

**General Info**

Hong Kong, HKG

N 22° 18.5' E113° 54.9' Mag Var: 1.9°W

Elevation: 28'

Public, Control Tower, IFR, No Fee, Low Level Wind Shear Alert System,

Customs

Fuel: 100-130, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+8:00 no DST

**Runway Info**

Runway 07L-25R 12467' x 197' asphalt

Runway 07R-25L 12467' x 197' asphalt

Runway 07L (73.0°M) TDZE 22'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 568'

Runway 07R (73.0°M) TDZE 27'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 525'

Runway 25L (253.0°M) TDZE 27'

Lights: Edge, ALS, Centerline, TDZ

Runway 25R (253.0°M) TDZE 22'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 571'

**Communications Info**ATIS **128.2** Arrival ServiceATIS **127.05** Departure ServiceHong Kong Tower South Tower **118.4**Hong Kong Tower North Tower **118.7** SecondaryHong Kong Tower North Tower **118.2**Hong Kong Ground South Ground Control **122.55**Hong Kong Ground North Ground Control **121.6**Hong Kong Delivery Clearance Delivery **129.9**Hong Kong Delivery Clearance Delivery **124.65** SecondaryHong Kong Precision Approach Control **133.7**Hong Kong Director Approach Control **119.5**Hong Kong Director Approach Control **119.35**Hong Kong Director Approach Control **120.1** SecondaryHong Kong Approach Control **119.1**Hong Kong Departure Control **122.0**Hong Kong Departure Control **124.05** SecondaryHong Kong Departure Control **123.8**Hong Kong Departure Radar **122.0**Zone Control **120.6****Notebook Info**

VHHH/HKG 16 JUN 06 10-1P JEPPESEN HONG KONG, PR OF CHINA  
HONG KONG INTL AIRPORT BRIEFING

## 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 nominated as the RWY direction-in-use whenever the tailwind component (including gusts) is 10 KT or less when the RWY is dry, or 5 KT or less when the RWY is not dry. During this period RWYs 25L/R may be used if operationally required, e.g. unserviceability of navigation aids, adverse weather conditions, ACFT performance, traffic situations etc.

##### 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, aircraft, 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.

VHHH/HKG 16 JUN 06 10-1P JEPPESEN HONG KONG, PR OF CHINA  
HONG KONG INTL AIRPORT BRIEFING

## 1. GENERAL

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

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

ACFT operators must obtain approval from the Director-General of Civil Aviation prior to conducting any low visibility operations. 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 II/III approach shall inform Approach Control on initial contact. Pilots may carry out a practice ILS CAT II/III approach at any time, but the full safeguarding procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

#### 1.3.2. ARRIVAL

ACFT shall only vacate:

- RWY 07L via TWYs A9 or A12;
- RWY 07R via TWYs J7, J10, K4 or K5;
- RWY 25L via TWYs J1, J3, K1 or K2;
- RWY 25R via TWYs A1, A4 or A6.

All RWY exits have TWY centre-line 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 centre-line lights.

#### 1.3.3. DEPARTURE

ACFT shall normally only enter:

- RWY 07L via TWYs A1 or A2;
- RWY 07R via TWYs J1 or K1;
- RWY 25L via TWYs J9, J10 or K5;
- RWY 25R via TWYs A11 or A12.

Holding positions on TWYs A1, A2, J1, J9 and J10 are CAT I/II holding positions. Separate CAT II holding positions are provided on TWYs K1 and K5. Holding positions on TWYs A11 and A12 are CAT I/II/III holding positions.

### 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

APT is equipped with an Advanced Surface Movement Guidance and Control System (A-SMGCS) operating on a trial basis. The system is a Multistatic Dependent Surveillance (MDS) multilateration system that utilises Mode S transponders transmissions.

To facilitate a full evaluation of the trial, pilots of ACFT equipped with 'weight-on-wheel' switch must ensure that the transponder is operating (select AUTO or XPNDR, do not switch to STAND-BY or OFF) and the assigned Mode A code is selected in accordance with the following:

- for a departing flight, from the request for push-back or taxi, whichever is earlier,
- for an arriving flight, continuously until the ACFT is fully parked at the stand.

For ACFT NOT equipped with 'weight-on-wheel' switch, follow existing transponder operating procedures.

For ACFT that are capable of reporting ACFT Identification, (i.e. callsigns used in flight), the ACFT Identification should also be entered via FMS or Control Panel.

VHHH/HKG HONG KONG INTL 16 MAR 07 10-1P2 JEPPESEN HONG KONG, PR OF CHINA AIRPORT BRIEFING

## 1. GENERAL

### 1.5. TAXI PROCEDURES

Taxi with extreme caution and minimum engines power only.

### 1.6. PARKING INFORMATION

#### 1.6.1. FRONTAL PARKING BAYS

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

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

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

#### 1.6.2. REMOTE PARKING BAYS

All remote parking bays in the South and North aprons, except parking bays S109, N145, N146 and N151, can accommodate wide-body or narrow-body ACFT and have a single centerline with continuous yellow nosewheel guidance lines. Parking bays S109, N145, N146 and N151 can only accommodate narrow-body ACFT and have a single centerline with continuous yellow nosewheel guidance lines.

The remote parking bays in the West apron are configured to accommodate up to 5 wide-body type ACFT or up to 7 narrow-body type ACFT, or a combination of wide and narrow-body type ACFT. The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

The narrow-body parking locations are displaced to the LEFT and the RIGHT of the wide-body centerline and are indicated by dashed yellow nosewheel guidance lines. These narrow-body parking bays are referred to by a 'L' or 'R' suffix, e.g. W121L and W123R. The following parking bays can accommodate narrow-body types of ACFT: W121L, W122L, W122R, W123R, W124L, W125L and W125R.

Remote parking bays W126 and V131 thru V135 are self-manoeuvring bays (i.e. taxi out with no push-back).

### 1.7. OTHER INFORMATION

#### 1.7.1. GENERAL

Birds in vicinity of APT.

#### 1.7.2. LOCAL WIND EFFECTS

##### 1.7.2.1. GENERAL WARNING

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

The terrain induced wind disturbances from nearby hills can be very small scale, sporadic and transient in nature. Whilst these wind disturbances may be small in physical dimension and correspond to only several seconds of flight time, significant

VHHH/HKG HONG KONG INTL 16 MAR 07 10-1P3 JEPPESEN HONG KONG, PR OF CHINA AIRPORT BRIEFING

## 1. GENERAL

headwind changes (i.e. RWY orientated wind speed losses and/or gains being 15 KT or greater), can be expected as the ACFT flies through them. The sporadic and transient nature of the terrain-induced wind disturbances results in some ACFT experiencing windshear and/or turbulence, whilst others do not, even though the broad meteorological conditions are the same. Successive ACFT which experience windshear and/or turbulence may also encounter a different sequence of events. Surface winds at the APT are generally not good indicators of the wind that may be experienced during the final phase of the approach. Winds at approximately 2000 ft may be a better representation of the prevailing wind conditions in the region. Generally, mean wind speed should decrease towards lower altitudes but isolated strong gusts may be expected. Wind direction would also change with altitude due to blocking of the general wind flow by nearby hills or in the presence of low-level temperature inversion which occurs mostly in the cool season (about half of the time or more from November to April). It is possible for the magnitude of windshear and turbulence to increase towards final approach, resulting in deteriorating rather than improving conditions prior to touchdown.

#### 1.7.2.2. EASTERLY THROUGH SOUTHWESTERLY WINDS

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

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

#### 1.7.2.3. NORTHWESTERLY THROUGH NORTHEASTERLY WINDS

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

#### 1.7.2.4. LAND-SEA BREEZE

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

#### 1.7.2.5. LOW-LEVEL JET IN COOL SEASON

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

VHHH/HKG HONG KONG, PR OF CHINA  
HONG KONG INTL 24 AUG 07 (10-1P4) AIRPORT BRIEFING

## 1. GENERAL

### 1.7.3. WINDSHEAR AND TURBULENCE WARNING SYSTEM (WTWS)

#### 1.7.3.1. MICROBURST/WINDSHEAR ALERTS

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

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

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

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

#### 1.7.3.2. TURBULENCE ALERTS

The Turbulence Alert passed by ATC includes the intensity and type of alert (i.e. moderate or severe turbulence), and the location (final approach or departure area as appropriate). The alert intensity (i.e. moderate or severe) follows ICAO's standard definition for reporting of turbulence.

#### 1.7.3.3. MICROBURST/WINDSHEAR ALERT COMBINED WITH TURBULENCE ALERT

When a 'Microburst Alert' or a 'Windshear 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 'Windshear Alert'.

#### 1.7.4 LIGHTNING WARNING SYSTEM

When the system predicts a strong probability of a lightning strike on the APT platform, APT Authority Hong Kong (AAHK) 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.

### 1.8. LOW LEVEL TCAS ALERTS WITH HONG KONG CONTROL ZONE

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

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

VHHH/HKG HONG KONG, PR OF CHINA  
HONG KONG INTL 24 AUG 07 (10-1P5) AIRPORT BRIEFING

## 2. ARRIVAL

### 2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 110 or at position (SLP) shown on charts.

### 2.2. NOISE ABATEMENT PROCEDURES

#### 2.2.1 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.

##### 2.2.1.1. 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 on the CDA procedure are expected to achieve a continuous descent profile approximating a 3° vertical profile from 8000' to intercept the GS at or above 4500'.

During a CDA pilots should maintain a low thrust setting and should not have recourse to level flight.

- ACFT will be given radar vectors from about 27 NM from touchdown (12 NM to FAF), to intercept the LLZ outside of the FAF (LOTUS D15 IFL - RWY 25L, RIVER D15 ITRF - 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 210-225 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 4 NM 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.

VHHH/HKG HONG KONG INTL 19 JAN 07 10-1P6 JEPPESEN HONG KONG, PR OF CHINA AIRPORT BRIEFING

2. ARRIVAL

2.3. 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.

2.4. RWY OPERATIONS

2.4.1. RWY UTILISATION

Flights are expected to vacate the RWY at the first available exit TWY or as instructed by ATC. ACFT vacating RWY are to remain on the Tower frequency until instructed to change frequency. Under normal circumstances flights vacating the RWY must not stop on exit TWYs until the ACFT has completely passed the RWY holding point. Pilots must notify ATC prior to landing if they anticipate not being able to comply with these requirements.

2.4.2. REDUCED RWY SEPARATION MINIMUMS (RRSM) BETWEEN ACFT USING THE SAME RWY

2.4.2.1. GENERAL

RRSM may be applicable only under the following two traffic situations:

- between a departing ACFT and a succeeding landing ACFT; or
- between two successive landing ACFT.

Pilots shall inform ATC in good time in the event that ACFT may not vacate the RWY expeditiously due technical or OPR reason.

When RRSM is applied, the successive landing ACFT may be given clearance to land before the first ACFT has vacated the RWY-in-use after landing or crossed the RWY end on departure, provided that the following conditions shall exist:

- visibility of at least 5 km;
- 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 it is clear of the RWY;
- no unfavorable surface wind conditions (including significant tailwind/turbulence or windshear, etc);
- the braking action shall not be adversely affected by water or other contaminants (i.e. RRSM should be suspended whenever the RWY is wet or there is pilot report of poor braking action).

2.4.2.2. PROCEDURES

When the RWY-in-use is still occupied by other traffic, landing clearance may be issued to an arriving ACFT provided that 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 landing 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 K4 for RWY 07R or TWY K2 for RWY 25L).

VHHH/HKG HONG KONG INTL 19 JAN 07 10-1P7 JEPPESEN HONG KONG, PR OF CHINA AIRPORT BRIEFING

2. ARRIVAL

- Landing following landing: The preceding landing ACFT has landed and has passed a point at least 2900m from THR (ABEAM TWY K4 for RWY 07R or TWY K2 for RWY 25L), is in motion and will vacate the RWY without backtracking. ATC will provide warning to the second ACFT when issuing the landing clearance. The following examples illustrate ICAO Standard phraseology that will be used for reduced RWY separation:
  - (Callsign....), preceding B747 landing about to vacate the RWY, surface wind 090 degrees/ 11 KT, cleared to land.
  - (Callsign....), departing MD11 ahead about to rotate, surface wind 230 degrees/ 6 KT, cleared to land.

2.5. OTHER INFORMATION

2.5.1. DISTANCE FROM TOUCHDOWN INFO

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

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

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

2.5.2. MISSED APCH PROCEDURE RWY 07L IN CASE OF RADIO COMM FAILURE

Climb to 5000'. Remain on extended RWY centerline track 073°. At D3.0 IZSL East of APT turn LEFT to establish on R-040 SMT not later than D3.0 SMT. Continue on R-040 SMT until D6.0 SMT, then turn RIGHT onto 100° to SAMPU. MAX 220 KT.

VHHH/HKG HONG KONG INTL 27 APR 07 (10-1P8) AIRPORT BRIEFING  
JEPPESSEN HONG KONG, PR OF CHINA

### 3. DEPARTURE

#### 3.1. START-UP & PUSH-BACK PROCEDURES

All ACFT other than helicopters and locally light ACFT shall obtain an ATC clearance prior to engine start. Pilots are to inform HONG KONG Ground/Delivery, as appropriate, of their callsign, parking bay number/location, 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).

A Pre-Departure Clearance (PDC) data link service is available to approved operators from HONG KONG Delivery between 0801-2400 LT daily. Upon receipt of the PDC data link message the pilot shall contact HONG KONG Delivery and read back the following information:  
- Callsign, - SID, - SSR code.

Pilots not participating in the PDC service shall contact HONG KONG Delivery between 0801-2400LT. All pilots shall contact HONG KONG Ground (South) between 0001-0759LT 5 minutes prior to start to put their ATC clearance on request. Upon receipt of the ATC clearance the pilot shall read back the following information:  
- Callsign, - Destination, - Route, - SID, - SSR code.

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

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

Pilots shall contact HONG KONG Ground (South) except when notified it is sectorised, in which case pilots shall contact:  
- HONG KONG Ground (North) for North and West Aprons.  
- HONG KONG Ground (South) for South, Cargo and Business Aviation Aprons.

The majority of parking bays 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 bay, 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. A limited number of parking bays have a push-back/tow-forward procedure, push-back GREEN, but procedure is only available by prior arrangement with AAHK.

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 bays S103, S108, N148, N149 and W123. If ACFT in these bays are required to push-back through 180°, only one engine shall be started during the push-back, other engines shall only be started when the push-back manoeuvre has been completed.

When known conditions exist which necessitate that engine start-up is carried out in the parking bay 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.

VHHH/HKG HONG KONG INTL 27 APR 07 (10-1P9) AIRPORT BRIEFING  
JEPPESSEN HONG KONG, PR OF CHINA

### 3. DEPARTURE

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

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

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

#### 3.2. TAXI PROCEDURES

When VIS is 5km or more and ceiling is 1000' or more, departing ACFT may be permitted to taxi beyond CAT II holding point on TWY K1 to RWY 07R and on TWY K5 to RWY 25L. In this case ILS signal fluctuation can be expected.

#### 3.3. SPEED RESTRICTIONS

MAX 250 KT below FL 110 unless otherwise instructed.

#### 3.4. NOISE ABATEMENT PROCEDURES

##### 3.4.1. GENERAL

In order to minimize noise on the ground and to ensure the necessary safety of flight operations departures from RWYs 07L/R shall be performed in accordance to ICAO PANS-OPS, DOC 8168, NOISE ABATEMENT DEPARTURE PROCEDURES (NADP) Procedures NADP 1 or NADP 2. Operators are not required to inform Civil Aviation Department of the adopted procedure.

##### 3.4.2. 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.

##### 3.4.2.1. NOISE MITIGATING SIDS RUNWAYS 07L/R

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

Pilots should comply with the published speed restriction (MAX 220 KT) until established on track to RAMEN. Pilots flying with on-board FMS/RNAV equipment are reminded that the significant points PORPA and ROVER are 'fly-over' positions. To ensure clearance from terrain the initial RIGHT turn to RAMEN must not be commenced until passing PORPA or ROVER.

##### 3.4.2.2. 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.

#### 3.5. OTHER INFORMATION

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

VHHH/HKG  
HONG KONG INTL

6 JUL 07 (10-1R)

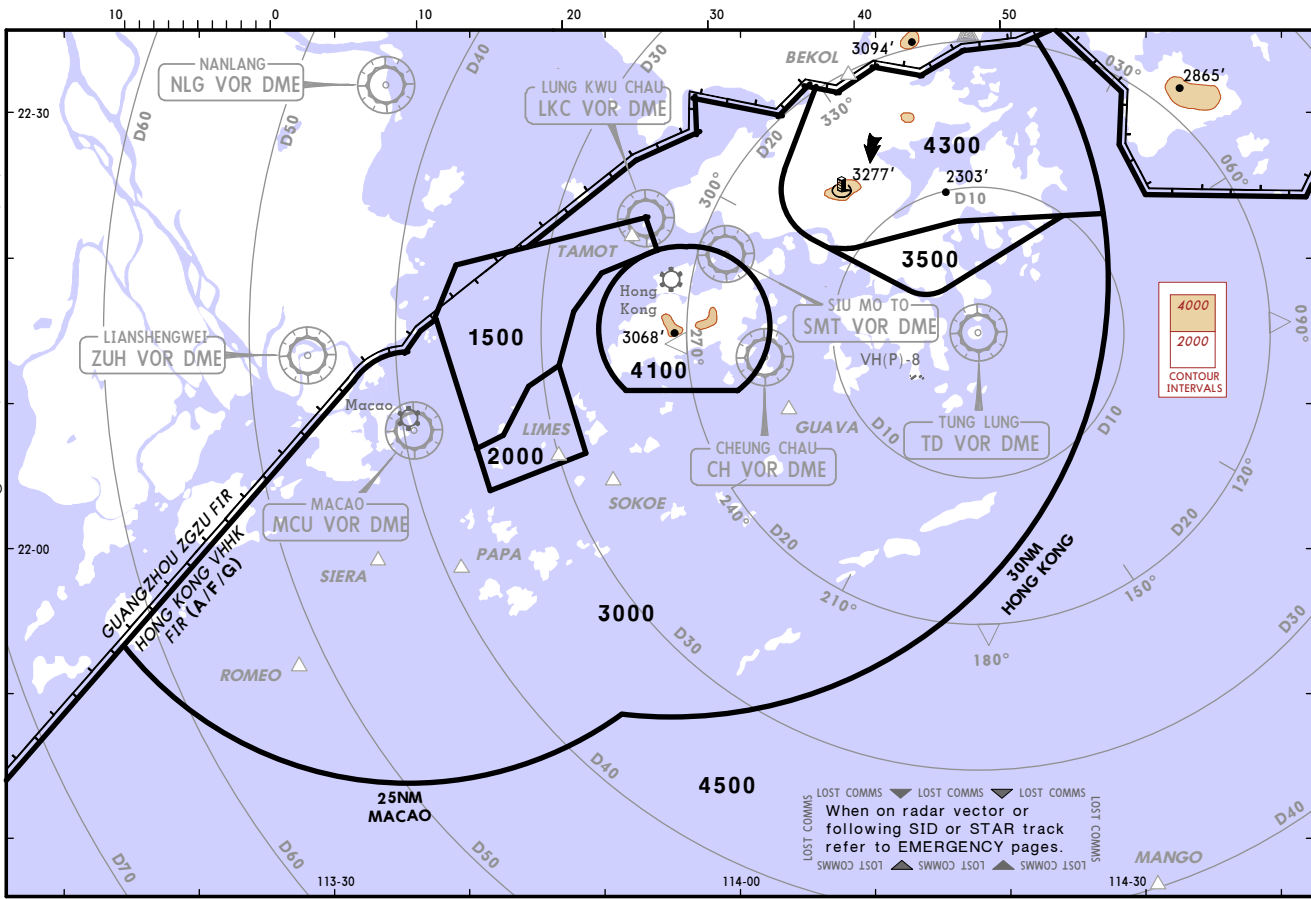
JEPPesen HONG KONG, PR OF CHINA  
RADAR MINIMUM ALTITUDES

HONG KONG  
Approach  
119.1

Aprt Elev  
28'

Alt Set: hPa  
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.

Trans alt: 9000'



CHANGES: Sectors, altitudes, waypoints & notes revised.  
© JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

VHHH/HKG  
HONG KONG INTL

8 DEC 06 (10-2) Eff 21 Dec

JEPPesen HONG KONG, PR OF CHINA  
STAR

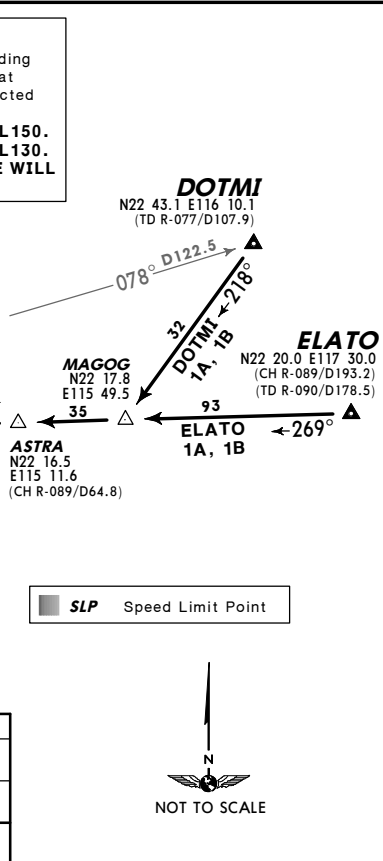
D-ATIS  
128.2

Aprt Elev  
28'

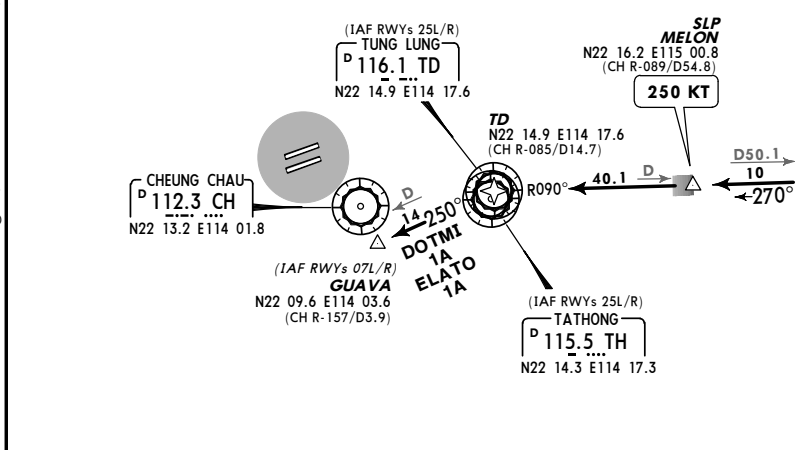
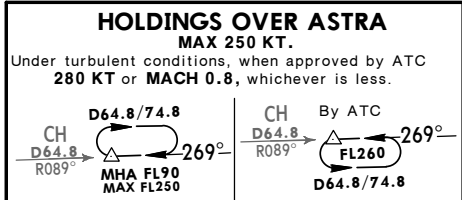
Alt Set: hPa  
Trans level: 980 hPa or above - FL110  
979 hPa or below - FL120  
If required, request radar assistance to follow correct track.

Trans alt: 9000'

**DOTMI 1A [DOTM1A], DOTMI 1B [DOTM1B]  
ELATO 1A [ELAT1A], ELATO 1B [ELAT1B]  
RWYS 07L/R, 25L/R ARRIVALS  
FROM EAST**



**DESCENT PLANNING**  
Pilots should plan to cross, if holding over ASTRA is required, MAGOG at FL260. Each flight will be instructed individually.  
Rwy 07L/R: Cross MELON at FL150.  
Rwy 25L/R: Cross MELON at FL130.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**



STAR	RWY	ROUTING
DOTMI 1A ELATO 1A	07L/R	To MAGOG, then to ASTRA, then to MELON, then to TD, then to GUAVA, expect ILS approach. Descend as directed by ATC.
DOTMI 1B ELATO 1B	25L/R	To MAGOG, then to ASTRA, then to MELON, then to TD, expect ILS approach. Descend as directed by ATC.

**When TD unserviceable:**  
From MELON to TH. Expect ILS approach via TH. Descend as directed by ATC.

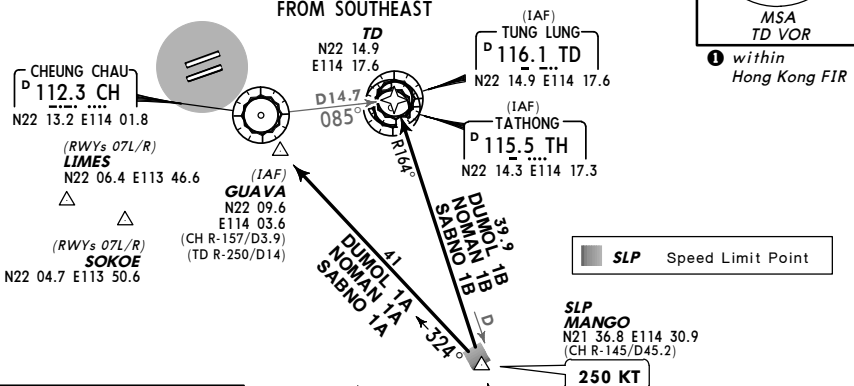
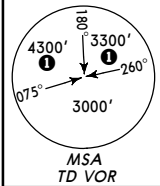
CHANGES: TD VOR/DME commissioning; MSA center; STARs revised.  
© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

**VHHH/HKG**  
 HONG KONG INTL  
 8 DEC 06 **(10-2A)** Eff 21 Dec **STAR**

**JEPPESEN HONG KONG, PR OF CHINA**

D-ATIS <b>128.2</b>	Apt Elev <b>28'</b>	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - FL120 If required request radar assistance to follow correct track.	Trans alt: 9000'
------------------------	------------------------	--	------------------

**DUMOL 1A [DUMO1A], DUMOL 1B [DUMO1B]  
 NOMAN 1A [NOMA1A], NOMAN 1B [NOMA1B]  
 SABNO 1A [SABN1A], SABNO 1B [SABN1B]  
 RWYS 07L/R, 25L/R ARRIVALS  
 FROM SOUTHEAST**



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

**DESCENT PLANNING**  
 Pilots should plan to cross MANGO at FL130. If holding over BAKER is required, pilots can expect to cross ACORN or CHERY (as appropriate) at FL260. Each flight will be instructed individually.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

STAR	RWY	ROUTING
DUMOL 1A	07L/R	To ACORN, then to BAKER, then to MANGO, then to GUAVA, expect ILS approach. Descend as directed by ATC.
DUMOL 1B	25L/R	To ACORN, then to BAKER, then to MANGO, then to TD, expect ILS approach. Descend as directed by ATC.
NOMAN 1A SABNO 1A	07L/R	To CHERY, then to BAKER, then to MANGO, then to GUAVA, expect ILS approach. Descend as directed by ATC.
NOMAN 1B SABNO 1B	25L/R	To CHERY, then to BAKER, then to MANGO, then to TD, expect ILS approach. Descend as directed by ATC.

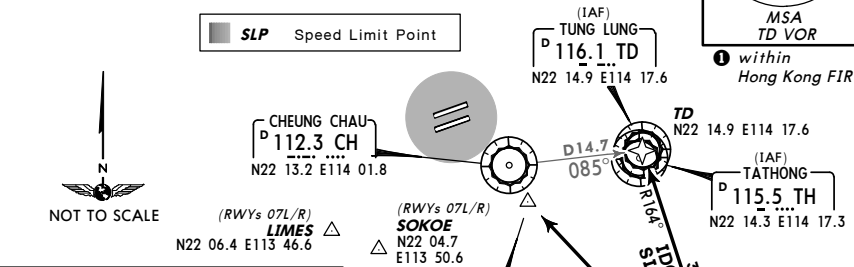
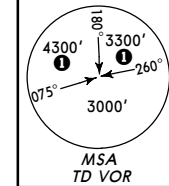
**When TD unserviceable:**  
**RWYs 07L/R:** From MANGO to GUAVA, intercept TH R-251, expect ILS approach via TH R-251. Descend as directed by ATC.  
**RWYs 25L/R:** From MANGO to TH. Expect ILS approach via TH. Descend as directed by ATC.

**VHHH/HKG**  
 HONG KONG INTL  
 14 SEP 07 **(10-2B)** Eff 27 Sep **STAR**

**JEPPESEN HONG KONG, PR OF CHINA**

D-ATIS <b>128.2</b>	Apt Elev <b>28'</b>	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below If required request radar assistance to follow correct track.	Trans alt: 9000'
------------------------	------------------------	--	------------------

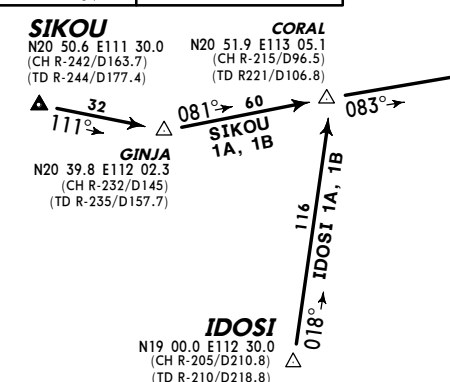
**IDOSI 1A [IDOS1A], IDOSI 1B [IDOS1B]  
 SIKOU 1A [SIKO1A], SIKOU 1B [SIKO1B]  
 RWYS 07L/R, 25L/R ARRIVALS  
 FROM SOUTHWEST**



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

**BAKER**  
 RNAV equipped ACFT  
 10 NM outbound

**CORAL**  
 RNAV equipped ACFT  
 10 NM outbound



**DESCENT PLANNING**  
 Pilots should plan to:  
**IDOSI 1A, 1B:** Cross ROBIN at FL260 and MANGO at FL130.  
**SIKOU 1A, 1B:** Cross ROBIN at FL260 (if traffic at SIKOU at or above FL260) or at FL200 (if traffic at SIKOU below FL260) and MANGO at FL130.  
 If holding over BAKER or CORAL is required, each flight will be instructed individually.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

STAR	RWY	ROUTING
IDOSI 1A	07L/R	To CORAL, then to ROBIN, then to BAKER, then to MANGO, then to GUAVA, expect ILS approach. Descend as directed by ATC.
IDOSI 1B	25L/R	To CORAL, then to ROBIN, then to BAKER, then to MANGO, then to TD, expect ILS approach. Descend as directed by ATC.
SIKOU 1A	07L/R	To GINJA, then to CORAL, then to ROBIN, then to BAKER, then to MANGO, then to GUAVA, expect ILS approach. Descend as directed by ATC.
SIKOU 1B	25L/R	To GINJA, then to CORAL, then to ROBIN, then to BAKER, then to MANGO, then to TD, expect ILS approach. Descend as directed by ATC.

