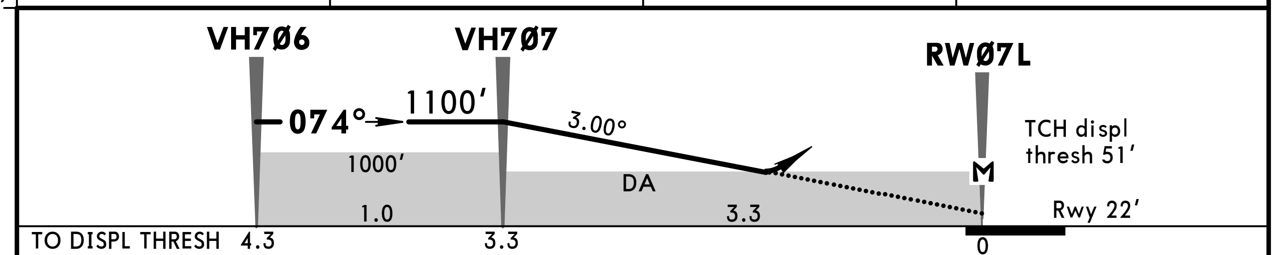
Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 Trans alt: 9000′

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

BRIEFING STRIP ™



DIST TO RWØ7L	4.0	3.0	2.0
ALTITUDE	1350′	1030′	710′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI | 230 KT | DEDEE LT | MIM 2500′ MAX 4300′

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

		ALS out
A	2400m	
B		
C		
D		

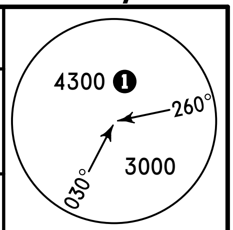
PANS OPS

CHANGES: Note added.

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

BRIEFING STRIP ™

RNAV	Final Apch Crs	Procedure Alt VH721	RNP 0.30 DA(H)	Apt Elev 28'
	074°	**1600'** (1573')	**430'** (403')	Rwy 27'

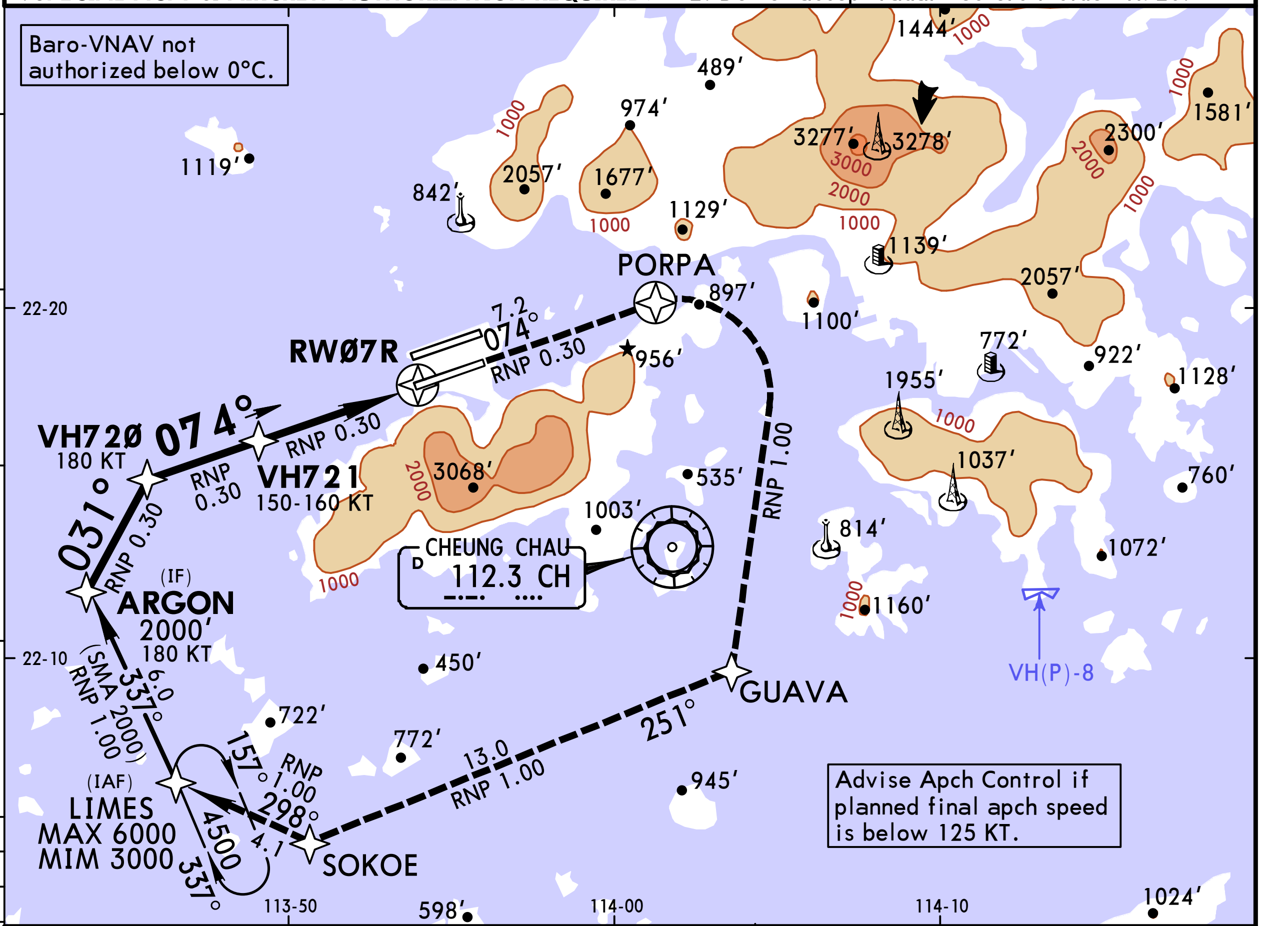


MSA CH VOR
❶ within Hong Kong FIR

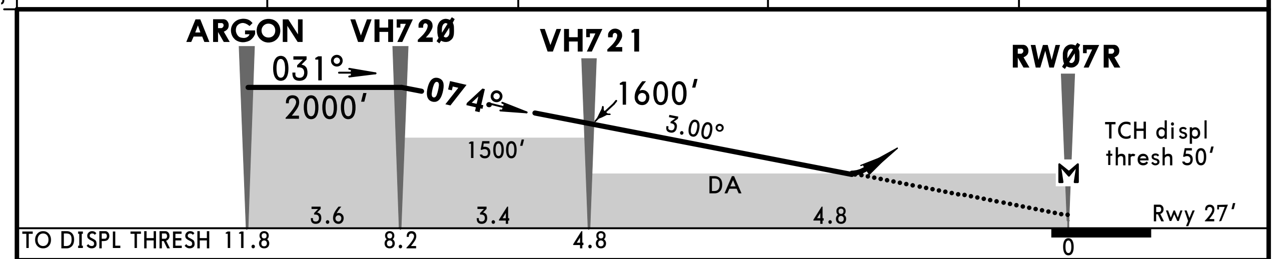
MISSED APCH: Climb to 5000'. Proceed to PORPA, then turn RIGHT direct to GUAVA. Then to SOKOE and LIMES or as directed.
210 KT until track to GUAVA.