**When TD unserviceable:**  
**RWYs 07L/R:** From MANGO to GUAVA, intercept TH R-251, expect ILS approach via TH R-251. Descend as directed by ATC.  
**RWYs 25L/R:** From MANGO to TH. Expect ILS approach via TH. Descend as directed by ATC.

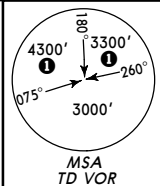


VHHH/HKG HONG KONG INTL 14 SEP 07 (10-2C) Eff 27 Sep STAR

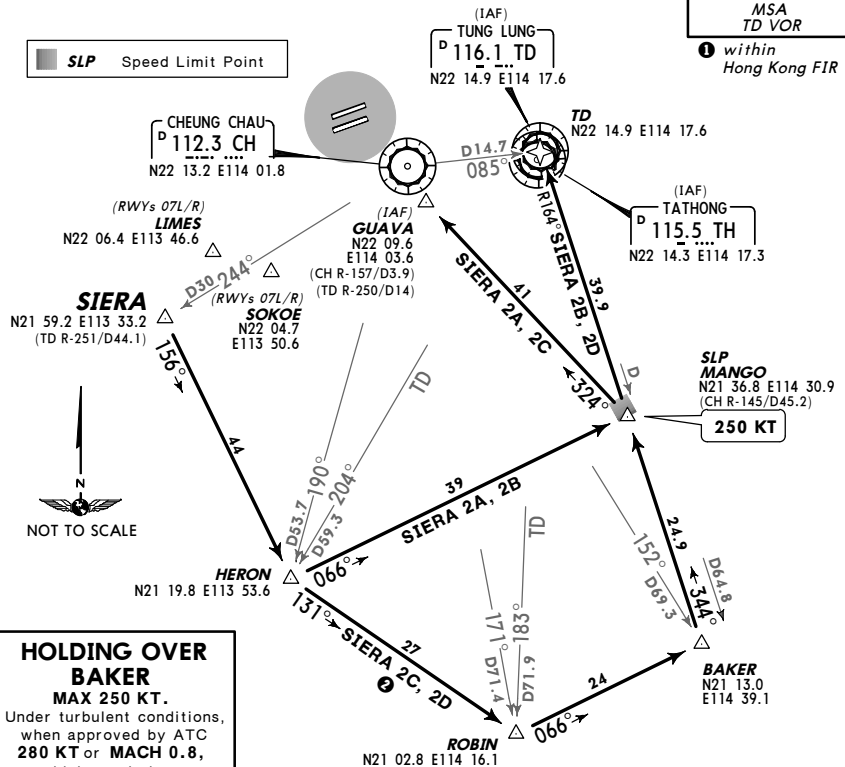
JEPPesen HONG KONG, PR OF CHINA

D-ATIS 128.2 Apt Elev 28' Alt Set: hPa Trans level: FL110 980 hPa or above Trans alt: 9000'  
 FL120 979 hPa or below  
 If required request radar assistance to follow correct track.

SIERA 2A [SIER2A], SIERA 2B [SIER2B]  
 SIERA 2C [SIER2C], SIERA 2D [SIER2D]  
 RWYS 07L/R, 25L/R ARRIVALS  
 FROM WEST

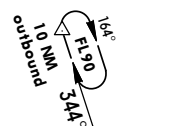


SLP Speed Limit Point



**HOLDING OVER BAKER**  
 MAX 250 KT.

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



**DESCENT PLANNING**  
 Pilots should plan to cross MANGO at FL130.  
 If holding over BAKER is required, each flight will be instructed individually.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

STAR	RWY	ROUTING
SIERA 2A	07L/R	To HERON, then to MANGO, then to GUAVA, expect ILS approach. Descend as directed by ATC.
SIERA 2B	25L/R	To HERON, then to MANGO, then to TD, expect ILS approach. Descend as directed by ATC.
SIERA 2C	07L/R	To HERON, then to ROBIN, then to BAKER, then to MANGO, then to GUAVA, expect ILS approach. Descend as directed by ATC.
SIERA 2D	25L/R	To HERON, then to ROBIN, then to BAKER, then to MANGO, then to TD, expect ILS approach. Descend as directed by ATC.

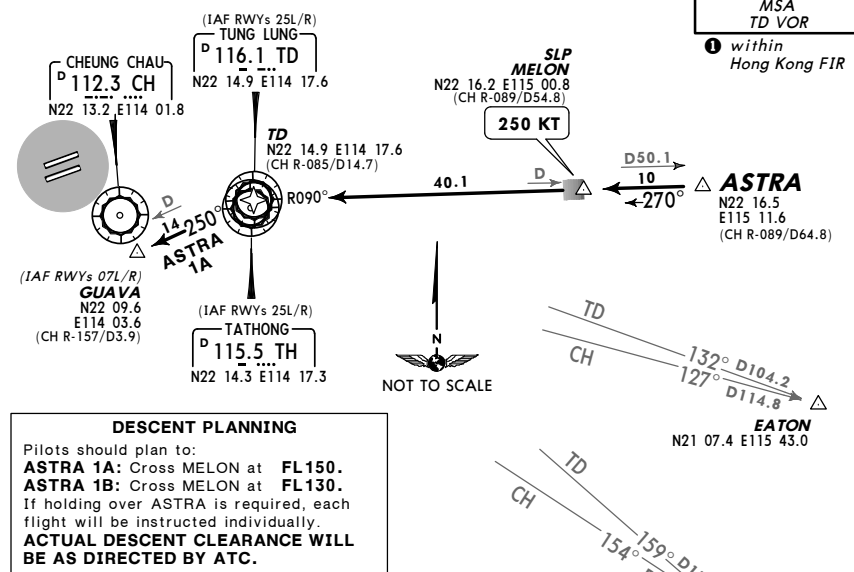
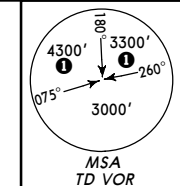
**When TD unserviceable:**  
**RWYs 07L/R:** From MANGO to GUAVA, intercept TH R-251, expect ILS approach via TH R-251. Descend as directed by ATC.  
**RWYs 25L/R:** From MANGO to TH. Expect ILS approach via TH. Descend as directed by ATC.

VHHH/HKG HONG KONG INTL 22 JUN 07 (10-2D) Eff 5 Jul STAR

JEPPesen HONG KONG, PR OF CHINA

D-ATIS 128.2 Apt Elev 28' Alt Set: hPa Trans level: FL110 980 hPa or above Trans alt: 9000'  
 FL120 979 hPa or below  
 If required request radar assistance to follow correct track.

ASTRA 1A [ASTR1A], ASTRA 1B [ASTR1B]  
 RWYS 07L/R, 25L/R ARRIVALS  
 BY ATC  
 NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



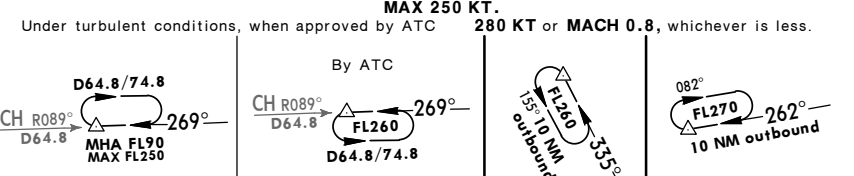
**DESCENT PLANNING**

Pilots should plan to:  
**ASTRA 1A:** Cross MELON at FL150.  
**ASTRA 1B:** Cross MELON at FL130.  
 If holding over ASTRA is required, each flight will be instructed individually.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

- When holding at ASTRA associated with STAR is not practicable due to weather or traffic reasons, ATC may re-route ACFT to appropriate alternative holding fix (DENIM or EATON) from where they will be sequenced for an approach via ASTRA or BAKER STAR.
- RNAV capability is assumed for ACFT holding at DENIM or EATON. If unable to comply with holding instructions advise ATC for alternative instructions.

SLP Speed Limit Point

**ASTRA 0 HOLDINGS OVER DENIM 0 EATON 0**  
 MAX 250 KT.



STAR	RWY	ROUTING
ASTRA 1A	07L/R	Radar vectors to ASTRA, then to MELON, then to TD, then to GUAVA, expect ILS approach. Descend as directed by ATC.
ASTRA 1B	25L/R	Radar vectors to ASTRA, then to MELON, then to TD, expect ILS approach. Descend as directed by ATC.

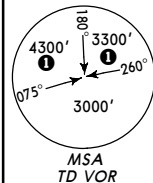
**When TD unserviceable:**  
 From MELON to TH. Expect ILS approach via TH. Descend as directed by ATC.

VHHH/HKG  
 HONG KONG INTL

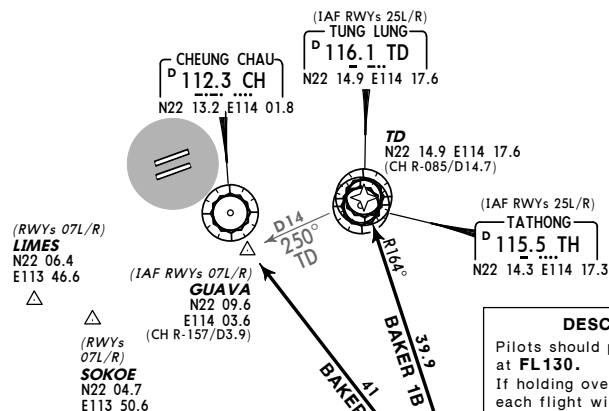
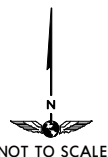
**JEPPESSEN HONG KONG, PR OF CHINA**  
 22 JUN 07 (10-2E) Eff 5 Jul **STAR**

D-ATIS 128.2	Apt Elev 28'	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below If required request radar assistance to follow correct track.	Trans alt: 9000'
-----------------	-----------------	--	------------------

**BAKER 1A [BAKE1A], BAKER 1B [BAKE1B]**  
 RWYS 07L/R, 25L/R ARRIVALS  
 BY ATC  
 NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

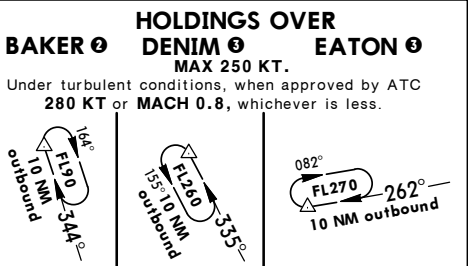


MSA TD VOR  
 ① within Hong Kong FIR



**DESCENT PLANNING**  
 Pilots should plan to cross MANGO at **FL130**.  
 If holding over BAKER is required, each flight will be instructed individually.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

- ② When holding at BAKER associated with STAR is not practicable due to weather or traffic reasons, ATC may re-route ACFT to appropriate alternative holding fix (DENIM or EATON) from where they will be sequenced for an approach via ASTRA or BAKER STAR.
- ③ RNAV capability is assumed for ACFT holding at DENIM or EATON. If unable to comply with holding instructions advise ATC for alternative instructions.



STAR	RWY	ROUTING
BAKER 1A	07L/R	Radar vectors to BAKER, then to MANGO, then to GUAVA, expect ILS approach. Descend as directed by ATC.
BAKER 1B	25L/R	Radar vectors to BAKER, then to MANGO, then to TD, expect ILS approach. Descend as directed by ATC.

**When TD unserviceable:**  
**BAKER 1A:** From MANGO to GUAVA, intercept TH R-251, expect ILS approach via TH R-251. Descend as directed by ATC.  
**BAKER 1B:** From MANGO to TH. Expect ILS approach via TH. Descend as directed by ATC.

VHHH/HKG  
 HONG KONG INTL

**JEPPESSEN HONG KONG, PR OF CHINA**  
 14 SEP 07 (10-3) Eff 27 Sep **RNAV SID**

RNAV SID DESIGNATION	REFER TO CHART
ATENA 2A, 2C	10-3B
ATTOL 2A, 2C	10-3C
ATTOL 2B, 2D	10-3D
BEKOL 3A, 3C	10-3E
BEKOL 2B, 2D	10-3F
LAKES 2A, 2C	10-3G
LAKES 2B, 2D	10-3H
LOGAN 3A, 3C	10-3J
OCEAN 2A, 2C	10-3K
OCEAN 2B, 2D	10-3L
RASSE 3A, 3C	10-3M
SANDI 2A, 2C	10-3N
SANDI 2B, 2D	10-3P
SKATE 3A, 3C	10-3Q

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

VHHH/HKG  
HONG KONG INTL

JEPPesen HONG KONG, PR OF CHINA  
14 SEP 07 (10-3A) Eff 27 Sep SID

SID DESIGNATION	REFER TO CHART
ATENA 2A, 2C	10-3S
ATTOL 2A, 2C	10-3T
ATTOL 2B, 2D	10-3U
BEKOL 3A, 3C	10-3V
BEKOL 2B, 2D	10-3V1
LAKES 2A, 2C	10-3V2
LAKES 2B, 2D	10-3V3
LOGAN 3A, 3C	10-3V4
OCEAN 2A, 2C	10-3V5
OCEAN 2B, 2D	10-3V6
RASSE 3A, 3C	10-3V7
SANDI 2A, 2C	10-3V8
SANDI 2B, 2D	10-3W
SKATE 3A, 3C	10-3X

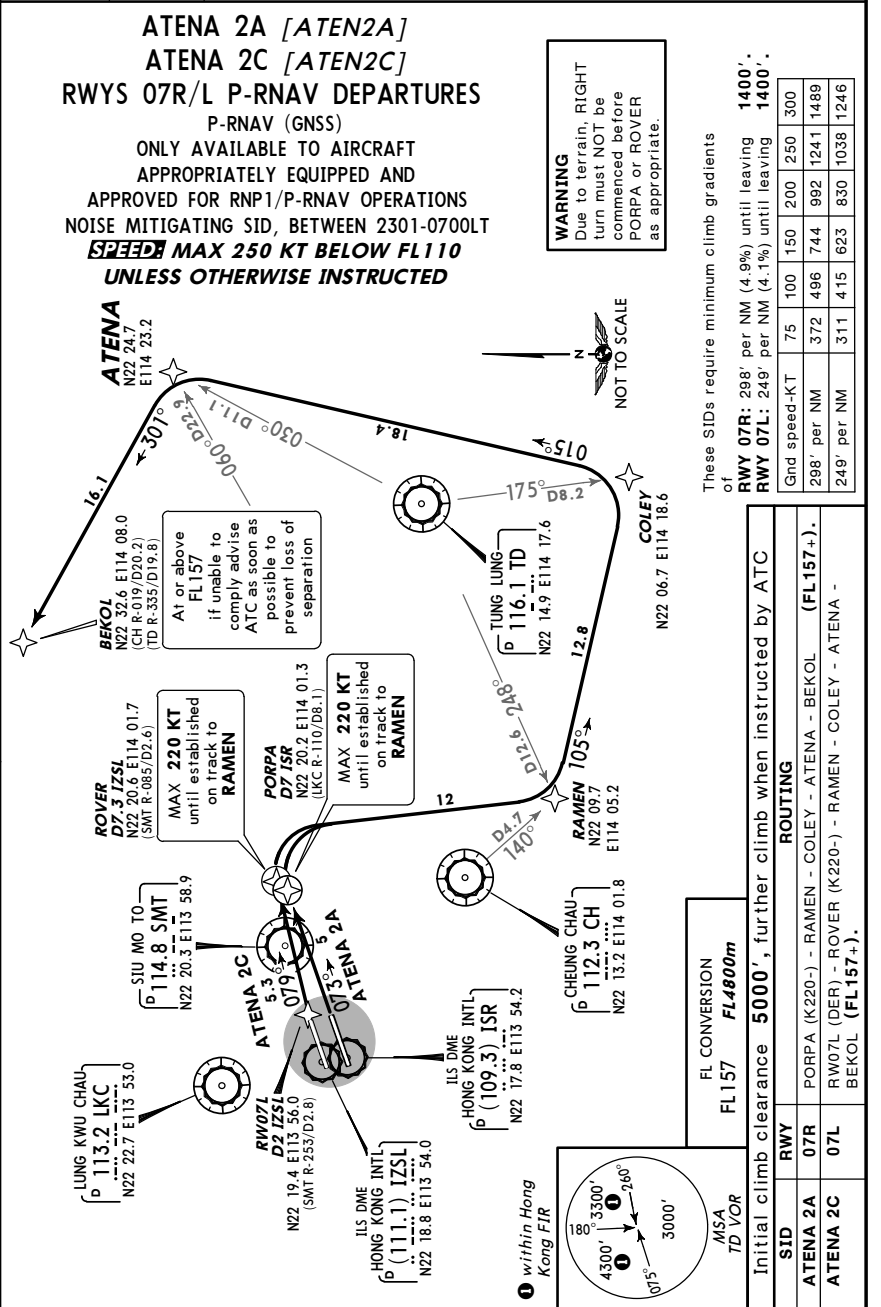
TERMINAL TRANSITION ROUTE	REFER TO CHART
V1, V2, V3, V4, V5	10-3X1
V6, V7, V9	10-3X2

VHHH/HKG  
HONG KONG INTL

JEPPesen HONG KONG, PR OF CHINA  
27 APR 07 (10-3B) Eff 10 May RNAV SID

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: 980 hPa or above - FL110 979 hPa or below - FL120 Trans alt: 9000'
---------------------------------	-----------------	---

1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.



VHHH/HKG  
 HONG KONG INTL

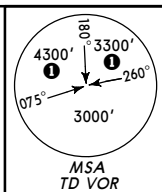
**JEPPesen HONG KONG, PR OF CHINA**  
 27 APR 07 **10-3C** Eff 10 May **RNAV SID**

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: 980 hPa or above - FL110 979 hPa or below - FL120 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.	Trans alt: 9000'
---------------------------------	-----------------	--	------------------

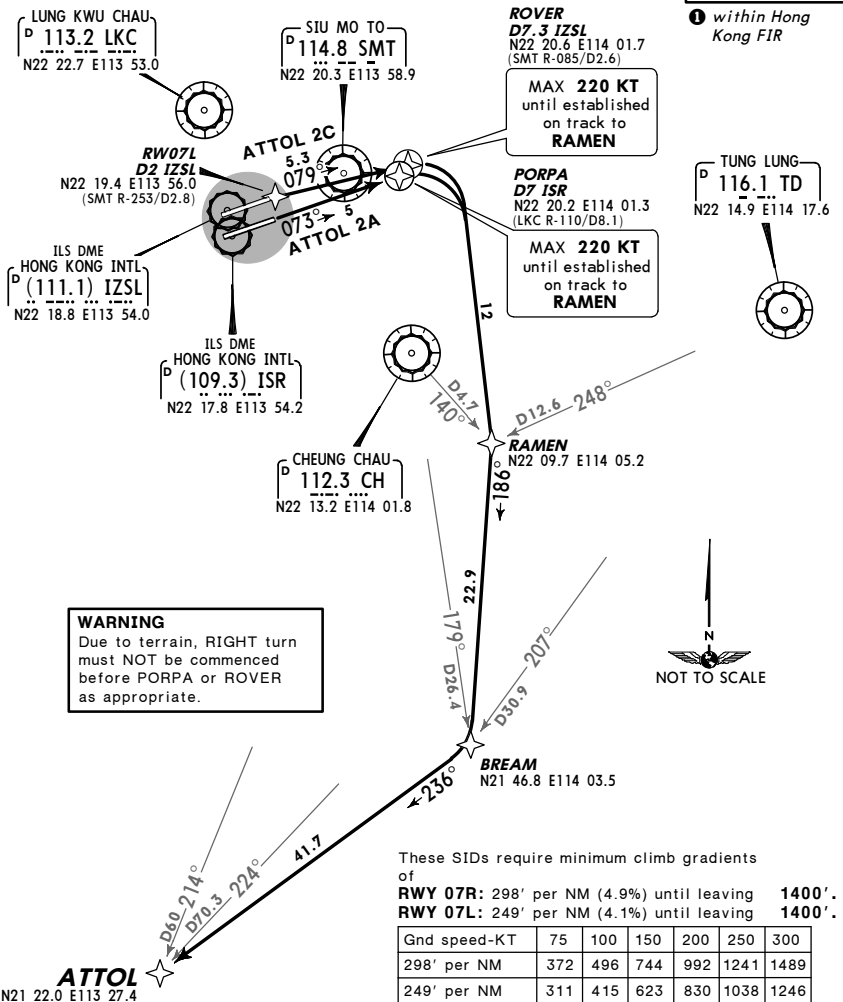
**ATTOL 2A [ATOL2A], ATTOL 2C [ATOL2C]  
 RWYS 07R/L P-RNAV DEPARTURES**

P-RNAV (GNSS)  
 ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY  
 EQUIPPED AND APPROVED FOR RNP1/P-RNAV OPERATIONS  
 FOR TERMINAL TRANSITION ROUTE V9 REFER TO CHART 10-3X2

**SPEEDS MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**



① within Hong Kong FIR



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

These SIDs require minimum climb gradients of

RWY 07R: 298' per NM (4.9%) until leaving 1400'.						
RWY 07L: 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'**, further climb when instructed by ATC

SID	RWY	ROUTING
ATTOL 2A	07R	PORPA (K220-) - RAMEN - BREAM - ATTOL.
ATTOL 2C	07L	RW07L (DER) - ROVER (K220-) - RAMEN - BREAM - ATTOL.

VHHH/HKG  
 HONG KONG INTL

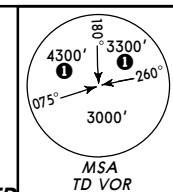
**JEPPesen HONG KONG, PR OF CHINA**  
 31 AUG 07 **10-3D** **RNAV SID**

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: FL110 980 hPa or above FL120 979 hPa or below 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.	Trans alt: 9000'
---------------------------------	-----------------	--	------------------

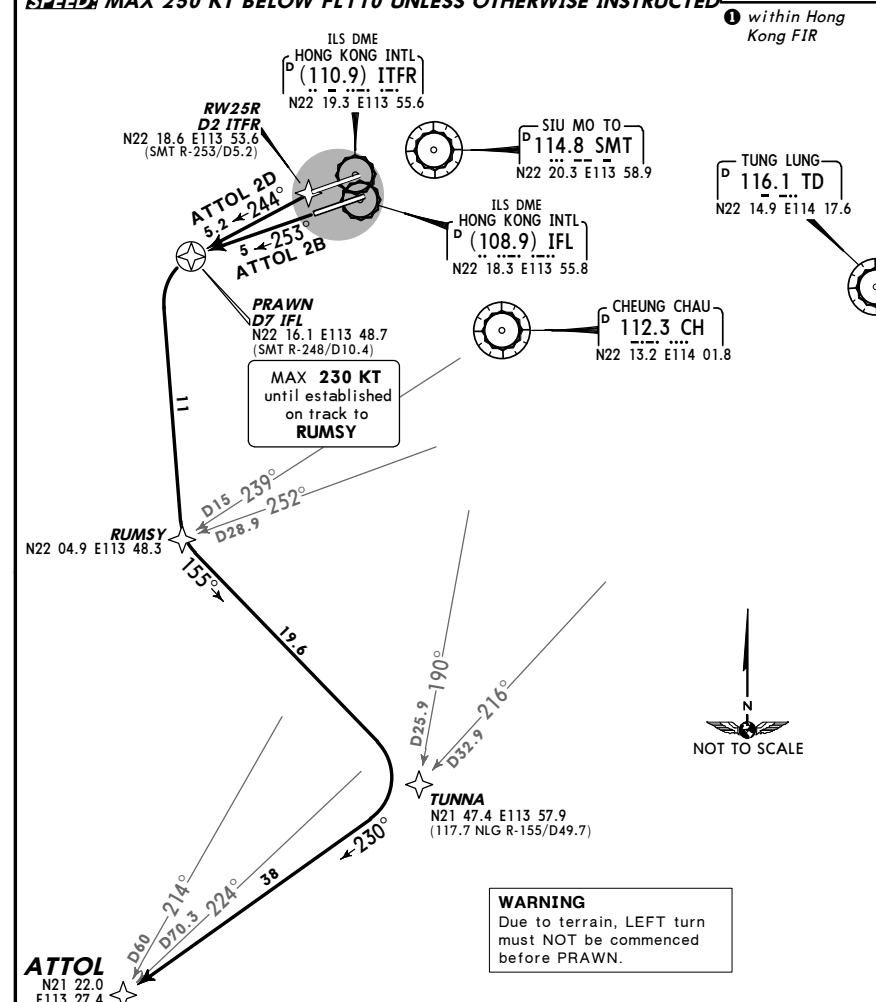
**ATTOL 2B [ATOL2B], ATTOL 2D [ATOL2D]  
 RWYS 25L/R P-RNAV DEPARTURES**

P-RNAV (GNSS)  
 ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY  
 EQUIPPED AND APPROVED FOR RNP1/P-RNAV OPERATIONS  
 FOR TERMINAL TRANSITION ROUTE V9 REFER TO CHART 10-3X2

**SPEEDS MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**



① within Hong Kong FIR



**WARNING**  
 Due to terrain, LEFT turn must NOT be commenced before PRAWN.

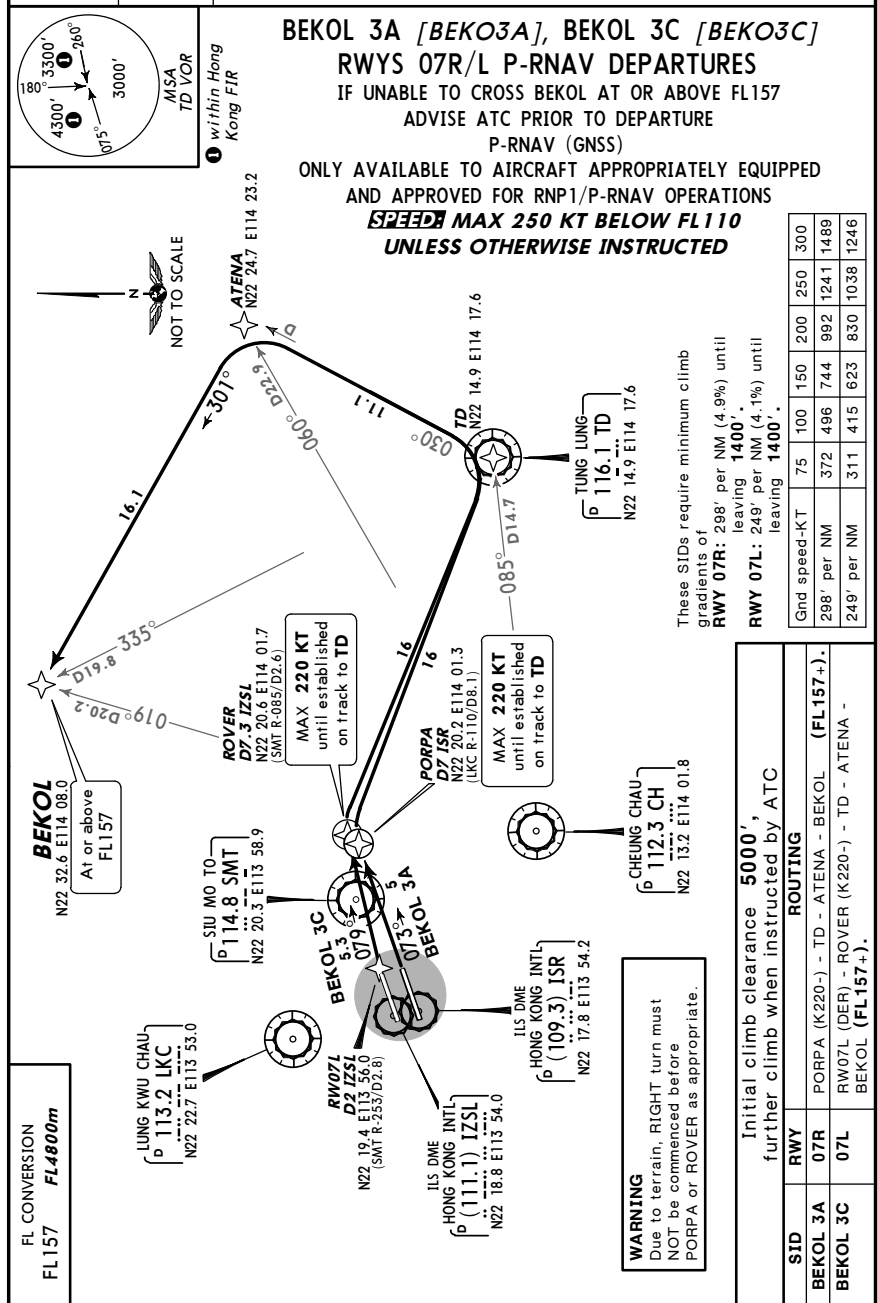
Initial climb clearance **5000'**, further climb when instructed by ATC

SID	RWY	ROUTING
ATTOL 2B	25L	PRAWN (K230-) - RUMSY - TUNNA - ATTOL.
ATTOL 2D	25R	RW25R (DER) - PRAWN (K230-) - RUMSY - TUNNA - ATTOL.

VHHH/HKG  
 HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA  
 31 AUG 07 (10-3E) RNAV SID

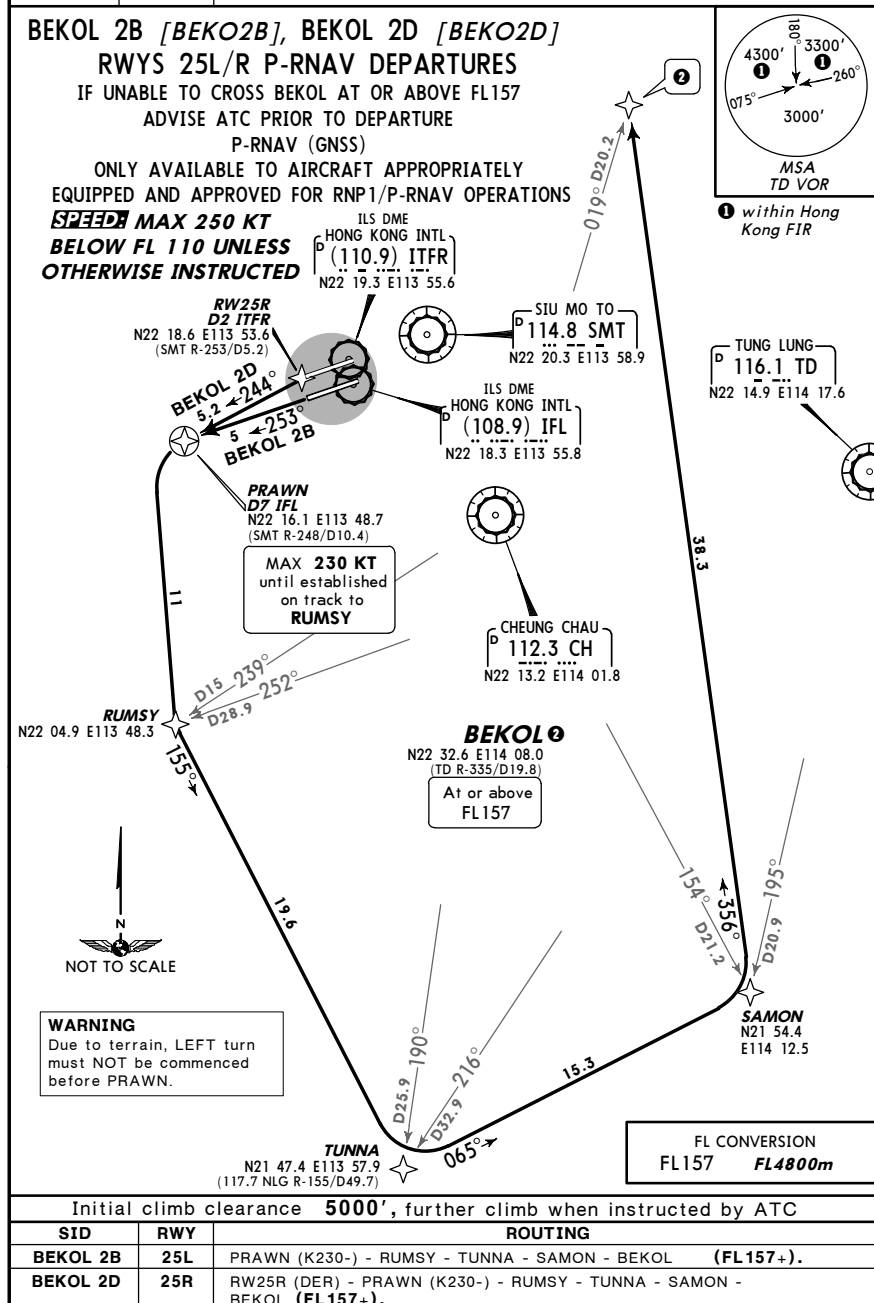
HONG KONG Departure 123.8	Apt Elev 28'	Trans level: FL110 980 hPa or above FL120 979 hPa or below Trans alt: 9000'
1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.		



VHHH/HKG  
 HONG KONG INTL

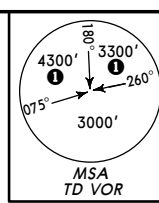
JEPPESEN HONG KONG, PR OF CHINA  
 31 AUG 07 (10-3F) RNAV SID

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: FL110 980 hPa or above FL120 979 hPa or below Trans alt: 9000'
1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.		



**VHHH/HKG**  
**HONG KONG INTL**  
 31 AUG 07 (10-3G)  
**JEPPesen HONG KONG, PR OF CHINA**  
**RNAV SID**

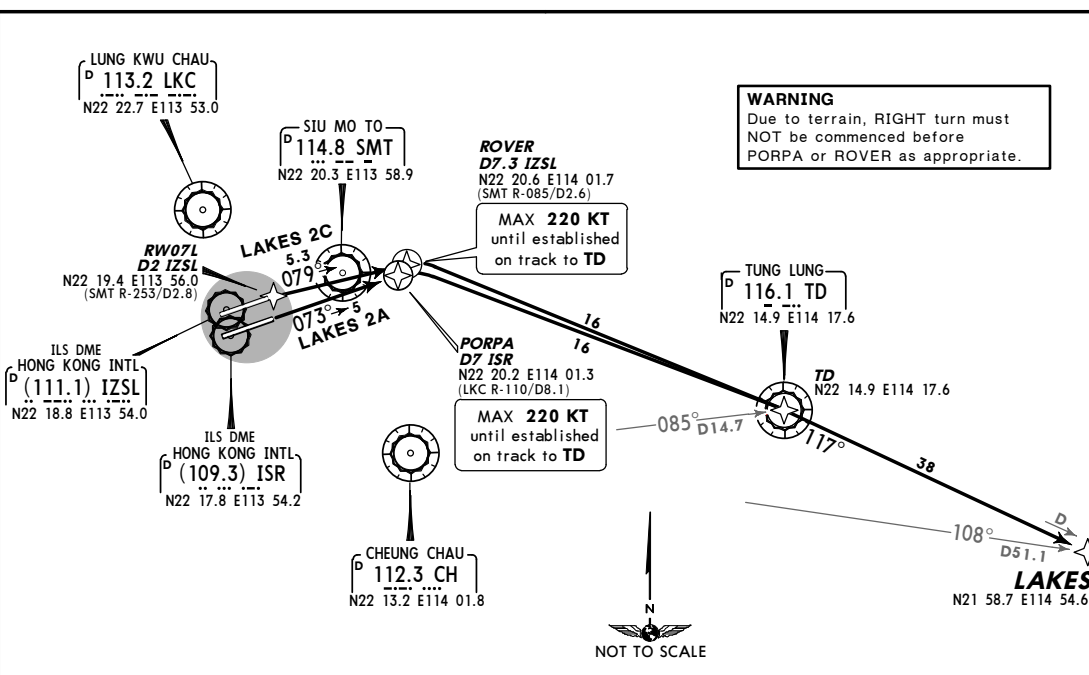
HONG KONG  
 Departure  
**123.8**  
 Apt Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure.  
 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 9000'



① within Hong Kong FIR

**LAKES 2A [LAKE2A], LAKES 2C [LAKE2C]**  
**RWYS 07R/L P-RNAV DEPARTURES**  
 P-RNAV (GNSS)  
 ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY EQUIPPED AND APPROVED FOR RNP1/P-RNAV OPERATIONS FOR TERMINAL TRANSITION ROUTE VI REFER TO CHART 10-3X1  
**SPEEDS MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**

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



These SIDs require minimum climb gradients of

RWY 07R:	298'	per NM	(4.9%)	until leaving	1400'
RWY 07L:	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'**, further climb when instructed by ATC

SID	RWY	ROUTING
LAKES 2A	07R	PORPA (K220-) - TD - LAKES.
LAKES 2C	07L	RW07L (DER) - ROVER (K220-) - TD - LAKES.

**VHHH/HKG**  
**HONG KONG INTL**  
 31 AUG 07 (10-3H)  
**JEPPesen HONG KONG, PR OF CHINA**  
**RNAV SID**

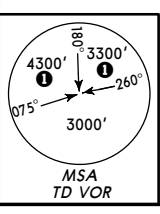
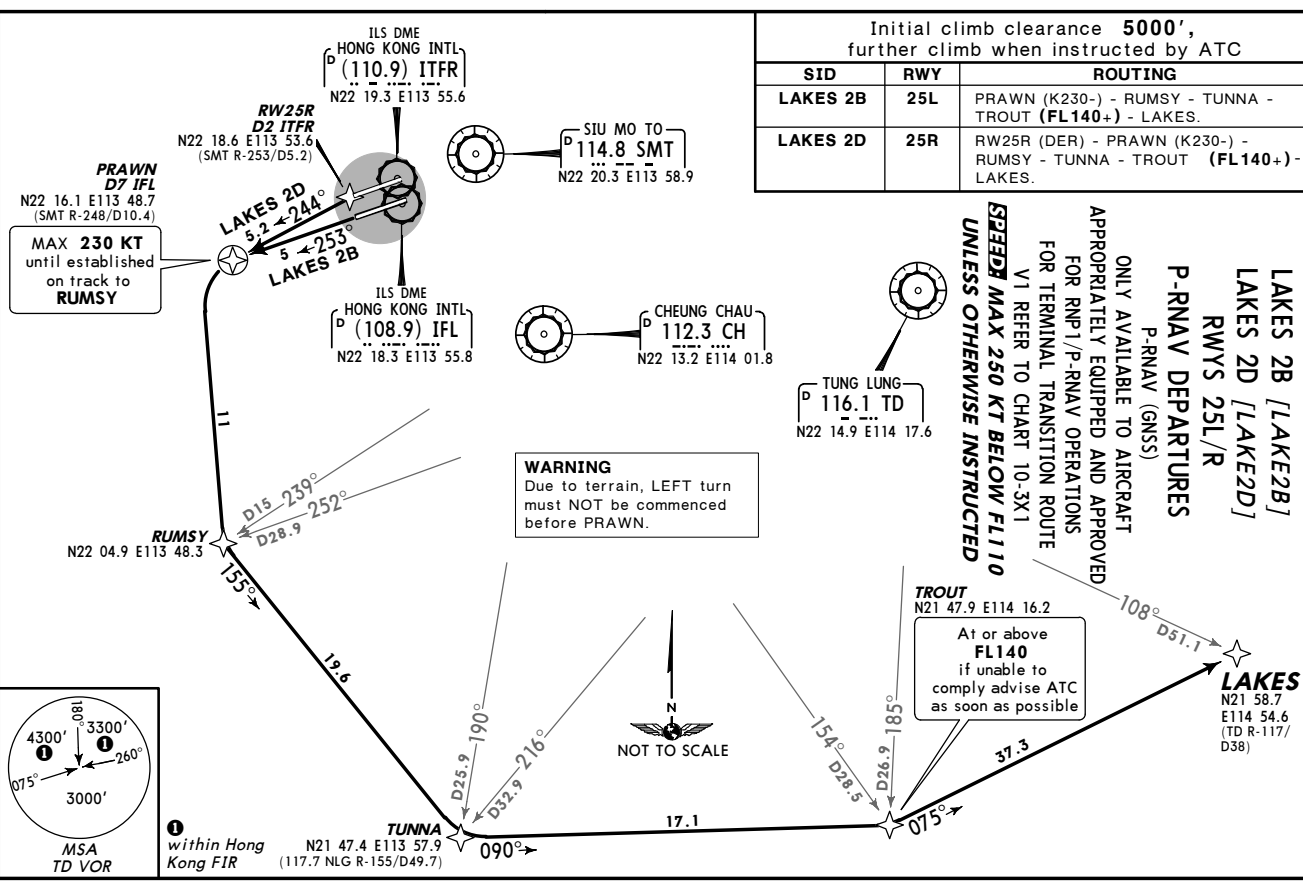
HONG KONG  
 Departure  
**123.8**  
 Apt Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure.  
 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 9000'

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

SID	RWY	ROUTING
LAKES 2B	25L	PRAWN (K230-) - RUMSY - TUNNA - TROUT (FL140+) - LAKES.
LAKES 2D	25R	RW25R (DER) - PRAWN (K230-) - RUMSY - TUNNA - TROUT (FL140+) - LAKES.

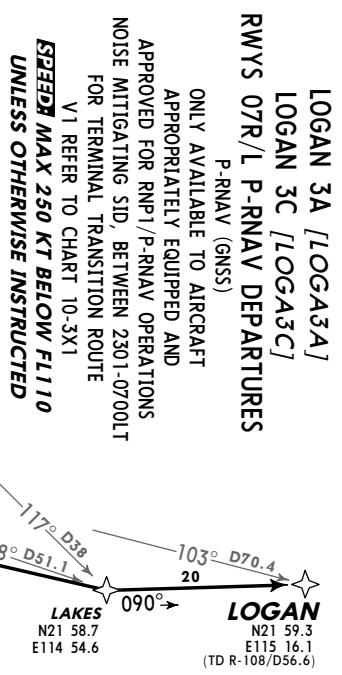
**LAKES 2B [LAKE2B]**  
**LAKES 2D [LAKE2D]**  
**RWYS 25L/R**  
**P-RNAV DEPARTURES**  
 P-RNAV (GNSS)  
 ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY EQUIPPED AND APPROVED FOR RNP1/P-RNAV OPERATIONS FOR TERMINAL TRANSITION ROUTE VI REFER TO CHART 10-3X1  
**SPEEDS MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**

**WARNING**  
 Due to terrain, LEFT turn must NOT be commenced before PRAWN.



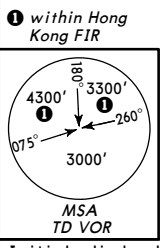
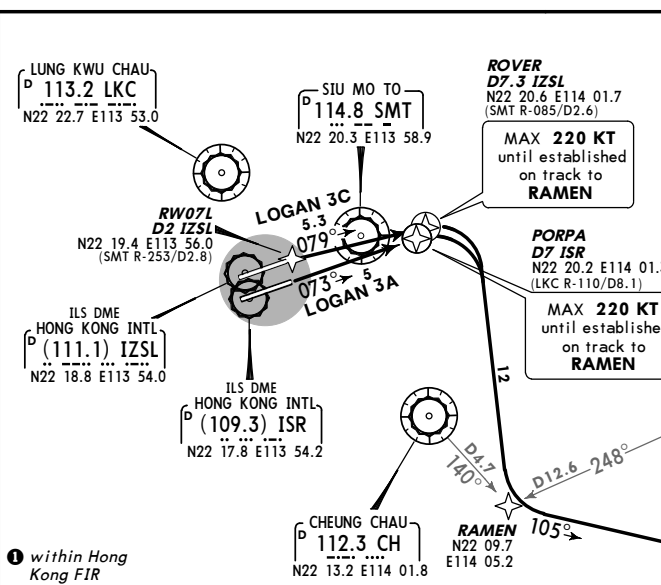
**VHHH/HKG**  
**HONG KONG INTL**  
 31 AUG 07 (10-31)  
**JEPPesen HONG KONG, PR OF CHINA**  
**RNAV SID**

HONG KONG  
 Departure  
**123.8**  
 Apt Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure.  
 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 3000'



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

**SPEED MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**



These SIDs require minimum climb gradients of

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

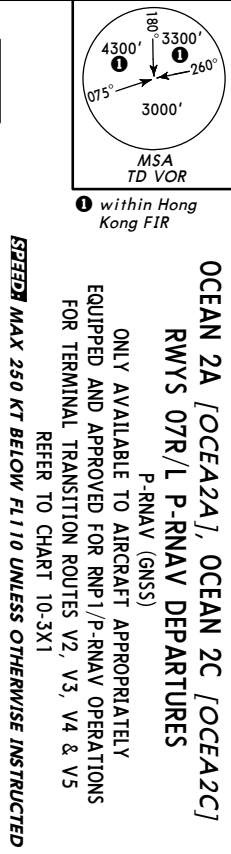
Initial climb clearance **5000'**, further climb when instructed by ATC

SID	RWY	ROUTING
LOGAN 3A	07R	PORPA (K220-) - RAMEN - LAKES - LOGAN.
LOGAN 3C	07L	RW07L (DER) - ROVER (K220-) - RAMEN - LAKES - LOGAN.

CHANGES: None  
 © JEPPesen SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

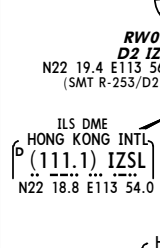
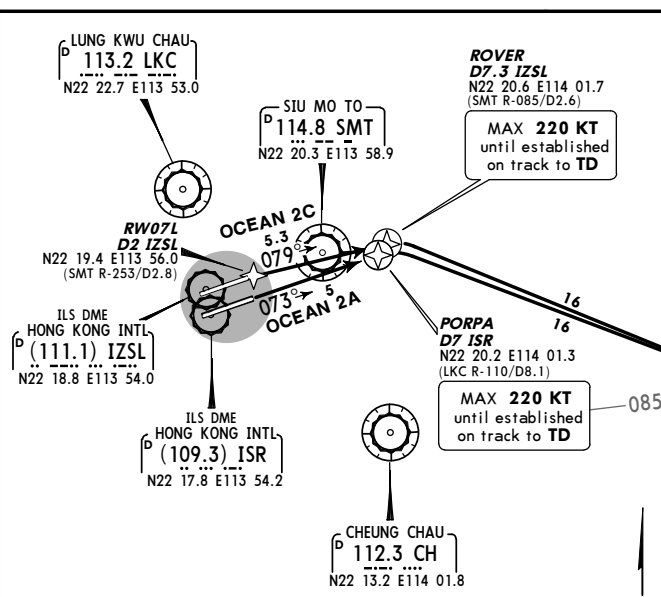
**VHHH/HKG**  
**HONG KONG INTL**  
 31 AUG 07 (10-3K)  
**JEPPesen HONG KONG, PR OF CHINA**  
**RNAV SID**

HONG KONG  
 Departure  
**123.8**  
 Apt Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure.  
 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 9000'



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

**SPEED MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**



These SIDs require minimum climb gradients of

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

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

SID	RWY	ROUTING
OCEAN 2A	07R	PORPA (K220-) - TD - OCEAN.
OCEAN 2C	07L	RW07L (DER) - ROVER (K220-) - TD - OCEAN.

CHANGES: None  
 © JEPPesen SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

**VHHH/HKG**  
**HONG KONG INTL**  
 31 AUG 07 (10-31)  
**JEPPesen HONG KONG, PR OF CHINA**  
**RNAV SID**

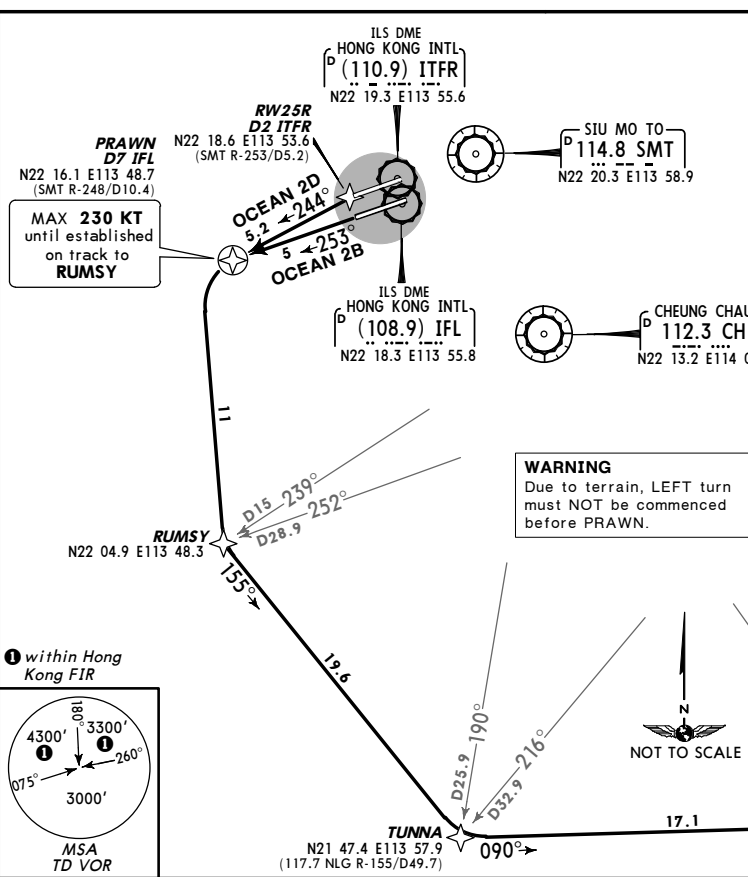
HONG KONG  
 Departure  
**123.8**  
 Apt Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 9000'

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

SID	RWY	ROUTING
OCEAN 2B	25L	PRAWN (K230-) - RUMSY - TUNNA - TROUT (FL140+) - OCEAN.
OCEAN 2D	25R	RW25R (DER) - PRAWN (K230-) - RUMSY - TUNNA - TROUT (FL140+) - OCEAN.

**OCEAN 2B [OCEA2B]**  
**OCEAN 2D [OCEA2D]**  
**RWYS 25L/R P-RNAV DEPARTURES**  
 P-RNAV (GNSS)  
 ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY EQUIPPED AND APPROVED FOR RNP1/P-RNAV OPERATIONS FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5 REFER TO CHART 10-3X1 **SPEED MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**

At or above **FL140** if unable to comply advise ATC as soon as possible



**VHHH/HKG**  
**HONG KONG INTL**  
 14 SEP 07 (10-3M) Eff 27 sep  
**JEPPesen HONG KONG, PR OF CHINA**  
**RNAV SID**

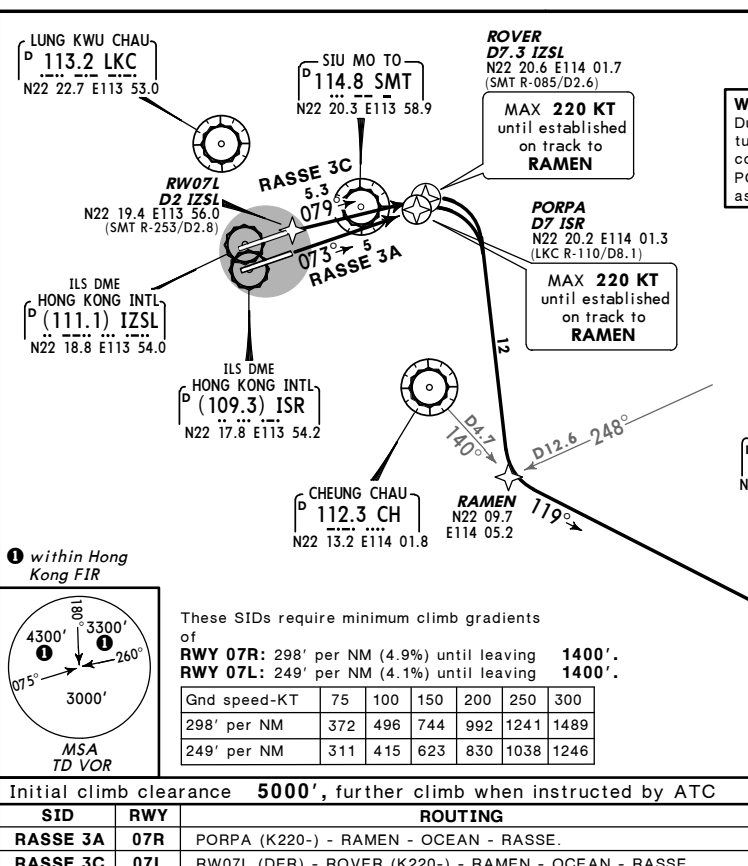
HONG KONG  
 Departure  
**123.8**  
 Apt Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 9000'

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

SID	RWY	ROUTING
RASSE 3A	07R	PORPA (K220-) - RAMEN - OCEAN - RASSE.
RASSE 3C	07L	RW07L (DER) - ROVER (K220-) - RAMEN - OCEAN - RASSE.

**RASSE 3A [RASE3A]**  
**RASSE 3C [RASE3C]**  
**RWYS 07R/L P-RNAV DEPARTURES**  
 P-RNAV (GNSS)  
 ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY EQUIPPED AND APPROVED FOR RNP1/P-RNAV OPERATIONS NOISE MITIGATING SID, BETWEEN 2301-0700LT REFER TO CHART 10-3X1 **SPEED MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**

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



These SIDs require minimum climb gradients of

	75	100	150	200	250	300
RWY 07R: 298' per NM (4.9%) until leaving 1400'.	372	496	744	992	1241	1489
RWY 07L: 249' per NM (4.1%) until leaving 1400'.	311	415	623	830	1038	1246

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

SID	RWY	ROUTING
RASSE 3A	07R	PORPA (K220-) - RAMEN - OCEAN - RASSE.
RASSE 3C	07L	RW07L (DER) - ROVER (K220-) - RAMEN - OCEAN - RASSE.



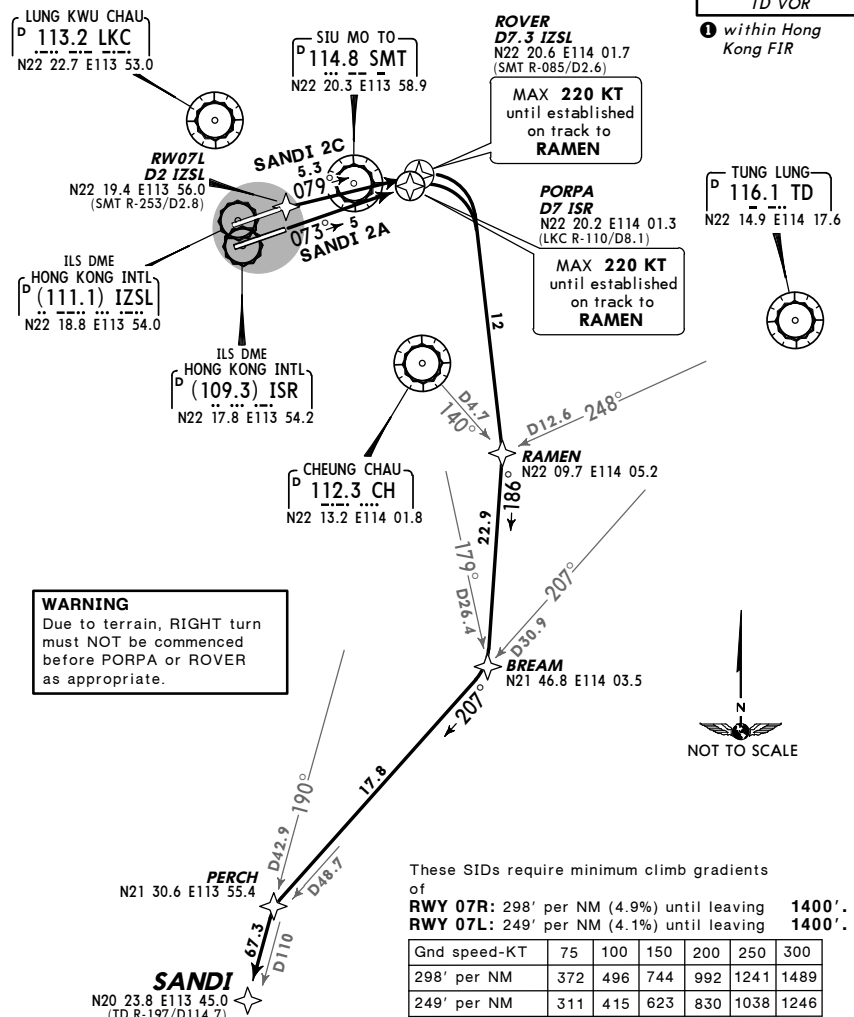
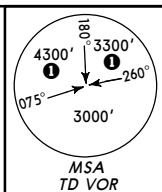
VHHH/HKG  
HONG KONG INTL

JEPPesen HONG KONG, PR OF CHINA  
14 SEP 07 **10-3N** Eff 27 Sep **RNAV SID**

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: FL110 980 hPa or above FL120 979 hPa or below 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.	Trans alt: 9000'
---------------------------------	-----------------	--	------------------

**SANDI 2A [SAND2A], SANDI 2C [SAND2C]**  
**RWYS 07R/L P-RNAV DEPARTURES**

P-RNAV (GNSS)  
ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY  
EQUIPPED AND APPROVED FOR RNP1/P-RNAV OPERATIONS  
FOR TERMINAL TRANSITION ROUTES V6 & V7 REFER TO CHART 10-3X2  
**SPEEDS MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**



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

SID	RWY	ROUTING
SANDI 2A	07R	PORPA (K220-) - RAMEN - BREAM - PERCH - SANDI.
SANDI 2C	07L	RW07L (DER) - ROVER (K220-) - RAMEN - BREAM - PERCH - SANDI.