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

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
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI PAPI **210 KT** **PORPA** ↑ **GUAVA** RT

STRAIGHT-IN LANDING RWY **07R**
RNP 0.30

DA(H) **430'** (403')

		ALS out
A	2000m	
B		
C		
D		

PANS OPS

CHANGES: Note added.

VHHH/HKG
HONG KONG INTL

22 FEB 19 **Eff 28 Feb**

JEPPESEN

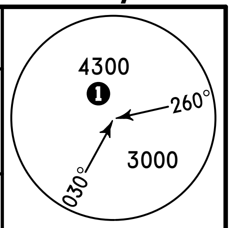
12-23

HONG KONG, PR OF CHINA
RNAV (RNP) Y Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30	Apt Elev 28′
	074°	VH717 1100′ (1073′)	DA(H) 430′ (403′)	Rwy 27′

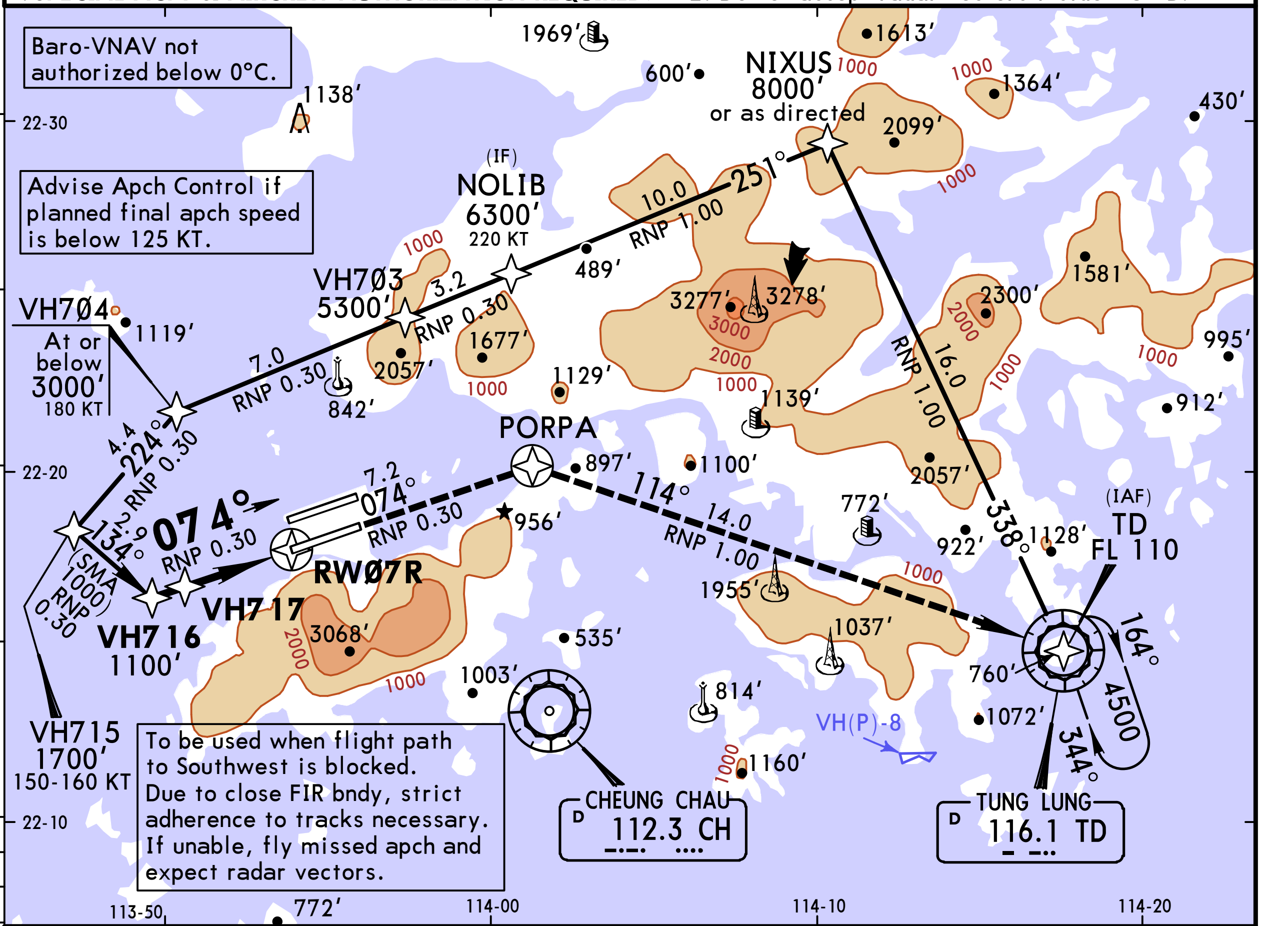


MSA CH VOR
1 within Hong Kong FIR

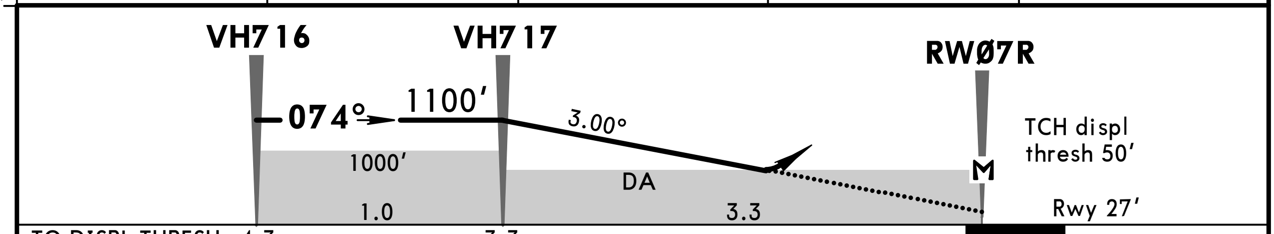
MISSED APCH: Climb to 5000′ via PORPA to TD VOR, or as directed.
220 KT.

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 NOLIB.



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



TO DISPL THRESH 4.3 3.3

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI PAPI | 220 KT | 5000′ ↑ | PORPA

STRAIGHT-IN LANDING RWY **07R**

RNP 0.30

DA(H) **430′** (403′)

		ALS out
A	2000m	
B		
C		
D		

PANS OPS

CHANGES: Note added.

VHHH/HKG
HONG KONG INTL

22 FEB 19
Eff 28 Feb

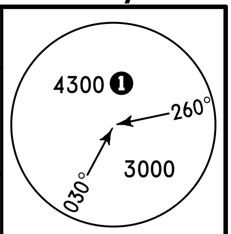
JEPPESEN
12-24

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

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt VH545	RNP 0.30 DA(H)	Apt Elev 28′
	254°	1400′(1373′)	500′(473′)	Rwy 27′

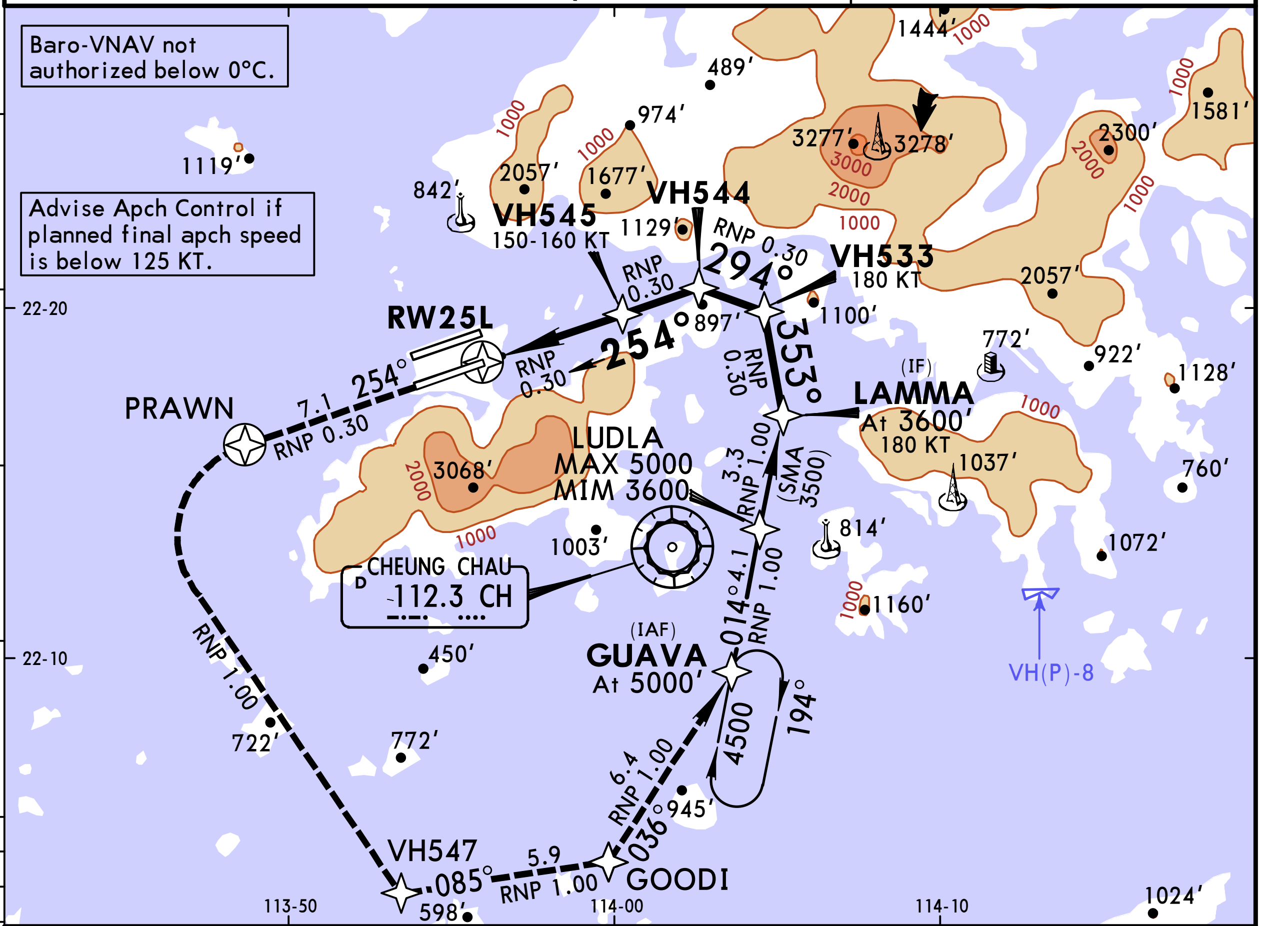


MSA CH VOR
❶ within Hong Kong FIR

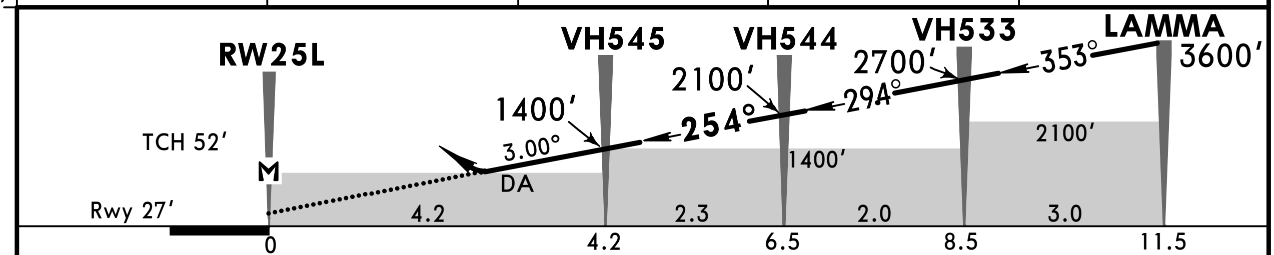
MISSED APCH: Climb to 5000′. Proceed to PRAWN, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to GUAVA or as directed.
185 KT until track to VH547.