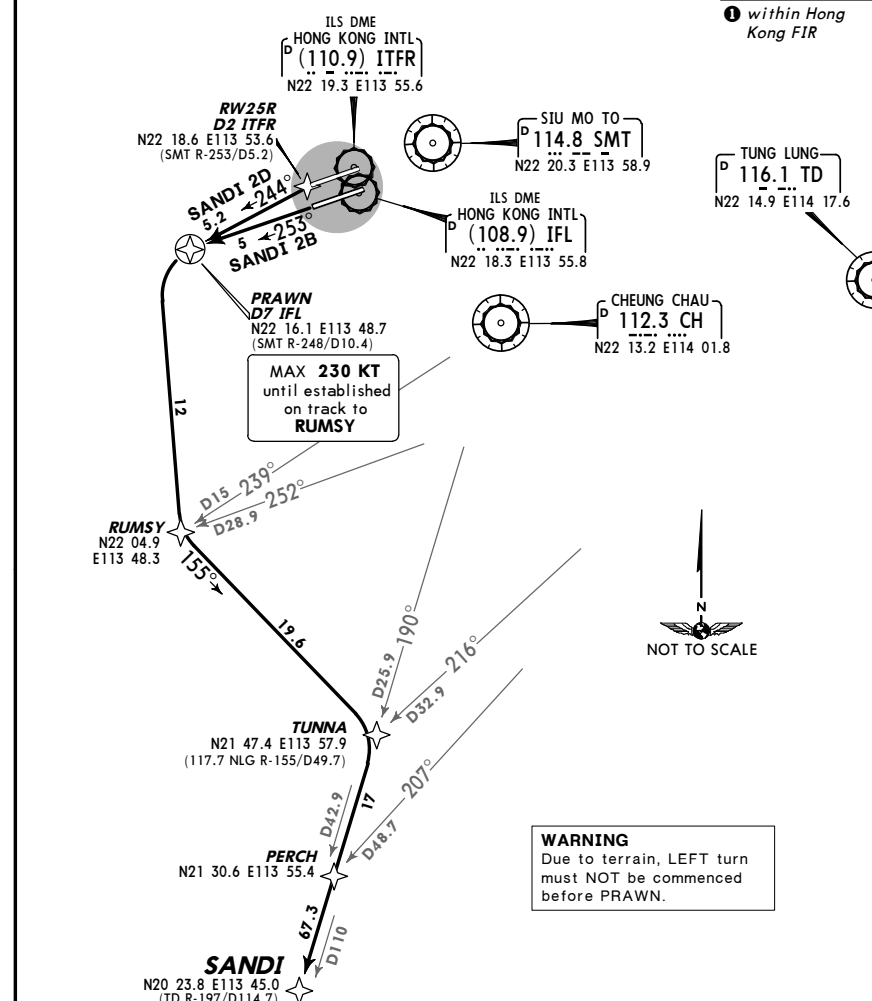
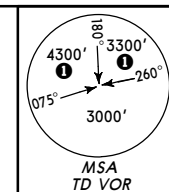
VHHH/HKG  
HONG KONG INTL

JEPPesen HONG KONG, PR OF CHINA  
14 SEP 07 **10-3P** Eff 27 Sep **RNAV SID**

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: FL110 980 hPa or above FL120 979 hPa or below 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.	Trans alt: 9000'
---------------------------------	-----------------	--	------------------

**SANDI 2B [SAND2B], SANDI 2D [SAND2D]**  
**RWYS 25L/R P-RNAV DEPARTURES**

P-RNAV (GNSS)  
ONLY AVAILABLE TO AIRCRAFT APPROPRIATELY  
EQUIPPED AND APPROVED FOR RNP1/P-RNAV OPERATIONS  
FOR TERMINAL TRANSITION ROUTES V6 & V7 REFER TO CHART 10-3X2  
**SPEEDS MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**



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

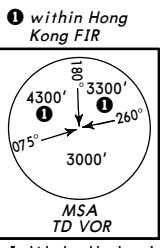
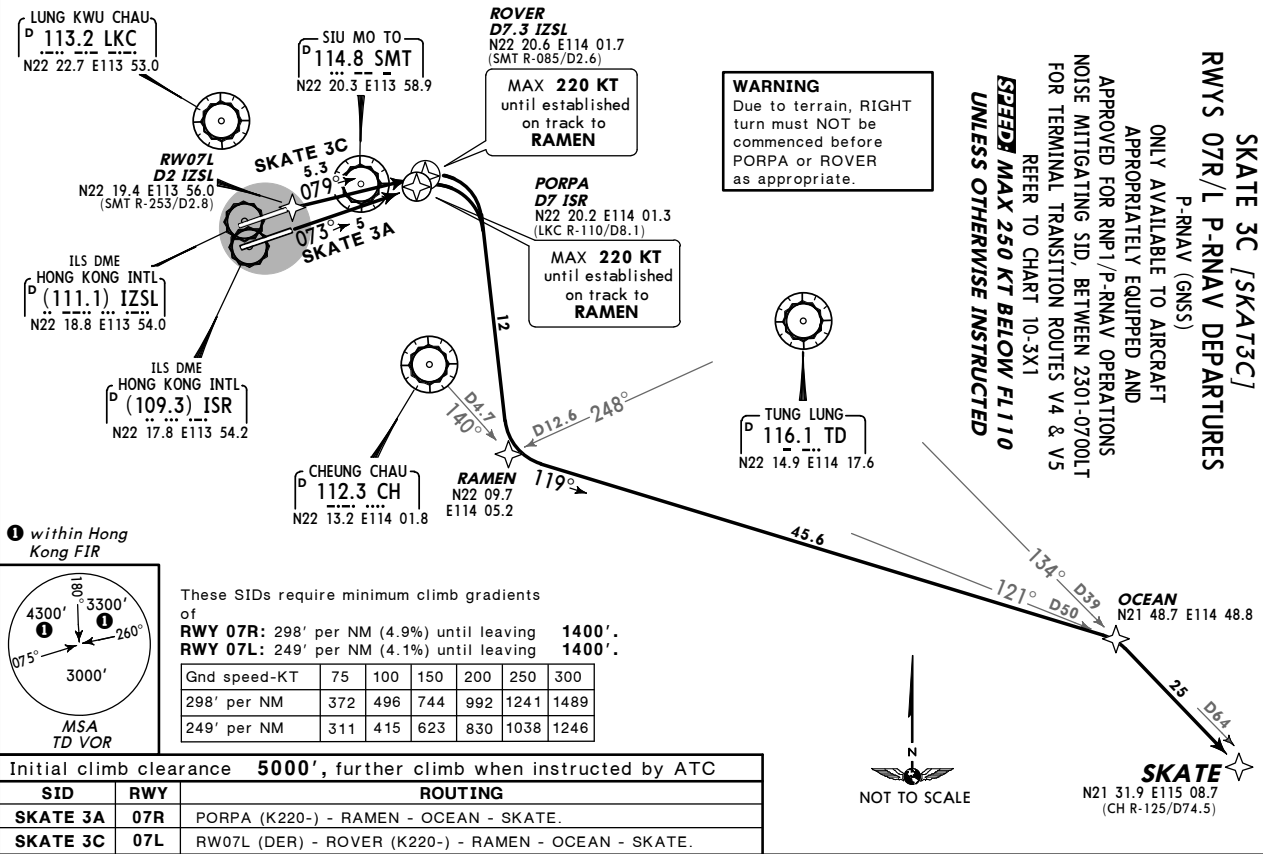
SID	RWY	ROUTING
SANDI 2B	25L	PRAWN (K230-) - RUMSY - TUNNA - PERCH - SANDI.
SANDI 2D	25R	RW25R (DER) - PRAWN (K230-) - RUMSY - TUNNA - PERCH - SANDI.

**VHHH/HKG**  
**HONG KONG INTL**  
 14 SEP 07 (10-3Q) Eff 27 Sep  
**JEPPesen HONG KONG, PR OF CHINA**  
 RNAV SID

HONG KONG  
 Departure  
 123.8  
 Apt Elev  
 28'  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure.  
 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 3000'

**SKATE 3A [SKAT3A]**  
**SKATE 3C [SKAT3C]**  
**RWYS 07R/L P-RNAV DEPARTURES**  
 P-RNAV (GNSS)  
 ONLY AVAILABLE TO AIRCRAFT  
 APPROPRIATELY EQUIPPED AND  
 APPROVED FOR RNP1/P-RNAV OPERATIONS  
 NOISE MITIGATING SID, BETWEEN 2301-0700LT  
 FOR TERMINAL TRANSITION ROUTES V4 & V5  
 REFER TO CHART 10-3X1  
**SPEED MAX 250 KT BELOW FL110**  
**UNLESS OTHERWISE INSTRUCTED**

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



These SIDs require minimum climb gradients of

RWY 07R:	298' per NM (4.9%) until leaving	1400'
RWY 07L:	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'**, further climb when instructed by ATC

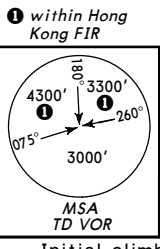
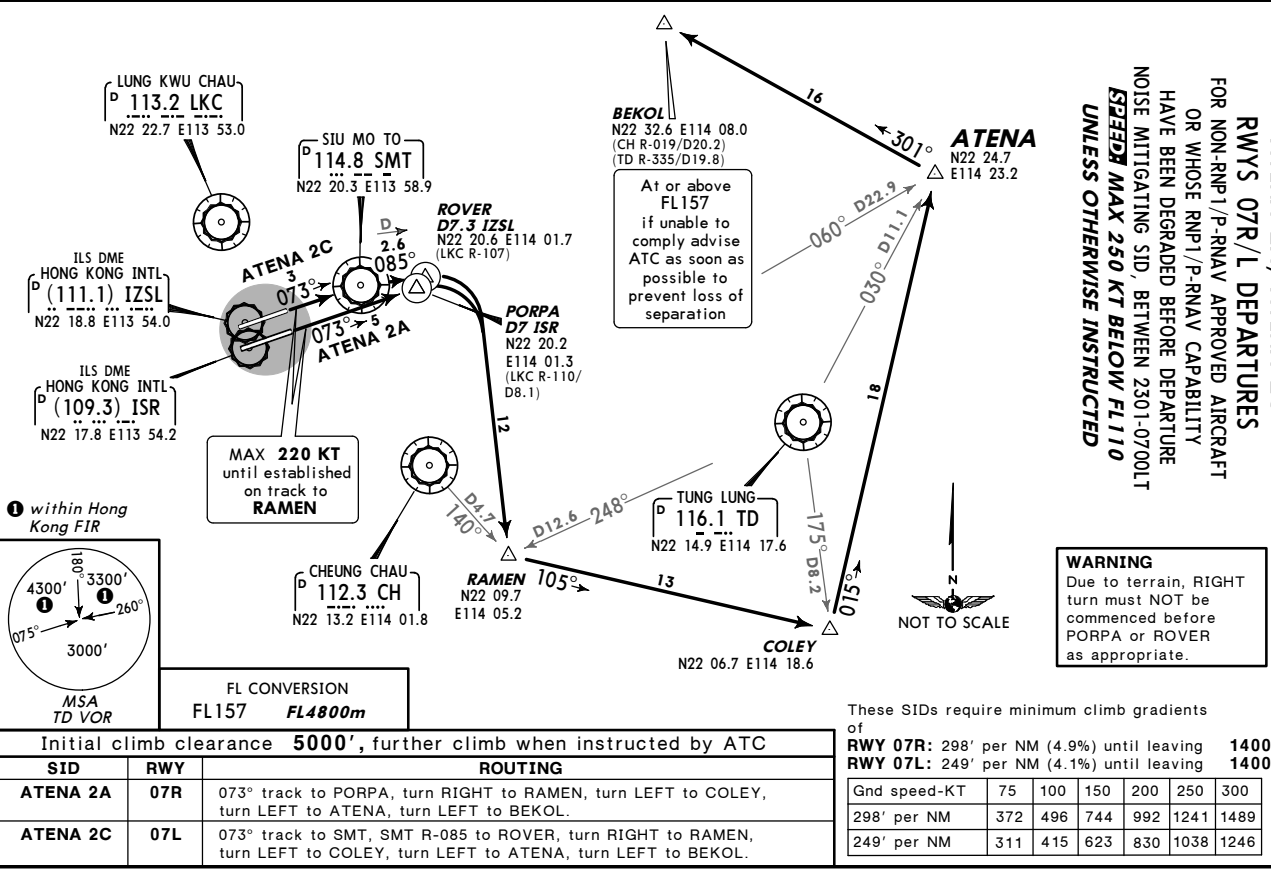
SID	RWY	ROUTING
SKATE 3A	07R	PORPA (K220-) - RAMEN - OCEAN - SKATE.
SKATE 3C	07L	RW07L (DER) - ROVER (K220-) - RAMEN - OCEAN - SKATE.

**VHHH/HKG**  
**HONG KONG INTL**  
 27 APR 07 (10-3S) Eff 10 May  
**JEPPesen HONG KONG, PR OF CHINA**  
 SID

HONG KONG  
 Departure  
 123.8  
 Apt Elev  
 28'  
 Trans level: 980 hPa or above - FL110  
 979 hPa or below - FL120  
 1. When instructed contact HONG KONG Departure.  
 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 3000'

**ATENA 2A, ATENA 2C**  
**RWYS 07R/L DEPARTURES**  
 FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT  
 OR WHOSE RNP1/P-RNAV CAPABILITY  
 HAVE BEEN DEGRADED BEFORE DEPARTURE  
 NOISE MITIGATING SID, BETWEEN 2301-0700LT  
**SPEED MAX 250 KT BELOW FL110**  
**UNLESS OTHERWISE INSTRUCTED**

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



FL CONVERSION  
 FL157 **FL4800m**

These SIDs require minimum climb gradients of

RWY 07R:	298' per NM (4.9%) until leaving	1400'
RWY 07L:	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'**, further climb when instructed by ATC

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

VHHH/HKG  
 HONG KONG INTL

**JEPPesen** HONG KONG, PR OF CHINA

27 APR 07 **10-3T** Eff 10 May

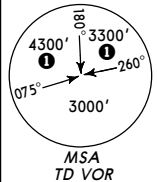
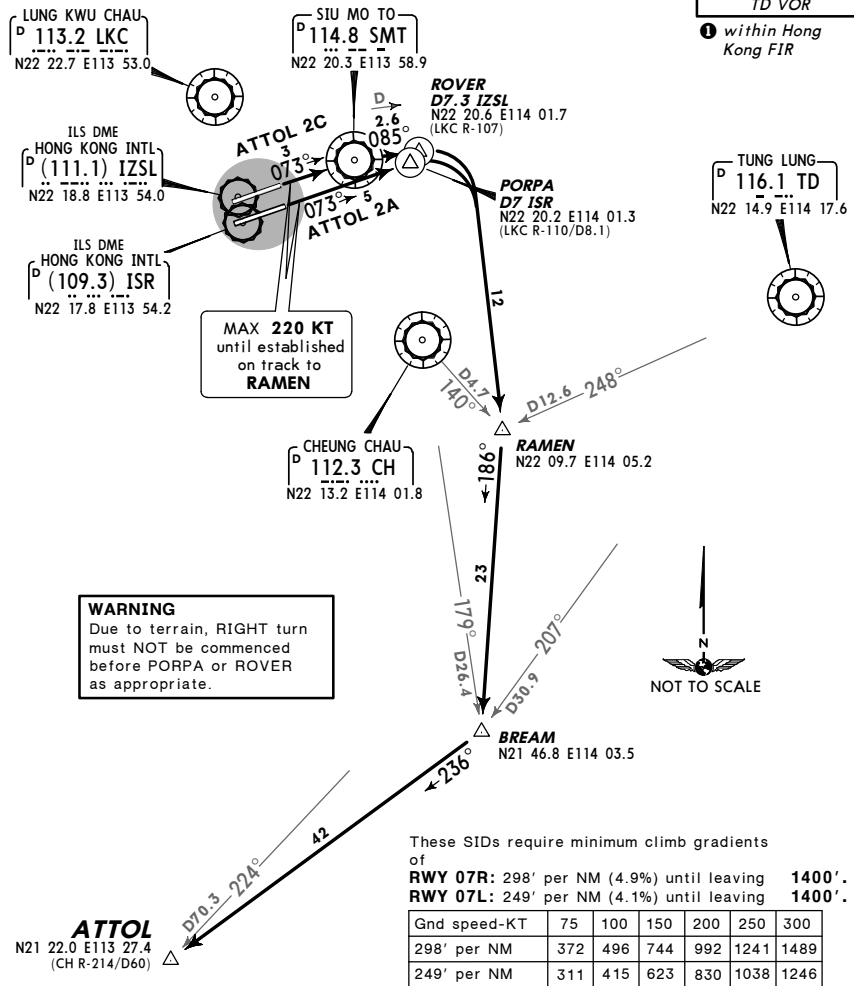
**SID**

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: 980 hPa or above - FL110 979 hPa or below - FL120 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.	Trans alt: 9000'
---------------------------------	-----------------	--	------------------

**ATTOL 2A, ATTOL 2C  
 RWYS 07R/L DEPARTURES**

FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE  
 RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE  
 FOR TERMINAL TRANSITION ROUTE V9 REFER TO CHART 10-3X2

**SPEEDS MAX 250 KT BELOW FL 110 UNLESS OTHERWISE INSTRUCTED**



MSA TD VOR  
 ① within Hong Kong FIR



VHHH/HKG  
 HONG KONG INTL

**JEPPesen** HONG KONG, PR OF CHINA

31 AUG 07 **10-3U**

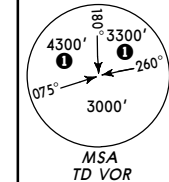
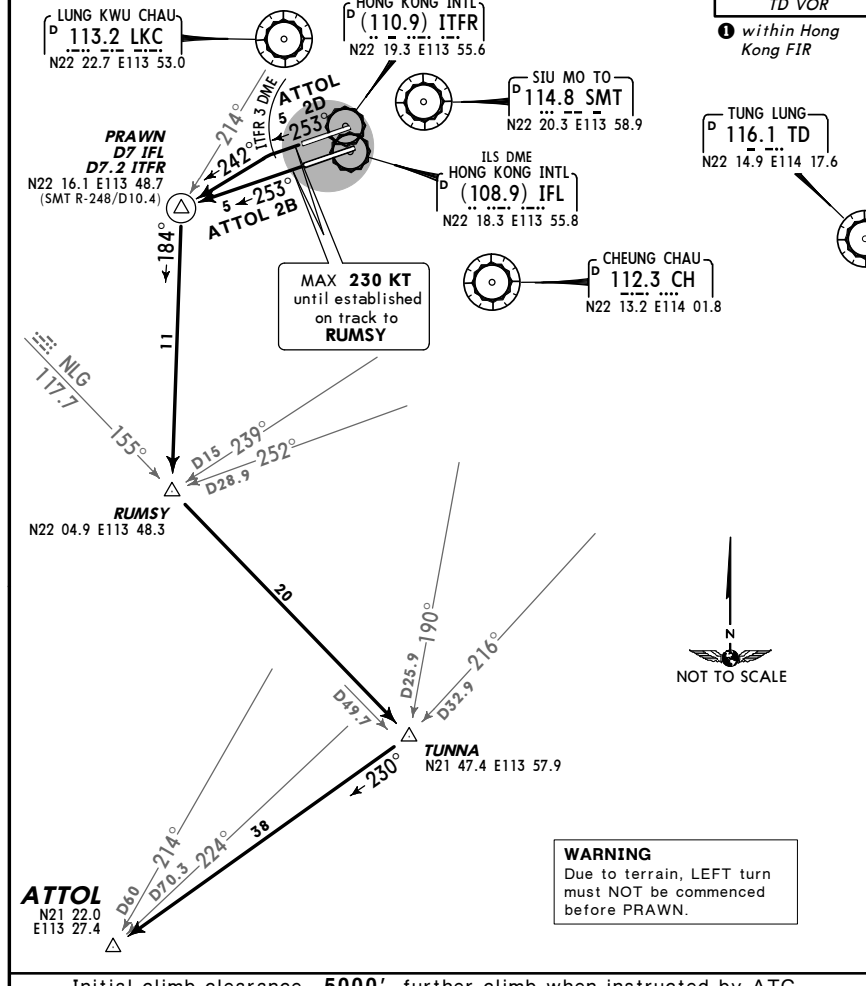
**SID**

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: FL110 980 hPa or above FL120 979 hPa or below 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.	Trans alt: 9000'
---------------------------------	-----------------	--	------------------

**ATTOL 2B, ATTOL 2D  
 RWYS 25L/R DEPARTURES**

FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE  
 RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE  
 FOR TERMINAL TRANSITION ROUTE V9 REFER TO CHART 10-3X2

**SPEEDS MAX 250 KT BELOW FL 110 UNLESS OTHERWISE INSTRUCTED**



MSA TD VOR  
 ① within Hong Kong FIR



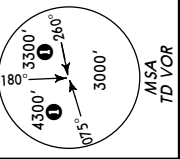
Initial climb clearance **5000'**, further climb when instructed by ATC

SID	RWY	ROUTING
ATTOL 2B	25L	253° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn RIGHT to ATTOL.
ATTOL 2D	25R	253° track to ITFR 3 DME, 242° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn RIGHT to ATTOL.

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

VHHH/HKG HONG KONG INTL 31 AUG 07 **(10-3V)** **SID** **JEPPESEN HONG KONG, PR OF CHINA**

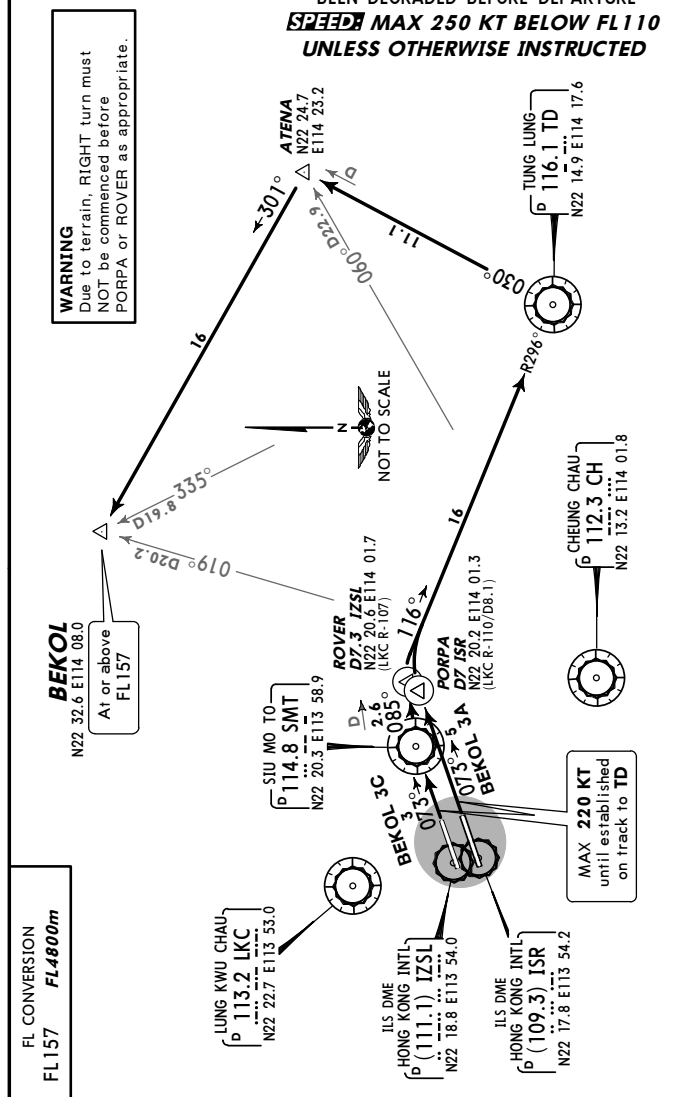
HONG KONG Departure **123.8** Apt Elev **28'**  
 Trans level: FL110 980 hPa or above Trans alt: 9000'  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.



**BEKOL 3A, BEKOL 3C RWYS 07R/L DEPARTURES**  
 IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE **SPEED MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**

These SIDs require minimum climb gradients of

RWY 07R: 298' per NM (4.9%) until leaving 1400'	1400'
RWY 07L: 249' per NM (4.1%) until leaving 1400'	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



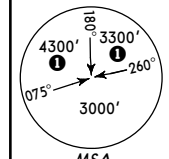
Initial climb clearance **5000'**, further climb when instructed by ATC

SID	RWY	ROUTING
BEKOL 3A	07R	073° track to PORPA, turn RIGHT, intercept TD R-296 inbound to TD, turn LEFT to ATENA, turn LEFT to BEKOL.
BEKOL 3C	07L	073° track to SMT, SMT R-085 to ROVER, turn RIGHT, intercept TD R-296 inbound to TD, turn LEFT to ATENA, turn RIGHT to BEKOL.

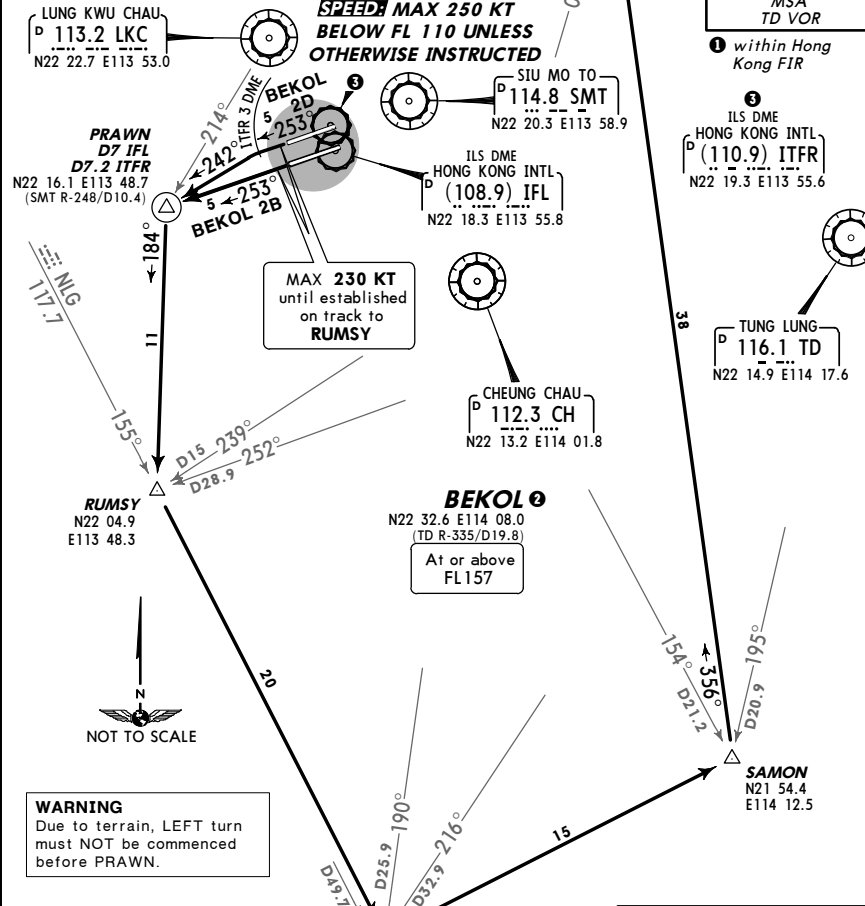
If TD u/s at PORPA/ROVER turn RIGHT, 118° track, request radar vectors to BEKOL.

VHHH/HKG HONG KONG INTL 31 AUG 07 **(10-3V)** **SID** **JEPPESEN HONG KONG, PR OF CHINA**

HONG KONG Departure **123.8** Apt Elev **28'**  
 Trans level: FL110 980 hPa or above Trans alt: 9000'  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.



**BEKOL 2B, BEKOL 2D RWYS 25L/R DEPARTURES**  
 IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE **SPEED MAX 250 KT BELOW FL 110 UNLESS OTHERWISE INSTRUCTED**



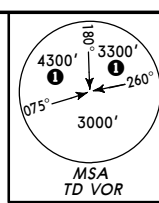
Initial climb clearance **5000'**, further climb when instructed by ATC

SID	RWY	ROUTING
BEKOL 2B	25L	253° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn LEFT to SAMON, turn LEFT to BEKOL.
BEKOL 2D	25R	253° track to ITRFR 3 DME, 242° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn LEFT to SAMON, turn LEFT to BEKOL.

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

**VHHH/HKG**  
**HONG KONG INTL**  
 31 AUG 07 (10-3V2)  
**JEPPESSEN HONG KONG, PR OF CHINA**  
**SID**

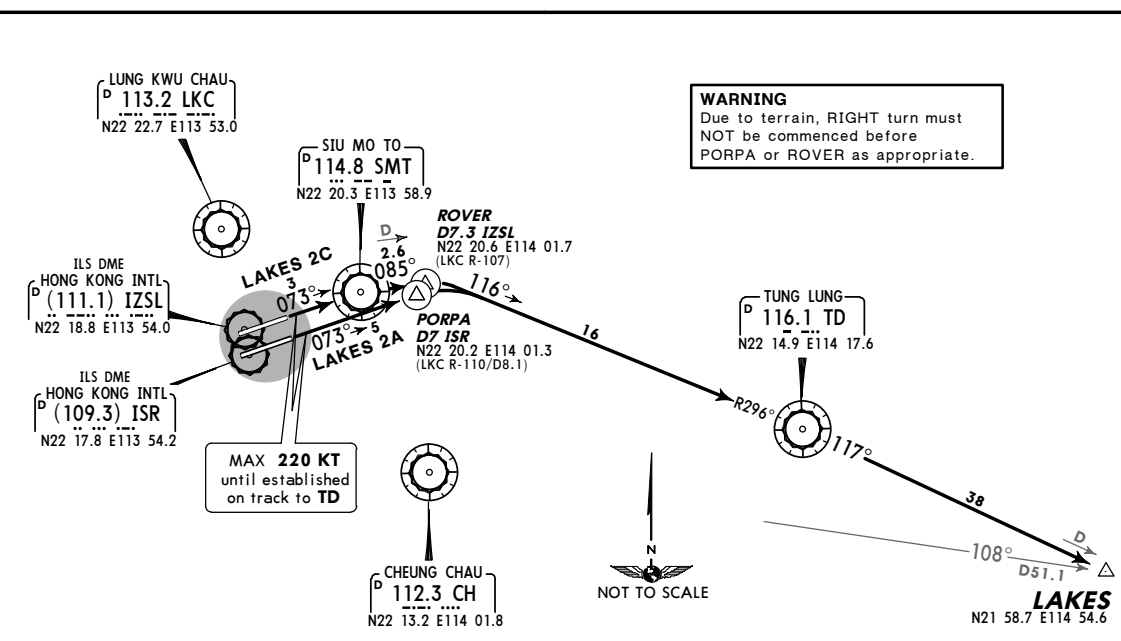
HONG KONG  
 Departure  
**123.8**  
 Aft Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 9000'



within Hong Kong FIR

**LAKES 2A, LAKES 2C**  
**RWYS 07R/L DEPARTURES**  
 FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE FOR TERMINAL TRANSITION ROUTE V1 REFER TO CHART 10-3X1  
**SPEED MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**

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



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

SID	RWY	ROUTING
LAKES 2A	07R	073° track to PORPA, turn RIGHT, intercept TD R-296 inbound to TD, turn RIGHT to LAKES.
LAKES 2C	07L	073° track to SMT, SMT R-085 to ROVER, turn RIGHT, intercept TD R-296 inbound to TD, turn RIGHT to LAKES.

If TD u/s at PORPA/ROVER turn RIGHT, 116° track, request radar vectors to LAKES.

These SIDs require minimum climb gradients of

RWY	298'	249'
07R	298' per NM (4.9%) until leaving 1400'.	249' per NM (4.1%) until leaving 1400'.
07L	298' per NM (4.9%) until leaving 1400'.	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

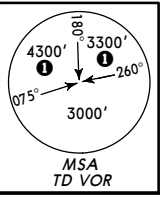
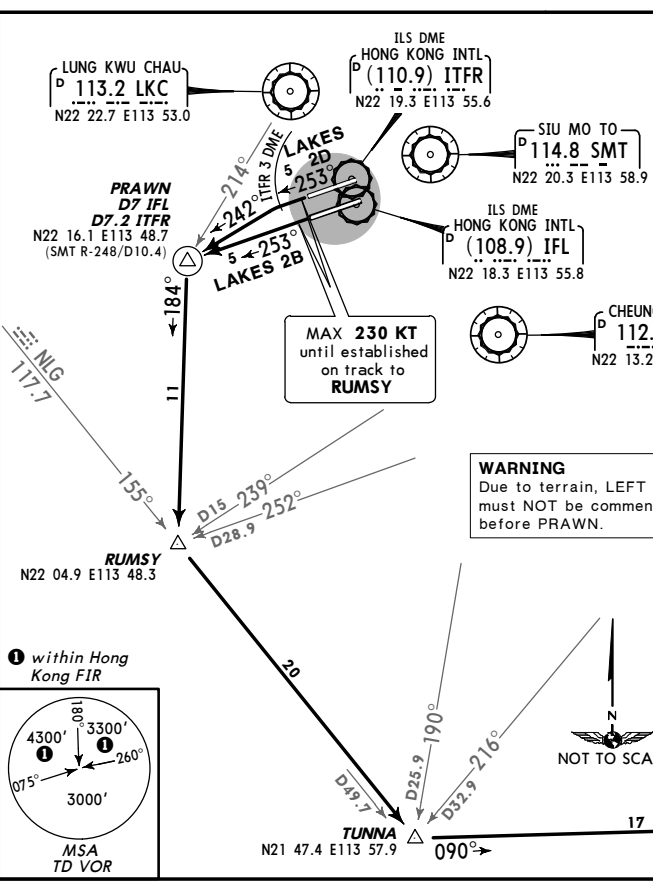
**VHHH/HKG**  
**HONG KONG INTL**  
 31 AUG 07 (10-3V3)  
**JEPPESSEN HONG KONG, PR OF CHINA**  
**SID**

HONG KONG  
 Departure  
**123.8**  
 Aft Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 9000'

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

SID	RWY	ROUTING
LAKES 2B	25L	253° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn LEFT to TROUT, turn LEFT to LAKES.
LAKES 2D	25R	253° track to ITFR 3 DME, 242° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn LEFT to TROUT, turn LEFT to LAKES.