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

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
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI PAPI

185 KT | PRAWN ↑ | VH547 LT

STRAIGHT-IN LANDING RWY 25L
RNP 0.30

DA(H) **500′**(473′)

ALS out

A	2000m
B	
C	
D	

PANS OPS

CHANGES: Note added.

VHHH/HKG
HONG KONG INTL

JEPPESEN
22 FEB 19
Eff 28 Feb
(12-25)

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

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt VH545	RNP 0.30 DA(H)	Apt Elev 28′
	254°	1400′(1373′)	500′(473′)	Rwy 27′

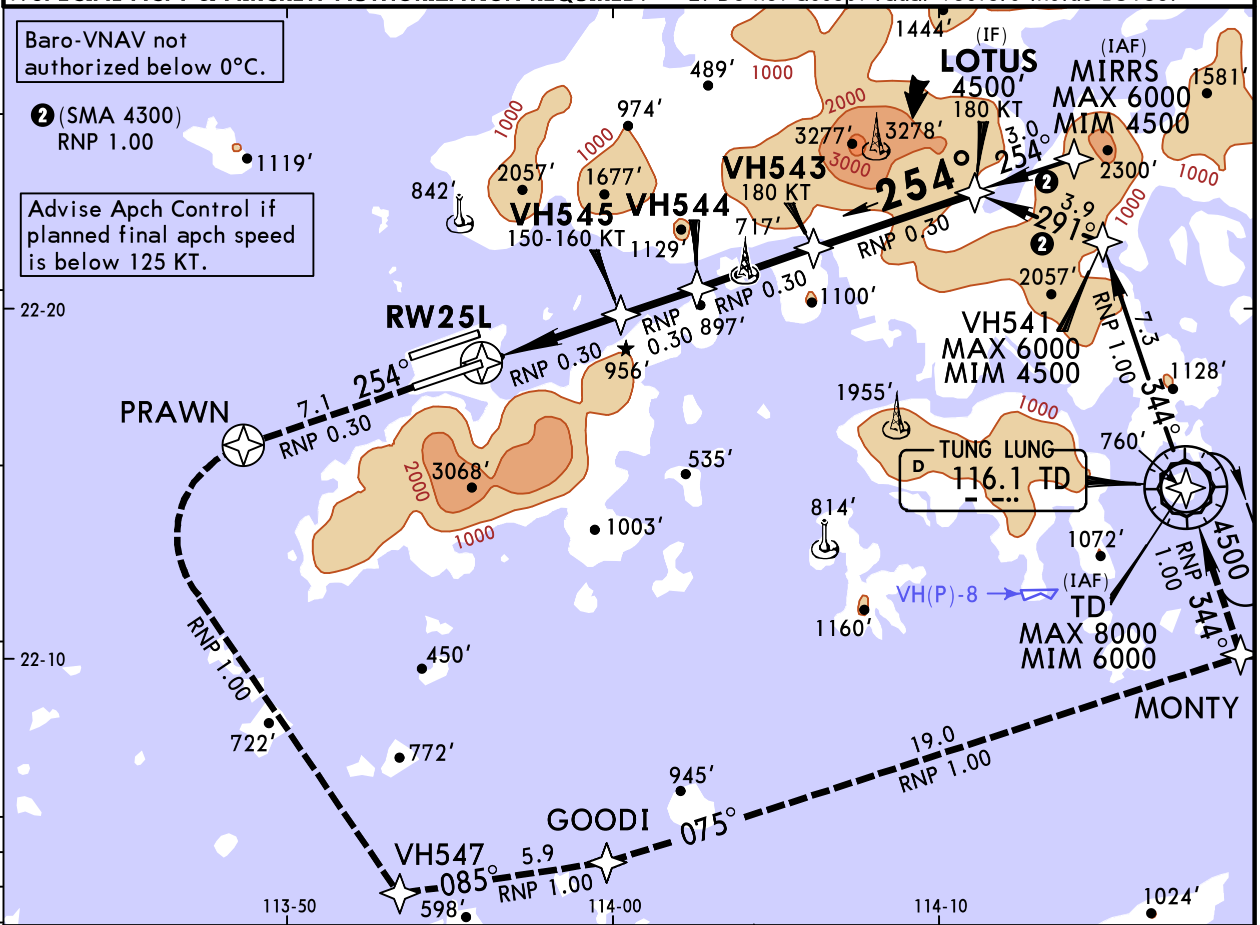
BRIEFING STRIP ™

MSA TD VOR: 4300 (180°–260°), 3300 (260°–075°), 3000; ❶ within Hong Kong FIR

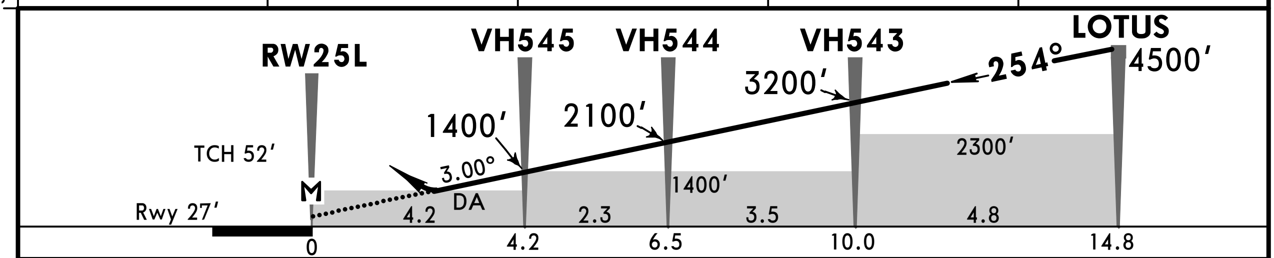
MISSED APCH: Climb to 5000′. Proceed to PRAWN, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to MONTY, then TD VOR or as directed.
185 KT until track to VH547.

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

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



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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI PAPI | 185 KT | PRAWN | VH547 LT

STRAIGHT-IN LANDING RWY **25L**
RNP 0.30
DA(H) **500′**(473′)

ALS out

A	2000m
B	
C	
D	

PANS OPS

CHANGES: Note added.

VHHH/HKG
HONG KONG INTL

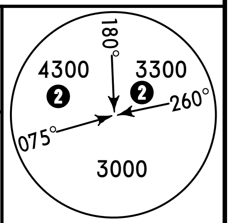
22 FEB 19 **Eff 28 Feb** JEPPESEN (12-26)

HONG KONG, PR OF CHINA
❶ RNAV (RNP) Z Rwy 25R

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	Procedure Alt VH514	RNP 0.30 DA(H)	Apt Elev 28′
	254°	**2000′**(1978′)	**500′**(478′)	Rwy 22′

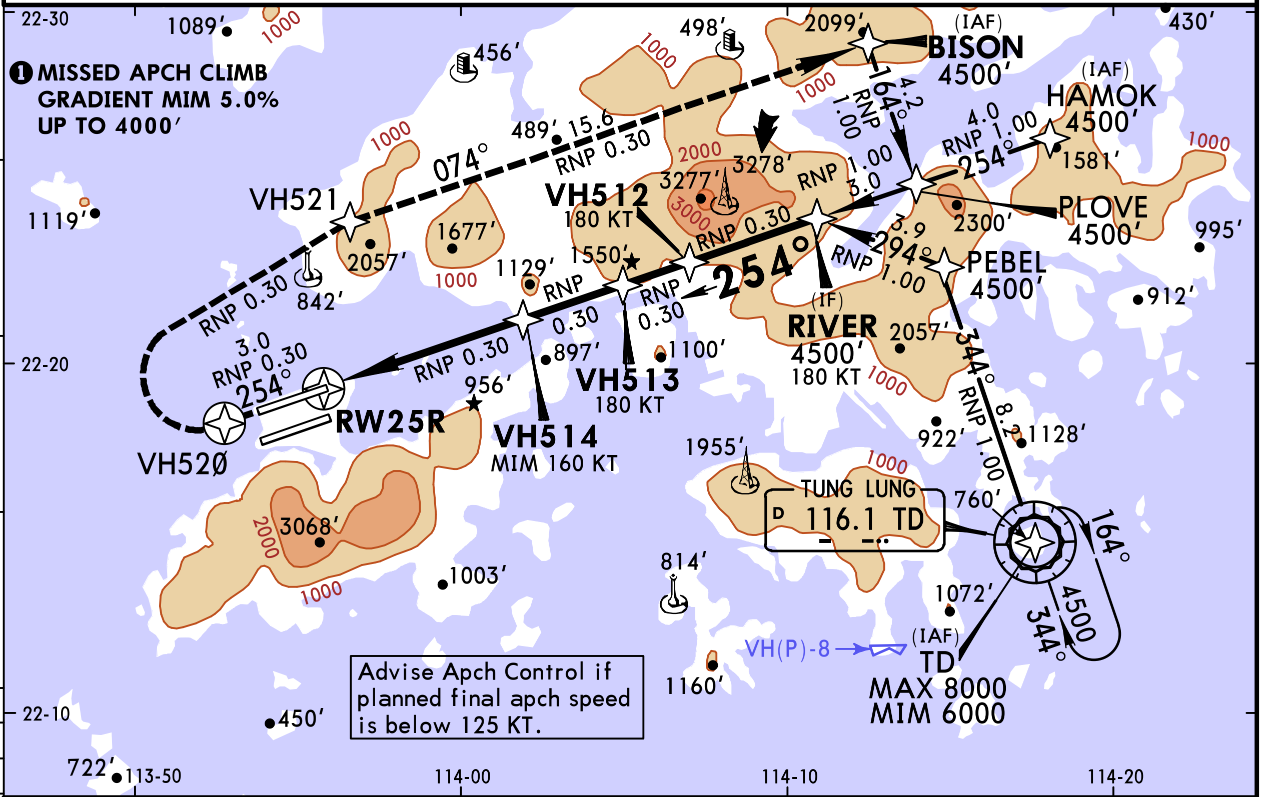


MSA TD VOR
❷ within Hong Kong FIR

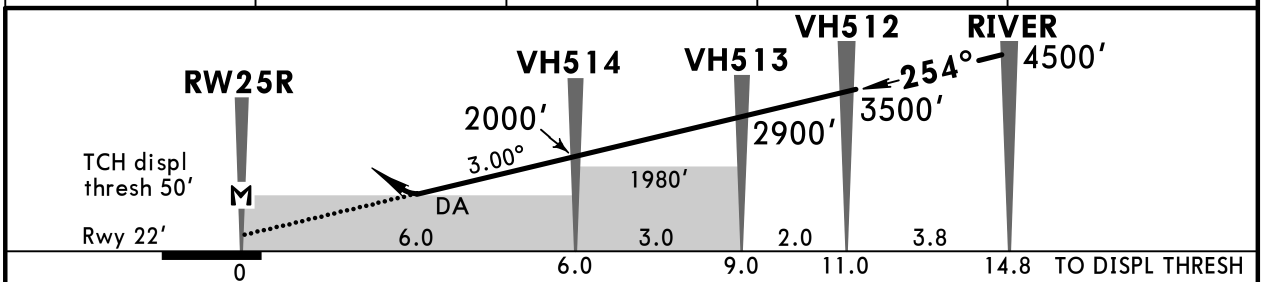
MISSED APCH: Climb initially to 4000′. Proceed to VH52Ø, then turn RIGHT direct to VH521. Cross VH521 at 4000′ and climb to reach BISON at 5000′.
185 KT until VH521, then 220 KT until BISON.

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 RIVER. 3. Baro-VNAV 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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI | **185 KT** | **VH52Ø** ↑ | **VH521** RT

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

DA(H) **500′**(478′)

	ALS out
A	2400m
B	
C	
D	

PANS OPS

CHANGES: Note added.