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



VHHH/HKG  
HONG KONG INTL  
31 AUG 07 (10-3V4)  
JEPPesen HONG KONG, PR OF CHINA  
SID

HONG KONG  
Departure  
123.8  
Apt Elev  
28'  
Trans level: FL110 980 hPa or above  
FL120 979 hPa or below  
with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
Radar not later than 10 minutes prior to TMA boundary.

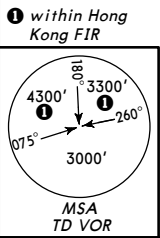
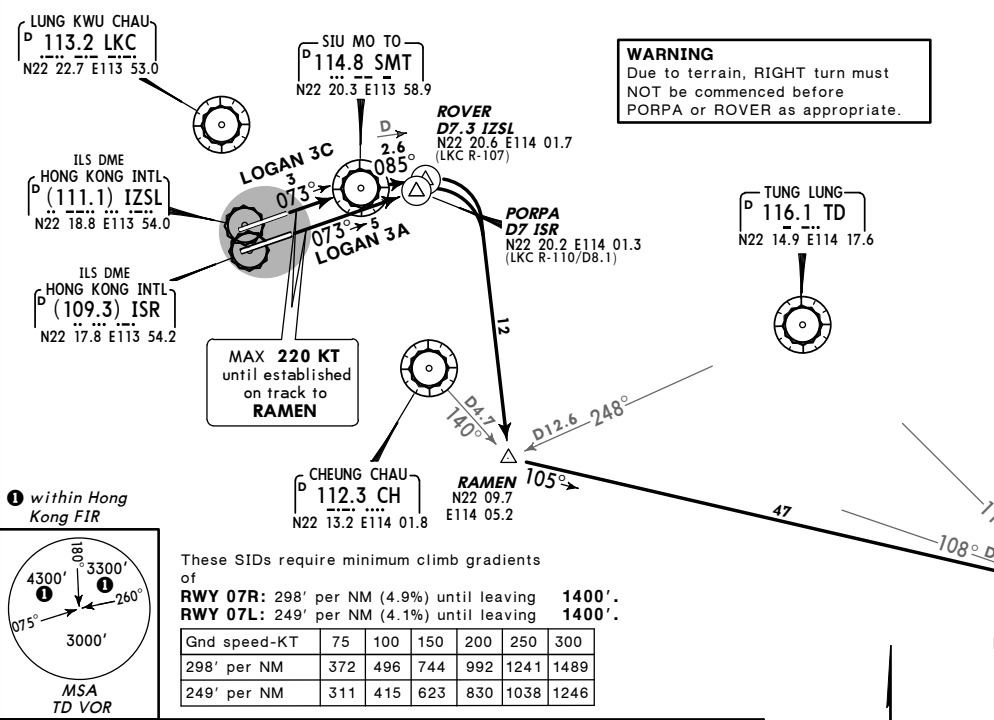
1. When instructed contact HONG KONG Departure.  
2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.

**LOGAN 3A, LOGAN 3C**  
**RWYS 07R/L DEPARTURES**

FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE NOISE MITIGATING SID, BETWEEN 2301-0700LT FOR TERMINAL TRANSITION ROUTE REFER TO CHART 10-3X1

**SPEED MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**

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



These SIDs require minimum climb gradients of  
**RWY 07R:** 298' per NM (4.9%) until leaving 1400'.  
**RWY 07L:** 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'**, further climb when instructed by ATC

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

VHHH/HKG  
HONG KONG INTL  
31 AUG 07 (10-3V5)  
JEPPesen HONG KONG, PR OF CHINA  
SID

HONG KONG  
Departure  
123.8  
Apt Elev  
28'  
Trans level: FL110 980 hPa or above  
FL120 979 hPa or below  
with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
Radar not later than 10 minutes prior to TMA boundary.

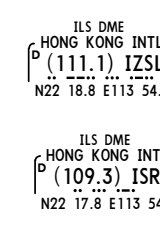
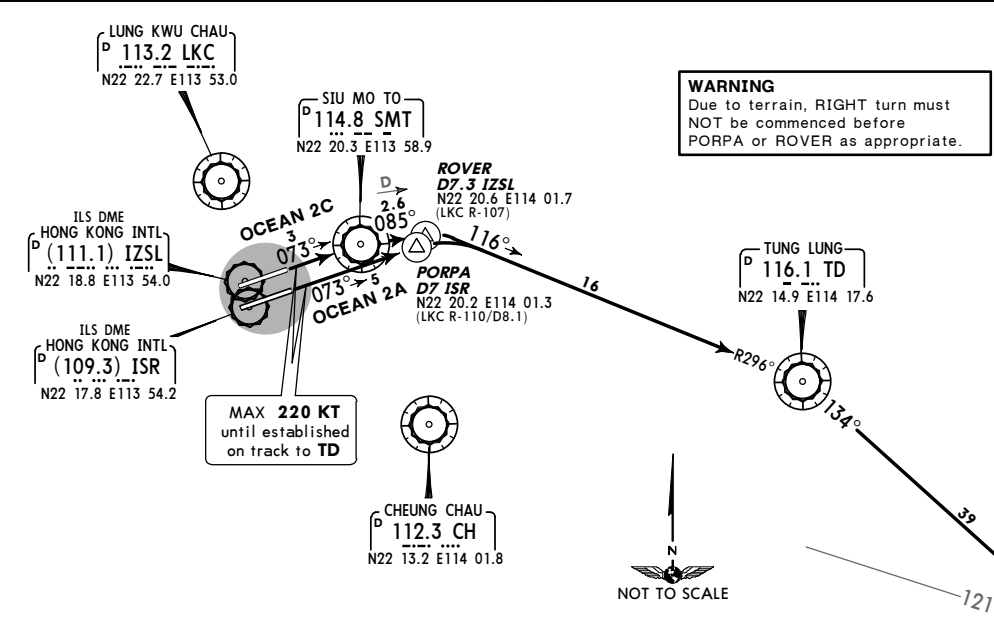
1. When instructed contact HONG KONG Departure.  
2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude.  
3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.

**OCEAN 2A, OCEAN 2C**  
**RWYS 07R/L DEPARTURES**

FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE REFER TO CHART 10-3X1

**SPEED MAX 250 KT BELOW FL110 UNLESS OTHERWISE INSTRUCTED**

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



These SIDs require minimum climb gradients of  
**RWY 07R:** 298' per NM (4.9%) until leaving 1400'.  
**RWY 07L:** 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'**, further climb when instructed by ATC

SID	RWY	ROUTING
OCEAN 2A	07R	073° track to PORPA, turn RIGHT, intercept TD R-296 inbound to TD, turn RIGHT to OCEAN.
OCEAN 2C	07L	073° track to SMT, SMT R-085 to ROVER, turn RIGHT, intercept TD R-296 inbound to TD, turn RIGHT to OCEAN.

If TD u/s at PORPA/ROVER turn RIGHT, 116° track, request radar vectors to OCEAN.

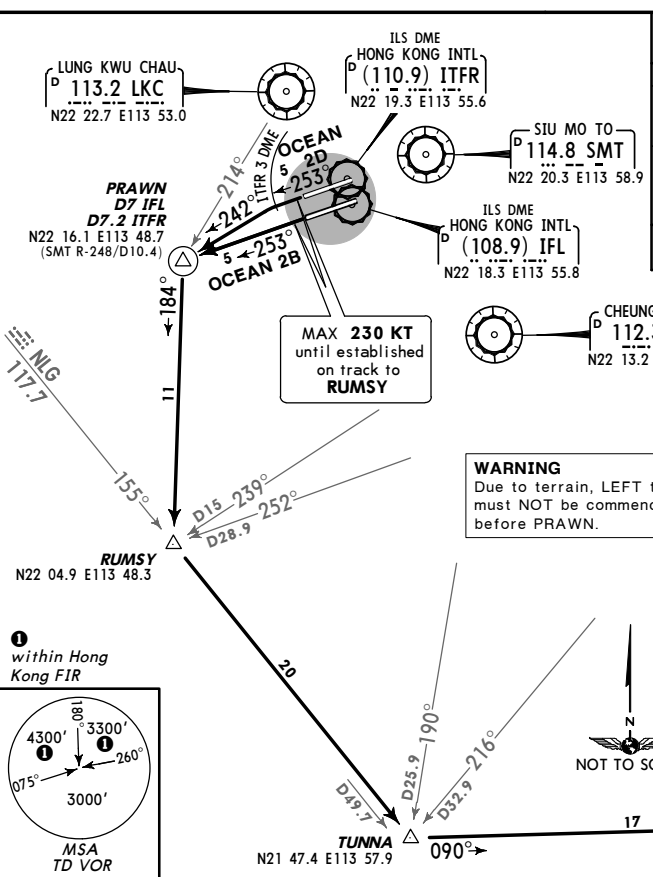
**VHHH/HKG**  
**HONG KONG INTL**  
 31 AUG 07 (10-3V6)  
**JEPPesen HONG KONG, PR OF CHINA**  
**SID**

HONG KONG  
 Departure  
**123.8**  
 Api Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 9000'

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

SID	RWY	ROUTING
OCEAN 2B	25L	253° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn LEFT to TROUT, then to OCEAN.
OCEAN 2D	25R	253° track to ITFR 3 DME, 242° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn LEFT to TROUT, then to OCEAN.

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

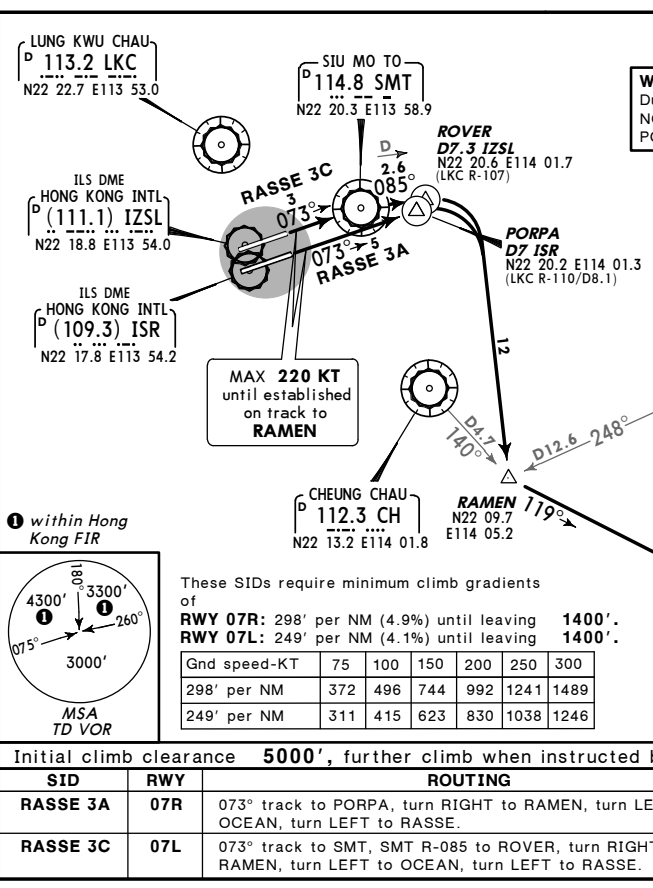


**VHHH/HKG**  
**HONG KONG INTL**  
 14 SEP 07 (10-3V7) Eff 27 Sep  
**JEPPesen HONG KONG, PR OF CHINA**  
**SID**

HONG KONG  
 Departure  
**123.8**  
 Api Elev  
**28'**  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state call sign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.  
 Trans alt: 9000'

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

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



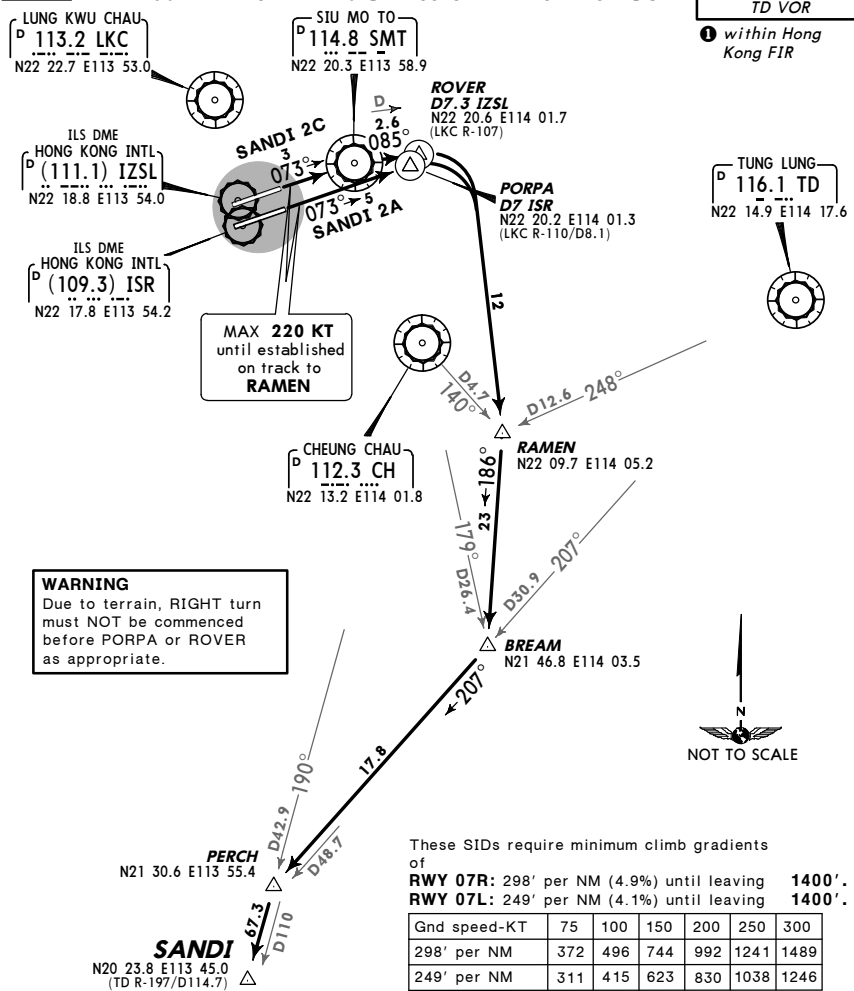
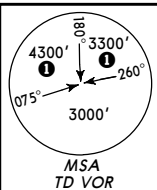
VHHH/HKG  
 HONG KONG INTL

**JEPPesen HONG KONG, PR OF CHINA**  
 14 SEP 07 **(10-3VB)** Eff 27 Sep **SID**

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: FL110 980 hPa or above FL120 979 hPa or below 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.	Trans alt: 9000'
---------------------------------	-----------------	--	------------------

**SANDI 2A, SANDI 2C  
 RWYS 07R/L DEPARTURES**

FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE FOR TERMINAL TRANSITION ROUTES V6 & V7 REFER TO CHART 10-3X2  
**SPEEDS MAX 250 KT BELOW FL 110 UNLESS OTHERWISE INSTRUCTED**



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

SID	RWY	ROUTING
SANDI 2A	07R	073° track to PORPA, turn RIGHT to RAMEN, turn RIGHT to BREAM, turn RIGHT to PERCH, turn LEFT to SANDI.
SANDI 2C	07L	073° track to SMT, SMT R-085 to ROVER, turn RIGHT to RAMEN, turn RIGHT to BREAM, turn RIGHT to PERCH, turn LEFT to SANDI.

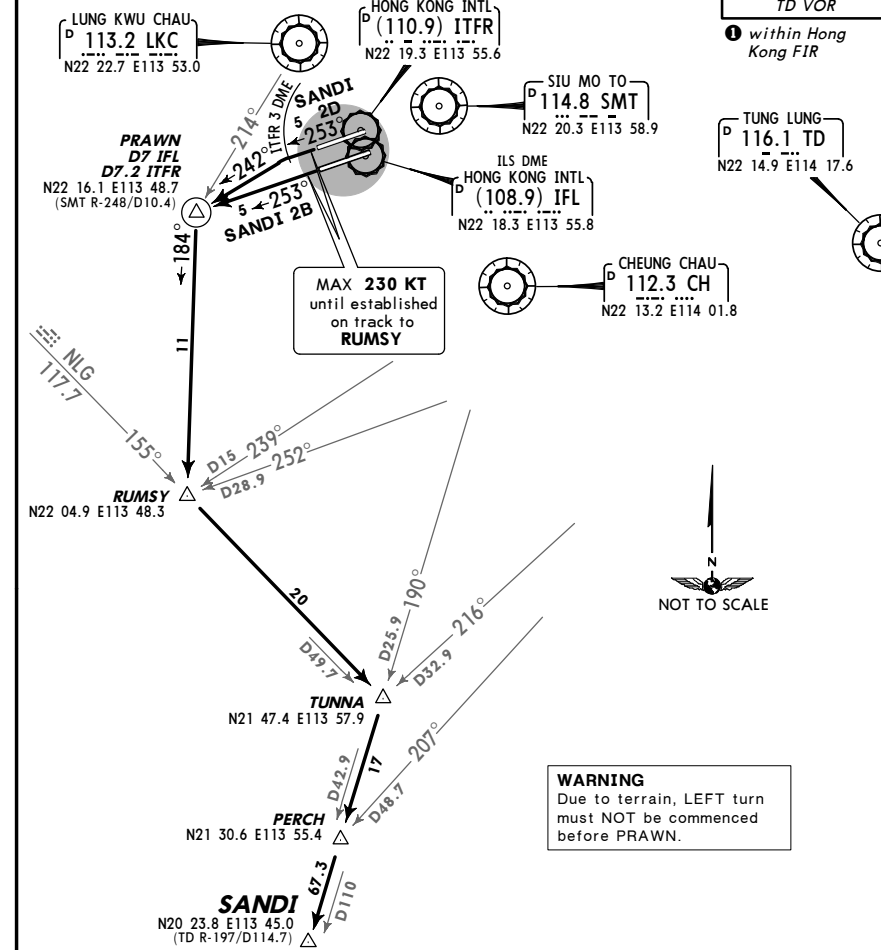
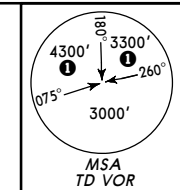
VHHH/HKG  
 HONG KONG INTL

**JEPPesen HONG KONG, PR OF CHINA**  
 14 SEP 07 **(10-3W)** Eff 27 Sep **SID**

HONG KONG Departure 123.8	Apt Elev 28'	Trans level: FL110 980 hPa or above FL120 979 hPa or below 1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.	Trans alt: 9000'
---------------------------------	-----------------	--	------------------

**SANDI 2B, SANDI 2D  
 RWYS 25L/R DEPARTURES**

FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE FOR TERMINAL TRANSITION ROUTES V6 & V7 REFER TO CHART 10-3X2  
**SPEEDS MAX 250 KT BELOW FL 110 UNLESS OTHERWISE INSTRUCTED**



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

SID	RWY	ROUTING
SANDI 2B	25L	253° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn RIGHT, via PERCH to SANDI.
SANDI 2D	25R	253° track to ITFR 3 DME, 242° track to PRAWN, turn LEFT, 184° track, intercept NLG R-155 at RUMSY, turn LEFT to TUNNA, turn RIGHT, via PERCH to SANDI.

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



VHHH/HKG  
 HONG KONG INTL

JEPPesen HONG KONG, PR OF CHINA  
 14 SEP 07 (10-3X) Eff 27 Sep SID

HONG KONG Departure 123.8  
 Apt Elev 28'

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

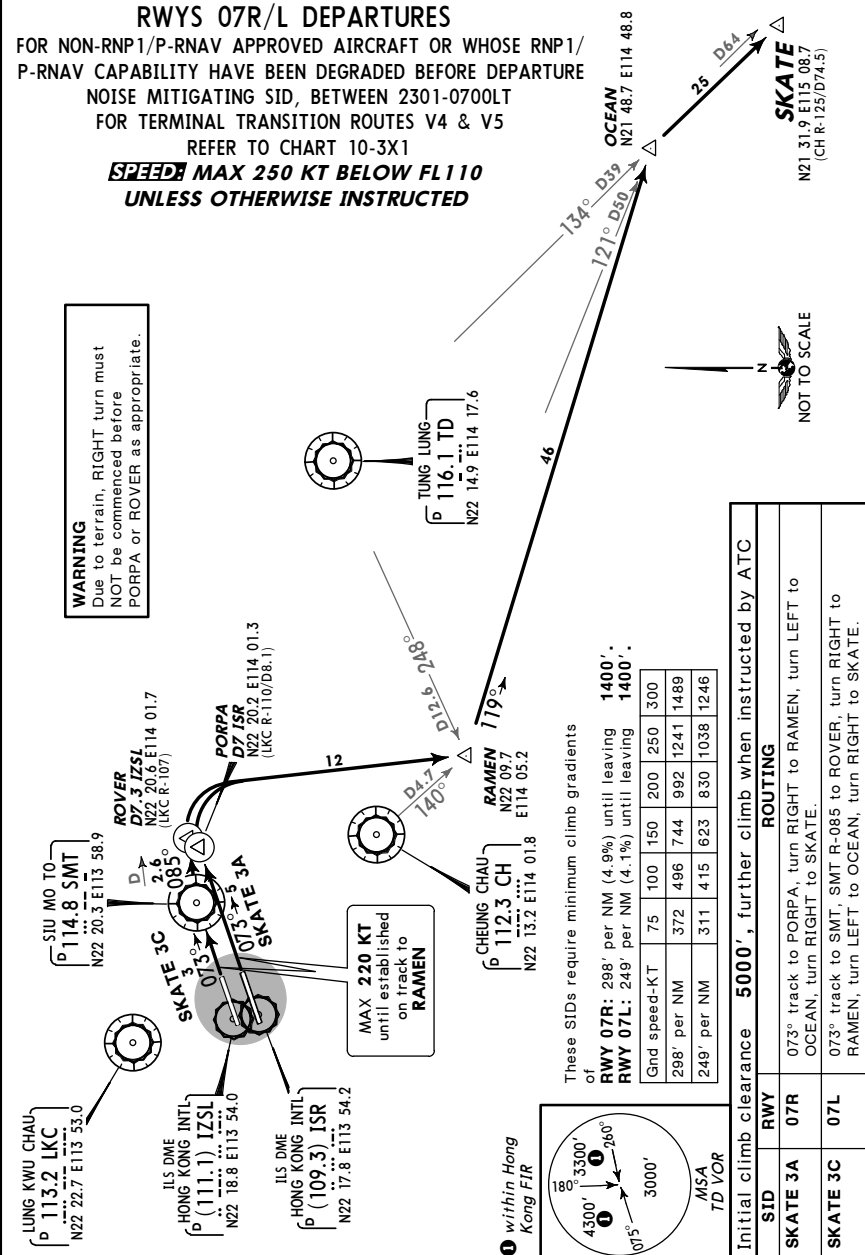
1. When instructed contact HONG KONG Departure. 2. On first contact with HONG KONG Departure state callsign, SID designator, current and cleared altitude. 3. Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary.

**SKATE 3A, SKATE 3C  
 RWYS 07R/L DEPARTURES**

FOR NON-RNP1/P-RNAV APPROVED AIRCRAFT OR WHOSE RNP1/P-RNAV CAPABILITY HAVE BEEN DEGRADED BEFORE DEPARTURE NOISE MITIGATING SID, BETWEEN 2301-0700LT FOR TERMINAL TRANSITION ROUTES V4 & V5

REFER TO CHART 10-3X1  
**SPEED MAX 250 KT BELOW FL110  
 UNLESS OTHERWISE INSTRUCTED**

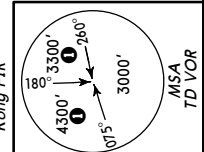
**WARNING**  
 Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.



These SIDs require minimum climb gradients of  
**RWY 07R:** 298' per NM (4.9%) until leaving 1400'.  
**RWY 07L:** 249' per NM (4.1%) until leaving 1400'.

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

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

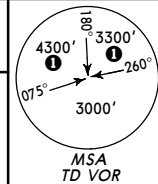


VHHH/HKG  
 HONG KONG INTL

JEPPesen HONG KONG, PR OF CHINA  
 14 SEP 07 (10-3X1) Eff 27 Sep TERMINAL TRANSITION ROUTE

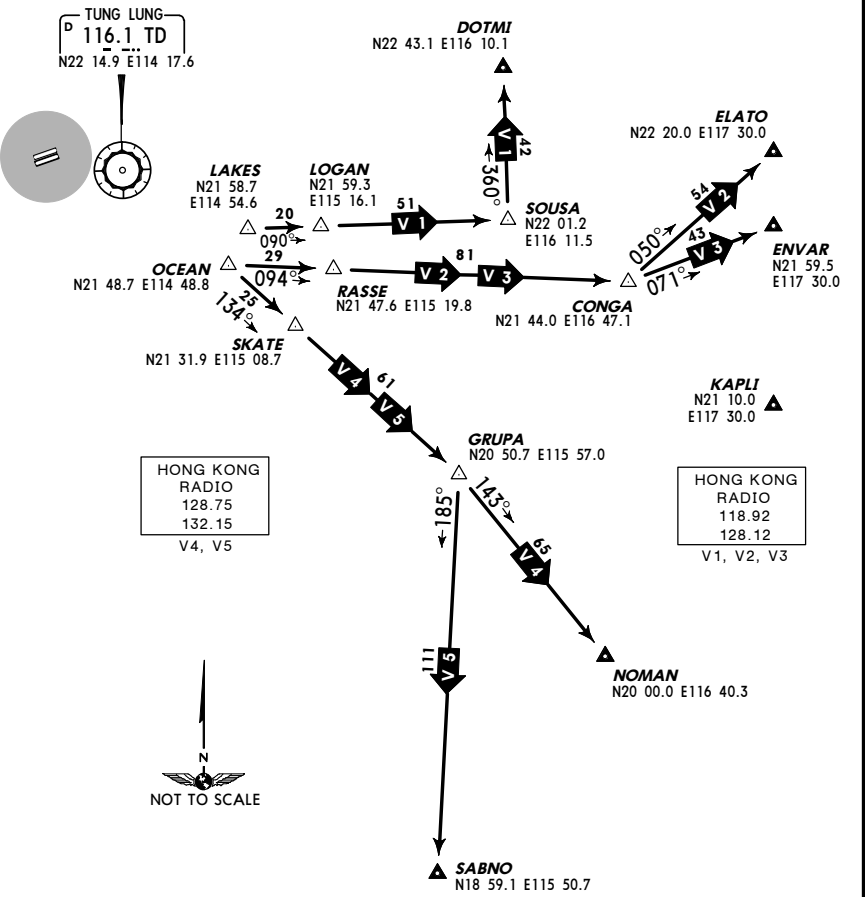
HONG KONG Departure 123.8  
 Apt Elev 28'

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



**TERMINAL TRANSITION ROUTES  
 V1, V2, V3, V4, V5**  
**SPEED MAX 250 KT BELOW FL110  
 UNLESS OTHERWISE INSTRUCTED**

1 within Hong Kong FIR



HONG KONG RADIO  
 128.75  
 132.15  
 V4, V5

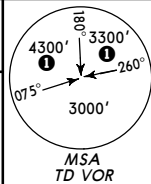
HONG KONG RADIO  
 118.92  
 128.12  
 V1, V2, V3

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 (42 NM before DOTMI)
ELATO	20 NM before ELATO
ENVAR	ENVAR
KAPLI	20 NM before KAPLI
NOMAN	NOMAN
SABNO	SABNO

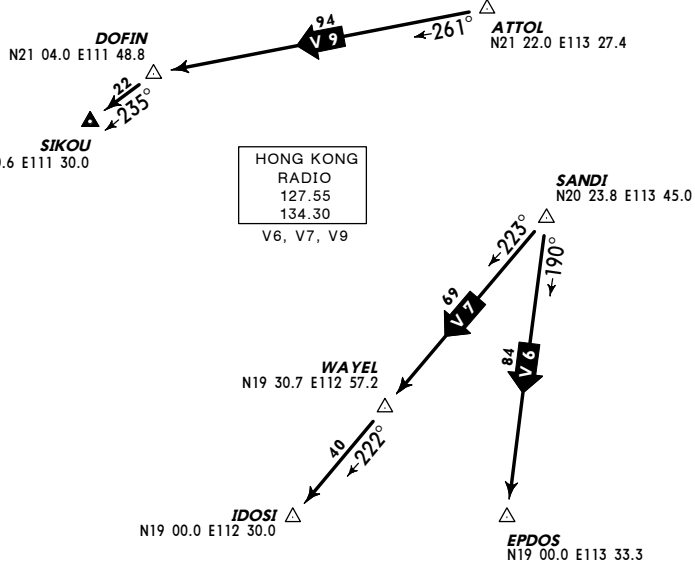
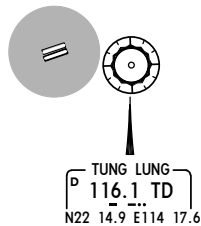
**VHHH/HKG HONG KONG, PR OF CHINA**  
 HONG KONG INTL 14 SEP 07 (10-3X2) Eff 27 Sep **TERMINAL TRANSITION ROUTE**

HONG KONG Departure 123.8  
 Apt Elev 28'  
 Trans level: FL110 980 hPa or above  
 FL120 979 hPa or below  
 Trans alt: 9000'



**TERMINAL TRANSITION ROUTES**  
**V6, V7, V9**  
**SPEED MAX 250 KT BELOW FL110**  
**UNLESS OTHERWISE INSTRUCTED**

① within Hong Kong FIR



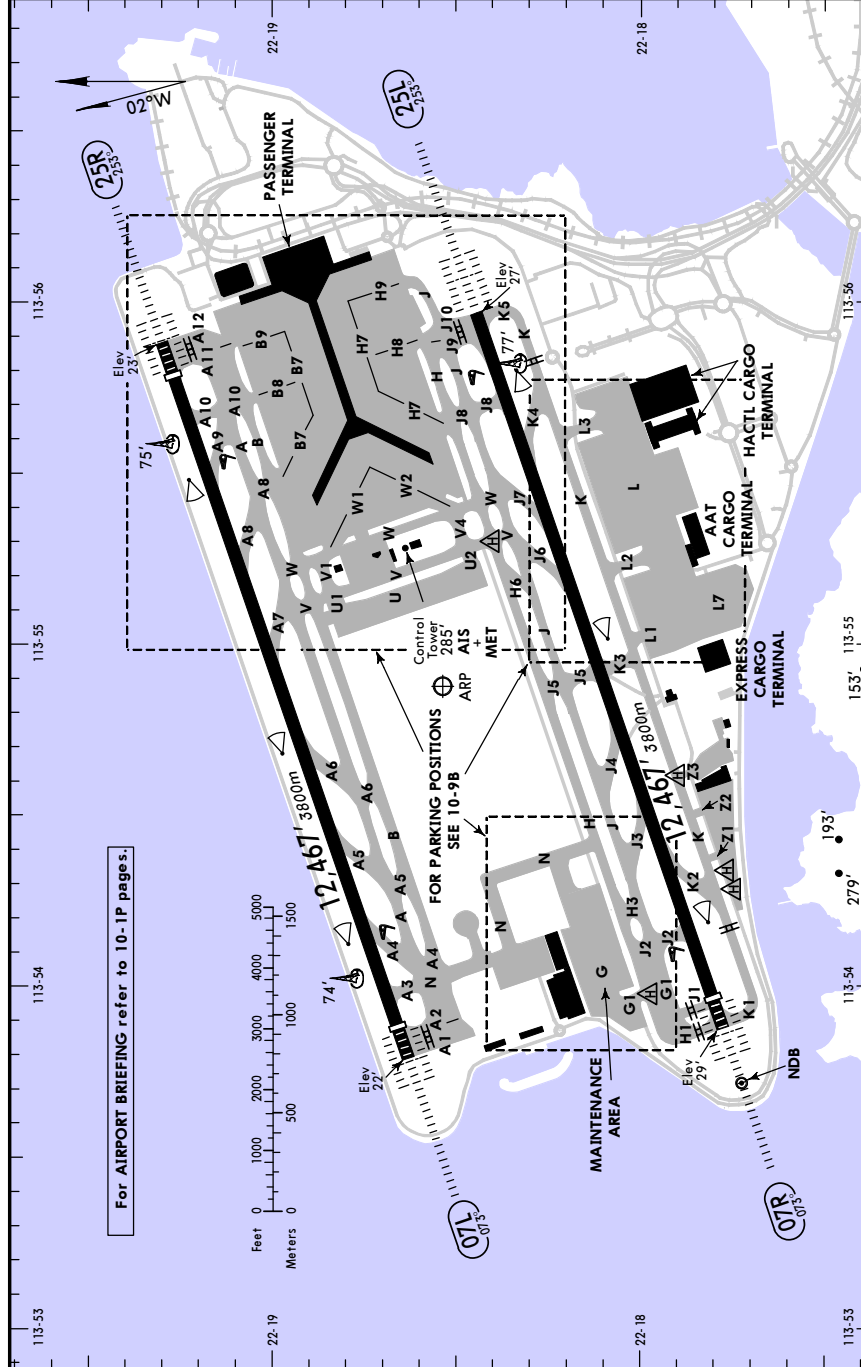
HONG KONG RADIO  
 127.55  
 134.30  
 V6, V7, V9

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
EPDOS	EPDOS
IDOSI	WAYEL (40 NM before IDOSI)
SIKOU	DOFIN (22 NM before SIKOU)

**VHHH/HKG HONG KONG, PR OF CHINA**  
 HONG KONG INTL 28 SEP 07 (10-9)

Apt Elev 28'  
 N22 18.5 E113 54.9  
 D-ATIS Departure 127.05  
 ACARS: \*HONG KONG Delivery 129.9  
 D-ATIS \*PDC  
 North 121.6 South 122.55  
 North 118.2 South 118.4  
 HONG KONG Departure 123.8



For AIRPORT BRIEFING refer to 10-1P pages.