❶ RNAV (RNP) X Rwy 25R

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

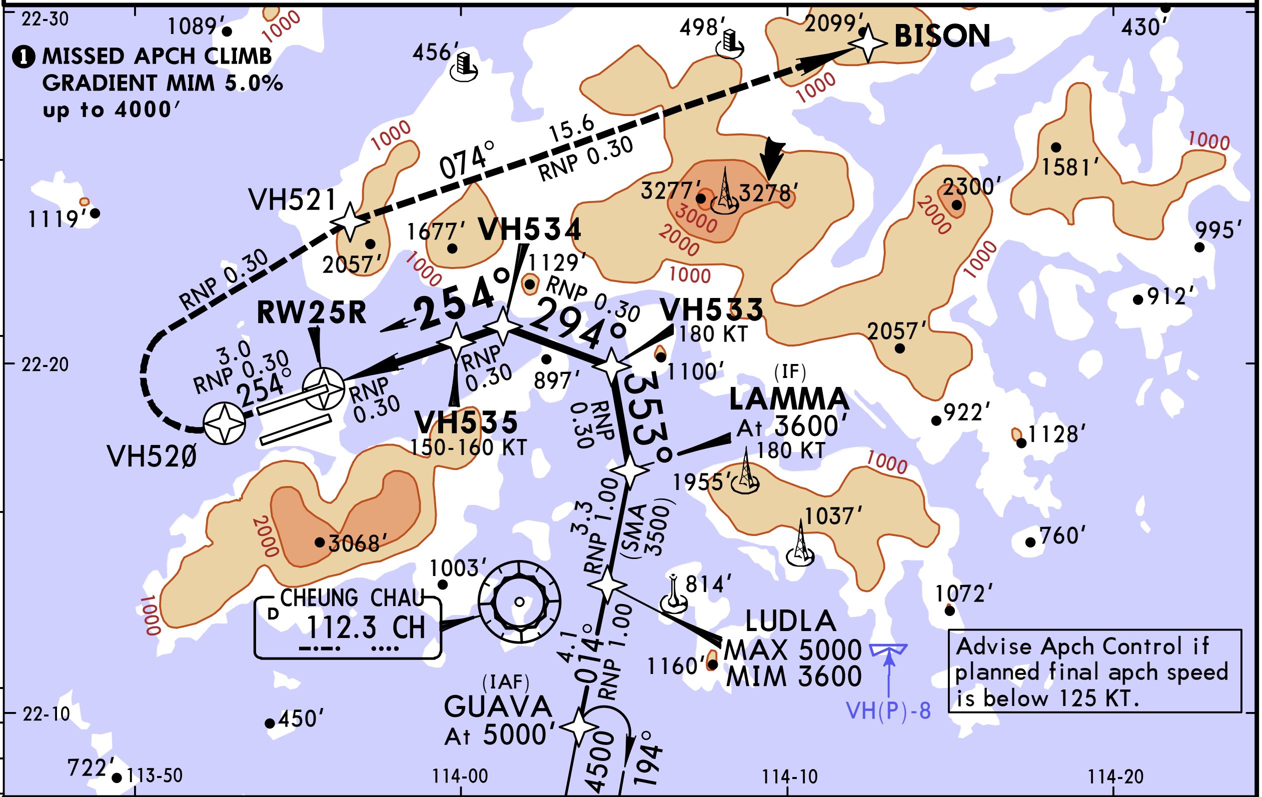
RNAV	Final Apch Crs	Procedure Alt VH535	RNP 0.30 DA(H)	Apt Elev 28' Rwy 22'
	254°	1300' (1278')	500' (478')	

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'.
185 KT until VH521, then 220 KT until BISON.

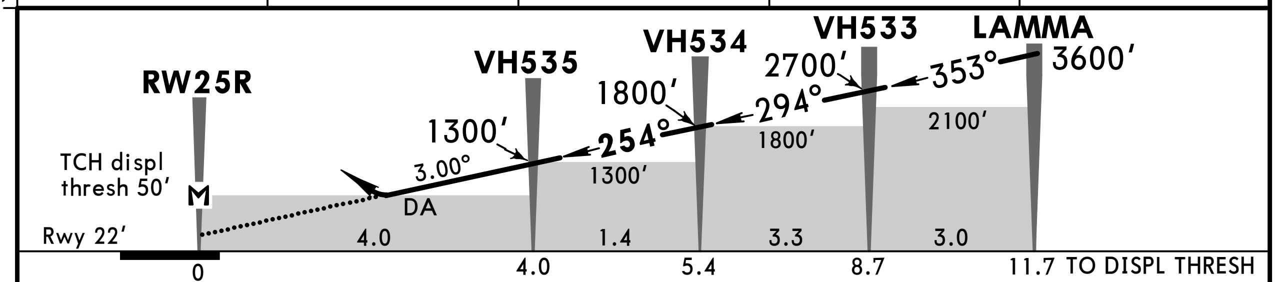
MSA CH VOR ❷ within Hong Kong FIR: 4300 ❷ (030°–260°), 3000

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. Baro-VNAV 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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI | 185 KT | VH520 ↑ | VH521 RT

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

DA(H) **500'** (478')

	ALS out
A	2400m
B	
C	
D	

BRIEFING STRIP™ — PANS OPS

CHANGES: Note added.

VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 (13-1) Eff 4 Jan

HONG KONG, PR OF CHINA
VOR Rwy 07L

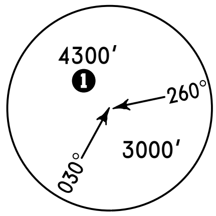
BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

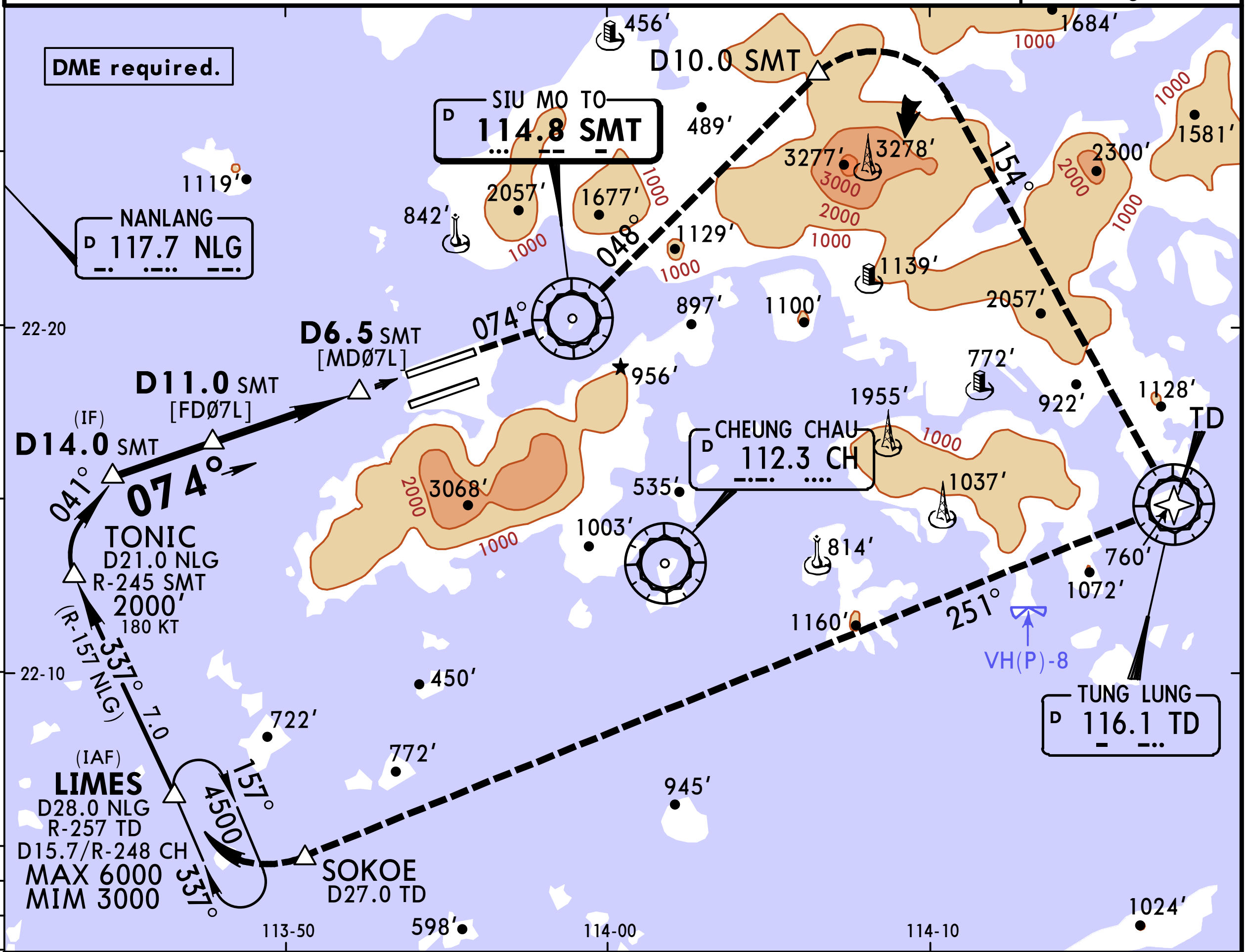
VOR SMT	Final Apch Crs	Minimum Alt D11.0 SMT	MDA(H)	Apt Elev
114.8	074°	2000′(1972′)	Refer to Minimums	Apt Elev 28′

MISSED APCH: Climb to 5000′ on R-254 inbound to SMT VOR. Proceed on R-048 SMT (w/o TD VOR: and expect radar vectors.). At D10.0 SMT turn RIGHT onto R-334 inbound to TD VOR. Proceed on R-251 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed. MAX 220 KT until established on R-334 TD inbound.

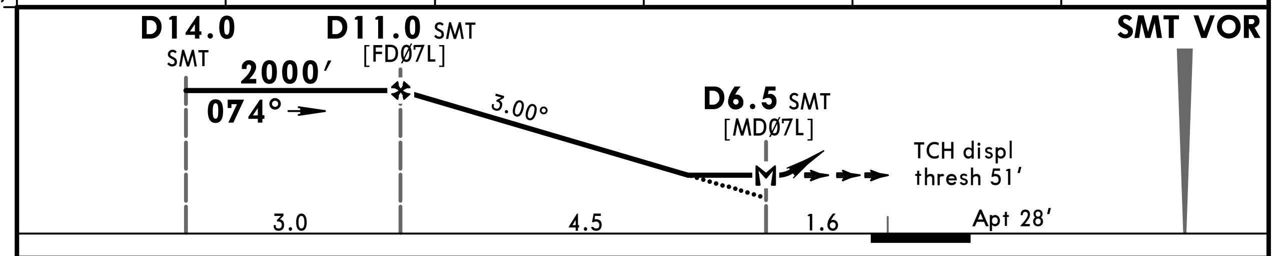
Alt Set: hPa Trans level: 980 hPa or above - FL 110 Trans alt: 9000′
Apt Elev: 1 hPa 979 hPa or below - FL 120



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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D6.5 SMT							

ALSF-II PAPI

220 KT MAX

SMT 114.8

	STRAIGHT-IN LANDING RWY 07L					CIRCLE-TO-LAND
	Missed apch climb gradient mim 3.7% 1		Missed apch climb gradient mim 2.5%			
	MDA(H) 580′(552′)		MDA(H) 1340′(1312′)			
		ALS out		ALS out		
A	2800m		2800m	3000m	A	PROHIBITED
B					B	
C			4000m	4800m	C	
D					D	

1 Climb gradient up to 4500′.

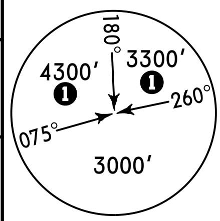
PANS OPS

CHANGES: Bearings.