VHHH/HKG

JEPPesen HONG KONG, PR OF CHINA  
 28 SEP 07 (10-9A) HONG KONG INTL

RWY	ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	CL (15m)	ALSF-II	TDZ	RVR	Threshold	Landing Beyond Glide Slope		
07L ①	HIRL (60m)	CL (15m)	ALSF-II	TDZ	② RVR	11,900' 3627m	10,866' 3312m	④	197' 60m
25R ③	HIRL (60m)	CL (15m)	ALSF-II	TDZ	⑤ RVR	11,896' 3626m	10,863' 3311m		

- ① Rwy grooved
- ② PAPI-L (angle 3.0°)
- ③ PAPI-R (angle 3.0°), HST-A6 and A4 with HSTIL.

④ TAKE-OFF RUN AVAILABLE

RWY 07L: From rwy head 12,467' (3800m)      RWY 25R: From rwy head 12,467' (3800m)  
 Twy A3 int 10,846' (3306m)                      Twy A10 int 10,653' (3247m)

07R ⑥	HIRL (60m)	CL (30m)	ALSF-II	TDZ	⑥ RVR	11,942' 3640m	10,932' 3332m	⑦	197' 60m
25L ⑥	HIRL (60m)	CL (30m)	ALSF-II	TDZ	⑥ RVR	11,457' 3492m	11,457' 3492m		

- ⑥ Rwy grooved
- ⑦ PAPI (angle 3.0°)

⑦ TAKE-OFF RUN AVAILABLE

RWY 07R: From rwy head 12,467' (3800m)      RWY 25L: From rwy head 12,467' (3800m)  
 Twy J2 int 10,269' (3130m)                      Twy J8 int 10,499' (3200m)  
 Twy K2 int 8924' (2720m)                          Twy K4 int 9449' (2880m)

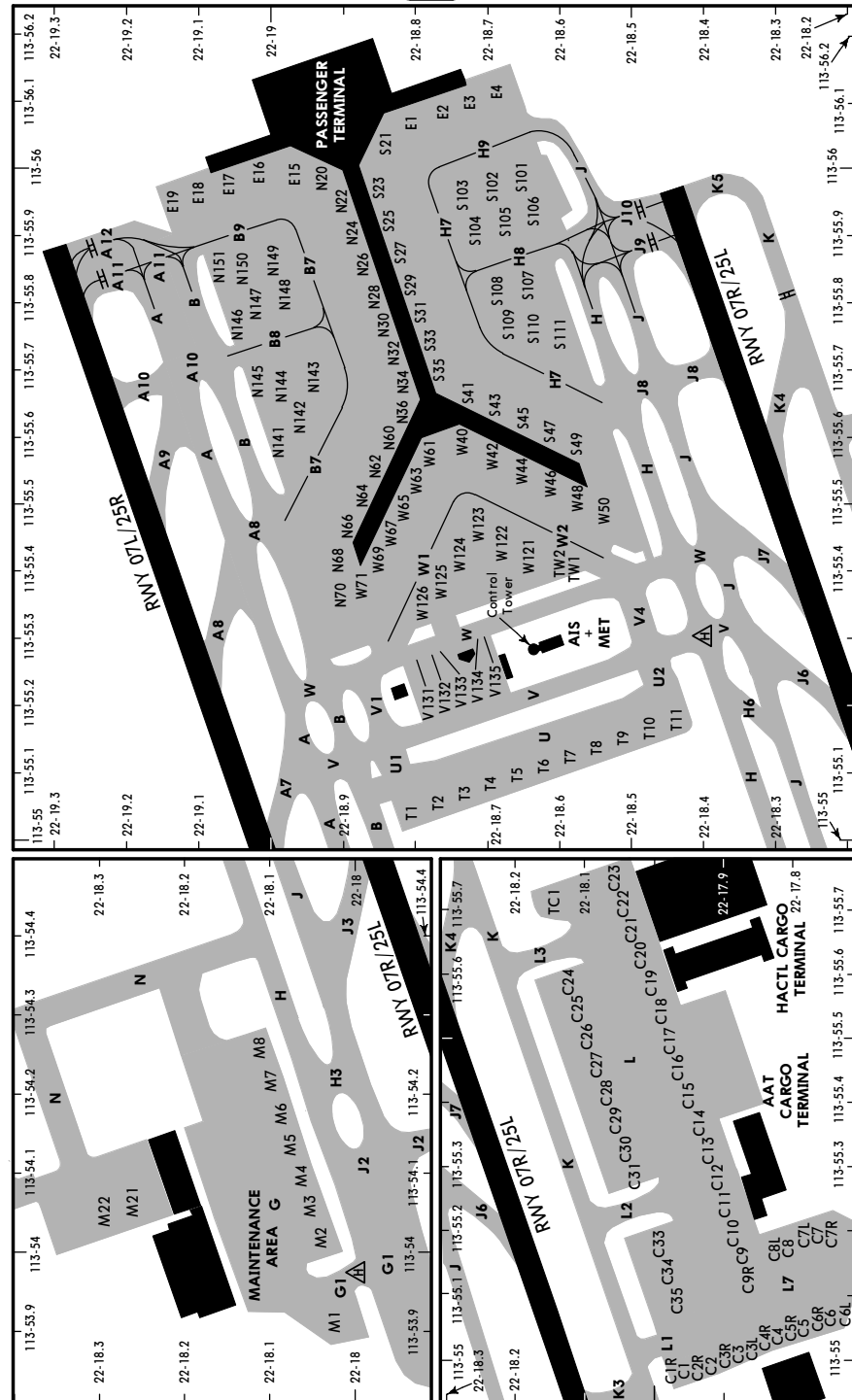
	TAKE-OFF				
	AIR CARRIER (JAA) All Rwys		AIR CARRIER (FAR 121) All Rwys		
	LVP must be in force	HIRL or CL	HIRL & CL & RCLM any RVR out, other two req.	CL two RVR req.	Adequate Vis Ref
A	200m	400m	2 Eng	TDZ RVR 200m	RVR 500m
B			3 & 4 Eng	Mid RVR 200m	400m
C	250m (200m)	400m			
D					

CHANGES: None.

© JEPPesen SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

VHHH/HKG

JEPPesen HONG KONG, PR OF CHINA  
 28 SEP 07 (10-9B) HONG KONG INTL



CHANGES: Twys. Apron.

© JEPPesen SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED.

VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA  
 28 SEP 07 (10-9C) HONG KONG INTL

INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
C1, C1R	N22 18.0	E113 55.0	S23	N22 18.9	E113 56.0
C2 thru C3R	N22 17.9	E113 55.0	S25, S27	N22 18.8	E113 55.9
C4, C4R	N22 17.8	E113 55.0	S29, S31	N22 18.8	E113 55.8
C5	N22 17.8	E113 55.1	S33, S35	N22 18.8	E113 55.7
C5R	N22 17.8	E113 55.0	S41, S43	N22 18.7	E113 55.6
C6	N22 17.8	E113 55.1	S45, S47, S49	N22 18.6	E113 55.6
C6L	N22 17.7	E113 55.1	S101	N22 18.6	E113 56.0
C6R	N22 17.8	E113 55.1	S102	N22 18.7	E113 56.0
C7 thru C8L	N22 17.8	E113 55.2	S103 thru S105	N22 18.7	E113 55.9
C9, C9R	N22 17.9	E113 55.1	S106	N22 18.6	E113 56.0
C10 thru C11	N22 17.9	E113 55.2	S107	N22 18.6	E113 55.8
C12, C13	N22 17.9	E113 55.3	S108, S109	N22 18.7	E113 55.8
C14	N22 17.9	E113 55.4	S110, S111	N22 18.6	E113 55.8
C15	N22 18.0	E113 55.4	T1	N22 18.8	E113 55.0
C16 thru C18	N22 18.0	E113 55.5	T2	N22 18.8	E113 55.1
C19, C20	N22 18.0	E113 55.6	T3 thru T5	N22 18.7	E113 55.1
C21	N22 18.0	E113 55.7	T6, T7	N22 18.6	E113 55.1
C22	N22 18.1	E113 55.7	T8	N22 18.5	E113 55.1
C23	N22 18.1	E113 55.8	T9, T10	N22 18.5	E113 55.2
C24	N22 18.1	E113 55.6	T11	N22 18.4	E113 55.2
C25 thru C27	N22 18.1	E113 55.5	TC1	N22 18.1	E113 55.7
C28, C29	N22 18.1	E113 55.4	TW1, TW2	N22 18.6	E113 55.4
C30, C31	N22 18.1	E113 55.3	V131, V132	N22 18.8	E113 55.2
C33	N22 18.0	E113 55.2	V133 thru V135	N22 18.7	E113 55.2
C34, C35	N22 18.0	E113 55.1	W40, W42	N22 18.7	E113 55.6
E1, E2	N22 18.8	E113 56.1	W44, W46, W48	N22 18.6	E113 55.5
E3, E4	N22 18.7	E113 56.1	W50	N22 18.5	E113 55.5
E15, E16	N22 19.0	E113 56.0	W61	N22 18.8	E113 55.6
E17 thru E19	N22 19.1	E113 56.0	W63, W65, W67	N22 18.8	E113 55.5
M1	N22 18.0	E113 53.9	W69, W71	N22 18.9	E113 55.4
M2	N22 18.0	E113 54.0	W121 thru W125	N22 18.7	E113 55.4
M3 thru M5	N22 18.1	E113 54.1	W126	N22 18.8	E113 55.3
M6 thru M8	N22 18.1	E113 54.2			
M21	N22 18.3	E113 54.1			
M22	N22 18.3	E113 54.0			
N20	N22 18.9	E113 56.0			
N22, N24	N22 18.9	E113 55.9			
N26, N28	N22 18.9	E113 55.8			
N30	N22 18.8	E113 55.8			
N32, N34	N22 18.8	E113 55.7			
N36, N60	N22 18.8	E113 55.6			
N62, N64	N22 18.9	E113 55.5			
N66, N68	N22 18.9	E113 55.4			
N70	N22 18.9	E113 55.3			
N141, N142	N22 19.0	E113 55.6			
N143	N22 18.9	E113 55.7			
N144, N145	N22 19.0	E113 55.7			
N146 thru N150	N22 19.0	E113 55.8			
N151	N22 19.1	E113 55.8			
S21	N22 18.8	E113 56.0			

VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA  
 16 JUN 06 (10-9D) HONG KONG INTL

### SAFEGATE DOCKING SYSTEM

**GENERAL**

All frontal parking bays are equipped with a docking system to enable wide-body aircraft to park at the correct position on the parking bays without the assistance of a marshaller. Pilots should not exceed a speed of 6 Kt whilst using the docking system.

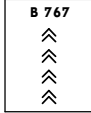
The safegate docking system consists of a display screen and laser scanner located at the head of the parking bay to ensure the aircraft stops in the correct location relative to the airbridges.

**The display screen indicates the following information:**

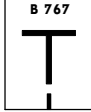
- Type of the arriving aircraft.
- Lateral guidance and stop information with an illuminated "T"
- Digital display of the distance to go when within 30'/9m of the correct stop point.

**AIRCRAFT TYPE INDICATION**


Before the aircraft approaches the parking bay the ground crew will enter the aircraft type into the system. The display will then show the aircraft type and a lead-in arrow to indicate the system is ready to track an aircraft.



As the aircraft turns into the parking bay the laser scanner will identify the aircraft type. The "T" bar will be displayed when the aircraft is caught and identified by the system. If the aircraft types correspond the docking system will begin to function normally.

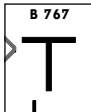
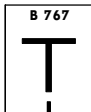
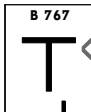


If the laser unit detects a discrepancy in the data, the message "WAIT" will be displayed on the screen. The ground crew should then enter the correct aircraft type into the system, where upon the system will function normally. The pilot should also be aware that the correct aircraft type is shown on the display screen.



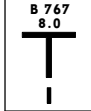
**LATERAL CENTERLINE GUIDANCE**

An illuminated "T" with an associated arrow indicates the aircraft's position relative to the centerline of the parking bay. If not on the centerline, an additional flashing red arrow indicates the required direction to turn.

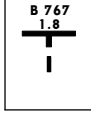




**STOP GUIDANCE**


When an aircraft is within 39'/12m of the correct parking position the shaft of the illuminated "T" will reduce in length to indicate the closing rate. When the aircraft is within 30'/9m of the correct parking position, the distance to go in meters will be displayed above the illuminated "T". Between 30'/9m and 7'/2m the distances are shown in whole meters.



Between 6'/1.8m and 0.7'/0.2m the distances are shown to the nearest 0.2m.



When the aircraft reaches the correct parking position the message "STOP" replaces the illuminated "T" and distance to go information. The "STOP" message will be replaced by an "OK" message to indicate the aircraft is correctly parked.



VHHH/HKG

**JEPPesen**  
 22 JUN 07 (10-9X)

**JAA MINIMUMS**  
 HONG KONG, PR OF CHINA  
 HONG KONG INTL

STRAIGHT-IN RWY	A	B	C	D
07L CAT 2 ILS ①	122'(100') RA100' R350m	122'(100') RA100' R350m	122'(100') RA100' 350m	122'(100') RA100' R350m
ILS DME ①	222'(200') R550m V800m R1000m	222'(200') R550m V800m R1000m	222'(200') R550m V800m R1000m	222'(200') R550m V800m R1000m
ALS out				
ILS DME ②	1332'(1310') R800m R1200m	1332'(1310') R800m R1200m	1332'(1310') R800m R1200m	1332'(1310') R800m R1200m
ALS out				
LOC DME ③	430'(408') V2400m	430'(408') V2400m	430'(408') V2400m	430'(408') V2400m
LOC DME ④	1870'(1848') V2400m	1870'(1848') V2400m	1870'(1848') V2400m	1870'(1848') V2400m
VOR DME ⑤	580'(552') V2800m	580'(552') V2800m	580'(552') V2800m	580'(552') V2800m
VOR DME ⑥	1340'(1312') V2800m	1340'(1312') V2800m	1340'(1312') V2800m	1340'(1312') V2800m
07R CAT 2 ILS ⑦	128'(100') RA99' R350m	128'(100') RA99' R350m	128'(100') RA99' R350m	128'(100') RA99' R350m
ILS DME ⑦	228'(200') R550m V800m R1000m	228'(200') R550m V800m R1000m	228'(200') R550m V800m R1000m	228'(200') R550m V800m R1000m
ALS out				
ILS DME ⑧	348'(320') R800m R1200m	348'(320') R800m R1200m	348'(320') R800m R1200m	348'(320') R800m R1200m
ALS out				
LOC DME ⑨	430'(402') V2000m	430'(402') V2000m	430'(402') V2000m	430'(402') V2000m

- ① Missed apch climb gradient mim 7.0% up to 4500'.
- ② Missed apch climb gradient mim 2.5%.
- ③ Missed apch climb gradient mim 5.7% up to 4500'.
- ④ Missed apch climb gradient mim 3.7% up to 4500'.
- ⑤ Missed apch climb gradient mim 4.0% up to 1300'.

VHHH/HKG

**JEPPesen**  
 22 JUN 07 (10-9X1)

**JAA MINIMUMS**  
 HONG KONG, PR OF CHINA  
 HONG KONG INTL

STRAIGHT-IN RWY	A	B	C	D
25L CAT 2 ILS ①	127'(100') RA100' R350m	127'(100') RA100' R350m	127'(100') RA100' 350m	127'(100') RA100' R350m
ILS DME ①	227'(200') R550m V800m R1000m	227'(200') R550m V800m R1000m	227'(200') R550m V800m R1000m	227'(200') R550m V800m R1000m
ALS out				
ILS DME ②	437'(410') R800m R1200m	437'(410') R800m R1200m	437'(410') R800m R1200m	437'(410') R800m R1200m
ALS out				
LOC DME ③	430'(403') V2000m	430'(403') V2000m	430'(403') V2000m	430'(403') V2000m
25R CAT 3A ILS ④	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
CAT 2 ILS ⑤	123'(100') RA100' R350m	123'(100') RA100' R350m	123'(100') RA100' R350m	123'(100') RA100' R350m
ILS DME ⑥	223'(200') R550m V800m R1000m	223'(200') R550m V800m R1000m	223'(200') R550m V800m R1000m	223'(200') R550m V800m R1000m
ALS out				
ILS DME ⑦	1321'(1298') R800m R1200m	1321'(1298') R800m R1200m	1321'(1298') R800m R1200m	1321'(1298') R800m R1200m
ALS out				
LOC DME ⑧	430'(407') V2400m	430'(407') V2400m	430'(407') V2400m	430'(407') V2400m
LOC DME ⑨	1750'(1727') V2400m	1750'(1727') V2400m	1750'(1727') V2400m	1750'(1727') V2400m
VOR DME ⑩	450'(422') V2400m	450'(422') V2400m	450'(422') V2400m	450'(422') V2400m

- ① Missed apch climb gradient mim 4.0% up to 1800'.
- ② Missed apch climb gradient mim 2.5%.
- ③ Missed apch climb gradient mim 5.0% up to 5000'.
- ④ Missed apch climb gradient mim 4.2% up to 5000'.

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

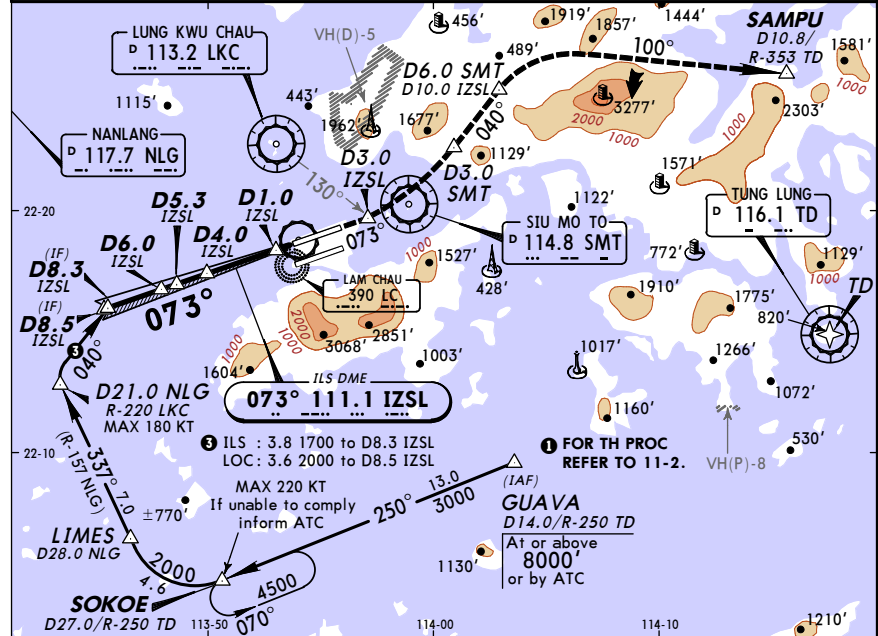
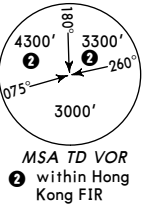
	LVP must be in Force			NIL (DAY only)
	HIRL, CL & mult. RVR req	HIRL & CL	HIRL or CL	
A	200m	200m	400m	500m
B		250m		
C				
D				

VHHH/HKG  
 HONG KONG INTL  
 8 DEC 06  
 Eff 21 Dec (11-1) with TD VOR ILS DME Rwy 07L

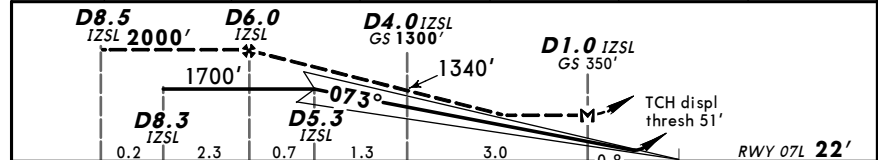
D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.2	Ground 121.6
LOC IZSL 111.1	Final Apch Crs 073°	GS D4.0 IZSL 1300' (1278')	ILS DA(H) 222' (200')	Apt Elev 28' RWY 22'

**MISSED APCH:** Climb to 5000'. Remain on track 073° until D3.0 IZSL East of apt or crossing R-130 LKC. Turn LEFT to intercept R-040 SMT not later than D3.0 SMT (When SMT VOR not avbl: Turn LEFT onto 040°). At D6.0 SMT/D10.0 IZSL turn RIGHT to track 100° to SAMPU then expect radar vectors to GUAVA.  
**MAX 220 KT. In case of radio comm failure refer to 10-1P pages.**

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110 Trans alt: 9000'  
 LOC IZSL unusable beyond 28° RIGHT of course. 979 hPa or below - FL 120  
**SPEED CTL:** ILS: Cross D5.0 IZSL with a recommended speed of 160 KT but not less than 150 KT.



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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	220 KT	D3.0 IZSL on 073°
ILS GS	3.00°	377	484	538	646	753	PAPI	MAX	
LOC Descent Gradient	5.4%	383	492	547	656	766			
MAP at D1.0 IZSL									

STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND	
ILS Missed apch climb gradient mim 7.0%				LOC (GS out) Missed apch climb gradient mim 5.7%	
DA(H) 222' (200')				MDA(H) 430' (408')	
FULL		TDZ or CL out		ALS out	
A					
B	RVR 550m	RVR 720m	1200m	2400m	PROHIBITED
C	VIS 800m	VIS 800m			
D					

1 For missed apch climb gradient of mim 2.5% see 11-1A. 2 Climb gradient up to 4500'.

VHHH/HKG  
 HONG KONG INTL  
 8 DEC 06 (11-1A) Eff 21 Dec

ILS DME & LOC (GS out) RWY 07L MINIMUMS  
 BASED ON:

**MISSED APCH CLIMB GRADIENT MIM 2.5%**

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

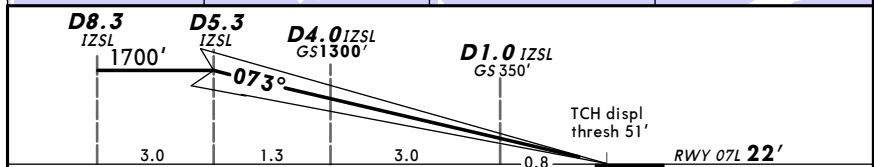
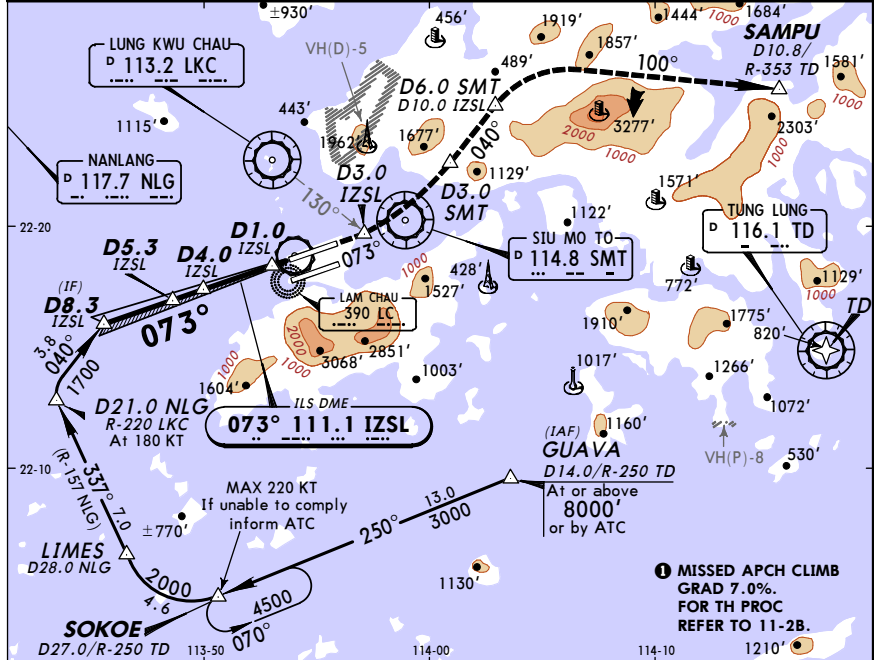
VHHH/HKG HONG KONG INTL 8 DEC 06 (11-1B) with TD VOR CAT II ILS DME Rwy 07L

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 RA 100' DA(H) 122' (100')	Apt Elev 28' Rwy 22'
111.1	073°	1300' (1278')		

**MISSED APCH:** Climb to 5000'. Remain on track 073° until D3.0 IZSL East of apt or crossing R-130 LKC. Turn LEFT to intercept R-040 SMT not later than D3.0 SMT (When SMT VOR not avbl: Turn LEFT onto 040°). At D6.0 SMT/D10.0 IZSL turn RIGHT to track 100° to SAMPU then expect radar vectors to GUAVA.  
 MAX 220 KT. In case of radio comm failure refer to 10-1P pages.

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

1. Special Aircrew and Acft Certification Required. 2. LOC IZSL unusable beyond 28° RIGHT of course. SPEED CTL: Cross D5.0 IZSL with a recommended speed of 160 KT but not less than 150 KT.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D3.0 IZSL	on 073°
GS	3.00°	377	484	538	646	753	PAPI	220 KT MAX	

STRAIGHT-IN LANDING RWY 07L  
 Missed apch climb gradient mim 7.0%  
 CAT II ILS RA 100' DA(H) 122' (100')

RVR 350m

1 Climb gradient up to 4500'. CHANGES: TD VOR reinstated. © JEPPESEN SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED.

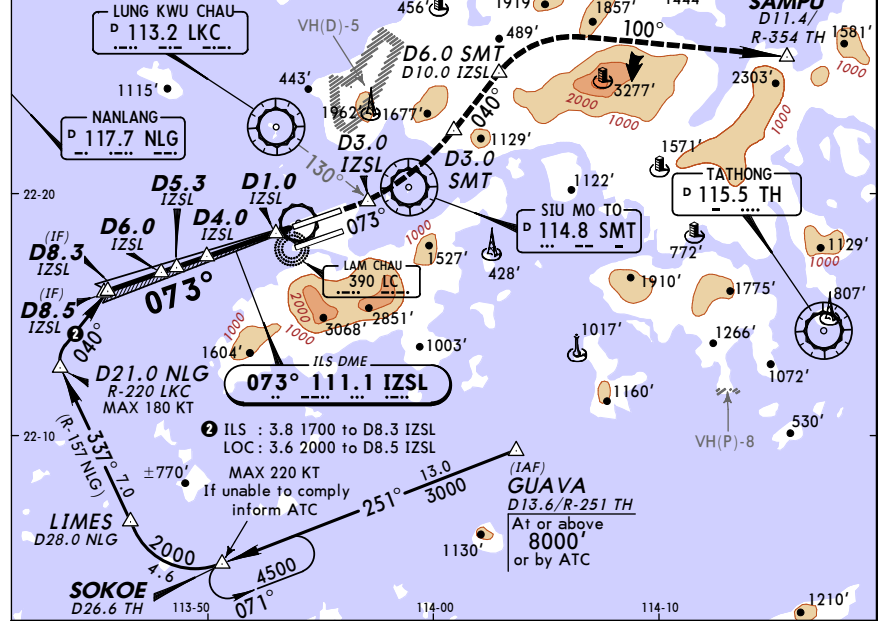
VHHH/HKG HONG KONG INTL 8 SEP 06 (11-2) with TH VOR ILS DME Rwy 07L

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	ILS DA(H) 222' (200')	Apt Elev 28' Rwy 22'
111.1	073°	1300' (1278')		

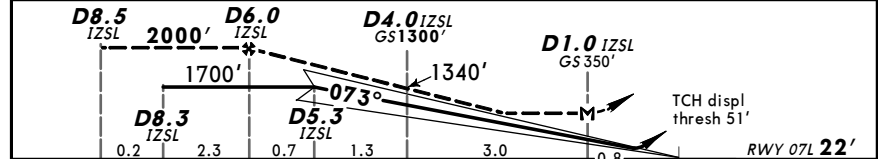
**MISSED APCH:** Climb to 5000'. Remain on track 073° until D3.0 IZSL East of apt or crossing R-130 LKC. Turn LEFT to intercept R-040 SMT not later than D3.0 SMT (When SMT VOR not avbl: Turn LEFT onto 040°). At D6.0 SMT/D10.0 IZSL turn RIGHT to track 100° to SAMPU then expect radar vectors to GUAVA.  
 MAX 220 KT. In case of radio comm failure refer to 10-1P pages.

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

LOC IZSL unusable beyond 28° RIGHT of course. SPEED CTL: ILS: Cross D5.0 IZSL with a recommended speed of 160 KT but not less than 150 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	ALSF-II	D3.0 IZSL	on 073°
ILS GS	3.00°	377	484	538	646	753	PAPI	220 KT MAX	

STRAIGHT-IN LANDING RWY 07L  
 Missed apch climb gradient mim 7.0%  
 ILS DA(H) 222' (200')  
 Missed apch climb gradient mim 5.7%  
 MDA(H) 430' (408')

A	RVR 550m	RVR 720m	1200m	2400m	PROHIBITED
B	VIS 800m	VIS 800m			
C					
D					

1 For missed apch climb gradient of mim 2.5% see 11-2A. 2 Climb gradient up to 4500'. CHANGES: Note. © JEPPESEN SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED.

VHHH/HKG

**JEPPesen** HONG KONG, PR OF CHINA  
8 SEP 06 (11-2A) HONG KONG INTL

**ILS DME & LOC (GS out) RWY 07L MINIMUMS**  
BASED ON:

**MISSED APCH CLIMB GRADIENT MIM 2.5%**

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

VHHH/HKG  
HONG KONG INTL

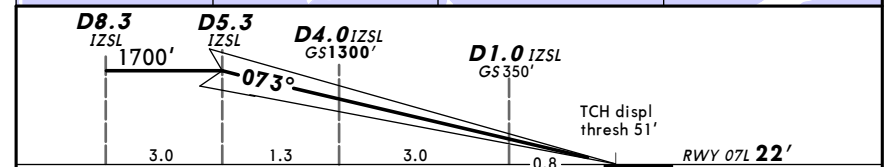
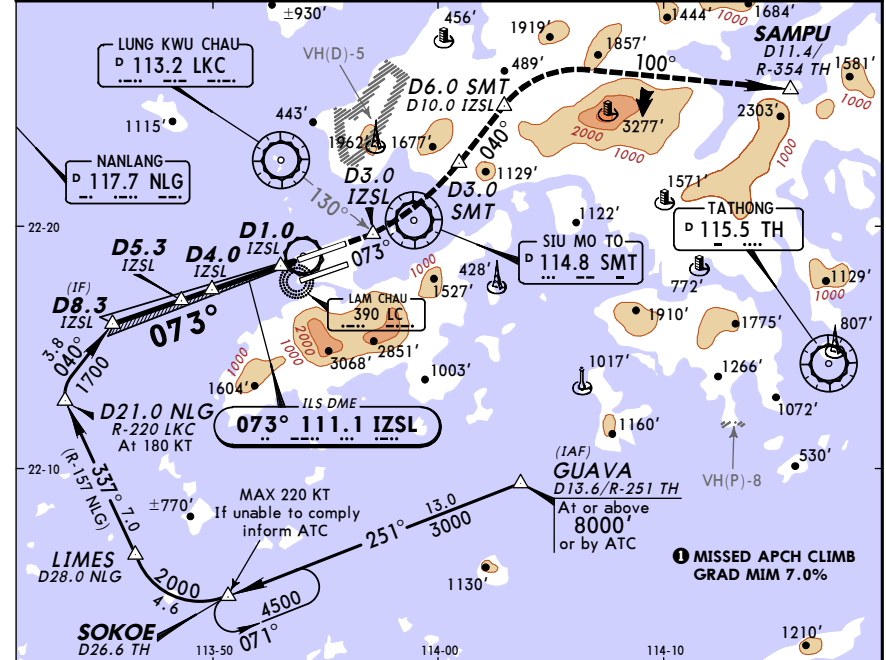
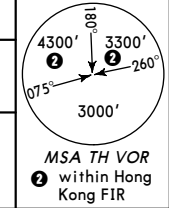
**JEPPesen** HONG KONG, PR OF CHINA  
8 SEP 06 (11-2B) with TH VOR CAT II ILS DME Rwy 07L

D-ATIS Arrival <b>128.2</b>	HONG KONG Approach (R) <b>119.1</b>	*HONG KONG Director <b>119.5</b>	HONG KONG Tower <b>118.2</b>	Ground <b>121.6</b>
LOC IZSL <b>111.1</b>	Final Apch Crs <b>073°</b>	GS <b>D4.0 IZSL</b> 1300' (1278')	CAT II ILS <b>RA 100'</b> DA(H) 122' (100')	Apt Elev 28' <b>RWY 22'</b>

**MISSED APCH:** Climb to 5000'. Remain on track 073° until D3.0 IZSL East of apt or crossing R-130 LKC. Turn LEFT to intercept R-040 SMT not later than D3.0 SMT (When SMT VOR not avbl: Turn LEFT onto 040°). At D6.0 SMT/D10.0 IZSL turn RIGHT to track 100° to SAMPU then expect radar vectors to GUAVA. MAX 220 KT. In case of radio comm failure refer to 10-1P pages.

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

1. Special Aircrew and Acft Certification Required. 2. LOC IZSL unusable beyond 28° RIGHT of course.  
**SPEED CTL:** Cross D5.0 IZSL with a recommended speed of 160 KT but not less than 150 KT.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	<b>220 KT</b> MAX	<b>D3.0</b> IZSL on <b>073°</b>
GS	3.00°	377	484	538	646	753	861		

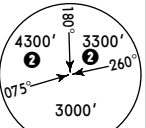
**STRAIGHT-IN LANDING RWY 07L**  
Missed apch climb gradient mim 7.0%  
**CAT II ILS**  
**RA 100'**  
DA(H) **122' (100')**

**RVR 350m**  
Climb gradient up to 4500'.

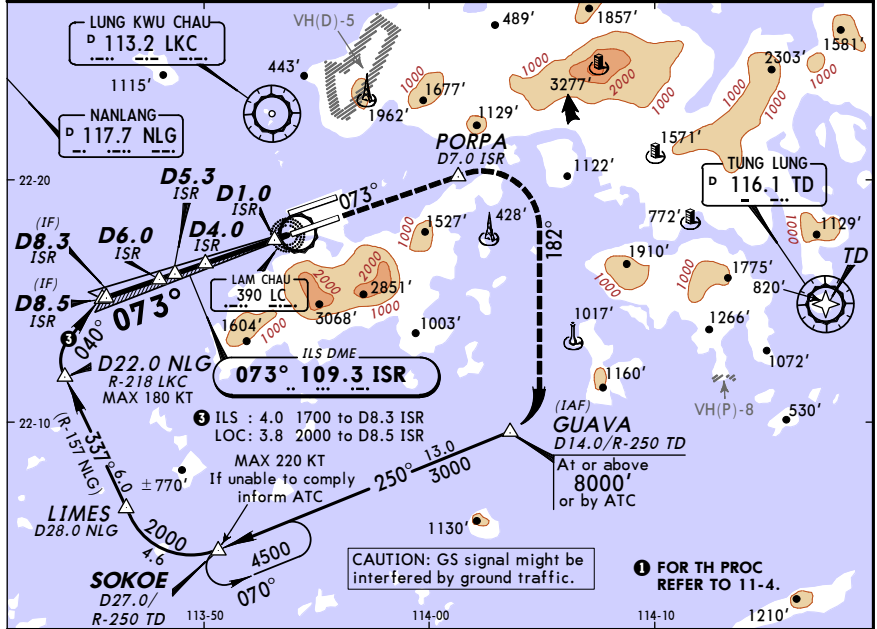


VHHH/HKG  
 HONG KONG INTL  
 8 DEC 06  
 Eff 21 Dec (11-3) with TD VOR ILS DME Rwy 07R

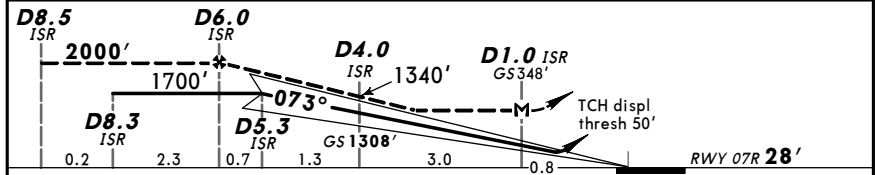
D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.4	Ground 122.55
LOC ISR 109.3	Final ApcH Crs 073°	GS D4.0 ISR 1308' (1280')	ILS DA(H) Refer to Minimums	Apt Elev 28' RWY 28'



MISSED APCH: Climb to 5000'. Remain on track 073° until PORPA, then turn RIGHT onto 182°, then onto 250° to SOKOE and hold, or as directed.  
 Do not turn before PORPA/D7.0 ISR. MAX 210 KT until established on 182°.



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



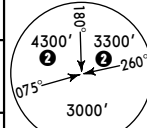
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	210 KT	PORPA	on 073°
ILS GS	3.00°	377	484	538	646	753	861	PAPI	PAPI	
LOC Descent Gradient	5.4%	383	492	547	656	766	875			

STRAIGHT-IN LANDING RWY 07R					LOC (GS out)		CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.0% (228' (200'))		ILS Landing climb gradient mim 2.5% (348' (320'))		MDA(H) 430' (402')		A		B	
FULL	TDZ or Clout	ALS out	FULL	ALS out	ALS out	A		B	

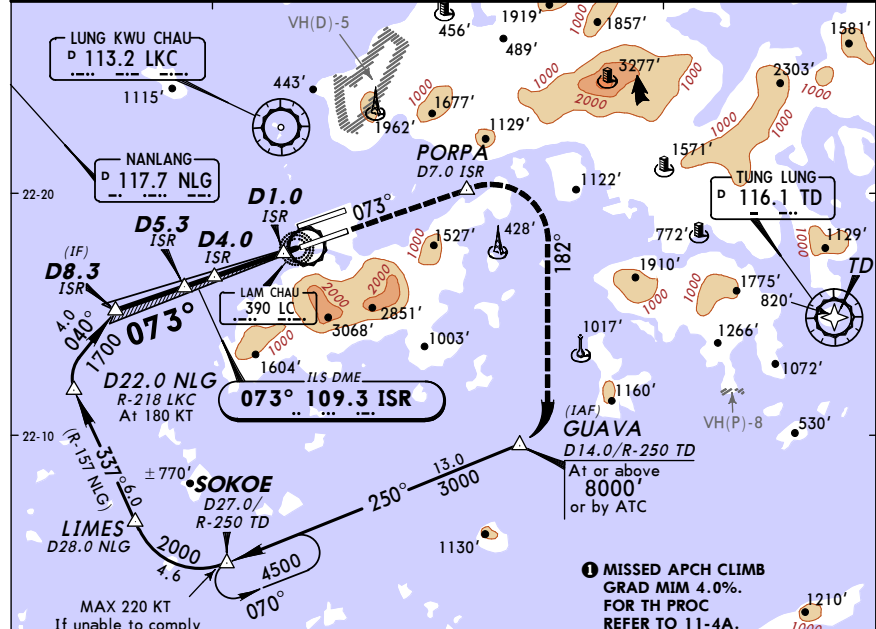
A	RVR 550m	RVR 720m	1200m	900m	RVR 1500m	2000m	A	PROHIBITED	
B	VIS 800m	VIS 800m			VIS 1600m		B		
C/D							C/D		

VHHH/HKG  
 HONG KONG INTL  
 8 DEC 06  
 Eff 21 Dec (11-3A) with TD VOR CAT II ILS DME Rwy 07R

D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.4	Ground 122.55
LOC ISR 109.3	Final ApcH Crs 073°	GS D4.0 ISR 1308' (1280')	CAT II ILS RA 99' DA(H) 128' (100')	Apt Elev 28' RWY 28'



MISSED APCH: Climb to 5000'. Remain on track 073° until PORPA, then turn RIGHT onto 182°, then onto 250° to SOKOE and hold, or as directed.  
 Do not turn before PORPA/D7.0 ISR. MAX 210 KT until established on 182°.



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



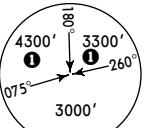
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	210 KT	PORPA	on 073°
GS	3.00°	377	484	538	646	753	861	PAPI	PAPI	

STRAIGHT-IN LANDING RWY 07R					CAT II ILS				
Missed apch climb gradient mim 4.0%		RA 99'		DA(H) 128' (100')		A		B	
FULL	TDZ or Clout	ALS out	FULL	ALS out	ALS out	A		B	

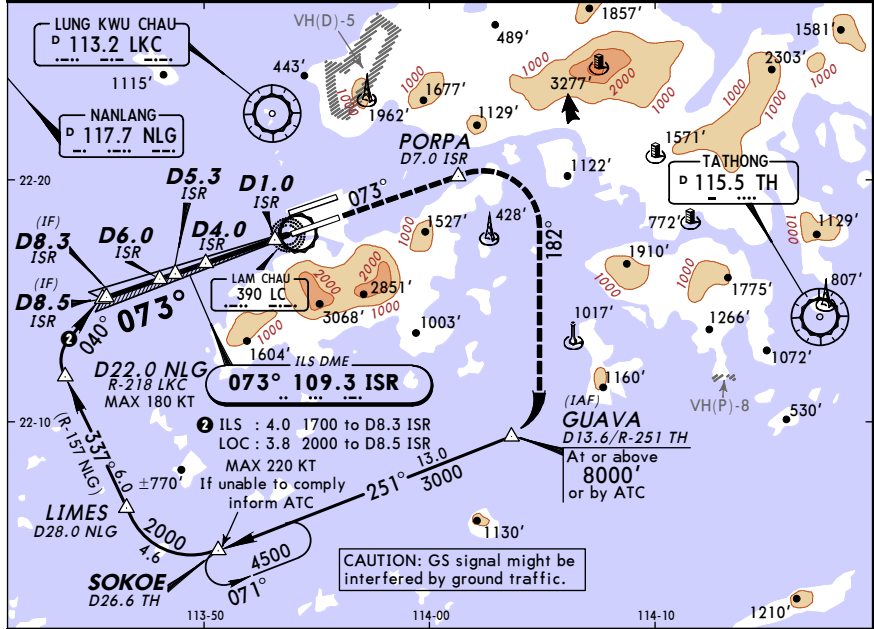
A	RVR 350m					A	PROHIBITED	
B						B		
C/D						C/D		

**VHHH/HKG HONG KONG INTL** **JEPPesen HONG KONG, PR OF CHINA**  
 HONG KONG INTL **Eff 11 May (11-4)** with TH VOR ILS DME Rwy 07R

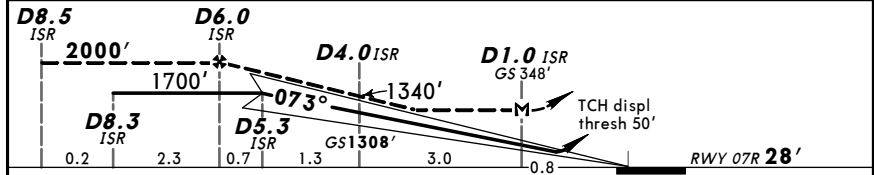
D-ATIS Arrival <b>128.2</b>	HONG KONG Approach (R) <b>119.1</b>	*HONG KONG Director <b>119.5</b>	HONG KONG Tower <b>118.4</b>	Ground <b>122.55</b>
LOC ISR <b>109.3</b>	Final ApcH Crs <b>073°</b>	GS <b>D4.0 ISR</b> (1280')	ILS DA(H) Refer to Minimums	Apt Elev <b>28'</b> <b>RWY 28'</b>



**MISSED APCH:** Climb to 5000'. Remain on track 073° until PORPA, then turn RIGHT onto 182° to intercept and follow R-251 TH to SOKOE and hold, or as directed.  
 Do not turn before PORPA/D7.0 ISR. MAX 210 KT until established on 182°.



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



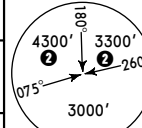
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI	<b>210 KT</b> MAX	<b>PORPA</b> on <b>073°</b>	
ILS GS	3.00°	377	484	538	646	753				861
LOC Descent Gradient	5.4%	383	492	547	656	766				875

STRAIGHT-IN LANDING RWY 07R					LOC (GS out)		CIRCLE-TO-LAND
Missed apch climb gradient mim 4.0% <b>2.8'</b> (200')		ILS Missed apch climb gradient mim 2.5% DA(H) <b>348'</b> (320')		MDA(H) <b>430'</b> (402')		A	
FULL	TDZ or Clout	ALS out	FULL	ALS out	ALS out		B

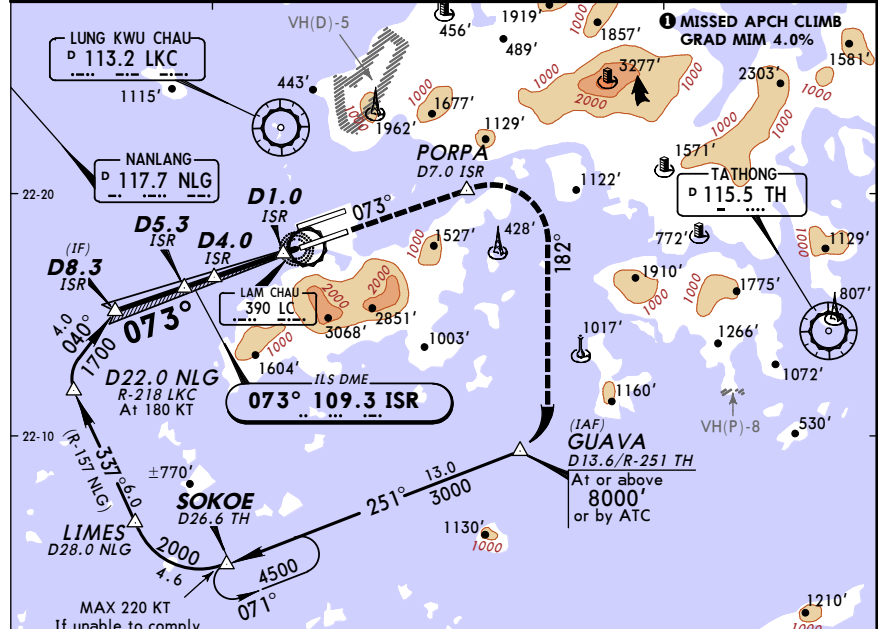
A	RVR 550m	RVR 720m	1200m	900m	RVR 1500m	2000m	A
B	VIS 800m	VIS 800m			VIS 1600m		B
C/D							C/D

**VHHH/HKG HONG KONG INTL** **JEPPesen HONG KONG, PR OF CHINA**  
 HONG KONG INTL **Eff 11 May (11-4A)** with TH VOR CAT II ILS DME Rwy 07R

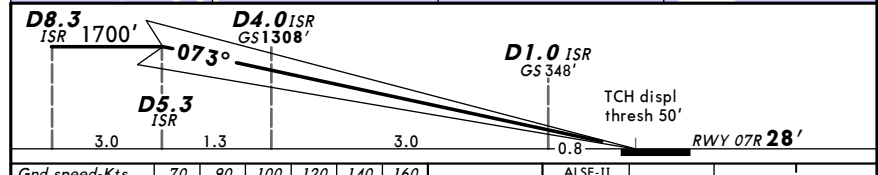
D-ATIS Arrival <b>128.2</b>	HONG KONG Approach (R) <b>119.1</b>	*HONG KONG Director <b>119.5</b>	HONG KONG Tower <b>118.4</b>	Ground <b>122.55</b>
LOC ISR <b>109.3</b>	Final ApcH Crs <b>073°</b>	GS <b>D4.0 ISR</b> (1280')	CAT II ILS <b>RA 99'</b> DA(H) 128' (100')	Apt Elev <b>28'</b> <b>RWY 28'</b>



**MISSED APCH:** Climb to 5000'. Remain on track 073° until PORPA, then turn RIGHT onto 182° to intercept and follow R-251 TH to SOKOE and hold, or as directed.  
 Do not turn before PORPA/D7.0 ISR. MAX 210 KT until established on 182°.



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



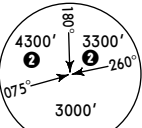
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI	<b>210 KT</b> MAX	<b>PORPA</b> on <b>073°</b>	
ILS GS	3.00°	377	484	538	646	753				861
LOC Descent Gradient	5.4%	383	492	547	656	766				875

STRAIGHT-IN LANDING RWY 07R					LOC (GS out)		CIRCLE-TO-LAND
Missed apch climb gradient mim 4.0% <b>RA 99'</b>		ILS Missed apch climb gradient mim 2.5% DA(H) <b>128'</b> (100')		MDA(H) <b>430'</b> (402')		A	
FULL	TDZ or Clout	ALS out	FULL	ALS out	ALS out		B

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

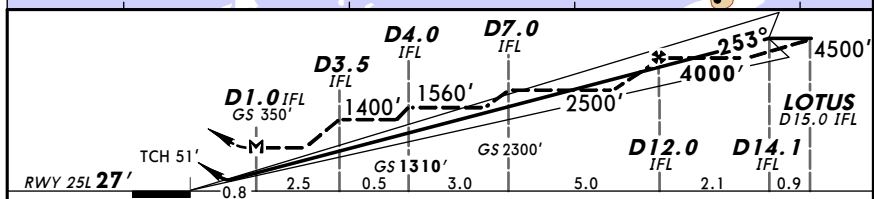
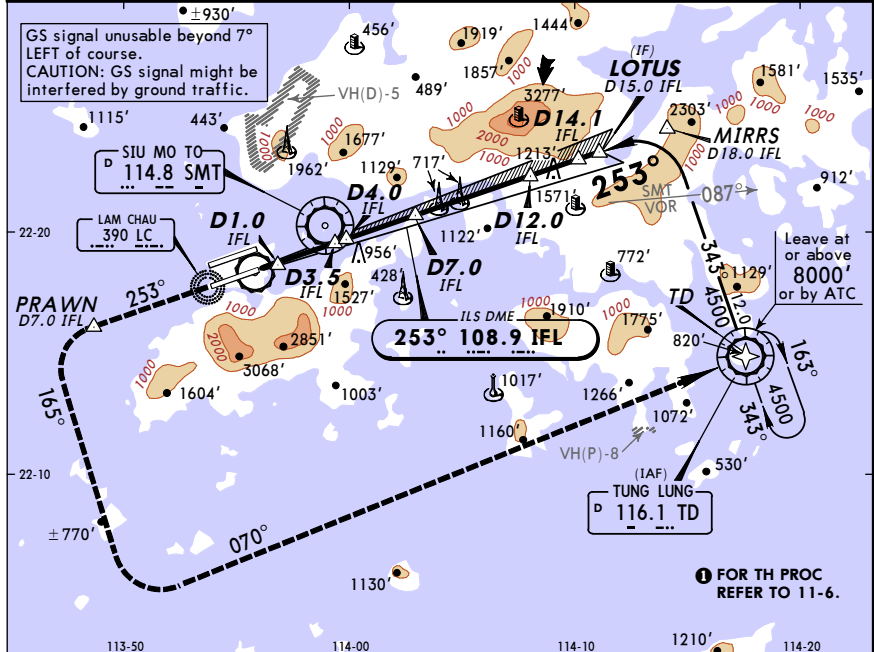
VHHH/HKG  
 HONG KONG INTL  
 8 DEC 06  
 Eff 21 Dec (11-5) with TD VOR ILS DME Rwy 25L

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55
LOC IFL	Final Apch Crs	GS D4.0 IFL	ILS DA(H) Refer to Minimums	Apt Elev 28'
108.9	253°	1310' (1283')		RWY 27'



MISSED APCH: Climb to 5000'. Remain on 253°. At PRAWN turn LEFT onto 165° to intercept R-250 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 165°.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110  
 GS signal unusable beyond 7° LEFT of course. 979 hPa or below - FL 120  
 LOC IFL unusable beyond 28° LEFT of course. SPEED CTL: Cross D15.0 IFL at 180 KT. ILS: Maintain 180 KT until D8.0 IFL. Cross D5.0 IFL between 150 KT and 160 KT. LOC: Cross D8.0 IFL at 160 KT.



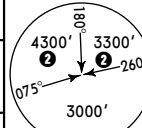
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	185 KT	PRAWN
ILS GS	3.00°	377	484	538	646	753	PAPI	MAX	on 253°
MAP at D1.0 IFL									

STRAIGHT-IN LANDING RWY 25L					LOC (GS out)		CIRCLE-TO-LAND
Missed apch climb gradient mim 4.0%	ILS		Missed apch climb gradient mim 2.5%	LOC (GS out)			
DA(H) 227' (200')	FULL	TDZ or CL out	ALS out	FULL	ALS out	MDA(H) 430' (403')	

A	RVR 550m	RVR 720m	1200m	1300m	2100m	2000m	A
B	VIS 800m	VIS 800m					B
C/D							C/D

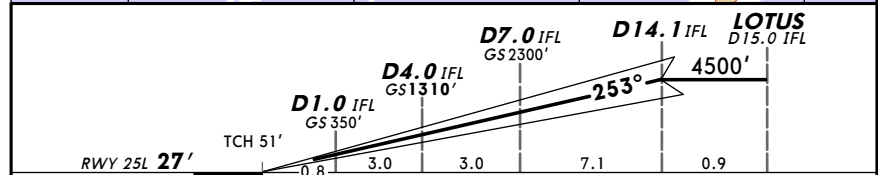
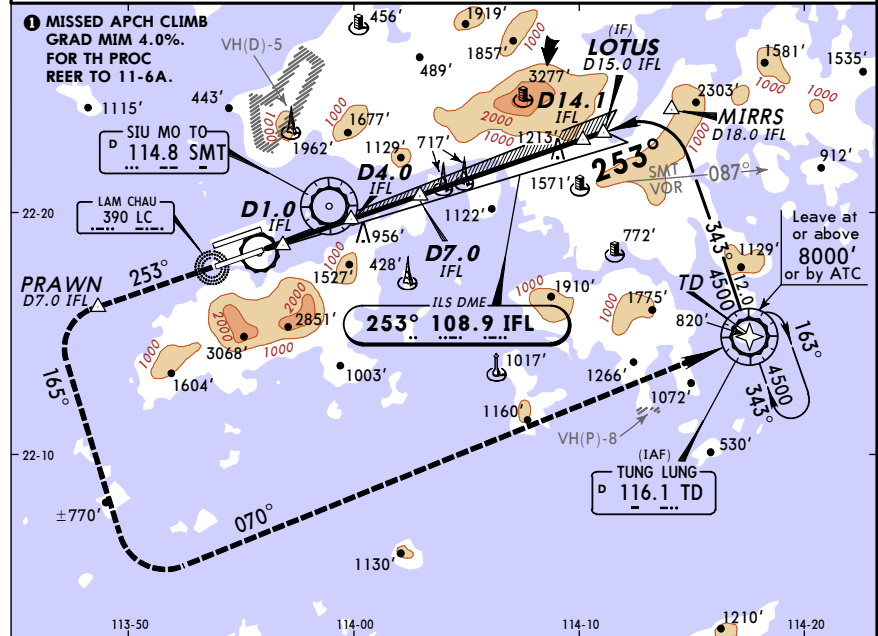
VHHH/HKG  
 HONG KONG INTL  
 8 DEC 06  
 Eff 21 Dec (11-5A) with TD VOR CAT II ILS DME Rwy 25L

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55
LOC IFL	Final Apch Crs	GS D4.0 IFL	CAT II ILS DA(H) 100'	Apt Elev 28'
108.9	253°	1310' (1283')	127' (100')	RWY 27'



MISSED APCH: Climb to 5000'. Remain on 253°. At PRAWN turn LEFT onto 165° to intercept R-250 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 165°.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110  
 979 hPa or below - FL 120  
 1. Special Aircrew and Acft Certification Required. 2. GS signal unusable beyond 7° LEFT of course.  
 3. LOC IFL unusable beyond 28° LEFT of course. SPEED CTL: Cross D15.0 IFL at 180 KT, maintain until D8.0 IFL. Cross D5.0 IFL between 150 KT and 160 KT.