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

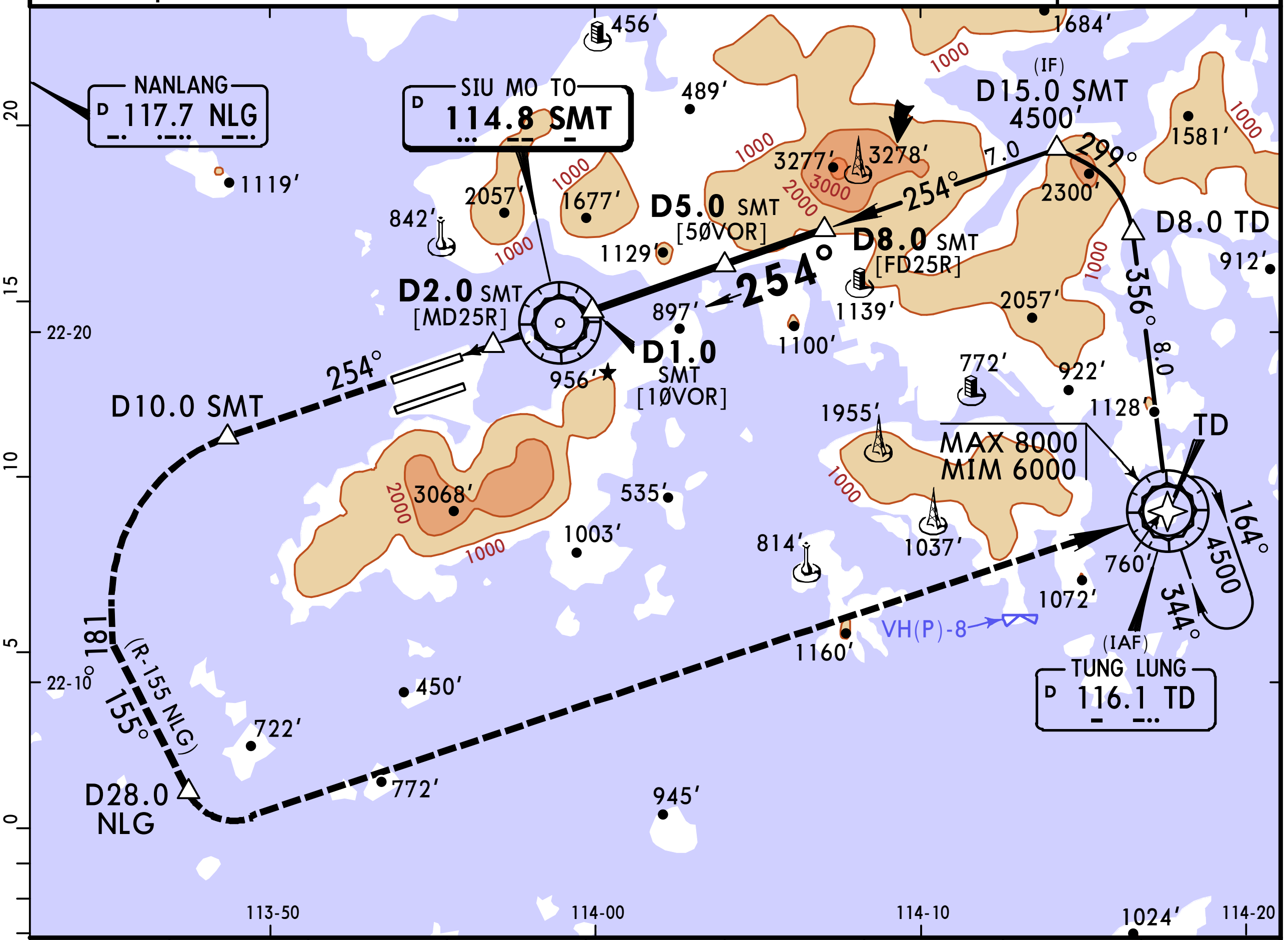
VOR	Final Apch Crs	Minimum Alt	MDA(H)	
SMT 114.8	254°	D8.0 SMT 4000′(3972′)	500′(472′)	Apt Elev 28′



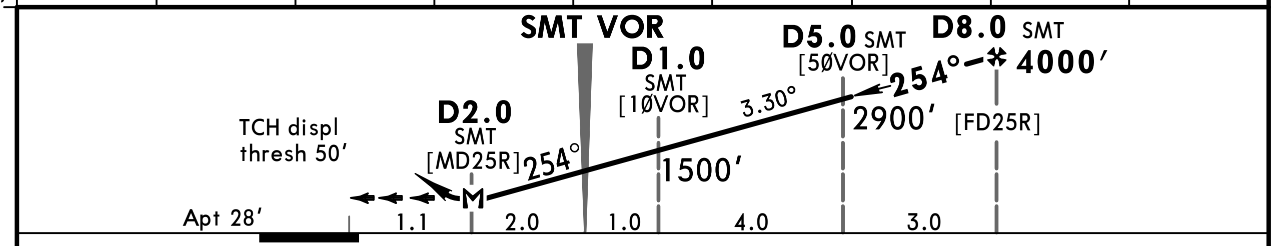
MSA
TD VOR
❶ within Hong Kong FIR

MISSED APCH: Climb on R-254 to 3000′. At D10.0 SMT turn LEFT onto 181° 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-254 SMT to 3000′. At D10.0 SMT turn LEFT onto 181° and climb to 5000′. Expect radar vectors to TD VOR.

Alt Set: hPa — Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 — Trans alt: 9000′
Apt Elev: 1 hPa
1. **DME required.** 2. **SPEED CTL:** Cross D12.0 SMT at 180 KT and D5.0 SMT at 160 KT.



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
Descent Angle	3.30°	409	526	584	701	817	934
MAP at D2.0 SMT after VOR							

ALSF-II PAPI

230 KT MAX — 3000′ ↑ on SMT 114.8 R-254

STRAIGHT-IN LANDING RWY 25R	CIRCLE-TO-LAND
MDA(H) 500′(472′)	
ALS out	
A / B / C / D: 2400m	A / B / C / D: PROHIBITED

PANS OPS

CHANGES: Bearings. Minimums.

Chart changes since cycle 05-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HONG KONG, (HONG KONG INTL - VHHH)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	15 Mar 2019	28 Mar 2019
REV	AIRPORT BRIEFING (GEN CON...	10-1P3	15 Mar 2019	28 Mar 2019
REV	AIRPORT BRIEFING (DEP)	10-1P8	15 Mar 2019	28 Mar 2019
REV	AIRPORT BRIEFING (DEP CON...	10-1P9	15 Mar 2019	28 Mar 2019
REV	AIRPORT	10-9	15 Mar 2019	28 Mar 2019
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	15 Mar 2019	28 Mar 2019
REV	PARKING STANDS	10-9B	15 Mar 2019	28 Mar 2019
REV	PARKING STAND COORDS	10-9C	15 Mar 2019	28 Mar 2019
REV	COLOR-CODED PUSH-BACK PRO...	10-9D	15 Mar 2019	28 Mar 2019
REV	COLOR-CODED PUSH-BACK PRO...	10-9E	15 Mar 2019	28 Mar 2019

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VHHH

Type: Terminal
Effectivity: Temporary
Begin Date: 20180408
End Date: Until Further Notice

Eff 8 APR 2018, 1730 UTC, due to WIP daily btn 1730-2330 UTC, RWY 07L/25R is closed on TUE, WED, FRI, SAT and RWY 07R/25L is closed on MON, THU, SUN.