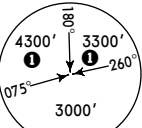
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	185 KT	PRAWN
GS	3.00°	377	484	538	646	753	PAPI	MAX	on 253°

STRAIGHT-IN LANDING RWY 25L					CAT II ILS	
Missed apch climb gradient mim 4.0%	ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 127' (100')	FULL	TDZ or CL out	ALS out	FULL	ALS out	

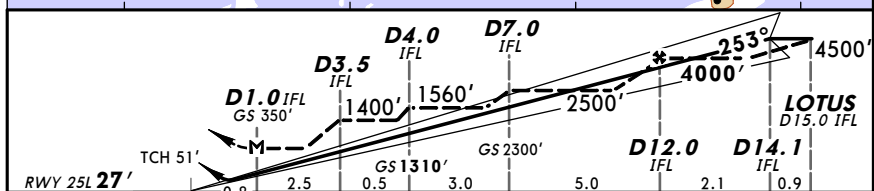
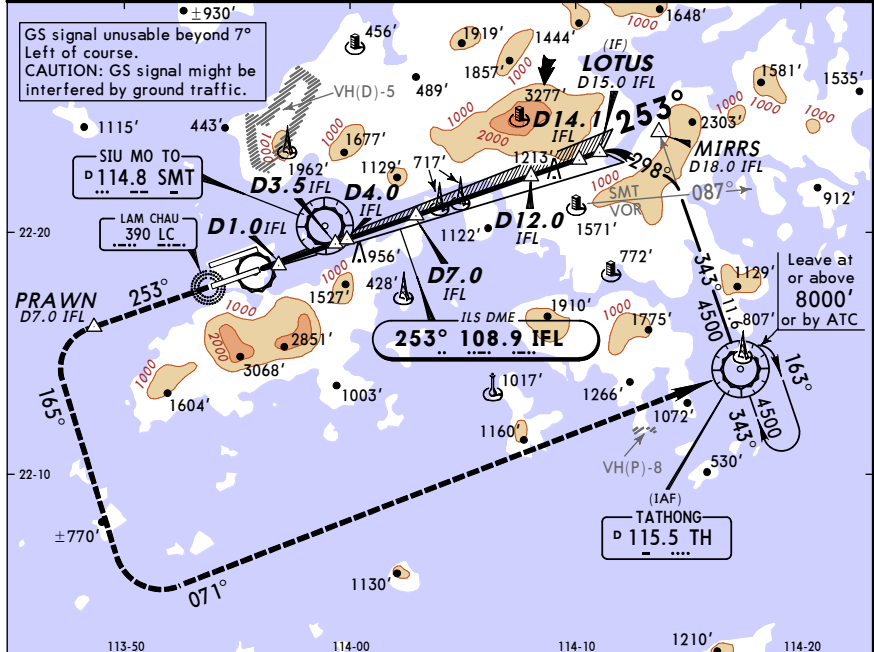
A	RVR 350m						A
B							B
C/D							C/D

VHHH/HKG  
 HONG KONG INTL  
 28 APR 06  
 Eff 11 May (11-6)  
 JEPPESEN HONG KONG, PR OF CHINA  
 via TH VOR ILS DME Rwy 25L

D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.4	Ground 122.55
LOC IFL 108.9	Final Apch Crs 253°	GS D4.0 IFL 1310' (1283')	ILS DA(H) Refer to Minimums	Apt Elev 28'
MISSED APCH: Climb to 5000'. Remain on 253°. At PRAWN turn LEFT onto 165° to intercept R-251 inbound TH VOR and hold, or as directed. MAX 185 KT until established on 165°.				



Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110  
 GS signal unusable beyond 7° LEFT of course. 979 hPa or below - FL 120  
 LOC IFL unusable beyond 28° LEFT of course. SPEED CTL: Cross D15.0 IFL at 180 KT. ILS: Maintain 180 KT until D8.0 IFL. Cross D5.0 IFL between 150 KT and 160 KT. LOC: Cross D8.0 IFL at 160 KT.



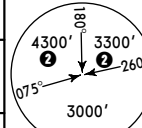
Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	185 KT	PRAWN	on 253°
ILS GS	3.00°	377	484	538	646	753	861	PAPI	MAX		
MAP at D1.0 IFL											

STRAIGHT-IN LANDING RWY 25L					LOC (GS out)		CIRCLE-TO-LAND
Missed apch climb gradient mim 4.0%	ILS		Missed apch climb gradient mim 2.5%	DA(H) 430' (403')			
DA(H) 227' (200')	FULL	TDZ or Clout	ALS out	FULL	ALS out		

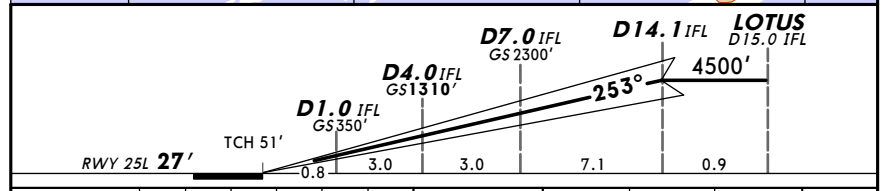
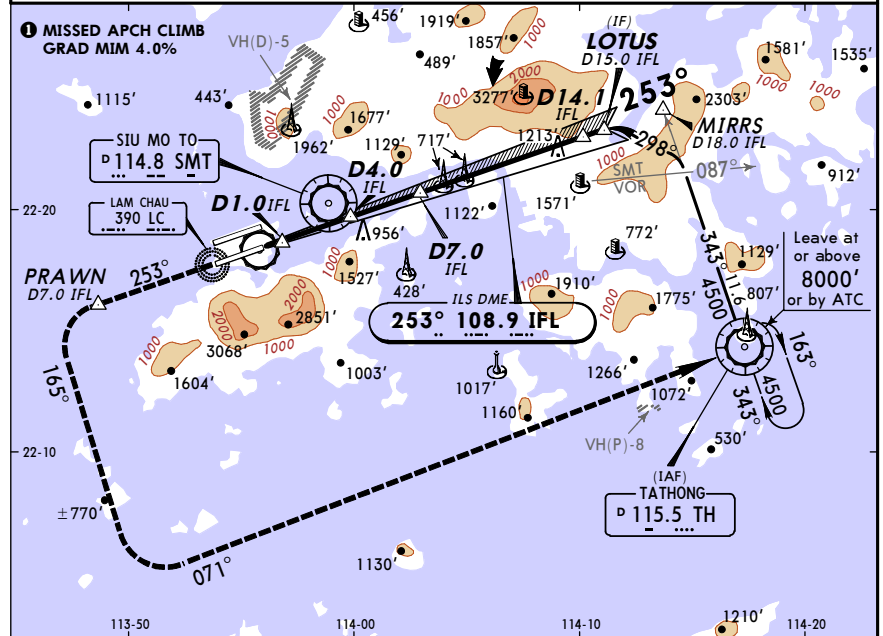
A	RVR 550m	RVR 720m	1200m	1300m	2100m	2000m	A
B	VIS 800m	VIS 800m					B
C/D							C/D

VHHH/HKG  
 HONG KONG INTL  
 28 APR 06  
 Eff 11 May (11-6A)  
 JEPPESEN HONG KONG, PR OF CHINA  
 via TH VOR CAT II ILS DME Rwy 25L

D-ATIS Arrival 128.2	HONG KONG Approach (R) 119.1	*HONG KONG Director 119.5	HONG KONG Tower 118.4	Ground 122.55
LOC IFL 108.9	Final Apch Crs 253°	GS D4.0 IFL 1310' (1283')	CAT II ILS DA(H) RA 100' 127' (100')	Apt Elev 28'
MISSED APCH: Climb to 5000'. Remain on 253°. At PRAWN turn LEFT onto 165° to intercept R-251 inbound TH VOR and hold, or as directed. MAX 185 KT until established on 165°.				



Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110  
 GS signal unusable beyond 7° LEFT of course. 979 hPa or below - FL 120  
 LOC IFL unusable beyond 28° LEFT of course. SPEED CTL: Cross D15.0 IFL at 180 KT, maintain until D8.0 IFL. Cross D5.0 IFL between 150 KT and 160 KT.



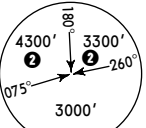
Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	185 KT	PRAWN	on 253°
GS	3.00°	377	484	538	646	753	861	PAPI	MAX		

STRAIGHT-IN LANDING RWY 25L					CAT II ILS		CIRCLE-TO-LAND
Missed apch climb gradient mim 4.0%	ILS		Missed apch climb gradient mim 2.5%	DA(H) 127' (100')			
DA(H) 227' (200')	FULL	TDZ or Clout	ALS out	FULL	ALS out		

A	RVR 350m						A
B							B
C/D							C/D

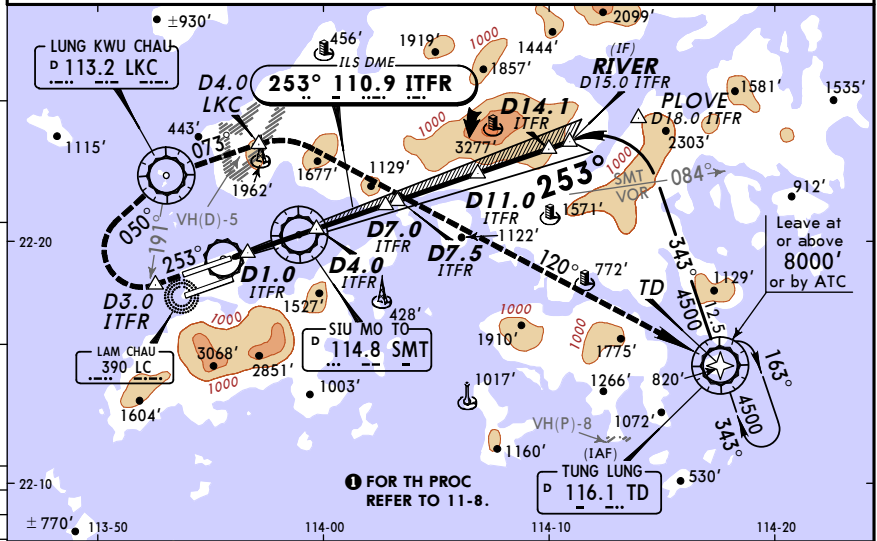
**VHHH/HKG**  
**HONG KONG INTL** 8 DEC 06 Eff 21 Dec (11-7) with TD VOR ILS DME Rwy 25R

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
LOC ITFR	Final Apch Crs	GS DA.0 ITFR	ILS DA(H) Refer to Minimums	Apt Elev 28'
110.9	253°	1300' (1277')		RWY 23'

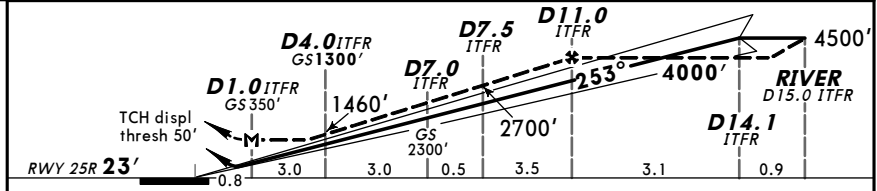


**MISSED APCH:** Climb to 4000'. Remain on 253°. At D3.0 ITFR/R-191 LKC, turn RIGHT onto R-230 inbound LKC VOR. At LKC VOR continue climb to 5000'. Depart LKC VOR on R-073 LKC to D4.0 LKC, then turn RIGHT to intercept R-300 inbound to TD VOR and hold, or as directed.  
 MAX 185 KT required until established on R-230 inbound LKC VOR.  
 When LKC VOR is not available:  
 Climb on 253° to 5000' and expect radar vectors. MAX 185 KT until advised by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110 979 hPa or below - FL 120 Trans alt: 9000'  
 1. GS signal unusable beyond 6° RIGHT of course. 2. 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 D8.0 ITFR. Cross D5.0 ITFR between 150 KT and 160 KT. LOC: Cross D8.0 ITFR at 160 KT.



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

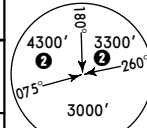


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	Refer to Missed Apch above	
ILS GS	3.00°	377	484	538	646	753			861
LOC Descent Gradient	6.0%	425	547	608	729	851			972

STRAIGHT-IN LANDING RWY 25R			CIRCLE-TO-LAND	
ILS Missed apch climb gradient mim 5.0% DA(H) <b>223'</b> (200') 2.5% DA(H) <b>1321'</b> (1298')			LOC (GS out) Missed apch climb gradient mim 4.2% MDA(H) <b>430'</b> (407') 2.5% MDA(H) <b>1750'</b> (1727')	
FULL	TDZ or CL out	ALS out	ALS out	
A	RVR 550m	RVR 720m	2400m	
B	VIS 800m		1200m	
C/D			PROHIBITED	

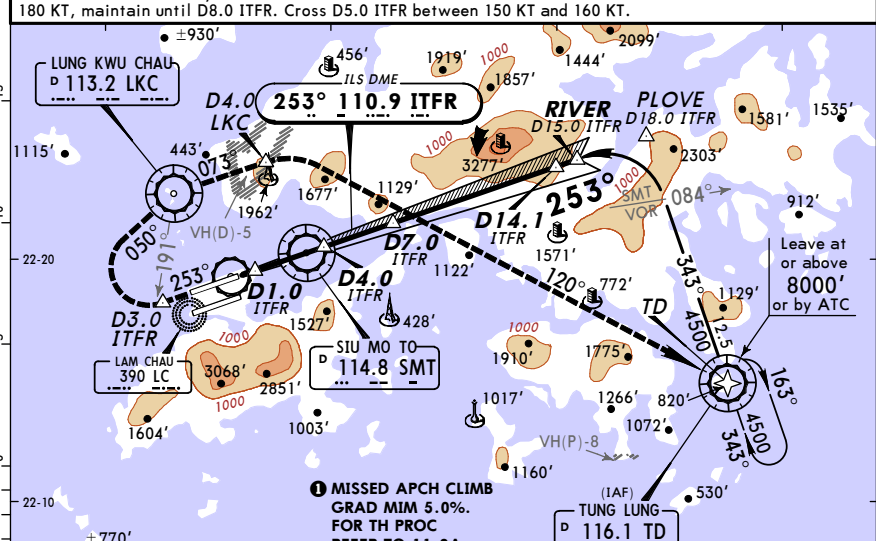
**VHHH/HKG**  
**HONG KONG INTL** 8 DEC 06 Eff 21 Dec (11-7A) with TD VOR CAT II ILS DME Rwy 25R

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
LOC ITFR	Final Apch Crs	GS DA.0 ITFR	CAT II ILS RA 100' DA(H) 123' (100')	Apt Elev 28'
110.9	253°	1300' (1277')		RWY 23'

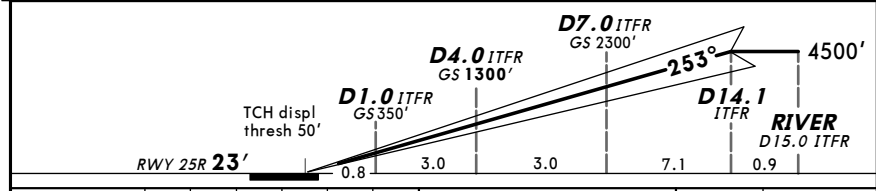


**MISSED APCH:** Climb to 4000'. Remain on 253°. At D3.0 ITFR/R-191 LKC, turn RIGHT onto R-230 inbound LKC VOR. At LKC VOR continue climb to 5000'. Depart LKC VOR on R-073 LKC to D4.0 LKC, then turn RIGHT to intercept R-300 inbound to TD VOR and hold, or as directed.  
 MAX 185 KT required until established on R-230 inbound LKC VOR.  
 When LKC VOR is not available:  
 Climb on 253° to 5000' and expect radar vectors. MAX 185 KT until advised by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110 979 hPa or below - FL 120 Trans alt: 9000'  
 1. Special Aircrew and Acft Certification Required. 2. GS signal unusable 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, maintain until D8.0 ITFR. Cross D5.0 ITFR between 150 KT and 160 KT.



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

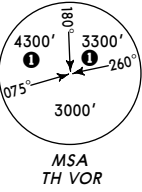


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	Refer to Missed Apch above	
ILS GS	3.00°	377	484	538	646	753			861
LOC Descent Gradient	6.0%	425	547	608	729	851			972

STRAIGHT-IN LANDING RWY 25R			CIRCLE-TO-LAND	
CAT II ILS Missed apch climb gradient mim 5.0% DA(H) <b>123'</b> (100')			LOC (GS out) Missed apch climb gradient mim 4.2% MDA(H) <b>430'</b> (407') 2.5% MDA(H) <b>1750'</b> (1727')	
FULL	TDZ or CL out	ALS out	ALS out	
A	RVR 550m	RVR 720m	2400m	
B	VIS 800m		1200m	
C/D			PROHIBITED	

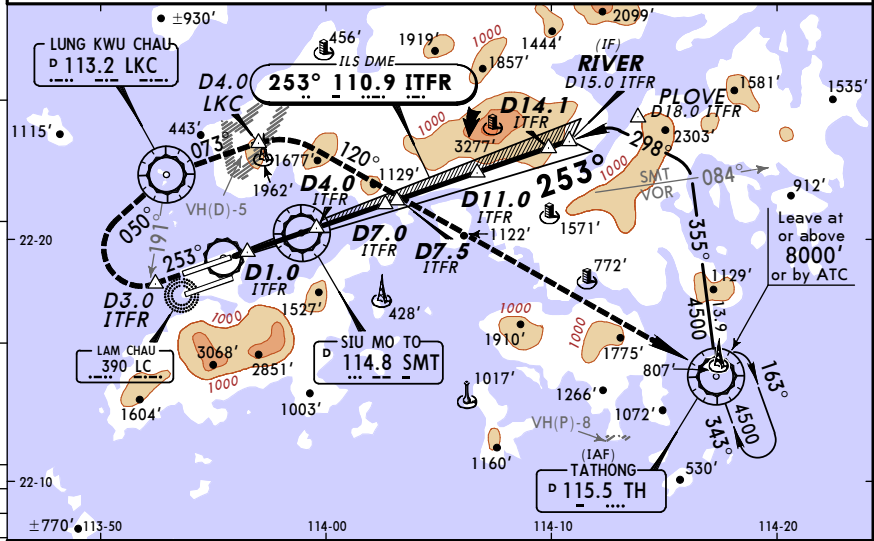
VHHH/HKG  
 HONG KONG INTL  
 28 APR 06  
 Eff 11 May (11-8) via TH VOR ILS DME Rwy 25R

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
LOC ITFR	Final ApcH Crs	GS D4.0 ITFR	ILS DA(H) Refer to Minimums	Apt Elev 28'
110.9	253°	1300' (1277')		RWY 23'

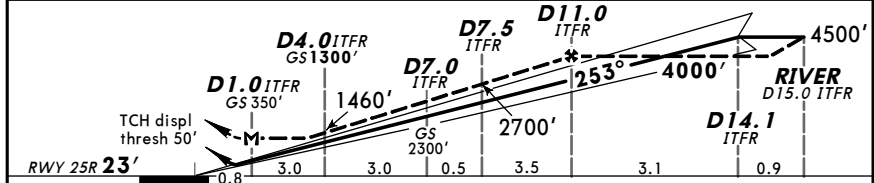


**MISSED APCH:** Climb to 4000'. Remain on 253°. At D3.0 ITFR/R-191 LKC, turn RIGHT onto R-230 inbound LKC VOR. At LKC VOR continue climb to 5000'. Depart LKC VOR on R-073 LKC to D4.0 LKC, then turn RIGHT onto 120°. Expect radar vectors to TH VOR. Join holding, or as directed.  
 MAX 185 KT required until established on R-230 inbound LKC VOR.  
 When LKC VOR is not available:  
 Climb on 253° to 5000' and expect radar vectors. MAX 185 KT until advised by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110  
 979 hPa or below - FL 120  
 1. GS signal unusable beyond 6° RIGHT of course. 2. 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 D8.0 ITFR. Cross D5.0 ITFR between 150 KT and 160 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'



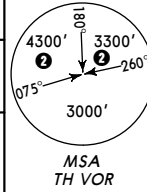
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	377	484	538	646	753	861
LOC Descent Gradient	6.0%	425	547	608	729	851	972

STRAIGHT-IN LANDING RWY 25R			CIRCLE-TO-LAND		
ILS Missed apch climb gradient mim 5.0% DA(H) <b>223'</b> (200') 2.5% DA(H) <b>1321'</b> (1298')			LOC (GS out) Missed apch climb gradient mim 4.2% MDA(H) <b>430'</b> (407') 2.5% MDA(H) <b>1750'</b> (1727')		
FULL	TDZ or CL out	ALS out	ALS out		

A					A
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	2400m	PROHIBITED
C/D					

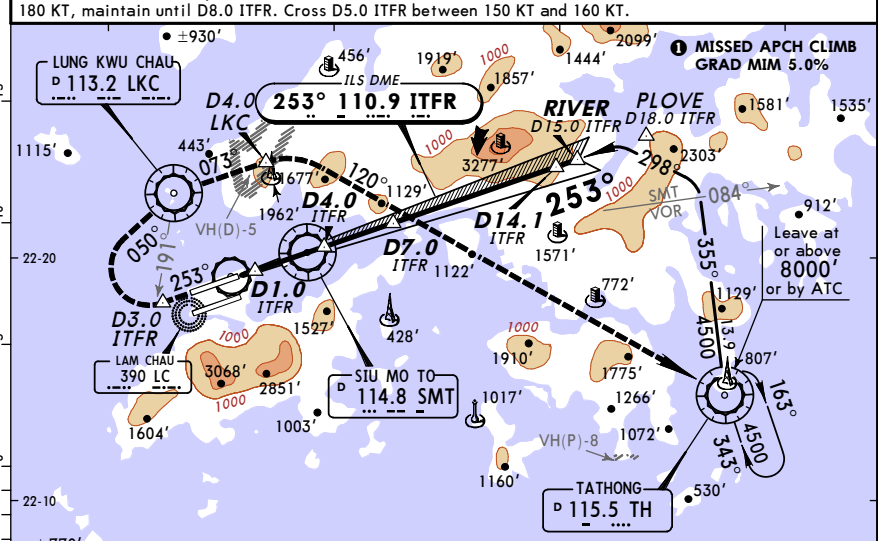
VHHH/HKG  
 HONG KONG INTL  
 28 APR 06  
 Eff 11 May (11-8A) via TH VOR CAT II ILS DME Rwy 25R

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
LOC ITFR	Final ApcH Crs	GS D4.0 ITFR	CAT II ILS RA 100' DA(H) 123' (100')	Apt Elev 28'
110.9	253°	1300' (1277')		RWY 23'

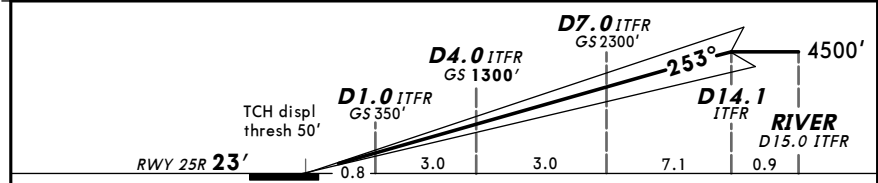


**MISSED APCH:** Climb to 4000'. Remain on 253°. At D3.0 ITFR/R-191 LKC, turn RIGHT onto R-230 inbound LKC VOR. At LKC VOR continue climb to 5000'. Depart LKC VOR on R-073 LKC to D4.0 LKC, then turn RIGHT onto 120°. Expect radar vectors to TH VOR. Join holding, or as directed.  
 MAX 185 KT required until established on R-230 inbound LKC VOR.  
 When LKC VOR is not available:  
 Climb on 253° to 5000' and expect radar vectors. MAX 185 KT until advised by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110  
 979 hPa or below - FL 120  
 1. Special Aircrew and Acft Certification Required. 2. GS signal unusable 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, maintain until D8.0 ITFR. Cross D5.0 ITFR between 150 KT and 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	
GS	3.00°	377	484	538	646	753	861

STRAIGHT-IN LANDING RWY 25R			CIRCLE-TO-LAND		
CAT II ILS Missed apch climb gradient mim 5.0% <b>RA 100'</b> DA(H) <b>123'</b> (100')			LOC (GS out) Missed apch climb gradient mim 4.2% MDA(H) <b>430'</b> (407') 2.5% MDA(H) <b>1750'</b> (1727')		
FULL	TDZ or CL out	ALS out	ALS out		

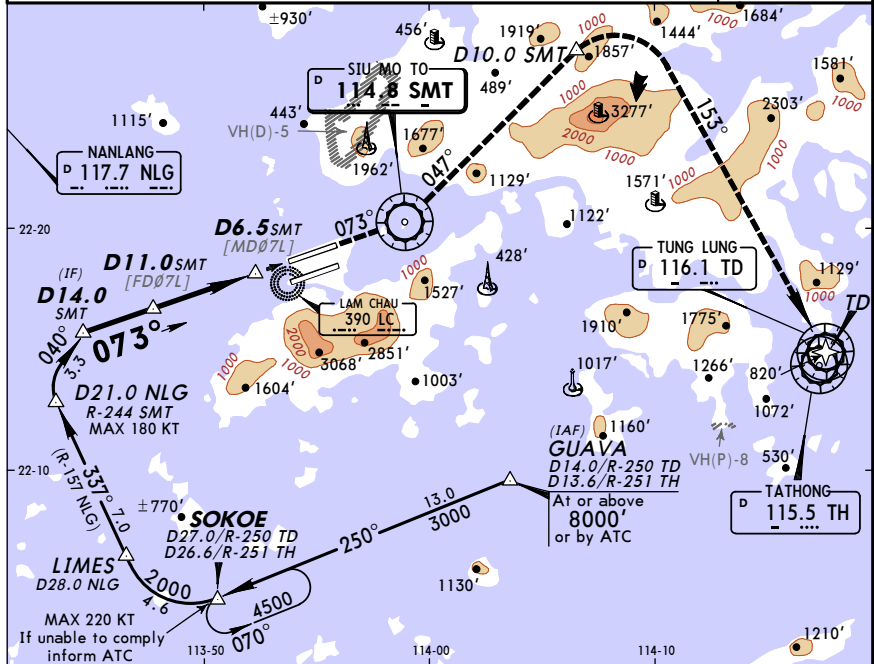
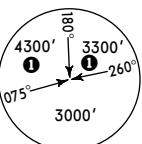
A					A
B					PROHIBITED
C/D					

VHHH/HKG  
 HONG KONG INTL  
 8 DEC 06 (13-1) Eff 21 Dec  
 JEPPESEN HONG KONG, PR OF CHINA  
 VOR DME Rwy 07L

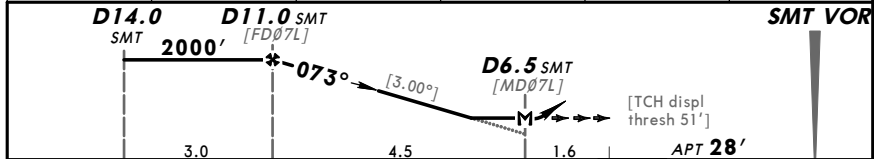
D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
VOR SMT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
114.8	073°	D11.0 SMT 2000' (1972')	Refer to Minimums	28'

MISSED APCH: Climb to 5000' on track 073° to SMT VOR, then follow R-047 SMT. At D10.0 SMT turn RIGHT to intercept R-333 inbound to TD VOR, then continue climb on R-250 TD to SOKOE and hold, or as directed. MAX 220 KT until established on R-333 inbound TD.

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



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	ALSF-II PAPI	SMT 220 KT MAX	SMT 114.8 on 073°
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849			
MAP at D6.5 SMT									

STRAIGHT-IN LANDING RWY 07L		CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.7 % MDA(H) 580' (552')	ALS out	Missed apch climb gradient mim 2.5 % MDA(H) 1340' (1312')	ALS out

A	2800m	3000m	PROHIBITED
B			
C			
D			

■ Climb gradient up to 4500'.

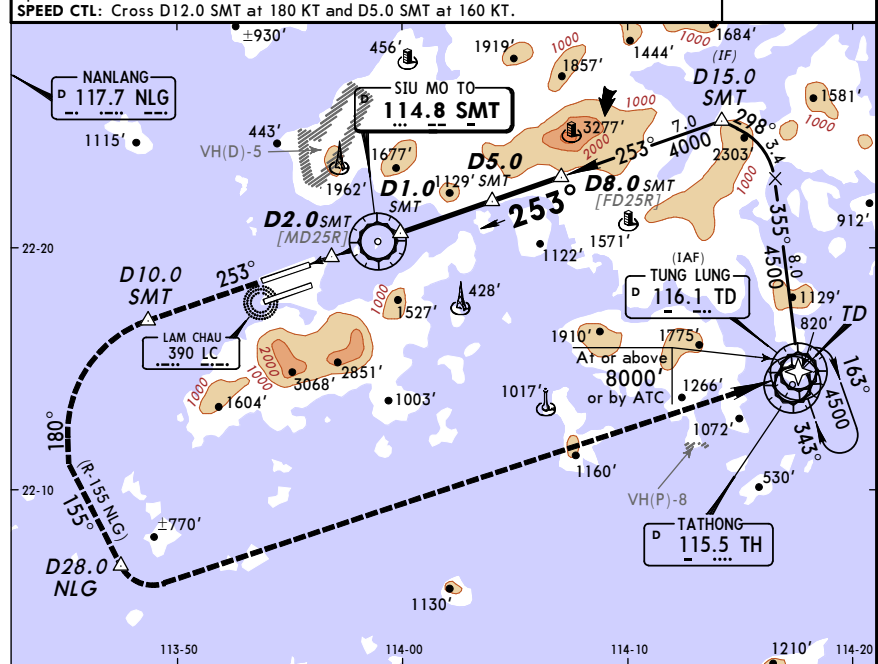
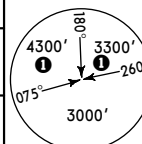
VHHH/HKG  
 HONG KONG INTL  
 8 DEC 06 (13-2) Eff 21 Dec  
 JEPPESEN HONG KONG, PR OF CHINA  
 VOR DME Rwy 25R

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6
VOR SMT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
114.8	253°	D8.0 SMT 4000' (3972')	450' (422')	28'

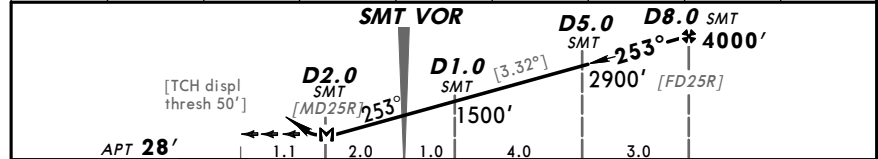
MISSED APCH: Climb on R-253 to 3000'. At D10.0 SMT turn LEFT onto 180° to intercept R-155 NLG, then climb to 5000'. At D28.0 NLG turn LEFT direct to TD VOR and hold, or as directed. MAX 230 KT until on R-155 NLG. When NLG VOR not available, climb on R-253 SMT to 3000'. At D10.0 SMT turn LEFT onto 180° and climb to 5000'. Expect radar vectors to TD VOR.

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

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	ALSF-II PAPI	SMT 230 KT MAX	SMT 3000' on 114.8 R-253
Descent Gradient 5.80% or Descent angle [3.32°]	411	529	588	705	823	940			
MAP at D2.0 SMT after VOR									

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

A	2400m	PROHIBITED
B		
C		
D		